

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 LPFR

General Info

Faro, PRT

N 37° 00.9' W 07° 57.9' Mag Var: 4.4°W

Elevation: 24'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT uses DST

Runway Info

Runway 10-28 8169' x 148' asphalt

Runway 10 (104.0°M) TDZE 24'

Lights: Edge, Centerline, Part time

Displaced Threshold Distance 147'

Runway 28 (284.0°M) TDZE 18'

Lights: Edge, ALS, Centerline, Part time

Right Traffic

Displaced Threshold Distance 147'

Communications Info

ATIS **124.2**

Faro Tower **120.75**

Faro Tower **119.125** Secondary

Faro Tower **376.75** Military

Faro Ground Control **118.575**

Faro Ground Control **376.75** Military

Faro Approach Control **119.4**

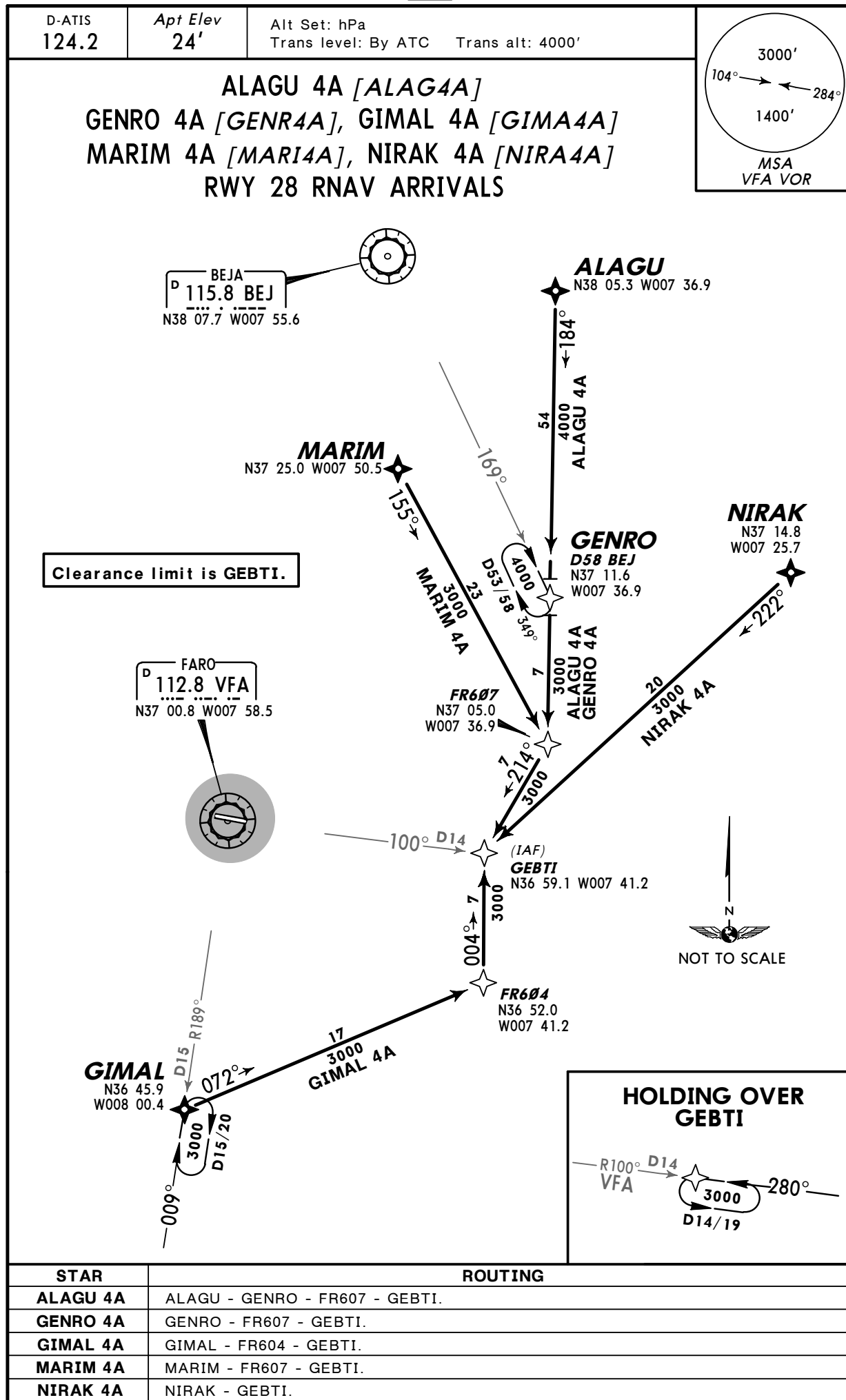
Faro Approach Control **376.75** Military

Notebook Info

LPFR/FAO
FARO

JEPPESEN
 8 OCT 10 **10-2** Eff 21 Oct

FARO, PORTUGAL
RNAV STAR



LPFR/FAO
FARO

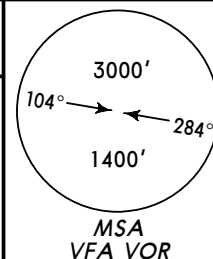
JEPPESEN
 8 OCT 10 **(10-2A)** **Eff 21 Oct**

FARO, PORTUGAL
RNAV STAR

D-ATIS
 124.2

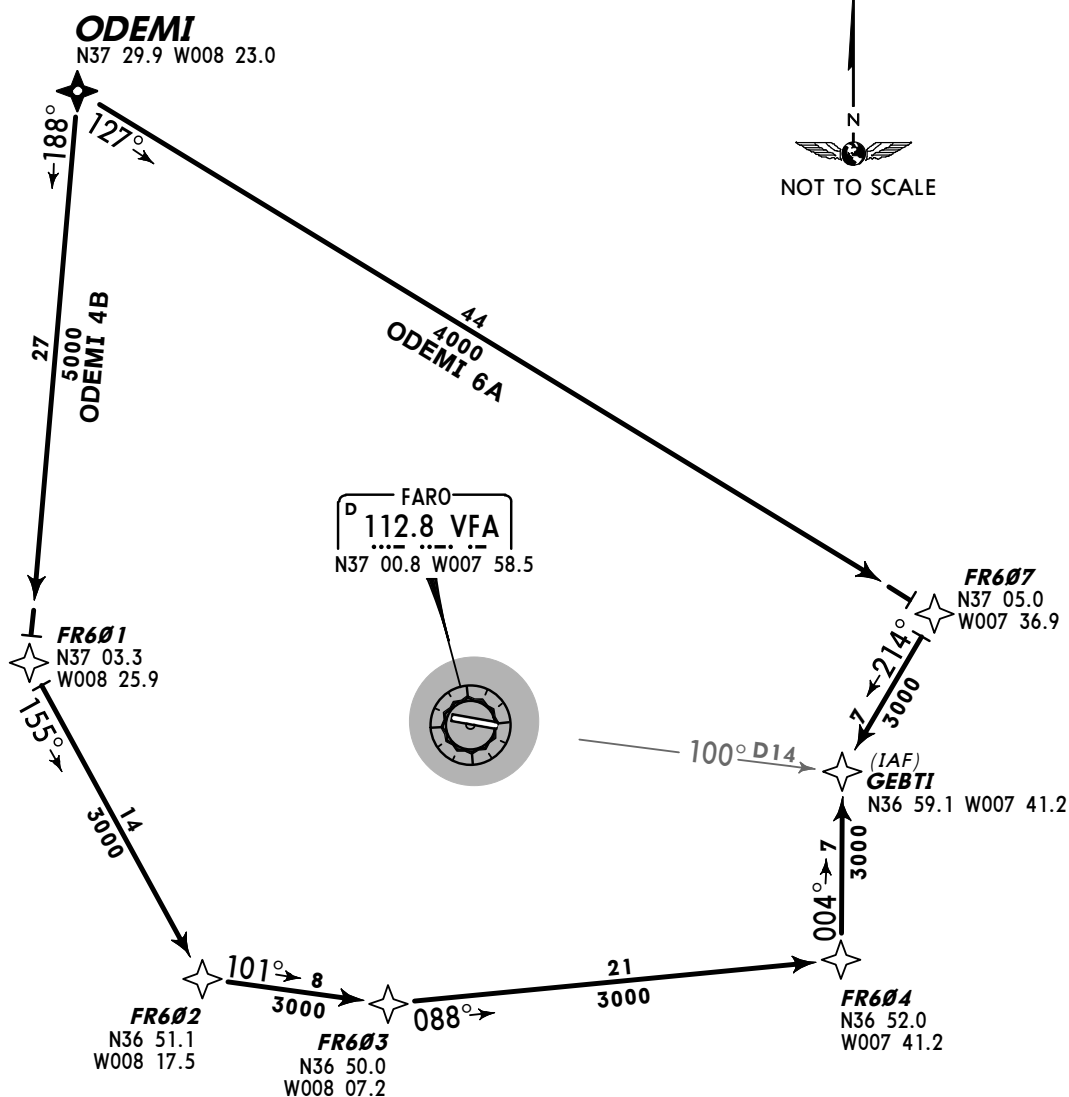
Apt Elev
 24'

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

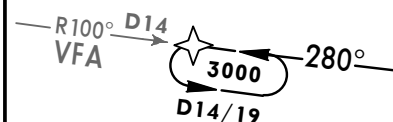


**ODEMI 6A [ODEM6A], ODEMI 4B [ODEM4B]
 RWY 28 RNAV ARRIVALS**

Clearance limit is GEBTI.



**HOLDING OVER
 GEBTI**



STAR	ROUTING
ODEMI 6A	ODEMI - FR607 - GEBTI.
ODEMI 4B	ODEMI - FR601 - FR602 - FR603 - FR604 - GEBTI.

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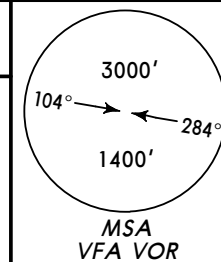
JEPPESEN
 23 JUL 10 **(10-2B)** **Eff 29 Jul**

FARO, PORTUGAL
RNAV STAR

D-ATIS
124.2

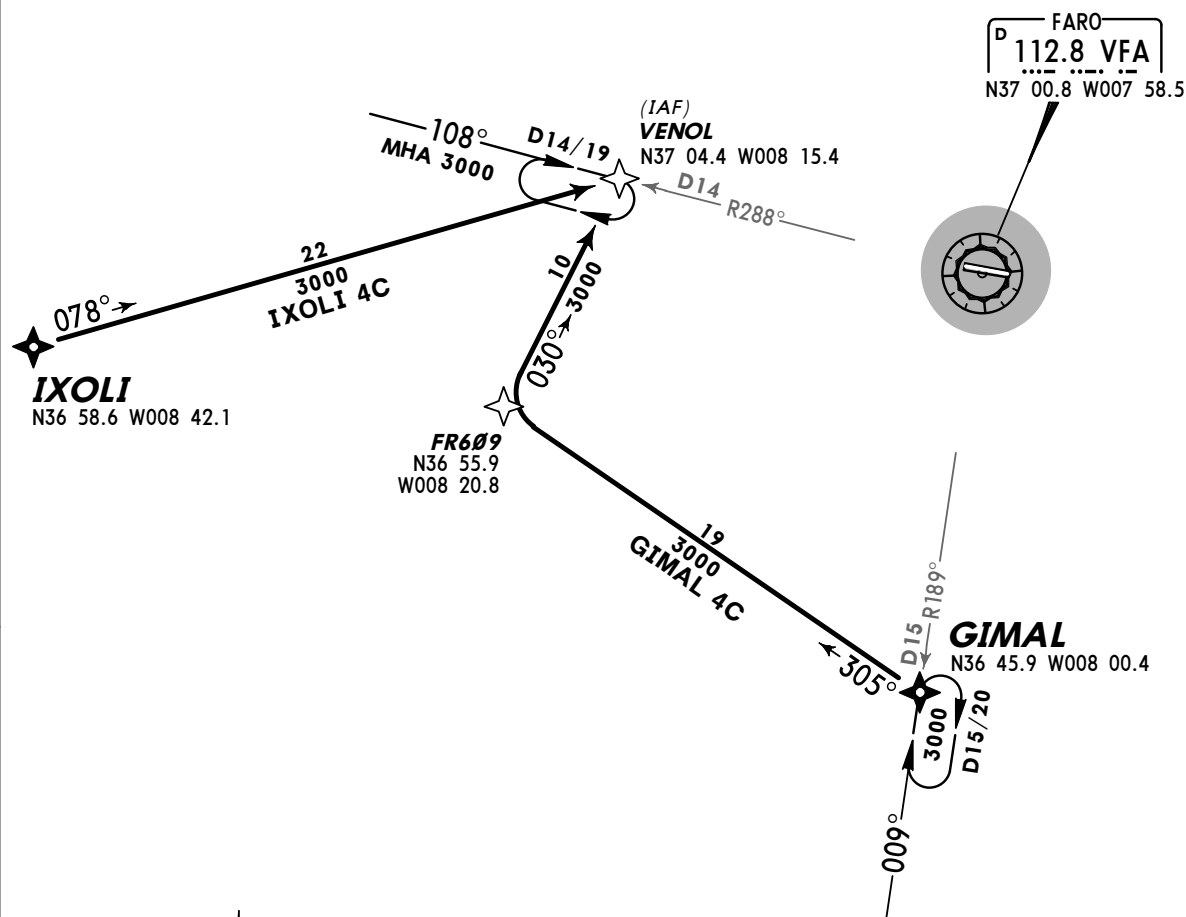
Apt Elev
24'

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



GIMAL 4C [GIMA4C]
IXOLI 4C [IXOL4C]
RWY 10 RNAV ARRIVALS

Clearance limit is VENOL.



