(c) JEPPESEN SANDERSON, INC., 2026, ALL RIGHTS RESERVED

JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

Trip Kit Index
Airport Information For LPMA
Terminal Charts For LPMA
Revision Letter For Cycle 08-2026
Change Notices
Notebook

(c) JEPPESEN SANDERSON, INC., 2026, ALL RIGHTS RESERVED

General Information

Location: MADEIRA PRT
ICAO/IATA: LPMA / FNC
Lat/Long: N32° 41.65', W016° 46.68'
Elevation: 191 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 4.0° W

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0731 Z
Sunset: 1811 Z

Runway Information

Runway: 05
Length x Width: 9124 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 146 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 492 ft

Runway: 23
Length x Width: 9124 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 191 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 492 ft

Communication Information

ATIS: 130.355 Arrival Service
ATIS: 121.630 Departure Service
Madeira Tower: 124.660
Madeira Approach: 119.605
Madeira Approach: 120.455 Secondary
Lisbon ACC: 132.255 RCO

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

1. GENERAL

1.1. ATIS

D-ATIS Arrival 130.355

D-ATIS Departure 121.630

1.2. NOISE ABATEMENT

1.2.1. NIGHTTIME RESTRICTIONS

Landing and/or take-off is forbidden between 0000-0600LT, except in cases of force majeure. However, according to governmental deliberation, exception regime has been granted for MADEIRA APT in which landing and/or take-off of ACFT engaged in commercial aviation or aerial work are allowed in a limited number.

The authorization for air movements during this period is conditioned to:

- The maximum number of movements allowed (31 daily, 80 weekly) Special Seasons: Christmas, New Year's Day, Carnival, Easter and 'Festa del Flor' (52 daily, 134 weekly);
- The noise level of the ACFT concerned, in compliance with ICAO:

Noise Level Band (EPNdB)	QUOTA Count
below 87	0
87 - 89.9	0.5
90 - 92.9	1
93 - 95.9	2
96 - 98.9	4
99 - 101.9	8
more than 101.9	16

ACFT classified Level 4, 8 and 16 cannot be scheduled between 0200-0500LT.

The operating restrictions set out above (max. movements) shall not apply to the following cases of force majeure:

- ACFT operating humanitarian, emergency or evacuation missions;
- ACFT to come across urgent situations, taking into account weather, technical failure or flight safety reasons;
- Air movements subject to an unforeseen schedule alteration due to abnormal disturbance within Air Traffic Control;
- Air movements operated up to 0100LT which were actually scheduled for periods up to 0000LT due to delays for which neither the APT management company nor the operator were to blame;
- Landings operated during the period comprised between 0500-0600LT, due to weather reasons, as far as the arrival had been scheduled for a time after 0600LT.

1.2.2. ENGINE TEST RUNS

Engine test runs must be made on the RWY. Engine test runs in idle power may take place on stands, with the prior authorization of the APT Operations.

Tests are only permitted between 0600-2300LT and with the prior authorization of the APT Operations.

© JEPPESEN, 2013, 2021. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

1. GENERAL

1.3. SPECIAL PROCEDURES AND OPERATING LIMITATIONS

1.3.1. OPERATING AT MADEIRA APT

The APT is located on a plateau on the East coast of Madeira Island. Except for the seaside ground raises rapidly very close 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.

STRAIGHT-IN APPROACHES NOT AUTHORIZED FROM FUNCHAL VOR TO RWY 23.

1.3.1.1. APPLICABILITY

The following items (1.3.1.2. thru 1.3.1.5.) are mandatory to scheduled and non-scheduled revenue flights involving ACFT with a capacity in excess of 10 passengers.

Pilots are informed that, at any time, they may be required to show evidence to MADEIRA APT authorities of compliance with referred items.

1.3.1.2. CREW REQUIREMENTS

Initial Experience

To operate at MADEIRA APT, the Pilot-in-Command must have a minimum of 200 flying hours as captain on the concerned type of ACFT, before completing the initial training.

Recent Experience

To operate at MADEIRA APT, the Pilot-in-Command must have performed there, during the last 6 months:

- one landing and take-off, or
- a flight simulator training comprising a landing and take-off on each RWY, on a simulated adverse weather condition, or
- a line training flight to MADEIRA APT, comprising a landing and take-off, assisted by a qualified instructor occupying the right-hand seat.

The Pilot-In-Command is authorized to operate to MADEIRA APT (LPMA) for a period of six months starting from the date of issue.

1.3.1.3. MINIMUM TRAINING REQUIREMENTS

In order to operate at MADEIRA APT, the operator must establish and accomplish beforehand a training program concerning the type of ACFT 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 RWY 23;
- the take-off flight path to RWY 05;
- the balked landing (go-around initiated in landing configuration from very low height) on both directions;
- the let-down and approach to both RWYs;
- the operational effect on RWY 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 RWY:

- Take-off with engine failure after V1;
- Relight after engine failure;
- VOR approach;
- Balked landing and go-around;
- Visual approach;
- Landing;
- Weather conditions: Winds - the maximum as indicated in Operating Procedures and Limitations paragraph (see below), severe turbulence. Windshear and up- and downdrafts must be included in the different approaches;
- One landing at NIGHT must be executed for each RWY.

© JEPPESEN, 2013, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

1. GENERAL

1.3.1.4. 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 APT, with an instructor occupying the right-hand seat.

1.3.1.5. ACFT TYPE CHANGE

A captain qualified at Madeira APT in one type of ACFT, changing to another type, must do the flight simulator training program mentioned in paragraph 1.3.1.3. or, instead, will land and take off in both RWYs without passengers on board and no line training will be required in both cases.

1.3.1.6. TRAINING PROGRAM

The training program referred to in paragraph 1.3.1.3. will have to be approved by INAC (Portuguese Civil Aviation Authority).

1.3.1.7. DEVIATIONS AND UNCONFORMITIES

Any deviations or unconformities from requirements stated in paragraph 1.3.1.2. thru 1.3.1.5. will be dealt on a case by case basis.

1.3.2. RESPONSIBILITY

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

1.3.3. OPERATING PROCEDURES AND LIMITATIONS

1.3.3.1. WIND/TURBULENCE

Wind Information

Control Tower will provide 2 minutes mean wind values at Rosario and touchdown zone simultaneously with landing clearance or missed approach/go-around instructions when landing clearance cannot be issued due to winds exceeding APT published landing limits.

Further wind information after a landing clearance has been issued will be provided at pilot's request or upon occurrence of variations from the last 2 minutes mean wind direction of 60° or more, or mean wind speed of 3 KT or more.

Instantaneous wind read outs will be provided at pilot's request.

Wind Limitations

- When landing

  Maximum of 2 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 RWY in use is 23 - 15 KT subject also to a maximum wind gust of 25 KT as indicated by MID anemometer.

  Maximum of 2 minutes mean wind speed values, including gust indicated by the MID or Rosario anemometer:

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

© JEPPESEN, 2013, 2021. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

1. GENERAL

- When taking-off

  Maximum of 2 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 RWY in use is 05 - 25 KT with no gust limitations, and
    if RWY 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.

Turbulence

- Attention should be paid to the WIND DIRECTION INDICATORS located on the south side of the RWY, 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 turbulence may be experienced at low altitude over the RWY THR.
- 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 sect or 300° to 020° MAG (clockwise) may cause "SEVERE" turbulence;
- Down- or updrafts are to be expected near the THR of RWYs 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.

Wind out of Limits Procedures

A landing clearance will not be issued and missed approach/go-around instructions will be provided immediately by ATC if winds exceed published landing limits when:

- An approaching ACFT to RWY 05 is reaching the following points:
  - MAP, when established on VOR VISUAL APPROACH RWY 05 and CIRCLING VOR DME RWY 05.
  - MA566, when established on RNP VISUAL APPROACH RWY 05 and RNP A RWY 05.
  - MA508, when established on RNP Y RWY 05 (AR).
  - MA522, when established on RNP Z RWY 05 (AR).
- An approaching ACFT to RWY 23 is reaching the following points:
  - MAP, when established on CIRCLING VOR DME RWY 23.
  - MA562 when established on RNP VISUAL APPROACH RWY 23 and RNP B RWY 23.
  - MA408 when established on RNP RWY 23 (AR).

If a pilot insists on landing even though clearance has not been issued and has been informed of the current wind limitations on the use of aerodrome, ATC will ensure that RWY is clear and inform the pilot that landing without clearance will be pilot's own responsibility.

Landing at pilot's responsibility does not relieve him/her from compliance with published wind operating limitations and of any responsibility whatsoever in connection with a violation of applicable rules and regulations.

© JEPPESEN, 2013, 2021. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

1. GENERAL

In case winds exceed published landing limits after an ACFT has been cleared to land, TWR will not cancel landing clearance to avoid ATC-induced circumstances and it will be pilot's responsibility to evaluate whether flight conditions are suitable to complete the approach or flight safety dictates the initiation of a missed approach/go-around procedure.

If a pilot insists on taking off even though has been informed of the current wind limitations on the use of aerodrome for departure, ATC will not issue take-off clearance, will ensure that RWY is clear and inform the pilot that taking off without clearance will be pilot's own responsibility.

1.3.3.2. VISUAL APPROACH PROCEDURES

See appropriate charts for approaches to RWYs 05 and 23.

1.3.3.3. LANDING PROCEDURES

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

RNP AR RWY 05

FROP:

- located at 0.6NM from THR 05, so by definition, less than 50 seconds from DA;
- for all ACFT categories and RNP AR values in final segment, DA is reached before FROP (MA502 - inside the RF turn).

Authorization Required Details

To obtain from ANAC (Portuguese competent Authority) an "Authorization Required" to fly RNP AR APCH procedure in LPMA, for which a procedure-specific approval is required, operator has to provide it's flight crew members an additional ground training and FSTD training, as appropriate, to cope with the mitigations procedures that were described in it's FOSA.

The operator should ensure that the additional training programs, inserted in operator's Manual (normally Part D), for such procedures, include as at least all of the following:

- What Regulation (EU) no. 965/2012 in AMC 1 SPA.PBN.100 (b) alinea c)(2) from (VI) till (XII), describes as necessary;
- The crew training recommendations and mitigations stated in the procedure flight operational safety assessment (FOSA); and
- Specific training and operational provision published in this AIP, which is for Madeira, at least, special emphasis on a missed approach for RWY 05 in which "TOGA to LNAV" (or similar function) fails, in a "RF" leg;
- Another approach with Missed Approach in One Engine Inoperative and a "loss of GNSS navigation";
- At least, taking in account what above is stated, 2 approaches for RWY 05 and 2 approaches for RWY 23 in FFS should be trained. One of these, for RWY 05, should be for a full stop landing, with left limiting crosswind;
- Training and checking may be combined and conducted by the same person, TRE (Type Rating Examiner), CRE (Class Rating Examiner) or SFE (Synthetic Flight Examiner) during LPCs (License Proficiency Check), OPCs (Operator Proficiency Check) or specials FFS (Full Flight Simulator) sessions for this purposes.

In the correct sequence to obtain the authorization, the operator shall e-mail to ops@anac.pt its intentions, and:

(1) Operator has to prove to ANAC, via its AOC Appendix II "Opspecs", or Letter of Authorization, from its competent authority that is approved for "Generic" RNP AR APCH (with "RF" leg capability), before an application for an authorization may be accepted.

© JEPPESEN, 2015, 2020. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

1. GENERAL

(2) A FOSA taking in account, at least, that for RWY 05, FROP is shorter than recommended, due terrain morphology in final approach leg/Decision point (DA/H) is in "RF" leg/RWY 23 missed approach sector bank angle, limited by speed restriction.

(3) Evidence of "Training and Checking" program as above stated.

(4) Evidence of operational procedures for normal, abnormal and contingency situations and specific for LPMA RNP AR APCHs taking in account what (2) states.

Note: DME/DME is not applicable (except for a contingency ACFT extraction from the procedure, after 6 minutes of a "GPS PRIMARY LOST", while flying in IRS only).

As a contingency and in case of remote, or extremely remote failures, with a probability of loss of all navigation information (or similar situation), an immediate turn to 139° (by the shorter direction) and climbing to 3000' or above, will always extract in a safe manner the ACFT from the obstacle areas. Contact MADEIRA TWR or APP for further clearance.

When "Authorization Required" is obtained from ANAC, a Letter of Authorization will be sent to operator with all conditions stated.

One of the conditions is a "Temporary Initial Limitation" for specific operational experience gaining:

- Each approved pilot Commander for this operation will operate the first RNP AR APCH in VMC conditions;
- The 2nd and 3rd approach will be limited with CMV (Converted Meteorological Visibility) for RNP 0.3 (for any of the RWYs and their approach category A, B, C or D) plus 500m;
- 4th approach and further, according to the approval that all of operator's ACFT/pilot are approved by its competent authority (i.e. RNP 0.1 minima).

1.3.3.4. DEPARTURE PROCEDURES

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

Take-off on both RWYs must be made in a minimum visibility shown on 10-9, required take-off alternate.

There are curved trajectories defined for both RWYs and for all engines.

Each operator must prepare its own engine failure procedure.

1.3.3.5. NIGHT OPERATIONS

A captain can operate at NIGHT provided he has previously operated and got familiar with Madeira APT during daytime.

1.4. RWY BACKTRACK OPERATIONS

RWY backtrack operations forbidden to ACFT with MTOW above 30t. These operations must be done only on turning bays.

1.5. TAXI PROCEDURES

TWY A MAX wingspan 213'/65m.

1.6. PARKING INFORMATION

Marshaller assistance compulsory.

Stand entrance is only allowed with Follow-me.

1.7. OTHER INFORMATION

Caution: Birds.

© JEPPESEN, 2017, 2022. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

2. ARRIVAL

2.1. COMMUNICATION FAILURE

2.1.1. RNAV 1 CERTIFIED

If cleared by LISBOA Control or MADEIRA Approach units to proceed via a STAR continue descent to 3000' via the STAR. Comply with all speed and altitude restrictions to perform an RNAV (GNSS) or RNP-AR approach to the RWY-in-use.

Otherwise continue descent to the last assigned and acknowledged FL or FL 100 whichever is higher, proceed direct to PILIM and hold as published. At PILIM holding start descent to 3000' to perform an RNAV (GNSS) or RNP-AR approach to the RWY-in-use.

If unable to perform RNAV (GNSS) or RNP-AR approaches continue descent to the last assigned and acknowledged FL or FL 100 whichever is higher, proceed direct to ABUSU and hold as published. At ABUSU holding start descent to 3000' to perform a VOR/DME approach with circling to the RWY-in-use.

2.1.2. NON-RNAV EQUIPPED

Continue descent to the last assigned and acknowledged FL or FL 100 whichever is higher, proceed direct to ABUSU and hold as published. At ABUSU holding start descent to 3000' to perform a VOR/DME approach with circling to the RWY-in-use.

2.1.3. FLIGHTS BELOW FL 100

If visual with the RWY perform a visual approach.

If IMC and flying on a STAR continue descent to 3000' via the STAR. Comply with all speed and altitude restrictions to perform an RNAV (GNSS) or RNP-AR approach to the RWY-in-use.

If IMC and flying direct continue descent to 3000' to:

- PILIM to perform an RNAV (GNSS) or RNP-AR approach; or
- ABUSU to perform a VOR/DME with circling to the RWY-in-use.

3. DEPARTURE

3.1. START-UP, PUSH-BACK AND TAXI PROCEDURES

Engine start-up is only permitted after push-back maneuver 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.

3.2. COMMUNICATION FAILURE

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 D30.0 FUN.

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

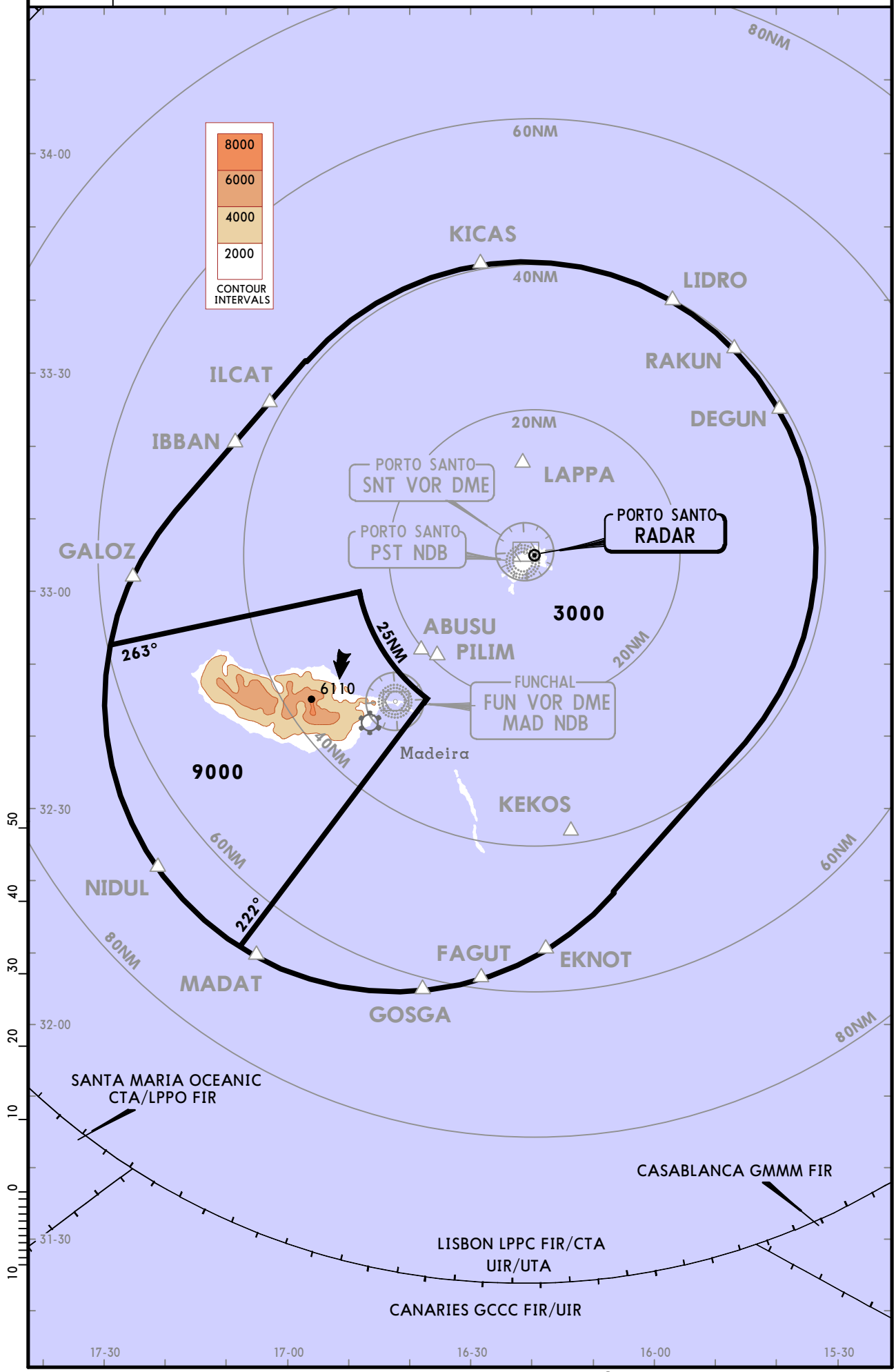
If being radar vectored or proceeding offset, when passing D30.0 FUN, rejoin the current flight plan route and adjust level and speed in accordance with filed flight plan.

