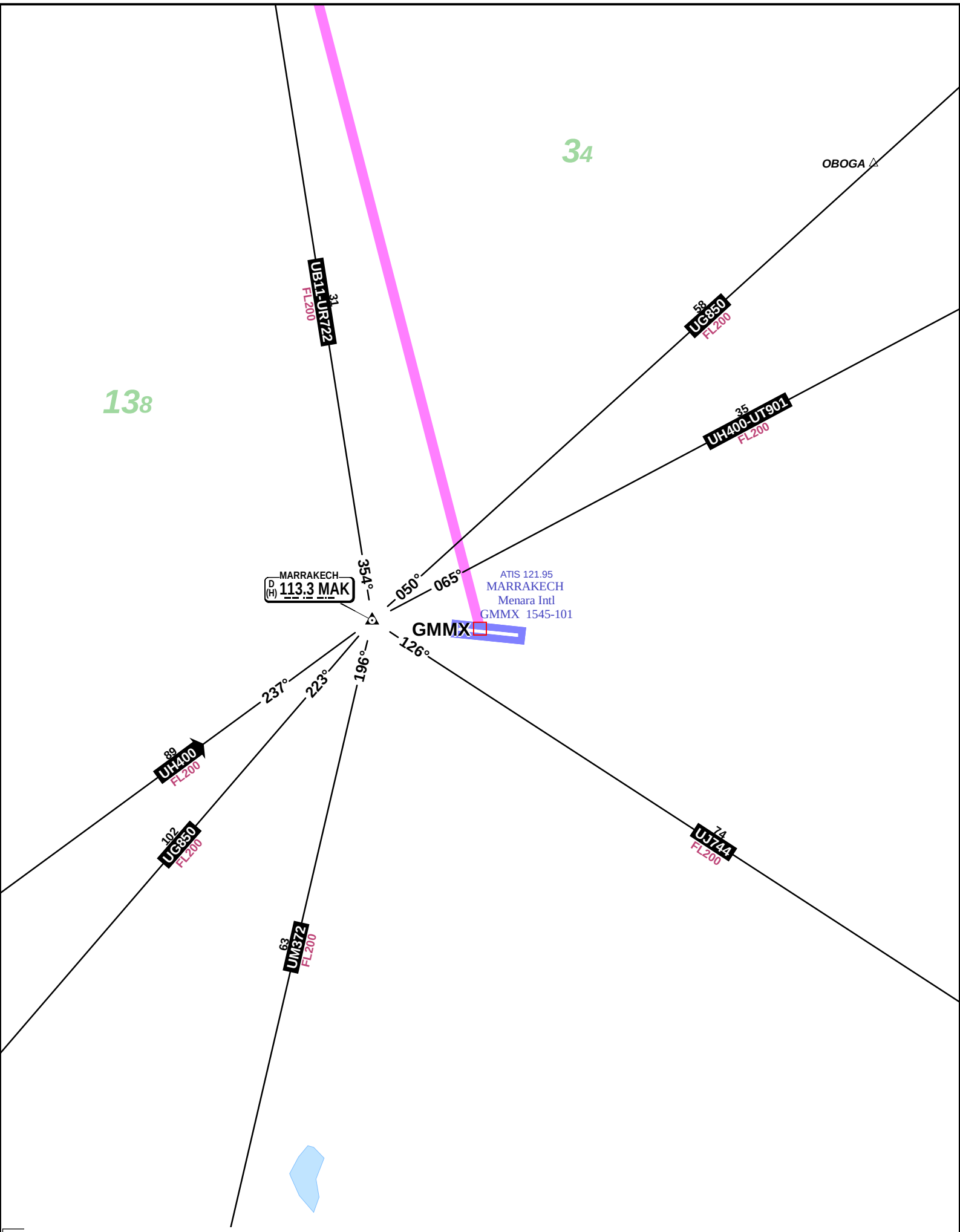
**DEPARTURE (GMMX -> LEMD): GMMX (Menara Intl)**
**NavData Cycle 2014-10 Expired: Friday, 17 October 2014.**
**Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014**

**JEPPESEN**
***JeppView 3.6.2.0***

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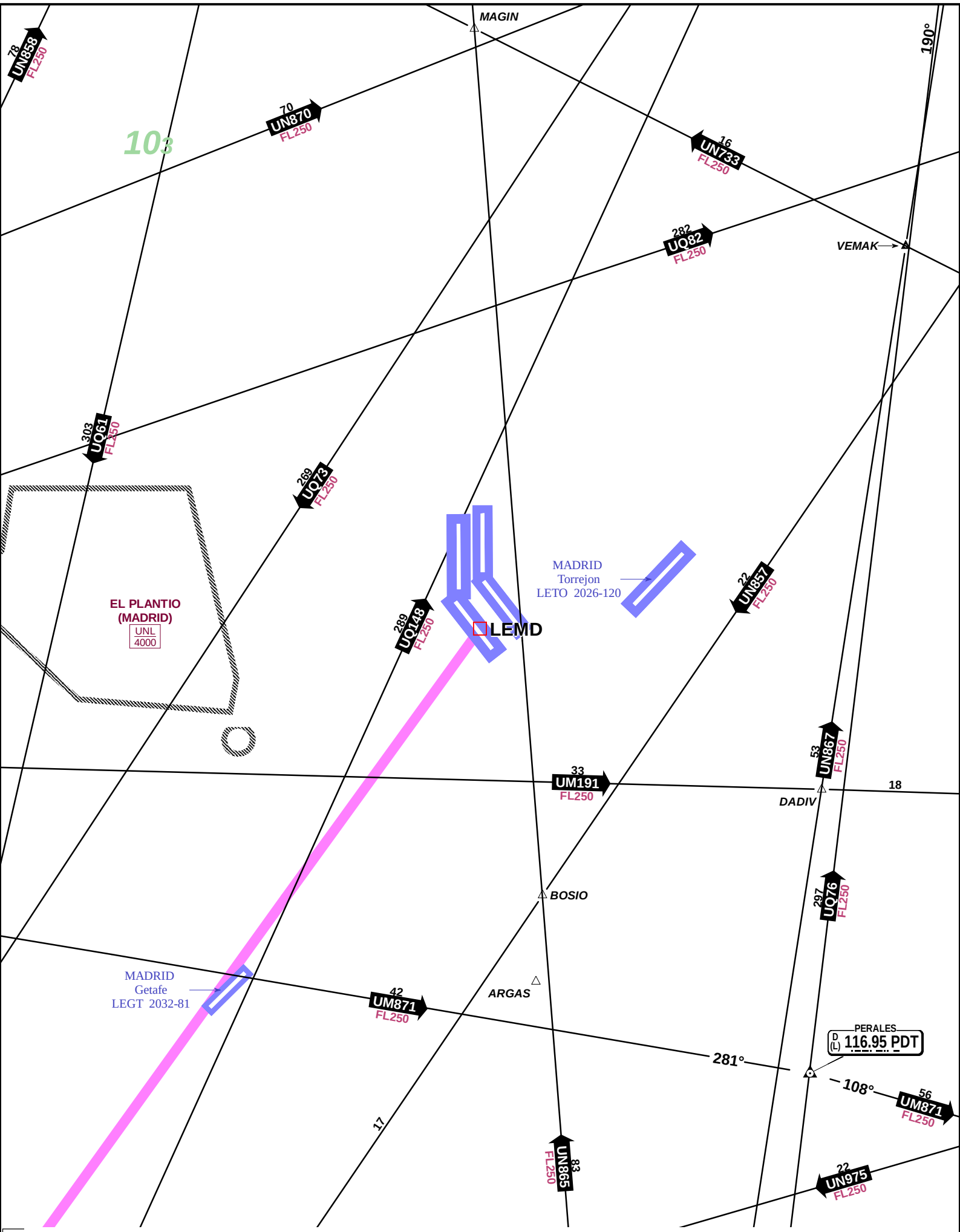
**DESTINATION (GMMX -> LEMD): LEMD (Adolfo Suarez Madrid-Barajas)**
**NavData Cycle 2014-10 Expired: Friday, 17 October 2014.**
**Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014**

**JEPPESEN**
***JeppView 3.6.2.0***

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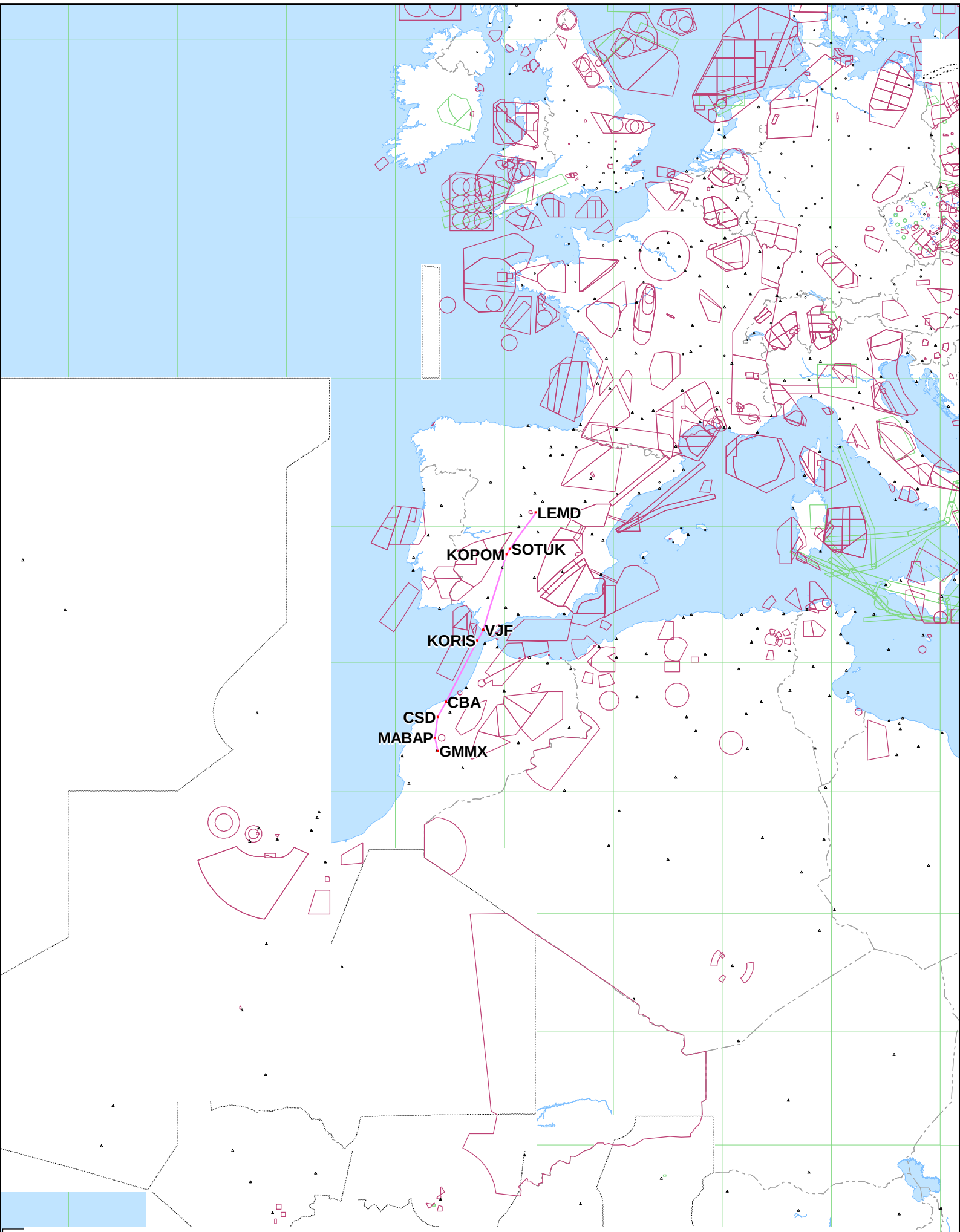
# GMMX -> LEMD (Page 1 of 1)

NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:18852094 (1 inch = 258.55 naut mi). Printed on 20 Oct 2014

**JEPPESEN**
*JeppView 3.6.2.0*

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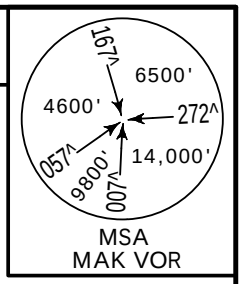
# GMMX/RAK MENARA INTL

JEPPESEN 23 NOV 12 10-2

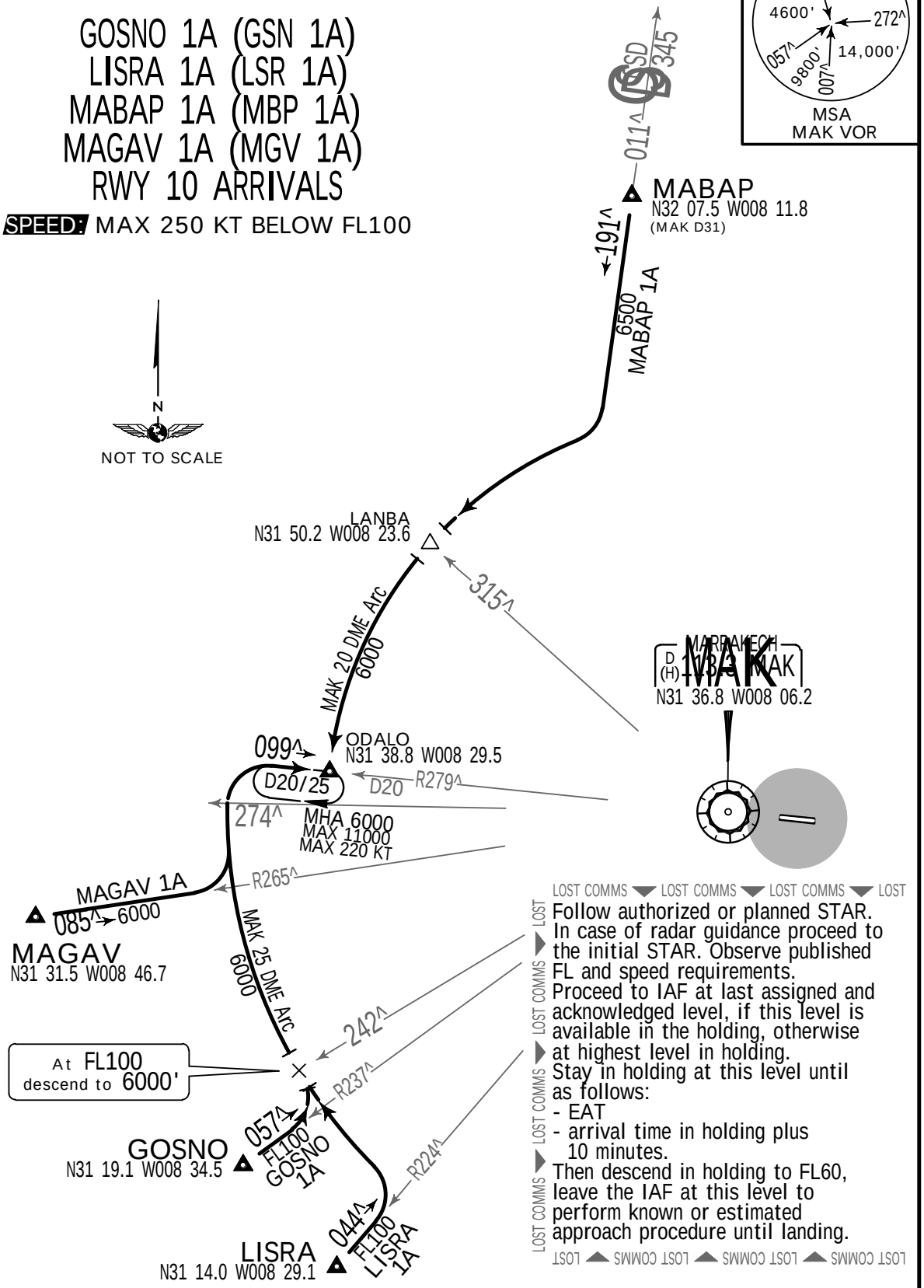
# MARRAKECH, MOROCCO .STAR.

| *ATIS | Apt Elev | Alt Set: hPa<br>Trans level: By ATC Trans alt: 6000' |
|---|---|---|
| 121.95 | 1545' | |




## GOSNO 1A (GSN 1A)
## LISRA 1A (LSR 1A)
## MABAP 1A (MBP 1A)
## MAGAV 1A (MGV 1A)
## RWY 10 ARRIVALS

**SPEED:** MAX 250 KT BELOW FL100




MAX 230 KT during turns and along MAK DME arcs.

| STAR | ROUTING |
|---|---|
| GOSNO 1A | Intercept MAK R-237 inbound, along MAK 25 DME arc, intercept MAK R-279 inbound to ODALO. |
| LISRA 1A | Intercept MAK R-224 inbound, along MAK 25 DME arc, intercept MAK R-279 inbound to ODALO. |
| MABAP 1A | Intercept 191^ bearing from CSD, along MAK 20 DME arc to ODALO. |
| MAGAV 1A | Intercept MAK R-265 inbound, along MAK 25 DME arc, intercept MAK R-279 |

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CHANGES: STAR BARBO 1A renamed GOSNO 1A.

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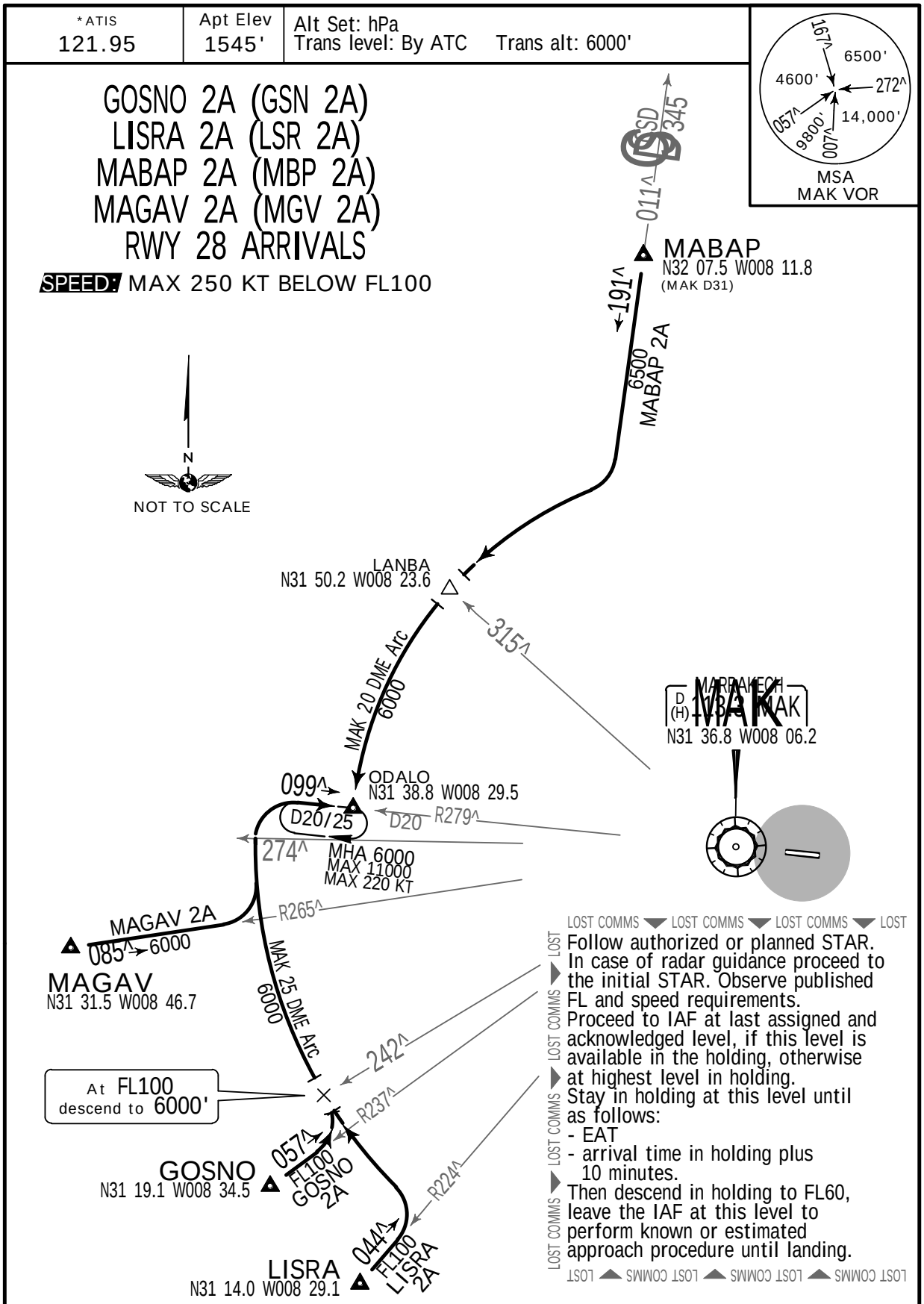
# GMMX/RAK MARRAKECH, MOROCCO

MENARA INTL

JEPPESEN 23 NOV 12 (10-2A) .STAR.

| *ATIS | Apt Elev | Alt Set: hPa<br>Trans level: By ATC Trans alt: 6000' |
|---|---|---|
| 121.95 | 1545' | |




MAX 230 KT during turns and along MAK DME arcs.

| STAR | ROUTING |
|---|---|
| GOSNO 2A | Intercept MAK R-237 inbound, along MAK 25 DME arc, intercept MAK R-279 inbound to ODALO. |
| LISRA 2A | Intercept MAK R-224 inbound, along MAK 25 DME arc, intercept MAK R-279 inbound to ODALO. |
| MABAP 2A | Intercept 191^ bearing from CSD, along MAK 20 DME arc to ODALO. |
| MAGAV 2A | Intercept MAK R-265 inbound, along MAK 25 DME arc, intercept MAK R-279 |

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CHANGES: STAR BARDO 2A renamed GOSNO 2A.

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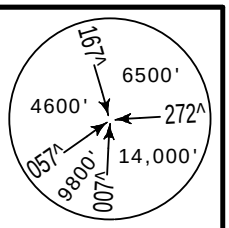
# GMMX/RAK MENARA INTL

JEPPESEN 8 APR 11 (10-2B)

# MARRAKECH, MOROCCO .STAR.

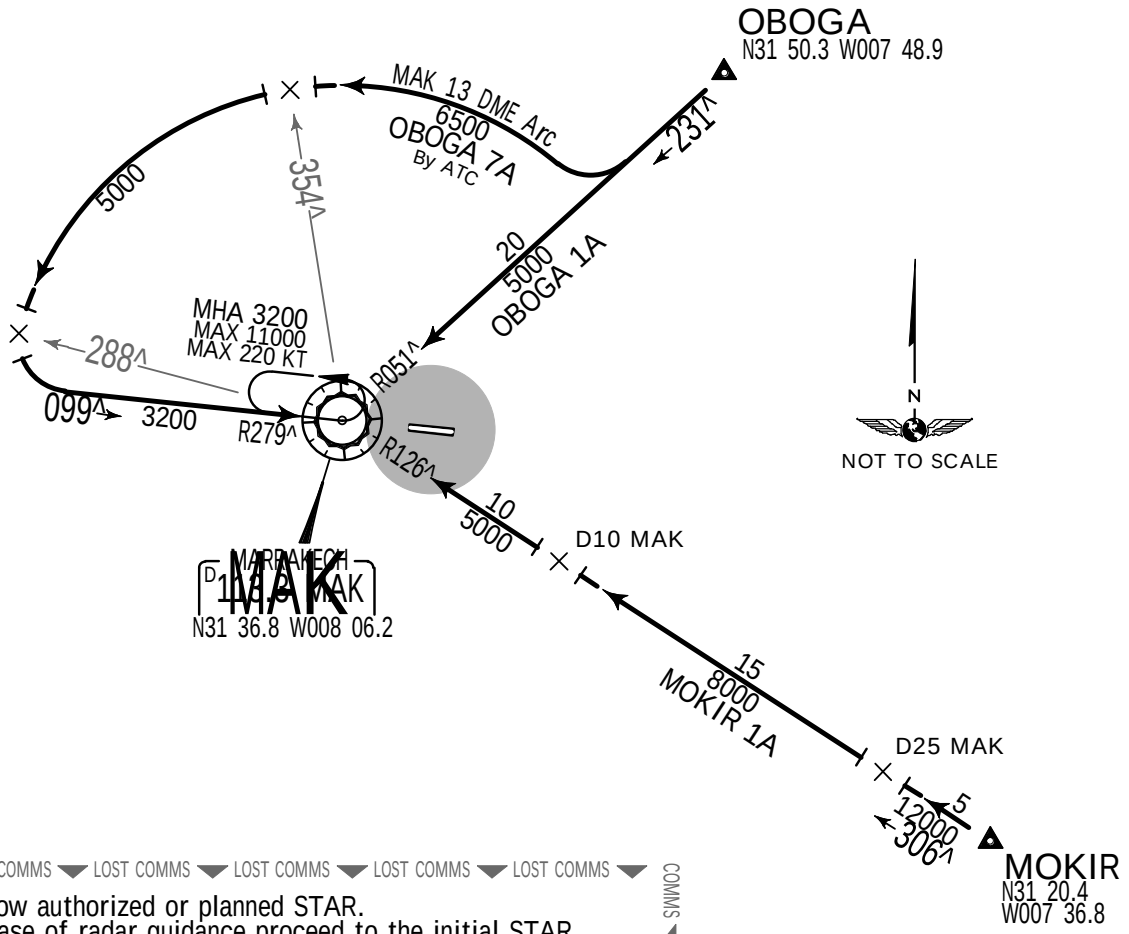
| *ATIS | Apt Elev | Alt Set: hPa |
|---|---|---|
| 121.95 | 1545' | Trans level: By ATC Trans alt: 6000' |




## MOKIR 1A [MKR1A], OBOGA 1A [BGA1A]
## OBOGA 7A [BGA7A]
BY ATC

## RWY 10 ARRIVALS

SPEED: MAX 250 KT BELOW FL100




LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

Follow authorized or planned STAR.
In case of radar guidance proceed to the initial STAR.
Observe published FL and speed requirements.
Proceed to IAF at last assigned and acknowledged level, if this level is available in the holding, otherwise at highest level in holding.
Stay in holding at this level until as follows:
- HAP
- arrival time in holding plus 10 minutes.

Then descend in holding to FL60, leave the IAF at this level to perform known or estimated approach procedure until landing.

COMMS ◀ LOST COMMS ◀ LOST COMMS ◀

MAX 230 KT during turns and along MAK DME arcs.

| STAR | ROUTING |
|---|---|
| MOKIR 1A | Intercept MAK R-126 inbound to MAK. |
| OBOGA 1A | Intercept MAK R-051 inbound to MAK |
| OBOGA 7A | Intercept MAK R-051 inbound, along MAK 13 DME arc, intercept MAK R-279 |

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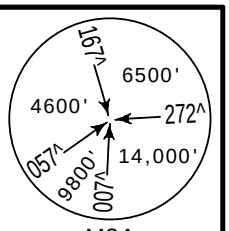
# GMMX/RAK MARRAKECH, MOROCCO

MENARA INTL

JEPPESEN 8 APR 11 (10-2C) .STAR.

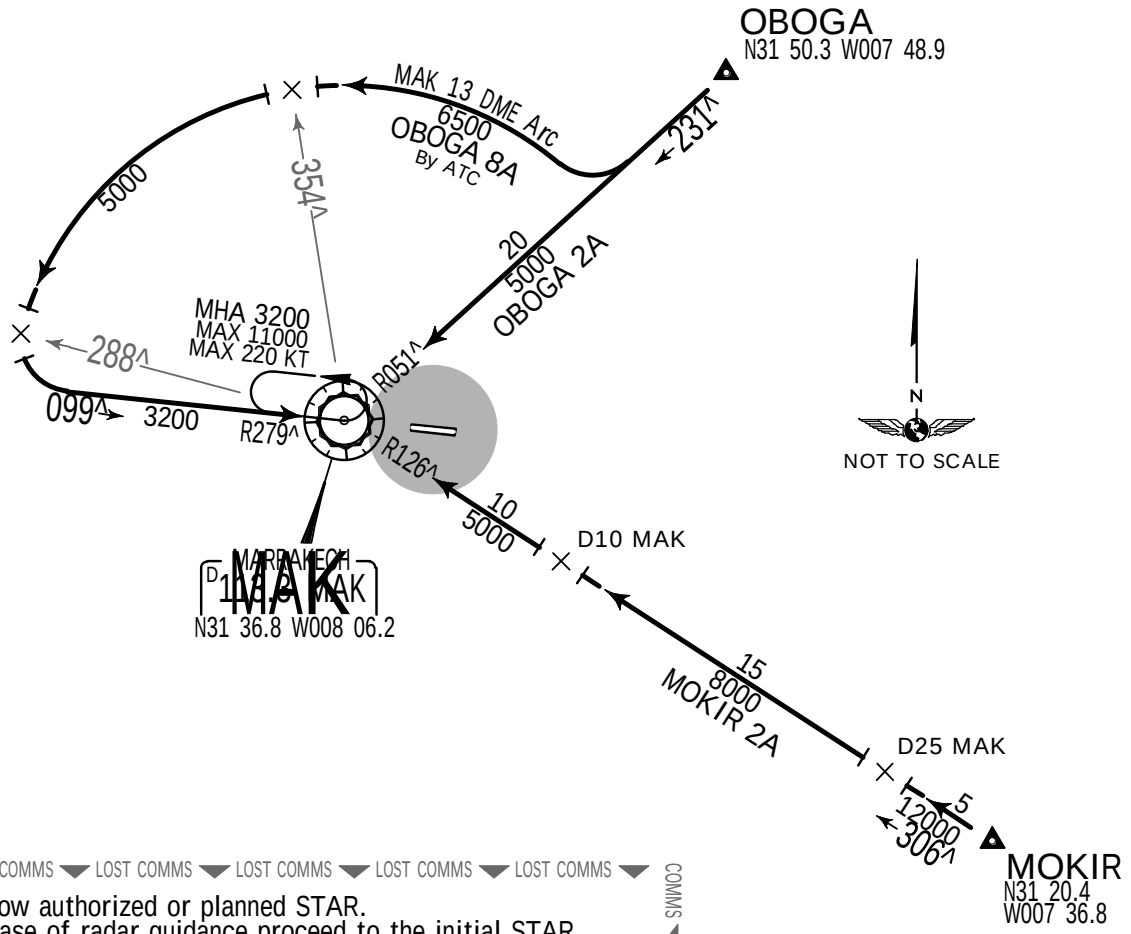
| *ATIS | Apt Elev | Alt Set: hPa<br>Trans level: By ATC Trans alt: 6000' |
|---|---|---|
| 121.95 | 1545' | |




## MOKIR 2A [MKR2A], OBOGA 2A [BGA2A]
## OBOGA 8A [BGA8A]
BY ATC

## RWY 28 ARRIVALS

**SPEED:** MAX 250 KT BELOW FL100




LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

Follow authorized or planned STAR.
In case of radar guidance proceed to the initial STAR.
Observe published FL and speed requirements.
Proceed to IAF at last assigned and acknowledged level, if this level is available in the holding, otherwise at highest level in holding.
Stay in holding at this level until as follows:
- HAP
- arrival time in holding plus 10 minutes.

Then descend in holding to FL60, leave the IAF at this level to perform known or estimated approach procedure until landing.

COMMS ◀ LOST COMMS ◀ LOST COMMS ◀

MAX 230 KT during turns and along MAK DME arcs.

| STAR | ROUTING |
|---|---|
| MOKIR 2A | Intercept MAK R-126 inbound to MAK. |
| OBOGA 2A | Intercept MAK R-051 inbound to MAK |
| OBOGA 8A | Intercept MAK R-051 inbound, along MAK 13 DME arc, intercept MAK R-279 |

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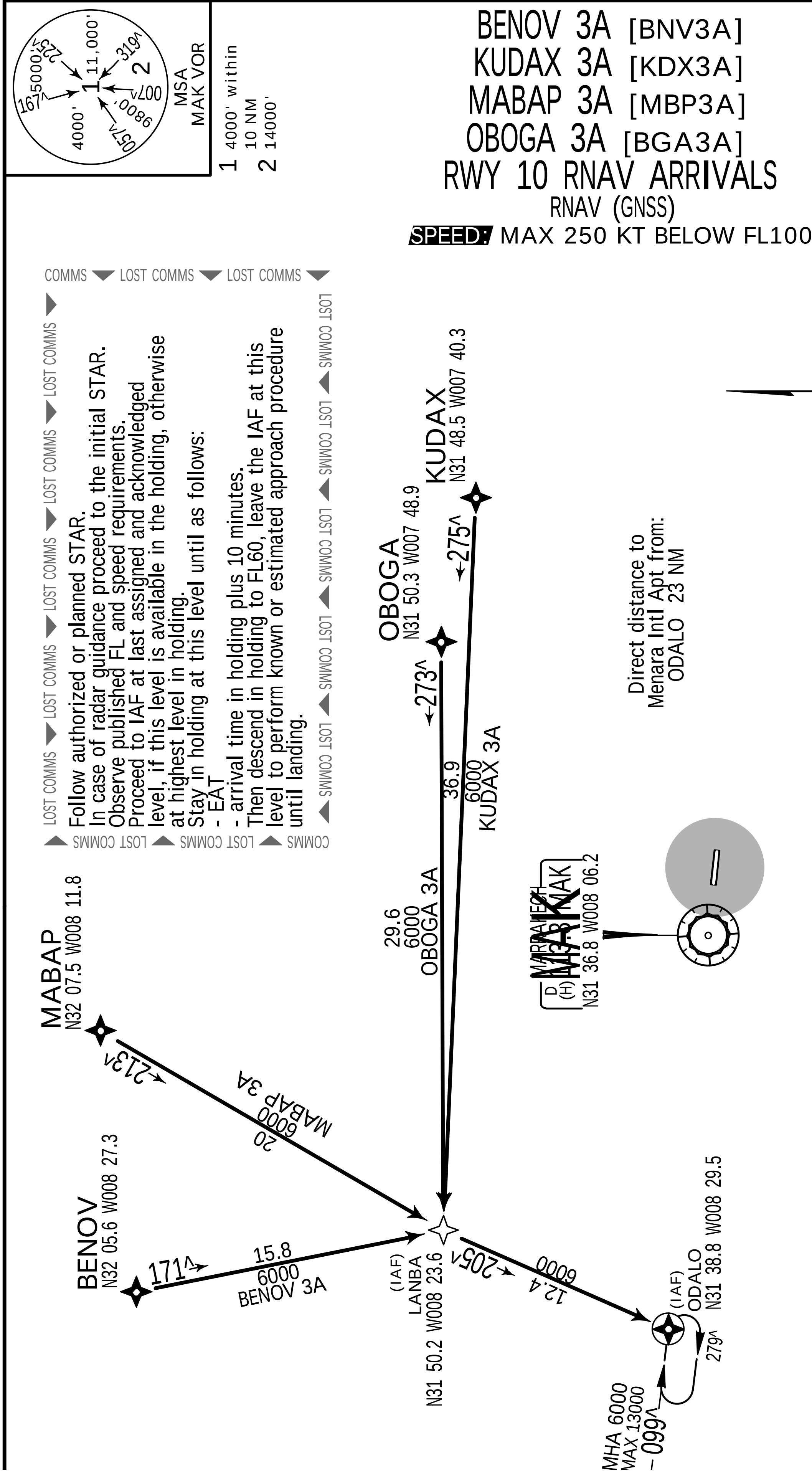
| *ATIS | Apt Elev | Alt Set: hPa |
|---|---|---|
| 121.95 | 1545' | Trans level: By ATC Trans alt: 6000' |

# BENOV 3A [BNV3A]
# KUDAX 3A [KDX3A]
# MABAP 3A [MBP3A]
# OBOGA 3A [BGA3A]
# RWY 10 RNAV ARRIVALS
RNAV (GNSS)

**SPEED:** MAX 250 KT BELOW FL100




LOST COMMS

Follow authorized or planned STAR.
In case of radar guidance proceed to the initial STAR.
Observe published FL and speed requirements.
Proceed to IAF at last assigned and acknowledged level, if this level is available in the holding, otherwise at highest level in holding.
Stay in holding at this level until as follows:
- EAT
- arrival time in holding plus 10 minutes.
Then descend in holding to FL60, leave the IAF at this level to perform known or estimated approach procedure until landing.

| STAR | ROUTING |
|---|---|
| BENOV 3A | On 171^ track to LANBA, turn RIGHT, 205^ track to ODALO. |
| KUDAX 3A | On 275^ track to LANBA, turn LEFT, 205^ track to ODALO. |
| MABAP 3A | On 213^ track to LANBA, turn LEFT, 205^ track to ODALO. |
| OBOGA 3A | On 273^ track to LANBA, turn LEFT, 205^ track to ODALO. |

CHANGES: MSA.

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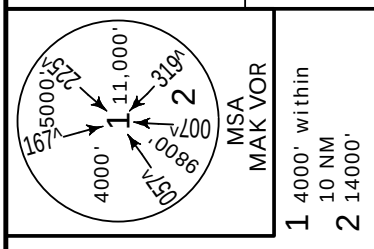
# GMMX/RAK MENARA INTL

JEPPESEN 12 JUL 13 (10-2E) .Eff.25.Jul.

# MARRAKECH, MOROCCO .RNAV.STAR.

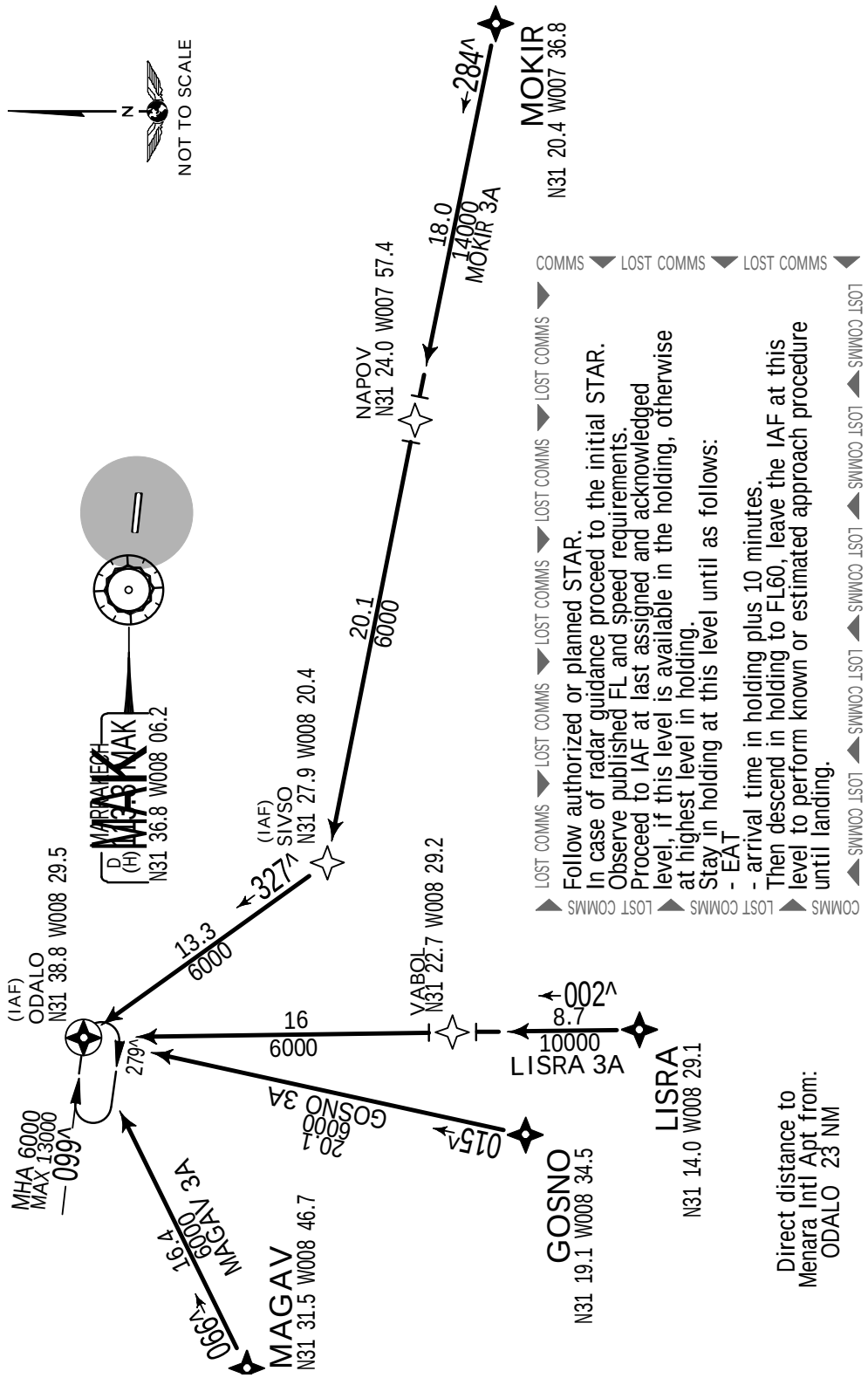
| *ATIS | Apt Elev | Alt Set: hPa<br>Trans level: By ATC Trans alt: 6000' |
|---|---|---|
| 121.95 | 1545' | |




## GOSNO 3A [GSN3A]
## LISRA 3A [LSR3A]
## MAGAV 3A [MGV3A]
## MOKIR 3A [MKR3A]
## RWY 10 RNAV ARRIVALS

RNAV (GNSS)

**SPEED:** MAX 250 KT BELOW FL100




| STAR | ROUTING |
|---|---|
| GOSNO 3A | On 015^ track to ODALO. |
| LISRA 3A | On 002^ track to ODALO. |
| MAGAV 3A | On 066^ track to ODALO. |
| MOKIR 3A | On 284^ track to SIVSO, turn RIGHT, 327^ track to ODALO. |

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GMMX/RAK
MENARA INTL

JEPPESEN 3 MAY 13 10-3

# MARRAKECH, MOROCCO
.SID.

| Apt Elev 1545' | Trans level: By ATC Trans alt: 6000' |
|---|---|

## LISRA 3D (LSR 3D), MABAP 3D (MBP 3D) MAGAV 3D (MGV 3D) RWY 10 DEPARTURES

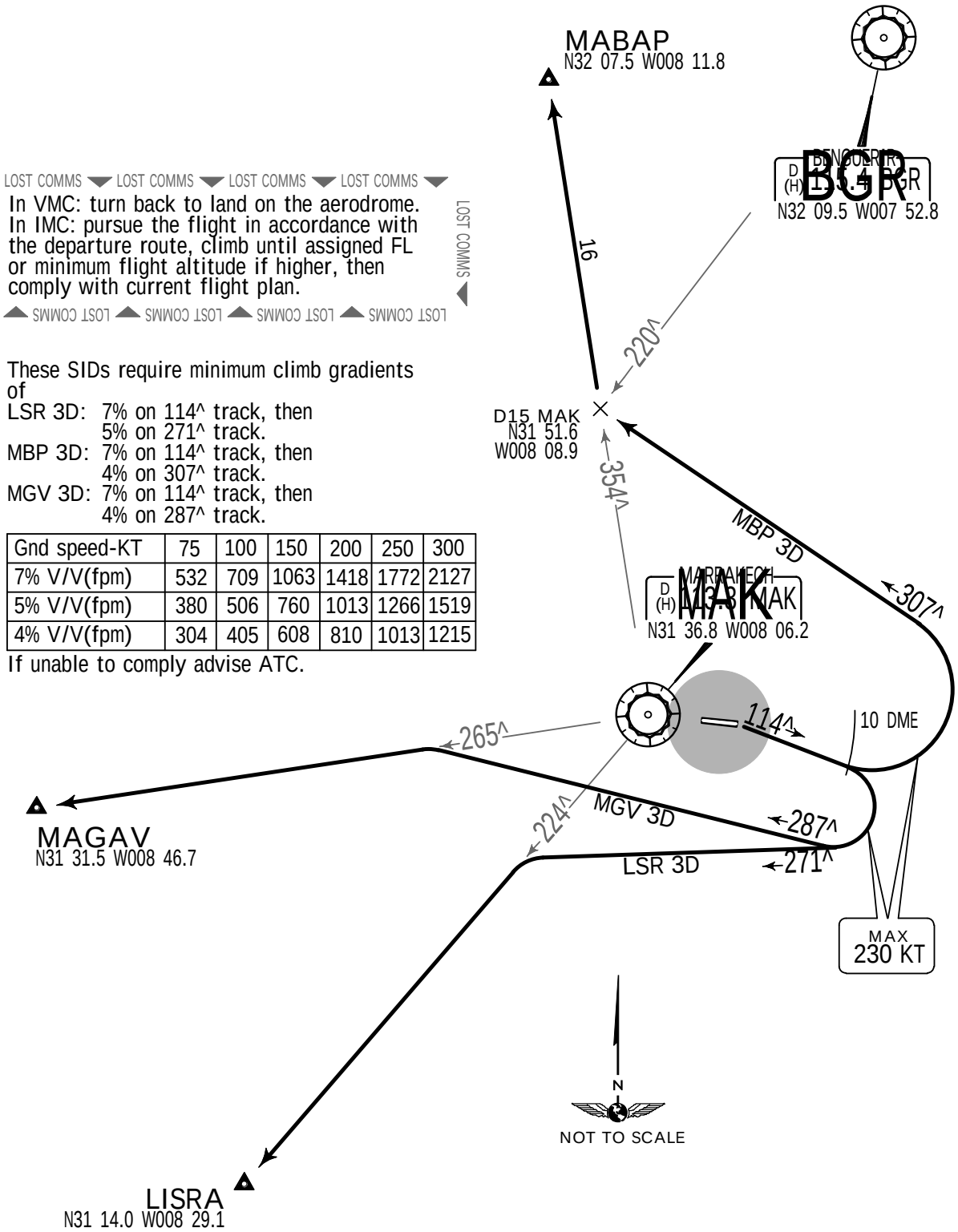
**SPEED:** MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
In VMC: turn back to land on the aerodrome.
In IMC: pursue the flight in accordance with the departure route, climb until assigned FL or minimum flight altitude if higher, then comply with current flight plan.
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

These SIDs require minimum climb gradients of
LSR 3D: 7% on 114^ track, then 5% on 271^ track.
MBP 3D: 7% on 114^ track, then 4% on 307^ track.
MGV 3D: 7% on 114^ track, then 4% on 287^ track.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7% V/V(fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |
| 5% V/V(fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 4% V/V(fpm) | 304 | 405 | 608 | 810 | 1013 | 1215 |

If unable to comply advise ATC.




| SID | ROUTING |
|---|---|
| LISRA 3D | Climb on 114^ track to MAK 10 DME, turn RIGHT, 271^ track, intercept MAK R-224 to LISRA and FPL route. |
| MABAP 3D | Climb on 114^ track to MAK 10 DME, turn LEFT, 307^ track, intercept MAK R-354 to MABAP and FPL route. |
| MAGAV 3D | Climb on 114^ track to MAK 10 DME, turn RIGHT, 287^ track, intercept MAK |

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GMMX/RAK
MENARA INTL

JEPPESEN 3 MAY 13 10-3A

MARRAKECH, MOROCCO
.SID.

| Apt Elev 1545' | Trans level: By ATC Trans alt: 6000' |
|---|---|

# LISRA 4D (LSR 4D), MABAP 4D (MBP 4D) MAGAV 4D (MGV 4D) RWY 28 DEPARTURES

**SPEED:** MAX 250 KT BELOW FL100

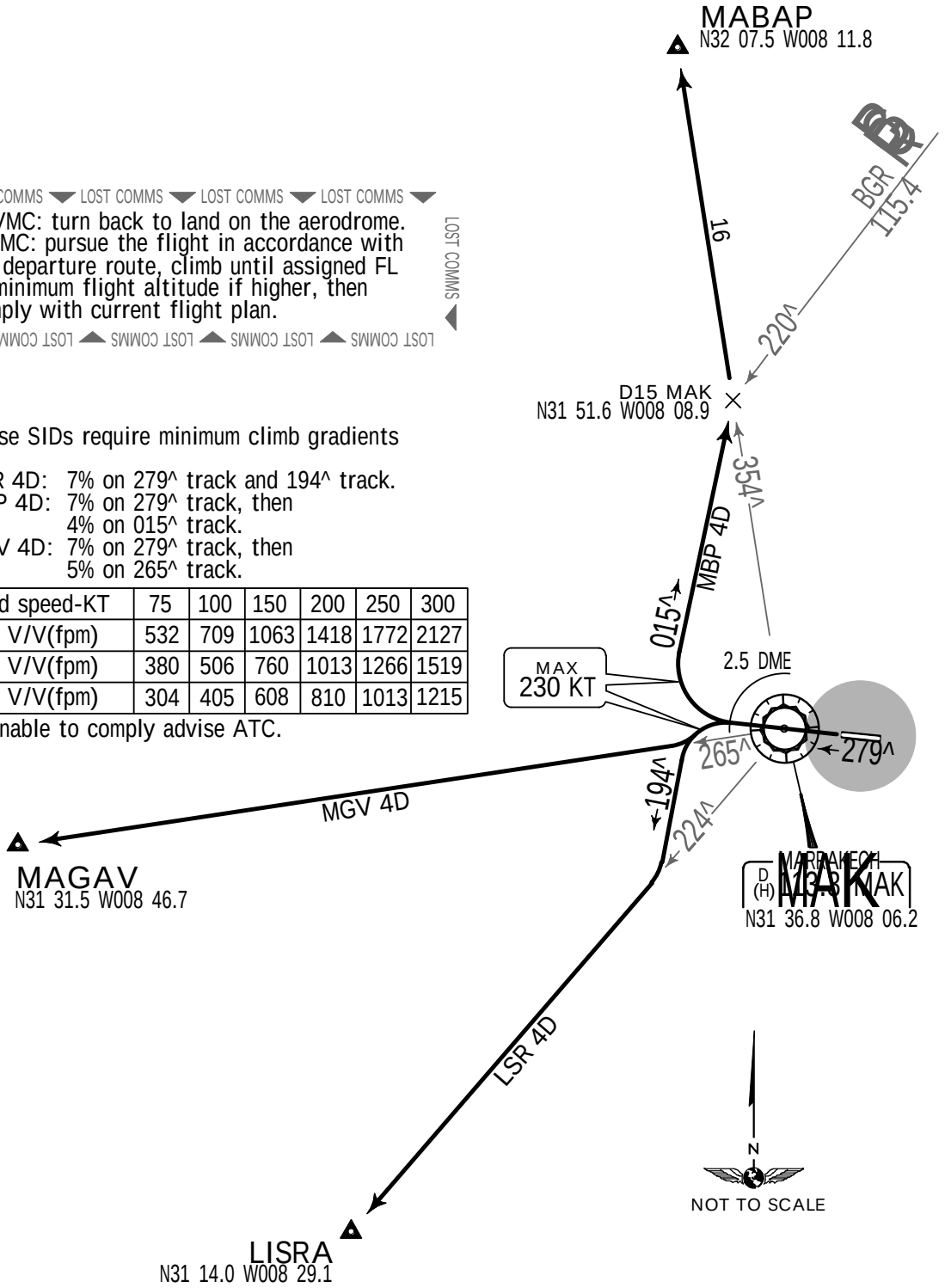
LOST COMMS LOST COMMS LOST COMMS LOST COMMS

In VMC: turn back to land on the aerodrome. In IMC: pursue the flight in accordance with the departure route, climb until assigned FL or minimum flight altitude if higher, then comply with current flight plan.

These SIDs require minimum climb gradients of
LSR 4D: 7% on 279^ track and 194^ track.
MBP 4D: 7% on 279^ track, then 4% on 015^ track.
MGV 4D: 7% on 279^ track, then 5% on 265^ track.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7% V/V(fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |
| 5% V/V(fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 4% V/V(fpm) | 304 | 405 | 608 | 810 | 1013 | 1215 |

If unable to comply advise ATC.




| SID | ROUTING |
|---|---|
| LISRA 4D | Climb on 279^ track to MAK 2.5 DME outbound, turn LEFT, 194^ track, intercept MAK R-224 to LISRA and FPL route. |
| MABAP 4D | Climb on 279^ track to MAK 2.5 DME outbound, turn RIGHT, 015^ track, intercept MAK R-354 to MABAP and FPL route. |
| MAGAV 4D | Climb on 279^ track to MAK 2.5 DME outbound, turn LEFT, intercept MAK R-265 |

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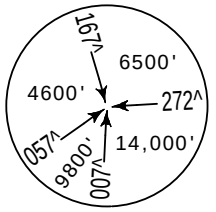
GMMX/RAK
MENARA INTL

JEPPESEN 8 APR 11 (10-3B)

# MARRAKECH, MOROCCO
.SID.

| Apt Elev | Trans level: By ATC Trans alt: 6000' |
|---|---|
| 1545' | |




## MOKIR 3D [MKR3D], OBOGA 3D [BGA3D]
## RWY 10 DEPARTURES

**SPEED:** MAX 250 KT BELOW FL100

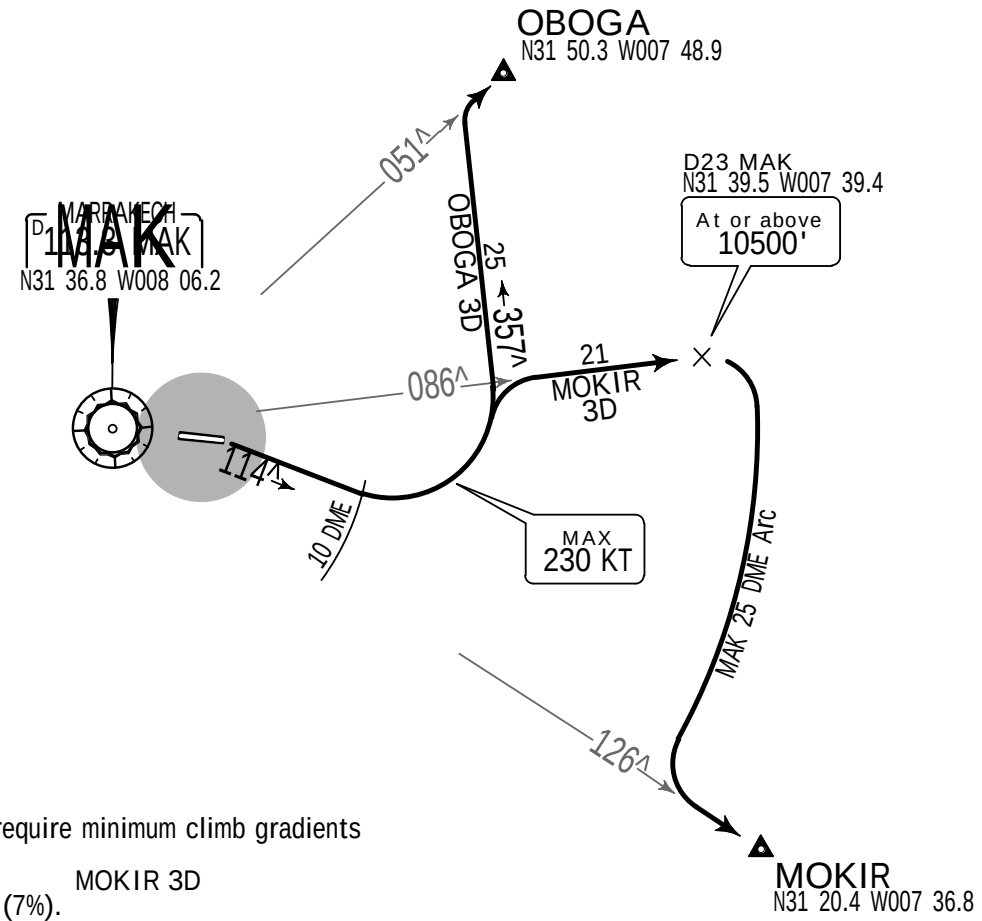
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

In VMC: turn back to land on the aerodrome. In IMC: pursue the flight in accordance with the departure route, climb until assigned FL or minimum flight altitude if higher, then comply with current flight plan.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

LOST COMMS ◀

N
NOT TO SCALE




These SIDs require minimum climb gradients of

MOKIR 3D
425' per NM (7%).

OBOGA 3D
425' per NM (7%) on 114^ track, then
304' per NM (5%) on 357^ track.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 425' per NM | 532 | 709 | 1063 | 1418 | 1772 | 2127 |
| 304' per NM | 380 | 506 | 760 | 1013 | 1266 | 1519 |

If unable to comply advise ATC.

| SID | ROUTING |
|---|---|
| MOKIR 3D | Climb on 114^ track to MAK 10 DME, turn LEFT, intercept MAK R-086 to D23 MAK, turn RIGHT, along MAK 25 DME arc, intercept MAK R-126 to MOKIR and FPL route. |
| OBOGA 3D | Climb on 114^ track to MAK 10 DME, turn LEFT, 357^ track, intercept MAK |

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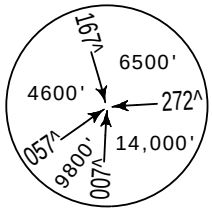
# GMMX/RAK MARRAKECH, MOROCCO

MENARA INTL

JEPPESEN 8 APR 11 10-3C

.SID.

| Apt Elev 1545' | Trans level: By ATC Trans alt: 6000' |
|---|---|

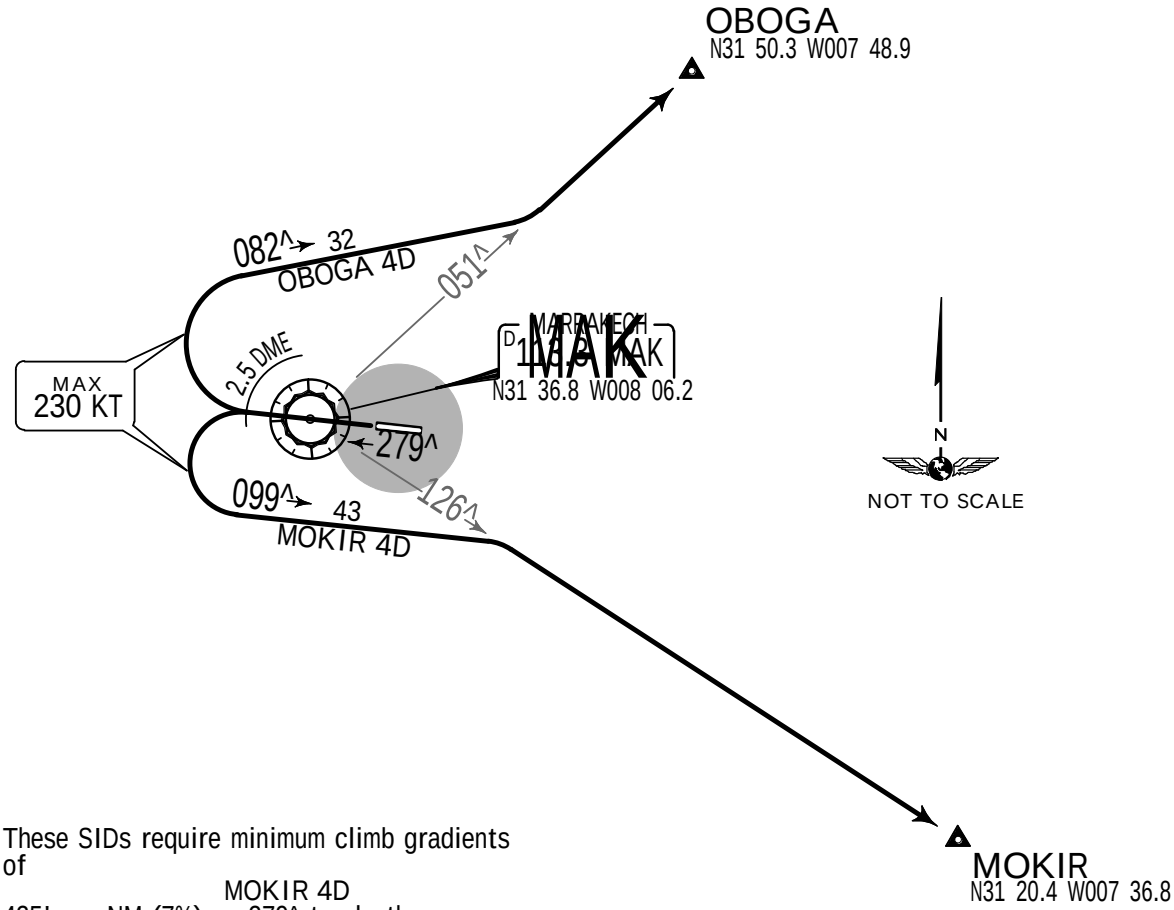



## MOKIR 4D [MKR4D], OBOGA 4D [BGA4D]
## RWY 28 DEPARTURES

**SPEED:** MAX 250 KT BELOW FL100

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

In VMC: turn back to land on the aerodrome. In IMC: pursue the flight in accordance with the departure route, climb until assigned FL or minimum flight altitude if higher, then comply with current flight plan.




These SIDs require minimum climb gradients of

MOKIR 4D
425' per NM (7%) on 279^ track, then
365' per NM (6%) on 099^ track.

OBOGA 4D
425' per NM (7%) on 279^ track, then
304' per NM (5%) on 082^ track.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 425' per NM | 532 | 709 | 1063 | 1418 | 1772 | 2127 |
| 365' per NM | 456 | 608 | 911 | 1215 | 1519 | 1823 |
| 304' per NM | 380 | 506 | 760 | 1013 | 1266 | 1519 |

If unable to comply advise ATC.

| SID | ROUTING |
|---|---|
| MOKIR 4D | Climb on 279^ track to MAK 2.5 DME outbound, turn LEFT, 099^ track, intercept MAK R-126 to MOKIR and FPL route. |
| OBOGA 4D | Climb on 279^ track to MAK 2.5 DME outbound, turn RIGHT, 082^ track, intercept |

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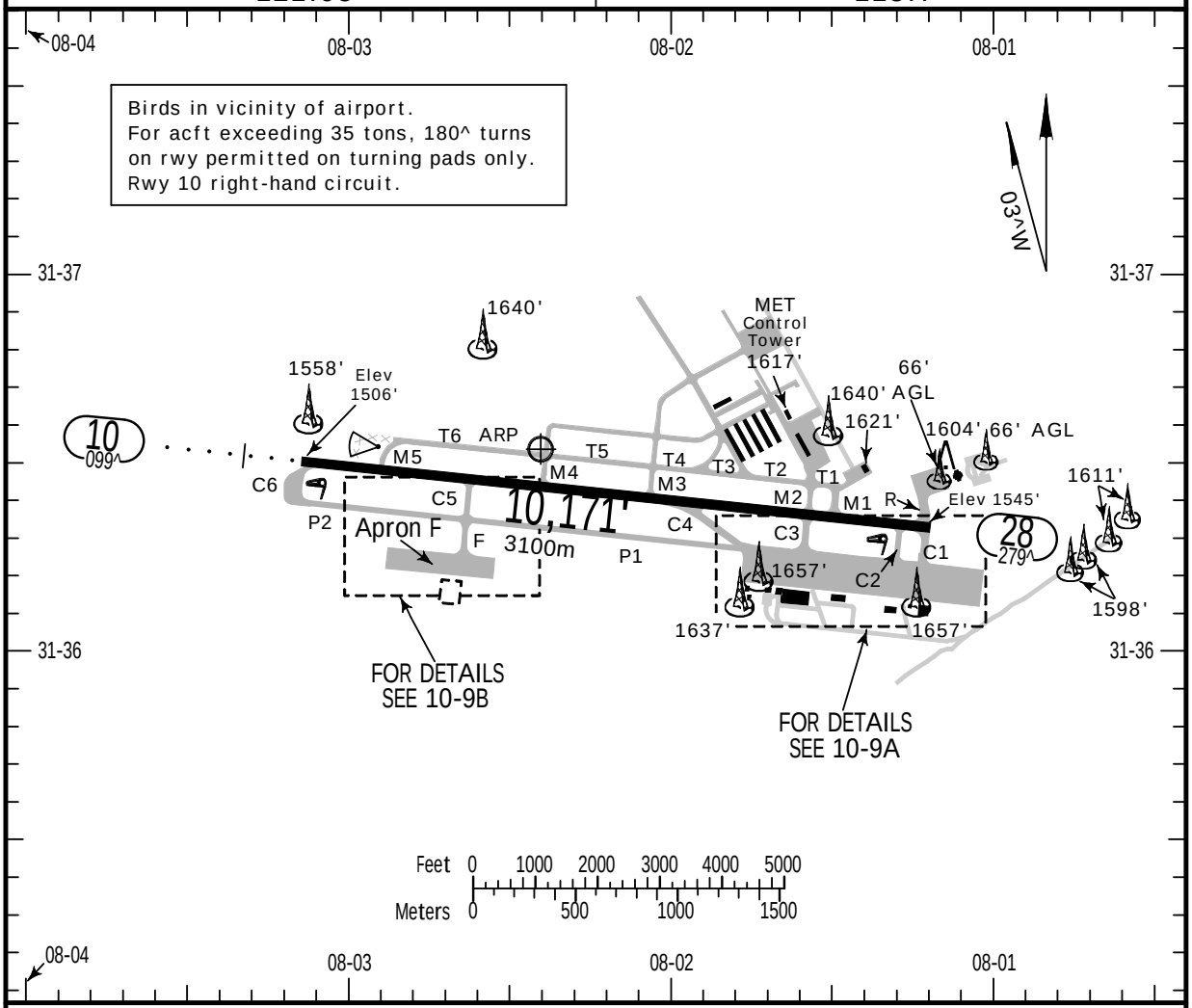
# GMMX/RAK MARRAKECH, MOROCCO

Apt Elev 1545'
N31 36.5 W008 02.5

JEPPESEN 20 DEC 13 (10-9)

MENARA INTL

| *ATIS | MARRAKECH Tower |
|---|---|
| 121.95 | 118.7 |




## ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS LANDING BEYOND Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|
| 10 | HIRL(60m) CL(15m) HIALS TDZ PAPI-L 1 RVR | | 9199' 2804m | | 148' 45m |
| 28 | HIRL(60m) CL(15m) PAPI-L (angle 2.5^) | | | | |
| | | | | | |
| | | | | | |

1 (angle 3.0^)

## TAKE-OFF

| | AIR CARRIER (JAA) All Rwys LVP must be in force RCLM (DAY only) or RL | RCLM (DAY only) or RL |
|---|---|---|
| A | 250m | 400m |
| B | | |
| C | | |
| D | 300m | |

## NOISE ABATEMENT PROCEDURES

TAKE-OFF RWY 10: As soon as practicable turn RIGHT to MAK VOR, then as directed.

TAKE-OFF RWY 28: Climb on rwy heading to MAK VOR, then as directed.

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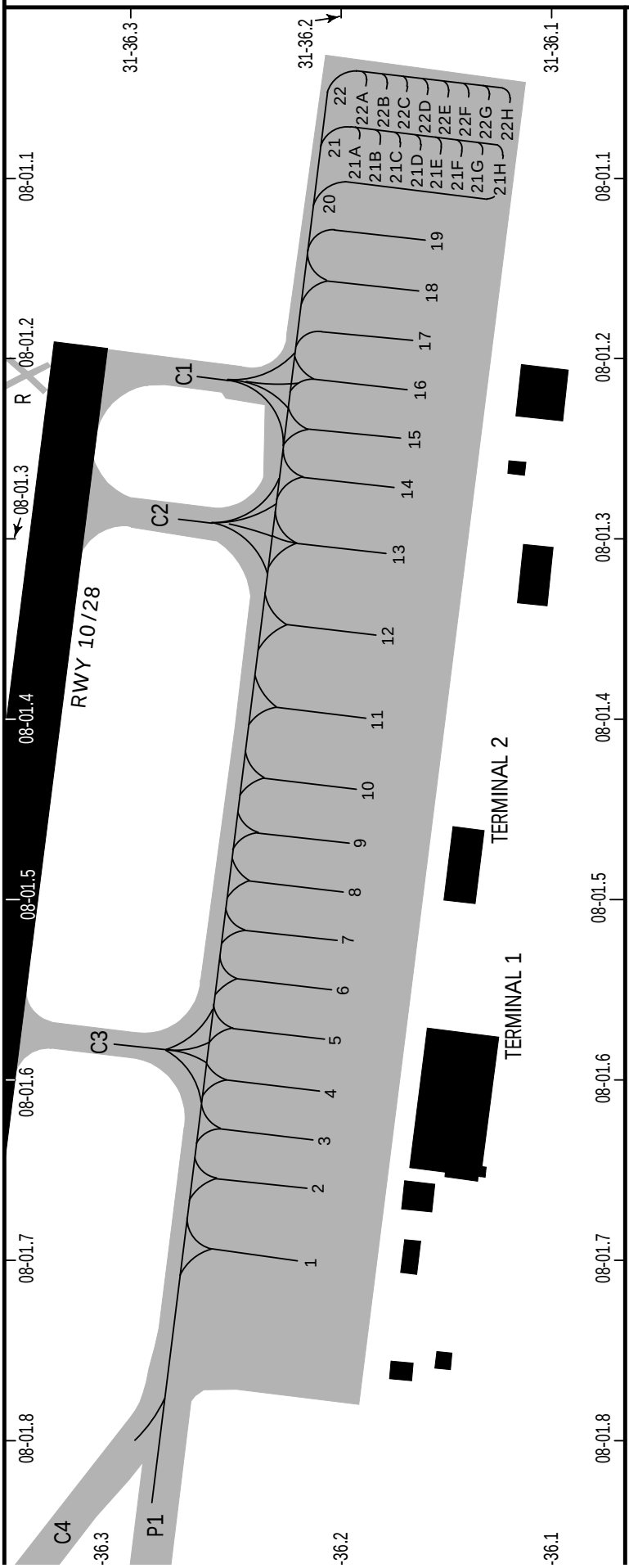


## INS COORDINATES

| STAND No. | COORDINATES | ELEV |
|---|---|---|
| 1 | N31 36.2 W008 01.7 | 1544 |
| 2 | N31 36.2 W008 01.7 | 1545 |
| 3 | N31 36.2 W008 01.6 | 1545 |
| 4 | N31 36.2 W008 01.6 | 1546 |
| 5, 6 | N31 36.2 W008 01.6 | 1547 |
| 7, 8 | N31 36.2 W008 01.5 | 1548 |
| 9 | N31 36.2 W008 01.5 | 1549 |
| 10, 11 | N31 36.2 W008 01.4 | 1550 |
| 12 | N31 36.2 W008 01.4 | 1551 |
| 13 | N31 36.2 W008 01.3 | 1552 |
| 14, 15 | N31 36.2 W008 01.3 | 1553 |
| 16 | N31 36.2 W008 01.2 | 1554 |
| 17, 18 | N31 36.1 W008 01.2 | 1555 |
| 19 | N31 36.1 W008 01.1 | 1556 |
| 20 | N31 36.2 W008 01.1 | 1556 |
| 21 | N31 36.2 W008 01.1 | 1557 |
| 21A | N31 36.2 W008 01.1 | 1558 |
| 22 | N31 36.2 W008 01.0 | 1558 |
| 21B, 21C | N31 36.2 W008 01.1 | 1555 |
| 21D, 21E | N31 36.2 W008 01.1 | 1556 |
| 21F, 21G, 21H | N31 36.1 W008 01.1 | 1557 |
| 22A | N31 36.2 W008 01.1 | 1555 |
| 22B, 22C | N31 36.2 W008 01.1 | 1556 |
| 22D | N31 36.2 W008 01.1 | 1557 |
| 22E | N31 36.2 W008 01.1 | 1558 |
| 22F, 22G | N31 36.1 W008 01.1 | 1558 |
| 22H | N31 36.1 W008 01.1 | 1559 |


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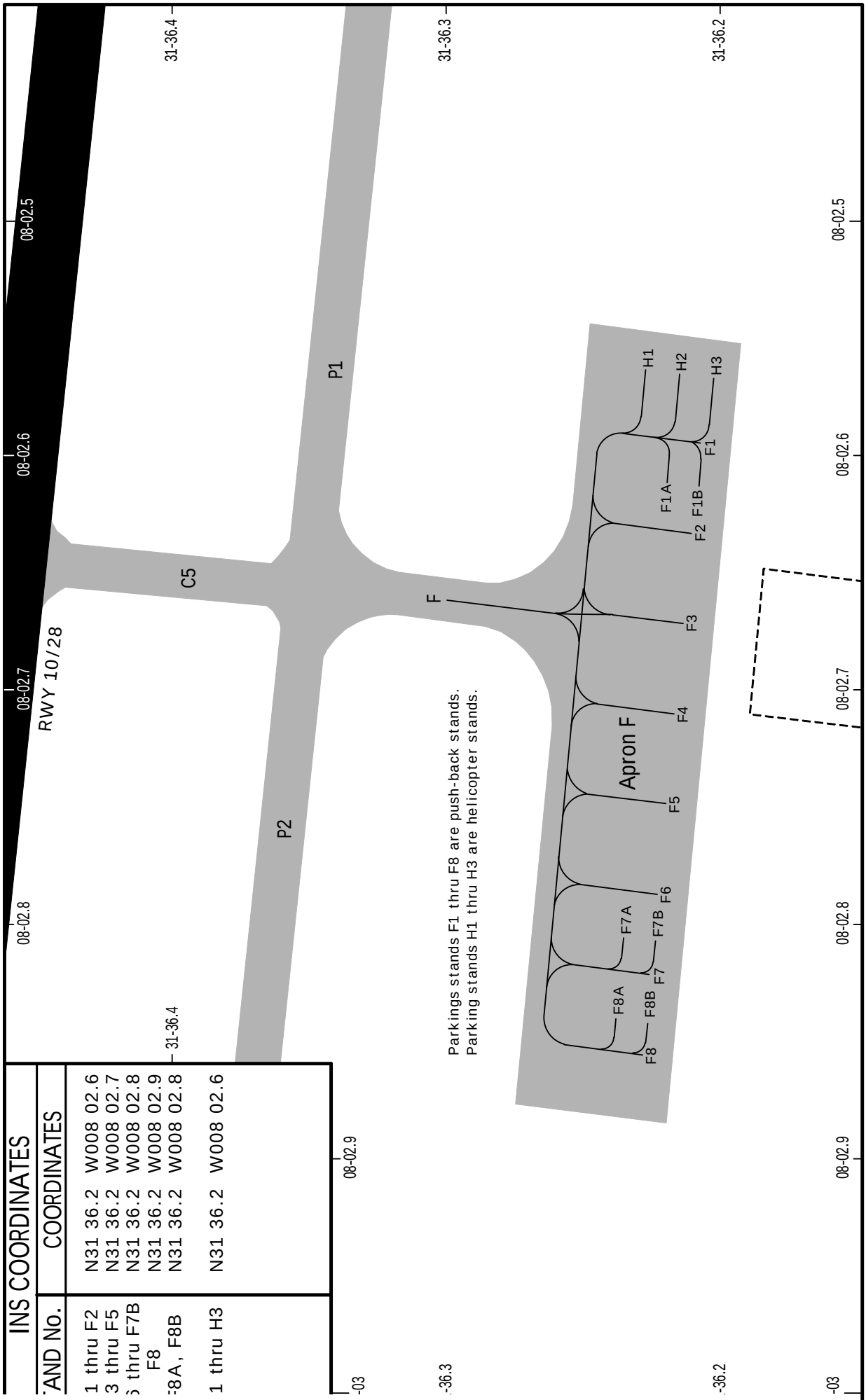


| INS COORDINATES | |
|---|---|
| AND No. | COORDINATES |
| 1 thru F2 | N31 36.2 W008 02.6 |
| 3 thru F5 | N31 36.2 W008 02.7 |
| 5 thru F7B | N31 36.2 W008 02.8 |
| F8 | N31 36.2 W008 02.9 |
| F8A, F8B | N31 36.2 W008 02.8 |
| 1 thru H3 | N31 36.2 W008 02.6 |


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| STRAIGHT-IN RWY | | A | B | C | D |
|---|---|---|---|---|---|
| 10 | ILS | 1810'(304') R1000m | 1820'(314') R1000m | 1830'(324') R1100m | 1840'(334') R1100m |
| | ALS out | R1400m | R1400m | R1500m | R1500m |
| | LOC 1 | 1890'(384') R1400m | 1890'(384') R1400m | 1890'(384') R1400m | 1890'(384') R1400m |
| | ALS out | R1500m | R1500m | R1800m | R1800m |
| | RNAV 1 | 1890'(384') R1400m | 1890'(384') R1400m | 1890'(384') R1400m | 1890'(384') R1400m |
| | ALS out | R1500m | R1500m | R1800m | R1800m |
| | VOR DME 1 | 1890'(384') R1400m | 1890'(384') R1400m | 1890'(384') R1400m | 1890'(384') R1400m |
| | ALS out | R1500m | R1500m | R1800m | R1800m |
| | VOR 1 | 1940'(434') R1600m | 1940'(434') R1600m | 1940'(434') R1600m | 1940'(434') R1600m |
| | ALS out | R2000m | R2000m | R2000m | R2000m |
| 28 | VOR 1 | 1990'(445') R1500m | 1990'(445') R1500m | 1990'(445') C2100m | 1990'(445') C2100m |

1 Continuous Descent Final Approach.

| CIRCLE-TO-LAND | 100 KT | 135 KT | 180 KT | 205 KT |
|---|---|---|---|---|
| with prescribed flight tracks to Rwy 28 | 2120'(575') V1500m 2 | 2120'(575') V1600m 2 | 2420'(875') V2400m | 2420'(875') V3600m |

2 or higher minimums of preceding straight-in approach

TAKE-OFF RWY 10, 28

| | Approved Operators HIRL, CL & mult. RVR req | LVP must be in Force RL, CL & mult. RVR req | RL & CL | RCLM (DAY only) or RL | RCLM (DAY only) or RL | NIL (DAY only) |
|---|---|---|---|---|---|---|
| A, B, C | 125m | 150m | 200m | 250m | 400m | 500m |
| D | 150m | 200m | 250m | 300m | | |

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# GMMX/RAK MARRAKECH, MOROCCO
MENARA INTL

JEPPESEN 1 APR 11 (11-1) .Eff.7.Apr. 1 ILS or LOC Rwy 10

BRIEFING STRIP ™

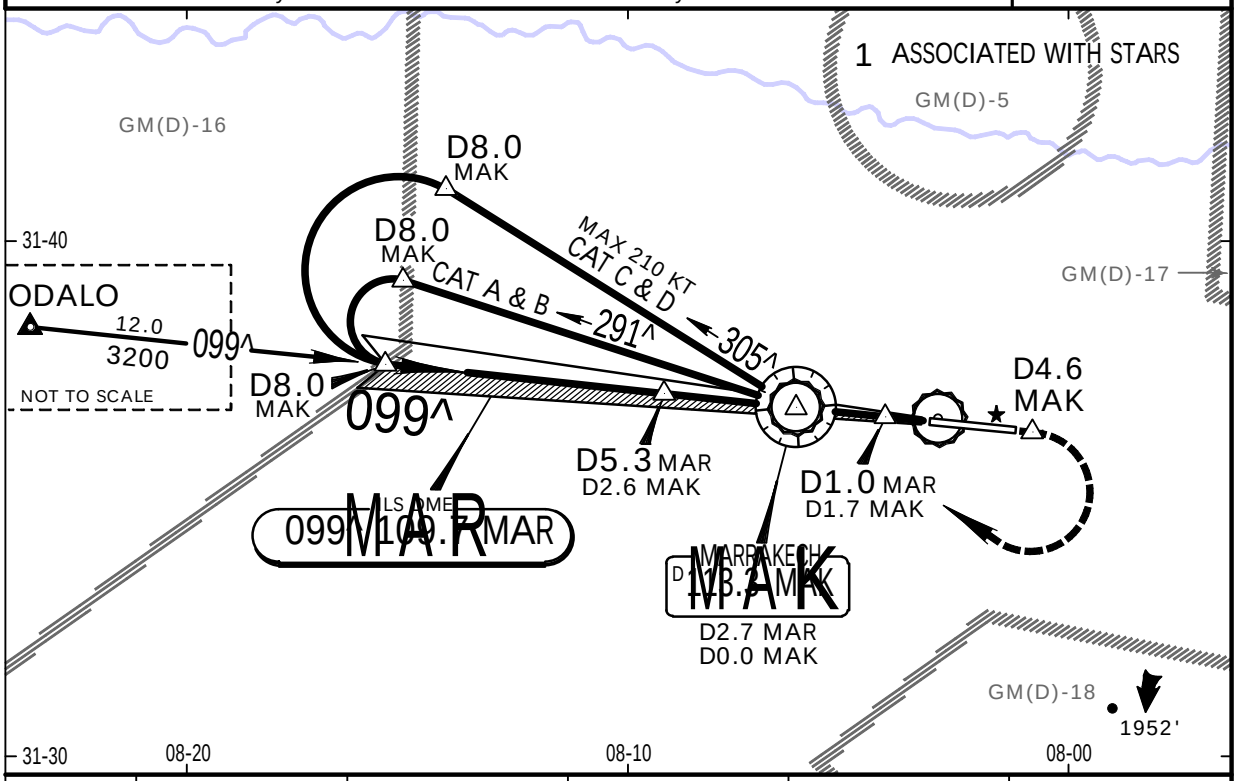
| * ATIS | MARRAKECH Approach | MARRAKECH Tower |
|---|---|---|
| 121.95 | 119.7 | 118.7 |

| LOC MAR | Final Apch Crs | GS VOR | ILS DA(H) | Apt Elev 1545' |
|---|---|---|---|---|
| 109.7 | 099^ | 2390' (884') | Refer to Minimums | RWY 1506' |

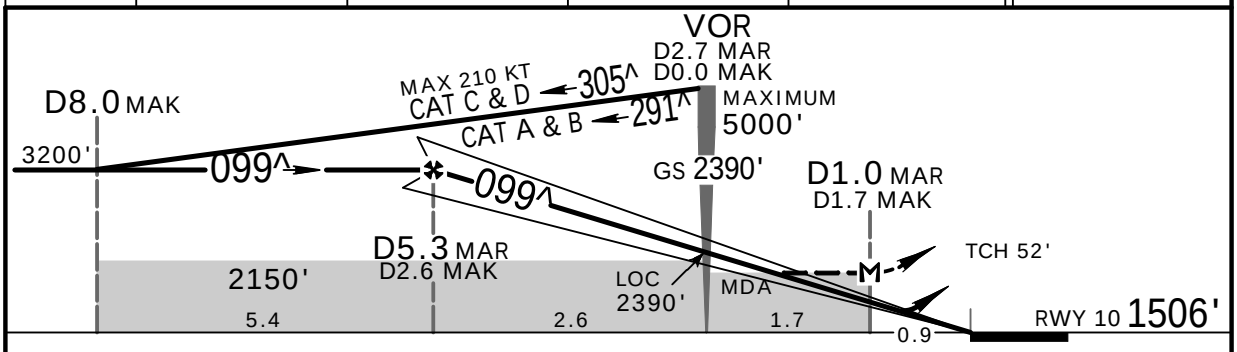
MISSED APCH: Climb STRAIGHT AHEAD to 2000', but not later than D4.6 MAK, then turn RIGHT (MAX 185 KT) to VOR at 3200' and as directed. Do not turn before MAP.

