

Airport Information
LPEV (Evora)

General Info

Evora, Portugal
N 38° 31.6' W 007° 53.9'
Magnetic Variation: 3.7° W
Elevation: 807'

Public, Radio Information, VFR
Pattern Altitude: 993 feet AGL
Fuel: 100LL, Jet A-1
Repairs: Minor Airframe, Minor Engine

Time zone Info: GMT+0:00 uses DST

Runway Info

Runway 01-19 4265' x 73' asphalt
Runway 08-26 2100' x 95' gravel

Runway 01 (013.0°M) TDZE 804'
Lights: None
Runway 08 (080.0°M) TDZE 803'
Lights: None
Displaced Threshold Distance: 198'
Runway 19 (193.0°M) TDZE 797'
Lights: None
Runway 24 (240.0°M) TDZE 802'
Lights: None

Communications Info

Evora Information **122.70**
Evora Operations **123.50**
Lisboa Militar **130.90** North
Lisboa Militar **123.75** Centre
Lisboa Militar **131.05** South
Lisboa Control **132.30** North
Lisboa Control **136.02** Centre
Lisboa Control **128.90** West
Lisboa Control **125.55** South
Beja Approach **130.10**
Beja Approach **3.1550** Militar
Beja Tower **130.40**
Beja Tower **3.7980** Militar
Beja Ground **3.7025** Militar

