



**JEPPESSEN**

12 OCT 07

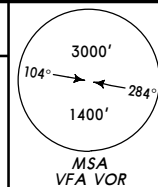
(10-2)

Eff 25 Oct

## FARO, PORTUGAL

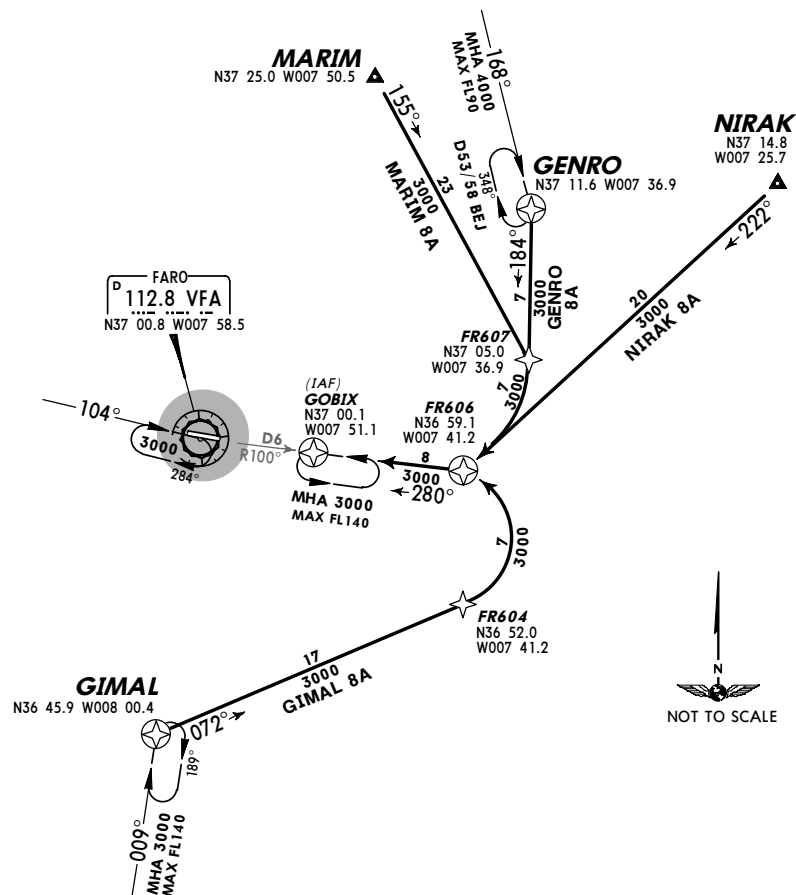
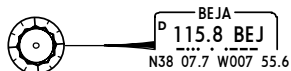
**RNAV STAR**

D-ATIS 124.2	<i>Apt Elev</i> 24'	Alt Set: hPa Trans level: By ATC    Trans alt: 4000'
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GENRO 8A [GENR8A], GIMAL 8A [GIMA8A]  
MARIM 8A [MAR18A], NIRAK 8A [NIRA8A]  
RWY 28 RNAV ARRIVALS

Clearance limit is GOBIX at 3000'.



STAR	ROUTING
<b>GENRO 8A</b>	GENRO - FR607 - FR606 - GOBIX.
<b>GIMAL 8A</b>	GIMAL - FR604 - FR606 - GOBIX.
<b>MARIM 8A</b>	MARIM - FR607 - FR606 - GOBIX.
<b>NIRAK 8A</b>	NIRAK - FR606 - GOBIX.

**CHANGES:** Radial update.

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12 OCT 07

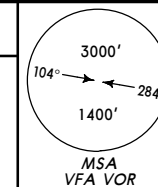
(10-2A)

Eff 25 Oct

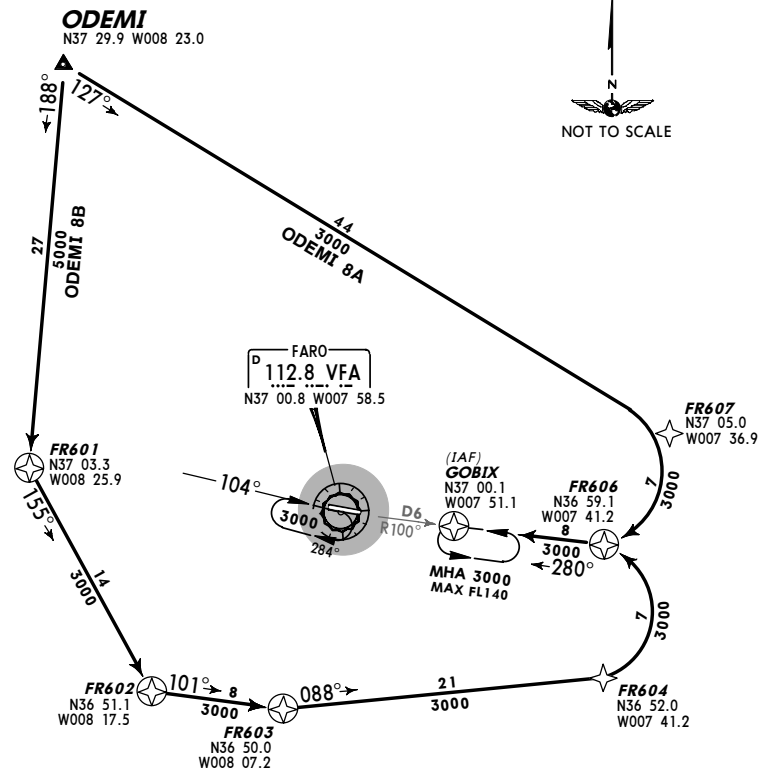
**FARO, PORTUGAL**

RNAV STAR

D-ATIS 124.2	<i>Apt Elev</i> 24'	Alt Set: hPa Trans level: By ATC    Trans alt: 4000
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ODEMI 8A [ODEM8A], ODEMI 8B [ODEM8B]  
RWY 28 RNAV ARRIVALS

Clearance limit is GOBIX at 3000'.



STAR	ROUTING
<b>ODEMI 8A</b>	ODEMI - FR607 - FR606 - GOBIX.
<b>ODEMI 8B</b>	ODEMI - FR601 - FR602 - FR603 - FR604 - FR606 - GOBIX.

**CHANGES:** Radial update.

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17 AUG 07 (10-2B) Eff 30 Aug

