

**ADD = Added chart, REV = Revised chart, DEL = Deleted chart.**

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-----|-----------------|-------|----------|----------|
|-----|-----------------|-------|----------|----------|

**No revision activity since Disc 22-2010**

## **TERMINAL CHART NOTAMs**

**No Chart NOTAMs for Airport LPMA**

**General Info**

Madeira, PRT

N 32° 41.6' W 16° 46.7' Mag Var: 7.5°W

Elevation: 192'

Public, IFR, Control Tower, Rotating Beacon, Customs, Landing Fee

Fuel: 100LL, Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT uses DST

**Runway Info**

Runway 05-23 9124' x 148' asphalt

Runway 05 (51.0°M) TDZE 147'

Lights: Edge, ALS, Centerline, TDZ

Displaced Threshold Distance 492'

Runway 23 (231.0°M) TDZE 192'

Lights: Edge, ALS, Centerline, TDZ

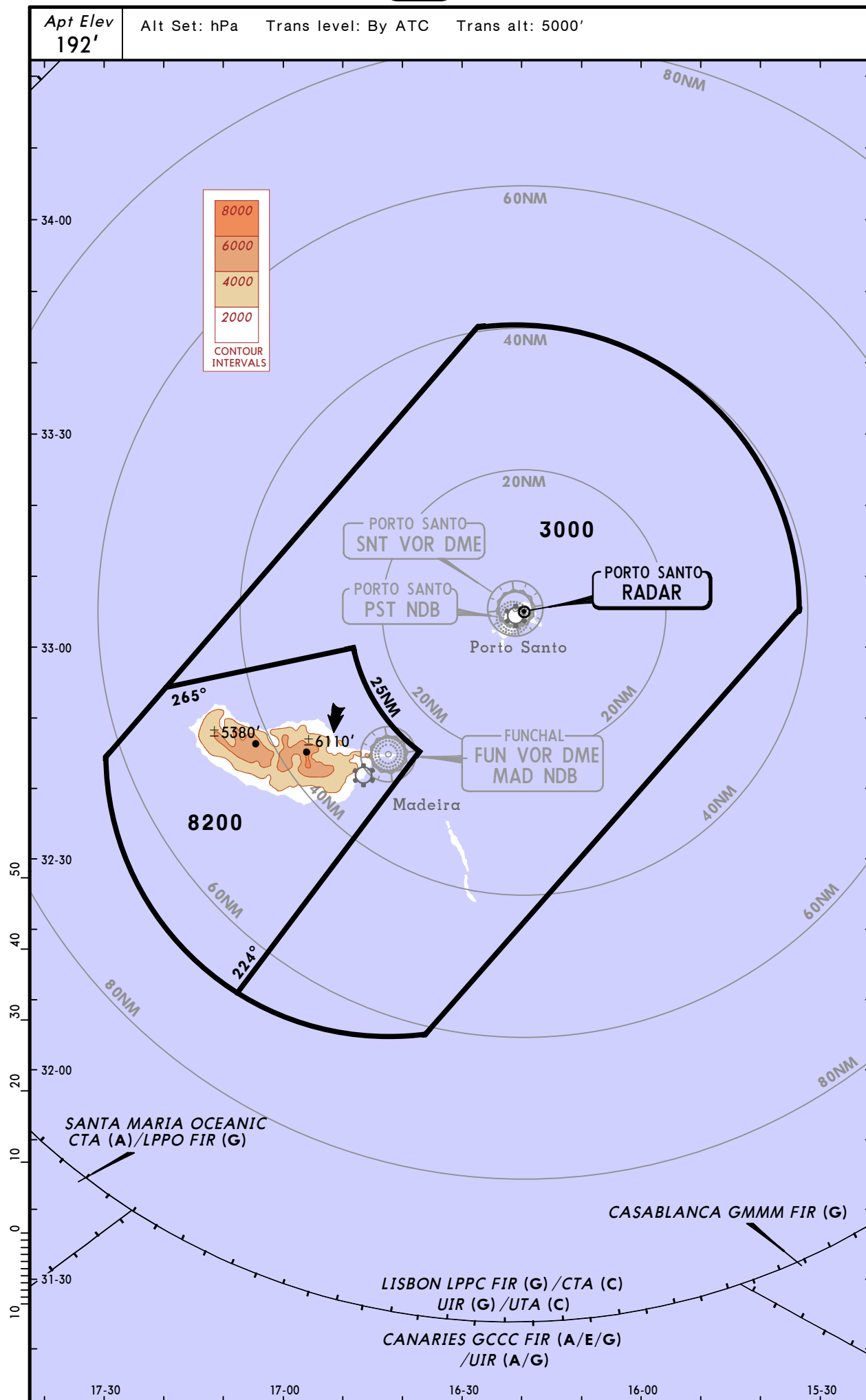
Displaced Threshold Distance 492'

**Communications Info**ATIS **124.4**Madeira Tower **118.35**Madeira Tower **279.05** MilitaryMadeira Approach Control **119.6** SecondaryMadeira Approach Control **119.2**Madeira Approach Control **279.05** Military**Notebook Info**

**LPMA/FNC**  
**MADEIRA**

**JEPPESEN**  
30 MAR 07 **(10-1R)**

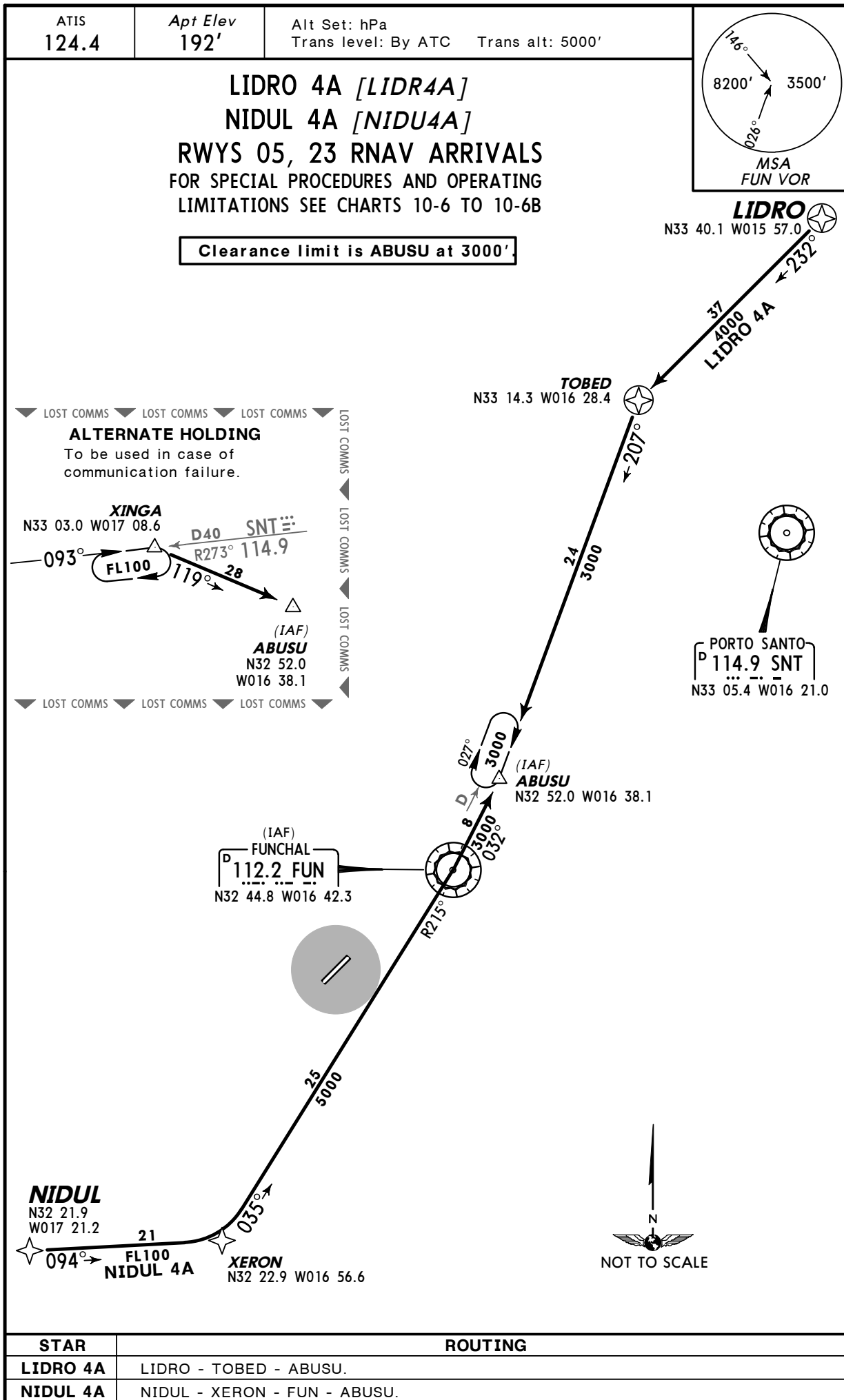
**MADEIRA, MADEIRA IS**  
**RADAR MINIMUM ALTITUDES**



**LPMA/FNC**  
**MADEIRA**

**JEPPESSEN** 29 JAN 10 **10-2** **Eff 11 Feb**

**MADEIRA, MADEIRA IS**  
**RNAV STAR**



**LPMA/FNC**  
**MADEIRA**

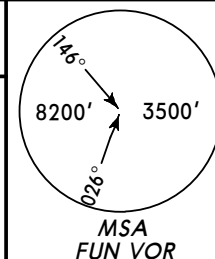
**JEPPESSEN** **MADEIRA, MADEIRA IS**  
 29 JAN 10 **(10-2A)** **Eff 11 Feb**

**STAR**

ATIS  
 124.4

Apt Elev  
 192'

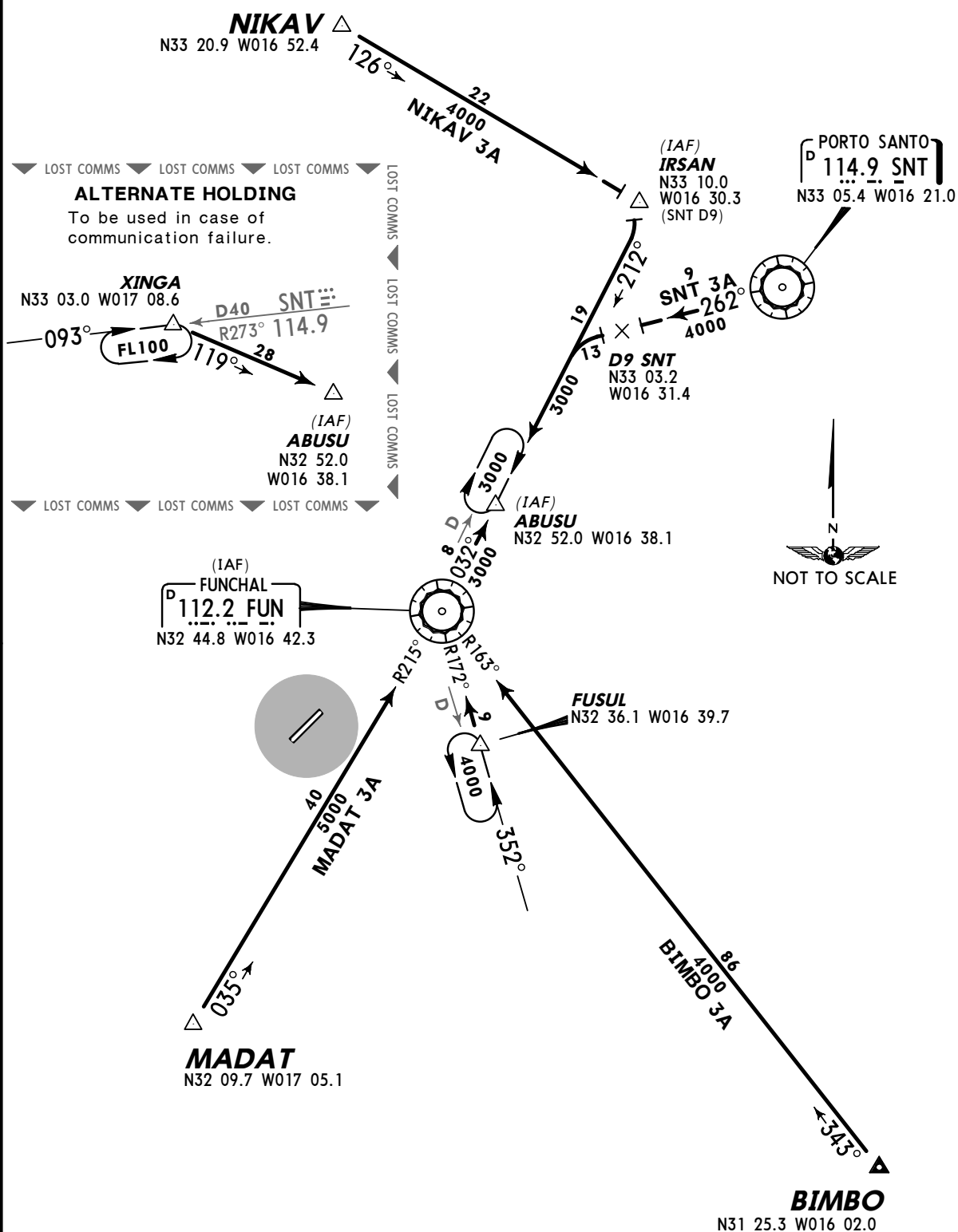
Alt Set: hPa  
 Trans level: By ATC Trans alt: 5000'



