LPPR/OPO FRANCISCO SA CARNEIRO 11 MAY 07 (10-1P)

"JEPPESEN

PORTO, PORTUGAL 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 |
| \$10 thru \$12 | B/S1 | F/S6/S4/S2/S1 | S2/S4/S6/F | В |
| S20 thru S25 | B/S2 | F/S6/S4/S2 | S4/S6/F | В |
| \$30 thru \$37 | B/S3 | F/S6/S4/S3 | S4/S6/F | S2/B |
| \$40 thru \$43 | C/S4 | F/S6/S4 | S6/F | S2/B |
| \$50 thru \$56 | C/S4/S5 | F/S5 | F | S4/S2/B |
| S60 thru S66 | C/\$4/\$6 | F/S6 | F | S4/S2/B |
| \$70 thru \$73 | C/S4/S6 | F/S5 | F | S4/S2/B |

1.4. PARKING INFORMATION

All parking stands are nose in/push-back.

Stands \$10 thru \$12 and \$30 thru \$35 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.

CHANGES: Parking information. © JEPPESEN SANDERSON, INC., 2006, 2007. ALL RIGHTS RESERVED.

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NJEPPESEN LPPR/OPO FRANCISCO SA CARNEIRO 11 MAY 07 (10-1P1)

PORTO, PORTUGAL 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 acknowledge.

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JEPPES EN

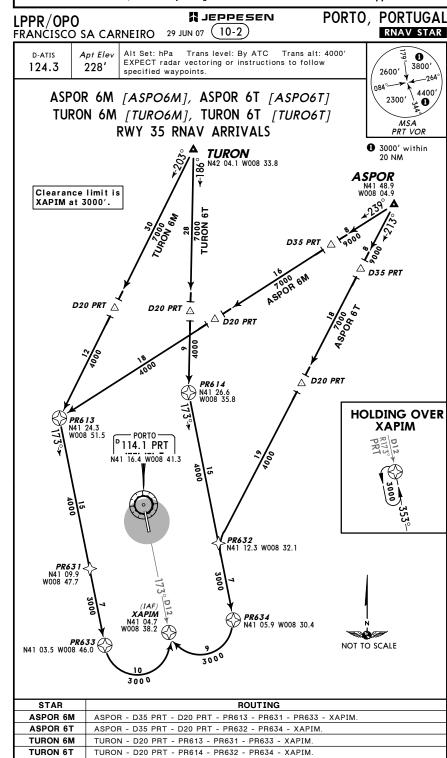
JeppView 3.5.2.0

PORTO, PORTUGAL M JEPPESEN LPPR/OPO 5 OCT 07 (10-1R) RADAR MINIMUM ALTITUDES FRANCISCO SA CARNEIRO * PORTO Approach Apt Elev Alt Set: hPa 227' 121.1 Trans level: By ATC Trans alt: 4000 MADRID LECM FIR (C/E/G) 4646 LISBON LPPC FIR (G) ^ ^{2182′} 4000 2000 30NM CONTOUR 20NM 2946 5000 41-30 PORTO—PORTO— 2400 3000 10NM PRT VOR DME PORTO-**RADAR** 2185 5000 2400 3000 2641 09-00

CHANGES: Reissue.

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

Alt Set: hPa Trans level: By ATC Trans alt: 4000' EXPECT radar vectoring or instructions to follow 124.3 228' 2600' ERLEX 4E [ERLE4E], ERLEX 4W [ERLE4W] 2300'

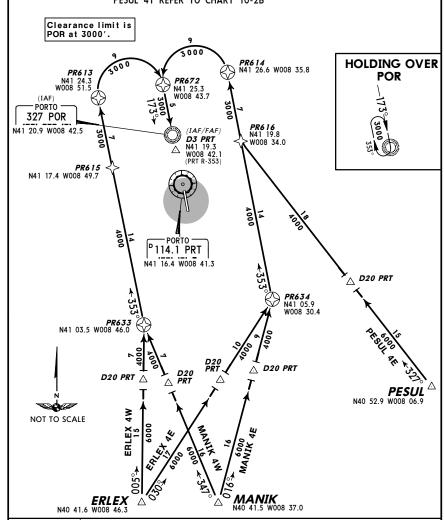
MANIK 4E [MANI4E], MANIK 4W [MANI4W] PESUL 4E [PESU4E]

