

AD 2 AERODROMES**LPPS AD 2.****LPPS AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

LPPS - PORTO SANTO

LPPS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site	LAT:33 04 15N LONG:016 20 59W Intersection Runway 36/18 with Taxiway unserviceable
2	Direction and distance of ARP from city or town	2KM (1.08NM) NNW from Porto Santo
3	Elevation/Reference temperature	103M / 338FT 25.7° C (AUG)
4	Geoid undulation at aerodrome elevation position	48,94M
5	MAG VAR/Annual change	6°W (2006) / 0.15° decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post:Aeroportos e Navegação Aérea da Madeira Aeroporto de Porto Santo Ilha de Porto Santo 9400 – Porto Santo Phone:+351.291.980120 Fax:+351.291.980121 AFS:LPPSYDYA Email:anam@anam.pt URL:http://www.anam.pt
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

LPPS AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	Customs: MON-SUN + HOL 07:00-23:00 (06:00-22:00) 23:00-07:00 (22:00-07:00) on request Immigration: MON-FRI 09:00-18:00 (08:00-17:00) 18:00-09:00 (17:00-08:00)on request SAT + SUN + HOL H24 on request
3	Health and sanitation	NIL
4	AIS Unit *	NIL
5	ATS Reporting Office (ARO) **	NIL
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	MON-SUN+HOL 09:00-13:00 (08:00-12:00) and 15:00-19:00 (14:00-18:00) MON-SUN+HOL 13:00-15:00 (12:00-14:00) and 19:00-09:00 (18:00-08:00) on request

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9	Handling	Groundforce: MON-SUN+HOL 07:00-22:00 (06:00-21:00) 22:00-07:00 (21:00-06:00) on request
10	Security	H24
11	De-icing	NIL
12	Remarks	Services availability on request: for contacts see AD 2.20 *Pre-flight Information Bulletins can also be supplied upon request. The service must be requested through Communications Station 08:00-13:00 (07:00-12:00) and 14:00-16:00 (13:00-15:00) and through TWR 13:00-14:00 (12:00-13:00) and 16:00-08:00 (15:00-07:00) **Acceptance and forwarding of FPL and associated messages is possible through AFS Station.

LPPS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	One Fork Lift (2 tons) High Lift Loader Conveyor Belt Various vehicles and Equipment
2	Fuel/oil types	FUEL: JET A1 OIL: None
3	Fuelling facilities/capacity	Hydrant system and fuel 2 Trucks capacity 36000 litres. Delivery rate 56 litres per second.
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

LPPS AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in City (1700 beds)
2	Restaurants	AD Restaurant, other restaurants in City
3	Transportation	Taxis
4	Medical facilities	First Aid Treatment at Aerodrome, Ambulance City Medical Centre in City H24
5	Bank and Post Office	In City
6	Tourist Office	In City
7	Remarks	NIL

LPPS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 6 Daily 08:00-24:00 (07:00-23:00) Higher Category, up to CAT 8, available by Prior Permission Requested (PPR) to Madeira Airports Director LPPSYDYA, 60 minutes prior operation, or at least 30 minutes directly to Control Tower. CAT 4 Daily 00:00-08:00 (23:00-07:00) During this period, all aircraft operating in higher category will be granted if coordinated with a minimum of 24 hours in advance.
2	Rescue equipment	In accordance with CAT 6 requirements established in table 5.2 of ICAO Doc. 9137-AN/898 Part I.
3	Capability for removal of disabled aircraft	NIL If necessary all equipment available in LPMA Aerodrome
4	Remarks	NIL

LPPS AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type(s) of clearing equipment	Not Applicable
2	Clearance priorities	Not Applicable
3	Remarks	Aerodrome available all seasons

