

AD 2 AERODROMES**LPPR AD 2****LPPR AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

LPPR - PORTO (Francisco Sá Carneiro)

LPPR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site	LAT: 41 14 08N LONG: 008 40 41W Intersection Runway with Taxiway "H "
2	Direction and distance of ARP from city or town	11KM (6NM) BRG 322° from Porto Centre, Clerigos Tower.
3	Elevation/Reference temperature	69M / 227 FT 21° C (AUG)
4	Geoid undulation at aerodrome elevation position	55M
5	MAG VAR/Annual change	04° W (JAN 2005) / 0.17° decreasing
6	AD Administration, address, telephone, telefax, telex, AFS, E-mail and WEB URL	Post:ANA – Aeroportos de Portugal - SA Aeroporto Francisco Sá Carneiro 4470-558 MAIA Phone:+351 229400600 / +351 229432400 Fax: +351 229432554 / +351.22.9413274 AFS:LPPRYDYA SITA:OPOKAXH Email:flyopo@ana.pt URL:http://www.ana.pt
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

LPPR AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	07:00-24:00 (06:00-23:00) 00:00-07:00 (23:00-06:00) on request
9	Handling	05:00-01:00 (04:00-24:00) 01:00-05:00 (00:00-04:00) on request.
10	Security	H24
11	De-icing	Not Available
12	Remarks	NIL

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LPPR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	All modern facilities handling weights up to 12 tons
2	Fuel/oil types	100LL and JET A1
3	Fuelling facilities/capacity	3 Refuellers maximum delivery rate 58 Litres per second each; 1 Refueller maximum delivery rate 33 Litres per second; 4 Refuellers maximum delivery rate 42 Litres per second each; 1 Refueller maximum delivery rate 27 Litres per second; 2 Bowsers 43000 Litres of capacity each; 1 Bowser 20000 Litres of capacity; 1 Bowser 30000 Litres of capacity; 1 Bowser 35000 Litres of capacity; 1 Bowser 19000 Litres of capacity; 1 Dispenser of 100LL with 850 Litres of capacity.
4	De-icing facilities	Not Available
5	Hangar space available for visiting aircraft	Not Available
6	Repair facilities for visiting aircraft	Minor repairs by arrangement with: TAP – Air Portugal Maintenance Telephone: +351-22.9485794 or Mobile phone: + 351 927052560 FAX: +351.22.9487714 or SITA: OPOMMTP Email: manopo.me@tap.pt LAS – Louro Aeronaves e Serviços Lda. Telephone / FAX: +351-22.9480568 Mobile Phone: +351.96.3050083 or +351.96.5448759 Email: las.porto@las.pt
7	Remarks	Oxygen and related servicing: Only by request

LPPR AD 2.5 PASSENGER FACILITIES

1	Hotels	Near the Aerodrome, Matosinhos and Porto Cities
2	Restaurants	AD Restaurant: 150 meals per hour
3	Transportation	Metropolitan Railway (line E - Violet), Buses, Taxis and Rent-a-Car
4	Medical facilities	First Aid Treatment (Nursing only), 1 Motor Ambulance. Hospital in Porto and Matosinhos at 6KM (3.24NM)
5	Bank and Post Office	At the terminal
6	Tourist Office	At the terminal
7	Remarks	NIL

LPPR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 8
2	Rescue equipment	According to ICAO Annex 14
3	Capability for removal of disabled aircraft	B747 or similar with gear down and operational
4	Remarks	NIL

LPPR AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type(s) of clearing equipment	Not Applicable
2	Clearance priorities	Not Applicable
3	Remarks	Not Applicable

LPPR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron, Surface and Strength	APRON	SURFACE	STRENGTH				
		S	Concrete	PCN 71/R/B/W/T				
		T		PCN 91/R/B/W/T				
		W	Asphalt	PCN 109/F/B/W/T				
2	Taxiway Width, Surface and Strength	TAXIWAY	WIDTH	SURFACE	STRENGTH			
		A1	23M	Asphalt	PCN 150/F/C/W/T			
		A2	23M		PCN 150/F/C/W/T			
		A3	23M		PCN 150/F/C/W/T			
		B	23M		PCN 86/F/C/W/T			
		C	23M		PCN 146/F/B/W/T			
		D	25M		PCN 150/F/A/W/T			
		F	25M		PCN 143/F/B/W/T			
		H	23M		PCN 150/F/B/W/T			
		J	23M		PCN 150/F/B/W/T			
		S1	23M		PCN 150/F/B/W/T			
		S2	23M		PCN 86/F/C/W/T			
		S3	23M		PCN 131/F/B/W/T			
		S4	23M		PCN 131/F/B/W/T			
		S5	25M		PCN 131/F/B/W/T			
		S6	23M		PCN 131/F/B/W/T			
		T	23M		PCN 150/F/B/W/T			
		Y	23M		PCN 149/F/B/W/T			
					TAXILANE	WIDTH	SURFACE	STRENGTH
3	Altimeter checkpoint location and elevation	In each Stand of Apron "S "						
4	VOR checkpoint locations	Not Applicable						

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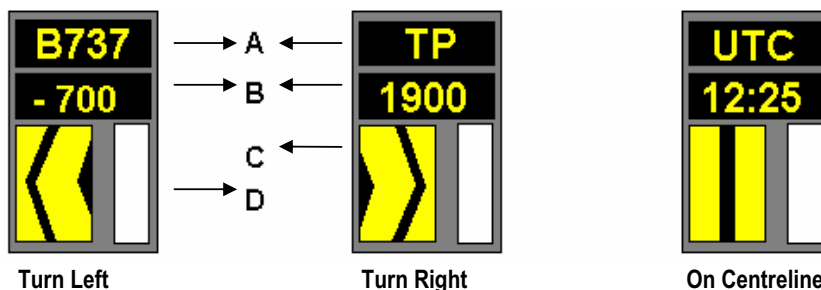
	INS Checkpoint positions	RAMP / STAND	INS COORDINATES	ELEVATION (M/AMSL)	ACFT TYPE (CRITICAL)	REMARKS
		S08	411401.59N 0084017.17W	71.9	B738	Nose IN
S09	411403.30N 0084018.64W	71.63	A332	Nose IN		
S10	411401.58N 0084016.71W	72.01	B738	Nose IN		
S11	411403.34N 0084018.49W	71.7	B767	Nose IN		
S12	411404.05N 0084021.17W	71.14		Nose IN		
S20	411401.87N 0084029.05W	68.89	A321	Nose IN		
S21	411403.17N 0084029.39W	68.9	A321	Nose IN		
S22	411404.46N 0084029.73W	68.89	A321	Nose IN		
S23	411405.76N 0084030.06W	68.89	A321	Nose IN		
S24	411407.05N 0084030.40W	68.9	A321	Nose IN		
S25	411408.35N 0084030.74W	68.9	A321	Nose IN		
S30	411406.22N 0084021.79W	71.27	A332	Nose IN		
S31	411407.64N 0084019.81W	71.82	B738	Nose IN		
S32	411409.35N 0084019.42W	72.01	B757	Nose IN		
S33	411411.13N 0084019.97W	71.99	B767	Nose IN		
S34	411412.80N 0084020.49W	71.98	B757	Nose IN		
S35	411414.58N 0084020.93W	71.97	B767	Nose IN		
S36	411416.25N 0084022.14W	71.82	B738	Nose IN		
S37	411416.87N 0084024.68W	71.11	MD11	Nose IN		
S38	411417.98N 0084025.21W	71	B738	Nose IN		
S40	411412.64N 0084032.11W	68.84	B763	Nose IN		
S41	411414.48N 0084032.58W	68.84	B763	Nose IN		
S42	411416.31N 0084033.06W	68.82	A332	Nose IN		
S43	411418.57N 0084033.66W	68.64	B763	Nose IN		
S50	411419.39N 0084025.29W	71.02	B738	Nose IN		
S51	411419.43N 0084025.11W	71.16	B744	Nose IN		
S52	411420.21N 0084025.42W	71.14	B738	Nose IN		
S53	411420.94N 0084022.96W	71.93	MD11	Nose IN		
S54	411422.94N 0084021.98W	72.1	B738	Nose IN		
S55	411424.66N 0084022.46W	72.03	B744	Nose IN		
S56	411423.10N 0084021.67W	72.01	B738	Nose IN		
S57	411426.18N 0084022.87W	72.03	B738	Nose IN		
S60	411423.47N 0084035.15W	68.74	A321	Nose IN		
S61	411424.70N 0084035.47W	68.72	A321	Nose IN		
S62	411425.93N 0084035.80W	68.72	A321	Nose IN		
S63	411427.16N 0084036.12W	68.7	A321	Nose IN		
S64	411428.39N 0084036.44W	68.73	A321	Nose IN		
S65	411429.62N 0084036.76W	68.74	A321	Nose IN		
S66	411430.85N 0084037.09W	68.73	A321	Nose IN		
S70	411427.84N 0084023.46W	71.9	MD11	Nose IN		
S71	411429.46N 0084024.11W	71.75	B757	Nose IN		
S72	411430.32N 0084023.96W	72	A380	Nose IN		
S73	411430.93N 0084024.49W	72	B757	Nose IN		
T01	411410.48N 0084105.58W	62.04	B764	Nose IN		
T02	411412.62N 0084106.21W	61.69	B744	Nose IN		
T03	411415.03N 0084106.65W	61.35	B744	Nose IN		
T04	411417.20N 0084107.30W	60.99	B764	Nose IN		
W	411406.92N 0084056.09W	64.88		Nose OUT		
6	Remarks	NIL				

LPPR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands

AIRCRAFT PARKING AND INFORMATION SYSTEM

APIS DISPLAY



Stands S10, S11, S12, S30, S31, S32, S33, S34, S35, S36, S37, S51, S53, S54 and S55 provided with APIS

DESCRIPTION

- A – Display indicating: COMPANY, “ETD”, “UTC”, AIRCRAFT TYPE, “SLOW”, “STOP”, “OK”, “CHCK” and “TOO/FAR” information;
- B – Display indicating: FLIGHT NUMBER, TIME, AIRCRAFT SERIES, “STOP”, “ON”, (Chocks) and “DOWN” information;
- C – Centreline beacon side-in-guidance;
- D – Closing-rate information. Full closing rate thermometer indicates at least 14 meters to stop position.

