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Airport Information For LPFR
Terminal Charts For LPFR
Revision Letter For Cycle 01-2014
Change Notices
Notebook

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General Information

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

Airport Use: Public
Magnetic Variation: 2.5°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: 1729 Z,

Runway Information

Runway: 10
Length x Width: 8169 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 24 ft
Lighting: Edge, ALS, Centerline
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
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

1. GENERAL

1.1. ATIS

D-ATIS 124.2

1.2. LOW VISIBILITY PROCEDURES

1.2.1. GENERAL

Low Visibility Operations Procedures will be in force when:

- RVR TDZ RWY 28 is 800m or below; or
- cloud Base Height RWY 28 is 200' or below; or
- visibility conditions decrease rapidly.

Pilots will be informed by RTF if ATIS is unserviceable when Low Visibility Procedures are in force. Pilots shall stop and request further instructions at any clearance or stop bar lighted, as well as at any segment of TWY centerline lights, unlighted. TWY centerline lights within LOC sensitive area are coded by alternative yellow and green lights. Taxi instructions will be supported by the convenient switching on and off the lights.

1.2.1.1. ARRIVAL

Ground Safeguarding Procedures will ensure that ILS protection areas (critical and sensitive areas) are clear of traffic before issuing landing clearance (never after 2NM from touchdown). When ACFT reaches that point and landing clearance cannot be issued, it will be instructed to carry out a missed approach procedure. For practice approaches there is no guarantee that the full safeguarding procedures will be applied and pilots should anticipate the possibility of resultant ILS signal disturbance. The appropriate RWY exit (TWY P) will be lighted, and pilots of ACFT shall report the LOC sensitive area vacated when ACFT is completely out of colour-coded TWY centerline lights.

1.2.2. DEPARTURE

ATC will require ACFT to use CAT II holding positions.

1.3. PARKING INFORMATION

1.3.1. 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 with a wingspan up to 144'/44m.

All stands are nose-in.

Stands 1 thru 48 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.

1.3.2. GROUND POWER UNIT (GPU)

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

1.3.3. AUXILIARY POWER UNIT (APU)

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 until 10 minutes after "chocks on" and 20 minutes before ETD.

Whenever an ACFT APU is out of service, 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.

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1. GENERAL

1.4. NOISE ABATEMENT PROCEDURES

1.4.1. RUN-UP TESTS

Engine test runs are allowed from 0530-2400LT on the condition that a previous authorization is obtained from the Airport Operations Service using VHF Frequency 131.450 MHZ, call sign FARO Safety. Operators shall indicate the real time of start and duration of the test.

Engine test runs in idle power may take place on stands, exception on stands 14, 16, 18, 20, 22 and 24 whenever the Apron Drive Loading Bridges are connected to the ACFT 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 C1, C2, P or E).

1.5. OTHER INFORMATION

CAUTION: Birds in vicinity of APT.

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2. ARRIVAL

2.1. CAT II OPERATIONS

RWY 28 approved for CAT II operations, special aircrew and ACFT certification required.

3. DEPARTURE

3.1. START-UP, PUSH-BACK &TAXI PROCEDURES

3.1.1. 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.

3.1.2. ENGINE START-UP

Pilots shall contact FARO 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.

3.1.3. 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.

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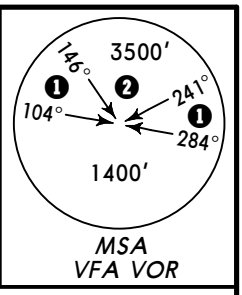
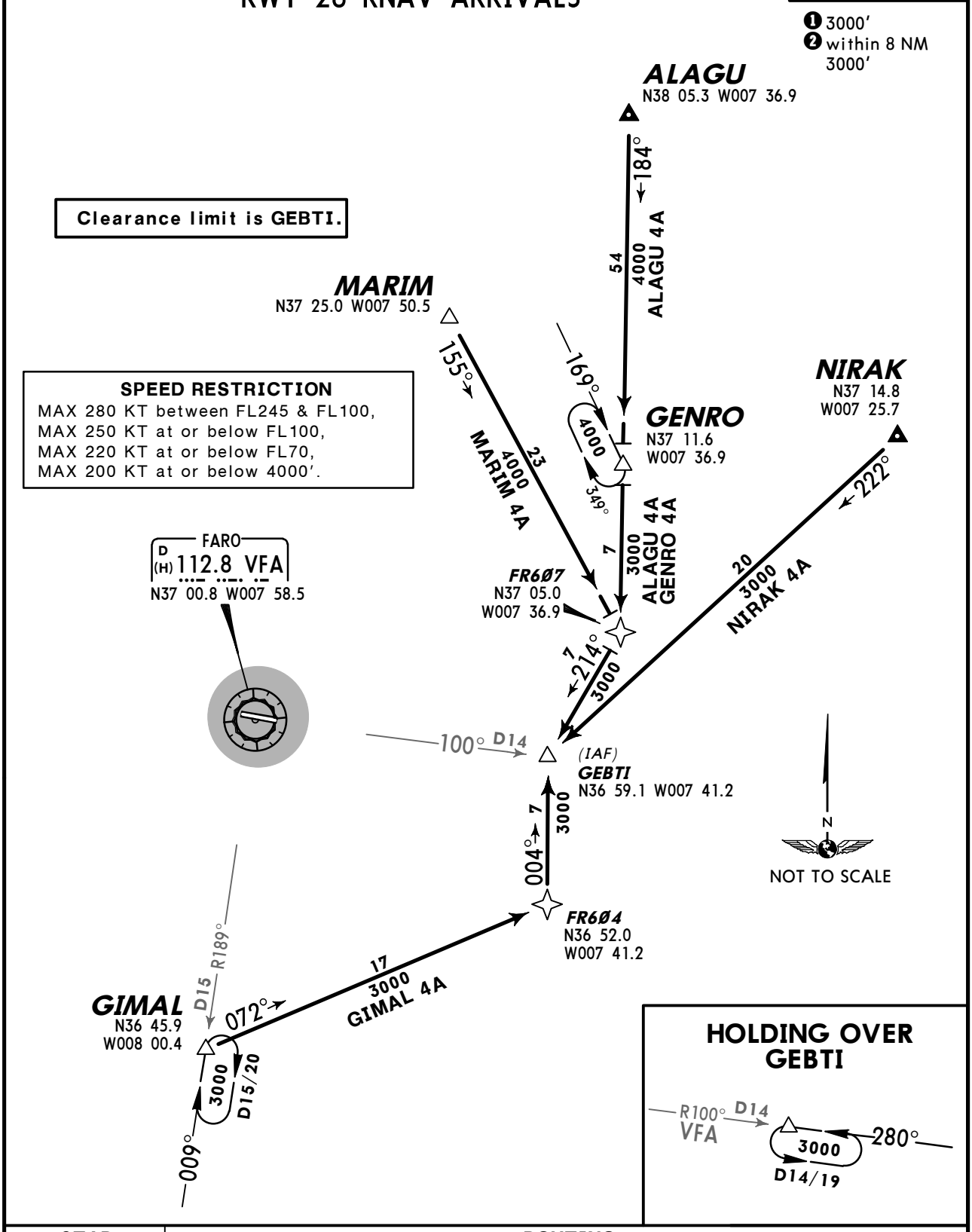
D-ATIS	Apt Elev	
124.2	24′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′



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

Clearance limit is GEBTI.

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′.



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

CHANGES: Speed restriction revised.

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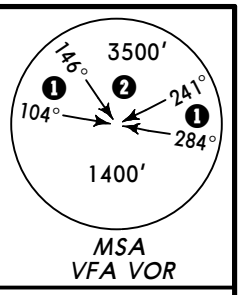
D-ATIS	Apt Elev	
124.2	24′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′

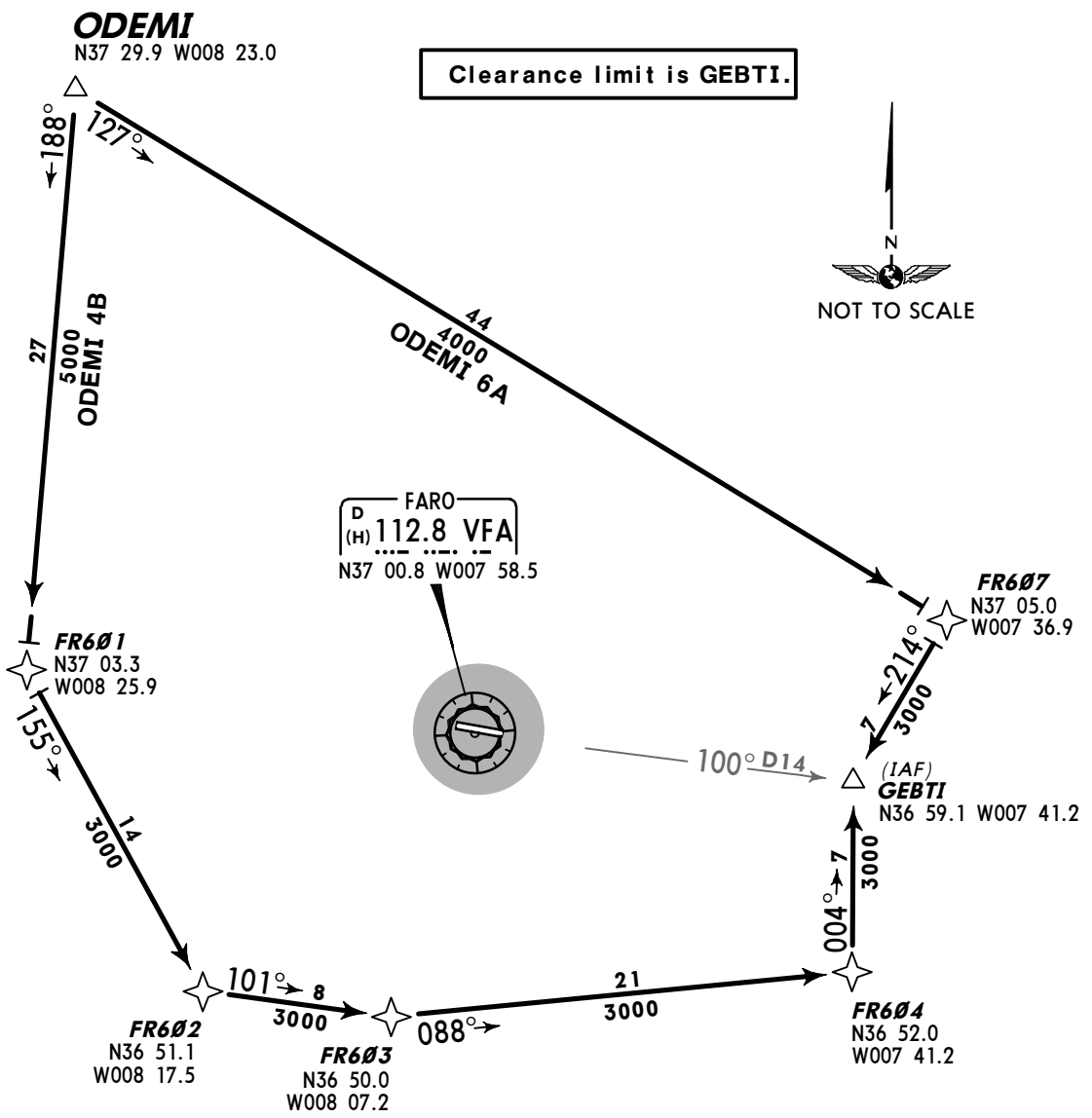


❶ 3000′
❷ within 8 NM 3000′

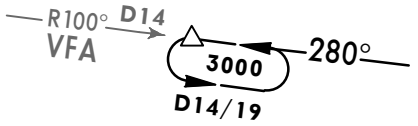
ODEMI 6A *[ODEM6A]*, ODEMI 4B *[ODEM4B]*
RWY 28 RNAV ARRIVALS

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′.

Clearance limit is GEBTI.



HOLDING OVER GEBTI



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

CHANGES: Speed restriction revised.

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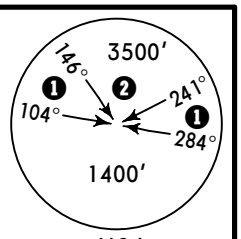
D-ATIS	Apt Elev	
124.2	24′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′



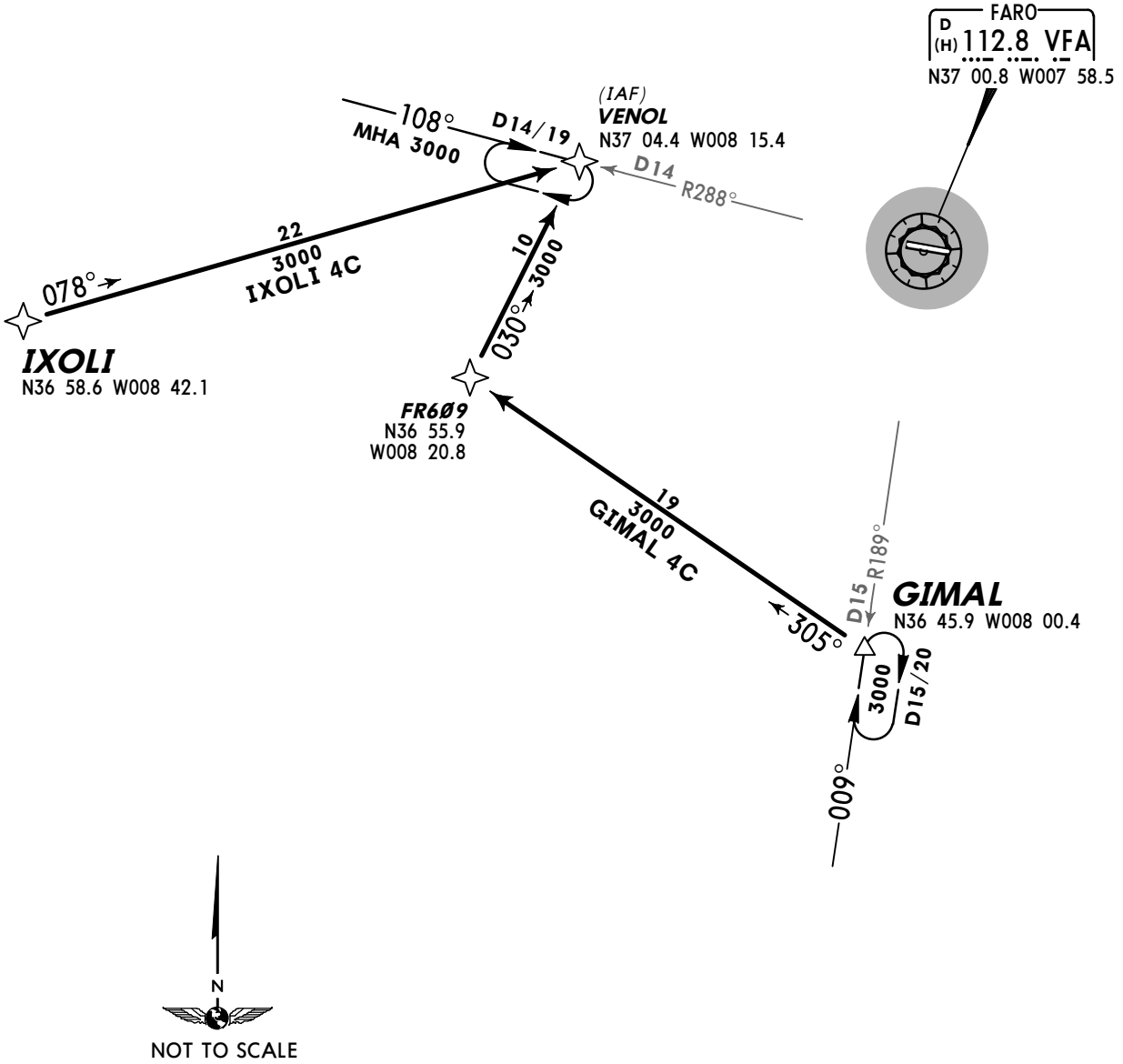
MSA
VFA VOR

❶ 3000′
❷ within 8 NM 3000′

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

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′.

