General Info
Lisbon, PRT
N 38° 46.4' W 09° 08.0'  Mag Var: 4.9°W
Elevation: 374'
Public, Control Tower, IFR, Landing Fee, Customs
Fuel: 100LL, Jet A-1
Time Zone Info: GMT uses DST

Runway Info
Runway 03-21 12484' x 148' asphalt
Runway 17-35 7874' x 148' asphalt

Runway 03 (27.0°M) TDZE 349'
  Lights: Edge, ALS, Centerline
  Displaced Threshold Distance 295'
Runway 17 (172.0°M) TDZE 374'
  Lights: Edge
Runway 21 (207.0°M) TDZE 354'
  Lights: Edge, ALS, Centerline, TDZ
  Displaced Threshold Distance 1969'
Runway 35 (352.0°M) TDZE 333'
  Lights: Edge, ALS
  Right Traffic
  Displaced Threshold Distance 492'

Communications Info
ATIS 124.15
Lisbon Tower 118.95 Secondary
Lisbon Tower 118.1
Lisbon Tower 340.00 Military
Lisbon Ground Control 121.75
Lisbon Ground Control 118.95 Secondary
Lisbon Clearance Delivery 118.95
Lisbon Approach Control 119.55 Secondary
Lisbon Approach Control 119.1
Lisbon Approach Control 375.25 Military

Notebook Info
1. GENERAL

1.1. ATIS

1.1.1. ATIS

The number of movements allowed for each ATIS (daily 26/weekly 91).

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. NIGHTTIME RESTRICTIONS

At Lisbon APT the NIGHT traffic is restricted between 0000-0600LT.

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.

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;
- cloud Base Height RWY 21 is 200' or below;
- visibility conditions decrease rapidly.

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 pilots 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 illuminated TWY centerline lights.

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 delimited with 2 dash lines (North to TWY U1 & South to TWY N1).

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.
1.5. TAXI PROCEDURES

1.5.1. APRON RESTRICTIONS

1.5.1.1. APRON A
- At ACFT push-back from stands A06 and A25 facing South, the tail should not pass the safety barriers (horizontal signalling) 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 J. 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.
- Marshallers 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.

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 RWY 03, 35: Descend to final approach altitude will be done over the river and maintained until aligned with the RWY (the city will be flown over 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 - US intersection. Pilots shall advise ATC on Start-up when full length is required.

2. ARRIVAL

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. TAXING
- 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 taxing 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 taxing via TWY J to the North and instructed to hold before TWY J 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

**Radar Minimum Altitudes**

**LISBON Approach (R)**

- **Apt Elev**: 119.1
- **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.

**Comms Lost Procedure**

Follow Lost Comms procedure on relevant SID or STAR.

**ATIS**

- **124.15**
- **374'**
- **Eff. 17 Jan.**

Follow Lost Comms procedure on relevant SID or STAR.

**Radar STAR**

**ADSA 2A (ADSA2A)**

- **EKMAR 2A (EKMA2A)**
- **FATIMA 2A (FTM 2A)**

**RWYS 03, 35 RNAV ARRIVALS**

- 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.

**Holding Over CP**

Follow Lost Comms procedure on relevant SID or STAR.

**Radar VOR DME**

- LISBON
- LIS VOR

**RNAV STAR**

**Tracks & radials updated.**

**Changes:** Sectors & altitudes.

© JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.
LPPT/LIS 11 JAN 08 124.15

**APPROACH**

**BUSEN 7A (BUSE7A), ESPICHEL 7B (ESP 7B), GANSU 7A (GANS7A), LIGRA 7A (LIGR7A) RWYS 03, 35 ARRIVALS FROM SOUTH & WEST**

ESP 7A: In case of radar failure clearance limit ESP may be expected.

ESP 7B: In case of radar failure clearance limit ESP may be expected.

To be used pending military traffic conditions.

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 CP holding pattern does not apply.

