Francisco Sá Carneiro Airport - Porto

IATA/ICAO CODE:	OPO/LPPR
CITY:	Porto
COUNTRY:	Portugal

AIRPORT CONTACT

Information updated by the airport 3/2011

Name:	Fernando Vieira	
Title:	Airport Manager	
Airport:	Francisco Sá Carneiro	
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ELEVATION: 227 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
17/35	3480	17/300 35/150	17/8% 35/2%	45

NOISE ABATEMENT PROCEDURES

2.21 Noise abatement procedures

2.21.1 GENERAL

2.21.1.1 Landing and/or take-off is forbidden by law between 00:00 and 06:00 LMT, except in cases of force majeure. However, according to governmental deliberation, exception regime has been granted for Porto Airport in which landing and/or take-off of aircraft engaged in commercial aviation or aerial work are allowed in a limited number.

The authorisation for air movements during this period is conditioned to:

1. The maximum number of movements allowed (11 daily, 70 weekly, 2.100 yearly)

2. The noise level of the aircraft concerned, in compliance with ICAO:

Level 0	below 87 EPNdB
Level 0.5	between 87 EPNdB and 89.9 EPNdB
Level 1	between 90 EPNdB and 92.9 EPNdB
Level 2	between 93 EPNdB and 95.9 EPNdB

Level 4	between 96 EPNdB and 98.9 EPNdB
Level 8	between 99 EPNdB and 101.9 EPNdB
Level 16	above 10.,9 EPNdB

a) Aircraft classified Level 16, cannot be scheduled between 00:00 and 06:00 LMT;

b) Aircraft classified Levels 4 and 8, cannot be scheduled between 02:00 and 05:00 LMT;

c) Aircraft classified Levels 0, 0.5, 1 and 2 no restrictions applicable

3. Aircraft authorised to land during the night period are strictly forbidden to reverse thrust right after landing;

4. The operating restrictions set out in Item 1 shall not apply to the following cases of force majeure:

a. Aircraft operating humanitarian, emergency or evacuation missions;

b. Aircraft to come across urgent situations, taking in account weather, technical failure or flight safety reasons;

c. Air movements subject to an unforeseen schedule alteration due to abnormal disturbance within Air Traffic Control;

d. Air movements operated up to 01:00 LMT which were actually scheduled for periods up to 00:00 LMT, due to delays for which neither the Airport Management Company nor the Operator were to blame;

e. Air movements from/to Autonomous Regions of Madeira and Azores, due to meteorological conditions;

f. Landings operated during the period comprised between 05:00/06:00 LMT, due to weather reasons, as far as the arrival had been scheduled for a time after 06:00 LMT

5. For the purpose of compliance with provision of Item 2 above, the operator shall, when applying for a slot provide the information contained in the aircraft manufacturer’s noise certificate.

6. Noise abatement procedures during approach, landing and take.off shall comply with standards and procedures set in ICAO PANSOPS Volume I and Portuguese AIP.

7. Aircraft authorised to land and take-off shall comply with technical characteristics according to ICAO Annex 16 Volume I, Chapter 3 and Portuguese AIP:

a. For landing: Approach to landing MS 9 equal X EPNdB

b. For Take-off: (take-off PS side-line) / 2 equal X EPNdB

Note: Information contained in the ACFT manufacturer’s noise data, except for aircraft registered in EU Member-States, in which applies the data contained in the EASA Form 45 Noise Certificate issued by the competent Authority of the respective Member-State.

2.21.1.2 Penalties for non-compliance with slot allocation rules during the night period.

Penalties for these offences are specified in f) and g), paragraph 2, article 28 of Decree Law 9/2007.	
The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger. Every operator of an aircraft using the airport shall ensure at all times that the aircraft is operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport. **Departures - Chapter 2 Aircraft**	
Take-off to 1500 ft AGL	Take-off power Take-off flaps Climb at V2+10 kt (or as limited by body angle)
At 1500 ft AGL	Reduce power to not less than climb power
1500-3000 ft AGL	Climb at V2 + 10kt
At 3000 ft AGL	Normal speed and flap retraction schedules to en route climb
Departures - Chapter 3 Aircraft as well as B737-200 as far as the noise levels for take-off pursuant to ICAO Annex 16 Chapter 3 have provably been reached by supplementary equipment.	
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
See information under Noise Abatement Procedures

PREFERENTIAL RUNWAYS - NONE

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS
Engine test runs in idle power may take place on stands. Engine test runs above idle power

will take place in a location designated by Airport Operations Service. Test runs are allowed from 0600 to 2200 LMT on the condition that a previous authorization was obtained from Airport Operations Service. Operators shall indicate the real time of start and duration of the test.

APU OPERATING RESTRICTIONS

Use of APU

Start-up or shut-down of the APU is forbidden while the aircraft is being refueled.

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

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.

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
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	2002	Status: Elaboration of Airport Noise Maps
Total Cost of Noise Mitigation Programs to Date	-	Not Applicable
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Not Applicable

NOISE MONITORING SYSTEM

The Airport operates a Noise Monitoring System

FLIGHT TRACK MONITORING SYSTEM - NONE

NOISE LEVEL LIMITS

See information under noise abatement procedures

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

See information under noise level limits.