RNAV STAR

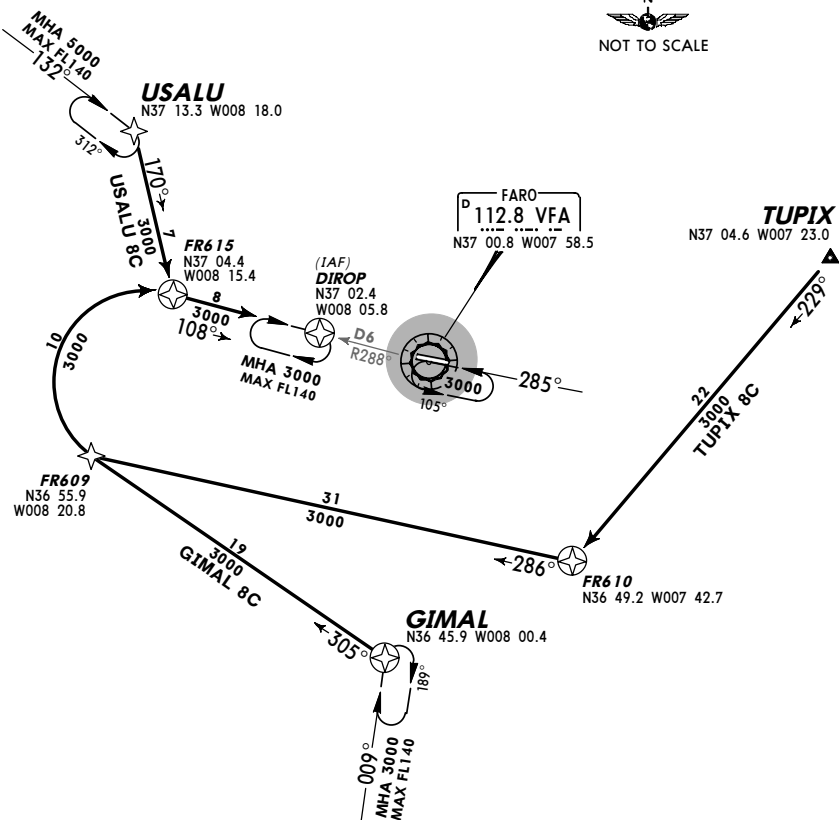
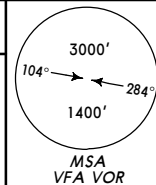
D-ATIS  
124.2

Apt Elev  
24'

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

GIMAL 8C [GIMA8C], TUPIX 8C [TUPI8C]  
USALU 8C [USAL8C]  
RWY 10 RNAV ARRIVALS

Clearance limit is DIROP at 3000'.



STAR	ROUTING
GIMAL 8C	GIMAL - FR609 - FR615 - DIROP.
TUPIX 8C	TUPIX - FR610 - FR609 - FR615 - DIROP.
USALU 8C	USALU - FR615 - DIROP.

CHANGES: Radial update.

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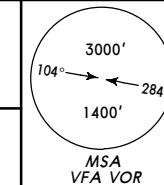
17 AUG 07 (10-3) Eff 30 Aug

SID

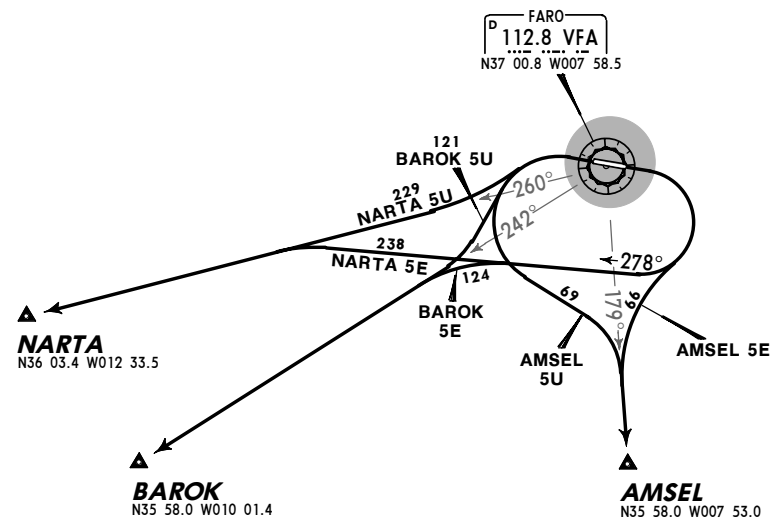
FARO Approach  
119.4

Apt Elev  
24'

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



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



Initial climb clearance FL60		
SID	RWY	ROUTING
AMSEL 5E	10	Turn RIGHT, intercept VFA R-179 to AMSEL.
AMSEL 5U	28	Turn LEFT, intercept VFA R-179 to AMSEL.
BAROK 5E	10	Turn RIGHT, 278° track, intercept VFA R-242 to BAROK.
BAROK 5U	28	Turn LEFT, intercept VFA R-242 to BAROK.
NARTA 5E	10	Turn RIGHT, 278° track, intercept VFA R-260 to NARTA.
NARTA 5U	28	Turn LEFT, intercept VFA R-260 to NARTA.

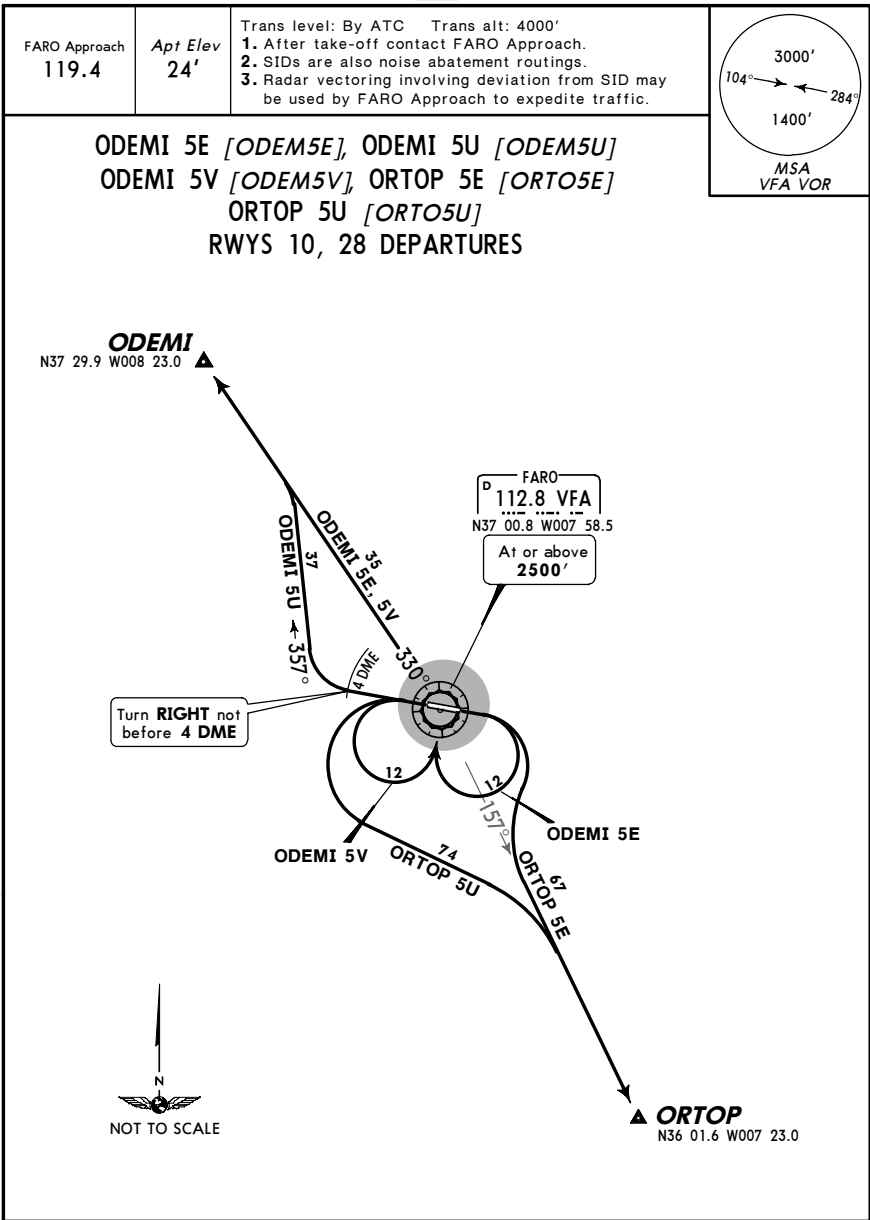
CHANGES: NARTA upgraded to CRP; radial update.