PILOT INSTRUCTIONS

- 1 – Follow taxi lead-in line and adjust according to the directions of centreline beacon side-in guidance;
- 2 – Check correct ACFT type is flashing and that centreline guidance and closing rate thermometer is activated. The flight number may also be presented;
- 3 – Do not enter the stand if display presents STOP or wrong ACFT– type;
- 4 – Approx. 14 metres before STOP, flight number will disappear if this is presented;
- 5 - 19 M before STOP, ACFT type goes steady. If speed is too high, SLOW DOWN can be shown;
- 6 - Full closing rate thermometer indicates at least 14 metres to STOP. When ACFT has less than 14 metres to STOP thermometer starts to move from bottom to top;
- 7 - When stop position reached, display indicates STOP and if aircraft parks correctly, display indicates also OK;
- 8 – If aircraft overshoots the limit for correct parking, display indicates TOO/FAR. Push back might be necessary;
- 9 - Displays and indicators automatically shut down after some seconds. After ON BLOCK, display can indicate UTC time and CHCK ON (chocks on).
- 10 - After CHOCKS ON, displays departure flight number...

1

Stopping at Parking Positions (see table below):

S70 - A, B, C, D, E

S40, S41, S42, S43, S71, S73 - A, B, C, D

S20, S21, S22, S23, S24, S25, S56, S60, S61, S62, S63, S64, S65, S66, S72 - A, B, C

S38, S57 - A

Stop Bar Markings are located to the left with 90 degrees angle to the Guide Lines

Aircraft has to be stopped with the Pilot seat abeam the Stopping Point.

STOPPING AT PARK POSITIONS - COCKPIT										
ICAO	S20 to S25	S38	S40 to S43	S56	S57	S60 to S66	S70	S71	S72	S73
	stop position	stop position	stop position	stop position	stop position	stop position	stop position	stop position	stop position	stop position
F100	B	A	C	B	A	B	D	C		C
B462	C	A	D	C	A	C	E	D		D
B463	C	A	D	C	A	C	E	D		D
A310			B				C		C	
A319	B	A	C	B	A	B	D	C		C
A320	B	A	C	B	A	B	D	C		C
A321	A	A	B	A	A	A	C	B		B
A332									B	
A343									B	
A380									A	
B733	B	A	C	B	A	B	D	C		C
B734	B	A	C	B	A	B	D	C		C
B735	B	A	C	B	A	B	D	C		C
B736	B	A	C	B	A	B	D	C		C
B737	A	A	B	A	A	A	C	B		B
B738	A	A	B	A	A	A	C	B		B
B739	A	A	B	A	A	A	C	B		B
B744									A	
B752			B				C	B		B
B753			A				B	A		A
B763			A				B		B	
B772									A	
A306			A	A			B		B	
AT42	B	A	C	B	A	B	D	C		C
AT72	B	A	C	B	A	B	D	C		C
CRJ2	B	A	C	B	A	B	D	C		C
CRJ9	A	A	B	A	A	A	C	B		B
E135	B	A	C	B	A	C	E	D		D
E145	B	A	C	B	A	C	D	C		C
MD11							A		A	
MD80	A	A	B	A	A	A	C	B		B
MD87	A	A	B	A	A	A	C	B		B

2	RWY/TWY markings and lights	Runway Marking Aids: Runway Designation, Runway Centre Line, Aiming Point, Displaced Threshold, Touchdown Zone Markings, Runway Side Stripe, and Runway Turn Pad Markings. Runway Lights: RWY 17: Threshold, Runway Edge, Centre Line, Runway End and Touchdown Zone RWY 35: Threshold, Runway Edge, Centre Line, Runway End, Threshold Identification and Runway Turn Pad Lights. Wing Bar Lights Taxiway Marking Aids: Taxiway Centre Line, Taxiway Side Stripe, Runway Holding Positions, and Intermediate Holding Positions. Taxiway Lights: All Taxiways with Centre Line
3	Stop bars	Stop Bar: All CAT II / III Holding Positions with Stop Bars associated and vertical sign; at Taxiway "F" Intermediate Holding Position.
4	Remarks	NIL

LPPR AD 2.10 AERODROME OBSTACLES

In Area 2					
Obst. ID Designation	Obst. Type	Obst. Position	Elevation / HGT	Markings Type, Colour	Remarks
a	b	c	d	e	f
LPPR Geodesic Marker	Geodesic Mark	411456.0N 0084101.6W	63M	Red fixed Light	
LPPR MAIA	TOWER	411402.91N 0083719.45W	87M	Flashing Red Light	

In Area 3					
Obst. ID Designation	Obst. Type	Obst. Position	Elevation / HGT	Markings Type, Colour	Remarks
a	b	c	d	e	f

LPPR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

Abbreviations used in following table:

C - Charts	SATEL - Satellite Image
CMA - Centro de Meteorologia Aeronáutica	SWH - Significant Weather High (chart)
CR - Cross sections	SWM - Significant Weather Medium (chart)
P - Personal Consultation (Item 5)	T - Telephone
P - Prognostic Upper Air Chart (Item 7)	W - Significant Weather Chart
S - Surface Analysis (Current chart)	WXR - Weather Radar

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1	Associated MET Office	PORTO CMA
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	LISBOA CMA 24 HR - Issuance every 6 Hours
4	Type of landing forecast	NIL
5	Briefing/consultation provided	T
6	Flight documentation Language(s) used	C, CR English
7	Charts and other information available for briefing or consultation	P, S, SWH, SWM, W
8	Supplementary equipment available for providing information	Flightbriefing
9	ATS units provided with information	TWR, APP
10	Additional information (limitation of service, etc.)	OPS: Phone: +351 229 484 527 Fax: +351 229 411 955 Email: lppr@meteo.pt AFS: LPPRYMYM

LPPR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD, RWY END, Geoid Undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
17	168.83°	3480x45	PCN80/F/C/W/T * ASPH.	THR 411538.44N 0084104.42W RWY END 411357.25N 0084037.93W GEOID UNDULATION 52.2M	THR Elevation 46.1M Highest Elevation of TDZ 411509.82N 0084056.96W 55.1M	i = 0.8%
35	348.83°			THR 411401.97N 0084039.17W RWY END 411547.90N 0084106.94W GEOID UNDULATION 55M	THR Elevation 69M	i = 0.2%

Designations	SWY dimensions (M)	CW dimensions (M)	Strip dimensions (M)	RESA	OFZ	Remark
1	8	9	10	11	12	13
17	Not Applicable	Not Applicable	3600x300	90x90		Threshold Runway 17 permanently displaced 300M and Threshold Runway 35 permanently displaced 150M. RWY FCT CLBR: 0.86
35						

LPPR AD 2.13 DECLARED DISTANCES

FULL RUNWAY DECLARED DISTANCES						
RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks	
1	2	3	4	5	6	
17	3480	3480	3480	3180		
35	3480	3480	3480	3330		
REDUCED RUNWAY DECLARED DISTANCES						
RWY Designator	Intersections	TORA (M)	TODA (M)	ASDA (M)	Required Minimum Visibility / RVR	Associated Aids signs and Provisions
17	A3	1900	1900	1900	> 1500 M	
17	F	1900	1900	1900	> 1500 M	
35	C	3110	3110	3110	> 800 M	
35	D	2780	2780	2780	> 800 M	
35	H	3110	3110	3110	> 800 M	

LPPR AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH light Type / Length / Intensity	THR Light colour/W BAR	VASIS type	TDZ length	RWY Centre Line Lights Length / spacing / colour/ Intensity	RWY edge Lights Length / spacing / colour/ Intensity	RWYEnd Lights Colour / WBAR	SWY Light Length / Colour	Remarks
1	2	3	4	5	6	7	8	9	10
17	Precision Approach CAT II Lighting system / (distance coded centre line) / Variable	Green / 1,6M spacing / WBAR	PAPI -Slope 2.7° left side. MEHT - 65FT	900M	2280 white + 600M white/red + 300M red / 15 M spacing / Variable	300M red + 2580M white + 600M yellow / 60M spacing / Variable	RED	Not Applicable	
35	Precision Approach CAT I Lighting system / (distance coded centre line) / Variable	Green / 3M spacing / WBAR/ RTIL	PAPI -Slope 3° left side. MEHT - 48FT	Not Applicable	2430M white + 600M white/red + 300M red / 15 M spacing / Variable	150M red + 2730M white + 600M yellow / 60M spacing / Variable	RED	Not Applicable	

LPPR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	None
2	LDI location and lighting Anemometer location and lighting	Anemometers: RWY 35: Left Side, 490M THR, 110M RWY Centreline. Lighted. RWY 17: Right Side, 340M THR, 110M RWY Centreline. Lighted. Middle Point: 1850M THR RWY35, 110M Left Side RWY35 Centreline. Lighted

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3	TWY edge and centre line lighting	All taxiways, only centre line
4	Secondary power supply/switch-over time	Secondary Power Supply conforms requirements of Annex 14.
5	Remarks	WDI - LGTD right side Runway 35 Emergency lights available for Runway, Taxiways and Aprons.