RWY 17 RNAV ARRIVALS

FOR RNAV STARS ERLEX 4M/4T, MANIK 4M/4T & PESUL 4T REFER TO CHART 10-2B



3000' within 20 NM



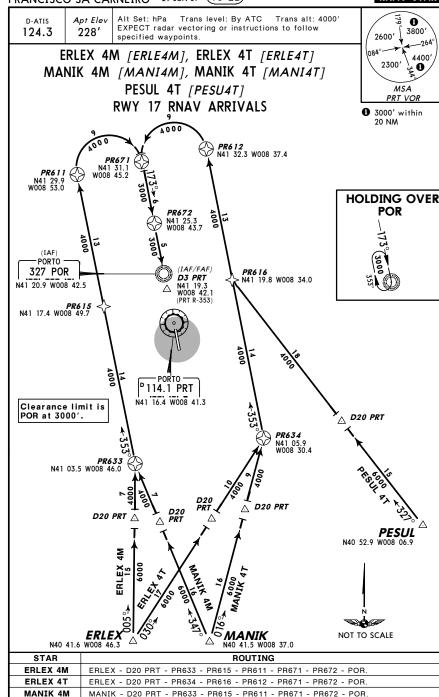
STAR ROUTING **ERLEX 4E** ERLEX - D20 PRT - PR634 - PR616 - PR614 - PR672 - POR **ERLEX 4W** ERLEX - D20 PRT - PR633 - PR615 - PR613 - PR672 - POR MANIK 4E MANIK - D20 PRT - PR634 - PR616 - PR614 - PR672 - POR MANIK 4W MANIK - D20 PRT - PR633 - PR615 - PR613 - PR672 - POR PESUL 4E PESUL - D20 PRT - PR616 - PR614 - PR672 - POR.

CHANGES: Holding.

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PORTO, PORTUGAL 1 JEPPESEN LPPR/OPO FRANCISCO SA CARNEIRO 29 JUN 07 (10-2B) RNAV STAR



MANIK - D20 PRT - PR634 - PR616 - PR612 - PR671 - PR672 - POR

MANIK 4T

PORTO, PORTUGAL MJEPPESEN LPPR/OPO FRANCISCO SA CARNEIRO 11 MAY 07 (10-2D) Alt Set: hPa Trans level: By ATC Trans alt: 4000' 0 124.3 38001 2600' ASPOR 3A [ASPO3A], GANBA 3A [GANB3A] 4400 2300' رن **0** کی IBERO 3A [IBER3A], MAPOR 3A [MAPO3A] MSA PRT VOR RELVA 3A [RELV3A] **RWY 17 ARRIVALS 1** 3000' within 20 NM FROM NORTH Clearance limit is POR. **RELVA** N41 51.2 W008 35.9 (PRT D35) **ASPOR** D25 PRT **MAPOR** D20 PRT N41 31.1 W008 45.3 PORTO IBERO 3A 327 POR 3000 08/ **IBERO** N41 20.7 W007 55.2 PORTO -114.1 PRT N41 16.4 W008 41.3 **GANBA** N41 16.4 W009 03.8 NOT TO SCALE

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JeppView 3.5.2.0 M JEPPESEN PORTO, PORTUGAL LPPR/OPO FRANCISCO SA CARNEIRO 11 MAY 07 (10-2E) Alt Set: hPa Trans level: By ATC Trans alt: 4000 0 124.3 3800' 2600 ASPOR 3B [ASPO3B], GANBA 3B [GANB3B] 4400' 2300' ¥ 0 . IBERO 3B [IBER3B], MAPOR 3B [MAPO3B] RELVA 3B [RELV3B] MSA PRT VOR **RWY 35 ARRIVALS 1** 3000' within FROM NORTH 20 NM Clearance limit is PG. **RELVA** N41 51.2 W008 35.9 **ASPOR** D25 PRT A **MAPOR** N41 36.9 W008 03.5 **BARGA** N41 24.5 W008 17.0 (PRT D20) **IBERO** N41 20.7 W007 55.2 **GANBA** PORTO — P 114.1 PRT N41 16.4 W009 03.8 N41 16.4 W008 41.3 Δ D20 PRT 367 PG NOT TO SCALE N41 04.7 W008 38.2

