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JEPPESEN
JeppView for Windows

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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: 0512 Z
Sunset: 1954 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: 37.675 Military
Faro Tower: 119.125 Secondary
Faro Tower: 120.750
Faro Ground: 118.575
Faro Ground: 37.675 Military
Faro Approach: 37.675 Military
Faro Approach: 119.400

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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 except for ACFT code letter A and B or previous coordination between ATC and apron management.

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. Pilots must stop ACFT and stand by at the stand threshold, if Follow-me is not present.

Follow-me assistance and wing clearance will be provided on TWY P, between TWY A and TWY B, to ACFT code letter E.

At stands 14, 16, 18, 20, 22 and 24 an Automatic Guidance System served with Apron Drive Loading Bridges is available.

Marshaller assistance is mandatory 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.

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1. GENERAL

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 from Apron Management Service prior start-up clearance from Tower. Follow-me assistance is mandatory.

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. 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.

All push-back manoeuvres should be done in accordance with the Breakaway points (BP) procedure in force. For push-back facing EAST there are BP1 thru BP22 (pairs). For push-back facing WEST BP3 thru BP21 (odds).

If unable to comply with the designated BP, handler must inform pilot and pilot must inform ATC.

Push and hold manoeuvres are coordinated with ATC and Apron management.

ACFT will be parked in stands 15, 17 and 19 in outgoing nose-out position. When cleared for taxi, pilots are reminded to use low power.

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.

Start-up on stand and cross bleed starts must be coordinated with ATC and Apron management.

Start-up is allowed during push-back manoeuvre.

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

3.1.3. TAXIING

For safety reasons, pilots should only use starboard engines when taxiing on stands 14, 16, 18, 20, 22, and 24.

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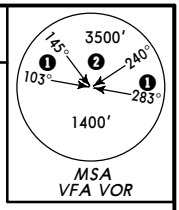
D-ATIS	Apt Elev	
124.2	24′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′

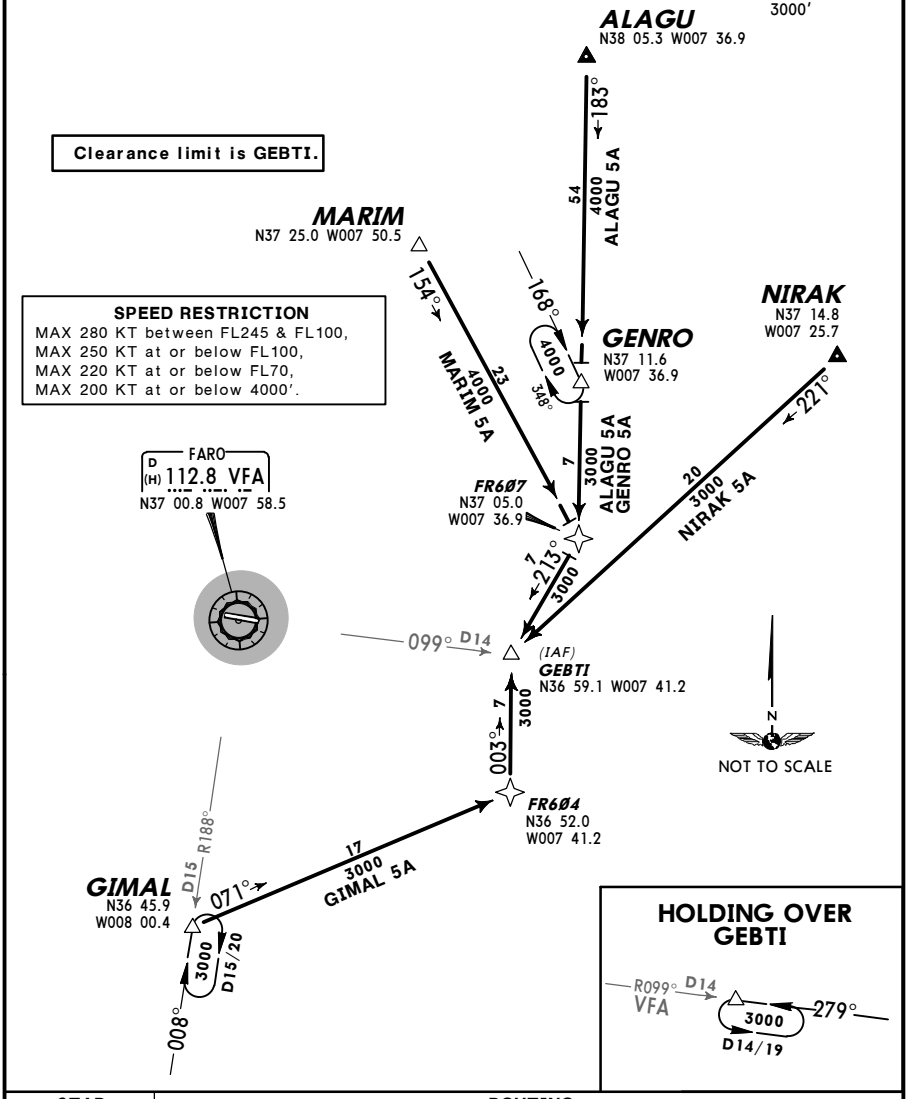


❶ 3000′
❷ within 8 NM 3000′

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′.



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.

CHANGES: RNAV STARs renumbered & revised.

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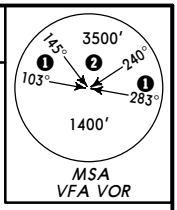
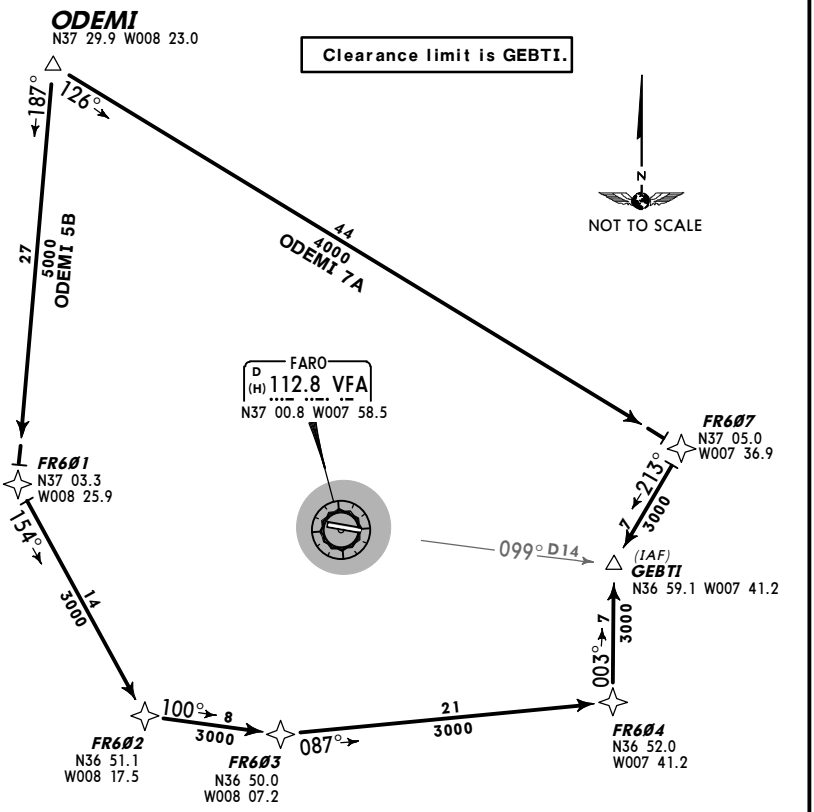
D-ATIS	Apt Elev	
124.2	24′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′



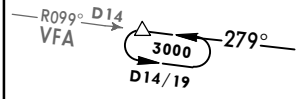
ODEMI 7A *[ODEM7A]*, ODEMI 5B *[ODEM5B]*
RWY 28 RNAV ARRIVALS

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′.

Clearance limit is GEBTI.



HOLDING OVER GEBTI



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

CHANGES: RNAV STARs renumbered & revised.

