

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LPFR

Terminal Charts For LPFR

Revision Letter For Cycle 03-2020

Change Notices

Notebook

General Information

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

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 3.0° W

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0730 Z
Sunset: 1803 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: 124.205
Faro Tower: 119.130 Secondary
Faro Tower: 120.755
Faro Ground: 118.580
Faro Approach: 119.405

LPFR/FAO
FARO

JEPPESEN

15 MAR 19

10-1P

Eff 28 Mar

FARO, PORTUGAL
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 124.205

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 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 201, 203, 205, 207, 209, 211 and 213 via TWY A except for ACFT code letter A and B or previous coordination between ATC and Apron Management Service. Pilots operating in these stands should maneuver the ACFT taking into account the slope (7.8%) of the adjacent TWY safety strip.

Apron taxilane between stand 201 and 213 is restricted to ACFT with a wingspan up to 144'/44m.

All stands (except stand 500) are nose-in; nose-out may be assigned by Apron Management Service due to operational reasons.

Stands 201 thru 209, 211 and 213 thru 475 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 314, 316, 318, 320, 322 and 324 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.

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15 MAR 19

(10-1P1)

Eff 28 Mar

FARO, PORTUGAL
AIRPORT BRIEFING

1. GENERAL

1.3.2. GROUND POWER UNIT (GPU)

The use of mobile autonomous GPU is not allowed at stands 314, 316, 318, 320, 322 and 324, except when Apron Drive Loading Bridges GPU system is unserviceable.

1.3.3. AUXILIARY POWER UNIT (APU)

APU may be used at stands 314, 316, 318, 320, 322 and 324. 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 maneuver. 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 0600-2400LT on the condition that a previous authorization is obtained from the Apron Management 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 314, 316, 318, 320, 322 and 324 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 Apron Management Service (TWYs C2, P or E).

1.5. OTHER INFORMATION

CAUTION: Birds in vicinity of APT.

LPFR/FAO
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14 JUN 19

10-1P2

FARO, PORTUGAL
AIRPORT BRIEFING

2. ARRIVAL

2.1. CAT II OPERATIONS

RWY 28 approved for CAT II operations, special aircrew and ACFT certification required.

2.2. NON-RNAV ARRIVALS

Non-RNAV ACFT shall proceed to VFA VORDME and EXPECT ATC instructions for final approach.

3. DEPARTURE

3.1. START-UP, PUSH-BACK AND 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 for maneuvering is not permitted.

All push-back maneuvers 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 maneuvers are coordinated with ATC and Apron Management Service.

ACFT will be parked in stands 321, 323 and 325 in outgoing nose-out position. When cleared for taxi, pilots are reminded to use low power.

3.1.2. ENGINE START-UP

Until 10 minutes prior EOBT, departing traffic shall contact FARO Ground or Tower as announced by ATIS. The contact to ATC is to inform/receive the parking position, ATIS acknowledged and ATC clearance. The clearance includes:

- ACFT identification.
- Clearance limit (normally destination aerodrome).
- Destinator of the assigned SID, if applicable. When receiving, pilots shall comply with the published SID vertical profile.
- Any other necessary instructions or information not contained in the SID description, e.g. CTOT.

Start-up on stand and cross bleed starts must be coordinated with Apron Management followed by the request to ATC.

Start-up is allowed during push-back maneuver.

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

3.1.3. TAXIING

For safety reasons, pilots should only use starboard engines when taxiing on stands 314, 316, 318, 320, 322, and 324.

ACFT using the apron must taxi following the continuous yellow centerline marking the apron axis and shall use the lowest possible power setting.

Pilots are reminded about the extreme importance of maintaining a careful look-out at all times.

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.

LPFR/FAO
FAO

JEPPESSEN
15 MAR 19 10-1R

Eff 28 Mar

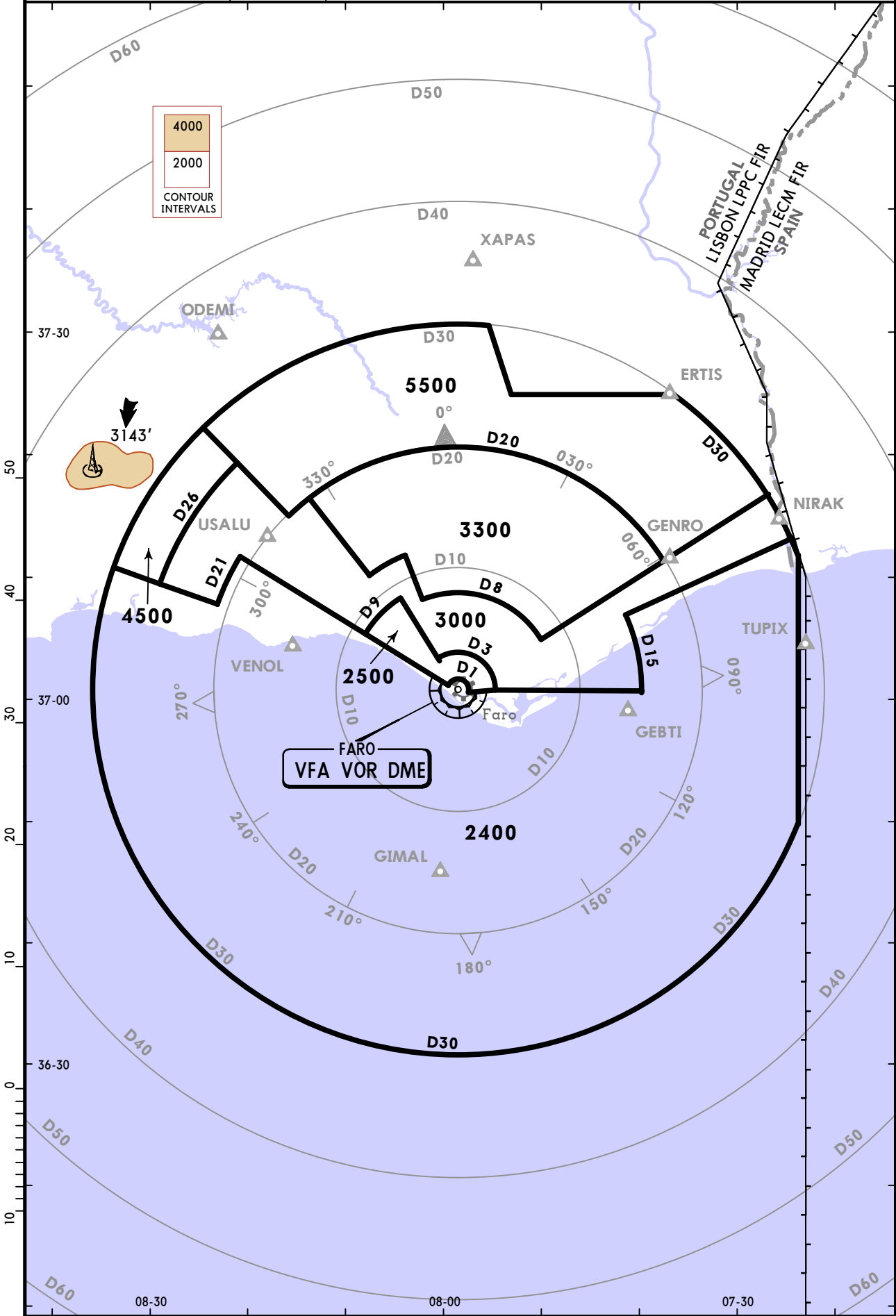
FARO, PORTUGAL

RADAR MINIMUM ALTITUDES

FAO Approach
119.405

Apt Elev
24

Alt Set: hPa
Trans level: By ATC Trans alt: 4000'
1. The published minimum altitudes do not include corrections for low temperatures.
2. This chart may only be used for cross-checking of altitudes assigned while under vectoring control.



LPFR/FAO
FARO

JEPPESSEN
10 MAY 19 10-2 Eff 23 May

FARO, PORTUGAL
RNAV STAR

D-ATIS
124.205

Apt Elev
24

Alt Set: hPa Trans level: By ATC
1. RNAV 1 required.
2. GNSS only.
3. Non-GNSS equipped ACFT shall proceed to VFA and EXPECT ATC instructions for final approach.

ALAGU 6A [ALAG6A], GENRO 6A [GENR6A], GIMAL 6A [GIMA6A]
MARIM 6A [MARI6A], NIRAK 6A [NIRA6A]
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.



LPFR/FAO
FARO

JEPPESSEN
10 MAY 19 10-2A Eff 23 May

FARO, PORTUGAL
RNAV STAR

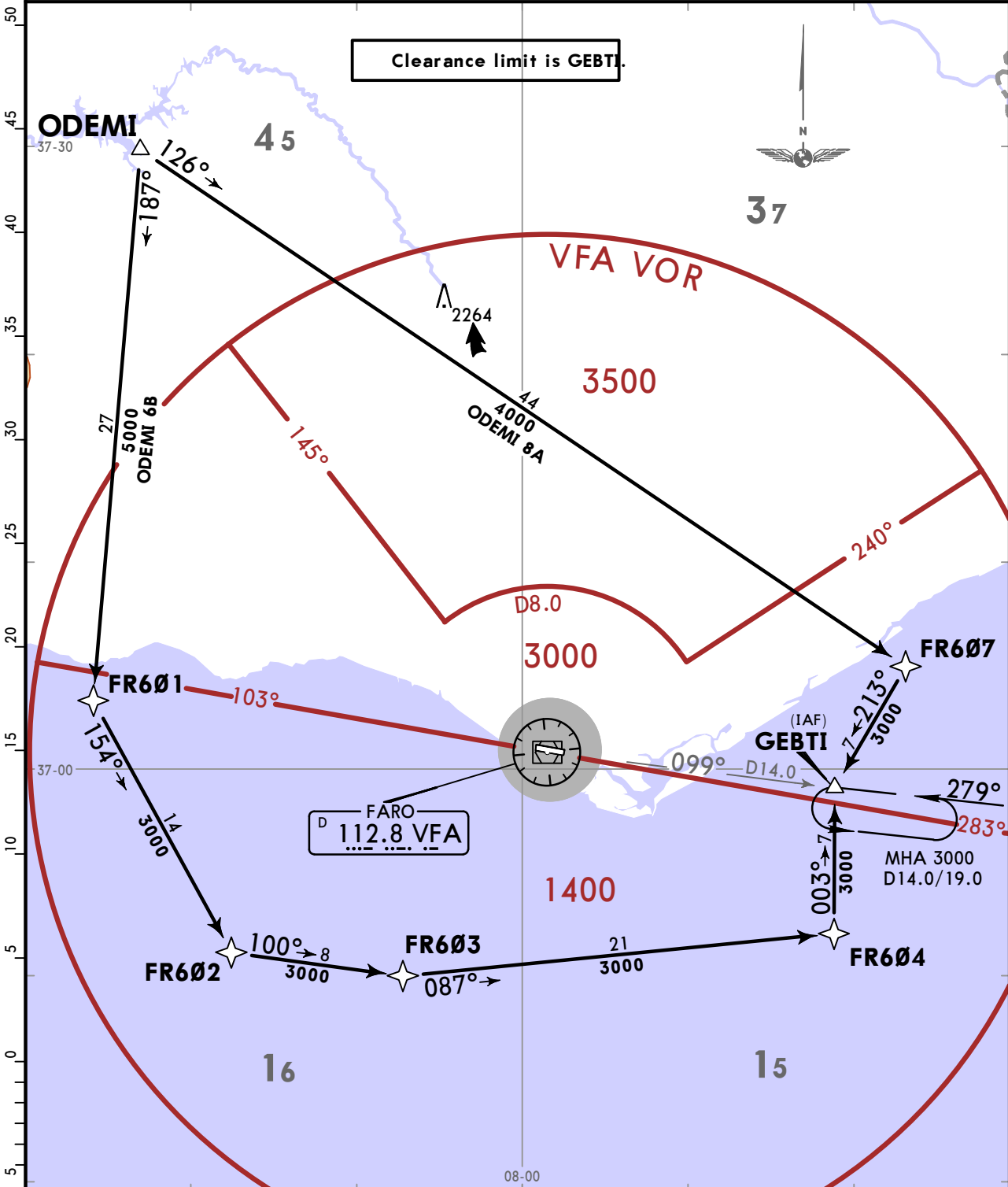
D-ATIS
124.205

Apt Elev
24

Alt Set: hPa Trans level: By ATC
1. RNAV 1 required.
2. GNSS only.
3. Non-GNSS equipped ACFT shall proceed to VFA and EXPECT ATC instructions for final approach.

ODEMI 8A [ODEM8A], ODEMI 6B [ODEM6B]
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.



STAR	ROUTING
ODEMI 8A	ODEMI - FR607 - GEBTI.
ODEMI 6B	ODEMI - FR601 - FR602 - FR603 - FR604 - GEBTI.