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JEPPESEN PORTO, PORTUGAL LPPR/OPO FRANCISCO SA CARNEIRO 11 MAY 07 (10-2F) Alt Set: hPa Trans level: By ATC Trans alt: 4000' 0 124.3 38001 2600' ERLEX 3A [ERLE3A], LULAS 3A [LULA3A] 4400' 2300' MANIK 3A [MANI3A], PESUL 3A [PESU3A] ري **ل RWY 17 ARRIVALS** MSA PRT VOR FROM SOUTH **1** 3000' within 20 NM Clearance limit is POR. PORTO : 327 POR NOT TO SCALE N41 20.9 W008 42.5 P 114.1 PRT N41 16.4 W008 41.3 - PORTO -367 PG N41 04.7 W008 38.2 D20 PRT N40 54.0 W009 16.9 (PRT D35) **ERLEX MANIK** N40 41.5 W008 37.0 (PRT R-179/D35) N40 41.6 W008 46.3

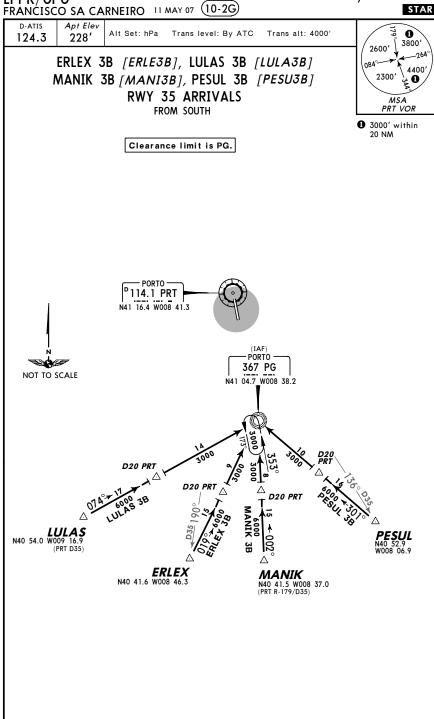
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LPPR/OPO JEPPESEN PORTO, PORTUGAL



LPPR/OPO

Approach

121.1

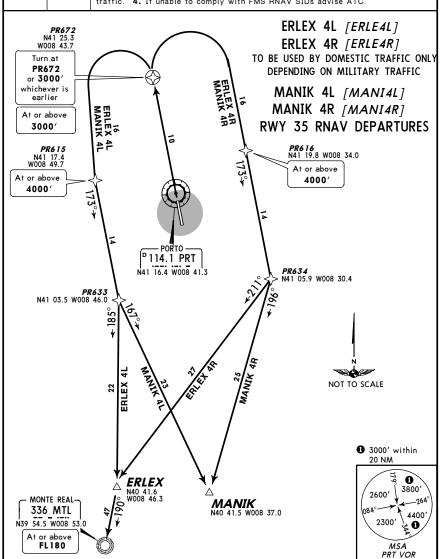
M JEPPESEN

PORTO, PORTUGAL

FRANCISCO SA CARNEIRO 29 JUN 07 (10-3) Apt Elev

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.



| Initial climb clearance FL70 | | | | |
|------------------------------|---|--|--|--|
| SID | ROUTING | | | |
| ERLEX 4L | Climb straight ahead to PR672 or $3000'$, whichever is earlier, turn LEFT to PR615 $(4000'+)$ - PR633 - ERLEX. | | | |
| ERLEX 4R | Climb straight ahead to PR672 or PR616 (4000'+) - PR634 - ERLEX. | | | |
| MANIK 4L | Climb straight ahead to PR672 or PR615 (4000'+) - PR633 - MANIK. | | | |
| MANIK 4R | Climb straight ahead to PR672 or PR616 (4000'+) - PR634 - MANIK. | | | |

