

Page 1
Changed chart(s) since Disc 14-2006
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 14-2006

TERMINAL CHART NOTAMS

No Chart NOTAMs for Airport LPMA

General Info

, XJK

N 32° 41.6' W 16° 46.7' Magnetic Variation: 6.7°W

Elevation: 192'

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

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 (52.0°M) TDZE 147'

Lights: Edge, ALS, Centerline, TDZ

Displaced Threshold Distance 492'

Runway 23 (232.0°M) TDZE 192'

Lights: Edge, ALS, Centerline, TDZ

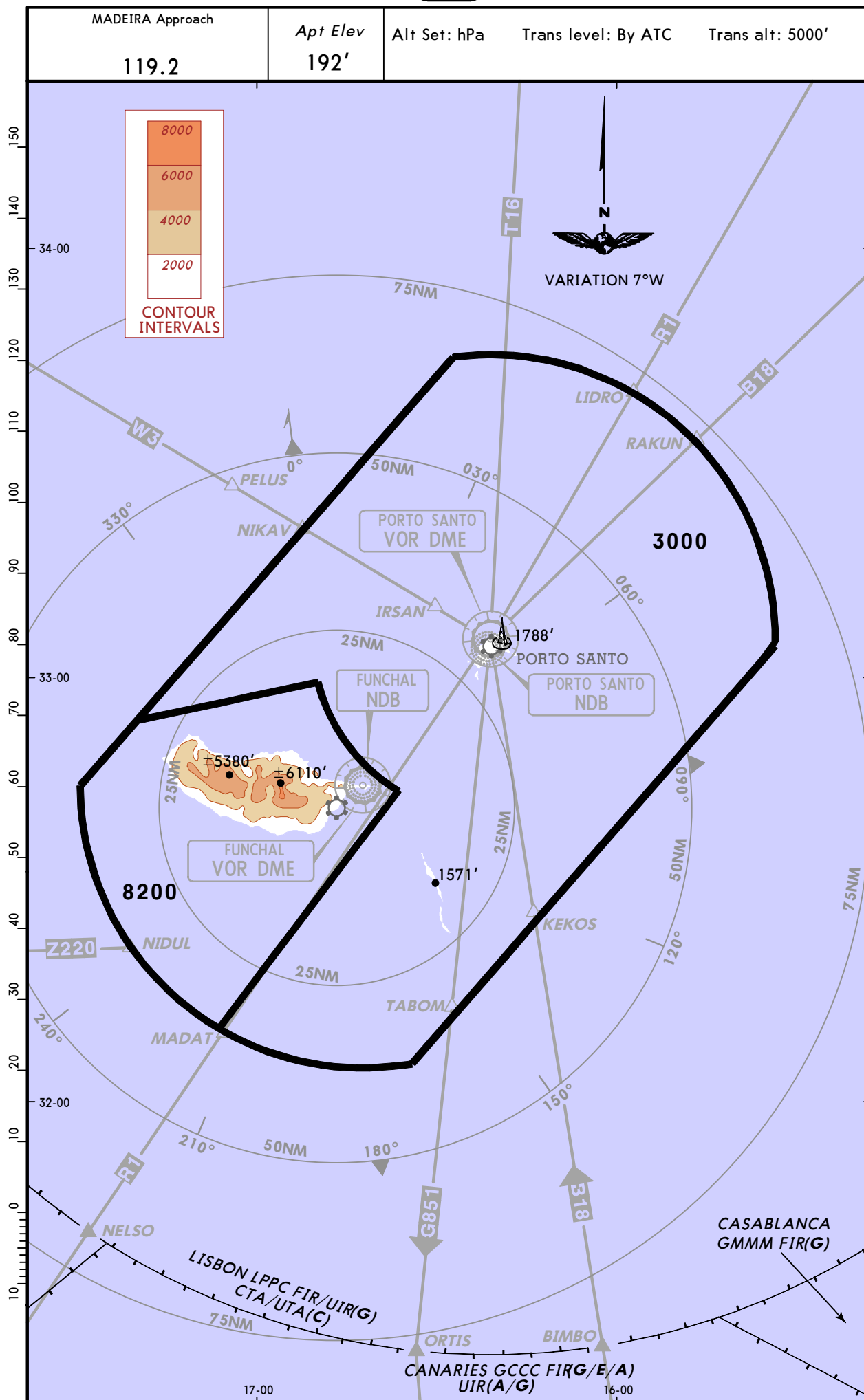
Displaced Threshold Distance 492'

Communications InfoATIS **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
26 MAR 04 (10-1R)

MADEIRA, MADEIRA IS
RADAR MINIMUM ALTITUDES



LPMA/FNC
 MADEIRA

JEPPESEN
 24 FEB 06 10-2

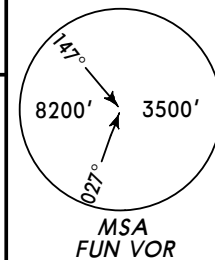
MADEIRA, MADEIRA IS

STAR

ATIS
 124.4

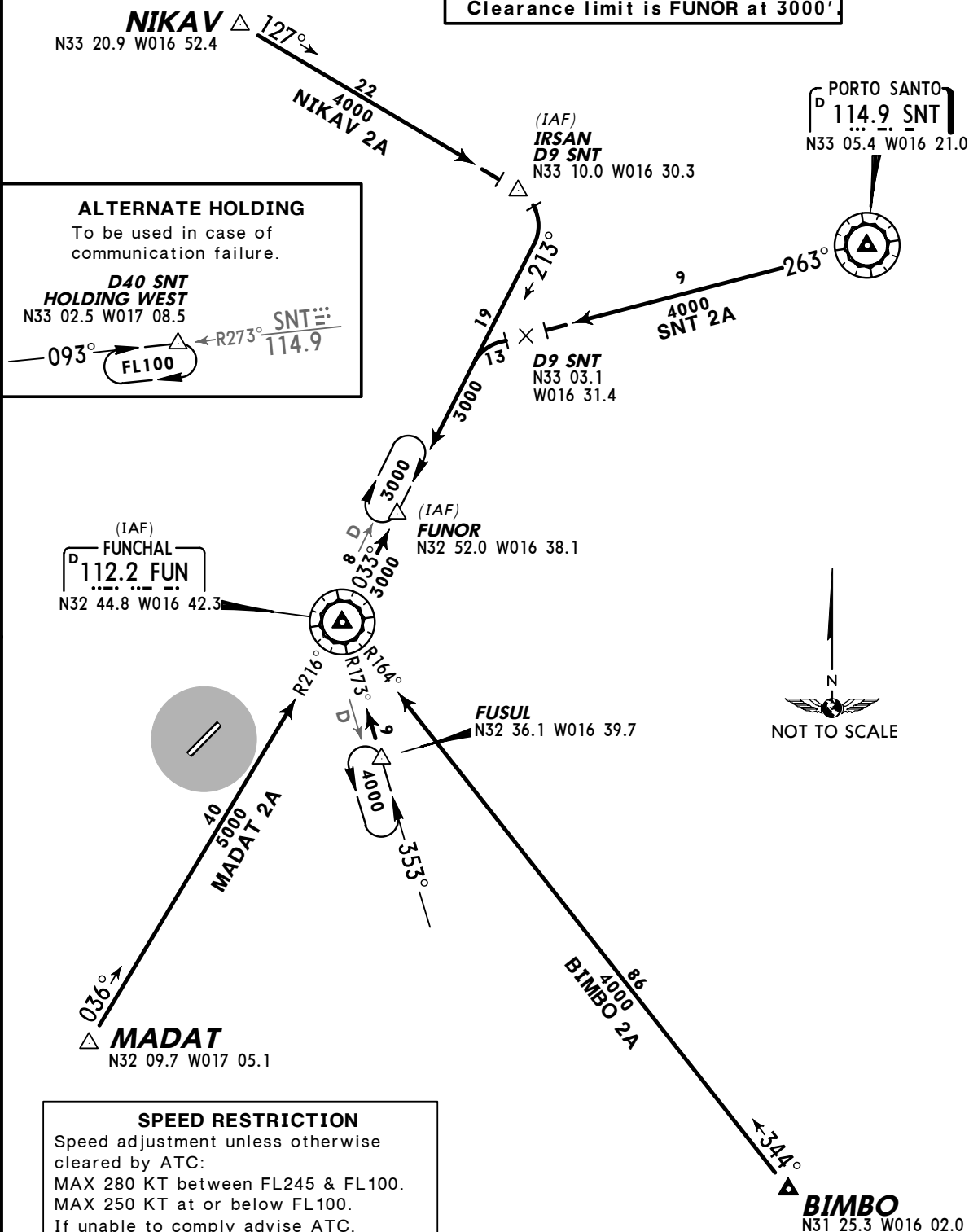
Apt Elev
 192'

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



BIMBO 2A [BIMB2A]
 MADAT 2A [MADA2A]
 NIKAV 2A [NIKA2A]
 SANTO 2A (SNT 2A)
 RWYS 05, 23 ARRIVALS
 FOR SPECIAL PROCEDURES AND OPERATING
 LIMITATIONS SEE CHARTS 10-6 TO 10-6C

Clearance limit is FUNOR at 3000'



LPMA/FNC
 MADEIRA

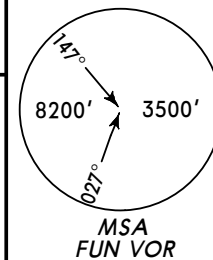
JEPPESEN
 24 FEB 06 (10-2A)

MADEIRA, MADEIRA IS
 RNAV STAR

ATIS
 124.4

Apt Elev
 192'

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

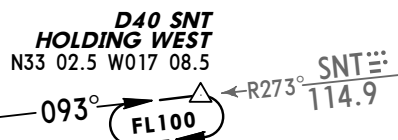


LIDRO 1A [LIDR1A]
 NIDUL 1A [NIDU1A]
 RWYS 05, 23 RNAV ARRIVALS
 FOR SPECIAL PROCEDURES AND OPERATING
 LIMITATIONS SEE CHARTS 10-6 TO 10-6C

Clearance limit is FUNOR at 3000'

ALTERNATE HOLDING

To be used in case of
 communication failure.



