

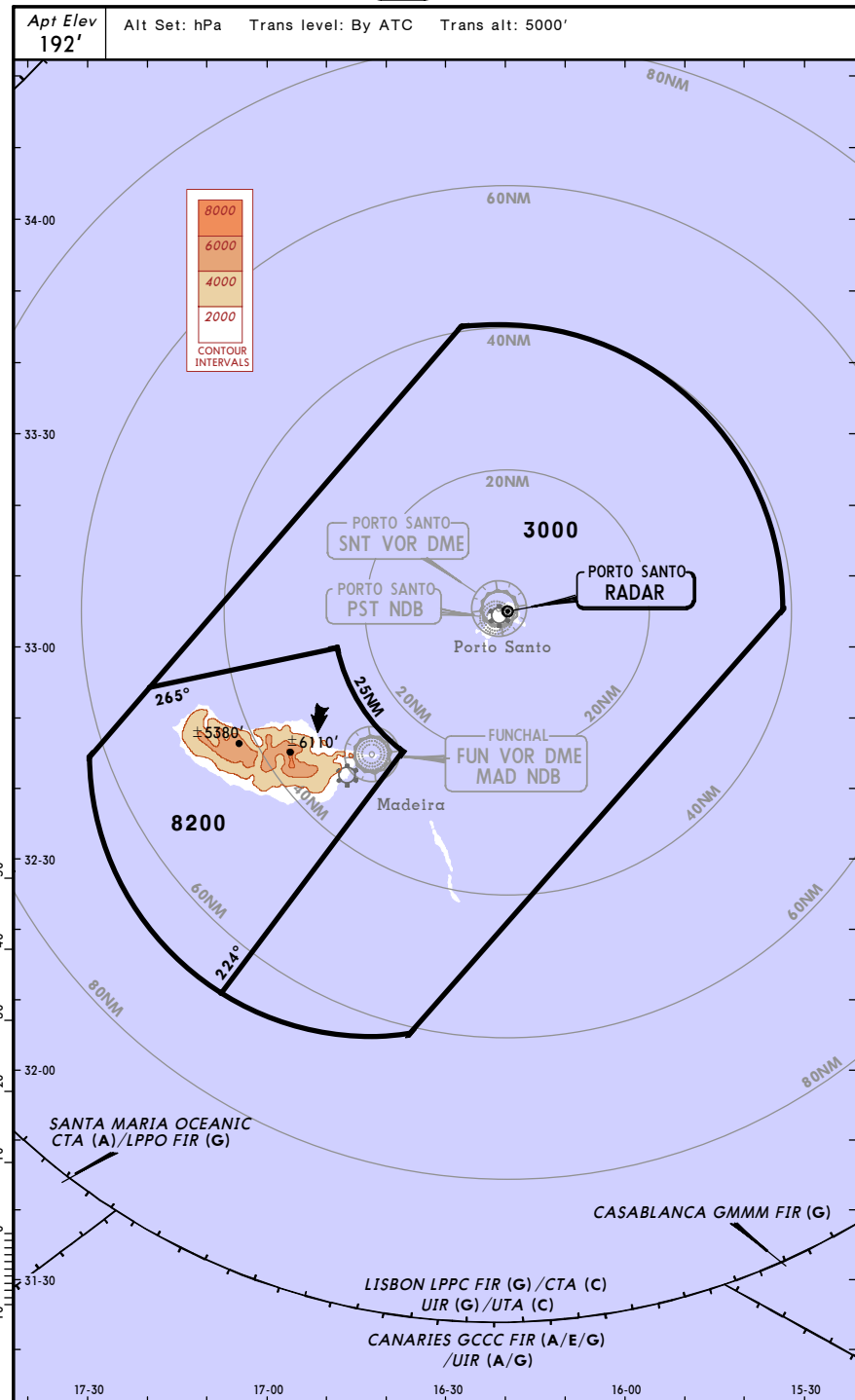
LPMA/FNC
MADEIRA

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30 MAR 07 (10-1R)

MADEIRA, MADEIRA IS

RADAR MINIMUM ALTITUDES



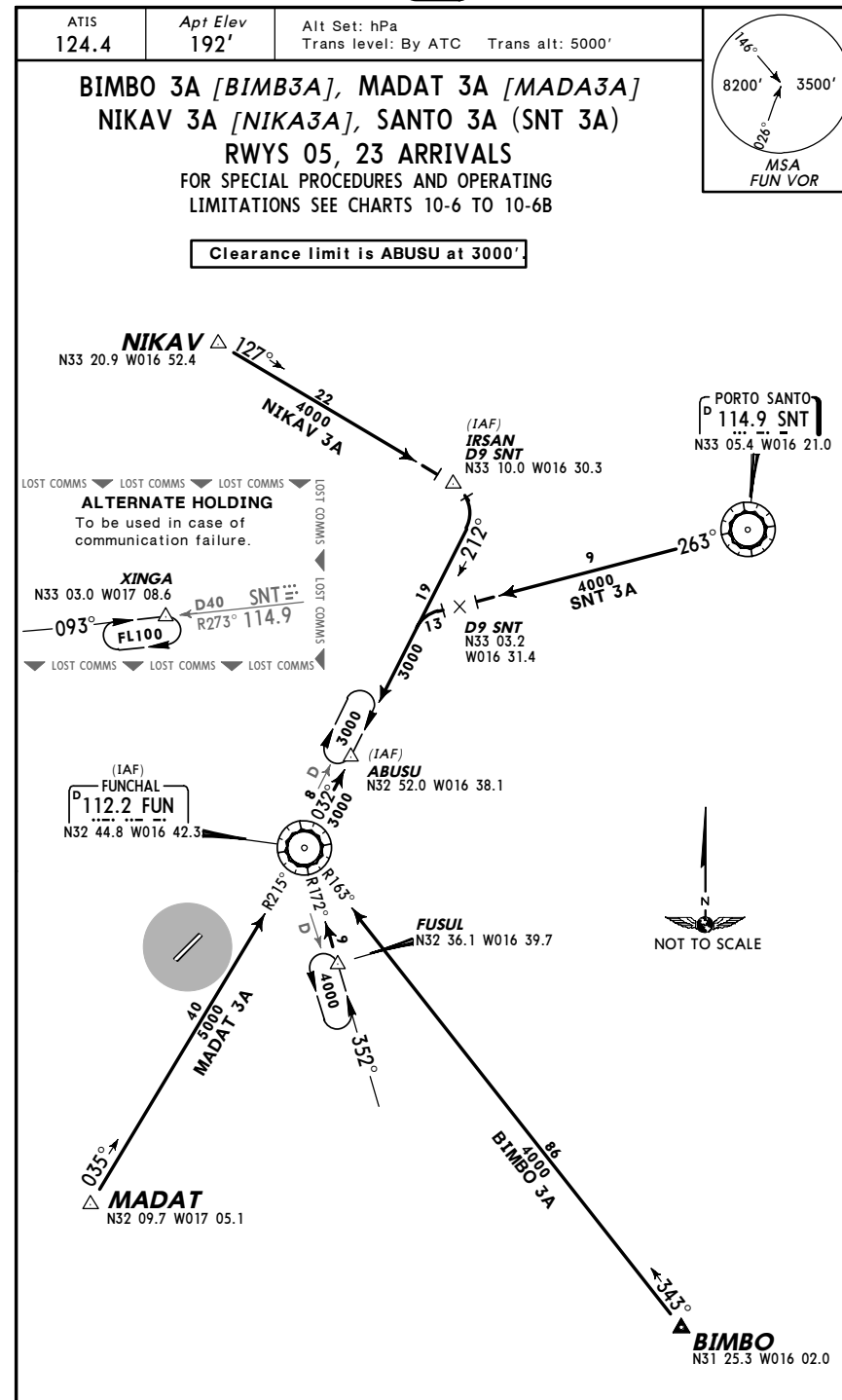
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MADEIRA

