

# PORTUGAL



TEL: +351 218553506  
AFTN: LPPPYOYC  
Email: desica@nav.pt

Serviço de Informação Aeronáutica (AIS)  
Centro de Controlo de Tráfego Aéreo de Lisboa  
Rua C, Edifício 118  
Aeroporto de Lisboa  
1700-007 LISBOA

**AIP AMDT 022-23**  
**26-MAR-2023**

## 1. NON-AIRAC changes incorporated in this AIP Amendment:

### GEN

1.2 Croatia, Schengen status changed.

### ENR

2.2 Bragança, Ponte de Sor, S. Jorge ATZ references changed.

### AD

1.3 Bragança, Ponte de Sor, S. Jorge references changed.  
LPLA IAP RWY 15 LNAV only, plan view, WPT LA151 lower limit corrected.  
LPMA VOR Checkpoint reference deleted.  
LPPT IAP RNP RWY 02, profile view, MOCA corrected.

## 2. This AIP Amendment incorporates information contained in the following publications:

NOTAM Series A: A0725/23.  
SUP: NIL  
AIC: NIL

## 3. Insert / remove the pages as shown in list on the next page(s):

**Insert the following pages**

GEN 0.2 - 1/2	26-MAR-2023
GEN 0.3 - 1/2	26-MAR-2023 / 26-MAR-2023
GEN 0.3 - 3/4	26-MAR-2023
GEN 0.4 - 1/2	26-MAR-2023 / 26-MAR-2023
GEN 0.4 - 3/4	26-MAR-2023 / 26-MAR-2023
GEN 1.2 - 3/4	26-MAR-2023 / 26-MAR-2023
GEN 1.2 - 11/12	26-MAR-2023 / 01-DEC-2022
ENR 2.2 - 1/2	23-MAY-2019 / 26-MAR-2023
ENR 2.2 - 3/4	26-MAR-2023 / 26-MAR-2023
ENR 2.2 - 31/32	23-MAY-2019 / 26-MAR-2023
ENR 2.2 - 33/34	26-MAR-2023
AD 1.3 - 1/2	26-MAR-2023 / 26-MAR-2023
LPLA AD 2 - 13/14	26-MAR-2023
LPLA AD 2.24.12-9 - 9/10	26-MAR-2023 / 23-MAR-2023
LPPT AD 2 - 43/44	26-MAR-2023
LPPT AD 2.24.12-17 - 17/18	26-MAR-2023 / 19-MAY-2022
LPMA AD 2 - 3/4	06-OCT-2022 / 26-MAR-2023

**Remove the following pages**

GEN 0.2 - 1/2	23-MAR-2023 / N/A
GEN 0.3 - 1/2	23-MAR-2023 / 23-MAR-2023
GEN 0.3 - 3/4	23-MAR-2023 / N/A
GEN 0.4 - 1/2	23-MAR-2023 / 23-MAR-2023
GEN 0.4 - 3/4	23-MAR-2023 / 23-MAR-2023
GEN 1.2 - 3/4	01-DEC-2022 / 01-DEC-2022
GEN 1.2 - 11/12	01-DEC-2022 / 01-DEC-2022
ENR 2.2 - 1/2	23-MAY-2019 / 20-MAY-2021
ENR 2.2 - 3/4	20-MAY-2021 / 20-MAY-2021
ENR 2.2 - 31/32	23-MAY-2019 / 23-MAY-2019
ENR 2.2 - 33/34	03-DEC-2020 / N/A
AD 1.3 - 1/2	01-DEC-2022 / 01-DEC-2022
LPLA AD 2 - 13/14	23-MAR-2023 / N/A
LPLA AD 2.24.12-9 - 9/10	23-MAR-2023 / 23-MAR-2023
LPPT AD 2 - 43/44	06-OCT-2022 / N/A
LPPT AD 2.24.12-17 - 17/18	06-OCT-2022 / 19-MAY-2022
LPMA AD 2 - 3/4	06-OCT-2022 / 19-MAY-2022

## GEN 0.2 RECORD OF AIP AMENDMENTS

<b>AIP AMENDMENT</b>			
<i>NR/Year</i>	<i>Publication date</i>	<i>Date inserted</i>	<i>Inserted by</i>
018/2020	13-Feb-2020	28-Feb-2020	
019/2020	04-Jun-2020	19-Jun-2020	
020/2021	11-Feb-2021	26-Feb-2021	
021/2023	12-Jan-2023	27-Jan-2023	
022/2023	10-Mar-2023	26-Mar-2023	

<b>AIRAC AIP AMENDMENT</b>			
<i>NR/Year</i>	<i>Publication date</i>	<i>Effective Date</i>	<i>Inserted by</i>
003/2020	24-Sep-2020	05-Nov-2020	
004/2020	22-Oct-2020	03-Dec-2020	
001/2021	14-Jan-2021	25-Feb-2021	
002/2021	08-Apr-2021	20-May-2021	
003/2021	01-Jul-2021	12-Aug-2021	
004/2021	26-Aug-2021	07-Oct-2021	
005/2021	21-Oct-2021	02-Dec-2021	
001/2022	10-Feb-2022	24-Mar-2022	
002/2022	24-Mar-2022	19-May-2022	
003/2022	02-Jun-2022	14-Jul-2022	
004/2022	25-Aug-2022	06-Oct-2022	
005/2022	20-Oct-2022	01-Dec-2022	
001/2023	09-Feb-2023	23-Mar-2023	

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## GEN 0.3 RECORD OF AIP SUPPLEMENTS

NR/Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
008/2013	LPFL - OBSTACLES PROTRUDING TRANSITIONAL SURFACE	AD	27-JUN-2013	Effective UFN
013/2013	LPPC - OBSTACLE ERECTED IN LISBOA (CITY)	ENR	27-JUN-2013	Effective UFN
014/2013	LPPC - OBSTACLE LIGHTS OUT OF SERVICE	ENR	27-JUN-2013	Effective UFN
013/2018	LPVR AD - RWY 02 APCH LIGHTS OUT OF SERVICE	AD	02-FEB-2018	Effective UFN
028/2018	LPPO FIR - LAUNCH OF UNMANNED BALLOON FLIGHTS	ENR	13-SEP-2018	Effective UFN
031/2018	LPPO FIR - DVORTAC VFL TACAN PART OUT OF SERVICE	AD, ENR	13-SEP-2018	Effective UFN
054/2018	LPLA AD - INSTRUMENT APPROACH PROCEDURES CHANGED	AD	07-DEC-2018	Effective UFN
007/2020	LPLA - METAR WIND INFORMATION LIMITATIONS	AD	03-JAN-2020	Effective UFN
024/2020	LPBJ AD - LANDING AREA LIGHTING ACTIVATION DELAYS	AD	19-JUN-2020	Effective UFN
032/2020	LPPC FIR - OFFSHORE WIND FARM	ENR	19-JUN-2020	Effective UFN
044/2020	LPBJ AD - THR IDENTIFIER LIGHTS U/S	AD	05-NOV-2020	Effective UFN
002/2021	LPPC FIR - ATS CONTINGENCY ROUTES FOR MADEIRA SECTOR DUE TO RADAR INOPERATIVE	ENR	26-FEB-2021	Effective UFN
042/2021	LPPC FIR - WINDMILL FARM (ARGOMIL-GUARDA)	ENR	12-AUG-2021	Effective UFN
054/2021	LPPC LPPO FIR - FLIGHTS CARRYING COVID-19 VACCINES	ENR	02-DEC-2021	Effective UFN
072/2021	LPPT AD - TAXIWAY K CLOSED	AD	02-DEC-2021	Effective UFN
001/2022	LPBJ AD - FIRE FIGHTING AND RESCUE	AD	24-MAR-2022	Effective UFN
017/2022	LPPT AD - OBSTACLE ERECTED (CRANE)	AD	19-MAY-2022	30-SEP-2023 EST
019/2022	LPBJ AD - TWY H EDGE LIGHTS U/S	AD	19-MAY-2022	Effective UFN
040/2022	LPPT AD - ACFT CODE D AND CODE E TWY RESTRICTIONS	AD	14-JUL-2022	31-DEC-2023 EST
042/2022	LPPT AD - OBSTACLE ERECTED	AD	14-JUL-2022	27-MAY-2024 EST
043/2022	LPPD AD - OBSTACLES ERECTED	AD	14-JUL-2022	26-MAY-2023 EST
052/2022	LPPT AD - OBSTACLE ERECTED (CATUJAL LOURES)	AD	11-AUG-2022	09-JUN-2023 EST
053/2022	LPPD AD - ARO/AIS-AD OPERATIONAL HOURS	AD	11-AUG-2022	29-DEC-2023 EST
057/2022	LPFR AD - OBSTACLE ERECTED	AD	06-OCT-2022	22-MAY-2023 EST
058/2022	LPLA AD - TWY G CLOSED	AD	06-OCT-2022	Effective UFN
061/2022	LPPT AD - PARKING RESTRICTIONS	AD	01-DEC-2022	29-OCT-2023 EST
066/2022	LPPT AD - OBSTACLE ERECTED	AD	01-DEC-2022	31-MAR-2024 EST
067/2022	LPPT AD - OBSTACLE ERECTED (CRANE)	AD	01-DEC-2022	01-JUN-2023 EST
002/2023	LPAZ AD - TWR OBST LIGHTS U/S	AD	27-JAN-2023	30-JUN-2023 EST
003/2023	LPPI AD - OPERATING HOURS	AD	27-JAN-2023	28-OUT-2023

