

Lisbon International Airport

IATA/ICAO CODE: LIS/LPPT
CITY: Lisbon
COUNTRY: Portugal

AIRPORT CONTACT

No changes reported by the airport in 2011
[Verify information below with the airport](#)

Name:	Francisco Severino	Elvira Novo
Title:	Airport Director	Divisao de Marketing
Airport:	Lisbon Airport	Lisbon Airport
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ELEVATION: 374 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
03	12384	295	3	148
21	12484	1969	3	148
17	7874	-	-	148
35	7874	492	-	148

NOISE ABATEMENT PROCEDURES

Arrivals

From CAPARICA NDB

Runways 03, 35
The descent to final approach altitude will be done over the river and maintained until the aircraft is aligned with runways (the city will only be overflown on final and when aligned up with the runway).

Runways 21
The descent to final approach altitude should be made over the river and maintained on left down wind sea until the aircraft is aligned with the runway.

From ARRUDA NDB

- Runway 21: No restrictions
- Runway 35: Right-hand traffic circuit
- Runway 03: Standard left-hand traffic circuit

Final approaches for landing shall be carried out at an angle of not less than 3 degrees and the indicated approach slope of the PAPI shall be followed for each runway. Flat approaches flown with relatively high engine thrust at low altitude and great distance from the airport are prohibited.

Departures

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger. Every operator of aircraft using the airport, shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.

Noise abatement procedures during approach, landing and take-off shall comply with standards and procedures set in ICAO PANS OPS Volume I and Portugese AIP.

For aircraft licensed in accordance with ICAO ANNEX 16 Chapter 2:	
Take-off to 1500 ft AGL	<div>- Take-off power</div> <div>- Take-off flaps</div> <div>- Climb at V2 + 10 kt (or as limited by body angle)</div>
At 1500 ft AGL	<div>- Reduce power to not less than climb power</div>
1500-3000 ft AGL	<div>- Climb at V2 + 10 kt</div>
At 3000 ft AGL	<div>- Normal speed and flap retraction schedules to enroute climb</div>
For aircraft licensed in accordance with ICAO ANNEX 16 Chapter 3 as well as B737-200 as far as the noise levels for take-off pursuant to ICAO ANNEX 16 Chapter 3 have provably been reached by supplementary equipment:	
Take-off to 1000 ft AGL	<div>- Take-off power</div> <div>- Take-off flaps</div> <div>- Climb at V2 + 10 kt (or as limited by body angle)</div>
At 1000 ft AGL	<div>- Maintaining a positive rate of climb, accelerate to zero flap minimum safe manoeuvring speed (Vzf) retracting flap on schedule. Thereafter reduce thrust consistent with the following:</div> <div><div>a) For high by-pass ratio engines reduce to normal climb power/thrust</div><div>b) For low by-pass ratio engines reduce power/thrust to below normal climb thrust but not less than that necessary to maintain the final take-off engine-out climb gradient and</div><div>c) for aeroplanes with slow flap retracting reduce power/thrust at an intermediate flap setting.</div></div>
1000-3000 ft AGL	<div>- Continue climb at not greater than Vzf + 10 kt</div>
At 3000 ft AGL	<div>- Accelerate smoothly to enroute climb speed.</div>
Note: Aeroplanes such as supersonic aeroplanes not using wing flaps for take-off should reduce thrust before attaining 1000 ft but not lower than 500ft.	

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS

Noise Abatement Porcedures Ordinance (PORTARIA) 303A/2004 - (The information below is based on this ordinance)

2.20.1.2 Landing and/or take-off is forbidden by Law between 00:00 and 06:00 LMT, except in case of force major. However, according to governmental deliberation, exception regime has been granted for Lisboa Airport in which landing and/or take-off are allowed in a limited number.

2.20.1.3 Night restrictions are now applicable at LISBOA AIRPORT between 00:00 / 06:00 LMT. This restriction is only applicable to civil subsonic jet aeroplanes with a maximum certificated take-off mass of 34000KG or more, or with a certified maximum internal accommodation for the aeroplane type in question consisting of more than 19 passengers seats, excluding any seats for crew only.

