

**AD 2 AERODROMES****LPFR AD 2****LPFR AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

LPFR - FARO

**LPFR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site	LAT: 37 00 52N LONG: 007 57 57W 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	THR10 - 52M THR 28 - 52.4M
5	MAG VAR/Annual change	4°W (2006) / 0.15° decreasing
6	AD Administration, address, telephone, telefax, telex, AFS, E-mail and Web	Post:ANA – SA – Aeroportos de Portugal - SA Aeroporto de Faro Apartado 2054 8001-701 FARO Phone:+351.289.800800 Fax:+351.289.818802 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	H24
5	ATS Reporting Office (ARO)	H24
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

# FOR FLIGHT SIMULATION ONLY :: VATSIM - Portugal vACC

LPFR AD 2 - 2

AIP PORTUGAL

10-MAR-2011

12	Remarks	See AD 1.1.7 for further details AD on restrictions. RFF hours of OPS/Service: 04:30-22:59
----	---------	---

## 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. ESSO Turbo 2380 and Aeroshell W100.
3	Fuelling facilities/capacity	Hydrant System (JET A1) JET A1 - Total capacity 3.200.000 litres. Maximum delivery rate: 46 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: +351.289.800825 and Mobile 96.2735578 FAX: +351.289.800825
7	Remarks	Oxygen and related servicing – None

## LPFR AD 2.5 PASSENGER FACILITIES

1	Hotels	In City
2	Restaurants	AD restaurant 300 meals per hour
3	Transportation	Buses 0800/2200 (0700/2100), 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	Yes
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 CAT 9 requirements established in the 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 300 tons with gear down and operational
4	Remarks	* CAT 9 available by prior arrangements with FAOKAXH at least 72 hours before operation.

**LPFR AD 2.7 SEASONAL AVAILABILITY - CLEARING**

1	Type(s) of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	All seasons

**LPFR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA**

		APRON	SURFACE	STRENGTH	REMARKS		
1	Apron Surface and Strength	A	Concrete	PCN 85/R/B/W/T	Stands: 01 to 13 and 14 to 42 (even only)		
		NORTH		PCN 72/R/B/W/T	Stands: 44/46/48		
		SOUTH		PCN 59/R/B/W/T	Stands: 15/17/19		
		EAST		PCN 72/R/B/W/T	Stands: 21 to 37 (odd only)		
		M		PCN 46/R/B/W/T	Stand: 50		
2	Taxiway width, surface and strength	<b>TAXIWAY</b>	<b>WIDTH</b>	<b>SURFACE</b>	<b>STRENGTH</b>		
		A	23M	Asphalt	PCN 90/F/A/W/T		
		B					
		C1					
		C2					
		D	26M		PCN 79/F/A/W/T		
		E	23M		PCN 65/F/A/W/T		
		F			PCN 90/F/A/W/T		
		P			PCN 90/F/A/W/T		
		RD	25M		PCN 65/F/A/W/T		
		RG			PCN 79/F/A/W/T		
			<b>TAXILANE</b>		<b>WIDTH</b>	<b>SURFACE</b>	<b>STRENGTH</b>
		3	Altimeter Checkpoint location and elevation		See Item 5 below		
4	VOR Checkpoint locations	Not established					