If cleared by DCT, fly at/to the assigned and acknowledged level or to FL 60, whichever is higher. Until passing D30.0 FUN maintain the current flight plan route and adjust level and speed in accordance with filed flight plan.

© JEPPESEN, 2020, 2021. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

Apt Elev	
191	Alt Set: hPa Trans level: By ATC Trans alt: 5000 1. Chart only to be used for cross-checking of altitudes assigned while under vectoring control. 2. Levels assigned by ATC do not include a correction for temperatures below 5° celsius.



CHANGES: Sectors revised.

© JEPPESEN, 2007, 2021. ALL RIGHTS RESERVED.

JEPPESEN
2 JUN 23 10-2 Eff 15 Jun

MADEIRA, PORTUGAL

RNAV STAR

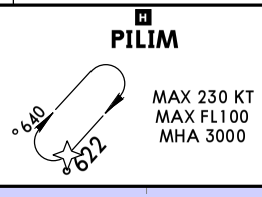
D-ATIS 130.355	Alt Set: hPa Trans level: By ATC
	RNAV 1 required
Apt Elev 191	If unable to comply with RNAV STAR advise ATC at first contact and EXPECT RADAR vectoring.

LIDRO 1P [LIDR1P]
RAKUN 1P [RAKU1P]
RNAV ARRIVALS (ALL RWYS)

FOR SPECIAL PROCEDURES AND OPERATING LIMITATIONS REFER TO 10-1P PAGES

SPEED: MAX 280 KT BETWEEN FL245 & FL100
MAX 250 KT AT OR BELOW FL100
MAX 220 KT AT OR BELOW FL70
MAX 200 KT AT OR BELOW 4000

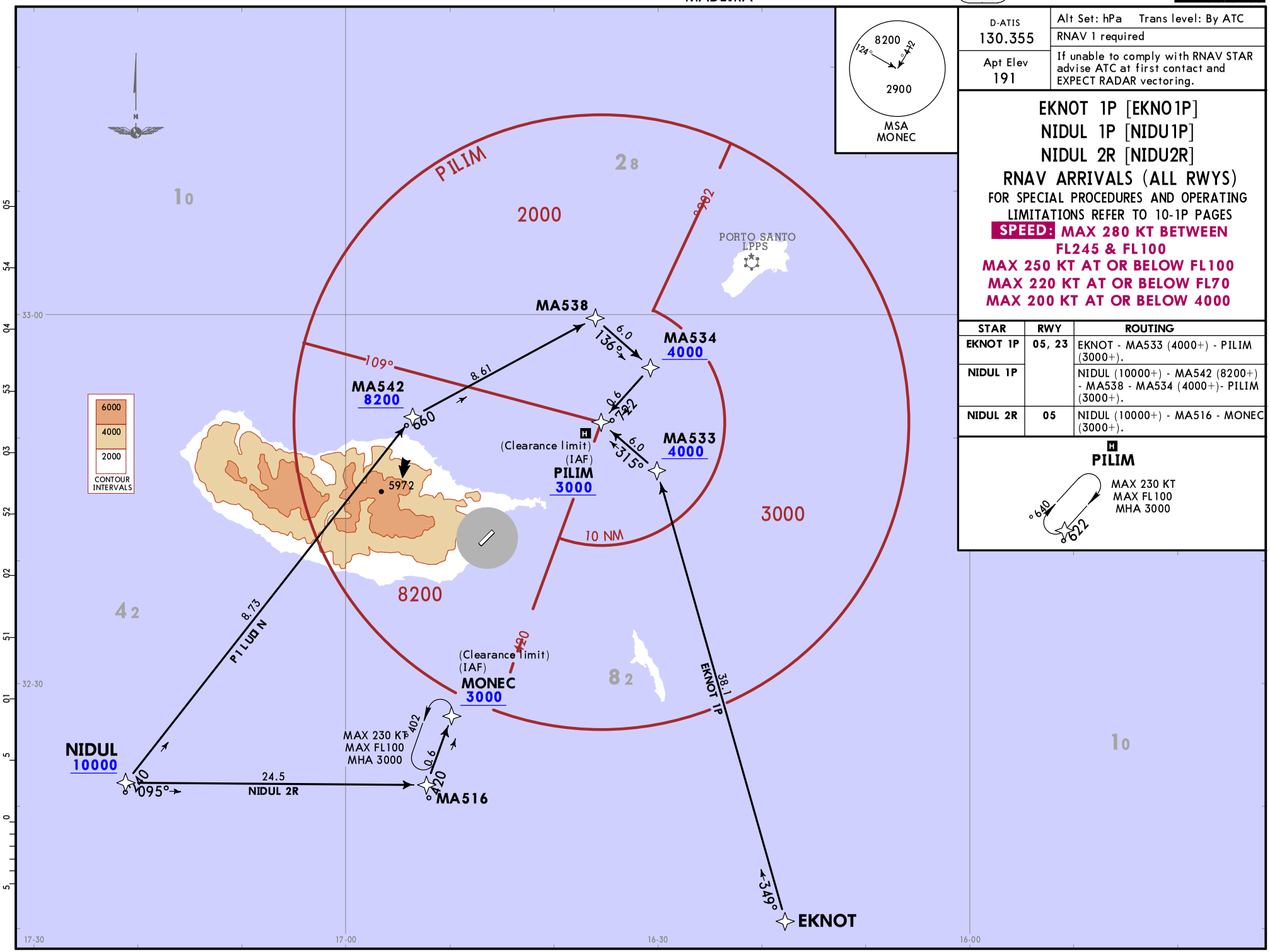
STAR	ROUTING
LIDRO 1P	LIDRO - MA536 - MA534 (4000+) - PILIM (3000+).
RAKUN 1P	RAKUN - MA534 (4000+) - PILIM (3000+).



CHANGES: Holding over PILIM revised.

© JEPPESEN, 2021, 2023. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid



D-ATIS 130.355	Alt Set: hPa Trans level: By ATC
	RNAV 1 required
Apt Elev 191	If unable to comply with RNAV STAR advise ATC at first contact and EXPECT RADAR vectoring.

EKNOT 1P [EKNO1P]
NIDUL 1P [NIDU1P]
NIDUL 2R [NIDU2R]
RNAV ARRIVALS (ALL RWYS)

FOR SPECIAL PROCEDURES AND OPERATING LIMITATIONS REFER TO 10-1P PAGES

SPEED: MAX 280 KT BETWEEN FL245 & FL100
MAX 250 KT AT OR BELOW FL100
MAX 220 KT AT OR BELOW FL70
MAX 200 KT AT OR BELOW 4000

STAR	RWY	ROUTING
EKNOT 1P	05, 23	EKNOT - MA533 (4000+) - PILIM (3000+).
NIDUL 1P		NIDUL (10000+) - MA542 (8200+) - MA538 - MA534 (4000+)- PILIM (3000+).
NIDUL 2R	05	NIDUL (10000+) - MA516 - MONEC (3000+).

PILIM

CHANGES: Holdings over MONEC & PILIM revised.

© JEPPESEN, 2021, 2023. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

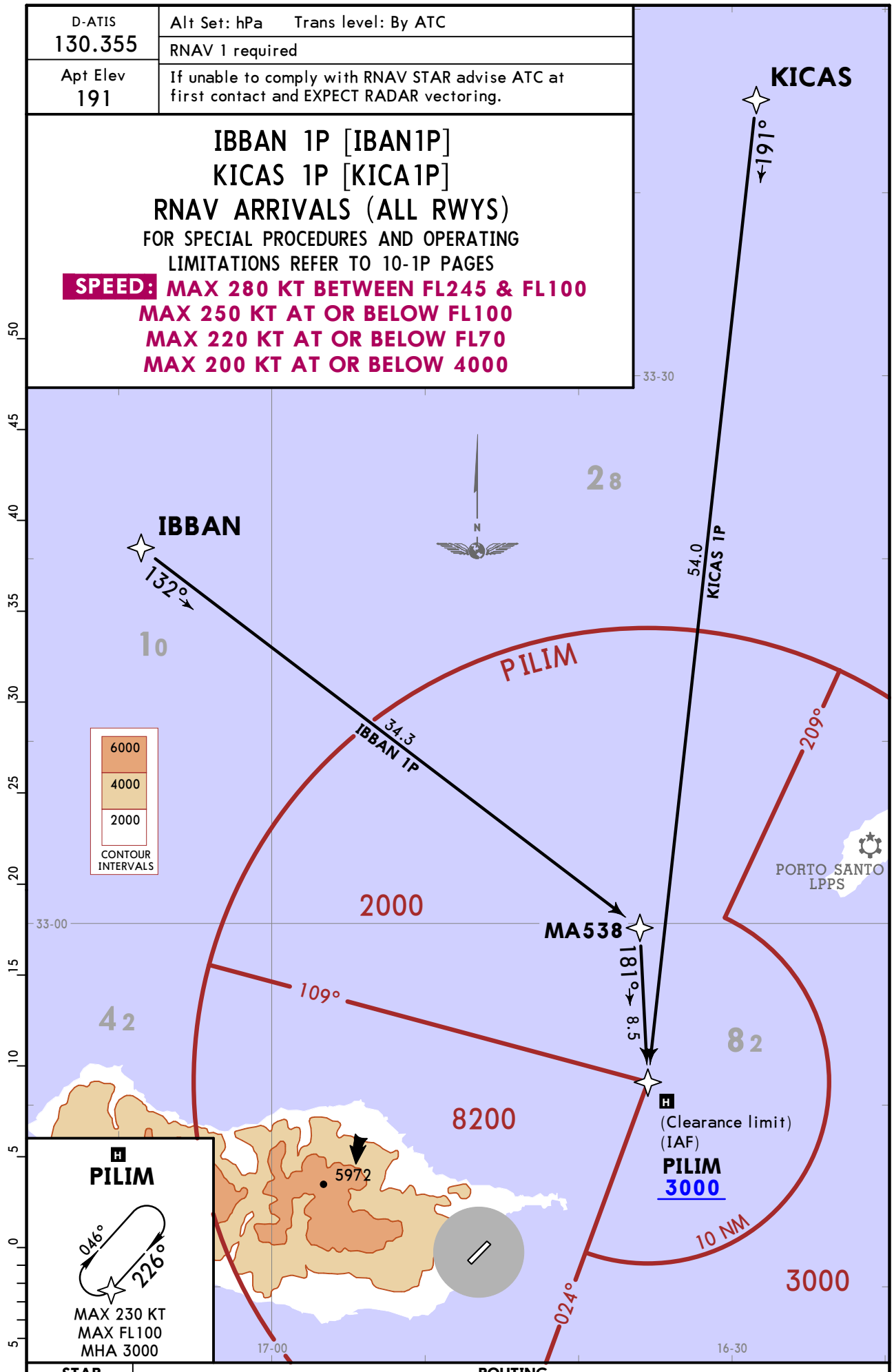
Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

D-ATIS 130.355	Alt Set: hPa Trans level: By ATC
	RNAV 1 required
Apt Elev 191	If unable to comply with RNAV STAR advise ATC at first contact and EXPECT RADAR vectoring.

IBBAN 1P [IBAN1P]
KICAS 1P [KICA1P]
RNAV ARRIVALS (ALL RWYS)

FOR SPECIAL PROCEDURES AND OPERATING LIMITATIONS REFER TO 10-1P PAGES

SPEED: MAX 280 KT BETWEEN FL245 & FL100
MAX 250 KT AT OR BELOW FL100
MAX 220 KT AT OR BELOW FL70
MAX 200 KT AT OR BELOW 4000

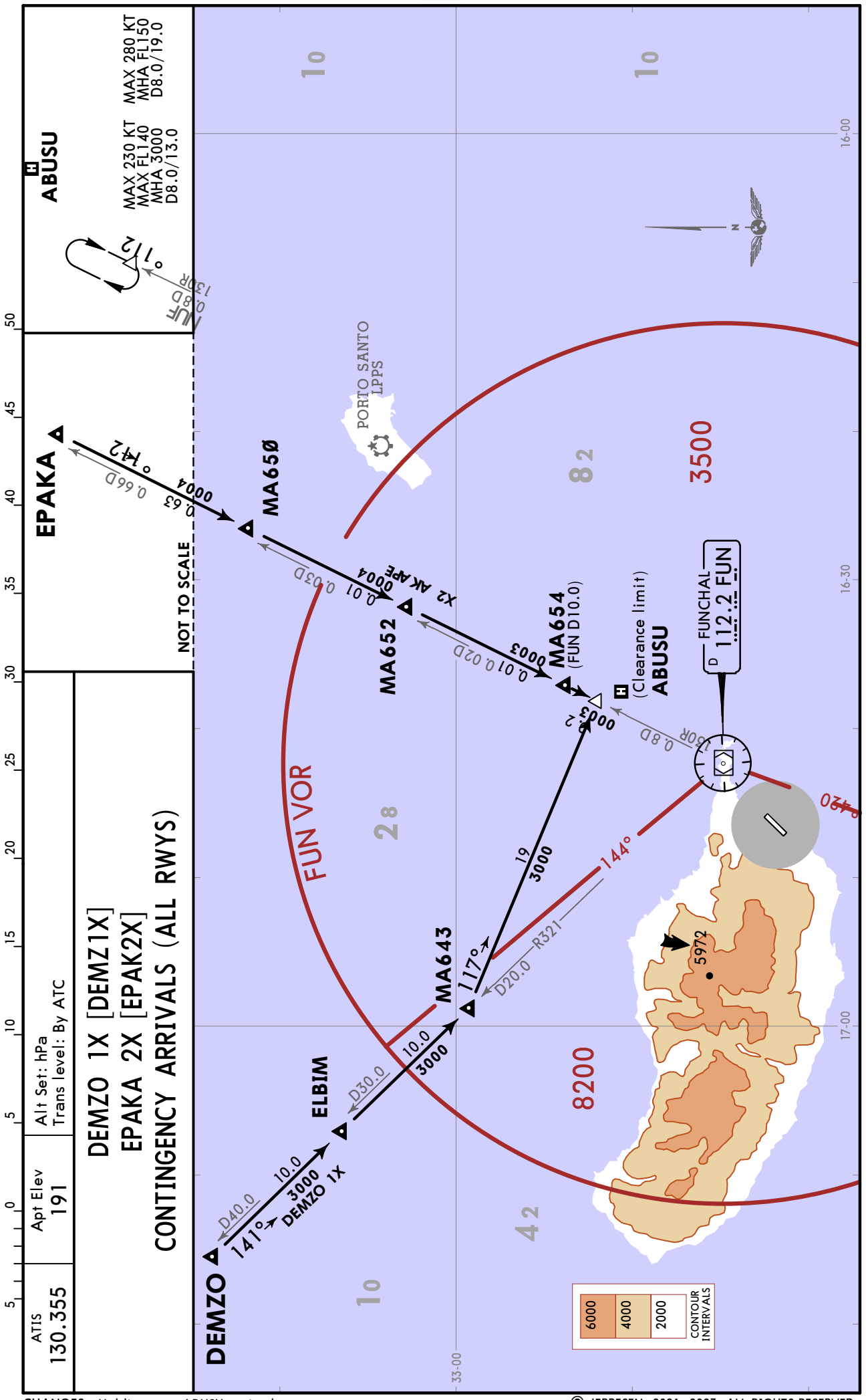


STAR	ROUTING
IBBAN 1P	IBBAN - MA538 - PILIM (3000+).
KICAS 1P	KICAS - PILIM (3000+).

CHANGES: Holding over PILIM revised.

© JEPPESEN, 2021, 2023. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid



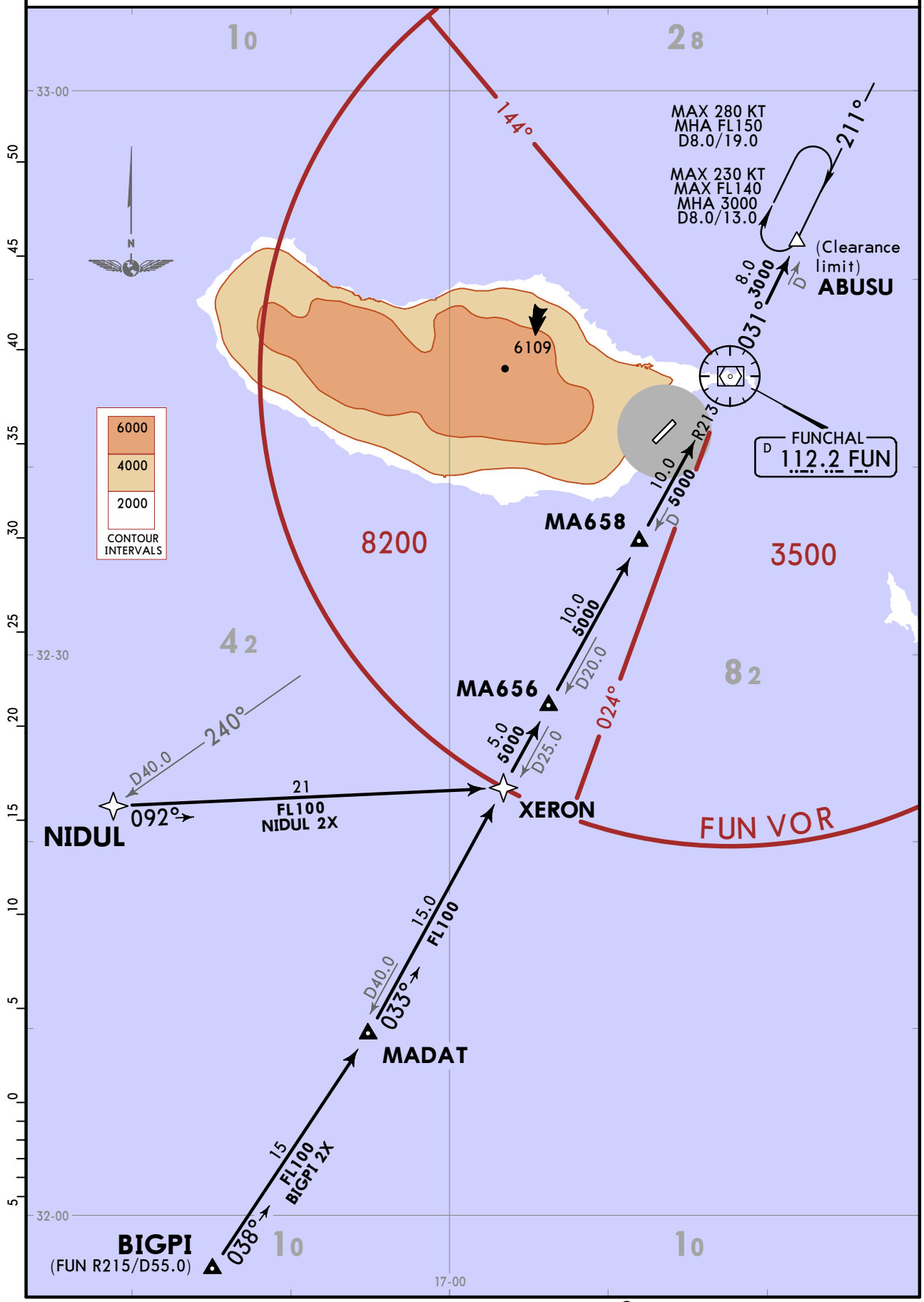
CHANGES: Holding over ABUSU revised.

