



SOP

LPFR

Standard Operating Procedures
Faro

10 Jul 2025


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Chapter 1


General

 SOP LPFR	<p style="text-align: center;">GENERAL</p> <p style="text-align: center;">DISTRIBUTION AND SCOPE</p>	<p style="text-align: center;">1.1</p> <p style="text-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 LPFR	GENERAL AIRPORT DATA	1.2 P6
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1.2 Airport Data


Name	Aeroporto de Faro
ICAO	LPFR
IATA	FAO

 SOP LPFR	<p style="text-align: center;">GENERAL</p> <p style="text-align: center;">RUNWAYS AND DECLARED DISTANCES</p>	<p style="text-align: center;">1.3</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
10	2490x45
28	

Departures from intersections not listed above are not allowed.

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

ID	Name	Type	Frequency
VFA	Faro	VOR DME	112.80 MHz
SGR	Sagres	VOR DME	113.90 MHz

 SOP LPFR	<p align="center">GENERAL</p> <p align="center">LANDING AIDS</p>	<p align="center">1.5</p> <p align="center">P9</p>
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1.5 Landing Aids

RWY	ID	Type	Frequency	Course	Glide Path	Category
10	FIT	LOC	110.50 MHz	101º	3º	CAT I
28	IIF	LOC	109.50 MHz	282º	3º	CAT II

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

RWY	ILS	RNP	VOR DME	LOC
10	✓	✓	✓	✓
28	✓		✓	✓


1.6.1 Instrument Approaches

ILS-Z is the default type of approach at Faro.

Should a pilot request another type of instrument 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

Pilots can request visual approaches at Faro, the controller must ask the pilot to report visual with terrain before descending him below the MRVA, issue a 2000ft descent alongside with the visual approach clearance if the pilot successfully reports visual with the ground.

 SOP LPFR	GENERAL HOLDINGS	1.7 P11
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1.7 Holdings

FIX	Maximum Altitude	Minimum Altitude	Inbound Course	Direction of Turns	Use/Remarks
GEBTI	FL140	3000ft	278°	Left	
GENRO	FL140	4000ft	167°	Right	
GIMAL	FL140	3000ft	007°	Right	
VENOL	FL140	3000ft	106°	Right	
USALU	FL140	5000ft	130°	Right	

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

Runway in use at Faro will be the runway with a headwind component.

In case of calm or cross winds, refer to the weather forecast to determine which runway to use and avoid unnecessary runway changes.


If both runways are suitable, prefer the use of RWY28

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 and GND who the last departure will be. TWR and GND 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 LPFR	<p style="text-align: center;">GENERAL</p> <p style="text-align: center;">TRANSITION ALTITUDE AND TRANSITION LEVEL</p>	<p style="text-align: center;">1.9</p> <p style="text-align: center;">P13</p>
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1.9 Transition Altitude and Transition Level

The transition altitude in Faro 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 LPFR	GENERAL POSITIONS AND RESPONSIBILITIES	1.10 P14
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1.10 Positions and Responsibilities

1.10.1 Faro Airport

ID	Position	Callsign	Frequency	Responsibilities
FRGND	LPFR_GND	Faro Ground	118.580	
FRCTR	LPFR_TWR	Faro Tower	120.755	
FRTMA	LPFR_APP	Faro Approach	119.405	

1.10.2 Adjacent Positions


ID	Position	Callsign	Frequency	Responsibilities
LE	LECM_ALL CTR	Madrid Radar	133.755	Sevilha Sector if LECS_CTR offline
SEV	LECS_CTR	Sevilha Radar	133.350	Sevilha Sector
LPPC	LPPC_CTR	Lisboa Control	132.850	Lisboa FIR
ESTL	LPPC_E CTR	Lisboa Control	125.550	Lisboa FIR - East Sector
CENL	LPPC_C CTR	Lisboa Control	136.030	Lisboa FIR - Centre Sector
SULL	LPPC_S CTR	Lisboa Control	132.705	Lisboa FIR - South Sector
TME	LPPT APP	Lisboa Ap- proach	119.105	Lisboa Approach
ZBEJN	LPBJ APP	Beja Approach	133.090	Beja Approach

 SOP LPFR	GENERAL TRANSFERS	1.11 P15
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1.11 Transfers

From	To	Conditions/Remarks
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	CTR	Reaching FL240/Reaching lateral limits if CRZ FL BLW FL245
CTR	APP	Reaching FL250/Reaching lateral limits if CRZ FL BLW FL245
APP	TWR	Instrument Approach: Stabilized on the approach Visual Approach: In the vicinity and visual with the AD

Other transfers should be coordinated on a case to case basis.