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

1. The maximum number of movements allowed (26 daily, 91 weekly)
2. The noise level of the aircraft concerned, in compliance with ICAO
3. Aircraft authorised to land during the night period are strictly forbidden to reverse thrust right after landing
4. The operating restrictions shall not apply to the following cases of force major:
 - 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 which were actually scheduled for periods up to 00:00, 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 / 06:00, due to weather reasons, as far as the arrival had been scheduled for a time after 06:00.
5. For the purpose of compliance with this provision, 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 PANS OPS 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:

Note: There noise Level categories defined in the document above which are similar to the QC categories at LHR and are determined based on an airplane's noise certification levels using:

Takeoff = (Takeoff+Sideline)/2

Approach = Approach - 9

Level 0	below 87 EPNdB
Level 0.5	between 87 and 89.9 EPNdB
Level 1	between 90 and 92.9 EPNdB
Level 2	between 93 and 95.9 EPNdB
Level 4	between 96 and 98.9 EPNdB
Level 8	between 99 and 101.9 EPNdB
Level 16	above 101.9 EPNdB

- The aircraft classified in levels 8 and 16 cannot be scheduled for the night period;

- The aircraft classified in level 4 cannot be scheduled to take-off during night period on regular air services;

- The aircraft classified in level 2 can be scheduled to take-off between 00:00LMT and 00:30LMT as well as from 05:00LMT thereon;

- The aircraft classified in levels 0, 0.5 and 1 are not subject to restrictions.

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

PREFERENTIAL RUNWAYS

Runway-In-Use

RWY 03/21 will be used preferentially as “Runway-in-use” irrespective of RWY 17/35; however, RWY 03/21 is unsuitable for a particular operation, pilots may obtain permission from ATC to use RWY 17/35, incurring in delay, since RWY 17/35 may be used for expediting taxiing operations.

Unless otherwise instructed by ATC, pilots should plan their landing to vacate Runway 03 via Taxiway HN (distance from THR - 1790M) and Runway 21 via Taxiway HS (distance from THR - 1910M).

If unable to comply pilots shall advise ATC.

High speed turn offs have been designated for vacating speeds up to 30KT.

If, for any particular reason, you wish to vacate Runway 03 / 21 via Taxiway S1 or Runway 17 make the request in first contact with Tower.

OPERATING QUOTA

See information under Airport Curfews - Article 2

ENGINE RUN-UP RESTRICTIONS

Engine test runs in the open air may only take place:

- On TWY "U2" or,
- RWY 17, between the THR and ILS critical area.

Test runs are allowed only from 0600 to 2200 LMT on the condition that a previous authorization was obtained from the airport air side operations (Telephone Ext.Nr. 21686 or 21782). Operators shall confirm the real time before the run tests take place and vacate the area on time.

APU OPERATING RESTRICTIONS

Use of APU on ACFT stands shall be limited as much as possible. Ground power system is available on the aprons except “80”, “70” and “14”.

Ground power unit (GPU) is not allowed on ACFT stands at aprons “10”, “11” and “12” except when ground power system is out of service. In this case, the airport shall be advised immediately (Telephone EXT. Nr. 21686 or 21782).

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

In order to meet the requirements of the Portuguese law, Lisbon Airport has installed a Noise Monitoring system since May 2002. The system gather noise related data captured by the monitoring stations, crosses it with flight and route information and allow detect the infringements to the noise abatement procedures.

The system includes statistical and acoustical computation software to undertake analyses of noise or flight track information as required by the user.

The system receives noise data from 7 remote stations, located at critical points around the airport, and an additional mobile noise monitoring station.