LPPS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	APRON	SURFACE	STRENGTH		
		A	Concrete	PCN 70/R/C/W /U		
2	Taxiway width, surface and strength	TAXIWAY	WIDTH	SURFACE	STRENGTH	
		A	30M	Concrete	PCN 60/R/C/W /U	
		B and C	15M			
3	Altimeter checkpoint location and elevation	Apron – 258FT				
4	VOR checkpoint locations	Not established				
5	INS Checkpoint positions	RAMP / STAND	INS COORDINATES	ELEVATION (M/AMSL)	ACFT TYPE (CRITICAL)	PUSH BACK TO TWY/TAXILANE
		A01	330413.13N 0162046.95W		A320	
		A02	330417.87N 0162047.14W		B757	
		A03	330421.06N 0162047.25W		A320	
		A04	330421.24N 0162048.82W		A310	
		A05	330418.94N 0162048.73W		B757	
		A06	330416.76N 0162048.65W		B757	
		A07	330412.16N 0162046.84W		ATP	
6	Remarks	Stands A06, A05 can't be used in simultaneous with Stands A02 and A03				

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LPPS 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	Taxiway's guidelines Guideline at Apron
2	RWY/TWY markings and lights	RWY/TWY Markings: Runway designation, Runway centre line, Threshold, Edge, Runway End as appropriate, Touchdown Zone, Taxiway centre line, and Runway Holding Position at taxiways/runways interception. RWY/TWY Lights:Lateral lights each runway, lateral lights each all taxiways and lateral lights all Holding Bay.
3	Stop bars	NIL
4	Remarks	NIL

LPPS AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at aerodrome	
1			2	
RWY/Area affected	Obstacle type Elevation Marking/Lighting	Co-ordinates	Obstacle type Elevation Markings/LGT	Co-ordinates
a	b	c	a	b
	See LPPS AD 2.24.4		ANTENNA 175M White and Red / Red	330357.3N 0162118.2W
3	Remarks	All obstructions inside approach and take-off areas are provided with day marking and obstruction lighting.		

LPPS 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	PORTO SANTO CMA
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	LISBOA CMA 30 HR - issuance every 6 hours
4	Trend forecast Interval of issuance	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

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8	Supplementary equipment available for providing information	Flightbriefing
9	ATS units provided with information	Porto Santo TWR, Madeira TWR and APP
10	Additional information (limitation of service, etc.)	OPS: Phone: +351 291 982 138 Fax: +351 291 983 892 Email: lpps@meteo.pt

LPPS 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 Geoid Undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
36	358.11	3000x45	PCN60/F/C/W/T Asph. Conc.	THR 33 03 35.53N 016 20 57.89N RWY END 33 05 13.04N 016 21 01.72W THR GEOID 48.5M	THR 73M	See LPPS AD 2.24.4
18	178.11			THR 33 05 13.04N 016 21 01.72W RWY END 33 03 35.53N 016 20 57.89W THR GEOID 48.5M	THR 103M	

Designations	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA	OFZ	Remarks
1	8	9	10	11	12	13
36	NIL	NIL	3120x150	NIL	NIL	Paved shoulders 7.5M each side of Runway
18						Arresting barriers of both sides of Runways 300M from THR inside of Strip signalled.

LPPS AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
36	3000	3000	3000	3000	NIL
18	3000	3000	3000	3000	

LPPS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH light Type / Length / Intensity	THR Light colour/W BAR	VASIS type	TDZ length	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	2	3	4	5	6	7	8	9	10
36	Simple Approach Lighting system with 360M length and unidirectional light white with cross bar at 300M from threshold. Variable	Green 5 at each side of Runway	PAPI -3° Both sides MEHT 14.48M	NIL	NIL	2400M White + 600M Yellow, 30M spacing variable	Red	NIL	NIL
18	Simple Approach Lighting system with 420M length and unidirectional light white with cross bar at 300M from threshold. Variable		PAPI -3° Both sides MEHT 14.48M	NIL	NIL			NIL	NIL

LPPS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: at TWR Building, FLG W/G, HS
2	LDI location and lighting Anemometer location and lighting	Anemometers: RWY36: Right Side, 300M THR. Lighted RWY18: Right Side, 300M THR. Lighted
3	TWY edge and centre line lighting	Edge Lights: all Taxiways Centre Line: NIL
4	Secondary power supply/switch-over time	Secondary Power Supply conforms requirements of Annex 14.
5	Remarks	Emergency lights available for Runway. Arresting barrier obstruction lights.