**BIMBO 3A [BIMB3A], MADAT 3A [MADA3A]  
 NIKAV 3A [NIKA3A], SANTO 3A (SNT 3A)  
 RWYS 05, 23 ARRIVALS**

**FOR SPECIAL PROCEDURES AND OPERATING  
 LIMITATIONS SEE CHARTS 10-6 TO 10-6B**

**Clearance limit is ABUSU at 3000'**



**LPMA/FNC**  
**MADEIRA**

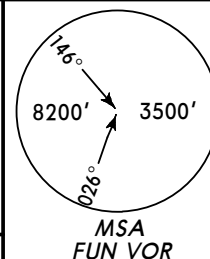
**JEPPESEN** **MADEIRA, MADEIRA IS**  
29 JAN 10 **10-3** **Eff 11 Feb**

**RNAV SID**

MADEIRA Approach  
**119.2**

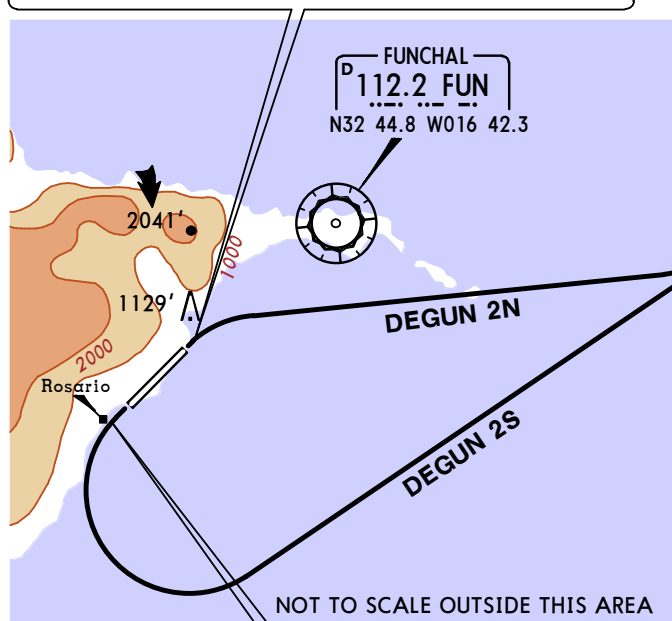
Apt Elev  
**192'**

Trans level: By ATC Trans alt: 5000'  
1. Contact MADEIRA Approach immediately after take-off.  
2. Pilots are advised to select full power on take-off in the presence of turbulence or downdraft reports.  
3. Take-off must be made in a minimum visibility of 2800m. Required take-off alternate.  
4. Each operator must prepare its own engine failure procedures.



**DEGUN 2N [DEGU2N], DEGUN 2S [DEGU2S]**  
**RWYS 05, 23 RNAV DEPARTURES**  
**FOR SPECIAL PROCEDURES AND OPERATING**  
**LIMITATIONS SEE CHARTS 10-6 TO 10-6B**

Immediately after take-off and at **100'** minimum (**150'** when using QFE for threshold runway 05 or **300'** using QNH) or at runway end, whichever comes first, turn **RIGHT** to avoid high ground on the **LEFT** side.



Immediately after take-off and at **100'** minimum (**50'** when using QFE for threshold runway 23 or **250'** using QNH) or at runway end, whichever comes first, turn **LEFT**.  
Keep to the **LEFT** of the coastline.

**DEGUN**  
N33 25.1 W015 39.5

**POBAR**  
N32 57.8 W016 09.9

**XAVAL**  
N32 43.5 W016 29.9



**Rwy 23:** With westerly winds, tailwind shears may be expected. Anemometer readings reported by Tower at the end of the runway and at Rosario may indicate this possibility.

Initial climb clearance **FL60**

**ROUTING**

XAVAL - POBAR - DEGUN.

**LPMA/FNC**  
**MADEIRA**

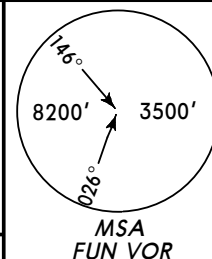
**JEPPESEN** **MADEIRA, MADEIRA IS**  
29 JAN 10 **(10-3A)** **Eff 11 Feb**

**RNAV SID**

MADEIRA Approach  
**119.2**

Apt Elev  
**192'**

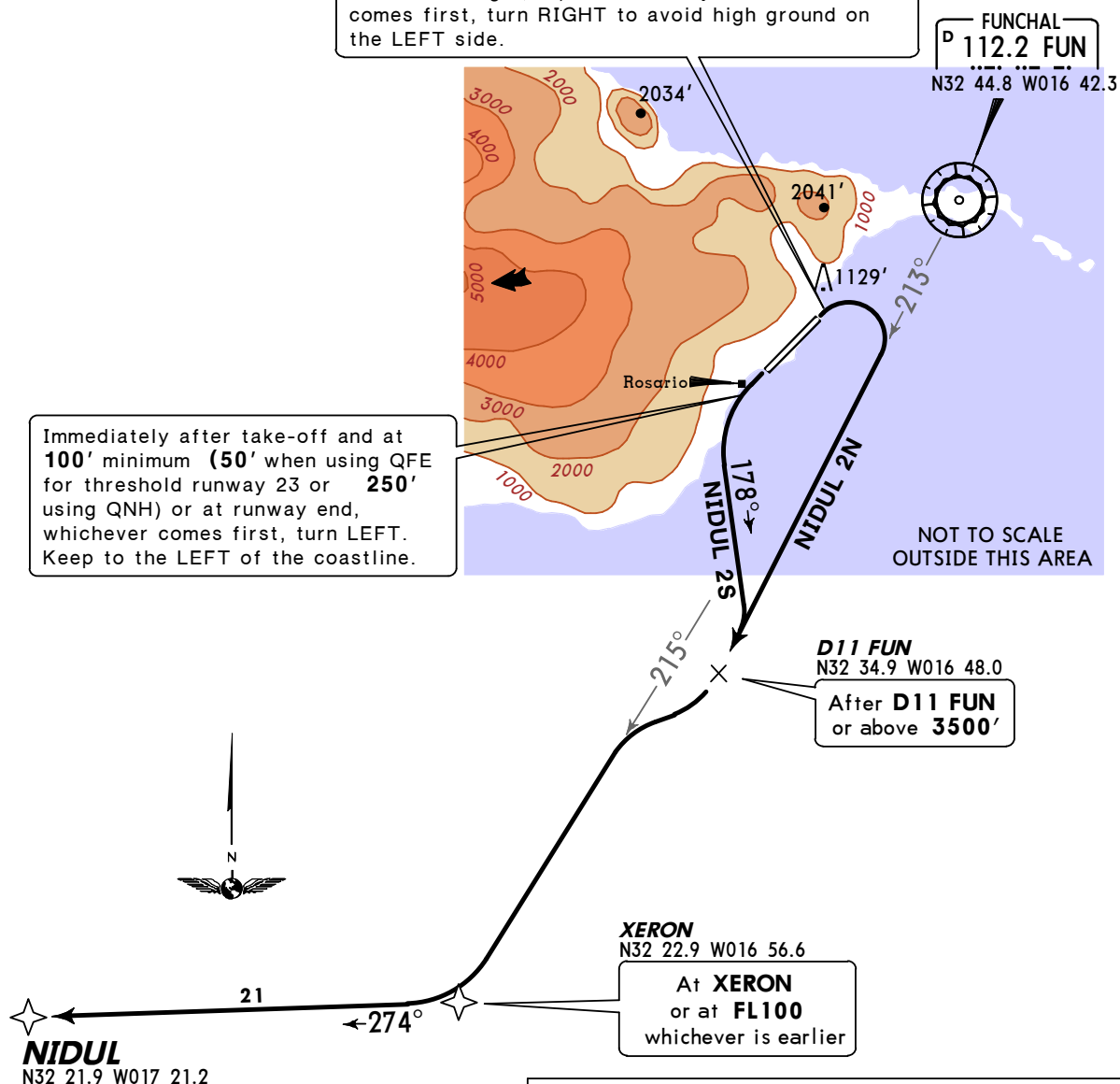
Trans level: By ATC Trans alt: 5000'  
1. Contact MADEIRA Approach immediately after take-off.  
2. Pilots are advised to select full power on take-off in the presence of turbulence or downdraft reports.  
3. Take-off must be made in a minimum visibility of 2800m. Required take-off alternate.  
4. Each operator must prepare its own engine failure procedures.



**NIDUL 2N[NIDU2N], NIDUL 2S[NIDU2S]**  
**RWYS 05, 23 RNAV DEPARTURES**  
**FOR SPECIAL PROCEDURES AND OPERATING**  
**LIMITATIONS SEE CHARTS 10-6 TO 10-6B**

Immediately after take-off and at **100'** minimum (**150'** when using QFE for threshold runway 05 or **300'** using QNH) or at runway end, whichever comes first, turn **RIGHT** to avoid high ground on the **LEFT** side.

Immediately after take-off and at **100'** minimum (**50'** when using QFE for threshold runway 23 or **250'** using QNH) or at runway end, whichever comes first, turn **LEFT**. Keep to the **LEFT** of the coastline.



**Rwy 23:** With westerly winds, tailwind shears may be expected. Anemometer readings reported by Tower at the end of the runway and at Rosario may indicate this possibility.

Initial climb clearance **FL100**

| SID             | RWY       | ROUTING                                                                                                                                                                                                   |
|-----------------|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>NIDUL 2N</b> | <b>05</b> | Intercept FUN R-213, after D11 FUN or above <b>3500'</b> turn <b>RIGHT</b> , intercept FUN R-215 to XERON, at XERON or at <b>FL100</b> , whichever is earlier, turn <b>RIGHT</b> to NIDUL.                |
| <b>NIDUL 2S</b> | <b>23</b> | On 178° track, intercept FUN R-213, after D11 FUN or above <b>3500'</b> turn <b>RIGHT</b> , intercept FUN R-215 to XERON, at XERON or at <b>FL100</b> , whichever is earlier, turn <b>RIGHT</b> to NIDUL. |

**LPMA/FNC**  
**MADEIRA**

**JEPPESEN**  
24 APR 09 **(10-3B)** **Eff 7 May**

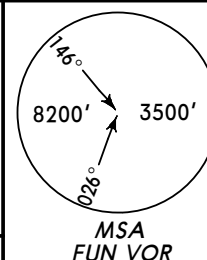
**MADEIRA, MADEIRA IS**

**SID**

MADEIRA Approach  
**119.2**

Apt Elev  
**192'**

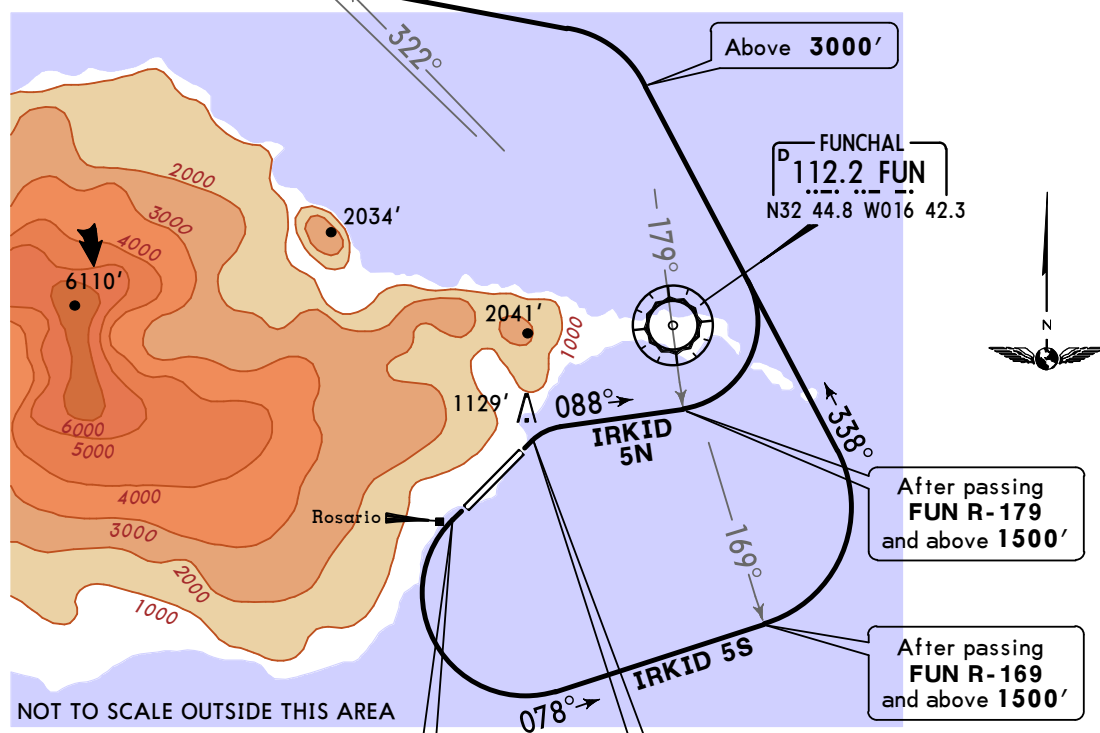
- Trans level: By ATC    Trans alt: 5000'
1. Contact MADEIRA Approach immediately after take-off.
  2. Pilots are advised to select full power on take-off in the presence of turbulence or downdraft reports.
  3. Take-off must be made in a minimum visibility of 2800m. Required take-off alternate.
  4. Each operator must prepare its own engine failure procedures.