**CHANGES:** Tracks & radials updated.

© JEPPESEN 2003, 2008. ALL RIGHTS RESERVED.
ABRAT 8N [ABRA8N]

BUSEN 8N [BUSEN8]

RWYS 03, 35 RNAV DEPARTURES

These SIDs require a minimum climb gradient of
267° per NM (4.4%) until leaving 600'.

Initial climb clearance FL60

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.

Radar vectored/offset: When 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.

Until passing LIS 30 DME maintain last cleared and acknowledged level or level assigned to respective SID, 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.

Routing information provided by JEPPESEN, 2002, 2008. All rights reserved.
GAIOS 8N [GAIO8N]  
GANSU 8N [GANS8N]  
RWYS 03, 35 RNAV DEPARTURES

GAIOS 25 [GAIO25]  
GANSU 25 [GANS25]  
RWY 21 RNAV DEPARTURES

Until passing LIS 30 DME maintain last cleared and acknowledged level or level assigned to respective SIDs, 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.

Clear 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.

Initial climb clearance FL60

Initial climb clearance FL100

GAIOS 8N Climb to 2000', turn RIGHT, intercept 179° bearing from LAR to MONUR at or above 3000', then to GAIOS.

GANSU 8N Climb to 2000', turn RIGHT, intercept 179° bearing from LAR to MONUR at or above 2500', then to GAIOS.

GAIOS 25 Climb to CP, turn LEFT to GAIOS.

GANSU 25 Climb to CP, then to GANSU.

Changes: Tracks updated; MEAs established.
LRB, PORTUGAL

**Ligra 8N [LIGR8N]**

**Nakos 8N [NAKO8N]**

**RWY 03, 35 RNAV DEPARTURES**

---

**RWY 21 RNAV DEPARTURES**

---

**Initial climb clearance FL60**

**Initial climb clearance FL100**

---

**CHANGES:** Tracks updated; MEAs established.

---

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

---

**Radar vectored/offset:** FL100, turn RIGHT, intercept 179° bearing from LAR to MONUR at or above 2500', then to LIGRA.

---

**Cleared for direct routing:** Maintain last assigned 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.
LPPT/LIS 11 JAN 08

**TRANS LEVEL:**
1. At 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 performance is mandatory (refer to Airport Briefing pages). If unable to comply with FMS RNAV SIDs advise ATC.

**POBOD 8N [POBO8N]**
Rakod 8N [RAKO8N], Troia 8N [TROI8N]
RWYS 03, 35 RNAV DEPARTURES

**Rakod 25 [RAKO25]**
Rakod 25 [RAKO8N], Troia 25 [TROI25]
RWY 21 RNAV DEPARTURES

**Initial climb clearance FL60**

**Initial climb clearance FL100**
COMMS LOST

COMMS LOST

COMMS LOST

COMMS LOST

COMMS LOST

COMMS LOST

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 performance is mandatory (refer to Airport Briefing pages).

COMMS LOST

COMMS LOST

COMMS LOST

COMMS LOST

COMMS LOST

COMMS LOST

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 performance is mandatory (refer to Airport Briefing pages).

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 performance is mandatory (refer to Airport Briefing pages).

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 performance is mandatory (refer to Airport Briefing pages).

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 performance is mandatory (refer to Airport Briefing pages).

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 performance is mandatory (refer to Airport Briefing pages).

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 performance is mandatory (refer to Airport Briefing pages).

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 performance is mandatory (refer to Airport Briefing pages).
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 performance is mandatory (refer to Airport Briefing pages).

Trans level: By ATC
Trans alt: 4000’

These SIDs require a minimum climb gradient of 267’ per NM (4.4%) until leaving 6000’.

Ground speed-KT
75 100 150 200 250 300

Climb to 2000’, intercept 049° bearing from LAR, intercept LIS R-059 to ALAMA, intercept FTM R-190 inbound to FTM.

Climb to 2000’, turn RIGHT, intercept 179° bearing from LAR to MONUR at or above 2500’, intercept LIS R-145 to GAIOS.

Climb to 2000’, intercept 049° bearing from LAR, intercept LIS R-059 to ALAMA, intercept FTM R-190 inbound to FTM.

