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 manufactorer'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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JEPPESEN
JeppView 3.5.2.0

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 vacation 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 delimitated 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.

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.

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 overflown 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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JeppView 3.5.2.0

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.

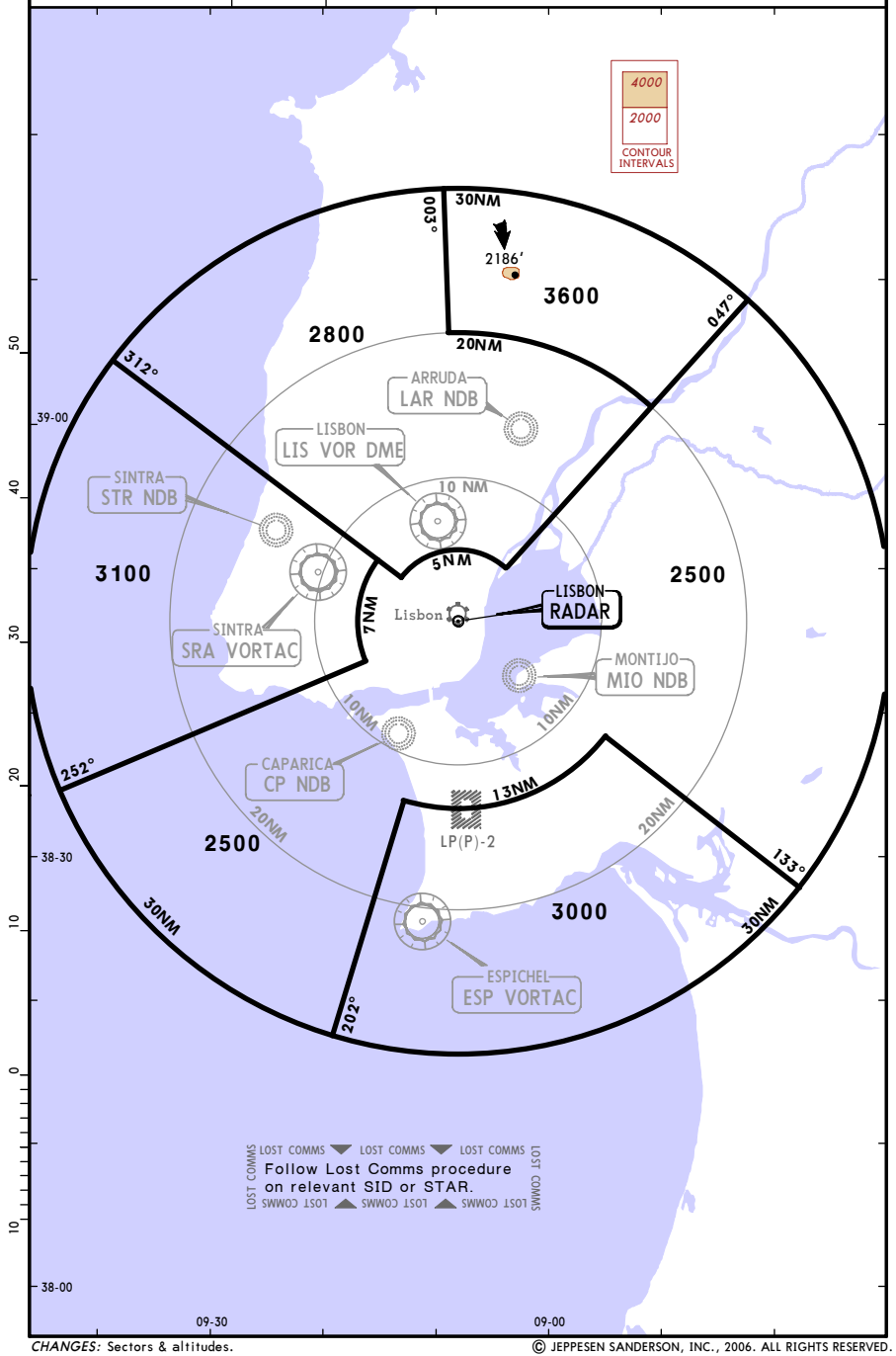
LPPT/LIS LISBON

JEPPESEN
24 NOV 06 (10-1R)

LISBON, PORTUGAL

RADAR MINIMUM ALTITUDES

LISBON Approach (R)	Apt Elev	
119.1	374′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′ When vectoring aircraft, headings will be allocated so as to avoid Danger and Restricted areas.



CHANGES: Sectors & altitudes.

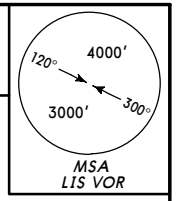
LPPT/LIS LISBON

JEPPESEN
29 JUN 07 (10-2) Eff 5 Jul

LISBON, PORTUGAL

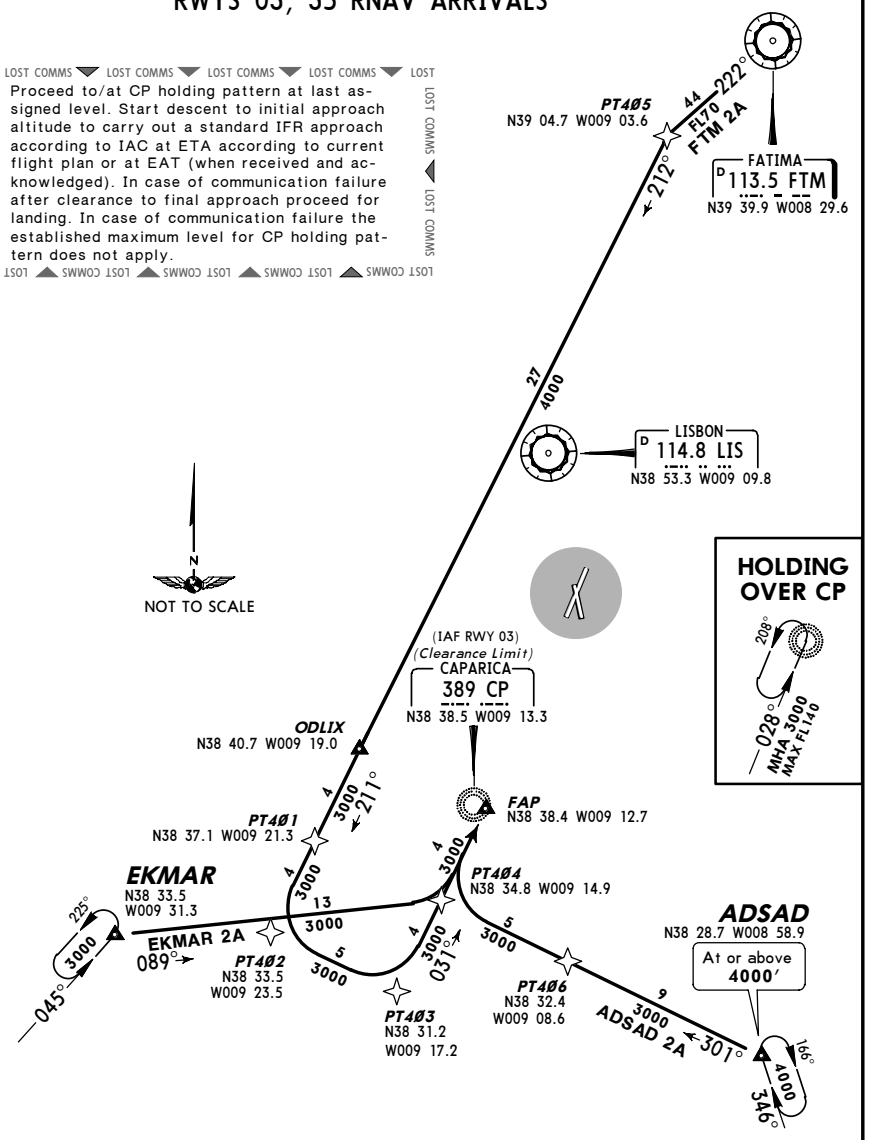
RNAV STAR

ATIS	Apt Elev	
124.15	374′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′ EXPECT radar vectoring or instructions to follow specified waypoints.



ADSAD 2A *[ADSA2A]*
EKMAR 2A *[EKMA2A]*, FATIMA 2A (FTM 2A)
RWYS 03, 35 RNAV ARRIVALS

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



STAR	ROUTING
ADSAD 2A	ADSAD (4000′+) - PT406 - PT404 - FAP.
EKMAR 2A	EKMAR - PT404 - FAP.
FTM 2A	FTM - PT405 - ODLIX - PT401 - PT402 - PT403 - FAP.

CHANGES: ODLIX NCRP Flyby replaced by CRP; routing text.

LPPT/LIS
LISBON

JEPPESEN
29 JUN 07 (10-2A) Eff 5 Jul

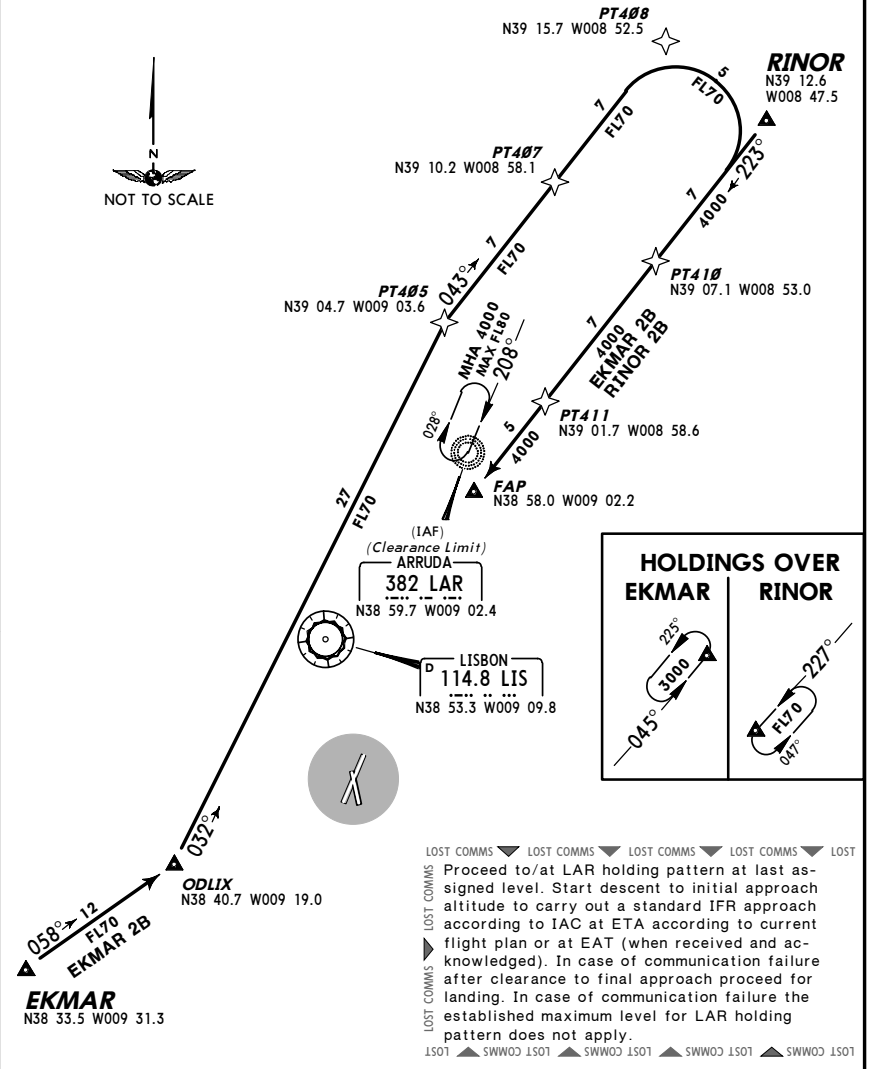
LISBON, PORTUGAL

RNAV STAR

ATIS	Apt Elev	
124.15	374′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′ EXPECT radar vectoring or instructions to follow specified waypoints.

MSA
LIS VOR
120° 4000′
300°
3000′

EKMAR 2B *[EKMA2B]*, RINOR 2B *[RINO2B]*
RWY 21 RNAV ARRIVALS



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

LOST COMMS ▶ LOST COMMS

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

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

STAR	ROUTING
EKMAR 2B	EKMAR - ODLIX - PT405 - PT407 - PT408 - RINOR - PT410 - PT411 - FAP.
RINOR 2B	RINOR - PT410 - PT411 - FAP.

CHANGES: Routing text.

LPPT/LIS
LISBON

JEPPESEN
17 AUG 07 (10-2B) Eff 30 Aug

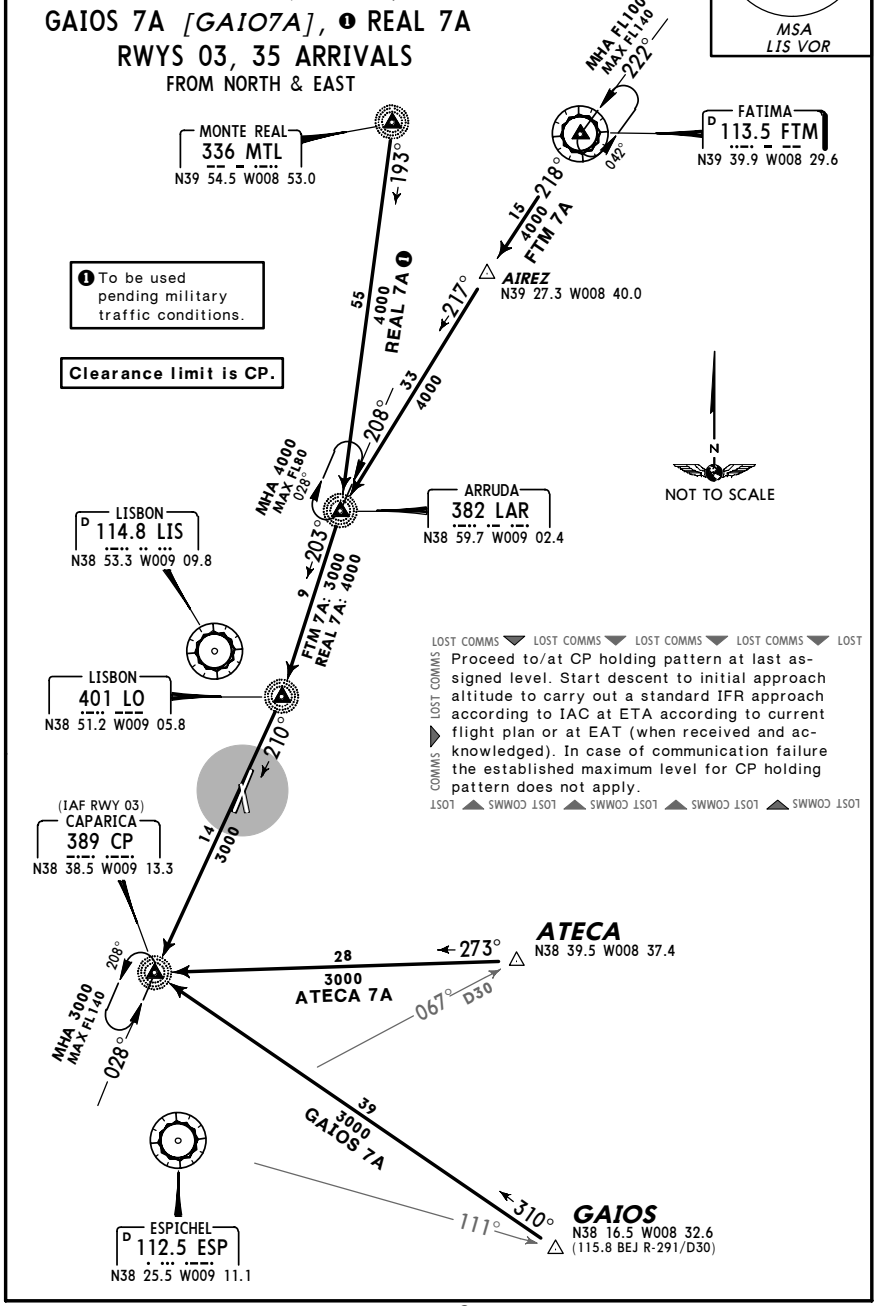
LISBON, PORTUGAL

STAR

ATIS	Apt Elev	
124.15	374′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′

MSA
LIS VOR
120° 4000′
300°
3000′

ATECA 7A *[ATEC7A]*
FATIMA 7A (FTM 7A)
GAIOS 7A *[GAIO7A]*, ❶ REAL 7A
RWYS 03, 35 ARRIVALS
FROM NORTH & EAST



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

LOST COMMS ▶ LOST COMMS

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

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

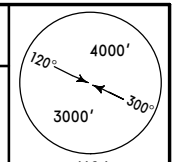
CHANGES: STAR FTM 7A MEA lowered.