**IRKID 5N [IRKI5N], IRKID 5S [IRKI5S]**  
**RWYS 05, 23 DEPARTURES**  
FOR SPECIAL PROCEDURES AND OPERATING  
LIMITATIONS SEE CHARTS 10-6 TO 10-6B

**IRKID**  
N33 55.5 W018 04.2

**Rwy 23:** With westerly winds, tailwind shears may be expected. Anemometer readings reported by Tower at the end of the runway and at Rosario may indicate this possibility.



Immediately after take-off and at **100'** minimum (**50'** when using QFE for threshold runway 23 or **250'** using QNH) or at runway end, whichever comes first, turn **LEFT**. Keep to the **LEFT** of the coastline.

Immediately after take-off and at **100'** minimum (**150'** when using QFE for threshold runway 05 or **300'** using QNH) or at runway end, whichever comes first, turn **RIGHT** to avoid high ground on the **LEFT** side

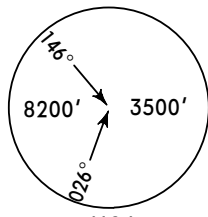
Initial climb clearance **FL60**

| SID             | RWY       | ROUTING                                                                                                                                                                                                                         |
|-----------------|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>IRKID 5N</b> | <b>05</b> | On 088° track, after passing FUN R-179 (abeam FUN) and above <b>1500'</b> turn <b>LEFT</b> , 338° track keeping FUN <b>LEFT</b> hand, above <b>3000'</b> intercept FUN R-322 to IRKID, do not overshoot FUN R-321 to the south. |
| <b>IRKID 5S</b> | <b>23</b> | On 078° track, after passing FUN R-169 (abeam FUN) and above <b>1500'</b> turn <b>LEFT</b> , 338° track keeping FUN <b>LEFT</b> hand, above <b>3000'</b> intercept FUN R-322 to IRKID, do not overshoot FUN R-321 to the south. |

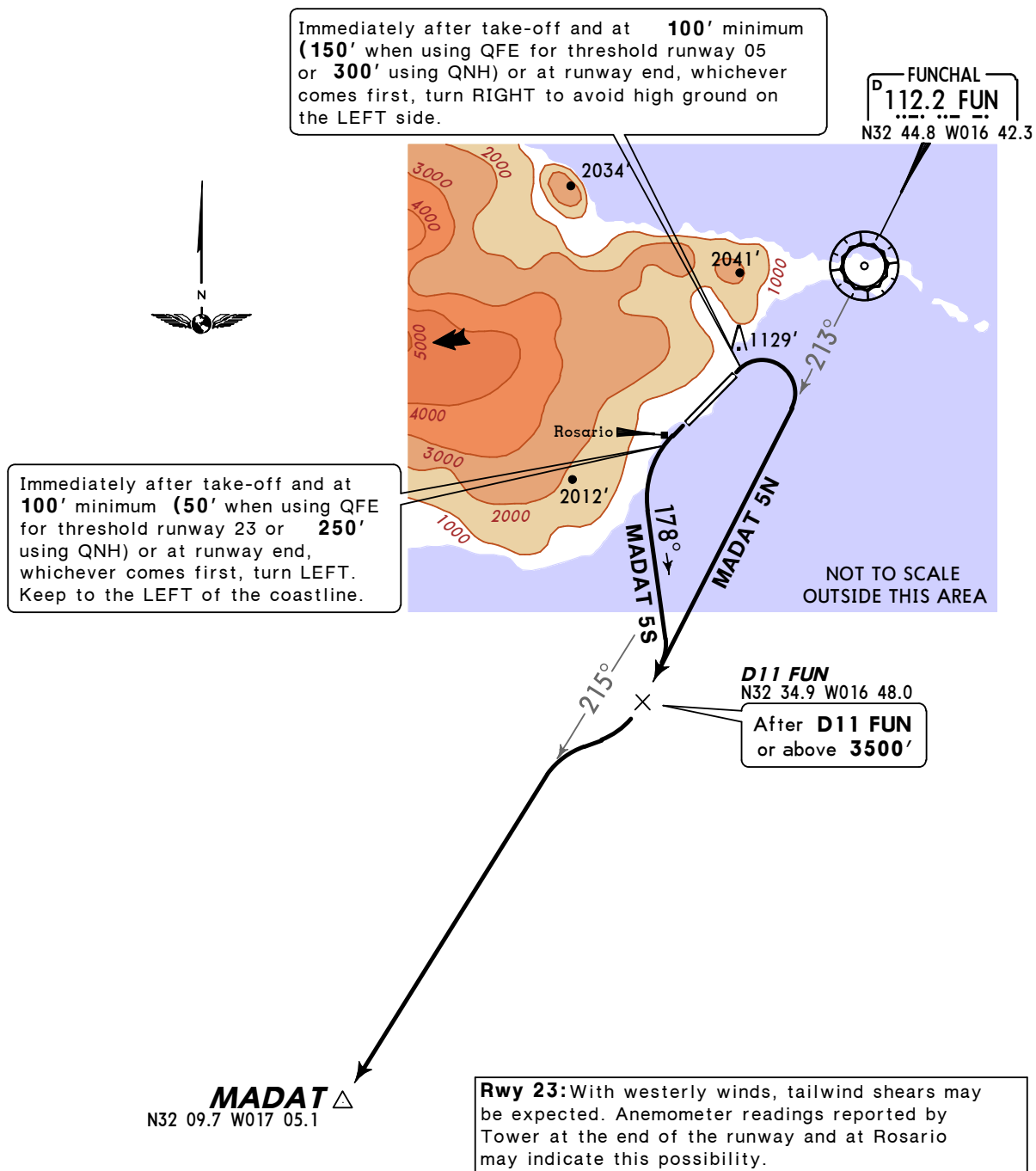
**LPMA/FNC**  
**MADEIRA**

**JEPPESSEN** **MADEIRA, MADEIRA IS**  
 24 APR 09 **(10-3C)** **Eff 7 May**

**SID**

|                                  |                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                            |
|----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|
| MADEIRA Approach<br><b>119.2</b> | Trans level: By ATC Trans alt: 5000'<br><b>1.</b> Contact MADEIRA Approach immediately after take-off.<br><b>2.</b> Pilots are advised to select full power on take-off in the presence of turbulence or downdraft reports.<br><b>3.</b> Take-off must be made in a minimum visibility of 2800m. Required take-off alternate.<br><b>4.</b> Each operator must prepare its own engine failure procedures. |  <p>MSA<br/>FUN VOR</p> |
| Apt Elev<br><b>192'</b>          |                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                            |

**MADAT 5N [MADA5N], MADAT 5S [MADA5S]**  
**RWYS 05, 23 DEPARTURES**  
 FOR SPECIAL PROCEDURES AND OPERATING  
 LIMITATIONS SEE CHARTS 10-6 TO 10-6B



Initial climb clearance **FL60**

| SID             | RWY       | ROUTING                                                                                                    |
|-----------------|-----------|------------------------------------------------------------------------------------------------------------|
| <b>MADAT 5N</b> | <b>05</b> | Intercept FUN R-213, after D11 FUN or above <b>3500'</b> turn <b>RIGHT</b> , intercept FUN R-215 to MADAT. |
| <b>MADAT 5S</b> | <b>23</b> | On 178° track, intercept FUN R-213, after D11 FUN or above <b>3500'</b> intercept FUN R-215 to MADAT.      |

**LPMA/FNC**  
**MADEIRA**

**JEPPESSEN**  
24 APR 09 **(10-3D)** **Eff 7 May**

**MADEIRA, MADEIRA IS**

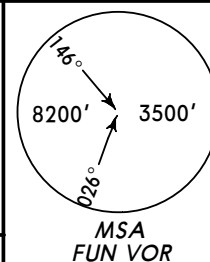
**SID**

MADEIRA Approach  
**119.2**

Apt Elev  
**192'**

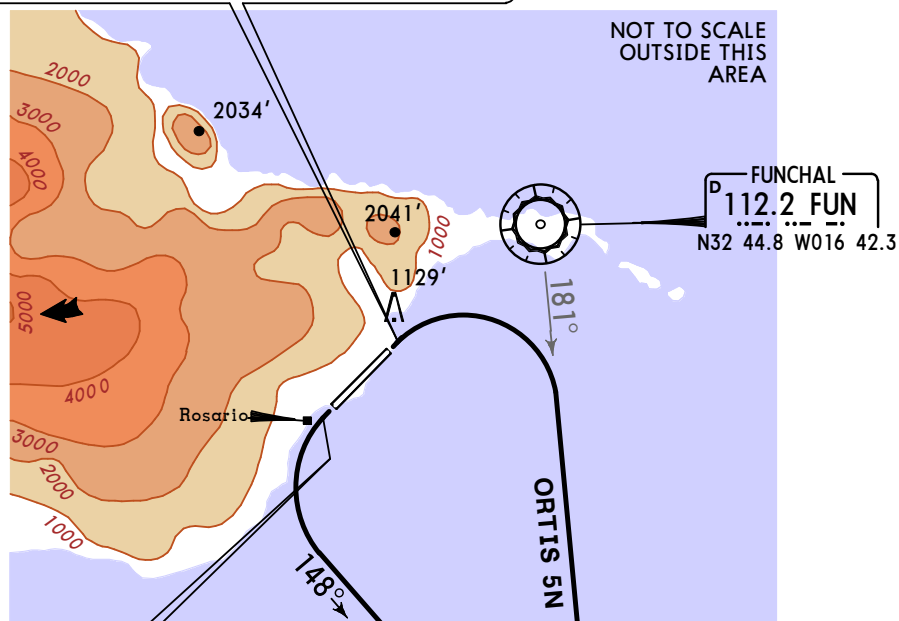
Trans level: By ATC Trans alt: 5000'

1. Contact MADEIRA Approach immediately after take-off.
2. Pilots are advised to select full power on take-off in the presence of turbulence or downdraft reports.
3. Take-off must be made in a minimum visibility of 2800m. Required take-off alternate.
4. Each operator must prepare its own engine failure procedures.



**ORTIS 5N [ORTI5N], ORTIS 5S [ORTI5S]**  
**RWYS 05, 23 DEPARTURES**  
**FOR SPECIAL PROCEDURES AND OPERATING**  
**LIMITATIONS SEE CHARTS 10-6 TO 10-6B**

Immediately after take-off and at **100'** minimum (**150'** when using QFE for threshold runway 05 or **300'** using QNH) or at runway end, whichever comes first, turn **RIGHT** to avoid high ground on the **LEFT** side.



Immediately after take-off and at **100'** minimum (**50'** when using QFE for threshold runway 23 or **250'** using QNH) or at runway end, whichever comes first, turn **LEFT**.  
Keep to the **LEFT** of the coastline.



**Rwy 23:** With westerly winds, tailwind shears may be expected. Anemometer readings reported by Tower at the end of the runway and at Rosario may indicate this possibility.

**GOSGA**  
N32 04.9 W016 37.9

**ORTIS**  
N31 24.4 W016 33.4

Initial climb clearance **FL60**

| SID             | RWY       | ROUTING                                                 |
|-----------------|-----------|---------------------------------------------------------|
| <b>ORTIS 5N</b> | <b>05</b> | Intercept FUN R-181 to GOSGA, then to ORTIS.            |
| <b>ORTIS 5S</b> | <b>23</b> | On 148° track, intercept R-181 to GOSGA, then to ORTIS. |

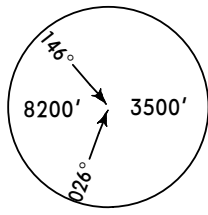
LPMA/FNC  
MADEIRA

JEPPESSEN  
24 APR 09 10-3E

Eff 7 May

MADEIRA, MADEIRA IS

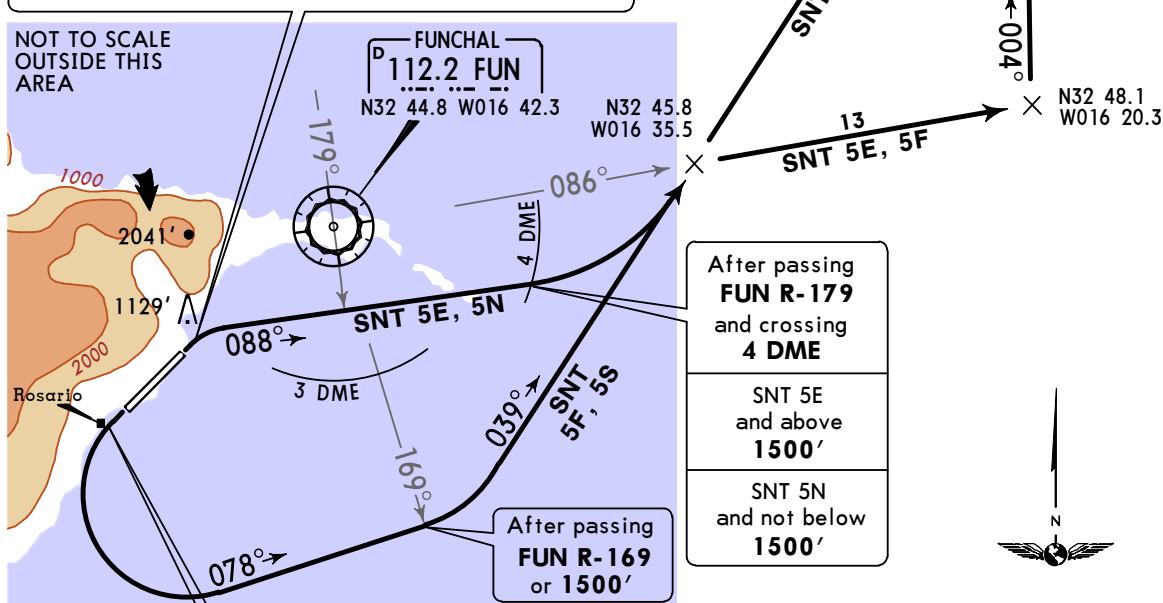
SID

|                           |                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                       |
|---------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|
| MADEIRA Approach<br>119.2 | Trans level: By ATC Trans alt: 5000'<br>1. Contact MADEIRA Approach immediately after take-off.<br>2. Pilots are advised to select full power on take-off in the presence of turbulence or downdraft reports.<br>3. Take-off must be made in a minimum visibility of 2800m. Required take-off alternate.<br>4. Each operator must prepare its own engine failure procedures. | <br>MSA<br>FUN VOR |
| Apt Elev<br>192'          |                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                       |

SANTO 5E (SNT 5E), SANTO 5F (SNT 5F)  
SANTO 5N (SNT 5N), SANTO 5S (SNT 5S)

RWYS 05, 23 DEPARTURES  
FOR SPECIAL PROCEDURES AND OPERATING  
LIMITATIONS SEE CHARTS 10-6 TO 10-6B

Immediately after take-off and at 100' minimum  
(150' when using QFE for threshold runway 05  
or 300' using QNH) or at runway end, whichever  
comes first, turn RIGHT to avoid high ground on  
the LEFT side.