LIDRO
 N33 40.1 W015 57.0

(IAF)
 IRSAN
 D9 SNT
 N33 10.0 W016 30.3

PORTO SANTO
 D 114.9 SNT
 N33 05.4 W016 21.0

(IAF)
 FUNCHAL
 D 112.2 FUN
 N32 44.8 W016 42.3

(IAF)
 FUNOR
 N32 52.0 W016 38.1

NIDUL
 N32 21.9 W017 21.2
 21
 094°
 FL100
 NIDUL 1A
 XERON
 N32 22.9 W016 56.6



SPEED RESTRICTION

Speed adjustment unless otherwise
 cleared by ATC:
 MAX 280 KT between FL245 & FL100.
 MAX 250 KT at or below FL100.
 If unable to comply advise ATC.

STAR	ROUTING
LIDRO 1A	LIDRO - IRSAN - FUNOR.
NIDUL 1A	NIDUL - XERON - FUN - FUNOR.

LPMA/FNC
MADEIRA

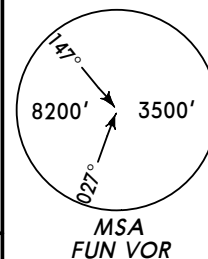
JEPPESEN
3 OCT 03 10-3

MADEIRA, MADEIRA IS
SID

MADEIRA Approach
119.2
119.6

Apt Elev
192'

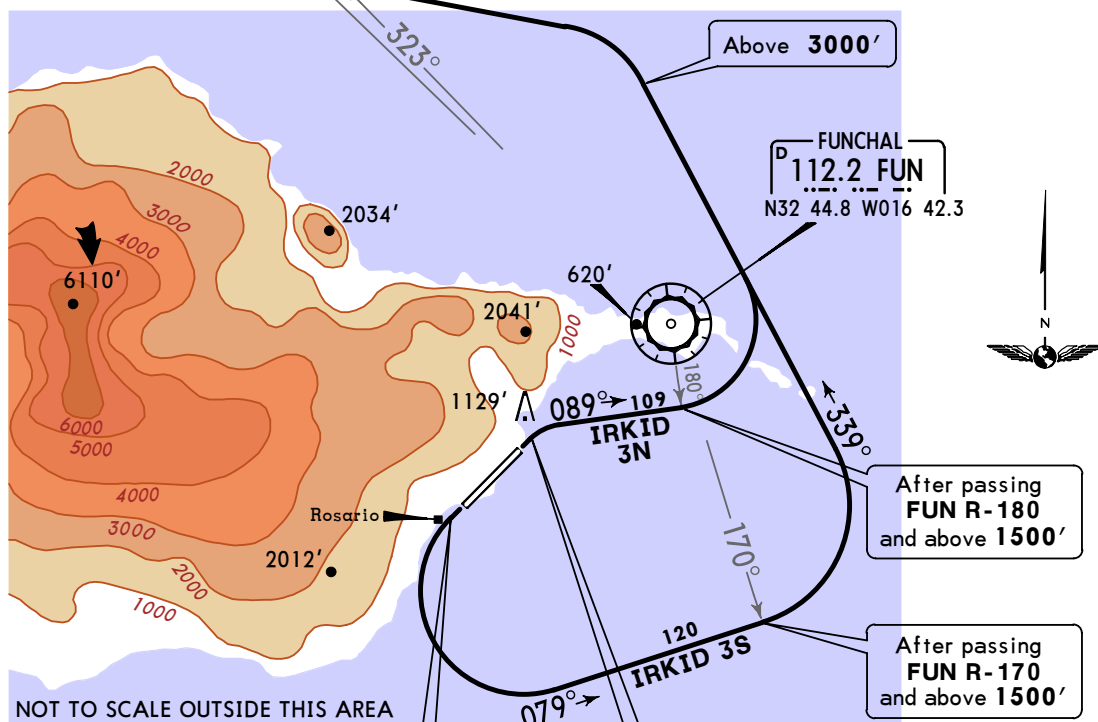
- Trans level: By ATC Trans alt: 5000'
1. Contact MADEIRA Approach immediately after take-off.
 2. Pilots are advised to select full power on take-off in the presence of turbulence or downdraft reports.
 3. Take-off must be made in a minimum visibility of 2800m. Required take-off alternate.
 4. Each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



IRKID 3N [IRK13N], IRKID 3S [IRK13S]
RWYS 05, 23 DEPARTURES
FOR SPECIAL PROCEDURES AND OPERATING
LIMITATIONS SEE CHARTS 10-6 TO 10-6C

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

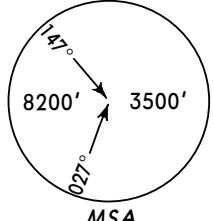
SID	RWY	ROUTING
IRKID 3N	05	089° track, after passing FUN R-180 (abeam FUN) and above 1500' turn LEFT , 339° track keeping FUN LEFT hand, above 3000' intercept FUN R-323 to IRKID, do not overshoot FUN R-322 to the south.
IRKID 3S	23	079° track, after passing FUN R-170 (abeam FUN) and above 1500' turn LEFT , 339° track keeping FUN LEFT hand, above 3000' intercept FUN R-323 to IRKID, do not overshoot FUN R-322 to the south.

LPMA/FNC
MADEIRA

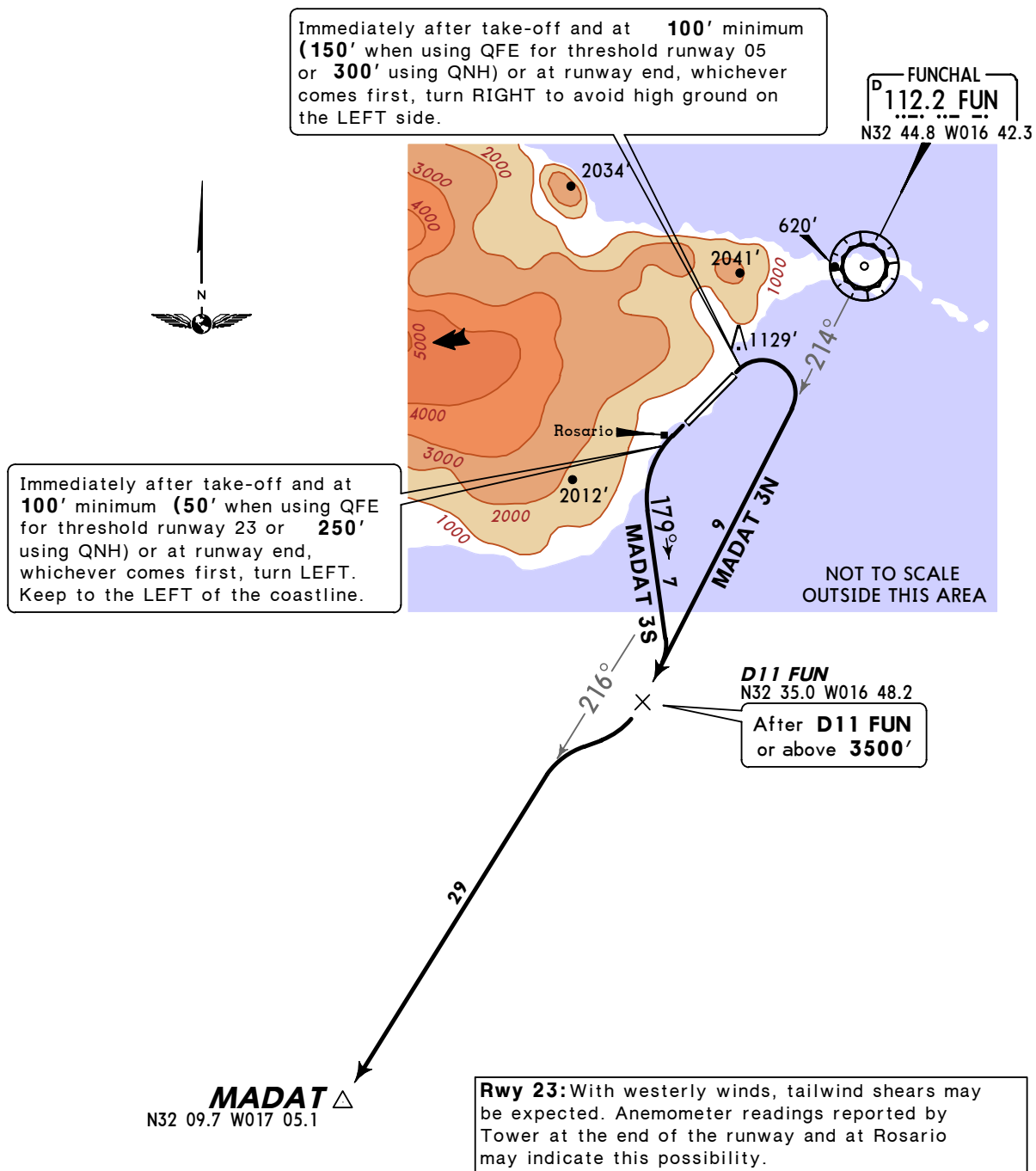
JEPPESEN
3 OCT 03 (10-3A)

