

AD 2 AERODROMES**LPMA AD 2****LPMA AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

LPMA - MADEIRA

LPMA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site	LAT:32 41 39N LONG:016 46 41W 1763 M, 225° GEO from THR RWY 23
2	Direction and distance of ARP from city or town	13.2 KM (7.1NM) BRG 067° GEO from Funchal Cathedral
3	Elevation/Reference temperature	58M / 191FT 26.1°C (AUG)
4	Geoid undulation at aerodrome elevation position	49M
5	MAG VAR/Annual change	6° W(2006) / 0.15° decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post:ANAM - Aeroportos e Navegação Aérea da Madeira, S.A. Direcção dos Aeroportos da Madeira Aeroporto da MADEIRA 9100-101 Santa Cruz MADEIRA Phone:+351.291.520700 Fax:+351.291.524322 and +351.291.524819 AFS:LPMAYDYA SITA:FNCKAXH Email:anam@anam.pt URL:http://www.anam.pt
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LPMA AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	04:30-00:30 (03:30-23:30). On request 00:30-04:30 (23:30-03:30)
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

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LPMA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	High Lift Loader, Conveyor Belt, Fork Lifts, various Vehicles and Equipments
2	Fuel/oil types	100 LL, JET A1
3	Fuelling facilities/capacity	Hydrant system and fuel trucks. JET A1 - Total capacity 583.200 litres. Maximum delivery rate 75 litres per second. 100LL - capacity 1200 litres. Maximum delivery rate 60 litres per minute.
4	De-icing facilities	NIL
5	Hangar space available for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	Minor repairs only
7	Remarks	Oxygen and related servicing: Oxygen available only in city with previous request or arrangement with TAP – AIR Portugal

LPMA AD 2.5 PASSENGER FACILITIES

1	Hotels	In cities: Funchal, Santa Cruz, Ribeira Brava, Machico, Santana, Ponta do Sol, Calheta and Porto Moniz Villages
2	Restaurants	AD restaurant - 976 seats available
3	Transportation	Buses and taxis
4	Medical facilities	First Aid treatment: daily 0800/2400. Other hours: Funchal hospital H24, Machico Medical Center H24, Santa Cruz Medical Center MON to FRI 0800/1800, SAT and SUN 0800/1300. Medical emergency services available on request
5	Bank and Post Office	Bank - MON to FRI - 08:30 / 18:30 Exchange Money Facilities - 05:00 / 01:00 Post Office - MON to FRI - 08:30 / 17:30 and 18:30 / 20:30 SAT, SUN and HOL - 17:00 / 20:30
6	Tourist Office	Daily 09:00 / 21:00
7	Remarks	NIL

LPMA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	7 Higher category up to Cat 9 available by prior permission requested to Madeira Airport Director (LPMAYDYA) at least 72 hours prior operation.
2	Rescue equipment	4 Quick Response Rescue RIBs Each RIB is equipped with four inflatable (30 persons) liferafts making a total capacity of 120 persons. Two more similar RIBs are in standby, besides the four one's. Rescue equipment in accordance with CAT 9 requirements established in the Table 5.2 of ICAO Doc.9137-AN/898 Part 1.
3	Capability for removal of disabled aircraft	Recovery inflatable lifting bags and other equipment for elevation and removal of disabled aircrafts (CAT I and II) up to A310 or B757.
4	Remarks	

LPMA AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type(s) of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	ALL seasons

LPMA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron Surface and Strength	APRON		SURFACE	STRENGTH	
		A		Concrete	PCN 76/R/B/W/T	
2	Taxiway width, surface and strength	TAXIWAY		WIDTH	SURFACE	STRENGTH
		B and C		23M	Asphalt	PCN 80/F/A/W/T
		TAXILANE		WIDTH	SURFACE	STRENGTH
		A		23M	Asphalt	Taxilane as for accompanying Runways
3	Altimeter Checkpoint location and elevation	Apron A - 163FT				
4	VOR Checkpoint locations	FREQ. - 112.200MHZ RDL - 236 DIST - 5.3NM				
5	INS Checkpoint positions	RAMP / STAND	INS COORDINATES	ELEVATION (M/AMSL)	ACFT TYPE (CRITICAL)	PUSH-BACK TO TWY/TAXILANE
		A01	324132.12N 0164641.43W	48M	A320	
		A02	324133.01N 0164640.24W	48M	A320	
		A03	324133.91N 0164639.05W	48M	A320	
		A04	324134.80N 0164637.86W	48M	A320	
		A05	324135.70N 0164636.67W	48M	A320	
		A06	324136.60N 0164635.48W	48M	A320	
		A07	324138.46N 0164632.87W	48M	B757-200	
		A08	324139.45N 0164631.57W	48M	B757-200	
		A09	324140.43N 0164630.27W	48M	B757-200	
		A10	324140.98N 0164628.50W	48M	B757-200	
		A11	324141.96N 0164627.20W	49M	B757-200	
		A12	324142.92N 0164625.51W	49M	B757-300	
		A13	324144.51N 0164624.51W	49M	MD11	
		A14	324144.45N 0164624.08W	50M	*	
		A15	324145.45N 0164622.82W	50M	*	
		A16	324146.07N 0164622.94W	51M	**	
		A17	324146.51N 0164625.53W	51M	**	
		A18			Wide Body	
A19			Wide Body			
6	Remarks	Stands Marked with * -cannot be used simultaneously Stands Marked with ** -cannot be used simultaneously				