Clearance limit is VENOL.



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

CHANGES: Speed restriction revised.

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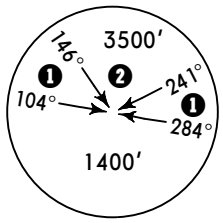
D-ATIS	Apt Elev	
124.2	24′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′

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

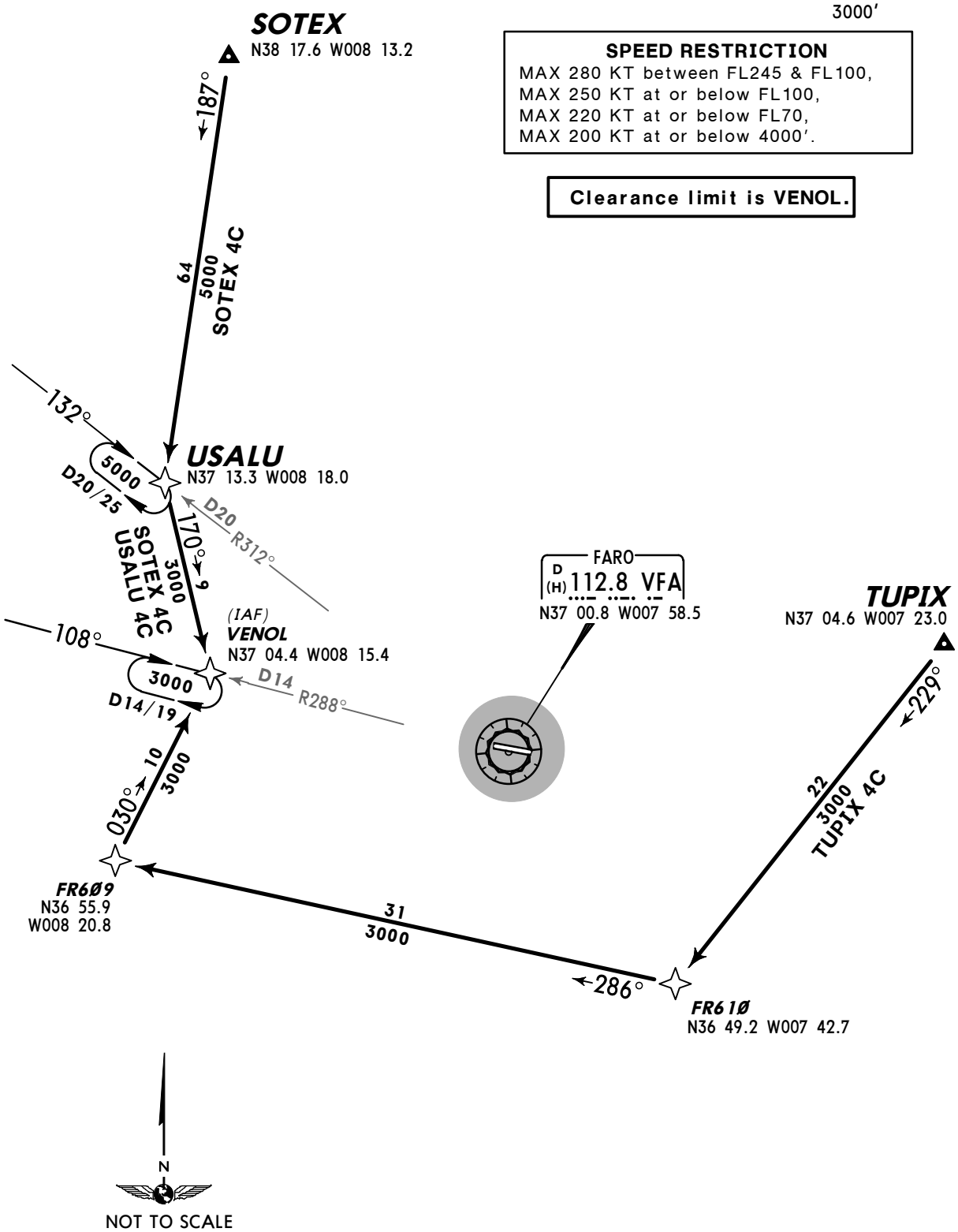


MSA
VFA VOR

❶ 3000′
❷ within 8 NM 3000′

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′.

Clearance limit is VENOL.



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

CHANGES: Speed restriction revised.

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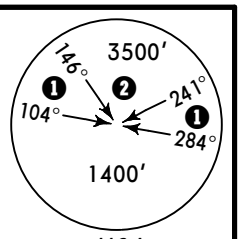
D-ATIS	Apt Elev	
124.2	24′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′ Request CDO, before ALAGU and ODEMI.



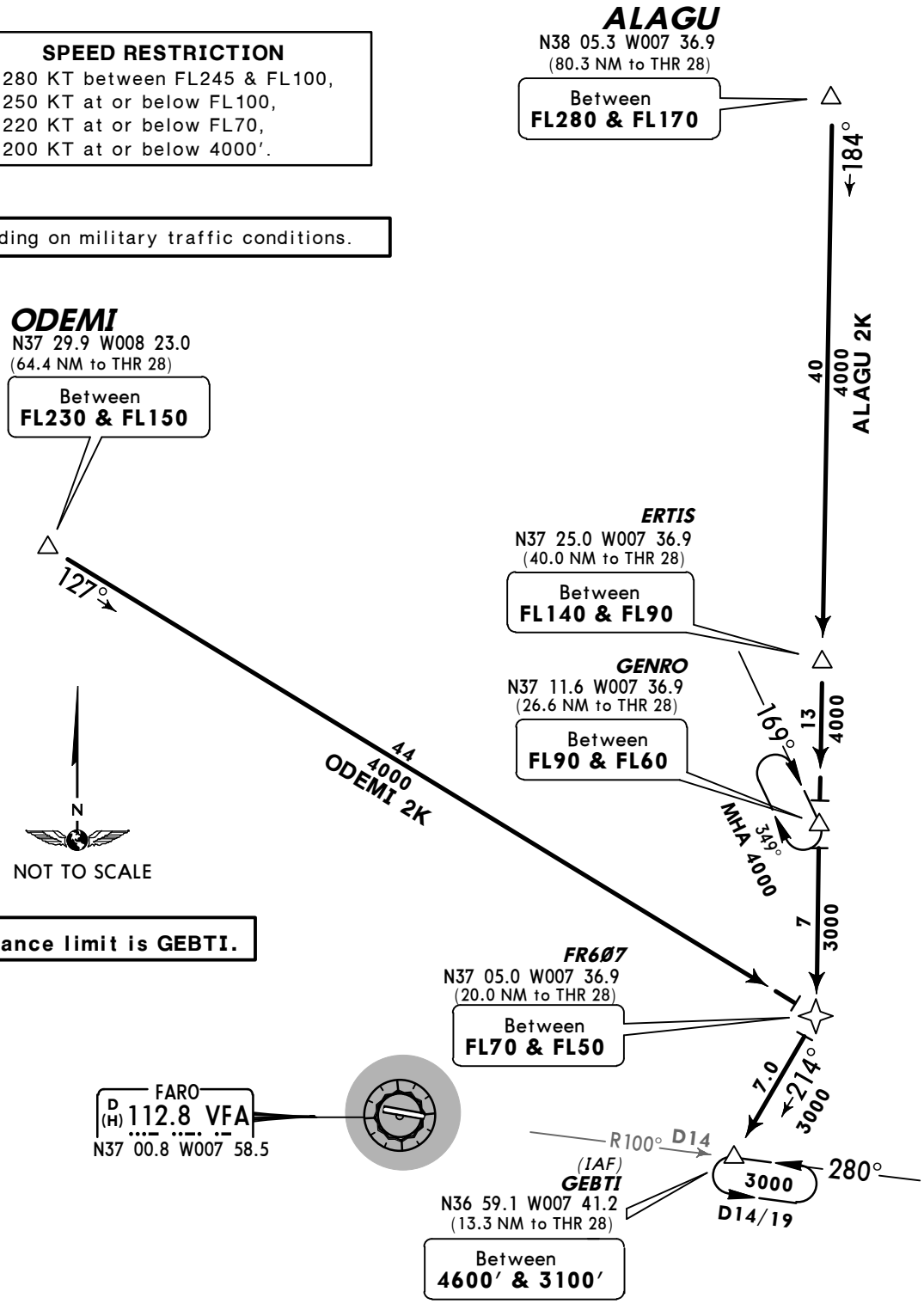
MSA
VFA VOR

❶ 3000′
❷ within 8 NM 3000′

ALAGU 2K [ALAG2K] ❸
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′.

❸ Pending on military traffic conditions.



STAR	ROUTING
ALAGU 2K	ALAGU (FL280-, FL170+) - ERTIS (FL140-, FL90+) - GENRO (FL90-, FL60+) - FR607 (FL70-, FL50+) - GEBTI (4600′-, 3100′+).
ODEMI 2K	ODEMI (FL230-, FL150+) - FR607 (FL70-, FL50+) - GEBTI (4600′-, 3100′+).

CHANGES: MSA.

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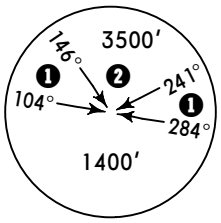
D-ATIS	Apt Elev	
124.2	24′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′ Request CDO, before SOTEX.

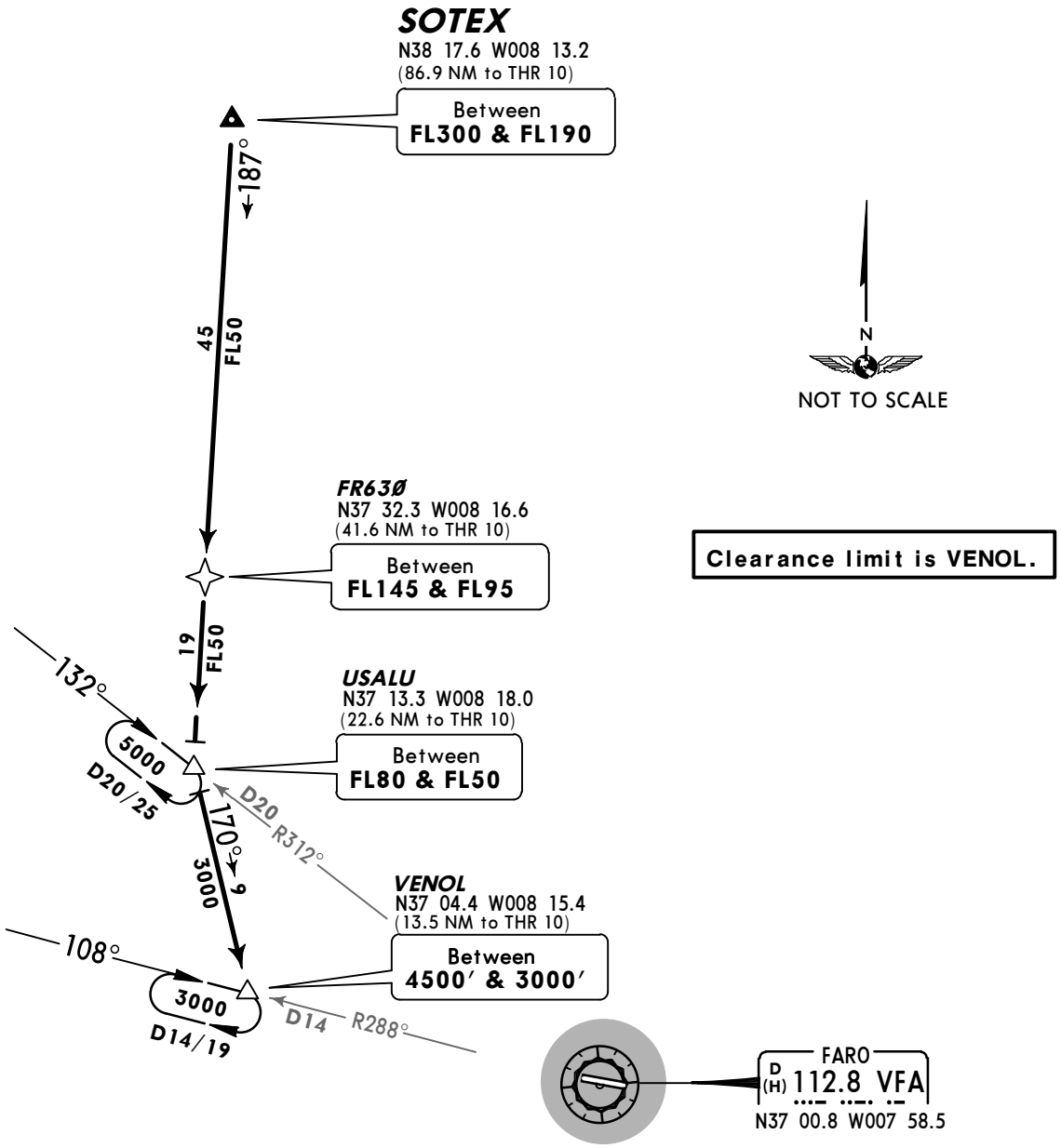


MSA
VFA VOR

❶ 3000′
❷ within 8 NM 3000′

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′.



