AD 2 AERODROMES

LPFR AD 2

LPFR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LPFR - FARO / Gago Coutinho

LPFR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site	LAT: 370052N LONG: 0075757W Intersection RWY with TWY C1
2	Direction and distance of ARP from city or town	4 KM (2.16NM) BRG 262° from Alto de Faro
3	Elevation/Reference temperature	7M / 24FT 26°C (AUG)
4	Geoid undulation at aerodrome elevation position	52M
5	MAG VAR/Annual change	01ºW (2020) / 0.16º decreasing
6	AD Administration, address, telephone, telefax, telex, AFS, E-mail and Web	Post: ANA Aeroportos de Portugal, SA Aeroporto de Faro Apartado 2054 8001-701 FARO Phone: +351 289800800 Fax: +351 289818802 AFS: LPFRYDYA SITA: FAOKAXH Email: faro.airport@ana.pt URL: http://www.ana.pt
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

LPFR AD 2.3 OPERATIONAL HOURS

1	AD Administration	06:00-24:00 (05:00-23:00)*
2	Customs and immigration	H24
3	Health and sanitation	On request
4	AIS Briefing Office	AIS available through ARO Portugal (see GEN 3.1)
5	ATS Reporting Office (ARO)	ARO available through ARO Portugal (see GEN 3.1)
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	08:00-24:00 (07:00-23:00). Other times on request with surcharge
9	Handling	06:00-24:00 (05:00-23:00). Other times on request
10	Security	H24
11	De-icing	NIL

12	Remarks	* Aerodrome OPS HR extension will be considered until 01:00 (00:00) of the next day, if requested until 23:30 (22:30), regarding force majeure cases specified in AD 1.1.6, through Airport Duty Manager Phone: +351 289800610 Fax: +351 289818440 Email: faoairportsup@ana.pt SITA: FAOKAXH

LPFR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	High lift loader, conveyor belts, fork lifts. Sufficient number of various vehicles and equipment.
2	Fuel/oil types	JET A1 / MOBIL JET OIL II, BP TURBO OIL 2380 and EXXON HYJET V (Hydraulic)
3	Fuelling facilities/capacity	Hydrant System (JET A1) JET A1 - Total capacity 3.200.000 litres. Maximum delivery rate: 75 litres per second. Defuelling not available.
4	De-icing facilities	NIL
5	Hangar space available for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	By arrangement with Louro- Aircraft Maintenance (J.A.R. - 145) Phone: +351 289800825 and Mobile +351 962735578 FAX: +351 289800825 Email: las.faro@las.pt TAP Faro Maintenance Phone: +351 289800737 and mobile +351 927052561 Fax: +351 289818241 Email: manfao.me@tap.pt
7	Remarks	Oxygen and related servicing – None More information concerning Handling Services on AD 2.23

LPFR AD 2.5 PASSENGER FACILITIES

1	Hotels	In City
2	Restaurants	AD restaurant 300 meals per hour
3	Transportation	Buses 05:25-00:10 (04:25-23:10), Taxis and Rent-a-Car
4	Medical facilities	First aid treatment daily from 06:00-24:00 (05:00-23:00), 1 ambulance. Medical emergency services available on request. Hospital in city 6 KM (3.24NM)
5	Bank and Post Office	NIL
6	Tourist Office	Yes
7	Remarks	NIL

LPFR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 8
2	Rescue equipment	In accordance with Table 5.2 of ICAO DOC. 9137 - AN/898 PART I.
3	Capability for removal of disabled aircraft	All aircraft up to maximum weight of 150 tons with gear down and operational

4	Remarks	Hours of OPS/Service: 05:30-24:00 (04:30-23:00). Assured in case of aerodrome OPS HR extension. CAT 9 will be granted based on approved slots with CAT 9 aircraft or if requested by an airline to Apron Management Service, at least 72 hours prior to operation. Request for higher RFF service category shall be sent using one of the following channels: SITA: FAOKAXH Email: faoairportsup@ana.pt Fax: +351 289818440 For RFFS issues contact: Phone: +351 289800634 and Mobile +351 961770101 Email: fao.arff.sup@ana.pt

LPFR AD 2.7 RUNWAY SURFACE CONDITION ASSESSEMENT AND REPORTING AND SNOW PLAN

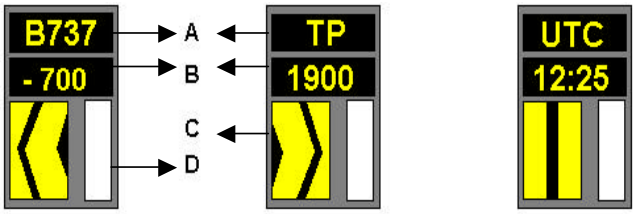
1	Type(s) of clearing equipment	NIL
2	Clearance priorities	NIL
3	Use of material for movement area surface treatment	NIL
4	Specially prepared winter runways	NIL
5	Remarks	For further information, see also Section AD 1.2.2. - RUNWAY SURFACE CONDITIONS ASSESSMENT AND REPORTING AND SNOW PLAN.