LPMA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	Taxiing guidance system: In accordance with ICAO Annex 14
2	RWY/TWY markings and lights	Runways and Taxiways markings: Runways Designations, Runways Centre line, Thresholds, Touchdown Zone, Aiming Point, Runways Side Strips, Runway Holding Positions and Taxiways Centre line. Runways and Taxiways lights: Runways Centre Line, Thresholds, Runways Side Strips, Runways Holding Positions, Taxiways Edge and Taxiways Centre line. Other markings: Aircraft Stands, Break-away Zone, Aerodrome VOR Check Point and Distance to go Panel (7, 310 Meters longitudinal spaced on both sides of Runways.
3	Stop bars	Taxiways "B" and "C"
4	Remarks	Aircraft Stands Taxilane Critical Wingspan: - Taxilane "A" - up/to 65M (inclusive)

LPMA AD 2.10 AERODROME OBSTACLES

In approach/Take-off areas			In circling area and at aerodrome	
RWY/Area affected	Obstacle type Elevation Marking/Lighting	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates
a	b	c	a	b
23	See LPMA LPMA AD 2.24.4A.1-1			
05	See LPMA LPMA AD 2.24.4B.1-1			
Remarks:	The most significant obstacles outside approach and take-off areas are provided with day marking and obstruction lights. Zig-Zag pattern covering the Runway width below Runway 05 elevation, alternating black and yellow fields, and lighted with low-intensity obstacle lights. Runway 05 left side scarpe low intensity obstacle lights. The lights are placed and spaced along 850 meters from threshold.			

LPMA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

Abbreviations used in following table:

C	-	Charts	SATEL	-	Satellite Image
CMA	-	Centro de Meteorologia Aeronáutica	SWH	-	Significant Weather High (chart)
CR	-	Cross Sections	SWM	-	Significant Weather Medium (chart)
P	-	Personal Consultation (item 5)	T	-	Telephone
P	-	Prognostic Upper Air Chart (item 7)	W	-	Significant Weather Chart
S	-	Surface Analysis (Current chart)	WXR	-	Weather Radar

1	Associated MET Office	MADEIRA CMA
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	LISBOA CMA 24 HR - Issuance every 6 Hours
4	Type of landing forecast	NIL
5	Briefing/consultation provided	T
6	Flight documentation Language(s) used	C, CR English
7	Charts and other information available for briefing or consultation	P, S, SWH, SWM, W
8	Supplementary equipment available for providing information	Flightbriefing, Lightning detection, SATEL
9	ATS units provided with information	TWR, APP
10	Additional information (limitation of service, etc.)	OPS: Phone: +351 291 524 215 Fax: +351 291 524 986 Email: lpma@meteo.pt

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LPMA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD RWY End COORD THR Geoid Undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
05	044.54	2481x45	PCN 80/F/A/W/T Asph.	THR 324123.75N 0164701.50W RWY END 324224.50N 0164550.48W GEOID 49M	THR - 44M	See LPMA LPMA AD 2.24.4.A1-1
23	224.54		PCN 80/F/A/W/T Asph.	THR 324221.03N 0164554.54WR WY END 324120.28N 0164705.57W GEOID 49M	THR 23 - 58M	

Designations	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA	OFZ	Remarks
1	8	9	10	11	12	13
05	NONE	210x150	2601x150	105x90 CONC/Asp	NONE	RWY FCT CLBR: 0.68 Runway 05/23 grooved on zone between thresholds, 30 meters wide (15 meters each side of centerline)
23		200x150		90x90 CONC/Ter.		

LPMA AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05	2631*	2841	2631*	2481	* Including 150 meters of pavement before Threshold
23	2631*	2831	2631*	2481	

LPMA AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH light Type / Length / Intensity	THR Light colour/ WBAR	VASIS type	TDZ length
1	2	3	4	5
05	<p>A reduced simple approach lighting system 150 meters longitudinal intervals of 30 meters.</p> <p>LIL (lead-in-lighting) system curved along shore with an extension of 1583 meters and materialized with 17 sequenced flashing lights (xenon) spaced variable with 3 brightness intensity, according to consequence visibility and supplemented by 4 steady lights in last 180 meters of LIL system, terminated 2034 meters from THR.</p> <p>All light High Intensity.</p> <p>(See LPMA AD 2.24.11A1-1, LPMA AD 2.24.11A2-1, LPMA AD 2.24.11B1-1 and LPMA AD 2.24.11B2-1)</p>	<p>Green WBAR Lights 5 at each side of RWY</p>	<p>PAPI 3° both sides MEHT: 57FT PAPI both sides slewed 5 DEG to the right (to the sea). PAPIS on the Runway right side not visible on short final approach.</p>	<p>600 meters</p>
23	<p>A simple approach lighting system 420 metres longitudinal intervals of 60 metres, having a cross bar at 300 metres.</p>		<p>PAPI 3° left side MEHT: 57FT</p>	

RWY Designator	RWY Centre Line Lights Length / spacing / colour/ Intensity	RWY edge Lights Length / spacing / colour/ Intensity	RWY End Lights Colour / WBAR	SWY Light Length / Colour	Remarks
1	6	7	8	9	10
05	2581M White + 600M White /Red + 300M Red spaced 30M Intensity Variable	2581M White + 600M Yellow Spaced 60M	RED	NIL	See AD 2.24.1-1
23	2581M White + 600M White/Red + 300M Red Spaced 30M Intensity Variable	2581M White + 600M Yellow Spaced 60M Intensity Variable		NIL	

