LPPT

Airport information:

Country: Portugal
City: LISBOA
Coordinates: N 38° 46.5', W 009° 08.1'
Elevation: 374
Customs: Customs
Fuel: Jet A1
RFF: CAT 9
hours: H24

Runways:

Runway 03
    Takeoff length: 3805, Landing length: 3715
Runway 17
    Takeoff length: 2304, Landing length: 2304
Runway 21
    Takeoff length: 3805, Landing length: 3205
Runway 35
    Takeoff length: 2400, Landing length: 2250

Aerodrome Briefing Card

LISBOA

1. GEOGRAPHICAL DATA

1.1 The AD is situated just N of Lisboa city, 3.65nm from S. Jorg Castle in Lisboa. Higher terrain appears to the W with terrace hills with heights up to 1500ft and to the E is the wide mouth of the Tagus river. To SW OBST up to 1000ft.

1.2 Be aware of the two adjacent military airports within 10nm to the NE and SE respectively and also the restricted areas around the AD.

2. WEATHER

2.1 The weather is mainly controlled by the strength and location of the Azores anticyclone in its relation to the European continental high and the thermal low over Northwest Africa. Frontal passages are infrequent in summer or if they do pass they are very weak. In winter cold fronts are frequent and are associated with low pressure areas well to the N. The weather is generally worse ahead of fronts as compared to behind the frontal zone.

Mean MAX/MNM temperature +28.1°/ +16.2°C and +14.5°/+7.4°C in JUL/JAN respectively. In summer season temperatures of +35° to +40°C are not unusual.

2.2 Summer season has very good weather.

2.3 Winter. The wettest months are OCT/MAR. Visibility can be reduced by drizzle, rain or fog. Low ceilings and fog may occur with the passage of frontal systems and sometimes persist for several hours. Fog and low ST conditions may also occur under non-frontal conditions when radiation fog fills the river walley and a light NE breeze moves it over the AD. The worst periods of fog are usually between 0300 and 1100 UTC.

2.4 Thunderstorms may occur in winter in connection with cold fronts so that their hourly frequency distribution during any day of the season is very even.

2.5 Prevailing winds are from the N and the average windspeed is 6 to 8kt.

3. TRAFFIC

Open.

4. MISCELLANEOUS

Open.

5. REPORTS

Open.

AERODROME

LISBOA

CLR DLV	Lisboa GND	TWR	ATIS
118.95	**121.75**	**118.1**	**124.15**
118.5	**118.5**	**118.5**	

AD Elev **374** | ARP: N38 46.5 W009 08.1 | RFF: CAT 9 | AD HR: H24

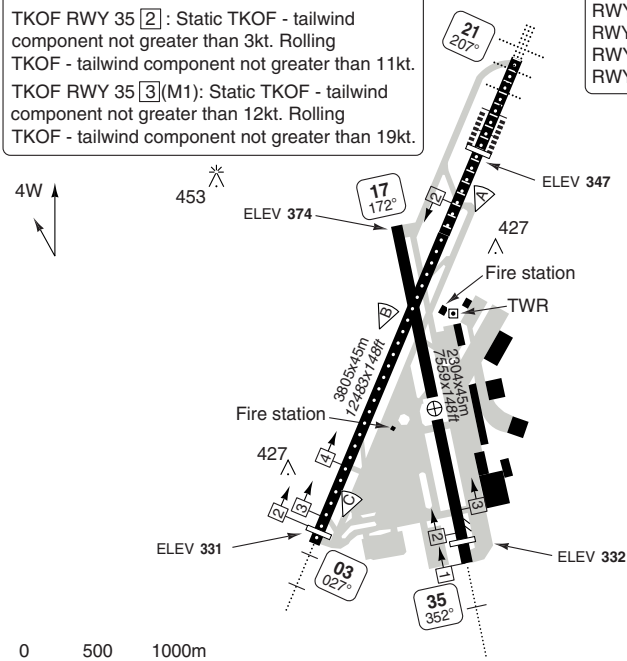
❶ (Widebody only)

TKOF RWY 35 [2] : Static TKOF - tailwind component not greater than 3kt. Rolling TKOF - tailwind component not greater than 11kt.

TKOF RWY 35 [3](M1): Static TKOF - tailwind component not greater than 12kt. Rolling TKOF - tailwind component not greater than 19kt.

THR Coordinates

RWY 03	N38 46.0	W009 08.6
RWY 21	N38 47.5	W009 07.8
RWY 17	N38 47.2	W009 08.2
RWY 35	N38 46.0	W009 07.9



Intersection TORA

RWY 21

[2] (U5) 2410m / *7906ft*

RWY 03

[2] (M5) 3715m / *12188ft*

[3] (N2) 3630m / *11909ft*

[4] (P) 3105m / *10186ft*

RWY 35 ❶

[2] 2250m / *7381ft*

[3] (M1) 2100m / *6889ft*

RWY 03/21 grooved BTN start of RWY 03 and 939m */3080ft* to N, 11.5m */37ft* each side of RCL

RWY	Slope	TORA m/*ft*	LDA m/*ft*	ALS	REDL	RCLL	Additional
03	+0.2	3805 / *12483*	3715 / *12188*	H-E ❷	H	15m	P 3° (69), REIL
21	- 0.1	3805 / *12483*	3205 / *10515*	H-A	H	15m	P 3° (64), REIL
17	- 0.6	2304 / *7559*	2304 / *7874*	-	H	-	REIL
35 (1)	+0.6	2400 / *7873*	2250 / *7381*	H-E ❸	H	-	P 3° (55), REIL

❷ 450m. ❸ 600m.

EU OPS TAKE OFF MINIMA

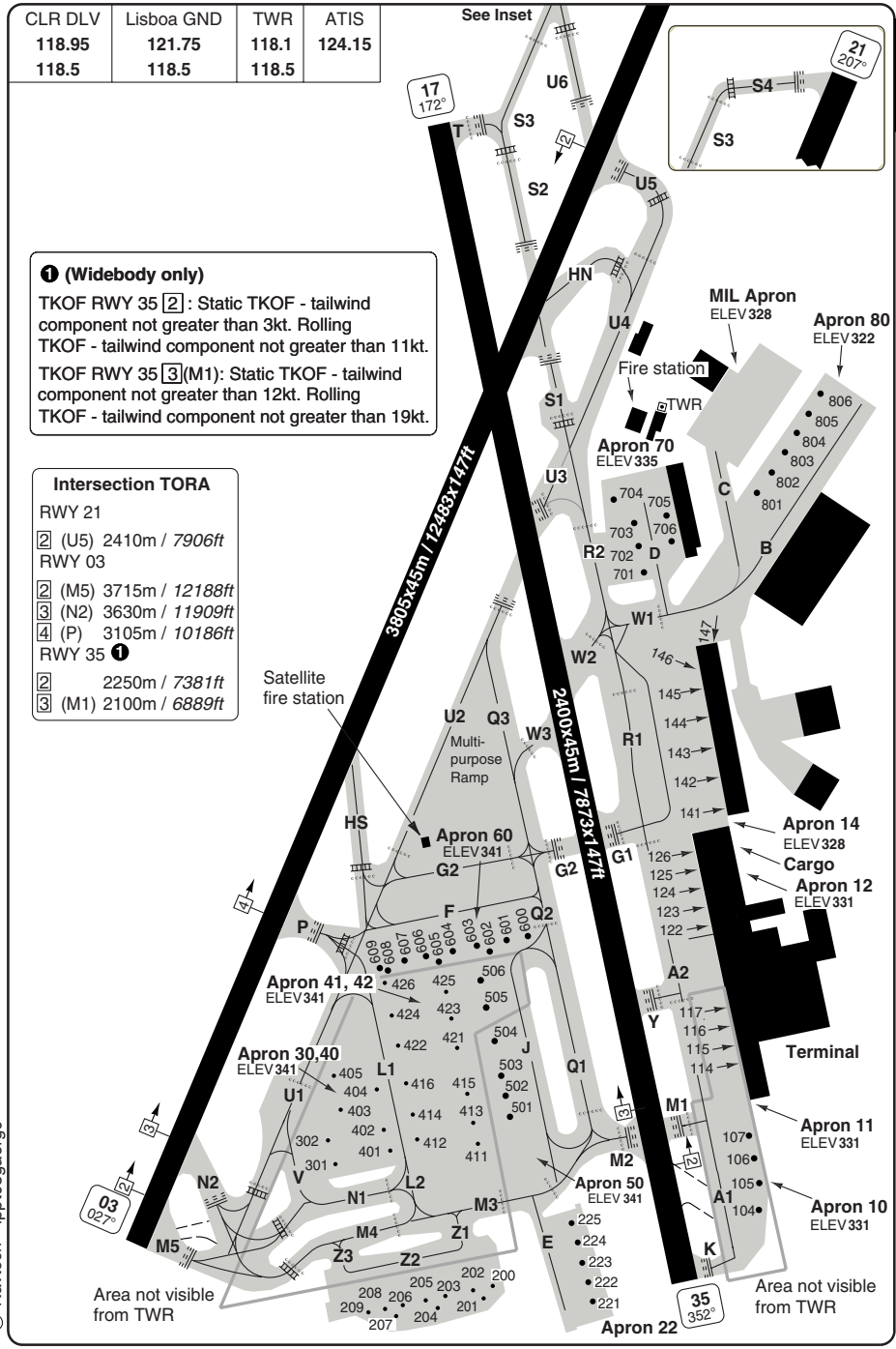
RWY	Facilities			RVR A B C	RVR D
21	HRCLL + HREDL + Multiple RVR + HUD	*Ap.O*	*LVTO*	**75** m	**75** m
03/21	HRCLL + HREDL + Multiple RVR	*Ap.O*	*LVTO*	**125** m	**150** m
	RCLL + REDL + Multiple RVR		*LVTO*	**150** m	**200** m
	RCLL + REDL		*LVTO*	**200** m	**250** m
	RCL (day only) or RCL + REDL		*LVTO*	**250** m	**300** m
All	RCL (day only) or RCL + REDL			**400** m	**400** m
	NIL (day only)			**500** m	**500** m

Change: New print.

GROUND Overview, Parking

LISBOA

CLR DLV	Lisboa GND	TWR	ATIS
118.95 118.5	121.75 118.5	118.1 118.5	124.15



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[2] (M5) 3715m / *12188ft*
[3] (N2) 3630m / *11909ft*
[4] (P) 3105m / *10186ft*

RWY 35 ❶

[2] 2250m / *7381ft*
[3] (M1) 2100m / *6889ft*

Change: Stand 806, Holds

PARKING POSITION COORDINATES

APRON 10		
104-106	N38 46.0	W009 07.8
107	N38 46.1	W009 07.8
APRON 11		
114	N38 46.1	W009 07.8
115, 116	N38 46.2	W009 07.8
117	N38 46.2	W009 07.9
APRON 12		
122 - 124	N38 46.3	W009 07.9
125, 126	N38 46.4	W009 07.9
APRON 14		
141	N38 46.4	W009 07.9
142 - 144	N38 46.5	W009 07.9
145, 146	N38 46.6	W009 07.9
147	N38 46.6	W009 07.8
APRON 20		
200 - 205	N38 45.9	W009 08.2
206 - 209	N38 45.9	W009 08.3
APRON 22		
221 - 224	N38 45.9	W009 08.0
225	N38 46.0	W009 08.0
APRON 30		
301	N38 46.0	W009 08.4
302	N38 46.1	W009 08.4
APRON 40		
401	N38 46.0	W009 08.3
402 - 405	N38 46.1	W009 08.4
APRON 41		
411 - 416	N38 46.1	W009 08.2
APRON 42		
421 - 422	N38 46.2	W009 08.2
423 - 426	N38 46.2	W009 08.3
APRON 50		
501	N38 46.1	W009 08.1
502, 503	N38 46.1	W009 08.2
504 - 506	N38 46.2	W009 08.2
APRON 60		
600	N38 46.3	W009 08.1
601 - 606	N38 46.3	W009 08.2
607	N38 46.3	W009 08.3
608, 609	N38 46.2	W009 08.3
APRON 70		
701 - 704	N38 46.7	W009 08.0
705, 706	N38 46.7	W009 07.9
APRON 80		
801 - 803	N38 46.8	W009 07.8
804	N38 46.8	W009 07.7
805, 806	N38 46.9	W009 07.7