LPFR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

		APRON	**SURFACE**	**STRENGTH**	**REMARKS**
1	Apron Surface and Strength	NW	CONC	PCN 85/R/B/W/T	Stands: 202, 204, 206, 208, 210, 212
		SW	CONC	PCN 85/R/B/W/T	Stands: 201, 203, 205, 207, 209, 211, 213
		N	CONC	PCN 85/R/B/W/T	Stands: 314, 316, 318, 320, 322, 324
		S	CONC	PCN 59/R/B/W/T	Stands: 321, 323, 325
		NE	CONC	PCN 72/R/B/W/T	Stands:432, 434, 436, 442, 444, 446, 452, 454, 456, 462, 464, 466
		SE	CONC	PCN 72/R/B/W/T	Stands:451, 453, 455, 461, 463, 465, 471, 473, 475
		M	CONC	PCN 46/R/B/W/T	Stand: 500
		TAXIWAY	**WIDTH**	**SURFACE**	**STRENGTH**
2	Taxiway width, surface and strength	A	23M	ASPH	PCN 90/F/A/W/T
		B	23M	ASPH	PCN 90/F/A/W/T
		C1	23M	ASPH	PCN 90/F/A/W/T
		C2	23M	ASPH	PCN 90/F/A/W/T
		D	26M	ASPH	PCN 79/F/A/W/T
		E	23M	ASPH	PCN 65/F/A/W/T
		F	23M	ASPH	PCN 90/F/A/W/T
		P	23M	ASPH	PCN 90/F/A/W/T
		RD	25M	ASPH	PCN 65/F/A/W/T
		RG	25M	ASPH	PCN 79/F/A/W/T

3	Altimeter Checkpoint location and elevation	See Aircraft Parking/Docking Chart
4	VOR Checkpoint locations	Not established
5	INS Checkpoint positions	See Aircraft Parking/Docking Chart
6	Remarks	NIL

LPFR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	**AIRCRAFT PARKING AND INFORMATION SYSTEM APIS DISPLAY**  **Turn Left** **Turn Right** **On Centerline** **Stands 314, 316, 318, 320, 322, 324 provided with APIS (Aircraft Parking Information System)** **DESCRIPTION** A – Display indicating: COMPANY, “ETD”, “UTC”, AIRCRAFT TYPE, “SLOW”, “STOP”, “OK”, “CHCK” and ”TOO/FAR” information; B – Display indicating: FLIGHT NUMBER, TIME, AIRCRAFT SERIES, “STOP”. “ON”, (Chocks) and “DOWN” information; C – Centreline beacon side-in-guidance; D – Closing-rate information. Full closing rate thermometer indicates at least 14 meters to stop position. **PILOT INSTRUCTIONS** 1 – Follow taxi lead-in line and adjust according to the directions of centreline beacon side-in guidance; 2 – Check correct ACFT type is flashing and that centreline guidance and closing rate thermometer is activated. The flight number may also be presented; 3 – Do not enter the stand if display presents STOP or wrong ACFT– type; 4 – Approx. 14 metres before STOP, flight number will disappear if this is presented; 5 - 19 M before STOP, ACFT type goes steady. If speed is to high, SLOW DOWN can be shown; 6 - Full closing rate thermometer indicates at least 14 metres to STOP. When ACFT has less than 14 metres to STOP thermometer starts to move from bottom to top; 7 - When stop position reached, display indicates STOP and if aircraft parks correctly, display indicates also OK; 8 – If aircraft overshoots the limit for correct parking, display indicates TOO/FAR. Push back shall be necessary; 9 - Displays and indicators automatically shut down after some seconds. After ON BLOCK, display can indicate UTC time and CHCK ON (chocks on). 10 - 20 minutes before departure, flight number and ETD will be presented. The ETD time is based on UTC time.
2	RWY/TWY markings and lights	Runway: Centre line, Threshold, Edge and End marked and lighted. Designation and Fixed Distances marked. Taxiway: Centre Line, Runway Holding Positions. Taxiway intersection markings.
3	Stop bars	On TWY C1, TWY F, TWY E, TWY P (direction of RWY 28), TWY P (direction of RWY 10), TWY RD and TWY RG
4	Remarks	See also LPFR AD 2.24.01-1 and LPFR AD 2.24.02-1

LPFR AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at aerodrome	
1			2	
RWY/Area affected	Obstacle type Elevation Marking/Lighting	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates
a	b	c	a	b
See LPFR AD 2.24.04-1				
Remarks: All obstacles outside approach and take-off areas are provided with day marking and obstructions lighting.				

