

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 22-2010

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport LPOV

General Info

Ovar, PRT

N 40° 55.2' W 08° 38.6' Mag Var: 5.0°W

Elevation: 55'

Military, IFR, Control Tower, Rotating Beacon,
Customs availble on a restrcted basis, Landing Fee
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT uses DST

Runway Info

Runway 18-36 8005' x 148' concrete

Runway 18 (180.0°M) TDZE 44'

Lights: Edge, ALS

Runway 36 (360.0°M) TDZE 56'

Lights: Edge

Communications InfoOvar Tower **122.1** MilitaryOvar Tower **339.77** MilitaryOvar Tower **257.80** MilitaryOvar Approach Control **140.0** MilitaryOvar Approach Control **118.6** MilitaryOvar Approach Control **362.30** MilitaryOvar GCA Radar **134.1** MilitaryOvar GCA Radar **123.3** MilitaryOvar GCA Radar **385.40** MilitaryOvar GCA Radar **344.00** MilitaryOvar GCA Radar **278.45** MilitaryOvar GCA Radar **234.07** Military**Notebook Info**

LPOV
OVAR AB

JEPPESEN
4 MAY 07 **(10-1R)**

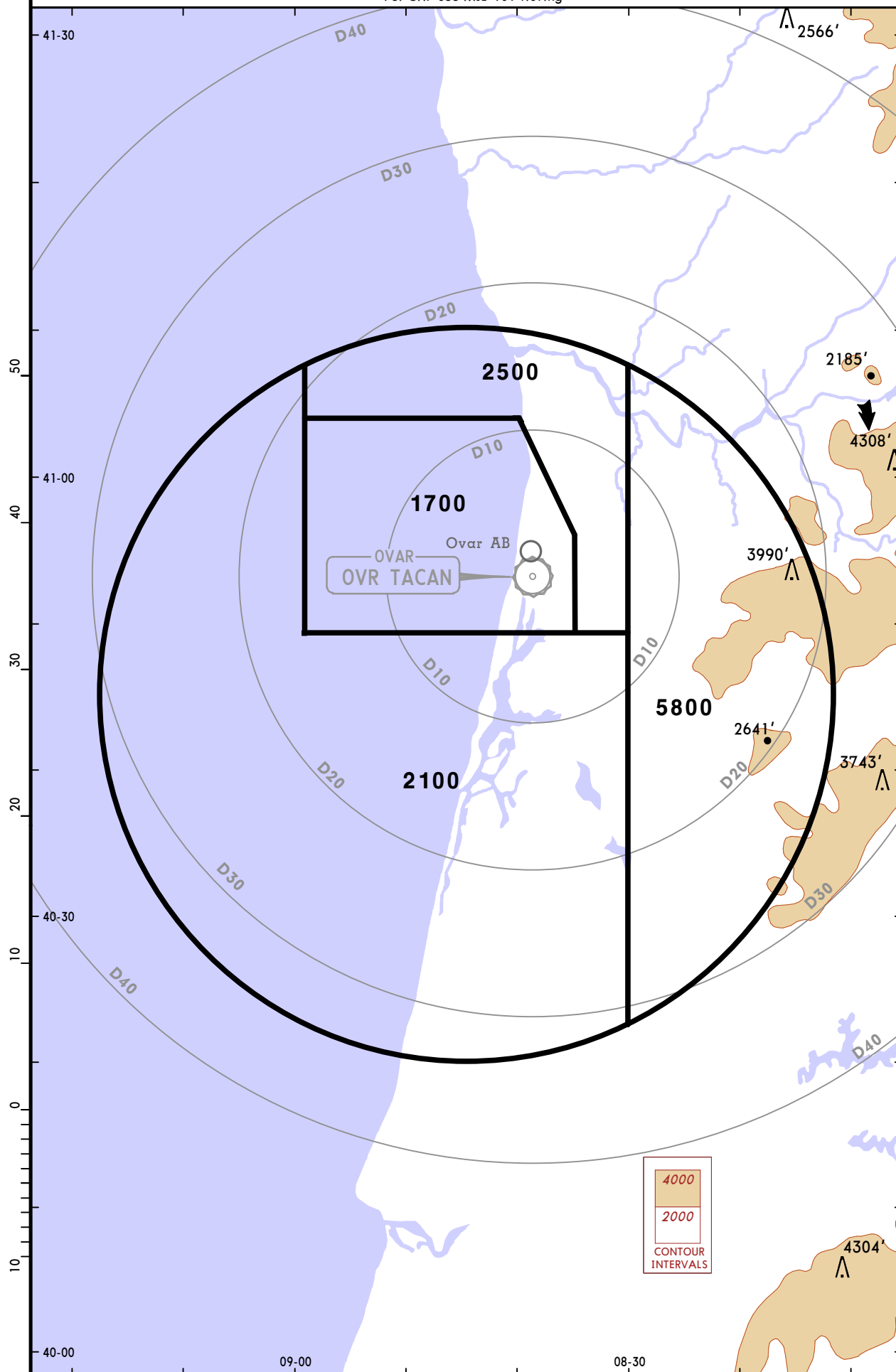
OVAR, PORTUGAL

RADAR MINIMUM ALTITUDES

Apt Elev
56'