Alt Set: hPa  Rwy Elev: 54 hPa  Trans level: By ATC  Trans alt: 6000'

MSA MAK VOR: 167^ 6500'; 272^ 4600'; 057^ 9800'; 007^ 14,000'




| LOC (GS out) | | | | | |
|---|---|---|---|---|---|
| | MAR DME | 4.0 | 3.0 | 2.0 | 1.0 |
| | ALTITUDE | 2780' | 2460' | 2150' | 1830' |
| | MAK DME | D2.0 BEFORE MAK | D1.0 BEFORE MAK | D0.0 | D1.0 AFTER MAK |
| | ALTITUDE | 3030' | 2710' | 2390' | 2070' |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS or LOC Descent angle 3.00^ | 377 | 484 | 538 | 646 | 753 | 861 |
| MAP at D1.0 MAR/D1.7 MAK | | | | | | |

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 10

ILS
DA(H) A: 1810' (304') B: 1820' (314') C: 1830' (324') D: 1840' (334')

LOC (GS out)
MDA(H) 1890' (384')

| | ILS FULL | ILS ALS out | LOC (GS out) | LOC ALS out |
|---|---|---|---|---|
| A | 1200m | 1500m | 1200m | RVR 1500m VIS 1600m |
| B | | | | |
| C | | 1600m | | |

NS OPS 3

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# GMMX/RAK MENARA INTL

JEPPESEN 1 APR 11 Eff.7.Apr. (11-2)

# MARRAKECH, MOROCCO RACETRACK ILS or LOC Rwy 10

BRIEFING STRIP ™

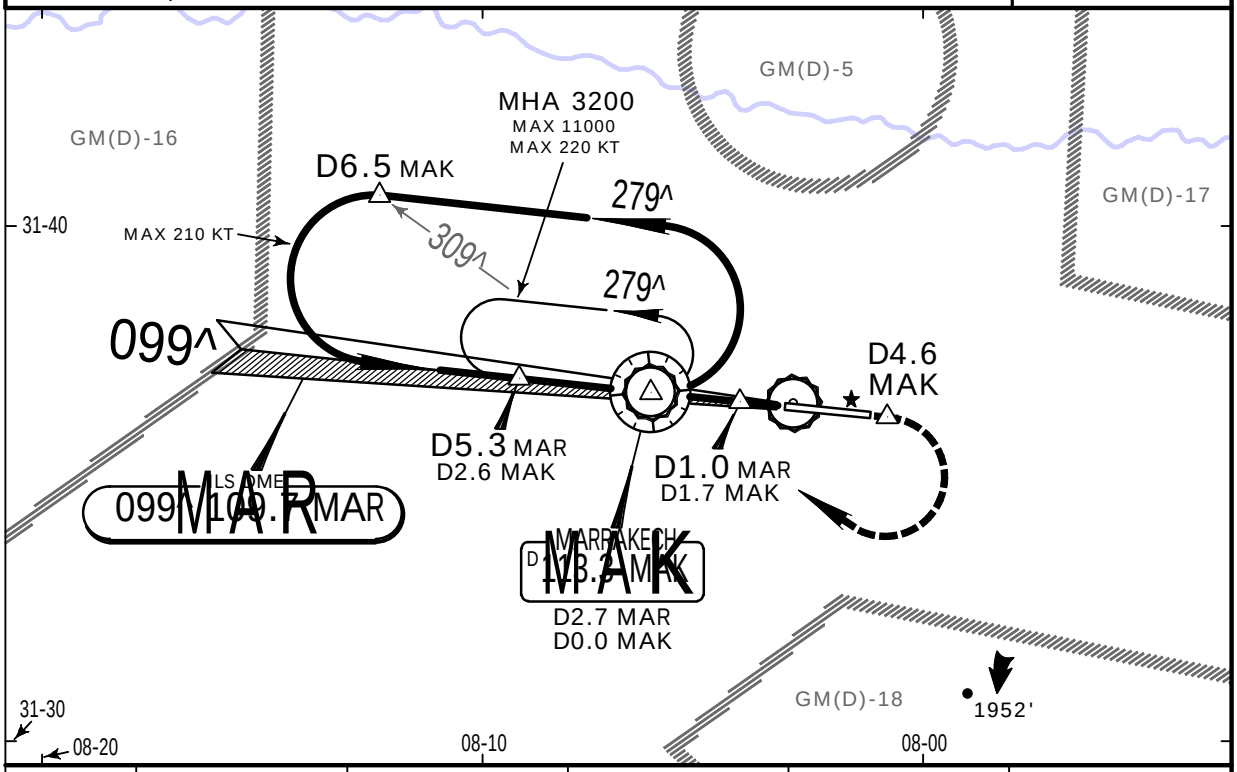
| * ATIS | MARRAKECH Approach | MARRAKECH Tower |
|---|---|---|
| 121.95 | 119.7 | 118.7 |

| LOC MAR | Final Apch Crs | GS VOR | ILS DA(H) | Apt Elev 1545' |
|---|---|---|---|---|
| 109.7 | 099^ | 2390' (884') | Refer to Minimums | RWY 1506' |

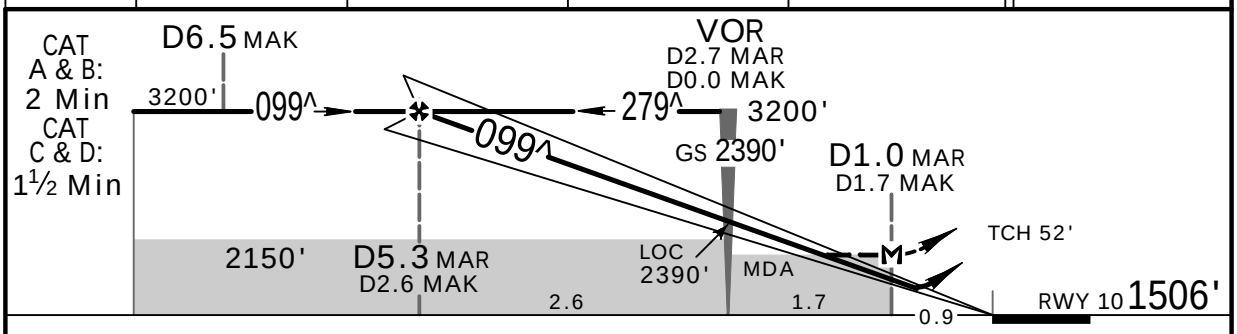
MISSED APCH: Climb STRAIGHT AHEAD to 2000', but not later than D4.6 MAK, then turn RIGHT (MAX 185 KT) to VOR at 3200' and as directed. Do not turn before MAP.

Alt Set: hPa  Rwy Elev: 54 hPa  Trans level: By ATC  Trans alt: 6000'
MAK DME required.

MSA MAK VOR: 167^ 6500'; 272^ 14,000'; 007^ 9800'; 057^ 4600'




| LOC (GS out) | | | | | |
|---|---|---|---|---|---|
| | MAR DME | 4.0 | 3.0 | 2.0 | 1.0 |
| | ALTITUDE | 2780' | 2460' | 2150' | 1830' |
| | MAK DME | D2.0 BEFORE MAK | D1.0 BEFORE MAK | D0.0 | D1.0 AFTER MAK |
| | ALTITUDE | 3030' | 2710' | 2390' | 2070' |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS or LOC Descent angle 3.00^ | 377 | 484 | 538 | 646 | 753 | 861 |
| MAP at D1.0 MAR/D1.7 MAK | | | | | | |

HIALS PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 10

| | ILS | | LOC (GS out) | |
|---|---|---|---|---|
| DA(H) | A: 1810' (304') | C: 1830' (324') | MDA(H) 1890' (384') | |
| | B: 1820' (314') | D: 1840' (334') | | |
| | FULL | ALS out | | ALS out |
| A | 1200m | 1500m | 1200m | RVR 1500m VIS 1600m |
| B | | | | |
| C | | 1600m | | |

OPS 3

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CHANGES: MSA. Trans alt. Max holding altitude. Minimums.

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# GMMX/RAK
MENARA INTL

JEPPESEN 11 OCT 13 (12-1) .Eff.17.Oct.

# MARRAKECH, MOROCCO
## RNAV (GNSS) Rwy 10

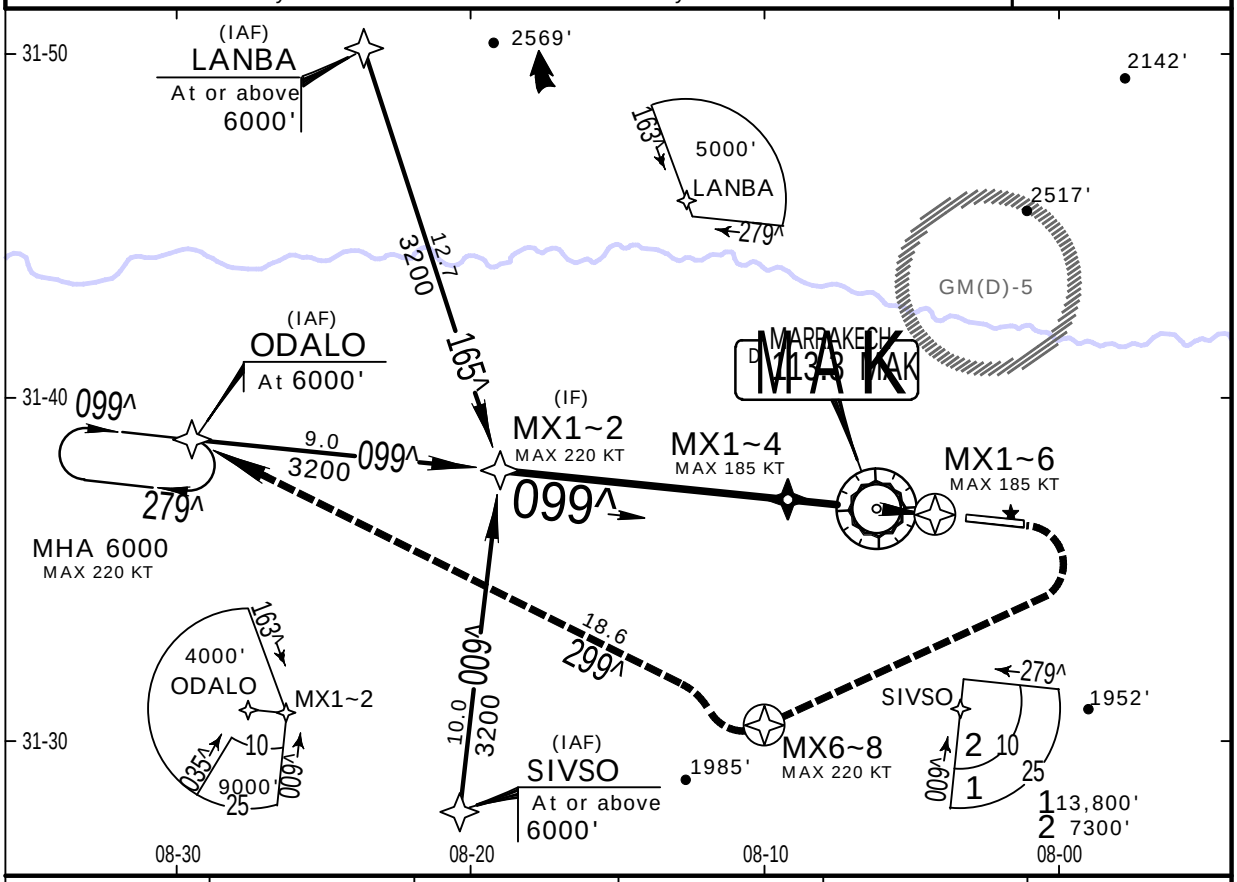
BRIEFING STRIP ™

| * ATIS | MARRAKECH Approach | MARRAKECH Tower |
|---|---|---|
| 121.95 | 119.7 | 118.7 |

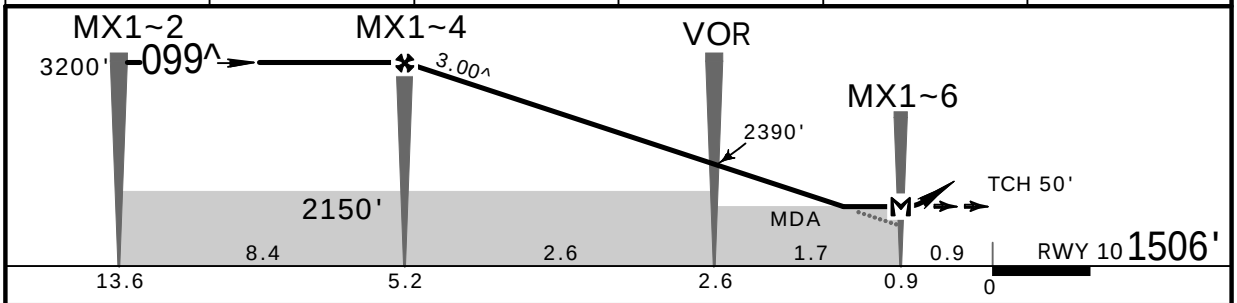
| RNAV | Final Apch Crs | Procedure Alt MX1~4 | LNAV MDA(H) | Apt Elev 1545' | TAA 25 NM IAF/IF |
|---|---|---|---|---|---|
| | 099^ | 3200' (1694') | 1890' (384') | RWY 1506' | |

MISSED APCH: Climb STRAIGHT AHEAD to 2000', then turn RIGHT (MAX 185 KT) to MX6~8 and climb to 4500'. At MX6~8 turn RIGHT and continue to holding at ODALO, or as directed.

Alt Set: hPa | Rwy Elev: 54 hPa | Trans level: By ATC | Trans alt: 6000'




| DIST to RWY10 | 5.0 | 4.0 | 3.0 | 2.0 | 1.0 |
|---|---|---|---|---|---|
| ALTITUDE | 3150' | 2830' | 2510' | 2200' | 1880' |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 3.00^ | 372 | 478 | 531 | 637 | 743 | 849 |
| | | | | | | |
| MAP at MX1~6 | | | | | | |

HIALS
PAPI

2000' | 185 KT MAX | MX6~8 RT

STRAIGHT-IN LANDING RWY 10
LNAV
MDA(H) 1890' (384')

ALS out

| | | |
|---|---|---|
| A | 1200m | RVR 1500m<br>VIS 1600m |
| B | | |
| C | | |
| D | 2000m | |

NS OPS

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# GMMX/RAK
MENARA INTL

JEPPESEN 1 APR 11 Eff.7.Apr. (13-1)

# MARRAKECH, MOROCCO
## 1 VOR DME or VOR Rwy 10

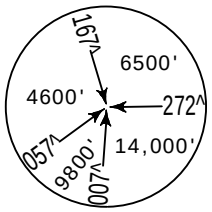
BRIEFING STRIP ™

| * ATIS | MARRAKECH Approach | MARRAKECH Tower |
|---|---|---|
| 121.95 | 119.7 | 118.7 |

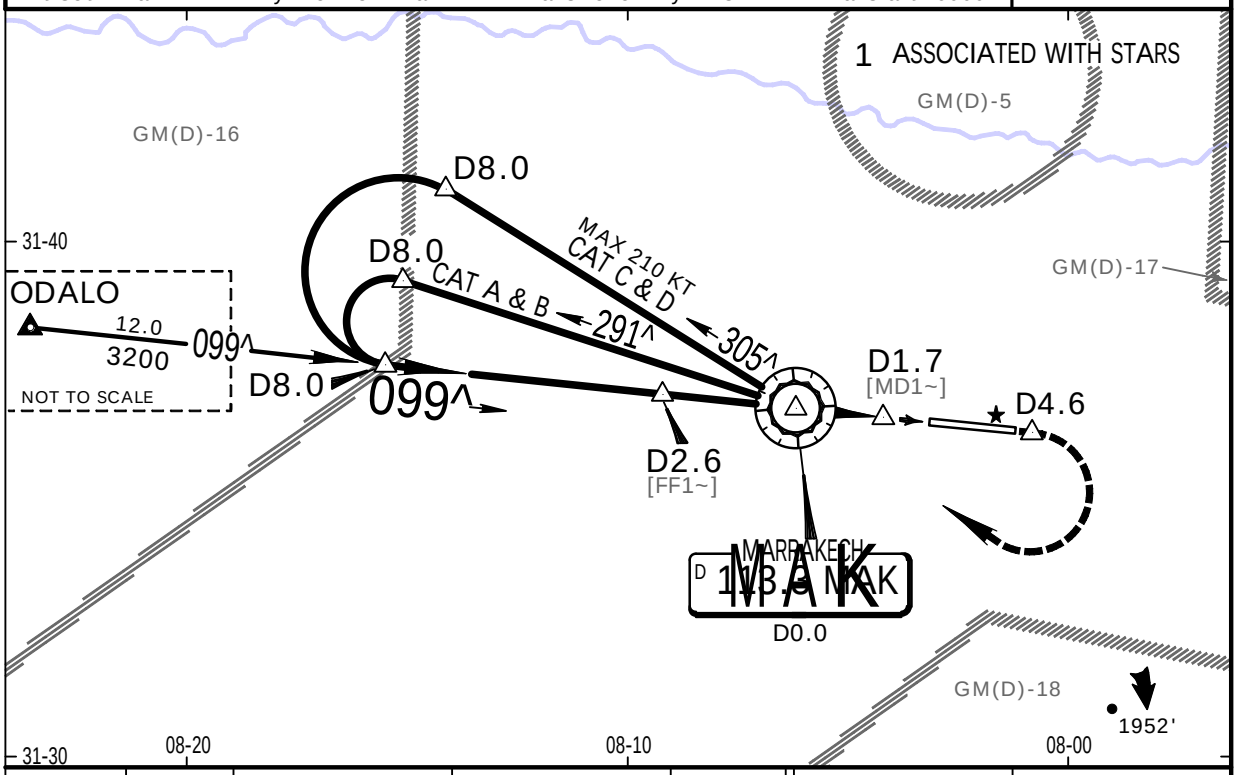
| VOR MAK 113.3 | Final Apch Crs 099^ | VOR DME Procedure Alt D2.6 3200' (1694') | VOR DME MDA(H) 1890' (384') | Apt Elev 1545' RWY 1506' |
|---|---|---|---|---|
| | | VOR Procedure Alt VOR 2390' (884') | VOR MDA(H) 1940' (434') | |

MISSED APCH: Climb STRAIGHT AHEAD to 2000', but not later than D4.6, then turn RIGHT (MAX 185 KT) to VOR at 3200' and as directed. Do not turn before MAP.

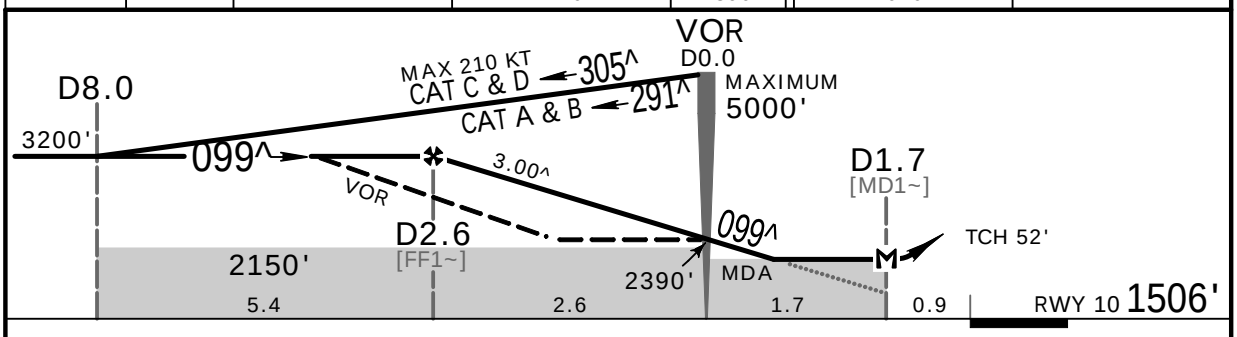
Alt Set: hPa  Rwy Elev: 54 hPa  Trans level: By ATC  Trans alt: 6000'



MSA
MAK VOR




| VOR DME | MAK DME | D2.0 BEFORE MAK | D1.0 BEFORE MAK | D0.0 | D1.0 AFTER MAK | D1.5 AFTER MAK |
|---|---|---|---|---|---|---|
| | ALTITUDE | 3030' | 2710' | 2390' | 2070' | 1910' |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle 3.00^ | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D1.7 | | | | | | |

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 10

| | VOR DME MDA(H) 1890' (384') | | VOR MDA(H) 1940' (434') | |
|---|---|---|---|---|
| | | ALS out | | ALS out |
| A | 1200m | RVR 1500m VIS 1600m | 1200m | RVR 1500m VIS 1600m |
| B | | | | |
| C | | | 2000m | |

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# GMMX/RAK
MENARA INTL

JEPPESEN 1 APR 11 Eff.7.Apr. (13-2)

# MARRAKECH, MOROCCO
## 1 VOR DME or VOR Rwy 10

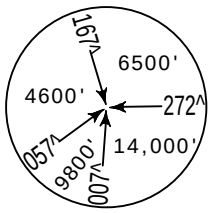
BRIEFING STRIP ™

| * ATIS | MARRAKECH Approach | MARRAKECH Tower |
|---|---|---|
| 121.95 | 119.7 | 118.7 |

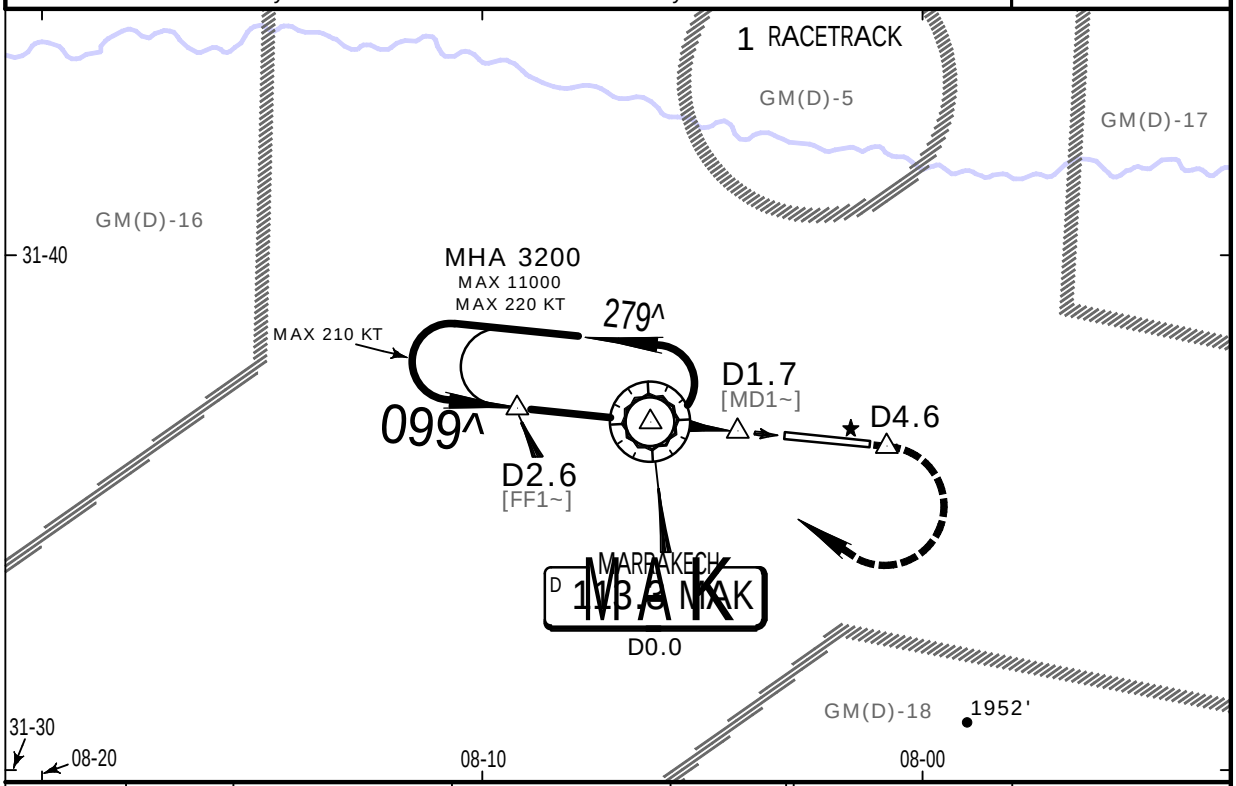
| VOR MAK 113.3 | Final Apch Crs 099^ | VOR DME Procedure Alt D2.6 3200' (1694') | VOR DME MDA(H) 1890' (384') | Apt Elev 1545' RWY 1506' |
|---|---|---|---|---|
| | | VOR Procedure Alt VOR 2390' (884') | VOR MDA(H) 1940' (434') | |

MISSED APCH: Climb STRAIGHT AHEAD to 2000', but not later than D4.6, then turn RIGHT (MAX 185 KT) to VOR at 3200' and as directed. Do not turn before MAP.

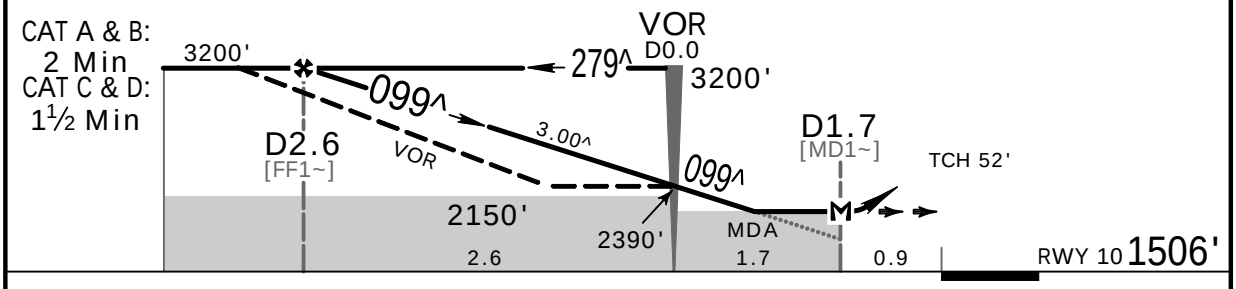
Alt Set: hPa  Rwy Elev: 54 hPa  Trans level: By ATC  Trans alt: 6000'




MSA
MAK VOR




| VOR DME | MAK DME | D2.0 BEFORE MAK | D1.0 BEFORE MAK | D0.0 | D1.0 AFTER MAK | D1.5 AFTER MAK |
|---|---|---|---|---|---|---|
| | ALTITUDE | 3030' | 2710' | 2390' | 2070' | 1910' |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle 3.00^ | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D1.7 | | | | | | |

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 10

| | VOR DME MDA(H) 1890' (384') | | VOR MDA(H) 1940' (434') | |
|---|---|---|---|---|
| | | ALS out | | ALS out |
| A | 1200m | RVR 1500m VIS 1600m | 1200m | RVR 1500m VIS 1600m |
| B | | | | |
| C | | | 2000m | |

NS OPS 3

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CHANGES: MSA. Trans alt. Max holding alt.

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# GMMX/RAK
MENARA INTL

JEPPESEN 8 AUG 14 (13-3) .Eff.21.Aug.

# MARRAKECH, MOROCCO
## VOR Z Rwy 28

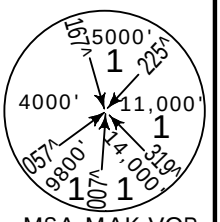
BRIEFING STRIP ™

| * ATIS | MARRAKECH Approach | MARRAKECH Tower |
|---|---|---|
| 121.95 | 119.7 | 118.7 |

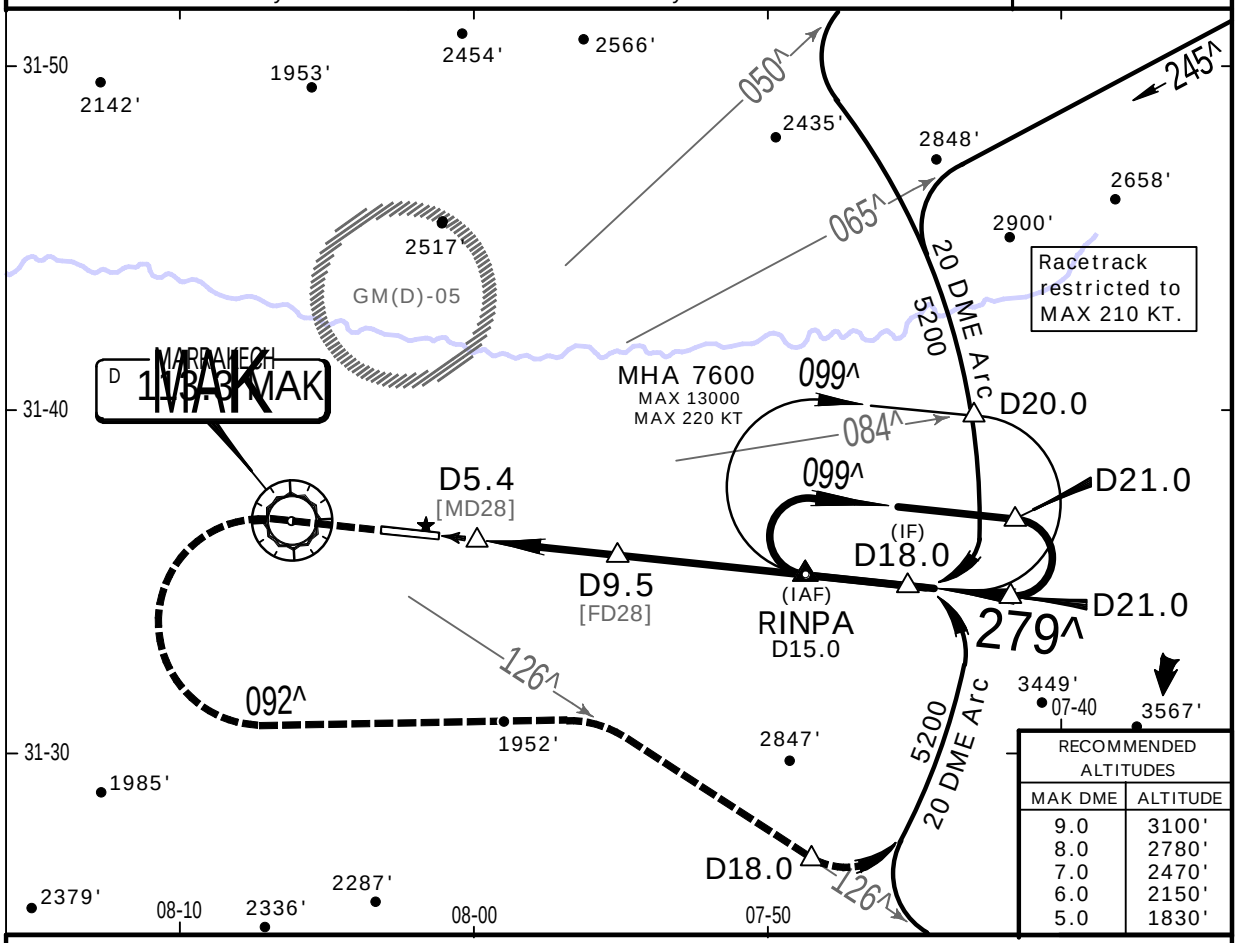
| VOR MAK | Final Apch Crs | Procedure Alt D9.5 | MDA(H) | Apt Elev 1545' |
|---|---|---|---|---|
| 113.3 | 279^ | 3200' (1655') | 1990' (445') | RWY 1545' |

**MISSED APCH:** Climb STRAIGHT AHEAD to 3200', then turn LEFT (MAX 210 KT) onto 092^ to intercept and follow R-126 MAK climbing to 7600'. At D18.0 MAK turn LEFT onto 20 DME Arc MAK to RINPA and hold or as directed.

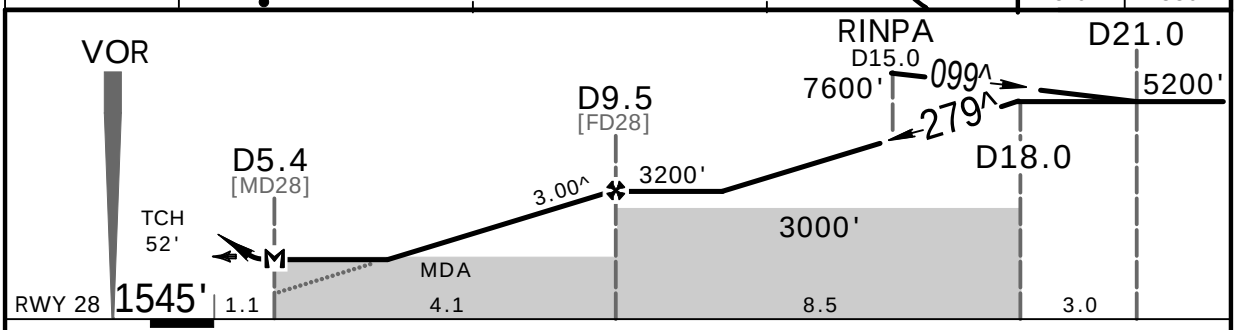
Alt Set: hPa | Rwy Elev: 55 hPa | Trans level: By ATC | Trans alt: 6000'




MSA MAK VOR
1 4000' within 10 NM.




| RECOMMENDED ALTITUDES | |
|---|---|
| MAK DME | ALTITUDE |
| 9.0 | 3100' |
| 8.0 | 2780' |
| 7.0 | 2470' |
| 6.0 | 2150' |
| 5.0 | 1830' |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle 3.00^ | 372 | 478 | 531 | 637 | 743 | 749 |
| | | | | | | |
| MAP at D5.4 | | | | | | |

PAPI-L

3200'

STRAIGHT-IN LANDING RWY 28

MDA(H) 1990' (445')

| | |
|---|---|
| A | 1600m |
| B | |
| C | 2000m |

NS OPS

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# GMMX/RAK MENARA INTL

JEPPESEN 8 AUG 14 (13-4) .Eff.21.Aug.

# MARRAKECH, MOROCCO VOR Y Rwy 28

BRIEFING STRIP ™

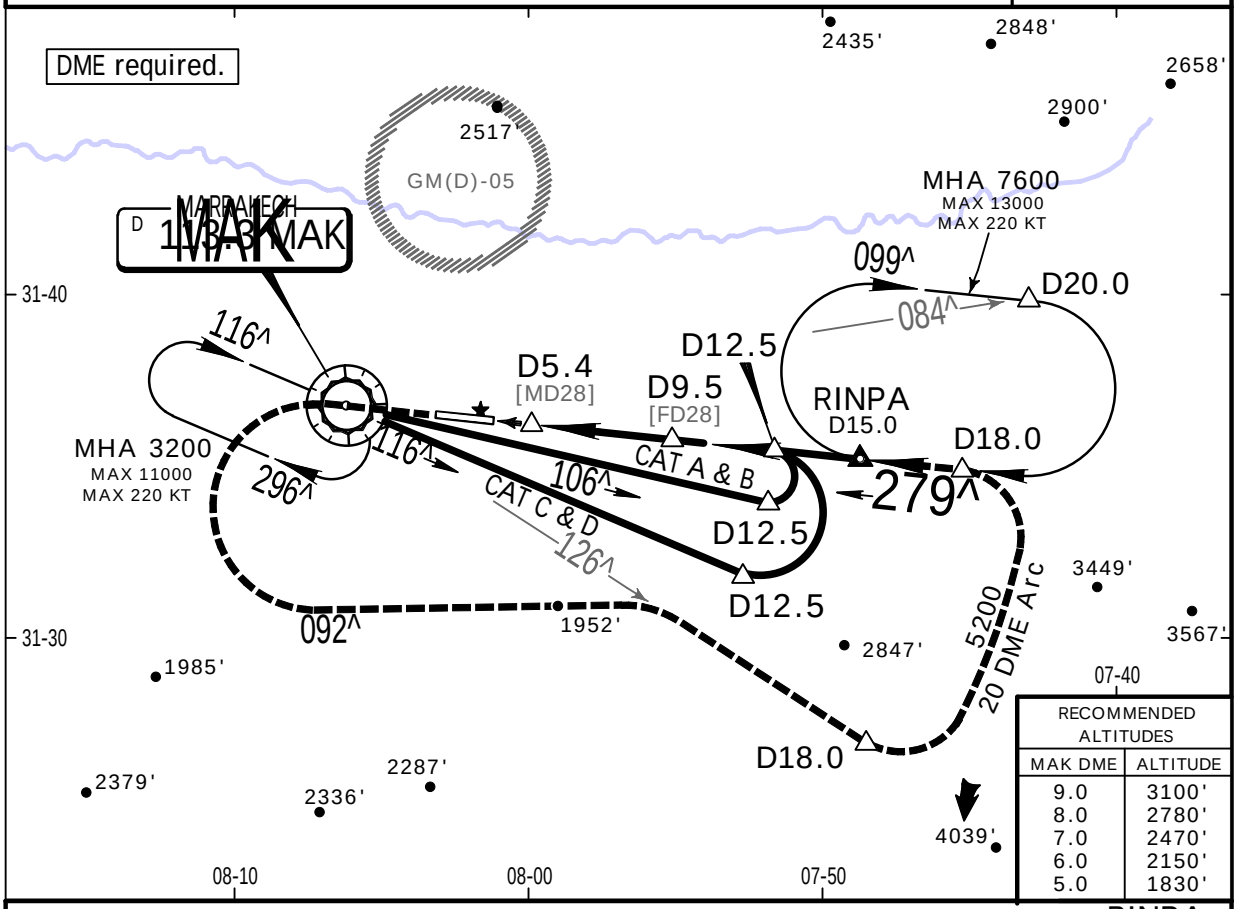
| *ATIS | MARRAKECH Approach | MARRAKECH Tower |
|---|---|---|
| 121.95 | 119.7 | 118.7 |

| VOR MAK | Final Apch Crs | Procedure Alt D9.5 | MDA(H) | Apt Elev 1545' |
|---|---|---|---|---|
| 113.3 | 279^ | 3200' (1655') | 1990' (445') | RWY 1545' |

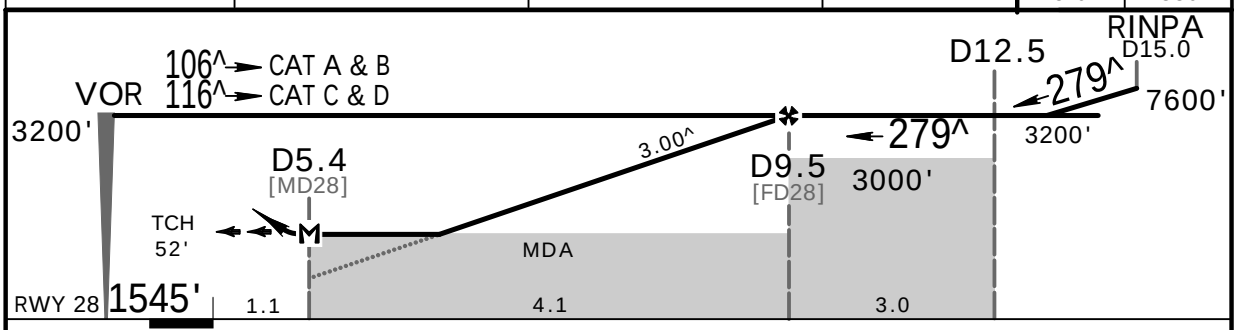
**MISSED APCH:** Climb STRAIGHT AHEAD to 3200', then turn LEFT (MAX 210 KT) onto 092^ to intercept and follow R-126 MAK climbing to 7600'. At D18.0 MAK turn LEFT onto 20 DME Arc MAK to RINPA and hold or as directed.

Alt Set: hPa  Rwy Elev: 55 hPa  Trans level: By ATC  Trans alt: 6000'
Baseturn restricted to MAX 220 KT.

MSA MAK VOR
1 4000' within 10 NM.




| RECOMMENDED ALTITUDES | |
|---|---|
| MAK DME | ALTITUDE |
| 9.0 | 3100' |
| 8.0 | 2780' |
| 7.0 | 2470' |
| 6.0 | 2150' |
| 5.0 | 1830' |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle 3.00^ | 372 | 478 | 531 | 637 | 743 | 849 |
| | | | | | | |
| MAP at D5.4 | | | | | | |

PAPI-L  3200'

STRAIGHT-IN LANDING RWY 28

MDA(H) 1990' (445')

| | |
|---|---|
| A | 1600m |
| B | |
| C | 2000m |

NS OPS

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# GMMX/RAK

JEPPESEN

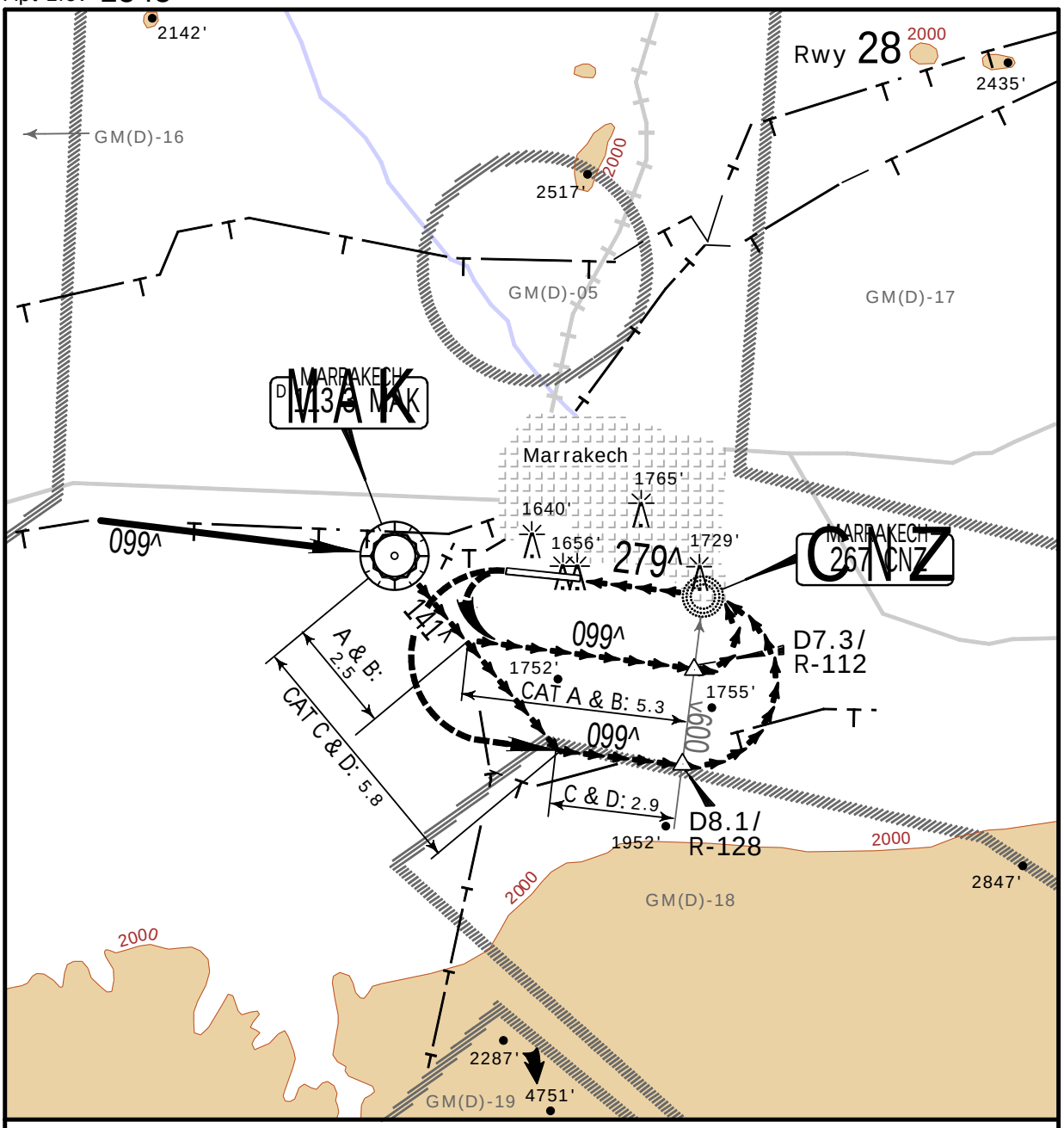
1 AUG 08 (19-10)

# MARRAKECH, MOROCCO

MENARA INTL

Apt Elev 1545'

## CIRCLE-TO-LAND
## WITH PRESCRIBED FLIGHT TRACKS




| | Max Kts | MDA(H) | |
|---|---|---|---|
| A | 100 | 2120' (575') | 1600m |
| B | 135 | | |
| C | 180 | 2420' (875') | 4000m |
| D | 205 | 2420' (875') | 4400m |

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# 1. GENERAL

## 1.1. ATIS

ATIS Arrival 118.25
ATIS Departure 130.85

## 1.2. NOISE ABATEMENT PROCEDURES

### 1.2.1. GENERAL

All general aviation and business ACFT wishing to operate at the APT must have hired:

- Ramp handling agent;
- General and business aviation manager, authorized by the APT.
  Contact data:

  GESTAIR FBO
  OCC (Operations & Control Centre)
  TEL: 34-916 78 26 48
  FAX: 34-913 93 68 99
  E-mail: occ@gestair.com
  SITA: MADOOG5
  FREQ: 131.900 MHz

  Multiservicios Aeroportuarios
  FBO MADRID
  TEL: 34-913 24 30 56
  E-mail: handling-fbo@maero.es
  SITA: MADOO7X
  FREQ: 131.950 MHz

In flight plan item 18 "Other information" and in every slot message or request for general aviation and business flights wishing to operate at the airport shall be included:

- Flight Handling agent;
- General and business aviation manager hired.

Arrival or Departure operations of ACFT licensed according to ICAO Annex 16, VOL I, Chapter II are forbidden.

Changes on the procedures must not be asked until reaching FL 100, except for propeller ACFT.

### 1.2.2. PREFERENTIAL RWYS

Except when one or more of the following conditions are present or forecasted:

- Bad RWY surface conditions and/or braking action less than good;
- Clouds ceiling lower than 500' AAL;
- Visibility less than 1.9km/1NM;
- Windshear notified or forecasted, or storms on approach or departure;
- Traffic conditions, operative needs, safety situations, or any other meteorological phenomena that may prevent it;

ATC will adhere to the preferential configurations described below, and to the indicated preferential RWY use, up to wind components, gusts included, of 10 KT tailwind and/or 20 KT crosswind:

#### Between 0700 and 2300LT

Preferential: North Configuration

- Arrivals: 32L/32R
- Departures: 36L/36R.

Non-preferential: South Configuration

- Arrivals: 18L/18R
- Departures: 14L/14R.

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# 1. GENERAL

Between 2300 and 0700LT

Preferential: North Configuration

- Arrivals: 32R
- Departures: 36L.

Non-preferential: South Configuration

- Arrivals: 18L
- Departures: 14L.

In the case of exceptional conditions such as works, maintenance, operator's request for performance reasons, etc., ATC may authorise the use of any non-preferential RWY of the configuration in use, prior Executive on Duty approval and coordination with Madrid TMA, and only as long as wind components, gusts included, are not higher than 10 KT tailwind and/or 20 KT crosswind.

In south configuration, with the object to determine the preferential RWYs, during the nights from Friday to Saturday and from Saturday to Sunday, the night period will be considered from 2300 to 0900LT, whenever the operational circumstances permit to do so. Day time SID must be used in its appropriate schedule.

Madrid ACC will clear ACFT to approach taking into account Madrid TMA geographical entry criteria (arrivals to RWY 32R/18L from the East and to RWY 32L/18R from the West) except when it is necessary to assign a different RWY for arrivals due to safety reasons or to obtain a continuous traffic flow.

ATIS messages shall broadcast configuration in use information.

## 1.2.3. RUN-UP TESTS

Run-up tests higher than idle regime are allowed H24 at the engine testing area.
Procedures of preferential taxiing to the engine testing area:

- Entry in north configuration via MZ;
- Exit in north configuration via AZ;
- Entry in south configuration via AZ;
- Exit in south configuration via MZ.

The request of run-up test clearance in any regime type and any question about the test procedure must be addressed to:

Centro de Gestion Aeroportuaria (GCA)
Tel: 34-913 93 65 52
Fax: 34-913 93 62 01

## 1.2.4. NIGHT OPERATING RESTRICTION DUE TO NOISE QUOTA

### 1.2.4.1. OPERATING RESTRICTIONS

Departure and arrival operations classified as CR-4 or above are forbidden.

The APT authority may exceptionally authorize such ACFT to take-off or land if:

- The operation takes place within 30 minutes after or before the time limits expected as long as this is due to a delay caused by the programmed operation.
- The operation is justified on safety reasons as well as transportation of urgent alterations aid or in consequence of operational alterations like meteorological conditions, industrial actions and other exceptional occurrences.

A system of total noise quota is established between 2300-0700LT.

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# 2. ARRIVAL

| | |
|---|---|
| **Terminal 4** | |
| Follow ATC instructions to leave RWY.<br>Standard route: TWY A to H2 to H3(transfer point H3-2) or K5 to KA4 to KC3 to KC2 to TWY A to H2 to H3(transfer point H3-2)or K4 to KC3 to KC2 to TWY A to H2 to H3(transfer point H3-2) or K3 to KB2 to TWY A to H2 to H3(transfer point H3-2). | |
| R-10: | Stands 364 thru 370: Standard route to H4 to D2 to D3.<br>Stands 372 thru 377: Standard route to H4 to D2.<br>Stand 378: Standard route to X1 to J4 to J5.<br>Stands 380 thru 394: Standard route to X1 to J4 until J6.<br>Stands 444 and 446: Standard route to H4 to D2 to D3 to R4 to X3.<br>Stand 448: Standard route to H4 to D2 to S4 to X2. |
| R-11: | Stands 342 thru 362: Standard route to H4 to D2 until D4.<br>Stands 430 thru 432: Standard route to H4 to D2 until D5 to W4 to X5 to X4.<br>Stands 434 thru 442: Standard route to H4 to D2 to D3 to R4 to X3. |
| R-12: | Stands 300 thru 312: Standard route to H4 to D2 until D5 to W5 to WI6.<br>Stands 320 thru 329: Standard route to H4 to D2 until D5 to W5.<br>Stands 330 thru 340: Standard route to H4 to D2 until D4.<br>Stands 420 thru 428: Standard route to H4 to D2 until D5 to W4 to X5 to X4. |
| R-13: | Stands 400 thru 411: Standard route to H4 to D2 until D5 to W5.<br>Stands 412 thru 419: Standard route to H4 to D2 until D5 to W5 to WN1 to WA. |
| **Terminal 4S** | |
| Follow ATC instructions to leave RWY to TWY A.<br>Standard route: K5 to KA4 to KA3 to KB2 to TWY A or<br>K5 to KA4 to KC3 to KC2 to TWY A or<br>K3 to KB2 to TWY A or<br>K5 to KA4 until KA1 or<br>K4 to KA3 until KA1 or<br>K3 to KA2 to KA1. | |
| R-20: | Stands 568 thru 580: Standard route to A25 to EC1 to EC2.<br>Stands 582 thru 586: Standard route to A23 to EA1 to EA2.<br>Stands 620 thru 628: Standard route to A26 to AM1 to M27. |
| R-21: | Stands 556 thru 556: Standard route to Gate 14 to G14.<br>Stands 562 thru 566: Standard route to A25 to EC1 to EC2.<br>Stand 608: Standard route to M30.<br>Stand 612: K5 to KA4 to KA3 to KB2 to KB1 to M29.<br>Stand 614: K5 to KA4 to KA3 to KB2 to KB1 or<br>K5 to KA4 to KC3 until KC1 to M28 or<br>K4 to KC3 until KC1 to M28 or<br>K3 to KB2 to A28 to KC1 to M28.<br>Stand 616: K5 to KA4 to KC3 until KC1 to M28 or<br>K4 to KC3 until KC1 to M28 or<br>K3 to KB2 to A28 to KC1 to M28.<br>Stand 618: K5 to KA4 to KC3 until KC1 or<br>K4 to KC3 until KC1 or<br>K3 to KB2 to A28 to KC1. |
| R-22: | Stands 540 thru 556: Standard route to Gate 14 to EC6.<br>Stands 600 thru 606: Standard route to M30 to M31. |
| R-23: | Stands 500 thru 530: Standard route to Gate 14 to EC6 to EC7 to N11 to N10 to EA6 to EA5.<br>Stands 532 thru 536: Standard route to Gate 14 to EC6 to EC7 to N11 to N10 to EA6.<br>Stand 538: Standard route to Gate 14 to EC6 to EC7 to N11 to |

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# 2. ARRIVAL

## 2.5.1.2. SOUTH CONFIGURATION

| From RWY 18L to: | |
|---|---|
| **Terminal 1, 2 or 3** | |
| Y5 to AY to BY13 to M34 until M12 or<br>Y4 to BY 13 to M34 until M12 or<br>Y3 to A33 to N13 to M32 until M12 and<br>follow the same routes as for RWY 18R. | |
| R-4: | Stands 40 and 165 (B747-8F): Follow ATC instructions. N to M21 until M8 to G1 to A6. |
| **Terminal 4** | |
| Follow ATC instructions.<br>Standard route: Y5 to AY to BY13 to M34 until M14 to H3(transfer point H3-2) or<br>Y4 to BY13 to M34 until M14 to H3(transfer point H3-2) or<br>Y3 to A33 to N13 to M32 until M14 to H3(transfer point H3-2). | |
| R-10: | Stands 364 thru 370: Standard route to H4 to D2 to D3.<br>Stands 372 thru 377: Standard route to H4 to D2.<br>Stand 378: Standard route to X1 to J4 to J5.<br>Stands 380 thru 394: Standard route to X1 to J4 until J6.<br>Stands 444 and 446: Standard route to H4 to D2 to D3 to R4 to X3.<br>Stand 448: Standard route to H4 to D2 to S4 to X2. |
| R-11: | Stands 342 thru 362: Standard route to H4 to D2 until D4.<br>Stands 430 and 432: Standard route to H4 to D2 until D5 to W4 to X5 to X4.<br>Stands 434 thru 442: Standard route to H4 to D2 to D3 to R4 to X3. |
| R-12: | Stands 300 thru 312: Standard route to H4 to D2 until D5 to W5 to WI6.<br>Stands 320 thru 329: Standard route to H4 to D2 until D5 to W5.<br>Stands 330 thru 340: Standard route to H4 to D2 until D4.<br>Stands 420 thru 428: Standard route to H4 to D2 until D5 to W4 to X5 to X4. |
| R-13: | Stands 400 thru 411: Standard route to H4 to D2 until D5 to W5.<br>Stands 412 thru 419: Standard route to H4 to D2 until D5 to W5 to WN1 to WA |
| **Terminal 4S** | |
| Leave RWY.<br>Standard route: Y5 to AY to BY13 to M34 to M33 or<br>Y4 to BY13 to M34 to M33 or<br>Y3 to A33 to N13. | |
| R-20: | Stands 568 thru 580: Standard route to M32 until M24 to EB2.<br>Stands 582 thru 586: Standard route to M32 until M23 to EA2.<br>Stands 620 thru 628: Standard route to M32 until M27. |
| R-21: | Stands 556 thru 566: Standard route to M32 until M24 to EB2.<br>Stands 608 thru 610: Standard route to M32 until M30.<br>Stands 612 thru 618: Standard route to M32 until M29. |
| R-22: | Stands 540 thru 554: Standard route to M32 until M24 to EB2 to EB6.<br>Stands 600 thru 608: Standard route to M32 to M31. |
| R-23: | Stands 500 thru 530: Standard route to N12 until N10 to EA6 to EA5.<br>Stands 532 to 536: Standard route to N12 until N10 to EA6.<br>Stand 538: Standard route to N12 until N10. |

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# 2. ARRIVAL

| From RWY 18R to: | | |
|---|---|---|
| **Terminal 1, 2 or 3** | | |
| Standard route: | Z10 to ZW3 to W1 to W2 to MZ6 until MZ3 to M15 until M12 or<br>Z8 to W1 to W2 to MZ6 until MZ3 to M15 until M12 or<br>Z4 to ZW1 to V1 to V2 to MZ4 to MZ3 to M15 until M10 (transfer point M10-2). | |
| R-7: | Stands 200 thru 239: | Standard route to M6 to C6 to A5 to A6 to C7, then straight to stand. |
| | Stands 240 thru 249: | Standard route to M6 to C6 to A5 to C9, then straight to stand. |
| R-6: | Stand 75: | Standard route to M4 to C4 to I6. |
| | Stands 80 thru 85: | Standard route to M3 to C3. |
| | Stands 90 thru 110: | Standard route to M2 to C2. |
| | Stands 110 thru 126: | Standard route to M1 to C1. |
| | Stands 130 thru 135: | Standard route to M1 to C1 to CA. |
| | Stands 136 thru 140: | Standard route to M1 to C1 to CB. |
| | Stands 144 thru 148: | Standard route to M1 to C1 to A1, straight to stand. |
| R-5: | Stands 50 thru 74: | Standard route to M4 to C4. |
| | Stands 150 thru 153: | Standard route to M2 to C2 to A2, straight to stand. |
| | Stands 154 thru 157: | Standard route to M3 to C3 to A3, straight to stand. |
| | Stands 159 thru 162: | Standard route to M4 to C4 to A4, straight to stand. |
| R-4: | Stands 40 and 165 (B747-8F): | Standard route to M8 to G1 to A6. |
| | Stands 30 thru 37: | Standard route to M8 to Gate 1 to I7 to C5, straight to stand. |
| | Stands 40 thru 43: | Standard route to M6 to C6 to A5 to A6. |
| | Stands 44 and 45: | Standard route to M6 to C6. |
| | Stands 163 and 165: | Standard route to M6 to C6 to A5. |
| | Stand 171: | Standard route to M6 to C6 to A5 to A6 to E1, straight to stand. |
| | Stand 173: | Standard route to M8 to G1 to F2, straight to stand. |
| | Stand 175: | Standard route to M8 to G1 to A8 to F1, straight to stand. |
| R-3: | Standard route to M8 to Gate 1 to I7 or I8. | |
| Stands T1 thru T3: | 0700 - 2259LT: M8 until M4 to C4 to I6;<br>2300 - 0659LT: M8 until M5 to C5. | |
| R-2: | Standard route to M9 straight to stands 14 thru 17 or Gate 3 to I8 or I9. | |
| R-1: | Stands 7 thru 9: | Standard route until M11, then to Gate 5 (transfer point) to I10. |
| | Stands 10 thru 13: | Standard route to M9 straight to stand. |
| | Stands T22 thru T29: | Standard route to Gate 4 to I9 or I10. |
| | Stands T30 thru T40: | Standard route until M11, then to Gate 5 (transfer point) to I10 to I12. |
| R-0: | Stands 1 thru 5: | Standard route until M11, then straight to stand. |
| | Stand 6: | Standard route until M11, then to Gate 5 (transfer point) to I11. |

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# 2. ARRIVAL

| From RWY 18R to: (cont'd) | | |
|---|---|---|
| **Terminal 4** | | |
| Leave RWY to the RIGHT side.<br>Standard route: Z10 to ZW3 to W1 to W2 to W3(transfer point W3-2) or<br>Z8 to W1 to W2 to W3(transfer point W3-2) or<br>Z4 to ZW1 to V1 to AZ5 to AZ6 to W2 to W3<br>(transfer point W3-2). | | |
| R-10: | Stands 364 thru 370:<br>Stands 372 thru 377:<br>Stand 378:<br>Stands 380 thru 394:<br>Stands 444 and 446:<br>Stand 448: | Standard route to X5 to U4 to DI4 to DI3.<br>Standard route to X5 until X2 to H4 to D2.<br>Standard route to X5 until X1 to J4 to J5.<br>Standard route to X5 until X1 to J4 until J6.<br>Standard route to X5 to X4 to X3.<br>Standard route to X5 until X2. |
| R-11: | Stands 342 thru 362:<br>Stands 430 and 432:<br>Stands 434 thru 442: | Standard route to X5 to U4 to DI4 to DI3.<br>Standard route to X5 to X4.<br>Standard route to X5 until X3. |
| R-12: | Stands 300 thru 312:<br>Stands 320 thru 329:<br>Stands 330 thru 340:<br>Stands 420 thru 428: | Standard route to X5 to U4 to D5 to W5 to WI6.<br>Standard route to X5 to U4 to D5 to W5.<br>Standard route to X5 to U4 to DI4.<br>Standard route to X5 to X4. |
| R-13: | Stands 400 thru 411:<br>Stands 412 thru 419: | Standard route to X5 to U4 to D5 to W5.<br>Standard route to X5 to U4 to D5 to W5 to WN1 to WA. |
| **Terminal 4S** | | |
| Leave RWY to the LEFT side. | | |
| R-20: | Stands 568 thru 580:<br>Stands 582 thru 586:<br>Stands 620 thru 628: | Z7 to B6 until B12 to M33 until M24 to EB2.<br>Z7 to B6 until B12 to M33 until M23 to EA2.<br>Z7 to B6 until B12 to M33 until M27. |
| R-21: | Stands 562 thru 566:<br>Stands 608 thru 610:<br>Stands 612 thru 618: | Z7 to B6 until B12 to M33 until M24 to EB2.<br>Z7 to B6 until B12 to M33 until M30.<br>Z7 to B6 until B12 to M33 until M29. |
| R-22: | Stands 540 thru 554:<br>Stands 600 thru 606: | Z7 to B6 until B12 to M33 until M24 to EB2 to EB6.<br>Z7 to B6 until B12 to M33 until M31. |
| R-23: | Stands 500 thru 526:<br>Stands 528 thru 530:<br>Stands 532 thru 536:<br>Stand 538: | Z7 to G13 to Gate 13 to EA5.<br>Z7 to G13 to Gate 13.<br>Z7 to B6 until B9 to EA7 to EA6.<br>Z7 to B6 to B9 to EA7 to N10. |

## 2.5.2. COMMUNICATION FAILURE

In case of communication failure proceed as follows depending on position:

- Before or at the clearance limit:
  proceed to clearance limit of the STAR, fly two holding patterns and complete the ILS approach to land on the nearest available RWY.
- Passed the clearance limit:
  complete the ILS approach to land on the nearest available RWY.

ACFT will hold in the first segment of the TWY in which the ILS sensitive area is vacated and wait for a Follow-me car which will guide the ACFT to the assigned parking stand.

# 2.6. OTHER INFORMATION

## 2.6.1. PROCEDURE AGAINST OVERSHOOTING RWY CENTERLINE

After the pilot has been given a radar vector converging the assigned RWY centerline at an angle of less than 70^, pilots will take the initiative to intercept the ILS localizer or any replacement approach aid unless they have previously been instructed to cross the LOC or RWY centerline by ATC.

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# 3. DEPARTURE

## 3.1. APT-COLLABORATIVE DECISION MAKING (A-CDM)

### 3.1.1. TARGET OFF-BLOCK TIME (TOBT)

TOBT represents the time that an ACFT expects to be ready to start up immediately and push-back within 5 minutes after reception of start-up clearance from TWR.

TOBTs should be updated via regular channels if the time that the ACFT will be ready to leave stand changes. Pilots should ensure that their flight is ready to depart at TOBT (window of -5 to +5 minutes).

TOBTs must be updated to an accuracy of +/-5 minutes.

TOBT earlier than 10 minutes from their APT Slot will not be accepted.
Flight Plan information should be updated with TOBT within a tolerance of +/-10 minutes.

### 3.1.2. TARGET START-UP APPROVAL TIME (TSAT)

TSAT is issued by ATC and represents the time at which an ACFT can expect start-up, taking into account the ATFM restrictions and local constraints.

ATC sequences the departures based on confirmed TOBT.

Pilots will be notified of their TSAT and any subsequent changes to it by their airline Company or handling agent, Docking Visual Guidance System or from BARAJAS Clearance Delivery when they call ready.

### 3.1.3. TARGET TAKE-OFF TIME (TTOT)

TTOT represents the time that an ACFT will be ready to take off taking into account TOBT/TSAT and variable Taxi-Out, depending on stand and RWY issue.

The TTOT for departing ACFT will be updated automatically and is available at the CDM-platform.

### 3.1.4. START-UP

Pilot must report Start-up Request to BARAJAS Clearance Delivery from TOBT -5 minutes to TSAT +5 minutes.

BARAJAS Clearance Delivery will then either approve start or advise the TSAT.

If the Pilot has called ready but the flight is then delayed by ATC, there is no requirement for TOBT to be updated to that TSAT.

If at TSAT + 5 minutes BARAJAS Clearance Delivery has not received a start-up request, the ACFT will lose its TSAT and a new TOBT is required. Once a new TOBT is entered, the flight will be re-sequenced with a new TSAT. ACFT will not be allowed to depart until a valid TOBT is entered and revised TSAT given and complied with.

### 3.1.5. PUSH-BACK

Push-back must be requested from BARAJAS Apron and start no later than 5 minutes after being transferred from BARAJAS Clearance Delivery.

If unable to meet this constraint, the ACFT may have start-up approval removed and will not be allowed to push-back. A new TOBT is required; once a new TOBT is entered, the flight will be resequenced with a new TSAT. ACFT will not be allowed to depart until a valid TOBT is entered and revised TSAT given and complied with.

### 3.1.6. REGULATED FLIGHTS

Regulated Flights should keep TOBT updated to an accuracy of +/- 5 minutes according to the time that the ACFT could be ready to leave stand if CTOT is removed.

Regulated flights should keep their Flight Plan up-to-date with TOBT within a tolerance of +/-10 minutes. Regulated Flights will have TSAT since CTOT reception based on CTOT. If CTOT is removed, a new TSAT will be issue based on TOBT available.

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# 3. DEPARTURE

## 3.2. DE-ICING PROCEDURE

### 3.2.1. OPERATION ON DE-ICING AREAS

On request for start-up clearance, pilot shall report the need for de-icing operation.

Pilots will maintain permanent watch on BARAJAS Ground frequency during taxiing and de-icing operation.

To carry out the de-icing operation pilots will park the ACFT at the corresponding position, taking into account the ACFT size.

Once the de-icing operation is finished pilots will notify BARAJAS Tower "Ready for departure" and when cleared, will vacate as soon as possible the spraying area.

ACFT affected by ATFM measures and with assigned approved departure time will have priority over another kind of traffic not affected by the restrictions.

Clearance for the entry to the de-icing area will be granted when an ACFT occupying a position on this area has vacated it after having finished its operation, except for established in item below.

Pilot in command will make sure that ACFT is properly located on the stand position in order to safeguard the movement of the de-icing equipments.

De-icing operation of ACFT will be carried out with IDLE regime and ready for take-off. For de-icing operation of a four-engine ACFT, according to the presence of ice at the back-side of the ACFT, pilot can be required by the agent in charge of the de-icing operation in order to turn off some of the outer engines.

When an ACFT operator with autohandling exceptionally could not give service to an ACFT located in the de-icing area, the ACFT will be serviced by the airport handling operator with priority over holding ACFT.

When an ACFT can not leave the de-icing area by its own, its responsible operator shall compulsory remove it immediately from the mentioned area according with the established procedure with its handling agent.

An operator will communicate with the pilot in command of the ACFT on
De-Icing area RWY 36L: BARAJAS De-icing **123.32** or
De-Icing area RWY 36R: BARAJAS De-Icing **130.25**,
or upon failure, by means of communication JACK, reporting the de-icing service conclusion.

Type and registration of ACFT shall be mentioned.

### 3.2.2. PROHIBITIONS

It is totally forbidden to carry out a motor test at the de-icing area.

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# 3. DEPARTURE

## 3.3. START-UP, PUSH-BACK & TAXI PROCEDURES

### 3.3.1. GENERAL

ACFT must be ready to start-up before calling on the appropriate frequency: Clearance Delivery West if they will proceed via SIE, ZMR, BARDI, CCS or VTB and Clearance Delivery East if they proceed via RBO, PINAR, NANDO, TEMIR or NASOS.

With South Configuration, the appropriate frequency for NASOS departures is Clearance Delivery West.

On requesting engine start-up clearance to ATC, pilots will report:

- ACFT call sign
- ACFT type and series
- Parking stand
- ATIS message received

Clearance will be issued as soon as requested. When delays are expected to exceed 15 min, the appropriate engine start-up time will be provided by ATC. Pilots should be aware that the taxi time to RWY 36L from the South apron is approximately between 10 and 20 min. ACFT with assigned Calculated Take-off Time (CTOT) must take into account these taxi time to start-up time accordingly.

It is forbidden to start-up engines higher than IDLE regime at all stands in contact with the terminal, until the ACFT is lined up with the TWY.

It is forbidden to use reverse power to leave the stands, except for express clearance of the APT authority.

Contact BARAJAS Ground for towed push-back and taxi clearance in stands 6 thru 9 in T123 Apron.

Simultaneous push-back will be strictly forbidden between stands 334 and 336.

### 3.3.2. RAMP 5 & 6

From 2300 to 0700LT, movements in Ramps 5 and 6 are forbidden. It shall only be permitted the use of equipment necessary for the tasks associated with the maintenance of the ACFT and, if required, when an ACFT needs to be dragged outside the restricted area, it shall be accomplished by means of an electric tractor, in which case it will comply with the following:

Exit from stands 75 and 80 to 140: ACFT shall be towed with engine switched off until being aligned with TWY M4 (in North configuration) or TWY A4 (in South configuration). Only electric engine towing tractors are allowed.

The use of APU is forbidden for all types of ACFT during taxiing operation.

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# 3. DEPARTURE

## 3.3.3. PUSH-BACK DIRECTIONS

| STANDS | PUSH-BACK WITH NOSE TO |
|---|---|
| 31 thru 34 | SW |
| 35 | SE |
| 36 | NE |
| 37 | N |
| 44, 45 | N |
| 70, 71 | NE |
| 72 thru 74 | SW |
| 80 thru 97, 100 thru 126 | SE |
| 131, 133 | NE |
| 135 | SE |
| 136 thru 162 | NE |
| 163 | North Configuration: SW on TWY A6<br>South Configuration: SE on TWY A5 |
| 165 | ACFT with code letter F: SE on TWY A5<br>All other ACFT: North Configuration: SW on TWY A6<br>South Configuration: SE on TWY A5 |
| 173 | W |
| 175 | S |
| 237 thru 239 | E |
| 300 thru 312 | N |
| 320 thru 328 | W |
| 330 thru 334 | N |
| 336 thru 370 | S |
| 372 thru 378 | N |
| 380 thru 394 | S |
| 500 thru 536 | S |
| 538 | W |
| 540 thru 586 | N |
| T1 thru T8 | SW |
| T9 thru T13 | S |
| T14 thru T16 | N |
| T17, T18 | S |
| T19 thru T21 | SE |
| T22 thru T25 | NW |
| T26, T27 | N |
| T28, T29 | SE |
| T30 thru T35 | N |
| T36 thru T40 | E |

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# 3. DEPARTURE

## 3.3.4. STANDARD TAXI ROUTES

### 3.3.4.1. NORTH CONFIGURATION

| | | |
|---|---|---|
| **To RWY 36L from:** | | |
| **Terminal 1, 2 or 3** | | |
| Standard route: (From TWY) M10 (transfer point M10-2) until M17 to R5 or R6 or R7 to R8 to Z2. | | |
| R-7: | Stands 200 thru 208: | C11 to E3 until E1 to A7 to G1 to M8, then standard route. |
| | Stands 210 thru 227: | Direct to E2 to E1 to A7 to G1 to M8, then standard route or direct to E2 to E1 to A6 to A5 to C6 to M6, then standard route. |
| | Stands 230 thru 249: | Direct to C8 to A6 to A5 to C6 to M6 until M8, then standard route. |
| R-6: | Stands 80 thru 85, 98 and 99: | C3 to M3 until M10, then standard route. |
| | Stands 75, 90 thru 97 and 100 thru 110: | C2 to M2 until M10, then standard route. |
| | Stands 111 thru 126: | C1 to M1 until M10, then standard route. |
| | Stands 130 thru 135: | CA to C1 to M1 until M10, then standard route. |
| | Stands 136 thru 140: | CB to C1 to M1 until M10, then standard route. |
| R-5: | Stands 50 thru 69: | C3 or C5 to M5 until M10, then standard route. |
| | Stands 70 and 71: | I6 to C5 to M5 until M10, then standard route. |
| | Stands 72 thru 74: | I6 to C3 to M3 until M10, then standard route. |
| In R-6 and R-5, ACFT which are in stands 145 thru 162 and need push-back to leave them, will proceed nosing Southwest on TWY A, taxiing on the first possible intersection to TWY M. | | |
| R-4: | I7 to C5 to M5, then standard route or C6 to M6, then standard route. | |
| | Stands 40 and 165 (B747-8F): | A6 to G1 to M8 until MZ3 to R1 and Z4 or A6 to G1 to M8 until M20 to B2 to Z1 or Z3. |
| | Stand 163 and 165: | A6 to A5 to C6 to M6, then standard route. |
| | Stands 171 and 173: | F2 to G1 to M8, then standard route. |
| | Stand 175: | F1 to A8 to G1 to M8, then standard route. |
| R-3: | I8 to M7, then standard route or I7 to C5 to M5, then standard route. | |
| Stands 22 thru 27: straight to M8, then standard route. | | |
| R-2: | I8 or I9 to Gate 2 to M9, then standard route. | |
| R-1: | Stands 7 thru 9: | straight to M10 until M17 to R5 or R6 or R7 to R8 to Z2. |
| | Stands 10 thru 13 and T22 thru T29: | I9 or I10 to Gate 4, then standard route. |
| | Stands T30 thru T40: | I12 to I11 to Gate 6 (transfer point) to M12 until M17 to R5 or R6 or R7 to R8 to Z2. |
| R-0: | Stands 1 thru 5: | I11 to Gate 6 (transfer point) to M12 until M17 to R5 or R6 or R7 to R8 to Z2. |
| | Stand 6: | straight to M11 until M17 to R5 or R6 or R7 to R8 to Z2. |
| **Terminal 4** | | |
| Standard route: R3 (transfer point R3-2) until R1 to Z4. | | |
| R-10: | Stands 364 thru 370: | DI3 to D3 to R4, then standard route. |
| | Stands 372 thru 377: | D2 to D3 to R4, then standard route. |
| | Stand 378: | JI5 to D2 to D3 to R4, then standard route. |
| | Stands 380 thru 394: | JI6 to JI5 to D2 to D3 to R4, then standard route. |
| | Stands 444 thru 448: | D2 to D3 to R4, then standard route. |

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# 3. DEPARTURE

| | |
|---|---|
| **To RWY 36L from: (cont'd)** | |
| **Terminal 4 (cont'd)** | |
| R-11: | Stands 342 thru 346: DI4 to R4, then standard route.<br>Stands 348 thru 362: DI3 to D3 to R4, then standard route.<br>Stands 430 and 432: D4 to D5 to W4 to X5 to X4, then standard route.<br>Stands 434 thru 442: D3 to R4, then standard route. |
| R-12: | Stands 300 thru 312: W6 to WN1 to WN2 to WN3 to W4 to X5 to X4, then standard route.<br>Stands 320 thru 328: W5 to WN1 to WN2 to WN3 to W4 to X5 to X4, then standard route.<br>Stand 329: D5 to W4 to X5 to X4, then standard route.<br>Stands 330 thru 334: DI4 to D5 to W4 to X5 to X4, then standard route.<br>Stands 336 thru 340: DI4 to R4, then standard route.<br>Stands 420 thru 428: D4 to D5 to W4 to X5 to X4, then standard route. |
| R-13: | Stands 400 thru 419: WN2 to WN3 to W4 to X5 to X4, then standard route. |
| **Terminal 4S** | |
| R-20: | Stands 582 thru 586: Gate 11 to G11 to Z1.<br>Stands 568 thru 580: EB2 to EB6 to EB7 to N10 to N9 to N6 until N4 to BN1 to Z3 or EB2 to EB6 to EB7 to N10 to N9 to N6 until N3 to G11 to Z1.<br>Stands 620 thru 628: EC2 to EC6 to EC7 to N11 until N9 to N6 until N4 to BN1 to Z3 or EC2 to EC6 to EC7 to N11 until N9 to N6 until N3 to G11 to Z1. |
| R-21: | Stands 556 thru 566: EB2 to EB6 to EB7 to N10 until N4 to BN1 to Z3 or EB2 to EB6 to EB7 to N10 until N3 to G11 to Z1.<br>Stands 608 thru 618: EC2 to EC6 to EC7 to N11 until N4 to BN1 to Z3 or EC2 to EC6 to EC7 to N11 until N3 to G11 to Z1. |
| R-22: | Stands 540 thru 554: EB6 to EB7 to N10 until N4 to BN1 to Z3 or EB6 to EB7 to N10 until N3 to G11 to Z1.<br>Stands 600 thru 606: EC6 to EC7 to N11 until N4 to BN1 to Z3 or EC6 to EC7 to N11 until N3 to G11 to Z1. |
| R-23: | Stands 500 thru 536: EA6 to EA5 to Gate 12 to N4 to BN1 to Z3 or EA6 to EA5 to Gate 12 to N3 to G11 to Z1.<br>Stand 538: N10 until N4 to BN1 to Z3 or N10 until N3 to G11 to Z1. |

| | |
|---|---|
| **To RWY 36R from:** | |
| **Terminal 1, 2 or 3** | |
| The same route as for RWY 36L until M17, then to<br>M18 until M31 to NY13 to Y1 or<br>M18 until M32 to N13 to Y2 or<br>M18 until M33 to B13 to Y3. | |
| R-4: | Stands 40 and 165 (B747-8F): A6 to G1 to M8 until M20 to B2 until TWY B to RWY holding position Y3. |
| **Terminal 4** | |
| Standard route: | S3 (transfer point S3 2) to M15 until M31 to NY13 to Y1 or<br>S3 (transfer point S3 2) to M15 until M32 to N13 to Y2 or<br>S3 (transfer point S3 2) to M15 until M33 to B13 to Y3. |
| R-10: | Stands 364 thru 370: DI3 to S4, then standard route.<br>Stands 372 thru 377: D2 to S4, then standard route.<br>Stand 378: JI5 to D2 to S4, then standard route.<br>Stands 380 thru 394: JI6 to JI5 to D1 to D2 to S4, then standard route.<br>Stands 444 and 446: D3 to R4 to X3, then standard route.<br>Stand 448: D2 to S4, then standard route. |

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# 1. GENERAL

## 1.2.4.2. NOISE QUOTA AIRCRAFT CLASSIFICATION

ACFT are classified according to their Effective Perceived Noise measured in decibels (EPNdB):

| EPNdB | NOISE CLASSIFICATION (CR) |
|---|---|
| more than 101.9 | CR-16 |
| 99 - 101.9 | CR-8 |
| 96 - 98.9 | CR-4 |
| 93 - 95.9 | CR-2 |
| 90 - 92.9 | CR-1 |
| less than 90 | CR-0.5 |

Prop ACFT certified with regard to ICAO Annex 16 Chapters 6 and 10, and prop or jet ACFT certified according to Chapters 3 and 5 with a noise level less than 87 EPNdB, will be considered as CR-0.

