

LPPR/OPO **JEPPESSEN** PORTO, PORTUGAL  
FRANCISCO SA CARNEIRO 11 MAY 07 **10-1P** **AIRPORT BRIEFING**

## 1. GENERAL

### 1.1. ATIS

D-ATIS 124.3

### 1.2. LOW VISIBILITY PROCEDURES (LVP)

ATC will apply safeguards and procedures for ILS operations that will become effective in relation to weather conditions as specified below:

- When VIS is less than 2500m and/or cloud base is below 400' ATC will instruct traffic to perform ILS approaches to RWY 17.
- When TDZ RVR is 800m or less and/or cloud base is at 200' or below ATC will ensure that the ILS protection area is clear of traffic before issuing landing clearance (normally at OM).

ATC will always give RVR value for position ALPHA (TDZ). ATC will only give RVR value for positions BRAVO & CHARLY if they are:

- less than TDZ and less than 800m, or
- less than 350m, or
- requested by the pilot.

Pilots who wish to practice ILS CAT II approach are to use the phrase:  
"Request Practice CAT II Approach".

### 1.3. TAXI PROCEDURES

STANDARD TAXI ROUTES

STANDS	TAXI ROUTES (ARR/DEP)			
	ARR 17	ARR 35	DEP 17	DEP 35
S10 thru S12	B/S1	F/S6/S4/S2/S1	S2/S4/S6/F	B
S20 thru S25	B/S2	F/S6/S4/S2	S4/S6/F	B
S30 thru S37	B/S3	F/S6/S4/S3	S4/S6/F	S2/B
S40 thru S43	C/S4	F/S6/S4	S6/F	S2/B
S50 thru S56	C/S4/S5	F/S5	F	S4/S2/B
S60 thru S66	C/S4/S6	F/S6	F	S4/S2/B
S70 thru S73	C/S4/S6	F/S5	F	S4/S2/B

### 1.4. PARKING INFORMATION

All parking stands are nose in/push-back.

Stands S10 thru S12 and S30 thru S35 not visible from Tower.

### 1.5. USE OF APU

Start-up or shut-down of the APU is forbidden while the ACFT is being refuelled. The use of APU must be limited as much as possible.

Narrow-body ACFT are allowed to use APU until 5 minutes after 'chocks on' and 10 minutes before ETD.

Wide-body ACFT are allowed to use APU until 10 minutes after 'chocks on' and 20 minutes before ETD.

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

LPPR/OPO **JEPPESSEN** PORTO, PORTUGAL  
FRANCISCO SA CARNEIRO 11 MAY 07 **10-1P1** **AIRPORT BRIEFING**

## 1. GENERAL

### 1.6. OTHER INFORMATION

FOLLOW-ME and marshaller assistance is compulsory during:

- Push-back under CAT II operations;
- taxiing on TWY A3 and apron, ACFT with wingspan larger than 213'/65 m;
- parking (only marshaller).

Birds in vicinity of APT.

## 2. ARRIVAL

### 2.1. SPEED RESTRICTIONS

Speed adjustments unless otherwise cleared by ATC:

- MAX 280 KT between FL245 & FL100.
- MAX 250 KT at or below FL100.
- MAX 220 KT at or below FL70.
- MAX 200 KT at or below 4000'.
- MAX between 180 KT & 160 KT when established on final approach.
- MAX 160 KT until 4 NM from THR.

Additionally, ATC may request specific speeds for accurate spaces. Pilots are requested to comply with speed adjustments as promptly as feasible within their own operational constraints, advising ATC if circumstances necessitate a change of speed for ACFT performance reasons.

### 2.2. CAT II OPERATIONS

RWY 17 is approved for CAT II operations, special aircrew and certification required.

### 2.3. RWY OPERATIONS

Wide-body ACFT landing RWY 35 expected to use strengthened turning pad at northern end for turning on RWY.

ACFT landing on RWY 17 must not vacate the RWY by TWY F or A3, unless cleared by ATC.

### 2.4. PARKING INFORMATION

For Stand graphic refer to 10-9 charts.

#### 2.4.1. DOCKING SYSTEM

Stands S10 thru S12, S30 thru S37, S50, S51 and S53 thru S55 provided with APIS.

## 3. DEPARTURE

### 3.1. PUSH-BACK AND START-UP PROCEDURE

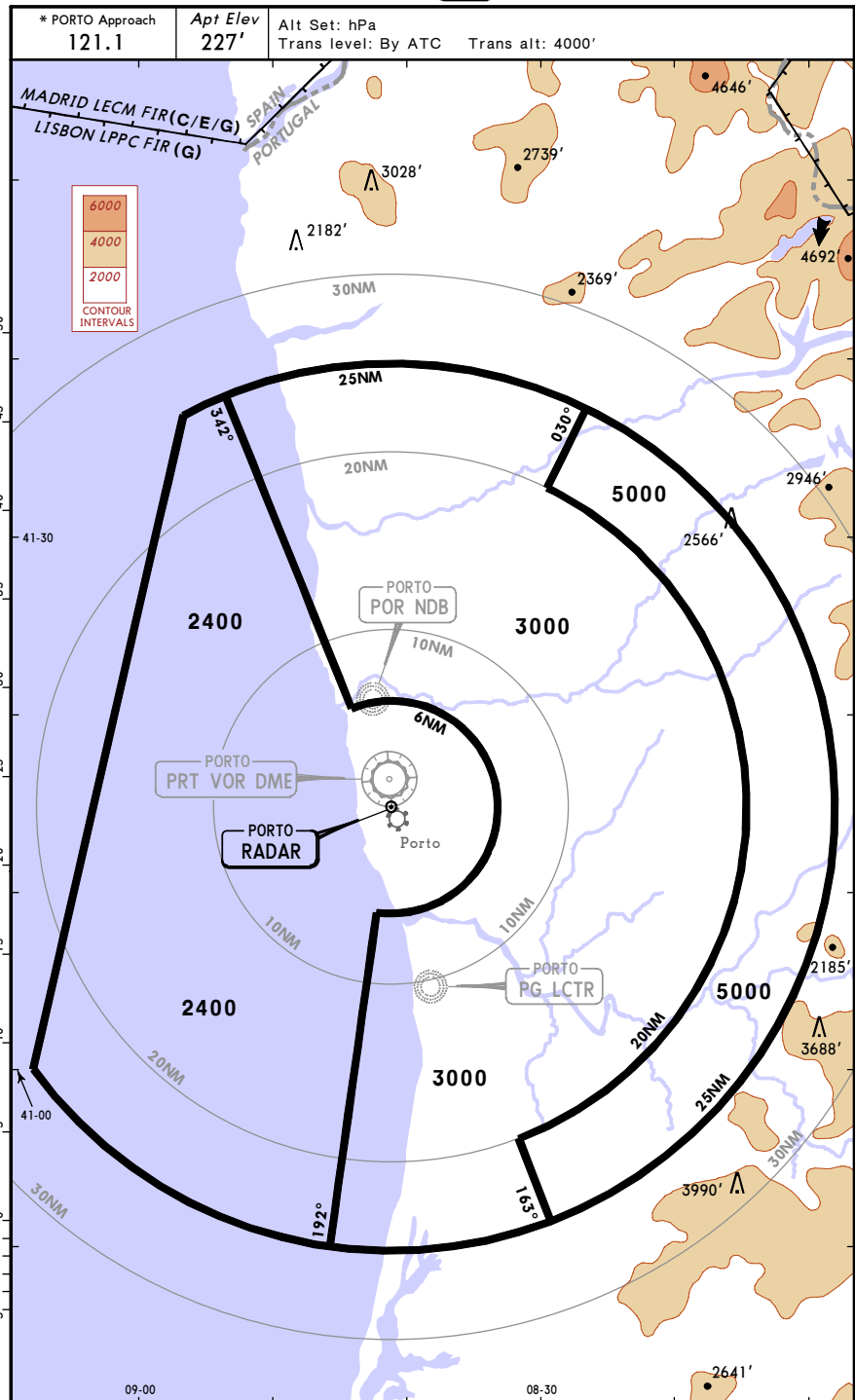
ACFT parked in a nose position only allowed outgoing with push-back. Use of reverse thrust of manoeuvring to and from a stand is not permitted.

Engine start-up is only permitted after push-back manoeuvre with ACFT positioned in proper breakaway area. Breakaway areas markings are blue color lines painted in each side of the TWY centerline.