Alt Set: hPa Trans level: By ATC Trans alt: 4000'

For UHF see MIL-101 listing

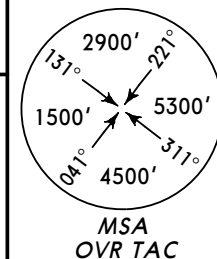


LPOV
OVAR

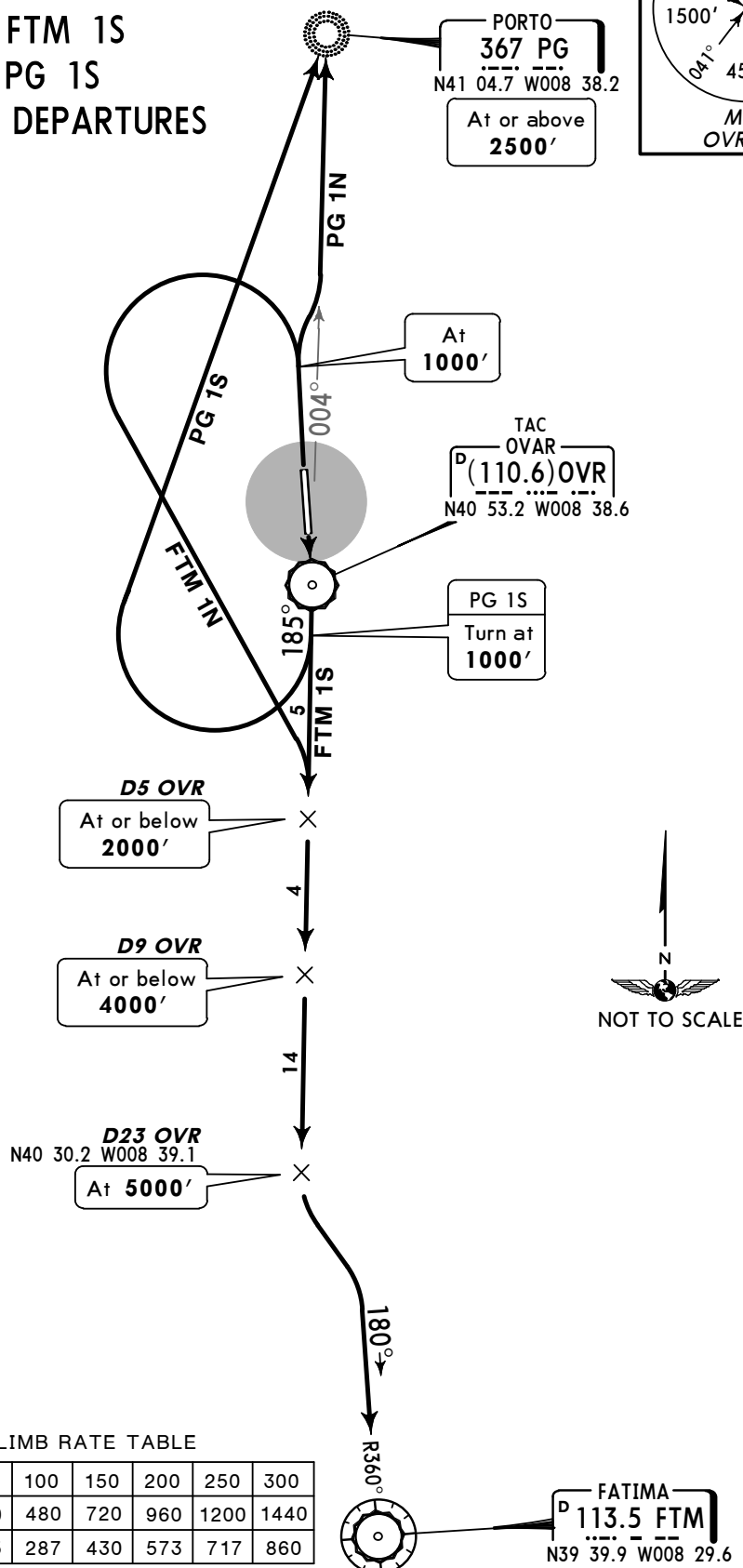
JEPPESSEN
 18 DEC 09 **10-3**

OVAR, PORTUGAL
SID

Apt Elev
56'
 Trans level: By ATC Trans alt: 4000'
 Emergency safe altitude within 100 NM of Ovar 8600'.