NR/Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
004/2023	LPLA AD - OBSTACLES (ANTENNAS)	AD	27-JAN-2023	Effective UFN
008/2023	LPPS AD - FIRE FIGHTING AND RESCUE DOWNGRADED	AD	27-JAN-2023	31-DEC-2023 EST
009/2023	LPPT AD - OBSTACLE ERECTED (CRANE - CAMARATE)	AD	27-JAN-2023	31-MAR-2023 EST
011/2023	LPPT AD - OBSTACLE ERECTED	AD	27-JAN-2023	31-MAR-2024 EST
012/2023	LPPC FIR - UNMANNED AERIAL VEHICLE (DRONE) ACTIVITY	ENR	27-JAN-2023	31-DEC-2023
013/2023	LPPC FIR - UNMANNED AIRCRAFT SYSTEMS (UAS) WITHIN LPR43C	ENR	27-JAN-2023	31-DEC-2023
014/2023	LPPT TMA - VFR LIMITATIONS	ENR	23-FEB-2023	31-DEC-2023 EST
015/2023	LPPT TMA - VFR ROUTE CLOSED (TNW)	ENR	23-FEB-2023	31-DEC-2023 EST
016/2023	LPPC FIR - UNMANNED AIRCRAFT SYSTEMS (UAS) WITHIN R51BN/R51BS (LPBJ)	ENR	23-FEB-2023	31-DEC-2023
017/2023	LPPC FIR - UNMANNED AIRCRAFT SYSTEMS (UAS)	ENR	23-FEB-2023	31-DEC-2023
018/2023	LPPR AD - NON-STANDARD PARKING PROCEDURE	AD	27-JAN-2023	30-JUN-2023 EST
019/2023	LPPR AD - PORTO APPROACH SECONDARY FREQUENCY U/S	AD	23-FEB-2023	31-DEC-2023 EST
021/2023	LPPC FIR - OBSTACLE ERECTED (ALTO DO MARCO)	AD	27-JAN-2023	30-JUN-2023 EST
022/2023	LPPC FIR - OBSTACLE ERECTED (CAPUCHA)	ENR	27-JAN-2023	30-JUN-2023 EST
023/2023	LPPC FIR - OBSTACLE ERECTED (ALVAÍZERE)	ENR	27-JAN-2023	30-JUN-2023 EST
024/2023	LPPC FIR - OBSTACLE ERECTED (PINHAL INTERIOR)	ENR	27-JAN-2023	30-JUN-2023 EST
025/2023	LPPC FIR - OBSTACLE ERECTED (GARDUNHA)	ENR	27-JAN-2023	30-JUN-2023 EST
026/2023	VOR/DME VSM VOR PART U/S	ENR, AD	23-MAR-2023	30-JUN-2023 EST
027/2023	LPFR AD - STAND CLOSED	AD	23-MAR-2023	Effective UFN
028/2023	LPPT AD - OBSTACLE ERECTED (CRANE 1 - CAMARATE)	AD	23-MAR-2023	30-JUN-2023 EST
029/2023	LPEV AD - RWY 07/25 CLOSED	AD	23-MAR-2023	30-JUN-2023 EST
030/2023	LPPS AD - RWY 18 TURN PAD CLOSED	AD	23-MAR-2023	Effective UFN
031/2023	LPBJ AD - LIGHTS U/S	AD	23-MAR-2023	31-DEC-2023 EST
032/2023	LPPD AD - TERRAIN SIGNALLING LIGHTS U/S	AD	23-MAR-2023	30-JUN-2023 EST
033/2023	LPPT AD - OBSTACLE ERECTED	AD	23-MAR-2023	31-AUG-2023 EST
034/2023	LPPT AD - OBSTACLE ERECTED (FACULDADE FARMÁCIA)	AD	23-MAR-2023	31-JAN-2024 EST
035/2023	LPPS AD - DELAYS ON UNSCHEDULED FLIGHTS	AD	23-MAR-2023	31-DEC-2023 EST
036/2023	BELARUSSIAN AIRCRAFT RESTRICTIONS	ENR, AD	09-FEB-2023	09-AUG-2023 EST
037/2023	UKRANIAN CRISIS - FIR RESTRICTIONS	ENR	26-MAR-2023	26-SEP-2023 EST
038/2023	LPPR AD - NON-STANDARD PARKING ON STAND S42	AD	26-MAR-2023	Effective UFN

NR/Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
039/2023	LPPT AD - CRANE ERECTED (UNIV. LISBOA)	AD	26-MAR-2023	30-JUN-2023 EST
040/2023	LPPT AD - OBSTACLE ERECTED (CRANE HERA RESIDENCES 1)	AD	26-MAR-2023	30-JUN-2023 EST