LPEV

Evora



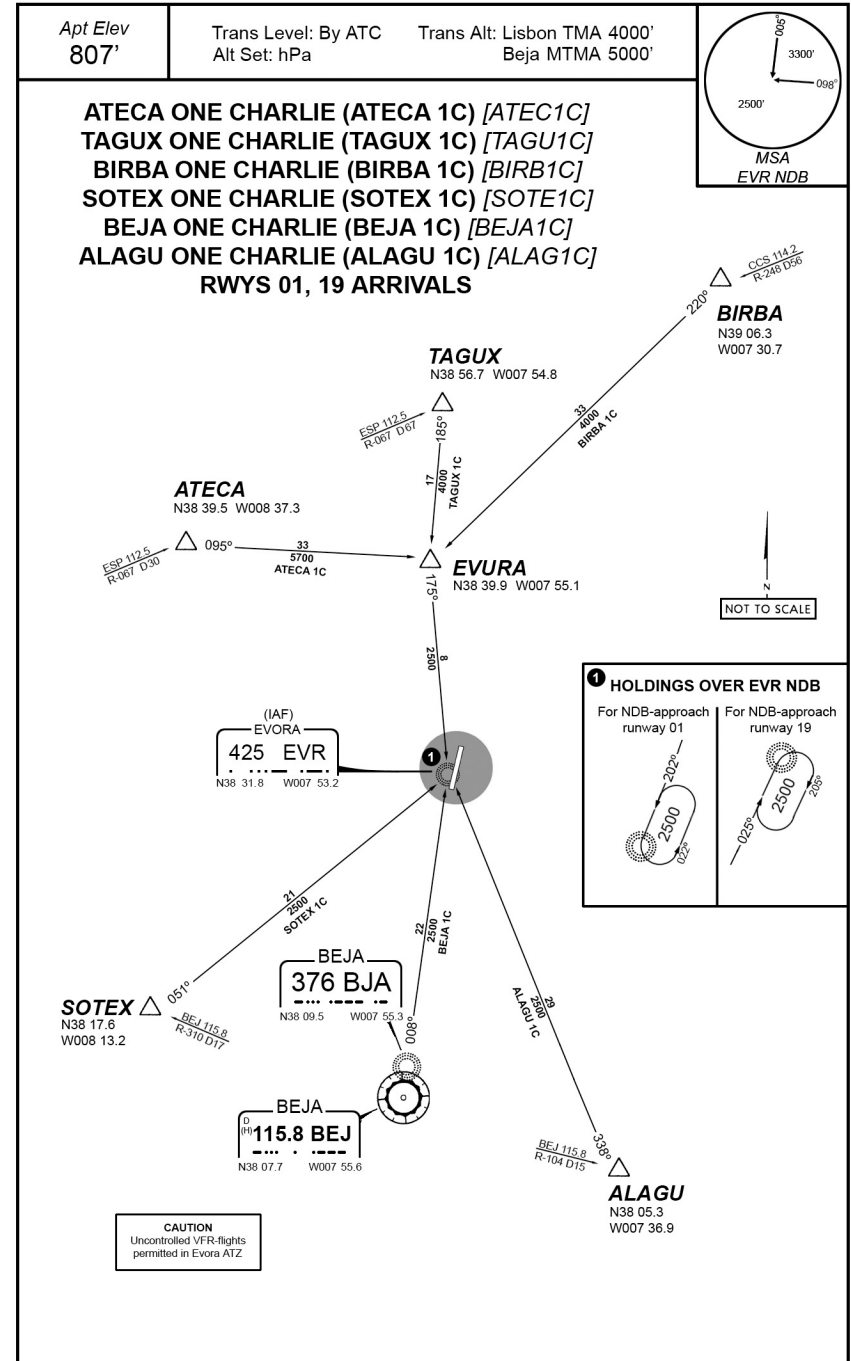
EVORA, PORTUGAL

24 mar 2005

10-2

Eff 28 mar

STAR



LPEV

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EVORA, PORTUGAL

SID

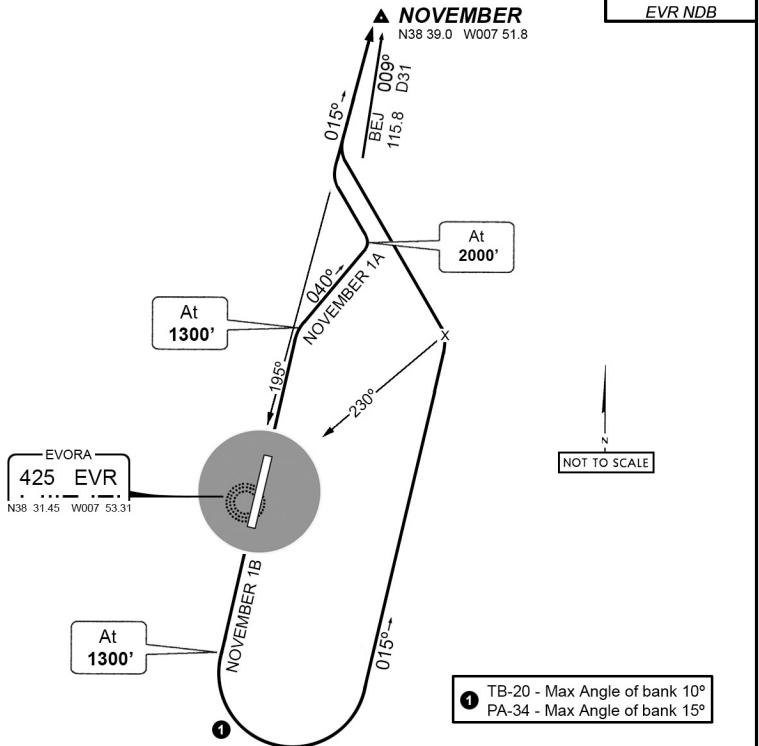
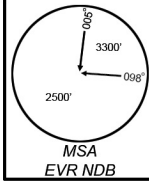
24 mar 2005

10-3

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LISBON Militar 123.75		Alt Set: hPa Trans level: by ATC Trans alt: Lisbon TMA 4000' / Beja MTMA 5000'
BEJA Approach 130.10	Apt Elev 807'	1. Squawk 7000 until contact with Lisbon Mil / Beja App has been established. 2. Only to be performed in VMC conditions. 3. For training purposes only.
EVORA Radio 122.70		4. SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory. 5. Intercept bearings in principle at an angle of 45°.

**NOVEMBER ONE ALPHA (NOVEMBER 1A)
NOVEMBER ONE BRAVO (NOVEMBER 1B)
RWYS 01, 19 DEPARTURES**



1 TB-20 - Max Angle of bank 10°
PA-34 - Max Angle of bank 15°

Initial climb clearance **2000'**

SID	RWY	ROUTING
NOVEMBER 1A	01	At 1300' turn RIGHT, 040° track, at 2000' turn LEFT to intercept QDR - 015 from EVR to NOVEMBER.
NOVEMBER 1B	19	At 1300' turn LEFT, 015° track. When crossing QDM - 230 from EVR turn LEFT to intercept QDR - 015 from EVR to NOVEMBER.