## 1.2.5. AUXILIARY POWER UNITS (APU)

## 1.2.5.1. GENERAL

Stands T1 thru T35, 300 thru 312, 330 thru 394 and 500 thru 586:

- Use of 400 Hz facilities is obligatory.
- Use of air-conditioning facilities will be obligatory when the ACFT air conditioning is needed.
- Use of ACFT APU is forbidden in stands stated above between 2 minutes after on-block time and 5 minutes before off-block time.
- Use of ACFT APU only when fixed units are not operative and mobile units are not available.

Stands 70 thru 74 between 0700-2300LT:

- Use of 400 Hz facilities is obligatory.
- Use of air-conditioning facilities will be obligatory when the ACFT air conditioning is needed.
- Use of ACFT APU is forbidden in stands stated above between 2 minutes after on-block time and 5 minutes before off-block time.
- Use of ACFT APU only when fixed units are not operative and mobile units are not available.

Stands 70 thru 74 between 2300-0700LT:

- Use of APU is not allowed.

Stands 50 thru 69 and 80 thru 162:

- Between 2300-0700LT use of APU is not allowed.

Stands 1 thru 49, 163 thru 175 and T36 thru T41:

- Between 2300-0700LT the use of APU is forbidden except 10 minutes after on-block time and 10 minutes before off-block time; however, wide fuselage ACFT are permitted to use APU 50 minutes before departure and 15 minutes after arrival.

## 1.2.5.2. ACFT WITH NIGHT RESTRICTIONS FOR THE USE OF APU

IL (all models), DC8 (all models), F50, MD8 (all models), MD11, B747 (all models), CRJ2, E120, B717 (all models), B727 (all models).

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# 3. DEPARTURE

| | | |
|---|---|---|
| **To RWY 36R from: (cont'd)** | | |
| **Terminal 4 (cont'd)** | | |
| R-11: | Stands 342 thru 362: | DI4 to DI3 to S4, then standard route. |
| | Stands 430 and 432: | D4 to D5 to W4 to X5 until X3, then standard route. |
| | Stands 434 thru 442: | D3 to R4 to X3, then standard route. |
| R-12: | Stands 300 thru 312: | W6 to WN1 to WN2 to WN3 to W4 to X5 until X3, then standard route. |
| | Stands 320 thru 328: | W5 to WN1 to WN2 to WN3 to W4 to X5 until X3, then standard route. |
| | Stand 329: | D5 to W4 to X5 until X3, then standard route. |
| | Stands 330 thru 334: | DI4 to D5 to W4 to X5 until X3, then standard route. |
| | Stands 336 thru 340: | DI4 to DI3 to S4, then standard route. |
| | Stands 420 thru 428: | D4 to D5 to W4 to X5 to X3, then standard route. |
| R-13: | Stands 400 thru 419: | WN2 to WN3 to W4 to X5 to X4 to X3, then standard route. |
| **Terminal 4S** | | |
| R-20: | Stands 568 thru 580: | EB2 to EC2 to EC6 to NY12 to NY13 to Y1. |
| | Stands 582 thru 586: | Gate 11 to G11 to B3 until B13 to Y3 or<br>Gate 11 to G11 to B3 until EC8 to N12 to N13 to Y2 or<br>Gate 11 to G11 to B3 until EC8 to EC7 to NY12 to NY13 to Y1 or<br>Gate 11 to G11 to B3 until EC9 to BY12 to M34 to B13 to Y3. |
| | Stands 620 thru 628: | EC2 to EC6 to NY12 to NY13 to Y1. |
| R-21: | Stands 556 thru 566: | EB2 to EC2 to EC6 to NY12 to NY13 to Y1. |
| | Stands 608 thru 618: | EC2 to EC6 to NY12 to NY13 to Y1. |
| R-22: | Stands 540 thru 554: | EB6 to EC6 to NY12 to NY13 to Y1. |
| | Stands 600 thru 606: | EC6 to NY12 to NY13 to Y1. |
| R-23: | Stands 500 thru 536: | EA6 to EA5 to Gate 12 to G12 to B5 until B13 to Y3 or<br>EA6 to EA5 to Gate 12 to G12 to B5 until EC8 to N12 to N13 to Y2 or<br>EA6 to EA5 to Gate 12 to G12 to B5 until EC8 to EC7 to NY12 to NY13 to Y1 or<br>EA6 to EA5 to Gate 12 to G12 to B5 until EC9 to BY12 to M34 to B13 to Y3. |
| | Stand 538: | N10 to EA7 to B10 until B13 to Y3 or<br>N10 to EA7 to B10 until EC8 to N12 to N13 to Y2 or<br>N10 to EA7 to B10 until EC8 to EC7 to NY12 to NY13 to Y1 or<br>N10 to EA7 to B10 until EC9 to BY12 to M34 to B13 to Y3. |

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# 3. DEPARTURE

## 3.3.4.2. SOUTH CONFIGURATION

| To RWY 14L from: | | |
|---|---|---|
| **Terminal 1, 2 or 3** | | |
| The same routes as for RWY 14R until A12, then until A27 to A28 to A29 to K1 to holding point or until A28 to KB2 to K2 or K3 to holding point. | | |
| **Terminal 4** | | |
| Standard route: | S3 (transfer point S3-2) to S2 to A17 until A28 to A29 to K1 to holding point or<br>S3 (transfer point S3-2) to S2 to A17 until A28 to KB2 to K2 or K3 to holding point. | |
| R-10: | Stands 364 thru 370: | DI3 to S4 to S3, then standard route. |
| | Stands 372 thru 377: | D2 to S4 to S3, then standard route. |
| | Stand 378: | JI5 to D2 to S4 to S3, then standard route. |
| | Stands 380 thru 394: | JI6 to JI5 to D1 to D2 to S4 to S3, then standard route. |
| | Stands 444 and 446: | D3 to R4 to X3 to S3, then standard route. |
| | Stand 448: | D2 to S4 to S3, then standard route. |
| R-11: | Stands 342 thru 362: | DI4 to DI3 to S4 to S3, then standard route. |
| | Stands 430 and 432: | D4 to D5 to W4 to X5 until X3 to S3, then standard route. |
| | Stands 434 thru 442: | D3 to R4 to X3 to S3, then standard route. |
| R-12: | Stands 300 thru 312: | W6 to WN1 to WN2 to WN3 to W4 to X5 until X3 to S3, then standard route. |
| | Stands 320 thru 328: | W5 to WN1 to WN2 to WN3 to W4 to X5 until X3 to S3, then standard route. |
| | Stand 329: | D5 to W4 to X5 to X4 to S3, then standard route. |
| | Stands 330 thru 334: | DI4 to D5 to W4 to X5 to X4 to X3 to S3, then standard route. |
| | Stands 336 thru 340: | DI4 to DI3 to S4 to S3, then standard route. |
| | Stands 420 thru 428: | D4 to D5 to W4 to X5 to X3 to S3, then standard route. |
| R-13: | Stands 400 thru 419: | WN2 to WN3 to W4 to X5 to X4 to X3, then standard route. |
| **Terminal 4S** | | |
| R-20: | Stands 568 thru 580: | EB2 to EC2 to Gate 14 to KA1 to K1 to holding point. |
| | Stands 582 thru 586: | Gate 11 to G11 to B3 until B12 to M33 to M30 to KA1 to K1 to holding point. |
| | Stands 620 thru 628: | EC2 to Gate 14 to KA1 to K1 to holding point. |
| R-21: | Stands 556 thru 560: | EB6 to EC6 to NY12 to M31 to M30 to KA1 to K1 to holding point. |
| | Stands 562 thru 566: | EB2 to EC2 to Gate 14 to KA1 to K1 to holding point. |
| | Stands 608 thru 610: | EC6 to NY12 to M31 to M30 to KA1 to K1 to holding point. |
| | Stands 612 thru 618: | EC2 to Gate 14 to KA1 to K1 to holding point. |
| R-22: | Stands 540 thru 554: | EB6 to EC6 to NY12 to M31 to M30 to KA1 to K1 to holding point. |
| | Stands 600 thru 608: | EC6 to NY12 to M31 to M30 to KA1 to K1 to holding point. |
| R-23: | Stands 500 thru 536: | EA6 to EA5 to Gate 12 to B5 until B12 to M33 until M30 to KA1 to K1 to holding point. |
| | Stand 538: | N10 to EA7 to B10 until B12 to M33 until M30 to KA1 to K1 to holding point. |

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# 3. DEPARTURE

| To RWY 14R from: | | |
|---|---|---|
| **Terminal 1, 2 or 3** | | |
| Standard route: (from TWY) A10 (transfer point A10-2) until A12 to RWY holding position LA/LB. | | |
| R-7: | Stands 200 thru 208: | C11 to E3 until E1 to A7 until A10, then standard route. |
| | Stands 210 thru 227: | Straight to E2 to E1 to A7 until A10, then standard route. |
| | Stands 230 thru 249: | Straight to C8 to A6 until A10, then standard route. |
| In R-6 and R-5 ACFT which need push-back to leave stands 146 thru 162 will proceed nosing Northeast to use TWY A directly. | | |
| R-6: | Stands 80 thru 85, 98 and 99: | C3 to A3 until A10, then standard route. |
| | Stands 75, 90 thru 97 and 100 thru 110: | C2 to A2 until A10, then standard route. |
| | Stands 111 thru 126: | C1 to A1 until A10, then standard route. |
| | Stands 130 thru 135: | CA to C1 to A1 until A10, then standard route. |
| | Stands 136 thru 140: | CB to C1 to A1 until A10, then standard route. |
| | Stands 144 thru 148: | A1 until A10, then standard route. |
| R-5: | Stands 50 thru 69: | C3 or C5 to A5 until A10, then standard route. |
| | Stands 70 and 71: | I6 to C5 to A5 until A10, then standard route. |
| | Stands 72 thru 74: | I6 to C3 to A3 until A10, then standard route. |
| R-4: | Stands 30 thru 37: | I7 to C5 to A5 until A10, then standard route. |
| | Stands 40 thru 45: | M6 to C6 to A5 until A10, then standard route. |
| | Stands 40 and 165 (B747-8F): | Standard route to RWY holding position LA or A19 to ME2 to RWY holding position LE. |
| | Stands 163 and 165: | A5 until A10, then standard route. |
| | Stands 171 and 173: | F2 to A8 until A10, then standard route. |
| | Stand 175: | F1 to A8 until A10, then standard route. |
| R-3: | I8 to Gate 1 to G1 to A8 until A10, then standard route or I7 to C5 to A5 until A10, then standard route. | |
| Stands 22 thru 27: M8 to G1 to A8 until A10, then standard route. | | |
| R-2: | I8 or I9 to Gate 2 to G2 to A9 to A10, then standard route. | |
| R-1: | Stands 7 thru 9: | Straight to M10 to G5 to A11 to A12 to RWY holding position LA/LB. |
| | Stands 10 thru 13 and T22 thru T29: | I9 or I10 to Gate 4 to G4 to A10, then standard route. |
| | Stands T30 thru T40: | I12 to I11 to Gate 6 (transfer point) to A12 to RWY holding position LA/LB. |
| R-0: | Stands 1 thru 5: | I11 to Gate 6 (transfer point) to A12 to RWY holding position LA/LB. |
| | Stand 6: | Straight to G5 to A11 to A12 to RWY holding position LA/LB. |

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# 3. DEPARTURE

| To RWY 14R from: (cont'd) | | |
|---|---|---|
| **Terminal 4** | | |
| Standard route: S3 (transfer point S3-2) to S2 to A17 to holding points LC to LD to LE. R3 and transfer point R3-2 will be used as alternative route. | | |
| R-10: | Stands 364 thru 370: | DI3 to S4 to S3, then standard route. |
| | Stands 372 thru 377: | D2 to S4 to S3, then standard route. |
| | Stand 378: | JI5 to D1 to D2 to S4 to S3, then standard route. |
| | Stands 380 thru 394: | JI6 to JI5 to D1 to D2 to S4 to S3, then standard route. |
| | Stands 444 thru 446: | D3 to R4 to X3 to S3, then standard route. |
| | Stand 448: | D2 to S4 to S3, then standard route. |
| R-11: | Stands 342 thru 362: | DI4 to DI3 to S4 to S3, then standard route. |
| | Stands 430 and 432: | D4 to D5 to W4 to X5 to X4 to X3 to S3, then standard route. |
| | Stands 434 thru 442: | D3 to R4 to X3 to S3, then standard route. |
| R-12: | Stands 300 thru 312: | W6 to WN1 to WN2 to WN3 to W4 to X5 to X4 to X3 to S3, then standard route. |
| | Stands 320 thru 328: | W5 to WN1 to WN2 to WN3 to W4 to X5 to X4 to X3 to S3, then standard route. |
| | Stand 329: | D5 to W4 to X5 to X4 to S3, then standard route. |
| | Stands 330 thru 334: | DI4 to D5 to W4 to X5 to X4 to X3 to S3, then standard route. |
| | Stands 336 thru 340: | DI4 to DI3 to S4 to S3, then standard route. |
| | Stands 420 thru 428: | D4 to D5 to W4 to X5 to X4 to X3 to S3, then standard route. |
| R-13: | Stands 400 thru 419: | WN2 to WN3 to W4 to X5 to X4 to X3 to S3, then standard route. |
| | Stands PE-10 thru PE-30: | X6 to X5 to X4 to X3 to S3, then standard route. |
| **Terminal 4S** | | |
| R-20: | Stands 568 thru 580: | EB2 to EB6 to EB7 to N10 until N2 to M21 to B1 to LE to holding point LE. |
| | Stands 582 thru 586: | Gate 11 to N2 to M21 to B1 to LE to holding point LE. |
| | Stands 620 thru 628: | EC2 to EB2 to EB6 to EB7 to N10 until N2 to M21 to B1 to LE to holding point LE. |
| R-21: | Stands 556 thru 560: | EB6 to EB7 to N10 until N2 to M21 to B1 to LE to holding point LE. |
| | Stands 562 thru 566: | EB2 to EB6 to EB7 to N10 until N2 to M21 to B1 to LE to holding point LE. |
| | Stands 608 thru 618: | EC6 to EB2 to EB6 to EB7 to N10 until N2 to M21 to B1 to LE to holding point LE. |
| R-22: | Stands 540 thru 554: | EB6 to EB7 to N10 until N2 to M21 to B1 to LE to holding point LE. |
| | Stands 600 thru 606: | EC6 to EB6 to EB7 to N10 until N2 to M21 to B1 to LE to holding point LE. |
| R-23: | Stands 500 thru 536: | EA6 to EA5 to Gate 12 to N4 until N2 to M21 to B1 to LE to holding point LE. |
| | Stand 538: | N10 until N2 to M21 to B1 to LE to holding point LE. |

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# 3. DEPARTURE

### 3.3.5. COMMUNICATION FAILURE

ACFT will continue with extreme CAUTION on the assigned route to stop at an intermediate holding position or its clearance limit and wait for a Follow-me car which will guide the ACFT to the designated holding position or parking stand.

## 3.4. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4 & 10-4A.

### 3.4.1. GENERAL

The following procedures are applicable to all ACFT for landing and take-off - except for safety reasons - to avoid excessive noise in areas surrounding the APT. Non-compliance will cause sanctions to ACFT operators. If unable to comply submit alternative procedures to correspondent authority for approval.

Departure paths will be radar-monitored and noise level will be measured for each operation.

Departures shall be performed in accordance to ICAO DOC 8168 NOISE ABATEMENT DEPARTURE PROCEDURE A (NADP A).

ACFT may be exempted when using different procedures, duly reported to APT Management in advance, which are proved to lead to a less acoustic impact or due to safety reasons.

#### North Configuration

RWY 36L: Usable for take-off between 0700-2300LT.
SIDs BARDI 1X, 1AX, CCS 1X, 1AX, SIE 1X, VTB 1AX, 1XE, ZMR 1AX, 1XN are mandatory for ACFT included in the list shown below. *****
ACFT not included in the list are allowed to use SIDs BARDI 1Y, 1AY, CCS 1Y, 1AY, SIE 2L, 1AL, VTB 1AY, 1YD, ZMR 2L, 1AL.

RWY 36L: Usable for take-off between 2300-0700LT.

***Acft List** AN72, A124, A340-600, A388, B721, B722, B731, B732, B741, B742, B743, B744, B74D, B74R, B74S, B748, DC10, DC85, DC86, DC87, H25A, IL62, L101, MD11, SBR1, T134, YK42.

#### South Configuration

RWY 14L/R: Usable for take-off between 0700-2300LT, following the initial segments of all publicated SIDs. Between 2300-0700LT RWY 14L will be used following the initial segments of all publicated SIDs.

## 3.5. RWY OPERATIONS

### 3.5.1. MINIMUM RWY OCCUPANCY TIME

ACFT not ready to initiate take-off run immediately when cleared for take-off, will have take-off clearance cancelled and will receive instructions to vacate the RWY at the first available TWY.

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# 1. GENERAL

## 1.3. LOW VISIBILITY PROCEDURES

### 1.3.1. GENERAL

Low Visibility Procedure will be in force when:

Manoeuvring area - RVR (or VIS if RVR is out) is 700m or below.
- Ceiling is 290' or below.

Apron - RVR (or VIS if RVR out) is 400m or below.

Pilots will be informed when Low Visibility Procedures are in use via ATIS. When LVP is activated, pilot-in-command of towed ACFT must switch on the Mode S transponder.

Low Visibility Procedure will be cancelled when:

Manoeuvring area - RVR (or VIS if RVR is out) is equal to or higher than 800m.
- Ceiling is 300' or above.
- The improvement tendency of meteorological conditions is strong.

Apron - VIS is higher than 400m.

### 1.3.2. ARRIVAL

Except otherwise authorized by ATC, ACFT must vacate the landing RWY via TWYs specified below:

| Landing RWY | Exit |
|---|---|
| 18L | Y5, Y4, Y3 |
| 18R | Z10, Z8, Z7 |
| 32L | L5, L4, L3, L2 (for arrivals to Terminal 4 prefer L2 and L4.) |
| 32R | K5, K4, K3 |

When leaving RWY sensitive area pilots shall report:
- Sensitive area vacated;
- TWY used.

ACFT vacating the sensitive area have priority over all other ACFT taxiing in the vicinity.
After landing on RWY 18L/R or 32L/R follow appropriate TWY centerline lights until clear of sensitive area and await instructions from BARAJAS Ground or stop if lacking instructions.
Entry stands 616 thru 618 from RWY 32R: K3, KB2, A28, A27, A26, AM1, M27, M28.

### 1.3.3. DEPARTURE

Pilots-in-command will request permission for engine start-up from ATC if reported RVR values are the same or upper than their minimum for take-off.
When permitted to taxi to a RWY holding point, hold short at the CAT II markings and stop bar lights.

Unless otherwise instructed:
- In South configuration, access to RWY 14R via TWY LB is forbidden.
- In North configuration, exits from stands 210 thru 227 shall be carried out via TWYs E2 to E1 to A6 to A5 to C6 to M6 until M10.

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# 1. GENERAL

## 1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

### 1.4.1. OPERATION OF MODE S TRANSPONDER WHEN ACFT IS ON GROUND

ACFT operators shall ensure that the Mode S transponders are able to operate when the ACFT is on the ground.

From the request for towed push-back or taxi, whichever is earlier and after landing continuously until ACFT is fully parked on stand, pilots shall select AUTO mode or the equivalent according to specific installation, XPDR or ON if AUTO is not available, and the assigned Mode A code.

Select STBY when ACFT is fully parked.

Whenever ACFT is capable of reporting ACFT ident (i.e. call sign used in flight), ACFT ident should also be entered from the request for towed push-back or taxi, whichever is earlier (through the FMS or the transponder control panel). Flight crew must use the specific format defined by ICAO for entry the ACFT ident (e.g. BAW123, AFR6380).

To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) are not compromised, TCAS should not be selected before receiving the clearance to line up, and should be deselected after vacating the RWY.

ACFT taxiing without flight plan, Mode A code 2000 should be selected.

## 1.5. TAXI PROCEDURES

Between 2300-0700LT movements on Ramps 5 and 6 are forbidden.

TWYs CA, CB, C1 (between stand 116 thru 119), C8 and C9 limited to MAX ACFT with code letter B.

Limited to MAX ACFT with code letter C for:
- TWYs C1, C2, J5, JI5, J6, JI6, W5, W6, WI6, WN1, WN2, WA and Gate 7.
- TWY I12 (except segment between stands 36 thru 40, which is limited to MAX wingspan 102'/31m).

TWY C11 and Gate 6 MAX wingspan 125'/38m.

Limited to MAX ACFT with code letter D for:
- TWYs DI3, DI4, I8 thru I10, Gate 2, Gate 4 and Gate 5.
- TWY I11 (except segment between stand 1 thru 5, which is limited to MAX wingspan 125'/38m).

Limited to MAX ACFT with code letter E for:
- TWYs A1 thru A17, E1 thru E4, F1 thru F4, M1 thru M17, M27 thru M34, Gate 1 and Gate 3.
- TWYs of Ramps 4, 5 and 6 except TWY C2.
- TWYs of RWY 14R/32L except L2, L4, LE and L42.
- TWYs of RWY 18R/36L except Z1, Z3, Z7, de-icing area of RWY 36L and access TWYs to Apron T4.
- TWYs AZ2 thru AZ6, MZ3 thru MZ6, EB1, EB2, EB6 thru EB8, EC1, EC2, EC4, EC6, EC8, KA8.

Limited to MAX ACFT with code letter F for:
- TWYs A18 thru A34, L2, L4, L42, LE, ME1, ME2, M18 thru M25, MC, MD, Z1, Z3, Z7.
- TWYs of Apron T4S except EB and EC, de-icing area of RWY 36R, Gate 11 and Gate 12.
- TWYs of RWY 18L/36R and RWY 14L/32R.

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# 1. GENERAL

In case of any doubt about the position of the ACFT or in case of difficulties, stop, notify ATC or the Apron Management Service (SDP) in its responsibility area and request Follow-me car.

ACFT vacating RWY via a rapid exit TWY will always have priority over the rest of ACFT, that must give way to them using the intermediate holding position.

When B747-8F taxiing via TWY R1, TWY R8 limited to MAX ACFT CAT D.

B747-8F cannot use RWY holding position Z2/Z4 on RWY 36L or LA/LB on RWY 14R at the same time with other ACFT.

B747-8F can not use RWY holding position LC/LD on RWY 14R.

### 1.5.1. NO ENTRIES

| TWY POSITION | VISIBLE FROM TWY |
|---|---|
| On M6 btn M7 & G1 | M6 & I8 |
| Crossing of A14, A17, AZ2 & S2 | A17 & S2 |
| On Y7 | Y7 |

## 1.6. PARKING INFORMATION

Stands 70 thru 74, 300 thru 312, 330 thru 394, 500 thru 586 and T1 thru T35 equipped with docking guidance system.

On stands 31 thru 33, 35 thru 37, 44, 45, 70 thru 74, 80 thru 97, 100 thru 126, 131, 133, 135 thru 165, 173, 175, 237 thru 239, 300 thru 328, 330 thru 394, 500 thru 586 and T1 thru T40 push-back required.

Do not enter stands T1, T2 and T3 from TWY I7.

Exit of stand 40 will be autonomous, except B747-8F, which will be towed to North on TWY A6.

### 1.6.1. RAMP 5 & 6

From 2300 to 0700LT, movements in Ramps 5 and 6 are forbidden. It shall only be permitted the use of equipment necessary for the tasks associated with the maintenance of the ACFT and, if required, when an ACFT needs to be dragged outside the restricted area, it shall be accomplished by means of an electric tractor, in which case it will comply with the following:

Entry to stands 75 and 80 to 140: All ACFT shall stop at TWY A4 (in North configuration) or at TWY M4 (in South configuration) and, from there, wait to be towed with the engine switched off to the stand assigned. Only electric engine towing tractors are allowed.

The use of APU is forbidden for all types of ACFT during taxiing operation.

## 1.7. OTHER INFORMATION

### 1.7.1. GENERAL

Birds.

### 1.7.2. WAKE VORTEX CATEGORIES

Due to unusual wake vortex characteristics, B757 is categorized as heavy when followed by a medium or light ACFT, but as medium when it follows a heavy ACFT.

ACFT unable to accept minimum wake vortex separation will advise ATC as soon as possible on transfer to departure frequency but before line-up clearance is issued. Pilots accepting line-up clearance without declaring the need for additional vortex separation will be assumed to have accepted the standard wake vortex minima.

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# 2. ARRIVAL

## 2.1. SPEED RESTRICTIONS

Pilot must plan the descent profile to comply with the following speed and altitude restrictions at specified points, unless ATC clears otherwise. If it is not possible to comply, then advise ATC of it.

| RWY 18L/18R | | |
|---|---|---|
| POSITION | SPEED | ALTITUDE |
| TAGOM or equivalent position | 220 KT | 10,000’ |
| LALPI or equivalent position | 220 KT | 11,000’ or above |
| 12 DME ILS or equivalent position | 180 KT | - |
| 6 DME ILS or equivalent position | 160 KT | - |
| 4 DME ILS or equivalent position | 160 KT | - |

| RWY 32L/32R | | |
|---|---|---|
| POSITION | SPEED | ALTITUDE |
| TOBEK or equivalent position | 220 KT | 5000’ |
| ASBIN or equivalent position | 220 KT | 6000’ or above |
| 12 DME ILS or equivalent position | 180 KT | - |
| 6 DME ILS or equivalent position | 160 KT | - |
| 4 DME ILS or equivalent position | 160 KT | - |

ACFT will be exempted from these speed limitations when a continuous descent arrival (CDA) is being performed.

### 2.1.1. ADJUSTMENT OF VERTICAL SPEED IN MADRID TMA

ACFT shall adjust their vertical speed when approaching to assigned altitude or flight level. In those circumstances, vertical speed shall be reduced to 1500' per minute when approaching to a vertical distance of 1000' above or below assigned altitude or flight level.

## 2.2. NOISE ABATEMENT PROCEDURES

### 2.2.1. GENERAL

The following procedures are applicable to all ACFT for landing and take-off - except for safety reasons - to avoid excessive noise in areas surrounding the APT. Non-compliance will cause sanctions to ACFT operators except the execution of approach to RWY 18R with reduced flaps. If unable to comply submit alternative procedures to correspondent authority for approval.

Arrival paths will be radar-monitored and noise level will be measured for each operation.

#### South Configuration

RWY 18L: Usable for landing between 2300-0700LT.

RWY 18L/R: Usable for landing between 0700-2300LT.

Landing and approach procedures in VMC will be performed with an angle equal to or higher than the ILS GP or PAPI of each RWY.

Approaching RWY 18R the following landing procedure with reduced flaps is recommended, although its use is subject to pilot’s decision and safety must prevail at all times:

- Intercept ILS with minimum flap configuration and landing gear retracted;
- Do not extend landing gear and keep the minimum possible flaps configuration up to 5 DME ILS.

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# 2. ARRIVAL

### 2.2.2. REVERSE THRUST

The use of reverse thrust above idle is forbidden between 2300-0700LT except for safety reasons. In this case, it must be notified to the Tower and the 'Departamento de Medio Ambiente' of the APT.

## 2.3. CAT II/III OPERATIONS

RWYs 18L/R and 32L/R approved for CAT II/III operations, special aircrew and ACFT certification required.

## 2.4. RWY OPERATIONS

### 2.4.1. MINIMUM REDUCED SEPARATION ON THE SAME RWY

Any ACFT on final approach will not be allowed to cross the beginning of the RWY until the following minimum separation from the preceding ACFT applies:

- Landing after take-off: The departing ACFT has taken off and is, at least, 2000m from THR.

These minimums will be applied only under the following conditions:

- Between SR and SS;
- While VMC prevails at the aerodrome;
- When the braking action is not negatively affected by precipitation remains on the RWY (slush, water, etc.);
- When the involved ACFT operates without any anomalies.

When issuing the landing clearance according to this procedure, the following instructions shall be used: "...(ACFT call sign) BEHIND LANDING/DEPARTING (ACFT type), CLEARED TO LAND RUNWAY (number)".

### 2.4.2. MINIMUM RWY OCCUPANCY TIME

In order to minimize the occurrence of "go-around", lessen the RWY occupancy time and, therefore, get the maximum RWY utilization, pilots shall exit the RWY as soon as possible and this will not affect the ACFT safety and standard operation.

Unless ATC advises otherwise and without prejudice to the noise abatement procedures, ACFT will vacate the corresponding RWY by the following rapid exit TWYs and reach the following TWY:

#### North Configuration

| RWY | Rapid Exit | ACFT | Dist from THR | TWY |
|---|---|---|---|---|
| 32L | L7 | all | 5446'/1660m | A10 |
| 32L | L5 | all | 6594'/2010m | A11 |
| 32L | L4 | all | 6594'/2010m | L42 |
| 32L | L2 | all | 6988'/2130m | LA4 |
| 32L | L3 | all | 8251'/2515m | A12 |
| 32R | K5 | all | 5906'/1800m | KA4 |
| 32R | K4 | all | 7874'/2400m | KA3 or KC3, KC2 |

#### South Configuration

| RWY | Rapid Exit | ACFT | Dist from THR | TWY |
|---|---|---|---|---|
| 18L | Y5 | all | 5906'/1800m | AY |
| 18L | Y4 | all | 7874'/2400m | BY13 |
| 18R | Z10 | all | 6319'/1926m | ZW3 |
| 18R | Z8 | all | 7717'/2352m | W1 |
| 18R | Z7 | all | 7717'/2352m | B6 |

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# 2. ARRIVAL

## 2.5. TAXI PROCEDURES

### 2.5.1. STANDARD TAXI ROUTES

#### 2.5.1.1. NORTH CONFIGURATION

| From RWY 32L to: | | |
|---|---|---|
| **Terminal 1, 2 or 3** | | |
| Standard route: L7, L5 or L3, TWY A to TWY A10 (transfer point A10-2). | | |
| R-7: | Stands 200 thru 239: | Standard route to A6 to C7. |
| | Stands 240 thru 249: | Standard route to C9. |
| R-6: | Stand 75: | Standard route to A4 to C4 to I6. |
| | Stands 80 thru 85: | Standard route to A3 to C3. |
| | Stands 90 thru 110: | Standard route to A2 to C2. |
| | Stands 111 thru 126: | Standard route to A1 to C1. |
| | Stands 130 thru 135: | Standard route to A1 to C1 to CA. |
| | Stands 136 thru 140: | Standard route to A1 to C1 to CB. |
| | Stands 144 thru 148: | Standard route to A1. |
| R-5: | Stands 50 thru 74: | Standard route to A4 to C4. |
| | Stands 150 thru 162: | Standard route to A4, A3 or A2 straight to stand. |
| R-4: | Stands 40 thru 43: | Standard route to A6, then straight to stand. |
| | Stands 44 and 45: | Standard route to A5 to C6 to M6 straight to stand. |
| | Stands 30 thru 37: | Standard route to A8 to G1 to Gate 1 to I7 to C5 to M5 to stand. |
| | Stands 163 and 165: | Standard route to A6, then straight to stand. |
| | Stand 171: | Standard route to A7 to E1 straight to stand. |
| | Stand 173: | Standard route to A8 to F2 straight to stand. |
| | Stand 175: | Standard route to A8 to F1 straight to stand. |
| R-3: | Standard route to A8 to G1 to Gate 1 to I7 or I8. | |
| Stands T1 thru T3: 0700 - 2259LT: Via A5 to A4 to C4 to I6;<br>2300 - 0659LT: Via A5 to C5. | | |
| R-2: | Stands 14 thru 17: | Standard route to A9 to G3 to M9 straight to stand; or A9 to G3 to Gate 3 to I8 or I9. |
| R-1: | Stands 10 thru 13: | Standard route to A9 to G3 to M9 straight to stand; |
| | Stands T22 thru T29: | Standard route to G4 to Gate 4 to I9 or I10 to stand. |
| | Stands 7 thru 9: | L7, L5 or L3 to TWY A to A11 to G5 to Gate 5 (transfer point) to I10, then straight to stand. |
| | Stands T30 thru T40: | L7, L5 or L3 to TWY A to A11, G5, Gate 5 (transfer point) to I12, then straight to stand. |
| R-0: | Stands 1 thru 5: | L7, L5 or L3 to TWY A to A11 to G5 to M11, then straight to stand. |
| | Stand 6: | L7, L5 or L3 to TWY A to A11 to G5 to Gate 5 (transfer point) to I11, then straight to stand. |

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# 2. ARRIVAL

## From RWY 32L to:

**Terminal 4**

Follow ATC instructions to leave by the LEFT of RWY.
Standard route: L7, L5 or L3 to TWY A, incorporate to TWY M by the first possible TWY, follow to TWY M13 to J3 (transfer point J3-2).

| | | |
|---|---|---|
| R-10: | Stands 364 thru 374: | Standard route to J4 to D1 to D2 to D3. |
| | Stands 372 thru 377: | Standard route to J4 to D1 to D2. |
| | Stand 378: | Standard route to J4 to J5. |
| | Stands 380 thru 394: | Standard route to J4 until J6. |
| | Stands 444 and 446: | Standard route to J4 to D1 until D3 to R4 to X3. |
| | Stand 448: | Standard route to J4 to D1 to D2 to S4 to X2. |
| R-11: | Stands 342 thru 362: | Standard route to J4 to D1 until D4. |
| | Stands 430 and 432: | Standard route to J4 to D1 until D5 to W4 to X5 to X4. |
| | Stands 434 thru 442: | Standard route to J4 to D1 until D3 to R4 to X3. |
| R-12: | Stands 300 thru 312: | Standard route to J4 to D1 until D5 to W5 to WI6. |
| | Stands 320 thru 329: | Standard route to J4 to D1 until D5 to W5. |
| | Stands 330 thru 340: | Standard route to J4 to D1 until D4. |
| | Stands 420 thru 428: | Standard route to J4 to D1 until D5 to W4 to X5 to X4. |
| R-13: | Stands 400 thru 411: | Standard route to J4 to D1 until D5 to W5. |
| | Stands 412 thru 419: | Standard route to J4 to D1 until D5 to W5 to WN1 to WA. |

**Terminal 4S**

Follow ATC instructions to leave to the RIGHT side of RWY.
Standard route: L4 to L42 to L2 to B1 or L2 to B1.

| | | |
|---|---|---|
| R-20: | Stands 568 thru 580: | Standard route to M21 until M24 to EB2. |
| | Stands 582 thru 586: | Standard route to M21 to EA2. |
| | Stands 620 thru 628: | Standard route to M21 until M27. |
| R-21: | Stands 556 thru 566: | Standard route to M21 until M23 to EB2 to EB6. |
| | Stands 608 thru 618: | Standard route to M21 until M30. |
| R-22: | Stands 540 thru 554: | Standard route to M21 until M23 to EB2 to EB6. |
| | Stands 600 thru 606: | Standard route to M21 until M31. |
| R-23: | Stands 500 thru 526: | Standard route to B2 until B5 to Gate 13 to EA5. |
| | Stands 528 thru 530: | Standard route to B2 until B5 to Gate 13. |
| | Stands 532 thru 536: | Standard route to B1 until B9 to EA7 to EA6. |
| | Stand 538: | Standard route to B1 until B9 to EA7 to N10. |

## From RWY 32R to:

**Terminal 1, 2 or 3**

K5 to KA4 to KA3 to KB2 to TWY A to TWY A10 or
K5 to KA4 to KC3 to KC2 to TWY A to TWY A10 or
K4 to KC3 to KC2 to TWY A to TWY A10 or
K3 to KB2 to TWY A to TWY A10, then same route as for RWY 32L.

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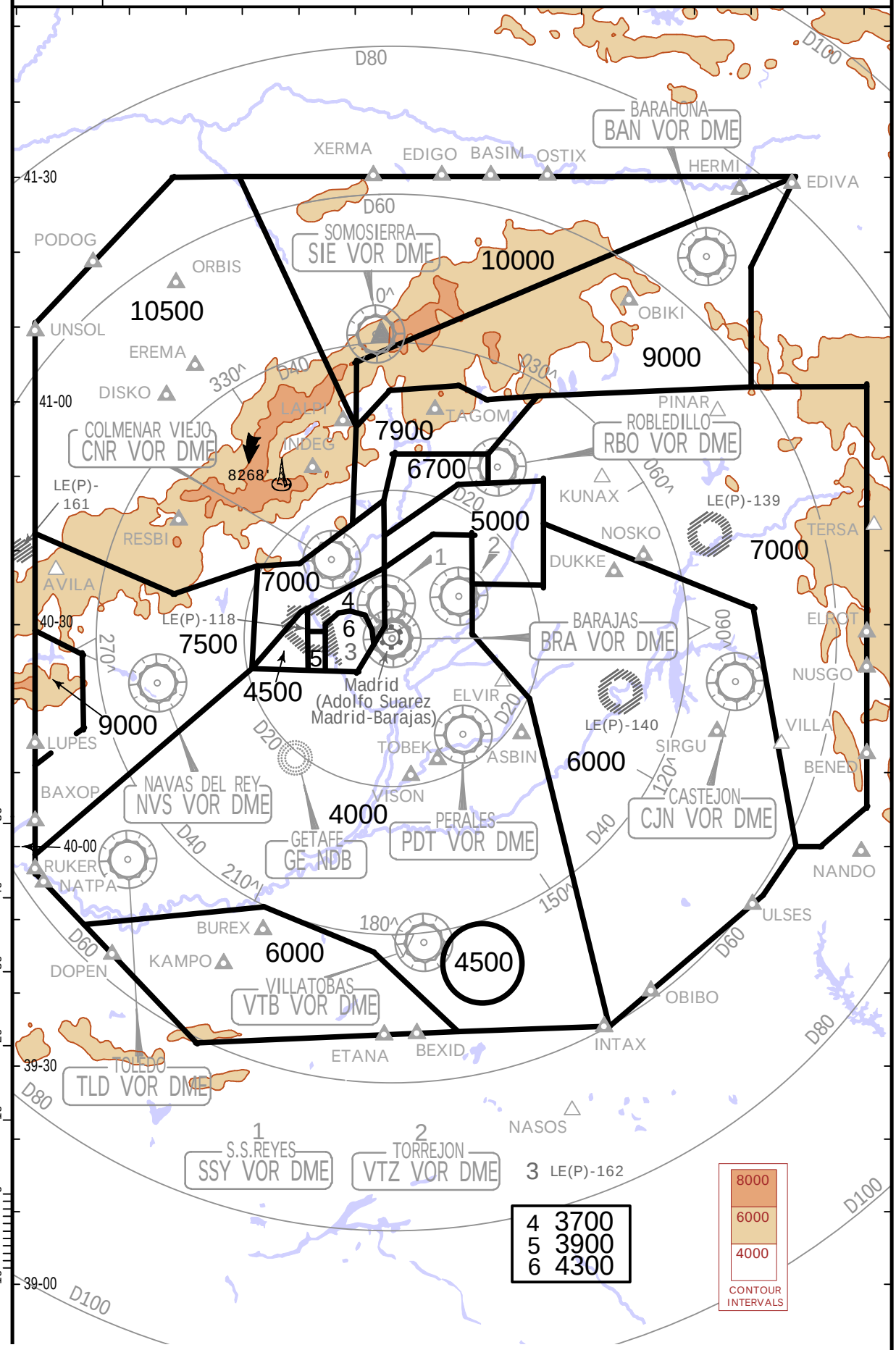
# LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
30 MAY 14 (10-1R)

# MADRID, SPAIN
## .RADAR.MINIMUM.ALTITUDES.

Apt Elev 1998'

Alt Set: hPa Trans level: By ATC Trans alt: 13000'
1. The published minimum altitudes integrate no correction for low temperatures.
2. This chart may only be used for cross-checking of altitudes assigned while the aircraft is identified.

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# LEMD/MAD BARAJAS

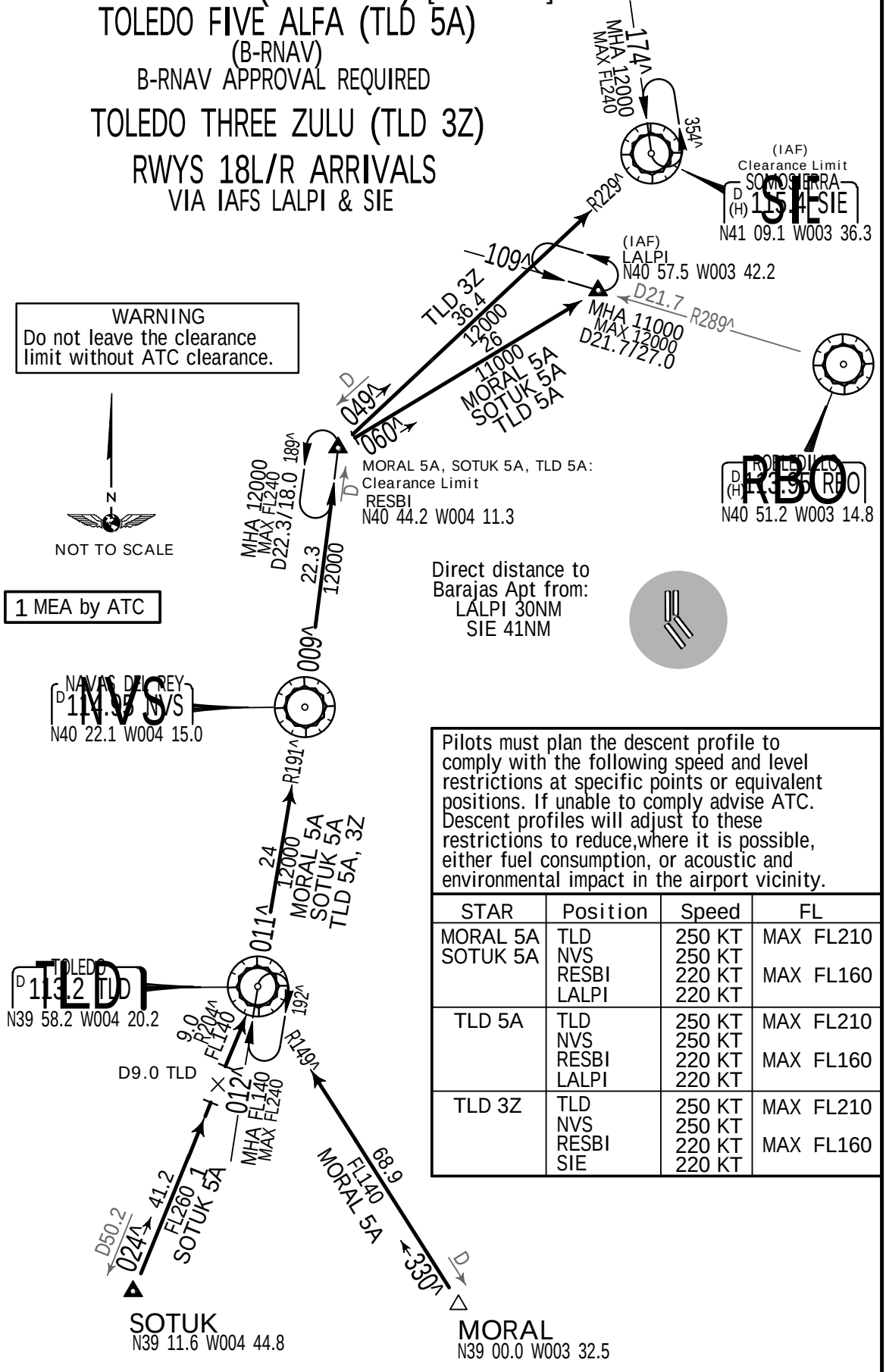
JEPPESEN 8 NOV 13 (10-2) .Eff.14.Nov.

# MADRID, SPAIN .STAR.

| ATIS | Apt Elev | Alt Set: hPa | Trans level: By ATC | Trans alt: 13000' |
|---|---|---|---|---|
| 118.25 | 1998' | | | |

## MORAL FIVE ALFA (MORAL 5A) [MORA5A]
## SOTUK FIVE ALFA (SOTUK 5A) [SOTU5A]
## TOLEDO FIVE ALFA (TLD 5A)
(B-RNAV)
B-RNAV APPROVAL REQUIRED

## TOLEDO THREE ZULU (TLD 3Z)
## RWYS 18L/R ARRIVALS
VIA IAFS LALPI & SIE




Pilots must plan the descent profile to comply with the following speed and level restrictions at specific points or equivalent positions. If unable to comply advise ATC. Descent profiles will adjust to these restrictions to reduce,where it is possible, either fuel consumption, or acoustic and environmental impact in the airport vicinity.

| STAR | Position | Speed | FL |
|---|---|---|---|
| MORAL 5A<br>SOTUK 5A | TLD<br>NVS<br>RESBI<br>LALPI | 250 KT<br>250 KT<br>220 KT<br>220 KT | MAX FL210<br><br>MAX FL160 |
| TLD 5A | TLD<br>NVS<br>RESBI<br>LALPI | 250 KT<br>250 KT<br>220 KT<br>220 KT | MAX FL210<br><br>MAX FL160 |
| TLD 3Z | TLD<br>NVS<br>RESBI<br>SIE | 250 KT<br>250 KT<br>220 KT<br>220 KT | MAX FL210<br><br>MAX FL160 |

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# LEMD/MAD
BARAJAS

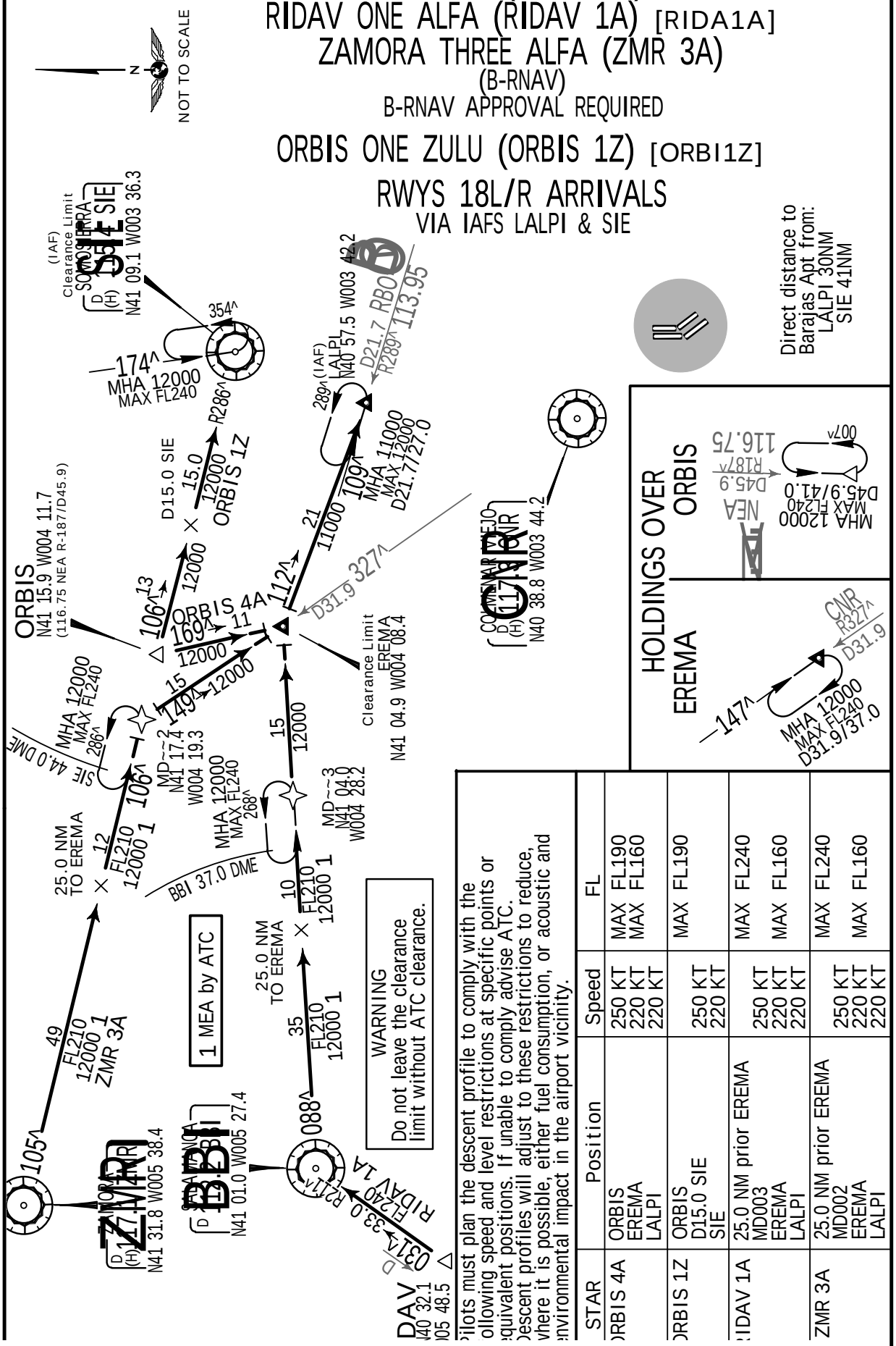
JEPPESEN
8 NOV 13 (10-2A) .Eff.14.Nov.

# MADRID, SPAIN
.STAR.

| ATIS | Apt Elev | Alt Set: hPa | Trans level: By ATC | Trans alt: 13000' |
|---|---|---|---|---|
| 118.25 | 1998' | | | |

## ORBIS FOUR ALFA (ORBIS 4A) [ORBI4A]
## RIDAV ONE ALFA (RIDAV 1A) [RIDA1A]
## ZAMORA THREE ALFA (ZMR 3A)
(B-RNAV)
B-RNAV APPROVAL REQUIRED

## ORBIS ONE ZULU (ORBIS 1Z) [ORBI1Z]
## RWYS 18L/R ARRIVALS
VIA IAFS LALPI & SIE




Pilots must plan the descent profile to comply with the following speed and level restrictions at specific points or equivalent positions. If unable to comply advise ATC. Descent profiles will adjust to these restrictions to reduce, where it is possible, either fuel consumption, or acoustic and environmental impact in the airport vicinity.

| STAR | Position | Speed | FL |
|---|---|---|---|
| ORBIS 4A | ORBIS<br>EREMA<br>LALPI | 250 KT<br>220 KT<br>220 KT | MAX FL190<br>MAX FL160 |
| ORBIS 1Z | ORBIS<br>D15.0 SIE<br>SIE | 250 KT<br>220 KT | MAX FL190 |
| RIDAV 1A | 25.0 NM prior EREMA<br>MD003<br>EREMA<br>LALPI | 250 KT<br>220 KT<br>220 KT | MAX FL240<br>MAX FL160 |
| ZMR 3A | 25.0 NM prior EREMA<br>MD002<br>EREMA<br>LALPI | 250 KT<br>220 KT<br>220 KT | MAX FL240<br>MAX FL160 |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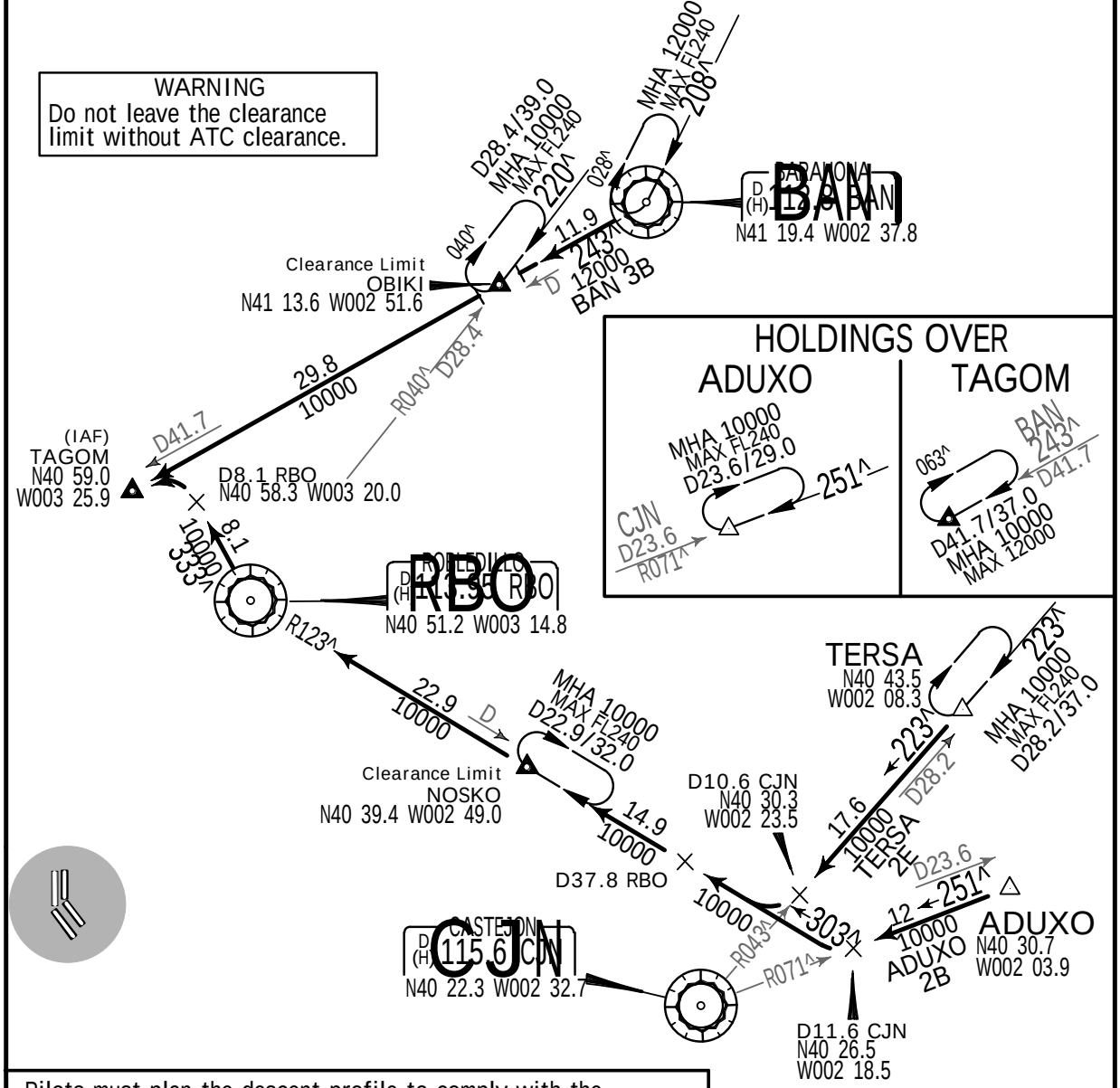
# LEMD/MAD BARAJAS

JEPPESEN 14 SEP 12 10-2B .Eff.20.Sep.

# MADRID, SPAIN .STAR.

| ATIS | Apt Elev | |
|---|---|---|
| 118.25 | 1998' | Alt Set: hPa Trans level: By ATC Trans alt: 13000' |

## ADUXO TWO BRAVO (ADUXO 2B) [ADUX2B]
## BARAHONA THREE BRAVO (BAN 3B)
## TERSA TWO ECHO (TERSA 2E) [TERS2E]
## RWYS 18L/R ARRIVALS
### VIA IAF TAGOM




Pilots must plan the descent profile to comply with the following speed and level/altitude restrictions at specific points or equivalent positions. If unable to comply advise ATC. Descent profiles will adjust to these restrictions to reduce, where it is possible, either fuel consumption, or acoustic and environmental impact in the airport vicinity.

| STAR | Position | Speed | FL/Altitude |
|---|---|---|---|
| ADUXO 2B | ADUXO | | MAX FL210 |
| | D37.8 RBO | 250 KT | |
| | NOSKO | 220 KT | MAX FL160 |
| | TAGOM | 220 KT | 10000' |
| BAN 3B | BAN | 250 KT | MAX FL190 |
| | OBIKI | 220 KT | MAX FL160 |
| | TAGOM | 220 KT | 10000' |
| TERSA 2E | TERSA | | MAX FL210 |
| | D37.8 RBO | 250 KT | |
| | NOSKO | 220 KT | MAX FL160 |

N
NOT TO SCALE

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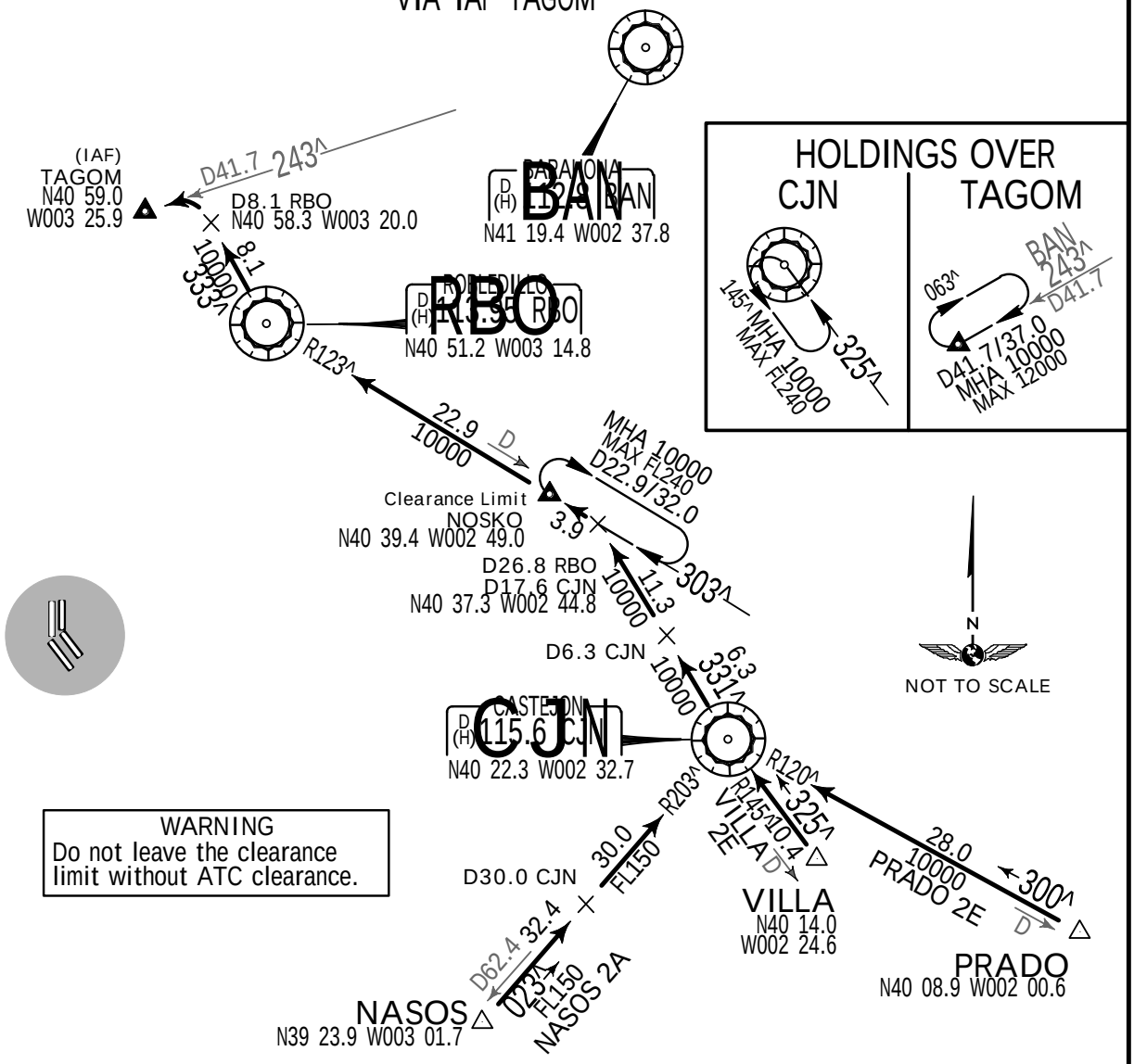
LEMD/MAD
BARAJAS

JEPPESEN
14 SEP 12 10-2C .Eff.20.Sep.

MADRID, SPAIN
.STAR.

| ATIS | Apt Elev | Alt Set: hPa | Trans level: By ATC | Trans alt: 13000' |
|---|---|---|---|---|
| 118.25 | 1998' | | | |

# NASOS TWO ALFA (NASOS 2A) [NASO2A]
# PRADO TWO ECHO (PRADO 2E) [PRAD2E]
# VILLA TWO ECHO (VILLA 2E) [VILA2E]
# RWYS 18L/R ARRIVALS
## VIA IAF TAGOM




WARNING
Do not leave the clearance limit without ATC clearance.

Pilots must plan the descent profile to comply with the following speed and level/altitude restrictions at specific points or equivalent positions. If unable to comply advise ATC. Descent profiles will adjust to these restrictions to reduce, where it is possible, either fuel consumption, or acoustic and environmental impact in the airport vicinity.

| STAR | Position | Speed | FL/Altitude |
|---|---|---|---|
| NASOS 2A | D30.0 CJN | | MAX FL210 |
| | D6.3 CJN | 250 KT | |
| | NOSKO | 220 KT | MAX FL160 |
| | TAGOM | 220 KT | 10000' |
| PRADO 2E | PRADO | | MAX FL210 |
| | D6.3 CJN | 250 KT | |
| | NOSKO | 220 KT | MAX FL160 |
| | TAGOM | 220 KT | 10000' |
| VILLA 2E | VILLA | | MAX FL210 |
| | D6.3 CJN | 250 KT | |
| | NOSKO | 220 KT | MAX FL160 |

HOLDING OVER PRADO

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# LEMD/MAD BARAJAS

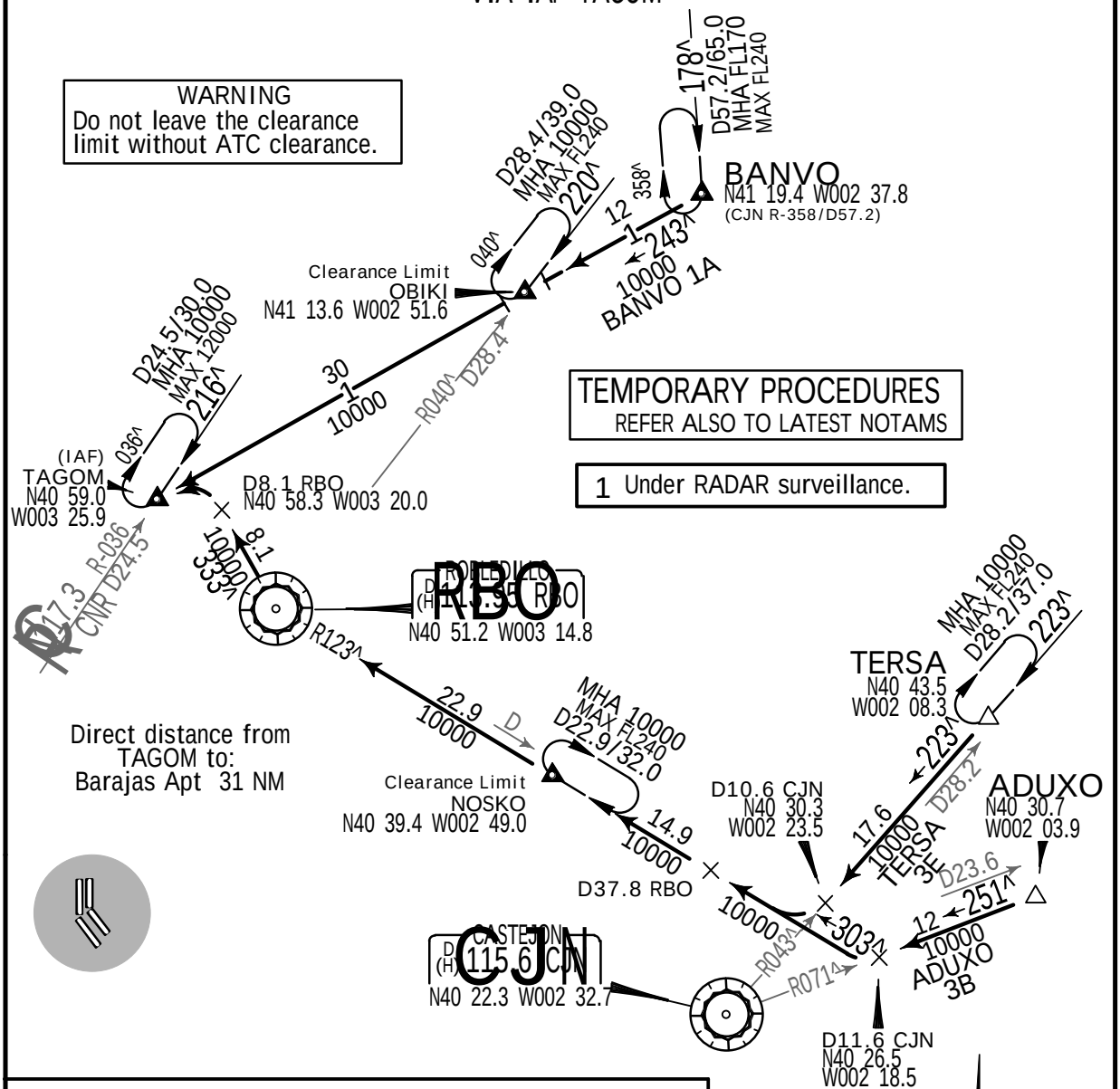
JEPPESEN

29 NOV 13 (10-2C1) .Eff.12.Dec.

# MADRID, SPAIN .STAR.

| ATIS | Apt Elev | |
|---|---|---|
| 118.25 | 1998' | Alt Set: hPa Trans level: By ATC Trans alt: 13000' |

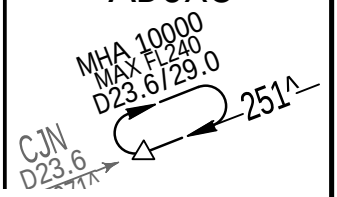
## ADUXO THREE BRAVO (ADUXO 3B) [ADUX3B]
## BANVO ONE ALFA (BANVO 1A) [BANV1A]
## TERSA THREE ECHO (TERSA 3E) [TERS3E]
## RWYS 18L/R ARRIVALS
### VIA IAF TAGOM




Pilots must plan the descent profile to comply with the following speed and level/altitude restrictions at specific points or equivalent positions. If unable to comply advise ATC. Descent profiles will adjust to these restrictions to reduce, where it is possible, either fuel consumption, or acoustic and environmental impact in the airport vicinity.

| STAR | Position | Speed | FL/Altitude |
|---|---|---|---|
| ADUXO 3B | ADUXO | | MAX FL210 |
| | D37.8 RBO | 250 KT | |
| | NOSKO | 220 KT | MAX FL160 |
| | TAGOM | 220 KT | 10000' |
| BANVO 1A | BANVO | 250 KT | MAX FL190 |
| | OBIKI | 220 KT | MAX FL160 |
| | TAGOM | 220 KT | 10000' |
| TERSA 3E | TERSA | | MAX FL210 |
| | D37.8 RBO | 250 KT | |
| | NOSKO | 220 KT | MAX FL160 |

## HOLDING OVER ADUXO

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# LEMD/MAD BARAJAS

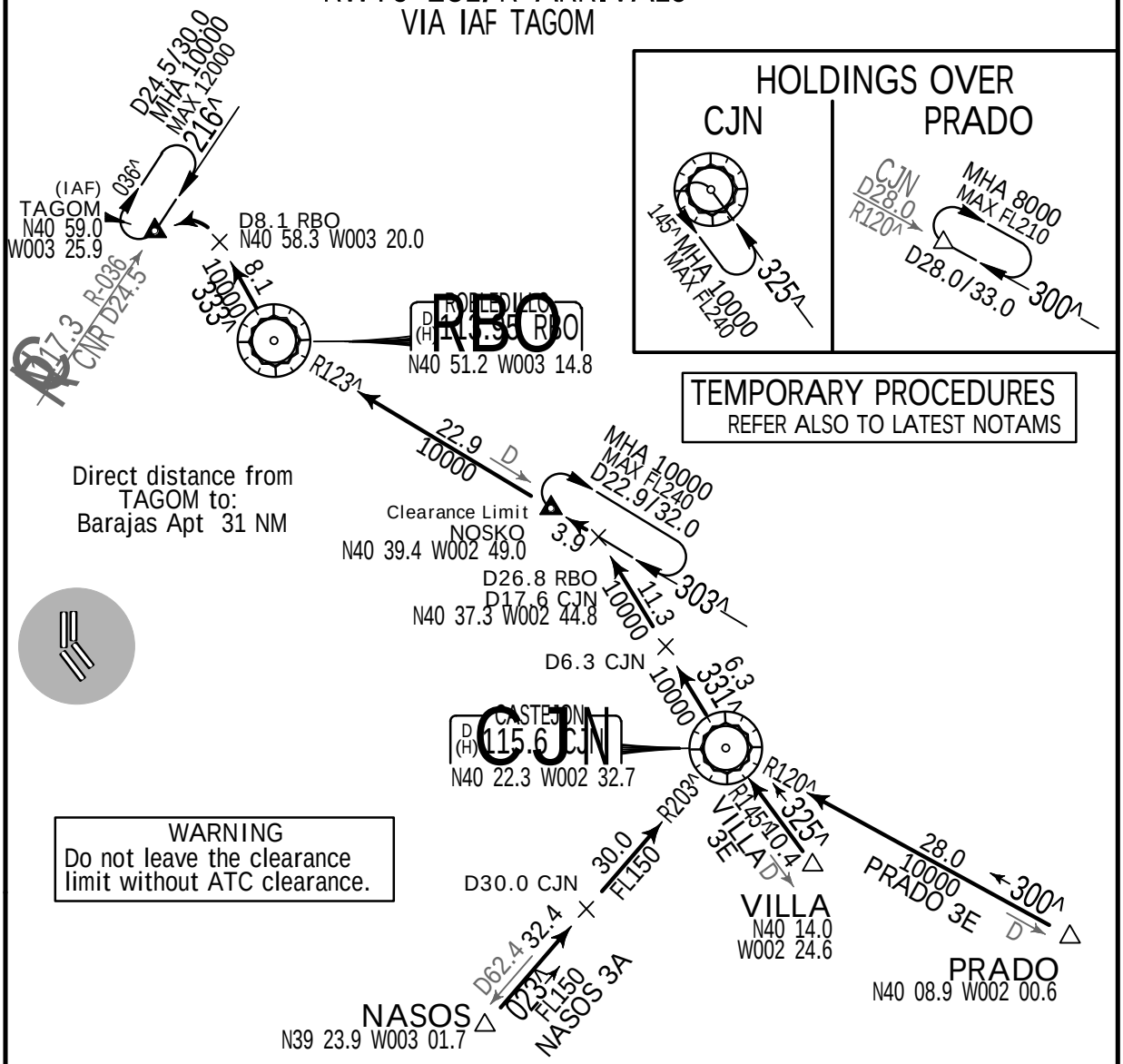
JEPPESEN

29 NOV 13 (10-2C2) .Eff.12.Dec.

# MADRID, SPAIN .STAR.

| ATIS | Apt Elev | |
|---|---|---|
| 118.25 | 1998' | Alt Set: hPa Trans level: By ATC Trans alt: 13000' |

## NASOS THREE ALFA (NASOS 3A) [NASO3A]
## PRADO THREE ECHO (PRADO 3E) [PRAD3E]
## VILLA THREE ECHO (VILLA 3E) [VILA3E]
## RWYS 18L/R ARRIVALS
VIA IAF TAGOM




Pilots must plan the descent profile to comply with the following speed and level/altitude restrictions at specific points or equivalent positions. If unable to comply advise ATC. Descent profiles will adjust to these restrictions to reduce, where it is possible, either fuel consumption, or acoustic and environmental impact in the airport vicinity.

| STAR | Position | Speed | FL/Altitude |
|---|---|---|---|
| NASOS 3A | D30.0 CJN | | MAX FL210 |
| | D6.3 CJN | 250 KT | |
| | NOSKO | 220 KT | MAX FL160 |
| | TAGOM | 220 KT | 10000' |
| PRADO 3E | PRADO | | MAX FL210 |
| | D6.3 CJN | 250 KT | |
| | NOSKO | 220 KT | MAX FL160 |
| | TAGOM | 220 KT | 10000' |
| VILLA 3E | VILLA | | MAX FL210 |
| | D6.3 CJN | 250 KT | |
| | NOSKO | 220 KT | MAX FL160 |

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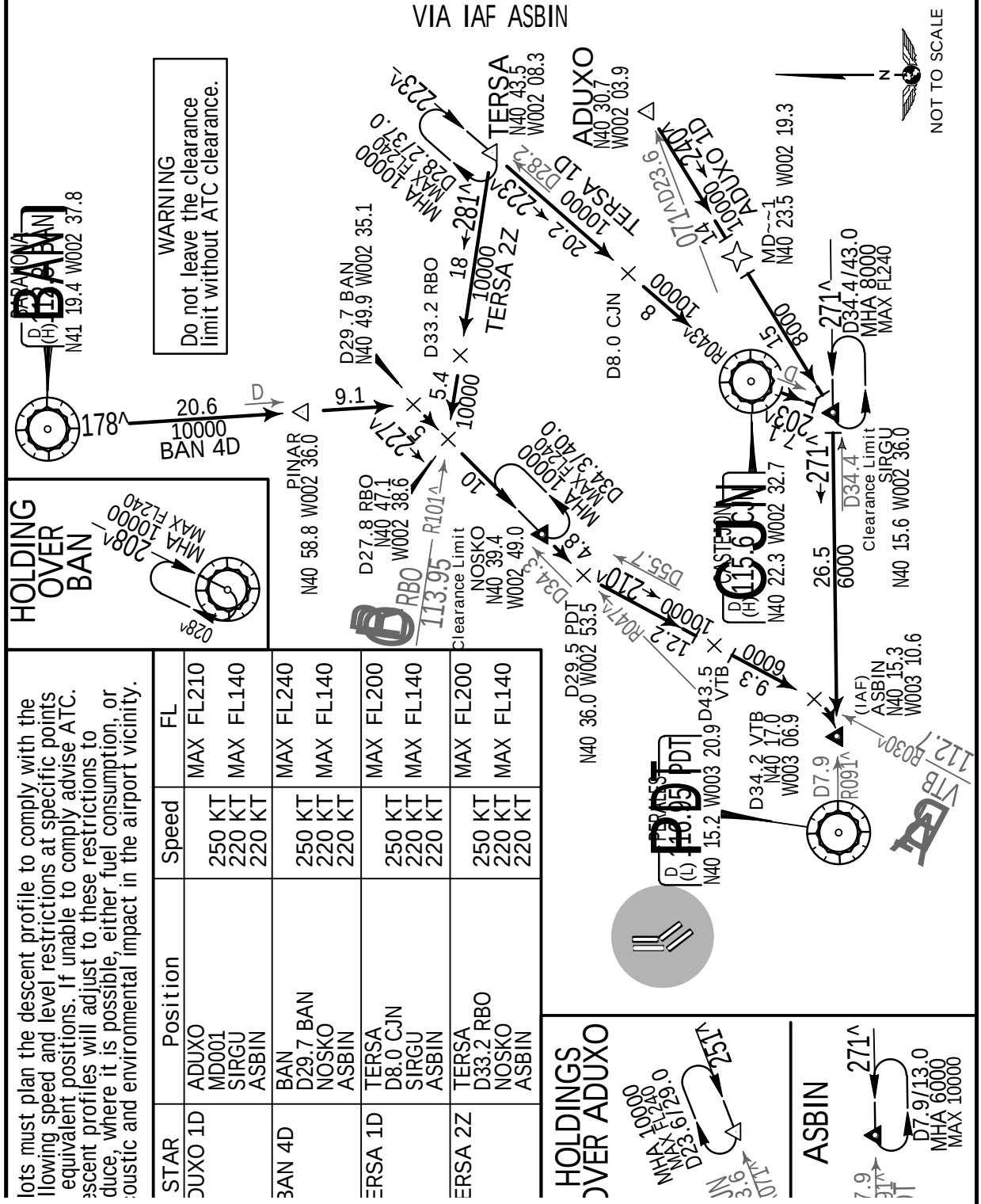
# LEMD/MAD BARAJAS — MADRID, SPAIN

JEPPESEN 14 SEP 12 (10-2D) .Eff.20.Sep. .STAR.

| ATIS | Apt Elev | |
|---|---|---|
| 118.25 | 1998' | Alt Set: hPa Trans level: By ATC Trans alt: 13000'<br>Within 10 NM radius of PDT between R-250 and R-074 and between 4000' and 5000' Ground Proximity Warning System (GPWS) alarm signal may occur due to orographic characteristics of terrain. |

## ADUXO ONE DELTA (ADUXO 1D) [ADUX1D]
(B-RNAV)
B-RNAV APPROVAL REQUIRED

## BARAHONA FOUR DELTA (BAN 4D)
## TERSA ONE DELTA (TERSA 1D) [TERS1D]
## TERSA TWO ZULU (TERSA 2Z) [TERS2Z]
## RWYS 32L/R ARRIVALS
VIA IAF ASBIN




Pilots must plan the descent profile to comply with the following speed and level restrictions at specific points or equivalent positions. If unable to comply advise ATC. Descent profiles will adjust to these restrictions to reduce, where it is possible, either fuel consumption, or acoustic and environmental impact in the airport vicinity.

| STAR | Position | Speed | FL |
|---|---|---|---|
| ADUXO 1D | ADUXO | 250 KT | MAX FL210 |
| | MD001 | 220 KT | MAX FL140 |
| | SIRGU | 220 KT | MAX FL140 |
| | ASBIN | 220 KT | |
| BAN 4D | BAN | 250 KT | MAX FL240 |
| | D29.7 BAN | 220 KT | MAX FL140 |
| | NOSKO | 220 KT | MAX FL140 |
| | ASBIN | 220 KT | |
| TERSA 1D | TERSA | 250 KT | MAX FL200 |
| | D8.0 CJN | 220 KT | MAX FL140 |
| | SIRGU | 220 KT | MAX FL140 |
| | ASBIN | 220 KT | |
| TERSA 2Z | TERSA | 250 KT | MAX FL200 |
| | D33.2 RBO | 220 KT | MAX FL140 |
| | NOSKO | 220 KT | MAX FL140 |
| | ASBIN | 220 KT | |

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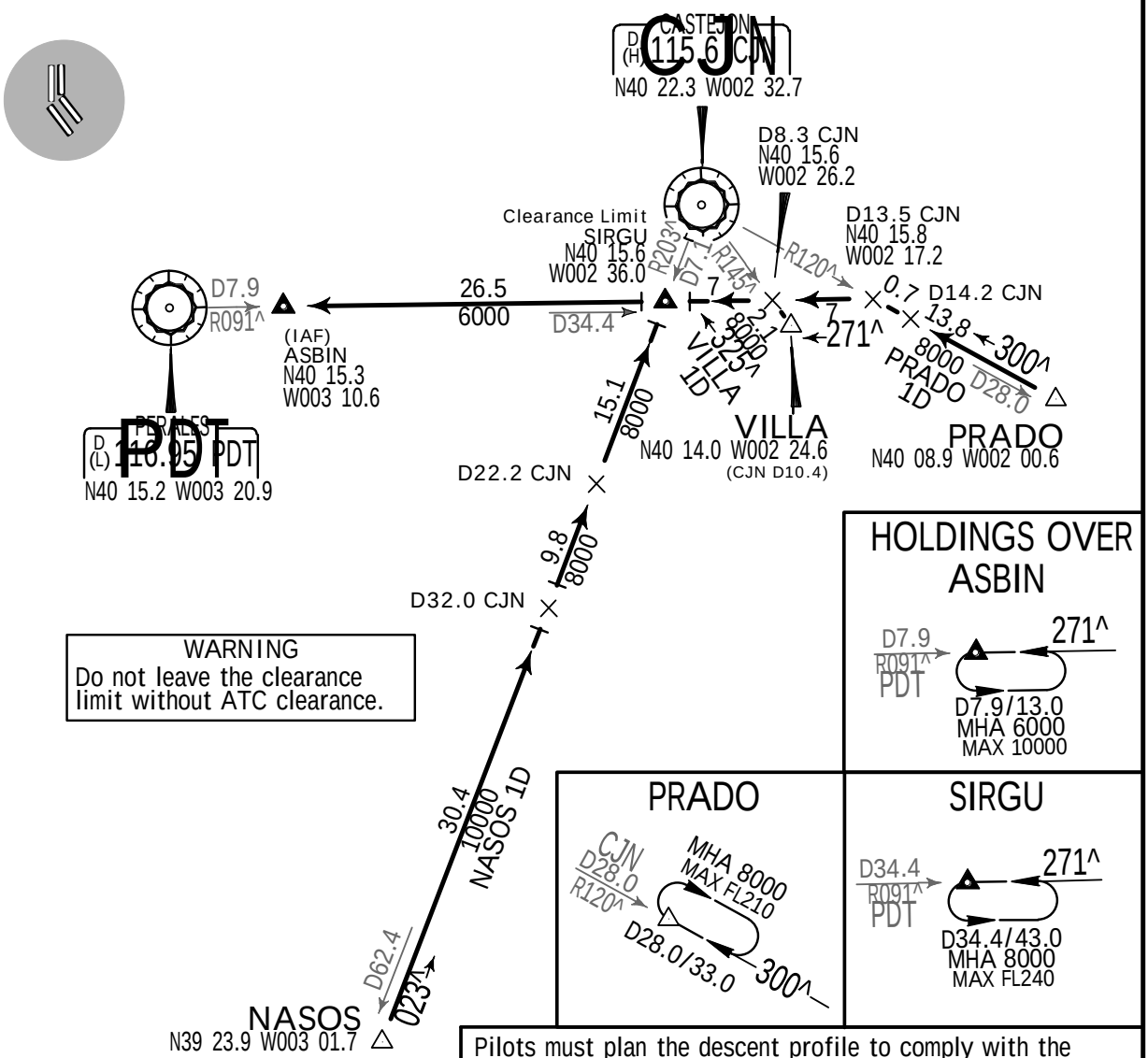
# LEMD/MAD BARAJAS

JEPPESEN 14 SEP 12 10-2E .Eff.20.Sep.

# MADRID, SPAIN .STAR.

| ATIS | Apt Elev | |
|---|---|---|
| 118.25 | 1998' | Alt Set: hPa Trans level: By ATC Trans alt: 13000'<br>Within 10 NM radius of PDT between R-250 and R-074 and between 4000' and 5000' Ground Proximity Warning System (GPWS) alarm signal may occur due to orographic characteristics of terrain. |

## NASOS ONE DELTA (NASOS 1D) [NASO1D]
## PRADO ONE DELTA (PRADO 1D) [PRAD1D]
## VILLA ONE DELTA (VILLA 1D) [VILA1D]
## RWYS 32L/R ARRIVALS
### VIA IAF ASBIN




WARNING
Do not leave the clearance limit without ATC clearance.

### HOLDINGS OVER ASBIN




### PRADO




### SIRGU




Pilots must plan the descent profile to comply with the following speed and level/altitude restrictions at specific points or equivalent positions. If unable to comply advise ATC. Descent profiles will adjust to these restrictions to reduce, where it is possible, either fuel consumption, or acoustic and environmental impact in the airport vicinity.

| STAR | Position | Speed | FL |
|---|---|---|---|
| NASOS 1D | D32.0 CJN | | MAX FL210 |
| | D22.2 CJN | 250 KT | |
| | SIRGU | 220 KT | MAX FL140 |
| | ASBIN | 220 KT | |
| PRADO 1D | PRADO | | MAX FL210 |
| | D14.2 CJN | 250 KT | |
| | SIRGU | 220 KT | MAX FL140 |
| | ASBIN | 220 KT | |
| VILLA 1D | VILLA | 250 KT | MAX FL190 |
| | SIRGU | 220 KT | MAX FL140 |

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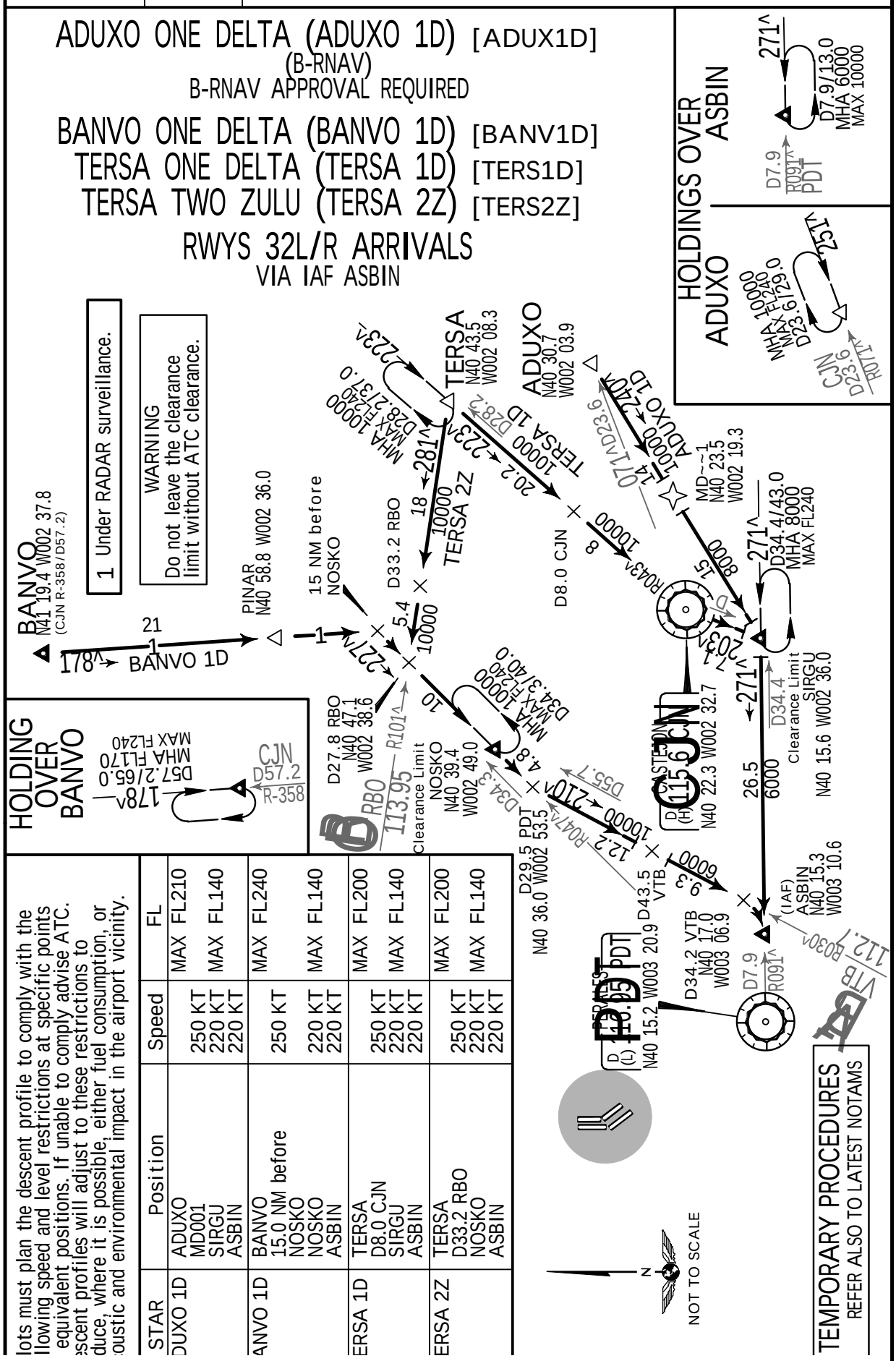
# LEMD/MAD BARAJAS — MADRID, SPAIN .STAR.

JEPPESEN
29 NOV 13 (10-2E1) .Eff.12.Dec.

| ATIS | Apt Elev | |
|---|---|---|
| 118.25 | 1998' | Alt Set: hPa Trans level: By ATC Trans alt: 13000'<br>Within 10 NM radius of PDT between R-250 and R-074 and between 4000' and 5000' Ground Proximity Warning System (GPWS) alarm signal may occur due to orographic characteristics of terrain. |

## ADUXO ONE DELTA (ADUXO 1D) [ADUX1D]
(B-RNAV)
B-RNAV APPROVAL REQUIRED

## BANVO ONE DELTA (BANVO 1D) [BANV1D]
## TERSA ONE DELTA (TERSA 1D) [TERS1D]
## TERSA TWO ZULU (TERSA 2Z) [TERS2Z]
## RWYS 32L/R ARRIVALS
VIA IAF ASBIN




lots must plan the descent profile to comply with the llowing speed and level restrictions at specific points equivalent positions. If unable to comply advise ATC. escent profiles will adjust to these restrictions to duce, where it is possible, either fuel consumption, or coustic and environmental impact in the airport vicinity.

| STAR | Position | Speed | FL |
|---|---|---|---|
| DUXO 1D | ADUXO | 250 KT | MAX FL210 |
| | MD001 | 220 KT | MAX FL140 |
| | SIRGU | 220 KT | |
| | ASBIN | | |
| ANVO 1D | BANVO | 250 KT | MAX FL240 |
| | 15.0 NM before | | |
| | NOSKO | 220 KT | MAX FL140 |
| | NOSKO | 220 KT | |
| | ASBIN | | |
| ERSA 1D | TERSA | 250 KT | MAX FL200 |
| | D8.0 CJN | 220 KT | MAX FL140 |
| | SIRGU | 220 KT | |
| | ASBIN | | |
| ERSA 2Z | TERSA | 250 KT | MAX FL200 |
| | D33.2 RBO | 220 KT | MAX FL140 |
| | NOSKO | 220 KT | |
| | ASBIN | | |

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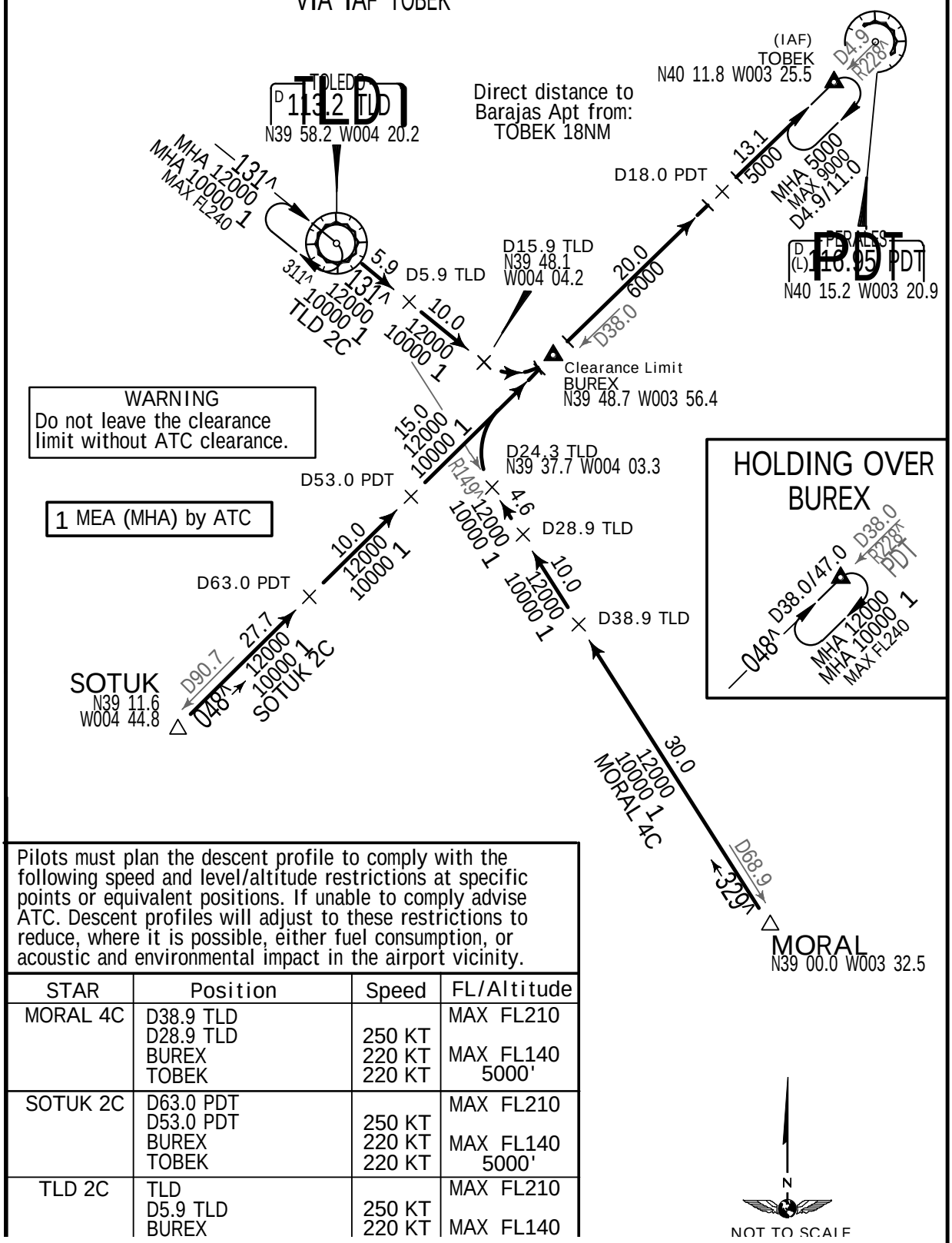
# LEMD/MAD BARAJAS — MADRID, SPAIN .STAR.

JEPPESEN 8 NOV 13 (10-2F) .Eff.14.Nov.

| ATIS | Apt Elev | |
|---|---|---|
| 118.25 | 1998' | Alt Set: hPa<br>Trans level: By ATC Trans alt: 13000'<br>Within 10 NM radius of PDT between R-250 and R-074 and between 4000' and 5000' Ground Proximity Warning System (GPWS) alarm signal may occur due to orographic characteristics of terrain. |

## MORAL FOUR CHARLIE (MORAL 4C) [MORA4C]
## SOTUK TWO CHARLIE (SOTUK 2C) [SOTU2C]
## TOLEDO TWO CHARLIE (TLD 2C)
## RWYS 32L/R ARRIVALS
### VIA IAF TOBEK




Pilots must plan the descent profile to comply with the following speed and level/altitude restrictions at specific points or equivalent positions. If unable to comply advise ATC. Descent profiles will adjust to these restrictions to reduce, where it is possible, either fuel consumption, or acoustic and environmental impact in the airport vicinity.

| STAR | Position | Speed | FL/Altitude |
|---|---|---|---|
| MORAL 4C | D38.9 TLD<br>D28.9 TLD<br>BUREX<br>TOBEK | <br>250 KT<br>220 KT<br>220 KT | MAX FL210<br><br>MAX FL140<br>5000' |
| SOTUK 2C | D63.0 PDT<br>D53.0 PDT<br>BUREX<br>TOBEK | <br>250 KT<br>220 KT<br>220 KT | MAX FL210<br><br>MAX FL140<br>5000' |
| TLD 2C | TLD<br>D5.9 TLD<br>BUREX | <br>250 KT<br>220 KT | MAX FL210<br><br>MAX FL140 |

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# LEMD/MAD BARAJAS

JEPPESEN 8 NOV 13 (10-2G) .Eff.14.Nov.

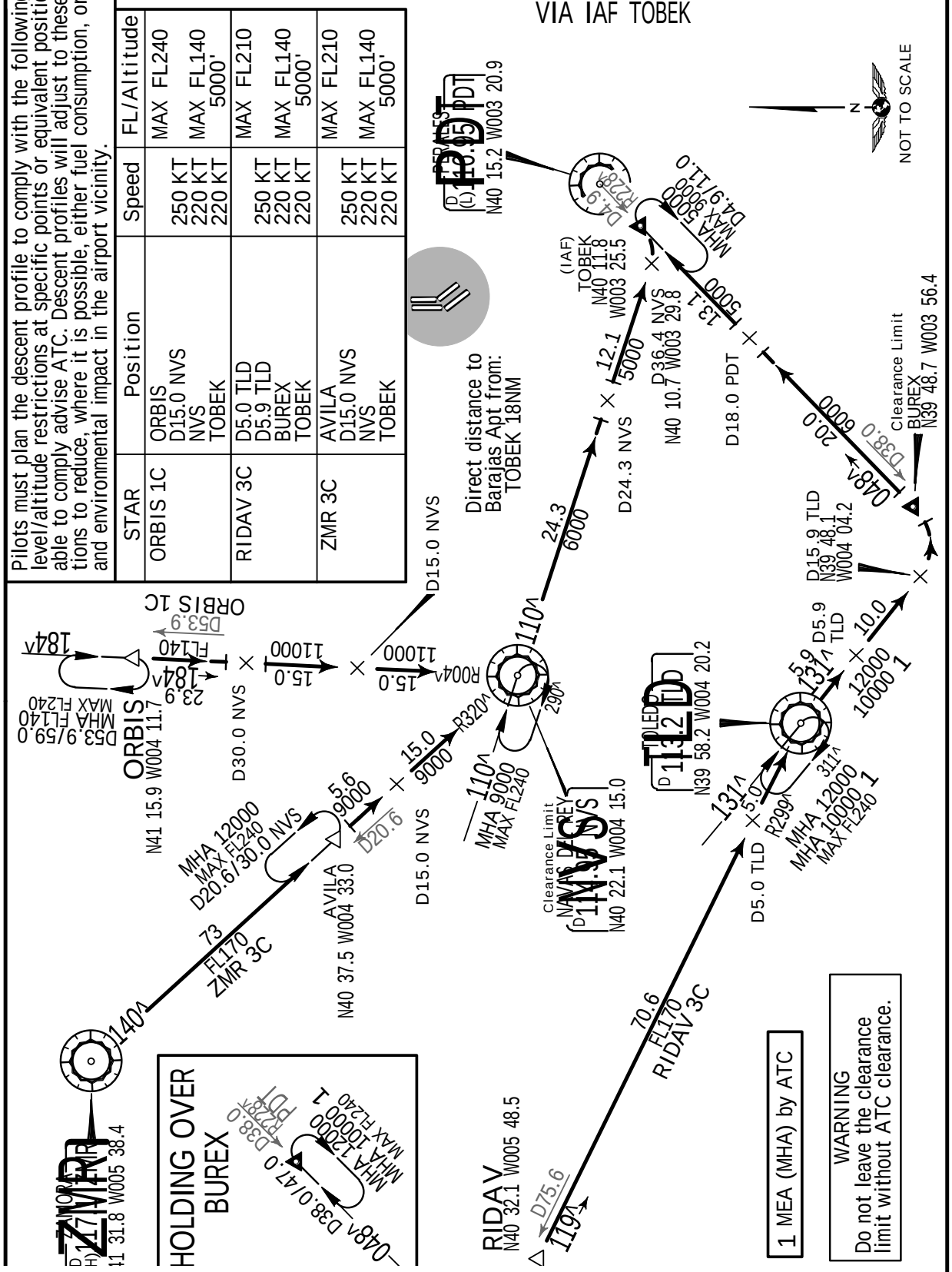
# MADRID, SPAIN .STAR.

| ATIS | Apt Elev | |
|---|---|---|
| 118.25 | 1998' | Alt Set: hPa Trans level: By ATC Trans alt: 13000'<br>Within 10 NM radius of PDT between R-250 and R-074 and between 4000' and 5000' Ground Proximity Warning System (GPWS) alarm signal may occur due to orographic characteristics of terrain. |

Pilots must plan the descent profile to comply with the following speed and level/altitude restrictions at specific points or equivalent positions. If unable to comply advise ATC. Descent profiles will adjust to these restrictions to reduce, where it is possible, either fuel consumption, or acoustic and environmental impact in the airport vicinity.

| STAR | Position | Speed | FL/Altitude |
|---|---|---|---|
| ORBIS 1C | ORBIS<br>D15.0 NVS<br>NVS<br>TOBEK | 250 KT<br>220 KT<br>220 KT | MAX FL240<br>MAX FL140<br>5000' |
| RIDAV 3C | D5.0 TLD<br>D5.9 TLD<br>BUREX<br>TOBEK | 250 KT<br>220 KT<br>220 KT | MAX FL210<br>MAX FL140<br>5000' |
| ZMR 3C | AVILA<br>D15.0 NVS<br>NVS<br>TOBEK | 250 KT<br>220 KT<br>220 KT | MAX FL210<br>MAX FL140<br>5000' |

## ORBIS ONE CHARLIE (ORBIS 1C) [ORBI1C]
## RIDAV THREE CHARLIE (RIDAV 3C) [RIDA3C]
## ZAMORA THREE CHARLIE (ZMR 3C)
## RWYS 32L/R ARRIVALS
### VIA IAF TOBEK

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# LEMD/MAD
BARAJAS

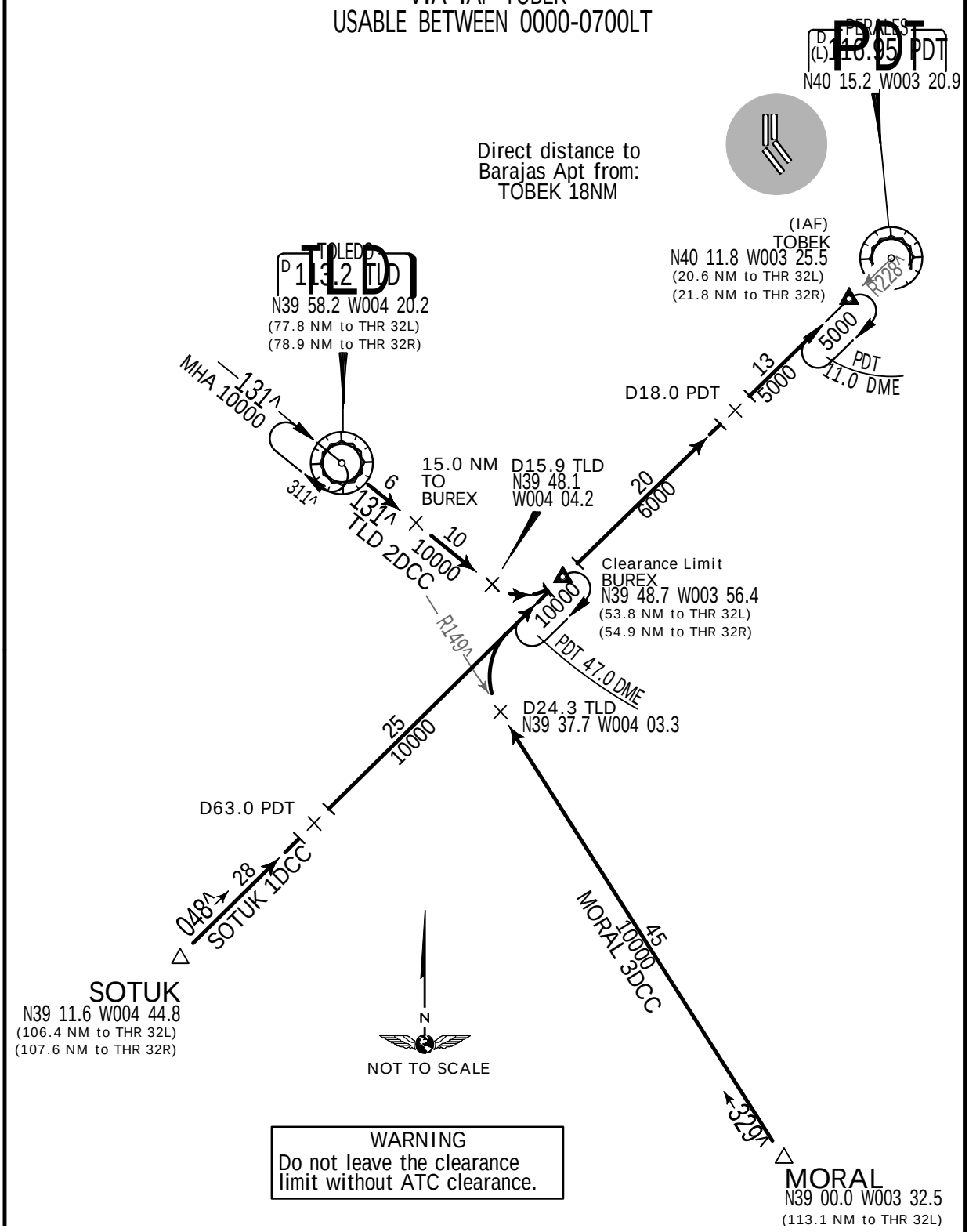
JEPPESEN
8 NOV 13 (10-2H) .Eff.14.Nov.

# MADRID, SPAIN
.STAR.

| ATIS | Apt Elev | |
|---|---|---|
| 118.25 | 1998' | Alt Set: hPa<br>Trans level: By ATC Trans alt: 13000'<br>Within 10 NM radius of PDT between R-250 and R-074 and between 4000' and 5000' Ground Proximity Warning System (GPWS) alarm signal may occur due to orographic characteristics of terrain. |

## MORAL THREE DELTA CHARLIE CHARLIE (MORAL 3DCC) [MO3DCC]
## SOTUK ONE DELTA CHARLIE CHARLIE (SOTUK 1DCC) [SO1DCC]
## TOLEDO TWO DELTA CHARLIE CHARLIE (TLD 2DCC) [TL2DCC]
## RWYS 32L/R CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC
VIA IAF TOBEK
USABLE BETWEEN 0000-0700LT




**WARNING**
Do not leave the clearance limit without ATC clearance.

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# LEMD/MAD BARAJAS

JEPPESEN

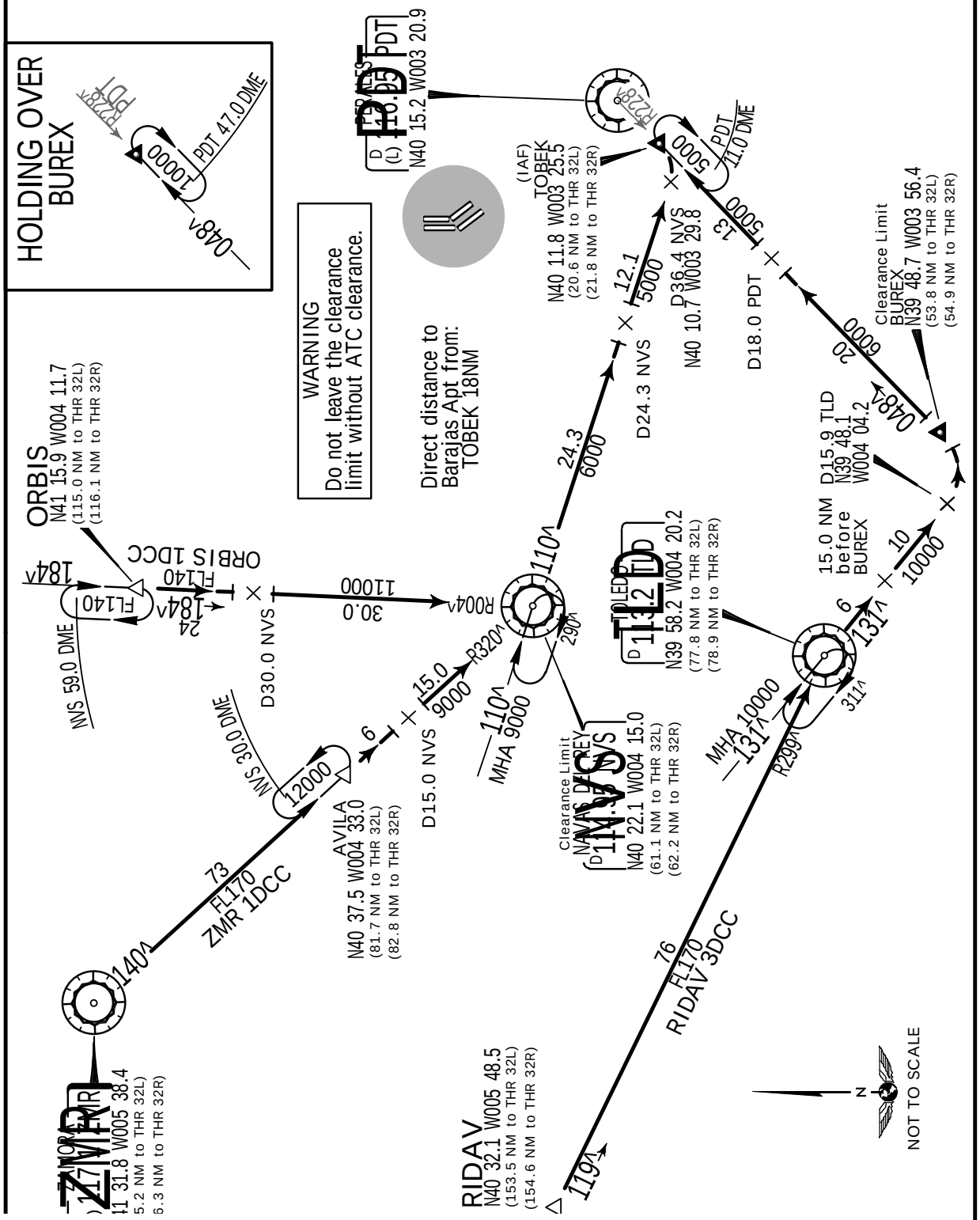
8 NOV 13 (10-2J) .Eff.14.Nov.

# MADRID, SPAIN .STAR.

| ATIS | Apt Elev | |
|---|---|---|
| 118.25 | 1998' | Alt Set: hPa Trans level: By ATC Trans alt: 13000'<br>Within 10 NM radius of PDT between R-250 and R-074 and between 4000' and 5000' Ground Proximity Warning System (GPWS) alarm signal may occur due to orographic characteristics of terrain. |

## ORBIS ONE DELTA CHARLIE CHARLIE (ORBIS 1DCC) [OR1DCC]
## RIDAV THREE DELTA CHARLIE CHARLIE (RIDAV 3DCC) [RI3DCC]
## ZAMORA ONE DELTA CHARLIE CHARLIE (ZMR 1DCC) [ZM1DCC]
## RWYS 32L/R CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC
VIA IAF TOBEK
USABLE BETWEEN 0000-0700LT

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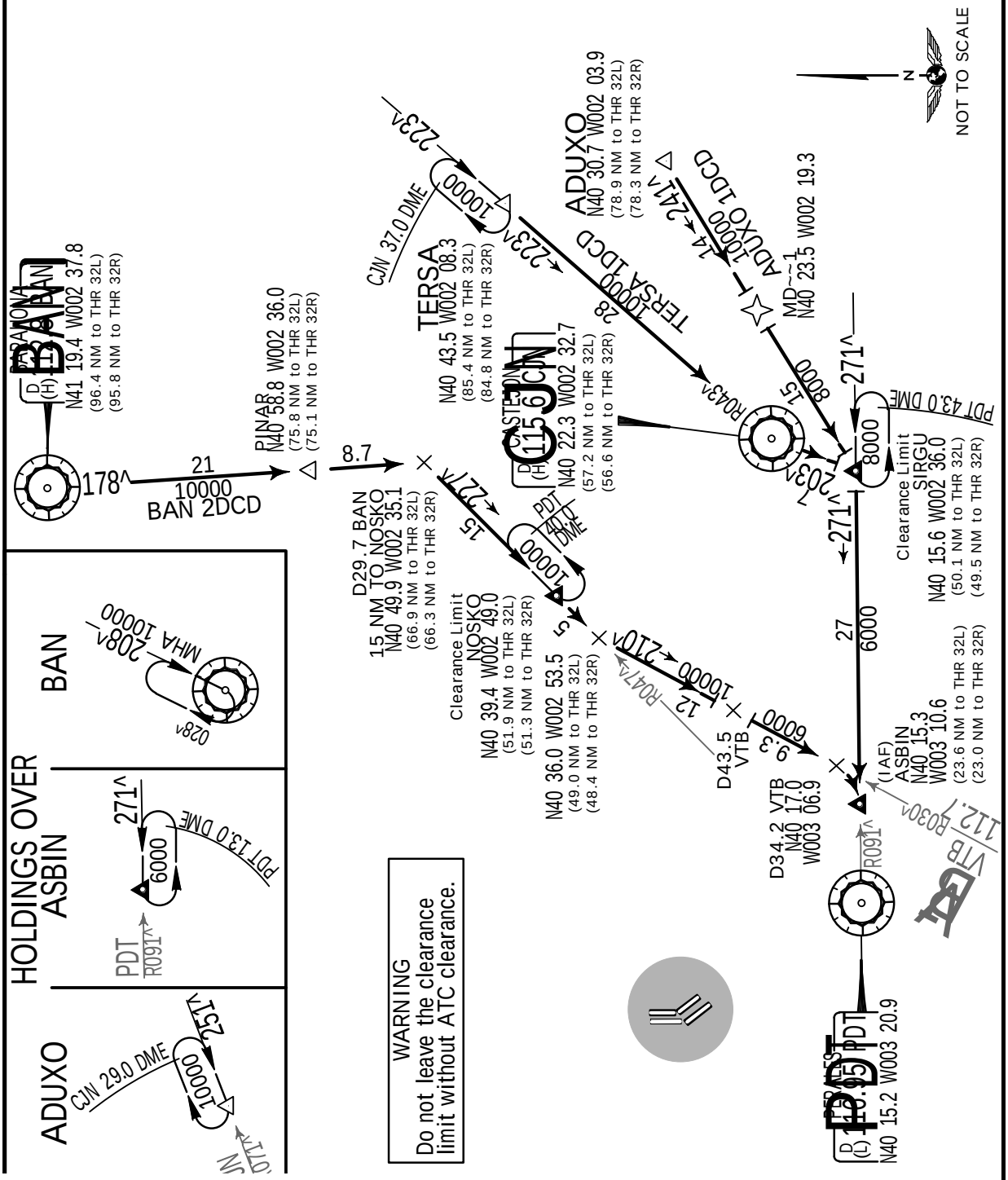
# LEMD/MAD BARAJAS — MADRID, SPAIN

JEPPESEN 14 SEP 12 (10-2K) .Eff.20.Sep. .STAR.

| ATIS | Apt Elev | |
|---|---|---|
| 118.25 | 1998' | Alt Set: hPa Trans level: By ATC Trans alt: 13000'<br>Within 10 NM radius of PDT between R-250 and R-074 and between 4000' and 5000' Ground Proximity Warning System (GPWS) alarm signal may occur due to orographic characteristics of terrain. |

## ADUXO ONE DELTA CHARLIE DELTA (ADUXO 1DCD) [AD1DCD]
(B-RNAV)
B-RNAV APPROVAL REQUIRED

## BARAHONA TWO DELTA CHARLIE DELTA (BAN 2DCD) [BA2DCD]
## TERSA ONE DELTA CHARLIE DELTA (TERSA 1DCD) [TE1DCD]
## RWYS 32L/R CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC
VIA IAF ASBIN
USABLE BETWEEN 0000LT-0700LT

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# LEMD/MAD BARAJAS

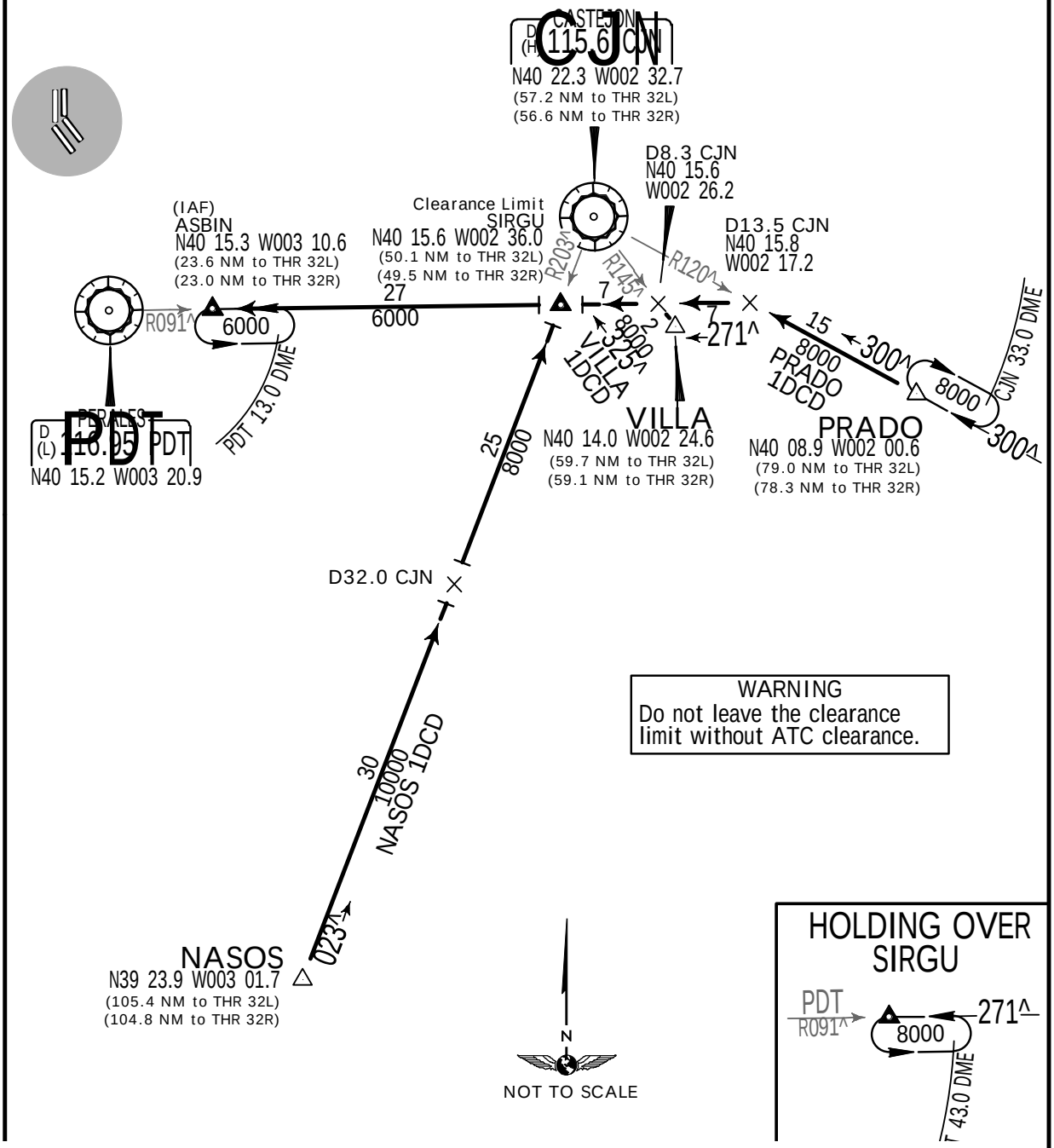
JEPPESEN 14 SEP 12 10-2L .Eff.20.Sep.

# MADRID, SPAIN .STAR.

| ATIS | Apt Elev | |
|---|---|---|
| 118.25 | 1998' | Alt Set: hPa Trans level: By ATC Trans alt: 13000'<br>Within 10 NM radius of PDT between R-250 and R-074 and between 4000' and 5000' Ground Proximity Warning System (GPWS) alarm signal may occur due to orographic characteristics of terrain. |

## NASOS ONE DELTA CHARLIE DELTA (NASOS 1DCD) [NA1DCD]
## PRADO ONE DELTA CHARLIE DELTA (PRADO 1DCD) [PR1DCD]
## VILLA ONE DELTA CHARLIE DELTA (VILLA 1DCD) [VI1DCD]
## RWYS 32L/R CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC
VIA IAF ASBIN
USABLE BETWEEN 0000LT-0700LT

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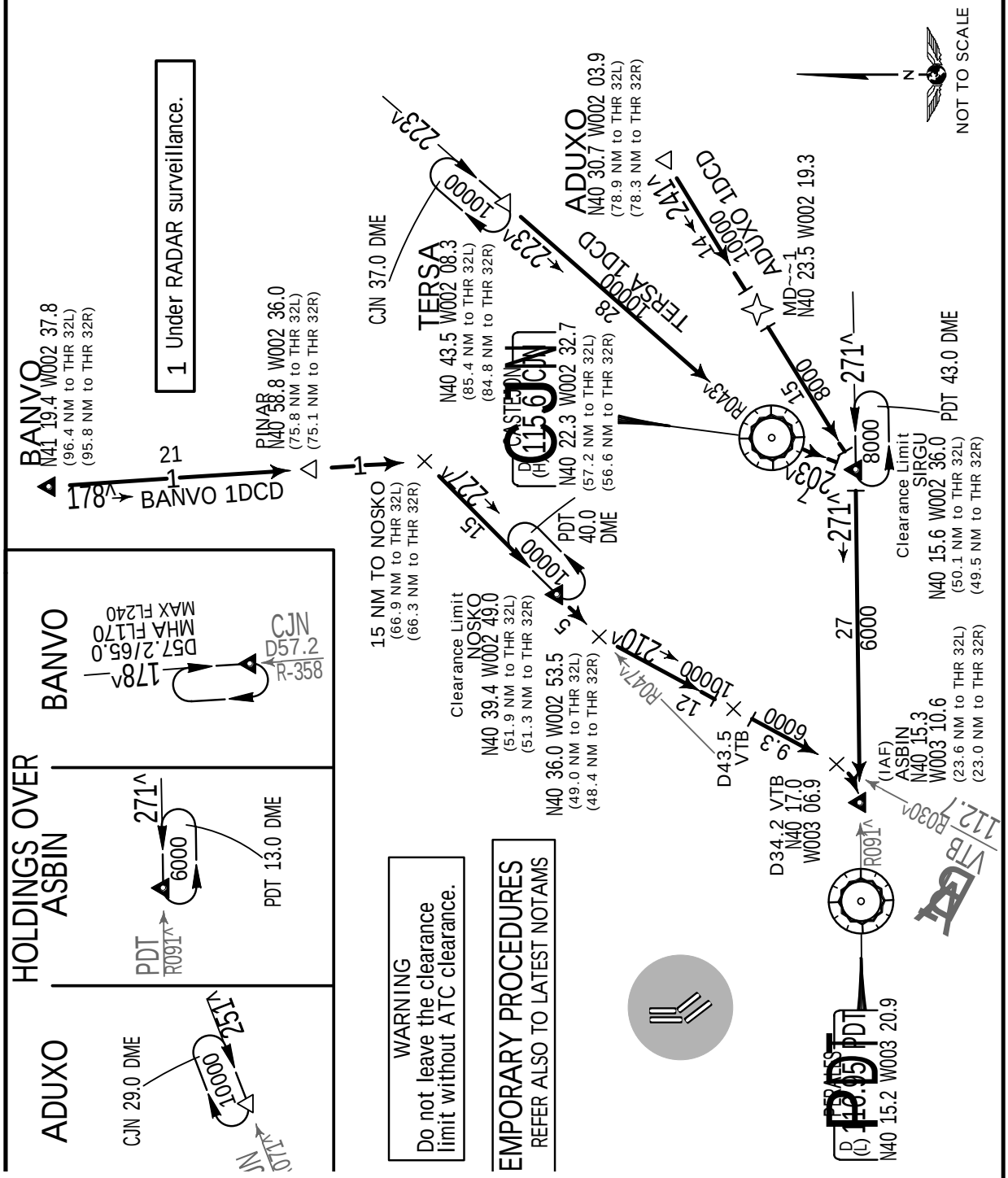
# LEMD/MAD BARAJAS — MADRID, SPAIN



| ATIS | Apt Elev | |
|---|---|---|
| 118.25 | 1998' | Alt Set: hPa Trans level: By ATC Trans alt: 13000'<br>Within 10 NM radius of PDT between R-250 and R-074 and between 4000' and 5000' Ground Proximity Warning System (GPWS) alarm signal may occur due to orographic characteristics of terrain. |

## ADUXO ONE DELTA CHARLIE DELTA (ADUXO 1DCD) [AD1DCD]
(B-RNAV)
B-RNAV APPROVAL REQUIRED

## BANVO ONE DELTA CHARLIE DELTA (BANVO 1DCD) [BA1DCD]
## TERSA ONE DELTA CHARLIE DELTA (TERSA 1DCD) [TE1DCD]
## RWYS 32L/R CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC
VIA IAF ASBIN
USABLE BETWEEN 0000LT-0700LT

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| RNAV SID DESIGNATION | REFER TO CHART |
|---|---|
| BARDI 2AS | 10-3B |
| BARDI 1AX, 1AY | 10-3C |
| CCS 2AS | 10-3D |
| CCS 1AX, 1AY | 10-3E |
| NANDO 3AR, 2AU | 10-3F |
| PINAR 2AR | 10-3G |
| PINAR 2AU | 10-3H |
| RBO 2AR, 2AU | 10-3J |
| SIE 1AL | 10-3K |
| SIE 2AS | 10-3L |
| VTB 2AS | 10-3L1 |
| VTB 1AX, 1AY | 10-3L2 |
| ZMR 1AL, 1AX | 10-3L3 |
| ZMR 2AS | 10-3L4 |

| SID DESIGNATION | REFER TO CHART |
|---|---|
| BARDI 1B, 1S, 1V | 10-3M |
| BARDI 1X, 1Y | 10-3N |
| BARDI 1N, 1W | 10-3N1 |
| CACERES 1B, 1S, 1V | 10-3N2 |
| CACERES 1W | 10-3N3 |
| CACERES 3N | 10-3N4 |
| CACERES 1X, 1Y | 10-3N5 |
| NANDO 1B | 10-3N6 |
| NANDO 2N | 10-3P |
| NANDO 4R, 2W | 10-3Q |
| NANDO 1UV, 1VX | 10-3S |

FOR FURTHER SID DESIGNATION
REFER TO PAGE 10-3A

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| SID DESIGNATION | REFER TO CHART |
|---|---|
| PINAR 2B | 10-3T |
| PINAR 2N | 10-3T1 |
| PINAR 2R, 2W | 10-3T2 |
| PINAR 1UV, 1VX | 10-3T3 |
| ROBLEDILLO 1B | 10-3T4 |
| ROBLEDILLO 1N | 10-3T5 |
| ROBLEDILLO 1R, 1W | 10-3U |
| ROBLEDILLO 1UV, 1VX | 10-3V |
| SOMOSIERRA 2B | 10-3V1 |
| SOMOSIERRA 2L, 1NQ | 10-3V2 |
| SOMOSIERRA 1W, 1X | 10-3V3 |
| SOMOSIERRA 2S | 10-3V4 |
| SOMOSIERRA 2V | 10-3V5 |
| VILLATOBAS 1B, 2S, 1V | 10-3V6 |
| VILLATOBAS 1XE, 1YD | 10-3V7 |
| VILLATOBAS 2NF | 10-3W |
| VILLATOBAS 3W | 10-3X |
| ZAMORA 1BJ, 1SK, 1V | 10-3X1 |
| ZAMORA 2L, 1NZ, 1XN | 10-3X2 |
| ZAMORA 1W | 10-3X3 |
| CONTINGENCY DEPS | 10-3X4 |

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| RNAV SID DESIGNATION | REFER TO CHART |
|---|---|
| BARDI 2AS | 10-3B |
| BARDI 1AX, 1AY | 10-3C |
| CCS 2AS | 10-3D |
| CCS 1AX, 1AY | 10-3E |
| BAKRU 1AS | 10-3E1 |
| BAKRU 1AX, 1AY | 10-3E2 |
| NANDO 3AR, 1AU | 10-3F |
| PINAR 2AR | 10-3G |
| PINAR 1AU | 10-3H |
| RBO 2AR, 1AU | 10-3J |
| SIE 1AL | 10-3K |
| SIE 2AS | 10-3L |
| VTB 2AS | 10-3L1 |
| VTB 1AX, 1AY | 10-3L2 |
| ZMR 1AL, 1AX | 10-3L3 |
| ZMR 2AS | 10-3L4 |

| SID DESIGNATION | REFER TO CHART |
|---|---|
| BARDI 1B, 1S, 1V | 10-3M |
| BARDI 1X, 1Y | 10-3N |
| BARDI 1N, 1W | 10-3N1 |
| CACERES 1B, 1S, 1V | 10-3N2 |
| CACERES 1W | 10-3N3 |
| CACERES 3N | 10-3N4 |
| CACERES 1X, 1Y | 10-3N5 |
| NANDO 1B | 10-3N6 |
| BARDI 2X, 2Y | 10-3N7 |
| BARDI 2N, 2W | 10-3N8 |
| BAKRU 1B, 1S, 1V | 10-3N9 |
| BAKRU 1W | 10-3N10 |
| BAKRU 1N | 10-3N11 |
| BAKRU 1X, 1Y | 10-3N12 |

FOR FURTHER SID DESIGNATION
REFER TO PAGE 10-3A2

TEMPORARY PROCEDURES
REFER ALSO TO CHART NOTAMS

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| SID DESIGNATION | REFER TO CHART |
|---|---|
| NANDO 2N | 10-3P |
| NANDO 4R, 2W | 10-3Q |
| NANDO 1UV, 1VX | 10-3S |
| PINAR 2B | 10-3T |
| PINAR 2N | 10-3T1 |
| PINAR 2R, 2W | 10-3T2 |
| PINAR 1UV, 1VX | 10-3T3 |
| ROBLEDILLO 1B | 10-3T4 |
| ROBLEDILLO 1N | 10-3T5 |
| ROBLEDILLO 1R, 1W | 10-3U |
| ROBLEDILLO 1UV, 1VX | 10-3V |
| SOMOSIERRA 2B | 10-3V1 |
| SOMOSIERRA 2L, 1NQ | 10-3V2 |
| SOMOSIERRA 1W, 1X | 10-3V3 |
| SOMOSIERRA 2S | 10-3V4 |
| SOMOSIERRA 2V | 10-3V5 |
| VILLATOBAS 1B, 2S, 1V | 10-3V6 |
| VILLATOBAS 1XE, 1YD | 10-3V7 |
| VILLATOBAS 2NF | 10-3W |
| VILLATOBAS 1R, 3W | 10-3X |
| ZAMORA 1BJ, 1SK, 1V | 10-3X1 |
| ZAMORA 2L, 1NZ, 1XN | 10-3X2 |
| ZAMORA 1W | 10-3X3 |
| CONTINGENCY DEPS | 10-3X4 |

TEMPORARY PROCEDURES
REFER ALSO TO CHART NOTAMS

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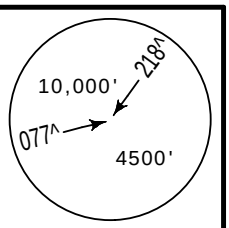
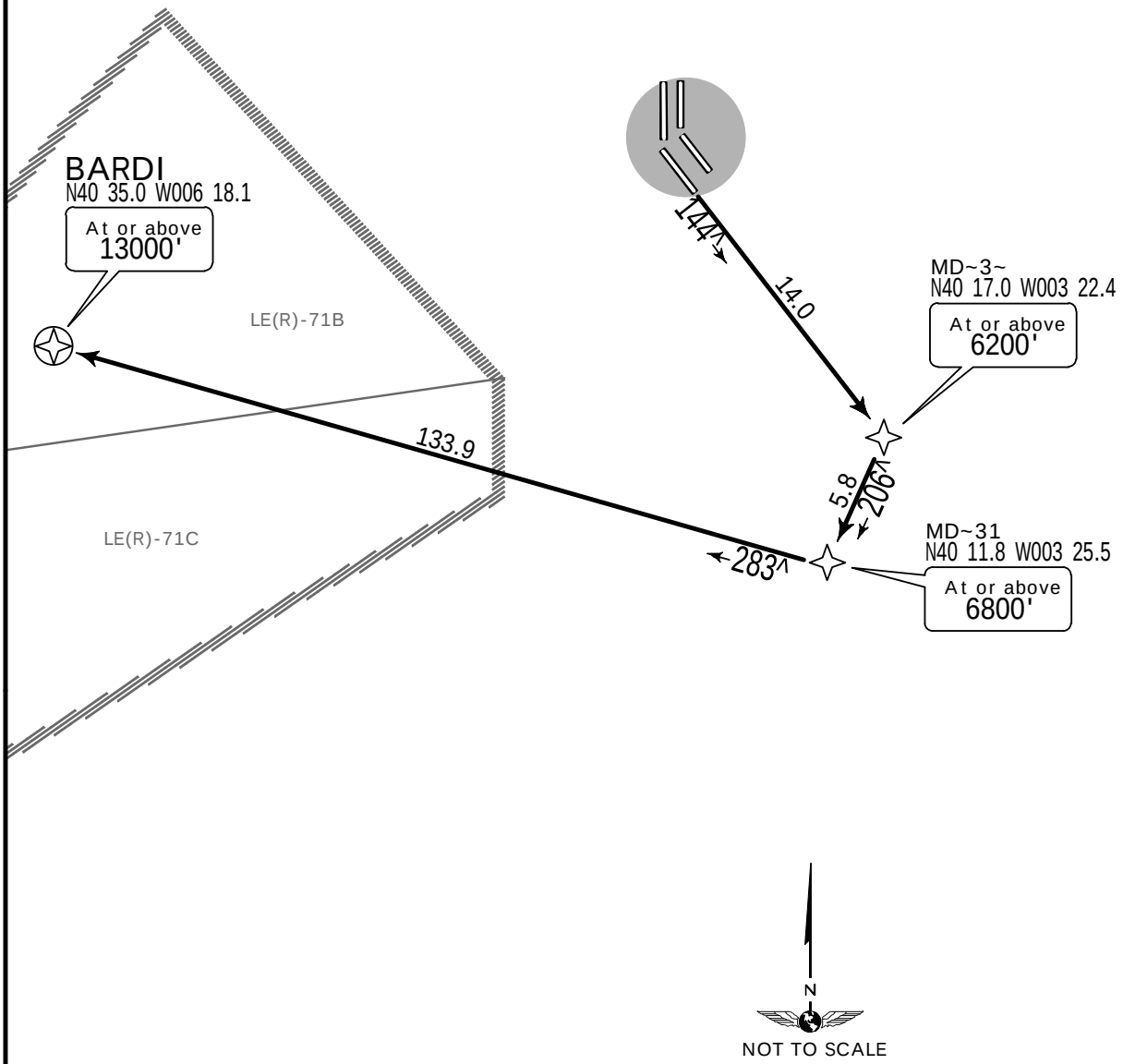
| Apt Elev | |
|---|---|
| 1998' | Trans level: By ATC Trans alt: 13000'<br>SIDs are also noise abatement procedures (refer to 10-4). |




MSA
ARP

# BARDI 2AS [BAR2AS]
## RWY 14R P-RNAV DEPARTURE

USABLE BETWEEN 0700-2300LT
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
SUBJECT TO LE(R)-71B & LE(R)-71C ACTIVITY
SPEED: MAX 250 KT BELOW 10000'




This SID requires a minimum climb gradient of
5.5% until MD030.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |

Initial ATC clearance: Maintain 13000' and request flight level change enroute

ROUTING

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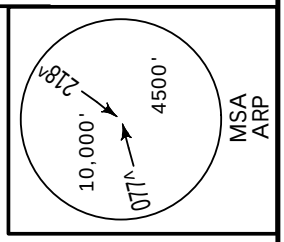
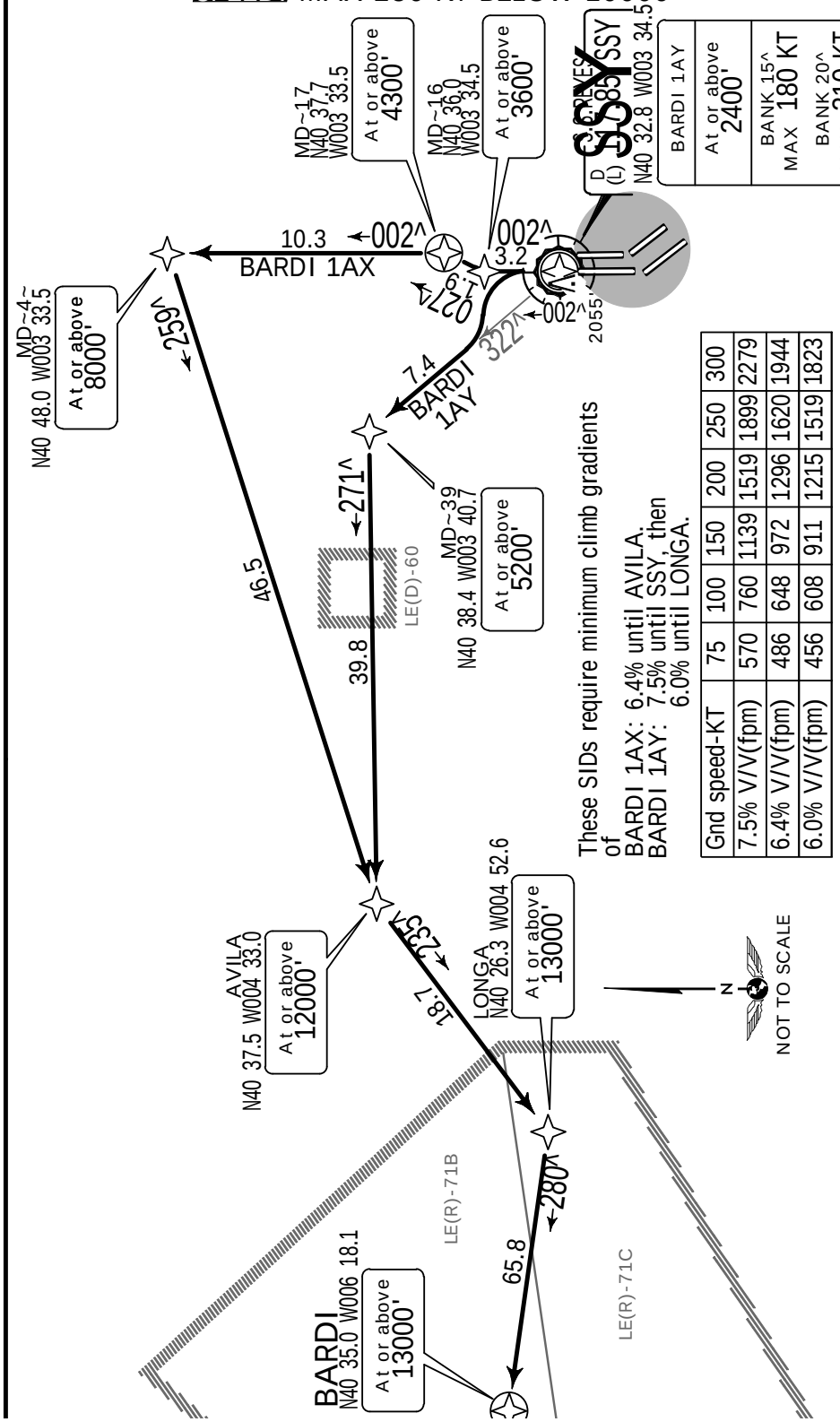
| Apt Elev 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4).<br>2. EXPECT close-in obstacles. |
|---|---|

# BARDI 1AX [BAR1AX] , BARDI 1AY [BAR1AY]
## RWY 36L P-RNAV DEPARTURES

USABLE BETWEEN 0700-2300LT
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
SUBJECT TO LE(R)-71B & LE(R)-71C ACTIVITY
FOR AIRCRAFT USABILITY REFER TO AIRPORT BRIEFING PAGES
**SPEED:** MAX 250 KT BELOW 10000'




| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7.5% V/V(fpm) | 570 | 760 | 1139 | 1519 | 1899 | 2279 |
| 6.4% V/V(fpm) | 486 | 648 | 972 | 1296 | 1620 | 1944 |
| 6.0% V/V(fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |

ARDI 1AY: Maintain runway heading until DER.
Do not turn to reach 2400' or above.

**Initial ATC clearance: Maintain 13000' and request flight level change enroute**

| SID | ROUTING |
|---|---|
| ARDI 1AX | MD016 (3600'+) - MD017 (4300'+) - MD040 (8000'+) - AVILA (12000'+) - LONGA (13000'+) - BARDI (13000'+). |
| ARDI 1AY 1 | SSY (2400'+; K180-/K210-/K240-) - MD039 (5200'+) - AVILA (12000'+) - LONGA (13000'+) - BARDI (13000'+). |

Subject to LE(D)-60 activity.

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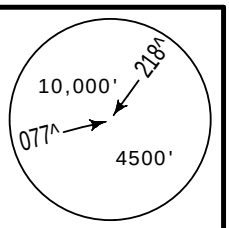
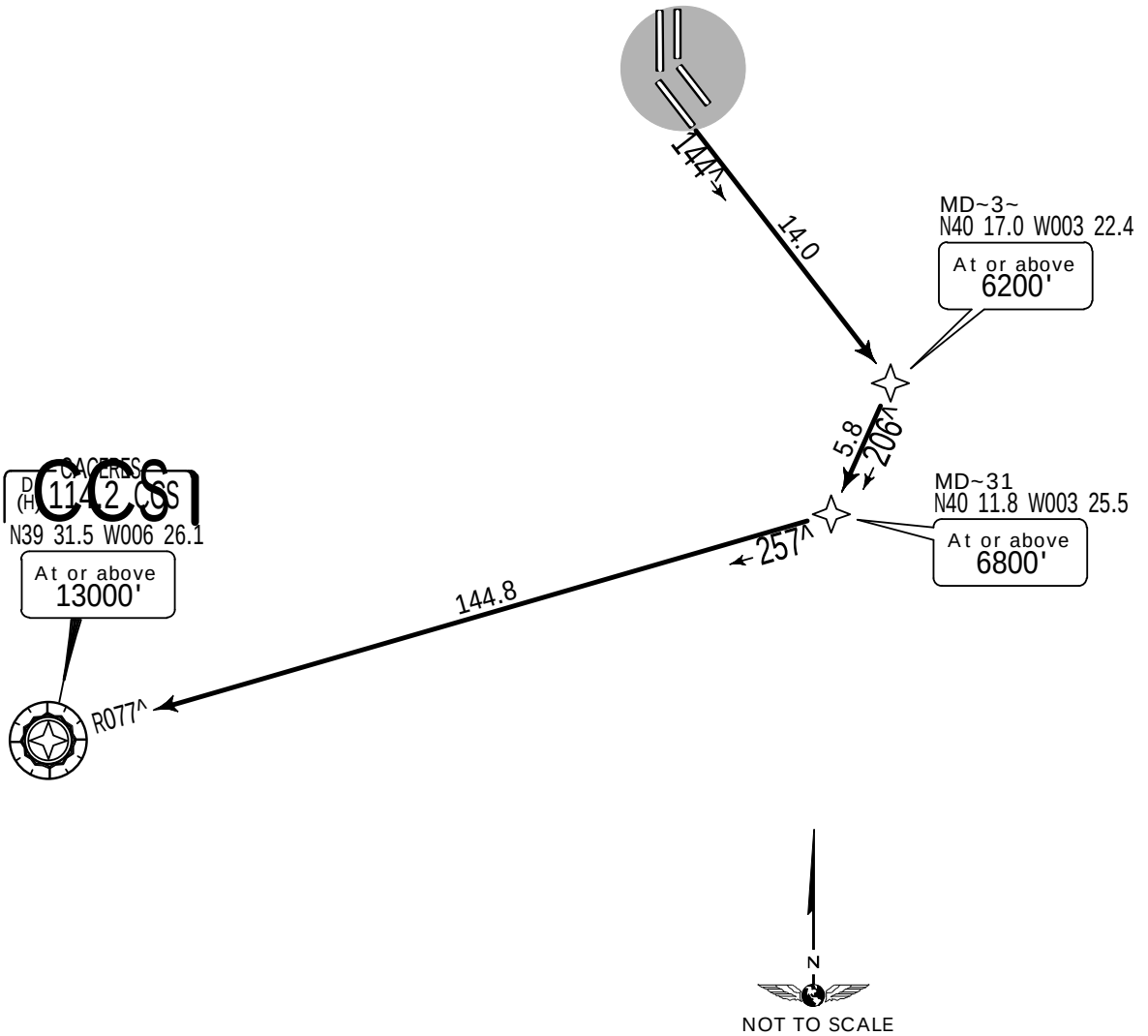
| Apt Elev | |
|---|---|
| 1998' | Trans level: By ATC Trans alt: 13000'<br>SIDs are also noise abatement procedures (refer to 10-4). |



MSA
ARP

# CCS 2AS
## RWY 14R P-RNAV DEPARTURE
USABLE BETWEEN 0700-2300LT
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
SPEED: MAX 250 KT BELOW 10000'




This SID requires a minimum climb gradient of
5.5% until MD030.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |

Initial ATC clearance: Maintain 13000' and request flight level change enroute

ROUTING

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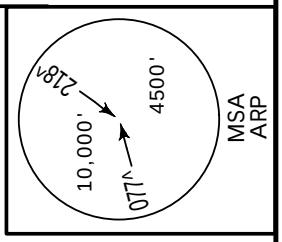
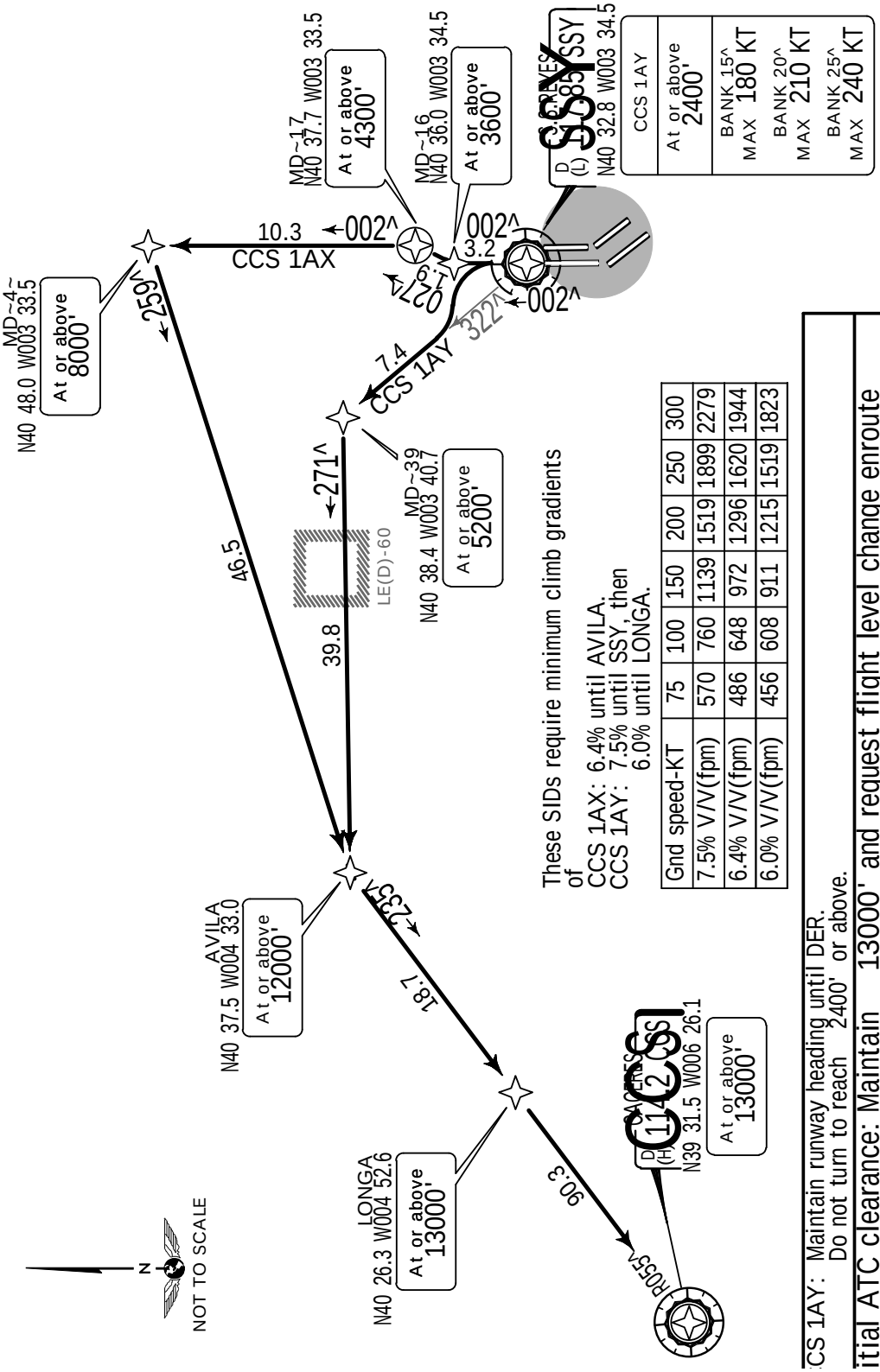
| Apt Elev 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4). 2.EXPECT close-in obsacles. |
|---|---|

# CCS 1AX , CCS 1AY
## RWY 36L P-RNAV DEPARTURES

USABLE BETWEEN 0700-2300LT
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
FOR AIRCRAFT USABILITY REFER TO AIRPORT BRIEFING PAGES
SPEED: MAX 250 KT BELOW 10000'




These SIDs require minimum climb gradients of
CCS 1AX: 6.4% until AVILA.
CCS 1AY: 7.5% until SSY, then 6.0% until LONGA.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7.5% V/V(fpm) | 570 | 760 | 1139 | 1519 | 1899 | 2279 |
| 6.4% V/V(fpm) | 486 | 648 | 972 | 1296 | 1620 | 1944 |
| 6.0% V/V(fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |

CCS 1AY: Maintain runway heading until DER.
Do not turn to reach 2400' or above.

**Initial ATC clearance: Maintain 13000' and request flight level change enroute**

| SID | ROUTING |
|---|---|
| CCS 1AX | MD016 (3600'+) - MD017 (4300'+) - MD040 (8000'+) - AVILA (12000'+) - LONGA (13000'+) - CCS (13000'+). |
| CCS 1AY 1 | SSY (2400'+; K180-/K210-/K240-) - MD039 (5200'+) - AVILA (12000'+) - LONGA (13000'+) - CCS (13000'+). |

Subject to LE(D)-60 activity.

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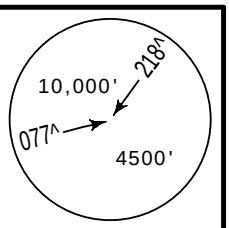
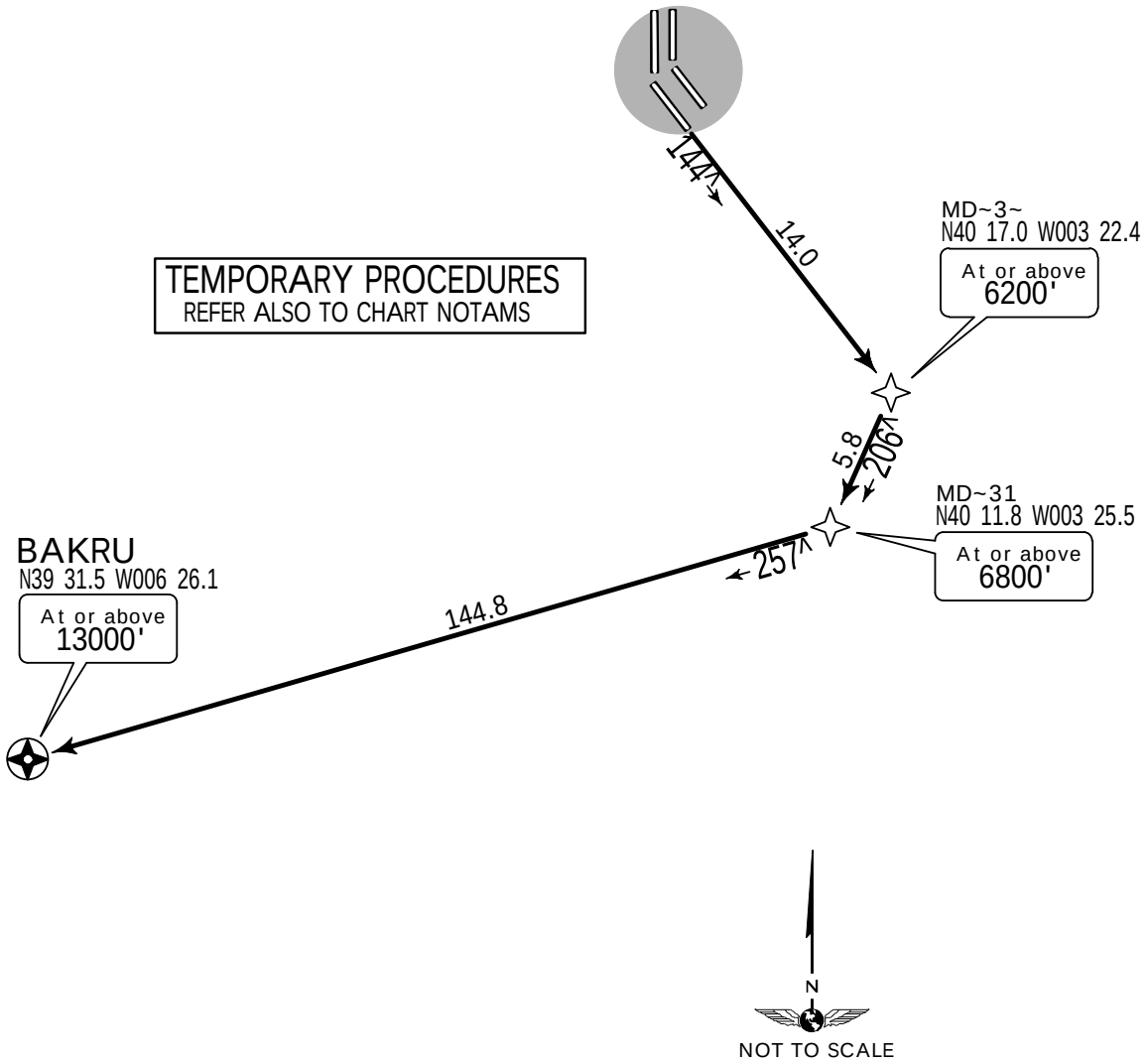
| Apt Elev | |
|---|---|
| 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4A1).<br>2. EXPECT close-in obstacles. |



MSA
ARP

# BAKRU 1AS [BAK1AS]
## RWY 14R P-RNAV DEPARTURE
USABLE BETWEEN 0700-2300LT
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
SPEED: MAX 250 KT BELOW 10000'




This SID requires a minimum climb gradient of
5.5% until MD030.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |

Initial ATC clearance: Maintain 13000' and request flight level change enroute

ROUTING

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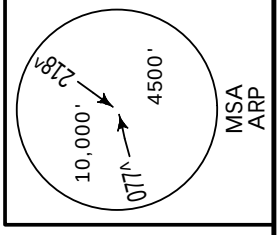
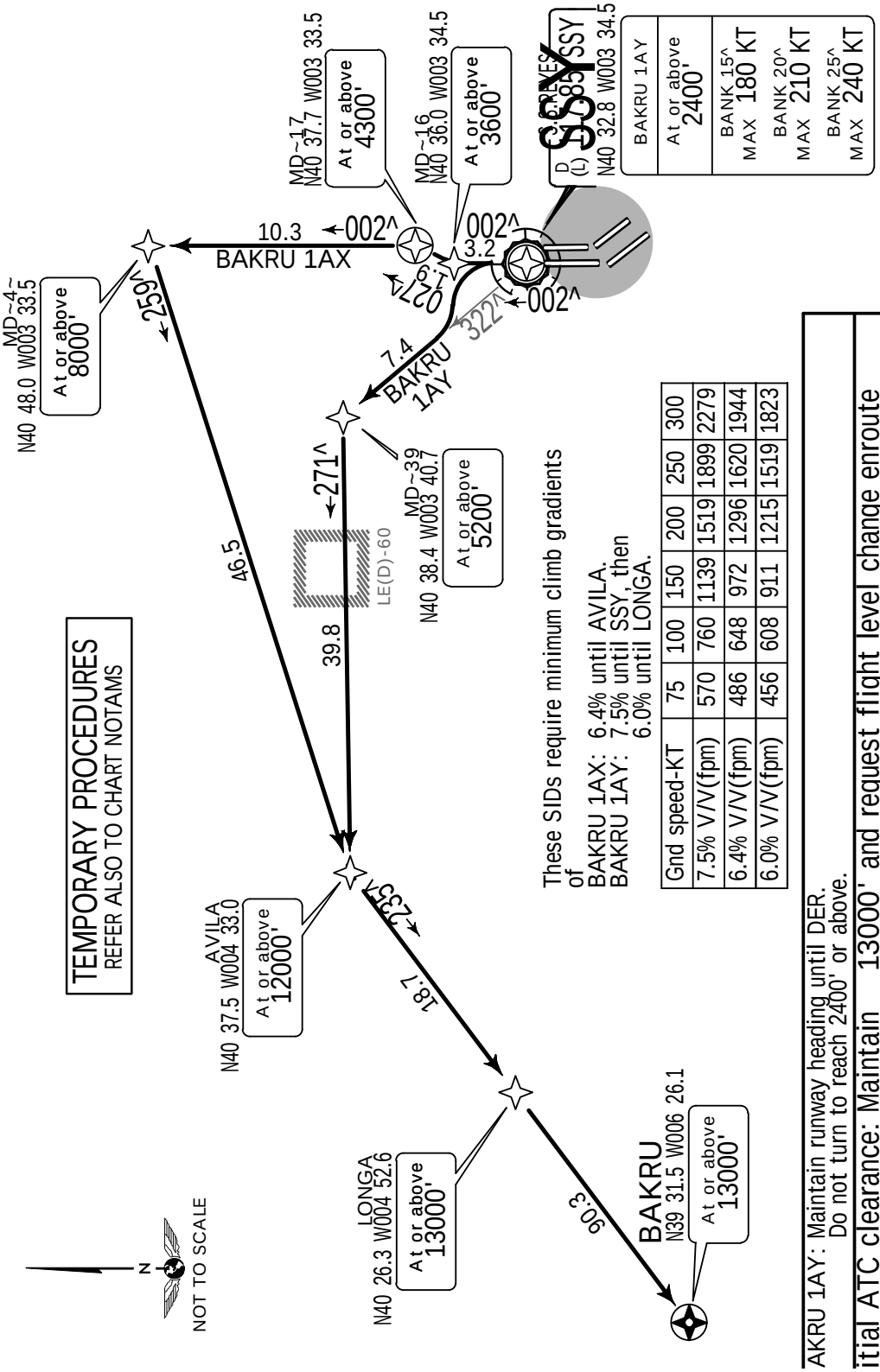
| Apt Elev 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4A1).<br>2. EXPECT close-in obstacles. |
|---|---|

# BAKRU 1AX [BAK1AX], BAKRU 1AY [BAK1AY]
## RWY 36L P-RNAV DEPARTURES

USABLE BETWEEN 0700-2300LT
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
SPEED: MAX 250 KT BELOW 10000'




These SIDs require minimum climb gradients of
BAKRU 1AX: 6.4% until AVILA.
BAKRU 1AY: 7.5% until SSY, then 6.0% until LONGA.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7.5% V/V(fpm) | 570 | 760 | 1139 | 1519 | 1899 | 2279 |
| 6.4% V/V(fpm) | 486 | 648 | 972 | 1296 | 1620 | 1944 |
| 6.0% V/V(fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |

AKRU 1AY: Maintain runway heading until DER.
Do not turn to reach 2400' or above.