© JEPPESEN, 2021, 2023. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
130.355	191	

BIGPI 2X [BIGP2X]
NIDUL 2X [NIDU2X]
CONTINGENCY ARRIVALS (ALL RWYS)



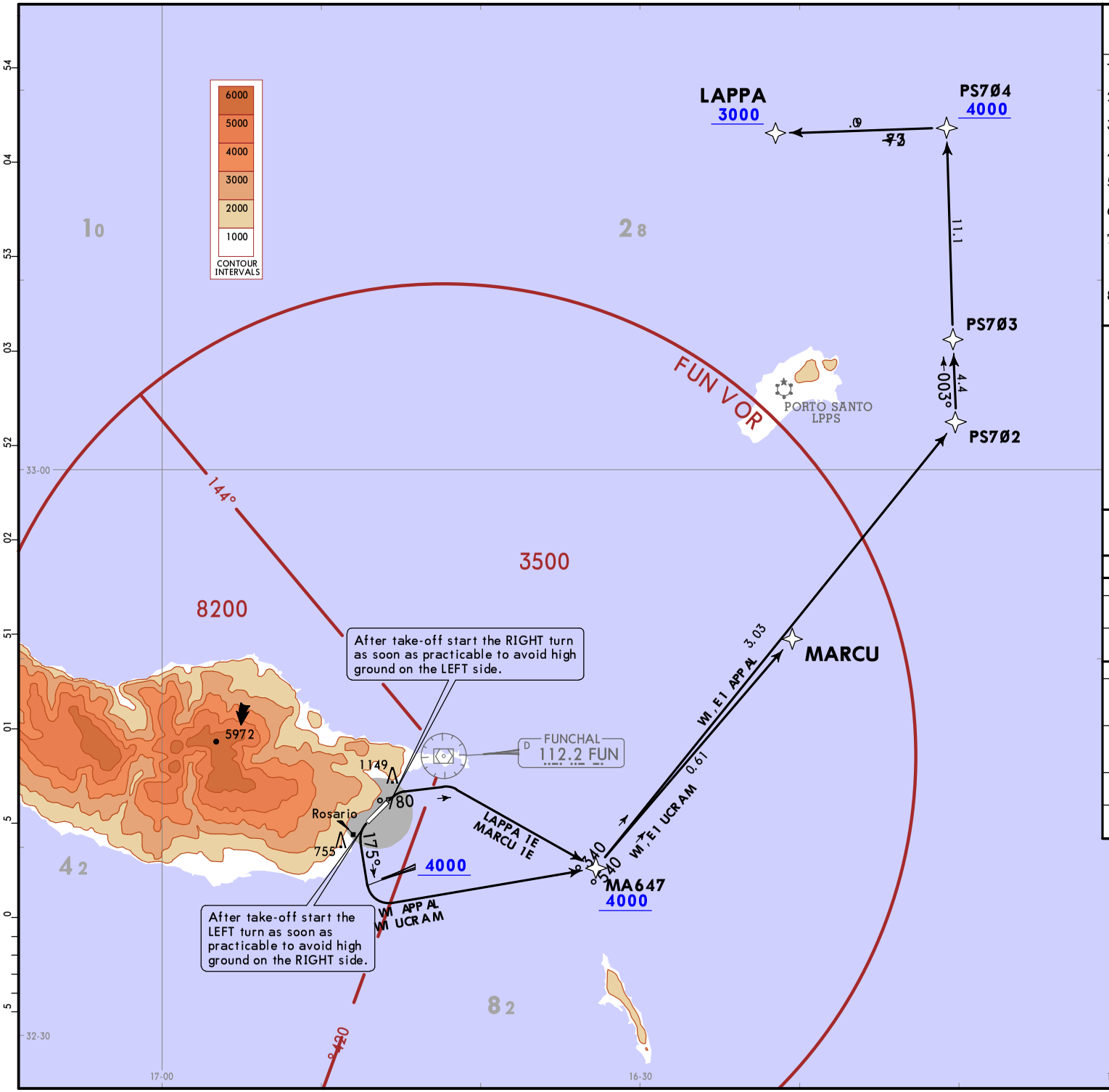
CHANGES: Holding over ABUSU revised.

© JEPPESEN, 2017, 2023. ALL RIGHTS RESERVED.

JEPPESEN 19 FEB 21 10-3 Eff 25 Feb

MADEIRA, PORTUGAL

RNAV SID



*MADEIRA Approach	Apt Elev
119.605	191

Trans alt: 5000

1. Contact MADEIRA Approach when passing 1000.
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.
5. Turn only over the sea due to terrain NORTH and WEST of airport.
6. Do not deviate to the NORTH or to the WEST of extended RCL.
7. 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.
8. If unable to comply with FMS RNAV-1 SIDs advise ATC on first contact and EXPECT RADAR vectors.

LAPPA 1E [LAPA1E]❶
LAPPA 1W [LAPA1W]
MARCU 1E [MARC1E]
MARCU 1W [MARC1W]
RNAV DEPARTURES

FOR SPECIAL PROCEDURES AND OPERATING LIMITATIONS REFER TO 10-1P PAGES

❶ If unable to comply with altitude restrictions advise ATC.

Initial climb clearance **FL60**

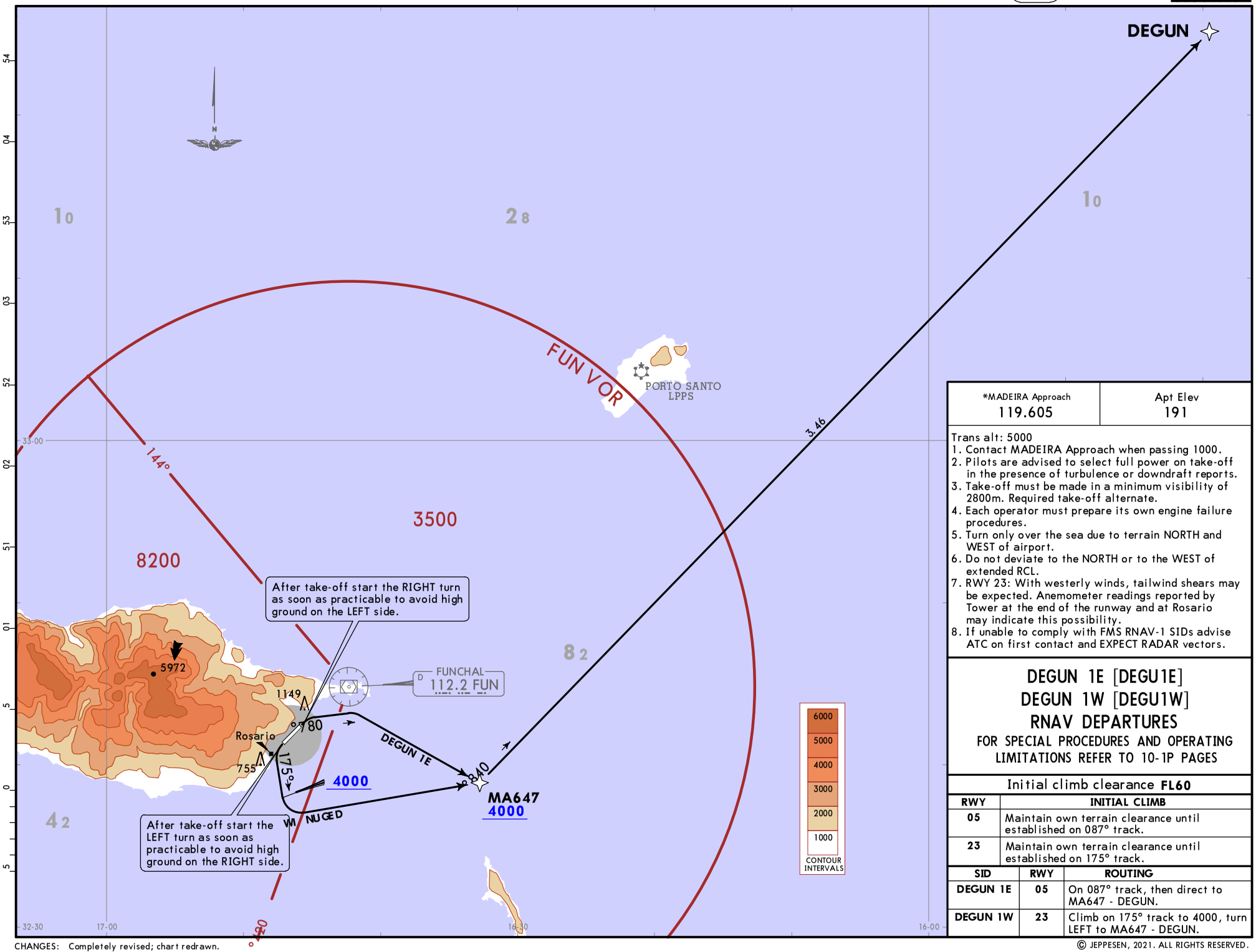
RWY	INITIAL CLIMB
05	Maintain own terrain clearance until established on 087° track.
23	Maintain own terrain clearance until established on 175° track.

SID	RWY	ROUTING
LAPPA 1E	05	On 087° track, then direct to MA647 - PS7Ø2 - PS7Ø3 - PS7Ø4 - LAPPA.
LAPPA 1W	23	Climb on 175° track to 4000, turn LEFT to MA647 - PS7Ø2 - PS7Ø3 - PS7Ø4 - LAPPA.
MARCU 1E	05	On 087° track, then direct to MA647 - MARCU.
MARCU 1W	23	Climb on 175° track to 4000, turn LEFT to MA647 - MARCU.

CHANGES: Completely revised; chart redrawn.

© JEPPESEN, 2021. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid



*MADEIRA Approach	Apt Elev
119.605	191

Trans alt: 5000
1. Contact MADEIRA Approach when passing 1000.
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.
5. Turn only over the sea due to terrain NORTH and WEST of airport.
6. Do not deviate to the NORTH or to the WEST of extended RCL.
7. 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.
8. If unable to comply with FMS RNAV-1 SIDs advise ATC on first contact and EXPECT RADAR vectors.

DEGUN 1E [DEGU1E]
DEGUN 1W [DEGU1W]
RNAV DEPARTURES

FOR SPECIAL PROCEDURES AND OPERATING LIMITATIONS REFER TO 10-1P PAGES

Initial climb clearance **FL60**

RWY	INITIAL CLIMB
05	Maintain own terrain clearance until established on 087° track.
23	Maintain own terrain clearance until established on 175° track.

SID	RWY	ROUTING
DEGUN 1E	05	On 087° track, then direct to MA647 - DEGUN.
DEGUN 1W	23	Climb on 175° track to 4000, turn LEFT to MA647 - DEGUN.

CHANGES: Completely revised; chart redrawn.

© JEPPESEN, 2021. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

*MADEIRA Approach	Apt Elev
119.605	191

Trans alt: 5000
1. Contact MADEIRA Approach when passing 1000.
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.
5. Turn only over the sea due to terrain NORTH and WEST of airport.
6. Do not deviate to the NORTH or to the WEST of extended RCL.
7. 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.
8. If unable to comply with FMS RNAV-1 SIDs advise ATC on first contact and EXPECT RADAR vectors.

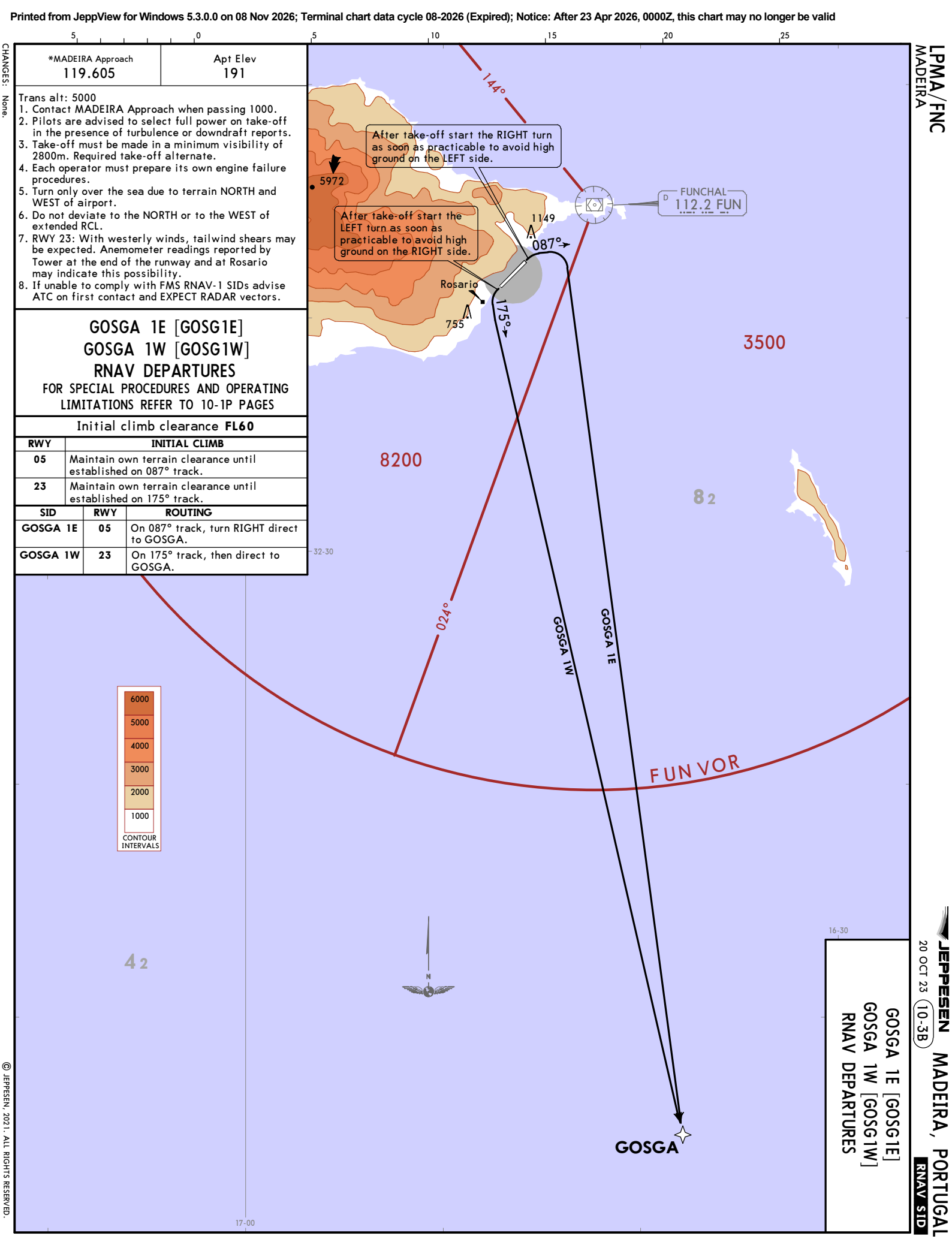
GOSGA 1E [GOSG1E]
GOSGA 1W [GOSG1W]
RNAV DEPARTURES

FOR SPECIAL PROCEDURES AND OPERATING LIMITATIONS REFER TO 10-1P PAGES

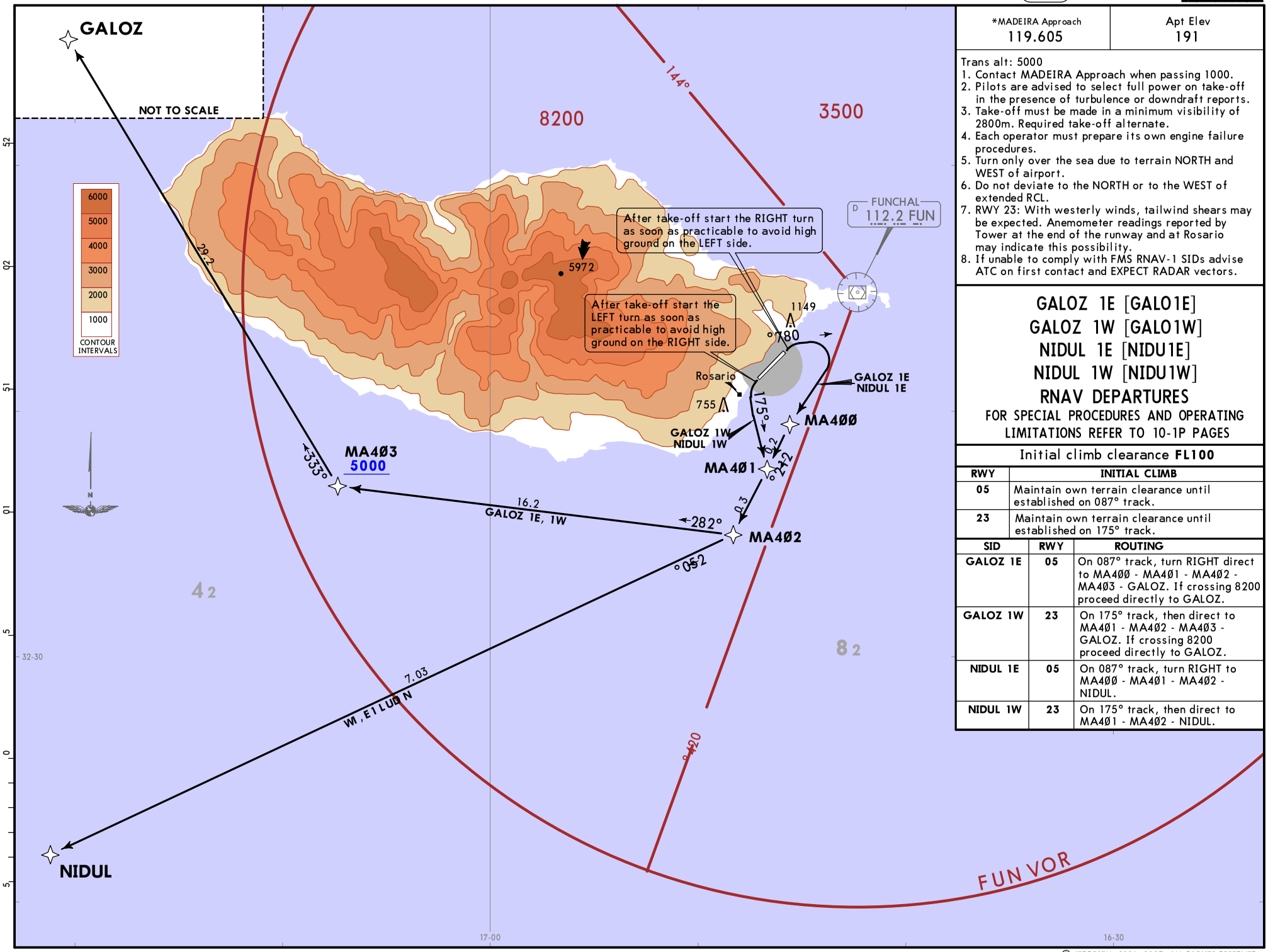
Initial climb clearance **FL60**

RWY	INITIAL CLIMB
05	Maintain own terrain clearance until established on 087° track.
23	Maintain own terrain clearance until established on 175° track.

