

Airport information:

Country: Portugal

City: FARO

Coordinates: N 37° 00.9', W 007° 58.0'

Elevation: 24

Customs: Customs

Fuel: Jet A1

RFF: CAT 9

hours: 0600-2400LT

Runways:

Runway 10

Takeoff length: 2490, Landing length: 2445

Runway 28

Takeoff length: 2490, Landing length: 2445

WEF 01 JUL 11

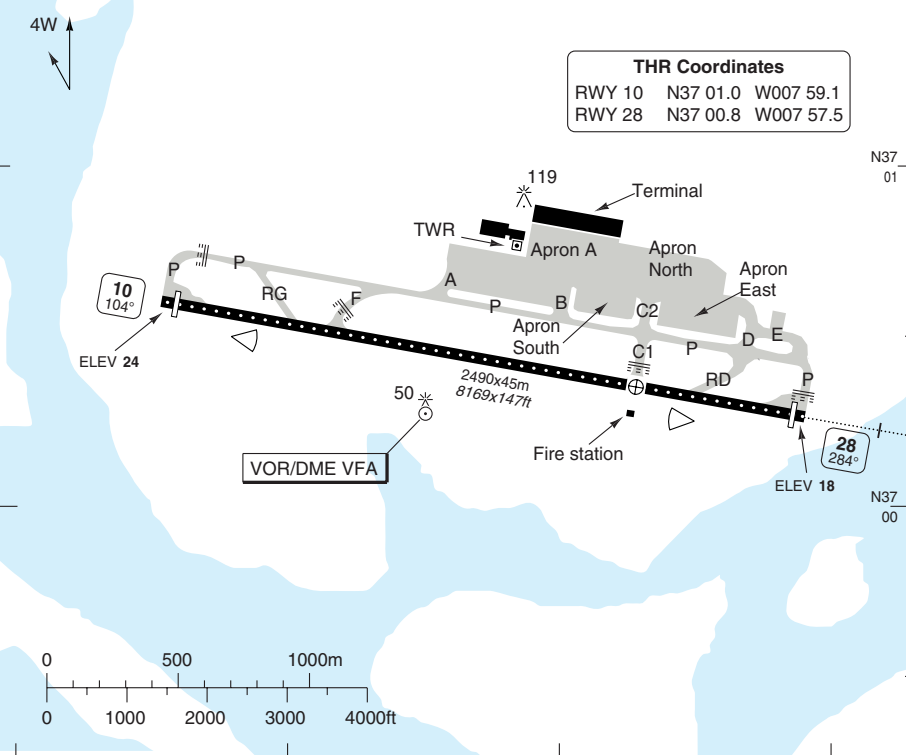
10 - 1 | 01 JUN 11

Portugal - LPFR / FAO

AERODROME

FARO

Faro GND 118.575	Safety 131.45	TWR 120.75 119.125	ATIS 124.2	
AD Elev 24	ARP: N37 00.9 W007 58.0	RFF: CAT 8. CAT 9 O/R, PN 72hr	AD HR: H24	



RWY	Slope	TORA m/ft	LDA m/ft	ALS	REDL	RCLL	Additional
10	- 0.1	2490 / 8169	2445 / 8021	-	H	30m	P 3° (69)
28	+0.1	2490 / 8169	2445 / 8021	H-E ①	H	30m	P 3° (69)

① 450m.

EU OPS

TAKE OFF MINIMA

RWY	Facilities	RVR	
		A B C	D
10/28	RCL (day only) or RCL + REDL	400m	400m
	NIL (day only)	500m	500m

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Change: New TWYs, Aprons.

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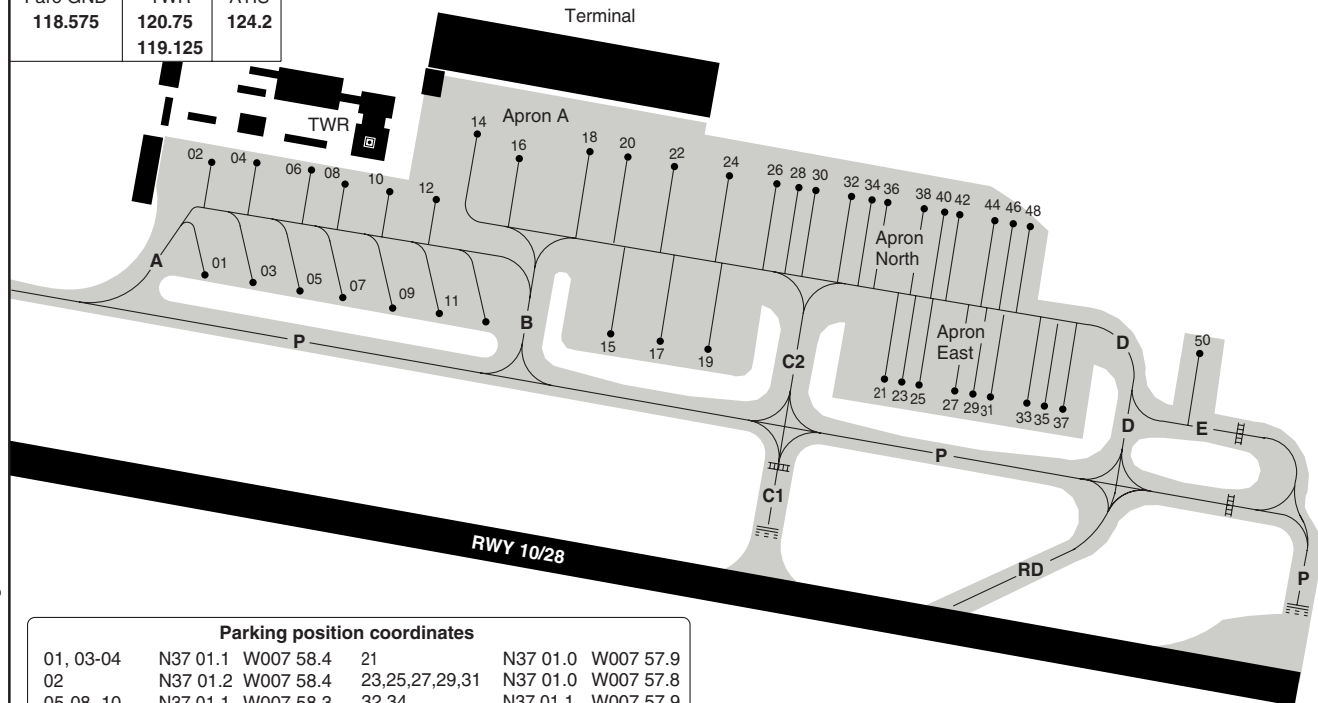
WEF 01 JUL 11

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AERODROME Parking

FARO

Faro GND 118.575	TWR 120.75 119.125	ATIS 124.2
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Parking position coordinates					
01, 03-04	N37 01.1	W007 58.4	21	N37 01.0	W007 57.9
02	N37 01.2	W007 58.4	23,25,27,29,31	N37 01.0	W007 57.8
05-08, 10	N37 01.1	W007 58.3	32,34	N37 01.1	W007 57.9
09, 11, 13	N37 01.0	W007 58.2	33,35	N37 01.0	W007 57.7
12	N37 01.1	W007 58.2	36,38,40,42,44	N37 01.1	W007 57.8
14	N37 01.2	W007 58.2	37,46,48	N37 01.1	W007 57.7
16, 18, 20	N37 01.2	W007 58.1	50	N37 01.0	W007 57.6
22, 24	N37 01.1	W007 58.0			
26, 28	N37 01.1	W007 57.9			
30	N37 01.1	W007 57.8			

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Change: New TWYs, Aprons.

Change: NEW TWTs, Aprons:
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GENERAL

FARO

GENERAL

1. WARNING

Bird hazard.
Gas cannon units installed along Runway 10/28 and automatically activated (06-24LT).

2. TAXI

- 2.1 Entrance and exit from General Aviation parking areas via Taxiway C2.
Aircraft allocated to Stands 01, 03, 05, 07, 09, 11 and 13 to use Taxiway A.
- 2.2 Use minimum power on aprons and Taxiways. 4-ENG aircraft to use inboard engines only, outboard engines on idle.
- 2.3 Follow-Me is compulsory for aircraft with wingspan larger than 65m/213ft.
Taxilane between Stands 01-13 MAX wingspan 44m/144ft.
- 2.4 Taxiway CLL only edge light added on intersection curves of Taxiway P, Taxiway D and Taxiway C1 with Runway 10/28 and Taxiway A with Taxiway P.

