

GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

Night Restriction

No TKOF/LDG 0000-0600±, except:

- EMERG and ALTN.
- Delay caused by ATC.
- Delayed OPS possible up to 0100± when actually SKED up to 0000±.
- LDG between 0500-0600± possible due MET reason when SKED arrival is after 0600±.
- Limited night movements possible (MAX 3 daily and 7 weekly) with special authorization from AD.
- ACFT with noise level 96 EPNdB and above cannot be SKED between 0200-0500±.

Airport Information

RFF: CAT 7

CAT 8 AVBL PPR; 60min PN to Director or at latest 30min PN to TWR.

Fuel: 0900-1300± and 1500-1900±, O/T O/R

For refuelling with PAX on board, CTC GND OPS on FREQ 131.850, RFF vehicle mandatory.

PCN: RWY 18/36: 60/F/C/W/T

Customs: 0700-2300±, O/T O/R

Operation

RWY Restriction

180° turn for ACFT with MTOW 30t / 66139lbs or above at turning bays only .

TWY Restrictions

TWY B, C width 15m / 49ft.

Warnings

SNT VOR/DME unusable between 070°-170°. 195°-250° beyond 10NM below 9000ft.

DME unlocks expected inside 5NM namely on R036, R052, R307.

Caution is advised due to open trenches along both sides of RWY strips with a slope more than 5%.

Glider flying activities within CTR.

Birds in vicinity of AD.

ARRIVAL

Speed

Unless otherwise advised by ATC, speed adjustment under radar CTL on ARR in accordance with the following:

- MAX IAS 280KT between FL245 and FL100.
- MAX IAS 250KT at and below FL100.
- MAX IAS 220KT at and below FL70.
- MAX IAS 200 at and below 4000ft.
- MAX IAS between 180KT and 160KT when established on final APCH segment.
- Thereafter 160KT until 4NM from THR.

Additionally, ATC may REQ specific speeds for accurate spacing.

Comply with speed adjustments as promptly as feasible within own operational constraints.

Advise ATC if change of speed is required for performance reasons.

ARRIVAL**Communication****COM Failure**

Fly at/to the last assigned LVL and proceed direct SNT DVOR/DME descending to FL100 and then proceed to MAVEX HLDG or ADAGO HLDG according to the RWY in use. Over MAVEX HLDG or ADAGO HLDG and at ETA according to CPL or at EAT (when received and acknowledged) start descent to initial APCH ALT to carry out a standard IFR APCH.

Arrival Procedure

VFR Traffic Pattern: RWY 18 right-hand circuit.

Warnings

NDB RWY 36: Inbound track 23° offset.

NDB RWY 18: Inbound track 12° offset.

DEPARTURE**Take-off Minima**

RWY		18/36	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

Communication

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

COM Failure

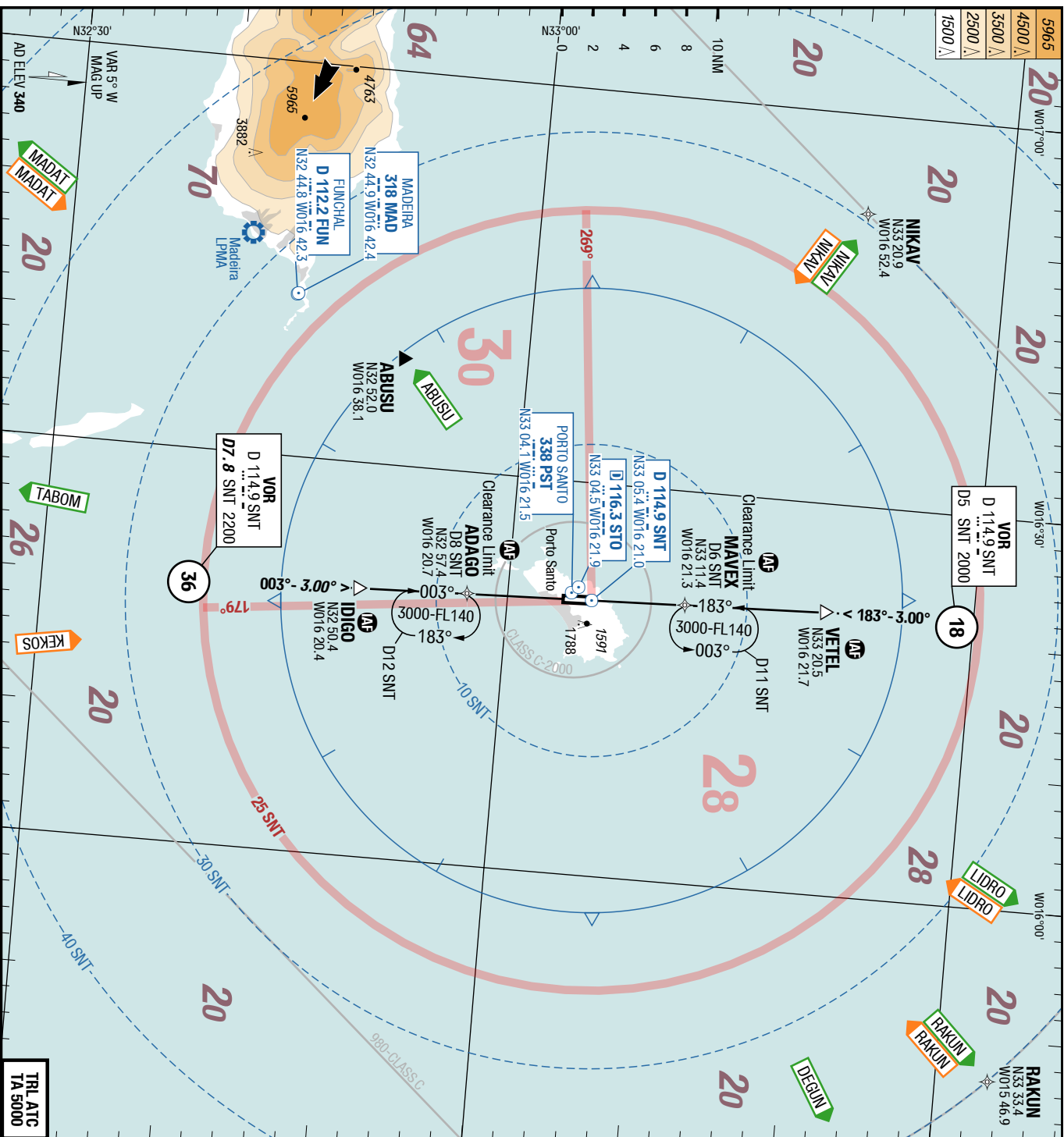
Fly at/to last assigned and acknowledged LVL or to the LVL of SID if higher until passing D30 SNT VOR. Thereafter adjust LVL and speed in accordance with filed flightplan.

