

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LPFR

Terminal Charts For LPFR

Revision Letter For Cycle 26-2012

Change Notices

Notebook

General Information

Location: Faro Prt
IATA Code: FAO
Lat/Long: N37° 00.9' W007° 57.9'
Elevation: 24 ft

Airport Use: Public
Magnetic Variation: 2.6°W

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0746 Z
Sunset: 1731 Z,

Runway Information

Runway: 10
Length x Width: 8169 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 24 ft
Lighting: Edge, Centerline, Part time
Displaced Threshold: 147 ft

Runway: 28
Length x Width: 8169 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 18 ft
Lighting: Edge, ALS, Centerline, TDZ, Part time
Displaced Threshold: 147 ft

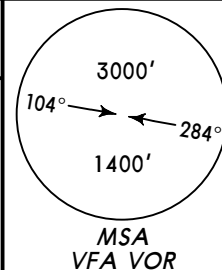
Communication Information

ATIS 124.2
Faro Tower 120.75
Faro Tower 119.125 Secondary
Faro Tower 37.675 Military
Faro Ground Control 118.575
Faro Ground Control 37.675 Military
Faro Approach Control 119.4
Faro Approach Control 37.675 Military

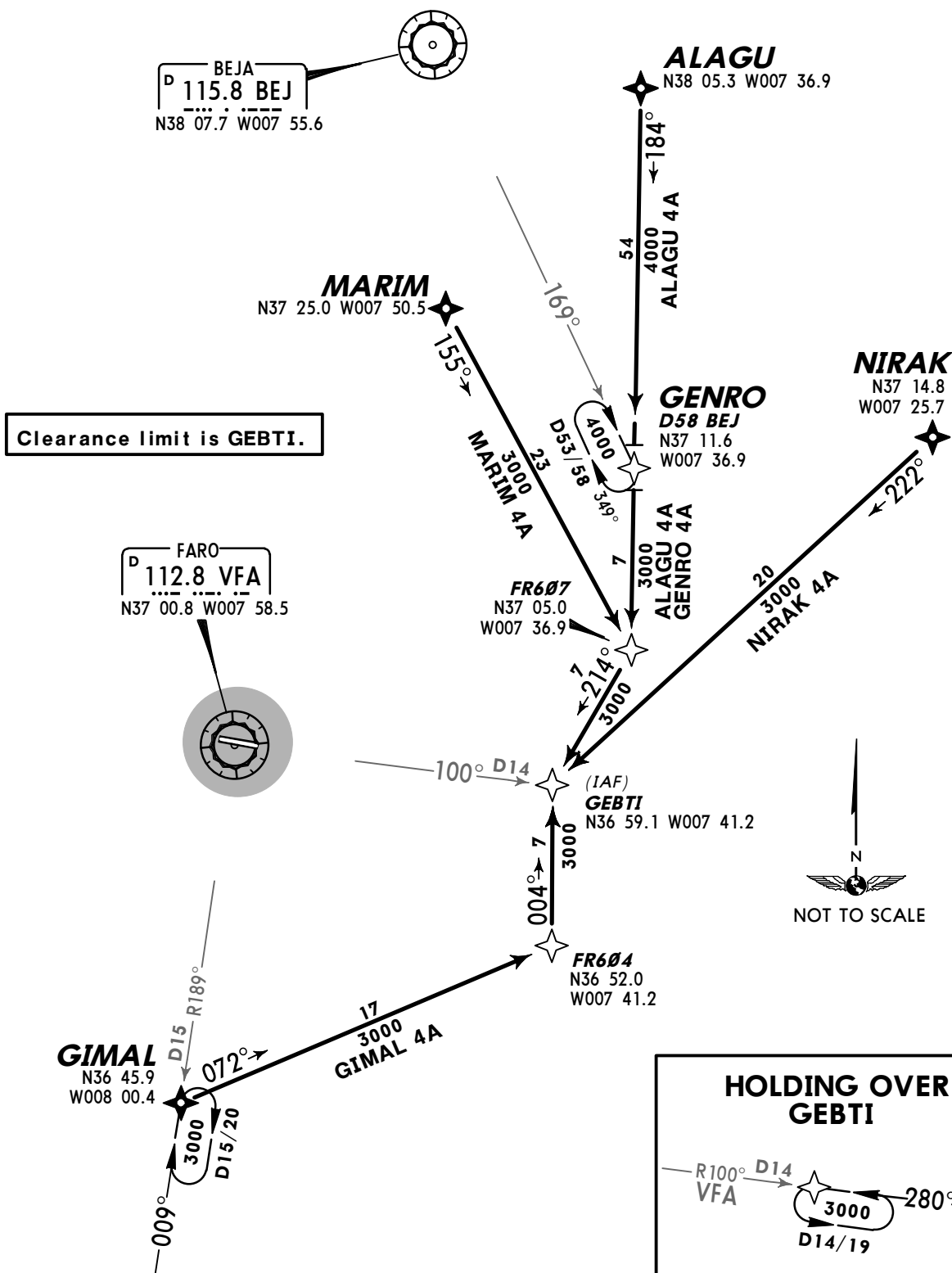
D-ATIS
124.2

Apt Elev
24'

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



**ALAGU 4A [ALAG4A]
GENRO 4A [GENR4A], GIMAL 4A [GIMA4A]
MARIM 4A [MARI4A], NIRAK 4A [NIRA4A]
RWY 28 RNAV ARRIVALS**

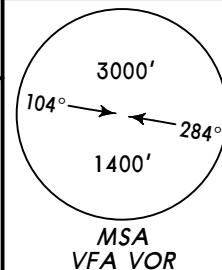


STAR	ROUTING
ALAGU 4A	ALAGU - GENRO - FR607 - GEBTI.
GENRO 4A	GENRO - FR607 - GEBTI.
GIMAL 4A	GIMAL - FR604 - GEBTI.
MARIM 4A	MARIM - FR607 - GEBTI.

D-ATIS
124.2

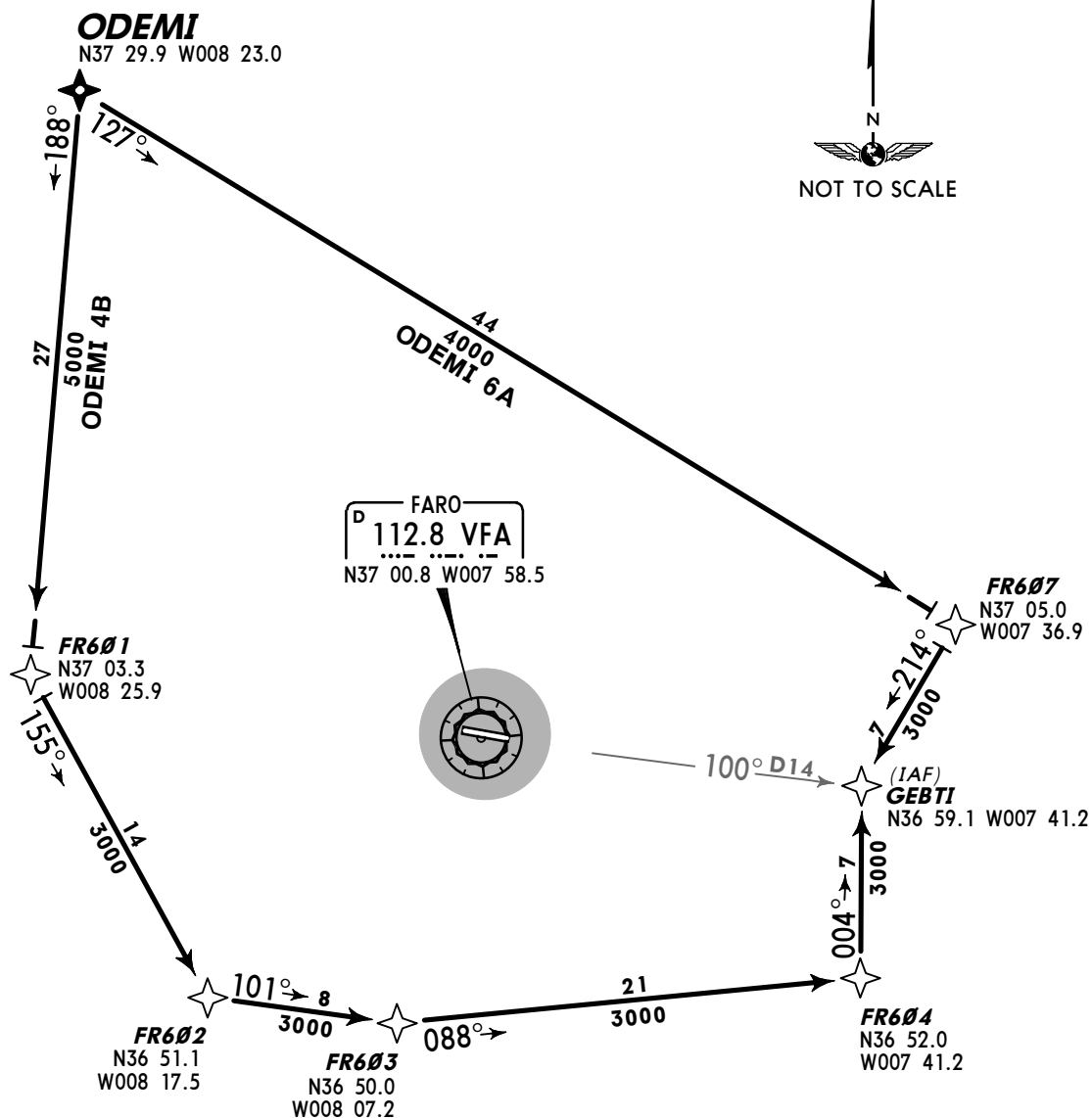
Apt Elev
24'

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

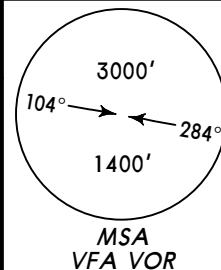
ODEMI 6A

ODEMI - FR607 - GEBTI.

D-ATIS
124.2

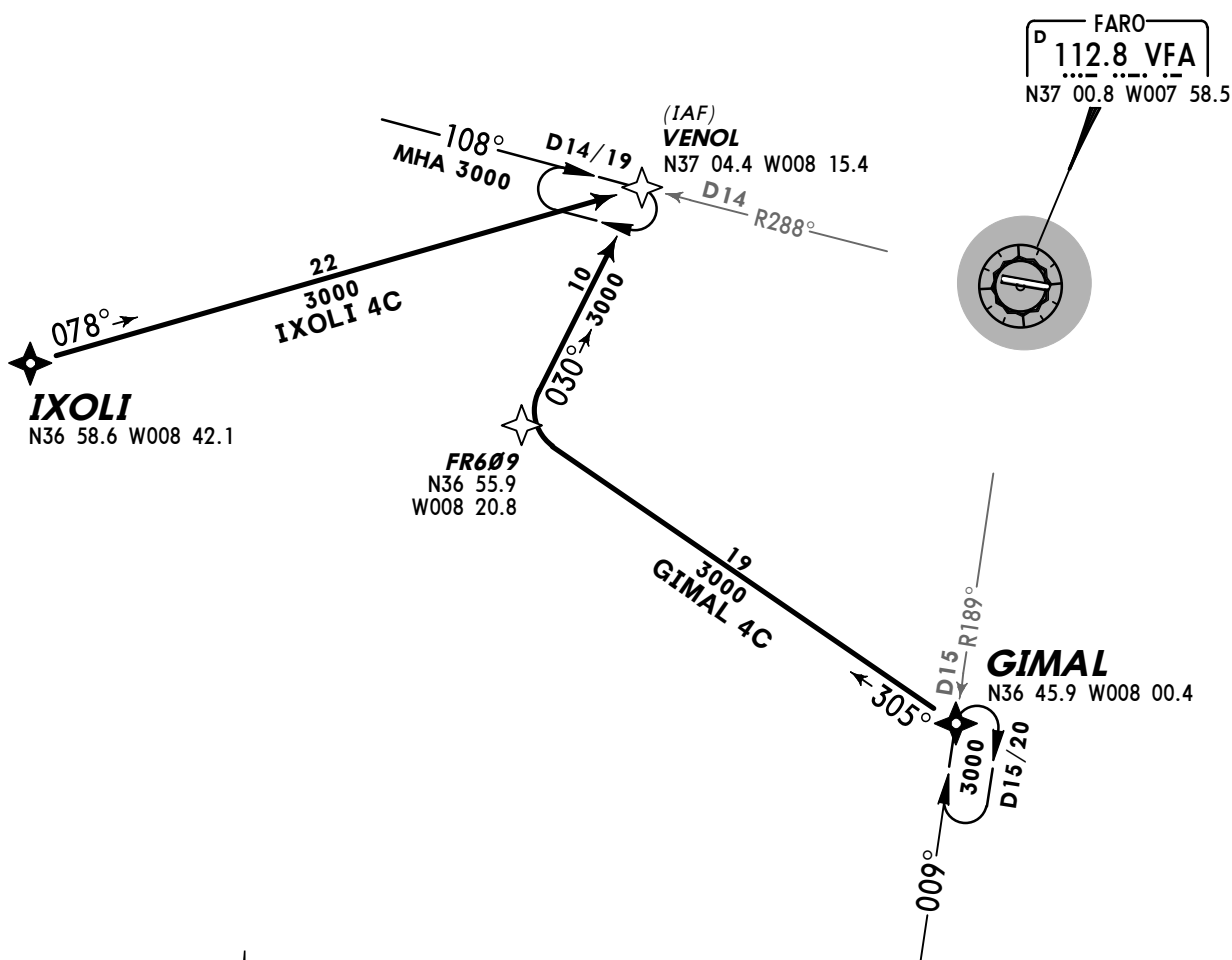
Apt Elev
24'

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

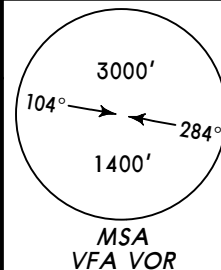
GIMAL 4C

GIMAL - FR609 - VENOL.

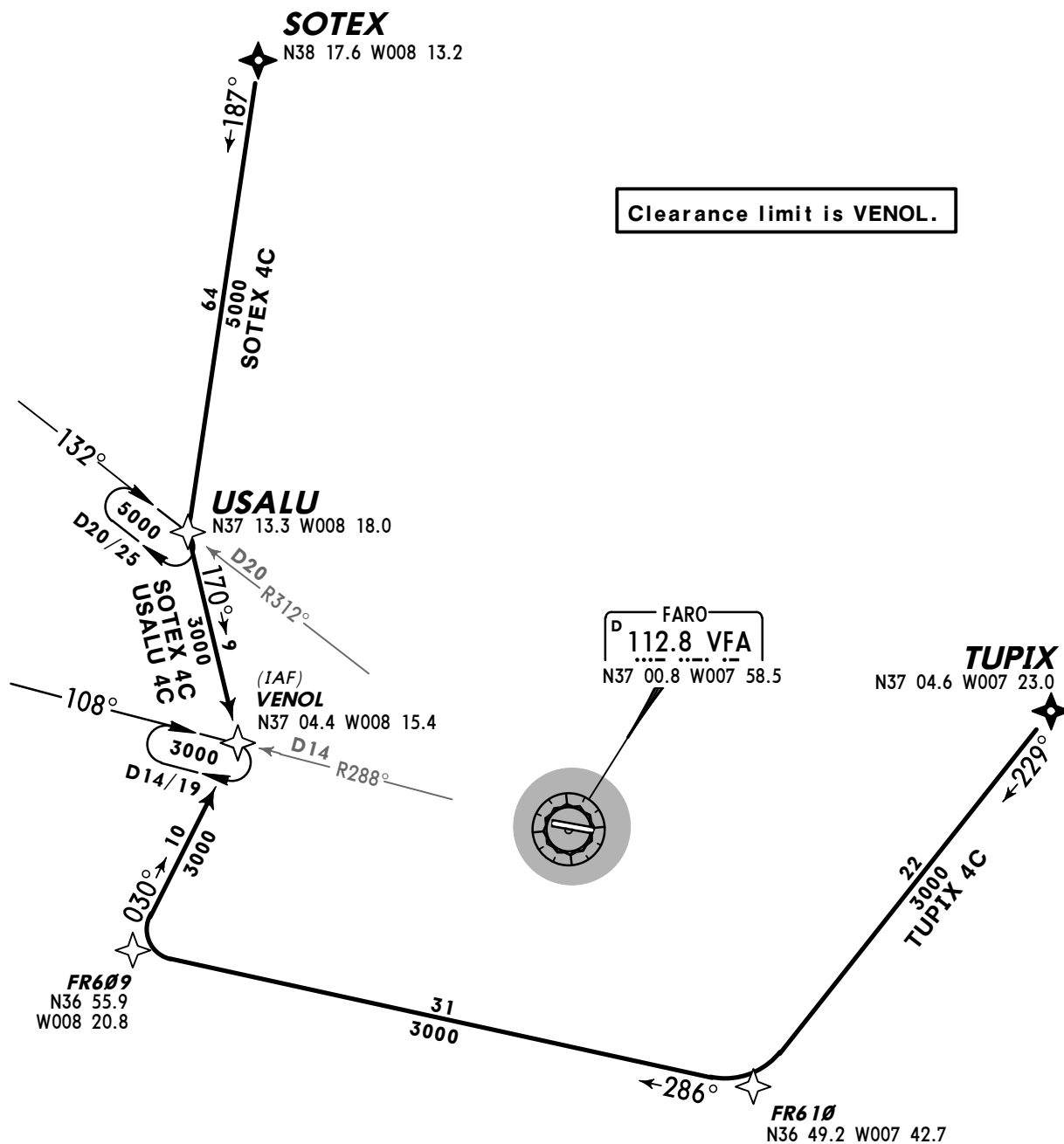
D-ATIS
124.2

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

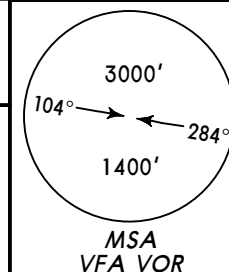


STAR	ROUTING
SOTEX 4C	SOTEX- USALU - VENOL.
TUPIX 4C	TUPIX - FR610 - FR609 - VENOL.

D-ATIS
124.2

Apt Elev
24'

Alt Set: hPa
Trans level: By ATC Trans alt: 4000'
Request CDO, before ALAGU and ODEMI.



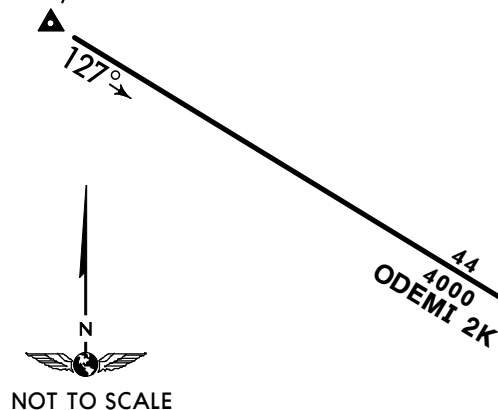
ALAGU 2K [ALAG2K] ①
ODEMI 2K [ODEM2K]
RWY 28 RNAV ARRIVALS
CONTINUOUS DESCENT OPERATIONS (CDO)
BY ATC

SPEED RESTRICTION
MAX 280 KT between FL245 & FL100,
MAX 250 KT at or below FL100,
MAX 220 KT at or below FL70,
MAX 200 KT at or below 4000'.

① Pending on military traffic conditions.

ODEMI
N37 29.9 W008 23.0
(64.4 NM to THR 28)

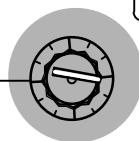
Between
FL230 & FL150



NOT TO SCALE

Clearance limit is GEBTI.

FARO
D (H) 112.8 VFA
N37 00.8 W007 58.5



FR607
N37 05.0 W007 36.9
(20.0 NM to THR 28)

Between
FL70 & FL50

N36 59.1 W007 41.2
(13.3 NM to THR 28)

Between
4600' & 3100'

(IAF)
GEBTI
D14/19

R100° D14

3000 280°

7.0

3000

7

3000

13

4000

169°

MHA 4000

GENRO

N37 11.6 W007 36.9
(26.6 NM to THR 28)

Between
FL90 & FL60

ERTIS

N37 25.0 W007 36.9
(40.0 NM to THR 28)

Between
FL140 & FL90

ALAGU 2K

40

4000

184°

ALAGU

N38 05.3 W007 36.9
(80.3 NM to THR 28)

Between
FL280 & FL170

ALAGU

N38 05.3 W007 36.9
(80.3 NM to THR 28)

Between
FL280 & FL170

ALAGU

N38 05.3 W007 36.9
(80.3 NM to THR 28)

Between
FL280 & FL170

ALAGU

N38 05.3 W007 36.9
(80.3 NM to THR 28)

Between
FL280 & FL170

ALAGU

N38 05.3 W007 36.9
(80.3 NM to THR 28)

Between
FL280 & FL170

ALAGU

N38 05.3 W007 36.9
(80.3 NM to THR 28)

Between
FL280 & FL170

ALAGU

N38 05.3 W007 36.9
(80.3 NM to THR 28)

Between
FL280 & FL170

ALAGU

N38 05.3 W007 36.9
(80.3 NM to THR 28)

Between
FL280 & FL170

ALAGU

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(80.3 NM to THR 28)

Between
FL280 & FL170

ALAGU

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(80.3 NM to THR 28)

Between
FL280 & FL170

ALAGU

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(80.3 NM to THR 28)

Between
FL280 & FL170

ALAGU

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(80.3 NM to THR 28)

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FL280 & FL170

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FL280 & FL170

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(80.3 NM to THR 28)

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FL280 & FL170

ALAGU

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(80.3 NM to THR 28)

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FL280 & FL170

ALAGU

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(80.3 NM to THR 28)

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FL280 & FL170

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(80.3 NM to THR 28)

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FL280 & FL170

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(80.3 NM to THR 28)

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FL280 & FL170

ALAGU

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FL280 & FL170

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FL280 & FL170

ALAGU

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FL280 & FL170

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(80.3 NM to THR 28)

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FL280 & FL170

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FL280 & FL170

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(80.3 NM to THR 28)

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FL280 & FL170

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(80.3 NM to THR 28)

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FL280 & FL170

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FL280 & FL170

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(80.3 NM to THR 28)

Between
FL280 & FL170

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(80.3 NM to THR 28)

Between
FL280 & FL170

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FL280 & FL170

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(80.3 NM to THR 28)

Between
FL280 & FL170

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Between
FL280 & FL170

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FL280 & FL170

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(80.3 NM to THR 28)

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FL280 & FL170

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FL280 & FL170

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(80.3 NM to THR 28)

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(80.3 NM to THR 28)

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(80.3 NM to THR 28)

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FL280 & FL170

ALAGU

N38 05.3 W007 36.9
(80.3 NM to THR 28)

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FL280 & FL170

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N38 05.3 W007 36.9
(80.3 NM to THR 28)

Between
FL280 & FL170

ALAGU

N38 05.3 W007 36.9
(80.3 NM to THR 28)

Between
FL280 & FL170

ALAGU

N38 05.3 W007 36.9
(80.3 NM to THR 28)

Between
FL280 & FL170

ALAGU

N38 05.3 W007 36.9
(80.3 NM to THR 28)

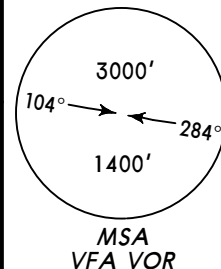
Between
FL280 & FL170

AL

D-ATIS
124.2

Apt Elev
24'

Alt Set: hPa
Trans level: By ATC Trans alt: 4000'
Request CDO, before SOTEX.



**SOTEX 2K [SOTE2K]
RWY 10 RNAV ARRIVAL
CONTINUOUS DESCENT OPERATION (CDO)
BY ATC**

PENDING ON MILITARY TRAFFIC CONDITIONS

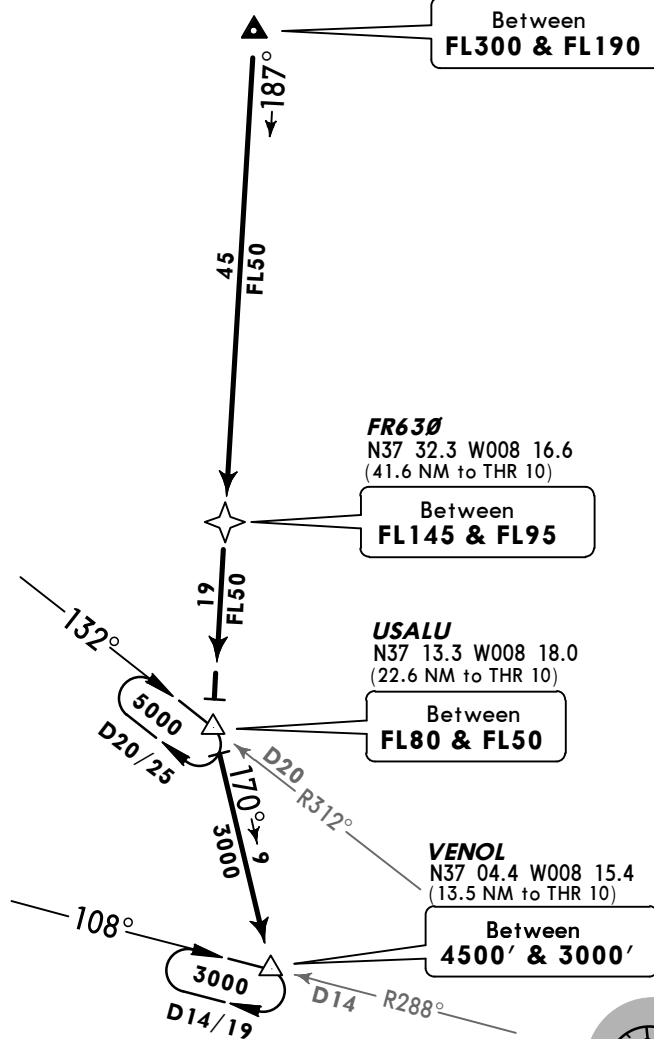
SPEED RESTRICTION

MAX 280 KT between FL245 & FL100,
MAX 250 KT at or below FL100,
MAX 220 KT at or below FL70,
MAX 200 KT at or below 4000'.

SOTEX

N38 17.6 W008 13.2
(86.9 NM to THR 10)

Between
FL300 & FL190



Clearance limit is VENOL.

FR630

N37 32.3 W008 16.6
(41.6 NM to THR 10)

Between
FL145 & FL95

USALU

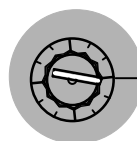
N37 13.3 W008 18.0
(22.6 NM to THR 10)

Between
FL80 & FL50

VENOL

N37 04.4 W008 15.4
(13.5 NM to THR 10)

Between
4500' & 3000'



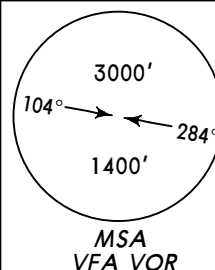
ROUTING

SOTEX (FL300-, FL190+) - FR630 (FL145-, FL95+) - USALU (FL80-, FL50+) - VENOL (4500'-,

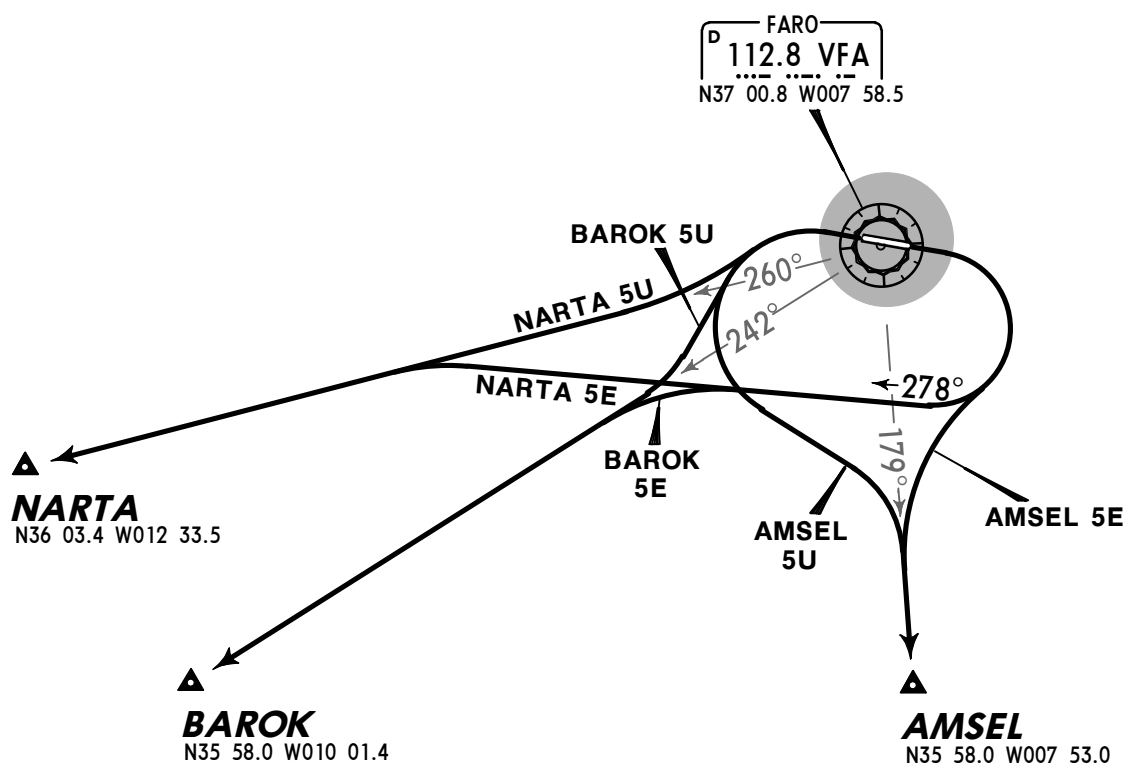
FARO Approach
119.4

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.



AMSEL 5E [AMSE5E], AMSEL 5U [AMSE5U]
BAROK 5E [BARO5E], BAROK 5U [BARO5U]
NARTA 5E [NART5E], NARTA 5U [NART5U]
RWYS 10, 28 DEPARTURES



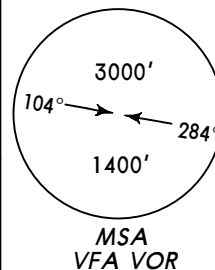
Initial climb clearance **FL60**

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.

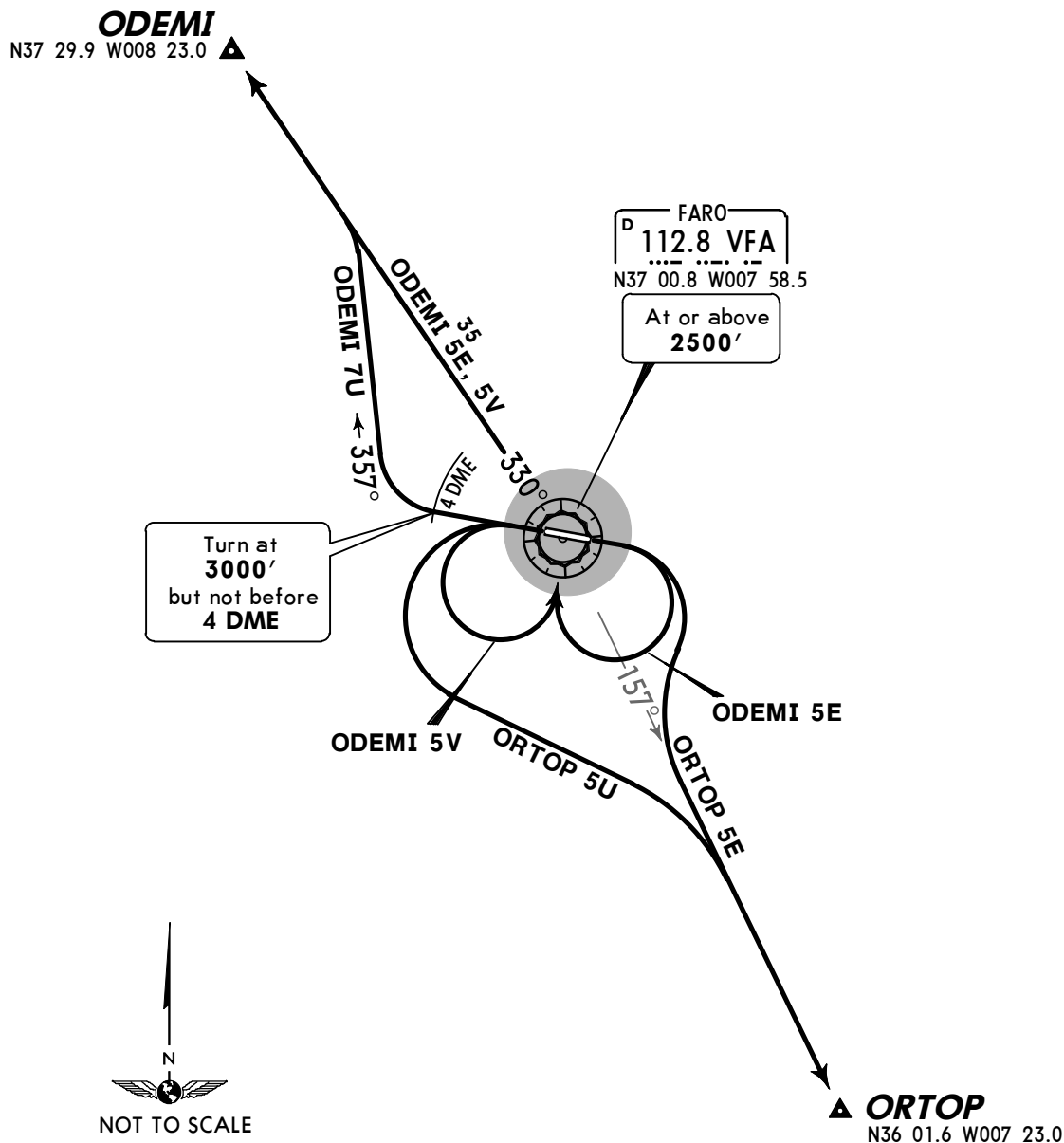
FARO Approach
119.4

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.



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



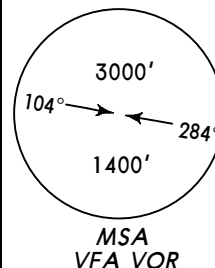
Initial climb clearance **FL60**

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.

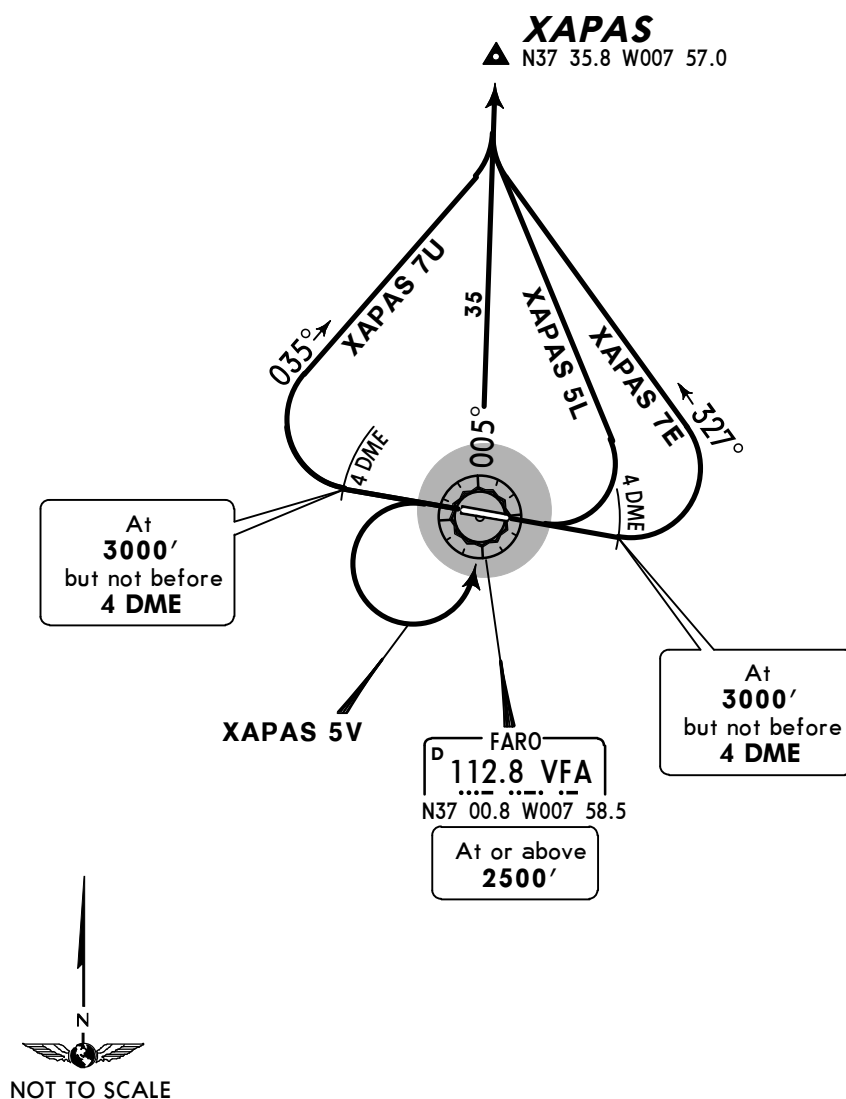
FARO Approach
119.4

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.



XAPAS 7E [XAPA7E]
XAPAS 5L [XAPA5L]
XAPAS 7U [XAPA7U]
XAPAS 5V [XAPA5V]
RWYS 10, 28 DEPARTURES



Initial climb clearance **FL60**

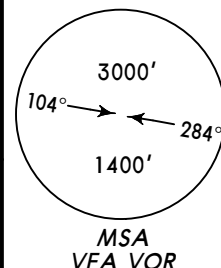
SID	RWY	ROUTING
XAPAS 7E	10	Climb on runway heading, when passing 3000', but not before VFA 4 DME, turn LEFT, 327° track, intercept VFA R-005 to XAPAS.
XAPAS 5L ①		Turn LEFT, intercept VFA R-005 to XAPAS.
XAPAS 7U ②	28	Climb on runway heading, when passing 3000', but not before VFA 4 DME, turn RIGHT,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

① Light aircraft only.

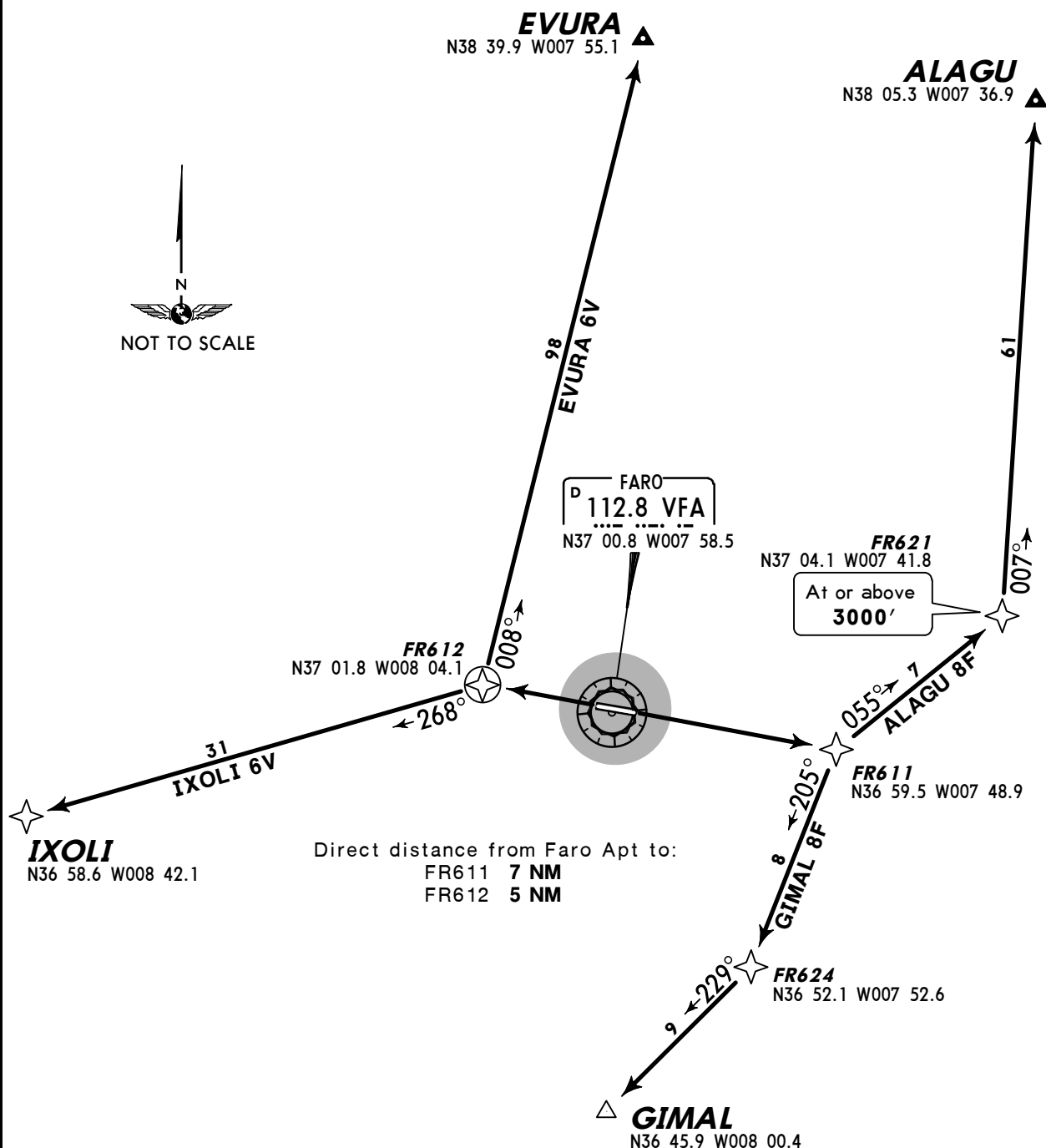
FARO Approach
119.4

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.



ALAGU 8F [ALAG8F], EVURA 6V [EVUR6V]
GIMAL 8F [GIMA8F], IXOLI 6V [IXOL6V]
RWYS 10, 28 RNAV DEPARTURES



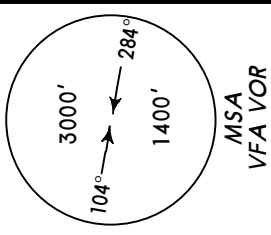
Initial climb clearance **FL60**

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.

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.



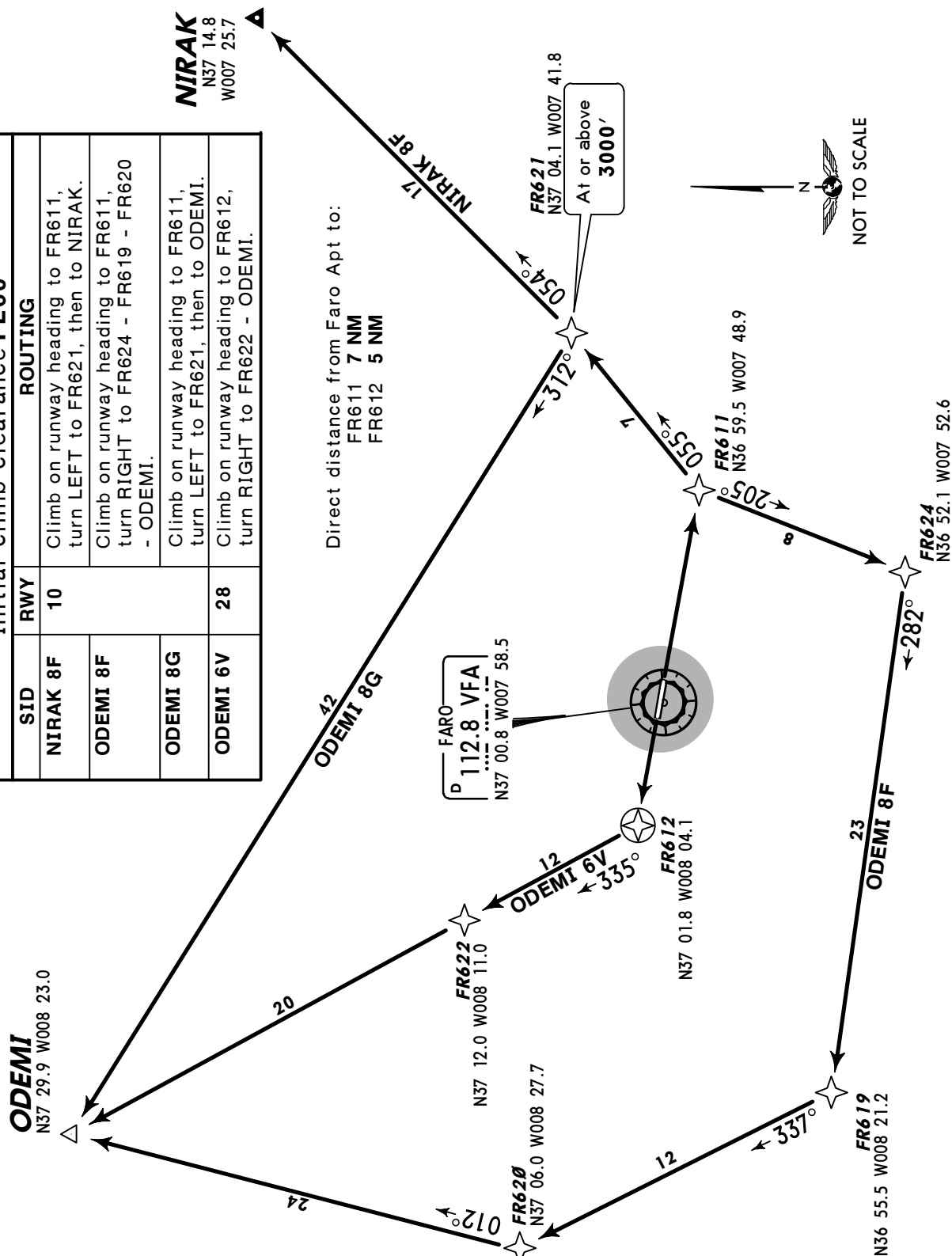
NIRAK 8F [NIRA8F]
ODEMI 8F [ODEM8F]
ODEMI 8G [ODEM8G]
ODEMI 6V [ODEM6V]
RWYS 10, 28 RNAV DEPARTURES

Initial climb clearance FL60			ROUTING
SID	RWY		
NIRAK 8F	10		Climb on runway heading to FR611, turn LEFT to FR621, then to NIRAK.
ODEMI 8F			Climb on runway heading to FR611, turn RIGHT to FR624 - FR619 - FR620 - ODEMI.
ODEMI 8G			Climb on runway heading to FR611, turn LEFT to FR621, then to ODEMI.
ODEMI 6V	28		Climb on runway heading to FR612, turn RIGHT to FR622 - ODEMI.

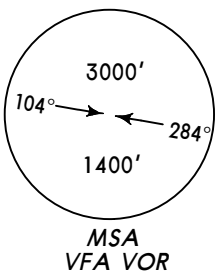
NIRAK
N37 14.8
W007 25.7

Direct distance from Faro Apt to:
FR611 7 NM
FR612 5 NM

ODEMI
N37 29.9 W008 23.0



NOT TO SCALE

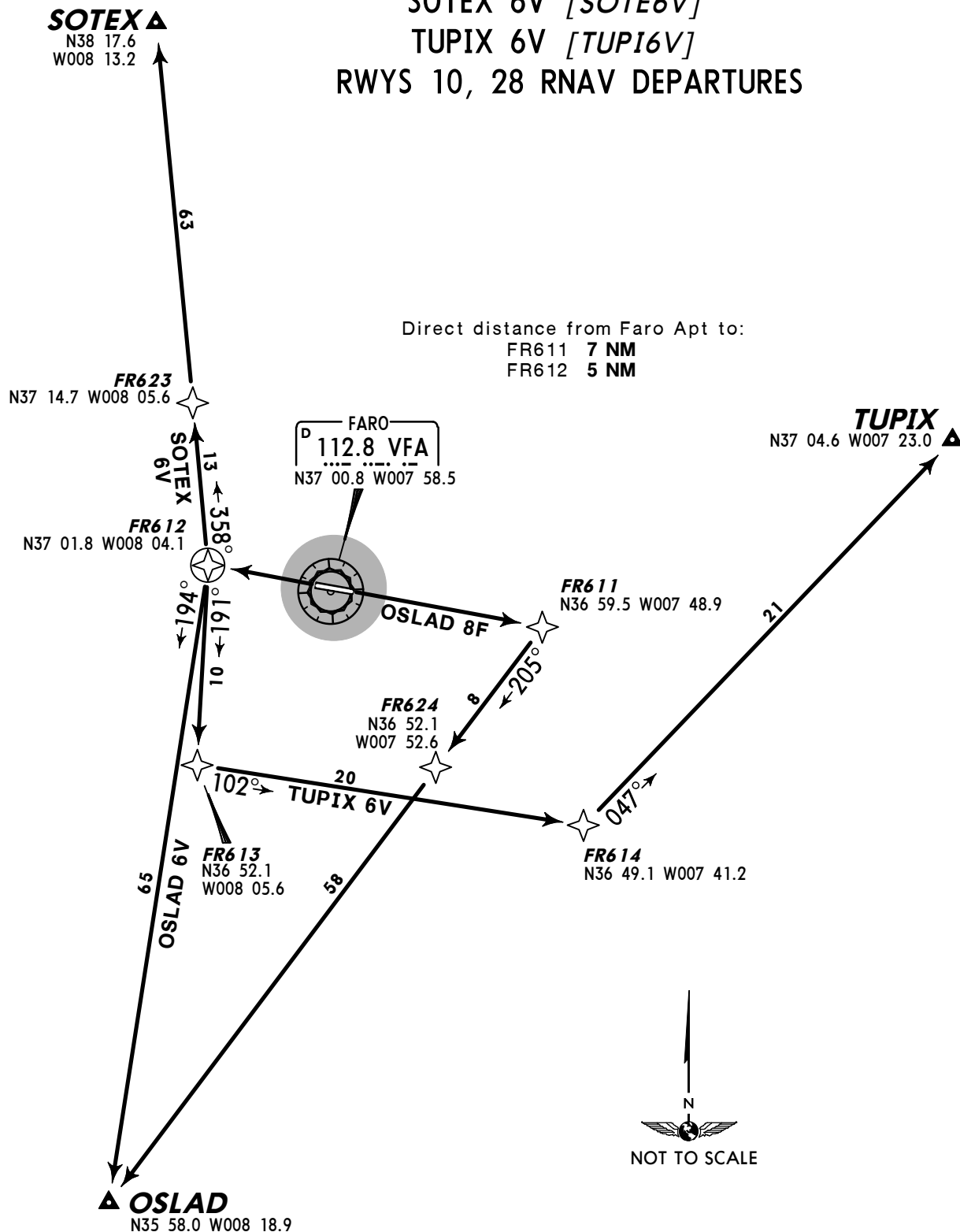


FARO Approach
119.4

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.

OSLAD 8F [OSLA8F]
OSLAD 6V [OSLA6V]
SOTEX 6V [SOTE6V]
TUPIX 6V [TUPI6V]
RWYS 10, 28 RNAV DEPARTURES



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.

LPFR/FAO

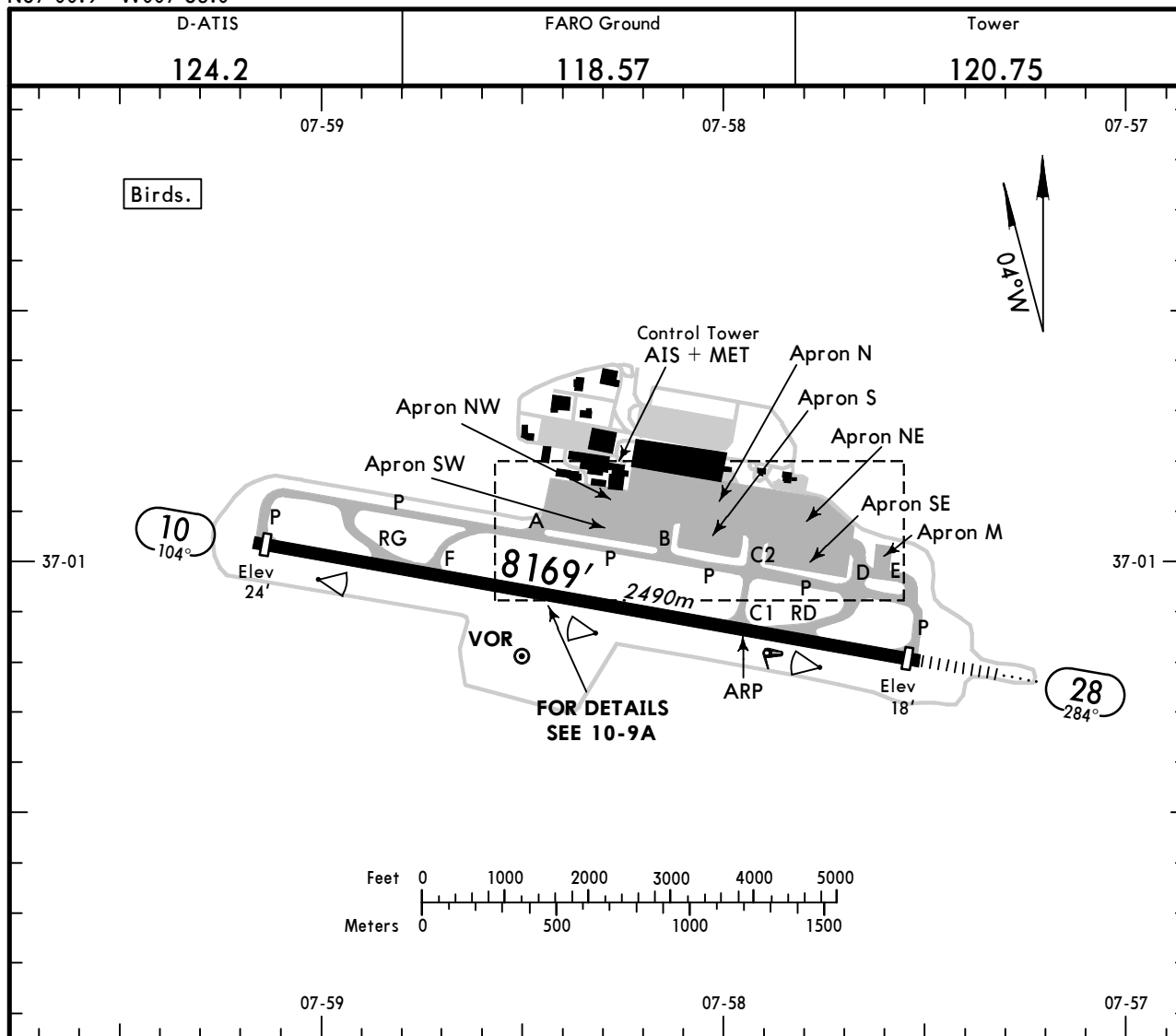
Apt Elev **24'**
N37 00.9 W007 58.0

JEPPESEN

12 OCT 12 **(10-9)** Eff 18 Oct

FARO, PORTUGAL

FARO



ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING BEYOND			
						Threshold	Glide Slope		
10	HIRL (60m)	CL (15m)	PAPI-R (3.0°)	HST-RD	RVR	8022'	2445m		148'
28	HIRL (60m)	CL (15m)	HIALS	TDZ	① ② RVR				45m

① PAPI-L (3.0°)

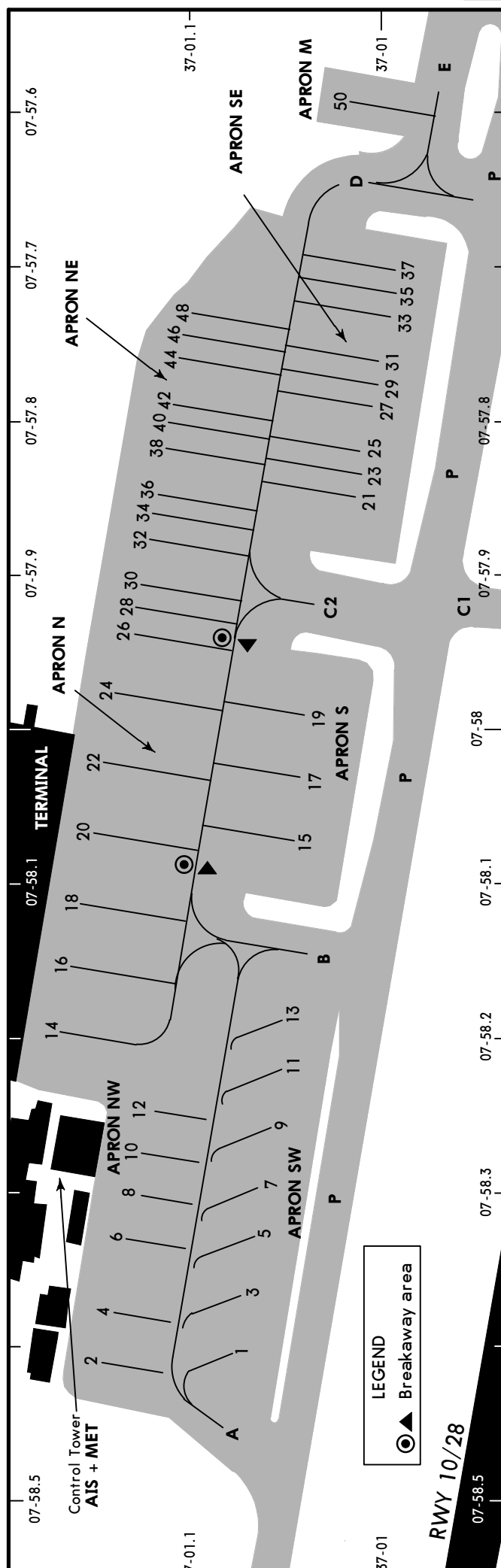
② HST-RG

Standard

TAKE-OFF ①

	LVP must be in force				
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A					
B	125m	150m	200m	250m	400m
C					
D	150m	200m	250m	300m	500m

① Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required



STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
1	N37 01.1 W007 58.4	21	16	N37 01.2 W007 58.1	24	31	N37 01.0 W007 57.8	14
2	N37 01.2 W007 58.4	25	17	N37 01.0 W007 58.0	22	32	N37 01.1 W007 57.9	20
3	N37 01.1 W007 58.4	21	18	N37 01.2 W007 58.1	24	33	N37 01.0 W007 57.7	14
4	N37 01.1 W007 58.4	25	19	N37 01.0 W007 58.0	22	34	N37 01.1 W007 57.9	19
5	N37 01.1 W007 58.3	21	20	N37 01.2 W007 58.1	24	35	N37 01.0 W007 57.7	14
6	N37 01.1 W007 58.3	25	21	N37 01.0 W007 57.9	17	36	N37 01.1 W007 57.8	19
7	N37 01.1 W007 58.3	21	22	N37 01.1 W007 58.0	24	37	N37 01.0 W007 57.7	14
8	N37 01.1 W007 58.3	25	23	N37 01.0 W007 57.8	16	38	N37 01.1 W007 57.8	17
9	N37 01.0 W007 58.2	21	24	N37 01.1 W007 58.0	24	40, 42	N37 01.1 W007 57.8	16
10	N37 01.1 W007 58.3	25	25	N37 01.0 W007 57.8	16	44	N37 01.1 W007 57.8	15
11	N37 01.0 W007 58.2	21	26	N37 01.1 W007 57.9	23	46	N37 01.1 W007 57.7	14
12	N37 01.1 W007 58.2	25	27	N37 01.0 W007 57.8	15	48	N37 01.1 W007 57.7	13
13	N37 01.0 W007 58.2	21	28	N37 01.1 W007 57.9	22	50	N37 01.0 W007 57.6	16
14	N37 01.2 W007 58.2	24	29	N37 01.0 W007 57.8	15			
15	N37 01.0 W007 58.1	22	30	N37 01.1 W007 57.9	22			

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, 16, 18, 20, 22 and 24 push-back manoeuvre shall terminate at BREAKAWAY AREA 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, 16, 18, 20, 22 and 24 start-up is only allowed after push-back manoeuvre with acft positioned in BREAKAWAY AREA.

Anti collision lights must be activated whenever engines are operating during push-back manoeuvre.

TAXIING

Acft pushed back from stands 14, 16, 18, 20, 22 and 24 are only cleared for taxiing after acft is positioned at BREAKAWAY AREA.

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.

APRON OPERATIONAL PROCEDURES

- Access to stands 1, 3, 5, 7, 9, 11 and 13 via twy A. Apron taxilane between stand 1 and 13 is restricted to acft up to 144'/44m.
- All stands are nose-in.
- Stands 1 thru 38 are push-back.
- FOLLOW-ME guidance is provided in all stands.
- At stands 14, 16, 18, 20, 22 and 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 FOLLOW-ME and marshaller assistance is compulsory.

USE OF GPU/APU

The use of mobile autonomous GPU is not allowed at stands 14, 16, 18, 20, 22 and 24, except when Apron Drive Loading Bridge GPU system is unserviceable.

APU may be used at stands 14, 16, 18, 20, 22 and 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.

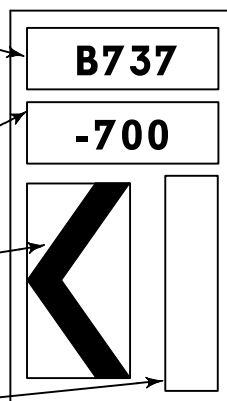
APIS (AIRCRAFT PARKING INFORMATION SYSTEM)

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

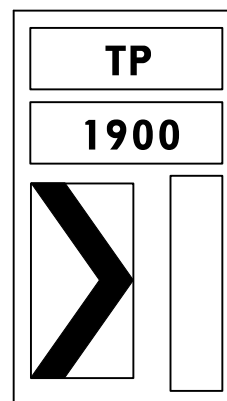
Display indicating: Flight number, time, acft series, "STOP", "ON" (chocks) and "DOWN".

Centerline beacon side-in-guidance.

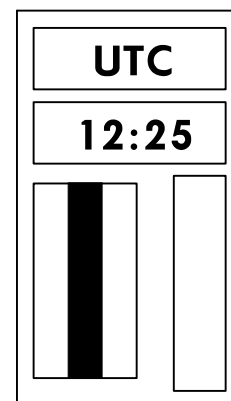
Closing-rate information. Full closing rate thermometer indicates at least 46'/14m to stop position.



Turn LEFT



Turn RIGHT



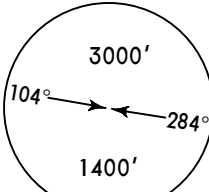
On centerline

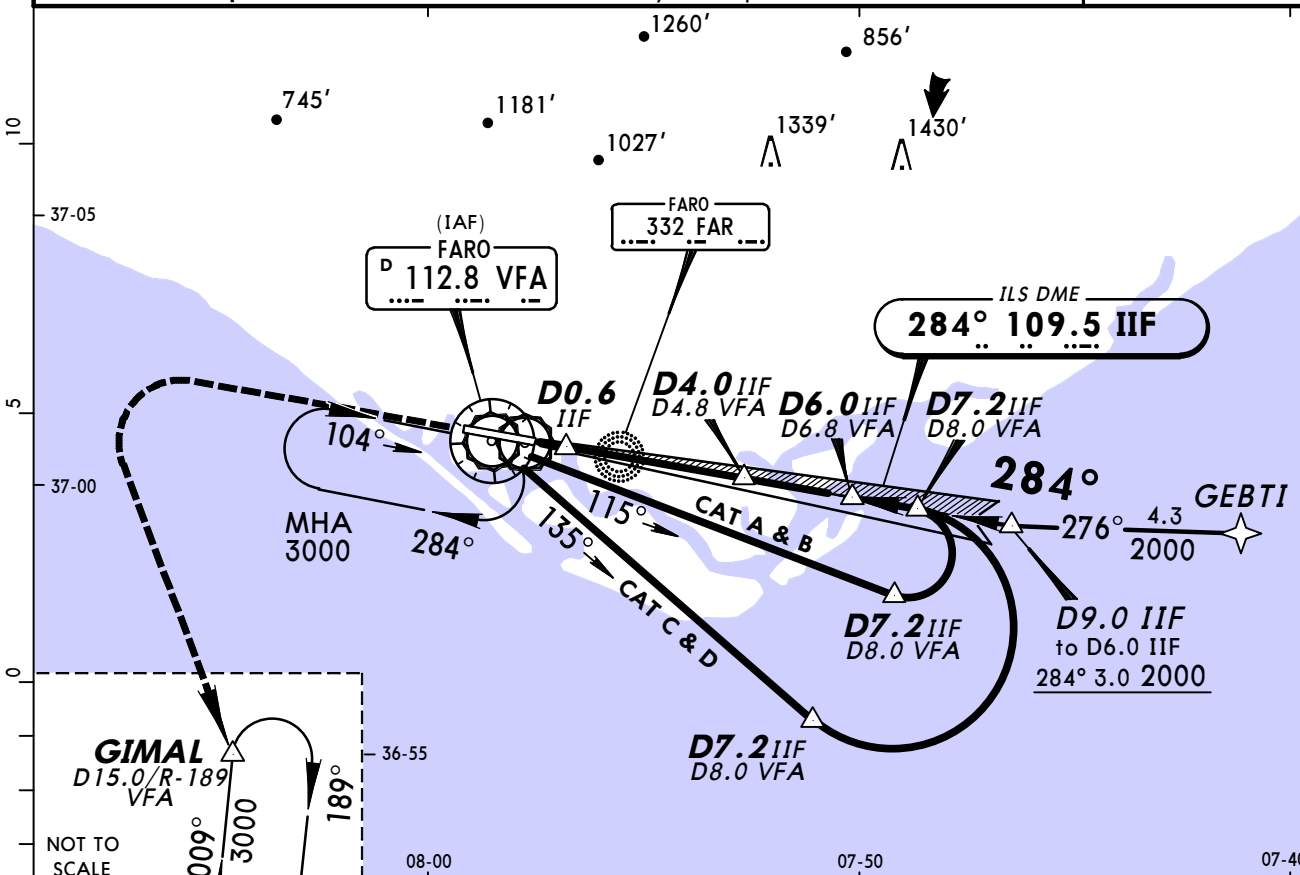
PILOT INSTRUCTIONS

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.

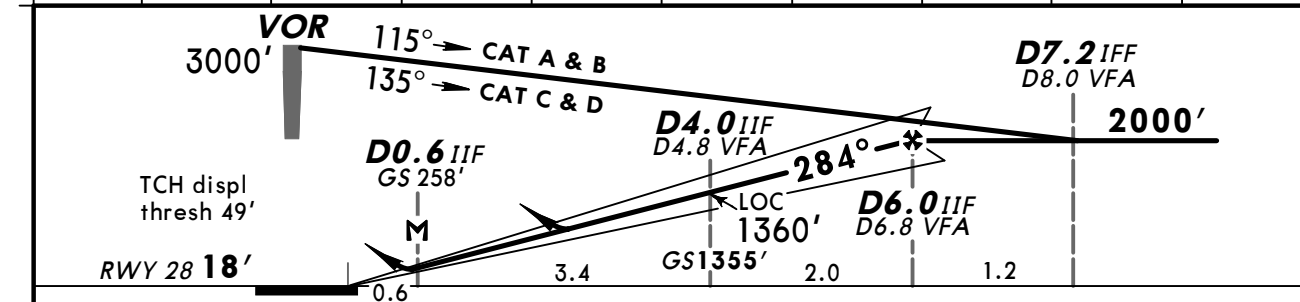
BRIEFING STRIP

TM

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.							MSA VFA VOR
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 4000'	
1. VFA DME required. 2. ILS DME reads zero at rwy 28 displaced threshold.							



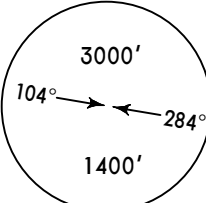
LOC (GS out)	IIF DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	410'	730'	1040'	1360'	1680'	2010'	2340'	2670'



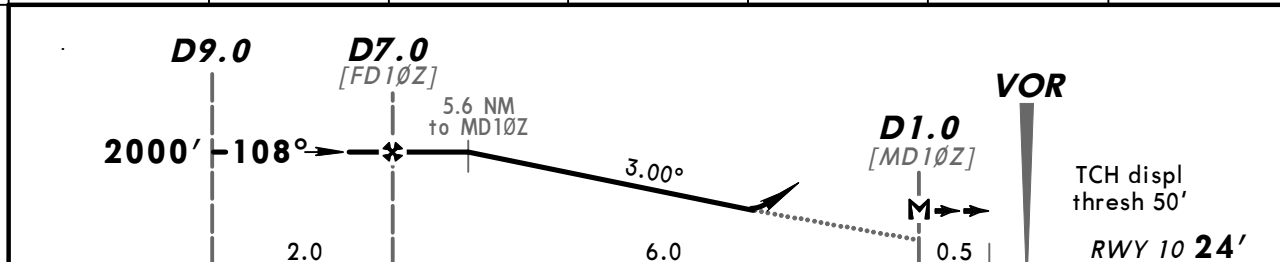
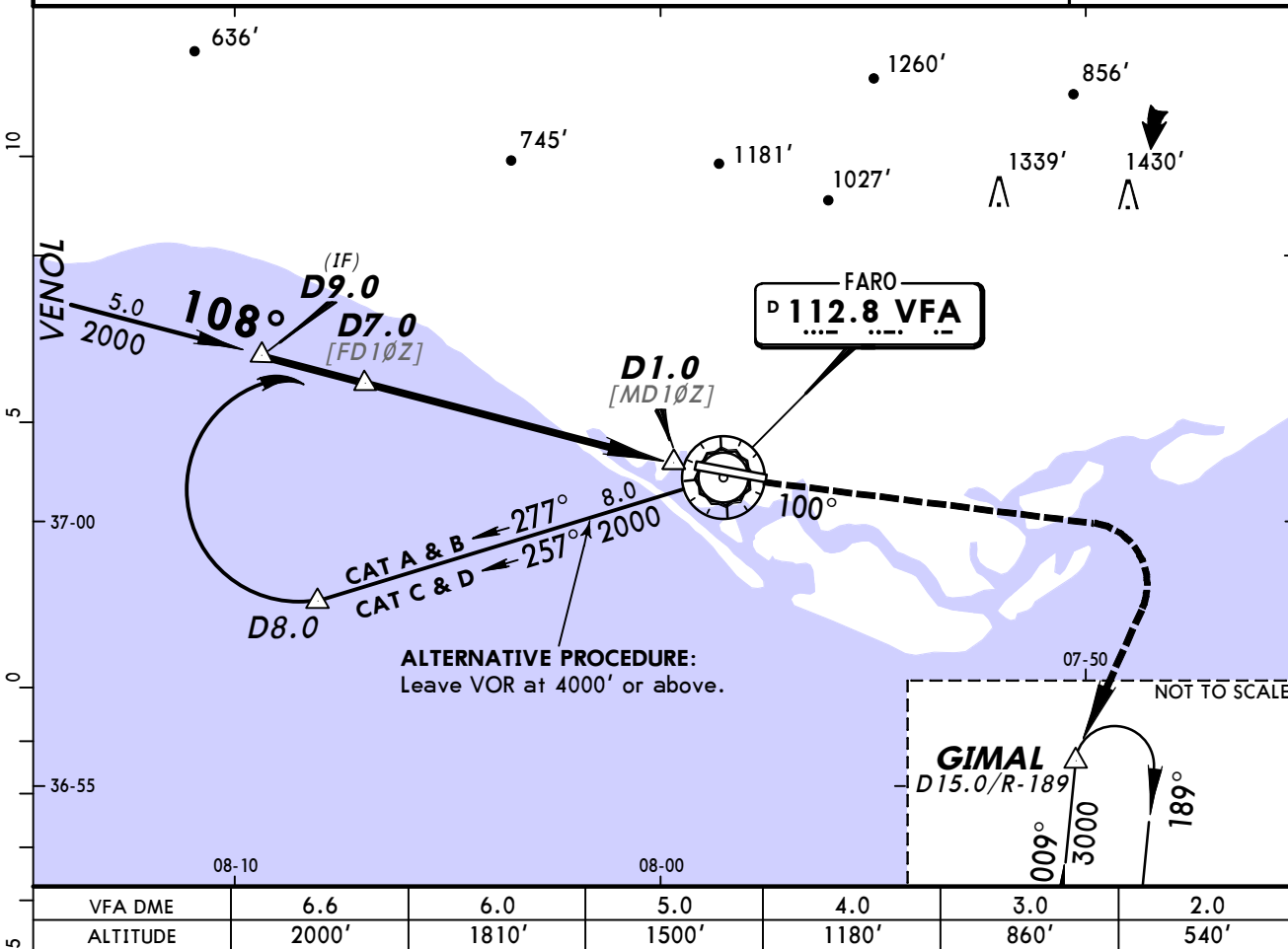
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI : PAPI 2000'	
ILS GS or LOC Descent angle 3.00°	377	484	538	646	753	861		
MAP at D0.6 IIF								

NS OPS 4	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				100	570' (546')	1500m
B				135	570' (546')	1600m
C	RVR 750m	RVR 1200m	RVR 1300m	180	630' (606')	2400m
D				205	730' (706')	3600m

BRIEFING STRIP™

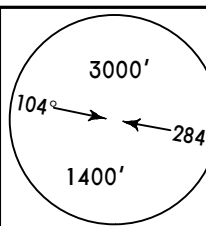
D-ATIS 124.2		FARO Approach 119.4		FARO Tower 120.75		Ground 118.57	
VOR VFA 112.8	Final Apch Crs 108°	Minimum Alt D7.0 2000' (1976')	DA(H) 400' (376')		Apt Elev 24' RWY 24'		
MISSED APCH: Climb STRAIGHT AHEAD to 3000', when passing 2000' turn RIGHT to GIMAL holding and contact Faro APP.							
Alt Set: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

