

Airport information:

Country: Portugal

City: MADEIRA

Coordinates: N 32° 41.7', W 016° 46.7'

Elevation: 192

Customs: Customs

Fuel: 100LL, Jet A1

RFF: CAT 7, higher up to CAT 9 avbl PPR 72 HR

hours: H24

Runways:

Runway 05

Takeoff length: 2631, Landing length: 2481

Runway 23

Takeoff length: 2631, Landing length: 2481

Aerodrome Briefing Card

MADEIRA

1. GEOGRAPHICAL DATA

The aerodrome is located on a plateau on the east coast of Madeira Island. On the land side ground raises rapidly very close to the aerodrome. High terrain spots are found in all directions over land.

2. WEATHER

- 2.1 The island is situated in a subtropical area, with strong high pressures.

The geographical state very often generates wind variations and turbulence. Severe low altitude wind shear conditions and/or microbursts are likely to be encountered.

- 2.2 The summers are warm and weather stable, thanks to the high pressures in the area which centres at the Azores. There is very little rain, but often thunderstorms creating usual operational difficulties. Main wind direction is from the N slowly turning to NE from august and forth. Summer temperatures between 15C°-28C°, much higher for short periods.

- 2.3 The winter conditions are mainly good. Storms pass the island as the high pressures normally moves south. The rain period is from OCT-MAR. Occasionally heavy rainstorms can occur. Main wind direction is from the N.
Winter temperatures between 9C°-20C°.

3. TRAFFIC

Open.

4. MISCELLANEOUS

Open.

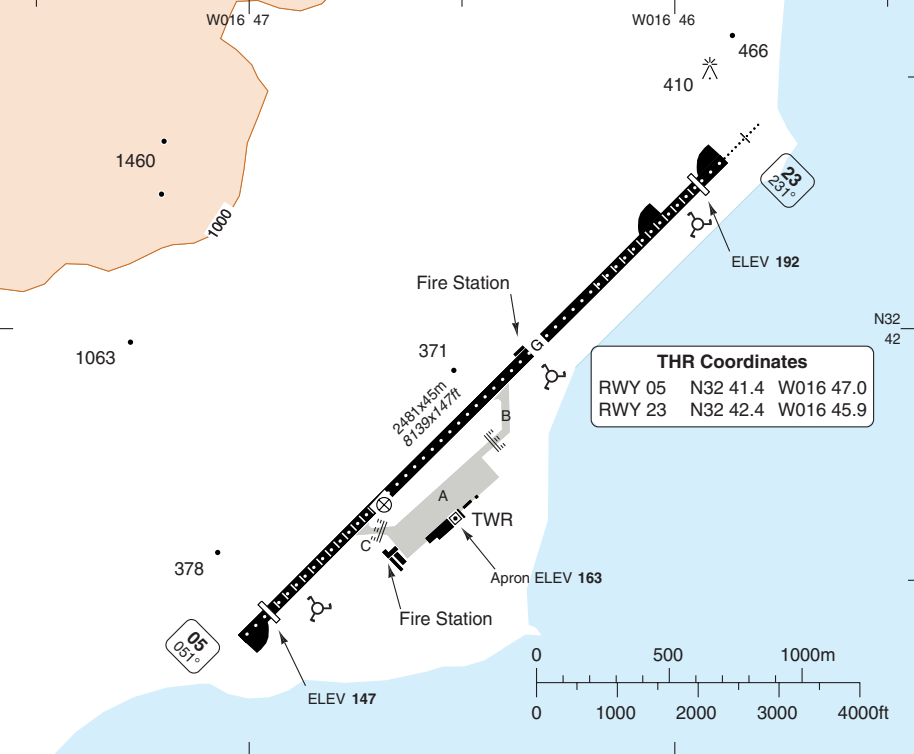
5. REPORTS

Open.

AERODROME

Madeira TWR 118.35	ATIS 124.4
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AD Elev 192	ARP: N32 41.7 W016 46.7	RFF: CAT 7, CAT 8 or 9	AVBL 72 HR PPR	AD HR: H24
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RWY	Slope	TORA m/ft	LDA m/ft	ALS	REDL	RCLL	Additional
05	+0.6	2631 / 8631	2481 / 8139	H-E ①	avbl	30m	P 3° (57), ③ REIL
23	-0.6	2631 / 8631	2481 / 8139	H-E ②	avbl	30m	P 3° (57), ③ REIL

- ① 150m, EFAS. Lead-in-lighting system, 1583m long, curved along the shore; with 17 sequenced flashing lights, then 4 steady lights in last 180m; system ends 2034m from THR. ② 420m.
- ③ PAPI offset 5° to the right (to the sea), right side PAPI not visible on short final approach.

STATE TAKE OFF MINIMA

RWY	Facilities	With TKOF ALT AD	Without TKOF ALT AD
		VIS A B C D	NA
05/23	REDL + RCLL	2.8km	
	RCL (day only) or RCL + REDL		
	Nil (day only)		

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AERODROME

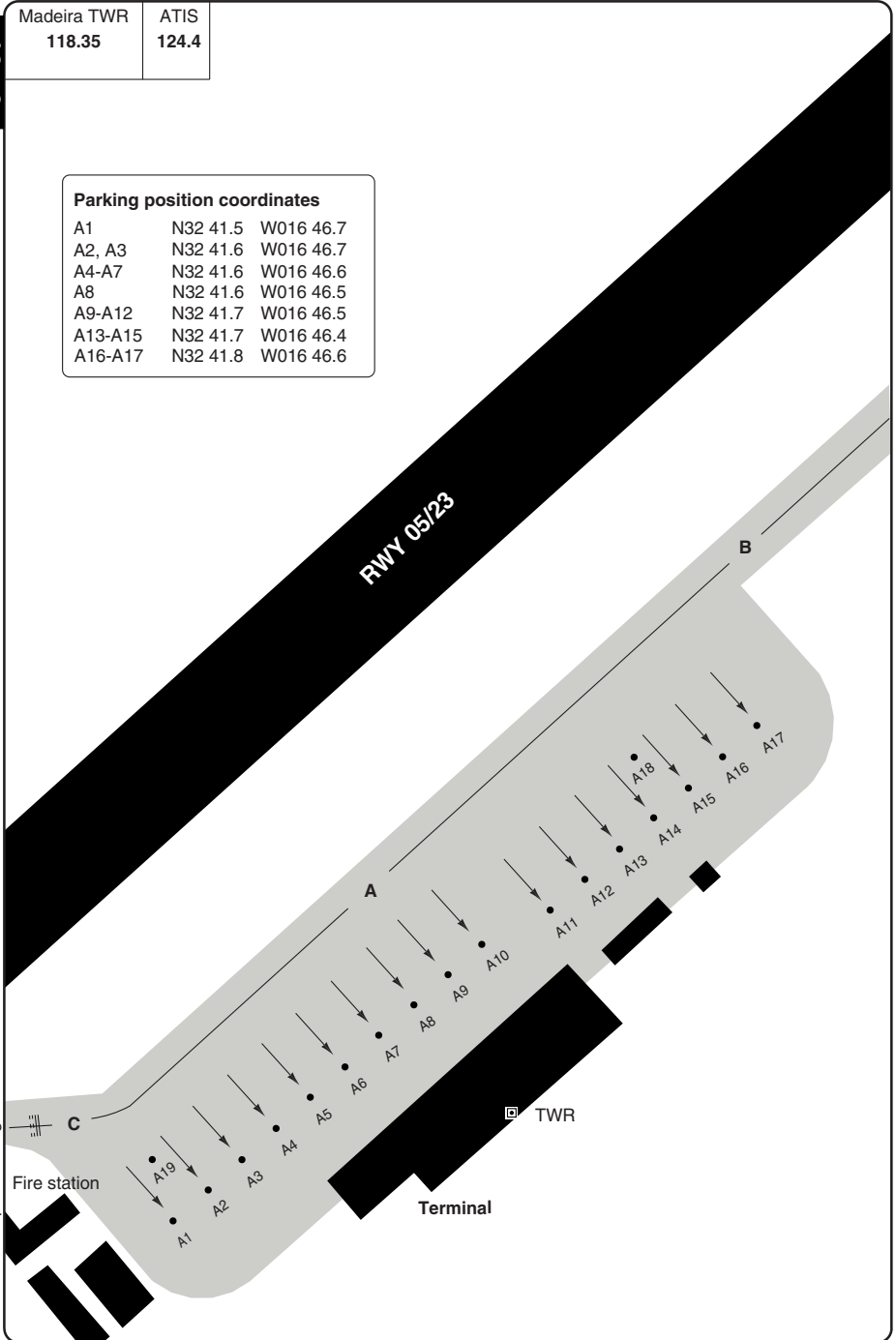
MADEIRA

10 - 2

Madeira TWR	ATIS
118.35	124.4

Parking position coordinates		
A1	N32 41.5	W016 46.7
A2, A3	N32 41.6	W016 46.7
A4-A7	N32 41.6	W016 46.6
A8	N32 41.6	W016 46.5
A9-A12	N32 41.7	W016 46.5
A13-A15	N32 41.7	W016 46.4
A16-A17	N32 41.8	W016 46.6

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GENERAL**GENERAL****1. NIGHT FLIGHT RESTRICTION**

Night operations are restricted to Captains who have previously operated into Madeira and have become familiar with the airport during day-time. Training flights are forbidden at night.