ROUTING

SOTEX (FL300-, FL190+) - FR630 (FL145-, FL95+) - USALU (FL80-, FL50+) - VENOL (4500′-, 3000′+).

CHANGES: MSA.

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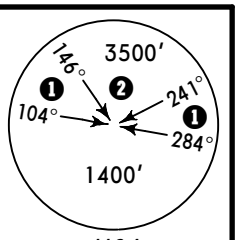
FARO Approach	Apt Elev
119.4	24′

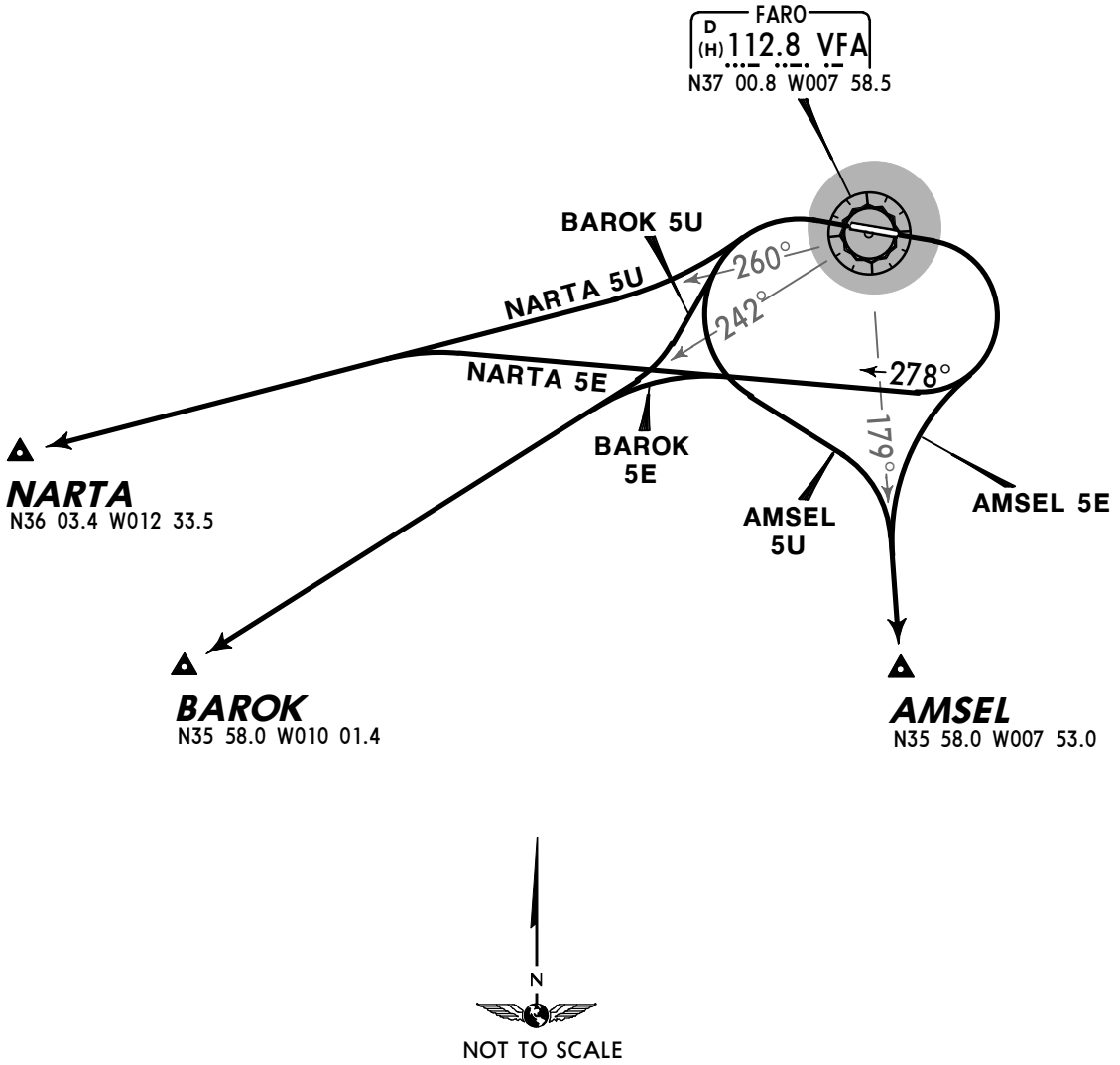
Trans level: By ATC Trans alt: 4000′
1. After take-off contact FARO Approach.
2. SIDs are also noise abatement routings.
3. Radar vectoring involving deviation from SID may be used by FARO Approach to expedite traffic.



MSA
VFA VOR

❶ 3000′
❷ within 8 NM 3000′

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: MSA.

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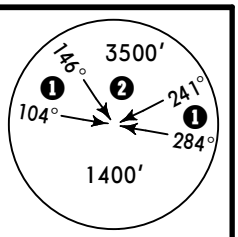
FARO Approach	Apt Elev
119.4	24′

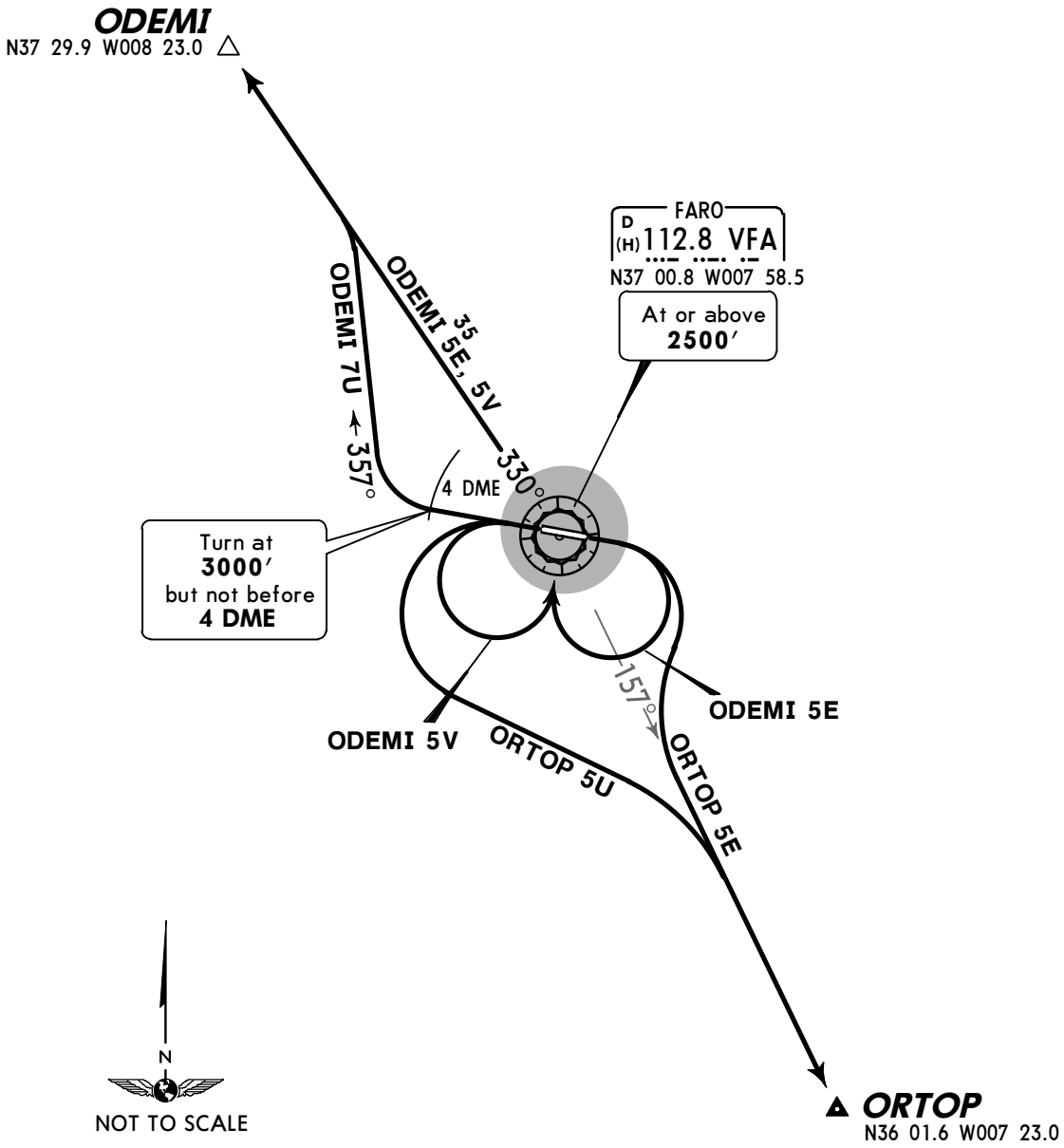
Trans level: By ATC Trans alt: 4000′
1. After take-off contact FARO Approach.
2. SIDs are also noise abatement routings.
3. Radar vectoring involving deviation from SID may be used by FARO Approach to expedite traffic.



MSA
VFA VOR

❶ 3000′
❷ within 8 NM 3000′

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 ❸	**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.

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

CHANGES: MSA.

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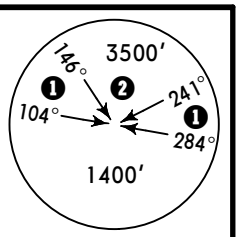
FARO Approach	Apt Elev
119.4	24′

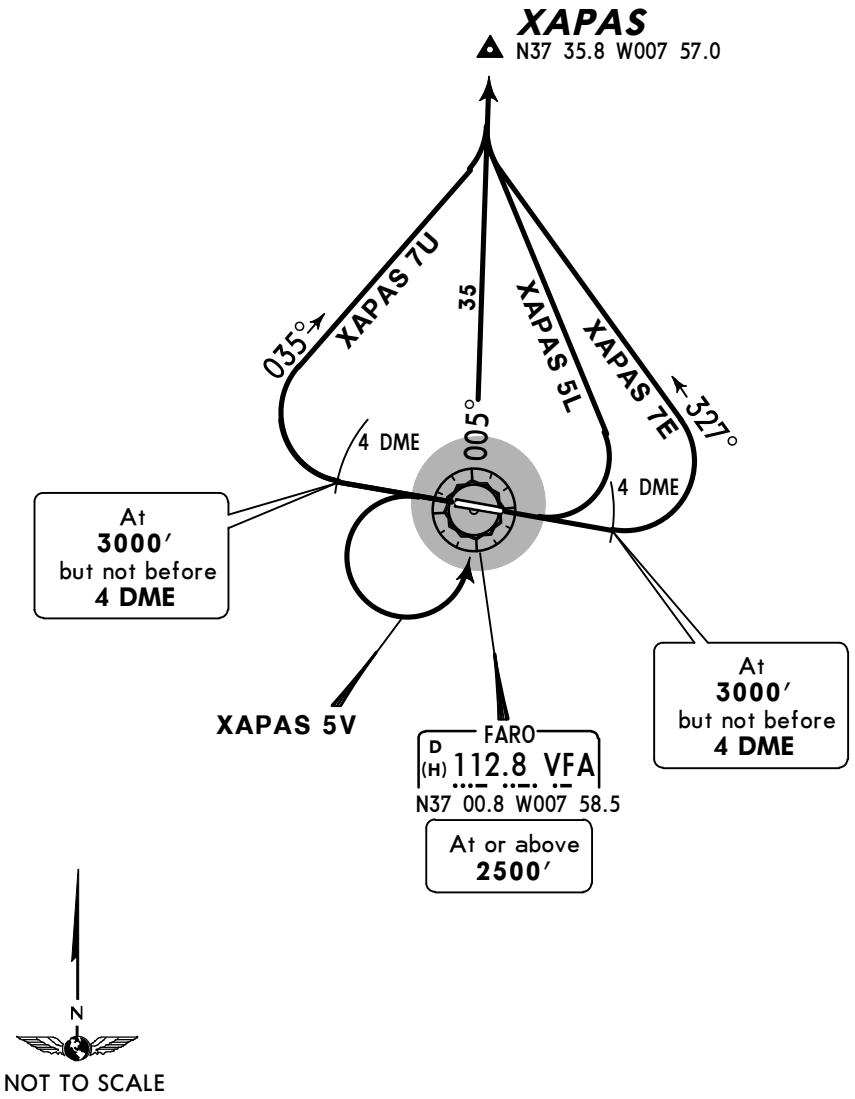
Trans level: By ATC Trans alt: 4000′
1. After take-off contact FARO Approach.
2. SIDs are also noise abatement routings.
3. Radar vectoring involving deviation from SID may be used by FARO Approach to expedite traffic.



MSA
VFA VOR

❶ 3000′
❷ within 8 NM 3000′

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 5L❸		Turn LEFT, intercept VFA R-005 to XAPAS.
XAPAS 7U❹	**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.

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

CHANGES: MSA.