JEPPESEN

20 JUL 07 (10-2)

MADEIRA, MADEIRA IS

STAR



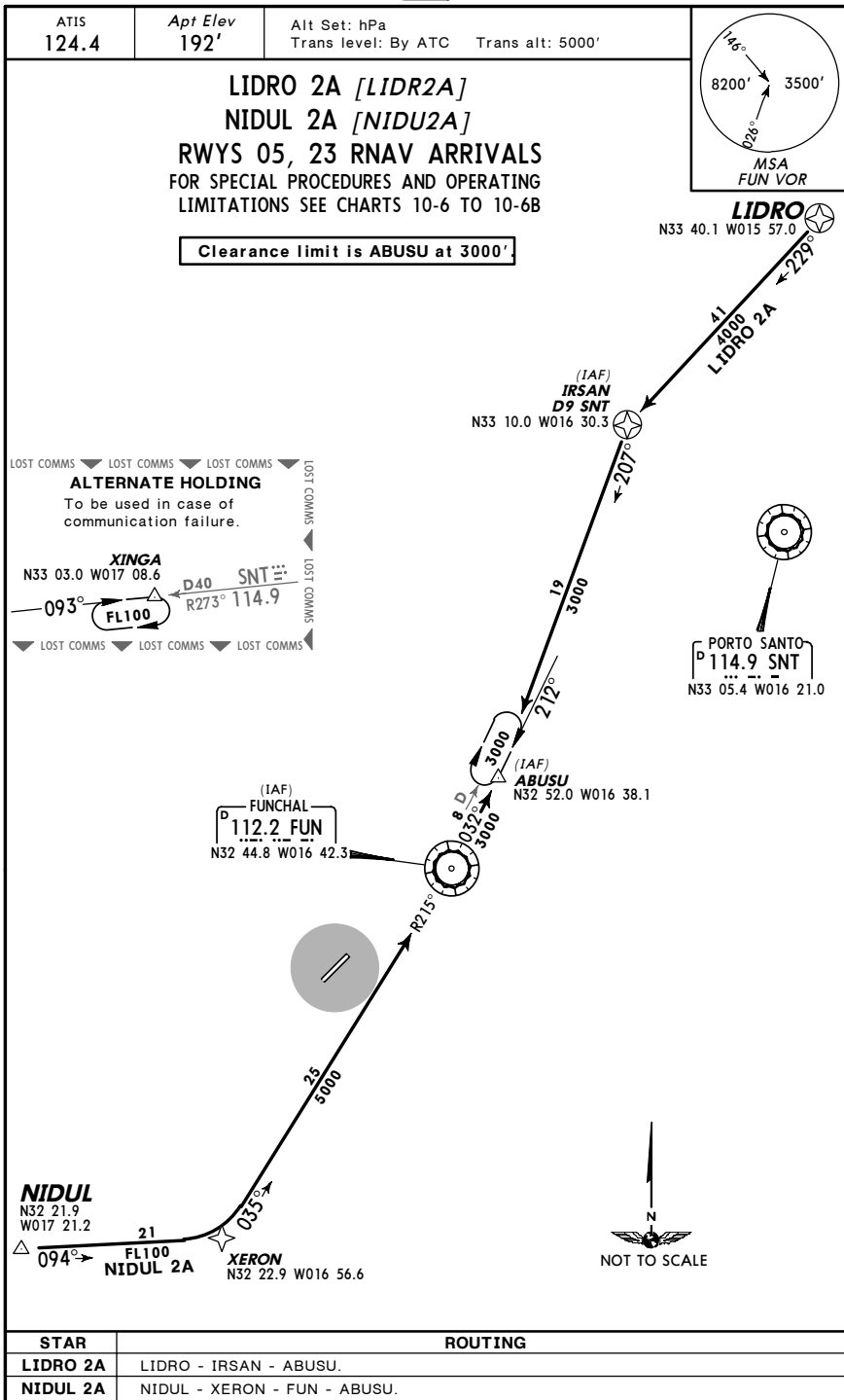
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20 JUL 07 (10-2A)

RNAV STAR



CHANGES: XINGA INS coords.