GROUND Taxi procedure RWY 03

LISBOA

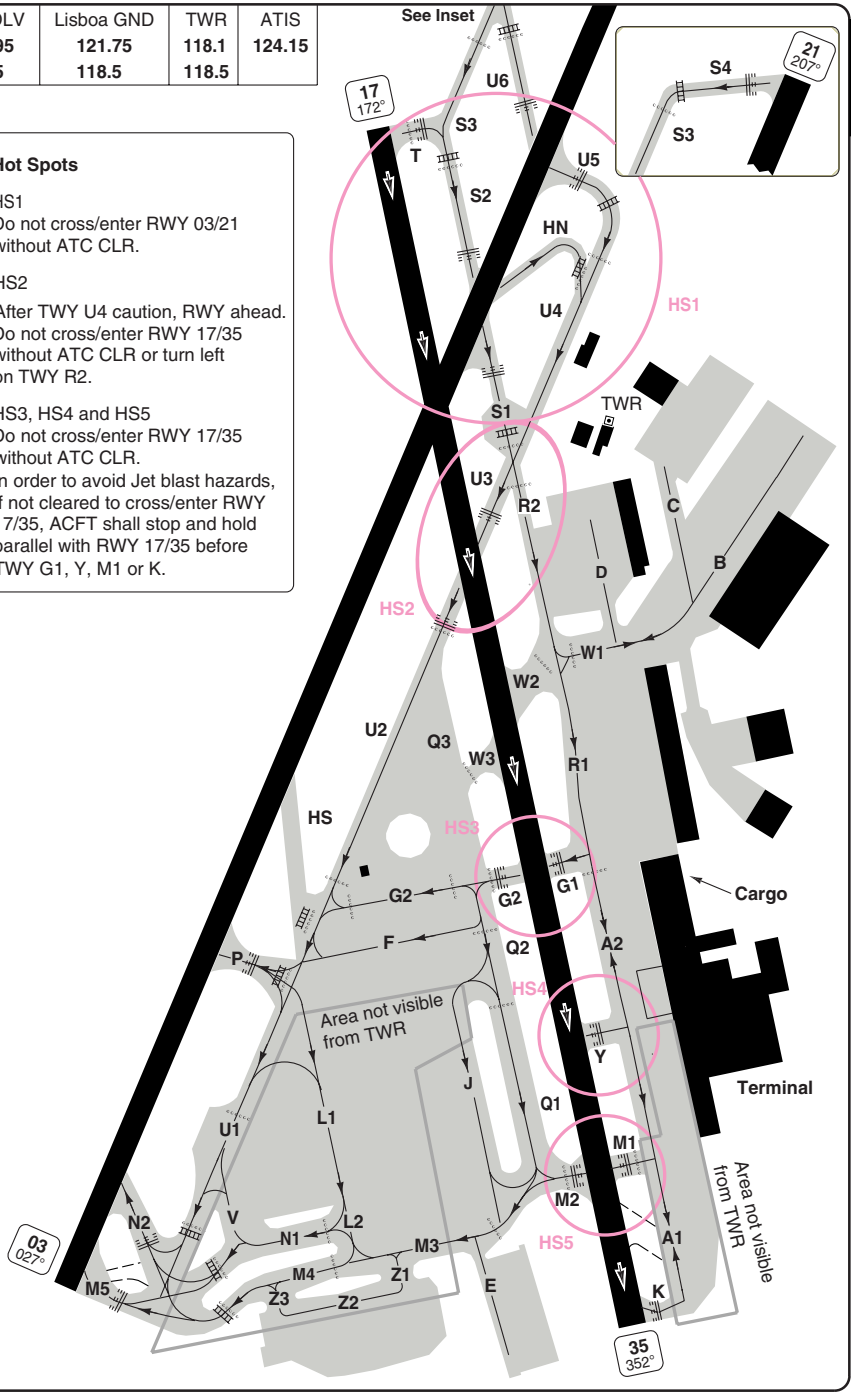
CLR DLV	Lisboa GND	TWR	ATIS
118.95 118.5	121.75 118.5	118.1 118.5	124.15

Hot Spots

HS1
Do not cross/enter RWY 03/21 without ATC CLR.

HS2
After TWY U4 caution, RWY ahead. Do not cross/enter RWY 17/35 without ATC CLR or turn left on TWY R2.

HS3, HS4 and HS5
Do not cross/enter RWY 17/35 without ATC CLR.
In order to avoid Jet blast hazards, if not cleared to cross/enter RWY 17/35, ACFT shall stop and hold parallel with RWY 17/35 before TWY G1, Y, M1 or K.



Change: Twy W1.

GROUND Taxi procedure RWY 21

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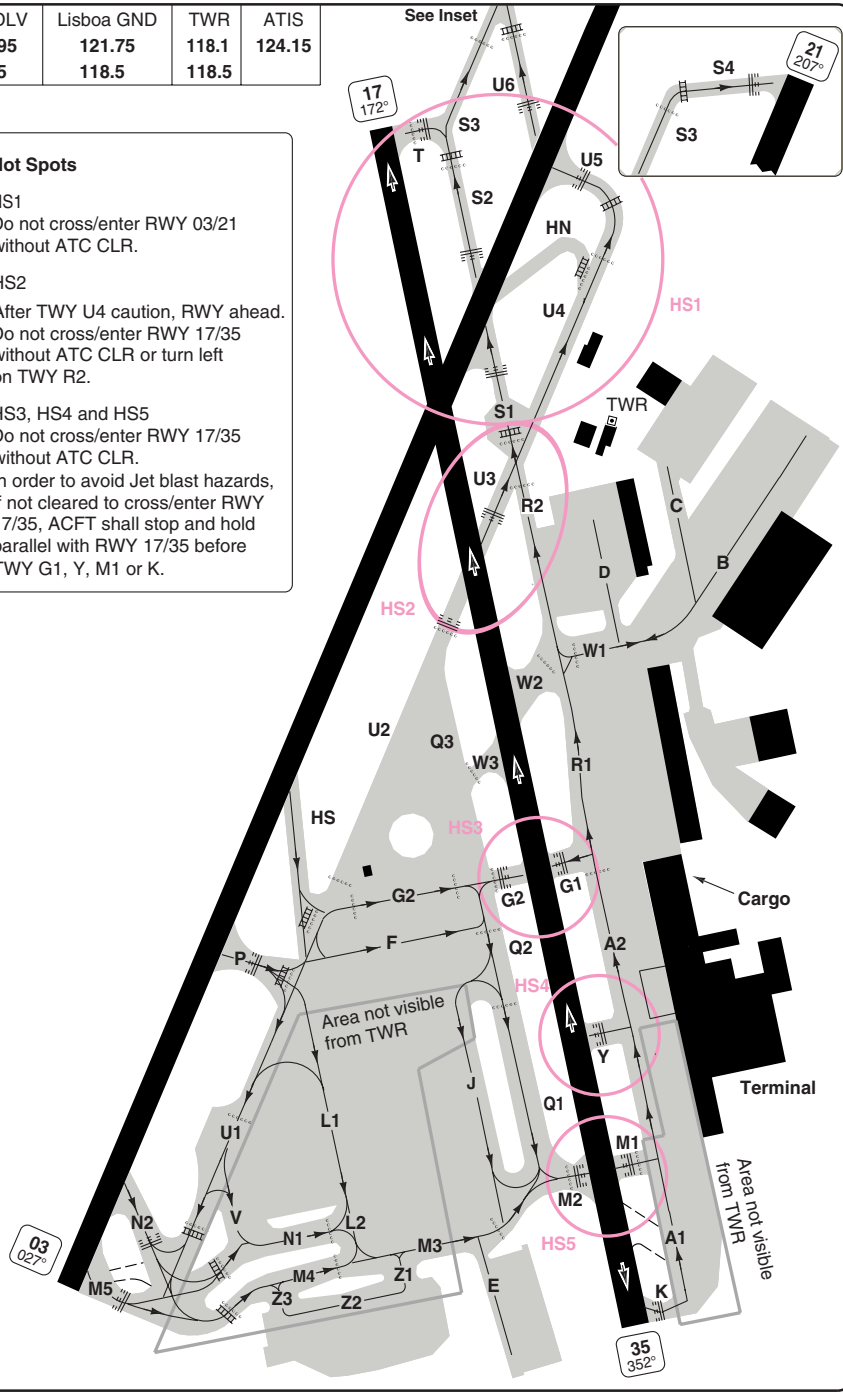


Change: TWY W1.

GENERAL

1. TKOF/LDG 00-06LT
Only authorised to a limited number of ACFT. During these HRs ACFT authorised to land are strictly forbidden to reverse thrust. The noise level of ACFT concerned in compliance with ICAO Annex 16, VOL 1.

2. WARNING

2.1 Watch out for birds.

2.2 Watch out for low sun angles that reduce visibility of Holding Position Markings and signs for RWY 17/35 when taxiing out of RWY 03 via RET NORTH and TWY U3.

3. PREFERENTIAL RWY SYSTEM

3.1 TKOF/LDG: RWY 03/21.
Expect delay if REQ RWY 17/35, primary used for taxi.

3.2 RWY 35 should only be used when required for safety reasons.

4. AREA NOT VISIBLE FROM TWR
Apron 10, 11: Stands 104-107, 114-117.
Apron 20, 30, 40, 41 and 42: All stands.
Apron 50: Stands 505 and 506.
TWY M3, M4, L1, L2, V, N1, Z1 and Z3.
Taxilane A1 and Z2.

5. TAXI

5.1 Taxiing on aprons and adjacent TWYs to be done with engines on idle.

5.2 ACFT on TWY A1, A2 or R1, when instructed to hold before RWY 17/35, must stop facing N or S. Stoppage is not allowed on TWY M1 or G1 and facing W.

5.3 Three ENG ACFT breakaway with No 2 ENG on idle or turned off.

5.4 B747 or similar:
Keep outboard engines on idle on TWY M3, R2, S1-S4 and T.

5.5 ACFT intending to operate single engine TAXI-IN must consider if able to shut down port side engines before having GPU or GPS available on stand. If unable due ACFT APU INOP starboard side engines shall then be maintained running and port side engines must be shut down immediately upon ACFT on stand.

5.6 ACFT with wingspan < 65m/*213ft:*
Marshall O/R.
ACFT with wingspan ≥ 65m/*213ft:*
Marshall compulsory.

5.7 ACFT holding at TWY K should observe extreme caution to avoid causing JET-Blast damage when resuming taxi.

6. TWY RESTRICTION

6.1 Apron - 60
TWY F wingspan less than 36m/*118ft,* (MAX code C). ACFT with larger wingspan using TWY G2. ACFT using stands 600-609 shall proceed only with Follow-me or Marshall instructions.

6.2 Apron - 50
Avbl for ACFT with wingspan over 65m/*213ft,* enter via TWY M2 and proceed with Follow-me or Marshall instructions.

6.3 ACFT taxiing north on stand Taxilane J should stop facing N, if instructed to stop before TWY Q.

6.5 TWY A1, A2, M1, K and Y: MAX wingspan 48m/*157ft.*

6.6 TWY B, C and W: MAX wingspan 51m/*167ft.*

6.7 TWY E: MAX wingspan 35m/*114ft.*

6.8 TWY D: MAX wingspan 31m/*101ft.*

7. USE OF APU
APU must not be used BTN 23-06 except in emergency.
APU must be shut down at earliest opportunity on arrival at stand.
GPU is not allowed on aircraft stands unless GPS is not available.

7.1 Narrowbody ACFT:
Use of APU is restricted to 15min after arrival and 30min before departure.
If ACFT is on a short turnaround time of less than 55min, the APU may be left on after arrival.
If OAT is below 5°C or above 25°C the APU restriction is extended to 60min before departure.

7.2 Widebody ACFT:
Use of APU is restricted to 20min after arrival and 75min before departure, or not more than 90min before departure if GPU is insufficient to power FMS.
If ACFT is on a short turnaround time of less than 110min, the APU may be left on after arrival.
If OAT is below 5°C or above 25°C the APU restriction is extended to 90min before departure.

8. ENG TEST
Only allowed on TWY U2 or RWY 17, between THR and ILS critical area.
Test run only allowed from 06-22LT on the condition that previous authorization was obtained from the Airport airside OPS.

9. SURFACE SURVEILLANCE SYSTEM

9.1 ACFT operators intending to use Lisboa airport shall ensure that the mode S transponders are able to operate when the ACFT is on the ground.

9.2 Pilots shall select Auto mode and assigned mode A code. If Auto mode is not available select ON and assigned mode A code:
9.2.1 From the request for pushback or taxi whichever is earlier.
9.2.2 After landing, continuously until the aircraft is parked on stand.
9.2.3 When parked on stand select STBY or OFF.

9.3 Whenever the ACFT is capable of reporting ACFT identification, the ACFT identification should be entered from the request for pushback or taxi, whichever is earlier. Air crew must use ICAO defined format for entry of the ACFT identification.

9.4 To ensure that the performance of systems based on SSR frequencies is not compromised, TCAS should be selected when approaching the holding point. It should be deselected after vacating the RWY.

9.5 For ACFT taxiing without a flightplan, mode A code 2000 should be selected.

ARRIVAL

1. NAP (VISUAL APCH/LDG)

1.1 Follow a glide path of at least 3° on a visual final.
Flat approaches flown with high engine thrust at low altitude and great distance from the airport are prohibited.