# FOR FLIGHT SIMULATION ONLY :: VATSIM - Portugal vACC

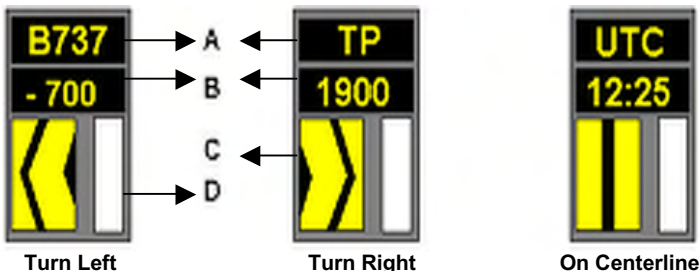
LPFR AD 2 - 4

AIP PORTUGAL

25-AUG-2011

		RAMP / STAND	INS COORDINATES	ELEVATION (M/AMSL)	ACFT TYPE (CRITICAL)	PUSH BACK TO TWY / TAXILANE
5	INS Checkpoint positions	01	370104.16N 0075823.55W	6.34	B735	Nose-in
		02	370109.08N 0075823.96W	7.53	B752	Nose-in
		03	370103.78N 0075821.30W	6.32	B752	Nose-in
		04	370108.81N 0075822.01W	7.57	B752	Nose-in
		05	370103.46N 0075819.08W	6.33	B735	Nose-in
		06	370108.40N 0075819.21W	7.53	B752	Nose-in
		07	370103.19N 0075817.17W	6.32	B752	Nose-in
		08	370107.91N 0075817.59W	7.51	B733	Nose-in
		09	370102.87N 0075814.93W	6.34	B752	Nose-in
		10	370107.94N 0075815.94W	7.55	B735	Nose-in
		11	370102.51N 0075812.67W	6.32	B752	Nose-in
		12	370107.58N 0075814.33W	7.5	B735	Nose-in
		13	370102.53N 0075810.79W	6.39	B733	Nose-in
		14	370110.26N 0075811.28W	7.21	B744	Nose-in
		15	370102.22N 0075804.21W	6.75	MD11	Nose-in
		16	370109.74N 0075808.83W	7.23	B753	Nose-in
		17	370101.88N 0075801.84W	6.74	MD11	Nose-in
		18	370109.44N 0075806.42W	7.22	B744	Nose-in
		19	370101.57N 0075759.46W	6.74	MD11	Nose-in
		20	370109.06N 0075803.73W	7.21	MD11	Nose-in
		21	370100.09N 0075751.07W	5.05	B739	Nose-in
		22	370108.85N 0075801.00W	7.17	B744	Nose-in
		23	370059.85N 0075750.23W	4.92	B744	Nose-in
		24	370108.29N 0075758.35W	7.24	MD11	Nose-in
		25	370059.87N 0075749.33W	4.84	B739	Nose-in
		26	370107.97N 0075756.05W	7.1	B739	Nose-in
		27	370059.63N 0075747.60W	4.63	B739	Nose-in
		28	370107.80N 0075755.08W	6.74	B744	Nose-in
		29	370059.39N 0075746.75W	4.5	B744	Nose-in
		30	370107.70N 0075754.14W	6.61	B739	Nose-in
31	370059.38N 0075745.86W	4.41	B739	Nose-in		
32	370107.45N 0075752.42W	6.13	B739	Nose-in		
33	370059.15N 0075744.13W	4.28	B739	Nose-in		
34	370107.40N 0075751.41W	5.82	B744	Nose-in		
35	370058.90N 0075743.29W	4.21	B744	Nose-in		
36	370107.21N 0075750.69W	5.67	B739	Nose-in		
37	370058.90N 0075742.39W	4.21	B739	Nose-in		
38	370106.96N 0075748.95W	5.19	B739	Nose-in		
40	370106.90N 0075747.95W	4.93	B744	Nose-in		
42	370106.72N 0075747.22W	4.78	B739	Nose-in		
44	370106.47N 0075745.47W	4.42	B739	Nose-in		
46	370106.36N 0075744.60W	4.25	B744	Nose-in		
48	370106.02N 0075743.78W	4.09	B739	Nose-in		
50	370101.19N 0075735.67W	4.85	B739	Nose-in		
6	Remarks	NIL				

**LPFR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS**

<p>1</p>	<p>Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands</p>	<p style="text-align: center;"><b>AIRCRAFT PARKING AND INFORMATION SYSTEM APIS DISPLAY</b></p>  <p style="text-align: center;"><b>Turn Left                      Turn Right                      On Centerline</b></p> <p style="text-align: center;"><b>Stands 14, 16, 18, 20, 22, 24 provided with APIS (Aircraft Parking Information System)</b></p> <p><b>DESCRIPTION</b></p> <p>A – Display indicating: COMPANY, “ETD”, “UTC”, AIRCRAFT TYPE, “SLOW”, “STOP”, “OK”, “CHCK” and ”TOO/FAR” information;</p> <p>B – Display indicating: FLIGHT NUMBER, TIME, AIRCRAFT SERIES, “STOP”. “ON”, (Chocks) and “DOWN” information;</p> <p>C – Centreline beacon side-in-guidance;</p> <p>D – Closing-rate information. Full closing rate thermometer indicates at least 14 meters to stop position.</p> <p><b>PILOT INSTRUCTIONS</b></p> <ol style="list-style-type: none"> <li>1 – Follow taxi lead-in line and adjust according to the directions of centreline beacon side-in guidance;</li> <li>2 – Check correct ACFT type is flashing and that centreline guidance and closing rate thermometer is activated. The flight number may also be presented;</li> <li>3 – Do not enter the stand if display presents STOP or wrong ACFT– type;</li> <li>4 – Approx. 14 metres before STOP, flight number will disappear if this is presented;</li> <li>5 - 19 M before STOP, ACFT type goes steady. If speed is to high, SLOW DOWN can be shown;</li> <li>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;</li> <li>7 - When stop position reached, display indicates STOP and if aircraft parks correctly, display indicates also OK;</li> <li>8 – If aircraft overshoots the limit for correct parking, display indicates TOO/FAR. Push back shall be necessary;</li> <li>9 - Displays and indicators automatically shut down after some seconds. After ON BLOCK, display can indicate UTC time and CHCK ON (chocks on).</li> <li>10 - 20 minutes before departure, flight number and ETD will be presented. The ETD time is based on UTC time.</li> </ol>
<p>2</p>	<p>RWY/TWY markings and lights</p>	<p>Runway: Centre line, Threshold, Edge and End marked and lighted. Designation and Fixed Distances marked. Taxiway: Centre Line, Runway Holding Positions. Taxiway intersection markings.</p>
<p>3</p>	<p>Stop bars</p>	<p>On TWY C1, TWY E, TWY P (direction of RWY 28), TWY P (direction of RWY 10), TWY RD and TWY RG</p>
<p>4</p>	<p>Remarks</p>	<p>See also LPFR AD 2.24.1 - 1 and LPFR AD 2.24.2. - 1</p>

# FOR FLIGHT SIMULATION ONLY :: VATSIM - Portugal vACC

LPFR AD 2 - 6

AIP PORTUGAL

25-AUG-2011

## 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	Co-ordinates	Obstacle type Elevation Markings/LGT	Co-ordinates
a	b	c	a	b
See LPFR AD 2.24.4 - 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

Abbreviations used in following table:

C	-	Charts	SATEL	-	Satellite Image
CMA	-	Centro de Meteorologia Aeronáutica	SWH	-	Significant Weather High (chart)
CR	-	Cross Sections	SWM	-	Significant Weather Medium (chart)
P	-	Personal Consultation (item 5)	T	-	Telephone
P	-	Prognostic Upper Air Chart (item 7)	W	-	Significant Weather Chart
S	-	Surface Analysis (Current chart)	WXR	-	Weather Radar

1	Associated MET Office	FARO CMA
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	LISBOA CMA 24 HR - issuance every 6 hours
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	T
6	Flight documentation Language(s) used	C, CR English
7	Charts and other information available for briefing or consultation	P, S, SWH, SWM, W
8	Supplementary equipment available for providing information	Flightbriefing
9	ATS units provided with information	TWR, APP
10	Additional information (limitation of service, etc.)	OPS: Phone: +351 289 818 698 Fax: +351 289 818 456 Email: lpfr@meteo.pt  AFS: LPFRYMYM

# FOR FLIGHT SIMULATION ONLY :: VATSIM - Portugal vACC

AIP PORTUGAL

LPFR AD 2 - 7

25-AUG-2011

## 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 APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
10	100	2490x45	PCN 80/F/A/W/T Asph	THR 370102.00N 0075908.21W RWY END 370048.15N 0075730.66W THR GEOID 52M	THR: 7M	See LPFR AD 2.24.4
28	280			THR 370048.42N 0075732.55W RWY END 370102.27N 0075910.11W THR GEOID 52.4M	THR: 5.5M	

Designations	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA	OFZ	Remarks
1	8	9	10	11	12	13
10		215x150	2610X300	130X90		THR 10 and 28: both displaced 45M.
28		155x150		90x90		

## 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	2705	2490	2445	
28	2490	2645	2490	2445	

# FOR FLIGHT SIMULATION ONLY :: VATSIM - Portugal vACC

LPFR AD 2 - 8

AIP PORTUGAL

25-AUG-2011

## LPFR AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH light Type / Length / Intensity	THR Light colour/W BAR	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	NIL	G VRB	PAPI - Slope 3.0°, left and 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	Reduced PALSCAT II, 450M, Intensity VRB 1%, 3%, 10%, 30%(default) and 100%	G VRB	PAPI - Slope 3.0°, left MEHT - 69FT	900M	1590M 15M spacing Colour W VRB Last 900M to 300M 15M spacing alternated Colour R / W 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 WDI	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 E and TWY C1 with RWY 10/28 and TWY A with TWY P. Centre: All taxiways
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	APP 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	

**LPFR AD 2.18    ATS COMMUNICATION FACILITIES**

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
APP	FARO Approach	119.400 MHZ	H24	Primary
		121.500 MHZ	H24	Emergency
		376.750 MHZ	H24	
		243.000 MHZ	H24	Emergency
TWR	FARO Tower	120.750MHZ	H24	Primary
		121.500 MHZ	H24	Emergency
		119.125MHZ	H24	Secondary
		376.750 MHZ	H24	
		243.000 MHZ	H24	Emergency
SMC	FARO Ground	118.575 MHZ	H24	Primary Changes in operation hours will be broadcast by ATIS information.
		376.750 MHZ	H24	
		121.500 MHZ	H24	Emergency
		243.000 MHZ	H24	Emergency
ATIS	FARO Information	124.200 MHZ	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: +.351.289.894198 or 2298 of NAV Portugal E.P.E. internal network.

# FOR FLIGHT SIMULATION ONLY :: VATSIM - Portugal vACC

LPFR AD 2 - 10

AIP PORTUGAL

25-AUG-2011

## LPFR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	FAR	332 KHZ	H24	370031.2N 0075533.2W		283°MAG-1.6NM from THR RWY 28 Coverage: 140NM Not usable: 300°/310° BLW 5000FT BYD 50NM  Bearings errors greater than ± 10° may be observed in the sectors R033-R037 and R316-R318
DME	FAR	CH 49X	H24	370031.7N 0075532.9W	100FT	Coverage: 50 NM
DVOR	VFA	112.80 MHZ	H24	370048.7N 0075830.0W		275°MAG-0.44NM from ARP Coverage: 200NM FL500  Not Usable: 340°/060° blw 4000FT byd 40NM
DME	VFA	CH 75X	H24	370048.9N 0075829.6W	100FT	Coverage: 200NM FL 500  Not Usable: 340°/060° blw 4000FT byd 40NM
ILS RWY 28 (CAT I)						
LOC	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	20FT	GP angle: 3°

## LPFR AD 2.20 LOCAL TRAFFIC REGULATIONS

### 2.20.1 Limitations on use of aerodrome

Restricted to ACFT capable of maintaining two way communications with Faro TWR.

For request of Airport Slots see page GEN 1.2-1, paragraph 1.2.2, item 1.2.2.1.

At Faro Airport Rescue Fire Fighting Services will be available only between 06:00 (05:00) and 24:00 (23:00). Aerodrome extension will be considered if requested until 23:30(22:30), the operations occur until 02:00 (01:00) of the next day and if the operations be one of the accepted, force majeure cases. For Faro Airport only considered case force majeure as follows:

1. Aircraft and Medical Emergencies, Evacuations and Humanitarian Reasons;
2. Flights that have been previously approved by the Government or occasionally by Portuguese National Aviation Institute (INAC), in cases which proved of public interest;
3. Flight delays caused by serious Air Traffic Control perturbation;
4. One commercial landing or one commercial take-off by Operator until 01:30 (00:30) for flights planned before 00:00 (23:00) delayed for reasons not imputable to Aircraft Operator or Airport. A complete rotation (landing and take-off) after 00:00 (23:00) will not be allowed.