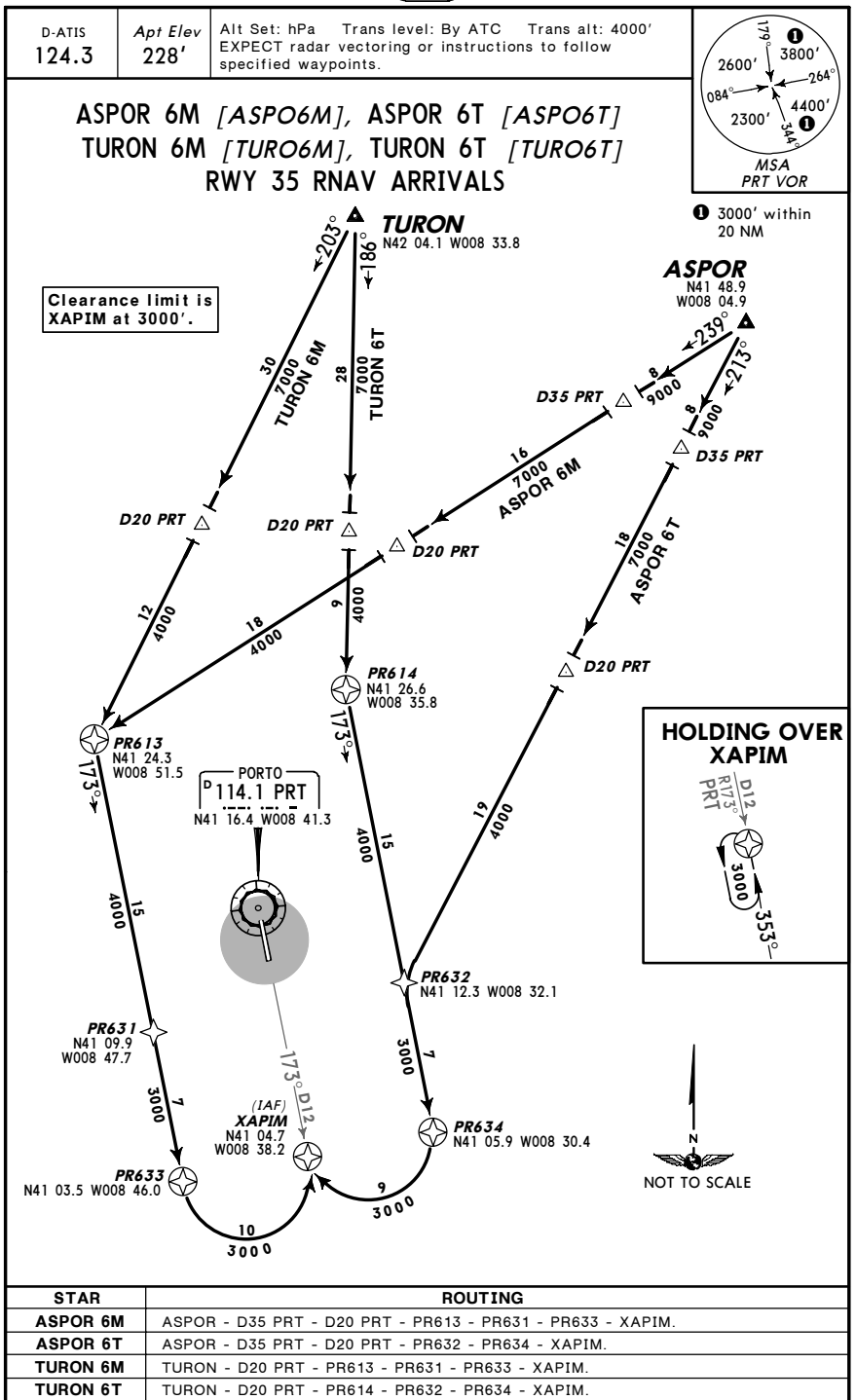
Whenever an ACFT APU is inoperative or not available one engine start-up is permitted on a nose in stand before starting push-back manoeuvring; in these circumstances Porto Control Tower must be advised and the start-up procedures will be assisted by FOLLOW-ME.

Pilots shall contact Tower for departure approval 10 minutes before start-up and shall provide call-sign, stand number, cruising level & ATIS acknowledgment.

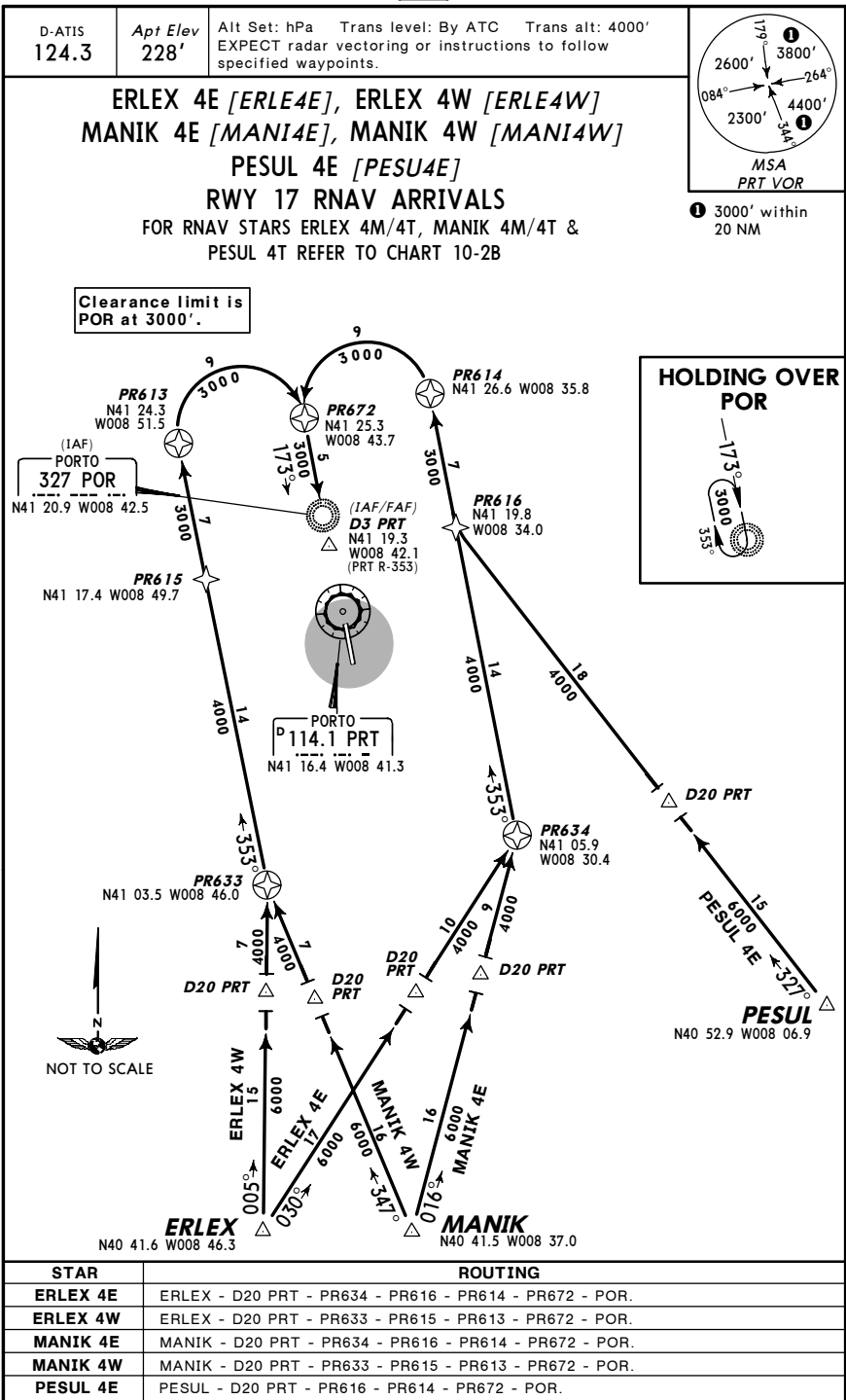
LPPR/OPO PORTO, PORTUGAL  
 FRANCISCO SA CARNEIRO 5 OCT 07 (10-1R) RADAR MINIMUM ALTITUDES