LPPR AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	Not established
2	TLOF and/or FATO elevation	Not established
3	TLOF and FATO area dimensions, surface, strength, marking	Not established
4	True BRG of FATO	Not established
5	Declared distance available	Not established
6	and FATO lightingAPP	Not established
7	Remarks	NIL

LPPR AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	PORTO CTR 412300N 0085100W - 412300N 0083501W - 410400N 0083005W - 410400N 0084559W - 412300N 0085100W
2	Vertical limits	2000FT ALT (600M)
3	Airspace classification	C
4	ATS unit call sign / Language(s)	Porto Approach Porto Tower EN, PT
5	Transition altitude	4000FT
6	Remarks	NIL

LPPR AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
APP	PORTO Approach	121.100 MHZ	H24	Primary
		121.500 MHZ	H24	Emergency
		277.800 MHZ	H24	Primary
		243.000 MHZ		Emergency
		118.850MHZ		Secondary
TWR	PORTO Tower	118.000 MHZ	HX	Primary
		121.500 MHZ	HX	Emergency
		118.850 MHZ		Secondary
		277.800 MHZ	HX	Primary
		243.000 MHZ		Emergency

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Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
Clearance Delivery	Porto Delivery	118.925 MHz 118.850 MHz	Broadcast by ATIS	Primary Secondary
ATIS	PORTO Information	124.300 MHz	H24	ATIS Service also available by ACARS for aircraft equipped with ACARS Management Unit. Providers are SITA for datalink communications and PORTO Control for ATIS Services. Telephone Service: + 351.22.9408074 or 2174 of NAV Portugal E.P.E. internal network.

LPPR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	PRT	114.10 MHz DME: CH 88X	H24	411622.8N 0084116.2W	200FT	173° MAG -. 0.70NM from THR RWY 17 Coverage: 225°/315° - 200NM FL500 315°/225° - 80NM FL500 Not usable: 340°/360° BYD 35NM
NDB	POR	327 KHZ	H24	412053.3N 0084229.3W		173° MAG. -5.35NM from THR RWY 17 Coverage: 250NM Not usable: 100°/130° BYD 40NM BLW 9000FT
L	PG	367 KHZ	H24	410441.1N 0083811.6W		353° MAG. -9.53NM from THR RWY 35 Coverage: 25NM Not usable: 030°/150° BYD 20NM BLW 7000FT
ILS RWY 17 (CAT II)						
LOC (04W)	PR	109.90 MHz	H24	411348.2N 0084035.5W		173° MAG - 427M from THR RWY 35 Front course sector: Angle 3.52°
GP/DME	PR	333.80 MHz DME: CH 36X	H24	411529.4N 0084057.2W	200FT	GP: Angle 2.72° Zero range is indicated at THR RWY 17 only.
OM	Dashes	75 MHz	H24	412052.8N 0084227.1W		5.35NM from THR RWY 17 Intersect HGT: 1586FT

LPPR AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Limitations on use of aerodrome

2.20.1.1 Restricted to **ACFT** capable of maintaining two way communications with Porto **TWR**.

2.20.1.2 For Aerodrome Slot request see [GEN 1.2 para 1.2.2.1](#) Mandatory for all flights.

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2.20.2 Radio communication

2.20.2.1 Continuous two way as prescribed in airspace classification C possessions (see ENR 1.4 paragraph [CLASS C - CONTROLLED AIRSPACE](#)).

2.20.2.2 Immediately after Take-off all aircraft shall contact Porto APP, unless otherwise instructed by Porto Tower.

2.20.3 Push-Back, Engine start-up and Taxi procedures

2.20.3.1 Pilots shall contact Porto Control Tower, for Departure Approval, 10 minutes before Start-up, and shall provide the following information:

1. CALL SIGN
2. STAND NUMBER
3. CRUISING LEVEL
4. ATIS ACK

2.20.3.2 Push-Back and Start-up

2.20.3.2.1 Aircraft parked in a nose position only allowed outgoing with push-back. Use of reverse thrust for manoeuvring to and from a stand is not permitted.

2.20.3.2.2 Engine start-up is only permitted after push-back manoeuvre with Aircraft positioned in proper breakaway area (see table below). Breakaway areas markings are blue colour lines painted in each side of the Taxiway Centre Line.

Whenever an ACFT APU is inoperative or not available, one engine start-up is permitted on a nose in stand before starting push-back manoeuvring; in these circumstances Porto Control Tower must be advised and the start-up procedures will be assisted by Follow-Me.

STAND	RWY 17 EXIT BY TWY "F"		RWY 35 EXIT BY TWY "B"	
	BREAKAWAY / POINT	ACFT NOSE	BREAKAWAY / POINT	ACFT NOSE
S08	S8	North	S2	South
S09	S2	North	S2	South
S10	S10	North	S1	North
S11	S2	North	S1	North
S12	S2	North	S1	North
S20	S2	North	S2	South
S21	S2	North	S2	South
S22	S2	North	S2	South
S23	S2	North	S2	South
S24	S2	North	S2	South
S25	S2	North	S2	South
S30	S2	North	S3	South
S31	S3	North	S3	South
S32	S3	North	S3	South
S33	S3	North	S3	South
S34	S3	North	S3	South
S35	S3	North	S3	South
S36	S3	North	S3	South

S37	S3	North	S4	South
S38	S3	North	S4	South
S40	S4	North	S4	South
S41	S4	North	S4	South
S42	S4	North	S4	South
S43	S4	North	S4	South
S50	S4	North	S4	South
S51	S4	North	S5	South
S52	S4	North	S5	South
S53	S5	North	S5	South
S54	S5	North	S5	South
S55	S5	North	S5	South
S56	S5	North	S5	South
S57	S5	North	S5	South
S60	S6	North	S6	South
S61	S6	North	S6	South
S62	S6	North	S6	South
S63	S6	North	S6	South
S64	S6	North	S6	South
S65	S6	North	S6	South
S66	S6	North	S6	South
S70	S5	North	S5	South
S71	S5	North	S5	South
S72	S5	North	S5	South
S73	S5	North	S5	South
T01	T	South	T	South
T02	T	South	T	South
T03	T	South	T	South
T04	T	South	T	South

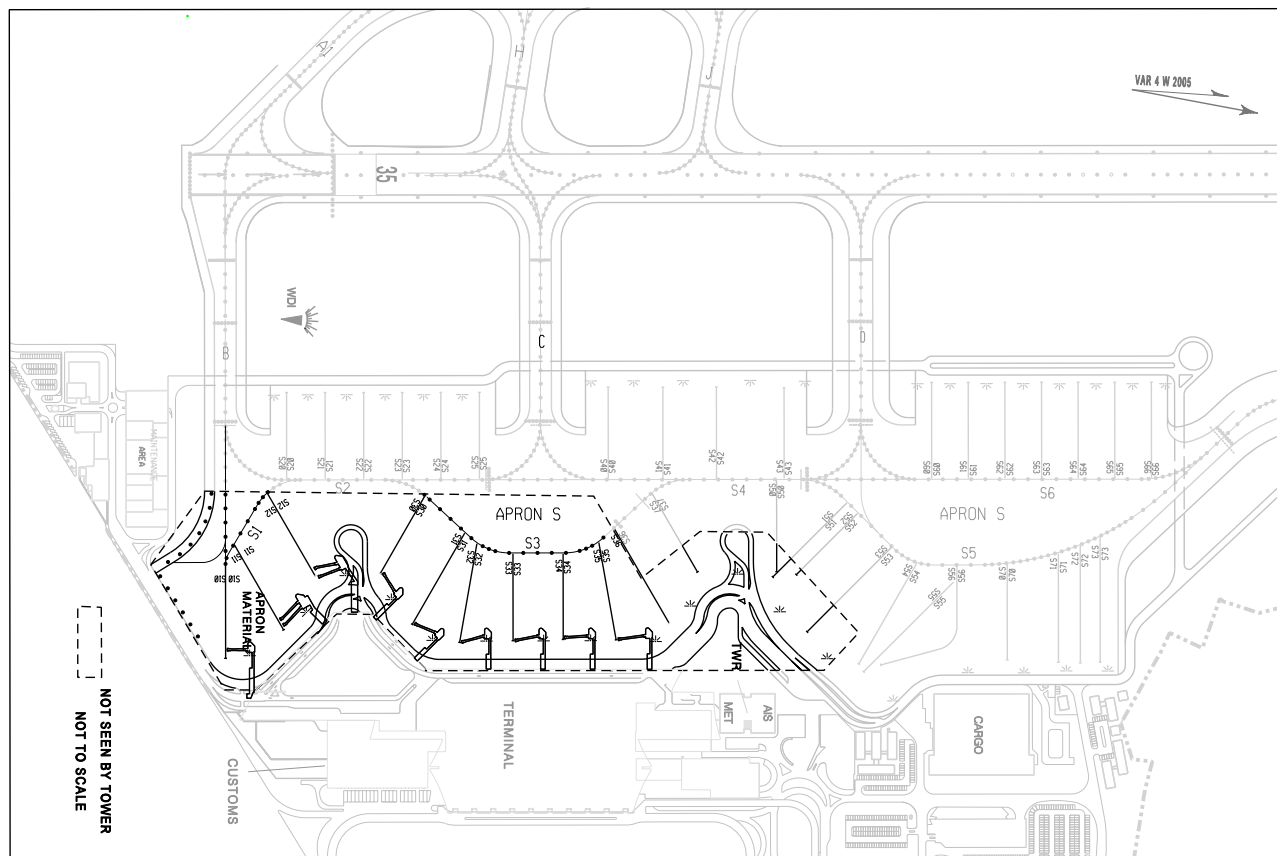
2.20.3.2.3 Anti-collision lights must be activated whenever engines are operating and during push-back manoeuvre.

