



**SOP**

**LPPR**

Standard Operating Procedures  
Porto

10 Jul 2025


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*Chapter 1*

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**General**


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 SOP LPPR	<p align="center"><b>GENERAL</b></p> <p align="center">DISTRIBUTION AND SCOPE</p>	<p align="center"><b>1.1</b></p> <p align="center">P5</p>
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## 1.1 Distribution and Scope


This manual is for controllers of Portugal vACC and contains procedures to be used on the VATSIM Network.

The procedures laid here are of mandatory use while controlling on the Network and shall never be adopted for real world use.

 SOP LPPR	<b>GENERAL</b> AIRPORT DATA	<b>1.2</b> P6
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## 1.2 Airport Data


<b>Name</b>	Aeroporto Francisco Sá Carneiro
<b>ICAO</b>	LPPR
<b>IATA</b>	OPO

 SOP LPPR	<p style="text-align: center;"><b>GENERAL</b></p> <p style="text-align: center;">RUNWAYS AND DECLARED DISTANCES</p>	<p style="text-align: center;"><b>1.3</b></p> <p style="text-align: center;">P7</p>
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## 1.3 Runways and Declared Distances

Takeoff Run Available (TORA) [m]							
RWY	Total	E5	G	A3	D	J	C/H
35	3480x45	N/A	N/A	N/A	2780	2950	3120
17		2726	2650	1800	N/A	N/A	N/A


Departures from intersections not listed above are not allowed.

 SOP LPPR	<p style="text-align: center;"><b>GENERAL</b></p> <p style="text-align: center;">RADIO NAVIGATION AIDS</p>	<p style="text-align: center;"><b>1.4</b></p> <p style="text-align: center;">P8</p>
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## 1.4 Radio Navigation Aids


ID	Name	Type	Frequency
PRT	Porto	VOR DME	114.10 MHz



 SOP LPPR	<b>GENERAL</b>  LANDING AIDS	<b>1.5</b>  P9
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## 1.5 Landing Aids

RWY	ID	Type	Frequency	Course	Glide Path	Category
17	PR	LOC	109.90 MHz	171 <sup>o</sup>	2.7 <sup>o</sup>	CAT II

 SOP LPPR	<p style="text-align: center;"><b>GENERAL</b></p> <p style="text-align: center;">APPROACH PROCEDURES</p>	<p style="text-align: center;"><b>1.6</b></p> <p style="text-align: center;">P10</p>
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## 1.6 Approach Procedures

RWY	ILS	RNP	VOR DME	LOC
35		✓	✓	
17	✓		✓	✓

### 1.6.1 Instrument Approaches

Standard approaches at Porto are the following:

- RWY 35: RNP
- RWY 17: ILS

Should a pilot request another type of approach it should be accommodated as no significant impact is expected. In Euroscope, assign the corresponding STAR+APP or only APP in the STAR field of the Sector List. No further coordination is required.


### 1.6.2 Visual Approaches

If the pilot requests a visual approach, first assess if traffic conditions allow for it. When traffic conditions allow, clear the visual approach.

Visual approaches should only be approved when the arrival sequence is assured to be maintained, without negative impact for the aircraft downstream of the visual approach, and provided the traffic requesting visual has the traffic ahead in sight.


#### Note

Clearing a visual approach in practical terms hands off the control of when the aircraft turns base to the pilots, thus removing the controller's ability to fine tune the arrival sequence by shortening or lengthening the downwind vector. This is the main reason why visual approaches are only feasible during periods of lesser traffic.

 SOP LPPR	<b>GENERAL</b> HOLDINGS	<b>1.7</b> P11
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## 1.7 Holdings

FIX	Minimum Altitude	Inbound Course	Direction of Turns	Use/Remarks
RETMO	FL60	082°	Right	
VASIP	FL80	221°	Left	
ADNOV	4000ft	170°	Right	
DIVUT	FL80	313°	Left	
AKULU	4000ft	351°	Left	

 SOP LPPR	<p style="text-align: center;"><b>GENERAL</b></p> <p style="text-align: center;">PREFERENTIAL RUNWAY CONFIGURATION</p>	<p style="text-align: center;"><b>1.8</b></p> <p style="text-align: center;">P12</p>
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## 1.8 Preferential Runway Configuration

Preferential runway at Porto is runway 35 due to taxiway layout.

In case of calm or cross winds, prefer runway 35 but also refer to the weather forecast to determine which runway will be more appropriate.

If both runways are suitable, prefer the use of RWY 35.

When VIS is less than 2500m and/or cloud base is below 400', use RWY 17.


In case of Low Visibility operations, refer to 1.12.

### 1.8.1 Runway Changes

Runway changes shall be based on weather observations, forecasts and pilot reports, and should take the traffic situation into account.

TWR advises APP about the intended time of runway change. Based on this, APP informs TWR who will be the last arrival to the previous runway, and TWR advises APP, GND and DEL who the last departure will be. TWR, GND and DEL shall manually change the runway and SID of the flights departing from the new runway, and reissue clearances accordingly.


Runway in use and ATIS should be reconfigured with the new runway at the intended time of runway change.

 SOP LPPR	<p style="text-align: center;"><b>GENERAL</b></p> <p style="text-align: center;">TRANSITION ALTITUDE AND TRANSITION LEVEL</p>	<p style="text-align: center;"><b>1.9</b></p> <p style="text-align: center;">P13</p>
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## 1.9 Transition Altitude and Transition Level

The transition altitude in Porto is 4000'. The Transition Level is automatically calculated by the ATIS using the table below. Issuing altitudes within the transition layer (between TA and TL) shall be avoided.

