GENERAL

Operational Hours

ATS Hours: H24

AD OPS Hours: 0600-0000‡. Extension possible until 0200‡, if requested until 2330‡.

Night Restriction

No TKOF/LDG 0000-0600‡, except:

- EMERG, ALTN.
- With special permission from AD.
- Delay caused by ATC.
- LDG/TKOF (if planned before 0000‡) permitted until 0100‡ due to unforeseeable delay reasons.
- LDG between 0500-0600‡ possible due to MET reason, if SKED time of ARR is planned after 0600‡.

Airport Information

RFF: CAT 8 (0530-0000‡).
CAT 9 granted for SKED FLTs with CAT 9 ACFT or O/R 72HR prior operation.

Fuel: 0800-0000‡; other times O/R.

PCN: RWY 10/28: 80/F/A/W/T

Operation

Low Visibility Procedure

LVP will be in force when RVR is at/below 800m and when CEIL is at/below 200ft.

ARR ACFT report ILS sensitive area vacated when ACFT completely out of yellow and green TWY CLL.

Stop and REQ further instructions at any STOP BAR lighted and at any TWY segment with CLL unlighted.

For push-back and start/gate entry PROC marshaller and/or follow-me mandatory.

DEP ACFT must wait for RVR improvement at stand.

TWY Restrictions

ACFT type B747 or similar taxi with outboard ENGs idle.

Taxilane between stands 201-213 restricted to ACFT up to 44m / 144ft wingspan. ACFT allocated to stand 201, 203, 205, 207, 209, 211 and 213 shall use TWY A to enter APN.

Taxi/Parking

Stands 314, 316, 318, 320, 322, 324 provided with APIS.

Marshaller is compulsory for stands without automatic guidance system.

Follow-me and marshaller are compulsory for ACFT with MAX wingspan above 65m / 213ft, if wingspan 65m / 213ft and below follow-me O/R.

APU

- APU may be used at stands 314, 316, 318, 320, 322, 324.
- Narrow-body: Use of APU restricted to MAX 5min after ARR and MAX 10min before EOBT.
- Wide-body: Use of APU restricted to MAX 10min after ARR and MAX 20min before EOBT.

Whenever APU is U/S, one ENG start-up is permitted on stand before push-back. Previous authorization shall be obtained from FARO Safety, before start-up CLR from TWR.

Fuelling

Authorization required for all refuelling OPS with PAX on board, embarking or disembarking. Contact Faro Safety 131.450.

ARRIVAL

Engine Run-up

- From 0600-0000‡.
- Allowed on all stands except 314, 316, 318, 320, 322 and 324 whenever loading bridges are connected to ACFT.
- Idle power only.
- Limited to 5 minutes.
- Above idle power at TWYs C2, P or E.

Warnings

Birds in vicinity of AD. Gas cannon units installed along RWY 10/28.

Speed

Unless otherwise advised by ATC, speed adjustment under radar CTL on ARR in accordance with the following:

- MAX IAS 280KT between FL245 and FL100.
- MAX IAS 250KT at and below FL100.
- MAX IAS 220KT at and below FL70.
- MAX IAS 200 at and below 4000ft.
- MAX IAS between 180KT and 160KT when established on final APCH segment.
- Thereafter 160KT until 4NM from THR.

Additionally, ATC may REQ specific speeds for accurate spacing.
Comply with speed adjustments as promptly as feasible within own operational constraints.
Advise ATC if change of speed is required for performance reasons.

Communication

COM Failure

In case of COM-Failure, proceed on last assigned FL to VFA VOR/DME and, over HLDG pattern, at ETA according FPL or EAT (when received and acknowledged), start descent to initial APCH altitude to carry out a standard IFR APCH to a suitable RWY according IAC.

In case of MISAP

ILS or LOC Z RWY 10
Follow standard MISAP. On GIMAL HLDG make one complete HLDG pattern at 3000ft and then proceed to FR609 - FR450 to perform another ILS APCH.

ILS or LOC Y RWY 10
Follow standard MISAP. On GIMAL HLDG make one complete HLDG pattern at 3000ft and then proceed to VFA DVOR/DME to perform another ILS APCH.

ILS or LOC Z RWY 28
Follow standard MISAP. On GIMAL HLDG make one complete HLDG pattern at 3000ft and then proceed to VFA DVOR/DME on R188 and then to GEBTI on R279 to perform another ILS APCH.

ILS or LOC Y RWY 28
Follow standard MISAP. On GIMAL HLDG make one complete HLDG pattern at 3000ft and then proceed to VFA DVOR/DME on R188 to perform another ILS APCH.

RNAV (GNSS) RWY 10
Follow standard MISAP. On GIMAL HLDG make one complete HLDG pattern at 3000ft and then proceed to FR453 to perform another GNSS APCH.

DEPARTURE

Take-off Minima

RWY		10/28	
All ACFT	ft - m/km	0 - 125R	-

Communication

COM Failure

Fly at/to assigned and acknowledged LVL or to LVL of SID if higher until passing D30 VFA. Thereafter adjust LVL and speed in accordance with FPL.

If being radar vectored or proceeding offset, rejoin current FPL route after having passed D30 VFA and proceed as above.

If cleared direct to..., fly at/to assigned and acknowledged LVL or to FL60, whichever is higher, until passing D30 VFA, maintain the current FPL route.

Departure Procedure

Noise Abatement Procedure

ACFT noise certificated according to ICAO Annex 16, Chapter 3 (INCL B737-200):
TKOF to 1000ft AGL:
- TKOF power
- TKOF flaps
- climb at V2 + 10KT (or as limited by body angle)

At 1000ft AGL
- maintain positive rate of climb
- accelerate to zero flap minimum safe maneuvering speed (Vzf)
- retract flaps on schedule

Thereafter reduce thrust consistent with the following:
- for high by-pass ratio engines reduce to normal climb power/thrust
- for low by-pass ratio engines, reduce power/thrust to below normal climb thrust but not less than that necessary to maintain the final take-off engine out climb gradient; and
- for aeroplanes with slow flap retracting reduce power/thrust at an intermediate flap setting.

1000ft-3000ft AGL
- climb at not greater than Vzf + 10KT

At 3000ft AGL
- accelerate smoothly to en route climb speed

Departure Notes

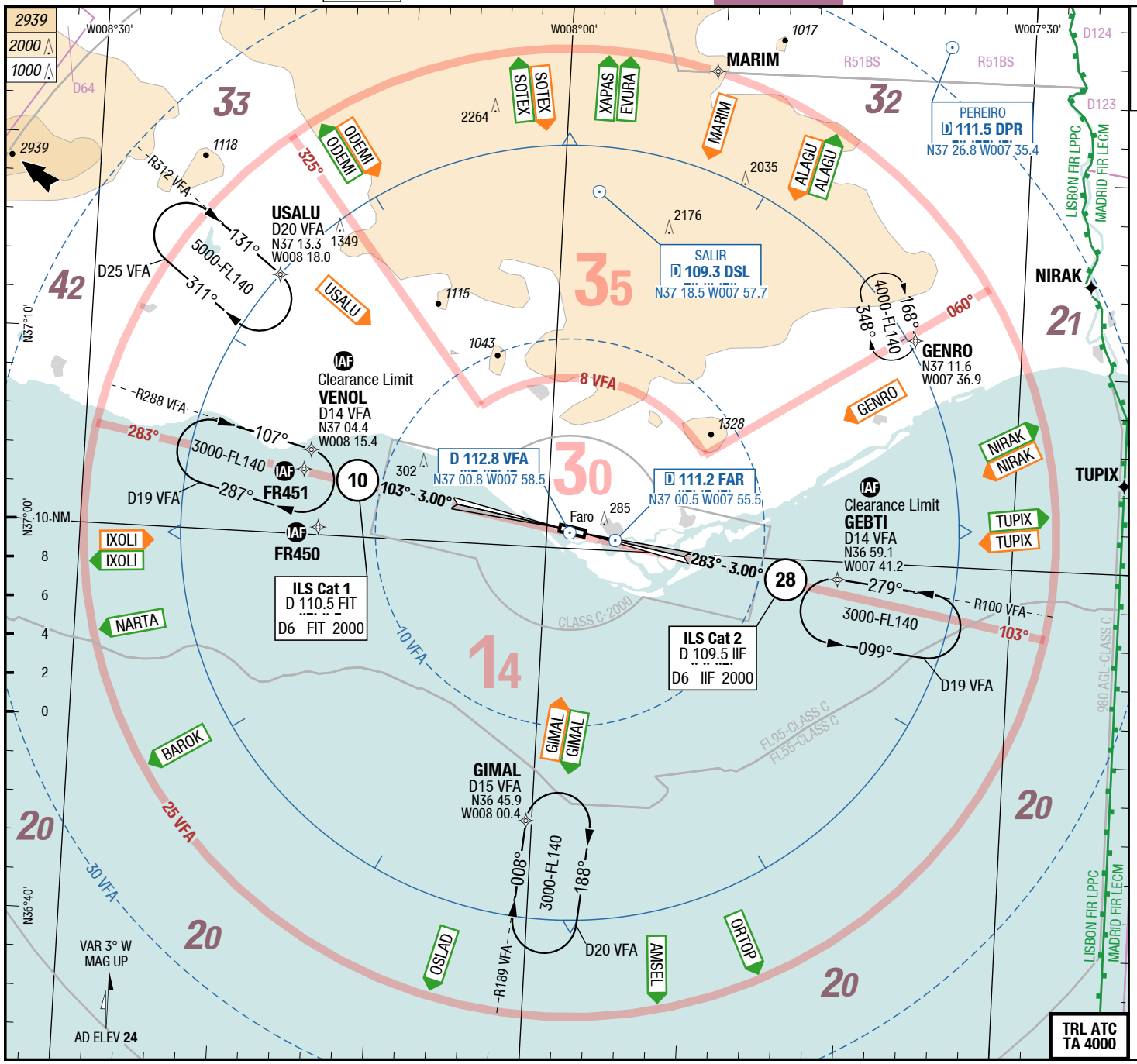
ODEMI 8U: To be used between 0800-2200‡ only. Alternative ODEMI 1U.
XAPAS 8U: To be used between 0800-2200‡ only. Alternative XAPAS 6V.
XAPAS 6L: For light ACFT only.

ATC Slot, Clearance

Contact GND 10min before start-up, report callsign, stand number, cruising LVL and ATIS code.

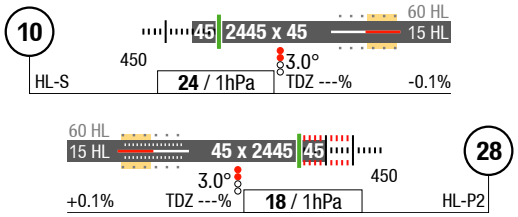
De-Icing

Not AVBL.