FTM 1N, FTM 1S
PG 1N, PG 1S
RWYS 36, 18 DEPARTURES



MINIMUM CLIMB RATE TABLE

RWY	KT	75	100	150	200	250	300
36	V/V (fpm)	360	480	720	960	1200	1440
18	V/V (fpm)	215	287	430	573	717	860

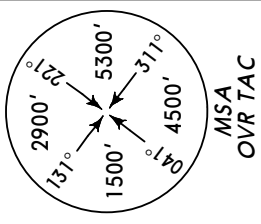
SID	RWY	ROUTING
FTM 1N	36	Climb to 1000', turn LEFT, intercept OVR R-185, at D23 OVR turn LEFT, intercept FTM R-360 inbound to FTM.
FTM 1S	18	Climb to OVR, intercept OVR R-185, at D23 OVR turn LEFT, intercept FTM R-360 inbound to FTM.
PG 1N	36	Climb to 1000', turn RIGHT, intercept OVR R-004 to PG.
PG 1S	18	Climb to OVR, intercept OVR R-185, at 1000' turn RIGHT to PG.

LPOV
OVAR

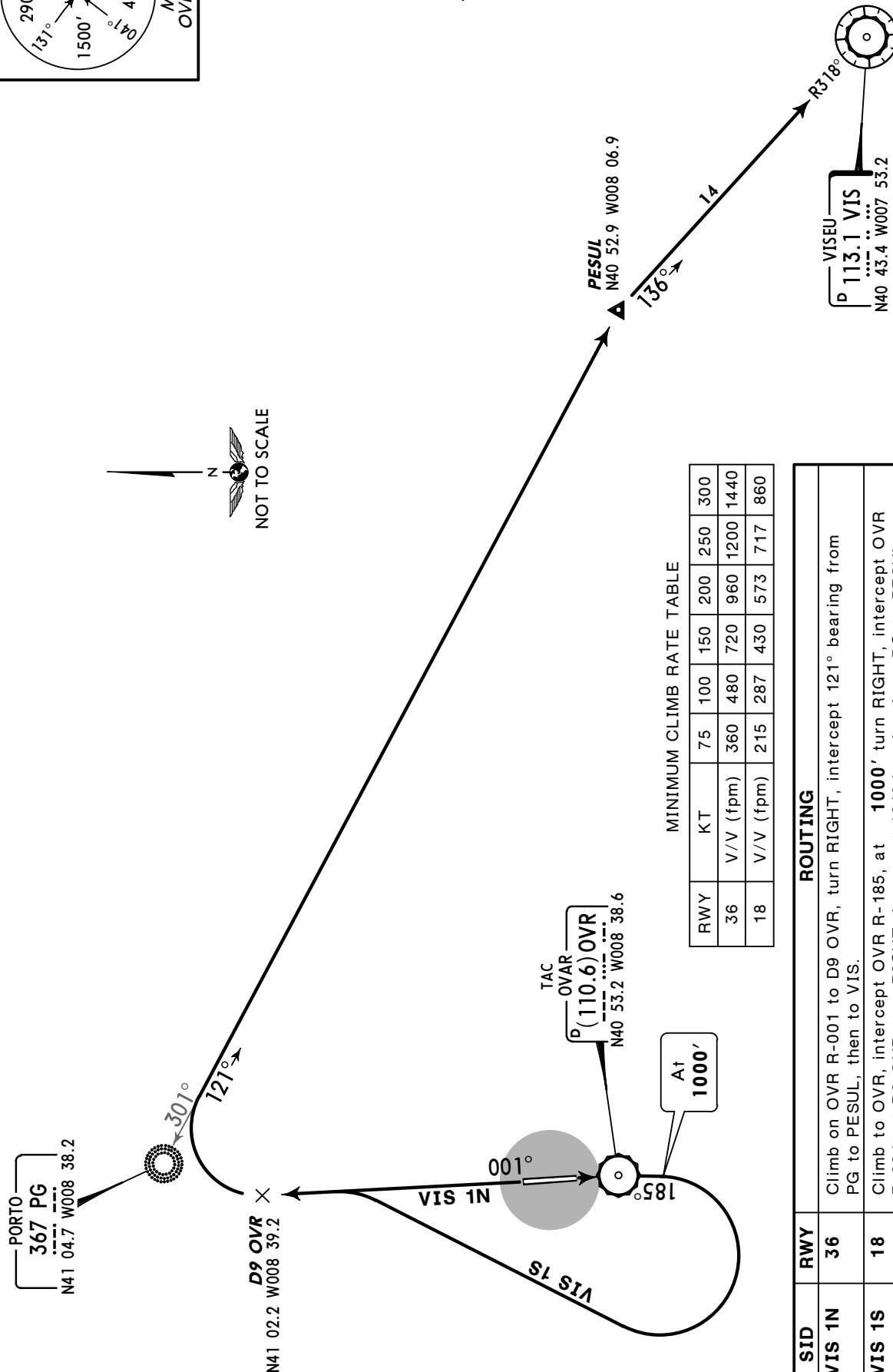
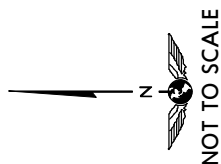
JEPPESEN
 18 DEC 09 **(10-3A)**

OVAR, PORTUGAL
SID

Apt Elev 56'
 Trans level: By ATC Trans alt: 4000'
 Emergency safe altitude within 100 NM of Ovar 8600'.