Climb to 2000’, intercept 250° bearing from LAR to MONUR at or above 2500’, intercept LIS R-145 to GAIOS.

Climb to CP, 221° bearing to GANSU.

Climb to CP, 202° bearing to MANEL.

Climb to CP, 092° bearing to MANEL, intercept FTM R-203 inbound to FTM. In case of communication failure turn LEFT to FTM after ATECA.

Climb to CP, 129° bearing to GAIOS.

Climb to CP, 092° bearing to MANEL, intercept FTM R-203 inbound to FTM.

Climb to CP, 129° bearing to GAIOS.

Climb to CP, 221° bearing to GANSU.

Climb to CP, 092° bearing to MANEL, intercept FTM R-203 inbound to FTM.

Climb to CP, 129° bearing to GAIOS.

Climb to CP, 221° bearing to GANSU.
**MOMAS 9N [MOMA9N]**

**MORAS 9N [MORA9N]**

**RWYS 03, 35 DEPARTURES**

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 performance is mandatory (refer to Airport Briefing pages).

---

**LIGRA 9S [LIGRR9S], MOMAS 9S [MOMA9S]**

**MORAS 9S [MORA9S]**

**RWY 21 DEPARTURES**

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 performance is mandatory (refer to Airport Briefing pages).

---

**INITIAL CLIMB CLEARANCE FL60**

**SID ROUTING**

**MOMAS 9N**

Climb to 2000', intercept 049° bearing from LO, intercept LIS R-077 to BULAS, intercept ESP R-049 to MOMAS.

**MORAS 9N**

Climb to 2000', 049° track, intercept LIS R-077 to MORAS.

---

**Initial climb clearance FL100**

**SID ROUTING**

**LIGRA 9S**

Climb to CP, 082° bearing to LIGRA.

**MOMAS 9S**

Climb to CP, 029° bearing to MANEL, intercept ESP R-044 to MAGUM, then to MOMAS, then to PORLI. In case of communication failure proceed to ATECA, intercept NSA R-215 inbound, intercept LIS R-068 to MOMAS.

**MORAS 9S**

Climb to CP, 082° bearing to ATECA, intercept NSA R-215 inbound, intercept LIS R-077 to MORAS.

---

**NOT TO SCALE**

Tracks & radials updated.
NISA 9N (NSA 9N)  
RWYS 03, 35 DEPARTURE

NISA 95 (NSA 9S)  
RWY 21 DEPARTURE

**NISA 9N (NSA 9N)**

**RWYS 03, 35 DEPARTURE**

**NISA 95 (NSA 9S)**

**RWY 21 DEPARTURE**

---

**NISA 9N (NSA 9N)**

**RWYS 03, 35 DEPARTURE**

**NISA 95 (NSA 9S)**

**RWY 21 DEPARTURE**
REAL 9N
RWYS 03, 35 DEPARTURE
TO BE USED PENDING MILITARY TRAFFIC CONDITIONS

LISBON Approach (R)
Apt Elev 119.1

LPPT/LIS
LISBON, PORTUGAL

COMMS LOST

11 JAN 08

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 performance is mandatory (refer to Airport Briefing pages).

Initial climb clearance FL60

ROUTEING

To LAR, 012° bearing to MTL.

CHANGES: Tracks updated.

NOT TO SCALE

LISBON

114.8 LIS

N38 53.3 W009 09.8

ARRUDA

N38 59.7 W009 02.4

REAL 9S
RWY 21 DEPARTURE
TO BE USED PENDING MILITARY TRAFFIC CONDITIONS

LISBON Approach (R)
Apt Elev 119.1

LPPT/LIS
LISBON, PORTUGAL

COMMS LOST

11 JAN 08

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 performance is mandatory (refer to Airport Briefing pages).

Initial climb clearance FL100

ROUTEING

Climb on runway heading, at 2000' turn RIGHT to LIS, LIS R-016 to MTL.