Immediately after take-off and at 100' minimum  
(50' when using QFE for threshold runway 23 or  
250' using QNH) or at runway end, whichever  
comes first, turn LEFT.  
Keep to the LEFT of the coastline.

**Rwy 23:** With westerly winds, tailwind  
shears may be expected. Anemometer  
readings reported by Tower at the end of  
the runway and at Rosario may indicate  
this possibility.

Initial climb clearance **FL60**

| SID         | RWY | ROUTING                                                                                                                                                                                |
|-------------|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SNT 5E<br>① | 05  | On 088° track, after passing FUN R-179 (abeam FUN) and crossing FUN 4 DME and above 1500' intercept 039° bearing towards PST, intercept FUN R-086, intercept SNT R-184 inbound to SNT. |
| SNT 5F<br>② | 23  | On 078° track, after passing FUN R-169 (abeam FUN) or 1500' intercept 039° bearing towards PST, keep beyond FUN 3 DME, intercept FUN R-086, intercept SNT R-184 inbound to SNT.        |
| SNT 5N<br>① | 05  | On 088° track, after passing FUN R-179 (abeam FUN) and crossing FUN 4 DME and not below 1500' intercept 039° bearing to PST, then to SNT.                                              |
| SNT 5S      | 23  | On 078° track, after passing FUN R-169 (abeam FUN) or 1500' intercept 039° bearing to PST, keep beyond FUN 3 DME, then to SNT.                                                         |

① To be used pending traffic conditions and for traffic landing at LPPS.

② Alternate for SNT 5S. To be used for landing at LPPS runway 36.

**LPMA/FNC**  
**MADEIRA**

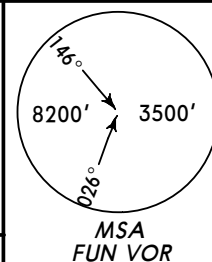
**JEPPESEN** **MADEIRA, MADEIRA IS**  
 24 APR 09 **10-3F** **Eff 7 May**

**SID**

MADEIRA Approach  
**119.2**

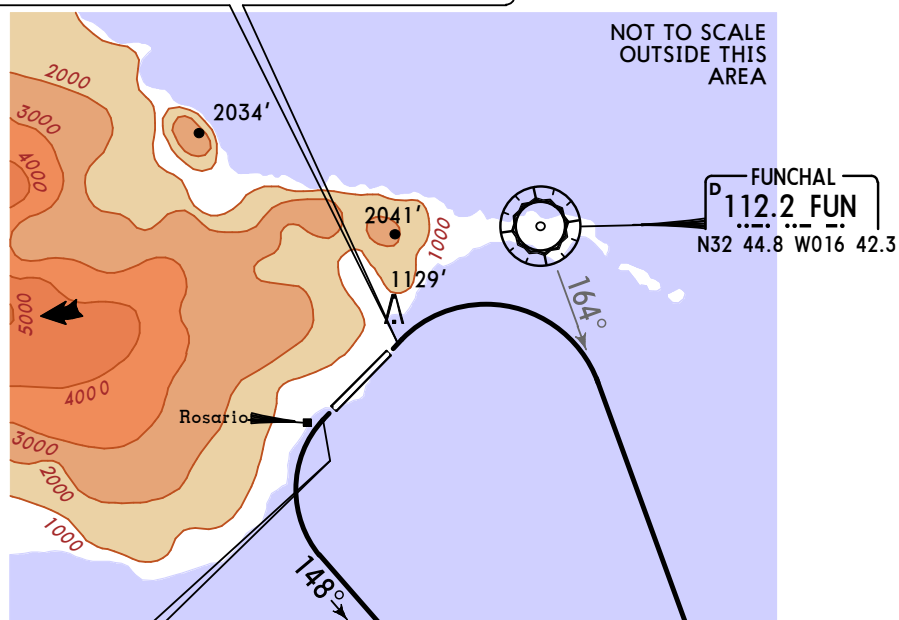
Apt Elev  
**192'**

- Trans level: By ATC Trans alt: 5000'
1. Contact MADEIRA Approach immediately after take-off.
  2. Pilots are advised to select full power on take-off in the presence of turbulence or downdraft reports.
  3. Take-off must be made in a minimum visibility of 2800m. Required take-off alternate.
  4. Each operator must prepare its own engine failure procedures.



**TABOM 5N [TABO5N], TABOM 5S [TABO5S]**  
**RWYS 05, 23 DEPARTURES**  
 FOR SPECIAL PROCEDURES AND OPERATING  
 LIMITATIONS SEE CHARTS 10-6 TO 10-6B

Immediately after take-off and at **100'** minimum  
**(150'** when using QFE for threshold runway 05  
 or **300'** using QNH) or at runway end, whichever  
 comes first, turn **RIGHT** to avoid high ground on  
 the **LEFT** side.



Immediately after take-off and at **100'** minimum  
**(50'** when using QFE for threshold runway 23 or  
**250'** using QNH) or at runway end, whichever  
 comes first, turn **LEFT**.  
 Keep to the **LEFT** of the coastline.



**Rwy 23:** With westerly winds, tailwind shears may  
 be expected. Anemometer readings reported by  
 Tower at the end of the runway and at Rosario  
 may indicate this possibility.

**TABOM**  
 N32 13.5 W016 27.5 △

Initial climb clearance **FL60**

| SID             | RWY       | ROUTING                                      |
|-----------------|-----------|----------------------------------------------|
| <b>TABOM 5N</b> | <b>05</b> | Intercept FUN R-164 to TABOM.                |
| <b>TABOM 5S</b> | <b>23</b> | On 148° track, intercept FUN R-164 to TABOM. |

LPMA/FNC

**JEPPESEN**

11 JUL 03

10-6

**MADEIRA, MADEIRA IS**  
**MADEIRA****AIRPORT BRIEFING****SPECIAL PROCEDURES AND OPERATING LIMITATIONS****OPERATING AT MADEIRA AIRPORT**

- a) The airport is located on a plateau on the East coast of Madeira Island. Except for the seaside ground raises rapidly very closed to it. This fact generates, very often, wind variation and turbulence. Also severe low altitude wind shear conditions and/or microburst are likely to be encountered.
- b) **STRAIGHT-IN APPROACHES NOT AUTHORIZED FROM FUNCHAL VOR TO RWY 23.**

**1. APPLICABILITY**

- a) The following items 2 thru 5 are mandatory to scheduled and non-scheduled revenue flights involving aircraft with a capacity in excess of 10 passengers.
- b) Pilots are informed that, at any time, they may be required to show evidence to Madeira airport authorities of compliance with referred items.

**2. CREW REQUIREMENTS**

- a) Initial experience  
To operate at Madeira airport, the Pilot-in-Command must have a minimum of 200 flying hours as captain on the concerned type of aircraft, before completing the initial training.
- b) Recent experience  
To operate at Madeira airport, the Pilot-in-Command must have performed there, on the last 6 months:
- one landing and take-off or,
  - a flight simulator training comprising a landing and take-off on each runway, on a simulated adverse weather condition or,
  - a line training flight to Madeira airport, comprising a landing and take-off, assisted by a qualified instructor occupying the right-hand seat.

**3. MINIMUM TRAINING REQUIREMENTS**

In order to operate at Madeira airport, the operator must establish and accomplish beforehand a training program concerning the type of aircraft to be used. This training, if performed on local flights, must include at least, landings and take-offs by day and night in both directions, emphasizing:

- the take-off flight path to runway 23;
- the take-off flight path to runway 05;
- the balked landing (go-around initiated in landing configuration from very low height) on both directions;
- the let-down and approach to both runways;
- the operational effect on runway slope and dimensions and associated safety margins.

If the training is to be performed in a flight simulator, the following procedures must be included in the training program, for each runway:

- a) Take-off with engine failure after V1;
- b) Relight after engine failure;
- c) VOR approach;
- d) Balked landing and go-around;
- e) Visual approach;
- f) Landing;
- g) Weather conditions: Winds - the maximums as indicated in Operating Procedures and Limitations paragraph 1.b. & 1.c. (see 10-6A & 10-6B), severe turbulence. Windshear and up and downdrafts must be included in the different approaches;
- h) One landing at night must be executed for each runway.

cont'd

**LPMA/FNC****JEPPESEN**

11 JUL 03

10-6A

**MADEIRA, MADEIRA IS**  
**MADEIRA****OPERATING AT MADEIRA AIRPORT (cont'd)****4. LINE TRAINING**

No line training is required if the flight simulator used is level D. If level C flight simulator is used, line training must be performed with one landing and take-off at Madeira airport, with an instructor occupying the right-hand seat.

**5. AIRCRAFT TYPE CHANGE**

A captain qualified at Madeira airport in one type of aircraft, changing to another type, must do the flight simulator training program mentioned in paragraph 3 or, instead, will land and take-off in both runways without passengers on board and no line training will be required on both cases.

**6. TRAINING PROGRAM**

The training program referred in paragraph 3 will have to be approved by INAC (Portuguese Civil Aviation Authority).

**7. DEVIATIONS OR UNCONFORMITIES**

Any deviations or unconformities stated from requirements stated in paragraph 2 thru 5 will be dealt in a case by case basis.

**RESPONSIBILITY**

Compliance with operating limitations is mandatory. Any deviation must be reported to INAC by Tower.

**OPERATING PROCEDURES AND LIMITATIONS****WIND/TURBULENCE****a. Wind Information**

On downwind and final approach to rwy 05 the Control Tower will provide two minutes mean wind values at Rosario and touch down. Instantaneous wind read out will be provided at pilot's request.

**b. Wind Limitations****When landing**

Maximum of two minutes mean wind speed values indicated by the touchdown anemometer:

- In the sector 300° to 010° MAG (clockwise) - 15 KT with a maximum wind gust of 25 KT.
- In the sector 020° to 040° MAG (clockwise) - 20 KT with a maximum wind gust of 30 KT.
- In the sector 120° to 190° MAG (clockwise) and if rwy in use is 05 - 20 KT, with a maximum wind gust of 30 KT, and if runway in use is 23 - 15 KT subject also to a maximum wind gust of 25 KT as indicated by MID anemometer.

Maximum of two minutes mean wind speed values, including gust indicated by the MID or Rosario anemometer:

- In the sector 200° to 230° MAG (clockwise) - 25 KT.

**cont'd**

LPMA/FNC

**JEPPESEN**

28 AUG 09

10-6B

**MADEIRA, MADEIRA IS**  
**MADEIRA****OPERATING PROCEDURES AND LIMITATIONS (cont'd)****b. Wind Limitations (cont'd)**

When taking-off

Maximum of two minutes mean wind speed values indicated by the MID anemometer:

- In the sector 300° to 010° MAG (clockwise) - 20 KT with no gust limitations.
- In the sector 020° to 040° MAG (clockwise) - 25 KT with no gust limitations.
- In the sector 120° to 190° MAG (clockwise), and if runway in use is 05 - 25 KT with no gust limitations, and if runway in use is 23 - 20 KT also with no gust limitations.

**NOTE:** *The limitations above do not supersede any operators or AOM limitations if these are more restrictive.*

**c. Turbulence**

- Attention should be paid to the WIND DIRECTION INDICATORS located on the south side of the runway, near each touch-down area. They will reflect unexpected wind changes. Occasionally they will indicate wind from opposite directions.
- When landing on rwy 05 wind differences higher than 5 KT, between Rosario and MID anemometer, may indicate turbulence on final.
- When landing on rwy 23 with winds from southerly and westerly sectors, severe turbulences may be experienced at low altitude over the rwy threshold.
- Headwind or nearly so, up to 15 KT will cause "WEAK" turbulence on final;
- Wind of 15 KT from sector 020° to 050° MAG (clockwise) may cause "MODERATE" turbulence;
- Wind of 15 KT or even less from sector 300° to 020° MAG (clockwise) may cause "SEVERE" turbulence;
- Down or updrafts are to be expected near the threshold of runways 05 and 23.

**NOTE:** *Pilots are strongly requested to report to the Control Tower as soon as possible any turbulence and/or windshear that may affect operational conditions.*

**VISUAL APPROACH PROCEDURES**

See appropriate charts for approaches to rwy 05 and 23

**LANDING PROCEDURES**

All landings are to be made in visual conditions (see appropriate chart).

**DEPARTURE PROCEDURES**

Pilots are advised to select full power on take-off in the presence of turbulence or downdraft reports.

Take-off on both runways must be made in a minimum visibility shown on 10-9, required take-off alternate.