 SOP LPFR	<p style="text-align: center;">GENERAL</p> SEPARATION MINIMA	<p style="text-align: center;">1.12</p> P16
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1.12 Separation Minima

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

In LPFR, separation minima is as follows:

- 5Nm
- Visual Separation in vicinity of aerodrome

 SOP LPFR	<p style="text-align: center;">GENERAL</p> <p style="text-align: center;">FLIGHT PLANNING</p>	<p style="text-align: center;">1.13</p> <p style="text-align: center;">P17</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 LPFR.

1.13.2 IFR

North departures route via:

- Runway 28: SOTEX, EVURA, ODEMI
- Runway 10: ALAGU, ODEMI


East departures to LECM connecting to NAPES R47/UN747:

- Runway 28: TUPIX
- Runway 10: NIRAK

ODEMI compulsory for traffic:

- Via ARMED, DETOX, ERPES, GUNTI, KOMUT, LUTAK;
- Destination LPPT.

Departures to LPPT shall file via VATZI with RFL below FL245.

 SOP LPFR	<p style="text-align: center;">GENERAL</p> <p style="text-align: center;">LOW VISIBILITY PROCEDURES (LVP)</p>	<p style="text-align: center;">1.14</p> <p style="text-align: center;">P18</p>
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1.14 Low Visibility Procedures (LVP)

- Low Visibility Procedures will be in force when:
 - RVR TDZ RWY 28 is 800m or below
 - Cloud ceiling height is 200ft or below
- Runway in use will be 28;
- LVP in force shall be communicated to the pilot during the clearance or during the initial contact with APP (ATIS URL should also be changed to inform about LVP - (. . .) lvp=true)
- Holding position of the runway will be the CAT II holding point (change the Ground Radar Plugin to LVP operation)
- 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.)
- 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;
- Wait until the preceding traffic has vacated the taxi segment before issuing a new clearance using it;
- 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);
- Issue landing clearances no later than 2NM final and only if the ILS sensitive area is clear;
- Inform about RVR during takeoff, landing and continue approach clearances.

 SOP LPFR	GROUND (GND)	2.0 P19
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Chapter 2

Ground (GND)

 SOP LPFR	GROUND (GND) GENERAL	2.1 P20
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2.1 General


Faro airport is equipped with ground surveillance using MLAT. However, pilots are not obliged to operate the transponder on the ground.

If there is the need for the pilot to hold short of any position, issue the taxi instruction until that position, no further.

During normal operations, aim to have 3 planes at the holding point (maximum 5). During events, be flexible with this, however there are no gains in having 10 planes at the holding point.

Do not issue conflicting taxi clearances. If two taxi routes cross each other, the second pilot should be given a holding instruction. It is also important to keep pilots informed of traffic that will cross and who has priority.

Departures have priority over arrivals regarding taxi/pushback. Sometimes it can be better to give priority to the arrival to ease traffic flow.

 SOP LPFR	<p style="text-align: center;">GROUND (GND)</p> <p style="text-align: center;">AREA OF RESPONSIBILITY</p>	<p style="text-align: center;">2.2</p> <p style="text-align: center;">P21</p>
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2.2 Area of Responsibility

Faro Ground is typically opened during periods of high demand in summer, to alleviate load on Tower position.

Faro Ground 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, calculating departure delays when needed, and will be responsible for all ground movement except those on the runway.

2.2.1 Departures

RNAV equipped aircraft shall preferentially be given RNAV SIDs (RWY28: V departures, RWY 10: G departures.).

Non-RNAV equipped aircraft shall be given conventional SIDs (RWY28: U departures, RWY 10: E departures).

ODEMIxU departure is usable only between 0800z and 2200z due to noise abatement. Assign ODEMI_S departure instead.

During activation of LP-R51B resulting in a SFL higher than FL110, ALAGU and EVURA departures are not available. Assign XAPAS departure.

During activation of LP-TRA13 resulting in a SFL higher than FL160, SOTEX departures are not available. Assign XAPAS departure.