CHANGES: Tracks & radial updated.
**TROIA 9N (TROI9N) RWYS 03, 35 DEPARTURE**

**LISBON, PORTUGAL**

---

**Rwy 35**

This SID requires a minimum climb gradient of 267' per NM (4.4%) until passing 1000'.

- **Ground speed-KT**: 75, 100, 150, 200, 250, 300
- **267' per NM**: 334, 446, 688, 891, 1114, 1337

Initial climb clearance FL60

**RUTING**

Climb to 2000', turn RIGHT, intercept 179° bearing from LAR to MONUR at or above 2500',

**REFERENCE**

- **LISBON**
  -**Apt Elev.**: 374' (N38 38.5 W008 59.8)
- **MONUR**
  -**Apt Elev.**: 307' (N38 38.5 W008 59.8)
- **ARRUDA**
  -**Apt Elev.**: 322' (N38 35.7 W007 02.4)
- **TROIA**
  -**Apt Elev.**: 119.1' (N38 14.8 W009 08.8)

---

**CONSTRUCTION WORK**

REFER ALSO TO LATEST NOTAMS

- **DAY work in progress South of Rwy 17/35**, extending through last 984'/300m portion of Rwy 17.
- **Night work in progress East of Rwy 17/35**, on construction of Twy Y extending along east strip maintaining a safety distance of 139'/42.5 m from Rwy 17/35 centerline. Rwy 17/35 available for taxing.
- **Night work in progress along Twy A2**, during this period Twy A2 is closed. Apron A is closed between intersections with Twy M1 and stand A22 entrance centerline.
- **Night work in progress along Twys G1 and G2**, Rwy 17/35 is closed on intersection area of Twys G1 and G2 with Rwy 17/35.
PHASE 5
DAY work in progress along Rwy 17/35 between intersection with Twys U2/U3 and G1/G2 maintaining a safety distance of 139'/42.5 m from both taxiway centerlines.

PHASE 6
DAY work in progress along Rwy 17/35 between intersection with Twys U2/U3 maintaining a safety distance of 492'/150m from Rwy 03/21 centerline.

PHASE 7
NIGHT work in progress along Rwy 17/35 between intersection with Twys U2/U3 and Rwy 17 threshold. Rwy 17/35 closed between intersection of Twys U2/U3 and Rwy 17 threshold. Rwy 03/21 operation not affected. Men and machinery maintaining always a minimum safety distance of 492'/150m from Rwy 03/21 centerline.

PHASE 8
DAY work in progress along Rwy 17/35 between intersection Rwy 03/21 and Rwy 17 threshold. Rwy 17/35 closed on portion between Rwy 17 threshold and intersection of Rwy 03/21. Rwy 03/21 operation not affected. Men and machinery maintaining always a minimum safety distance of 492'/150m from Rwy 03/21 centerline.
Take-off prohibited from interaction with rwy 17/35 or rwy 52.
Rwy grooved from THR 03 up to 3081'/939m North of THR 03.

**RCLM (DAY only)**

<table>
<thead>
<tr>
<th>Width</th>
<th>250m</th>
<th>300m</th>
<th>400m</th>
<th>500m</th>
</tr>
</thead>
<tbody>
<tr>
<td>RCLM</td>
<td>250m</td>
<td>300m</td>
<td>400m</td>
<td>500m</td>
</tr>
</tbody>
</table>

**RL & CL**

<table>
<thead>
<tr>
<th>Width</th>
<th>200m</th>
<th>150m</th>
<th>125m</th>
</tr>
</thead>
<tbody>
<tr>
<td>RL</td>
<td>200m</td>
<td>150m</td>
<td>125m</td>
</tr>
</tbody>
</table>

**LVP must be in Force**

- **All Rwy**: RCLM (DAY only) or RL
- **All Rwy**: RCLM (DAY only) or RL
- **All Rwy**: RCLM (DAY only) or RL
- **All Rwy**: RCLM (DAY only) or RL

**Static Roll**:

- **LVP**: Tail wind component not greater than 3 KT (Northwind)
**INS COORDINATES**

