SOP

LPPS

Standard Operating Procedures

Porto Santo

10 Jul 2025

Contents

Chapter 1

General

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.

1.2 Airport Data

Name	Porto Santo
ICAO	LPPS
IATA	PXO

1.3 Runways and Declared Distances

Takeoff Run Available (TORA) [m]			
RWY	Total	A	B
36	3000x45	1945	N/A
18		N/A	2441

1.4 Radio Navigation Aids

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

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

1.6 Approach Procedures

RWY	ILS	RNP	VOR DME	LOC
36		✓	✓	
18		✓	✓	

1.6.1 Instrument Approaches

RNP approach is the default approach.

VOR DME approaches offer slightly lower minimums, and can be advantageous with low cloud ceilings.

1.6.2 Visual Approaches

Traffic departing LPMA will often request to proceed visually to final runway 36, instead of completing an instrument approach.

1.7 Holdings

FIX	Maximum Altitude	Minimum Altitude	Inbound Course	Direction of Turns	Use/Remarks
MARCU	FL140	3000ft	002º	Right	
LAPPA	FL140	3000ft	182º	Left	

1.8 Preferential Runway Configuration

Runway in use at Porto Santo will be the runway with a headwind component.
In case of calm or cross winds, 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 RWY36.

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 should be reconfigured with the new runway at the intended time of runway change.

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

1.10 Positions and Responsibilities

1.10.1 Madeira Airport

ID	Position	Callsign	Frequency	Responsibilities
PSCTR	LPPS_TWR	Porto Santo Tower	120.055	Porto Santo CTR

1.10.2 Adjacent Positions

ID	Position	Callsign	Frequency	Responsibilities
MATMA	LPMA_APP	Madeira Approach	119.605	Madeira TMA
LPPC	LPPC_CTR	Lisboa Control	132.850	Lisboa FIR
OESX	LPPC_OCTR	Lisboa Control	128.900	Lisboa West Expanded Sector
MADL	LPPC_ICTR	Lisboa Control	132.255	Lisboa Madeira Sector

1.11 Transfers

From	To	Conditions/Remarks
TWR	APP	VFR: Leaving the CTR or climbing crossing 1000 feet. IFR: Automatic handoff at 1000'. Give a firm goodbye to increase chances of pilot switching to APP frequency automatically

Other transfers should be coordinated on a case to case basis.

1.12 Separation Minima

Separation minima shall be based on Visual Separation in vicinity of aerodrome.

1.13 Flight Planning

See *SOP LPPT 2.12 Flight Planning*.

1.14 Low Visibility Procedures (LVP)

Not applicable.

Chapter 2

Delivery (DEL)

2.1 General

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

2.2 Area of Responsibility

Clearance Delivery is performed by PSCTR.

2.3 Procedures

2.3.1 Flight Plan Validation

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

- PILIM departures only available for destination LPMA

2.3.2 A-CDM

Not available.

2.3.3 IFR Departure

All departures leaving the Porto Santo CTR require release from Madeira Approach prior to engine start up clearance.

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

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

Temperature shall be included in the departure clearance.

2.3.4 VFR Departure

Must be coordinated with Madeira Approach.

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

2.3.5 DCL Clearance

Not available.

2.4 Phraseology

2.4.1 IFR Departure

ATC	Aircraft
[callsign] runway [RWY] in use, wind [WIND], QNH [QNH], temperature [TEMP], cleared to [destination], climb via [SID], squawk [transponder code] (Confirm altitude requested to Madeira?) *Binter 1TK, runway 36 wind 360 14 knots QNH 1023 temperature 21. Cleared to Madeira, climb via PILIM1N departure squawk 3362. Confirm altitude requested to Madeira?*	
	[readback], ([requested altitude]) *. . . , request 3000 feet.*
[callsign] readback correct, (altitude clearance) (slot time [CTOT]), report ready. *Binter 1TK, readback correct, 3000 feet approved, report ready.*	

Chapter 3

Ground (GND)

3.1 General

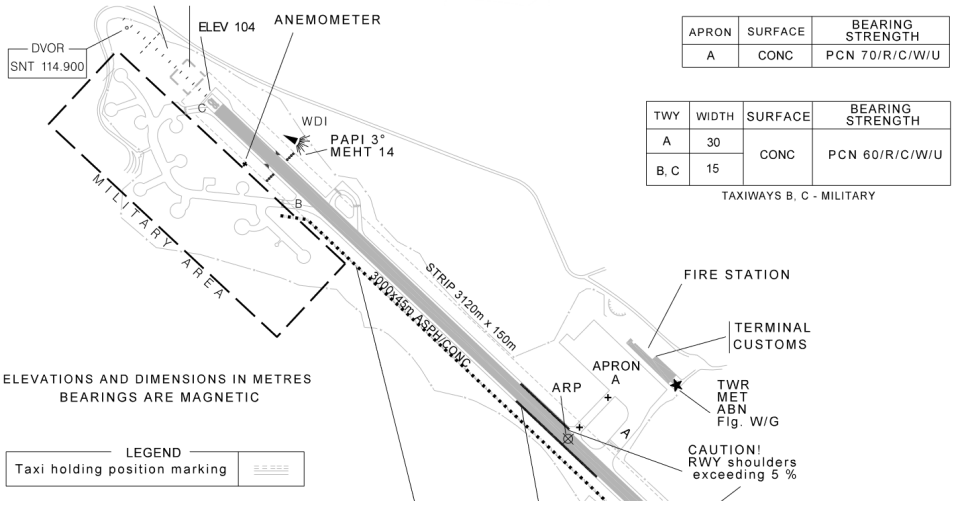

Figure 3.1: Porto Santo Aprons

Apron A is the civilian apron. No pushback available. All positions are nose out. Small apron with only one entrance and exit.

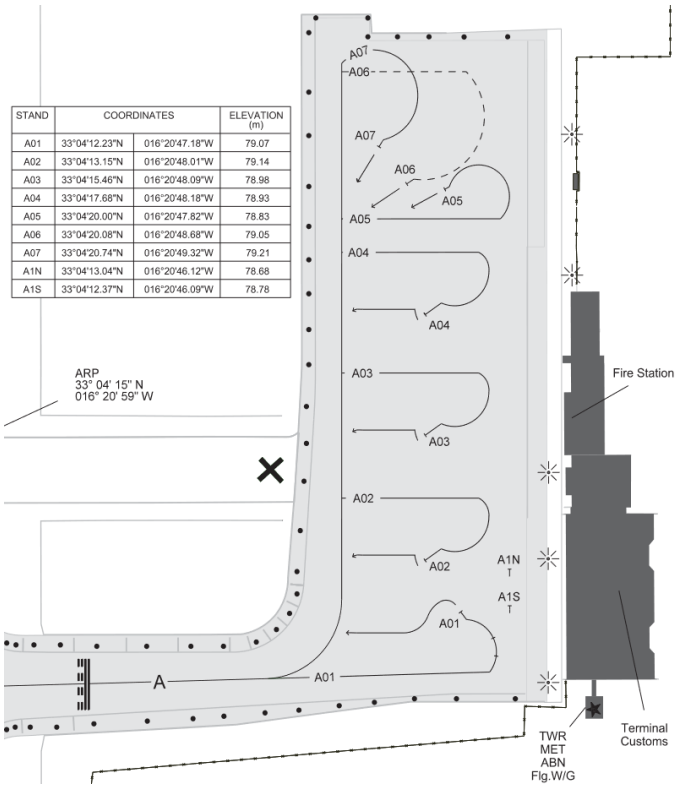

Figure 3.2: Apron A

Taxiways B and C on the north side with their adjacent parking positions form the military area.

3.2 Area of Responsibility

Porto Santo Tower will be responsible for all ground movements and for all traffic in Porto Santo CTR. It will additionally be responsible for any movements such as aircraft towing or taxiing to other positions, run-ups, etc.

3.3 Procedures

3.3.1 Departures

Departures may backtrack or take off from both intersections A or B. Civilian aircraft may use the military area to taxi.

Turning bays have hold short lines, and it is technically possible to have one aircraft holding short of the runway at a turning bay, although not recommended due to likely confusion caused.

3.3.2 Arrivals

Civilian aircraft may use the military area to taxi.

3.4 Stand assignment

Do not issue a stand, instruct to taxi via the intended taxiway to the apron only.

Military aircraft based at LPPS (SAR EH101 and C295) park in the military area. All others typically park in civilian apron A.

Note	Apron positions are severely outdated in most known sceneries in all platforms. Most do not match current charts

3.5 Restrictions

180° turns on the runway for aircraft with MTOW 30t or above at turning bays only, except Medical Evacuation, SAR and Emergency Flights.

3.5.1 Taxiways

Taxiway B and C width 15 meters. Consider it unusable for any traffic larger than A320.

All other taxiways have a width of 30 meters.

3.5.2 Aprons

Civilian aircraft are allowed to taxi through the military area, but not to park.

3.5.3 Engine run-ups

There is no designated area to perform engine run-ups.

Chapter 4

Tower (TWR)

4.1 General

High terrain on both sides on the runway (928ft West and 1788ft East). Paragliding and hang gliding up to 1500ft on South West and South East parts of the island.

4.2 Area of Responsibility

Porto Santo Tower is responsible for runway 36/18, the taxiways, and the CTR airspace as defined in AIP. Vertical limits are defined as surface up to 2000ft.

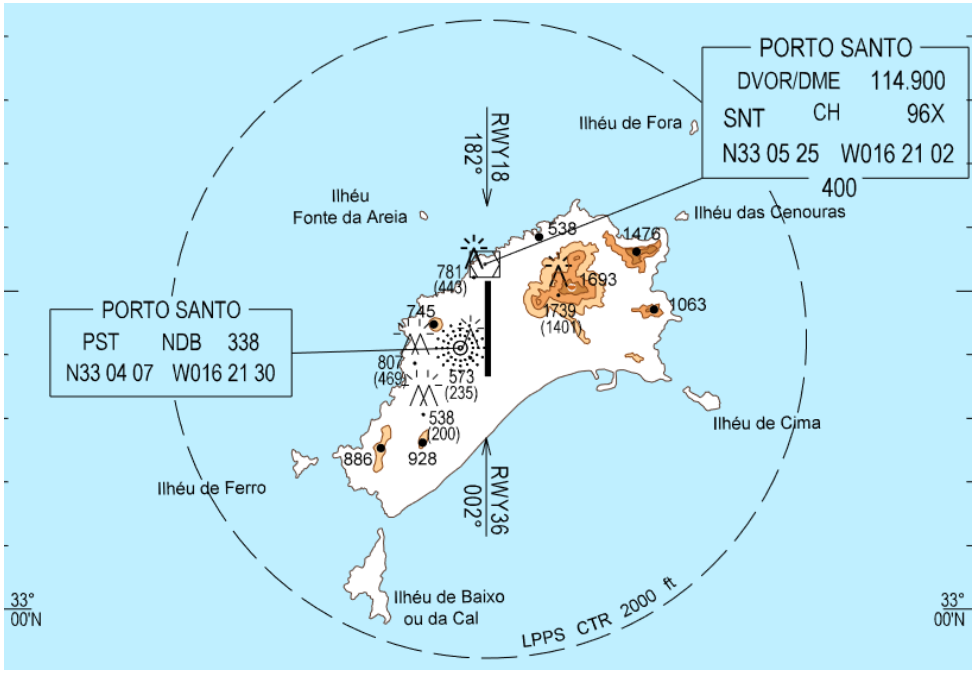

Figure 4.1: Porto Santo CTR

Madeira Approach sits atop of the CTR.

4.3 Procedures

4.3.1 Departures

IFR departures always require a release from Madeira Approach before issuing take-off clearance.

VFR departures, if leaving the CTR, must be coordinated with Madeira Approach, and always require a release from Madeira Approach before issuing take-off clearance.

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

Initial climb FL060.

4.3.2 Arrivals

Most arrivals on runway 36 will require to backtrack prior to entering Apron A.

4.3.3 Go arounds

Runway	Approach	Route	Climb
36	RNP	PS705 - PS703	3000ft
	VOR	intercept R002 SNT to LAPPA holding	3000ft
18	RNP	PS706 - PS702	3000ft
	VOR	intercept R182 SNT to MARCU holding	3000ft

Inform Madeira Approach and transfer control and communications.

4.3.4 Reduced Runway Separation Minima

Not available.

4.4 VFR Traffic

Due to terrain, traffic patterns are to be flown on the West side of the runway.

4.4.1 Heliports

NIL

4.4.2 Low Visibility Procedures (LVP)

Not available.