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GEN 0.4 CHECKLIST OF AIP PAGES					
Page	Date	Page	Date	Page	Date
<b>PART 1 – GENERAL (GEN)</b>					
GEN 0.1 - 1	20-MAY-2021	GEN 3.5 - 1	19-MAY-2022	ENR 2.1 - 4	24-MAR-2022
GEN 0.1 - 2	20-MAY-2021	GEN 3.5 - 2	19-MAY-2022	ENR 2.1 - 5	24-MAR-2022
GEN 0.2 - 1	26-MAR-2023	GEN 3.5 - 3	19-MAY-2022	ENR 2.1 - 6	24-MAR-2022
GEN 0.3 - 1	26-MAR-2023	GEN 3.5 - 4	19-MAY-2022	ENR 2.1 - 7	24-MAR-2022
GEN 0.3 - 2	26-MAR-2023	GEN 3.5 - 5	14-JUL-2022	ENR 2.1 - 8	14-JUL-2022
GEN 0.3 - 3	26-MAR-2023	GEN 3.5 - 6	14-JUL-2022	ENR 2.1 - 9	24-MAR-2022
GEN 0.4 - 1	26-MAR-2023	GEN 3.6 - 1	12-AUG-2021	ENR 2.1 - 10	24-MAR-2022
GEN 0.4 - 2	26-MAR-2023	GEN 3.6 - 2	12-SEP-2019	ENR 2.1 - 11	24-MAR-2022
GEN 0.4 - 3	26-MAR-2023	GEN 3.6 - 3	12-SEP-2019	ENR 2.1 - 12	24-MAR-2022
GEN 0.4 - 4	26-MAR-2023	GEN 3.6 - 4	12-SEP-2019	ENR 2.1 - 13	24-MAR-2022
GEN 0.5 - 1	09-JUN-2006	GEN 3.6 - 5	08-JAN-2016	ENR 2.1 - 14	24-MAR-2022
GEN 0.6 - 1	09-NOV-2017	GEN 4.1 - 1	01-DEC-2022	ENR 2.1 - 15	14-JUL-2022
GEN 0.6 - 2	09-NOV-2017	GEN 4.2 - 1	27-JAN-2023	ENR 2.1 - 16	24-MAR-2022
GEN 0.6 - 3	09-NOV-2017	GEN 4.2 - 2	01-MAY-2014	ENR 2.1 - 17	24-MAR-2022
GEN 1.1 - 1	20-AUG-2015	GEN 4.2 - 3	01-MAY-2014	ENR 2.1 - 18	24-MAR-2022
GEN 1.1 - 2	09-NOV-2017	GEN 4.2 - 4	27-JAN-2023	ENR 2.1 - 19	24-MAR-2022
GEN 1.1 - 3	07-DEC-2017	GEN 4.2 - 5	27-JAN-2023	ENR 2.2 - 1	23-MAY-2019
GEN 1.2 - 1	01-DEC-2022	<b>PART 2 – EN-ROUTE (ENR)</b>			
GEN 1.2 - 2	01-DEC-2022	ENR 0.1 - 1	09-JUN-2006	ENR 2.2 - 2	26-MAR-2023
GEN 1.2 - 3	26-MAR-2023	ENR 0.2 - 1	09-JUN-2006	ENR 2.2 - 3	26-MAR-2023
GEN 1.2 - 4	26-MAR-2023	ENR 0.3 - 1	04-AUG-2006	ENR 2.2 - 4	26-MAR-2023
GEN 1.2 - 5	01-DEC-2022	ENR 0.4 - 1	04-AUG-2006	ENR 2.2 - 5	23-MAY-2019
GEN 1.2 - 6	01-DEC-2022	ENR 0.5 - 1	09-JUN-2006	ENR 2.2 - 6	23-MAY-2019
GEN 1.2 - 7	01-DEC-2022	ENR 0.6 - 1	09-JUN-2006	ENR 2.2 - 7	23-MAY-2019
GEN 1.2 - 8	01-DEC-2022	ENR 0.6 - 2	09-NOV-2017	ENR 2.2 - 8	23-MAY-2019
GEN 1.2 - 9	01-DEC-2022	ENR 0.6 - 3	09-NOV-2017	ENR 2.2 - 9	23-MAY-2019
GEN 1.2 - 10	01-DEC-2022	ENR 1.1 - 1	09-NOV-2017	ENR 2.2 - 10	23-MAY-2019
GEN 1.2 - 11	26-MAR-2023	ENR 1.1 - 2	24-MAR-2022	ENR 2.2 - 11	23-MAY-2019
GEN 1.2 - 12	01-DEC-2022	ENR 1.1 - 3	24-MAR-2022	ENR 2.2 - 12	23-MAY-2019
GEN 1.2 - 13	01-DEC-2022	ENR 1.1 - 4	24-MAR-2022	ENR 2.2 - 13	23-MAY-2019
GEN 1.3 - 1	13-NOV-2014	ENR 1.1 - 5	24-MAR-2022	ENR 2.2 - 14	23-MAY-2019
GEN 1.3 - 2	13-NOV-2014	ENR 1.1 - 6	24-MAR-2022	ENR 2.2 - 15	23-MAY-2019
GEN 1.4 - 1	09-JUN-2006	ENR 1.1 - 7	06-OCT-2022	ENR 2.2 - 16	24-JUN-2016
GEN 1.5 - 1	06-JAN-2017	ENR 1.1 - 8	06-OCT-2022	ENR 2.2 - 17	23-MAY-2019
GEN 1.5 - 2	26-FEB-2021	ENR 1.1 - 9	06-OCT-2022	ENR 2.2 - 18	23-MAY-2019
GEN 1.6 - 1	09-NOV-2017	ENR 1.1 - 10	06-OCT-2022	ENR 2.2 - 19	23-MAY-2019
GEN 1.6 - 2	19-JUN-2020	ENR 1.1 - 11	06-OCT-2022	ENR 2.2 - 20	23-MAY-2019
GEN 1.7 - 1	26-APR-2018	ENR 1.1 - 12	06-OCT-2022	ENR 2.2 - 21	23-MAY-2019
GEN 1.7 - 2	05-DEC-2019	ENR 1.1 - 13	06-OCT-2022	ENR 2.2 - 22	23-MAY-2019
GEN 1.7 - 3	12-SEP-2019	ENR 1.1 - 14	06-OCT-2022	ENR 2.2 - 23	23-MAY-2019
GEN 1.7 - 4	23-MAY-2019	ENR 1.1 - 15	06-OCT-2022	ENR 2.2 - 24	23-MAY-2019
GEN 1.7 - 5	28-MAR-2019	ENR 1.2 - 1	27-JAN-2023	ENR 2.2 - 25	30-MAR-2017
GEN 1.7 - 6	28-MAR-2019	ENR 1.2 - 2	27-JAN-2023	ENR 2.2 - 26	23-MAY-2019
GEN 1.7 - 7	28-MAR-2019	ENR 1.2 - 3	27-JAN-2023	ENR 2.2 - 27	23-MAY-2019
GEN 1.7 - 8	28-MAR-2019	ENR 1.3 - 1	27-JAN-2023	ENR 2.2 - 28	23-MAY-2019
GEN 1.7 - 9	28-MAR-2019	ENR 1.4 - 1	26-JUL-2013	ENR 2.2 - 29	23-MAY-2019
GEN 1.7 - 10	01-DEC-2022	ENR 1.4 - 2	29-MAY-2014	ENR 2.2 - 30	23-MAY-2019
GEN 1.7 - 11	10-OCT-2019	ENR 1.4 - 3	28-JUN-2012	ENR 2.2 - 31	26-MAR-2023
GEN 2.1 - 1	12-DEC-2013	ENR 1.5 - 1	28-MAR-2019	ENR 2.2 - 32	26-MAR-2023
GEN 2.1 - 2	24-MAR-2022	ENR 1.5 - 2	02-DEC-2021	ENR 2.2 - 33	26-MAR-2023
GEN 2.2 - 1	02-DEC-2021	ENR 1.5 - 3	26-APR-2018	ENR 3.1 - 1	19-MAY-2022
GEN 2.2 - 2	19-MAY-2022	ENR 1.6 - 1	26-APR-2018	ENR 3.1 - 2	19-MAY-2022
GEN 2.2 - 3	23-MAR-2023	ENR 1.6 - 2	28-MAY-2015	ENR 3.1 - 3	19-MAY-2022
GEN 2.2 - 4	19-MAY-2022	ENR 1.6 - 3	14-NOV-2013	ENR 3.1 - 4	19-MAY-2022
GEN 2.2 - 5	19-MAY-2022	ENR 1.6 - 4	24-MAR-2022	ENR 3.1 - 5	19-MAY-2022
GEN 2.2 - 6	19-MAY-2022	ENR 1.6 - 5	24-MAR-2022	ENR 3.1 - 6	19-MAY-2022
GEN 2.2 - 7	19-MAY-2022	ENR 1.6 - 6	24-MAR-2022	ENR 3.1 - 7	19-MAY-2022
GEN 2.3 - 1	01-DEC-2022	ENR 1.6 - 7	14-JUL-2022	ENR 3.1 - 8	19-MAY-2022
GEN 2.3 - 2	01-DEC-2022	ENR 1.6 - 8	24-MAR-2022	ENR 3.1 - 9	19-MAY-2022
GEN 2.3 - 3	01-DEC-2022	ENR 1.7 - 1	24-MAR-2022	ENR 3.1 - 10	19-MAY-2022
GEN 2.3 - 4	01-DEC-2022	ENR 1.7 - 2	02-DEC-2021	ENR 3.1 - 11	19-MAY-2022
GEN 2.3 - 5	01-DEC-2022	ENR 1.7 - 3	28-MAY-2015	ENR 3.1 - 12	19-MAY-2022
GEN 2.4 - 1	18-AUG-2016	ENR 1.7 - 4	26-JUL-2013	ENR 3.1 - 13	19-MAY-2022
GEN 2.4 - 2	18-AUG-2016	ENR 1.8 - 1	26-JUL-2013	ENR 3.1 - 14	24-MAR-2022
GEN 2.4 - 3	18-AUG-2016	ENR 1.9 - 1	26-FEB-2021	ENR 3.1 - 15	02-DEC-2021
GEN 2.5 - 1	12-AUG-2021	ENR 1.9 - 2	20-AUG-2015	ENR 3.1 - 16	24-MAR-2022
GEN 2.5 - 2	14-JUL-2022	ENR 1.9 - 3	28-FEB-2020	ENR 3.1 - 17	02-DEC-2021
GEN 2.5 - 3	12-AUG-2021	ENR 1.9 - 4	26-JUL-2013	ENR 3.1 - 18	24-MAR-2022
GEN 2.5 - 4	14-JUL-2022	ENR 1.9 - 5	26-JUL-2013	ENR 3.1 - 19	02-DEC-2021
GEN 2.6 - 1	09-JUN-2006	ENR 1.9 - 6	20-AUG-2015	ENR 3.1 - 20	02-DEC-2021
GEN 2.6 - 2	09-JUN-2006	ENR 1.9 - 7	26-JUL-2013	ENR 3.1 - 21	02-DEC-2021
GEN 2.6 - 3	09-JUN-2006	ENR 1.9 - 8	20-AUG-2015	ENR 3.1 - 22	02-DEC-2021
GEN 2.7 - 1	23-MAR-2023	ENR 1.10 - 1	20-AUG-2015	ENR 3.1 - 23	02-DEC-2021
GEN 3.1 - 1	23-MAR-2023	ENR 1.10 - 2	26-FEB-2021	ENR 3.2 - 1	09-JUN-2006
GEN 3.1 - 2	23-MAR-2023	ENR 1.10 - 3	14-JUL-2022	ENR 3.3 - 1	19-MAY-2022
GEN 3.1 - 3	23-MAR-2023	ENR 1.10 - 4	14-JUL-2022	ENR 3.3 - 2	19-MAY-2022
GEN 3.1 - 4	23-MAR-2023	ENR 1.10 - 5	14-JUL-2022	ENR 3.3 - 3	19-MAY-2022
GEN 3.1 - 5	23-MAR-2023	ENR 1.10 - 6	14-JUL-2022	ENR 3.3 - 4	19-MAY-2022
GEN 3.1 - 6	23-MAR-2023	ENR 1.10 - 7	14-JUL-2022	ENR 3.3 - 5	19-MAY-2022
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LPHR AD 2.24.10 - 10	02-DEC-2021	LPPT AD 2.24.03 - 3	06-OCT-2022	LPMA AD 2.24.12 - 14	25-FEB-2021
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LPHR AD 2.24.12 - 3	02-DEC-2021	LPPT AD 2.24.06 - 1	19-MAY-2022	LPMA AD 2.24.13 - 5	06-OCT-2022
LPHR AD 2.24.12 - 5	02-DEC-2021	LPPT AD 2.24.06 - 3	19-MAY-2022	LPMA AD 2.24.13 - 7	06-OCT-2022
LPHR AD 2.24.12 - 7	02-DEC-2021	LPPT AD 2.24.08 - 1	19-MAY-2022	LPMA AD 2.24.13 - 9	06-OCT-2022
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LPHR AD 2.24.12 - 24	02-DEC-2021	LPPT AD 2.24.08 - 15	19-MAY-2022	LPPI AD 2.24.04 - 1	02-DEC-2021
LPHR AD 2.24.13 - 1	02-DEC-2021	LPPT AD 2.24.08 - 16	14-JUL-2022	LPPI AD 2.24.12 - 1	14-JUL-2022
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LPLA AD 2 - 2	28-MAR-2019	LPPT AD 2.24.10 - 2	19-MAY-2022	LPPI AD 2.24.12 - 5	02-DEC-2021
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LPLA AD 2.24.12 - 5	23-MAR-2023	LPPT AD 2.24.12 - 11	19-MAY-2022	LPPD AD 2.24.08 - 3	14-JUL-2022
LPLA AD 2.24.12 - 7	23-MAR-2023	LPPT AD 2.24.12 - 13	19-MAY-2022	LPPD AD 2.24.08 - 4	01-DEC-2022
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- b. Serious administrative offenses are comprised between a minimum of €250 and a maximum of €1.500 (when the infringer is an individual) and between a minimum of €400 and a maximum of €10.000 (when the infringer is a legal person);
- c. Minor administrative offenses are comprised between a minimum of €150 and a maximum of €1.000 (when the infringer is an individual) and between a minimum of €350 and a maximum of €3.000 (when the infringer is a legal person).

#### Schedules Facilitated Airports - Faro and Ponta Delgada

According to Decree-Law No 109/2008, of 26 June, amended by Decree-Law n.º 96/2018, of 26 November and by Decree-Law n.º 7/2020, of 3 March, Ponta Delgada and Faro (Faro Airport only during the IATA Winter season) airports were designated as schedules facilitated airports (level 2). Thus, all carriers operating to and from Faro and Ponta Delgada airports shall submit their proposed schedules in advanced to the schedules facilitator and receive approval before operating.

Submissions shall be made using Schedule Movement Advice (SMA) according to Standard Schedules Information Manual, Chapter 6, (SSIM) General/Business Aviation Clearance Request (GCR) to the email address of the Portuguese Slot Coordination Office:

Email: [slotcoordination@nav.pt](mailto:slotcoordination@nav.pt)

During out of office hours (evenings and weekends) short-term ad-hoc changes, cancellations and new requests are handled automatically by the slot coordination system.

More information related to airport slots is available in the national slot coordination site, at:

URL: <https://slots.nav.pt/>

All applications should include the following information:

- Aircraft owner/operator
- Aircraft type and registration
- Flight number
- Origin/destination
- Requested time of arrival and departure.

## 2. Intra-European Union air services

By virtue of Regulation (EC) No 1008/2008, of 24 September, EU carriers have free access to intra-European Union routes, with the exception of those in which Public Service Obligations had been declared, which are subject to specific conditions, and lights involving aerodromes to which the constraints mentioned in 3. apply.

### 3. Constraints applicable to international flights

Intra-EU (EU, EEA and Switzerland) flights, excluding non-Schengen flights (to/from Ireland, Bulgaria, Romania and Cyprus), inbound or outbound of aerodromes and ultralight runways, are not subject to authorisation. Commercial air transport operations are not allowed at the following aerodromes: LPBR (Braga), LPIN (Espinho), LPFC (Figueira dos Cavaleiros), LPJF (Leiria), LPMI (Mirandela), LPMU (Mogadouro), LPFA (Monte da Aviãa/Ferreira do Alentejo), LPPN (Proença-a-nova), LPSC (Santa Cruz), LPSR (Santarém), LPMN (Amendoeira/Montemor-o-novo), LPLZ (Lousã), LPAF (Alfrapark) and LPHB (Herdade da Brava).

Intra-EU non-Schengen flights (to/from Ireland, Bulgaria, Romania and Cyprus), inbound or outbound of LPCS (Cascais), LPFL (Flores), LPPI (Pico), LPGR (Graciosa), LPSJ (S. Jorge), LPCR (Corvo), LPBG (Bragança), LPVR (Vila Real), LPCH (Chaves), LPCO (Coimbra), LPEV (Évora), LPVZ (Viseu), LPSO (Ponte De Sor), LPPM (Portimão), LPVL (Vilar da Luz), LPCB (Castelo Branco), LPJB (Algés), LPDA (Massarelos), LPLO (Loulé), LPMB (Morgado de Apra-loulé), LPMZ (Porto Moniz), LPSA (Salemas), LPMC (Macedo de Cavaleiros), LPFE (Fafe) and passenger ship "Amavida" are subject to authorisation from the Border and Immigration Service (SEF).