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17 AUG 07 10-3A Eff 30 Aug

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SID



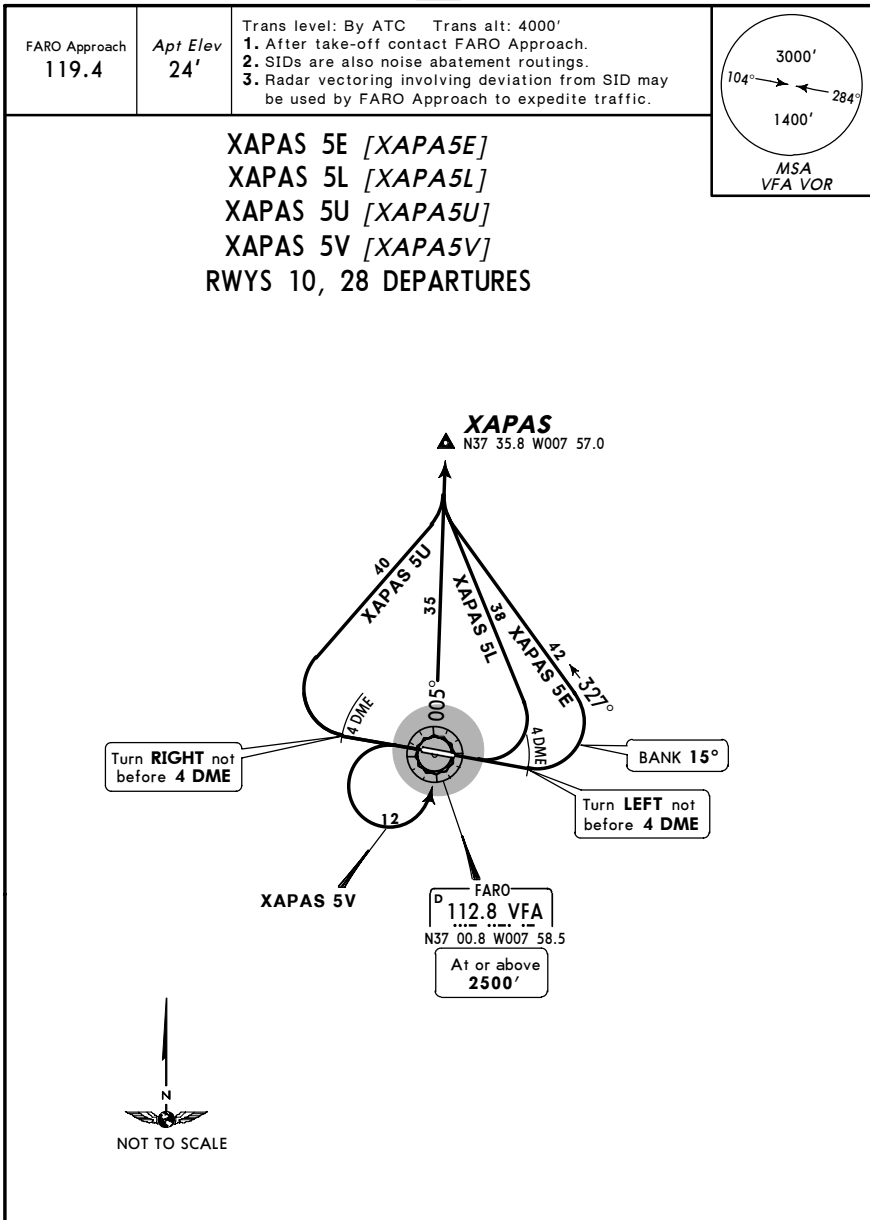
Initial climb clearance <b>FL60</b>		
SID	RWY	ROUTING
ODEMI 5E	10	Turn RIGHT to VFA, VFA R-330 to ODEMI.
ODEMI 5U	28	Not before VFA 4 DME turn RIGHT, 357° track, intercept VFA R-330 to ODEMI.
ODEMI 5V		Turn LEFT to VFA, VFA R-330 to ODEMI.
ORTOP 5E	10	Turn RIGHT, intercept VFA R-157 to ORTOP.
ORTOP 5U	28	Turn LEFT, intercept VFA R-157 to ORTOP.

① To be used only between 0800-2200Z - alternative ODEMI 5V.

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JEPPESEN  
17 AUG 07 10-3B Eff 30 Aug

FARO, PORTUGAL  
SID



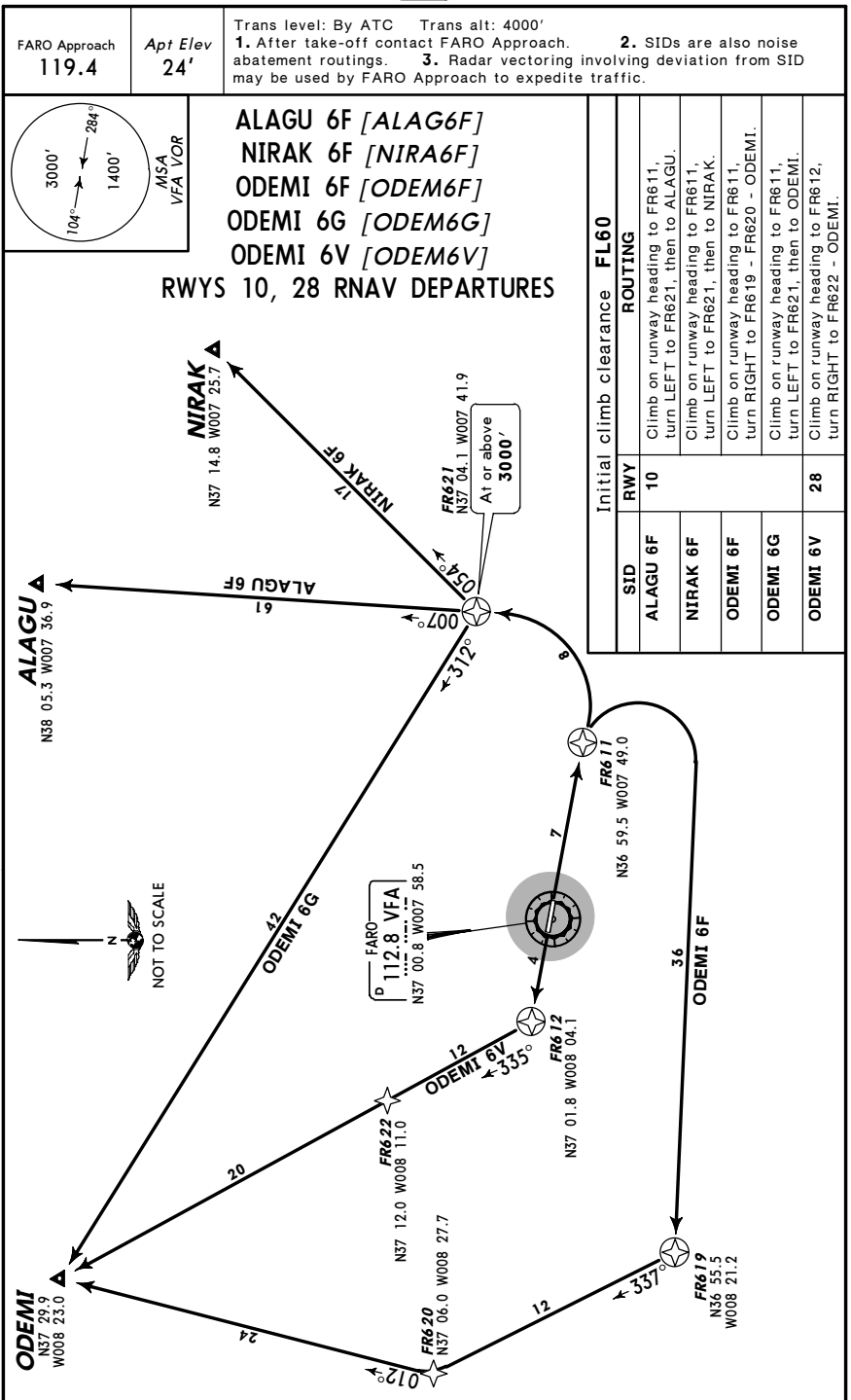
Initial climb clearance <b>FL60</b>		
SID	RWY	ROUTING
XAPAS 5E	10	Not before VFA 4 DME turn LEFT, 327° track, intercept VFA R-005 to XAPAS.
XAPAS 5L ①		Turn LEFT, intercept VFA R-005 to XAPAS.
XAPAS 5U ②	28	Not before VFA 4 DME turn RIGHT, intercept VFA R-005 to XAPAS.
XAPAS 5V		Turn LEFT to VFA, VFA R-005 to XAPAS.