LPFR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	FARO AMS
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	CPVM-AERO MWO/AMO 24 HR - issuance every 6 hours
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	Briefing on observed meteorological conditions: personal or by phone. Briefing on expected meteorological conditions: By phone provided by the CPVM-AERO MWO/AWO (see GEN 3.5.4).
6	Flight documentation Language(s) used	C, CR English, Portuguese
7	Charts and other information available for briefing or consultation	P, S, SWH, SWM, W
8	Supplementary equipment available for providing information	Self-briefing, WXR
9	ATS units provided with information	Faro TWR and APP
10	Additional information (limitation of service, etc.)	FARO AMS: Phone: +351 289 818 698 Email: lpfr@ipma.pt AFS: LPFRYMYM CPVM-AERO MWO/AMO: Phone: +351 218 474 583 Fax: +351 218 402 370 Email: met.aero@ipma.pt

LPFR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD RWY End COORD THR Geoid Undulation	THR elevation and highest elevation of TDZ of precision APCH RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
10	100.07	2490x45	PCN 80/F/A/W/T Asph	THR 370102.00N 0075908.21W RWY END 370048.15N 0075730.66W THR GEOID 52.4M	THR: 7M	See LPFR AD 2.24.04-1
28	280.07			THR 370048.42N 0075732.55W RWY END 370102.27N 0075910.11W THR GEOID 52.4M	THR: 5.5M TDZ: 5.5M	

Designations	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA	OFZ	Remarks
1	8	9	10	11	12	13
10	NIL	155x150	2610X300	130X90	NIL	THR 10 and 28: both displaced 45M.
28		155x150		90x90	YES	

LPFR AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
10	2490	2645	2490	2445	
28	2490	2645	2490	2445	

LPFR AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH light Type / Length / Intensity	THR Light colour/WBAR	VASIS type	TDZ length	RWY Centre Line Lights Length / spacing / colour/ Intensity	RWY edge Lights Length / spacing / colour/ Intensity	RWY End Lights Colour / WBAR	SWY Light Length Colour	Remarks
1	2	3	4	5	6	7	8	9	10
10	PALS CAT I /450M / VRB	G VRB	PAPI - Slope 3.0°, right MEHT - 69FT	NIL	1590M 15M spacing Colour W VRB Last 900M to 300M 15M spacing alternated Colour R / W VRB Last 300M 15M spacing Colour R VRB	1890M 60M spacing Colour W VRB Last 600 60M spacing Colour Y VRB	R VRB	NIL	Runway lighting variable
28	PALS CAT II /450M / VRB	G VRB	PAPI - Slope 3.0º, left MEHT - 69FT	900M	1590M 15M spacing Colour W VRB Last 900M to 300M 15M spacing alternated Colour R / W VRB Last 300M 15M spacing Colour R VRB	1890M 60M spacing Colour W VRB Last 600 60M spacing Colour Y VRB	R VRB	NIL	

LPFR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	LDI: NIL Anemometers: RWY28: Left Side, 412M THR, 97M RWY Centreline. Lighted RWY10: Right Side, 414M THR, 98M RWY Centreline. Lighted Middle Point: 1190M THR RWY28, 97M Left Side RWY28 Centreline. Lighted
3	TWY edge and centre line lighting	Edge: Only on intersection curves of TWY P, TWY F and TWY C1 with RWY 10/28 and TWY A with TWY P. Centre: All taxiways Coded TWY Centre Line Lights (yellow/green) to indicate Localizer Sensitive Area on TWY P, RG, F, C1, RD.
4	Secondary power supply/switch-over time	Secondary power supply conforms with requirements of Annex 14
5	Remarks	Emergency lights available for runway and taxiways

LPFR AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	NIL
2	TLOF and/or FATO elevation	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL

4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APCH and FATO lighting	NIL
7	Remarks	NIL

LPFR AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	FARO CTR A circle with 5NM radius centred at VFA DVOR/DME and two rectangular surfaces defined by the following points: 365914N0080426W - 370013N0081118W -370508N0081014W - 370409N 0080310W. 370240N0075242W - 370139N0074538W - 365643N0074644W - 365742N0075336W.
2	Vertical limits	2000FT ALT (600M)
3	Airspace classification	C
4	ATS unit call sign / Language(s)	Faro Approach Faro Tower Faro Ground EN, PT
5	Transition altitude	4000FT
6	Remarks	NIL

LPFR AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
APP	FARO Approach	119.405 MHZ 121.500 MHZ 376.750 MHZ 243.000 MHZ	H24	Primary Emergency Emergency
TWR	FARO Tower	120.755 MHZ 121.500 MHZ 119.130 MHZ 376.750 MHZ 243.000 MHZ	H24	Primary Emergency Secondary Emergency
SMC	FARO Ground	118.580 MHZ	Broadcast by ATIS	Primary
ATIS	FARO Information	124.205 MHZ (arrivals) 121.560 MHZ (departures)	H24	ATIS Service also available by ACARS for aircraft equipped with ACARS Management Unit. Providers are: SITA for datalink communication and FARO Control for ATIS Services. Telephone Service: +351 289894198 or 2298 of NAV Portugal E.P.E. internal network.