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LPMA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN (324137.28N 0164631.71W): ALTN FLG W G EV 10 SEC, HN
2	LDI location and lighting Anemometer location and lighting	Anemometers: RWY 05: Right Side, 300M THR.Lighted RWY 23: Left Side, 300M THR. Lighted Middle Point: 1320M THR and Right side RWY05. Lighted
3	TWY edge and centre line lighting	All Taxiways
4	Secondary power supply/switch-over time	Secondary power supply available within 15 seconds
5	Remarks	NIL

LPMA AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	NIL
2	TLOF and/or FATO elevation	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

LPMA AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	MADEIRA CTR A circle with 5NM radius centred at ARP (32 41 39N016 46 41W)
2	Vertical limits	2000FT ALT (600M)
3	Airspace classification	C
4	ATS unit call sign / Language(s)	Madeira Approach Madeira Tower EN, PT
5	Transition altitude	5000FT
6	Remarks	NIL

LPMA AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
APP	MADEIRA Approach	119.200 MHZ 119.600 MHZ 121.500 MHZ	H24 HO H24	Primary Secondary Emergency
APP	MADEIRA Approach (cont.)	243.000 MHZ 279.050 MHZ	H24 H24	Emergency
TWR	MADEIRA Tower	118.350 MHZ	H24	Primary

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Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
		121.500 MHZ 243.000 MHZ 279.050 MHZ	H24 H24 H24	Emergency Emergency
ATIS	MADEIRA Information	124.400MHZ	H24	ATIS Service also available by ACARS for Aircraft equipped with ACARS Management Unit. Providers are SITA for data link communications and MADEIRA Control for ATIS Service. Telephone Service: +351.291.520633 or 2333 of NAV Portugal E.P.E. internal network.

LPMA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	MAD	318 KHZ	H24	324453.2N 0164223.4W		237° MAG.-3.9NM from THR RWY 23 Coverage: 50NM Not usable: 260°/290° BLW 7000FT
DVOR	FUN	112.20 MHZ	H24	324449.8N 0164219.6W		238° MAG.-3.9NM from THR RWY 23 Coverage:200NM / FL500 Sector 240°/310° not usable beyond 20NM below 9000FT
DME	FUN	CH 59X	H24	324449.3N 0164220.5W	500FT	Coverage: 200NM / FL500 Sector 240°/310° not usable beyond 20NM below 9000FT
DVOR	SNT	114.90 MHZ	H24	330525.5N 0162102.3W		Coverage: 200NM FL500 Not usable: 070°/170° 195°/250° byd 10NM BLW 9000FT
DME	SNT	CH 96X	H24	330525.0N 0162101.3W	400FT	Coverage: 200NM FL 500 Not Usable: 070° / 170° 195° / 250° byd 10NM blw 9000FT
NDB	PST	338 KHZ	H24	330406.6N 0162129.7W		Coverage: 250NM FL500

LPMA AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Limitations on use of aerodrome

Restricted to aircraft capable of maintaining two way communications with Madeira TWR.

The peculiar operation of MADEIRA AD and operating limitations are stated in 2.20.2 below.

For request of Airport Slots see paragraph GEN 1.2.2, Item 1.2.2.1

2.20.2 Special procedures and operating limitations

2.20.2.1 Operating at Madeira Aerodrome

2.20.2.1.1 Introduction

- 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 micro burst are likely to be encountered.
- b. Straight-in approaches not authorized from Funchal VOR to Runway 23.

2.20.2.1.2 Applicability

- a. The following items 2.20.2.1.3, 2.20.2.1.4, 2.20.2.1.5 and 2.20.2.1.6 are mandatory to schedule and non-scheduled revenue flights involving aircraft with a capacity in excess of 10 passengers.
- b. Pilots are informed that, any time, they may be required to show evidence to Madeira Airport Authorities of compliance with referred items.

2.20.2.1.3 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 six months:
 - i. one landing and take-off or,
 - ii. a flight simulator training comprising a landing and take-off on each runway, on a simulated adverse weather condition or,
 - iii. a line training flight to Madeira Airport, comprising a landing and take-off, assisted by a qualified instructor occupying the right-hand seat.

2.20.2.1.4 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-off by day and night in both directions, emphasising:

- a. the TKOF flight path to runway 23,
- b. the TKOF flight path to runway 05,
- c. the balked landing (go-around initiated in landing configuration from very low height) on both directions,
- d. the let-down and approach to both runways,
- e. the operation effect on runway slope and dimensions and associated safety margins.