3. USE OF APU

- 3.1 Stands 14-24: Usage limited to MAX 5min (wide-body: 10min) after on-block, and 10min (wide-body: 20min) before ETD.
Contact FARO TWR when APU out.
- 3.2 Whenever an APU is out of service, crew shall advise FARO TWR.
Whenever an APU is out of service, one engine start-up is permitted on the stand, before starting the push-back manoeuvre. Previous authorization shall be obtained from Airport Operations Service using VHF Frequency 131.450MHZ, call sign FARO Safety, before Start-up clearance from FARO TWR.

4. SPEED

MAX 280kt between FL245-100.
MAX 250kt at or below FL100.
MAX 220kt at or below FL70.
MAX 200kt at or below 4000.
MAX between 180kt and 160kt when established on final approach and thereafter 160kt until 4nm from Threshold.

5. PARKING

- 5.1 Visual docking guidance system available for Stands 14-24.
- 5.2 Parking limited to 6hr, any extension PN 72hr.

6. START-UP/PUSH-BACK

- 6.1 Pilots shall contact GND 20min before start-up and state following: Call sign, stand, cruising level and ATIS.
- 6.2 Stands 01-13: start-up allowed during push-back.
Stands 14-30: perform push-back before start-up.
- 6.3 Anti-collision lights must be activated during push-back and whenever engines are running.

7. NOISE ABATEMENT PROCEDURES - DEPARTURE

- 7.1 For aircraft in accordance with ICAO Annex 16, chapter 2:
- 7.1.1 Take off to 1530ft - take off power, take off flaps, climb at V2+10kt (or as limited by body angle).
- 7.1.2 At 1530ft - reduce power to not less than climb power.
- 7.1.3 1530ft to 3030ft - climb at V2+10kt.
- 7.1.4 At 3030ft - normal speed and flap retraction schedules to enroute climb.
- 7.2 For aircraft in accordance with ICAO Annex 16, chapter 3 as well as B737-200:
- 7.2.1 Take off to 1030ft - take off power, take off flaps, climb at V2+10kt (or as limited by body angle).
- 7.2.2 At 1030ft - Maintaining a positive rate of climb, accelerate to zero flap minimum safe manoeuvring speed (Vzf) retracting 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 necessary to maintain the final take off engine out climb gradient.
-For aircraft with slow flap retracting, reduce power/thrust at an intermediate flap setting.
- 7.2.3 1030ft to 3030ft - continue climb at not greater than Vzf+10kt.
- 7.2.4 At 3030ft - accelerate smoothly to enroute climb speed.

GENERAL

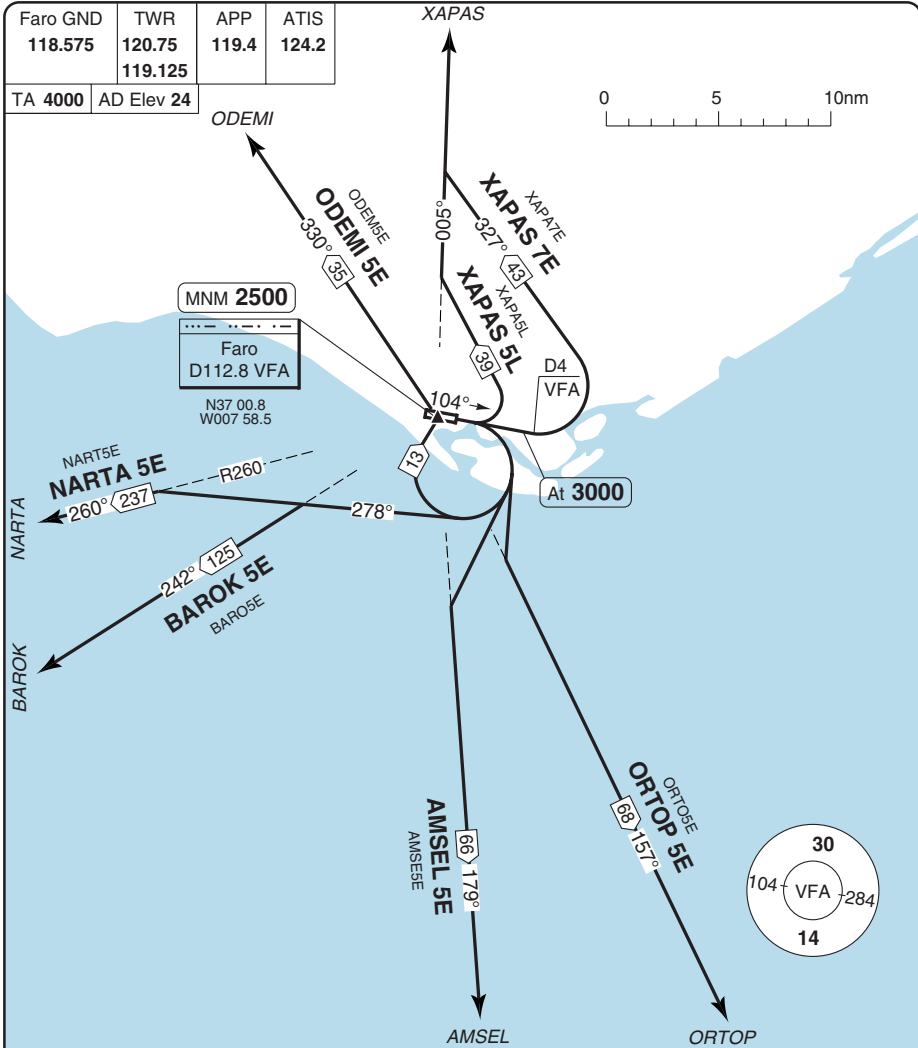
FARO

8. ENGINE TEST RUNS

- 8.1 Engine test runs are allowed from 07-22LT with authorization obtained from the Airport Operations Service using VHF Frequency 131.450MHZ, call sign FARO Safety. Operators shall indicate the real time of start and duration of the test.
- 8.2 Engine test runs in idle power may take place on stands with the exception of 14, 16, 18, 20, 22 and 24 when the Apron Drive Loading Bridges are connected to the aircraft, and the test is limited to a maximum of 5 minutes.
- 8.3 Engine test runs above idle power shall take place in a location designated by Airport Operations Service (Taxiway C1, Taxiway C2 or Taxiway P).

SID RWY 10

FARO



COM: Contact Faro APP 119.4.

ALT RESTRICTION: Climb to **FL60**.

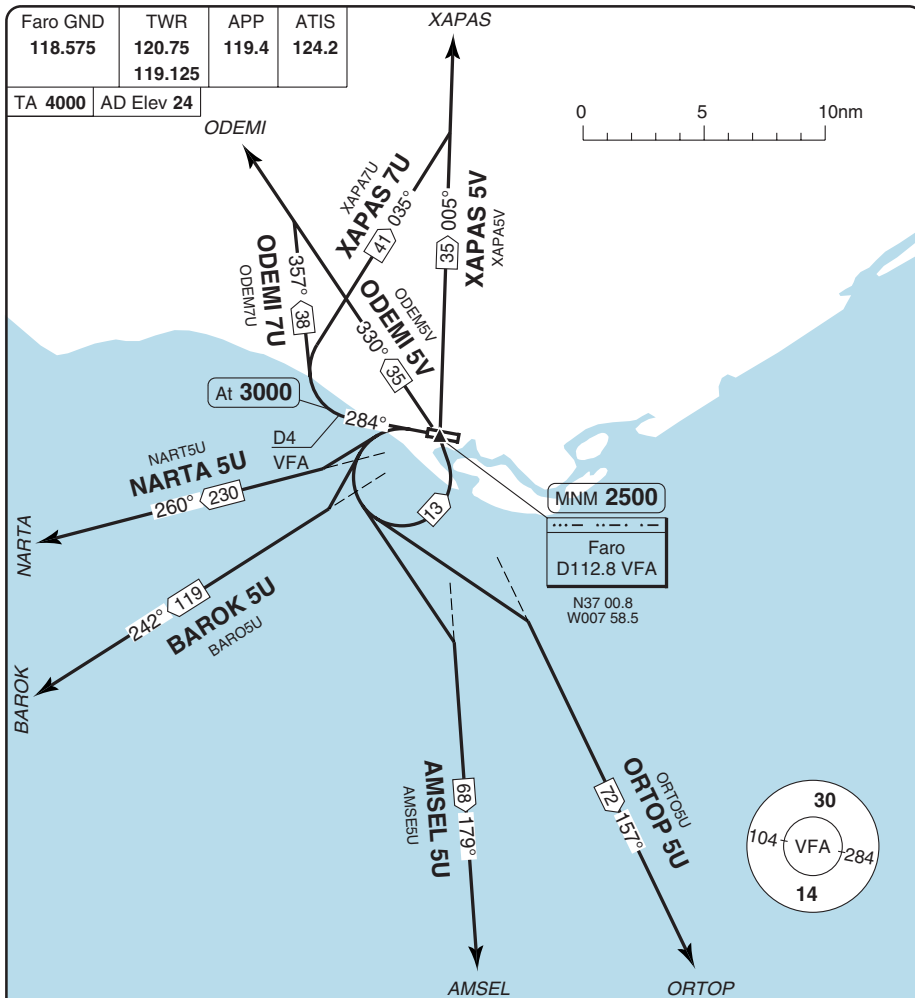
SID	Routing	Altitudes
AMSEL 5E	Turn right - R179 VFA - AMSEL.	
BAROK 5E	Turn right to 278° - R242 VFA - BAROK.	
NARTA 5E	Turn right to 278° - R260 VFA - NARTA.	
ODEMI 5E	Turn right to VFA - R330 VFA - ODEMI.	VFA MNM 2500
ORTOP 5E	Turn right - R158 VFA - ORTOP.	
XAPAS 7E	Climb on HDG 104° - at D4 VFA or 3000, whichever later, turn left - 327° - R005 VFA - XAPAS.	
XAPAS 5L (Light ACFT only)	Turn left - R005 VFA - XAPAS.	