Extra-EU (other than EU, EEA and Switzerland) flights inbound or outbound of LPCS (Cascais), LPFL (Flores), LPPI (Pico), LPGR (Graciosa) and LPSJ (S. Jorge) are subject to authorisation from the Portuguese Civil Aviation Authority (ANAC), the Border and Immigration Service (SEF), Customs Authority (AT) and from the director of the aerodrome.

When planning on operating extra-European Union (other than EU, EEA and Switzerland) flights inbound or outbound of LPCS (Cascais), LPFL (Flores), LPPI (Pico), LPGR (Graciosa) and LPSJ (S. Jorge), the operator or its representative shall submit the application to the director of the aerodrome and to ANAC ([dre.drt@anac.pt](mailto:dre.drt@anac.pt)), not later than 24 hours (one working-day) before the intended flight, by using the applicable form available at ANAC's website.

The operator may be required to submit such additional information as is deemed necessary for consideration of the request.

ANAC will submit the application for SEF's and/or AT's authorisation, as the case may be, and, when in compliance with the applicable procedure, issue one final authorisation, enabling the operation.

### 3.1 Ultralight Aircraft

Usage of Ultralight Runways is limited to intra-EU flights (excluding EU Non-Schengen countries such as Bulgaria, Cyprus, Ireland, and Romania) and community Schengen flights.

Ultralight aircraft departing from or flying to other non-EU countries or EU non-Schengen countries (Bulgaria, Cyprus, Ireland, and Romania) shall not use these runways, given the fact that these are neither identified or function as a "border passage point", and shall, as consequence, divert to or use suitably qualified aerodromes accepting ultralight aircraft operations, following the same procedures that are laid out for other categories of aircraft.

## 4. Third country operators (TCO) engaged in commercial air transport operations into the EU, EEA and Switzerland.

In conformity with Council Regulation (EU) No 452/2014, of 29 April, only operators holding an EASA TCO authorisation will be eligible for operating permits.

The application for permission shall be submitted to ANAC, together with evidence of the following valid documents:

### a. Commercial flights

- i. TCO authorisation issued by EASA (if applicable);
- ii. Airworthiness certificate and airworthiness review certificate (if applicable);
- iii. Insurance certificate;
- iv. Noise certificate (if applicable);
- v. Carrier security programme (only applicable to scheduled flights).

Carriers with operating license issued by an EU Member-State, when operating aircraft under their own AOC, shall be considered as complying with the above-mentioned applicable requirements.

### b. Private flights

- i. Insurance certificate;
- ii. Airworthiness certificate and airworthiness review certificate or equivalent (if applicable);
- iii. Registration certificate;
- iv. Noise certificate (if applicable).

Aircraft under the supervision and regulatory control of an EU Member-State, when engaged in private flights, shall be considered as complying with the above-mentioned applicable requirements.

Additional documents may be requested.

## 1.2.2 Scheduled Flights

### 1. General

Overflights and landings for non-traffic purposes are allowed in conformity with the conditions prescribed in the air services agreement established between Portugal and the country to which the airline belongs and in the International Transit Agreement.

### 2. Overflight and Non-Traffic Stop

- Overflights or landings for non-traffic purposes require a bilateral, or a multilateral air services agreement to which Portugal and the State granting the operating authorisation to the carrier are parties.

- not later than five (5) days before intended date of operation, application for non-scheduled air services at class IV aerodromes (international airports – LPPT, LPPR, LPFR, LPMA, LPPS, LPPD, LPHR and LPAZ), by using the applicable form, available at ANAC's website, and
- not later than one (1) working day before the date of operation, application for non-scheduled air services at class II and III aerodromes, by using the form mentioned in paragraph "1.2.1 General / 3. Constraints applicable to international flights".

#### 1.2.4 Private Flights

Intra-UE (EU, EEA and Switzerland) flights, excluding non-Schengen flights (to/from, Ireland, Bulgaria, Romania and Cyprus), inbound or outbound of aerodromes and ultralight runways, are not subject to authorisation. Commercial air transport operations are not allowed at the following aerodromes: LPBR (Braga), LPIN (Espinho), LPFC (Figueira dos Cavaleiros), LPJF (Leiria), LPMI (Mirandela), LPMU (Mogadouro), LPFA (Monte da Aviã/Ferreira do Alentejo), LPPN (Proença-a-nova), LPSC (Santa Cruz), LPSR (Santarém), LPMN (Amendoeira/Montemor-o-novo), LPLZ (Lousã), LPAF (Alfrapark) and LPHB (Herdade da Brava).

Intra-UE non-Schengen flights (to/from Ireland, Bulgaria, Romania and Cyprus), inbound or outbound of LPCS (Cascais), LPFL (Flores), LPPI (Pico), LPGR (Graciosa), LPSJ (S. Jorge), LPCR (Corvo), LPBG (Bragança), LPVR (Vila Real), LPCH (Chaves), LPCO (Coimbra), LPEV (Évora), LPVZ (Viseu), LPSO (Ponte De Sor), LPPM (Portimão), LPVL (Vilar da Luz), LPCB (Castelo Branco), LPJB (Algés), LPDA (Massarelos), LPLO (Loulé), LPMB (Morgado de Apra-loulé), LPMZ (Porto Moniz), LPSA (Salemas), LPMC (Macedo de Cavaleiros), LPFE (Fafe) and passenger ship "Amavida" are subject to authorisation from the Border and Immigration Service (SEF).

Extra-UE (other than EU, EEA and Switzerland) flights inbound or outbound of LPCS (Cascais), LPFL (Flores), LPPI (Pico), LPGR (Graciosa) and LPSJ (S. Jorge) are subject to authorisation from the Portuguese Civil Aviation Authority (ANAC), the Border and Immigration Service (SEF), Customs Authority (AT) and the director of the aerodrome.

When planning on operating extra-UE (other than EU, EEA and Switzerland) flights inbound or outbound of LPCS (Cascais), LPFL (Flores), LPPI (Pico), LPGR (Graciosa) and LPSJ (S. Jorge), the operator or its representative shall submit the application to the director of the aerodrome and to ANAC (dre.drt@anac.pt) not later than 24 hours (one working-day) before the intended flight, by using the applicable form available at ANAC's website.

The operator may be required to submit such additional information as is deemed necessary for consideration of the request.

ANAC will submit the application for SEF's and/or AT's authorisation, as the case may be, and, when in compliance with the applicable procedure, issue one final authorisation, enabling the operation.

#### 1.2.5 Public Health Measures Applied to Aircraft

NIL

Appendix 1

DECLARATION ON AFFINITY CHARTER FLIGHTS

I (we), the undersigned.....

certify on behalf of the following association (name and address).....

.....

represented by me (us) that

a) the participants in the trip.....

of (date and routing).....

have been fully paid-up members of the association since a date at least six months prior to the start of the trip (1),

b) information concerning the trip is not disseminated otherwise than in the publications or circulars produced by the association for its members,

c) the association agrees to a duly empowered representative of the aviation administration carrying out a check at the offices of the association to determine whether the participants in the trip meet requirement a) above,

d) the association notes and agrees that only those participants effectively meeting requirement a) may board the aircraft.

It undertakes to supply the aviation administration with a passenger list in alphabetical order before the departure together with copies of all publication or circulars of the association concerning the flight.

Signature and date

(1) Such members may be accompanied by their spouses and/or dependent children.



**ENR 2.2 OTHER REGULATED AIRSPACE****2.2.1 Lisboa FIR****2.2.1.1 Delegation from Lisboa ACC to Madrid ACC**

Airspace classification "C".

By agreement between Lisboa ACC and Madrid ACC, the air traffic service is provided by Madrid ACC within the airspace defined by:

1. ATS routes H406 and UZ406 - Segment MOSEN-RALUS

- a) H406
- lateral limits 10NM width
  - vertical limits FL 145/FL 105

- b) UZ406 (RNAV 5)
- vertical limits FL 245/FL 145

2. Area A1

- AGADO - 415221N0085126W - along Portugal/Spain border - 414909N0080902W - AGADO.
- vertical limits FL 245/UNL

3. Area A2

- 414849N0080335W - along Portugal/Spain border - 412918N0061636W - ADORO - BATAX - ASPOR - 414849N0080335W.
- vertical limits FL 245/UNL

Delegation from Lisboa ACC to Seville ACC

Airspace classification "C".

By agreement between Lisboa ACC and Seville ACC, the air traffic service is provided by Seville ACC within the airspace defined by:

1. Area C1

- 390632N0070142W - 390700N0070100W - along Portugal/Spain border - 385025N0070436W - 385008N0070443W - 390632N0070142W.
- vertical limits FL 245/UNL

2. Area C2

- 381758N0071034W - 381740N0071017W - along Portugal/Spain border - 375948N0071233W - 375931N0071352W - 381758N0071034W.
- vertical limits FL 245/UNL

**2.2.1.2 Delegation from Madrid ACC to Lisboa ACC**

Airspace classification "C".

By agreement between Lisboa ACC and Madrid ACC, the air traffic service is provided by Lisboa ACC within the airspace between Lisboa FIR Boundary and the line defined by following coordinates:

- ADORO - 411827N0061640W - BARDI - 393128N0062605W (CCS) - 391946N0062731W - 390632N0070142W.
- Vertical limits FL 245/UNL

**2.2.1.3 Delegation from Seville ACC to Lisboa ACC**

Airspace classification "C".

