LISBON (LIS/LPPT)

Elevation 355ft

CATEGORY A

No AV brief required

GENERAL

- Humberto Delgado Airport, informally known as Lisbon Airport (previously Portela Airport) is located 7km NE of the Lisbon, Portugal city centre. It is the busiest single-runway airport in mainland Europe.
- It is one of the most congested airports in Europe and one of the only major airports to have an approach path directly over the city.
- Landing and/or take-off is forbidden between 0000-0600 LT except in cases of Force Majeure. In case of delays, WorldFlight participants may declare Force Majeure.

Threats

Runway Incursion

- The airport layout is complex. Use caution. When departing Rwy 20 full-length it is necessary to cross the active runway to get to the Twy on the other side.

Loss of Control

- Turbulence can be expected on final and touchdown zone Rwy 02 when wind direction between 310 and 360 degrees. With wind speeds between 14 to 20 kt gusting up to 36, moderate turbulence can be expected. With wind speeds above 21 knots and gusting above 36 knots SEVERE turbulence can be expected.

ARRIVAL

Diversion Airports

FARO	FAO/LPFR	182 nm/151°T	CAT A
MADRID	MAD/LEMD	312 nm/066°T	CAT A
PORTO	OPO/LPPR	217 nm/007°T	CAT A
BEJA	BYJ/LPBJ	99 nm/126°T	CAT A

- Expect STAR clearance from LPPC CTR. This is not a “descent via” clearance. An explicit ATC descend clearance is always required.
- All STARs have an altitude restriction of FL250 or below at the first waypoint.
- Expect an RNAV STAR with Point Merge System (PMS). Expect to be cleared “direct to” the Merge Point (PESEX or UPKAT).
- Rwy 02/20 equipped for CAT II/III ILS.
- Descend via Mach number until transition to 280KT. Thereafter maintain 280KT until slowed by the STAR or ATC. Aim for 160-180KT when established on final and 160KT until 4nm from threshold.
- Aircraft authorized to land during the night (0000-0600LT) are strictly forbidden to use reverse thrust after landing.

- High Intensity Runway Operations (HIRO) are valid from 0600-2400LT. Plan to vacate Rwy 02 via HST-H4 and Rwy 20 via HST-H1/H3. If unable, advise TWR on first contact. Do not stop in the middle of the rapid exit taxiway.

GROUND

- Many taxilanes (D, E, F, A1, A2, A3, M1, K, Y, B, C, W1) have wingspan restrictions that affect code E aircraft. See airport chart for details.
- In general, this airport is difficult to use for larger aircraft. There are several pages of ground movement restrictions in the charts.
- Flocks of birds with significant activity occur daily at the airport and on the vicinity. Daily bird harassment and dispersal techniques implemented, including the use of birds of prey: Accipitriformes and Falconiformes. Go Falcons!

DEPARTURE

- High Intensity Runway Operations (HIRO) are valid from 0600-2400LT. ATC will consider every aircraft at the RWY holding point as able to commence line-up and take-off roll immediately after clearance is issued. Pilots not ready upon reaching the holding point must advice ATC as early as possible. When cleared for take-off, ATC expects to see movement within 10 seconds.
- Unless otherwise instructed, contact Approach when passing 1000'.
- When RWY 20 is in use, the preferred departure position for all aircraft except heavy jets is TWY U5 intersection. Advice ATC on startup if full length is required.
- Datalink clearance via PDC is normally available at LPPT on VATSIM. A-CDM may be used on VATSIM.

WEATHER

- Lisbon features a mild Mediterranean climate with short, mild and rainy winters and warm to hot, dry summers. Typical November temperatures are in the 11-19C range. Winter is humid, with an average of 12 days with rain in November.

OPERATIONAL INFORMATION

Handling Agent	MENZIES GROUNDFORCE PORTUGAL
Handling Agent VHF	-
Potable Water	Uplift permitted

IF ONLY Electrical Power is required	Use ground power. APU use restricted to 15 minutes after arrival and 30 minutes before departure. If OAT below 5C or above 25C, APU may be used up to 60 minutes before departure.
IF BOTH electrical power and air conditioning is required:	Use both ground services at all times