1.2 From NDB CP
RWY03 and 35: Descend over the river until aligned with the RWY. The city will only be overflown when lined up with the RWY.
RWY21: Descend over the river until aligned with the RWY.

1.3 From NDB LAR
RWY 03: Left hand circuit.
RWY 21: No restrictions.
RWY 35: Right hand circuit.

2. RAPID EXIT TWY

2.1 LDG RWY 03:
Plan to vacate via TWY HN, 1790m/*5872ft* dist from THR.

2.2 LDG RWY 21:
Plan to vacate via TWY HS, 1910m/*6266ft* dist from THR.

2.3 High speed turn offs: Speed MAX 30kt.

If unable to comply advise ATC.

3. CAT II/III OPERATIONS

3.1 Leave RWY via illuminated TWY HS, P, N2 and M5. Report clear of LLZ sensitive area and which TWY vacated when passed the last of the yellow/green TWY CLL.

3.2 ACFT required to cross RWY 21 will be issued by TWR to: Cross RWY 21 and report “LLZ Sensitive Area Vacated”.

4. TAXI
Stand 701-703: Taxi in via R2.
Stand 704: Taxi in via W then D.

5. PARKING
Stands 104, 105, 107, 114-117 and 122-126 provided with APIS.
Apron 60 not provided with APIS.

6. SPEED

MAX 280kt between FL245 and FL100.
MAX 250kt at or below FL100.
MAX 220kt at or below FL70.
MAX 200kt at or below 4000.
MAX BTN 180kt and 160kt when established on FNA and thereafter 160kt until 4nm from THR.

DEPARTURE

1. START-UP, PUSH-BACK

1.1 10min before EOBT contact GND, DLV or TWR as announced by ATIS.

If ATIS not avbl contact DLV or GND between 07-22LT and TWR between 22-07LT.

ENG start up allowed during push-back from nose-in stands. When APU INOP or not avbl one ENG start up allowed before push-back and assisted by follow-me. Use of reverse thrust to and from stands not permitted.

1.2 Engine cross-bleed starts prohibited during ACFT pushback.

1.3 Anti-collision light must be activated whenever ENG are operating and during push-back.

2. TAXI

Stand 701-704:
Taxi out via TWY D then TWY W.

3. TKOF POSITION

3.1 When RWY 21 is in use, the preferred DEP POS for all ACFT, except for heavy jets, should be PSN 2 - TWY U5 intersection.

3.2 Pilots shall advise ATC on Start-up, when full RWY length is required.

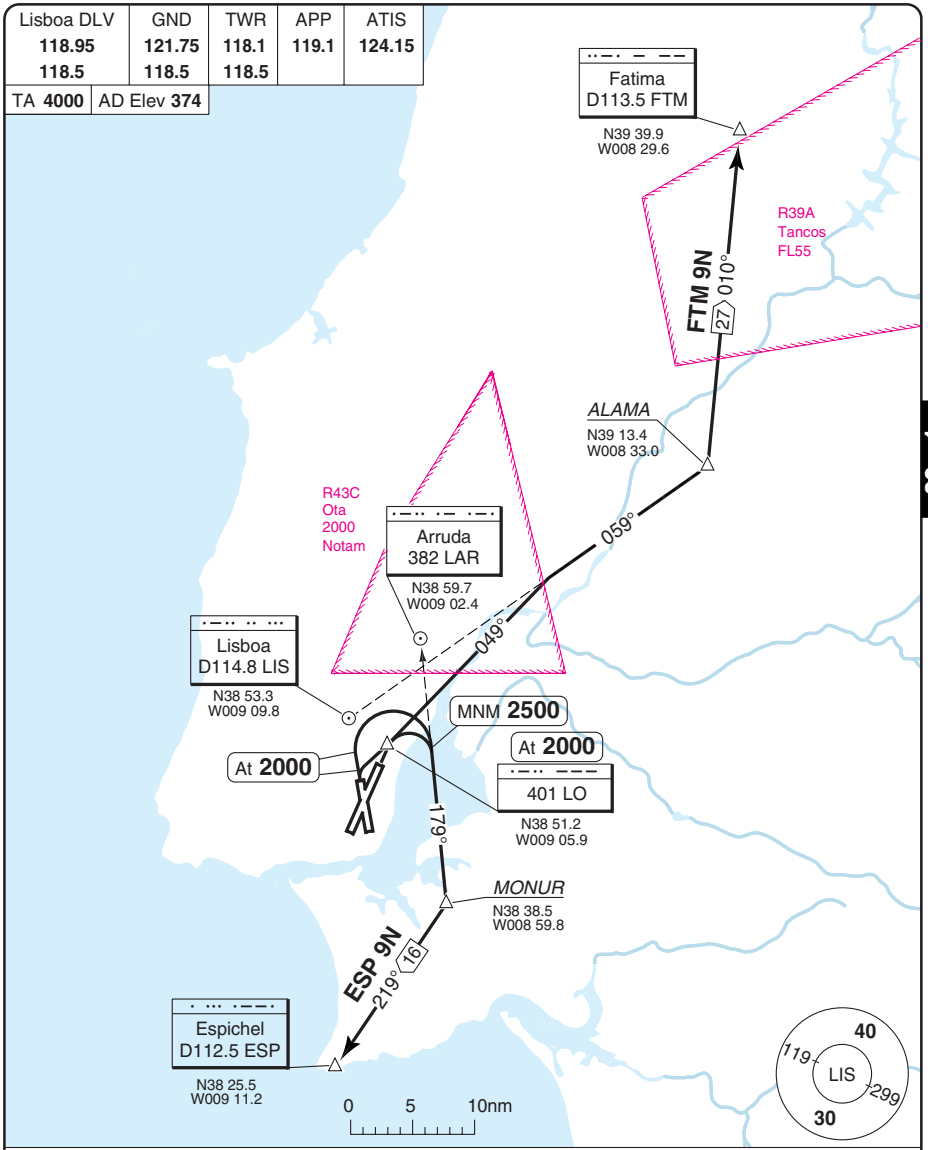
3.3 NON RNAV equipped aircraft not flying via FTM or ESP expect radar vectors and/or direct to instructions.

SID RWY 03/35

LISBOA

Lisboa DLV	GND	TWR	APP	ATIS
118.95	121.75	118.1	119.1	124.15
118.5	118.5	118.5		

TA **4000** | AD Elev **374**



COM: Contact APP when passing 1000ft.
MNM CLIMB GRADIENT: RWY 35: 4.9% to 600.
ALT RESTRICTION: Climb to **FL60**.
INITIAL CLIMB: RWY 03: Climb on 027° - follow SID. RWY 35: Climb on 352° - follow SID.

SID	Routeing	Altitudes
ESP 9N	At **2000** turn right - 179° from LAR - MONUR - ESP.	QDR 179° LAR MNM **2500.**
FTM 9N	At **2000** turn right - 049° from LO - R059 LIS - ALAMA - FTM.	

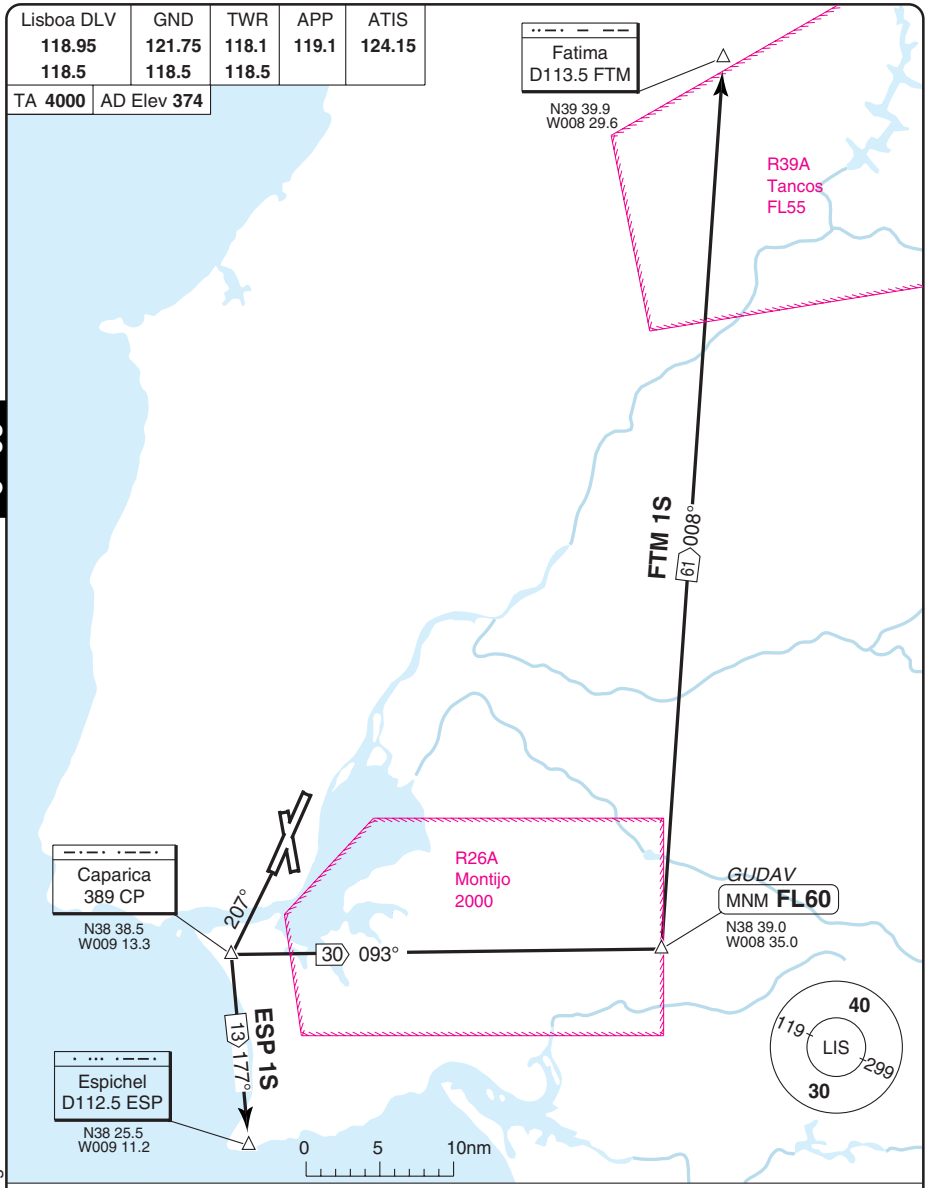
Change: Spec update

SID RWY 21

LISBOA

Lisboa DLV	GND	TWR	APP	ATIS
118.95 118.5	121.75 118.5	118.1 118.5	119.1	124.15

TA **4000** AD Elev **374**



COM: Contact APP when passing 1000.
ALT RESTRICTION: Climb to **FL60**.

SID	Routeing	Altitudes
ESP 1S	Climb on 207° - CP - R357 ESP - ESP.	
FTM 1S	Climb on 207° - CP - 093° from CP - GUDAV - FTM.	GUDAV MNM **FL60**

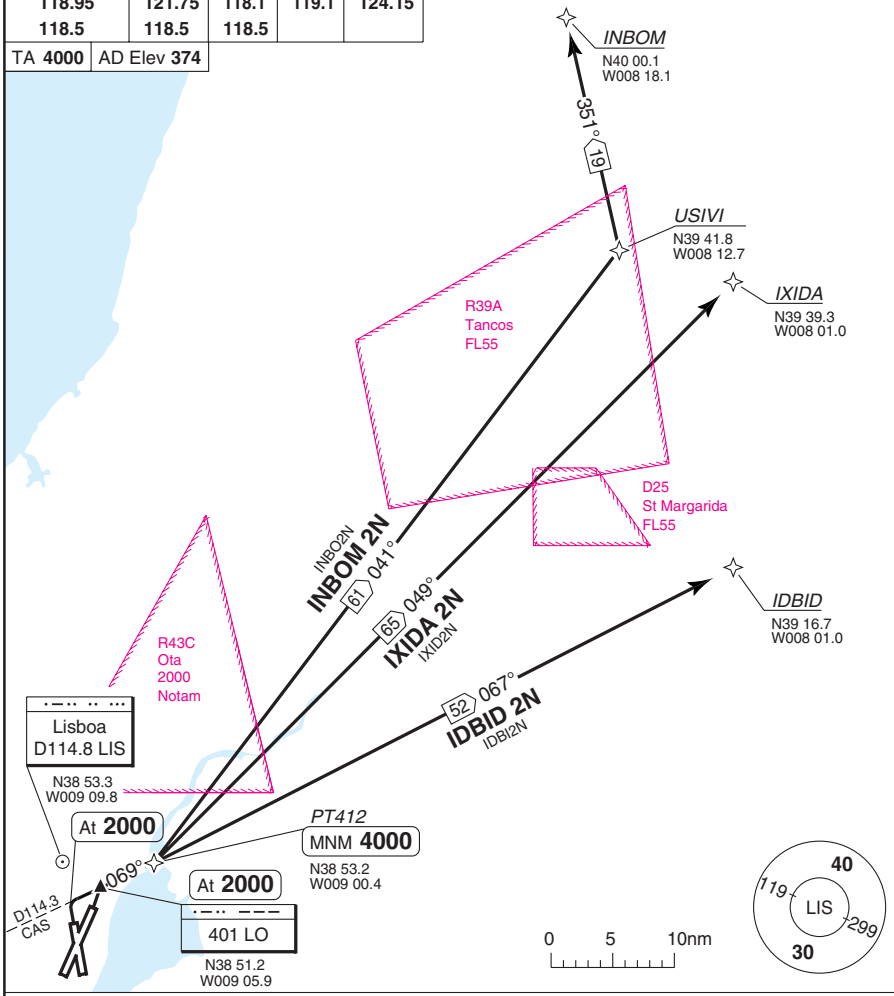
Change: GUDAV, SIDs redesignated.