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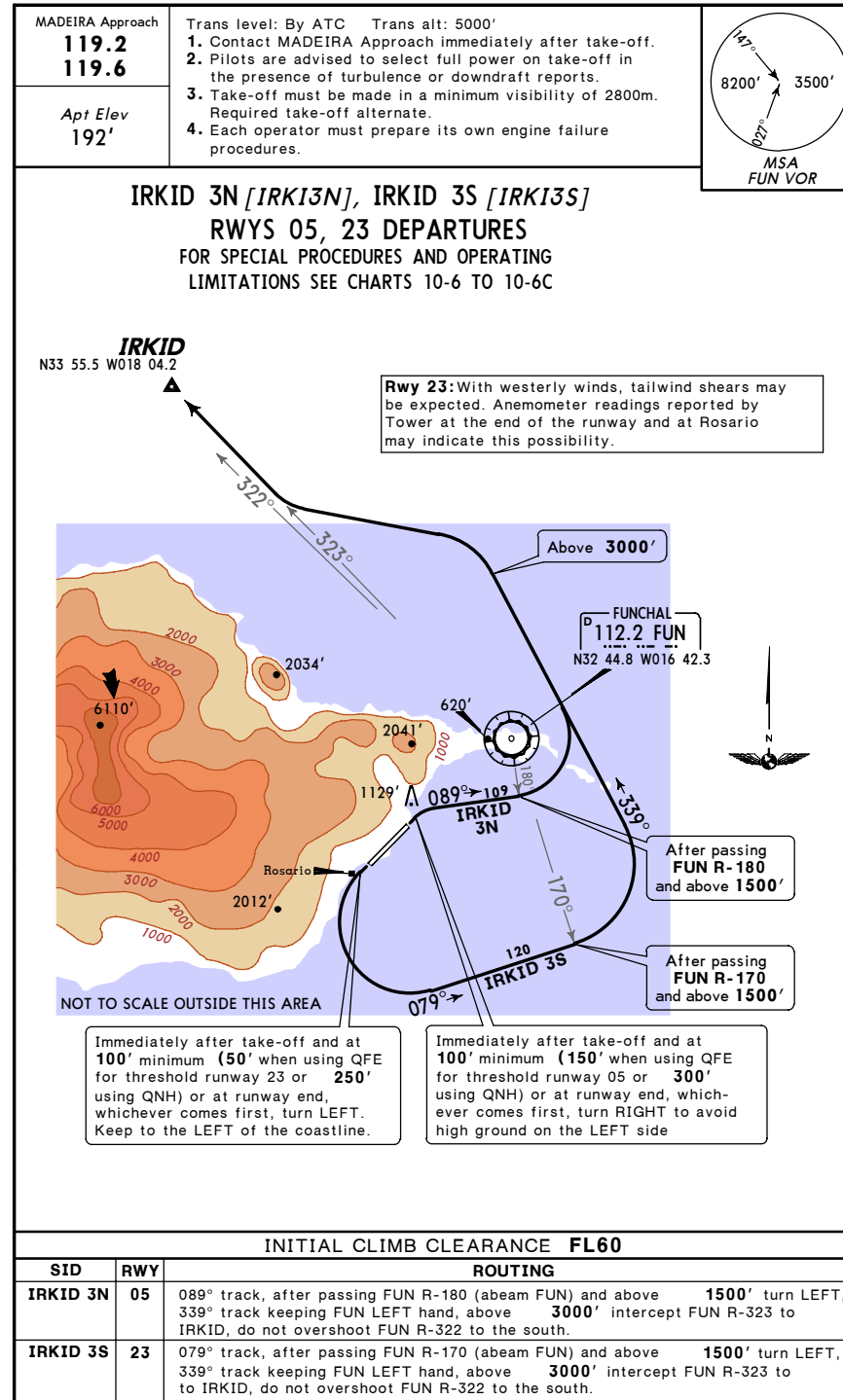
LPMA/FNC
MADEIRA

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MADEIRA, MADEIRA IS

3 OCT 03 (10-3)

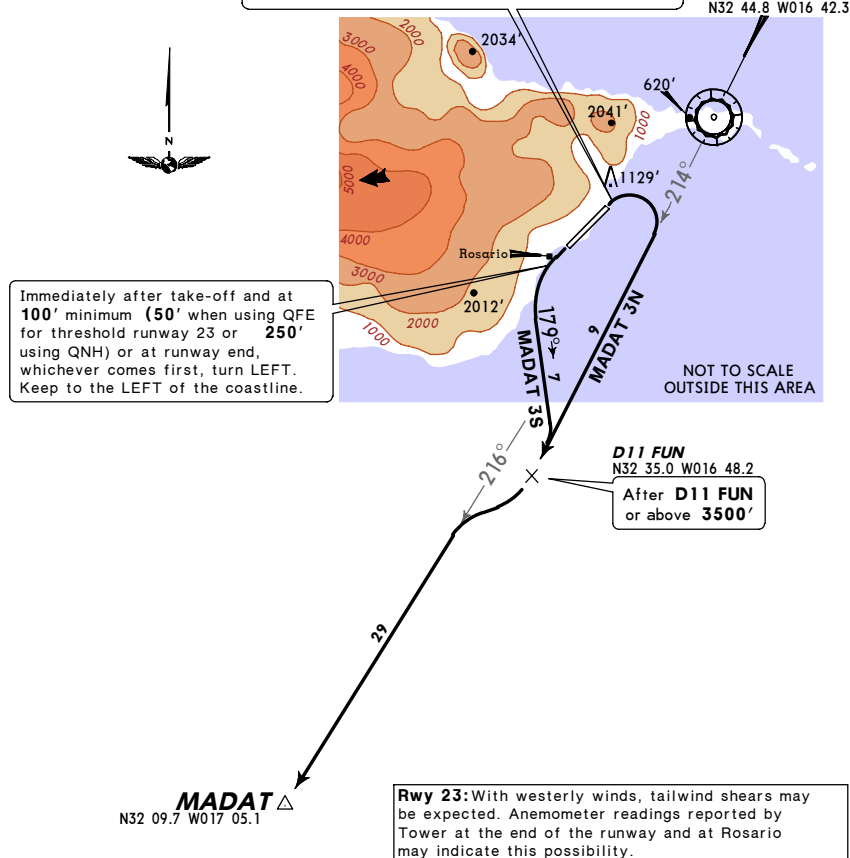
SID



CHANGES: Procedure notes.

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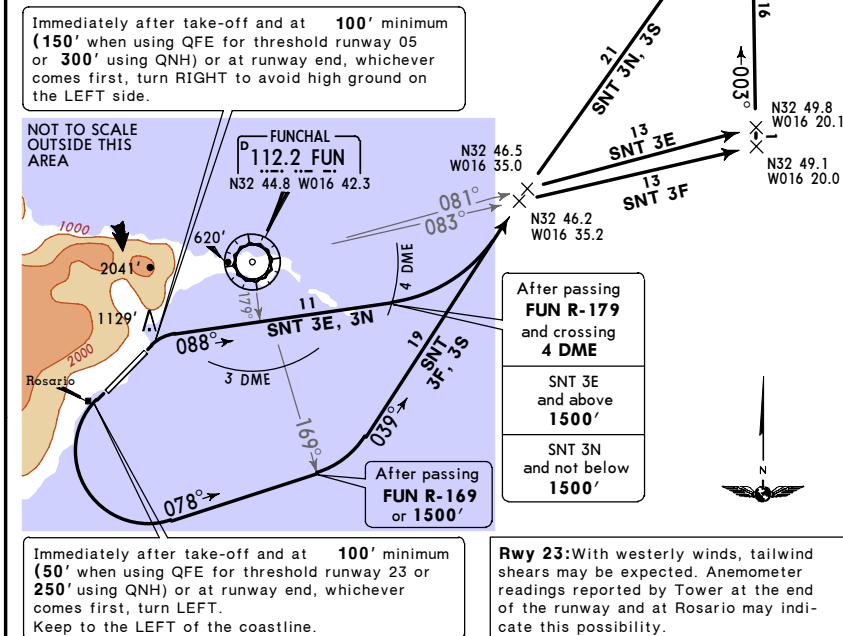
Immediately after take-off and at **100'** minimum (**150'** when using QFE for threshold runway 05 or **300'** using QNH) or at runway end, whichever comes first, turn RIGHT to avoid high ground on the LEFT side.



INITIAL CLIMB CLEARANCE FL60		
SID	RWY	ROUTING
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.