By agreement between Lisboa ACC and Seville ACC, the air traffic service is provided by Lisboa ACC within the airspace between Lisboa FIR Boundary and the line defined by following coordinates:

- 385008N0070443W - MINTA. Excluding Area C2 described above.
- Vertical limits FL 245/UNL

2.2.1.4 Aerodrome Traffic Zones

Name	Lateral Limits Vertical Limits Class of Airspace	Call-sign Languages Hours of Service	Frequency	Remarks
Bragança ATZ	415600N 0064506W - 415435N 0063718W - 414648N 0063949W - 414813N 0064736W - 415600N 0064506W GND / 5000FT AMSL Class: G	Bragança Information / PT MON-SAT: SR-SS	122.305 MHZ	
Castelo Branco ATZ	395545N 0072455W - 394822N 0072055W - 394603N 0072805W - 395326N 0073206W - 395545N 0072455W GND / 2200FT AMSL Class: G	CASTELO BRANCO INFORMATION EN/PT Daily 0900-1230 (0800-1130) and 1400-1730 (1300-1630). Other periods subject to 48H PPR to AD Director.	122.555MHZ	
Chaves ATZ	413823N 0072854W - 414531N 0073346W - 414815N 0072637W - 414107N 0072146W - 413823N 0072854W GND / 4000FT AMSL Class: G	Chaves Information PT  JAN-MAY and OCT-DEC: Daily 0900-1600 (0800-1500) on request 30 MIN through AD Phone (+351 276321995 or +351 968115533). Operation BTN SR-0900 (SR-0800) and 1600-SS (1500-SS) subject 24H PPR through AD Phone.  JUN-SEP: Daily 0900-1230 (0800-1130) and 1530-1900 (1430-1800) on request 30 MIN through AD Phone (+351 276321995 or +351 968115533). Operation BTN SR-0900 (SR-0800), 1230-1530 (1130-1430) and 1900-SS (1800-SS) subject 24H PPR through AD Phone.	122.705MHZ	- Radio Mandatory Zone - FPL - ATZ activation is subject to AFIS operating hours in coordination with Lisboa ACC
Coimbra ATZ	401135N 0083400W - 401418N 0082700W - 400709N 0082219W - 400427N 0082917W - 401135N 0083400W GND / 2000FT AMSL Class: G	Coimbra Information EN / PT Daily 0830-SS (0730-1900)	122.905MHZ	
Évora ATZ	As described in LPEV AD 2.17			
Ponte de Sor ATZ	As described in LPSO AD 2.17			
Portimão ATZ	371301N 0083841W - 371038N 0082908W - 370523N 0083112W - 370746N 0084045W - 371301N 0083841W SFC / 1000FT AMSL Class: G	Portimão Information EN / PT 0800-2000 (0700-1900) - Operation BTN SR and SS outside AD Hours subject 24 H PPR through AD Phone: +351 282480360	122.005MHZ	
Vila Real ATZ	As described in LPVR AD 2.17			
Viseu ATZ	404718N 0075740W - 404744N 0074947W - 403946N 0074902W - 403920N 0075654W - 404718N 0075740W GND / 4000FT AMSL Class: G	Viseu Information EN / PT SR/SS	122.710MHZ	

**2.2.1.5 Ponte de Sor Transponder and Radio Mandatory Zone (TRMZ)**

The implementation of an ATZ in Ponte de Sor AD (LPSO) led to the establishment of an area designated as “Ponte de Sor Transponder and Radio Mandatory Zone”, with the airspace classification “G”, aiming to provide protection to aircraft in the critical stages of visual and instruments approaches inbound Ponte de Sor Aerodrome (LPSO).

Ponte de Sor TRMZ activation will be limited to Ponte de Sor AFIS hours of operation including PPR.

When Ponte de Sor (LPSO) is closed, FIS will be provided by Lisboa ACC inside ATZ.

**2.2.2 CONTINGENCY PLANNING IN LISBOA ACC (CONFLICT FREE ALLOCATION SCHEME)****2.2.2.1 GENERAL**

The Portuguese Air Traffic Services Contingency Planning is based on strict operating criteria. Its method, structure and applicability are universal and based on the consequences of technical or catastrophic failures that may occur in the Air Navigation System. It contains material dealing with planning for TMA and En-Route contingencies. Whenever a contingency occurs, CFMU and Madrid, Sevilla, Casablanca ACC and Santa Maria OAC will be informed accordingly.

The **Conflict Free FL Allocation Scheme** route structure will apply to all Scenarios.

**2.2.2.2 TYPES OF CONTINGENCY**

According to ATS resources remaining after a contingency situation has occurred, three scenarios have been identified:

**Scenario 1:** Radar failure and all frequencies normal (Degraded Mode Of Operations).

**Scenario 2:** Radar failure, last resort frequency equipment in use and LPMAD without frequency (Degraded Mode of Operations).

**Scenario 3:** Radar and frequencies failure. (Emergency Mode of Operations) Lisbon, Porto, Faro and Madeira Towers maintain radar and frequencies. With this scenario, ATS services (Information and Alert Services only) will be provided from Control Towers.

**2.2.2.2.1 Scenarios of Contingency and Capacities:****2.2.2.2.1.1 Scenario 1:**

Radar failure and all frequencies normal:

Sectors	Aircraft / Hour	Frequency
North Sector	19	132.305 MHz
North/Centre Sector	14	132.305 MHz
Centre Sector	19	136.030 MHz
South/Centre Sector	13	125.550 MHz
South Sector	19	125.550 MHz
DEMOS Sector	16	128.900 MHz
West Sector	13	128.900 MHz
VERAM Sector	16	131.325 MHz
Madeira Sector	9	132.255 MHz
East Sector	13	125.550 MHz
Lisboa TMA	12	125.130 MHz

2.2.2.2.1.2 Scenario 2<sup>(1)</sup>:

Radar failure, last resort frequency equipment in use and Madeira Sector

without frequency:

Sectors	Aircraft / Hour	Frequency
North Sector	13	132.305 MHz
North/Centre Sector	10	132.305 MHz
Centre Sector	13	136.030 MHz
South/Centre Sector	9	125.550 MHz
South Sector	13	125.550 MHz
DEMOS Sector	11	128.900 MHz
West Sector	9	128.900 MHz
VERAM Sector	11	131.325 MHz
Madeira Sector	6	132.255 MHz
East Sector	9	125.550 MHz
Lisboa TMA	8	125.130 MHz

NOTE: <sup>(1)</sup> Due to range constraints of the last resort located at Lisbon ACC (Madeira Sector), the ATS (Information and Alert Services only) will be provided by Madeira Tower.

2.2.2.2.1.3 Scenario 3 <sup>(1)</sup>:

Radar and frequencies failure (Catastrophic failure).

Lisbon, Porto, Faro and Madeira Towers maintain radar and frequencies.

With this scenario, ATS services will be provided from Control Towers.

Sectors	Aircraft / Hour	ATC Unit	Frequency
North/Upper Sector	N / D	Porto APP	132.305 MHz -127.255 MHz
Lisboa TMA/West Sector	N / D	Lisboa TWR	125.130 MHz - 128.900 MHz
Centre/South Sector	N / D	Faro APP	136.030 MHz - 125.550 MHz
Madeira Sector	N / D	Madeira APP	132.255 MHz

Note: <sup>(1)</sup> To be implemented as soon as the frequencies had been allocated to the Towers.

2.2.2.3 Contingency ATS Route structure:

ARRIVALS PORTO AD	
Entry Point	<b>TURON</b>
Destination	<b>LPPR</b>
Route Seq.	TURON PRT
Enroute FL	FL 170

ARRIVALS PORTO AD	
Entry Point	<b>ASPOR</b>
Destination	<b>LPPR</b>
Route Seq.	ASPOR PRT
Enroute FL	FL 170

ARRIVALS PORTO AD	
Entry Point	<b>ARDID</b>
Destination	<b>LPPR</b>
Route Seq.	ARDID BABEX PRT
Enroute FL	FL 290

ARRIVALS PORTO AD	
Entry Point	<b>BARDI</b>
Destination	<b>LPPR</b>
Route Seq.	BARDI VIS PRT
Enroute FL	FL 290

ARRIVALS PORTO AD	
Origin	<b>LPPT</b>
Destination	<b>LPPR</b>
Route Seq.	FTM PRT
Enroute FL	FL 180

ARRIVALS PORTO AD	
Entry Point	<b>BEXAL</b>
Destination	<b>LPPR</b>
Route Seq.	BEXAL ORSOS TERVA PRT
Enroute FL	FL 340

ARRIVALS PORTO AD	
Origin	LPMA / LPPS
Destination	LPPR
Route Seq.	FUN / SNT KEKOS XEGEN LUKAN TORVU DIKUV LAMDI DIRMA PRT
Enroute FL	FL 340

ARRIVALS PORTO AD	
Entry Point	DETOX
Destination	LPPR
Route Seq.	DETOX PARAV IBIDO DIRMA PRT
Enroute FL	FL 320

**2.2.3 SANTA MARIA FIR**

**UN741 - Segment NELSO - ROSTA - NORED - EDUMO**

By agreement between Santa Maria OAC, Lisboa ACC and Canárias ACC, the control of traffic operating exclusively in airway UN741 (Segment NELSO - ROSTA - NORED -EDUMO) although entering Santa Maria FIR just a few miles, is entirely delegated to Lisboa and Canárias.

**Aerodrome Traffic Zones**

Name	Lateral Limits Vertical Limits Class of Airspace	Call-sign Languages Hours of Service	Frequency	Remarks
Corvo ATZ	As described in LPCR AD 2.17			
Graciosa ATZ	As described in LPGR AD 2.17			
Pico ATZ	As described in LPPI AD 2.17			
S. Jorge ATZ	384211N 0281444W - 383832N 0280539W - 383525N 0280742W - 383904N 0281647W - 384211N 0281444W SFC / 1000FT AGL Class: G	São Jorge Information / PT, EN HO	119.800 MHZ	Opening of the aerodrome due to emergencies, extension or anticipation involves the activation of the ATZ, in coordination with Horta TWR.

**Horta Transponder and Radio Mandatory Zone**

The implementation of ATZ's in Pico and S. Jorge led to the establishment of an area designated as "Horta Transponder and Radio Mandatory Zone", with the airspace classification "G", aiming to provide protection to aircraft in the critical stages of visual and instruments approaches inbound the aerodromes of, Pico (LPPI) and S. Jorge (LPSJ).

Horta Transponder and Radio Mandatory Zone activation will be limited to Horta TWR hours of operation including PPR.

When Pico (LPPI) and S. Jorge (LPSJ) ATZs are closed, FIS will be provided by Horta TWR inside both ATZs.

a. Horta Transponder and Radio Mandatory Zone lateral limits:

383834N0283230W -384503N0280258W - along boundary Lajes MCTA - 383419N0280102W -383316N0282120W - 383004N0283106W - 383834N0283230W, excluding Pico (LPPI) and S. Jorge (LPSJ) ATZs when activated.

