Licensed to Elefant air. Printed on 06 Sep 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 10-2008

JEPPES EN

JeppView 3.5.2.0

MJEPPESEN FARO, PORTUGAL LPFR/FAO (10-2)Eff 25 Oct 12 OCT 07 RNAV STAR FARO Apt Elev Alt Set: hPa 24' 124.2 Trans level: By ATC Trans alt: 4000 3000' GENRO 8A [GENR8A], GIMAL 8A [GIMA8A] MARIM 8A [MARI8A], NIRAK 8A [NIRA8A] 1400' **RWY 28 RNAV ARRIVALS** MSA VFA VOR Clearance limit is GOBIX at 3000'. -BEJA [□] 115.8 BEJ N38 07.7 W007 55.6 MARIM N37 25.0 W007 50.5 **A NIRAK GENRO** 112.8 VFA N37 00.8 W007 58.5 FR607 N37 05.0 W007 36.9 **GOBIX** N37 00.1 W007 51. FR606 N36 59.1 MHA 3000 MAX FL140 FR604 N36 52.0 W007 41.2 **GIMAL** N36 45.9 W008 00.4 NOT TO SCALE STAR ROUTING **GENRO 8A** GENRO - FR607 - FR606 - GOBIX **GIMAL 8A** GIMAL - FR604 - FR606 - GOBIX MARIM 8A MARIM - FR607 - FR606 - GOBIX NIRAK 8A NIRAK - FR606 - GOBIX

Licensed to Elefant air. Printed on 06 Sep 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 10-2008

JEPPES EN

JeppView 3.5.2.0

JeppView 3.5.2.0 **MJEPPESEN** FARO, PORTUGAL LPFR/FAO 12 OCT 07 (10-2A) Eff 25 Oct FARO RNAV STAR Apt Elev Alt Set: hPa 24' 124.2 Trans level: By ATC Trans alt: 4000' 3000' ODEMI 8A [ODEM8A], ODEMI 8B [ODEM8B] **RWY 28 RNAV ARRIVALS** 1400' MSA VFA VOR Clearance limit is GOBIX at 3000'. **ODEMI** N37 29.9 W008 23.0 NOT TO SCALE ODEMI 112.8 VFA N37 00.8 W007 58.5 FR607 FR601 N37 03.3 W008 05 W007 36.9 **GOBIX** N37 00.1 W008 25.9 FR606 N36 59.1 W007 41.2 3000 S ←280° MHA 3000 MAX FL140 FR602 101° **FR604** N36 52.0 W007 41.2 N36 51.1 W008 17.5 3000 FR603 STAR ROUTING **ODEMI 8A** ODEMI - FR607 - FR606 - GOBIX **ODEMI 8B** ODEMI - FR601 - FR602 - FR603 - FR604 - FR606 - GOBIX.

CHANGES: Radial update.

© JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

Licensed to Elefant air. Printed on 06 Sep 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 10-2008

JEPPISEN

JeppView 3.5.2.0

MJEPPESEN FARO, PORTUGAL LPFR/FAO (10-2B) Eff 30 Aug 17 AUG 07 RNAV STAR FARO Apt Elev Alt Set: hPa 24' 124.2 Trans level: By ATC Trans alt: 4000 3000' GIMAL 8C [GIMA8C], TUPIX 8C [TUPI8C] 1400' USALU 8C [USAL8C] **RWY 10 RNAV ARRIVALS** MSA VFA VOR Clearance limit is DIROP at 3000'. NOT TO SCALE **USALU** 13.3 W008 18.0 112.8 VFA **TUPIX** N37 04.6 W007 23.0 N37 00.8 W007 58.5 (IAF) **DIROP** N37 02.4 W008 05.8 FR609 N36 55.9 W008 20.8 -286°√ N36 49.2 W007 42.7 **GIMAL** N36 45.9 W008 00.4 STAR ROUTING GIMAL 8C GIMAL - FR609 - FR615 - DIROP **TUPIX 8C** TUPIX - FR610 - FR609 - FR615 - DIROP **USALU 8C** USALU - FR615 - DIROP

CHANGES: Radial update.

© JEPPESEN SANDERSON, INC., 2005, 2007. ALL RIGHTS RESERVED.

Licensed to Elefant air. Printed on 06 Sep 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 10-2008

Apt Elev

FARO Approach

JEPPESEN *JeppView 3.5.2.0*

LPFR/FAO

A JEPPESEN
FARO

17 AUG 07 10-3 Eff 30 Aug

FARO, PORTUGAL

SID

119.4

24'
2. SIDs are also noise abatement routings.
3. Radar vectoring involving deviation from SID may be used by FARO Approach to expedite traffic.