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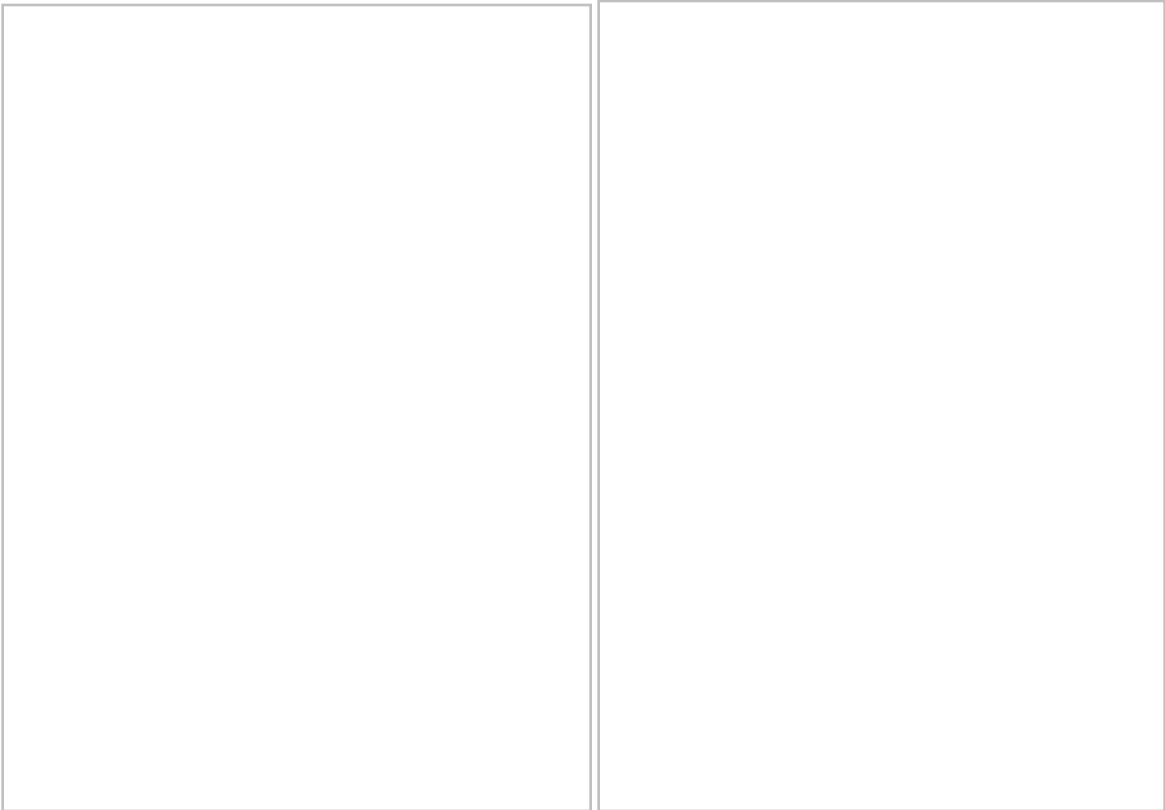
(3) Camarate

(5) Campolide

(7) Aeroporto
- (2) Alcântara

(4) Cidade Universitaria

(6) Alto S. Joao



The System produces reports that contain tabular and graphical summaries of noise and aircraft movement data. These reports include aircraft movement statistics such as runway usage by the various categories of aircraft and movement profiles.

FLIGHT TRACK MONITORING SYSTEM
Yes - see information under Noise Monitoring System

NOISE LEVEL LIMITS
Portuguese law establish the following sound level values (Lnight to assess sleep disturbanceand Lden to assess annoyance):

- Sensitive areas (land occupation by residential areas, hospitals, schools, etc.):
Lnight - 45 dB (A); Lden - 55 dB(A)

- Sensitive areas nearby airport (land occupation by residential areas, hospitals, schools, etc.): Lnight - 55 dB (A); Lden - 65 dB(A)

- Mixed areas (land occupation by industry, commercial and services areas): Lnight - 55 dB (A); Lden - 65 dB(A)

If Sensitive areas are not classified by local authorities, applies: Lnight - 53 dB (A); Lden - 63 dB(A)

In addition - see information under Airport Curfews

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC. The Portuguese National Aviation Institute - INAC may grant the exemptions.

CHAPTER 3 RESTRICTIONS

See information under Airport Curfews - Article 2