SID RWY 03/35 RNAV North, East

LISBOA

Lisboa DLV	GND	TWR	APP	ATIS
118.95	**121.75**	**118.1**	**119.1**	**124.15**
118.5	**118.5**	**118.5**		

TA **4000** | AD Elev **374**



COM: Contact APP when passing 1000ft.

MNM CLIMB GRADIENT: RWY 35: 4.9% to 600.

ALT RESTRICTION: Climb to **FL60**.

INITIAL CLIMB: RWY 03: Climb on 027° - follow SID. RWY 35: Climb on 352° - follow SID.

SID	Routeing	Altitudes
IDBID 2N	At **2000** turn right - 069° from LO (R069 CAS) - PT412 - IDBID.	PT412 MNM **4000**
INBOM 2N	At **2000** turn right - 069° from LO (R069 CAS) - PT412 - USIVI - INBOM.	PT412 MNM **4000**
IXIDA 2N	At **2000** turn right - 069° from LO (R069 CAS) - PT412 - IXIDA.	PT412 MNM **4000**

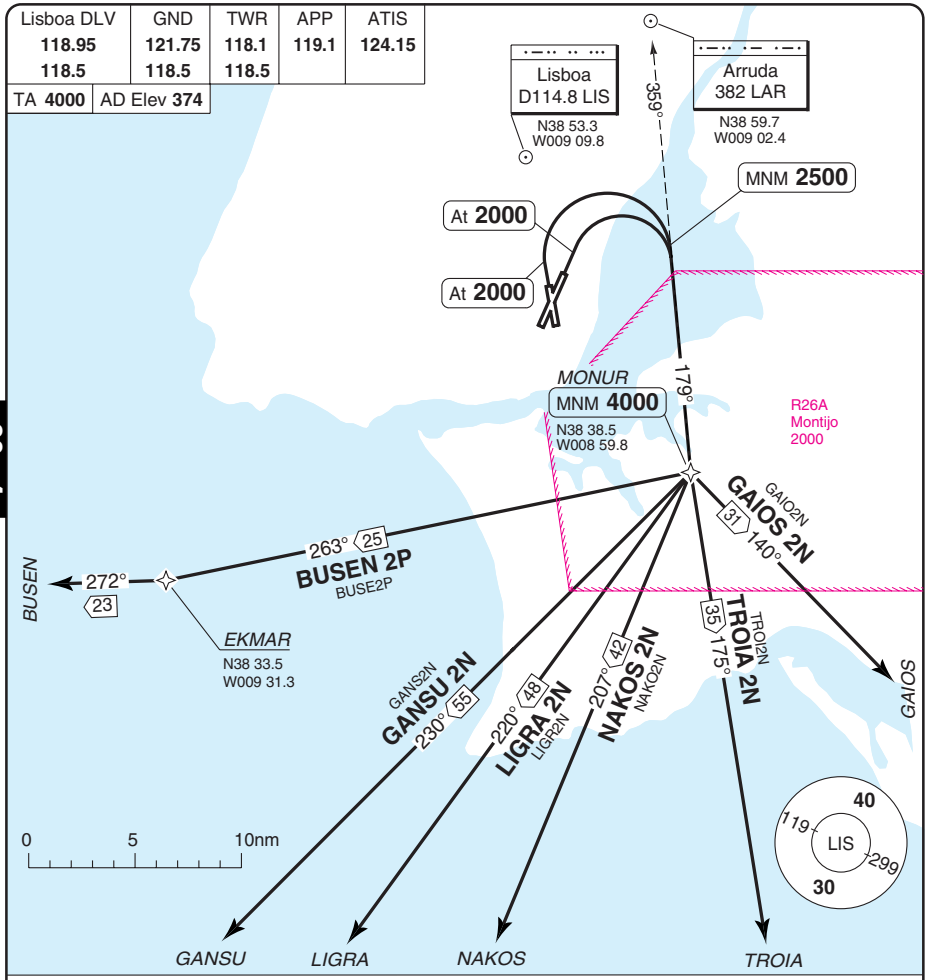
Change: Spec update.

SID RWY 03/35 RNAV South, West

LISBOA

Lisboa DLV	GND	TWR	APP	ATIS
118.95	121.75	118.1	119.1	124.15
118.5	118.5	118.5		

TA **4000** | AD Elev **374**



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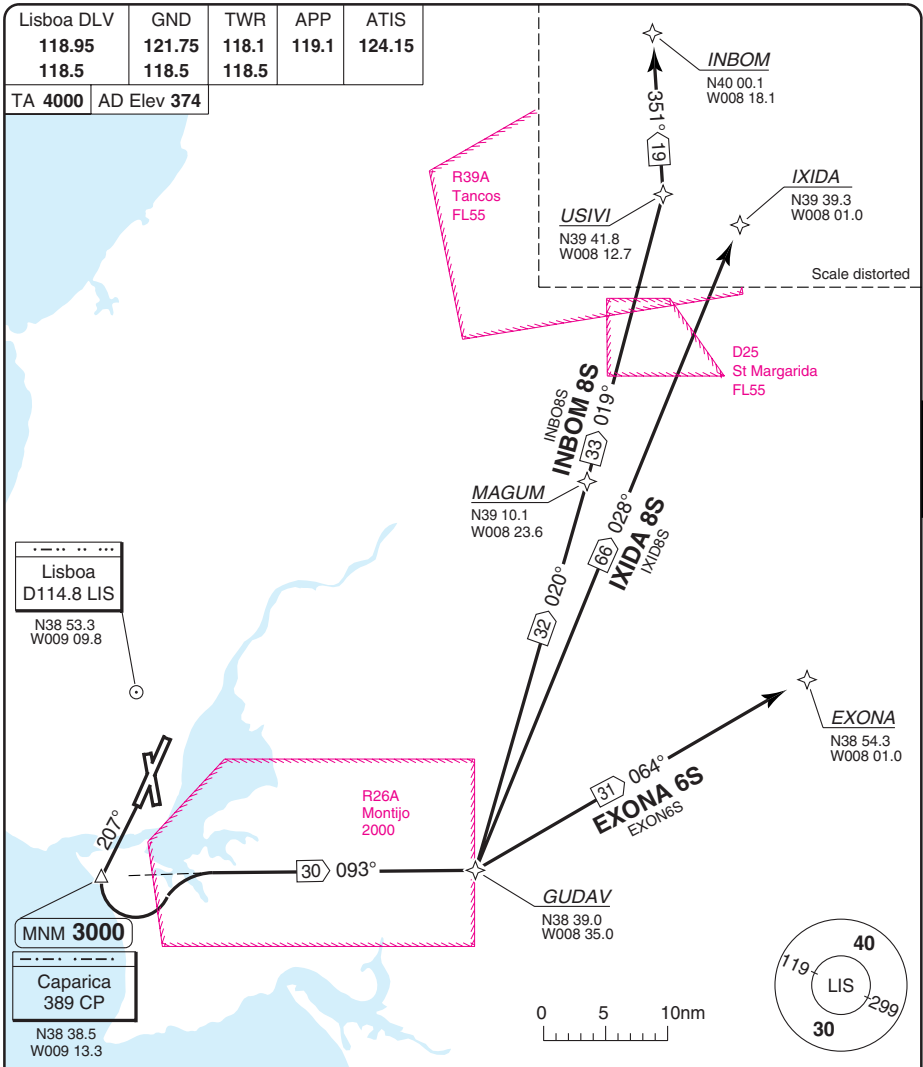
SID	Routeing	Altitudes
BUSEN 2P	At **2000** turn right - 179° from LAR - MONUR - EKMAR - BUSEN	QDR 179° LAR MNM **2500** MONUR MNM **4000**
GAIOS 2N	At **2000** turn right - 179° from LAR - MONUR - GAIOS	QDR 179° LAR MNM **2500** MONUR MNM **4000**
GANSU 2N	At **2000** turn right - 179° from LAR - MONUR - GANSU	QDR 179° LAR MNM **2500** MONUR MNM **4000**
LIGRA 2N	At **2000** turn right - 179° from LAR - MONUR - LIGRA	QDR 179° LAR MNM **2500** MONUR MNM **4000**
NAKOS 2N	At **2000** turn right - 179° from LAR - MONUR - NAKOS	QDR 179° LAR MNM **2500** MONUR MNM **4000**
TROIA 2N	At **2000** turn right - 179° from LAR - MONUR - TROIA	QDR 179° LAR MNM **2500** MONUR MNM **4000**

Change: Spec update.

SID RWY 21 RNAV North, East

LISBOA



COM: Contact APP when passing 1000ft.

ALT RESTRICTION: Climb to **FL60**.

SID	Routeing	Altitudes
EXONA 6S	Climb on 207° to CP - turn left - GUDAV - EXONA.	CP MNM **3000**
INBOM 8S	Climb on 207° to CP - turn left - GUDAV - MAGUM - USIVI - INBOM.	CP MNM **3000**
IXIDA 8S	Climb on 207° to CP - turn left - GUDAV - IXIDA.	CP MNM **3000**

Change: GUDAV, SIDs redesignated.

SID RWY 21 RNAV South, West

LISBOA

Lisboa DLV	GND	TWR	APP	ATIS
118.95	**121.75**	**118.1**	**119.1**	**124.15**
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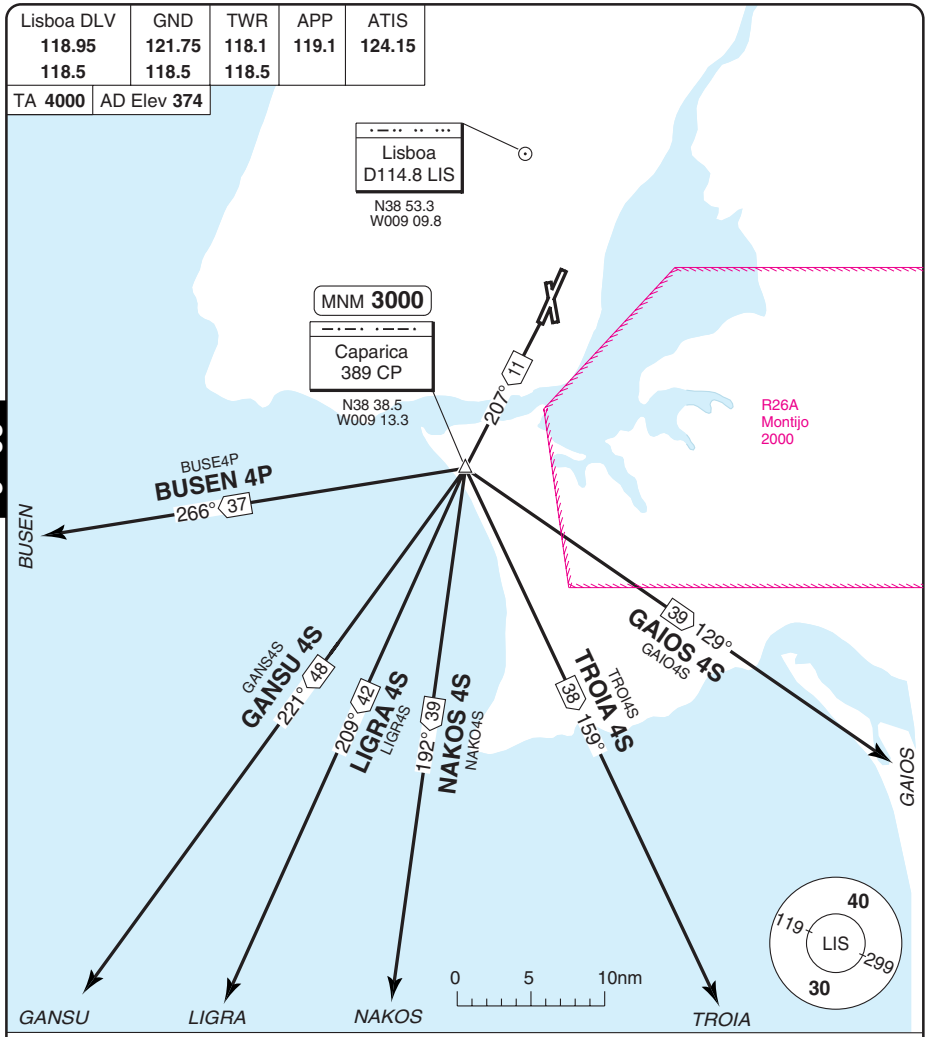
TA **4000** | AD Elev **374**



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ALT RESTRICTION: Climb to **FL60**.