PORTO SANTO
114.9 SNT
N33 05.4 W016 21.0

PORTO SANTO
338 PST
04.1 W016 21.5



Initial climb clearance FL60		
SID	RWY	ROUTING
SNT 3E ①	05	088° track, after passing FUN R-179 (abeam FUN) and crossing FUN 4 DME and above 1500' intercept 039° bearing towards PST, intercept FUN R-081, intercept SNT R-183 inbound to SNT.
SNT 3F ②	23	078° track, after passing FUN R-169 (abeam FUN) or 1500' intercept 039° bearing towards PST, keep beyond FUN 3 DME, intercept FUN R-083, intercept SNT R-183 inbound to SNT.
SNT 3N ①	05	088° track, after passing FUN R-179 (abeam FUN) and crossing FUN 4 DME and not below 1500' intercept 039° bearing to PST, then to SNT.
SNT 3S	23	078° track, after passing FUN R-169 (abeam FUN) or 1500' intercept 039° bearing to PST, keep beyond FUN 3 DME, then to SNT.

① To be used pending traffic conditions and for traffic landing at LPPS.
 ② Alternate for SNT 3S. To be used for landing at LPPS runway 36.

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MADEIRA

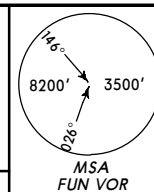
JEPPESEN
8 JUN 07 (10-3C)

MADEIRA, MADEIRA IS
SID

MADEIRA Approach
119.2

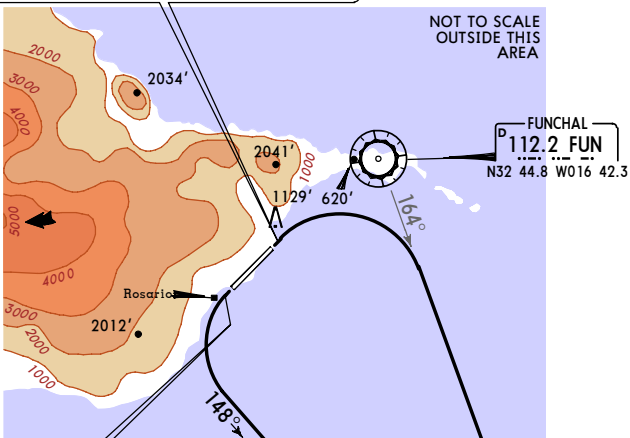
Trans level: By ATC Trans alt: 5000'
1. Contact MADEIRA Approach immediately after take-off.
2. Pilots are advised to select full power on take-off in the presence of turbulence or downdraft reports.
3. Take-off must be made in a minimum visibility of 2800m. Required take-off alternate.
4. Each operator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

Apt Elev
192'



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

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



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



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

TABOM
N32 13.5 W016 27.5

Initial climb clearance FL60

SID	RWY	ROUTING
TABOM 3N	05	Intercept FUN R-164 to TABOM.
TABOM 3S	23	148° track, intercept FUN R-164 to TABOM.

CHANGES: None.

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LPMA/FNC
MADEIRA

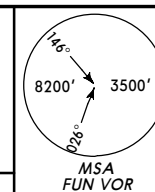
JEPPESEN
8 JUN 07 (10-3D)

MADEIRA, MADEIRA IS
RNAV SID

MADEIRA Approach
119.2

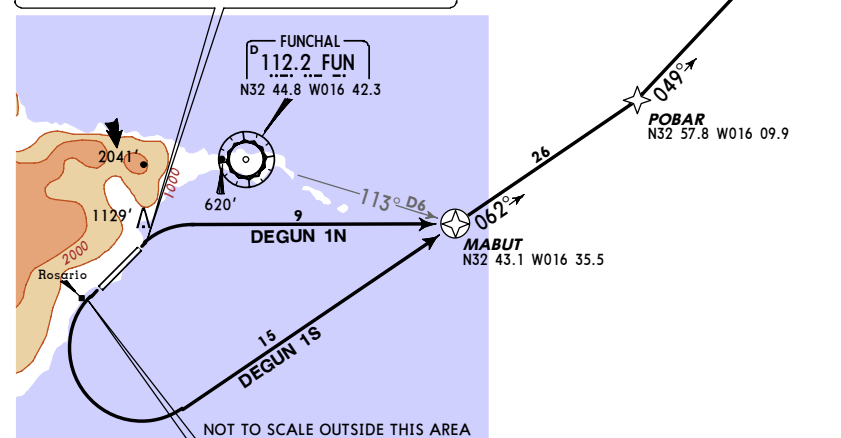
Trans level: By ATC Trans alt: 5000'
1. Contact MADEIRA Approach immediately after take-off.
2. Pilots are advised to select full power on take-off in the presence of turbulence or downdraft reports.
3. Take-off must be made in a minimum visibility of 2800m. Required take-off alternate.
4. Each operator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

Apt Elev
192'



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

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



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



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

Initial climb clearance FL60

ROUTING
MABUT - POBAR - DEGUN

CHANGES: Bearings.

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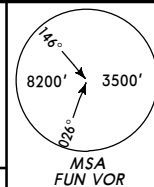
8 JUN 07 (10-3E)

RNAV SID

MADEIRA Approach
119.2

Apt Elev
192'

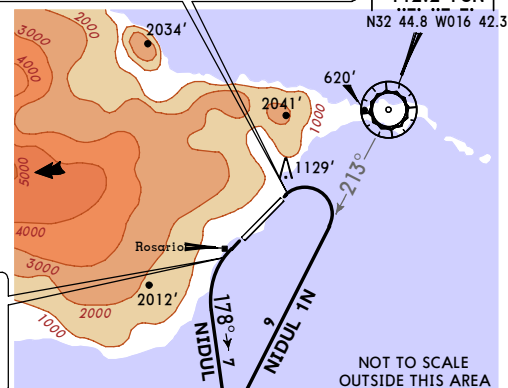
- Trans level: By ATC Trans alt: 5000'
1. Contact MADEIRA Approach immediately after take-off.
 2. Pilots are advised to select full power on take-off in the presence of turbulence or downdraft reports.
 3. Take-off must be made in a minimum visibility of 2800m. Required take-off alternate.
 4. Each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



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

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

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



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

XERON
N32 22.9 W016 56.6
At **XERON**
or at **FL100**
whichever is earlier

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-213, after D11 FUN or above 3500' turn RIGHT , intercept FUN R-215 to XERON, at XERON or at FL100 , whichever is earlier, turn RIGHT to NIDUL.
NIDUL 1S	23	178° track, intercept FUN R-213, after D11 FUN or above 3500' turn RIGHT , intercept FUN R-215 to XERON, at XERON or at FL100 , whichever is earlier, turn RIGHT to NIDUL.