Change: Comms.

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SID RWY 28

FARO

**COM:** Contact Faro APP 119.4.**ALT RESTRICTION:** Climb to **FL60**.

SID	Routing	Altitudes
AMSEL 5U	Turn left - R179 VFA - AMSEL.	
BAROK 5U	Turn left - R242 VFA - BAROK.	
NARTA 5U	Turn left - R260 VFA - NARTA.	
ODEMI 7U (08-22)	Climb on HDG 284° - at D4 VFA or 3000 , whichever later, turn right - 357° - R330 VFA - ODEMI.	
ODEMI 5V	Turn left to VFA - R330 VFA - ODEMI.	VFA MNM 2500
ORTOP 5U	Turn left - R157 VFA - ORTOP.	
XAPAS 7U (08-22)	Climb on HDG 284° - at D4 VFA or 3000 , whichever later, turn right- 035° - R005 VFA - XAPAS.	
XAPAS 5V	Turn left to VFA - R005 VFA - XAPAS.	VFA MNM 2500

Change: Comms.

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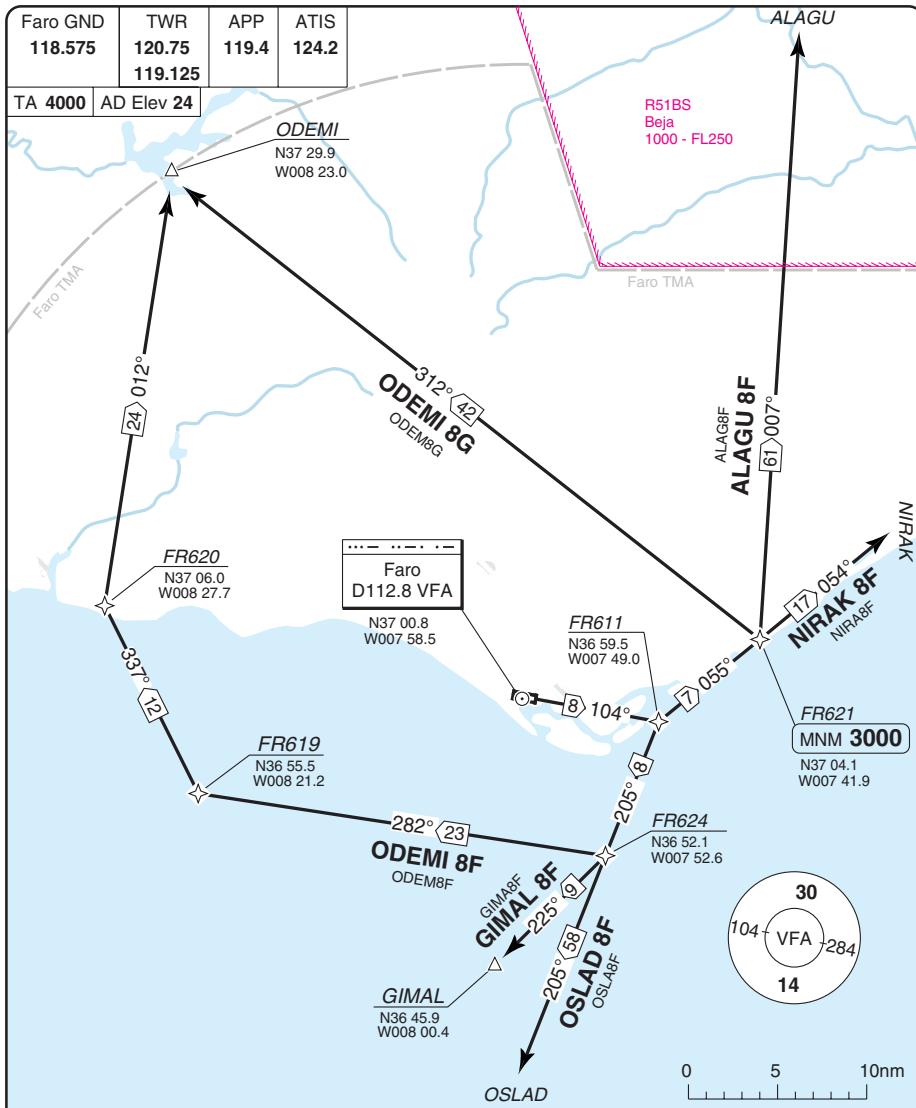
WEF 13 JAN 11

30 - 3 15 DEC 10

Portugal - LPFR / FAO

SID RWY 10 RNAV FMS

FARO



COM: Contact Faro APP 119.4.

ALT RESTRICTION: Climb to **FL60**.

SID	Routeing	Altitudes
INITIAL CLIMB	Climb on HDG 104° to FR611 - follow SID.	
ALAGU 8F	Turn left to FR621 - ALAGU.	FR621 MNM 3000
GIMAL 8F	Turn right to FR624 - GIMAL.	
NIRAK 8F	Turn left to FR621 - NIRAK.	FR621 MNM 3000
ODEMI 8F	Turn right to FR624 - FR619 - FR620 - ODEMI.	
ODEMI 8G	Turn left to FR621 - ODEMI.	FR621 MNM 3000
OSLAD 8F	Turn right to FR624 - OSLAD.	

Change: FR611, GIMAL, ODEMI symbology changed.

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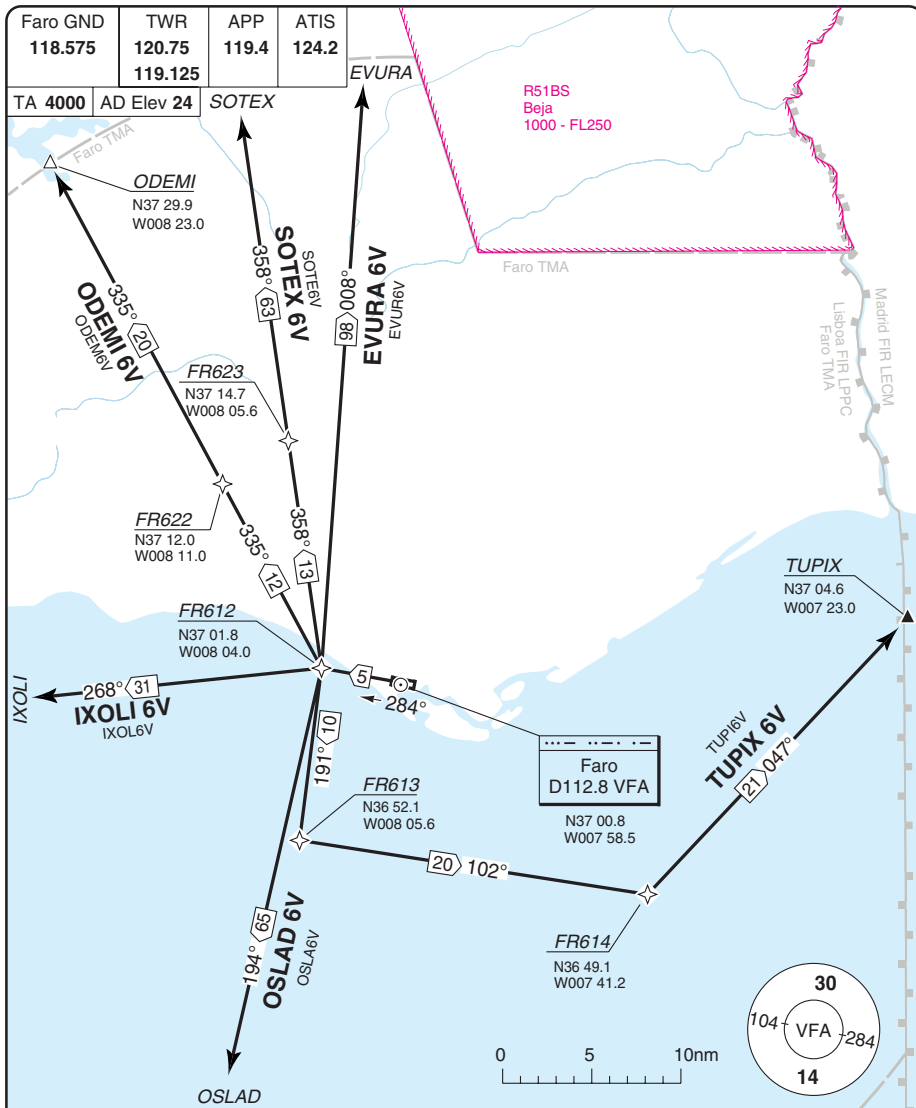
WEF 13 JAN 11

30 - 4 15 DEC 10

Portugal - LPFR / FAO

SID RWY 28 RNAV FMS

FARO



COM: Contact Faro APP 119.4. (except EVURA 6V and IXOLI 6V)

ALT RESTRICTION: Climb to **FL60**.

