



AVISO

Toda a documentação disponibilizada é uma adaptação da documentação real utilizada para navegação aérea no espaço aéreo Português e destina-se **UNICA e EXCLUSIVAMENTE** a ser utilizada em actividades de simulação aérea ou de simulação de controle de tráfego aéreo em computador. Para prevenir outro qualquer tipo de utilização, a qualidade das cartas foi degradada e alguma da informação aeronáutica poderá estar desactualizada.

NUNCA deverá utilizar esta documentação em actividades aeronáuticas reais, para essas actividades deverá utilizar material certificado que poderá ser obtido recorrendo às entidades aeronáuticas nacionais:

INAC – Instituto Nacional da Aviação Civil*

<http://www.inac.pt/>

NAV EP – Navegação Aérea de Portugal EP

<http://www.nav.pt>

ANA SA – Aeroportos de Portugal SA

<http://www.ana-aeroportos.pt>

* Autoridade aeronáutica nacional



WARNING

All documentation provided is adapted from real Portuguese airspace navigation documentation but **SHOULD ONLY BE USED** for flight and air traffic control computer based simulations. To prevent any misuse of this documentation the quality of the charts has been downgraded and some information could be outdated.

NEVER use this documentation for real aeronautic operations, for real operation please use certified documentation that you can obtain through the appropriate Portuguese aeronautic entities:

INAC – National Civil Aviation Institute*

<http://www.inac.pt/>

NAV EP – Air Navigation of Portugal EP

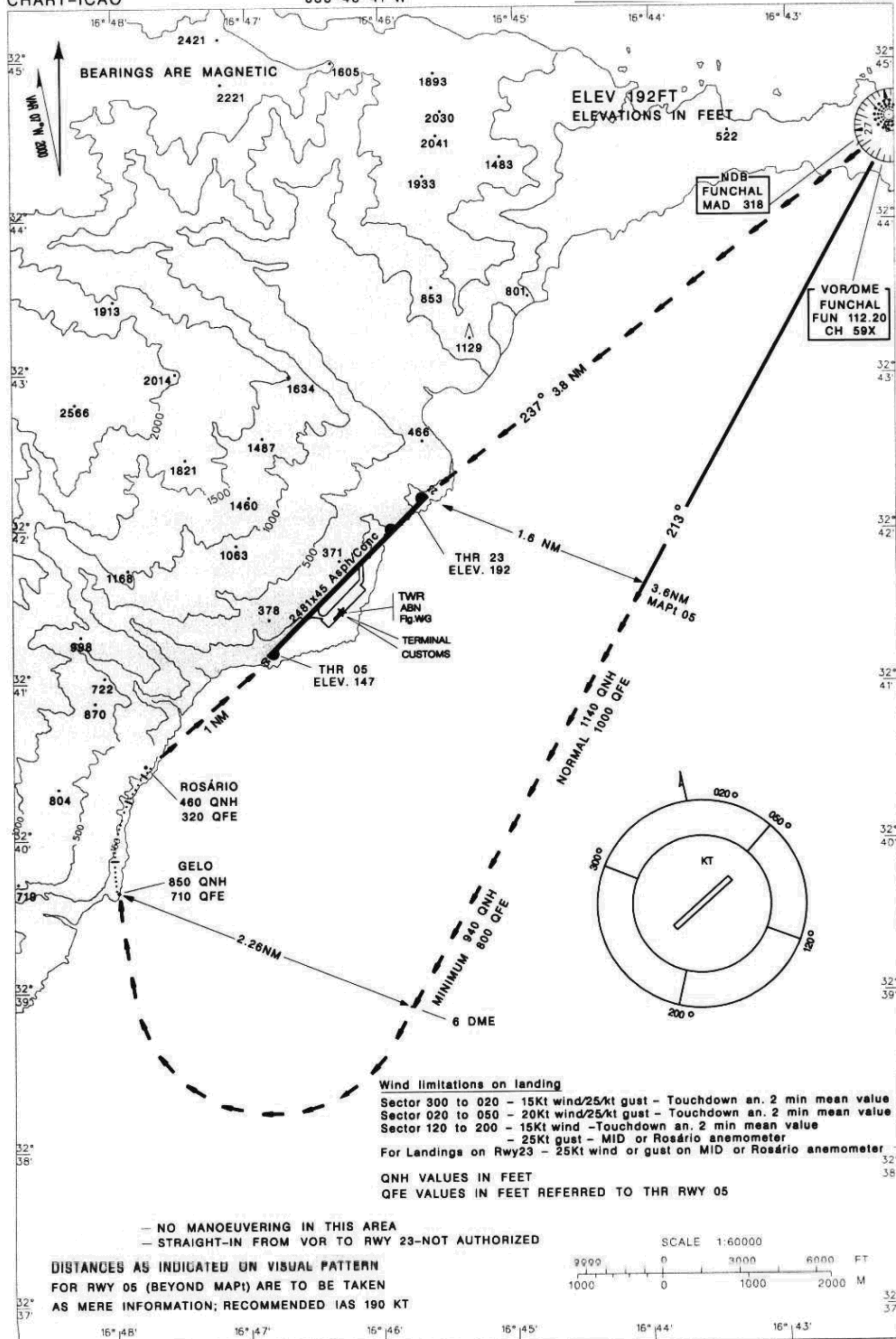
<http://www.nav.pt>

ANA SA – Airports of Portugal SA

<http://www.ana-aeroportos.pt>