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MADEIRA, MADEIRA IS

11 JUL 03

(10-6)

MADEIRA

AIRPORT BRIEFING

SPECIAL PROCEDURES AND OPERATING LIMITATIONS

OPERATING AT MADEIRA AIRPORT

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

1. APPLICABILITY

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

2. CREW REQUIREMENTS

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

3. MINIMUM TRAINING REQUIREMENTS

- In order to operate at Madeira airport, the operator must establish and accomplish beforehand a training program concerning the type of aircraft to be used. This training, if performed on local flights, must include at least, landings and take-offs by day and night in both directions, emphasizing:
- the take-off flight path to runway 23;
 - the take-off flight path to runway 05;
 - the balked landing (go-around initiated in landing configuration from very low height) on both directions;
 - the let-down and approach to both runways;
 - the operational effect on runway slope and dimensions and associated safety margins.

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

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

cont'd

LPMA/FNC

11 JUL 03



MADEIRA, MADEIRA IS
MADEIRA

OPERATING AT MADEIRA AIRPORT (cont'd)

4. LINE TRAINING

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

5. AIRCRAFT TYPE CHANGE

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

6. TRAINING PROGRAM

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

7. DEVIATIONS OR UNCONFORMITIES

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

RESPONSIBILITY

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

OPERATING PROCEDURES AND LIMITATIONS

WIND/TURBULENCE

a. Wind Information

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

b. Wind Limitations

When landing

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

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

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

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

cont'd

LPMA/FNC

11 JUL 03



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.

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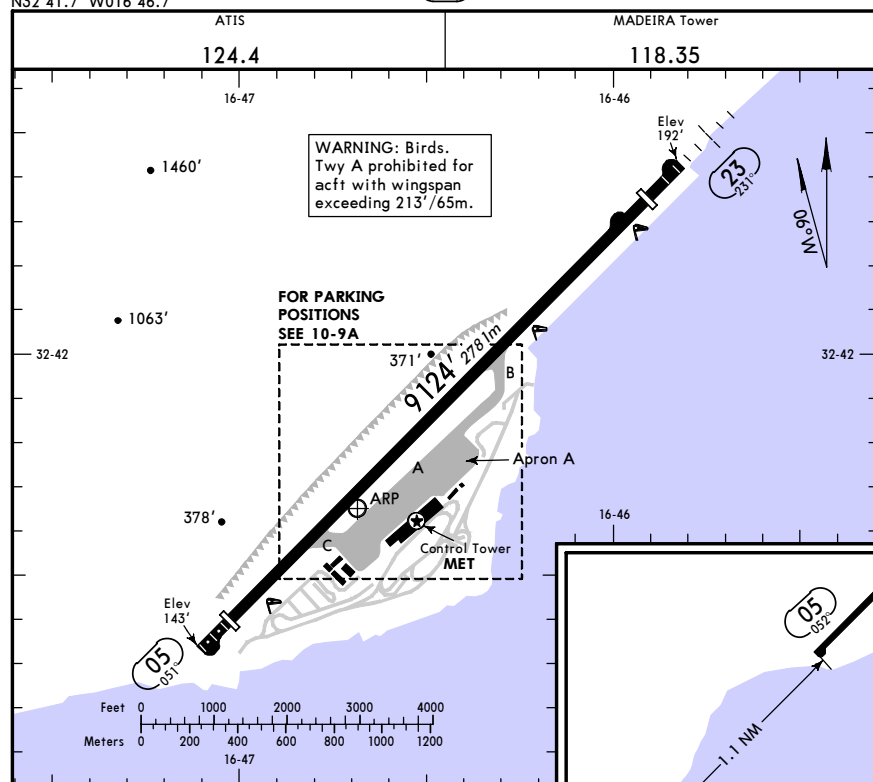
Apt Elev 192'
N32 41.7 W016 46.7

JEPPESEN

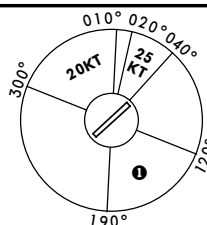
15 JUN 07 (10-9)

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

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
05	RL 3 CL 4 HIALS TDZ LDIN 5 PAPI 6	8140'	2481m	78632'	2631m
23	RL 3 CL 4 ALS TDZ PAPI-L (3.0°)				148'

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 Rwy

A
B
C
D

2800m

1 Take-off alternate required.

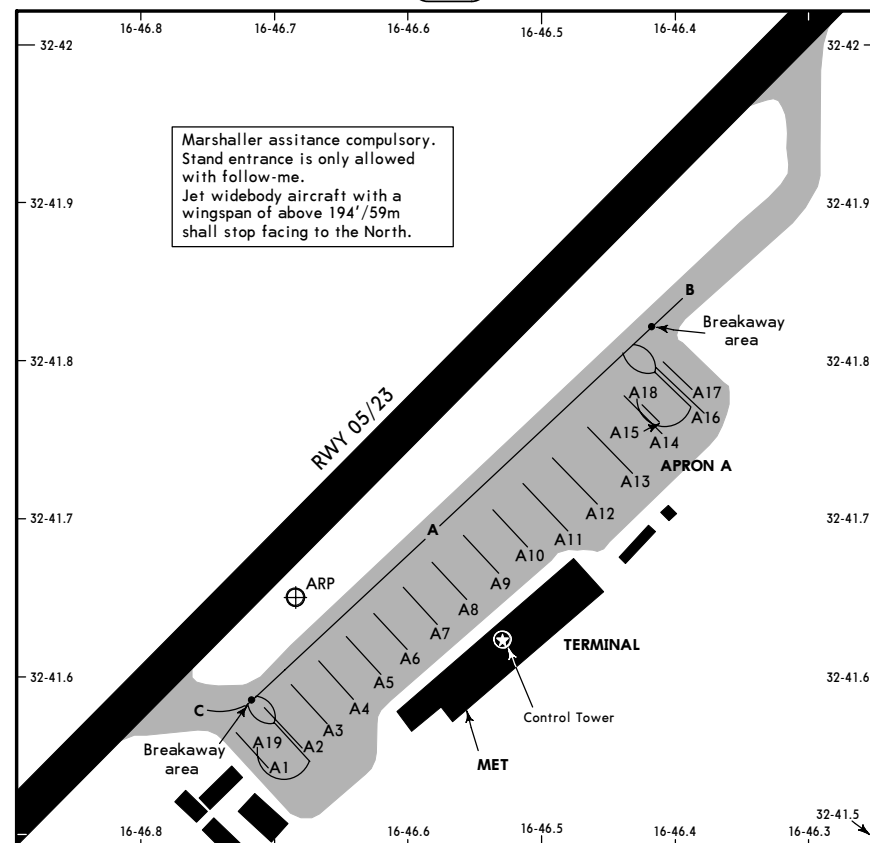
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15 JUN 07 (10-9A)