QNH	From 942.2 to 959.4	From 959.5 to 977.1	From 977.2 to 995.0	From 995.1 to 1013.2	From 1013.3 to 1031.6	From 1031.7 to 1050.3
TL	70	65	60	55	50	45

 SOP LPPR	<p style="text-align: center;"><b>GENERAL</b></p> <p style="text-align: center;">POSITIONS AND RESPONSIBILITIES</p>	<p style="text-align: center;"><b>1.10</b></p> <p style="text-align: center;">P14</p>
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## 1.10 Positions and Responsibilities


### 1.10.1 Porto Airport

ID	Position	Callsign	Frequency	Responsibilities
PRDEL	LPPR_DEL	Porto Delivery	118.930	Check Flight Plans; Issue ATC Clearances; Manage Departure Sequence
PRGND	LPPR_GND	Porto Ground	121.040	Ground Movements; Enforce Departure Sequence
PRCTR	LPPR_TWR	Porto Tower	118.005	Porto CTR; RWY35/17
PRAPP	LPPR_APP	Porto Ap-proach	120.910	Traffic within the TMA
PRTMA	LPPR_U APP <sup>1</sup>	Porto Control	120.430	Porto TMA above FL105


<sup>1</sup> To be used with prior coordination with PRAPP

### 1.10.2 Adjacent Positions

ID	Position	Callsign	Frequency	Responsibilities
STA	LEST_APP	Santiago Approach	120.200	Santiago TMA, direct coordination with Porto
LE	LECM_ALL CTR	Madrid Radar	133.750	Madrid FIR, descends to LPPR from North, direct coordination with Porto
LEMN	LECM_CTR	Madrid Radar	125.750	Madrid R1 Sector, descends to LPPR from North, direct coordination with Porto
TME	LPPT APP	Lisboa Ap-proach	119.105	Lisboa TMA
TMO	LPPT_W APP	Lisboa Control	123.980	Lisboa West TMA
ZOVRN	LPOV_APP	Ovar Approach	118.600	Ovar MCTA
LPPC	LPPC_CTR	Lisboa Control	132.850	Lisboa FIR
WSTL	LPPC_W CTR	Lisboa Control	131.325	West Sector
OESX	LPPC_O CTR	Lisboa Control	128.900	West Expanded Sector

 SOP LPPR	<p style="text-align: center;"><b>GENERAL</b></p> <p style="text-align: center;">POSITIONS AND RESPONSIBILITIES</p>	<p style="text-align: center;"><b>1.10</b></p> <p style="text-align: center;">P15</p>
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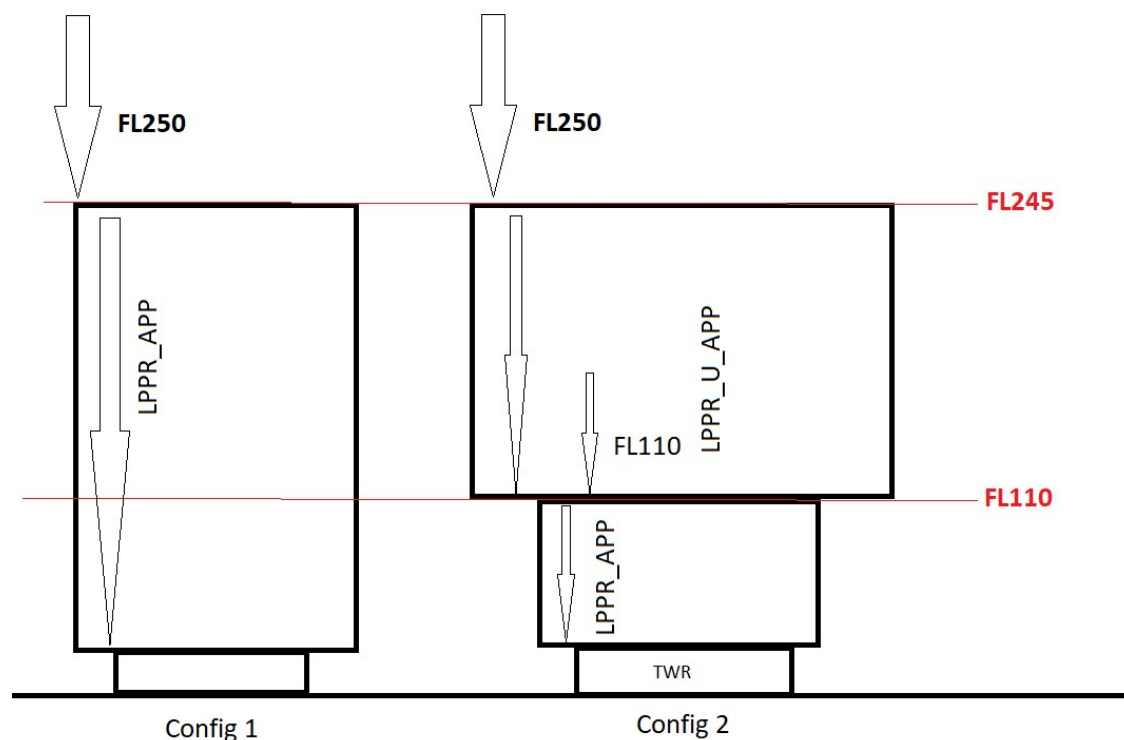
ESTL	LPPC_E CTR	Lisboa Control	125.550	East Sector
NORL	LPPC_N CTR	Lisboa Control	132.305	North Sector
ZFIS	LPAM_CTR	Lisboa Inform- ation	123.755	Flight Information; Military airspace

 SOP LPPR	<b>GENERAL</b>  TRANSFERS	<b>1.11</b>  P16
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## 1.11 Transfers

From	To	Conditions/Remarks
DEL	GND	Pilot reports ready
GND	TWR	Approaching runway holding point
TWR	APP	Automatic handoff after departure. Give a firm goodbye to increase chances of pilot switching to APP frequency automatically
APP	U_APP	Reaching FL100
U_APP	CTR	Reaching FL240/lateral limits if CRZ FL BLW FL245
CTR	U_APP	Reaching FL250/lateral limits if CRZ FL BLW FL245
U_APP	APP	Reaching FL110
APP	TWR	Instrument Approach: Stabilized on the approach  Visual Approach: In the vicinity and visual with the AD
TWR	GND	Vacating the runway

The table above defines the transfers for config 2 below. For other airspace configurations, refer to the image below:





 SOP LPPR	<p align="center"><b>GENERAL</b></p> SEPARATION MINIMA	<p align="center"><b>1.12</b></p> P17
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## 1.12 Separation Minima

Separation between aircrafts shall always be equal or greater than the separation minima.

In LPPR, the separation minima is 5NM.

 SOP LPPR	<p align="center"><b>GENERAL</b></p> <p align="center">FLIGHT PLANNING</p>	<p align="center"><b>1.13</b></p> <p align="center">P18</p>
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## 1.13 Flight Planning

See *SOP LPPT 2.12 Flight Planning*, and in addition:

### 1.13.1 VFR

No requirements are in place for VFR departures from LPPR.