SID	Routeing	Altitudes
BUSEN 4P	Climb on 207° to CP - BUSEN	CP MNM **3000**
GAIOS 4S	Climb on 207° to CP - GAIOS	CP MNM **3000**
GANSU 4S	Climb on 207° to CP - GANSU	CP MNM **3000**
LIGRA 4S	Climb on 207° to CP - LIGRA	CP MNM **3000**
NAKOS 4S	Climb on 207° to CP - NAKOS	CP MNM **3000**
TROIA 4S	Climb on 207° to CP - TROIA	CP MNM **3000**

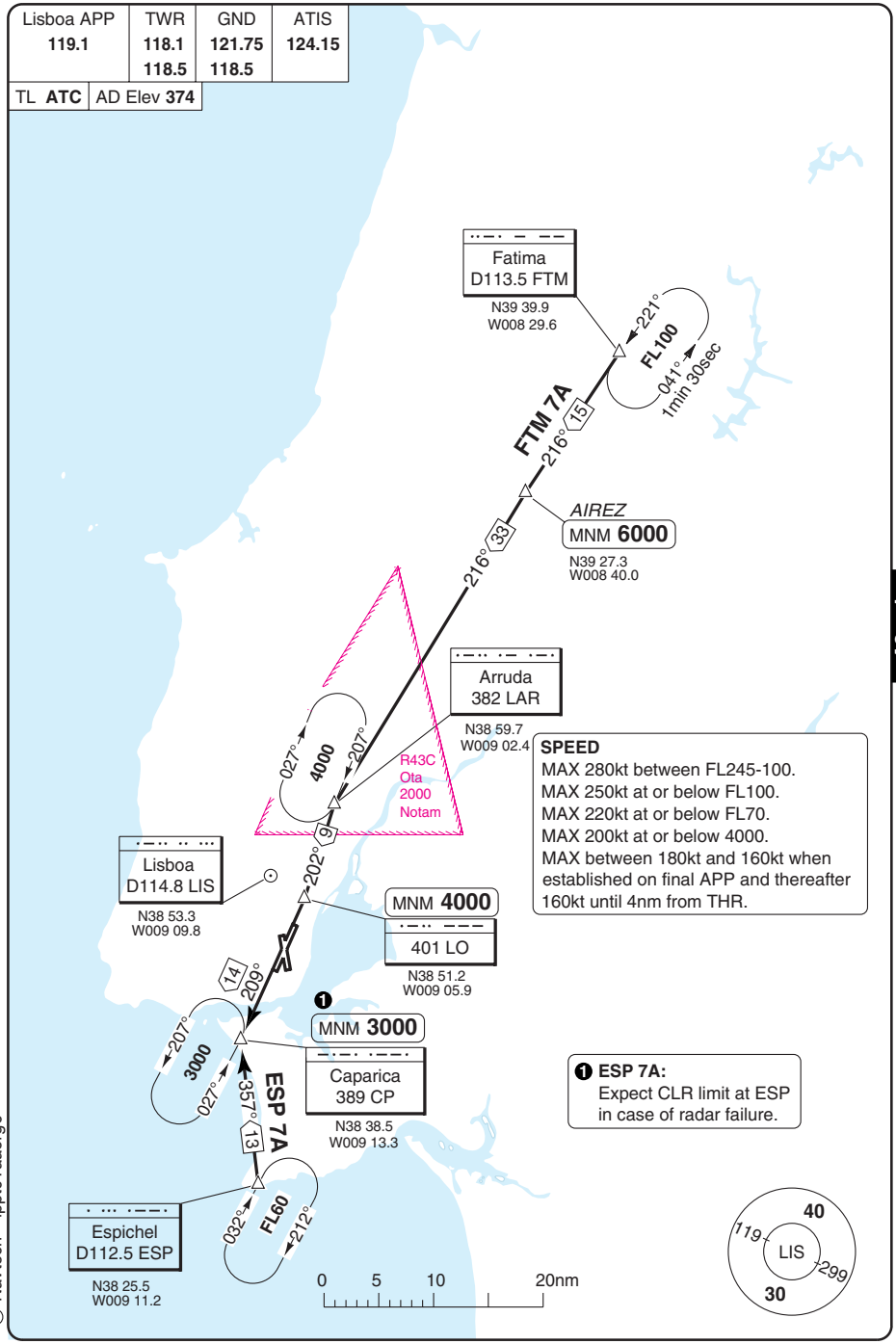
Change: Spec update.

STAR RWY 03/35

LISBOA

Lisboa APP	TWR	GND	ATIS
119.1	118.1 118.5	121.75 118.5	124.15

TL **ATC** | AD Elev **374**



SPEED
MAX 280kt between FL245-100.
MAX 250kt at or below FL100.
MAX 220kt at or below FL70.
MAX 200kt at or below 4000.
MAX between 180kt and 160kt when established on final APP and thereafter 160kt until 4nm from THR.

1 ESP 7A:
Expect CLR limit at ESP in case of radar failure.

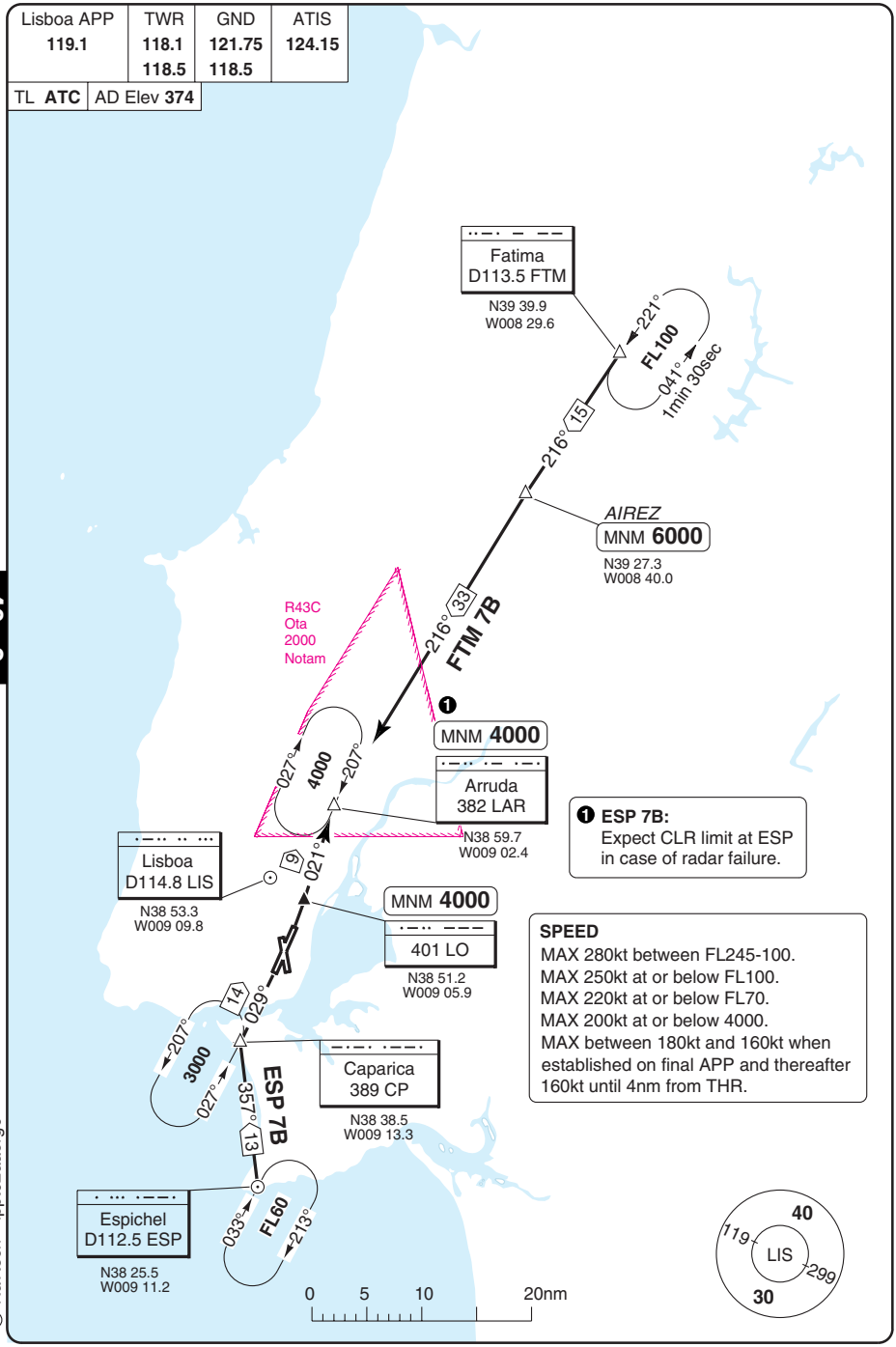
Change: Spec update

STAR RWY 21

LISBOA

Lisboa APP	TWR	GND	ATIS
119.1	118.1 118.5	121.75 118.5	124.15

TL **ATC** | AD Elev **374**



1 ESP 7B:
Expect CLR limit at ESP in case of radar failure.

SPEED
MAX 280kt between FL245-100.
MAX 250kt at or below FL100.
MAX 220kt at or below FL70.
MAX 200kt at or below 4000.
MAX between 180kt and 160kt when established on final APP and thereafter 160kt until 4nm from THR.

40 - 2

Change: Spec update

Lisboa APP	TWR	GND	ATIS
119.1	118.1 118.5	121.75 118.5	124.15

TL **ATC** | AD Elev **374**

Except BUSEN 8P,
Clearance Limit: CP

Lisboa
D114.8 LIS
N38 53.3
W009 09.8

MNM **3000**

Caparcia
389 CP
N38 38.5
W009 13.3

EXONA
MAX **FL230**
N38 54.3
W008 01.0

BUSEN
MAX **FL150**
N38 32.7
W010 00.0

BUSE8P
BUSEN 8P
23 092°
224°
3000
044°
13 088°
207°
3000
027°

PT404
N38 34.8
W009 14.9

PT406
N38 32.4
W009 08.6

5 300°
9
165°
4000
345°

EXON 4A
EXONA 4A
244° 52

EKMAR
MNM **3000**
R224/D26 LIS
N38 33.5
W009 31.3

ADSAD
MNM **4000**
R165/D26 LIS
N38 28.7
W008 58.9

GAIO4A
GAIOS 4A
304° 24

UNPO4A
UNPOT 4A
32 049°

UNPOT
MAX **FL170**
N38 10.8
W010 00.0

LIGR4A
LIGRA 4A
34 010°

NAKO4A
NAKOS 4A
33 034°

TROI4A
TROIA 4A
354° 25

GAIOS
MAX **FL170**
N38 16.5
W008 32.6

TROIA
MAX **FL170**
N38 04.4
W008 52.8

LIGRA
MAX **FL190**
N38 00.0
W009 35.5

NAKOS
MAX **FL190**
N38 00.0
W009 20.1

SPEED
MAX 280kt between FL245-100.
MAX 250kt at or below FL100.
MAX 220kt at or below FL70.
MAX 200kt at or below 4000.
MAX between 180kt and 160kt when established on final APP and thereafter 160kt until 4nm from THR.

0 5 10 15nm

40
119
LIS
299
30

STAR RWY 03/35 RNAV from East, South, West

40 - 3 | 04 MAY 11

Portugal - LPPT / LIS

LISBOA

Change: Spec update

STAR RWY 03/35 RNAV from North

LISBOA

Lisboa APP	TWR	GND	ATIS
119.1	118.1 118.5	121.75 118.5	124.15

TL **ATC** | AD Elev **374**

SPEED
MAX 280kt between FL245-100.
MAX 250kt at or below FL100.
MAX 220kt at or below FL70.
MAX 200kt at or below 4000.
MAX between 180kt and 160kt when established on final APP and thereafter 160kt until 4nm from THR.