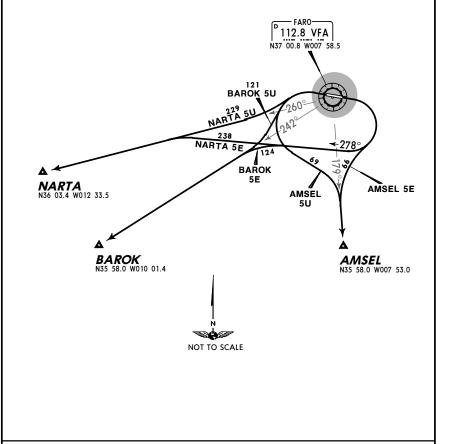
AMSEL 5E [AMSE5E], AMSEL 5U [AMSE5U]

Trans level: By ATC Trans alt: 4000'

1. After take-off contact FARO Approach.

3000' 104° 284° 1400' MSA VFA VOR

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 Turn RIGHT, intercept VFA R-179 to AMSEL AMSEL 5U 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 Turn RIGHT, 278° track, intercept VFA R-260 to NARTA NARTA 5U Turn LEFT, intercept VFA R-260 to NARTA.

Licensed to Elefant air. Printed on 06 Sep 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 10-2008 **JEPPESEN** JeppView 3.5.2.0

FARO, PORTUGAL I JEPPESEN LPFR/FAO 17 AUG 07 (10-3A) Eff 30 Aug **FARO**

FARO Approach Apt Elev 24' 119.4

Trans level: By ATC Trans alt: 4000

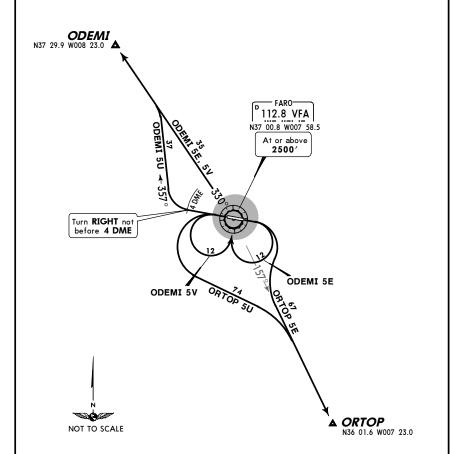
1. After take-off contact FARO Approach

2. SIDs are also noise abatement routings. 3. Radar vectoring involving deviation from SID may

be used by FARO Approach to expedite traffic.

3000' 1400' MSA VFA VOR

ODEMI SE [ODEMSE], ODEMI SU [ODEMSU] ODEMI 5V [ODEM5V], ORTOP 5E [ORTO5E] ORTOP 5U [ORTO5U] RWYS 10, 28 DEPARTURES



Initial climb clearance FL60						
SID	RWY	ROUTING				
ODEMI 5E	10	Turn RIGHT to VFA, VFA R-330 to ODEMI.				
ODEMI 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.						

CHANGES: ODEMI upgraded to CRP; radial update.

© JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

Licensed to Elefant air. Printed on 06 Sep 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 10-2008 JEPPESEN JeppView 3.5.2.0

LPFR/FAO FARO

M JEPPESEN

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

FARO, PORTUGAL

FARO Approach Apt Elev 24' 119.4

Trans level: By ATC Trans alt: 4000'

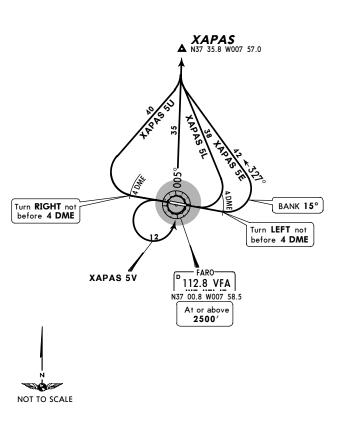
1. After take-off contact FARO Approach.

2. SIDs are also noise abatement routings. 3. Radar vectoring involving deviation from SID may

be used by FARO Approach to expedite traffic.

XAPAS 5E [XAPA5E] XAPAS 5L [XAPA5L] XAPAS 5U [XAPA5U] XAPAS 5V [XAPA5V] RWYS 10, 28 DEPARTURES





Initial climb clearance FL60							
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 5U2	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.					