### 1.13.2 IFR


Minimum cruise FL100, except:

- via MANIK: FL70

MANIK compulsory for traffic:

- Via BAROK, TAKAV, OSLAD, AMSEL, ORTOP, MINTA, XAMAX, FTM, ESP, ALAGU, SOTEX, GENRO, VFA;
- Destination LPPT.

Departures to LPPT shall file via XAMAX with RFL below FL235.

 SOP LPPR	<p style="text-align: center;"><b>GENERAL</b></p> <p style="text-align: center;">LOW VISIBILITY PROCEDURES (LVP)</p>	<p style="text-align: center;"><b>1.14</b></p> <p style="text-align: center;">P19</p>
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## 1.14 Low Visibility Procedures (LVP)

1. Low Visibility Procedures will be in force when:
  - RVR TDZ RWY 17 is 550m or below
  - Cloud ceiling height is 200ft or below
2. During LVP, runway in use will be RWY17
3. LVP in force shall be communicated to the pilot during the clearance or during the initial contact with APP
4. Holding position of the runway will be the CAT II holding point (change the Ground Radar Plugin to LVP operation)
5. Do not issue conditional clearances relying on visual references (when clear of traffic, P/S approved, behind landing traffic, line up and wait behind, etc.)
6. Do not issue conflicting taxi clearances. Issue shorter taxi clearances that do not intersect other taxi clearances. Progressively issue new clearances until reaching the CAT II holding point
7. Wait until the preceding traffic has vacated the taxi segment before issuing a new clearance using it
8. As we are unable to light up stop bars, separate traffic on the ground by issuing holding clearances at various taxiways (max. 1 traffic per taxiway segment/holding)
9. Landing clearance needs to be issued before 4nm on ILS
10. Inform about RVR during takeoff, landing and continue approach clearances


 SOP LPPR	<b>DELIVERY (DEL)</b>	<b>2.0</b>  P20
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*Chapter 2*

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# Delivery (DEL)

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 SOP LPPR	<b>DELIVERY (DEL)</b> GENERAL	<b>2.1</b> P21
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## 2.1 General

PRDEL is responsible for validating new flight plans from LPPR, issuing enroute clearances and takes part in managing and enforcing the departure sequence.

 SOP LPPR	<b>DELIVERY (DEL)</b>  AREA OF RESPONSIBILITY	<b>2.2</b>  P22
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## 2.2 Area of Responsibility

PRDEL does not have an area of responsibility, however it takes part on the departure timeline, being the first ATC agency to be contacted.

PRDEL will provide departure information and enroute clearance. Departure information shall consist of ATIS letter and QNH (when ATIS is inoperative, provide departure runway, wind and QNH, in this order). Enroute clearance shall consist of the clearance limit, assigned SID, initial climb and assigned squawk code. Clearance limit shall always be the destination aerodrome.

Additionally, it will task the administrative roles of validating flight plans, creating the departure sequence and calculating departure delays when needed.

PRDEL will keep departures until the aircraft reports ready, at which point it will handoff the aircraft to PRGND.

PRDEL, as the lowest position of LPPR, is responsible for hosting ATIS.

 SOP LPPR	<b>DELIVERY (DEL)</b>  PROCEDURES	<b>2.3</b>  P23
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## 2.3 Procedures

### 2.3.1 Flight Plan Validation

See *SOP LPPT 2.3.1 Flight Plan Validation*

### 2.3.2 A-CDM

Not available.

### 2.3.3 IFR Departure

Departures climb to FL100.

Assign an RNAV SID to RNAV capable aircraft. Assign TURON\_N or MANIK\_S SID to non-RNAV capable aircraft.

Other cases assign SID according to the closest Porto TMA exit point.

If the pilot cannot accept any SID, coordinate with PRAPP. Expect to assign runway heading and FL100.

### 2.3.4 VFR Departure

There are no pre-arranged procedures for VFR departures at Porto.


At receipt of a VFR departure Flight Plan, or at latest at startup request, coordinate departure instructions with PRCTR.

Do not issue startup clearance without successfully coordinating with PRCTR.

A normal squawk shall be assigned to VFR traffic, including traffic patterns.

### 2.3.5 DCL Clearance

Not available.

 SOP LPPR	<b>DELIVERY (DEL)</b>  PHRASEOLOGY	<b>2.4</b>  P24
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## 2.4 Phraseology

### 2.4.1 IFR Departure

ATC	Aircraft
<p>[callsign] information [ATIS letter] QNH [QNH] (low visibility procedures in force), cleared to [destination], [SID], [initial climb],squawk [transponder code]</p> <p><i>Air Portugal 1930, information E, QNH 1018, cleared to Madeira, ASMOV2W departure, FL100, squawk 4501</i></p>	
	[readback]
<p>[callsign] readback correct, (slot time [CTOT]), report ready.</p> <p><i>Air Portugal 1930, readback correct, report ready.</i></p> <p>OR</p> <p>[callsign] confirm [repeat incorrect readback item]?</p> <p><i>Air Portugal 1930, confirm ASMOV2W?</i></p>	




 SOP LPPR	<b>GROUND (GND)</b>	<b>3.0</b>  P25
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*Chapter 3*

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**Ground (GND)**

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 SOP LPPR	<b>GROUND (GND)</b>  GENERAL	<b>3.1</b>  P26
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## 3.1 General

For the standard taxi routes, refer to the AIP.

Transponder should be ON:

- From clearance for push-back or taxi, whichever is earlier
- After landing, continuously until the aircraft is parked on stand

The transponder must be ON at the latest before issuing take off clearance during NVP, or before taxi clearance during LVP.

 SOP LPPR	<p><b>GROUND (GND)</b></p> <p>AREA OF RESPONSIBILITY</p>	<p><b>3.2</b></p> <p>P27</p>
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## 3.2 Area of Responsibility

PRGND is responsible for the green shaded area depicted below.