## 2.20.2 Radio communications

Continuous two way as described in airspace classification C possessions (see ENR 1.4 para 1.4.2)

## 2.20.3 Apron Management

A new service was implemented at FARO Airport called Apron Management Service, with the following characteristics:

1. Service designation: Apron Management Service
2. Call Sign: FARO Safety
3. Frequency: 131.450MHZ
4. Hours of Operation: H24

## 2.20.4 Push-Back, engine start-up and taxi procedures

### 2.20.4.1 Push Back

2.20.4.1.1 Pilots should only request PUSH-BACK when they are actually ready to do so.

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

2.20.4.1.3 For **ACFT** parked at stands 01 to 13, push-back manoeuvre shall be done with the **ACFT** nose facing **TWY** "Bravo".

2.20.4.1.4 For **ACFT** parked at stands 14, 16, 18, 20, 22 and 24 push-back manoeuvre shall terminate at Breakaway Area, and the **ACFT** nose must be facing **TWY** "Bravo"

2.20.4.1.5 Other procedures may be assigned by **ATC** due to operational reasons

### 2.20.4.2 Engine Start-Up

2.20.4.2.1 Pilots shall contact FARO Ground, for Departure Approval, 10 minutes before start-up, and shall provide the following:

- a. Call Sign
- b. Stand number
- c. Cruising Level
- d. ATIS ACK

2.20.4.2.2 For **ACFT** parked at stands 01 to 13, start-up is allowed during push-back manoeuvre.

2.20.4.2.3 For **ACFT** parked at stands 14, 16, 18, 20; 22 and 24 start-up is only permitted after push-back manoeuvre with **ACFT** positioned in Breakaway Area.

2.20.4.2.4 Anti-collision lights must be activated during push-back manoeuvre and whenever engines are operating

### 2.20.4.3 Taxiing

2.20.4.3.1 For safety reasons all **ACFT** pushed-back from stands 14, 16, 18, 20, 22 and 24 are only cleared for taxiing after the **ACFT** is positioned at Breakaway Area.

2.20.4.3.2 **ACFTs** using the apron must taxi following the continuous yellow centre line marking the apron axis and shall use the lowest possible power setting.

2.20.4.3.3 Pilots are reminded about the extreme importance of maintaining a careful lookout at all times.

2.20.4.3.4 Taxiing in aprons, taxiways / taxilanes must be done with engines on "IDLE" complying with horizontal signals.

2.20.4.3.5 Due to intake area **ACFT** type B747 or similar are requested to taxi with outboard engines on "IDLE".

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

## 2.20.5 Use of Ground Power Unit (GPU), use of Auxiliary Power Unit (APU)

### 2.20.5.1 Use of GPU

The use of mobile autonomous GPU is not allowed when ACFT are parked at stands provided with Apron Drive Loading Bridges (14, 16, 18, 20, 22, and 24), except if GPU system at the Loading Bridge is unserviceable.

### 2.20.5.2 Use of APU

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

APU may be used at stands 14, 16, 18, 20, 22, and 24.

Narrow-Body ACFT are allowed to use APU until 5 minutes after "chocks on" and 10 minutes before ETD.

Wide-Body ACFT are allowed to use APU until 10 minutes after "chocks on" and 20 minutes before ETD

EXEMPTIONS: If air conditioning system at the Loading Bridge is unserviceable.

### 2.20.5.3 APU out of service

Whenever an ACFT APU is out of service, crew shall advise Faro TWR.

Whenever an ACFT APU is out of service, one engine start-up is permitted on the stand, before starting the push-back manoeuvre. However, a previous authorization shall be obtained from Airport Operations Service using VHF Frequency 131.450MHZ, call sign FARO Safety, before Start-up clearance from Faro TWR.

Follow-Me assistance is mandatory.

## 2.20.6 Engine test runs

2.20.6.1 Engine test runs are allowed from 05:30 (04:30) to 24:00 (23:00) on the condition that a previous authorization is obtained from the Airport Operations Service using VHF Frequency 131.450MHZ, call sign FARO Safety. Operators shall indicate the real time of start and duration of the test.

2.20.6.2 Engine test runs in idle power may take place on stands, exception on stands 14, 16, 18, 20, 22 and 24 whenever the Apron Drive Loading Bridges are connected to the ACFT and the test is limited to a maximum of 5 minutes.

2.20.6.3 Engine test runs above idle power shall take place in a location designated by Airport Operations Service (TWY C1, TWY C2, TWY P or TWY E).

## 2.20.7 Local flights

All landings and take-off at LPFR for training, test and instruction flights are only permitted: IATA Winter from 07:00 UTC to 22:00 UTC and IATA Summer from 06:00 UTC to 22:00 UTC. Those flights must be paid directly to AMS (Airport Operations Service - SOA) except if the Operator has an open account with FARO Airport or a local representative responsible for the payment of landing fees.