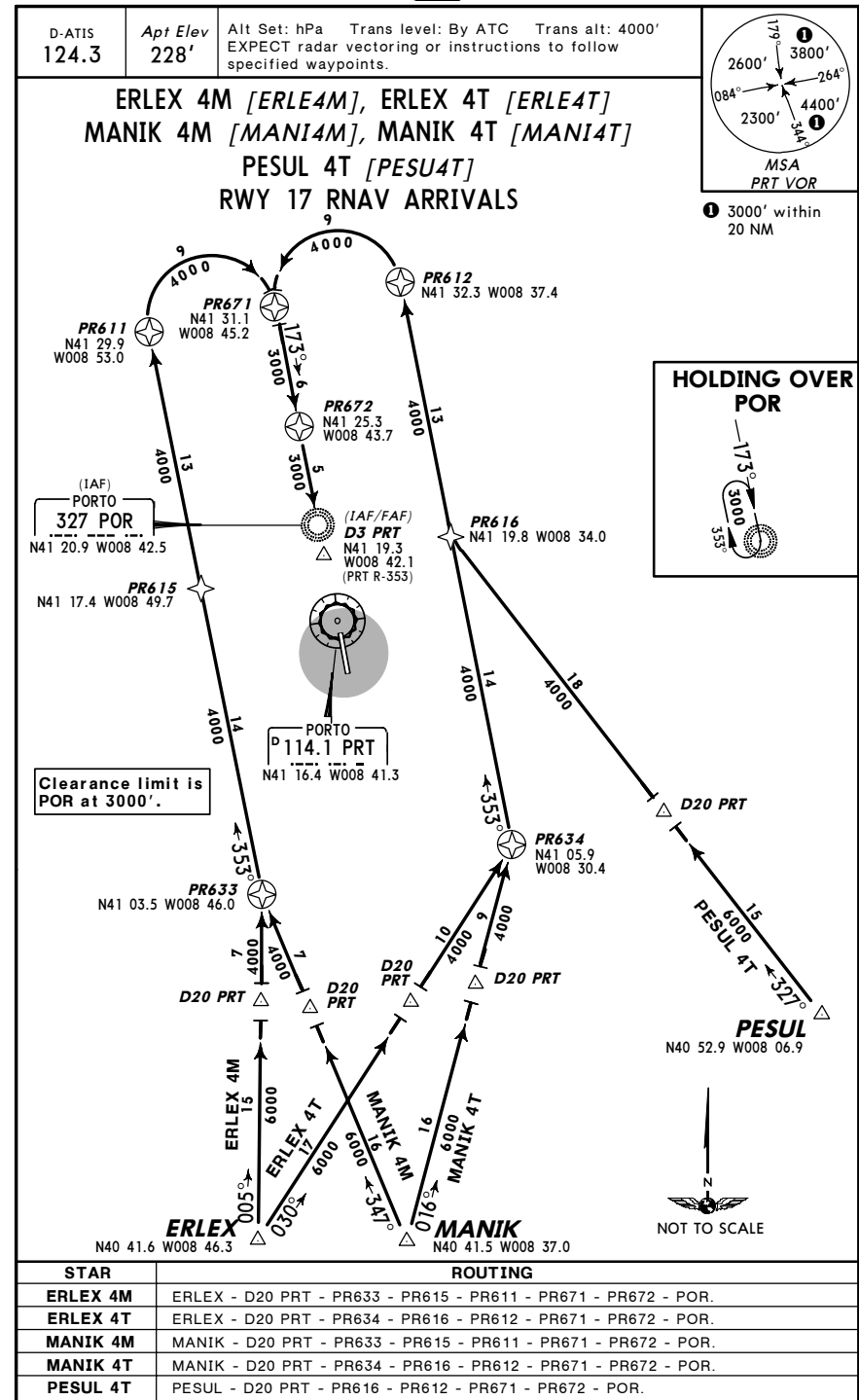
LPPR/OPO PORTO, PORTUGAL  
 FRANCISCO SA CARNEIRO 29 JUN 07 (10-2) RNAV STAR



LPPR/OPO PORTO, PORTUGAL  
FRANCISCO SA CARNEIRO 29 JUN 07 (10-2A) RNAV STAR

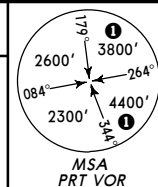


LPPR/OPO PORTO, PORTUGAL  
FRANCISCO SA CARNEIRO 29 JUN 07 (10-2B) RNAV STAR



LPPR/OPO PORTO, PORTUGAL  
FRANCISCO SA CARNEIRO 11 MAY 07 (10-2D) STAR

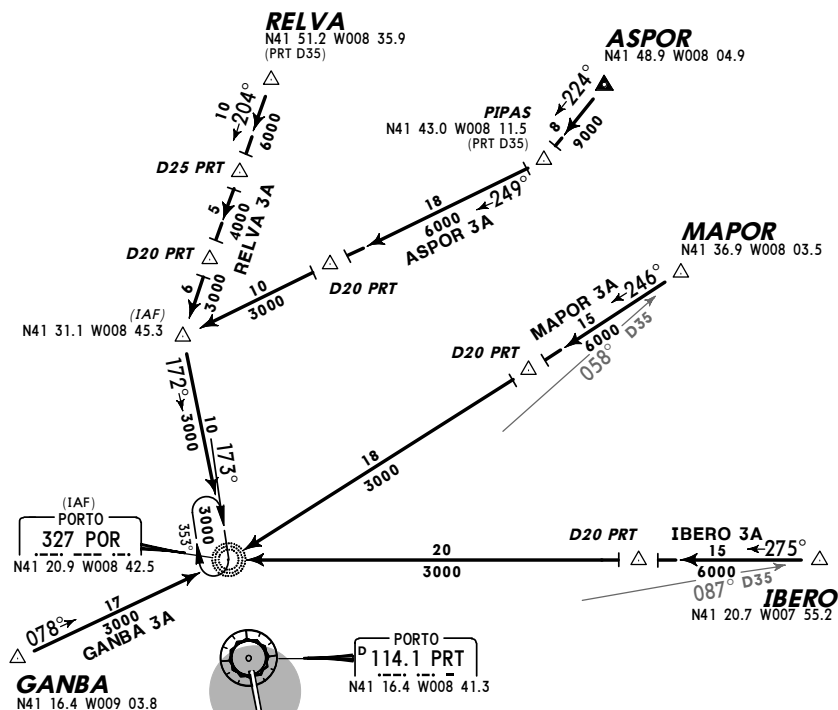
D-ATIS 124.3 Apt Elev 228' Alt Set: hPa Trans level: By ATC Trans alt: 4000'



① 3000' within 20 NM

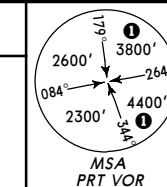
ASPOR 3A [ASPO3A], GANBA 3A [GANB3A]  
IBERO 3A [IBER3A], MAPOR 3A [MAPO3A]  
RELVA 3A [RELV3A]  
RWY 17 ARRIVALS  
FROM NORTH

Clearance limit is POR.



LPPR/OPO PORTO, PORTUGAL  
FRANCISCO SA CARNEIRO 11 MAY 07 (10-2E) STAR

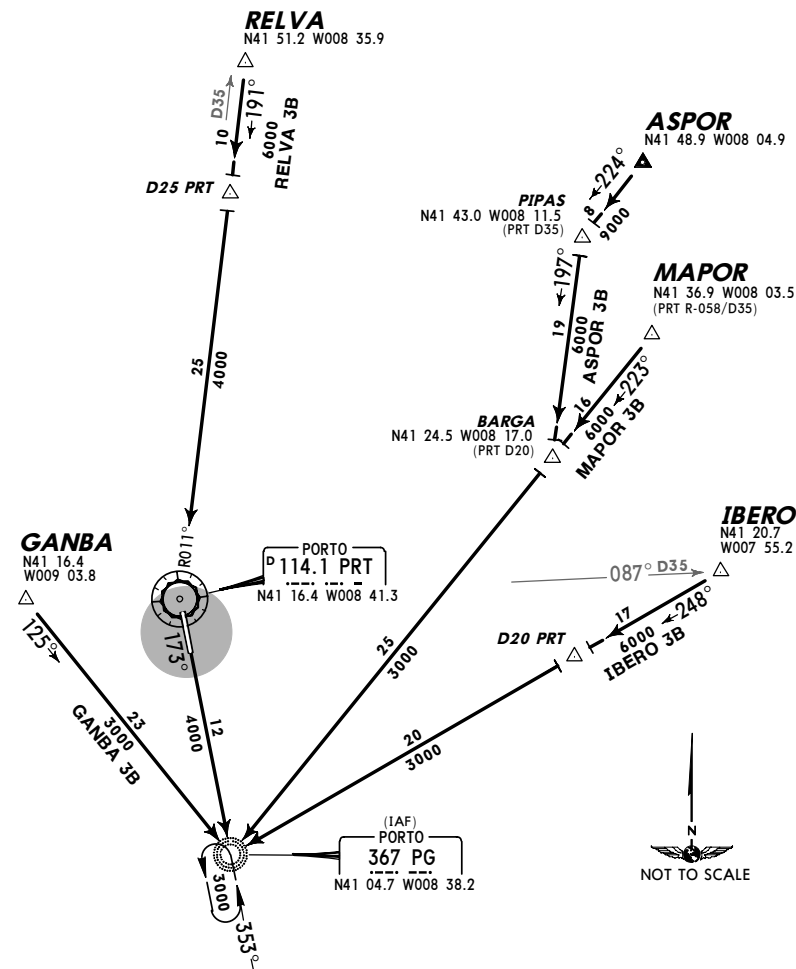
D-ATIS 124.3 Apt Elev 228' Alt Set: hPa Trans level: By ATC Trans alt: 4000'



① 3000' within 20 NM

ASPOR 3B [ASPO3B], GANBA 3B [GANB3B]  
IBERO 3B [IBER3B], MAPOR 3B [MAPO3B]  
RELVA 3B [RELV3B]  
RWY 35 ARRIVALS  
FROM NORTH

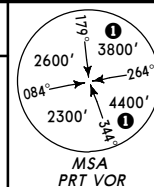
Clearance limit is PG.