2. AERODROME RESTRICTION

2.1 The following requirements are mandatory to scheduled and non-scheduled revenue flights involving ACFT with a capacity in excess of 10 passengers. Pilots may be required, at any time, to show evidence to Madeira Airport Authorities of their compliance with them.

2.2 Crew requirements

2.2.1 Initial experience; to operate at Madeira AD the Pilot-in-Command must have a minimum of 200 flying hours as Captain on that type of ACFT before completing the initial training.

2.2.2 Recent experience; to operate at Madeira AD the Pilot-in-Command must have performed there, on the last six month:

- one LDG and TKOF or,
- a flight simulator training comprising a LDG and TKOF on each RWY, on a simulated adverse weather condition or,
- a line training flight to Madeira AD comprising a LDG and TKOF, assisted by a qualified instructor occupying the right-hand seat.

2.3 Minimum Training Requirements

2.3.1 In order to operate to Madeira AD, the operator must establish and accomplish beforehand a training programme on the type of ACFT in use. This training must include at least a local flight with LDG and TKOF by day and night in both directions emphasizing:

- The TKOF flight path to RWY 05.
- The TKOF flight path to RWY 23.
- The balked LDG, (go-around initiated in LDG configuration from very low height), in both directions.
- The let-down and APCH to each RWY.
- The operational effect on RWY slope, reduced dimensions and associated safety margins.

2.3.2 If the flight is in a flight simulator, the following must be in the training program for each RWY:

- TKOF with engine failure after V1.
- Relight after engine failure.
- VOR approach.
- Balked LDG and go-around.
- Visual approach.
- LDG
- Weather Conditions. The maximum winds as indicated in GENERAL item 6 and 7; severe turb, windshear and up and down drafts must be included on the different APCH.
- One LDG at night must be executed for each RWY.

2.3.3 After the flight simulator training programme, line training must be performed (unless level D simulator used). If level C is used, line training must be performed with one LDG and TKOF at Madeira AD with an instructor in the right-hand seat.

2.3.4 A Madeira qualified captain changing ACFT type must complete either simulator training as in item 2.3.2, or TKOF and land on both RWYs without the passengers on board, and no line training will be required.

3. WARNING

Caution during final APCH and TKOF due to birds.

4. WIND INFORMATION

On downwind and final APCH to RWY 05, TWR will provide 2min mean winds at Rosario and touch-down.

5. WIND LIMITATIONS**5.1 LDG**

- 5.1.1 MAX of 2min mean wind speed values indicated by touch-down anemometer:
- in the sector 300° to 010° MAG: 15kt, with MAX gust of 25kt.
 - in the sector 020° to 040° MAG: 20kt, with MAX gust of 30kt.
 - in the sector 120° to 190° MAG, and if RWY 05 in use: 20kt, with MAX gust of 30kt. If RWY 23 in use: 15kt, with MAX gust of 25kt as indicated by MID anemometer.
- 5.1.2 MAX of 2min mean wind speed values including gust indicated by MID or Rosario anemometers:
- in the sector 200° to 230° MAG: 25kt.

GENERAL**5.2 TKOF**

MAX of 2min mean wind speed values indicated by the MID anemometer:

a) in the sector 300° to 010° MAG:

20kt with no gust limitation.

b) in the sector 020° to 040° MAG:

25kt with no gust limitation.

c) in the sector 120° to 190° MAG, and if RWY 05 in use: 25kt with no gust limitation.

If RWY 23 in use: 20kt with no gust limitation.

6. TURBULENCE

6.1 Attention should be paid to the WIND DIRECTION INDICATORS located on south side of the RWY, near each touch-down area.

They will reflect unexpected wind changes. Occasionally they will indicate wind from opposite directions.

6.2 When LDG on RWY 05 wind differences higher than 5kt, between Rosario and MID anemometer, may indicate turbulence on final.

6.3 When LDG on RWY 23 with winds from south and westerly sectors, severe turbulence may be experienced at low ALT over THR.

6.4 Headwind or nearly so up to 15kt will cause "WEAK" turbulence on final.

6.5 Wind of 15kt from sector 020° to 050° MAG may cause "MODERATE" turbulence.

6.6 Wind of 15kt or even less from sector 300° to 020° MAG may cause "SEVERE" turbulence.

6.7 Downdrafts or updrafts to be expected near THR of RWY 05 and 23.

8. NOTE

Pilots are strongly requested to report any operational problems (turbulence, windshear, lights etc) to TWR.

10. ENG TEST

06-23LT, only on RWY.

ARRIVAL**1. TRAFFIC NOTE**

All TKOF and LDG are to be made in visual conditions.

2. SPEED

MAX 280kt BTN FL245 and FL100.

MAX 250kt at and below FL100.

MAX 220kt at and below FL70.

MAX 200KT at and below 4000ft.

MAX speed between 180kt and 160kt when established on final APCH and thereafter 160kt until 4nm from THR.

3. VISUAL APPROACHES**3.1 RWY 05**

3.1.1 Downwind maintain 1140ft.

3.1.2 On the APCH, cross the coast over GELO at 850ft, then follow the curved APL, not crossing to the north (left) side of them; cross ROSARIO at approx 460ft.

3.1.3 At night the RWY 05 APL must be on; if they fail before the ACFT is in such a position over those lights that will ensure that the high ground on the left side will be avoided, a Missed Approach (right turn) should be initiated.

3.1.4 PAPI should be followed; they are set to define a 3° descent path crossing the THR at 57ft.

Due to high terrain, caution should be exercised to avoid flying left of APL to RWY 05.

3.2 RWY 23

3.2.1 In order to never cross to the right (north) of R237 FUN or 236° from MAD:

a) On the visual APCH initiated overhead VOR/DME FUN, the ACFT should be kept slightly left on this radial until a point where, with TDZ and PAPI in sight, it has to line up with the RWY.

b) Maintain MDA(H) until intercepting the 3° final APCH path defined by the PAPI, which crosses the THR at 57ft.

c) Due to high terrain, do not deviate to the north (to the right) of the extended RWY 23 CL. The high terrain includes:

- Pico do Facho; 1129, DIST 1023m abeam a point 1nm from the THR.

- Cliff; 558, DIST 608m abeam a point 1nm from the THR.

GENERAL

3.2.2 At night the hills, Pico do Facho, on the right, may be obscured by mist (obstacle is lit).

3.2.3 THR RWY 23 not visible from TWR.

3.2.4 TDZL is provided. A go-around should be performed if the ACFT has not landed by the end of these lights.

4. PARKING

4.1 Nose-in -& Push-back except for widebody or ACFT with wingspan more than 59m/ 193ft which shall stop facing north.

4.2 Marshall compulsory.

b) Thereafter adjust level and speed according flightplan.

c) If being radar vectored or proceeding offset, when passing D30 FUN, rejoin the current flightplan route and proceed according item b).

d) If cleared DCT to..., fly at/to the assigned and acknowledged level or to FL60, whichever is higher, until passing D30 FUN maintain the current flightplan route and proceed according item b).

DEPARTURE**1. CLR**

Contact TWR 0800-1630LT or APP 1630-0800LT 10min before ETD for AD info and amendment to/confirmation of ETD.

2. PUSH-BACK, START-UP

2.1 Contact TWR 10min before Start-up for DEP approval.

2.2 JET ACFT: Start-up only permitted after push-back with ACFT in breakaway area.

3. WARNING

Pilots are advised to select full power on TKOF in the presence of turbulence or downdraft reports.

4. TKOF RWY 23

With westerly wind, tail windshears may be expected. Anemometer readings at RWY end and at Rosario may indicate this possibility.

