

## List of pages in this Trip Kit

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Airport Information For LPFR

Terminal Charts For LPFR

Revision Letter For Cycle 01-2016

Change Notices

Notebook

## General Information

Location: FARO PRT  
ICAO/IATA: LPFR / FAO  
Lat/Long: N37° 00.87', W007° 57.95'  
Elevation: 24 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: +0:00 = UTC  
Magnetic Variation: 3.0° 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: 1733 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: 124.200  
Faro Tower: 120.750  
Faro Tower: 119.125 Secondary  
Faro Tower: 37.675 Military  
Faro Ground: 37.675 Military  
Faro Ground: 118.575

Faro Approach: 37.675 Military  
Faro Approach: 119.400

LPFR/FAO  
FARO

JEPPesen

8 NOV 13

10-1P

Eff 14 Nov

FARO, PORTUGAL  
AIRPORT BRIEFING

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## 1. GENERAL

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### 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 is 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**

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### **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 look-out 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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26 DEC 14 10-2 Eff 8 Jan

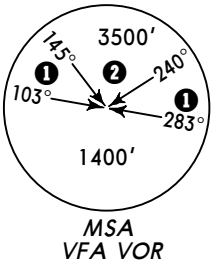
FARO, PORTUGAL

RNAV STAR

D-ATIS  
124.2

Apt Elev  
24'

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

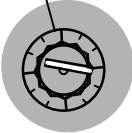


ALAGU 5A [ALAG5A]  
GENRO 5A [GENR5A], GIMAL 5A [GIMA5A]  
MARIM 5A [MARI5A], NIRAK 5A [NIRA5A]  
RWY 28 RNAV ARRIVALS

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'.

FARO  
D (H) 112.8 VFA  
N37 00.8 W007 58.5



GIMAL  
N36 45.9  
W008 00.4

GIMAL 5A

MARIM  
N37 25.0 W007 50.5

FR607  
N37 05.0  
W007 36.9

ALAGU  
N38 05.3 W007 36.9

GENRO  
N37 11.6  
W007 36.9

NIRAK  
N37 14.8  
W007 25.7

(IAF)  
GEBTI  
N36 59.1 W007 41.2

FR604  
N36 52.0  
W007 41.2

NOT TO SCALE

**HOLDING OVER  
GEBTI**



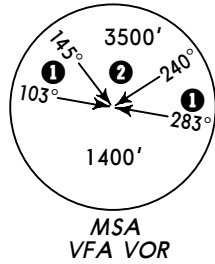
| STAR     | ROUTING                        |
|----------|--------------------------------|
| ALAGU 5A | ALAGU - GENRO - FR607 - GEBTI. |
| GENRO 5A | GENRO - FR607 - GEBTI.         |
| GIMAL 5A | GIMAL - FR604 - GEBTI.         |
| MARIM 5A | MARIM - FR607 - GEBTI.         |
| NIRAK 5A | NIRAK - GEBTI.                 |

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26 DEC 14 (10-2A) Eff 8 Jan

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RNAV STAR

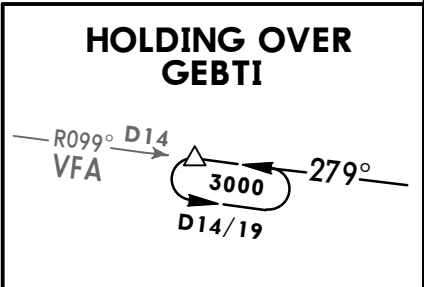
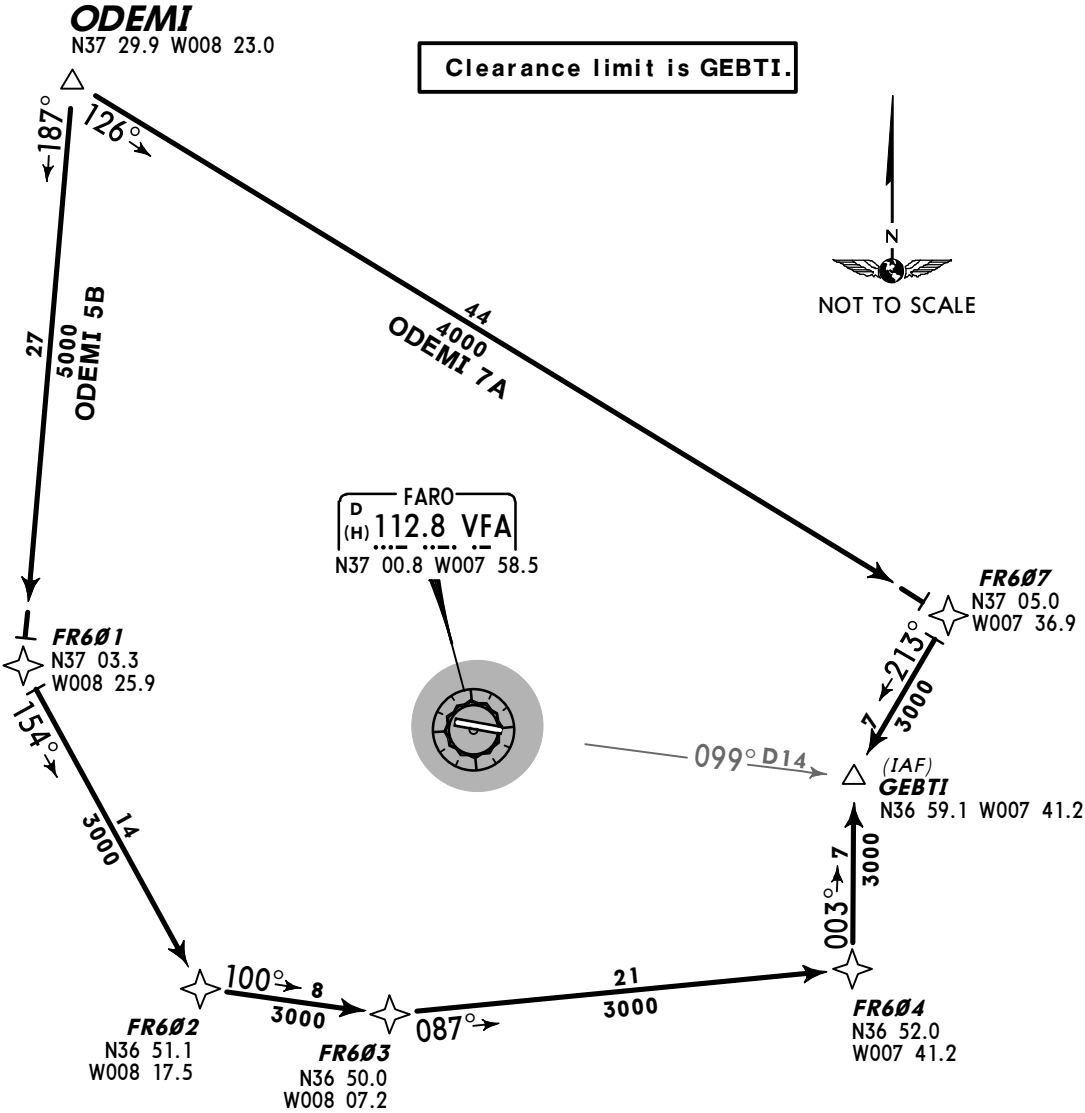
D-ATIS 124.2  
Apt Elev 24'  
Alt Set: hPa  
Trans level: By ATC Trans alt: 4000'



ODEMI 7A [ODEM7A], ODEMI 5B [ODEM5B]  
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'.

① 3000'  
② within 8 NM  
3000'



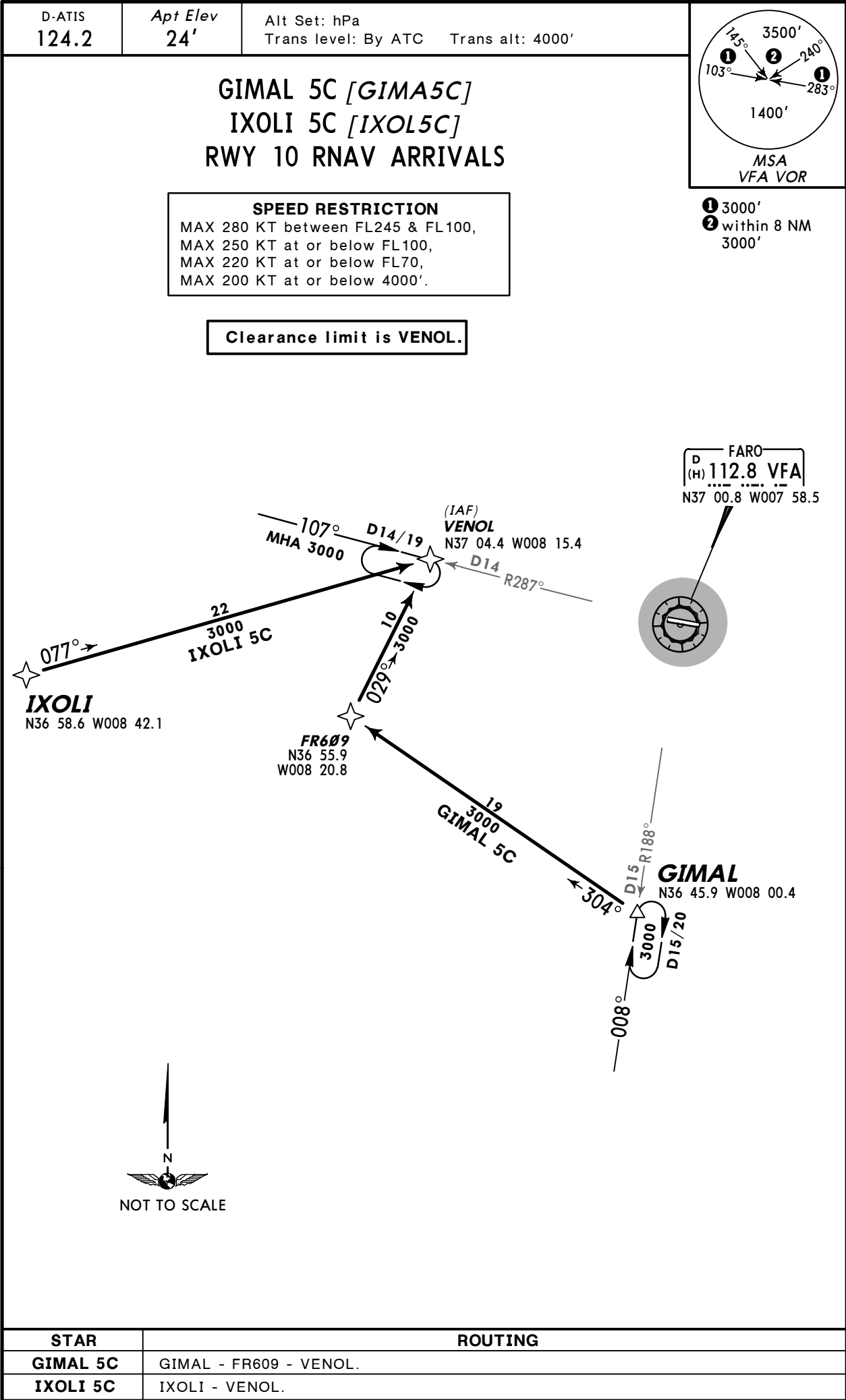
| STAR     | ROUTING                                        |
|----------|------------------------------------------------|
| ODEMI 7A | ODEMI - FR607 - GEBTI.                         |
| ODEMI 5B | ODEMI - FR601 - FR602 - FR603 - FR604 - GEBTI. |