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

CHANGES: XAPAS upgraded to CRP; radial update.

© JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

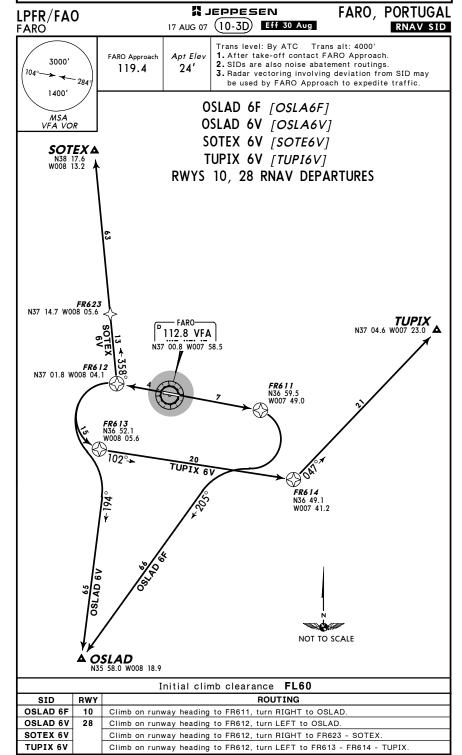
Licensed to Elefant air. Printed on 06 Sep 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 10-2008

JEPPESEN

JeppView 3.5.2.0

FARO, PORTUGAL **MALEPPESEN** LPFR/FAO (10-3C) Eff 30 Aug FARO 17 AUG 07 RNAV SID Trans level: By ATC Trans alt: 4000 1. After take-off contact FARO Approach. Apt Elev 2. SIDs are also noise FARO Approach abatement routings. 3. Radar vectoring involving deviation from SID 119.4 24' may be used by FARO Approach to expedite traffic. ALAGU 6F [ALAG6F] Climb on runway heading to FR611, turn LEFT to FR621, then to ALAGU.
Climb on runway heading to FR611, turn LEFT to FR621, then to NIRAK.
Climb on runway heading to FR611, turn RIGHT to FR619 - FR620 - ODEMI.
Climb on runway heading to FR611, turn EFT to FR621, then to ODEMI.
Climb on runway heading to FR611, turn LEFT to FR621, then to ODEMI.
Climb on runway heading to FR612, turn RIGHT to FR622 - ODEMI. NIRAK 6F [NIRA6F] 3000 ODEMI 6F [ODEM6F] ODEMI 6G [ODEM6G] ODEMI 6V [ODEM6V] RWYS 10, 28 RNAV DEPARTURES Initial climb clearance NIRAK 14.8 W007 25.7 At or aboy **3000**′ ODEMI 6G ODEMI 6F ODEMI 6V NIRAK 6F SID ALAGU 6F ALAGU N38 05.3 W007 36.9 ODEMI

CHANGES: ALAGU & ODEMI upgraded to CRPs; radial update. © JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED. Licensed to Elefant air. Printed on 06 Sep 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 10-2008 JEPPESEN JeppView 3.5.2.0



JEPPESEN Licensed to Elefant air. Printed on 06 Sep 2008. JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 10-2008

FARO, PORTUGAL LPFR/FAO M JEPPESEN Apt Elev 24' 30 JUN 06 (10-9) **FARO** N37 00.9 W007 58.0 FARO Ground Tower 124.2 118.57 118.2 07-57 07-59 07-58 Control Tower AIS + MET General Aviation 10 - 37-01 37-01 \triangleleft 24' VOR ! 28 ΔRP FOR PARKING POSITIONS SEE 10-9A WARNING: Due to birds in vicinity of airport gas cannon units installed along rwy. Caution is advised during approach and T/O. Rwy 28 right-hand circuit. 07-59 07-58 07-57 ADDITIONAL RUNWAY INFORMATION USABLE LENGTHS LANDING BEYOND-RWY Threshold Glide Slope TAKE-OFF WIDTH HIRL (60m) CL(30m) PAPI (angle 3.0°) RVR 148' 8022' 2445m 45m 28 HIRL (60m) CL(30m) HIALS PAPI (3.0°) RVR 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	<u> </u>		
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)	
A B C	150m	200m	250m	400m	500m	
<u> </u>	200m	250m	300m			

CHANGES: Arrival info. © JEPPESEN SANDERSON, INC., 2002, 2006. ALL RIGHTS RESERVED.