LPPS 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

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LPPS AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	PORTO SANTO CTR A circle with 5NM radius centred at ARP (33 04 15N016 20 59W)
2	Vertical limits	2000FT ALT (600M)
3	Airspace classification	C
4	ATS unit call sign / Language(s)	Madeira Approach Porto Santo Tower EN, PT
5	Transition altitude	5000FT
6	Remarks	

LPPS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
TWR	PORTO SANTO Tower	118.400 MHZ	H24	Primary
		118.750 MHZ	H24	Secondary
		278.950 MHZ	H24	
		121.500 MHZ	H24	Emergency
		243.000 MHZ	H24	Emergency
APP	MADEIRA Approach	119.200 MHZ	H24	Primary
		119.600 MHZ	HO	Secondary
		279.050 MHZ	H24	
		121.500 MHZ	H24	Emergency
		243.000 MHZ	H24	Emergency

LPPS 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
DVOR	SNT	114.90 MHZ	H24	330525.5N 0162102.3W		Coverage: 200NM FL500 Not usable: 070°/170° 195°/250° BYD 10NM BLW 9000FT

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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
DME	SNT	CH 96X	H24	330525.0N 0162101.3W	400FT	Coverage: 200NM FL500 Not usable: 070° / 170° 195° / 250° byd 10NM blw 9000FT DME unlocks expected inside 5NM namely on radials 036, 052 and 307.
NDB	PST	338 KHZ	H24	330406.6N 0162129.7W		Coverage: 250NM FL500
DVOR	FUN	112.20 MHZ	H24	324449.8N 0164219.6W		238° MAG - 3.9NM from THR RWY 23 LPMA Coverage: 200NM FL500 Not usable: 240°/310° within 20NM 240°/310° BYD 20NM BLW 9000FT
DME	FUN	CH 59X	H24	324449.3N 0164219.6W	500FT	Coverage: 200NM FL500 Not usable: 240°/310° within 20NM 240°/310° BYD 20NM BLW 9000FT

LPPS AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Handling Services

The Handling Service is provided by the following Agents:

Ground Handling:

SPDH SA (Groundforce Portugal)
Phone: +.351.291.982 146
Fax: +.351.291.982 414
Email: pxokk@groundforce.pt
SITA: PXOKKTP

TRIAM SA
Fax: +.351.291.982 172
SITA: PXOKKXH

Cargo Handling:

PPDH SA
Phone: +.351.291.982 146
Fax: +.351.291.982414
Email: pxokk.hand@tap.pt
SITA: PXOKKTP

2.20.2 Refuelling

Contact of Refuelling Company:

PETROGAL

Phone:+.351.291.982 174

Fax:+.351.291.982 174

2.20.3 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

LPPS AD 2.21 NOISE ABATEMENT PROCEDURES

LPPS AD 2.22 FLIGHT PROCEDURES

2.22.1 STANDARD INSTRUMENT DEPARTURE FROM PORTO SANTO AERODROME

2.22.1.1 RUNWAY 36

2.22.1.1.1 GENERAL REMARKS:

Be aware of high ground on both sides of runway

2.22.1.1.2 RADIO COMMUNICATIONS FAILURE

In the event of RCF squawk A7600;

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 SNT 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 SNT 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 SNT DVOR/DME, maintain the current flight plan route and proceed in accordance with § 2 above.

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2.22.1.1.3 STANDARD INSTRUMENT DEPARTURE (SID) DESCRIPTION:

RUNWAY 36 (see chart LPPS AD 2.24.7A-1 STANDARD DEPARTURE INSTRUMENT (SID) RWY 36)				
Designator	Route	After Take-off		Remarks
		Climb to ALT / FL	Contact	
ABUSU7N	Climb straight ahead; above 2500FT QNH turn left to intercept and proceed RDL 032 FUN DVOR/DME, to Holding ABUSU	FL060	Madeira Approach 119.200MHZ	
DEGUN7N	Climb straight ahead; above 3000FT QNH turn right to intercept and proceed on RDL 067 SNT DVOR/DME to DEGUN	FL060		
LIDRO7N	Climb straight ahead; above 3000FT QNH turn right to intercept and proceed on RDL 036 SNT DVOR/DME to LIDRO	FL060		To be used pending traffic conditions
NIKAV7N	Climb straight ahead; after passing SNT DVOR/DME and above 1000FT QNH turn left to MAG Track 274 to intercept and proceed on RDL 307 SNT DVOR/DME to NIKAV	FL060		
RAKUN7N	Climb straight ahead; above 3000ft QNH turn right to intercept and proceed on RDL 052 SNT DVOR/DME to RAKUN	FL060		To be used pending traffic conditions
TABOM7N	Climb straight ahead; above 3000FT QNH turn right to SNT DVOR/DME, intercept and proceed on RDL 192 SNT DVOR/DME to TABOM	FL060		

2.22.1.2 RUNWAY 18**2.22.1.2.1 GENERAL REMARKS:**

Be aware of high ground on both sides of runway

2.22.1.2.2 RADIO COMMUNICATIONS FAILURE

In the event of RCF squawk A7600;

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 SNT 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 SNT 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 SNT DVOR/DME, maintain the current flight plan route and proceed in accordance with § 2 above.

2.22.1.2.3 STANDARD INSTRUMENT DEPARTURE (SID) DESCRIPTION:

RUNWAY 18 (see chart LPPS AD 2.24.7B-1 STANDARD DEPARTURE INSTRUMENT (SID) RWY 18)				
Designator	Route	After Take-off		Remarks
		Climb to ALT / FL	Contact	
ABUSU7S	Climb straight ahead; at 2000ft QNH turn right to MAG Track 269 intercept and proceed on RDL 032 FUN DVOR/DME to Holding ABUSU	FL060	Madeira Approach 119.200MHZ	
DEGUN7S	Climb straight ahead; above 3000FT QNH turn left to MAG Track 043 to intercept and proceed on RDL 067 SNT DVOR/DME to DEGUN	FL060		
LIDRO7S	Climb straight ahead; above 3000FT QNH turn left to MAG Track 008 to intercept and proceed on RDL 036 SNT DVOR/DME to LIDRO	FL060		To be used pending traffic conditions
NIKAV7V	Climb straight ahead; at 3000FT QNH turn left to SNT DVOR/DME, intercept and proceed on RDL 307 SNT DVOR/DME to NIKAV	FL060		Alternative to NIKAV7S
NIKAV7S	Climb straight ahead; at 8NM SNT DVOR/DME or at 2000FT QNH, turn right to MAG Track 344 to intercept and proceed on RDL 307 SNT DVOR/DME to NIKAV	FL060		
RAKUN7S	Climb straight ahead; above 3000FT QNH turn left to MAG Track 029 to intercept and proceed on RDL 052 SNT DVOR/DME to RAKUN	FL060		To be used pending traffic conditions
TABOM7S	Climb straight ahead; at 16NM SNT DVOR/DME turn right to intercept and proceed on RDL 192 SNT DVOR/DME to TABOM	FL060		

2.22.2 FMS RNAV DEPARTURE ROUTES (SIDs) FROM PORTO SANTO AERODROME

2.22.2.1 RUNWAY 36

2.22.2.1.1 GENERAL REMARKS

If unable to comply with this FMS RNAV Departure Route, advise ATC.

2.22.2.1.2 NOISE ABATEMENT PROCEDURES:

In accordance with AD 1.1 - 1.1.6.1

2.22.2.1.3 RADIO COMMUNICATIONS FAILURE:

In the event of RCF squawk A7600:

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

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

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

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

RUNWAY 36 (see chart LPPS AD 2.24.7C1-1 RNAV STANDARD DEPARTURE INSTRUMENT (SID) RWY 36)

Designator	Route	After Take-Off		Remarks
		Climb to ALT / FL	Contact	
MADAT2N	Climb straight ahead; above 3000FT QNH turn right to IDIGO and proceed to MADAT	FL060	Madeira Approach 119.200MHZ	

2.22.2.2 RUNWAY 18

2.22.2.2.1 GENERAL REMARKS

If unable to comply with this FMS RNAV Departure Route, advise ATC.

2.22.2.2.2 NOISE ABATEMENT PROCEDURES:

In accordance with AD 1.1 - 1.1.6.1

2.22.2.2.3 RADIO COMMUNICATIONS FAILURE:

In the event of RCF squawk A7600:

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

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

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

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

RUNWAY 18(see chart LPPS AD 2.24.7C2-1 RNAV STANDARD DEPARTURE INSTRUMENT (SID) RWY 18)

Designator	Route	After Take-Off		Remarks
		Climb to ALT / FL	Contact	
MADAT2S	Climb direct to IDIGO, direct to MADAT	FL060	Madeira Approach 119.200MHZ	

2.22.3 STANDARD INSTRUMENT ARRIVAL TO PORTO SANTO AERODROME

2.22.3.1 RUNWAY 18 - 36

2.22.3.2 GENERAL REMARKS

NIL

2.22.3.2.1 SPEED ADJUSTMENT

See ENR Section 1.5, Sub-section 1.5.5 - Radar procedure within Lisboa, Faro, Porto and Madeira TMA's.

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2.22.3.2.2 RADIO COMMUNICATIONS FAILURE

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

Above FL 140 proceed to "XINGA HOLDING" and over holding pattern descend to FL 140 and then proceed to "MAVEX HOLDING or ADAGO HOLDING" according the RWY in use; over "MAVEX HOLDING or ADAGO HOLDING" at FL 140 proceed in accordance with § 2 below.

At/below FL 140 proceed to "MAVEX HOLDING or ADAGO HOLDING" and 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.

2.22.3.2.3 STANDARD INSTRUMENT ARRIVAL (STAR) DESCRIPTION

2.22.3.2.3.1 RUNWAY 18

RUNWAY 18 (see chart LPPS AD 2.24.9A1-1 STANDARD ARRIVAL INSTRUMENT (STAR))					
Designator	Identification Significant Points	MAGTrack	DIST NM	Minimum safe ALT	Remarks
KEKOS3C	KEKOS	353	024	3000	To be used RWY 18 Clearance Limit: MAVEX
	IDIGO	004	015	3000	
	SNT DVOR/DME	004	006	3000	
	MAVEX				
NIKAV3C	NIKAV	127	022	4000	To be used RWY 18 Clearance Limit: MAVEX
	IRSAN	127	009	4000	
	SNT DVOR/DME	004	006	3000	
	MAVEX				
MADAT3C	MADAT	035	040	9000	To be used RWY 18 Clearance Limit: MAVEX
	FUN DVOR/DME	047	027	3000	
	SNT DVOR/DME	004	006	3000	
	MAVEX				
LIDRO3C	LIDRO	217	040	4000	To be used RWY 18 Clearance Limit: MAVEX To be used pending traffic conditions
	SNT DVOR/DME	004	006	3000	
	MAVEX				
RAKUN3C	RAKUN	232	040	4000	To be used RWY 18 Clearance Limit: MAVEX To be used pending traffic conditions
	SNT DVOR/DME	004	006	3000	
	MAVEX				

2.22.3.2.3.2 RUNWAY 36

RUNWAY 36 (see chart LPPS AD 2.24.9A2-1 STANDARD ARRIVAL INSTRUMENT (STAR))					
Designator	Identification Significant Points	MAGTrack	DIST NM	Minimum safe ALT	Remarks
KEKOS3B	KEKOS	353	024	3000	To be used RWY 36 Clearance Limit: ADAGO
	IDIGO	004	007	3000	
	ADAGO				
NIKAV3B	NIKAV	127	022	4000	To be used RWY 36 Clearance Limit: ADAGO
	IRSAN	127	009	4000	
	SNT DVOR/DME	184	008	3000	
	ADAGO				
MADAT3B	MADAT	035	040	9000	To be used RWY 36 Clearance Limit: ADAGO
	FUN DVOR/DME	079	019	3000	
	IDIGO	004	007	3000	
	ADAGO				
LIDRO3B	LIDRO	217	040	4000	To be used RWY 36 Clearance Limit: ADAGO To be used pending traffic conditions
	SNT DVOR/DME	184	008	3000	
	ADAGO				
RAKUN3B	RAKUN	232	040	4000	To be used RWY 36 Clearance Limit: ADAGO To be used pending traffic conditions
	SNT DVOR/DME	184	008	3000	
	ADAGO				

2.22.4 FMS RNAV ARRIVAL ROUTES (STARs) TO PORTO SANTO AERODROME

2.22.4.1 RUNWAYS 36 / 18

2.22.4.1.1 GENERAL REMARKS:

NIL

2.22.4.1.2 SPEED ADJUSTMENT:

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

2.22.4.1.3 RADIO COMMUNICATIONS FAILURE:

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

Above FL 140 proceed to "XINGA HOLDING" and over holding pattern descend to FL 140 and then proceed to "MAVEX HOLDING or ADAGO HOLDING" according the RWY in use; over "MAVEX HOLDING or ADAGO HOLDING" at FL 140 proceed in accordance with § 2 below.

At/below FL 140 proceed to "MAVEX HOLDING or ADAGO HOLDING" and 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.

2.22.4.1.4 FMS RNAV ARRIVAL ROUTES (STARs) DESCRIPTION:

2.22.4.1.4.1 RUNWAY 18

RUNWAY 18 (see chart LPPS AD 2.24.9B1-1 RNAV STANDARD ARRIVAL INSTRUMENT (STAR))					
Designator	Identification Significant Points	MAG Track	Dist. NM	MNM IFT CRU. LEVEL	Remarks
LIDRO2K	LIDRO	233	028	4000	Runway 18 Clearance Limit: MAVEX (IAF)
	VETEL (RDL004 DME15 SNT DVOR/DME)	184	009	3000	
	MAVEX (RDL004 DME06 SNT DVOR/DME)				
LIDRO2M	LIDRO	222	035	4000	Runway 18 Clearance Limit: MAVEX (IAF)
	MAVEX (RDL004 DME06 SNT DVOR/DME)				
NIKAV2K	NIKAV	116	028	4000	Runway 18 Clearance Limit: MAVEX (IAF)
	MAVEX (RDL004 DME06 SNT DVOR/DME)				
RAKUN2K	RAKUN	239	036	4000	Runway 18 Clearance Limit: MAVEX (IAF)
	MAVEX (RDL004 DME06 SNT DVOR/DME)				

RUNWAY 18 (see chart LPPS AD 2.24.9B2-1 RNAV STANDARD ARRIVAL INSTRUMENT (STAR))					
Designator	Identification Significant Points	MAG Track	Dist. NM	MNM IFT CRU. LEVEL	Remarks
KEKOS2K	KEKOS	353	024	3000	Runway 18 Clearance Limit: MAVEX (IAF)
	IDIGO (RDL184 DME15 SNT DVOR/DME)	004	015	3000	
	SNT DVOR/DME	004	006	3000	
	MAVEX (RDL004 DME06 SNT DVOR/DME)				

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RUNWAY 18 (see chart LPPS AD 2.24.9B2-1 RNAV STANDARD ARRIVAL INSTRUMENT (STAR))

Designator	Identification Significant Points	MAG Track	Dist. NM	MNM IFT CRU. LEVEL	Remarks
MADAT2K	MADAT	049	055	4000	Runway 18 Clearance Limit: MAVEX (IAF)
	IDIGO (RDL184 DME15 SNT DVOR/DME)	004	015	3000	
	SNT DVOR/DME	004	006	3000	
	MAVEX (RDL004 DME06 SNT DVOR/DME)				

2.22.4.1.4.2 RUNWAY 36

RUNWAY 36 (see chart LPPS AD 2.24.9C1-1 RNAV STANDARD ARRIVAL INSTRUMENT (STAR))

Designator	Identification Significant Points	MAG Track	Dist. NM	MNM IFT CRU. LEVEL	Remarks
LIDRO4J	LIDRO	233	028	4000	Runway 36 Clearance Limit: ADAGO (IAF)
	VETEL (RDL004 DME15 SNT DVOR/DME)	184	009	4000	
	MAVEX (RDL004 DME06 SNT DVOR/DME)	184	006	3000	
	SNT DVOR/DME	184	008	3000	
	ADAGO (RDL184 DME08 SNT DVOR/DME)				
LIDRO2L	LIDRO	222	035	4000	Runway 36 Clearance Limit: ADAGO (IAF)
	MAVEX (RDL004 DME06 SNT DVOR/DME)	184	006	3000	
	SNT DVOR/DME	184	008	3000	
	ADAGO (RDL184 DME08 SNT DVOR/DME)				