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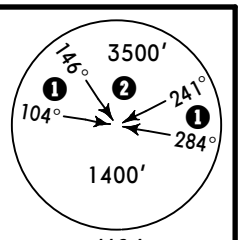
FARO Approach	Apt Elev
119.4	24′

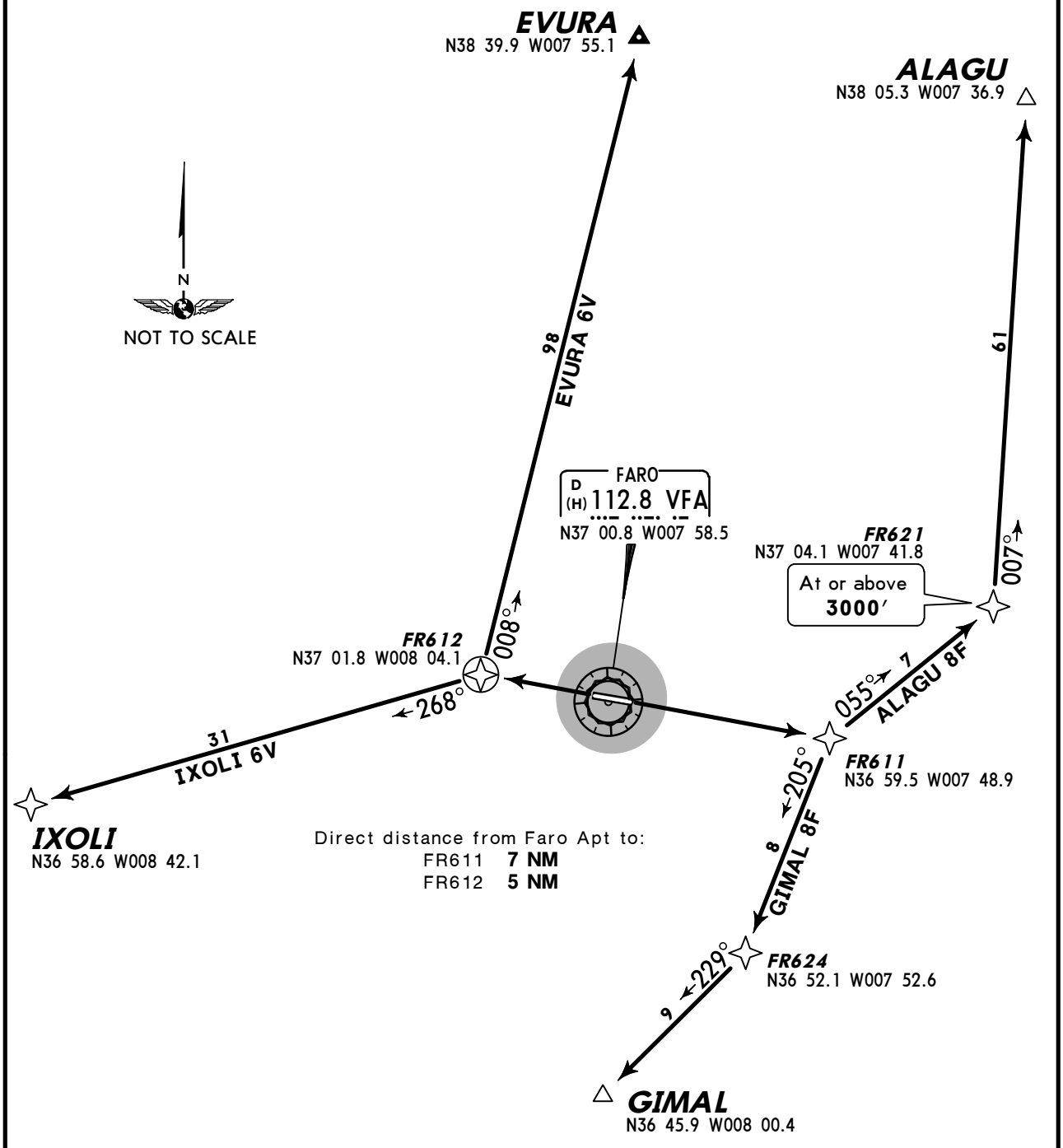
Trans level: By ATC Trans alt: 4000′
1. After take-off contact FARO Approach.
2. SIDs are also noise abatement routings.
3. Radar vectoring involving deviation from SID may be used by FARO Approach to expedite traffic.



MSA
VFA VOR

❶ 3000′
❷ within 8 NM 3000′

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.
IXOLI 6V	**28**	Climb on runway heading to FR612, turn LEFT to IXOLI.

CHANGES: MSA.

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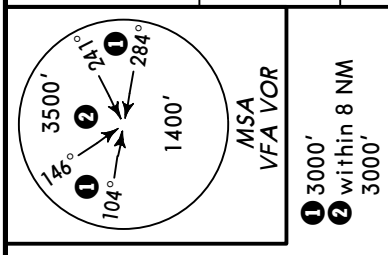
FARO Approach 119.4	*Apt Elev* 24′	Trans level: By ATC Trans alt: 4000′ 1. After take-off contact FARO Approach. 2. SIDs are also noise abatement routings. 3. Radar vectoring involving deviation from SID may be used by FARO Approach to expedite traffic.



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

Initial climb clearance **FL60**

SID	RWY	ROUTING
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.

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

NIRAK
N37 14.8
W007 25.7

ODEMI
N37 29.9 W008 23.0

FARO
D (H) 112.8 VFA
N37 00.8 W007 58.5

FR621
N37 04.1 W007 41.8

At or above **3000′**

FR611
N36 59.5 W007 48.9

FR624
N36 52.1 W007 52.6

FR612
N37 01.8 W008 04.1

FR622
N37 12.0 W008 11.0

FR620
N37 06.0 W008 27.7

FR619
N36 55.5 W008 21.2

NIRAK 8F 17 054°
312°
7 055°
205° 8
282°
23 ODEMI 8F
337°
12
012°
24
20
42 ODEMI 8G
12 ODEMI 6V 335°

N
NOT TO SCALE

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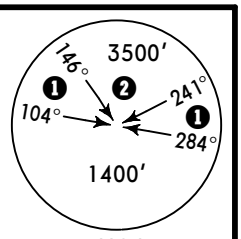
FARO Approach	Apt Elev
119.4	24′

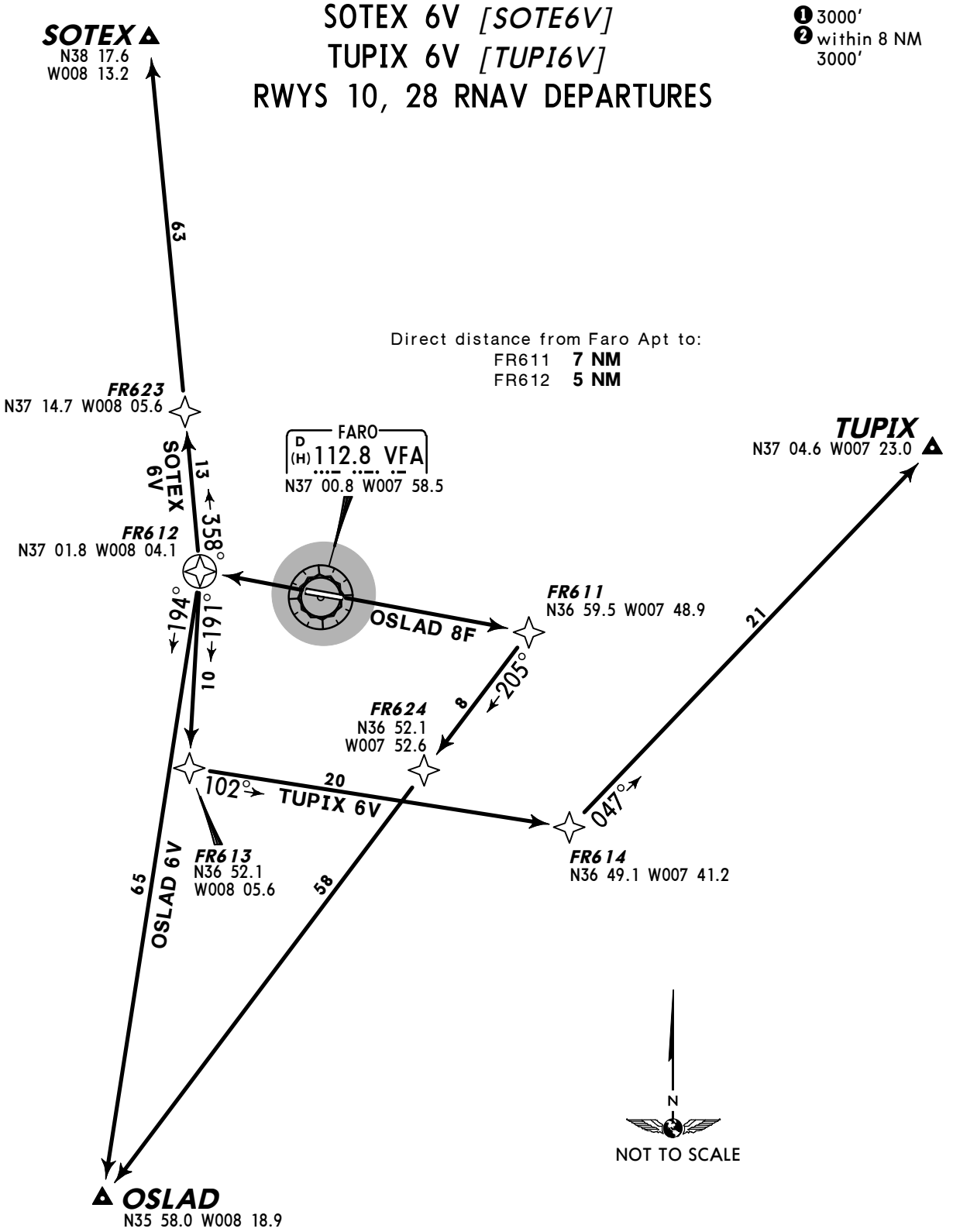
Trans level: By ATC Trans alt: 4000′
1. After take-off contact FARO Approach.
2. SIDs are also noise abatement routings.
3. Radar vectoring involving deviation from SID may be used by FARO Approach to expedite traffic.



MSA
VFA VOR

❶ 3000′
❷ within 8 NM 3000′

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.
TUPIX 6V		Climb on runway heading to FR612, turn LEFT to FR613 - FR614 - TUPIX.

CHANGES: MSA.

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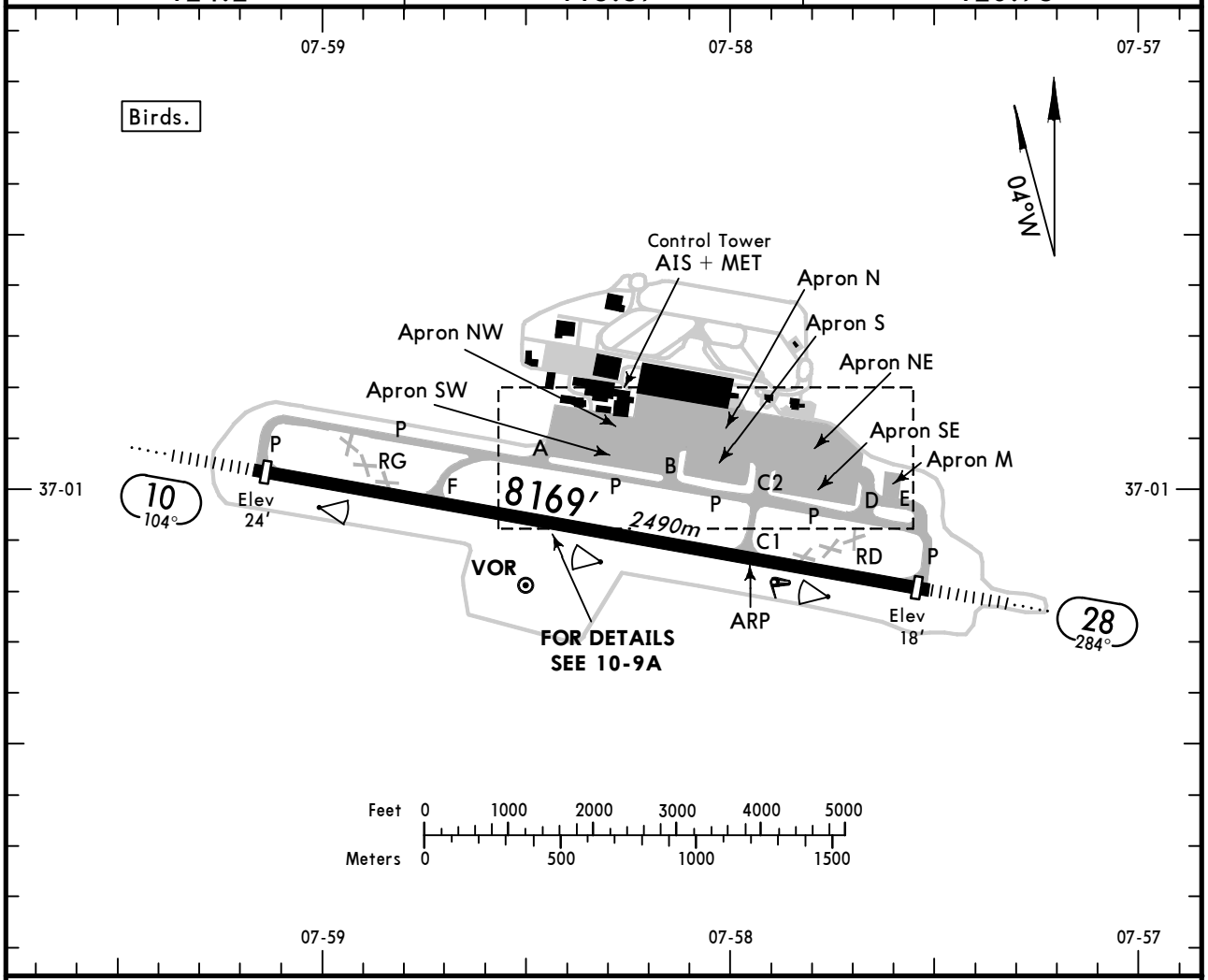
D-ATIS	FARO Ground	Tower
124.2	118.57	120.75



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
10	HIRL *(60m)* CL *(15m)* HIALS PAPI-R(3.0°) RVR	8022′ *2445m*			148′ *45m*
28	HIRL *(60m)* CL *(15m)* HIALS II TDZ PAPI-L(3.0°) RVR		7045′ *2147m*		

Standard TAKE-OFF [1]

	Approved Operators HIRL, CL & mult. RVR req	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	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
B						
C						
D	*150m*	*200m*	*250m*	*300m*		

[1] Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

CHANGES: Lights.