JEPPESEN Licensed to Elefant air. Printed on 06 Sep 2008. JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 10-2008

LPFR/FAO ¼ JEPPESEN FARO, PORTUGAL (10-9A) 30 JUN 06 **FARO** 07-58.4 07-58.3 07-58.2 07-58.1 07-57.9 07-57.8 07-57.7 07-58 TERMINAL Control Tower 37-01.2 37-01.2 APRON A 22 26L 26R 28 10 30L / 30R 37-01.1 - 37-01 37-01 RWY 10/28 37-00.9 37-00.9 LEGEND ● ▲ Breakaway area Breakaway point 07-58 ARP 07-57.8 07-58.2 07-58.1

INS COORDINATES

110 000 110 110								
STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV			
1 2 3 4 5	N37 01.1 W007 58.4 N37 01.2 W007 58.4 N37 01.1 W007 58.4 N37 01.1 W007 58.4 N37 01.1 W007 58.3	21 25 21 25 21	11 12 13 14 16,18,20	N37 01.0 W007 58.2 N37 01.1 W007 58.2 N37 01.0 W007 58.2 N37 01.2 W007 58.2 N37 01.2 W007 58.1	21 25 21 24 24			
6 7 8 9 10	N37 01.1 W007 58.3 N37 01.1 W007 58.3 N37 01.1 W007 58.3 N37 01.0 W007 58.2 N37 01.1 W007 58.3	25 21 25 21 25	22, 24 26, 26L, 26R 28 30, 30L, 30R	N37 01.1 W007 57.9	24 22 20 17			

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.

JEPPESEN JeppView 3.5.2.0

LPFR/FAO

stop position.

I JEPPESEN 18 JUN 04 (10-9B)

FARO, PORTUGAL **FARO**

On centerline

APIS (AIRCRAFT PARKING INFORMATION SYSTEM) Display indicating: Company, "ETD", "UTC", acft type, **B737 TAP** UTC "SLOW", "STOP", "OK" "CHCK" and "TOO FAR". 1900 12:25 Display indicating: Flight number, time, acft series, "STOP", "ON" (chocks) and "DOWN". Centerline beacon side-in quidance. Closing-rate information. Full closing rate thermometer indicates at least 46'/14m to

PILOT INSTRUCTIONS

Turn RIGHT

- 1. Follow twy lead-in line and adjust according to the directions of the centerliné 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.

Turn LEFT

- Do not enter the stand if display presents STOP or wrong acft-type.
 Approximately 46'/14m before STOP, flight number will disappear if it has
- 5. 62'/19m before STOP, acft type goes steady. If speed is too high, SLOW DOWN
- 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 twv 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.

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

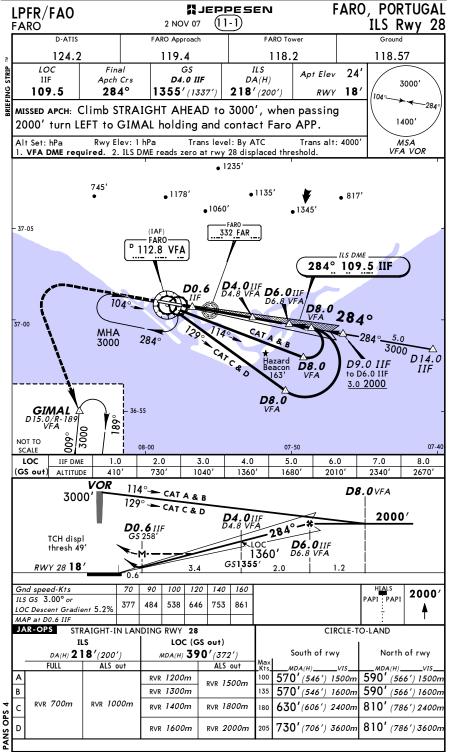
Taxiing must be done with engines on IDLE. Acft type B747 or similar are requested to taxi with outboard engines on IDLE.

Taxi lights must be activated during taxiing and switched-off when in final position for parking.