Clearance limit: CP

XAMAX
MAX **FL310**
N40 01.9
W008 32.2

INBOM
MAX **FL310**
N40 00.1
W008 18.1

XAMA4C
XAMAX 4C
217° 55 FL70

22 178° FL70
XAMAX 4A
XAMA4A

FL70 207° 22
INBOM 4A
INBO4A

Fatima
D113.5 FTM
N39 39.9
W008 29.6

221° FL100 041°

Scale distorted

183° FL70 003°

UMUPI
R003/D22 LIS
N39 15.3
W009 10.3

221° 44

PT405
MNM **FL70**
N39 04.8
W009 03.6

206° 32

Lisboa
D114.8 LIS
N38 53.3
W009 09.8

211° 27 4000

PT414
MNM **FL70**
N38 45.2
W009 25.4

❶

ODLIX
MNM **4000**
N38 40.7
W009 19.0

MNM **3000**
Caparica
389 CP
N38 38.5
W009 13.3

❶
Caparica
389 CP
207° 3000 027°

205° 13

210° 4

PT401
N38 37.1
W009 21.3

4

PT402
N38 33.5
W009 23.5

224° 3000 044°

5 119°

11 105°

EKMAR
R224/D26 LIS
N38 33.5
W009 31.3

4 030°

4 030°

PT404
N38 34.8
W009 14.9

PT403
N38 31.2
W009 17.2

0 5 10nm

40
119 LIS 299
30

Change: Spec update

STAR RWY 21 RNAV from North, East

LISBOA

Lisboa APP	TWR	GND	ATIS
119.1	118.1 118.5	121.75 118.5	124.15

TL **ATC** | AD Elev **374**

SPEED
MAX 280kt between FL245-100.
MAX 250kt at or below FL100.
MAX 220kt at or below FL70.
MAX 200kt at or below 4000.
MAX between 180kt and 160kt when established on final APP and thereafter 160kt until 4nm from THR.

XAMAX
MAX **FL270**
N40 01.9
W008 32.2

INBOM
MAX **FL270**
N40 00.1
W008 18.1

XAMA2B
XAMAX 2B
22
FL70
178°

INBO2B
INBOM 2B
207°
22
FL70

XAMA4D
XAMAX 4D
217°
55
FL70

221°
FL100
041°

Fatima
D113.5 FTM
N39 39.9
W008 29.6

211°
31

RINOR
MNM **FL70**
R046/D26 LIS
N39 12.6
W008 47.5

AGUVO
R068/D53 LIS
N39 16.3
W008 08.5

068°
FL70
248°

183°
003°
FL70

125°
7

226°
FL70

FL70
266°
31
IDBID 2B
IDBI2B

270°
6

IDBID
MAX **FL190**
N39 16.7
W008 01.0

UMUPI
R003/D22 LIS
N39 15.3
W009 10.3

10
4000
167°
7

222°
7
046°

PT410
N39 07.1
W008 53.0

FL70
301°
41
EXONA 2B
EXON2B

PT415
MNM **FL70**
N39 11.7
W009 02.6

R43C
Ota
2000
Notam
5
222°

PT411
MNM **4000**
N39 01.7
W008 58.6

FAP
N38 58.0
W009 02.2

R42B
Sintra
1000-FL245
PPR ACC

EXONA
MAX **FL210**
N38 54.3
W008 01.0

Lisboa
401 LO
N38 51.2
W009 05.9

Lisboa
D114.8 LIS
N38 53.3
W009 09.8

0 5 10 15nm

40
119
LIS
299
30

40 - 5

Change: PT415, XAMAX 4D

STAR RWY 21 RNAV from East, South

LISBOA

Lisboa APP	TWR	GND	ATIS
119.1	118.1 118.5	121.75 118.5	124.15

TL ATC | AD Elev 374

SPEED
MAX 280kt between FL245-100.
MAX 250kt at or below FL100.
MAX 220kt at or below FL70.
MAX 200kt at or below 4000.
MAX between 180kt and 160kt when established on final APP and thereafter 160kt until 4nm from THR.

RINOR
MNM FL70
R046/D26 LIS
N39 12.6
W008 47.5

PT408
N39 15.7
W008 52.5

PT407
N39 10.2
W008 58.1

PT405
N39 04.8
W009 03.6

PT410
N39 07.1
W008 53.0

PT411
MNM 4000
N39 01.7
W008 58.6

R43C
Ota
2000
Notam

FAP
N39 58.0
W009 02.2

Lisboa
D114.8 LIS
N38 53.3
W009 09.8

ODLIX
N38 40.7
W009 19.0

EKMAR
R224/D26 LIS
N38 33.5
W009 31.3

Espichel
D112.5 ESP
N38 25.5
W009 11.2

BUSEN
MAX FL270
N038 32.7
W010 00.0

EXONA
MAX FL290
N38 54.3
E008 01.0

BUSE2B
BUSEN 2B
FL70

EXON2D
EXONA 2D
FL70

UNPO2B
UNPOT 2B
FL70

GAIO2B
GAIOS 2B
FL70

LIGR2B
LIGRA 2B
FL70

NAKO2B
NAKOS 2B
FL70

TROI2B
TROIA 2B
FL70

UNPOT
MAX FL290
N38 10.8
W010 00.0

GAIOS
MAX FL290
N38 16.5
W008 32.6

LIGRA
MAX FL290
N38 00.0
W009 35.5

NAKOS
MAX FL290
N38 00.0
W009 20.1

TROIA
MAX FL290
N38 04.4
W008 52.8

D62
FL85
HJ

Scale distorted

LIS

0 5 10 15nm

40 - 6

Change: New print

STAR RWY 21 RNAV from South

LISBOA

Lisboa APP	TWR	GND	ATIS
119.1	118.1 118.5	121.75 118.5	124.15

TL **ATC** | AD Elev **374**

SPEED
MAX 280kt between FL245-100.
MAX 250kt at or below FL100.
MAX 220kt at or below FL70.
MAX 200kt at or below 4000.
MAX between 180kt and 160kt when established on final APP and thereafter 160kt until 4nm from THR.