2.20.3.3 Areas not seen by Tower

First 1500M of RWY 35 and Last 1500M of RWY 17 not clearly visible from TWR. AD circuit - right Base Leg RWY 35 not visible by TWR.

Stands not seen by Tower are S08 up to S12, and S30 up to S35.

Apron Taxiways S1 and S3



2.20.3.4 Taxiing

2.20.3.4.1 Aircraft landing on **RWY 17** must not vacate the runway by taxiway F or A3, unless cleared by **ATC**.

2.20.3.4.2 Taxiing in Apron and adjacent Taxiways/Taxilanes must be done with engines on **IDLE**.

2.20.3.4.3 Standard Taxi Routes (see table below):

ARR / DEP	STANDS								
	S08 to S12	S20 to S25	S30 to S38	S40 to S43	S50 to S57	S60 to S66	S70 to S73	W	T01 to T04
Standard Taxi Routes									
ARR 17	B / S1	B / S2	B / S3	C / S4	C / S4 / S5	C / S4 / S6	C / S4 / S5	H	J / Y
ARR 35	F / S6 / S4 / S2 / S1	F / S6 / S4 / S2	F / S6 / S4 / S3	F / S6 / S4	F / S5	F / S6	F / S5	A3 / A2	A3 / Y
DEP 17	S2 / S4 / S6 / F	S4 / S6 / F	S4 / S6 / F	S6 / F	F	F	F	A2 / A3	Y / A3
DEP 35	B	B	S2 / B	S2 / B	S4 / S2 / B	S4 / S2 / B	S4 / S2 / B	A1	Y / A2 / A1

2.20.3.4.4 Taxiways B , C, D, F Y, Apron TWY T and Apron W are crossed by service roads

2.20.3.5 Follow-Me and Marshaller assistance

Follow-Me and Marshaller assistance is compulsory during:

1. Push-back movement under CAT II operations;
2. Taxi on TWY "A3" and Apron, Aircraft with wingspan larger than 65 meters;
3. Parking (Only Marshaller).

2.20.4 Use of Ground Power Unit (GPU), use of Auxiliary Power Unit (APU)

2.20.4.1 Use of GPU

The use of mobile autonomous GPU is not allowed when ACFT's are parked at stands provided with Apron Drive Loading Bridges (S08, S09, S10, S11, S12, S30, S31, S32, S33, S34 and S35), except if GPU system at the Loading Bridge is unserviceable.

2.20.4.2 Use of APU

Start-up or shut-down of the APU is forbidden while the Aircraft is being refuelled.

The use of APU must be limited as much as possible.

Narrow-Body ACFT's are allowed to use APU until 5 minutes after "chocks on" and 10 minutes before ETD.

Wide-Body ACFT's are allowed to use APU until 10 minutes after "chocks on" and 20 minutes before ETD

EXEMPTIONS: If air conditioning system at the Loading Bridge is unserviceable.

2.20.5 ILS CAT I/II operations

2.20.5.1 Final approach procedures

2.20.5.1.1 ILS approach

In principle final approaches will be conducted on RWY 17 ILS.

2.20.5.1.2 ILS operations

2.20.5.1.2.1 Facilities

The following facilities serving ILS operations are available:

- CAT II lighting system on RWY 17. See LPPR AD 2.14.
- RVR assessment system, comprising transmissometers at TDZ, mid-point and stop-end, indicated as position A, B and C respectively. See LPPR AD 2.24.1.
- Secondary PWR supply (See LPPR AD 2.15).

A change in operation, if caused by a failure expected to last more than one hour, will be notified by NOTAM. Pilots will be notified of shorter-term deficiencies by ATC.

2.20.5.1.2.2 Precision Approach Terrain Profile Chart. See LPPR AD 2.24.5.

2.20.5.1.2.3 Obstacle Clearance Altitudes / Heights (OCA/H). See relevant Instrument Approach Charts (LPPR AD 2.24.10).

2.20.5.1.2.4 ATC Procedures

- a. ATC will apply safeguards and procedures for ILS operations that will become effective in relation to WX conditions as specified below.
- b. When the visibility is less than 2500M and / or the cloud base is below 400 FT, ATC will instruct TFC to perform ILS approaches to RWY 17.
- c. When the TDZ RVR is 800M or less and / or the cloud base is at 200FT or below, ATC will ensure that the ILS protection area is clear of (known) TFC before issuing the LDG clearance (normally at OM).
- d. RVR Information

ATC will always give the RVR value for position ALPHA (TDZ). As for either of the two other positions, BRAVO and CHARLIE, ATC will only give their RVR value if they are:

- less than the TDZ and less than 800M; or
- less than 350M, or
- requested by the pilot

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2.20.5.1.2.5 Clearances

The above weather conditions and related safeguards are chosen so as to facilitate CAT I and CAT II operations respectively.

During approach, pilots will be informed of:

- any known unserviceability of aids, or facilities referred on 2.20.5.1.2.1 and/or downgrading, when applicable.
- significant changes in surface wind (speed and direction).
- changes in RVR

2.20.5.1.2.6 CAT II Standard Taxi Routes

See paragraph 2.20.3.4.3

2.20.5.1.2.7 Practice ILS Approaches

Pilots who wish to practice ILS CAT II approaches are to use the phrase "REQUEST PRACTICE CAT II APPROACH", on initial CTC with PORTO APP.

The measures mentioned in 2.20.5.1.2.4 - c. will not be applied and the procedures contained in 2.20.5.1.2.4 - b. and 2.20.5.1.2.4 - d. will be applied only when TFC permits.

2.20.5.2 Holding awaiting weather improvement

ACFT awaiting WX improvement in HLDG area will be stacked FM FL60 upward.

When approaches are possible again, new slots will be assigned, based on the original sequence of arrival

The sequence may be adjusted in order to provide for differences in LDGS criteria e.g. ILS CAT II approaches against ILS CAT I approaches.

ATC may initially allocate more favourable (higher) HLDG levels when the number and type of ACFT involved in HLDG allows this procedure.

2.20.6 Handling services

All commercial aircraft operating in Porto Aerodrome must be represented by one of the agents mentioned on the list below:

Authorized Full Handling Agents:

Groundforce

Telephone (Station Manager): +351.22.943 2564

Telephone (HOC): +351.22.943.2565

FAX (Station Manager): +351.22.943.2423

SITA Address: OPOKOTP

Email: cce.opo@groundforce.pt

Email: stationmanager.opo@groundforce.pt

VHF: 131.900

Groundforce ONE

Telephone: +351.22. 943 24 35

Mobile Phone: +351.96.134 20 38

Fax: +351.22.943 2436

SITA Address: OPOGOTP

Email: opo@groundforceone.com

URL: <http://www.groundforceone.com>

VHF: 131.900

Portway – Handling de Portugal, SA

Telephone: +351.22.943 25 41 Ext.:40541 or 45002

FAX: +351.22.943.24.87

SITA Address: OPOKLXH and OPOKOXH

Email: operacoes.opo@portway.pt

VHF: 131.875

Authorized Handling Supervising Agents:

PTS – Portugal Tourism Services

Telephone: +351.22.943 24 00 Ext.: 2665
Mobile Phone +351.91 191 9187 - Ext: 46063
FAX: +351.22.941 59 25
SITA Address: OPOUGCR

Servisair

Telephone: +351.22.948 93 83
Mobile Phone: +351.93.949 53 66 or +351.93.949 53 67
FAX: +351.22.941 17 10
SITA Address: OPOSAXH

Email: porto@servisair.com
VHF: 122.575

Jet Base

Mobile Phone: +351 93.506 46 61 - Ext: 46075
Fax: +351 22.942 4460
Email: handling@jetbase.biz

2.20.7 Engine test runs

Engine test runs in idle power may take place on stands.
Engine test runs above idle power will take place in a location designated by Airport Operations Service. Test runs are allowed from 0600 to 2200 LMT on the condition that a previous authorization was obtained from Airport Operations Service. Operators shall indicate the real time of start and duration of the test.

