

Take-off to 1000 ft AGL	Take-off power Take-off flaps Climb at V2+10 kt (or as limited by body angle)
At 1000 ft AGL	Maintaining a positive rate of climb, accelerate to zero flap minimum safe maneuvering speed (Vzf) retracting flap on schedule. Thereafter reduce thrust consistent with the following: a) For high by-pass ratio engines, reduce to normal climb power/thrust b) For low by-pass ratio engines, reduce power/thrust to below normal climb thrust but not less than that necessary to maintain the final take-off engine climb gradient; and c) For airplanes with slow flap retracting, reduce power/thrust at an intermediate flap setting.
1000 3000 ft AGL	Continue climb at not greater than Vzf + 10kt
At 3000 ft AGL	Accelerate smoothly to en route climb speed.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS

On Airports and/or Aerodromes landing and/or take-off is forbidden by Law between 00:00 and 06:00 LMT, except in case of force majeure.

Aerodrome OPS HR extension will be considered until 02:00 (01:00) of the next day, if requested until 23:30(22:30), regarding force majeure cases specified in AIP AD 1.1.7, through Airport Duty Manager

According to Governmental deliberation, an exception regime has been granted for Lisboa, Porto and Madeira Airports in which landing and or take-off will be allowed between 0000 and 0600 local time to civil aircraft that:

1. Have had a flight coordinated with at least one day in advance with the IATA Slot Coordinator, and
2. Have a noise certificate according to ICAO Annex 16 Chapter 3.

Cases of force majeure are considered as follows:

- a. aircraft and medical emergencies, evacuations and humanitarian reasons
- b. landing and take-off in a situation where the airport is alternate for meteorological reasons, technical failure or flight safety
- c. flights that have been previously approved by the Government or occasionally by Portuguese National Aviation Institute (INAC), in cases which proved of public interest

- d. flights delays caused by serious ATC perturbation.
- e. landing and or take-offs until 0100 local time for flights planned before 0000 local time delayed for reasons not imputable to aircraft operator or airport.
- f. traffic portion to and from the Autonomous Regions of Madeira and Acores due to meteorological reasons.
- g. landings in the period from 0500 to 0600 local time due to meteorological reasons, provided the scheduled arrival time is planned after 0600 local time.

PREFERENTIAL RUNWAYS - **NONE**

OPERATING QUOTA - **NONE**

ENGINE RUN-UP RESTRICTIONS

Engine test runs are allowed from 06:00 to 24:00 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.

Engine test runs with idle power may take place on stands with the exception of those with Apron Drive Loading Bridges (314, 316, 318, 320, 322 and 324) and the test is limited to a maximum of 5 minutes.

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

APU OPERATING RESTRICTIONS

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

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

Narrow Body aircraft are allowed to use APU until 5 minutes after "chocks on" and 10 minutes before estimated time of departure.

Wide Body aircraft are allowed to use APU until 10 minutes after "chocks on" and 20 minutes before estimated time of departure.

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

APU out of Service

Whenever an aircraft APU is out of service, one engine start-up is permitted on the stand before starting the push-back maneuver. However, a previous authorization shall be obtained from Airport Operations Service using VHF Frequency 131.405 MHZ, call sign FARO Safety, before start-up clearance from Faro tower.

NOISE BUDGET RESTRICTIONS - **NONE**

NOISE SURCHARGE - **NONE**

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date	Status
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	Implemented	
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)