① Light aircraft only.  
② To be used only between 0800-2200Z - alternative XAPAS 5V.

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17 AUG 07 (10-3C) Eff 30 Aug

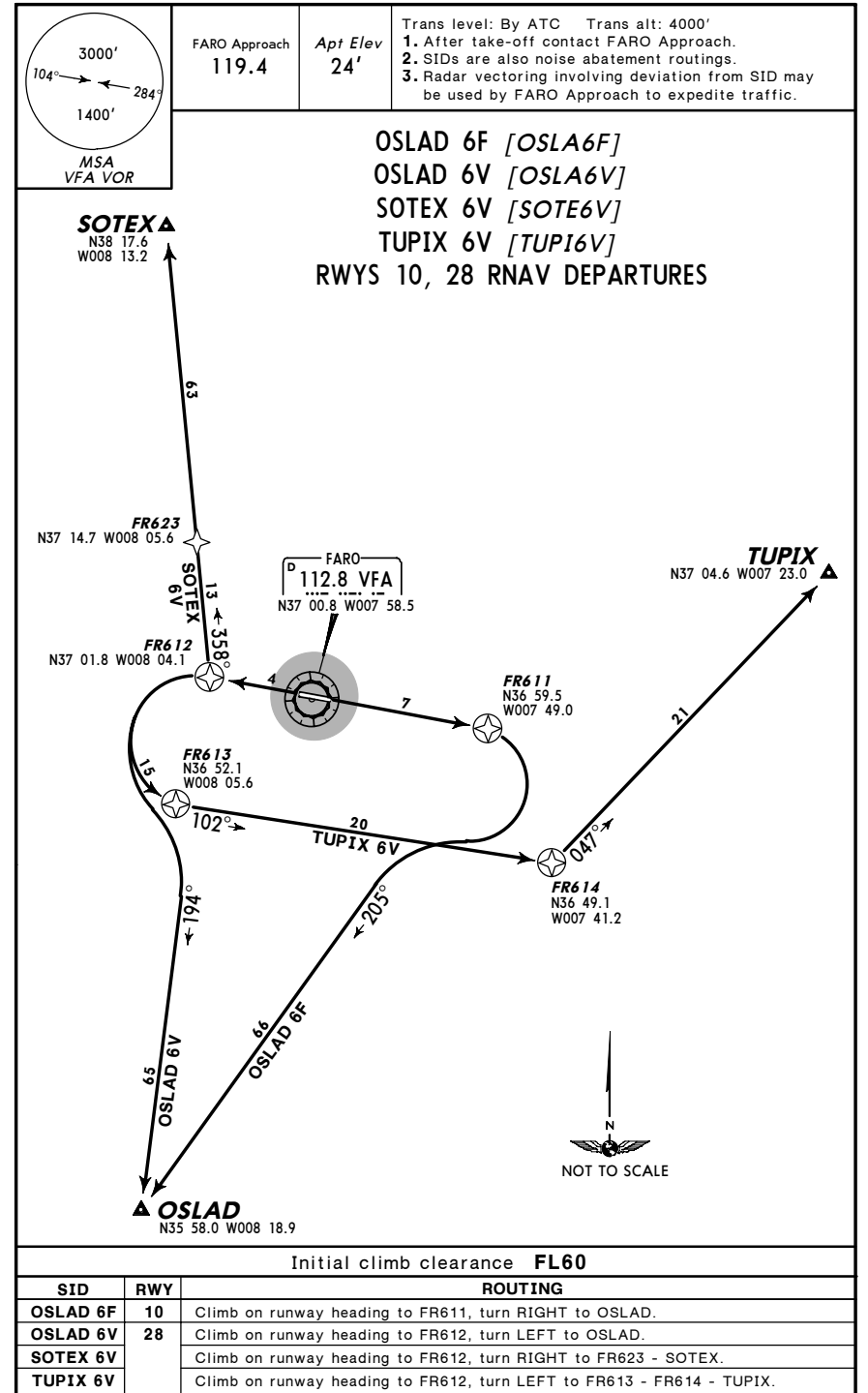
FARO, PORTUGAL  
RNAV SID



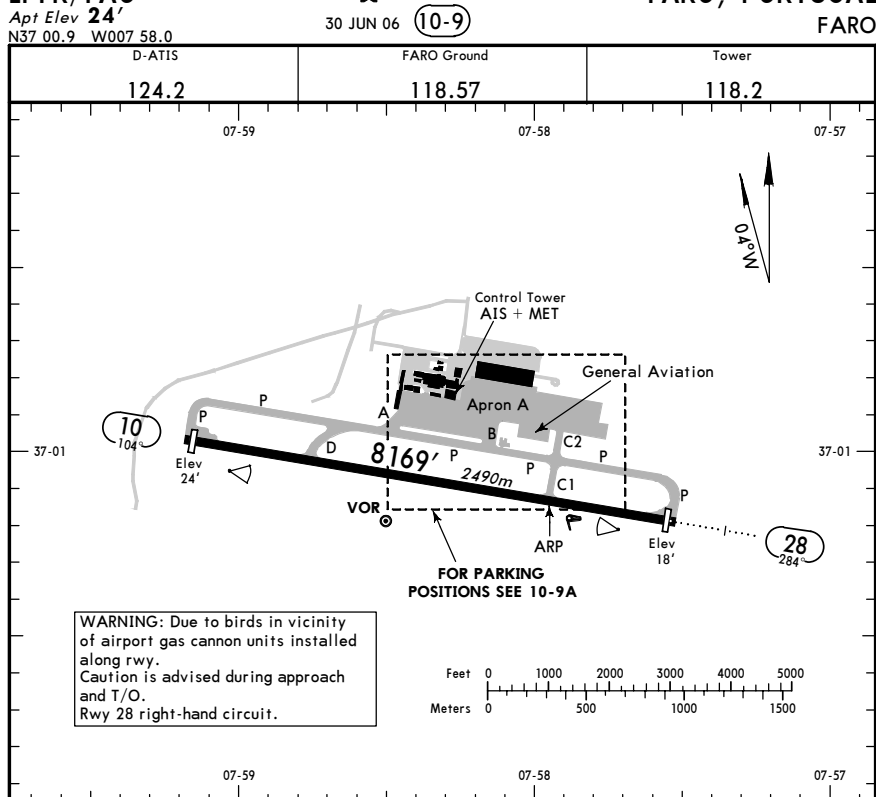
LPFR/FAO  
FARO

JEPPESEN  
17 AUG 07 (10-3D) Eff 30 Aug

FARO, PORTUGAL  
RNAV SID



LPFR/FAO FARO, PORTUGAL FARO



ADDITIONAL RUNWAY INFORMATION					
RWY				USABLE LENGTHS	
				LANDING BEYOND	
				Threshold	TAKE-OFF
10	HIRL (60m) CL(30m) PAPI (angle 3.0°) RVR				
28	HIRL (60m) CL(30m) HIALS PAPI (3.0°) RVR			8022' 2445m	148' 45m

1 CL(52W, 30R)

### ARRIVAL INFO

Speed adjustment under radar control unless otherwise cleared by ATC:

- MAX 280KT between FL245 and FL100
- MAX 250KT at and below FL100
- MAX 220KT at and below FL70
- MAX 200KT at and below 4000'
- between 180KT and 160KT when established on final and thereafter 160KT until 4NM from threshold

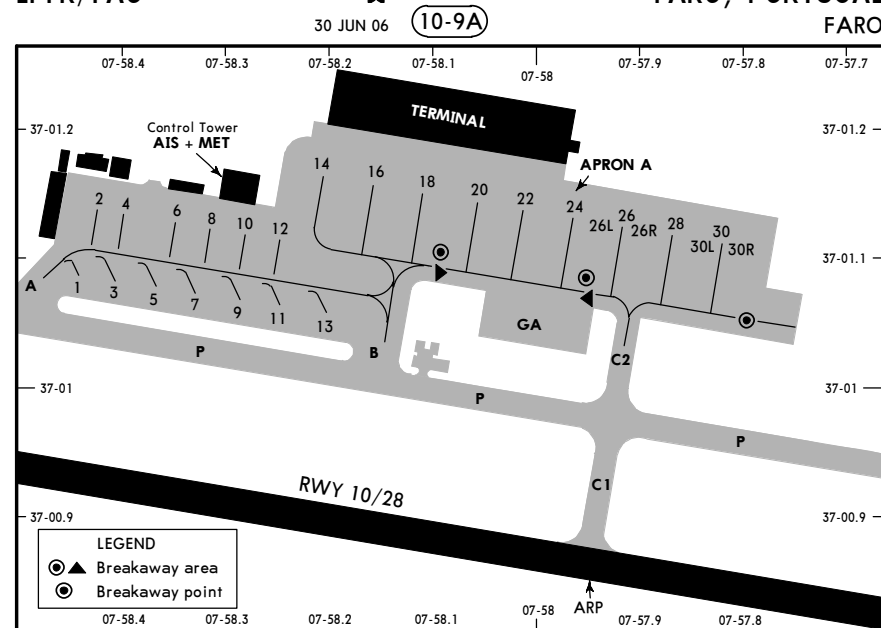
### JAR-OPS

### TAKE-OFF 1

	LVP must be in Force		All Rwys		NIL (DAY only)
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	
A					
B	150m	200m	250m	400m	500m
C					
D	200m	250m	300m		

1 Operators applying U.S. Ops Specs: CL required below 300m.

LPFR/FAO FARO, PORTUGAL FARO



### INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
1	N37 01.1 W007 58.4	21	11	N37 01.0 W007 58.2	21
2	N37 01.2 W007 58.4	25	12	N37 01.1 W007 58.2	25
3	N37 01.1 W007 58.4	21	13	N37 01.0 W007 58.2	21
4	N37 01.1 W007 58.4	25	14	N37 01.2 W007 58.2	24
5	N37 01.1 W007 58.3	21	16,18,20	N37 01.2 W007 58.1	24
6	N37 01.1 W007 58.3	25	22, 24	N37 01.1 W007 58.0	24
7	N37 01.1 W007 58.3	21	26, 26L, 26R	N37 01.1 W007 57.9	22
8	N37 01.1 W007 58.3	25	28	N37 01.1 W007 57.9	20
9	N37 01.0 W007 58.2	21	30, 30L, 30R	N37 01.1 W007 57.8	17
10	N37 01.1 W007 58.3	25			

### APRON OPERATIONAL PROCEDURES

- Access to stands 1 thru 13 via twy A. Apron taxilane between stand 1 and 13 is restricted to acft up to 144'/44m.
- All stands are nose-in/push-back.
- FOLLOW-ME guidance is provided in all stands.
- At stands 14 thru 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 always FOLLOW-ME and marshaller assistance is compulsory.
