

## **LPPT AD 2.20 LOCAL TRAFFIC REGULATIONS**

### **2.20.1 LIMITATIONS ON USE OF AERODROME**

**2.20.1.1 Restricted to ACFT capable of maintaining two way communications with Lisboa TWR.**

**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 authorisation 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 set out in Item 1 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 provision of Item 2 above, 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:
  - a. For Landing: Approach to landing MS 9 equal x EPNDB
  - b. For Take-off: (take-off PS side-line) / 2 equal x EPNDB.

**Note:** Information contained in the ACFT manufacturer's noise certificate.

**2.20.1.4 Air movements considered to be of public interest are not defined as a case of force major and have to be previously and exceptionally authorised by the National Institute of Civil Aviation (INAC) according to Decree Law 293/2003 of 19 November.**

**2.20.1.5 For request of Airport Slots see page [GEN 1.2 - 1.2.2](#)**

**2.20.1.6 Due to the actual high demand of Traffic inbound Lisboa AD and surrounding aerodromes ([ALVERCA](#), [CASCAIS](#) and [MONTIJO](#)), the practice of instrument approach to [LPPT](#) for training and/or for instruction is:**

- A. Not allowed when HIRO (High Intensity Runway Operation) is in force at Lisboa (this can be verified by monitoring Lisboa ATIS 124.150MHZ).
- B. Allowed only to aircraft able to maintain a minimum indicated air speed (IAS) of 120KT when established on the intermediate and final approach segments of the published procedure;
- C. Only permitted under Visual Meteorological Conditions (VMC) and subject to controller analysis about the opportunity, according actual and predicted traffic conditions.
- D. Normally permitted only until 1000 or 1500 ft AMSL, pending on traffic conditions. In this cases pilots shall expect missed approach procedure instructions different from the published procedure and is their responsibility to maintain VMC and own separation with terrain.

#### **2.20.1.7 Penalties for non-compliance with slot allocation rules during the night period**

Article 12 of Decree Law 293/2003 (noise) was changed by article 20 of Decree Law 208/2004 by stating that the foreseen penalties are very serious misdemeanours.

Penalties for these offences (considered very serious misdemeanours) are also foreseen on Decree Law 208/2004. The amounts, comprised between a minimum of €1000 and a maximum of €4000 (when the infringer is an individual) and between a minimum of €1500 and a maximum of €250000 (when infringer is a legal person) are established in nr.4 of article 9 of Decree Law 10/2004.

In accordance to article 15 of Decree Law 208/2004, of 19 August, the punishment related to misdemeanours may be advertised as established in article 13 of Decree Law 10/2004, of 09 January

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