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MADEIRA



INS COORDINATES

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

PUSH-BACK, START-UP AND TAXI PROCEDURES

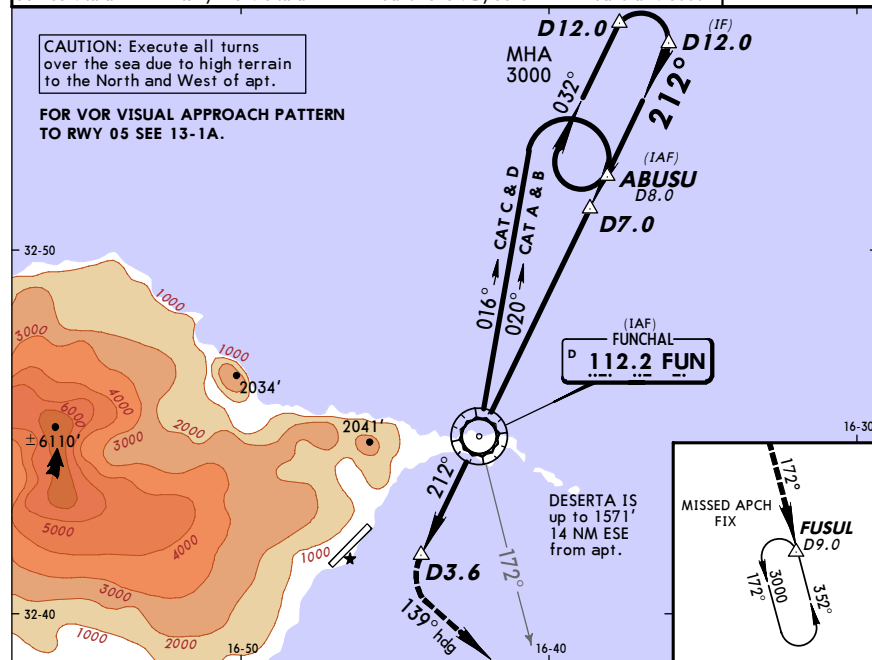
Jet acft engine start-up is only permitted after push-back manoeuvre with acft positioned in breakaway area.
All acft must activate anti-collision lights before starting engines.
To prevent blast damage in acft equipment and personnel, all acft operations on the apron must be made using lowest power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

LPMA/FNC
MADEIRA

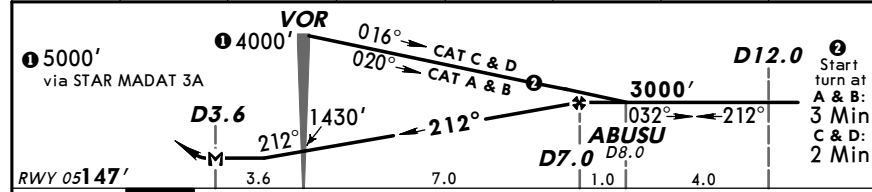
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15 JUN 07 (13-1)

MADEIRA, MADEIRA IS
CIRCLING VOR DME Rwy 05

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



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

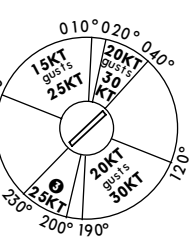


Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 3.7%	262	337	375	450	525	600
MAP at D3.6						

JAR-OPS CIRCLE-TO-LAND TO RWY 05		CEILING REQUIRED	
Max Kts	Not authorized Northwest of rwy	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.

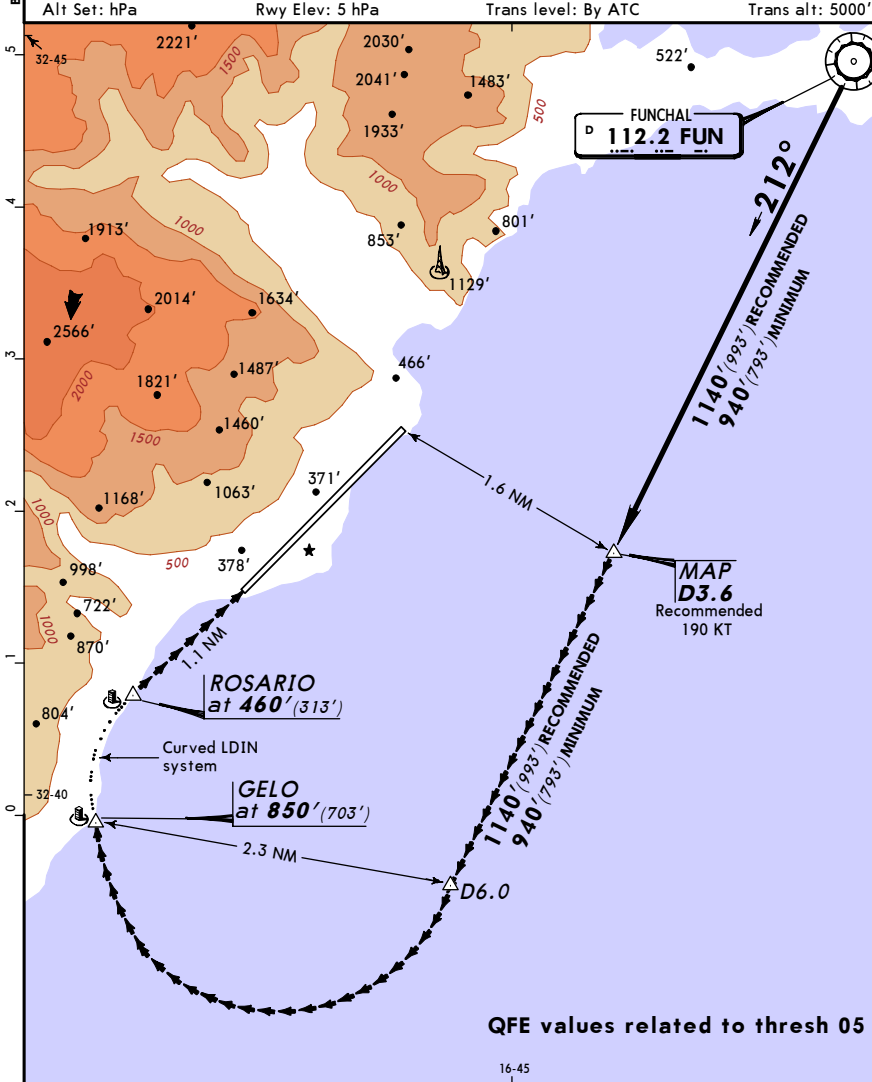


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15 JUN 07 (13-1A)

MADEIRA, MADEIRA IS
VOR VISUAL APPROACH Rwy 05

ATIS 124.4		MADEIRA Approach 119.2		MADEIRA Tower 118.35	
VOR FUN 112.2	Final Apch Crs 212°	Minimum Alt D7.0 3000' (2853')	MDA(H) 940' (793')	Apt Elev 192'	RWY 147'
Alt Set: hPa	Rwy Elev: 5 hPa	Trans level: By ATC	Trans alt: 5000'	MSA FUN VOR	



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.