If the flight 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: wind - the maximums as indicated in paragraphs 2.20.2.3.1.2 and 2.20.2.3.1.3. Severe turbulence. Windshear and up and down drafts must be included in the different approaches,
 - h. one landing at night must be executed for each runway.
- 2.20.2.1.5** 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 in Madeira Airport, with an instructor occupying the right-hand seat
- 2.20.2.1.6** Aircraft type change
- A Captain qualified in Madeira Airport in one type of aircraft, changing to another type, must do the flight simulator training program mentioned in paragraph 2.20.2.1.4 or, instead, will land and take-off in both runways without passengers on board and no line training will be required on both cases.
- 2.20.2.1.7** Training program
- The training program referred in paragraph 2.20.2.1.4 will have to be approved by INAC (Portuguese Civil Aviation Authority).
- 2.20.2.1.8** Deviations or unconformities
- Any deviations or unconformities stated from requirements stated in paragraphs 2.20.2.1.3, 2.20.2.1.4, 2.20.2.1.5 and 2.20.2.1.6 will be dealt in a case by case basis.
- 2.20.2.2** Responsibility
- Compliance with operating limitations is mandatory. Any deviation must be reported to INAC by Tower.
- 2.20.2.3** Operating procedures and limitations
- 2.20.2.3.1** Wind / Turbulence
- 2.20.2.3.1.1** Wind Information
- a. On downwind and final approach to RWY 05 Control Tower will provided two minutes, mean wind values at Rosário and touchdown.
 - b. Instantaneous wind read out will be provided at Pilot request.
- 2.20.2.3.1.2** Wind Limitations
- a. When landing
 - 1. Maximum of two minutes mean Wind Speed Values indicated by the Touchdown anemometer:
 - In the sector 300° to 010° MAG (clockwise) - 15KT, with the maximum Wind Gust of 25KT
 - In the sector 020° to 040° MAG (clockwise) - 20KT, with the maximum Wind Gust of 30KT
 - In the sector 120° to 190° MAG (clockwise), and if Runway in use is 05 - 20KT with a maximum Wind Gust of 30KT, and if Runway in use is 23 - 15KT, subject also to maximum Wind Gust of 25KT as indicated by MID Anemometer.
 - 2. Maximum of two minutes mean Wind Speed Values, including Gust indicated by the MID or ROSÁRIO Anemometers
 - In the Sector 200° to 230° MAG (clockwise) - 25KT.
- b. When Taking-off

- 1 Maximum of two minutes mean Wind Speed Values indicated by the MID anemometer:
- In the sector 300° to 010° MAG (clockwise) - 20KT with no Gust limitations
 - In the sector 020° to 040° MAG (clockwise) - 25KT with no Gust limitations
 - In the sector 120° to 190° MAG (clockwise) and if Runway in use is 05 - 25KT with no Gust limitations, and if Runway in use is 23 - 20KT, also with no Gust limitations

NOTE: The limitations above do not supersede any Operators or Aircraft Operations Manual (AOM) limitations if these are more restrictive

2.20.2.3.1.3 Turbulence

- Attention should be paid to the WIND DIRECTION INDICATORS located on the south side of the runway, near each touchdown area. They will reflect unexpected wind changes. Occasionally they will indicate wind from opposite directions;
- When landing on RWY 05 wind differences greater than 5 KT, between Rosário and MID anemometers, may indicate turbulence on final;
- When landing on RWY 23 with winds from South and Westerly Sectors, one may experience severe turbulence 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 drafts or up drafts 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.

2.20.2.3.2 Visual Approaches procedures

QFE values are related to the elevation of each threshold.

2.20.2.3.2.1 To Runway 05

- On downwind maintain 1140 FT/QNH (1000 FT/QFE).
- During approach, the aircraft must cross the coast over GELO at 850 FT/QNH (710 FT/QFE) THR 05, then he should follow the curved approach lights, not passing to the North side (to the left) of them. By ROSARIO he should be at about 460 FT/QNH (320 FT/QFE).
- At 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 should be followed. They are set to define a 3° descent path crossing the Threshold at 57 FT.
- Runway slope - see LPMA AD 2.24.4B

NOTE: Due to high terrain, caution should be exercised to avoid flying left of approach lights path to RWY 05

2.20.2.3.2.2 To Runway 23

In order to never cross to the right (north) of radial 237 from DVOR/DME FUN or QDR 236° from NDB MAD:

- On the visual approach initiated overhead DVOR/DME FUN the aircraft should be kept slightly left on this radial until a point where - with touchdown zone and PAPI in sight - it has to line up with the runway.
 - Maintain MDA (H) until intersecting the 3° final descend path defined by the PAPI, which crosses the Threshold at 57 FT
 - Due to high terrain on the right (north) side of the approach - Pico do Facho mountain and a cliff - do not deviate to the right of the extended centre line of Runway 23
1. Pico do Facho: altitude 1129 FT, distance 1023 M abeam a point 1NM from Threshold;

2. Cliff altitude 558 FT, distance 608 M abeam the same point.
 - At night the hills (Pico do Facho) on your right may be confused with mist. This obstacle is lighted.
 - Touchdown Runway 23 out of control Tower visual range
 - Touchdown zone lighting is provided
 - A go around manoeuvre should be performed if the aircraft has not landed by the end of these lights.

2.20.2.3.3 Landing procedures

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

- a. Approach Runway 05 must be made in a minimum visibility of 5000 meters (see AD 2.24.10A1-1)
- b. Approach Runway 23 must be made in a minimum visibility of 7000 meters (see AD2.24.10A2-1)

2.20.2.3.4 Departure procedures

2.20.2.3.4.1 Introduction

- Pilots are advised to select full power on Take-off in the presence of turbulence or down draft reports.
- Take-off on both runways must be made in a minimum visibility of 2800 meters. Required take-off alternate.
- There are curved trajectories defined for both runways and for all engines operating.
- Each operator must prepare its own engine failure procedure.

2.20.2.3.4.2 Take-off Runway 05

1. Immediately after take-off and at 100 FT minimum or by THR runway end (whichever comes first) start right turn to avoid high ground on the left side (see appropriate visual take-off chart-MAP/LPMA-TKOF).