There are curved trajectories defined for both runways and for all engines.

Each operator must prepare its own engine failure procedure.

**NIGHT OPERATIONS**

A captain can operate at night provided he has previously operated and got familiar with Madeira Airport during daytime.

# LPMA/FNC

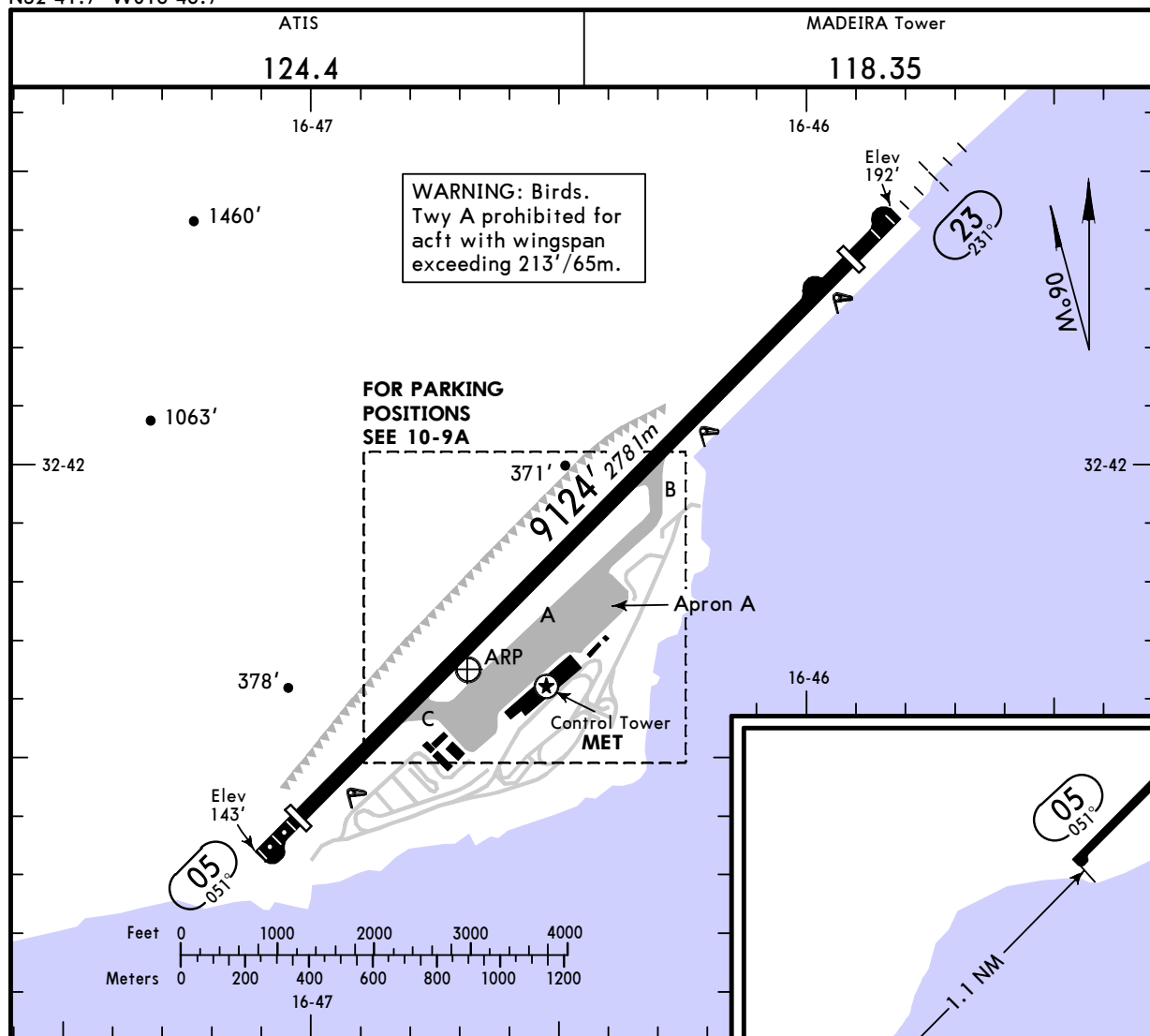
Apt Elev **192'**  
 N32 41.7 W016 46.7

**JEPPESEN**

# MADEIRA, MADEIRA IS

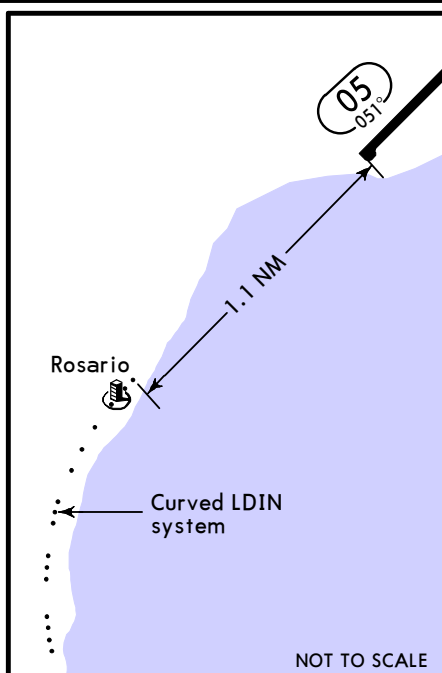
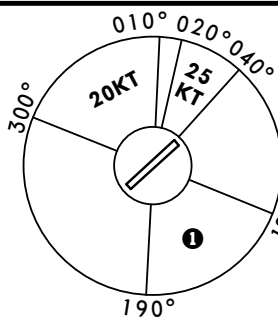
24 APR 09 **10-9** Eff 7 May

MADEIRA



Wind limitations when taking-off  
 (relative to the MID anemometer  
 two minutes mean values only):  
 max permissible wind.

① Rwy 05: 25 KT  
 Rwy 23: 20 KT



## ADDITIONAL RUNWAY INFORMATION

| RWY |                                   | USABLE LENGTHS |             | TAKE-OFF      | WIDTH    |
|-----|-----------------------------------|----------------|-------------|---------------|----------|
|     |                                   | Threshold      | Glide Slope |               |          |
| 05  | RL ③ CL ④ HIALS TDZ LDIN ⑤ PAPI ⑥ | 8140' 2481m    |             | ⑦ 8632' 2631m | 148' 45m |
| 23  | RL ③ CL ④ ALS TDZ PAPI-L (3.0°)   |                |             |               |          |

② grooved ③ (spacing 60m) ④ (spacing 30m)

⑤ See inset.

⑥ (angle 3.00°). Both sides offset 5° to the Right. Right side not visible on short final.

⑦ Including 492'/150m of pavement before threshold.

## Standard

## TAKE-OFF ①

|   | All Rwys                 |                   |
|---|--------------------------|-------------------|
|   | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
| A | 2800m                    |                   |
| B |                          |                   |
| C |                          |                   |
| D |                          |                   |

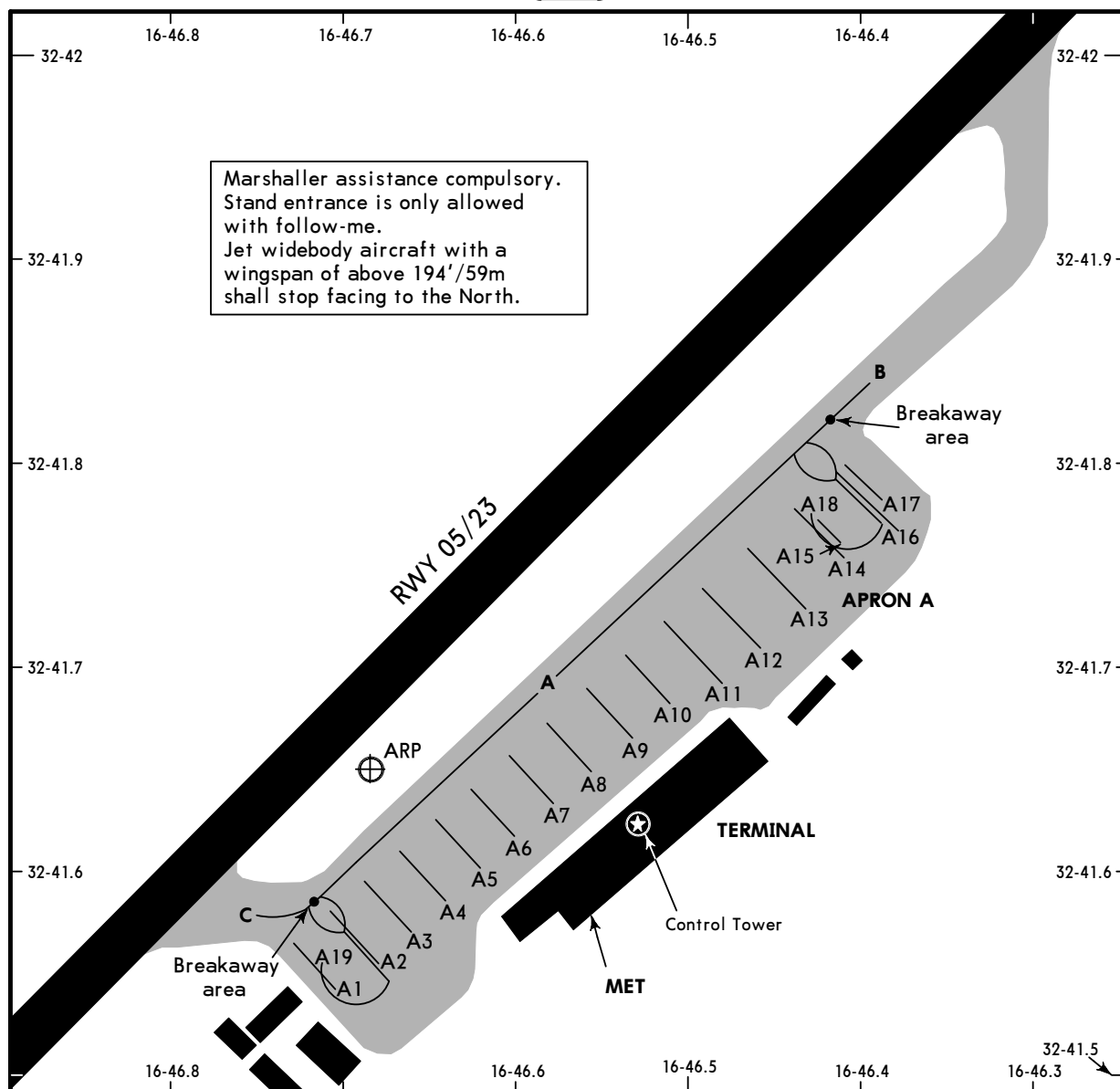
① Take-off alternate required.

LPMA/FNC

**JEPPESEN** 24 APR 09 **10-9A** **Eff 7 May**

**MADEIRA, MADEIRA IS**

**MADEIRA**



**INS COORDINATES**

| STAND No.   | COORDINATES        | STAND No.    | COORDINATES        |
|-------------|--------------------|--------------|--------------------|
| A1          | N32 41.5 W016 46.7 | A13 thru A15 | N32 41.7 W016 46.4 |
| A2, A3      | N32 41.6 W016 46.7 | A16 thru A18 | N32 41.8 W016 46.4 |
| A4 thru A7  | N32 41.6 W016 46.6 | A19          | N32 41.6 W016 46.7 |
| A8          | N32 41.6 W016 46.5 |              |                    |
| A9 thru A12 | N32 41.7 W016 46.5 |              |                    |

**PUSH-BACK, START-UP AND TAXI PROCEDURES**

Jet acft engine start-up is only permitted after push-back manoeuvre with acft positioned in breakaway area.  
 All acft must activate anti-collision lights before starting engines.  
 To prevent blast damage in acft equipment and personnel, all acft operations on the apron must be made using lowest power setting.

LPMA/FNC

**JEPPESEN**  
5 JUN 09 **(10-9X)**

**JAA MINIMUMS**  
**MADEIRA, MADEIRA IS**  
**MADEIRA**

| <b>CIRCLE-TO-LAND ①</b>    | <b>100 KT</b>                     | <b>135 KT</b>                     | <b>180 KT</b>                     | <b>205 KT</b>                     |
|----------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|
| CIRCLING VOR DME<br>RWY 05 | <b>940' (793')</b>                | <b>940' (793')</b>                | <b>940' (793')</b>                | <b>940' (793')</b>                |
|                            | ceil 800'/245m -<br><b>5000m</b>  | ceil 800'/245m -<br><b>5000m</b>  | ceil 800'/245m -<br><b>5000m</b>  | ceil 800'/245m -<br><b>5000m</b>  |
| CIRCLING VOR DME<br>RWY 23 | <b>1300' (1108')</b>              | <b>1300' (1108')</b>              | <b>1300' (1108')</b>              | <b>1300' (1108')</b>              |
|                            | ceil 1200'/370m -<br><b>7000m</b> | ceil 1200'/370m -<br><b>7000m</b> | ceil 1200'/370m -<br><b>7000m</b> | ceil 1200'/370m -<br><b>7000m</b> |
| CIRCLING NDB<br>RWY 05     | <b>940' (793')</b>                | <b>940' (793')</b>                | <b>940' (793')</b>                | <b>940' (793')</b>                |
|                            | ceil 800'/245m -<br><b>5000m</b>  | ceil 800'/245m -<br><b>5000m</b>  | ceil 800'/245m -<br><b>5000m</b>  | ceil 800'/245m -<br><b>5000m</b>  |
| CIRCLING NDB<br>RWY 23     | <b>1300' (1108')</b>              | <b>1300' (1108')</b>              | <b>1300' (1108')</b>              | <b>1300' (1108')</b>              |
|                            | ceil 1200'/370m -<br><b>7000m</b> | ceil 1200'/370m -<br><b>7000m</b> | ceil 1200'/370m -<br><b>7000m</b> | ceil 1200'/370m -<br><b>7000m</b> |

① Not authorized Northwest of rwy.