XAPAS departures only to be used if necessary to route via XAPAS-ELDUK-ODPAK during activation of TRA13 and/or R51B at higher levels.

XAPAS_L departure only to be assigned to Light WTC aircraft.

Aircraft parked on apron SW or S will often be nose out, and do not require pushback.

Aircraft parked on stands 314 and 316 pushback to taxiway A.

2.2.2 Arrivals

Aircraft code letter C and larger destination apron SW shall enter via taxiway A.


2.2.3 Stand assignment

2.2.3.1 Apron N

Flagship carriers

2.2.3.2 Apron S

Charter

 SOP LPFR	GROUND (GND) AREA OF RESPONSIBILITY	2.2 P22
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2.2.3.3 Apron NE/SE

Lowcost/Charter

2.2.3.4 Apron SW

General/Executive Aviation

2.2.3.5 Apron NW

Cargo/Diversions/Other suitable


2.2.4 Restrictions

Taxilanes A restricted to aircraft wingspan up to 44 meters (B752 max).

 SOP LPFR	TOWER (TWR)	3.0 P23
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Chapter 3

Tower (TWR)

 SOP LPFR	TOWER (TWR) GENERAL	3.1 P24
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3.1 General

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

 SOP LPFR	<div>TOWER (TWR)</div> <div>AREA OF RESPONSIBILITY</div>	<div>3.2</div> <div>P25</div>
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3.2 Area of Responsibility

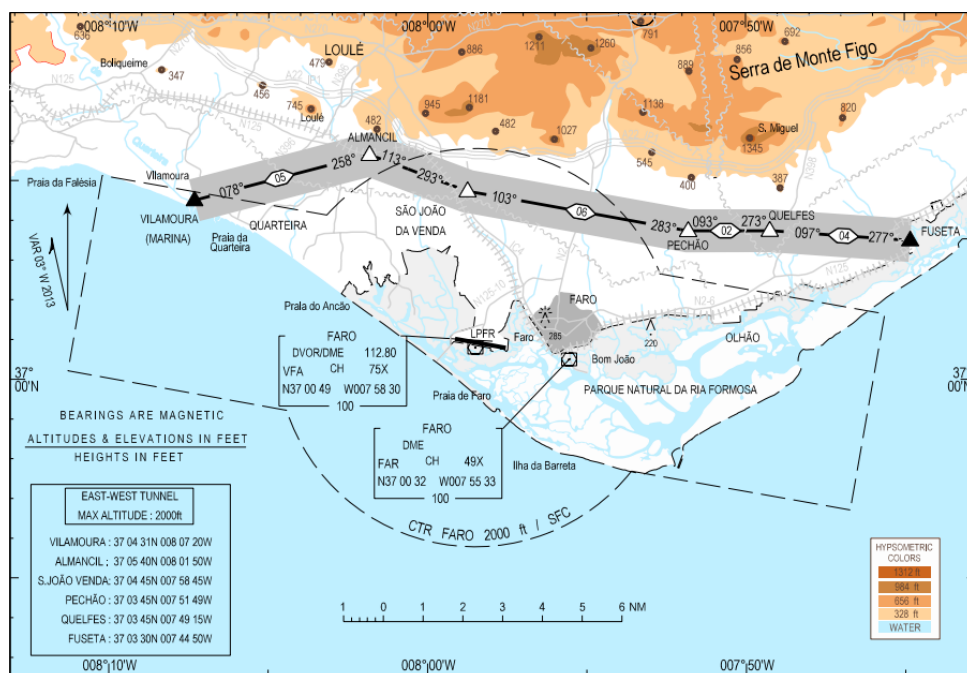



Figure 3.1: Faro CTR

Faro Tower is responsible for runway 28/10 and the CTR airspace as defined in AIP. Vertical limits are defined as surface up to 2000ft. The VFR tunnel crosses the CTR, at a maximum altitude of 2000FT.

 SOP LPFR	TOWER (TWR) PROCEDURES	3.3 P26
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3.3 Procedures

3.3.1 Departures

Issue line up clearance only when the departure is near the holding point and the arrival is at 5DME or greater from the threshold. Make good use of “Behind TFC on final/landing runway 28, via XX lineup and wait behind”

Keep in mind some pilots, especially text ones, will be slower than others complying with clearances, particularly, starting the takeoff run. Plan ahead to avoid go arounds.

Normal departure separation will be 2 minutes, to allow for an arrival in between.