CHANGES: Frequency, SID Reviewed, Lay-Out

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SID

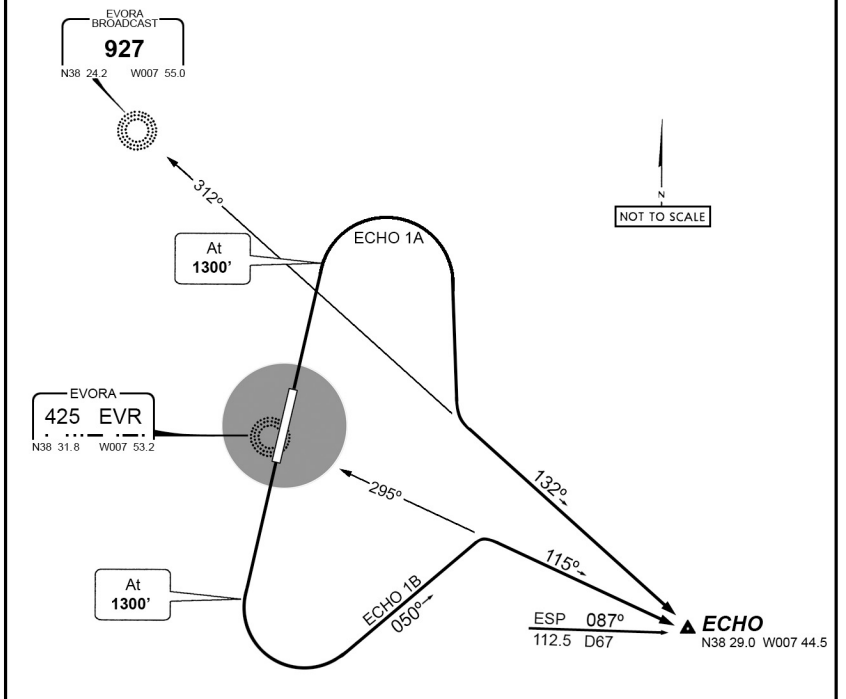
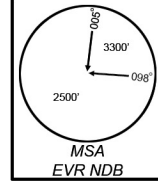
24 mar 2005

10-3A

Eff 28 mar

LISBON Militar 123.75		Alt Set: hPa Trans level: by ATC Trans alt: Lisbon TMA 4000' / Beja MTMA 5000'
BEJA Approach 130.10	Apt Elev 807'	1. Squawk 7000 until contact with Lisbon Mil / Beja App has been established. 2. Only to be performed in VMC conditions. 3. For training purposes only.
EVORA Radio 122.70		4. SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory. 5. Intercept bearings in principle at an angle of 45°.

**ECHO ONE ALPHA (ECHO 1A)
ECHO ONE BRAVO (ECHO 1B)
RWYS 01, 19 DEPARTURES**



Initial climb clearance **2000'**

SID	RWY	ROUTING
ECHO 1A	01	At 1300' turn RIGHT, intercept QDR - 132 from Evora Broadcast to ECHO.
ECHO 1B	19	At 1300' turn LEFT, track 050°, intercept QDR - 115 from EVR to ECHO.

Changes: Frequency, SID Reviewed, Lay-Out

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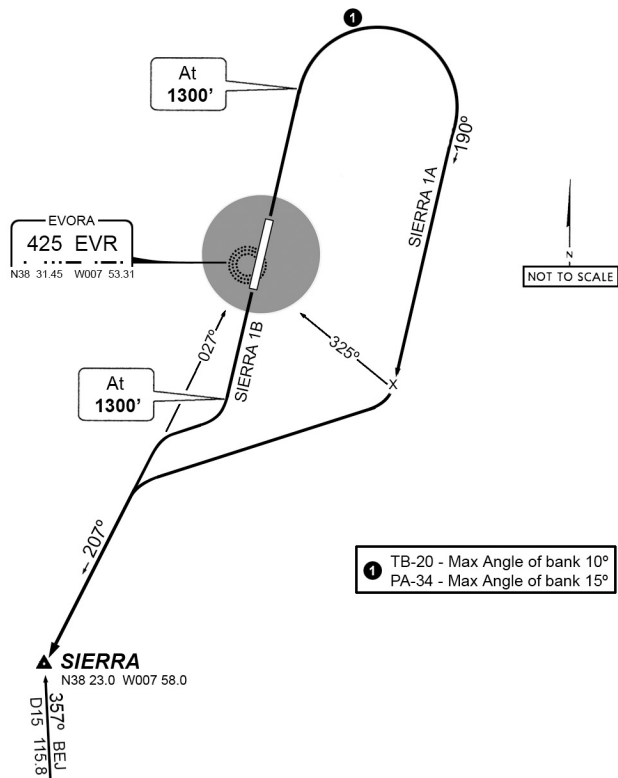
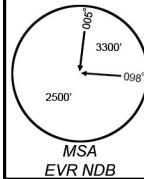
10-3B

Eff 28 mar

SID

LISBON Militar 123.75		Alt Set: hPa Trans level: by ATC Trans alt: Lisbon TMA 4000' / Beja MTMA 5000'
BEJA Approach 130.10	<i>Apt Elev</i> 807'	1. Squawk 7000 until contact with Lisbon Mil / Beja App has been established. 2. Only to be performed in VMC conditions. 3. For training purposes only.
EVORA Radio 122.70		4. SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory. 5. Intercept bearings in principle at an angle of 45°.

**SIERRA ONE ALPHA (SIERRA 1A)
SIERRA ONE BRAVO (SIERRA 1B)
RWYS 01, 19 DEPARTURES**



Initial climb clearance **2000'**

SID	RWY	ROUTING
SIERRA 1A	01	At 1300' turn RIGHT, 190° track, when crossing QDM - 325 from EVR turn RIGHT, intercept QDR - 207 bearing from EVR to SIERRA.
SIERRA 1B	19	At 1300' turn RIGHT to intercept QDM - 207 from EVR to SIERRA.

CHANGES: Frequency, SID Reviewed, Lay-Out

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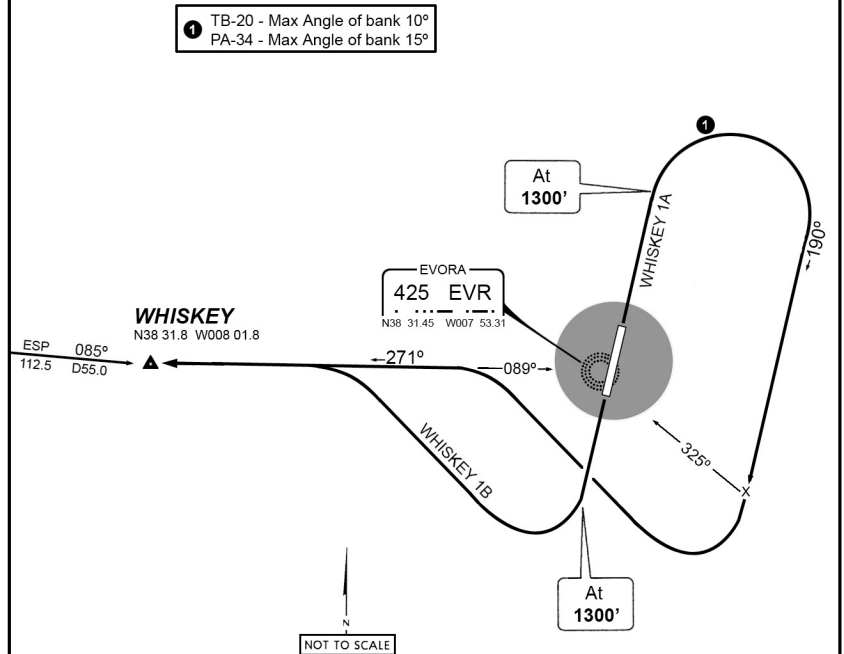
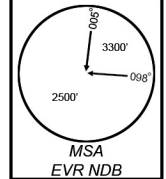
10-3C

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SID

LISBON Militar 123.75		Alt Set: hPa Trans level: by ATC Trans alt: Lisbon TMA 4000' / Beja MTMA 5000'
BEJA Approach 130.10	<i>Apt Elev</i> 807'	1. Squawk 7000 until contact with Lisbon Mil / Beja App has been established. 2. Only to be performed in VMC conditions. 3. For training purposes only.
EVORA Radio 122.70		4. SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory. 5. Intercept bearings in principle at an angle of 45°.