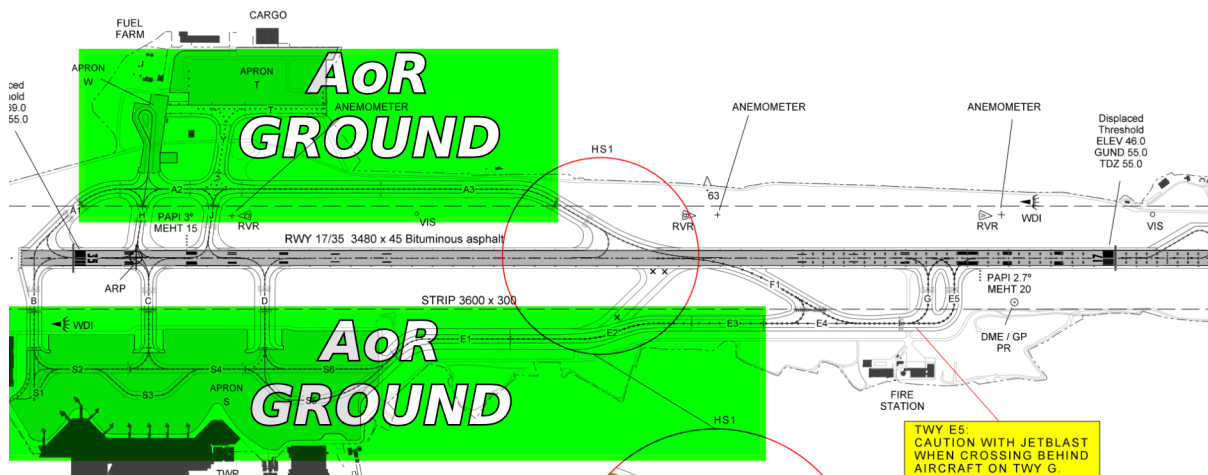



Figure 3.1: Porto Ground AoR

 SOP LPPR	<b>GROUND (GND)</b>  PROCEDURES	<b>3.3</b>  P28
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## 3.3 Procedures

### 3.3.1 Departures

Departures should have priority over arrivals regarding taxi/pushback.

- Runway 35:
  - From Apron S to Taxiway B
  - From Apron T and W to Taxiway A1
- Runway 17:
  - From Apron S to Taxiway E5
  - From Apron T and W to Taxiway A3

PRGND shall clear to taxi to E3 and hold short of F1, and transfer communications to PRTWR as the traffic approaches E3.

PRTWR may use Taxiway G to bypass other aircraft holding at Taxiway E5.

ACFT code letter D and E must use the full length of RWY 17/35 for DEP. (Wingspan greater than 36m)

PRGND must inform PRAPP of all departures that will backtrack, when they begin to taxi.

Intersection departures may be requested by aircraft, or tactically by ATC, in accordance with *Runways and Declared Distances*. Intersection departures initiated by ATC require prior agreement with the aircraft concerned.

#### 3.3.1.1 Runway crossing

The normal position to cross is taxiway C to H or D to J, as more convenient.

Flights shall be transferred to PRCTR, who is then responsible for the runway crossing.

If PRCTR is not staffed, PRGND may instruct to cross the runway if:

- No arrivals within 6NM of the threshold, and;
- No imminent departures, and;
- Crossing traffic will reenter PRGND AoR on the other side of the runway.


### 3.3.2 Arrivals

During NVP, Standard Taxi Routes should be followed. Nose to nose situations must be avoided.

During LVP, Standard Taxi Routes shall be followed.


Arrivals are expected to vacate via F1 to apron S, or A3 to apron T or W.

Arrivals that vacate to the east, intending to proceed to Apron T or W should be cleared to taxi to taxiway D or C, see *Runway crossing*.

 SOP LPPR	<b>GROUND (GND)</b>  STAND ASSIGNMENT	<b>3.4</b>  P29
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## 3.4 Stand assignment

Stand assignments by Ground Radar should be followed.

 SOP LPPR	<b>GROUND (GND)</b> RESTRICTIONS	<b>3.5</b> P30
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## 3.5 Restrictions

Runway 17 should not be vacated via A3 unless cleared by ATC, due to conflicting with departures from Apron T.

Aircraft code letter D and E (wingspan greater than 36M) must use the full length for departure.

### 3.5.1 Taxiways

NIL.

### 3.5.2 Aprons

NIL.

### 3.5.3 Engine run-ups

Engine test runs may only take place:

- Runway or Runway Holding Points
- Short Engine checks at Idle Power are allowed on stand


 SOP LPPR	<b>TOWER (TWR)</b>	<b>4.0</b>  P31
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*Chapter 4*

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**Tower (TWR)**

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 SOP LPPR	<b>TOWER (TWR)</b> GENERAL	<b>4.1</b> P32
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## 4.1 General

In a constant flow of traffic, the normal sequence will be a departure, a landing, a departure, a landing and so on.





 SOP LPPR	<b>TOWER (TWR)</b> PROCEDURES	<b>4.3</b> P34
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## 4.3 Procedures

### 4.3.1 Departures

Normal departure separation will be 2 minutes.

### 4.3.2 Arrivals

During NVP, Standard Taxi Routes should be followed. Deviations require prior approval from PRGND. Nose to nose situations must be avoided.

During LVP, Standard Taxi Routes shall be followed.

When applicable, information related to runway exit shall be given before landing or at latest during the landing clearance.

#### Runway 35

Tower shall advise arrivals inbound to Apron T or W to expect to vacate via A3.

Tower may advise arrivals inbound to Apron S to expect to vacate via F1, when considered necessary.

#### Runway 17

Tower shall instruct arrivals to vacate via a specific taxiway.

### 4.3.3 Go arounds


In case of go around, the published missed approach is the following:

Runway	Route	Climb
17/35	RETMO	FL060

IFR arrivals performing visual approaches will also fly the same IFR missed approach.

### 4.3.4 Reduced Runway Separation Minima

Not available.

 SOP LPPR	<b>TOWER (TWR)</b> VFR HELICOPTERS	<b>4.4</b> P35
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## 4.4 VFR Helicopters

There is typically low levels of helicopter traffic inside Porto CTR.

An effort should be made to clear Hospital flights as direct and expeditiously as possible to minimize their delays.

Hospital and Medical Evacuation Flights departures are typically cleared direct to the first point of the flight plan route and climb to the requested altitude, pending successful coordination with PRAPP.

### 4.4.1 Heliports

Helicopters on the ground at the various Heliports inside Porto CTR may be unable to contact PRCTR due to VHF propagation characteristics and will arrange alternative methods to contact PRCTR such as via private message to obtain departure clearance or to report on the ground after arrival.