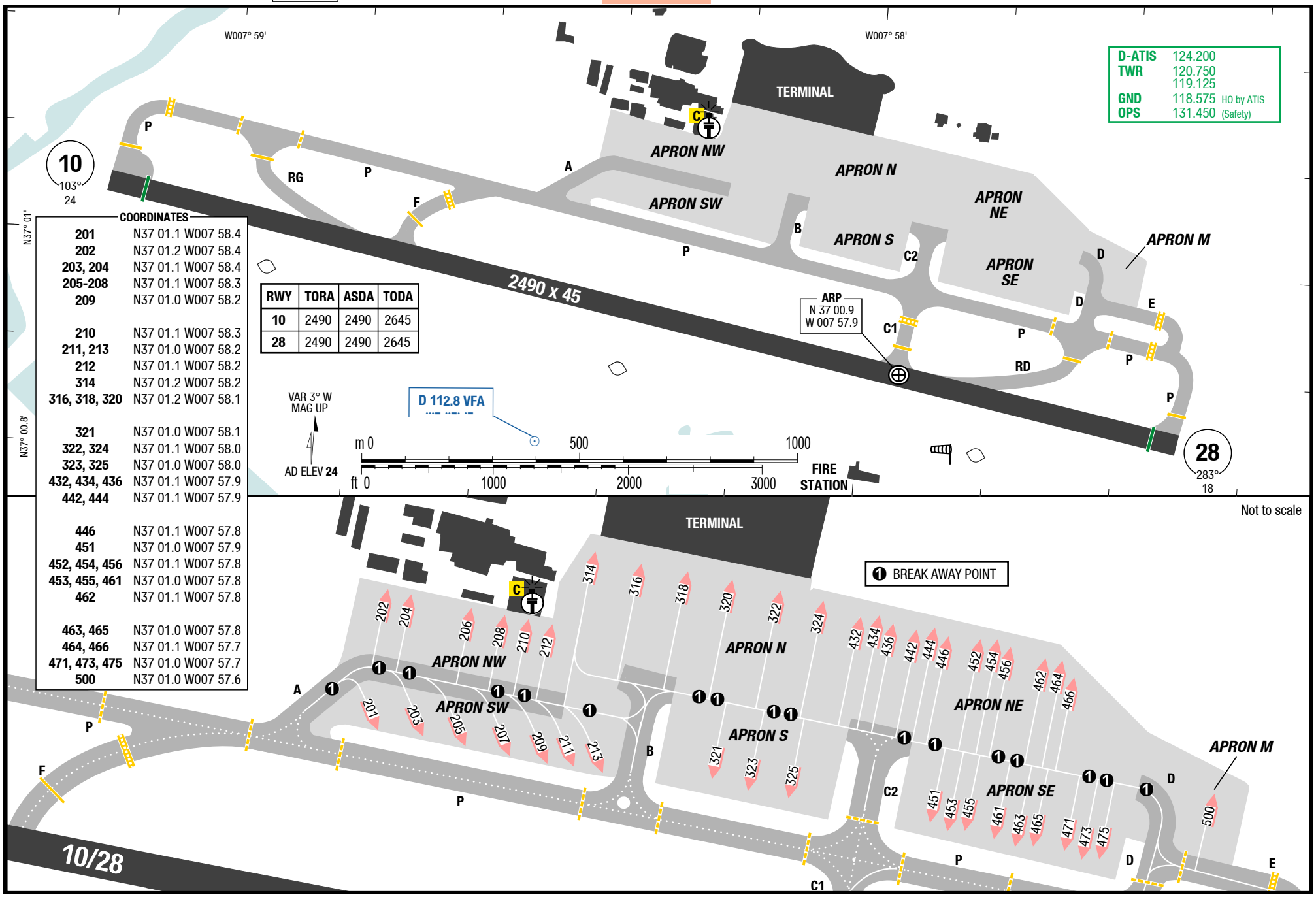


D-ATIS	124.200	
APP	119.400	
TWR	120.750	119.125
GND	118.575 HO by ATIS	

Landing RWY system:

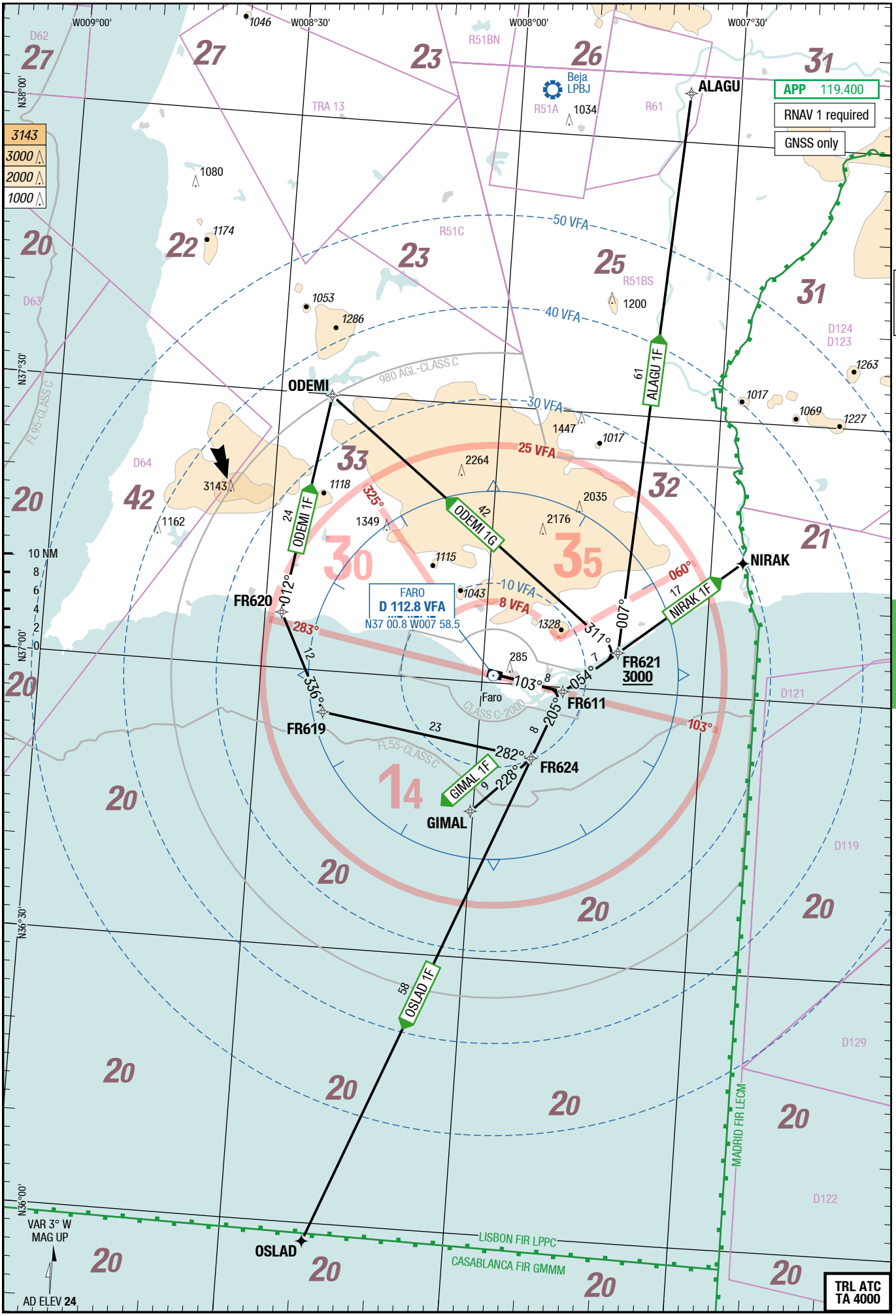


Changes: Navaid FAR CHG, OBST

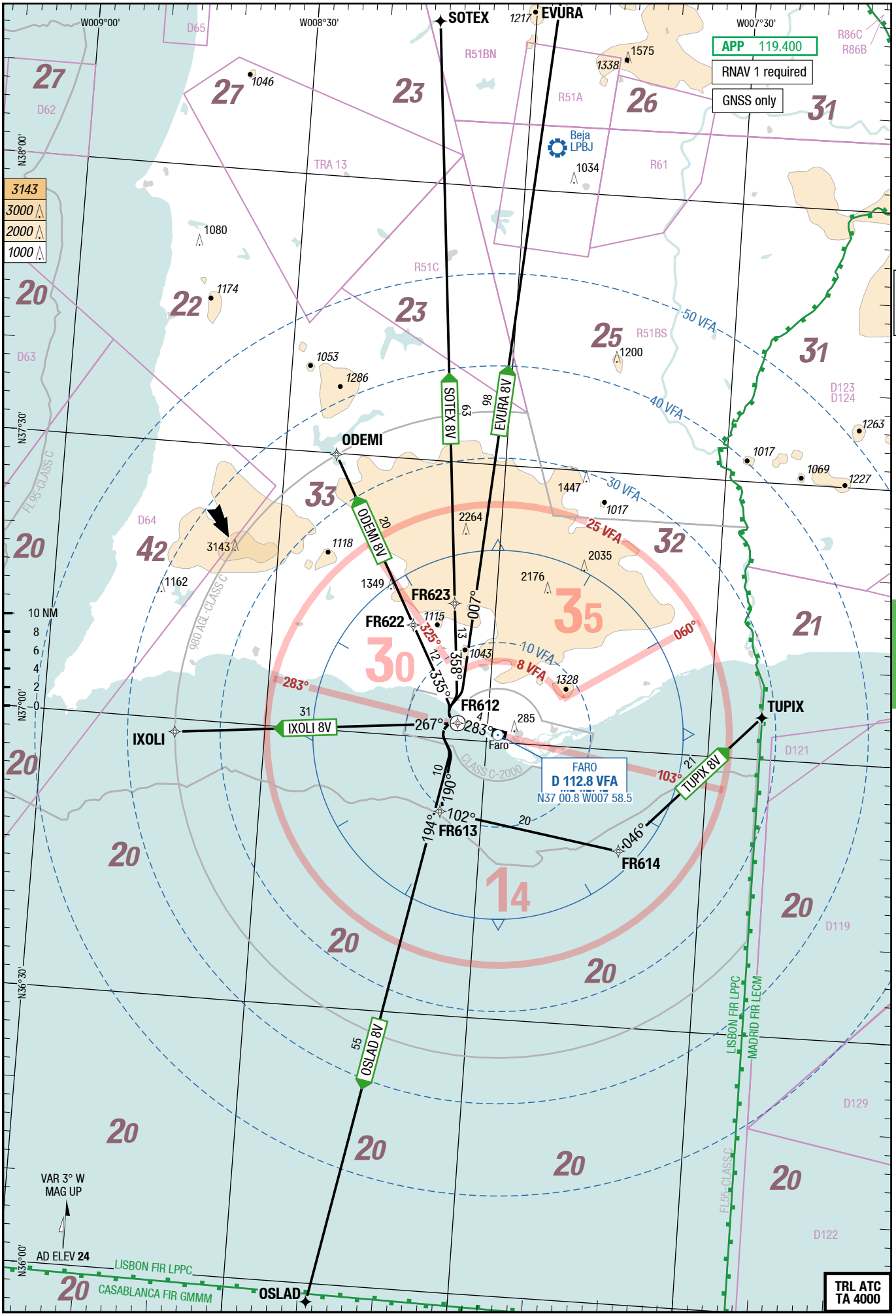


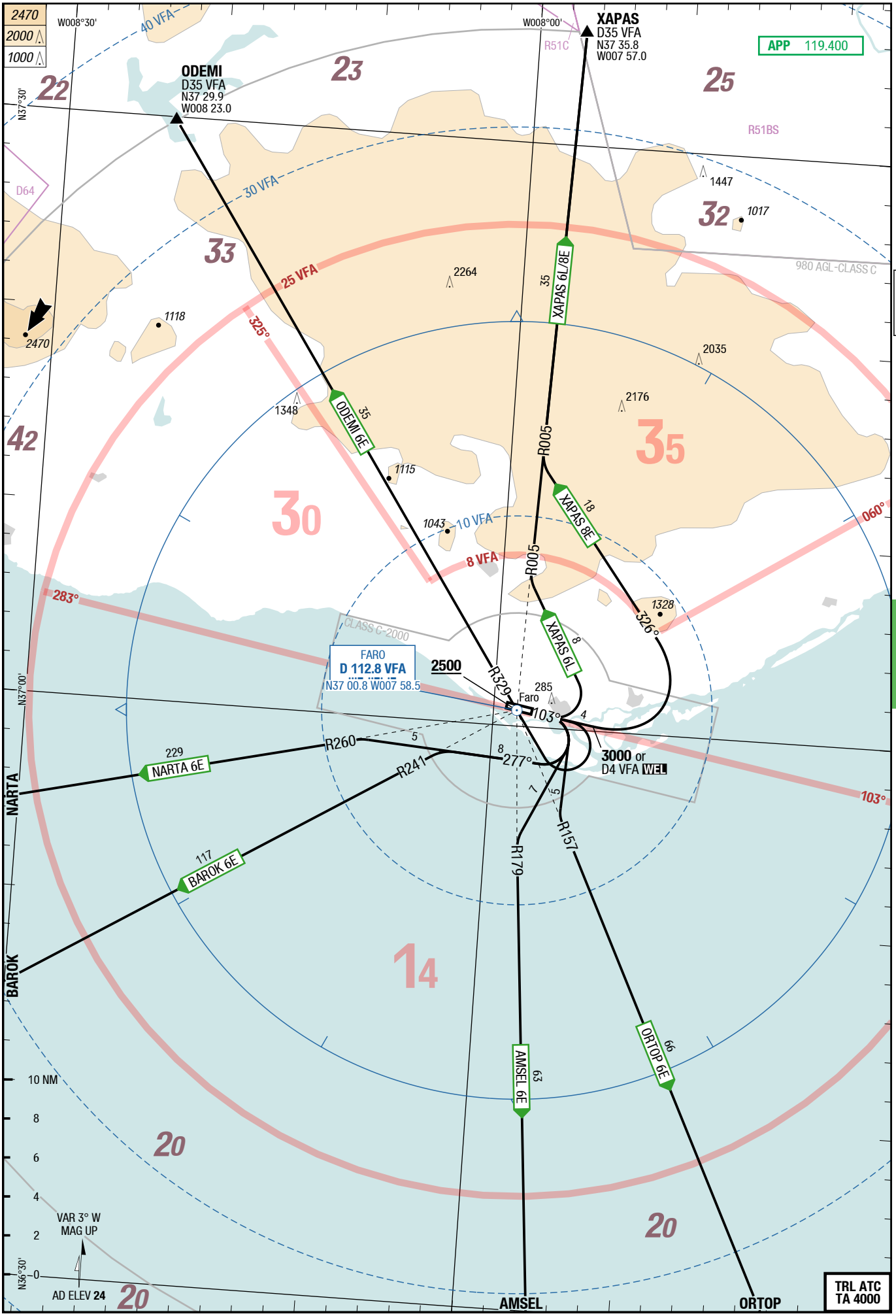
Changes: NAVAID, Parking Stands 210, 212

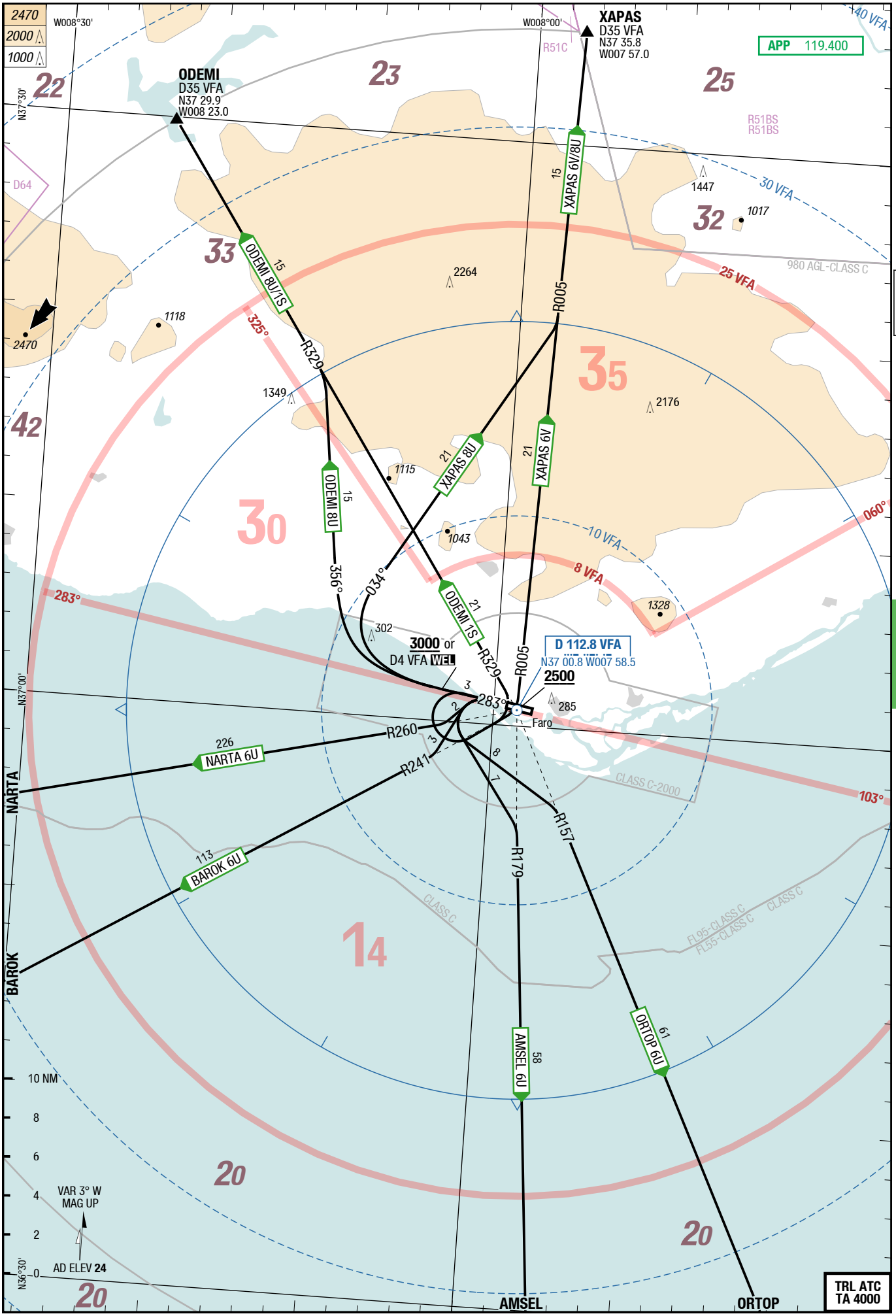
Changes: OBST, Note, PROC renumbered



Changes: PROC renumbered, OBST, Note




2470
2000
1000
W008°30'
W008°00'
40 VFA
30 VFA
25 VFA
10 VFA
8 VFA
ODEMI
D35 VFA
N37 29.9
W008 23.0
XAPAS
D35 VFA
N37 35.8
W007 57.0
APP 119.400
R51C
R51BS
D64
980 AGL-CLASS C
CLASS C-2000
FARO
D 112.8 VFA
N37 00.8 W007 58.5
2500
Faro
285
ODEMI 6E
XAPAS 6L/8E
XAPAS 8E
XAPAS 6L
R005
R329
103°
060°
283°
326°
325°
NARTA 6E
BAROK 6E
R260
R241
277°
R179
R157
3000 or
D4 VFA WEL
AMSEL 6E
ORTOP 6E
NARTA
BAROK
AMSEL
ORTOP
10 NM
VAR 3° W
MAG UP
AD ELEV 24
TRL ATC
TA 4000
N37°30'
N37°00'
N36°30'
1447
1017
2264
1118
2470
1348
1115
1043
2035
2176
1328
22
23
25
32
33
35
42
30
14
20


2470
2000
1000
W008°30'
W008°00'
XAPAS
D35 VFA
N37 35.8
W007 57.0
APP 119.400
ODEMI
D35 VFA
N37 29.9
W008 23.0
R51C
R51BS
R51BS
D64
N37°30'
N37°00'
N36°30'
22
23
25
32
33
35
42
30
14
20
1447
1017
2264
1118
2470
1349
2176
1115
1043
1328
302
285
980 AGL-CLASS C
40 VFA
30 VFA
25 VFA
10 VFA
8 VFA
ODEMI 8U/1S
XAPAS 6V/8U
XAPAS 8U
XAPAS 6V
ODEMI 8U
ODEMI 1S
R329
R005
325°
356°
034°
060°
283°
103°
3000 or
D4 VFA WEL
D 112.8 VFA
N37 00.8 W007 58.5
2500
Faro
NARTA 6U
BAROK 6U
R260
R241
R157
R179
226
113
NARTA
BAROK
CLASS C-2000
CLASS C
FL95-CLASS C
FL55-CLASS C
AMSEL 6U
ORTOP 6U
58
61
AMSEL
ORTOP
10 NM
8
6
4
2
0
VAR 3° W
MAG UP
AD ELEV 24
TRL ATC
TA 4000

ALAGU 1F / GIMAL 1F / NIRAK 1F / ODEMI 1F / ODEMI 1G / OSLAD 1F

RWY 10 (103°)

After take-off, contact Faro APP.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 10	
ALAGU 1F **119.400**	FR611 - FR621 - ALAGU	FR621 MNM **3000** Initial climb **FL60**
GIMAL 1F **119.400**	FR611 - FR624 - GIMAL	Initial climb **FL60**
NIRAK 1F **119.400**	FR611 - FR621 - NIRAK	FR621 MNM **3000** Initial climb **FL60**
ODEMI 1F **119.400**	FR611 - FR624 - FR619 - FR620 - ODEMI	Initial climb **FL60**
ODEMI 1G **119.400**	FR611 - FR621 - ODEMI	FR621 MNM **3000** Initial climb **FL60**
OSLAD 1F **119.400**	FR611 - FR624 - OSLAD	Initial climb **FL60**

Changes: PROC renumbered

EVURA 8V / IXOLI 8V / ODEMI 8V / OSLAD 8V / SOTEX 8V / TUPIX 8V

RWY 28 (283°)