VIS 1N, VIS 1S
RWYS 36, 18 DEPARTURES



MINIMUM CLIMB RATE TABLE

RWY	KT	75	100	150	200	250	300
36	V/V (fpm)	360	480	720	960	1200	1440
18	V/V (fpm)	215	287	430	573	717	860

ROUTING

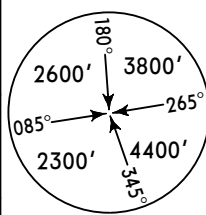
SID	RWY	ROUTING
VIS 1N	36	Climb on OVR R-001 to D9 OVR, turn RIGHT, intercept 121° bearing from PG to PESUL, then to VIS.
VIS 1S	18	Climb to OVR, intercept OVR R-185, at 1000' turn RIGHT, intercept OVR R-001, at D9 OVR turn RIGHT, intercept 121° bearing from PG to PESUL, then to VIS.

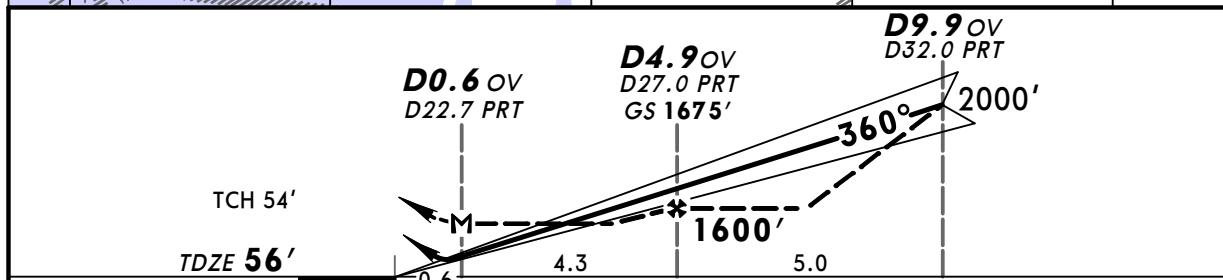
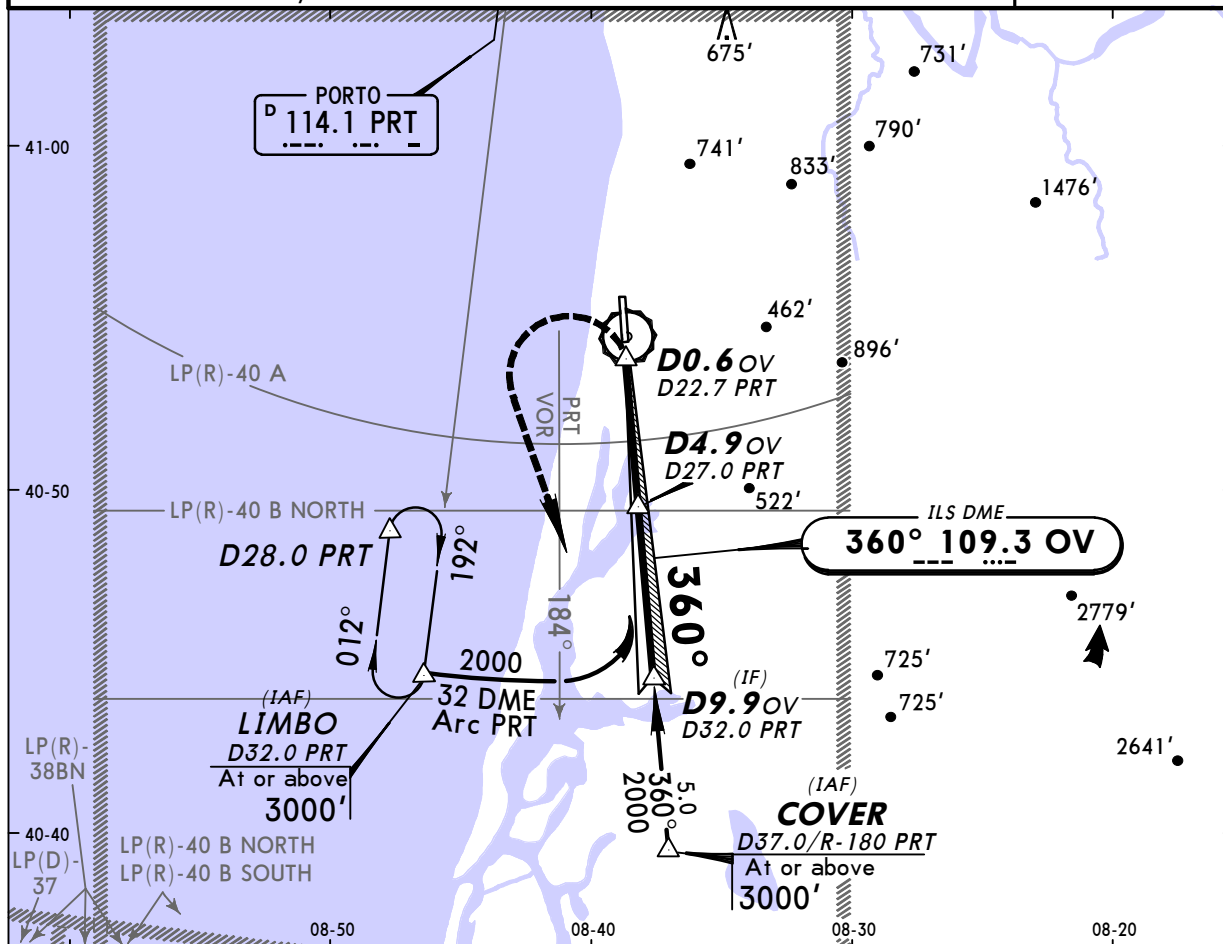
LPOV
OVAR AB