 <p>SOP LPPR</p>	<p><b>TOWER (TWR)</b></p> <p>VFR HELICOPTERS</p>	<p><b>4.4</b></p> <p>P36</p>
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#### 4.4.1.1 MASSARELOS LPDA

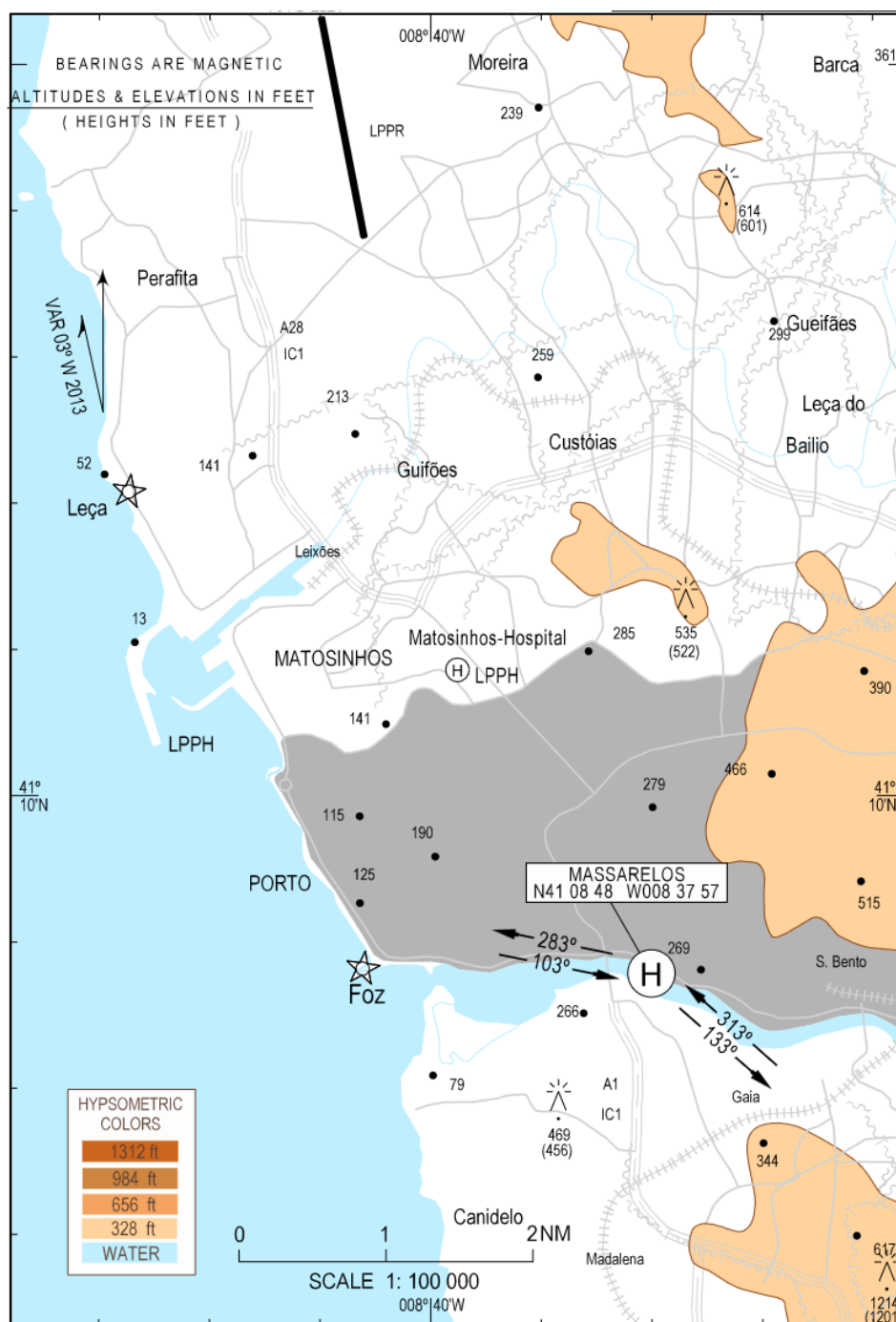


Figure 4.2: LPDA

VFR Private sight seeing heliport.

Departures fly east (maximum until D. Luís I Bridge) over the river below 500ft with transponder in standby, until successfully establishing bilateral communications with PRCTR, at which point QNH,

 SOP LPPR	<b>TOWER (TWR)</b> VFR HELICOPTERS	<b>4.4</b> P37
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transponder code, and a clearance shall be given according to intentions and traffic conditions.

Arrivals proceed to final and report descending below 500ft.

Visual holding points:

- East of Freixo Bridge, 500ft
- West of Foz do Douro, 500ft

 SOP LPPR	<b>TOWER (TWR)</b>  VFR HELICOPTERS	<b>4.4</b>  P38
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#### 4.4.1.2 MATOSINHOS - HOSPITAL PEDRO HISPANO LPPH