R42B
Sintra
1000-FL245
PPR ACC

R43C
Ota
2000
Notam

UMUPI
R003/D22 LIS
N39 15.3
W009 10.3

PT415
N39 11.7
W009 02.6

PT411
N39 01.7
W008 58.6

FAP
N38 58.0
W009 02.2

Lisboa
D114.8 LIS
N38 53.3
W009 08.8

PT414
N38 45.2
W009 25.4

BUSEN
MAX **FL270**
N38 32.7
W010 00.0

BUSE2D
BUSEN 2D
FL70

EKMAR
R224/D26 LIS
N38 33.5
W009 31.3

GAIO2D
GAIOS 2D
7000

TROI2D
TROIA 2D
FL70

NAKO2D
NAKOS 2D
FL70

LIGR2D
LIGRA 2D
FL70

UNPO2D
UNPOT 2D
FL70

GAIOS
MAX **FL290**
N38 16.5
W008 32.6

Scale distorted

UNPOT
MAX **FL290**
N38 10.8
W010 00.0

LIGRA
MAX **FL290**
N38 00.0
W009 35.5

NAKOS
MAX **FL290**
N38 00.0
W009 20.1

D62
FL85
HJ

TROIA
MAX **FL290**
N38 04.4
W008 52.8

0 5 10 15nm

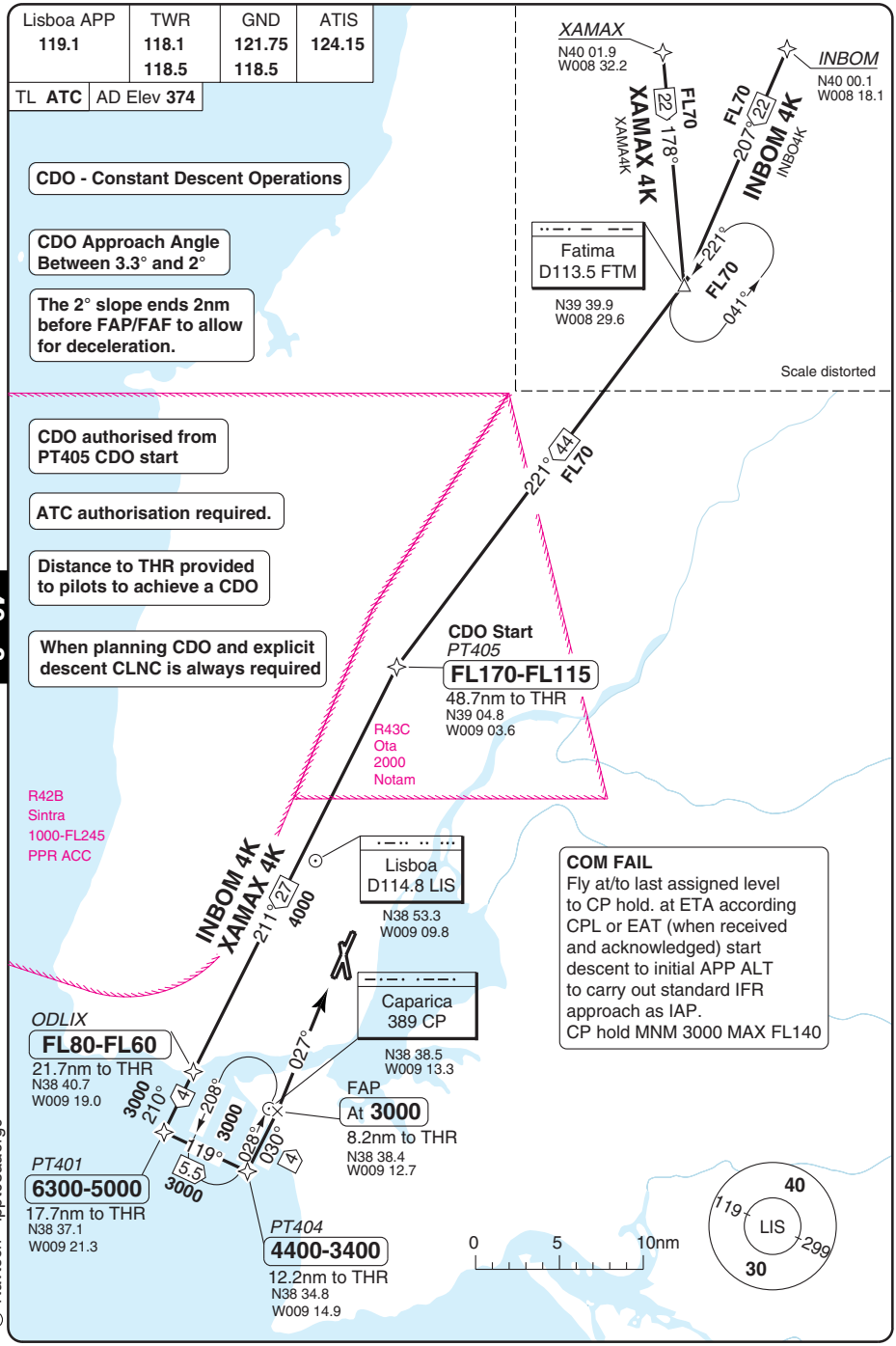
40
119
LIS
299
30

40 - 7

Change: New

STAR RWY 03 CDO RNAV IMBOM 4K, XAMAX 4K

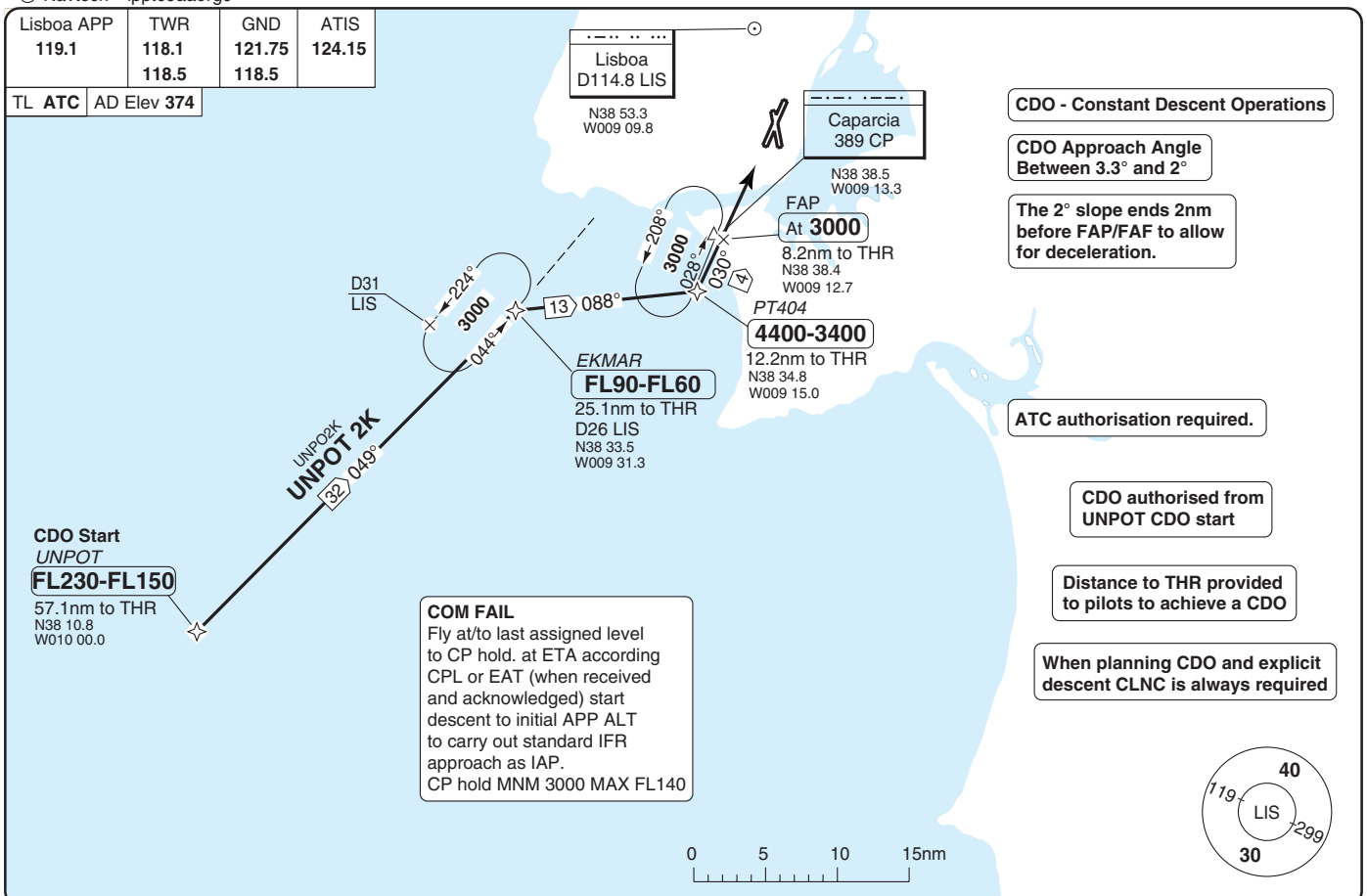
LISBOA



40 - 8

Change: Renumbered

Lisboa APP	TWR	GND	ATIS
119.1	118.1 118.5	121.75 118.5	124.15
TL **ATC**	AD Elev **374**		

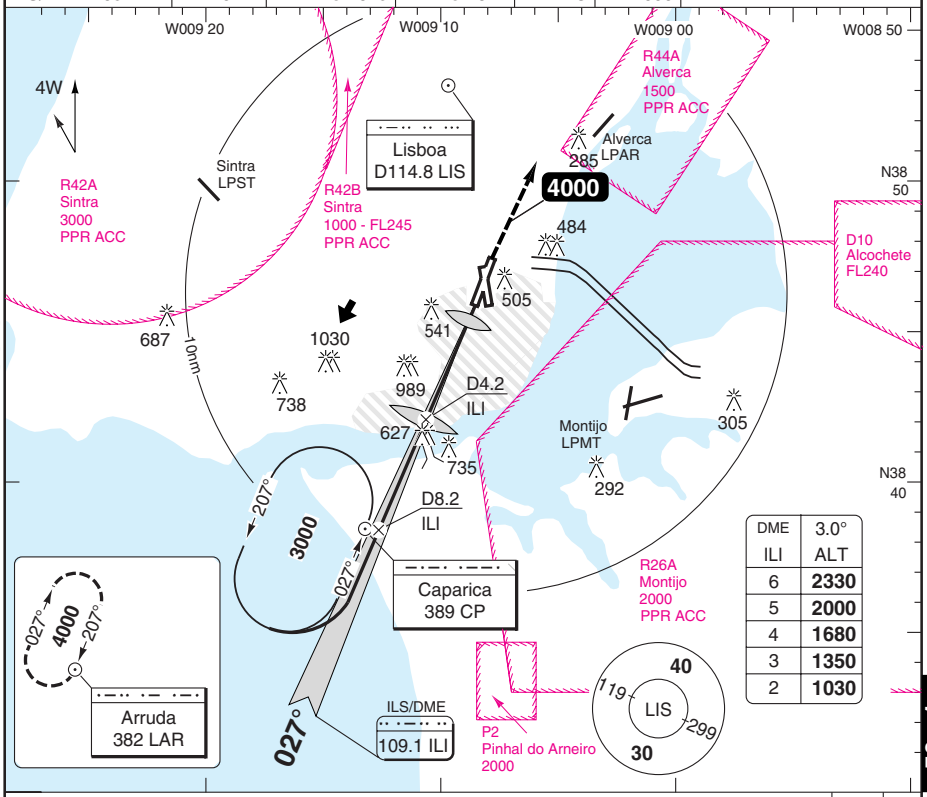


ILS RWY 03

LISBOA

Lisboa APP	TWR	GND	ATIS
119.1	118.1 118.5	121.75 118.5	124.15

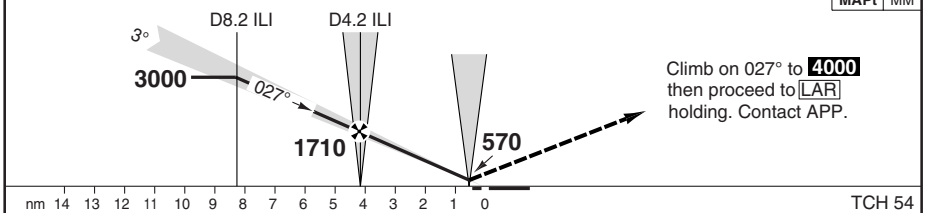
ILS/DME **109.1 ILI** | FAT **027°** | TDZ Elev **349** | AD Elev **374** | TL **ATC** | TA **4000**



PANS OPS

50 - 1

MAPt | MM



ACFT	ILS	LOC	Circling
A	540 (200) 750m	830 (500) 1500m	1500 (1126) 1.5km
B			1500 (1126) 1.6km
C		830 (500) 1800m	1580 (1206) 2.4km
D			1580 (1206) 3.6km

EU OPS

GS	80	100	120	140	160
ROD 3.0°	420	530	640	740	850
FAF +20s	**1570**	**1540**	**1500**	**1470**	**1430**
+40s	**1430**	**1360**	**1290**	**1220**	**1150**
+60s	**1290**	**1190**	**1080**	**980**	**870**
FAF-**830**	3:07	1:40	1:23	1:11	1:02
FAF-MAPt	2:42	2:10	1:48	1:32	1:21

LDA 3715x45
12188x147ft
P 3° (69)
480
IALS

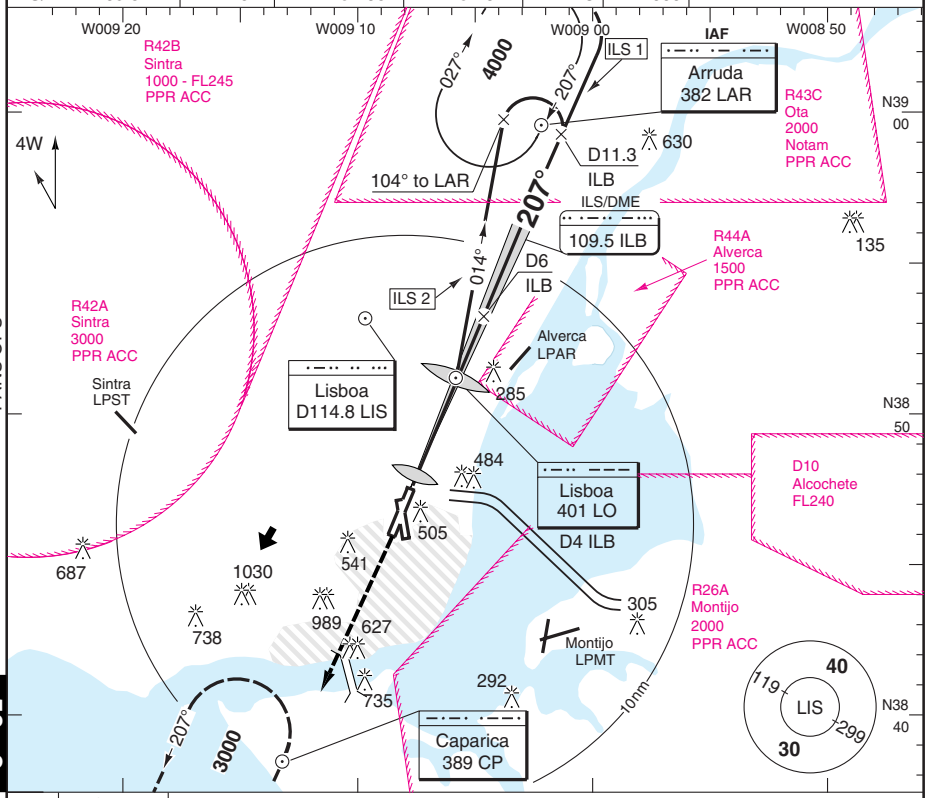
Change: Minima

ILS RWY 21 ILS 1, ILS 2

LISBOA

Lisboa APP	TWR	GND	ATIS
119.1	118.1 118.5	121.75 118.5	124.15

ILS/DME **109.5 ILB** | FAT **207°** | TDZ Elev **354** | AD Elev **374** | TL **ATC** | TA **4000**

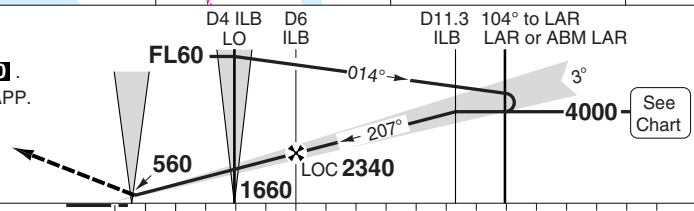


PANS OPS

50 - 2

MAPt | MM / D0.5 ILB

Climb on 207° to **3000** .
Join CP HP. Contact APP.



TCH 50

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 nm

ACFT	CAT IIIB	ACFT	CAT II	ILS+DME	LOC+DME	Circling
EU OPS ALL	Available	A	100 300m	550 (200) 550m	740 (400) 1100m	1500 (1126) 1.5km
		B				1500 (1126) 1.6km
		C				1580 (1206) 2.4km
		D				1580 (1206) 3.6km

DME ILB	3° ALT
6	2340
5	2010
4	1680
3	1360
2	1040

LDA 3205x45
10515x147ft
P 3° (64)

FALS

GS	80	100	120	140	160
ROD 3°	420	530	630	740	840

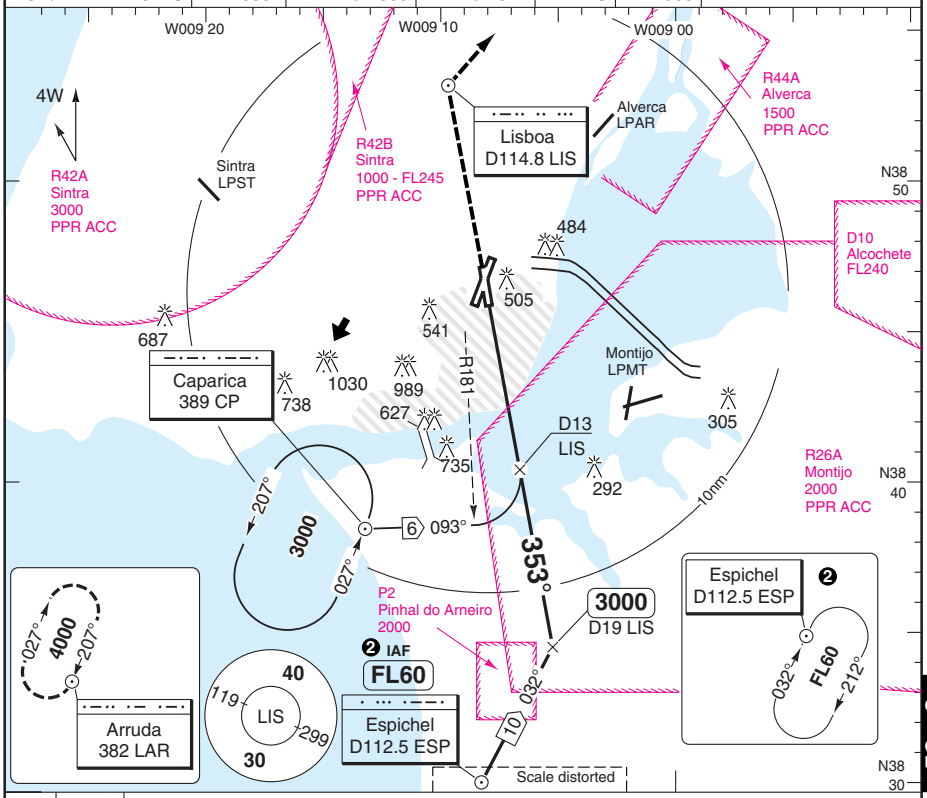
Change: Minima

VOR RWY 35

LISBOA

Lisboa APP	TWR	GND	ATIS
119.1	118.1 118.5	121.75 118.5	124.15

VOR/DME **114.8 LIS** | FAT **353°** | TDZ Elev **335** | AD Elev **374** | TL **ATC** | TA **4000**

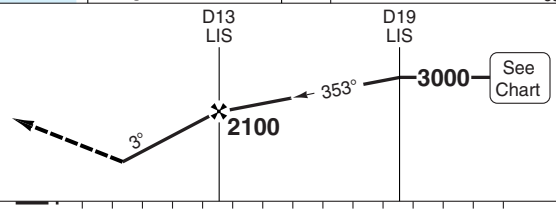


PANS OPS

50 - 3

MAPt | D10 LIS

Climb on 353° to LIS then turn right to LAR HP climbing to **4000**. Contact APP.