A smaller separation (1:00 to 1:30 min) can be coordinated with Approach, provided there are no arrivals. Do not coordinate this with traffic to LPMA and always observe ICAO Wake Turbulence Separation Minima.

3.3.2 Arrivals

Remember you can issue speed restrictions for traffic on ILS, but avoid asking them to reduce to minimum approach speed too early, unless necessary.

If you feel that the separation on final is too short, inform the APP controller and ask for a bigger separation

3.3.3 Go arounds

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

Runway	Route	Climb
10/28	GIMAL	3000ft

Transfer the pilots to Faro Approach (119.405)

Avoid modifying the procedure right away, as doing so increases an already high workload situation for the pilot even further.

Do not forget to apply wake turbulence separation between the missed approach and ensuing departing aircraft.

3.3.4 Reduced Runway Separation Minima


Not authorized.

3.3.5 VFR Traffic

VFR traffic flying in Faro CTR can use the published East-West and West-East tunnels although shoreline navigation can be used depending on Pilot's intentions.

The maximum altitude permitted flying in the tunnels is 2000ft.

Alternatively, VFR traffic can follow the shoreline. In case of departures or arrivals, the clearance limit to enter the CTR is MARINA DE VILAMOURA or FUSETA.

 SOP LPFR	TOWER (TWR) PROCEDURES	3.3 P27
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If the VFR traffic is already inside the CTR, in case of IFR arrivals or departures, ILHA DO FAROL, PRAIA DE FARO or MONTENEGRO provide good visual holding points.

3.3.6 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 2DME. Instruct a go-around if an arrival reaches 2DME without landing clearance.

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

 SOP LPFR	APPROACH (APP)	4.0 P28
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Chapter 4

Approach (APP)

 SOP LPFR	APPROACH (APP) AREA OF RESPONSIBILITY	4.1 P29
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4.1 Area of Responsibility

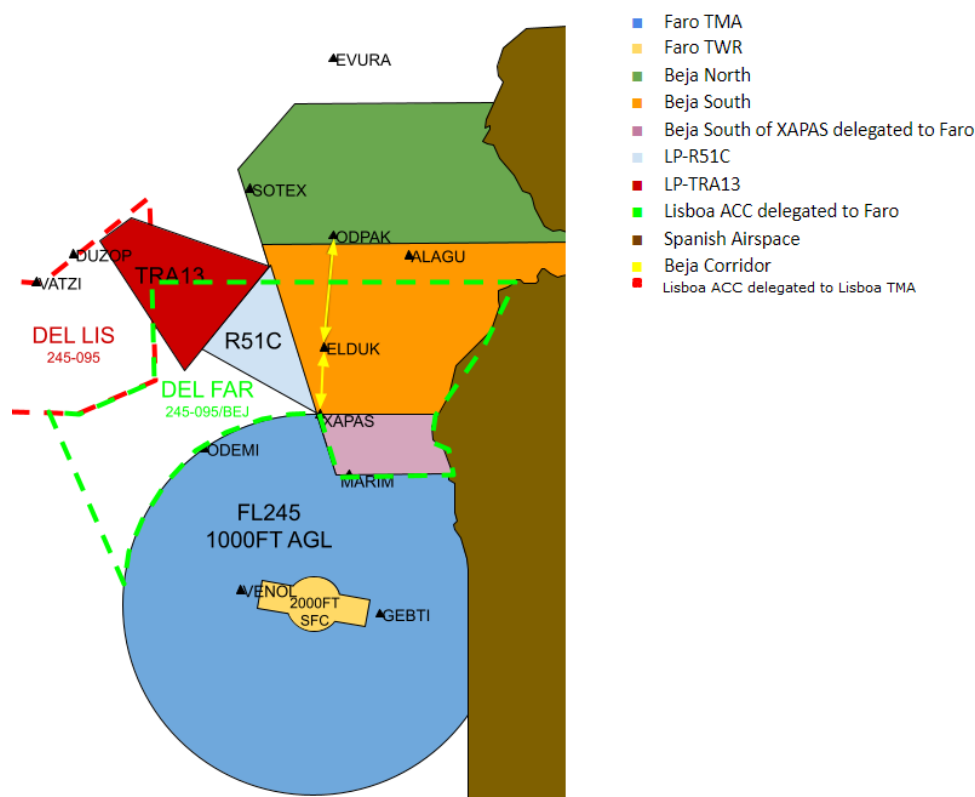


Figure 4.1: Faro TMA and surrounding airspace

Faro Approach and Tower controllers are located in Faro TWR.