- Entrance and exit from GA parking via twy C2 unless otherwise instructed by ATC.

### USE OF GPU/APU

The use of mobile autonomous GPU is not allowed at stands 14 thru 24, except when Apron Drive Loading Bridge GPU system is unserviceable. APU may be used at stands 14 thru 24. Narrow bodied acft are allowed to use APU until 5 minutes after "chocks on" and 10 minutes before ETD. Wide bodied acft are allowed to use APU 10 minutes after "chocks on" and 20 minutes before ETD. Whenever an acft APU is out of service advice Tower and one engine start-up is permitted on the stand, before starting the push-back manoeuvre. A previous authorization shall be obtained and coordinated with FARO Safety on 131.45 prior start up clearance from Tower. FOLLOW-ME assistance is mandatory.

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18 JUN 04 (10-9B)

FARO, PORTUGAL  
FARO

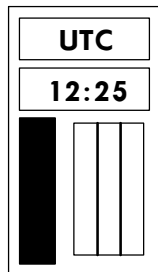
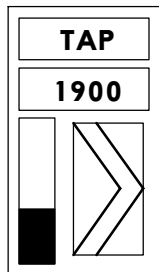
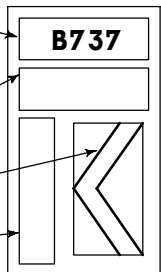
### APIS (AIRCRAFT PARKING INFORMATION SYSTEM)

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.



### 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.

### PUSH-BACK, START-UP & TAXI PROCEDURES

#### PUSH-BACK

Pilots should only request push-back when they are actually ready to do so. Acft outgoing from a nose-in stand must be pushed back. Use of reverse thrust is not allowed.  
For acft parked at stands A1 thru A13 push-back manoeuvre shall be done facing the acft nose to twy B.  
For acft parked at stands A14 thru A30 push-back manoeuvre shall terminate at BREAKAWAY AREA or BREAKAWAY POINT facing the acft nose to twy B.

#### ENGINE START-UP

Pilots shall contact Ground for departure approval 10 minutes before start-up and shall provide call sign, stand number, cruising level and ATIS acknowledged.  
For acft parked at stands A1 thru A13 start-up is allowed during push-back manoeuvre.  
For acft parked at stands A14 thru A30 start-up is only allowed after push-back manoeuvre with acft positioned in BREAKAWAY AREA or BREAKAWAY POINT.  
Anti collision lights must be activated whenever engines are operating during push-back manoeuvre.