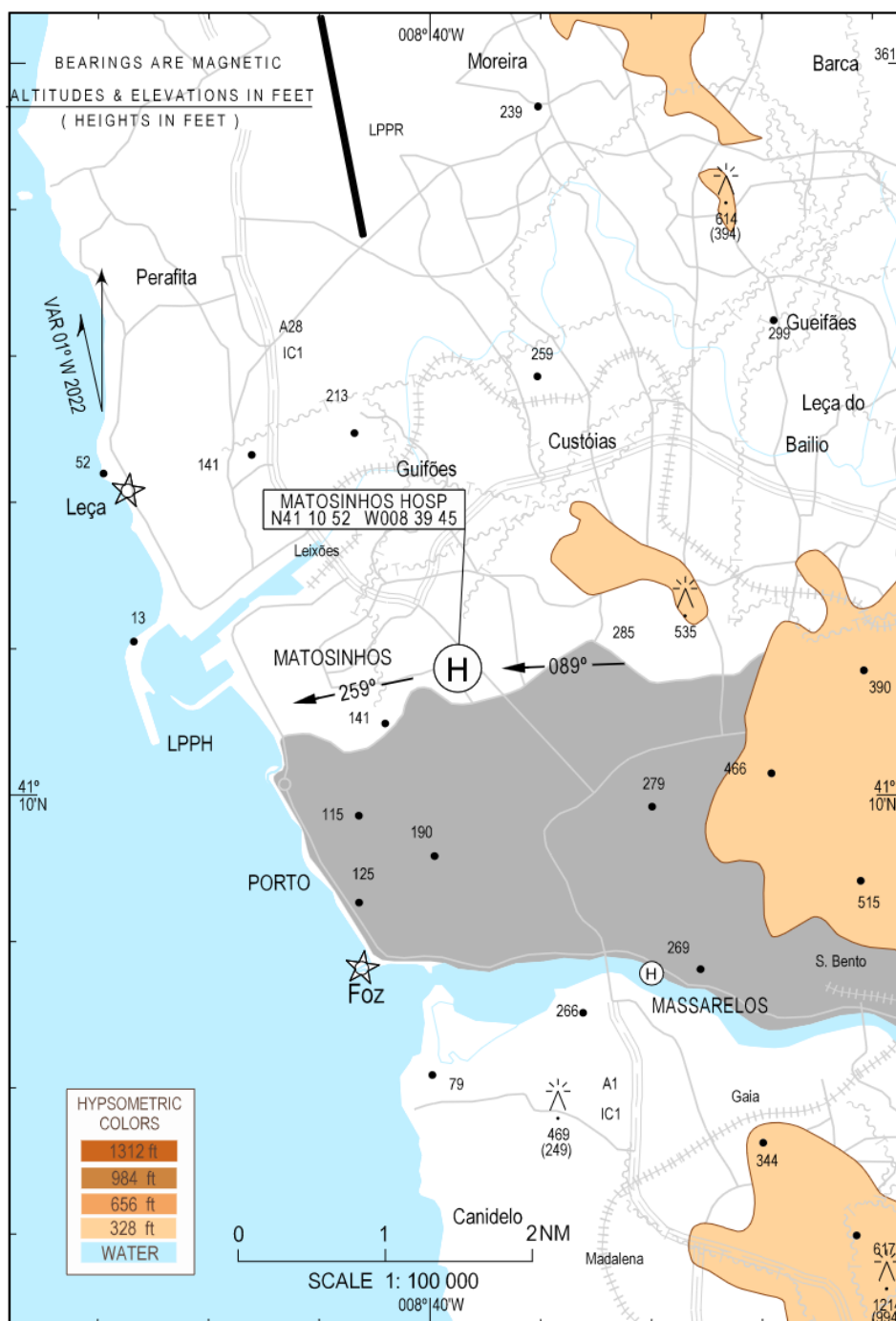


Figure 4.3: LPPH

VFR Medical emergency flights. Approach Direction: 089° / Take Off Direction: 259°

The heliport lies underneath the extended runway centerline which makes it incompatible with simultaneous operation of runway 35/17 at LPPR.

 SOP LPPR	<b>TOWER (TWR)</b> VFR HELICOPTERS	<b>4.4</b> P39
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During runway 35 operation, coordinate with PRAPP to halt arrivals approximately 2 minutes before the helicopter arrives at the heliport. Use radar data to assess this. Resume arrivals after the helicopter reports or is observed on the ground.

During runway 17 operation, coordinate with PRAPP to halt arrivals and departures approximately 2 minutes before the helicopter arrives at the heliport. Use radar data to assess this. Resume arrivals and departures after the helicopter reports or is observed on the ground.

Request arrivals to report final. When reporting final, instruct to report on the ground, and to report again before departure.

#### **4.4.2 Low Visibility Procedures (LVP)**

Take-off and landing clearance will only be issued when the ILS protection areas are clear of known traffic.

Landing clearance must be issued before 4DME. Instruct a go-around if an arrival reaches 4DME without landing clearance.

Report RVR when METAR includes it. Report Cloud Base Height if ceiling is less than 400ft AAL.

 SOP LPPR	<b>APPROACH (APP)</b>	<b>5.0</b>  P40
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*Chapter 5*

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**Approach (APP)**

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 SOP LPPR	<b>APPROACH (APP)</b>  AREA OF RESPONSIBILITY	<b>5.1</b>  P41
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## 5.1 Area of Responsibility

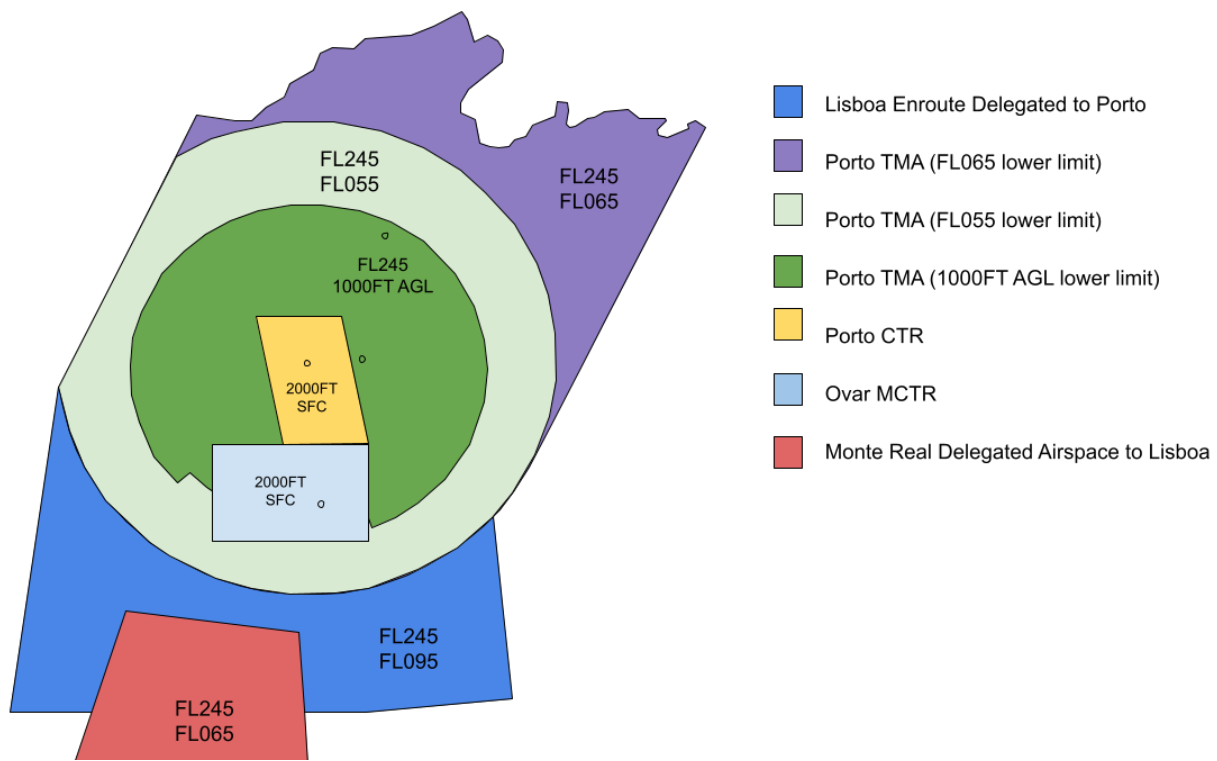


Figure 5.1: Porto TMA configuration

**Note** Ovar MCTA omitted due to not interacting with Porto TMA

Porto Approach and Tower controllers are located in Porto TWR.