MADEIRA, MADEIRA IS

SID

MADEIRA Approach 119.2 119.6	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.	 MSA FUN VOR
Apt Elev 192'		

MADAT 3N [MADA3N], MADAT 3S [MADA3S]
RWYS 05, 23 DEPARTURES
FOR SPECIAL PROCEDURES AND OPERATING
LIMITATIONS SEE CHARTS 10-6 TO 10-6C



INITIAL CLIMB CLEARANCE **FL60**

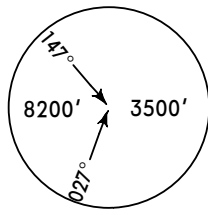
SID	RWY	ROUTING
MADAT 3N	05	Intercept FUN R-214, after D11 FUN or above 3500' turn RIGHT , intercept FUN R-216 to MADAT.
MADAT 3S	23	179° track, intercept FUN R-214, after D11 FUN or above 3500' intercept intercept FUN R-216 to MADAT.

LPMA/FNC
MADEIRA

JEPPESSEN
3 OCT 03 (10-3B)

MADEIRA, MADEIRA IS

SID

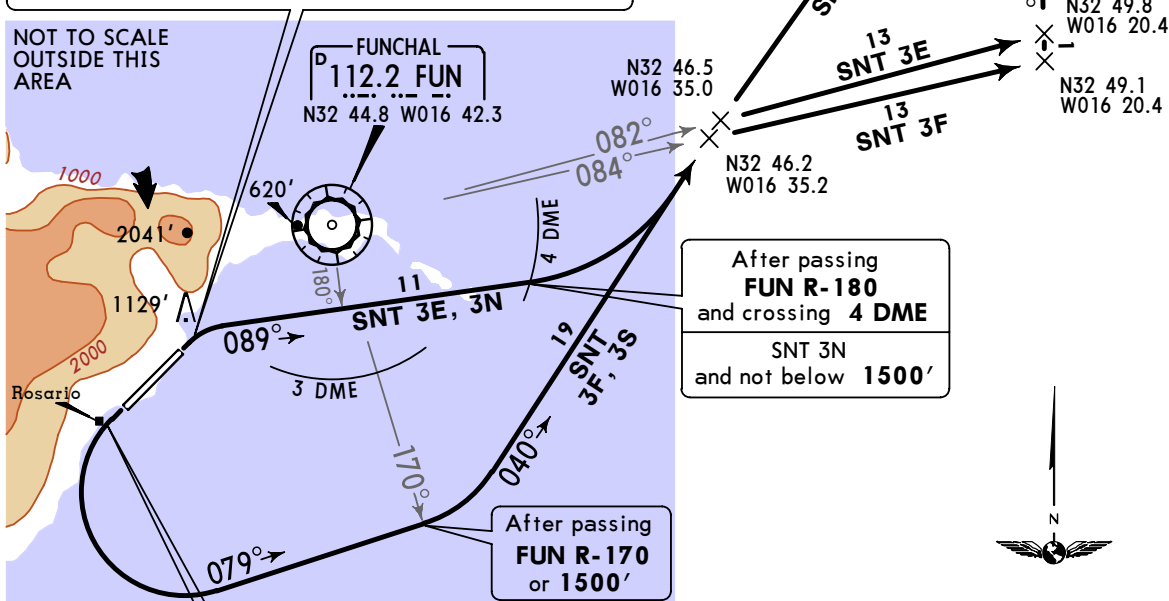
MADEIRA Approach 119.2 119.6	Trans level: By ATC Trans alt: 5000' 1. Contact MADEIRA Approach immediately after take-off. 2. Pilots are advised to select full power on take-off in the presence of turbulence or downdraft reports. 3. Take-off must be made in a minimum visibility of 2800m. Required take-off alternate. 4. Each operator must prepare its own engine failure procedures.	 MSA FUN VOR
Apt Elev 192'		

SANTO 3E (SNT 3E), SANTO 3F (SNT 3F)
SANTO 3N (SNT 3N), SANTO 3S (SNT 3S)

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

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.

NOT TO SCALE
OUTSIDE THIS
AREA



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 indi-
cate this possibility.

INITIAL CLIMB CLEARANCE **FL60**

SID	RWY	ROUTING
SNT 3E ①	05	089° track, after passing FUN R-180 (abeam FUN) and crossing FUN 4 DME intercept 040° bearing towards PST, intercept FUN R-082, intercept SNT R-185 inbound to SNT.
SNT 3F ②	23	079° track, after passing FUN R-170 (abeam FUN) or 1500' intercept 040° bearing towards PST, keep beyond FUN 3 DME, intercept FUN R-084, intercept SNT R-185 inbound to SNT.
SNT 3N ①	05	089° track, after passing FUN R-180 (abeam FUN) and crossing FUN 4 DME and not below 1500' intercept 040° bearing to PST, then to SNT.
SNT 3S	23	079° track, after passing FUN R-170 (abeam FUN) or 1500' intercept 040° 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 3S. To be used for landing at LPPS runway 01.

LPMA/FNC
MADEIRA

JEPPESEN
3 OCT 03 (10-3C)

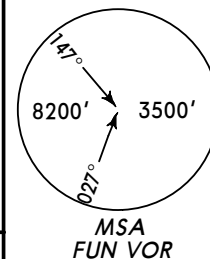
MADEIRA, MADEIRA IS

SID

MADEIRA Approach
119.2
119.6

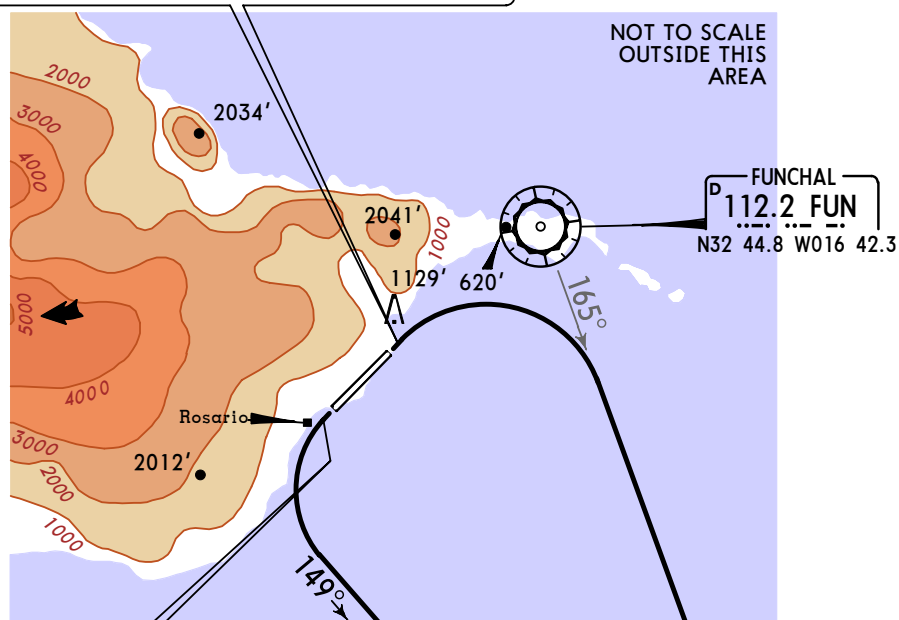
Apt Elev
192'

- 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 3N [TABO3N], TABOM 3S [TABO3S]
RWYS 05, 23 DEPARTURES
FOR SPECIAL PROCEDURES AND OPERATING
LIMITATIONS SEE CHARTS 10-6 TO 10-6C

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
TABOM 3N	05	Intercept FUN R-165 to TABOM.
TABOM 3S	23	149° track, intercept FUN R-165 to TABOM.