* National civil aviation authority

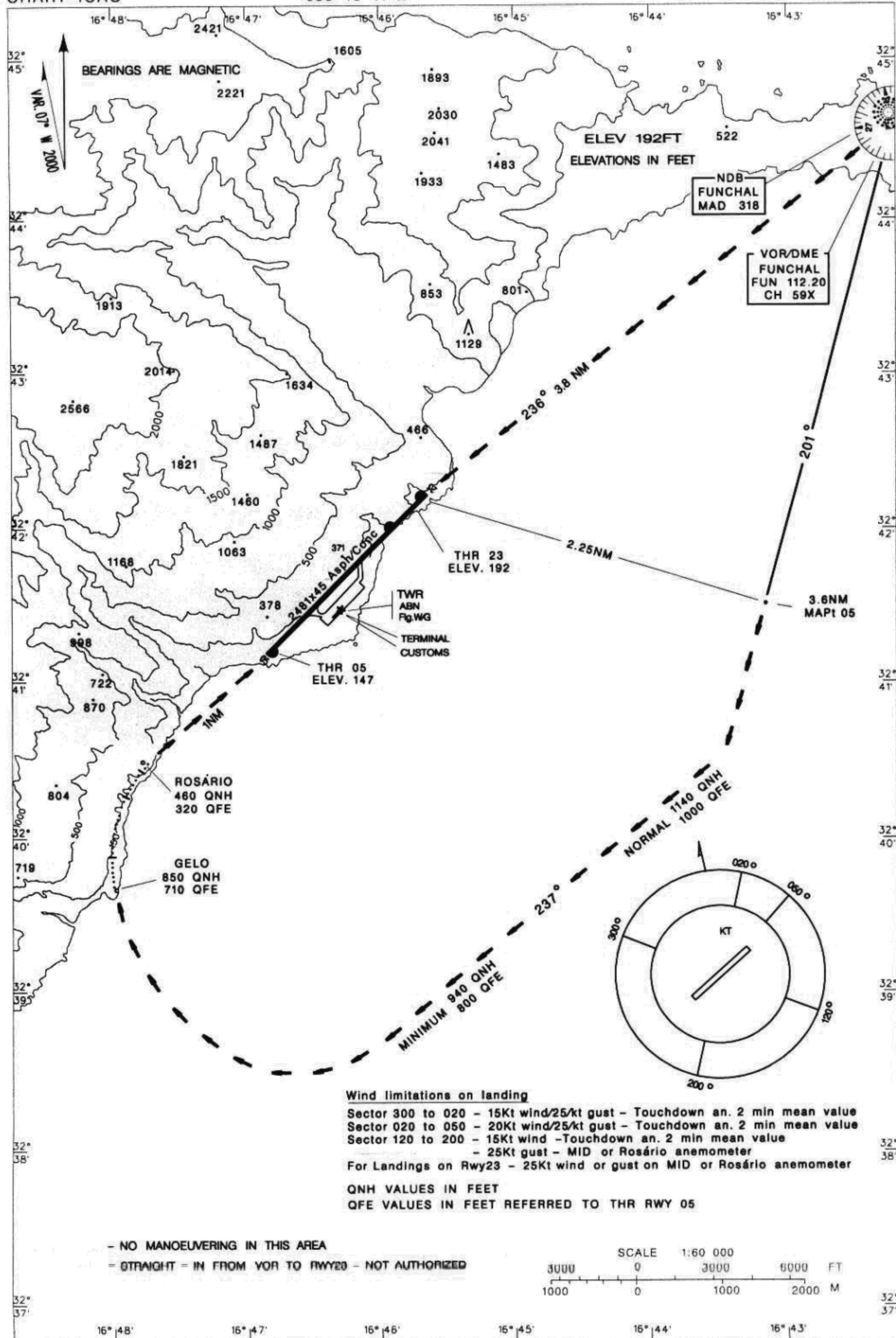
VOR MADEIRA
LPMA



VISUAL APPROACH
AND LANDING
CHART-ICAO

32° 41' 39" N
036° 46' 41" W

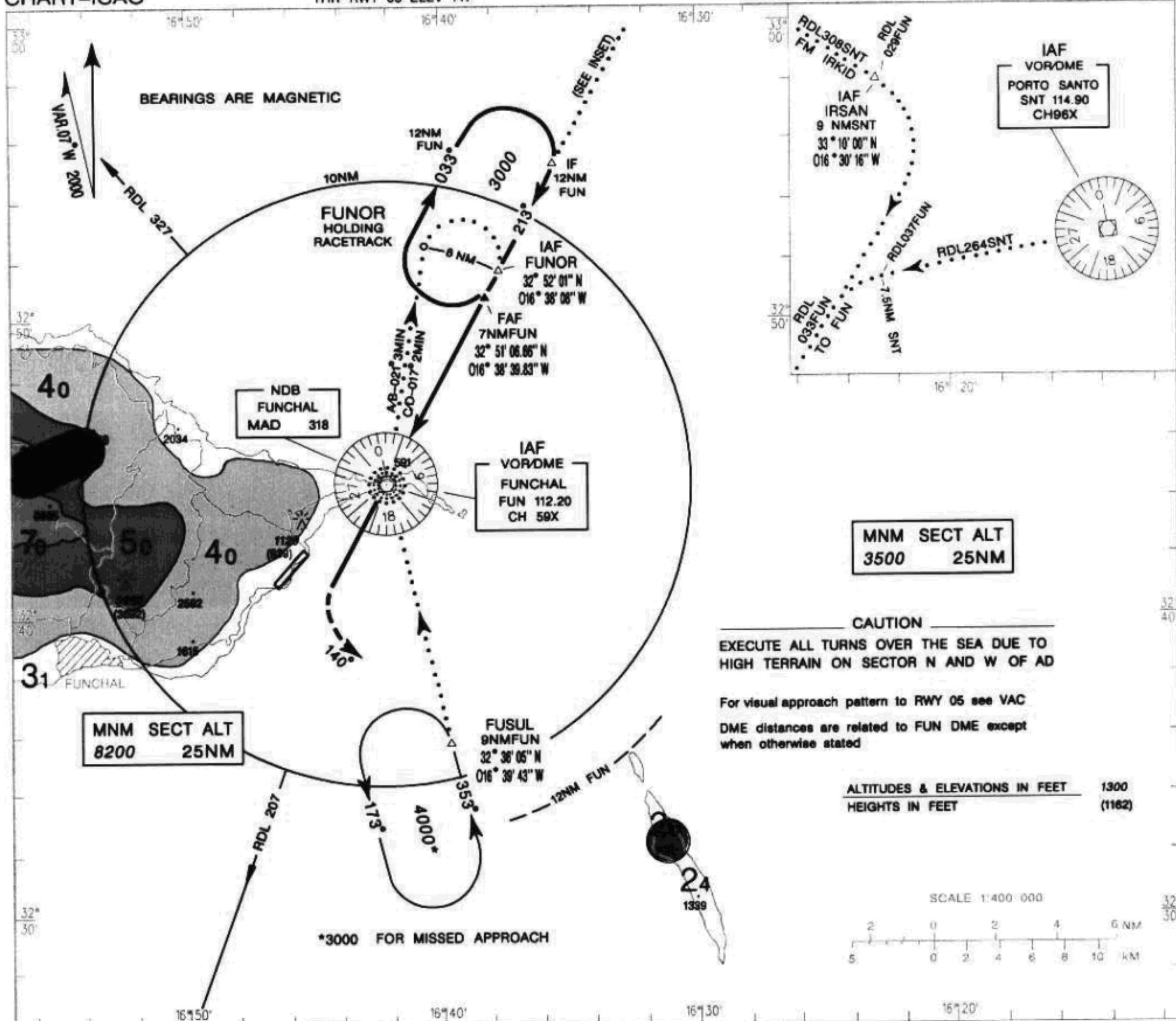
NDB MADEIRA
LPMA



INSTRUMENT APPROACH CHART-ICAO

ELEV 192FT
HEIGHTS RELATED TO
THR RWY 05 ELEV 147

MADEIRA
VORDME - CIRCLING for RWY 05
CAT A-B-C-D



TRANSITION ALTITUDE 5000FT

MISSED APPROACH
Turn left HDG 140° MAG to intercept
RDL 173 to hold FUSUL; climb to
3000 FT; CTC APP.

PAPI 5.2%

ELEV 147
(THR RWY 05)



MINIMA			
CATEGORY	A - B - C - D		
	MDA(H)	VIS	CEILING
CIRCLING*	940(800)	5000M	800 245M

WIND LIMITATIONS-ALL ACFTS CAT: SEE VAC

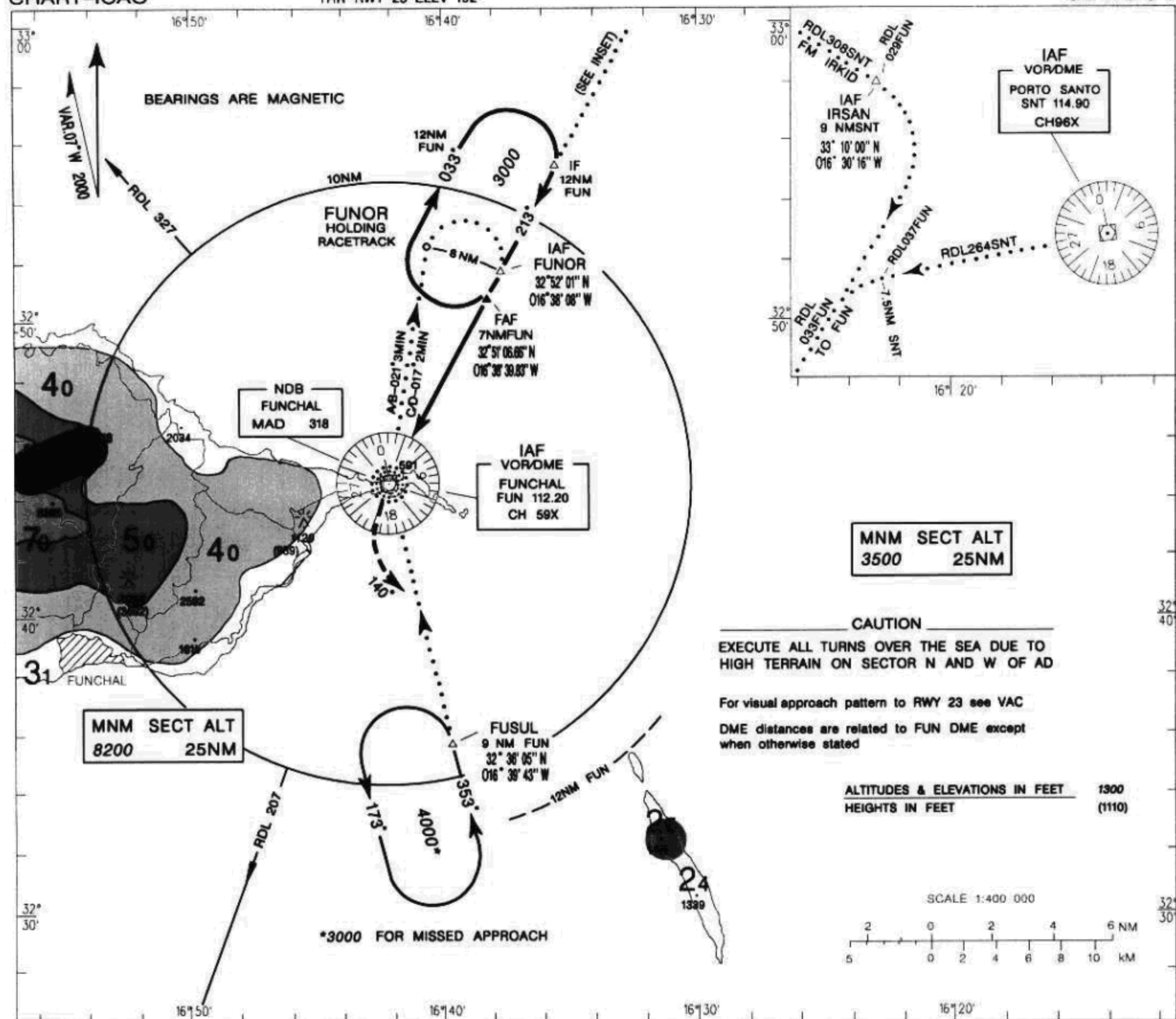
*RESTRICTED, SEE VAC FOR DETAILS

DME-FUN	7	6	5	4	3	2	1
ALTITUDE	3000	2755	2550	2325	2100	1875	1650

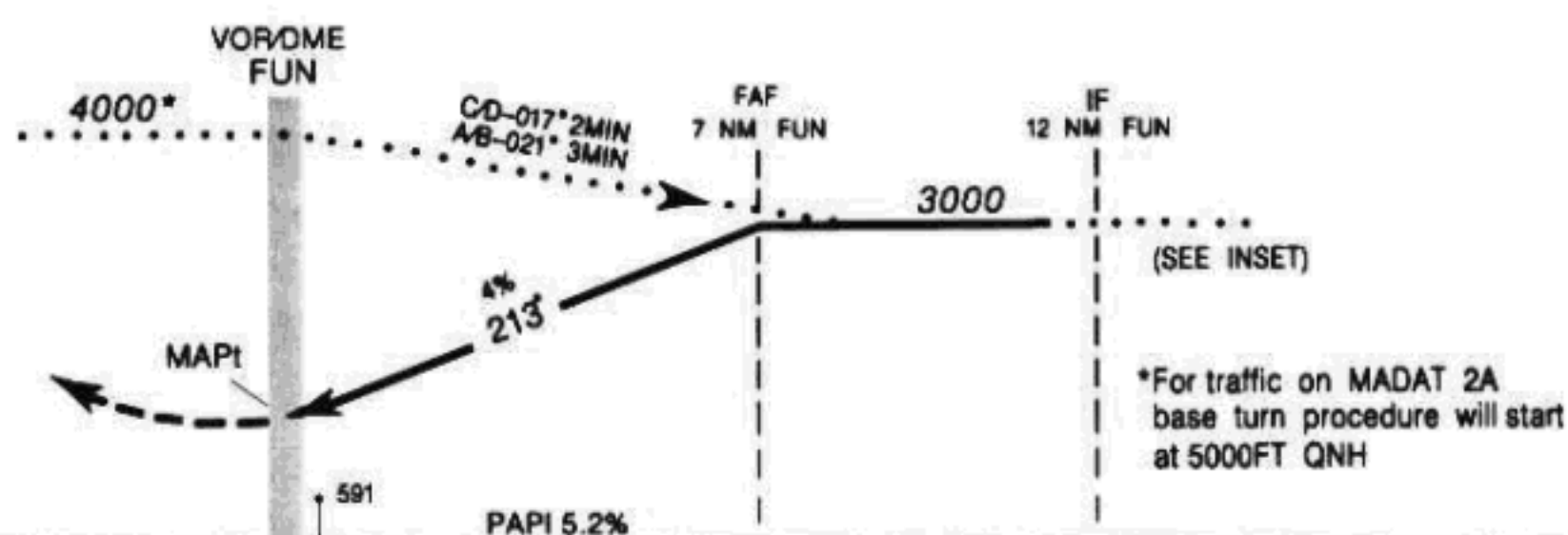
Speed	KT	80	100	120	140	160	180
Rate of descent (2.24%)	FT/MIN	180	225	270	315	360	410
FUN-MAPt (3.6)	MIN:SEC	2:42	2:09	1:48	1:32	1:21	1:12

ELEV 192FT
HEIGHTS RELATED TO
THR RWY 23 ELEV 192

MADEIRA
VOR/DME - CIRCLING RWY 23
CAT A-B-C-D



MISSED APPROACH
Turn left HDG 140°MAG to intercept
RDL 173 to hold FUSUL; climb to
3000 FT; CTC APP.



ELEV 192
(THR RWY 23)

PAPI 5.2%



MINIMA			
CATEGORY	A - B - C - D		
	MDA(H)	VIS	Clouds
VOR/DME	1300(1110)	7000M	1200 370M

DME-FUN	7	6	5	4	3	2	1
ALTITUDE	3000	2800	2550	2300	2050	1800	1550

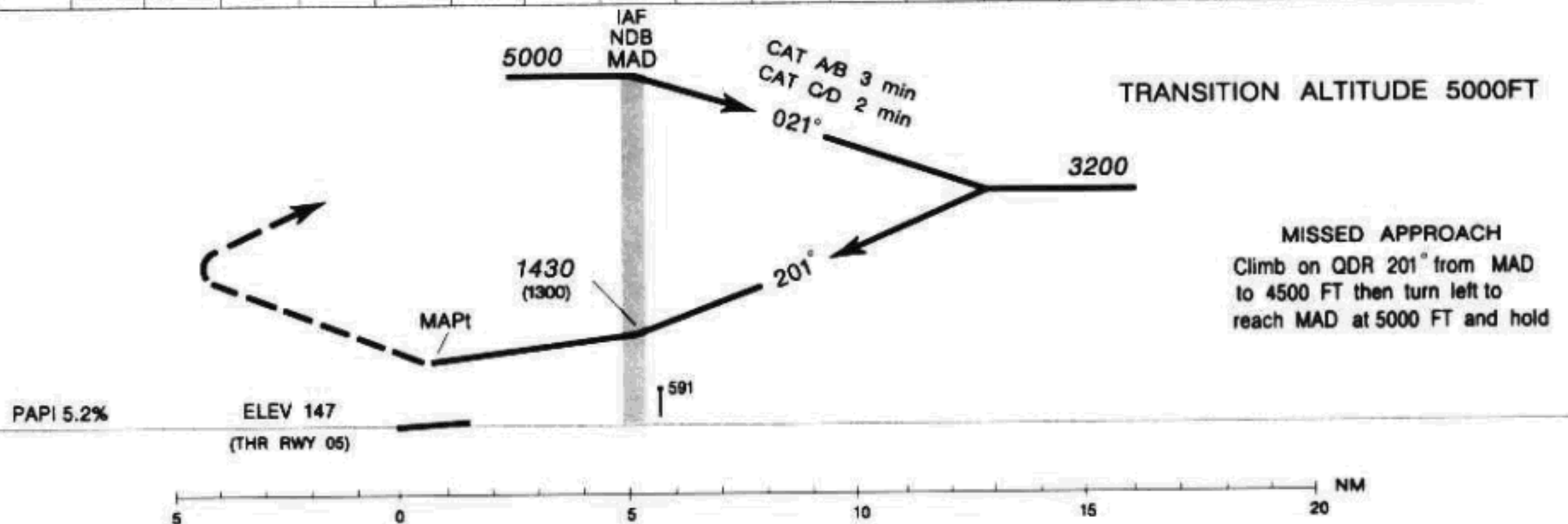
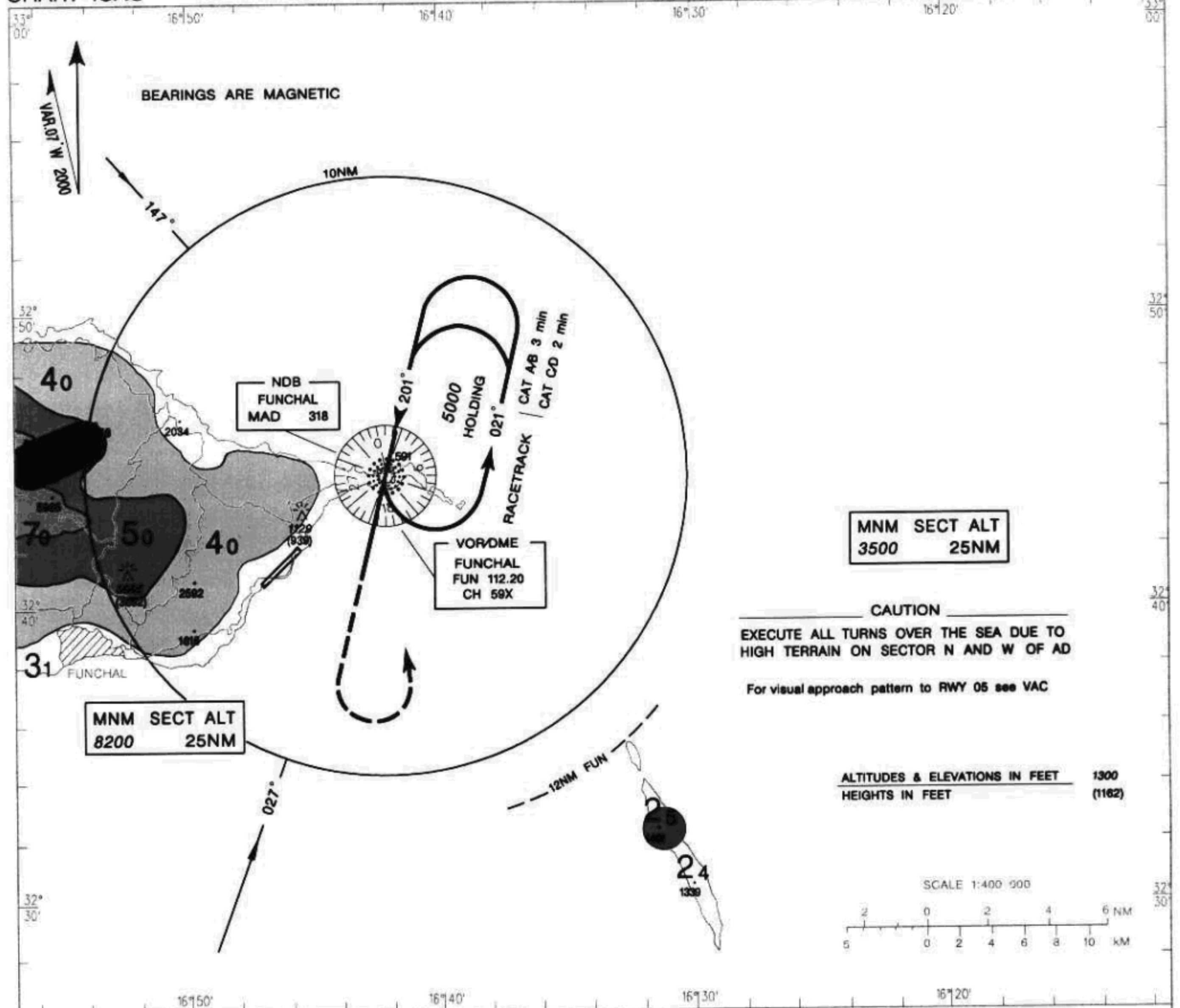
Speed	KT	80	100	120	140	160	180
Rate of descent (4%)	FT/MIN	325	405	490	570	650	730

WIND LIMITATIONS-ALL ACFTS CAT: SEE VAC

**INSTRUMENT
APPROACH
CHART-ICAO**

ELEV 192FT
HEIGHTS RELATED TO
THR RWY 05 ELEV 147

MADEIRA
NDB -CIRCLING for RWY 05
CAT A-B-C-D



MINIMA			
CATEGORY	A - B - C - D		
	MDA(H)	VIS	CEILING
CIRCLING*	940(800)	5000M	800 245M

*RESTRICTED, SEE VAC FOR DETAILS

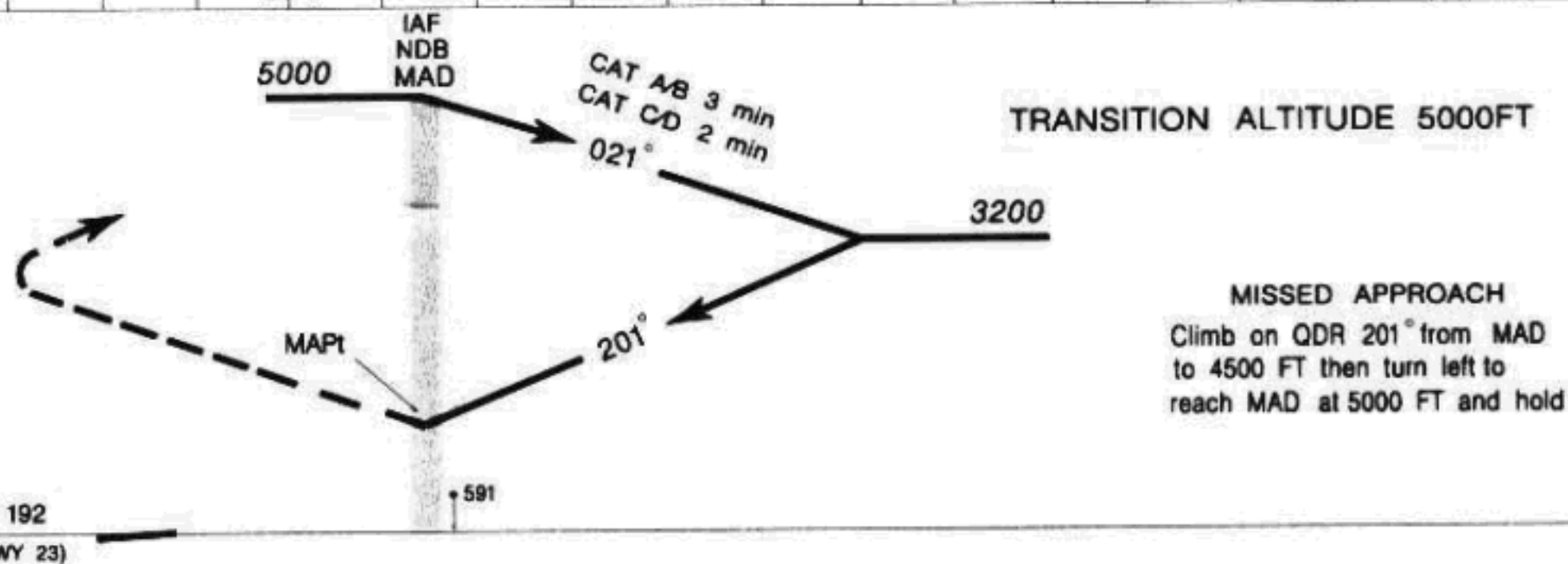
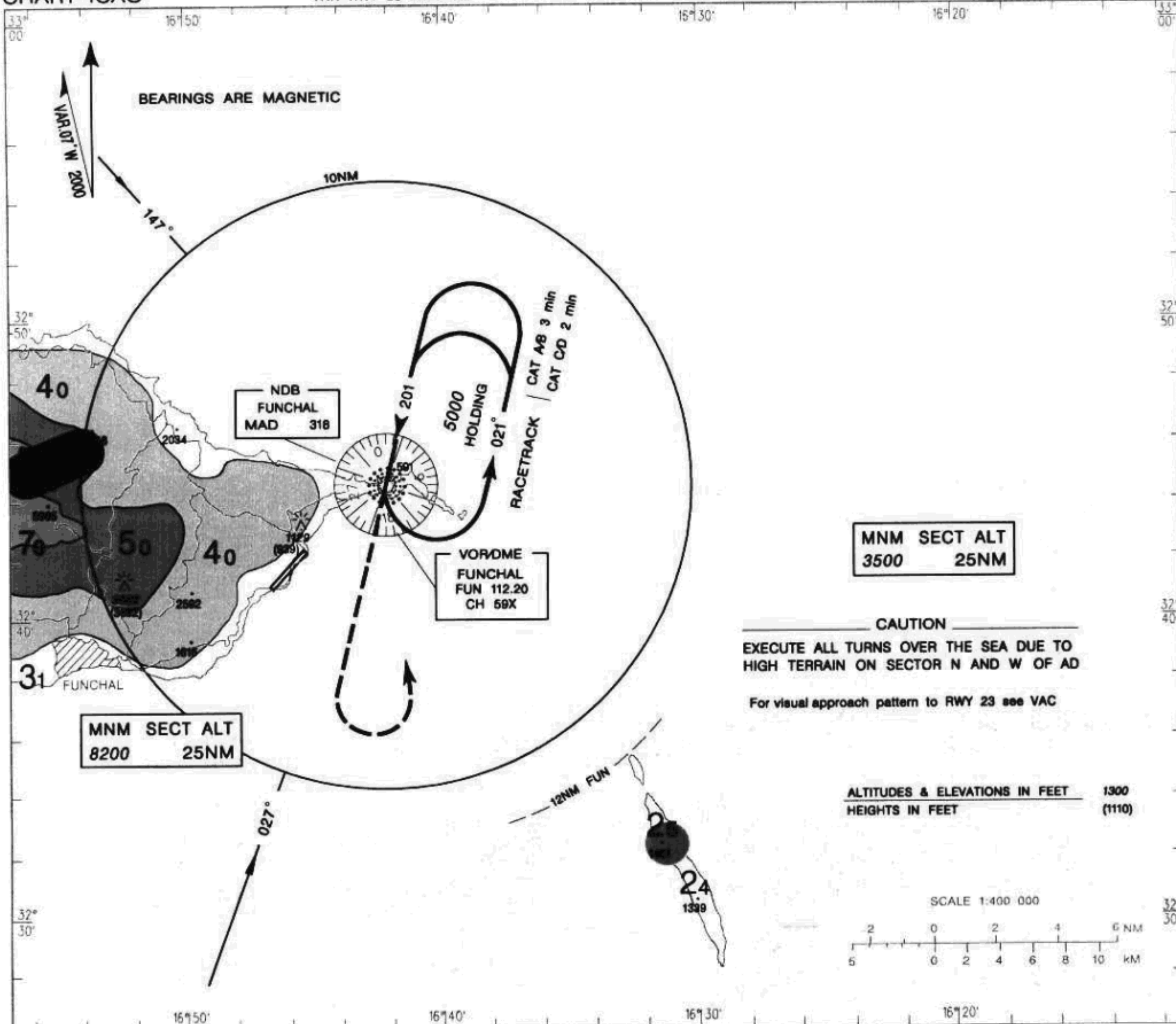
WIND LIMITATIONS-ALL ACFT CAT: SEE VAC

Speed	KT	80	100	120	140	160	180
MAD-MAPt (3.2 NM)	MIN:SEC	2:24	1:55	1:36	1:22	1:12	1:04

**INSTRUMENT
APPROACH
CHART-ICAO**

ELEV 192FT
HEIGHTS RELATED TO
THR RWY 23 ELEV 192

MADEIRA
NDB-CIRCLING for RWY 23
CAT A-B-C-D



MINIMA			
CATEGORY	A - B - C - D		
	MDA(H)	VIS	CEILING
CIRCLING*	1300(1110)	7000M	1200 370M

*RESTRICTED, SEE VAC FOR DETAILS

WIND LIMITATIONS-ALL ACFT CAT: SEE VAC

AERODROME ELEV. 192 FT

HEIGHTS RELATED TO
THR RWY 05 ELEV. 147 FT

MADEIRA

VISUAL TAKE-OFF