**Initial ATC clearance: Maintain 13000' and request flight level change enroute**

| SID | ROUTING |
|---|---|
| AKRU 1AX | MD016 (3600'+) - MD017 (4300'+) - MD040 (8000'+) - AVILA (12000'+) - LONGA (13000'+) - BAKRU (13000'+). |
| AKRU 1AY 1 | SSY (2400'+; K180-/K210-/K240-) - MD039 (5200'+) - AVILA (12000'+) - LONGA (13000'+) - BAKRU (13000'+). |

Subject to LE(D)-60 activity.

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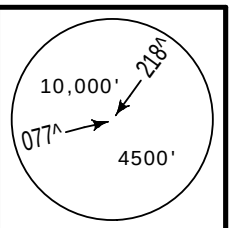
# LEMD/MAD BARAJAS

JEPPESEN

23 MAY 14 (10-3F) .Eff.29.May.

# MADRID, SPAIN .RNAV.SID.

| Apt Elev 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4).<br>2. EXPECT close-in obstacles |
|---|---|

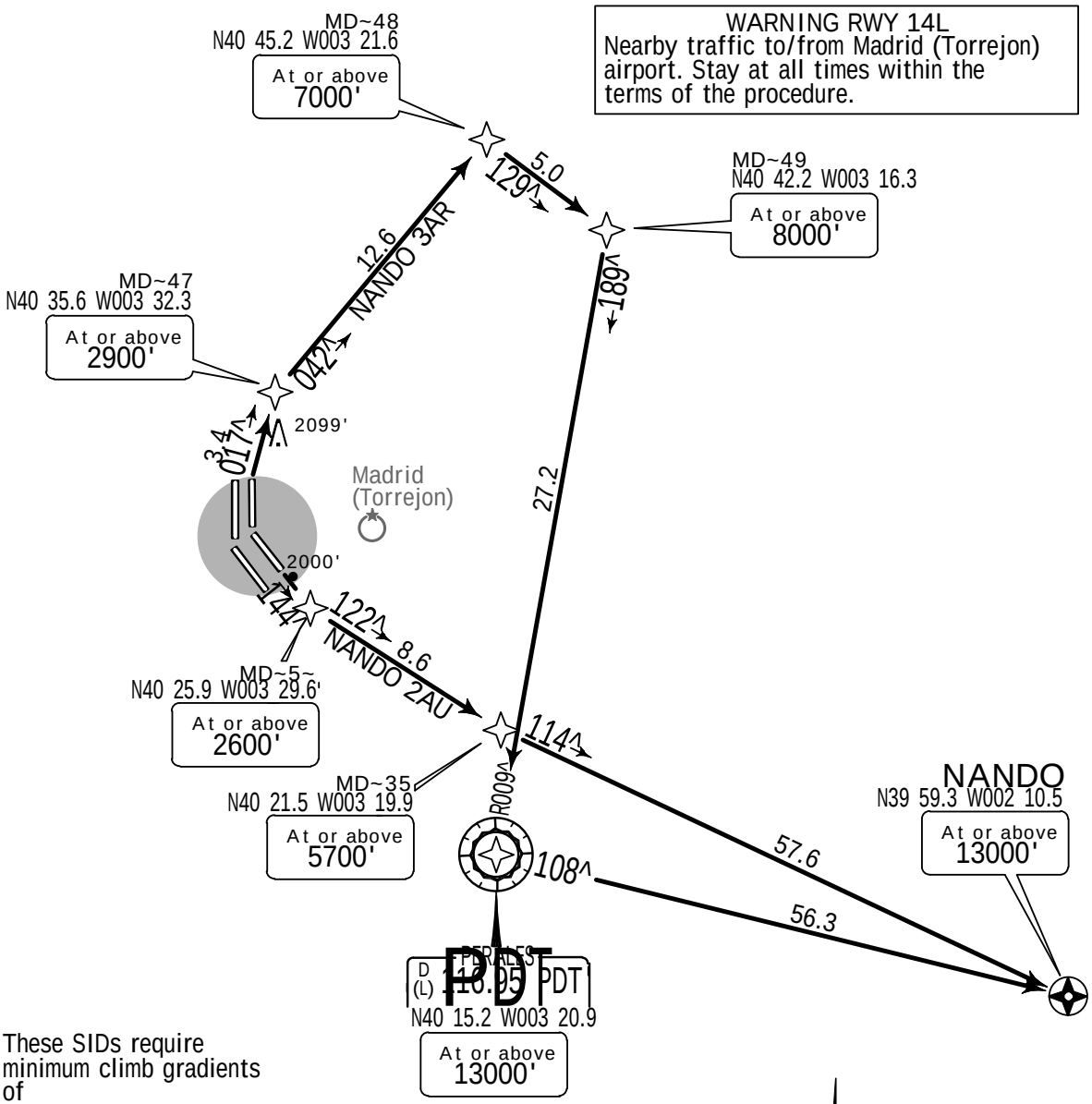



MSA ARP

## NANDO 3AR [NAN3AR]
## NANDO 2AU [NAN2AU]
## RWYS 36R, 14L P-RNAV DEPARTURES

USABLE BETWEEN 0700-2300LT
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
SPEED: MAX 250 KT BELOW 10000'

WARNING RWY 14L
Nearby traffic to/from Madrid (Torrejon) airport. Stay at all times within the terms of the procedure.




These SIDs require minimum climb gradients of
NANDO 3AR: 6.0% until PDT.
NANDO 2AU: 7.0% until MD050, then 5.5% until MD035.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7.0% V/V(fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |
| 6.0% V/V(fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |

N
NOT TO SCALE

Initial ATC clearance: Maintain 13000' and request flight level change enroute

| SID | RWY | ROUTING |
|---|---|---|
| NANDO 3AR | 36R | MD047 (2900'+) - MD048 (7000'+) - MD049 (8000'+) - PDT (13000'+) - NANDO (13000'+). |

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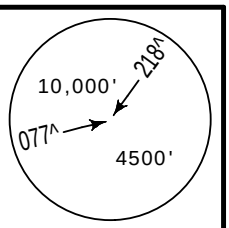
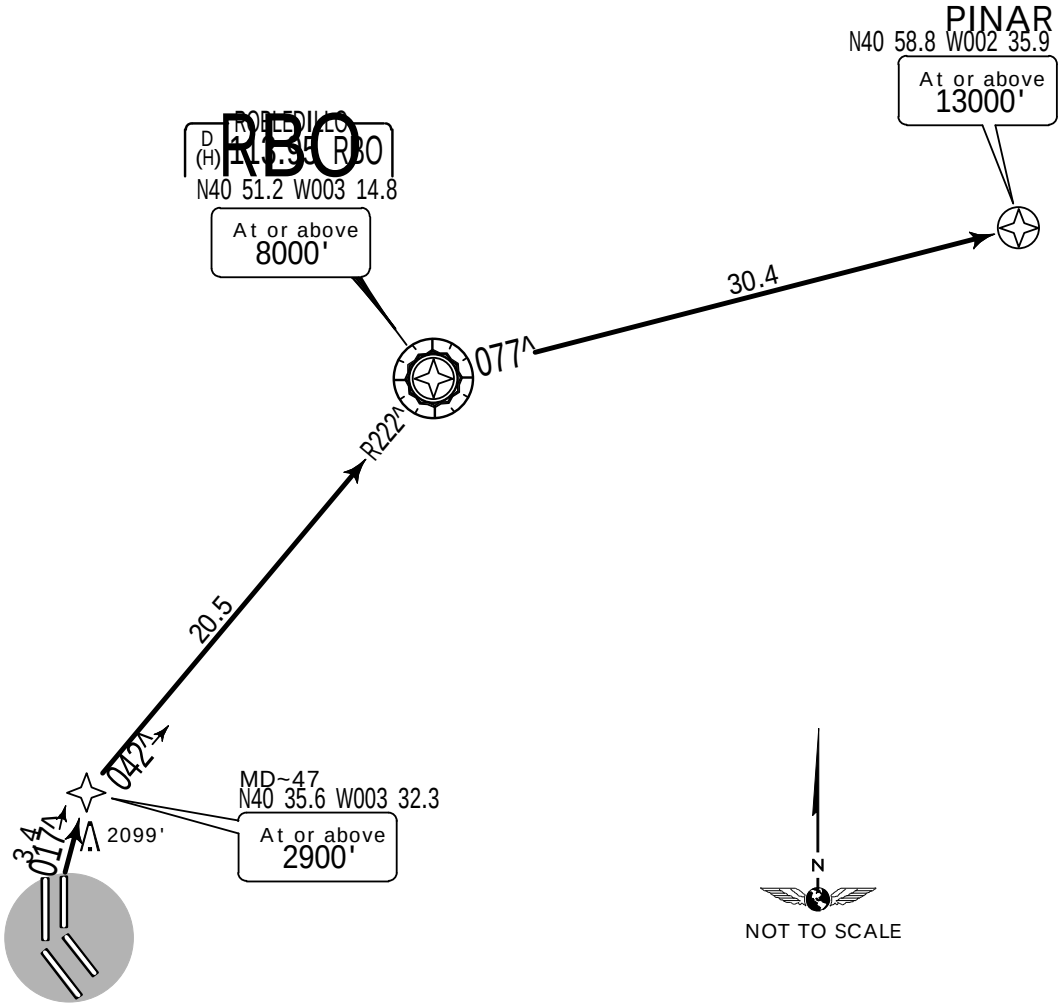
| Apt Elev | |
|---|---|
| 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4).<br>2. EXPECT close-in obstacles |




MSA
ARP

# PINAR 2AR [PIN2AR]
## RWY 36R P-RNAV DEPARTURE
USABLE BETWEEN 0700-2300LT
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
SPEED: MAX 250 KT BELOW 10000'




This SID requires a minimum climb gradient of
5.0% until RBO.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5.0% V/V(fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

Initial ATC clearance: Maintain 13000' and request flight level change enroute

ROUTING

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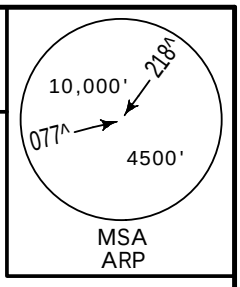
# LEMD/MAD BARAJAS

JEPPESEN

23 MAY 14 (10-3H) .Eff.29.May.

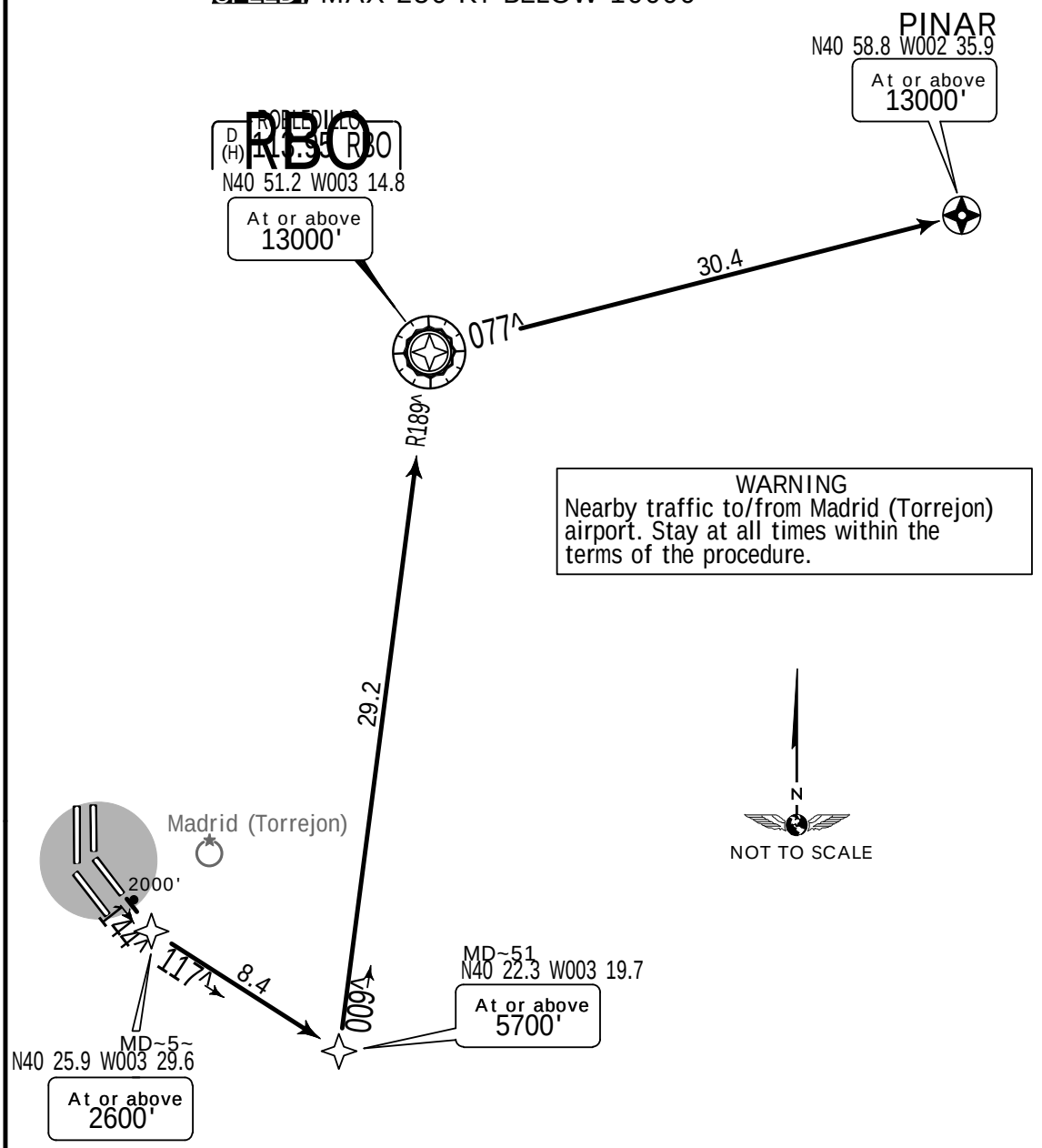
# MADRID, SPAIN .RNAV.SID.

| Apt Elev 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4).<br>2. EXPECT close-in obstacles |
|---|---|




## PINAR 2AU [PIN2AU]
## RWY 14L P-RNAV DEPARTURE

USABLE BETWEEN 0700-2300LT
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
SPEED: MAX 250 KT BELOW 10000'




This SID requires minimum climb gradients of
7.0% until MD050, then
6.0% until RBO.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7.0% V/V(fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |
| 6.0% V/V(fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |

Initial ATC clearance: Maintain 13000' and request flight level change enroute

ROUTING

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CHANGES: RNAV SID PINAR 1AU renumbered 2AU & revised.

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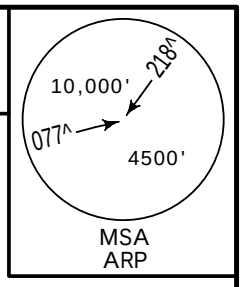
# LEMD/MAD BARAJAS

JEPPESEN

23 MAY 14 (10-3J) .Eff.29.May.

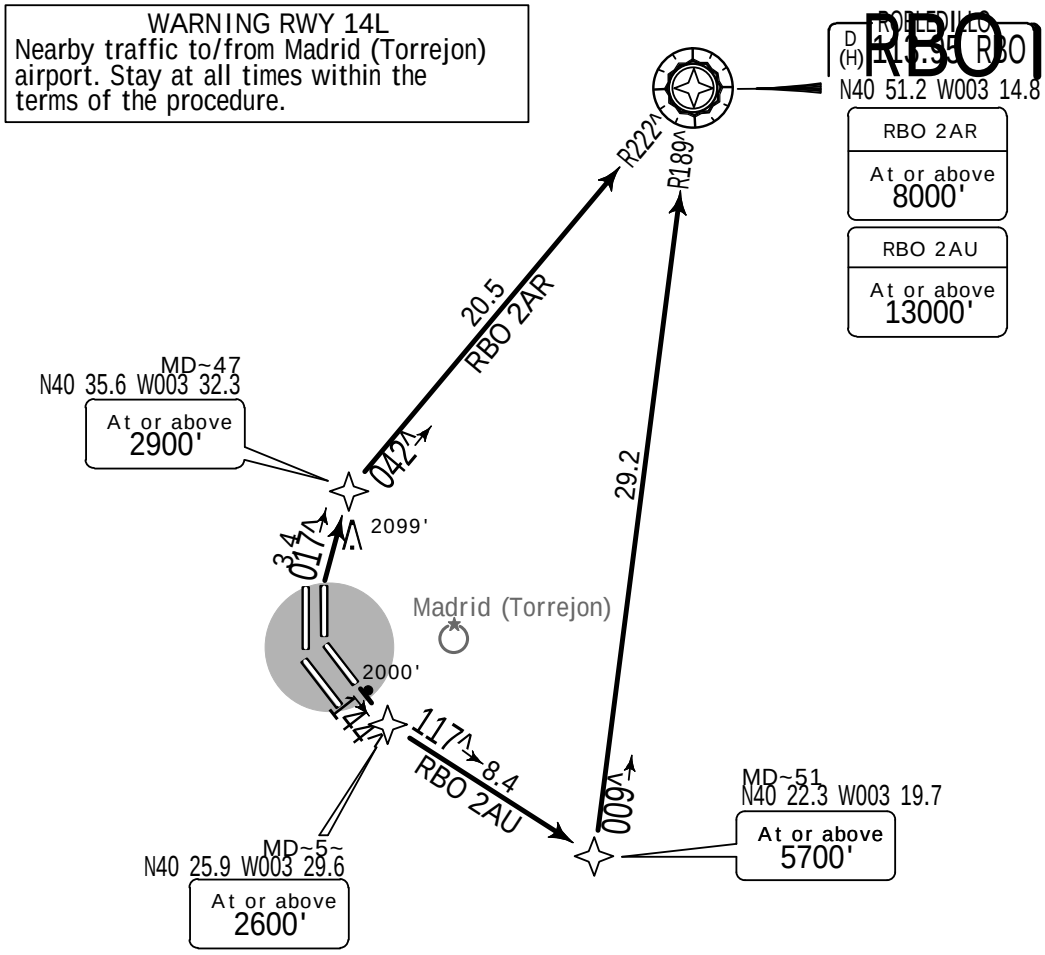
# MADRID, SPAIN .RNAV.SID.

| Apt Elev 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4).<br>2. EXPECT close-in obstacles |
|---|---|




## RBO 2AR, RBO 2AU
## RWYS 36R, 14L P-RNAV DEPARTURES

USABLE BETWEEN 0700-2300LT
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
SPEED: MAX 250 KT BELOW 10000'



NOT TO SCALE

These SIDs require minimum climb gradients of
RBO 2AR: 5.0%.
RBO 2AU: 7.0% until MD050, then 6.0%.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7.0% V/V(fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |
| 6.0% V/V(fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |
| 5.0% V/V(fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

Initial ATC clearance: Maintain 13000' and request flight level change enroute

| SID | RWY | ROUTING |
|---|---|---|
| RBO 2AR | 36R | MD047 (2900'+) - RBO (8000'+). |

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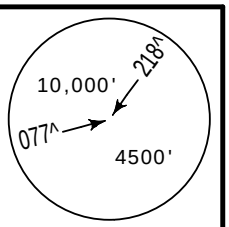
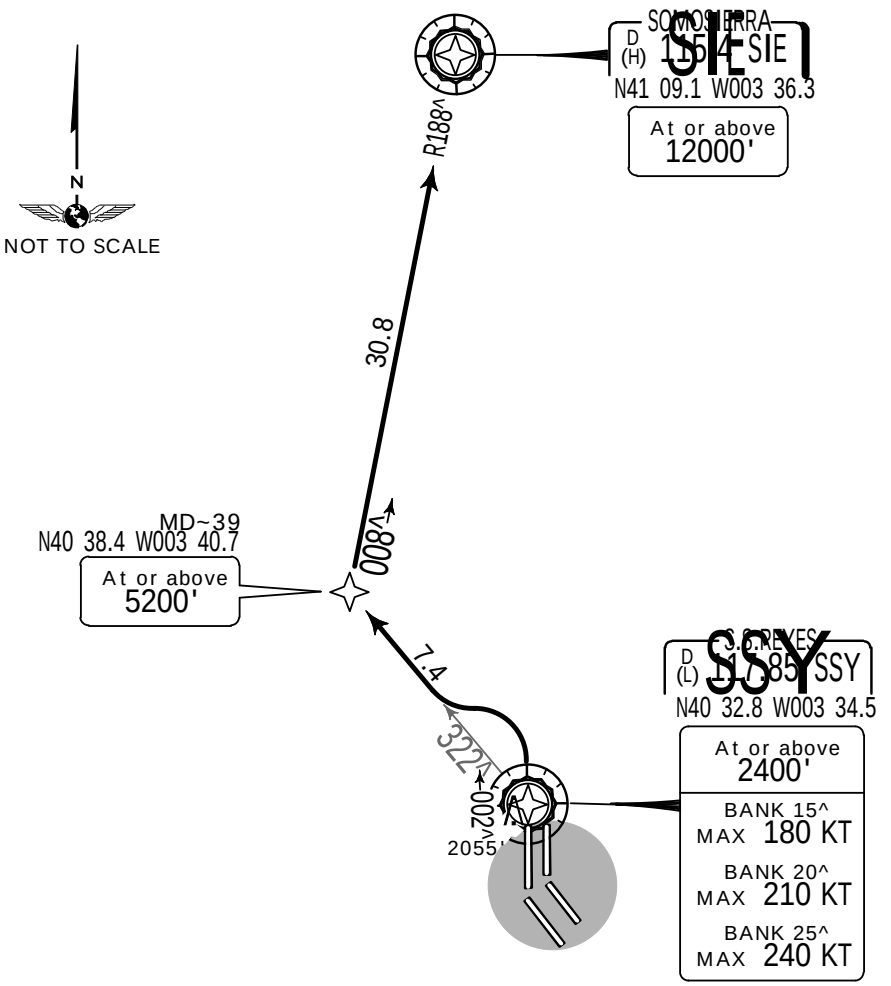
| Apt Elev | |
|---|---|
| 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4).<br>2. EXPECT close-in obstacles. |




MSA
ARP

# SIE 1AL
## RWY 36L P-RNAV DEPARTURE

USABLE BETWEEN 0700-2300LT
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
FOR AIRCRAFT USABILITY REFER TO AIRPORT BRIEFING PAGES
SPEED: MAX 250 KT BELOW 10000'




This SID requires minimum climb gradients of
7.5% until MD039, then
6.0%.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7.5% V/V(fpm) | 570 | 760 | 1139 | 1519 | 1899 | 2279 |
| 6.0% V/V (fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |

Maintain runway heading until DER. Do not turn to reach 2400' or above.

Initial ATC clearance: Maintain 13000' and request flight level change enroute

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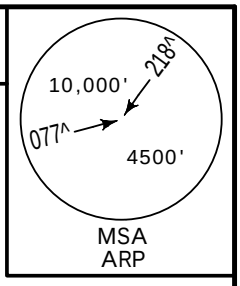
# LEMD/MAD
BARAJAS

JEPPESEN

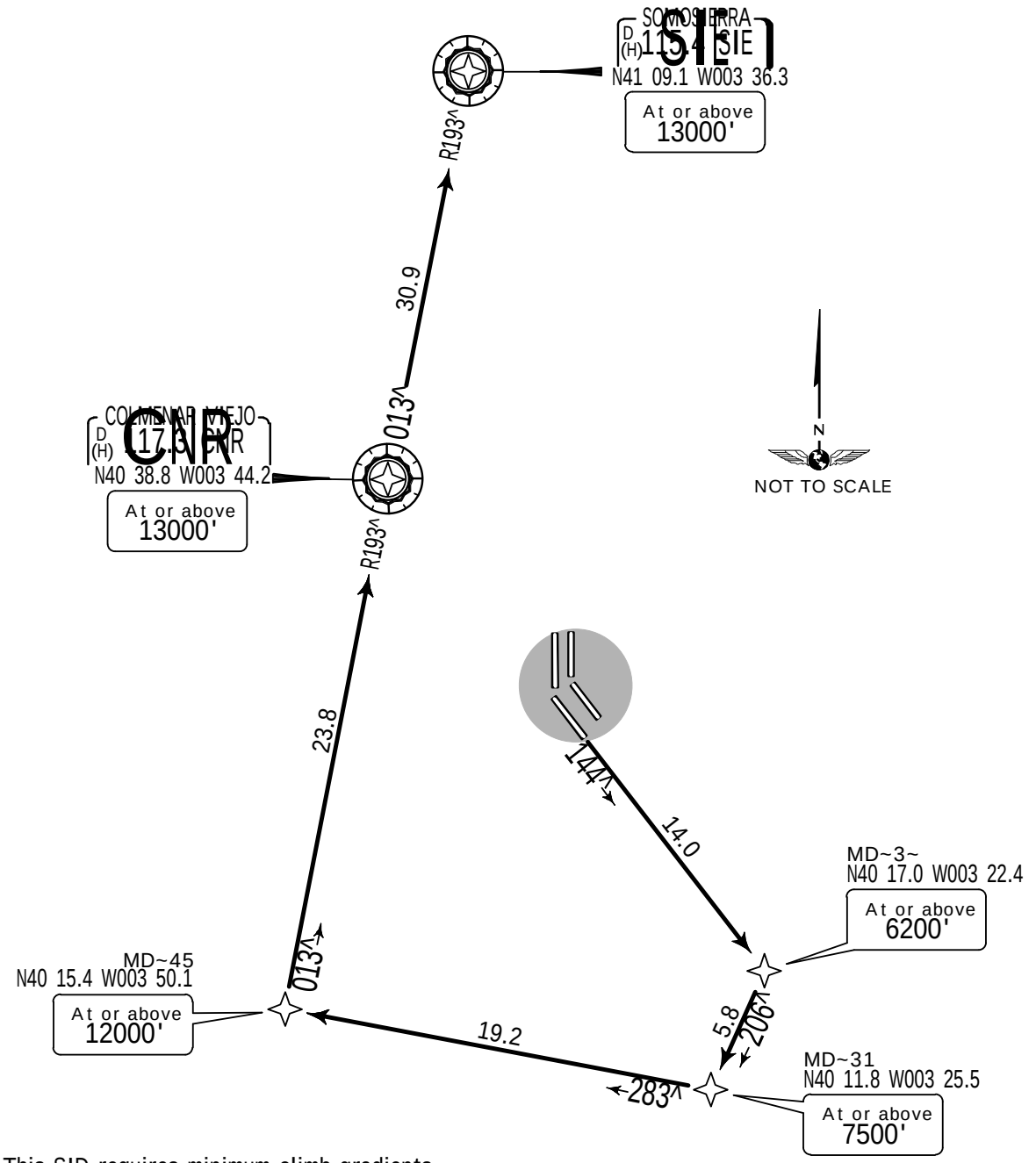
9 AUG 13 (10-3L) .Eff.22.Aug.

# MADRID, SPAIN
.RNAV.SID.

| Apt Elev | |
|---|---|
| 1998' | Trans level: By ATC Trans alt: 13000'<br>SIDs are also noise abatement procedures (refer to 10-4). |




## SIE 2AS
## RWY 14R P-RNAV DEPARTURE
USABLE BETWEEN 0700-2300LT
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
SPEED: MAX 250 KT BELOW 10000'




This SID requires minimum climb gradients of
5.5% until MD030, then
4.5% until CNR.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |
| 4.5% V/V(fpm) | 342 | 456 | 684 | 911 | 1139 | 1367 |

Initial ATC clearance: Maintain 13000' and request flight level change enroute

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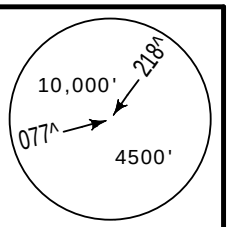
LEMD/MAD
BARAJAS

JEPPESEN
9 AUG 13 (10-3L1) .Eff.22.Aug.

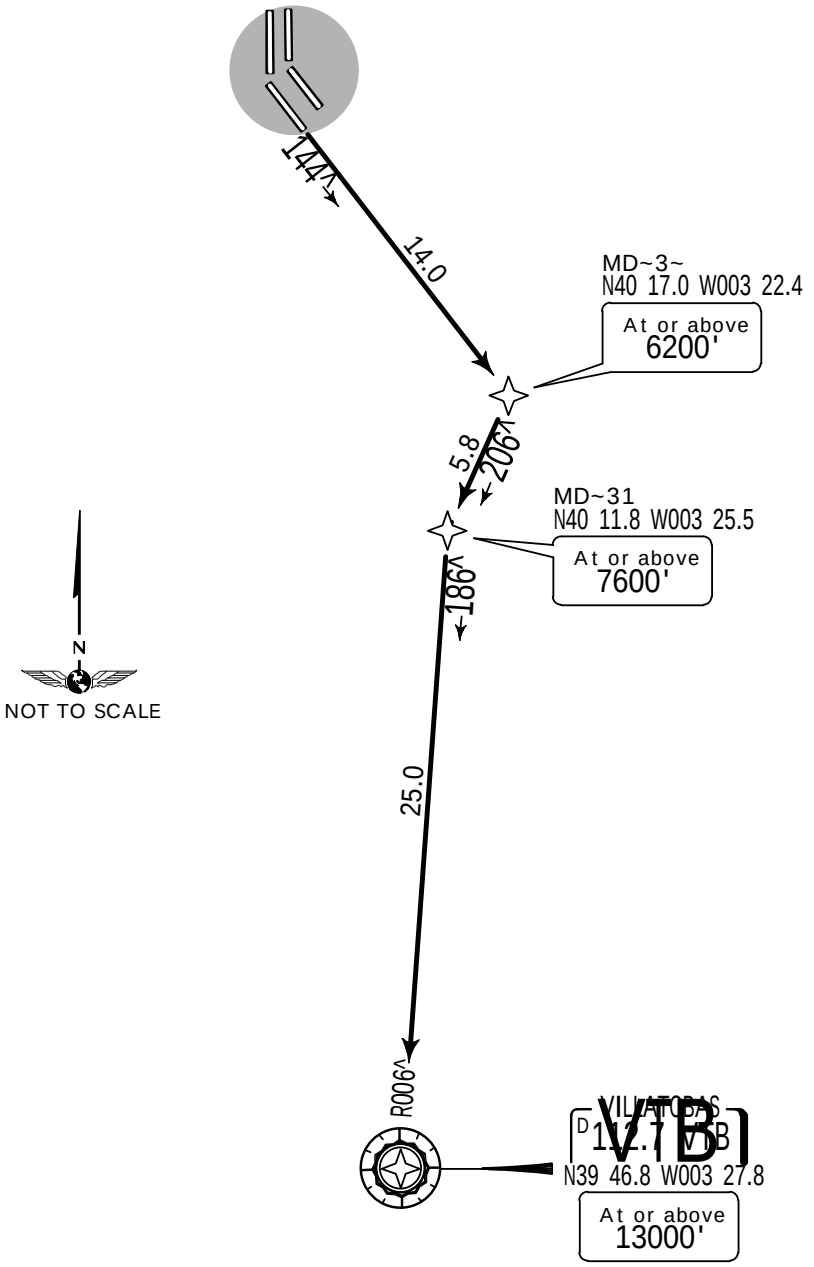
MADRID, SPAIN
.RNAV.SID.

| Apt Elev | |
|---|---|
| 1998' | Trans level: By ATC Trans alt: 13000'<br>SIDs are also noise abatement procedures (refer to 10-4). |



MSA
ARP

# VTB 2AS
## RWY 14R P-RNAV DEPARTURE
USABLE BETWEEN 0700-2300LT
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
SPEED: MAX 250 KT BELOW 10000'




This SID requires a minimum climb gradient of
5.5% until MD031.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |

Initial ATC clearance: Maintain 13000' and request flight level change enroute

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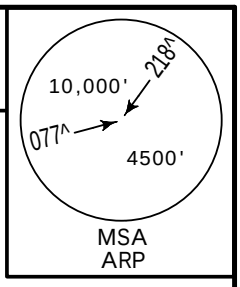
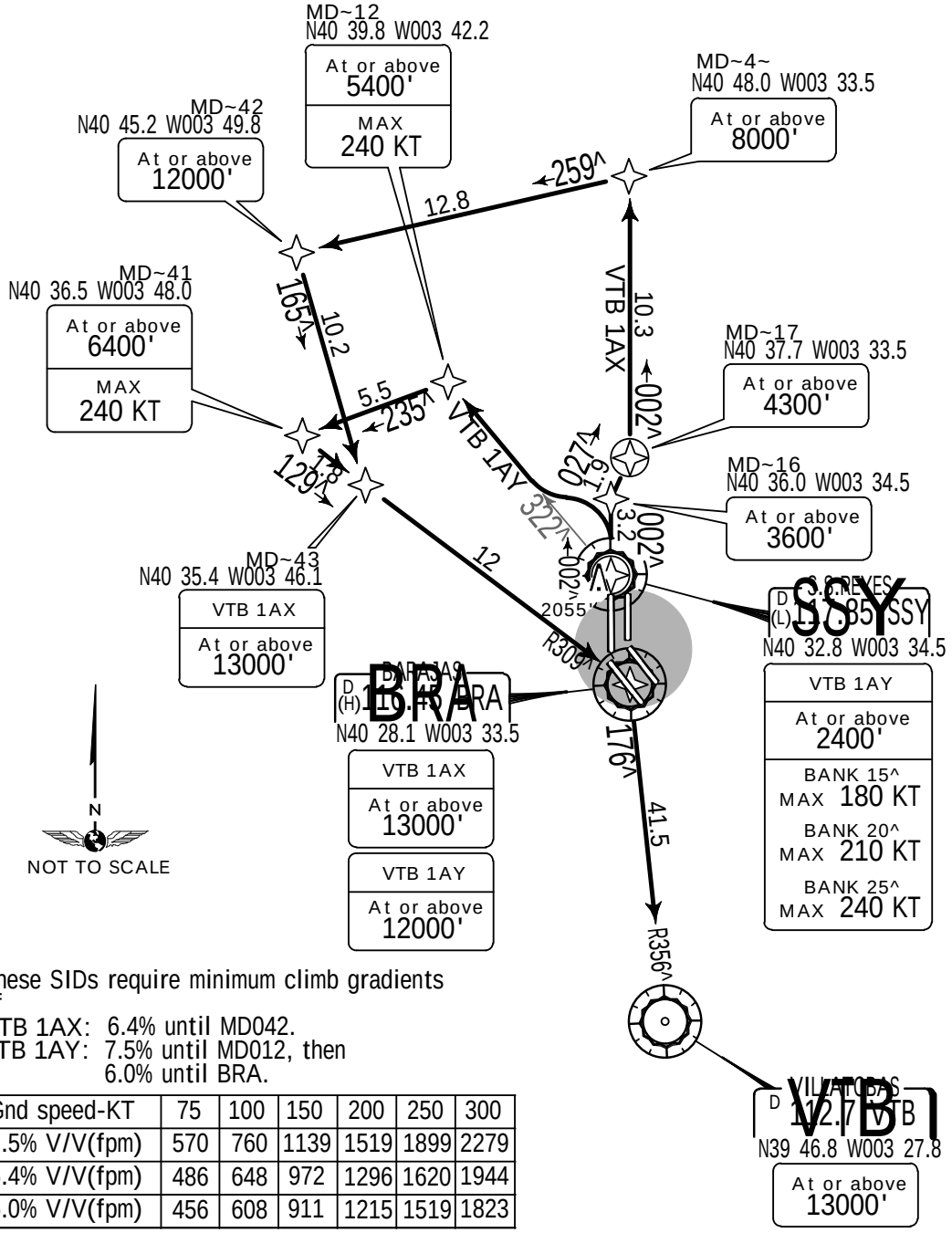
| Apt Elev | |
|---|---|
| 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4).<br>2. EXPECT close-in obstacles. |




# VTB 1AX , VTB 1AY
## RWY 36L P-RNAV DEPARTURES

USABLE BETWEEN 0700-2300LT
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
FOR AIRCRAFT USABILITY REFER TO AIRPORT BRIEFING PAGES
SPEED: MAX 250 KT BELOW 10000'




These SIDs require minimum climb gradients of
VTB 1AX: 6.4% until MD042.
VTB 1AY: 7.5% until MD012, then 6.0% until BRA.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7.5% V/V(fpm) | 570 | 760 | 1139 | 1519 | 1899 | 2279 |
| 6.4% V/V(fpm) | 486 | 648 | 972 | 1296 | 1620 | 1944 |
| 6.0% V/V(fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |

VTB 1AY: Maintain runway heading until DER.
Do not turn to reach 2400' or above.

Initial ATC clearance: Maintain 13000' and request flight level change enroute

| SID | ROUTING |
|---|---|
| VTB 1AX | MD016 (3600'+) - MD017 (4300'+) - MD040 (8000'+) - MD042 (12000'+) - MD043 (13000'+) - BRA (13000'+) - VTB (13000'+). |
| VTB 1AY | SSY (2400'+; K180-/K210-/K240-) - MD012 (5400'+; K240-) - MD041 (6400'+; |

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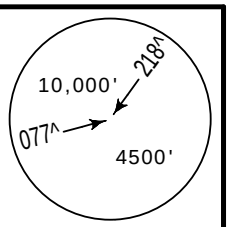
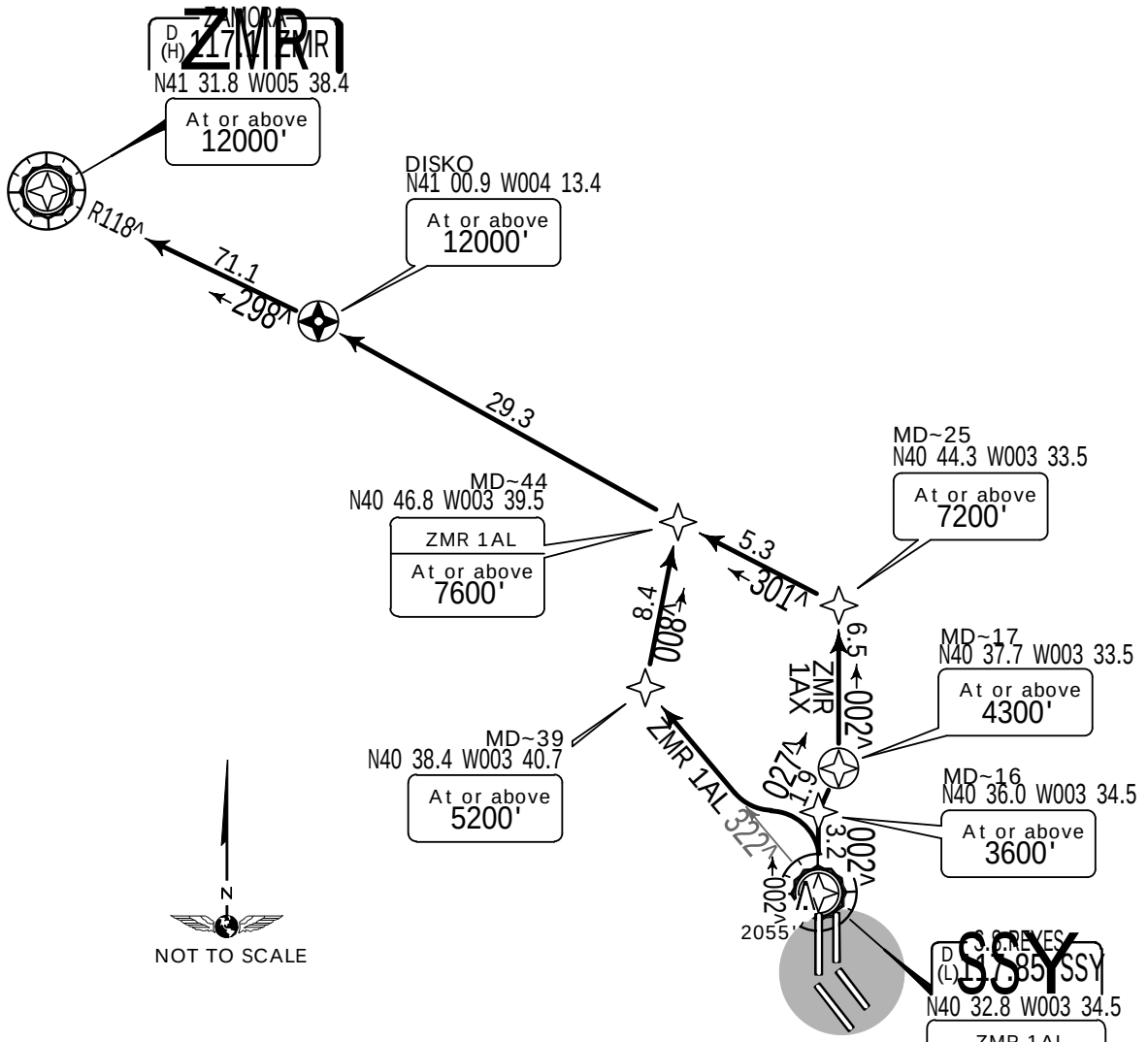
| Apt Elev | |
|---|---|
| 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4).<br>2. EXPECT close-in obstacles. |




MSA
ARP

# ZMR 1AL, ZMR 1AX
## RWY 36L P-RNAV DEPARTURES

USABLE BETWEEN 0700-2300LT
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
FOR AIRCRAFT USABILITY REFER TO AIRPORT BRIEFING PAGES
**SPEED:** MAX 250 KT BELOW 10000'




These SIDs require minimum climb gradients of
ZMR 1AL: 7.5% until MD039, then
6.0% until DISKO.
ZMR 1AX: 7.0% until MD025.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7.5% V/V(fpm) | 570 | 760 | 1139 | 1519 | 1899 | 2279 |
| 7.0% V/V(fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |
| 6.0% V/V(fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |

ZMR 1AL: Maintain runway heading until DER.
Do not turn to reach 2400' or above.

**Initial ATC clearance: Maintain 13000' and request flight level change enroute**

| SID | ROUTING |
|---|---|
| ZMR 1AL | SSY (2400'+; K180-/K210-/K240-) - MD039 (5200'+) - MD044 (7600'+) - DISKO (12000'+) - ZMR (12000'+). |
| ZMR 1AX | MD016 (3600'+) - MD017 (4300'+) - MD025 (7200'+) - DISKO (12000'+) - ZMR |

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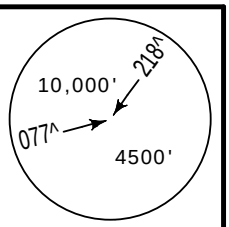
# LEMD/MAD
BARAJAS

JEPPESEN
9 AUG 13 (10-3L4) .Eff.22.Aug.

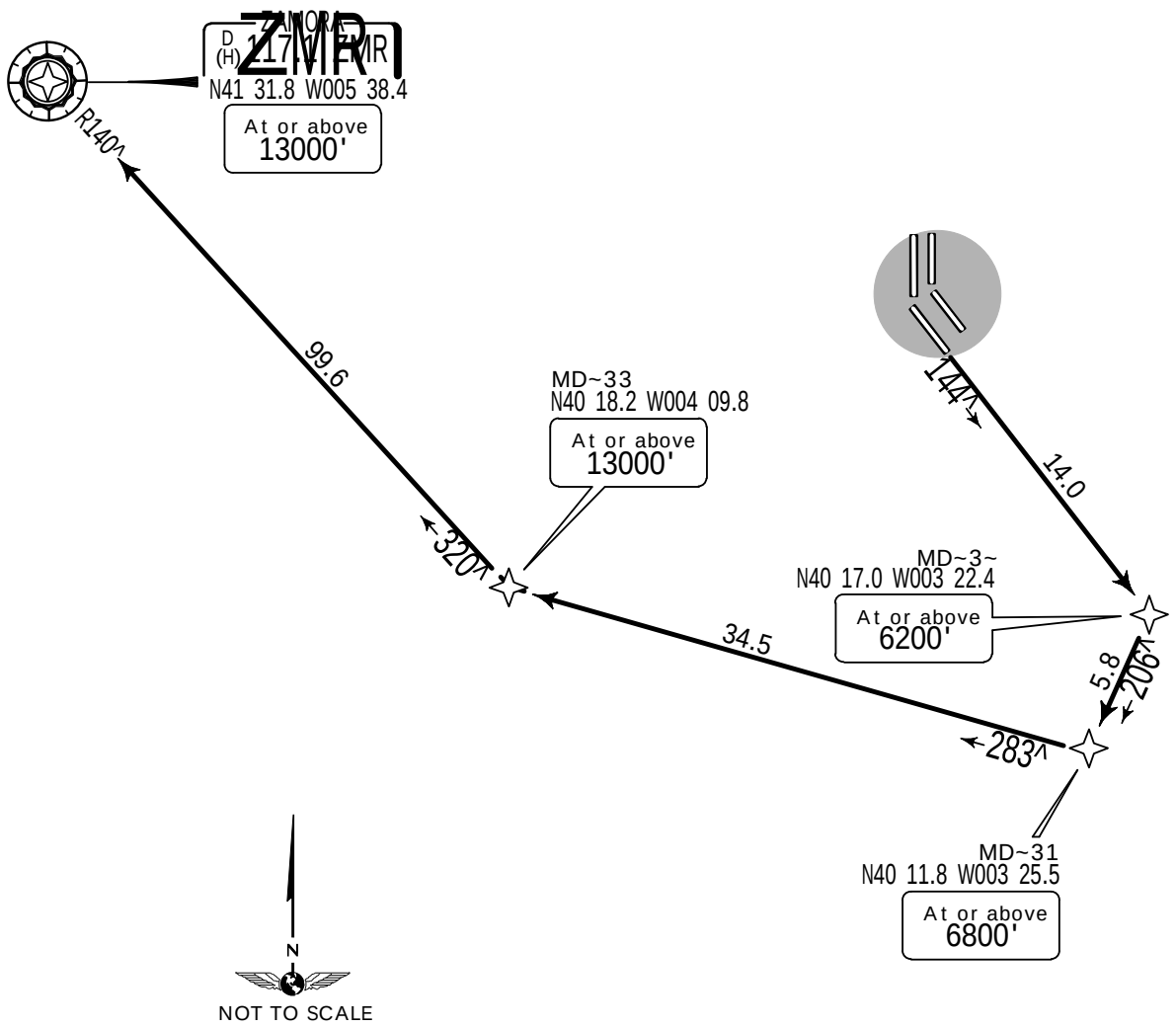
# MADRID, SPAIN
.RNAV.SID.

| Apt Elev | |
|---|---|
| 1998' | Trans level: By ATC Trans alt: 13000'<br>SIDs are also noise abatement procedures (refer to 10-4). |



MSA
ARP

## ZMR 2AS
## RWY 14R P-RNAV DEPARTURE
USABLE BETWEEN 0700-2300LT
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
SPEED: MAX 250 KT BELOW 10000'




This SID requires a minimum climb gradient of
5.5% until MD030.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |

Initial ATC clearance: Maintain 13000' and request flight level change enroute

ROUTING

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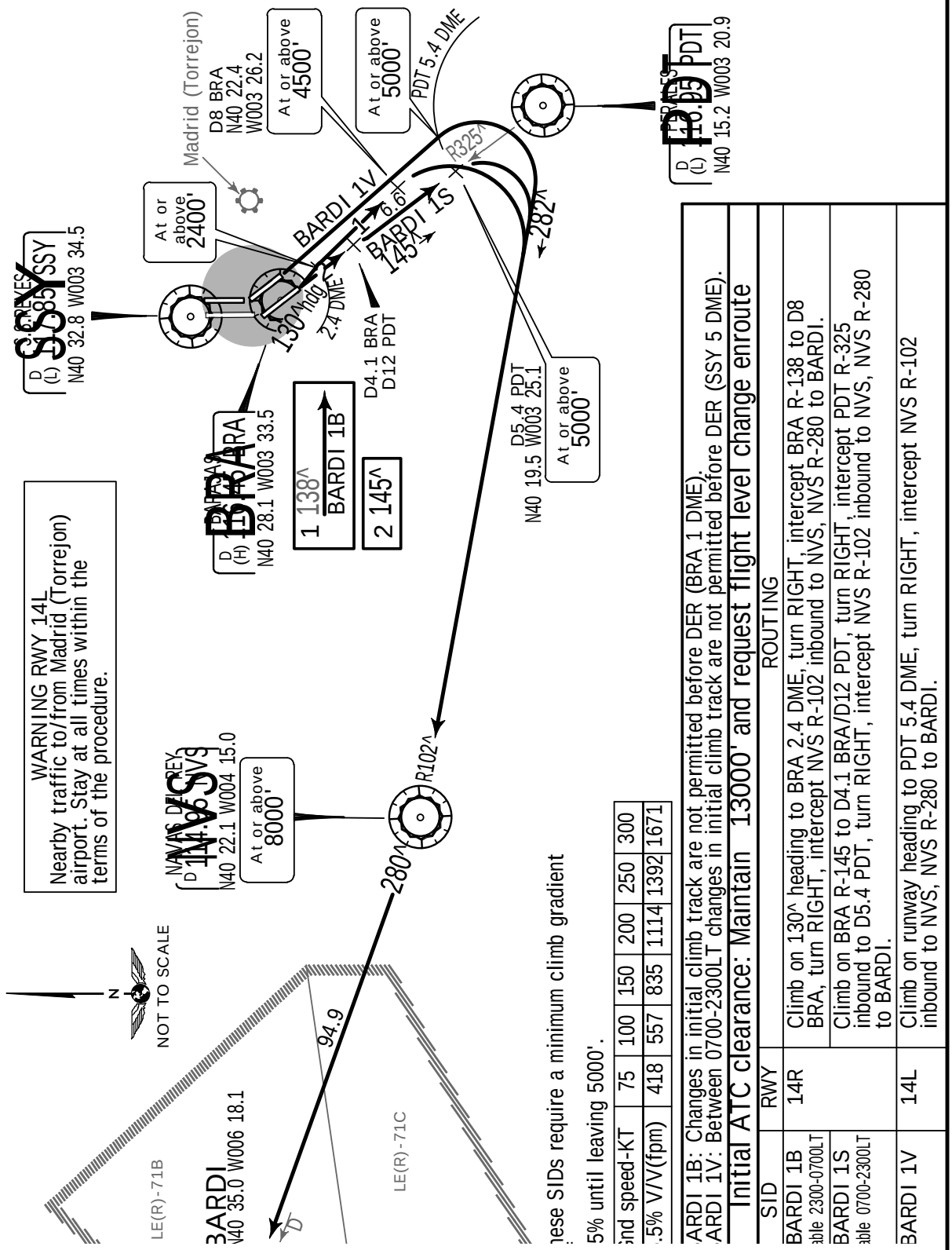
| Apt Elev 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles |
|---|---|

# BARDI ONE BRAVO (BARDI 1B) [BARD1B]
# BARDI ONE SIERRA (BARDI 1S) [BARD1S]
# BARDI ONE VICTOR (BARDI 1V) [BARD1V]
# RWYS 14R/L DEPARTURES

SUBJECT TO LE(R)-71B & LE(R)-71C ACTIVITY

**SPEED:** MAX 250 KT BELOW 10000'




ese SIDs require a minimum climb gradient
5% until leaving 5000'.

| nd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| .5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |

ARDI 1B: Changes in initial climb track are not permitted before DER (BRA 1 DME).
ARDI 1V: Between 0700-2300LT changes in initial climb track are not permitted before DER (SSY 5 DME).

## Initial ATC clearance: Maintain 13000' and request flight level change enroute

| SID | RWY | ROUTING |
|---|---|---|
| BARDI 1B<br>able 2300-0700LT | 14R | Climb on 130^ heading to BRA 2.4 DME, turn RIGHT, intercept BRA R-138 to D8 BRA, turn RIGHT, intercept NVS R-102 inbound to NVS, NVS R-280 to BARDI. |
| BARDI 1S<br>able 0700-2300LT | | Climb on BRA R-145 to D4.1 BRA/D12 PDT, turn RIGHT, intercept PDT R-325 inbound to D5.4 PDT, turn RIGHT, intercept NVS R-102 inbound to NVS, NVS R-280 to BARDI. |
| BARDI 1V | 14L | Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept NVS R-102 inbound to NVS, NVS R-280 to BARDI. |

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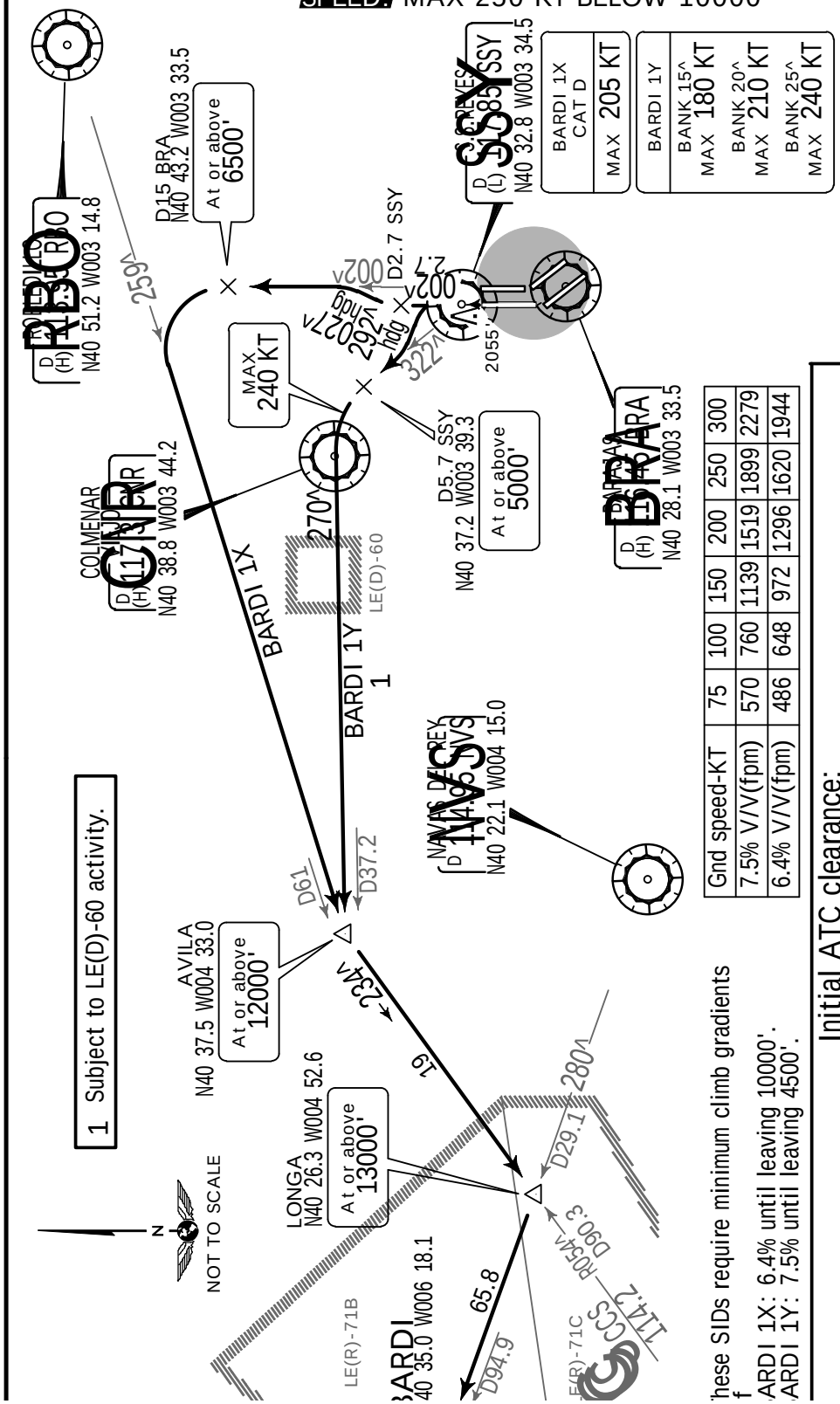
| Apt Elev | Trans level: By ATC  Trans alt: 13000' |
|---|---|
| 1998' | 1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles. |

# BARDI ONE X-RAY (BARDI 1X) [BARD1X]
# BARDI ONE YANKEE (BARDI 1Y) [BARD1Y] 1
## RWY 36L DEPARTURES

USABLE 0700-2300LT
SUBJECT TO LE(R)-71B & LE(R)-71C ACTIVITY
FOR AIRCRAFT USABILITY REFER TO AIRPORT BRIEFING PAGES
**SPEED:** MAX 250 KT BELOW 10000'




| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7.5% V/V(fpm) | 570 | 760 | 1139 | 1519 | 1899 | 2279 |
| 6.4% V/V(fpm) | 486 | 648 | 972 | 1296 | 1620 | 1944 |

hese SIDs require minimum climb gradients f
ARDI 1X: 6.4% until leaving 10000'.
ARDI 1Y: 7.5% until leaving 4500'.

Initial ATC clearance:
Maintain 13000' and request flight level change enroute

| SID | ROUTING |
|---|---|
| BARDI 1X | Climb on runway heading to SSY, SSY R-002 to D2.7 SSY, turn RIGHT, 027^ heading, intercept BRA R-002 to D15 BRA, turn LEFT, intercept RBO R-259 to AVILA, turn LEFT, intercept CCS R-054 inbound to LONGA, turn RIGHT, intercept NVS R-280 to BARDI. |
| BARDI 1Y | Climb on runway heading to SSY, turn LEFT, 292^ heading, intercept SSY R-322 to D5.7 SSY, turn LEFT, intercept CNR R-270 to AVILA, turn LEFT, intercept CCS R-054 inbound to LONGA, turn RIGHT, intercept NVS R-280 to BARDI. |

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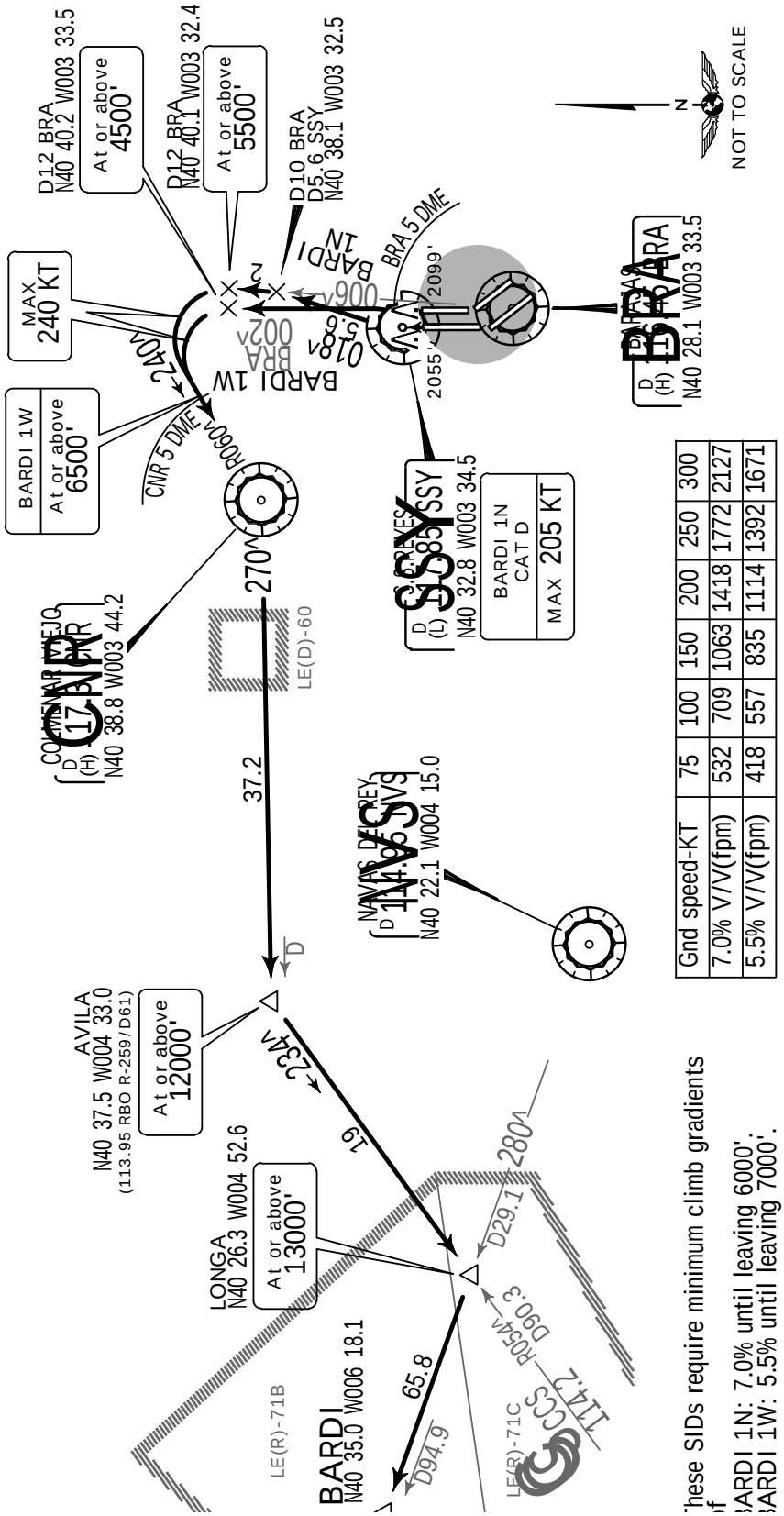
| Apt Elev | |
|---|---|
| 1998' | Trans level: By ATC  Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles |

# BARDI ONE NOVEMBER (BARDI 1N) [BARD1N]
# BARDI ONE WHISKEY (BARDI 1W) [BARD1W]
# RWYS 36L/R DEPARTURES

SUBJECT TO LE(R)-71B & LE(R)-71C ACTIVITY

**SPEED:** MAX 250 KT BELOW 10000'




| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7.0% V/V(fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |

These SIDs require minimum climb gradients of
BARDI 1N: 7.0% until leaving 6000';
BARDI 1W: 5.5% until leaving 7000'.

BARDI 1W: Between 0700-2300LT changes in initial climb track are not permitted before DER (BRA 4.0 DME).

**Initial ATC clearance: Maintain 13000' and request flight level change enroute.**

| SID | RWY | ROUTING |
|---|---|---|
| BARDI 1N<br>Available 2300-0700LT | 36L | Climb on runway heading to SSY, SSY R-018 to D10 BRA/D5.6 SSY, turn LEFT, intercept BRA R-006 to D12 BRA, turn LEFT, intercept CNR R-060 inbound to CNR, CNR R-270 to AVILA, turn LEFT, intercept CCS R-054 inbound to LONGA, turn RIGHT, intercept NVS R-280 to BARDI. |
| BARDI 1W<br>1 | 36R | Climb on runway heading to BRA 5 DME, intercept BRA R-002 to D12 BRA, turn LEFT to CNR, CNR R-270 to AVILA, turn LEFT, intercept CCS R-054 inbound to LONGA, turn RIGHT, intercept NVS R-280 to BARDI. |

__ Between 0700-2300LT subject to LE(D)-60 activity.

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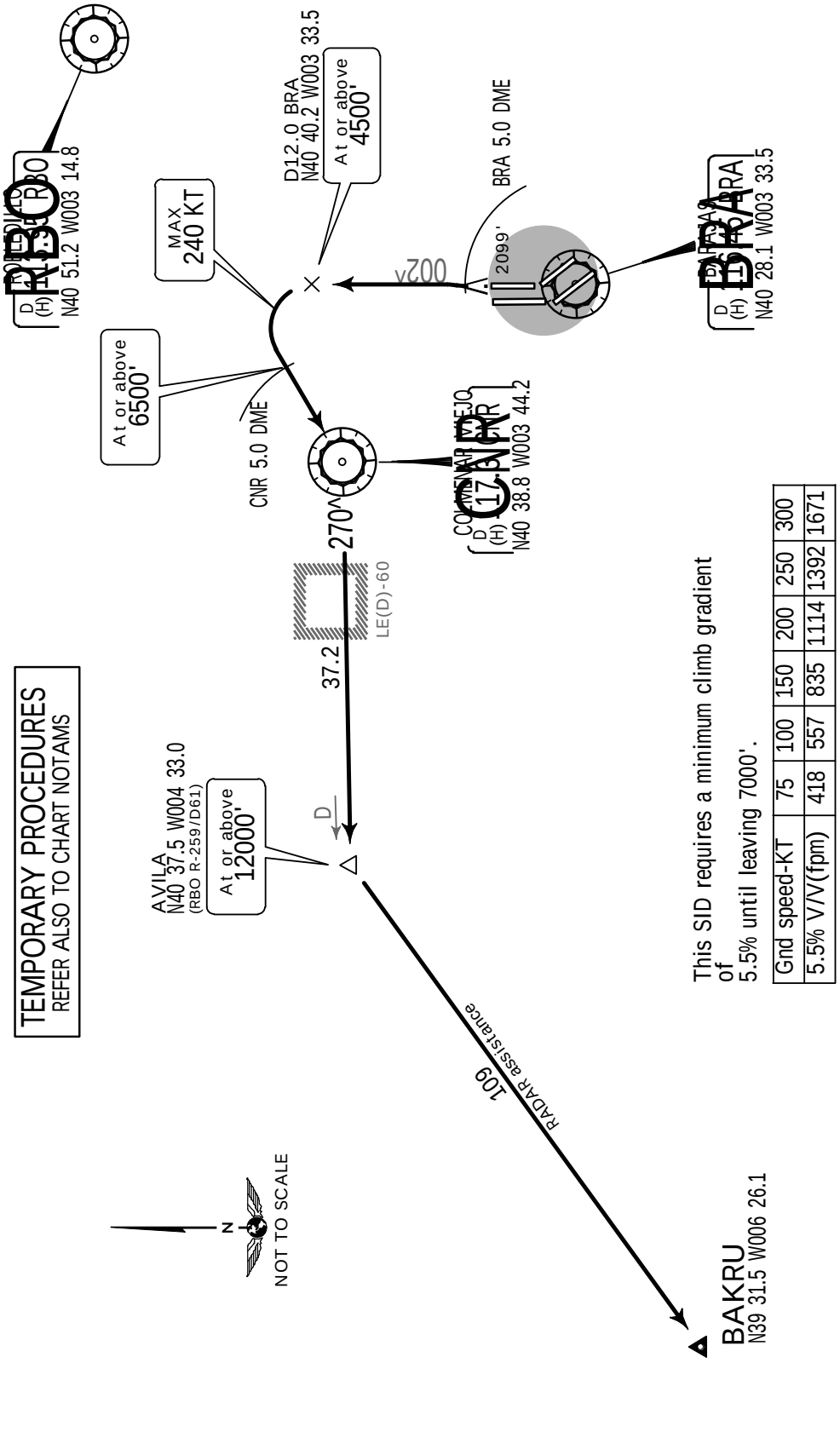
| Apt Elev | |
|---|---|
| 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4A2).<br>2. EXPECT close-in obstacles |

# BAKRU ONE WHISKEY (BAKRU 1W) [BAKR1W]
## RWY 36R DEPARTURE
SUBJECT TO LE(D)-60 ACTIVITY

**SPEED:** MAX 250 KT BELOW 10000'




This SID requires a minimum climb gradient of 5.5% until leaving 7000'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |

between 0700-2300LT changes in initial climb track are not permitted before DER (BRA 4.0 DME).

**Initial ATC clearance: Maintain 13000' and request flight level change enroute**

ROUTING

climb on runway heading to BRA 5.0 DME, intercept BRA R-002 to D12.0 BRA, turn LEFT to CNR, CNR R-270 to AVILA, RADAR assistance direct to BAKRU.

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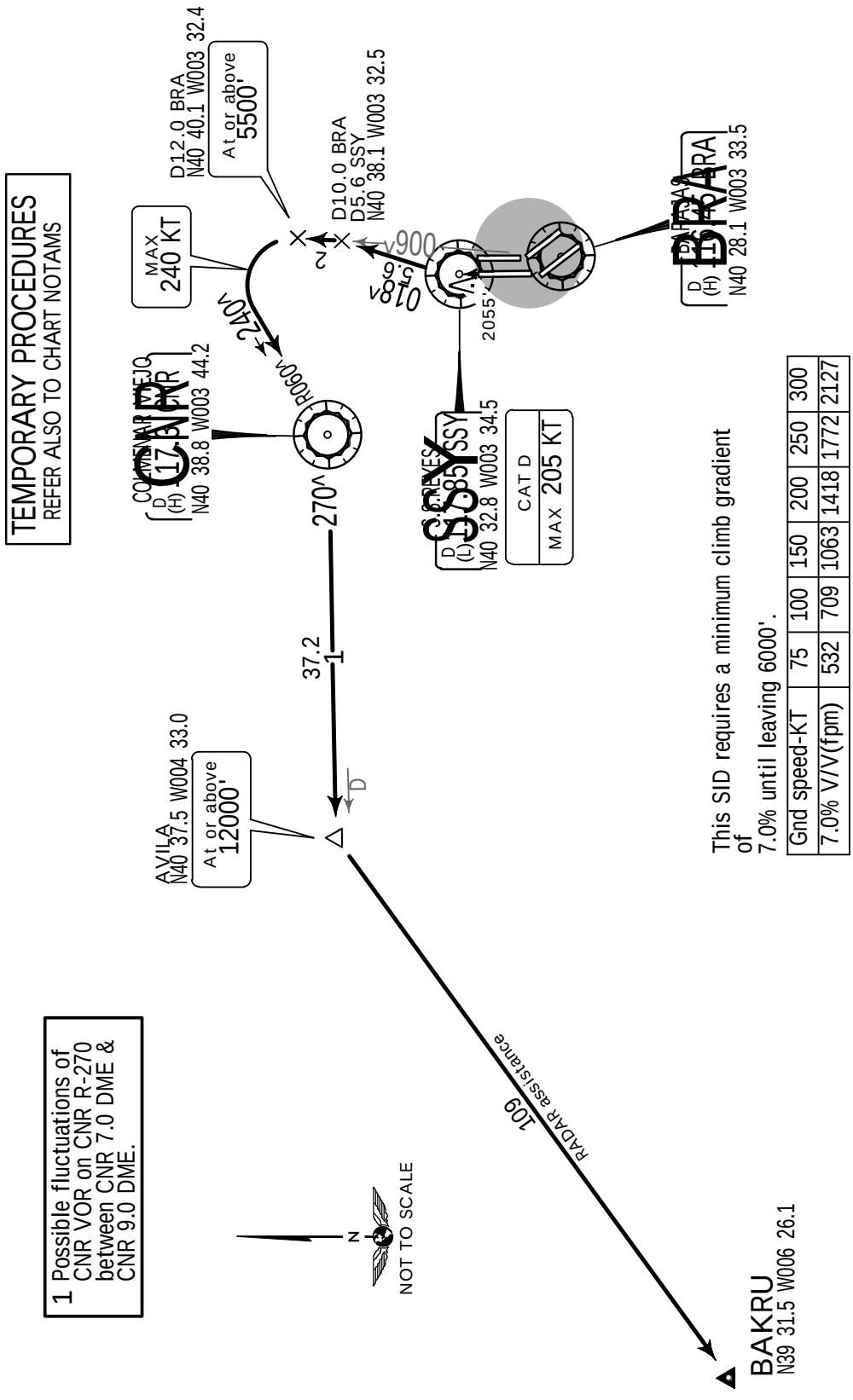
| Apt Elev 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4A2).<br>2. EXPECT close-in obstacles. |
|---|---|

# BAKRU ONE NOVEMBER (BAKRU 1N) [BAKR1N]
## RWY 36L DEPARTURE
USABLE 2300-0700LT

**SPEED:** MAX 250 KT BELOW 10000'




This SID requires a minimum climb gradient of 7.0% until leaving 6000'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7.0% V/V(fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |

## Initial ATC clearance: Maintain 13000' and request flight level change enroute

ROUTING

limb on runway heading to SSY, SSY R-018 to D10.0 BRA/D5.6 SSY, turn LEFT, intercept BRA R-006
o D12.0 BRA, turn LEFT, intercept CNR R-060 inbound to CNR, CNR R-270 to AVILA, RADAR
ssistance direct to BAKRU.

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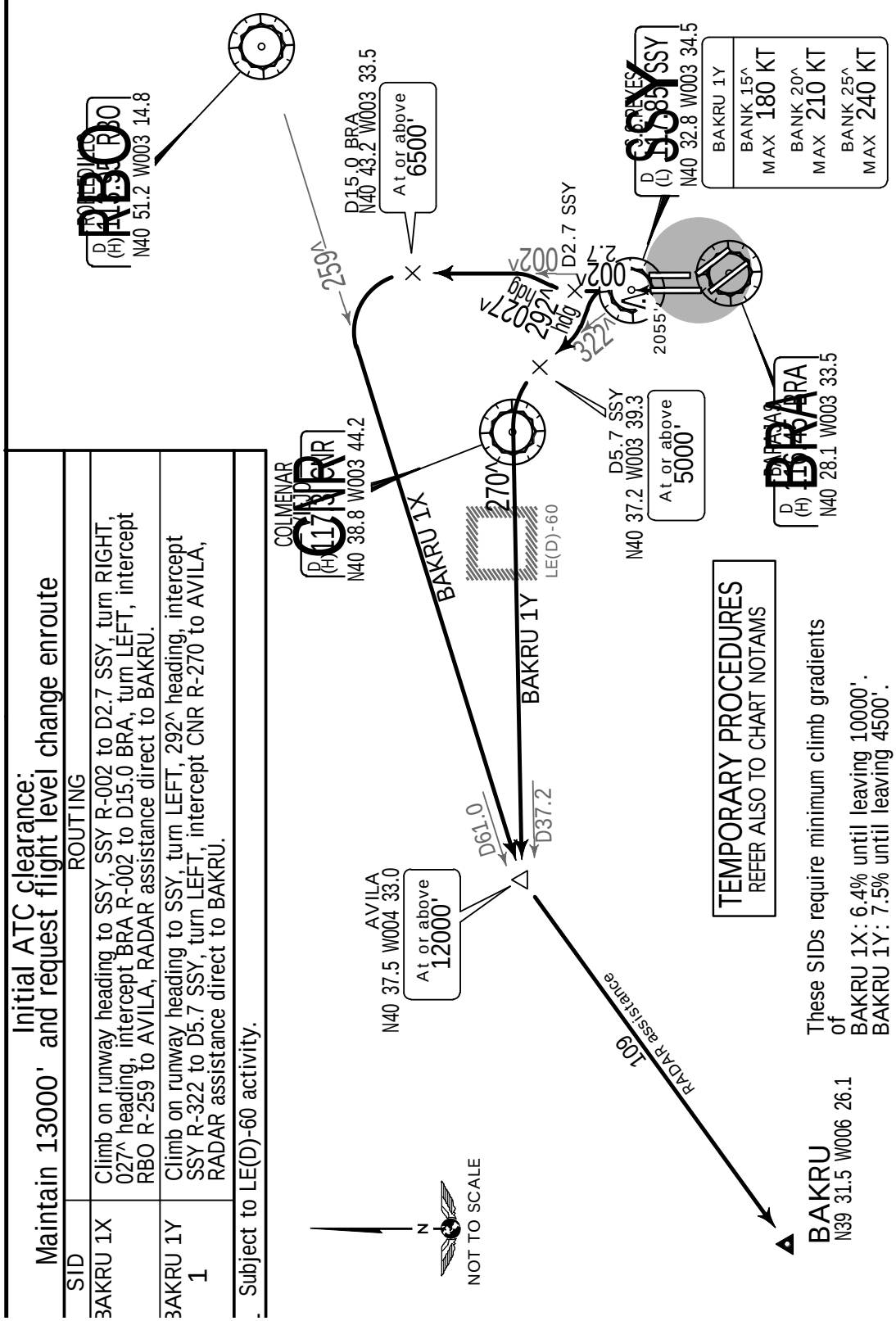
| Apt Elev | |
|---|---|
| 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4A2).<br>2. EXPECT close-in obstacles. |

# BAKRU ONE X-RAY (BAKRU 1X) [BAKR1X]
# BAKRU ONE YANKEE (BAKRU 1Y) [BAKR1Y]
## RWY 36L DEPARTURES

USABLE 0700-2300LT

**SPEED:** MAX 250 KT BELOW 10000'

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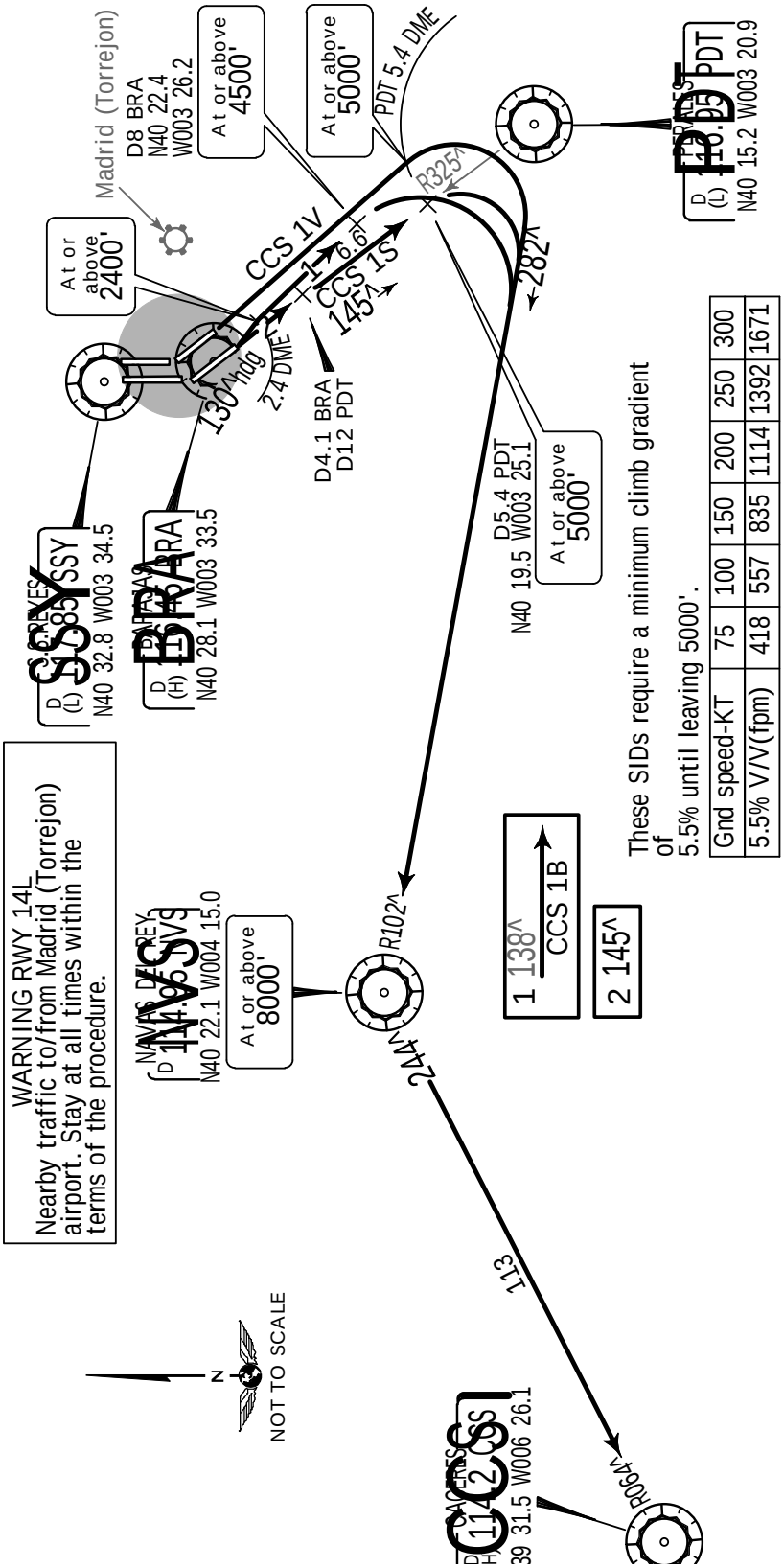
| Apt Elev | Trans level: By ATC  Trans alt: 13000' |
|---|---|
| 1998' | 1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles |

# CACERES ONE BRAVO (CCS 1B)
# CACERES ONE SIERRA (CCS 1S)
# CACERES ONE VICTOR (CCS 1V)
# RWYS 14R/L DEPARTURES

**SPEED:** MAX 250 KT BELOW 10000'




These SIDs require a minimum climb gradient of 5.5% until leaving 5000'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |

CCS 1B: Changes in initial climb track are not permitted before DER (BRA 1 DME).
CCS 1V: Between 0700-2300LT changes in initial climb track are not permitted before DER (SSY 5 DME).

