

LISBON (LIS/LPPT)

Elevation 374ft

CATEGORY A

AV brief not required

GENERAL

- Although there is no significant high terrain in the vicinity, Lisbon airport is in a built up area, with approaches flown over the city and the River Tagus.

Threats

CFIT

- RWY 03 GPWS warnings: exercise caution as a high probability exists for a genuine GPWS warning during circuits flown to the W of the airfield when descending on downwind leg or positioning for a short final. In order to alleviate this problem, aim to fly the downwind leg (LIS210R or as cleared) descending to not below 2500ft QNH and maintain until commencing the base turn at LIS11d or later. Adjust rate of descent during the base turn to cross the outer marker at 1700ft QNH.
- Rwy 21 GPWS warnings: due to an isolated outcrop of high terrain to the W of the extended centreline, a high probability of a genuine GPWS warning exists. In order to avoid this GPWS warning, endeavour to stabilise on the extended Rwy centreline and glideslope by 8 nm from touchdown.

Runway Excursion

- RWY 03 approach: 1000RA auto call may not be made due to underlying terrain. Manual callout from PM may be required.

ARRIVAL

Approach

- VOR approach Rwy 35. Due terrain, MDA can occur before 1000ft radio call.
- Traffic on approach to Rwy 03 may be subjected to missed approach climb gradient of 3.5% until passing 2000ft due to ATS constraints. This restriction, when needed, will be included in the ATIS arrival broadcast. If unable, pilot shall advise ATC prior to commence the approach.

OPERATIONAL INFORMATION

Handling Agent	GROUNDFORCE PORTUGAL
Handling Agent VHF	131.475
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required

Airport (FEGP) – Use ground power at all times
GHA (GPU) – Use ground power for minimum

	time ONLY, then use APU
If BOTH electrical power and air conditioning is required:	Use APU for air-conditioning (Keep ground power connected according to guidance above to reduce fuel burn)