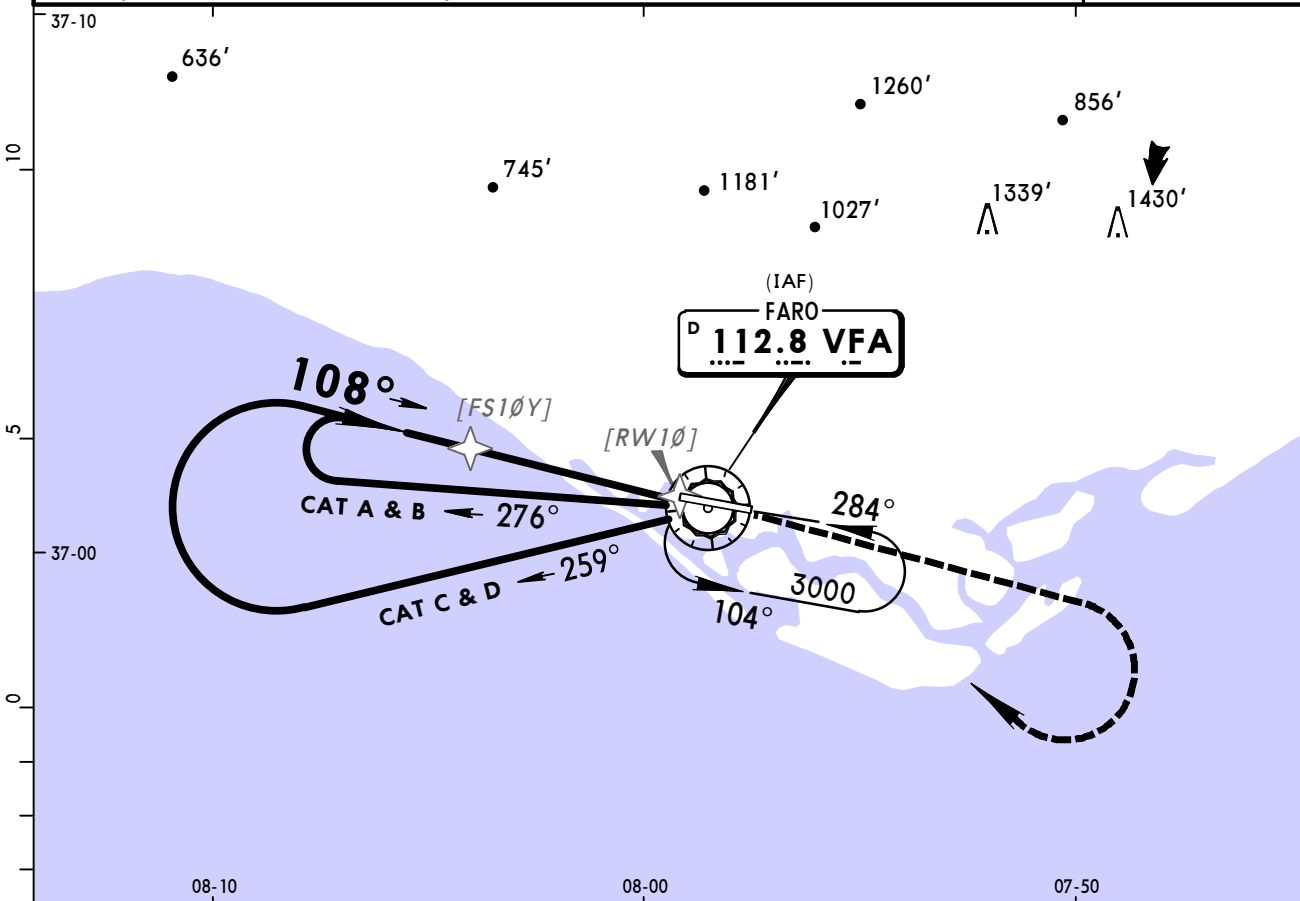
MSA
VFA VOR



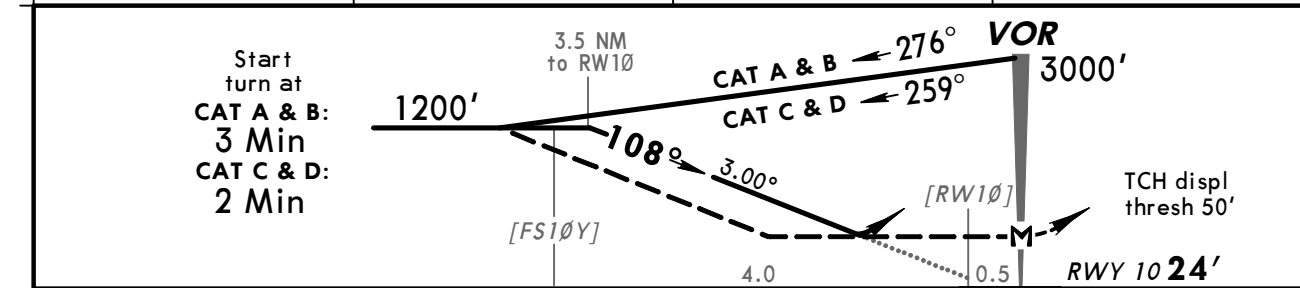
Gnd speed-Kts	70	90	100	120	140	160	PAPI	100° LT	2000' ↑	RT	3000' GIMAL
Descent angle	3.00°	372	478	531	637	743					
MAP at D1.0											

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

BRIEFING STRIP TM	D-ATIS 124.2		FARO Approach 119.4		FARO Tower 120.75		Ground 118.57	
	VOR VFA 112.8	Final Apch Crs 108°	Minimum Alt No FAF	CDFA DA(H) 420' (396')	Apt Elev 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			
	Final apch track offset 4° from rwy centerline.					MSA VFA VOR		



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



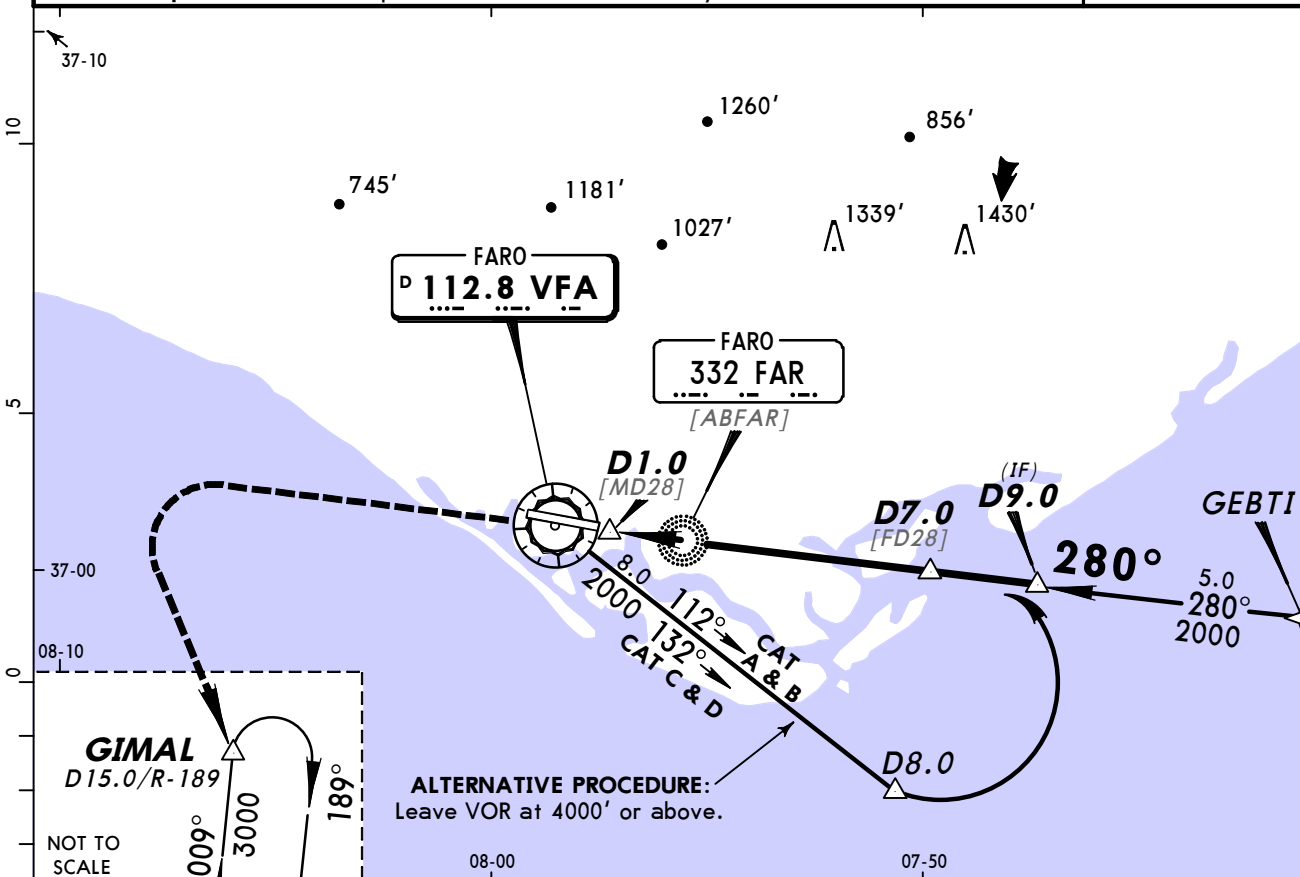
Gnd speed-Kts	70	90	100	120	140	160	PAPI 2000'	
Descent angle	3.00°	372	478	531	637	743		
MAP at VOR								

NS OPS 4	Standard				STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND			
	CDFA				non-CDFA				Not authorized North of rwy			
	DA(H) 420' (396')				MDA(H) 420' (396')				Max Kts. MDA(H) VIS			
	A	RVR 1500m				RVR 2000m				100	440' (416')	2000m
	B									135	530' (506')	2000m
	C	RVR 1800m				CMV 2200m				180	630' (606')	2400m
	D									205	730' (706')	3600m

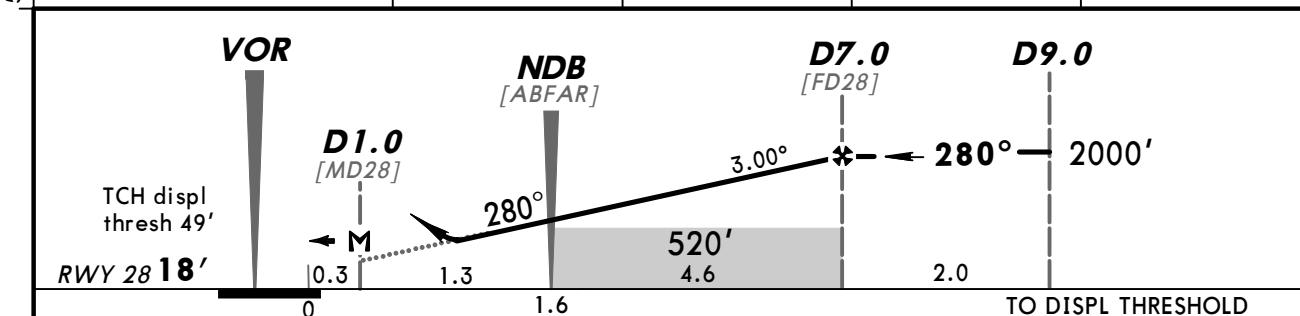
BRIEFING STRIP

TM

D-ATIS 124.2		FARO Approach 119.4		FARO Tower 120.75		Ground 118.57	
VOR VFA 112.8	Final Apch Crs 280°	Procedure Alt D7.0 2000' (1982')	DA(H) 460' (442')	Apt Elev 24' RWY 18'	3000' 104° ← → 284° 1400' MSA VFA VOR		
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 apch track offset 4° from rwy centerline.							



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



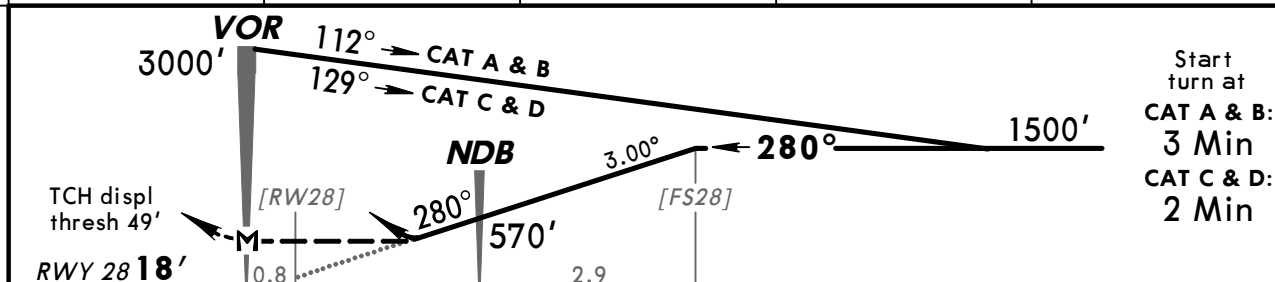
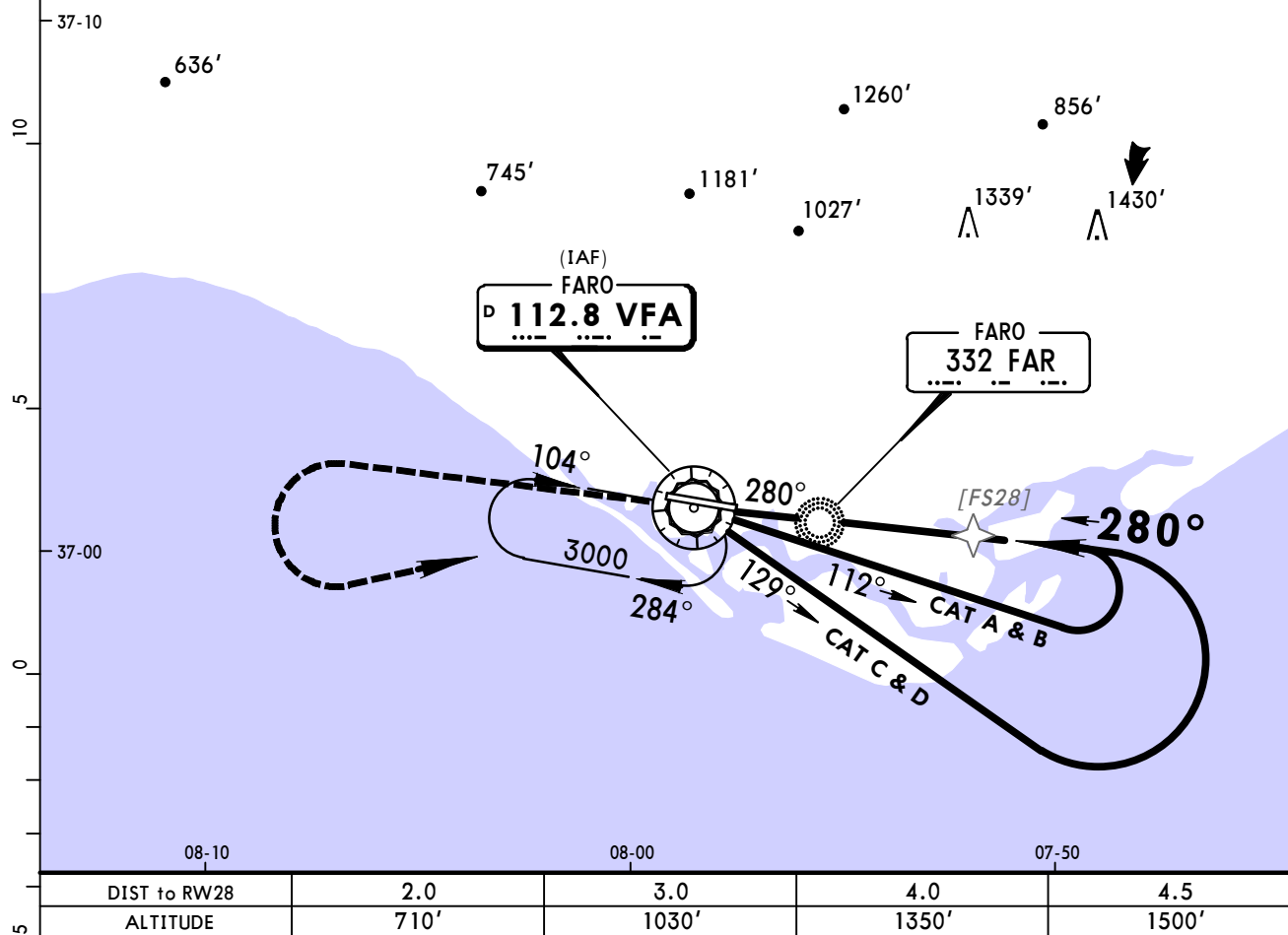
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI : PAPI		2000'
Descent angle	3.00°	372	478	531	637	743	849		
MAP at D1.0									