STAR	ROUTING
GIMAL 4C	GIMAL - FR609 - VENOL.
IXOLI 4C	IXOLI - VENOL.

LPFR/FAO
FARO

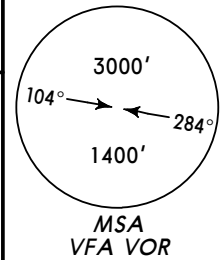
JEPPESEN
23 JUL 10 **(10-2C)** **Eff 29 Jul**

FARO, PORTUGAL
RNAV STAR

D-ATIS
124.2

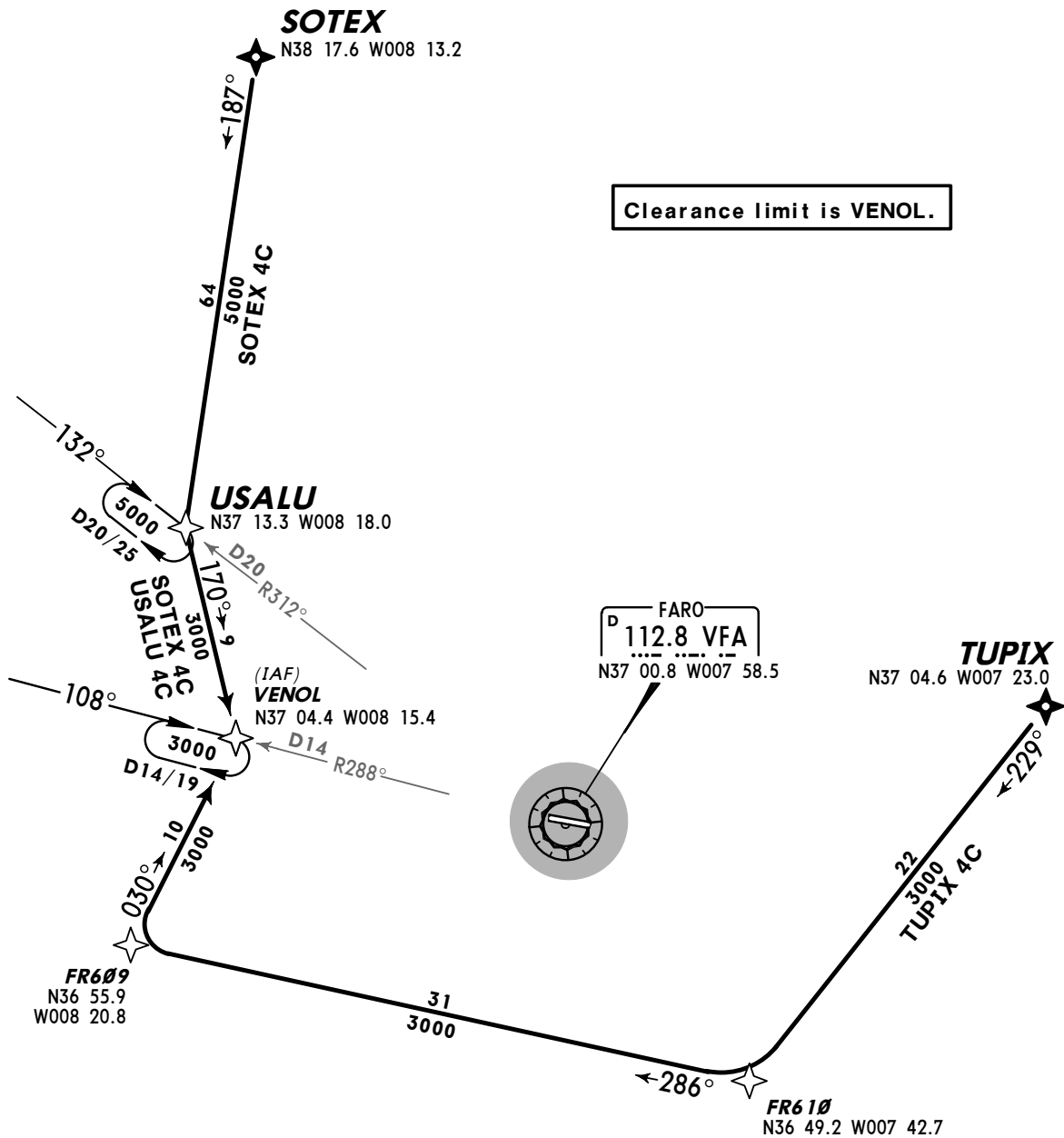
Apt Elev
24'

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



**SOTEX 4C [SOTE4C], TUPIX 4C [TUPI4C]
USALU 4C [USAL4C]
RWY 10 RNAV ARRIVALS**

Clearance limit is VENOL.

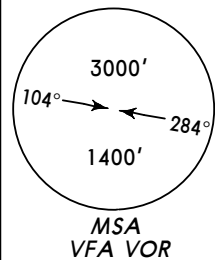


STAR	ROUTING
SOTEX 4C	SOTEX- USALU - VENOL.
TUPIX 4C	TUPIX - FR610 - FR609 - VENOL.
USALU 4C	USALU - VENOL.

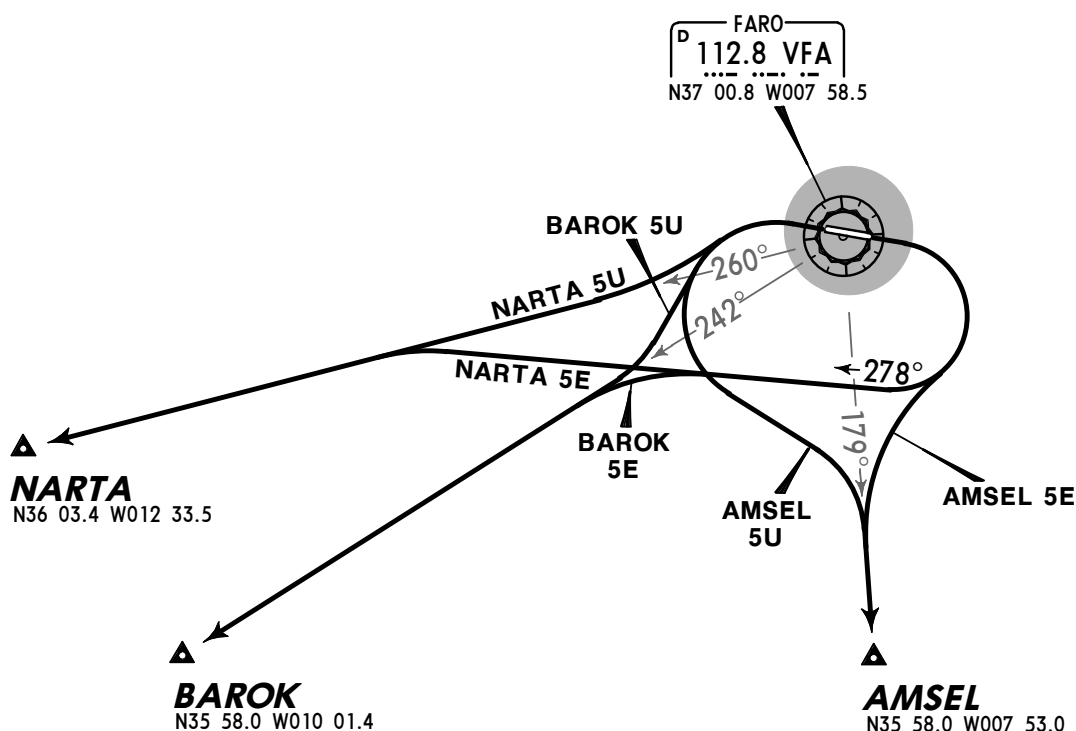
LPFR/FAO
FARO

JEPPESEN
 2 JAN 09 **10-3** **Eff 15 Jan**

FARO, PORTUGAL
SID

FARO Approach 119.4	Apt Elev 24'	Trans level: By ATC Trans alt: 4000' 1. After take-off contact FARO Approach. 2. SIDs are also noise abatement routings. 3. Radar vectoring involving deviation from SID may be used by FARO Approach to expedite traffic.	
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AMSEL 5E [AMSE5E], AMSEL 5U [AMSE5U]
BAROK 5E [BARO5E], BAROK 5U [BARO5U]
NARTA 5E [NART5E], NARTA 5U [NART5U]
RWYS 10, 28 DEPARTURES

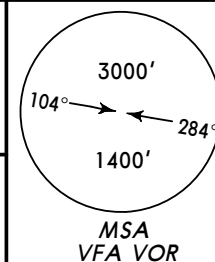


Initial climb clearance **FL60**

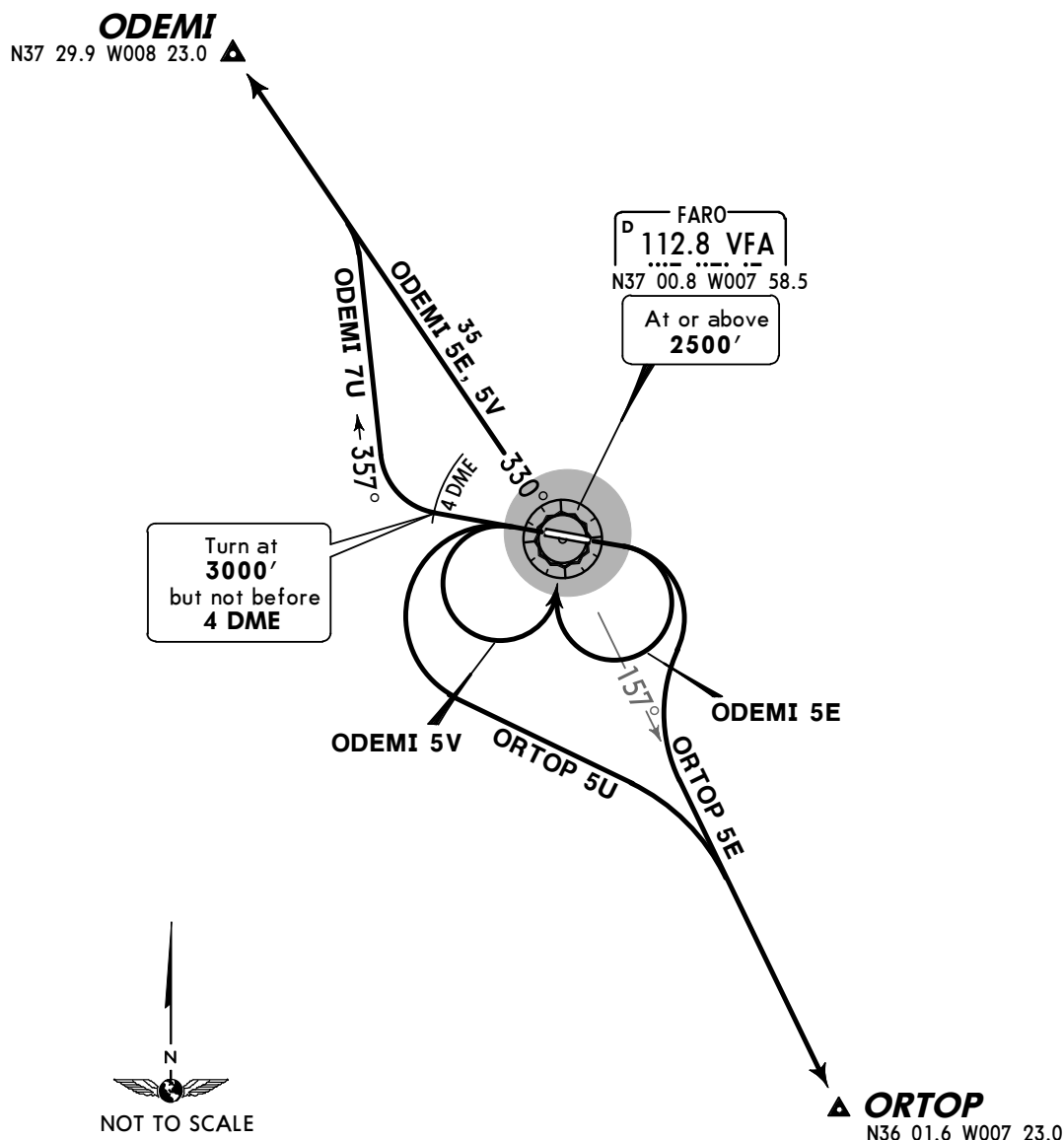
SID	RWY	ROUTING
AMSEL 5E	10	Turn RIGHT, intercept VFA R-179 to AMSEL.
AMSEL 5U	28	Turn LEFT, intercept VFA R-179 to AMSEL.
BAROK 5E	10	Turn RIGHT, 278° track, intercept VFA R-242 to BAROK.
BAROK 5U	28	Turn LEFT, intercept VFA R-242 to BAROK.
NARTA 5E	10	Turn RIGHT, 278° track, intercept VFA R-260 to NARTA.
NARTA 5U	28	Turn LEFT, intercept VFA R-260 to NARTA.