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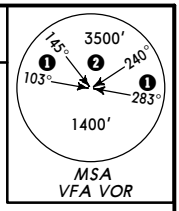
D-ATIS	Apt Elev	
124.2	24′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′

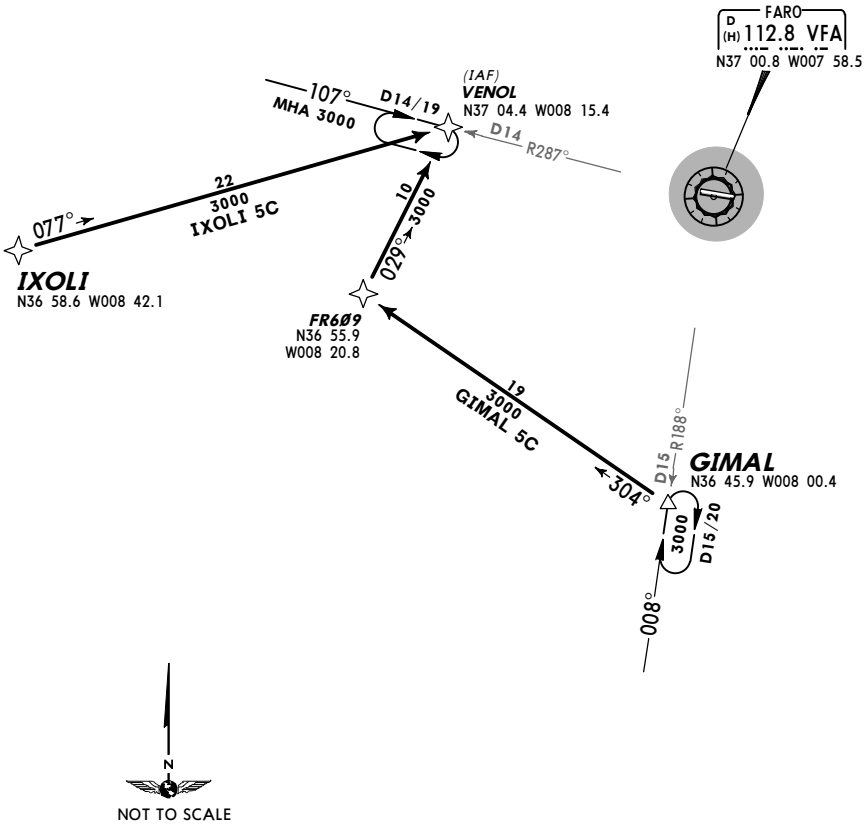


❶ 3000′
❷ within 8 NM 3000′

GIMAL 5C *[GIMA5C]*
IXOLI 5C *[IXOL5C]*
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 5C	GIMAL - FR609 - VENOL.
IXOLI 5C	IXOLI - VENOL.

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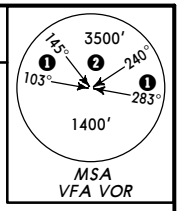
D-ATIS	Apt Elev	
124.2	24′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′

SOTEX 5C *[SOTE5C]*, TUPIX 5C *[TUPI5C]*
USALU 5C *[USAL5C]*
RWY 10 RNAV ARRIVALS



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.

SOTEX
N38 17.6 W008 13.2

186°
64
5000
SOTEX 5C

131°
5000
USALU
N37 13.3 W008 18.0
317°
SOTEX 5C
USALU 5C
169°
6
3000

(IAF)
VENOL
N37 04.4 W008 15.4
107°
3000
D14/19
D14
R287°

FARO
D (H) 112.8 VFA
N37 00.8 W007 58.5

TUPIX
N37 04.6 W007 23.0
228°
22
3000
TUPIX 5C

029°
10
3000
FR6Ø9
N36 55.9
W008 20.8

31
3000
285°
FR61Ø
N36 49.2 W007 42.7

N
NOT TO SCALE

STAR	ROUTING
SOTEX 5C	SOTEX- USALU - VENOL.
TUPIX 5C	TUPIX - FR610 - FR609 - VENOL.
USALU 5C	USALU - VENOL.

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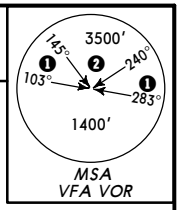
D-ATIS	Apt Elev	
124.2	24′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′ Request CDO, before ALAGU and ODEMI.

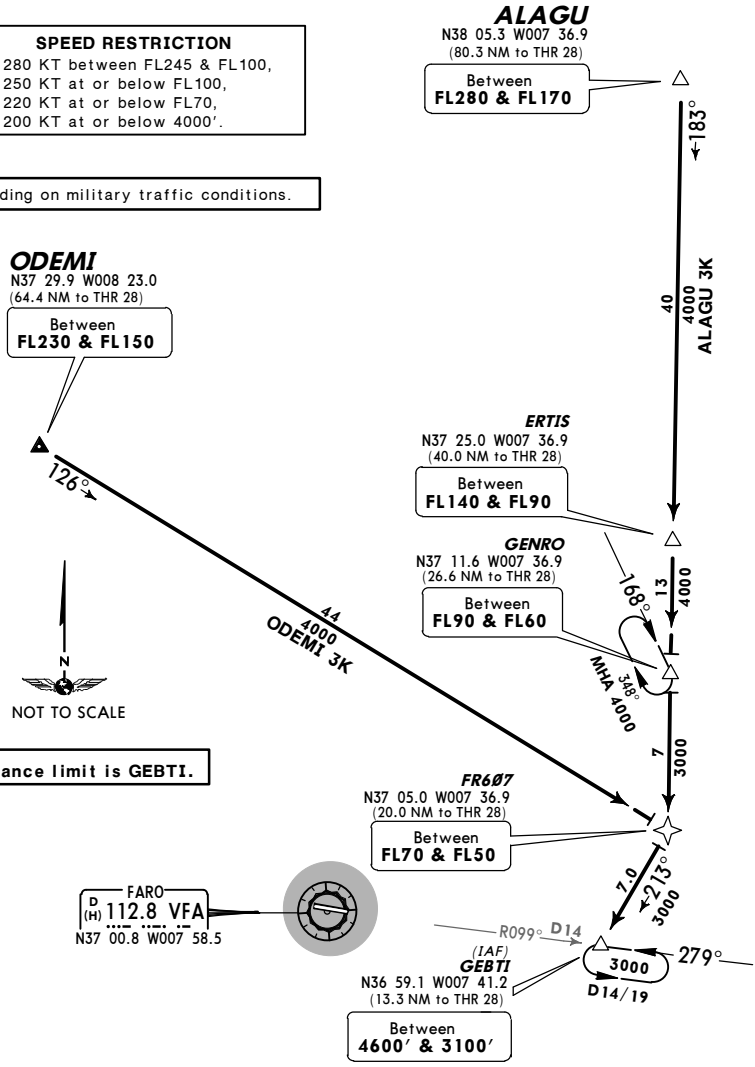


❶ 3000′
❷ within 8 NM 3000′

ALAGU 3K [ALAG3K] ❸
ODEMI 3K [ODEM3K]
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 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′+).

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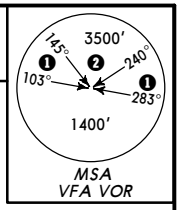
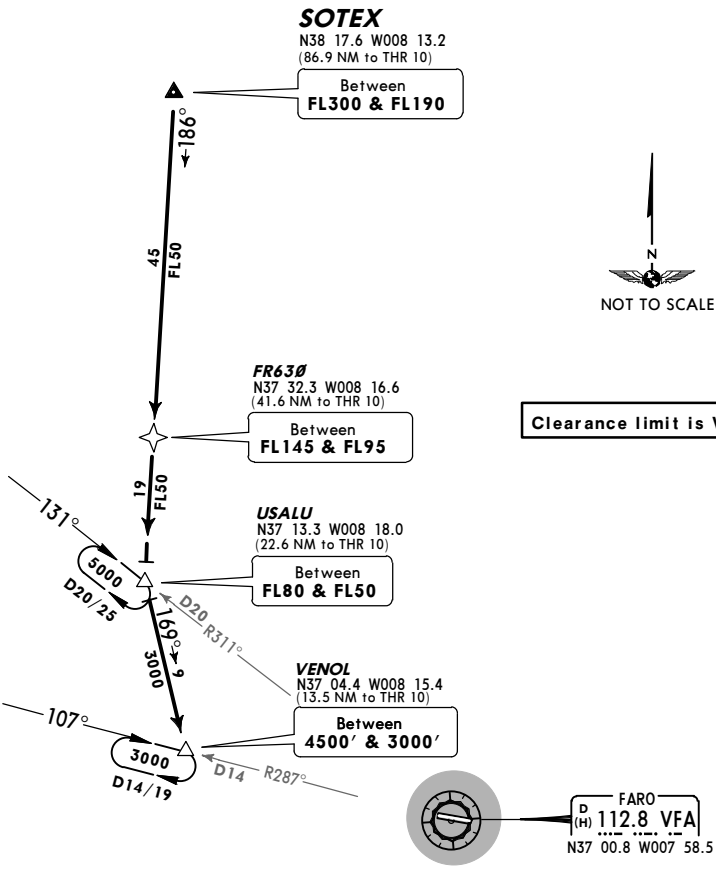
D-ATIS	Apt Elev	
124.2	24′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′ Request CDO, before SOTEX.