#### TAXIING

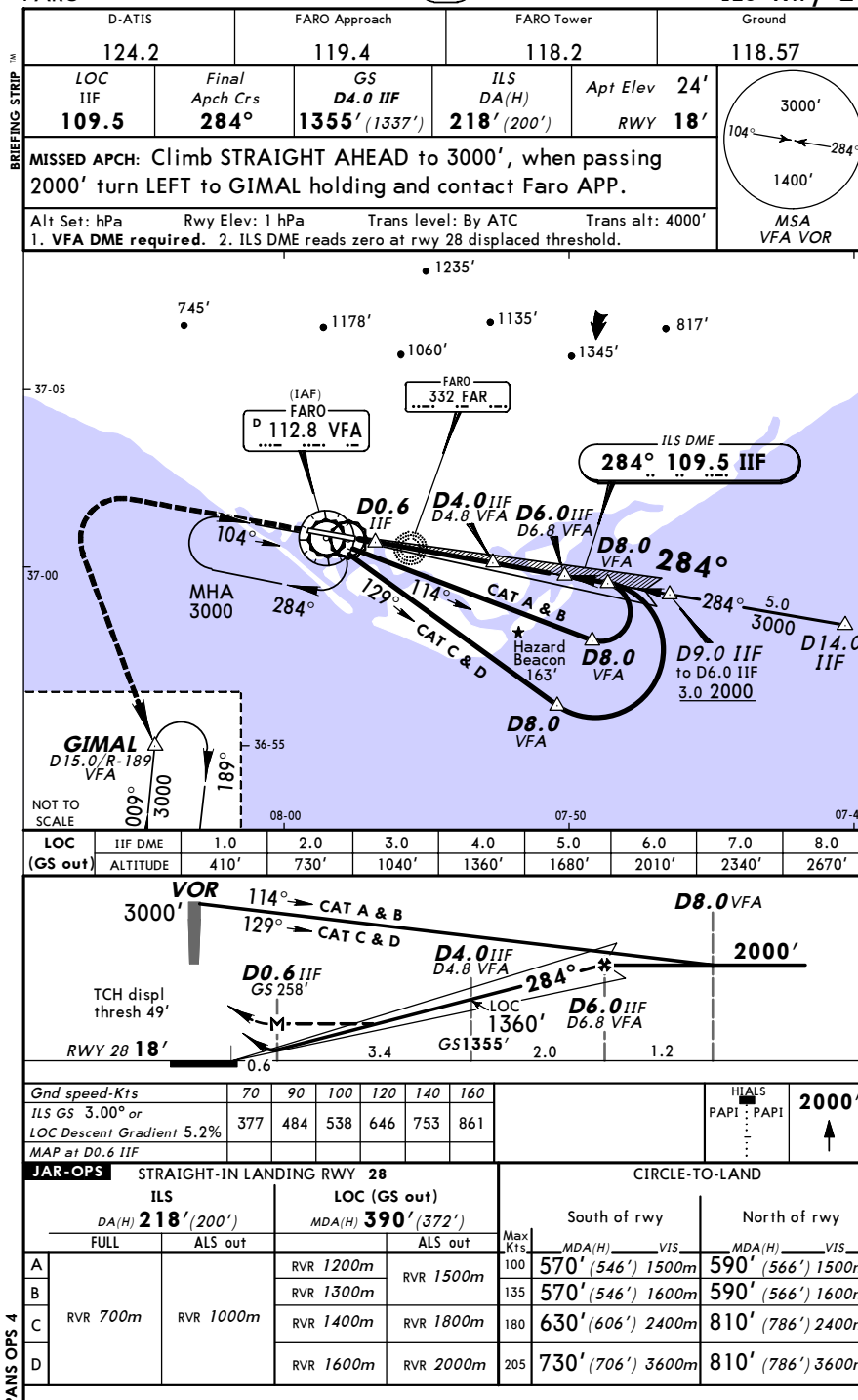
Acft pushed back from stands A14 thru A30 are only cleared for taxiing after acft is positioned at BREAKAWAY AREA or BREAKAWAY POINT.  
Acft using the apron must taxi following the continuous yellow centerline marking the apron axis and shall use the lowest possible power setting.  
Pilots are reminded 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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2 NOV 07 (11-1)

FARO, PORTUGAL  
ILS Rwy 28



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2 NOV 07 (13-1)

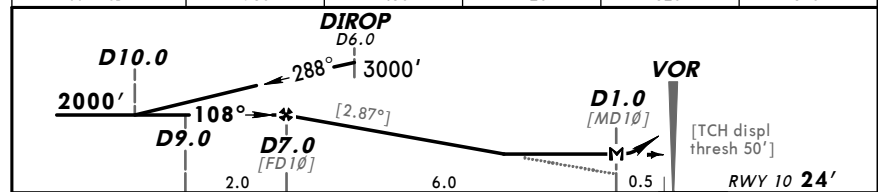
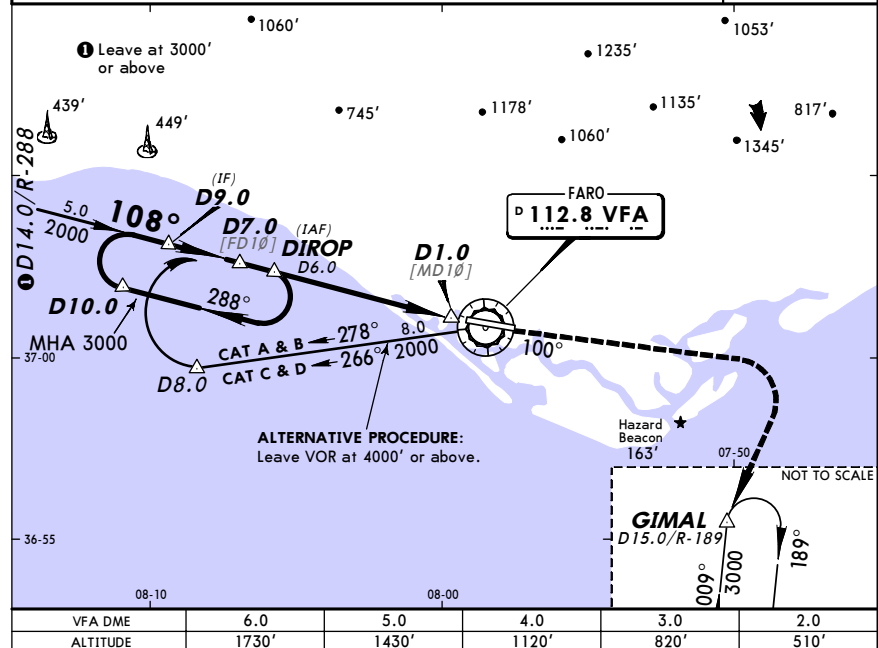
FARO, PORTUGAL  
VOR Z Rwy 10

D-ATIS		FARO Approach		FARO Tower		Ground
124.2		119.4		118.2		118.57
VOR	Final	Minimum Alt	MDA(H)	Apt Elev	24'	
VFA	Apch Crs	D7.0	400' (376')	MDA(H)		
112.8	108°	2000' (1976')	400' (376')	24'	RWY 24'	

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

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

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



Gnd speed-Kts	70	90	100	120	140	160	PAPI	<div>100° LT</div>	<div>2000' ↑</div>	<div>RT</div>	<div>3000' GIMAL</div>
Descent grad 5.00% or Descent angle [2.87°]	355	457	508	609	711	812					
MAP at D1.0											