LPFR/FAO
FARO



JEPPESSEN

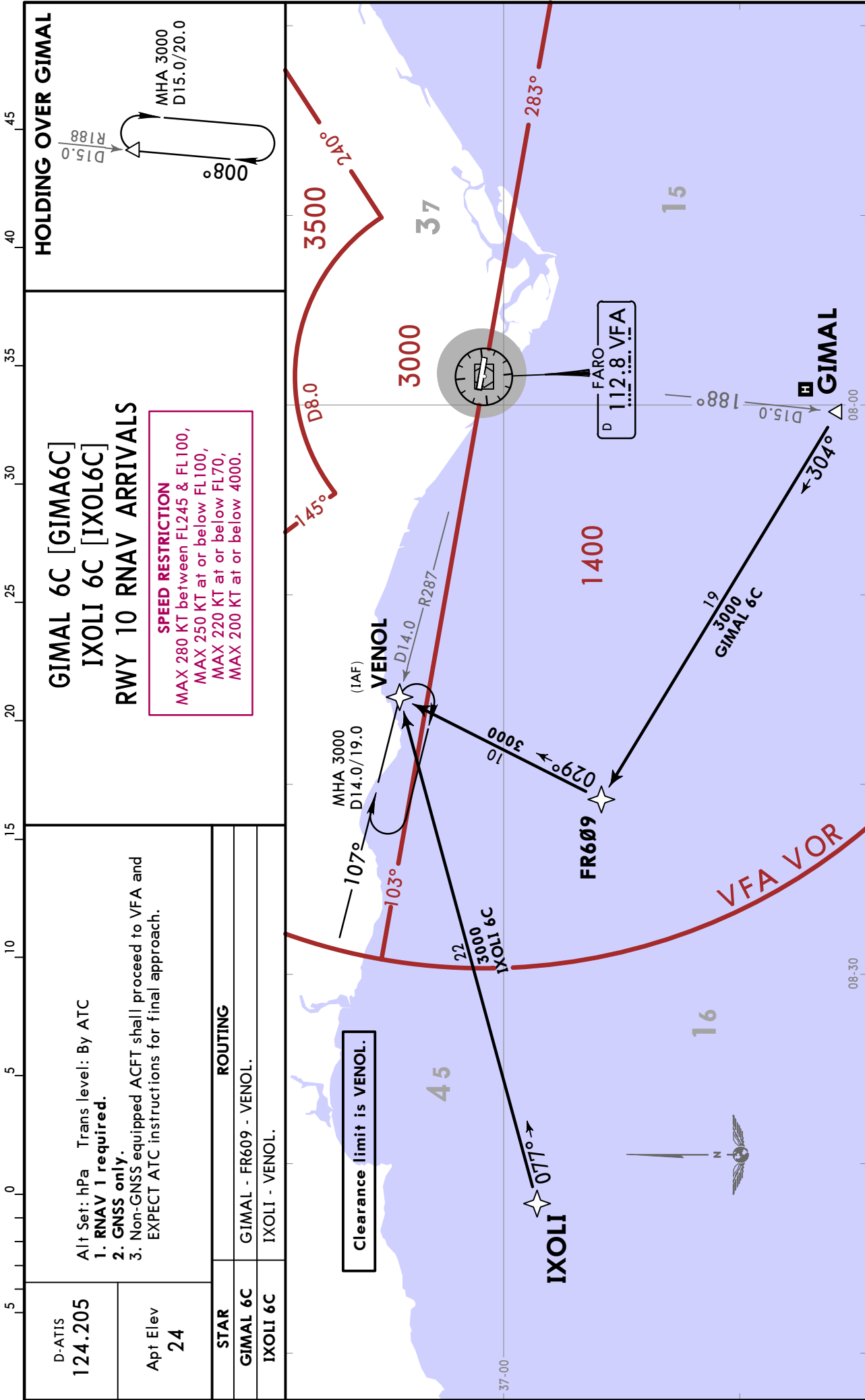
FARO, PORTUGAL

10 MAY 19

10-2B

Eff 23 May

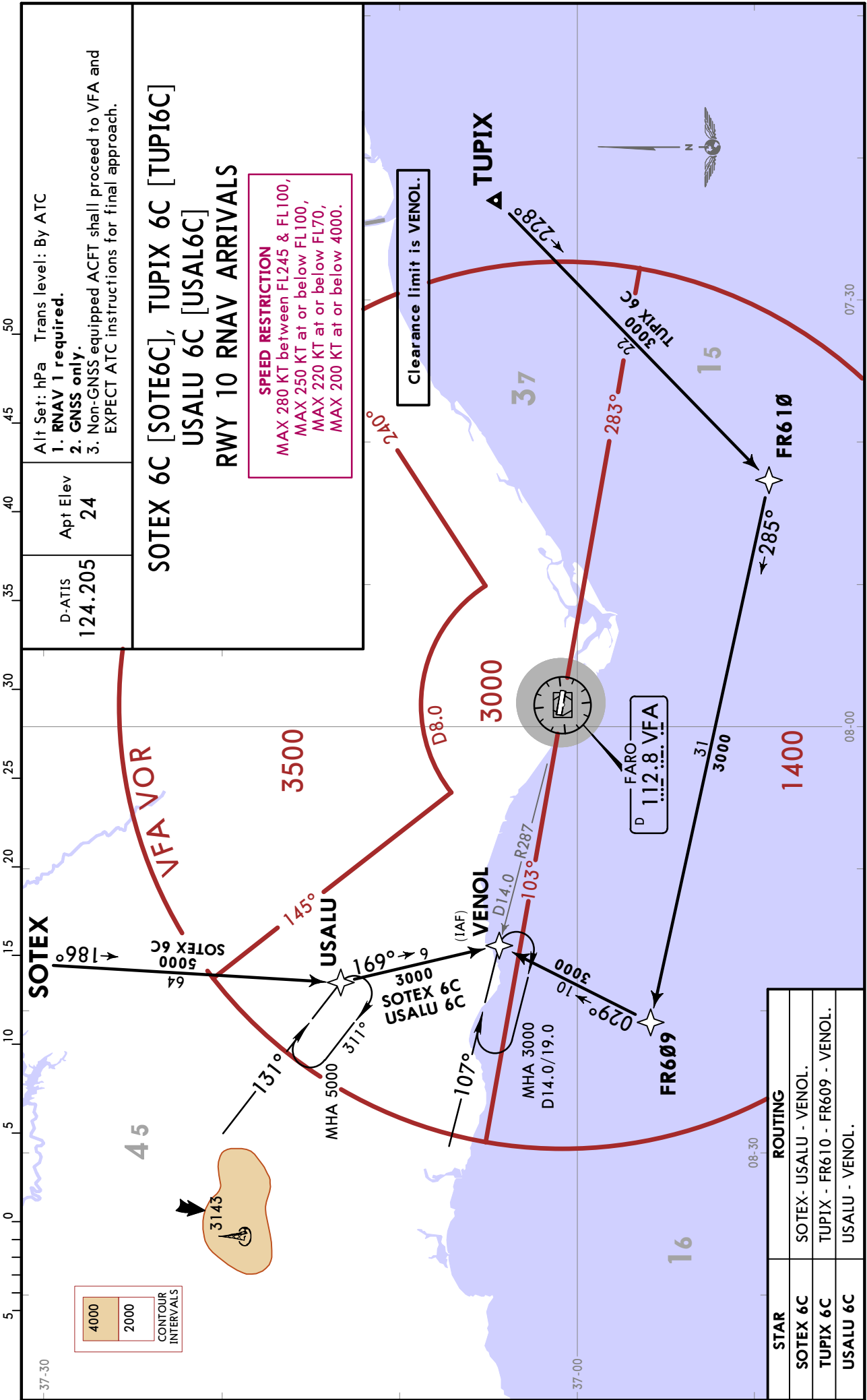
RNAV STAR



LPFR/FAO
FARO

JEPPESSEN
10 MAY 19 10-2C Eff 23 May

FARO, PORTUGAL
RNAV STAR



Alt Set: hPa Trans level: By ATC

1. RNAV 1 required.
2. GNSS only.
3. Request CDO, before ALAGU and ODEMI.

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.

ODEMI
(64.4 NM to THR 28)
FL230
FL150

ERTIS
(40.0 NM to THR 28)
FL140
FL90

GENRO
(26.6 NM to THR 28)

FL90
FL60

FR607
(20.0 NM to THR 28)

FL70

FL50

(IAF)
GEBTI
THR 28)

4600
3100

D FÄRO
112.8 VFA

STAR	ROUTING
ALAGU 4K	ALAGU (FL280-; FL170+) - ERTIS (FL140-; FL90+) - GENRO (FL90-; FL60+) - FR607 (FL70-; FL50+) - GEBTI (4600-; 3100+).
ODEMI 4K	ODEMI (FL230-; FL150+) - FR607 (FL70-; FL50+) - GEBTI (4600-; 3100+).

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LPFR/FAO
FARO

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23 NOV 18 10-2E Eff 6 Dec

FARO, PORTUGAL
RNAV STAR

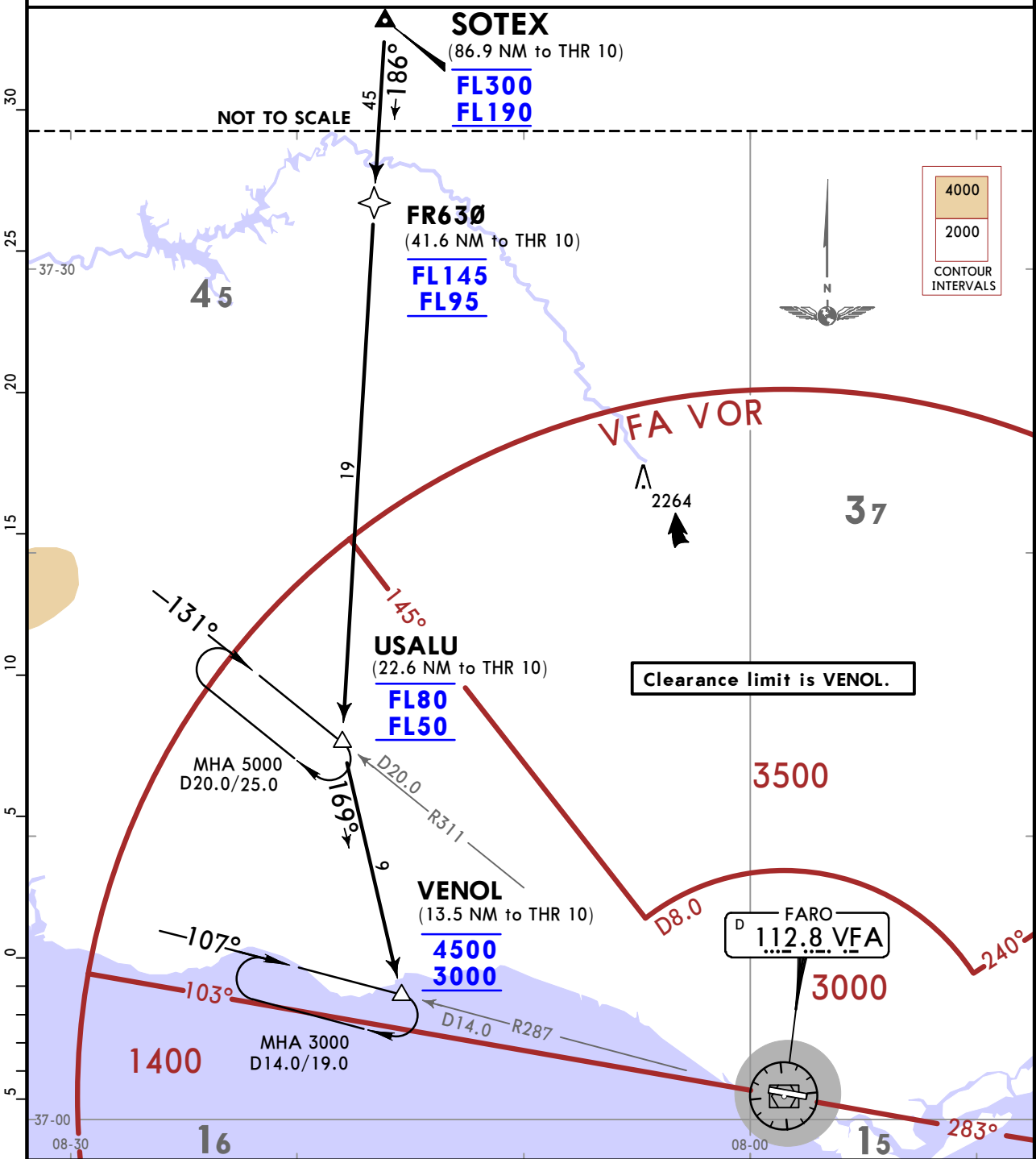
D-ATIS
124.205

Apt Elev
24

Alt Set: hPa
Trans level: By ATC
1. RNAV 1 required.
2. GNSS only.
3. Request CDO, before SOTEX.

SOTEX 4K [SOTE4K]
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.



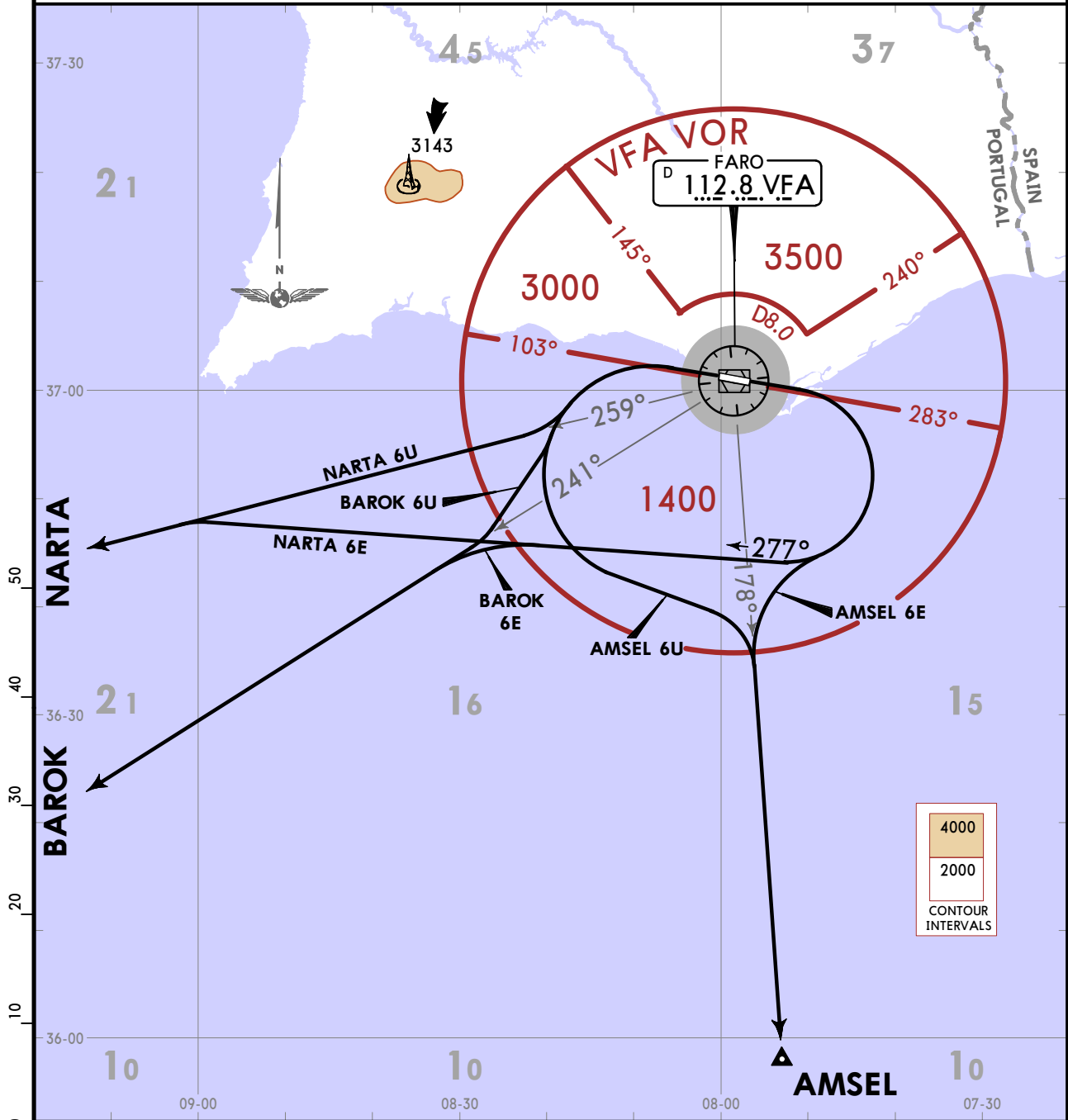
LPFR/FAO
FAO

JEPPESSEN
26 APR 19 10-3

FARO, PORTUGAL
SID

FARO Approach 119.405	Apt Elev 24	Trans alt: 4000 1. After take-off contact FARO Approach. 2. SIDs are also noise abatement routings. 3. NON RNAV1-GNSS equipped ACFT shall advise ATC when requesting ATC clearance, and EXPECT alternative instructions. 4. RADAR vectoring involving deviation from SID may be used by FARO Approach to expedite traffic.
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AMSEL 6E [AMSE6E], AMSEL 6U [AMSE6U]
BAROK 6E [BARO6E], BAROK 6U [BARO6U]
NARTA 6E [NART6E], NARTA 6U [NART6U]
DEPARTURES



Initial climb clearance FL60		
SID	RWY	ROUTING
AMSEL 6E	10	Turn RIGHT, intercept VFA R178 to AMSEL.
AMSEL 6U	28	Turn LEFT, intercept VFA R178 to AMSEL.
BAROK 6E	10	Turn RIGHT, 277° track, intercept VFA R241 to BAROK.
BAROK 6U	28	Turn LEFT, intercept VFA R241 to BAROK.
NARTA 6E	10	Turn RIGHT, 277° track, intercept VFA R259 to NARTA.
NARTA 6U	28	Turn LEFT, intercept VFA R259 to NARTA.