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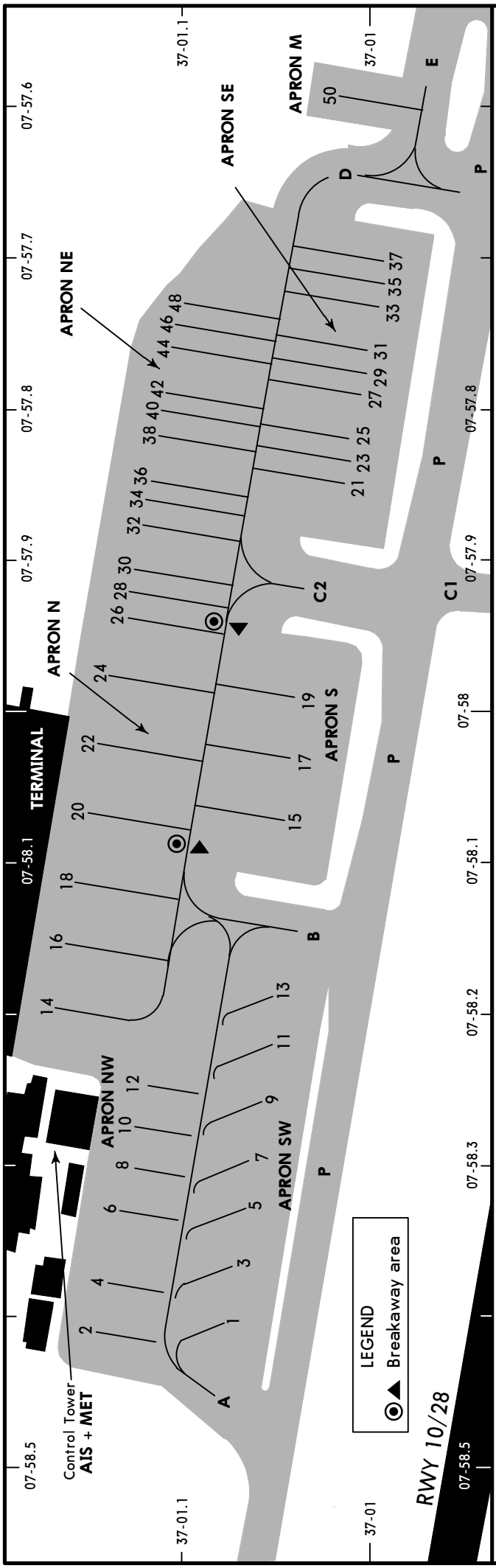

INS COORDINATES

STAND No.	COORDINATES	ELEV
1	N37 01.1 W007 58.4	21
2	N37 01.2 W007 58.4	25
3	N37 01.1 W007 58.4	21
4	N37 01.1 W007 58.4	25
5	N37 01.1 W007 58.3	21
6	N37 01.1 W007 58.3	25
7	N37 01.1 W007 58.3	21
8	N37 01.1 W007 58.3	25
9	N37 01.0 W007 58.2	21
10	N37 01.1 W007 58.3	25
11	N37 01.0 W007 58.2	21
12	N37 01.1 W007 58.2	25
13	N37 01.0 W007 58.2	21
14	N37 01.2 W007 58.2	24
15	N37 01.0 W007 58.1	22

STAND No.	COORDINATES	ELEV
16	N37 01.2 W007 58.1	24
17	N37 01.0 W007 58.0	22
18	N37 01.2 W007 58.1	24
19	N37 01.0 W007 58.0	22
20	N37 01.2 W007 58.1	24
21	N37 01.0 W007 57.9	17
22	N37 01.1 W007 58.0	24
23	N37 01.0 W007 57.8	16
24	N37 01.1 W007 58.0	24
25	N37 01.0 W007 57.8	16
26	N37 01.1 W007 57.9	23
27	N37 01.0 W007 57.8	15
28	N37 01.1 W007 57.9	22
29	N37 01.0 W007 57.8	15
30	N37 01.1 W007 57.9	22

STAND No.	COORDINATES	ELEV
31	N37 01.0 W007 57.8	14
32	N37 01.1 W007 57.9	20
33	N37 01.0 W007 57.7	14
34	N37 01.1 W007 57.9	19
35	N37 01.0 W007 57.7	14
36	N37 01.1 W007 57.8	19
37	N37 01.0 W007 57.7	14
38	N37 01.1 W007 57.8	17
40, 42	N37 01.1 W007 57.8	16
44	N37 01.1 W007 57.8	15
46	N37 01.1 W007 57.7	14
48	N37 01.1 W007 57.7	13
50	N37 01.0 W007 57.6	16

CHANGES: None.

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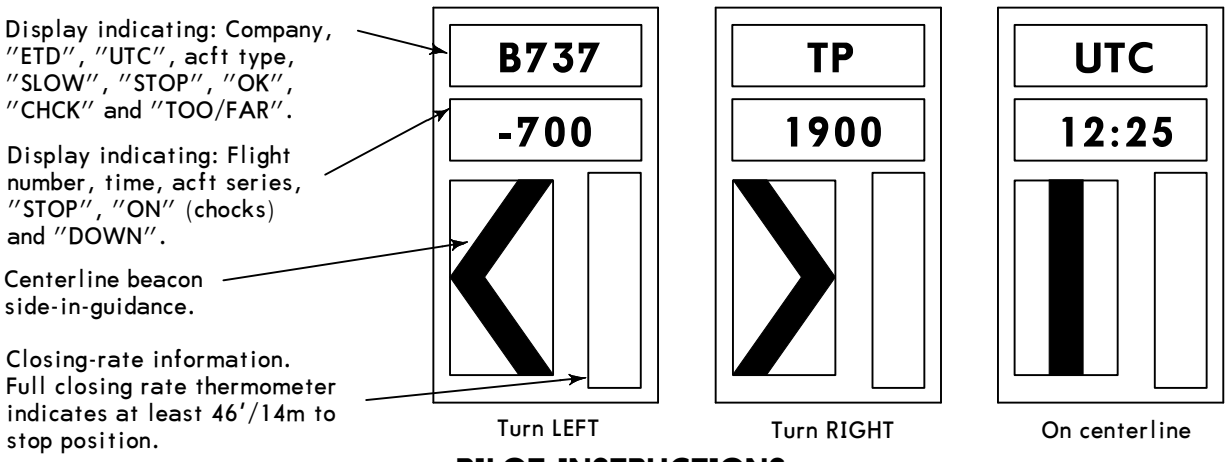
APIS (AIRCRAFT PARKING INFORMATION SYSTEM)



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.

CHANGES: Chart designation.

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BRIEFING STRIP ™

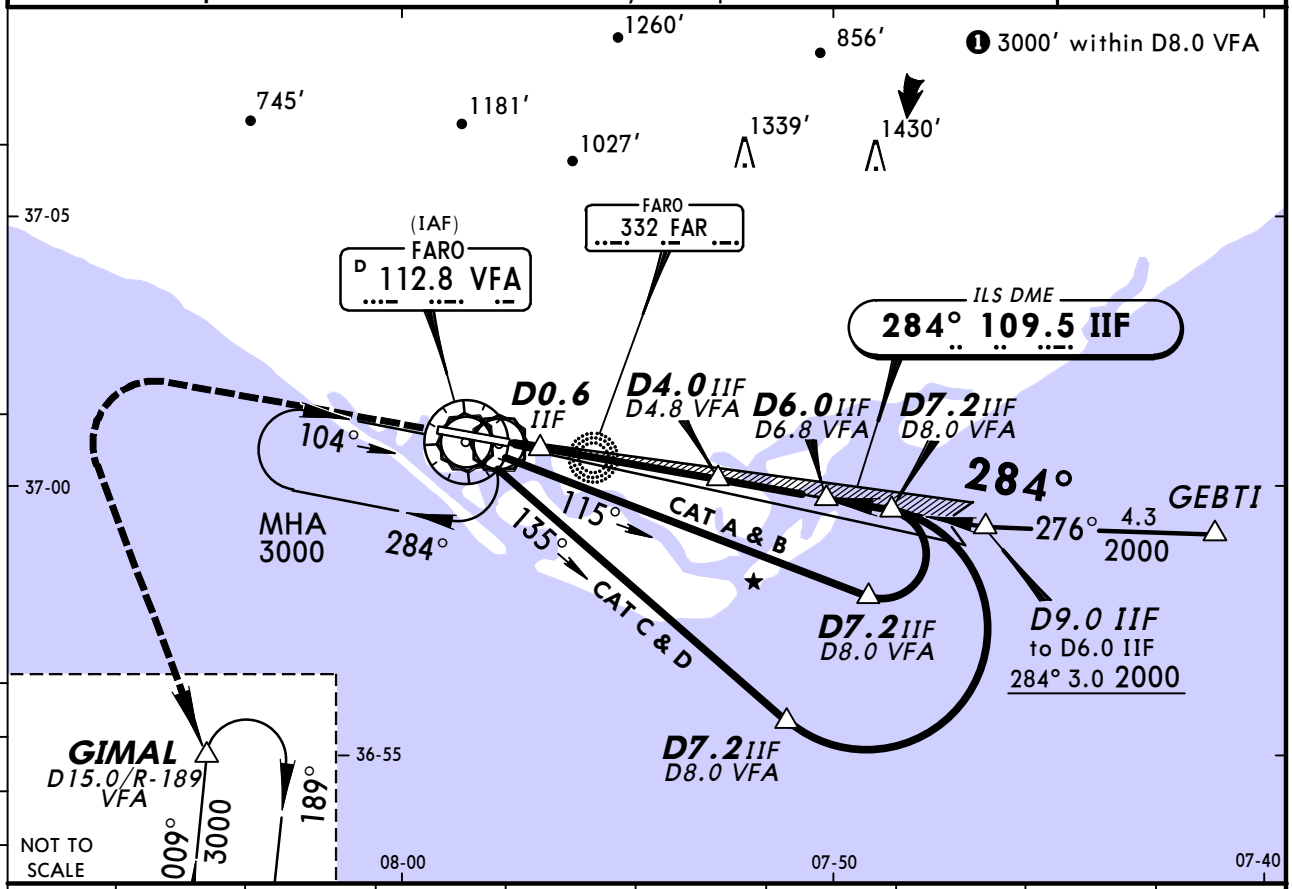
D-ATIS	FARO Approach	FARO Tower	Ground
124.2	119.4	120.75	118.57

LOC IIF	Final Apch Crs	GS D4.0 IIF	ILS DA(H)	Apt Elev 24′
109.5	284°	1355′ (1337′)	218′ (200′)	RWY 18′

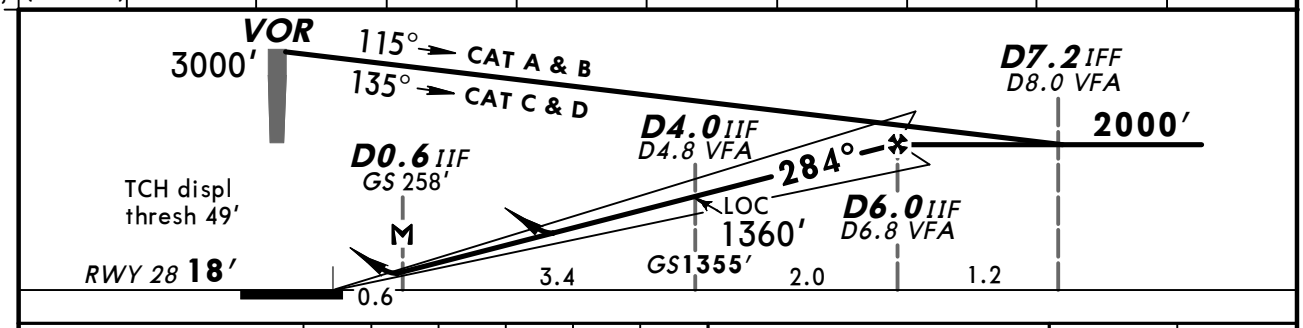
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, when passing 2000′ turn LEFT to GIMAL holding and contact Faro APP.

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

MSA VFA VOR: 146° 3500′ ❶; 241° 3000′; 284° 3000′; 104° 3000′; 1400′



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
ILS GS or LOC Descent angle 3.00°	372	478	531	637	743	849
MAP at D0.6 IIF						

HIALS-II
PAPI
2000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 28

	ILS DA(H) 218′ (200′) FULL/Limited	ILS DA(H) 218′ (200′) ALS out	LOC (GS out) DA(H) 390′ (372′)	LOC (GS out) DA(H) 390′ (372′) ALS out
A	RVR 750m	RVR 1200m	RVR 1300m	RVR 1500m
B				
C				RVR 1700m
D				

CIRCLE-TO-LAND
Not authorized
North of rwy

Max Kts	MDA(H)	VIS
100	570′ (546′)	1500m
135	570′ (546′)	1600m
180	630′ (606′)	2400m
205	730′ (706′)	3600m

CHANGES: Lights.