In order to avoid unexpected delays Operators are advised to coordinate training, test and or instruction flights with consecutive take-off and landings at least 72 hours before operation with Airport Operations. For that purpose use SITA FAOKAXH, FAX +.351.289.818440, 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 UTC (IATA Winter) and 05:00 - 05:59 UTC and 22:01 - 23:59 UTC (IATA Summer).

ARR / DEP of Ultralight Flights authorized only for aircraft CS-UNB based on FARO AD.

## 2.20.8 Apron operational procedures, Follow-Me guidance and Marshaller assistance

### 2.20.8.1 Apron operational procedures

#### 2.20.8.1.1 Stands 01 to 13

Apron Taxilane located on that area of the Apron is restricted to ACFT with a wingspan up to 44 meters, thus the following type of aircraft (A30B, A306, A3ST, A332, A333, A342, A343, A345, A346, A388, B762, B763, B764, B741, B742, B743, B744, B74D, B74S, B74R, B772, B773, DC10, MD11, AN124, A225, IL76, IL86, IL96, L101-500) are not permitted to enter Taxiway ALPHA and taxi on Apron Taxilane. ACFT allocated to stands 01, 03, 05, 07, 09, 11 and 13 shall use TWY "Alpha" to enter the apron.

**2.20.8.1.2** Stands 1 to 13, 15, 17, 19, 21, 23 and 25 to 38.

Those stands are nose in / push-back operation but without any automatic guidance system other than centreline and nose-wheel stop position.

**2.20.8.1.3** Stands 14, 16, 18, 20, 22, 24.

Those stands are nose in / push-back operation with automatic guidance system served with Apron Drive Loading Bridges.

**2.20.8.2** Follow-Me Guidance and Marshaller assistance.

**2.20.8.2.1** Follow-Me guidance is provided in all stands.

**2.20.8.2.2** Marshaller assistance is compulsory for parking, except stands with automatic guidance system.

**2.20.8.2.3** 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.

**2.20.8.3** General Aviation

**2.20.8.3.1** General aviation operators or their representatives are requested to inform Airport Operations Service through the **FPL** to LPFR or sending a message to LPFRYDYO, FAOKAXH or **FAX+** 351.289.818440 or after landing using **VHF** Frequency 131.450**MHZ**, call sign FARO Safety the **ETD** from LPFR and if refuelling is required. JET A1 is not available on the General Aviation Parking area.

**2.20.8.3.2** General Aviation Aircraft will use stands 01, 03, 05, 07, 09, 11 or 13 for refuelling purposes during one hour (maximum). After that period the aircraft shall be repositioned to the general aviation parking area.

**2.20.8.3.3** This situation is not applicable to Hospital Flights.

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

**2.20.8.3.5** Crew and passengers shall wait near the **ACFT** for transportation to the Ramp Control / **AIS** / Meteo / Terminal.

**2.20.8.4** Parking restrictions

**2.20.8.4.1** Faro **AD** has 37 nose-in STANDS:

- 6 Stands with Apron Drive Loading Bridges and Automatic guidance system.
- 29 remote Stands without any Automatic guidance system and several configurations

**2.20.8.4.2** Due to the lack of Aircraft Parking Stands 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, **FAX**: +351.289.818440, E-mail: faoairportsup@ana.pt.

## **2.20.9 Refuel Operations**

All refuelling operations with passengers on board, embarking or disembarking, are only allowed with a RFFS Vehicle on site and must have previous authorization of Airport Operation Office.  
Accordingly Crews must contact frequency 131.450**MHZ**, call sign FARO Safety.

## **2.20.10 Handling services**

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

**2.20.10.2** Taxi/private crews are advised to contact agent before operation.

**2.20.10.3** Crew, Passengers and baggage transportation is only provided by full handling agents.

**2.20.10.4** Cargo handling is only provided by full handling agents.

**2.20.10.5** Authorized Full Handling Agents:

PORTWAY HANDLING DE PORTUGAL S.A.

Phone: + 351.289.889401

Fax: + 351.289.889403

SITA: FAOKRXH and FAOKLXH

Email: [faro.ops@portway.pt](mailto:faro.ops@portway.pt)

VHF Frequency: 131.875 MHZ

**2.20.10.6** Authorized Passenger Handling Agents:

SGH - SERVISAIR

Phone: + 351.289.800691 and + 351.289.800693

Fax: + 351.289.818416

SITA: FAOPKXH

Email: [rodrigo.cintra@servisair.com](mailto:rodrigo.cintra@servisair.com) and [faro@servisair.com](mailto:faro@servisair.com)

VHF Frequency: 122.575 MHZ

AIR PASS - PASSENGER HANDLING AND SUPERVISION SERVICES

Phone: +351.282.480580 and +351.289.800889

Fax: +351.282.480589 and +351.289.800891

SITA: FAOTODM

Email: [fao@airpass.pt](mailto:fao@airpass.pt)

VHF Frequency: Not available

**2.20.10.7** Authorized Handling Supervision and Representation Agents

SGH - SERVISAIR

Phone: + 351.289.800691 and + 351.289.800693

Fax: + 351.289.818416

SITA: FAOPKXH

Email: [rodrigo.cintra@servisair.com](mailto:rodrigo.cintra@servisair.com) and [faro@servisair.com](mailto:faro@servisair.com)