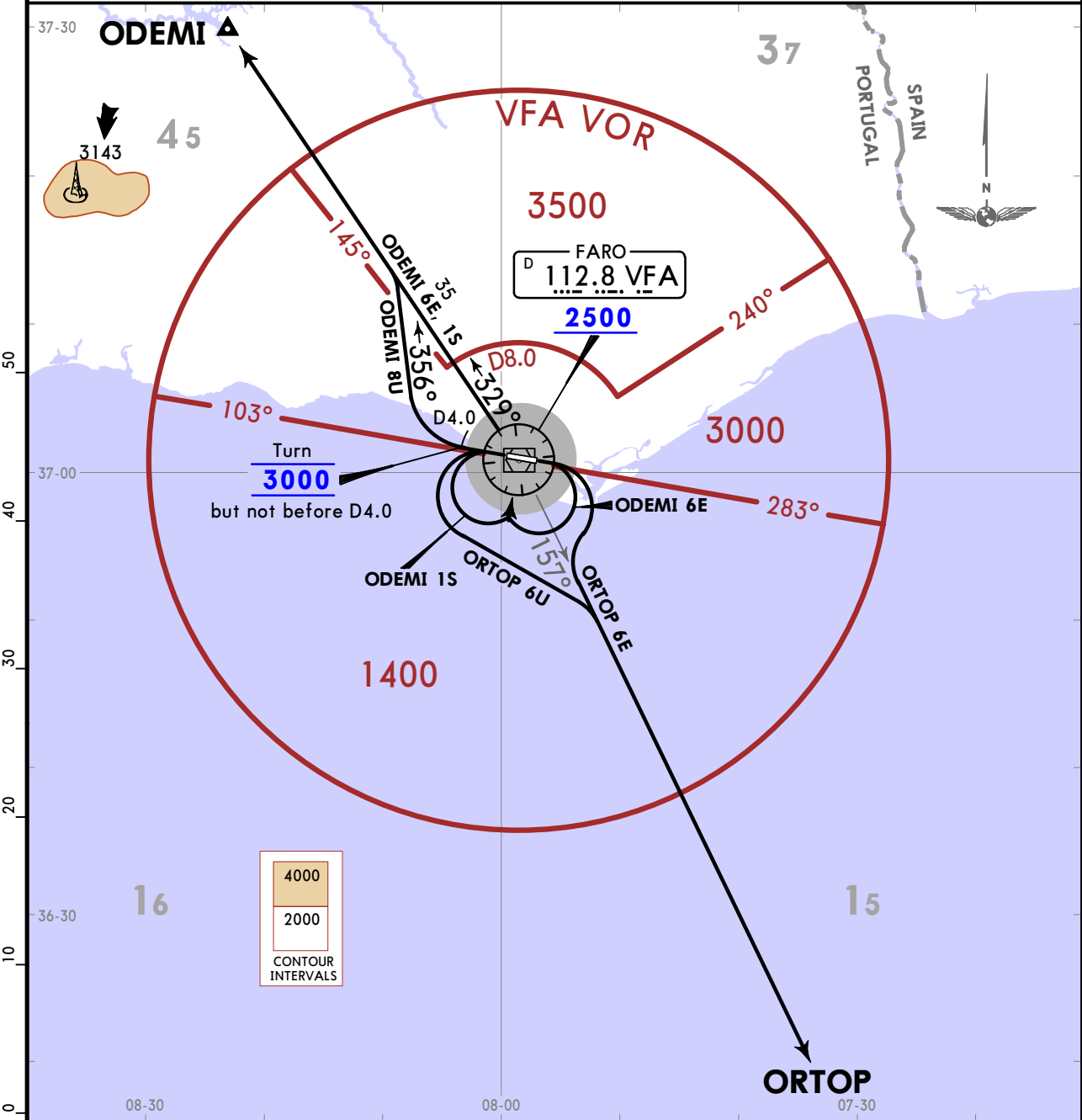
LPFR/FAO
FARO

JEPPESSEN
26 APR 19 10-3A

FARO, PORTUGAL
SID

FARO Approach 119.405	Apt Elev 24	Trans alt: 4000 1. After take-off contact FARO Approach. 2. SIDs are also noise abatement routings. 3. NON RNAV1-GNSS equipped ACFT shall advise ATC when requesting ATC clearance, and EXPECT alternative instructions. 4. RADAR vectoring involving deviation from SID may be used by FARO Approach to expedite traffic.
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ODEMI 6E [ODEM6E], ODEMI 1S [ODEM1S]
ODEMI 8U [ODEM8U], ORTOP 6E [ORTO6E]
ORTOP 6U [ORTO6U]
DEPARTURES



Initial climb clearance FL60		
SID	RWY	ROUTING
ODEMI 6E	10	Turn RIGHT to VFA, VFA R329 to ODEMI.
ODEMI 1S	28	Turn LEFT to VFA, VFA R329 to ODEMI.
ODEMI 8U ①		Climb on runway heading, when passing 3000, but not before D4.0 VFA, turn RIGHT, 356° track, intercept VFA R329 to ODEMI.
ORTOP 6E	10	Turn RIGHT, intercept VFA R157 to ORTOP.
ORTOP 6U	28	Turn LEFT, intercept VFA R157 to ORTOP.
① To be used only between 0800-2200Z - alternative ODEMI 1S.		

LPFR/FAO
FAO

JEPPESSEN
26 APR 19 **10-3B**

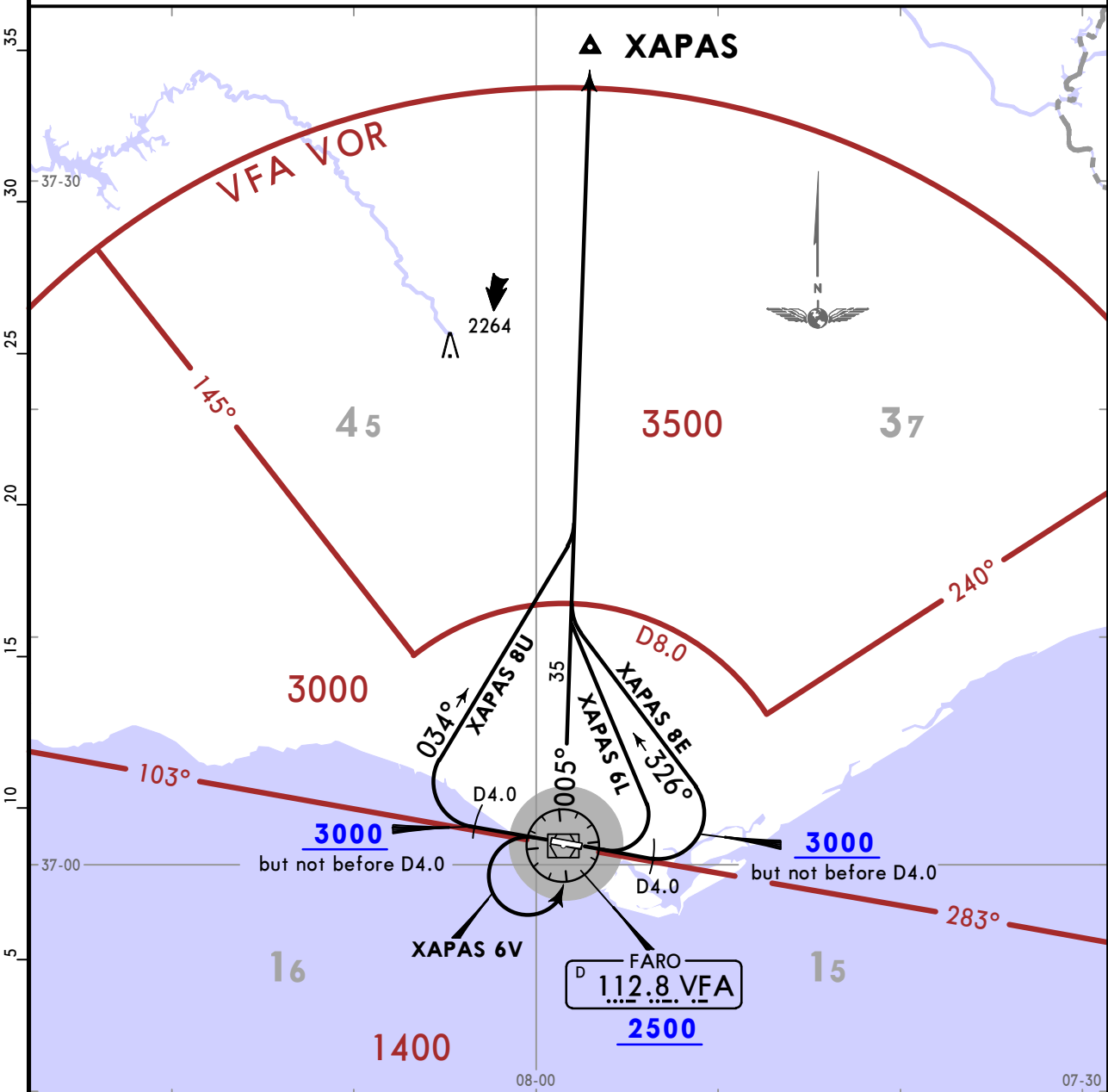
FARO, PORTUGAL
SID

FARO
Approach
119.405

Apt Elev
24

- Trans alt: 4000
1. After take-off contact FARO Approach.
 2. SIDs are also noise abatement routings.
 3. NON RNAV1-GNSS equipped ACFT shall advise ATC when requesting ATC clearance, and EXPECT alternative instructions.
 4. RADAR vectoring involving deviation from SID may be used by FARO Approach to expedite traffic.

**XAPAS 8E [XAPA8E], XAPAS 6L [XAPA6L]
XAPAS 8U [XAPA8U], XAPAS 6V [XAPA6V]
DEPARTURES
BY ATC**



Initial climb clearance **FL60**

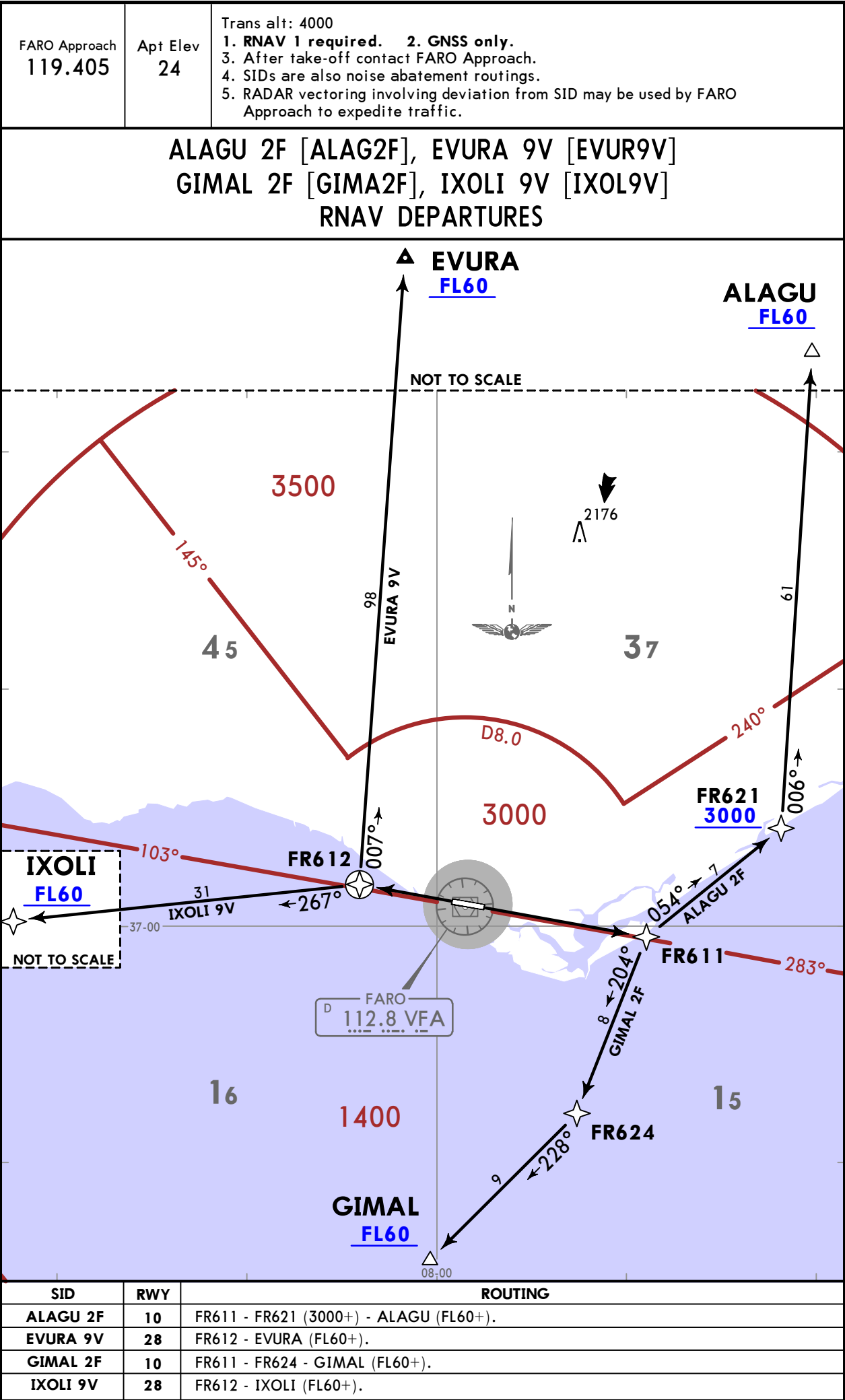
SID	RWY	ROUTING
XAPAS 8E	10	Climb on runway heading, when passing 3000, but not before VFA D4.0, turn LEFT, 326° track, intercept VFA R005 to XAPAS.
XAPAS 6L ①		Turn LEFT, intercept VFA R005 to XAPAS.
XAPAS 8U ②	28	Climb on runway heading, when passing 3000, but not before VFA D4.0, turn RIGHT, 034° track, intercept VFA R005 to XAPAS.
XAPAS 6V		Turn LEFT to VFA, VFA R005 to XAPAS.

- ① Light aircraft only.
② To be used only between 0800-2200Z - alternative XAPAS 6V.