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JEPPESSEN  
26 DEC 14 10-2B Eff 8 Jan

FARO, PORTUGAL  
RNAV STAR



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26 DEC 14 **10-2C** Eff 8 Jan

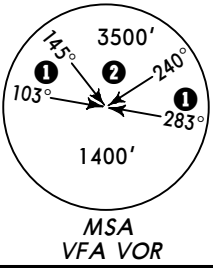
FARO, PORTUGAL

RNAV STAR

D-ATIS  
124.2

Apt Elev  
24'

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



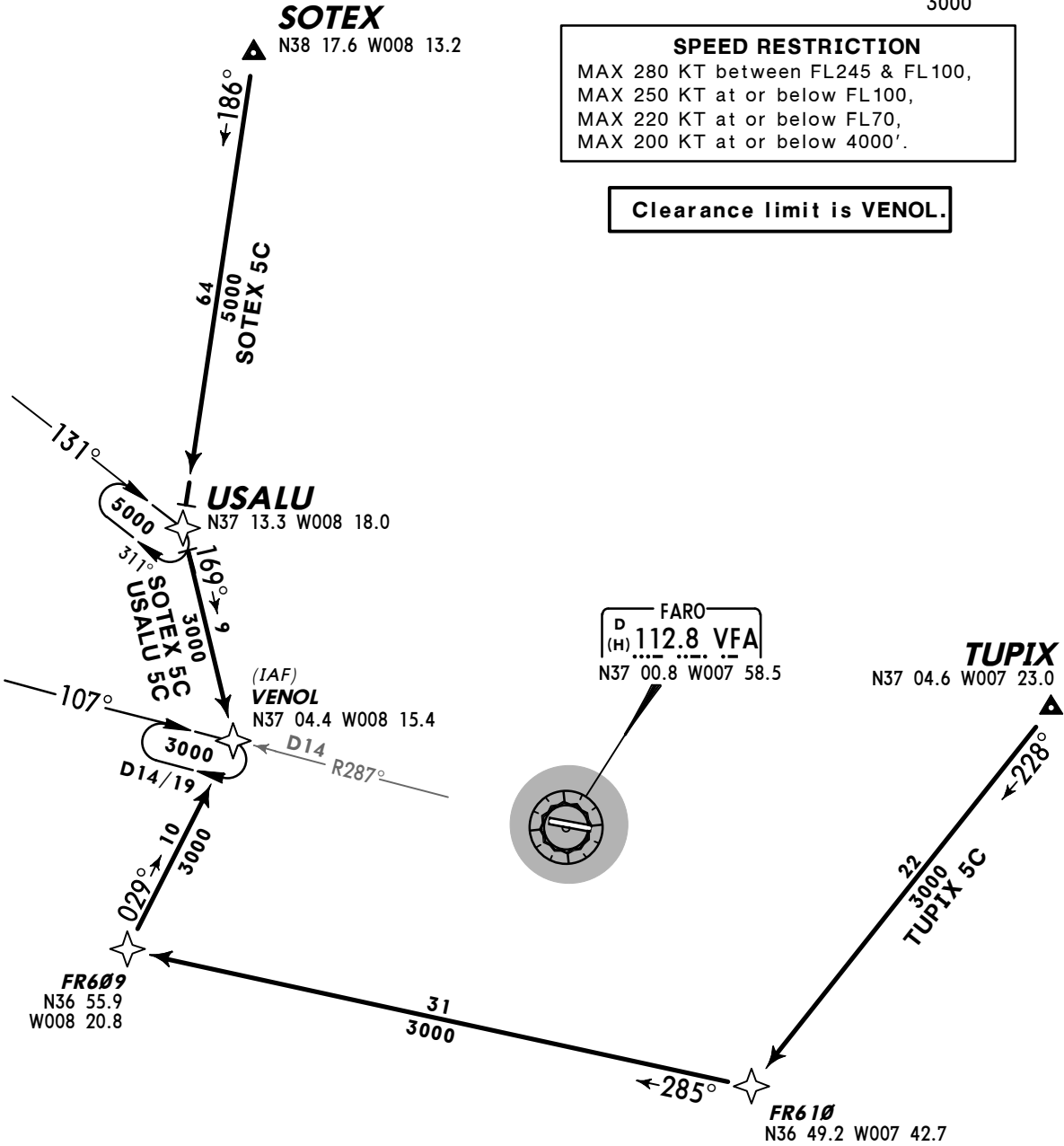
1 3000'  
2 within 8 NM  
3000'

SOTEX 5C [SOTE5C], TUPIX 5C [TUPI5C]  
USALU 5C [USAL5C]  
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                        |
|----------|--------------------------------|
| SOTEX 5C | SOTEX- USALU - VENOL.          |
| TUPIX 5C | TUPIX - FR610 - FR609 - VENOL. |
| USALU 5C | USALU - VENOL.                 |

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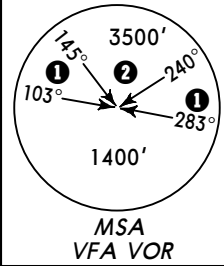
JEPPESEN  
26 DEC 14 10-2D Eff 8 Jan

FARO, PORTUGAL  
RNAV STAR

D-ATIS  
124.2

Apt Elev  
24'

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



ALAGU 3K [ALAG3K] ③  
ODEMI 3K [ODEM3K]  
RWY 28 RNAV ARRIVALS  
CONTINUOUS DESCENT OPERATIONS (CDO)  
BY ATC

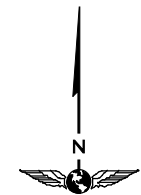
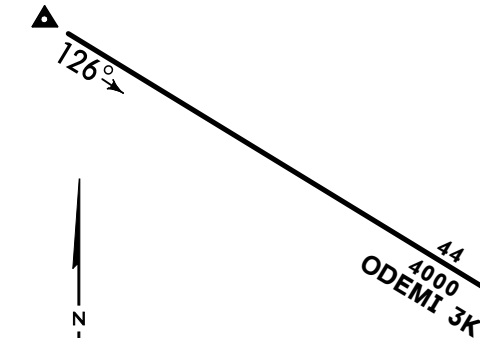
① 3000'  
② within 8 NM  
3000'

**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'.

③ Pending on military traffic conditions.

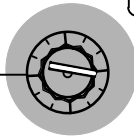
**ODEMI**  
N37 29.9 W008 23.0  
(64.4 NM to THR 28)

Between  
FL230 & FL150



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

**GEBTI**  
N36 59.1 W007 41.2  
(13.3 NM to THR 28)

Between  
4600' & 3100'

**ERTIS**  
N37 25.0 W007 36.9  
(40.0 NM to THR 28)

Between  
FL140 & FL90

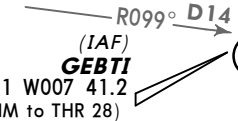
**GENRO**  
N37 11.6 W007 36.9  
(26.6 NM to THR 28)

Between  
FL90 & FL60



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

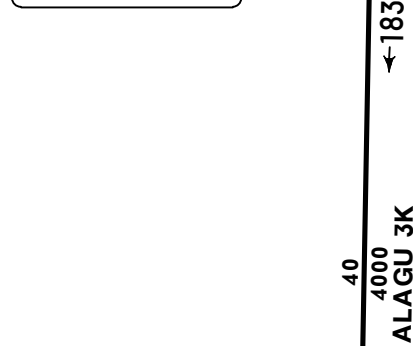
Between  
FL70 & FL50



Between  
4600' & 3100'

**ALAGU**  
N38 05.3 W007 36.9  
(80.3 NM to THR 28)

Between  
FL280 & FL170



| STAR     | ROUTING                                                                                                                |
|----------|------------------------------------------------------------------------------------------------------------------------|
| ALAGU 3K | ALAGU (FL280-, FL170+) - ERTIS (FL140-, FL90+) - GENRO (FL90-, FL60+) - FR607 (FL70-, FL50+) - GEBTI (4600'-, 3100'+). |
| ODEMI 3K | ODEMI (FL230-, FL150+) - FR607 (FL70-, FL50+) - GEBTI (4600'-, 3100'+).                                                |

LPFR/FAO  
FARO

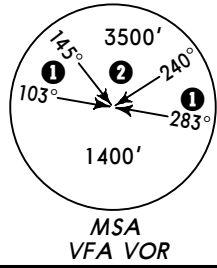
JEPPESEN  
26 DEC 14 10-2E Eff 8 Jan

FARO, PORTUGAL  
RNAV STAR

D-ATIS  
124.2

Apt Elev  
24'

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



**SOTEX 3K [SOTE3K]  
RWY 10 RNAV ARRIVAL  
CONTINUOUS DESCENT OPERATION (CDO)  
BY ATC  
PENDING ON MILITARY TRAFFIC CONDITIONS**

- ① 3000'
- ② 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'.

**SOTEX**  
N38 17.6 W008 13.2  
(86.9 NM to THR 10)

Between  
**FL300 & FL190**

45  
FL50  
186°

**FR630**  
N37 32.3 W008 16.6  
(41.6 NM to THR 10)

Between  
**FL145 & FL95**

19  
FL50

**USALU**  
N37 13.3 W008 18.0  
(22.6 NM to THR 10)

Between  
**FL80 & FL50**

131°  
5000  
D20/25

**VENOL**  
N37 04.4 W008 15.4  
(13.5 NM to THR 10)

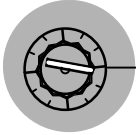
Between  
**4500' & 3000'**

107°  
3000  
D14/19

166°  
3000  
D20 R311°  
D14 R287°



Clearance limit is VENOL.