After take-off, contact Faro APP.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 28	
EVURA 8V **119.400**	FR612 - EVURA	initial climb **FL60**
IXOLI 8V **119.400**	FR612 - IXOLI	initial climb **FL60**
ODEMI 8V **119.400**	FR612 - FR622 - ODEMI	initial climb **FL60**
OSLAD 8V **119.400**	FR612 - OSLAD	initial climb **FL60**
SOTEX 8V **119.400**	FR612 - FR623 - SOTEX	initial climb **FL60**
TUPIX 8V **119.400**	FR612 - FR613 - FR614 - TUPIX	initial climb **FL60**

Changes: PROC renumbered

AMSEL 6E / BAROK 6E / NARTA 6E / ODEMI 6E / ORTOP 6E / XAPAS 6L / XAPAS 8E
RWY 10 (103°)

After take-off, contact Faro APP.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 10	
AMSEL 6E **119.400**	**RT** intercept R179 **VFA** to AMSEL	initial climb **FL60**
BAROK 6E **119.400**	**RT** 277° intercept R241 **VFA** to BAROK	initial climb **FL60**
NARTA 6E **119.400**	**RT** 277° intercept R260 **VFA** to NARTA	initial climb **FL60**
ODEMI 6E **119.400**	**RT** direct **VFA** - R329 **VFA** to ODEMI	**VFA** MNM **2500** initial climb **FL60**
ORTOP 6E **119.400**	**RT** intercept R157 **VFA** to ORTOP	initial climb **FL60**
XAPAS 6L **119.400**	**LT** intercept R005 **VFA** to XAPAS	initial climb **FL60**
XAPAS 8E **119.400**	at **3000** or D4 **VFA**, whichever is later, **LT** 326° intercept R005 **VFA** to XAPAS	initial climb **FL60**

AMSEL 6U / BAROK 6U / NARTA 6U / ODEMI 1S / ODEMI 8U / ORTOP 6U / XAPAS 6V / XAPAS 8U

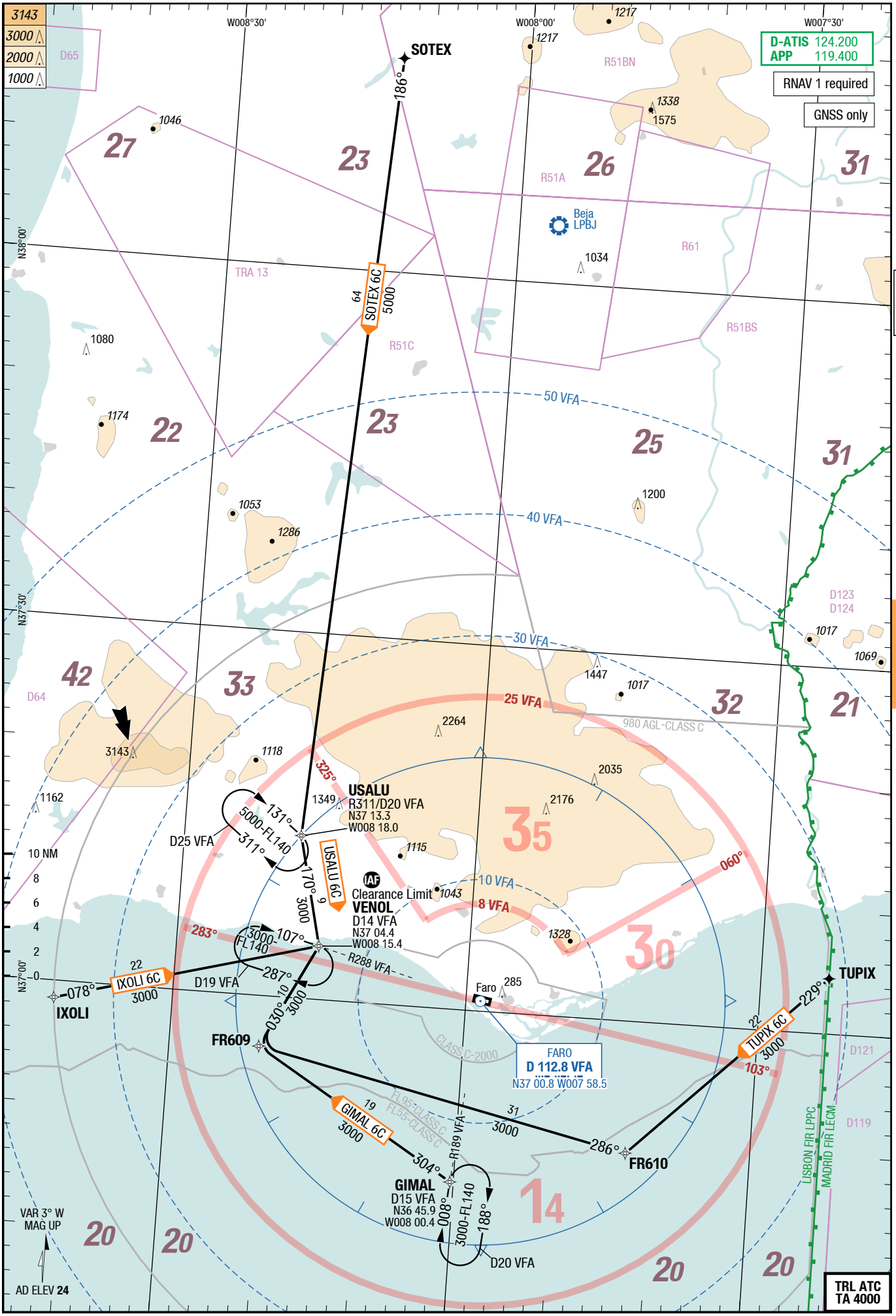
RWY 28 (283°)

After take-off, contact Faro APP

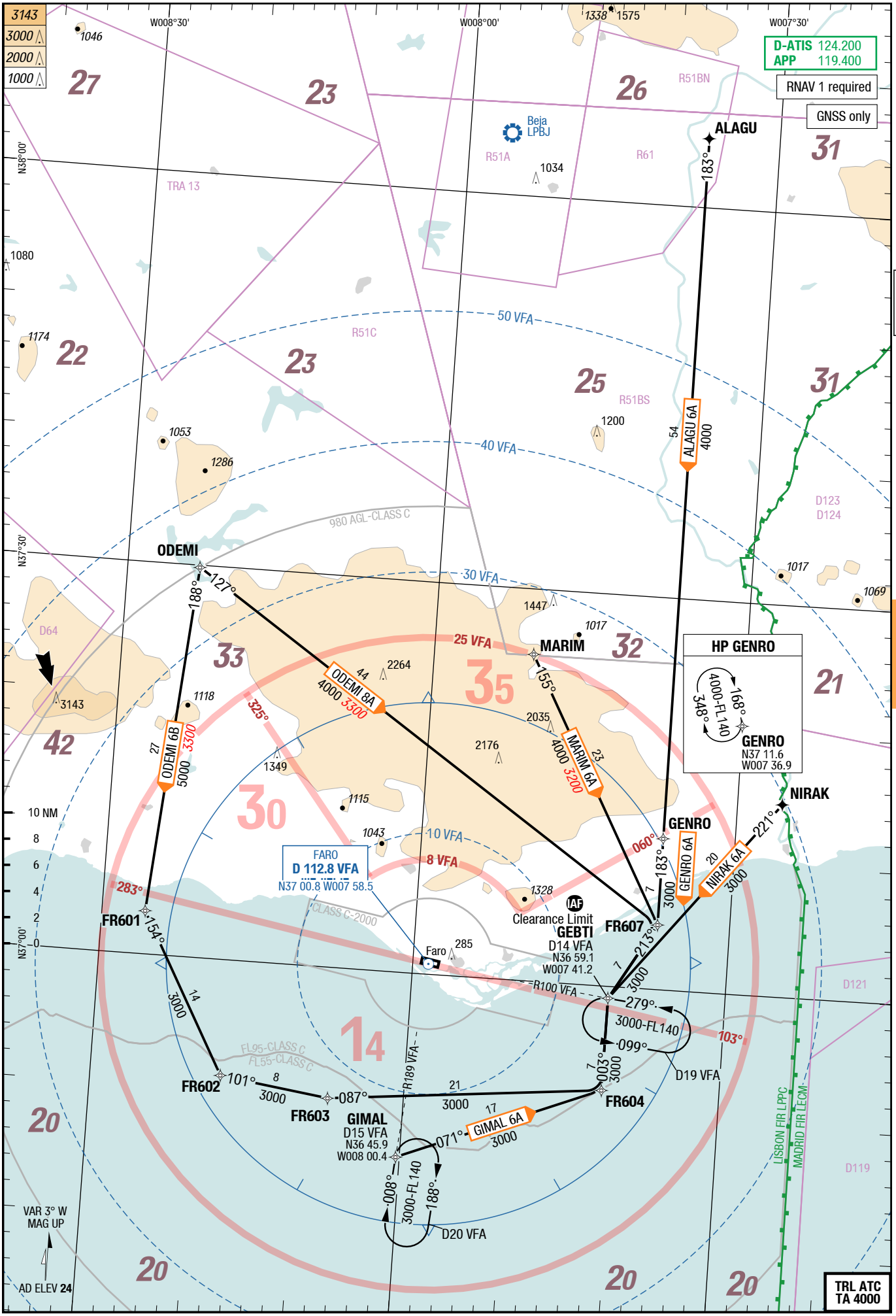
DESIGNATOR	ROUTING	ALTITUDES
	Runway 28	
AMSEL 6U **119.400**	**LT** intercept R179 **VFA** to AMSEL	Initial climb **FL60**
BAROK 6U **119.400**	**LT** intercept R241 **VFA** to BAROK	Initial climb **FL60**
NARTA 6U **119.400**	**LT** intercept R260 **VFA** to NARTA	Initial climb **FL60**
ODEMI 1S **119.400**	**LT** direct **VFA** - R329 **VFA** to ODEMI	**VFA** MNM **2500** Initial climb **FL60**
ODEMI 8U **119.400** ①	at MNM **3000** or D4 **VFA**, whichever is later, **RT** 356° intercept R329 **VFA** to ODEMI	Initial climb **FL60**
ORTOP 6U **119.400**	**LT** intercept R157 **VFA** to ORTOP	Initial climb **FL60**
XAPAS 6V **119.400**	**LT** direct **VFA** - R005 **VFA** to XAPAS	**VFA** MNM **2500** Initial climb **FL60**
XAPAS 8U **119.400** ①	at MNM **3000** or D4 **VFA**, whichever is later, **RT** 034° intercept R005 **VFA** to XAPAS	Initial climb **FL60**