LPMA/FNC
MADEIRA

JEPPESEN
10 OCT 03 (10-3D)

MADEIRA, MADEIRA IS
RNAV SID

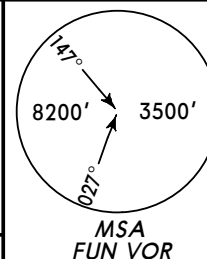
MADEIRA Approach

119.2
119.6

Apt Elev
192'

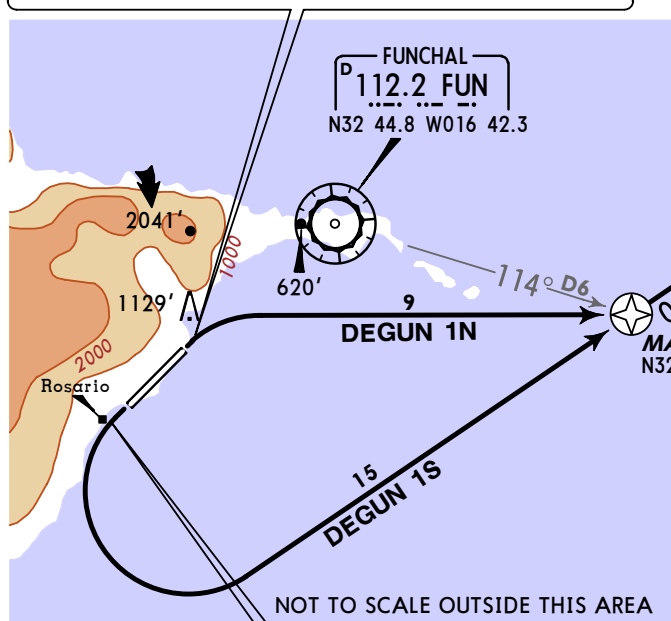
Trans level: By ATC Trans alt: 5000'

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 1N [DEGU1N], DEGUN 1S [DEGU1S]
RWYS 05, 23 RNAV DEPARTURES
FOR SPECIAL PROCEDURES AND OPERATING
LIMITATIONS SEE CHARTS 10-6 TO 10-6C

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

ROUTING

MABUT - POBAR - DEGUN

LPMA/FNC
MADEIRA

JEPPESEN
10 OCT 03 10-3E

MADEIRA, MADEIRA IS

RNAV SID

MADEIRA Approach

119.2

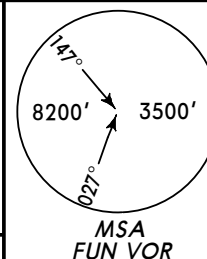
119.6

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.

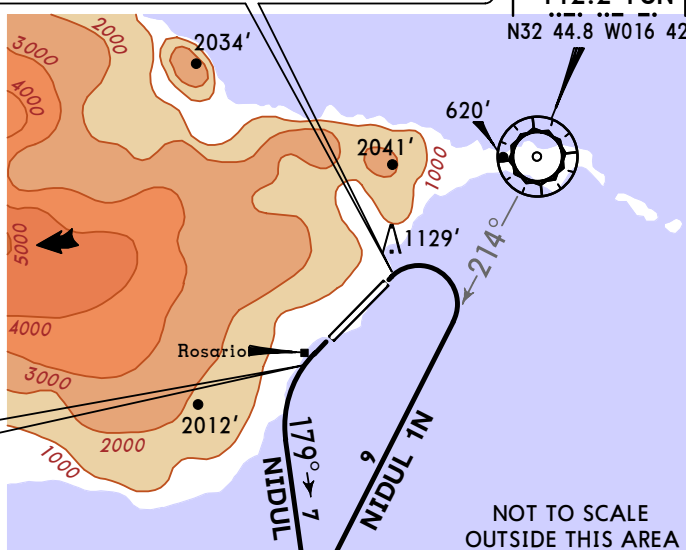


NIDUL 1N[NIDU1N], NIDUL 1S[NIDU1S]
RWYS 05, 23 RNAV DEPARTURES
FOR SPECIAL PROCEDURES AND OPERATING
LIMITATIONS SEE CHARTS 10-6 TO 10-6C

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.

FUNCHAL
D 112.2 FUN
N32 44.8 W016 42.3

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.



NIDUL
N32 21.9 W017 21.2

XERON
N32 22.9 W016 56.6

At XERON
or at FL100
whichever is earlier

D11 FUN
N32 35.0 W016 48.2
After D11 FUN
or above 3500'

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
NIDUL 1N	05	Intercept FUN R-214, after D11 FUN or above 3500' turn RIGHT, intercept FUN R-216 to XERON, at XERON or at FL100, whichever is earlier, turn RIGHT to NIDUL.
NIDUL 1S	23	179° track, intercept FUN R-214, after D11 FUN or above 3500' intercept FUN R-216 to XERON, at XERON or at FL100, whichever is earlier, turn RIGHT to NIDUL.

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.

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**1. 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

11 JUL 03

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.

LPMA/FNC

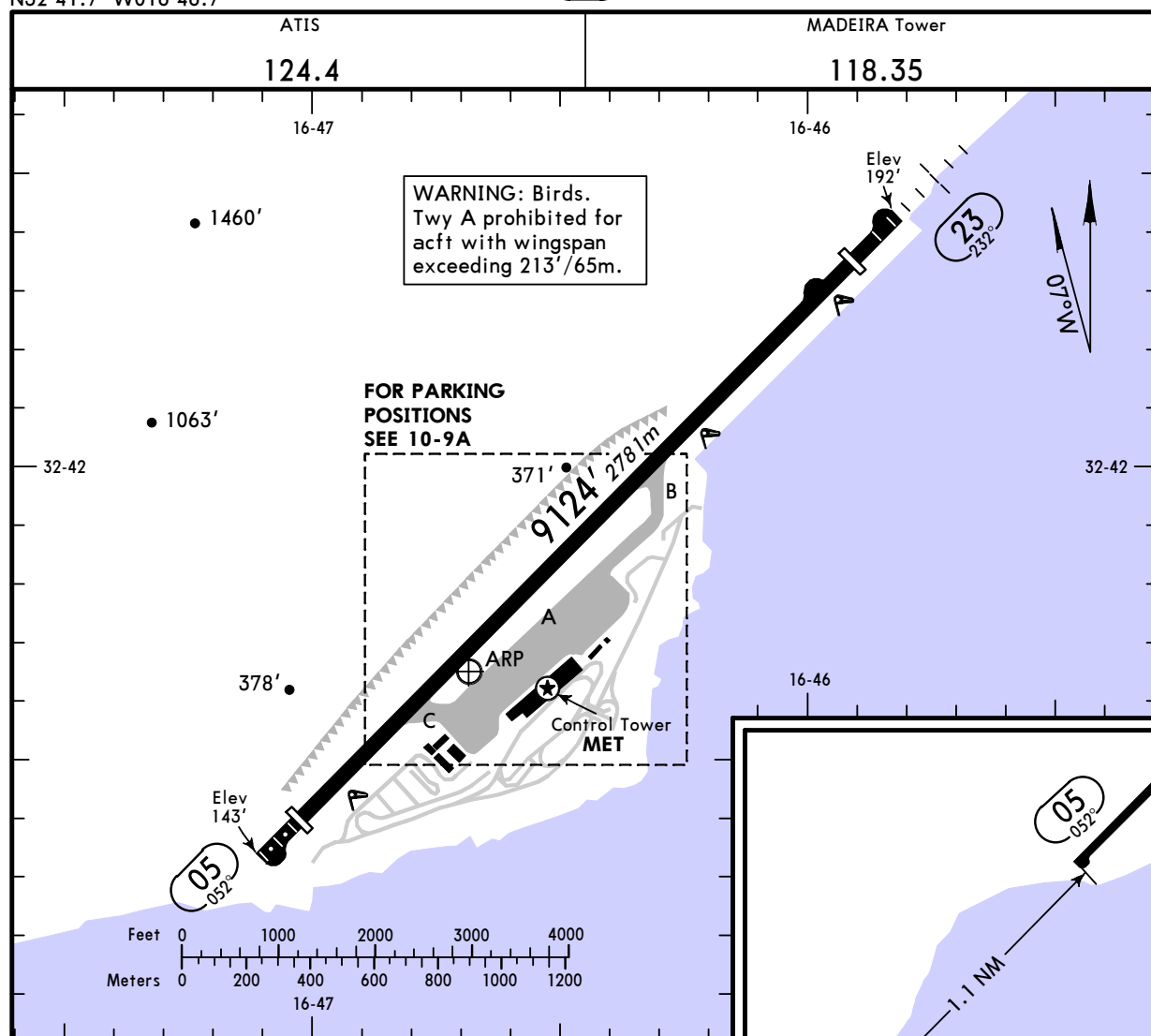
Apt Elev **192'**
 N32 41.7 W016 46.7

JEPPESEN

30 JUN 06 (10-9)

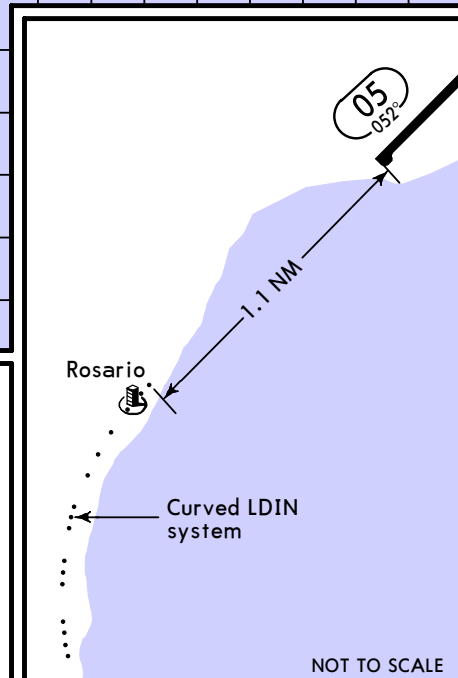
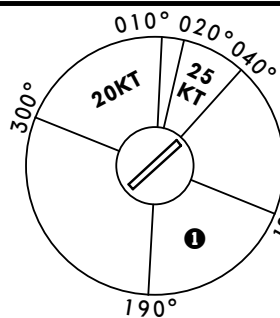
MADEIRA, MADEIRA IS

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

		USABLE LENGTHS			
RWY		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
05 23	RL ③ CL ④ HIALS TDZ LDIN ⑤ PAPI ⑥	8140' 2481m		⑦ 8632' 2631m	148' 45m
	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.