❶ 3000′
❷ within 8 NM 3000′

SOTEX 3K *[SOTE3K]*
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: RNAV STARs renumbered & revised.

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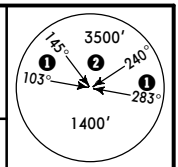
FARO Approach	Apt Elev	
119.4	24′	Trans level: By ATC Trans alt: 4000′ 1. After take-off contact FARO Approach. 2. SIDs are also noise abatement routings. 3. RADAR vectoring involving deviation from SID may be used by FARO Approach to expedite traffic.



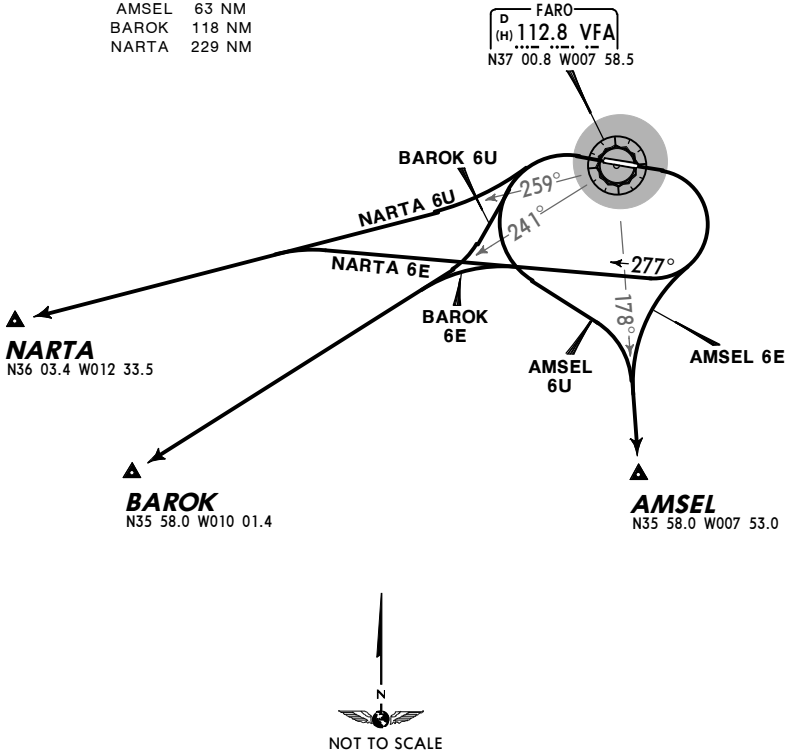
MSA
VFA VOR

❶ 3000′
❷ within 8 NM 3000′

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

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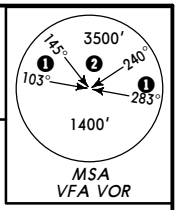
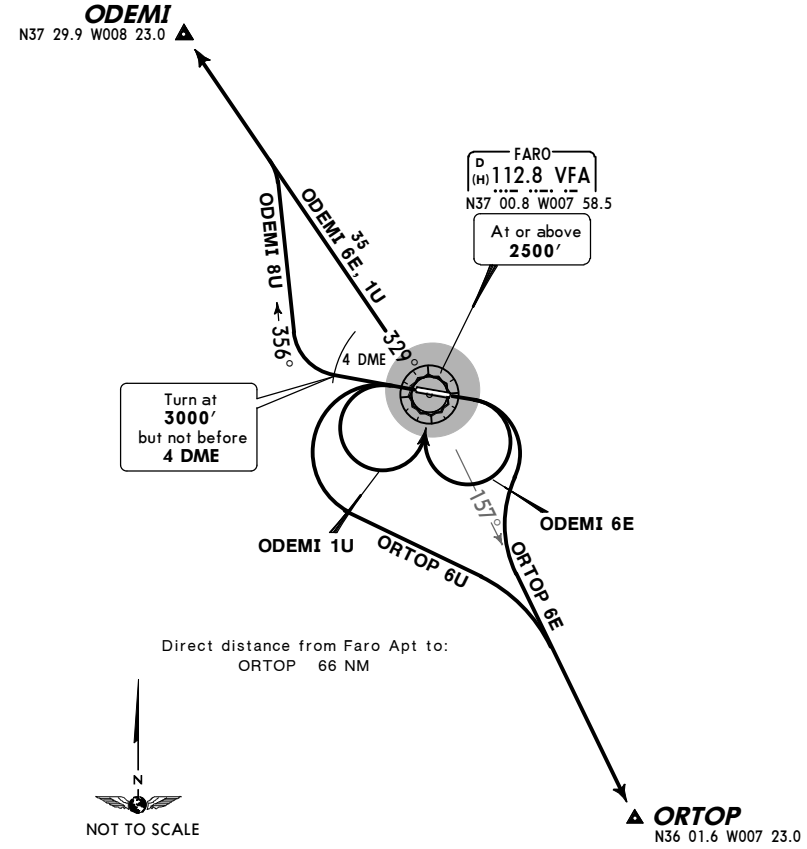
FARO Approach	Apt Elev	
119.4	24′	Trans level: By ATC Trans alt: 4000′ 1. After take-off contact FARO Approach. 2. SIDs are also noise abatement routings. 3. RADAR vectoring involving deviation from SID may be used by FARO Approach to expedite traffic.



❶ 3000′
❷ within 8 NM 3000′

ODEMI 6E *[ODEM6E]*, ODEMI 1U *[ODEM1U]* ODEMI 8U *[ODEM8U]*, ORTOP 6E *[ORTO6E]* ORTOP 6U *[ORTO6U]* RWYS 10, 28 DEPARTURES



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 ❸		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.

❸ To be used only between 0800-2200Z - alternative ODEMI 1U.

CHANGES: SIDs renumbered & revised.

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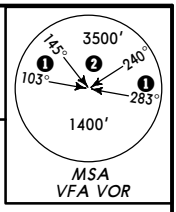
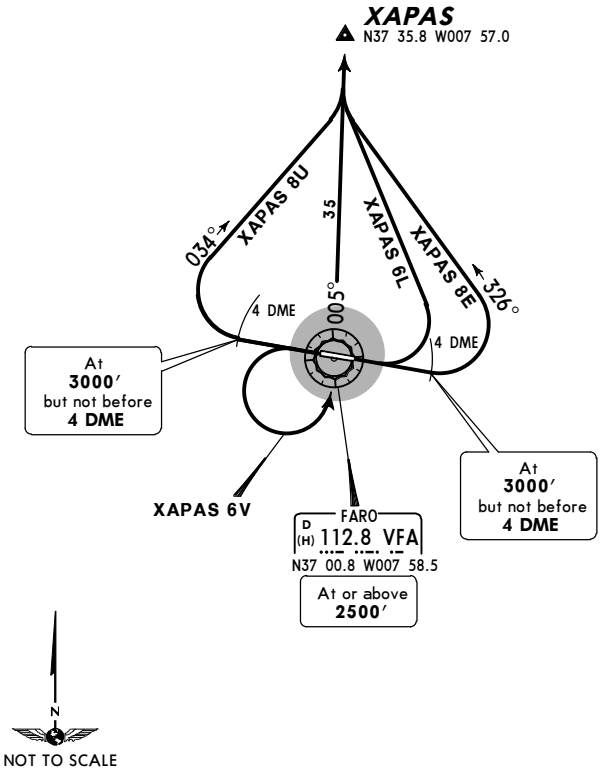
FARO Approach	Apt Elev	
119.4	24′	Trans level: By ATC Trans alt: 4000′ 1. After take-off contact FARO Approach. 2. SIDs are also noise abatement routings. 3. RADAR vectoring involving deviation from SID may be used by FARO Approach to expedite traffic.



❶ 3000′
❷ within 8 NM 3000′

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



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 ❸		Turn LEFT, intercept VFA R-005 to XAPAS.
XAPAS 8U ❹	**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.