INITIAL CLIMB: Climb on HDG 284° to FR612 - follow SID.

SID	Routing
EVURA 6V	Turn right to 008° - EVURA.
IXOLI 6V	Turn left to 268° - IXOLI.
ODEMI 6V	Turn right to 335° - FR622 - ODEMI.
OSLAD 6V	Turn left to 194° - OSLAD.
SOTEX 6V	Turn right to 358° - FR623 - SOTEX.
TUPIX 6V	Turn left to 191° - FR613 - FR614 - TUPIX.

Change: OSLAD 6V, TUPIX 6V.

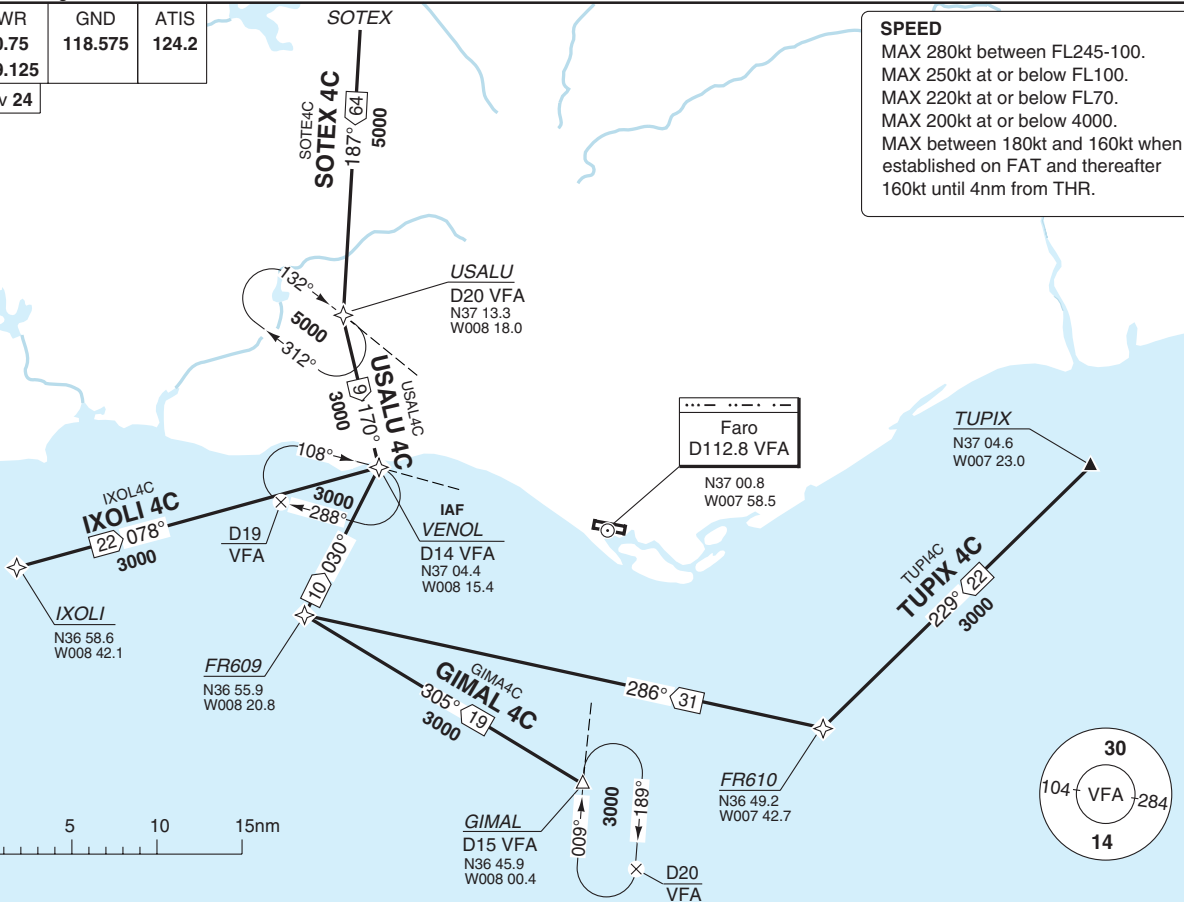
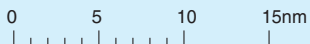
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Change: GIMAL, TUPIX symbology changed.

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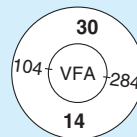
Faro APP	TWR	GND	ATIS
119.4	120.75 119.125	118.575	124.2

TL ATC AD Elev 24



SPEED

MAX 280kt between FL245-100.
MAX 250kt at or below FL100.
MAX 220kt at or below FL70.
MAX 200kt at or below 4000.
MAX between 180kt and 160kt when established on FAT and thereafter 160kt until 4nm from THR.



STAR RWY 10 ENAV FMS

40 - 1 15 DEC 10

Portugal - LPFR / FARO

WEF 13 JAN 11

STAR Rwy 28 **RNAV** FMS

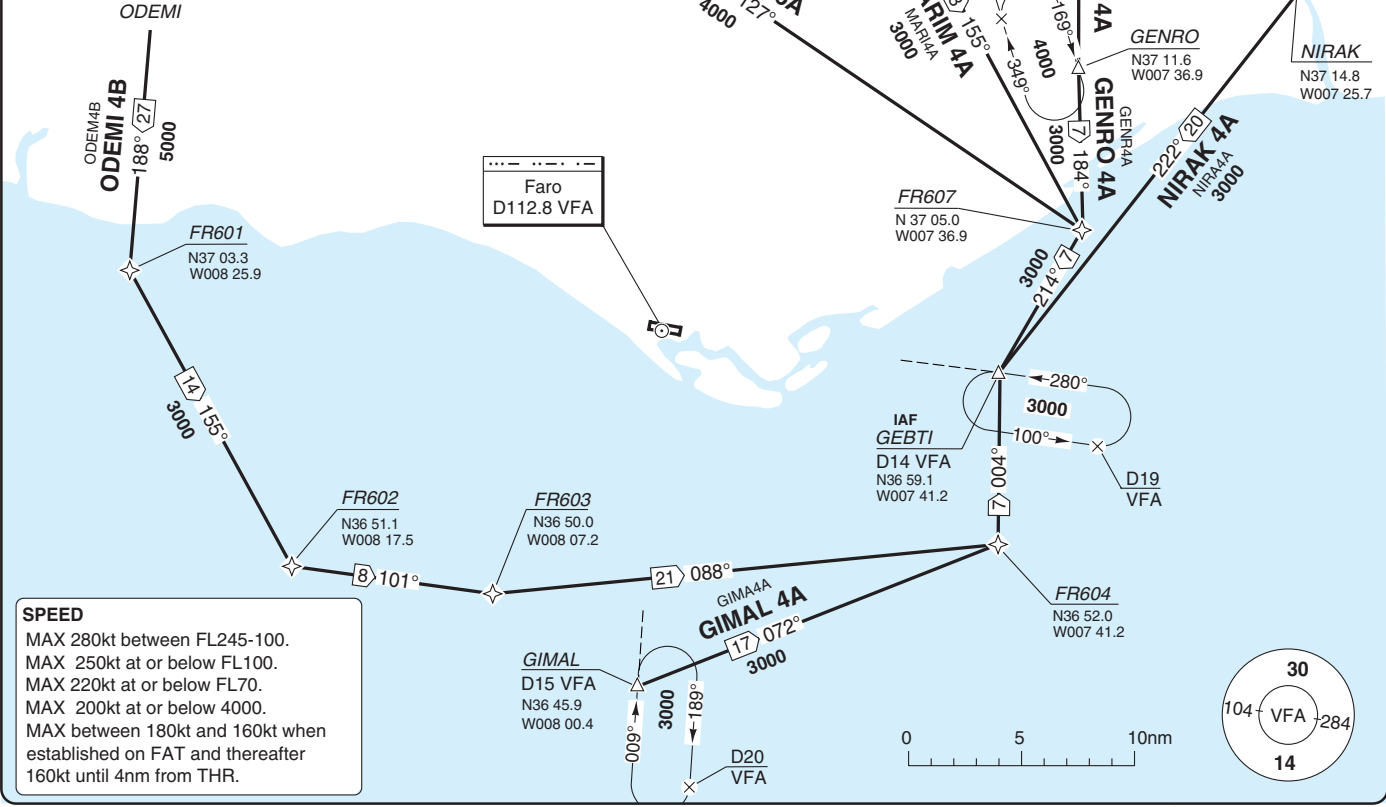
40 - 2 | 15 DEC 10

Portugal - LPFR / FAO

FARO

Faro APP	TWR	GND	ATIS
119.4	120.75	118.575	124.2
	119.125		

TL	ATC	AD Elev 24
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Change: GEBTI, GENRO, GIMAL, NIRAK symbology changed.