LPFR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category (MAG Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	DML	CH 92X	H24	374202.7N 0074549.1W	360 M	Coverage: 140 NM / FL 150
DME	DMX	CH 22X	H24	370944.5N 0083652.2W	60 M	Coverage: 100 NM / FL 150
DME	DPR	CH 52X	H24	372649.2N 0073524.8W	270 M	Coverage: 100 NM / FL 150
DME	DSL	CH 30X	H24	371827.2N 0075744.2W	600 M	Coverage: 80 NM / FL 150
DME	FAR	CH 49X	H24	370031.7N 0075532.9W	100FT	Coverage: 50NM
DVOR (01º W -2020)	VFA	112.80 MHZ	H24	370048.7N 0075830.0W		Coverage: 200NM FL500 Not Usable: 340º/060º blw 4000FT byd 40NM
DME	VFA	CH 75X	H24	370048.9N 0075829.6W	100FT	Coverage: 200NM FL 500 Not Usable: 340º/060º blw 4000FT byd 40NM
ILS RWY 28 (CAT II/T/4)						
LOC (01º W - 2020)	IIF	109.50 MHZ	H24	370103.3N 0075916.2W		Front Course angle: 4.6°
GP / DME	IIF	332.60 MHZ DME: CH 32X	H24	370046.7N 0075745.2W	100FT	GP angle: 3º
ILS RWY 10 (CAT I/C/4)						
LOC (01º W - 2020)	FIT	110.50 MHZ	H24	370046.9N 0075721.9W		Front Course angle: 4.6°
GP / DME	FIT	329.60 MHZ DME: CH 42X	H24	370056.5N 0075856.9W	100FT	GP angle: 3º

LPFR AD 2.20 LOCAL AERODROME REGULATIONS

1. Limitations on use of aerodrome

Restricted to ACFT capable of maintaining two-way communications with Faro TWR.
For airport slots request see GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

2.Airport Operations Service

Airport Operations Service is an airport responsability, accountable for:

i. Ensure safe and expeditious movement of vehicles;

ii. Provision of Marshalling Services;

iii. Aircraft stands allocations;

iv. Aircraft parking procedure and departure from the stand;

v. Aircraft towing;

vi. Granting permission for:

1. Aircraft towing between stand/aprons;

2. Aircraft refueling in the presence of passengers;

3. Engine start up on stand;

4. Engine test runs.

vii. Inspections on movement area

All airport manoeuvring area inspections are coordinated with ATC. Follow-me vehicles are equipped with ATC radio receivers and marshallers maintain RADIO listening at all times in TWR (120.755MHz) or GND (118.580 MHz) frequencies.

If runway contamination occurs or changes, AOS will assess and inform ATC of runway conditions

Planning and aircraft parking positions changes are transmitted to ATC automatically.

In order to regulate movement with the objective of preventing collisions between aircrafts and between aircraft and obstacles. Follow-me vehicles or marshallers, may request to pilot of an aircraft to stop when taxiing.

FARO Airport Operations Service frequency:

1. Service designation: AOS - Airport Operations Service

2. Call Sign: FARO Safety

3. Frequency: 131.455MHZ

4. Hours of Operation: H24

5. Remarks: For matters related to refuelling in the presence of passengers; engine start up on stand; engine test run; APU INOP; other safety procedures.

3. Push-Back, engine start-up and taxi procedures

3.1 Push Back

Pilots should only request push-back when they are ready to do so (Ground staff and tug ready).

Aircraft outgoing from a nose in stand must be pushed back. Use of reverse thrust for manoeuvring is not permitted.

All push back manoeuvres should be done in accordance with the Bidirectional Breakaway points (BP) procedure in force. There are 18 Bidirectional BP, each one of them facing East or West depending on ATC clearance.

If unable to comply with the designated BP, handler must inform pilot, and pilot must inform ATC.

Other procedures may be assigned by ATC due to operational reasons.

Push and hold manoeuvres are coordinated with ATC and AOS - Airport Operations Service.

Aircraft will be parked in stands 321, 323 and 325 in outgoing nose out position. When cleared for taxi, pilots are reminded to use lower possible power settings.

Push-back and Start/Gate Entry for ILS CAT I/II Operations:

1. Push-back and Start/Gate Entry Procedures are assisted by marshaller and/or follow-me.

2. Departing aircraft shall wait for RVR improvement at the stand.

3.2 Engine Start-Up

Till 10 minutes prior to EOBT, departing traffic shall contact Faro Ground or Faro TWR, as announced by ATIS. This contact with ATC is to inform/receive:

a. Parking Position

b. ATIS ACK

c. ATC Clearance which includes:

- Aircraft Identification
- Clearance Limit, normally Destination Aerodrome
- Designator of the assigned SID, if applicable. When receiving the Designator of the assigned SID, pilots shall comply with the published SID vertical profile and,
- Any other necessary instructions or information not contained in the SID description, e.g., CTOT.

Start-up on stand and cross bleed starts must be coordinated with AOS - Airport Operations Service followed by the request to ATC (see also para 4.3)

Start-up is allowed during Push-Back manoeuvre.

Anti-Collision lights must be activated prior to Push-Back manoeuvre and whenever engines are operating.

3.3 Taxiing

Aircraft using aprons must taxi following the continuous yellow centre line marking apron axis and shall use the lowest possible power settings.

Pilots are reminded about the extreme importance of always maintaining a careful lookout.

