



**SOP**

**LPMA**

Standard Operating Procedures  
Madeira

10 Jul 2025

|   |          |                  |
|---|----------|------------------|
| <br>SOP LPMA | CONTENTS | <b>0.0</b><br>P2 |
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| <br>SOP LPMA | <b>GENERAL</b> | <b>1.0</b><br><br>P5 |
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*Chapter 1*

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**General**


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|---|---|---|
| <br>SOP LPMA | <p style="text-align: center;"><b>GENERAL</b></p> <p style="text-align: center;">DISTRIBUTION AND SCOPE</p> | <p style="text-align: center;"><b>1.1</b></p> <p style="text-align: center;">P6</p> |
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## 1.1 Distribution and Scope


This manual is for controllers of Portugal vACC and contains procedures to be used on the VATSIM Network.

The procedures laid here are of mandatory use while controlling on the Network and shall never be adopted for real world use.

|   |   |   |
|---|---|---|
| <br>SOP LPMA | <p align="center"><b>GENERAL</b></p> <p align="center">AIRPORT DATA</p> | <p align="center"><b>1.2</b></p> <p align="center">P7</p> |
|---|---|---|

## 1.2 Airport Data

|             |         |
|-------------|---------|
| <b>Name</b> | Madeira |
| <b>ICAO</b> | LPMA    |
| <b>IATA</b> | FNC     |


|   |   |   |
|---|---|---|
| <br>SOP LPMA | <p align="center"><b>GENERAL</b></p> <p align="center">RUNWAYS AND DECLARED DISTANCES</p> | <p align="center"><b>1.3</b></p> <p align="center">P8</p> |
|---|---|---|

## 1.3 Runways and Declared Distances

| Takeoff Run Available (TORA) [m] |         |
|----------------------------------|---------|
| RWY                              | Total   |
| 05                               | 2481x45 |
| 23                               |         |


Backtrack is mandatory for both runways.



|   |  |   |
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| <br>SOP LPMA | <p align="center"><b>GENERAL</b></p> <p align="center">RADIO NAVIGATION AIDS</p> | <p align="center"><b>1.4</b></p> <p align="center">P9</p> |
|---|--|---|


## 1.4 Radio Navigation Aids

| ID  | Name        | Type    | Frequency  |
|-----|-------------|---------|------------|
| FUN | Funchal     | VOR DME | 112.20 MHz |
| SNT | Porto Santo | VOR DME | 114.90 MHz |

|   |   |  |
|---|---|--|
| <br>SOP LPMA | <p align="center"><b>GENERAL</b></p> <p align="center">LANDING AIDS</p> | <p align="center"><b>1.5</b></p> <p align="center">P10</p> |
|---|---|--|

## 1.5 Landing Aids

| RWY | ID  | Type | Frequency | Course | Glide Path | Category |
|-----|-----|------|-----------|--------|------------|----------|
| N/A | N/A | N/A  | N/A       | N/A    | N/A        | N/A      |

|   |  |  |
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| <br>SOP LPMA | <p style="text-align: center;"><b>GENERAL</b></p> <p style="text-align: center;">APPROACH PROCEDURES</p> | <p style="text-align: center;"><b>1.6</b></p> <p style="text-align: center;">P11</p> |
|---|--|--|

| Approach      | IAF   | Altitude | Remarks                   |
|---------------|-------|----------|---------------------------|
| RNP A/B 05/23 | PILIM | 3000ft   |                           |
| VOR DME 05/23 | ABUSU | 3000ft   |                           |
|               | FUN   | 4000ft   | Base Turn Course Reversal |
|               | SNT   | 3000ft   |                           |
| RNP Z 05      | PILIM | 3000ft   | RNP AR approach           |
| RNP Y 05      | MONEC | 3000ft   | RNP AR approach           |
| RNP 23        | PILIM | 3000ft   | RNP AR approach           |
|               | MONEC | 3000ft   | RNP AR approach           |

## 1.6 Approach Procedures

| RWY | ILS | RNP | VOR DME | LOC |
|-----|-----|-----|---------|-----|
| 05  |     | ✓   | ✓       |     |
| 23  |     | ✓   | ✓       |     |

### 1.6.1 Instrument Approaches

RNP is the default approach type at Madeira. VOR DME Approaches can be requested by the flight.


4 RNP AR approaches are available and can be requested by the pilot, however they are generally slightly longer, slower, or conflict deeper with departures than the other approaches, and as such may cause an even longer delay than the normal approaches used.

The controller must direct the flight to the correct IAF for the approach type.

### 1.6.2 Visual Approaches


When on a VOR DME, RNP A or B approach, the flight needs to report visual before the controller can issue a landing or a visual approach clearance.

If a flight is holding at FUSUL, the controller can offer a visual approach directly to either runway. This should only be used if you think it will greatly enhance the traffic flow, as it is not a normal procedure.

|   |                            |                   |
|---|----------------------------|-------------------|
| <br>SOP LPMA | <b>GENERAL</b><br>HOLDINGS | <b>1.7</b><br>P12 |
|---|----------------------------|-------------------|

## 1.7 Holdings

| FIX   | Maximum Altitude | Minimum Altitude | Inbound Course   | Direction of Turns | Use/Remarks |
|-------|------------------|------------------|------------------|--------------------|-------------|
| ABUSU | UNL              | 3000ft           | 211 <sup>º</sup> | Right              |             |
| PILIM | FL100            | 3000ft           | 227 <sup>º</sup> | Right              |             |
| MONEC | FL100            | 3000ft           | 024 <sup>º</sup> | Left               |             |
| FUSUL | UNL              | 3000ft           | 350 <sup>º</sup> | Left               |             |

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| <br>SOP LPMA | <p style="text-align: center;"><b>GENERAL</b></p> <p style="text-align: center;">PREFERENTIAL RUNWAY CONFIGURATION</p> | <p style="text-align: center;"><b>1.8</b></p> <p style="text-align: center;">P13</p> |
|--|--|--|

## 1.8 Preferential Runway Configuration

Runway in use at Madeira will be the runway with a headwind component.