Faro TMA is vertically delimited from FL245 down to 1000FT AGL.

The vast majority of traffic arrives and departs to the North, due to the type of flights that most commonly connect Faro as a holiday destination to the UK, Northern and Central Europe.

Beja MCTA neighbours Faro to the north. It is divided in Beja North and Beja South.

They are vertically delimited from 1000FT AGL to FL105, but for the most time will be delegated to Lisboa ACC above FL070. However they might need to individually change the vertical limit, as high as FL250.

If a different level is required, the segregated area will be updated, or Beja will inform Faro and Lisboa directly. Beja South further delegates a portion of its airspace, south of XAPAS, to Faro above FL70.

Lisboa also delegates a portion of its airspace to Faro, north of its TMA, from FL245 to FL095, plus the delegated airspace from Beja.

Spanish airspace neighbors to the east, with a big mix of various types of airspace.

Controlled airspace by Seville above FL145, uncontrolled below.

Airways extend controlled airspace down to FL095.

 SOP LPFR	<p style="text-align: center;">APPROACH (APP)</p> <p style="text-align: center;">AREA OF RESPONSIBILITY</p>	<p style="text-align: center;">4.1</p> <p style="text-align: center;">P30</p>
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Several Spanish Danger areas exist by the border, with different kinds of activities within, ranging through Air to Air refueling, Air to Air, Anti-aircraft, rocket, and missile firing. They are not always active, their activity will be announced by NOTAM, and shown to the controller by an area with a label showing the area vertical limits.

LP-R51C is a Beja training area, with a top of FL075.

LP-TRA13 is a training area that can be activated on a schedule, from the surface without a maximum level defined. Despite this, when active it will generally occupy lower levels, generating low impact to Faro.

To facilitate traffic when Beja or TRA13 are active and occupying high levels, there exists a corridor that can be used to cross Beja. This corridor can be used by departures, arrivals, or both. See Ground *Departures* and Approach *Arrivals* for details.

 SOP LPFR	APPROACH (APP) DEPARTURES	4.2 P31
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4.2 Departures

Initial climb will be FL060 or cruise altitude, if lower.

Departures should climb to FL240 or RFL, whichever is lower, except:

- Departures to LECS: FL120.

Note	In the absence of conflicts, departures to LECS are encouraged to have XFL FL240 coordinated. If LECS is not staffed, and in the absence of conflicts, XFL FL240 may also be considered acceptable.
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Departures are released to proceed direct to the FCOPX, or ELVAR or ALAGU to avoid sector clipping with LECS, or first point of the STAR.

As most of the departures are towards the same direction as most arrivals, conflicts between both are common, especially when issuing shortcuts.

By design, north departures will fly North, parallel to the arrivals, and eventually cross their path.

 SOP LPFR	APPROACH (APP) SID DEVIATIONS/DIRECTS	4.3 P32
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4.3 SID Deviations/Directs

Minimum 3000 FT before any SID deviation, due to noise abatement.

It is recommended to let departures continue parallel to arrivals, until vertical separation exists, before issuing shortcuts. Experience shows this will typically happen before reaching the SID termination point.

Some departure procedures are designed very close to the border with Spanish airspace. Do not issue shortcuts that route east of the ALAGU SID.

Departures to the Northeast via Lisboa CENTRE sector are very prone to the same problem. ELVAR is recommended to prevent sector clipping with Madrid, or inadvertent penetration of segregated airspace

 SOP LPFR	APPROACH (APP) ARRIVALS	4.4 P33
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4.4 Arrivals

All STARs are RNAV. RNAV aircraft will be given a STAR. Non-RNAV will proceed to VFA, and vectored to the approach.

Lisboa will clear ODEMI arrivals via the shorter ODEMI_A STAR over land, instead of the ODEMI_B arrival over the sea. If the alternative is beneficial to Faro (for instance, to deconflict with departures), Faro shall coordinate with Lisboa to assign so.

Typical strategy is to offer a shortcut as soon as practical to FR607/GEBTI for runway 28, VENOL runway 10.

Some arrival procedures are designed very close to the border with Spanish airspace. Do not issue shortcuts that route east of the ALAGU STAR, to prevent sector clipping with Madrid, or inadvertent penetration of segregated airspace.