LPFR/FAO
FARO

JEPPESSEN
26 APR 19 10-3C

FARO, PORTUGAL
RNAV SID

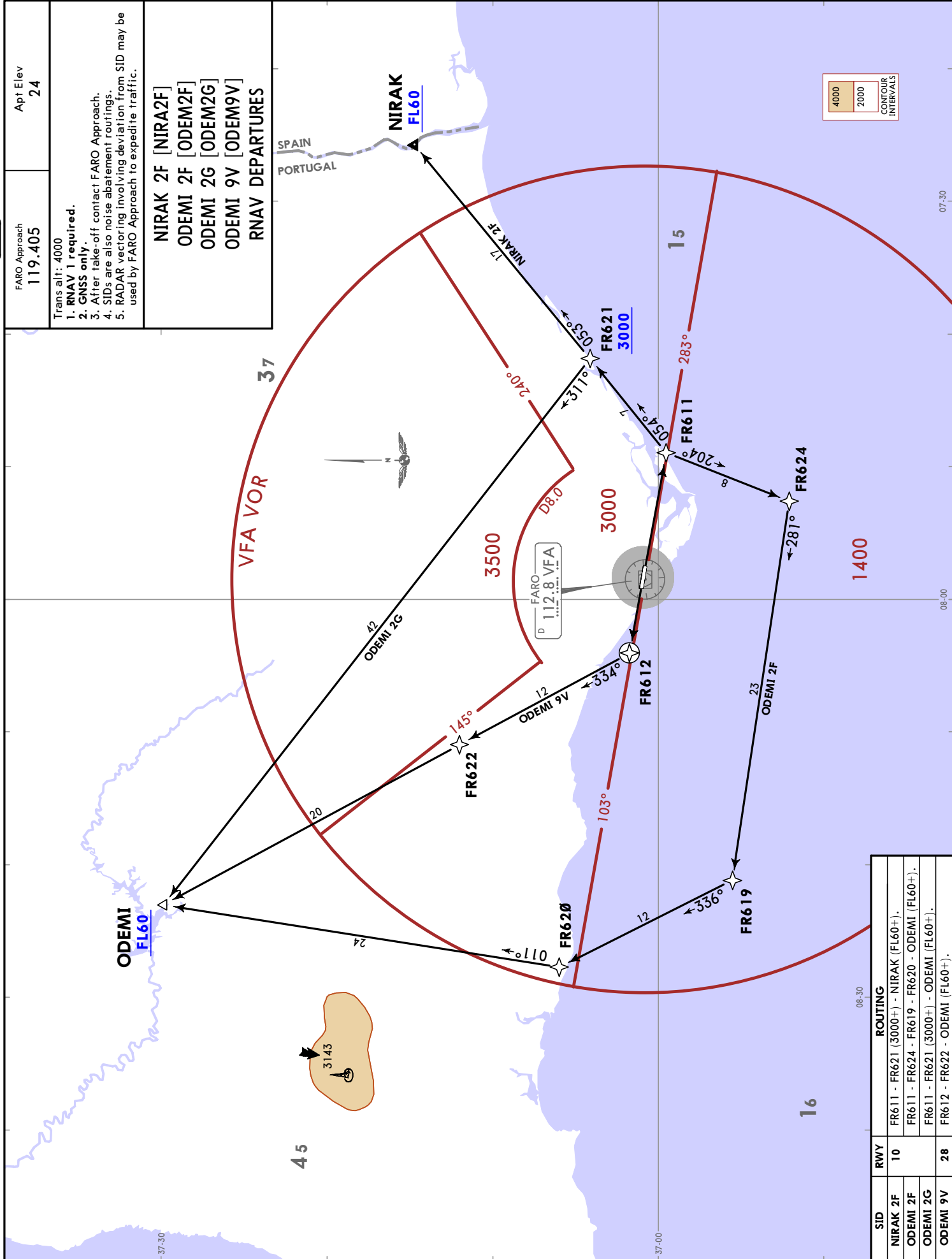


FARO Approach
119,405

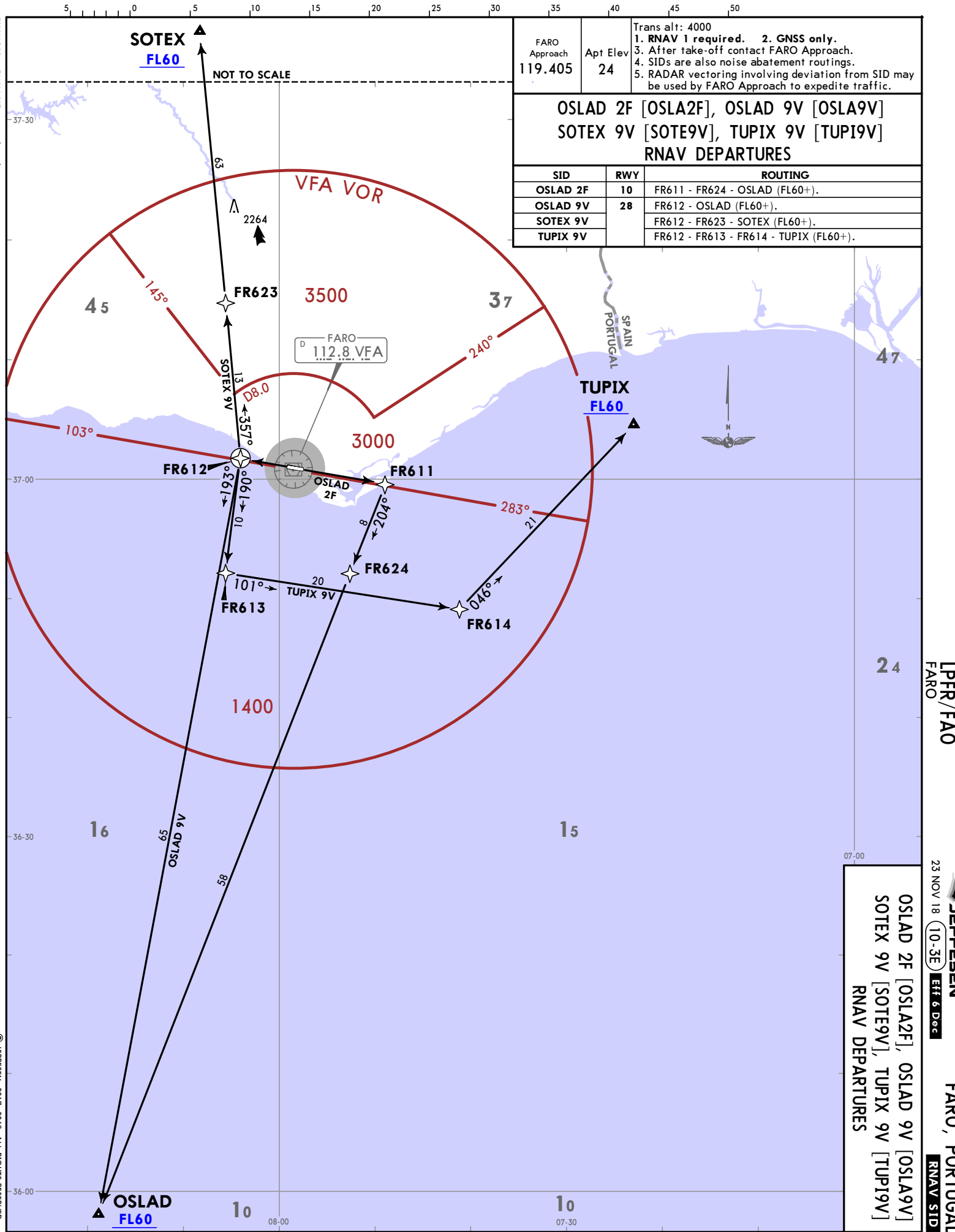
Apt Elev
24

Trans alt: 4000
1. RNAV 1 required.
2. GNSS only.
3. After take-off contact FARO Approach.
4. SIDs are also noise abatement routings.
5. RADAR vectoring involving deviation from SID may be used by FARO Approach to expedite traffic.

NIRAK 2F [NIRA2F]
ODEMI 2F [ODEM2F]
ODEMI 2G [ODEM2G]
ODEMI 9V [ODEM9V]
RNAV DEPARTURES



CHANGES: RNAV SIDs renumbered; crossings; communications.



FARO Approach 119.405		Apt Elev 24	Trans alt: 4000 1. RNAV 1 required. 2. GNSS only. 3. After take-off contact FARO Approach. 4. SIDs are also noise abatement routings. 5. RADAR vectoring involving deviation from SID may be used by FARO Approach to expedite traffic.
OSLAD 2F [OSLA2F], OSLAD 9V [OSLA9V] SOTEX 9V [SOTE9V], TUPIX 9V [TUPI9V] RNAV DEPARTURES			
SID	RWY	ROUTING	
OSLAD 2F	10	FR611 - FR624 - OSLAD (FL60+).	
OSLAD 9V	28	FR612 - OSLAD (FL60+).	
SOTEX 9V		FR612 - FR623 - SOTEX (FL60+).	
TUPIX 9V		FR612 - FR613 - FR614 - TUPIX (FL60+).	

LPFR/FAO
FARO, PORTUGAL
RNAV SID
JEPPESSEN
23 NOV 18 (10-3E) Eff 6 Dec

OSLAD 2F [OSLA2F], OSLAD 9V [OSLA9V]
SOTEX 9V [SOTE9V], TUPIX 9V [TUPI9V]
RNAV DEPARTURES

LPFR/FAO

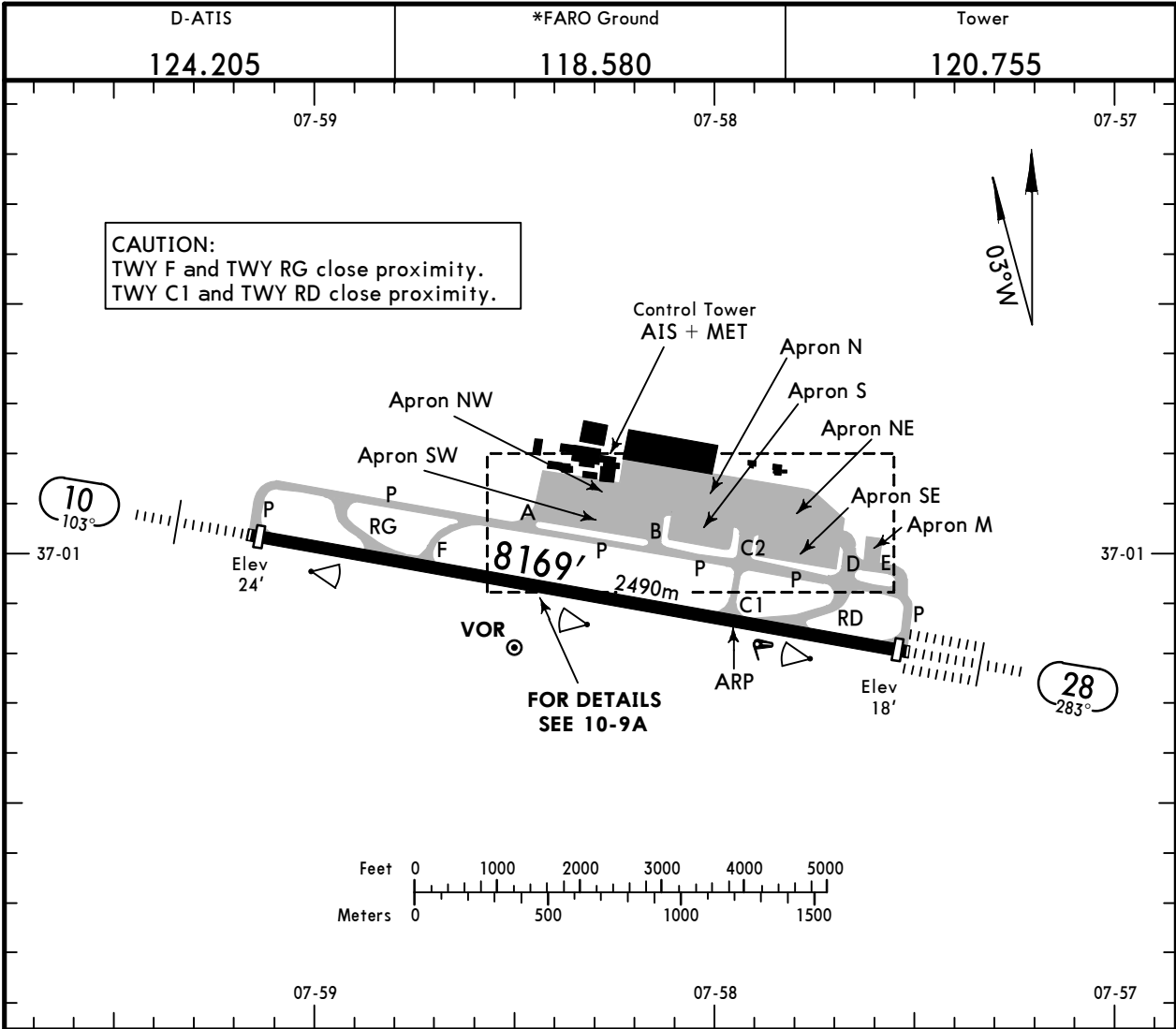
Apt Elev 24'
N37 00.9 W007 58.0

JEPPESSEN

15 MAR 19 (10-9) Eff 28 Mar

FARO, PORTUGAL

FARO



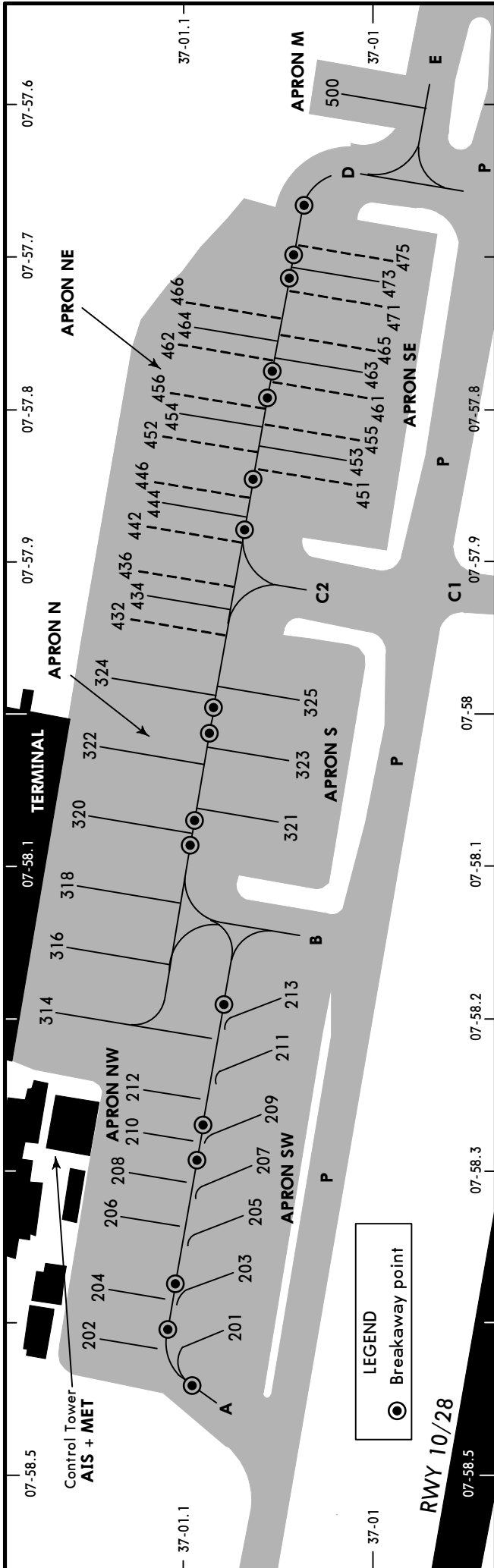
ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
10	HIRL(60m) CL(15m) HIALS PAPI-R(3.0°) ❶ RVR	8022' 2445m	7051' 2149m		148' 45m
28	HIRL(60m) CL(15m) HIALS-II TDZ ❷ ❸ RVR		7045' 2147m		

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

Standard TAKE-OFF					
Low Visibility Take-off					
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL Adequate vis ref (Day only)
A					
B	TDZ, MID, RO	TDZ, MID, RO			
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m
D					500m