LPPR/OPO PORTO, PORTUGAL  
FRANCISCO SA CARNEIRO 11 MAY 07 (10-2F) STAR

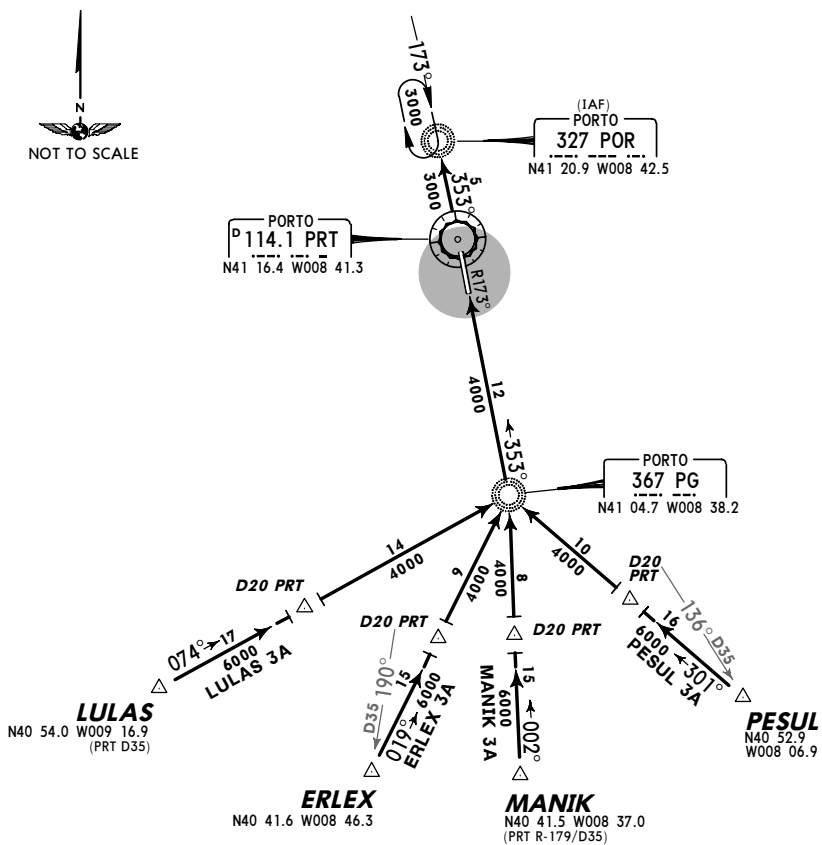
D-ATIS 124.3 Apt Elev 228' Alt Set: hPa Trans level: By ATC Trans alt: 4000'

ERLEX 3A [ERLE3A], LULAS 3A [LULA3A]  
MANIK 3A [MANI3A], PESUL 3A [PESU3A]  
RWY 17 ARRIVALS  
FROM SOUTH



① 3000' within 20 NM

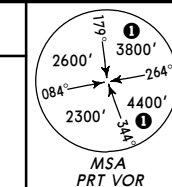
Clearance limit is POR.



LPPR/OPO PORTO, PORTUGAL  
FRANCISCO SA CARNEIRO 11 MAY 07 (10-2G) STAR

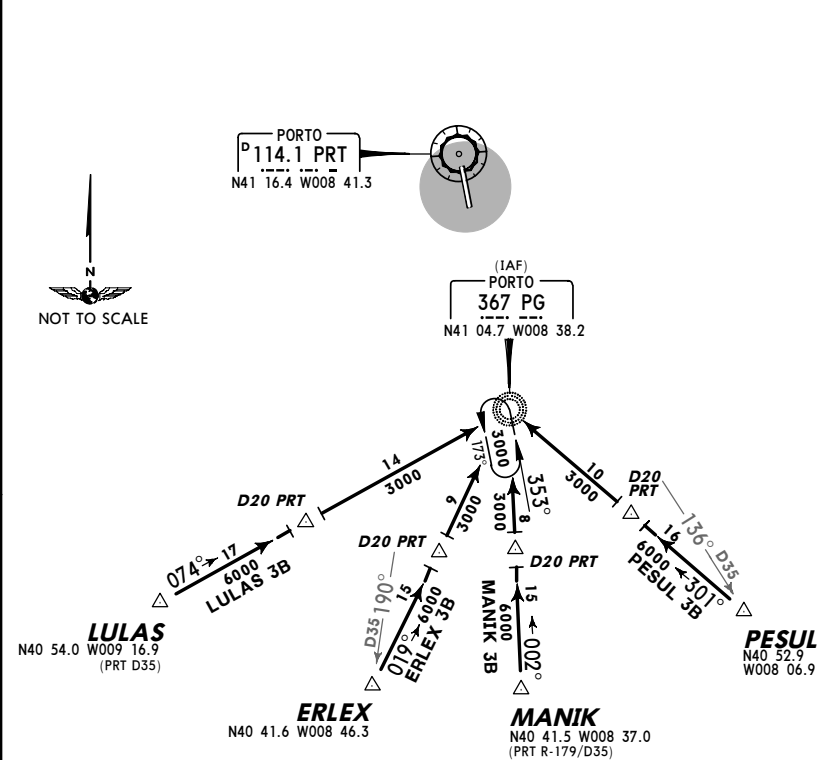
D-ATIS 124.3 Apt Elev 228' Alt Set: hPa Trans level: By ATC Trans alt: 4000'

ERLEX 3B [ERLE3B], LULAS 3B [LULA3B]  
MANIK 3B [MANI3B], PESUL 3B [PESU3B]  
RWY 35 ARRIVALS  
FROM SOUTH

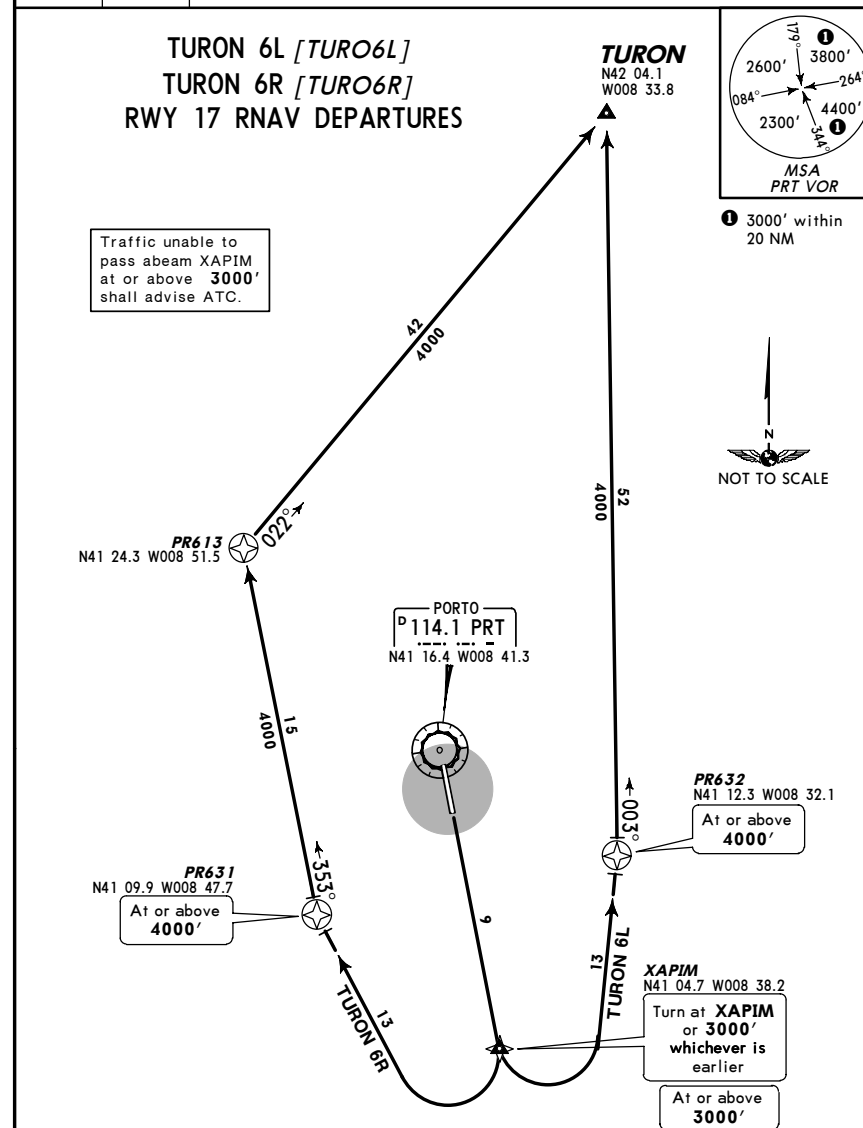


① 3000' within 20 NM

Clearance limit is PG.

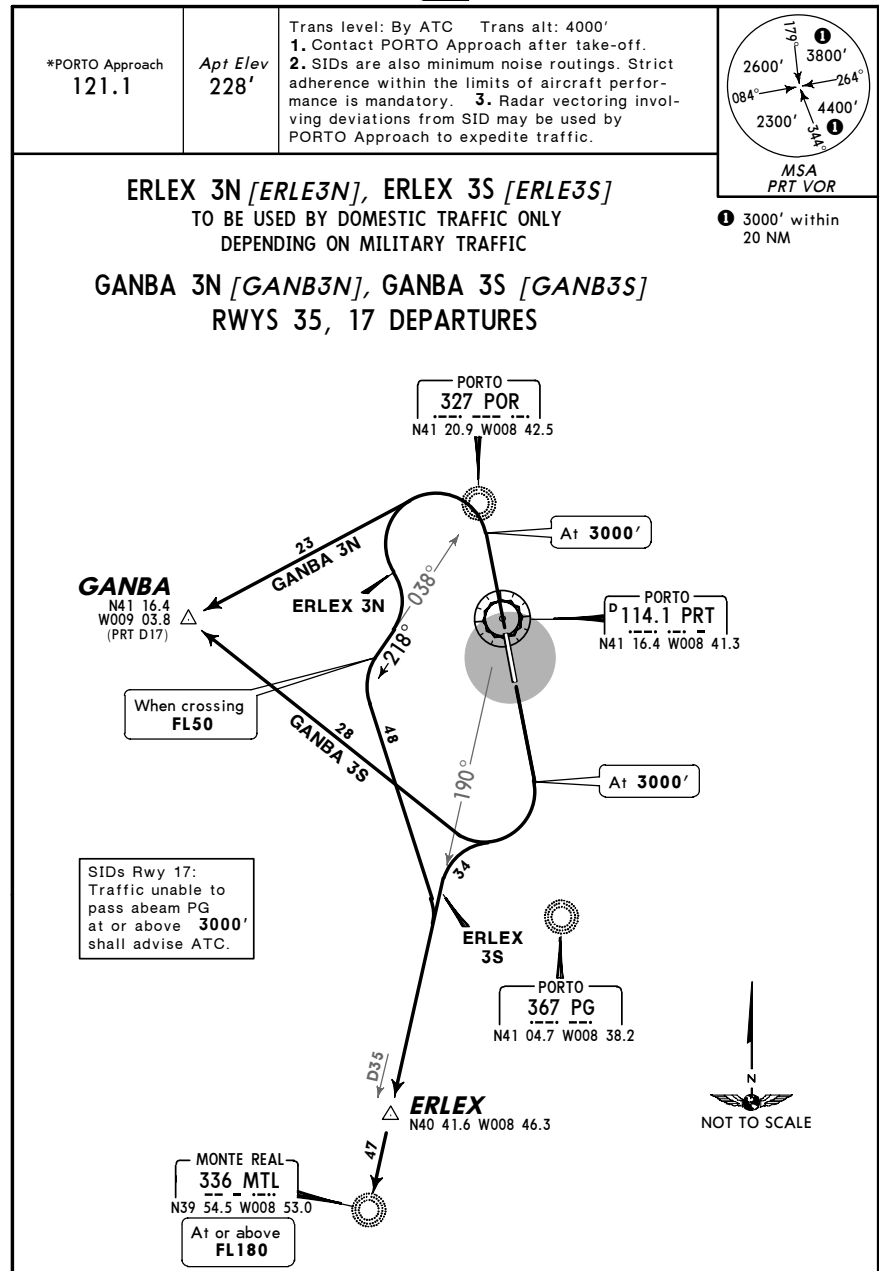


*PORTO Approach 121.1	<i>Apt Elev</i> 228'	Trans level: By ATC    Trans alt: 4000' 1. Contact PORTO Approach after take-off. 2. RNAV SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Radar vectoring involving deviations from SID may be used by PORTO Approach to expedite traffic. 4. If unable to comply with FMS RNAV SIDs advise ATC.
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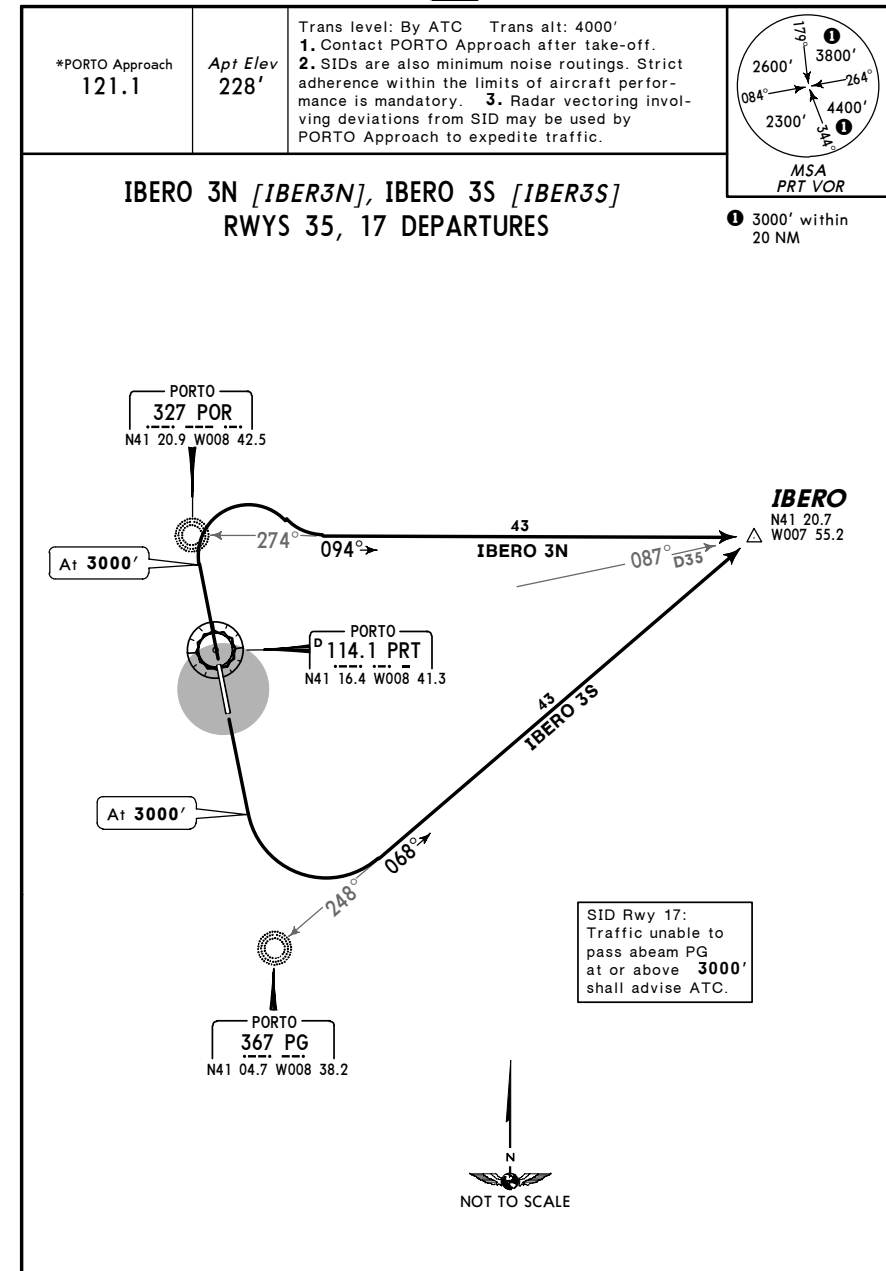
Initial climb clearance <b>FL70</b>	
<b>SID</b>	<b>ROUTING</b>
<b>TURON 6L</b>	Climb straight ahead to XAPIM or <b>(4000' +)</b> - TURON. <b>3000'</b> , whichever is earlier, turn LEFT to PR632
<b>TURON 6R</b>	Climb straight ahead to XAPIM or PR631 <b>(4000' +)</b> - PR613 - TURON. <b>3000'</b> , whichever is earlier, turn RIGHT to

LPPR/OPO PORTO, PORTUGAL  
FRANCISCO SA CARNEIRO 13 JAN 06 (10-3B) Eff 19 Jan SID



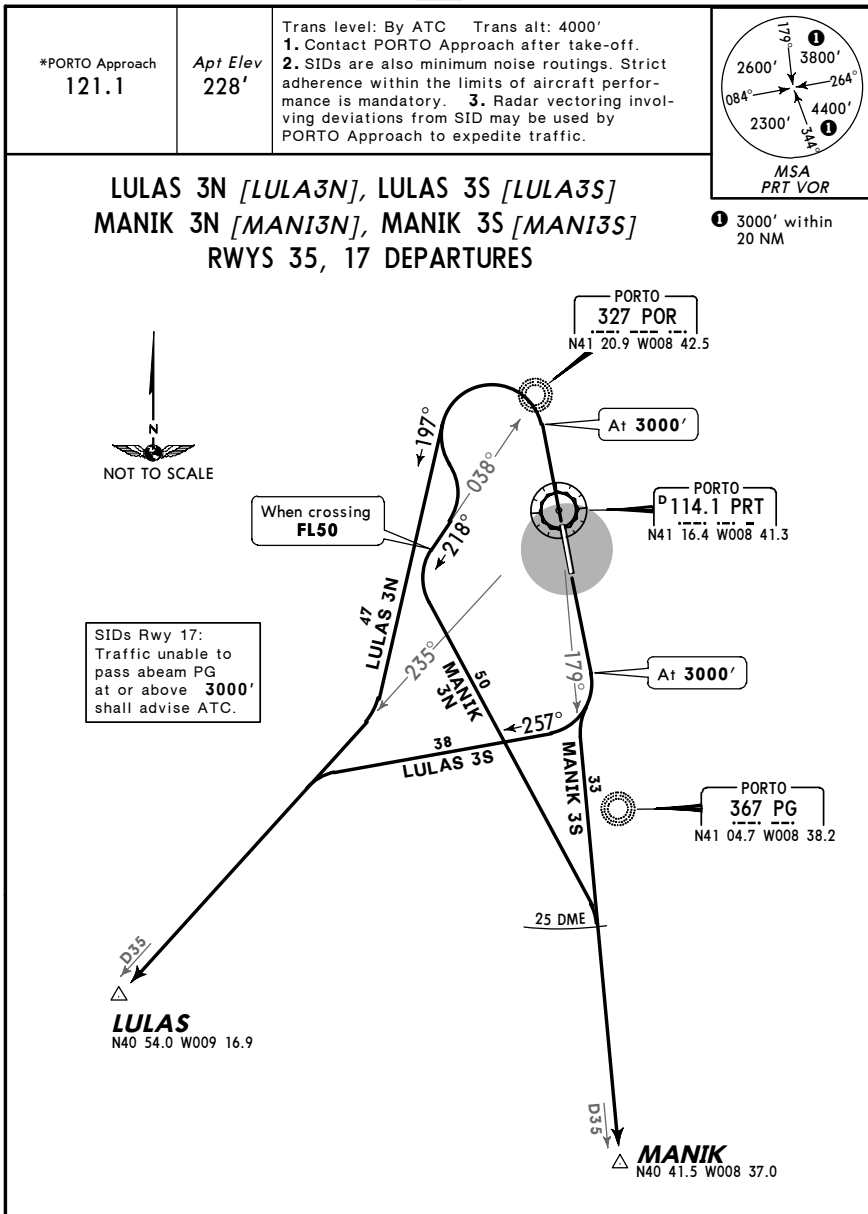
Initial climb clearance FL70		
SID	RWY	ROUTING
ERLEX 3N	35	Climb straight ahead to 3000', turn LEFT, intercept 218° bearing from POR, when crossing FL50 intercept PRT R-190 to MTL.
ERLEX 3S	17	Climb straight ahead to 3000', turn RIGHT, intercept PRT R-190 to MTL.
GANBA 3N	35	Climb straight ahead to 3000', turn LEFT to GANBA.
GANBA 3S	17	Climb straight ahead to 3000', turn RIGHT to GANBA.

LPPR/OPO PORTO, PORTUGAL  
FRANCISCO SA CARNEIRO 13 JAN 06 (10-3C) Eff 19 Jan SID



Initial climb clearance FL70		
SID	RWY	ROUTING
IBERO 3N	35	Climb straight ahead to 3000', turn RIGHT, intercept 094° bearing from POR to IBERO.
IBERO 3S	17	Climb straight ahead to 3000', turn LEFT, intercept 068° bearing from PG to IBERO.

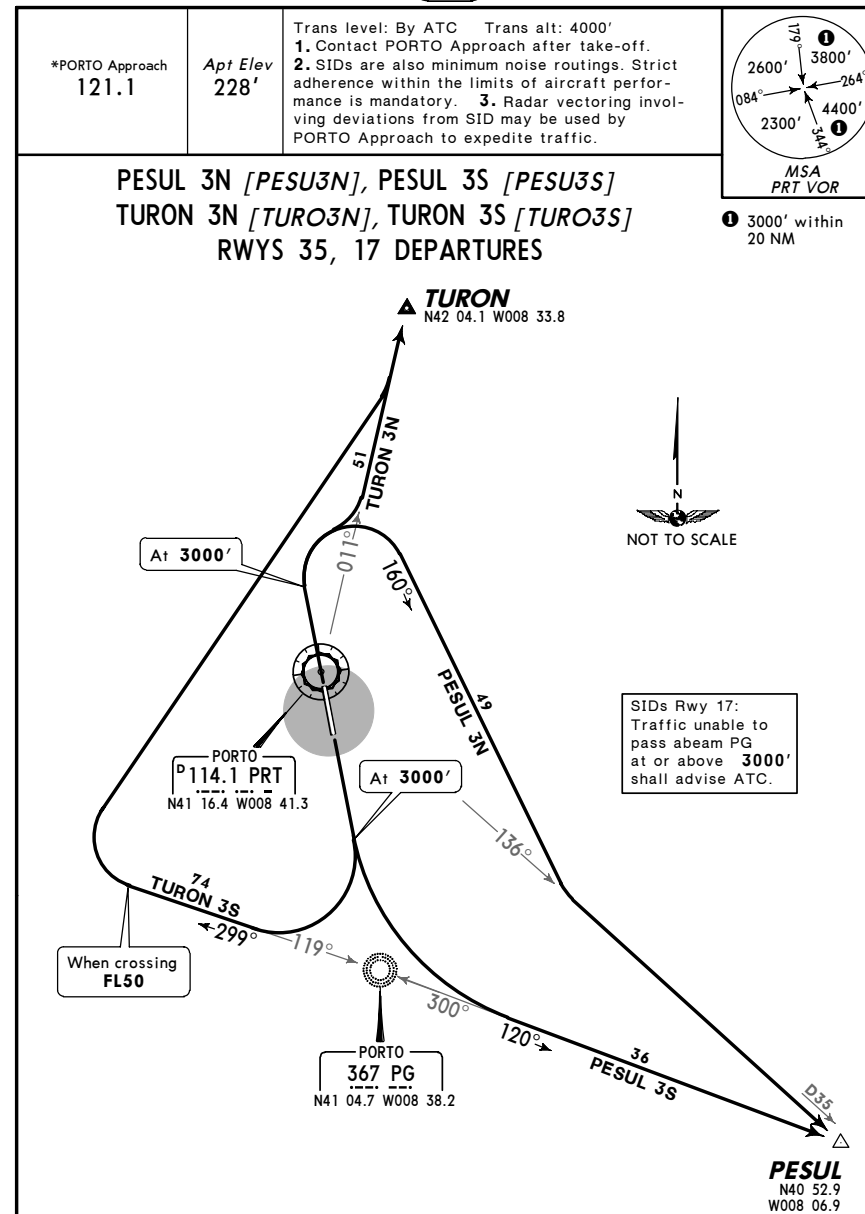
LPPR/OPO PORTO, PORTUGAL  
FRANCISCO SA CARNEIRO 13 JAN 06 10-3D Eff 19 Jan SID



Initial climb clearance FL70		
SID	RWY	ROUTING
LULAS 3N	35	Climb straight ahead to 3000', turn LEFT, 197° track, intercept PRT R-235 to LULAS.
LULAS 3S	17	Climb straight ahead to 3000', turn RIGHT, 257° track, intercept PRT R-235 to LULAS.
MANIK 3N	35	Climb straight ahead to 3000', turn LEFT, intercept 218° bearing from POR, when crossing FL50 turn LEFT, intercept PRT R-179 within PRT 25 DME to MANIK.
MANIK 3S	17	Climb straight ahead to 3000', turn RIGHT, intercept PRT R-179 to MANIK.

CHANGES: SIDs renumbered & revised. © JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED.

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FRANCISCO SA CARNEIRO 13 JAN 06 10-3E Eff 19 Jan SID



Initial climb clearance FL70		
SID	RWY	ROUTING
PESUL 3N	35	Climb straight ahead to 3000', turn RIGHT, 160° track, intercept PRT R-136 to PESUL.
PESUL 3S	17	Climb straight ahead to 3000', turn LEFT, intercept 120° bearing from PG to PESUL.
TURON 3N	35	Climb straight ahead to 3000', turn RIGHT, intercept PRT R-011 to TURON.
TURON 3S	17	Climb straight ahead to 3000', turn RIGHT, intercept 299° bearing from PG, when crossing FL50 turn RIGHT, intercept PRT R-011 to TURON.

CHANGES: SIDs renumbered & revised. © JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED.

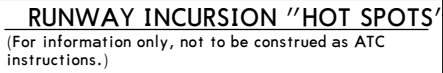


**JEPPESEN**


7 JUL 06

N41 14.1 W008 40.7

FRANCISCO SA CARNEIRO



**LEGEND**

 **RUNWAY INCURSION  
HOTSPOTS**

**For AIRPORT BRIEFING  
refer to 10-IP pages.**

ADDITIONAL RUNWAY INFORMATION									
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH	
					Threshold	Glide Slope			
17	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (2.7°)	RVR	10,433'	3180m	9425'	2873m	①	148'	
35	HIRL (60m) CL (15m) HIALS PAPI-L (3.0°)	RVR	10,925'	3330m				45m	

**1 TAKE-OFF RUN AVAILABLE**

<b><u>RWY 17:</u></b>		<b><u>RWY 35:</u></b>	
From RWY head	11,417' (3480m)	From RWY head	11,417' (3480m)
twy A3/F int	6234' (1900m)	twy C/H int	10,203' (3110m)
		twy D int	9121' (2780m)

**JAR-OPS**

### TAKE-OFF 1

All Rwys

**LVP must be in Force**

	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

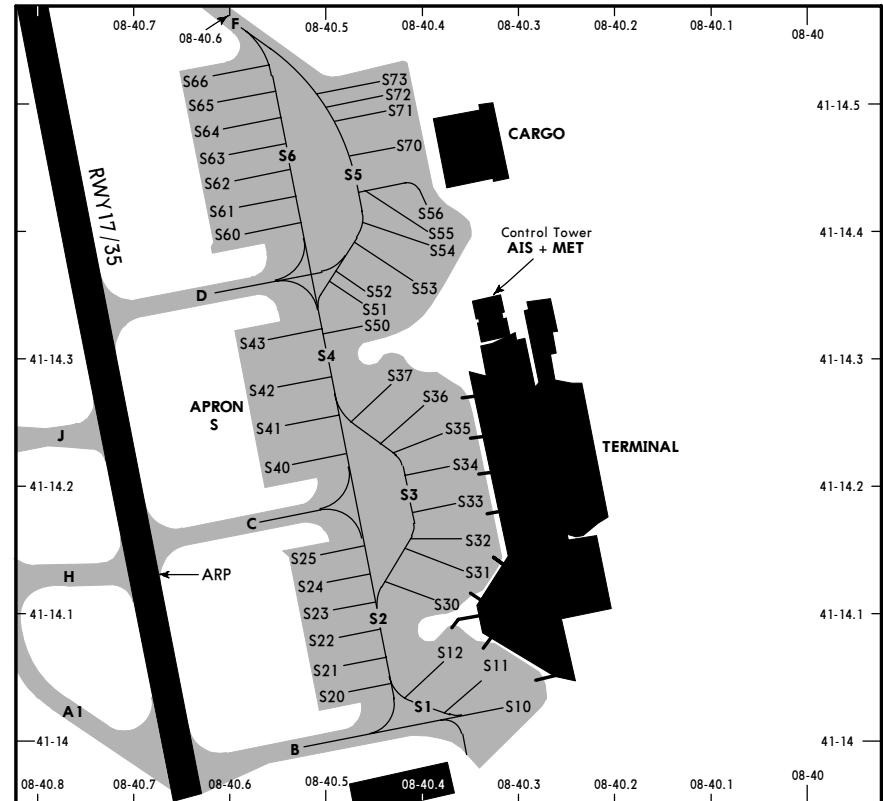
**1** Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

**JEPPESEN**

7 JUL 06

10-9A

FRANCISCO SA CARNEIRO



INS COORDINATES

STAND No.	COORDINATES	ELEV
S10	N41 14.0 W008 40.3	236
S11	N41 14.1 W008 40.3	235
S12	N41 14.1 W008 40.4	233
S20	N41 14.0 W008 40.5	226
S21 thru S25	N41 14.1 W008 40.5	226
S30	N41 14.1 W008 40.4	234
S31	N41 14.1 W008 40.3	236
S32 thru S35	N41 14.2 W008 40.3	236
S36	N41 14.3 W008 40.4	236
S37	N41 14.3 W008 40.4	233
S40, S41	N41 14.2 W008 40.5	226
S42, S43	N41 14.3 W008 40.6	226
S50 thru S52	N41 14.3 W008 40.4	233
S53	N41 14.3 W008 40.4	236
S54, S55	N41 14.4 W008 40.4	237
S56	N41 14.4 W008 40.4	236
S60	N41 14.4 W008 40.6	226
S61, S62	N41 14.4 W008 40.6	225
S63, S64	N41 14.5 W008 40.6	225
S65	N41 14.5 W008 40.6	226
S66	N41 14.5 W008 40.6	225
S70 thru S73	N41 14.5 W008 40.4	236

**CHANGES:** Notes

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LPPR/OPO

JEPPesen

7 JUL 06 (10-9B)

PORTO, PORTUGAL  
FRANCISCO SA CARNEIRO

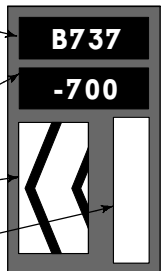
## APIS (AIRCRAFT PARKING AND INFORMATION SYSTEM)

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

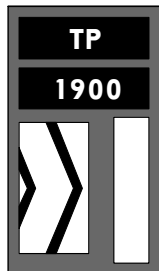
Display indicating: Flight number, time, ACFT series, "STOP", "ON" (chocks) and "DOWN".

Centerline beacon side-in guidance.

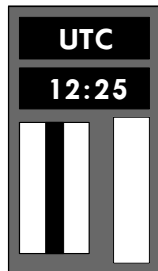
Closing-rate information. Full closing rate thermometer indicates at least 46'/14m to stop position.



Turn LEFT



Turn RIGHT



On centerline

### PILOT INSTRUCTIONS

1. Follow TWY lead-in line and adjust according to the directions of the centerline beacon side-in guidance.
2. Check correct ACFT type is flashing and that centerline guidance and closing rate thermometer is activated. The flight number may also be presented.
3. Do not enter the stand if display presents STOP or wrong ACFT type.
4. Approximately 46'/14m before STOP, flight number will disappear if this is presented.
5. 62'/19m before STOP, ACFT type goes steady. If speed is too high, SLOW DOWN can be shown.
6. Full closing rate thermometer indicates at least 46'/14m to STOP. When ACFT has less than 46'/14m to STOP thermometer starts to move from bottom to top.
7. When stop position is reached, display indicates STOP and if ACFT is parked correctly, display indicates also OK.
8. If ACFT overshoots the limit for correct parking, display indicates TOO FAR. Push-back shall be necessary.
9. Displays and indicators automatically shut down after some seconds. After ON BLOCK, display can indicate UTC time and CHCK ON (chocks on).
10. 20 minutes before departure, flight number and ETD will be presented. The ETD is based on UTC time.

LPPR/OPO

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6 JAN 06 (11-1)

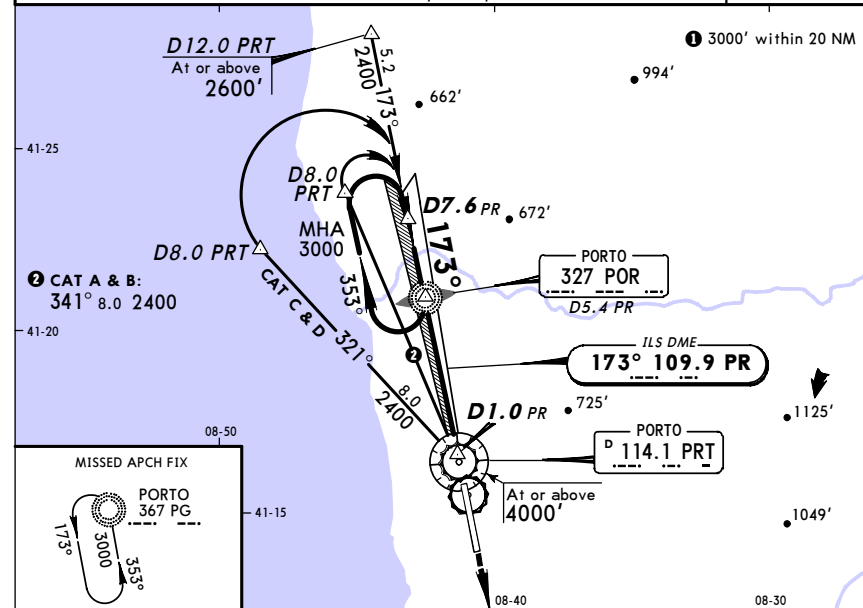
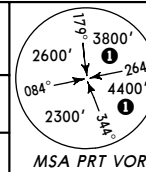
MISSED APCH CLIMB  
GRAD MIM 4.9%

PORTO, PORTUGAL  
ILS Rwy 17

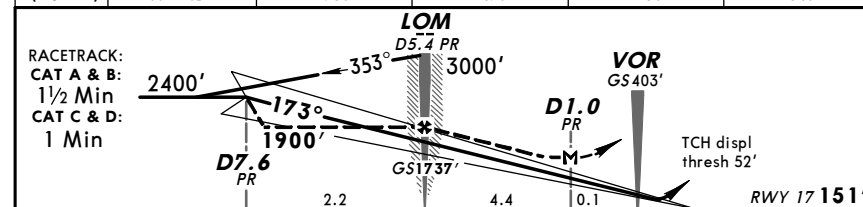
BRIEFING STRIP

D-ATIS 124.3		*PORTO Approach 121.1		PORTO Tower 118.0	
LOC PR <b>109.9</b>	Final Apch Crs <b>173°</b>	GS LOM <b>1737' (1586')</b>	ILS DA(H) <b>351' (200')</b>	Apt Elev <b>228'</b>	RWY <b>151'</b>
MISSED APCH: Climb STRAIGHT AHEAD to 3000' to PG Lctr holding. If unable, advise ATC.					
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: By ATC	
1. <b>PRT DME REQUIRED.</b> 2. ILS DME reads zero at rwy 17 displ thresh.					
				Trans alt: 4000'	

MSA PRT VOR



LOC (GS out)	PR DME ALTITUDE	5.0 1780'	4.0 1470'	3.0 1150'	2.0 840'
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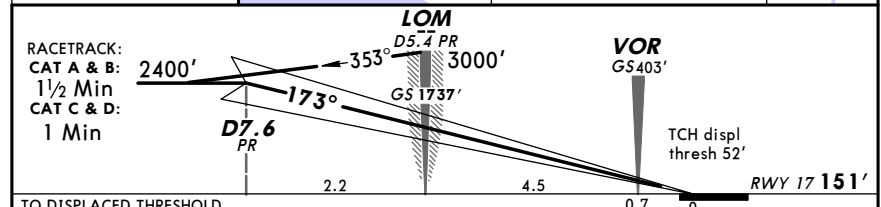
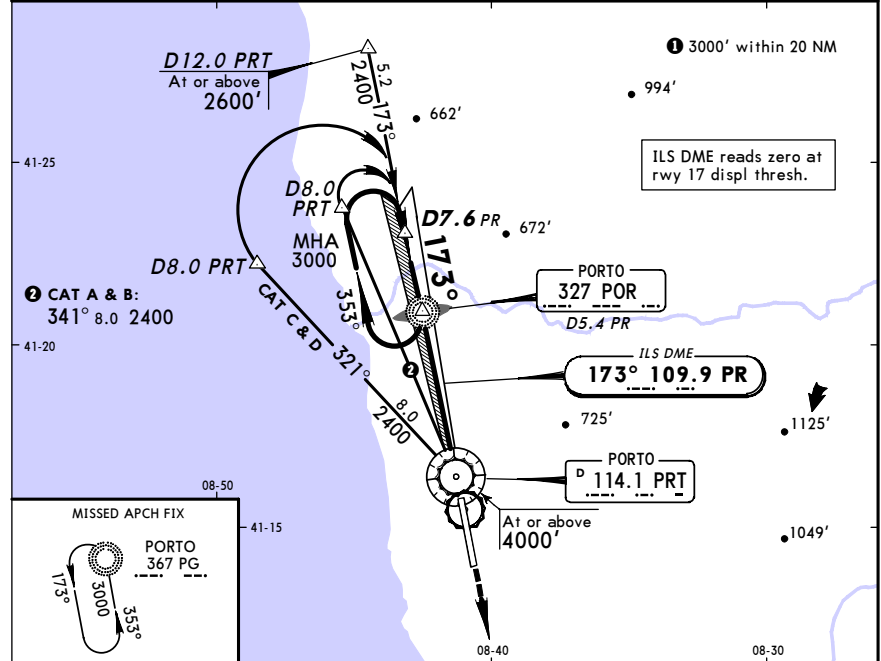
Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.72°	342	440	488	586	684	782
LOC Descent Gradient 5.2%	369	474	527	632	737	843
MAP at D1.0 PR						