**TAKE-OFF RWY 05, 23 ②**

|                          |       |                   |  |
|--------------------------|-------|-------------------|--|
| RCLM (DAY only)<br>or RL |       | NIL<br>(DAY only) |  |
| A                        | 2800m |                   |  |
| B                        |       |                   |  |
| C                        |       |                   |  |
| D                        |       |                   |  |

② Take-off alternate required.

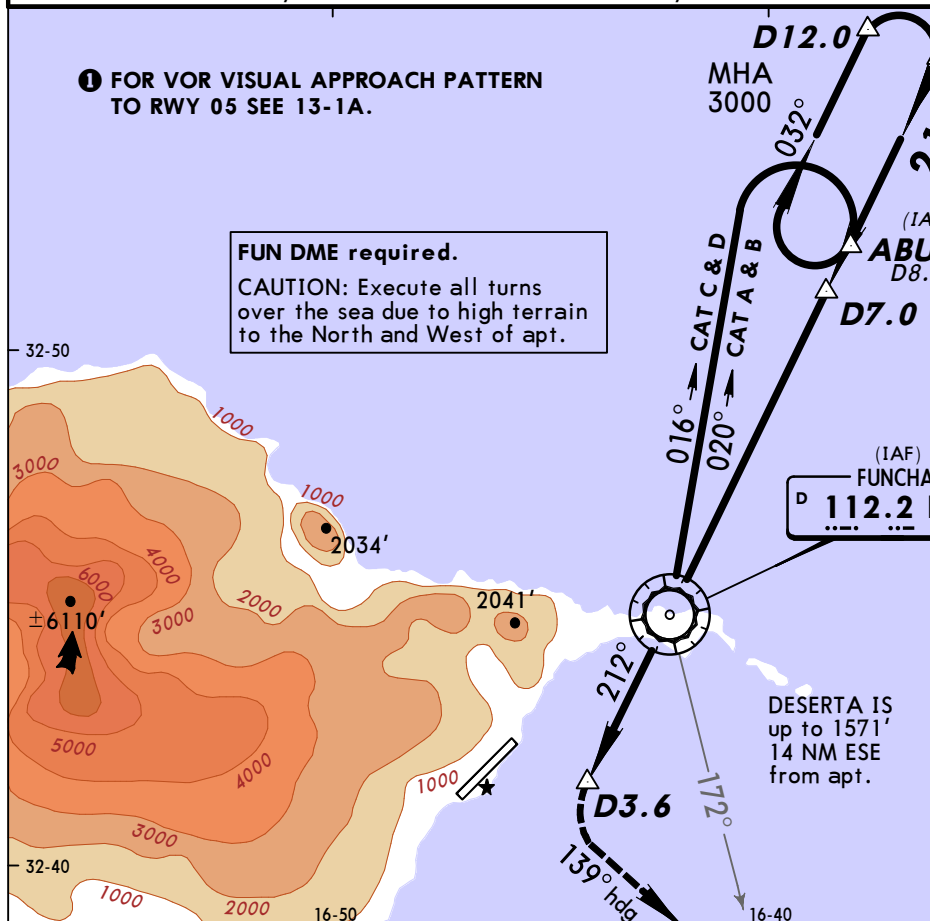
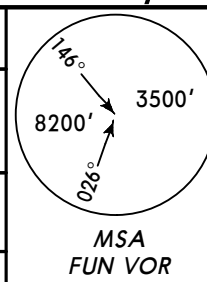
# LPMA/FNC MADEIRA

**JEPPesen**  
18 SEP 09 (13-1)

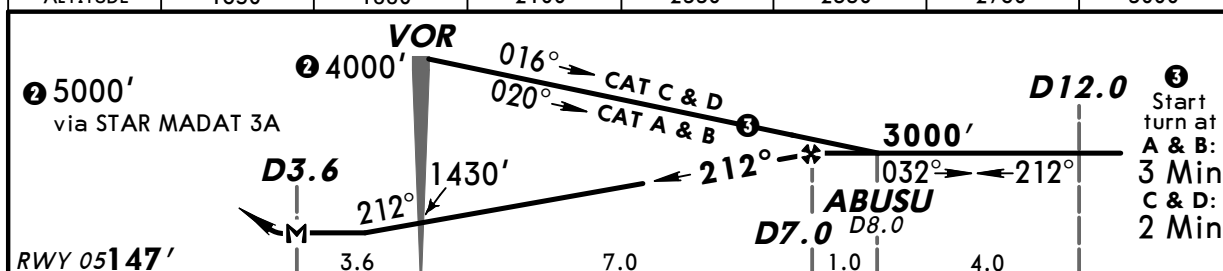
# MADEIRA, MADEIRA IS CIRCLING VOR DME Rwy 05

BRIEFING STRIP™

|                                                                                                                        |                           |                                      |                       |                           |  |
|------------------------------------------------------------------------------------------------------------------------|---------------------------|--------------------------------------|-----------------------|---------------------------|--|
| ATIS<br>124.4                                                                                                          |                           | MADEIRA Approach<br>119.2            |                       | MADEIRA Tower<br>118.35   |  |
| VOR<br>FUN<br>112.2                                                                                                    | Final<br>Apch Crs<br>212° | Minimum Alt<br>D7.0<br>3000' (2853') | MDA(H)<br>940' (793') | Apt Elev 192'<br>RWY 147' |  |
| MISSED APCH: Turn LEFT onto heading 139° to intercept R-172, proceed to FUSUL climbing to 3000' and hold. Contact APP. |                           |                                      |                       |                           |  |
| Alt Set: hPa                                                                                                           |                           | Rwy Elev: 5 hPa                      |                       | Trans level: By ATC       |  |
|                                                                                                                        |                           |                                      |                       | Trans alt: 5000'          |  |



|          |       |       |       |       |       |       |       |
|----------|-------|-------|-------|-------|-------|-------|-------|
| FUN DME  | 1.0   | 2.0   | 3.0   | 4.0   | 5.0   | 6.0   | 7.0   |
| ALTITUDE | 1650' | 1880' | 2100' | 2330' | 2550' | 2760' | 3000' |



|                     |     |     |     |     |     |     |  |  |  |  |  |  |
|---------------------|-----|-----|-----|-----|-----|-----|--|--|--|--|--|--|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 |  |  |  |  |  |  |
| Descent angle 2.12° | 262 | 337 | 375 | 450 | 525 | 600 |  |  |  |  |  |  |
| MAP at D3.6         |     |     |     |     |     |     |  |  |  |  |  |  |

**Standard** CIRCLE-TO-LAND TO RWY 05

Not authorized Northwest of rwy

|   | Max Kts | MDA(H)      | CEIL-VIS             |
|---|---------|-------------|----------------------|
| A | 100     |             |                      |
| B | 135     |             |                      |
| C | 180     | 940' (793') | 800' - 5000m<br>245m |
| D | 205     |             |                      |

**CEILING REQUIRED**

Wind limitations for landing (relative to the touchdown anemometer two minutes mean values only): max permissible wind.

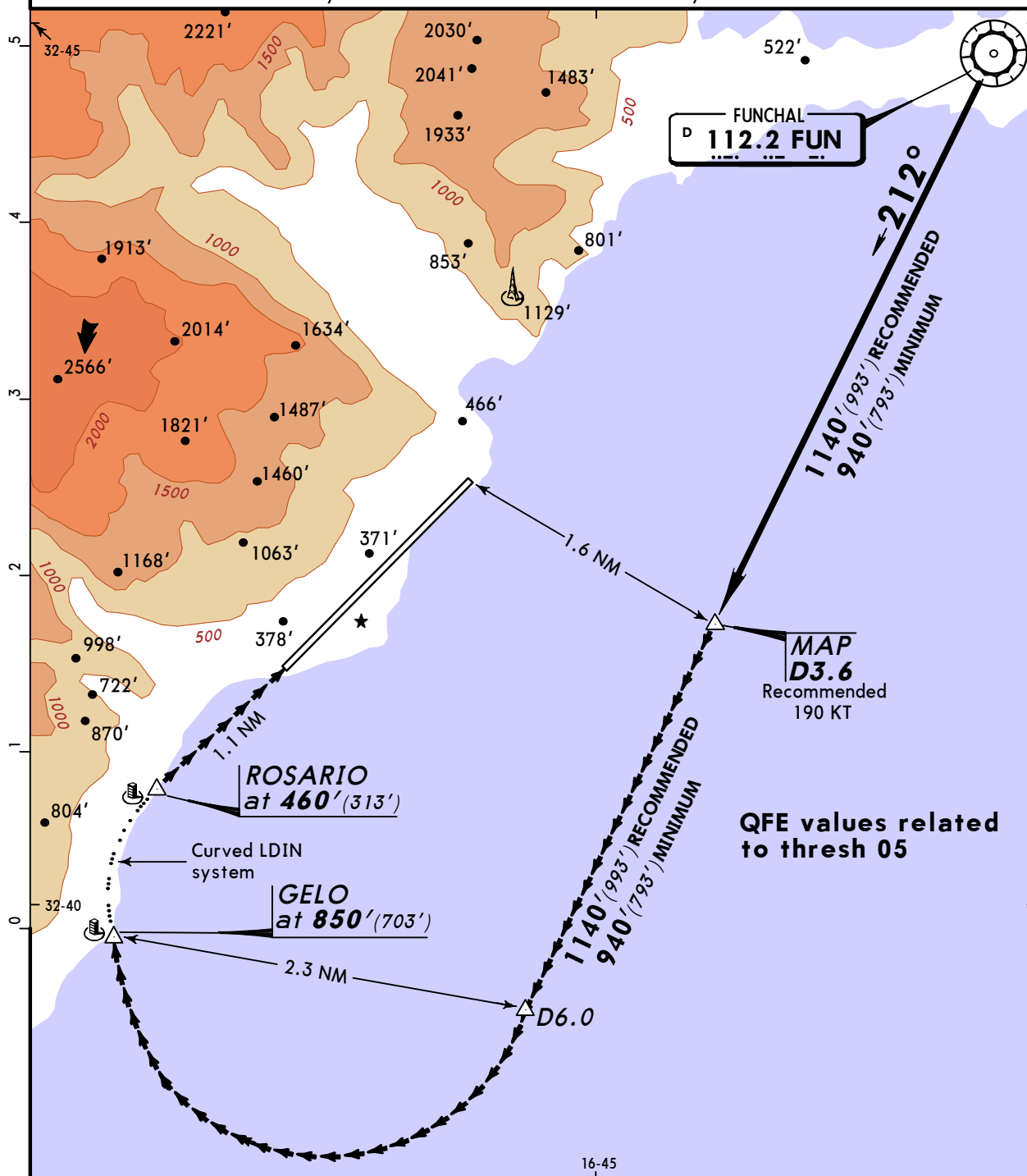
Relative to the MID or Rosario anemometers including gust.

**LPMA/FNC**  
**MADEIRA**

**JEPPESSEN**  
18 SEP 09 **(13-1A)**

**MADEIRA, MADEIRA IS**  
**VOR VISUAL APPROACH Rwy 05**

|                            |                                  |                                |
|----------------------------|----------------------------------|--------------------------------|
| ATIS<br><b>124.4</b>       | MADEIRA Approach<br><b>119.2</b> | MADEIRA Tower<br><b>118.35</b> |
| VOR<br>FUN<br><b>112.2</b> | Final<br>Apch Crs<br><b>212°</b> | Apt Elev 192'<br>RWY 147'      |
| Alt Set: hPa               | Rwy Elev: 5 hPa                  | Trans level: By ATC            |
|                            |                                  | Trans alt: 5000'               |



By night the rwy 05 approach lights **MUST BE ON**. If those lights fail before the aircraft is in such a position, over those lights, that will ensure that the high ground on their left side will be avoided, a missed approach (RIGHT turn) should be initiated.

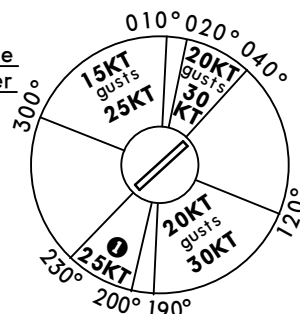
PAPI (Both sides offset 5° to the Right. Right side not visible on short final) should be followed. They are set to define a 3.0° descent path crossing the thresh at 57'.

Rwy slope is 0.8-1% up.

Due to high terrain **CAUTION** should be exercised not flying left of approach light path.

Wind limitations for landing (relative to the touchdown anemometer two minutes mean values only): max permissible wind.

① Relative to the MID or Rosario anemometers including gust.