- 
- b. Vertical limits: 1000FT AGL / SFC
  - c. Airspace Classification: G
  - d. ATS Unit call sign/Language(s): Horta Approach / EN, PT
  - e. Frequencies: Horta APP 120.600MHZ (HO) and Horta TWR 118.000MHZ (HO)
  - f. Remarks:
    - I. All aircraft flying VFR or IFR in Class G airspace inbound Horta Transponder and Radio Mandatory Zone, shall contact Horta APP on 120.600MHZ before entering the lateral limits of this Area and maintain continuous air-ground voice communication watch, to facilitate the provision of flight information, instructions and ATC clearances, (e.g: approach procedures) if required;
    - II. All aircraft before entering Horta Transponder and Radio Mandatory Zone shall submit a flight plan to an air traffic services reporting office or, during flight, shall transmit to the appropriate air traffic services unit.
    - III. All aircraft flying in Horta Transponder and Radio Mandatory Zone shall carry and operate SSR transponders capable of operating on Mode C or on Mode S, unless in compliance with alternative provisions prescribed for that particular airspace by the air navigation service provider.

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## AD 1.3 INDEX TO AERODROMES AND HELIPORTS

## 1.3.1 AERODROMES

Aerodrome name Location indicator	International National INTL-NTL	Type of traffic permitted to use the aerodrome		Reference to AD Section and remarks
		IFR - VFR	S=Schedule N=Non-schedule G=General Aviation M=Military X=Other	
1	2	3	4	5
ALVERCA-Depósito Geral de Material da Força Aérea LPAR	-	-	M	For full details see Military AIP
AMENDOEIRA - MONTEMOR-O- NOVO LPMN	NTL	VFR	N	For full details see Manual VFR
AVEIRO LPAV	-	-	M	For full details see Military AIP
BEJA-AIR BASE NR 11 LPBJ	NTL-INTL	IFR/VFR	S, N, M	LPBJ AD 2
BRAGA LPBR	NTL	VFR	N	For full details see Manual VFR
BRAGANÇA LPBG	NTL	VFR	S, N	For full details see Manual VFR
CASCAIS LPCS	NTL	IFR/VFR	N	LPCS AD 2
CASTELO BRANCO LPCB	NTL	VFR	N	For full details see Manual VFR
CHAVES LPCH	NTL	VFR	S, N	For full details see Manual VFR
COIMBRA LPCO	NTL	VFR	N	For full details see Manual VFR
CORVO LPCR	NTL	VFR	S, N	LPCR AD 2
ESPINHO LPIN	-	VFR	N, X	For full details see Manual VFR
EVORA LPEV	NTL	IFR/VFR	N	LPEV AD 2
FARO LPFR	INTL	IFR/VFR	S, N	LPFR AD 2
FERREIRA DO ALENTEJO LPFA	NTL	VFR	N	For full details see Manual VFR
FIGUEIRA DOS CAVALEIROS LPFC	NTL	VFR	-	For full details see Manual VFR
FLORES LPFL	NTL	IFR/VFR	S, N	LPFL AD2
GRACIOSA LPGR	NTL	IFR/VFR	S, N	LPGR AD 2

\*The location indicators marked with an asterisk (\*) cannot be used in the address component of AFS messages;

Aerodrome name Location indicator	International National INTL-NTL	Type of traffic permitted to use the aerodrome		Reference to AD Section and remarks
		IFR - VFR	S=Schedule N=Non-schedule G=General Aviation M=Military X=Other	
1	2	3	4	5
HORTA LPHR	NTL	IFR/VFR	S, N	LPHR AD 2
LAJES-AIR BASE NR 4 LPLA	INTL	IFR/VFR	S,N, M	LPLA AD 2
LEIRIA LPJF	-	VFR	N , X	For full details see Manual VFR
LISBOA LPPT	INTL	IFR/VFR	S, N	LPPT AD 2
LOUSÃ LPLZ	-	VFR	X	For full details see Manual VFR
MADEIRA LPMA	INTL	IFR/VFR	S, N	LPMA AD 2
MIRANDELA LPMI	NTL	VFR	N	For full details see Manual VFR
MOGADOURO LPMU	NTL	VFR	N	For full details see Manual VFR
MONTE REAL-AIR BASE NR 5 LPMR	-	-	M	For full details see Military AIP
MONTIJO-AIR BASE NR 6 LPMT	-	-	M	For full details see Military AIP
OTA-Centro de Formação Militar e Técnica da Força Aérea LPOT	-	-	M	For full details see Military AIP
OVAR-MANOEUVRE AERODROME NR 1 LPOV	-	-	M	For full details see Military AIP
PICO LPPI	NTL	IFR/VFR	S, N	LPPI AD 2
PONTA DELGADA LPPD	INTL	IFR/VFR	S, N	LPPD AD 2
PONTE DE SOR LPSO	NTL	IFR/VFR	N	LPSO AD 2
PORTIMÃO LPPM	NTL	VFR	N	For full details see Manual VFR
PORTO LPPR	INTL	IFR/VFR	S, N	LPPR AD 2
PORTO SANTO LPPS	INTL	IFR/VFR	S, N	LPPS AD 2
PROENÇA-A-NOVA LPPN	-	VFR	X	For full details see Manual VFR
SAO JORGE LPSJ	NTL	VFR	S, N	For full details see Manual VFR
SANTA CRUZ LPSC	NTL	VFR	N	For full details see Manual VFR

\*The location indicators marked with an asterisk (\*) cannot be used in the address component of AFS messages;

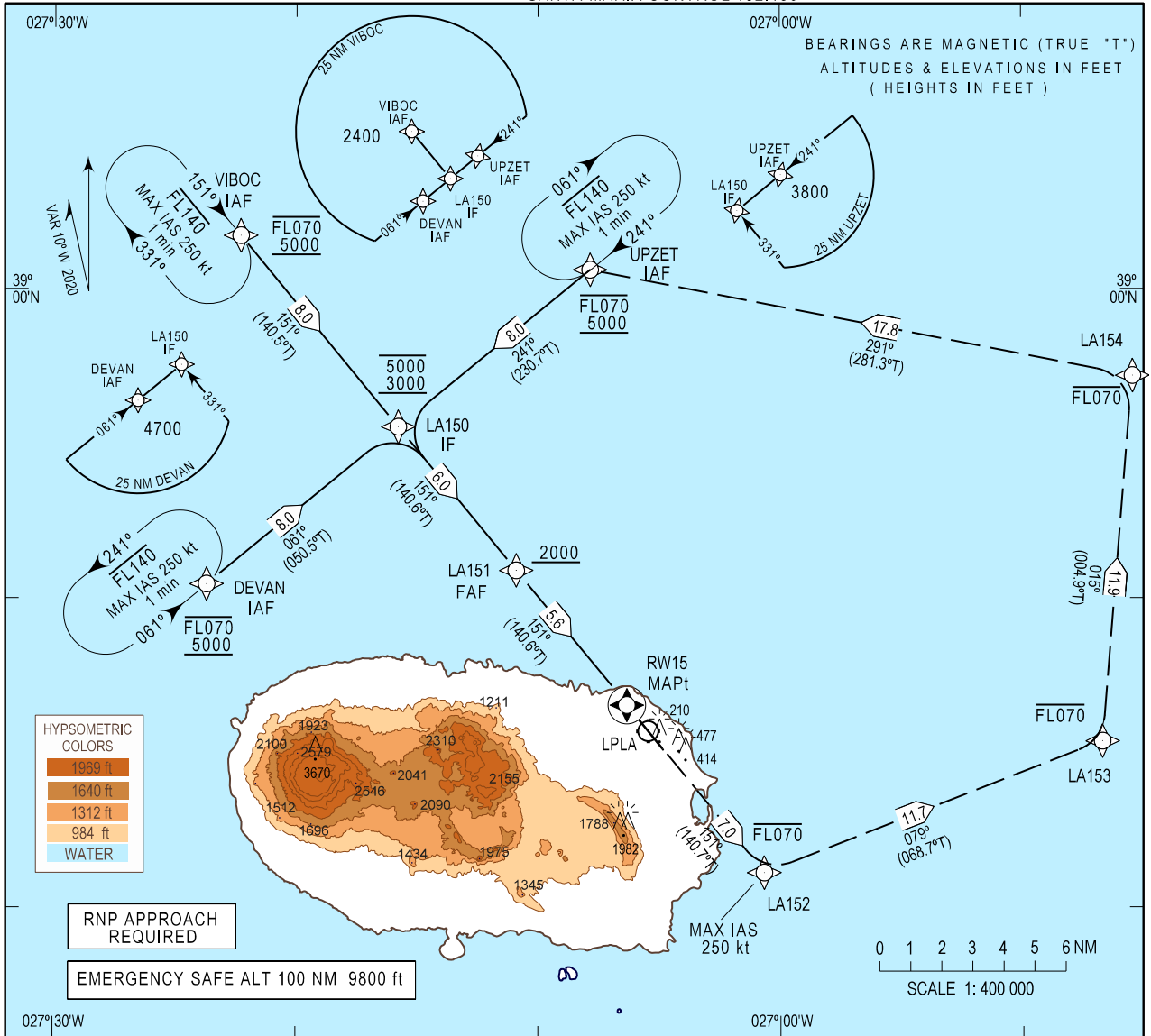
Name	Page
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO (VOR RWY 15/33 MIPRU1B 1D)	LPLA AD 2.24.08-3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO (VOR RWY 15/33 REGLA1B 1D)	LPLA AD 2.24.08-5
ATC SURVEILLANCE MINIMUM ALTITUDE CHART-ICAO	LPLA AD 2.24.11-1
INSTRUMENT APPROACH CHART - ICAO (ILS RWY 33)	LPLA AD 2.24.12-1
INSTRUMENT APPROACH CHART - ICAO (ILS Y RWY 15)	LPLA AD 2.24.12-3
INSTRUMENT APPROACH CHART - ICAO (ILS RWY 15)	LPLA AD 2.24.12-5
INSTRUMENT APPROACH CHART - ICAO (VOR RWY 33)	LPLA AD 2.24.12-7
INSTRUMENT APPROACH CHART - ICAO (RNP RWY 15 LNAV ONLY)	LPLA AD 2.24.12-9
INSTRUMENT APPROACH CHART - ICAO (RNP RWY 33 LNAV ONLY)	LPLA AD 2.24.12-11
VISUAL APPROACH CHART	LPLA AD 2.24.13-1

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INSTRUMENT APPROACH CHART - ICAO  
AD ELEV 180 ft  
HEIGHTS RELATED  
THR RWY 15 - ELEV 158 ft