LPPT/LIS
LISBON

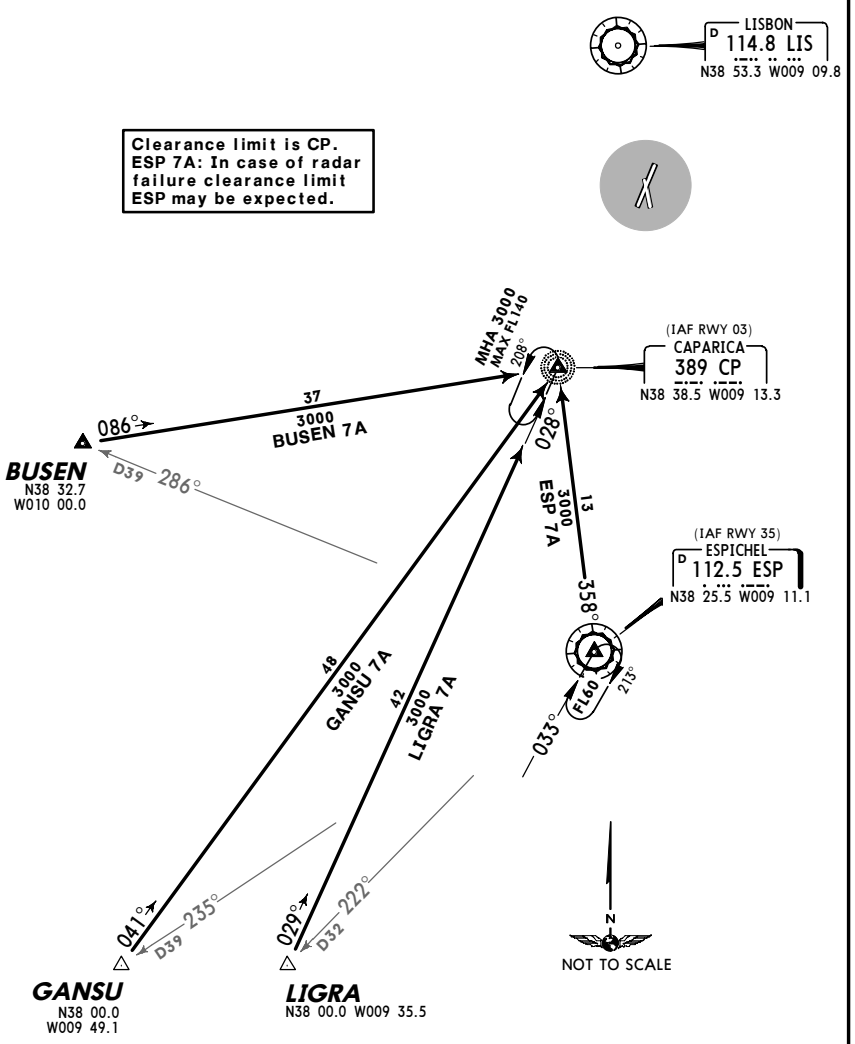
JEPPESEN
17 AUG 07 (10-2C) Eff 30 Aug

LISBON, PORTUGAL
STAR

ATIS	Apt Elev	Alt Set: hPa
124.15	374′	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



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

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. ◀ LOST COMMS

CHANGES: None.

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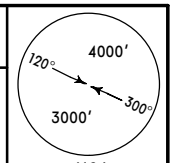
LPPT/LIS
LISBON

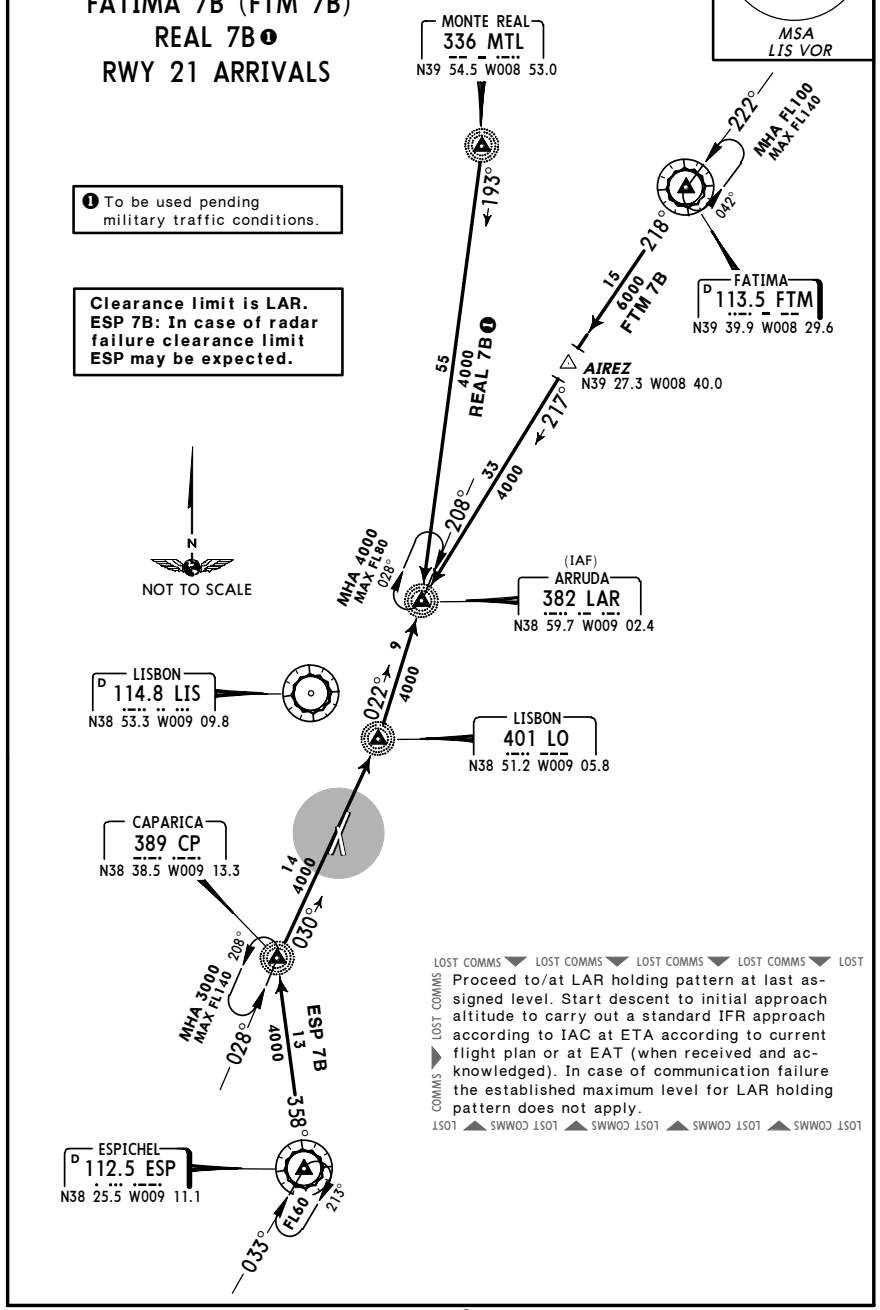
JEPPESEN
24 NOV 06 (10-2D)

LISBON, PORTUGAL
STAR

ATIS	Apt Elev	Alt Set: hPa
124.15	374′	Trans level: By ATC Trans alt: 4000′



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



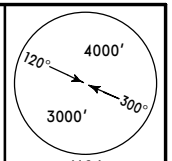
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

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. ◀ LOST COMMS

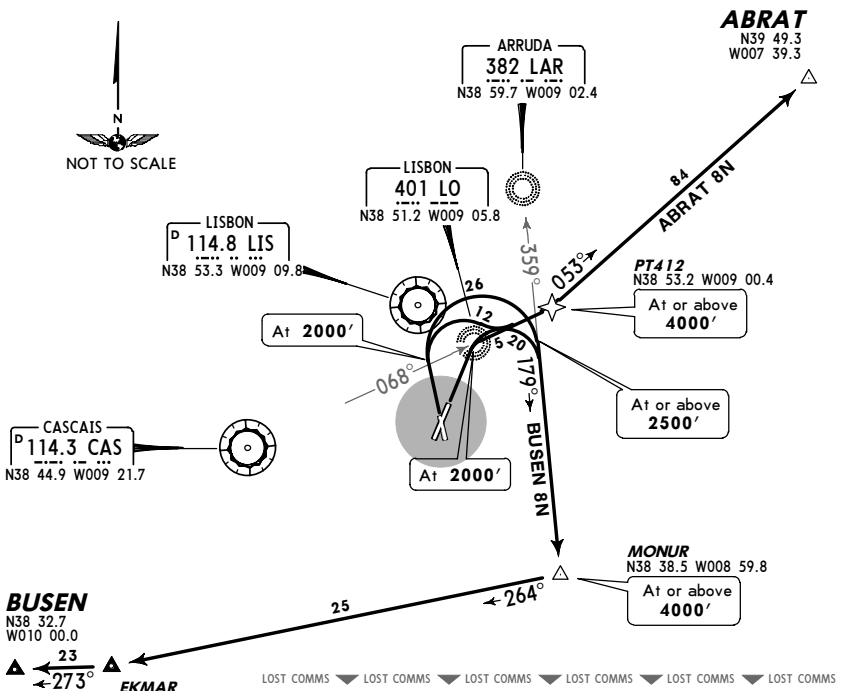
LOST ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

CHANGES: MSA center.

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 perfomance is mandatory (refer to Airport Briefing pages). **3.** If unable to comply with FMS RNAV SIDs advise ATC.



ABRAT 8N *[ABRA8N]*
BUSEN 8N *[BUSE8N]*
RWYS 03, 35 RNAV DEPARTURES



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

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

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

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

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

RWY 35

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
ABRAT 8N	Climb to **2000′,** turn RIGHT, intercept CAS R-068 (068° bearing from LO) to PT412, then to ABRAT.
BUSEN 8N	Climb to **2000′,** turn RIGHT, intercept 179° bearing from LAR to MONUR at or above **2500′,** then to EKMAR, then to BUSEN.

CHANGES: Initial contact.

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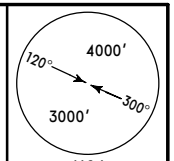
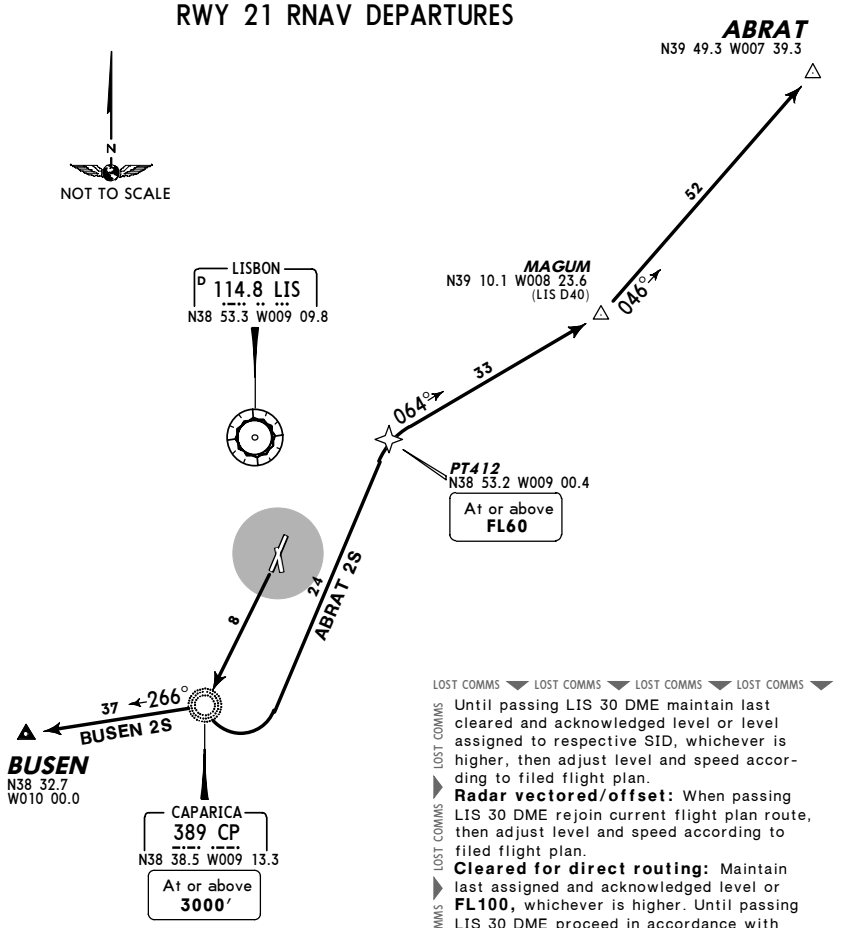
JeppView 3.5.2.0

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 perfomance is mandatory (refer to Airport Briefing pages). **3.** If unable to comply with FMS RNAV SIDs advise ATC.



ABRAT 2S *[ABRA2S]*
BUSEN 2S *[BUSE2S]*
RWY 21 RNAV DEPARTURES



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

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

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

LOST COMMS ▶ **Cleared for direct routing:** Maintain last assigned and acknowledged level or **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.

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

Initial climb clearance **FL100**

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

CHANGES: Initial contact.

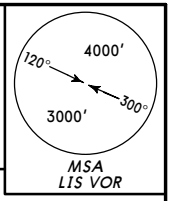
LPPT/LIS
LISBON

JEPPESEN
6 JUL 07 (10-3B)

LISBON, PORTUGAL

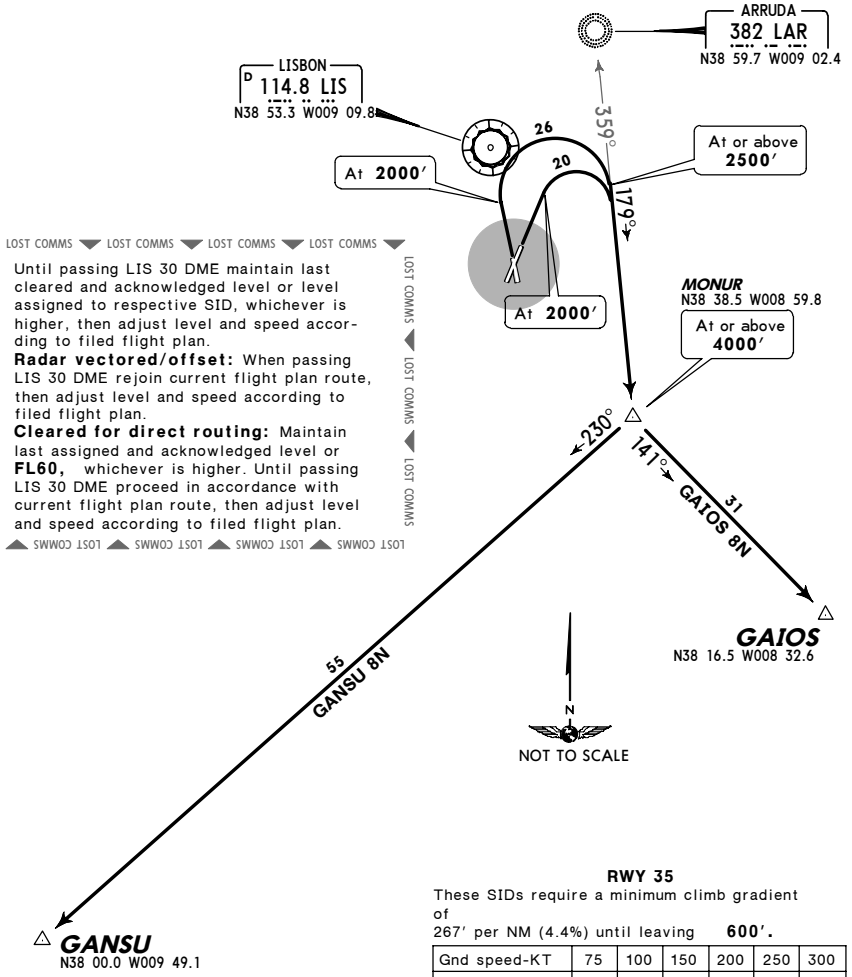
RNAV SID

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



MSA
LIS VOR

GAIOS 8N *[GAIO8N]*
GANSU 8N *[GANS8N]*
RWYS 03, 35 RNAV DEPARTURES



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

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

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

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

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

RWY 35

These SIDs require a minimum climb gradient of 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
GAIOS 8N	Climb to **2000′,** turn RIGHT, intercept 179° bearing from LAR to MONUR at or above **2500′,** then to GAIOS.
GANSU 8N	Climb to **2000′,** turn RIGHT, intercept 179° bearing from LAR to MONUR at or above **2500′,** then to GANSU.