JAR-OPS

TAKE-OFF ①

All Rwys

A
 B
 C
 D

2800m

① Take-off alternate required.

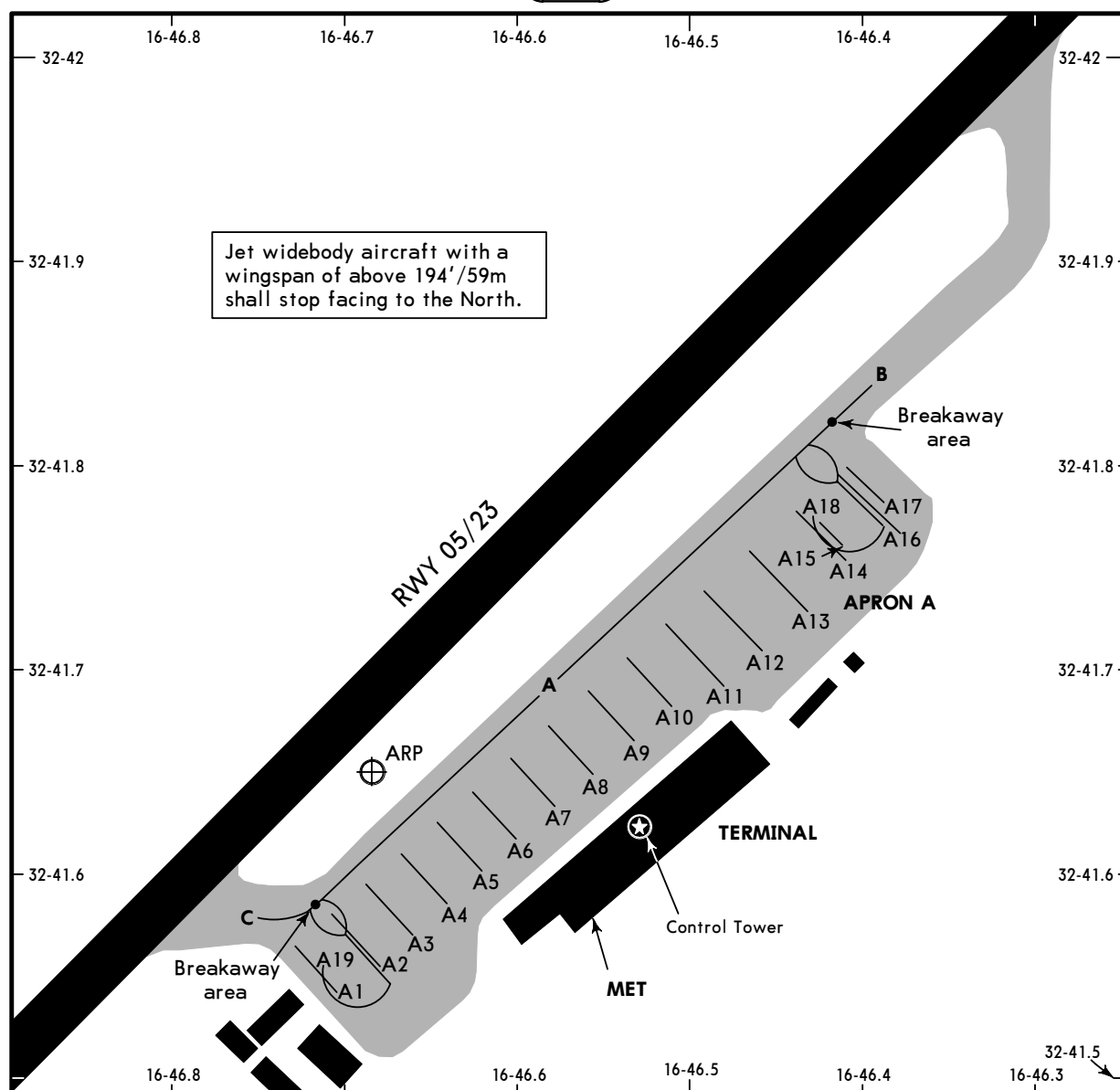
LPMA/FNC

JEPPESEN

MADEIRA, MADEIRA IS

30 JUN 06 (10-9A)

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		

ARRIVAL INFO

Speed adjustment under radar control unless otherwise cleared by ATC:

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

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.

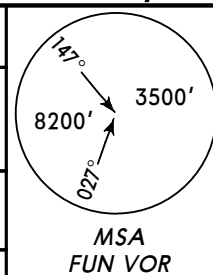
LPMA/FNC MADEIRA

JEPPESEN
24 FEB 06 (13-1)

MADEIRA, MADEIRA IS CIRCLING VOR DME Rwy 05

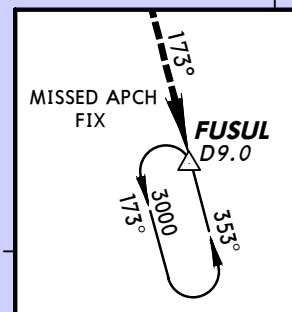
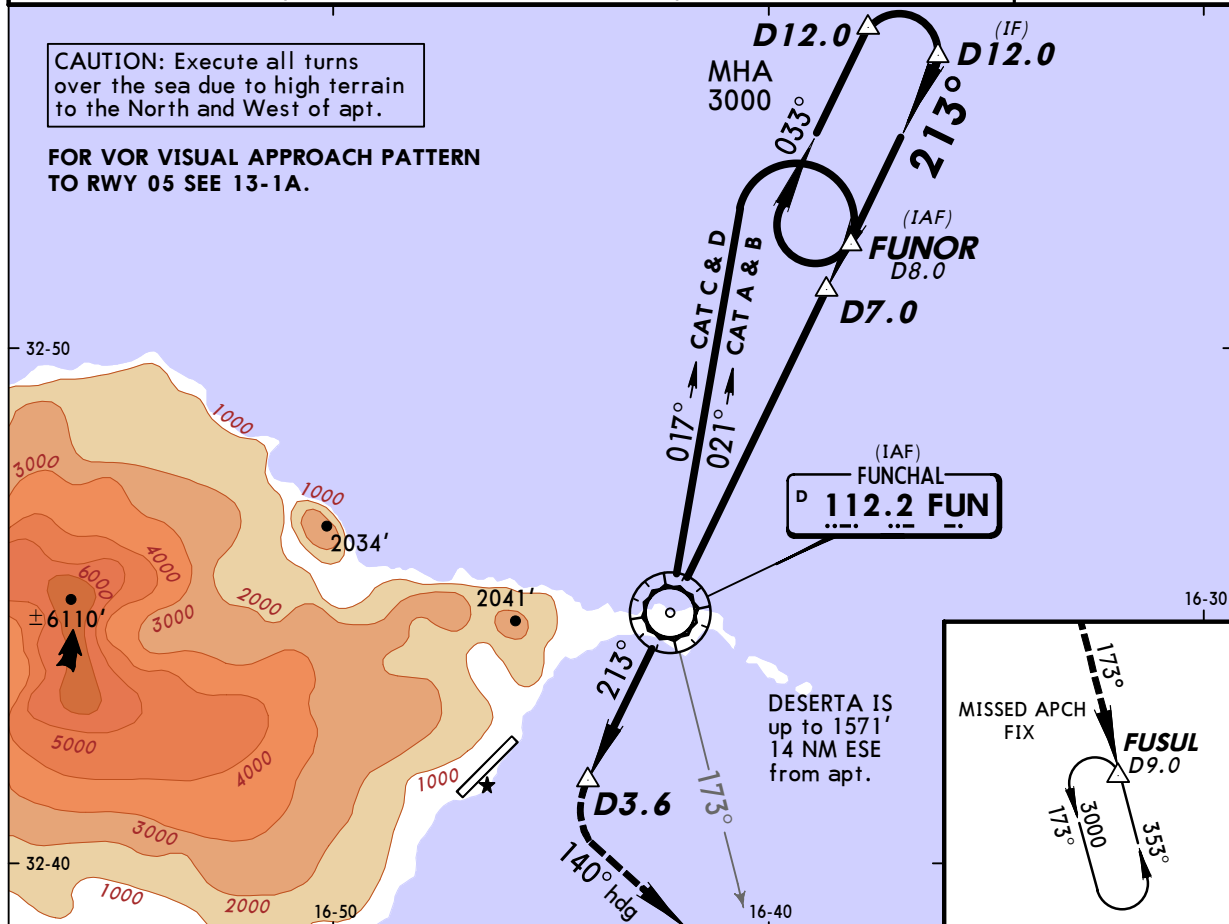
BRIEFING STRIP

ATIS 124.4	MADEIRA Approach 119.2		MADEIRA Tower 118.35	
VOR FUN 112.2	Final Apch Crs 213°	Minimum Alt D7.0 3000' (2853')	MDA(H) 940' (793')	Apt Elev 192' RWY 147'
MISSED APCH: Turn LEFT onto heading 140° to intercept R-173, proceed to FUSUL climbing to 3000' and hold. Contact APP.				
Alt Set: hPa	Rwy Elev: 5 hPa	Trans level: By ATC	Trans alt: 5000'	

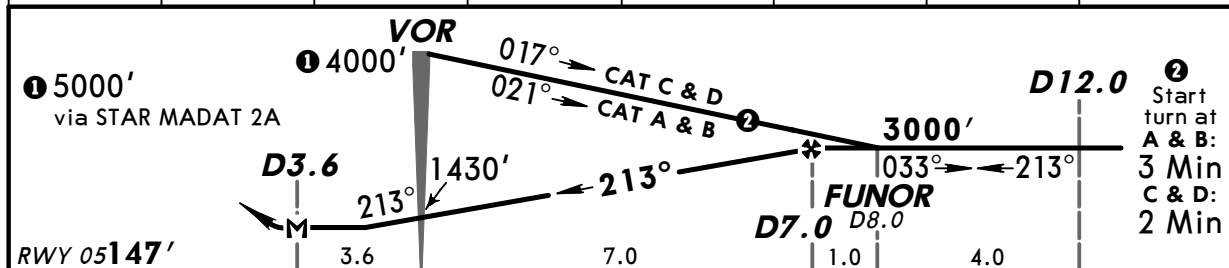


CAUTION: Execute all turns over the sea due to high terrain to the North and West of apt.