CHANGES: None.

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LPFR/FAO
FARO**JEPPESEN**
2 JAN 09 **(10-3A)** **Eff 15 Jan****FARO, PORTUGAL**
SIDFARO Approach
119.4Apt Elev
24'Trans level: By ATC Trans alt: 4000'
1. After take-off contact FARO Approach.
2. SIDs are also noise abatement routings.
3. Radar vectoring involving deviation from SID may be used by FARO Approach to expedite traffic.

ODEMI 5E [ODEM5E], ODEMI 7U [ODEM7U]
ODEMI 5V [ODEM5V], ORTOP 5E [ORTO5E]
ORTOP 5U [ORTO5U]
RWYS 10, 28 DEPARTURES

Initial climb clearance **FL60**

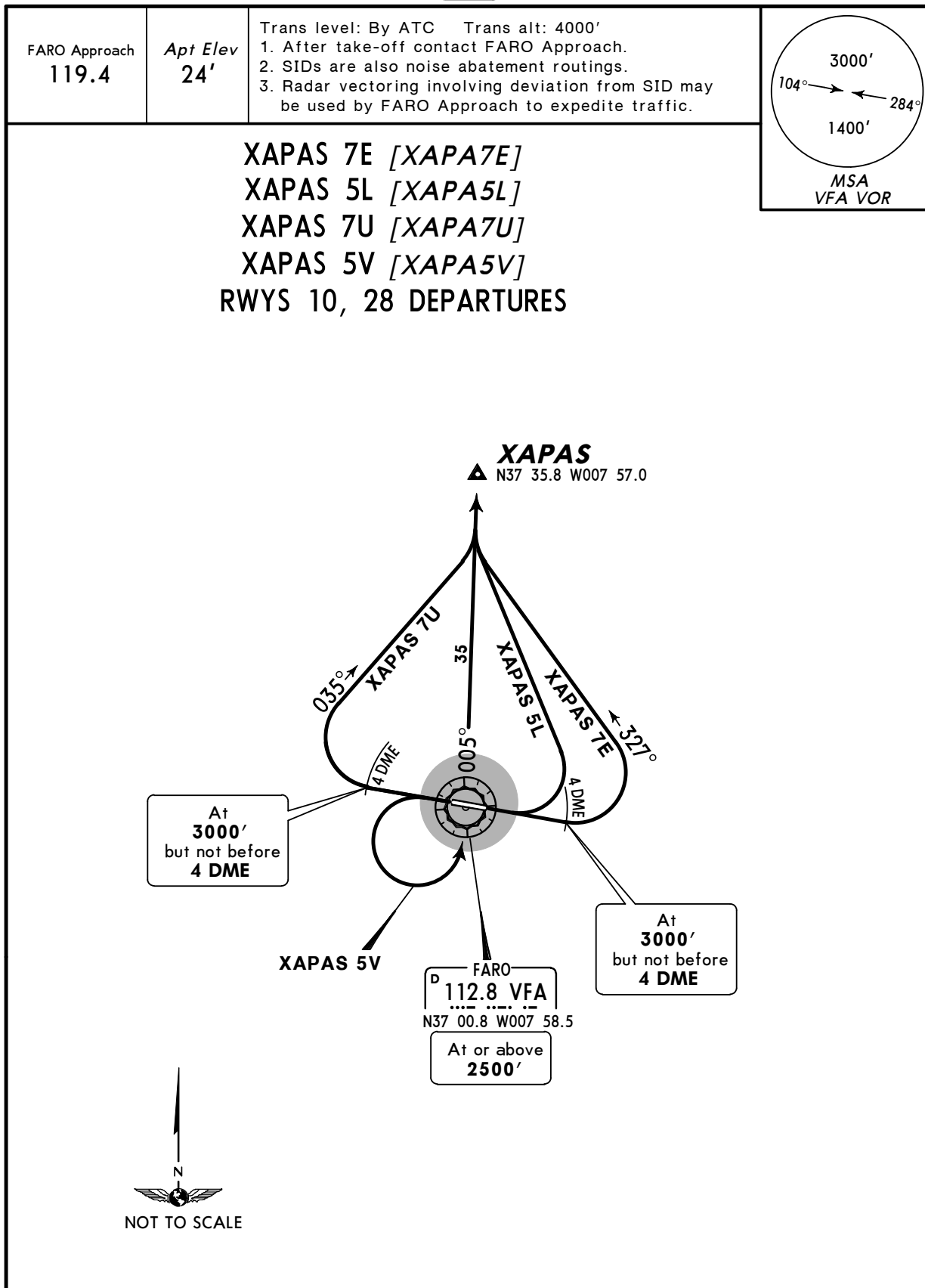
SID	RWY	ROUTING
ODEMI 5E	10	Turn RIGHT to VFA, VFA R-330 to ODEMI.
ODEMI 7U ①	28	Climb on runway heading, when passing 3000' , but not before VFA 4 DME, turn RIGHT, 357° track, intercept VFA R-330 to ODEMI.
ODEMI 5V		Turn LEFT to VFA, VFA R-330 to ODEMI.
ORTOP 5E	10	Turn RIGHT, intercept VFA R-157 to ORTOP.
ORTOP 5U	28	Turn LEFT, intercept VFA R-157 to ORTOP.

① To be used only between 0800-2200Z - alternative ODEMI 5V.

LPFR/FAO
FARO

JEPPESEN
 26 FEB 10 **(10-3B)** **Eff 11 Mar**

FARO, PORTUGAL
SID



Initial climb clearance **FL60**

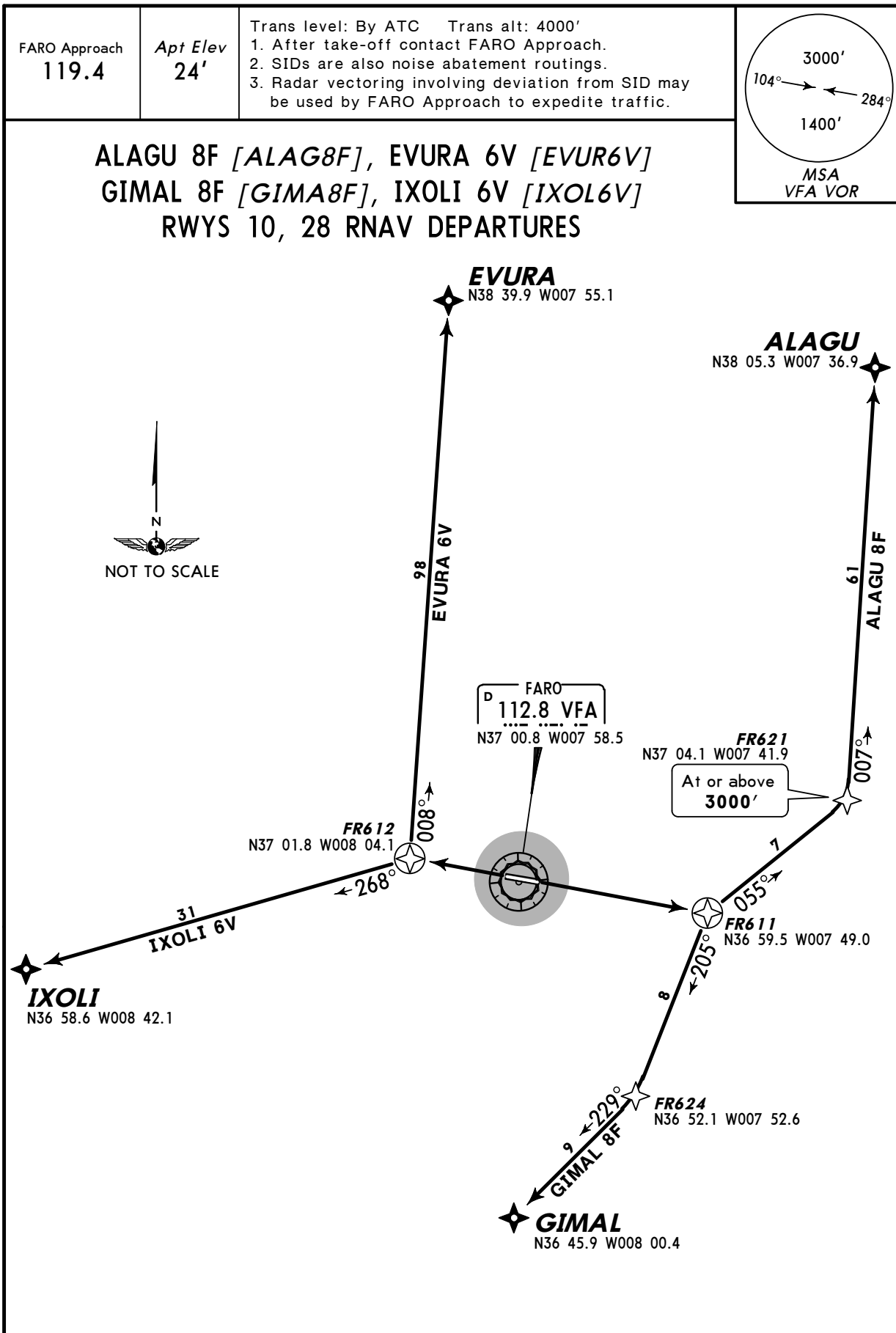
SID	RWY	ROUTING
XAPAS 7E	10	Climb on runway heading, when passing 3000' , but not before VFA 4 DME, turn LEFT, 327° track, intercept VFA R-005 to XAPAS.
XAPAS 5L ①		Turn LEFT, intercept VFA R-005 to XAPAS.
XAPAS 7U ②	28	Climb on runway heading, when passing 3000' , but not before VFA 4 DME, turn RIGHT, 035° track, intercept VFA R-005 to XAPAS.
XAPAS 5V		Turn LEFT to VFA, VFA R-005 to XAPAS.

- ① Light aircraft only.
 ② To be used only between 0800-2200Z - alternative XAPAS 5V.

