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Revision Letter For Cycle 03-2020

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## General Information

Location: LISBON PRT  
 ICAO/IATA: LPPT / LIS  
 Lat/Long: N38° 46.45', W009° 08.05'  
 Elevation: 374 ft

Airport Use: Public  
 Daylight Savings: Observed  
 UTC Conversion: +0:00 = UTC  
 Magnetic Variation: 3.0° W

Fuel Types: Jet A-1  
 Customs: Yes  
 Airport Type: IFR  
 Landing Fee: Yes  
 Control Tower: Yes  
 Jet Start Unit: No  
 LLWS Alert: No  
 Beacon: No

Sunrise: 0737 Z  
 Sunset: 1804 Z

## Runway Information

Runway: 17  
 Length x Width: 7595 ft x 148 ft  
 Surface Type: asphalt  
 TDZ-Elev: 371 ft  
 Lighting: Edge

Runway: 21  
 Length x Width: 12156 ft x 148 ft  
 Surface Type: asphalt  
 TDZ-Elev: 354 ft  
 Lighting: Edge, ALS, Centerline, TDZ  
 Displaced Threshold: 1640 ft

Runway: 35  
 Length x Width: 7595 ft x 148 ft  
 Surface Type: asphalt  
 TDZ-Elev: 335 ft  
 Lighting: Edge, ALS  
 Displaced Threshold: 213 ft

Runway: 03  
 Length x Width: 12156 ft x 148 ft  
 Surface Type: asphalt  
 TDZ-Elev: 349 ft  
 Lighting: Edge, ALS, Centerline, TDZ  
 Displaced Threshold: 295 ft

**Communication Information**

- ATIS: 121.955 Departure Service
- ATIS: 124.155 Arrival Service
- Lisbon Tower: 118.105
- Lisbon Tower: 118.505 Secondary
- Lisbon Ground: 118.505 Secondary
- Lisbon Ground: 121.755
- Lisbon Clearance Delivery: 118.505 Secondary
- Lisbon Clearance Delivery: 118.955
- Lisbon Approach: 120.355 Secondary RCO
- Lisbon Approach: 119.555 Secondary RCO
- Lisbon Approach: 119.105 RCO
- Lisbon Arrival: 119.555 Secondary
- Lisbon Arrival: 125.130
- Lisbon Arrival: 120.355 Secondary
- Lisbon Control: 120.355 Secondary RCO
- Lisbon Control: 123.980 RCO
- Alpha Tango One Operations: 121.600 Military
- Lisbon Control: 119.555 Secondary RCO

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**LISBON, PORTUGAL**  
**AIRPORT BRIEFING**

## 1. GENERAL

### 1.1. ATIS

D-ATIS Arrival      124.155  
D-ATIS Departure    121.955

### 1.2. NOISE ABATEMENT PROCEDURES

#### 1.2.1. NIGHTTIME RESTRICTIONS

Landing and/or take-off is forbidden between 0000-0600LT, except in cases of force majeure. However, according to governmental deliberation, exception regime has been granted for Lisbon APT in which landing and/or take-off of ACFT engaged in commercial aviation or aerial work are allowed in a limited number.

The authorization for air movements during this period is conditioned to:

1. The number of movements per week shall not exceed a total limit of 91;
2. The noise level of the ACFT concerned, in compliance with ICAO:

Noise Level Band (EPNdB)	QUOTA Count
below 87	0
87 - 89.9	0.5
90 - 92.9	1
93 - 95.9	2
96 - 98.9	4
99 - 101.9	8
more than 101.9	16

The noise level classification of an ACFT either at landing or at take-off is given by the values indicated in the ACFT manufacturer's noise certificate, taking into account the reference points specified in the technical standards applicable to the approach to landing, overflight for take-off and sideline procedures, at full power.

Without prejudice to provisions of Article 7 and 8 of Decreto-Lei nr°. 293/2003 of 19 November 2003, on the exemption of ACFT registered in the developing countries and applicability of an exemption to the operation of ACFT under exceptional circumstances, respectively, the ACFT to operate in the night air movements allowed during this period shall comply with the following requirements:

- a) ACFT classified in levels 8 and 16 cannot be scheduled for the night period;
- b) ACFT classified in level 4 cannot be scheduled for take-off during the night period on regular air services;
- c) ACFT classified in level 2 can be scheduled for take-off between 0000-0030LT as well as from 0500LT thereon;
- d) ACFT classified in levels 0, 0.5 and 1 are not subject to restrictions;
- e) ACFT falling into the criteria set out in 5- of this number authorized to land during night period are forbidden to reverse thrust, right after landing.

#### 1.2.2. RUN-UP TEST

Engine test runs may only take place:

- On multipurpose ramp;
- Short engine checks at idle power are allowed on stand. TWR permission required.

Test runs are allowed only from 0600-2200LT on the condition that a previous authorization was obtained from the APT Duty Officer (Telephone Ext. Nr. 21686 or 21782).

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## 1. GENERAL

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### 1.3. LOW VISIBILITY PROCEDURES

#### 1.3.1. GENERAL

Low Visibility Operations will be in force when:

a) RWY 03 in use:

- RVR TDZ RWY 03 is 800m or below; or
- Cloud Base Height RWY 03 is 200' or below; or
- Visibility conditions decrease rapidly.

b) RWY 21 in use:

- RVR TDZ RWY 21 is 550m or below; or
- Cloud Base Height RWY 21 is 200' or below; or
- Visibility conditions decrease rapidly.

Pilots will be informed via RTF if ATIS is unserviceable when Low Visibility Procedures are in force. Taxi instructions will be supported by switching the lights on and off. Pilots shall stop and request further instructions at any stop bar lighted, as well as at any segment of TWY centerline lights, unlighted. TWY centerline lights within LOC sensitive area are coded by alternative yellow and green lights.

If the Surface Surveillance System is out of service, pilots of ACFT crossing RWY 03/21 shall report the LOC sensitive area vacated, when the ACFT is completely out of the yellow and green TWY centerline lights.

#### 1.3.2. ARRIVAL

Ground Safeguarding Procedures will ensure that ILS protection areas (critical and sensitive areas) are clear of traffic before issuing landing clearance (never after 2NM from touchdown). When ACFT reaches that point and landing clearance cannot be issued, it 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 RWY exits will be lighted, and pilots should select the first convenient exit. If the Surface Surveillance System is out of service, pilots shall report the LOC sensitive area vacated, and the TWY segment through which it vacates, when the ACFT is completely out of the yellow and green 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 30

All push-back must place the ACFT at TWY V axle nose faced South.

#### 1.3.5. APRON 42

Push-back from stands 424 thru 426 shall be assisted by Follow-me on Tower request to guarantee TWYs U1 and P clearance.

### 1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

#### 1.4.1. OPERATION OF MODE S TRANSPONDER WHEN ACFT IS ON GROUND

ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on ground.

Pilots shall select AUTO Mode and assigned Mode A code.

If AUTO Mode is not available, select ON and assigned Mode A code

- from the request for push-back or taxi, whichever is earlier;
- after landing, continuously until ACFT is parked on stand.

When parked on stand, select STBY or OFF.

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## 1. GENERAL

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Whenever ACFT is capable of reporting ACFT ident, ACFT ident should be entered through FMS or transponder control panel from the request for push-back or taxi, whichever is earlier. Use ICAO defined format for entry of ACFT ident.

To ensure that performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS should be selected when approaching holding point. It should then be deselected after vacating RWY. For ACFT taxiing without flight plan, Mode A code 2000 should be selected.

### 1.5. RWY OPERATIONS

#### 1.5.1. 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.

Due to the proximity Restricted Areas LP-R26A, LP-R42A and LP-R42B, the use of RWY 17/35 for departure and/or arrival requires coordination and depends on Military conditions.

RWY 35 should only be used when required for safety reasons (i.e. crosswind or windshear on RWY 03) and not for convenience, time or fuel saving.

RWY 17 should only be used for departures. When required, it can be used for arrivals by ACFT with approach guidance requirements less demanding than turbo-jet and other ACFT of similar approach guidance requirements.

When RWY 03/21 is closed, RWY 35 will be RWY-in-use regardless of wind and visibility conditions.

### 1.6. TAXI PROCEDURES

#### 1.6.1. GENERAL

For Taxi Routings refer to 10-9 charts.

Taxilane D MAX wingspan 102'/31m.

Taxilane E MAX wingspan 118'/36m.

Taxilane F MAX wingspan 118'/36m.

Taxilanes A1, A2, M1, K and Y MAX wingspan 157'/48m.

Taxilanes B, C and W MAX wingspan 167'/51m.

Avoiding of other ACFT and obstacles in holding areas is the responsibility of the flight crew involved.

ACFT with code letter E or above must perform judgmental oversteering instead of cockpit over centerline steering during taxiing. Caution required on all taxi routes.

All 4-engine ACFT with code letter E or above shall not use differential engine thrust on engines 1 and 4 above 40 percent N1 (fan speed) or engine reverse thrust to make sharp turns oversteering.

In order to avoid jet blast affecting RWY safety operation, ACFT vacating or crossing RWYs shall not stop until the RWY ILS sensitive area is completely free or until reaching parallel alignment with the RWY centerline whichever is applicable, unless otherwise instructed by ATC.

It is not allowed for ACFT taxiing Northbound on TWY S3 to turn RIGHT and enter TWY U6.

Heavy ACFT not authorized to turn from TWY G2 onto TWY U2 due to Jet Blast.

#### 1.6.2. REDUCED ENGINE TAXI

Whenever operationally and safely feasible, all ACFT are requested to shut down as many engines as possible while taxiing and holding on the ground, EXCEPT in the following circumstances:

- By any ACFT reaching the holding point that is required to cross an active RWY (no ACFT in front on the same TWY).
- By any ACFT reaching the holding point for line-up (no ACFT in front on the same TWY).

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## 1. GENERAL

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### 1.6.3. APRON RESTRICTIONS

#### 1.6.3.1. APRONS 10, 11, 12 AND 14

Use minimum power when taxiing on taxilanes A1 and A2. This is of utmost importance specially when turning to cross or enter RWY 17/35 via TWY K, M1, Y and G1, due to jet blast hazard affecting apron stands and vehicle movements on service roads adjacent to TWYs A1 and A2.

Except for safety reasons all multi-propeller engine ACFT must have LEFT engines fully stopped before entering the stand.

It is strictly forbidden to move backwards on any stand by releasing ACFT breaks and without assistance.

ACFT with wingspan greater than 190'/58m entering stands on apron 14 shall consider that wing tip clearance may be reduced to MIM 15'/4.5m if adjacent ACFT is the critical one for that stand.

Pilots on apron 14 shall confirm alignment with azimuth guidance before cross information marking 'Reduced Clearance'.

#### 1.6.3.2. APRON 30

Push-back must place the ACFT at the dedicate axle only for push-back purpose compulsory within the trapezium delimited with 2 dash lines (North to TWY U1 and South to TWY N1).

From stand 301 the push-back maneuver must place the ACFT at the dedicate axle inside the lines of the clearance U1 and N1, nose faced South.

From stand 302 the push-back maneuver must place the ACFT at the dedicate axle inside the lines of clearance U1 and N1, nose faced North.

#### 1.6.3.3. APRON 50

When ACFT exceeding a wingspan of 213'/65m are exceptionally parked on this apron, they should always enter and exit via TWY M2 assisted by Follow-me car while taxiing on taxilane J.

ACFT faced North at taxilane J must only initiate taxiing after clearance for entering taxilane Q1. Stopping is not allowed to avoid jet blast at stand 506.

#### 1.6.3.4. APRON 60

ACFT with a wingspan of at least 118'/36m shall use TWY G2 instead of TWY F.

#### 1.6.3.5. APRON 70

On stands 701 thru 703 (nose out) ACFT will have direct entrance thru TWY R2 and the departing maneuver will be autonomous thru taxilane D and via taxilane W1.

On stand 704 (nose in) the ACFT will enter via taxilane W1 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 taxilane W1 under Tower instructions.

Use minimum power necessary when taxiing on this apron. This is of utmost importance when break away from stands 701 thru 703 and maneuvering to exit apron, where jet blast can affect adjacent stands and vehicles on apron service roads.

### 1.6.4. FOLLOW-ME AND MARSHALLER ASSISTANCE

Follow-me and marshaller assistance available on request. Assistance compulsory for stands not equipped with APIS.

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## 1. GENERAL

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### 1.6.5. ACFT TOWING PROCEDURES

ACFT that are to be towed to another stand or to/from the maintenance areas, or to/from temporary parking areas, must have the transponder set to the appropriate mode/code in order that the ACFT's registration number is displayed on the ATC radar screen.

From the time of the request for push-back or tow, until the ACFT is fully parked on stand, the transponder must be switched on with the Mode A code 2000 selected. Dependent on the type of ACFT, the transponder must either be switched to "Alt-Off", "X-pndr" or "Auto" to display the ACFT registration. If the "Aircrew Procedures" above are not followed, the towing crew will also have to select A2000 on the transponder and clear the Flight ID from the FMS/xpndr window.

Towing of ACFT is not allowed with RVR equal or less than 400m, unless the ACFT have an A-SMGCS operational transmitter.

### 1.7. PARKING INFORMATION

#### 1.7.1. GENERAL

Aprons 10, 11, 12, 14 and 60 provided with ACFT Stand Maneuvering Lights (ASMGL).

Stands 104 thru 506 and 801 thru 806 equipped with APIS.

When maneuvering on stands with passenger boarding bridge, upon reaching the bridge canopy if APIS distance to stop is not shown by APIS display or the vertical visual indicator thermometer in the display does not respond to the ACFT approach, pilot must stop ACFT immediately.

Due to ACFT parking stands shortage APT slots for non-based carriers are restricted to MAX 3 hours parking, except upon prior approval from APT management.

All ACFT based at Lisbon are only allowed to park for 18 hours. Extension to this parking period must be subject to APT management prior approval. The granted extension is valid just for the time limit (date and hour) approved.

Failure to comply with the limit approved on departing ACFT (based or non-based) is subject to surcharge.

#### 1.7.2. AUXILIARY POWER UNIT (APU)

##### 1.7.2.1. GENERAL

ACFT, intending to operate single engine taxi-in, must consider in due time if able to shut down LEFT engines before having GPU or Ground Power System available. If unable due to APU inoperative, RIGHT engines shall then be maintained running instead of LEFT engines, which must be shut down immediately upon ACFT on stand stops taxiing.

APU must be shut down at the earliest opportunity on arrival at stand.

APU must not be left running unless either a qualified person is in attendance or the APU has both, an auto-shutdown and an auto-extinguish facility.

GPU is not allowed on stands unless Ground Power System is not available.

##### 1.7.2.2. NARROW BODY ACFT

- Use of APU is restricted to 15 minutes after arrival and not more than 30 minutes before departure.
- If ACFT is on a short turnaround time of less than 55 minutes, APU may be left ON after arrival.
- If OAT is below 5°C or above 25°C, APU restriction is extended to 60 minutes before ETD.



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## 1. GENERAL

### 1.7.2.3. WIDE BODY ACFT

- Use of APU is restricted to 20 minutes after arrival.
- Use of APU is restricted to 75 minutes before departure or not more than 90 minutes when GPU has not enough power to support the FMS.
- If ACFT is on a short turnaround time of less than 110 minutes, APU may be left ON after arrival on stand.
- If OAT is below 5°C or above 25°C, APU restriction is extended to 90 minutes before ETD.

### 1.8. OTHER INFORMATION

Birds.

RWY 35 right-hand circuit.

## 2. ARRIVAL

### 2.1. NOISE ABATEMENT PROCEDURES

#### 2.1.1. VISUAL APPROACH PROCEDURES

From South to RWYs 03, 35: Descent to final approach altitude will be done over the river and maintained until aligned with the RWY (the city will be overflown on final and when aligned with the RWY).

From South to RWY 21: Descent to final approach altitude should be done over the river and maintained on left-hand downwind leg until aligned with the RWY.

From North to RWY 21: No restrictions.

From North to RWY 35: Right-hand traffic circuit.

From North to RWY 03: Left-hand 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 (0000-0600LT) period are strictly forbidden to reverse thrust right after landing.

### 2.2. CAT II/III OPERATIONS

RWY 03/21 approved for CAT II/III operations, special aircrew and ACFT certification required.

### 2.3. PROCEDURE TO REDUCE FREQUENCY OCCUPANCY

Report only callsign, cleared flight level and STAR on first contact with ATC.

### 2.4. RWY OPERATIONS

#### 2.4.1. GENERAL

Unless otherwise instructed by ATC, pilots should plan to vacate RWY 03 via HST-HN and RWY 21 via HST-HS.

If for any particular reason pilots wish to vacate RWY 03/21 via TWY S1 or RWY 17, they should make the request on first contact with TWR.

Traffic on approach to RWY 03 may be subjected to MACG of 3.5% until passing 2000' due to ATS constraints. This restriction, when needed, will be included in the ATIS arrival broadcast. If unable, pilot shall advise ATC prior to commencing the approach.

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## 2. ARRIVAL

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### 2.4.3. HIGH INTENSITY RWY OPERATIONS

High Intensity RWY Operations (HIRO) are valid from 0600-2400LT (0500-2300LT) unless otherwise advised by ATC (e.g. via ATIS). The HIRO system optimises separation of ACFT on final approach in order to minimise RWY occupancy time for both arriving and departing ACFT, thereby maximising RWY utilisation and minimising go-around.

Pilots are reminded that by leaving the RWY at the fastest speed commensurate with safety and standard operating procedures, ATC will be able to guide ACFT on final approach using minimum radar separation or separation minimum according to wake vortex category. Extended RWY occupancy may result in a go-around.

Do not request RWY 35 unless RWY 03 is unsuitable for a particular operation.

Vacate the RWY expeditiously at the recommended HST.

### 2.4.4. REDUCED RWY SEPARATION

General conditions for the application of reduced RWY separation at RWY 03/21:

- The tail wind component is not greater than 5 KT;
- Ground visibility is at least 5000m and the ceiling is not less than 1000'/300m;
- Braking action is not impaired by RWY deposits such as ice, slush, snow, water etc. Pilots should report any impaired braking action detected during landing or departure;
- Reduced RWY minimum separation is only used between arriving ACFT after an ACFT departing;
- The following ACFT receives traffic information as follows:  
... (call sign) ... traffic information ... (ACFT type) departing RWY ... (designator).
- Special landing procedures may be in force at APT in conditions shown hereunder, when the use will be as follows:

When the RWY in use is temporarily occupied by other traffic departing, landing clearance will be used to an arriving ACFT provided that at the time the ACFT crosses the THR of the RWY in use the following separation distance will exist:

- RWY 03: The departing ACFT has passed a point at least 2400m from the THR (reference on the ground is intersection U6).
- RWY 21: The departing ACFT has passed a point at least 2400m from the THR (reference on the ground is intersection P).
- When issuing a landing clearance following the application of these procedures, ATC will issue the second ACFT with the following instructions:  
... (call sign) ... after the departing ... (ACFT type) cleared to land RWY ... (designator).

### 2.5. OTHER INFORMATION

Turbulence can be expected on final and touchdown zone RWY 03 when wind direction is between 310° and 360°. With wind speeds between 14 KT and 20 KT, gusting up to 36 KT, moderate turbulence can be expected. With wind speeds above 21 KT and gusts above 36 KT severe turbulence can be expected.

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### 3. DEPARTURE

#### 3.1. APT COLLABORATIVE DECISION MAKING (A-CDM)

##### 3.1.1. FLIGHT PLAN VALIDATION

Incoming ATC flight plans for departures are validated with regard to their APT slots, i.e. the Scheduled Off-Block Times (SOBT). The Estimated Off-Block Time (EOBT) must correspond to the SOBT.

If the SOBT deviates from the EOBT, the relevant contact person will be informed and advised (via e-mail) to adjust the times accordingly.

##### 3.1.2. TARGET OFF-BLOCK TIME (TOBT)

The TOBT represents the time that an ACFT Operator or Handling Agent estimates to be ready to leave the stand.

Accurate TOBT management is therefore a prerequisite for a punctual departure.

TOBT at Lisbon APT is firstly calculated at the CDM Platform until ACFT Operators/Ground Handlers (AO/GH) send an update (manually or via interface). Only confirmed TOBT are accepted and sent to Air Traffic Control (ATC) systems, as 30 minutes prior to TOBT time.

If the TOBT cannot be respected, it must be corrected or re-entered by the person/system responsible for the TOBT. It has to be updated when deviations of more than 5 minutes (+/-) become obvious.

For deviations of 15 minutes or more it will still be mandatory to send a delay message (DLA) to the Network Manager Operations Center (NMOC).

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### 3. DEPARTURE

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#### 3.1.2.1. CHANGES ON TOBT VALUES AND/OR STATUS

After TOBT being sent to ATC, changes on TOBT only occur after a TSAT release or a TOBT cancelled which is marked as a TOBT D.

The new TOBT must be at least 5 minutes later than the current time.

If a flight is to be taken out of the TOBT/TSAT calculation, the TOBT is to be canceled. The TOBT must be re-entered by the person/system responsible for the TOBT.

If the ACFT is changed, a change message (CHG - type/registration) must be sent. In this case, the TOBT remains in effect and is allocated to the new ACFT.

#### 3.1.2.2. REGULATED AND NON-REGULATED FLIGHTS

Take-off parameters for regulated and non-regulated flights are respectively [-5';CTOT;+10'] and [-15';ETOT;+15'].

In case TOBT generates a Target Take-Off Time (TTOT) that is outside take-off parameters, TWR system will react according to the following:

- If the TTOT associated with the TOBT is earlier than the take-off parameters, TWR system will calculate a TSAT for the earliest possible TTOT within take-off parameters;
- If the TTOT associated with the TOBT is later than the take-off parameters, TWR system will release a TSAT equal to the TOBT, combined with an error message "TSAT-1 - possible TSAT not ok"; a DLA or a new CTOT is expected in order to grant start-up approval.

#### 3.1.3. TARGET START-UP APPROVAL TIME (TSAT)

TSAT is the target time for start-up approval according to the A-CDM procedure. The TSAT is the time provided by departure traffic management system. The system calculates for every departure the best possible start-up and/or off-block time to reduce queuing times at the RWY, while maintaining a high RWY utilization.

The TSAT is calculated by taking into account TOBT, ETOT/CTOT, SID, departure fix, wake turbulence category, ACFT type and variable taxi times from the parking position to the departure RWY, considering always the earliest possible TTOT.

The latest time for the TSAT calculation is up to 5 minutes after TOBT is sent to TWR. If TSAT is not received within 5 minutes, the person responsible for the TOBT should call A-CDM Monitoring Position (contact: +351 218413532).

#### 3.1.4. START-UP AND PUSH-BACK

Start-up approvals and push-back clearances are issued taking into account the TOBT and TSAT only. The sequence of the start-up request is no longer a factor.

The following rules apply:

- ACFT has to be ready for start-up at TOBT.
- Pilot must request start-up approval within the time period of TSAT +/-5 minutes.
- A new TOBT is compulsory if TSAT +5 minutes is exceeded; otherwise start-up approval may not be granted, and TSAT will be canceled.
- Ground will issue the start-up approval depending on the TSAT and the current traffic situation.
- The push-back/start-up procedure has to be initiated no later than two (2) minutes after the start-up approval has been issued.

#### 3.1.5. A-CDM ALERTS

An alert mechanism monitors expected upcoming events to trigger data updates and consistency. These alert messages will be either displayed at the CDM Platform Human Machine Interface (HMI) and/or sent to the responsible partner, via email and/or interface, to react onto the alerts as required.