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BRIEFING STRIP

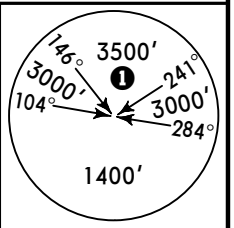
D-ATIS	FARO Approach	FARO Tower	Ground
124.2	119.4	120.75	118.57

LOC	Final Apch Crs	GS	CAT II ILS	Apt Elev 24′
IIF 109.5	284°	D4.0 IIF 1355′ (1337′)	RA 99′ DA(H) 118′ (100′)	RWY 18′

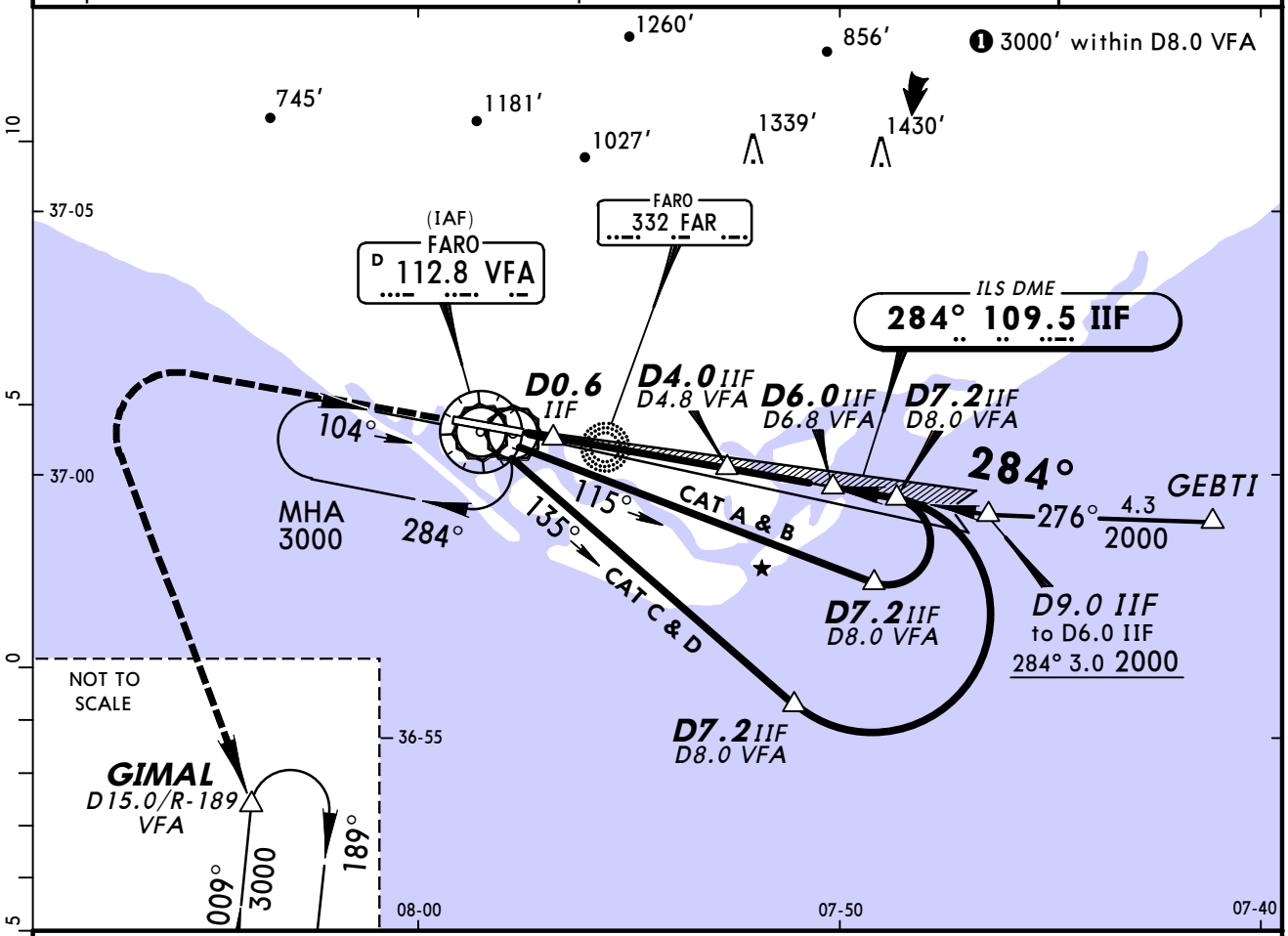
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, when passing 2000′ turn LEFT to GIMAL holding and contact Faro APP.

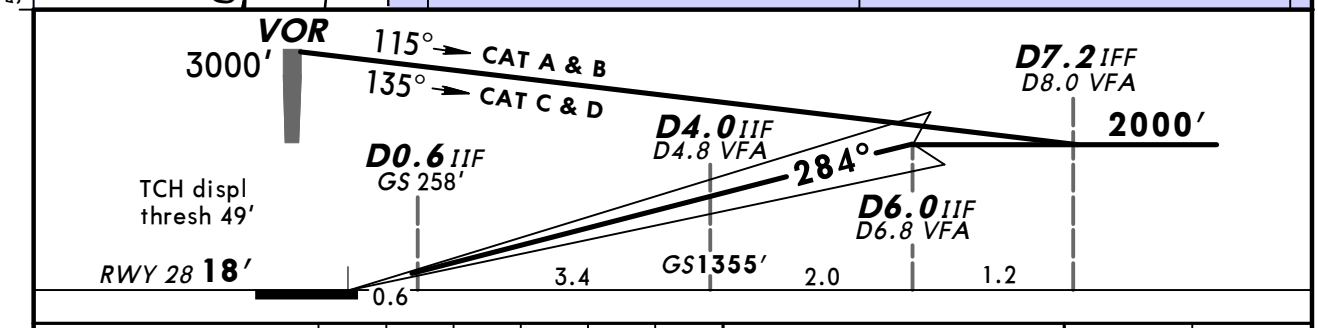
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 4000′

1. **VFA DME required.** 2. ILS DME reads zero at rwy 28 displaced threshold.
3. Special Aircrew & Aircraft Certification Required.



MSA
VFA VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI
2000′

Standard

STRAIGHT-IN LANDING RWY **28**
CAT II ILS

ABCD
RA 99′
DA(H) **118′** (100′)

PANS OPS

RVR 300m ❶

❶ Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.

CHANGES: New procedure.

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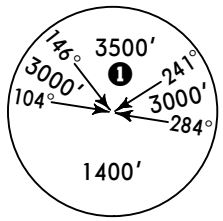
BRIEFING STRIP

D-ATIS	FARO Approach	FARO Tower	Ground
124.2	119.4	120.75	118.57

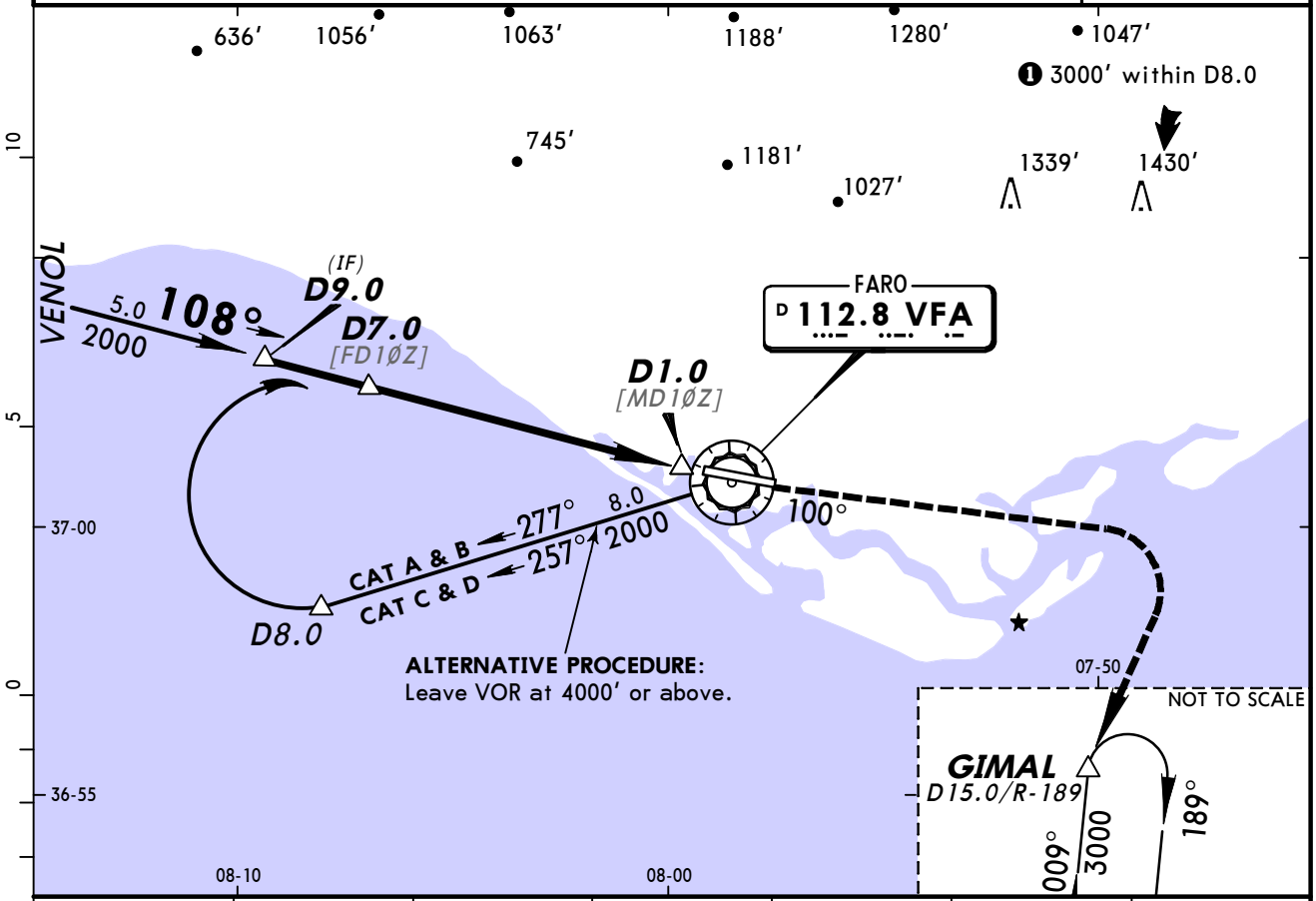
VOR VFA	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
112.8	108°	D7.0 2000′ (1976′)	400′ (376′)	Apt Elev 24′ / RWY 24′

MISSED APCH: Climb STRAIGHT AHEAD to 3000′, when passing 2000′ turn RIGHT to GIMAL holding and contact Faro APP.

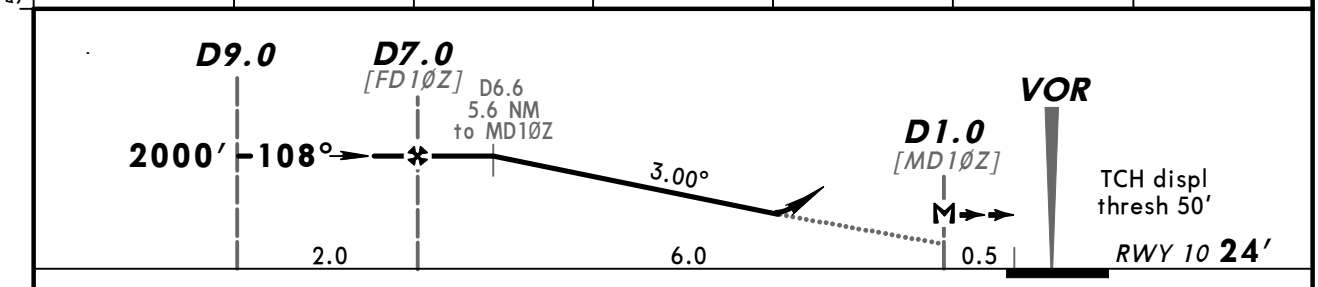
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 4000′
1. **DME required.** 2. Final apch track offset 4° from rwy centerline.



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
Descent angle	3.00°	372	478	531	637	743	849
MAP at D1.0							

HIALS PAPI | 100° LT | 2000′ | RT | 3000′ GIMAL

PANS OPS

Standard STRAIGHT-IN LANDING RWY 10

DA(H) 400′ (376′)

		ALS out
A	RVR 1300m	RVR 1500m
B		
C		RVR 1700m
D		

CIRCLE-TO-LAND

Not authorized North of rwy

Max Kts	MDA(H)	VIS
100	440′ (416′)	1500m
135	530′ (506′)	1600m
180	630′ (606′)	2400m
205	730′ (706′)	3600m

CHANGES: Printing sequence.

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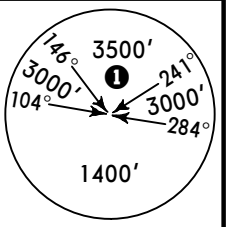
BRIEFING STRIP ™

D-ATIS	FARO Approach	FARO Tower	Ground
124.2	119.4	120.75	118.57

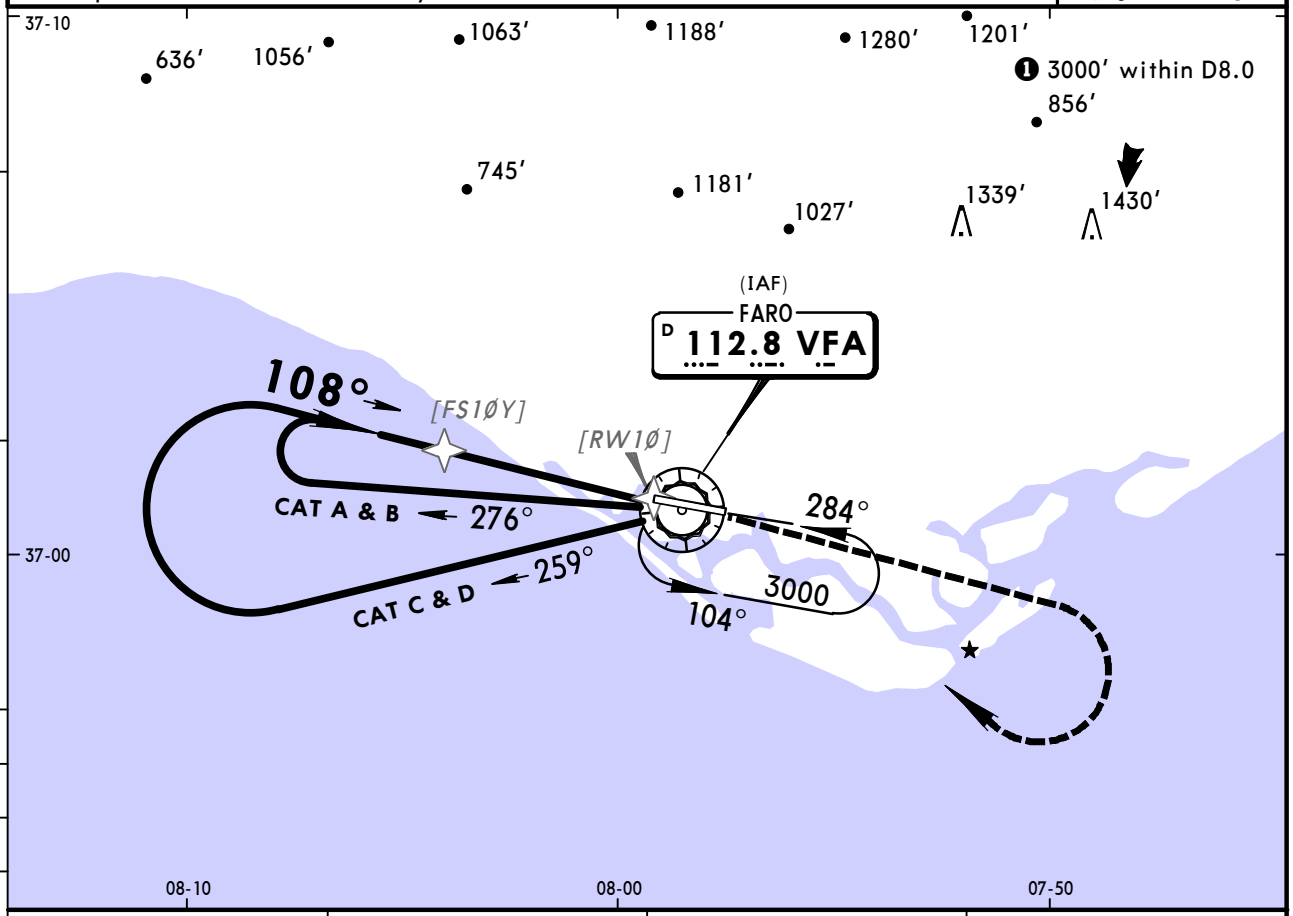
VOR VFA	Final Apch Crs	Minimum Alt	CDFA DA(H)	Apt Elev / RWY
112.8	108°	No FAF	420′ (396′)	Apt Elev 24′ / RWY 24′

MISSED APCH: Climb STRAIGHT AHEAD to 3000′, when passing 2000′ turn RIGHT to VFA VOR holding and contact Faro APP.