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WEF 02 JUN 11

40 - 3 | 04 MAY 11

Portugal - LPFR / FAO

STAR RWY 10 CDO RNAV

FARO

Faro APP 119.4	TWR 120.75 119.125	GND 118.575	ATIS 124.2
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TL ATC AD Elev 24

CDO - Constant Descent Operations

CDO Approach Angle
Between 3.3° and 2°

The 2° slope ends 2nm
before FAP/FAF to allow
for deceleration.

CDO Start
SOTEX

FL190-FL300

86.9nm to THR
N38 17.6
W008 13.2

Scale distorted

SOTEX2K
SOTEX 2K
187° < 45°
FL50

FR630

FL95-FL145

41.6nm to THR
N37 32.3
W008 16.6

USALU

FL50-FL80

22.6nm to THR
D20 VFA
N37 13.3
W008 18.0

D25
VFA

132°
5000
312°

000°
0.1°
170°

D19
VFA

VENOL
CLR-limit
3000-4500
13.5nm to THR
D14 VFA
N37 04.4
W008 15.4

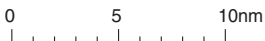
2000-2700

8.5nm to THR
D9 VFA

FAF
At 2000

6.5nm to THR
D7 VFA

Faro
D112.8 VFA
N37 00.8
W007 58.5



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Change: New chart.

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STAR RWY 28 CDO RNAV

FARO

Faro APP 119.4	TWR 120.75 119.125	GND 118.575	ATIS 124.2
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TL ATC AD Elev 24

CDO - Constant Descent Operations

CDO Approach Angle
Between 3.3° and 2°

The 2° slope ends 2nm
before FAP/FAF to allow
for deceleration.

CDO Start
ALAGU

FL170-FL280

80.3nm to THR
N38 05.3
W007 36.8

Scale distorted

CDO Start
ODEMI

FL150-FL230

64.4nm to THR 28
N37 29.9
W008 23.0

ERTIS

FL90-FL140

40nm to THR
N37 25.0
W007 36.9

GENRO

FL60-FL90

26.6nm to THR
D58 BEJ
N37 11.6
W007 36.9

FR607

FL50-FL70

20nm to THR
N37 05.0
W007 36.9

Faro
D112.8 VFA
N37 00.8
W007 58.5

FAF

At 2000
5.9nm to THR

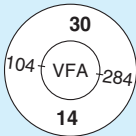
2200-3100

9nm to THR
D9 IIF

3100-4600

13.3nm to THR
D14 VFA
N36 59.1
W007 41.2

0 5 10nm



WEF 13 JAN 11

50 - 1 | 15 DEC 10

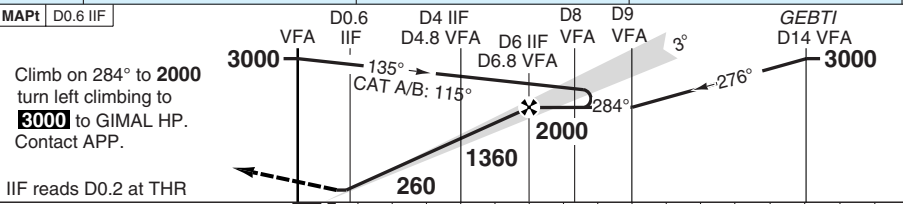
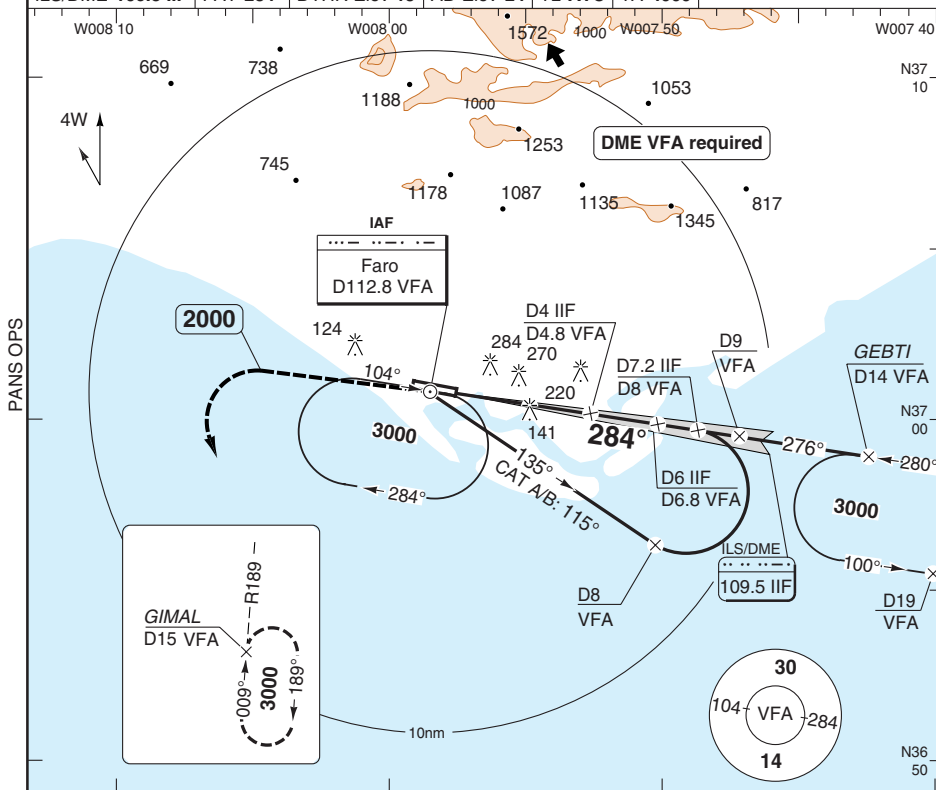
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ILS RWY 28

FARO

Faro APP	TWR	GND	ATIS
119.4	120.75 119.125	118.575	124.2

ILS/DME	109.5 IIF	FAT	284°	DTHR Elev	18	AD Elev	24	TL ATC	TA	4000
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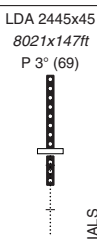


TCH 49

ACFT	ILS+DME	LOC+DME	Circling a
A			570 (546) 1.5km
B	220 (200) 750m	390 (380) 1300m	570 (546) 1.6km
C			630 (600) 2.4km
D			730 (700) 3.6km

a S of RWY 10/28.

DME VFA	3.0° ALT	DME IIF	3.0° ALT
8	2410	8	2670
7	2090	7	2340
6	1760	6	2010
5	1440	5	1680
4	1110	4	1355
3	790	3	1040
2	470	2	730
		1	410



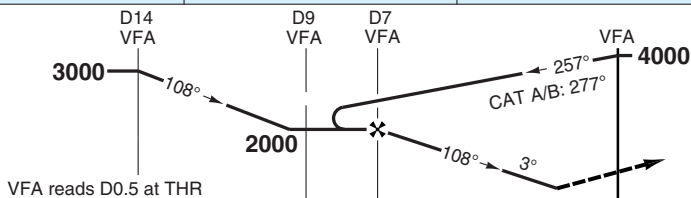
GS	80	100	120	140	160
ROD 3.0°	430	540	650	760	860

Change: GEBTI symbology changed.

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FARO

MAPt	D1 VFA
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Climb on R100
VFA to , 2000
turn right climbing to
3000 to GIMAL HP.
Contact APP.

LDA 2445x45
8021x147ft
P 3° (69)

GS	80	100	120	140	160
ROD 3.0°	420	530	640	740	850

NALS

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Change: Tracks, VENOL hold.