FOR VOR VISUAL APPROACH PATTERN TO RWY 05 SEE 13-1A.



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



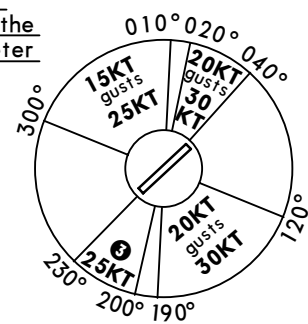
Lighting-Refer to Airport Chart	140° hdg LT	FUN 112.2 R-173	3000' FUSUL
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JAR-OPS CIRCLE-TO-LAND TO RWY 05

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

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.

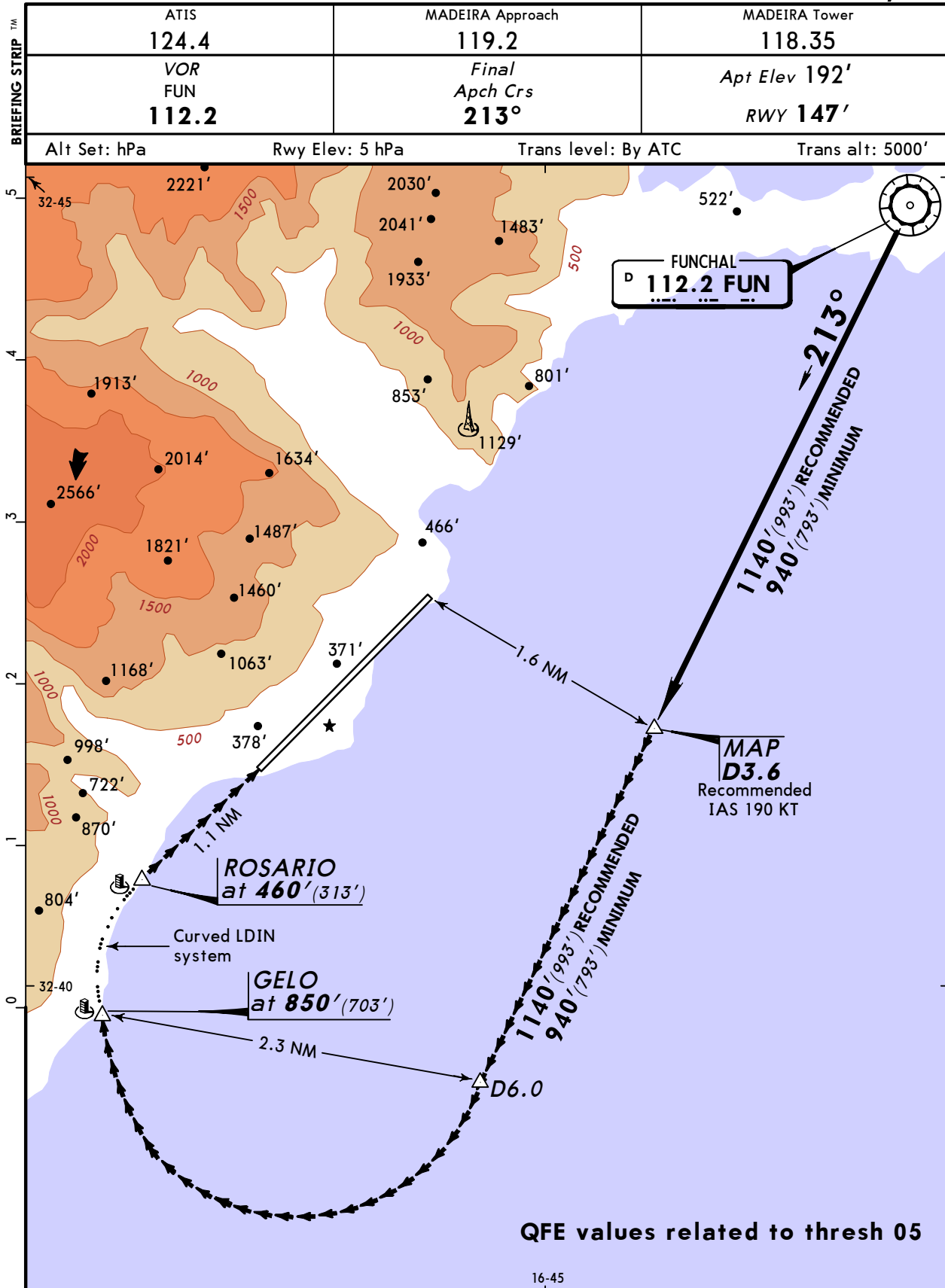


PANS OPS 4

LPMA/FNC
MADEIRA

JEPPESSEN
24 FEB 06 (13-1A)

MADEIRA, MADEIRA IS
VOR VISUAL APPROACH Rwy 05



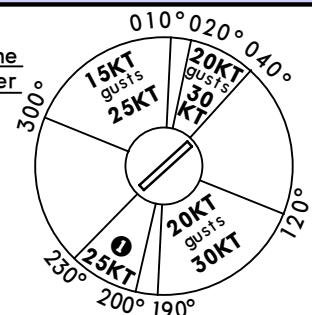
By night the rwy 05 approach lights **MUST BE ON**. If those lights fail before the aircraft is in such a position, over those lights, that will ensure that the high ground on their left side will be avoided, a missed approach (RIGHT turn) should be initiated.

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.



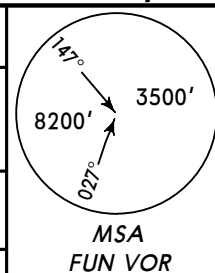
LPMA/FNC MADEIRA

JEPPESEN
24 FEB 06 (13-2)