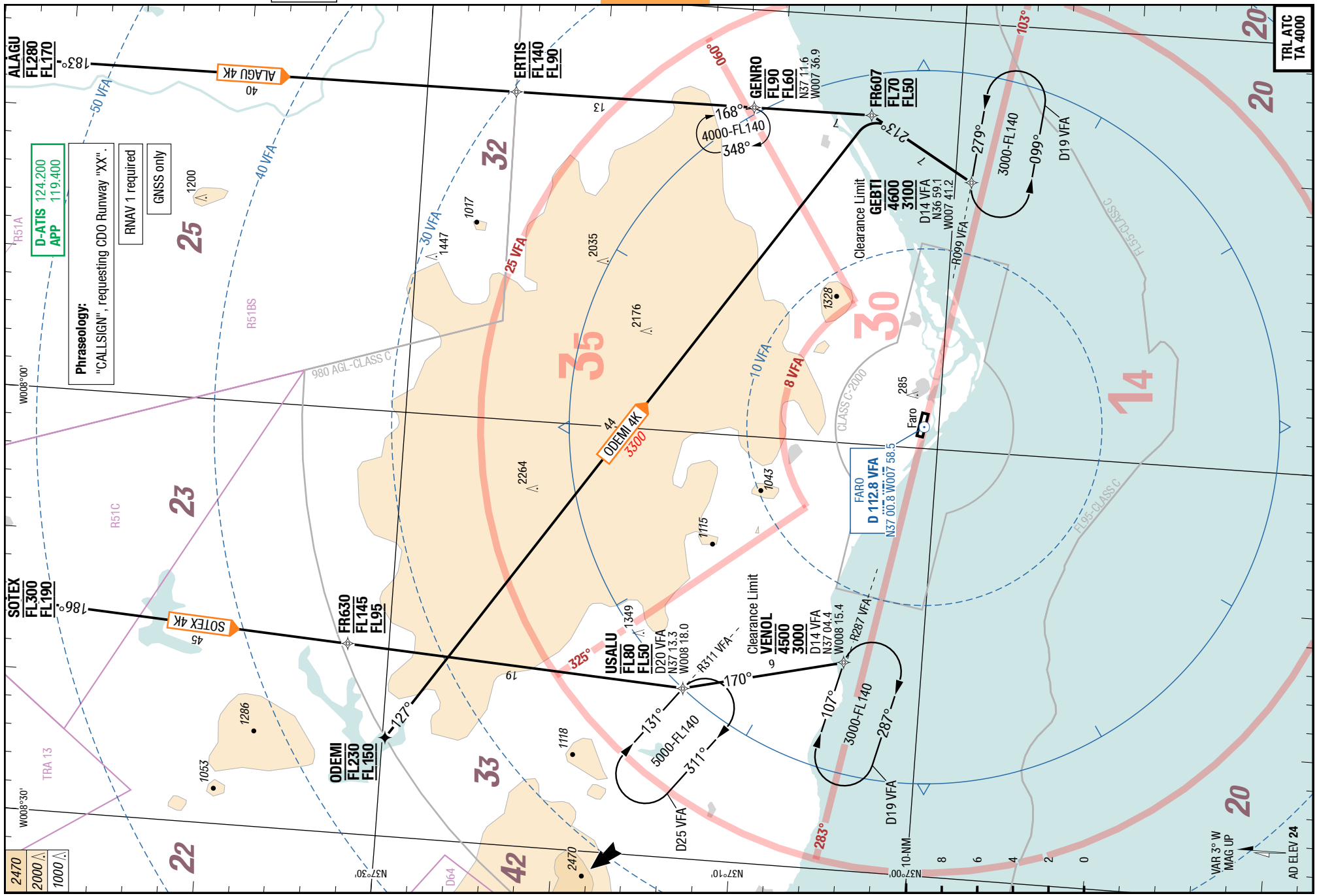
① To be used between 0800 and 2200.

Changes: Note, PROC renumbered, OBST, Editorial

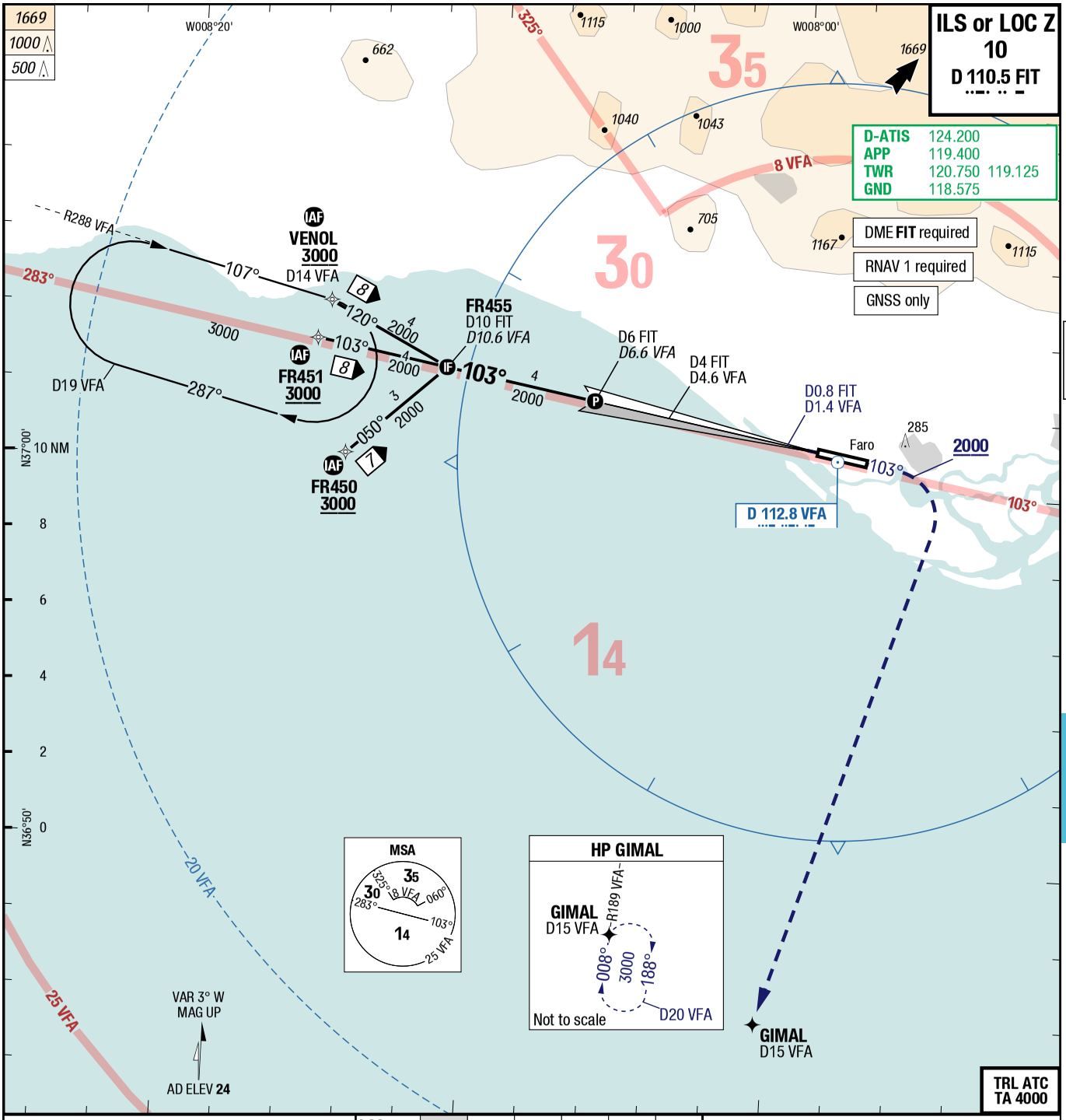


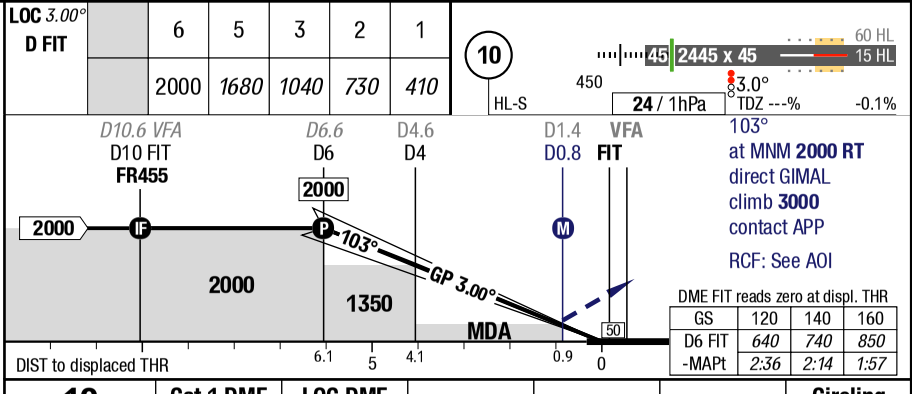
Changes: OBST, Note, PROC renumbered, Editorial