SID	RWY	ROUTING
GOSGA 1E	05	On 087° track, turn RIGHT direct to GOSGA.
GOSGA 1W	23	On 175° track, then direct to GOSGA.



CHANGES: None.
© JEPPESEN, 2021. ALL RIGHTS RESERVED.



*MADEIRA Approach	Apt Elev
119.605	191

Trans alt: 5000
1. Contact MADEIRA Approach when passing 1000.
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.
5. Turn only over the sea due to terrain NORTH and WEST of airport.
6. Do not deviate to the NORTH or to the WEST of extended RCL.
7. 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.
8. If unable to comply with FMS RNAV-1 SIDs advise ATC on first contact and EXPECT RADAR vectors.

GALOZ 1E [GALO1E]
GALOZ 1W [GALO1W]
NIDUL 1E [NIDU1E]
NIDUL 1W [NIDU1W]
RNAV DEPARTURES

FOR SPECIAL PROCEDURES AND OPERATING LIMITATIONS REFER TO 10-1P PAGES

Initial climb clearance **FL100**

RWY	INITIAL CLIMB
05	Maintain own terrain clearance until established on 087° track.
23	Maintain own terrain clearance until established on 175° track.

SID	RWY	ROUTING
GALOZ 1E	05	On 087° track, turn RIGHT direct to MA4ØØ - MA4Ø1 - MA4Ø2 - MA4Ø3 - GALOZ. If crossing 8200 proceed directly to GALOZ.
GALOZ 1W	23	On 175° track, then direct to MA4Ø1 - MA4Ø2 - MA4Ø3 - GALOZ. If crossing 8200 proceed directly to GALOZ.
NIDUL 1E	05	On 087° track, turn RIGHT to MA4ØØ - MA4Ø1 - MA4Ø2 - NIDUL.
NIDUL 1W	23	On 175° track, then direct to MA4Ø1 - MA4Ø2 - NIDUL.

CHANGES: Reissue.

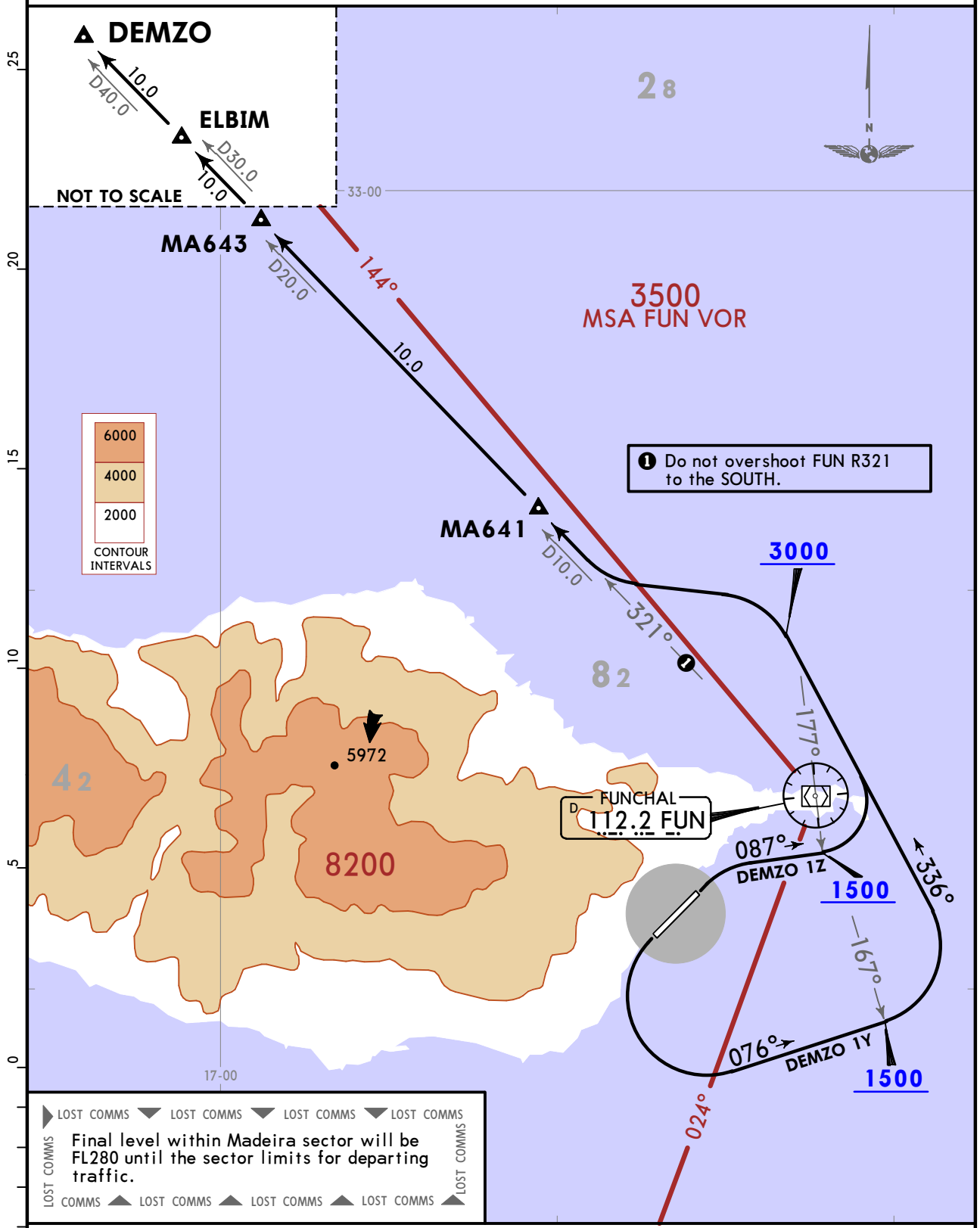
© JEPPESEN, 2021, 2023. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

*MADEIRA Approach 119.605	Apt Elev 191	Trans alt: 5000 Contact MADEIRA Approach IMMEDIATELY after take-off.

DEMZO 1Y [DEMZ1Y], DEMZO 1Z [DEMZ1Z]
CONTINGENCY DEPARTURES
TO IRKID



Initial climb clearance **FL60**

SID	RWY	ROUTING
DEMZO 1Y	**23**	Turn LEFT, 076° track, at R167 FUN, but not below 1500 turn LEFT, 336° track, at or above 3000 intercept R321 FUN via MA641, MA643 and ELBIM to DEMZO.
DEMZO 1Z	**05**	On 087° track, at R177 FUN, but not below 1500 turn LEFT, 336° track, at or above 3000 intercept R321 FUN via MA641, MA643 and ELBIM to DEMZO.

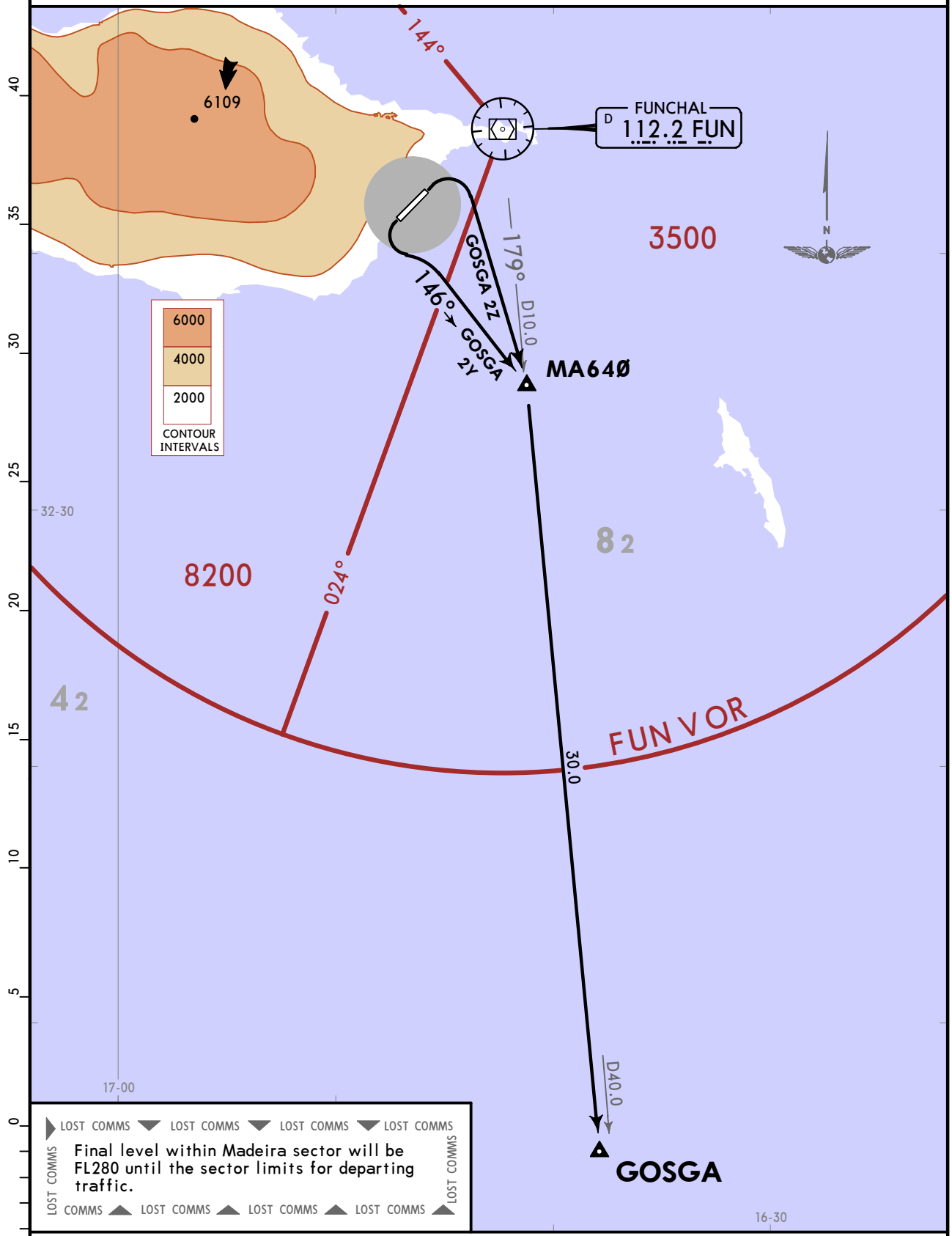
CHANGES: ELBIM SIDs replaced by DEMZO SIDs.

© JEPPESEN, 2021. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

*MADEIRA Approach 119.605	Apt Elev 191	Trans alt: 5000 Contact MADEIRA Approach IMMEDIATELY after take-off.

GOSGA 2Y [GOSG2Y], GOSGA 2Z [GOSG2Z]
CONTINGENCY DEPARTURES



Initial climb clearance **FL60**

SID	RWY	ROUTING
GOSGA 2Y	**23**	On 146° track to MA64Ø, intercept R179 FUN to GOSGA.
GOSGA 2Z TO ORTIS	**05**	Turn RIGHT to MA64Ø, intercept R179 FUN to GOSGA.

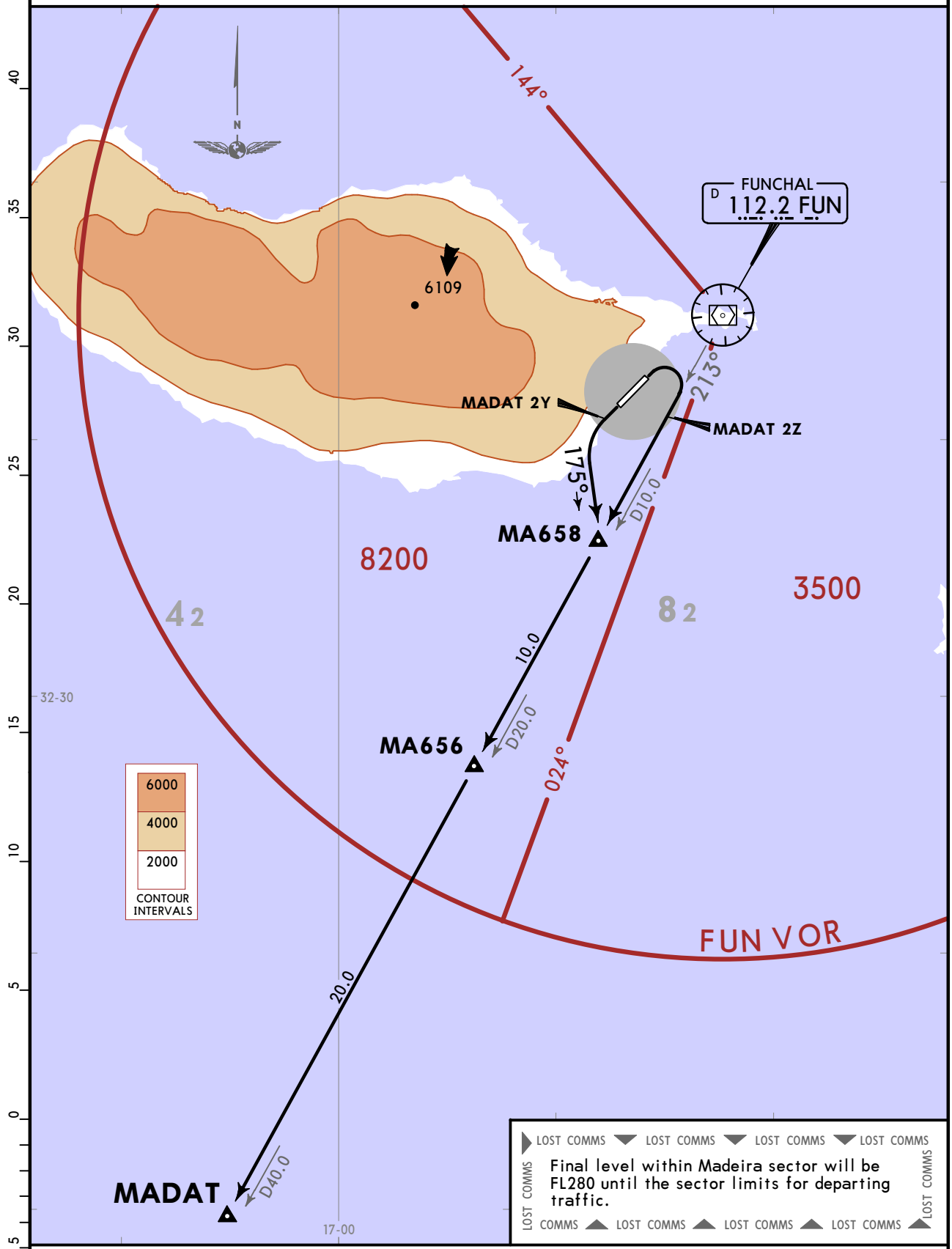
CHANGES: Procedures renumbered.

© JEPPESEN, 2021. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

*MADEIRA Approach 119.605	Apt Elev 191	Trans alt: 5000 Contact MADEIRA Approach IMMEDIATELY after take-off.

MADAT 2Y [MADA2Y], MADAT 2Z [MADA2Z] CONTINGENCY DEPARTURES



Initial climb clearance **FL60**

SID	RWY	ROUTING
MADAT 2Y	**23**	On 175° track, intercept R213 FUN via MA658 and MA656 to MADAT.
MADAT 2Z	**05**	Intercept R213 FUN via MA658 and MA656 to MADAT.

CHANGES: Procedures renumbered.

© JEPPESEN, 2021. ALL RIGHTS RESERVED.