Taxi caution required when taxiing into stands 314 to 324 (Apron N) and 432 to 466 (Apron NE) due to crossing of vehicle service road.

Due to operational reasons (e.g., waiting for available stand or slot compliance) taxiway ECHO may be used by ATC as an holding position for ACFTs.

Due to intake area, 4 engines ACFTs type like B747, A340 or similar are requested to taxi with outboard engines on “IDLE”.

Taxi lights must be activated during taxiing and switch-off when in final position for parking.

3.4Taxi for ILS CAT II Operations

General

Taxi instructions will be supported by the convenient switched on/off of taxiway centre line lights (green) and STOP BAR LIGHTS (red). So, Pilots shall stop and request further instructions at any STOP BAR lighted, as well as at any segment of taxiway centre line lights, unlighted.
Taxiway centre line lights within localizer sensitive area are coded by alternate yellow and green lights (See also AD 2.15)

- Departing Traffic
  ATC will require departing aircraft to use CAT II holding positions.
- Arriving Traffic
  The appropriate runway exit (TWY P) will be lighted, and pilots of arriving aircraft shall report the localizer sensitive area vacated when the aircraft is completely out of yellow and green taxiway centre line lights;
  e.g. “LOCALIZER SENSITIVE AREA VACATED”.

4. Use of Ground Power Unit (GPU), use of Auxiliary Power Unit (APU)

4.1 Use of GPU

The use of mobile autonomous GPUis not allowed when ACFT are parked at contact stands provided with Passenger Boarding Bridges (PBB) (314, 316, 318, 320, 322 and 324),except if GPU system at the PBB is unserviceable.

4.2 Use of APU

The use of APU must be limited as much as possible.

APU may be used at stands 314, 316, 318, 320, 322 and 324 as follows.

Narrow-Body ACFT are allowed to use APU until 5 minutes after “chocks on” and 5 minutes before EOBT/ETD.

Wide-Body ACFT are allowed to use APU until 10 minutes after “chocks on” and 10 minutes before ETD

EXEMPTIONS: If air conditioning system at the PBB is unserviceable.

4.3 APU unserviceability

Whenever an ACFT APU is out of service, crew shall advise ATC or AOS- Airport Operations Service using Faro Safety frequency 131.455 MHz.

On contact stands provided with PBB, whenever an APU is out of service, only one engine start-up is permitted on the stand. A PPR - Prior Permission Request shall be granted by AOS - Airport Operations Service, before Start-up clearance from Faro TWR.

Follow-Me assistance is mandatory.

5. Engine test runs

Engine test runs are allowed from 06:05 (05:05) to 23:59 (22:59) on the condition that a PPRwas granted by the AOS - Airport Operations Service. Operators shall indicate the real time of start and duration of the test.

Engine test runs in idle power may take place on stands, exception on stands 314, 316, 318, 320, 322 and 324 whenever the PBB are connected to the ACFT.

Engine dry motor may take place at any time subject to AOS PPR.

Engine test runs above idle power shall take place in a location designated by AOS - Airport Operations Service (TWY C2, TWY P or TWY E).

RFF services presence on site is mandatory.

6. Training flights

All landings and take-off at LPFR for training, test and instruction flights are only permitted between 07:00 and 22:00 (06:00-21:00). Those flights must be prepaid to the airport except if the Operator has an open account with FARO Airport or a local representative responsible for the payment of landing fees.

Operators shall coordinate in advance training, test and or instruction flights with consecutive take-off and landings at least 72 hours before operation with AOS - Airport Operations Service. For that purpose use SITA FAOKAXH Email: faoairportsup@ana.pt

Practice of Instruments or Visual Approaches to LPFR for training, test and or instruction flights are not allowed between 06:00 - 06:59 and 22:01 - 23:59 (05:00 - 05:59 and 21:01 - 22:59).

7. Apron operational procedures, Follow-Me guidance and Marshaller assistance

7.1 Apron operational procedures

All stands are nose in / push-back operation. Other procedures (nose-out) may be assigned by AOS – Airport Operations Service, due to operational reasons.

Stands are provided with hydrant fuel system, where refuelling is via fuel dispensers vehicles.

APRON NW

Stands 202, 204, 206, 208, 210 and 212.

Apron taxiway located on that area is restricted to ACFT with a wingspan up to 44 meters, thus the following type of aircraft (A332, A333, A338, A339, A342, A343, A345, A346, A350, B762, B763, B764, B742, B743, B744, B772, B773, B787, B788, B789 or similar) are not permitted to enter Taxiway ALPHA and taxi on Apron taxiway.

APRON SW

Stands: 201, 203, 205, 207, 209, 211 and 213.

Apron taxiway located on that area is restricted to ACFT with a wingspan up to 44 meters, thus the following type of aircraft (A332, A333, A338, A339, A342, A343, A345, A346, A350, B762, B763, B764, B772, B773, B787, B788, B789 or similar) are not permitted to enter Taxiway ALPHA and taxi on apron taxiway.