Licensed to Elefant air. Printed on 06 Sep 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 10-2008

CHANGES: None

JEPPESEN JeppView 3.5.2.0



JEPPESEN Licensed to Elefant air. Printed on 06 Sep 2008. JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 10-2008

FARO. PORTUGAL MJEPPESEN. LPFR/FAO 2 NOV 07 (13-1) VOR Z Rwy 10 FARO FARO Approach D-ATIS FARO Tower 124.2 119.4 118.2 118.57 VOR Minimum Alt Final Apt Elev 24' MDA(H) VFA Apch Crs D7.0 3000' 400' (376') 112.8 108° 2000' (1976') RWY 24' MISSED APCH: Climb STRAIGHT AHEAD to 3000', when passing 1400' 2000' turn RIGHT to GIMAL holding and contact Faro APP. Rwy Elev: 1 hPa Alt Set: hPa Trans level: By ATC Trans alt: 4000' MSA VFA VOR 1. DME required. 2. Final apch track offset 4° from rwy centerline. • 1060' • 1053' 1 Leave at 3000' 1235' or above • 1178' 817' • 745' 'R-288 ⊕ •1060' •1345' D 112.8 VFA D7.0 2000 [FD 10] DIROP **O**D1. D1.0 [MD1Ø] D10.0 MHA 3000 ALTERNATIVE PROCEDURE: 163' Leave VOR at 4000' or above. NOT TO SCALE **GIMAL** 36-55 .681 600 08-10 08-00 5.0 4.0 3.0 VFA DME 6.0 2.0 1120 ALTITUDE 1730 1430 820 510 DIROP D10.0 288°−1 3000′ **VOR** D1.0 2000 -108°--*. [MD1Ø] [TCH displ thresh 50'] D9.0 D7.0 RWY 10 24' 6.0 Gnd speed-Kts 70 90 100 120 140 160 100° 2000 3000 Descent grad 5.00% of 355 457 508 609 711 812 PAPI RT GIMAL Descent angle [2.87° MAP at D1.0 JAR-OPS STRAIGHT-IN LANDING RWY 10 CIRCLE-TO-LAND South of rwy North of rwy MDA(H) 400' (376') __VIS 100 440' (416') 1500m 580' (556') 1500m RVR 1500m 135 530' (506') 1600m 580' (556') 1600m 180 630' (606') 2400m 810' (786') 2400m RVR 1800m 205 730' (706') 3600m 810' (786') 3600m RVR 2000m

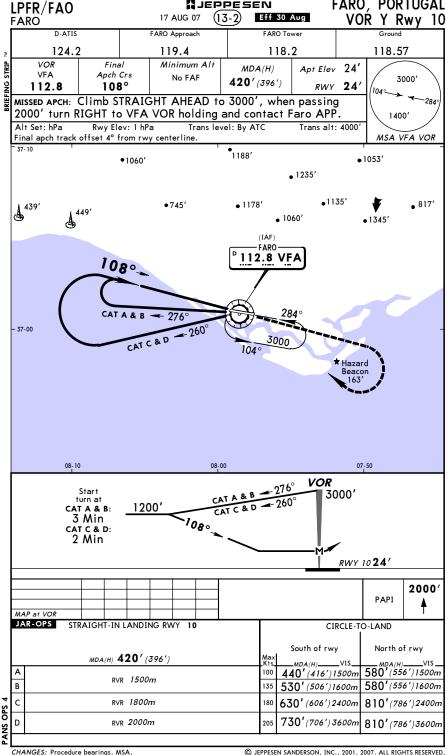
© JEPPESEN SANDERSON, INC., 2000, 2007. ALL RIGHTS RESERVED.

CHANGES: Missed apch icons.

JEPPESEN Licensed to Elefant air. Printed on 06 Sep 2008. JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 10-2008

JEPPESEN

FARO, PORTUGAL



© JEPPESEN SANDERSON, INC., 2001, 2007. ALL RIGHTS RESERVED.

Licensed to Elefant air. Printed on 06 Sep 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 10-2008