❸ Light aircraft only.
❹ To be used only between 0800-2200Z - alternative XAPAS 6V.

CHANGES: SIDs renumbered & revised.

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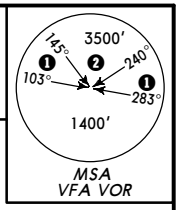
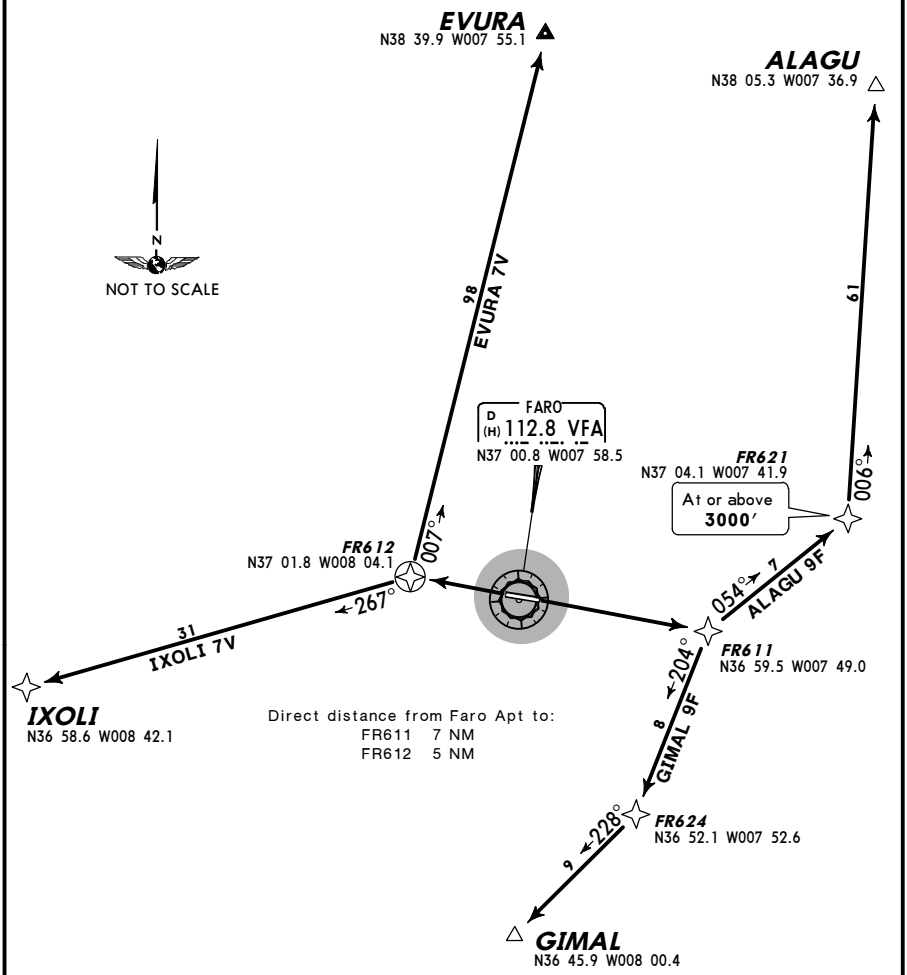
FARO Approach	Apt Elev	
119.4	24′	Trans level: By ATC Trans alt: 4000′ 1. After take-off contact FARO Approach. 2. SIDs are also noise abatement routings. 3. RADAR vectoring involving deviation from SID may be used by FARO Approach to expedite traffic.



❶ 3000′
❷ within 8 NM 3000′

ALAGU 9F *[ALAG9F]*, EVURA 7V *[EVUR7V]* GIMAL 9F *[GIMA9F]*, IXOLI 7V *[IXOL7V]* RWYS 10, 28 RNAV DEPARTURES



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.

CHANGES: RNAV SIDs renumbered & revised.

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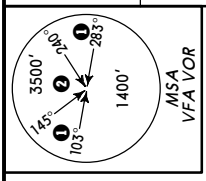
FARO Approach	Apt Elev
119.4	24'

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.



NIRAK 9F *[NIRA9F]*
ODEMI 9F *[ODEM9F]*
ODEMI 9G *[ODEM9G]*
ODEMI 7V *[ODEM7V]*
RWYS 10, 28 RNAV DEPARTURES

Initial climb clearance **FL60**

SID	RWY	ROUTING
NIRAK 9F	10	Climb on runway heading to FR611, turn LEFT to FR621, then to NIRAK.
ODEMI 9F		Climb on runway heading to FR611, turn RIGHT to FR624 - FR619 - FR620 - ODEMI.
ODEMI 9G		Climb on runway heading to FR611, turn LEFT to FR621, then to ODEMI.
ODEMI 7V	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

NIRAK 9F 17 053°

FR621
N37 04.1 W007 41.9

At or above 3000'

311°

054° 7

FR611
N36 59.5 W007 49.0

204° 8

FR624
N36 52.1 W007 52.6

281°

23 ODEMI 9F

FR619
N36 55.5 W008 21.2

336° 12

FR612
N37 01.8 W008 04.1

FARO
D (H) 112.8 VFA
N37 00.8 W007 58.5

12 ODEMI 7V 334°

FR622
N37 12.0 W008 11.0

20

ODEMI
N37 29.9 W008 23.0

42 ODEMI 9G

FR620
N37 06.0 W008 27.7

011° 24

NOT TO SCALE

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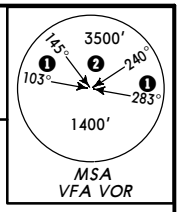
FARO Approach	Apt Elev	
119.4	24′	Trans level: By ATC Trans alt: 4000′ 1. After take-off contact FARO Approach. 2. SIDs are also noise abatement routings. 3. RADAR vectoring involving deviation from SID may be used by FARO Approach to expedite traffic.



OSLAD 9F *[OSLA9F]*
OSLAD 7V *[OSLA7V]*
SOTEX 7V *[SOTE7V]*
TUPIX 7V *[TUPI7V]*
RWYS 10, 28 RNAV DEPARTURES

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

SOTEX
N38 17.6
W008 13.2

FR623
N37 14.7 W008 05.6

FR612
N37 01.8 W008 04.1

FARO
D (H) 112.8 VFA
N37 00.8 W008 58.5

TUPIX
N37 04.6 W007 23.0

FR611
N36 59.5 W007 49.0

FR624
N36 52.1
W007 52.6

FR613
N36 52.1
W008 05.6

FR614
N36 49.1 W007 41.2

OSLAD
N35 58.0 W008 18.9

63 SOTEX 7V
13 357°
193° 190° 10
OSLAD 9F
204° 8
21
046°
20 101° TUPIX 7V
65 OSLAD 7V
58

N
NOT TO SCALE

Initial climb clearance **FL60**

SID	RWY	ROUTING
OSLAD 9F	10	Climb on runway heading to FR611, turn RIGHT to FR624, then to OSLAD.
OSLAD 7V	28	Climb on runway heading to FR612, turn LEFT to OSLAD.
SOTEX 7V		Climb on runway heading to FR612, turn RIGHT to FR623 - SOTEX.
TUPIX 7V		Climb on runway heading to FR612, turn LEFT to FR613 - FR614 - TUPIX.

CHANGES: SIDs renumbered & revised.