5. VISUAL TKOF

RWY 05: Right turn to 089° initiated at MAX 100ft above DER.

RWY 23: Left turn to 179° or less initiated at MAX 100ft above DER.

6. COM FAIL

a) Fly at/to the last assigned and acknowledged level or to the level of SID if it's higher than the last assigned level until passing D30 FUN.

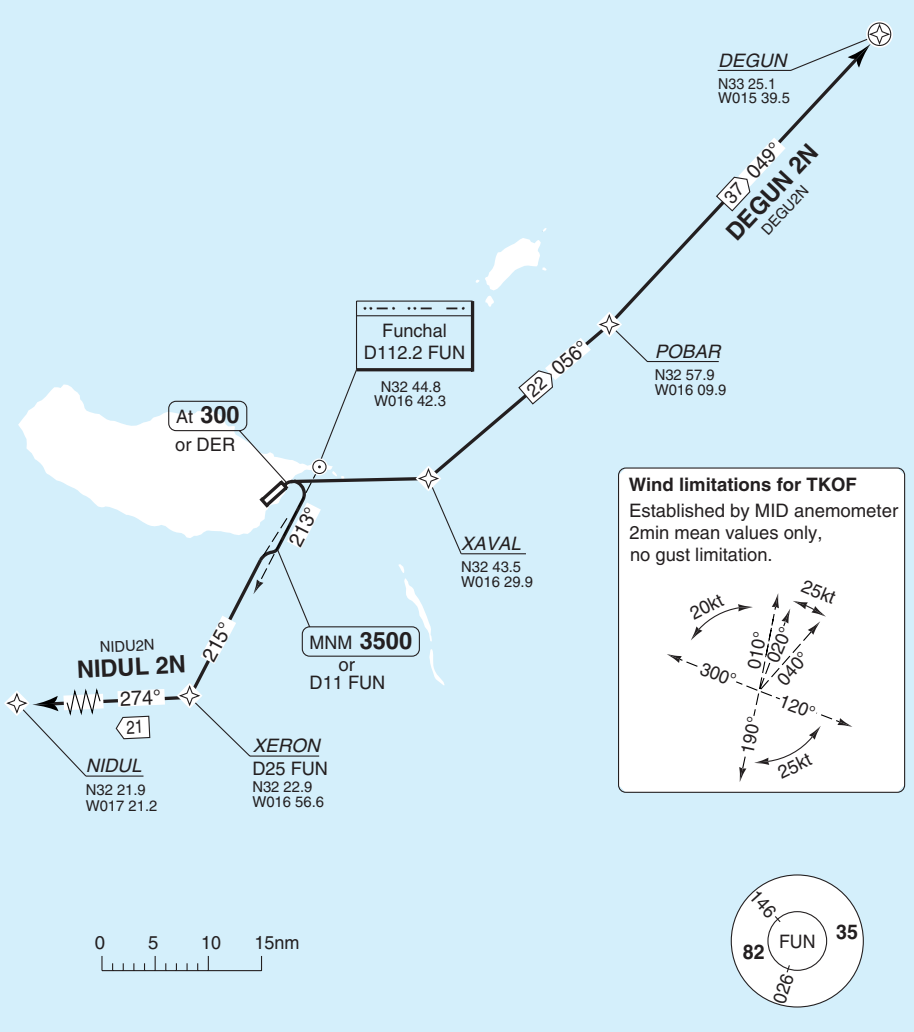
SID RWY 05 **RNAV**

MADEIRA

30 - 1

Madeira TWR 118.35	APP 119.2 119.6	ATIS 124.4
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TA **5000** | AD Elev **192**



Wind limitations for TKOF
Established by MID anemometer
2min mean values only,
no gust limitation.

COM: After TKOF contact APP 119.2.

SID	ALT Restriction	Routing
(INITIAL CLIMB)		Climb on 051° - at 300 or DER, whichever first, turn right - follow SID.
DEGUN 2N	Climb to FL60	XAVAL - POBAR - DEGUN.
NIDUL 2N	Climb to FL100	R213 FUN - after D11 FUN or MNM 3500 turn right - R215 FUN - XERON. At XERON or crossing FL100 , whichever earlier, turn right - NIDUL.

Change: New spec.

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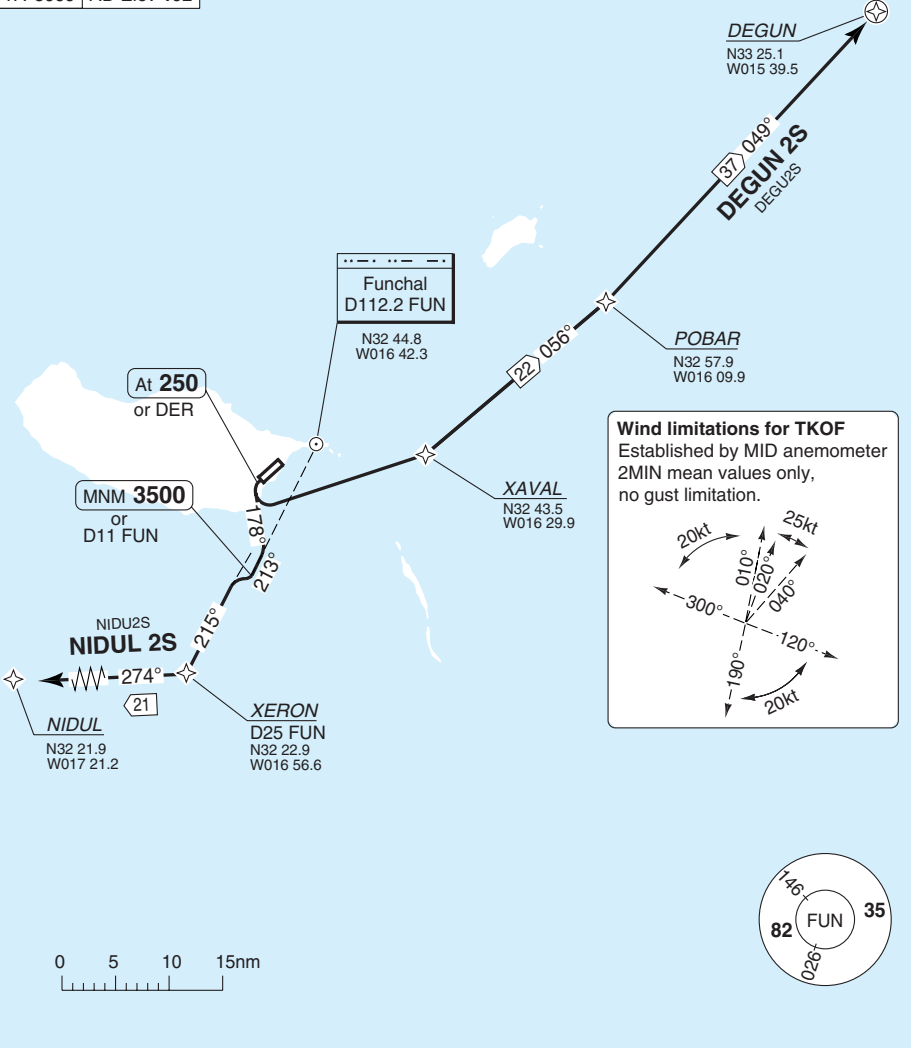
SID RWY 23 **RNAV**

MADEIRA

Madeira TWR 118.35	APP 119.2 119.6	ATIS 124.4
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TA 5000 | AD Elev 192

30 - 2



COM: After TKOF contact APP 119.2.

SID	ALT Restriction	Routing
(INITIAL CLIMB)		Climb on 231° - at 250 or DER, whichever first, turn left - follow SID.
DEGUN 2S	Climb to FL60	XAVAL - POBAR - DEGUN.
NIDUL 2S	Climb to FL100	178° - R213 FUN - after D11 FUN or MNM 3500 turn right - R215 FUN - XERON. At XERON or crossing FL100 , whichever earlier, turn right - NIDUL.