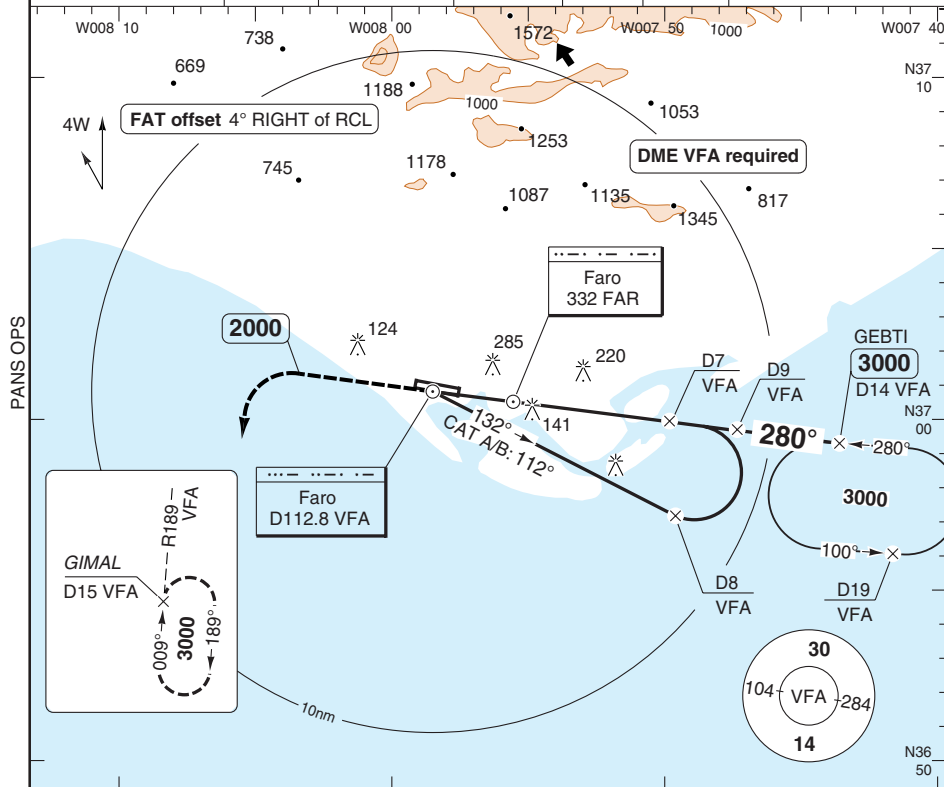
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VOR Z_{RWY} 28

FARO

Faro APP	TWR	GND	ATIS
119.4	120.75	118.575	124.2
	119.125		

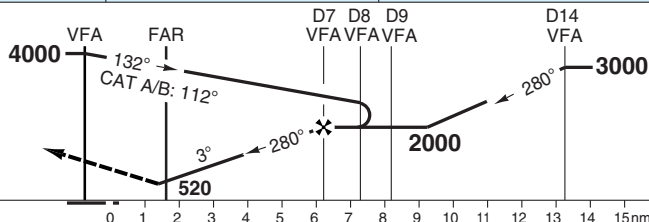
VOR/DME 112.8 VFA	FAT 280°	DTHR Elev 18	AD Elev 24	TL ATC	TA 4000
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MAPt	D1 VFA
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Climb on 280° to **2000**,
turn left climbing to **3000**
to GIMAL HP. Contact APP.

VFA reads D0.7 at THR



ACFT	VOR+DME	Circling a
A/B	460 (450) 1500m	530 (506) 1.6km b
C	460 (450) 1700m	630 (606) 2.4km
D		730 (706) 3.6km

- a** S of RWY 10/28.
b CAT A: **480** (456), 1.5km.

DME VFA	3.0° ALT
6	1690
5	1370
4	1060
3	740
2	430

LDA 2445x45
8021x147ft
P 3° (69)



ALS

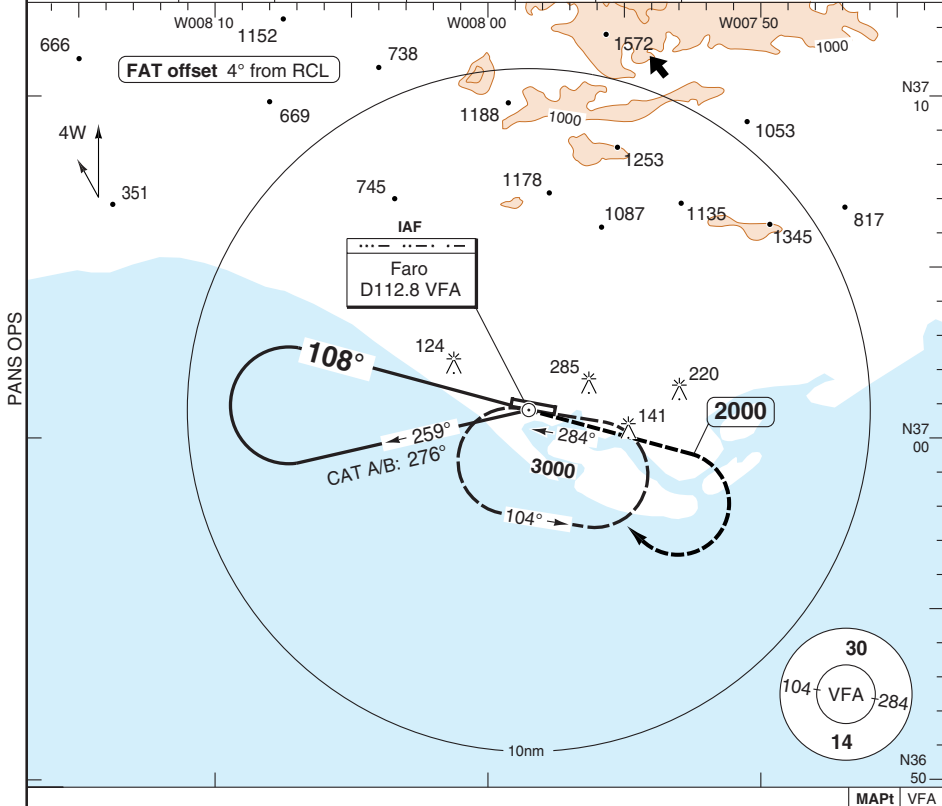
GS	80	100	120	140	160
ROD 3.0°	420	530	640	740	850

Change: GEBTI hold.

VOR Y_{RWY} 10

FARO

Faro APP 119.4	TWR 120.75 119.125	GND 118.575	ATIS 124.2				
VOR 112.8 VFA	FAT 108°	DTHR Elev 24	AD Elev 24	TL ATC	TA 4000		



Climb on 108° to **2000**, turn right climbing to **3000** to **VFA** HP. Contact APP.

		nm	12	11	10	9	8	7	6	5	4	3	2	1	0
ACFT		VOR			VOR ⓑ			Circling ⓐ			Circling ⓐ ⓑ				
EUPS	A	420 (400) 1800m			420 (400) 2000m			440 (416) 1.8km			440 (416) 2.0km				
	530 (500) 1.8km							530 (500) 2.0km							
	B				420 (400) 2200m			630 (600) 2.4km			630 (600) 2.4km				
	C							730 (700) 3.6km			730 (700) 3.6km				
D															

a S of RWY 10/28.

b Non-CDFA

LDA 2445x45
8021x147ft
P 3° (69)