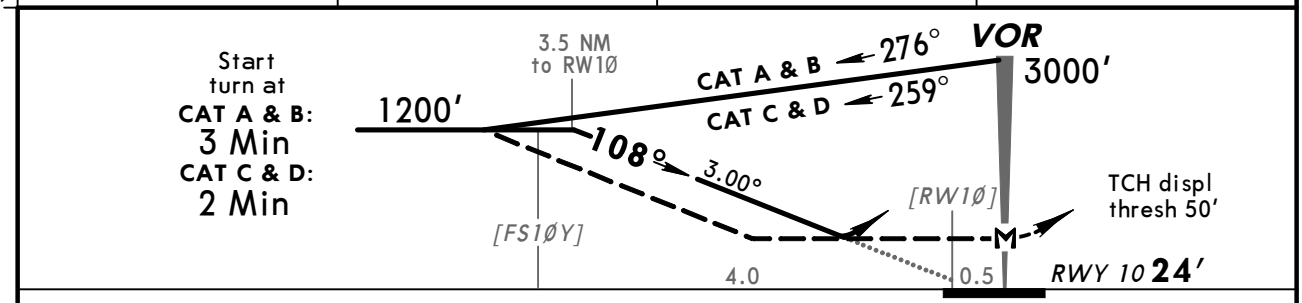
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 4000′
Final apch track offset 4° from rwy centerline.



MSA VFA VOR



DIST to RW1Ø	3.5	3.0	2.0
ALTITUDE	1200′	1050′	730′



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

HIALS
PAPI
2000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 10

	CDFA DA(H) 420′ (396′)		non-CDFA MDA(H) 420′ (396′)	
		ALS out		ALS out
A	RVR 1400m	RVR 1500m	RVR 1600m	RVR 2000m
B				
C		RVR 1800m	RVR 1800m	CMV 2200m
D				

CIRCLE-TO-LAND
Not authorized
North of rwy

Max Kts.	MDA(H)	VIS
100	440′ (416′)	2000m
135	530′ (506′)	2000m
180	630′ (606′)	2400m
205	730′ (706′)	3600m

CHANGES: Lights. Minimums.

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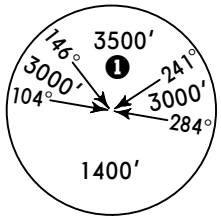
BRIEFING STRIP ™

D-ATIS	FARO Approach	FARO Tower	Ground
124.2	119.4	120.75	118.57

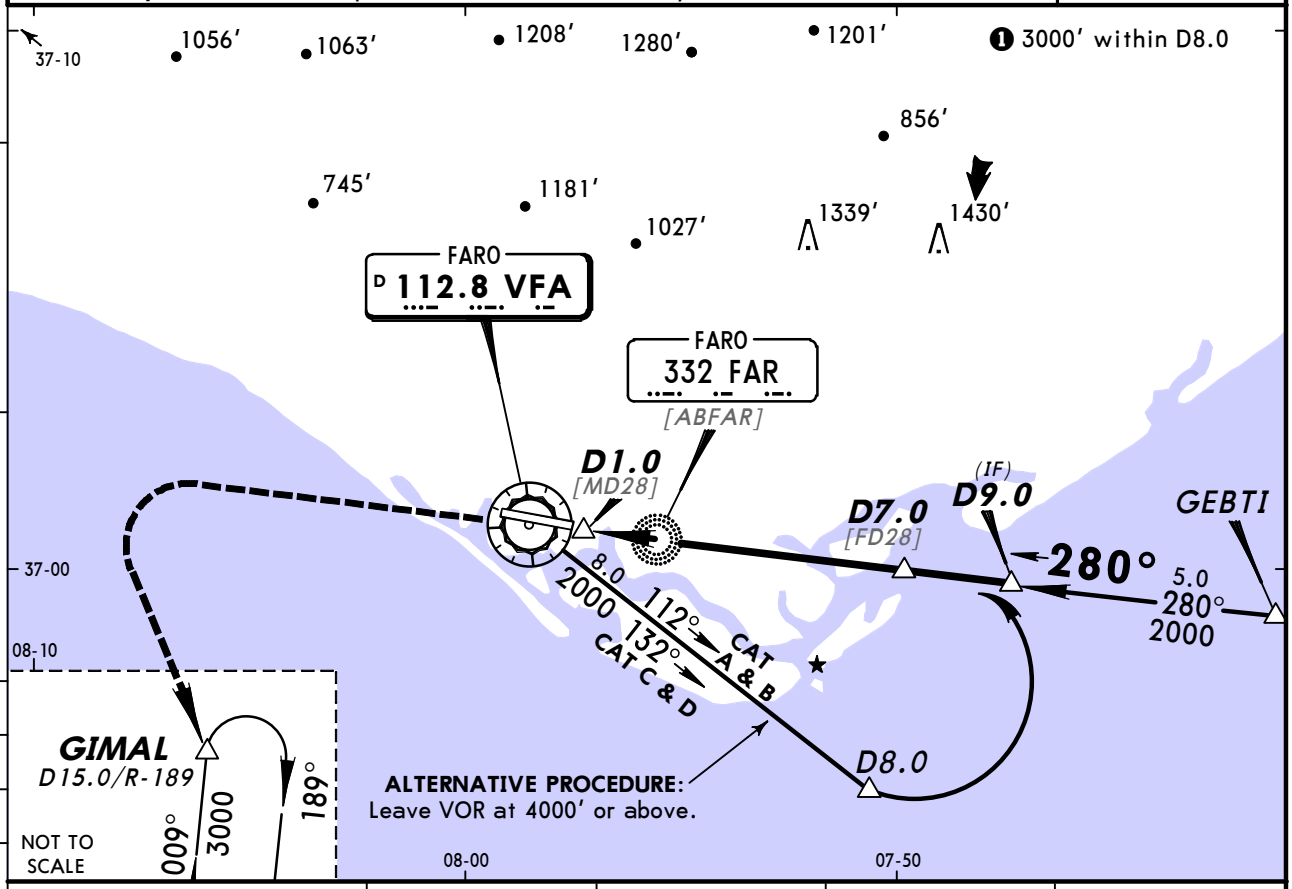
VOR VFA	Final Apch Crs	Procedure Alt D7.0	DA(H)	Apt Elev 24′
112.8	280°	2000′ (1982′)	460′ (442′)	RWY 18′

MISSED APCH: Climb STRAIGHT AHEAD to 3000′, when passing 2000′ turn LEFT to GIMAL holding and contact Faro APP.

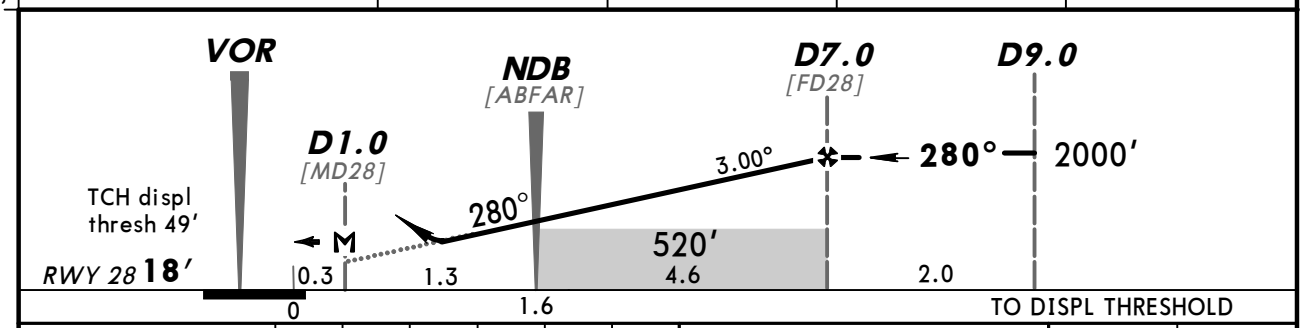
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 4000′
1. **DME required.** 2. Final apch track offset 4° from rwy centerline.



MSA VFA VOR



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



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

HIALS
PAPI
2000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 28

DA(H) 460′ (442′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1700m	CMV 2100m
D		

CIRCLE-TO-LAND
Not authorized
North of rwy

Max Kts	MDA(H)	VIS
100	470′ (446′)	1500m
135	530′ (506′)	1600m
180	630′ (606′)	2400m
205	730′ (706′)	3600m

CHANGES: None.

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BRIEFING STRIP ™

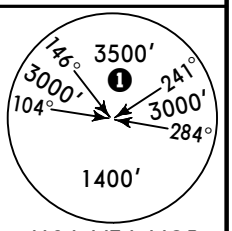
D-ATIS	FARO Approach	FARO Tower	Ground
124.2	119.4	120.75	118.57

VOR VFA	Final Apch Crs	Minimum Alt	CDFA DA(H)	Apt Elev / RWY
112.8	280°	No FAF	460′ (442′)	24′ / 18′

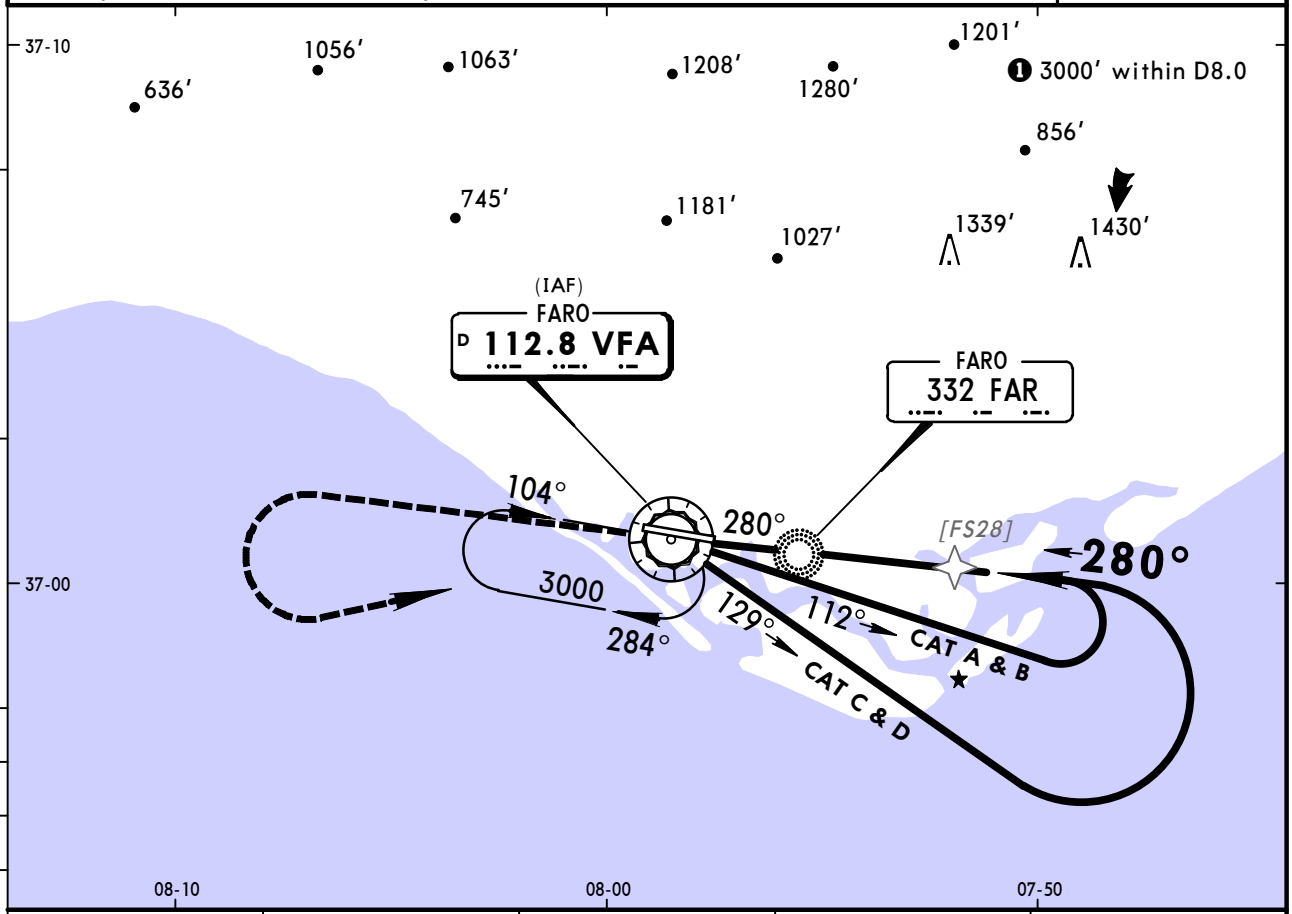
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, when passing 2000′ turn LEFT to VFA VOR holding and contact Faro APP.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 4000′

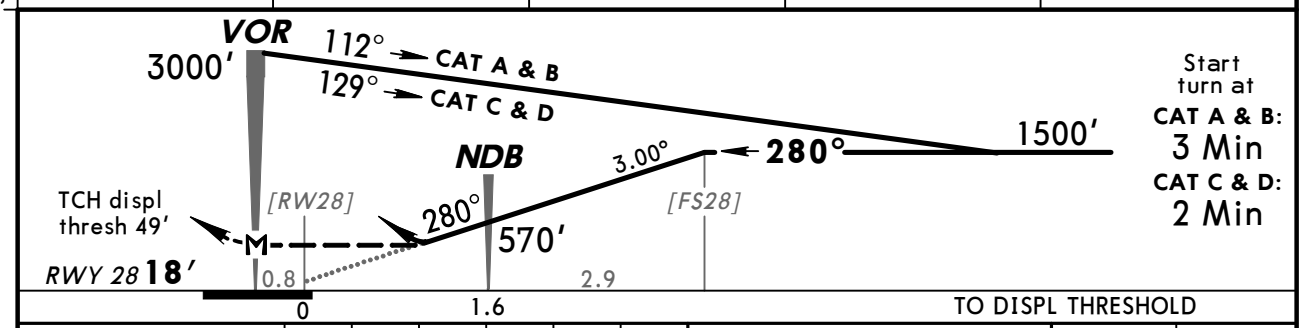
Final apch track offset 4° from rwy centerline.