If being radar vectored or proceeding offset, rejoin current flightplan route when passing D30 SNT VOR.

If cleared direct to ... , fly at/to assigned and acknowledged LVL or to FL60, whichever is higher, until passing D30 SNT VOR, maintain current flightplan route.

Departure Procedure

Start-up/Push-back: Push-back not AVBL.



Madeira APP

TWR

119.600	HO
120.450	HO
120.050	
118.750	

Landing RWY system:

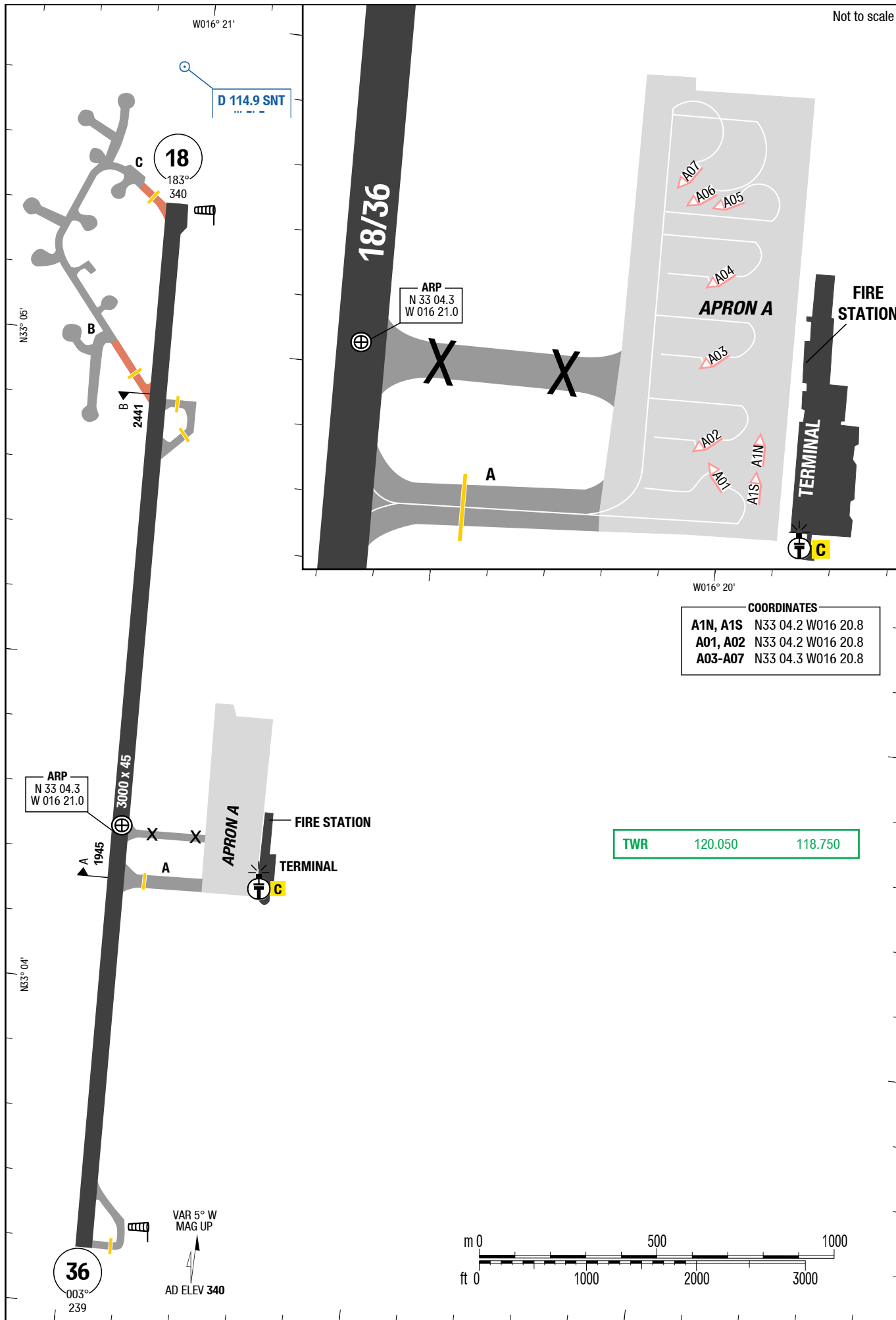
18

ML-S	THR 340 (12hPa) / TDZ --- (---%)	-1.0%
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30 ML 3.0% 45 x 3000 360
3.0% TDZ --- (---%) / THR 239 (9hPa) ML-N

+1.0%	TDZ --- (---%) / THR 239 (9hPa)
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ML-N