NOTE: Referring to pressure altimeter, readings of 100 FT above the departure end of the runway, will be:

- 300 FT when using QNH.
 - 150 FT when using QFE for THR RWY 05.
2. See description of SID on paragraphs LPMA AD 2.22.1 and LPMA AD 2.22.3

2.20.2.3.4.3 Take-off Runway 23

1. Immediately after take-off and at 100 FT minimum or by the runway end (whichever comes first) start the left turn keeping to the left of the coast line.

Referring to pressure altimeter, readings of 100 FT above the departure end of the runway, will be:

- 250 FT when using QNH.
 - 50 FT when using QFE for THR RWY 23.
2. With westerly winds, tail windshears may be expected. Anemometer readings reported by tower at the end of the runway and at Rosario may indicate this possibility.
 3. See description of SID on paragraphs LPMA AD 2.22.1 and LPMA AD 2.22.3.

2.20.2.3.5 Night Operations

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

2.20.2.3.5.2 Training flights are forbidden daily during night period, between 23:00 (22:00)and 08:00 (07:00).

2.20.3 Radio Communication

Departing Traffic shall contact Madeira TWR 08:00-16:30 (07:00-15:30) or Madeira APP 16:30-08:00 (15:30-07:00) till 10MIN before estimated time for departure, for:

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1. AD information.
2. modify/confirm ETD.

NOTE: Start up of flights affected by AFTM measures are to observe the stated in paragraph 1.9.5.2 of Air traffic flow management (ENR 1.9).

2.20.4 Acceptance of private Flying Club and Delivery aircraft

24 hours PPR required.

2.20.5 Pilots information report

Pilot's shall report to ATC or Airport Operations Department, as soon as possible, any deficiency that may affect operational conditions.

2.20.6 Apron operation and procedures

2.20.6.1 Push-back, Start-up and Taxiing

2.20.6.1.1 Jet aircraft engine start-up is only permitted after push-back manoeuvre with aircraft positioned in breakaway area.

2.20.6.1.2 All aircrafts must activate anti-collision lights before starting engines.

2.20.6.1.3 To prevent blast damage in aircraft equipment and personnel, all aircraft operations on the apron must be made using lowest power setting.

2.20.6.1.4 Pilots shall contact MADEIRA Tower for departure approval, 10 minutes before Start-up, and shall provide the following information:

- A. Call Sign
- B. Stand Number
- C. Cruising Level
- D. ATIS ACK

2.20.6.2 Marshaller

Marshaller assistance is compulsory for parking in entire airport Apron area. Stand entrance is only allowed with Follow-me assistance.

2.20.6.3 Parking Manoeuvres

Parking manoeuvres of Jet Aircraft are made according to the nose-in and push-back system, except for jet wide body aircraft over and above 59 M wingspan, shall stop facing to the north.

2.20.6.4 Engine Test runs

2.20.6.4.1 Engine test runs must be made on the runway. Engine test runs in idle power may take place on Stands, with the prior authorization of the Airport Operation Department.

2.20.6.4.2 **Test are only permitted between 06:00 to 23:00 (05:00 TO 22:00) and with the prior authorization of the Airport Operations Department.**

2.20.7 Parking Restrictions

Due to Aircraft parking shortage at LPMA AD it is mandatory submit a request according procedures on GEN 1.2.2 item 1.2.2.1 - Scheduling Coordination.

2.20.8 Refuel Operations

All refuelling operations with passengers on board, embarking or disembarking, are only allowed with a RFFS Vehicle on prevention and must have previous authorization of Airport Operation Authority.

Accordingly Crews must contact the following frequencies:

- Ground Operations Groundforce - frequency 131.850 MHZ
- Ground Operations Portway - frequency 131.870 MHZ

2.20.9 Handling Services

2.20.9.1 All commercial aircraft operating in Madeira Aerodrome must be represented by one of the Agents mentioned on the list below (paragraph 2.20.8.5).

2.20.9.2 Taxi / private crews are advised to contact Agent before operation.

2.20.9.3 Crew, Passengers and baggage transportation is only provided by full Agents only.

2.20.9.4 Cargo handling is only provided by full handling Agents only.

2.20.9.5 Authorized Full Handling Agents:

GROUND FORCE PORTUGAL

Duty Station Manager

Telephone: +351.291.520810

Mobile Phone: +351.96. 564 12 27

FAX: +351.291524487

E-mail: duty.Stationmgr.fnc@groundforce.pt

SITA: FNCKKTP

Coordination / Clearances / flt watch / msgs / VHF 131.850 MHZ

E-mail: cce.fnc@groundforce.pt

Telephone: +351.291.520807

FAX: +351.291.524487

SITA: FNCKOTP

TRIAM - MADEIRA HANDLING AGENTS

Telephone: +351.291.524300/425

FAX: +351.291.524309

E-mail: operations@triam.pt

SITA: FNCOPXH

CUT FREQ.: 131.575MHZ

Call Sign: TRIAM Operations Funchal

PORTWAY HANDLING PORTUGAL, SA

Telephone: +351.291.520920

FAX: +351.291.520921

SITA: FNCKPXH

Email: Duh.funchal@portway.pt

2.20.9.6 Authorized Handling Supervision and Representation Agents

SERVISAIR PORTUGAL, LDA.