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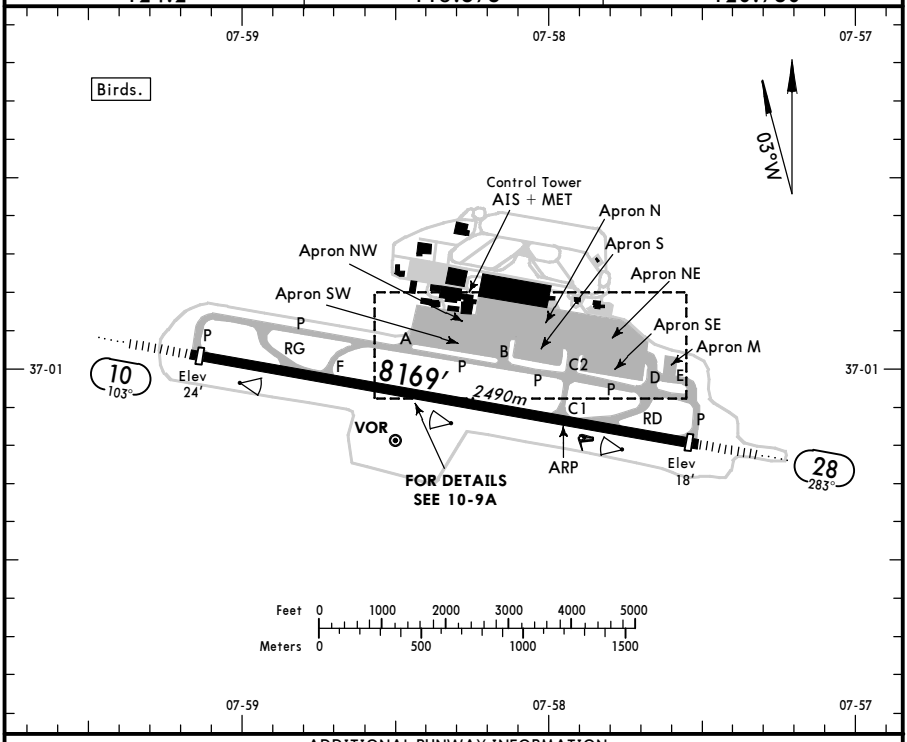
D-ATIS	FARO Ground	Tower
124.2	118.575	120.750



ADDITIONAL RUNWAY INFORMATION

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

❶ HST-RD
❷ PAPI-L(3.0°)
❸ HST-RG

Standard TAKE-OFF ❶

	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*		

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

CHANGES: Variation. Runway bearings.

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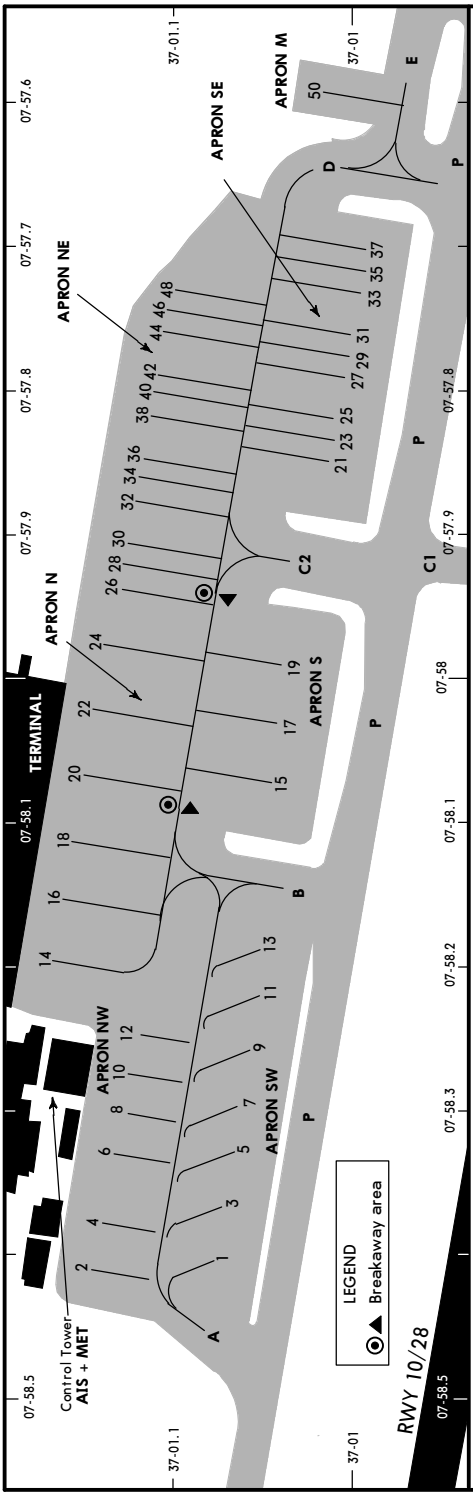

INS COORDINATES

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			

CHANGES: None.

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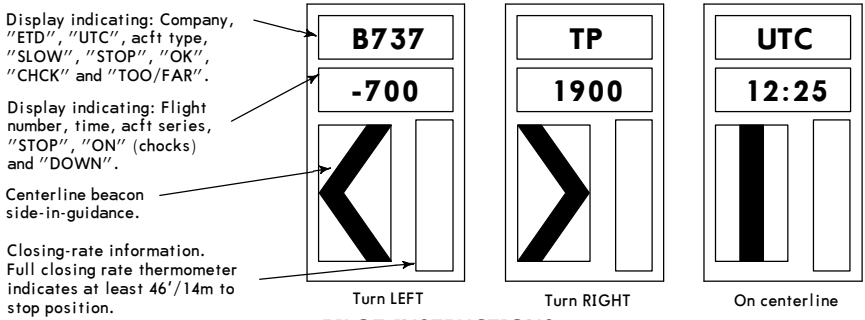
APIS (AIRCRAFT PARKING INFORMATION SYSTEM)



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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LPFR/FAO
FARO

JEPPESEN
29 MAY 15 (11-1)

FARO, PORTUGAL
ILS Rwy 28

BRIEFING STRIP

D-ATIS	FARO Approach	FARO Tower	Ground
124.2	119.4	120.750	118.575

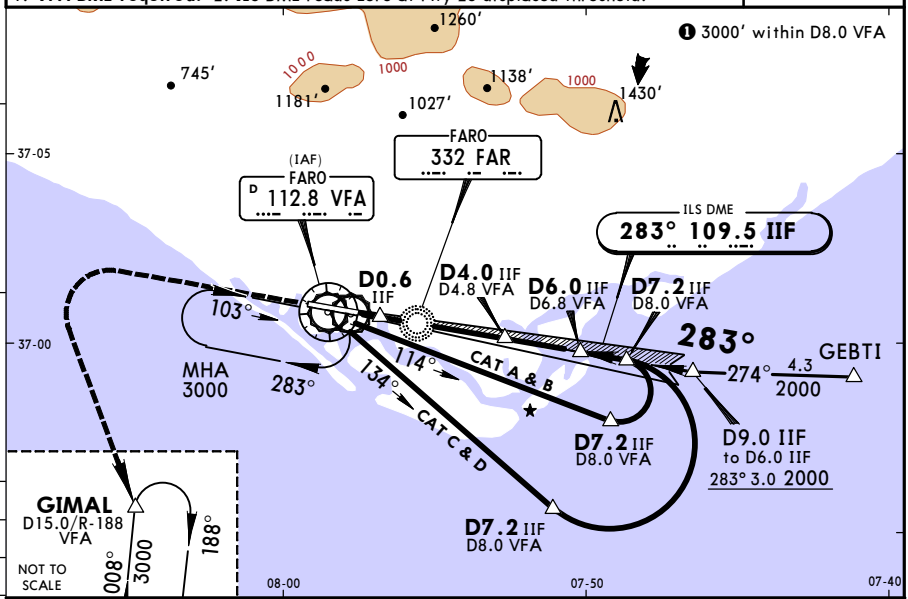
LOC IIF	Final Apch Crs	GS D4.0 IIF	ILS DA(H)	Apt Elev 24′
109.5	283°	1355′ (1337′)	218′ (200′)	Rwy 18′

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

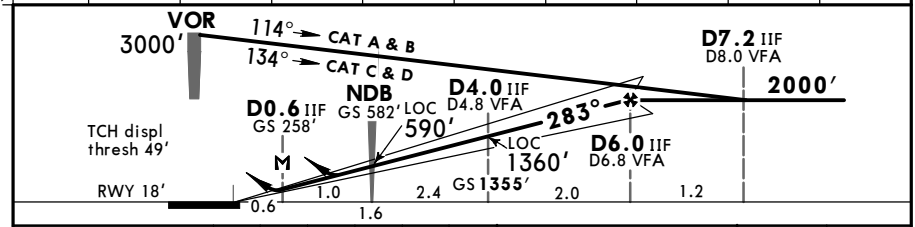
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 4000′

1. **VFA DME required.** 2. ILS DME reads zero at rwy 28 displaced threshold.

MSA VFA VOR: 3500′ (145°–240°), 3000′ (103°–283°), 1400′



LOC (GS out)									
	IIF DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	VFA DME	1.8	2.8	3.8	4.8	5.8	6.8	7.8	8.8
	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: Waypoint designation.