MSA VFA VOR



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



Start turn at
CAT A & B: 3 Min
CAT C & D: 2 Min

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

HIALS
PAPI
2000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **28**

	CDFA DA(H) 460′ (442′)		non-CDFA MDA(H) 460′ (442′)	
		ALS out		ALS out
A	RVR 1500m		RVR 1900m	CMV 2300m
B				
C	RVR 1700m	CMV 2100m	CMV 2100m	CMV 2500m
D				

CIRCLE-TO-LAND
Not authorized
North of rwy

Max Kts	MDA(H)	VIS
100	470′ (446′)	2300m
135	530′ (506′)	2300m
180	630′ (606′)	2500m
205	730′ (706′)	3600m

CHANGES: None.

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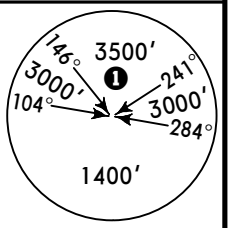
BRIEFING STRIP™

D-ATIS	FARO Approach	FARO Tower	Ground
124.2	119.4	120.75	118.57

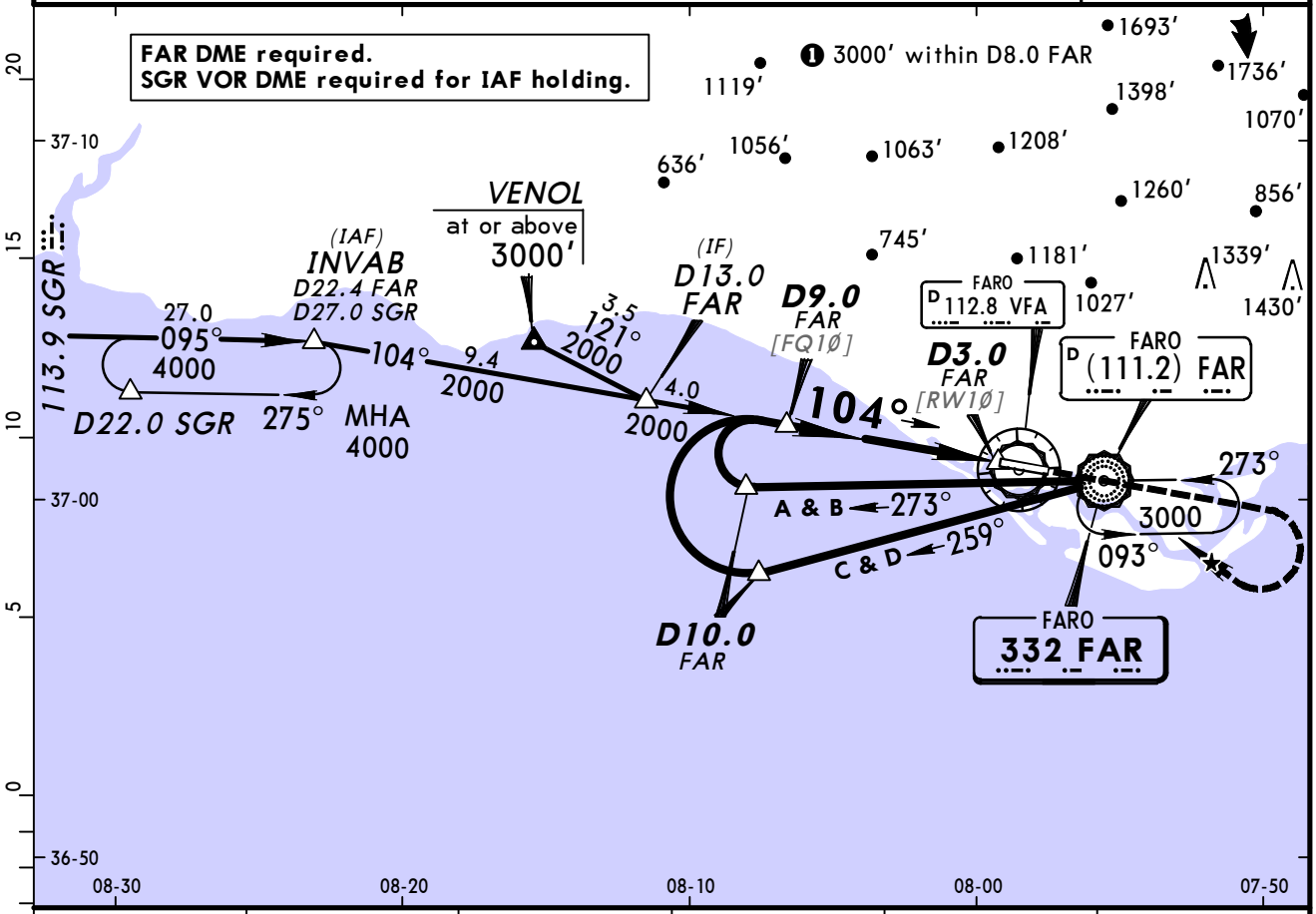
NDB FAR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
332	104°	D9.0 FAR 2000′ (1976′)	450′ (426′)	Apt Elev 24′ / RWY 24′

MISSED APCH: Climb STRAIGHT AHEAD to 3000′, when passing 2000′ turn RIGHT to FAR NDB holding and contact Faro APP.

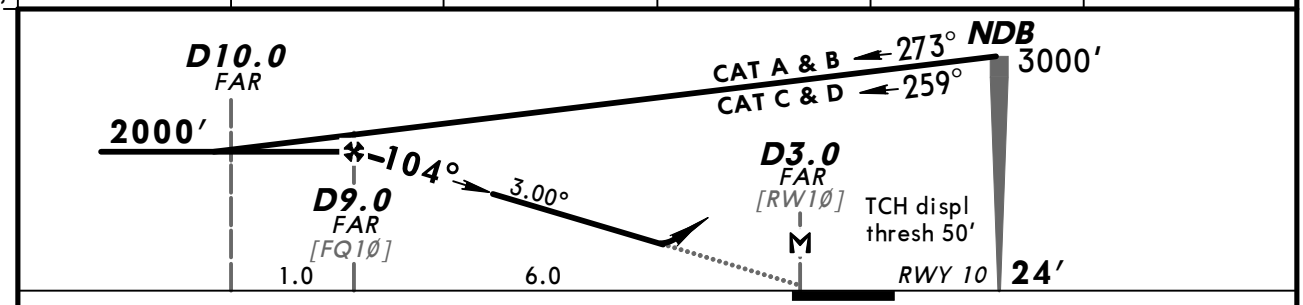
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 4000′



MSA FAR NDB



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
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D3.0 FAR						

HIALS
PAPI
2000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 10

DA(H) 450′ (426′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1600m	RVR 2000m
D		

CIRCLE-TO-LAND

Not authorized
North of rwy

Max Kts	MDA(H)	VIS
100	450′ (426′)	1500m
135	530′ (506′)	1600m
180	630′ (606′)	2400m
205	730′ (706′)	3600m

CHANGES: Lights. Minimums.

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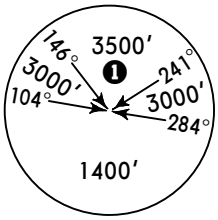
BRIEFING STRIP ™

D-ATIS	FARO Approach	FARO Tower	Ground
124.2	119.4	120.75	118.57

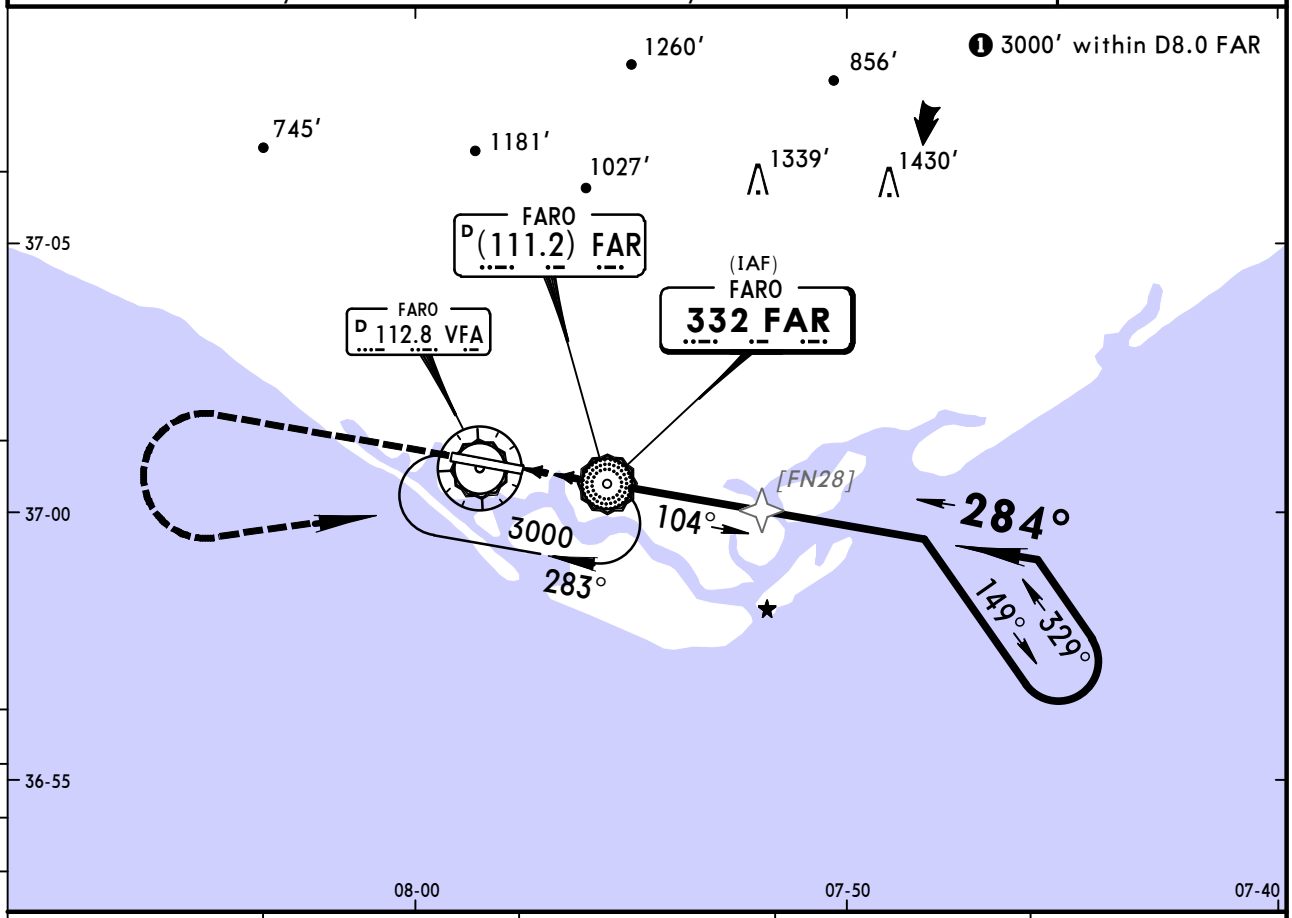
NDB FAR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
332	284°	No FAF	570′ (552′)	Apt Elev 24′ / RWY 18′

MISSED APCH: Climb STRAIGHT AHEAD to 3000′. At 2000′ turn LEFT to NDB holding and contact Faro APP.

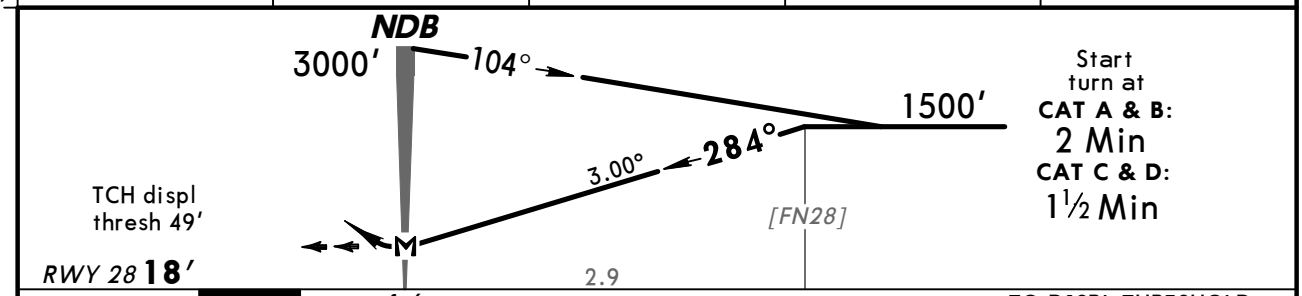
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 4000′



MSA FAR NDB



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



Start turn at
CAT A & B: 2 Min
CAT C & D: 1½ Min

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

HIALS
PAPI
2000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 28

DA(H) 570′ (552′)

		ALS out
A	CMV 2100m	CMV 2500m
B		
C		
D		

CIRCLE-TO-LAND
Not authorized
North of rwy

Max Kts	MDA(H)	VIS
100	580′ (556′)	2500m
135		
180	630′ (606′)	2500m
205	730′ (706′)	3600m

CHANGES: MSA.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 26-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

FARO, (FARO - LPFR)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LPFR

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(10-2, 2A, 2B, 2C) Speed restriction between FL245 and FL100 should read MAX 280KT instead of MAX 250KT.