**WHISKEY ONE ALPHA (WHISKEY 1A)
WHISKEY ONE BRAVO (WHISKEY 1B)
RWYS 01, 19 DEPARTURES**



Initial climb clearance **2000'**

SID	RWY	ROUTING
WHISKEY 1A	01	At 1300' turn RIGHT, 190° track, when crossing QDM - 325 from EVR turn RIGHT, intercept QDR - 271 from EVR to WHISKEY.
WHISKEY 1B	19	At 1300' turn RIGHT, intercept QDR - 271 from EVR to WHISKEY.

CHANGES: Frequency, SID Reviewed, Lay-Out

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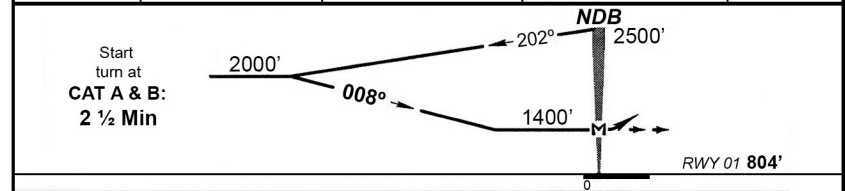
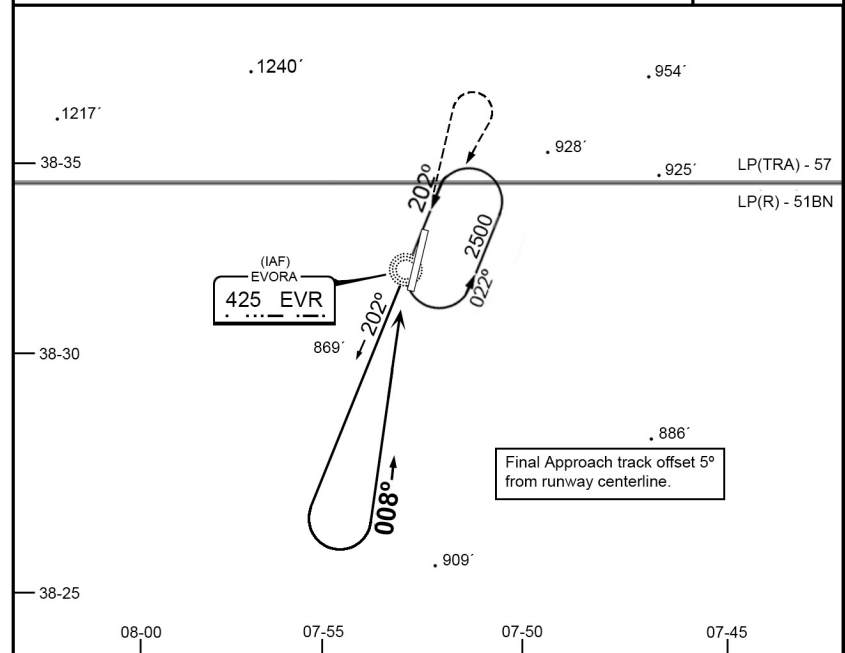
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16-1

Eff 28 mar

NDB Rwy 01

LISBON Mil 123.75		BEJA Approach 130.10		EVORA Information 122.70		AAE Operations 123.50	
NDB EVR 425	Final Apch Crs 008°	Minimum Alt No FAF		MDA(H) 1400' (593')	Apt Elev 807' RWY 804'		
MISSED APCH: Climb STRAIGHT AHEAD to 2500', then turn RIGHT, proceed to EVR holding and contact ATS.							
Alt Set: hPa Rwy Elev: 29 hPa Trans Level: by ATC Trans Alt: Lisbon TMA 4000' / Beja MTMA 5000'							



Gnd speed-Kts	70	90	100	120	140	160	2500'
Descent Gradient	5.4%	383	492	547	656	766	
MAP at NDB							
JAR-OPS STRAIGHT-IN LANDING RWY 01				CIRCLE-TO-LAND			
MDA (H) 1400' (596')				Max Kts MDA (H) VIS			
A	RVR 1500m			100	1710' (906')		1500m
B	RVR 1500m			135	1710' (906')		1500m

PANS OPS 4

Changes: Lay-Out

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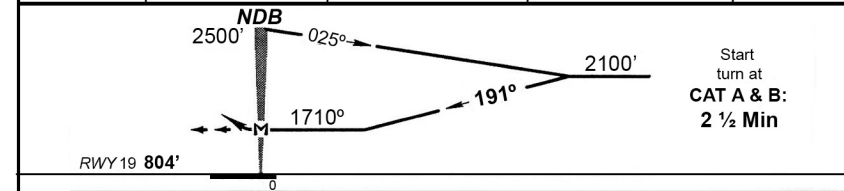
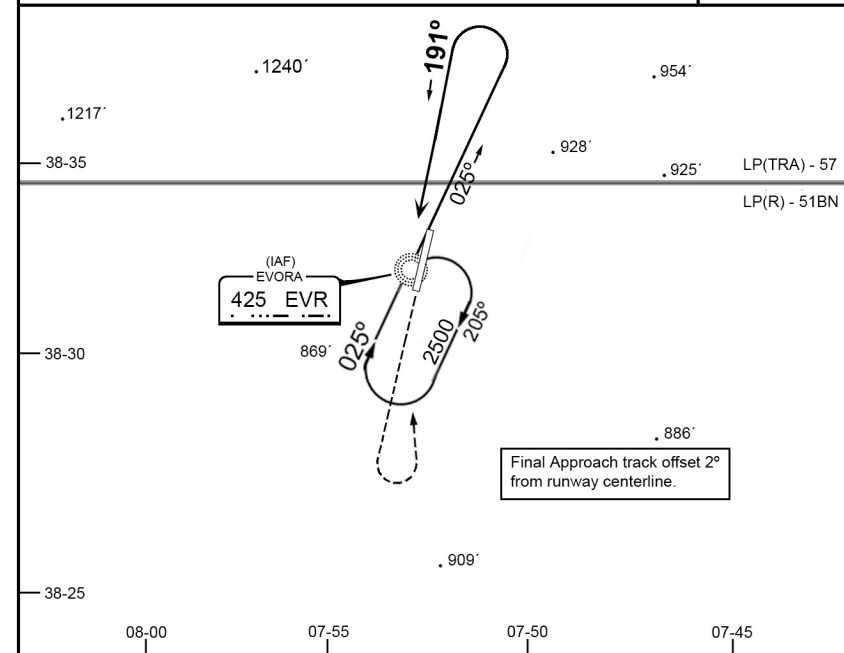
24 mar 2005

16-1A

Eff 28 mar

NDB Rwy 19

LISBON Mil 123.75		BEJA Approach 130.10		EVORA Information 122.70		AAE Operations 123.50	
NDB EVR 425	Final Apch Crs 191°	Minimum Alt No FAF		MDA(H) 1710' (906')	Apt Elev 807' RWY 804'		
MISSED APCH: Climb STRAIGHT AHEAD to 2500', then turn LEFT, proceed to EVR holding and contact ATS.							
Alt Set: hPa Rwy Elev: 29 hPa Trans Level: by ATC Trans Alt: Lisbon TMA 4000' / Beja MTMA 5000'							



Gnd speed-Kts	70	90	100	120	140	160	2500'
Descent Gradient	5.4%	383	492	547	656	766	
MAP at NDB							
JAR-OPS STRAIGHT-IN LANDING RWY 19				CIRCLE-TO-LAND			
MDA (H) 1710' (906')				Max Kts MDA (H) VIS			
A	RVR 1500m			100	1710' (906')		1500m
B	RVR 1500m			135	1710' (906')		1500m

PANS OPS 4

Changes: Missed Approach Procedure, Lay/Out

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