LPPR AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1 GENERAL

2.21.1.1 Landing and/or take-off is forbidden by law between 00:00 (23:00) and 06:00 (05:00), except in cases of force majeure. However, according to governmental deliberation, exception regime has been granted for Porto Airport in which landing and/or take-off of aircraft engaged in commercial aviation or aerial work are allowed in a limited number.

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

1. The maximum number of movements allowed (11 daily, 70 weekly, 2.100 yearly)
2. The noise level of the aircraft concerned, in compliance with ICAO:

Level 0	below 87 EPNdB
Level 0,5	between 87 EPNdB and 89,9 EPNdB
Level 1	between 90 EPNdB and 92,9 EPNdB
Level 2	between 93 EPNdB and 95,9 EPNdB
Level 4	between 96 EPNdB and 98,9 EPNdB
Level 8	between 99 EPNdB and 101,9 EPNdB
Level 16	above 101,9 EPNdB

- a. Aircraft classified Level 16, cannot be scheduled between 00:00 (23:00) and 06:00 (05:00);
- b. Aircraft classified Levels 4 and 8, cannot be scheduled between 02:00 (01:00) and 05:00 (04:00);

3. Aircraft authorised to land during the night period are strictly forbidden to reverse thrust right after landing;
4. The operating restrictions set out in Item 1 shall not apply to the following cases of force majeure:
 - a. Aircraft operating humanitarian, emergency or evacuation missions;
 - b. Aircraft to come across urgent situations, taking in account weather, technical failure or flight safety reasons;
 - c. Air movements subject to an unforeseen schedule alteration due to abnormal disturbance within Air Traffic Control;
 - d. Air movements operated up to 01:00 (00:00) which were actually scheduled for periods up to 00:00 (23:00), due to delays for which neither the Airport Management Company nor the Operator were to blame;
 - e. Air movements from/to Autonomous Regions of Madeira and Azores, due to meteorological conditions;
 - f. Landings operated during the period comprised between 05:00 (04:00) and 06:00 (05:00), due to weather reasons, as far as the arrival had been scheduled for a time after 06:00 (05:00).
5. For the purpose of compliance with provision of Item 2 above, the operator shall, when applying for a slot provide the information contained in the aircraft manufacturer's noise certificate.
6. Noise abatement procedures during approach, landing and take-off shall comply with standards and procedures set in ICAO PANSOPS Volume I and Portuguese AIP.
7. Aircraft authorised to land and take-off shall comply with technical characteristics according to ICAO Annex 16 Volume I, Chapter 3 and Portuguese AIP:
 - a. For landing: Approach to landing MS 9 equal X EPNdB
 - b. For Take-off: (take-off PS side-line) / 2 equal X EPNdB

Note: Information contained in the ACFT manufacturer's noise data, except for aircraft registered in EU Member-States, in which applies the data contained in the EASA Form 45 Noise Certificate issued by the competent Authority of the respective Member-State.

2.21.1.2 Penalties for non-compliance with slot allocation rules during the night period.

Penalties for these offences are specified in f) and g), paragraph 2, article 28 of Decree Law 9/2007.

LPPR AD 2.22 FLIGHT PROCEDURES

2.22.1 STANDARD INSTRUMENT DEPARTURES FROM PORTO (FRANCISCO SA CARNEIRO) AERODROME

2.22.1.1 RUNWAY 17

2.22.1.1.1 GENERAL REMARKS:

NIL

2.22.1.1.2 NOISE ABATEMENT PROCEDURES:

In accordance with Item LPPR AD 2.21.

2.22.1.1.3 RADAR VECTORING:

Radar Vectoring involving deviation from SID may be used by Porto Approach to expedite traffic.

2.22.1.1.4 RADIO COMMUNICATIONS FAILURE:

In the event of RCF squawk A7600;

1. Fly at/to the last assigned and acknowledged level or to the level of SID if is higher than the last assigned level until passing 30 NM DME PRT DVOR/DME;

2. Thereafter adjust level and speed in accordance with the filed flight plan;
3. If being radar vectored or proceeding offset, when passing 30 NM DME PRT DVOR/DME, rejoin the current flight plan route and proceed in accordance with § 2 above.
4. If cleared DCT to..., fly at/to the assigned and acknowledged level or to FL070, whichever is higher, until passing 30 NM DME PRT DVOR/DME, maintain the current flight plan route and proceed in accordance with § 2 above.

TRAFFIC UNABLE TO PASS ABEAM "PG "LOCATOR AT 3000FT OR ABOVE SHALL ADVISE ATS

2.22.1.1.5 STANDARD INSTRUMENT DEPARTURE (SID) DESCRIPTION

RUNWAY 17 (see chart LPPR AD 2.24.7A-1 STANDARD DEPARTURE INSTRUMENT (SID) RWY 17)				
Designator	Route	After Take-off		Remarks
		Climb to ALT / FL	Contact	
GANBA 3S	Climb straight ahead. At 3000FT QNH turn right to GANBA	FL70	Porto Approach 121.10MHZ	
IBERO 3S	Climb straight ahead. At 3000FT QNH turn left to intercept and proceed on QDR 068° PG L to IBERO	FL70		
LULAS 3S	Climb straight ahead. At 3000FT QNH turn right MAG TRACK 257°; intercept and proceed on RDL 235 PRT DVOR/DME to LULAS	FL70		
MANIK 3S	Climb straight ahead. At 3000FT QNH turn right and proceed on RDL 179 PRT DVOR/DME to MANIK.	FL70		
PESUL 3S	Climb straight ahead. At 3000FT QNH turn left and proceed on QDR 120° PG L to PESUL	FL70		
ERLEX 3S	Climb straight ahead. At 3000FT QNH turn right to intercept and proceed on RDL 190 PRT DVOR/DME to ERLEX	FL70		Depending on Military traffic. For Domestic traffic only. Cross MTL NDB at FL180 or above.
TURON 3S	Climb straight ahead. At 3000FT QNH turn right to intercept and proceed on QDR 299° PG L until passing 5000FT; then turn right to intercept and proceed on RDL 011 PRT DVOR/DME to TURON	FL70		

2.22.1.2 RUNWAY 35

2.22.1.2.1 GENERAL REMARKS:

NIL

2.22.1.2.2 NOISE ABATEMENT PROCEDURES:

In accordance with Item LPPR AD 2.21.

2.22.1.2.3 RADAR VECTORING:

Radar Vectoring involving deviation from SID may be used by Porto Approach to expedite traffic.

2.22.1.2.4 RADIO COMMUNICATIONS FAILURE:

In the event of RCF squawk A7600:

1. Fly at/to the last assigned and acknowledged level or to the level of SID if is higher than the last assigned level until passing 30 NM DME PRT DVOR/DME

2. Thereafter adjust level and speed in accordance with the filed flight plan;
3. If being radar vectored or proceeding offset, when passing 30 NM DME PRT DVOR/DME, rejoin the current flight plan route and proceed in accordance with § 2 above.;
4. If cleared DCT to..., fly at/to the assigned and acknowledged level or to FL070, whichever is higher, until passing 30 NM DME PRT DVOR/DME, maintain the current flight plan route and proceed in accordance with § 2 above.

2.22.1.2.5 STANDARD INSTRUMENT DEPARTURE (SID) DESCRIPTION

RUNWAY 35 (see chart LPPR AD 2.27.7B-1_STANDARD DEPARTURE INSTRUMENT (SID) RWY 35)				
Designator	Route	After Take-off		Remarks
		Climb to ALT / FL	Contact	
GANBA 3N	Climb straight ahead. At 3000FT QNH turn left to GANBA	FL70	Porto Approach 121.10MHZ	
IBERO 3N	Climb straight ahead. At 3000FT QNH turn right to intercept and proceed on QDR 094° POR NDB to IBERO	FL70		
LULAS 3N	Climb straight ahead. At 3000FT QNH turn left MAG TRACK 197° to intercept and proceed on RDL 235 PRT DVOR/DME to LULAS	FL70		
MANIK 3N	Climb straight ahead. At 3000FT QNH turn left and proceed on QDR 218° POR NDB. When crossing 5000 FT turn left to intercept and proceed RDL 179 PRT DVOR/DME to MANIK	FL70		Intercept RDL 179 PRT DVOR/DME before 25NM DME PRT DVORDME
PESUL 3N	Climb straight ahead. At 3000FT QNH turn right MAG TRACK 160° to intercept and proceed on RDL 136 PRT DVOR/DME to PESUL	FL70		
TURON 3N	Climb straight ahead. At 3000FT QNH turn right to intercept and proceed on RDL 011 PRT DVOR/DME to TURON	FL70		
ERLEX 3N	Climb straight ahead. At 3000FT QNH turn left and proceed on QDR 218° POR NDB until crossing 5000 FT; then intercept and proceed on RDL 190 PRT DVOR/DME to ERLEX.	FL70		Depending on Military Traffic For Domestic Traffic only. Cross MTL NDB at FL180 or above.