JEPPES EN

JeppView 3.5.2.0

FARO. PORTUGAL MJEPPESEN LPFR/FAO 17 AUG 07 (13-3) Eff 30 Aug VOR Z Rwy 28 FARO D-ATIS FARO Approach FARO Tower 124.2 119.4 118.2 118.57 Minimum Alt VOR Final Apt Elev 24' MDA(H) VFA Apch Crs D7.0 3000' 460' (442') 112.8 281° 2000' (1982') RWY 18' MISSED APCH: Climb STRAIGHT AHEAD to 3000', when passing 1400' 2000' turn LEFT to GIMAL holding and contact Faro APP. Rwv Elev: 1 hPa Trans level: By ATC Trans alt: 4000' MSA 1. DME required. 2. Final apch track offset 3° from rwy centerline. VFA VOR 37-10 • 1053['] •1060' 1235' • 1178′ 1135' 745' 817' 449' • 1060′ ·1345 FARO -♨ D 112.8 VFA 1 Leave at 3000 FARO -332 FAR GOBIX D9.0 D7.0 37-00 -281° 2000 08-10 1019 D10.0 Leave VOR at 4000' or above. Hazard Beacon 163' ALTERNATIVE PROCEDURE: **GIMAL** D8.0 MHA 3000 D15.0/R-189 600 NOT TO SCALE VFA DME 3.0 4.0 5.0 6.0 ALTITUDE 750' 1060 1360 GOBIX **VOR** D10.0 NDB 2000' D1.0 [TCH displ D9.0 281 D7.0 thresh 49' 520' RWY 2818' 4.7 2.0 TO DISPL THRESHOLD Gnd speed-Kts 70 90 100 120 140 160 2000 Descent gradient 5.04% or 358 460 | 511 | 613 | 716 | 818 Descent angle JAR-OPS STRAIGHT-IN LANDING RWY 28 CIRCLE-TO-LAND MDA(H) 460' (442') South of rwy North of rwy ALS out 460' (436') 1500m 590' (566') 1500m RVR 1200m RVR 1500m 530' (506') 1600m 590' (566') 1600m RVR 1300m 630' (606') 2400m 810' (786') 2400n RVR 1400m RVR 1800m 730' (706') 3600m 810' (786') 3600m RVR 1600m RVR 2000m

© JEPPESEN SANDERSON, INC., 2001, 2007. ALL RIGHTS RESERVED.

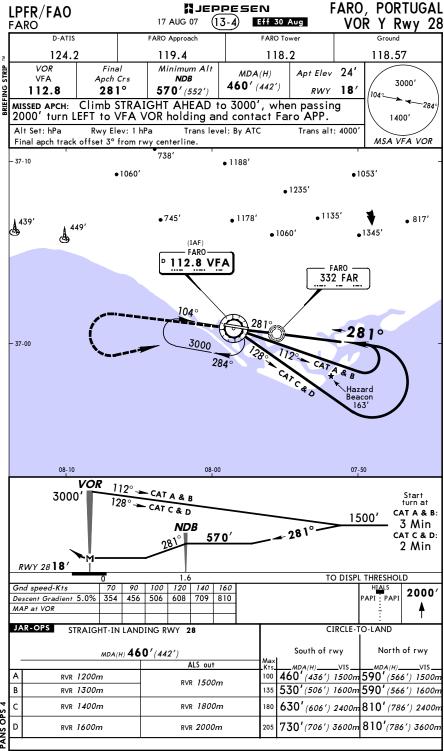
CHANGES: Bearings.

Licensed to Elefant air. Printed on 06 Sep 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 10-2008

JEPPS EN

JeppView 3.5.2.0



CHANGES: Bearings.

JEPPESEN Licensed to Elefant air. Printed on 06 Sep 2008. JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 10-2008 FARO, PORTUGAL MJEPPESEN. LPFR/FAO 17 AUG 07 (16-1) Eff 30 Aug NDB Rwy 28 FARO D-ATIS FARO Approach FARO Tower Ground 124.2 118.2 118.57 119.4 NDB Minimum Alt Final Apt Elev 24' MDA(H)FAR Apch Crs No FAF 3000' **570**′ (552′) 283° 332 RWY 18' MISSED APCH: Climb STRAIGHT AHEAD to 3000'. At 2000' turn 1400' LEFT to NDB and contact Faro APP. Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 4000' MSA FAR NDB 1060 • 1235' • 1135' •1178' • 745' • 817' • 1345′ •1060' 37-05 FARÓ D 112.8 VFA **332 FAR** -283° 37-00 3000 103°. ★ Hazard Beacon 163' 36-55 08-00 07-50 07-40 NDB 3000' Start turn at CAT A & B: 1500' 2 Min CAT C & D: $1\frac{1}{2}$ Min RWY 28 18' TO DISPL THRESHOLD 1.6 2000 MAP at NDB JAR-OPS STRAIGHT-IN LANDING RWY 28 CIRCLE-TO-LAND North of rwy MDA(H) 570' (552') South of rwy ALS out 100 570' (546') 1500m 590'(566') 1500m RVR 1400m RVR 1500m 135 570' (546') 1600m 590'(566') 1600m RVR 1500m 180 630' (606')2400m 810'(786') 2400m RVR 1600m RVR 2000m 205 730' (706')3600m 810'(786')3600m RVR 1800m

CHANGES: Procedure bearings. MSA.

© JEPPESEN SANDERSON, INC., 2001, 2007. ALL RIGHTS RESERVED.