Changes: ASP, Note, OBST, PROC renumbered, MEA



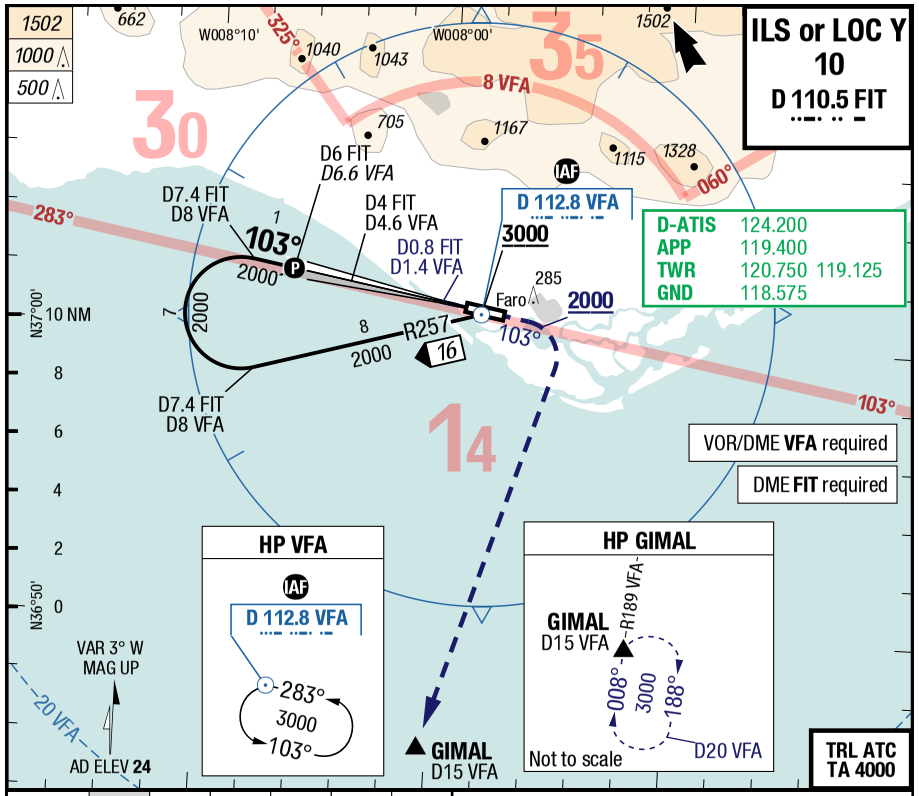


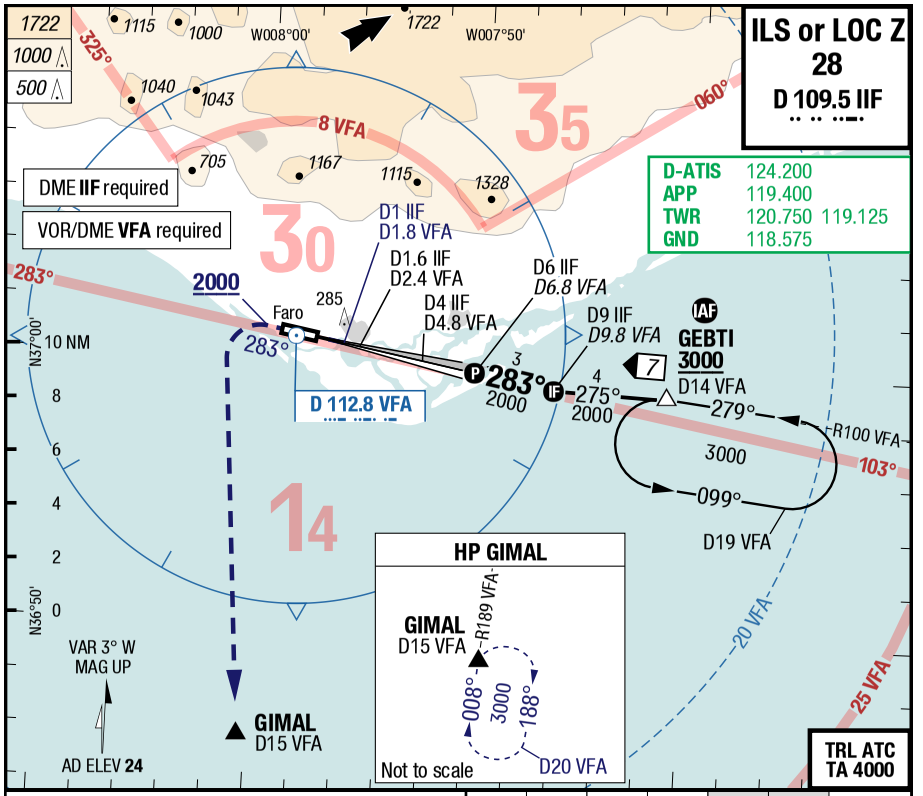
10		Cat 1 DME 1)	LOC DME				Circling S of RWY only
C	ft - m/km ft	200 - 750 **230**	310 - 1.0 **330**				600 - 2.4V **630**
D	ft - m/km ft	200 - 750 **230**	310 - 1.0 **330**				700 - 3.6V **730**

1) With EVS 550m

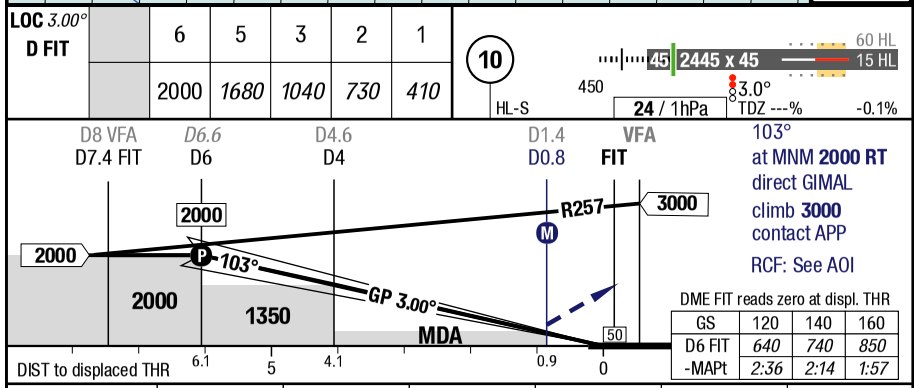
FAO-LPFR — ILS or LOC Y 10

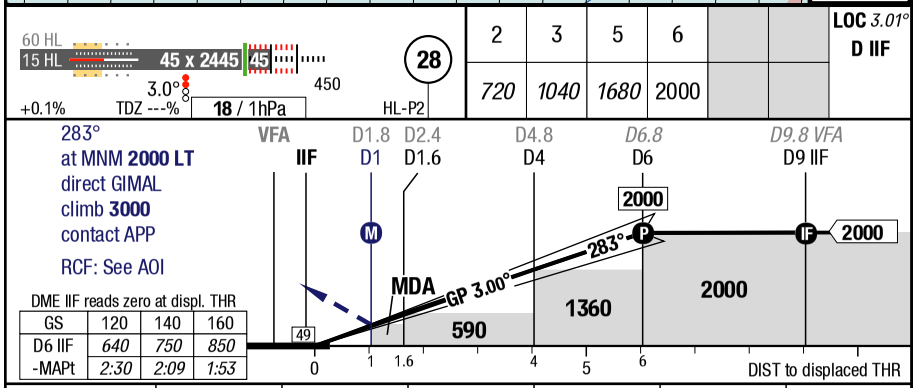
Faro Portugal — ILS or LOC Z 28





DIFFERENT SCALE





10		Cat 1 DME [1]	LOC DME				Circling S of RWY only
C	ft - m/km ft	200 - 750 **230**	310 - 1.0 **330**				600 - 2.4V **630**
D	ft - m/km ft	200 - 750 **230**	310 - 1.0 **330**				700 - 3.6V **730**

1) With EVS 550m

Changes: new

28		Cat 2 DME	Cat 1 DME [1]	LOC DME			Circling S of RWY only
C	ft - m/km ft	100 - 300R **97** RA	200 - 750 **220**	380 - 1.3 **390**			600 - 2.4V **630**
D	ft - m/km ft	100 - 300R **97** RA [2]	200 - 750 **220**	380 - 1.3 **390**			700 - 3.6V **730**

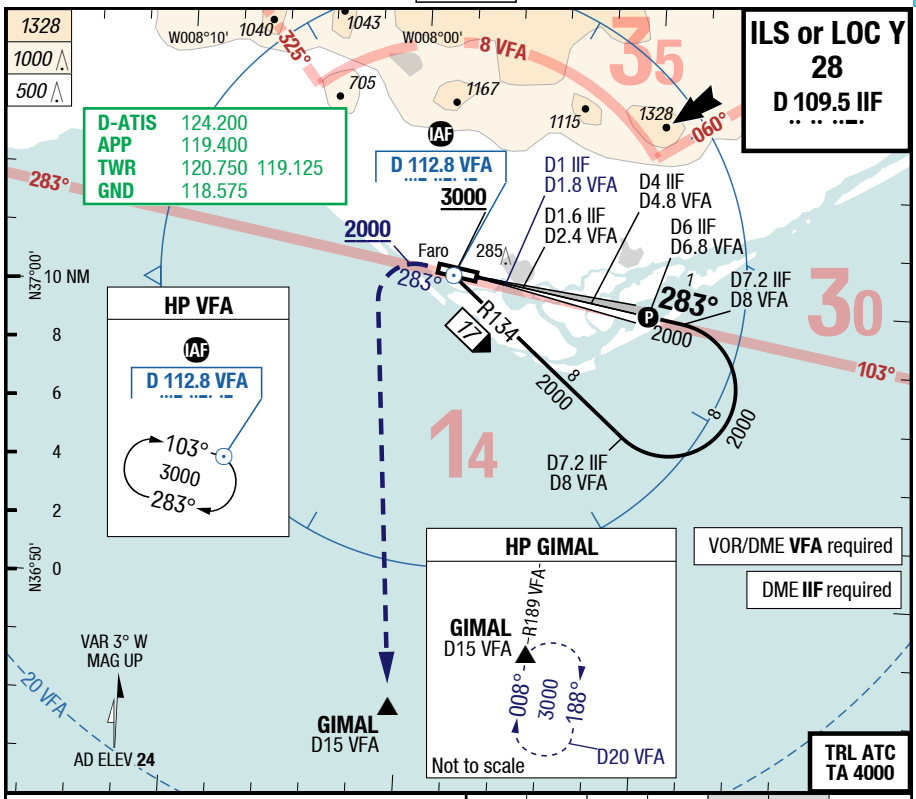
1) With EVS 500m
2) If not conducting autoland RVR 350m required

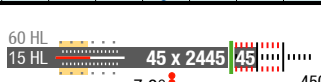
Changes: new

FAO-LPFR

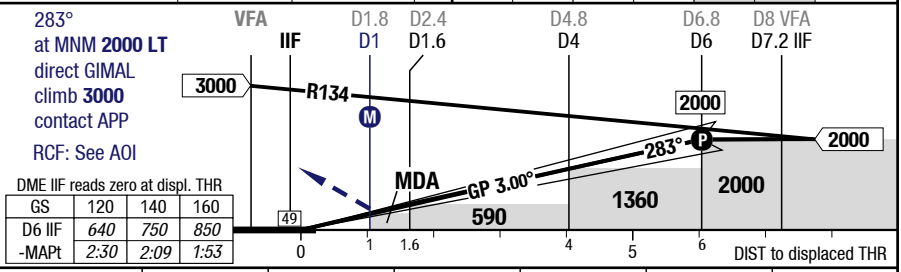
7-30

ILS or LOC Y 28





2	3	5	6			LOC 3.01° D IIF
720	1040	1680	2000			



DME IIF reads zero at displ. THR

GS	120	140	160
D6 IIF	640	750	850
-MAPt	2:30	2:09	1:53

28		Cat 2 DME	Cat 1 DME 1)	LOC DME			Circling S of RWY only
C	ft - m/km ft	100 - 300R **97** RA	200 - 750 **220**	380 - 1.3 **390**			600 - 2.4V **630**
D	ft - m/km ft	100 - 300R **97** RA 2)	200 - 750 **220**	380 - 1.3 **390**			700 - 3.6V **730**

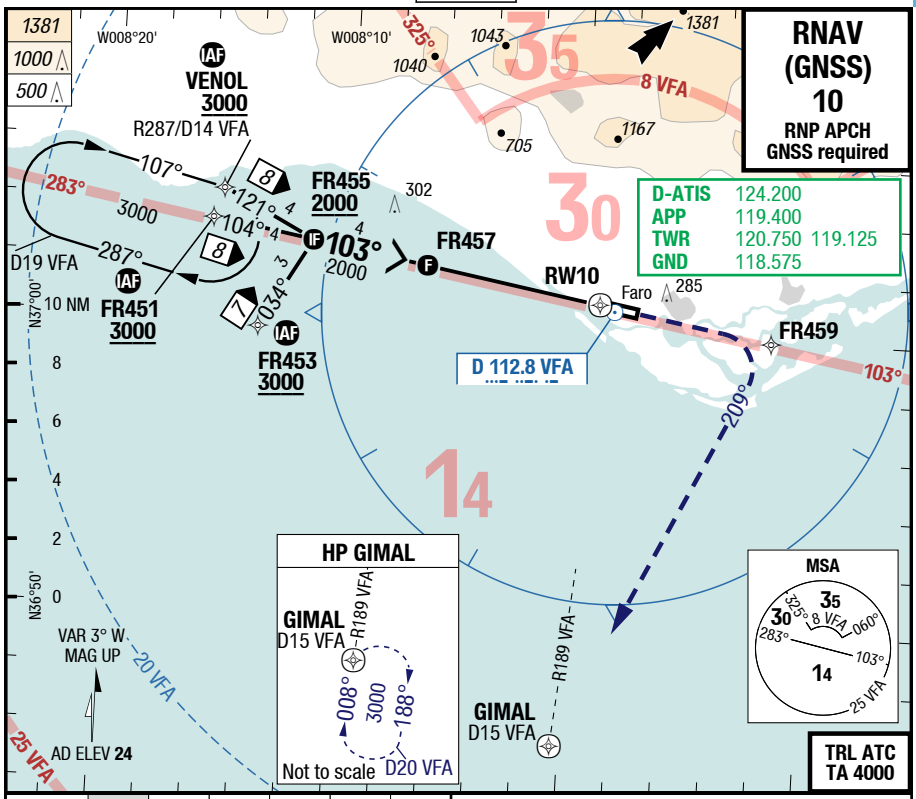
1) With EVS 500m
2) If not conducting autoland RVR 350m required