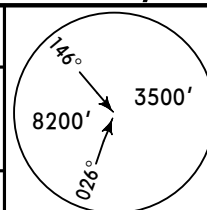
# LPMA/FNC MADEIRA

**JEPPesen**  
18 JUN 10 (13-2)

# MADEIRA, MADEIRA IS CIRCLING VOR DME Rwy 23

BRIEFING STRIP

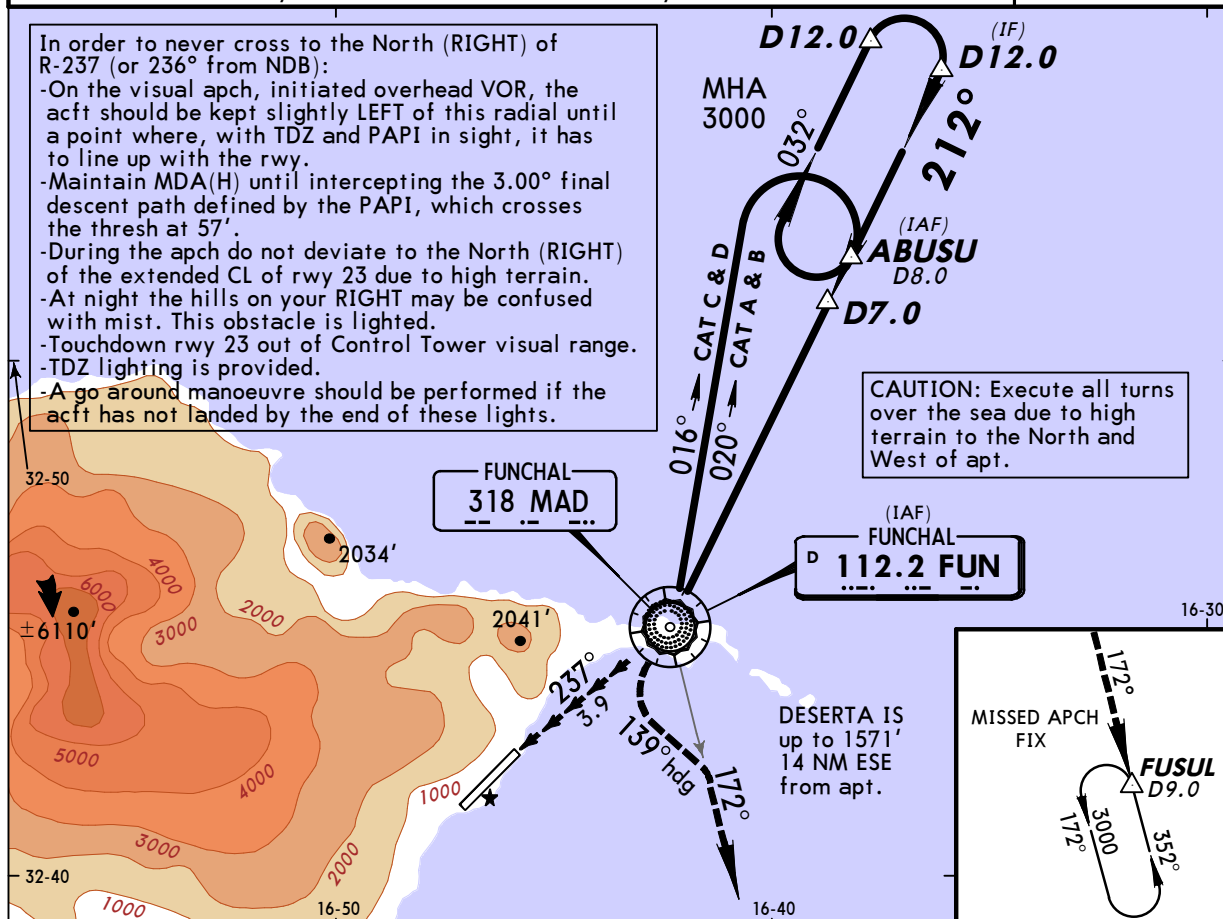
|                                                                                                                           |                           |                                      |                         |                           |  |
|---------------------------------------------------------------------------------------------------------------------------|---------------------------|--------------------------------------|-------------------------|---------------------------|--|
| ATIS<br>124.4                                                                                                             |                           | MADEIRA Approach<br>119.2            |                         | MADEIRA Tower<br>118.35   |  |
| VOR<br>FUN<br>112.2                                                                                                       | Final<br>Apch Crs<br>212° | Minimum Alt<br>D7.0<br>3000' (2808') | MDA(H)<br>1300' (1108') | Apt Elev 192'<br>RWY 192' |  |
| MISSED APCH: Turn LEFT onto heading 139° to intercept R-172,<br>proceed to FUSUL climbing to 3000' and hold. Contact APP. |                           |                                      |                         |                           |  |
| Alt Set: hPa                                                                                                              |                           | Rwy Elev: 7 hPa                      |                         | Trans level: By ATC       |  |
|                                                                                                                           |                           |                                      |                         | Trans alt: 5000'          |  |



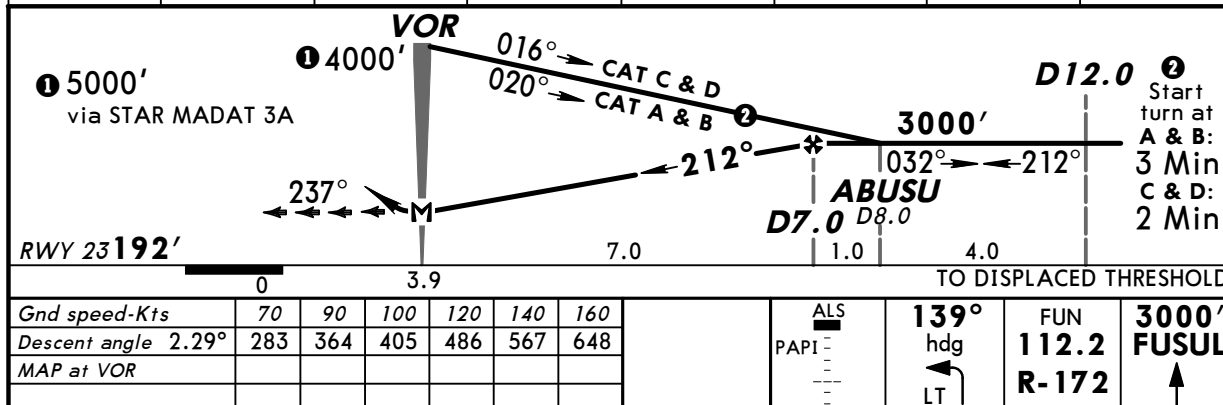
MSA  
FUN VOR

In order to never cross to the North (RIGHT) of R-237 (or 236° from NDB):

- On the visual apch, initiated overhead VOR, the acft should be kept slightly LEFT of this radial until a point where, with TDZ and PAPI in sight, it has to line up with the rwy.
- Maintain MDA(H) until intercepting the 3.00° final descent path defined by the PAPI, which crosses the thresh at 57'.
- During the apch do not deviate to the North (RIGHT) of the extended CL of rwy 23 due to high terrain.
- At night the hills on your RIGHT may be confused with mist. This obstacle is lighted.
- Touchdown rwy 23 out of Control Tower visual range.
- TDZ lighting is provided.
- A go around manoeuvre should be performed if the acft has not landed by the end of these lights.



|          |       |       |       |       |       |       |       |
|----------|-------|-------|-------|-------|-------|-------|-------|
| FUN DME  | 1.0   | 2.0   | 3.0   | 4.0   | 5.0   | 6.0   | 7.0   |
| ALTITUDE | 1550' | 1800' | 2050' | 2300' | 2550' | 2800' | 3000' |



**Standard CIRCLE-TO-LAND TO RWY 23**

Not authorized Northwest of rwy

|   | Max Kts | MDA(H)        | CEIL-VIS              |
|---|---------|---------------|-----------------------|
| A | 100     |               |                       |
| B | 135     |               |                       |
| C | 180     | 1300' (1108') | 1200' - 7000m<br>370m |
| D | 205     |               |                       |

**Wind limitations for landing**  
(relative to the touchdown anemometer two minutes mean values only): max permissible wind.

③ Relative to the MID anemometer.

④ Relative to the MID or Rosario anemometers including gust.

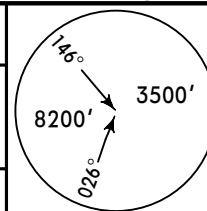
**LPMA/FNC**  
**MADEIRA**

**JEPPESEN**  
18 SEP 09 **(16-1)**

**MADEIRA, MADEIRA IS**  
**● CIRCLING NDB Rwy 05**

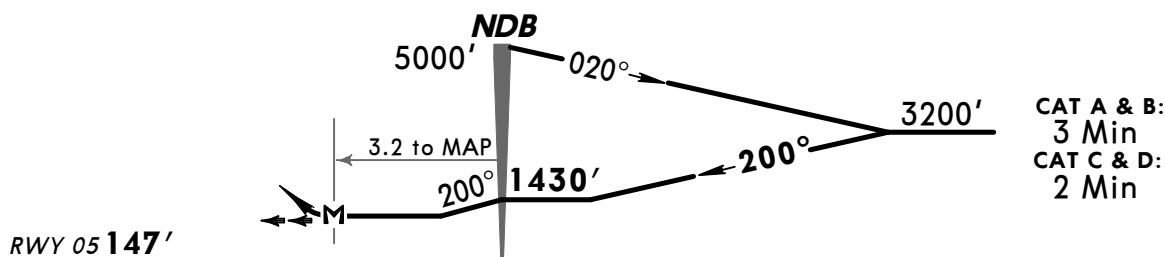
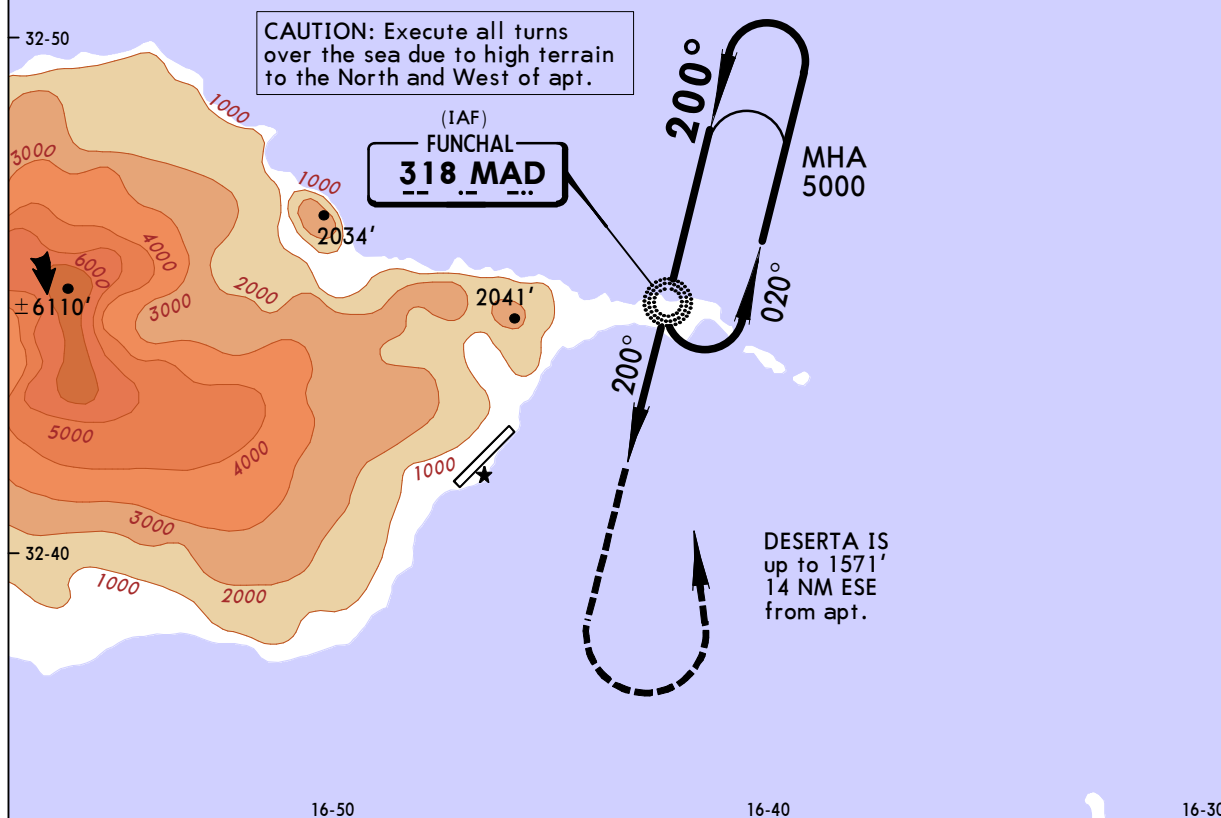
BRIEFING STRIP

|                                                                                                                   |                           |                                     |                       |                           |  |
|-------------------------------------------------------------------------------------------------------------------|---------------------------|-------------------------------------|-----------------------|---------------------------|--|
| ATIS<br>124.4                                                                                                     |                           | MADEIRA Approach<br>119.2           |                       | MADEIRA Tower<br>118.35   |  |
| NDB<br>MAD<br>318                                                                                                 | Final<br>Apch Crs<br>200° | Minimum Alt<br>NDB<br>1430' (1283') | MDA(H)<br>940' (793') | Apt Elev 192'<br>RWY 147' |  |
| MISSED APCH: Climb on 200° from NDB to 4500', then turn LEFT to NDB climbing to 5000' and hold. Contact APPROACH. |                           |                                     |                       |                           |  |
| Alt Set: hPa                                                                                                      |                           | Rwy Elev: 5 hPa                     |                       | Trans level: By ATC       |  |
|                                                                                                                   |                           |                                     |                       | Trans alt: 5000'          |  |



MSA  
MAD NDB

**① FOR NDB VISUAL APPROACH PATTERN TO RWY 05 SEE 16-1A.**



| Gnd speed-Kts | 70  | 90   | 100  | 120  | 140  | 160  |
|---------------|-----|------|------|------|------|------|
| NDB to MAP    | 3.2 | 2:45 | 2:08 | 1:55 | 1:36 | 1:22 |
|               |     |      |      |      |      |      |
|               |     |      |      |      |      |      |

HIALS  
PAPI PAPI

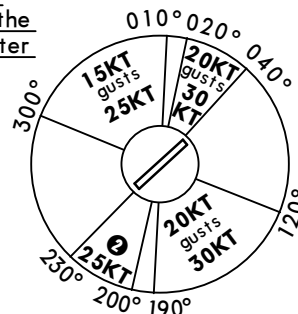
**4500'** **200°**  
↑ on MAD **318**

**Standard** CIRCLE-TO-LAND TO RWY 05 **CEILING REQUIRED**

|   | Max Kts | MDA(H)             | CEIL-VIS             |
|---|---------|--------------------|----------------------|
| A | 100     |                    |                      |
| B | 135     |                    |                      |
| C | 180     | <b>940' (793')</b> | 800' - 5000m<br>245m |
| D | 205     |                    |                      |

Wind limitations for landing (relative to the touchdown anemometer two minutes mean values only): max permissible wind.