2.22.2 FMS RNAV DEPARTURE ROUTES FROM PORTO (FRANCISCO SA CARNEIRO) AERODROME

2.22.2.1 RUNWAY 17

2.22.2.1.1 GENERAL PROCEDURES:

If unable do comply with these FMS RNAV Departure Routes, advise ATC.

2.22.2.1.2 NOISE ABATEMENT PROCEDURES:

In accordance with Item LPPR AD 2.21.

2.22.2.1.3 RADAR VECTORING:

Radar Vectoring involving deviation from SID may be used by Porto Approach to expedite traffic.

2.22.2.1.4 RADIO COMMUNICATIONS FAILURE:

In the event of RCF squawk A7600:

1. Fly at/to the last assigned and acknowledged level or to the level of SID if is higher than the last assigned level until passing 30 NM DME PRT DVOR/DME;

2. Thereafter adjust level and speed in accordance with the filed flight plan;
3. If being radar vectored or proceeding offset, when passing 30 NM DME PRT DVOR/DME, rejoin the current flight plan route and proceed in accordance with § 2 above.
4. If cleared DCT to..., fly at/to the assigned and acknowledged level or to FL070, whichever is higher, until passing 30 NM DME PRT DVOR/DME, maintain the current flight plan route and proceed in accordance with § 2 above.

TRAFFIC UNABLE TO PASS OVER or ABEAM "XAPIM" AT 3000FT OR ABOVE SHALL ADVISE ATS

2.22.2.1.5 FMS RNAV DEPARTURE ROUTES (SID) DESCRIPTION:

RUNWAY 17 (see chart LPPR AD 2.24.7C-1 RNAV STANDARD DEPARTURE INSTRUMENT (SID) RWY 17)				
Designator	Route	After Take-off		Remarks
		Climb to ALT /FL	Contact	
INKIT2L	Climb straight ahead to XAPIM (to cross at 3000FT or above). At XAPIM or 3000FT, whichever is earlier turn left to PR634 - PR648 - INKIT	FL70	Porto Approach 121.10MHZ	
TURON2L	Climb straight ahead to XAPIM (to cross at 3000FT or above). At XAPIM or 3000FT, whichever is earlier turn left to PR634 (to cross at 4000FT or above) - PR638 - TURON	FL70		
TURON2R	Climb straight ahead to XAPIM (to cross at 3000FT or above). At XAPIM or 3000FT, whichever is earlier, turn right to PR633 (to cross at 4000FT or above) - PR613 - PR641 - TURON	FL70		

2.22.2.2 RUNWAY 35

2.22.2.2.1 GENERAL REMARKS:

If unable do comply with these FMS RNAV Departure Routes, advise ATC

2.22.2.2.2 NOISE ABATEMENT PROCEDURES:

In accordance with Item LPPR AD 2.21.

2.22.2.2.3 RADAR VECTORING:

Radar Vectoring involving deviation from SID may be used by Porto Approach to expedite traffic.

2.22.2.2.4 RADIO COMMUNICATIONS FAILURE:

In the event of RCF squawk A7600;

1. Fly at/to the last assigned and acknowledged level or to the level of SID if is higher than the last assigned level until passing 30 NM DME PRT DVOR/DME;
2. Thereafter adjust level and speed in accordance with the filed flight plan;
3. If being radar vectored or proceeding offset, when passing 30 NM DME PRT DVOR/DME, rejoin the current flight plan route and proceed in accordance with § 2 above.
4. If cleared DCT to..., fly at/to the assigned and acknowledged level or to FL070, whichever is higher, until passing 30 NM DME PRT DVOR/DME, maintain the current flight plan route and proceed in accordance with § 2 above.

2.22.2.2.5 FMS RNAV DEPARTURE ROUTES (SID) DESCRIPTION:

Designator	Route	After Take-off		Remarks
		Climb to ALT / FL	Contact	
ELGIX2R	Climb straight ahead to UDRUB (to cross at 3000FT or above). At UDRUB or 3000FT whichever is earlier turn right to PR614 - PR644 - ELGIX	FL70	Porto Approach 121.10MHZ	
ERLEX2R	Climb straight ahead to UDRUB (to cross at 3000FT or above). At UDRUB or 3000FT whichever is earlier turn right to PR614 (to cross at 4000FT or above) - PR634 - ERLEX	FL70		Depending on Military Traffic. For Domestic Traffic Only. Cross MTL NDB at FL180 or above
ERLEX2L	Climb straight ahead to UDRUB (to cross at 3000FT or above). At UDRUB or 3000FT whichever is earlier turn left to PR613 (to cross at 4000FT or above) - PR633 - ERLEX	FL70		Depending on Military Traffic. For Domestic Traffic Only. Cross MTL NDB at FL180 or above
MANIK2L	Climb straight ahead to UDRUB (to cross at 3000FT or above). At UDRUB or 3000FT, whichever is earlier turn left to PR613 (to cross at 4000FT or above) - PR633 - MANIK	FL70		
MANIK2R	Climb straight ahead to UDRUB (to cross at 3000FT or above). At UDRUB or 3000FT whichever is earlier turn right to PR614 (to cross at 4000FT or above) - PR634-MANIK	FL70		

2.22.3 STANDARD INSTRUMENT ARRIVALS TO PORTO (FRANCISCO SA CARNEIRO) AERODROME**2.22.3.1 RUNWAY 17****2.22.3.1.1 GENERAL REMARKS:**

NIL

2.22.3.1.2 SPEED ADJUSTMENT:See ENR Section 1.5, sub-section 1.5.5 - *Radar procedure within Lisboa, Faro, Porto and Madeira TMA's.***2.22.3.1.3 RADIO COMMUNICATIONS FAILURE:**

In the event of RCF squawk A7600, fly at/to the last assigned level to "POR NDB" holding pattern and at ETA according to CPL or at EAT (when received and acknowledged) start descent to initial approach altitude to carry out a standard IFR approach according to IAC.

2.22.3.1.4 STANDARD INSTRUMENT ARRIVAL (STAR) DESCRIPTION:

RUNWAY 17 (see chart LPPR AD 2.27.9A-1 STANDARD ARRIVAL INSTRUMENT (STAR) RWY 17)					
Designator	Identification Significant Points	MAG Track	DIST NM	Minimum safe ALT	Remarks
ASPOR 3A	▲ ASPOR	224	008	9000	Clearance limit: POR NDB
	△ PIPAS	249	018	7000	
	△ 20NM DME PRT DVOR/DME	249	010	3000	
	△ IAF Runway 17	172	010	3000	
	△ POR NDB				
GANBA 3A	△ GANBA	078	017	3000	Clearance limit: POR NDB
	△ POR NDB				
IBERO 3A	△ IBERO	275	015	7000	Clearance limit: POR NDB
	△ 20NM DME PRT DVOR/DME	275	020	3000	
	△ POR NDB				
LULAS 3A	△ LULAS	074	017	6000	Clearance limit: POR NDB
	△ 20NM DME PRT DVOR/DME	074	014	4000	
	△ PG Locator	353	012	4000	
	△ PRT DVOR/DME	353	005	3000	
	△ POR NDB				
MANIK 3A	△ MANIK	002	015	6000	Clearance limit: POR NDB
	△ 20NM DME PRT DVOR/DME	002	008	4000	
	△ PG Locator	353	012	4000	
	△ PRT DVOR/DME	353	005	3000	
	△ POR NDB				
MAPOR 3A	△ MAPOR	246	015	7000	Clearance limit: POR NDB
	△ 20NM DME PRT DVOR/DME	246	018	3000	
	△ POR NDB				

RUNWAY 17 (see chart LPPR AD 2.27.9A-1 STANDARD ARRIVAL INSTRUMENT (STAR) RWY 17)					
Designator	Identification Significant Points	MAG Track	DIST NM	Minimum safe ALT	Remarks
PESUL 3A	△ PESUL	301	016	6000	Clearance limit: POR NDB
	△ 20NM DME PRT DVOR/DME	301	010	4000	
	△ PG Locator	353	012	4000	
	△ PRT DVOR/DME	353	005	3000	
	△ POR NDB				
ERLEX 3A	△ ERLEX	019	015	6000	Clearance limit: POR NDB
	△ 20NM DME PRT DVOR/DME	019	009	4000	
	△ PG Locator	353	012	4000	
	△ PRT DVOR/DME	353	005	3000	
	△ POR NDB				
RELVA 3A	△ RELVA	204	010	6000	Clearance limit: POR NDB
	△ 25NM DME PRT DVOR/DME	204	005	4000	
	△ 20NM DME PRT DVOR/DME	204	006	3000	
	△ IAF Runway 17	172	010	3000	
	△ POR NDB				

2.22.3.2 RUNWAY 35

2.22.3.2.1 GENERAL REMARKS:

NIL

2.22.3.2.2 SPEED ADJUSTMENT:

See ENR Section 1.5, sub-section 1.5.5 - *Radar procedure within Lisboa, Faro, Porto and Madeira TMAs.*

2.22.3.2.3 RADIO COMMUNICATIONS FAILURE:

In the event of RCF squawk 7600, fly at/to the last assigned level and:

1. Above FL 120 proceed to "POR NDB" and over holding pattern descend to FL 80 and then proceed to "PG L" via PRT and proceed in accordance with § 2 below.
2. At/below FL 120 proceed to "PG L" and at ETA according to CPL or at EAT (when received and acknowledged) start descent to initial approach altitude to carry out a standard IFR approach according to IAC.