FARO  
D (H) 112.8 VFA  
N37 00.8 W007 58.5

**ROUTING**

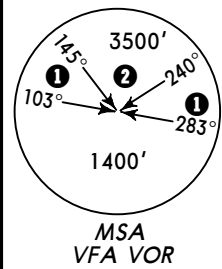
SOTEX (FL300-, FL190+) - FR630 (FL145-, FL95+) - USALU (FL80-, FL50+) - VENOL (4500'-, 3000'+).

LPFR/FAO  
FARO

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26 DEC 14 10-3 Eff 8 Jan

FARO, PORTUGAL  
SID

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

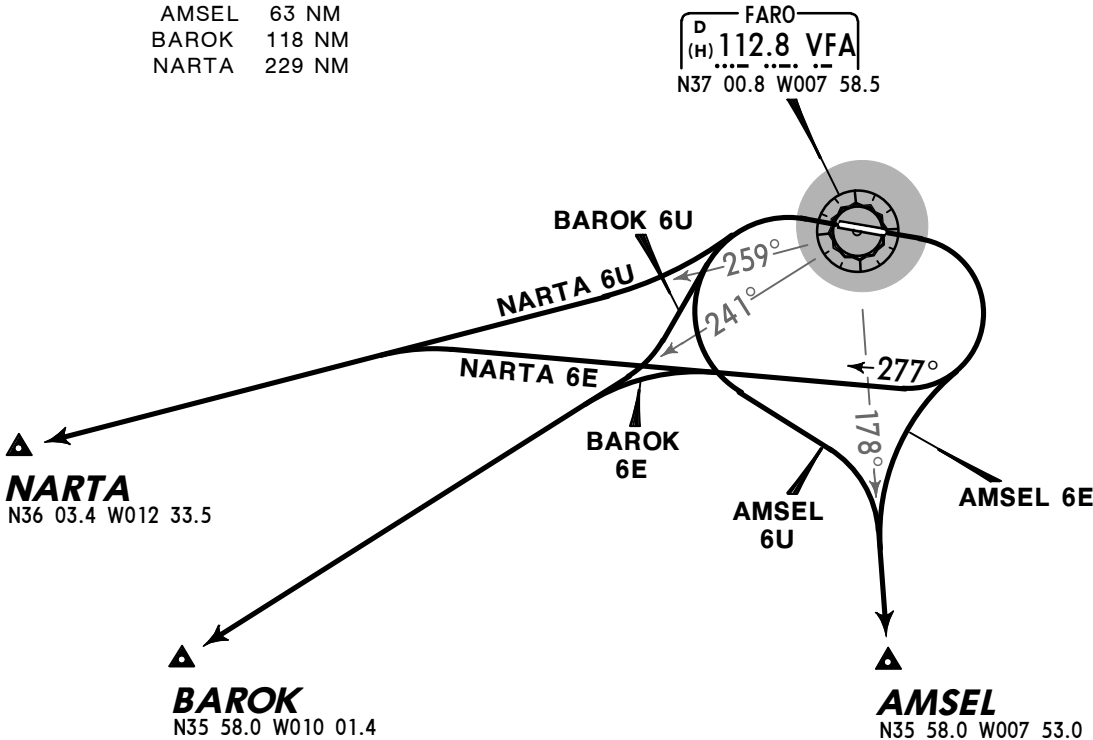


AMSEL 6E [AMSE6E], AMSEL 6U [AMSE6U]  
BAROK 6E [BARO6E], BAROK 6U [BARO6U]  
NARTA 6E [NART6E], NARTA 6U [NART6U]  
RWYS 10, 28 DEPARTURES

① 3000'  
② within 8 NM  
3000'

Direct distance from Faro Apt to:

AMSEL 63 NM  
BAROK 118 NM  
NARTA 229 NM



Initial climb clearance **FL60**

| SID      | RWY | ROUTING                                               |
|----------|-----|-------------------------------------------------------|
| AMSEL 6E | 10  | Turn RIGHT, intercept VFA R-178 to AMSEL.             |
| AMSEL 6U | 28  | Turn LEFT, intercept VFA R-178 to AMSEL.              |
| BAROK 6E | 10  | Turn RIGHT, 277° track, intercept VFA R-241 to BAROK. |
| BAROK 6U | 28  | Turn LEFT, intercept VFA R-241 to BAROK.              |
| NARTA 6E | 10  | Turn RIGHT, 277° track, intercept VFA R-259 to NARTA. |
| NARTA 6U | 28  | Turn LEFT, intercept VFA R-259 to NARTA.              |

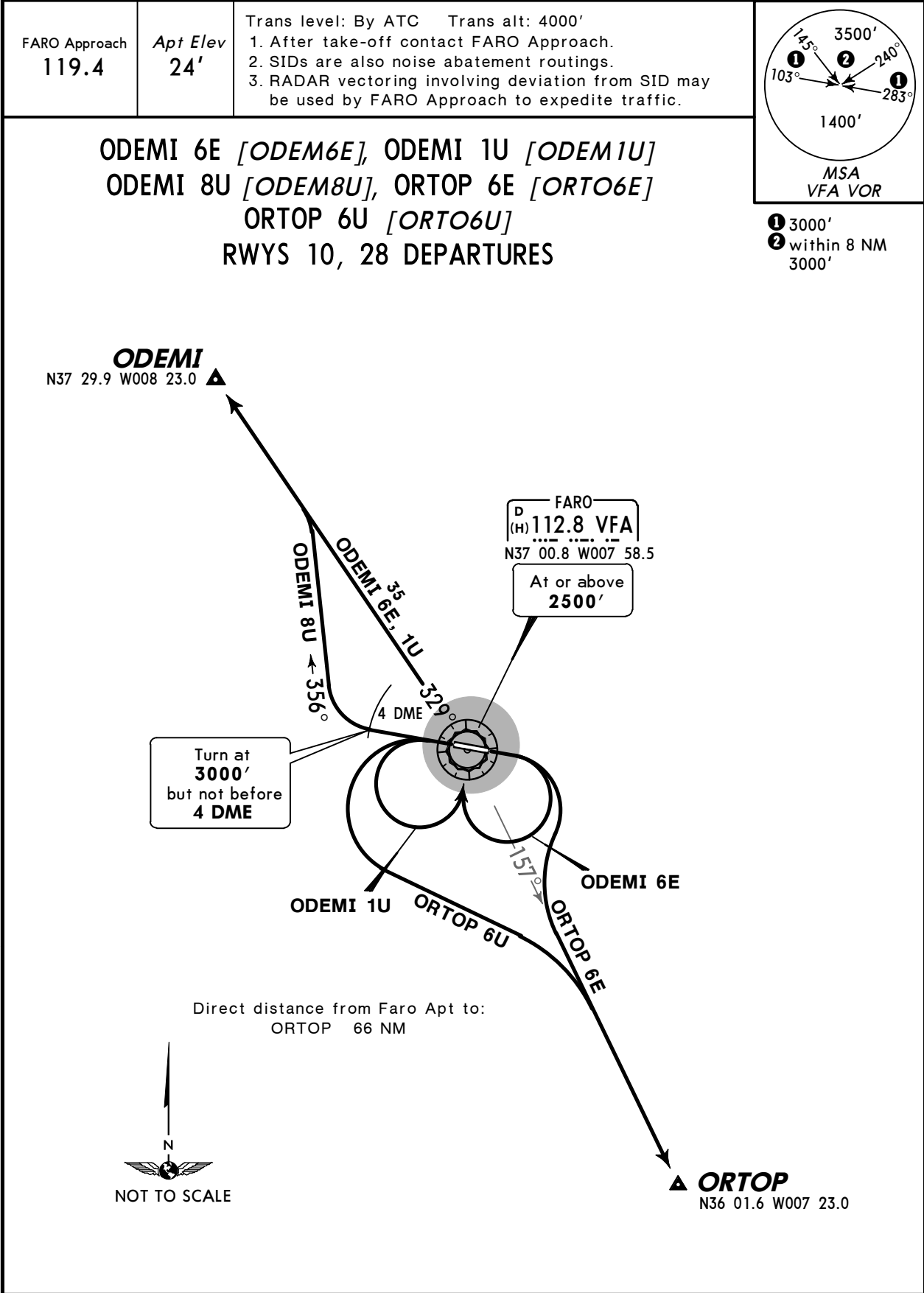
CHANGES: SIDs renumbered & revised.

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JEPPESEN  
26 DEC 14 (10-3A) Eff 8 Jan

FARO, PORTUGAL  
SID

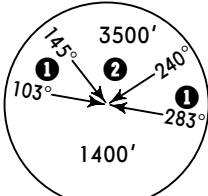


| Initial climb clearance FL60                                 |     |                                                                                                                              |
|--------------------------------------------------------------|-----|------------------------------------------------------------------------------------------------------------------------------|
| SID                                                          | RWY | ROUTING                                                                                                                      |
| ODEMI 6E                                                     | 10  | Turn RIGHT to VFA, VFA R-329 to ODEMI.                                                                                       |
| ODEMI 1U                                                     | 28  | Turn LEFT to VFA, VFA R-329 to ODEMI.                                                                                        |
| ODEMI 8U<br>③                                                |     | Climb on runway heading, when passing 3000', but not before VFA 4 DME, turn RIGHT, 356° track, intercept VFA R-329 to ODEMI. |
| ORTOP 6E                                                     | 10  | Turn RIGHT, intercept VFA R-157 to ORTOP.                                                                                    |
| ORTOP 6U                                                     | 28  | Turn LEFT, intercept VFA R-157 to ORTOP.                                                                                     |
| ③ To be used only between 0800-2200Z - alternative ODEMI 1U. |     |                                                                                                                              |