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**LISBON, PORTUGAL**  
**AIRPORT BRIEFING**

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### **3. DEPARTURE**

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#### **3.2. START-UP, PUSH-BACK AND TAXI PROCEDURES**

##### **3.2.1. GENERAL**

Until 10 minutes prior to EOBT, departing traffic shall contact Delivery or Ground (between 0700-2200LT) or Tower (between 2200-0700LT) to inform/receive:

- Parking position;
- ATIS acknowledgement;
- ATC clearance, which includes:
  - ACFT identification;
  - Clearance limit, normally destination aerodrome;
  - Designator of the assigned SID, if applicable. When receiving the designator of the assigned SID, pilots shall comply with the published SID vertical profile;
  - Any other necessary instructions or information not contained in the SID description, e. g. CTOT.

##### **Departure from RWY 03:**

- ACFT taxiing via TWY G2, U1 and N1 expect take-off position N;
- ACFT taxiing via TWY M4 expect take-off position M;
- If unable advice ATC before starting taxi.

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9 JUN 17

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(10-1P10)

Eff 22 Jun

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### 3. DEPARTURE

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#### 3.2.2. START-UP AND PUSH-BACK

All traffic shall contact Ground (or Tower when Ground is closed) for push-back and/or start-up clearance.

Allocated SSR code will be transmitted by Ground (or Tower when Ground is closed) on push-back or start-up clearance.

ACFT outgoing from a nose-in stand allowed only when towed.

Use of reverse thrust (power back) for manoeuvring from a stand is not permitted.

Starboard engine allowed running in hotel mode for turbo-propeller ACFT while parked in stand, during ground rotation, if GPS not available or inadequate and for safety reasons.

If the ACFT engine is running in hotel mode, a crew member shall remain in the cockpit at all times.

Reverse thrust on propeller or jet engine as assistance on ACFT stopping during parking procedures, is not permitted, except for safety reasons to be justified.

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 manoeuvre. 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.

Engine cross-bleed starts are not allowed during push-back manoeuvres.

Exception applicable for turbo-propeller ACFT operating engine NR2 in hotel mode while parked in stand.

Traffic departing RWY 03 may be subjected to a climb gradient of 6% until passing 2000' due to ATS constraints. This restriction, when needed, will be included in the ATIS departure broadcast and/or clearance delivery. If unable, pilot shall advise ATC prior to start-up.

#### 3.2.3. TAXIING

MD11 shall taxi with engine number 2 at IDLE or shut down. B747, A340 and AN124 shall taxi with engines number 1 and 4 maintaining IDLE or shut down. AN124 and B748 are subject to taxi restrictions according Tower instructions.

In order to avoid turbulence effects on parked ACFT and structures due to engine blast:

- ACFT taxiing on TWYs A1, A2 or R1 and instructed to hold before RWY 17/35 shall stop and hold facing North or South. Stoppage is not allowed when on TWYs M1 or G1 and facing West;
- ACFT taxiing via TWY J to the North and instructed to hold before TWY Q1 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 engines number 1 and 4 at IDLE.

LPPT/LIS  
LISBON

JEPPesen

9 JUN 17

(10-1P11)

Eff 22 Jun

LISBON, PORTUGAL  
AIRPORT BRIEFING

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### 3. DEPARTURE

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#### 3.3. RWY OPERATIONS

##### 3.3.1. HIGH INTENSITY RWY OPERATIONS

High Intensity RWY Operations (HIRO) are valid from 0600-2400LT unless otherwise advised by ATC (e.g. via ATIS). The HIRO system optimises separation of ACFT on final approach in order to minimise RWY occupancy time for both arriving and departing ACFT, thereby maximising RWY utilisation and minimising go-around.

ATC will consider every ACFT at the RWY holding point as able to commence line-up and take-off roll immediately after clearance is issued, unless otherwise instructed. Pilots not ready when reaching the holding point (no ACFT in front on the same TWY) shall advise ATC on Tower frequency as early as possible before entering the RWY.

When cleared for take-off, ATC will expect and has planned on seeing movement within 10 seconds (of take-off clearance being issued). Wake vortex separation is applied by ATC in accordance with the published requirements. If more separation than the prescribed minima is required, pilots shall notify ATC before entering the RWY.

When possible, cockpit checks and cabin readiness should be completed before line-up, and any checks needing completion on the RWY should be kept to the minimum required.

Do not request RWY 35 unless RWY 03 is unsuitable for a particular operation. Unless otherwise instructed, contact Approach when passing 1000'.

#### 3.4. PROCEDURE TO REDUCE FREQUENCY OCCUPANCY

Report only callsign and altitude on first contact with APPROACH.

#### 3.5. NOISE ABATEMENT PROCEDURES

SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.

#### 3.6. OTHER INFORMATION

When RWY 21 is in use, the preferred departure position for all ACFT, except for heavy jets, should be position U.

Pilots shall advise ATC on start-up when full length is required.

LPPT/LIS  
LISBON

JEPPESSEN  
17 MAY 19  
Eff 23 May 10-1R

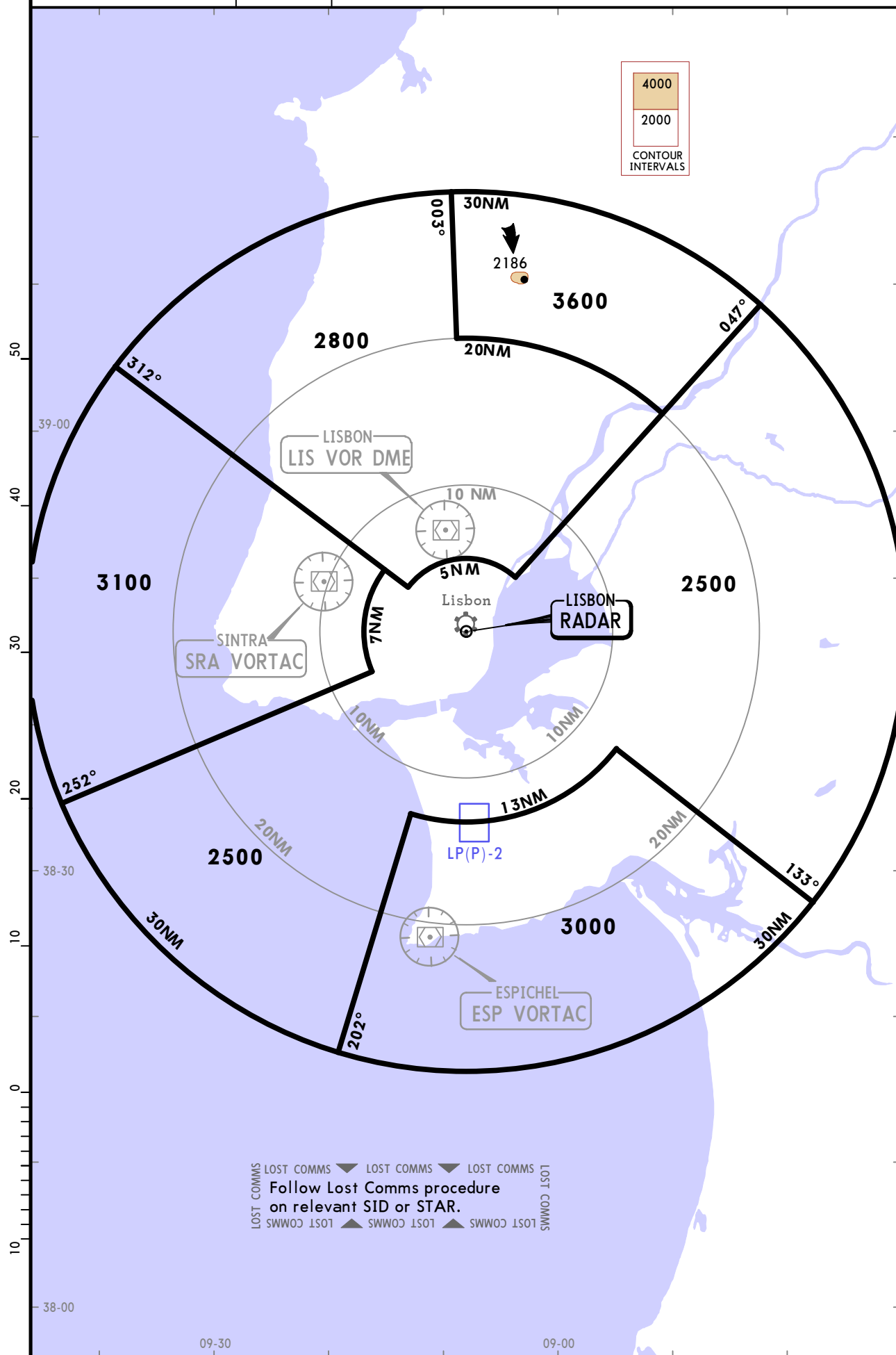
LISBON, PORTUGAL

RADAR MINIMUM ALTITUDES

LISBON Approach (R)  
119.105

Apt Elev  
374

Alt Set: hPa  
Trans level: By ATC Trans alt: 4000  
When vectoring aircraft, headings will be allocated so as to avoid Danger and Restricted areas.



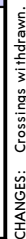
CHANGES: Communications.

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CHANGES: None.



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D-ATIS  
124.155

Apt Elev  
374

Alt Set: hPa    Trans level: By ATC

1. RNAV 1.    2. GNSS or DME/DME or DME/DME/IRU required.

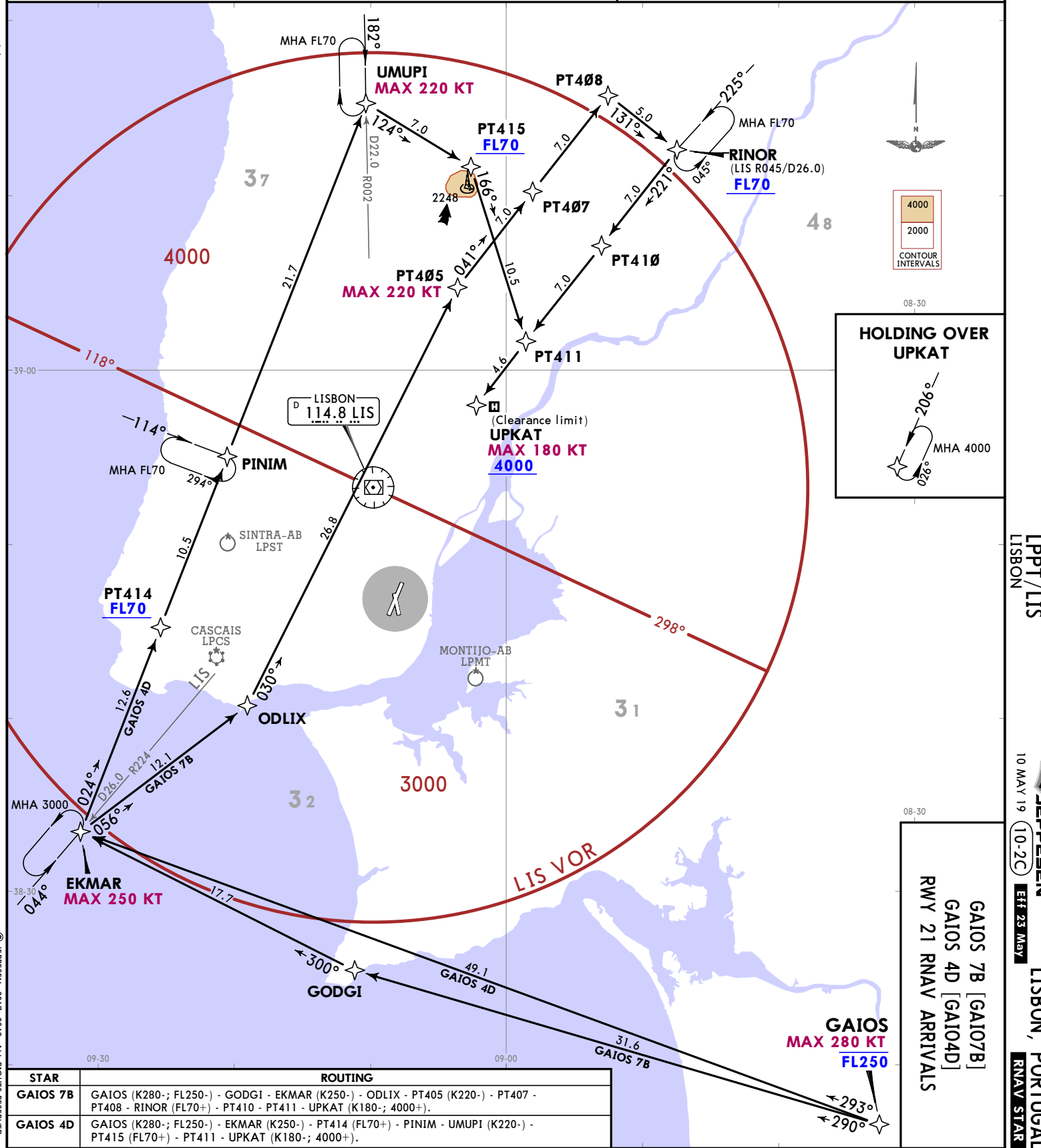
3. EXPECT RADAR vectoring or instructions to follow specified waypoints.

4. When planning STARs vertical profile, an explicit ATC descend clearance is always required.    5. Non-RNAV ACFT shall proceed on airways to either ESP, LIS or FTM and expect ATC instructions for final approach.

GAIOS 7B [GAIO7B]  
GAIOS 4D [GAIO4D]  
RWY 21 RNAV ARRIVALS

SPEED:

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





LPPT/LIS  
LISBON

**JEPPESSEN**  
10 MAY 19 **10-2E** Eff 23 May

**LISBON, PORTUGAL**  
**RNAV STAR**

D-ATIS <b>124.155</b>	Apt Elev <b>374</b>	Alt Set: hPa Trans level: By ATC 1. RNAV 1. 2. GNSS or DME/DME or DME/DME/IRU required. 3. EXPECT RADAR vectoring or instructions to follow specified waypoints. 4. When planning STARs vertical profile, an explicit ATC descend clearance is always required. 5. Non-RNAV ACFT shall proceed on airways to either ESP, LIS or FTM and expect ATC instructions for final approach.
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**IDBID 7B [IDBI7B], INBOM 5B [INB05B]**

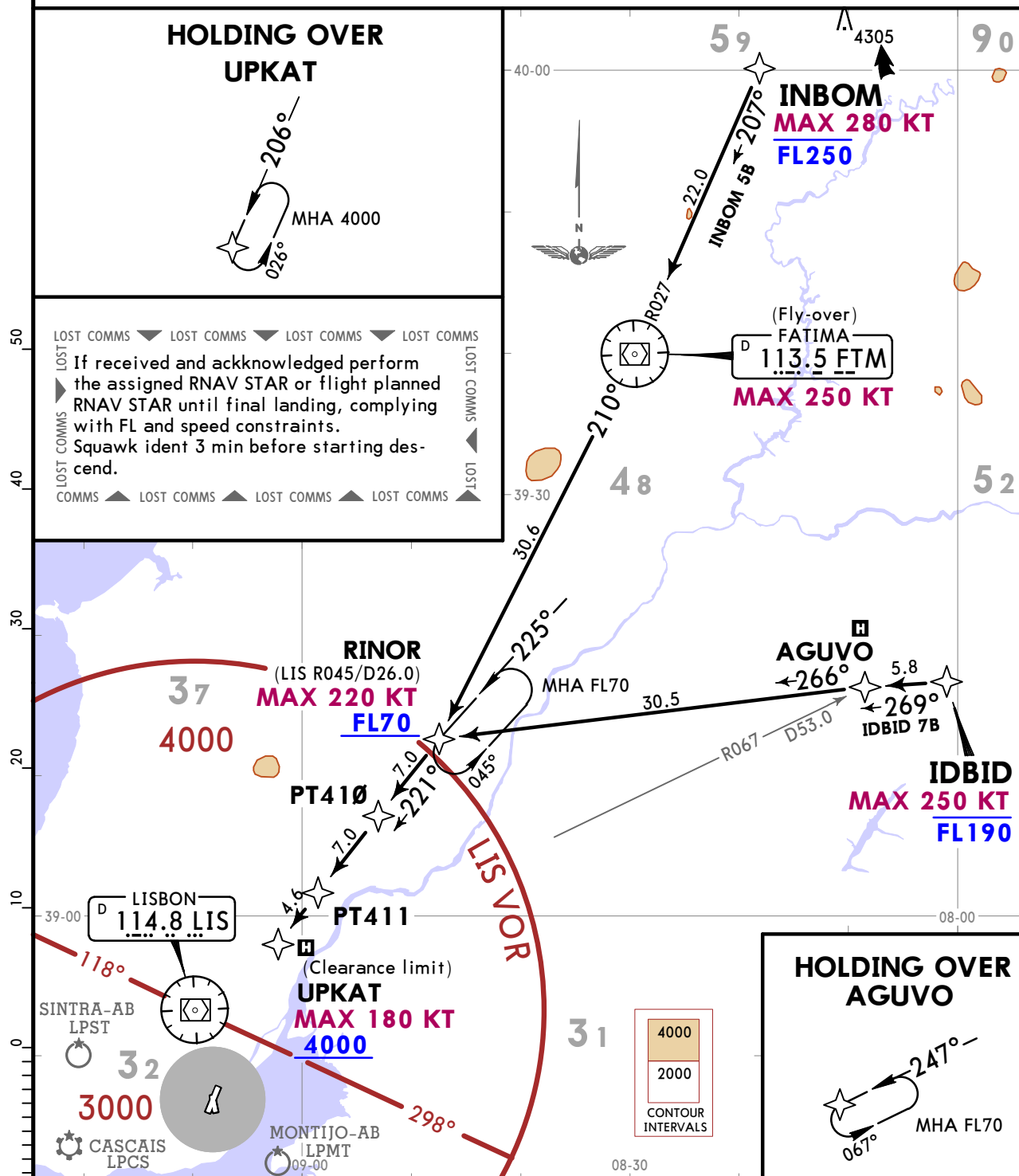
**RWY 21 RNAV ARRIVALS**

**SPEED: 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**

**HOLDING OVER  
UPKAT**



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS  
If received and acknowledged perform the assigned RNAV STAR or flight planned RNAV STAR until final landing, complying with FL and speed constraints. Squawk ident 3 min before starting descend.  
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



STAR	ROUTING
<b>IDBID 7B</b>	IDBID (K250-; FL190-) - AGUVO - RINOR (K220-; FL70+) - PT410 - PT411 - UPKAT (K180-; 4000+).
<b>INBOM 5B</b>	INBOM (K280-; FL250-) - FTM (K250-) - RINOR (K220-; FL70+) - PT410 - PT411 - UPKAT (K180-; 4000+).

CHANGES: Crossing over AGUVO withdrawn.

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CHANGES: RNAV STARs renumbered & revised.

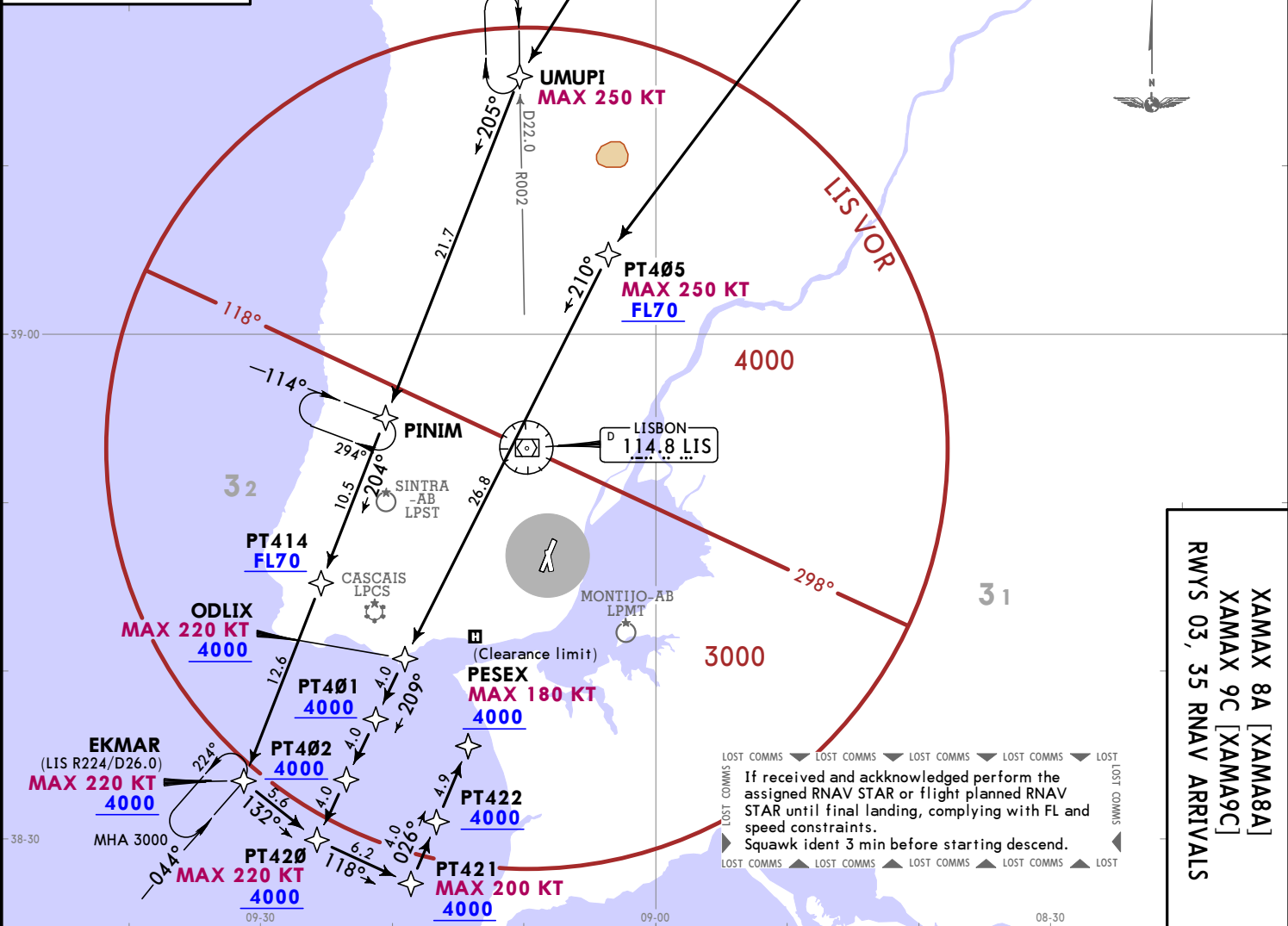
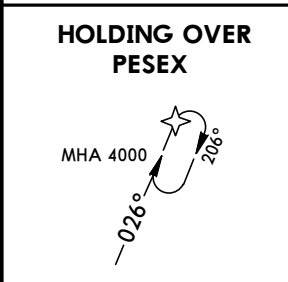
LPPT/LIS  
LISBON

D-ATIS 124.155	Apt Elev 374	Alt Set: hPa Trans level: By ATC 1. RNAV 1. 2. GNSS or DME/DME or DME/DME/IRU required. 3. EXPECT RADAR vectoring or instructions to follow specified waypoints. 4. When planning STARs vertical profile, an explicit ATC descend clearance is always required. 5. Non-RNAV ACFT shall proceed on airways to either ESP, LIS or FTM and expect ATC instructions for final approach.
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XAMAX 8A [XAMA8A] XAMAX 9C [XAMA9C] RWYS 03, 35 RNAV ARRIVALS	
<b>SPEED:</b> 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	

STAR	ROUTING
XAMAX 8A	XAMAX (K280-; FL290-) - FTM (K280-; FL250-) - PT405 (K250-; FL70+) - ODLIX (K220-; 4000+) - PT401 (4000+) - PT402 (4000+) - PT420 (K220-; 4000+) - PT421 (K200-; 4000+) - PT422 (4000+) - PESEX (K180-; 4000+).
XAMAX 9C	XAMAX (K280-; FL290-) - BADUM (K280-; FL250-) - UMUPI (K250-) - PINIM - PT414 (FL70+) - EKMAR (K220-; 4000+) - PT420 (K220-; 4000+) - PT421 (K200-; 4000+) - PT422 (4000+) - PESEX (K180-; 4000+).