CHANGES: Initial contact.

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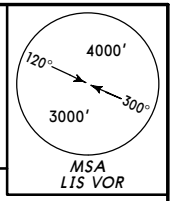
LPPT/LIS
LISBON

JEPPESEN
6 JUL 07 (10-3C)

LISBON, PORTUGAL

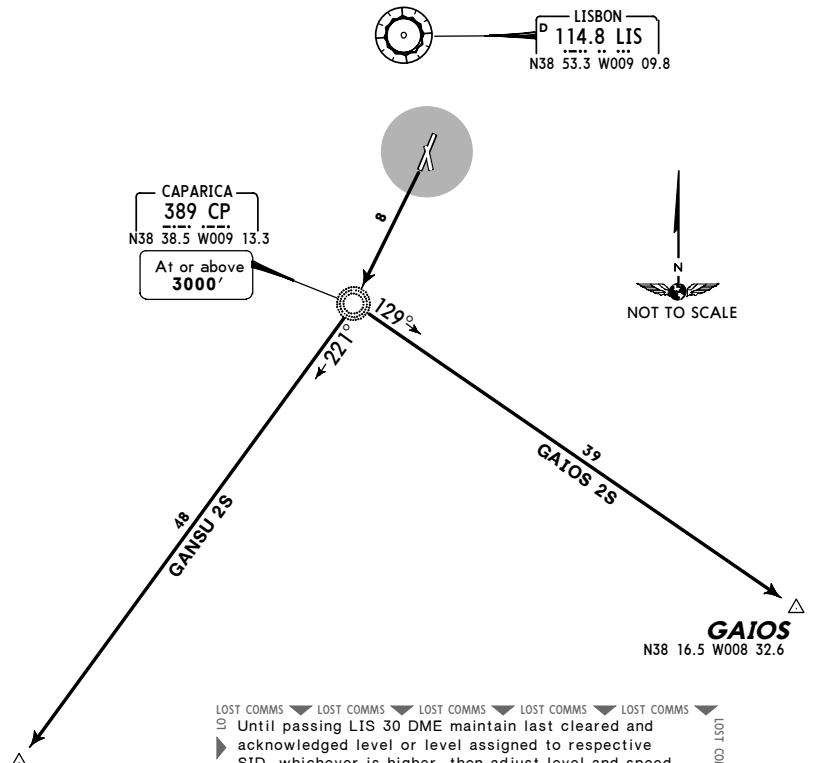
RNAV SID

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 perfomance is mandatory (refer to Airport Briefing pages). **3.** If unable to comply with FMS RNAV SIDs advise ATC.



MSA
LIS VOR

GAIOS 2S *[GAIO2S]*
GANSU 2S *[GANS2S]*
RWY 21 RNAV DEPARTURES



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.

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

Initial climb clearance **FL100**

SID	ROUTING
GAIOS 2S	Climb to CP, turn LEFT to GAIOS.
GANSU 2S	Climb to CP, then to GANSU.

CHANGES: Initial contact.

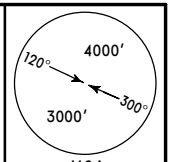
LPPT/LIS
LISBON

JEPPESEN
6 JUL 07 (10-3D)

LISBON, PORTUGAL

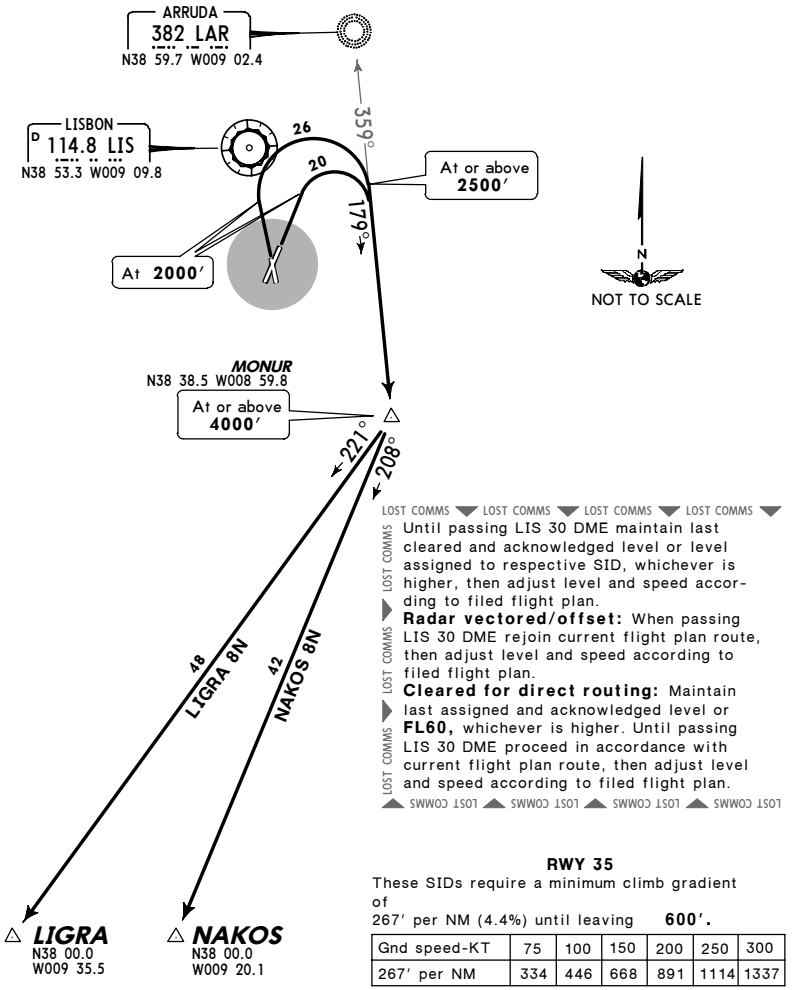
RNAV SID

LISBON Approach (R) 119.1	Apt Elev 374′	Trans level: By ATC Trans alt: 4000′ **1.** After take-off contact LISBON Approach when passing 1000′, unless otherwise instructed by LISBON Tower. **2.** SIDs are also noise abatement routings. Strict adherence within the limits of air-craft perfomance is mandatory (refer to Airport Briefing pages). **3.** If unable to comply with FMS RNAV SIDs advise ATC.



MSA
LIS VOR

LIGRA 8N *[LIGR8N]*
NAKOS 8N *[NAKO8N]*
RWYS 03, 35 RNAV DEPARTURES



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 accor-ding to filed flight plan.

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

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

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

RWY 35

These SIDs require a minimum climb gradient of 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
LIGRA 8N	Climb to **2000′,** turn RIGHT, intercept 179° bearing from LAR to MONUR at or above **2500′,** then to LIGRA.
NAKOS 8N	Climb to **2000′,** turn RIGHT, intercept 179° bearing from LAR to MONUR at or above **2500′,** then to NAKOS.

CHANGES: Initial contact.

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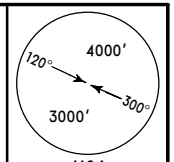
LPPT/LIS
LISBON

JEPPESEN
6 JUL 07 (10-3E)

LISBON, PORTUGAL

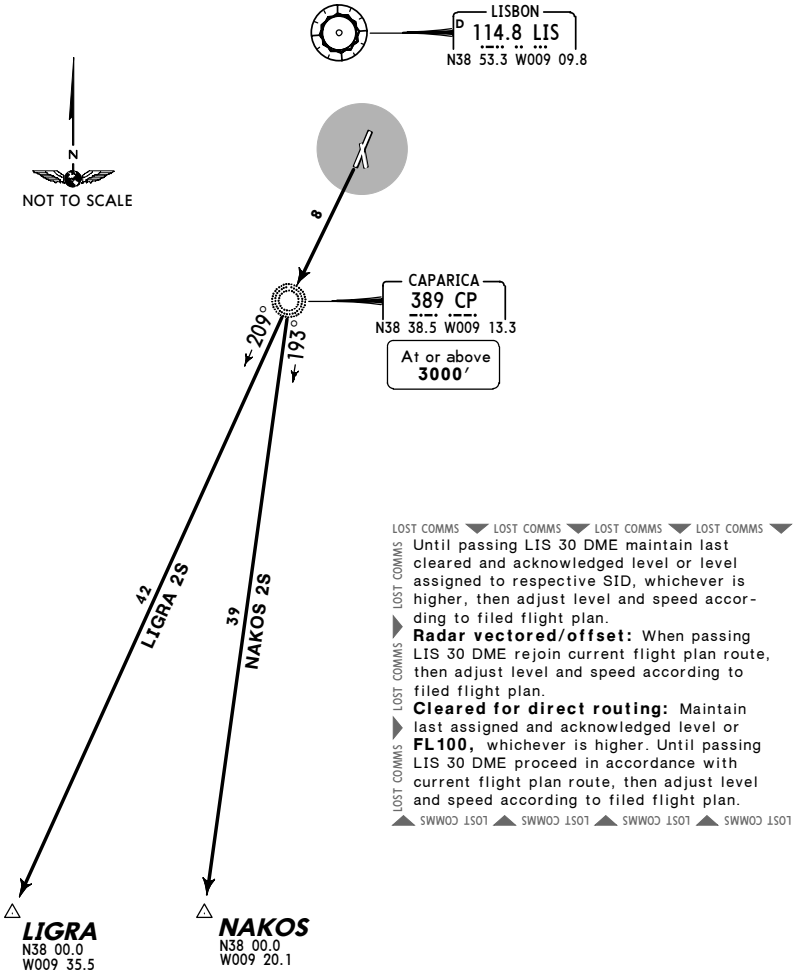
RNAV SID

LISBON Approach (R) 119.1	Apt Elev 374′	Trans level: By ATC Trans alt: 4000′ **1.** After take-off contact LISBON Approach when passing 1000′, unless otherwise instructed by LISBON Tower. **2.** SIDs are also noise abatement routings. Strict adherence within the limits of air-craft perfomance is mandatory (refer to Airport Briefing pages). **3.** If unable to comply with FMS RNAV SIDs advise ATC.



MSA
LIS VOR

LIGRA 2S *[LIGR2S]*
NAKOS 2S *[NAKO2S]*
RWY 21 RNAV DEPARTURES



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 accor-ding 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.

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

Initial climb clearance **FL100**

SID	ROUTING
LIGRA 2S	Climb to CP, then to LIGRA.
NAKOS 2S	Climb to CP, turn LEFT to NAKOS.

CHANGES: Initial contact.

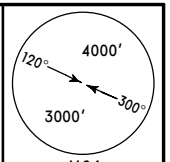
LPPT/LIS
LISBON

JEPPESEN
6 JUL 07 (10-3F)

LISBON, PORTUGAL

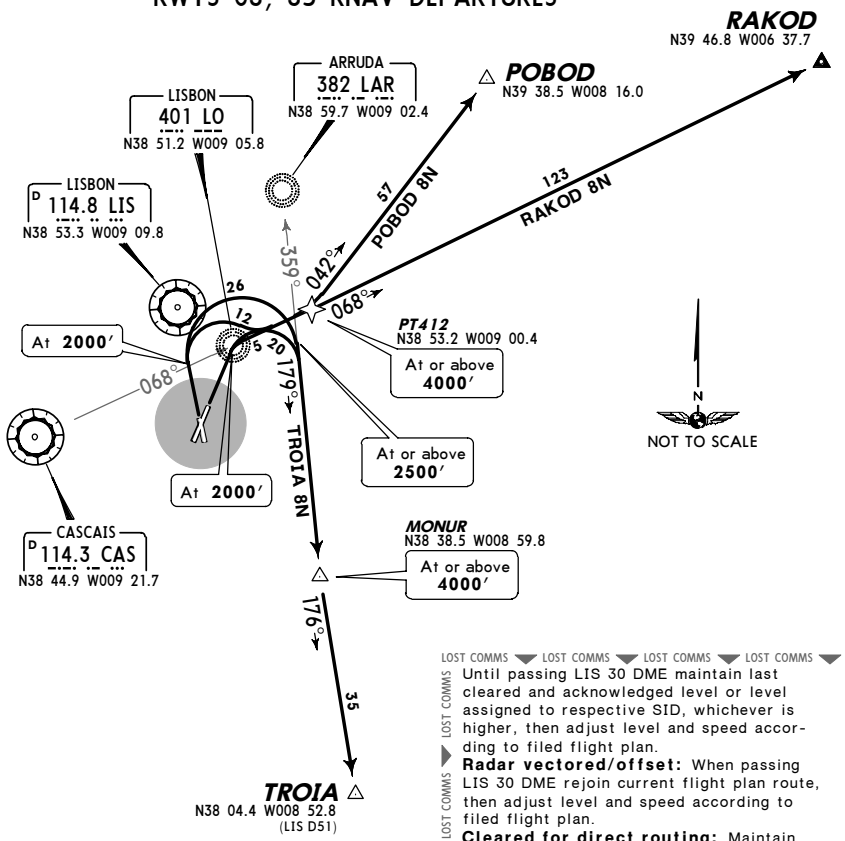
RNAV SID

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 perfomance is mandatory (refer to Airport Briefing pages). **3.** If unable to comply with FMS RNAV SIDs advise ATC.



MSA
LIS VOR

POBOD 8N *[POBO8N]*
RAKOD 8N *[RAKO8N]*, TROIA 8N *[TROI8N]*
RWYS 03, 35 RNAV DEPARTURES



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

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

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

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

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

RWY 35

These SIDs require a minimum climb gradient of 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
POBOD 8N	Climb to **2000′,** turn RIGHT, intercept CAS R-068 (068° bearing from LO) to PT412, then to POBOD.
RAKOD 8N	Climb to **2000′,** turn RIGHT, intercept CAS R-068 (068° 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: Initial contact.