During activation of LP-R51B resulting in a SFL higher than FL110, ALAGU arrivals are not available. Lisboa will assign ODPK-ELDUK-XAPAS-MARIM arrival runway 28.

During activation of LP-TRA13 resulting in a SFL higher than FL160, SOTEX arrivals are not available. Lisboa will assign ODPK-ELDUK-XAPAS-USALU arrival runway 10.

If both R51B and TRA13 are active at high levels, both arrivals and departures must route through ODPK-ELDUK-XAPAS and vice versa. Vertical separation will be the only method available to separate traffic.

4.4.1 Delays

FRTMA 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.

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.

 SOP LPFR	APPROACH (APP) ARRIVALS	4.4 P34
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4.4.2 Approach Sector

LPFR_APP 119.405 is the controller responsible for separating and sequencing arrivals and departures.

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

Aim for the following separation between arrivals:

- 6NM
- 5NM without a departure in between
- 12NM during LVP
- 9NM during LVP without a departure in between

Default to 6NM (12NM during LVP), as Tower expects to depart one aircraft in between each arrival.

Note	6nm separation at 180 knots equals 2 minutes
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Aim to vector arrivals to GEBTI/VENOL at 3000' or VFA at 3000' for ILS Y (Both RWYs). Consider shortcutting the preceding traffic via 6/9NM final (Runway 28) or FR455/6NM final (Runway 10) to help achieve the desired separation and sequencing. To do so, first confirm if the aircraft is in sight of terrain, and after positive confirmation, descend to 2000FT and instruct to proceed direct to the point.

4.4.3 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

 <p>SOP LPFR</p>	<p>APPROACH (APP)</p> <p>NEARBY AERODROMES</p>	<p>4.5</p> <p>P35</p>
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4.5 Nearby Aerodromes