LPFR/FAO  
FARO

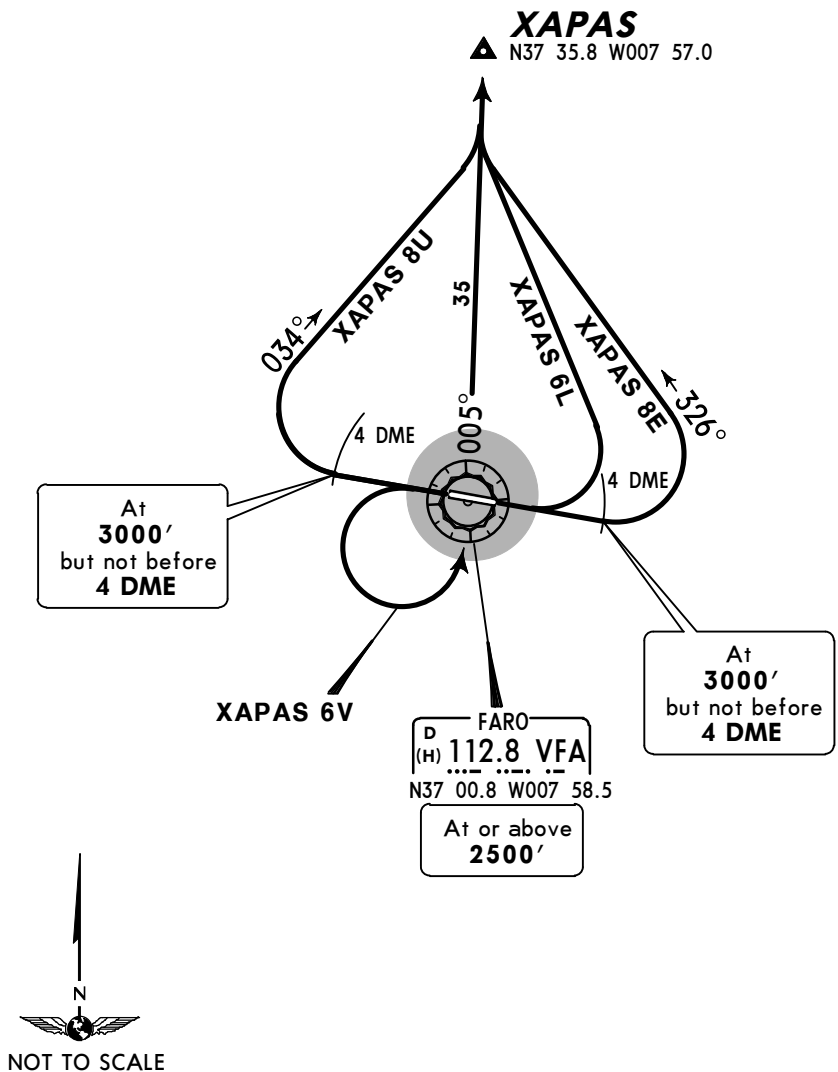
JEPPESSEN  
26 DEC 14 10-3B Eff 8 Jan

FARO, PORTUGAL  
SID

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

XAPAS 8E [XAPA8E]  
XAPAS 6L [XAPA6L]  
XAPAS 8U [XAPA8U]  
XAPAS 6V [XAPA6V]  
RWYS 10, 28 DEPARTURES

- ① 3000'  
② within 8 NM  
3000'



Initial climb clearance **FL60**

| SID        | RWY | ROUTING                                                                                                                      |
|------------|-----|------------------------------------------------------------------------------------------------------------------------------|
| XAPAS 8E   | 10  | Climb on runway heading, when passing 3000', but not before VFA 4 DME, turn LEFT, 326° track, intercept VFA R-005 to XAPAS.  |
| XAPAS 6L ③ |     | Turn LEFT, intercept VFA R-005 to XAPAS.                                                                                     |
| XAPAS 8U ④ | 28  | Climb on runway heading, when passing 3000', but not before VFA 4 DME, turn RIGHT, 034° track, intercept VFA R-005 to XAPAS. |
| XAPAS 6V   |     | Turn LEFT to VFA, VFA R-005 to XAPAS.                                                                                        |

③ Light aircraft only.

④ To be used only between 0800-2200Z - alternative XAPAS 6V.

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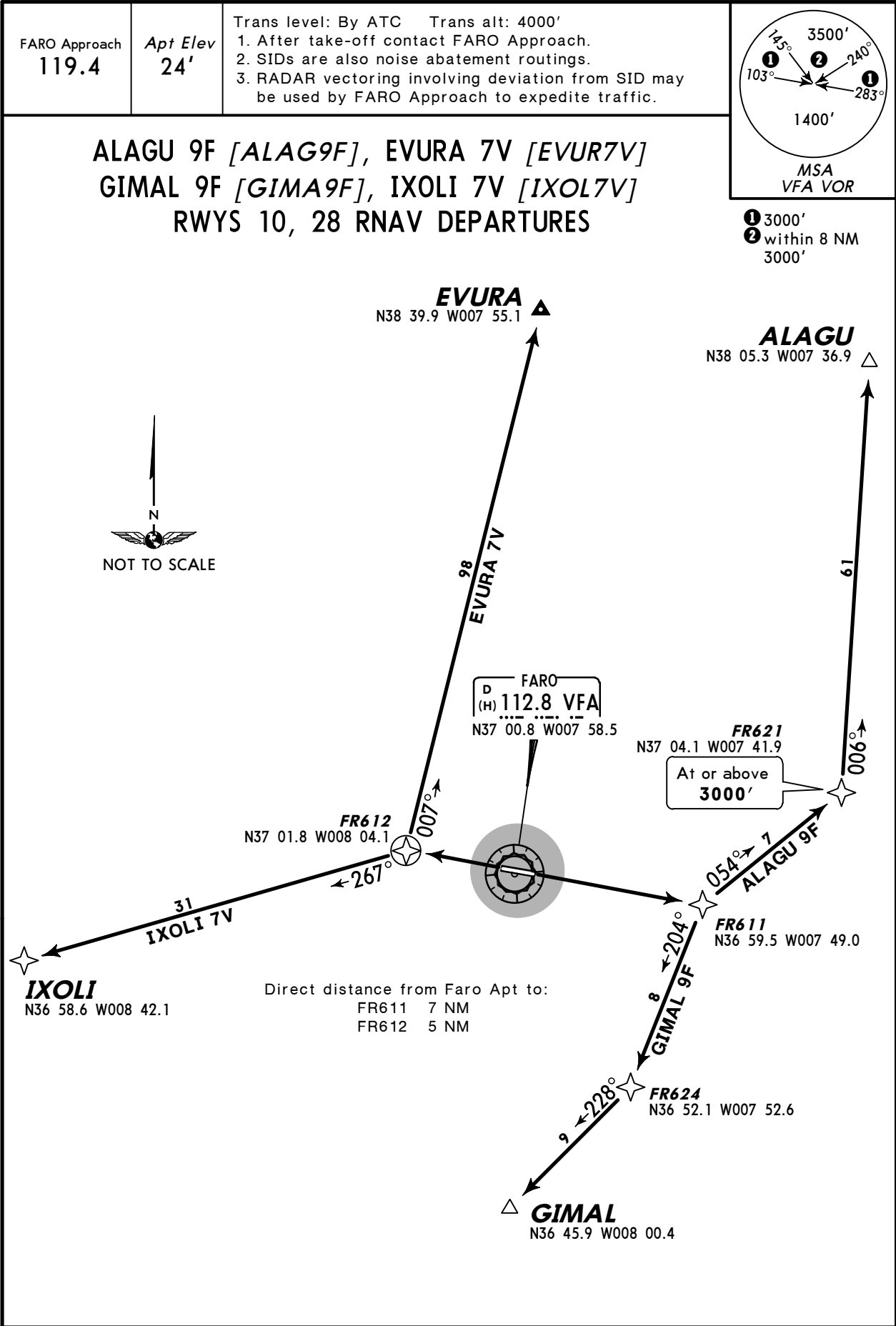
FARO, PORTUGAL

26 DEC 14

10-3C

Eff 8 Jan

RNAV SID



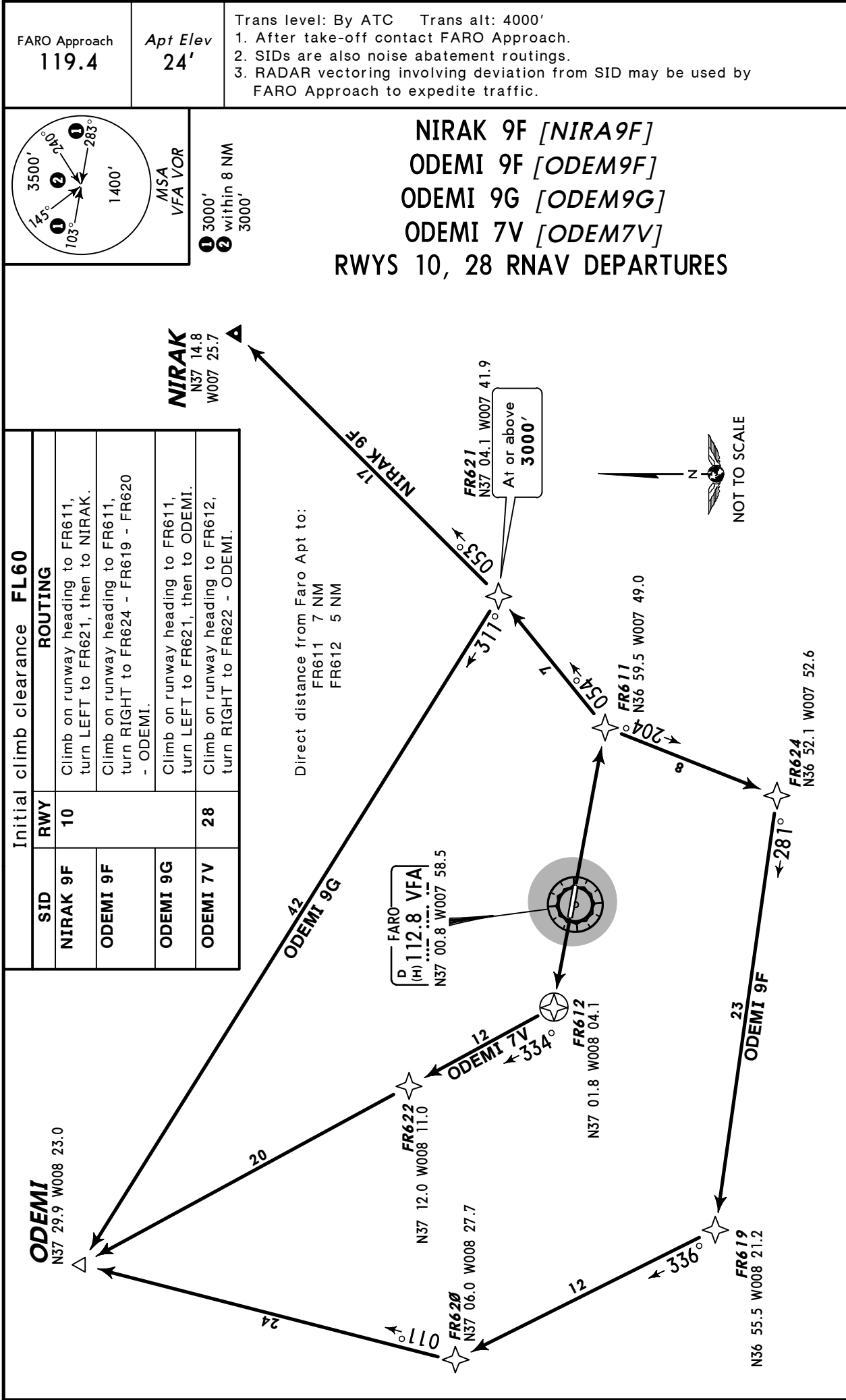
| Initial climb clearance FL60 |     |                                                                       |
|------------------------------|-----|-----------------------------------------------------------------------|
| SID                          | RWY | ROUTING                                                               |
| ALAGU 9F                     | 10  | Climb on runway heading to FR611, turn LEFT to FR621, then to ALAGU.  |
| EVURA 7V                     | 28  | Climb on runway heading to FR612, turn RIGHT to EVURA.                |
| GIMAL 9F                     | 10  | Climb on runway heading to FR611, turn RIGHT to FR624, then to GIMAL. |
| IXOLI 7V                     | 28  | Climb on runway heading to FR612, turn LEFT to IXOLI.                 |