JEPPesen
27 JAN 06 **(11-1)**

OVAR, PORTUGAL
ILS DME-1 Rwy 36

BRIEFING STRIP

*OVAR Approach 118.6				*OVAR Tower 122.1	
For UHF see MIL-101 listing					
LOC OV 109.3	Final Apch Crs 360°	GS D4.9 OV 1675' (1619')	ILS DA(H) 256' (200')	Apt Elev 56' TDZE 56'	 MSA PRT VOR
MISSED APCH: Climb STRAIGHT AHEAD to 460', then turn LEFT to COVER (D37.0/R-180 PRT) climbing to 1500'. When passing D28.0 PRT resume climb to 3000'.					
Alt Set: hPa ILS DME reads zero at rwy 36 threshold.		TDZ Elev: 2 hPa	Trans level: By ATC	Trans alt: 4000'	



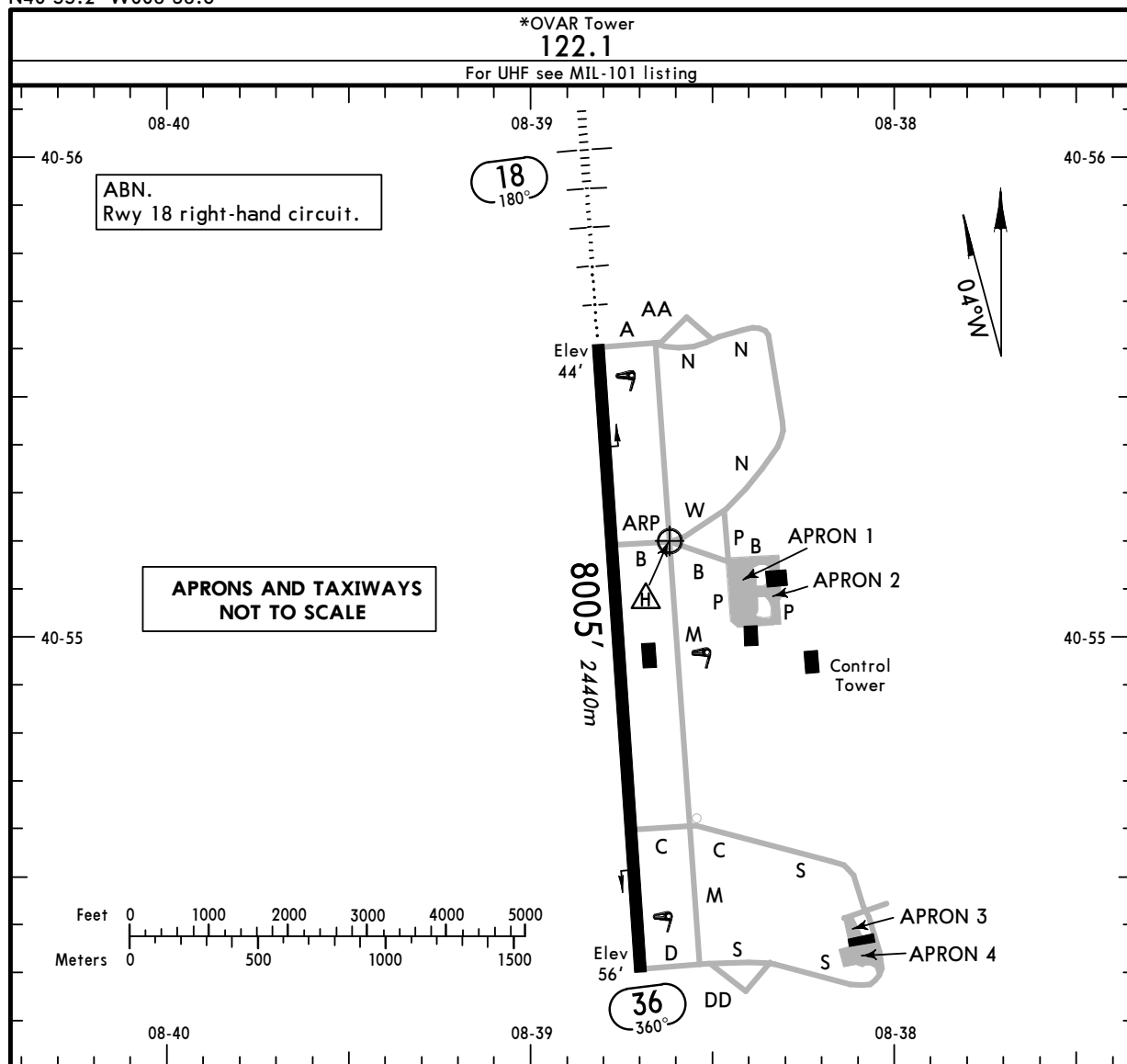
Gnd speed-Kts	70	90	100	120	140	160	PAPI		460' ↑ COVER 1500' ↑	
GS	3.00°	377	484	538	646	753				
MAP at D0.6 OV/D22.7 PRT										