MADEIRA, MADEIRA IS CIRCLING VOR DME Rwy 23

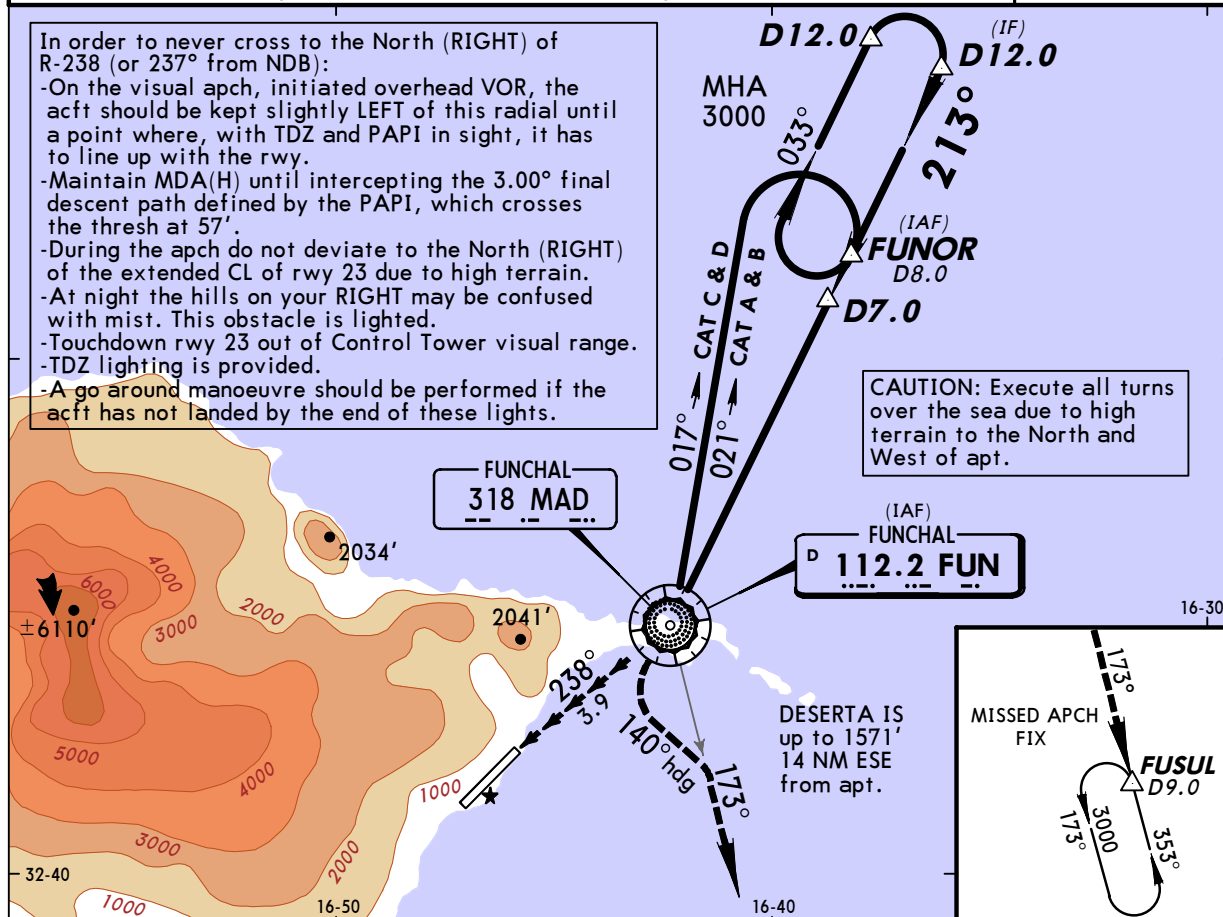
BRIEFING STRIP

ATIS 124.4	MADEIRA Approach 119.2		MADEIRA Tower 118.35	
VOR FUN 112.2	Final Apch Crs 213°	Minimum Alt D7.0 3000' (2808')	MDA(H) 1300' (1108')	Apt Elev 192' RWY 192'
MISSED APCH: Turn LEFT onto heading 140° to intercept R-173, proceed to FUSUL climbing to 3000' and hold. Contact APP.				
Alt Set: hPa	Rwy Elev: 7 hPa	Trans level: By ATC	Trans alt: 5000'	

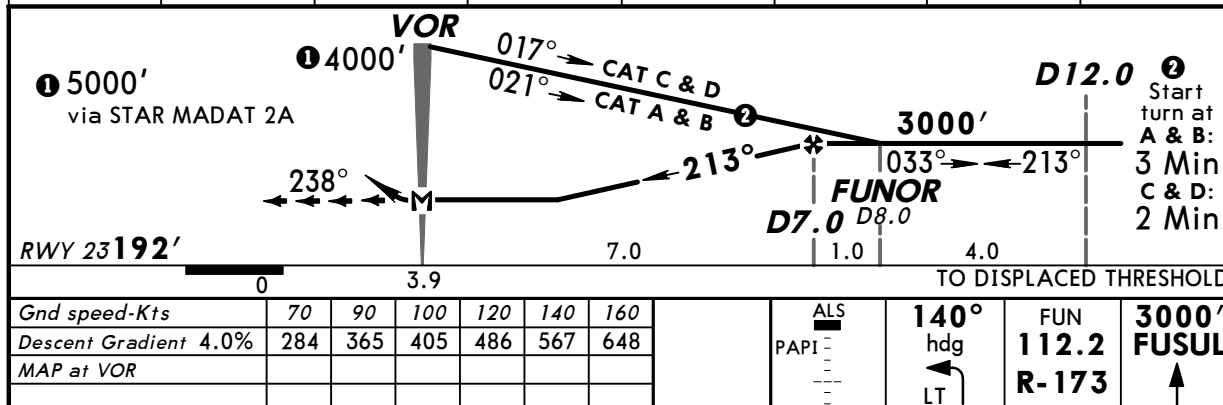


In order to never cross to the North (RIGHT) of R-238 (or 237° from NDB):

- 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'



JAR-OPS 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 370m
D	205		

CEILING REQUIRED

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.

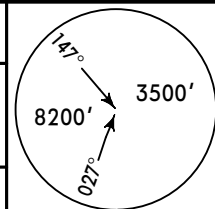
LPMA/FNC
MADEIRA

JEPPESEN
24 FEB 06 (16-1)

MADEIRA, MADEIRA IS
CIRCLING NDB Rwy 05

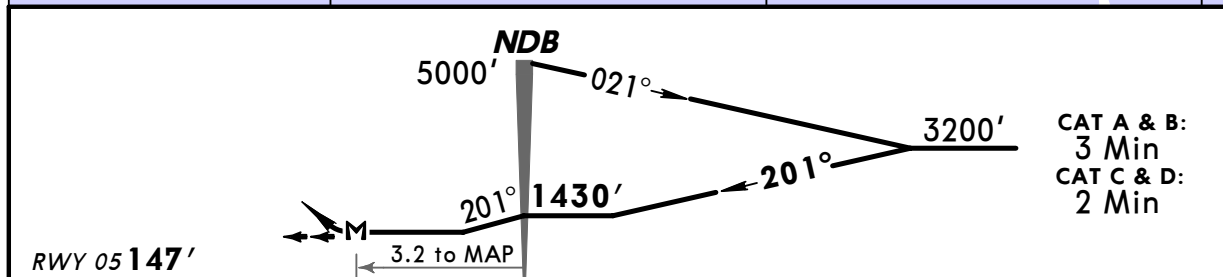
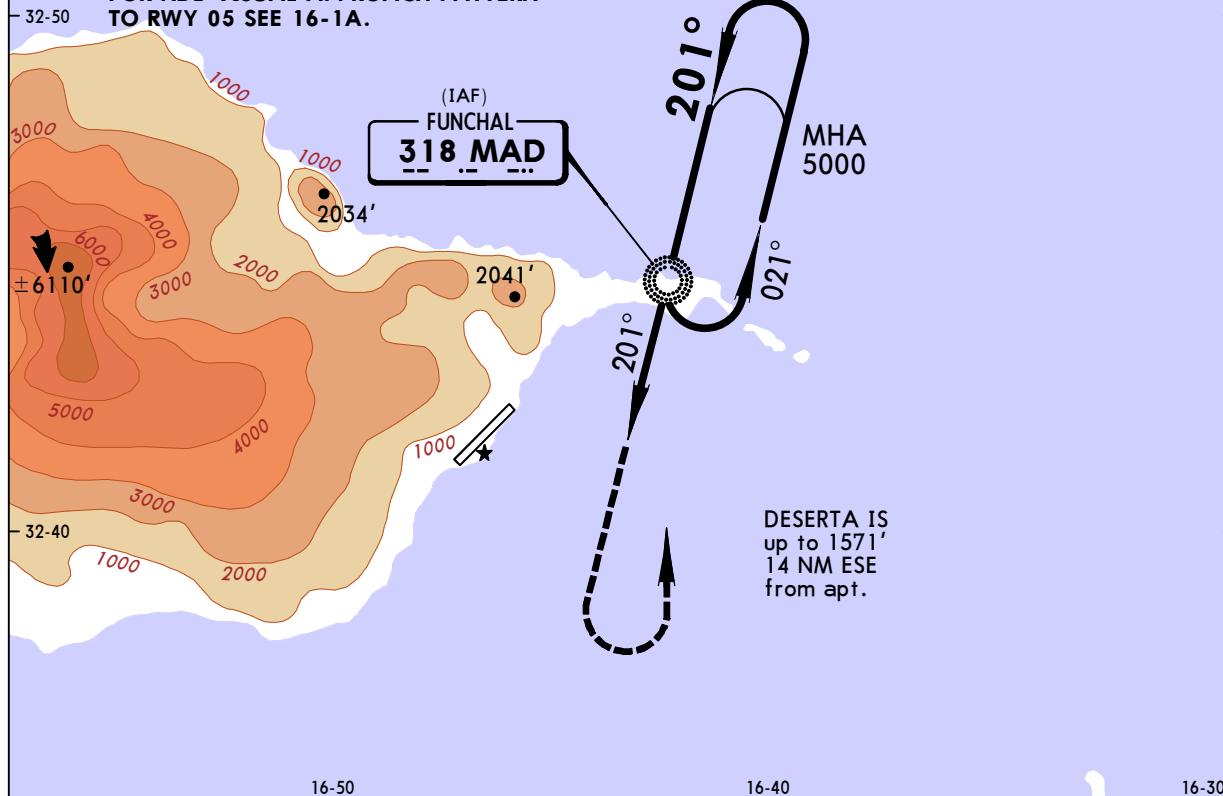
BRIEFING STRIP

ATIS 124.4		MADEIRA Approach 119.2		MADEIRA Tower 118.35	
NDB MAD 318	Final Apch Crs 201°	Minimum Alt NDB 1430' (1283')	MDA(H) 940' (793')	Apt Elev 192' RWY 147'	
MISSED APCH: Climb on 201° from NDB to 4500', then turn LEFT to NDB climbing to 5000' and hold.					
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: By ATC	
				Trans alt: 5000'	



CAUTION: Execute all turns
over the sea due to high terrain
to the North and West of apt.