LAJES ATIS 120.300  
LAJES APPROACH 135.000  
LAJES TOWER 122.100  
LAJES GROUND 121.900  
SANTA MARIA CONTROL 132.150

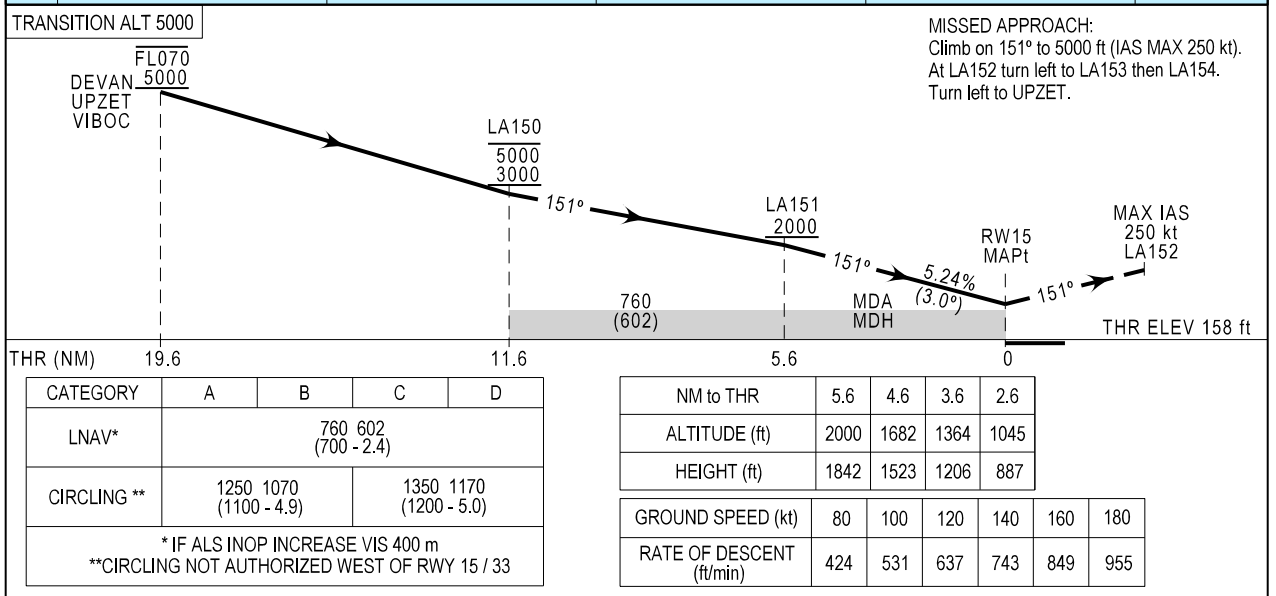
LAJES (LPLA)  
RNP RWY 15  
(LNAV only)



HYPSONOMETRIC COLORS

1969 ft
1640 ft
1312 ft
984 ft
WATER

RNP APPROACH REQUIRED  
EMERGENCY SAFE ALT 100 NM 9800 ft



LA151 lower limit corrected.

Instrument Approach Procedure Coding Table

PATH TERMINATORS LPLA RNP RWY15

VIA DEVAN

Path Terminator	Waypoint					Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Type	Flyover	Coordinates					Level	Speed		
IF	DEVAN	IAF	NO	385028.2N	0272341.1W	-	-	-	- FL070 +5000	250 kt	RNP APCH	
TF	LA150	IF	NO	385533.4N	0271546.5W	061 (050.5)	8.0	RIGHT	- 5000 +3000	250 kt	RNP APCH	
TF	LA151	FAF	NO	385054.9N	0271053.9W	151 (140.6)	6.0	-	- 5000 +2000	185 kt	RNP APCH	
TF	RW15	MAPt	YES	384633.4N	0270620.0W	151 (140.6)	5.6	-	- 5000 +760	185 kt	RNP APCH	

VIA UPZET

Path Terminator	Waypoint					Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Type	Flyover	Coordinates					Level	Speed		
IF	UPZET	IAF	NO	390038.2N	0270750.7W	-	-	-	- FL070 +5000	250 kt	RNP APCH	
TF	LA150	IF	NO	385533.4N	0271546.5W	241 (230.7)	8.0	LEFT	- 5000 +3000	250 kt	RNP APCH	
TF	LA151	FAF	NO	385054.9N	0271053.9W	151 (140.6)	6.0	-	- 5000 +2000	185 kt	RNP APCH	
TF	RW15	MAPt	YES	384633.4N	0270620.0W	151 (140.6)	5.6	-	- 5000 +760	185 kt	RNP APCH	

VIA VIBOC

Path Terminator	Waypoint					Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Type	Flyover	Coordinates					Level	Speed		
IF	VIBOC	IAF	NO	390144.5N	0272217.5W	-	-	-	- FL070 +5000	250 kt	RNP APCH	
TF	LA150	IF	NO	385533.4N	0271546.5W	151 (140.5)	8.0	-	- 5000 +3000	250 kt	RNP APCH	
TF	LA151	FAF	NO	385054.9N	0271053.9W	151 (140.6)	6.0	-	- 5000 +2000	185 kt	RNP APCH	
TF	RW15	MAPt	YES	384633.4N	0270620.0W	151 (140.6)	5.6	-	- 5000 +760	185 kt	RNP APCH	

MISSED APPROACH

Path Terminator	Waypoint					Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Type	Flyover	Coordinates					Level	Speed		
CF	LA152	-	NO	384108.0N	0270040.2W	151 (140.7)	7.0	LEFT	- FL070	250 kt	RNP APCH	
TF	LA153	-	NO	384522.3N	0264642.7W	079 (068.7)	11.7	LEFT	- FL070	250 kt	RNP APCH	
TF	LA154	-	NO	385711.6N	0264525.3W	015 (004.9)	11.9	LEFT	- FL070	250 kt	RNP APCH	
TF	UPZET	-	NO	390038.2N	0270750.7W	291 (281.3)	17.8	-	- FL070 +5000	250 kt	RNP APCH	

HOLDINGS

Path Terminator	Waypoint					Course/Track MAG (True)	Time (s)	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Type	Flyover	Coordinates					Level	Speed		
HM	DEVAN	IAF	YES	385028.2N	0272341.1W	061 (050.5)	60	LEFT	- FL140 +5000	250 kt	RNP APCH	
HM	UPZET	IAF	YES	390038.2N	0270750.7W	241 (230.7)	60	RIGHT	- FL140 +5000	250 kt	RNP APCH	
HM	VIBOC	IAF	YES	390144.5N	0272217.5W	151 (140.5)	60	RIGHT	- FL140 +5000	250 kt	RNP APCH	

Name	Page
MISSED APPROACH RCF PROCEDURE LOC RWY20	LPPT AD 2.24.12 -15
INSTRUMENT APPROACH CHART-ICAO (RNP RWY02)	LPPT AD 2.24.12 -17
MISSED APPROACH RCF PROCEDURE RNP RWY02	LPPT AD 2.24.12 -19
INSTRUMENT APPROACH CHART-ICAO (RNP RWY20)	LPPT AD 2.24.12 -21
MISSED APPROACH RCF PROCEDURE RNP RWY20	LPPT AD 2.24.12 -23
VISUAL APPROACH CHART - ICAO	LPPT AD 2.24.13-1
VISUAL APPROACH PROCEDURE - RWY02	LPPT AD 2.24.13-3

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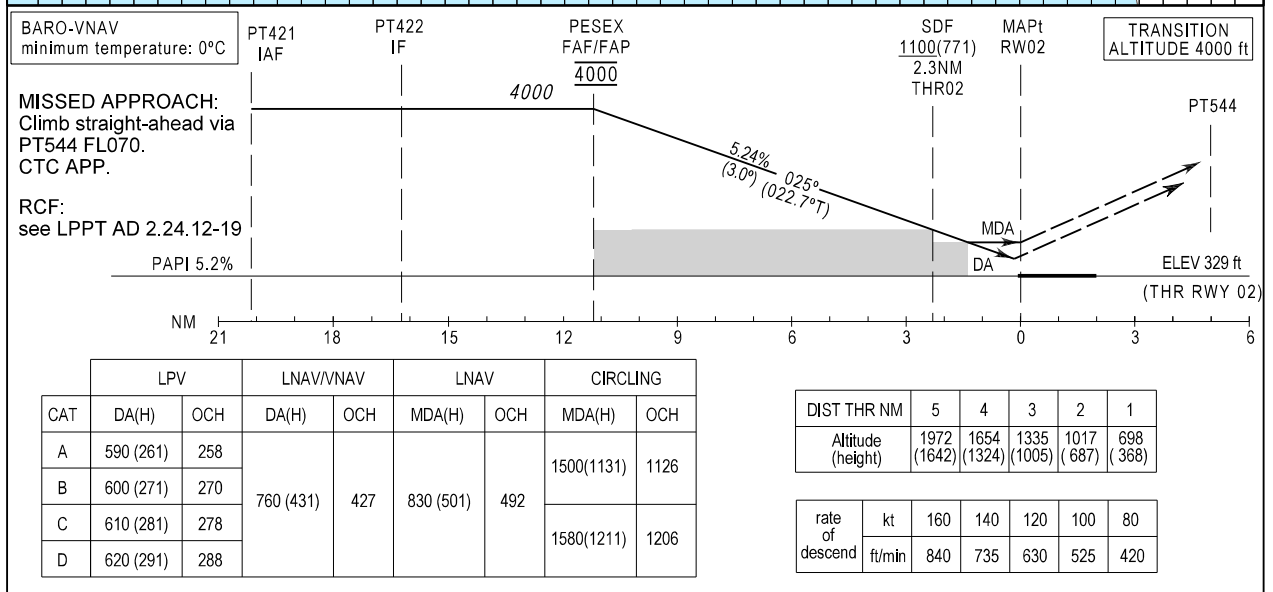
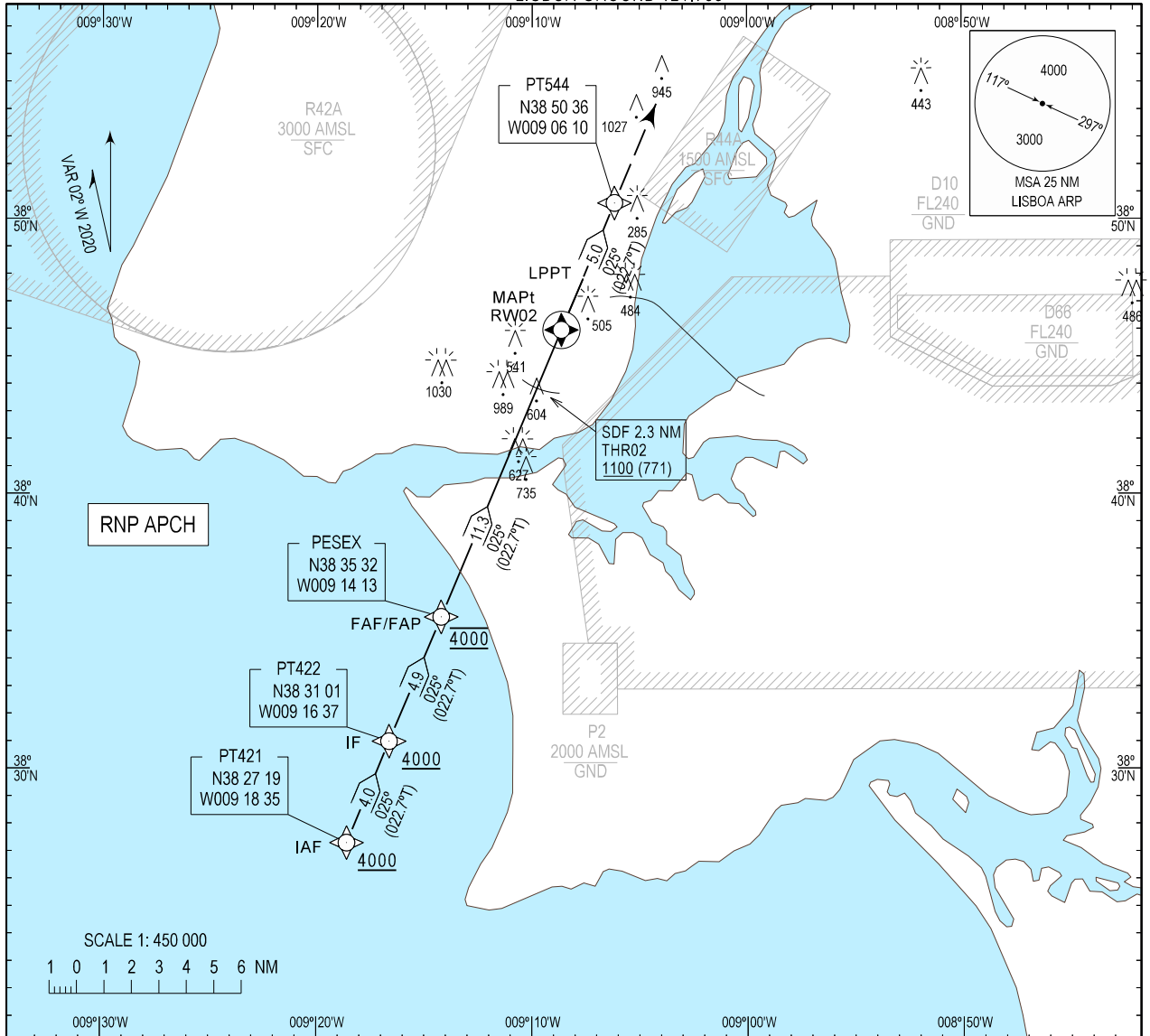
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 355 ft  
HEIGHTS RELATED THR RWY 02 - ELEV 330 ft