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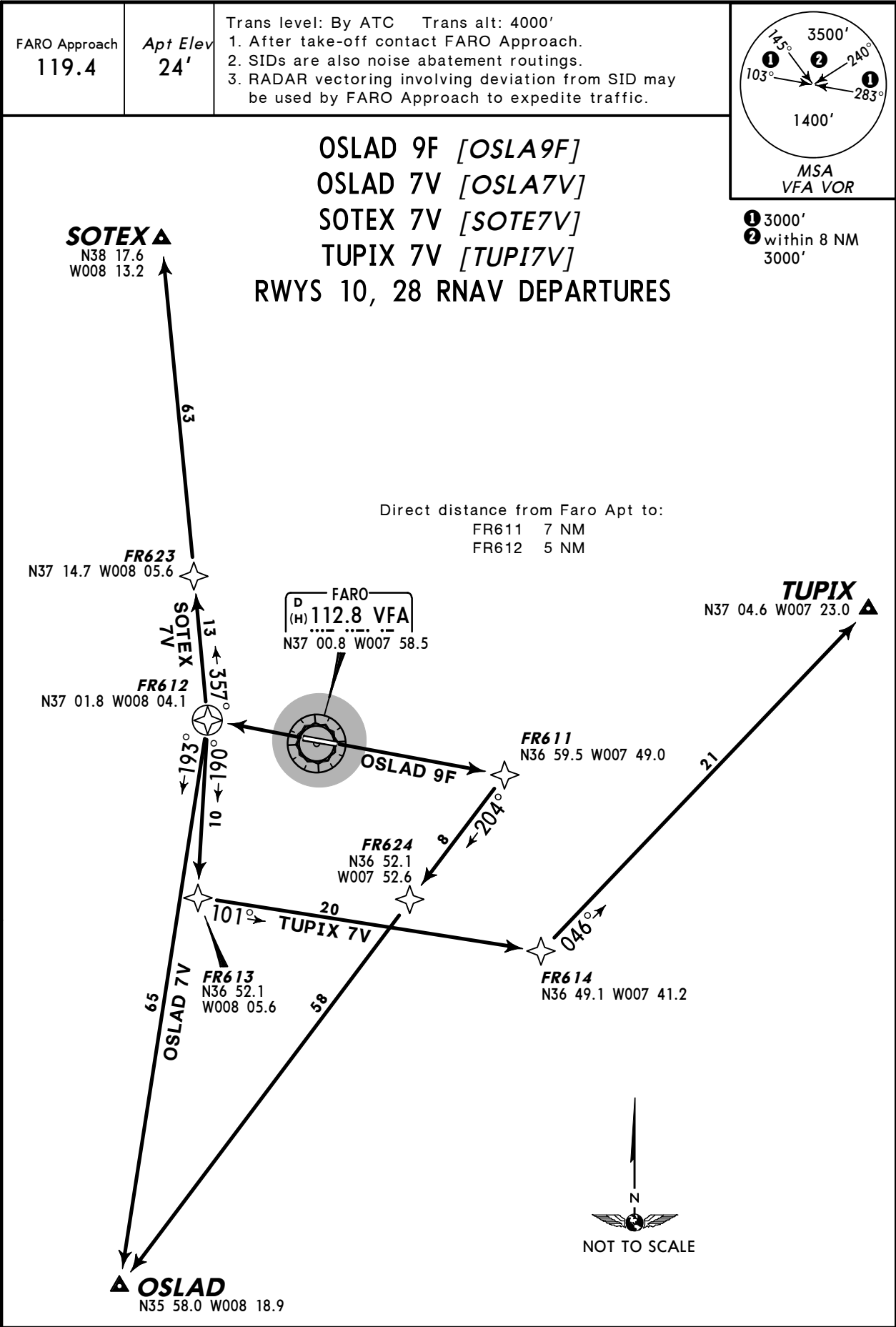
FARO, PORTUGAL  
RNAV SID



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26 DEC 14 10-3E Eff 8 Jan

FARO, PORTUGAL  
RNAV SID



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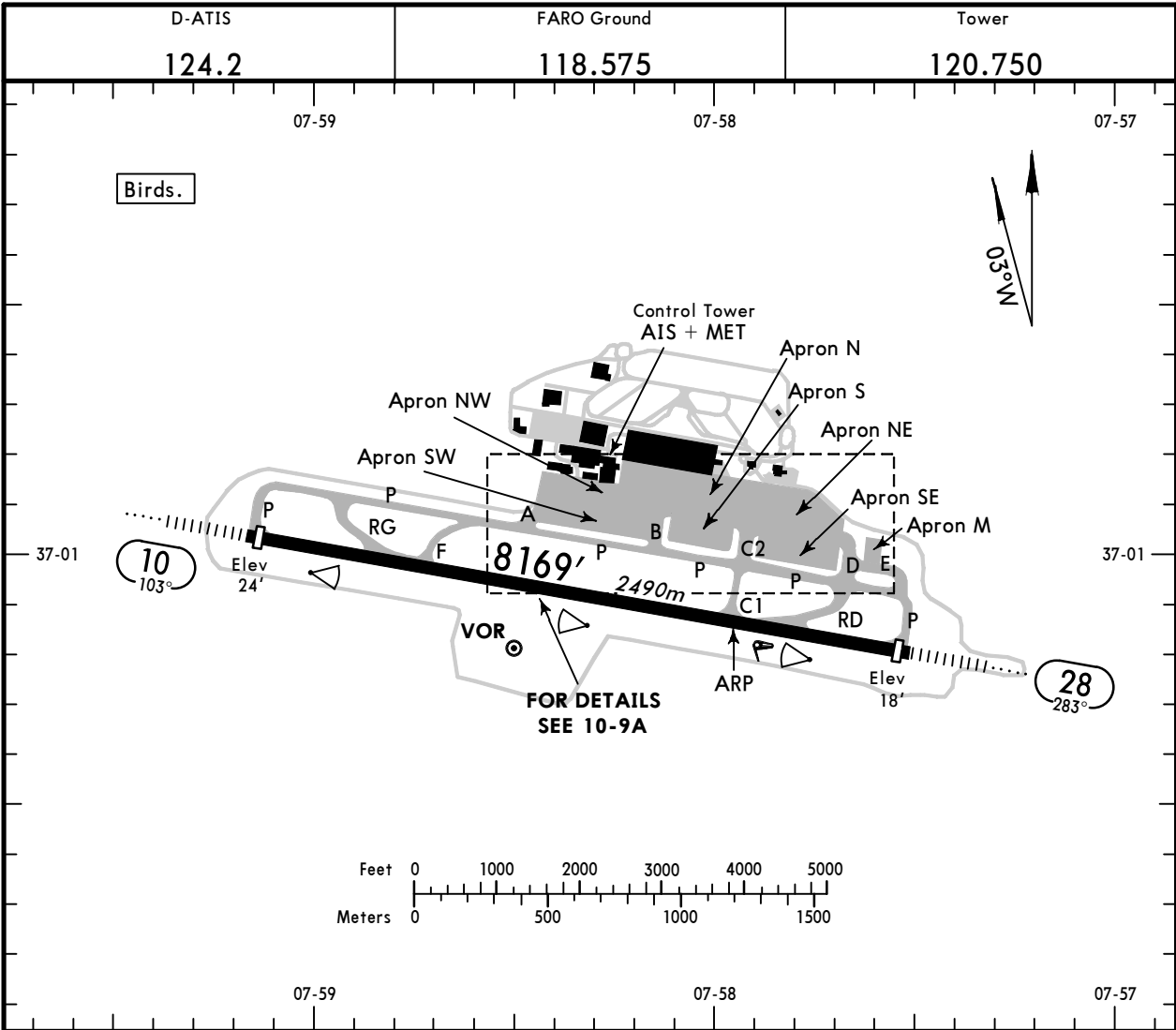
Apt Elev 24'  
N37 00.9 W007 58.0

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| ADDITIONAL RUNWAY INFORMATION |                                               |                |             |          |          |
|-------------------------------|-----------------------------------------------|----------------|-------------|----------|----------|
| RWY                           |                                               | USABLE LENGTHS |             |          |          |
|                               |                                               | LANDING BEYOND |             | TAKE-OFF | WIDTH    |
|                               |                                               | Threshold      | Glide Slope |          |          |
| 10                            | HIRL (60m) CL (15m) HIALS PAPI-R (3.0°) ❶ RVR | 8022' 2445m    | 7045' 2147m |          | 148' 45m |
| 28                            | HIRL (60m) CL (15m) HIALS-II TDZ ❷ ❸ RVR      |                |             |          |          |
|                               |                                               |                |             |          |          |

- ❶ HST-RD  
❷ PAPI-L (3.0°)  
❸ HST-RG

| Standard TAKE-OFF ❶                                                                                        |                        |         |                       |                       |                |
|------------------------------------------------------------------------------------------------------------|------------------------|---------|-----------------------|-----------------------|----------------|
| LVP must be in force                                                                                       |                        |         |                       |                       |                |
| Approved Operators                                                                                         | 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           |
| B                                                                                                          |                        |         |                       |                       |                |
| C                                                                                                          |                        |         |                       |                       |                |
| D                                                                                                          | 150m                   | 200m    | 250m                  | 300m                  | 500m           |
| ❶ Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m. |                        |         |                       |                       |                |