ACFT	VOR+DME	Circling
A	**1160** (830) 1500m	**1500** (1126) 1.5km
B		**1500** (1126) 1.6km
C	**1160** (830) 2400m	**1580** (1206) 2.4km
D		**1580** (1206) 3.6km

EU OPS

DME LIS	3° ALT
12	**1780**
11	**1460**

LDA 2250x45
7381x147ft
P 3° (55)
G
IALS
600

GS	80	100	120	140	160
ROD 3°	420	530	630	740	840

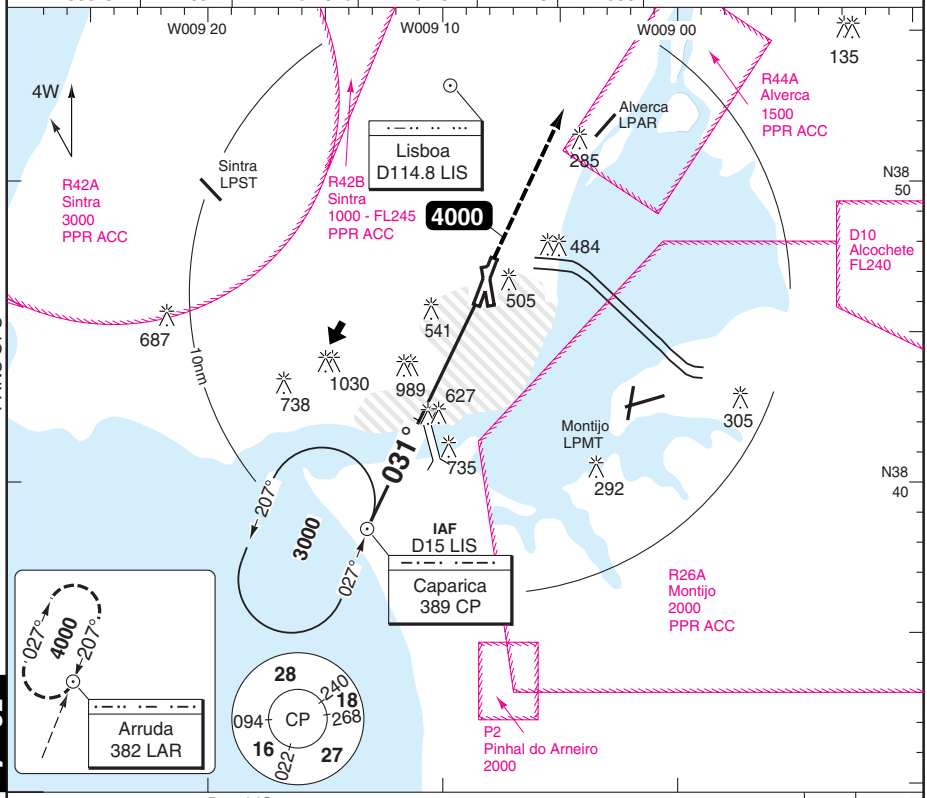
Change: Minima

NDB RWY 03

LISBOA

Lisboa APP	TWR	GND	ATIS
119.1	118.1 118.5	121.75 118.5	124.15

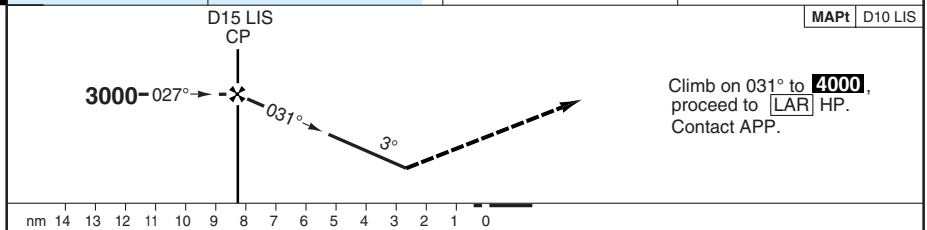
NDB 389 CP	FAT 031°	TDZ Elev 349	AD Elev 374	TL ATC	TA 4000



PANS OPS

50 - 4

MAPt | D10 LIS



Climb on 031° to **4000**, proceed to LAR HP. Contact APP.

ACFT	NDB	Circling
A	1320 (990) 1500m	1510 (1130) 1.5km
B		1510 (1130) 1.6km
C	1320 (990) 2400m	1580 (1200) 2.4km
D		1580 (1200) 3.6km

EU OPS

DME	3.0°
LIS	ALT
14	2600
13	2280
12	1960
11	1640

GS	80	100	120	140	160
ROD 3.0°	430	530	640	740	850
FAF +20s	2860	2830	2790	2760	2720
+40s	2720	2650	2580	2510	2440
+60s	2580	2480	2370	2270	2160
FAF-1320	3:59	3:10	2:37	2:16	1:59
FAF-MAPt	3:59	3:10	2:39	2:16	1:59

LDA 3715x45
12188x147ft
P 3° (69)

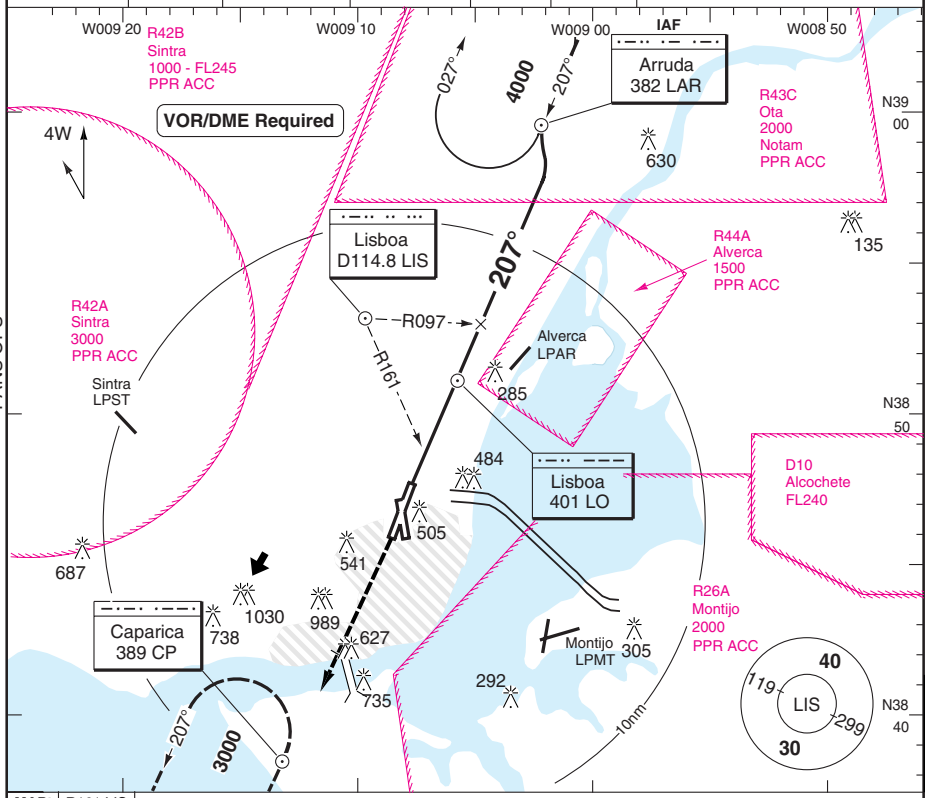
Change: Minima

NDB RWY 21

LISBOA

Lisboa APP	TWR	GND	ATIS
119.1	118.1 118.5	121.75 118.5	124.15

NDB **401 LO** | FAT **207°** | TDZ Elev **354** | AD Elev **374** | TL **ATC** | TA **4000**



ACFT	NDB+DME	Circling
A	**840** (500) 1500m	**1500** (1126) 1.5km
B		**1500** (1126) 1.6km
C		**1580** (1206) 2.4km
D		**1580** (1206) 3.6km

GS	80	100	120	140	160
ROD 3.0°	420	530	640	750	860
FAF +20s	**2160**	**2120**	**2090**	**2050**	**2020**
+40s	**2020**	**1950**	**1870**	**1810**	**1730**
+60s	**1880**	**1770**	**1660**	**1560**	**1450**
FAF-**840**	3:28	2:42	2:17	1:57	1:42
FAF-MAPt	3:45	2:59	2:30	2:08	1:52

LDA 3205x45
10515x147ft
P 3° (64)

FALS

PANS OPS

EU OPS

Reverse side blank

Change: Minima

JAR-OPS Landing Minima

LISBOA

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		C				D			
R/W	Procedure	**DA/ MDA QNH** ft	DH/ MDH QFE ft	**RVR** m	RVR No ALS m	**DA/ MDA QNH** ft	DH/ MDH QFE ft	**RVR** m	RVR No ALS m
03	ILS	**540**	200	700	1000	**540**	200	700	1000
03	LLZ	**840**	500	1600	2000	**840**	500	1800	2000
03	NDB	**1330**	990	1800	2000	**1330**	990	2000	2000
21	ILS	**550**	200	550	1000	**550**	200	550	1000
21	LLZ/DME	**750**	400	1000	1800	**750**	400	1400	2000
21	NDB/DME	**850**	500	1200	2000	**850**	500	1600	2000
35	VOR/DME	**1170**	830	1800	2000	**1170**	830	2000	2000

Notes:

CIRCLING		C			D		
R/W	Procedure	**MDA QNH ft**	MDH QFE ft	Vis m	**MDA QNH ft**	MDH QFE ft	Vis m
All procs		**1580**	1210	2400	**1580**	1210	3600

Notes:

TAKE-OFF		C	D
Runway	**Facilities**	m	m
03, 21	RCLL(H)+REDL(H)+Multi RVR (1)	125	150
03, 21	RCLL+REDL+Multi RVR	150	200
03, 21	RCLL+REDL	200	250
03, 17, 21, 35	RCL and/or REDL (2)	250	300
All	Nil (Day only)	500	500

Notes:

(1) Subject to Approval.

(2) For night operations, at least runway edge and end lights required.

JAR-OPS Landing Minima

LISBOA

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		**A**				**B**			
R/W	Procedure	**DA/ MDA QNH** ft	DH/ MDH QFE ft	**RVR** m	RVR No ALS m	**DA/ MDA QNH** ft	DH/ MDH QFE ft	**RVR** m	RVR No ALS m
03	ILS	**540**	200	700	1000	**540**	200	700	1000
03	LLZ	**840**	500	1400	1500	**840**	500	1500	1500
03	NDB	**1330**	990	1500	1500	**1330**	990	1500	1500
21	ILS	**550**	200	550	1000	**550**	200	550	1000
21	LLZ/DME	**750**	400	900	1500	**750**	400	1000	1500
21	NDB/DME	**850**	500	1000	1500	**850**	500	1200	1500
35	VOR/DME	**1170**	830	1500	1500	**1170**	830	1500	1500

Notes:

CIRCLING		**A**			**B**		
R/W	Procedure	**MDA QNH ft**	MDH QFE ft	Vis m	**MDA QNH ft**	MDH QFE ft	Vis m
All procs		**1500**	1130	1500	**1500**	1130	1600

Notes:

TAKE-OFF		**A**	**B**
Runway	**Facilities**	m	m
03, 21	RCLL(H)+REDL(H)+Multi RVR (1)	125	125
03, 21	RCLL+REDL+Multi RVR	150	150
03, 21	RCLL+REDL	200	200
03, 17, 21, 35	RCL and/or REDL (2)	250	250
All	Nil (Day only)	500	500

Notes:

(1) Subject to Approval.

(2) For night operations, at least runway edge and end lights required.

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CAT II

Special aircrew and aircraft certification required.

	C				D			
	DA QNH	DH QFE	**RA**	RVR	**DA QNH**	DH QFE	**RA**	RVR
Runways	**ft**	ft	**ft**	m	**ft**	ft	**ft**	m
21 (**1**)	**447**	100	100	300	**447**	100	100	350

Notes:

1) Cat D RVR may be reduced to 300m when conducting autoland.

	A				B			
	DA QNH	DH QFE	**RA**	RVR	**DA QNH**	DH QFE	**RA**	RVR
Runways	**ft**	ft	**ft**	m	**ft**	ft	**ft**	m
21	**447**	100	100	300	**447**	100	100	300

Notes: