## AD 2 AERODROMES

# LPPS AD 2.

## LPPS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LPPS - PORTO SANTO

## LPPS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site | LAT: 330415N<br>LONG: 0162059W<br>Intersection Runway 36/18 with Taxiway unserviceable |
| 2 | Direction and distance of ARP from city or town | 2KM (1.08NM) NNW from Porto Santo |
| 3 | Elevation/Reference temperature | 104M / 340FT<br>25.7° C (AUG) |
| 4 | Geoid undulation at aerodrome elevation position | |
| 5 | MAG VAR/Annual change | 4°W (2020) / 0.17° decreasing |
| 6 | AD Administration, address, telephone, telefax, telex, AFS | Post: ANA-SA Aeroportos de Portugal<br>Direção dos Aeroportos da Madeira<br>Aeroporto de Porto Santo<br>Ilha de Porto Santo<br>9400 – PORTO SANTO<br>Phone: +351 291980120<br>Fax: +351 291980121<br>AFS: LPPSYDYA<br>Email: madeira.airports@ana.pt<br>URL: http://www.ana.pt |
| 7 | Types of traffic permitted (IFR/VFR) | IFR / VFR |
| 8 | Remarks | NIL |

## LPPS AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | H24 |
| 2 | Customs and immigration | Customs:<br>MON-SUN + HOL 07:00-23:00 (06:00-22:00)<br>23:00-07:00 (22:00-07:00) on request<br>Immigration:<br>MON-FRI 09:00-18:00 (08:00-17:00)<br>18:00-09:00 (17:00-08:00)on request<br>SAT + SUN + HOL H24 on request |
| 3 | Health and sanitation | NIL |
| 4 | AIS Briefing Office | AIS available through ARO Portugal (see GEN 3.1) |
| 5 | ATS Reporting Office (ARO) * | ARO available through ARO Portugal (see GEN 3.1) |
| 6 | MET Briefing Office | H24 |
| 7 | ATS | H24 |
| 8 | Fuelling** | MON-SUN+HOL 09:00-13:00 (08:00-12:00) and 15:00-19:00 (14:00-18:00)<br>MON-SUN+HOL 13:00-15:00 (12:00-14:00) and 19:00-09:00 (18:00-08:00) on request |

| | | |
|---|---|---|
| 9 | Handling | Groundforce:<br>MON-SUN+HOL 07:00-22:00 (06:00-21:00)<br>22:00-07:00 (21:00-06:00) on request |
| 10 | Security | H24 |
| 11 | De-icing | NIL |
| 12 | Remarks | Services availability on request: for contacts see AD 2.20.<br>*Acceptance and forwarding of FPL and associated messages is possible through AFS Station.<br>**Fuel Service - Around 30 minutes of delay maybe expected for non-scheduled flights |

## LPPS AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities: | One Fork Lift (2 tons)<br>High Lift Loader<br>Conveyor Belt<br>Various vehicles and Equipment |
| 2 | Fuel/oil types | FUEL: JET A1<br>OIL: None |
| 3 | Fuelling facilities/capacity | Hydrant system and fuel Trucks<br><br>2 Trucks capacity 36000 litres.<br><br>Delivery rate 56 litres per second. |
| 4 | De-icing facilities | NIL |
| 5 | Hangar space available for visiting aircraft | NIL |
| 6 | Repair facilities for visiting aircraft | Minor repairs only |
| 7 | Remarks | Push Back not available |

## LPPS AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotels in City |
| 2 | Restaurants | Restaurants in City |
| 3 | Transportation | Taxis |
| 4 | Medical facilities | First Aid Treatment at Aerodrome, Ambulance<br>City Medical Centre in City H24 |
| 5 | Bank and Post Office | In City |
| 6 | Tourist Office | In City |
| 7 | Remarks | NIL |

## LPPS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting | CAT 7<br>Higher Category, up to CAT 8, available by Prior Permission Required (PPR) to Madeira Airports Director LPPSYDYA, 60 minutes prior operation, or at least 30 minutes directly to Control Tower. |
| 2 | Rescue equipment | In accordance with CAT 7 requirements established in table 5.2 of ICAO Doc. 9137-AN/898 Part I. |

| | | |
|---|---|---|
| 3 | Capability for removal of disabled aircraft | NIL<br>If necessary all equipment available in LPMA Aerodrome |
| 4 | Remarks | NIL |

## LPPS AD 2.7 RUNWAY SURFACE CONDITION ASSESSEMENT AND REPORTING AND SNOW PLAN

| | | |
|---|---|---|
| 1 | Type(s) of clearing equipment | NIL |
| 2 | Clearance priorities | NIL |
| 3 | Use of material for movement area surface treatment | NIL |
| 4 | Specially prepared winter runways | NIL |
| 5 | Remarks | For further information, see also Section AD 1.2.2. - RUNWAY SURFACE CONDITIONS ASSESSMENT AND REPORTING AND SNOW PLAN. |

## LPPS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | | | | | |
|---|---|---|---|---|---|---|
| 1 | Apron surface and strength | | **APRON** | **SURFACE** | **STRENGTH** | |
| | | | A | Concrete | PCN 70/R/C/W /U | |
| 2 | Taxiway width, surface and strength | | **TAXIWAY** | **WIDTH** | **SURFACE** | **STRENGTH** |
| | | | A | 30M | Concrete | PCN 60/R/C/W /U |
| | | | B and C | 15M | | |
| 3 | Altimeter checkpoint location and elevation | | Apron – 258FT | | | |
| 4 | VOR checkpoint locations | | Not established | | | |
| 5 | INS Checkpoint positions | **RAMP / STAND** | **INS COORDINATES** | **ELEVATION (M/AMSL)** | **ACFT TYPE (CRITICAL)** | **PUSH BACK TO TWY/TAXILANE** |
| | | NIL<br>See stand coordinates on chart LPPS AD 2.24.02 | | | | |
| 6 | Remarks | NIL | | | | |

## LPPS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands | Taxiway's guidelines<br>Guideline at Apron |
| 2 | RWY/TWY markings and lights | RWY/TWY Markings:<br>Runway designation, Runway centre line, Threshold, Edge, Runway End as appropriate, Touchdown Zone, Taxiway centreline, and Runway Holding Position at taxiways/runways interception.<br>RWY/TWY Lights:runways, taxiways and holding bays lateral lights. |
| 3 | Stop bars | NIL |
| 4 | Remarks | NIL |

## LPPS AD 2.10 AERODROME OBSTACLES

| In approach/TKOF areas | | | In circling area and at aerodrome | |
|---|---|---|---|---|
| 1 | | | 2 | |
| RWY/Area affected | Obstacle type Elevation Marking/Lighting | Co-ordinates | Obstacle type Elevation Markings/LGT | Co-ordinates |
| a | b | c | a | b |
| | See LPPS AD 2.24.04-1 | | ANTENNA<br>175M<br>White and Red / Red | 330357.3N 0162118.2W |
| | | | PILLAR<br>74.8M<br>NIL/NIL | 330342.4N 0162055.3W |
| | | | PILLAR<br>78.7M<br>NIL/NIL | 330354.2N 0162055.8W |
| | | | PILLAR<br>82.7M<br>NIL/NIL | 330407.5N 0162056.3W |
| | | | PILLAR<br>103.2M<br>NIL/NIL | 330502.7N 0162058.0W |
| | | | PILLAR<br>105.0M<br>NIL/NIL | 330502.6N 0162105.2W |
| | | | PILLAR<br>95.2M<br>NIL/NIL | 330446.6N 0162057.2W |
| | | | PILLAR<br>100.5M<br>NIL/NIL | 330446.2N 0162104.2W |
| | | | PILLAR<br>95.6M<br>NIL/NIL | 330433.5N 0162103.6W |
| | | | PILLAR<br>91.3M<br>NIL/NIL | 330433.6N 0162057.4W |
| | | | PILLAR<br>86.2M<br>NIL/NIL | 330421.0N 0162055.7W |
| | | | PILLAR<br>90.2M<br>NIL/NIL | 330420.9N 0162102.6W |
| | | | FENCE<br>82.7M<br>NIL/NIL | 330402.9N 0162101.9W |
| | | | FENCE<br>77.1M<br>NIL/NIL | 330346.3N 0162101.2W |
| | | | FENCE<br>70.7M<br>NIL/NIL | 330331.9N 0162100.6W |

| In approach/TKOF areas | | | In circling area and at aerodrome | |
|---|---|---|---|---|
| 1 | | | 2 | |
| RWY/Area affected | Obstacle type Elevation Marking/Lighting | Co-ordinates | Obstacle type Elevation Markings/LGT | Co-ordinates |
| a | b | c | a | b |
| | | | FENCE<br>69.6M<br>NIL/NIL | 330331.8N 0162100.7W |
| 3 | Remarks | All obstructions inside approach and take-off areas are provided with day marking and obstruction lighting. | | |

## LPPS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | PORTO SANTO AMS |
| 2 | Hours of service | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | CPVM-AERO MWO/AMO<br>30 HR - issuance every 6 hours |
| 4 | Trend forecast<br>Interval of issuance | NIL |
| 5 | Briefing/consultation provided | Briefing on observed meteorological conditions: personal or by phone.<br>Briefing on expected meteorological conditions: By phone provided by the CPVM-AERO MWO/AMO (see GEN 3.5.4). |
| 6 | Flight documentation<br>Language(s) used | C, CR<br>English, Portuguese |
| 7 | Charts and other information available for briefing or consultation | P, S, SWH, SWM, W |
| 8 | Supplementary equipment available for providing information | Self-briefing, WXR |
| 9 | ATS units provided with information | Porto Santo TWR, Madeira TWR and APP |
| 10 | Additional information (limitation of service, etc.) | PORTO SANTO AMS:<br>Phone: +351 291 982 138<br>Email: lpps@ipma.pt<br><br>CPVM-AERO MWO/AMO:<br>Phone: +351 218 474 583<br>Fax: +351 218 402 370<br>Email: met.aero@ipma.pt |

## LPPS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations | TRUE BRG | Dimensions of RWY (M) | Strength (PCN) and surface of RWY and SWY | THR COORD RWY END Geoid Undulation | THR elevation and highest elevation of TDZ of precision APCH RWY | Slope of RWY/SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 18 | 178.11 | 3000x45 | PCN60/F/C/W/T Asphalt Concrete | THR 330512.94N 0162101.72W | THR 104M | See LPPS AD 2.24.04-1 |
| 36 | 358.11 | | | THR 330335.56N 0162057.89W | THR 73M | |

| Designations | SWY dimensions (M) | CWY dimensions (M) | Strip dimensions (M) | RESA | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 1 | 8 | 9 | 10 | 11 | 12 | 13 |
| 18 | NIL | NIL | 3120x150 | 90X90 | NIL | Paved shoulders 7.5M each side of Runway |
| 36 | | | | 90X90 | | |

## LPPS AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 18 | 3000 | 3000 | 3000 | 3000 | NIL |
| 36 | 3000 | 3000 | 3000 | 3000 | |
| RWY 18 INT with TWY B | 2441 | 2441 | 2441 | N/A | NIL |
| RWY 36 INT with TWY A | 1945 | 1945 | 1945 | | |

## LPPS AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH light Type / Length / Intensity | THR Light colour/WBAR | VASIS type | TDZ length | RWY Centre Line Lights Length / spacing / colour/ Intensity | RWY edge Lights Length / spacing / colour/ Intensity | RWY End Lights Colour / WBAR | SWY Light Length / Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 18 | Simple Approach Lighting system with 420M length and undirectional light white with cross bar at 300M from threshold. Variable | Green 5 bars at each side of Runway | PAPI -3° Both sides MEHT 14.48M | NIL | NIL | 2400M White + 600M Yellow, 30M spacing variable | Red | NIL | NIL |
| 36 | Simple Approach Lighting system with 360M length and undirectional light white with cross bar at 300M from threshold. Variable | | PAPI -3° Both sides MEHT 14.48M | NIL | NIL | | | NIL | NIL |

## LPPS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: at TWR Building, FLG W/G, HS |
| 2 | LDI location and lighting<br>Anemometer location and lighting | LDI: NIL<br>Anemometers:<br>RWY36: Right Side, 300M THR. Lighted<br>RWY18: Right Side, 300M THR. Lighted |
| 3 | TWY edge and centre line lighting | Edge Lights: all Taxiways<br>Centre Line: NIL |
| 4 | Secondary power supply/switch-over time | Secondary Power Supply conforms requirements of Annex 14. |
| 5 | Remarks | Emergency lights available for Runway.<br>Arresting barrier obstruction lights. |

## LPPS AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO | NIL |
| 2 | TLOF and/or FATO elevation | NIL |
| 3 | TLOF and FATO area dimensions, surface, strength, marking | NIL |
| 4 | True BRG of FATO | NIL |
| 5 | Declared distance available | NIL |
| 6 | APCH and FATO lighting | NIL |
| 7 | Remarks | NIL |

## LPPS AD 2.17 ATS AIRSPACE

| | | |
|---|---|---|
| 1 | Designation and lateral limits | PORTO SANTO CTR<br>A circle with 5NM radius centred at ARP (330415N 0162059W) |
| 2 | Vertical limits | 2000FT ALT (600M) |
| 3 | Airspace classification | C |
| 4 | ATS unit call sign / Language(s) | Madeira Approach<br>Porto Santo Tower<br>EN, PT |
| 5 | Transition altitude | 5000FT |
| 6 | Remarks | NIL |

## LPPS AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of Operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| TWR | PORTO SANTO Tower | 120.055 MHZ | H24 | Primary |
| | | 118.755 MHZ | H24 | Secondary |
| | | 278.950 MHZ | H24 | |
| | | 121.500 MHZ | H24 | Emergency |
| | | 243.000 MHZ | H24 | Emergency |
| APP | MADEIRA Approach | 119.605 MHZ | HO | Primary |
| | | 120.455 MHZ | HO | Secondary |
| | | 279.050 MHZ | HO | |
| | | 121.500 MHZ | H24 | Emergency |
| | | 243.000 MHZ | H24 | Emergency |

## LPPS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type Category (MAG Variation) | ID | Frequency | Hours of operation | Site of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| DVOR<br>(04° W - 2020) | SNT | 114.900 MHZ | H24 | 330525.5N<br>0162102.3W | | Coverage:<br>200NM FL500<br><br>Not usable:<br>RDL050 BYD 29NM BLW 4000FT<br>RDL066 BYD 31NM BLW 4000FT<br>070°/170° and 195°/250° BYD 10NM below 9000FT |

| Type Category (MAG Variation) | ID | Frequency | Hours of operation | Site of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| DME | SNT | CH 96X | H24 | 330525.0N<br>0162101.3W | 400FT | Coverage:<br>200NM FL500<br><br>Not usable:<br><br>070°/170° and 195°/250° BYD 10NM below 9000FT |
| DVOR<br>(04° W - 2020) | FUN | 112.200 MHZ | H24 | 324449.8N<br>0164219.6W | | Coverage:<br>200NM FL500<br><br>Not usable:<br>240°/310° BYD 20NM BLW 9000FT |
| DME | FUN | CH 59X | H24 | 324449.3N<br>0164220.5W | 500FT | Coverage:<br>200NM FL500<br><br>Not usable:<br><br>240°/310° BYD 20NM BLW 9000FT |

## LPPS AD 2.20 LOCAL AERODROME REGULATIONS

**1. Handling Services**

The Handling Service is provided by the following Agents:

Ground Handling:

SPDH SA (Groundforce Portugal)
Phone: +.351 291520844
Fax: +.351.291520845
Email: pxokk@groundforce.pt
SITA: PXOKOXH

Cargo Handling:

SPDH SA
Phone: +.351 291520844
Fax: +.351 291520845
Email: pxokk@groundforce.pt
SITA: PXOKKXH

**2. Refuelling**

Contact of Refuelling Company:

PETROGAL
Phone: +351 291982174
Fax: +351 291982174
Email: galpair.pxo@mail.telepac.pt

**3. Refuel Operations**

All refuelling operations with passengers on board, embarking or disembarking, are only allowed with a RFFS Vehicle on prevention and must have previous authorization of Airport Operation Authority.

Accordingly Crews must contact the following frequencies:

- Ground Operations Groundforce - frequency 131.850 MHZ

**4. RWY Backtrack Operations**

RWY backtrack operations forbidden to aircraft with MTOW above 30 TONS. These operations must be done only on turning bays.
Exception made to Medical Evacuation, SAR and Emergency Flights.

## LPPS AD 2.21 NOISE ABATEMENT PROCEDURES

**1. GENERAL**

Landing and/or take-off is forbidden by law between 00:00 (23:00) and 06:00 (05:00), except in cases of force majeure. However, according to governmental deliberation, exception regime has been granted for Porto Santo Airport in which landing and/or take-off of aircraft engaged in commercial aviation or aerial work are allowed in a limited number.

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

1. The maximum number of movements allowed (3 daily, 7 weekly)

2. The noise level of the aircraft concerned, in compliance with ICAO:

| | |
|---|---|
| Level 0 | below 87 EPNdB |
| Level 0,5 | between 87 EPNdB and 89,9 EPNdB |
| Level 1 | between 90 EPNdB and 92,9 EPNdB |
| Level 2 | between 93 EPNdB and 95,9 EPNdB |
| Level 4 | between 96 EPNdB and 98,9 EPNdB |
| Level 8 | between 99 EPNdB and 101,9 EPNdB |
| Level 16 | above 101.9 EPNdB |

Aircraft classified Level 4,8 and 16, cannot be scheduled between 02:00 (01:00) and 05:00 (04:00);

3. The operating restrictions set out in Item 1 shall not apply to the following cases of force majeure:

- Aircraft operating humanitarian, emergency or evacuation missions;
- Aircraft to come across urgent situations, taking in 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 01:00 (00:00) which were actually scheduled for periods up to 00:00 (23:00), due to delays for which neither the Airport Management Company nor the Operator were to blame;
- Landings operated during the period comprised between 05:00 (04:00) and 06:00 (05:00), due to weather reasons, as far as the arrival had been scheduled for a time after 06:00 (05:00).

**2. Penalties for non-compliance with slot allocation rules during the night period.**

Penalties for these offences are specified in f) and g), paragraph 2, article 28 of Decree Law 9/2007.

## LPPS AD 2.22 FLIGHT PROCEDURES

**1.FMS RNAV DEPARTURE ROUTES FROM PORTO SANTO AERODROME**

**RUNWAY 18/36**

GENERAL REMARKS:

Be aware of high ground on both sides of runway.

If unable to comply with FMS RNAV-1 Departure Routes advise ATC on first contact and expect radar vectors.

RADIO COMMUNICATIONS FAILURE

In the event of RCF squawk A7600;

 

1. 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 30 NM DME SNT DVOR/DME;

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

3. If being radar vectored or proceeding offset, when passing 30 NM DME SNT DVOR/DME, rejoin the current flight plan route and proceed in accordance with item 2 above.

4. If cleared DCT to…, fly at/to the assigned and acknowledged level or to FL060, whichever is higher, until passing 30 NM DME SNT DVOR/DME, maintain the current flight plan route and proceed in accordance with item 2 above.

FMS RNAV DEPARTURE ROUTES (SID) DESCRIPTION: See back of charts LPPS AD 2.24.08-1 and LPPS AD 2.24.08-3

NOISE ABATEMENT PROCEDURES:

In accordance with AD 1.1.6

**2.FMS RNAV ARRIVAL ROUTES (STARs) TO PORTO SANTO AERODROME**

**RUNWAYS 18/36**

**GENERAL REMARKS:**

If unable to comply with FMS RNAV-1 Arrivals Routes advise ATC on first contact and expect radar vectors for final approach.

Expect radar vectors for final approach.

**SPEED ADJUSTMENT:**

See ENR Section 1.5, Sub-section 1.5.4 paragraph 2a).

**RADIO COMMUNICATIONS FAILURE:**

**1. RNAV-1 Certified/Capability**

In case of Radio Communication Failure squawk 7600

a. If cleared to proceed via a STAR continue descent to 3000 feet via the STAR. Comply with all speed and altitude restrictions to perform an RNP approach to the runway in use.

b. Otherwise continue descent to the last assigned and acknowledged FL or FL100 whichever is higher and proceed direct to MARCU for RWY36 or LAPPA for RWY18, and hold as published. At MARCU or LAPPA holding start descent to 3000 feet to perform an RNP approach to the runway in use.

c. If unable to perform RNP approach continue descent to the last assigned and acknowledged FL or FL100 whichever is higher and proceed direct to MARCU for RWY36 or LAPPA for RWY18 and hold as published. At MARCU or LAPPA holding start descent to 3000 feet to perform a VOR/DME approach.

**2. Non RNAV**

In case of Radio Communication Failure squawk 7600 and continue descent to the last assigned and acknowledged FL or FL100 whichever is higher and proceed direct to MARCU for RWY36 or LAPPA for RWY18 and hold as published. At MARCU or LAPPA holding start descent to 3000 feet to perform a VOR/DME approach to the runway in use.

**3. Flights below FL100**

In case of Radio Communications Failure squawk 7600

a. If visual with the runway perform a Visual Approach

b. If IMC and flying on a STAR continue descent to 3000 feet via the STAR. Comply with all speed and altitude restrictions to perform an RNP or VOR/DME approach to the runway in use.

c. If IMC and flying with “direct to” instructions continue descent to 3000ft to MARCU for RWY36 or LAPPA for RWY18 to perform an RNP or VOR/DME approach to the runway in use.

FMS RNAV ARRIVAL ROUTES (STARs) DESCRIPTION: See back of charts LPPS AD 2.24.10-1 and LPPS AD 2.24.10-3.

**3. Holding Procedures**

| HLDG ID/FIX/WPT Coordinates | INBD TR (MAG) | Direction of PTN | MAX IAS (KT) | MNM-MAX HLDG LVL FL/FT (MSL) | TIME (MIN) or DIST OUBD |
|---|---|---|---|---|---|
| LAPPA<br>LAPPA<br>331745N0162131W<br>RDL002-DME12.3 SNT DVOR/DME | 182° | LEFT | 220 | 3000 FT ALT<br>FL 140 | 5.7 NM |
| LAPPA<br>LAPPA<br>331745N0162131W | 182° | LEFT | 240 | FL 150<br>FL 240 | 1.5 MIN |
| LAPPA<br>LAPPA<br>331745N0162131W | 182° | LEFT | 230 | 3000 FT ALT<br>FL 140 | 1 MIN |
| MARCU<br>MARCU<br>325104N0162028W<br>RDL182-DME14.3 SNT DVOR/DME | 002° | RIGHT | 220 | 3000 FT ALT<br>FL 140 | 5.7 NM |
| MARCU<br>MARCU<br>325104N0162028W | 002° | RIGHT | 240 | FL 150<br>FL 240 | 1.5 MIN |
| MARCU<br>MARCU<br>325104N0162028W | 002° | RIGHT | 230 | 3000 FT ALT<br>FL 140 | 1 MIN |

## LPPS AD 2.23 ADDITIONAL INFORMATION

**Caution advised due to open trenches along both sides of the runway and runway strips with a slope of more than 5%.**

**1. Potentially Dangerous Activities**

Glider flying activities at Porto Santo CTR (see ENR 5.5).

**2. Bird concentrations in the Movement Area and in the Vicinity of the Airport**

Birds activity takes place daily from sunrise to sunset at the movement area (including STRIPS) and in the vicinity of the airport. The birds activity is characterized predominantly by flocks of seagulls.

As far as practicable, Air Traffic Service will inform pilots of this Bird activity and the estimated location, if possible.

During the above periods, pilots of aircraft are advised that birds may not always be promptly detected and caution is requested during approach-to-land, descent, take-off, climb and Taxi procedures.

Dispersal activities include the using of gas cannon units, scarecrow hand-held and vehicle devices distress calls and the presence of wildlife personnel.

Gas cannon activity takes place during all year, daily from sunrise to sunset and scarecrow devices are activated whenever birds are detected.

A Wildlife Hazard Management Plan is also in force in Porto Santo Airport.

Wildlife personnel available daily 07:00-20:00.

**2. Grass cutting**

Grass cutting will take place along Strip RWY 18/36, daily from 08:00-18:00 (07:00-17:00). Men and equipment under Tower control and airport authority supervision.

 

## LPPS AD 2.24 CHARTS RELATED TO AN AERODROME