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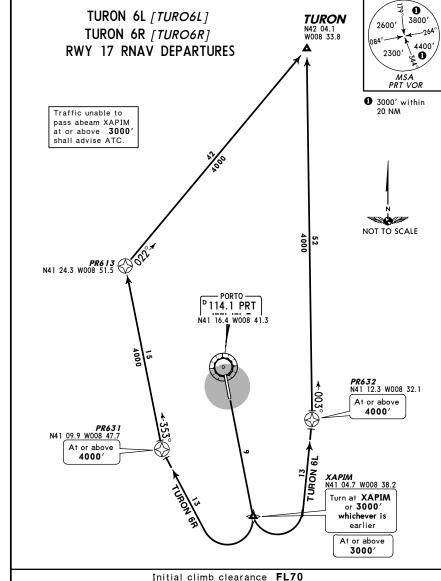
JEPPESEN JeppView 3.5.2.0

LPPR/OPO

JEPPESEN FRANCISCO SA CARNEIRO 29 JUN 07 (10-3A)

PORTO, PORTUGAL RNAV SID

Trans level: By ATC Trans alt: 4000' 1. Contact PORTO Approach after take-off. *PORTO 2. RNAV SIDs are also minimum noise routings. Strict adherence within the Approach limits of aircraft performance is mandatory. 121.1 ${f 3.}$ 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



CHANGES: RNAV SIDs renumbered & revised.

PR631 (4000'+) - PR613 - TURON.

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LPPR/OPO

228'

PORTO, PORTUGAL M JEPPESEN

FRANCISCO SA CARNEIRO 13 JAN 06

*PORTO Approach

121.1

(10-3B) Eff 19 Jan

Trans level: By ATC Trans alt: 4000' 1. Contact PORTO Approach after take-off. 2. 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.

0 3800' 2600' 4400 2300' 4 O

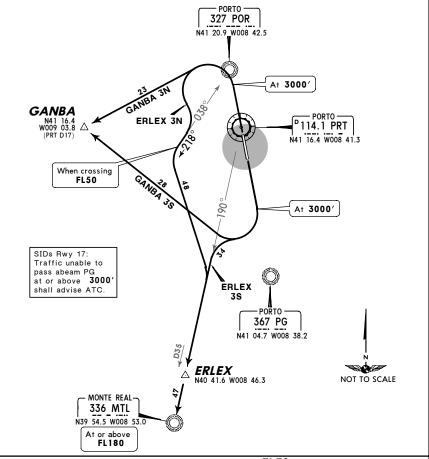
JEPPESEN

JeppView 3.5.2.0

ERLEX 3N [ERLE3N], ERLEX 3S [ERLE3S] TO BE USED BY DOMESTIC TRAFFIC ONLY DEPENDING ON MILITARY TRAFFIC

1 3000' within 20 NM

GANBA 3N [GANB3N], GANBA 3S [GANB3S] RWYS 35, 17 DEPARTURES



| 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 | | | |

CHANGES: SIDs renumbered & revised.

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LPPR/OPO

*PORTO Approach

121.1

1 JEPPESEN

1. Contact PORTO Approach after take-off.

ving deviations from SID may be used by

PORTO Approach to expedite traffic.