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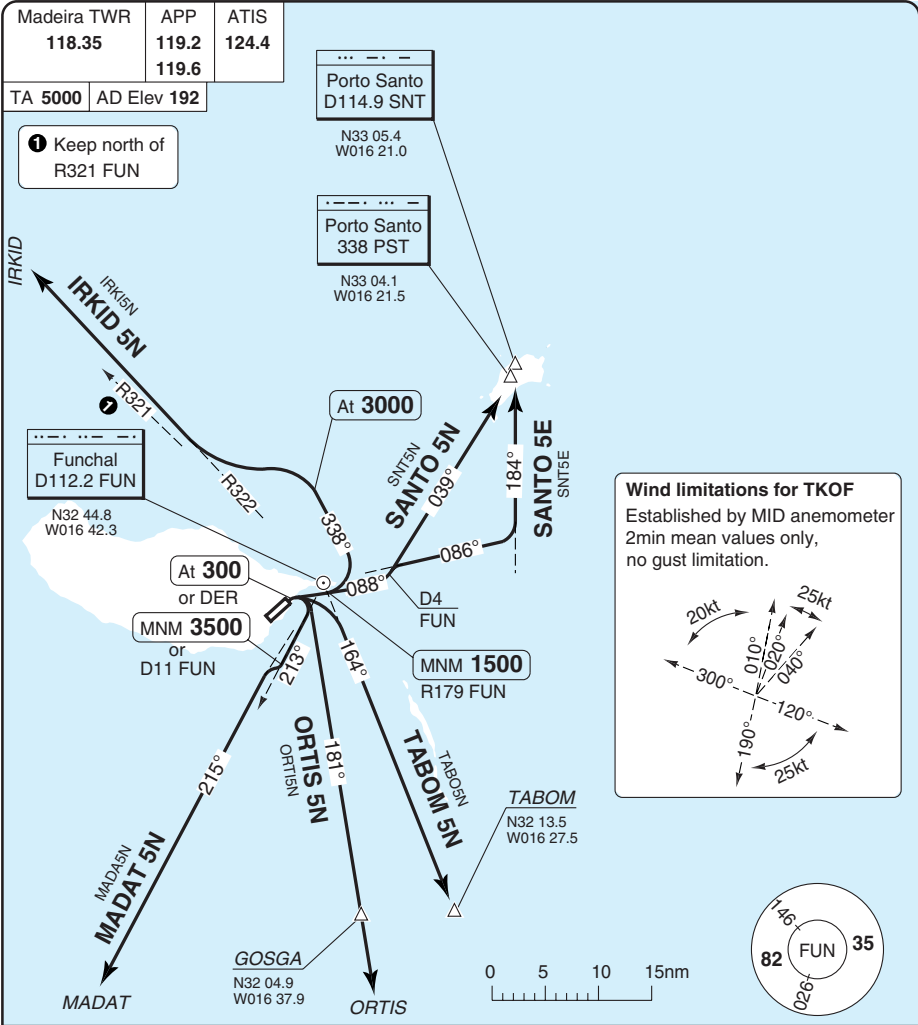
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MADEIRA

30 - 3

SID RWY 05



COM: After TKOF contact APP 119.2.

ALT RESTRICTION: Climb to **FL60**.

SID	Routing	Altitudes
(INITIAL CLIMB)	Climb on 051° - at 300 or DER, whichever first, turn right - follow SID.	
IRKID 5N	088° - at R179 FUN turn left - 338° - at 3000 turn left - R322 FUN - IRKID (keep north of R321 FUN).	R179 FUN MNM 1500
MADAT 5N	R213 FUN - after D11 FUN or MNM 3500 turn right - R215 FUN - MADAT.	
ORTIS 5N	R181 FUN - GOSGA - ORTIS.	
SANTO 5E	088° - at D4 FUN turn left - 039° PST - R086 FUN - turn left - R184 SNT - SNT.	R179 FUN MNM 1500
SANTO 5N	088° - at D4 FUN turn left - 039° to PST - PST - SNT.	R179 FUN MNM 1500
TABOM 5N	R164 FUN - TABOM.	

Change: New spec.

SID RWY 23

Madeira TWR 118.35	APP 119.2 119.6	ATIS 124.4
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TA 5000 | AD Elev 192

Porto Santo
D114.9 SNT

N33 05.4
W016 21.0

Porto Santo
338 PST

N33 04.1
W016 21.5

① Keep north of
R321 FUN

Funchal
D112.2 FUN

N32 44.8
W016 42.3

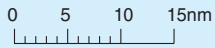
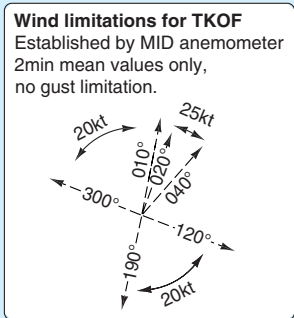
At 250
or DER

MNM 3500
or
D11 FUN

MNM 1500

TABOM
N32 13.5
W016 27.5

GOSGA
N32 04.9
W016 37.9



30 - 4

COM: After TKOF contact APP 119.2.

ALT RESTRICTION: Climb to **FL60**.

SID	Routing	Altitudes
(INITIAL CLIMB)	Climb on 231° - at 250 or DER, whichever first, turn left - follow SID.	
IRKID 5S	078° - at R169 FUN turn left - 338° - at 3000 turn left - R322 FUN - IRKID (keep north of R321 FUN).	R169 FUN MNM 1500
MADAT 5S	178° - R213 FUN - after D11 FUN or MNM 3500 turn right - R215 FUN - MADAT.	
ORTIS 5S	148° - R181 FUN - GOSGA - ORTIS.	
SANTO 5F	078° - at R169 FUN turn left (keep beyond D3 FUN arc) - 039° to PST - R086 FUN - turn left - R184 SNT - SNT.	R169 FUN MNM 1500
SANTO 5S	078° - at R169 FUN turn left (keep beyond D3 FUN arc) - 039° to PST - PST - SNT.	R169 FUN MNM 1500
TABOM 5S	148° - R164 FUN - TABOM.	

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STAR **RNAV**

MADEIRA

Madeira APP	TWR	ATIS
119.2	118.35	124.4
119.6		
TL ATC	AD Elev 192	

SPEED
 MAX 280kt FL245-100.
 MAX 250kt at and below FL100.
 MAX 220kt at and below FL70.
 MAX 200kt at and below 4000ft.

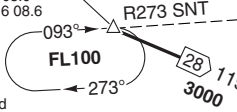
COM FAIL

Above **FL270**: Proceed to XINGA HP. Over HP descend to **FL140** and proceed to ABUSU. Over ABUSU HP at **FL140** proceed in accordance below.

At or below **FL270**: Proceed to ABUSU HP and proceed in accordance below.

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.

XINGA
 D40 SNT
 N33 03.0
 W016 08.6



Scale distorted

LIDRO
 N33 40.1
 W015 57.0

TOBED
 N33 14.3
 W016 28.4

Porto Santo
 D114.9 SNT
 N33 05.4
 W016 21.0



LIDR4A
LIDRO 4A

207° (24)
 3000

IAF
ABUSU
 CLR-Limit
 N32 52.0
 W016 38.1

Funchal
 D112.2 FUN
 N32 44.8
 W016 42.3

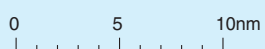
NIDUL
 N32 21.9
 W017 21.2

XERON
 N32 22.9
 W016 56.6

NIDU4A
NIDUL 4A

25 035°
 5000

21 094°
 FL100



40 - 1

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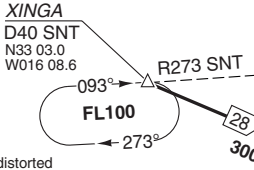
STAR