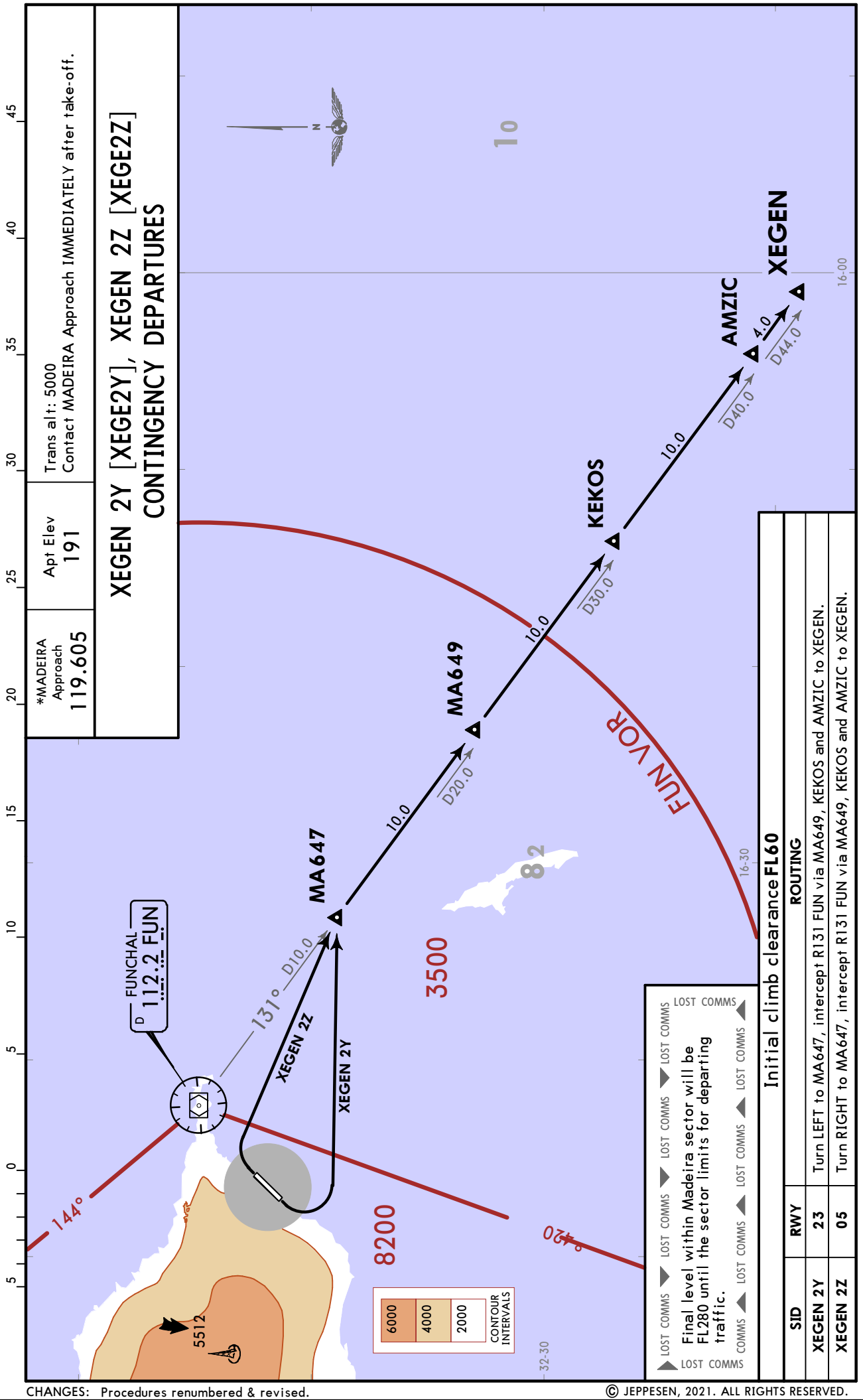
Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

XEGEN 2Y [XEGE2Y], XEGEN 2Z [XEGE2Z]
CONTINGENCY DEPARTURES

*MADEIRA Approach
119.605

Apt Elev
191

Trans alt: 5000
Contact MADEIRA Approach IMMEDIATELY after take-off.



SID	RWY	ROUTING
XEGEN 2Y	23	Turn LEFT to MA647, intercept R131 FUN via MA649, KEKOS and AMZIC to XEGEN.
XEGEN 2Z	05	Turn RIGHT to MA647, intercept R131 FUN via MA649, KEKOS and AMZIC to XEGEN.

CHANGES: Procedures renumbered & revised.

© JEPPESEN, 2021. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

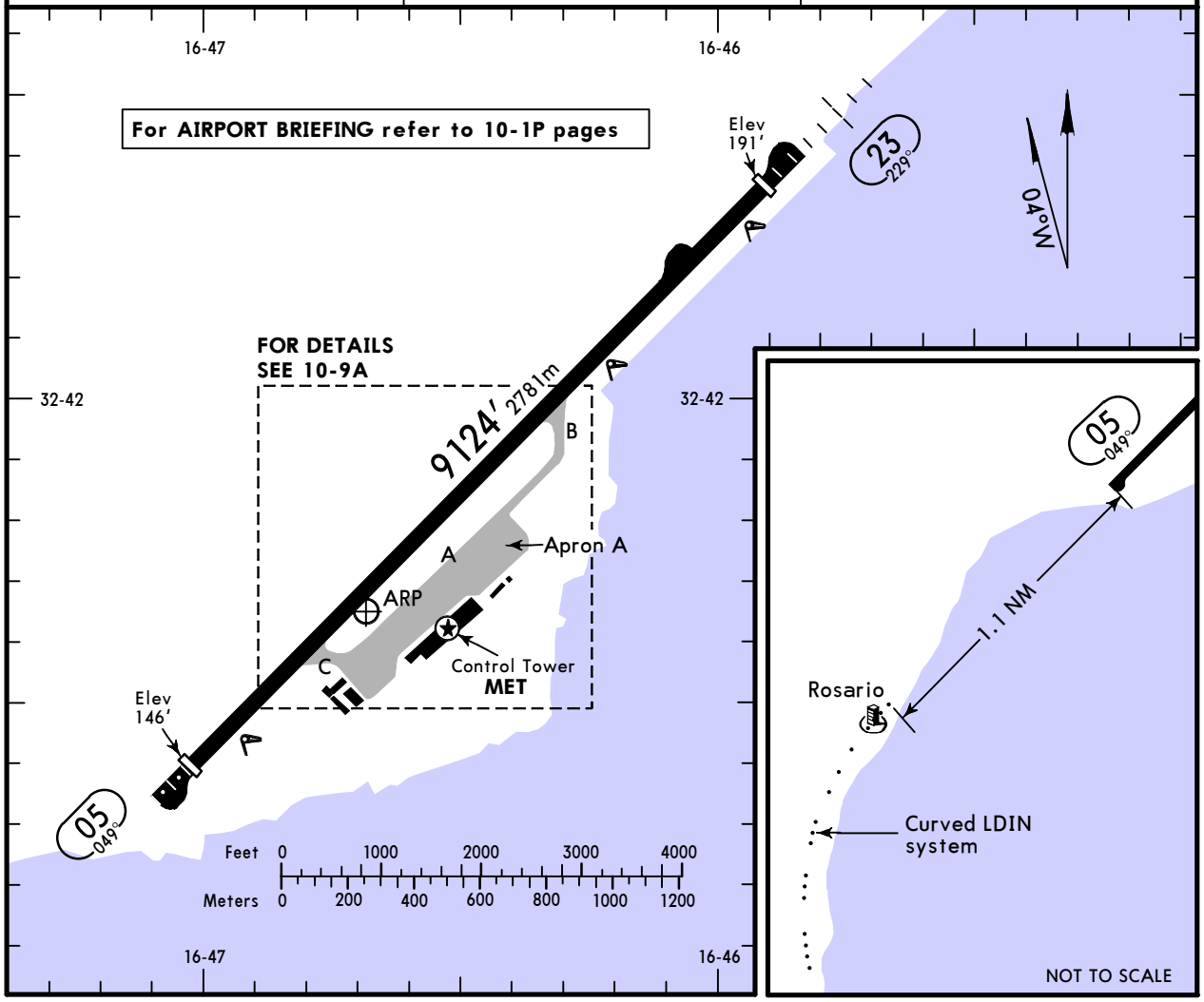
LPMA/FNC

Apt Elev 191′
N32 41.7 W016 46.7

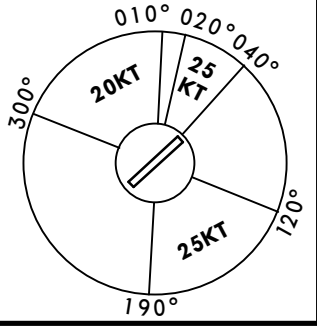
JEPPESEN
11 OCT 24 (10-9)

MADEIRA, PORTUGAL
MADEIRA

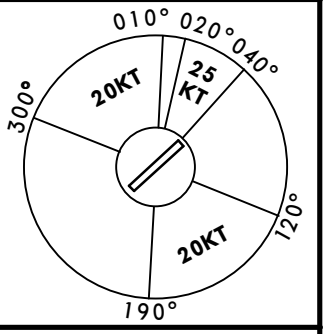
ATIS Departure	Data Comm ACARS: D-ATIS	MADEIRA Tower
121.630		124.660



RWY 05:
Wind limitations when taking-off (relative to the MID anemometer two minutes mean values only): max permissible wind.



RWY 23:
Wind limitations when taking-off (relative to the MID anemometer two minutes mean values only): max permissible wind.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
05 ❶	RL ❷ CL ❸ HIALS TDZ LDIN ❹ PAPI ❺	8140′ 2481m		❻ 8632′ 2631m	148′ 45m
23	RL ❷ CL ❸ ALS TDZ PAPI-L (3.0°, MEHT 57′)				

❶ grooved ❷ (spacing 60m) ❸ (spacing 30m)
❹ See inset.
❺ (angle 3.00°, MEHT 57′). Both sides offset 5° to the Right. Right side not visible on short final.
❻ Including 492′/150m of pavement before threshold.

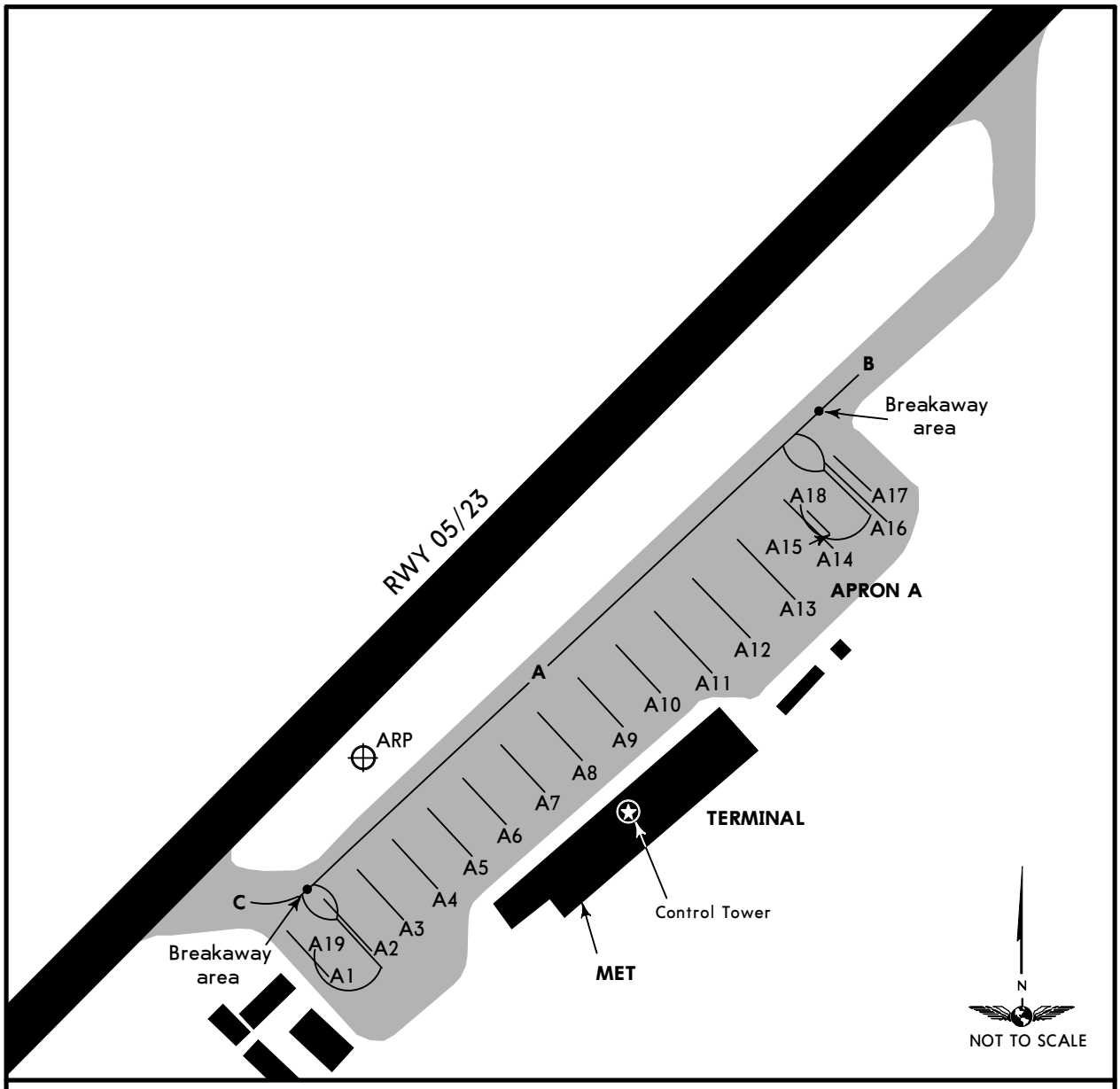
Std/State	TAKE-OFF 1	
	RL or RCLM DAY	Adequate Vis Ref DAY
	V2800m	

1 Take-off alternate required.

CHANGES: MEHT added.

© JEPPESEN, 1999, 2024. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid



INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
A1	N32 41.5 W016 46.7	157′	A11	N32 41.7 W016 46.5	161′
A2, A3	N32 41.6 W016 46.7	157′	A12, A13	N32 41.7 W016 46.4	161′
A4 thru A6	N32 41.6 W016 46.6	157′	A14	N32 41.7 W016 46.4	164′
A7	N32 41.6 W016 46.5	157′	A15	N32 41.8 W016 46.4	164′
A8 thru A10	N32 41.7 W016 46.5	157′	A16 thru A18	N32 41.8 W016 46.4	167′
			A19	N32 41.6 W016 46.7	157′

CHANGES: None.

© JEPPESEN, 2000, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

LPMA/FNC MADEIRA

JEPPESEN 15 JUL 22 (12-1)

MADEIRA, PORTUGAL
❶ RNP A Rwy 05

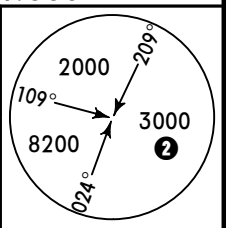
D-ATIS Arrival	*MADEIRA Approach	MADEIRA Tower
130.355	119.605	124.660

BRIEFING STRIP ™

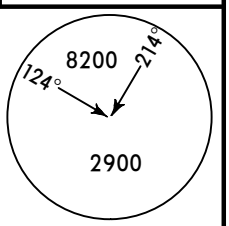
RNAV	Final Apch Crs	MA564 MANDATORY	MDA(H)	Apt Elev	191′
	219°	3000′ (2854′)	940′ (794′)	Rwy	146′

MISSED APCH: Turn LEFT to MONEC climbing to 3000′. At MONEC join holding, or as directed.
MISSED APCH WITH COMM FAILURE: **RNAV 1 required.** Squawk 7600. Proceed as MISSED APCH. On MONEC holding proceed to MA412, then to PILIM holding. Make one complete holding pattern at 3000′, then perform another approach.

RNP Apch	Alt Set: hPa	Rwy Elev: 5 hPa	Trans level: By ATC	Trans alt: 5000′



MSA PILIM



MSA MONEC

❶ FOR RNP VISUAL APPROACH PATTERN TO RWY 05 SEE 12-1A.

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

❷ 2000 within 10 NM

MAX 230 KT
MAX FL 100
MHA 3000

046°
226°
219°
(IAF)
PILIM
MAX 230 KT

MA563
MA564
MA565
MA566
MA412

32-50
32-40
17-00
16-40
16-30

5972′
1129′
1149′
709′
856′
662′
1559′
5000
4000
3000
2000
1000

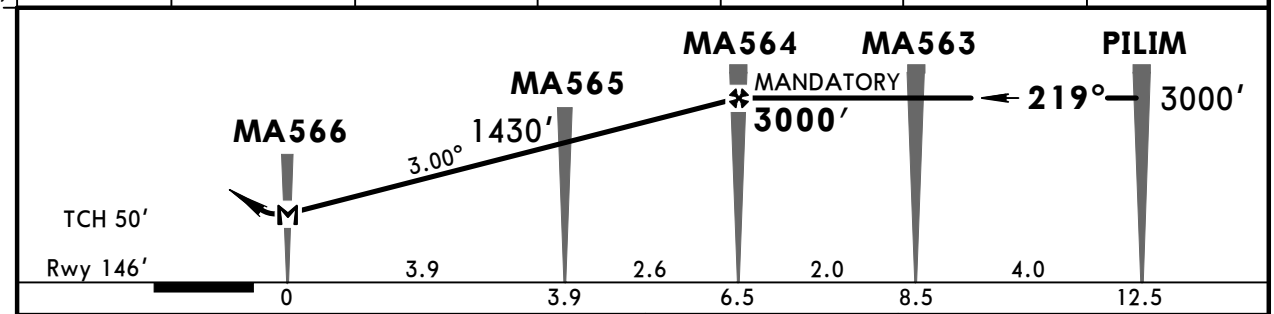
14.4
205°

NOT TO SCALE

204°
MAX 230 KT
MAX FL 100
MHA 3000
MONEC
MAX 230 KT

RNAV procedure for cloudbreaking followed by visual apch only effective when external visual reference to the terrain exists and can be maintained from at or before reaching the MAP, and continuing visually with the required vertical descent profile according to RNP VISUAL APPROACH Rwy 05.
The rwy may not be or remain in sight at all the times but other visual cues surrounding the vicinity of the apt may be used as sufficient external visual reference.

DIST to MA566	1.0	2.0	3.0	4.0	5.0	6.5
ALTITUDE	1260′	1580′	1895′	2210′	2525′	3000′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at MA566							

HIALS
PAPI PAPI
3000′
LT
MONEC

PANS OPS

Std/State CIRCLE-TO-LAND **CEILING REQUIRED**

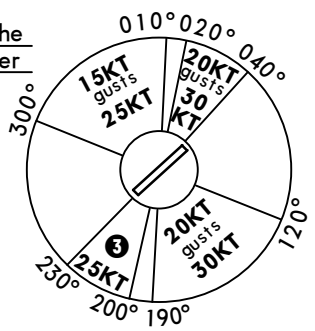
Not authorized Northwest of rwy

	Max Kts	MDA(H)
A	100	940′ (794′)
B	135	
C	180	
D	205	

800′ - V5000m
245m

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

❸ Relative to the MID or Rosario anemometers including gusts.



CHANGES: TWR frequency.

© JEPPESEN, 2018, 2022. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

LPMA/FNC MADEIRA

15 JUL 22

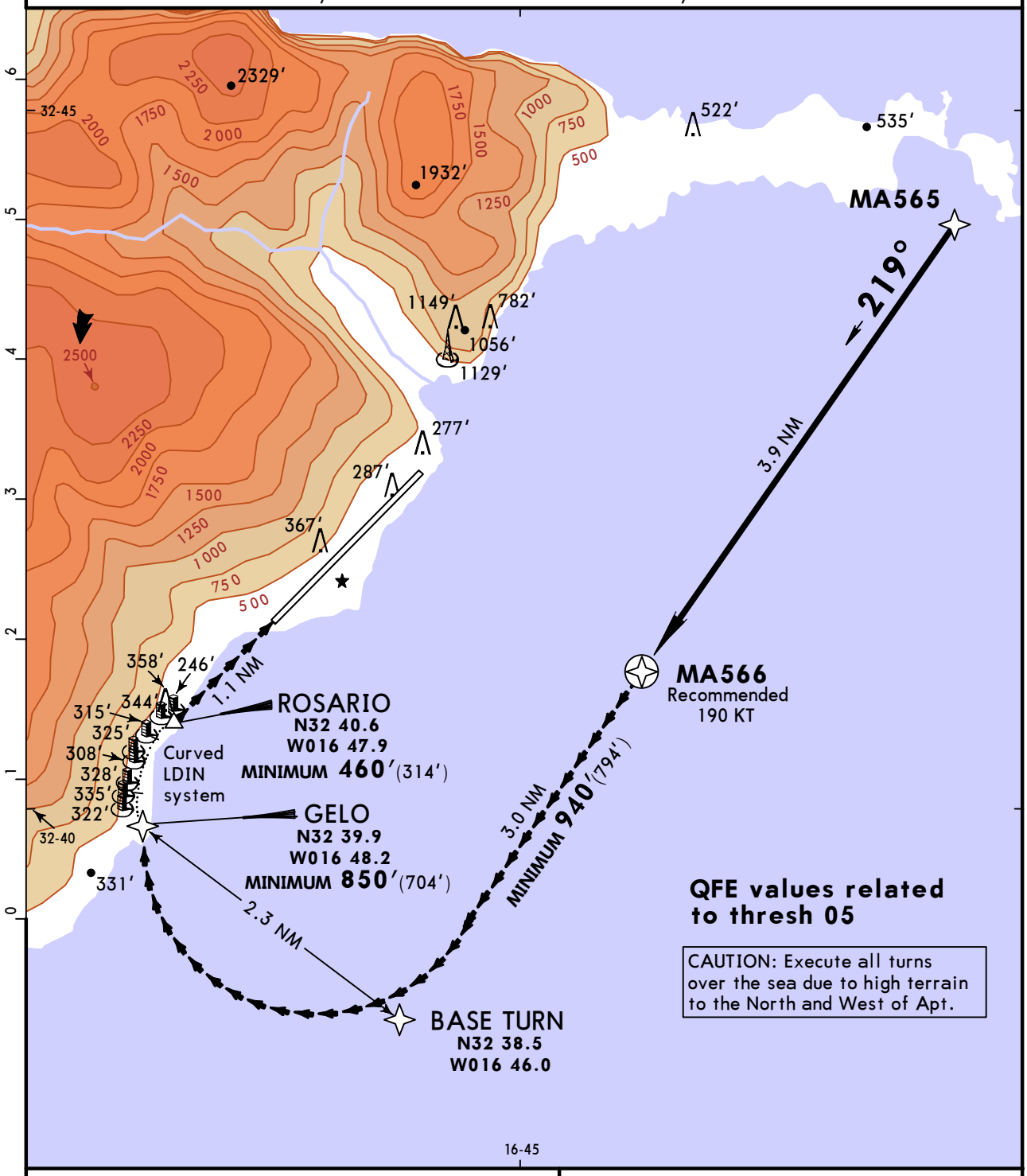
JEPPESEN 12-1A

MADEIRA, PORTUGAL
RNP VISUAL APPROACH Rwy 05

BRIEFING STRIP TM

D-ATIS Arrival	*MADEIRA Approach	MADEIRA Tower
130.355	119.605	124.660
RNAV	Final Apch Crs **219°**	Apt Elev 191′ Rwy 146′

Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 5000′



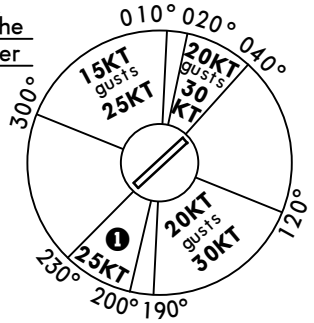
By night the rwy 05 approach lights **MUST BE ON.** If those lights fail before the aircraft is in such a position, over those lights, that will ensure that the high ground on their left side will be avoided, a missed approach (RIGHT turn) should be initiated.

PAPI should be followed.
Both sides offset 5° to the Right (to the sea).
Right side not visible on short final.
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 lights path.

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



❶ Relative to the MID or Rosario anemometers including gusts.

CHANGES: TWR frequency.

© JEPPESEN, 2018, 2022. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

LPMA/FNC MADEIRA

JEPPESEN

15 JUL 22 (12-2)

MADEIRA, PORTUGAL
❶ RNP B Rwy 23

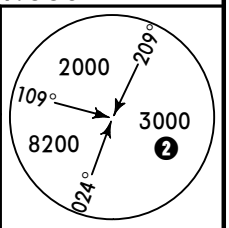
D-ATIS Arrival	*MADEIRA Approach	MADEIRA Tower
130.355	119.605	124.660

BRIEFING STRIP ™

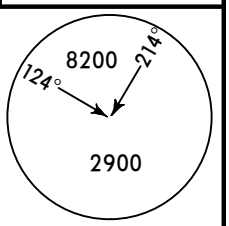
RNAV	Final Apch Crs	MA561 MANDATORY	MDA(H)	Apt Elev / Rwy
	227°	2800′ (2609′)	1390′ (1199′)	191′ / 191′

MISSED APCH: Turn LEFT to MONEC climbing to 3000′. At MONEC join holding, or as directed.
MISSED APCH WITH COMM FAILURE: **RNAV 1 required.** Squawk 7600. Proceed as MISSED APCH. On MONEC holding proceed to MA412, then to PILIM holding. Make one complete holding pattern at 3000′, then perform another approach.

RNP Apch | Alt Set: hPa | Rwy Elev: 7 hPa | Trans level: By ATC | Trans alt: 5000′



MSA PILIM



MSA MONEC

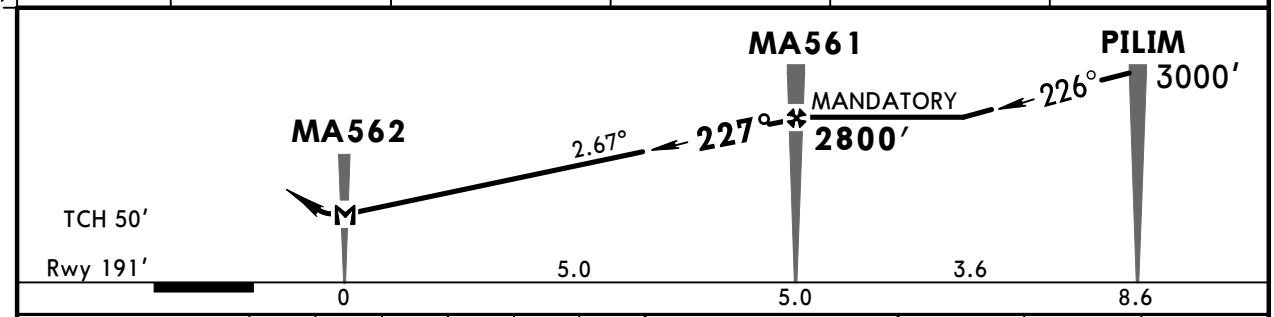
❶ FOR RNP VISUAL APPROACH PATTERN TO RWY 23 SEE 12-2A.

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

❷ 2000 within 10 NM

RNAV procedure for cloudbreaking followed by visual apch only effective when external visual reference to the terrain exists and can be maintained from at or before reaching the MAP, and continuing visually with the required vertical descent profile according to RNP VISUAL APPROACH Rwy 23.
The rwy may not be or remain in sight at all the times but other visual cues surrounding the vicinity of the apt may be used as sufficient external visual reference.

DIST to MA562	1.0	2.0	3.0	4.0	5.0
ALTITUDE	1600′	1900′	2242′	2521′	2800′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.67°	331	425	472	567	661	756
MAP at MA562						

ALS
PAPI
3000′
LT
MONEC

PANS OPS

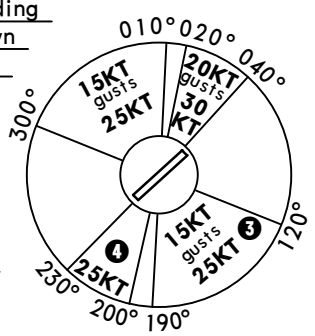
Std/State CIRCLE-TO-LAND **CEILING REQUIRED**

Not authorized Northwest of rwy

	Max Kts	MDA(H)
A	100	1390′ (1199′)
B	135	
C	180	
D	205	

1200′ 370m - V7000m

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



❸ Relative to the MID anemometer.
❹ Relative to the MID or Rosario anemometers including gusts.

CHANGES: TWR frequency.

© JEPPESEN, 2018, 2022. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

LPMA/FNC
MADEIRA

15 JUL 22

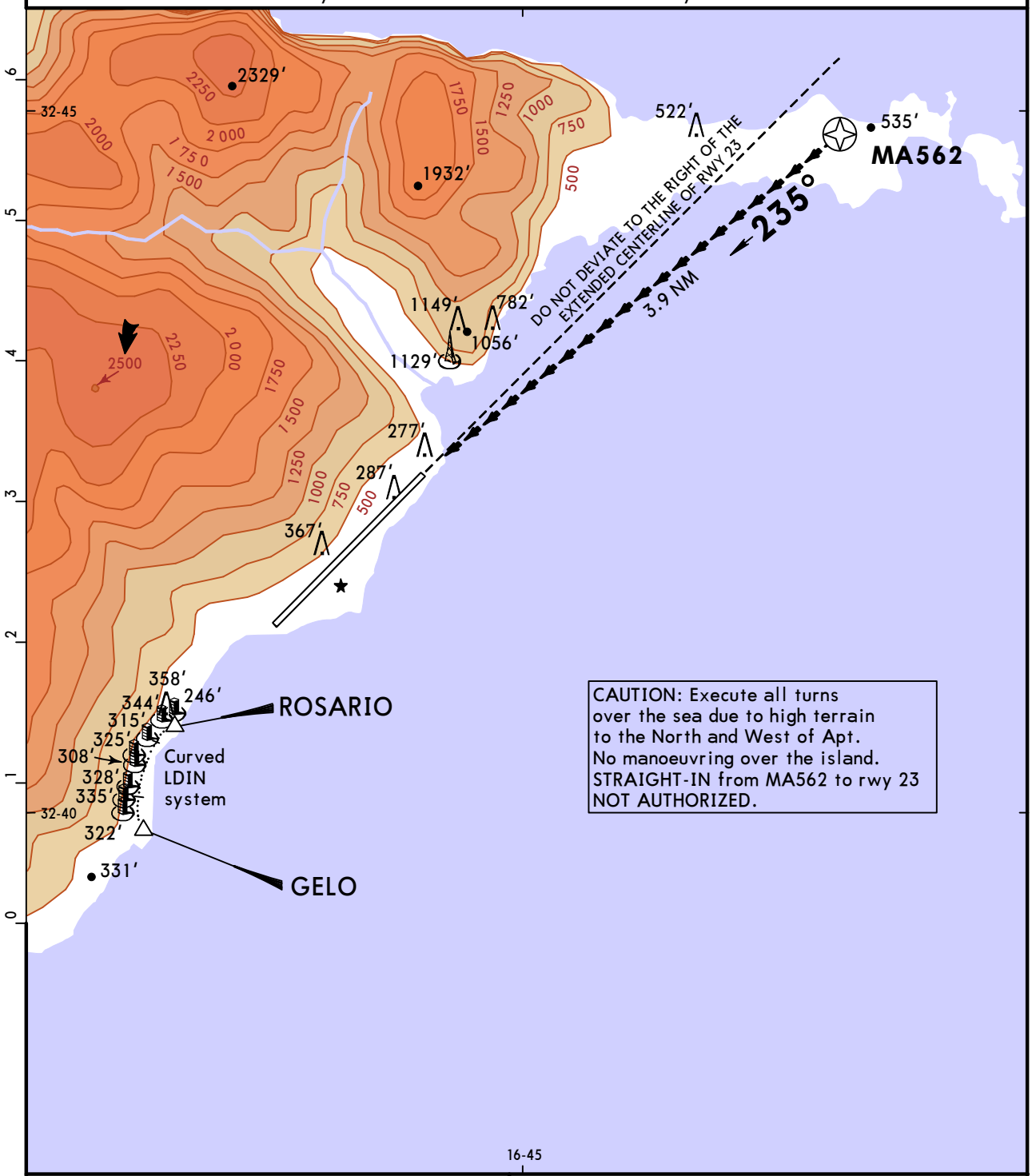
JEPPESEN
12-2A

MADEIRA, PORTUGAL
RNP VISUAL APPROACH Rwy 23

BRIEFING STRIP TM

D-ATIS Arrival	*MADEIRA Approach	MADEIRA Tower
130.355	119.605	124.660
RNAV	Final Apch Crs **235°**	Apt Elev 191′ Rwy 191′

Alt Set: hPa | Rwy Elev: 7 hPa | Trans level: By ATC | Trans alt: 5000′



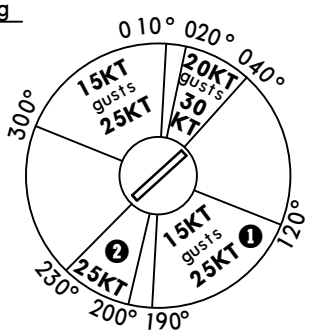
Maintain MDA(H) until intercepting the 3.00° final descent path defined by the PAPI, which crosses the thresh at 57′.

At night the hills (Pico de Facho) 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 the TDZ lights.

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



❶ Relative to the MID anemometer.

❷ Relative to the MID or Rosario anemometers including gusts.

CHANGES: TWR frequency.

© JEPPESEN, 2018, 2022. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

LPMA/FNC MADEIRA

JEPPESEN

15 JUL 22 (12-20)

MADEIRA, PORTUGAL RNP Z Rwy 05 (AR)

D-ATIS Arrival	*MADEIRA Approach	MADEIRA Tower
130.355	119.605	124.660

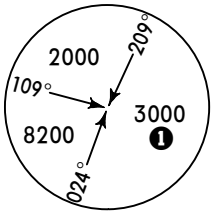
BRIEFING STRIP ™

RNAV	Final Apch Crs 049°	MA522 MANDATORY 2000′ (1854′)	RNP-0.10 DA(H) Refer to Minimums	Apt Elev 191′ Rwy 146′

MISSED APCH: Climb to 3000′ to MONEC via MA55Ø, MA552 and MA554. At MONEC join holding or as directed.

MISSED APCH WITH COMM FAILURE: Squawk 7600. Climb to 3000′ to MONEC via MA55Ø, MA552 and MA554. At MONEC join holding to make one complete holding pattern at 3000′, then perform RNP Y Rwy 05 approach.

Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 5000′



MSA PILIM

RNP AR Apch. RF required.
Baro-VNAV not authorized below +7.5°C.

❷ Relative to the MID or Rosario anemometers including gusts.

MAX 230 KT
MAX FL 100
MHA 3000

MA53Ø 2000′

046° 226° 2.0

❶ 2000 within 10 NM

(IAF) PILIM 3000′ MAX 230 KT

MA528 2000′

10.0 203°

MA552 MAX 210 KT 1129′

MA55Ø

2.1 13.2

049° 1.4

MA5Ø2 RWØ5 MA5Ø4

004°

(IF) MA526 MAX 195 KT

MA52Ø

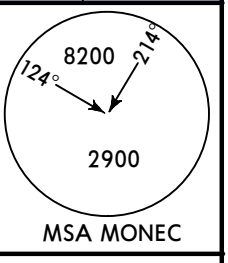
MA522 MAX 160 KT

MA554

12.2 235°

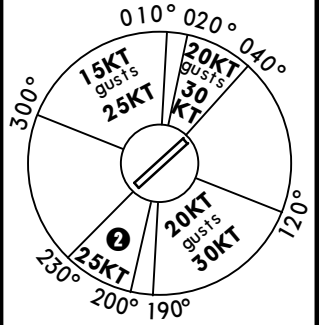
MONEC 3000′ MAX 230 KT

204°



MSA MONEC

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



CAUTION: Visual Segment Surface penetrated.

709′ 367′ 856′

RWØ5 049°

433′ 354′ 662′ 369′

755′ 607′

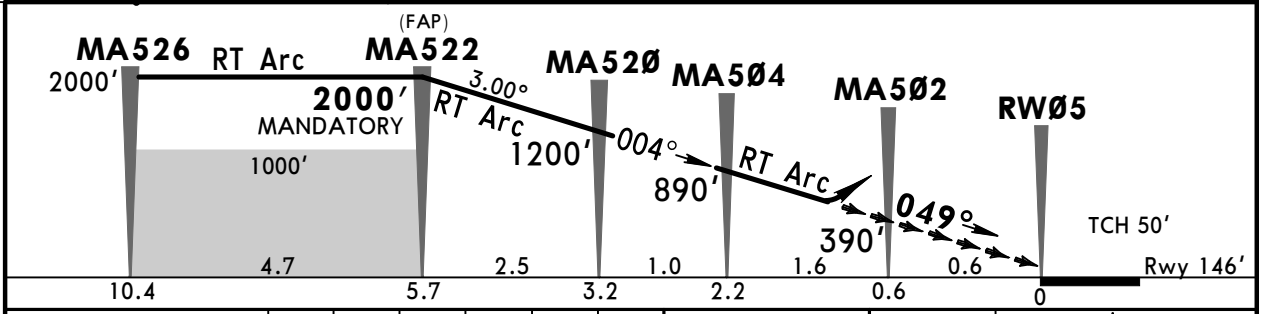
MA5Ø2

32-50 32-40 32-30 17-00 16-50 16-40

5342′ 5972′

5000 4000 3000 2000 1000

MAX 230 KT
MAX FL 100
MHA 3000



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

HIALS
PAPI PAPI

3000′ via MA55Ø

Std/State STRAIGHT-IN LANDING

	RNP-0.10 (required until MA552)	RNP-0.20 (required until MA552)	RNP-0.30
	DA(H)	DA(H)	DA(H)
	A: 500′(354′)	A: 800′(654′) C: 820′(674′)	A: 890′(744′) C: 910′(764′)
	BC: 520′(374′) D: 530′(384′)	B: 810′(664′) D: 830′(684′)	B: 900′(754′) D: 920′(774′)
	ALS out	ALS out	ALS out
A	R1500m	R1500m	R1500m
B			
C	R1700m	R2400m	R2400m
D	R1800m		

PANS OPS

CHANGES: TWR frequency.

© JEPPESEN, 2015, 2022. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

LPMA/FNC
MADEIRA

JEPPESEN
15 JUL 22 (12-21)

MADEIRA, PORTUGAL
RNP Y Rwy 05 (AR)

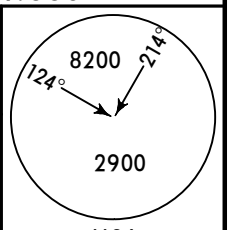
D-ATIS Arrival	*MADEIRA Approach	MADEIRA Tower
130.355	119.605	124.660

BRIEFING STRIP ™

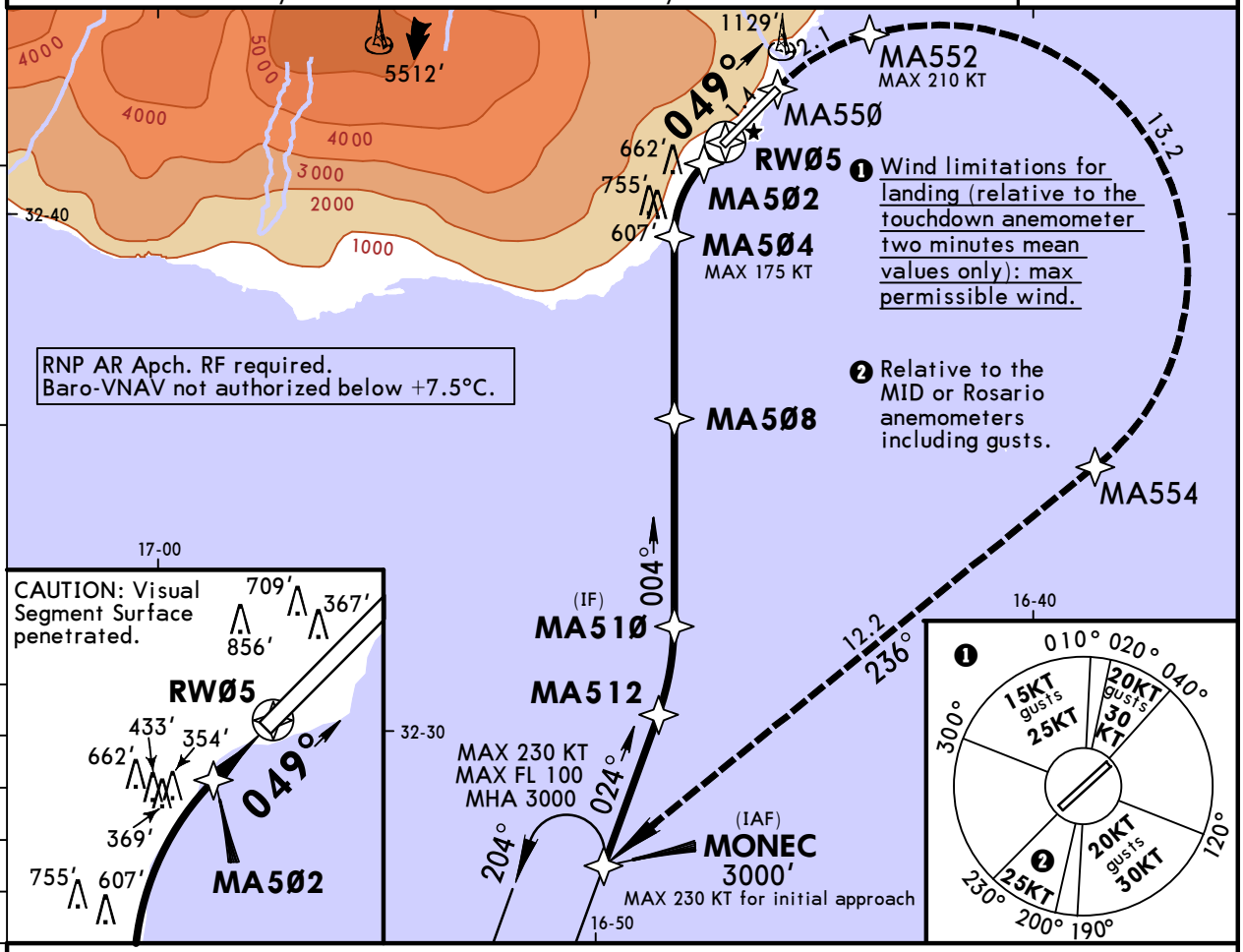
RNAV	Final Apch Crs 049°	MA5Ø8 MANDATORY 2000′ (1854′)	RNP-0.10 DA(H) Refer to Minimums	Apt Elev 191′ Rwy 146′

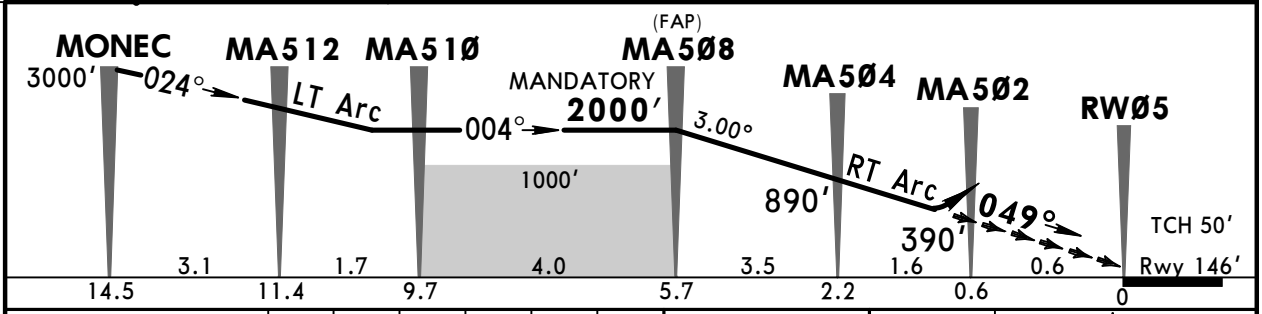
MISSED APCH: Climb to 3000′ to MONEC via MA55Ø, MA552 and MA554. At MONEC join holding or as directed.
MISSED APCH WITH COMM FAILURE: Squawk 7600. Climb to 3000′ to MONEC via MA55Ø, MA552 and MA554. At MONEC join holding to make one complete holding pattern at 3000′, then perform another approach.

Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 5000′



MSA
MONEC





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

HIALS
PAPI PAPI

3000′ via MA55Ø

Std/State STRAIGHT-IN LANDING

	RNP-0.10 (required until MA552)	RNP-0.20 (required until MA552)	RNP-0.30
DA(H)	A: 500′(354′) BC: 520′(374′) D: 530′(384′)	A: 800′(654′) C: 820′(674′) B: 810′(664′) D: 830′(684′)	A: 890′(744′) C: 910′(764′) B: 900′(754′) D: 920′(774′)
	ALS out	ALS out	ALS out
PANS OPS A	R1500m	R1500m	R1500m
PANS OPS B			
PANS OPS C	R1700m	R2400m	R2400m
PANS OPS D	R1800m		

CHANGES: TWR frequency.

© JEPPESEN, 2015, 2022. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

LPMA/FNC MADEIRA

JEPPESEN

15 JUL 22 (12-22)

MADEIRA, PORTUGAL RNP Rwy 23 (AR)

D-ATIS Arrival	*MADEIRA Approach	MADEIRA Tower
130.355	119.605	124.660

BRIEFING STRIP

RNAV	Final Apch Crs	MA4Ø8 MANDATORY	RNP-0.10 DA(H)	Apt Elev 191′
	229°	2000′ (1809′)	490′ (299′)	Rwy 191′

MISSED APCH: Climb to 3000′ to MONEC via MA4Ø7 and MA4Ø6. At MONEC join holding or as directed.

MISSED APCH WITH COMM FAILURE: Squawk 7600. Climb to 3000′ to MONEC via MA4Ø7 and MA4Ø6. At MONEC join holding to make one complete holding pattern at 3000′, then perform another approach.

Alt Set: hPa | Rwy Elev: 7 hPa | Trans level: By ATC | Trans alt: 5000′

MSA PILIM: 2000 (209°–109°), 3000 (109°–024°), 8200 (024°–209°)

RNP AR Apch. RF required.
Baro-VNAV not authorized below +7.5°C.

❷ Relative to the MID anemometer.

❸ Relative to the MID or Rosario anemometers including gusts.

MAX 230 KT
MAX FL 100
MHA 3000

❶ 2000 within 10 NM (IAF) PILIM 3000′ MAX 230 KT

MA4Ø8 (IF) MA41Ø

MA412 (IF) MAX 210 KT

MA4Ø7

MA4Ø6 MAX 210 KT

MA413 2000′

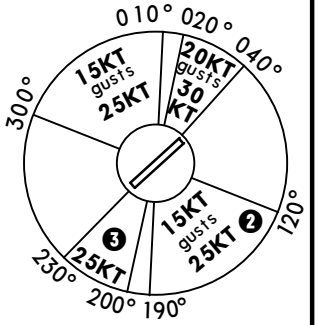
MA414 2000′

MA416 2000′

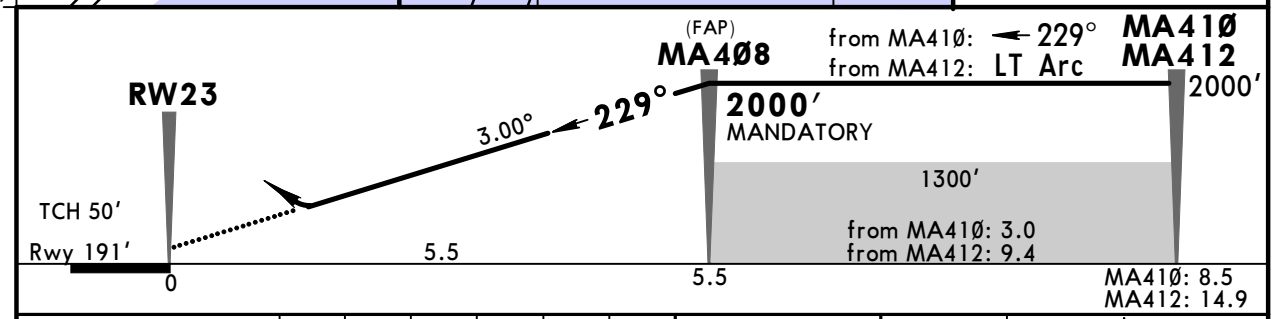
MONEC (IAF) 3000′ MAX 230 KT for initial approach

MSA MONEC: 8200 (214°–124°), 2900

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



CAUTION: Visual Segment Surface penetrated.



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

ALS
PAPI

3000′ via MA4Ø7

Std/State STRAIGHT-IN LANDING

	RNP-0.10 (required until MA4Ø6)		RNP-0.20 (required until MA4Ø6)		RNP-0.30	
	DA(H) 490′ (299′)		DA(H) A: 920′ (729′) C: 960′ (769′) B: 940′ (749′) D: 980′ (789′)		DA(H) A: 1160′ (969′) C: 1200′ (1009′) B: 1180′ (989′) D: 1220′ (1029′)	
		ALS out		ALS out		ALS out
PANS OPS A	R1200m	R1400m	R1500m		R1500m	
PANS OPS B						
PANS OPS C			R2400m		R2400m	
PANS OPS D						

CHANGES: TWR frequency.

© JEPPESEN, 2015, 2022. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

LPMA/FNC
MADEIRA

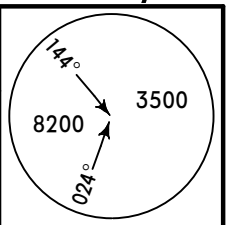
JEPPESEN
9 JUN 23
Eff 15 Jun
13-1

MADEIRA, PORTUGAL
CIRCLING VOR DME Rwy 05

D-ATIS Arrival	*MADEIRA Approach	MADEIRA Tower
130.355	119.605	124.660

BRIEFING STRIP ™

FOR BRIEFING STRIP INFORMATION AND NOTES
SEE FINAL APPROACH CHART



MSA FUN VOR

FOR FINAL APPROACH
SEE 13-1A

FUN DME and SNT DME required.

(IAF)
PORTO SANTO
D 114.9 SNT
3000′

7.5
261°
D7.5
SNT
211°
034°
1815′
1000
931′
PORTO SANTO
LPPS

(IAF)
ABUSU
D8.0 FUN
3000′

031°

(IAF)
FUNCHAL
D 112.2 FUN
4000′

1149′
2467′
3000
2000
755′
1000

350°
9.0

FUSUL
D9.0 FUN

MAX 230 KT
MAX FL140
MHA 4000

170°
350°
170°

D14.0
FUN

1559′
1283′

33-10
33-00
32-50
32-40
32-30
20
15
10
5
0
5
16-50
16-40
16-30
16-20
16-10

PANS OPS

CHANGES: MAX FL and speed to holding.

© JEPPESEN, 2018, 2023. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

LPMA/FNC MADEIRA

JEPPESEN

9 JUN 23
Eff 15 Jun

13-1A

MADEIRA, PORTUGAL
❶ CIRCLING VOR DME Rwy 05

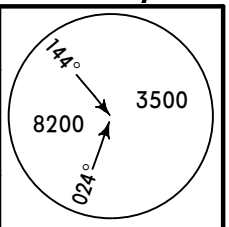
D-ATIS Arrival	*MADEIRA Approach	MADEIRA Tower
130.355	119.605	124.660

VOR FUN	Final Apch Crs	D7.0	MDA(H)	Apt Elev 191′
112.2	211°	3000′ (2854′)	940′ (794′)	Rwy 146′

MISSED APCH: Turn LEFT onto heading 137° to intercept R-170, proceed to FUSUL climbing to 3000′ and hold. Contact APP.

Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 5000′

BRIEFING STRIP ™



MSA
FUN VOR

❶ FOR VOR VISUAL APPROACH PATTERN TO RWY 05 SEE 13-1B.

FOR INITIAL APPROACH SEE 13-1

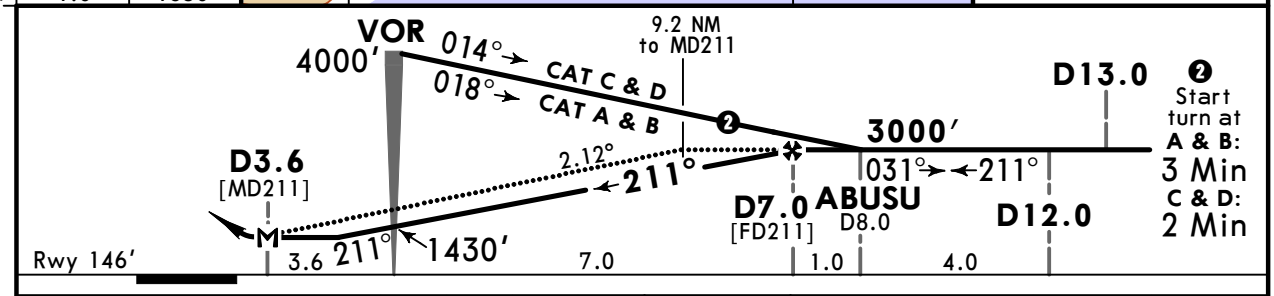
FUN DME required.

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

D13.0
MAX 230 KT
MAX FL140
MHA 3000
(IF)
D12.0
031°
211°
(IAF)
ABUSU
D8.0
D7.0
[FD211]
014° CAT C & D
018° CAT A & B
(IAF)
FUNCHAL
D 112.2 FUN
211°
D3.6
[MD211]
170°
137° hdg
DESERTA IS up to 1571′ 14 NM ESE from apt.
6141′
1149′
2467′
709′
856′
755′
1000
2000
3000
4000
5000
32-50
32-40
16-50
16-40
16-30
10
5
0
5

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

MISSED APCH FIX
170°
MAX 230 KT
MAX FL140
MHA 3000
FUSUL
D9.0
170°
350°
D14.0
FUN



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.12°	262	337	375	450	525	600
MAP at D3.6						

HIALS
PAPI PAPI
137° hdg
LT
FUN 112.2 R-170
3000′ FUSUL

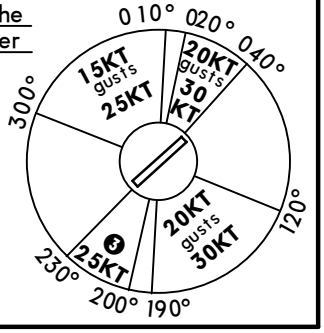
Std/State CIRCLE-TO-LAND **CEILING REQUIRED**

Not authorized Northwest of rwy

	Max Kts	MDA(H)
A	100	940′ (794′)
B	135	
C	180	
D	205	

800′ 245m - V5000m

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



❸ Relative to the MID or Rosario anemometers including gust.

PANS OPS

CHANGES: MAX FL and speed to holding.

© JEPPESEN, 2000, 2023. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

LPMA/FNC MADEIRA

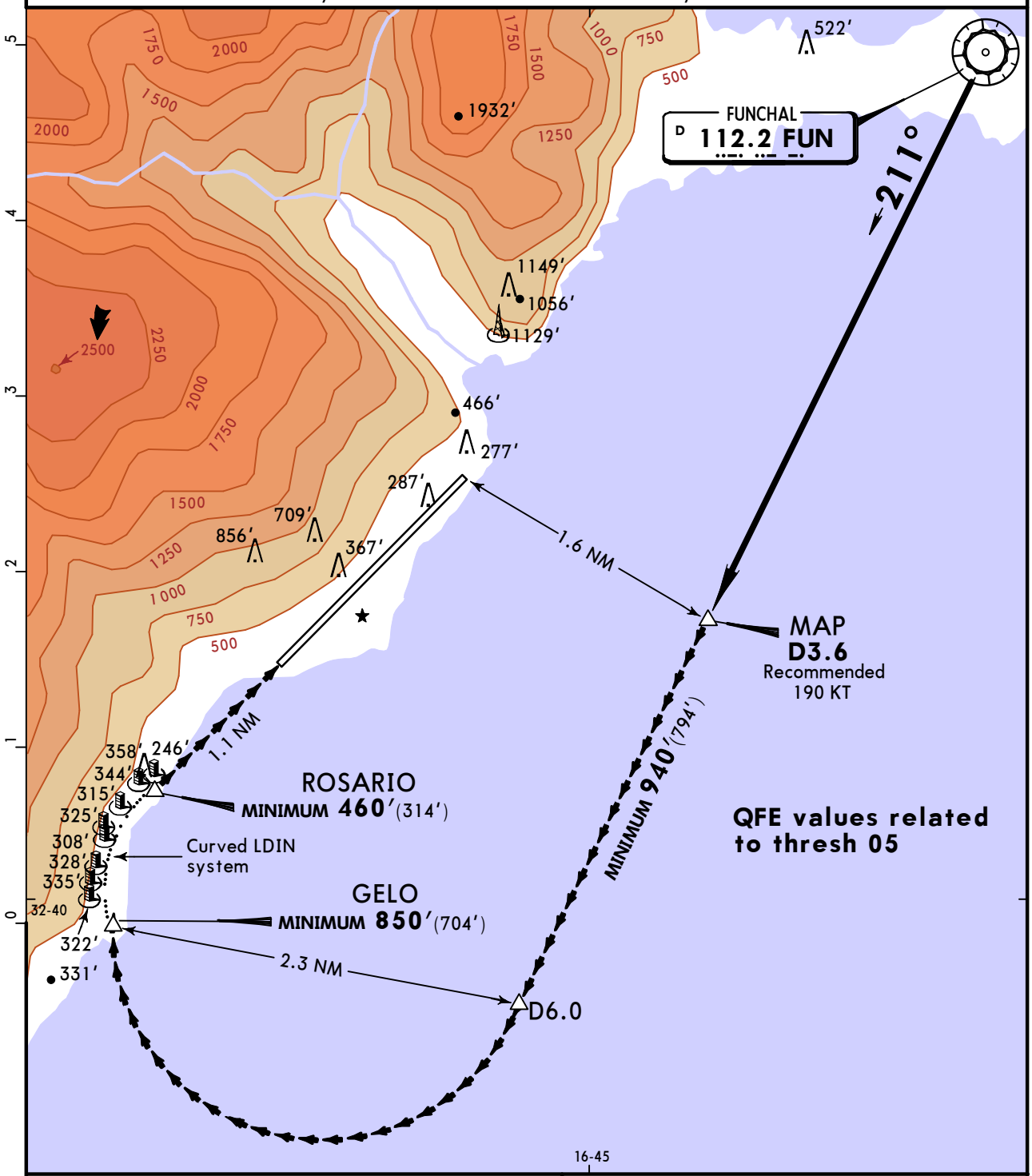
JEPPESEN 15 JUL 22 (13-1B)

MADEIRA, PORTUGAL VOR VISUAL APPROACH Rwy 05

BRIEFING STRIP™

D-ATIS Arrival	*MADEIRA Approach	MADEIRA Tower
130.355	119.605	124.660
VOR FUN **112.2**	Final Apch Crs **211°**	Apt Elev 191′ Rwy 146′

Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 5000′

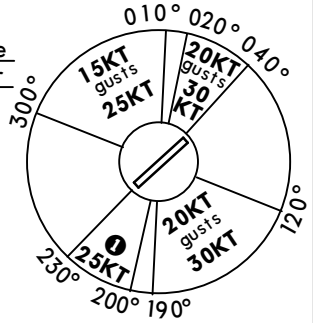


By night the rwy 05 approach lights **MUST BE ON.** If those lights fail before the aircraft is in such a position, over those lights, that will ensure that the high ground on their left side will be avoided, a missed approach (RIGHT turn) should be initiated.

PAPI should be followed.
Both sides offset 5° to the Right (to the sea).
Right side not visible on short final.
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 lights path.

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



❶ Relative to the MID or Rosario anemometers including gust.

CHANGES: TWR frequency.

© JEPPESEN, 2000, 2022. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

LPMA/FNC
MADEIRA

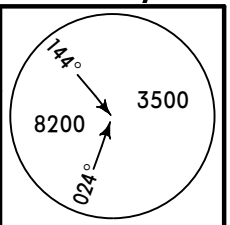
JEPPESEN
9 JUN 23
Eff 15 Jun
13-2

MADEIRA, PORTUGAL
CIRCLING VOR DME Rwy 23

D-ATIS Arrival	*MADEIRA Approach	MADEIRA Tower
130.355	119.605	124.660

BRIEFING STRIP ™

FOR BRIEFING STRIP INFORMATION AND NOTES
SEE FINAL APPROACH CHART



MSA FUN VOR

FOR FINAL APPROACH
SEE 13-2A

FUN DME and SNT DME required.

(IAF)
PORTO SANTO
D 114.9 SNT
3000′

7.5
261°
D7.5
SNT
211°
034°
1815′
1000
931′
PORTO SANTO
LPPS

(IAF)
ABUSU
D8.0 FUN
3000′

031°

(IAF)
FUNCHAL
D 112.2 FUN
4000′

1149′
2467′
3000
2000
755′
1000

350°
9.0

FUSUL
D9.0 FUN

MAX 230 KT
MAX FL140
MHA 4000

170°
350°
170°

D14.0
FUN

1559′
1283′

33-10
33-00
32-50
32-40
32-30
20
15
10
5
0
5
16-50
16-40
16-30
16-20
16-10

PANS OPS

CHANGES: MAX FL and speed to holding.

© JEPPESEN, 2018, 2023. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

LPMA/FNC MADEIRA

JEPPESEN

9 JUN 23
Eff 15 Jun

13-2A

MADEIRA, PORTUGAL
❶ CIRCLING VOR DME Rwy 23

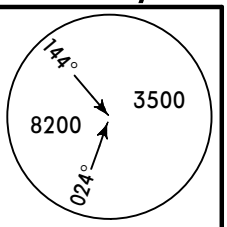
D-ATIS Arrival	*MADEIRA Approach	MADEIRA Tower
130.355	119.605	124.660

BRIEFING STRIP ™

VOR	Final Apch Crs	D7.0	MDA(H)	Apt Elev 191′
FUN				Rwy 191′
112.2	**211°**	**3000′**(2809′)	**1300′**(1109′)	

MISSED APCH: Turn LEFT onto heading 137° to intercept R-170, proceed to FUSUL climbing to 3000′ and hold. Contact APP.

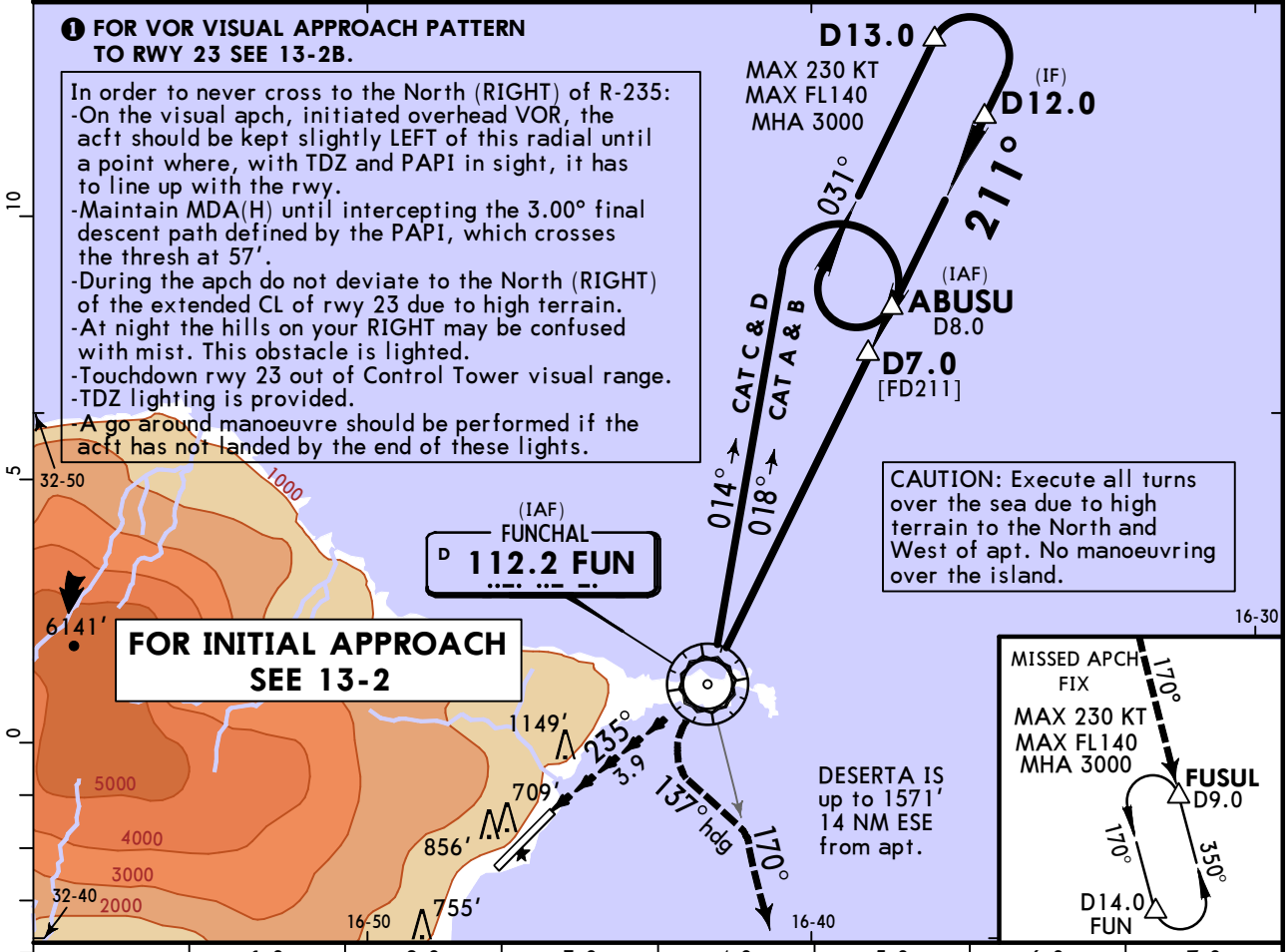
Alt Set: hPa | Rwy Elev: 7 hPa | Trans level: By ATC | Trans alt: 5000′



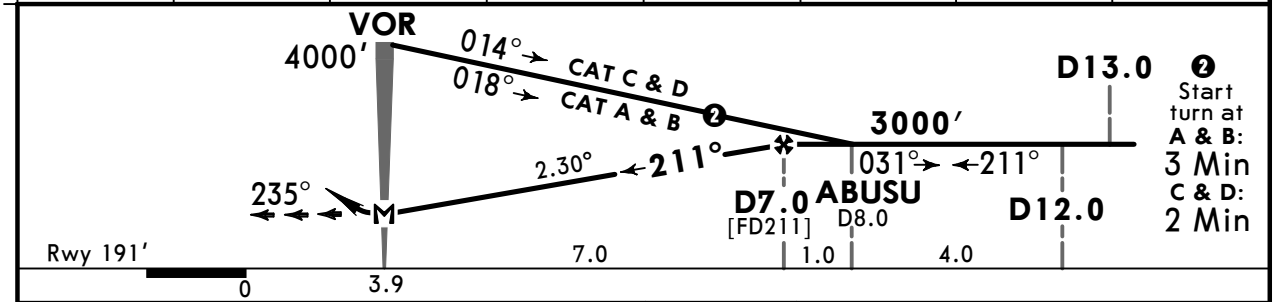
MSA
FUN VOR

❶ **FOR VOR VISUAL APPROACH PATTERN TO RWY 23 SEE 13-2B.**

In order to never cross to the North (RIGHT) of R-235:
-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.



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 Angle	2.30°	285	366	407	488	569	651
MAP at VOR							

ALS
PAPI

137° hdg LT

FUN 112.2 R-170

3000′ FUSUL

PANS OPS

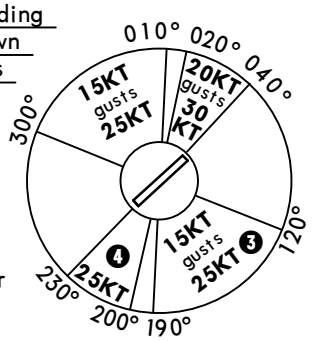
Std/State CIRCLE-TO-LAND **CEILING REQUIRED**

Not authorized Northwest of rwy

	Max Kts	MDA(H)
A	100	1300′(1109′)
B	135	
C	180	
D	205	

1200′ - V7000m
370m

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



❸ Relative to the MID anemometer.
❹ Relative to the MID or Rosario anemometers including gust.

CHANGES: MAX FL and speed to holding.

© JEPPESEN, 2000, 2023. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

LPMA/FNC
MADEIRA

15 JUL 22

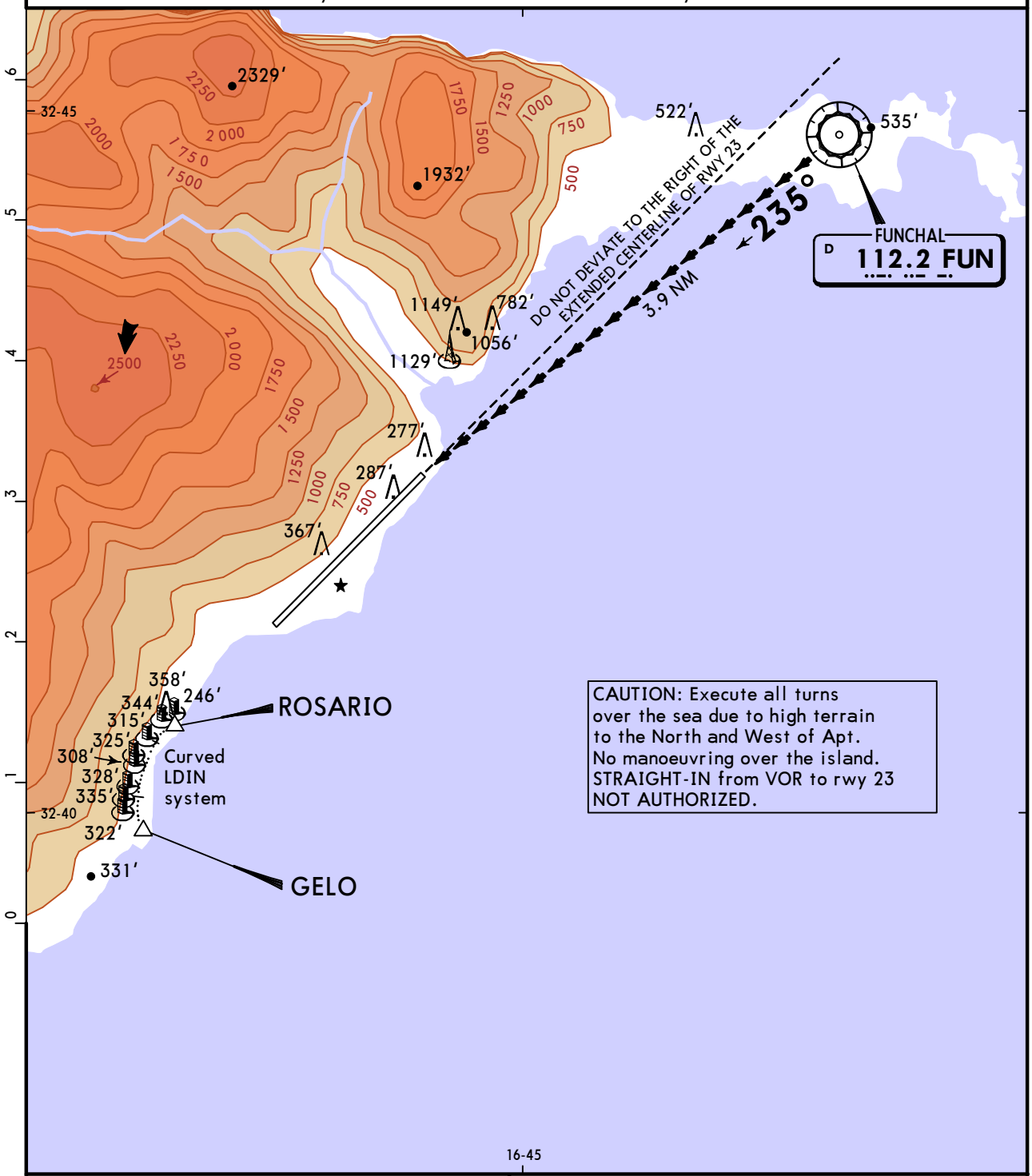
JEPPESEN
13-2B

MADEIRA, PORTUGAL
VOR VISUAL APPROACH Rwy 23

BRIEFING STRIP TM

D-ATIS Arrival	*MADEIRA Approach	MADEIRA Tower
130.355	119.605	124.660
VOR FUN **112.2**	Final Apch Crs **235°**	Apt Elev 191′ Rwy 191′

Alt Set: hPa | Rwy Elev: 7 hPa | Trans level: By ATC | Trans alt: 5000′



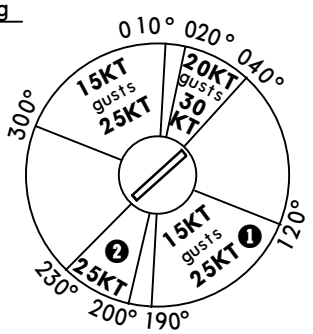
Maintain MDA(H) until intercepting the 3.00° final descent path defined by the PAPI, which crosses the thresh at 57′.

At night the hills (Pico de Facho) 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 the TDZ lights.

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



❶ Relative to the MID anemometer.

❷ Relative to the MID or Rosario anemometers including gusts.

CHANGES: TWR frequency.

© JEPPESEN, 2021, 2022. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2026, ALL RIGHTS RESERVED

Chart changes since cycle 07-2026

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

MADEIRA, (MADEIRA - LPMA)

(c) JEPPESEN SANDERSON, INC., 2026, ALL RIGHTS RESERVED

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LPMA

Type: Terminal
Effectivity: Temporary
Begin Date: 20260122
End Date: 20270115

Temporary parking restrictions (per SUP 013-26): Ad-hoc slots for non-based carriers restricted to MAX turnaround of 3 HR parking. Parking slots exceeding this time only on very exceptional basis and upon approval from APT management.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(SID/STARs) Due to replacement of MSSR Porto Santo Radar Station (10-2, 10-2A, 10-2B) all STARs suspended. Use Contingency STARs on 10-2C, 10-2D instead. (10-3, 10-3A, 10-3B, 10-3C) all SIDs suspended. Use Contingency SIDs on 10-3D, 10-3E, 10-3F, 10-3G instead. Based on SUP 002-21. Refer also to latest NOTAMs.