ACFT allocated to stands 201, 203, 205, 207, 209 and 211 shall use TWY “Alpha” to enter the apron, except for aircraft code letter A and B or if a previous coordination between ATC and AOS - Airport Operations Service. Pilots operating in these stands should manoeuvre the aircraft considering the slope (7.8%) of the adjacent taxiway safety strip.

APRON N

Stands 314, 316, 318, 320, 322 and 324.

Those stands are provided with VDGS – Visual Docking Guidance System.

APRON S

Stands: 321, 323 and 325.

APRON NE

Stands: 432, 434, 436, 442, 444, 446, 452, 454, 456, 462, 464 and 466.

APRON SE

Stands: 451, 453, 455, 461, 463, 465, 471, 473 and 475.

APRON M

Stand: 500.

7.2 Follow-Me guidance

Follow-Me guidance will be available on request.

Follow-Me assistance and wing clearance will be provided on TWY P, between TWY A and TWY B, to aircraft code letter E.

Follow-Me assistance will be available on request, except for ACFT with wingspan larger than 65 meters, for which Follow-Me and Marshaller assistance is compulsory in the entire Airport Area.

7.3 Marshaller assistance

Marshaller assistance is mandatory for parking, except stands with VDGS Visual Docking Guidance System.

7.4 GA/BA General Aviation/Business Aviation

General Aviation/Business Aviation aircraft will use preferably stands 201, 203, 205, 207, 209 and 211. Stand 213 shall be used for GA/BA refuelling purposes only.

All GA/BA operators must be assisted by one ground handler as specified in LPFR AD 2.23 item 2 Handling Services.

7.5 Parking restrictions

Faro AD has 30 stands or 37 stand positions (mixed configuration), depending on aircraft ICAO Code, all nose-in stands.
6 Stands with Passenger Boarding Bridges and VDGS Visual Docking Guidance System.

Due to parking restrictions at Faro Airport, all aircraft other than those based at Faro, are not allowed to park more than 72 hours. If coordinated at least 72 hours prior to operation, the Airport Director may grant exceptions. For contact use SITA: FAOKAXH, E-mail: faoairportsup@ana.pt

8. Refuel Operations

All refuelling operations in the presence of passengers, with passengers on board, embarking or disembarking, must be coordinated with AOS - Airport Operations Service. Technical stops and diverted flights shall inform AOS - Airport Operations Service through FARO SAFETY frequency 131.455 MHZ about the number of people on board and if they request or not the presence near the aircraft of the fire brigade.

LPFR AD 2.21 NOISE ABATEMENT PROCEDURES

See AD 1.1.5 Noise Abatement Procedures

See AD 1.1.6 Restrictions for nocturnal flights for civil aircraft on Portuguese airports and/or aerodromes

LPFR AD 2.22 FLIGHT PROCEDURES

1. ILS CAT I/II OPERATIONS

1.1 Runway 28, subject to serviceability of the required facilities, is suitable for CAT II operations by operators whose minima have been accepted by ANAC.

1.2 Low Visibility Operations Procedures (LVP) will be in course whenever:

a. Runway Visual Range (RVR) - TDZ RWY28 is 800M or below; or,

b. Cloud Base Height (CBH) - RWY28 is 200FT or below; or,

c. Visibility conditions decrease rapidly;

Irrespective of the serviceability state of the ILS, lighting, stand-by power, etc. Pilots will be informed when these procedures are in use by RTF if ATIS is unserviceable through the message " ATC LOW VISIBILITY PROCEDURES IN FORCE".

1.3 ATC Low Visibility Procedures

a. Ground Safeguarding Procedures will ensure that ILS protection areas (Critical and Sensitive) are clear of (KNOWN) traffic before issuing the landing clearance (never after 2NM final).

b. When the aircraft reaches that point and landing clearance cannot be issued, it will be instructed to carry out a missed approach procedure.

c. Any incident detected that may affect the Low Visibility Procedures or any change of the operational minima will be communicated, immediately, to ATC units involved.

d. Pilots will be informed by ATC of any unserviceabilities in the promulgated facilities so that they can amend their minima, if necessary, according to their operations manual.

e. A change in operation, if caused by a failure expected to last more than one hour, will be promulgated by a NOTAM.

f. Aircraft awaiting weather improvement in the holding area will be stacked from FL070 upward.

g. Pilots shall report RWY ILS Localizer Sensitive Area vacated when aircraft passes the last alternate green yellow TWY centreline lights.

1.4 Runway Visual Range

Runway Visual Range values will be reported by ATC for TDZ (Touchdown) RWY 28.
For any of the two other positions, MID (Midpoint) and END (Stop-end), ATC will only report their RVR values if they are:

a. Less than the value reported for TDZ and less than 800M;

b. less than 350M, or;

c. requested by the pilot.

1.5 Practice CAT II Approaches

Pilots who wish to practice CAT II approaches are to request practice CAT II approaches, on initial contact with FARO APPROACH (e.g. "REQUEST PRACTICE CAT II APPROACH").
For practice approaches there is no guarantee that the full safeguarding procedures will be applied and pilots should anticipate the possibility of resultant ILS signal disturbance.