JAR-OPS STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND			
MDA(H) 400' (376')							
				Max Kts	South of rwy	North of rwy	
					MDA(H) VIS	MDA(H) VIS	
A				100	440' (416') 1500m	580' (556') 1500m	
B				135	530' (506') 1600m	580' (556') 1600m	
C				180	630' (606') 2400m	810' (786') 2400m	
D				205	730' (706') 3600m	810' (786') 3600m	

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17 AUG 07 (13-2) Eff 30 Aug

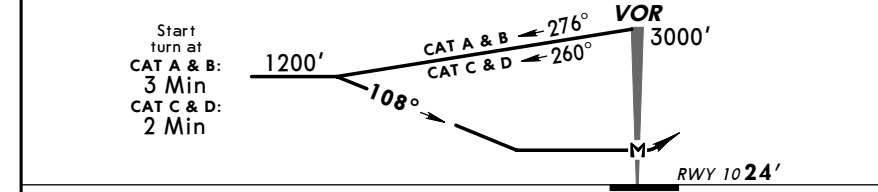
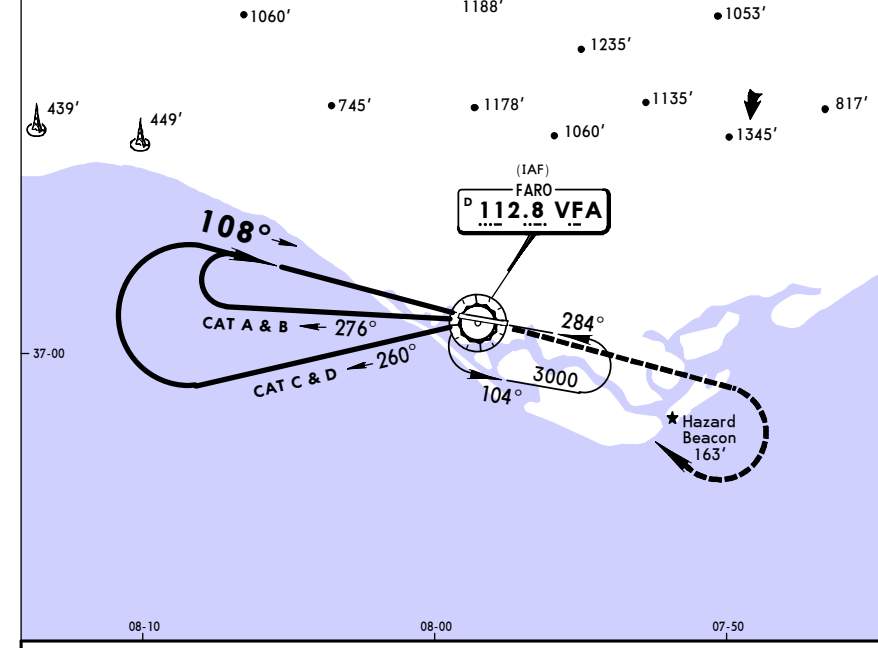
FARO, PORTUGAL  
VOR Y Rwy 10

D-ATIS		FARO Approach		FARO Tower		Ground
124.2		119.4		118.2		118.57
VOR	Final	Minimum Alt	MDA(H)	Apt Elev	24'	
VFA	Apch Crs	No FAF	420' (396')	MDA(H)		
112.8	108°	No FAF	420' (396')	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.



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JAR-OPS STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND			
MDA(H) 420' (396')							
				Max Kts	South of rwy	North of rwy	
					MDA(H) VIS	MDA(H) VIS	
A				100	440' (416') 1500m	580' (556') 1500m	
B				135	530' (506') 1600m	580' (556') 1600m	
C				180	630' (606') 2400m	810' (786') 2400m	
D				205	730' (706') 3600m	810' (786') 3600m	

LPFR/FAO  
FARO

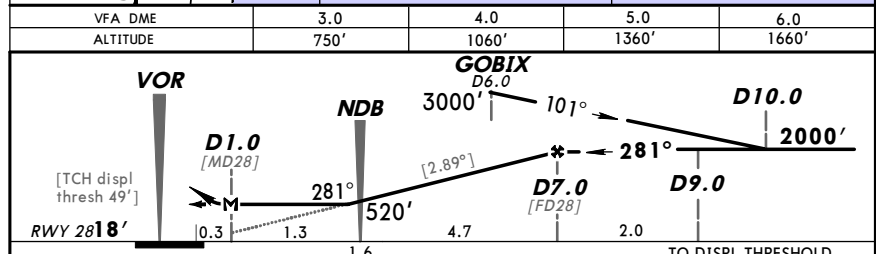
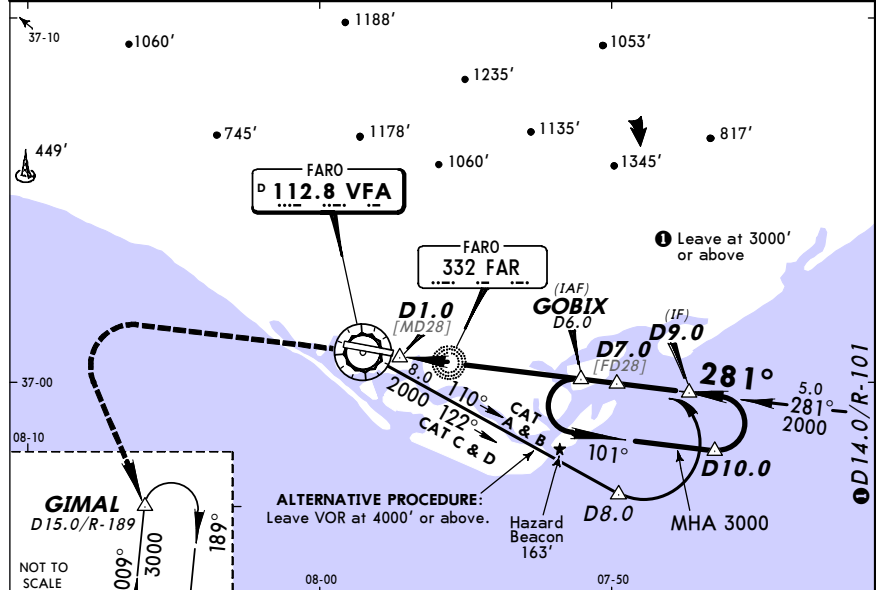
JEPPESEN

17 AUG 07 (13-3)

Eff 30 Aug

FARO, PORTUGAL  
VOR Z Rwy 28

D-ATIS		FARO Approach		FARO Tower		Ground
124.2		119.4		118.2		118.57
VOR	Final	Minimum Alt	MDA(H)	Apt Elev	24'	
VFA	Apch Crs	D7.0	460' (442')	RWY	18'	
112.8	281°	2000' (1982')				
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 3° from rwy centerline.						
MSA VFA VOR						



Gnd speed-Kts		70	90	100	120	140	160	TO DISPL THRESHOLD	
Descent gradient 5.04% or Descent angle [2.89°]		358	460	511	613	716	818	PAPI: PAPI 2000'	
MAP at D1.0									
JAR-OPS STRAIGHT-IN LANDING RWY 28								CIRCLE-TO-LAND	
MDA(H) 460' (442')									
ALS out									
A RVR 1200m									
B RVR 1300m									
C RVR 1400m									
D RVR 1600m									