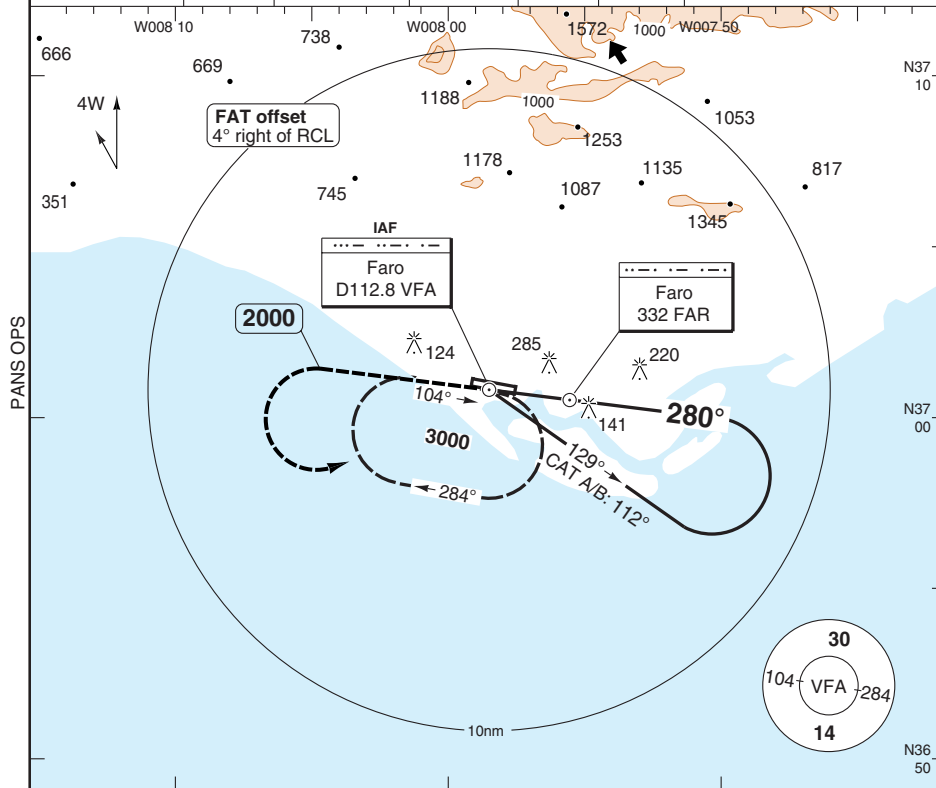
NALS

VOR Y_{RWY} 28

FARO

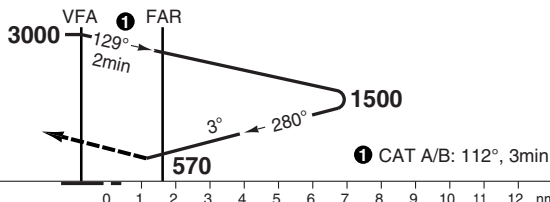
Faro APP 119.4	TWR 120.75 119.125	GND 118.575	ATIS 124.2	
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VOR 112.8 VFA	FAT 280°	DTHR Elev 18	AD Elev 24	TL ATC	TA 4000	
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MAPt	VFA
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Climb on 280° to **2000**,
turn left climbing to **3000**
to **VFA** HP. Contact APP.



ACFT	VOR+NDB	VOR+NDB b	Circling a	Circling a b
EUOPS	A	460 (450) 1900m	480 (450) 1.7km	480 (450) 1.9km
	B		530 (500) 1.7km	530 (500) 1.9km
	C	460 (450) 2100m	630 (600) 2.4km	630 (600) 2.4km
	D		730 (700) 3.6km	730 (700) 3.6km

LDA 2445x45
8021x147ft
P 3° (69)



ALS

450

GS	80	100	120	140	160	a S of RWY 10/28.
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BOD ₃₀ ^a	420	530	630	740	830
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Change: Minima.

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50 - 6 | 15 DEC 10

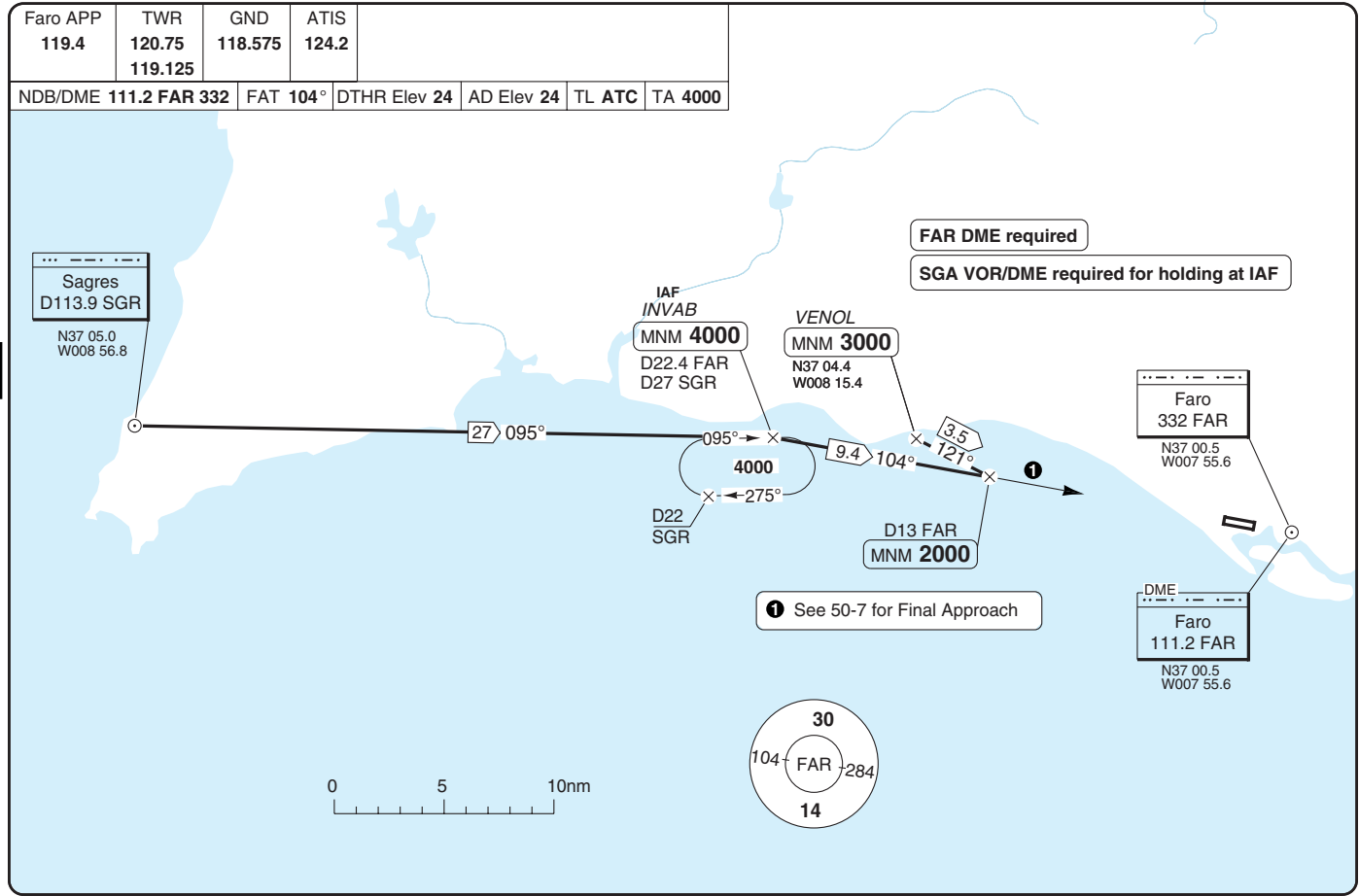
WEF 13 JAN 11

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NDB RWY 10 INITIAL APPROACH ENAV

FARO

Faro APP	TWR	GND	ATIS				
119.4	120.75 119.125	118.575	124.2				
NDB/DME 111.2 FAR 332	FAT 104°	DTHR Elev 24	AD Elev 24	TL ATC	TA 4000		



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Change: VENOL symbology changed.

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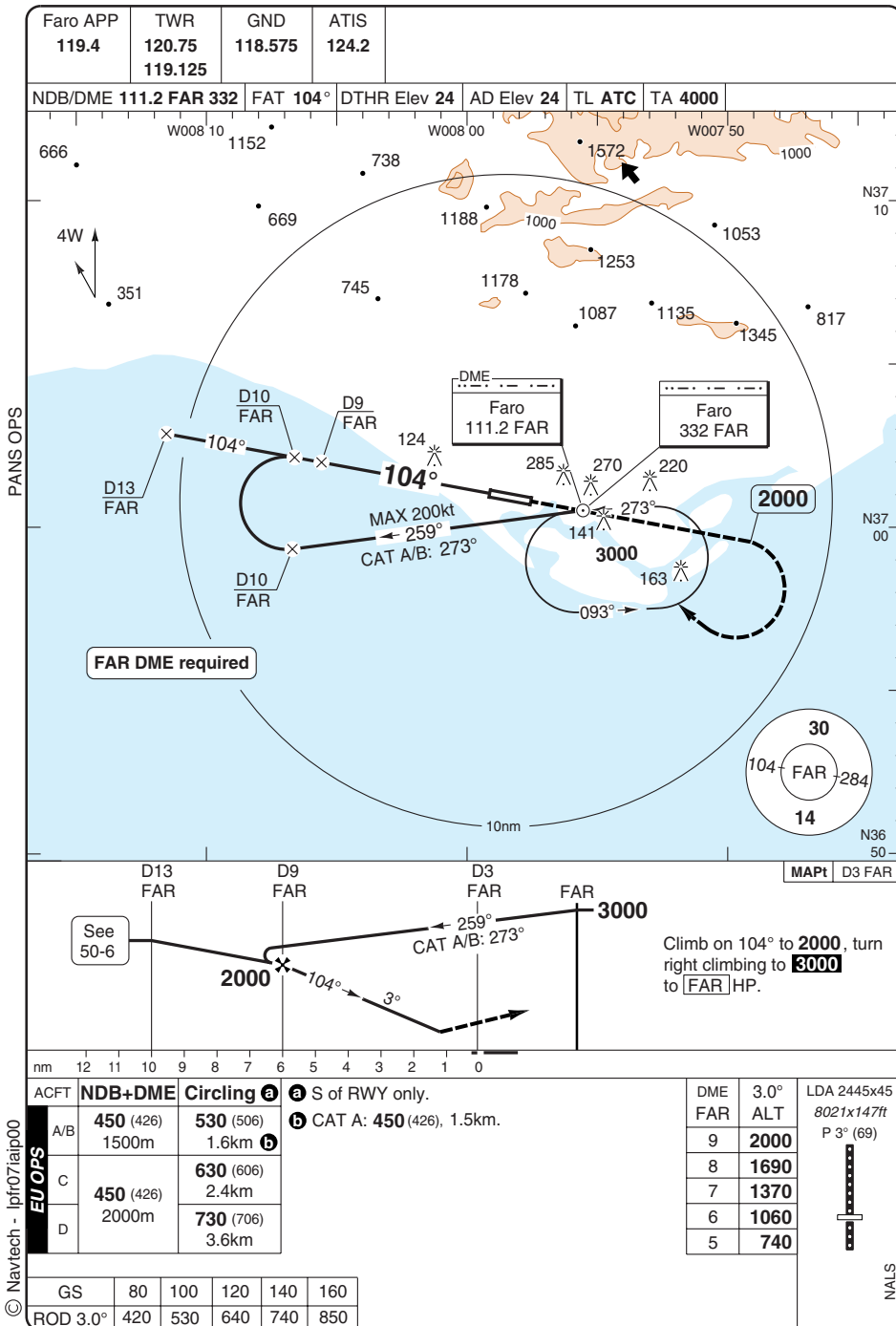
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Portugal - LPFR / FAO