In case of calm or crosswinds, refer to the weather forecast to determine which runway to use and avoid unnecessary runway changes.

If both runways are suitable, prefer the use of runway 05.


Runway 23 allows a higher arrival rate.

### 1.8.1 Runway Changes

Runway changes shall be based on weather observations, forecasts and pilot reports, and should take the traffic situation into account.

TWR advises APP about the intended time of runway change. Based on this, APP informs TWR who will be the last arrival to the previous runway, and TWR advises APP who the last departure will be. TWR shall manually change the runway and SID of the flights departing from the new runway, and reissue clearances accordingly.


Runway in use and ATIS should be reconfigured with the new runway at the intended time of runway change.

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| <br>SOP LPMA | <p style="text-align: center;"><b>GENERAL</b></p><br>TRANSITION ALTITUDE AND TRANSITION LEVEL | <p style="text-align: center;"><b>1.9</b></p><br>P14 |
|---|---|--|

## 1.9 Transition Altitude and Transition Level

The transition altitude in Madeira is 5000'. The Transition Level is automatically calculated by the ATIS using the table below. Issuing altitudes within the transition layer (between TA and TL) shall be avoided.

| QNH | From 942.2 to 959.4 | From 959.5 to 977.1 | From 977.2 to 995.0 | From 995.1 to 1013.2 | From 1013.3 to 1031.6 | From 1031.7 to 1050.3 |
|-----|---------------------|---------------------|---------------------|----------------------|-----------------------|-----------------------|
| TL  | 80                  | 75                  | 70                  | 65                   | 60                    | 55                    |

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|---|--|------------------------|
| <br>SOP LPMA | <b>GENERAL</b><br><br>POSITIONS AND RESPONSIBILITIES | <b>1.10</b><br><br>P15 |
|---|--|------------------------|


## 1.10 Positions and Responsibilities

### 1.10.1 Madeira Airport

| ID    | Position | Callsign         | Frequency | Responsibilities  |
|-------|----------|------------------|-----------|---|
| MACTR | LPMA_TWR | Madeira Tower    | 124.660   | Check Flight Plans; Issue ATC Clearances; Manage Departure Sequence; Ground movements   |
| MATMA | LPMA_APP | Madeira Approach | 119.605   | Departure/Arrival traffic separation and sequencing. Airspace inside 75NM arc centered at SNT is airspace delegated to MATMA. |

### 1.10.2 Adjacent Positions


| ID    | Position   | Callsign          | Frequency | Responsibilities            |
|-------|------------|-------------------|-----------|-----------------------------|
| PSCTR | LPPS_TWR   | Porto Santo Tower | 120.055   | Porto Santo CTR             |
| LPPC  | LPPC_CTR   | Lisboa Control    | 132.850   | Lisboa FIR                  |
| OESX  | LPPC_O CTR | Lisboa Control    | 128.900   | Lisboa West Expanded Sector |
| MADL  | LPPC_I CTR | Lisboa Control    | 132.255   | Lisboa Madeira Sector       |

|   |                             |                    |
|---|-----------------------------|--------------------|
| <br>SOP LPMA | <b>GENERAL</b><br>TRANSFERS | <b>1.11</b><br>P16 |
|---|-----------------------------|--------------------|

## 1.11 Transfers

| From | To  | Conditions/Remarks   |
|------|-----|--|
| TWR  | APP | Automatic handoff after departure. Give a firm goodbye to increase chances of pilot switching to APP frequency automatically |
| APP  | CTR | Reaching FL240/lateral limits if CRZ FL BLW FL245  |
| CTR  | APP | Reaching FL250/Reaching lateral limits if CRZ FL BLW FL245   |
| APP  | TWR | Becoming established in the approach (typically reaching PILIM)  |



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| <br>SOP LPMA | <p style="text-align: center;"><b>GENERAL</b></p><br>SEPARATION MINIMA | <p style="text-align: center;"><b>1.12</b></p><br>P17 |
|---|--|---|

## 1.12 Separation Minima


Separation minima.

- 5NM
- Visual Separation in vicinity of aerodrome

|   |  |                               |
|---|--|-------------------------------|
| <br>SOP LPMA | <p><b>GENERAL</b></p> <p>FLIGHT PLANNING</p> | <p><b>1.13</b></p> <p>P18</p> |
|---|--|-------------------------------|

## 1.13 Flight Planning

See *SOP LPPT 2.12 Flight Planning*.

|   |  |   |
|---|--|---|
| <br>SOP LPMA | <p style="text-align: center;"><b>GENERAL</b></p> <p style="text-align: center;">LOW VISIBILITY PROCEDURES (LVP)</p> | <p style="text-align: center;"><b>1.14</b></p> <p style="text-align: center;">P19</p> |
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## 1.14 Low Visibility Procedures (LVP)

Not applicable.


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| <br>SOP LPMA | <b>DELIVERY (DEL)</b> | <b>2.0</b><br><br>P20 |
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*Chapter 2*

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**Delivery (DEL)**

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|   |                                  |                   |
|---|----------------------------------|-------------------|
| <br>SOP LPMA | <b>DELIVERY (DEL)</b><br>GENERAL | <b>2.1</b><br>P21 |
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## 2.1 General

MACTR is responsible for validating new flight plans from LPMA, issuing enroute clearances and takes part in managing and enforcing the departure sequence.

|   |   |                   |
|---|---|-------------------|
| <br>SOP LPMA | <b>DELIVERY (DEL)</b><br>AREA OF RESPONSIBILITY | <b>2.2</b><br>P22 |
|---|---|-------------------|

## 2.2 Area of Responsibility

Clearance Delivery is performed by MACTR.

|   |   |                       |
|---|---|-----------------------|
| <br>SOP LPMA | <b>DELIVERY (DEL)</b><br><br>PROCEDURES | <b>2.3</b><br><br>P23 |
|---|---|-----------------------|

## 2.3 Procedures

### 2.3.1 Flight Plan Validation

See *SOP LPPT 2.3.1 Flight Plan Validation*, and in addition:

- All Y and Z departures are not available, except during Madeira Contingency

### 2.3.2 A-CDM

Not available.