LPFR/FAO
FARO

JEPPESEN
 26 FEB 10 **10-3C** **Eff 11 Mar**

FARO, PORTUGAL
RNAV SID

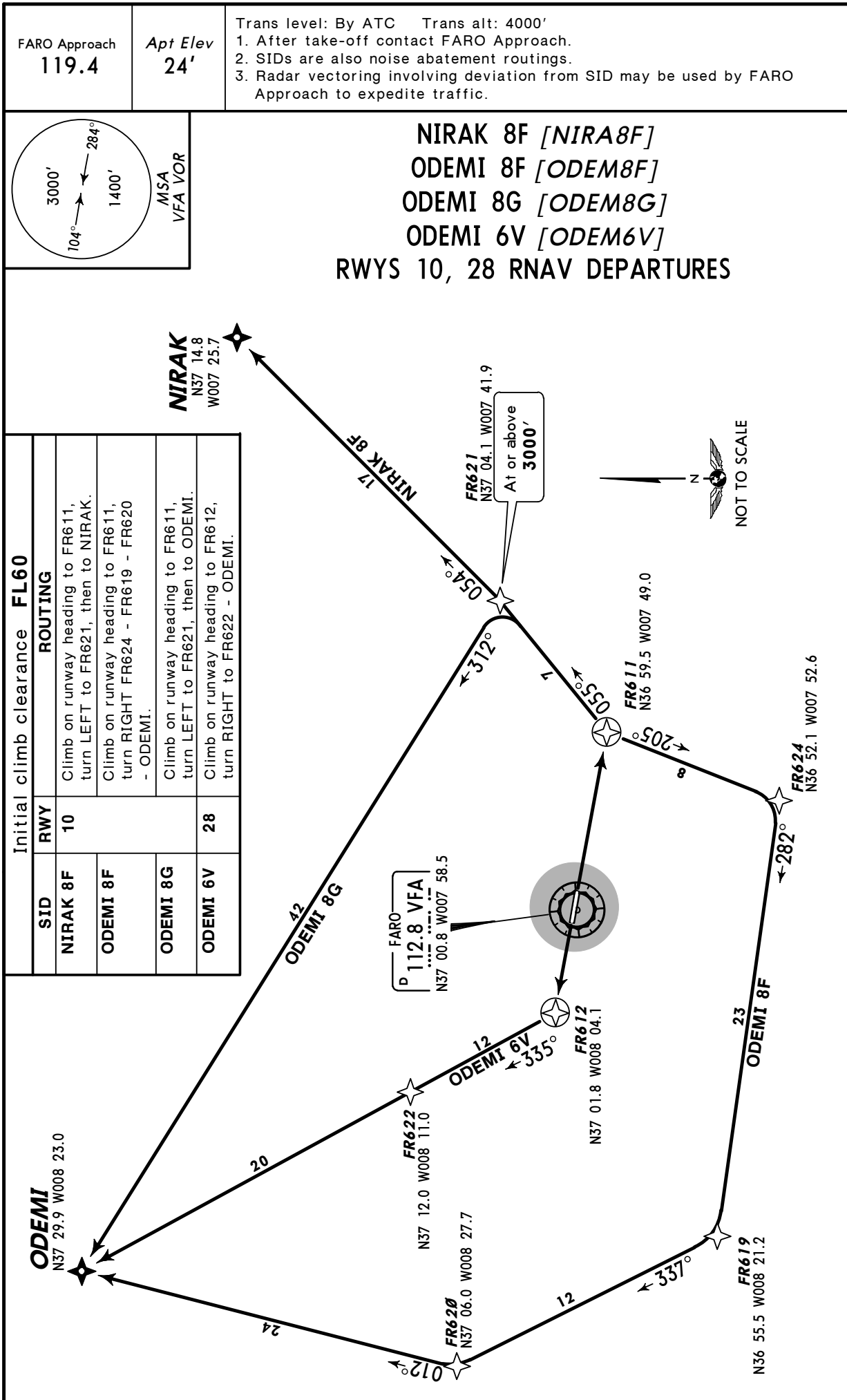


Initial climb clearance FL60		
SID	RWY	ROUTING
ALAGU 8F	10	Climb on runway heading to FR611, turn LEFT to FR621, then to ALAGU.
EVURA 6V	28	Climb on runway heading to FR612, turn RIGHT to EVURA.
GIMAL 8F	10	Climb on runway heading to FR611, turn RIGHT to FR624, then to GIMAL.
IXOLI 6V	28	Climb on runway heading to FR612, turn LEFT to IXOLI.

LPFR/FAO
FARO

JEPPESEN
26 FEB 10 **10-3D** **Eff 11 Mar**

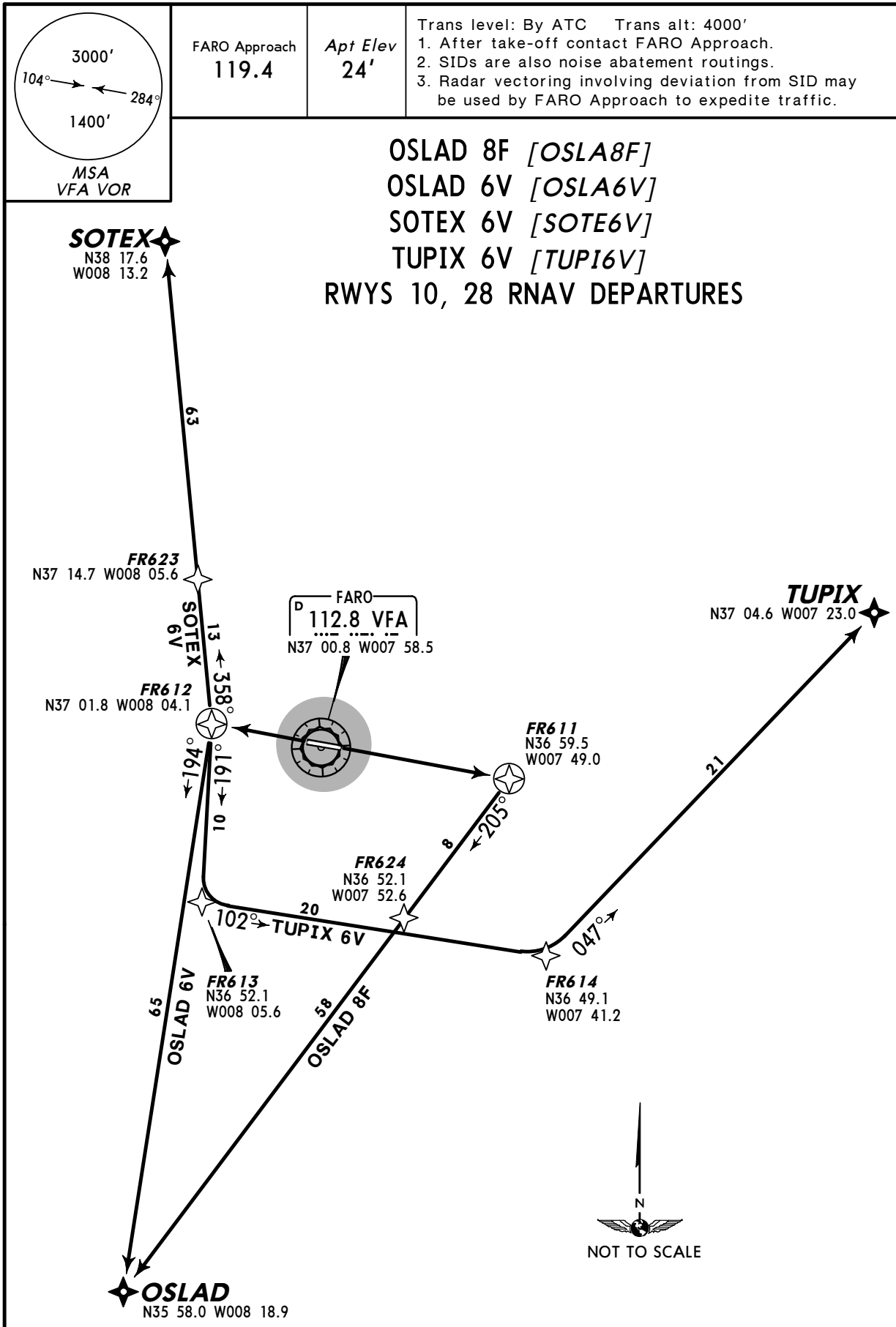
FARO, PORTUGAL
RNAV SID



LPFR/FAO
FARO

JEPPESSEN
 26 FEB 10 **(10-3E)** **Eff 11 Mar**

FARO, PORTUGAL
RNAV SID



Initial climb clearance FL60		
SID	RWY	ROUTING
OSLAD 8F	10	Climb on runway heading to FR611, turn RIGHT to FR624, then to OSLAD.
OSLAD 6V	28	Climb on runway heading to FR612, turn LEFT to OSLAD.
SOTEX 6V		Climb on runway heading to FR612, turn RIGHT to FR623 - SOTEX.
TUPIX 6V		Climb on runway heading to FR612, turn LEFT to FR613 - FR614 - TUPIX.

LPFR/FAO

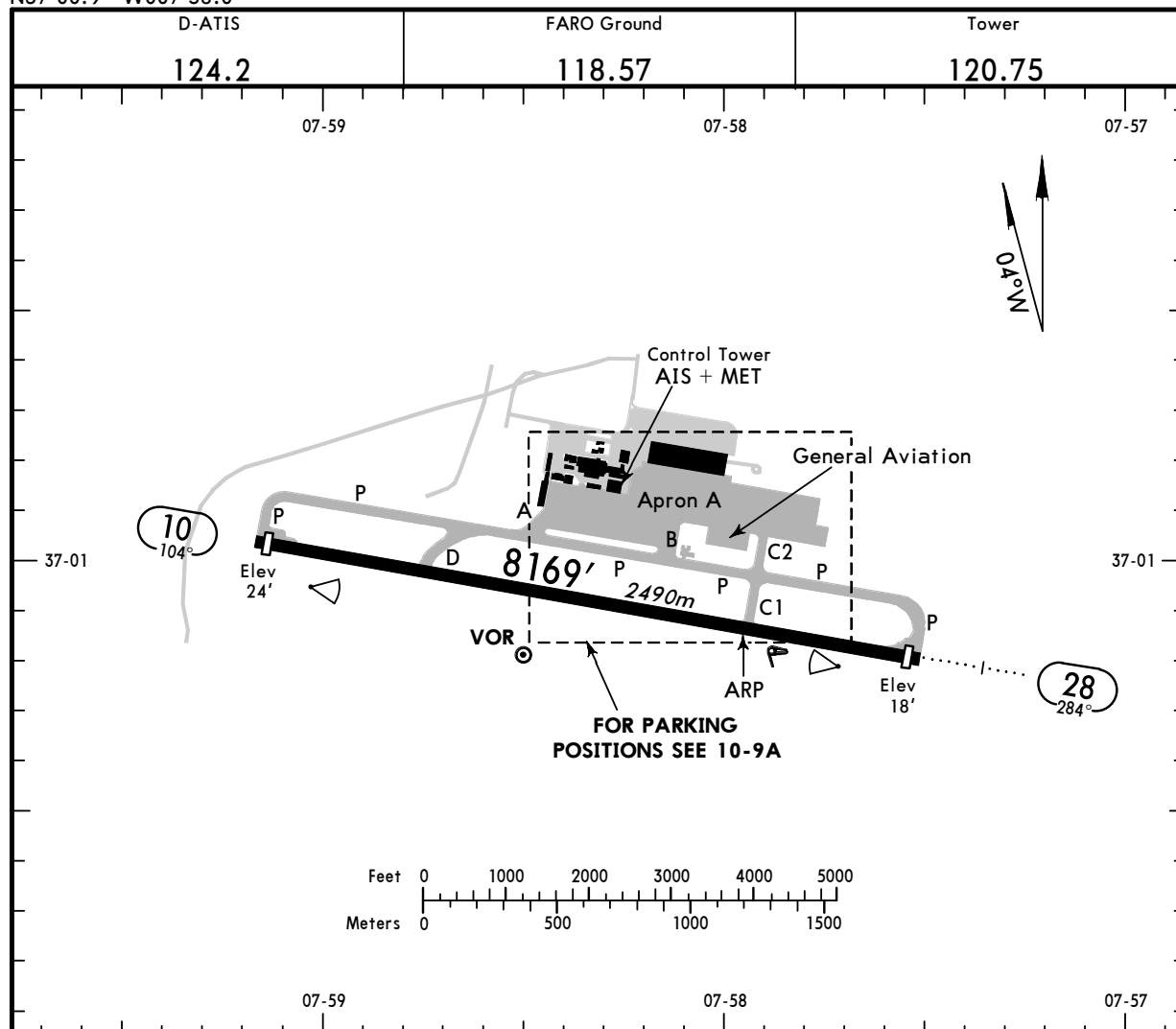
Apt Elev **24'**
N37 00.9 W007 58.0

JEPPESSEN

23 OCT 09 **(10-9)**

FARO, PORTUGAL

FARO



ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS		TAKE-OFF	WIDTH
RWY					LANDING BEYOND			
					Threshold	Glide Slope		
10	HIRL (60m)	CL (30m)	PAPI (angle 3.0°)	RVR	8022' 2445m			148' 45m
28	HIRL (60m)	CL (30m)	HIALS PAPI (3.0°)	RVR				

Standard

TAKE-OFF 1

	LVP must be in Force		All Rwys		
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A					
B	150m	200m	250m	400m	500m
C					
D	200m	250m	300m		