LPFR/FAO

FARO, PORTUGAL
FARO



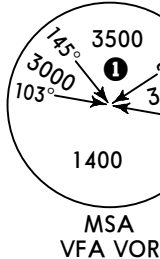
INS COORDINATES

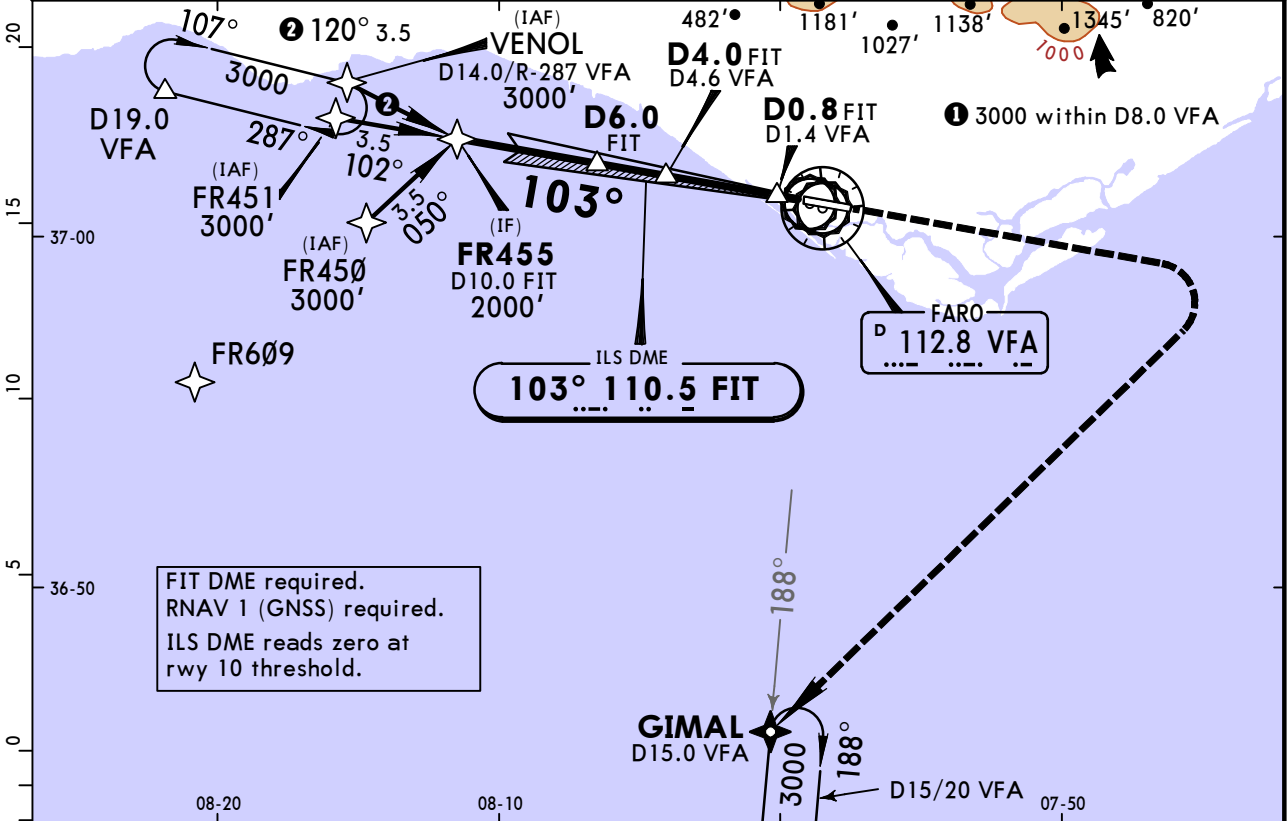
STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
201	N37 01.1 W007 58.4	21	318	N37 01.2 W007 58.1	24	453	N37 01.0 W007 57.8	16
202	N37 01.2 W007 58.4	25	321	N37 01.0 W007 58.1	22	454	N37 01.1 W007 57.8	16
203	N37 01.1 W007 58.4	21	320	N37 01.2 W007 58.1	24	455	N37 01.0 W007 57.8	16
204	N37 01.1 W007 58.4	25	322	N37 01.1 W007 58.0	24	456	N37 01.1 W007 57.8	16
205	N37 01.1 W007 58.3	21	323	N37 01.0 W007 58.0	22	461	N37 01.0 W007 57.8	15
206	N37 01.1 W007 58.3	25	324	N37 01.1 W007 58.0	24	462	N37 01.1 W007 57.8	15
207	N37 01.1 W007 58.3	21	325	N37 01.0 W007 58.0	22	463	N37 01.0 W007 57.8	15
208	N37 01.1 W007 58.3	25	432	N37 01.1 W007 57.9	23	464	N37 01.1 W007 57.7	14
209	N37 01.0 W007 58.2	21	434	N37 01.1 W007 57.9	22	465	N37 01.0 W007 57.8	14
210	N37 01.1 W007 58.3	25	436	N37 01.1 W007 57.9	22	466	N37 01.1 W007 57.7	13
211	N37 01.0 W007 58.2	21	442	N37 01.1 W007 57.9	20	471	N37 01.0 W007 57.7	14
212	N37 01.1 W007 58.2	25	444	N37 01.1 W007 57.9	19	473	N37 01.0 W007 57.7	14
213	N37 01.0 W007 58.2	21	446	N37 01.1 W007 57.8	19	475	N37 01.0 W007 57.7	14
314	N37 01.2 W007 58.2	24	451	N37 01.0 W007 57.9	17	500	N37 01.0 W007 57.6	16
316	N37 01.2 W007 58.1	24	452	N37 01.1 W007 57.8	17			

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FARO

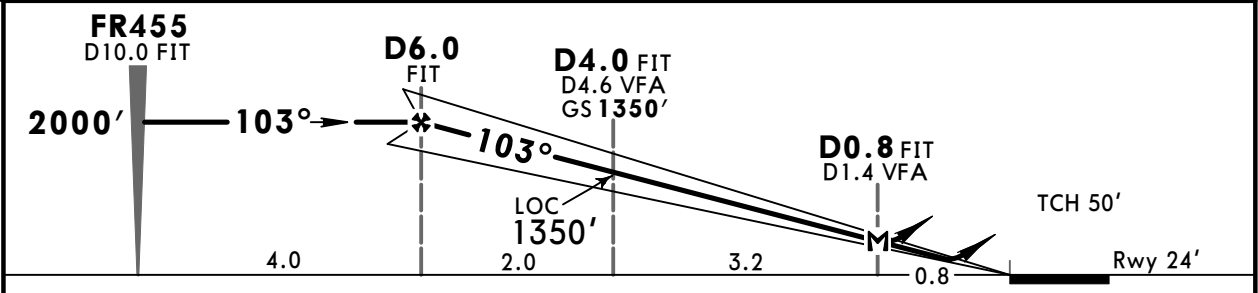
JEPPESSEN
30 NOV 18
Eff 6 Dec (11-1)


FARO, PORTUGAL
ILS Z or LOC Z Rwy 10

D-ATIS 124.205		FARO Approach 119.405		FARO Tower 120.755		*Ground 118.580
LOC FIT 110.5	Final Apch Crs 103°	GS D4.0 FIT 1350' (1326')	ILS DA(H) 224' (200')	Apt Elev 24' Rwy 24'		
MISSED APCH: Climb STRAIGHT AHEAD to 3000', when passing 2000' turn RIGHT to GIMAL holding and contact Faro APP. MISSED APCH WITH COMM FAILURE: Squawk 7600. Climb STRAIGHT AHEAD to 3000', when passing 2000' turn RIGHT to GIMAL holding and make one complete holding pattern at 3000', then proceed to FR609, then to FR450 to perform another ILS apch.						
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: By ATC		Trans alt: 4000'	



LOC (GS out)	FIT DME	5.0	4.0	3.0	2.0	1.0
	VFA DME	5.6	4.6	3.6	2.6	1.6
	ALTITUDE	1670'	1350'	1030'	710'	400'



Gnd speed-Kts	70	90	100	120	140	160		2000'
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D0.8 FIT/D1.4 VFA								

PANS OPS	STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		Not authorized North of rwy	
	DA(H) 224' (200')		CDFA DA/MDA(H) 330' (306')			
	FULL	ALS out	ALS out		Max Kts	MDA(H) VIS
	A				100	450' (426') 1500m
B					135	530' (506') 1600m
C	RVR 750m	RVR 1200m	RVR 1000m	RVR 1400m	180	630' (606') 2400m
D					205	730' (706') 3600m

FIT DME required.
VFA VOR DME required.
ILS DME reads zero at
rwy 28 threshold.

ILS DME
103° 110.5 FIT

D7.4 FIT
D8.0 VFA

D6.0 FIT

D4.0 FIT
D4.6 VFA

D0.8 FIT
D1.4 VFA

D7.4 FIT
D8.0 VFA

D7.4 FIT
D8.0 VFA

CAT A & B ← 271°

CAT C & D ← 251°

(IAF)
FARO
D 112.8 VFA

103° MHA 3000

283°

07-50

GIMAL
D15.0/R-188
VFA

3000

188°

008°



D20.0 VFA

3000 within D8.0 VFA

LOC (GS out)	FIT DME	5.0	4.0	3.0	2.0	1.0
VFA DME	5.6	4.6	3.6	2.6	1.6	
ALTITUDE	1670'	1350'	1030'	710'	400'	

Profile view diagram showing the runway and approach path. Key features include:

- Runway: Rwy 24', TCH 50', VOR 3000'.
- Approach Path: CAT A & B (271°), CAT C & D (251°).
- LOC 1350', GS 1350'.
- Vertical Dashed Lines: 1.4, 2.0, 3.2, 0.8 miles.
- Points: D7.4 FIT D8.0 VFA, D6.0 FIT, D4.0 FIT D4.6 VFA, D0.8 FIT D1.4 VFA, M.
- Angles: 103°.

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 D0.8 FIT/D1.4 VFA									

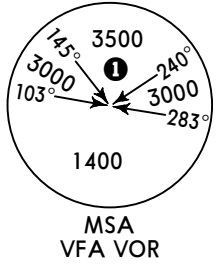
PANS OPS

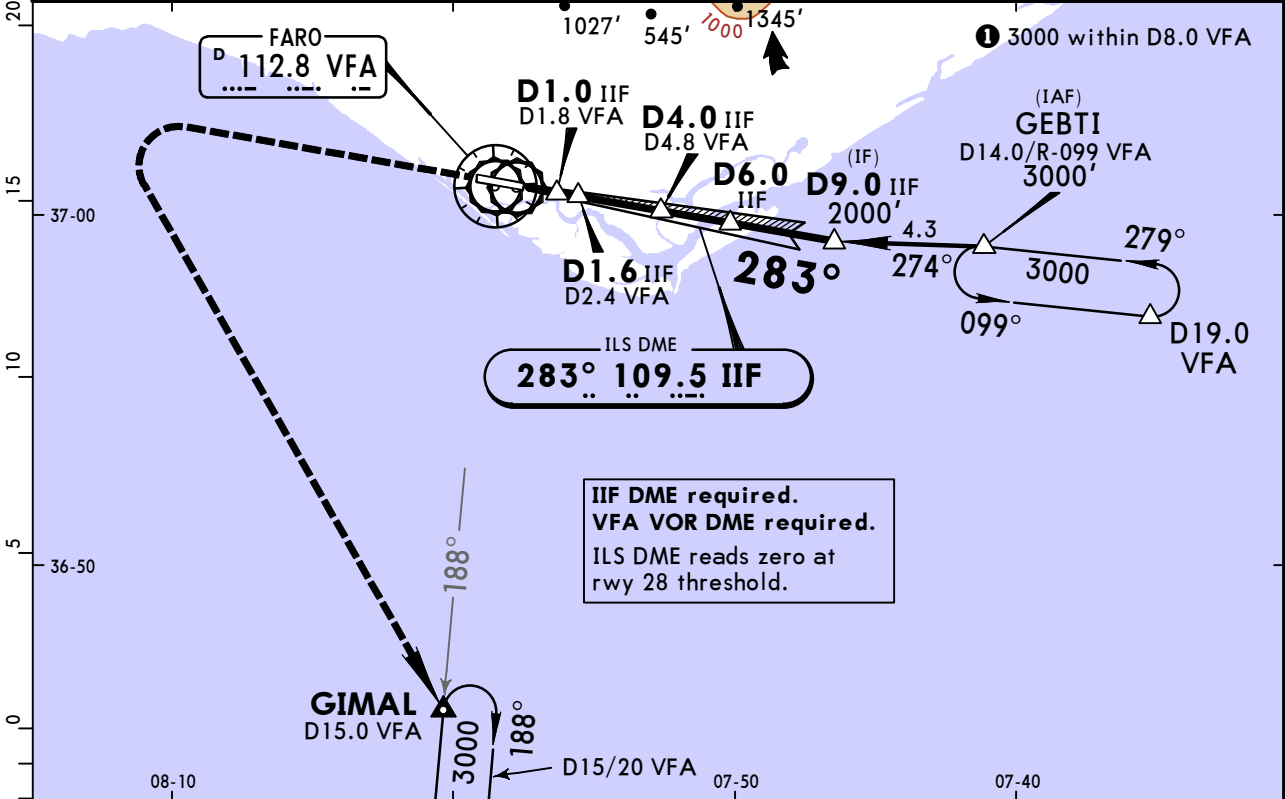
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FARO

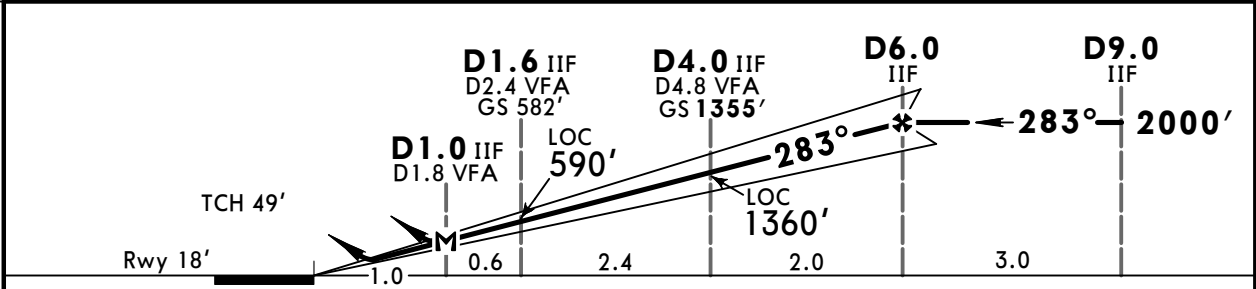
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7 DEC 18 (11-3)


FARO, PORTUGAL
ILS Z or LOC Z Rwy 28

D-ATIS 124.205		FARO Approach 119.405		FARO Tower 120.755		*Ground 118.580
LOC IIF 109.5	Final Apch Crs 283°	GS D4.0 IIF 1355' (1337')	ILS DA(H) 218' (200')	Apt Elev 24' Rwy 18'		
MISSED APCH: Climb STRAIGHT AHEAD to 3000', when passing 2000' turn LEFT to GIMAL holding and contact Faro APP. MISSED APCH WITH COMM FAILURE: Squawk 7600. Climb STRAIGHT AHEAD to 3000', when passing 2000' turn LEFT to GIMAL holding and make one complete holding pattern at 3000', then proceed on R-188 VFA inbound to VOR, then on R-099 VFA to GEBTI to perform another ILS approach.						
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 4000'



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		2000'
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D1.0 IIF/D1.8 VFA								