<table>
<thead>
<tr>
<th>STAND No.</th>
<th>COORDINATES</th>
<th>ELEV</th>
<th>STAND No.</th>
<th>COORDINATES</th>
</tr>
</thead>
<tbody>
<tr>
<td>A4 thru A6</td>
<td>N38 46.0 W009 07.8</td>
<td>350</td>
<td>J2</td>
<td>N38 46.1 W009 08.2</td>
</tr>
<tr>
<td>A7</td>
<td>N38 46.1 W009 07.8</td>
<td>331</td>
<td>J3</td>
<td>N38 46.1 W009 08.2</td>
</tr>
<tr>
<td>A14</td>
<td>N38 46.1 W009 07.8</td>
<td>330</td>
<td>J4</td>
<td>N38 46.2 W009 08.2</td>
</tr>
<tr>
<td>A15, A16</td>
<td>N38 46.2 W009 07.8</td>
<td>330</td>
<td>J5</td>
<td>N38 46.2 W009 08.2</td>
</tr>
<tr>
<td>A17</td>
<td>N38 46.2 W009 07.8</td>
<td>329</td>
<td>J6</td>
<td>N38 46.2 W009 08.2</td>
</tr>
<tr>
<td>A22</td>
<td>N38 46.3 W009 07.9</td>
<td>327</td>
<td>L1</td>
<td>N38 46.1 W009 08.2</td>
</tr>
<tr>
<td>A23</td>
<td>N38 46.3 W009 07.9</td>
<td>326</td>
<td>L2</td>
<td>N38 46.0 W009 08.3</td>
</tr>
<tr>
<td>A24</td>
<td>N38 46.3 W009 07.9</td>
<td>325</td>
<td>L3</td>
<td>N38 46.1 W009 08.2</td>
</tr>
<tr>
<td>A25</td>
<td>N38 46.4 W009 07.9</td>
<td>324</td>
<td>L4</td>
<td>N38 46.1 W009 08.4</td>
</tr>
<tr>
<td>A26</td>
<td>N38 46.4 W009 07.9</td>
<td>323</td>
<td>L5</td>
<td>N38 46.2 W009 08.2</td>
</tr>
<tr>
<td>B1, B2</td>
<td>N38 46.8 W009 07.8</td>
<td>320</td>
<td>L6</td>
<td>N38 46.1 W009 08.4</td>
</tr>
<tr>
<td>B3</td>
<td>N38 46.8 W009 07.8</td>
<td>319</td>
<td>L7</td>
<td>N38 46.1 W009 08.2</td>
</tr>
<tr>
<td>B4</td>
<td>N38 46.8 W009 07.7</td>
<td>318</td>
<td>L8</td>
<td>N38 46.1 W009 08.4</td>
</tr>
<tr>
<td>B5</td>
<td>N38 46.9 W009 07.7</td>
<td>317</td>
<td>L9</td>
<td>N38 46.1 W009 08.2</td>
</tr>
<tr>
<td>D1, D2</td>
<td>N38 46.7 W009 08.0</td>
<td>330</td>
<td>L10</td>
<td>N38 46.1 W009 08.4</td>
</tr>
<tr>
<td>D3</td>
<td>N38 46.7 W009 08.0</td>
<td>329</td>
<td>L11</td>
<td>N38 46.1 W009 08.2</td>
</tr>
<tr>
<td>D4</td>
<td>N38 46.7 W009 08.0</td>
<td>328</td>
<td>L12</td>
<td>N38 46.2 W009 08.2</td>
</tr>
<tr>
<td>E1</td>
<td>N38 46.4 W009 07.8</td>
<td>321</td>
<td>L15, L17</td>
<td>N38 46.2 W009 08.2</td>
</tr>
<tr>
<td>E2 thru E4</td>
<td>N38 46.5 W009 07.9</td>
<td>320</td>
<td>L19</td>
<td>N38 46.2 W009 08.2</td>
</tr>
<tr>
<td>E5</td>
<td>N38 46.6 W009 07.9</td>
<td>324</td>
<td>L21</td>
<td>N38 46.2 W009 08.2</td>
</tr>
<tr>
<td>F4</td>
<td>N38 46.3 W009 08.1</td>
<td>338</td>
<td>L23</td>
<td>N38 46.2 W009 08.3</td>
</tr>
<tr>
<td>F6</td>
<td>N38 46.3 W009 08.2</td>
<td>340</td>
<td>V01</td>
<td>N38 46.0 W009 08.4</td>
</tr>
<tr>
<td>F8</td>
<td>N38 46.3 W009 08.2</td>
<td>341</td>
<td>V03</td>
<td>N38 46.1 W009 08.4</td>
</tr>
<tr>
<td>F10</td>
<td>N38 46.2 W009 08.3</td>
<td>341</td>
<td>V03</td>
<td>N38 46.1 W009 08.4</td>
</tr>
<tr>
<td>J1</td>
<td>N38 46.1 W009 08.1</td>
<td>334</td>
<td>V03</td>
<td>N38 46.1 W009 08.4</td>
</tr>
</tbody>
</table>

