

Madeira Airport

IATA/ICAO CODE: FNC/LPMA
 CITY: Santa Cruz - Madeira
 COUNTRY: Portugal

AIRPORT CONTACT

Information confirmed as current by the airport 2/2011

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ELEVATION: 190 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
05/23	2781	05/150 23/150	PAPIS 3 deg	45
Visual procedures both runways Non-Inst-Rwy				

NOISE ABATEMENT PROCEDURES

1.1.6.1 Noise Abatement Procedures

1.1.6.1.1 General

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger. Every operator or aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.

1.1.6.1.2 Departures

For aircraft licensed in accordance with ICAO Annex 16 Chapter 2:	
Take-off to 1500 ft AGL	Take-off power Take-off flaps Climb at V ₂ + 10 KT (or as limited by body angle)
At 1500 ft AGL	Reduce power to not less than climb power
1500 ft - 3000 ft AGL	Climb at V ₂ + 10 KT

at 3000 ft AGL	Normal speed and flap retraction schedules to en route climb
For aircraft licensed in accordance with ICAO Annex 16 Chapter 3 as well as B737-200 as far as the noise levels for take-off pursuant to ICAO Annex 16 Chapter 3 have provably been reached by supplementary equipment:	
Take-off to 1000 ft AGL	Take-off power Take-off flaps Climb at $V_2 + 10$ KT (or as limited by body angle)
At 1000 ft AGL	Maintaining a positive rate of climb, accelerate to zero flap minimum safe maneuvering speed (V_{zf}) retracting flap on schedule; Thereafter reduce thrust consistent with the following: a) For high by-pass ratio engines reduce to normal climb power/thrust; b) For low by-pass ratio engines, reduce power/thrust to below normal climb thrust but not less than that necessary to maintain the final take-off engine-out climb gradient; and c) for aeroplanes with slow flap retracting reduce power/thrust an intermediate flap setting.
1000 ft - 3000 ft AGL	Continue climb at not greater than $V_{zf} + 10$ KT
at 3000 ft AGL	Accelerate smoothly to en route climb speed
Note: Aeroplanes such as supersonic aeroplanes not using wing flaps for take-off should reduce thrust before attaining 1000 ft but not lower than 500ft.	

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

New Ordinance (Portaria) 69/2007 effective July 17, 2007

Article 1

Objective and scope

This regulation provides for operational restrictions related with noise, adequate to the operation in the Madeira Airport, for civil aircraft, between 00:00 and 06:00.

Article 2

Operational Restrictions

1. In the period between 00:00 and 06:00 the following restrictions apply to the operation in the Madeira Airport:

- a) The number of air movements of commercial flights will not be able to exceed 80 movements per week, with a maximum of 31 daily movements;
- b) Add to the situations of accented addition of traffic in the height of festive events, the maximum number of movements in the period of Christmas, End of Year, "Carnaval", Easter and "Festa da Flor" is of 134 per week, with a maximum of 52 daily movements.

2. The authorization of air movements between 00:00 and 06:00 are equally conditional to the levels of noise of the aircraft in use, which must observe the following requirements:

a) The aircraft classified in levels 4, 8 and 16 cannot be scheduled for the period between 02 and 05 hours;

b) Aircraft classified in the levels, 0, 0.5, 1 and 2 are not subjected to restrictions.

3. For the purpose of the previous item:

a) For the purpose of effective perceived noise levels established by ICAO, aircraft are classified as follows:

Level 0 - below 87 EPNdB;

Level 0.5 - 87 to 89,9 EPNdB;

Level 1 - 90 to 92,9 EPNdB;

Level 2 - 93 to 95,9 EPNdB;

Level 4 - 96 to 98,9 EPNdB;

Level 8 - 99 to 101,9 EPNdB;

Level 16 - over 101,9 EPNdB.

Note:

Level for take-off = the cert levels for take-off + sideline/2

Level for Landing = approach level -9

b) The noise level classification of an aircraft either at landing or at take-off is given by the values indicated in the aircraft manufacturer's noise certificate, taking into account the reference points specified in the technical standards applicable to the approach, overflight, take-off and lateral procedures, at full power.

4. The classified aircraft according to described criterion in n.º 3 of the present article, that are authorized to land between 00:00 and 06:00, are forbidden to reverse thrust, right after landing, as long as safe operational conditions are encountered.

Article 3

Force Majeure

1. The contained restrictions of operation in the present regulations are not applied in cases of bigger force, nominated:

a) Aircraft operating humanitarian, emergency or evacuation missions;

b) Aircraft to come across with urgent situations, taking into account weather, technical failure or flight security reasons;

c) Air movements authorized by the National Authority (INAC) as long as there is recognized public interest, even though they do not meet the restrictions.

d) Air movements subject to an unforeseen schedule alteration due to abnormal disturbance within air traffic control;

e) Air movements operated up to 01:00 which were actually scheduled for periods up to 00:00, due to delays for which neither the airport management authority nor the operator

were to blame;

f) Air movements of and for Continental Portugal, of and for the Autonomous Region of the Açores and of and for the Port Saint, due to meteorological conditions;

g) Landings operated during the period comprised between 05:00 and 06:00, due to weather reasons, as far as the arrival had been scheduled for a time after 06:00.

2. The operations carried through for the reasons indicated in the previous number will not be entered for application of n° 1 of the article 2° of the present regulation.

Article 4

Fiscalization

The managing entity of the Airport of Maderia must present to the Regional Secretariat of the Environment and the Natural resources and to the National Institute of Civil Aviation (INAC), in the end of each station IATA, reports of monitoring of the noise that evidence the results of the control of the execution of the settled plans of share for this Airport.

Article 5

Entry into force

The Ordinance (Portaria) shall enter into force on 17 July 2007.

Signed on 12 July 2007.

Regional Secretary of the Tourism and Transports, Conceição Almeida Estudante

Regional Secretary of the Environment and the Natural resources, Manuel António Rodrigues Correia

PREFERENTIAL RUNWAYS

RWY 05 is the preferential runway.

OPERATING QUOTA

See information under Airport Curfews - Article 2

ENGINE RUN-UP RESTRICTIONS

Engine test runs must be made on the runway. Engine test runs in idle power may take place on stands, with prior authorization of the Airport Operation Service.

Tests are only permitted between 0600 to 2300 LMT and with the prior authorization of the Airport Operations Services.

APU OPERATING RESTRICTIONS

Use of APU on aircraft stands shall be limited as much as possible - GPU is available.

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-

Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

Madreia Airport has a Noise Monitoring system installed since 2002.

The system gathers noise related data captured by monitoring stations, crosses it with flight and route information and allows the detection of the infringements to the noise abatement procedures.

The noise monitoring system is consisted of 3 noise monitoring units installed in critical point (see image) and a workstation with software to analyze the noise and the flight track information.

[Click for picture of noise monitoring locations.](#)

FLIGHT TRACK MONITORING SYSTEM

Yes - see information under Noise Monitoring System

NOISE LEVEL LIMITS

Portuguese law as established the following Equivalent Continuous Sound Level (Leq) values:

	Sensitive areas	Mixed areas
Lden	55 dB (A)	65 dB (A)
Lnight	45 dB (A)	55 dB (A)

Sensitive areas - land occupation by resident areas, hospital and schools

Mixed areas - land occupation by industry, commercial and services

Also see information under Airport Curfews - Article 2

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC. The Portuguese National Aviation Institute - INAC may grant the exemptions.

CHAPTER 3 RESTRICTIONS

See information under Airport Curfews - Article 2