Telephone: +351.291.524120

FAX: +351.291.524755

Mobile Phone: +351.93.9495369

E-mail: funchal@servisair.com

SITA: FNCSAXH

VHF FREQ.: Not available

LPMA AD 2.21 NOISE ABATEMENT PROCEDURES

LPMA AD 2.22 FLIGHT PROCEDURES

2.22.1 STANDARD DEPARTURES FROM MADEIRA AERODROME

2.22.1.1 RUNWAY 05

2.22.1.1.2 GENERAL REMARKS

See Special procedures and operating limitations on LPMA AD 2 para 2.20.2, particularly paragraphs 2.20.2.3.4.1, 2.20.2.3.4.2 (for RUNWAY 05)).

2.22.1.1.3 RADIO COMMUNICATION FAILURE

In the event of RCF squawk A7600:

1. Fly at/to the last assigned and acknowledged level or to the level of SID if is higher than the last assigned level until passing 30 NM DME FUN DVOR/DME;

Thereafter adjust level and speed in accordance with the filed flight plan;

If being radar vectored or proceeding offset, when passing 30 NM DME FUN DVOR/DME, rejoin the current flight plan route and proceed in accordance with § 2 above.

If cleared DCT to..., fly at/to the assigned and acknowledged level or to FL060, whichever is higher, until passing 30 NM DME FUN DVOR/DME, maintain the current flight plan route and proceed in accordance with § 2 above.

2.22.1.1.4 STANDARD DEPARTURE (SID) DESCRIPTION

RUNWAY 05 (see Chart LPMA AD.2.24.7A)				
Designator	Route	After Take-off		Remarks
		Climb to ALT / FL	Contact	
IRKID5N	Proceed on MAG Track 088 after passing ABM FUN DVOR/DME (RDL179) and above 1500FT QHN turn left to MAG Track 338, keeping FUN DVOR/DME left hand: above 3000FT QNH intercept and proceed on RDL 322 FUN DVOR/DME to IRKID	FL060	Madeira Approach 119.20MHZ	Do not overshoot RDL 321 FUN DVOR/DME to the South
MADAT5N	Intercept and proceed on RDL213 FUN DVOR/DME; after 11NM FUN DVOR/DME or above 3500FT QNH turn right to intercept and proceed on RDL 215 FUN DVOR/DME to MADAT	FL060		
ORTIS5N	Intercept and proceed on RDL181 FUN DVOR/DME to GOSGA - ORTIS	FL060		
SANTO5E (SNT5E)	Proceed on MAG Track 088 after passing ABM FUN DVOR/DME (RDL179) and above 1500FT QHN and crossing the 04NM FUN DVOR/DME proceed on QDM039 PST NDB; intercept and proceed on RDL086 FUN DVOR/DME; Intercept and proceed on RDL184 to SNT DVOR/DME	FL060		To be used pending traffic conditions and for traffic landing at LPPS
SANTO5N (SNT5N)	Proceed on MAG Track 088 after passing ABM FUN DVOR/DME (RDL179) and crossing the 4NM arc FUN DVOR/DME and not below 1500FT QNH proceed on QDM039 to PST NDB; proceed to SNT DVOR/DME	FL060		To be used pending traffic conditions and for traffic landing LPPS
TABOM5N	Intercept and proceed on RDL 164 FUN DVOR/DME to TABOM	FL060		

2.22.2.1 RUNWAY 23

2.22.2.1.1 GENERAL REMARKS

See Special procedures and operating limitations on LPMA AD 2 para 2.20.2, particularly paragraphs 2.20.2.3.4.1 and 2.20.2.3.4.3 (for RUNWAY 23).

2.22.2.1.2 RADIO COMMUNICATION FAILURE

In the event of RCF squawk A7600:

1. Fly at/to the last assigned and acknowledged level or to the level of SID if is higher than the last assigned level until passing 30 NM DME FUN DVOR/DME
2. Thereafter adjust level and speed in accordance with the filed flight plan;
3. If being radar vectored or proceeding offset, when passing 30 NM DME FUN DVOR/DME, rejoin the current flight plan route and proceed in accordance with § 2 above.
4. If cleared DCT to..., fly at/to the assigned and acknowledged level or to FL060, whichever is higher, until passing 30 NM DME FUN DVOR/DME maintain the current flight plan route and proceed in accordance with § 2 above.

2.22.2.1.3 STANDARD DEPARTURE (SID) DESCRIPTION

RUNWAY 23 (see Chart LPMA AD.2.24.7B)				
Designator	Route	After Take-off		Remarks
		Climb to ALT / FL	Contact	
IRKID5S	Proceed on MAG Track 078; after passing ABM FUN DVOR/DME (RDL169) and above 1500FT QNH turn left to MAG Track 338, keeping FUN DVOR/DME left hand on track; above 3000FT QNH intercept and proceed on RDL322 FUN DVOR/DME to IRKID	FL060	Madeira Approach 119.20MHZ	Do not overshoot RDL 321FUN DVOR/DME to the South
MADAT5S	Proceed on MAG track 178; intercept and proceed on RDL 213 FUN DVOR/DME; after 11NM FUN DVOR/DME or above 3500FT QNH; intercept and proceed on RDL 215 FUN DVOR/DME to MADAT	FL060		
ORTIS5S	Proceed on MAG Track 148, intercept and proceed on RDL 181 FUN DVOR/DME to GOSGA - ORTIS.	FL060		
SANTO5F (SNT5F)	Proceed MAG track 078; after passing ABM FUN DVOR/DME (RDL169) or 1500FT QNH proceed on QDM 039 PST NDB; intercept and proceed on RDL 086 FUN DVOR/DME; intercept and proceed on RDL 184 to SNT DVOR/DME	FL060		Alternative to SNT5S to be used for landing at LPPS Runway 36. Keep beyond arc 3NM FUN DVOR/DME
SANTO5S (SNT5S)	Proceed on MAG Track 078, after passing ABM FUN DVOR/DME (RDL169) or 1500FT QNH proceed on QDM 039 PST NDB: proceed to SNT DVOR/DME	FL060		Keep beyond arc 3NM FUN DVOR/DME
TABOM5S	Proceed on track 148; intercept and proceed on RDL164 FUN DVOR/DME to TABOM	FL060		