LISBOA ARR INFORMATION 124.155  
LISBOA APPROACH 119.105  
LISBOA ARRIVAL 125.130  
LISBOA TOWER 118.105  
LISBOA GROUND 121.755

EGNOS  
CH 48477  
E02A  
RDH: 50

LISBOA Humberto Delgado (LPPT)  
RNP RWY 02



Instrument Approach Procedure Coding Table  
Lisboa RNP RWY 02

Path Terminator	Waypoint				Course/ Track MAG (True)	Dist NM	Turn Direction	Altitude	Speed	RNP Value NM	Navigation Specification	Remarks
	Identifier	Type	Flyover	Coordinates								
IF	PT421	IAF	N	382719.25N 0091835.19W	-	-	-	+4000FT	-	1.0	RNP APCH	-
TF	PT422	IF	N	383100.92N 0091637.34W	025 (022.7)	4.00	-	+4000FT	-	1.0	RNP APCH	
TF	PESEX	FAF/FAP	N	383532.42N 0091412.69W	025 (022.7)	4.90	-	@4000FT	-	0.3	RNP APCH	
TF	RW02	MAPt (LNAV only)	Y	384559.15N 0090838.04W	025 (022.7)	11.3	-	-	-	1.0	RNP APCH	
TF	PT544	-	N	385036.16N 0090609.86W	025 (022.7)	5.00	-	-	-	1.0	RNP APCH	-
VM		-	N		025 (022.7)	-	-	@FL070	-	1.0	RNP APCH	

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LPPT
Runway	02
Runway Direction	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E02A
LTP/FTP Latitude	384559.1500N
LTP/FTP Longitude	0090838.0400W
LTP/FTP Ellipsoidal Height (metres)	153.7
FPAP Latitude	384750.3000N
Delta FPAP Latitude (seconds)	111.1500
FPAP Longitude	0090738.5700W
Delta FPAP Longitude (seconds)	59.4700
Threshold Crossing Height	50.0
TCH Units Selector	0 (FEET)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	50.0

Output data

Data Block	10 14 10 10 0C 02 00 00 01 32 30 05 DC 01 A3 10 D0 6B 13 FC 01 1A 5C 64 03 9C D0 01 F4 01 2C 01 64 00 C8 FA CC 2E 1F 77
Calculated CRC Value	CC2E1F77

Required Additional Data

ICAO Code	LP
LTP/FTP Orthometric Height (metres)	100.3

**LPMA AD 2.7 RUNWAY SURFACE CONDITION ASSESSEMENT AND REPORTING AND SNOW PLAN**

1	Type(s) of clearing equipment	NIL
2	Clearance priorities	NIL
3	Use of material for movement area surface treatment	NIL
4	Specially prepared winter runways	NIL
5	Remarks	For further information, see also Section AD 1.2.2. - RUNWAY SURFACE CONDITIONS ASSESSEMENT AND REPORTING AND SNOW PLAN.

**LPMA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA**

1	Apron Surface and Strength	<b>APRON</b>	<b>SURFACE</b>	<b>STRENGTH</b>		
		A	Concrete	PCN 76/R/B/W/T		
2	Taxiway width, surface and strength	<b>TAXIWAY</b>	<b>WIDTH</b>	<b>SURFACE</b>	<b>STRENGTH</b>	
		B and C	23M	Asphalt	PCN 80/F/A/W/T	
		<b>TAXILANE</b>	<b>WIDTH</b>	<b>SURFACE</b>	<b>STRENGTH</b>	
		A	23M	Asphalt	Taxilane as for accompanying Runways	
3	Altimeter Checkpoint location and elevation	Apron A - 163FT				
4	VOR Checkpoint locations	NIL				
5	INS Checkpoint positions	<b>RAMP / STAND</b>	<b>INS COORDINATES</b>	<b>ELEVATION (M/AMSL)</b>	<b>ACFT TYPE (CRITICAL)</b>	<b>PUSH-BACK TO TWY/TAXILANE</b>
		A01	324132.12N 0164641.43W	48M	A320	A
		A02	324133.01N 0164640.24W	48M	A320	A
		A03	324133.91N 0164639.05W	48M	A320	A
		A04	324134.80N 0164637.86W	48M	A320	A
		A05	324135.70N 0164636.67W	48M	A320	A
		A06	324136.60N 0164635.48W	48M	A320	A
		A07	324138.46N 0164632.87W	48M	B757-200	A
		A08	324139.45N 0164631.57W	48M	B757-200	A
		A09	324140.43N 0164630.27W	48M	B757-200	A
		A10	324140.98N 0164628.50W	48M	B757-200	A
		A11	324141.96N 0164627.20W	49M	B757-200	A
		A12	324142.92N 0164625.51W	49M	B757-300	A
		A13	324144.51N 0164624.51W	49M	A330-200	A
		A14	324144.45N 0164624.08W	50M	A320*	A
		A15	324145.45N 0164622.82W	50M	A320*	A
		A16	324146.07N 0164622.94W	51M	B752*	A
		A17	324146.51N 0164625.53W	51M	B752*	A
		A18	324147.06N 0164624.86W	51M	B747-200 a)	A
A19	324133.84N 0164641.17W	48M	B747-200 b)	A		

6	Remarks		Stands Marked with * - A14 and A15 as Stands A16 and A17 cannot be used simultaneously a) Nose Out Position. Stand A18 and Stands A14 to A17 cannot be used simultaneously b) Nose Out Position. Stand A19 and Stands A01 to A04 cannot be used simultaneously
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**LPMA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS**

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	Taxiing guidance system: In accordance with ICAO Annex 14
2	RWY/TWY markings and lights	Runways and Taxiways markings: Runways Designations, Runways Centre line, Thresholds, Touchdown Zone, Aiming Point, Runways Side Strips, Runway Holding Positions and Taxiways Centre line.  Runways and Taxiways lights: Runways Centre Line, Thresholds, Runways Side Strips, Runways Holding Positions, Taxiways Edge and Taxiways Centre line.  Other markings: Aircraft Stands, Break-away Zone, Distance to go Panels (7) at 310 Meters longitudinal spacing on both sides of Runways.
3	Stop bars	Taxiways "B" and "C"
4	Remarks	Aircraft Stands Taxilane Critical Wingspan: - Taxilane "A" - up/to 65M (inclusive)

**LPMA AD 2.10 AERODROME OBSTACLES**

In approach/Take-off areas			In circling area and at aerodrome	
RWY/Area affected	Obstacle type Elevation Marking/Lighting	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates
a	b	c	a	b
23	See LPMA LPMA AD 2.24.04-1			
05	See LPMA LPMA AD 2.24.04-3			
Remarks:	The most significant obstacles outside approach and take-off areas are provided with day marking and obstruction lights. Zig-Zag pattern covering the Runway width below Runway 05 elevation, alternating black and yellow fields, and lighted with low-intensity obstacle lights. Runway 05 left side scarpe low intensity obstacle lights. The lights are placed and spaced along 850 meters from threshold.			

**LPMA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	MADEIRA AMO
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	CPVM-AERO MWO/AMO 24 HR - Issuance every 6 Hours
4	Type of landing forecast	NIL
5	Briefing/consultation provided	Briefing on observed meteorological conditions: personal or by phone. Briefing on expected meteorological conditions: By phone provided by the CPVM-AERO MWO/AMO (see GEN 3.5.4).