JAR-OPS		STRAIGHT-IN LANDING RWY 36		CEILING REQUIRED		CIRCLE-TO-LAND	
ILS		LOC (GS out)				Not authorized East of airport	
DA(H) 256' (200')		MDA(H) 340' (284')		Max Kts		MDA(H) CEIL-VIS	
TERPS	A	200' - 1600m		300' - 1600m		90	460' (404') 400' - 1600m
	B					120	560' (504') 500' - 1600m
	C					140	660' (604') 500' - 2400m
	D					165	760' (704') 600' - 3600m

LPOV
 Apt Elev **56'**
 N40 55.2 W008 38.6

JEPPESSEN
 27 JAN 06 **(11-1)**

OVAR, PORTUGAL
 OVAR AB



ADDITIONAL RUNWAY INFORMATION						
RWY				USABLE LENGTHS		WIDTH
				Threshold	Landing Beyond Glide Slope	
18	HIRL	HIALS	PAPI (angle 3.0°)			148'
36	HIRL		PAPI (angle 3.0°)			45m

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JAR-OPS			
TAKE-OFF 1			
LVP must be in Force		All Rwys	
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A			
B	250m	400m	500m
C			
D	300m		

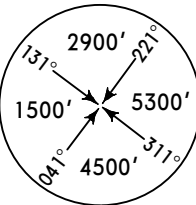
1 Operators applying U.S. Ops Specs: CL required below 300m.

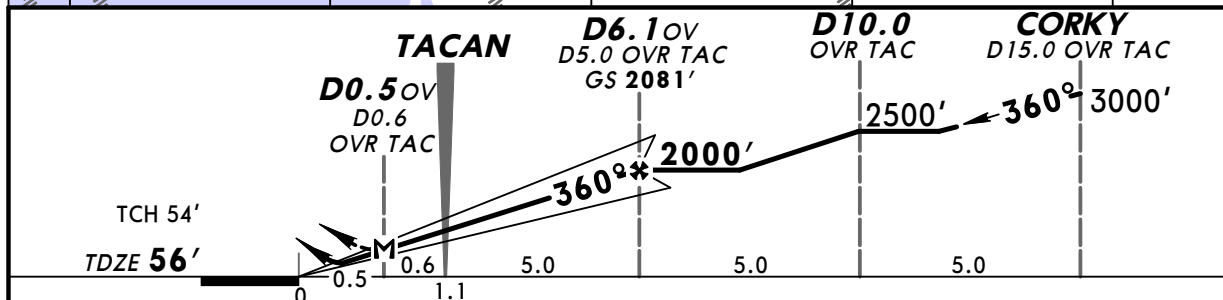
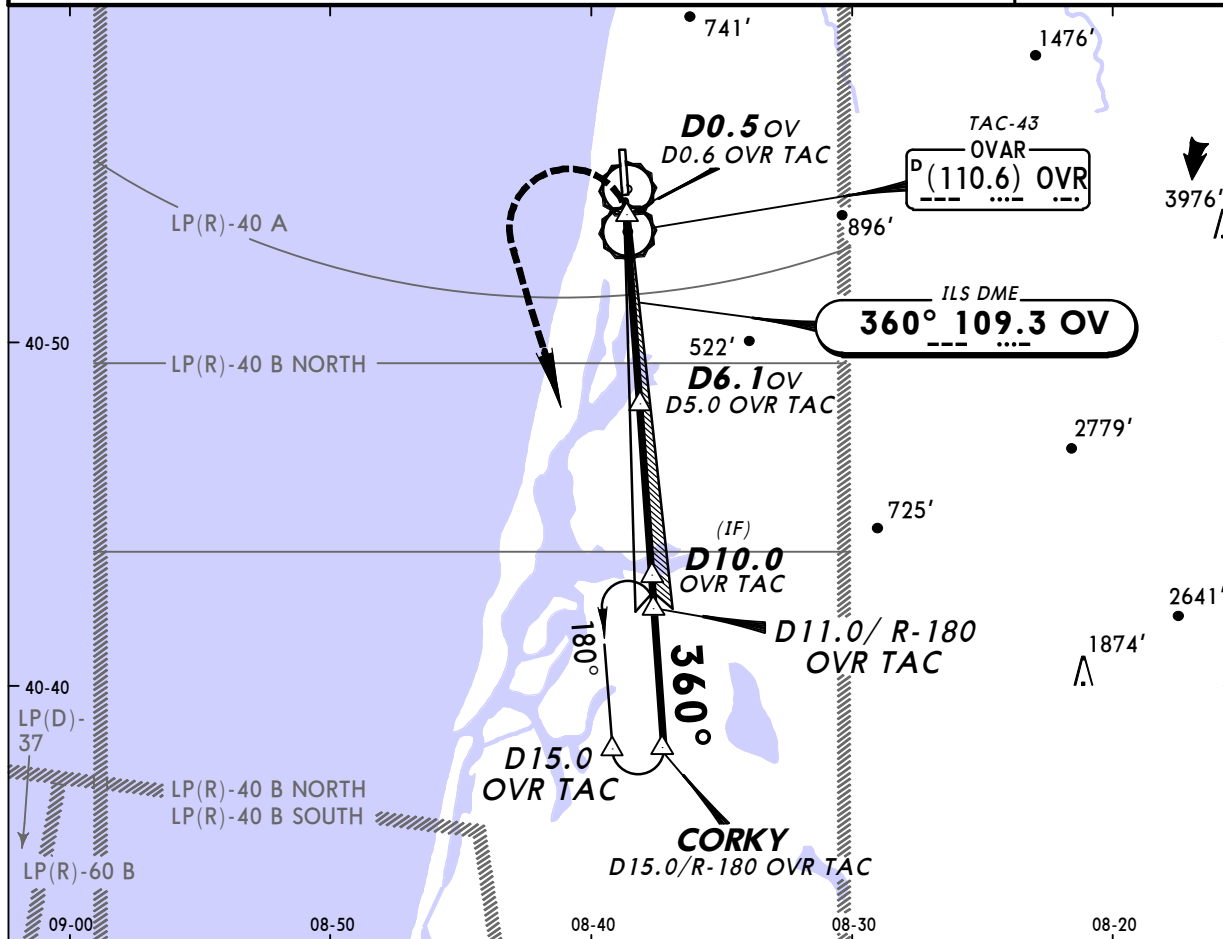
LPOV
OVAR