① To be used depending on military conditions.



**XAMAX 8A [XAMA8A]  
XAMAX 9C [XAMA9C]  
RWYS 03, 35 RNAV ARRIVALS**

LOST COMMS  
If received and acknowledged perform the assigned RNAV STAR or flight planned RNAV STAR until final landing, complying with FL and speed constraints.  
Squawk ident 3 min before starting descend.  
LOST COMMS

1. All Set: hPa Trans level: By ATC
2. RNAV 1.
3. DME/DME or DME/IRU
4. GNS/DME or DME/IRU
5. EXPECT RADAR vectoring or instructions to follow specified waypoints.
6. When planning STARs vertical profile, an explicit ATC descend clearance is always required.
7. Non-RNAV ACFT shall proceed on airways to either ESP, LIS or FIM and expect ATC instructions for final approach.

D-ATIS  
124.155

Apt Elev

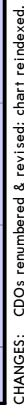
XAMAX 5B [XAMA5B]  
XAMAX 7D [XAMA7D]  
RWY 21 RNAV ARRIVALS  
**SPEED:** MAX 280 KT BETWEEN  
FL245 & FL100  
XAMAX 250 KT AT OR BELOW FL100  
MAX 220 KT AT OR BELOW FL70  
MAX 200 KT AT OR BELOW 4000

If received and acknowledged perform the assigned RNAV STAR or flight planned RNAV STAR until final landing, complying with FL and speed constraints.  
 Squawk ident 3 min before starting descend.

**HOLDING OVER  
UPKAT**

STAR	ROUTING
XAMAX 5B	XAMAX (K280+; F1250-) - FTM (K250-) - RINOR (K220+; F170+) - PT410 - PT411 - UPKAT (K180+; 4000+)
XAMAX 7D	XAMAX (K280+; F1250-) - BADUM (K250-) - UMUPI (K220+) - PT415 (F170+) - PT411 - UPKAT (K180+ 4000+)





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**ROUTING**

UNPOT (K280-; FL230-; FL150+) - EKMAR (FL100-; FL80+) - PT422 (5700-; 5000+) - PESEX (K180-; 4000).

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LPPT/LIS  
LISBON

JEPPESSEN  
24 MAY 19 10-3A

LISBON, PORTUGAL  
RNAV SID

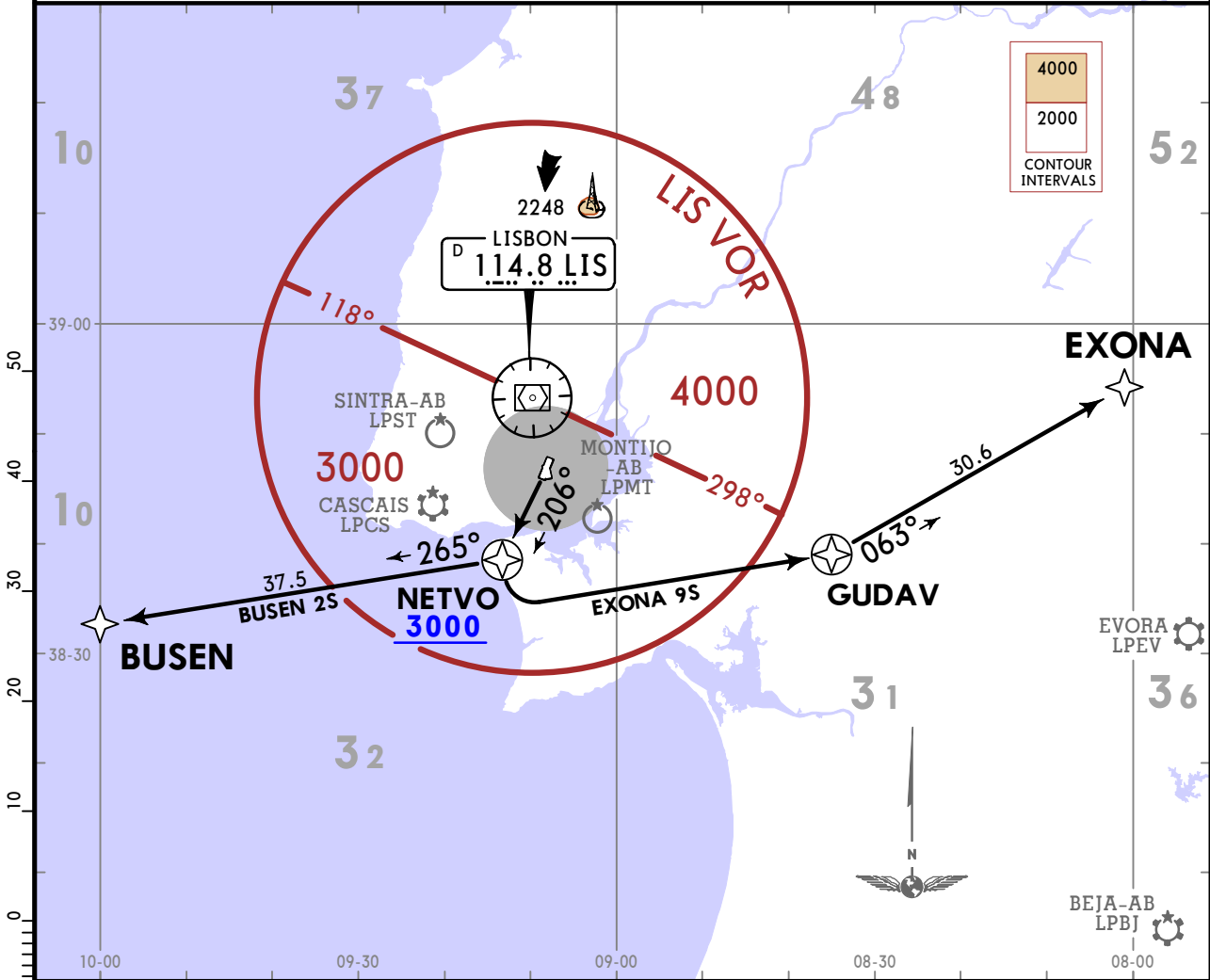
LISBON Approach (R) 119.105	Apt Elev 374	Trans alt: 4000 1. RNAV 1. 2. GNSS or DME/DME or DME/DME/IRU required. 3. After take-off contact LISBON Approach when passing 1000, mentioning only the callsign and passing altitude. 4. SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory (refer to Airport Briefing pages). 5. If unable to comply with RNAV SIDs advise ATC.
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BUSEN 2S [BUSE2S]  
EXONA 9S [EXON9S]  
RWY 21 RNAV DEPARTURES

**SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE ADVISED BY ATC**

**WARNING**  
**BUSEN 2S**  
Critical DME:  
ESP, MTR & NSA  
at FL60 until 60NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST  
▶ Until passing D30.0 LIS 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 D30.0 LIS rejoin current flight plan route, then adjust level and speed according to filed flight plan.  
▶ **Cleared for direct routing:** Maintain last assigned and acknowledged level or FL60, whichever is higher. Until passing D30.0 LIS proceed in accordance with current flight plan route, then adjust level and speed according to filed flight plan.  
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST



Initial climb clearance FL60	
SID	ROUTING
BUSEN 2S	Climb straight ahead to NETVO, turn RIGHT to BUSEN.
EXONA 9S ①	Climb straight ahead to NETVO, turn LEFT to GUDAV - EXONA.
① Flights to OGERO and UREDI above FL245. Flights to PORTA below FL245.	



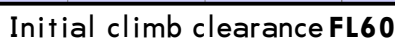
**RNAV SID**

Trans alt: 4000

1. **RNAV 1.**
2. **GNSS or DME/DME or DME/DME/IRU required.**
3. After take-off contact LISBON Approach when passing 1000, mentioning only the callsign and passing altitude.
4. SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory (refer to Airport Briefing pages).
5. If unable to comply with RNAV SIDs advise ATC.

**SPEED:** MAX 250 KT BELOW FL100 UNLESS OTHERWISE ADVISED BY ATC

▶ Until passing D30.0 LIS 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 D30.0 LIS rejoin current flight plan route, then adjust level and speed according to filed flight plan.  
**Cleared for direct routing:** Maintain last assigned and acknowledged level or FL60, whichever is higher. Until passing D30.0 LIS proceed in accordance with current flight plan route, then adjust level and speed according to filed flight plan.



SID	ROUTING
<b>GAIOS 7S</b>	Climb straight ahead to NETVO, turn LEFT to GAIOS.
<b>GANSU 7S</b>	Climb straight ahead to NETVO, turn RIGHT to GANSU.

**LPPT/LIS**  
**LISBON**

**JEPPESSEN**  
10 MAY 19 **10-3D** Eff 23 May

**LISBON, PORTUGAL**  
**RNAV SID**

LISBON  
Approach (R)  
**119.105**

Apt Elev  
**374**

Trans alt: 4000

1. **RNAV 1.**
2. **GNSS or DME/DME or DME/DME/IRU required.**
3. After take-off contact LISBON Approach when passing 1000, mentioning only the callsign and passing altitude.
4. SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory (refer to Airport Briefing pages).
5. If unable to comply with RNAV SIDs advise ATC.

**IDBID 4N [IDBI4N], INBOM 4N [INBO4N], IXIDA 4N [IXID4N]**  
**RWYS 03, 35 RNAV DEPARTURES**

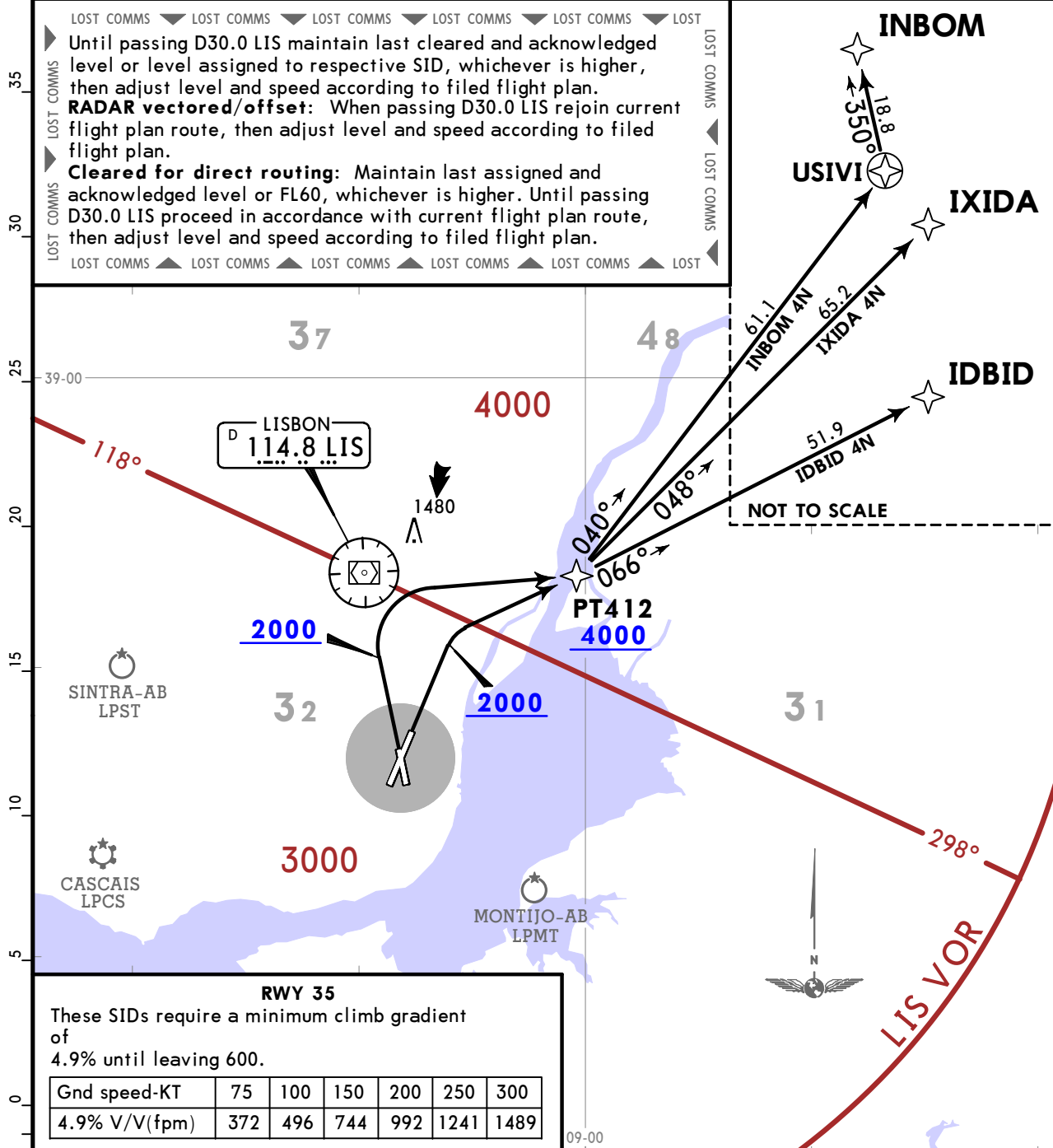
**SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE ADVISED BY ATC**

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

Until passing D30.0 LIS 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 D30.0 LIS rejoin current flight plan route, then adjust level and speed according to filed flight plan.

**Cleared for direct routing:** Maintain last assigned and acknowledged level or FL60, whichever is higher. Until passing D30.0 LIS proceed in accordance with current flight plan route, then adjust level and speed according to filed flight plan.

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



**Initial climb clearance FL60**

**SID**

**ROUTING**

**IDBID 4N ①**

Climb straight ahead to at or above 2000, turn RIGHT to PT412, then to IDBID.

**INBOM 4N**

Climb straight ahead to at or above 2000, turn RIGHT to PT412, then to USIVI - INBOM.

**IXIDA 4N ②**

Climb straight ahead to at or above 2000, turn RIGHT to PT412, then to IXIDA.

① Flights to OGERO and UREDI above FL245.  
Flights to PORTA below FL245.

② Flights to TOSDI above FL245.  
Flights to RIVRO below FL245.

LPPT/LIS  
LISBON

JEPPESSEN  
10 MAY 19 10-3E Eff 23 May

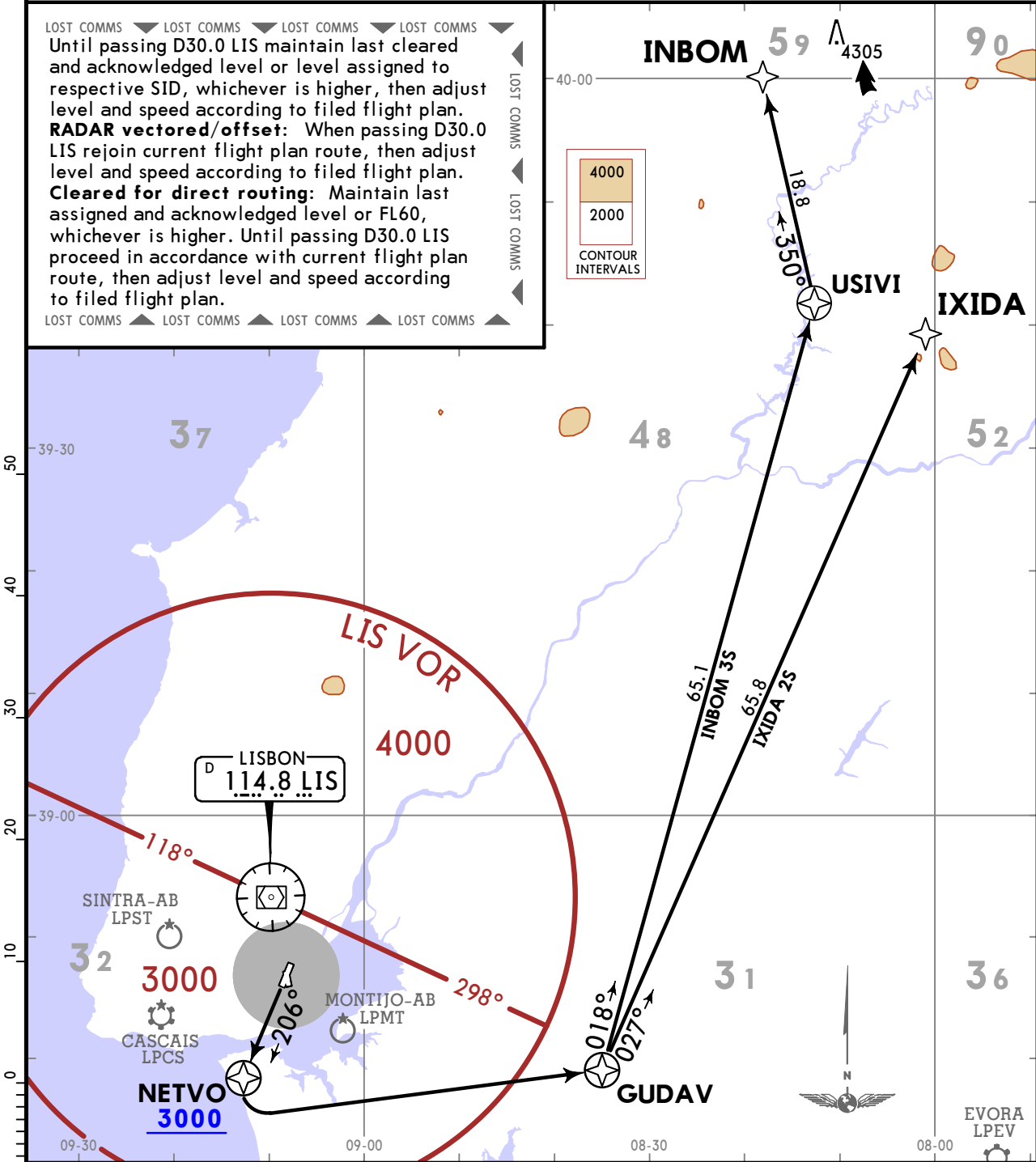
LISBON, PORTUGAL  
RNAV SID

LISBON Approach (R) 119.105	Apt Elev 374	Trans alt: 4000 1. RNAV 1. 2. GNSS or DME/DME or DME/DME/IRU required. 3. After take-off contact LISBON Approach when passing 1000, mentioning only the callsign and passing altitude. 4. SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory (refer to Airport Briefing pages). 5. If unable to comply with RNAV SIDs advise ATC.
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INBOM 3S [INBO3S], IXIDA 2S [IXID2S]  
RWY 21 RNAV DEPARTURES

**SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE ADVISED BY ATC**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼  
Until passing D30.0 LIS 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 D30.0 LIS rejoin current flight plan route, then adjust level and speed according to filed flight plan.  
**Cleared for direct routing:** Maintain last assigned and acknowledged level or FL60, whichever is higher. Until passing D30.0 LIS proceed in accordance with current flight plan route, then adjust level and speed according to filed flight plan.  
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



Initial climb clearance FL60	
SID	ROUTING
INBOM 3S	Climb straight ahead to NETVO, turn LEFT to GUDAV - USIVI - INBOM.
IXIDA 2S ①	Climb straight ahead to NETVO, turn LEFT to GUDAV - IXIDA.
① Flights to TOSDI above FL245. Flights to RIVRO below FL245.	

LPPT/LIS  
LISBON

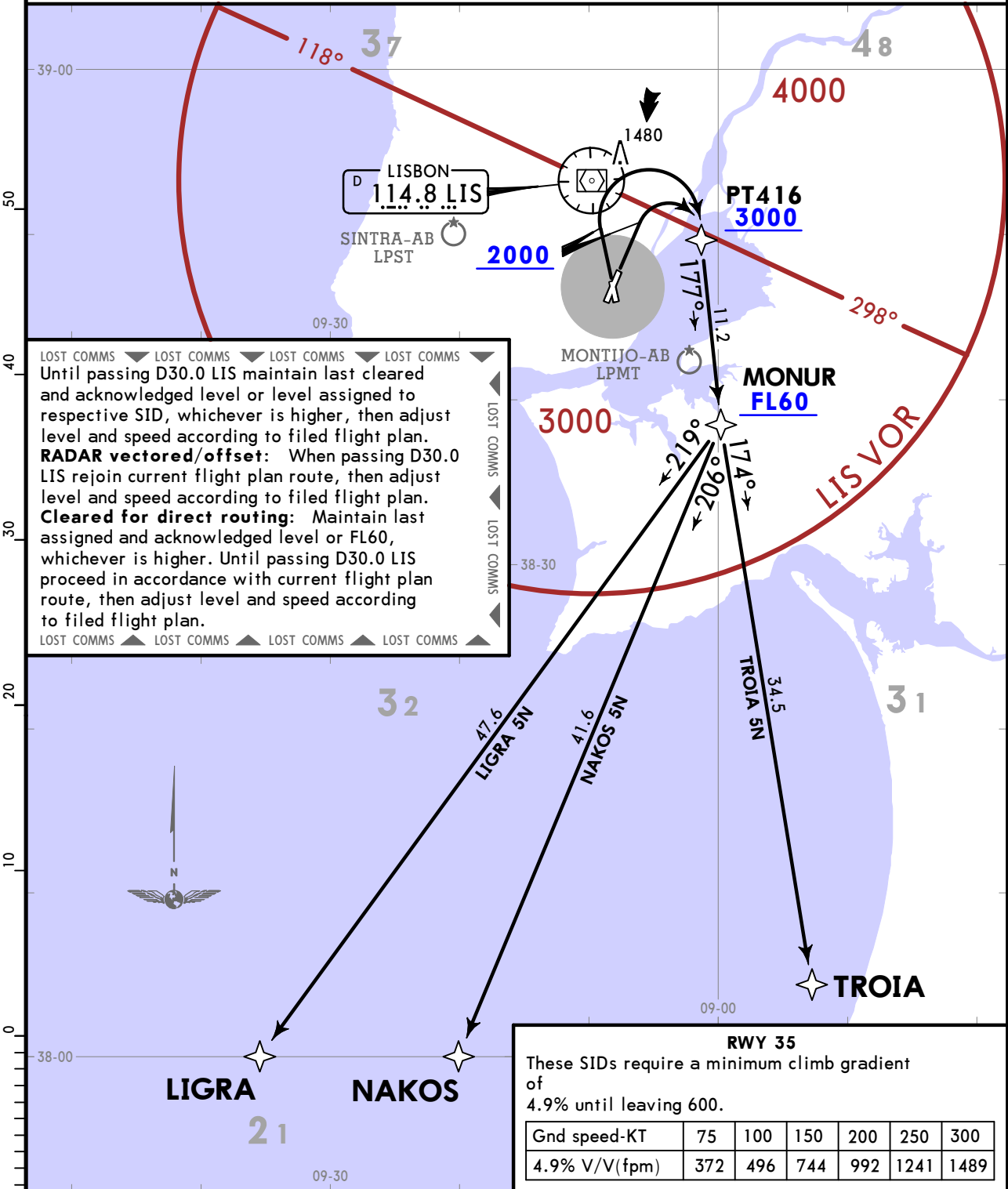
JEPPESSEN  
10 MAY 19 10-3F Eff 23 May

LISBON, PORTUGAL  
RNAV SID

LISBON Approach (R) 119.105	Apt Elev 374	Trans alt: 4000 1. RNAV 1. 2. GNSS or DME/DME or DME/DME/IRU required. 3. After take-off contact LISBON Approach when passing 1000, mentioning only the callsign and passing altitude. 4. SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory (refer to Airport Briefing pages). 5. If unable to comply with RNAV SIDs advise ATC.
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LIGRA 5N [LIGR5N], NAKOS 5N [NAK05N], TROIA 5N [TROI5N]  
RWYS 03, 35 RNAV DEPARTURES

**SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE ADVISED BY ATC**



Initial climb clearance FL60	
SID	ROUTING
LIGRA 5N	Climb straight ahead to at or above 2000, turn RIGHT to PT416, then to MONUR - LIGRA.
NAKOS 5N	Climb straight ahead to at or above 2000, turn RIGHT to PT416, then to MONUR - NAKOS.
TROIA 5N	Climb straight ahead to at or above 2000, turn RIGHT to PT416, then to MONUR - TROIA.