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



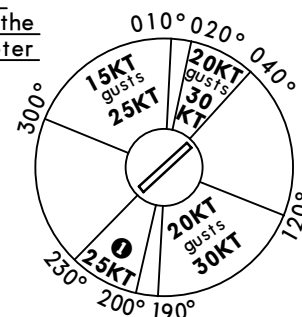
Gnd speed-Kts	70	90	100	120	140	160	Lighting- Refer to Airport Chart	4500' on ↑ MAD 318
NDB to MAP	3.2	2:45	2:08	1:55	1:36	1:22		

JAR-OPS CIRCLE-TO-LAND TO RWY 05

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

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

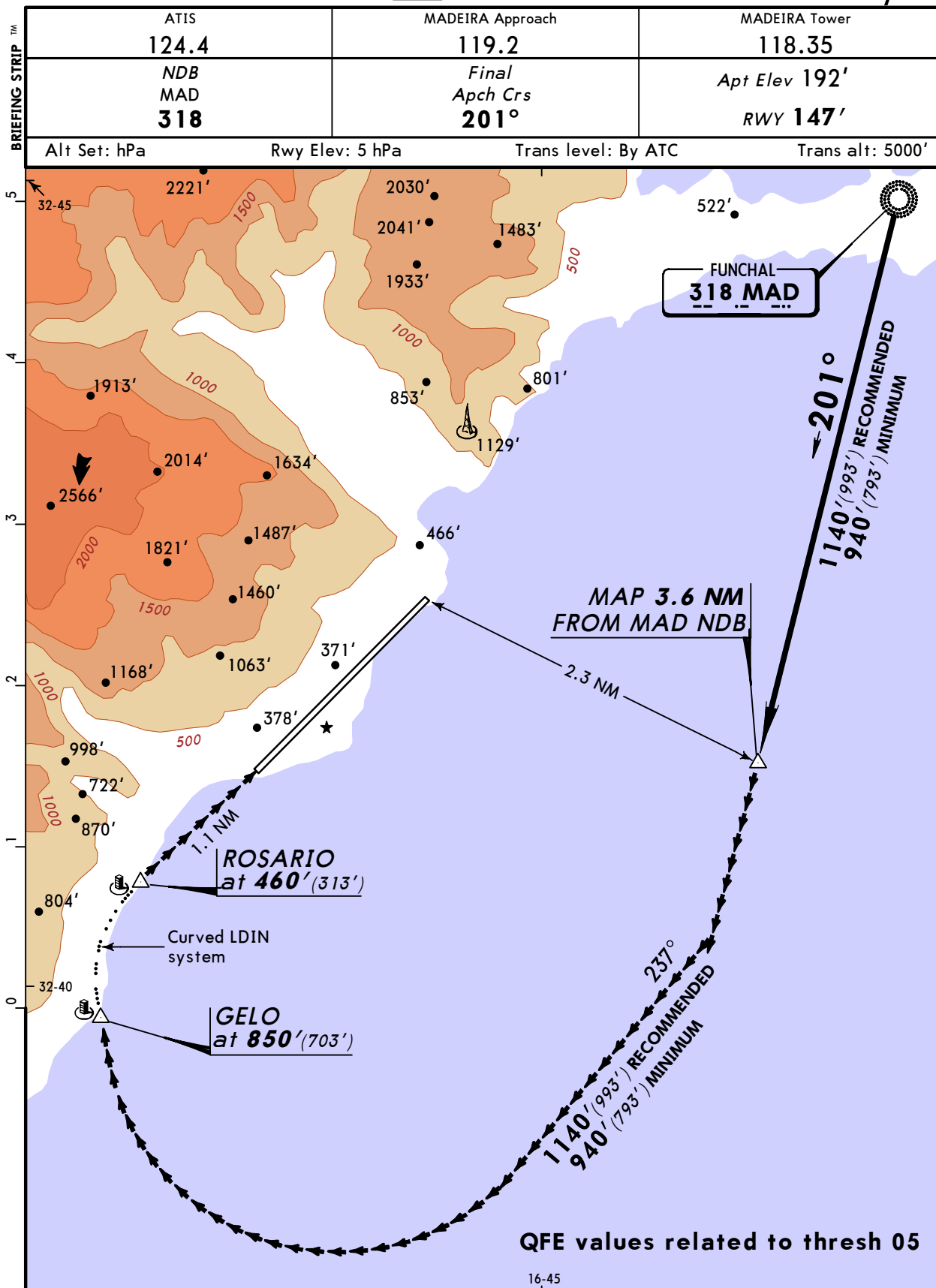
① Relative to the
MID or Rosario
anemometers
including gust.



LPMA/FNC
MADEIRA

JEPPESSEN
24 FEB 06 (16-1A)

MADEIRA, MADEIRA IS
NDB VISUAL APPROACH Rwy 05



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.

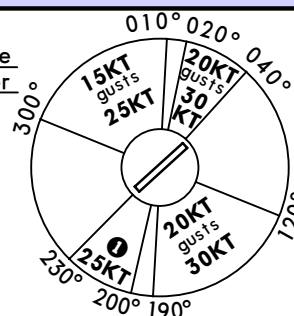
PAPI (Both sides offset 5° to the Right. Right side not visible on short final) should be followed. They are set to define a 3.0° descent path crossing the thresh at 57'.

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.



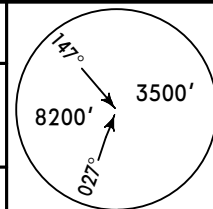
LPMA/FNC
MADEIRA

JEPPESEN
24 FEB 06 (16-2)

MADEIRA, MADEIRA IS
CIRCLING NDB Rwy 23

BRIEFING STRIP

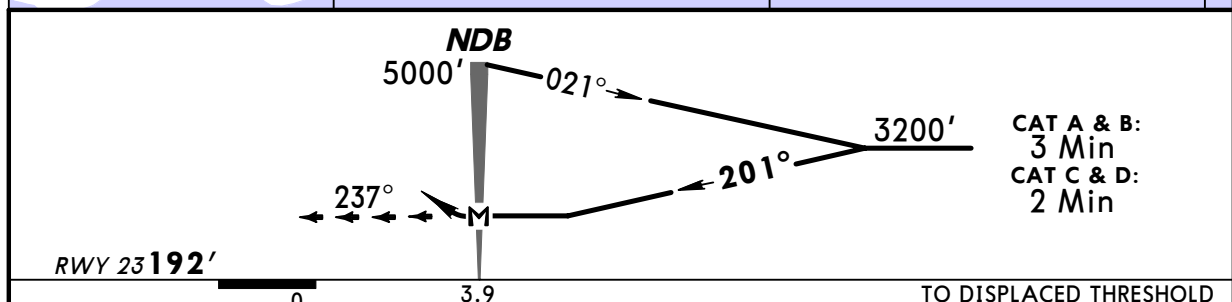
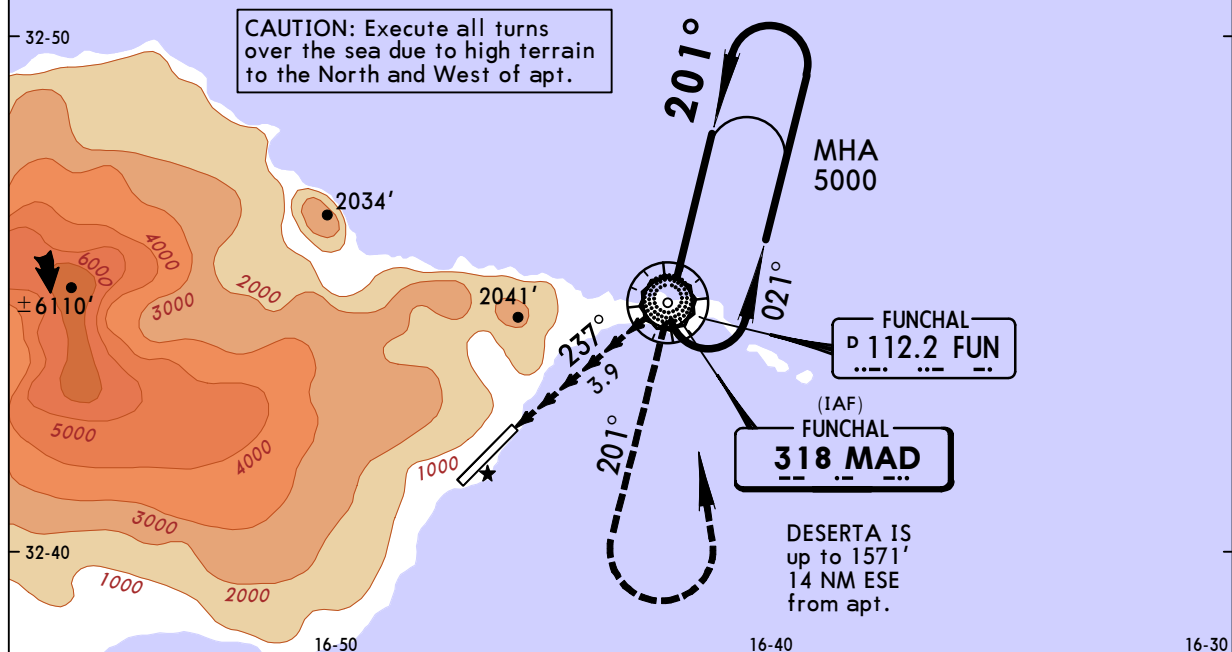
ATIS 124.4		MADEIRA Approach 119.2		MADEIRA Tower 118.35	
NDB MAD 318	Final Apch Crs 201°	Minimum Alt No FAF	MDA(H) 1300' (1108')	Apt Elev 192' RWY 192'	
MISSED APCH: Climb on 201° from NDB to 4500', then turn LEFT to NDB climbing to 5000' and hold.					
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: By ATC	
				Trans alt: 5000'	



MSA
MAD NDB

In order to never cross to the North (RIGHT) of R-238 (or 237° 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.



					ALS	4500'	201°
					PAPI	↑	from
							MAD
							318

JAR-OPS 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
D 205	370m

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