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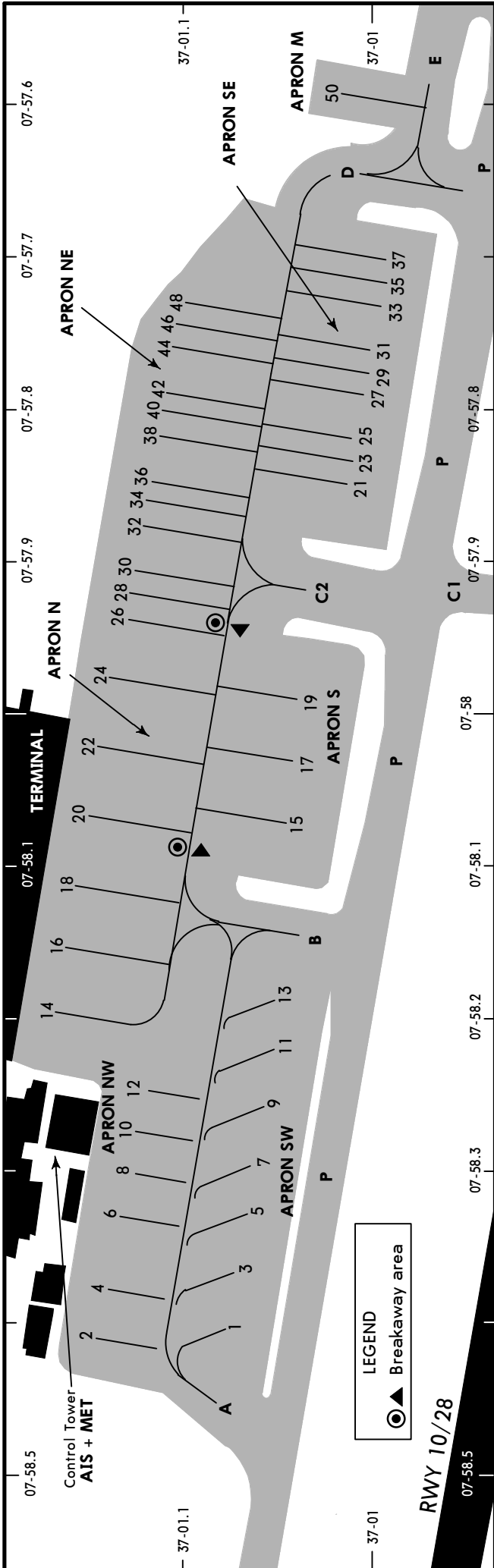
FARO, PORTUGAL

26 DEC 14

10-9A

Eff 8 Jan

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INS COORDINATES

| 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   |           |                    |      |

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8 NOV 13

10-9B

Eff 14 Nov

FARO

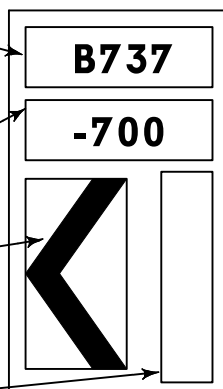
# APIS (AIRCRAFT PARKING INFORMATION SYSTEM)

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

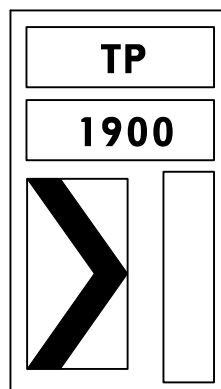
Display indicating: Flight number, time, acft series, "STOP", "ON" (chocks) and "DOWN".

Centerline beacon side-in-guidance.

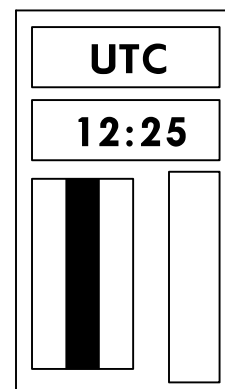
Closing-rate information. Full closing rate thermometer indicates at least 46'/14m to stop position.



Turn LEFT



Turn RIGHT



On centerline

## PILOT INSTRUCTIONS

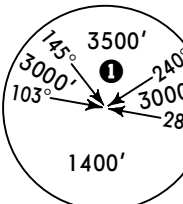
1. Follow two lead-in line and adjust according to the directions of the centerline beacon side-in-guidance.
2. Check correct acft type is flashing and that centerline guidance and closing rate thermometer is activated. The flight number may also be presented.
3. Do not enter the stand if display presents 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.

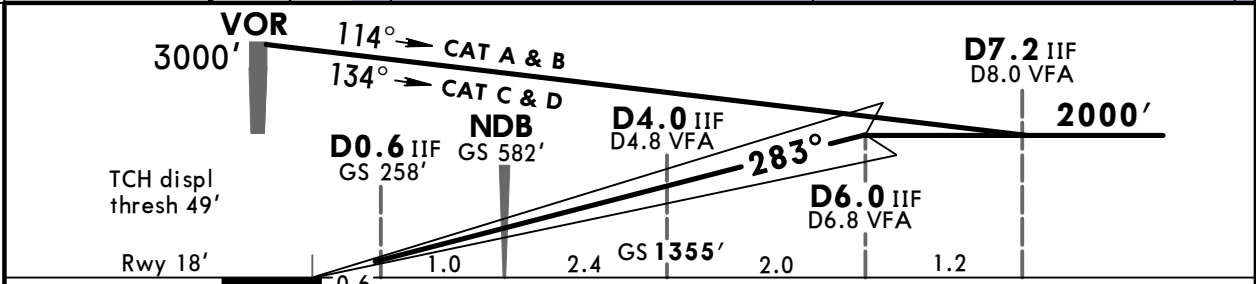
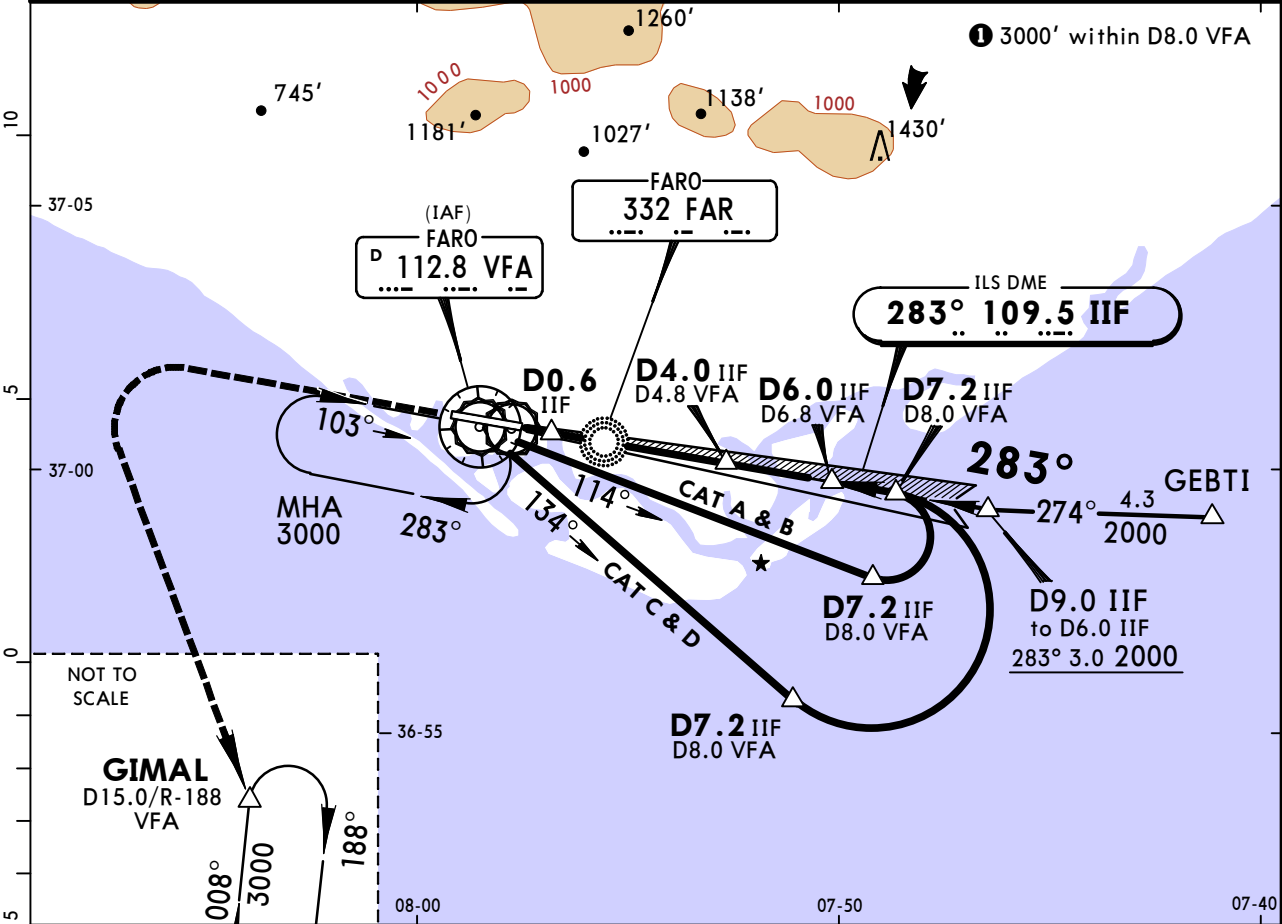
5.