Effective 09-NOV-2017

02-NOV-2017

PXO-LPPS

4-10

Portugal Porto Santo

SIDs RWY 18

RNAV SIDs

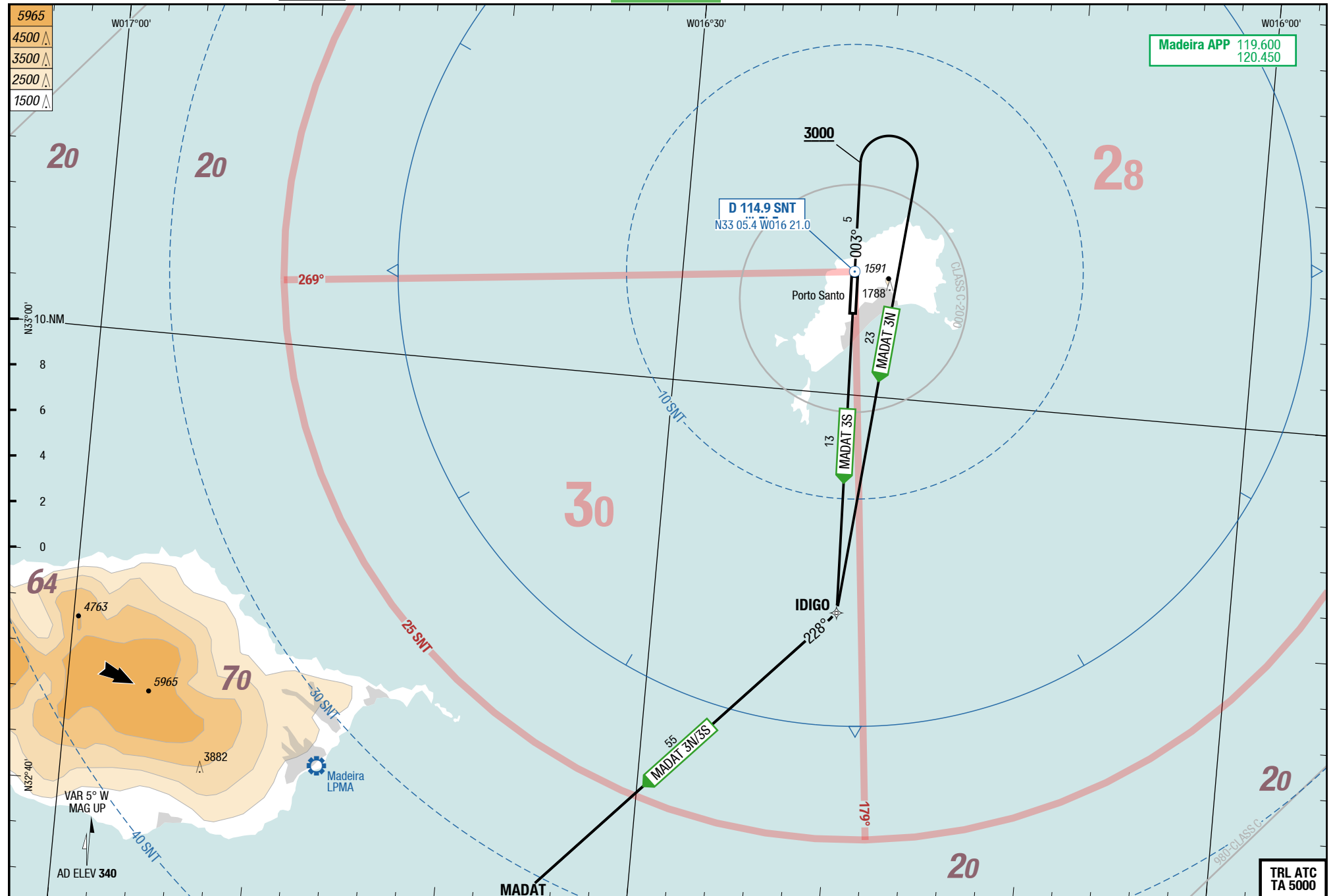
SID

SID

Porto Santo Portugal

SIDs RWY 18

RNAV SIDs



Changes: AD ELEV, TOPO, Editorial

Effective 09-NOV-2017

02-NOV-2017

PXO-LPPS

4-20

Portugal Porto Santo

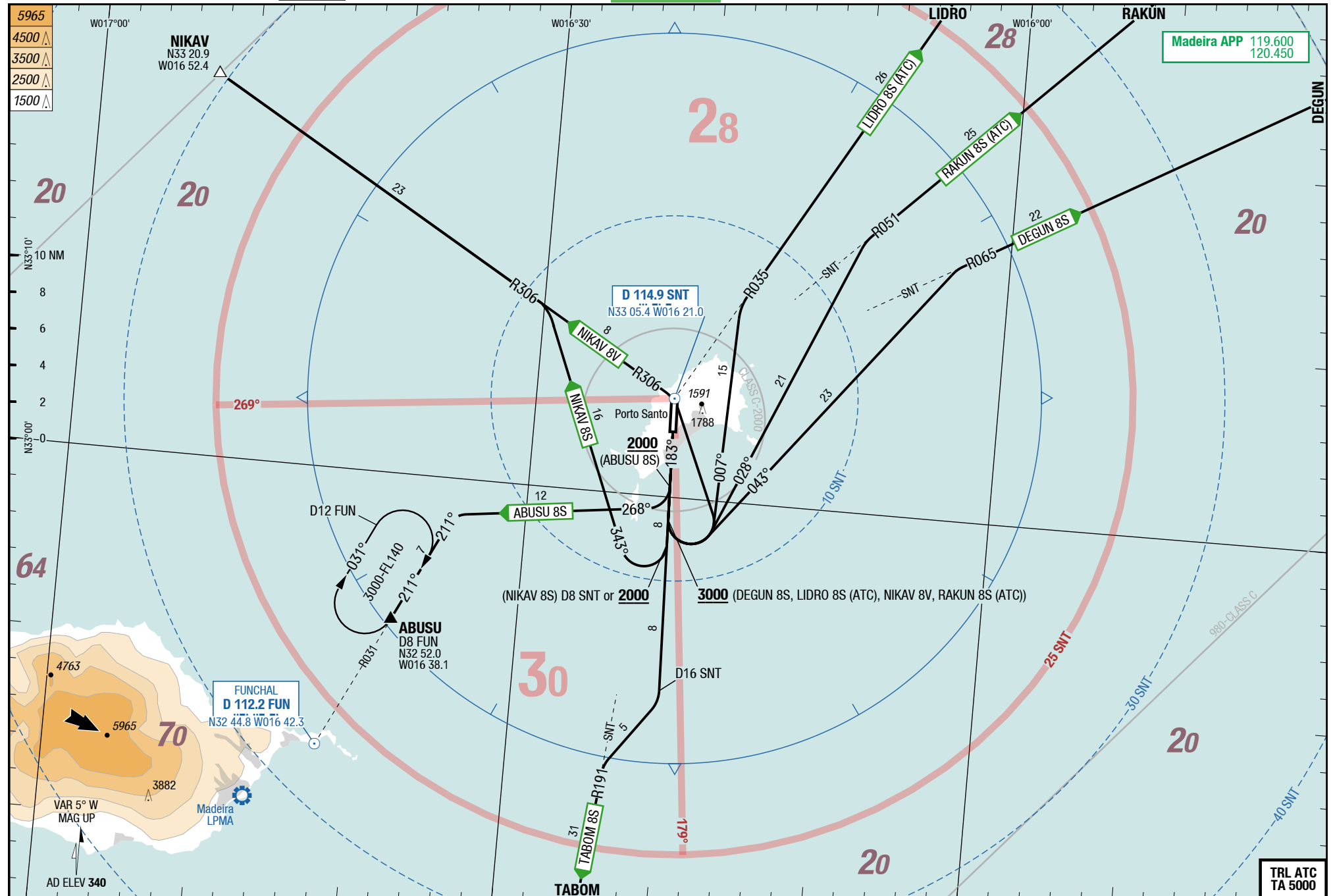
SIDs RWY 18

SID

SID

Porto Santo Portugal

SIDs RWY 18



PX0-LPPS

NIL

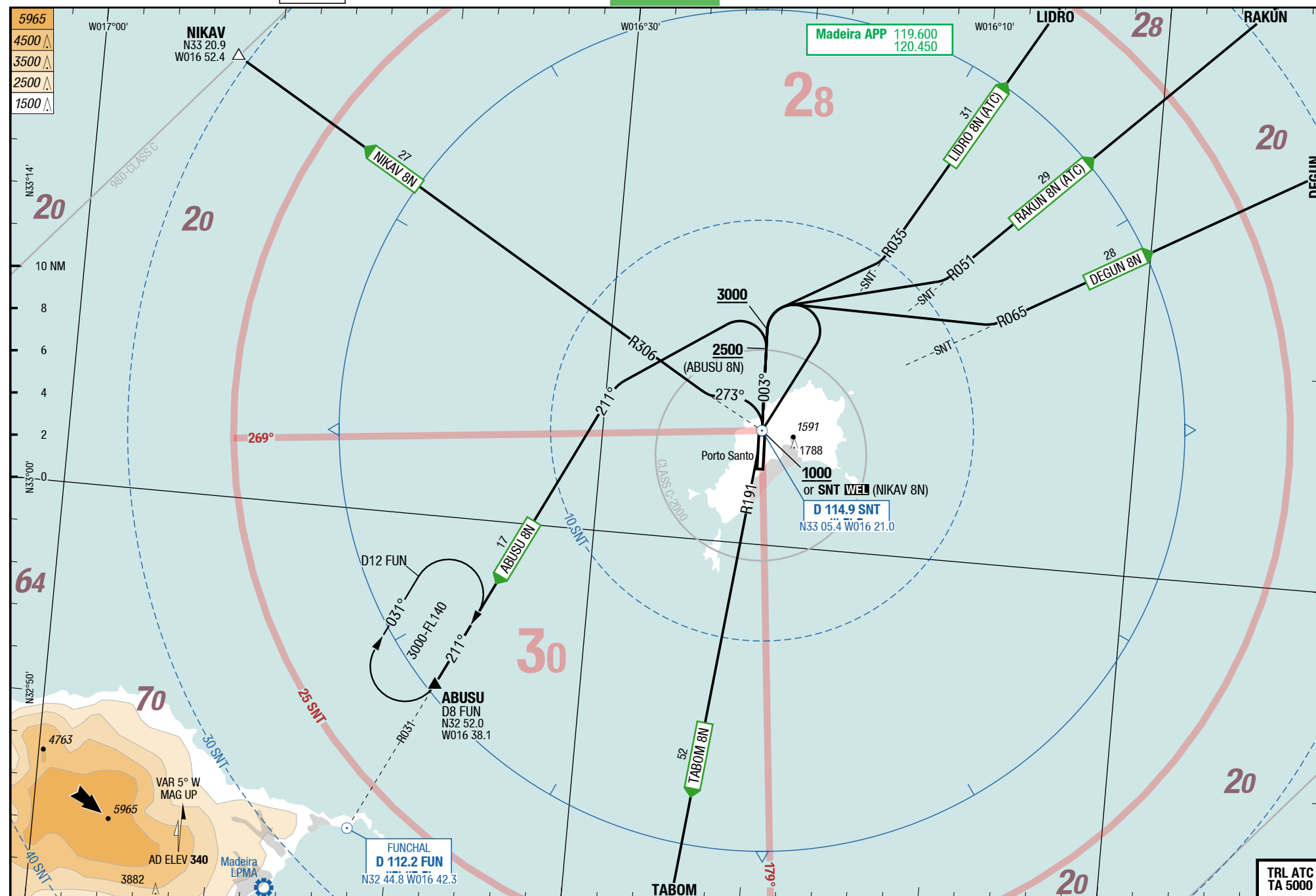
SIDs RWY 36

SID

SID

NIL

SIDs RWY 36



Changes: AD ELEV, TOPO, Editorial

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PXO-LPPS

5-10

RNAV SIDs

MADAT 3N / MADAT 3S

RWYs 18 (183°) / 36 (003°)

After take-off, contact Madeira APP.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
MADAT 3S 119.600	DCT IDIGO - MADAT	initial climb FL60
	Runway 36	
MADAT 3N 119.600	RW36 003° [A3000+ ;R] - DCT IDIGO - MADAT	initial climb FL60