VHF Frequency: 122.575 MHZ

PTS - PORTUGAL TOURIST SERVICES

Phone: +.351.91.4395999 (mobile)

Fax: +351.289.818381

SITA: FAOUGCR

Email: [ptsfaro@mail.telepac.pt](mailto:ptsfaro@mail.telepac.pt)

VHF Frequency: Not Available

JETBASE

Phone:+ 351 289 800 346

Phone:+ 351 910 996 267 (mobile)

Fax: + 351 289 800 347

Email: lpfr@jetbase.biz

Email: bela.palma@jetbase.biz

AFS: KLISJBFX

SITA: LISJB7X

VHF Frequency: Not Available

## LPFR AD 2.21 NOISE ABATEMENT PROCEDURES

## LPFR AD 2.22 FLIGHT PROCEDURES

### 2.22.1 STANDARD INSTRUMENT DEPARTURES FROM FARO AERODROME

#### 2.22.1.1. GENERAL REMARKS:

NIL

#### 2.22.1.2. NOISE ABATEMENT PROCEDURES:

In accordance with AD 1.1 para 1.1.6.1.

#### 2.22.1.3. RADAR VECTORING:

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

#### 2.22.1.4. 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 § 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 § 2 above.

#### 2.22.1.5. STANDARD INSTRUMENT DEPARTURE (SID) DESCRIPTION:

# FOR FLIGHT SIMULATION ONLY :: VATSIM - Portugal vACC

LPFR AD 2 - 16

AIP PORTUGAL

25-AUG-2011

RUNWAY 10 (see chart LPFR AD 2.24.7A-1 STANDARD DEPARTURE INSTRUMENT (SID) RWY 10)				
Designator	Route	After Take-off		Remarks
		Climb to ALT / FL	Contact	
AMSEL 5E	Turn right to intercept and proceed on RDL 179 VFA DVOR/DME to AMSEL	FL060	FARO APPROACH 119.40 MHZ	
BAROK 5E	Turn right to track 278° to intercept and proceed on RDL 242 VFA DVOR/DME to BAROK	FL060		
NARTA 5E	Turn right to track 278° to intercept and proceed on RDL 260 VFA DVOR/DME to NARTA	FL060		
ODEMI 5E	Turn right to VFA DVOR/DME; proceed on RDL 330 VFA DVOR/DME to ODEMI	FL060		Cross VFA DVOR/DME at 2500FT QNH or above
ORTOP 5E	Turn right to intercept and proceed on RDL 157 VFA DVOR/DME to ORTOP	FL060		
XAPAS7E	Climb on Runway heading. When passing 3000FT QNH but not before 4NM VFA DVOR/DME, turn left track 327° to intercept and proceed on Radial 005 VFA DVOR/DME to XAPAS.	FL060		
XAPAS 5L	Turn left to intercept and proceed on RDL005 VFA DVOR/DME to XAPAS	FL060		For light Aircraft only

RUNWAY 28 (see chart LPFR AD 2.24.7B-1 STANDARD DEPARTURE INSTRUMENT (SID) RWY 28)				
Designator	Route	After Take-off		Remarks
		Climb to ALT / FL	Contact	
AMSEL 5U	Turn left to intercept and proceed on RDL 179 VFA DVOR/DME to AMSEL	FL060	FARO APPROACH 119.40 MHZ	
BAROK 5U	Turn left to intercept and proceed on RDL 242 VFA DVOR/DME to BAROK	FL060		
NARTA 5U	Turn left to intercept and proceed on RDL 260 VFA DVOR/DME to NARTA	FL060		
ODEMI7U	Climb on Runway heading. When passing 3000FT QNH but not before 4NM VFA DVOR/DME, turn right track 357° to intercept and proceed on Radial 330 VFA DVOR/DME to ODEMI.	FL060		To be used only BTN 0800 to 2200 Alternative ODEMI 5V
ODEMI 5V	Turn left to VFA DVOR/DME proceed on RDL 330 VFA DVOR/DME to ODEMI	FL060		Cross VFA DVOR/DME at 2500FT QNH or above
ORTOP 5U	Turn left to intercept and proceed on RDL 157 VFA DVOR/DME to ORTOP	FL060		
XAPAS7U	Climb on Runway heading. When passing 3000FT QNH but not before 4NM VFA DVOR/DME, turn right track 035° to intercept and proceed on Radial 005 VFA DVOR/DME to XAPAS.	FL060		To be used BTN 0800 to 2200. Alternative XAPAS 5V
XAPAS 5V	Turn left to VFA DVOR/DME proceed on RDL 005 VFA DVOR/DME to XAPAS	FL060		Cross VFA DVOR/DME at 2500FT QNH or above

## 2.22.2 FMS RNAV DEPARTURE ROUTES FROM FARO AERODROME

### 2.22.2.1 GENERAL REMARKS:

NIL

**2.22.2.2 NOISE ABATEMENT PROCEDURES:**

In accordance with AD 1.1 para 1.1.6.1.

**2.22.2.3 RADAR VECTORING:**

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

**2.22.2.4 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 § 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 § 2 above.