2.22.3 FMS RNAV DEPARTURES ROUTES FROM MADEIRA AERODROME

2.22.3.1 RUNWAY 05

2.22.3.1.1 GENERAL REMARKS

See Special procedures and operating limitations on LPMA AD 2 para 2.20.2, particularly paragraphs 2.20.2.3.4.1, 2.20.2.3.4.2 (for RUNWAY 05) and 2.20.2.3.4.3 (for RUNWAY 23).

2.22.3.1.2 RADIO COMMUNICATION FAILURE

In the event of RCF squawk A7600:

1. Fly at/to the last assigned and acknowledged level or to the level of SID if is higher than the last assigned level until passing 30 NM DME FUN DVOR/DME;

Thereafter adjust level and speed in accordance with the filed flight plan;

If being radar vectored or proceeding offset, when passing 30 NM DME FUN DVOR/DME, rejoin the current flight plan route and proceed in accordance with § 2 above.

If cleared DCT to..., fly at/to the assigned and acknowledged level or to FL060, whichever is higher, until passing 30 NM DME FUN DVOR/DME, maintain the current flight plan route and proceed in accordance with § 2 above.

2.22.3.1.3 FMS RNAV SIDs DESCRIPTION

RUNWAY 05 (see chart LPMA AD 2.24.7C)				
Designator	Route	After Take-off		Remarks
		Climb to ALT / FL	Contact	
DEGUN2N	XAVAL - POBAR-DEGUN	FL060	Madeira Approach	
NIDUL2N	Intercept and proceed on RDL 213 FUN DVOR/DME; after 11NM FUN DVOR/DME or above 3500FT QNH, turn right to intercept and proceed on RDL 215 FUN DVOR/DME to XERON; AT XERON or crossing FL100, whichever is earlier turn right to NIDUL	FL100	119.20MHZ	

2.22.3.2 RUNWAY 23

2.22.3.2.1 GENERAL REMARKS

See Special procedures and operating limitations on LPMA AD 2 para 2.20.2, particularly paragraphs 2.20.2.3.4.1, 2.20.2.3.4.2 (for RUNWAY 05) and 2.20.2.3.4.3 (for RUNWAY 23).

2.22.3.2.2 RADIO COMMUNICATION FAILURE

In the event of RCF squawk A7600:

1. Fly at/to the last assigned and acknowledged level or to the level of SID if is higher than the last assigned level until passing 30 NM DME FUN DVOR/DME;
2. Thereafter adjust level and speed in accordance with the filed flight plan;
3. If being radar vectored or proceeding offset, when passing 30 NM DME FUN DVOR/DME, rejoin the current flight plan route and proceed in accordance with § 2 above.
4. If cleared DCT to..., fly at/to the assigned and acknowledged level or to FL060, whichever is higher, until passing 30 NM DME FUN DVOR/DME, maintain the current flight plan route and proceed in accordance with § 2 above.

2.22.3.2.3 FMS RNAV SIDs DESCRIPTION

RUNWAY 23 (see chart LPMA AD 2.24.7D)				
Designator	Route	After Take-off		Remarks
		Climb to ALT / FL	Contact	
DEGUN2S	XAVAL - POBAR - DEGUN	FL060		
NIDUL2S	Proceed on track 178; intercept and proceed on RDL 213 FUN DVOR/DME; after 11NM FUN DVO/DME or above 3500FT QNH turn right to intercept and proceed on RDL 215 FUN DVOR/DME to XERON; at XERON or crossing FL100, whichever is earlier turn right to NIDUL	FL100	Madeira Approach 119.20MHZ	

2.22.4 STANDARD ARRIVAL TO MADEIRA AERODROME

2.22.4.1 GENERAL REMARKS:

See Special procedures and operating limitations on LPMA AD 2 section 2.20.2, particularly paragraphs 2.20.2.3.2 and 2.20.2.3.3.

2.22.4.2 SPEED ADJUSTMENT:

07-MAY-2009

See ENR Section 1.5, sub-section 1.5.5 - Radar procedure within Lisboa, Faro, Porto and Madeira TMAs

2.22.4.3 RADIO COMMUNICATION FAILURE

In the event of RCF aircraft squawk A7600, fly at/to the last assigned level and:

1. Above FL 270 proceed to "XINGA" and over holding pattern descend to FL 140 and then proceed to ABUSU; over ABUSU holding pattern at FL 140 proceed in accordance with § 3 below.
2. At/below FL 270 proceed to ABUSU; over ABUSU holding pattern proceed in accordance with § 3 below.
3. Over ABUSU at ETA according to CPL or at EAT (when received and acknowledged) start descent to initial approach altitude to carry out a standard IFR approach according to IAC.