Figure 4.2: Faro TMA aerodromes

4.5.1 Portimão LPPM

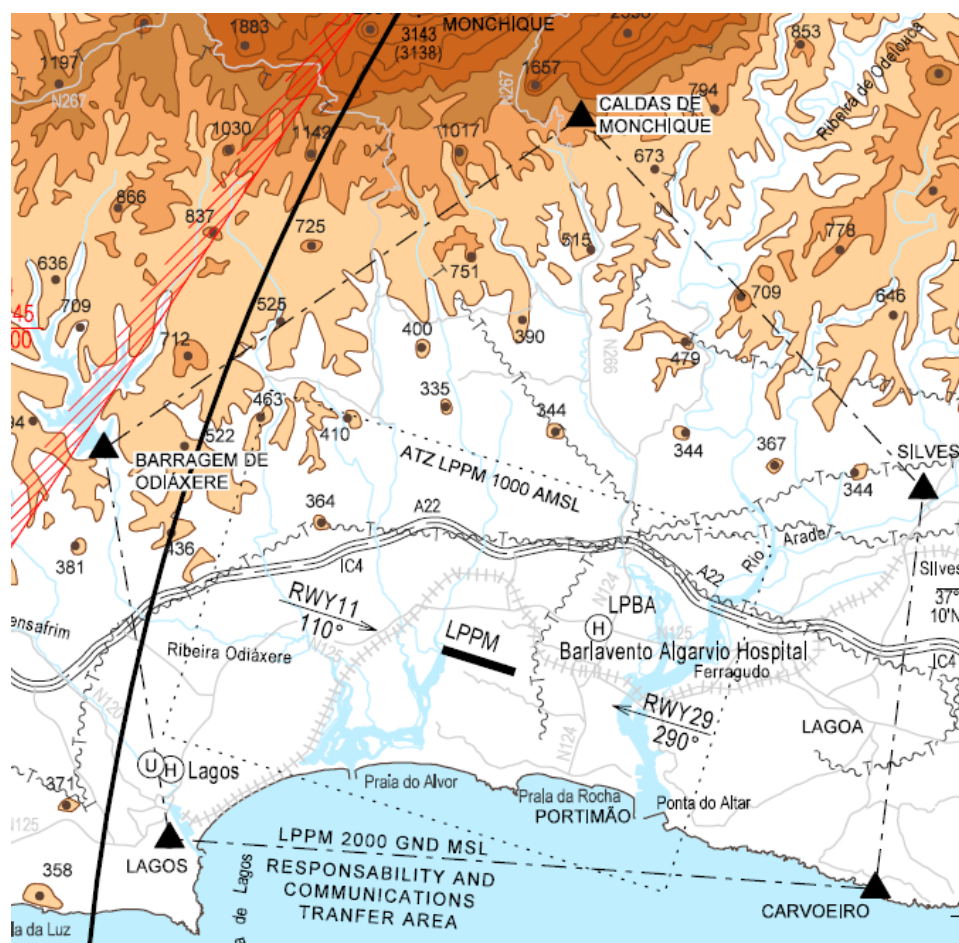


Figure 4.3: Portimão Airspace

 SOP LPFR	APPROACH (APP) NEARBY AERODROMES	4.5 P36
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Portimão has a rectangular ATZ until 1000FT, and a pentagonal Responsibility and Communications Transfer Area until 2000FT, as per the above illustration.

Flights within the area below 2000ft are to be performed on local frequency.

VFR flights leaving Portimão must proceed to one of the published entry/outbound points and report them on Faro Approach 119.405 with their intentions.

Arrivals to Portimão will be assigned an entry point, and when reaching that point, radar services terminated and handed off to the local frequency.

VFR inbound/outbound points:

- Barragem de Odiáxere
- Caldas de Monchique
- Silves
- Carvoeiro
- Lagos

IFR arrivals descend to FL050 towards the field. When the pilot reports VFR, further descent can be issued as necessary. When in visual contact with the field, clear for a visual approach, terminate radar services and handoff to local frequency.

If weather conditions preclude the previous, the arrival can either descend according to MRVA, or be offered an Instrument Approach at Faro to break below the cloud layer and continue VFR to Portimão.

Parachuting activity is performed daily within a circle of 3NM of the field, up to FL150. Users shall coordinate it first with Faro Approach. The activity itself is usually carried out on Portimão local Frequency. User shall report the end of activity to Faro.

4.5.2 Lagos (UL - Ultraleves/Ultralight)

Lagos is uncontrolled, with circuit altitude at 1000ft. Pilots shall report on Faro Approach when leaving the area above 1000ft.

Lagos is located nearby Portimão, on the western side of the Algarve coast, mainly used for Ultralight aviation. Caution with traffic leaving Portimão ATZ.

4.5.3 Lagos (Heliporto)

Civil Protection and Fire fighting heliport, situated 20 meters away from Lagos airfield, inside of Portimão ATZ. Procedures for Portimão are applied. See *Portimão LPPM*.

4.5.4 Barlavento Algarvio Hosp Hel LPBA

Uncontrolled heliport, serving Hospital de Portimão, situated inside of Portimão ATZ. Procedures for Portimão are applied. See *Portimão LPPM*.

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4.5.5 Faro Hosp Hel LPFO

Heliport serving Hospital de Portimão, situated inside of Faro CTR, approximately 0.5NM north of the Extended Runway Centerline. Approach direction: 290° / Take Off direction: 317°.

Request to report final and remain clear of Extended Runway Centerline, while giving traffic information to other traffic.

If weather conditions do not allow to keep both the helicopter and the remaining traffic in sight, Runway 28 approaches/runway 10 departures must be suspended until the helicopter has landed.