MADEIRA

Madeira APP	TWR	ATIS
119.2	118.35	124.4
119.6		
TL	ATC	AD Elev 192

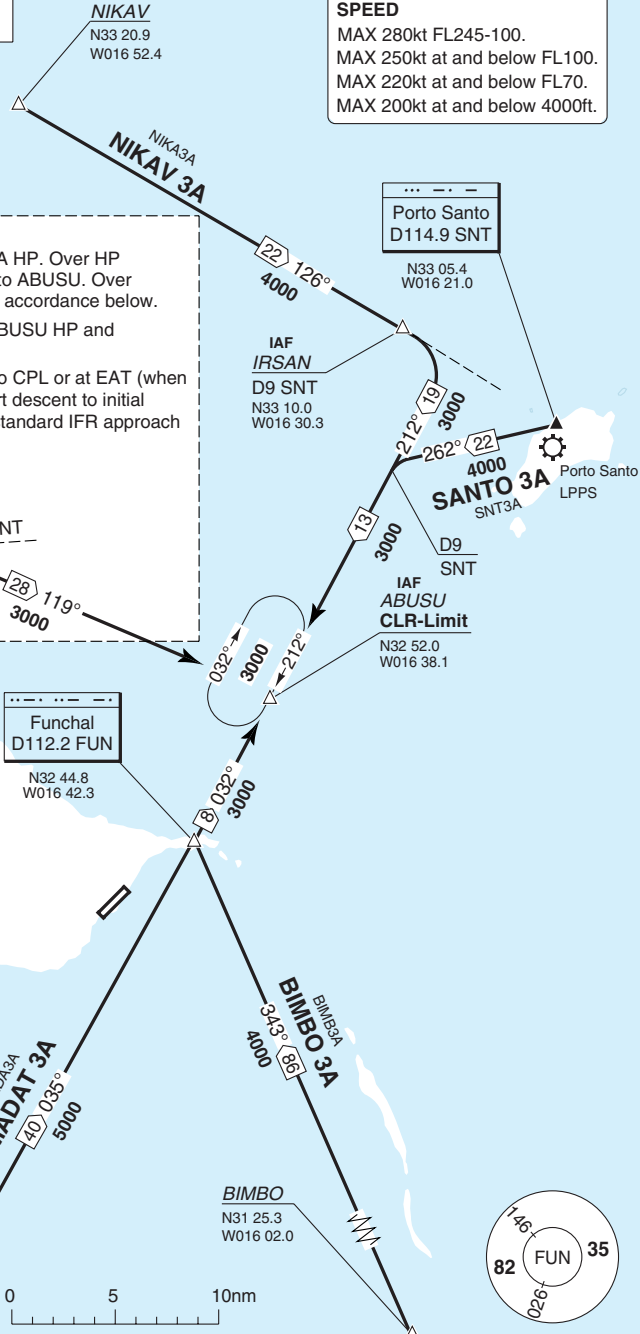
SPEED
 MAX 280kt FL245-100.
 MAX 250kt at and below FL100.
 MAX 220kt at and below FL70.
 MAX 200kt at and below 4000ft.

COM FAIL
 Above **FL270**: Proceed to XINGA HP. Over HP descend to **FL140** and proceed to ABUSU. Over ABUSU HP at **FL140** proceed in accordance below.
 At or below **FL270**: Proceed to ABUSU HP and proceed in accordance below.
 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.



Scale distorted

40 - 2



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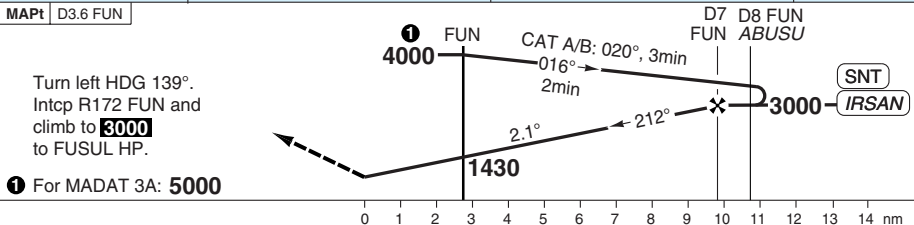
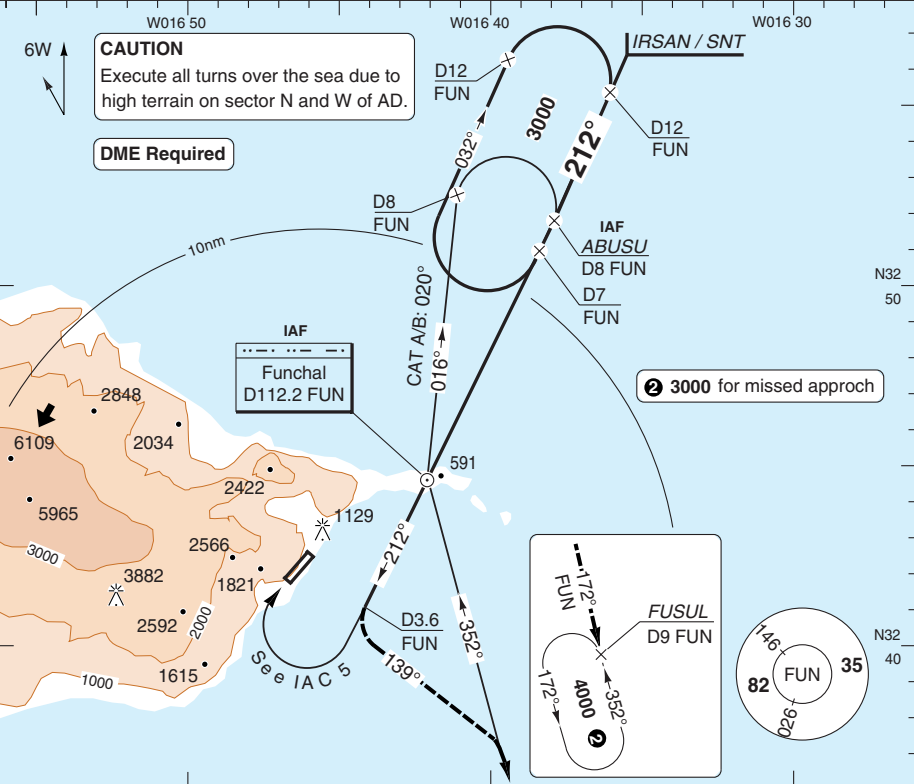
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VOR RWY 05 CIRCLING

MADEIRA

Madeira APP 119.2 119.6	TWR 118.35	ATIS 124.4
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VOR/DME 112.2 FUN	FAT 212°	DTHR Elev 147	AD Elev 192	TL ATC	TA 5000
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MAPt D3.6 FUN	Turn left HDG 139°. Intcp R172 FUN and climb to 3000 to FUSUL HP.	① For MADAT 3A: 5000
ACFT	VOR+DME Circling	DME FUN ALT
A	940 (800) 5.0km	2.1°
B		7 3000
C		6 2760
D		5 2550
GS	80 100 120 140 160	4 2330
ROD 1.3° a	180 225 270 315 360	3 2100
FUN-MAPt	2:42 2:09 1:48 1:32 1:21	2 1880
		1 1650
		0 1430

LD A 2481x45
8139x147ft
P 3° (57)

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STATE

ALS

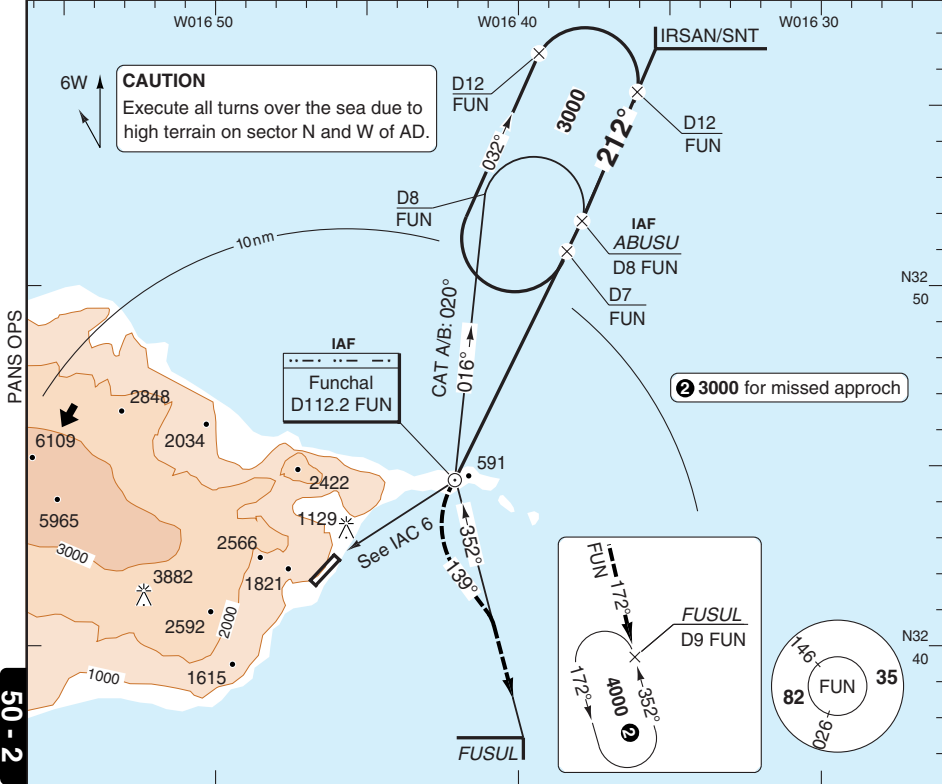
50 - 1

VOR RWY 23 CIRCLING

MADEIRA

Madeira APP 119.2 119.6	TWR 118.35	ATIS 124.4
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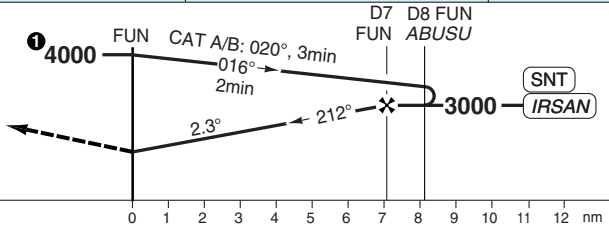
VOR/DME 112.2 FUN	FAT 212°	DTHR Elev 192	AD Elev 192	TL ATC	TA 5000
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MAPt FUN

Turn left HDG 139° to intop R172 FUN and climb to **3000** to FUSUL HP.