LPPT/LIS  
LISBON

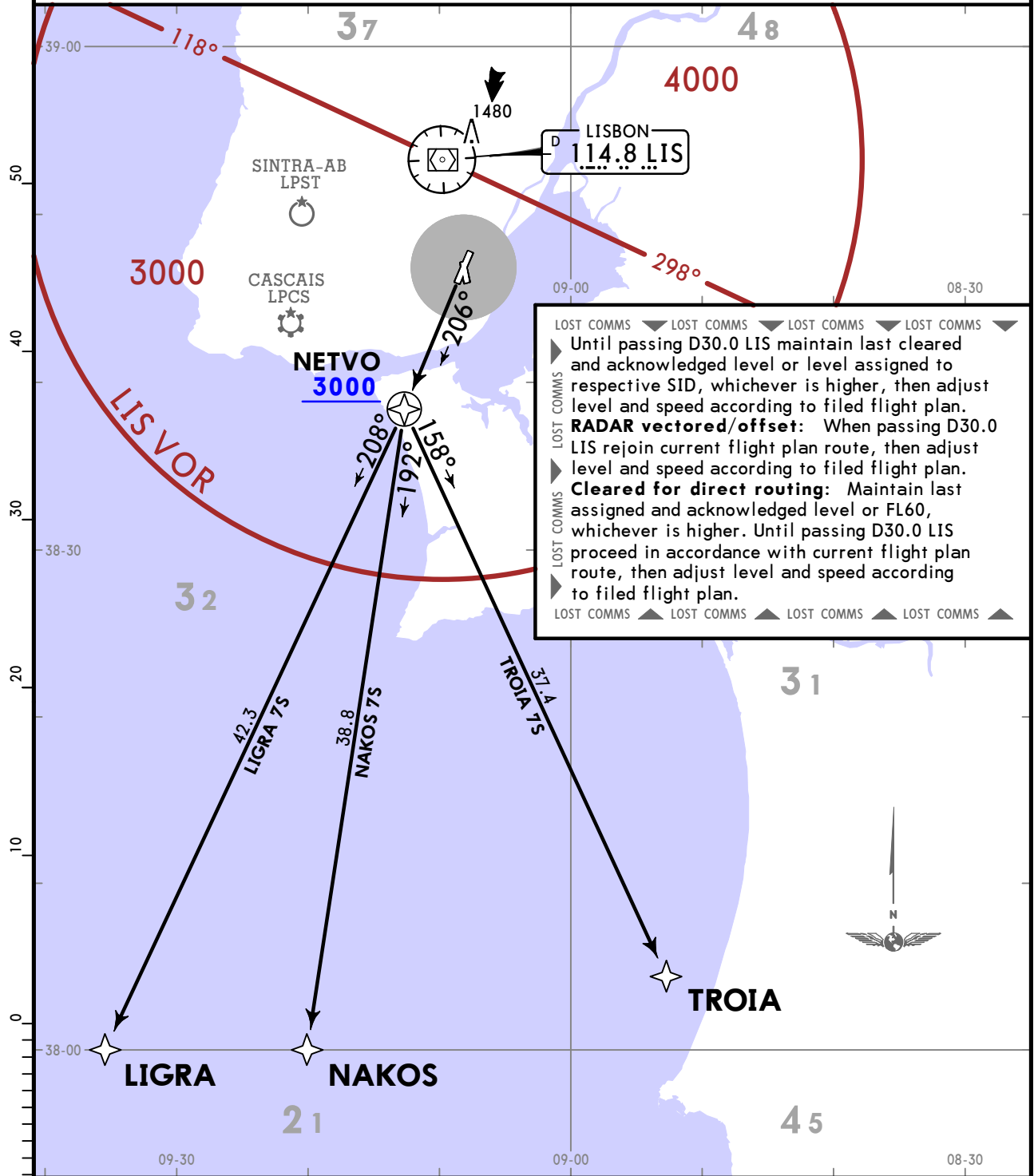
**JEPPESSEN**  
10 MAY 19 **10-3G** **Eff 23 May**

**LISBON, PORTUGAL**  
**RNAV SID**

LISBON Approach (R) <b>119.105</b>	Apt Elev <b>374</b>	Trans alt: 4000 <b>1. RNAV 1.</b> <b>2. GNSS or DME/DME or DME/DME/IRU required.</b> 3. After take-off contact LISBON Approach when passing 1000, mentioning only the callsign and passing altitude. 4. SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory (refer to Airport Briefing pages). 5. If unable to comply with RNAV SIDs advise ATC.
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**LIGRA 7S [LIGR7S], NAKOS 7S [NAK07S], TROIA 7S [TROI7S]**  
**RWY 21 RNAV DEPARTURES**

**SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE ADVISED BY ATC**



Initial climb clearance <b>FL60</b>	
SID	ROUTING
<b>LIGRA 7S</b>	Climb straight ahead to NETVO, then to LIGRA.
<b>NAKOS 7S</b>	Climb straight ahead to NETVO, turn LEFT to NAKOS.
<b>TROIA 7S</b>	Climb straight ahead to NETVO, turn LEFT to TROIA.



LPPT/LIS  
LISBON

JEPPESSEN

30 AUG 19

10-3H

Eff 12 Sep

LISBON, PORTUGAL

SID

LISBON  
Approach (R)  
119.105

Apt Elev  
374

Trans alt: 4000

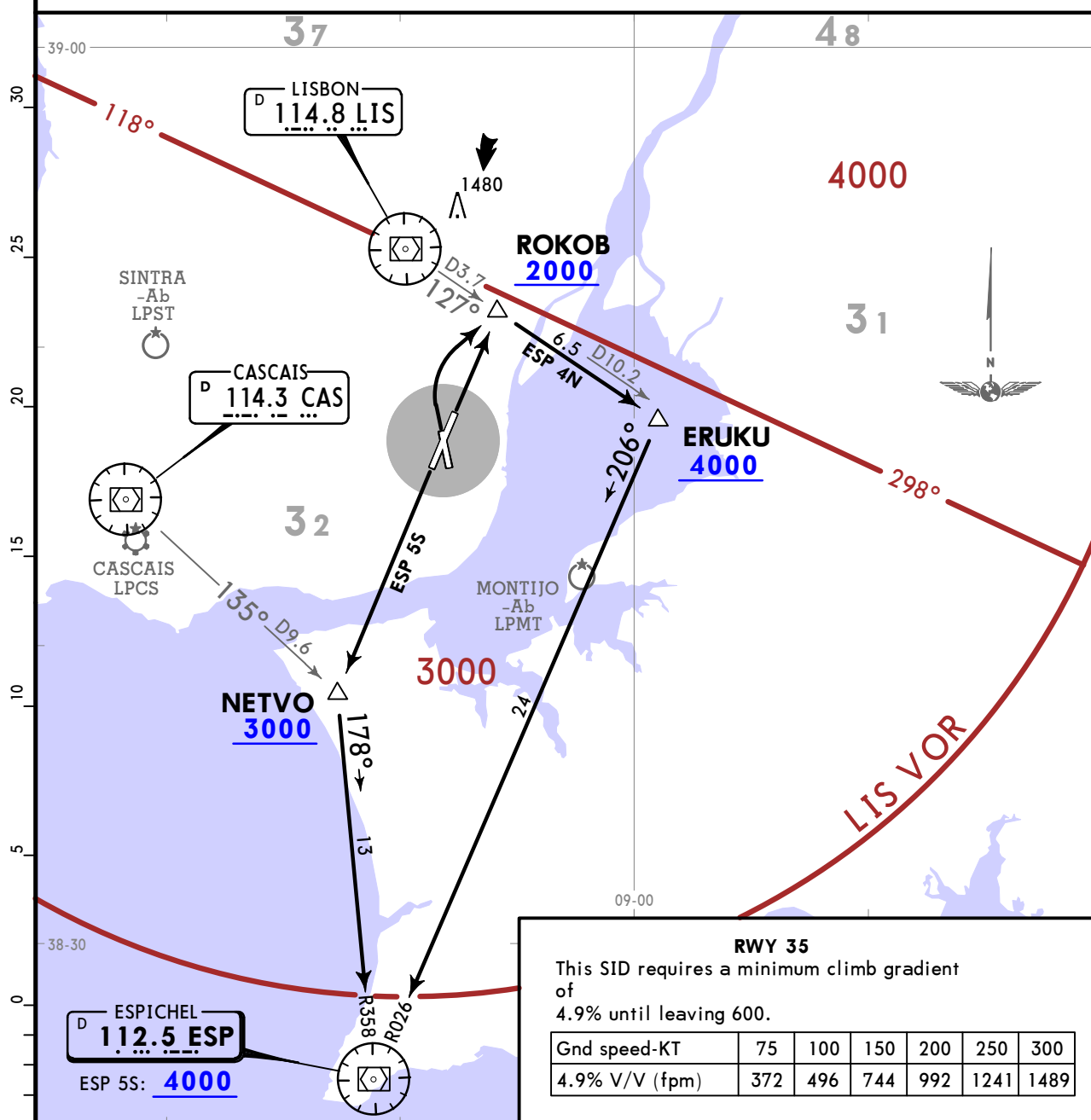
1. After take-off contact LISBON Approach when passing 1000, mentioning only the callsign, passing altitude and SID.
2. SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.

ESP 4N, ESP 5S

DEPARTURES

**SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE ADVISED BY ATC**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST  
Until passing D30.0 LIS 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 D30.0 LIS rejoin current flight plan route, then adjust level and speed according to filed flight plan.  
▶ **Cleared for direct routing:** Maintain last assigned and acknowledged level or FL60, whichever is higher. Until passing D30.0 LIS proceed in accordance with current flight plan route, then adjust level and speed according to filed flight plan.  
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



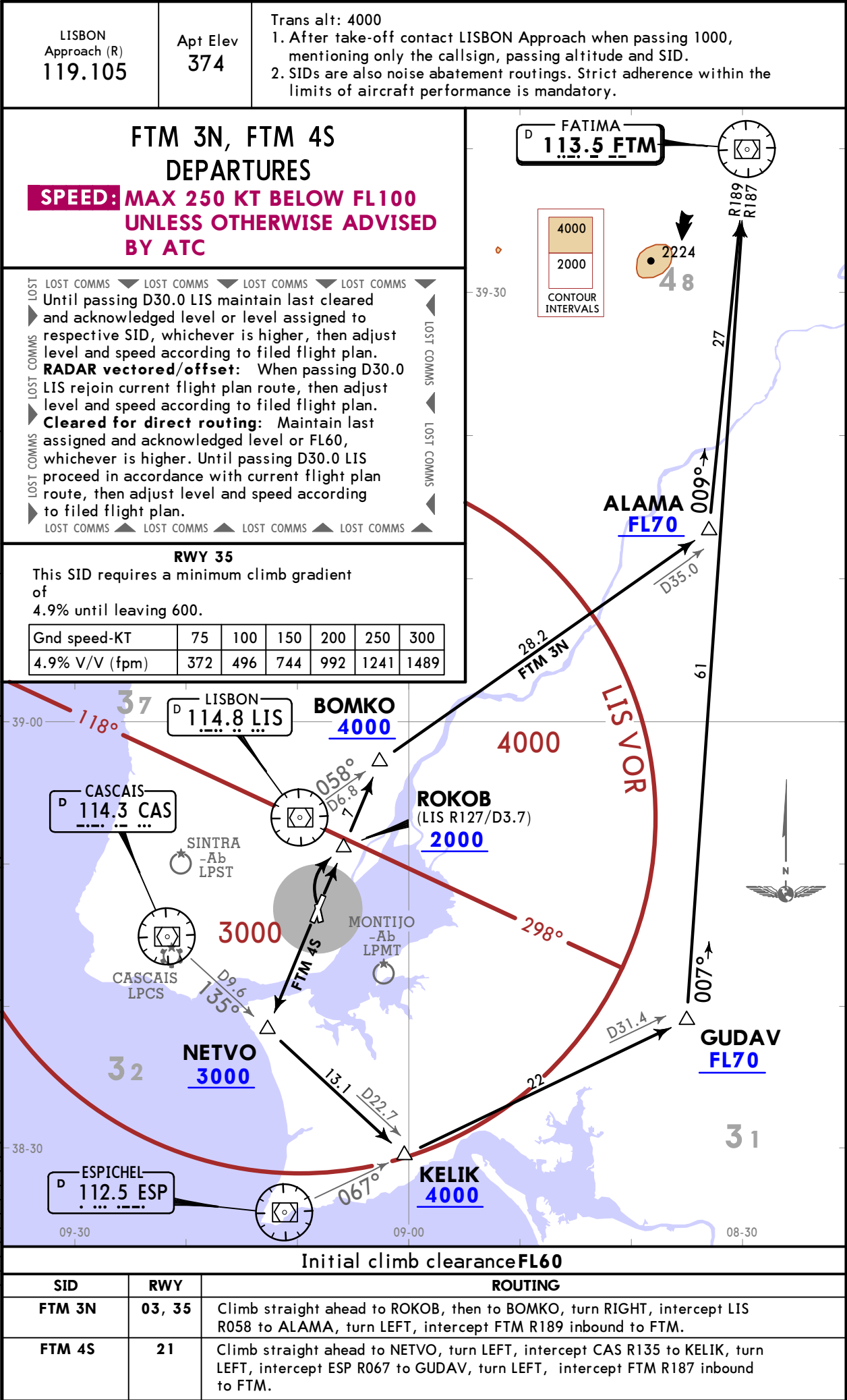
Initial climb clearance **FL60**

SID	RWY	ROUTING
ESP 4N	03, 35	Climb straight ahead to ROKOB, turn RIGHT, intercept LIS R127 to ERUKU, turn RIGHT, ESP R026 inbound to ESP.
ESP 5S	21	Climb straight ahead to NETVO, turn LEFT, intercept ESP R358 inbound to ESP.

LPPT/LIS  
LISBON

JEPPESSEN  
30 AUG 19 10-3J Eff 12 Sep

LISBON, PORTUGAL  
SID





LPPT/LIS

JEPPesen

LISBON, PORTUGAL

4 OCT 19 10-8 Eff 10 Oct

LISBON

CONSTRUCTION WORKS ON RWY 17/35

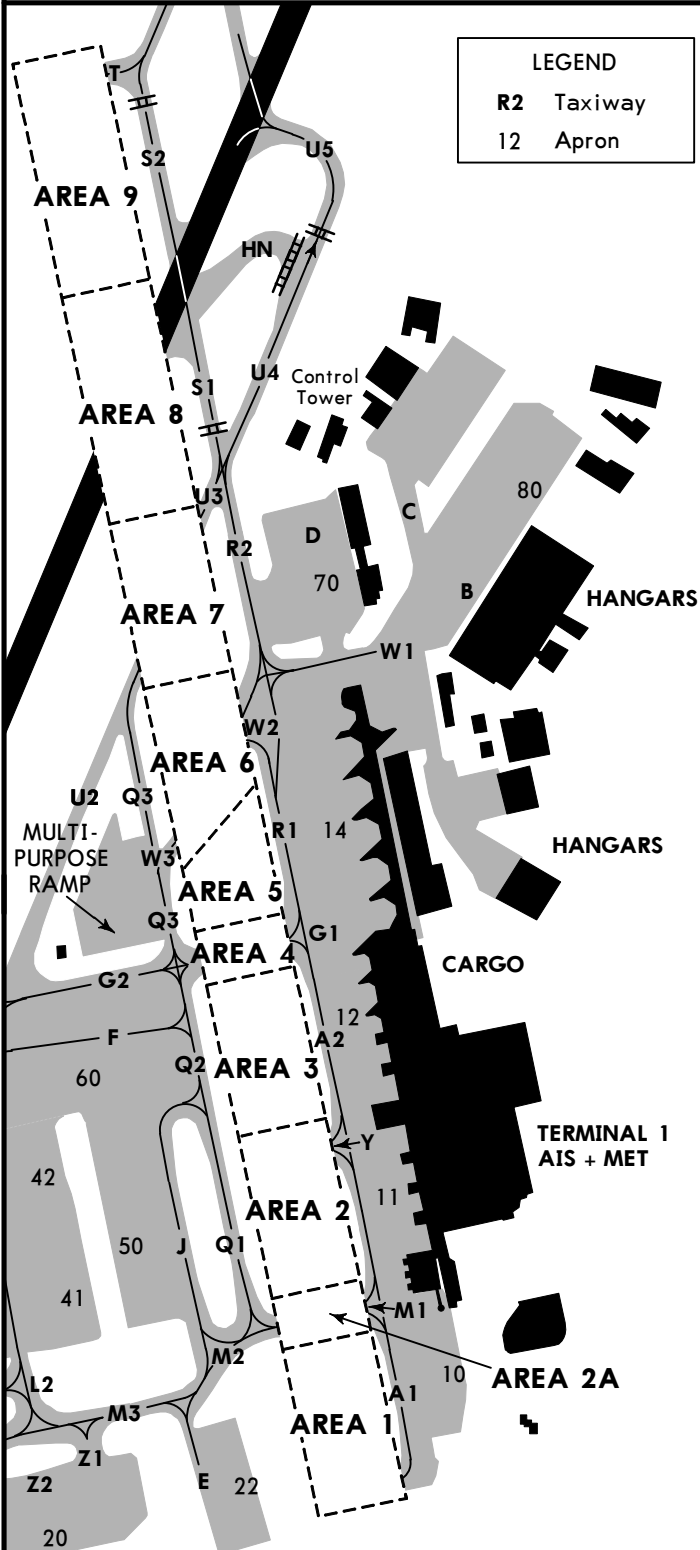
REFER ALSO TO LATEST NOTAMS

General:

Construction works will be carried out for temporary conversion of RWY 17/35 onto TWY T. The objective of the works is to replace lighting, markings and signage according with the new intended usage as a TWY.

The affected area will be divided in 9 sub-areas:

- Area 1 - from TWY K to, but not including, TWY M1/M2 crossing.
- Area 2a - TWY M1/M2 crossing.
- Area 2 - from TWY M1/M2 crossing to TWY Y.
- Area 3 - from TWY Y, but not including, to TWY G1/G2 but not including.
- Area 4 - TWY G1/G2 crossing.
- Area 5 - from TWY G1/G2, but not including, to TWY W2/W3, but not including.
- Area 6 - TWY W2/W3 crossing.
- Area 7 - TWY U2/U3 crossing.
- Area 8 - RWY 03/21 crossing.
- Area 9 - from RWY 03/21, but not including, to TWY T.



AREA 1

No alternative route.

AREA 2A

Alternative route: A, Y, RWY 17/35

AREA 2

Alternative route: M, A

AREA 3

Alternative route: A, G, Q  
or  
A, Y, RWY 17, M

AREA 4

Alternative route: R1, W, Q  
or  
A, Y, RWY 17, M

AREA 5

Alternative route: R1 or Q3

AREA 6

Alternative route: G, Q or G, R or  
U, Q or R2, W1

AREA 7

Alternative route: W, R

AREA 8

Alternative route: U3, S1, S2

AREA 9

Alternative route: S2

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LISBON

CONSTRUCTION WORKS ON RWY 17/35 (Continued)

REFER ALSO TO LATEST NOTAMS

Each area will have different work hours, as scheduled below. NOTAM will be issued notifying of the starting date for works in each area and any changes that may affect ACFT operations.

Area	Work times
1	0800-1800 (0700-1700)
2a	2200-0600 (2100-0500)
2	2200-0600 (2100-0500)
3	0800-1800 (0700-1700)
4	2200-0600 (2100-0500)
5	0800-1800 (0700-1700)
6	2200-0600 (2100-0500)
7	2200-0600 (2100-0500)
8	0030-0400 (2330-0300)
9	0800-1800 (0700-1700)

Some of these works may overlap.

General Safety procedures

- Follow-me vehicle available on demand to escort ACFT. If deemed necessary Airport Authority will provide Follow-me in certain periods.
- Jet blast effects considered depending on the Phase Schedule. ACFT pilots should proceed as usual, unless Air Traffic Services request differently.

Precautions

Whenever there is doubt about safety conditions, ACFT pilots should notify Air Traffic Services that will then request Airport Authority actions according to reported issues.

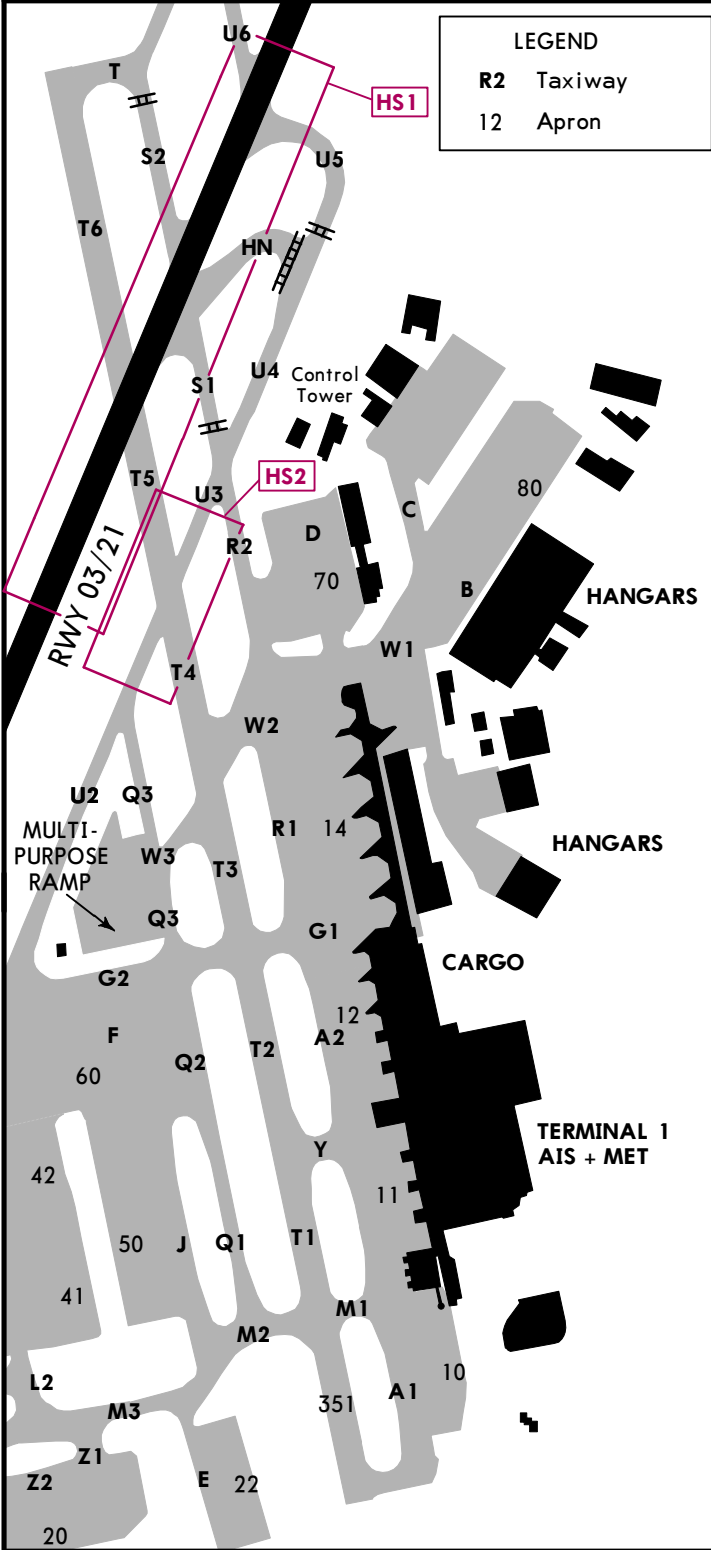
LPPT/LIS

LISBON, PORTUGAL  
LISBON

CONVERSION OF RWY 17/35 TO TWY T  
REFER ALSO TO LATEST NOTAMS

General:

Pilots shall proceed in accordance with the rules set for aircraft movement in taxiways.  
During works degradation of visual aids may be expected. Therefore, operators shall adopt the operational safety procedures deemed necessary.  
Area between twy K and twy M1 will be a temporary acft parking area, designated as "TEMPORARY PARKING AREA 351".  
New twy T is only available for taxiing from twy M1 to the north.  
Intersection of twy T5 and T6 with rwy 03/21 is available for busy or high traffic crossing.  
No declared distances are defined and this intersection is not considered a take-off position.