 SOP LPFR	APPROACH (APP) NEARBY AERODROMES	4.5 P38
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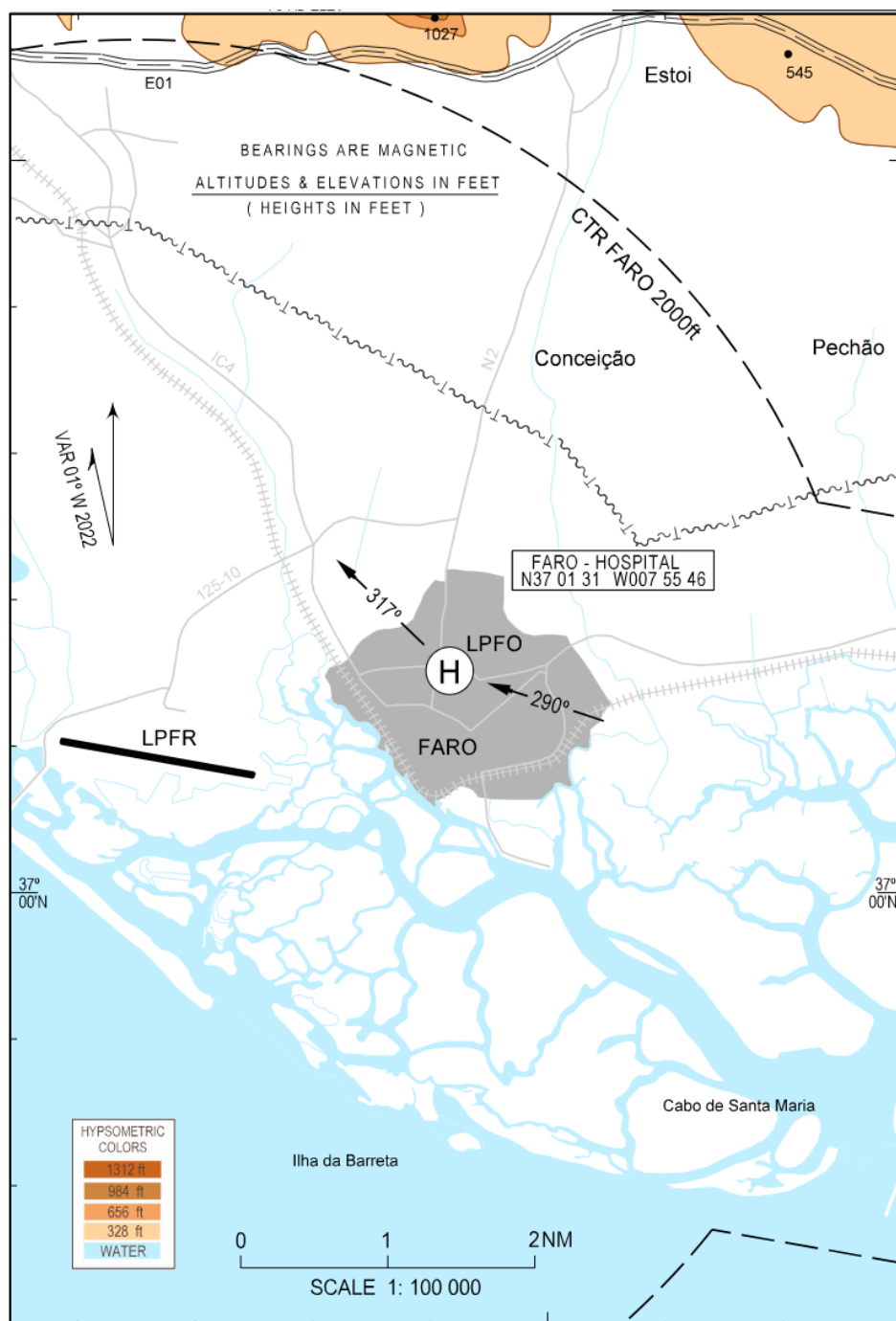


Figure 4.4: Visual Approach Chart LPFO

4.5.6 Loulé Hel LPLO

Civil Protection, Fire fighting, medical emergency and occasionally general aviation heliport, situated north of Faro CTR, and in close proximity to the VFR tunnel. Take Off and Approach direction: 276°.

Request to report final, and give traffic information as required. No impact in other traffic expected.

 SOP LPFR	<p style="text-align: center;">APPROACH (APP)</p> <p style="text-align: center;">NEARBY AERODROMES</p>	<p style="text-align: center;">.0</p> <p style="text-align: center;">P39</p>
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4.5.7 Morgado de Apra Hel LPMB

Private heliport, situated north of Faro CTR, at a relatively high elevation of 750FT. Take Off and Approach direction: 270/090°.

Base of HTA Helicópteros, a private aerial work, maintenance, and helicopter training company.

Request to report final. No impact in other traffic expected.

4.5.8 Monchique

Fire fighting heliport, situated well north of Portimão in Serra de Monchique, at an elevation of 1437FT.

Request to report final. No impact in other traffic expected.

4.5.9 Praia Verde [UL - Ultraleves/Ultralight]

Praia Verde is uncontrolled, with circuit altitude at 1000ft. Pilots shall report on Faro Approach when leaving the area above 1000ft.

Praia Verde is located on the east side of the south coast of Algarve, near the Spanish border.

 SOP LPFR	RADAR VECTORING CHART	A.0 P40
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Appendix A

Radar Vectoring Chart