Porto TMA is vertically delimited from FL245 down to either FL65, FL55 or 1000FT AGL, depending on the area.

There is a delegated airspace to the south of the TMA from Lisboa ACC to Porto. Depending on the maximum Flight Level of the activation, this delegation may be partly infringed by R70BN and is only delegated from Lisboa ACC to Porto Approach. Hence, when R70BN is active, the portion of delegated airspace inside the activation of R70BN is not available to neither Lisboa ACC or Porto TMA.

Ovar MCTR and MCTA sits below Porto TMA. Ovar MCTR is vertically delimited by 2000FT down to ground, same as Porto CTR. Important to note that with Ovar MCTA North (LPR40BN) there exists a 1000FT gap of uncontrolled airspace between Ovar and Porto. Care should be taken to avoid inadvertent climbs or descents crossing uncontrolled airspace. Ovar MCTA South (LPR40BS) top limit sits flush with Porto lower limit at FL55.

 SOP LPPR	<b>APPROACH (APP)</b>  DEPARTURES	<b>5.2</b>  P42
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## 5.2 Departures

IFR initial climb will be FL100. Initial climb may be lowered to cruise RFL on MANIK departures, all other departures must climb to FL100.

Departures contact PRAPP after take-off and are released to climb to FL240, regardless of the sector configuration.

All departures contact PRTMA before reaching FL100, except:

- Runway 35 TURON departures
- Runway 17 MANIK departures
- Evident lack of conflict with other traffic

Regardless of the above exceptions, if a departure may potentially conflict with any other traffic that is still with PRTMA, that departure must contact PRTMA before crossing FL100, or be instructed to stop climb at FL100. The identification of conflicts that would normally remain in contact with PRAPP is a shared responsibility of both PRAPP and PRTMA.

### Note

Due to software limitations, TopSky will always suggest PRTMA as the next sector. Next SI must be modified as needed.

Issue climb as needed until FL240 or cruise altitude, whichever is lower, and handoff the flight to the next sector before reaching FL240 or approaching the lateral limits to allow for a continuous climb.

Departures to LPPT climb to maximum FL230.

Departures are released to proceed direct to the FCOPX or first point of the STAR.

 SOP LPPR	<b>APPROACH (APP)</b>  SID DEVIATIONS/DIRECTS	<b>5.3</b>  P43
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## 5.3 SID Deviations/Directs

When issuing directs or deviations from the SID, whatever the reason, ensure that the traffic is already above the MRVA.

 SOP LPPR	<b>APPROACH (APP)</b>  ARRIVALS	<b>5.4</b>  P44
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## 5.4 Arrivals

### 5.4.1 Initial contact

On initial contact with PRTMA report the current ATIS. In the absence of an enroute sector, assign the STAR yourself.

For VFR traffic, identify the flight using surveillance procedures and provide Porto QNH. Once identified descend as soon as possible to 2000 FT, if proceeding to an airfield within Porto TMA.

### 5.4.2 Delays

Usual strategy is to as soon as practical offer direct to PR635/AKULU/PR636 for runway 35 or PR611/ADNOV/PR612 for runway 17.

Consider shortcutting the preceding traffic via PR541 (RNP 35) or Intermediate Fix (ILS 17) to help achieve the desired separation and sequencing.

PRTMA shall determine an expected approach time for an arriving aircraft that will be subjected to a delay of 10 minutes or more.

Calculation is done manually, by taking the estimated time over the IAF of the first arrival, and then assigning EATs separated by 2 minute intervals between each arrival. During LVO or to create a gap for a full length departure from runway 17, the interval shall be 4 minutes.

Annotate the Expected Approach Time to the OP\_TEXT2 field. If the flight is not assumed by you or the upstream sector, transmit it via private message to the relevant sector.

Expected Approach Time shall be noted abiding the following convention:

EAT not yet transmitted	*mm or *HHmm
EAT transmitted	*mm* or *HHmm*
Revised EAT not yet transmitted	**mm or **HHmm
Revised EAT transmitted	**mm* or **HHmm*

Where "HH" is the hour and "mm" the minute of the EAT. The shorthand "mm" format may only be used for EAT contained within the current hour.

### 5.4.3 Approach Sequence

PRTMA is the controller responsible for defining the sequence. He should issue speed and/or holding instructions to ease the workload of the subsequent approach controllers.

Transfers will be made according to the transfers table in *Transfers*.

Target separation Runway 35:

- Arrivals with a departure in between:
  - 6NM;
- Arrivals without a departure in between:

 SOP LPPR	<b>APPROACH (APP)</b>  ARRIVALS	<b>5.4</b>  P45
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- 2 minutes or 5 NM (whichever is greater);
- Visual separation (by the pilots in a visual approach).

Target separation Runway 17:

- Arrivals with a departure in between:
  - INT E/G Departure: 6NM;
  - Full Length Departure: Approx. 12 NM. Number 2 must be before Intermediate Fix to clear the departure for backtrack.

PRCTR assumes by default that separation between arrivals allows for a departure in between. Coordination must be performed with PRCTR before using a smaller separation.

#### 5.4.4 Approach Sector

PRAPP will further define and enhance the sequence, while separating the arriving from the departing traffic in his sector.

#### 5.4.5 Speed Restrictions

Descending and arriving aircraft may be instructed to reduce to a speed not lower than:

Below	Minimum Assignable Speed
FL250	250kts
FL150	220kts/Minimum Clean Speed
FL70	180kts
4000FT/FAP	160kts/Minimum Approach Speed

 SOP LPPR	<p style="text-align: center;"><b>APPROACH (APP)</b></p> <p style="text-align: center;">NEARBY AERODROMES</p>	<p style="text-align: center;"><b>5.5</b></p> <p style="text-align: center;">P46</p>
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## 5.5 Nearby Aerodromes

Arrivals to fields within Porto TMA should be requested to report on the ground at their destination.