## Initial ATC clearance: Maintain 13000' and request flight level change enroute

| SID | RWY | ROUTING |
|---|---|---|
| CCS 1B<br>Available 2300-0700LT | 14R | Climb on 130^ heading to BRA 2.4 DME, turn RIGHT, intercept BRA R-138 to D8 BRA, turn RIGHT, intercept NVS R-102 inbound to NVS, turn LEFT, intercept CCS R-064 inbound to CCS. |
| CCS 1S<br>Available 0700-2300LT | | Climb on BRA R-145 to D4.1 BRA/D12 PDT, turn RIGHT, intercept PDT R-325 inbound to D5.4 PDT, turn RIGHT, intercept NVS R-102 inbound to NVS, turn LEFT, intercept CCS R-064 inbound to CCS. |
| CCS 1V | 14L | Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept NVS R-102 inbound to NVS, turn LEFT, intercept CCS R-064 inbound to CCS. |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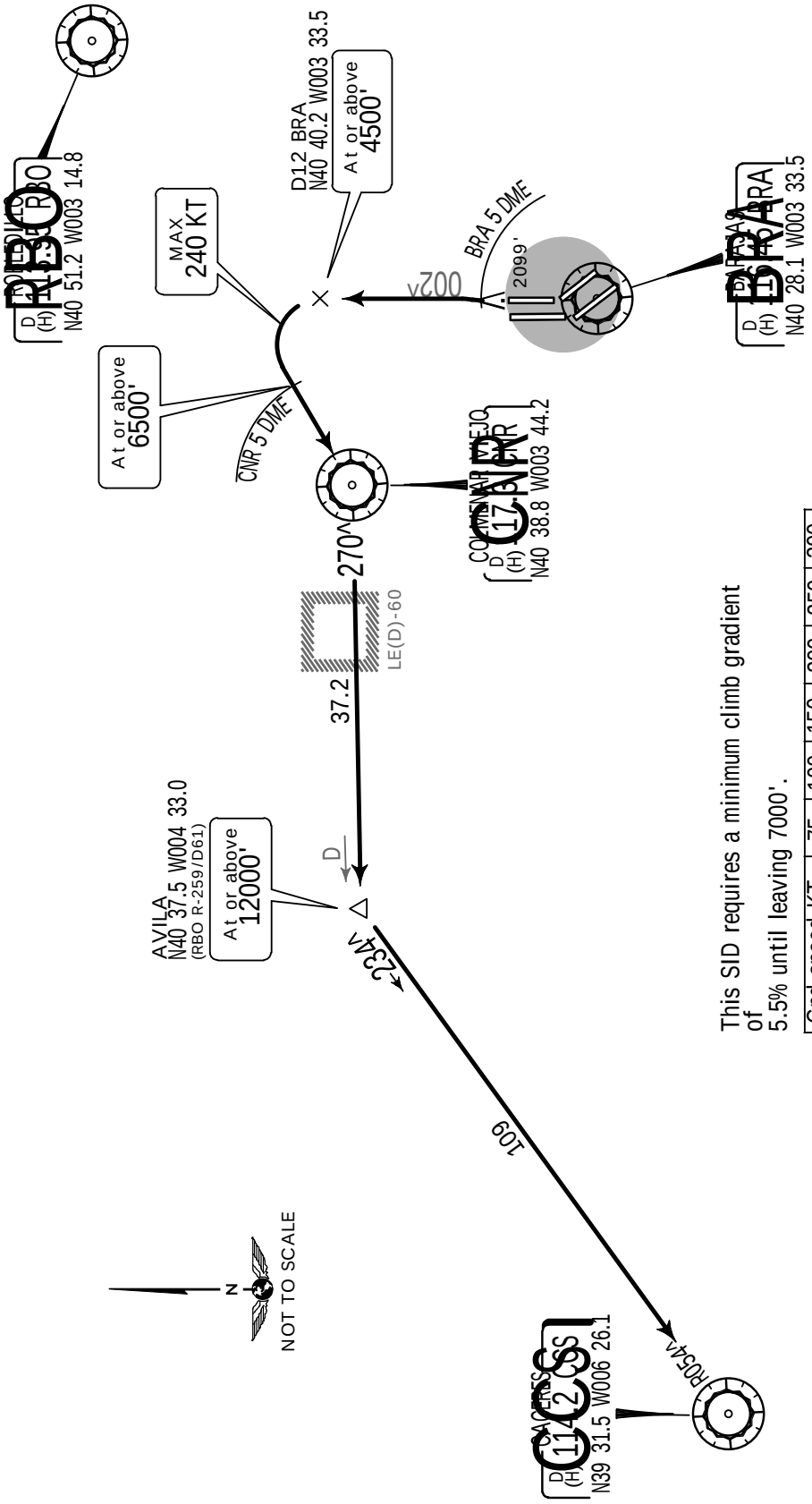
| Apt Elev 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles |
|---|---|

# CACERES ONE WHISKEY (CCS 1W)
## RWY 36R DEPARTURE
SUBJECT TO LE(D)-60 ACTIVITY

**SPEED:** MAX 250 KT BELOW 10000'




This SID requires a minimum climb gradient of 5.5% until leaving 7000'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |

etween 0700-2300LT changes in initial climb track are not permitted before DER (BRA 4.0 DME).

Initial ATC clearance: Maintain 13000' and request flight level change enroute

ROUTING

climb on runway heading to BRA 5 DME, intercept BRA R-002 to D12 BRA, turn LEFT to CNR,
CNR R-270 to AVILA, turn LEFT, intercept CCS R-054 inbound to CCS.

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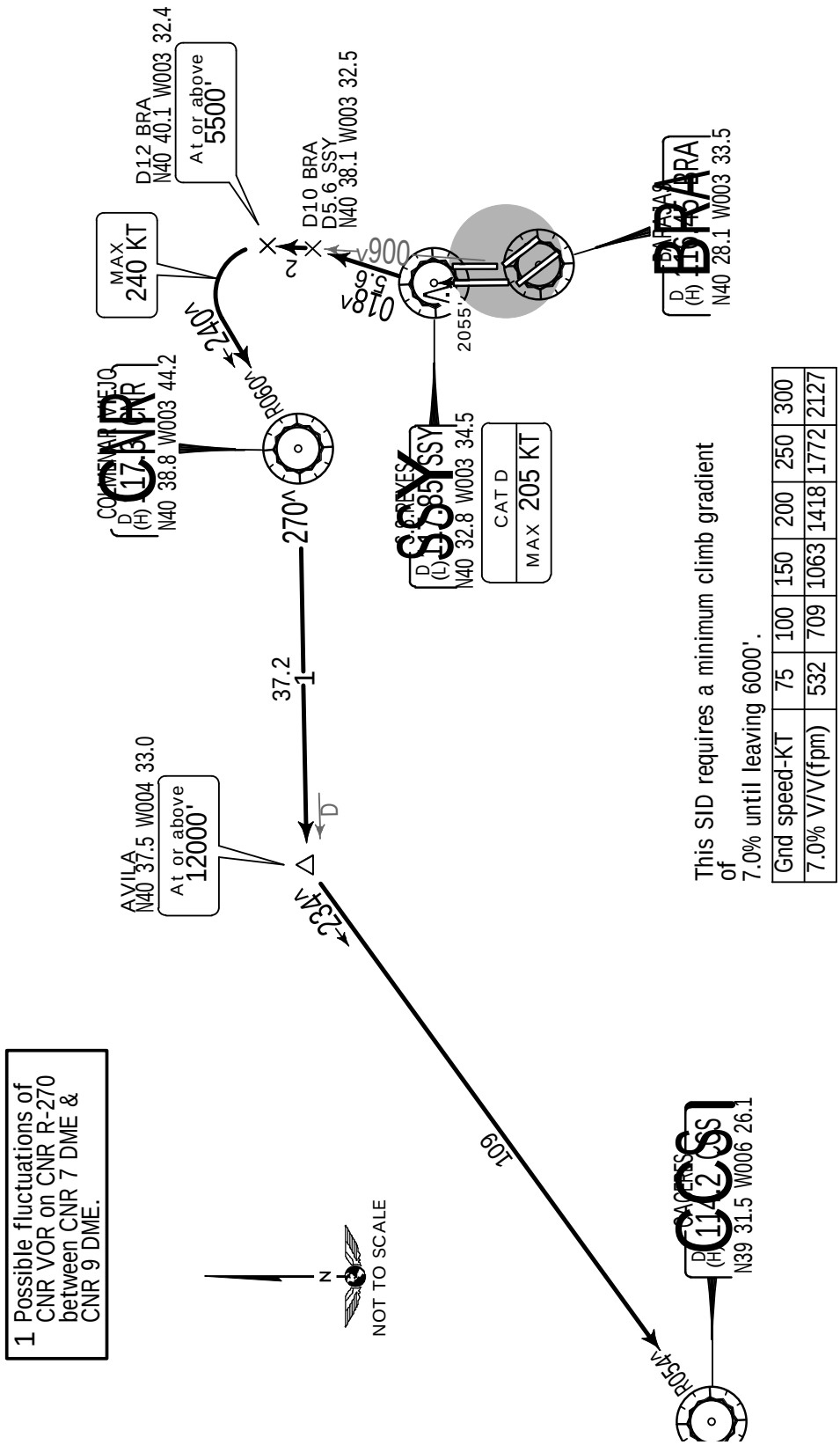
| Apt Elev 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles. |
|---|---|

# CACERES THREE NOVEMBER (CCS 3N)
## RWY 36L DEPARTURE
USABLE 2300-0700LT

**SPEED:** MAX 250 KT BELOW 10000'




This SID requires a minimum climb gradient of 7.0% until leaving 6000'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7.0% V/V(fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |

## Initial ATC clearance: Maintain 13000' and request flight level change enroute

ROUTING

limb on runway heading to SSY, SSY R-018 to D10 BRA/D5.6 SSY, turn LEFT, intercept BRA R-006 to 12 BRA, turn LEFT, intercept CNR R-060 inbound to CNR, CNR R-270 to AVILA, turn LEFT, intercept CS R-054 inbound to CCS.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LEMD/MAD
BARAJAS

JEPPESEN
9 AUG 13 (10-3N5) .Eff.22.Aug.

MADRID, SPAIN
.SID.

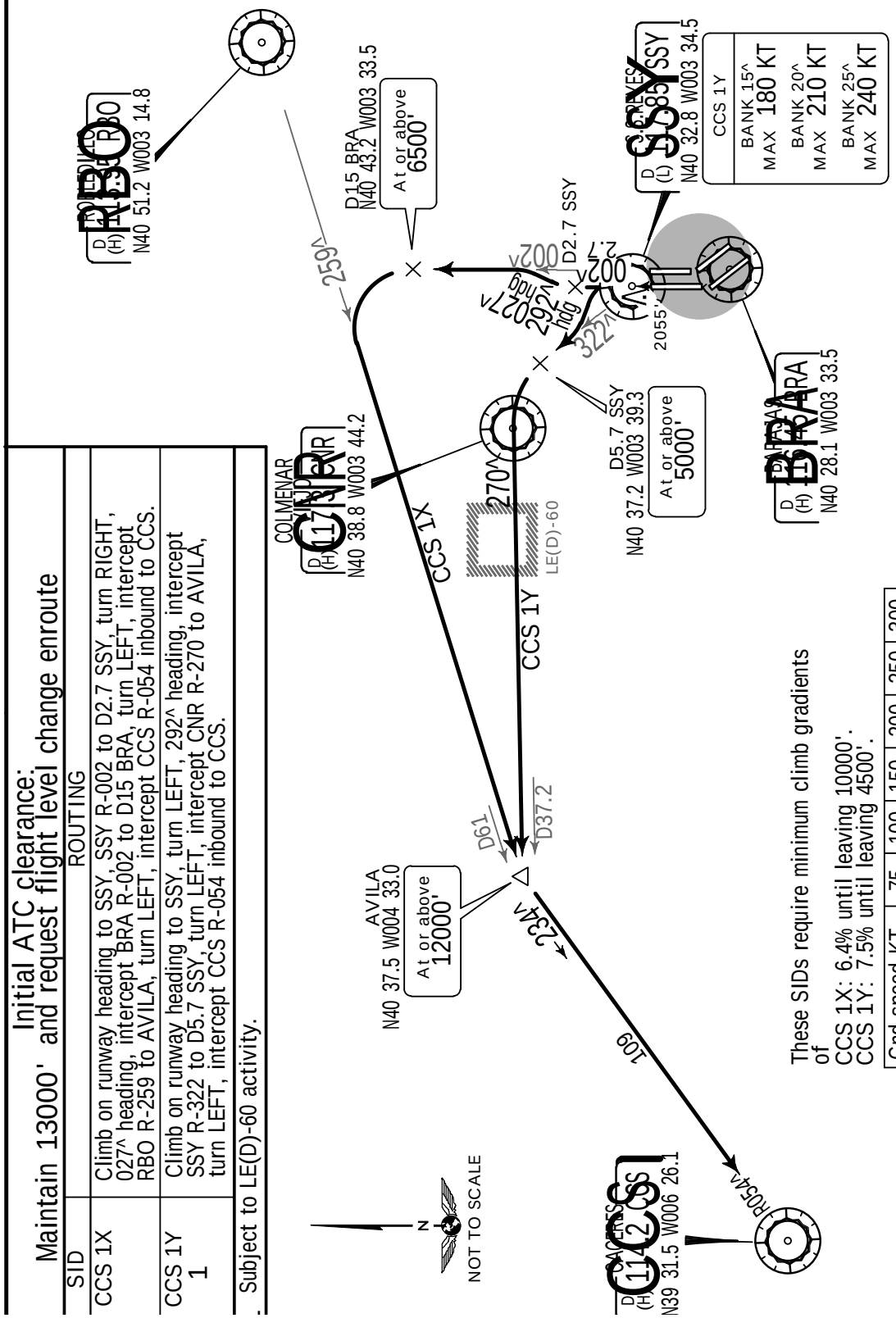
| Apt Elev 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles. |
|---|---|

# CACERES ONE X-RAY (CCS 1X)
# CACERES ONE YANKEE (CCS 1Y)
# RWY 36L DEPARTURES

USABLE 0700-2300LT

FOR AIRCRAFT USABILITY REFER TO AIRPORT BRIEFING PAGES

**SPEED:** MAX 250 KT BELOW 10000'




These SIDs require minimum climb gradients of
CCS 1X: 6.4% until leaving 10000'.
CCS 1Y: 7.5% until leaving 4500'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7.5% V/V(fpm) | 570 | 760 | 1139 | 1519 | 1899 | 2279 |
| 6.4% V/V(fpm) | 486 | 648 | 972 | 1296 | 1620 | 1944 |

## Initial ATC clearance: Maintain 13000' and request flight level change enroute

| SID | ROUTING |
|---|---|
| CCS 1X | Climb on runway heading to SSY, SSY R-002 to D2.7 SSY, turn RIGHT, 027^ heading, intercept BRA R-002 to D15 BRA, turn LEFT, intercept RBO R-259 to AVILA, turn LEFT, intercept CCS R-054 inbound to CCS. |
| CCS 1Y<br>1 | Climb on runway heading to SSY, turn LEFT, 292^ heading, intercept SSY R-322 to D5.7 SSY, turn LEFT, intercept CNR R-270 to AVILA, turn LEFT, intercept CCS R-054 inbound to CCS. |

. Subject to LE(D)-60 activity.



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# LEMD/MAD BARAJAS

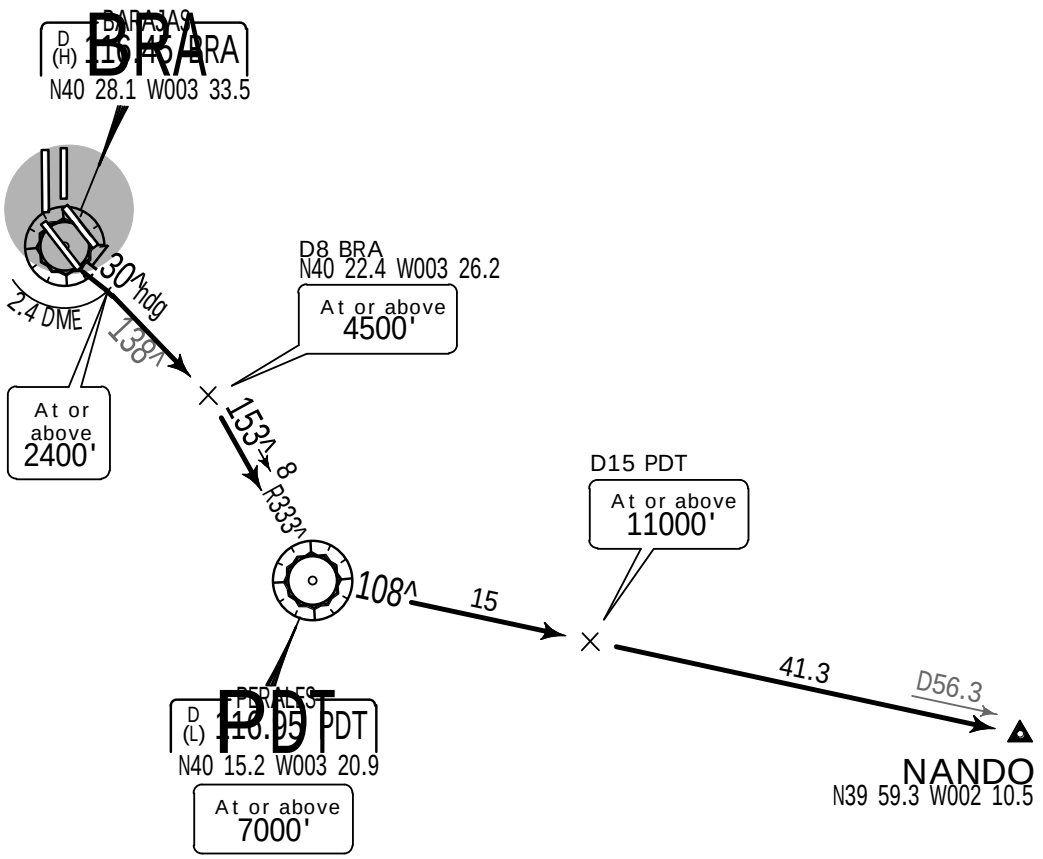
JEPPESEN 9 AUG 13 10-3N6 .Eff.22.Aug.

# MADRID, SPAIN .SID.

| Apt Elev 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles |
|---|---|

## NANDO ONE BRAVO (NANDO 1B) [NAND1B]
## RWY 14R DEPARTURE

SPEED: MAX 250 KT BELOW 10000'




This SID requires a minimum climb gradient of
6.1% until leaving 7000'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6.1% V/V(fpm) | 463 | 618 | 927 | 1235 | 1544 | 1853 |

N

NOT TO SCALE

Between 2300-0700LT changes in initial climb track are not permitted before DER (BRA 1 DME).

Initial ATC clearance: Maintain 13000' and request flight level change enroute

ROUTING

Climb on 130^ heading to BRA 2.4 DME, turn RIGHT, intercept BRA R-138 to D8 BRA, turn

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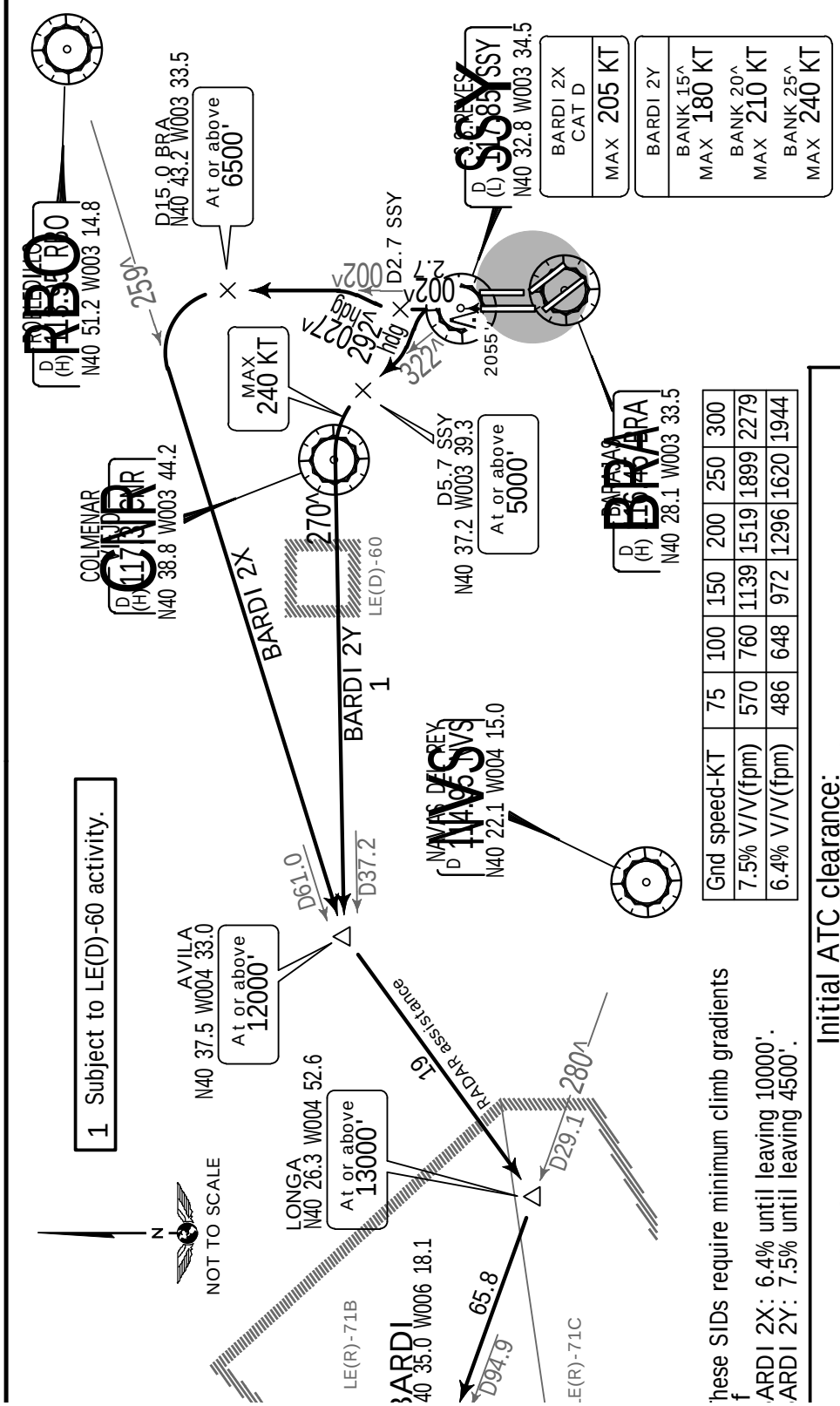
| Apt Elev | Trans level: By ATC Trans alt: 13000' |
|---|---|
| 1998' | 1. SIDs are also noise abatement procedures (refer to 10-4A2).<br>2. EXPECT close-in obstacles. |

# BARDI TWO X-RAY (BARDI 2X) [BARD2X]
# BARDI TWO YANKEE (BARDI 2Y) [BARD2Y] 1
## RWY 36L DEPARTURES

USABLE 0700-2300LT
SUBJECT TO LE(R)-71B & LE(R)-71C ACTIVITY
**SPEED:** MAX 250 KT BELOW 10000'

TEMPORARY PROCEDURES
REFER ALSO TO CHART NOTAMS




| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7.5% V/V(fpm) | 570 | 760 | 1139 | 1519 | 1899 | 2279 |
| 6.4% V/V(fpm) | 486 | 648 | 972 | 1296 | 1620 | 1944 |

These SIDs require minimum climb gradients of
BARDI 2X: 6.4% until leaving 10000'.
BARDI 2Y: 7.5% until leaving 4500'.

Initial ATC clearance:
Maintain 13000' and request flight level change enroute

| SID | ROUTING |
|---|---|
| BARDI 2X | Climb on runway heading to SSY, SSY R-002 to D2.7 SSY, turn RIGHT, 027^ heading, intercept BRA R-002 to D15.0 BRA, turn LEFT, intercept RBO R-259 to AVILA, RADAR assistance direct to LONGA, turn RIGHT, intercept NVS R-280 to BARDI. |
| BARDI 2Y | Climb on runway heading to SSY, turn LEFT, 292^ heading, intercept SSY R-322 to D5.7 SSY, turn LEFT, intercept CNR R-270 to AVILA, RADAR assistance direct to LONGA, turn RIGHT, intercept NVS R-280 to BARDI. |

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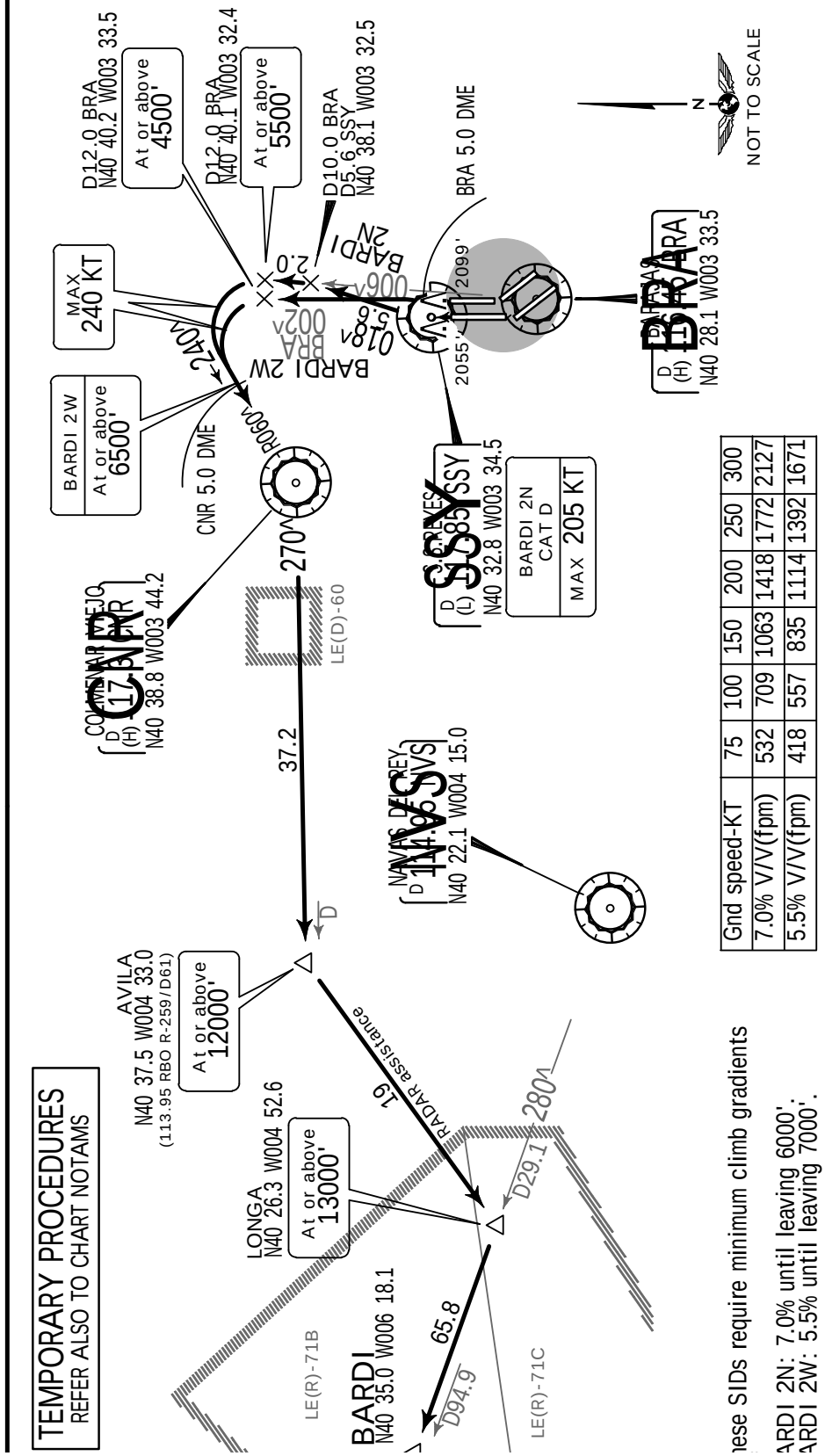
| Apt Elev | Trans level: By ATC  Trans alt: 13000' |
|---|---|
| 1998' | 1. SIDs are also noise abatement procedures (refer to 10-4A2).<br>2. EXPECT close-in obstacles |

# BARDI TWO NOVEMBER (BARDI 2N) [BARD2N]
# BARDI TWO WHISKEY (BARDI 2W) [BARD2W]
# RWYS 36L/R DEPARTURES

SUBJECT TO LE(R)-71B & LE(R)-71C ACTIVITY

**SPEED:** MAX 250 KT BELOW 10000'




| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7.0% V/V(fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |

hese SIDs require minimum climb gradients

ARDI 2N: 7.0% until leaving 6000'.
ARDI 2W: 5.5% until leaving 7000'.

ARDI 2W: Between 0700-2300LT changes in initial climb track are not permitted before DER (BRA 4.0 DME).

Initial ATC clearance: Maintain 13000' and request flight level change enroute.

| SID | RWY | ROUTING |
|---|---|---|
| BARDI 2N<br>ble 2300-0700LT | 36L | Climb on runway heading to SSY, SSY R-018 to D10.0 BRA/D5.6 SSY, turn LEFT, intercept BRA R-006 to D12.0 BRA, turn LEFT, intercept CNR R-060 inbound to CNR, CNR R-270 to AVILA, RADAR assistance direct to LONGA, turn RIGHT, intercept NVS R-280 to BARDI. |
| BARDI 2W<br>1 | 36R | Climb on runway heading to BRA 5.0 DME, intercept BRA R-002 to D12.0 BRA, turn LEFT to CNR, CNR R-270 to AVILA, RADAR assistance direct to LONGA, turn RIGHT, intercept NVS R-280 to BARDI. |

_ Subject to LE(D)-60 activity.

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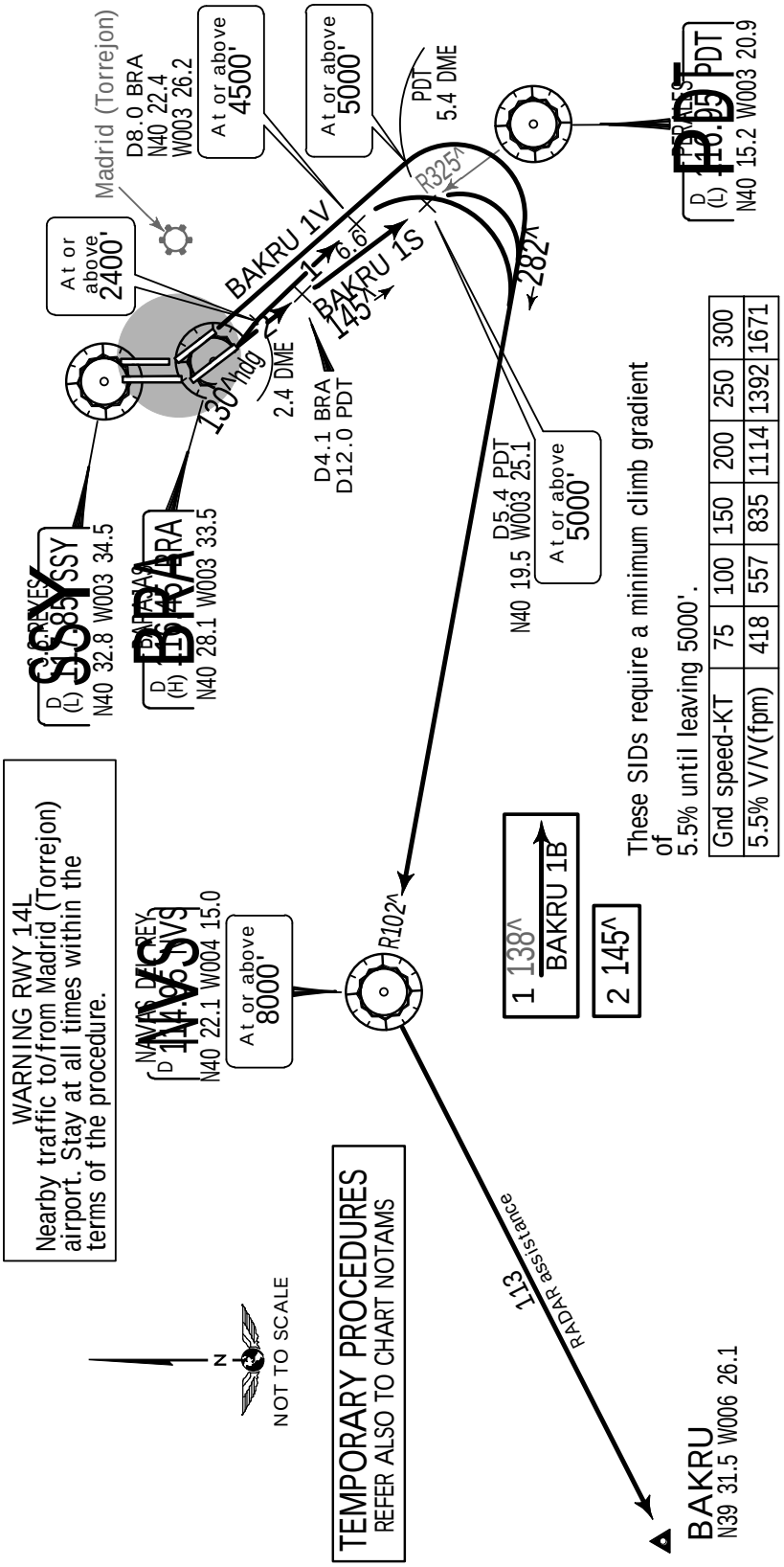
| Apt Elev | |
|---|---|
| 1998' | Trans level: By ATC  Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4A2).<br>2. EXPECT close-in obstacles |

# BAKRU ONE BRAVO (BAKRU 1B) [BAKR1B]
# BAKRU ONE SIERRA (BAKRU 1S) [BAKR1S]
# BAKRU ONE VICTOR (BAKRU 1V) [BAKR1V]
# RWYS 14R/L DEPARTURES

**SPEED:** MAX 250 KT BELOW 10000'




These SIDs require a minimum climb gradient of 5.5% until leaving 5000'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |

BAKRU 1B: Changes in initial climb track are not permitted before DER (BRA 1 DME).
BAKRU 1V: Between 0700-2300LT changes in initial climb track are not permitted before DER (SSY 5 DME).

## Initial ATC clearance: Maintain 13000' and request flight level change enroute

| SID | RWY | ROUTING |
|---|---|---|
| BAKRU 1B<br>Available 2300-0700LT | 14R | Climb on 130^ heading to BRA 2.4 DME, turn RIGHT, intercept BRA R-138 to D8.0 BRA, turn RIGHT, intercept NVS R-102 inbound to NVS, RADAR assistance direct to BAKRU. |
| BAKRU 1S<br>Available 0700-2300LT | | Climb on BRA R-145 to D4.1 BRA/D12.0 PDT, turn RIGHT, intercept PDT R-325 inbound to D5.4 PDT, turn RIGHT, intercept NVS R-102 inbound to NVS, RADAR assistance direct to BAKRU. |
| BAKRU 1V | 14L | Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept NVS R-102 inbound to NVS, RADAR assistance direct to BAKRU. |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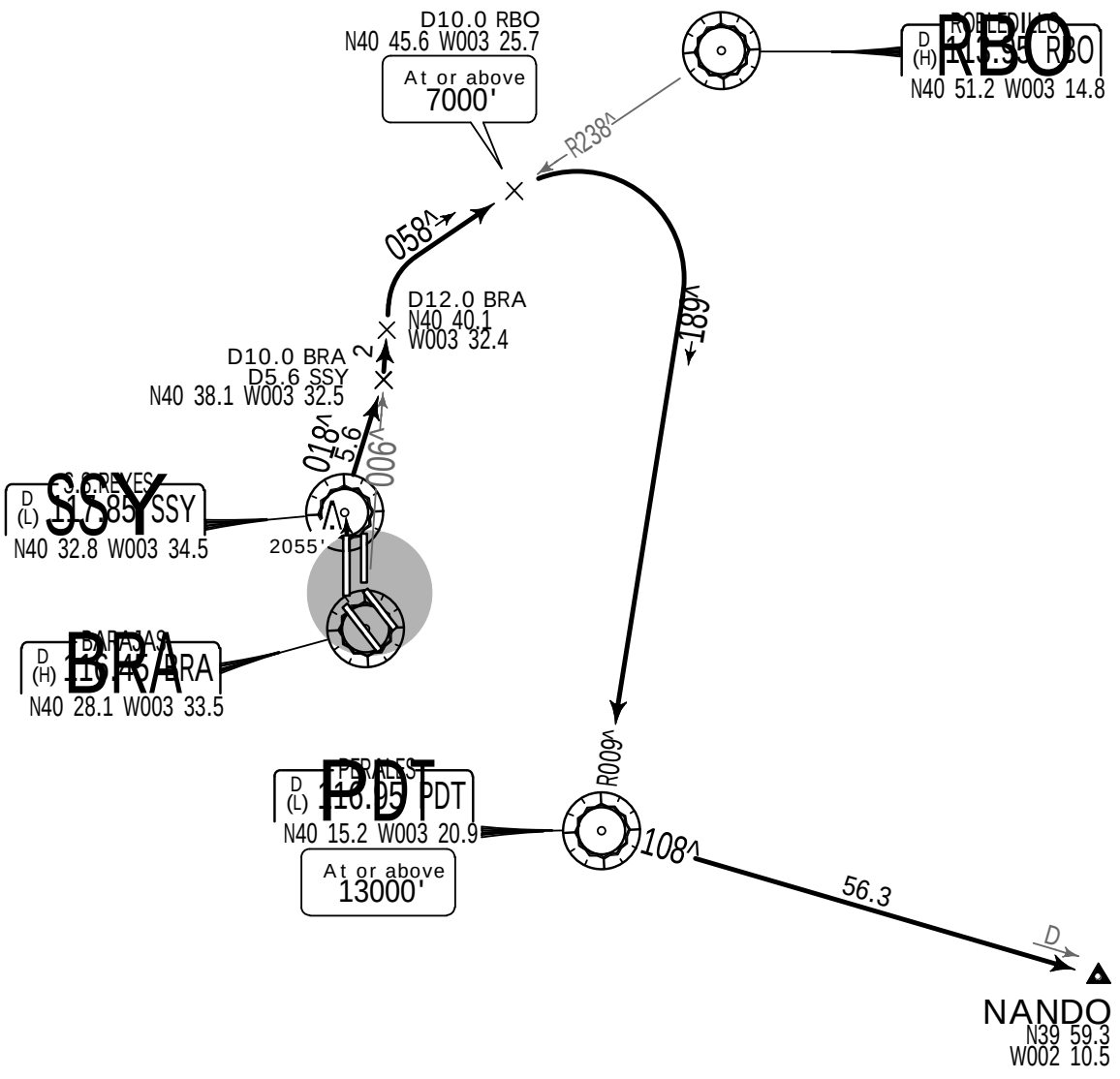
| Apt Elev 1998' | Trans level: By ATC Trans alt: 13000'<br>1. EXPECT close-in obstacles.<br>2. SIDs are also noise abatement procedures (refer to 10-4A). |
|---|---|

# NANDO TWO NOVEMBER (NANDO 2N) [NAND2N]
## RWY 36L DEPARTURE

**SPEED:** MAX 250 KT BELOW 10000'




This SID requires minimum climb gradients of
Between 0700-2300LT: 6.6% until leaving 8000'.
Between 2300-0700LT: 5.5% until leaving 8000'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6.6% V/V(fpm) | 501 | 668 | 1003 | 1337 | 1671 | 2005 |
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |

N
NOT TO SCALE

Initial ATC clearance: Maintain 13000' and request flight level change enroute

ROUTING

Climb on runway heading to SSY, SSY R-018 to D10 BRA/D5.6 SSY, turn LEFT, intercept BRA R-006 to D12 BRA, turn RIGHT, intercept RBO R-238 inbound to D10 RBO, turn RIGHT, inter-

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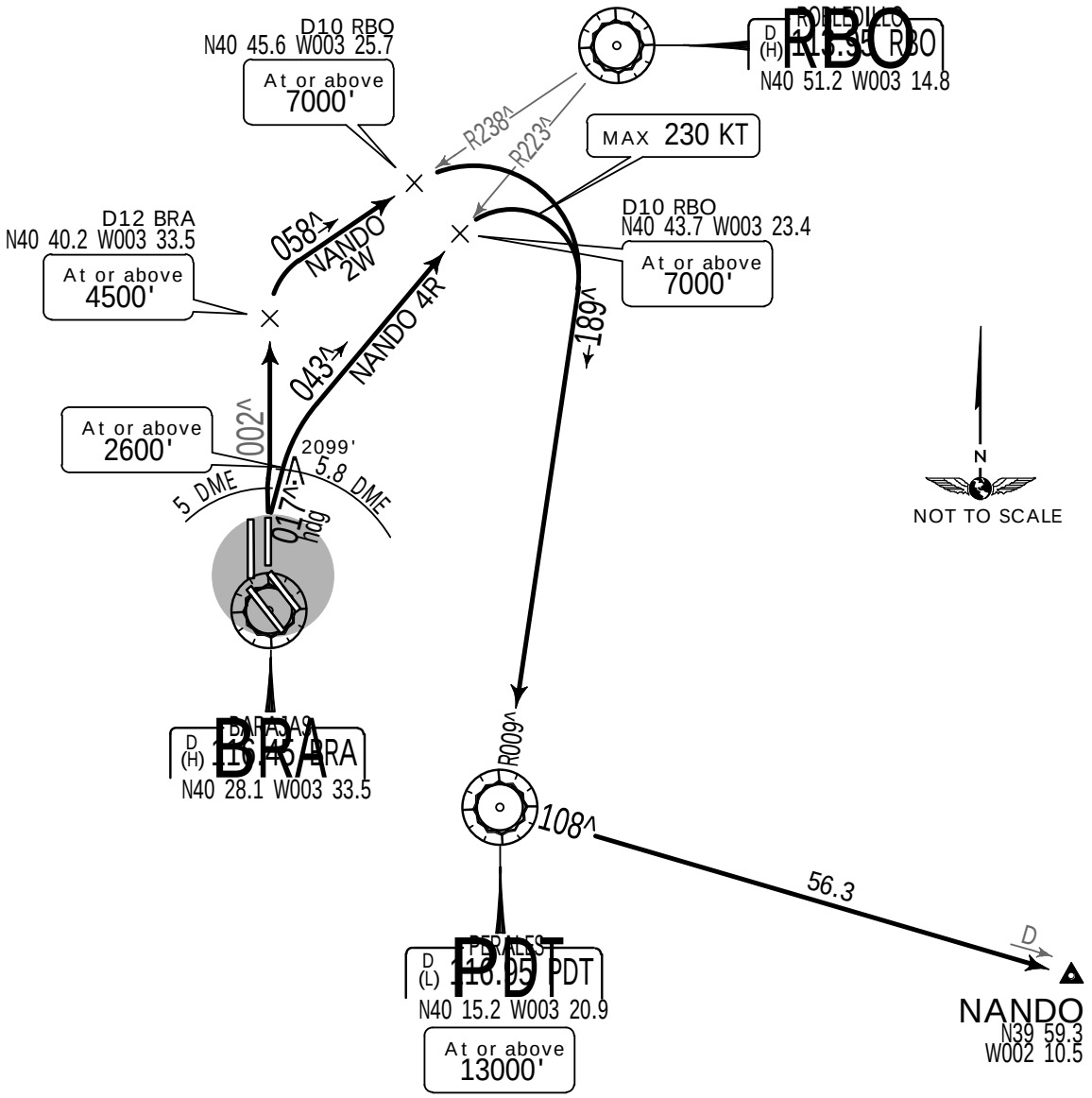
| Apt Elev 1998' | Trans level: By ATC Trans alt: 13000'<br>1. EXPECT close-in obstacles.<br>2. SIDs are also noise abatement procedures (refer to 10-4A). |
|---|---|

# NANDO FOUR ROMEO (NANDO 4R) [NAND4R]
# NANDO TWO WHISKEY (NANDO 2W) [NAND2W]
# RWY 36R DEPARTURES

**SPEED:** MAX 250 KT BELOW 10000'




These SIDs require minimum climb gradients of
6.0% until leaving 9000'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6.0% V/V(fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |

NANDO 4R: Changes in initial climb track are not permitted before DER (BRA 4.0 DME).

**Initial ATC clearance: Maintain 13000' and request flight level change enroute**

| SID | ROUTING |
|---|---|
| NANDO 4R<br>Usable 0700-2300LT | Climb on 017^ heading to BRA 5.8 DME, intercept RBO R-223 inbound to D10 RBO, turn RIGHT, intercept PDT R-009 inbound to PDT, PDT R-108 to NANDO. |
| NANDO 2W<br>Usable 2300-0700LT | Climb on runway heading to BRA 5 DME, intercept BRA R-002 to D12 BRA, turn RIGHT, intercept RBO R-238 inbound to D10 RBO, turn RIGHT, intercept |

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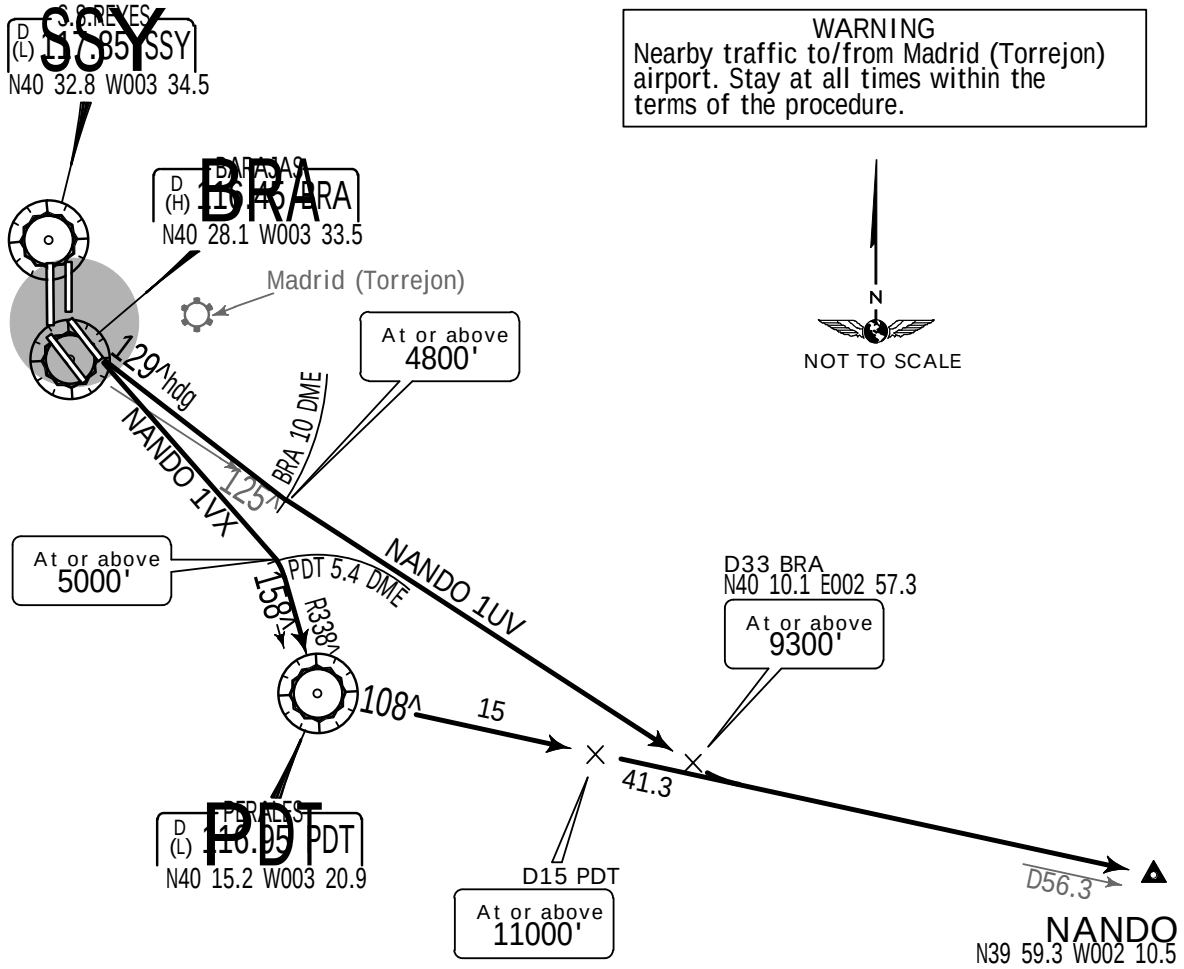
| Apt Elev 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles |
|---|---|

# NANDO ONE UNIFORM VICTOR (NANDO 1UV) [NAN1UV]
# NANDO ONE VICTOR X-RAY (NANDO 1VX) [NAN1VX]
# RWY 14L DEPARTURES

**SPEED:** MAX 250 KT BELOW 10000'




WARNING
Nearby traffic to/from Madrid (Torrejon) airport. Stay at all times within the terms of the procedure.

These SIDs require minimum climb gradients of
7.0% until leaving 2200', then
NANDO 1UV: 5.8% until leaving 4800'.
NANDO 1VX: 5.5% until leaving 11000'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7.0% V/V(fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |
| 5.8% V/V(fpm) | 441 | 587 | 881 | 1175 | 1468 | 1762 |
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |

NANDO 1UV: Changes in initial climb track are not permitted before DER (SSY 5 DME).

Initial ATC clearance: Maintain 13000' and request flight level change enroute

| SID | ROUTING |
|---|---|
| NANDO 1UV<br>Usable 0700-2300LT | Climb on 129^ heading to BRA 10 DME, turn LEFT, intercept BRA R-125 to D33 BRA, turn LEFT, intercept PDT R-108 to NANDO. |
| NANDO 1VX | Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept PDT R-338 in- |

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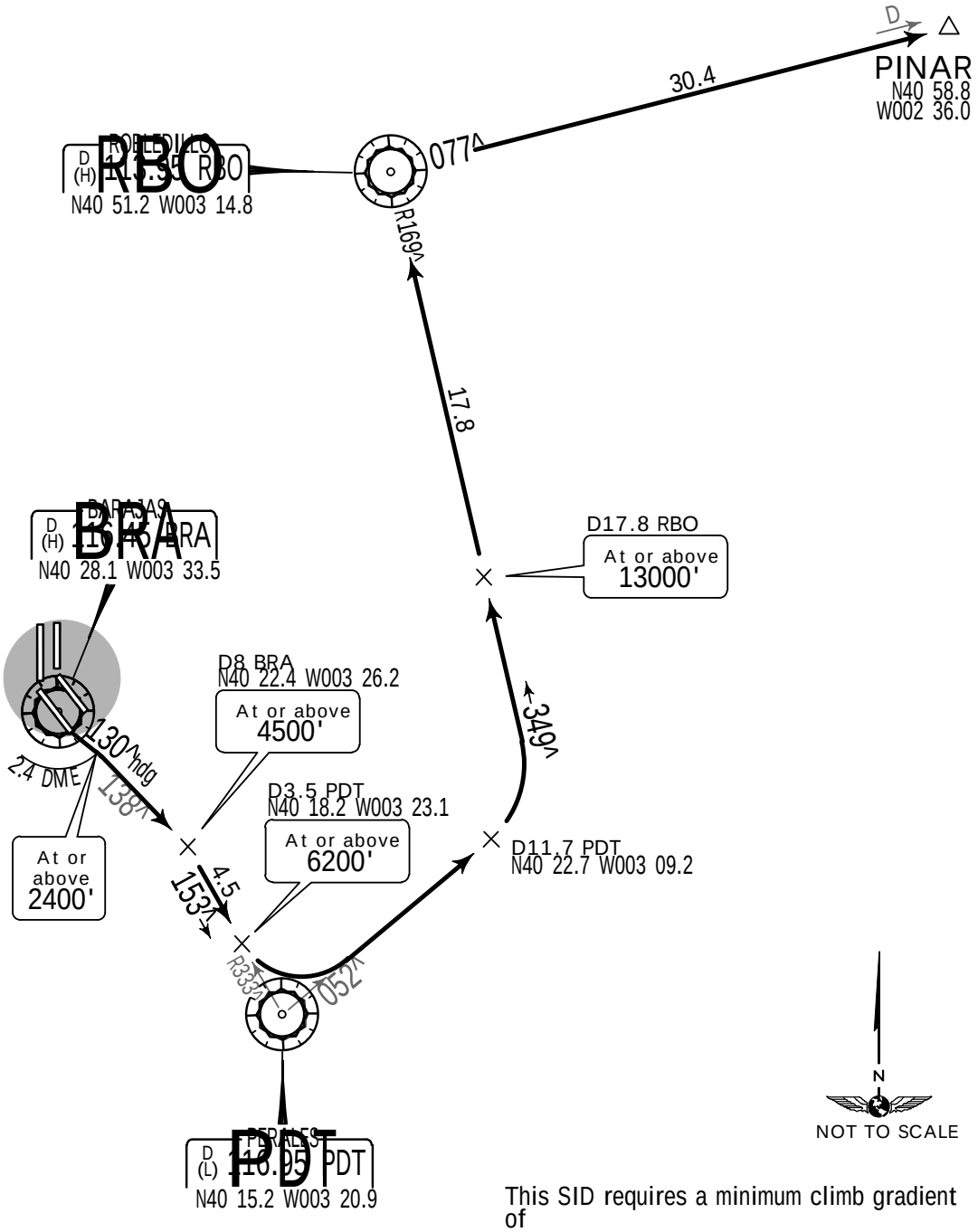
| Apt Elev 1998' | Trans level: By ATC Trans alt: 13000'<br>1. EXPECT close-in obstacles.<br>2. SIDs are also noise abatement procedures (refer to 10-4A). |
|---|---|

# PINAR TWO BRAVO (PINAR 2B) [PINA2B]
## RWY 14R DEPARTURE

**SPEED:** MAX 250 KT BELOW 10000'




This SID requires a minimum climb gradient of
6.1% until leaving 13000'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6.1% V/V(fpm) | 463 | 618 | 927 | 1235 | 1544 | 1853 |

Between 2300-0700LT changes in initial climb track are not permitted before DER (BRA 1 DME).

Initial ATC clearance: Maintain 13000' and request flight level change enroute

ROUTING

Climb on 130^ heading to BRA 2.4 DME, turn RIGHT, intercept BRA R-138 to D8 BRA, turn RIGHT, intercept PDT R-333 inbound to D3.5 PDT, turn LEFT, intercept PDT R-052 to D11.7

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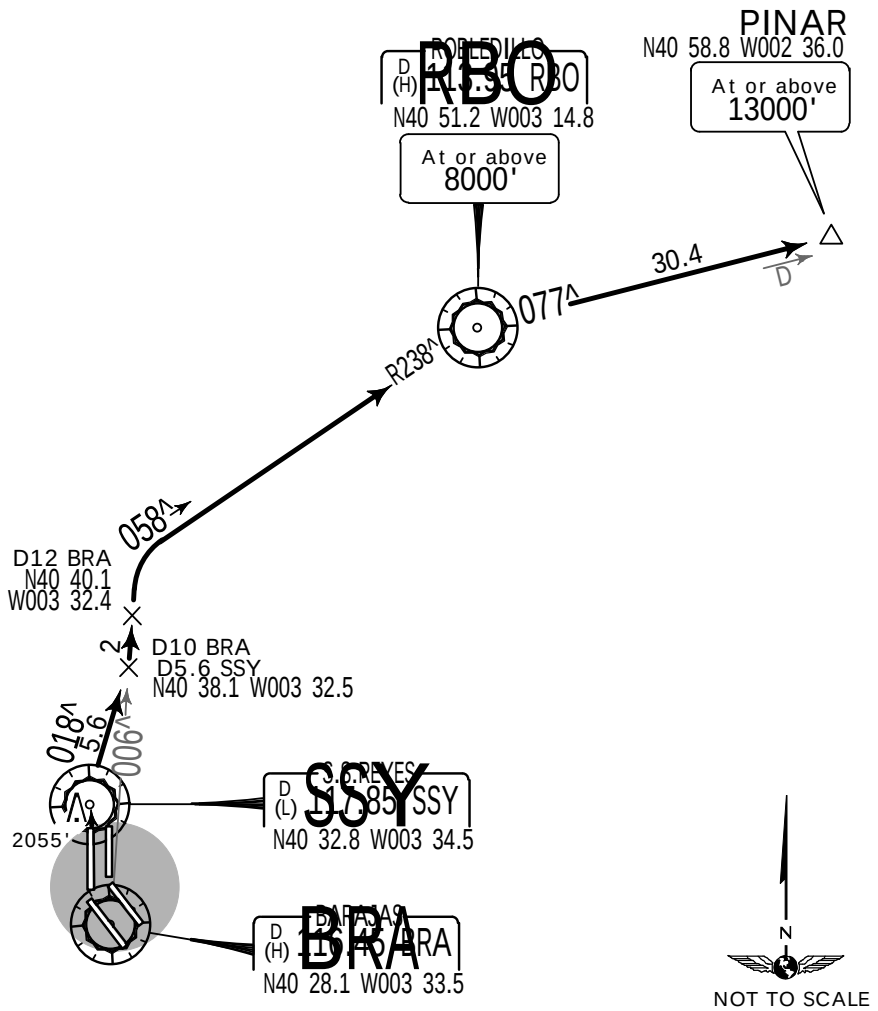
| Apt Elev 1998' | Trans level: By ATC Trans alt: 13000'<br>1. EXPECT close-in obstacles.<br>2. SIDs are also noise abatement procedures (refer to 10-4A). |
|---|---|

# PINAR TWO NOVEMBER (PINAR 2N) [PINA2N]
## RWY 36L DEPARTURE

SPEED: MAX 250 KT BELOW 10000'




This SID requires minimum climb gradients of
Between 0700-2300LT: 6.6% until leaving 8000'.
Between 2300-0700LT: 5.5% until leaving 8000'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6.6% V/V(fpm) | 501 | 668 | 1003 | 1337 | 1671 | 2005 |
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |

Initial ATC clearance: Maintain 13000' and request flight level change enroute

ROUTING

Climb on runway heading to SSY, SSY R-018 to D10 BRA/D5.6 SSY, turn LEFT, intercept BRA R-006 to D12 BRA, turn RIGHT, intercept RBO R-238 inbound to RBO, RBO R-077 to

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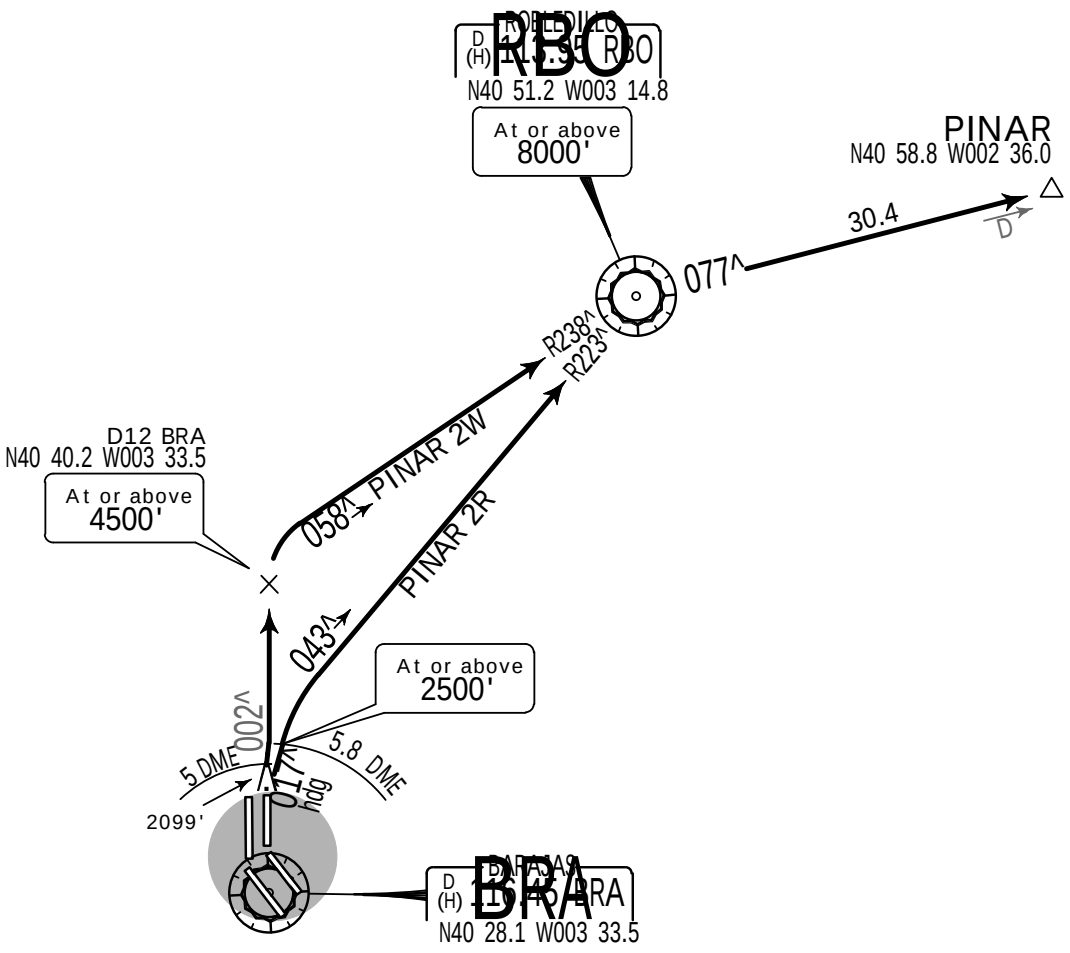
| Apt Elev 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. ExPECT clos-in obstacles |
|---|---|

# PINAR TWO ROMEO (PINAR 2R) [PINA2R]
# PINAR TWO WHISKEY (PINAR 2W) [PINA2W]
# RWY 36R DEPARTURES

**SPEED:** MAX 250 KT BELOW 10000'




These SIDs require minimum climb gradients of
PINAR 2R: 5.0% until leaving 8000'.
PINAR 2W: 5.5% until leaving 8000'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |
| 5.0% V/V(fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

PINAR 2R: Changes in initial climb track are not permitted before DER (BRA 4.0 DME).

**Initial ATC clearance: Maintain 13000' and request flight level change enroute**

| SID | ROUTING |
|---|---|
| PINAR 2R<br>Usable 0700-2300LT | Climb on 017^ heading to BRA 5.8 DME, intercept RBO R-223 inbound to RBO, RBO R-077 to PINAR. |
| PINAR 2W | Climb on runway heading to BRA 5 DME, intercept BRA R-002 to D12 BRA, turn |

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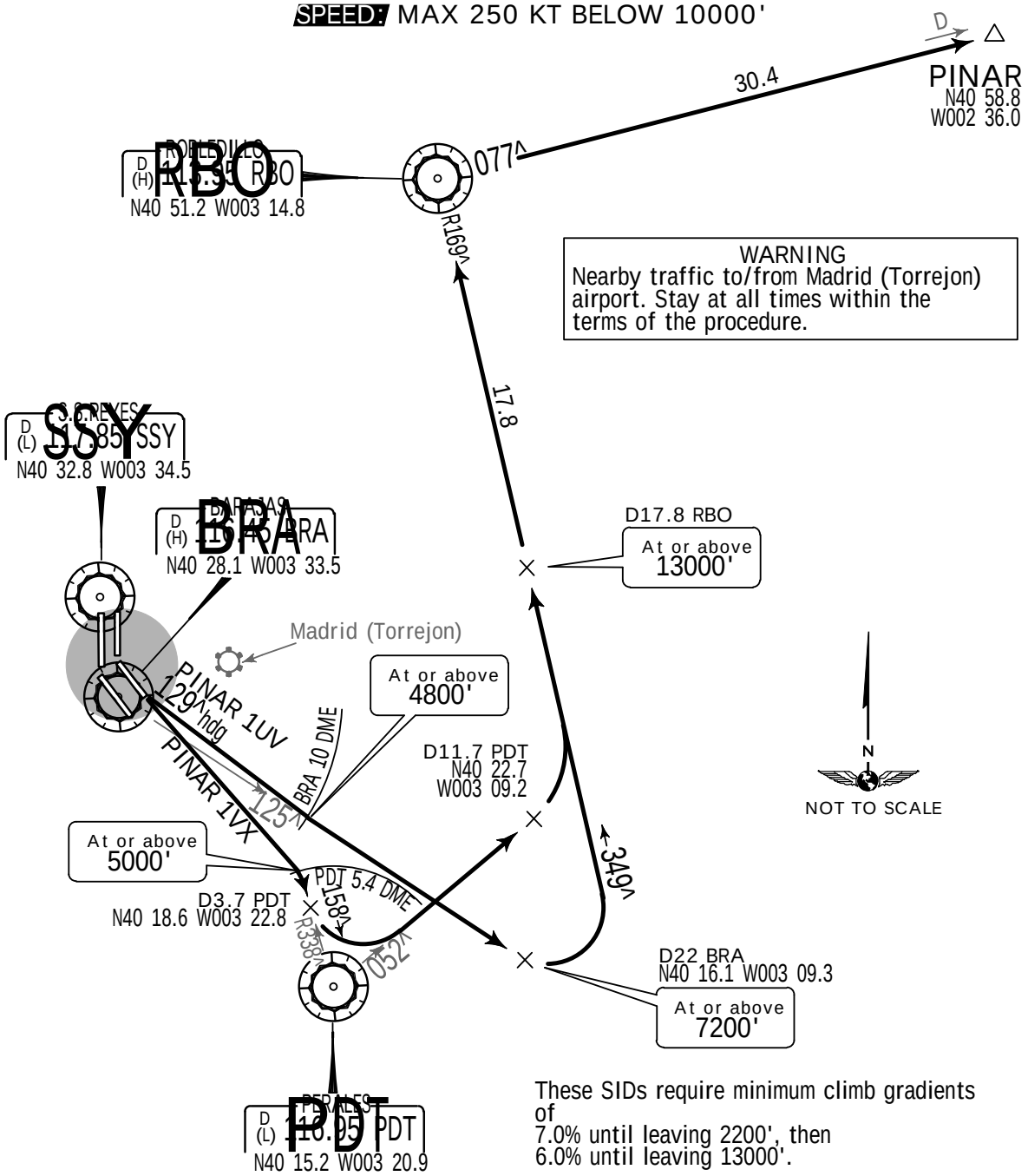
| Apt Elev 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles |
|---|---|

# PINAR ONE UNIFORM VICTOR (PINAR 1UV) [PIN1UV]
# PINAR ONE VICTOR X-RAY (PINAR 1VX) [PIN1VX]
# RWY 14L DEPARTURES

**SPEED:** MAX 250 KT BELOW 10000'




These SIDs require minimum climb gradients of
7.0% until leaving 2200', then
6.0% until leaving 13000'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7.0% V/V(fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |
| 6.0% V/V(fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |

PINAR 1UV: Changes in initial climb track are not permitted before DER (SSY 5 DME).

Initial ATC clearance: Maintain 13000' and request flight level change enroute

| SID | ROUTING |
|---|---|
| PINAR 1UV<br>Usable 0700-2300LT | Climb on 129^ heading to BRA 10 DME, turn LEFT, intercept BRA R-125 to D22 BRA, turn LEFT, intercept RBO R-169 inbound to RBO, RBO R-077 to PINAR. |
| PINAR 1VX<br>Usable 2300-0700LT | Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept PDT R-338 inbound to D3.7 PDT, turn LEFT, intercept PDT R-052 to D11.7 PDT, turn LEFT. |

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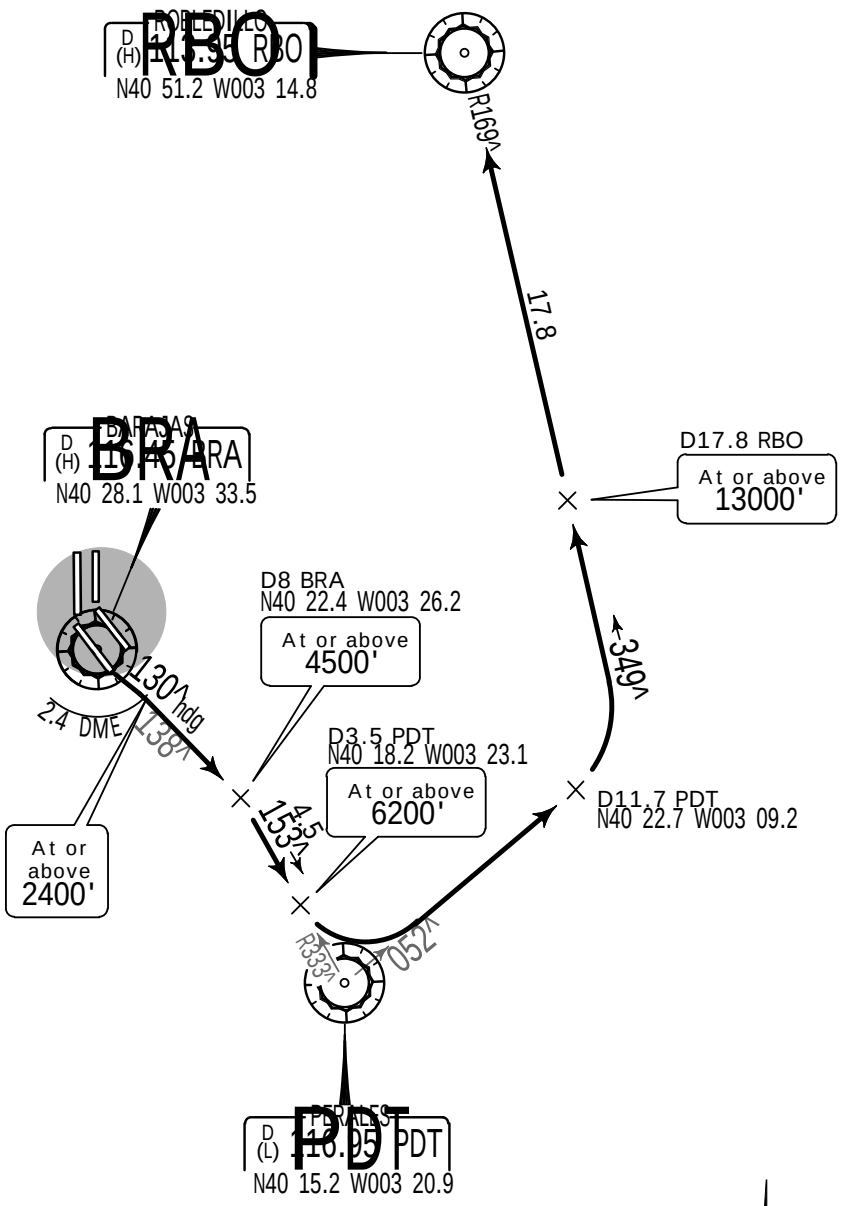
| Apt Elev | |
|---|---|
| 1998' | Trans level: By ATC Trans alt: 13000'<br>1. EXPECT close-in obstacles.<br>2. SIDs are also noise abatement procedures (refer to 10-4A). |

# ROBLEDILLO ONE BRAVO (RBO 1B)
## RWY 14R DEPARTURE

**SPEED:** MAX 250 KT BELOW 10000'




This SID requires a minimum climb gradient of
6.1% until leaving 13000'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6.1% V/V(fpm) | 463 | 618 | 927 | 1235 | 1544 | 1853 |

N
NOT TO SCALE

Beween 2300-0700LT changes in initial climb track are not permitted before DER (BRA 1 DME).

**Initial ATC clearance: Maintain 13000' and request flight level change enroute**

ROUTING

Climb on 130^ heading to BRA 2.4 DME, turn RIGHT, intercept BRA R-138 to D8 BRA, turn RIGHT, intercept PDT R-333 inbound to D3.5 PDT, turn LEFT, intercept PDT R-052 to

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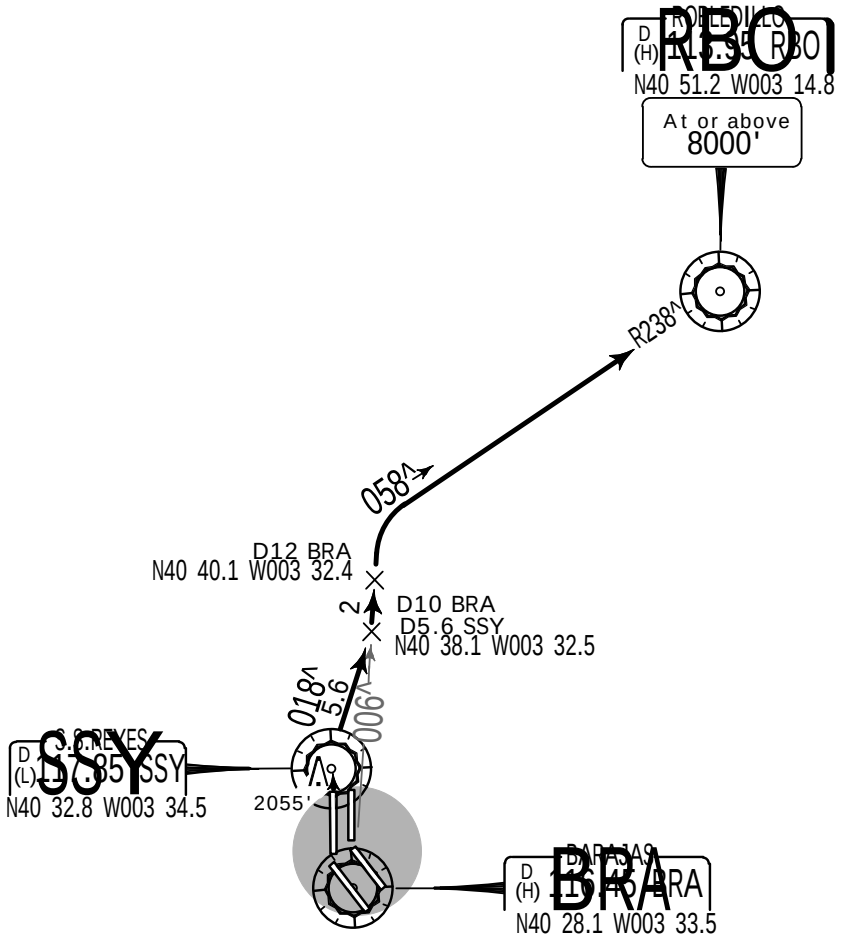
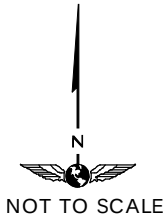
| Apt Elev | |
|---|---|
| 1998' | Trans level: By ATC Trans alt: 13000'<br>1. EXPECT close-in obstacles.<br>2. SIDs are also noise abatement procedures (refer to 10-4A). |

# ROBLEDILLO ONE NOVEMBER (RBO 1N)
# RWY 36L DEPARTURES

SPEED: MAX 250 KT BELOW 10000'




This SID requires minimum climb gradients of
Between 0700-2300LT: 6.6% until leaving 8000'.
Between 2300-0700LT: 5.5% until leaving 8000'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6.6% V/V(fpm) | 501 | 668 | 1003 | 1337 | 1671 | 2005 |
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |

Initial ATC clearance: Maintain 13000' and request flight level change enroute

ROUTING

Climb on runway heading to SSY, SSY R-018 to D10 BRA/D5.6 SSY, turn LEFT, intercept

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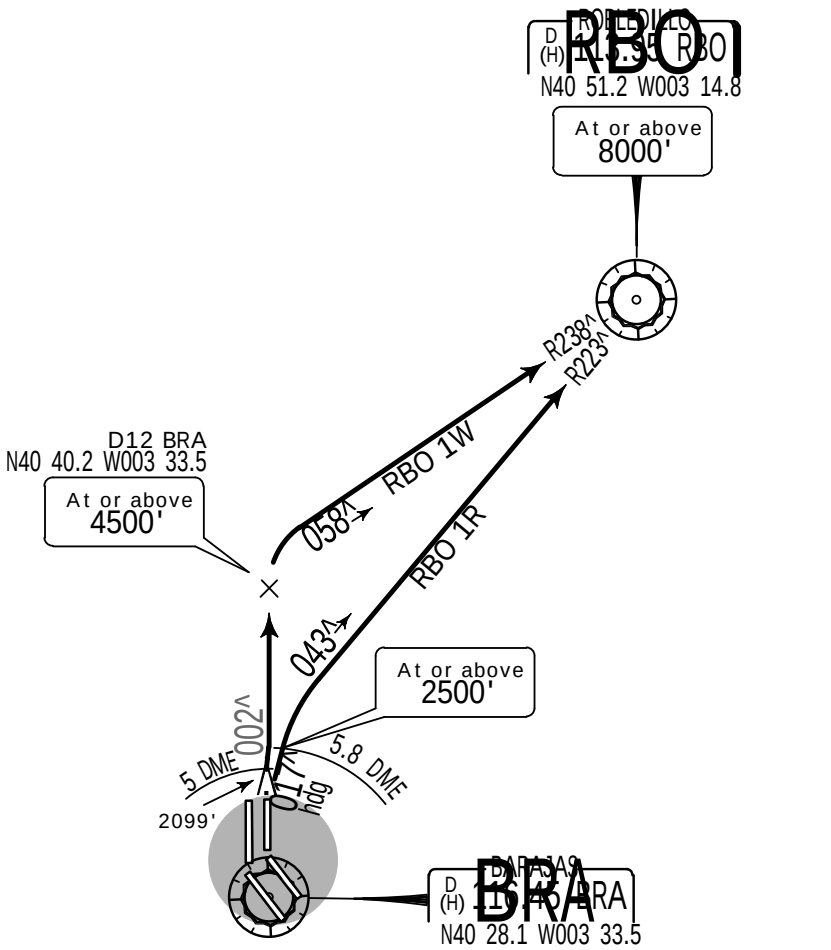
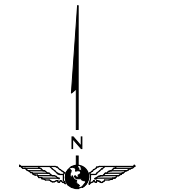
| Apt Elev 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles |
|---|---|

# ROBLEDILLO ONE ROMEO (RBO 1R)
# ROBLEDILLO ONE WHISKEY (RBO 1W)
# RWY 36R DEPARTURES

**SPEED:** MAX 250 KT BELOW 10000'




These SIDs require minimum climb gradients of
RBO 1R: 5.0% until leaving 8000'.
RBO 1W: 5.5% until leaving 8000'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |
| 5.0% V/V(fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

RBO 1R: Changes in initial climb track are not permitted before DER (BRA 4.0 DME).