JEPPesen
23 JAN 09 **(11-2)** TACAN Azimuth
Required

OVAR, PORTUGAL
ILS DME-2 Rwy 36

BRIEFING STRIP

*OVAR Approach 118.6				*OVAR Tower 122.1	
For UHF see MIL-101 listing					
LOC OV 109.3	Final Apch Crs 360°	GS D6.1 OV 2081' (2025')	ILS DA(H) 256' (200')	Apt Elev 56' TDZE 56'	
MISSED APCH: Climb STRAIGHT AHEAD to 460', then turn LEFT to CORKY (D15.0/R-180 OVR TAC) climbing to 1500'. When passing D5.0 OVR TAC South of OVR TAC resume climb to 3000'.					
Alt Set: hPa ILS DME reads zero at rwy 36 threshold.		TDZ Elev: 2 hPa	Trans level: By ATC	Trans alt: 4000'	



Gnd speed-Kts	70	90	100	120	140	160	PAPI	460'	CORKY	1500'
ILS GS 3.00° or LOC Desc Grad 5.2%	377	484	538	646	753	861		↑	↶ LT	↑
MAP at D0.5 OV/D0.6 OVR TAC										

JAR-OPS			STRAIGHT-IN LANDING RWY 36			CEILING REQUIRED			CIRCLE-TO-LAND		
ILS			LOC (GS out)						Not authorized East of airport		
DA(H) 256' (200')			MDA(H) 340' (284')			Max Kts			MDA(H) CEIL-VIS		
200' - 1600m			300' - 1600m			90	460' (404') 400' - 1600m				
						120	560' (504') 500' - 1600m				
						140	660' (604') 500' - 2400m				
						165	760' (704') 600' - 3600m				

TERPS

CHANGES: Holding fix.