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LPFR/FAO
FARO

JEPPESEN

29 MAY 15 (11-1A)

FARO, PORTUGAL
CAT II ILS Rwy 28

BRIEFING STRIP

D-ATIS	FARO Approach	FARO Tower	Ground
124.2	119.4	120.750	118.575

LOC	Final	GS	CAT II ILS	Apt Elev 24′
IIF	Apch Crs	D4.0 IIF	RA 99′	
109.5	283°	1355′ (1337′)	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: 3500′ (145°–240°), 3000′ (103°–283°), 1400′

❶ 3000′ within D8.0 VFA

1260′, 745′, 1181′, 1027′, 1138′, 1430′, 1000

FARO 332 FAR

(IAF) FARO D 112.8 VFA

ILS DME 283° 109.5 IIF

D0.6 IIF; D4.0 IIF D4.8 VFA; D6.0 IIF D6.8 VFA; D7.2 IIF D8.0 VFA; 283°; GEBTI 274° 4.3 2000

103°; MHA 3000; 283°; 114°; 134°; CAT A & B; CAT C & D

D7.2 IIF D8.0 VFA; D9.0 IIF to D6.0 IIF 283° 3.0 2000

NOT TO SCALE

GIMAL D15.0/R-188 VFA; 008°; 3000; 188°

37-05; 37-00; 36-55; 08-00; 07-50; 07-40

VOR 3000′; 114° CAT A & B; 134° CAT C & D; NDB GS 582′; D0.6 IIF GS 258′; D4.0 IIF D4.8 VFA; 283°; D6.0 IIF D6.8 VFA; D7.2 IIF D8.0 VFA; 2000′

TCH displ thresh 49′; Rwy 18′; 0.6; 1.0; 1.6; 2.4; GS 1355′; 2.0; 1.2

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: Waypoint designation.

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LPFR/FAO
FARO

JEPPESEN

26 DEC 14 (12-1) Eff 8 Jan

FARO, PORTUGAL
RNAV (GNSS) Rwy 10

BRIEFING STRIP

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

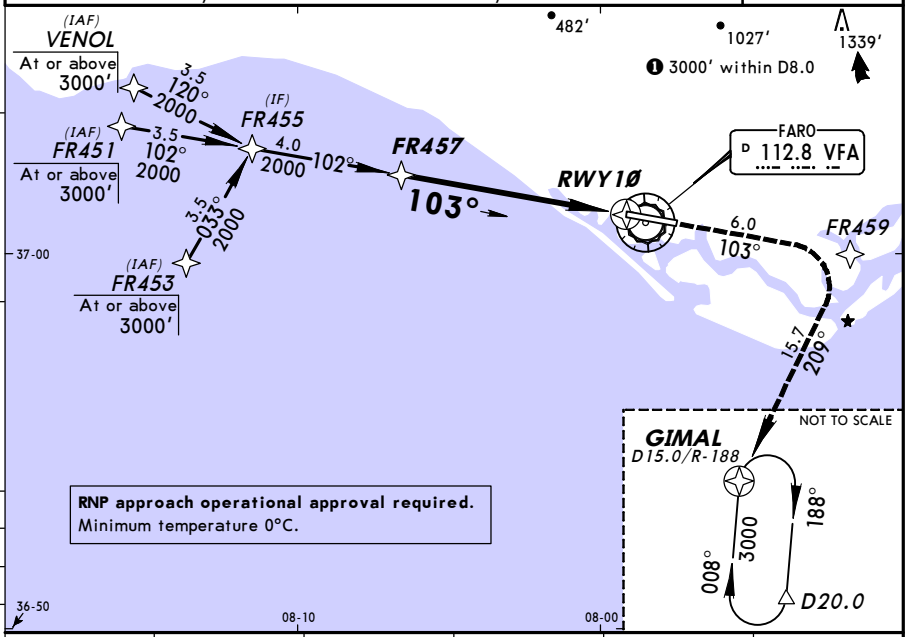
RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev / RWY
	103°	FR457 2000′ (1976′)	380′ (356′)	Apt Elev 24′ / RWY 24′

MISSED APCH: Climb STRAIGHT AHEAD to FR459, then turn RIGHT to GIMAL holding climbing to 3000′ and contact Faro APP.

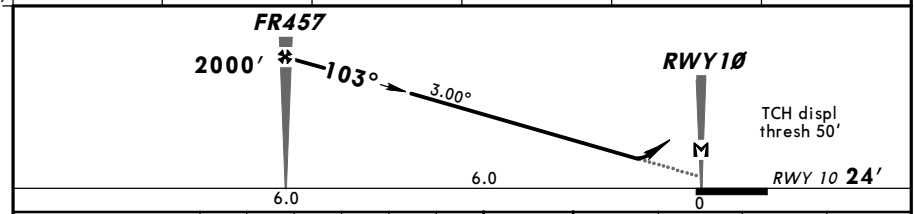
MISSED APCH WITH COMM FAILURE: Squawk 7600, proceed as above. On GIMAL holding make one complete holding pattern at 3000′, then proceed to FR453 to perform another GNSS approach.

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

MSA VFA VOR: 3500′ (145°–240°), 3000′ (103°–283°), 1400′



Dist to RWY10	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1680′	1360′	1045′	725′	410′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at RWY10							

HIALS PAPI | FR459 | RT | 3000′ GIMAL

PANS OPS

Standard STRAIGHT-IN LANDING RWY 10

	LNAV/VNAV DA(H) 380′ (356′)		LNAV DA(H) 400′ (376′)	
		ALS out		ALS out
A	RVR 1200m	RVR 1500m	RVR 1300m	RVR 1500m
B				
C		RVR 1600m		RVR 1700m
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: Bearings.

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LPFR/FAO
FARO

JEPPESEN
26 DEC 14 (13-1) Eff 8 Jan

FARO, PORTUGAL
VOR Z Rwy 10

BRIEFING STRIP

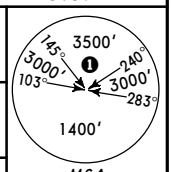
D-ATIS	FARO Approach	FARO Tower	Ground
124.2	119.4	120.75	118.57

VOR VFA	Final Apch Crs	Minimum Alt D7.0	DA(H)	Apt Elev / RWY
112.8	107°	2000′ (1976′)	400′ (376′)	24′ / 24′

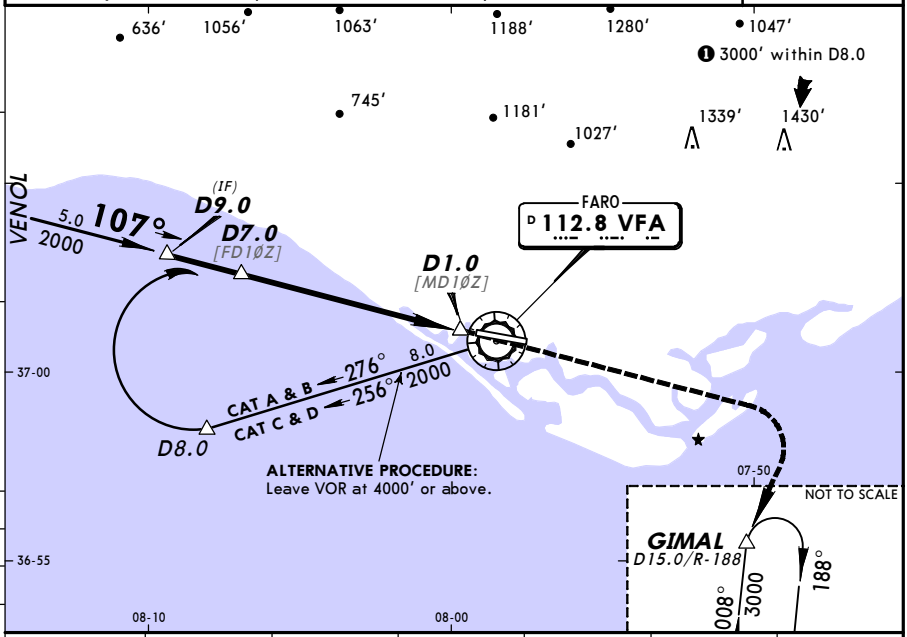
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, when passing 2000′ turn RIGHT to GIMAL holding and contact Faro APP.

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

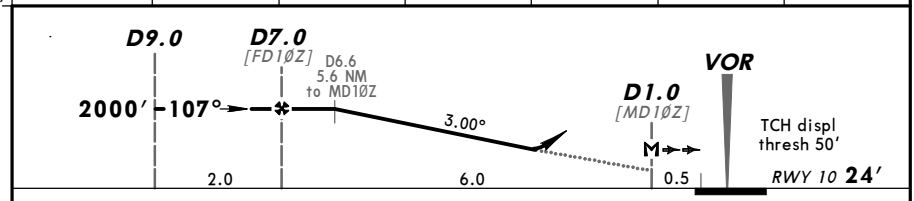
1. **DME required.** 2. Final apch track offset 4° from rwy centerline.