PXO-LPPS

5-20

SIDs RWY 18

ABUSU 8S / DEGUN 8S / LIDRO 8S / NIKAV 8S / NIKAV 8V / RAKUN 8S / TABOM 8S
RWY 18 (183°)

After take-off, contact Madeira APP.

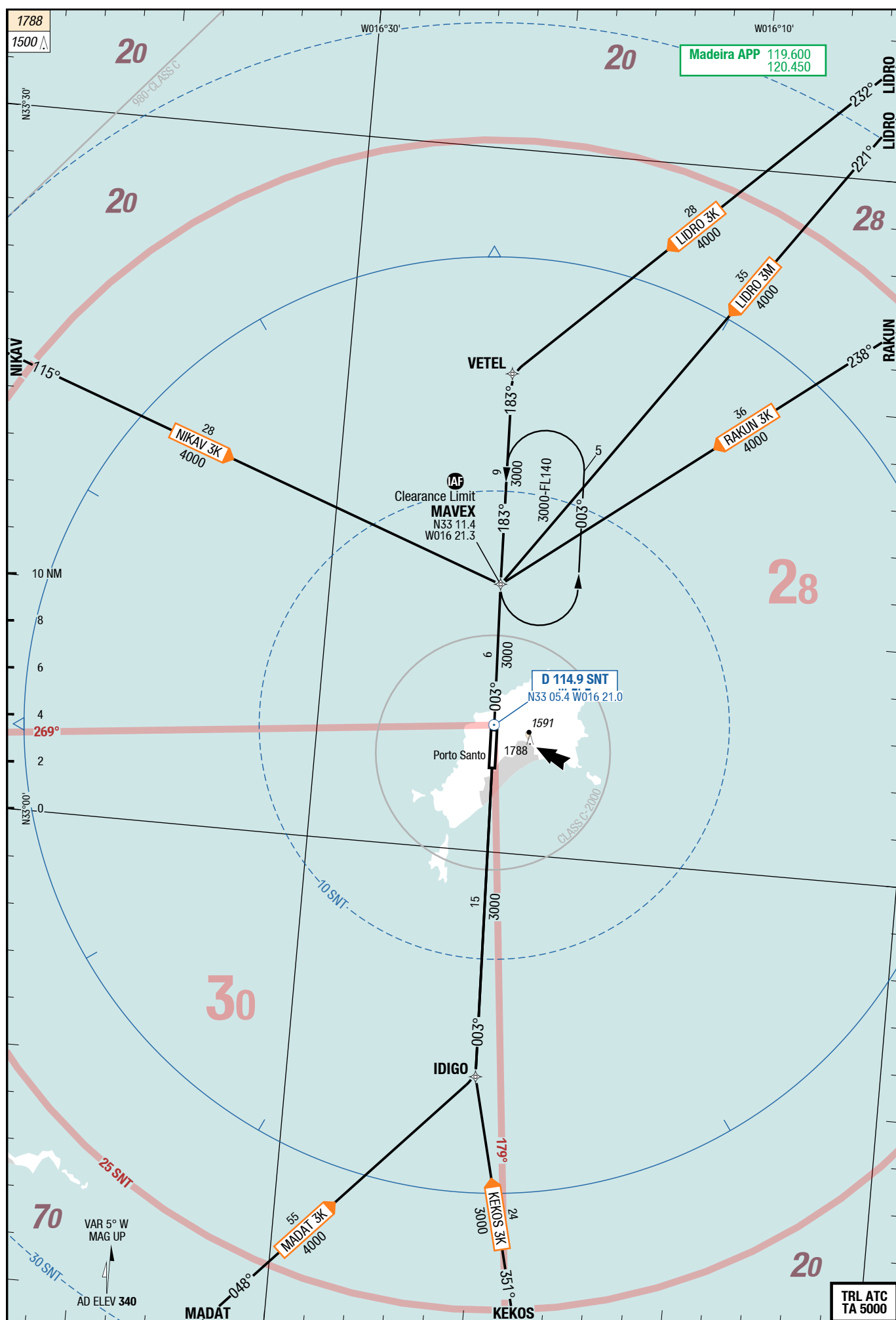
DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
ABUSU 8S 119.600	at MNM 2000 RT 268° intercept R031 FUN inbound to ABUSU holding	initial climb FL60
DEGUN 8S 119.600	at MNM 3000 LT 043° intercept R065 SNT to DEGUN	initial climb FL60
LIDRO 8S (ATC) 119.600	at MNM 3000 LT 007° intercept R035 SNT to LIDRO	initial climb FL60
NIKAV 8S 119.600	at D8 SNT or MNM 2000 RT 343° intercept R306 SNT to NIKAV	initial climb FL60
NIKAV 8V 119.600 ①	at MNM 3000 LT direct SNT - R306 SNT to NIKAV	initial climb FL60
RAKUN 8S (ATC) 119.600	at MNM 3000 LT 028° intercept R051 SNT to RAKUN	initial climb FL60
TABOM 8S 119.600	at D16 SNT RT intercept R191 SNT to TABOM	initial climb FL60