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FARO, PORTUGAL  
CAT II ILS Rwy 28

| D-ATIS                                                                                                                                                                                                                    |                        | FARO Approach                |                                              | FARO Tower                  |  | Ground                                                                              |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|------------------------------|----------------------------------------------|-----------------------------|--|-------------------------------------------------------------------------------------|
| 124.2                                                                                                                                                                                                                     |                        | 119.4                        |                                              | 120.750                     |  | 118.575                                                                             |
| LOC IIF<br>109.5                                                                                                                                                                                                          | Final Apch Crs<br>283° | GS D4.0 IIF<br>1355' (1337') | CAT II ILS<br>RA 99'<br>DA(H)<br>118' (100') | Apt Elev 24'<br><br>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'<br>1. VFA DME required.    2. ILS DME reads zero at rwy 28 displaced threshold.<br>3. Special Aircrew & Aircraft Certification Required. |                        |                              |                                              |                             |  |                                                                                     |

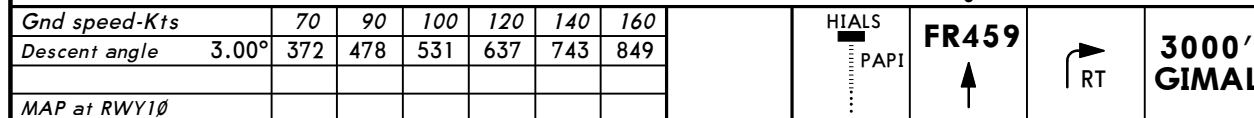


|               |       |     |     |     |     |     |                           |
|---------------|-------|-----|-----|-----|-----|-----|---------------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II<br>PAPI<br>2000' |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |                           |
|               |       |     |     |     |     |     |                           |

**Standard** STRAIGHT-IN LANDING RWY 28  
CAT II ILS  
ABCD  
RA 99'  
DA(H) 118' (100')

RVR 300m **I**

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

BRIEFING STRIP™

## BASIC OBC

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**FARO**

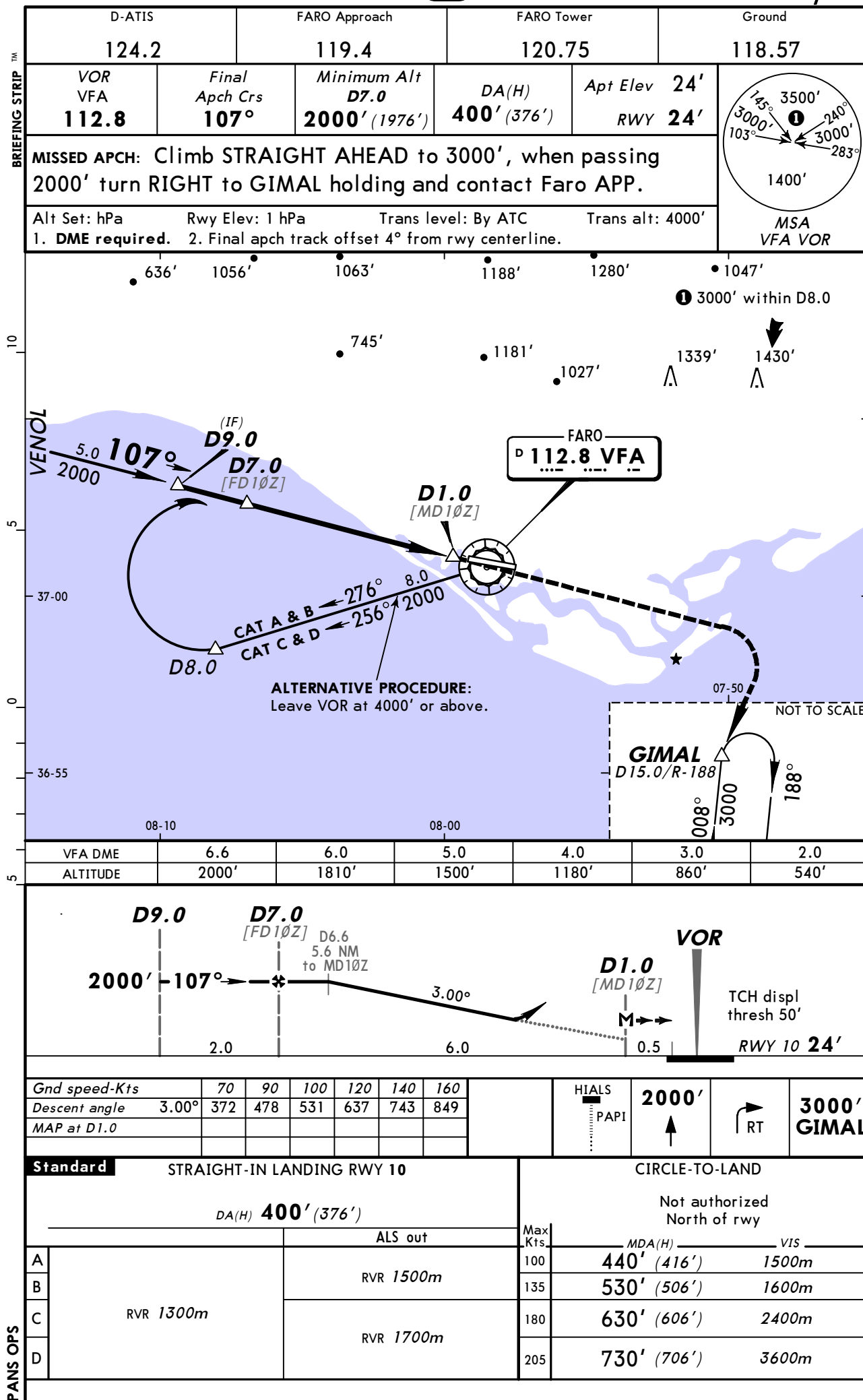
**JEPPESSEN**

26 DEC 14

**(13-1)**

**Eff 8 Jan**

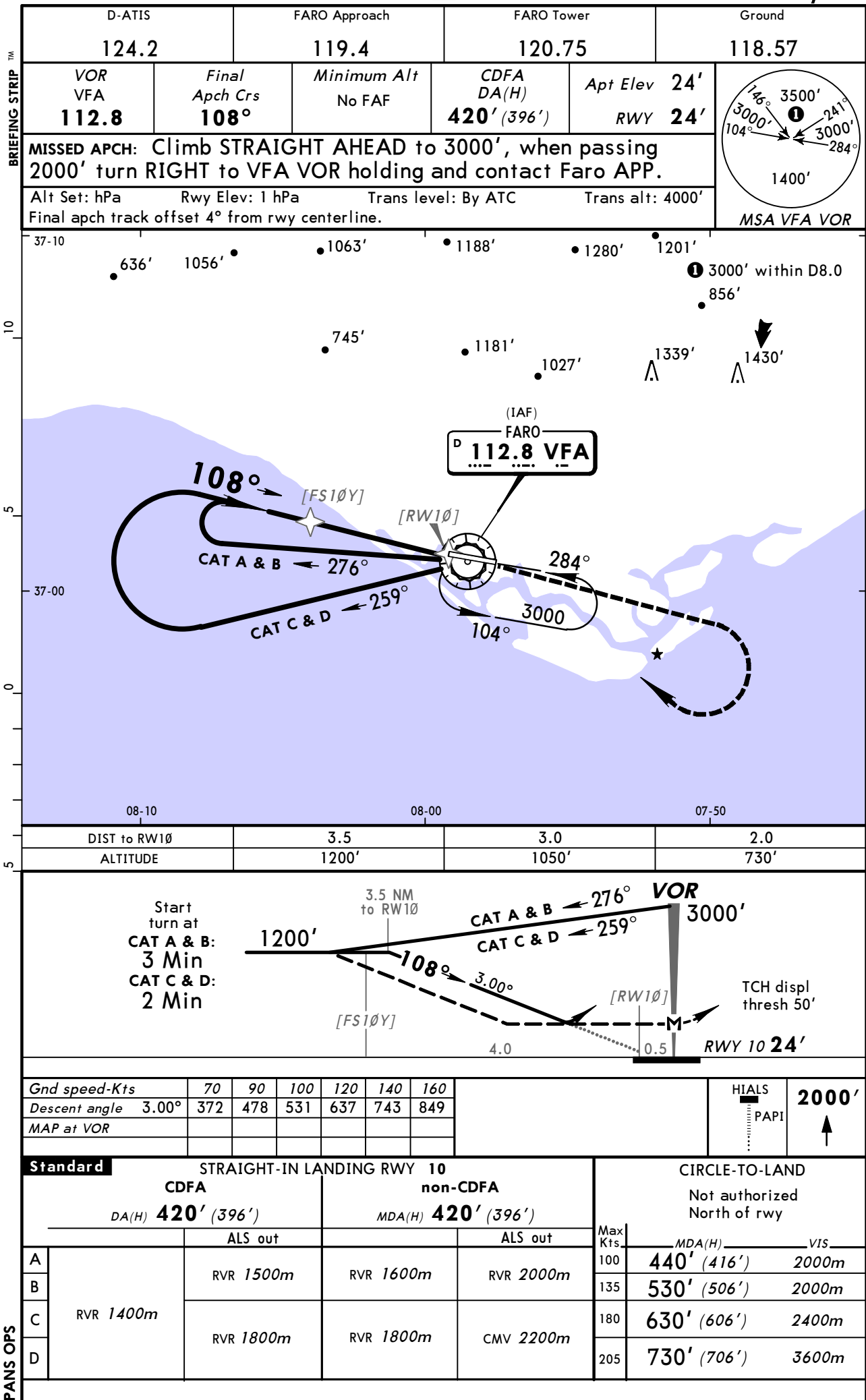
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**VOR Z Rwy 10**



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**JEPPESSEN**  
27 SEP 13 **(13-2)**