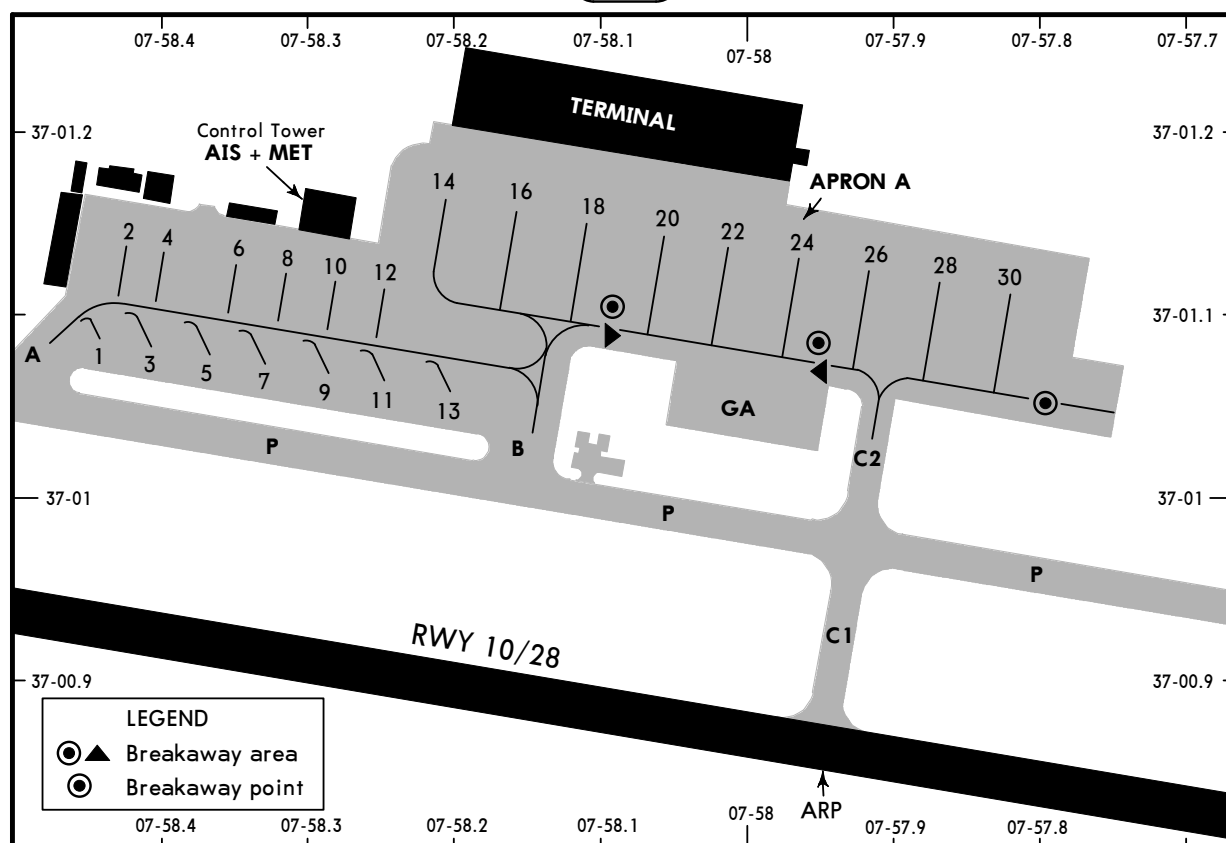
1 Operators applying U.S. Ops Specs: CL required below 300m.

LPFR/FAO

23 OCT 09 **10-9A**

FARO, PORTUGAL

FARO

**INS COORDINATES**

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
1	N37 01.1 W007 58.4	21	11	N37 01.0 W007 58.2	21
2	N37 01.2 W007 58.4	25	12	N37 01.1 W007 58.2	25
3	N37 01.1 W007 58.4	21	13	N37 01.0 W007 58.2	21
4	N37 01.1 W007 58.4	25	14	N37 01.2 W007 58.2	24
5	N37 01.1 W007 58.3	21	16, 18, 20	N37 01.2 W007 58.1	24
6	N37 01.1 W007 58.3	25	22, 24	N37 01.1 W007 58.0	24
7	N37 01.1 W007 58.3	21	26	N37 01.1 W007 57.9	22
8	N37 01.1 W007 58.3	25	28	N37 01.1 W007 57.9	20
9	N37 01.0 W007 58.2	21	30	N37 01.1 W007 57.8	19
10	N37 01.1 W007 58.3	25			

APRON OPERATIONAL PROCEDURES

- Access to stands 1 thru 13 via twy A. Apron taxilane between stand 1 and 13 is restricted to acft up to 144'/44m.
- All stands are nose-in/push-back.
- FOLLOW-ME guidance is provided in all stands.
- At stands 14 thru 24 an Automatic Guidance System served with Apron Drive Loading Bridges is available.
- Marshaller assistance is compulsory for parking, except stands with Automatic Guidance System. For acft with wingspan larger than 213'/65m always FOLLOW-ME and marshaller assistance is compulsory.
- Entrance and exit from GA parking via twy C2 unless otherwise instructed by ATC.

USE OF GPU/APU

The use of mobile autonomous GPU is not allowed at stands 14 thru 24, except when Apron Drive Loading Bridge GPU system is unserviceable.

APU may be used at stands 14 thru 24. Narrow bodied acft are allowed to use APU until 5 minutes after "chocks on" and 10 minutes before ETD. Wide bodied acft are allowed to use APU 10 minutes after "chocks on" and 20 minutes before ETD.

Whenever an acft APU is out of service advice Tower and one engine start-up is permitted on the stand, before starting the push-back manoeuvre. A previous authorization shall be obtained and coordinated with FARO Safety on 131.45 prior start up clearance from Tower. FOLLOW-ME assistance is mandatory.

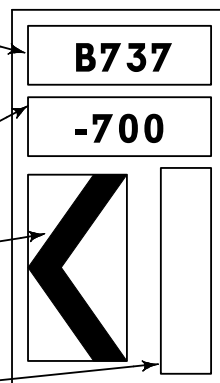
LPFR/FAO**JEPPESSEN**
2 OCT 09 **(10-9B)****FARO, PORTUGAL**
FARO**APIS (AIRCRAFT PARKING INFORMATION SYSTEM)**

Display indicating: Company, "ETD", "UTC", acft type, "SLOW", "STOP", "OK", "CHCK" and "TOO/FAR".

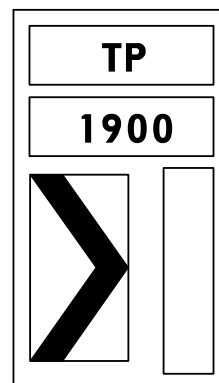
Display indicating: Flight number, time, acft series, "STOP", "ON" (chocks) and "DOWN".

Centerline beacon side-in-guidance.

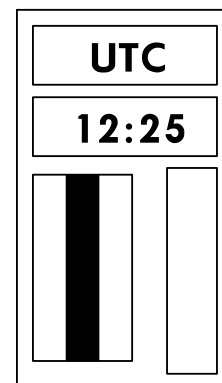
Closing-rate information. Full closing rate thermometer indicates at least 46'/14m to stop position.



Turn LEFT



Turn RIGHT



On centerline

PILOT INSTRUCTIONS

1. Follow twy lead-in line and adjust according to the directions of the centerline beacon side-in-guidance.
2. Check correct acft type is flashing and that centerline guidance and closing rate thermometer is activated. The flight number may also be presented.
3. Do not enter the stand if display presents STOP or wrong acft-type.
4. Approximately 46'/14m before STOP, flight number will disappear if it has been presented.
5. 62'/19m before STOP, acft type goes steady. If speed is too high, SLOW DOWN can be shown.
6. Full closing rate thermometer indicates at least 46'/14m to STOP. When acft has less than 46'/14m to STOP thermometer starts to move from bottom to top.
7. When stop position is reached, display indicates STOP and if acft is parked correctly, display indicates also OK.
8. If acft overshoots the limit for correct parking, display indicates TOO/FAR. Push-back shall be necessary.
9. Displays and indicators automatically shut down after some seconds. After ON BLOCK, display can indicate UTC time and CHCK ON (chocks on).
10. 20 minutes before departure, flight number and ETD will be presented. The ETD is based on UTC time.

PUSH-BACK, START-UP & TAXI PROCEDURES**PUSH-BACK**

Pilots should only request push-back when they are actually ready to do so. Acft outgoing from a nose-in stand must be pushed back. Use of reverse thrust is not allowed.

For acft parked at stands 1 thru 13 push-back manoeuvre shall be done facing the acft nose to twy B.

For acft parked at stands 14 thru 30 push-back manoeuvre shall terminate at BREAKAWAY AREA or BREAKAWAY POINT facing the acft nose to twy B.

ENGINE START-UP

Pilots shall contact Ground for departure approval 10 minutes before start-up and shall provide call sign, stand number, cruising level and ATIS acknowledged.

For acft parked at stands 1 thru 13 start-up is allowed during push-back manoeuvre.

For acft parked at stands 14 thru 30 start-up is only allowed after push-back manoeuvre with acft positioned in BREAKAWAY AREA or BREAKAWAY POINT. Anti collision lights must be activated whenever engines are operating during push-back manoeuvre.

TAXIING

Acft pushed back from stands 14 thru 30 are only cleared for taxiing after acft is positioned at BREAKAWAY AREA or BREAKAWAY POINT.

Acft using the apron must taxi following the continuous yellow centerline marking the apron axis and shall use the lowest possible power setting. Pilots are reminded about the extreme importance of maintaining a careful lookout at all times.

Taxiing must be done with engines on IDLE. Acft type B747 or similar are requested to taxi with outboard engines on IDLE.

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

LPFR/FAO


JEPPESEN
 23 APR 10 **(10-9X)** **Eff 6 May**
JAA MINIMUMS
FARO, PORUGAL
FARO

STRAIGHT-IN RWY		A	B	C	D
10	VOR Z	400' (376')	400' (376')	400' (376')	400' (376')
		R1500m	R1500m	R1800m	R2000m
	VOR Y	420' (396')	420' (396')	420' (396')	420' (396')
		R1500m	R1500m	R1800m	R2000m
	NDB	450' (426')	450' (426')	450' (426')	450' (426')
		R1500m	R1500m	R1800m	R2000m
28	ILS	218' (200')	218' (200')	218' (200')	218' (200')
		R700m	R700m	R700m	R700m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	390' (372')	390' (372')	390' (372')	390' (372')
		R1200m	R1300m	R1400m	R1600m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR Z & Y	460' (442')	460' (442')	460' (442')	460' (442')
		R1200m	R1300m	R1400m	R1600m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	570' (552')	570' (552')	570' (552')	570' (552')
		R1400m	R1500m	R1600m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
Not authorized North of rwy	570' (546') ❶ ❷	570' (546') ❸	630' (606')	730' (706')
	V1500m ❹	V1600m	V2400m	V3600m

❶ After VOR 10: 440' (416').

❷ After NDB 10: 450' (426').

❸ After VOR 28: 460' (436').

❹ After VOR 10/28, NDB 10: 530' (506').

TAKE-OFF RWY 10, 28

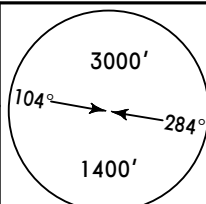
LVP must be in Force							
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)		
A							
B	150m	200m	250m	400m	500m		
C							
D	200m	250m	300m				

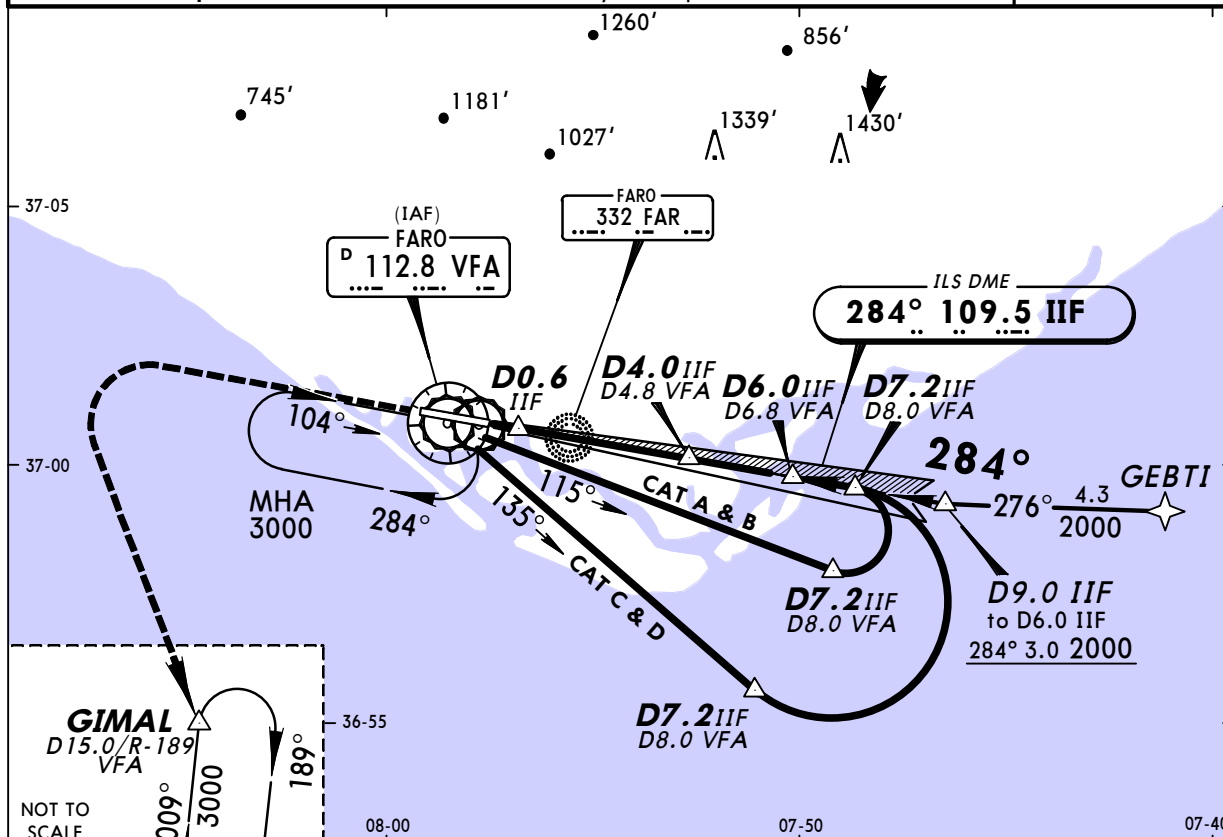
LPFR/FAO
FARO

JEPPESSEN
23 JUL 10 **(11-1)** Eff 29 Jul

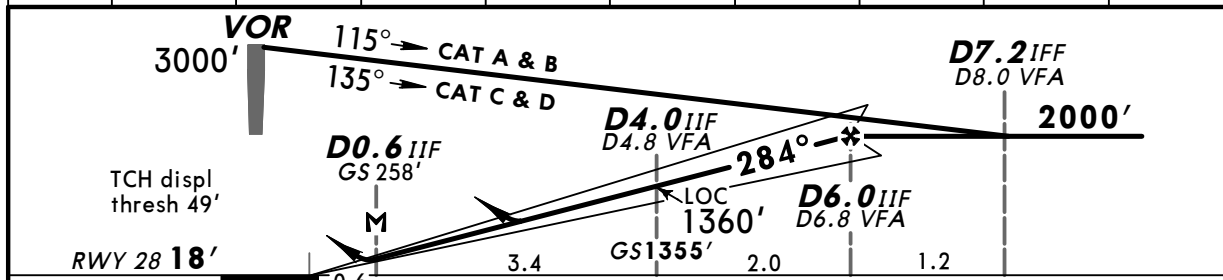
FARO, PORTUGAL
ILS Rwy 28

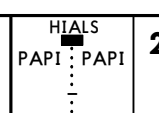
BRIEFING STRIP

D-ATIS 124.2		FARO Approach 119.4		FARO Tower 120.75		Ground 118.57	
LOC IIF 109.5	Final Apch Crs 284°	GS D4.0 IIF 1355' (1337')	ILS DA(H) 218' (200')	Apt Elev 24'	RWY 18'		
MISSED APCH: Climb STRAIGHT AHEAD to 3000', when passing 2000' turn LEFT to GIMAL holding and contact Faro APP.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC			
1. VFA DME required.		2. ILS DME reads zero at rwy 28 displaced threshold.		Trans alt: 4000'			
						MSA VFA VOR	



LOC	IIF DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
(GS out)	ALTITUDE	410'	730'	1040'	1360'	1680'	2010'	2340'	2670'



Gnd speed-Kts	70	90	100	120	140	160		
ILS GS or LOC Descent angle 3.00°	377	484	538	646	753	861		
MAP at D0.6 IIF								

STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized North of rwy	
DA(H) 218' (200')		DA(H) 390' (372')			
FULL/Limited	ALS out		ALS out	Max Kts	MDA(H) VIS
A			RVR 1500m	100	570' (546') 1500m
B				135	570' (546') 1600m
C	RVR 750m	RVR 1200m	RVR 1300m	180	630' (606') 2400m
D			RVR 1700m	205	730' (706') 3600m

CHANGES: Arrival route.

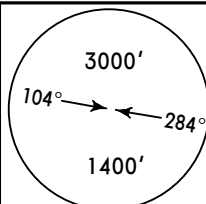
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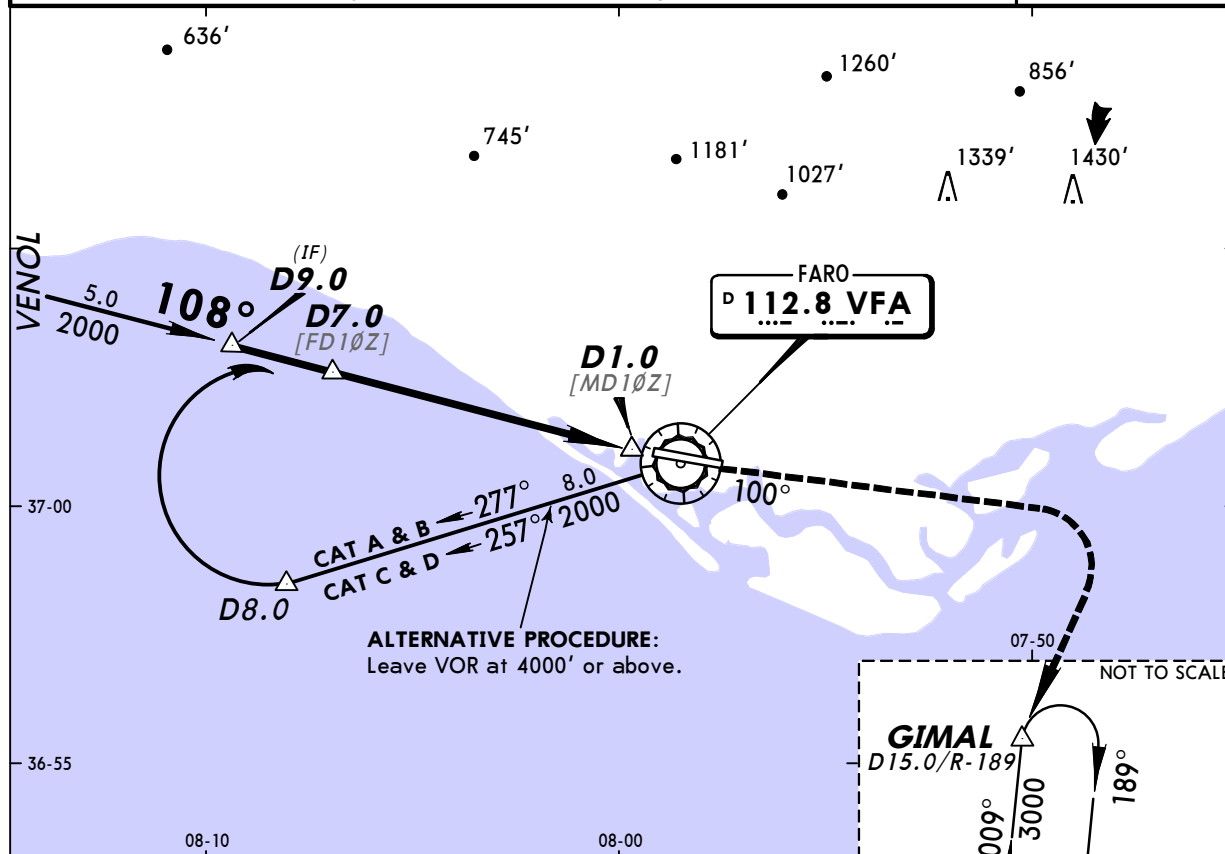
LPFR/FAO
FARO

JEPPesen
23 JUL 10 **(13-1)** Eff 29 Jul

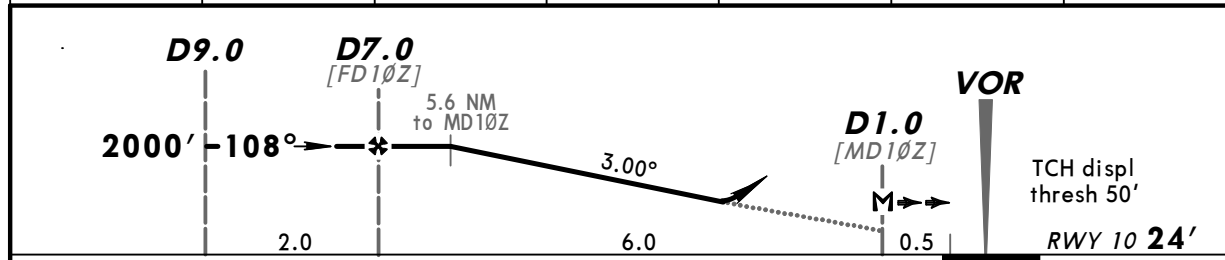
FARO, PORTUGAL
VOR Z Rwy 10

BRIEFING STRIP

D-ATIS		FARO Approach		FARO Tower		Ground	
124.2		119.4		120.75		118.57	
VOR VFA 112.8	Final Apch Crs 108°	Minimum Alt D7.0 2000' (1976')	DA(H) 400' (376')	Apt Elev 24' RWY 24'			
MISSED APCH: Climb STRAIGHT AHEAD to 3000', when passing 2000' turn RIGHT to GIMAL holding and contact Faro APP.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 4000'	
1. DME required.		2. Final apch track offset 4° from rwy centerline.					MSA VFA VOR



VFA DME	6.6	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2000'	1810'	1500'	1180'	860'	540'



Gnd speed-Kts	70	90	100	120	140	160	PAPI	100° LT	2000' ↑	RT	3000' GIMAL
Descent angle	3.00°	372	478	531	637	743					
MAP at D1.0											

Standard				CIRCLE-TO-LAND		
STRAIGHT-IN LANDING RWY 10				Not authorized North of rwy		
DA(H) 400' (376')				Max Kts	MDA(H)	VIS
A	RVR 1500m			100	440' (416')	1500m
B				135	530' (506')	1600m
C	RVR 1700m			180	630' (606')	2400m
D				205	730' (706')	3600m

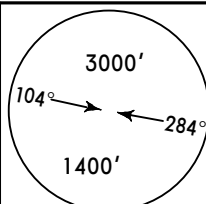
PANS OPS 4

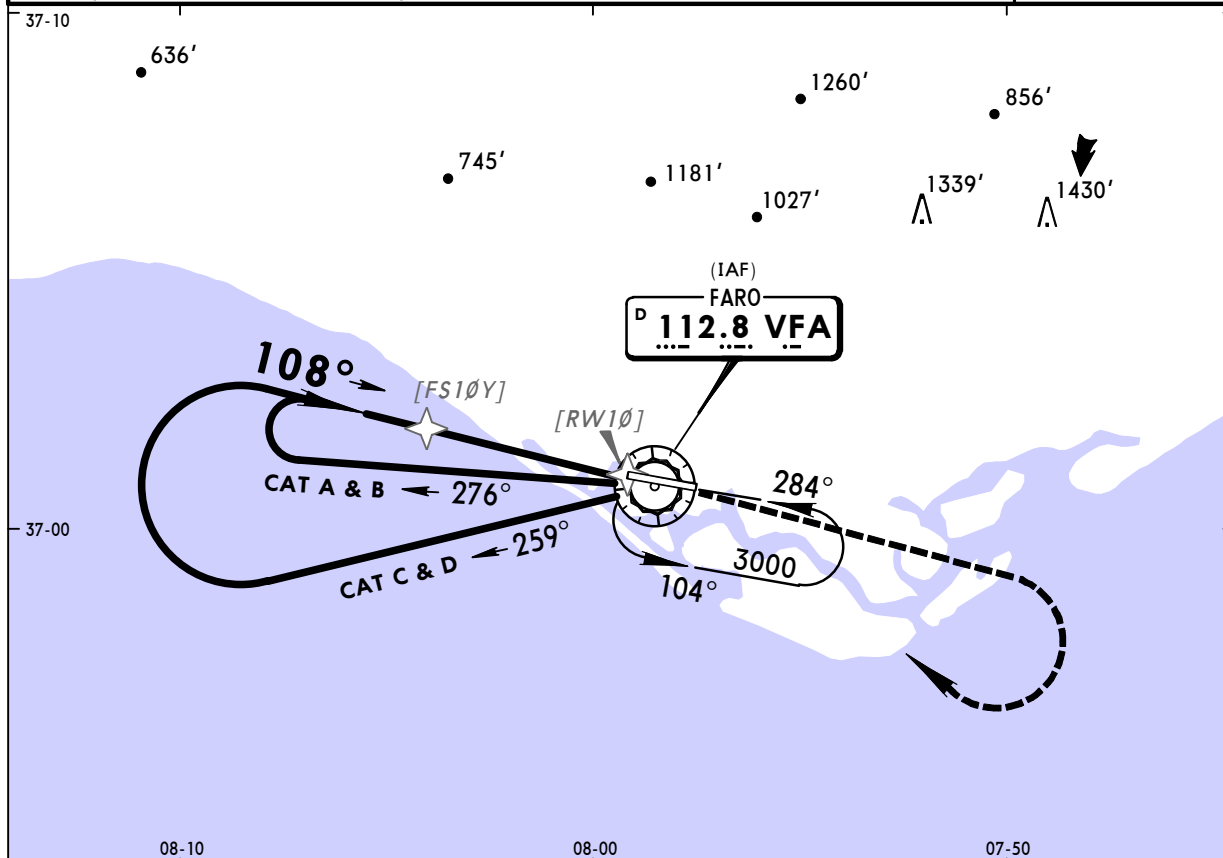
LPFR/FAO
FARO

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23 JUL 10 **(13-2)** Eff 29 Jul

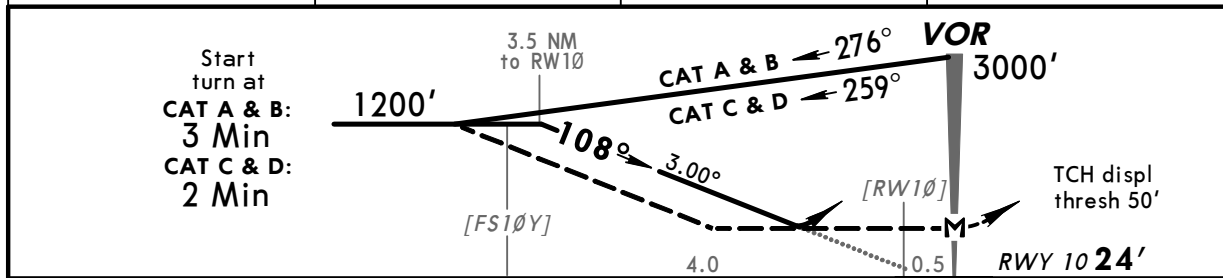
FARO, PORTUGAL
VOR Y Rwy 10

BRIEFING STRIP

D-ATIS		FARO Approach		FARO Tower		Ground			
124.2		119.4		120.75		118.57			
VOR VFA 112.8	Final Apch Crs 108°	Minimum Alt No FAF	CDFA DA(H) 420' (396')	Apt Elev 24' RWY 24'					
MISSED APCH: Climb STRAIGHT AHEAD to 3000', when passing 2000' turn RIGHT to VFA VOR holding and contact Faro APP.									
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC				Trans alt: 4000'	
Final apch track offset 4° from rwy centerline.								MSA VFA VOR	



DIST to RW10	3.5	3.0	2.0
ALTITUDE	1200'	1050'	730'



Gnd speed-Kts	70	90	100	120	140	160	PAPI	2000' ↑
Descent angle 3.00°	372	478	531	637	743	849		
MAP at VOR								

Standard				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 10				Not authorized North of rwy			
CDFA		non-CDFA		Max Kts	MDA(H)	VIS	
DA(H) 420' (396')		MDA(H) 420' (396')					
A	RVR 1500m	RVR 2000m		100	440' (416')	2000m	
B	RVR 1500m	RVR 2000m		135	530' (506')	2000m	
C	RVR 1800m	CMV 2200m		180	630' (606')	2400m	
D	RVR 1800m	CMV 2200m		205	730' (706')	3600m	

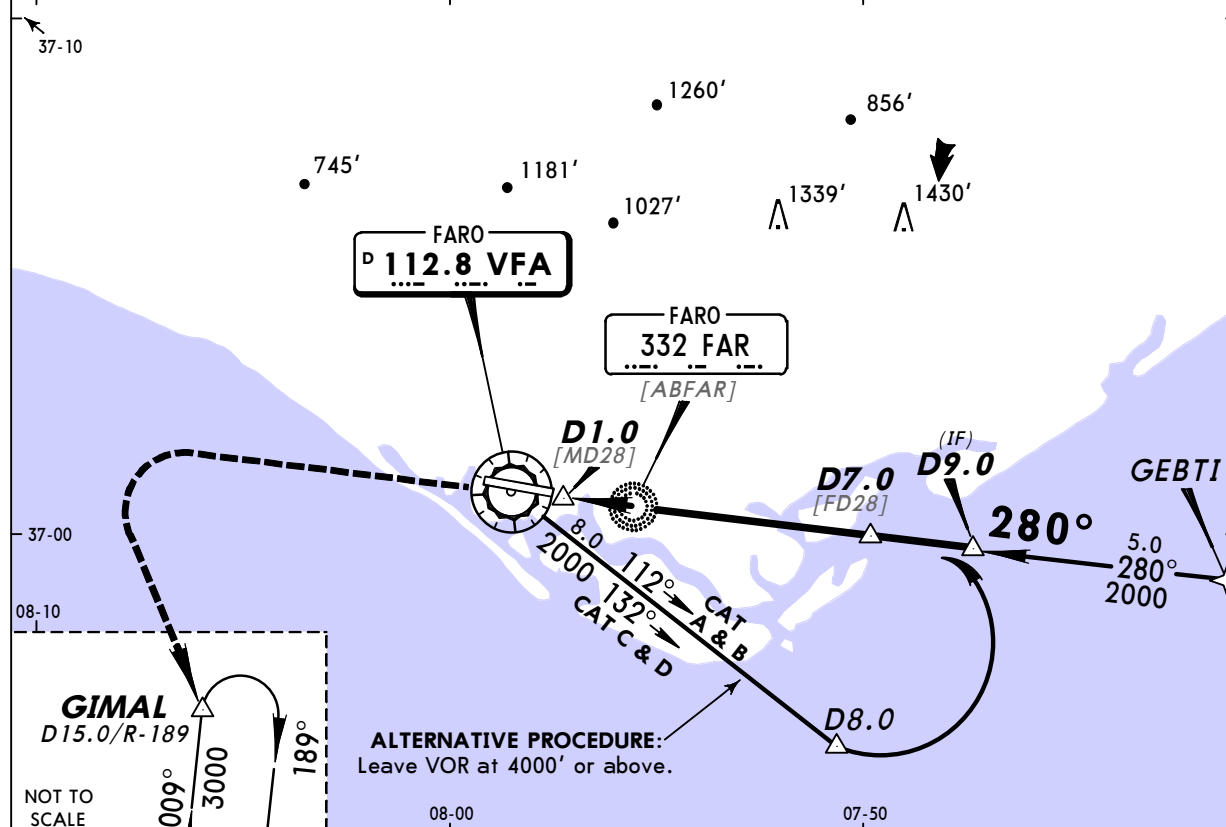
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LPFR/FAO
FARO

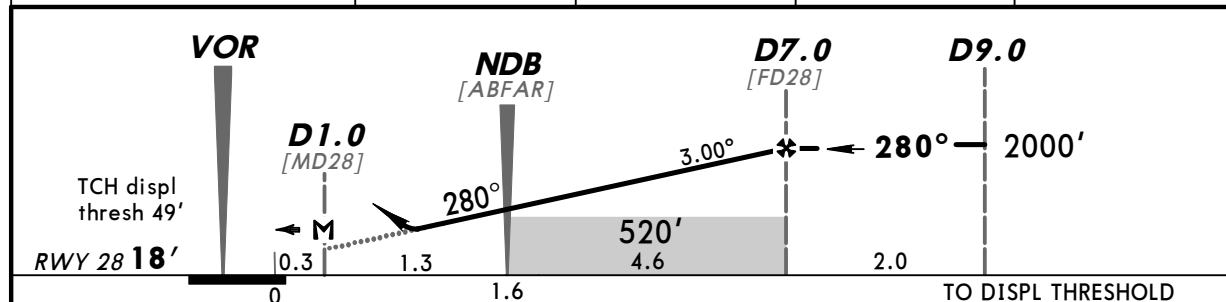
JEPPESEN
23 JUL 10 (13-3) Eff 29 Jul

FARO, PORTUGAL
VOR Z Rwy 28

D-ATIS 124.2		FARO Approach 119.4		FARO Tower 120.75		Ground 118.57	
VOR VFA 112.8	Final Aptch Crs 280°	Procedure Alt D7.0 2000' (1982')	DA(H) 460' (442')	Apt Elev 24' RWY 18'			
MISSED APCH: Climb STRAIGHT AHEAD to 3000', when passing 2000' turn LEFT to GIMAL holding and contact Faro APP.							
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 4000' 1. DME required. 2. Final aptch track offset 4° from rwy centerline.							
					MSA VFA VOR		



VFA DME	3.0	4.0	5.0	6.0
ALTITUDE	740'	1060'	1370'	1690'



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		HI/ALS  PAPI : PAPI : : :	2000' 
<i>Descent angle 3.00°</i>	372	478	531	637	743	849			
<i>MAP at D1.0</i>									

Standard	STRAIGHT-IN LANDING RWY	28
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CIRCLE-TO-LAND

Not authorized
North of rwy

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1500m		100	470' (446')	1500m
B			135	530' (506')	1600m
C	RVR 1700m	CMV 2100m	180	630' (606')	2400m
D			205	730' (706')	3600m

CHANGES: Procedure.

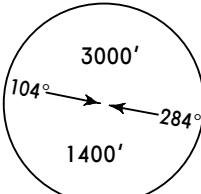
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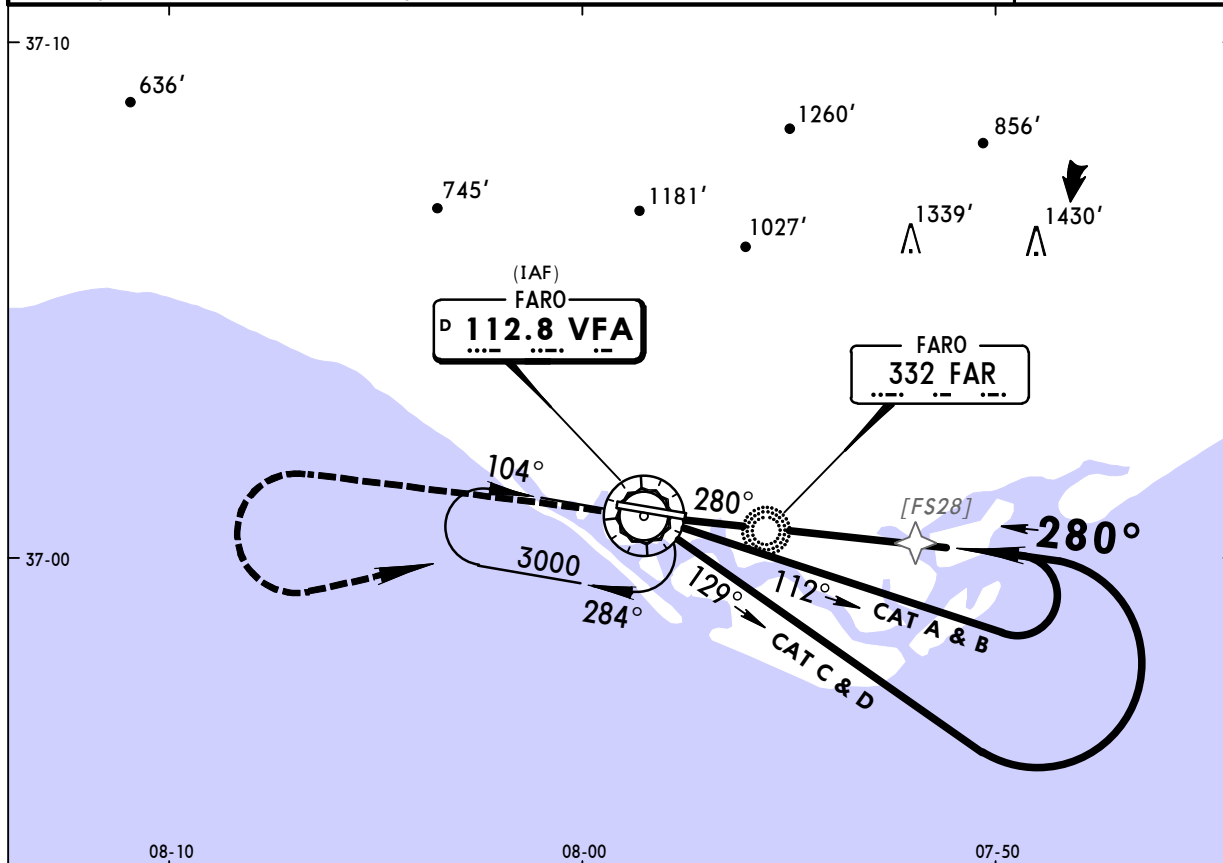
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FARO

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23 JUL 10 **(13-4)** **Eff 29 Jul**

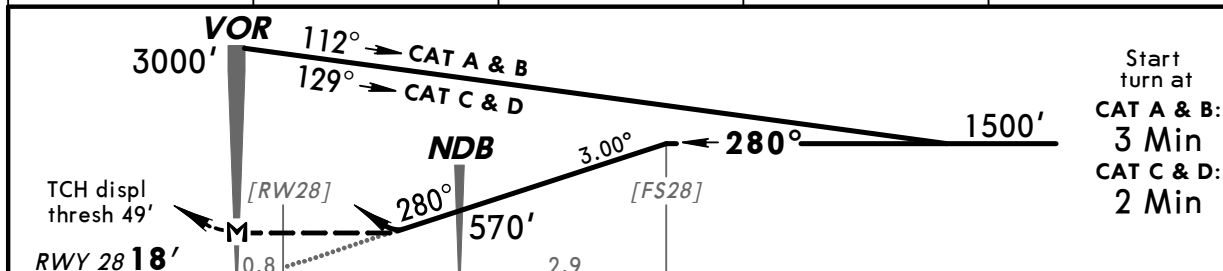
FARO, PORTUGAL
VOR Y Rwy 28

BRIEFING STRIP

D-ATIS 124.2		FARO Approach 119.4		FARO Tower 120.75		Ground 118.57	
VOR VFA 112.8	<i>Final Apch Crs</i> 280°	<i>Minimum Alt</i> No FAF	<i>CDFA DA(H)</i> 460' (442')	<i>Apt Elev</i> 24'			
MISSED APCH: Climb STRAIGHT AHEAD to 3000', when passing 2000' turn LEFT to VFA VOR holding and contact Faro APP.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 4000'	
Final apch track offset 4° from rwy centerline.							
<i>MSA VFA VOR</i>							