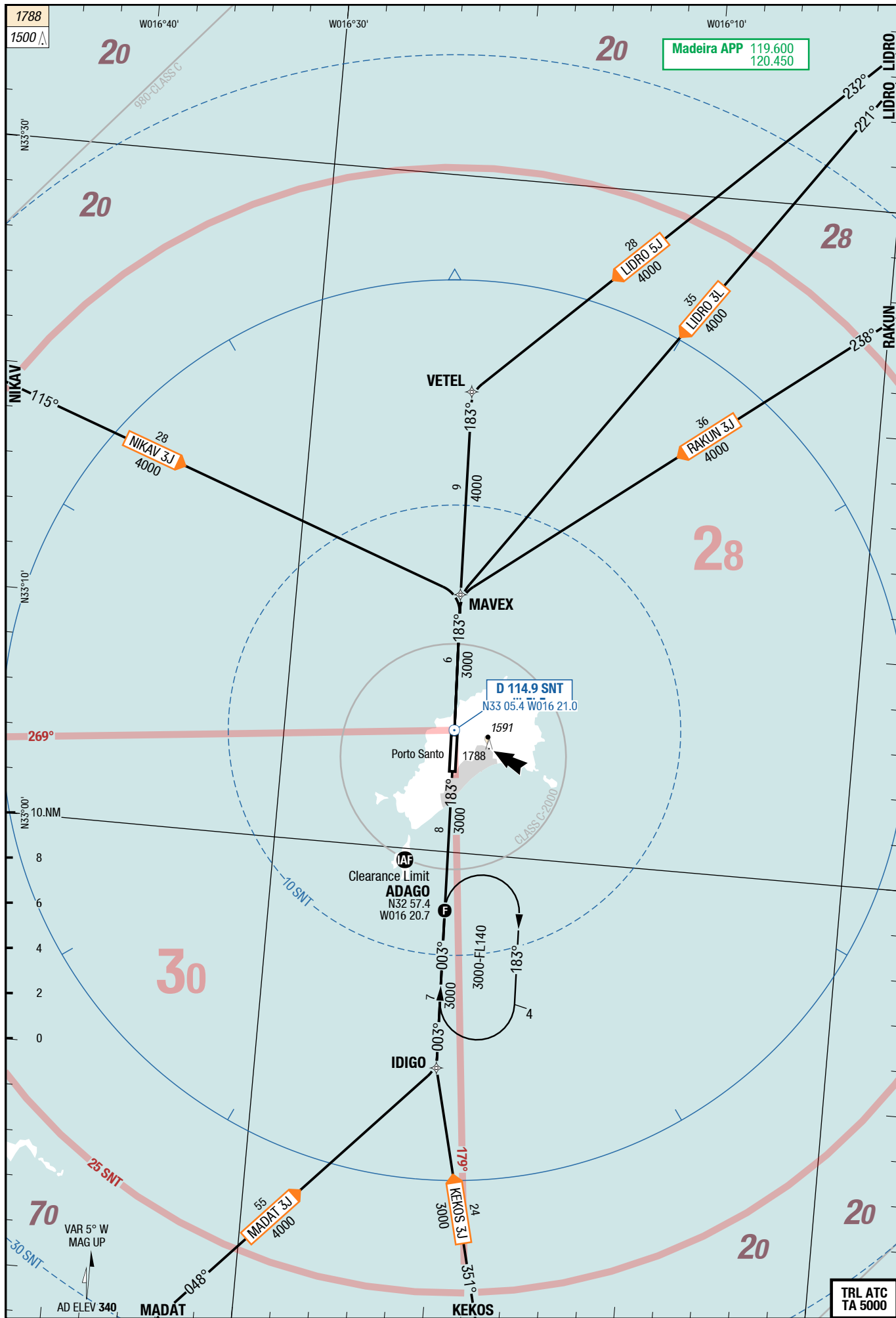
① Alternative to NIKAV 8S.