2.22.3.2.4 STANDARD INSTRUMENT ARRIVAL (STAR) DESCRIPTION:

RUNWAY 35 (see chart LPPR AD 2.24.9B-1 STANDARD ARRIVAL INSTRUMENT (STAR) RWY 35)					
Designator	Identification Significant Points	MAG Track	DIST NM	Minimum safe ALT	Remarks
ASPOR 3B	▲ ASPOR	224	008	9000	Clearance limit: PG locator
	△ PIPAS	197	019	7000	
	△ BARGA	223	025	3000	
	△ PG Locator				
GANBA 3B	△ GANBA	125	023	3000	Clearance limit: PG locator
	△ PG Locator				
IBERO 3B	△ IBERO	248	017	7000	Clearance limit: PG locator
	△ 20NM DME PRT DVOR/DME	248	020	3000	
	△ PG Locator				
LULAS 3B	△ LULAS	074	017	6000	Clearance limit: PG locator
	△ 20NM DME PRT DVOR/DME	074	014	3000	
	△ PG Locator				
MANIK 3B	△ MANIK	002	015	6000	Clearance limit: PG locator
	△ 20NM DME PRT DVOR/DME	002	008	3000	
	△ PG Locator				
MAPOR 3B	△ MAPOR	223	016	7000	Clearance limit: PG locator
	△ BARGA	223	025	3000	
	△ PG Locator				
PESUL 3B	△ PESUL	301	016	6000	Clearance limit: PG locator
	△ 20NM DME PRT DVOR/DME	301	010	3000	
	△ PG Locator				
ERLEX 3B	△ ERLEX	019	015	6000	Clearance limit: PG locator
	△ 20NM DME PRT DVOR/DME	019	009	3000	
	△ PG Locator				

RUNWAY 35 (see chart LPPR AD 2.24.9B-1 STANDARD ARRIVAL INSTRUMENT (STAR) RWY 35)					
Designator	Identification Significant Points	MAG Track	DIST NM	Minimum safe ALT	Remarks
RELVA 3B	△ RELVA	191	010	6000	Clearance limit: PG Locator
	△ 25NM DME PRT DVOR/DME	191	025	4000	
	△ PRT DVOR/DME	173	012	4000	
	△ PG Locator				

2.22.4 FMS RNAV ARRIVAL ROUTES TO PORTO (FRANCISCO SA CARNEIRO) AERODROME

2.22.4.1 RUNWAY 17

2.22.4.1.1 GENERAL REMARKS:

To shorten these FMS RNAV Arrival Procedures, radar vectors or instructions to follow specific way points shall be expected.

2.22.4.1.2 SPEED ADJUSTMENT:

See ENR Section 1.5, Sub-section 1.5.5 - *Radar procedure within Lisboa, Faro, Porto and Madeira TMA's.*

2.22.4.1.3 RADIO COMMUNICATIONS FAILURE:

In the event of RCF squawk 7600, fly at/to the last assigned level to POR NDB holding pattern and at ETA according to CPL or at EAT (when received and acknowledged) start descent to initial approach altitude to carry out a standard IFR Approach according to IAC.

In the event of RCF after the clearance for the Final Approach, proceed for landing

2.22.4.1.4 FMS RNAV ARRIVAL ROUTES (STAR) DESCRIPTION:

RUNWAY 17 (see chart LPPR AD 2.24.9C1-1 RNAV STANDARD ARRIVAL INSTRUMENT (STAR) RWY 17)					
Designator	Identification Significant Points	MAG Track	DIST NM	Minimum safe ALT	Remarks
ELGIX8E	ELGIX	268	030	7000	Clearance Limit: POR NDB 3000FT
	PR644	267	012	4000	
	PR614	263	006	3000	
	UDRUB	173	005	3000	
	POR NDB				

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RUNWAY 17 (see chart LPPR AD 2.24.9C1-1 RNAV STANDARD ARRIVAL INSTRUMENT (STAR) RWY 17)					
Designator	Identification Significant Points	MAG Track	DIST NM	Minimum safe ALT	Remarks
ERLEX8E	ERLEX	030	027	6000	Clearance limit: POR NDB 3000FT
	PR 634	353	014	4000	
	PR 616	353	007	3000	
	PR 614	263	006	3000	
	UDRUB	173	005	3000	
	POR NDB				
ERLEX8W	ERLEX	005	022	6000	Clearance limit: POR NDB 2600FT
	PR 633	353	014	4000	
	PR 615	353	007	2600	
	PR 613	083	006	2600	
	UDRUB	173	005	2600	
	POR NDB				
MANIK8E	MANIK	016	025	6000	Clearance limit: POR NDB 3000FT
	PR 634	353	014	4000	
	PR 616	353	007	3000	
	PR 614	263	006	3000	
	UDRUB	173	005	3000	
	POR NDB				

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RUNWAY 17 (see chart LPPR AD 2.24.9C1-1 RNAV STANDARD ARRIVAL INSTRUMENT (STAR) RWY 17)					
Designator	Identification Significant Points	MAG Track	DIST NM	Minimum safe ALT	Remarks
MANIK8W	MANIK	347	023	6000	Clearance limit: POR NDB 2600FT
	PR 633	353	014	4000	
	PR 615	353	007	2600	
	PR 613	083	006	2600	
	UDRUB	173	005	2600	
	POR NDB				
	PESUL8E	PESUL	327	015	
PR642		327	018	4000	
PR 616		353	007	3000	
PR 614		263	006	3000	
UDRUB		173	005	3000	
POR NDB					

2.22.4.2 RUNWAY 17

2.22.4.2.1 GENERAL REMARKS:

To shorten these FMS RNAV Arrival Procedures, radar vectors or instructions to follow specific way points shall be expected.

2.22.4.2.2 SPEED ADJUSTMENT:

See ENR Section 1.5, Sub-section 1.5.5 - Radar procedure within Lisboa, Faro, Porto and Madeira TMAS.

2.22.4.2.3 RADIO COMMUNICATIONS FAILURE:

In the event of RCF squawk 7600, fly at/to the last assigned level to POR NDB holding pattern and at ETA according to CPL or at EAT (when received and acknowledged) start descent to initial approach altitude to carry out a standard IFR Approach according to IAC.

In the event of RCF after the clearance for the Final Approach, proceed for landing

2.22.4.2.4 FMS RNAV ARRIVAL ROUTES (STAR) DESCRIPTION:

RUNWAY 17 (see chart LPPR AD 2.24.9C2-1 RNAV STANDARD ARRIVAL INSTRUMENT (STAR) RWY 17)					
Designator	Identification Significant Points	MAG Track	DIST NM	Minimum safe ALT	Remarks
ERLEX8M	ERLEX	005	022	6000	Clearance limit: POR NDB 3000FT
	PR 633	353	014	4000	
	PR 615	353	013	4000	
	PR 611	083	006	4000	
	PR 671	173	006	3000	
	UDRUB	173	005	3000	
	POR NDB				
ERLEX8T	ERLEX	030	027	6000	Clearance limit: POR NDB 3000FT
	PR 634	353	014	4000	
	PR 616	353	013	4000	
	PR 612	263	006	4000	
	PR 671	173	006	3000	
	UDRUB	173	005	3000	
	POR NDB				

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RUNWAY 17 (see chart LPPR AD 2.24.9C2-1 RNAV STANDARD ARRIVAL INSTRUMENT (STAR) RWY 17)					
Designator	Identification Significant Points	MAG Track	DIST NM	Minimum safe ALT	Remarks
MANIK8M	MANIK	347	023	6000	Clearance Limit: POR NDB 3000FT
	PR 633	353	014	4000	
	PR 615	353	013	4000	
	PR 611	083	006	4000	
	PR 671	173	006	3000	
	UDRUB	173	005	3000	
	POR NDB				
MANIK8T	MANIK	016	025	6000	Clearance limit: POR NDB 3000FT
	PR 634	353	014	4000	
	PR 616	353	013	4000	
	PR 612	263	006	4000	
	PR 671	173	006	3000	
	UDRUB	173	005	3000	
	POR NDB				
PESUL8T	PESUL	327	015	6000	Clearance limit: POR NDB 3000FT
	PR642	327	018	4000	
	PR 616	353	013	4000	
	PR 612	263	006	4000	
	PR 671	173	006	3000	
	UDRUB	173	005	3000	
	POR NDB				

RUNWAY 17 (see chart LPPR AD 2.24.9C2-1 RNAV STANDARD ARRIVAL INSTRUMENT (STAR) RWY 17)						
Designator	Identification Significant Points	MAG Track	DIST NM	Minimum safe ALT	Remarks	
VASIP8T	VASIP	269	003	7000	Clearance Limit: POR NDB 3000FT	
	PR650	269	008	4000		
	PR 612	263	006	4000		
	PR 671	173	006	3000		
	UDRUB	173	005	3000		
	POR NDB					

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2.22.4.3 RUNWAY 35

2.22.4.3.1 GENERAL REMARKS:

To shorten these FMS RNAV Arrival Procedures, radar vectors or instructions to follow specific way points shall be expected

2.22.4.3.2 SPEED ADJUSTMENT:

See ENR Section 1.5, Sub-section 1.5.5 - *Radar procedure within Lisboa, Faro, Porto and Madeira TMAs.*

2.22.4.3.3 RADIO COMMUNICATIONS FAILURE:

In the event of RCF squawk 7600, fly at/to the last assigned level and:

1. Above FL 120 proceed to "POR NDB" and over holding pattern descend to FL 80 and then proceed to "XAPIM HOLDING" via PRT and proceed in accordance with § 2 below.
2. At / below FL 120 proceed to "XAPIM HOLDING" and at ETA according to CPL or at EAT (when received and acknowledged) start descent to initial approach altitude to carry out a standard IFR approach according to IAC.