Initial ATC clearance: Maintain 13000' and request flight level change enroute

| SID | ROUTING |
|---|---|
| RBO 1R<br>Usable 0700-2300LT | Climb on 017^ heading to BRA 5.8 DME, intercept RBO R-223 inbound to RBO. |
| RBO 1W | Climb on runway heading to BRA 5 DME, intercept BRA R-002 to D12 BRA, turn |

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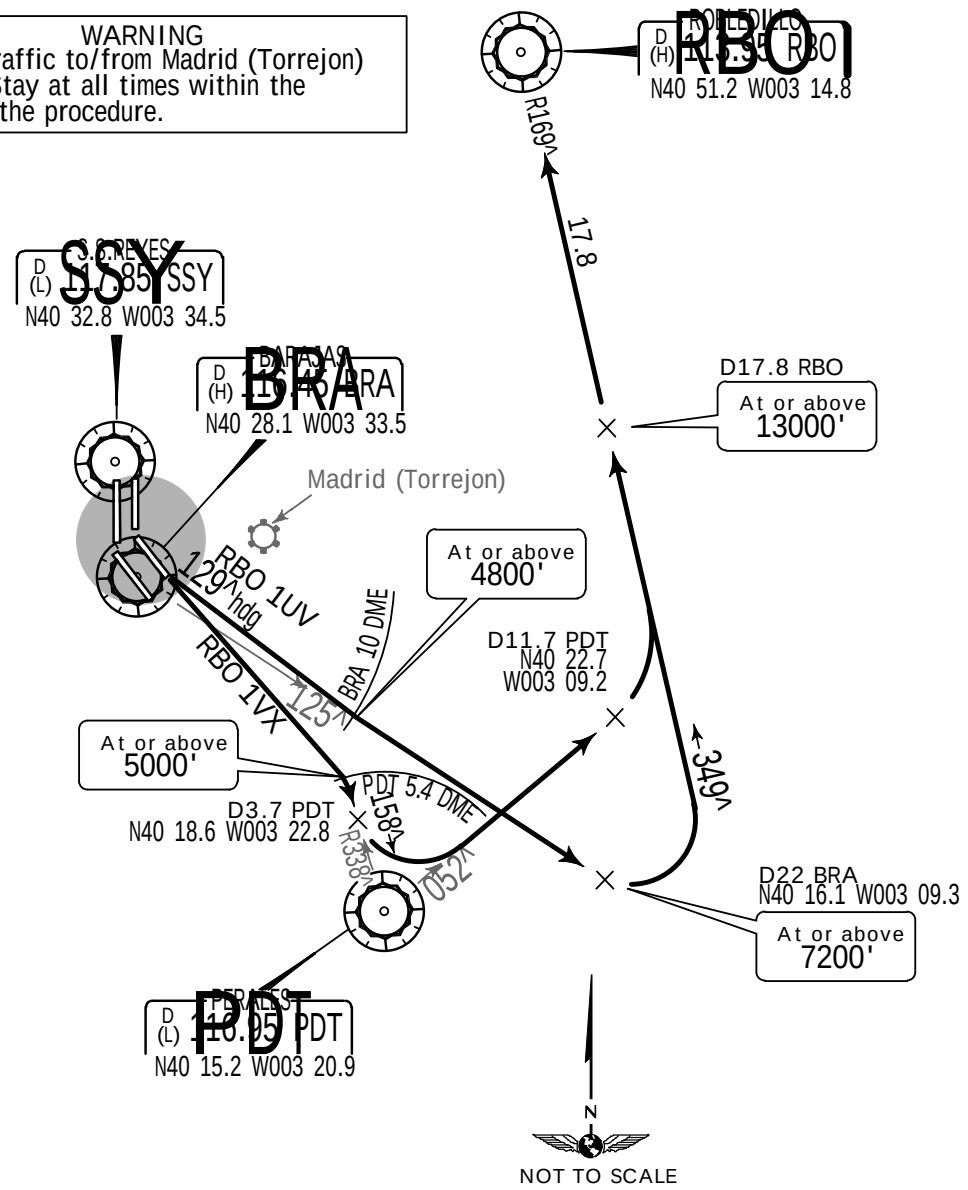
| Apt Elev 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles |
|---|---|

# ROBLEDILLO ONE UNIFORM VICTOR (RBO 1UV)
# ROBLEDILLO ONE VICTOR X-RAY (RBO 1VX)
# RWY 14L DEPARTURES

**SPEED:** MAX 250 KT BELOW 10000'

WARNING
Nearby traffic to/from Madrid (Torrejon) airport. Stay at all times within the terms of the procedure.




These SIDs require minimum climb gradients of
7.0% until leaving 2200', then
RBO 1UV: 6.0% until leaving 13000'.
RBO 1VX: 5.0% until leaving 13000'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7.0% V/V(fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |
| 6.0% V/V(fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |
| 5.0% V/V(fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

RBO 1UV: Changes in initial climb track are not permitted before DER (SSY 5 DME).

**Initial ATC clearance: Maintain 13000' and request flight level change enroute**

| SID | ROUTING |
|---|---|
| RBO 1UV<br>Usable 0700-2300LT | Climb on 129^ heading to BRA 10 DME, turn LEFT, intercept BRA R-125 to D22 BRA, turn LEFT, intercept RBO R-169 inbound to RBO. |
| RBO 1VX<br>Usable 2300-0700LT | Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept PDT R-338 inbound to D3.7 PDT, turn LEFT, intercept PDT R-052 to D11.7 PDT, turn LEFT, |

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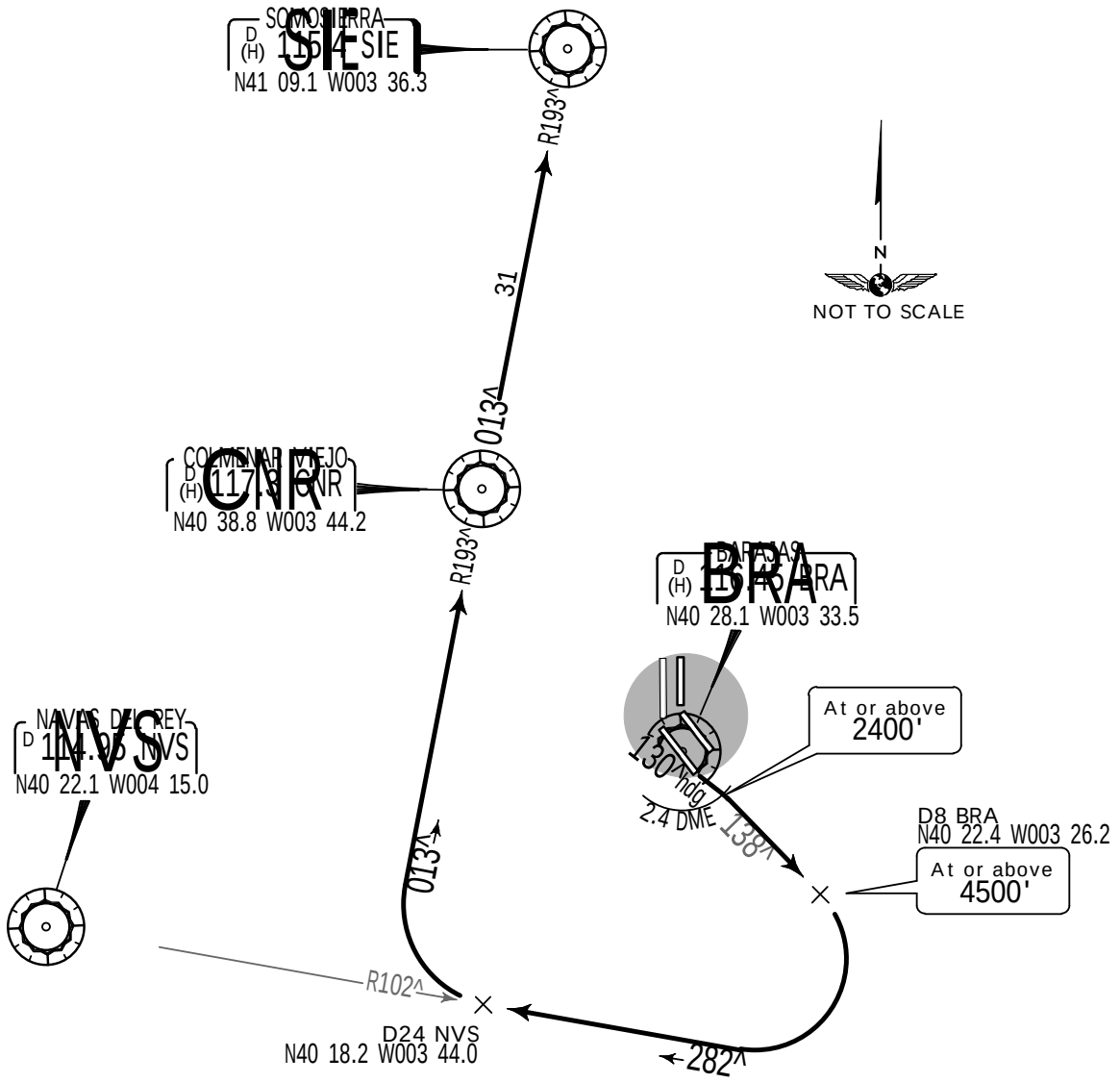
| Apt Elev | |
|---|---|
| 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles |

# SOMOSIERRA TWO BRAVO (SIE 2B)
## RWY 14R DEPARTURE
USABLE 2300-0700LT

**SPEED:** MAX 250 KT BELOW 10000'




This SID requires minimum climb gradients of
5.5% until leaving 5000', then
4.5% until leaving FL145.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |
| 4.5% V/V(fpm) | 342 | 456 | 684 | 911 | 1139 | 1367 |

Changes in initial climb track are not permitted before DER (BRA 1 DME).

Initial ATC clearance: Maintain 13000' and request flight level change enroute

ROUTING

Climb on 130^ heading to BRA 2.4 DME, turn RIGHT, intercept BRA R-138 to D8 BRA, turn RIGHT, intercept NVS R-102 inbound to D24 NVS, turn RIGHT, intercept CNR R-193 inbound

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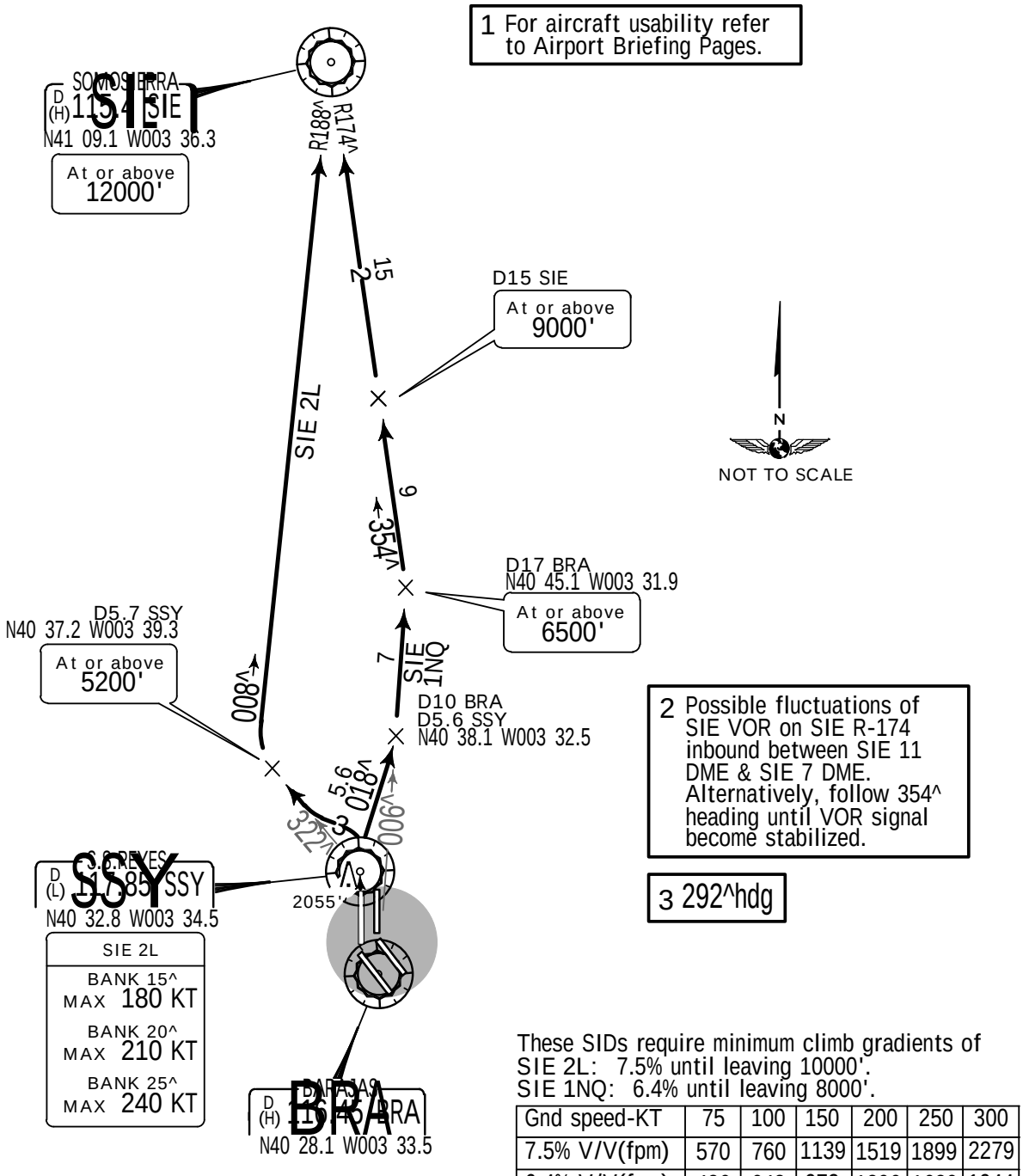
| Apt Elev 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles. |
|---|---|

# SOMOSIERRA TWO LIMA (SIE 2L)[1]
# SOMOSIERRA ONE NOVEMBER QUEBEC (SIE 1NQ)
# RWY 36L DEPARTURES

**SPEED:** MAX 250 KT BELOW 10000'




These SIDs require minimum climb gradients of
SIE 2L: 7.5% until leaving 10000'.
SIE 1NQ: 6.4% until leaving 8000'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7.5% V/V(fpm) | 570 | 760 | 1139 | 1519 | 1899 | 2279 |
| 6.4% V/V(fpm) | 486 | 648 | 972 | 1296 | 1620 | 1944 |

Initial ATC clearance: Maintain 13000' and request flight level change enroute

| SID | ROUTING |
|---|---|
| SIE 2L<br>Usable 0700-2300LT | Climb on runway heading to SSY, turn LEFT, 292^ heading, intercept SSY R-322 to D5.7 SSY, turn RIGHT, intercept SIE R-188 inbound to SIE. |
| SIE 1NQ<br>Usable 2300-0700LT | Climb on runway heading to SSY, SSY R-018 to D10 BRA/D5.6 SSY, turn LEFT, intercept BRA R-006 to D17 BRA, turn LEFT, intercept SIE R-174 inbound to |

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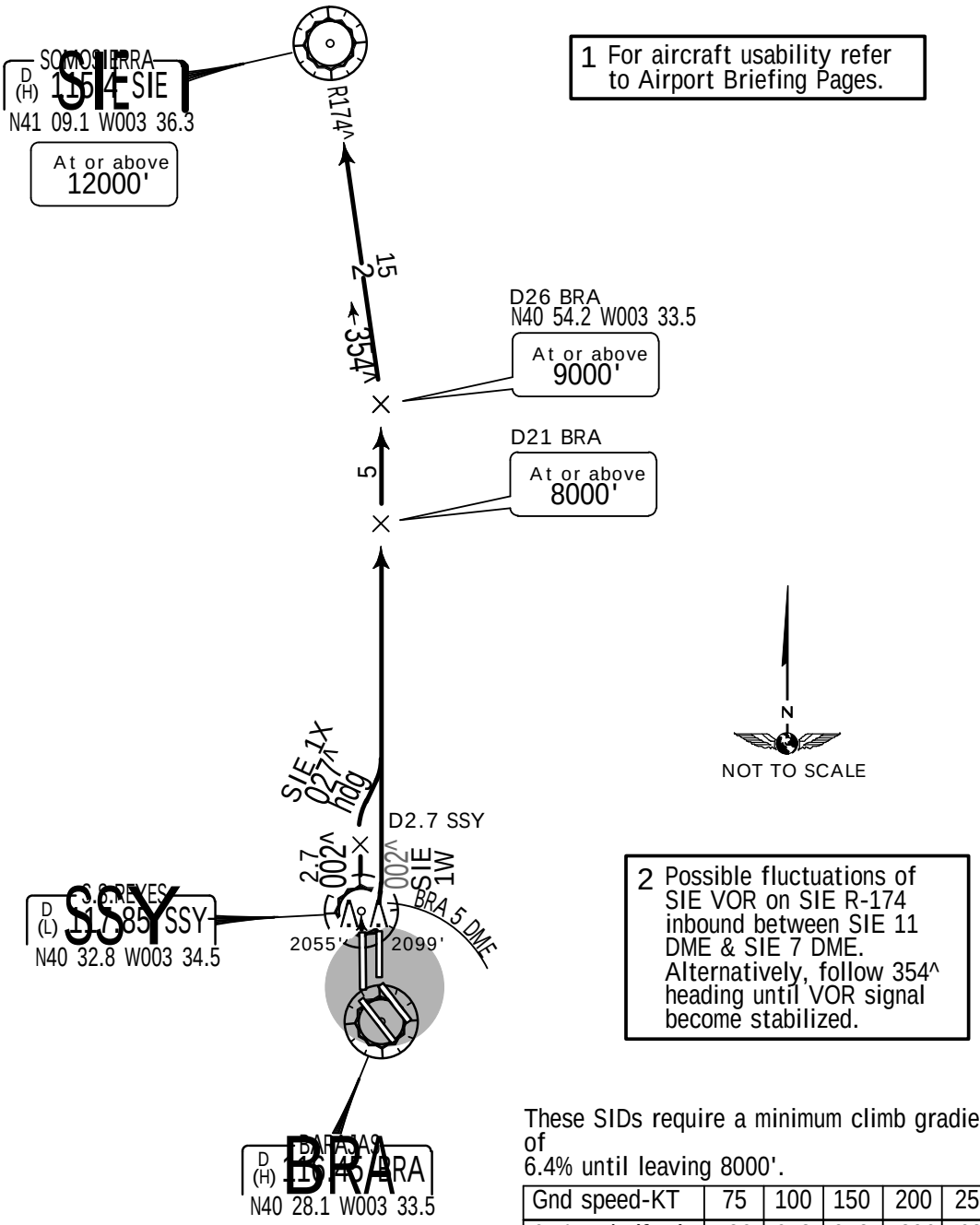
| Apt Elev 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles. |
|---|---|

# SOMOSIERRA ONE WHISKEY (SIE 1W)
# SOMOSIERRA ONE X-RAY (SIE 1X)[1]
# RWYS 36L/R DEPARTURES

**SPEED:** MAX 250 KT BELOW 10000'




1 For aircraft usability refer to Airport Briefing Pages.

2 Possible fluctuations of SIE VOR on SIE R-174 inbound between SIE 11 DME & SIE 7 DME. Alternatively, follow 354^ heading until VOR signal become stabilized.

These SIDs require a minimum climb gradient of
6.4% until leaving 8000'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6.4% V/V(fpm) | 486 | 648 | 972 | 1296 | 1620 | 1944 |

SIE 1W: Between 0700-2300LT changes in initial climb track are not permitted before DER (BRA 4.0 DME).

Initial ATC clearance: Maintain 13000' and request flight level change enroute

| SID | RWY | ROUTING |
|---|---|---|
| SIE 1W | 36R | Climb on runway heading to BRA 5 DME, intercept BRA R-002 to D26 BRA, turn LEFT, intercept SIE R-174 inbound to SIE. |
| SIE 1X<br>Usable 0700-2300LT | 36L | Climb on runway heading to SSY, SSY R-002 to D2.7 SSY, turn RIGHT, 027^ heading, intercept BRA R-002 to D26 BRA, turn LEFT, intercept SIE |

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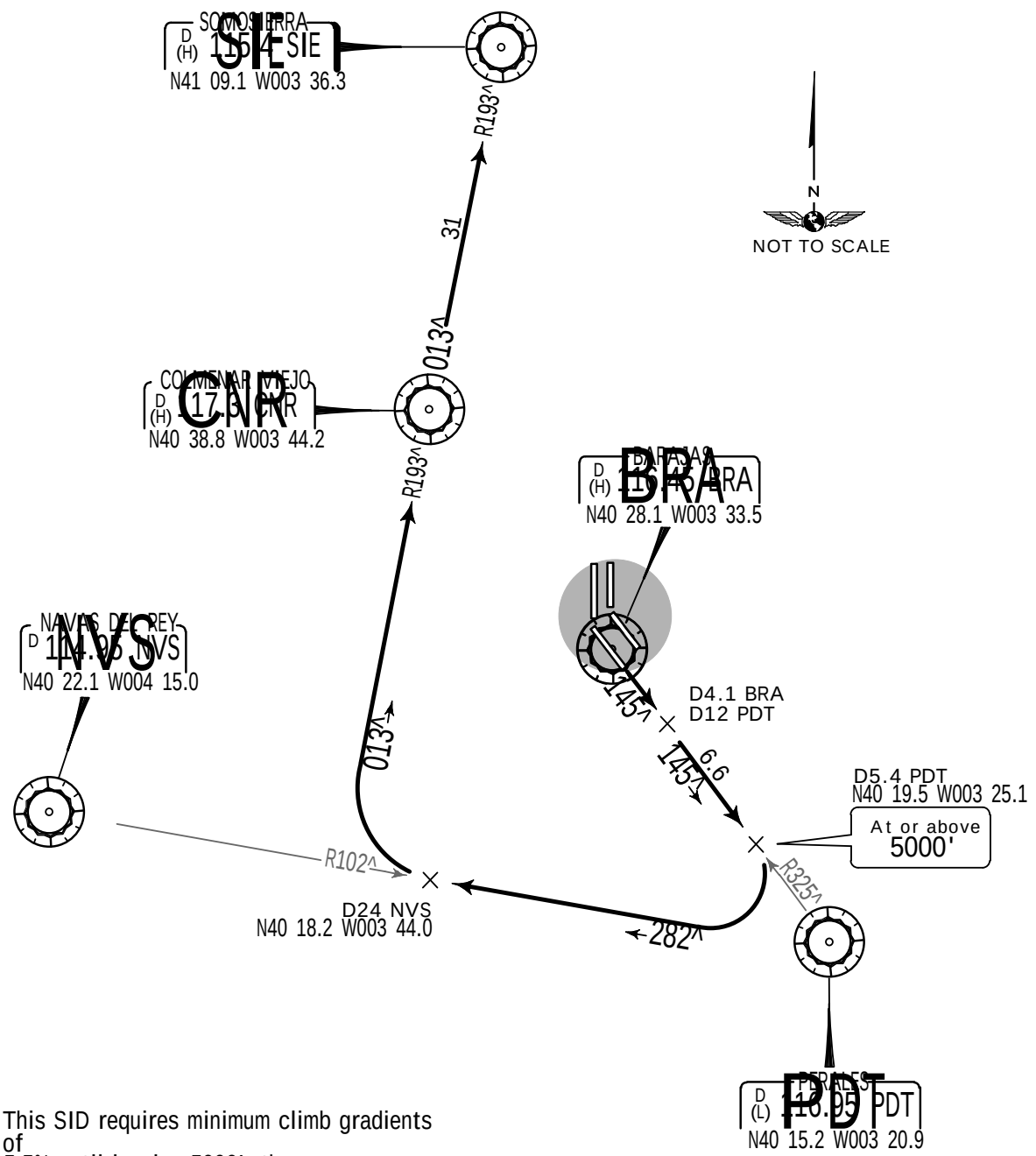
| Apt Elev | |
|---|---|
| 1998' | Trans level: By ATC  Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles |

# SOMOSIERRA TWO SIERRA (SIE 2S)
## RWY 14R DEPARTURE
USABLE 0700-2300LT

**SPEED:** MAX 250 KT BELOW 10000'




This SID requires minimum climb gradients of
5.5% until leaving 5000', then
4.5% until leaving FL145.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |
| 4.5% V/V(fpm) | 342 | 456 | 684 | 911 | 1139 | 1367 |

Initial ATC clearance: Maintain 13000' and request flight level change enroute

ROUTING

Climb on BRA R-145 to D4.1 BRA/D12 PDT, turn RIGHT, intercept PDT R-325 inbound to D5.4 PDT, turn RIGHT, intercept NVS R-102 inbound to D24 NVS, turn RIGHT, intercept

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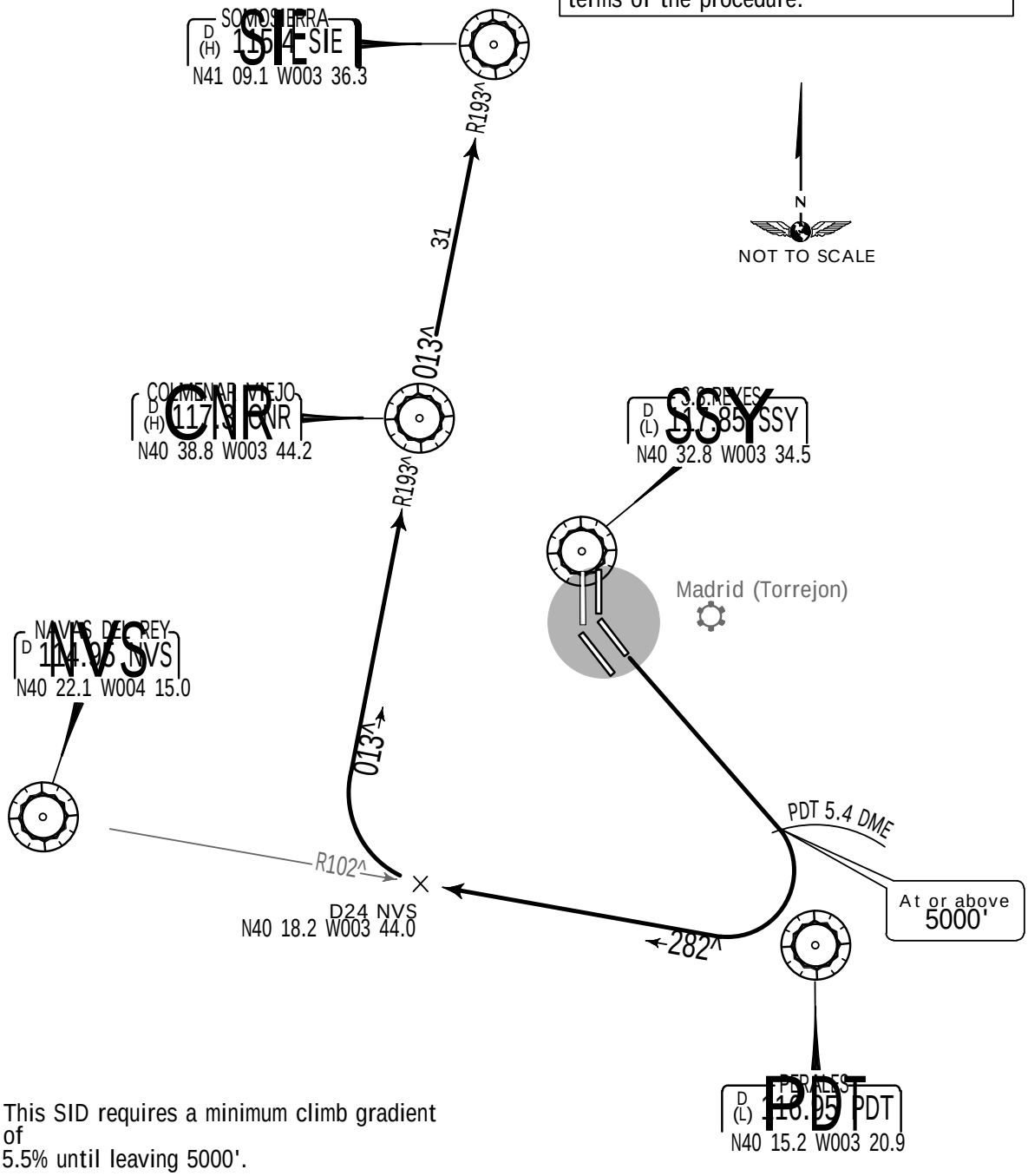
| Apt Elev | |
|---|---|
| 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles |

# SOMOSIERRA TWO VICTOR (SIE 2V)
## RWY 14L DEPARTURE

**SPEED:** MAX 250 KT BELOW 10000'

WARNING
Nearby traffic to/from Madrid (Torrejon) airport. Stay at all times within the terms of the procedure.




This SID requires a minimum climb gradient of
5.5% until leaving 5000'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |

Between 0700-2300LT changes in initial climb track are not permitted before DER (SSY 5 DME).

Initial ATC clearance: Maintain 13000' and request flight level change enroute

ROUTING

Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept NVS R-102 inbound to D24

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# LEMD/MAD BARAJAS

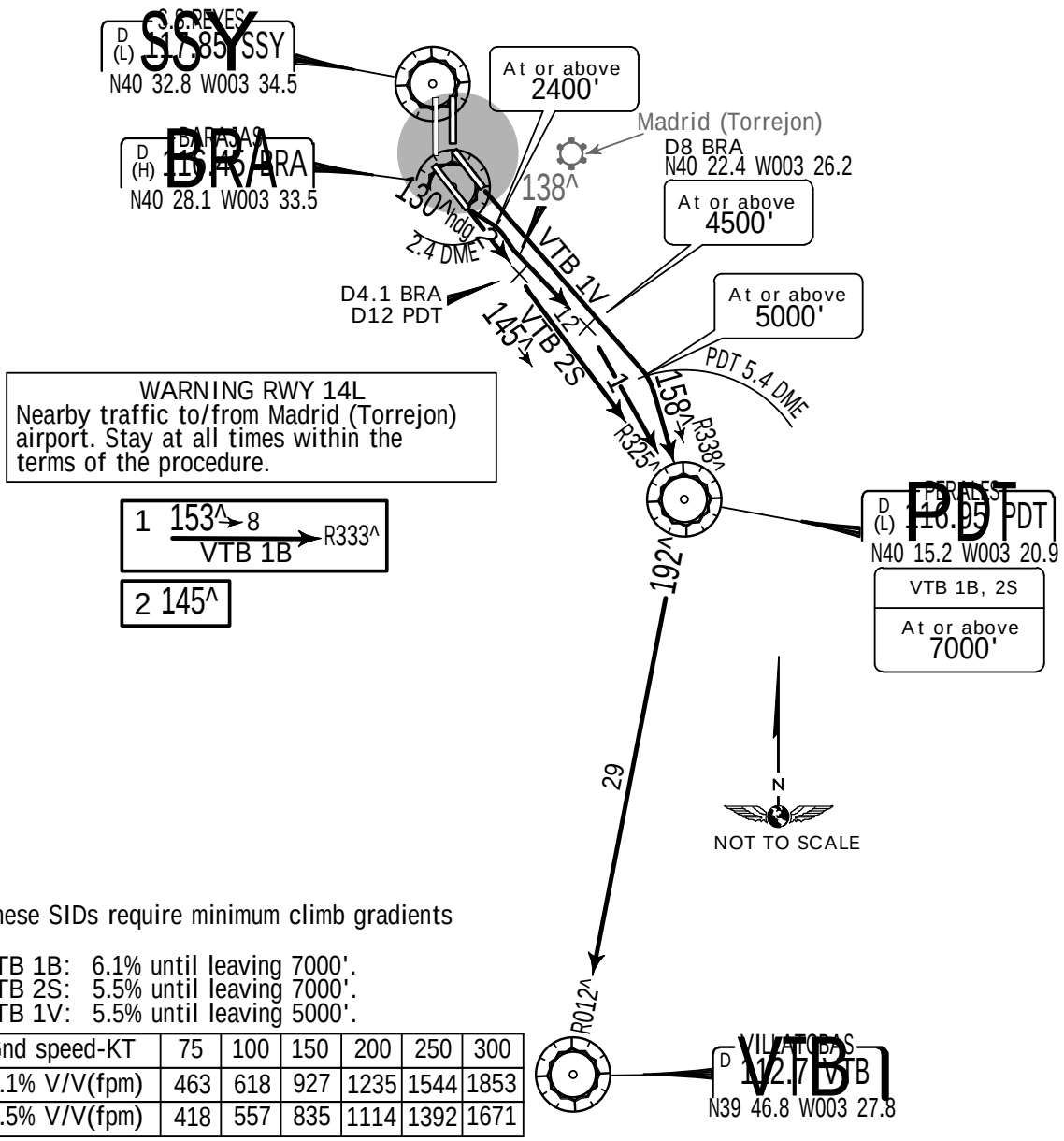
JEPPESEN 14 SEP 12 (10-3V6) .Eff.20.Sep.

# MADRID, SPAIN .SID.

| Apt Elev 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles |
|---|---|

## VILLATOBAS ONE BRAVO (VTB 1B)
## VILLATOBAS TWO SIERRA (VTB 2S)
## VILLATOBAS ONE VICTOR (VTB 1V)
## RWYS 14R/L DEPARTURES

**SPEED:** MAX 250 KT BELOW 10000'




These SIDs require minimum climb gradients of
VTB 1B: 6.1% until leaving 7000'.
VTB 2S: 5.5% until leaving 7000'.
VTB 1V: 5.5% until leaving 5000'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6.1% V/V(fpm) | 463 | 618 | 927 | 1235 | 1544 | 1853 |
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |

VTB 1B: Changes in initial climb track are not permitted before DER (BRA 1 DME).
VTB 1V: Between 0700-2300LT changes in initial climb track are not permitted before DER (SSY 5 DME).

**Initial ATC clearance: Maintain 13000' and request flight level change enroute**

| SID | RWY | ROUTING |
|---|---|---|
| VTB 1B<br>Usable 2300-0700LT | 14R | Climb on 130^ heading to BRA 2.4 DME, turn RIGHT, intercept BRA R-138 to D8 BRA, turn RIGHT, intercept PDT R-333 inbound to PDT, turn RIGHT, intercept VTB R-012 inbound to VTB. |
| VTB 2S<br>Usable 0700-2300LT | | Climb on BRA R-145 to D4.1 BRA/D12 PDT, turn RIGHT, intercept PDT R-325 inbound to PDT, turn RIGHT, intercept VTB R-012 inbound to VTB. |
| VTB 1V | 14L | Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept PDT |

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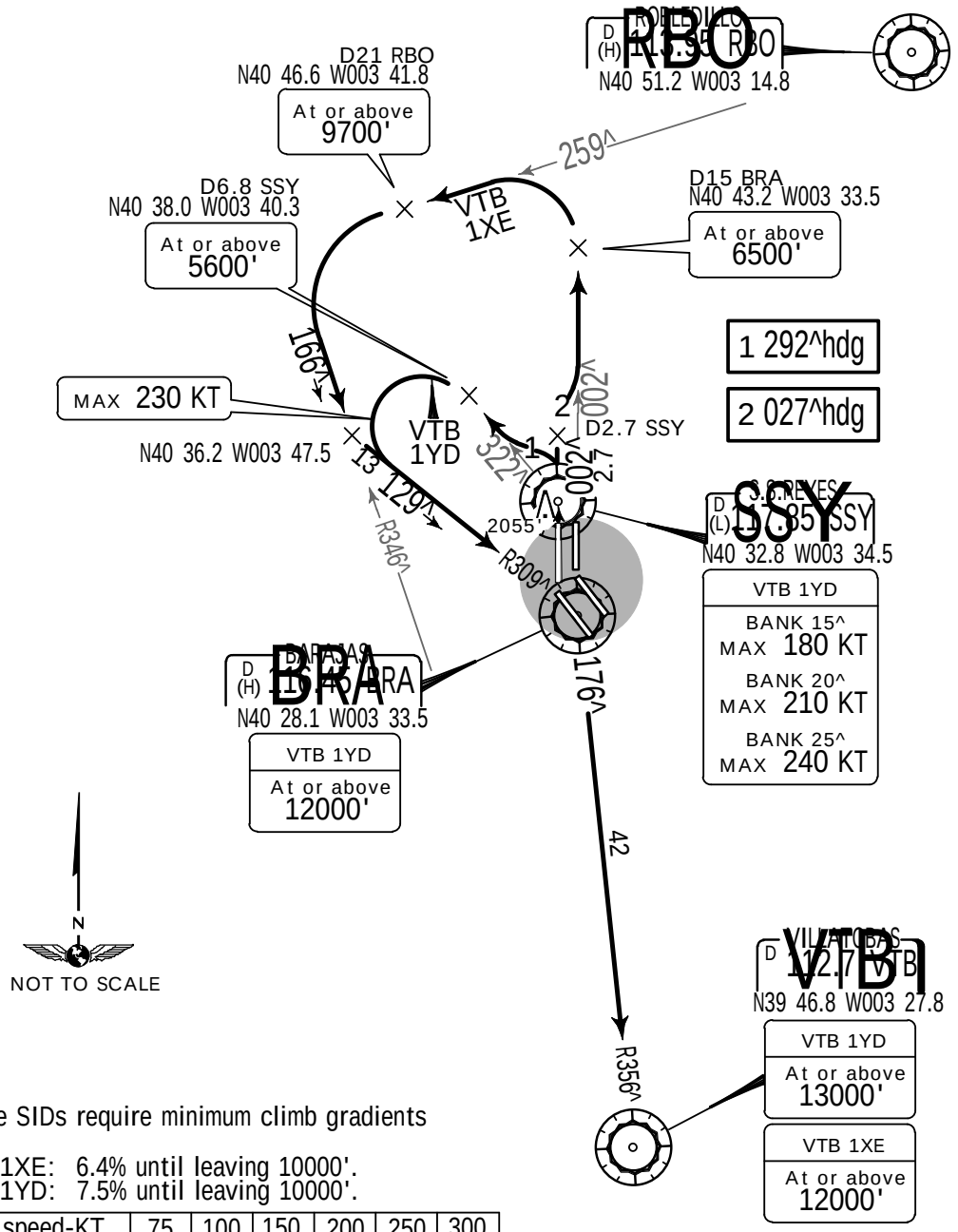
| Apt Elev 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles. |
|---|---|

# VILLATOBAS ONE X-RAY ECHO (VTB 1XE)
# VILLATOBAS ONE YANKEE DELTA (VTB 1YD)
# RWY 36L DEPARTURES

USABLE 0700-2300LT

FOR AIRCRAFT USABILITY REFER TO AIRPORT BRIEFING PAGES

SPEED: MAX 250 KT BELOW 10000'




These SIDs require minimum climb gradients of
VTB 1XE: 6.4% until leaving 10000'.
VTB 1YD: 7.5% until leaving 10000'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7.5% V/V(fpm) | 570 | 760 | 1139 | 1519 | 1899 | 2279 |
| 6.4% V/V(fpm) | 486 | 648 | 972 | 1296 | 1620 | 1944 |

Initial ATC clearance: Maintain 13000' and request flight level change enroute

| SID | ROUTING |
|---|---|
| VTB 1XE | Climb on runway heading to SSY, SSY R-002 to D2.7 SSY, turn RIGHT, 027^ heading, intercept BRA R-002 to D15 BRA, turn LEFT, intercept RBO R-259 to D21 RBO, turn LEFT, intercept VTB R-346 inbound, intercept BRA R-309 inbound to BRA, turn RIGHT, intercept VTB R-356 inbound to VTB. |
| VTB 1YD | Climb on runway heading to SSY, turn LEFT, 292^ heading, intercept SSY R-322 to D6.8 SSY, turn LEFT, intercept BRA R-309 inbound to BRA, turn RIGHT. |

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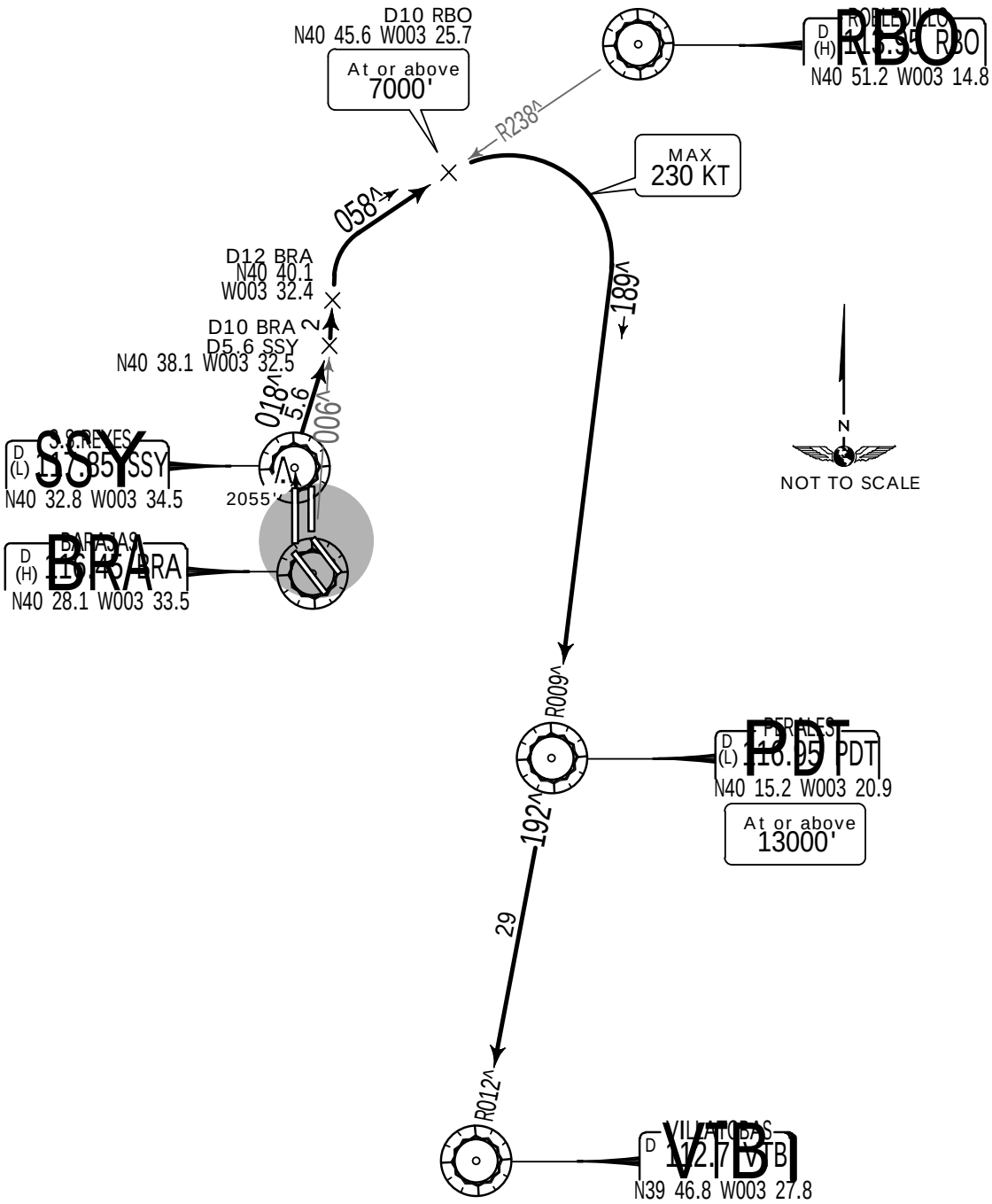
| Apt Elev 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles. |
|---|---|

# VILLATOBAS TWO NOVEMBER FOXTROT (VTB 2NF)
## RWY 36L DEPARTURES
USABLE BETWEEN 2300-0700LT

SPEED: MAX 250 KT BELOW 10000'




This SID require a minimum climb gradient of
5.5% until leaving 8000'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |

Initial ATC clearance: Maintain 13000' and request flight level change enroute

ROUTING

Climb on runway heading to SSY, SSY R-018 to D10 BRA/D5.6 SSY, turn LEFT, intercept BRA R-006 to D12 BRA, turn RIGHT, intercept RBO R-238 inbound to D10 RBO, turn RIGHT, inter-

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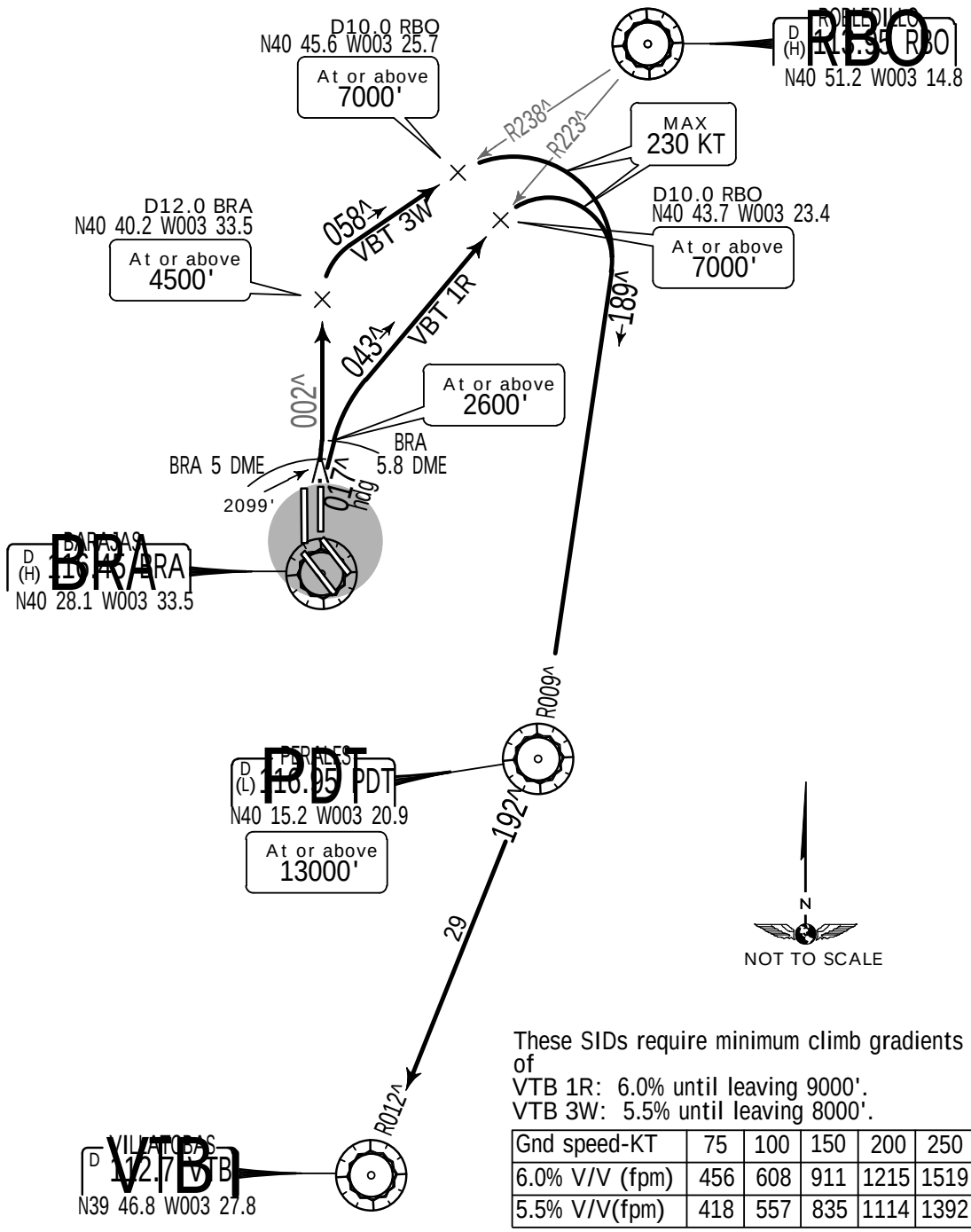
# LEMD/MAD BARAJAS — MADRID, SPAIN

JEPPESEN 29 NOV 13 (10-3X) .Eff.12.Dec. .SID.

| Apt Elev 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles. |
|---|---|

## VILLATOBAS ONE ROMEO (VTB 1R)
## VILLATOBAS THREE WHISKEY (VTB 3W)
## RWY 36R DEPARTURES

**SPEED:** MAX 250 KT BELOW 10000'




These SIDs require minimum climb gradients of
VTB 1R: 6.0% until leaving 9000'.
VTB 3W: 5.5% until leaving 8000'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6.0% V/V (fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |

VTB 1R: Changes in initial climb track are not permitted before DER (BRA 4.0 DME).

**Initial ATC clearance: Maintain 13000' and request flight level change enroute**

| SID | ROUTING |
|---|---|
| VTB 1R<br>Usable 0700-2300LT | Climb on 017^ heading to BRA 5.8 DME, intercept RBO R-223 inbound to D10.0 RBO, turn RIGHT, intercept PDT R-009 inbound to PDT, VTB R-012 inbound to VTB. |
| VTB 3W<br>Usable 2300-0700LT | Climb on runway heading to BRA 5 DME, intercept BRA R-002 to D12.0 BRA, turn RIGHT, intercept RBO R-238 inbound to D10.0 RBO, turn RIGHT, intercept PDT |

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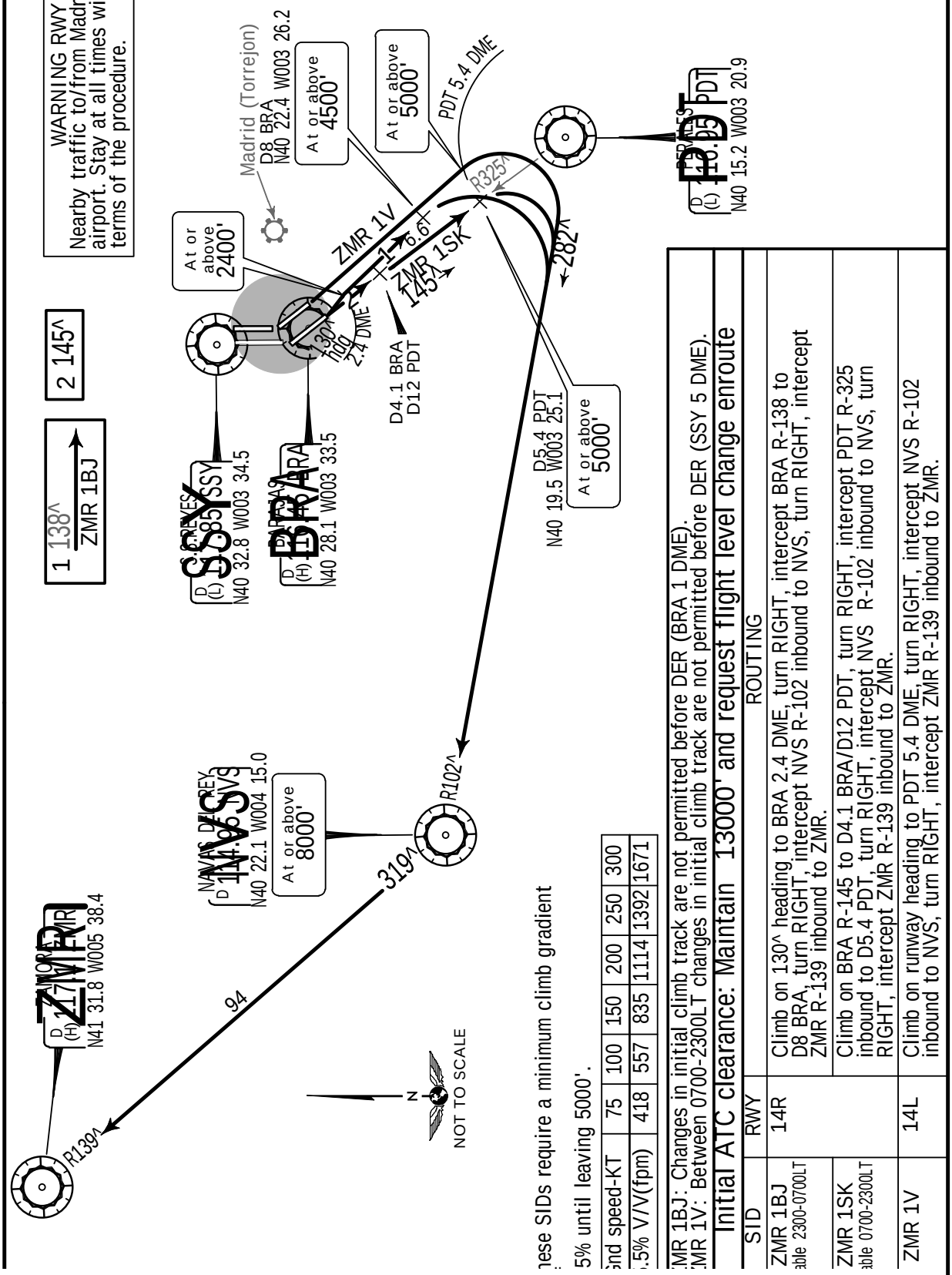
| Apt Elev | |
|---|---|
| 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles. |

# ZAMORA ONE BRAVO JULIETT (ZMR 1BJ)
# ZAMORA ONE SIERRA KILO (ZMR 1SK)
# ZAMORA ONE VICTOR (ZMR 1V)
# RWYS 14R/L DEPARTURES

**SPEED:** MAX 250 KT BELOW 10000'




hese SIDs require a minimum climb gradient
:

5% until leaving 5000'.

| nd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| .5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |

MR 1BJ: Changes in initial climb track are not permitted before DER (BRA 1 DME).
MR 1V: Between 0700-2300LT changes in initial climb track are not permitted before DER (SSY 5 DME).

## Initial ATC clearance: Maintain 13000' and request flight level change enroute

| SID | RWY | ROUTING |
|---|---|---|
| ZMR 1BJ<br>able 2300-0700LT | 14R | Climb on 130^ heading to BRA 2.4 DME, turn RIGHT, intercept BRA R-138 to D8 BRA, turn RIGHT, intercept NVS R-102 inbound to NVS, turn RIGHT, intercept ZMR R-139 inbound to ZMR. |
| ZMR 1SK<br>able 0700-2300LT | | Climb on BRA R-145 to D4.1 BRA/D12 PDT, turn RIGHT, intercept PDT R-325 inbound to D5.4 PDT, turn RIGHT, intercept NVS R-102 inbound to NVS, turn RIGHT, intercept ZMR R-139 inbound to ZMR. |
| ZMR 1V | 14L | Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept NVS R-102 inbound to NVS, turn RIGHT, intercept ZMR R-139 inbound to ZMR. |

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# LEMD/MAD
BARAJAS

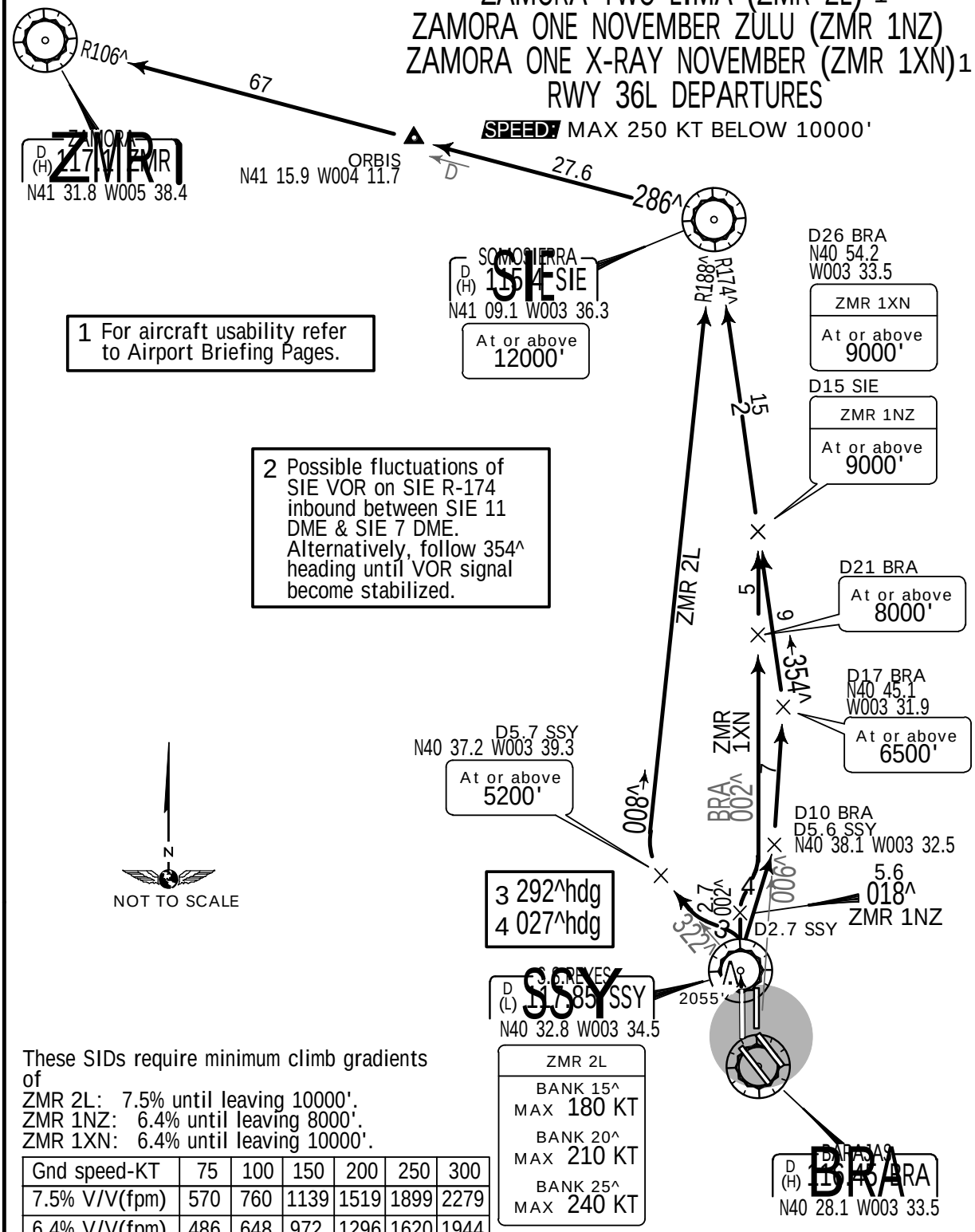
JEPPESEN
14 SEP 12 (10-3X2) .Eff.20.Sep.

# MADRID, SPAIN
.SID.

| Apt Elev 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles. |
|---|---|

## ZAMORA TWO LIMA (ZMR 2L) 1
## ZAMORA ONE NOVEMBER ZULU (ZMR 1NZ)
## ZAMORA ONE X-RAY NOVEMBER (ZMR 1XN) 1
## RWY 36L DEPARTURES

**SPEED:** MAX 250 KT BELOW 10000'




1 For aircraft usability refer to Airport Briefing Pages.

2 Possible fluctuations of SIE VOR on SIE R-174 inbound between SIE 11 DME & SIE 7 DME. Alternatively, follow 354^ heading until VOR signal become stabilized.

These SIDs require minimum climb gradients of
ZMR 2L: 7.5% until leaving 10000'.
ZMR 1NZ: 6.4% until leaving 8000'.
ZMR 1XN: 6.4% until leaving 10000'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7.5% V/V(fpm) | 570 | 760 | 1139 | 1519 | 1899 | 2279 |
| 6.4% V/V(fpm) | 486 | 648 | 972 | 1296 | 1620 | 1944 |

Initial ATC clearance: Maintain 13000' and request flight level change enroute

| SID | ROUTING |
|---|---|
| ZMR 2L<br>Usable 0700-2300LT | Climb on runway heading to SSY, turn LEFT, 292^ heading, intercept SSY R-322 to D5.7 SSY, turn RIGHT, intercept SIE R-188 inbound to SIE, SIE R-286 via ORBIS to ZMR. |
| ZMR 1NZ<br>Usable 2300-0700LT | Climb on runway heading to SSY, SSY R-018 to D10 BRA/D5.6 SSY, turn LEFT, intercept BRA R-006 to D17 BRA, turn LEFT, intercept SIE R-174 inbound to SIE, SIE R-286 via ORBIS to ZMR. |
| ZMR 1XN<br>Usable 0700-2300LT | Climb on runway heading to SSY, SSY R-002 to D2.7 SSY, turn RIGHT, 027^ heading, intercept BRA R-002 to D26 BRA, turn LEFT, intercept SIE R-174 |

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LEMD/MAD
BARAJAS

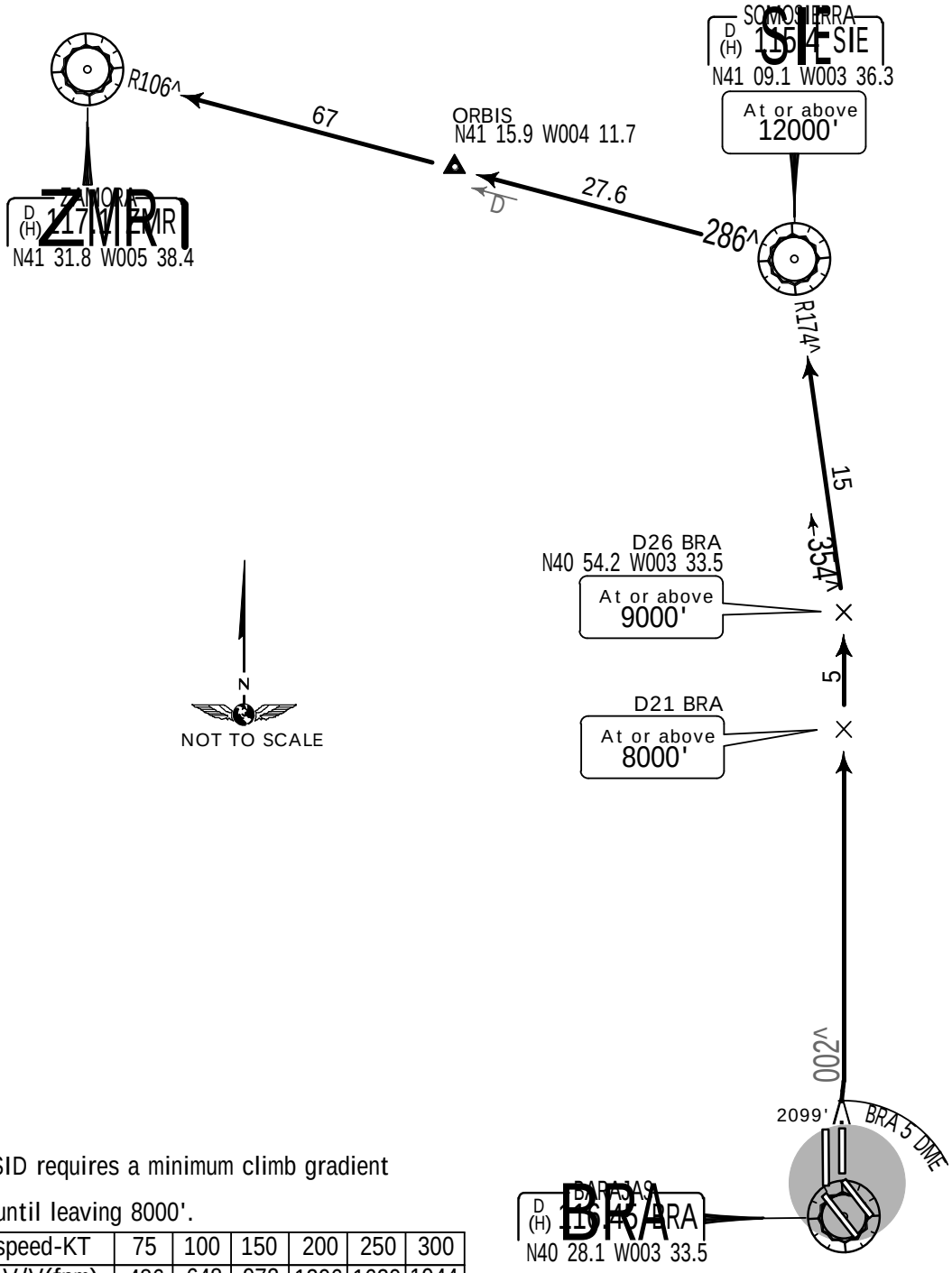
JEPPESEN
9 AUG 13 (10-3X3) .Eff.22.Aug.

MADRID, SPAIN
.SID.

| Apt Elev 1998' | Trans level: By ATC Trans alt: 13000'<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles |
|---|---|

# ZAMORA ONE WHISKEY (ZMR 1W)
## RWY 36R DEPARTURE

SPEED: MAX 250 KT BELOW 10000'




This SID requires a minimum climb gradient of
6.4% until leaving 8000'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6.4% V/V(fpm) | 486 | 648 | 972 | 1296 | 1620 | 1944 |

Between 0700-2300LT changes in the initial departure track are not permitted before DER (BRA 4.0 DME).

Initial ATC clearance: Maintain 13000' and request flight level change enroute

ROUTING

Climb on runway heading to BRA 5 DME, intercept BRA R-002 to D26 BRA, turn LEFT, intercept

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CHANGES: Initial climb

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# RWYS 14L, 36L CONTINGENCY DEPARTURES

Verify take-off frequency before starting take-off.
In the event of failure of BRA or PDT VORDME used for the departures from runways 14L, 36L the following procedures shall be carried out:

RWY 14L: Climb on runway heading to 5000' and hold for ATC instructions.

RWY 36L: 2300-0700LT On runway heading to SSY, SSY R-018 to D5.6 SSY, turn LEFT, intercept SIE R-176 inbound to reach 8500' and hold for ATC instructions.

These departures require minimum climb gradients of
RWY 14L: 5.5%.
RWY 36L: 6.4%.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6.4% V/V(fpm) | 486 | 648 | 972 | 1296 | 1620 | 1944 |
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |

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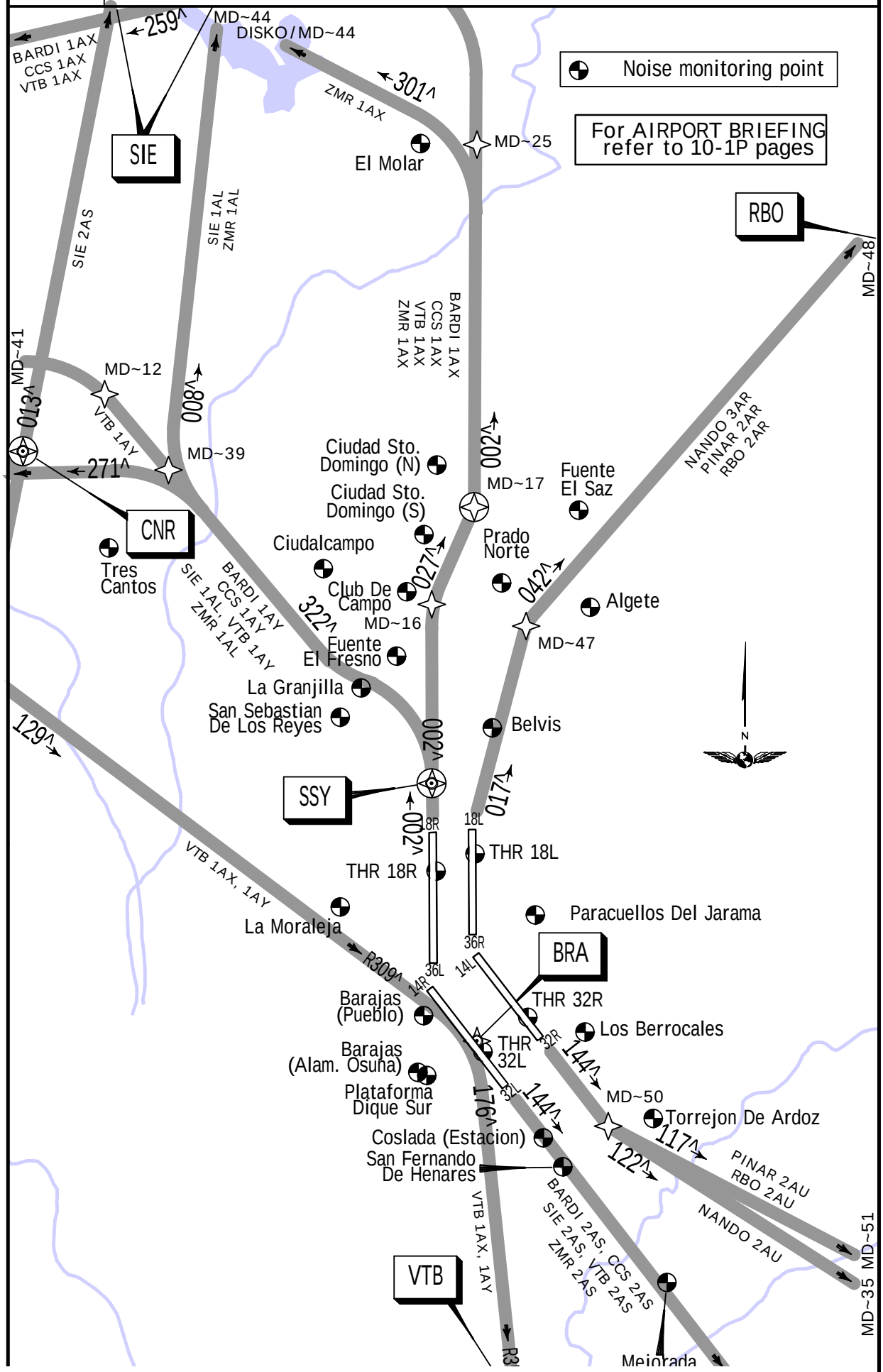
BARAJAS

JEPPESEN
23 MAY 14 (10-4) .Eff.29.May.

MADRID, SPAIN
.NOISE.

Apt Elev
1998'

# NOISE ABATEMENT - P-RNAV SID

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CHANGES: RNAV SIDs RWY 14L renumbered & revised.

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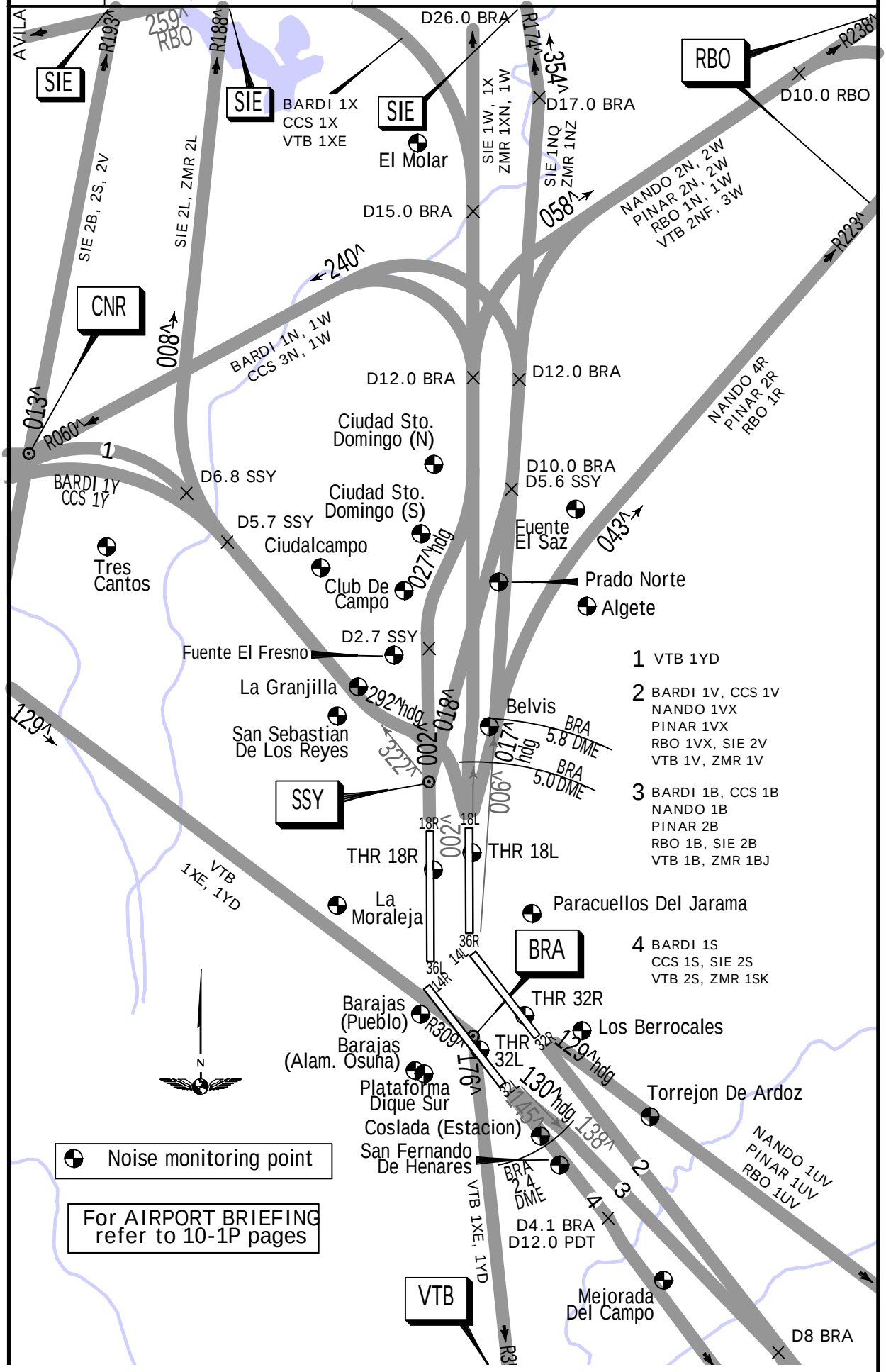
JEPPESEN
23 MAY 14 (10-4A) .Eff.29.May.

MADRID, SPAIN
.NOISE.

Apt Elev
1998'

# NOISE ABATEMENT - SID

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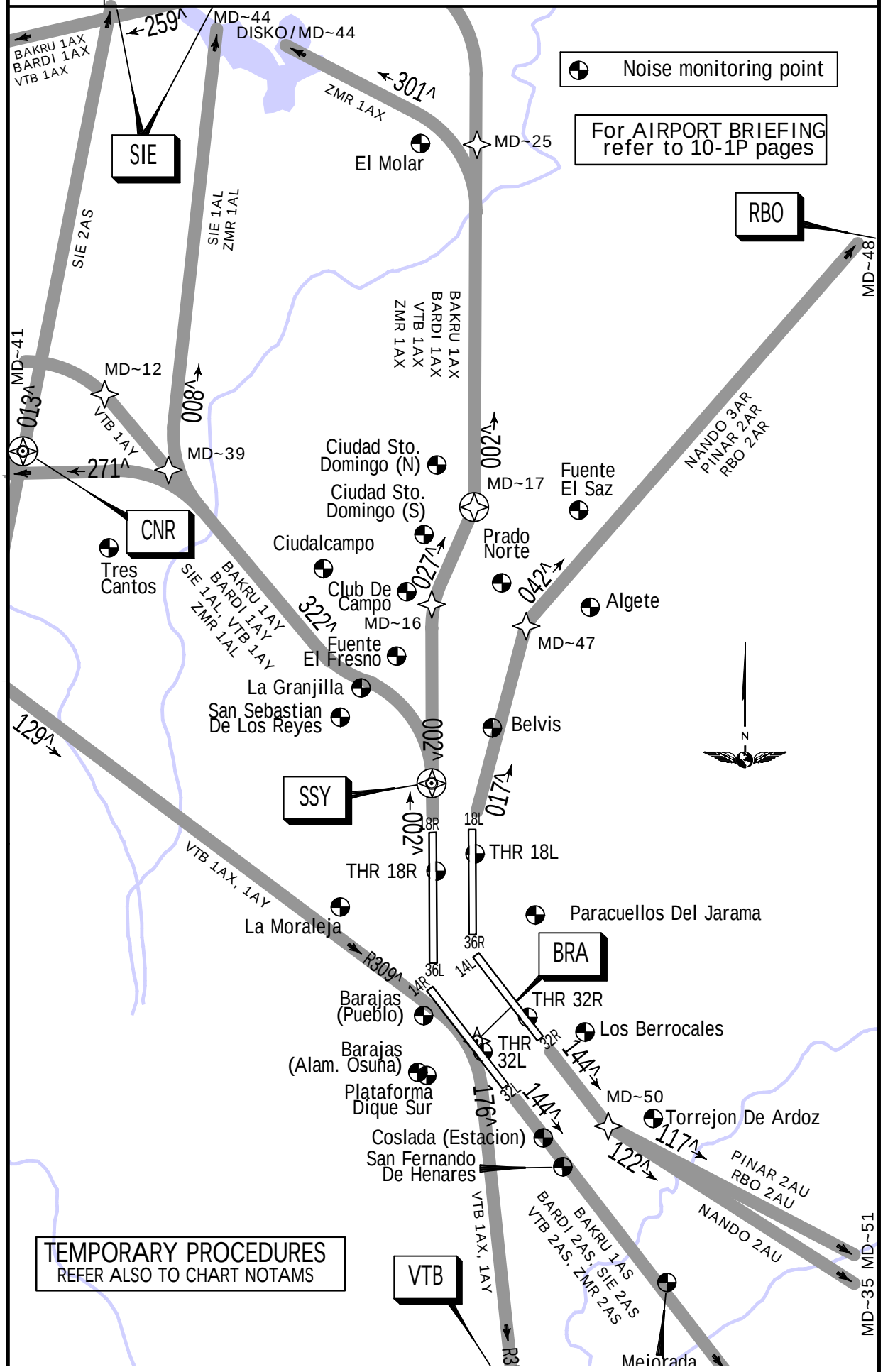
LEMD/MAD
BARAJAS

JEPPESEN
23 MAY 14 (10-4A1) .Eff.29.May.

MADRID, SPAIN
.NOISE.