ABUSU 8N / DEGUN 8N / LIDRO 8N / NIKAV 8N / RAKUN 8N / TABOM 8N
RWY 36 (003°)

After take-off, contact Madeira APP.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
ABUSU 8N 119.600	at MNM 2500 LT intercept R031 FUN inbound to ABUSU holding	initial climb FL60
DEGUN 8N 119.600	at MNM 3000 RT intercept R065 SNT to DEGUN	initial climb FL60
LIDRO 8N (ATC) 119.600	at MNM 3000 RT intercept R035 SNT to LIDRO	initial climb FL60
NIKAV 8N 119.600	at MNM 1000 or SNT , whichever is later, LT 273° intercept R306 SNT to NIKAV	initial climb FL60
RAKUN 8N (ATC) 119.600	at MNM 3000 RT intercept R051 SNT to RAKUN	initial climb FL60
TABOM 8N 119.600	at MNM 3000 RT direct SNT - R191 SNT to TABOM	initial climb FL60





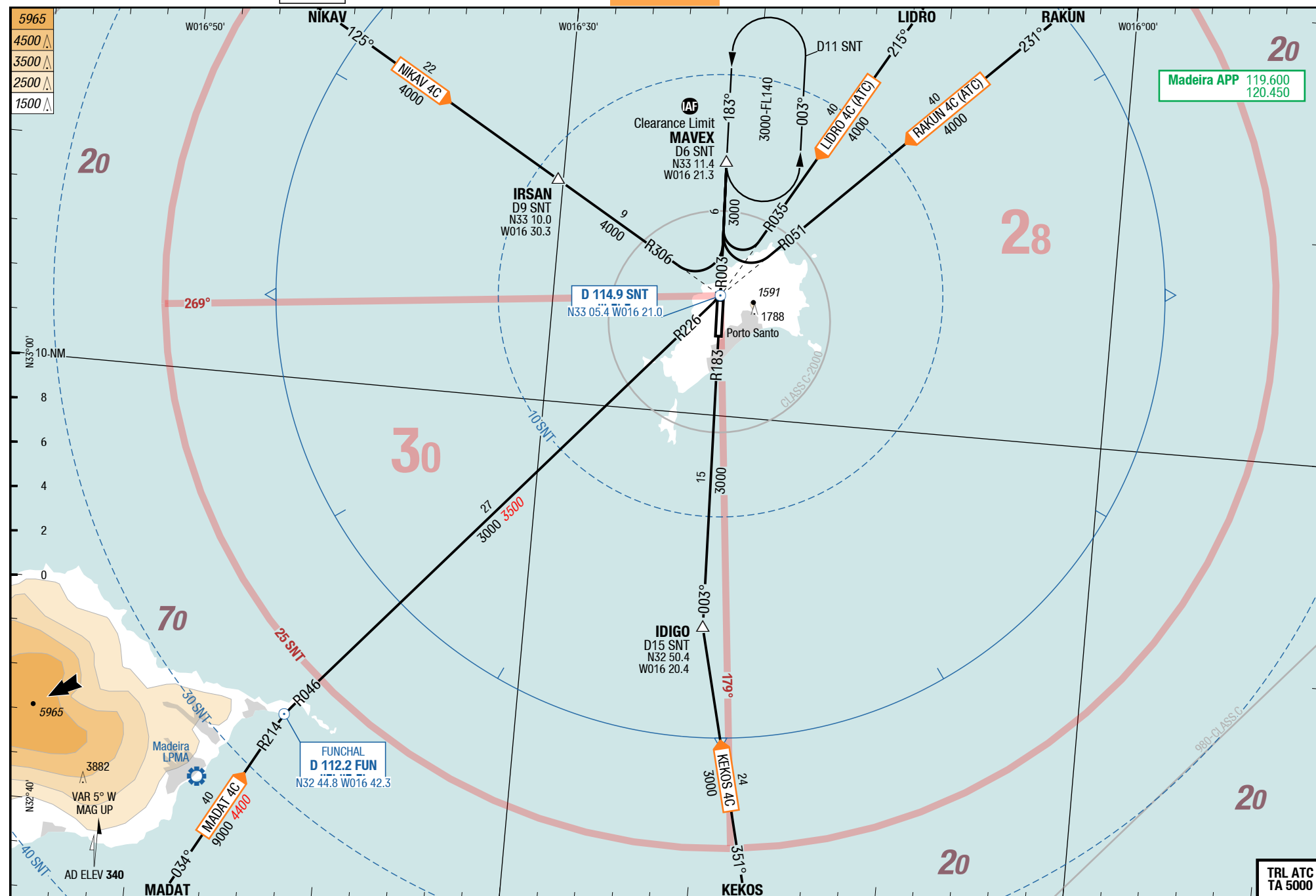
PX0-LPPS

STARs RWY 18

STAR

STAR

STARs RWY 18



Changes: AD ELEV, TOPO, Editorial

TRL ATC
TA 5000

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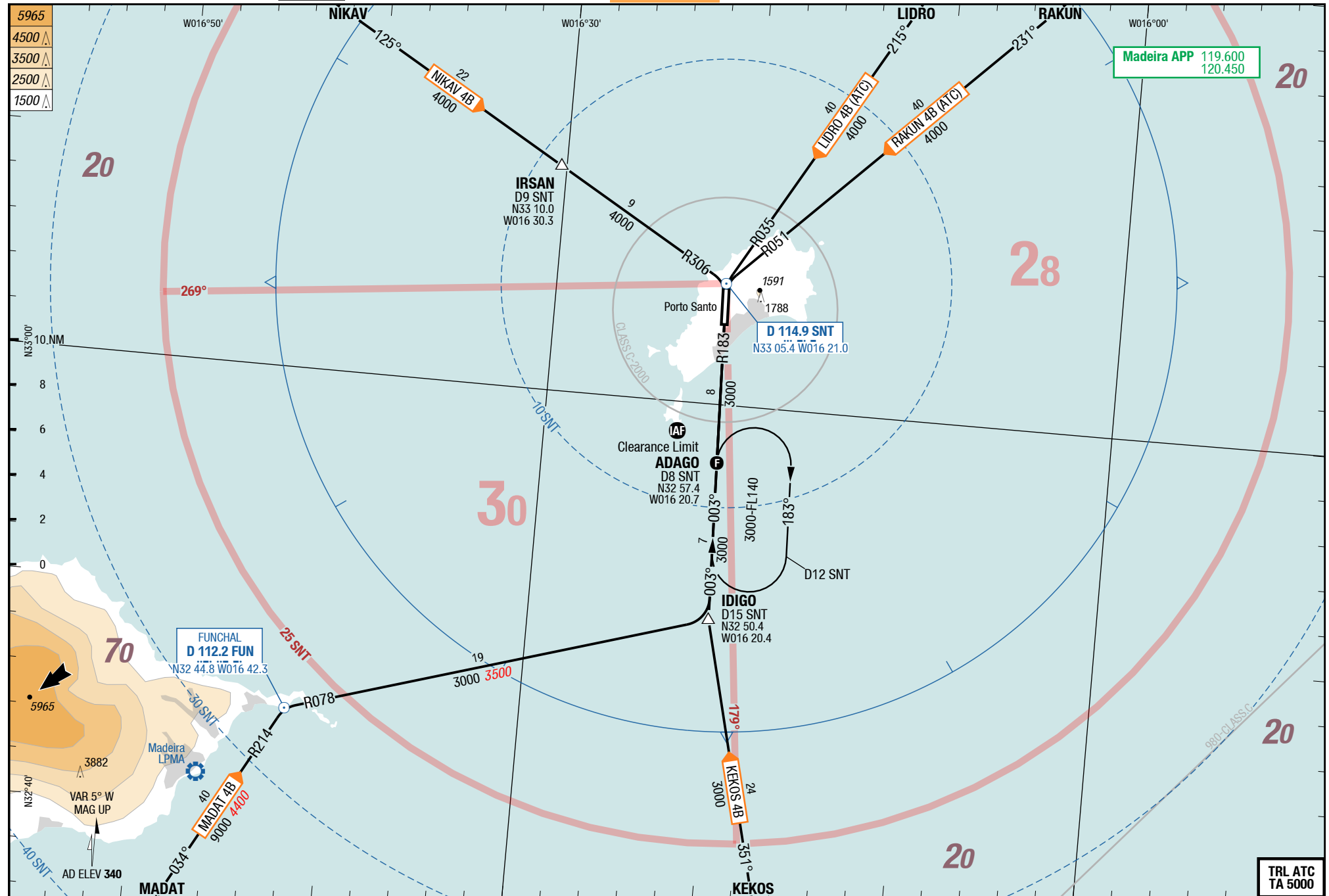
PX0-LPPS