LPFR/FAO  
FARO

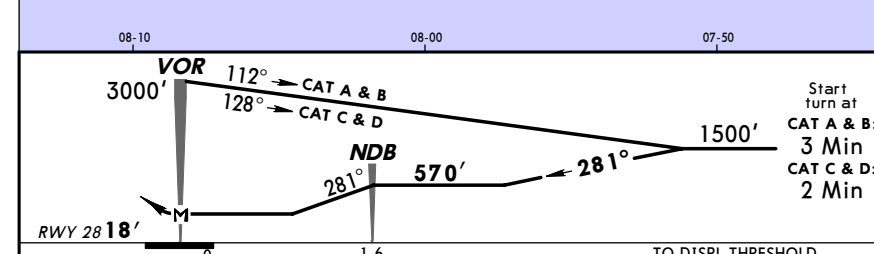
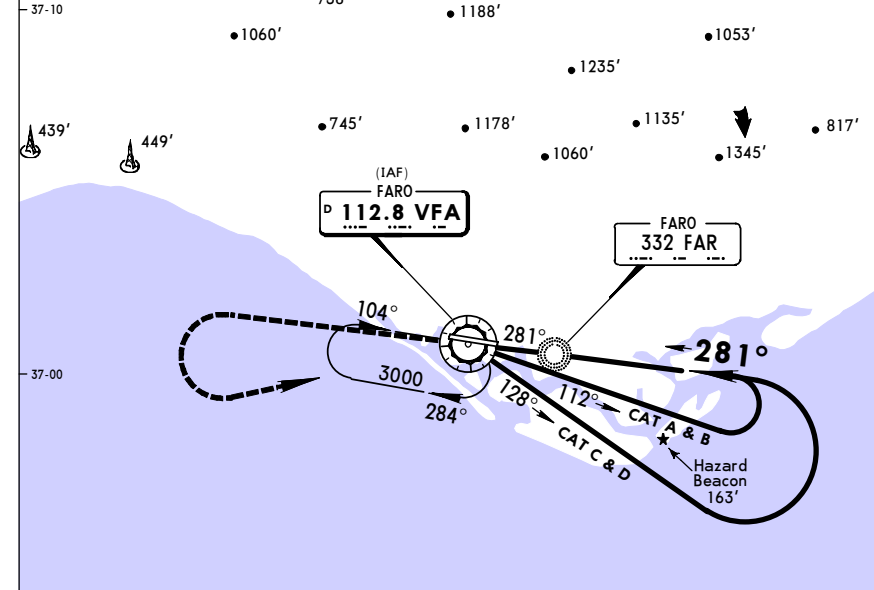
JEPPESEN

17 AUG 07 (13-4)

Eff 30 Aug

FARO, PORTUGAL  
VOR Y Rwy 28

D-ATIS		FARO Approach		FARO Tower		Ground
124.2		119.4		118.2		118.57
VOR	Final	Minimum Alt	MDA(H)	Apt Elev	24'	
VFA	Apch Crs	NDB	460' (442')	RWY	18'	
112.8	281°	570' (552')				
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 3° from rwy centerline.						
MSA VFA VOR						



Gnd speed-Kts		70	90	100	120	140	160	TO DISPL THRESHOLD	
Descent Gradient 5.0%		354	456	506	608	709	810	PAPI: PAPI 2000'	
MAP at VOR									
JAR-OPS STRAIGHT-IN LANDING RWY 28								CIRCLE-TO-LAND	
MDA(H) 460' (442')									
ALS out									
A RVR 1200m									
B RVR 1300m									
C RVR 1400m									
D RVR 1600m									



LPFR/FAO  
FARO

JEPPESEN

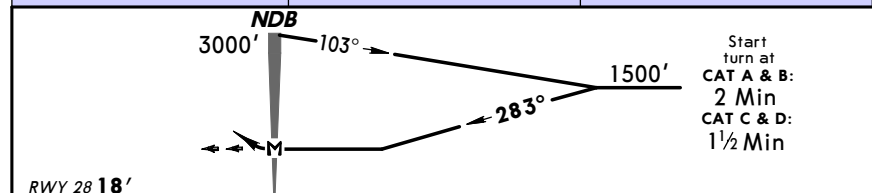
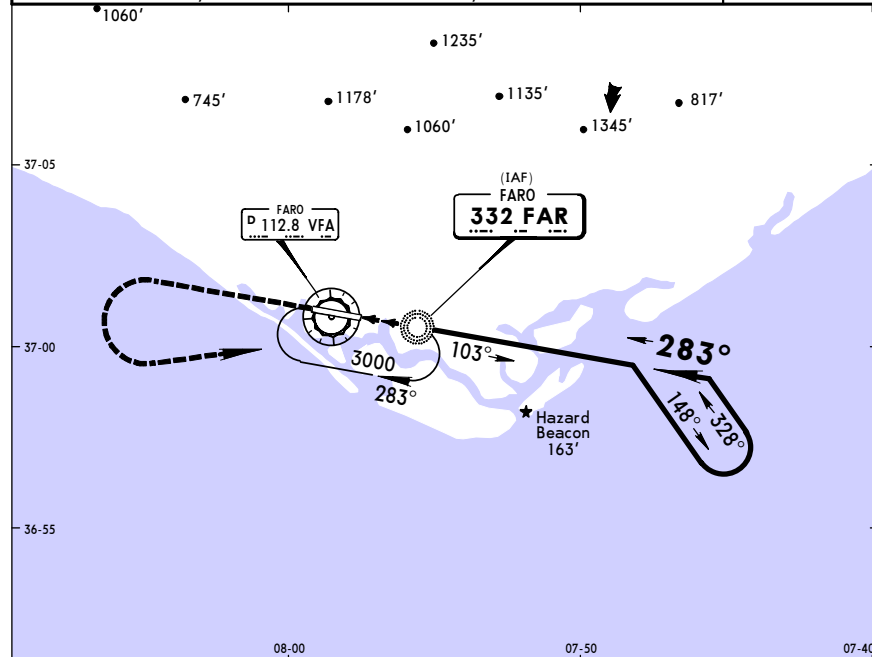
17 AUG 07 (16-1)

Eff 30 Aug

FARO, PORTUGAL  
NDB Rwy 28

BRIEFING STRIP™

BRIEFING STRIP	D-ATIS		FARO Approach		FARO Tower		Ground	
	124.2		119.4		118.2		118.57	
	NDB FAR 332	Final Apch Crs 283°	Minimum Alt No FAF	MDA(H) 570' (552')	Apt Elev 24' RWY 18'			
	MISSED APCH: Climb STRAIGHT AHEAD to 3000'. At 2000' turn LEFT to NDB and contact Faro APP.							
	Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 4000'	
						MSA FAR NDB		



TO DISPL THRESHOLD									
MAP at NDB									
JAR-OPS									

STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND			
MDA(H) 570' (552')				South of rwy		North of rwy	
ALS out				Max	Min	Max	Min
A	RVR 1400m	RVR 1500m	RVR 2000m	100	570' (546') 1500m	590' (566') 1500m	1500m
B	RVR 1500m			135	570' (546') 1600m	590' (566') 1600m	1600m
C	RVR 1600m	RVR 2000m	RVR 2000m	180	630' (606') 2400m	810' (786') 2400m	2400m
D	RVR 1800m			205	730' (706') 3600m	810' (786') 3600m	3600m