RUNWAY 36 (see chart LPPS AD 2.24.9C1-1 RNAV STANDARD ARRIVAL INSTRUMENT (STAR))					
Designator	Identification Significant Points	MAG Track	Dist. NM	MNM IFT CRU. LEVEL	Remarks
NIKAV2J	NIKAV	116	028	4000	Runway 36 Clearance Limit: ADAGO (IAF)
	MAVEX (RDL004 DME06 SNT DVOR/DME)	184	006	3000	
	SNT DVOR/DME	184	008	3000	
	ADAGO (RDL184 DME08 SNT DVOR/DME)				
RAKUN2J	RAKUN	239	036	4000	Runway 36 Clearance Limit: ADAGO (IAF)
	MAVEX (RDL004 DME06 SNT DVOR/DME)	184	006	3000	
	SNT DVOR/DME	184	008	3000	
	ADAGO (RDL184 DME08 SNT DVOR/DME)				

RUNWAY 36 (see chart LPPS AD 2.24.9C2-1 RNAV STANDARD ARRIVAL INSTRUMENT (STAR))					
Designator	Identification Significant Points	MAG Track	Dist. NM	MNM IFT CRU. LEVEL	Remarks
KEKOS2J	KEKOS	353	024	3000	Runway 36 Clearance Limit: ADAGO (IAF)
	IDIGO (RDL184 DME15 SNT DVOR/DME)	004	007	3000	
	ADAGO (RDL184 DME08 SNT DVOR/DME)				
MADAT2J	MADAT	049	055	4000	Runway 36 Clearance Limit: ADAGO (IAF)
	IDIGO (RDL184 DME15 SNT DVOR/DME)	004	007	3000	
	ADAGO (RDL184 DME08 SNT DVOR/DME)				

LPPS 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. The birds activity is characterized predominantly by flocks of sea-gulls.

Birds concentration in aerodrome vicinity and on the STRIP of RWY 18/36.

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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 Porto Santo Airport.

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

Wildlife personnel available daily 08:00-21:00 (07:00-20:00) during summer season and 08:00-20:00 (07:00-19:00) during winter season.

LPPS AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
AERODROME CHART - ICAO	LPPS AD 2.24.1-1
AIRCRAFT PARKING/DOCKING CHART - ICAO	LPPS AD 2.24.2-1
AERODROME OBSTACLE CHART - ICAO - RWY 18 / 36	LPPS AD 2.24.4-1
STANDARD DEPARTURE INSTRUMENT (SID) - RWY 36	LPPS AD 2.24.7A-1
STANDARD DEPARTURE INSTRUMENT (SID) - RWY 18	LPPS AD 2.24.7B-1
RNAV STANDARD DEPARTURE INSTRUMENT (SID) - RWY 36	LPPS AD 2.24.7C-1
RNAV STANDARD DEPARTURE INSTRUMENT (SID) - RWY 18	LPPS AD 2.24.7C2-1
STANDARD ARRIVAL INSTRUMENT (STAR) RWY 18	LPPS AD 2.24.9A1-1
STANDARD ARRIVAL INSTRUMENT (STAR) RWY 36	LPPS AD 2.24.9A2-1
RNAV STANDARD ARRIVAL INSTRUMENT (STAR) RWY 18	LPPS AD 2.24.9B1-1
RNAV STANDARD ARRIVAL INSTRUMENT (STAR) RWY 18	LPPS AD 2.24.9B2-1
RNAV STANDARD ARRIVAL INSTRUMENT (STAR) RWY 36	LPPS AD 2.24.9C1-1
RNAV STANDARD ARRIVAL INSTRUMENT (STAR) RWY 36	LPPS AD 2.24.9C2-1
INSTRUMENT APPROACH CHART - ICAO - NDB RWY 36	LPPS AD 2.24.10A1-1
INSTRUMENT APPROACH CHART - ICAO - NDB RWY 18	LPPS AD 2.24.10A2-1
INSTRUMENT APPROACH CHART - ICAO - DVOR/DME RWY 18 CAT A AND B	LPPS AD 2.24.10B1-1
INSTRUMENT APPROACH CHART - ICAO - DVOR/DME RWY 18 CAT A AND B	LPPS AD 2.24.10B2-1
INSTRUMENT APPROACH CHART - ICAO - DVOR/DME RWY 36	LPPS AD 2.24.10C1-1
VISUAL APPROACH CHART - ICAO	LPPS AD 2.24.11-1