STARs RWY 36

STAR

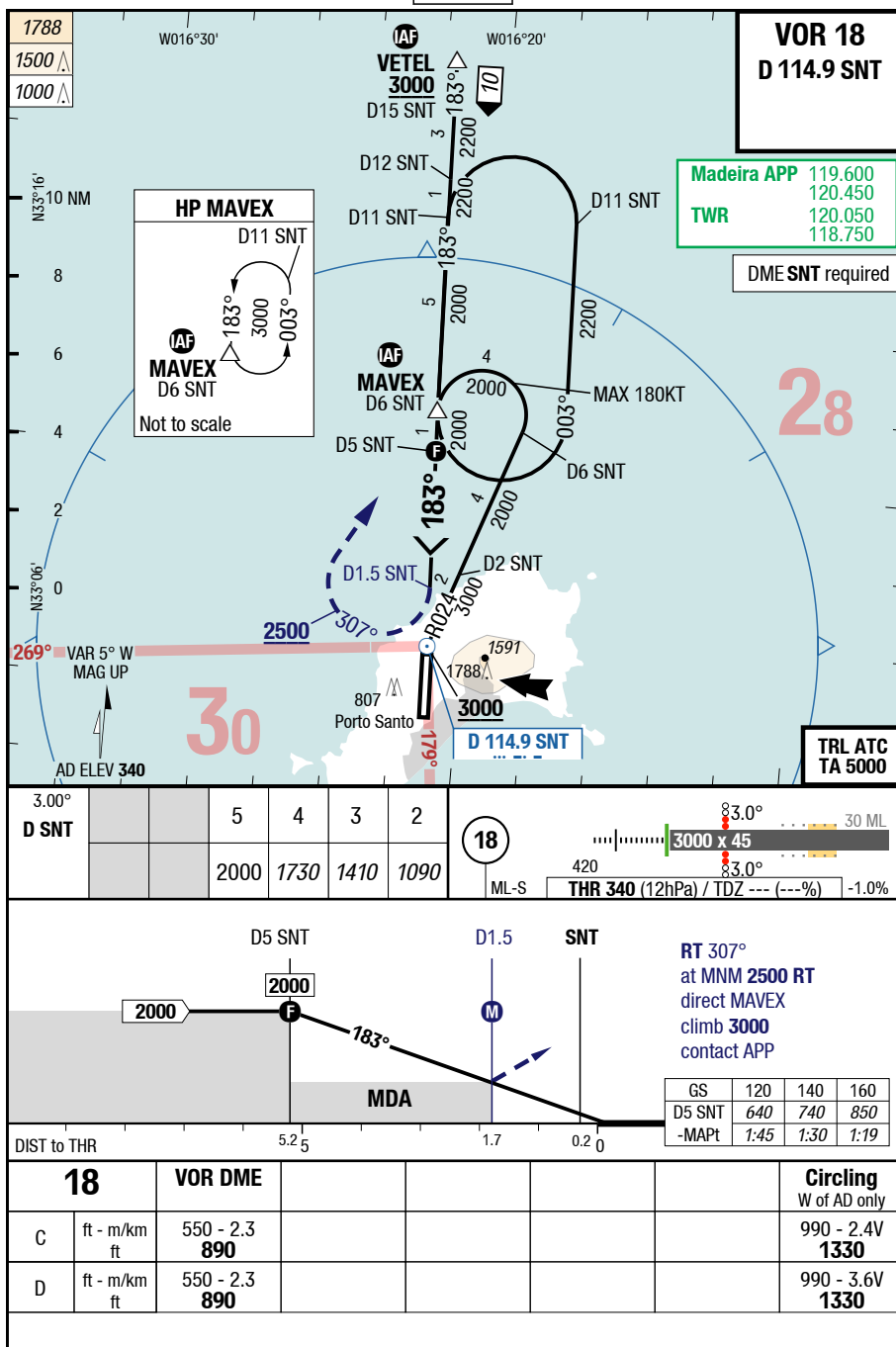
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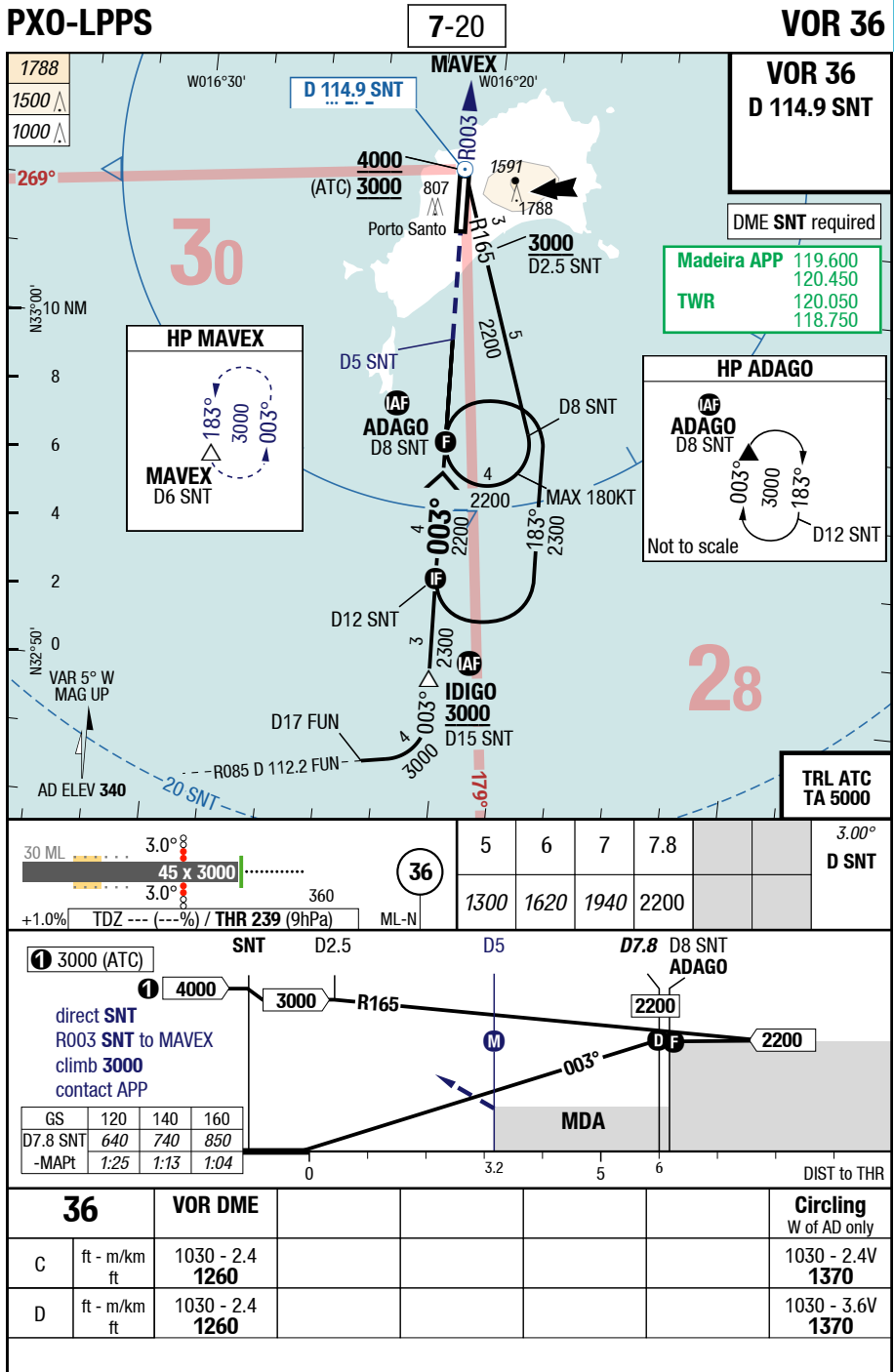
STARs RWY 36