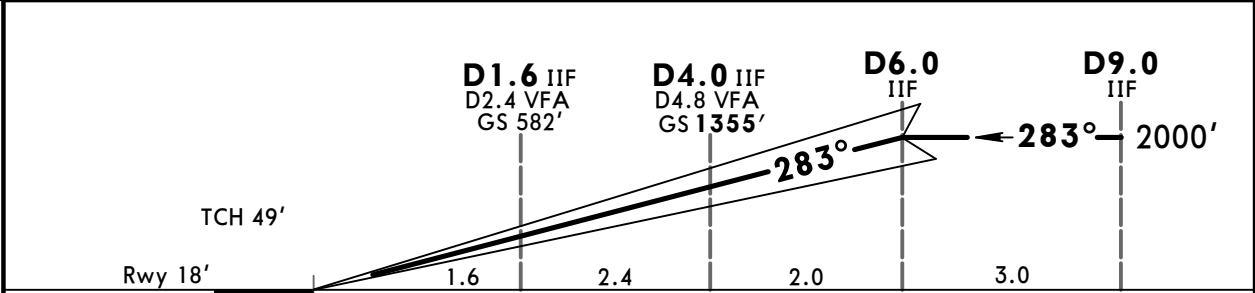
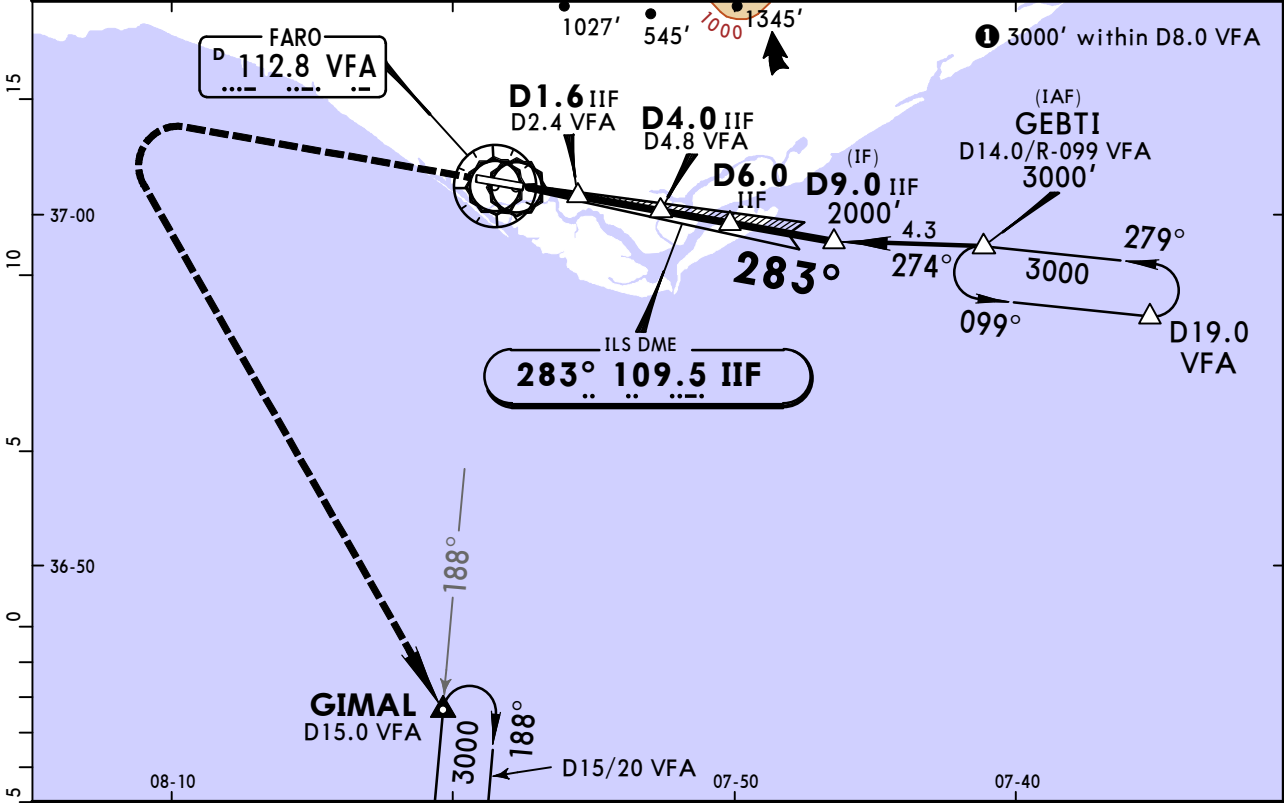
Standard STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized North of rwy	
DA(H) 218' (200')		CDFA DA/MDA(H) 390' (372')			
FULL		ALS out		Max Kts	MDA(H) VIS
PANS OPS	RVR 750m	RVR 1200m	RVR 1300m	100	570' (546') 1500m
				135	570' (546') 1600m
				180	630' (606') 2400m
				205	730' (706') 3600m

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FAO

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7 DEC 18 (11-3A)

FARO, PORTUGAL
CAT II ILS Z Rwy 28

D-ATIS		FAO Approach		FAO Tower		*Ground	
124.205		119.405		120.755		118.580	
LOC IIF 109.5	Final Apch Crs 283°	GS D4.0 IIF 1355' (1337')	CAT II ILS RA 99' DA(H) 118' (100')	Apt Elev 24' Rwy 18'		 MSA VFA VOR	
MISSED APCH: Climb STRAIGHT AHEAD to 3000', when passing 2000' turn LEFT to GIMAL holding and contact Faro APP.							
MISSED APCH WITH COMM FAILURE: Squawk 7600. Climb STRAIGHT AHEAD to 3000', when passing 2000' turn LEFT to GIMAL holding and make one complete holding pattern at 3000', then proceed on R-188 VFA inbound to VOR, then on R-099 VFA to GEBTI to perform another ILS approach.							
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 4000'							
1. IIF DME required. VFA VOR DME required. 2. Special Aircrew and Aircraft Certification Required. 3. ILS DME reads zero at rwy 28 threshold.							




Gnd speed-Kts	70	90	100	120	140	160	 2000'
GS	372	478	531	637	743	849	

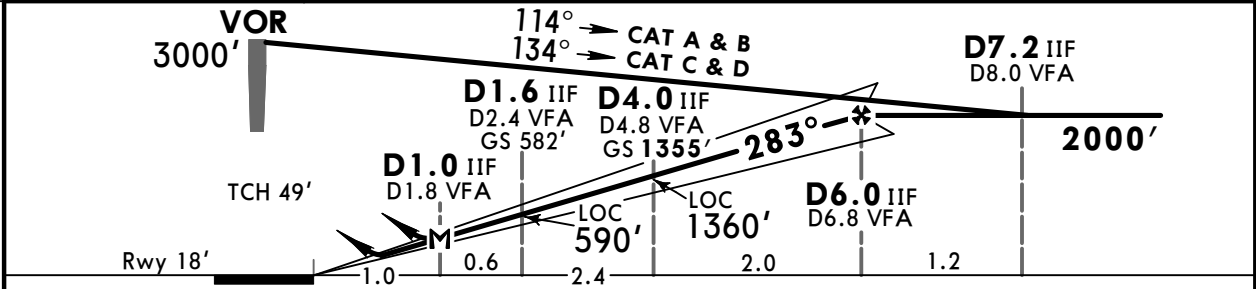
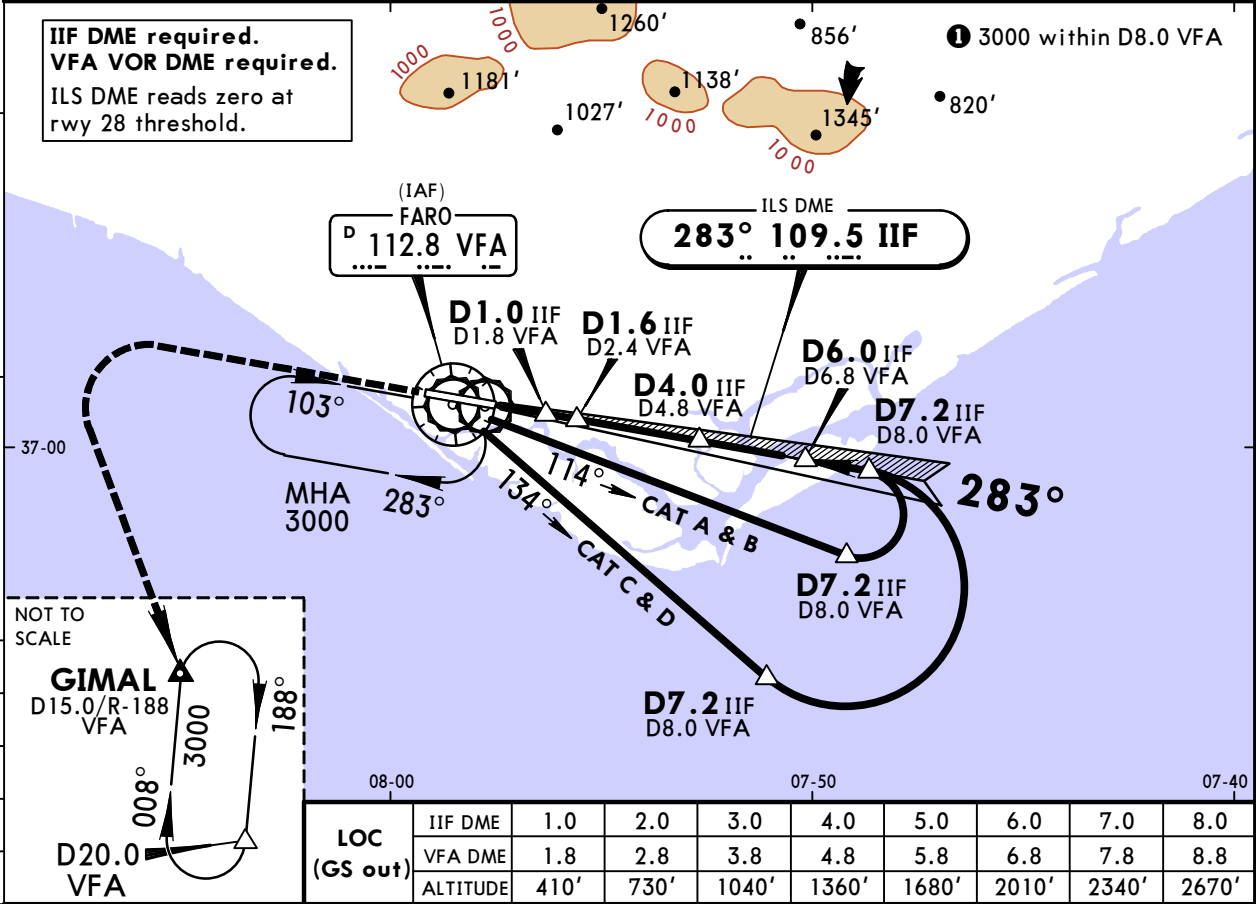
Standard		STRAIGHT-IN LANDING RWY 28 CAT II ILS	
ABCD RA 99'		DA(H) 118' (100')	
RVR 300m			

LPFR/FAO
FARO

7 DEC 18
11-4

FARO, PORTUGAL
ILS Y or LOC Y Rwy 28

D-ATIS 124.205		FARO Approach 119.405		FARO Tower 120.755		*Ground 118.580	
LOC IIF 109.5	Final Apch Crs 283°	GS D4.0 IIF 1355' (1337')	ILS DA(H) 218' (200')	Apt Elev 24' Rwy 18'		 MSA VFA VOR	
MISSED APCH: Climb STRAIGHT AHEAD to 3000', when passing 2000' turn LEFT to GIMAL holding and contact Faro APP.							
MISSED APCH WITH COMM FAILURE: Squawk 7600. Climb STRAIGHT AHEAD to 3000', when passing 2000' turn LEFT to GIMAL holding and make one complete holding pattern at 3000', then proceed on R-188 VFA inbound to VOR to perform another ILS approach.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC			



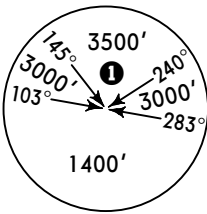
Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D1.0 IIF/D1.8 VFA							

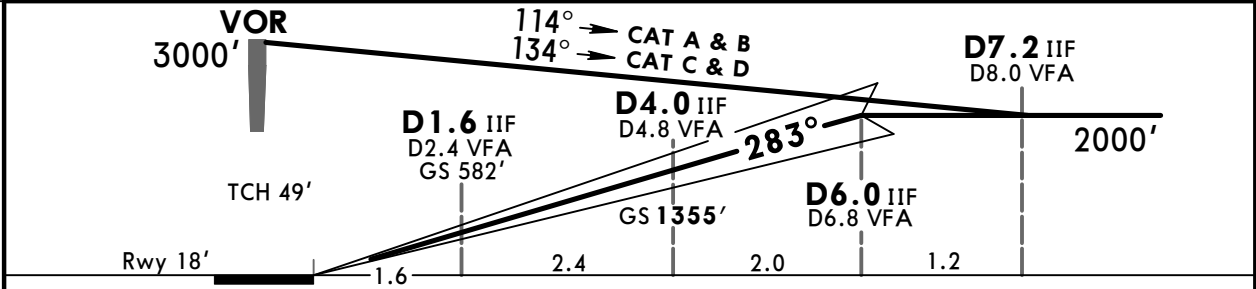
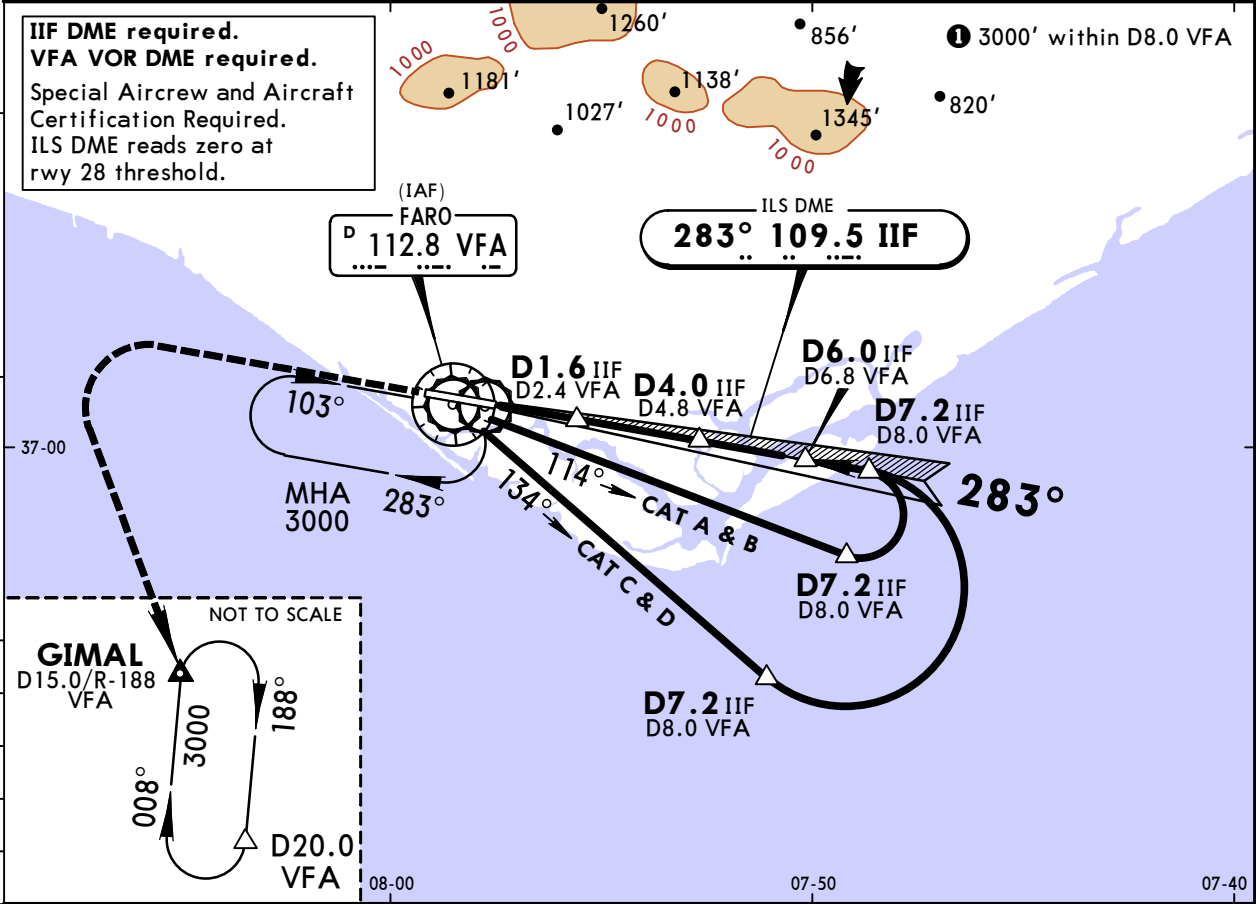
Standard STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized North of rwy	
DA(H) 218' (200')		CDFA DA/MDA(H) 390' (372')			
FULL		ALS out		Max Kts	MDA(H) VIS
A	RVR 750m	RVR 1200m	RVR 1300m	100	570' (546') 1500m
				135	570' (546') 1600m
				180	630' (606') 2400m
				205	730' (706') 3600m