Changes: new

FAO-LPFR

7-50

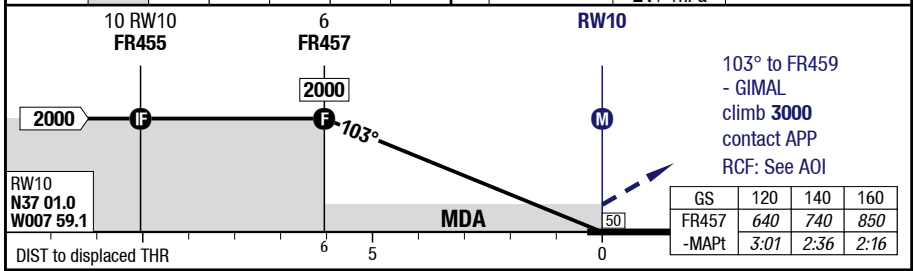
RNAV (GNSS) 10



3.00° RW10	6	5	4	3	2
	2000	1670	1350	1030	710

10 HL-S

2445 x 45 | 60 HL | 15 HL | 450 | 3.0° | 24 / 1hPa | TDZ ---% | -0.1%



GS	120	140	160
FR457	*640*	*740*	*850*
-MAPt	*3:01*	*2:36*	*2:16*

10		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling 3)
C	ft - m/km	360 - 1.2	380 - 1.3				600 - 2.4V
	ft	**380**	**400**				**630**
D	ft - m/km	360 - 1.2	380 - 1.3				700 - 3.6V
	ft	**380**	**400**				**730**

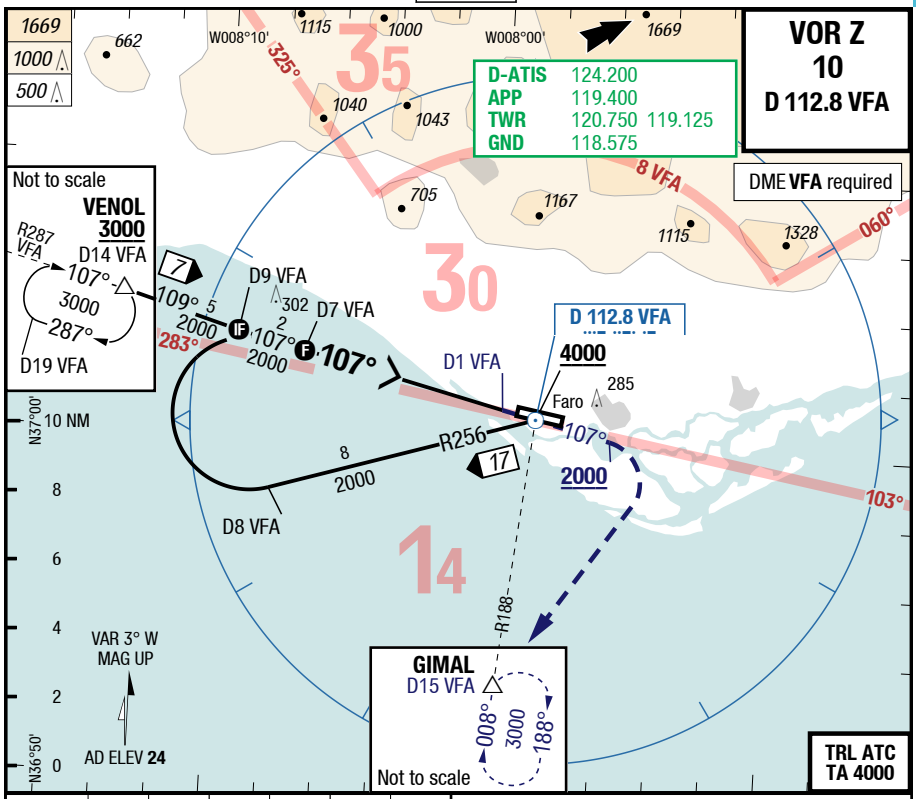
1) Uncompensated BARO VNAV NA below 0°C (32°F)
2) With EVS 800m, wo EVS use STD
3) S of RWY 10/28 only

Changes: Navaid FAR removed, OBST

FAO-LPFR

7-70

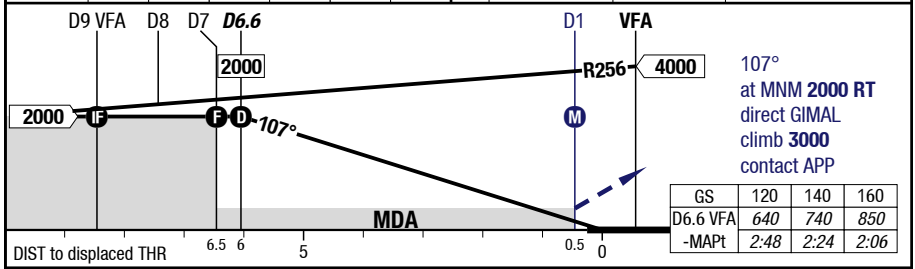
VOR Z 10



3.00° D VFA 107° RWY 103°	6.6	6	5	4	3	2
	2000	1810	1500	1180	860	540

10 HL-S

60 HL
45 2445 x 45 15 HL
450
3.0°
24 / 1hPa
TDZ ---% -0.1%

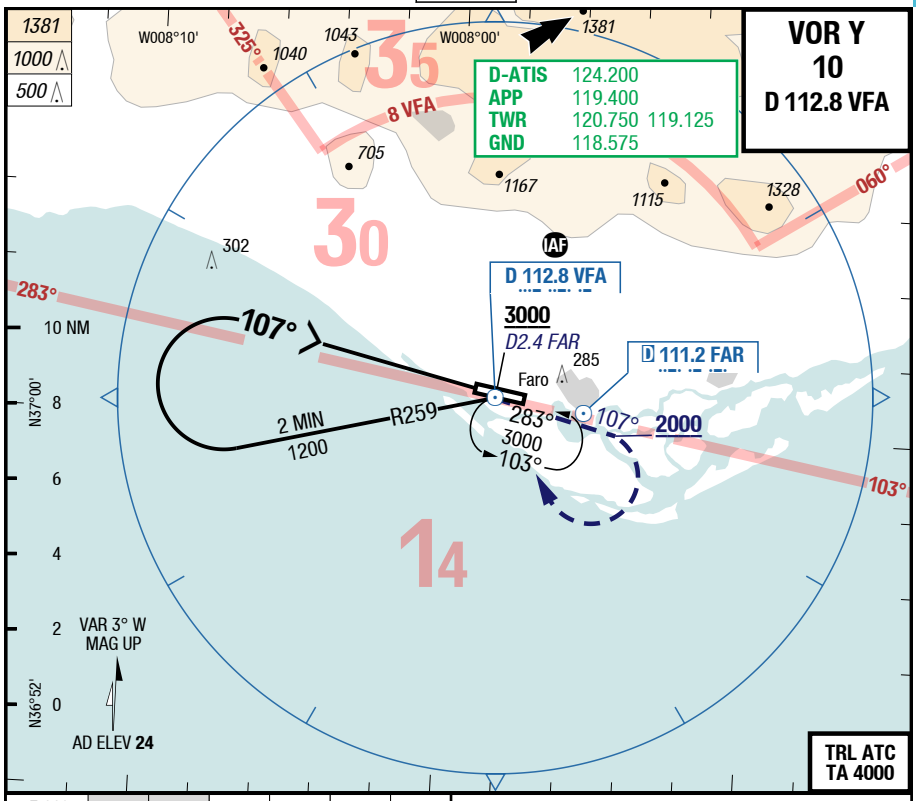


GS	120	140	160
D6.6 VFA	640	740	850
-MAPt	2:48	2:24	2:06

10		VOR DME					Circling 1)
C	ft - m/km ft	380 - 1.3 **400**					600 - 2.4V **630**
D	ft - m/km ft	380 - 1.3 **400**					700 - 3.6V **730**

1) S of RWY 10/28 only

Changes: Navaid FAR removed, OBST



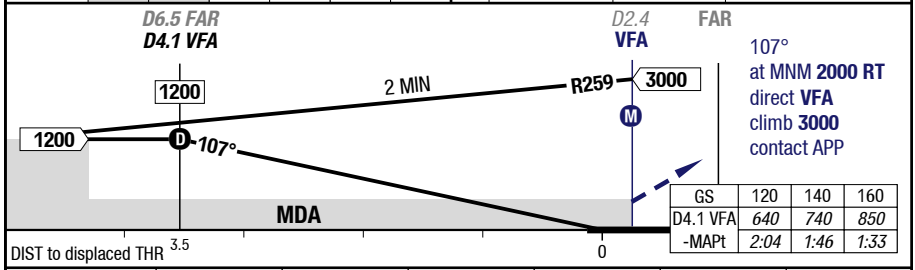
3.00°			4.1	4	3	2
D VFA						
107°			1200	*1160*	*840*	*520*
RWY 103°						