2. SIDs are also minimum noise routings. Strict

adherence within the limits of aircraft perfor-

mance is mandatory. 3. Radar vectoring invol-

Trans level: By ATC Trans alt: 4000

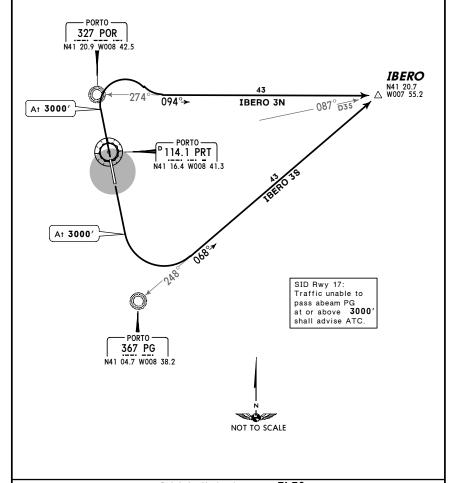
PORTO, PORTUGAL

FRANCISCO SA CARNEIRO 13 JAN 06 (10-3C) Eff 19 Jan

O` 3800' 26001 4400' 2300' ¥Õ. PRT VOR

IBERO 3N [IBER3N], IBERO 3S [IBER3S] RWYS 35, 17 DEPARTURES

1 3000' within 20 NM



LPPR/OPO

M JEPPESEN

PORTO, PORTUGAL

FRANCISCO SA CARNEIRO 13 JAN 06 (10-3D) Eff 19 Jan

Trans level: By ATC Trans alt: 4000

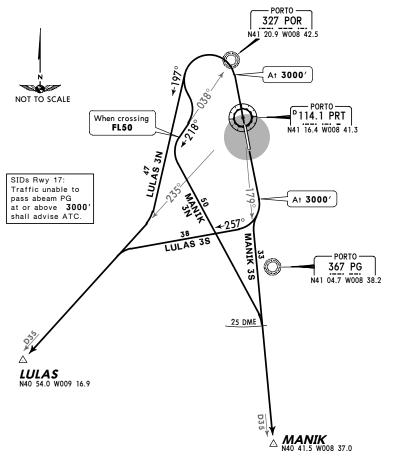
*PORTO Approach Apt Elev 228' 121.1

1. Contact PORTO Approach after take-off. 2. 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.



LULAS 3N [LULA3N], LULAS 3S [LULA3S] MANIK 3N [MANI3N], MANIK 3S [MANI3S] RWYS 35, 17 DEPARTURES

1 3000' within 20 NM



| Initial climb clearance FL70 | | | | |
|------------------------------|-----|--|--|--|
| SID | RWY | ROUTING | | |
| LULAS 3N | 35 | Climb straight ahead to 3000^\prime , turn LEFT, 197 $^\circ$ 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. | | |

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LPPR/OPO

*PORTO Approach

1 JEPPESEN

PORTO, PORTUGAL

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

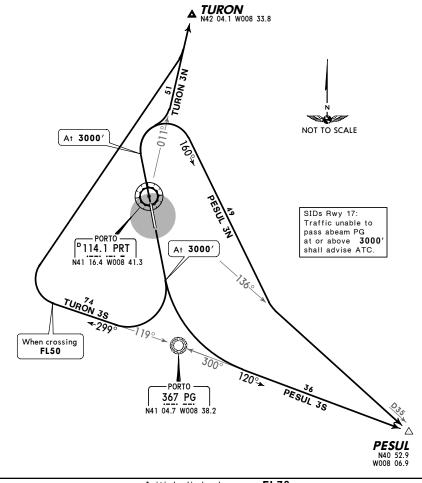
0 3800' 2600' 4400' 2300' **آ** PRT VOR

121.1

Trans level: By ATC Trans alt: 4000 1. Contact PORTO Approach after take-off. 2. 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.

PESUL 3N [PESU3N], PESUL 3S [PESU3S] TURON 3N [TURO3N], TURON 3S [TURO3S] RWYS 35, 17 DEPARTURES





| 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. | | | |

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USABLE LENGTHS
LANDING BEYOND RWY Threshold Glide Slope TAKE-OFF WIDTH HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L (2.7°) RVR 10,433' 3180m 9425' 2873m 148' 45m 35 HIRL (60m) CL(15m) HIALS PAPI-L (3.0°) RVR 10,925' 3330m 1 TAKE-OFF RUN AVAILABLE **RWY 17:** From RWY head 11,417' (3480m) From RWY head 11,417' (3480m) twy C/H int 10,203' (3110m) twy A3/F int 6234' (1900m) twy D int 9121' (2780m) JAR-OPS TAKE-OFF I All Rwys LVP must be in Force Approved Operators RCLM (DAY only) HIRL, CL RL, CL RCLM (DAY only) (DAY only) & mult. RVR req & mult. RVR req

■ Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required CHANGES: Notes. © JEPPESEN SANDERSON, INC., 2000, 2006. ALL RIGHTS RESERVED.

200m

250m

125m

150m

below 150m

150m

200m

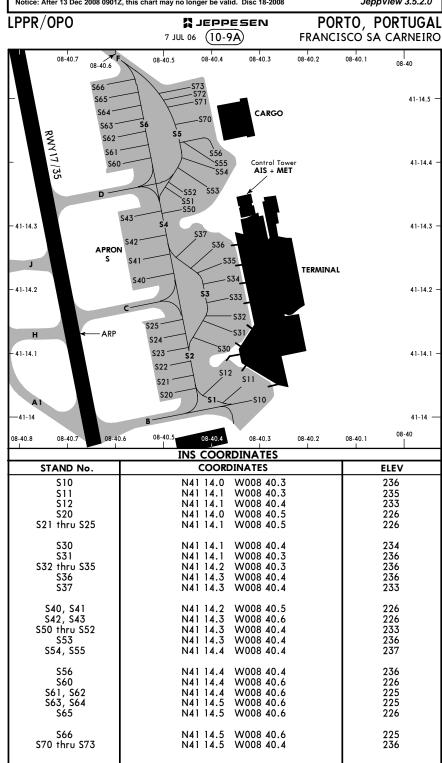
400m

500m

250m

300m

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LPPR/OPO

JEPPESEN
7 JUL 06 (10-9B)