**2.22.2.5 FMS RNAV DEPARTURE (SID) DESCRIPTION:**

<b>RUNWAY 10</b> (see chart LPFR AD 2.24.7C-1 RNAV STANDARD DEPARTURE INSTRUMENT (SID) RWY 10)				
Designator	Route	After Take-off		Remarks
		Climb to ALT / FL	Contact	
ALAGU8F	Climb on Runway heading direct to FR611. Turn left to cross FR621 at 3000FT or above, direct to ALAGU	FL060	FARO APPROACH 119.40 MHZ	
NIRAK8F	Climb on Runway heading direct to FR611. Turn left to cross FR621 at 3000FT or above, direct to NIRAK.	FL060		
ODEMI8F	Climb on Runway heading direct to FR611. Turn right to FR624 - FR619 - FR620 - ODEMI	FL060		
ODEMI8G	Climb on Runway heading direct to FR611. Turn left to cross FR621 at 3000FT or above direct to ODEMI	FL060		
OSLAD8F	Climb on Runway heading direct to FR611. Turn right direct to FR624 to OSLAD.	FL060		
GIMAL8F	Climb on Runway heading direct to FR611. Turn right direct to FR624 to GIMAL.	FL060		

<b>RUNWAY 28</b> (see chart LPFR AD 2.24.7D-1 RNAV STANDARD DEPARTURE INSTRUMENT (SID) RWY 28)				
Designator	Route	After Take-off		Remarks
		Climb to ALT / FL	Contact	
ODEMI 6V	Climb on Runway heading direct to FR612. Turn right to FR622 - ODEMI	FL060	FARO APPROACH 119.40 MHZ	
OSLAD 6V	Climb on Runway heading direct to FR612. Turn left direct to OSLAD	FL060		
SOTEX 6V	Climb on Runway heading direct to FR612. Turn right to FR623 - SOTEX	FL060		
TUPIX 6V	Climb on Runway heading to FR612. Turn left to FR613 - FR614 - TUPIX	FL060		
EVURA6V	Climb on Runway heading direct to FR612. Turn right direct to EVURA	FL060		
IXOLI6V	Climb on Runway heading direct to FR612. Turn left direct to IXOLI	FL060		

**2.22.3 FMS RNAV ARRIVAL ROUTES TO FARO AERODROME**

**2.22.3.1 GENERAL REMARKS**

NIL

**2.22.3.2 SPEED ADJUSTMENT:**

See ENR section 1.5, sub-section 1.5.5 - *Radar procedure within Lisboa, Faro, Porto and Madeira TMA*s

**2.22.3.3 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.

**2.22.3.4 FMS RNAV ARRIVAL (STAR) DESCRIPTON:**

**RUNWAY 10** (see chart LPFR AD 2.24.9A-1 RNAV STANDARD ARRIVAL INSTRUMENT (STAR) RWY 10)

Designator	Identification Significant Points	MAG. Track	DIST NM	Minimum safe ALT	Remarks
GIMAL4C	GIMAL	305	019	3000	Clearance limit : VENOL (IAF)
	FR 609	030	010	3000	
	VENOL				
IXOLI4C	IXOLI	078	022	3000	Clearance Limit : VENOL (IAF)
	VENOL				
SOTEX4C	SOTEX	187	064	5000	Clearance Limit : VENOL (IAF)
	USALU	170	009	3000	
	VENOL				
TUPIX4C	TUPIX	229	022	3000	Clearance Limit : VENOL (IAF)
	FR610	286	031	3000	
	FR609	030	010	3000	
	VENOL				
USALU4C	USALU	170	009	3000	Clearance Limit : VENOL (IAF)
	VENOL				

# FOR FLIGHT SIMULATION ONLY :: VATSIM - Portugal vACC

AIP PORTUGAL

LPFR AD 2 - 19

25-AUG-2011

RUNWAY 28 (see chart LPFR AD 2.24-9B-1 RNAV STANDARD ARRIVAL INSTRUMENT (STAR) RWY 28)					
Designator	Identification Significant Points	MAG. Track	DIST NM	Minimum safe ALT	Remarks
ALAGU4A	ALAGU	184	054	4000	Clearance limit : GEBTI (IAF)
	GENRO	184	007	3000	
	FR607	214	007	3000	
	GEBTI				
GENRO4A	GENRO	184	007	3000	Clearance Limit : GEBTI (IAF)
	FR 607	214	007	3000	
	GEBTI				
GIMAL4A	GIMAL	072	017	3000	Clearance limit : GEBTI (IAF)
	FR 604	004	007	3000	
	GEBTI				
MARIM4A	MARIM	155	023	3000	Clearance Limit : GEBTI (IAF)
	FR 607	214	007	3000	
	GEBTI				
NIRAK4A	NIRAK	222	020	3000	Clearance limit : GEBTI (IAF)
	GEBTI				
ODEMI6A	ODEMI	127	044	4000	Clearance limite : GEBTI (IAF)
	FR 607	214	007	3000	
	GEBTI				
ODEMI4B	ODEMI	188	027	5000	Clearance Limit : GEBTI (IAF)
	FR 601	155	014	3000	
	FR 602	101	008	3000	
	FR 603	088	021	3000	
	FR 604	004	007	3000	
	GEBTI				

## 2.22.4 CONTINUOUS DESCENT OPERATIONS (CDO)

### 2.22.4.1 GENERAL PROCEDURES

All STAR's with designation K (KILO) are associated with CDO. Aircraft inbound to Faro Airport performing SOTEX2K, ODEMI2K and ALAGU2K STAR's 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 3.3° and minimum 2° slope must be respected;
- The 2° slope ends at point 2NM from FAP/FAF to allow for deceleration;
- Distance to go (DTG) referred to the THR is provided to pilots in the STAR chart in order to achieve a CDO.
- When planning CDO STAR vertical profile, an explicit ATC descent is always required.