② Relative to the MID or Rosario anemometers including gust.



PANS OPS 4

CHANGES: Missed apch.

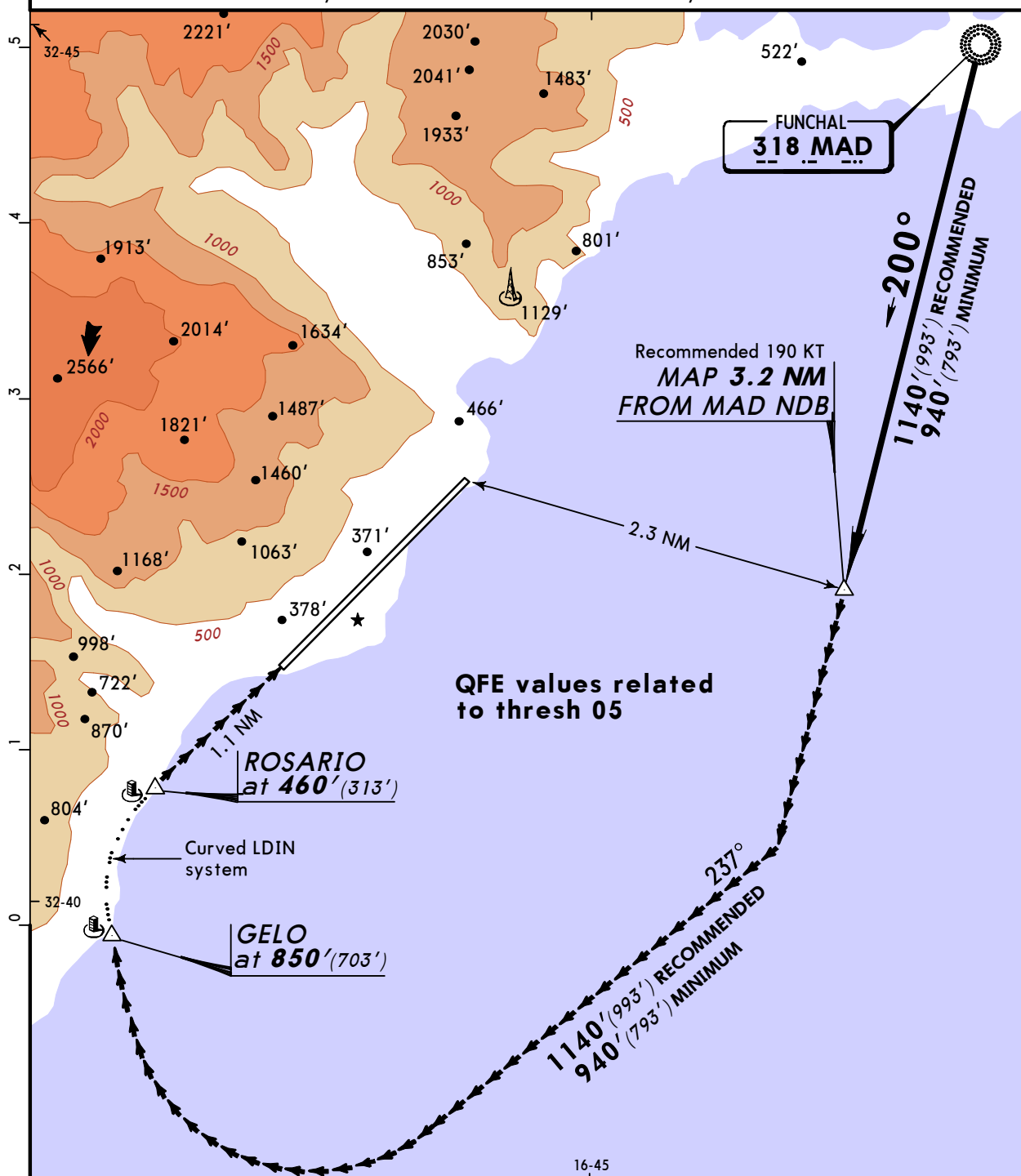
© JEPPESEN, 2000, 2009. ALL RIGHTS RESERVED.

**LPMA/FNC**  
**MADEIRA**

**JEPPESEN**  
18 SEP 09 (16-1A)

MADEIRA, MADEIRA IS  
NDB VISUAL APPROACH Rwy 05

|                              |                                 |                                                |                                                           |
|------------------------------|---------------------------------|------------------------------------------------|-----------------------------------------------------------|
| BRIEFING STRIP <sup>TM</sup> | ATIS<br><b>124.4</b>            | MADEIRA Approach<br><b>119.2</b>               | MADEIRA Tower<br><b>118.35</b>                            |
|                              | <i>NDB</i><br>MAD<br><b>318</b> | <i>Final</i><br><i>Apch Crs</i><br><b>200°</b> | <i>Apt Elev</i> <b>192'</b><br><br><i>RWY</i> <b>147'</b> |
|                              | Alt Set: hPa                    | Rwy Elev: 5 hPa                                | Trans level: By ATC                                       |
|                              | Trans alt: 5000'                |                                                |                                                           |



By night the rwy 05 approach lights **MUST BE ON**. If those lights fail before the aircraft is in such a position, over those lights, that will ensure that the high ground on their left side will be avoided, a missed approach (RIGHT turn) should be initiated.

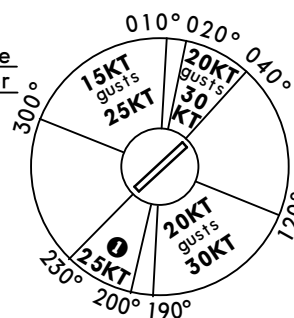
PAPI (Both sides offset 5° to the Right. Right side not visible on short final) should be followed. They are set to define a 3.0° descent path crossing the thresh at 57'.

Rwy slope is 0.8-1% up.

Due to high terrain **CAUTION** should be exercised not flying left of approach light path.

Wind limitations for landing (relative to the touchdown anemometer two minutes mean values only): max permissible wind.

① Relative to the MID or Rosario anemometers including gust.



**LPMA/FNC**  
**MADEIRA**

**JEPPESEN**  
18 SEP 09 **(16-2)**

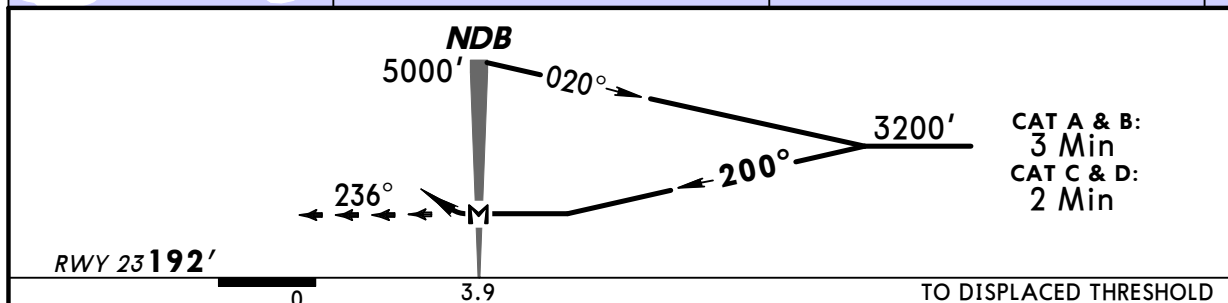
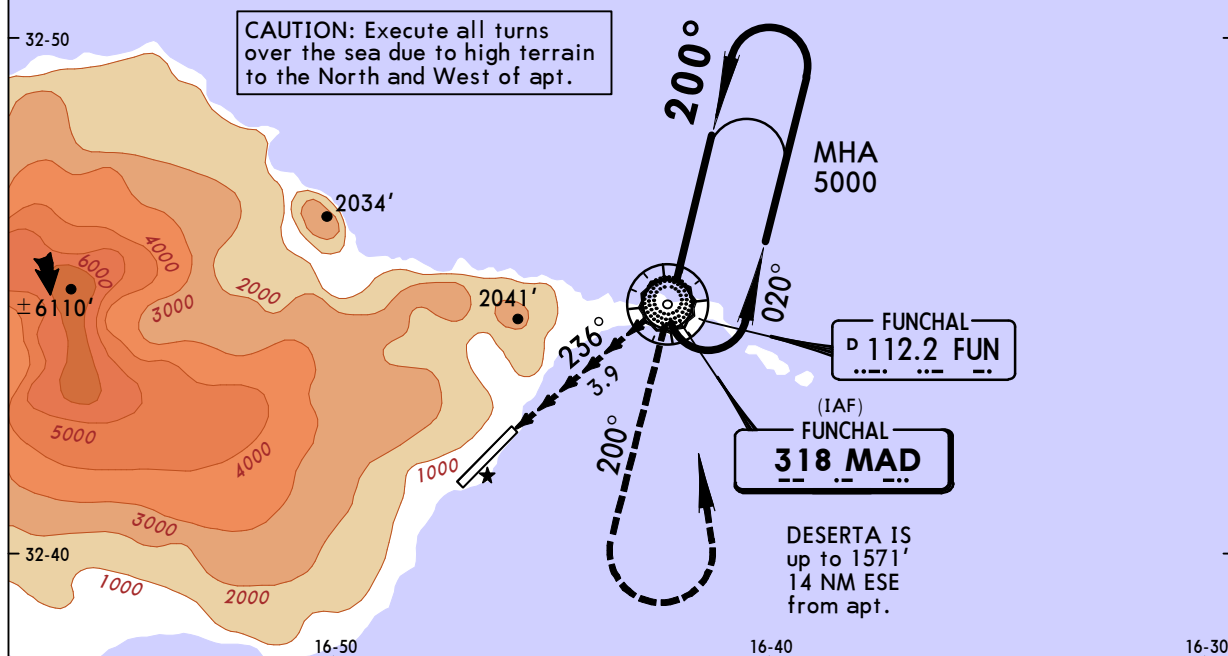
**MADEIRA, MADEIRA IS**  
**CIRCLING NDB Rwy 23**

BRIEFING STRIP

|                                                                                                                   |                           |                           |                         |                           |  |
|-------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------|-------------------------|---------------------------|--|
| ATIS<br>124.4                                                                                                     |                           | MADEIRA Approach<br>119.2 |                         | MADEIRA Tower<br>118.35   |  |
| NDB<br>MAD<br>318                                                                                                 | Final<br>Apch Crs<br>200° | Minimum Alt<br>No FAF     | MDA(H)<br>1300' (1108') | Apt Elev 192'<br>RWY 192' |  |
| MISSED APCH: Climb on 200° from NDB to 4500', then turn LEFT to NDB climbing to 5000' and hold. Contact APPROACH. |                           |                           |                         |                           |  |
| Alt Set: hPa                                                                                                      | Rwy Elev: 7 hPa           | Trans level: By ATC       | Trans alt: 5000'        | MSA MAD NDB               |  |

In order to never cross to the North (RIGHT) of R-237 (or 236° from NDB):

- On the visual apch, initiated overhead VOR, the acft should be kept slightly LEFT of this radial until a point where, with TDZ and PAPI in sight, it has to line up with the rwy.
- Maintain MDA(H) until intercepting the 3.00° final descent path defined by the PAPI, which crosses the thresh at 57'.
- During the apch do not deviate to the North (RIGHT) of the extended CL of rwy 23 due to high terrain.
- At night the hills on your RIGHT may be confused with mist. This obstacle is lighted.
- Touchdown rwy 23 out of Control Tower visual range.
- TDZ lighting is provided.
- A go around manoeuvre should be performed if the acft has not landed by the end of these lights.



|            |  |  |  |  |      |       |              |
|------------|--|--|--|--|------|-------|--------------|
| MAP at NDB |  |  |  |  | ALS  | 4500' | 200°         |
|            |  |  |  |  | PAPI | ↑     | from MAD 318 |

|                 |         |                                 |  |                         |  |                                                                                                                         |  |
|-----------------|---------|---------------------------------|--|-------------------------|--|-------------------------------------------------------------------------------------------------------------------------|--|
| <b>Standard</b> |         | <b>CIRCLE-TO-LAND</b>           |  | <b>CEILING REQUIRED</b> |  | Wind limitations for landing (relative to the touchdown anemometer two minutes mean values only): max permissible wind. |  |
| TO RWY 23       |         | Not authorized Northwest of rwy |  |                         |  |                                                                                                                         |  |
|                 | Max Kts | MDA(H)                          |  | CEIL-VIS                |  |                                                                                                                         |  |
| A               | 100     |                                 |  |                         |  |                                                                                                                         |  |
| B               | 135     |                                 |  |                         |  |                                                                                                                         |  |
| C               | 180     | <b>1300' (1108')</b>            |  | 1200' - 7000m           |  |                                                                                                                         |  |
| D               | 205     |                                 |  | 370m                    |  |                                                                                                                         |  |