PORTO, PORTUGAL FRANCISCO SA CARNEIRO

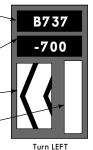
APIS (AIRCRAFT PARKING AND INFORMATION SYSTEM)

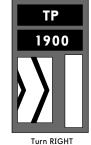
Display indicating: Company, "ETD", "UTC", ACFT type, "SLOW", "STOP", "OK", "CHCK" and "TOO FAR".

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.







On centerline

PILOT INSTRUCTIONS

- Follow TWY lead-in line and adjust according to the directions of the centerline beacon side-in guidance.
- 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.
- Approximately 46'/14m before STOP, flight number will disappear if this is presented.
- 62'/19m before STOP, ACFT type goes steady. If speed is too high, SLOW DOWN can be shown.
- 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.
- If ACFT overshoots the limit for correct parking, display indicates TOO FAR. Push-back shall be necessary.
- 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.

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LPPR/OPO

CHANGES: Procedure

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PORTO, PORTUGAL

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MISSED APCH CLIMB GRAD MIM 4.9% FRANCISCO SA CARNEIRO Eff 19 Jan (11-1) ILS Rwy 17 D-ATIS PORTO Tower *PORTO Approach 124.3 121.1 118.0 LOC Final GS Apt Elev 228' Apch Crs LOM DA(H)3800 173° 2600' 0 109.9 1737'(1586' 351'(200' RWY 151' 4400′ MISSED APCH: Climb STRAIGHT AHEAD to 3000' to PG Lctr 0 holding. If unable, advise ATC. 2300' Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 4000 MSA PRT VOR 1. PRT DME REQUIRED. 2. ILS DME reads zero at rwy 17 displ thresh. 1 3000' within 20 NM D12.0 PRT 5.2 2400 At or above • 994' 2600' 662 - 41-25 PRI D7.6 PR 672' 3000 D8.0 PRT PORTO 327 POR 2 CAT A & B: 341° 8.0 2400 D5.4 PR - 41-20 ILS DME-173° 109.9 PR · 725′ **D1.0** PR •1125' PORTO 08-50 D 114.1 PRT MISSED APCH FIX At or above 367 PG 41-15 4000 •1049['] 173 3000 08-40 08-30 LOC 5.0 4.0 3.0 2.0 PR DME (GS out) 1780 1470 1150 840' ALTITUDE LOM D5.4 PR RACETRACK: **VOR** 3000 CAT A & B: GS 403 2400' 11/2 Min D1.0 CAT C & D: 1 Min TCH displ D7.6 thresh 52' RWY 17 151 0.1 2.2 TO DISPLACED THRESHOLD Gnd speed-Kts 70 90 100 120 140 160 3000 PG 2.72° 342 440 488 586 684 782 PAPI ... ILS GS 367 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 LOC (GS out) West of runway East of runway DA(H) 351'(200') MDA(H) 550'(399') ALS out FULL ALS out 770'(542') 1500m 720' (492') 1500m RVR 900m RVR 1500m 770′(542′) 1600m 730' (502') 1600m RVR 550m RVR 1000m RVR 1000m 920'(692') 2400m 1280'(1052') 2400m RVR 1800m OPS RVR 1400m RVR 2000m 930'(702) 3600m 1280'(1052')3600m