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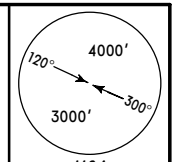
LPPT/LIS
LISBON

JEPPESEN
6 JUL 07 (10-3G)

LISBON, PORTUGAL

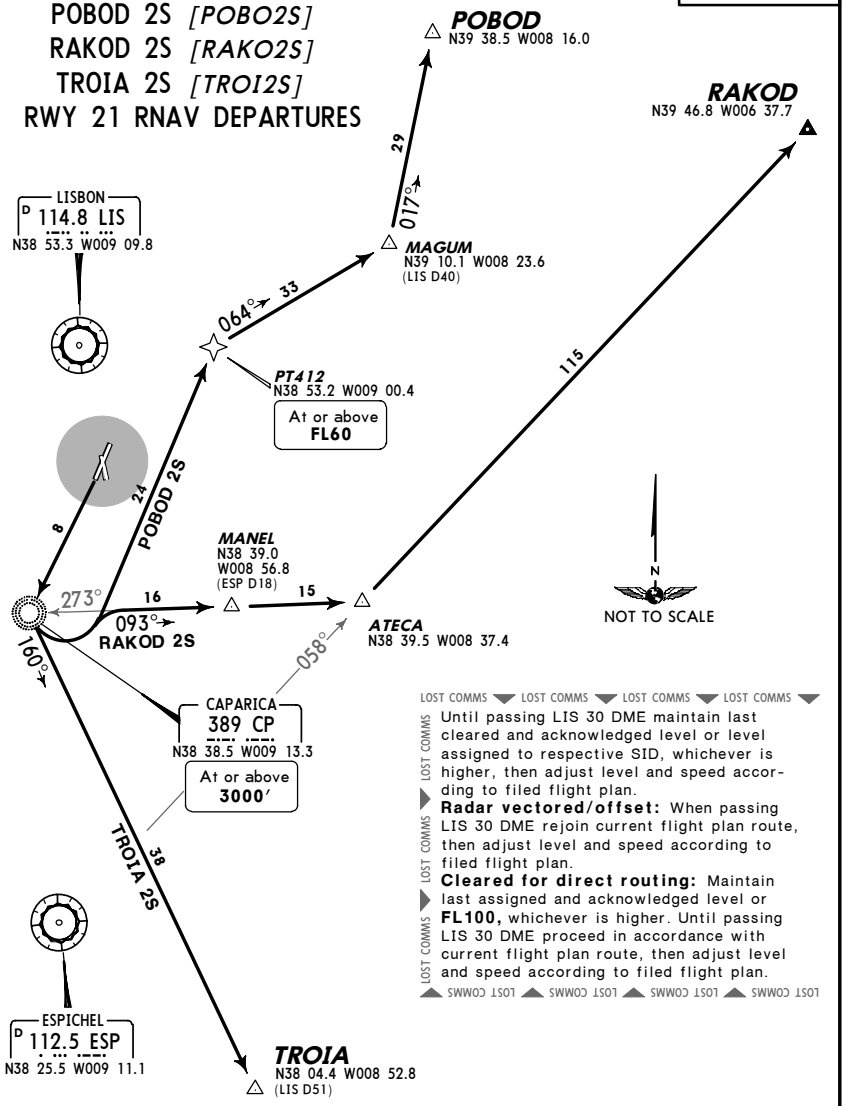
RNAV SID

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



MSA
LIS VOR

POBOD 2S *[POBO2S]*
RAKOD 2S *[RAKO2S]*
TROIA 2S *[TROI2S]*
RWY 21 RNAV DEPARTURES



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.

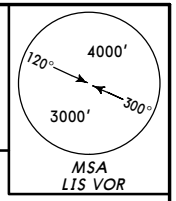
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

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: Initial contact.

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 perfomance is mandatory (refer to Airport Briefing pages).



BUSEN 9N *[BUSE9N]*
ESPICHEL 9N (ESP 9N)
RWYS 03, 35 DEPARTURES

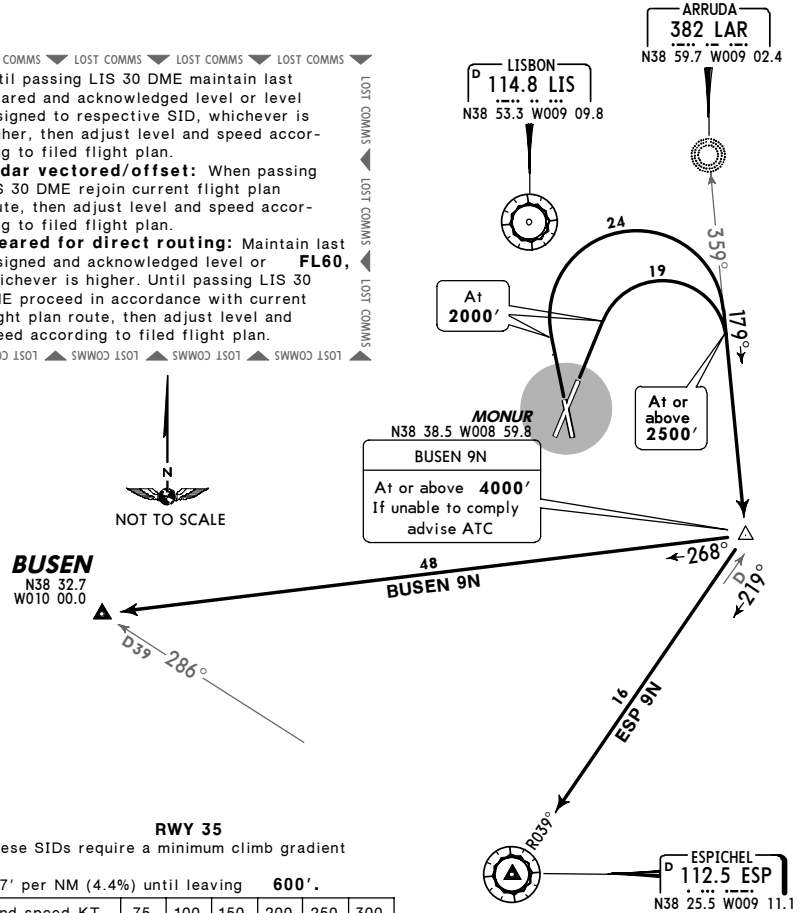
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

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

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

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

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



RWY 35

These SIDs require a minimum climb gradient of 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
BUSEN 9N	Climb to **2000′,** turn RIGHT, intercept 179° bearing from LAR to MONUR at or above **2500′,** then to BUSEN.
ESP 9N	Climb to **2000′,** turn RIGHT, intercept 179° bearing from LAR to MONUR at or above **2500′,** intercept ESP R-039 inbound to ESP.

CHANGES: Initial contact.

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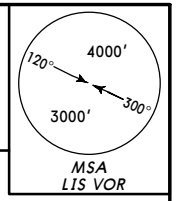
LISBON Approach (R) 119.1	Apt Elev 374′	Trans level: By ATC Trans alt: 4000′ **1.** After take-off contact LISBON Approach when passing 1000′, unless otherwise instructed by LISBON Tower. **2.** SIDs are also noise abatement routings. Strict adherence within the limits of aircraft perfomance is mandatory (refer to Airport Briefing pages).



BUSEN 9S *[BUSE9S]*
ESPICHEL 9S (ESP 9S)
RWY 21 DEPARTURES

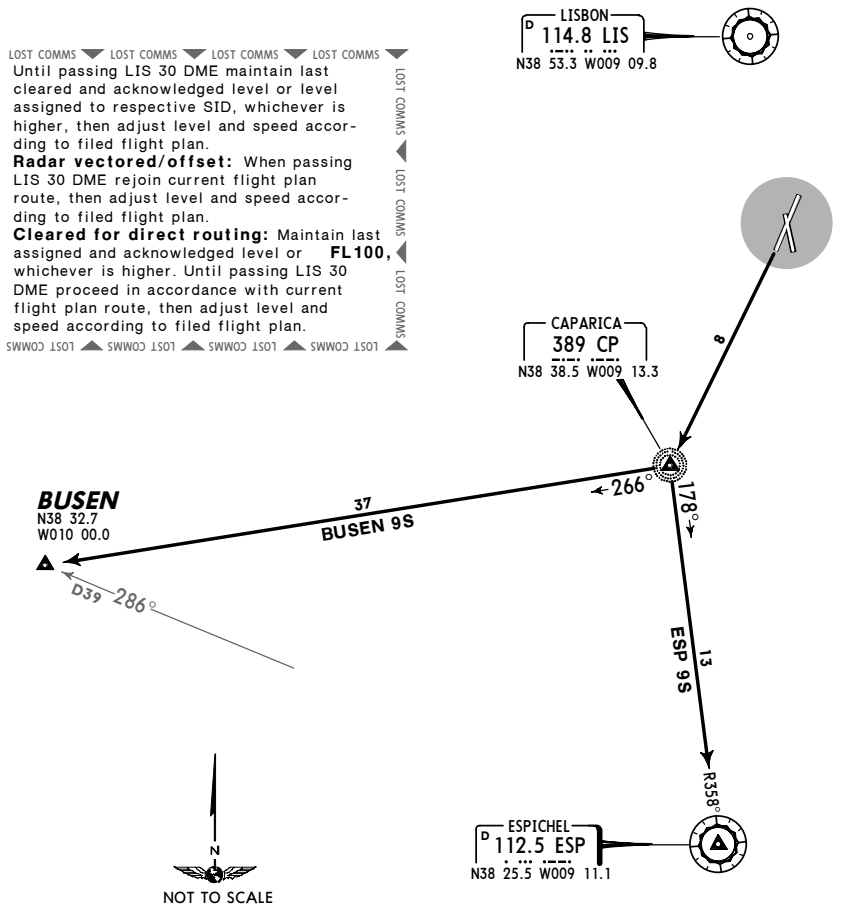
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

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.

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



Initial climb clearance **FL100**

SID	ROUTING
BUSEN 9S	Climb to CP, 266° bearing to BUSEN.
ESP 9S	Climb to CP, intercept ESP R-358 inbound to ESP.

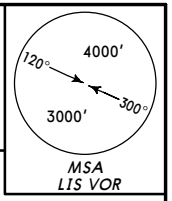
CHANGES: Initial contact.

LPPT/LIS
LISBON

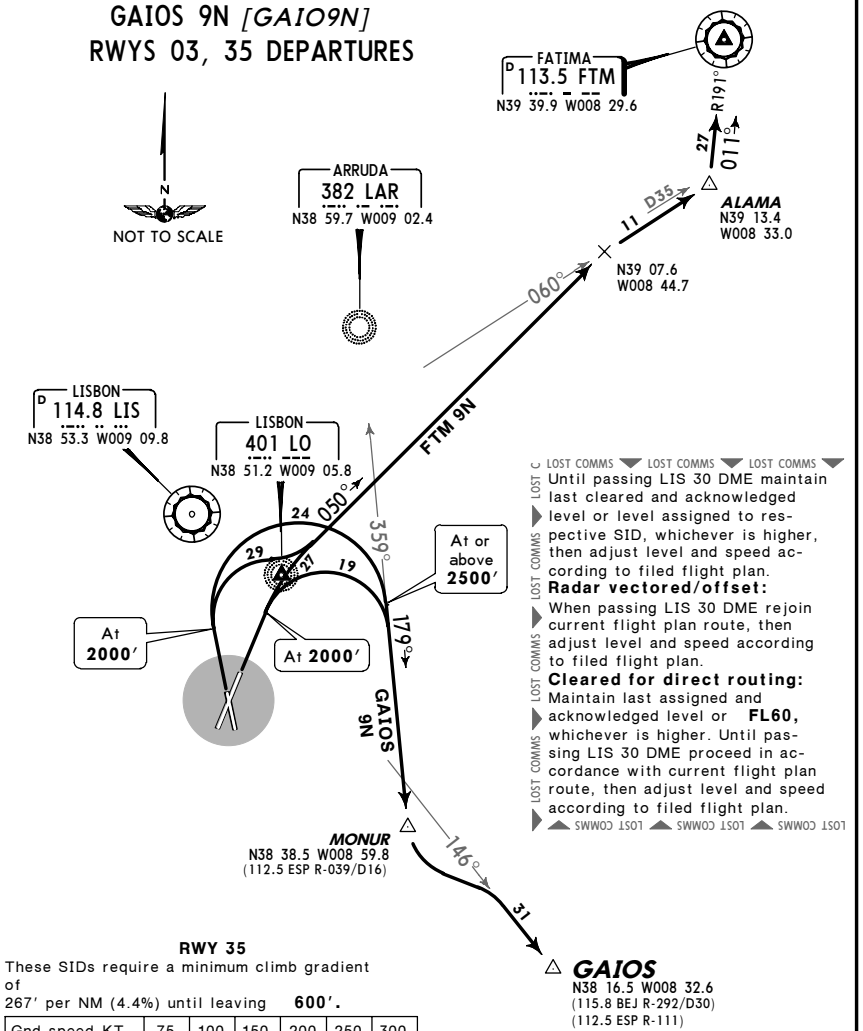
JEPPESEN
6 JUL 07 (10-3K)

LISBON, PORTUGAL
SID

LISBON Approach (R) 119.1	Apt Elev 374′	Trans level: By ATC Trans alt: 4000′ **1.** After take-off contact LISBON Approach when passing 1000′, unless otherwise instructed by LISBON Tower. **2.** SIDs are also noise abatement routings. Strict adherence within the limits of aircraft perfomance is mandatory (refer to Airport Briefing pages).



FATIMA 9N (FTM 9N)
GAIOS 9N *[GAIO9N]*
RWYS 03, 35 DEPARTURES



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

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

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

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

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

RWY 35

These SIDs require a minimum climb gradient of 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
FTM 9N	Climb to **2000′,** intercept 050° bearing from LO, intercept LIS R-060 to ALAMA, intercept FTM R-191 inbound to FTM.
GAIOS 9N	Climb to **2000′,** turn RIGHT, intercept 179° bearing from LAR to MONUR at or above **2500′,** intercept LIS R-146 to GAIOS.

CHANGES: Initial contact; INS coordinates.

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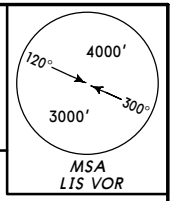
LPPT/LIS
LISBON

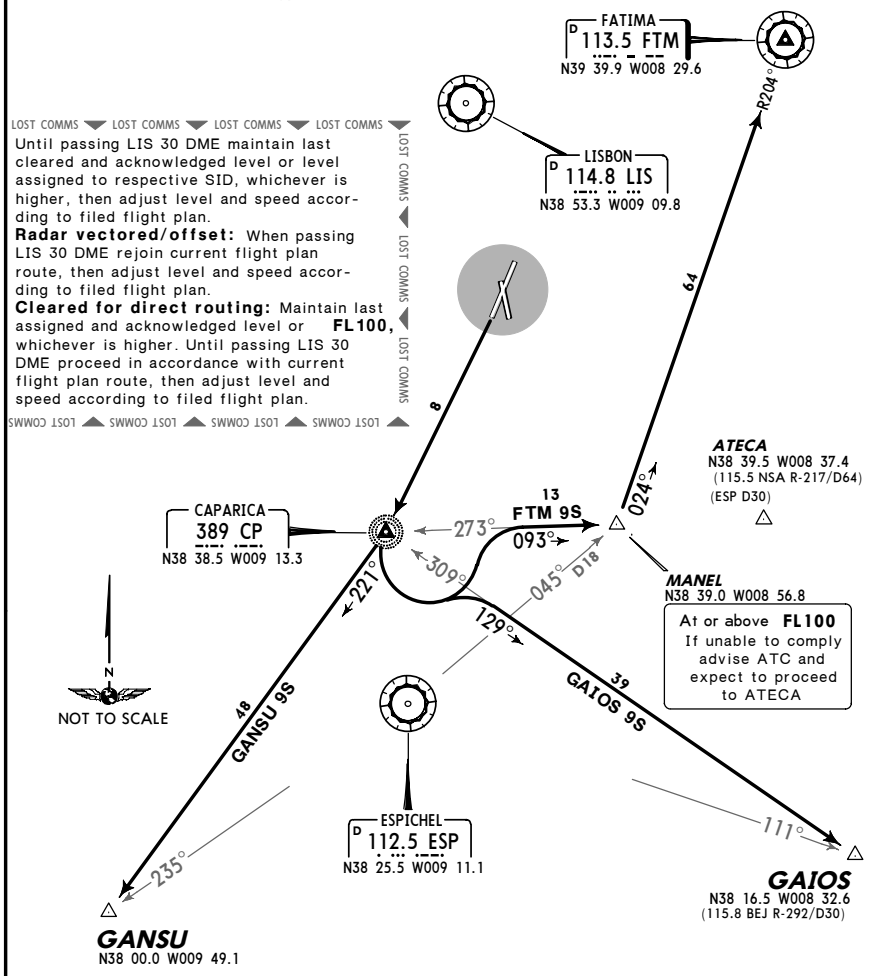
JEPPESEN
6 JUL 07 (10-3L)

LISBON, PORTUGAL
SID

LISBON Approach (R) 119.1	Apt Elev 374′	Trans level: By ATC Trans alt: 4000′ **1.** After take-off contact LISBON Approach when passing 1000′, unless otherwise instructed by LISBON Tower. **2.** SIDs are also noise abatement routings. Strict adherence within the limits of aircraft perfomance is mandatory (refer to Airport Briefing pages).



FATIMA 9S (FTM 9S)
GAIOS 9S *[GAIO9S]*, GANSU 9S *[GANS9S]*
RWY 21 DEPARTURES



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.

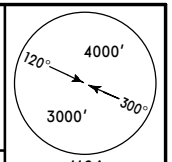
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

Initial climb clearance **FL100**

SID	ROUTING
FTM 9S	Climb to CP, 093° bearing to MANEL, intercept FTM R-204 inbound to FTM. In case of communication failure turn LEFT to FTM after ATECA.
GAIOS 9S	Climb to CP, 129° bearing to GAIOS.
GANSU 9S	Climb to CP, 221° bearing to GANSU.

CHANGES: Initial contact.

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 perfomance is mandatory (refer to Airport Briefing pages).



MOMAS 9N *[MOMA9N]*
MORAS 9N *[MORA9N]*
RWYS 03, 35 DEPARTURES

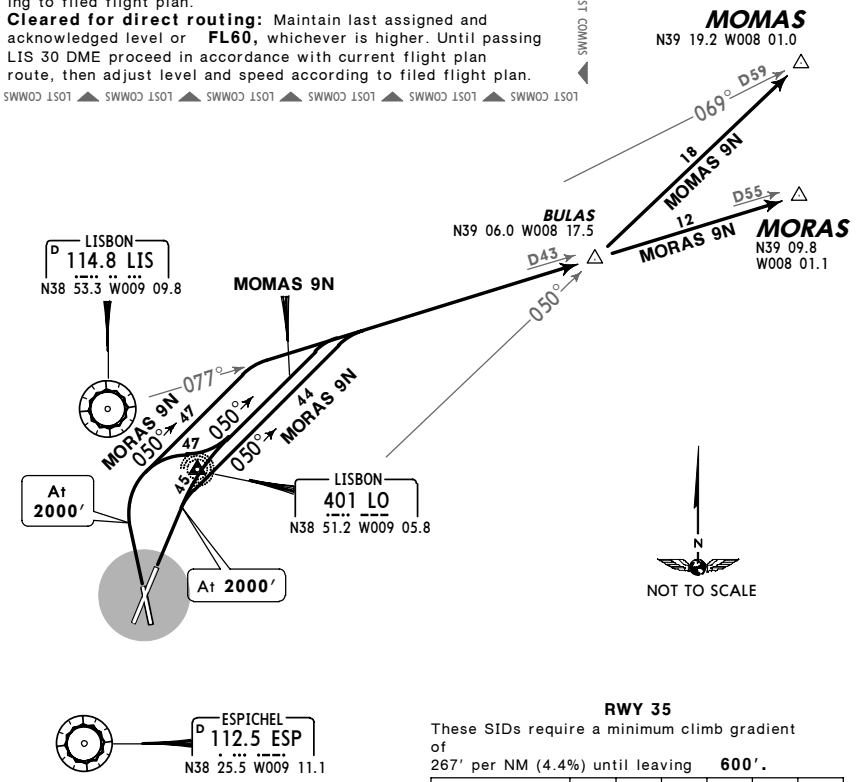
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

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

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

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

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



RWY 35

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
MOMAS 9N	Climb to **2000′,** intercept 050° bearing from LO, intercept LIS R-077 to BULAS, intercept ESP R-050 to MOMAS.
MORAS 9N ❶	Climb to **2000′,** 050° track, intercept LIS R-077 to MORAS.

❶ Only for traffic below **FL245.**

CHANGES: Initial contact.

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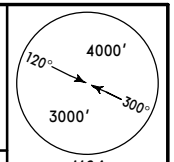
LISBON Approach (R) 119.1	Apt Elev 374′	Trans level: By ATC Trans alt: 4000′ **1.** After take-off contact LISBON Approach when passing 1000′, unless otherwise instructed by LISBON Tower. **2.** SIDs are also noise abatement routings. Strict adherence within the limits of aircraft perfomance is mandatory (refer to Airport Briefing pages).



LIGRA 9S *[LIGR9S]*, MOMAS 9S *[MOMA9S]*
MORAS 9S *[MORA9S]*
RWY 21 DEPARTURES

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

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

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

Cleared for direct routing: Maintain last assigned and acknowledged level or **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.

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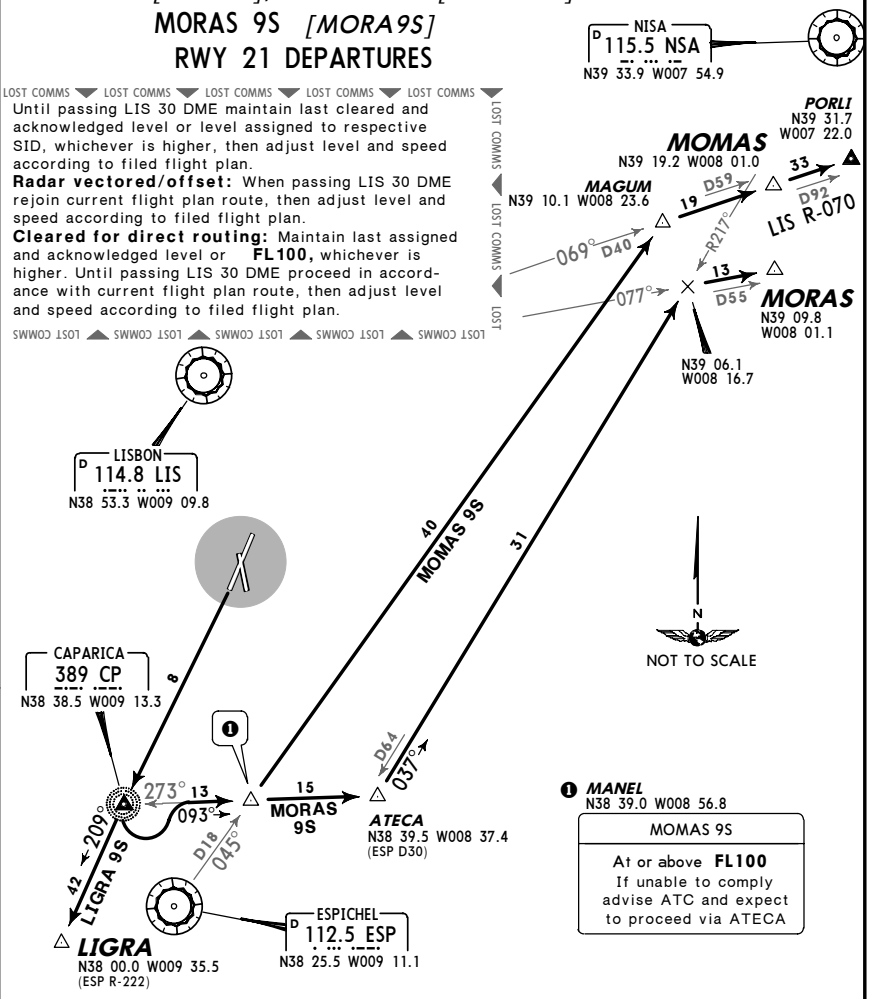

Initial climb clearance **FL100**

SID	ROUTING
LIGRA 9S	Climb to CP, 209° bearing to LIGRA.
MOMAS 9S	Climb to CP, 093° bearing to MANEL, intercept ESP R-045 to MAGUM, then to MOMAS, then to PORLI. In case of communication failure proceed to ATECA, intercept NSA R-217 inbound, intercept LIS R-069 to MOMAS.
MORAS 9S ❷	Climb to CP, 093° bearing to ATECA, intercept NSA R-217 inbound, intercept LIS R-077 to MORAS.

❷ Only for traffic below **FL245.**

CHANGES: Initial contact.

LPPT/LIS
LISBON

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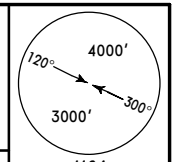
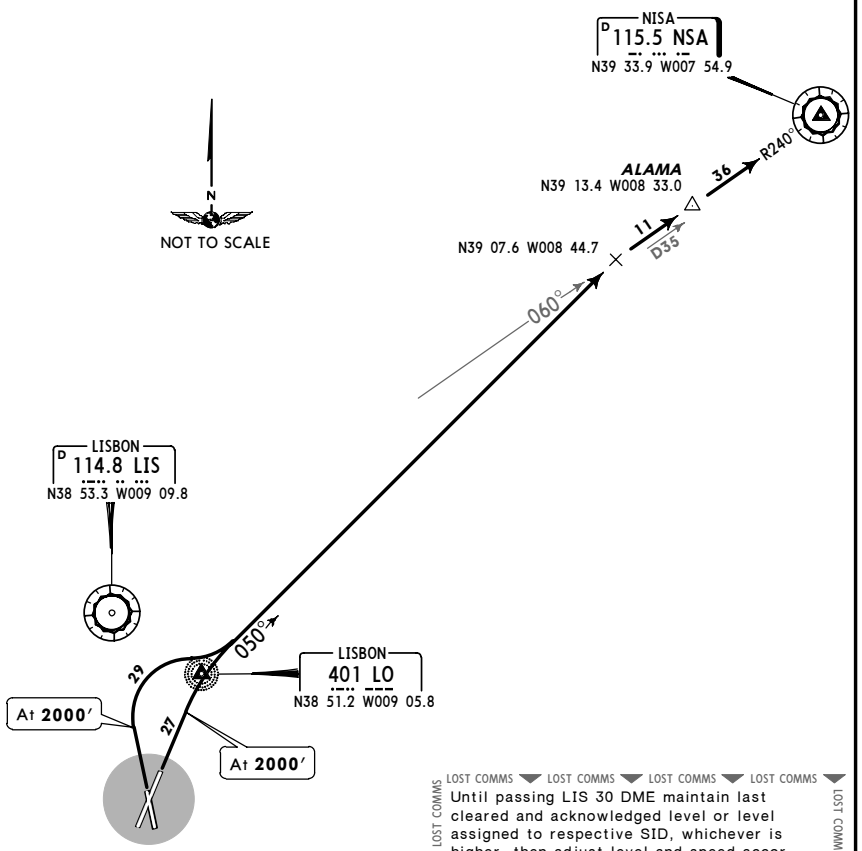
6 JUL 07 (10-3P)

LISBON, PORTUGAL
SID

LISBON Approach (R) 119.1	Apt Elev 374′	Trans level: By ATC Trans alt: 4000′ **1.** After take-off contact LISBON Approach when passing 1000′, unless otherwise instructed by LISBON Tower. **2.** SIDs are also noise abatement routings. Strict adherence within the limits of aircraft perfomance is mandatory (refer to Airport Briefing pages).



NISA 9N (NSA 9N)
RWYS 03, 35 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 **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.

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

Climb to **2000′,** intercept 050° bearing from LO, intercept LIS R-060 to ALAMA, intercept NSA R-240 inbound to NSA.

CHANGES: Initial contact; INS coordinates.

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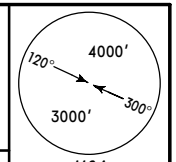
LPPT/LIS
LISBON

JEPPESEN
6 JUL 07 (10-3Q)

LISBON, PORTUGAL
SID

LISBON Approach (R) 119.1	Apt Elev 374′	Trans level: By ATC Trans alt: 4000′ **1.** After take-off contact LISBON Approach when passing 1000′, unless otherwise instructed by LISBON Tower. **2.** SIDs are also noise abatement routings. Strict adherence within the limits of aircraft perfomance is mandatory (refer to Airport Briefing pages).



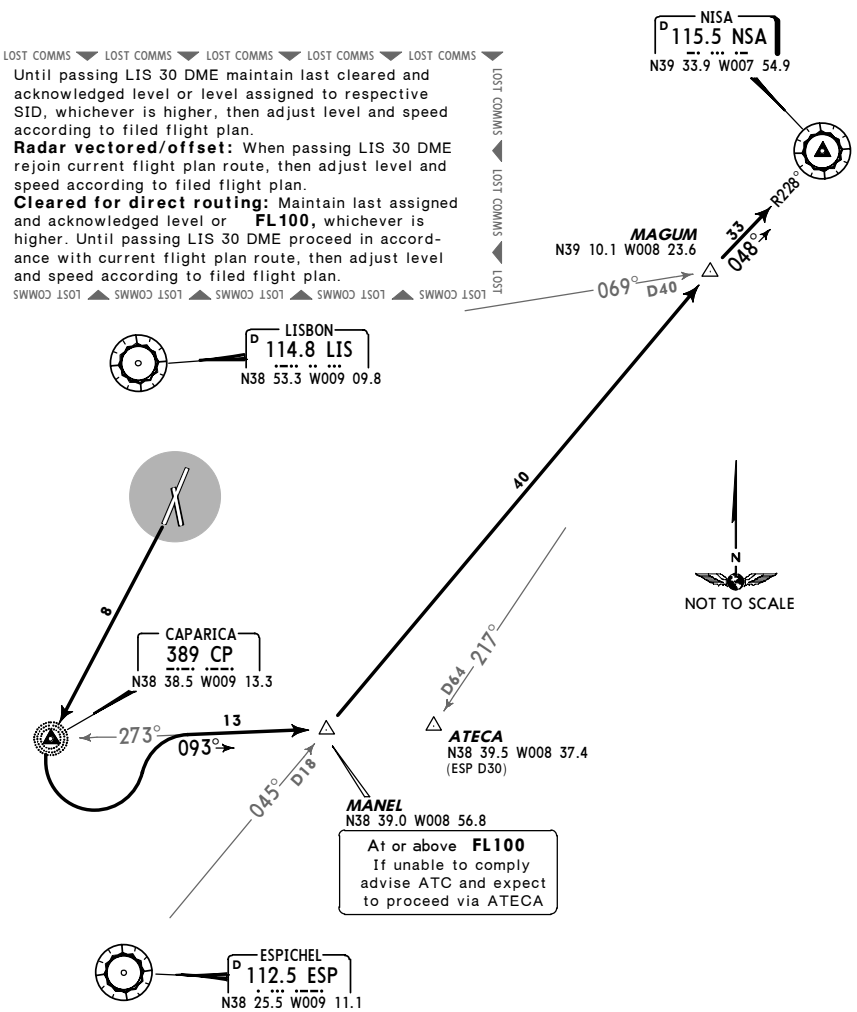
NISA 9S (NSA 9S)
RWY 21 DEPARTURE

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.



Initial climb clearance **FL100**

ROUTING

Climb to CP, 093° bearing to MANEL, intercept ESP R-045 to MAGUM, then to NSA.
In case of communication failure proceed to ATECA, intercept NSA R-217 inbound to NSA.

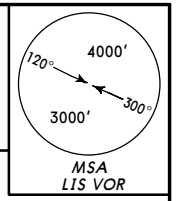
CHANGES: Initial contact.

LPPT/LIS
LISBON

JEPPESEN
6 JUL 07 (10-3S)

LISBON, PORTUGAL
SID

LISBON Approach (R) 119.1	Apt Elev 374′	Trans level: By ATC Trans alt: 4000′ **1.** After take-off contact LISBON Approach when passing 1000′, unless otherwise instructed by LISBON Tower. **2.** SIDs are also noise abatement routings. Strict adherence within the limits of aircraft perfomance is mandatory (refer to Airport Briefing pages).



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.

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀

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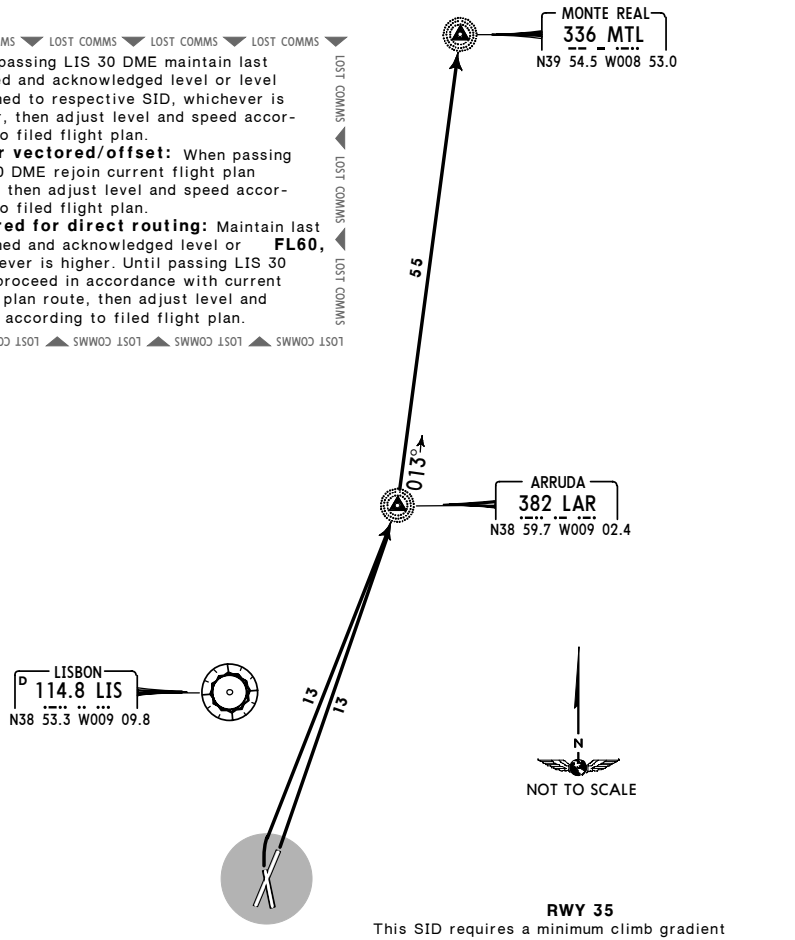

RWY 35
This SID requires a minimum climb gradient of
267′ per NM (4.4%) until leaving **600′.**

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, 013° bearing to MTL.

CHANGES: Initial contact.

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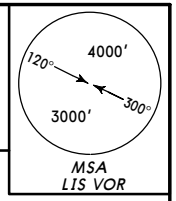
LPPT/LIS
LISBON

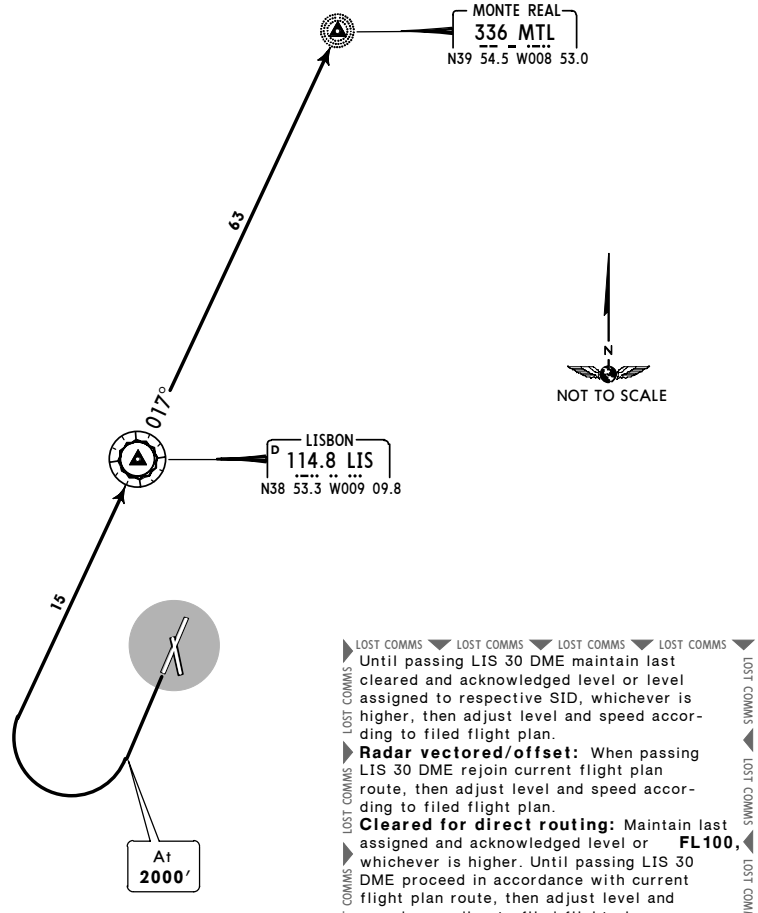
JEPPESEN
6 JUL 07 (10-3T)

LISBON, PORTUGAL
SID

LISBON Approach (R) 119.1	Apt Elev 374′	Trans level: By ATC Trans alt: 4000′ **1.** After take-off contact LISBON Approach when passing 1000′, unless otherwise instructed by LISBON Tower. **2.** SIDs are also noise abatement routings. Strict adherence within the limits of aircraft perfomance is mandatory (refer to Airport Briefing pages).



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.

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀

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

Initial climb clearance **FL100**

ROUTING

Climb on runway heading, at **2000′** turn RIGHT to LIS, LIS R-017 to MTL.

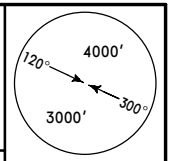
CHANGES: Initial contact.

LPPT/LIS
LISBON

JEPPESEN
6 JUL 07 (10-3U)

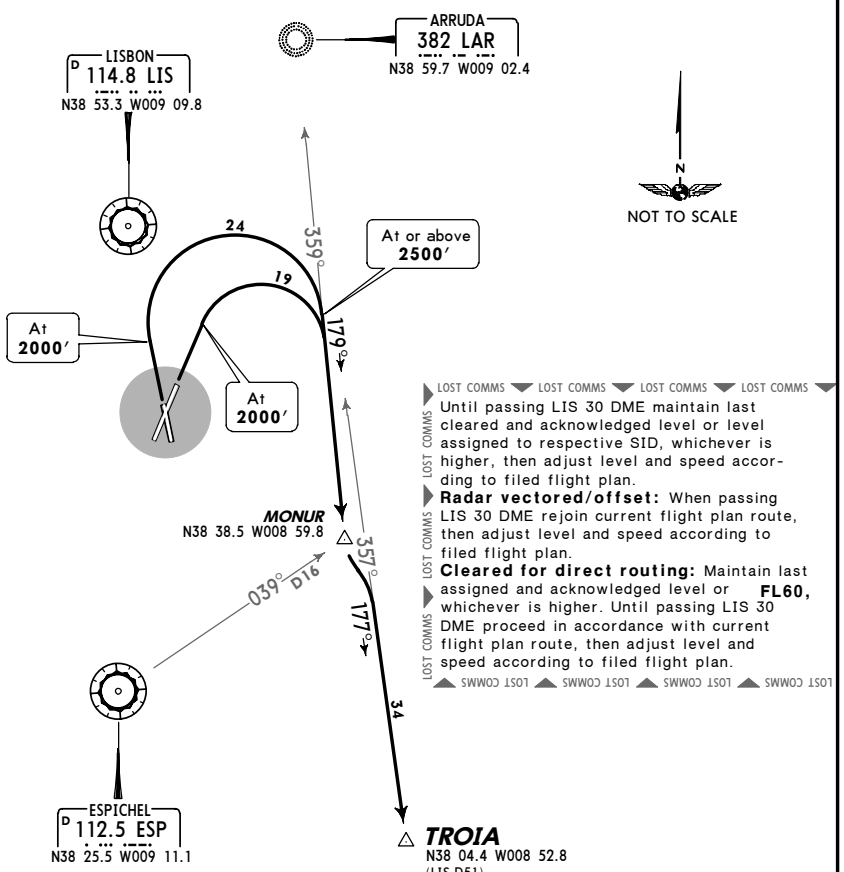
LISBON, PORTUGAL
SID

LISBON Approach (R)	Apt Elev	
119.1	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 perfomance is mandatory (refer to Airport Briefing pages).



MSA
LIS VOR

TROIA 9N *[TROI9N]*
RWYS 03, 35 DEPARTURE



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

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

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

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

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

RWY 35

This SID requires a minimum climb gradient of 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

Climb to **2000′,** turn RIGHT, intercept 179° bearing from LAR to MONUR at or above **2500′,** intercept 177° bearing from LAR to TROIA.

CHANGES: Initial contact.

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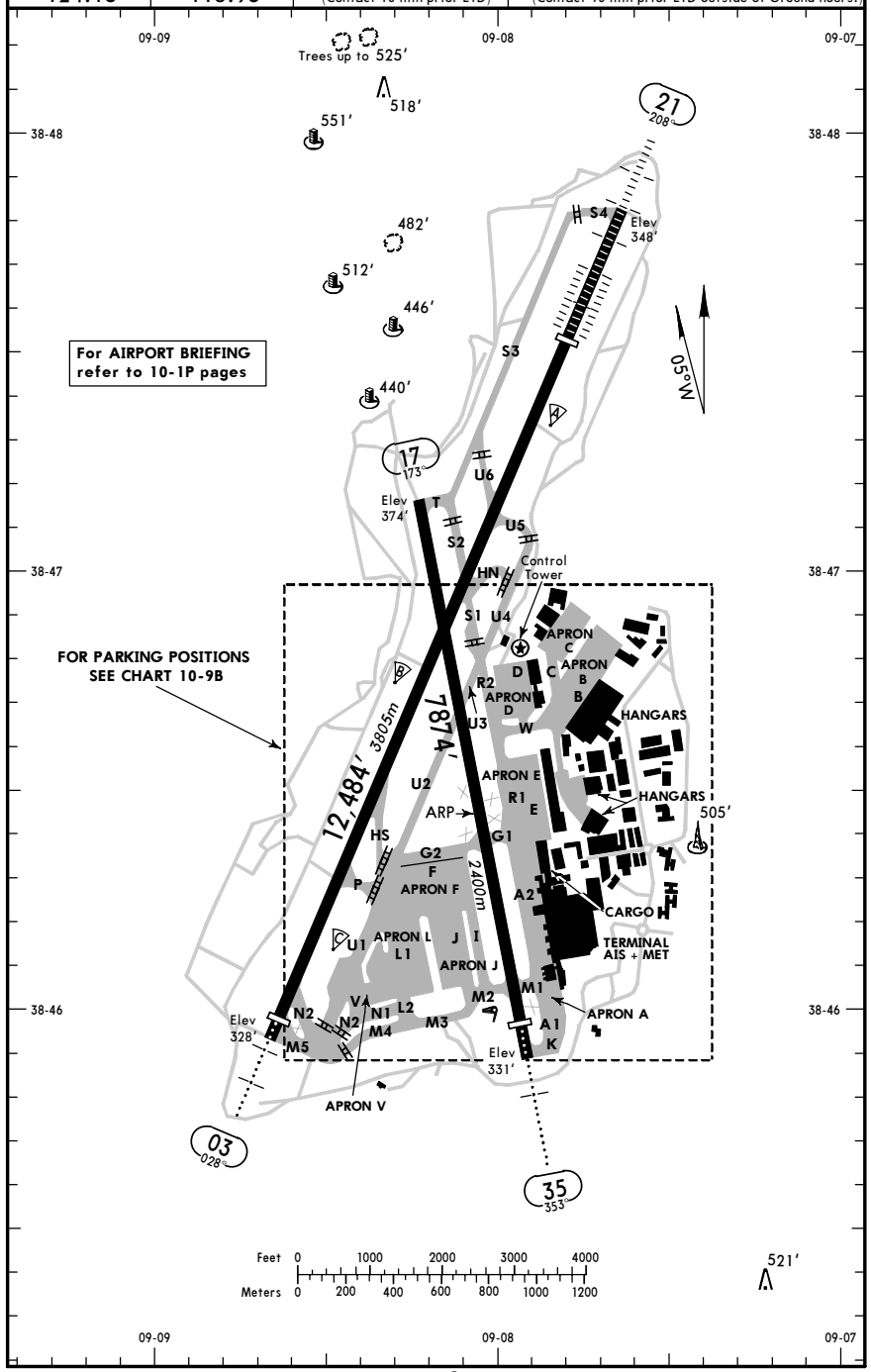
LPPT/LIS
Apt Elev **374′**
N38 46.5 W009 08.1

JEPPESEN
9 JUN 06 (10-9)

LISBON, PORTUGAL
LISBON

ATIS	LISBON Delivery	*LISBON Ground (Cpt)	Tower
124.15	118.95	121.75 (Contact 10 min prior ETD)	118.1 (Contact 10 min prior ETD outside of Ground hours.)



CHANGES: Note added.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
03 ❶ 21	HIRL *(60m)* CL*(15m)* HIALS ❷ HST-HN RVR	12,188′ *3715m*	11,196′ *3413m*	❸	148′ *45m*
	HIRL *(60m)* CL*(15m)* HIALS-II TDZ ❷ HST-HS RVR	10,515′ *3205m*	9434′ *2875m*		
17 ❹ 35	HIRL *(30m)*				148′ *45m*
	HIRL *(30m)* HIALS PAPI-L (3.0°)	7382′ *2250m*		❺	

❶ 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.

❷ PAPI-L (3.0°)

❸ 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)

❹ Take-off prohibited from intersection with twy G1.
Rwy grooved between twy M1-M2 int and rwy 03/21.

❺ 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)	Static T/O: ▲ 3 KT (Northwind)
			Rolling T/O: ▲ 11 KT
posn 3 (twy M1-M2 int)	6890′ (2100m)	(for wide bodied acft)	Static T/O: ▲ 12 KT
			Rolling T/O: ▲ 19 KT

▲ Tail wind component not greater than

JAR-OPS TAKE-OFF ❶

	Approved Operators	Rwys 03/21 LVP must be in Force			LVP must be in Force	All Rwys	
	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*		

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

CHANGES: Notes transferred to 10-1P pages.

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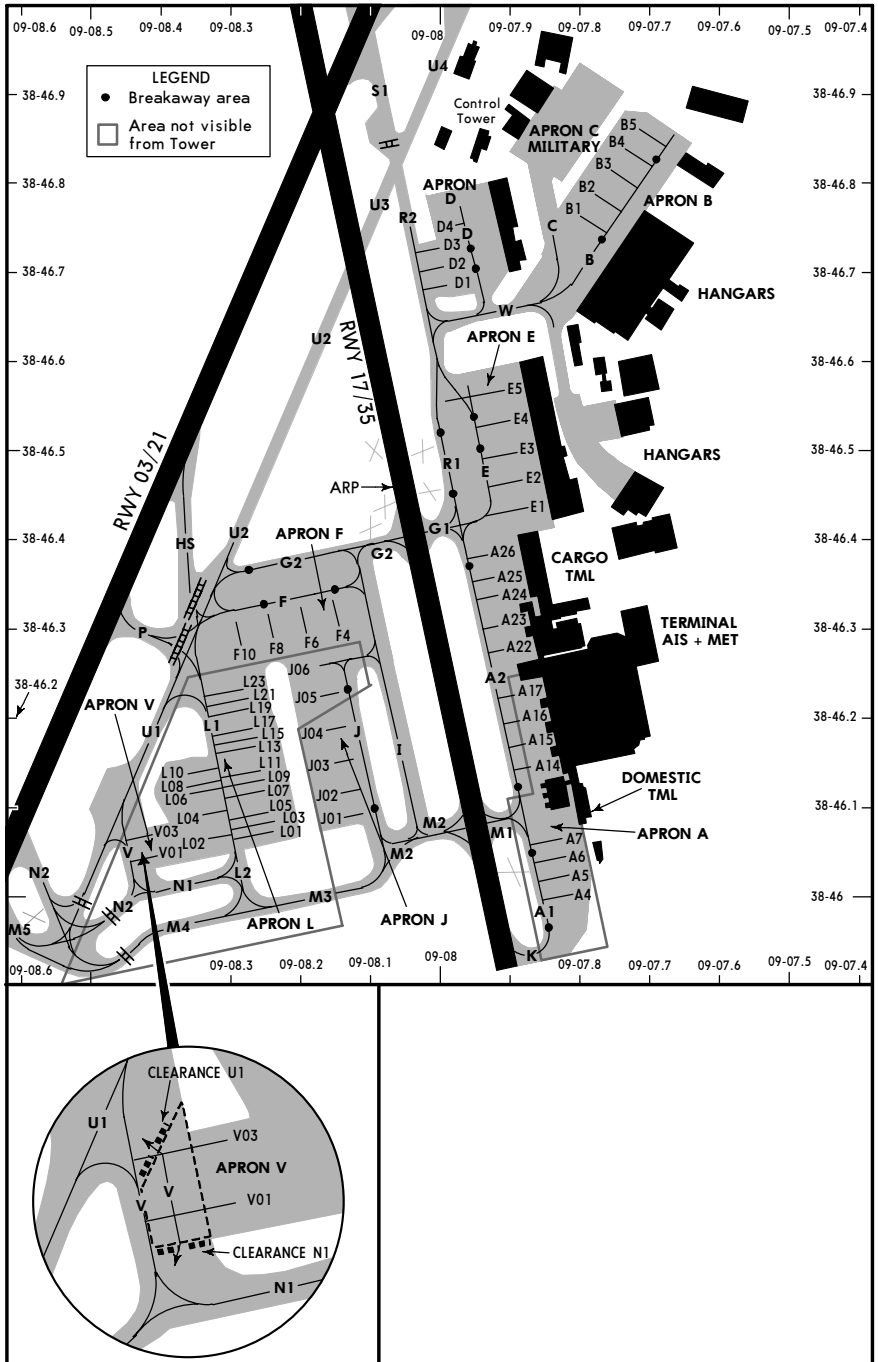

CHANGES: Notes transferred to 10-1P pages.

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	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	L15, L17	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	340
F4	N38 46.3	W009 08.1	338	L23	N38 46.2	W009 08.3	340
F6	N38 46.3	W009 08.2	340	V01	N38 46.0	W009 08.4	332
F8	N38 46.3	W009 08.2	341	V03	N38 46.1	W009 08.4	333
F10	N38 46.2	W009 08.3	341				
J1	N38 46.1	W009 08.1	334				

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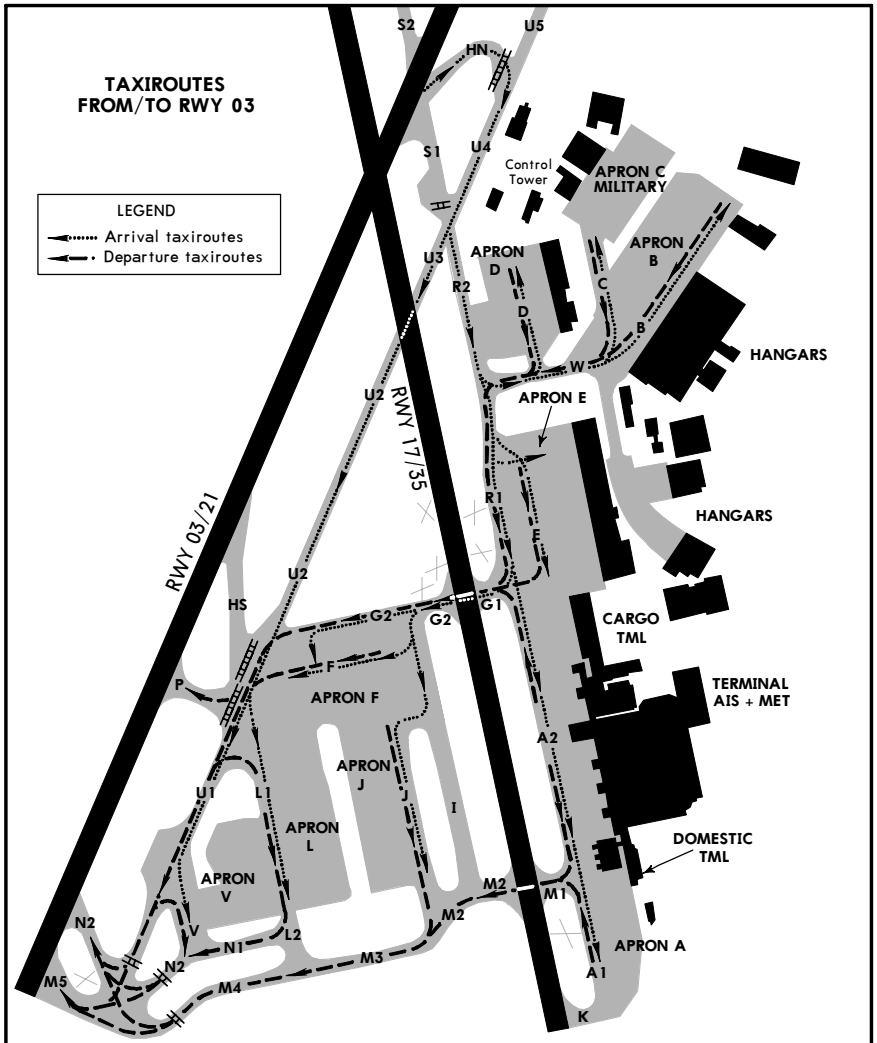


ARRIVAL RWY 03

- 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:

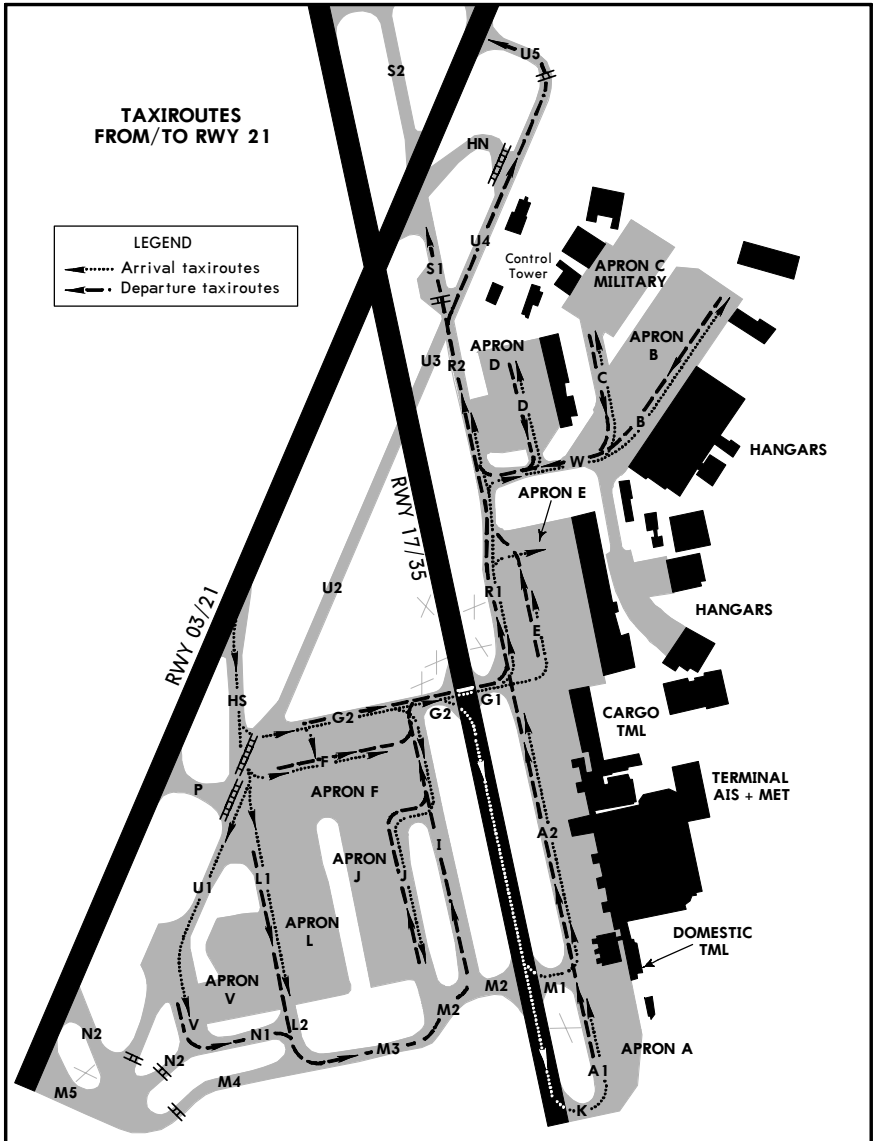
- Do not cross rwy 17/35 without ATC clearance.
- If not cleared to cross rwy 17/35, contact ATC when approaching twy G1 or U3.
- In order to avoid jet blast hazards, if not cleared to cross rwy 17/35, aircraft shall stop and hold, parallel with rwy 17/35 before twy G1.

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.



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.

CHANGES: New chart.

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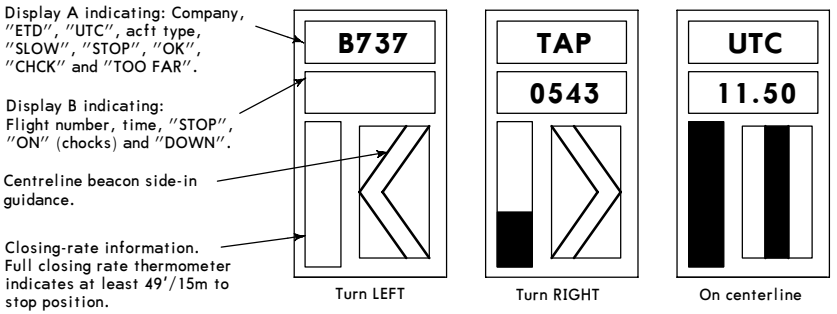
JeppView 3.5.2.0

APIS (AIRCRAFT PARKING & INFORMATION SYSTEM)



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.

CHANGES: Chart reindexed.

LPPT/LIS
LISBON

JEPPESEN
23 JUL 04 (11-1) Eff 5 Aug

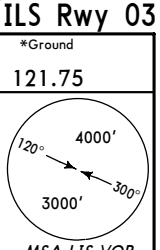
LISBON, PORTUGAL
ILS Rwy 03

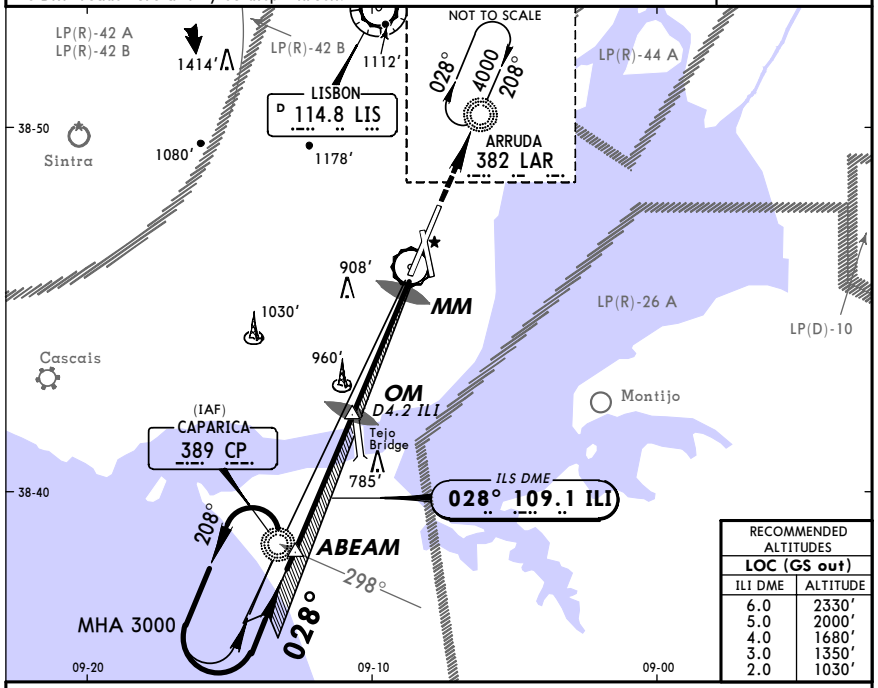
ATIS	LISBON Approach	LISBON Tower	*Ground
124.15	119.1	118.1	121.75

LOC	Final Apch Crs	GS	ILS	Apt Elev 374′
ILI		OM	DA(H)	RWY 331′
109.1	028°	1710′ (1379′)	531′ (200′)	

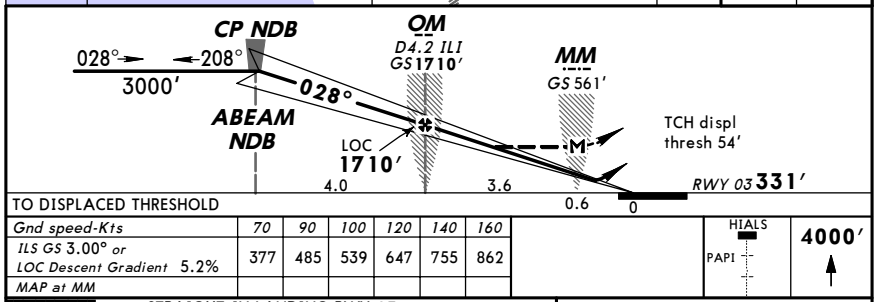
MISSED APCH: Climb STRAIGHT AHEAD to 4000′, then proceed to LAR NDB holding and contact ATC.

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





RECOMMENDED ALTITUDES	
LOC (GS out)	
ILI DME	ALTITUDE
6.0	2330′
5.0	2000′
4.0	1680′
3.0	1350′
2.0	1030′



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						

HIALS
PAPI
4000′

JAR-OPS STRAIGHT-IN LANDING RWY 03

	ILS DA(H) 531′ (200′)		LOC (GS out) MDA(H) 830′ (499′)			CIRCLE-TO-LAND Max Kts	MDA(H)	VIS
	FULL	ALS out		MM out	ALS out			
A	RVR 700m	RVR 1000m	RVR 1400m	NOT AUTH	RVR 1500m	100	1500′ (1126′)	1500m
B			RVR 1500m			135	1500′ (1126′)	1600m
C			RVR 1600m		RVR 2000m	180	1580′ (1206′)	2400m
D			RVR 1800m			205	1580′ (1206′)	3600m

PANS OPS 4

CHANGES: LOC ident. Procedure.

LPPT/LIS
LISBON

JEPPESEN
18 MAR 05 (11-2)

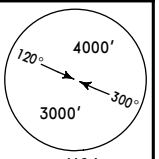
LISBON, PORTUGAL
ILS-1 or -2 Rwy 21

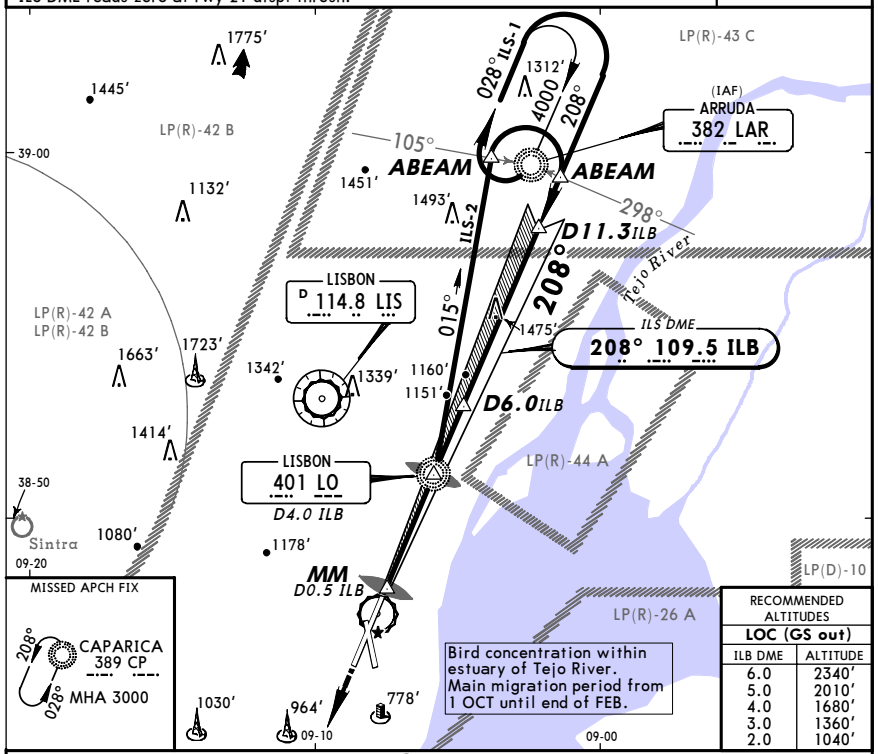
ATIS	LISBON Approach	LISBON Tower	*Ground
124.15	119.1	118.1	121.75

LOC	Final Apch Crs	GS	ILS	Apt Elev 374′
ILB		LOM	DA(H)	RWY 347′
109.5	208°	1655′ (1308′)	547′ (200′)	

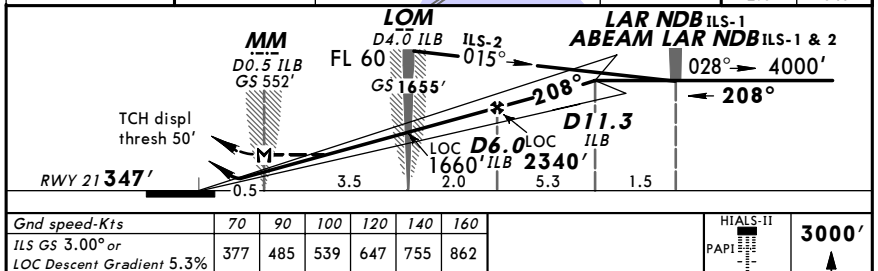
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then proceed to CP NDB and hold. Contact ATC.

Alt Set: hPa Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 4000′
ILS DME reads zero at rwy 21 displ thresh.





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



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.3%	377	485	539	647	755	862
MAP at MM/D0.5 ILB						

HIALS-II
PAPI
3000′

JAR-OPS STRAIGHT-IN LANDING RWY 21

	ILS DA(H) 547′ (200′)		LOC (GS out) MDA(H) 740′ (393′)		CIRCLE-TO-LAND Max Kts	MDA(H)	VIS
	FULL	ALS out		ALS out			
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m	100	1500′ (1126′)	1500m
B			RVR 1000m	RVR 1800m	135	1500′ (1126′)	1600m
C					180	1580′ (1206′)	2400m
D			RVR 1400m	RVR 2000m	205	1580′ (1206′)	3600m

PANS OPS 4

CHANGES: FAP.

LPPT/LIS LISBON — LISBON, PORTUGAL

JEPPESEN 18 MAR 05 (11-2A) **CAT II ILS-1 or -2 Rwy 21**

ATIS	LISBON Approach	LISBON Tower	*Ground
124.15	119.1	118.1	121.75

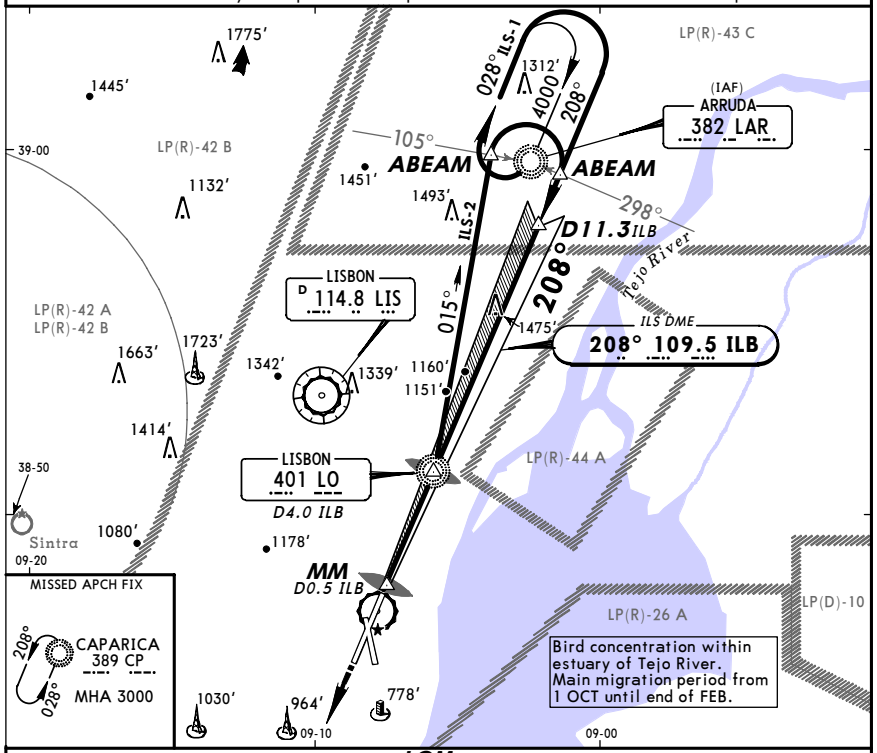
LOC	Final Apch Crs	GS	CAT II ILS	Apt Elev
ILB 109.5	208°	LOM 1655′ (1308′)	RA 100′ DA(H) 447′ (100′)	374′ RWY 347′

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

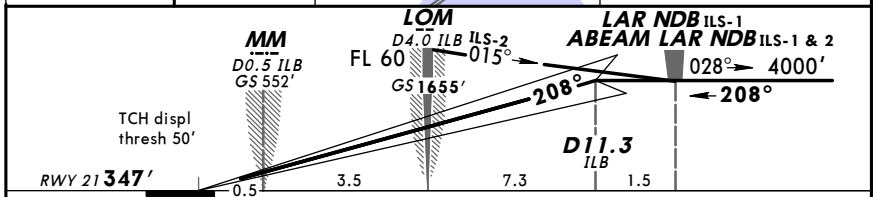
MSA LIS VOR: 4000′ (120°–300°) 3000′

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.



MISSED APCH FIX



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS-II PAPI — 3000′

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

RVR 300m 1

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

PANS OPS 4

CHANGES: FAP.

LPPT/LIS LISBON — LISBON, PORTUGAL

JEPPESEN 21 NOV 03 (13-1) Eff 27 Nov **VOR DME Rwy 35**

ATIS	LISBON Approach	LISBON Tower	*Ground
124.15	119.1	118.1	121.75

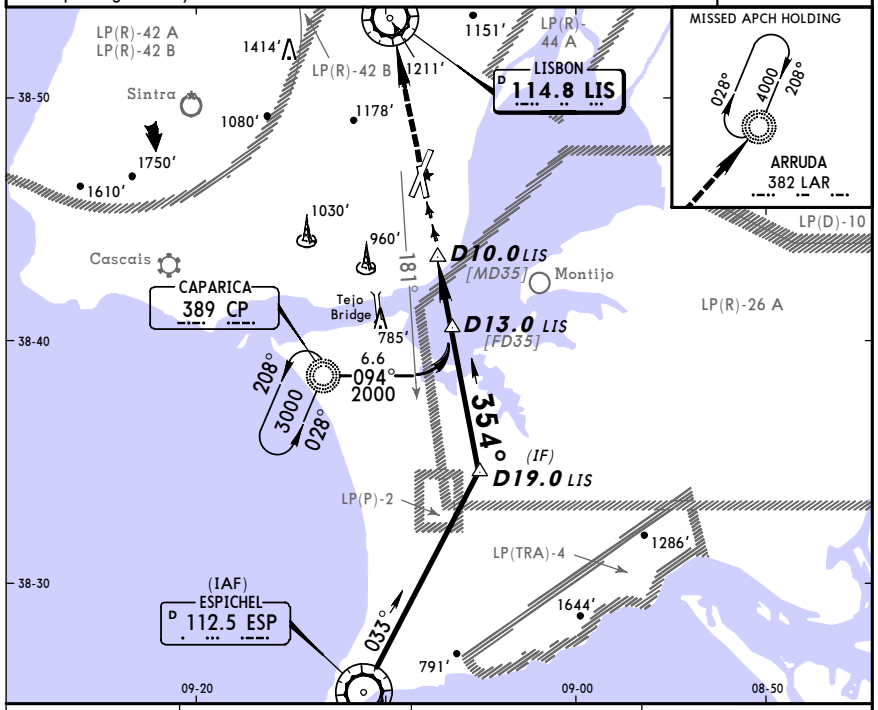
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
LIS 114.8	354°	D13.0 LIS 2000′ (1668′)	1160′ (828′)	374′ RWY 332′

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

MSA LIS VOR: 4000′ (120°–300°) 3000′

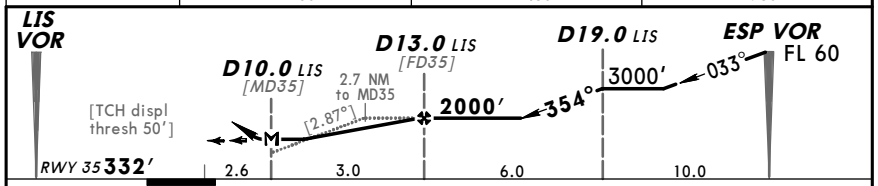
Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 4000′

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



MISSED APCH HOLDING

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
MAP at D10.0 LIS						

HIALS PAPI — LIS 114.8

JAR-OPS STRAIGHT-IN LANDING RWY **35**

MDA(H) **1160′ (828′)**

	ALS out	ALS out
A	RVR 1500m	RVR 1500m
B		
C	RVR 1800m	RVR 2000m
D	RVR 2000m	

CIRCLE-TO-LAND

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

PANS OPS 4

CHANGES: Radial added. VNAV added.

LPPT/LIS LISBON — LISBON, PORTUGAL NDB Rwy 03

JEPPESEN 21 NOV 03 (16-1) Eff 27 Nov

ATIS	LISBON Approach	LISBON Tower	*Ground
124.15	119.1	118.1	121.75

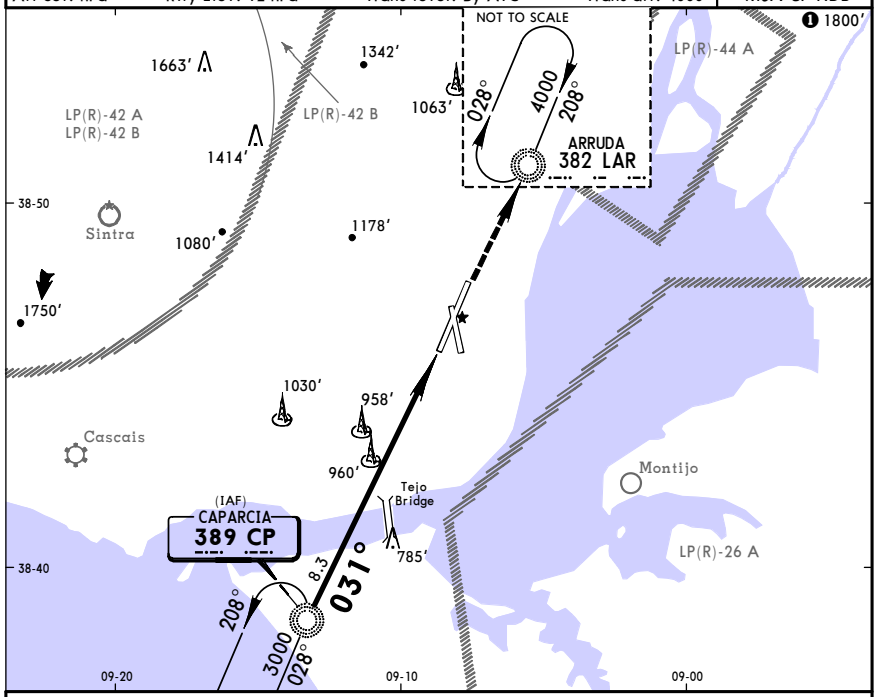
BRIEFING STRIP

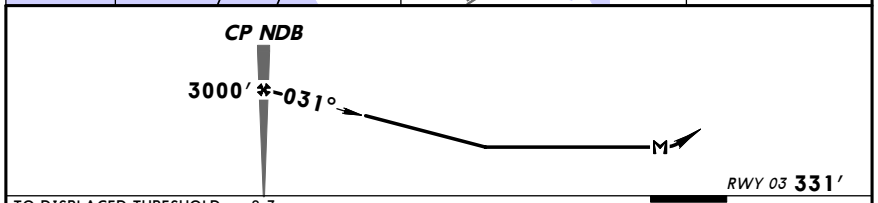
NDB CP	Final Apch Crs	Minimum Alt CP NDB	MDA(H)	Apt Elev 374′
389	031°	3000′ (2669′)	1320′ (989′)	RWY 331′

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

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 4000′

MSA CP NDB





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

HIALS PAPI 4000′

JAR-OPS STRAIGHT-IN LANDING RWY 03

MDA(H) 1320′ (989′)

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1500m		100	1500′ (1126′)	1500m
B			135	1500′ (1126′)	1600m
C	RVR 1800m	RVR 2000m	180	1570′ (1196′)	2400m
D	RVR 2000m		205	1570′ (1196′)	3600m

CIRCLE-TO-LAND

PANS OPS 4

CHANGES: New procedure.

LPPT/LIS LISBON — LISBON, PORTUGAL LOCATOR Rwy 21

JEPPESEN 18 NOV 05 (16-2) Eff 24 Nov

ATIS	LISBON Approach	LISBON Tower	*Ground
124.15	119.1	118.1	121.75

BRIEFING STRIP

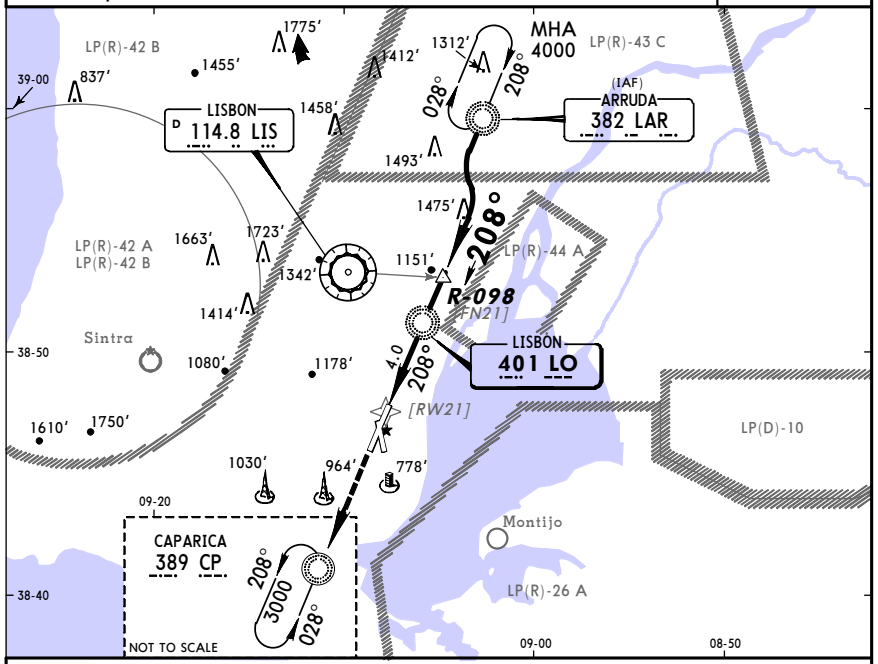
Lctr LO	Final Apch Crs	Minimum Alt R-098	MDA(H)	Apt Elev 374′
401	208°	2300′ (1953′)	840′ (493′)	RWY 347′

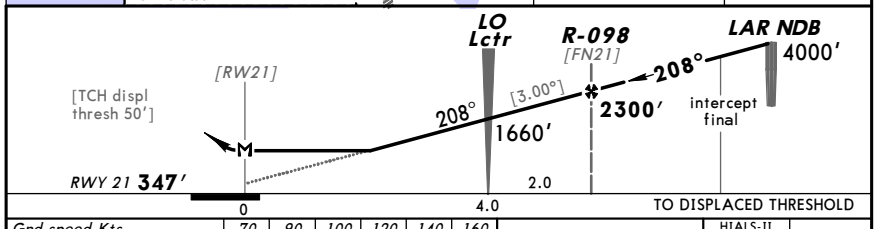
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then proceed to CP NDB and hold. Contact APPROACH.

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

LIS VOR required.

MSA LIS VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Gradient 5.24% or Descent angle [3.00°]		372	478	531	637	743	849
R-098 to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15

HIALS-II PAPI 3000′

JAR-OPS STRAIGHT-IN LANDING RWY 21

MDA(H) 840′ (493′)

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1000m	RVR 1500m	100	1500′ (1126′)	1500m
B	RVR 1200m		135	1500′ (1126′)	1600m
C		RVR 2000m	180	1580′ (1206′)	2400m
D	RVR 1600m		205	1580′ (1206′)	3600m

CIRCLE-TO-LAND

PANS OPS 4

CHANGES: Procedure.