### 5.5.1 Vilar de Luz LPVL

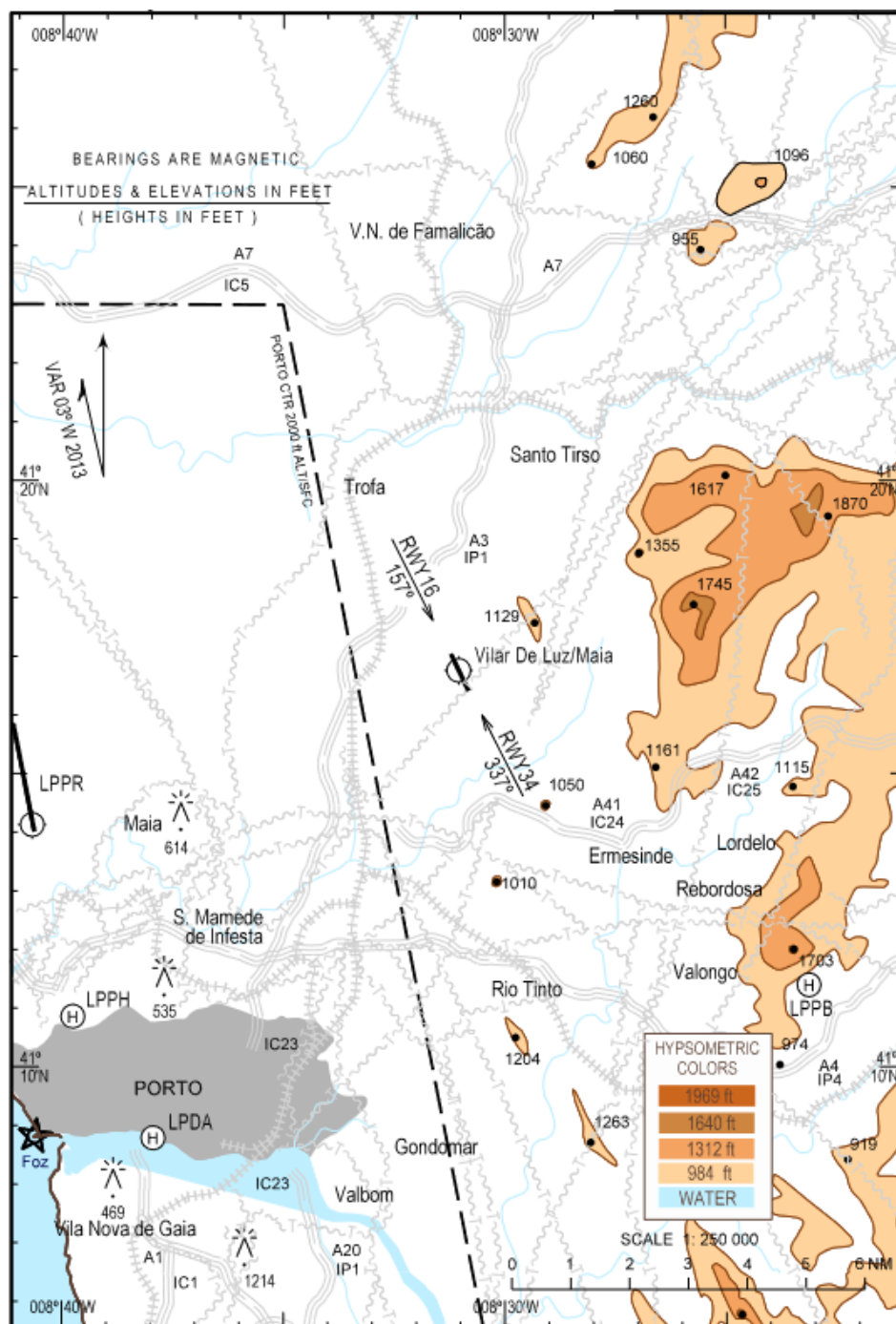


Figure 5.2: LPVL

 SOP LPPR	<p style="text-align: center;"><b>APPROACH (APP)</b></p> <p style="text-align: center;">NEARBY AERODROMES</p>	<p style="text-align: center;"><b>.0</b></p> <p style="text-align: center;">P47</p>
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Departures climb to 1500ft according to the cleared route, arrivals descend to 2000ft and are requested to report with LPVL in sight before terminating radar services, and instructed to contact LPVL local frequency.

Pilots departing from Vilar de Luz need to contact PRAPP before entering controlled airspace. Being a non-controlled aerodrome, the controller shall instruct the pilots to contact local frequency after clearance and request him to report airborne. Local circuits must be performed on local frequency.

Parachuting operations may be performed at Vilar de Luz up to a maximum of FL118, pilots will contact PRAPP once airborne and request their climb for the parachuting. If there is a request for parachuting at Vilar de Luz, activate the VILAR DE LUZ area from the Global Menu→AMS→TSA menu. The upper limit of the area by default is FL118, however, if operationally beneficial, the upper limit may be reduced to the requested level, rounded up to the closest flight level, as the upper limit.

### 5.5.2 Braga LPBR

Braga is uncontrolled until 1000ft. Local circuits shall be performed in the local frequency, traffic with intentions to leave the area above 1000 FT shall contact PRAPP. However, it is unlikely to be able to establish VHF communications while on the ground. Departures may coordinate their departure by other means, such as private message, or at latest within the circuit at 1000 FT.

Parachuting operations may be performed at Braga up to a maximum of FL140, pilots will contact PRAPP once airborne and request their climb for the parachuting. If there is a request for parachuting at Braga, activate the BRAGA area from the Global Menu→AMS→TSA menu. The upper limit of the area by default is FL140, however, if operationally beneficial, the upper limit may be reduced to the requested level, rounded up to the closest flight level, as the upper limit.

### 5.5.3 Espinho LPIN

Traffic departing from Espinho must contact Ovar Approach prior to departure, if offline contact PRAPP.

 SOP LPPR	<b>RADAR VECTORING CHART</b>	<b>A.0</b>  P48
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*Appendix A*

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# Radar Vectoring Chart

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