1 For MADAT 3A: **5000**



ACFT **VOR+DME Circling** 1200ft

A	1300 (1110) 7.0km
B	
C	
D	

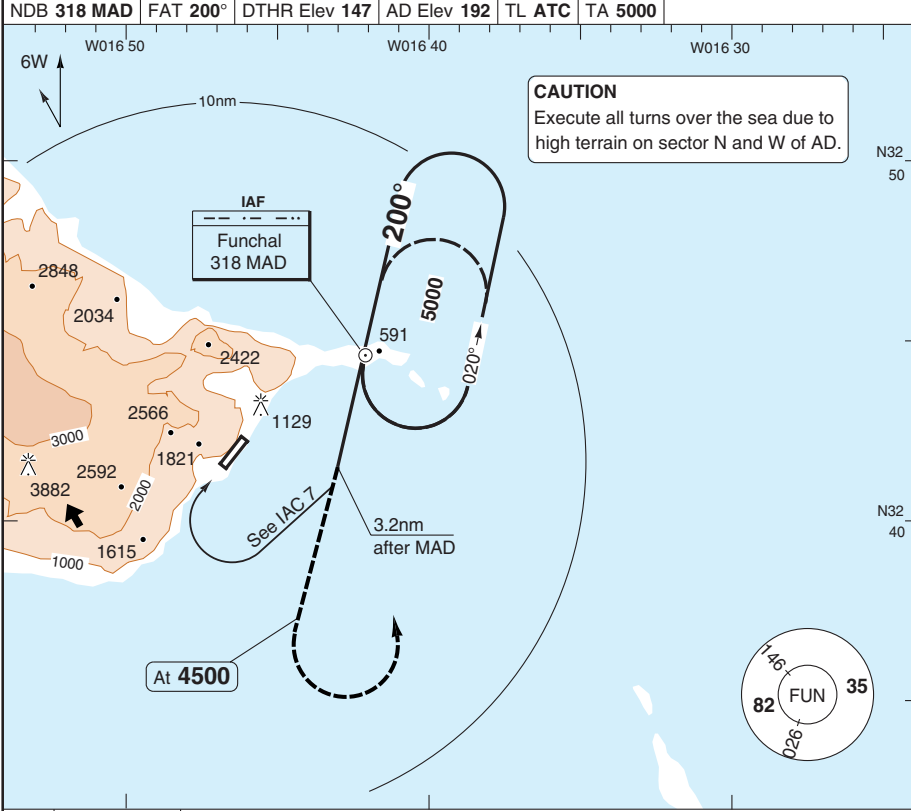
DME FUN	2.3° ALT	LDA 2481x45 8139x147ft P 3° (57) IALS
7	3000	
6	2800	
5	2550	
4	2300	
3	2050	
2	1800	
1	1550	
0	1300	

GS	80	100	120	140	160
ROD 2.3°	325	405	490	570	650

Change: New spec.

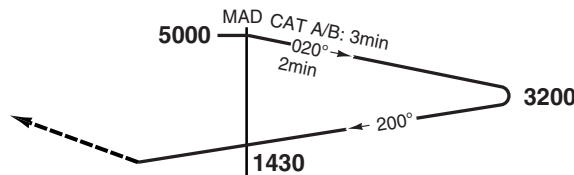
NDB RWY 05 CIRCLING

Madeira APP 119.2 119.6	TWR 118.35	ATIS 124.4	
NDB 318 MAD	FAT 200°	DTHR Elev 147	AD Elev 192 TL ATC TA 5000



MAPt 3.2nm after MAD

Climb on 200° from MAD to **4500**, turn left to **MAD** climbing to **5000**.



ACFT	NDB Circling
A	
B	940 (800)
C	5.0km
D	

LDA 2481x45
8139x147ft
P 3° (57)

GS	80	100	120	140	160
MAD-MAPt	2:24	1:55	1:36	1:22	1:12



NALS

150

50 - 3

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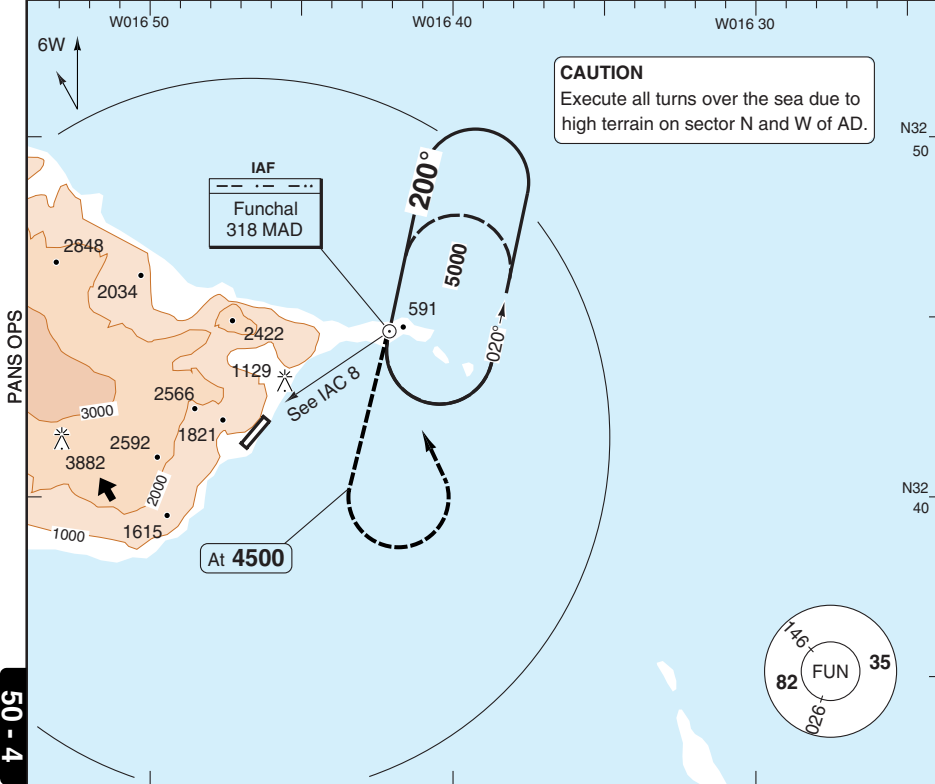
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NDB RWY 23 CIRCLING

Madeira APP 119.2 119.6	TWR 118.35	ATIS 124.4
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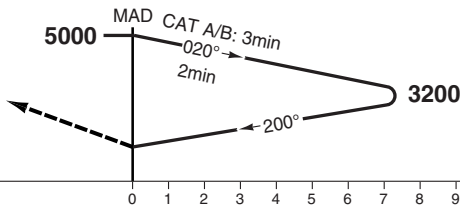
NDB 318 MAD	FAT 200°	DTHR Elev 192	AD Elev 192	TL ATC	TA 5000
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50 - 4

MAPt MAD

Climb on 200° from MAD to **4500**, turn left to **MAD** climbing to **5000**.