### 2.3.3 IFR Departure

MARCU departures available only for flights inbound LPPS runway 36

LAPPA departures available only for flights inbound LPPS runway 18.

Departures to LPPS should be inquired about their altitude requested, and transmitted to Madeira Approach.

All procedures, except GALOZ and NIDUL, initial climb FL60. GALOZ and NIDUL initial climb FL100.

### 2.3.4 VFR Departure


Must be coordinated with Madeira Approach, and Porto Santo Tower if involved.

#### Note

If Madeira Approach is not staffed, use your best judgment according to the traffic level, namely arrivals to LPMA

### 2.3.5 DCL Clearance

Not available.

|   |  |                       |
|---|--|-----------------------|
| <br>SOP LPMA | <b>DELIVERY (DEL)</b><br><br>PHRASEOLOGY | <b>2.4</b><br><br>P24 |
|---|--|-----------------------|

## 2.4 Phraseology

### 2.4.1 IFR Departure

| ATC  | Aircraft |
|--|----------|
| <p>[callsign] information [ATIS] [QNH], cleared to [destination], [SID], [initial climb], squawk [transponder code] (Confirm altitude requested to Porto Santo?)</p> <p><i>Air Portugal 1696 information Y QNH 1019, cleared to Lisboa, DEGUN1E departure, flight level 60, squawk 3323</i></p> <p><i>Binter 1TK, information Y QNH 1019, Cleared to Porto Santo, MARCU1E departure, flight level 60 squawk 3362. Confirm altitude requested to Madeira?</i></p> |          |




|  |                     |                       |
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| <br>SOP LPMA | <b>GROUND (GND)</b> | <b>3.0</b><br><br>P25 |
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*Chapter 3*

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**Ground (GND)**

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|   |                                    |                       |
|---|------------------------------------|-----------------------|
| <br>SOP LPMA | <b>GROUND (GND)</b><br><br>GENERAL | <b>3.1</b><br><br>P26 |
|---|------------------------------------|-----------------------|

## 3.1 General

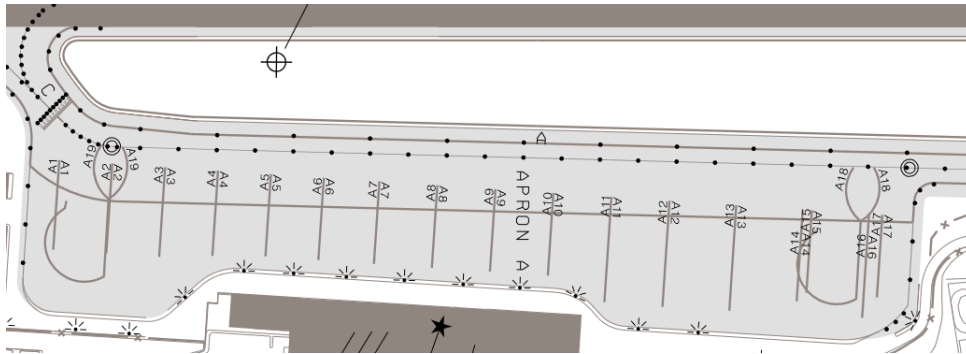




Figure 3.1: Madeira Apron

Single apron with two entry and exit taxiways. Typical operation is one taxiway is used for arrivals, the other for departures.

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| <br>SOP LPMA | <p align="center"><b>GROUND (GND)</b></p> <p align="center">AREA OF RESPONSIBILITY</p> | <p align="center"><b>3.2</b></p> <p align="center">P27</p> |
|---|--|--|

## 3.2 Area of Responsibility

MACTR will be responsible for all ground movements. It will additionally be responsible for any movements such as aircraft towing or taxiing to other positions, run-ups, etc.

|   |                                   |                   |
|---|-----------------------------------|-------------------|
| <br>SOP LPMA | <b>GROUND (GND)</b><br>PROCEDURES | <b>3.3</b><br>P28 |
|---|-----------------------------------|-------------------|

## 3.3 Procedures

### 3.3.1 Departures

Departures must backtrack to full runway length.

Maximum of two simultaneous pushbacks in the apron at any time, to avoid apron congestion.

Due to ground layout, ensure pushback clearance sequence respects departure sequence. Once pushback is initiated it may be impossible to modify the departure sequence, as there are very limited overtaking options while taxiing.

Stands A18, A19, and any other aircraft parked nose towards the island taxi straight out without pushing back.

Powerback type maneuvers are allowed.

#### 3.3.1.1 Runway crossing


Not applicable.

### 3.3.2 Arrivals

Apron entrance taxiway must be included in taxi instructions. Entry will typically be via the taxiway away from the active runway threshold.

#### Note


Traffic permitting, consider instructing via the other taxiway in cases of apron congestion. Example: Runway 05, departure pushing back from A12, arrival inbound stand A05. Non-standard apron entry via taxiway C might avoid a delay in case the departure is still in the apron.

|   |  |  |
|---|--|--|
| <br>SOP LPMA | <p align="center"><b>GROUND (GND)</b></p> <p align="center">STAND ASSIGNMENT</p> | <p align="center"><b>3.4</b></p> <p align="center">P29</p> |
|---|--|--|

## 3.4 Stand assignment

As per Ground Radar plugin.

- Stands A14 through A17 cannot be used simultaneously with stand A18
- Stands A1 through A4 cannot be used simultaneously with stand A19
- Stand A14 cannot be used simultaneously with stand A15
- Stand A16 cannot be used simultaneously with stand A17
- Stands A12, A14 and A18 cannot be used simultaneously with stand A17 if the aircraft at A13 has a larger wingspan than 45m (B763)
- Small General Aviation aircraft may be instructed to taxi to stand A01, despite parking beyond it and facing to the island

|   |   |                       |
|---|---|-----------------------|
| <br>SOP LPMA | <b>GROUND (GND)</b><br><br>RESTRICTIONS | <b>3.5</b><br><br>P30 |
|---|---|-----------------------|

## 3.5 Restrictions

Aircraft with MTOW above 30t must backtrack only on turning bays.

### 3.5.1 Taxiways

Taxiway A maximum wingspan 65m.


### 3.5.2 Aprons

NIL.

### 3.5.3 Engine run-ups

Engine test runs may only take place:

- Runway or Runway Holding Points
- Short Engine checks at Idle Power are allowed on stand

|   |  |                       |
|---|--|-----------------------|
| <br>SOP LPMA | <b>GROUND (GND)</b><br><br>PHRASEOLOGY | <b>3.6</b><br><br>P31 |
|---|--|-----------------------|

## 3.6 Phraseology

### 3.6.1 Pushback

| ATC   | Aircraft |
|---|----------|
| <p>[callsign] push and start approved, [runway in use]</p> <p><i>Air Portugal 1696 push and start approved, runway 05</i></p> |          |


### 3.6.2 Taxi out

| ATC  | Aircraft |
|--|----------|
| <p>[callsign] taxi, backtrack and line up [runway in use]<br/>OR<br/>[callsign] taxi to holding point [runway] via [taxiway], hold short of runway.</p> <p><i>Air Portugal 1696 taxi, backtrack and line up runway 05.</i></p> <p><i>Air Azores 161 taxi to holding point runway 05 via C, hold short of runway.</i></p> |          |

### 3.6.3 Taxi out with powerback

| ATC   | Aircraft |
|---|----------|
| <p>[callsign] powerback, taxi, backtrack and line up [runway in use]<br/>OR<br/>[callsign] taxi to holding point [runway] via [taxiway], hold short of runway.</p> <p><i>Binter 1TK powerback, taxi, backtrack and line up runway 05.</i></p> |          |

### 3.6.4 Taxi in

|   |                                    |                   |
|---|------------------------------------|-------------------|
| <br>SOP LPMA | <b>GROUND (GND)</b><br>PHRASEOLOGY | <b>3.6</b><br>P32 |
|---|------------------------------------|-------------------|

| ATC   | Aircraft |
|---|----------|
| <p>[callsign] backtrack [runway in use], vacate via [exit taxiway], [stand]</p> <p><i>Air Portugal 168K backtrack runway 05, vacate via B, stand A05.</i></p> |          |




|  |                    |                       |
|--|--------------------|-----------------------|
| <br>SOP LPMA | <b>TOWER (TWR)</b> | <b>4.0</b><br><br>P33 |
|--|--------------------|-----------------------|

*Chapter 4*

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# **Tower (TWR)**


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|   |                                   |                       |
|---|-----------------------------------|-----------------------|
| <br>SOP LPMA | <b>TOWER (TWR)</b><br><br>GENERAL | <b>4.1</b><br><br>P34 |
|---|-----------------------------------|-----------------------|

## 4.1 General

High and fast rising terrain northwest of the runway. Most activity will be over the shoreline or over water.

4 different wind sensors are available: Rosário, Threshold runway 05, Midpoint and Threshold runway 23. TopSky will display all four points in the METAR. EuroScope will not. Alternatively, use *IPMA nsWEBPIP*. No account is required, access via Data Query/Metar.

|   |   |                              |
|---|---|------------------------------|
| <br>SOP LPMA | <p><b>TOWER (TWR)</b></p> <p>AREA OF RESPONSIBILITY</p> | <p><b>4.2</b></p> <p>P35</p> |
|---|---|------------------------------|

## 4.2 Area of Responsibility

MACTR is responsible for runway 05/23, the taxiways, and the CTR airspace as defined in AIP. Vertical limits are defined as surface up to 2000ft.

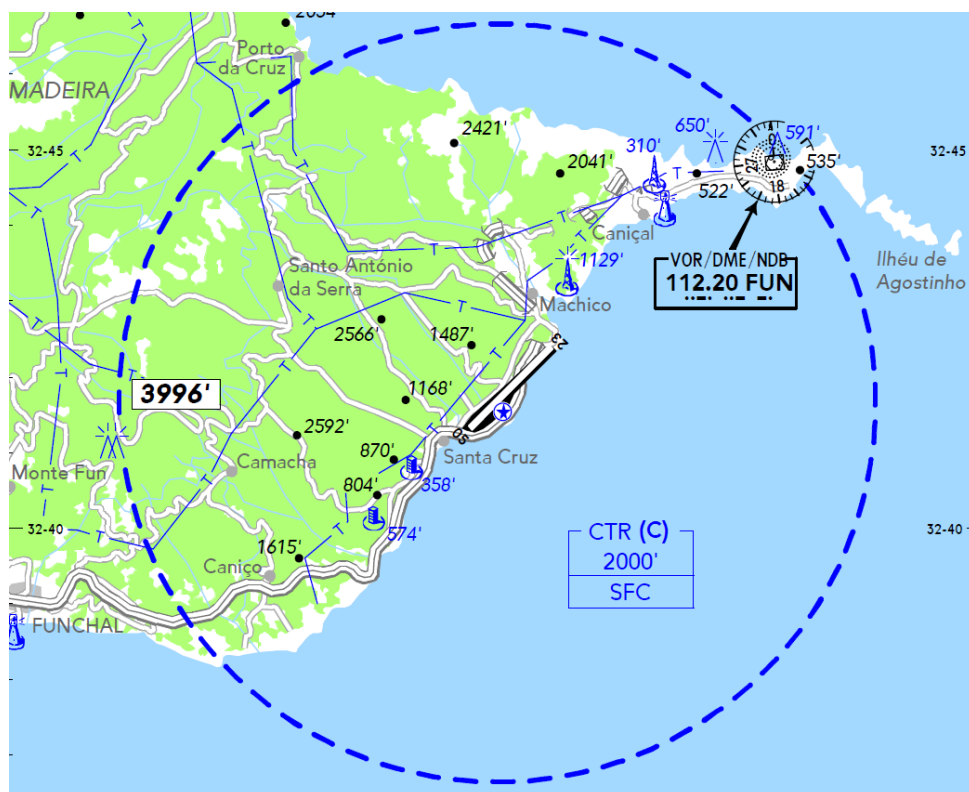



Figure 4.1: Madeira CTR

MATMA sits atop of the CTR.

Porto da Cruz and Funchal city are good visual references of the limits of the CTR.

|   |                                      |                       |
|---|--------------------------------------|-----------------------|
| <br>SOP LPMA | <b>TOWER (TWR)</b><br><br>PROCEDURES | <b>4.3</b><br><br>P36 |
|---|--------------------------------------|-----------------------|

## 4.3 Procedures

### 4.3.1 Departures

All flights require a release before issuing take-off clearance. VFR departures must be individually coordinated with MATMA.

**Note**

If MATMA is not staffed, use your best judgement according to the traffic level, namely arrivals to LPMA

Departures from runway 05 may line up while an arrival is still in the approach. Take off clearance may be issued after the arrival passes abeam the threshold of runway 23.

Wind to be given on takeoff clearance:

- RWY 05: Midpoint (METAR wind)
- RWY 23: Midpoint (METAR wind) and Rosario

If there are other aircraft under control of MACTR, with which Visual Separation in the Vicinity of Aerodrome will be applied, instruct departures to remain on Tower frequency after departure.

Hand off to MATMA shall only occur after radar separation exists between the departure and all other traffic under control of MACTR.

### 4.3.2 Arrivals

It is recommended to request to report when turning base to runway 05.

Wind to be given on landing clearance:

- RWY 05: Touchdown 05 and Rosario
- RWY 23: Touchdown 23

Traffic may need to backtrack, especially on runway 05 or Heavy WTC aircraft.

As soon as it becomes obvious that the arrival has touched down and a go around is unlikely to happen, inform MATMA that the arrival is on the ground.

### 4.3.3 Go arounds


Go around procedure is different depending on the approach being flown:

| Runway | Approach | Route | Climb  |
|--------|----------|-------|--------|
| 05/23  | RNP      | MONEC | 3000ft |
|        | VOR DME  | FUSUL | 3000ft |

For runway 23, give Rosario wind as soon as possible.

Runway 23 go around profile conflicts with the departure profile.

Inform MATMA and transfer control and communications.

|   |                                      |                       |
|---|--------------------------------------|-----------------------|
| <br>SOP LPMA | <b>TOWER (TWR)</b><br><br>PROCEDURES | <b>4.3</b><br><br>P37 |
|---|--------------------------------------|-----------------------|

#### 4.3.4 Reduced Runway Separation Minima

Not available.

|   |                                   |                   |
|---|-----------------------------------|-------------------|
| <br>SOP LPMA | <b>TOWER (TWR)</b><br>VFR TRAFFIC | <b>4.4</b><br>P38 |
|---|-----------------------------------|-------------------|

## 4.4 VFR Traffic


VFR traffic must exit the CTR in the presence of IFR approaches, as there is nowhere within the CTR where it can orbit without interfering with the instrument approaches.

### 4.4.1 Heliports

NIL

### 4.4.2 Low Visibility Procedures (LVP)

Not available.

|   |                                       |                       |
|---|---------------------------------------|-----------------------|
| <br>SOP LPMA | <b>TOWER (TWR)</b><br><br>PHRASEOLOGY | <b>4.5</b><br><br>P39 |
|---|---------------------------------------|-----------------------|

## 4.5 Phraseology

### 4.5.1 Take off

| ATC  | Aircraft |
|--|----------|
| <p>[callsign] [wind], [runway], cleared for take off</p> <p><i>Air Portugal 1696 wind at midpoint 020 15 knots, runway 05, cleared for take off.</i></p> <p><i>Alpine 78JM wind at midpoint 180 10 knots, Rosário 010 degrees 16 knots, runway 23, cleared for take off.</i></p> |          |

### 4.5.2 Landing

| ATC  | Aircraft |
|--|----------|
| <p>[callsign] [wind], [runway], [continue approach/cleared to land]</p> <p><i>Air Portugal 168K wind Rosário 020 15 knots gust 30, Touchdown 360 20 knots, runway 05, cleared to land.</i></p> <p><i>Alpine 78JM wind touchdown 180 10 knots, runway 23, cleared to land.</i></p> <p><i>Air Azores 160 continue approach, report turning base.</i></p> |          |

### 4.5.3 Runway 23 go around

| ATC  | Aircraft                         |
|--|----------------------------------|
|  | <i>Alpine 78JM going around.</i> |
| <p>[callsign] roger, [wind rosário], (contact approach)</p> <p><i>Alpine 78JM roger, wind Rosário 360 8 knots gust 20, contact Madeira Approach 119.6.</i></p> |                                  |

|  |                       |                       |
|--|-----------------------|-----------------------|
| <br>SOP LPMA | <b>APPROACH (APP)</b> | <b>5.0</b><br><br>P40 |
|--|-----------------------|-----------------------|

*Chapter 5*

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**Approach (APP)**

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|   |   |                       |
|---|---|-----------------------|
| <br>SOP LPMA | <b>APPROACH (APP)</b><br><br>AREA OF RESPONSIBILITY | <b>5.1</b><br><br>P41 |
|---|---|-----------------------|

## 5.1 Area of Responsibility

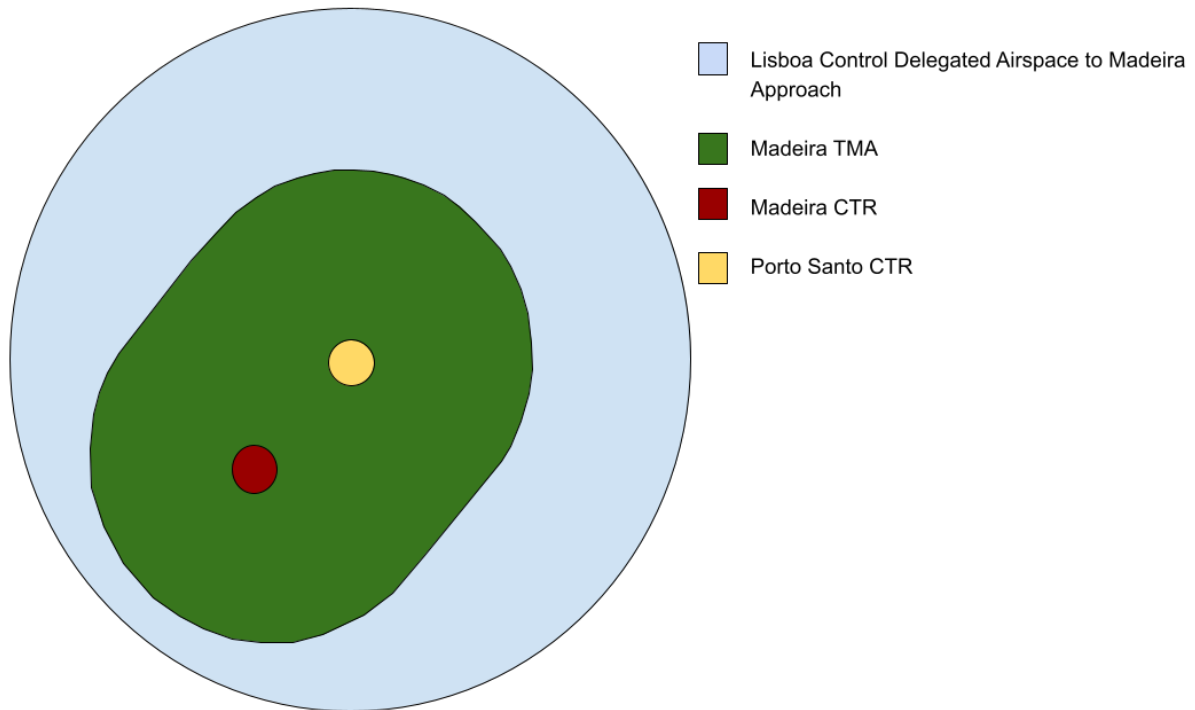


Figure 5.1: Madeira TMA configuration

MATMA controllers are located in Madeira TWR.

Madeira TMA is vertically delimited from FL115 down to 1000FT AGL.

MADL delegates to MATMA the airspace within 75NM of SNT VOR between FL245 and GND/MSL. FL245-FL055 class C airspace, FL055-GND/MSL class G airspace.

|   |   |                       |
|---|---|-----------------------|
| <br>SOP LPMA | <b>APPROACH (APP)</b><br><br>DEPARTURES | <b>5.2</b><br><br>P42 |
|---|---|-----------------------|

## 5.2 Departures

Departures climb to FL240, or cruise level if lower.

A release from MATMA is required for all departures.

### 5.2.1 LPMA

Release may be given to MACTR for departure if no arrival has crossed past their IAF and no aircraft is holding at FUSUL below FL70. In addition, GALOZ and NIDUL departures must not have any aircraft holding at FUSUL below FL110.

DEGUN is also used by LPPS departures.

### 5.2.2 LPPS

Release may be given to PSCTR for departure if no arrival crossing the departure path is cleared to descend below FL70. In addition, PILIM departures shall take into account traffic holding at PILIM prior to issuing the release.

All departures from runway 36 conflict with LPMA arrivals due to close proximity of PILIM and ABUSU IAF for LPMA approaches. A level off between the departure and arrival may be the only solution. DEGUN is also used by LPMA departures.

|   |   |                       |
|---|---|-----------------------|
| <br>SOP LPMA | <b>APPROACH (APP)</b><br><br>SID DEVIATIONS/DIRECTS | <b>5.3</b><br><br>P43 |
|---|---|-----------------------|

### 5.3 SID Deviations/Directs

Any deviation from procedures must be above MRVA in IMC. Visual departures are available on request from the pilots if they are able to maintain own separation with the terrain.

When clear of conflicts inside the TMA, coordinate direct to FIR exit point, IAF or first point of STAR with enroute sector. Beware of possible sector clipping with Agadir, especially if FIR exit point is south of BARDI. Enroute sector will most likely reject the request in this condition.

|   |                                       |                       |
|---|---------------------------------------|-----------------------|
| <br>SOP LPMA | <b>APPROACH (APP)</b><br><br>ARRIVALS | <b>5.4</b><br><br>P44 |
|---|---------------------------------------|-----------------------|

## 5.4 Arrivals

### 5.4.1 Initial contact

Report current ATIS, or ready to copy Porto Santo latest weather. Current delay expected may also be transmitted if relevant.

### 5.4.2 Delays

MATMA shall determine an expected approach time for an arriving aircraft that will be subjected to a delay of 10 minutes or more.

Calculation is done manually, by taking the estimated time over the IAF of the first arrival, and then assigning EATs separated by:

- 7 minutes for LPMA runway 05 or LPPS runway 36;
- 4 minutes for LPMA runway 23 or LPPS runway 18.

Annotate the Expected Approach Time to the OP\_TEXT2 field. If the flight is not assumed by you or the upstream sector, transmit it via private message to the relevant sector.

Expected Approach Time shall be noted abiding the following convention:

|                                 |                  |
|---------------------------------|------------------|
| EAT not yet transmitted         | *mm or *HHmm     |
| EAT transmitted                 | *mm* or *HHmm*   |
| Revised EAT not yet transmitted | **mm or **HHmm   |
| Revised EAT transmitted         | **mm* or **HHmm* |

Where "HH" is the hour and "mm" the minute of the EAT. The shorthand "mm" format may only be used for EAT contained within the current hour.

ABUSU and PILIM holding can be used simultaneously and shall be considered the same volume.

|                |   |
|----------------|---|
| <b>Warning</b> | <p>Current software does not recognize ABUSU and PILIM as the same volume. An aircraft in the ABUSU holding list or stack window will not show in the PILIM ones. Due to this, it is recommended to input to the software that all holds are either in PILIM or ABUSU, even if instructed otherwise, to maintain integrity of the displayed information. Refer to TOPLIS User Manual 3.6.9 Holding List and 3.7.20 Stack Manager Window for more details.</p> |
|----------------|---|

### 5.4.3 Approach Sequence

#### 5.4.3.1 LPMA

Target arrival sequence separation of 7 minutes for Runway 05, 10NM for Runway 23, measured at IAF.

|   |                                       |                       |
|---|---------------------------------------|-----------------------|
| <br>SOP LPMA | <b>APPROACH (APP)</b><br><br>ARRIVALS | <b>5.4</b><br><br>P45 |
|---|---------------------------------------|-----------------------|

#### 5.4.3.2 LPPS

Target arrival sequence separation of 7 minutes for Runway 36, 10NM for Runway 18, measured at IAF.

### 5.4.4 Approach Sector

#### 5.4.4.1 LPMA

All arrivals may proceed directly to approach IAF when convenient. NIDUL arrivals are recommended to remain in their STAR, to allow for a better descent profile.

Traffic permitting, all arrivals, except NIDUL, may descend to 3000FT. NIDUL arrivals should descend to FL90 until MA542, then to 3000FT.

Arrivals crossing with LPPS departures are recommended to interrupt their descent at FL70.

RNP A, RNP Z, VOR DME 05: Approach clearance may only be issued after Madeira Tower confirms the previous arrival is on the ground, due to conflicting with Missed Approach path.

RNP Y, RNP 23 via MONEC: Do not descend below 4000FT before Madeira Tower confirms the previous arrival is on the ground. Approach clearance may only be issued thereafter, due to conflicting with Missed Approach path.

Avoid the use of holding at Missed Approach Holding Point, to prevent loss of separation between two consecutive approaches.

#### 5.4.4.2 LPPS

Arrivals may request weather information due to the lack of ATIS at LPPS. Read out latest METAR, including all cloud groups.

Traffic permitting, descend all arrivals to 3000FT. Direct Runway 36 arrivals to MARCU or PS701, or Runway 18 arrivals to LAPPa or PS704.

### 5.4.5 Speed Restrictions


Descending and arriving aircraft may be instructed to reduce to a speed not lower than:

| Below      | Minimum Assignable Speed      |
|------------|-------------------------------|
| FL250      | 250kts                        |
| FL150      | 220kts/Minimum Clean Speed    |
| FL70       | 180kts                        |
| 4000FT/FAP | 160kts/Minimum Approach Speed |

|   |  |                       |
|---|--|-----------------------|
| <br>SOP LPMA | <b>APPROACH (APP)</b><br><br>NEARBY AERODROMES | <b>5.5</b><br><br>P46 |
|---|--|-----------------------|

## 5.5 Nearby Aerodromes

See *SOP LPPS*.

|   |  |                      |
|---|--|----------------------|
| <br>SOP LPMA | <b>APPROACH (APP)</b><br><br>PHRASEOLOGY | <b>.0</b><br><br>P47 |
|---|--|----------------------|

## 5.6 Phraseology

### 5.6.1 IFR Approach

| ATC  | Aircraft   |
|--|--|
| <p>[callsign] cleared [approach], report visual</p> <p><i>Air Portugal 168K cleared RNP A approach runway 05, report visual.</i></p>                                 |  |
|  | <p>[readback]</p> <p>...</p> <p><i>Air Portugal 168K, visual</i></p> |
| <p>[callsign] cleared Visual Approach [runway] (contact Tower)</p> <p><i>Air Portugal 168K cleared Visual Approach runway 05, contact Madeira Tower 124.660.</i></p> |  |

### 5.6.2 Visual Departure

| ATC  | Aircraft  |
|--|---|
|  | <p><i>Air Azores 161 request visual departure to NIDUL.</i></p> |
| <p>[callsign] proceed direct [COPX], maintain own separation with the terrain</p> <p><i>Air Azores 161 proceed direct NIDUL, maintain own separation with the terrain.</i></p> |   |

|  |                              |                       |
|--|------------------------------|-----------------------|
| <br>SOP LPMA | <b>RADAR VECTORING CHART</b> | <b>A.0</b><br><br>P48 |
|--|------------------------------|-----------------------|

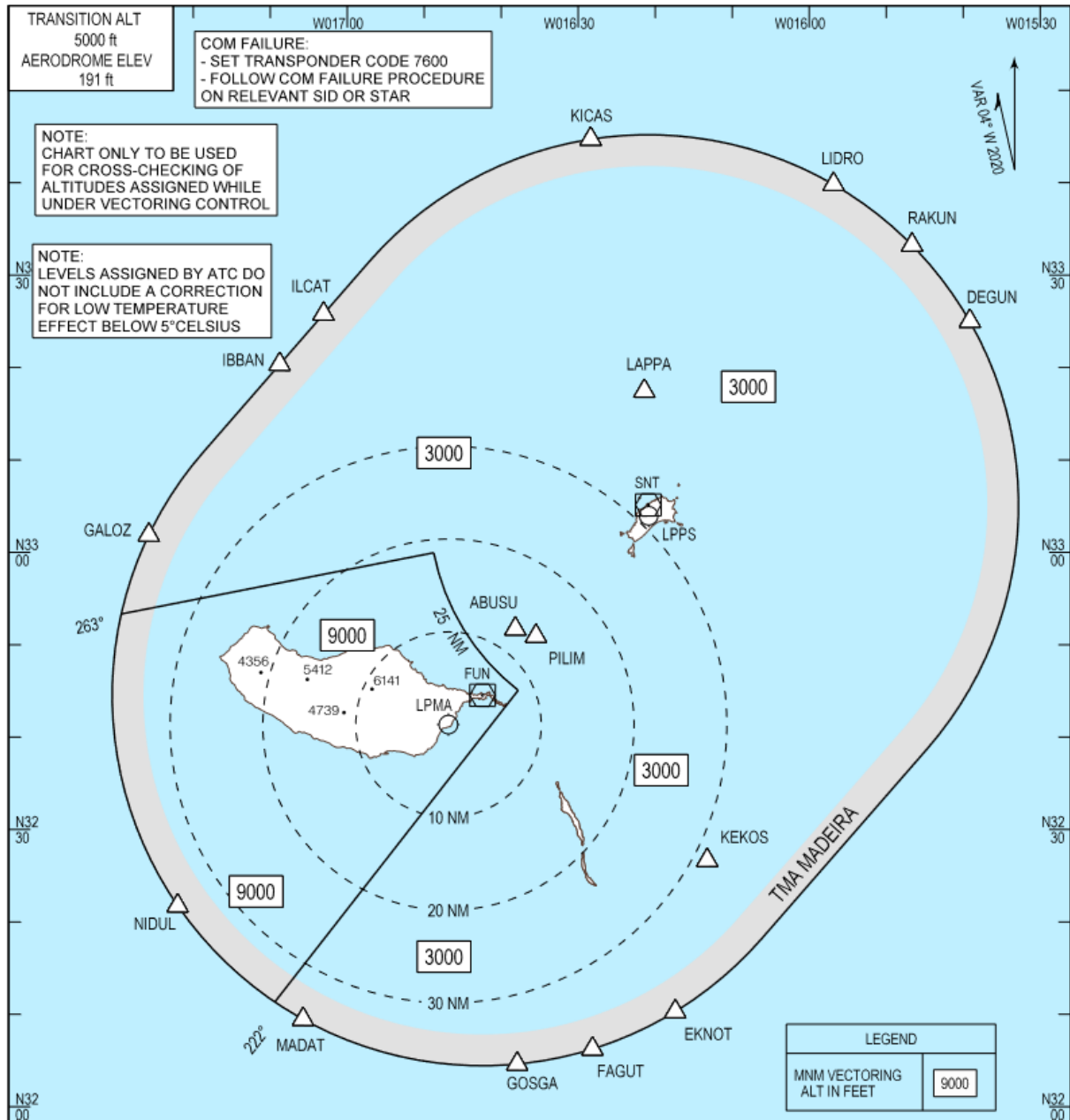
*Appendix A*


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# Radar Vectoring Chart

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|  |                                      |                       |
|--|--------------------------------------|-----------------------|
| <br>SOP LPMA | <b>WIND OUT OF LIMITS PROCEDURES</b> | <b>B.0</b><br><br>P50 |
|--|--------------------------------------|-----------------------|

## Appendix B

# Wind out of limits procedures

Wind out of limits is not simulated in its entirety. The spirit of the simulation in VATSIM of this procedure is to inform the pilot and let him decide how to proceed. It is very important to understand that there is no way to access a 2 minute wind average (which is what the real procedure is based on) that is consistent for everyone. Under no circumstances shall any pilot be denied take-off or landing.

Flights should be informed as soon as practicable when winds are out of limits, and asked their intentions.

If a pilot decides to continue despite wind being out of limits, ATC will ensure and inform that the runway is clear, instead of clearing for take off or landing.

In case winds exceed published landing limits after an aircraft 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.

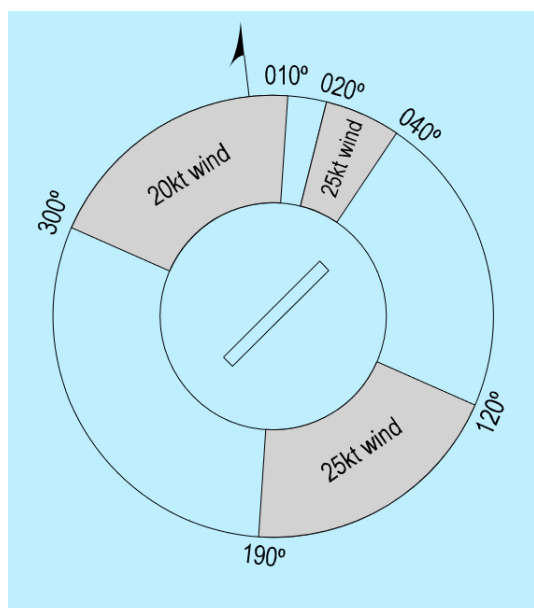


Figure B.1: Take Off wind limits

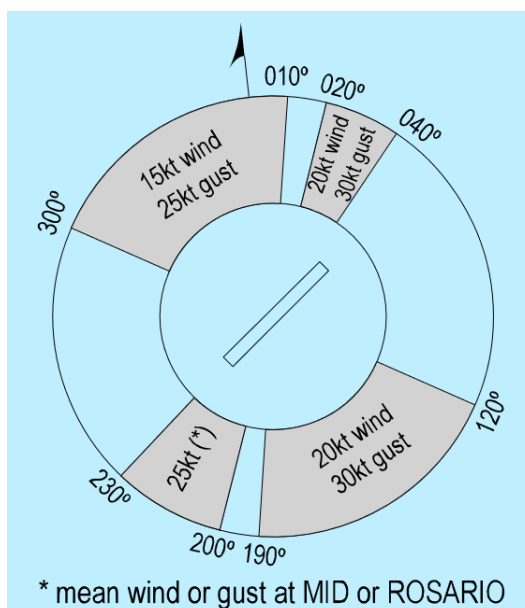



Figure B.2: Landing wind limits

|  |                                      |                       |
|--|--------------------------------------|-----------------------|
| <br>SOP LPMA | <b>WIND OUT OF LIMITS PROCEDURES</b> | <b>B.0</b><br><br>P51 |
|--|--------------------------------------|-----------------------|

## Take off and Landing Phraseology

| ATC  | Aircraft  |
|--|---|
| <p>[callsign] [wind], wind is out of limits, report intentions</p> <p><i>Air Azores 160 wind Rosário 360 degrees 25 knots gust 35, Touchdown 320 degrees 20 knots gust 45, wind is out of limits, report intentions.</i></p> |   |
|  | <p><i>Request continue with the approach, Air Azores 160.</i></p> |
| <p>[callsign] [wind] runway is clear.</p> <p><i>Air Azores 160 runway is clear.</i></p>  |   |