2.22.4.4 STANDARD ARRIVALS DESCRIPTION

RUNWAYS 05/23 (see chart LPMA AD 2.24.9A)					
Designator	Identification Significant Points	MAGTrack	DIST NM	Minimum safe ALT	Remarks
BIMBO3A	BIMBO	343	086	4000	Clearance limit: Holding ABUSU
	FUN DVOR/DME	032	008	3000	
	Holding ABUSU				
NIKAV3A	NIKAV	126	022	4000	Clearance limit: Holding ABUSU
	IRSAN	212	019	3000	
	Holding ABUSU				
MADAT3A	MADAT	035	040	5000	Clearance limit: Holding ABUSU
	FUN DVOR/DME	032	008	3000	
	Holding ABUSU				
SANTO 3A (SNT3A)	SNT DVOR/DME	262	009	4000	Clearance limit: Holding ABUSU
	9 NM SNT DVOR/DME	212	013	3000	
	Holding ABUSU				

2.22.4.5 FMS RNAV ARRIVAL DESCRIPTION

RUNWAYS 05/23 (see chart LPMA AD 2.24.9B)					
Designator	Identification Significant Points	MAGTrack	DIST NM	Minimum safe ALT	Remarks
LIDRO4A	LIDRO	232	037	4000	Clearance limit: Holding ABUSU
	TOBED	207	024	3000	
	Holding ABUSU				

RUNWAYS 05/23 (see chart LPMA AD 2.24.9B)					
Designator	Identification Significant Points	MAGTrack	DIST NM	Minimum safe ALT	Remarks
NIDUL4A	NIDUL	094	021	FL100	Clearance Limit: Holding ABUSU
	XERON	035	025	5000	
	FUN DVOR/DME	032	008	3000	
	Holding ABUSU				

LPMA AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird concentrations in the Movement Area and in the Vicinity of the Airport

Birds activity takes place daily from sunrise to sunset at the movement area (including STRIPS) and in the vicinity of the airport. Birds concentration in aerodrome vicinity and on the STRIP of RWY 05/23.

As far as practicable, Air Traffic Service will inform pilots of this Bird activity and the estimated location, if possible.

During the above periods, pilots of aircraft are advised that birds may not always be promptly detect and caution is requested during approach-to-land, descent, take-off, climb and Taxi procedures.

Dispersal activities include the using of gas cannon units, scarecrow hand-held and vehicle devices distress calls and the presence of wildlife personnel.

A Wildlife Hazard Management Plan is also in force in Madeira Airport.

Gas cannon activity takes place during all year, daily from sunrise to sunset and scarecrow devices area activated whenever birds are detected.

Wildlife personnel available daily between 08:30-18:00 (07:30-17:00)

LPMA AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
AERODROME CHART - ICAO	LPMA AD 2.24.1-1
AIRCRAFT PARKING / DOCKING CHART -ICAO	LPMA AD 2.24.2-1
AERODROME OBSTACLE CHART - ICAO - RWY 23	LPMA AD 2.24.4A.1-1
AERODROME OBSTACLE CHART - ICAO - RWY 05	LPMA AD 2.24.4B.1-1
STANDARD DEPARTURE INSTRUMENT CHART (SID) - RWY 05	LPMA AD 2.24.7A-1
STANDARD DEPARTURE INSTRUMENT CHART (SID) - RWY 23	LPMA AD 2.24.7B-1
RNAV STANDARD DEPARTURE INSTRUMENT CHART (SID) - RWY 05	LPMA AD 2.24.7C-1
RNAV STANDARD DEPARTURE INSTRUMENT CHART (SID) - RWY 23	LPMA AD 2.24.7D-1
STANDARD ARRIVAL INSTRUMENT CHART (STAR) - RWY 05 / 23	LPMA AD 2.24.9A-1
RNAV STANDARD ARRIVAL INSTRUMENT CHART (STAR) - RWY 05 / 23	LPMA AD 2.24.9B-1
INSTRUMENT APPROACH CHART - DVOR/DME CIRCLING RWY 05 CAT A/B/C/D	LPMA AD 2.24.10A1-1
INSTRUMENT APPROACH CHART - DVOR/DME CIRCLING RWY 23 CAT A/B/C/D	LPMA AD 2.24.10A2-1
INSTRUMENT APPROACH CHART - NDB CIRCLING RWY 05 CAT A/B/C/D	LPMA AD 2.24.10B2-1
INSTRUMENT APPROACH CHART - NDB CIRCLING RWY 23 CAT A/B/C/D	LPMA AD 2.24.10C2-1

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Name	Page
VISUAL APPROACH AND LANDING CHART - DVOR RWY 05	LPMA AD 2.24.11A1-1
VISUAL APPROACH AND LANDING CHART - DVOR RWY 23	LPMA AD 2.24.11A2-1
VISUAL APPROACH AND LANDING CHART - NDB RWY 05	LPMA AD 2.24.11B2-1
VISUAL APPROACH AND LANDING CHART - NDB RWY 23	LPMA AD 2.24.11C2-1
VISUAL TAKE-OFF CHART - RWY 05	LPMA AD 2.24.11D1-1
VISUAL TAKE-OFF CHART - RWY 23	LPMA AD 2.24.11D2-1