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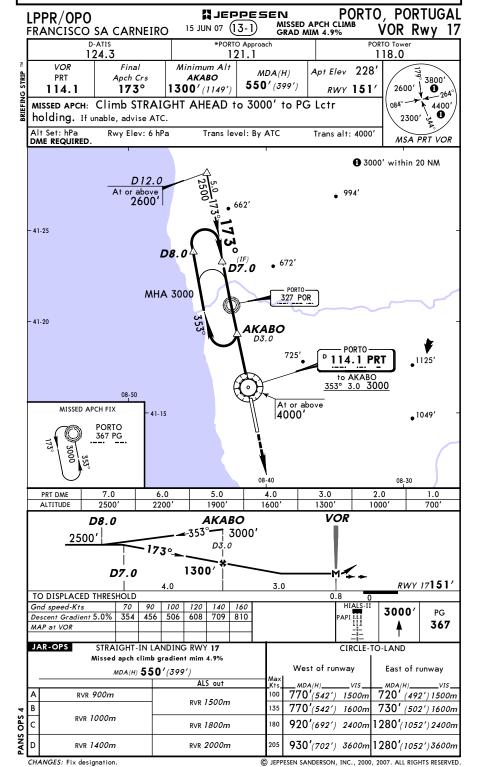
PORTO, PORTUGAL **MULLIPPESEN** LPPR/OPO FRANCISCO SA CARNEIRO 6 JAN 06 (11-1A) MISSED APCH CLIMB CAT II ILS RWY 17 D-ATIS *PORTO Approach 124.3 121.1 118.0 LOC Final GS Apt Elev 228' ³ 3800' **RA 108** Apch Crs LOM PR 109.9 173° 1737′ (1586′) RWY 151' 2600' 0 251'(100' MISSED APCH: Climb STRAIGHT AHEAD to 3000' to PG Lctr 4400 0 2300' holding. If unable, advise ATC. Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC

1. **PRT DME REQUIRED.** 2. Special Aircrew & Acft Certification Required. MSA PRT VOR 1 3000' within 20 NM D12.0 PRT 2400¹⁷ At or above 994' 2600' ILS DME reads zero at 41-25 rwy 17 displ thresh. D8.0 **D7.6** PR 672' PR1 3000 D8.0 PRT PORTO -2 CAT A & B: 327 POR 341° 8.0 2400 D5.4 PR 41-20 ILS DME. 173° 109.9 PR • 725′ ·1125' - PORTO -114.1 PRT 08-50 MISSED APCH FIX At or above 41-15 .1049 4000' PORTO 367 PG 08-30 LOM D5.4 PR **VOR** RACETRACK: 3000 GS 403' CAT A & B: 2400' 1½ Min CAT C & D: D7.6 1 Min TCH displ thresh 52' RWY 17 151' 2.2 TO DISPLACED THRESHOLD 0.7 70 90 100 120 140 160 Gnd speed-Kts 3000 PG 2.72° 342 440 488 586 684 782 367 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 ■ ■ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m

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CHANGES: Procedure.

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JEPPESEN Licensed to Elefant air. Printed on 28 Oct 2008. JeppView 3.5.2.0 Notice: After 13 Dec 2008 0901Z, this chart may no longer be valid. Disc 18-2008 PORTO, PORTUGAL JEPPESEN LPPR/OPO 15 JUN 07 (13-2) VOR Rwy 35 FRANCISCO SA CARNEIRO *PORTO Approach PORTO Tower D-ATIS 124.3 121.1 118.0 3800 VOR Final Minimum Alt 0 2600' MDA(H) Apt Elev 228' D7.0 PRT Apch Crs 4400' 600'(373') 114.1 353° 1700' (1473') RWY 227 0 2300' MISSED APCH: Climb on 353° to 1500', then proceed to 3000' to AKABO holding and contact Porto APP. MSA Rwy Elev: 8 hPa Alt Set: hPa Trans level: By ATC Trans alt: 4000' PRT VOR 1738' •725′ 1125' At or above 4000' ■ 3000' within 20 NM DME REQUIRED. 1049' PORTO -D3.0 D 114.1 PRT to D7.0 D4.0 173° 7.0 4000 **∆**1365′ D7.0 41-10 FD35 3000 1240' 173° MHA 3000 08-50 XAPIM D12.0 MISSED APCH FIX 675 3000 731 367 PG AKABO LP(R)-40 A S 741′ 790' W 41-00 D17.0 08-40 PRT DME 4.0 5.0 6.0 7.0 ALTITUDE 790' 1100 1400 1700 XAPIM D12.0 173° D17.03000 D7.0 **VOR** D4.0 **D3.0**[40VOR] < 353° 1700 [TCH displ thresh 50'] 790 RWY 35 227 1.0 5.0 90 | 100 | 120 | 140 | 160 Gnd speed-Kts 1500' Descent Gradient 5.26% or 373 479 532 639 745 852 on **353°** Descent angle [3.01°] MAP at D3.0 JAR-OPS STRAIGHT-IN LANDING RWY 35 CIRCLE-TO-LAND West of runway East of runway MDA(H) 600'(373') ALS out RVR 900m 770'(542') 1500m 720' (492') 1500m RVR 1500m 770'(542') 1600m 730' (502') 1600m RVR 1000m 920'(692') 2400m 1280'(1052') 2400m RVR 1800m