**CHANGES:** Notes transferred to 10-1P pages.

**LEGEND**
- Arrival taxiroutes
- Departure taxiroutes

**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 51, pilots shall join standard taxi route on rwy 22 or U5, as appropriate.
- If rwy 03 is vacated via twy U5, pilots shall comply with the procedures for rwy HN.

**DEPARTURE RWY 03**
- Rwy 03 CAT II/III holding points shall be used, to provide separation between aircraft.
- Do not cross rwy 17/35 without ATC clearance.
- If not cleared to cross rwy 17/35, contact ATC when approaching rwy G1 or U5.
- 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 rwy G1.

**NOTICE:** PRINTED FROM AN EXPIRED REVISION. Disc 01-2008
PILOT INSTRUCTIONS

1. Follow twy lead-in line and adjust according to the directions of the centerline beacon side-in guidance.
2. Check correct actf 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 actf type.
4. Approximately 9'19m before STOP.
5. 7'39m before STOP, actf type goes steady. If speed is too high, SLOW DOWN can be shown.
6. 6'19m before stop position aircraft series information disappears.
7. 4'15m 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.
9. When actf has less than 49'15m to STOP thermostat begins to move from bottom to top.
10. When stop position is reached, display indicates STOP and if actf is parked correctly, display indicates also OK.
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.
JeppView 3.5.2.0

**LISBON, PORTUGAL**

**LPPT/LIS**

- **Final Approach Fix (FAF):** LISBON
- **Intermediate Approach Fix (IAF):** ARRUDA

**ILS**

- **Rwy 03:** ILS-1
- **Rwy 21:** ILS-2

**Recommended Altitudes**

- **LOC (GS out):**
  - **DA:** 130 ft
  - **H:** 3000 ft
- **ILS GS:**
  - **ILS-1:** 130 ft
  - **ILS-2:** 130 ft

**MISSED APCH:**

- **CP NDB:** Climb STRAIGHT AHEAD to 4000', then proceed to LAR NDB holding and contact ATC.

**Alt Set:**

- **hPa:** 1120
- **Transalt:** 4000'
- **Trans level:** By ATC

**ILS DME:**

- **ILS-1:** Reads zero at rwy 03 50' after threshold.
- **ILS-2:** Reads zero at rwy 21 50' after threshold.

**ATIS**

- **LISBON Approach:** 121.75
- **LISBON Tower:** 121.75

**ILS LOC (GS out) & ILS GS**

- **GS out:**
  - **DA:** 130 ft
  - **H:** 3000 ft
- **GS in:**
  - **DA:** 130 ft
  - **H:** 3000 ft

**Gnd speed:**

- **Kts:** 70 90 100 120 140 160

**LOC Descent Gradient:**

- **5.2%**

**CHANGES:**

- **Bearings:**
- **Alt Set:**
  - **hPa:** 1120
  - **Transalt:** 4000'
  - **Trans level:** By ATC
- **ILS DME:**
  - **ILS-1:** Reads zero at rwy 03 50' after threshold.