### 2.22.4.2 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»**

### 2.22.4.3 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.

**2.22.4.4 CONTINUOUS DESCENT OPERATIONS DESCRIPTION:**

RUNWAY 10 (see chart LPFR AD 2.24.9C1-1 RNAV CDO STANDARD ARRIVAL INSTRUMENT (STAR) RWY 10)					
Designator	Identification Significant Points	MAG. Track	DIST NM	Minimum safe ALT	Remarks
SOTEX2K	SOTEX	187	45	5000	Clearance limit: VENOL  CDO start: SOTEX (pending on military traffic conditions)
	FR630	187	19	5000	
	USALU	170	009	3000	
	VENOL				

RUNWAY 28 (see charts LPFR AD 2.24.9C2-1, LPFR AD 2.24.9C3-1 RNAV CDO STANDARD ARRIVAL INSTRUMENT (STAR) RWY 28)					
Designator	Identification Significant Points	MAG. Track	DIST NM	Minimum safe ALT	Remarks
ALAGU2K	ALAGU	184	040	4000	Clearance limit: GEBTI  CDO start: ALAGU (pending on military traffic conditions)
	ERTIS	184	013	4000	
	GENRO	184	007	3000	
	FR607	214	7	3000	
	GEBTI				
ODEMI2K	ODEMI	127	44	4000	Clearance limit: GEBTI  CDO start: ODEMI
	FR607	214	7	3000	
	GEBTI				

**LPFR AD 2.23 ADDITIONAL INFORMATION**

**2.23.1 Bird hazard warning**

- 2.23.1 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 10meters (33FT) and 70meters (230FT). Specific specimen groups reach 300 meters (1000FT) high during migration periods.
- 2.23.2 Gas cannon devices installed around runway 28/10 and automatically activated during Airport Operational Hours (06:05/24:00 LMT). Pilots are advised that birds may not be promptly detected.
- 2.23.3 During daylight Falconry is also used, with predatory birds, such as Falcons and Hawks to drive birds away. Occasionally is used a "Bird Dispersal Pistol" and a SCARE device.

**LPFR AD 2.24 CHARTS RELATED TO AN AERODROME**

<b>Name</b>	<b>Page</b>
AERODROME CHART ICAO	LPFR AD 2.24.1-1
AIRCRAFT PARKING/DOCKING CHART ICAO	LPFR AD 2.24.2-1
AERODROME OBSTACLE CHART ICAO	LPFR AD 2.24.4.1-1
TERMINAL AREA CHART - INBOUBD, OUTBOUND AND TRANSIT ROUTES	LPFR AD 2.24.6-1
STANDARD DEPARTURE INSTRUMENT (SID) - RWY 10	LPFR AD 2.24.7A-1
STANDARD DEPARTURE INSTRUMENT (SID) - RWY 28	LPFR AD 2.24.7B-1
RNAV STANDARD DEPARTURE INSTRUMENT (SID) - RWY 10	LPFR AD 2.24.7C-1
RNAV STANDARD DEPARTURE INSTRUMENT (SID) - RWY 28	LPFR AD 2.24.7D-1
RNAV STANDARD ARRIVAL INSTRUMENT (STAR) - RWY 10	LPFR AD 2.24.9A-1
RNAV STANDARD ARRIVAL INSTRUMENT (STAR) - RWY 28	LPFR AD 2.24.9B-1
RNAV STANDARD ARRIVAL INSTRUMENT (STAR CDO) - RWY 10 SOTEX2K	LPFR AD 2.24.9C1-1
RNAV STANDARD ARRIVAL INSTRUMENT (STAR CDO) - RWY 28 ODEMI2K	LPFR AD 2.24.9C2-1
RNAV STANDARD ARRIVAL INSTRUMENT (STAR CDO) - RWY 28 ALAGU2K	LPFR AD 2.24.9C3-1
INSTRUMENT APPROACH CHART ICAO - DVOR Z RWY 10	LPFR AD 2.24.10A1-1
INSTRUMENT APPROACH CHART ICAO - DVOR Z RWY 28	LPFR AD 2.24.10A2-1
INSTRUMENT APPROACH CHART ICAO - DVOR Y RWY 10 CAT A AND B	LPFR AD 2.24.10B1-1
INSTRUMENT APPROACH CHART ICAO - DVOR Y RWY 10 CAT C AND D	LPFR AD 2.24.10B2-1
INSTRUMENT APPROACH CHART ICAO - DVOR Y RWY 28 CAT A AND B	LPFR AD 2.24.10C1-1
INSTRUMENT APPROACH CHART ICAO - DVOR Y RWY 28 CAT C AND D	LPFR AD 2.24.10C2-1
INSTRUMENT APPROACH CHART ICAO - NDB RWY 10	LPFR AD 2.24.10D2-1
INSTRUMENT APPROACH CHART ICAO - NDB RWY 28	LPFR AD 2.24.10D1-1
INSTRUMENT APPROACH CHART ICAO - ILS RWY 28	LPFR AD 2.24.10E1-1
VISUAL APPROACH CHART ICAO	LPFR AD 2.24.11-1