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**AIP AIRAC SUP 005/2008**

**Effective Date: 20-NOV-2008**

**End Date: 11-DEC-2008**

**Publication Date: 09-OCT-2008**

## LIS DVOR/DME MAINTENANCE

### 1. INTRODUCTION

- 1.1 The purpose of this AIP Supplement is to inform airline operators that the LISBOA "LIS" DVOR/DME will be out of service due to maintenance needs.

### 2. VALIDITY

- 2.1 From 20-NOV-2008 with an expected ending date on 11-DEC-2008

### 3. TEMPORARILY OPERATIONAL CHANGES

- 3.1 Created a new Designated Significant Point name LISGU, on LIS DVOR/DME position 38 53 16N 009 09 46W.

- 3.2 Changes on ATS Routes B60, Y207, UN870 and UZ18.

- 3.2.1 On Routes B60, Y207, UN870 and UZ18 instead of LISBOA DVOR/DME "LIS" use LISGU

- 3.3 Lisboa Aerodrome Standard Departure (SIDs), FMS RNAV Departure, Standard Arrival (STARs) and FMS RNAV Arrival procedures, and Instrument Approach procedures.

#### 3.3.1 **STANDARD INSTRUMENT DEPARTURES (SID) RWY 03/35 SUSPENDED:**

- FATIMA9N
- GAIOS9N
- MOMAS9N
- MORAS9N
- NISA9N

#### 3.3.2 **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 35 NM DME CAS
2. Thereafter adjust level and speed in accordance with the filed flight plan;
3. If being radar vectored or proceeding offset, when passing 35 NM DME CAS, rejoin the current flight plan route and proceed in accordance with § 2 above;

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4. If cleared DCT to..., fly at/to the assigned and acknowledged level or to FL060, whichever is higher, until passing 35 NM DME CAS, maintain the current flight plan route and proceed in accordance with § 2 above.
  
- 3.4 Lisboa Holding Procedures:
  - ADSAD RWY 03
  - RINOR RWY 21
  - EKMAR RWY 03/21
  - ETUGO
  
- 3.4.1 These Holding Procedures can only be used as RNAV Holdings.
  
- 3.5 Charts Suspended during the validity of this SUP:
  - LPPT AD 2.24.10B3-1(28-AUG-2008)
  - LPPT AD 2.24.10C2-1(25-SEP-2008)
  
- 3.6 Minimum Safety Altitude:
  - All Minimum Safety Altitude (MSA) based on LIS DVOR/DME should now be based on ARRUDA (LAR) NDB
  
- 3.7 Due to LIS DVOR/DME maintenance the following Charts are in force during the validity of this SUP:
  - LPPT AD 2.24.7B1- Standard Departure Instrument (SID) RWY 03/35
  - LPPT AD 2.24.7C1- Standard Departure Instrument (SID) RWY 21
  - LPPT AD 2.24.7D1- FMS RNAV Departure Routes RWY 03/35
  - LPPT AD 2.24.7E1- FMS RNAV Departure Routes RWY 21
  - LPPT AD 2.24.9A1- Standard Arrival Instrument (STAR) RWY 03/35
  - LPPT AD 2.24.9B1- Standard Arrival Instrument (STAR) RWY 21
  - LPPT AD 2.24.9C1- FMS RNAV Arrival Routes RWY 03/35
  - LPPT AD 2.24.9D1- FMS RNAV Arrival Routes RWY 21
  - LPPT AD 2.24.10A1- Instrument Approach Chart - ILS RWY 03
  - LPPT AD 2.24.10A3- Instrument Approach Chart - ILS1 RWY 21
  - LPPT AD 2.24.10B2- Instrument Approach Chart - ILS2 RWY 21
  - LPPT AD 2.24.10C1- Instrument Approach Chart - NDB RWY 03

**Note:** *All Minimum Safe Altitudes (MSA) based on LIS DVOR/DME should now be based on LAR (ARRUDA) NDB*

4. **Insert the following Supplement pages in AIP binder.**
  
5. **Record entry of Supplement Pages in AIP GEN 0.3**
  
6. **This Supplement contains 2 Pages.**

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