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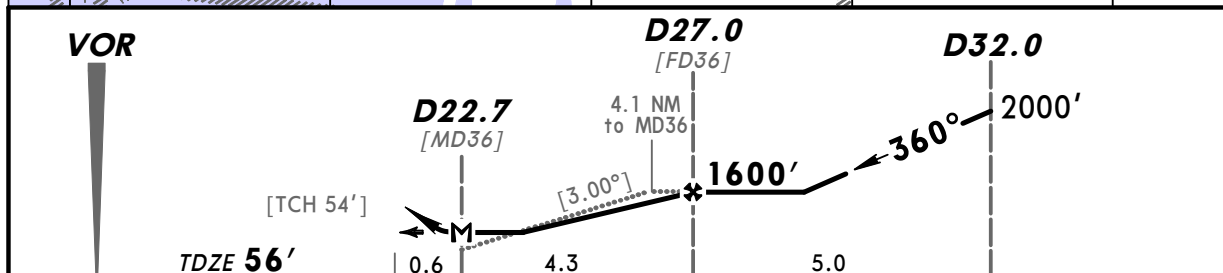
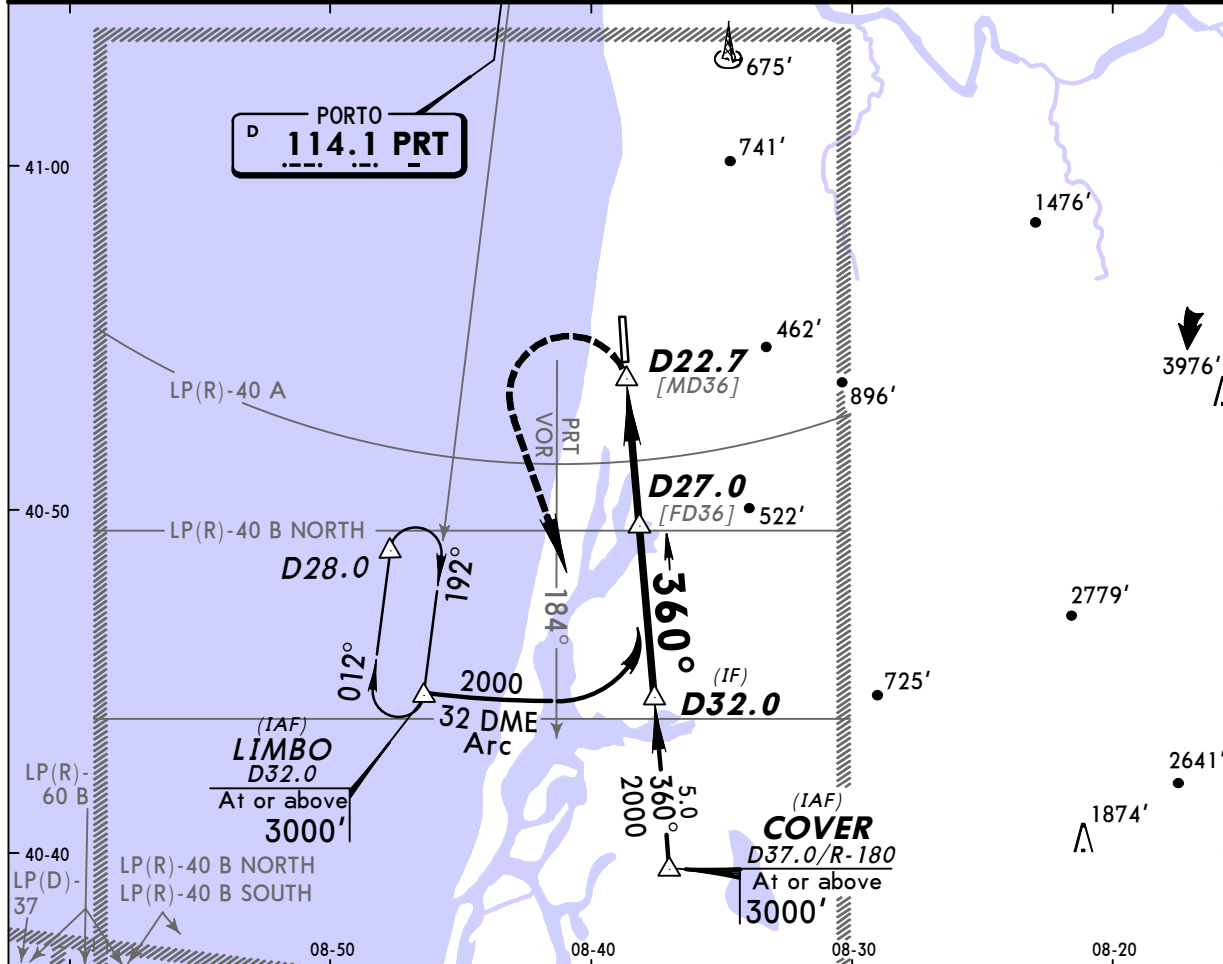
LPOV
OVAR

JEPPesen
23 JAN 09 **(13-1)**

OVAR, PORTUGAL
VOR DME Rwy 36

BRIEFING STRIP

*OVAR Approach 118.6				*OVAR Tower 122.1	
For UHF see MIL-101 listing					
VOR PRT 114.1	Final Apch Crs 360°	Minimum Alt D27.0 1600' (1544')	MDA(H) 600' (544')	Apt Elev 56' TDZE 56'	 MSA PRT VOR
MISSED APCH: Turn LEFT to COVER (D37.0/R-180) climbing to 1500'. When passing D28.0 resume climb to 3000'.					
Alt Set: hPa		TDZ Elev: 2 hPa	Trans level: By ATC	Trans alt: 4000'	



Gnd speed-Kts	70	90	100	120	140	160	PAPI		COVER 1500'
Descent angle [3.00°]	372	478	531	637	743	849			
MAP at D22.7									

JAR-OPS		STRAIGHT-IN LANDING RWY 36		CEILING REQUIRED		CIRCLE-TO-LAND	
				Not authorized East of airport			
MDA(H) 600' (544')				Max Kts.	MDA(H) _____ CEIL-VIS _____		
A	600' - 1600m			90	600' (544')	600' - 1600m	
B	600' - 2000m			120	600' (544')	600' - 2000m	
C	600' - 2400m			140	660' (604')	600' - 2400m	
D	600' - 2800m			165	760' (704')	600' - 3600m	