RVR 2000m

205 930'(702') 3600m 1280'(1052') 3600m © JEPPESEN SANDERSON, INC., 2000, 2007. ALL RIGHTS RESERVED.

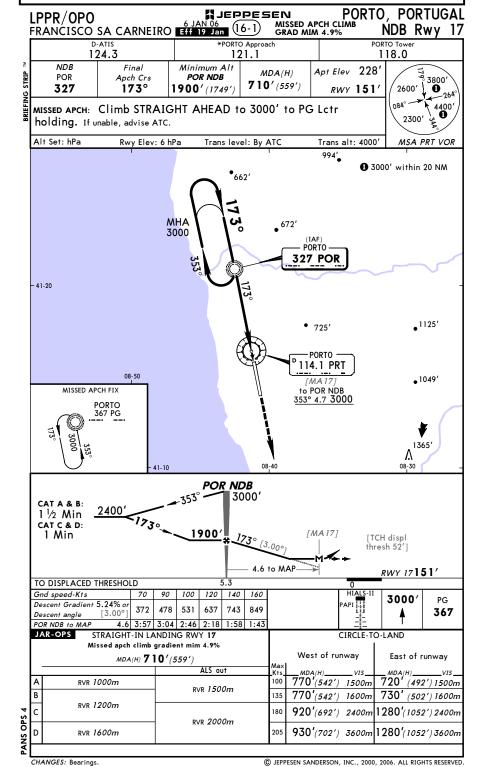
RVR 1400m

CHANGES: Fix designations.

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Licensed to Elefant air. Printed on 28 Oct 2008. JeppView 3.5.2.0 Notice: After 13 Dec 2008 0901Z, this chart may no longer be valid. Disc 18-2008 PORTO, PORTUGAL MJEPPESEN LPPR/OPO 6 JAN 06 (16-2) Eff 19 Jan LOCATOR Rwy 35 FRANCISCO SA CARNEIRO *PORTO Approach D-ATIS PORTO Tower 124.3 121.1 118.0 Lctr Final Minimum Alt . 3800' 3800' MDA(H)Apt Elev 228' Apch Crs PG Lctr PG 950′(723′) 3000' (2773') 2600' Õ 353° RWY 227' 367 MISSED APCH: Climb on 353° to 1500', then proceed to 3000' to 4400' 2300' POR NDB holding and contact Porto APP. MSA PRT VOR Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 4000' 1 3000' within 20 NM •725' 1125′ 1738' 114.1 PRT 41-15 •1049′ ∆^{1365′} 41-10 353° 1240' - PORTO 367 PG 08-50 MISSED APCH FIX 41-05 **∆**675′ PORTO 300 327 POR 731′ LP(R)-40 A 08-40 PG Lctr 353° —# 3000′ RWY 35 227 9.5 TO DISPLACED THRESHOLD Gnd speed-Kts 70 90 100 120 140 160 1500' Descent Gradient 4.7% 333 428 476 571 666 762 353° PG Lctr to MAP 9.5 8:09 6:20 5:42 4:45 4:04 3:34 JAR-OPS STRAIGHT-IN LANDING RWY 35 CIRCLE-TO-LAND West of runway East of runway MDA(H) 950'(723') ALS out 950 (722') 1500m 950 (722') 1500m RVR 1200m RVR 1500m 135 950'(722') 1600m 950'(722') 1600m RVR 1400m 180 950'(722') 2400m 1280'(1052') 2400m RVR 2000m RVR 1800m 950'(722') 3600m 1280'(1052')3600m CHANGES: Bearings.