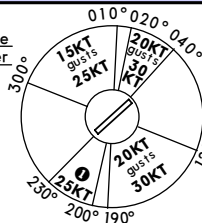
PAPI (Both sides offset 5° to the Right. Right side not visible on short final) should be followed. They are set to define a 3.0° descent path crossing the thresh at 57'.

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.

Relative to the MID or Rosario anemometers including gust.

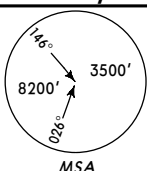


LPMA/FNC
MADEIRA

JEPPesen
15 JUN 07 (13-2)

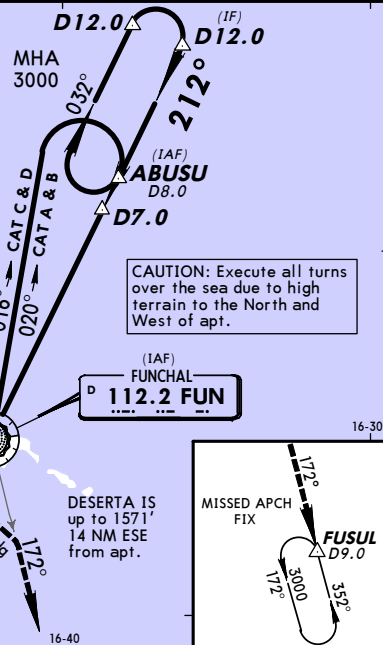
MADEIRA, MADEIRA IS
CIRCLING VOR DME Rwy 23

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

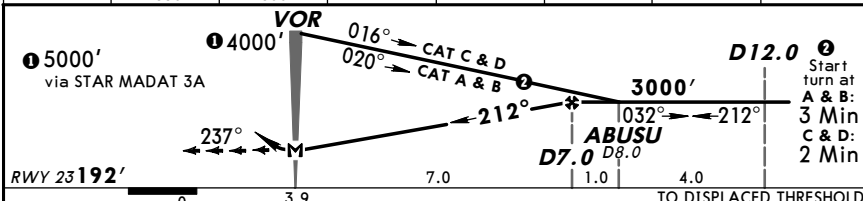


MSA
FUN VOR

In order to never cross to the North (RIGHT) of R-237 (or 236° from NDB):
-On the visual apch, initiated overhead VOR, the acft should be kept slightly LEFT of this radial until a point where, with TDZ and PAPI in sight, it has to line up with the rwy.
-Maintain MDA(H) until intercepting the 3.00° final descent path defined by the PAPI, which crosses the threshold 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'



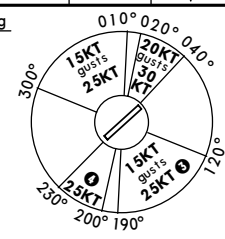
Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.0%	284	365	405	486	567	648
MAP at VOR						

JAR-OPS CIRCLE-TO-LAND
TO RWY 23

Not authorized Northwest of rwy		MDA(H)		CEIL-VIS	
A	100				
B	135				
C	180	1300' (1108')		1200' - 7000m 370m	
D	205				

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

- Relative to the MID anemometer.
- Relative to the MID or Rosario anemometers including gust.

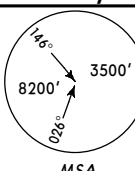


LPMA/FNC
MADEIRA

JEPPesen
15 JUN 07 (16-1)

MADEIRA, MADEIRA IS
CIRCLING NDB Rwy 05

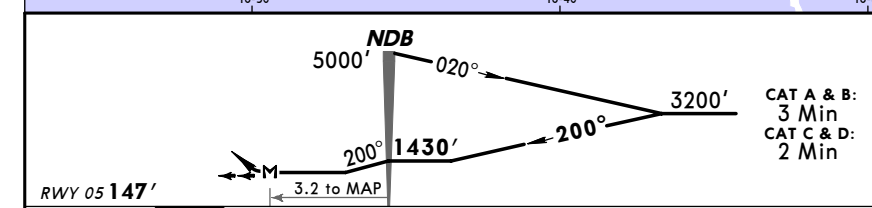
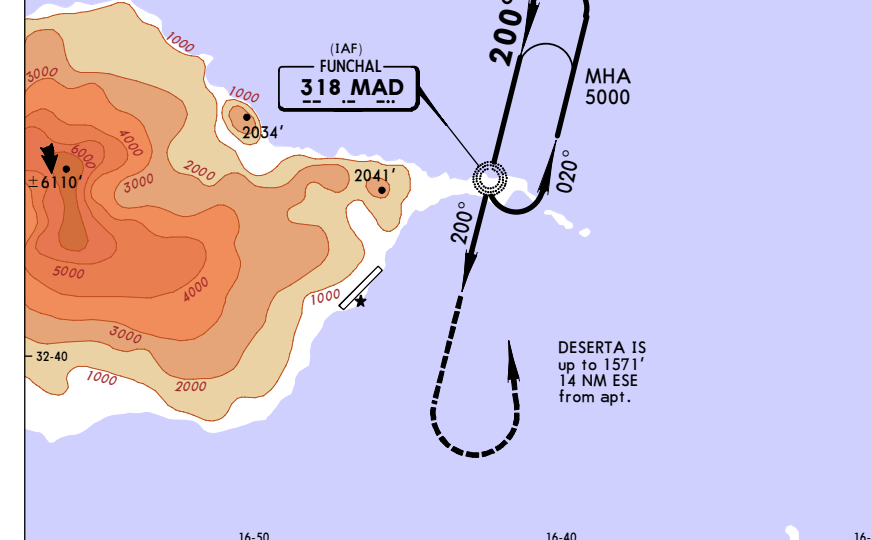
ATIS 124.4		MADEIRA Approach 119.2		MADEIRA Tower 118.35	
NDB MAD 318	Final Apch Crs 200°	Minimum Alt NDB 1430' (1283')	MDA(H) 940' (793')	Apt Elev 192'	RWY 147'
MISSED APCH: Climb on 200° from NDB to 4500', then turn LEFT to NDB climbing to 5000' and hold.					
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: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



MSA
MAD NDB

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

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



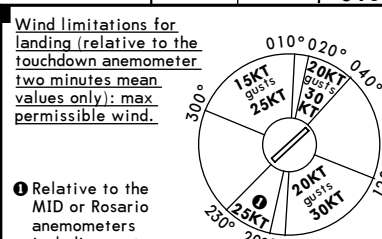
Gnd speed-Kts	70	90	100	120	140	160
NDB to MAP	3.2	2:45	2:08	1:55	1:36	1:12
Lighting-Refer to Airport Chart						

JAR-OPS CIRCLE-TO-LAND
TO RWY 05

Not authorized Northwest of rwy		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.