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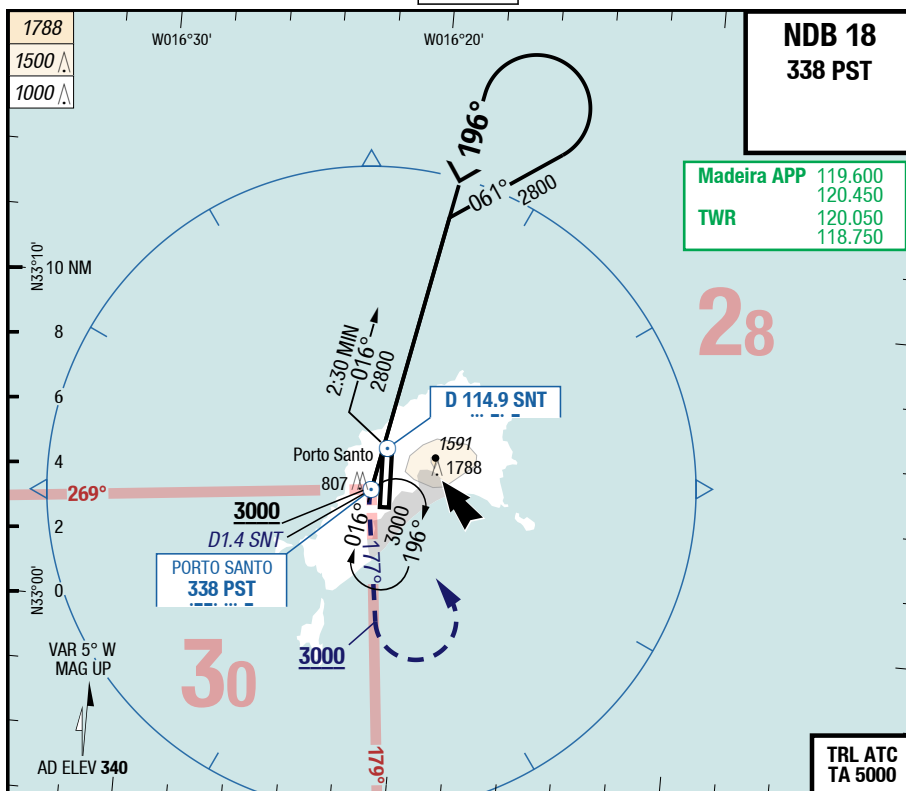




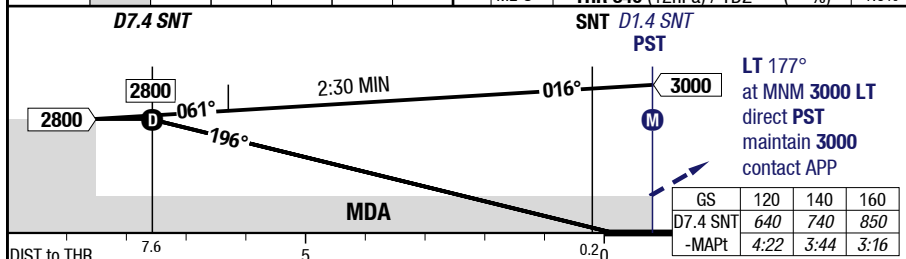
PXO-LPPS

7-30

NDB 18



3.00° D SNT 196° RWY 183°	7.4	7	6	5	4	18	83.0° 30 ML 420 ML-S
	2800	2700	2380	2060	1740		THR 340 (12hPa) / TDZ --- (---%) -1.0%



18	NDB				Circling W of AD only
C	ft - m/km ft	1260 - 5.0 1600			1260 - 5.0V 1600
D	ft - m/km ft	1260 - 5.0 1600			1260 - 5.0V 1600

NDB 36