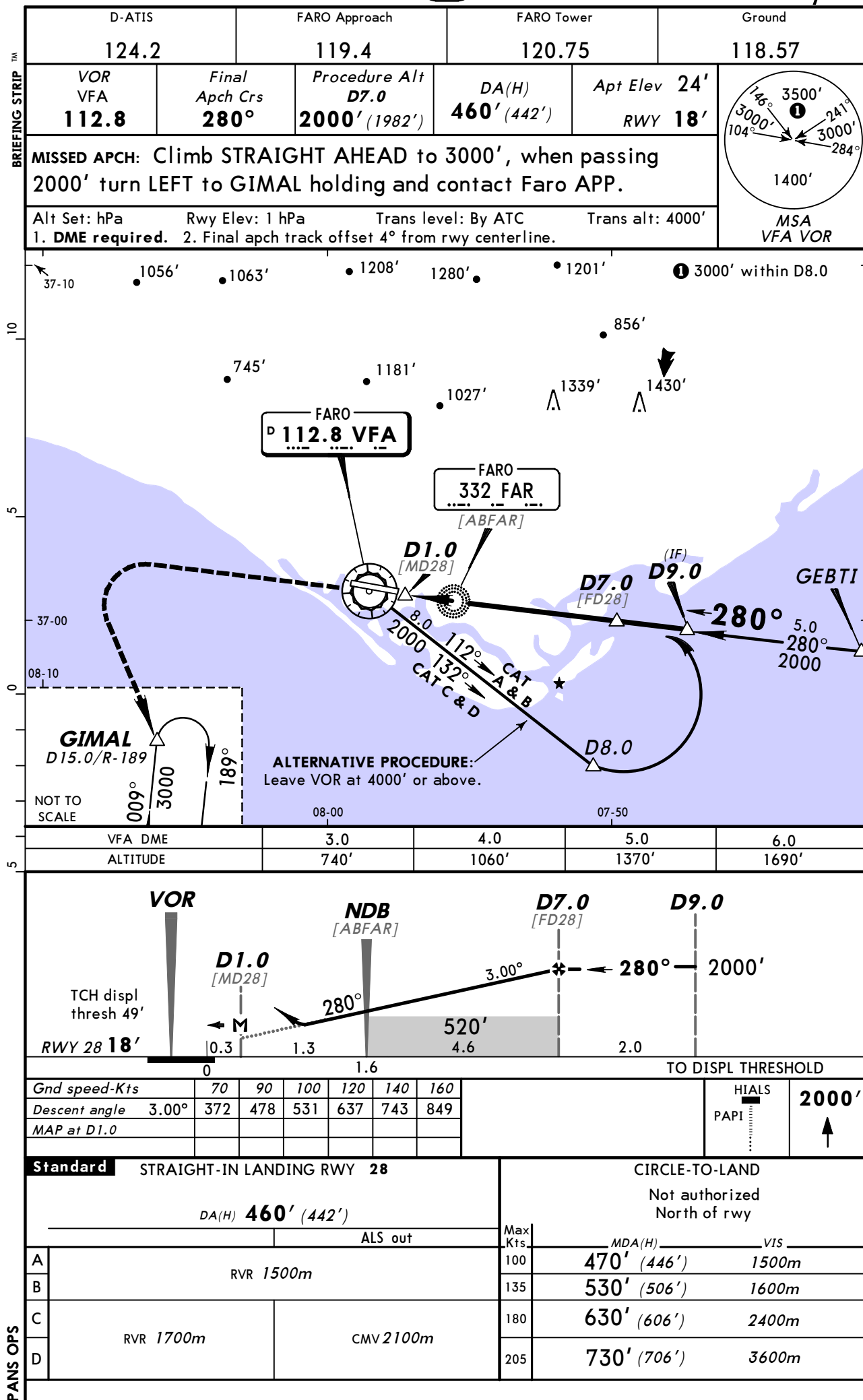
**FARO, PORTUGAL**  
**VOR Y Rwy 10**



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27 SEP 13 (13-3)

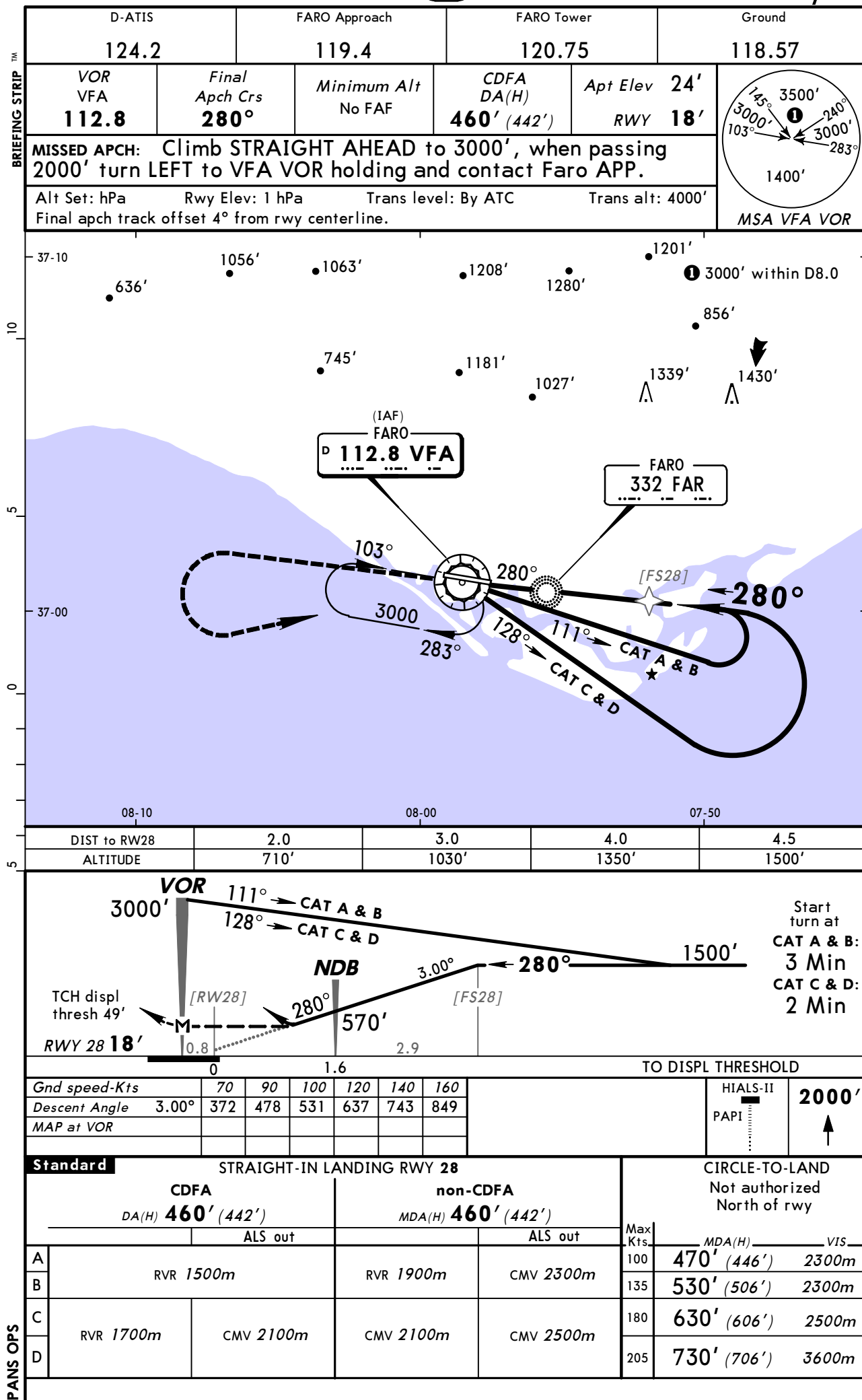
FARO, PORTUGAL  
VOR Z Rwy 28



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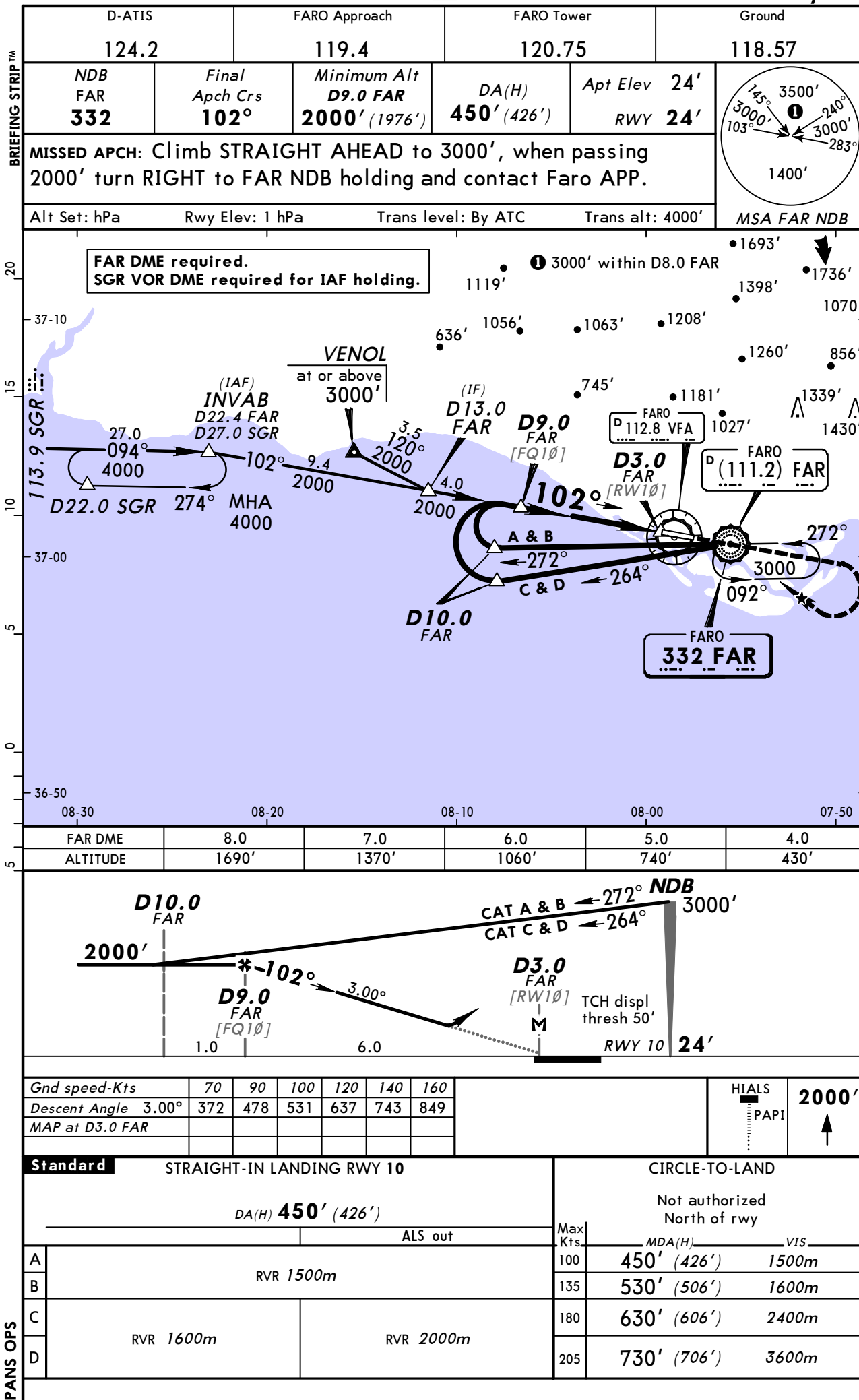
FARO, PORTUGAL  
VOR Y Rwy 28



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26 DEC 14 (16-1) Eff 8 Jan

FARO, PORTUGAL  
NDB Rwy 10



555

## PANS OPS

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**FARO, (FARO - LPFR)**

## **TERMINAL CHART CHANGE NOTICES**

### **No Chart Change Notices for Airport LPFR**