In the event of RCF after the clearance for the Final Approach, proceed for landing.

2.22.4.3.4 FMS RNAV ARRIVAL ROUTES (STAR) DESCRIPTION:

RUNWAY 35 (see chart LPPR AD 2.24.9D1-1 RNAV STANDARD ARRIVAL INSTRUMENT (STAR) RWY 35)

Designator	Identification Significant Points	MAG Track	DIST NM	Minimum safe ALT	Remarks
ASPOR2W	ASPOR	239	008	9000	Clearance limit: XAPIM
	PR639	239	016	7000	
	PR638	239	018	4000	
	PR 613	173	015	4000	
	PR 631	173	007	3000	
	PR 633	083	006	3000	
	XAPIM				
	ASPOR2E	ASPOR	213	008	
PR637		213	018	7000	
PR654		213	019	4000	
PR 632		173	007	3000	
PR 634		263	006	3000	
XAPIM					

RUNWAY 35 (see chart LPPR AD 2.24.9D1-1 RNAV STANDARD ARRIVAL INSTRUMENT (STAR) RWY 35)					
Designator	Identification Significant Points	MAG Track	DIST NM	Minimum safe ALT	Remarks
INKIT2E	INKIT	264	018	7000FT	Clearance limit: XAPIM
	PR648	264	010	4000	
	PR634	263	006	3000	
	XAPIM				
TURON2W	TURON	203	030	7000	Clearance limit: XAPIM
	PR641	203	012	4000	
	PR 613	173	015	4000	
	PR 631	173	007	3000	
	PR 633	083	006	3000	
	XAPIM				
TURON2E	TURON	186	028	7000	Clearance limit: XAPIM
	PR640	186	009	4000	
	PR 614	173	015	4000	
	PR 632	173	007	3000	
	PR 634	263	006	3000	
	XAPIM				

2.22.4.4 RUNWAY 35

2.22.4.4.1 GENERAL REMARKS:

To shorten these FMS RNAV Arrival Procedures, radar vectors or instructions to follow specific way points shall be expected.

2.22.4.4.2 SPEED ADJUSTMENT:

See ENR Section 1.5, Sub-section 1.5.5 - *Radar procedure within Lisboa, Faro, Porto and Madeira TMAs.*

2.22.4.4.3 RADIO COMMUNICATIONS FAILURE:

In the event of RCF squawk 7600, fly at/to the last assigned level and:

1. Above FL 120 proceed to "POR NDB" and over holding pattern descend to FL 80 and then proceed to "XAPIM HOLDING" via PRT and proceed in accordance with § 2 below.
2. At / below FL 120 proceed to "XAPIM HOLDING" and at ETA according to CPL or at EAT (when received and acknowledged) start descent to initial approach altitude to carry out a standard IFR approach according to IAC.

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In the event of RCF after the clearance for the Final Approach, proceed for landing.

2.22.4.4.4. FMS RNAV ARRIVAL ROUTES (STAR) DESCRIPTION:

RUNWAY 35 (see chart LPPR AD 2.24.9D2-1 RNAV STANDARD ARRIVAL INSTRUMENT (STAR) RWY 35)						
Designator	Identification Significant Points	MAG Track	DIST NM	Minimum safe ALT	Remarks	
ASPOR2M	ASPOR	239	008	9000	Clearance Limit:XAPIM	
	PR639	239	016	7000		
	PR638	239	018	4000		
	PR613	173	015	4000		
	PR631	173	007	4000		
	PR633	173	006	4000		
	PR635	083	006	4000		
	PR652	353	006	3000		
	XAPIM					
ASPOR2T	ASPOR	213	008	9000	Clearance Limit: XAPIM	
	PR637	213	018	7000		
	PR654	213	019	4000		
	PR632	173	007	4000		
	PR634	173	006	4000		
	PR636	263	006	4000		
	PR652	353	006	3000		
	XAPIM					
	DIVUT2T	DIVUT	262	004		7000
PR646		262	003	4000		
PR636		263	006	4000		
PR652		353	006	3000		
XAPIM						

RUNWAY 35 (see chart LPPR AD 2.24.9D2-1 RNAV STANDARD ARRIVAL INSTRUMENT (STAR) RWY 35)					
Designator	Identification Significant Points	MAG Track	DIST NM	Minimum safe ALT	Remarks
TURON2M	TURON	203	030	7000	Clearance Limit: XAPIM
	PR641	203	012	4000	
	PR613	173	015	4000	
	PR631	173	007	4000	
	PR633	173	006	4000	
	PR635	083	006	4000	
	PR652	353	006	3000	
	XAPIM				
	TURON2T	TURON	186	028	
PR640		186	009	4000	
PR614		173	015	4000	
PR632		173	007	4000	
PR634		173	006	4000	
PR636		263	006	4000	
PR652		353	006	3000	
XAPIM					

LPPR AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird hazard warning

Bird scaring is accomplished by use of gas cannon units and scarecrow devices installed along runway strip. The gas cannon are activated whenever birds are detected. The scarecrow devices installed, are permanently On and exist a portable unit that is used whenever is required.

Pilots are advised that bird may not always be promptly detected. Caution requested during approach and take-off.

LPPR AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
AERODROME CHART-ICAO	LPPR AD 2.24.1-1
AIRCRAFT PARKING/DOCKING CHART-ICAO (A)	LPPR AD 2.24.2A-1
AIRCRAFT PARKING/DOCKING CHART-ICAO (B)	LPPR AD 2.24.2B-1
AERODROME OBSTACLE CHART-ICAO – RWY 17/35	LPPR AD 2.24.4-1
PRECISION APPROACH TERRAIN CHART-ICAO – RWY 17	LPPR AD 2.24.5-1
TERMINAL AREA CHART-ICAO – INBOUND OUTBOUND AND TRANSIT ROUTING	LPPR AD 2.24.6-1
STANDARD DEPARTURE INSTRUMENT (SID) – RWY 17	LPPR AD 2.24.7A-1
STANDARD DEPARTURE INSTRUMENT (SID) – RWY 35	LPPR AD 2.24.7B-1
FMS RNAV DEPARTURE ROUTES RWY 17	LPPR AD 2.24.7C-1
FMS RNAV DEPARTURE ROUTES RWY 35	LPPR AD 2.24.7D-1
STANDARD ARRIVAL INSTRUMENT (STAR) - RWY 17	LPPR AD 2.24.9A-1
STANDARD ARRIVAL INSTRUMENT (STAR) – RWY 35	LPPR AD 2.24.9B-1
RNAV STANDARD ARRIVAL INSTRUMENT (STAR) - RWY 17	LPPR AD 2.24.9C1-1
RNAV STANDARD ARRIVAL INSTRUMENT (STAR) - RWY 17	LPPR AD 2.24.9C2-1
RNAV STANDARD ARRIVAL INSTRUMENT (STAR) - RWY 35	LPPR AD 2.24.9D1-1
RNAV STANDARD ARRIVAL INSTRUMENT (STAR) - RWY 35	LPPR AD 2.24.9D2-1
INSTRUMENT APPROACH CHART-ICAO – ILS RWY 17CAT A/B	LPPR AD 2.24.10A1-1
INSTRUMENT APPROACH CHART-ICAO – ILS RWY 17CAT C/D	LPPR AD 2.24.10A2-1
INSTRUMENT APPROACH CHART-ICAO – DVOR/DME RWY 17	LPPR AD 2.24.10B1-1
INSTRUMENT APPROACH CHART - ICAO DVOR/DME RWY 35	LPPR AD 2.24.10B2-1
INSTRUMENT APPROACH CHART-ICAO – NDB RWY 17	LPPR AD 2.24.10C1-1
INSTRUMENT APPROACH CHART-ICAO – L RWY 35	LPPR AD 2.24.10C2-1
VISUAL APPROACH CHART-ICAO	LPPR AD 2.24.11-1