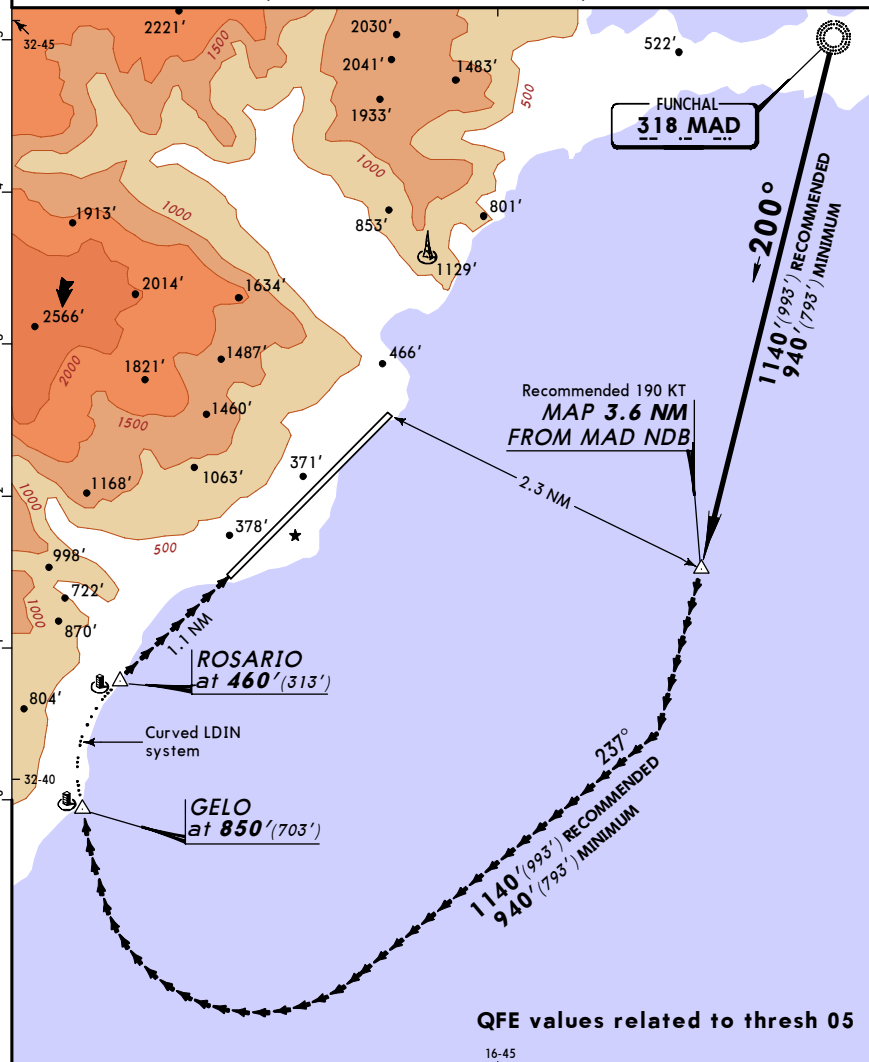


LPMA/FNC
MADEIRA

JEPPesen
15 JUN 07 (16-1A)

MADEIRA, MADEIRA IS
NDB VISUAL APPROACH Rwy 05

ATIS	MADEIRA Approach	MADEIRA Tower
124.4	119.2	118.35
NDB MAD 318	Final Apch Crs 200°	Apt Elev 192' RWY 147'
Alt Set: hPa	Rwy Elev: 5 hPa	Trans level: By ATC
Trans alt: 5000'		



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

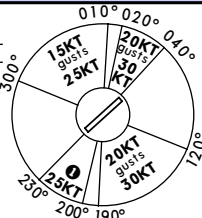
PAPI (Both sides offset 5° to the Right. Right side not visible on short final) should be followed. They are set to define a 3.0° descent path crossing the thresh at 57'.

Rwy slope is 0.8-1% up.

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

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

① Relative to the MID or Rosario anemometers including gust.



LPMA/FNC
MADEIRA

JEPPesen
15 JUN 07 (16-2)

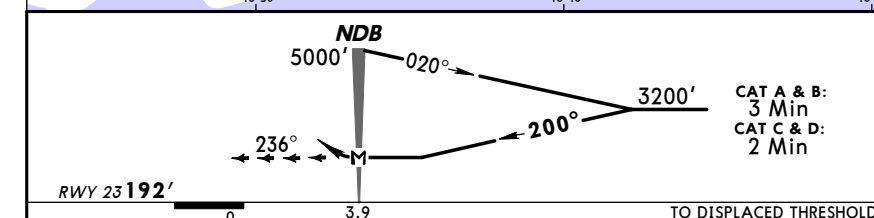
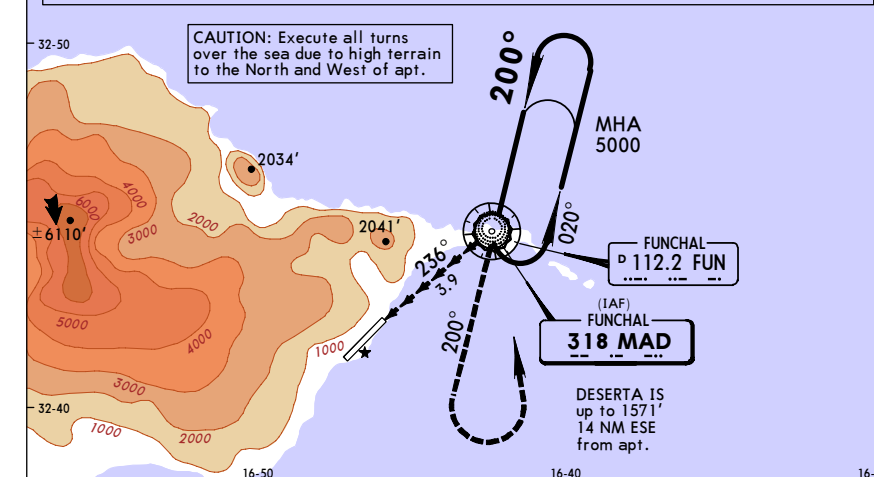
MADEIRA, MADEIRA IS
CIRCLING NDB Rwy 23

ATIS	MADEIRA Approach	MADEIRA Tower
124.4	119.2	118.35
NDB MAD 318	Final Apch Crs 200° No FAF	MDA(H) 1300' (1108') Apt Elev 192' RWY 192'
Alt Set: hPa	Rwy Elev: 7 hPa	Trans level: By ATC
Trans alt: 5000'		

MISSED APCH: Climb on 200° from NDB to 4500', then turn LEFT to NDB climbing to 5000' and hold.

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

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



ALS	PAPI	4500'	200' from MAD	318

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