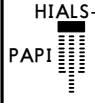
LPFR/FAO
FARO

7 DEC 18
11-4A

FARO, PORTUGAL
CAT II ILS Y Rwy 28

D-ATIS 124.205		FARO Approach 119.405		FARO Tower 120.755		*Ground 118.580	
LOC IIF 109.5	Final Apch Crs 283°	GS D4.0 IIF 1355' (1337')	CAT II ILS RA 99' DA(H) 118' (100')	Apt Elev 24' Rwy 18'		 MSA VFA VOR	
MISSED APCH: Climb STRAIGHT AHEAD to 3000', when passing 2000' turn LEFT to GIMAL holding and contact Faro APP.							
MISSED APCH WITH COMM FAILURE: Squawk 7600. Climb STRAIGHT AHEAD to 3000', when passing 2000' turn LEFT to GIMAL holding and make one complete holding pattern at 3000', then proceed on R-188 VFA inbound to VOR to perform another ILS approach.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC			



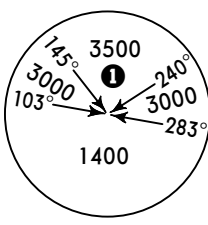
Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	372	478	531	637	743	

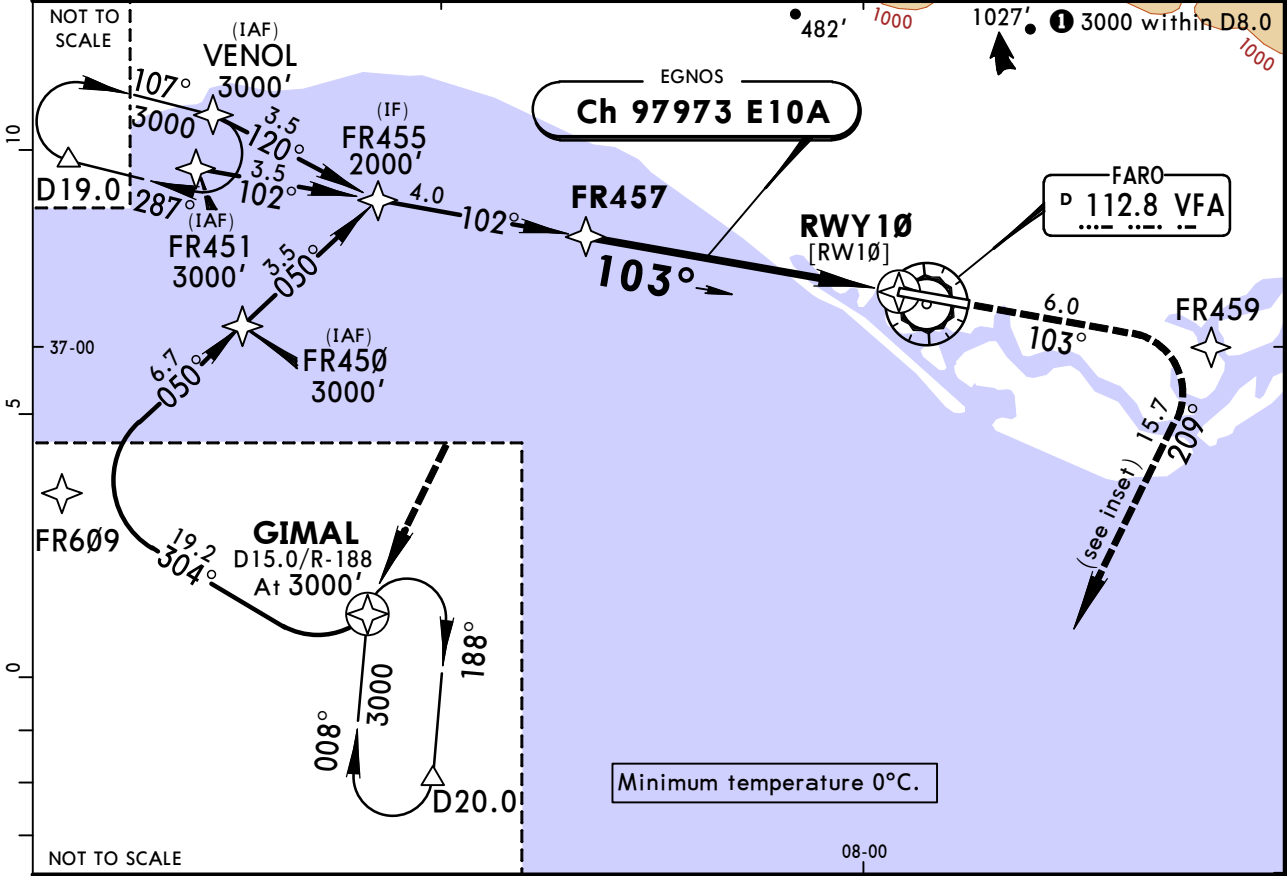
Standard		STRAIGHT-IN LANDING RWY 28 CAT II ILS	
ABCD RA 99'		DA(H) 118' (100')	
RVR 300m			

LPFR/FAO
FAO

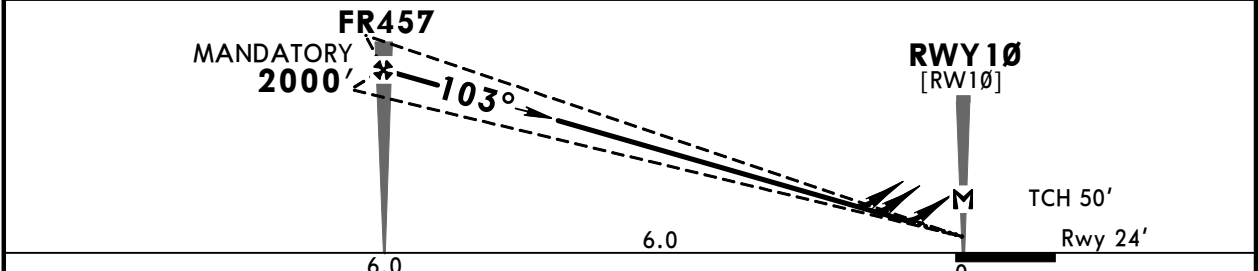
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30 AUG 19 (12-1) Eff 12 Sep



FARO, PORTUGAL
RNP Rwy 10

D-ATIS 124.205		FAO Approach 119.405		FAO Tower 120.755		*Ground 118.580
EGNOS Ch 97973 E10A	Final Apch Crs 103°	Mandatory Alt FR457 2000' (1976')	LPV DA(H) 280' (256')	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 via FR609 to FR450 and perform another GNSS approach.						 MSA VFA VOR
RNP Apch	Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 4000'		



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		FR459 ↑		3000' GIMAL
Glide Path Angle	3.00°	372	478	531	637	743				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RWY10										

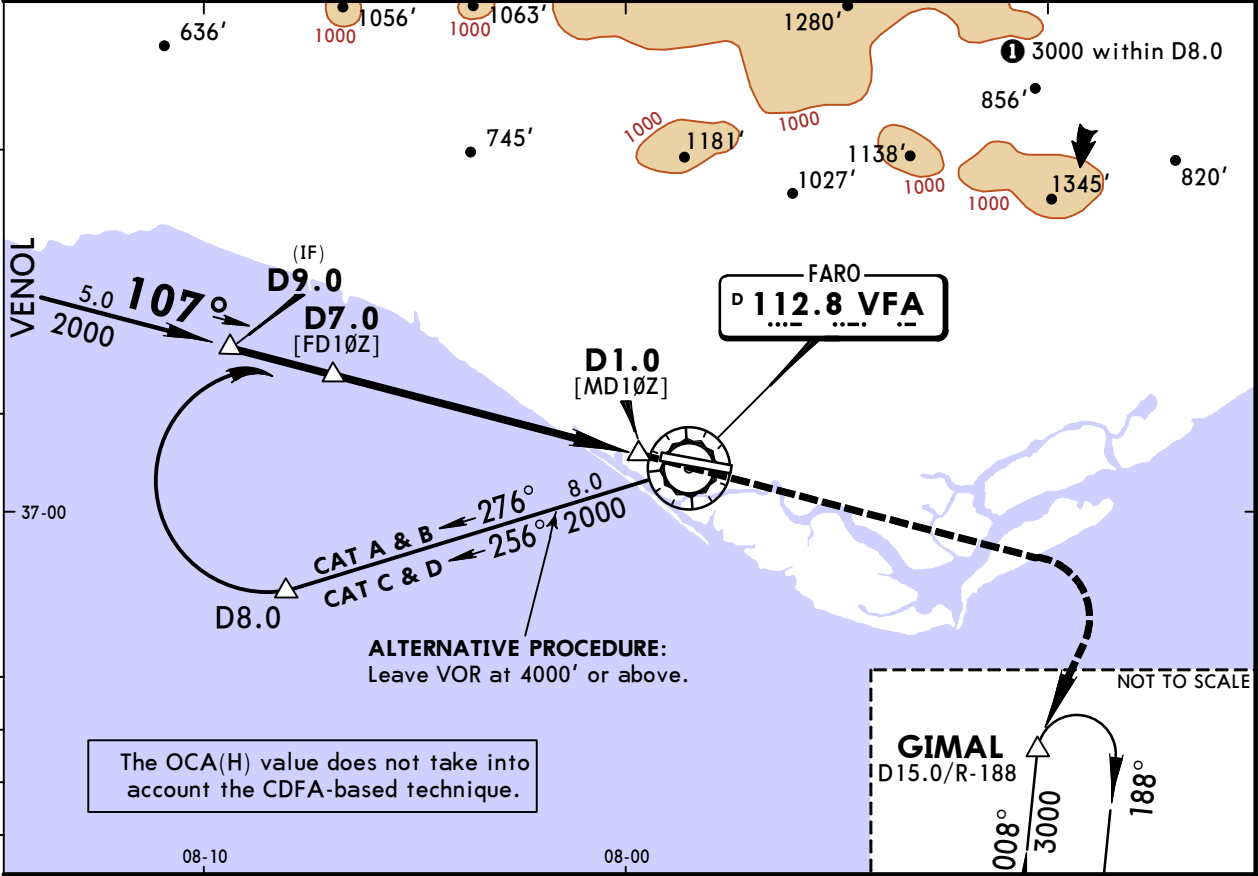
Standard		STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV CDFA		Not authorized North of rwy	
DA(H) 280' (256')		DA(H) 380' (356')		DA/MDA(H) 400' (376')		Max Kts	
ALS out		ALS out		ALS out		100	450' (426') 1500m
A	RVR 800m	RVR 1300m	RVR 1200m	RVR 1500m	RVR 1500m	135	530' (506') 1600m
						180	630' (606') 2400m
						205	730' (706') 3600m

LPFR/FAO
FARO

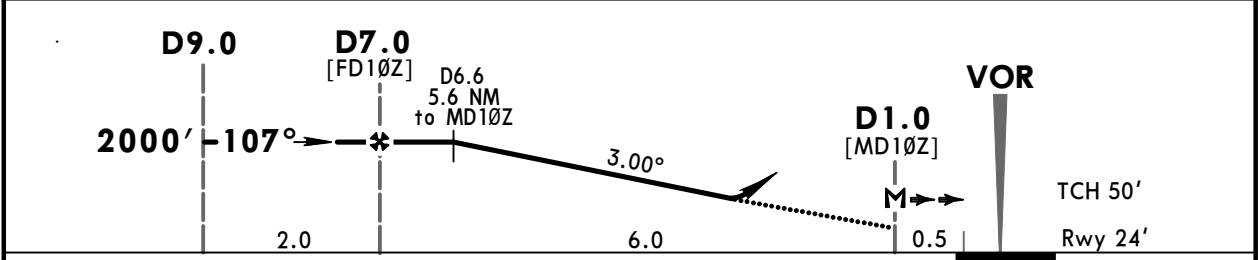
JEPPESEN
30 AUG 19 **(13-1)** Eff 12 Sep

FARO, PORTUGAL
VOR Z Rwy 10

D-ATIS 124.205		FARO Approach 119.405		FARO Tower 120.755		*Ground 118.580	
VOR VFA 112.8	Final Apch Crs 107°	Minimum Alt D7.0 2000' (1976')	DA/MDA(H) 400' (376')	Apt Elev 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.							
MSA VFA VOR							



VFA DME	08-10	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		2000'	RT	3000' GIMAL
Descent angle	3.00°	372	478	531	637	743				
MAP at D1.0										

Standard STRAIGHT-IN LANDING RWY 10					CIRCLE-TO-LAND				
CDFA DA/MDA(H) 400' (376')					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		