ACFT **NDB Circling**

△ 1200ft

LDA 2481x45
8139x147ft
P 3° (57)

STATE	
A	
B	1300 (1110)
C	7.0km
D	△



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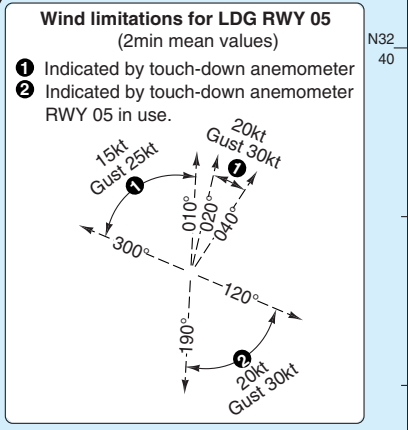
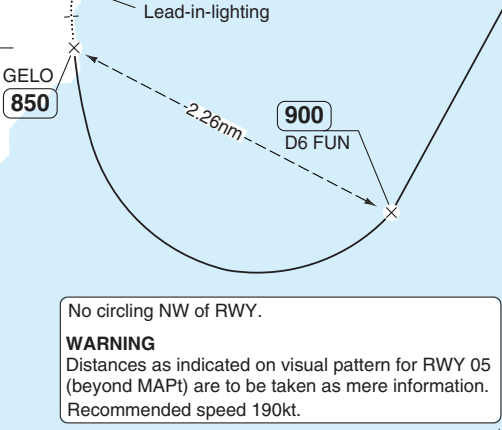
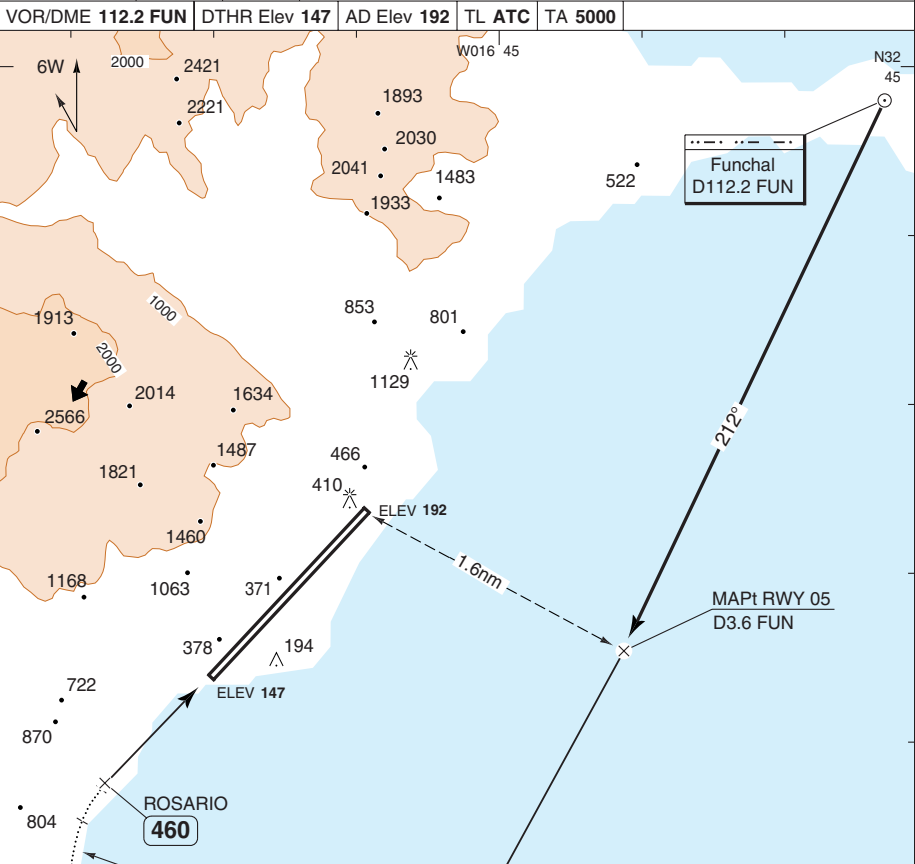
Change: New spec.

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VISUAL RWY 05 VOR

MADEIRA

Madeira APP 119.2 119.6	TWR 118.35	ATIS 124.4
VOR/DME 112.2 FUN	DTHR Elev 147	AD Elev 192
TL ATC		TA 5000



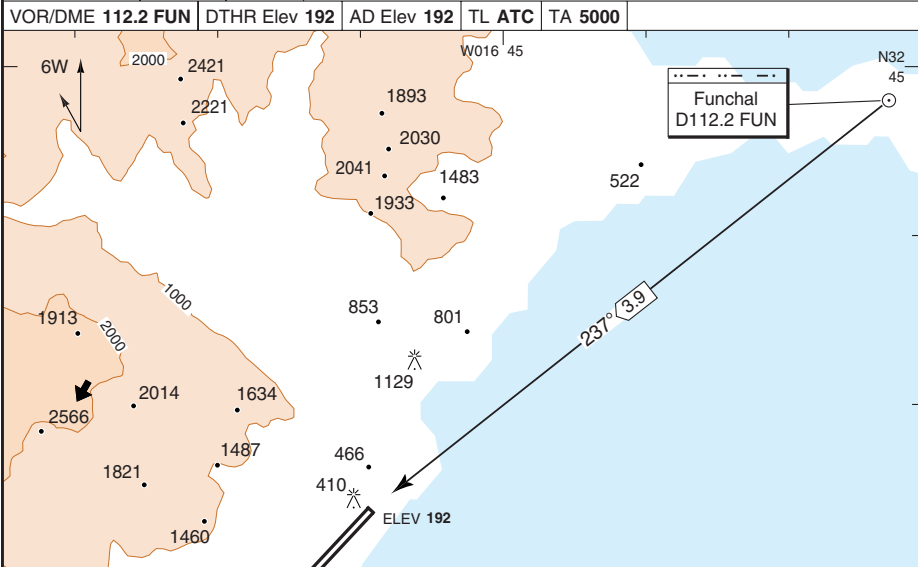
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50 - 5

VISUAL RWY 23 VOR

MADEIRA

Madeira APP 119.2 119.6	TWR 118.35	ATIS 124.4				
VOR/DME 112.2 FUN	DTHR Elev 192	AD Elev 192	TL ATC	TA 5000		



No circling NW of RWY.
Straight in from VOR/NDB to RWY 23 not authorized.

WARNING
Distances as indicated on visual pattern for RWY 05 (beyond MAPt) are to be taken as mere information. Recommended speed 190kt.

Wind limitations for LDG RWY 23
(2min mean values)

- ① Indicated by touch-down anemometer.
- ② Indicated by Mid anemometer RWY 23 in use.
- ③ Indicated by Mid or Rosario anemometer including gust.

50 - 6

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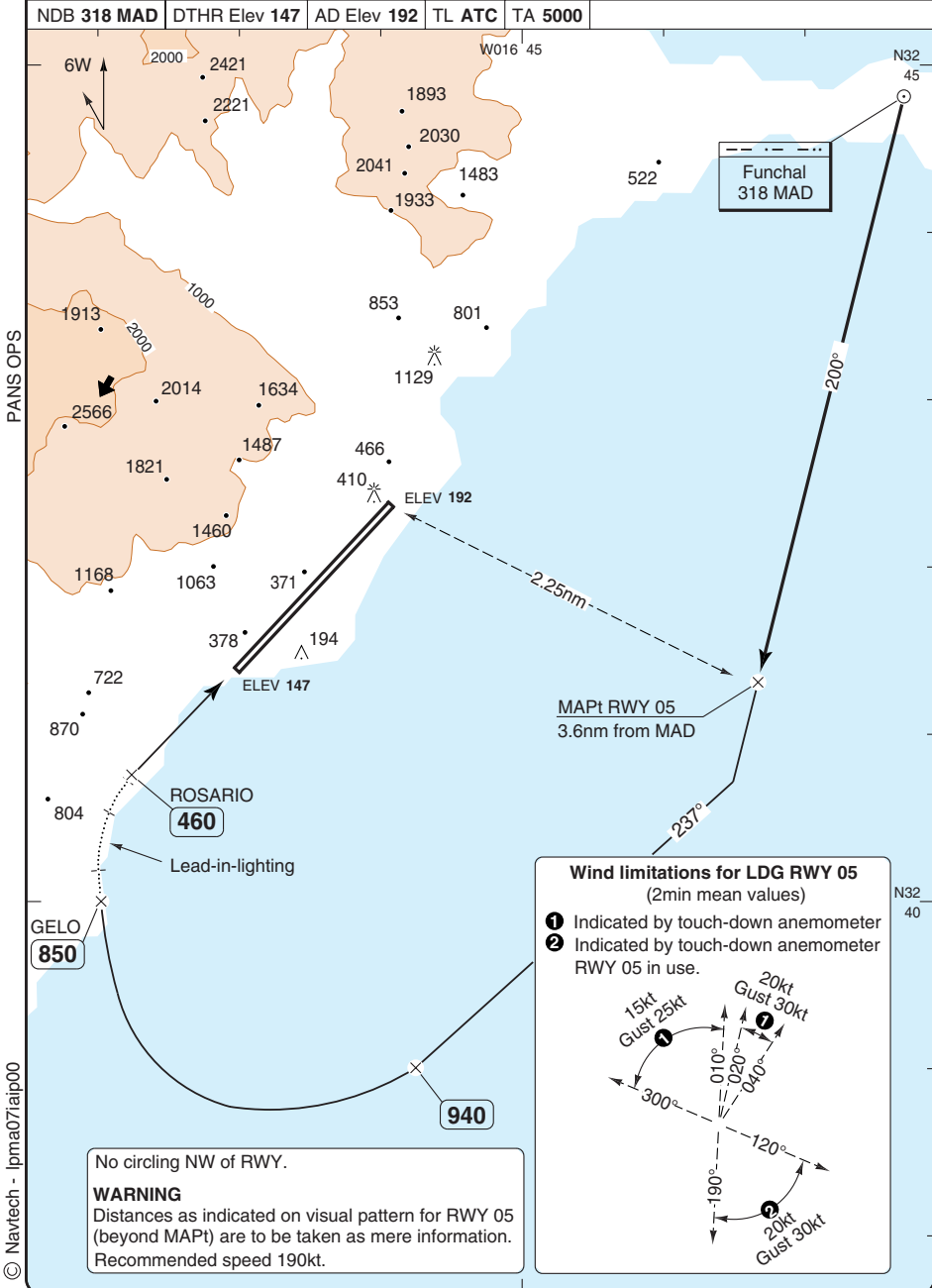
Change: New spec.