Current Designation	New Designation
Between twy K and twy M1	Stand 351
Between twy M1 and twy Y	T1
Between twy Y and twy G1	T2
Between twy G1 and twy W2	T3
Between twy W2 and twy U3	T4
Between twy U3 and rwy 03/21 south side	T5
Between rwy 03/21 north side and twy T	T6

HOT SPOTS  
(For information only, not to be construed as ATC instructions.)

CAUTION: Do not cross/enter rwy 03/21 without ATC clearance.

When taxiing on twy T4 approaching twy U2/U3: CAUTION, rwy 03/21 is AHEAD!

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LISBON, PORTUGAL

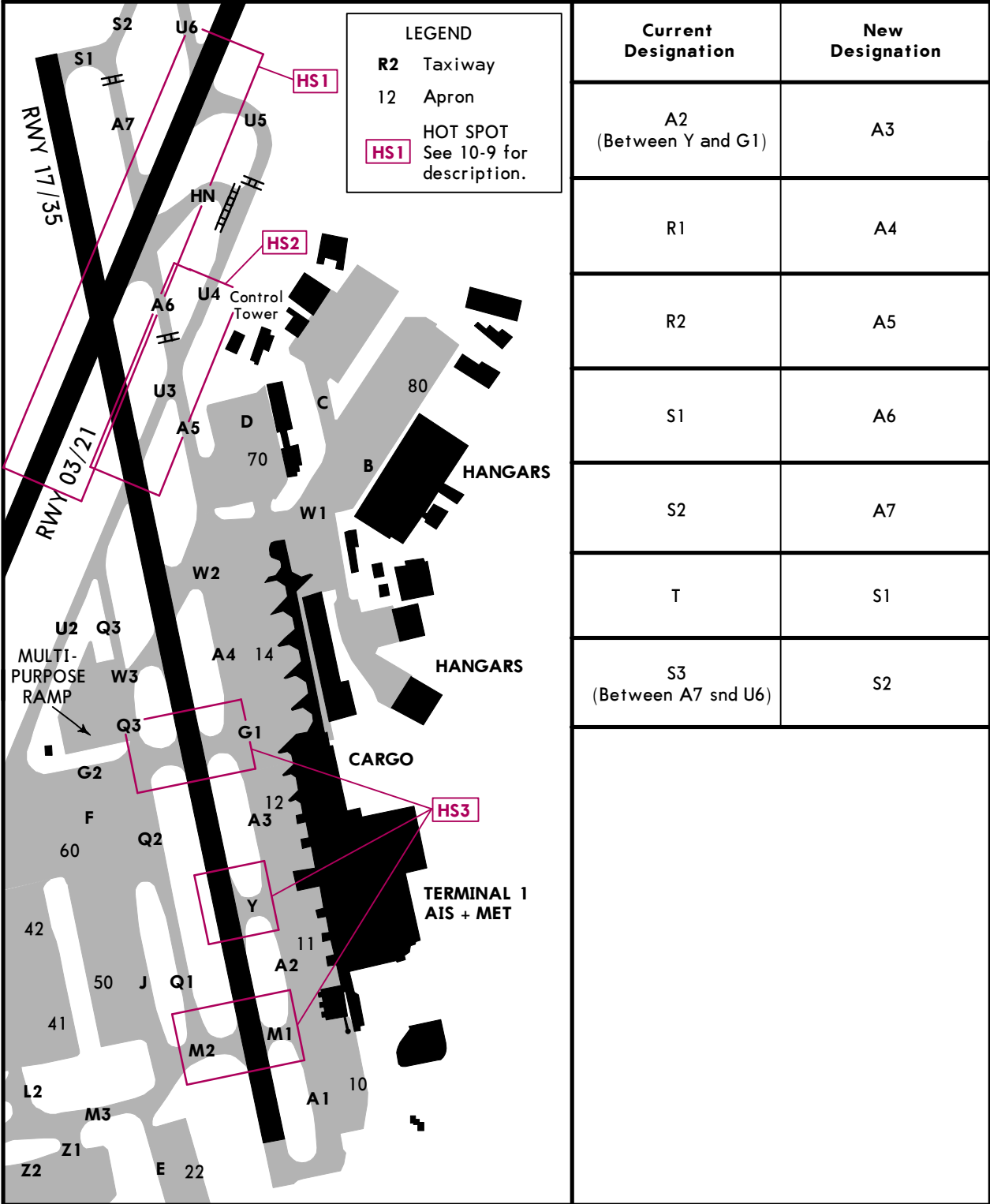
LISBON

REDESIGNATION OF TAXIWAYS

REFER ALSO TO LATEST NOTAMS

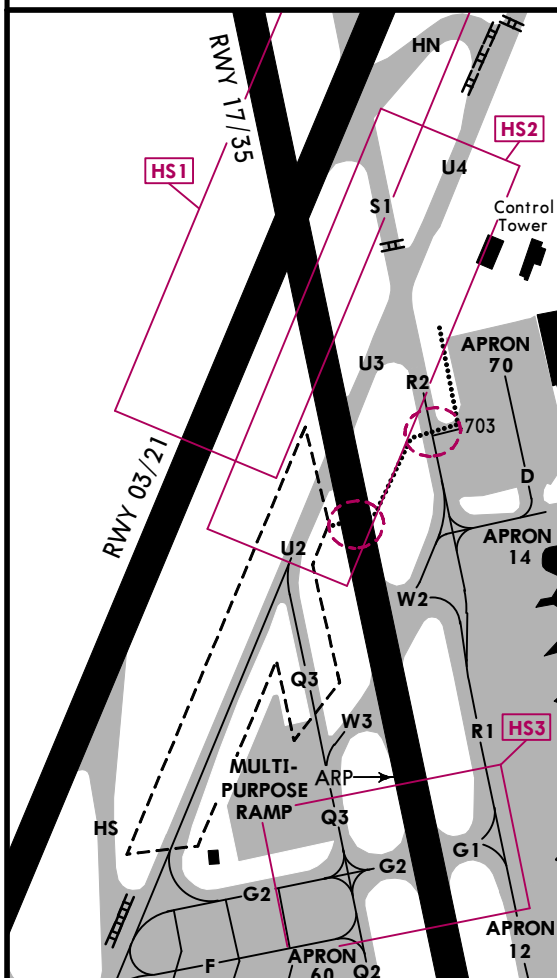
General:

During the replacement of signs a Follow-me is available.  
Intersection of twy A6 and A7 with rwy 03/21 is available for busy or high traffic crossing. No declared distances are defined and this intersection is not considered a take-off position.



**CONSTRUCTION WORKS (SUP 001/20)**

**REFER ALSO TO LATEST NOTAMS**



## PHASE 01

**Operational restrictions:**

- TWY U2 between TWY G2 and RWY 17/35 closed.
- TWY Q3 closed.

**CAUTION advised:**

Contractor vehicle crossings at TWY R2 abeam stand 703 and RWY 17/35 between TWY U3 and W2.

Pilots are requested to report ATC, as soon as possible, any unsafe condition or incorrect behaviour.

### LEGEND

- |            |                           |  |                             |
|------------|---------------------------|--|-----------------------------|
| <b>R2</b>  | Taxiway                   | .....  | Contractor vehicle crossing |
|            | HOT SPOT                  |  |                             |
| <b>HS1</b> | See 10-9 for description. |  | CAUTION advised             |

## PHASE 02

**Operational restrictions:**

- TWY U2 between TWY G2 and RWY 17/35 closed.
- TWY Q3 closed.
- RWY 17/35 closed between TWY U3 and RWY 03/21.

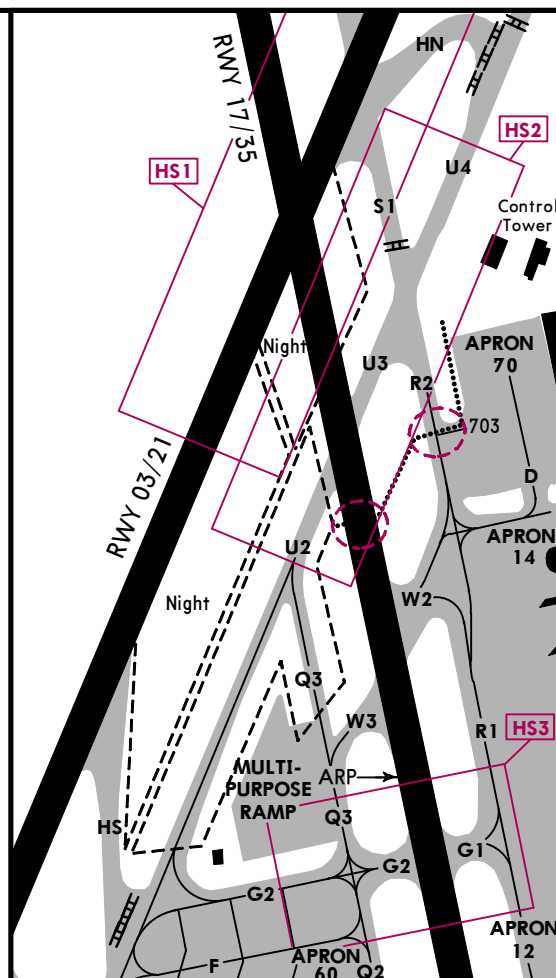
during Night (work time 2330 - 0530 (0030 - 0630)):

- RWY 03/21 closed.
- TWY HN, U4 and U5 closed.

**CAUTION advised:**

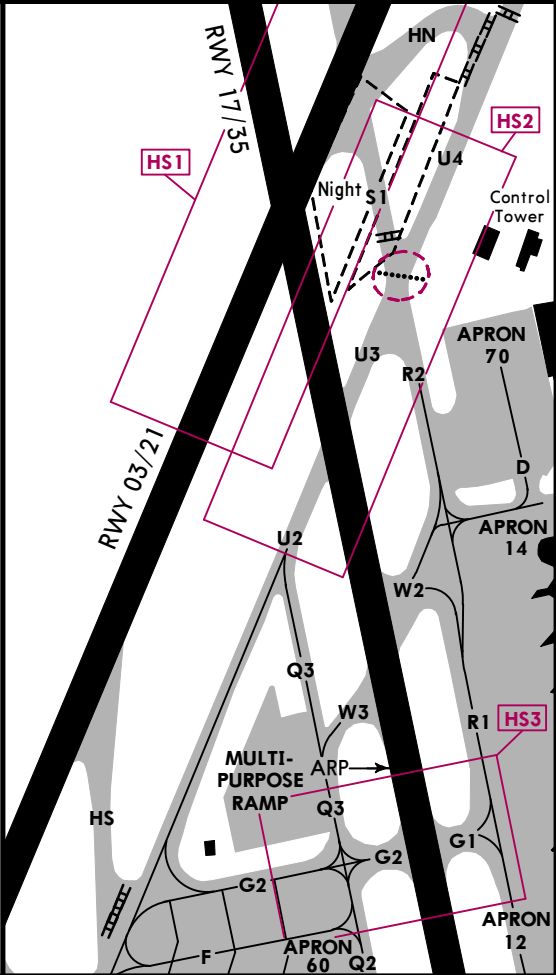
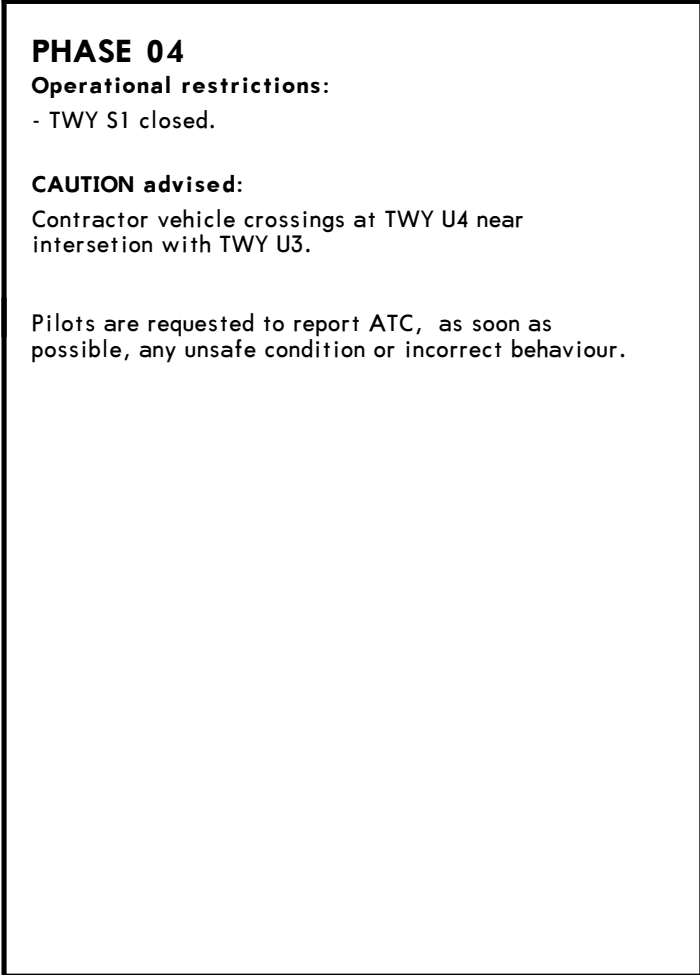
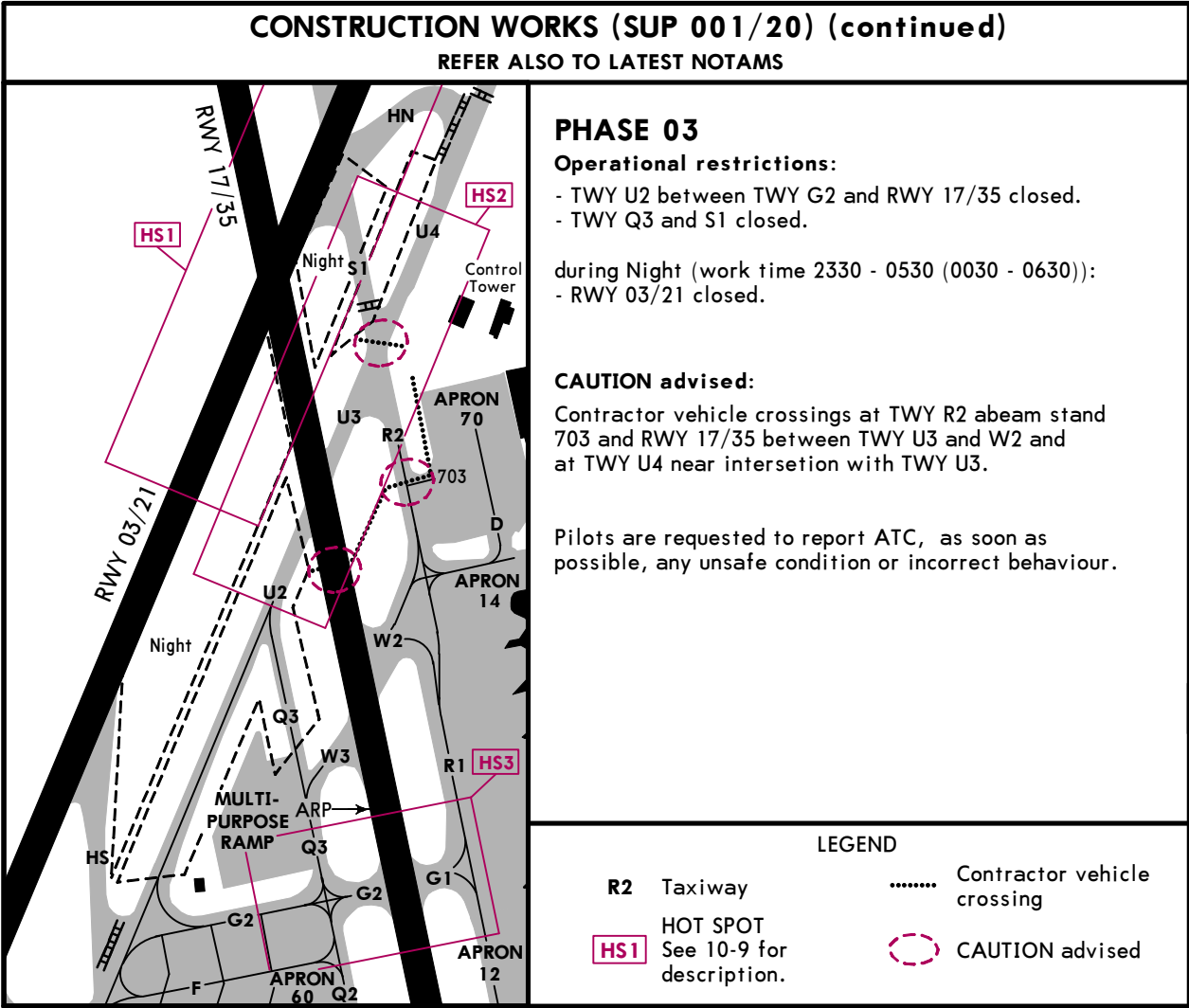
Contractor vehicle crossings at TWY R2 abeam stand 703 and RWY 17/35 between TWY U3 and W2.

Pilots are requested to report ATC, as soon as possible, any unsafe condition or incorrect behaviour.



LPPT/LIS

LISBON, PORTUGAL  
LISBON

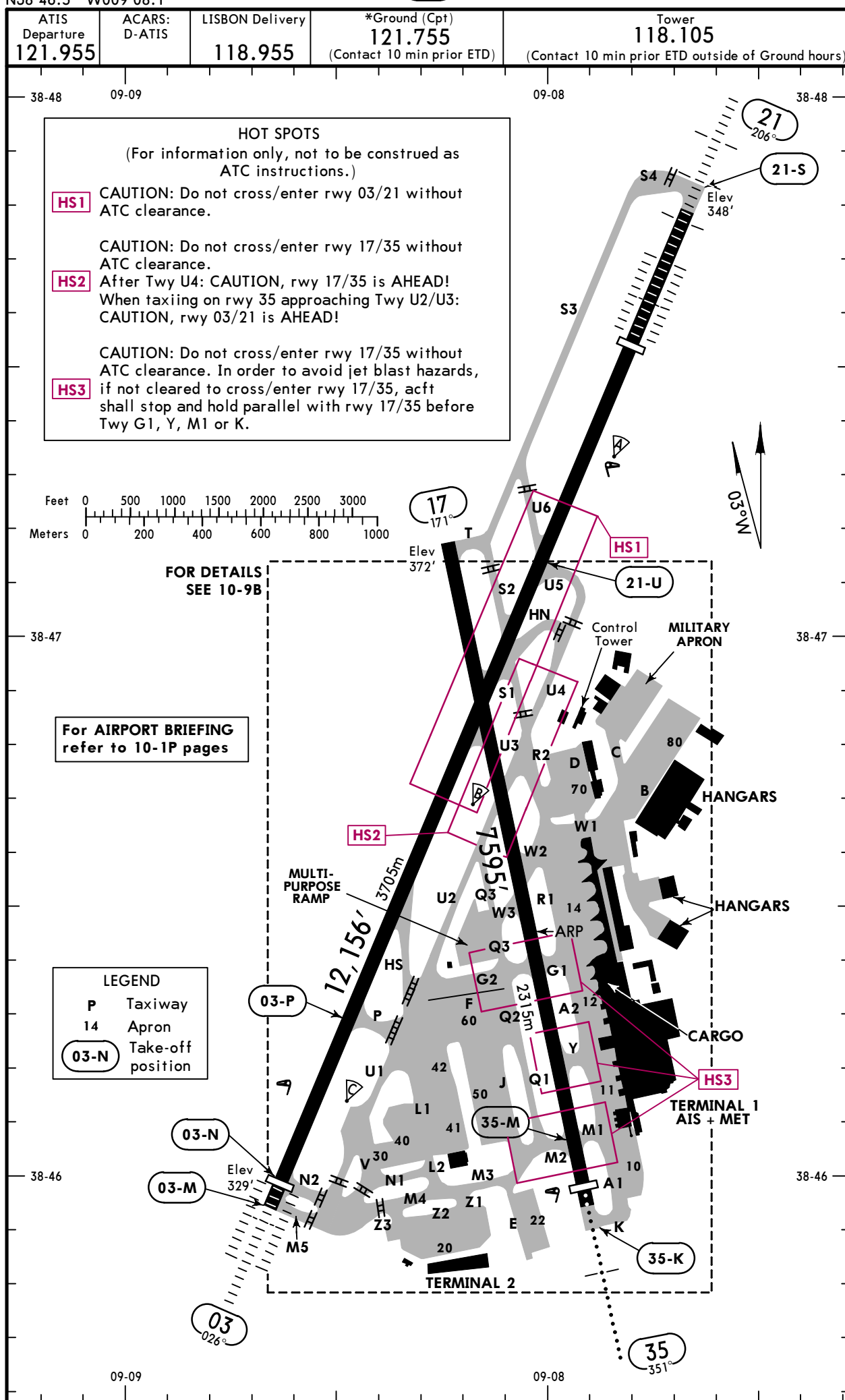


**LPPT/LIS**

Apt Elev **374'**  
N38 46.5 W009 08.1

**JEPPesen**

23 NOV 18 **(10-9)** Eff 6 Dec

**LISBON, PORTUGAL**
**LISBON**


CHANGES: REIL Rwy 03 added. © JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

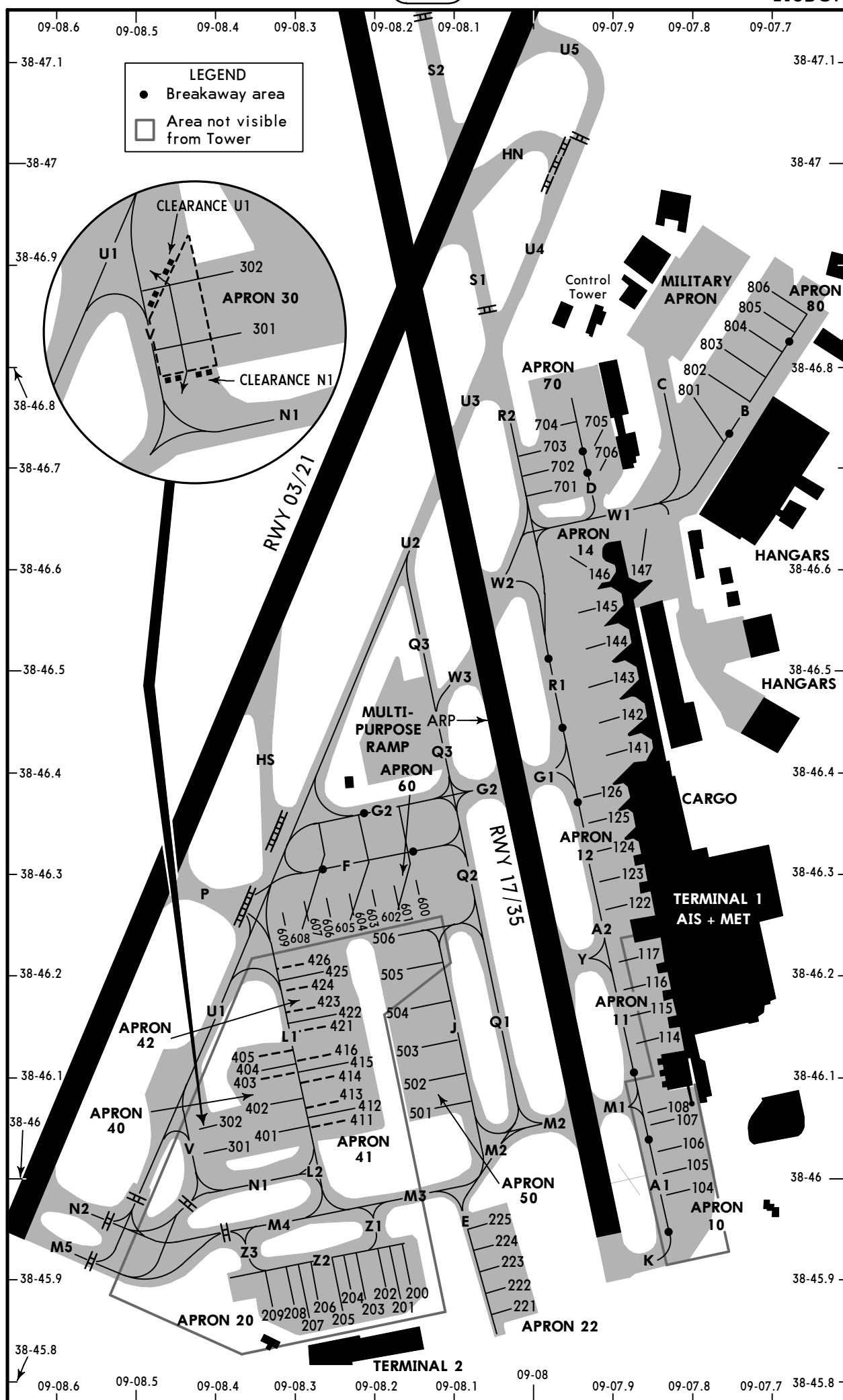


LPPT/LIS

JEPPESSEN  
24 MAR 17 10-9B Eff 30 Mar

LISBON, PORTUGAL

LISBON



CHANGES: Taxiways.

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LPPT/LIS


**JEPPESEN**  
24 MAR 17 (10-9C) Eff 30 Mar

LISBON, PORTUGAL

LISBON

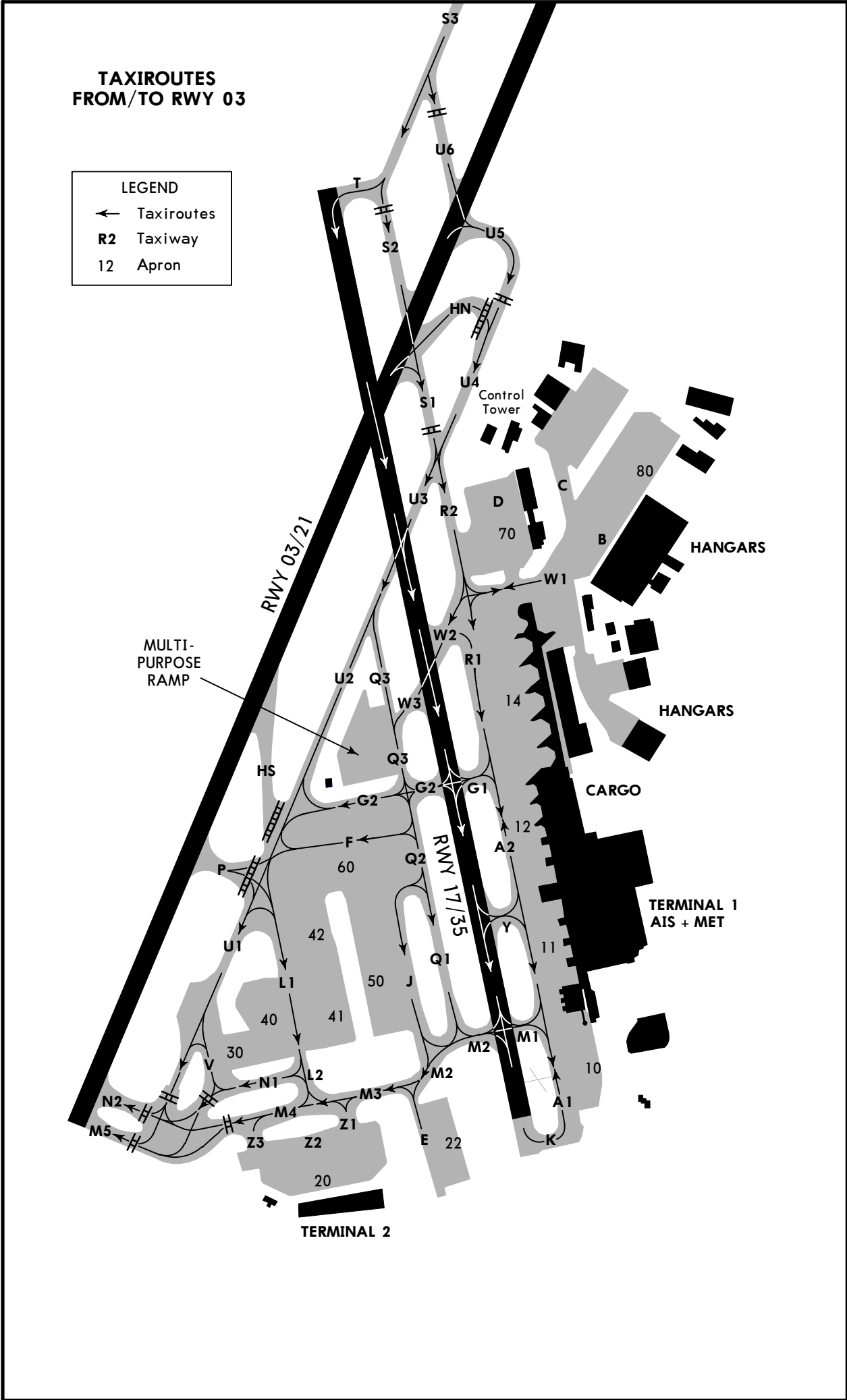
INS COORDINATES							
STAND No.	COORDINATES		ELEV	STAND No.	COORDINATES		ELEV
104 thru 106	N38 46.0	W009 07.8	331	411, 412	N38 46.1	W009 08.2	331
107, 108	N38 46.1	W009 07.8	331	413 thru 416	N38 46.1	W009 08.2	335
114	N38 46.1	W009 07.8	328	421 thru 424	N38 46.2	W009 08.2	338
115, 116	N38 46.2	W009 07.8	331	425	N38 46.2	W009 08.2	341
117	N38 46.2	W009 07.8	328	426	N38 46.2	W009 08.3	341
122	N38 46.3	W009 07.9	328	501	N38 46.1	W009 08.1	335
123, 124	N38 46.3	W009 07.9	325	502	N38 46.1	W009 08.2	335
125	N38 46.4	W009 07.9	325	503	N38 46.1	W009 08.2	338
126	N38 46.4	W009 07.9	322	504 thru 506	N38 46.2	W009 08.2	338
141	N38 46.4	W009 07.8	322	600	N38 46.3	W009 08.1	338
142, 143	N38 46.5	W009 07.9	322	601	N38 46.3	W009 08.2	341
144	N38 46.5	W009 07.9	325	602	N38 46.3	W009 08.2	338
145, 146	N38 46.6	W009 07.9	325	603 thru 606	N38 46.3	W009 08.2	341
147	N38 45.6	W009 07.8	322	607	N38 46.3	W009 08.3	341
200 thru 205	N38 45.9	W009 08.2	338	608, 609	N38 46.2	W009 08.3	341
206 thru 209	N38 45.9	W009 08.3	338	701 thru 703	N38 46.7	W009 08.0	331
221	N38 45.9	W009 08.0	325	704	N38 46.7	W009 08.0	335
222, 223	N38 45.9	W009 08.0	328	705, 706	N38 46.7	W009 07.9	331
224	N38 45.9	W009 08.0	331	801, 802	N38 46.8	W009 07.8	322
225	N38 46.0	W009 08.0	331	803	N38 46.8	W009 07.8	318
301	N38 46.0	W009 08.4	331	804	N38 46.8	W009 07.7	318
302	N38 46.1	W009 08.4	335	805, 806	N38 46.9	W009 07.7	318
401	N38 46.0	W009 08.3	331				
402 thru 404	N38 46.1	W009 08.4	335				
405	N38 46.1	W009 08.4	338				

LPPT/LIS

**JEPPesen**  
24 MAR 17 **10-9D** Eff 30 Mar

LISBON, PORTUGAL

LISBON

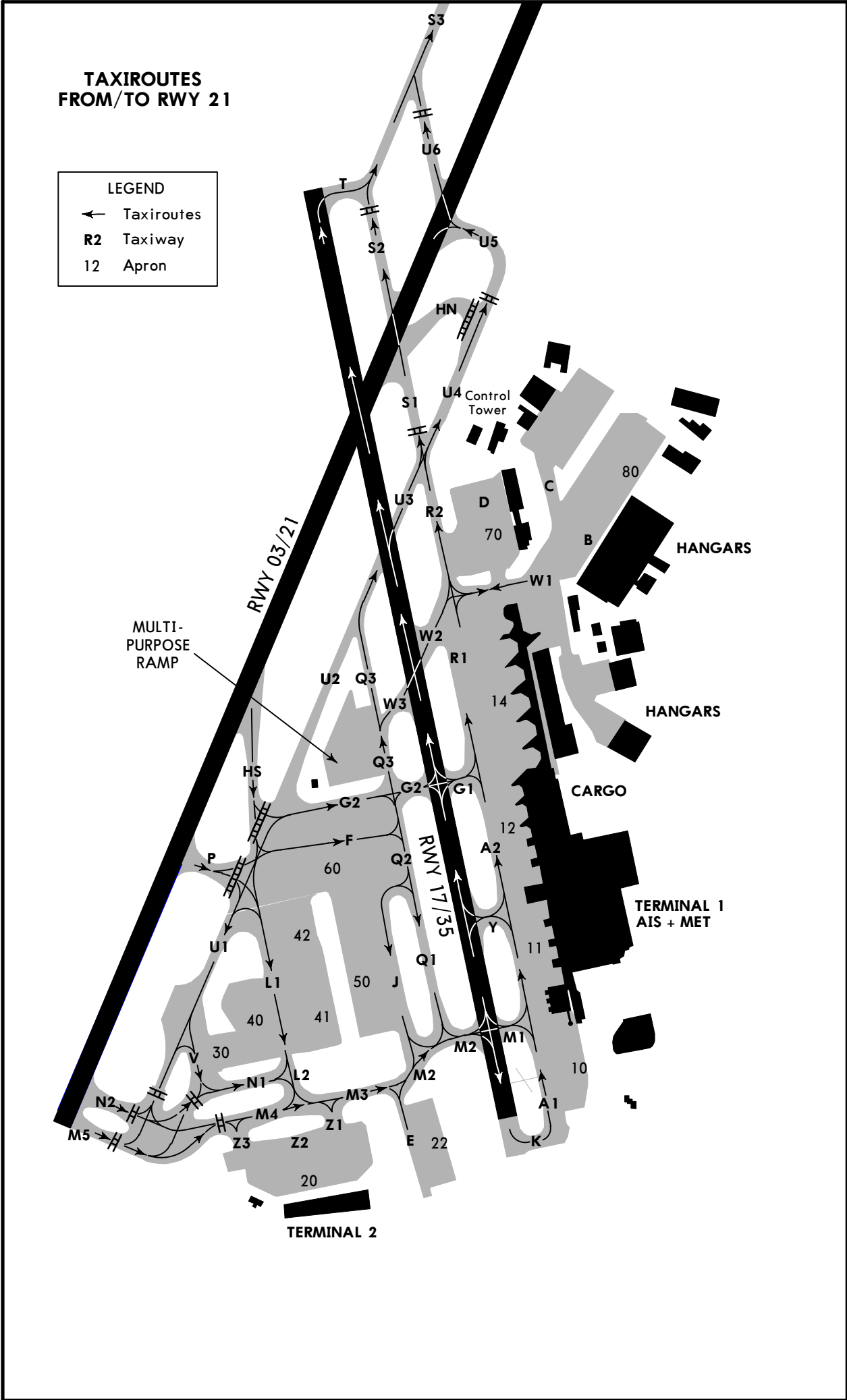


LPPT/LIS

JEPPESSEN  
24 MAR 17 10-9E Eff 30 Mar

LISBON, PORTUGAL

LISBON

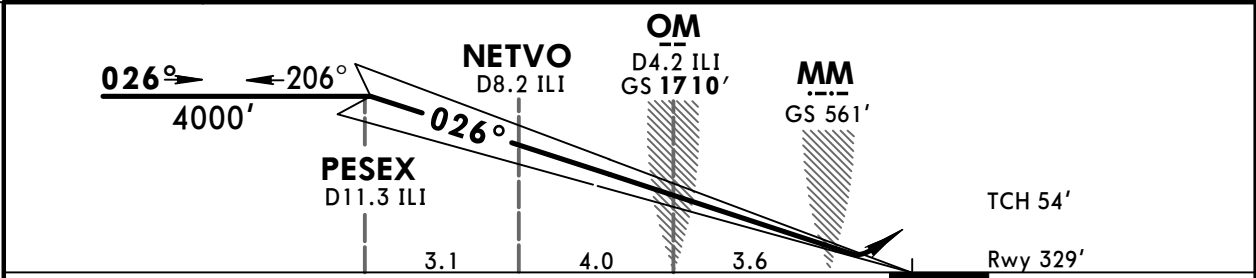


LPPT/LIS  
LISBON

JEPPESEN  
3 MAY 19 11-1

LISBON, PORTUGAL  
ILS Rwy 03

D-ATIS Arrival 124.155	*LISBON Control (APP) 123.980	*LISBON Approach 119.105	*LISBON Arrival (APP) 125.130	LISBON Tower 118.105	*Ground 121.755
LOC ILI 109.1	Final Apch Crs 026°	GS OM 1710' (1381')	ILS DA(H) 529' (200')	Apt Elev 374'  Rwy 329'	  MSA LIS VOR
MISSED APCH: Climb STRAIGHT AHEAD to FL070. Contact approach.  In event of radio failure see 11-01.					
Alt Set: hPa		Rwy Elev: 12 hPa	Trans level: By ATC	Trans alt: 4000'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI	FL070 ↑
GS	3.00°	372	478	531	637	849		

Standard STRAIGHT-IN LANDING RWY 03				CIRCLE-TO-LAND			
DA(H) 529' (200')							
FULL		ALS out		Max Kts	MDA(H)	VIS	
A	RVR 750m	RVR 1200m		100	1500' (1126')	1500m	
B				135	1500' (1126')	1600m	
C				180	1580' (1206')	2400m	
D				205	1580' (1206')	3600m	

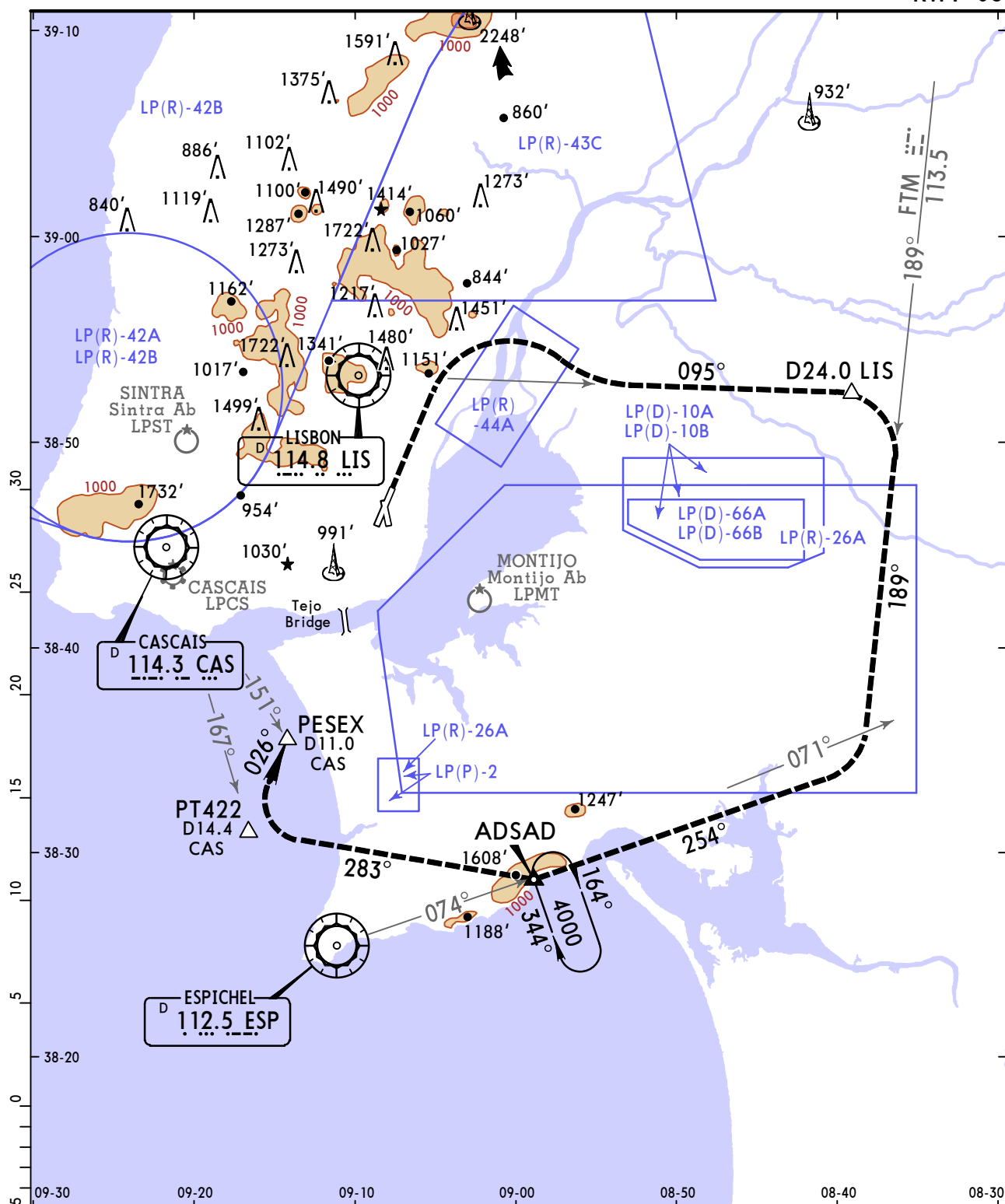
CHANGES: None.

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LISBON, PORTUGAL  
LISBON

### MISSED APPROACH WITH COMM FAILURE (CONVENTIONAL)

RWY 03



**MISSED APCH:** Squawk 7600. Climb STRAIGHT AHEAD to FL070 to intercept and proceed R-095 LIS. At D24.0 LIS turn RIGHT to intercept and proceed R-189 FTM. When crossing R-071 ESP turn RIGHT to intercept and proceed R-074 ESP to ADSAD holding. After completing one holding pattern proceed on track 283° to PT422. Turn RIGHT on track 026° to PESEX descending to 4000' to perform another ILS approach.

## PANS OPS

CHANGES: None.

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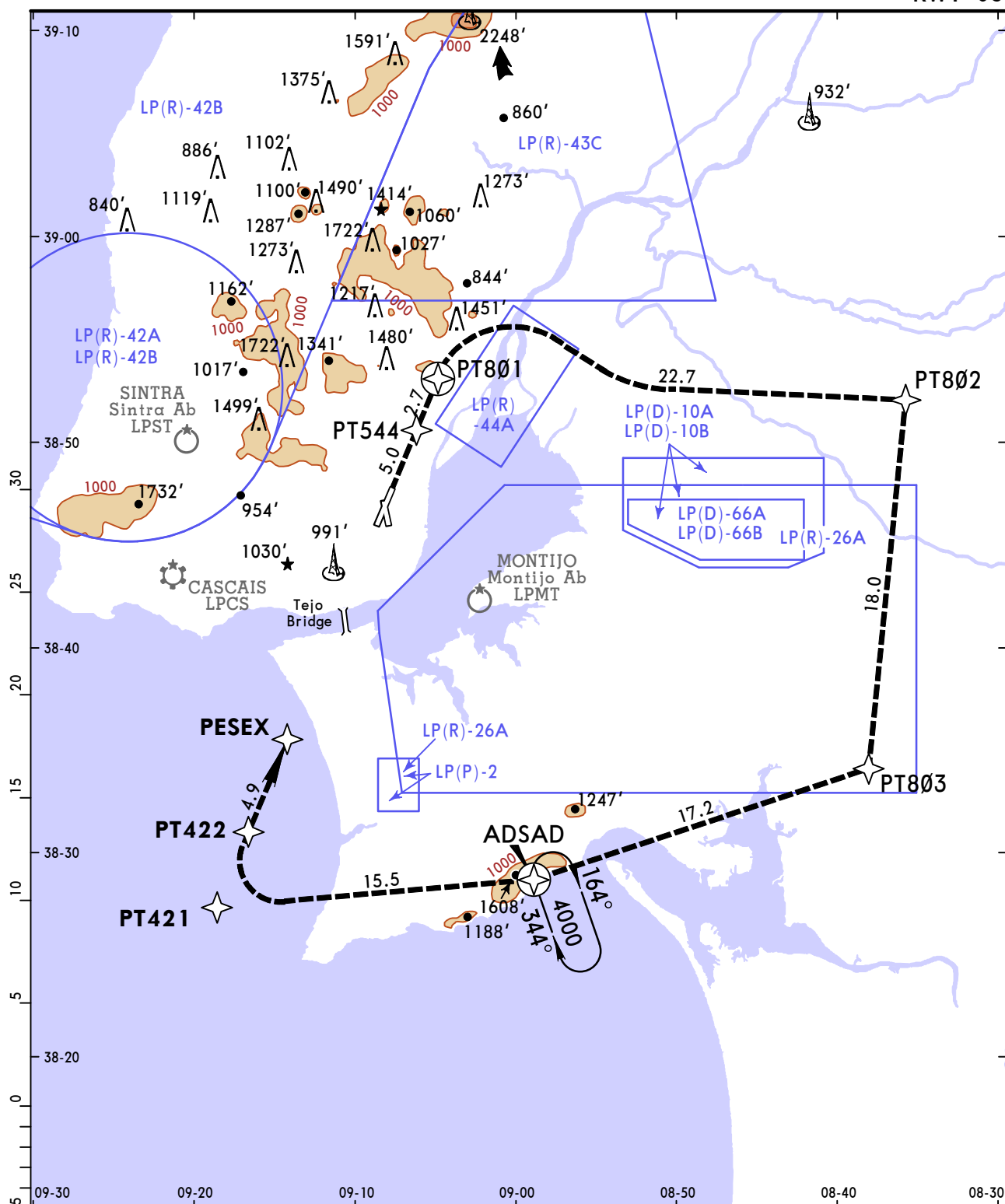
**LPPT/LIS**  
Apt Elev **374'**

**JEPPESSEN**  
6 DEC 19 **(11-01A)**

**LISBON, PORTUGAL**  
**LISBON**

**MISSED APPROACH WITH COMM FAILURE (RNP)**

**RWY 03**



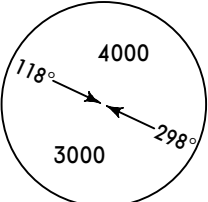
**MISSED APCH:** Squawk 7600. Climb **STRAIGHT AHEAD** to FL070 via PT544 to intercept and proceed via PT801, PT802, PT803 to holding ADSAD. After completing one holding pattern proceed via PT421, PT422 and PESEX descending to 4000' to perform another RNP approach.

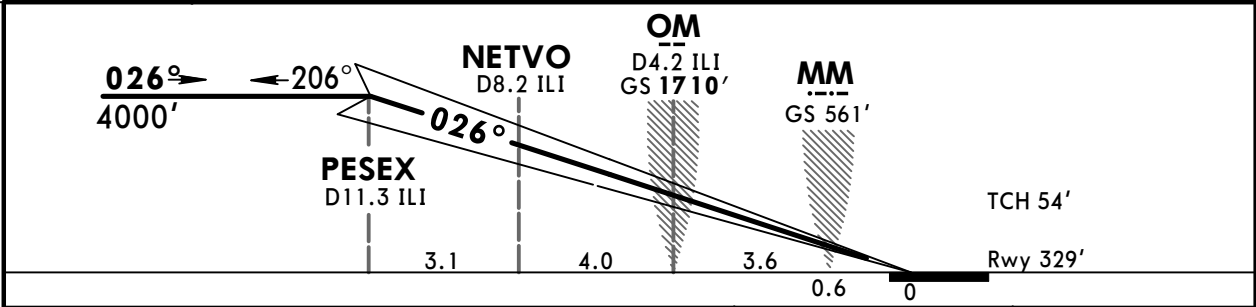
**PANS OPS**

LPPT/LIS  
LISBON

JEPPESEN  
3 MAY 19 11-1A

LISBON, PORTUGAL  
CAT II/III ILS Rwy 03

D-ATIS Arrival 124.155	*LISBON Control (APP) 123.980	*LISBON Approach 119.105	*LISBON Arrival (APP) 125.130	LISBON Tower 118.105	*Ground 121.755
LOC ILI 109.1	Final Apch Crs 026°	GS OM 1710' (1381')	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 374' Rwy 329'	
MISSED APCH: Climb STRAIGHT AHEAD to FL070. Contact approach. In event of radio failure see 11-01.					
Alt Set: hPa	Rwy Elev: 12 hPa	Trans level: By ATC	Trans alt: 4000'	MSA LIS VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	FL070
GS	3.00°	372	478	531	637	743	REIL PAPI	↑

Standard STRAIGHT-IN LANDING RWY 03		
CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH 50'	RA 100' DA(H) 429' (100')
RVR 75m	RVR 200m	RVR 300m



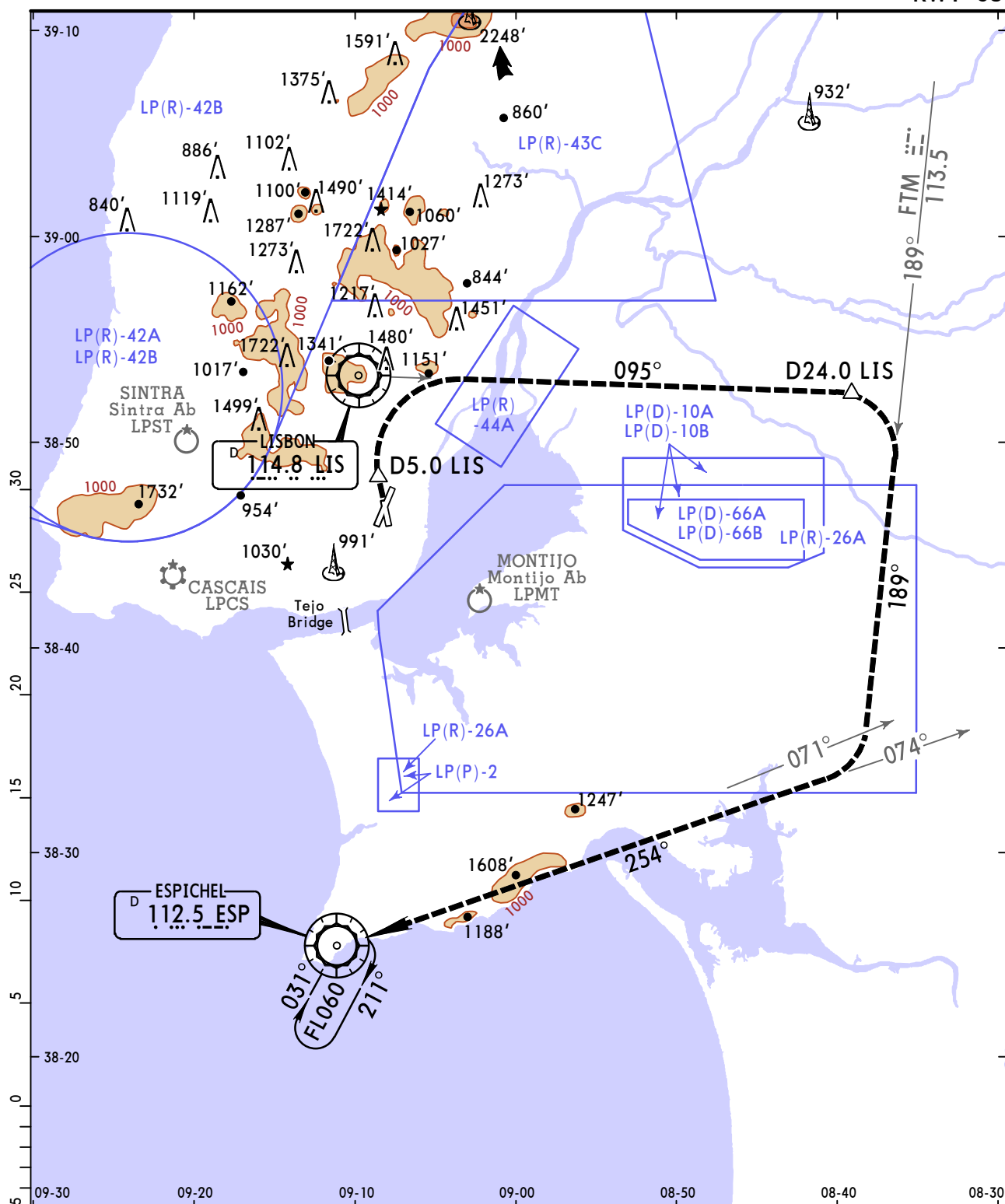




LISBON, PORTUGAL  
LISBON

## MISSED APPROACH WITH COMM FAILURE

RWY 35



**MISSED APCH: Squwak 7600. Climb STRAIGHT AHEAD to FL070. At D5.0 LIS turn RIGHT to intercept and follow R-095 LIS. At D24.0 LIS turn RIGHT to intercept and follow R-189 FTM. When crossing R-071 ESP turn RIGHT to intercept and follow inbound R-074 ESP to ESP holding. Complete one holding pattern descend to FL060 to perform another approach.**

## PANS OPS

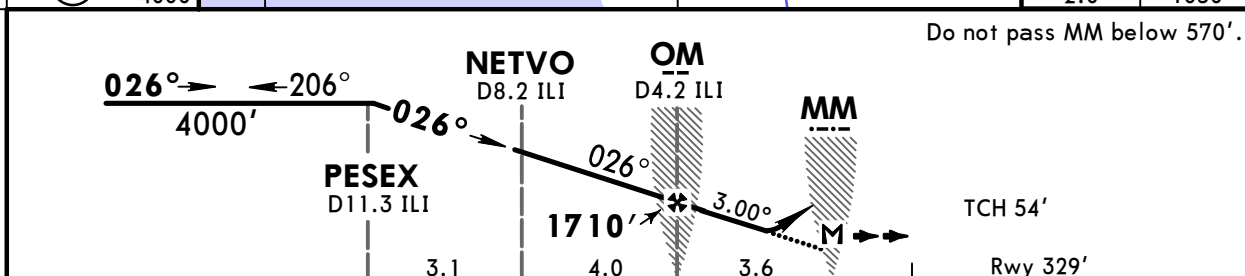
**LPPT/LIS**  
**LISBON**

**JEPPESEN**  
23 NOV 18 **(11-2)** **Eff 6 Dec**

**LISBON, PORTUGAL**  
**LOC Rwy 03**

BRIEFING STRIP

D-ATIS Arrival <b>124.155</b>	*LISBON Control (APP) <b>123.980</b>	*LISBON Approach <b>119.105</b>	*LISBON Arrival (APP) <b>125.130</b>	LISBON Tower <b>118.105</b>	*Ground <b>121.755</b>
LOC ILI <b>109.1</b>	Final Apch Crs <b>026°</b>	Minimum Alt <b>OM</b> <b>1710'</b> (1381')	DA/MDA(H) <b>830'</b> (501')	Apt Elev 374' Rwy 329'	
<b>MISSED APCH: Climb STRAIGHT AHEAD to FL070. Contact approach.</b> In event of radio failure see 11-01.					
Alt Set: hPa	Rwy Elev: 12 hPa	Trans level: By ATC	Trans alt: 4000'	MSA LIS VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI 	<b>FL070</b> ↑
Descent Angle	3.00°	372	478	531	637	743		
MAP at MM								

Standard				CIRCLE-TO-LAND			
CDFA							
DA/MDA(H) <b>830'</b> (501')							
ALS out				Max Kts	MDA(H)	VIS	
A	RVR 1500m			100	1500' (1126')	1500m	
B				135	1500' (1126')	1600m	
C	RVR 1900m			180	1580' (1206')	2400m	
D		RVR 2400m		205	1580' (1206')	3600m	

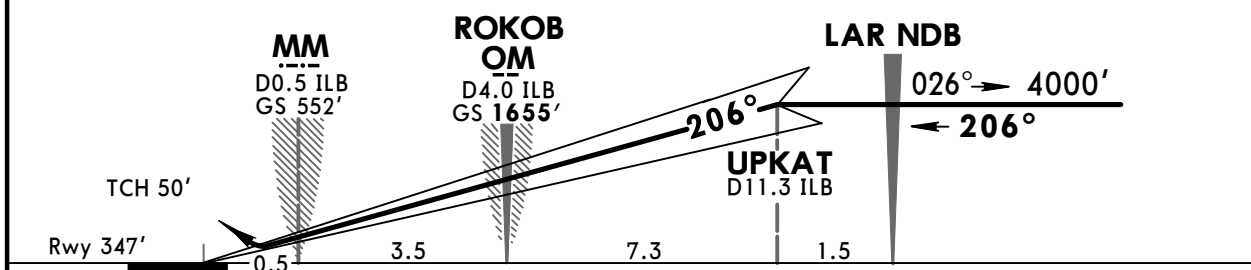
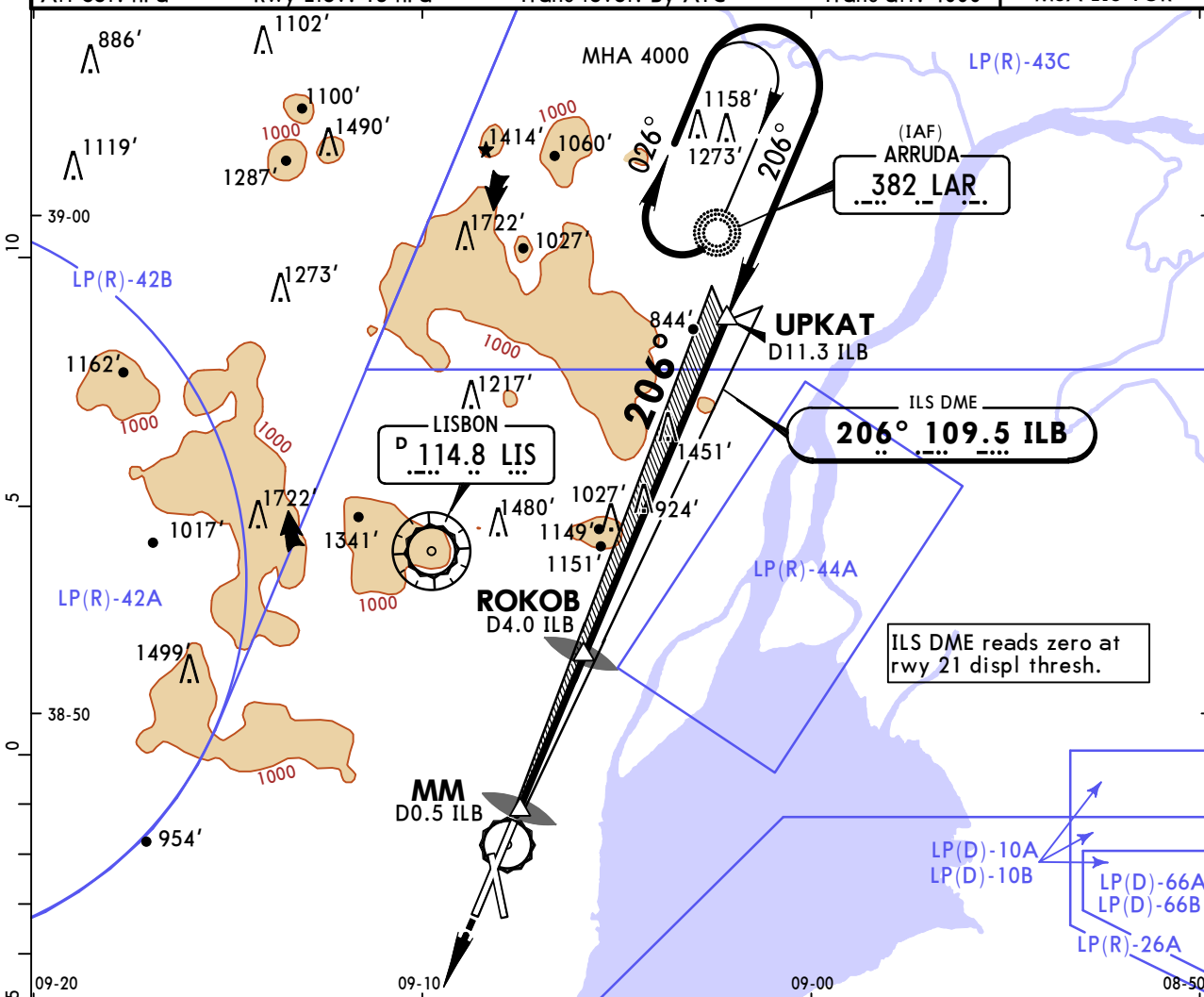
PANS OPS

**LPPT/LIS**  
**LISBON**

**JEPPESSEN**  
17 MAY 19 **11-3** Eff 23 May

**LISBON, PORTUGAL**  
**ILS Rwy 21**

D-ATIS Arrival <b>124.155</b>	*LISBON Control (APP) <b>123.980</b>	*LISBON Approach <b>119.105</b>	*LISBON Arrival (APP) <b>125.130</b>	LISBON Tower <b>118.105</b>	*Ground <b>121.755</b>
LOC ILB <b>109.5</b>	Final Apch Crs <b>206°</b>	GS <b>ROKOB</b> <b>1655'</b> (1308')	ILS DA(H) <b>547'</b> (200')	Apt Elev 374' Rwy 347'	
<b>MISSED APCH: Climb STRAIGHT AHEAD to FL070. Contact ATC.</b> In event of radio failure see 11-01B.					
Alt Set: hPa	Rwy Elev: 13 hPa	Trans level: By ATC	Trans alt: 4000'	MSA LIS VOR	



Gnd speed-Kts	70	90	100	120	140	160			
GS	3.00°	372	478	531	637	743	849		

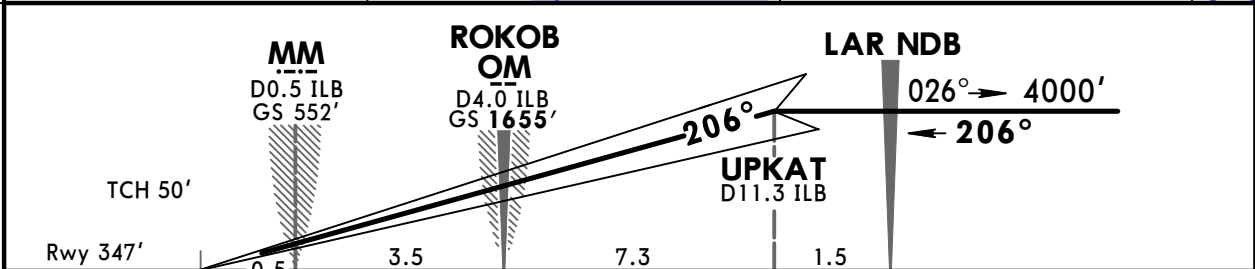
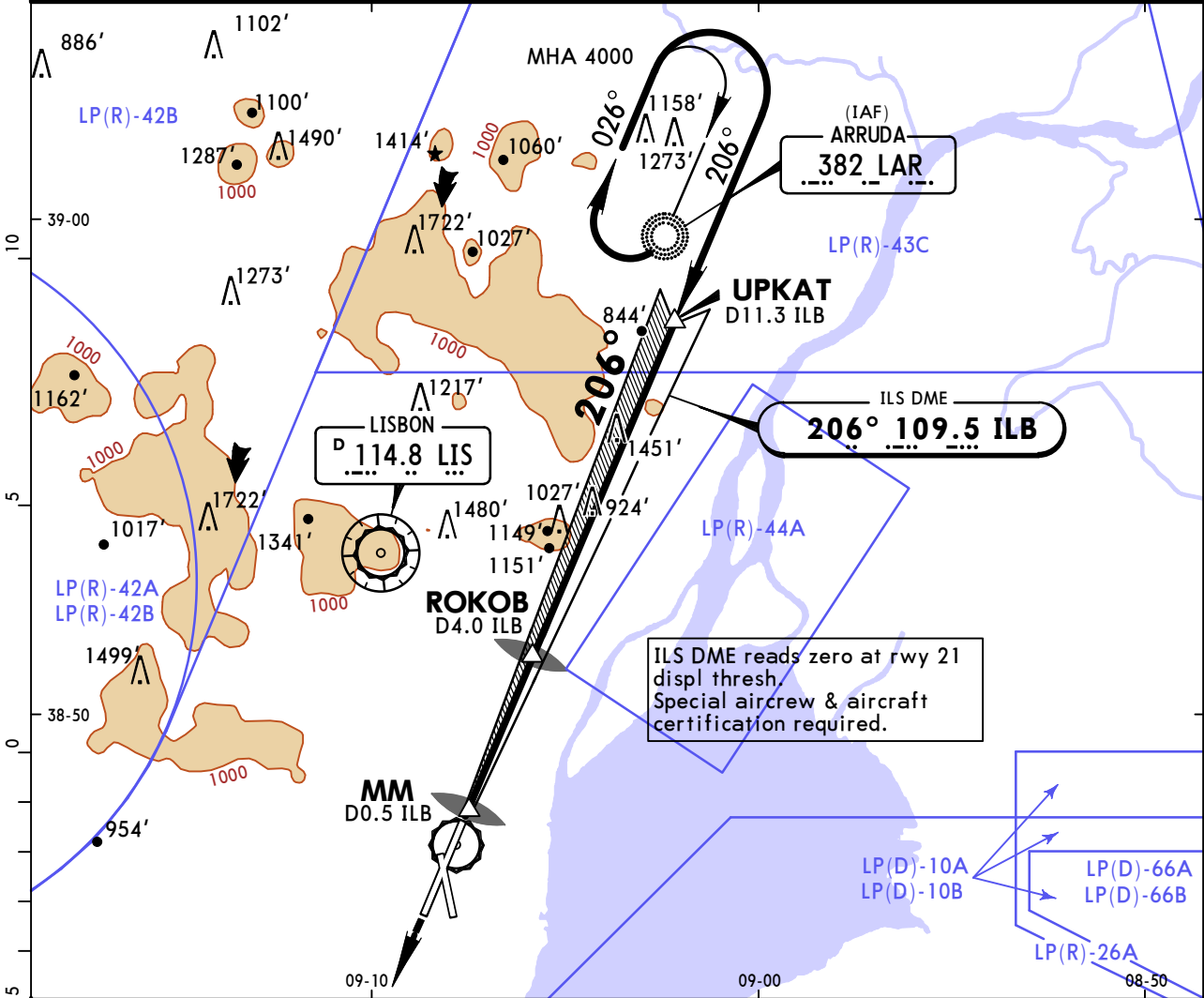
Standard STRAIGHT-IN LANDING RWY 21				CIRCLE-TO-LAND			
DA(H) <b>547'</b> (200')				Max Kts			
FULL		TDZ or CL out		ALS out		MDA(H)	
A						1500'	1500m
B	RVR 550m	RVR 550m				1500'	1600m
C						1580'	2400m
D						1580'	3600m

LPPT/LIS  
LISBON

JEPPESEN  
17 MAY 19  
Eff 23 May 11-3A

LISBON, PORTUGAL  
CAT II/III ILS Rwy 21

D-ATIS Arrival 124.155	*LISBON Control (APP) 123.980	*LISBON Approach 119.105	*LISBON Arrival (APP) 125.130	LISBON Tower 118.105	*Ground 121.755
LOC ILB 109.5	Final Apch Crs 206°	GS ROKOB 1655' (1308')	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 374' Rwy 347'	
MISSED APCH: Climb STRAIGHT AHEAD to FL070. Contact ATC. In event of radio failure see 11-01B.					
Alt Set: hPa	Rwy Elev: 13 hPa	Trans level: By ATC	Trans alt: 4000'	MSA LIS VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	FL070 ↑
GS	3.00°	372	478	531	637	743		

Standard CAT IIIB ILS		STRAIGHT-IN LANDING RWY 21 CAT IIIA ILS		CAT II ILS	
		DH 50'		RA 100' DA(H) 447' (100')	
RVR 75m		RVR 200m		RVR 300m	