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 | 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: Bearings.

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LPFR/FAO
FARO

JEPPESEN
27 SEP 13 (13-2)

FARO, PORTUGAL
VOR Y Rwy 10

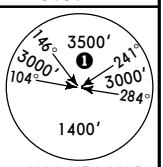
D-ATIS	FARO Approach	FARO Tower	Ground
124.2	119.4	120.75	118.57

BRIEFING STRIP TM

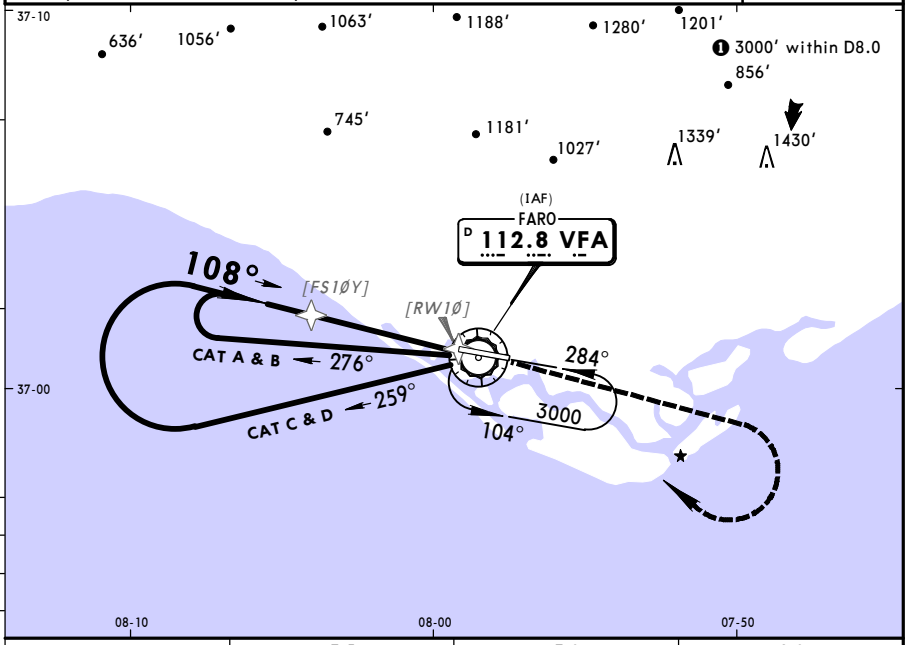
VOR VFA	Final Apch Crs	Minimum Alt	CDFA DA(H)	Apt Elev / RWY
112.8	108°	No FAF	420′ (396′)	Apt Elev 24′ / RWY 24′

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

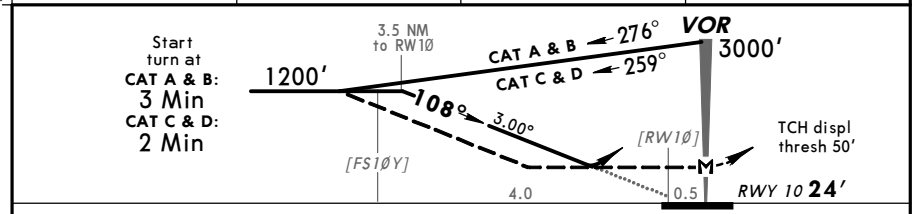
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 4000′
Final apch track offset 4° from rwy centerline.



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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LPFR/FAO
FARO

JEPPESEN
27 SEP 13 (13-3)

FARO, PORTUGAL
VOR Z Rwy 28

BRIEFING STRIP

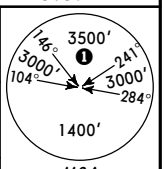
D-ATIS	FARO Approach	FARO Tower	Ground
124.2	119.4	120.75	118.57

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

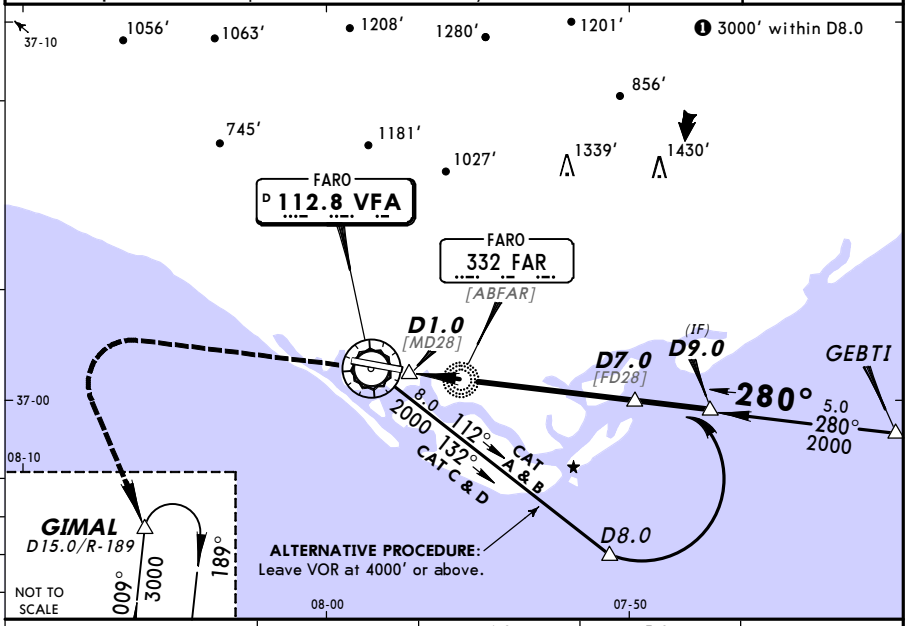
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, when passing 2000′ turn LEFT to GIMAL holding and contact Faro APP.

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

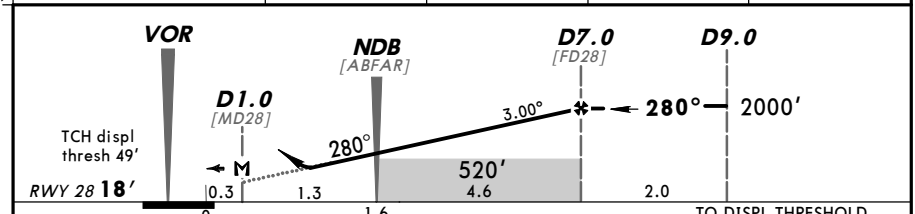
1. **DME required.** 2. Final apch track offset 4° from rwy centerline.



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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LPFR/FAO
FARO

JEPPESEN
26 DEC 14 (13-4) Eff 8 Jan

FARO, PORTUGAL
VOR Y Rwy 28

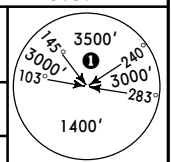
D-ATIS	FARO Approach	FARO Tower	Ground
124.2	119.4	120.75	118.57

BRIEFING STRIP

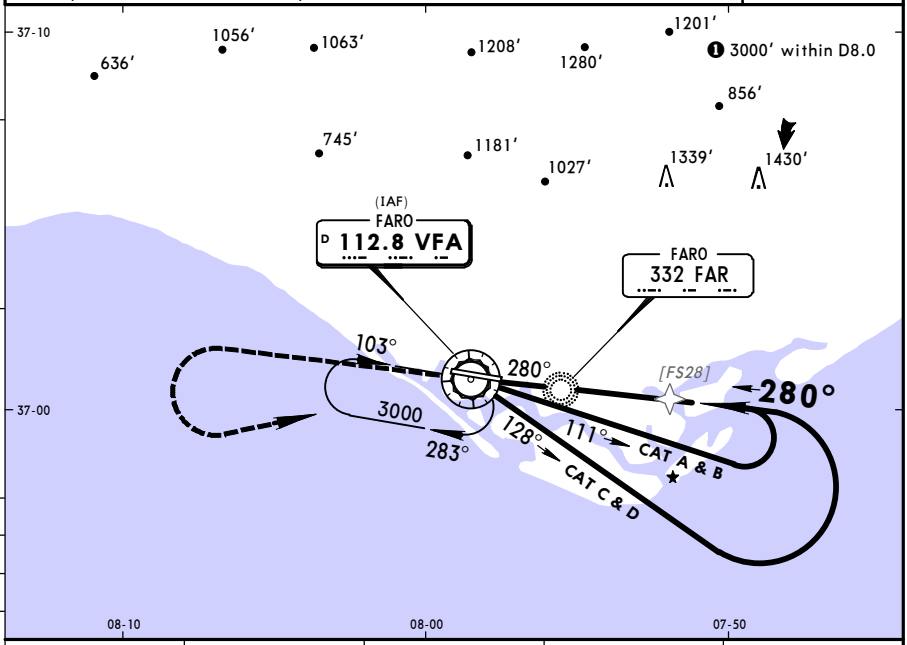
VOR VFA	Final Apch Crs	Minimum Alt	CDFA DA(H)	Apt Elev / RWY
112.8	280°	No FAF	460′ (442′)	24′ / 18′