NS OPS 4	Standard STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND			
	DA(H) 460' (442')				Not authorized North of rwy			
	ALS out				Max Kts	MDA(H)	VIS	
	RVR 1500m				100	470' (446')	1500m	
	RVR 1700m				135	530' (506')	1600m	
	CMV 2100m				180	630' (606')	2400m	
					205	730' (706')	3600m	

BRIEFING STRIP

TM

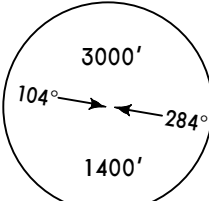
D-ATIS 124.2		FARO Approach 119.4		FARO Tower 120.75		Ground 118.57	
VOR VFA 112.8	Final Apch Crs 280°	Minimum Alt No FAF		CDFA DA(H) 460' (442')	Apt Elev 24' RWY 18'	3000' 104° 284° 1400' MSA VFA VOR	
MISSED APCH: Climb STRAIGHT AHEAD to 3000', when passing 2000' turn LEFT to VFA VOR holding and contact Faro APP.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC			
Final apch track offset 4° from rwy centerline.		Trans alt: 4000'					

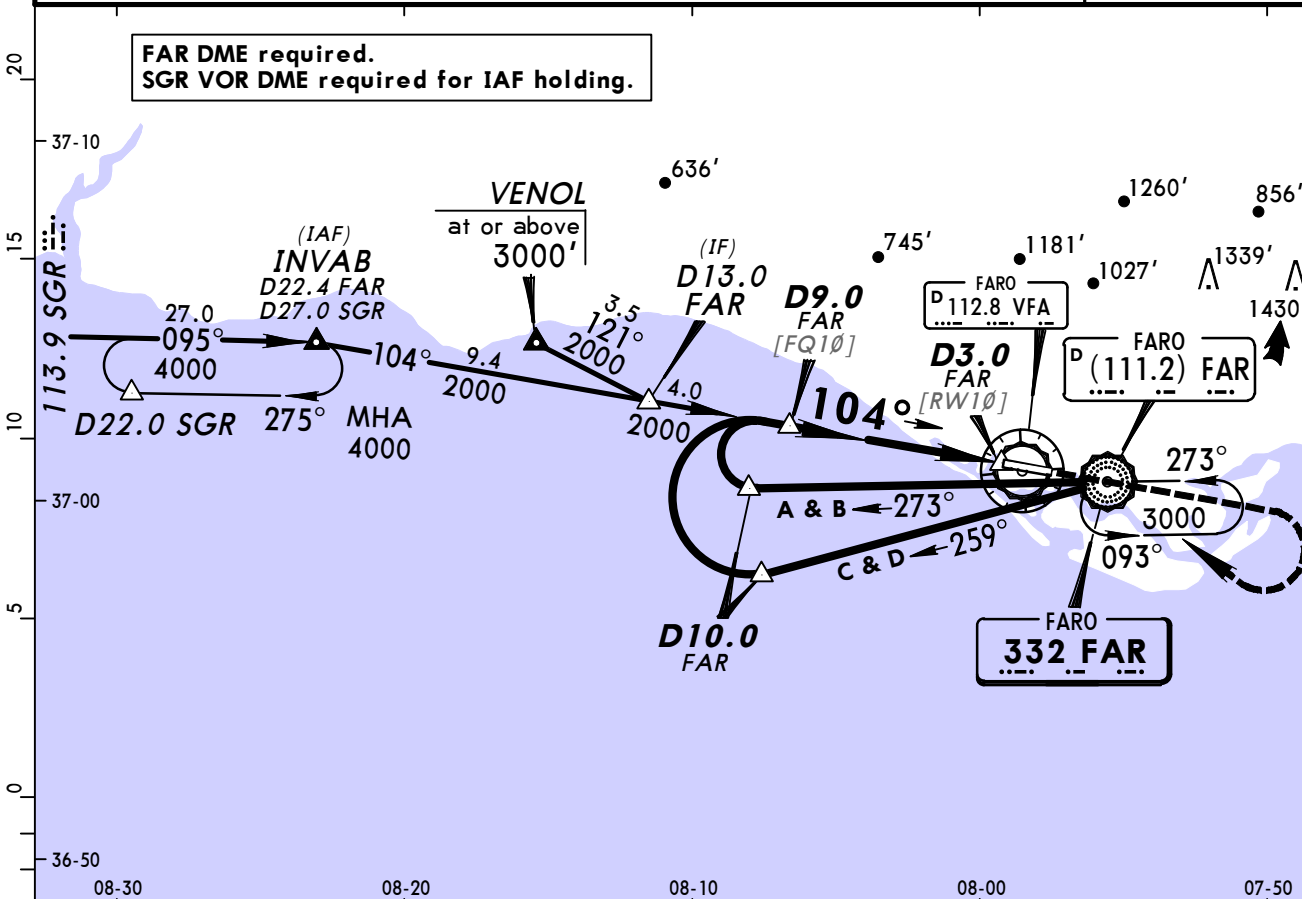


DIST to RW28	2.0	3.0	4.0	4.5
ALTITUDE	710'	1030'	1350'	1500'

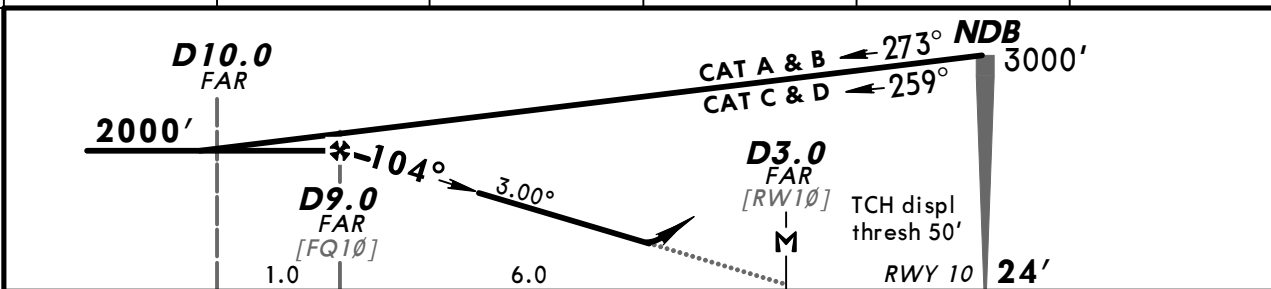
Standard				CIRCLE-TO-LAND Not authorized North of rwy	
CDFA		non-CDFA		Max Kts	MDA(H)
DA(H) 460' (442')		MDA(H) 460' (442')			VIS
ALS out		ALS out		100	470' (446') 2300m
A	RVR 1500m	RVR 1900m	CMV 2300m	135	530' (506') 2300m
B				180	630' (606') 2500m
C	RVR 1700m	CMV 2100m	CMV 2100m	205	730' (706') 3600m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

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'	 3000' 104° → ← 284° 1400' MSA FAR NDB		
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 Trans alt: 4000'							

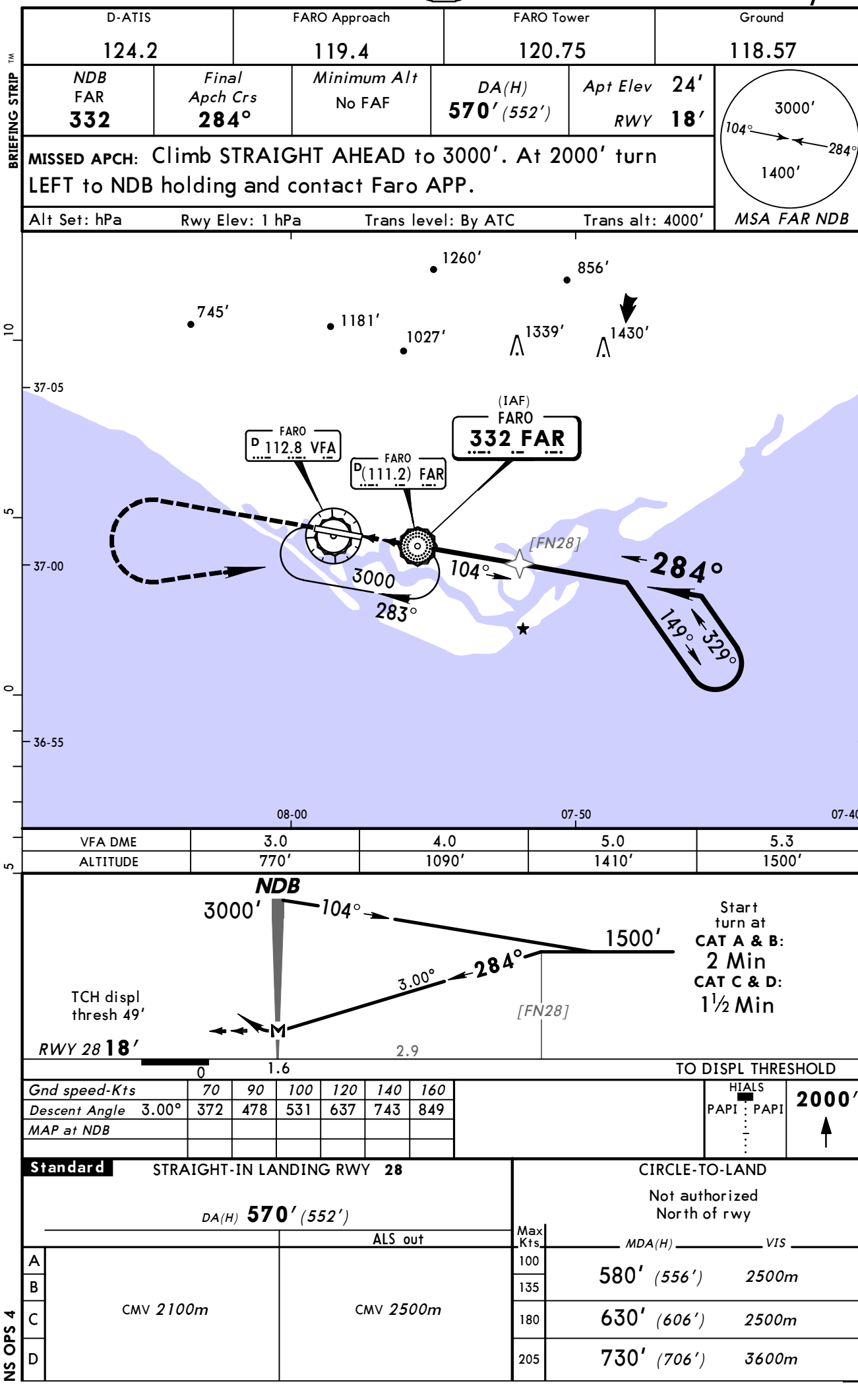


FAR DME	8.0	7.0	6.0	5.0	4.0
ALTITUDE	1690'	1370'	1060'	740'	430'



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								

NS OPS 4	Standard STRAIGHT-IN LANDING RWY 10			CIRCLE-TO-LAND		
	DA(H) 450' (426')			Not authorized North of rwy		
				Max Kts	MDA(H)	VIS
	A	RVR 1500m		100	450' (426')	1500m
	B			135	530' (506')	1600m
	C			180	630' (606')	2400m
	D	RVR 2000m		205	730' (706')	3600m



TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LPFR