JAR-OPS STRAIGHT-IN LANDING RWY 17 Missed apch climb gradient mim 4.9%				CIRCLE-TO-LAND			
ILS DA(H) 351' (200')		LOC (GS out) MDA(H) 550' (399')		West of runway		East of runway	
FULL	ALS out	ALS out	ALS out	Max Kts	MDA(H) VIS	MDA(H) VIS	
RVR 550m	RVR 1000m	RVR 900m	RVR 1500m	100	770' (542') 1500m	720' (492') 1500m	
		RVR 1000m	RVR 1800m	135	770' (542') 1600m	730' (502') 1600m	
		RVR 1000m	RVR 1800m	180	920' (692') 2400m	1280' (1052') 2400m	
		RVR 1400m	RVR 2000m	205	930' (702) 3600m	1280' (1052') 3600m	

PANS OPS 4

LPPR/OPO PORTO, PORTUGAL  
FRANCISCO SA CARNEIRO CAT II ILS Rwy 17

D-ATIS 124.3		*PORTO Approach 121.1		PORTO Tower 118.0	
LOC PR 109.9	Final Apch Crs 173°	GS LOM 1737' (1586')	CAT II ILS RA 108' DA(H) 251' (100')	Apt Elev 228'	RWY 151'
MISSED APCH: Climb STRAIGHT AHEAD to 3000' to PG Lctr holding. If unable, advise ATC.					
Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 4000'					
1. PRT DME REQUIRED. 2. Special Aircrew & Acft Certification Required.					



TO DISPLACED THRESHOLD									
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		
GS	2.72°	342	440	488	586	684	PAPI		
							3000'		
							PG 367		

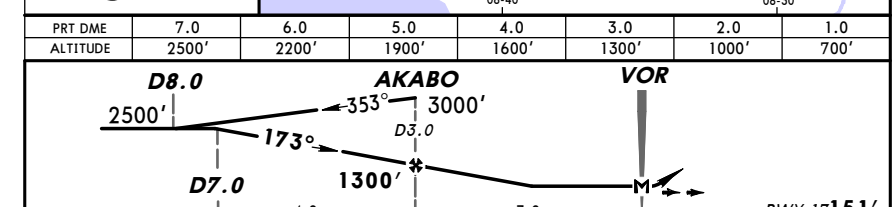
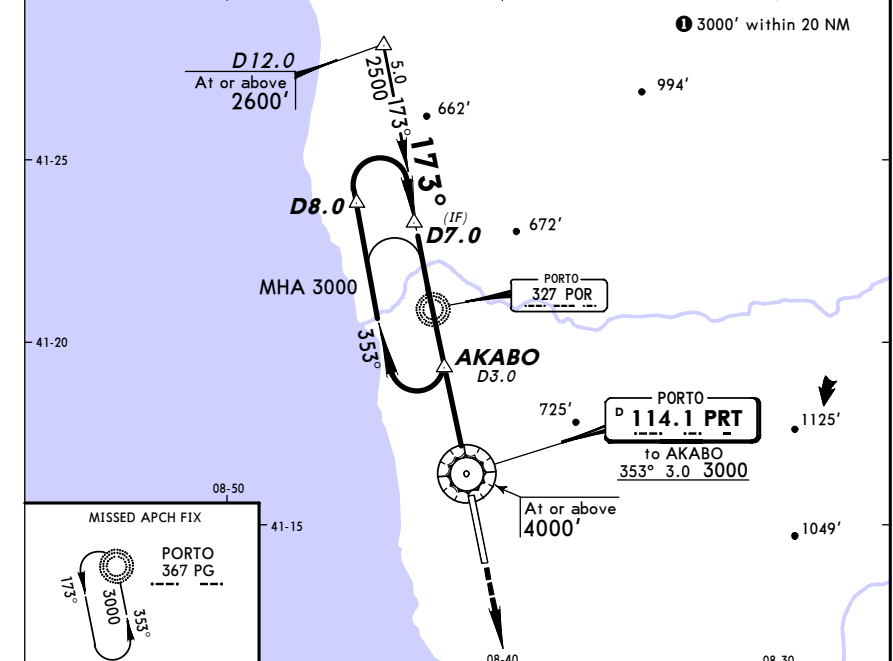
JAR-OPS		STRAIGHT-IN LANDING RWY 17	
		CAT II ILS	
		Missed apch climb gradient mim 4.9%	
		ABCD	
		RA 108'	
		DA(H) 251' (100')	

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

LPPR/OPO PORTO, PORTUGAL  
FRANCISCO SA CARNEIRO VOR Rwy 17

D-ATIS 124.3		*PORTO Approach 121.1		PORTO Tower 118.0	
VOR PRT 114.1	Final Apch Crs 173°	Minimum Alt AKABO 1300' (1149')	MDA(H) 550' (399')	Apt Elev 228'	RWY 151'
MISSED APCH: Climb STRAIGHT AHEAD to 3000' to PG Lctr holding. If unable, advise ATC.					
Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 4000'					
DME REQUIRED.					



TO DISPLACED THRESHOLD									
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		
GS	2.72°	342	440	488	586	684	PAPI		
							3000'		
							PG 367		

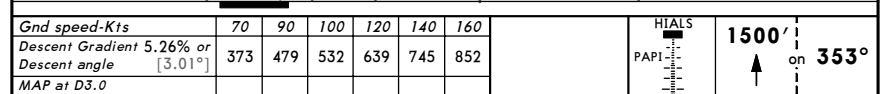
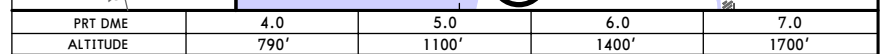
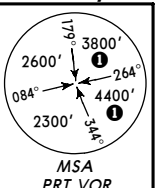
JAR-OPS		STRAIGHT-IN LANDING RWY 17	
		CAT II ILS	
		Missed apch climb gradient mim 4.9%	
		ABCD	
		RA 108'	
		DA(H) 251' (100')	

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

D-ATIS <b>124.3</b>		*PORTO Approach <b>121.1</b>		PORTO Tower <b>118.0</b>		
VOR PRT <b>114.1</b>	Final ApcH Crs <b>353°</b>	Minimum Alt <b>D7.0</b> <b>1700'</b> (1473')	MDA(H) <b>600'</b> (373')	Apt Elev <b>228'</b>  <b>RWY 227'</b>		

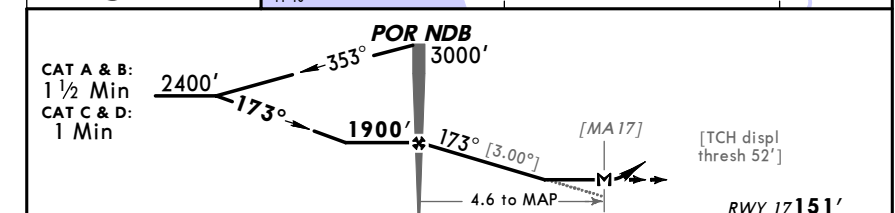
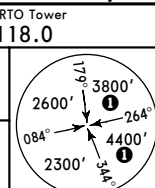
Alt Set: hPa	Rwy Elev: 8 hPa	Trans level: By ATC	Trans alt: 4000
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**CHANGES:** Fix designations.

D-ATIS <b>124.3</b>		*PORTO Approach <b>121.1</b>		PORTO Tower <b>118.0</b>	
NDB POR <b>327</b>	Final Appch Crs <b>173°</b>	Minimum Alt POR NDB <b>1900'</b> (1749')	MDA(H) <b>710'</b> (559')	Apt Elev <b>228'</b>  RWY <b>151'</b>	

Alt Set: hPa	Rwy Elev: 6 hPa	Trans level: By ATC	Trans alt: 4000'
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<b>JAR-OPS</b>	STRAIGHT-IN LANDING RWY 17	CIRCLE-TO-LAND
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**CHANGES:** Bearings.

LPPR/OPO  
FRANCISCO SA CARNEIRO

JEPPESEN  
6 JAN 06 (16-2) Eff 19 Jan

PORTO, PORTUGAL  
LOCATOR Rwy 35