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

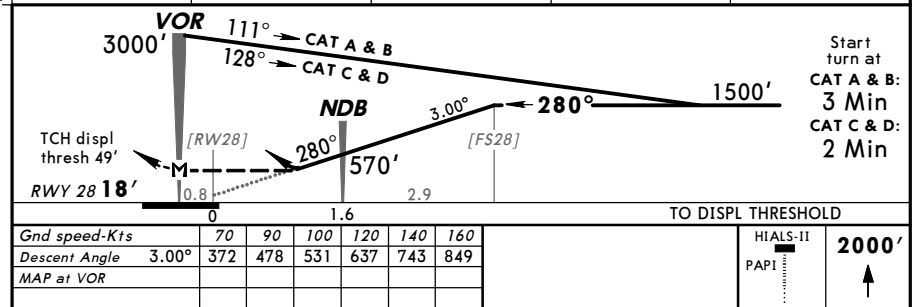
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 4000′
Final apch track offset 4° from rwy centerline.



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-II
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: Bearings.

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LPFR/FAO
FARO

JEPPESEN
26 DEC 14 (16-1) Eff 8 Jan

FARO, PORTUGAL
NDB Rwy 10

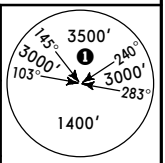
BRIEFING STRIP ™

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

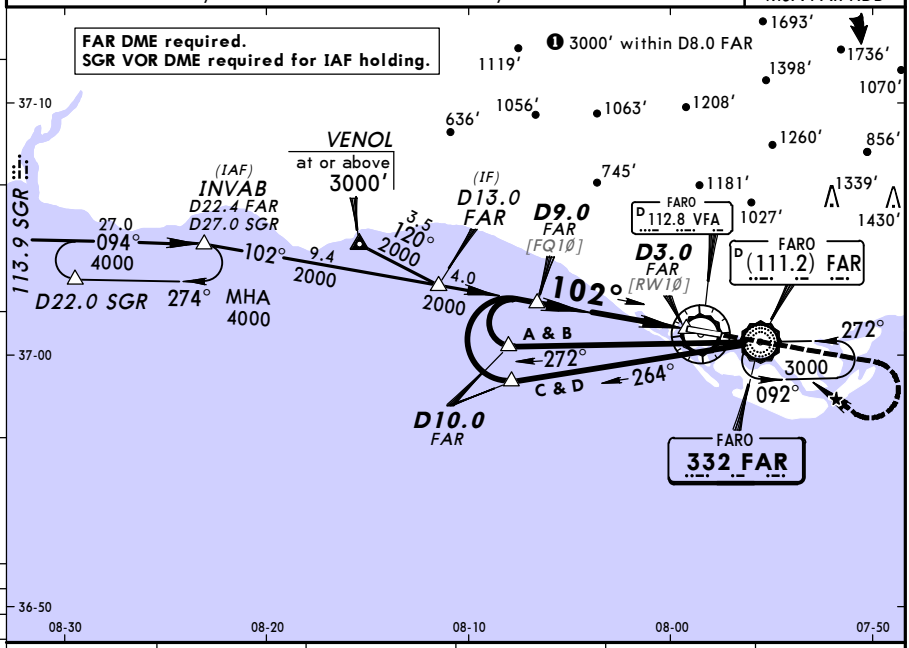
NDB	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
FAR 332	102°	D9.0 FAR 2000′ (1976′)	450′ (426′)	Apt Elev 24′ / RWY 24′

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

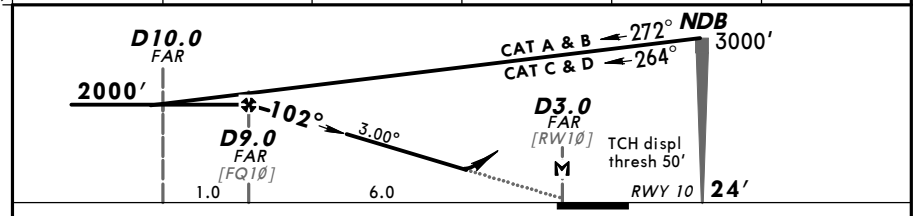
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 4000′



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: Bearings.

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LPFR/FAO
FARO

JEPPESEN
8 FEB 13 (16-2)

FARO, PORTUGAL
NDB Rwy 28

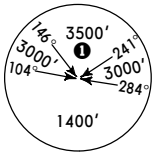
D-ATIS	FARO Approach	FARO Tower	Ground
124.2	119.4	120.75	118.57

BRIEFING STRIP TM

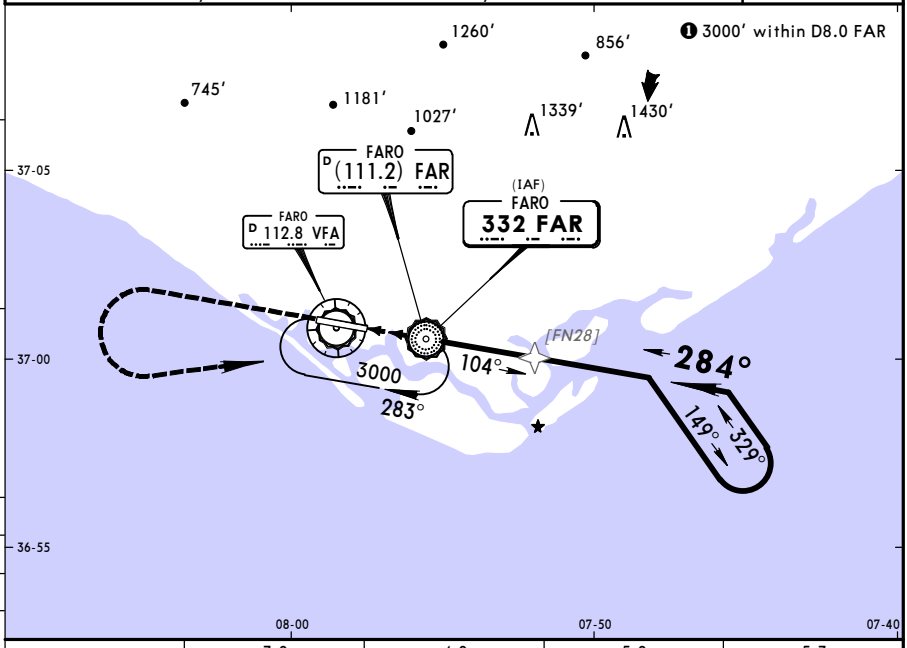
NDB FAR 332	Final Apch Crs 284°	Minimum Alt No FAF	DA(H) 570′ (552′)	Apt Elev 24′ RWY 18′

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

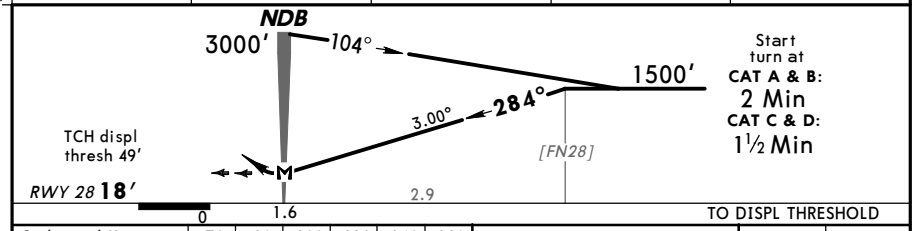
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 4000′



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′

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

PANS OPS

CHANGES: MSA.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 12-2016

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

No Chart Change Notices for Airport LPFR