10 HL-S

45 2445 x 45 60 HL 15 HL

450 3.0° TDZ ---% -0.1%

24 / 1hPa

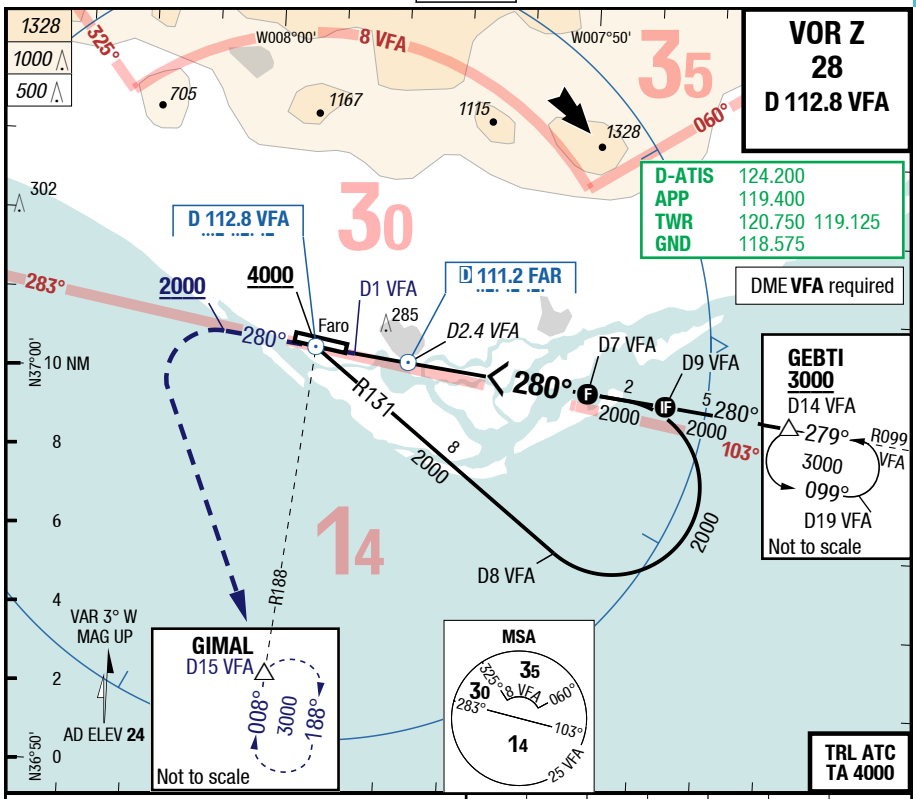


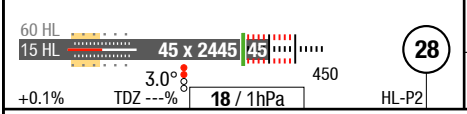
GS	120	140	160
D4.1 VFA	*640*	*740*	*850*
-MAPt	*2:04*	*1:46*	*1:33*

10		VOR					Circling 1)
C	ft - m/km ft	400 - 1.4 **420**					600 - 2.4V **630**
D	ft - m/km ft	400 - 1.4 **420**					700 - 3.6V **730**

1) S of RWY 10/28 only

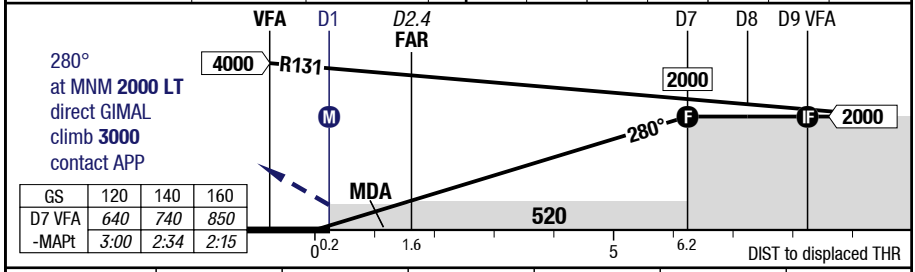
Changes: Navaid FAR CHG, OBST, Profile, ROD





2	3	4	5	6	7
470	790	1100	1420	1740	2000

3.00°
D VFA
280°
RWY 283°



GS	120	140	160
D7 VFA	*640*	*740*	*850*
-MAPt	*3:00*	*2:34*	*2:15*

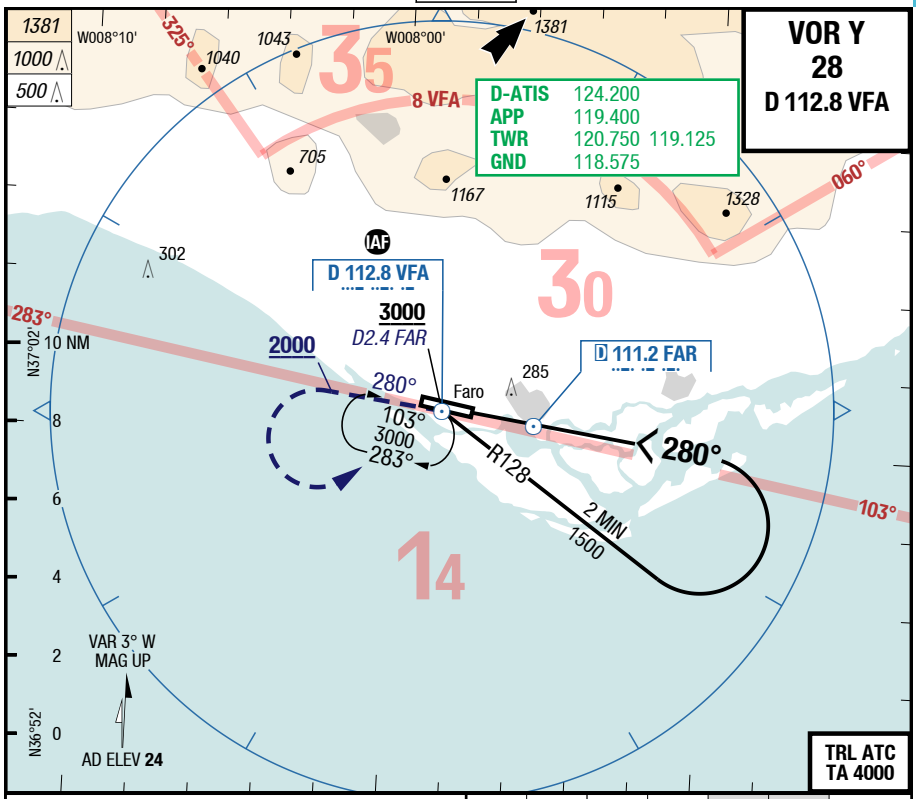
28		**VOR DME**					**Circling** 1)
C	ft - m/km ft	450 - 1.7 **460**					600 - 2.4V **630**
D	ft - m/km ft	450 - 1.7 **460**					700 - 3.6V **730**

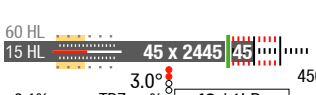
1) S of RWY 10/28 only

FAO-LPFR

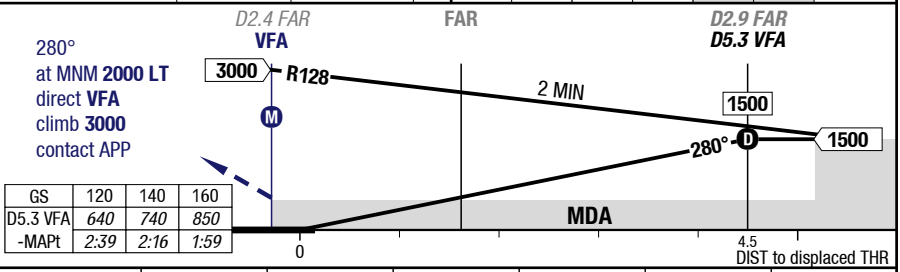
7-100

VOR Y 28





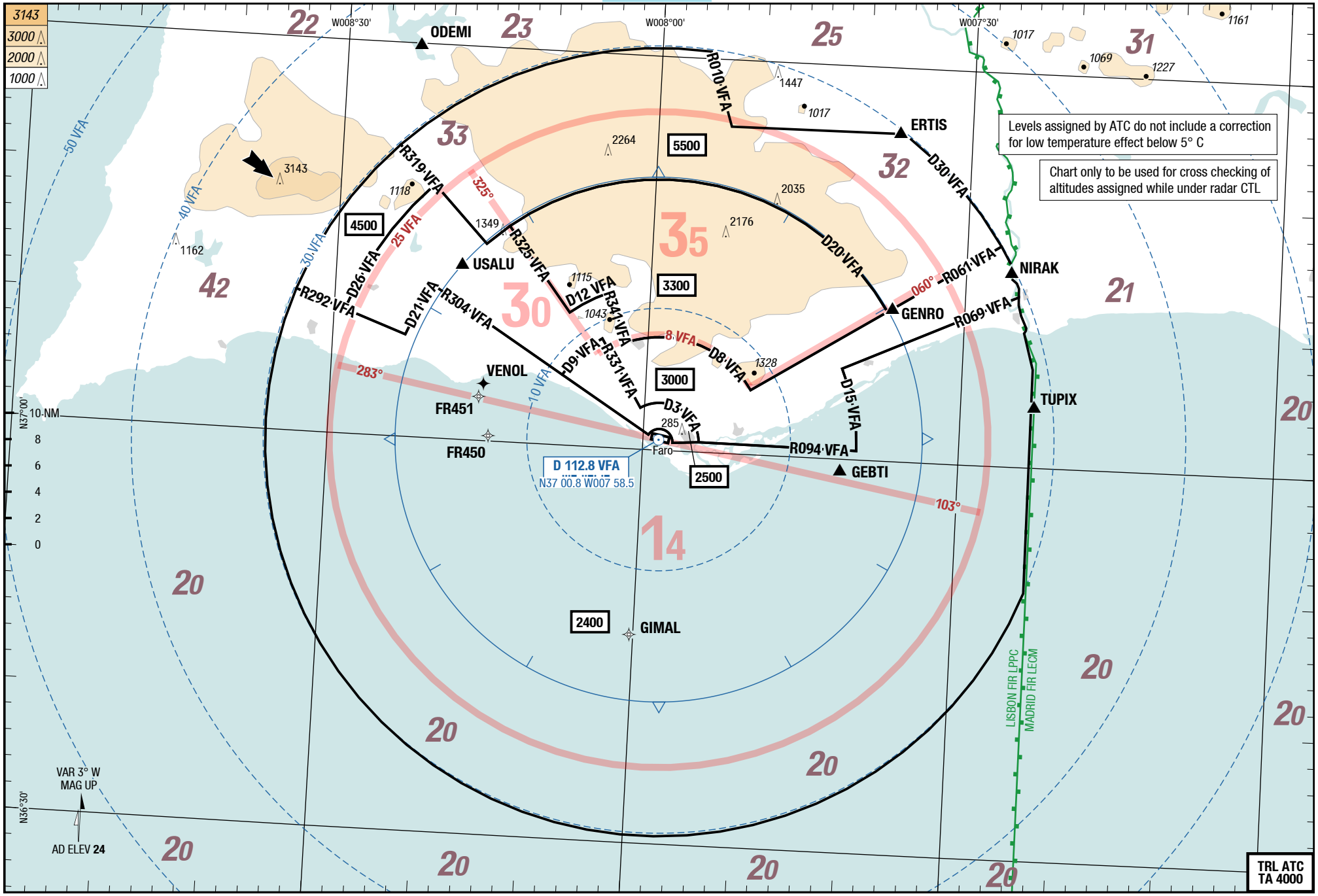
3	4	5	5.3			3.00° D VFA 280° RWY 283°
770	1090	1410	1500			



GS	120	140	160
D5.3 VFA	640	740	850
-MAPt	2:39	2:16	1:59

28		VOR					Circling S of RWY only
C	ft - m/km ft	560 - 2.1 **570**					600 - 2.4V **630**
D	ft - m/km ft	560 - 2.1 **570**					700 - 3.6V **730**

Changes: MIN, Profile



Changes: new