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VISUAL RWY 05 NDB

MADEIRA

Madeira APP 119.2 119.6	TWR 118.35	ATIS 124.4
NDB 318 MAD	DTHR Elev 147	AD Elev 192
TL ATC	TA 5000	



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50 - 7

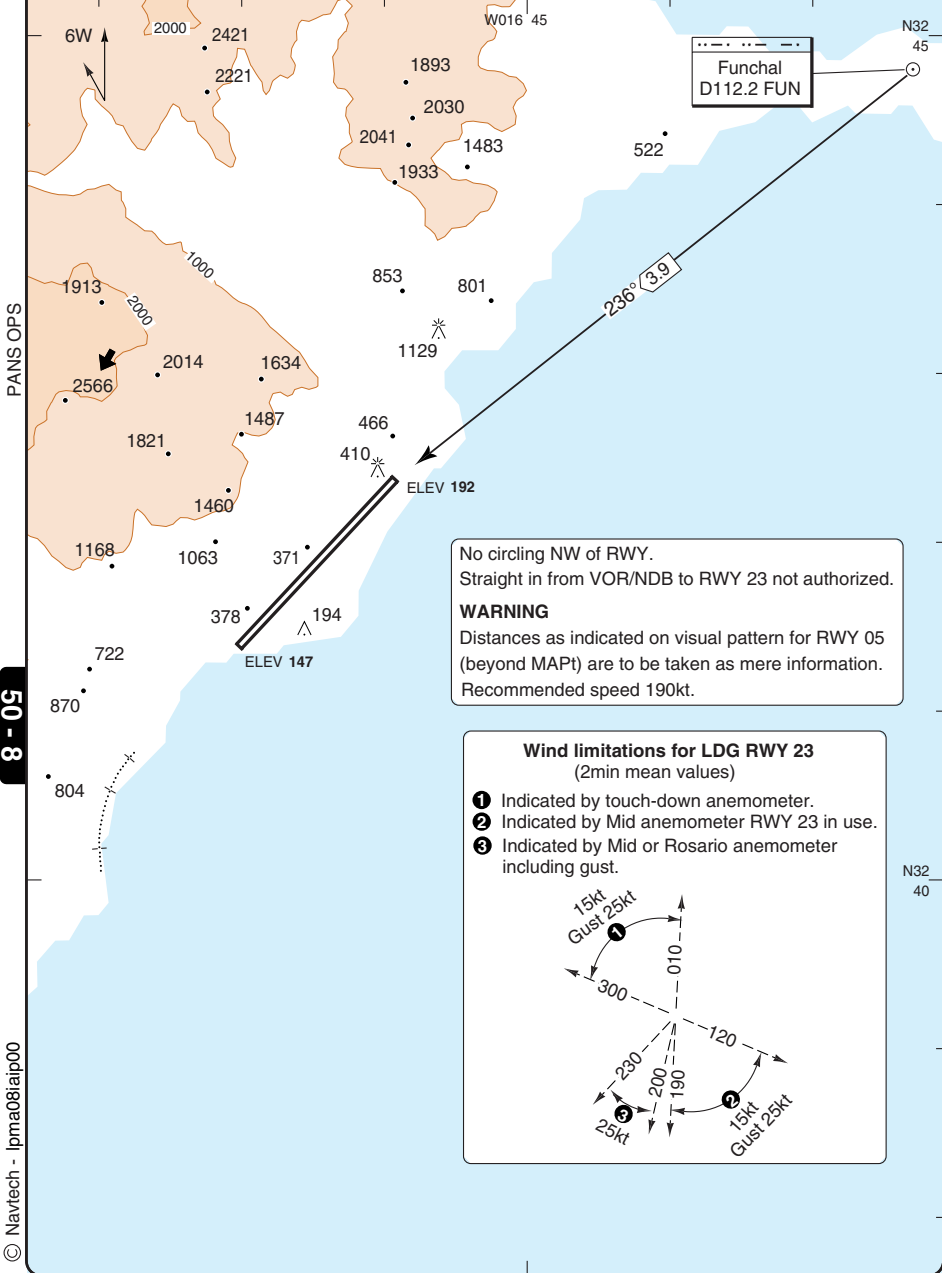
Change: New spec.

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VISUAL RWY 23 NDB

MADEIRA

Madeira APP 119.2 119.6	TWR 118.35	ATIS 124.4			
NDB 318 MAD	DTHR Elev 192	AD Elev 192	TL ATC	TA 5000	



No circling NW of RWY.
Straight in from VOR/NDB to RWY 23 not authorized.

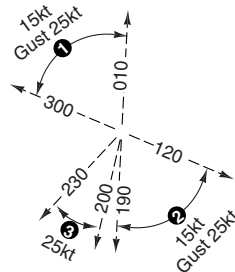
WARNING

Distances as indicated on visual pattern for RWY 05 (beyond MAPt) are to be taken as mere information. Recommended speed 190kt.

Wind limitations for LDG RWY 23

(2min mean values)

- ① Indicated by touch-down anemometer.
- ② Indicated by Mid anemometer RWY 23 in use.
- ③ Indicated by Mid or Rosario anemometer including gust.



JAR-OPS Landing Minima

MADEIRA

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		C				D			
R/W	Procedure	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m
All	Not authorised								

Notes:

CIRCLING		C			D		
R/W	Procedure	MDA QNH ft	MDH QFE ft	Vis m	MDA QNH ft	MDH QFE ft	Vis m
05	VOR/DME to CIRC (1)(3)	950	800	5000	950	800	5000
05	NDB to CIRC (1)(3)	950	800	5000	950	800	5000
23	VOR/DME to CIRC (2)(3)	1310	1110	7000	1310	1110	7000
23	NDB to CIRC (2)(3)	1310	1110	7000	1310	1110	7000

Notes:

- (1) Ceiling 800ft / 245m.
- (2) Ceiling 1200ft / 370m.
- (3) Prohibited west of extended runway centreline.

TAKE-OFF		C		D	
Runway	Facilities	RVR	Vis	RVR	Vis
05 / 23 (1)		-	2800	-	2800

Notes:

- (1) Take-off Alternate required.

JAR-OPS Landing Minima

MADEIRA

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		A				B			
R/W	Procedure	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m
All	Not authorised								

Notes:

CIRCLING		A			B		
R/W	Procedure	MDA QNH ft	MDH QFE ft	Vis m	MDA QNH ft	MDH QFE ft	Vis m
05	VOR/DME to CIRC (1)(3)	950	800	5000	950	800	5000
05	NDB to CIRC (1)(3)	950	800	5000	950	800	5000
23	VOR/DME to CIRC (2)(3)	1310	1110	7000	1310	1110	7000
23	NDB to CIRC (2)(3)	1310	1110	7000	1310	1110	7000

Notes:

- (1) Ceiling 800ft / 245m.
- (2) Ceiling 1200ft / 370m.
- (3) Prohibited west of extended runway centreline.

TAKE-OFF		A		B	
Runway	Facilities	RVR	Vis	RVR	Vis
05 / 23 (1)		-	2800	-	2800

Notes:

- (1) Take-off Alternate required.