LPFR/FAO
FARO

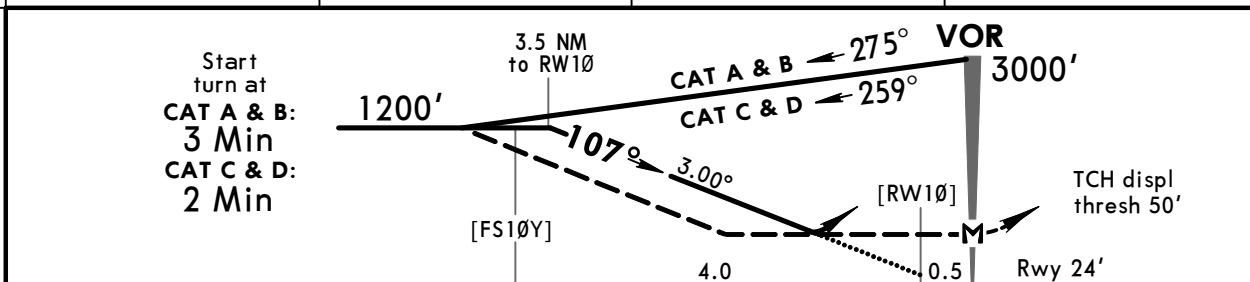
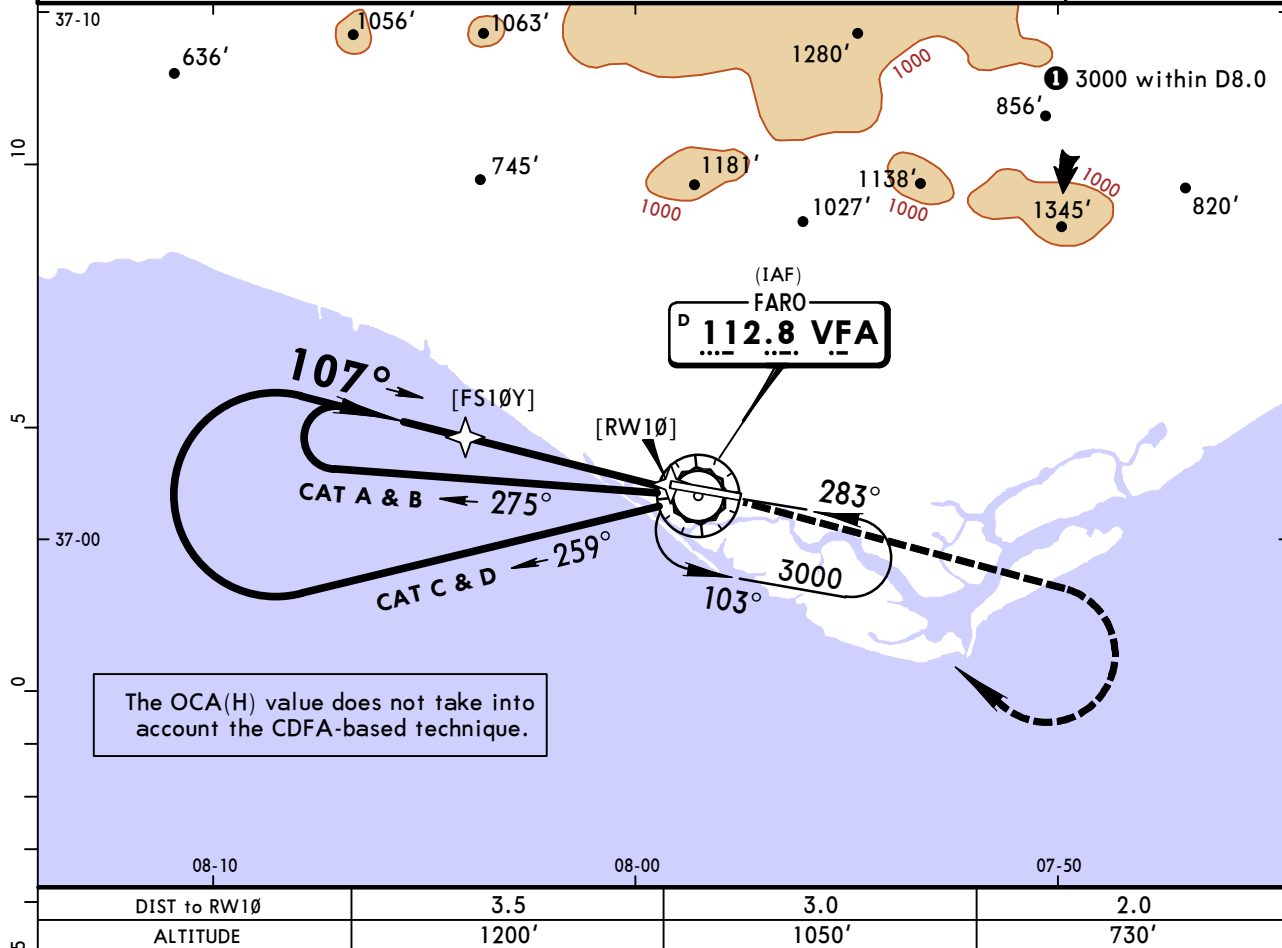
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26 JUL 19 (13-2)

FARO, PORTUGAL
VOR Y Rwy 10

BRIEFING STRIP™

D-ATIS 124.205		FARO Approach 119.405		FARO Tower 120.755		*Ground 118.580	
VOR VFA 112.8	Final Apch Crs 107°	Minimum Alt No FAF	CDFA DA/MDA(H) 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



Gnd speed-Kts	70	90	100	120	140	160	 2000'
Descent angle 3.00°	372	478	531	637	743	849	
MAP at VOR							

Standard		STRAIGHT-IN LANDING RWY 10			CIRCLE-TO-LAND	
		CDFA	non-CDFA		Not authorized North of rwy	
		DA/MDA(H) 420' (396')	MDA(H) 420' (396')			
		ALS out	ALS out		Max Kts	MDA(H) _____ VIS _____
A	RVR 1400m	RVR 1500m	RVR 1600m	RVR 2000m	100	440' (416') 1 1500m
B					135	530' (506') 1 1600m
C		RVR 1800m	RVR 1800m	RVR 2200m	180	630' (606') 2400m
D					205	730' (706') 3600m
1 or higher straight-in minimums						

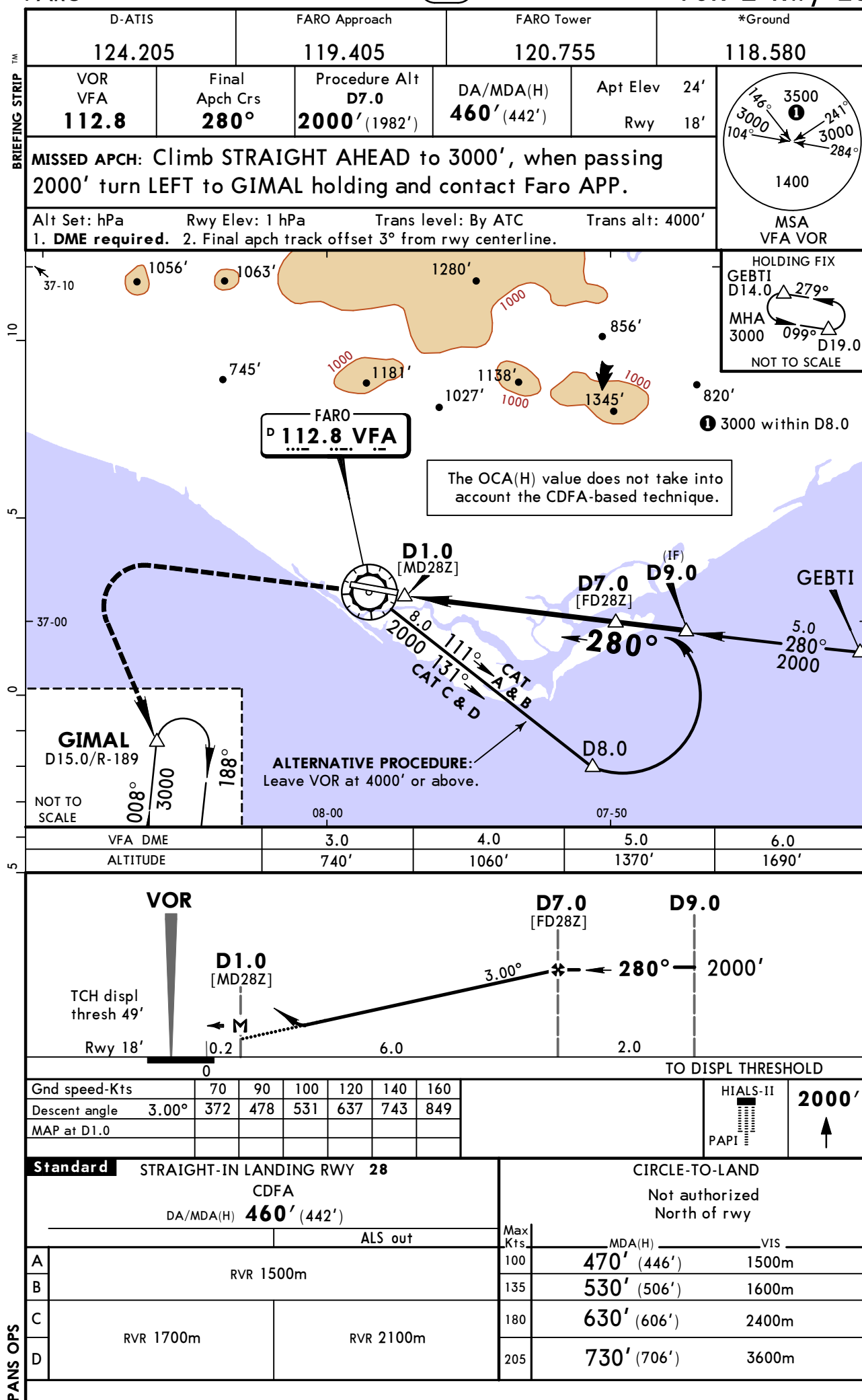
CHANGES: None.

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26 JUL 19 (13-3)

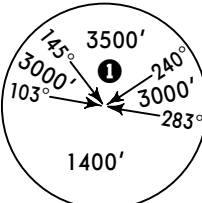
FARO, PORTUGAL
VOR Z Rwy 28

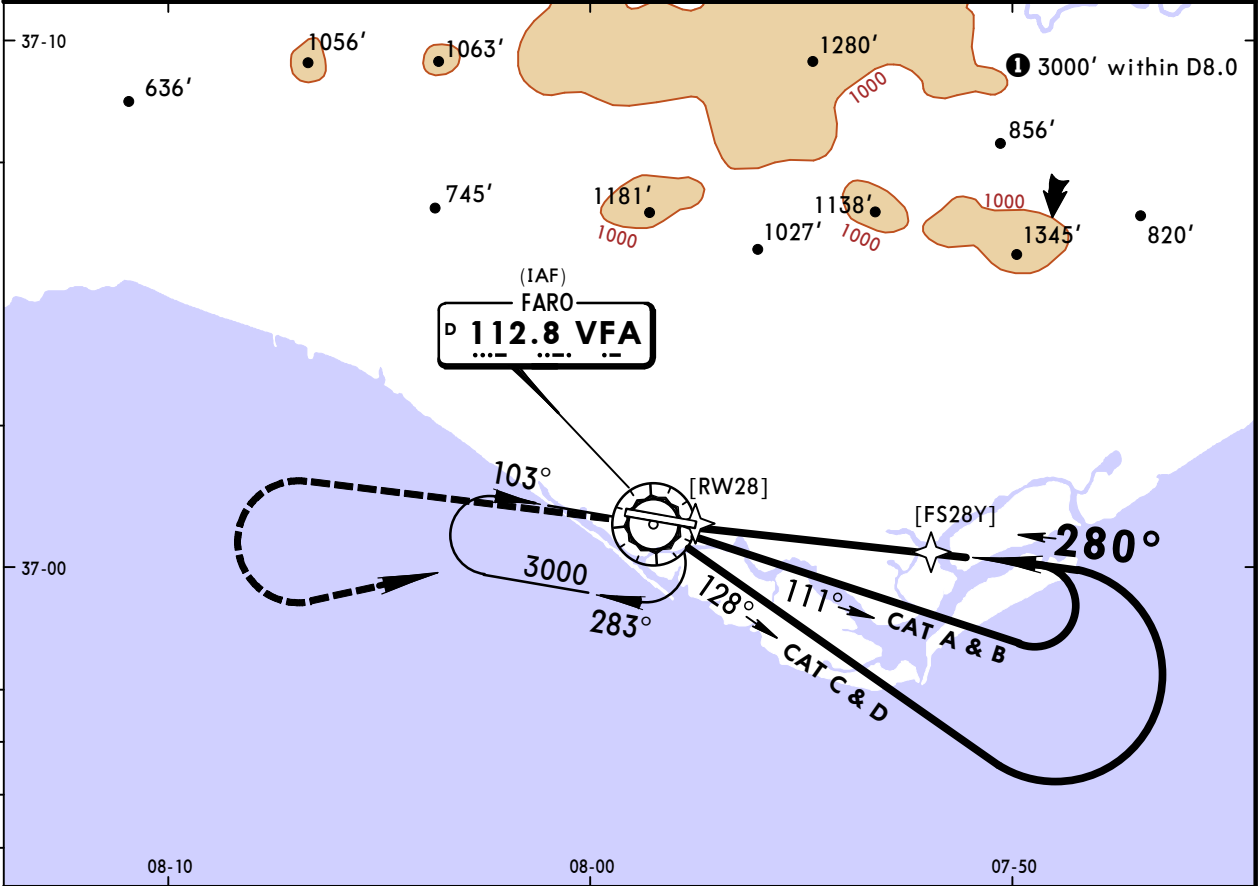


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FARO

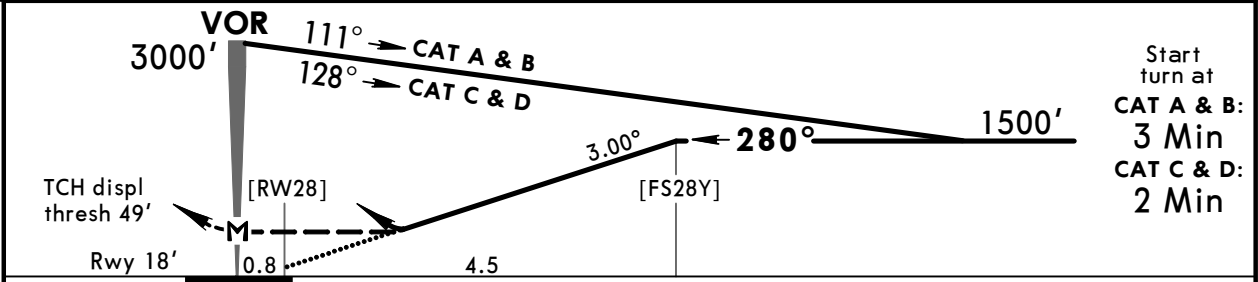
JEPPESSEN
7 DEC 18 (13-4)

FARO, PORTUGAL
VOR Y Rwy 28

D-ATIS 124.205		FARO Approach 119.405		FARO Tower 120.755		*Ground 118.580		
VOR VFA 112.8	Final Apch Crs 280°	Minimum Alt No FAF	CDFA DA/MDA(H) 570' (552')	Apt Elev 24' Rwy 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'



TO DISPL THRESHOLD							HIALS-II PAPI 2000'	
Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle	3.00°	372	478	531	637	743		
MAP at VOR								

STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND Not authorized North of rwy	
CDFA DA/MDA(H) 570' (552')		non-CDFA MDA(H) 570' (552')		Max Kts	MDA(H) VIS
ALS out		ALS out		100	570' (546') 1500m
RVR 1500m		RVR 2300m		135	570' (546') 1600m
RVR 2100m		RVR 2500m		180	630' (606') 2400m
RVR 2400m		RVR 2900m		205	730' (706') 3600m

FARO, (FARO - LPFR)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LPFR

Type: Terminal

Effectivity: Temporary

Begin Date: 20170105

End Date: 20170817

RWY surfacing works will take place in two phases (based on SUP 001-2017). During Phase 2 following changes apply: CL will not be available and RWY 28 will be downgraded from CAT II to CAT I, REIL will be available for RWY 10 and RWY 28. Refer also to latest NOTAMs.