DIST to RW28	2.0	3.0	4.0	4.5
ALTITUDE	710'	1030'	1350'	1500'



Gnd speed-Kts		70	90	100	120	140	160	TO DISPL THRESHOLD	
Descent Angle		3.00°	372	478	531	637	743	849	
MAP at VOR									

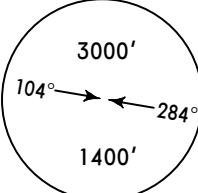
Standard STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND Not authorized North of rwy	
CDFA		non-CDFA		Max Kts	MDA(H) VIS
DA(H) 460' (442')		MDA(H) 460' (442')			
ALS out		ALS out			
A	RVR 1500m	RVR 1900m	CMV 2300m	100	470' (446') 2300m
B				135	530' (506') 2300m
C	RVR 1700m	CMV 2100m	CMV 2100m	180	630' (606') 2500m
D				205	730' (706') 3600m

LPFR/FAO
FARO

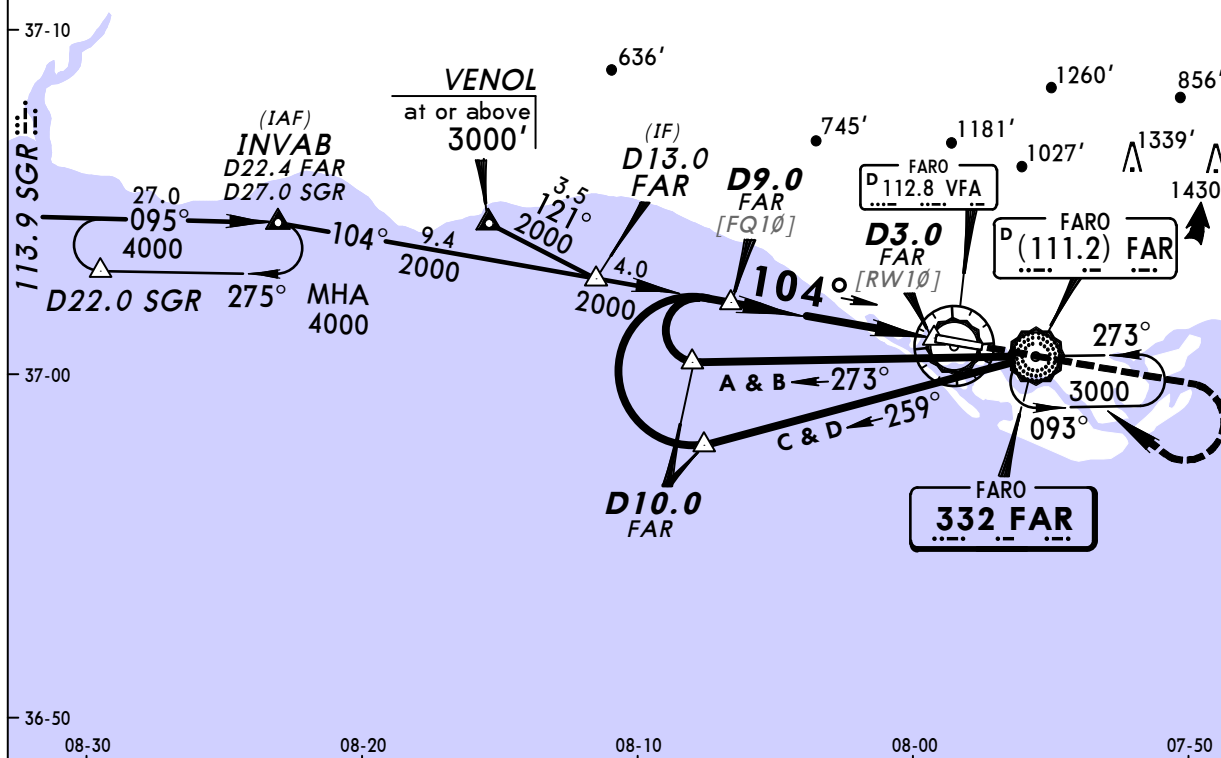
JEPPESSEN
23 JUL 10 **(16-1)** **Eff 29 Jul**

FARO, PORTUGAL
NDB Rwy 10

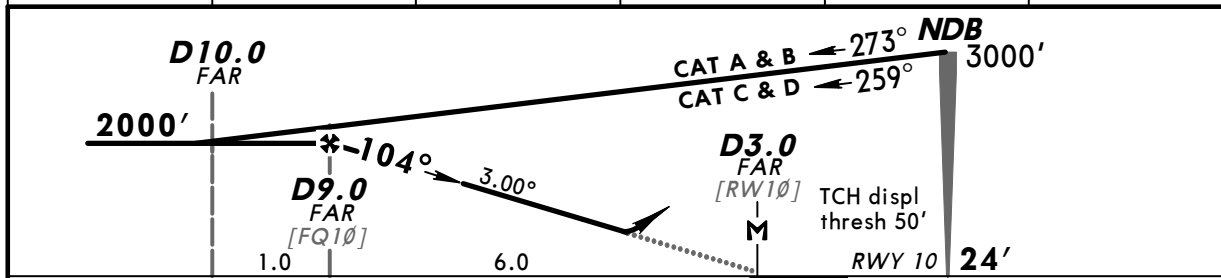
BRIEFING STRIP™

D-ATIS		FARO Approach		FARO Tower		Ground	
124.2		119.4		120.75		118.57	
NDB FAR 332	Final Apch Crs 104°	Minimum Alt D9.0 FAR 2000' (1976')	DA(H) 450' (426')	Apt Elev 24'	RWY 24'		
MISSED APCH: Climb STRAIGHT AHEAD to 3000', when passing 2000' turn RIGHT to FAR NDB holding and contact Faro APP.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC			
						MSA FAR NDB	

FAR DME required.
SGR VOR DME required for IAF holding.



	08-30	08-20	08-10	08-00	07-50
FAR DME	8.0	7.0	6.0	5.0	4.0
ALTITUDE	1690'	1370'	1060'	740'	430'



Gnd speed-Kts	70	90	100	120	140	160	PAPI	2000' ↑
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D3.0 FAR								

Standard			CIRCLE-TO-LAND		
STRAIGHT-IN LANDING RWY 10			Not authorized North of rwy		
DA(H) 450' (426')			Max Kts	MDA(H)	VIS
A	RVR 1500m		100	450' (426')	1500m
B			135	530' (506')	1600m
C	RVR 2000m		180	630' (606')	2400m
D			205	730' (706')	3600m

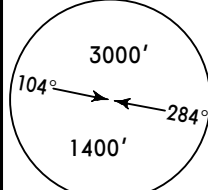
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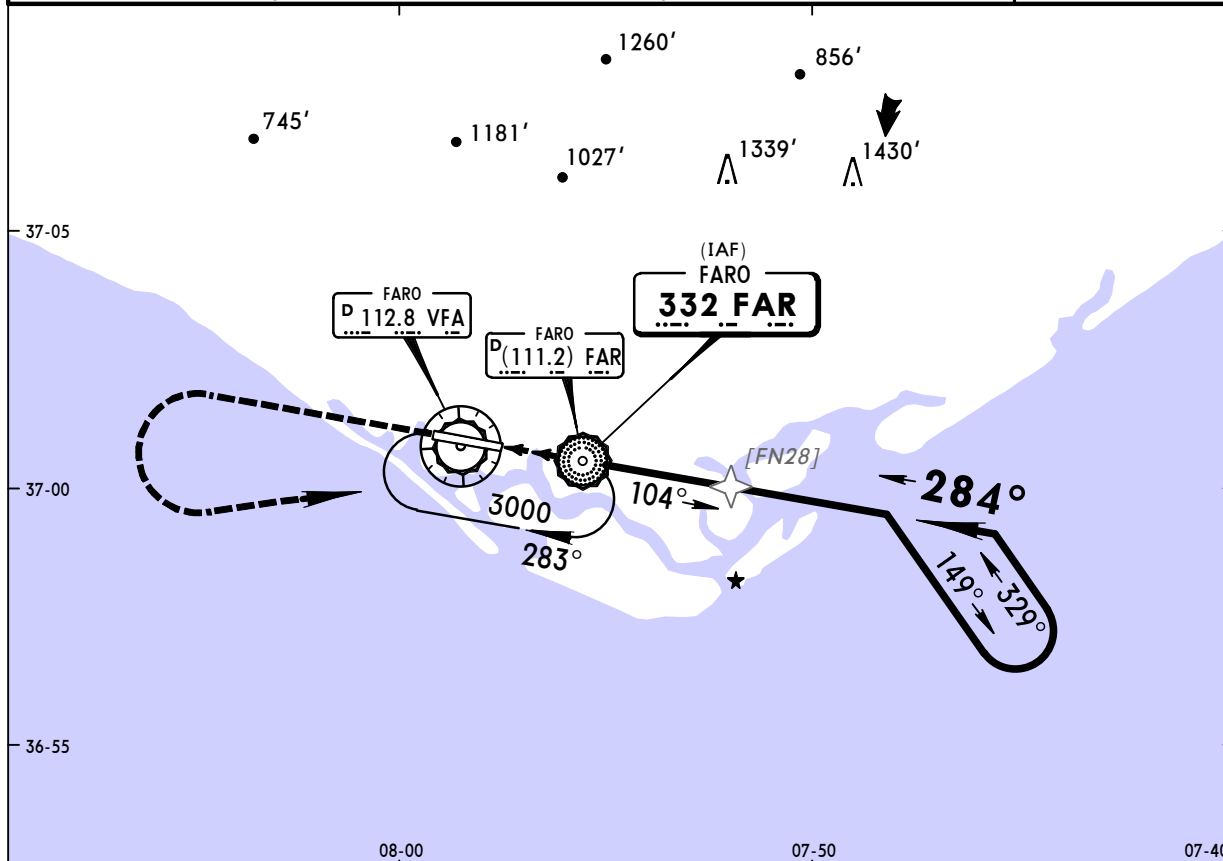
LPFR/FAO
FARO

JEPPESEN
23 APR 10 **(16-2)** **Eff 6 May**

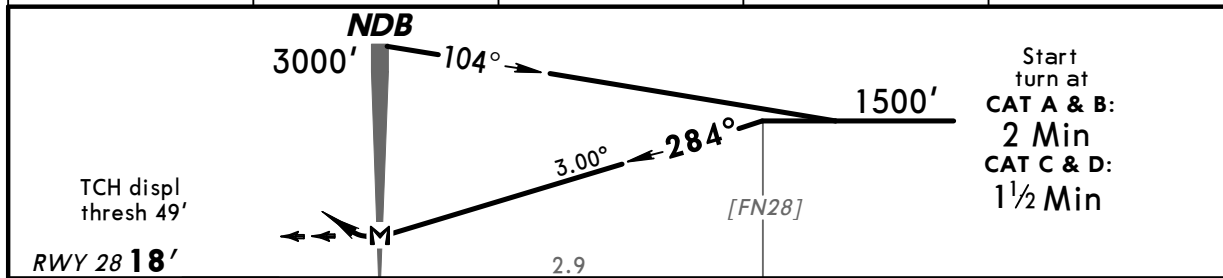
FARO, PORTUGAL
NDB Rwy 28

BRIEFING STRIP

D-ATIS		FARO Approach		FARO Tower		Ground	
124.2		119.4		120.75		118.57	
NDB FAR 332	Final Apch Crs 284°	Minimum Alt No FAF	DA(H) 570' (552')	Apt Elev RWY	24' 18'		
MISSED APCH: Climb STRAIGHT AHEAD to 3000'. At 2000' turn LEFT to NDB holding and contact Faro APP.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC			
						MSA FAR NDB	



VFA DME	3.0	4.0	5.0	5.3
ALTITUDE	770'	1090'	1410'	1500'



TO DISPL THRESHOLD							2000'	
Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at NDB								

Standard STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND			
DA(H) 570' (552')				Not authorized North of rwy			
		ALS out		Max Kts	MDA(H)	VIS	
A	CMV 2100m	CMV 2500m		100	580' (556')	2500m	
B				135			
C				180	630' (606')	2500m	
D				205	730' (706')	3600m	

PANS OPS 4