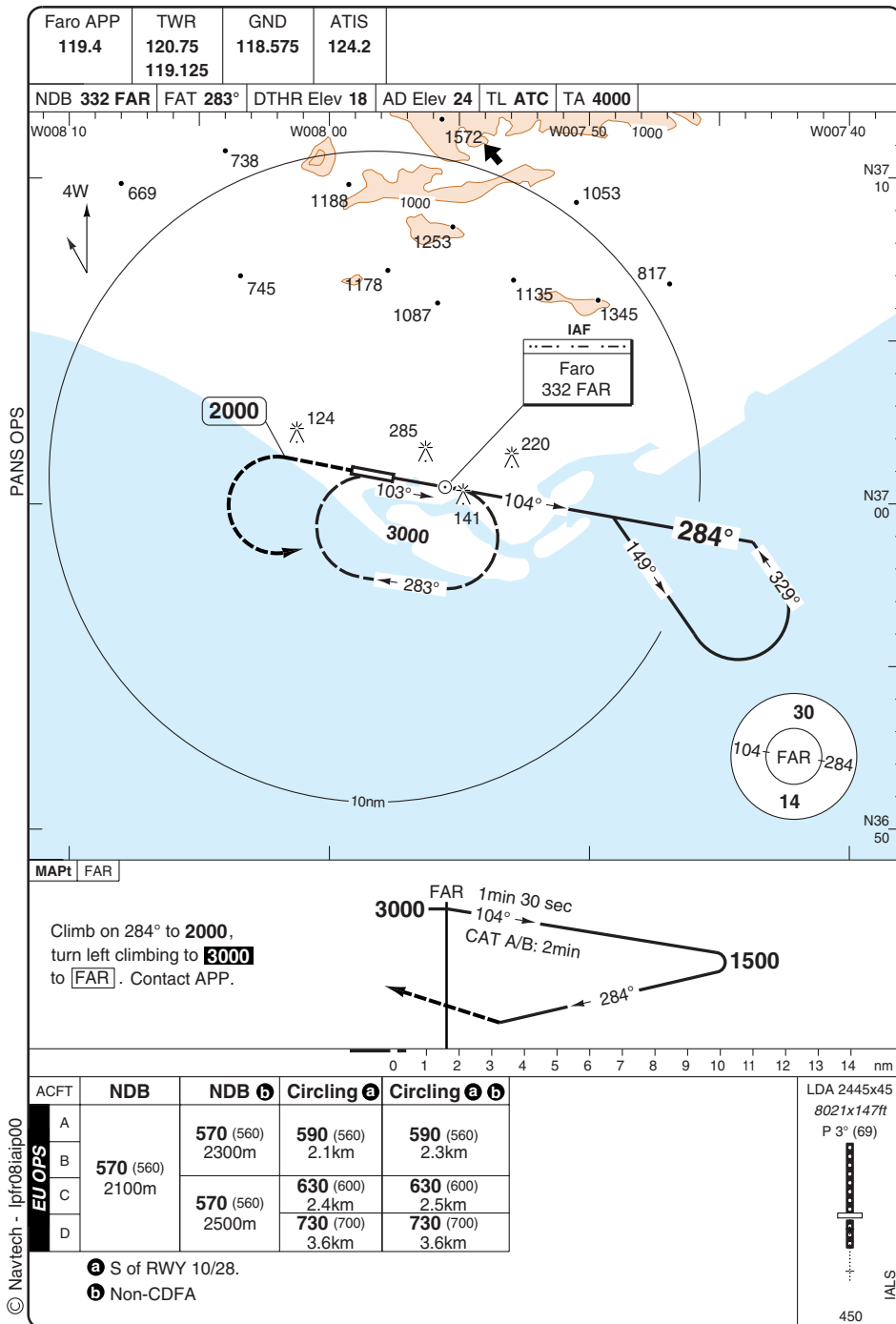
NDB RWY 10 NDB/DME FINAL APPROACH

FARO



NDB RWY 28

FARO



JAR-OPS Landing Minima

FARO

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		C				D			
R/W	Procedure	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m
10	VOR/DME Z	410	380	1800	N/A	410	380	2000	N/A
10	VOR Y	430	400	1800	N/A	430	400	2000	N/A
10	NDB/DME	450	430	1800	N/A	450	430	2000	N/A
28	ILS/DME	220	200	700	1000	220	200	700	1000
28	LOC/DME	400	380	1400	1800	400	380	1600	2000
28	VOR/DME Z	470	450	1600	2000	470	450	1800	2000
28	VOR Y	470	450	1600	2000	470	450	1800	2000
28	NDB	580	560	1600	2000	580	560	1800	2000

Notes:

CIRCLING		C			D		
R/W	Procedure	MDA QNH ft	MDH QFE ft	Vis m	MDA QNH ft	MDH QFE ft	Vis m
10	VOR/DME Z, VOR Y (1)	630	600	2400	730	700	3600
10	NDB/DME (1)	630	600	2400	730	700	3600
28	NDB (1)	630	600	2400	730	700	3600
28	VOR/DME Z, VOR Y (1)	630	600	2400	730	700	3600
28	All other procs (1)	630	600	2400	730	700	3600

Notes:

(1) South of Rwy only.

TAKE-OFF		C		D	
Runway	Facilities	RVR	Vis	RVR	Vis
10 / 28	REDL and/or RCL	400	-	400	-
10 / 28	Nil (Day only)	500	-	500	-

Notes:

JAR-OPS Landing Minima

FARO

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		A				B			
R/W	Procedure	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m
10	VOR/DME Z	410	380	1500	N/A	410	380	1500	N/A
10	VOR Y	430	400	1500	N/A	430	400	1500	N/A
10	NDB/DME	450	430	1500	N/A	450	430	1500	N/A
28	ILS/DME	220	200	700	1000	220	200	700	1000
28	LOC/DME	400	380	1200	1500	400	380	1300	1500
28	VOR/DME Z	470	450	1400	1500	470	450	1500	1500
28	VOR Y	470	450	1400	1500	470	450	1500	1500
28	NDB	580	560	1400	1500	580	560	1500	1500

Notes:

CIRCLING		A			B		
R/W	Procedure	MDA QNH ft	MDH QFE ft	Vis m	MDA QNH ft	MDH QFE ft	Vis m
10	VOR/DME Z, VOR Y (1)	440	420	1500	530	500	1600
10	NDB/DME (1)	450	430	1500	530	500	1600
28	NDB (1)	570	550	1500	570	550	1600
28	VOR/DME Z, VOR Y (1)	460	440	1500	530	500	1600
28	All other procs (1)	570	550	1500	570	550	1600

Notes:

(1) South of Rwy only.

TAKE-OFF		A		B	
Runway	Facilities	RVR	Vis	RVR	Vis
10 / 28	REDL and/or RCL	400	-	400	-
10 / 28	Nil (Day only)	500	-	500	-

Notes: