



LISBON (LPPT) PILOT GUIDE

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Whilst this document is based on real-world procedures and we do our best to ensure the accuracy of the information presented here, there is no guarantee that the procedures and guidelines are accurate or either up-to-date. For this reason, this document is for Flight Simulation use only and must not be used for real-world navigation.

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The Portuguese vACC controllers and staff team wishes you a nice flight to/from Lisbon!

AIRFIELD INFORMATION

AIRPORT LAYOUT

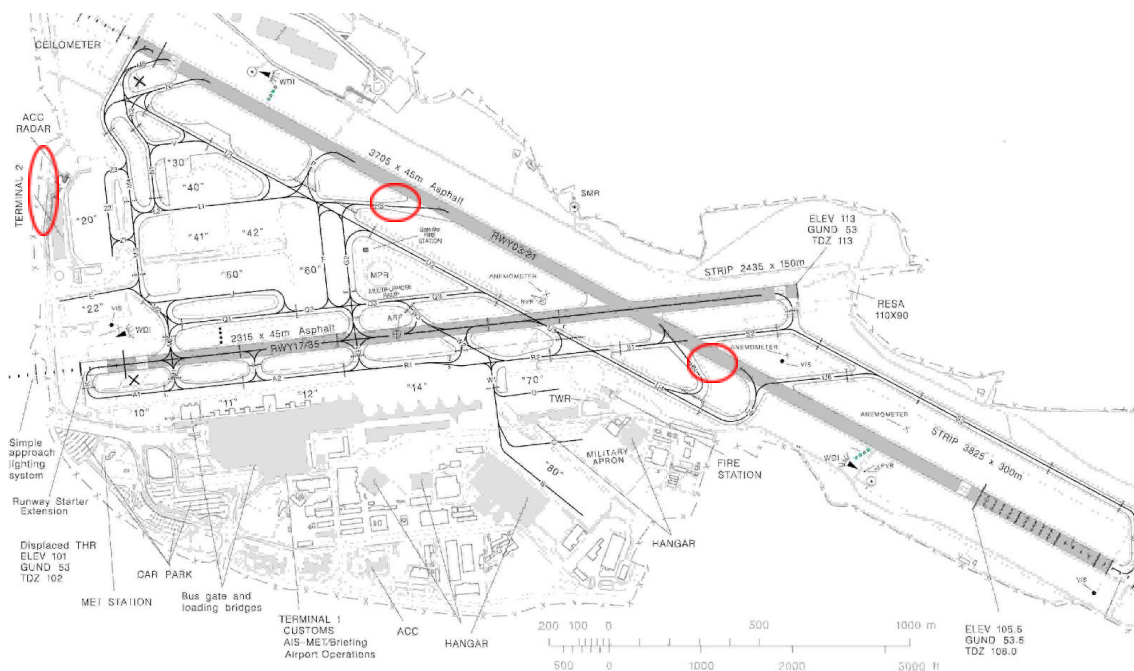


FIGURE 1 - LPPT AS OF DEC16 (SIGNIFICANT CHANGES IN RED) – SIMULATION ONLY

Lisbon Airport (LPPT-LIS) has been under heavy changes in the past years. In addition to a taxiway overhaul, with the introduction of RET (rapid exit taxiways) HN and HS, a new terminal 2 has been constructed for low cost carriers. However, due to flight simulation limitations, the default scenery does not include these changes. Nevertheless, you are still welcome to fly in/out of Lisbon as those missing features do not heavily interfere with operations.

RWY 03/21 will be used preferentially as **Runway-in-use** irrespective of RWY 17/35; however, if RWY 03/21 is unsuitable for a particular operation, pilots may obtain

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permission from ATC to use RWY 17/35, incurring in delay, since RWY 17/35 may be used for expediting taxiing operations.

Departing aircraft of category M and L will be instructed to hold at position 3 (U5) whenever RWY 21 is in use. Heavy aircraft or any other, if requested, will hold at position 1 (On the beginning of the runway start extension).

Charts available at:

<http://charts.portugal-vacc.org/#LPPT>

PARKING POSITIONS

- **Apron 10**
 - TAP Express;
- **Apron 11/12**
 - Schengen Flight (TAP, SWR, IBE, BRU, DLH, AFR, VLG, KLM, SAS...);
- **Apron 14**
 - International Non-Schengen (TAP, BAW, DTA, UAL, MON, UAE, THY...);
- **Apron 20**
 - Low Cost (RZR, EZY, NAX, WZZ, TRA...);
- **Apron 22**
 - Long Term Parking (TAP, RZO, EVJ, White);
- **Apron 41**
 - Air Azores – RZO;
- **Apron 42/50**
 - Unspecified;
- **Apron 60**
 - Long Term Parking (MMZ, TAP);
- **Apron 70**
 - VFR/Private jets;
- **Apron 80**
 - Cargo /Maintenance (TAP, DHL, FDX, TAY, SRR);

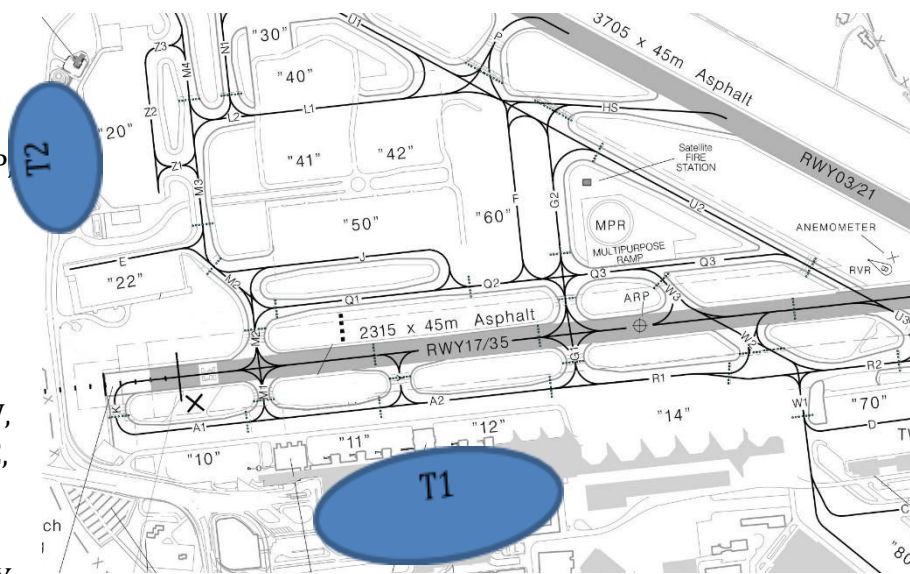


FIGURE SEQ FIGURE * ARABIC 2- PARKING POSITIONS – SIMULATION ONLY

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NOTES:

Old sceneries do **not include** T2(apron 20 and 22). Low cost aircraft are requested to park at aprons 4-;

Heavies are **only** allowed to park at 14, 4-, 50 and 60;

Priority is given to **flag carriers** at aprons 11 and 12; Stand 146 is reserved for B77W aircraft, but other are welcome when these aircraft are not present.

If apron 20 is full, **low cost** carriers will park at 22; Aprons 41/42 are usually used when aprons 11/12 and 50 are full;

Apron 30 is rarely used and should be **avoided**.

Frequencies

LPPT_ATIS	ATIS	124.150
LPPT_GND	Lisbon Ground	121.750
LPPT_TWR	Lisbon Tower	118.100
LPPT_APP	Lisbon Approach	119.100
LPPC_CTR	Lisbon Control	125.550

Note: During high intensity operations, Lisbon Delivery (LPPT_DEL@118.950) may be online.

FLYING TO/FROM LISBON

In this section we will discuss standard procedures at Lisbon Airport. Note that these procedures may be unusual in special cases, so we advise to pay special attention to what the controllers say to you and preferably write down clearances.

CLEARANCE

Clearance delivery, after checking the validity of your flight plan, will issue you a departure, transponder code and an initial climb clearance.

To insure a swift/stress-free clearance it is of most importance to have a **valid flight plan**. You can find valid route at <http://www.vatroute.net>. If no route is available, you can use other websites to fetch routes but check them before submitting. Also you need to have a valid **Cruising altitude**. In Lisbon Airspace the following rule is applicable:

Northbound (270º - 089º) **Even FL**

Southbound (090º - 269º) **Odd FL**

Flight crossing into Spanish airspace must have Even FL except if entering via PESAS, ORTOP, NELSO or ORTIS.

This rule must be followed even if the following airspaces request different cruising altitudes.

You can find below a table with LPPT Standard Instrument Departures and destination examples:

Waypoint	Designation	Runway	Examples
BUSEN	BUSE5P	03/35	LPPD, KMIA, SBBR, KEWR, SBBE
	BUSE6P	21	
GANSU	GANS4N	03/35	LPMA, GCTS
	GANS5S	21	
LIGRA	LIGR4N	03/35	
	LIGR5S	21	
NAKOS	NAKO4N	03/35	SBSG, GVNP, SBNT, SBGL
	NAKO5S	21	
TROIA	TROI4N	03/35	LPFR, LEZL, FNLU
	TROI5S	21	

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GAIOS	GAI04N	03/35	FNLU, DNMM
	GAI05S	21	
IDBID	IDBI3N	03/35	LEMD, OMDB, LTBA
EXONA	EXON7S	21	LEMD
IXIDA	IXID3N	03/35	LOWW, LFPG, EDDF, LIMC, EGSS
	IXID9S	21	
INBOM	INBO3N	03/35	EIDW, EGLL, LPPR
	INBO9S	21	
ESP	ESP2N	03/35	
	ESP3S	21	
FTM	FTM1N	03/35	
	FTM2S	21	

Advise on initial contact if unable to fly SIDs and expect a vectored departure. You may request to use RWY35 but beware your request may be **denied**.

GROUND MOVEMENTS

Before performing ground movements (taxi, pushback) contact the responsible controller online (LPPT_GND, if there is no GND then TWR and so on). Confirm transponder code and **mode C** before requesting pushback and until parked on the stand when arriving.

Due to the dimensions of the airport and the congestion that sometimes occurs, expect using RWY35 for taxi procedures.

Although taxiway W exists in real life, it is not included in most sceneries so the controller will instruct you to taxi via G instead.

Different holding points may be given depending on the situation. It is advised to be familiarized with them to avoid delays. If you wish a specific holding point advise controller when requesting taxi.

TAKEOFF/LANDING

Aircraft are to vacate via **HN** or **HS** depending on the RWY in use. Controllers may request you to vacate southbound via RWY35 to expedite traffic. Pilots without these taxiways may use the ones at their disposal.

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When airborne you will be handed-off to LPPT_APP or LPPC_CTR depending on the controllers online.

Operating with one runway most of the time, Lisbon Airport is very busy so expect late landing clearances. On initial contact with tower report established on the ILS.

GO-AROUND

In case of go-around on RWY03 or RWY21 you can expect a straight ahead and climb FL70 instruction.

DEPARTURE/APPROACH

Transition altitude at LPPT is **4000ft**.

On first contact with APP (**after 1000ft**) only report **Callsign, Altitude** and **SID**.

Following speed restrictions apply unless otherwise stated by ATC (*"no speed restrictions"*).

Altitude/FL	Departing	Arriving
Below FL245	No restriction	Max. 280kts IAS
Below FL100	Max. 250kts IAS	Max. 250kts IAS
Below FL70	Max. 250kts IAS	Max. 220kts IAS
Below 4000ft	Max 250kt IAS	Max. 200kts IAS

DEPARTING:

Departing aircraft are cleared for an **initial climb of FL60**. Do not climb above these altitudes unless cleared by ATC. Pay attention to speed restrictions.

APP will usually vector you directly to a waypoint so pay attention to which **direction** you should turn.

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ARRIVING:

APP will usually vector you according to a STAR procedure. ATC will provide altitude clearances, but **not speeds**. Read the charts.

Runway	Frequency	Final Course
ILS RWY03	109.1	026
ILS-1 or -2 RWY21	109.5	206
VOR DME RWY35	LIS @ 114.8	353

PHRASEOLOGY

The phraseology of a normal flight is shown below. Note that not all possibilities are published (go around/holdings), but these procedures are straightforward and available in the charts.

DEPARTING

Aircraft - <callsign>, radio check

ATC - <callsign>, good evening. Readability is ___ (1 - 5)

CLEARANCE

Aircraft - <callsign>, at stand ___ with information <ATIS on board>, request clearance to <destination>.

ATC - <callsign>, information <ATIS > is current, QNH ___ runway in use ___ Break, Cleared to <destination> via <departure> initial climb FL60 squawk ____.

Aircraft - <read back>.

ATC - <callsign>, readback is correct contact Lisbon Ground 121.750.

Aircraft - Ground at 121.750 <callsign>.

TAXI

Aircraft - Lisbon Ground <call sign>, at stand ___ request push and start.

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ATC - Push and start approved, facing ___, QNH ___.

Aircraft - Push and start approved facing ___, QNH ___.

Aircraft - <callsign>, request taxi.

ATC - <callsign>, taxi to holding point ___ via ___.

Aircraft - <read back>.

Aircraft - Lisbon ground, <callsign> Reaching holding point RWY __

ATC - Contact Tower on 118.1.

DEPARTURE

Aircraft - Lisbon Tower, <callsign>, at holding point RWY ___ ready for departure.

ATC - <callsign> hold short RWY ___.

Aircraft - Holding short, <callsign>.

ATC - <callsign> behind landing traffic on final, line up and wait behind.

Aircraft - Line up and wait behind, <callsign>.

ATC - <callsign>, when airborne contact Approach on 119.1, BREAK, wind ___ degrees ___ knots, cleared for takeoff.

Aircraft - when airborne approach on 119.1, cleared to takeoff RWY __ thank you, bye.

HAND-OFF TO APP:

Aircraft - <callsign> airborne, passing ___ ft on ___ departure.

ATC - <callsign>, identified, continue climb to FL___.

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ATC - <callsign> climb ___ FT, QNH ___

Aircraft - climb ___ FT, QNH ___, <call sign>

ATC - <callsign> turn ___ direct ___.

Aircraft: Turn ___ direct ___, <call sign>.

ATC: contact Lisbon Control on 125.550.

Aircraft - 125.550, <callsign>

ARRIVING

APPROACH:

Aircraft - Lisbon approach, <callsign>, at FL ___ descending FL ___.

ATC - <callsign> radar contact continue descent FL ___ expect ILS approach runway.

Aircraft: descent FL ___ expect ILS approach runway ___ <callsign>.

ATC - <callsign> descent ___ FT, QNH ___

Aircraft - descent ___ FT, QNH ___ <callsign>

ATC - <callsign> turn ___ direct ___.

Aircraft - Turn ___ direct ___, <callsign>

ATC - <callsign> cleared ILS approach runway ___, report when established.

Aircraft - cleared ILS approach runway ___, will report when established, <callsign>.

Aircraft - Lisbon approach, <callsign> established.

ATC - <callsign> contact Lisbon tower on 118.1.

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Aircraft - Tower on 118.10, <callsign>.

FINAL:

Aircraft - Lisbon Tower, <callsign>, on (ILS or Visual) RWY ___.

ATC - <callsign>, continue the approach, number _.

Aircraft - continue the approach, number _<call sign>.

ATC - winds ____, _knots, RWY __, cleared to land.

Aircraft - Cleared to land RWY __ <callsign>.

Aircraft - RWY vacated.

ATC - contact Lisbon Ground on 121.750.

Aircraft - Lisbon Ground on 121.750.

TAXI:

Aircraft - Runway vacated, <callsign>.

ATC: <callsign>, taxi to stand __ via __.