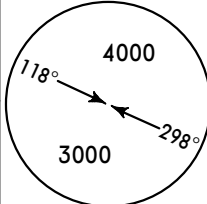


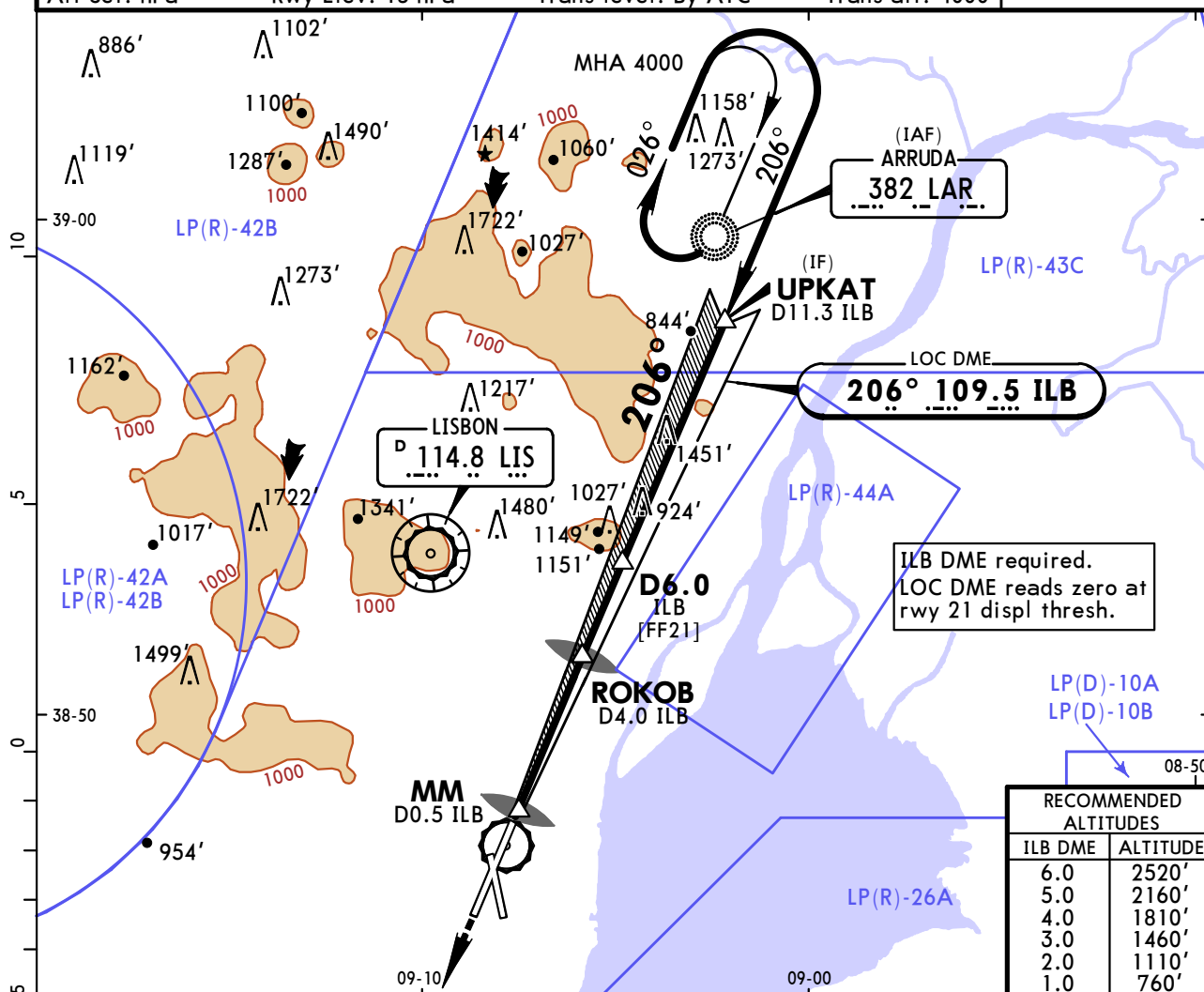
**LPPT/LIS**  
**LISBON**

**JEPPESSEN**  
17 MAY 19 **11-4** Eff 23 May

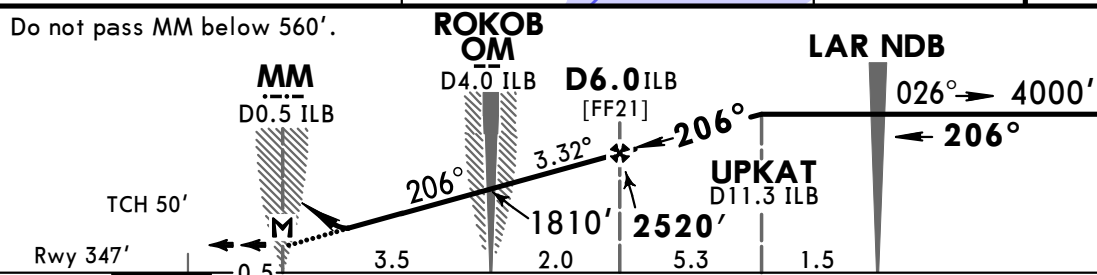
**LISBON, PORTUGAL**  
**LOC Rwy 21**

BRIEFING STRIP™

D-ATIS Arrival <b>124.155</b>	*LISBON Control (APP) <b>123.980</b>	*LISBON Approach <b>119.105</b>	*LISBON Arrival (APP) <b>125.130</b>	LISBON Tower <b>118.105</b>	*Ground <b>121.755</b>
LOC ILB <b>109.5</b>	Final Aptch Crs <b>206°</b>	Minimum Alt <b>D6.0 ILB</b> <b>2520' (2173')</b>	DA/MDA(H) <b>740' (393')</b>	Apt Elev 374' Rwy 347'	
<b>MISSED APCH: Climb STRAIGHT AHEAD to FL070. Contact ATC.</b> In event of radio failure see 11-01B.					
Alt Set: hPa	Rwy Elev: 13 hPa	Trans level: By ATC	Trans alt: 4000'	MSA LIS VOR	



Do not pass MM below 560'.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.32°	411	529	587	705	822	940
MAP at MM/D0.5 ILB						

HIALS-II	<b>FL070</b>
PAPI	↑

STRAIGHT-IN LANDING RWY 21			CIRCLE-TO-LAND		
CDFA					
DA/MDA(H) <b>740' (393')</b>					
			Max Kts	MDA(H)	VIS
			100	1500' (1126')	1500m
			135	1500' (1126')	1600m
			180	1580' (1206')	2400m
			205	1580' (1206')	3600m
PANS OPS	ALS out				
	RVR 1500m				
	RVR 1100m				
	RVR 1800m				

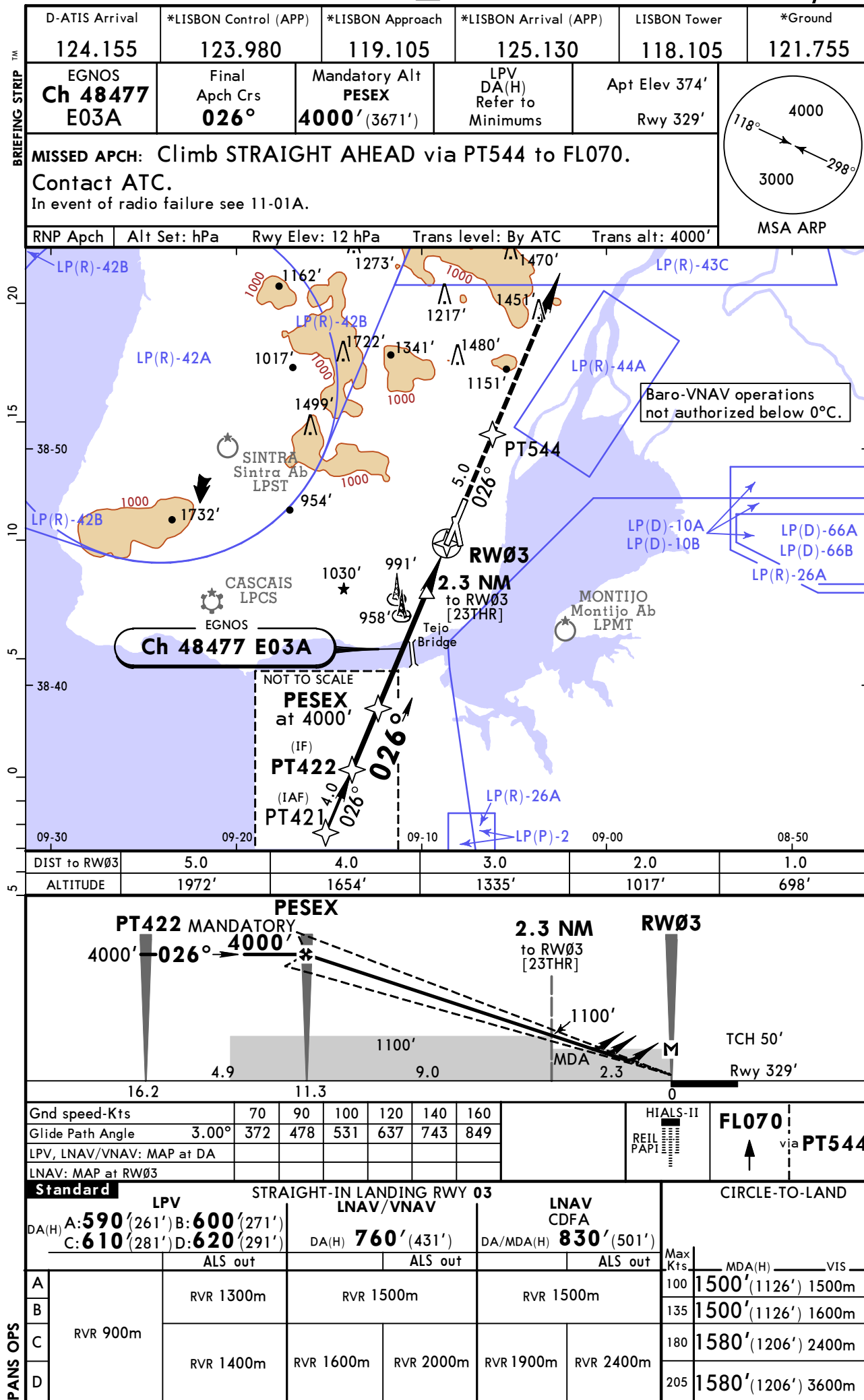
CHANGES: Procedure title. Descent angle.

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**LPPT/LIS**  
**LISBON**

**JEPPESSEN**  
6 DEC 19 **(12-1)**

**LISBON, PORTUGAL**  
**RNP Rwy 03**

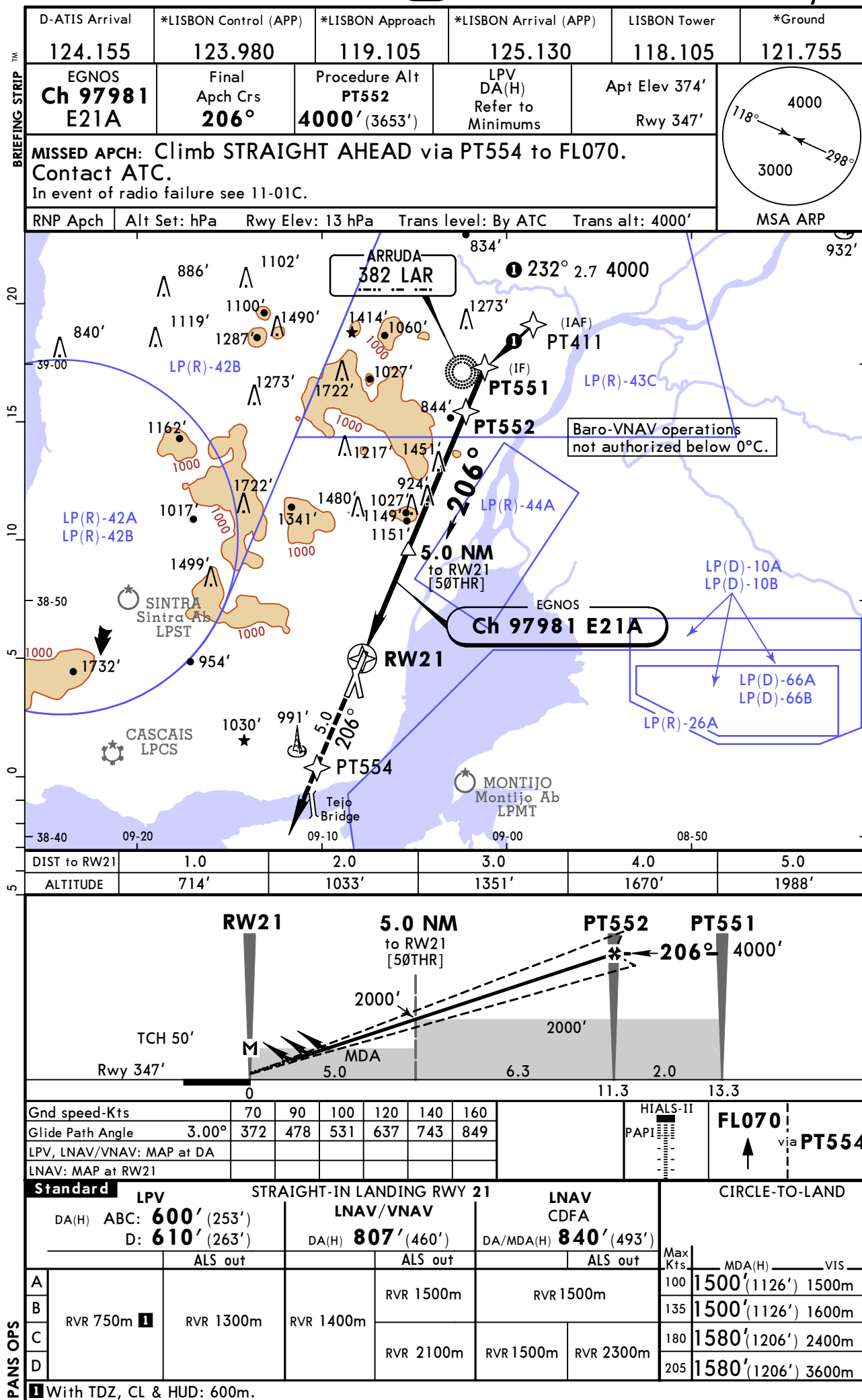




**LPPT/LIS**  
**LISBON**

**JEPPESSEN**  
6 DEC 19 **(12-2)**

**LISBON, PORTUGAL**  
**RNP Rwy 21**



**LPPT/LIS**  
**LISBON**

**JEPPESSEN**  
31 MAY 19 **(13-1)**

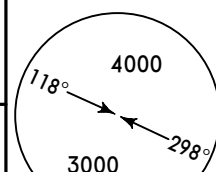
**LISBON, PORTUGAL**  
**VOR Rwy 35**

D-ATIS Arrival <b>124.155</b>	*LISBON Control (APP) <b>123.980</b>	*LISBON Approach <b>119.105</b>	*LISBON Arrival (APP) <b>125.130</b>	LISBON Tower <b>118.105</b>	*Ground <b>121.755</b>
VOR LIS <b>114.8</b>	Final Apch Crs <b>352°</b>	Minimum Alt <b>D13.0 LIS</b> <b>2100'</b> (1768')	DA/MDA(H) <b>1160'</b> (828')	Apt Elev 374' Rwy 332'	

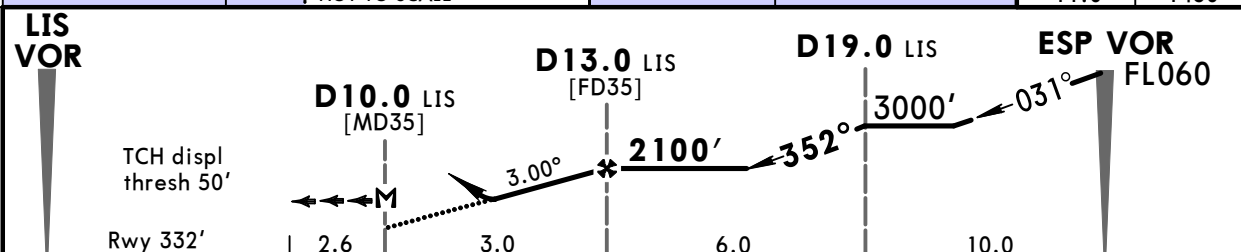
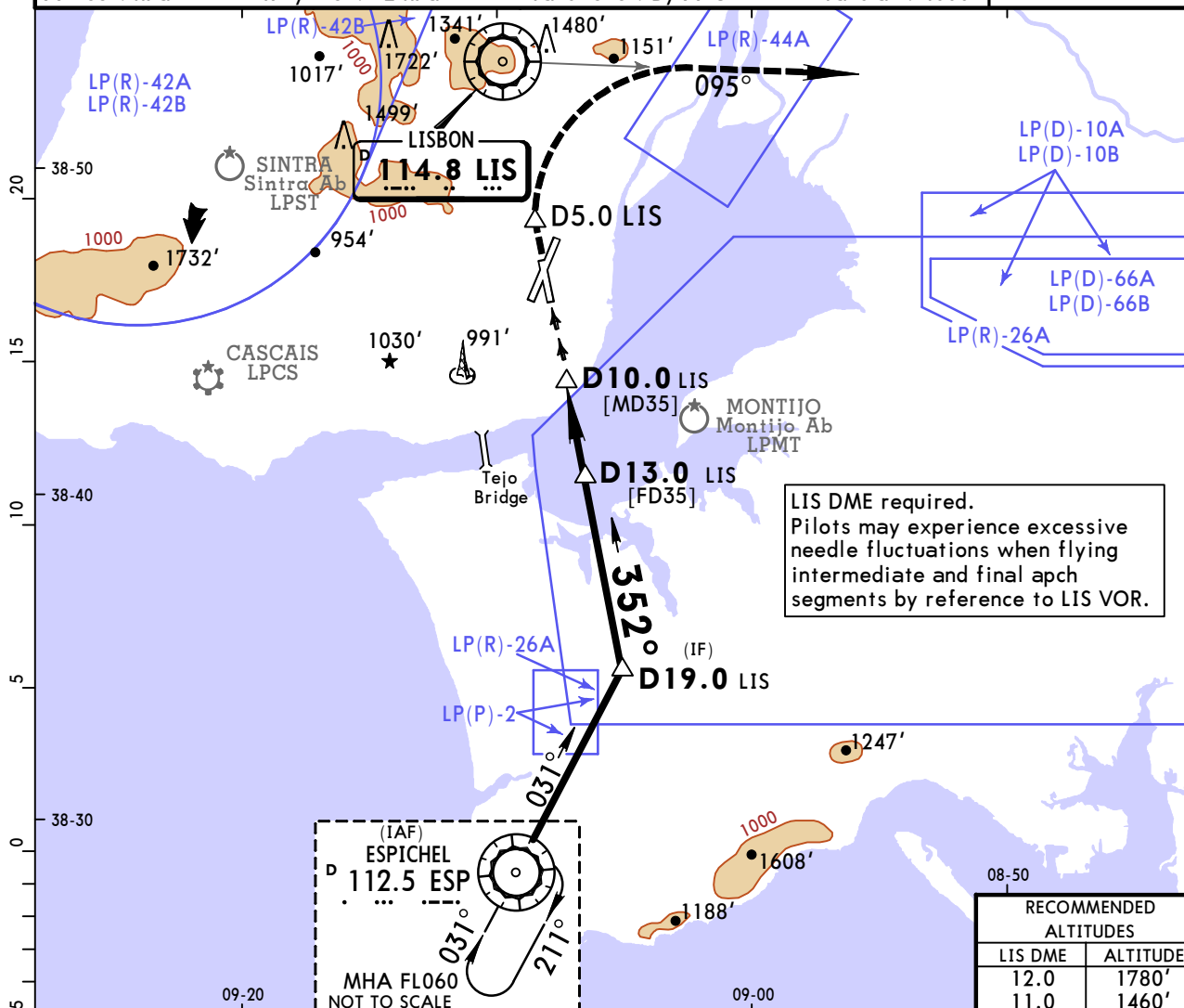
**MISSED APCH: Climb STRAIGHT AHEAD to FL070. At D5.0 LIS turn RIGHT to intercept R-095 LIS. Contact ATC.**

In event of radio failure see 11-01D.

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



MSA LIS VOR



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743
MAP at D10.0 LIS						

Standard			CIRCLE-TO-LAND		
STRAIGHT-IN LANDING RWY 35			CIRCLE-TO-LAND		
CDFA			CDFA		
DA/MDA(H)			DA/MDA(H)		
ALS out			ALS out		
Max Kts			Max Kts		
MDA(H)			MDA(H)		
VIS			VIS		
A			100	1500' (1126')	1500m
B			135	1500' (1126')	1600m
C			180	1580' (1206')	2400m
D			205	1580' (1206')	3600m

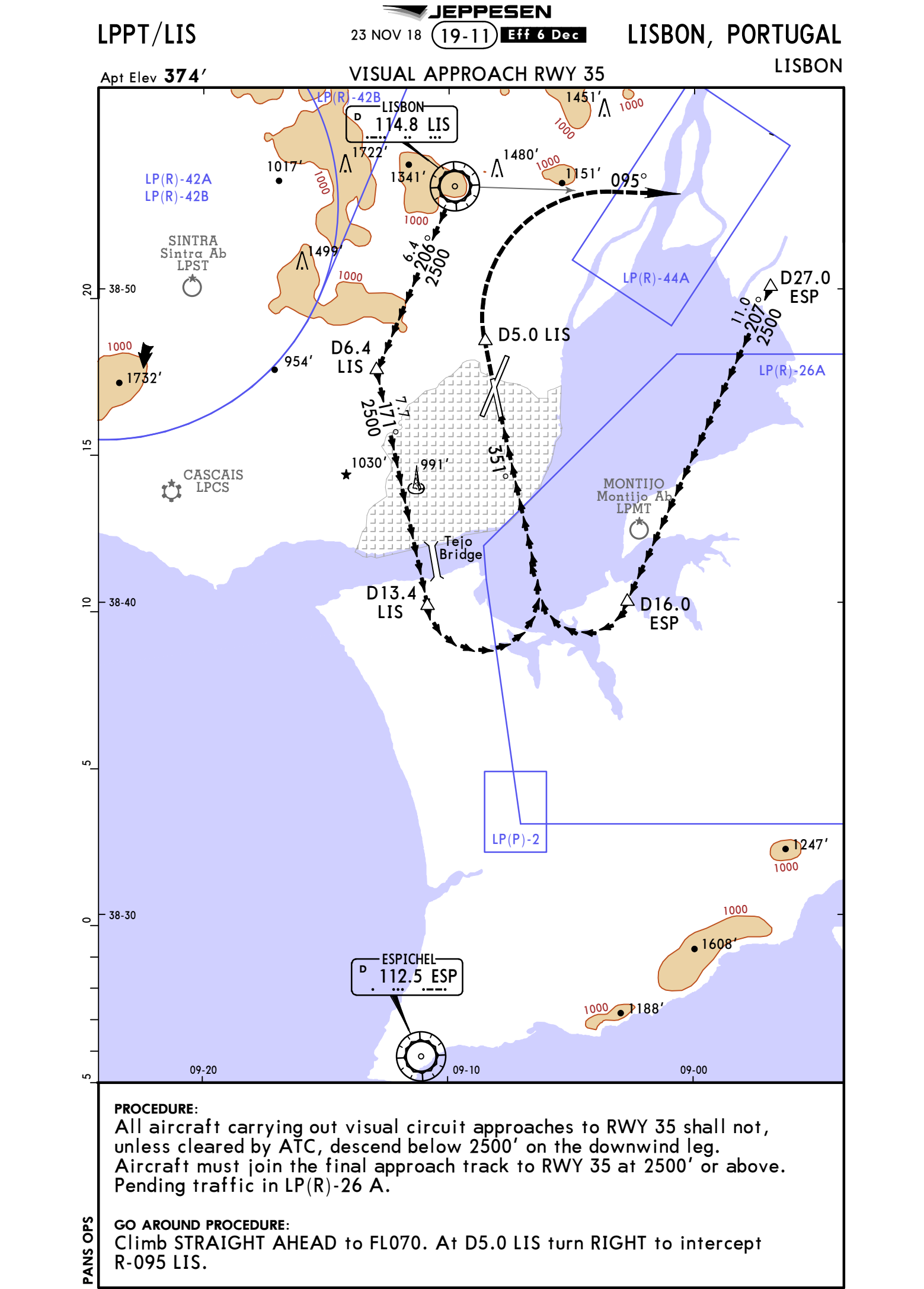
CHANGES: Holding added.

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## VISUAL APPROACH RWY 03



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**LISBON, (LISBON - LPPT)**

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport LPPT

**Type:** Terminal  
**Effectivity:** Temporary  
**Begin Date:** 20191205  
**End Date:** Until Further Notice

Conversion of RWY 17/35 to TWY T (based on AIRAC SUP 044-19). Refer to temporary chart 10-8B and latest NOTAMs.

**Type:** Terminal  
**Effectivity:** Temporary  
**Begin Date:** 20191205  
**End Date:** Until Further Notice

Redesignation of TWYs (based on AIRAC SUP 043-19). Refer to temporary chart 10-8D and latest NOTAMs.

**Type:** Terminal  
**Effectivity:** Temporary  
**Begin Date:** 20200103  
**End Date:** Until Further Notice

For RWY 35 all STARs & SIDs (conventional and RNAV) are suspended.

**Type:** Terminal  
**Effectivity:** Temporary  
**Begin Date:** 20200103  
**End Date:** Until Further Notice

Following procedures suspended (based on SUP 10/2020): (13-1) VOR Rwy 35, (11-01D) Missed apch with Comm fail Rwy 35, (19-11) Visual Approach Rwy 35.

**Type:** Terminal  
**Effectivity:** Temporary  
**Begin Date:** 20190719  
**End Date:** Until Further Notice

Low Visibility Procedure RWY 03 not available (based on SUP 021-19).

**Type:** Terminal  
**Effectivity:** Temporary  
**Begin Date:** 20200102  
**End Date:** Until Further Notice

Construction of new rapid exit TWY (based on SUP 001/20). Refer to temp charts 10-8E and 10-8F and latest NOTAMs.

**Type:** Terminal  
**Effectivity:** Temporary  
**Begin Date:** 20191010  
**End Date:** Until Further Notice

Construction works on RWY 17/35 (based on SUP 026-19). Refer to temp pages 10-8/10-8A and latest NOTAMs.