2. STANDARD INSTRUMENT DEPARTURES FROM FARO AERODROME

GENERAL REMARKS:

NON RNAV1-GNSS equipped aircraft shall advise ATC when requesting ATC CLR, and expect alternative instructions.

RADAR VECTORING:

Radar Vectoring involving deviation from SID may be used by Faro Approach to expedite traffic.

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 30 NM DME VFA DVOR/DME;

2. Thereafter adjust level and speed in accordance with the filed flight plan;

3. If being radar vectored or proceeding offset, when passing 30 NM DME VFA DVOR/DME, rejoin the current flight plan route and proceed in accordance with item 2 above;

4. If cleared DCT to..., fly at/to the assigned and acknowledged level or to FL060, whichever is higher, until passing 30 NM DME VFA DVOR/DME, maintain the current flight plan route and proceed in accordance with item 2 above.

See also STANDARD INSTRUMENT DEPARTURE (SID) charts.

3. RNAV DEPARTURE ROUTES FROM FARO AERODROME

GENERAL REMARKS:

NIL

RADAR VECTORING:

Radar Vectoring involving deviation from SID may be used by Faro Approach to expedite traffic.

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 30 NM DME VFA DVOR/DME;

2. Thereafter adjust level and speed in accordance with the filed flight plan

3. If being radar vectored or proceeding offset, when passing 30 NM DME VFA DVOR/DME, rejoin the current flight plan route and proceed in accordance with item 2 above.

4. If cleared DCT to..., fly at/to the assigned and acknowledged level or to FL060, whichever is higher, until passing 30 NM DME VFA DVOR/DME, maintain the current flight plan route and proceed in accordance with item 2 above.

See also RNAV SID charts.

4. RNAV ARRIVAL ROUTES TO FARO AERODROME

GENERAL REMARKS

NON-GNSS equipped aircraft shall proceed to VFA DVOR/DME and expect ATC instructions for final approach.

SPEED ADJUSTMENT:

See ENR section 1.5, sub-section 1.5.4 paragraph 2a)

RADIO COMMUNICATIONS FAILURE:

In the event of RCF, squawk A 7600, fly at/to last assigned Level to VFA DVOR/DME and, over holding pattern, at ETA according CPL or EAT (when received and acknowledged), start descend to initial approach altitude to carry out a standard IFR approach according to IAC.

For aircraft equipped with onboard telephone, dial +351 289 89 41 63.

See also RNAV STAR charts.

5. NON-RNAV ARRIVAL ROUTES TO FARO AERODROME

NON-RNAV aircraft shall proceed to VFA DVOR/DME and expect ATC instructions for final approach.

NON-GNSS equipped aircraft shall proceed to VFA DVOR/DME and expect ATC instructions for final approach.

6. CONTINUOUS DESCENT OPERATIONS (CDO)

General Procedures

All STAR with designation K (KILO) are associated with CDO. Aircraft inbound Faro Airport performing SOTEX5K, ODEMI5K and ALAGU5K STAR will carry out a Continuous Descent Operation and will be required to comply with the following procedures:

- CDO authorized upon ATC approval;

- CDO are authorized from the point marked in the respective STAR charts as “CDO Start” forward;
- A maximum 3.3º and minimum 2º slope must be respected;
- The 2º slope ends at point 2NM from FAP/FAFto allow for deceleration;
- Distance to go (DTG) referred to the THR is provided to pilots in the STAR chat in order to achieve a CDO.
- When planning CDO STAR vertical profile, an explicit ATC descent is always required.

Phraseology

The appropriate phraseology is as follows:

The crew makes a request for the CDO, before SOTEX, ODEMI and ALAGU:

Pilot request to ATC
«[Concerned ATC Sector], **TAP1245, requesting C-D-O Runway [28 or 10]»**

[Concerned ATC Sector] **replies as follows:**
a) «TAP 1245, unable to approve CDO (reason), cleared/fly to...(Standard STAR)»
b) «TAP 1245, cleared for =====K»

Radio Communications Failure

In the event of RCF, squawk A 7600, fly at/to last assigned Level to VFA VOR/DME and, over holding pattern, at ETA according CPL or EAT (when received and acknowledged), start descend to initial approach altitude to carry out a standard IFR approach according to IAC.

For aircraft equipped with onboard telephone, dial +351 289 89 41 63.

See also RNAV CDO STAR charts.

7. HOLDING PROCEDURES

HLDG ID/FIX/WPT Coordinates	INBD TR (MAG)	Direction of PTN	MAX IAS (KT)	MNM-MAX HLDG LVL FL/FT (MSL)	TIME (MIN) or DIST OUBD
FARO/VFA FARO DVOR/DME 370049N0075830W	282°	LEFT	230	3000 FT ALT FL 140	1 MIN
FARO/VFA FARO DVOR/DME 370049N0075830W	102°	RIGHT	230	3000 FT ALT FL 140	1 MIN
FARO/VFA FARO DVOR/DME 370049N0075830W	282°	LEFT	280	FL 150 FL 999	1.5 MIN
FARO/VFA FARO DVOR/DME 370049N0075830W	102°	RIGHT	280	FL 150 FL 999	1.5 MIN
GEBTI GEBTI 365906N0074109W RDL098-DME14 VFA DVOR/DME	278°	LEFT	230	3000 FT ALT FL 140	5 NM
GENRO GENRO 371135N0073653W	167°	RIGHT	230	4000 FT ALT FL 140	1 MIN
GIMAL GIMAL 364552N0080021W RDL187-DME15 VFA DVOR/DME	007°	RIGHT	230	3000 FT ALT FL 140	5 NM
GIMAL GIMAL 364552N0080021W RDL187-DME15 VFA DVOR/DME	007°	RIGHT	265	FL 150 FL 220	10 NM

HLDG ID/FIX/WPT Coordinates	INBD TR (MAG)	Direction of PTN	MAX IAS (KT)	MNM-MAX HLDG LVL FL/FT (MSL)	TIME (MIN) or DIST OUBD
NOKSO NOKSO 370502N0085647W	098°	RIGHT	230	FL 100 FL 140	1 MIN
VENOL VENOL 370424N0081524W RDL286-DME14 VFA DVOR/DME	106°	RIGHT	230	3000 FT ALT FL 140	5 NM
USALU USALU 371320N0081801W RDL310-DME20 VFA DVOR/DME	130°	RIGHT	230	5000 FT ALT FL 140	5 NM
USALU USALU 371320N0081801W RDL310-DME20 VFA DVOR/DME	130°	RIGHT	240	FL 150 FL 200	8.5 NM
USALU USALU 371320N0081801W RDL310-DME20 VFA DVOR/DME	130°	RIGHT	265	FL 210 FL 220	10 NM

LPFR AD 2.23 ADDITIONAL INFORMATION

1. Bird hazard warning

The birds activity is characterized by the presence of sea and colonial birds permanently in the vicinity of the airfield area, mainly during the Spring/Summer periods. Birds activity increases two hours before sunrise and sunset. Typical flight profiles predominantly East-West and North-South at highs between 10 meters (33FT) and 70 meters (230FT). Specific specimen groups reach 300 meters (1000FT) high during migration periods.

Gas cannon devices installed around runway 28/10 and automatically activated during Airport Operational Hours. Pilots are advised that birds may not be promptly detected.

During daylight Falconry is also used, with predatory birds, such as Falcons and Hawks to drive birds away. For bird dispersal

purposes, it’s possible to broadcast alarm and distress calls, use automatic LP gas exploders and laser bird dispersal.

2. Handling services

All commercial aircraft operating in FARO Aerodrome must be represented by one of the agents mentioned on the list below.

Taxi/private crews are advised to contact agent before operation. Crew, Passengers and baggage transportation is only provided by full handling agents. Cargo handling is only provided by full handling agents.

Suppliers of Ground Handling Services:

GROUNDFORCE
Phone: + 351 289800750
Phone: + 351 969606466 (mobile)
SITA: FAOEXHX
Email: hoc.fao@groundforce.pt

VHF Frequency: 131.480 MHZ

PORTWAY HANDLING DE PORTUGAL S.A.
Phone: + 351 289889401
Fax: + 351 289889403
SITA: FAOKOXH
SITA: FAOKRXH
SITA: FAOKLXH
Email: faro.ops@portway.pt

VHF Frequency: 131.875 MHZ Call sign “Portway Faro”

Suppliers of Ground Handling Services for General Aviation (GA) / Business Aviation (BA) (AIRCRAFT up to 10 tons or 20 available seats):

ELITESKY
Phone: +351 939495360 (mobile)
Email: fao@elitesky.pt
Email: rodrigo.cintra@elitesky.pt

VHF Frequency: Not Available

OMNI
Phone: +351 914641743 (mobile)
Fax: + 351 289800788
Email: fao@omnihandling.com

VHF Frequency: 123.755 MHZ

SAFEPORT

Phone: + 351 289150200
Phone: +351 910285371 (mobile)
Email: faro@safeport.aero

VHF Frequency: 123.025 MHZ

SKY VALET
Phone: +351 910996234 (mobile)
Fax: + 351 289094867
Email: lpfr@jetbase.biz
AFS: KLISJBFX
VHF Frequency: Not Available

Suppliers of Ground Administration and Supervision:

GROUNDLINK

Phone: + 351 911502373 (mobile)
Email: faohandling@groundlink.eu
Email: office@groundlink.eu
PTS - PORTUGAL TOURIST SERVICES
Phone: +351 914395999 (mobile)
Fax: +351 289818381
SITA: FAOUGCR
Email: ptsfaro@mail.telepac.pt
VHF Frequency: Not Available

Self - Handling:
RYANAIR
Phone: +351 968867017 (mobile)
Phone: +351 289247025
SITA: FAOGLXH
Email: faoops@groundlink.eu
VHF Frequency: 131.410 MHZ Call sign “Ryanair Faro Operations”

LPFR AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
AERODROME CHART- ICAO	LPFR AD 2.24.01-1