Apt Elev
1998'

# NOISE ABATEMENT - P-RNAV SID




TEMPORARY PROCEDURES
REFER ALSO TO CHART NOTAMS

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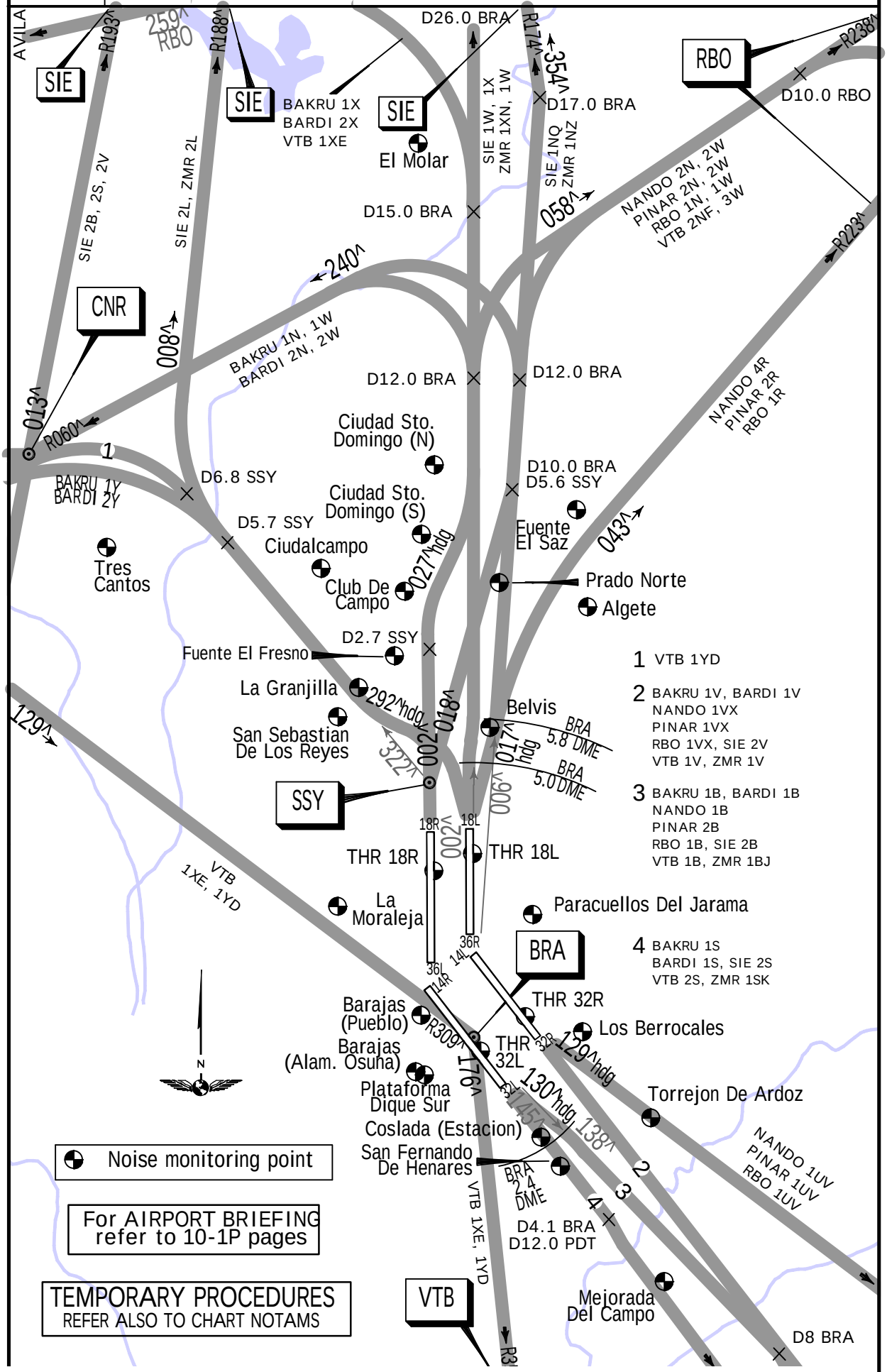
LEMD/MAD
BARAJAS

JEPPESEN
23 MAY 14 (10-4A2) .Eff.29.May.

MADRID, SPAIN
.NOISE.

Apt Elev
1998'

# NOISE ABATEMENT - SID

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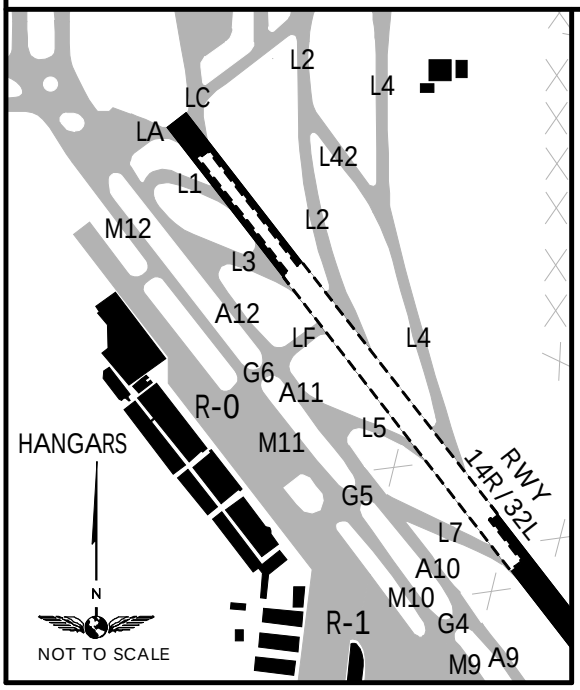
# WORKS ON RWY 14R/32L

REFER ALSO TO LATEST NOTAMS

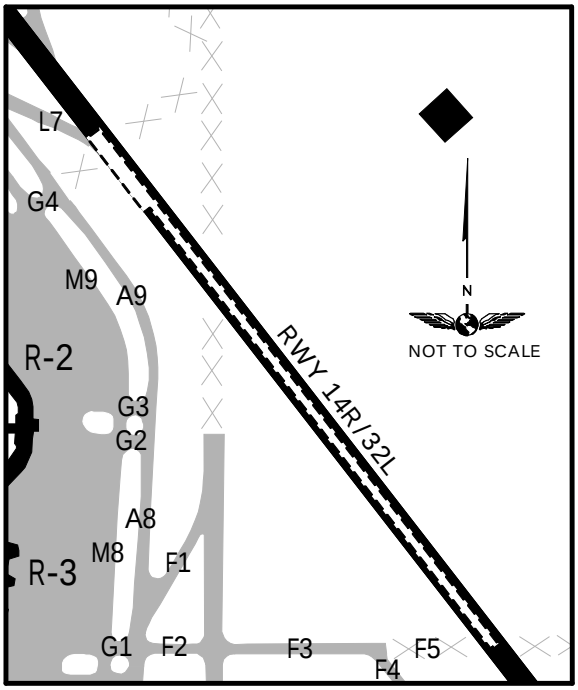



## Phase B1:

- Rwy 14R/32L closure daily from Monday to Friday, during the period defined for marking and lighting works included in the activation NOTAM.
- During this phase the facilities listed below will be out of service:
  - CL of the whole rwy.
  - Twy L2 thru L5 and L7 rapid exit twy indicator lights.
  - Rapid exit Twy L2 thru L5 and L7 centre line lighting.
- The facilities commissioning will be announced by successive NOTAM as the works progress
  Estimated evacuation time: 30 minutes.

## Phase P1:

Rwy 14R/32L closure from Friday to Monday during the weekend hours non-stop, for pavement works. The scheduled weekend hours will be defined in the activation NOTAM.




## Phase B2:

- Rwy 14R/32L closure daily from Monday to Friday, during the period defined for marking and lighting works included in the activation NOTAM.
- CL of the whole runway will be out of service.
  Estimated evacuation time: 30 minutes.

## Phase P2:

Rwy 14R/32L closure from Friday to Monday during the weekend hours non-stop, for pavement works. The scheduled weekend hours will be defined in the activation NOTAM.

## Phase P3:

Rwy 14R/32L closure from Friday to Monday during weekend hours non-stop, for final lighting, photometry and marking works. The scheduled weekend hours will be defined in the activation NOTAM.

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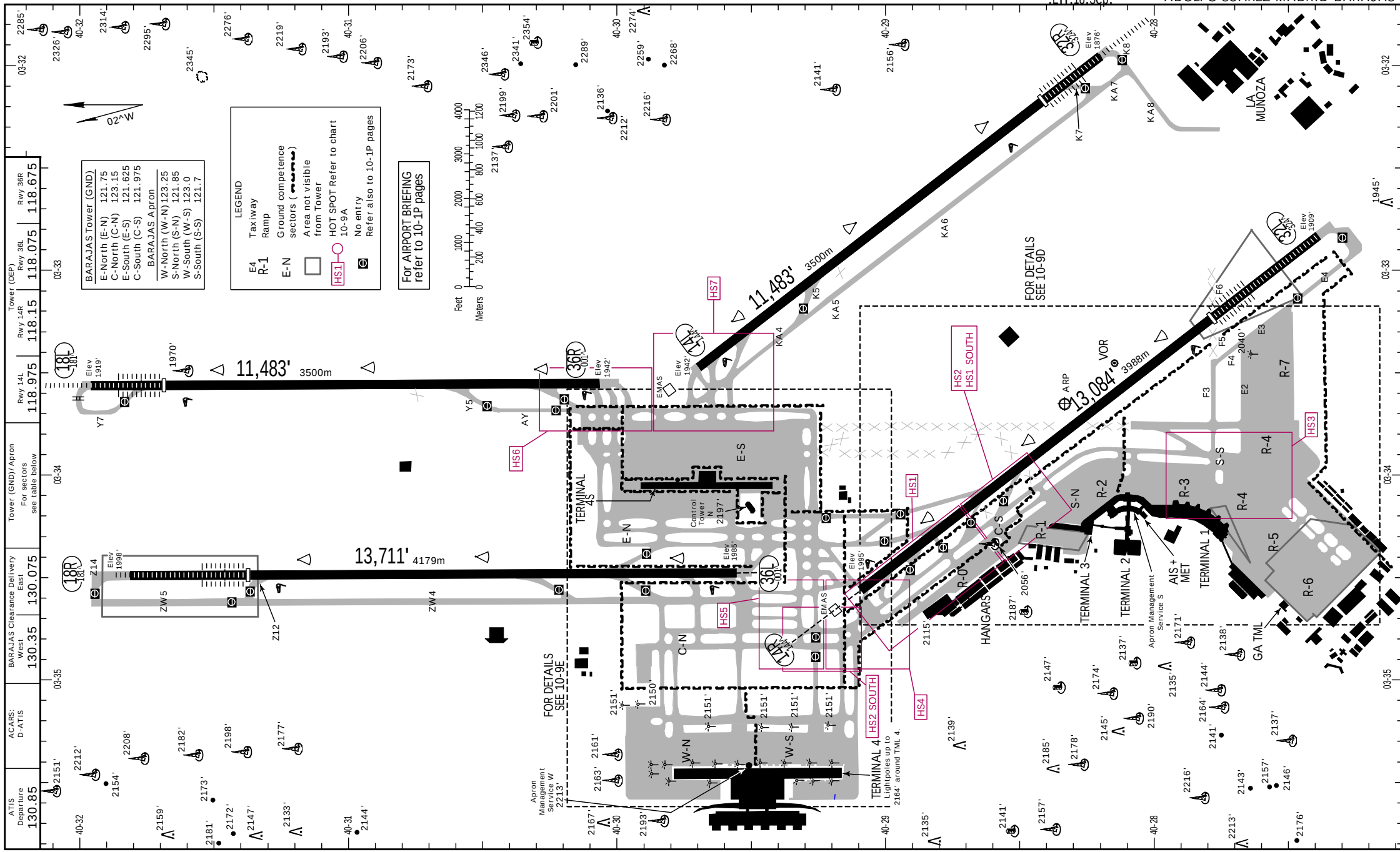
# LEMD/MAD

Apt Elev 1998'
N40 28.3 W003 33.7

JEPPESEN
12 SEP 14
Eff 18 Sep.
10-9

# MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS




CHANGES: None.

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LEMD/MAD

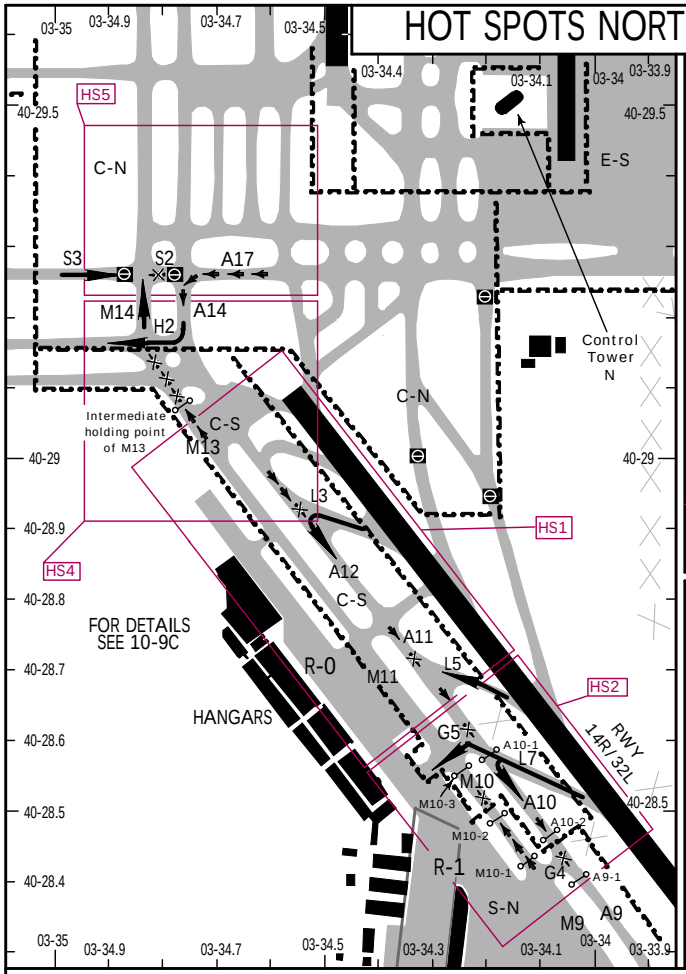
JEPPESEN

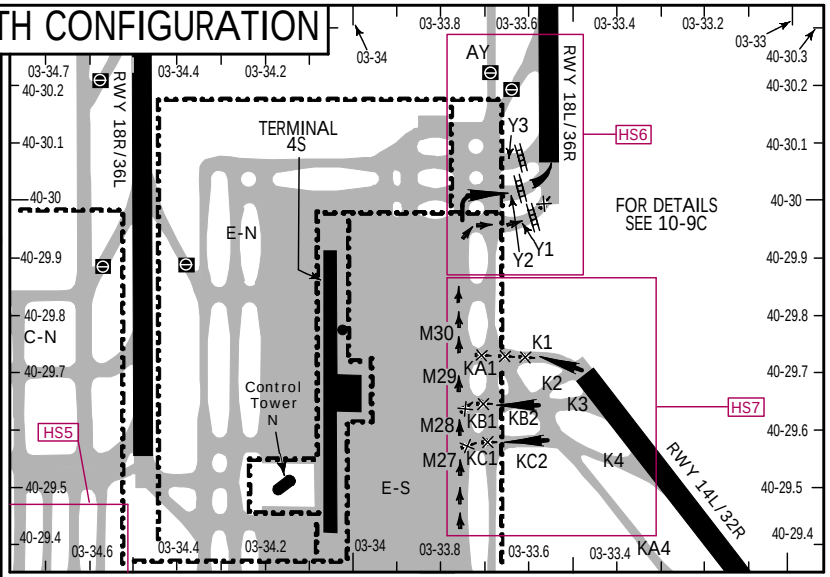
12 SEP 14
.Eff.18.Sep.

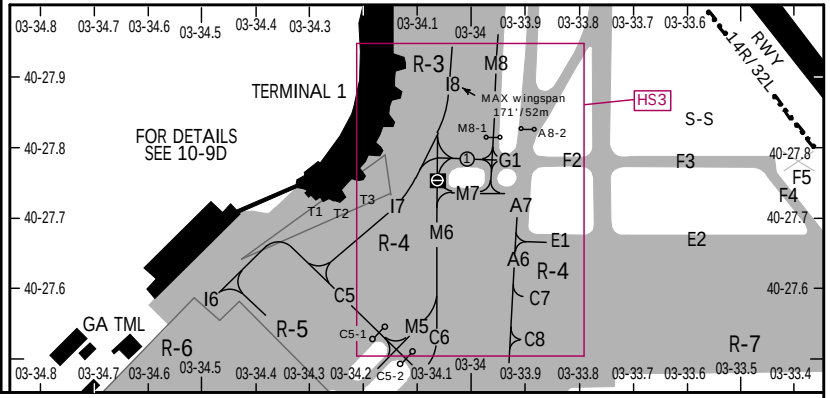
10-9A

MADRID, SPAIN
ADOLFO SUAREZ MADRID-BARAJAS

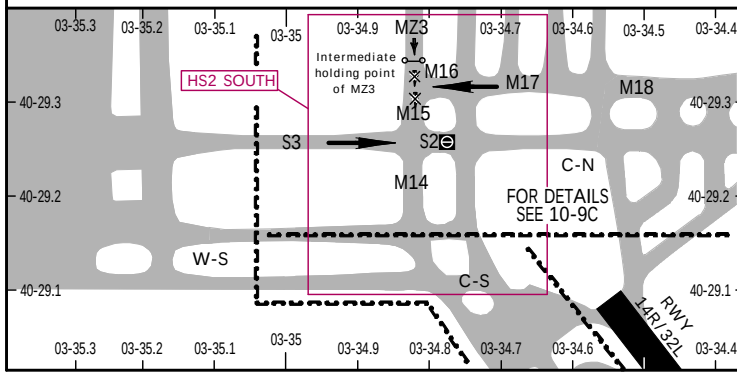
# HOT SPOTS NORTH CONFIGURATION

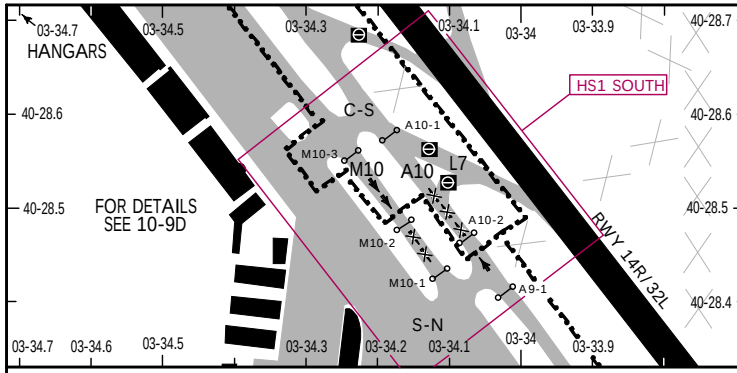



# HOT SPOTS SOUTH CONFIGURATION




HS1 SOUTH: West area RWY 14R/32L.
TWYs M10 and A10 (Apron - Tower transfer points M10-2 and A10-2)

Aircraft taxiing via TWYs M10 and A10 w/o contact with the next unit MUST STOP at transfer points M10-2 and A10-2.

HS2 SOUTH: West area near threshold RWY 14R. TWYs MZ3 and M.

Aircraft coming from RWY 18R via TWY MZ instructed to hold short of TWY M MUST STOP AT THE INTERMEDIATE HOLDING POINT OF MZ3 to avoid conflict with aircraft coming from TWYs M and S.

HS1: West area RWY 14R/32L. TWYs M10, M11, A10, A11 and A12.

Aircraft along TWY A MUST GIVE WAY to aircraft vacating runway via rapid exits L3, L5 and L7.

HS2: West area RWY 14R/32L. Apron-Tower transfer points (A10-2 and M10-2).

Aircraft taxiing along TWYs M10 and A10 w/o contact with the next unit MUST STOP at transfer points M10-2 and A10-2.

HS3: West area RWY 14R/32L. TWYs M6, M7, INNER and GATE 1.

CAUTION: Area of possible disorientation. Special heed must be paid to BARAJAS Apron instructions and signaling (especially to NO ENTRY and MAX Span).
Access to parking stands T1, T2 and T3 from TWY I7 is forbidden.

HS4: West area near threshold RWY 14R/32L. TWY M13.

Aircraft taxiing via TWY M13 instructed to stop must do so AT THE INTERMEDIATE HOLDING POINT OF M13, to avoid conflict with traffic taxiing via TWY H towards Terminal T4.

HS5: Northwest area near threshold RWY 14R/32L.
Close to TWYs A17 and S2.

Aircraft taxiing via TWY A17 MUST TURN LEFT ON TWY A14 and NOT go STRAIGHT AHEAD to avoid conflict with aircraft taxiing from TWYs S3 and M.

HS6: Area near threshold RWY 36R. TWYs Y1, Y2 and Y3.

Aircraft aligned on TWY Y1, Y2 or Y3 MUST NOT ACCESS RUNWAY WITHOUT CLEARANCE due to confusion in the take-off sequence.

HS7: Area near threshold RWY 14L. TWY M.

Aircraft taxiing via TWY M heading towards RWY 36R MUST CONTINUE STRAIGHT AND NOT TURN RIGHT, in order to avoid conflict with aircraft vacating RWY 32R and possible runway incursion.

LEGEND

| | |
|---|---|
| M8-1 | Holding posn |
| T1 | Parking stand |
| ① | Gate |
| □ | Area not visible from Tower |
| C-S | Ground competence sectors ( ▬▬▬ ) |
| ➡ ➡ | Correct manoeuvre |
| ✕ | Incorrect manoeuvre |
| ▬▶ | Other traffic in conflict |
| A8 | Taxiway |
| R-0 | Ramp |
| ⊖ | No entry |
| | Refer also to 10-1P pages |

| BARAJAS Tower (GND) | |
|---|---|
| E-North (E-N) | 121.75 |
| C-North (C-N) | 123.15 |
| E-South (E-S) | 121.625 |
| C-South (C-S) | 121.975 |
| **BARAJAS Apron** | |
| S-North (S-N) | 121.85 |
| W-South (W-S) | 123.0 |
| S-South (S-S) | 121.7 |

CHANGES: Holding positions.

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## ADDITIONAL RUNWAY INFORMATION

| RWY | | | USABLE LENGTHS LANDING BEYOND Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|---|
| 14L | HIRL(60m) CL(15m) | RVR | NA | | 2 | 197' 60m |
| 32R | HIRL(60m) CL(15m) HIALS-II TDZ PAPI(3.0^) 1 | RVR | 9843' 3000m | 8932' 2722m | NA | |

1 HSTIL-K5 & K4
2 TORA RWY 14L: From rwy head 11,483'(3500m)
twy K3 int 10,761'(3280m)

| | | | | | | |
|---|---|---|---|---|---|---|
| 14R | HIRL (60m) CL(15m) | RVR | NA | | 4 | 197' 60m |
| 32L | HIRL (60m) CL(15m) HIALS-II TDZ PAPI(3.0^) 3 | RVR | 10,039'3060m | 9067' 2764m | NA | |

3 HSTIL-L7, L5, L4, L3 & L2
4 TORA RWY 14R: From rwy head 13,084'(3988m)
twy L1 int 11,995'(3656m)
twy LF int 10,860'(3310m)

| | | | | | | |
|---|---|---|---|---|---|---|
| 18L | HIRL(60m) CL(15m) HIALS-II TDZ PAPI(3.0^) 6 | RVR | 9843' 3000m | 8871' 2704m | NA | 197' 60m |
| 5 36R | HIRL(60m) CL(15m) | RVR | NA | | 7 | |

5 RWY with antiskid layer.
6 HSTIL-Y5 & Y4
7 TORA RWY 36R: From rwy head 11,483'(3500m)
twy Y2 int 11,302'(3445m)
twy Y3 int 10,974'(3345m)

| | | | | | | |
|---|---|---|---|---|---|---|
| 18R | HIRL(60m) CL(15m) HIALS-II TDZ PAPI(3.0^) 9 | RVR | 11,040'3365m | 9962' 3036m | NA | 197' 60m |
| 8 36L | HIRL(60m) CL(15m) | RVR | NA | | 0 | |

8 RWY with antiskid layer.
9 HSTIL-Z10, Z8 & Z7
0 TORA RWY 36L: From rwy head 13,711'(4179m)
twy Z4 int 13,166'(4013m)
twy Z6 int 12,205'(3720m)

.Standard.

TAKE-OFF 1

Rwys 14L/R, 36L/R

LVP must be in Force

| Approved Operators | HIRL, CL & mult. RVR req | RL, CL & mult. RVR req | RL & CL | RCLM (DAY only) or RL | RCLM (DAY only) or RL | NIL (DAY only) |
|---|---|---|---|---|---|---|
| A, B, C | 125m | 150m | 200m | 250m | 400m | 500m |
| D | 150m | 200m | 250m | 300m | | |

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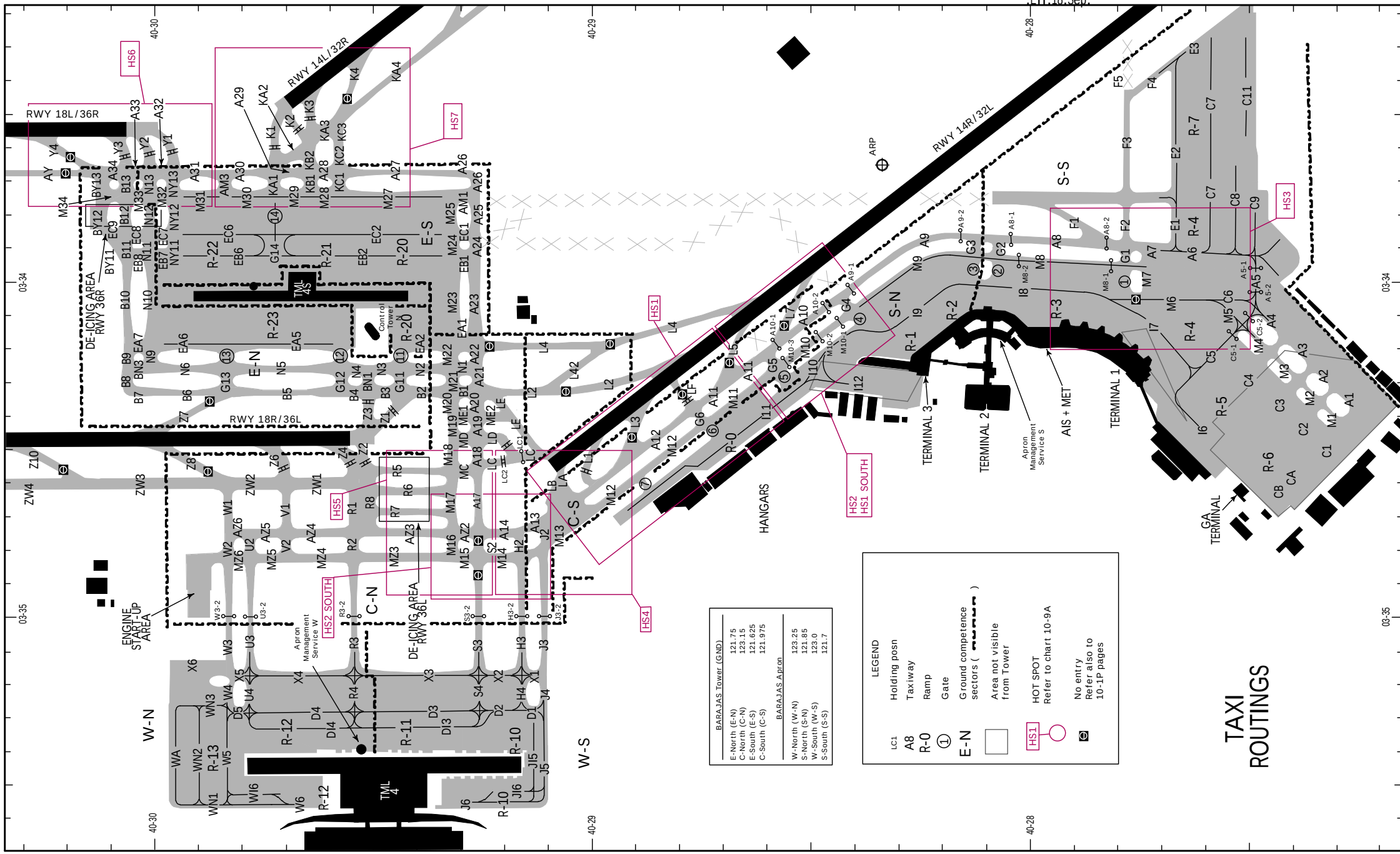
JEPPESEN

12 SEP 14 (10-9C)
Eff.18 Sep.

# MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS




CHANGES: Holding positions.

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LEMD/MAD

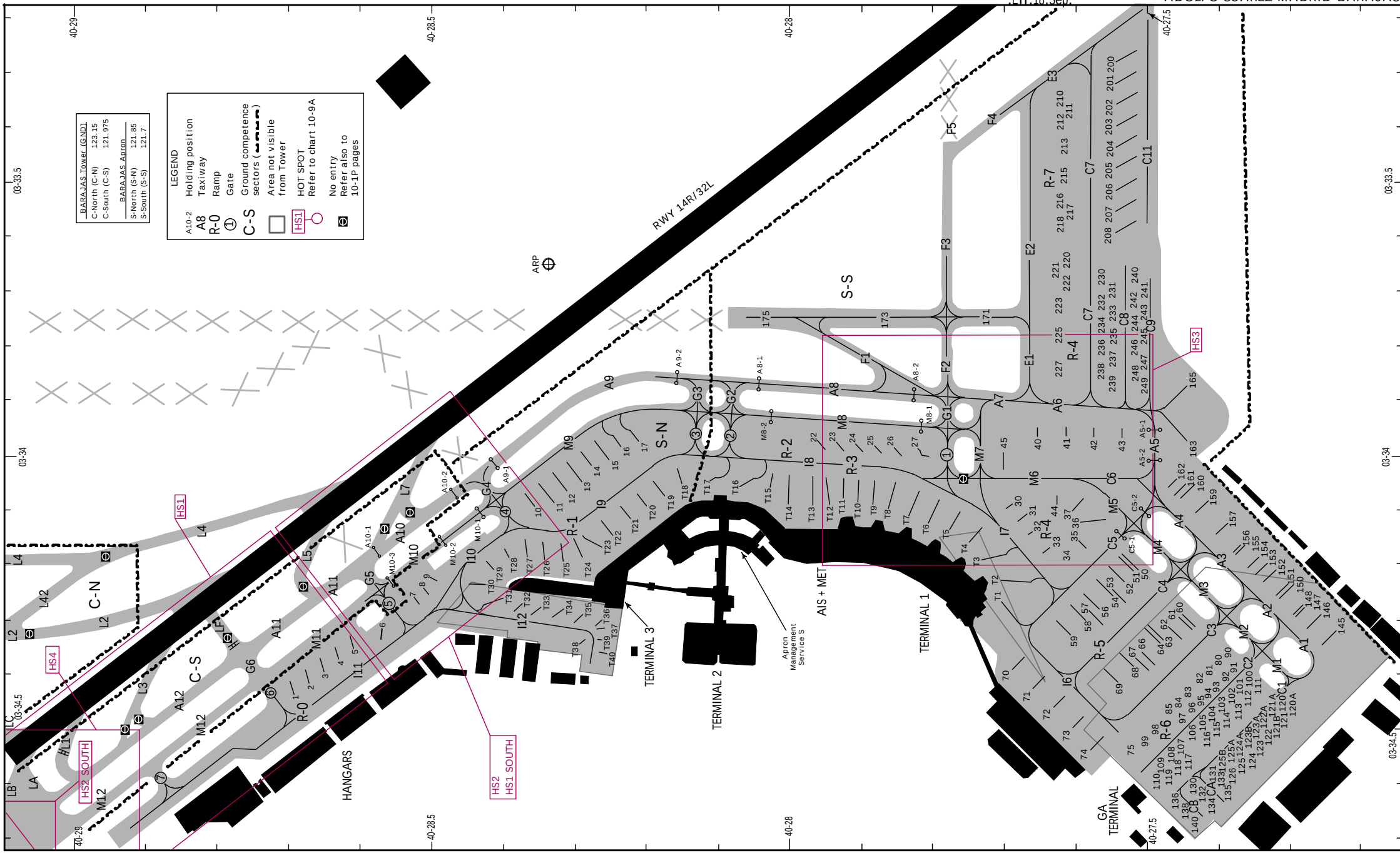
JEPPESEN

12 SEP 14
Eff.18 Sep.

10-9D

# MADRID, SPAIN

## ADOLFO SUAREZ MADRID-BARAJAS




CHANGES: Holding positions.

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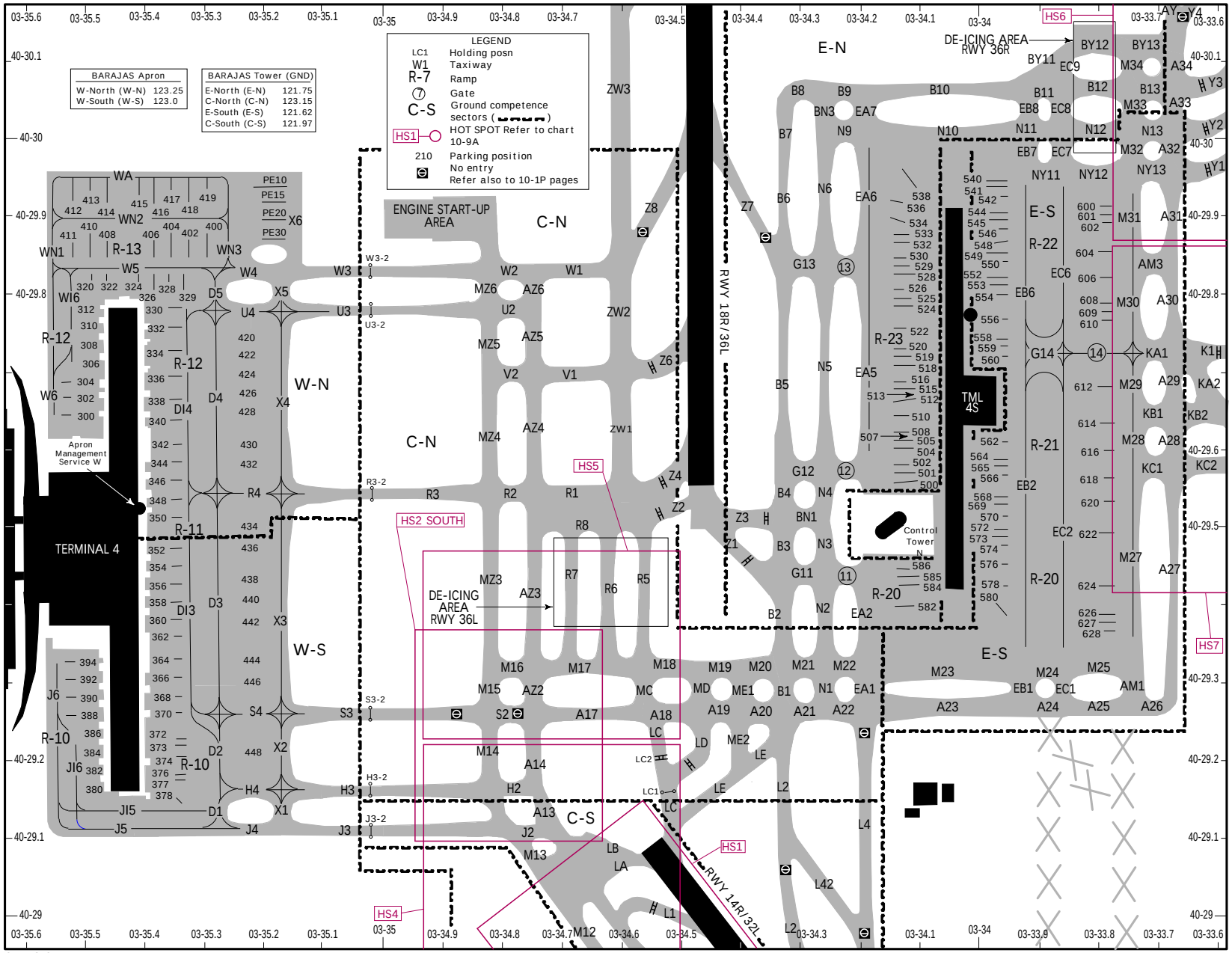
LEMD/MAD

JEPPESEN

1 AUG 14 (10-9E)

# MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS




CHANGES: Chart format. Airport name.

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## INS COORDINATES

| STAND No. | COORDINATES | STAND No. | COORDINATES | STAND No. | COORDINATES |
|---|---|---|---|---|---|
| 1 | N40 28.7 W003 34.5 | 157 thru 160 | N40 27.4 W003 34.1 | 541 thru 549 | N40 29.9 W003 34.0 |
| 2 | N40 28.7 W003 34.4 | 161, 162 | N40 27.4 W003 34.0 | 550 thru 556 | N40 29.8 W003 34.0 |
| 3 thru 5 | N40 28.6 W003 34.4 | 163 | N40 27.4 W003 34.0 | 558 thru 560 | N40 29.7 W003 34.0 |
| 6 | N40 28.6 W003 34.3 | 165 | N40 27.4 W003 33.9 | 562 thru 566 | N40 29.6 W003 34.0 |
| 7, 8 | N40 28.5 W003 34.3 | 171 | N40 27.7 W003 33.8 | 568 thru 576 | N40 29.5 W003 34.0 |
| 9 | N40 28.5 W003 34.2 | 173 | N40 27.8 W003 33.8 | 578, 580 | N40 29.4 W003 34.0 |
| 10 thru 13 | N40 28.3 W003 34.1 | 175 | N40 27.9 W003 33.8 | 582 thru 586 | N40 29.4 W003 34.1 |
| 14 | N40 28.3 W003 34.0 | 200, 201 | N40 27.5 W003 33.3 | 600 thru 604 | N40 29.9 W003 33.8 |
| 15 thru 17 | N40 28.2 W003 34.0 | 202 thru 204 | N40 27.5 W003 33.4 | 606 thru 610 | N40 29.8 W003 33.8 |
| 22 | N40 28.0 W003 34.0 | 205 thru 207 | N40 27.5 W003 33.5 | 612 | N40 29.7 W003 33.8 |
| 23 thru 26 | N40 27.9 W003 34.0 | 208 | N40 27.5 W003 33.6 | 614 thru 618 | N40 29.6 W003 33.8 |
| 27 | N40 27.8 W003 34.0 | 210 thru 213 | N40 27.6 W003 33.4 | 620, 622 | N40 29.5 W003 33.8 |
| 30, 31 | N40 27.7 W003 34.1 | 215, 216 | N40 27.6 W003 33.5 | 624 thru 628 | N40 29.4 W003 33.8 |
| 32 | N40 27.6 W003 34.1 | 217, 218 | N40 27.6 W003 33.6 | PE10, PE15 | N40 30.0 W003 35.2 |
| 33 thru 35 | N40 27.6 W003 34.2 | 220 thru 223 | N40 27.6 W003 33.7 | PE20, PE30 | N40 29.9 W003 35.2 |
| 36, 37 | N40 27.6 W003 34.1 | 225 | N40 27.6 W003 33.8 | T1 | N40 27.7 W003 34.3 |
| 40 thru 42 | N40 27.6 W003 34.0 | 227 | N40 27.6 W003 33.9 | T2, T3 | N40 27.7 W003 34.2 |
| 43 | N40 27.5 W003 34.0 | 230 thru 232 | N40 27.5 W003 33.7 | T4, T5 | N40 27.8 W003 34.2 |
| 44 | N40 27.6 W003 34.1 | 233 thru 237 | N40 27.5 W003 33.8 | T6, T7 | N40 27.8 W003 34.1 |
| 45 | N40 27.7 W003 34.0 | 238, 239 | N40 27.5 W003 33.9 | T8 thru T12 | N40 27.9 W003 34.1 |
| 50 thru 53 | N40 27.5 W003 34.2 | 240 thru 242 | N40 27.5 W003 33.7 | T13 thru T15 | N40 28.0 W003 34.1 |
| 54 | N40 27.5 W003 34.3 | 243 thru 247 | N40 27.5 W003 33.8 | T16 thru T18 | N40 28.1 W003 34.1 |
| 56 thru 59 | N40 27.6 W003 34.3 | 248, 249 | N40 27.5 W003 33.9 | T19, T21 | N40 28.2 W003 34.1 |
| 60, 61 | N40 27.4 W003 34.3 | 300 | N40 29.6 W003 35.5 | T22 | N40 28.2 W003 34.2 |
| 62 | N40 27.5 W003 34.3 | 302 thru 308 | N40 29.7 W003 35.5 | T23 thru T26 | N40 28.3 W003 34.2 |
| 63 thru 69 | N40 27.5 W003 34.4 | 310 thru 322 | N40 29.8 W003 35.5 | T27 thru T29 | N40 28.4 W003 34.2 |
| 70 | N40 27.7 W003 34.4 | 324 thru 328 | N40 29.8 W003 35.4 | T30 thru T32 | N40 28.4 W003 34.3 |
| 71 | N40 27.7 W003 34.5 | 329 | N40 29.8 W003 35.3 | T33 thru T35 | N40 28.3 W003 34.3 |
| 72, 73 | N40 27.6 W003 34.5 | 330, 332 | N40 29.8 W003 35.4 | T36, T37 | N40 28.2 W003 34.3 |
| 74 | N40 27.6 W003 34.6 | 334 thru 338 | N40 29.7 W003 35.4 | T38 | N40 28.3 W003 34.4 |
| 75 | N40 27.5 W003 34.6 | 340 thru 346 | N40 29.6 W003 35.4 | T39 thru T40 | N40 28.2 W003 34.4 |
| 80 thru 84 | N40 27.4 W003 34.4 | 348 thru 352 | N40 29.5 W003 35.4 | | |
| 85, 90 | N40 27.4 W003 34.5 | 354 thru 362 | N40 29.4 W003 35.4 | | |
| 91 thru 93 | N40 27.5 W003 34.5 | 364 thru 370 | N40 29.3 W003 35.4 | | |
| 94 thru 98 | N40 27.4 W003 34.4 | 372 thru 378 | N40 29.2 W003 35.4 | | |
| 99 | N40 27.4 W003 34.5 | 380 thru 386 | N40 29.2 W003 35.5 | | |
| 100, 101 | N40 27.3 W003 34.4 | 388 thru 394 | N40 29.3 W003 35.5 | | |
| 102 thru 106 | N40 27.4 W003 34.5 | 400, 402 | N40 29.9 W003 35.3 | | |
| 107, 108 | N40 27.4 W003 34.6 | 404, 406 | N40 29.9 W003 35.4 | | |
| 109, 110 | N40 27.5 W003 34.6 | 408 thru 414 | N40 29.9 W003 35.5 | | |
| 111 | N40 27.3 W003 34.4 | 415 thru 417 | N40 29.9 W003 35.4 | | |
| 112 thru 116 | N40 27.4 W003 34.5 | 418, 419 | N40 29.9 W003 35.3 | | |
| 117 | N40 27.4 W003 34.6 | 420 | N40 29.8 W003 35.3 | | |
| 118, 119 | N40 27.5 W003 34.6 | 422 thru 428 | N40 29.7 W003 35.3 | | |
| 120 thru 123B | N40 27.3 W003 34.5 | 430, 432 | N40 29.6 W003 35.3 | | |
| 124 | N40 27.4 W003 34.6 | 434, 436 | N40 29.5 W003 35.3 | | |
| 124A | N40 27.3 W003 34.6 | 438 thru 442 | N40 29.4 W003 35.3 | | |
| 125 thru 133 | N40 27.4 W003 34.6 | 444, 446 | N40 29.3 W003 35.3 | | |
| 134 | N40 27.4 W003 34.7 | 448 | N40 29.2 W003 35.3 | | |
| 135 | N40 27.4 W003 34.6 | 500, 501 | N40 29.6 W003 34.1 | | |
| 136 | N40 27.5 W003 34.7 | 502 thru 510 | N40 29.6 W003 34.1 | | |
| 138, 140 | N40 27.4 W003 34.7 | 512 thru 520 | N40 29.7 W003 34.1 | | |
| 145 | N40 27.2 W003 34.3 | 522 thru 529 | N40 29.8 W003 34.1 | | |

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# VISUAL DOCKING GUIDANCE SYSTEM

## A. GENERAL

This system contains information about azimuth guidance (shows the aircraft position with relation to the centerline of the parking area) and distance to the stop position by means, in both cases, of the achieve of images by an optical sensor that sends the sign to a computer in order to process them and to provide the information to the pilot by a display unit, in front of the cockpit.

## B. DISPLAY UNIT

The display unit to the pilot is designed by 5 modules LCD in 2 sections. As a consequence of the pixel technology, each module allows to show letters, numbers and also symbols. The size of the characters of the display allows the reading from a distance of approximately 328'/100m. If the aircraft is seeded, the situation of the aircraft respect of the docking centerline is indicated by means of the symbol of a plane in the low section of the unit. The lateral diversion with regard to the docking centerline of guided and the remaining distance to the stop point are also presented in a clear and unequivocal way. Beginning from a distance of 98'/30m to the stop point, the remaining distance is shown in an additional way in the top section of the unit. When the blocks are placed, the unit presents in an optional way the message "CHOCK ON" using the special push-button installed in the apron area.

## C. PILOT INSTRUCTIONS

The following sequence of events identifies how a pilot would use this system to dock an aircraft at this gate.

1. GATE READY FOR DOCKING.
Aircraft type and gate number are alternated in a flashing sequence across the top of display board.

2. AIRCRAFT DETECTED.
When the aircraft is detected, only the aircraft type is displayed steady across the top of the display. At this point, the symbol of a plane is shown across the bottom of the display and the pilot will obtain information about the remaining distance to the stop point as a consequence of passing by fixed distances from stop point as well as azimuth guidance with regard to the centerline:

| | |
|---|---|
| 98'/30m to 66'/20m | 16'/5m steps |
| 66'/20m to 33'/10m | 7'/2m steps |
| 33'/10m to 3'/1m | 3'/1m steps |
| 3'/1m to STOP | 0.7'/0.2m steps |

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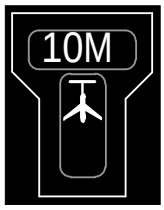
## VISUAL DOCKING GUIDANCE SYSTEM

3. AIRCRAFT IS RIGHT OF CENTERLINE.
Correction to the LEFT is required.

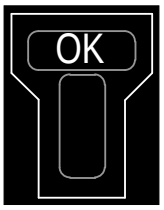
4. AIRCRAFT IS LEFT OF CENTERLINE.
Correction to the RIGHT is required.




5. AIRCRAFT IS ON CENTERLINE.
It is 33'/10m to final stop position.
Important: Approach slowly to final stop position.

6. AIRCRAFT IS ON CENTERLINE.
It is 1.3'/0.4m to final stop position.
Prepare to stop the aircraft.

7. STOP.
Stop now, docking point reached.




8. OK.
Successful docking.

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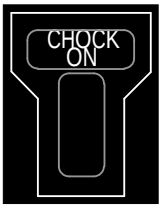
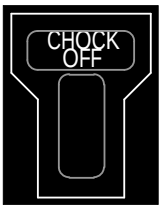
# VISUAL DOCKING GUIDANCE SYSTEM

9. TOO FAR.
Aircraft has gone beyond docking position.

10. ESTOP (EMERGENCY STOP).
Stop aircraft immediately,
wait for docking instructions from
TWR to resume docking procedure.




11. CHOCKS INSERTED AND CHOCKS REMOVED.
When the chocks are inserted, the docking guidance presents the message CHOCK-ON during 5 minutes.




12. When the chocks are removed, the docking guidance presents the message CHOCK-OFF and it stays during 10 seconds.

If the following events occur, the pilot must stop the docking procedure, report problem to TWR and wait for further instructions:

- Displayed aircraft type is not the incoming aircraft.
- Display board becomes unreadable (loss of display).
- ESTOP message is displayed.
- Pilot believes system is transmitting erroneous docking data.
- Display board illuminates error messages.

If the system does not detect the aircraft and the pilot does not get a steady aircraft type read out on the top of display until the aircraft nose reached the passengers boarding bridge, pilot should contact TWR and wait for a marshall guidance.

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# LEMD/MAD BARAJAS

JEPPESEN

29 NOV 13 .Eff.12.Dec. (11-1)

# MADRID, SPAIN ILS Z or LOC Rwy 18L

BRIEFING STRIP ™

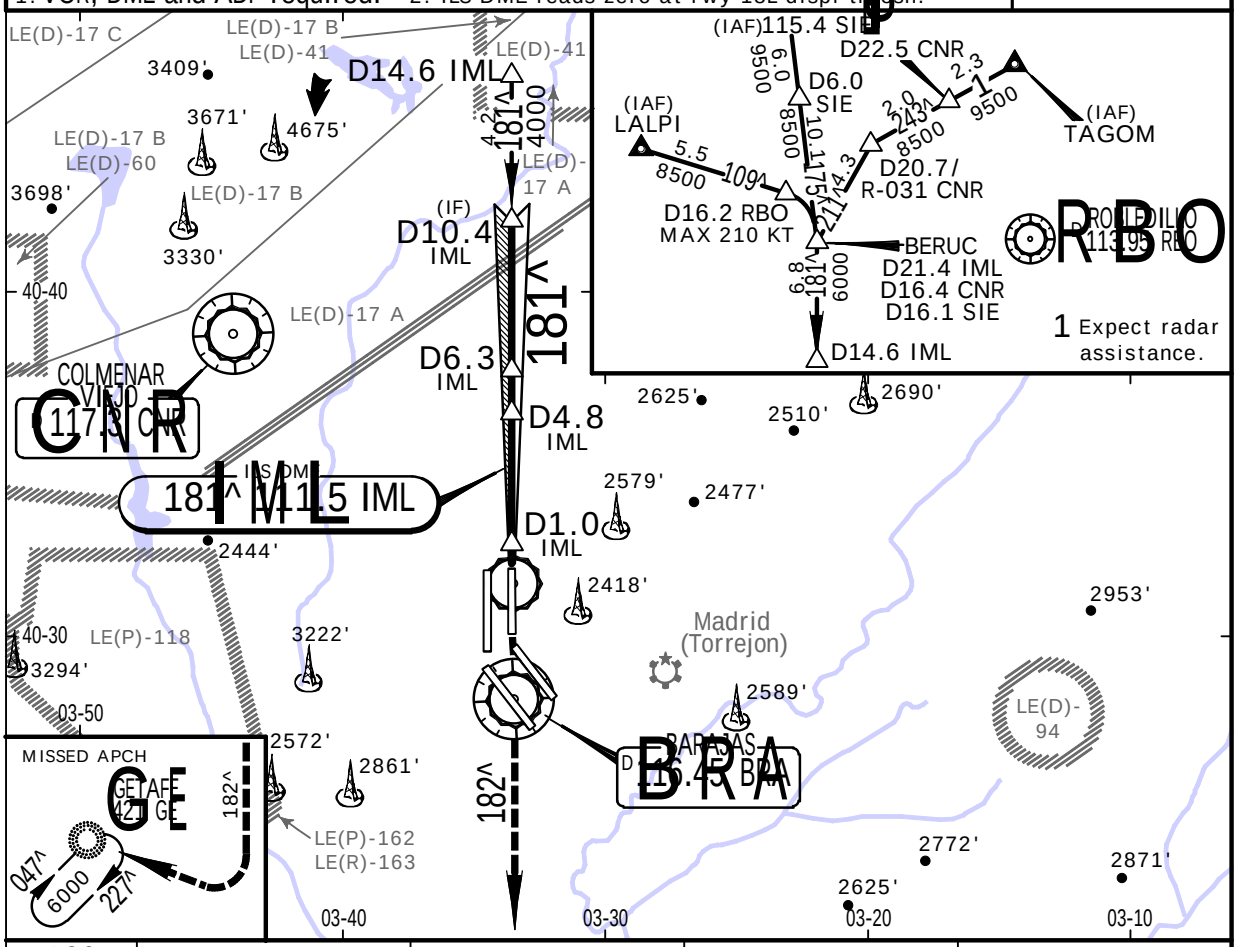
| ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.25 | 127.1 | 127.5 | 128.7 | 134.95 | 118.67 | |

| LOC IML | Final Apch Crs | GS D6.3 IML | ILS DA(H) | Apt Elev 1998' |
|---|---|---|---|---|
| 111.5 | 181^ | 4000' (2078') | Refer to Minimums | RWY 1922' |

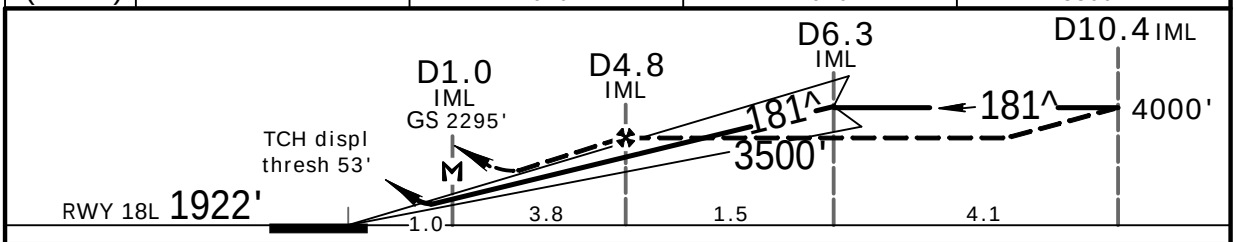
MISSED APCH: Climb on rwy heading to BRA VOR. Continue on R-182 BRA until reaching 6000', then turn RIGHT to GE NDB to join holding at 6000'. Do not climb above 6000'.

10,000' 219^ 078^ 4500'
MSA BRA VOR

Alt Set: hPa Rwy Elev: 68 hPa Trans level: By ATC Trans alt: 13000'
1. VOR, DME and ADF required. 2. ILS DME reads zero at rwy 18L displ thresh.




| LOC (GS out) | IML DME | 2.0 | 3.0 | 4.0 |
|---|---|---|---|---|
| | ALTITUDE | 2640' | 2970' | 3300' |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| ILS GS | 3.00^ | 372 | 478 | 531 | 637 | 743 | 849 |
| LOC Descent Angle | 3.10^ | 384 | 494 | 548 | 658 | 768 | 878 |
| MAP at D1.0 IML | | | | | | | |

HIALS-II PAPI PAPI

BRA 116.45 on Rwy hdg

.Standard. STRAIGHT-IN LANDING RWY 18L

ILS DA(H) AB: 2122' (200') C: 2129' (207') D: 2140' (218')

LOC (GS out) DA(H) 2410' (488')

| | FULL | Limited | ALS out | | ALS out |
|---|---|---|---|---|---|
| A | RVR 550m | RVR 750m | RVR 1200m | RVR 1500m | |
| B | | | | | |
| C | | | | RVR 1500m | CMV 2300m |
| D | | | | | |

CIRCLE-TO-LAND

| Max Kts. | MDA(H) | VIS |
|---|---|---|
| 100 | 2720' (722') | 1500m |
| 135 | 2860' (862') | 1600m |
| 180 | 3280' (1282') | 2400m |
| 205 | 3620' (1622') | 3600m |

CHANGES: Initial apch. Notes.

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# LEMD/MAD BARAJAS

JEPPESEN 29 NOV 13 .Eff.12.Dec. (11-1A)

# MADRID, SPAIN CAT II/III ILS Z Rwy 18L

BRIEFING STRIP ™

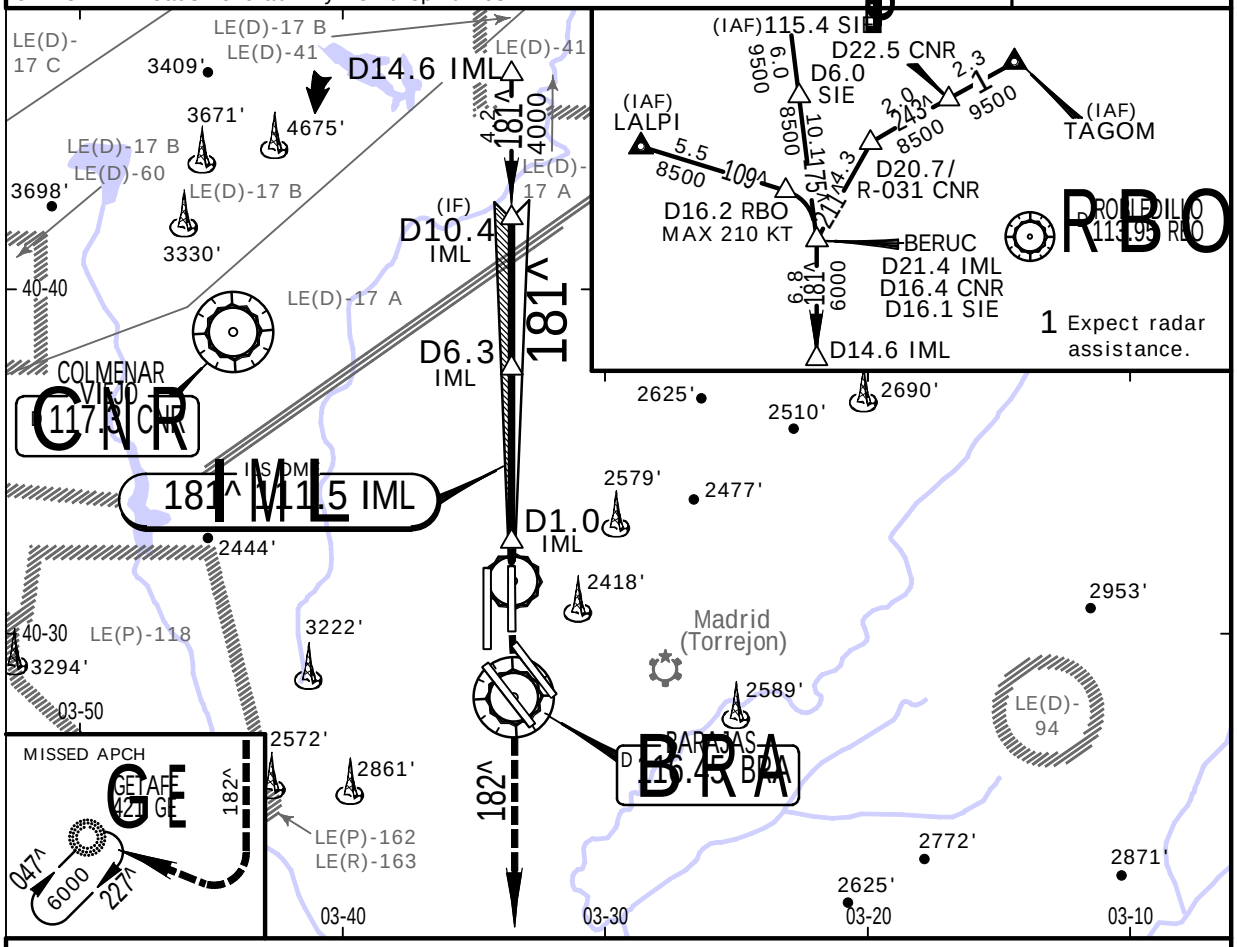
| ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.25 | 127.1 | 127.5 | 128.7 | 134.95 | 118.67 | |

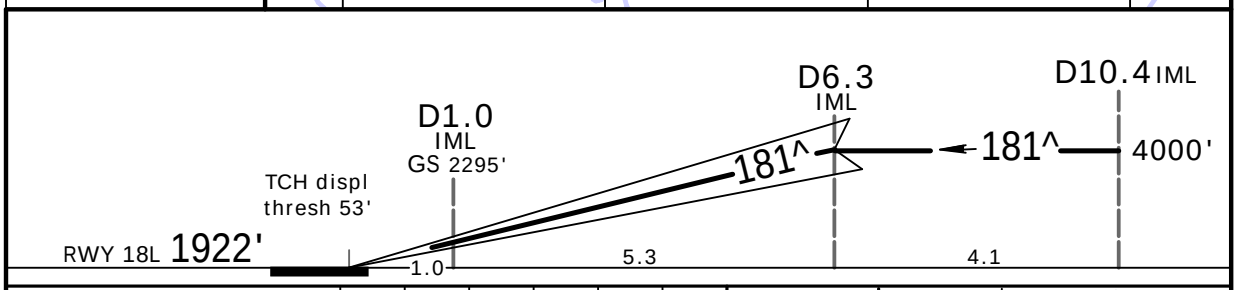
| LOC IML | Final Apch Crs | GS D6.3 IML | CAT II & IIIA ILS Refer to Minimums | Apt Elev 1998' RWY 1922' |
|---|---|---|---|---|
| 111.5 | 181^ | 4000' (2078') | | |

MISSED APCH: Climb on rwy heading to BRA VOR. Continue on R-182 BRA until reaching 6000', then turn RIGHT to GE NDB to join holding at 6000'. Do not climb above 6000'.

Alt Set: hPa Rwy Elev: 68 hPa Trans level: By ATC Trans alt: 13000'
1. VOR, DME and ADF required. 2 Special Aircrew & Acft Certification Required.
3. ILS DME reads zero at rwy 18L displ thresh.

MSA BRA VOR: 10,000' 219^ 078^ 4500'




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00^ | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS-II PAPI PAPI

BRA 116.45 on Rwy hdg

.Standard.

STRAIGHT-IN LANDING RWY 18L

| CAT IIIA ILS | CAT II ILS AB | CAT II ILS C | CAT II ILS D |
|---|---|---|---|
| DH 50' | RA 104' DA(H) 2022' (100') | RA 114' DA(H) 2032' (110') | RA 129' DA(H) 2046' (124') |
| RVR 200m | RVR 300m 1 | | RVR 400m |

NS OPS

CHANGES: Initial apch. Notes.

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# LEMD/MAD BARAJAS

JEPPESEN 18 APR 14 (11-2) .Eff.1.May.

# MADRID, SPAIN ILS Y Rwy 18L

BRIEFING STRIP ™

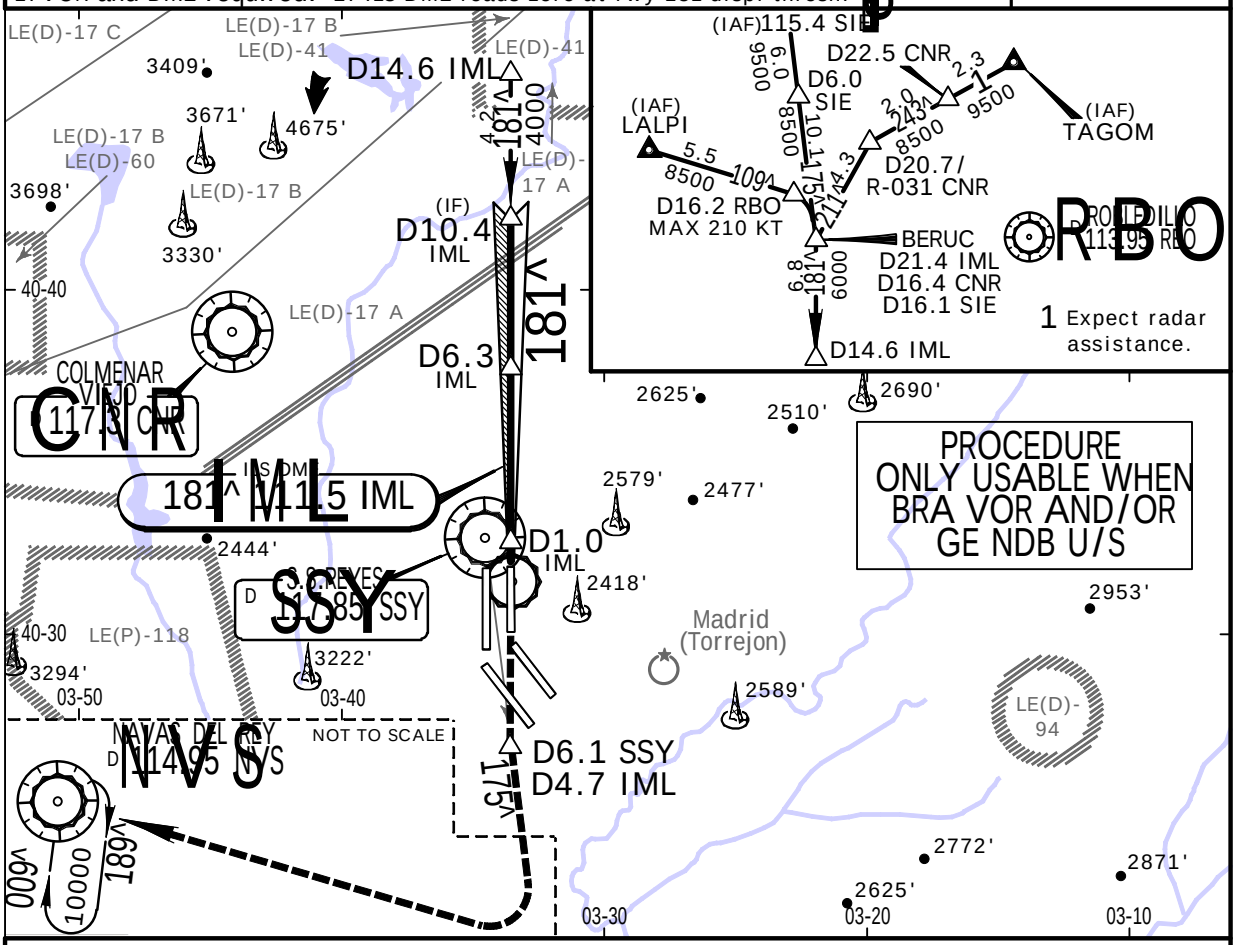
| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.25 | 127.1 | 127.5 | 128.7 | 134.95 | 118.67 | |

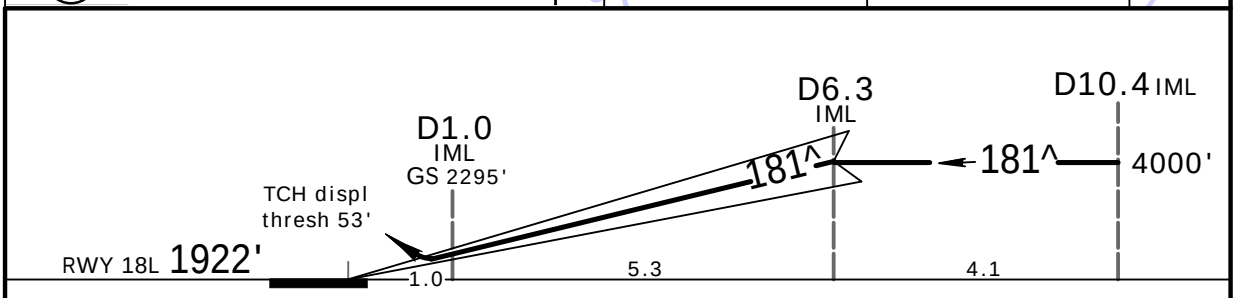
| LOC IML | Final Apch Crs | GS D6.3 IML | ILS DA(H) | Apt Elev 1998' |
|---|---|---|---|---|
| 111.5 | 181^ | 4000' (2078') | Refer to Minimums | RWY 1922' |

MISSED APCH: Climb on rwy heading to D6.1 SSY/D4.7 IML, then continue on R-175 SSY climbing to 6000', then turn RIGHT to NVS VOR and join holding at 10000'.

10,000' 219^ 078^ 4500'
MSA SSY VOR

Alt Set: hPa Rwy Elev: 68 hPa Trans level: By ATC Trans alt: 13000'
1. VOR and DME required. 2. ILS DME reads zero at rwy 18L displ thresh.




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00^ | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS-II PAPI PAPI D6.1 SSY D4.7 IML on Rwy hdg

.Standard. STRAIGHT-IN LANDING RWY 18L

DA(H) AB: 2122' (200') C: 2129' (207') D: 2140' (218')

| | FULL | Limited | ALS out |
|---|---|---|---|
| A | RVR 550m | RVR 750m | RVR 1200m |
| B | | | |
| C | | | |
| D | | | |

CIRCLE-TO-LAND

| Max Kts. | MDA(H) | VIS |
|---|---|---|
| 100 | 2720' (722') | 1500m |
| 135 | 2860' (862') | 1600m |
| 180 | 3280' (1282') | 2400m |
| 205 | 3620' (1622') | 3600m |

NS OPS

CHANGES: Missed apch.

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# LEMD/MAD BARAJAS

JEPPESEN

18 APR 14 .Eff.1.May. (11-2A)

# MADRID, SPAIN
## CAT II/III ILS Y Rwy 18L

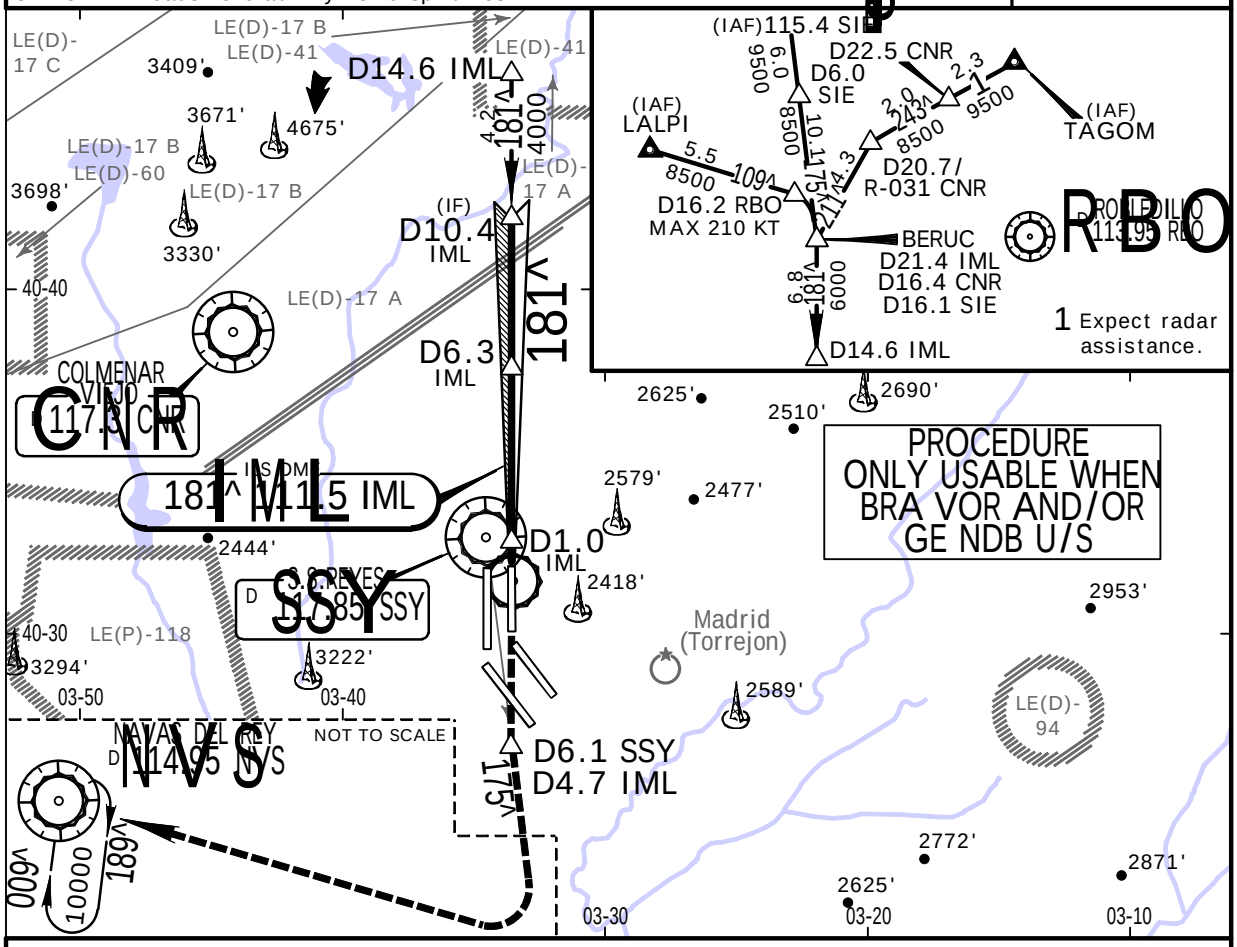
| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.25 | 127.1 | 127.5 | 128.7 | 134.95 | 118.67 | |

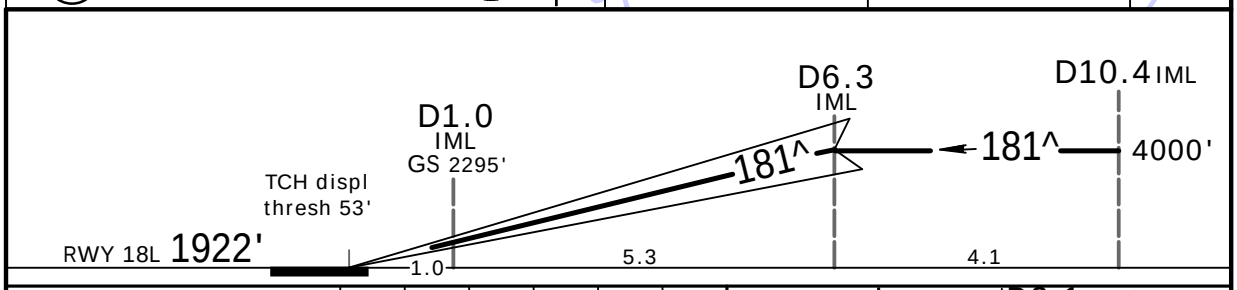
| LOC IML | Final Apch Crs | GS D6.3 IML | CAT II & IIIA ILS Refer to Minimums | Apt Elev 1998' RWY 1922' |
|---|---|---|---|---|
| 111.5 | 181^ | 4000' (2078') | | |

MISSED APCH: Climb on rwy heading to D6.1 SSY/D4.7 IML, then continue on R-175 SSY climbing to 6000', then turn RIGHT to NVS VOR and join holding at 10000'.

Alt Set: hPa  Rwy Elev: 68 hPa  Trans level: By ATC  Trans alt: 13000'
1. VOR and DME required. 2 Special Aircrew & Acft Certification Required
3. ILS DME reads zero at rwy 18L displ thresh.

MSA SSY VOR: 10,000' 219^ 078^ 4500'




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00^ | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS-II PAPI PAPI D6.1 SSY D4.7 IML on Rwy hdg

.Standard.

STRAIGHT-IN LANDING RWY 18L

| CAT IIIA ILS | CAT II ILS AB | CAT II ILS C | CAT II ILS D |
|---|---|---|---|
| DH 50' | RA 104' DA(H) 2022' (100') | RA 114' DA(H) 2032' (110') | RA 129' DA(H) 2046' (124') |
| RVR 200m | RVR 300m 1 | | RVR 400m |

CHANGES: Missed apch.

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# LEMD/MAD BARAJAS

JEPPESEN

29 NOV 13 .Eff.12.Dec. (11-3)

# MADRID, SPAIN ILS Z or LOC Rwy 18R

| ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.25 | 127.1 | 127.5 | 128.7 | 134.95 | 118.07 | |

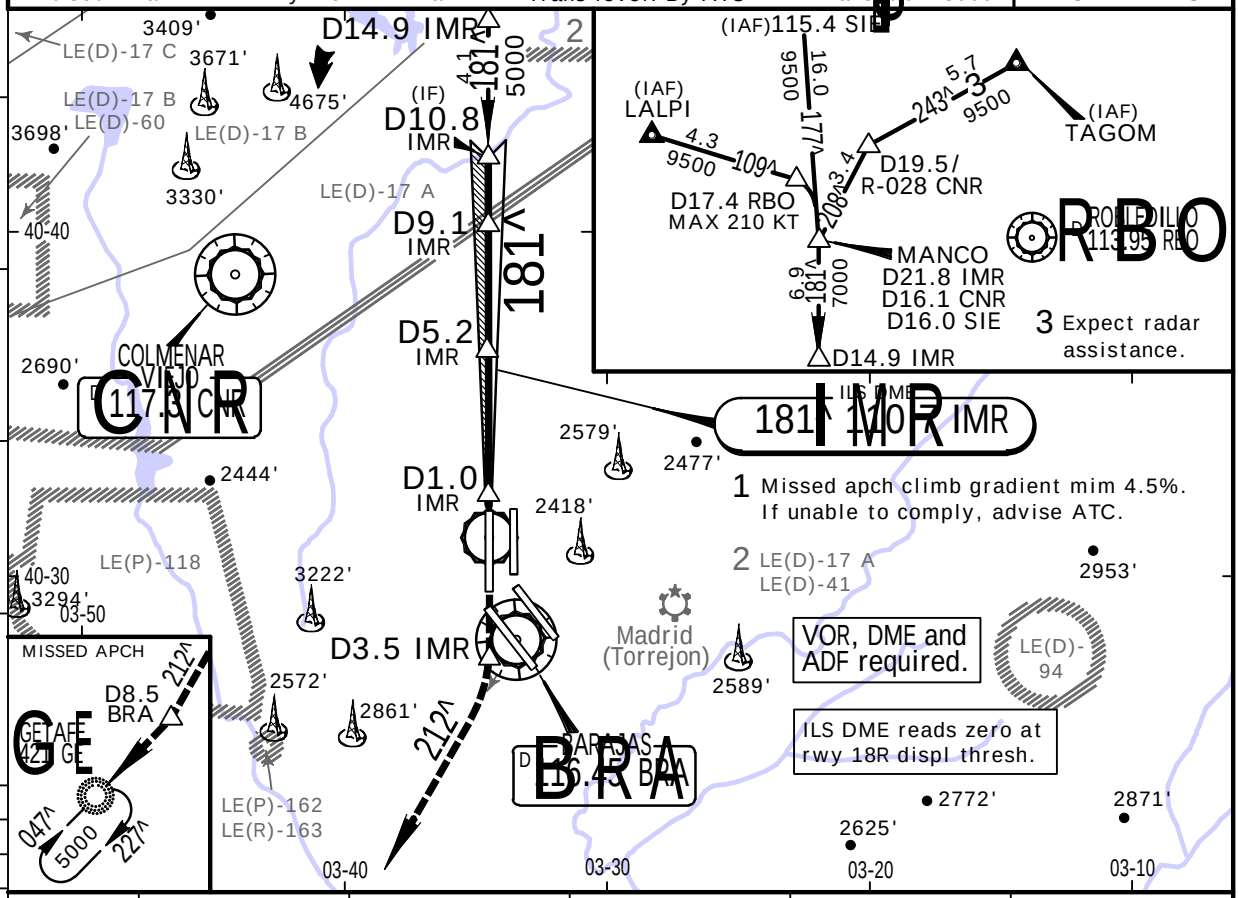
BRIEFING STRIP ™

| LOC IMR | Final Apch Crs | GS D9.1 IMR | ILS DA(H) | Apt Elev 1998' |
|---|---|---|---|---|
| 110.7 | 181^ | 5000' (3009') | 2191' (200') | RWY 1991' |

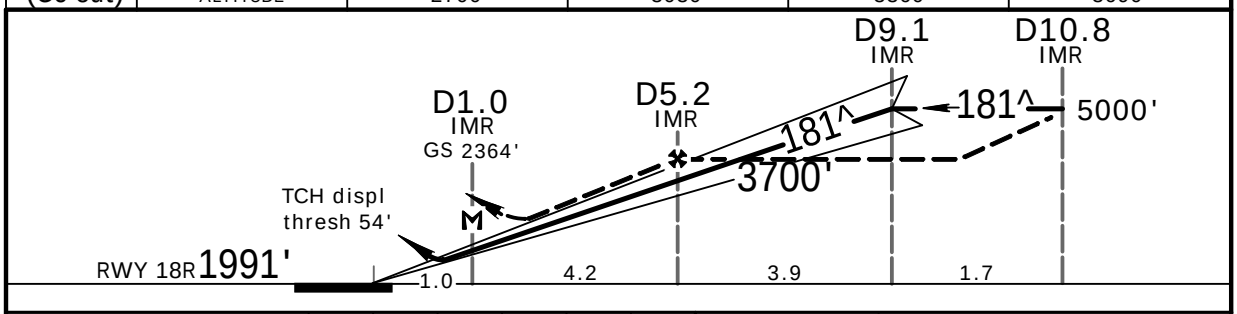
MISSED APCH: Climb on rwy heading to D3.5 IMR, then turn RIGHT (MAX 220 KT) to intercept R-212 BRA. Cross D8.5 BRA at 5000', then turn RIGHT (MAX 220 KT) to GE NDB to join holding at 5000'. Do not climb above 5000'. 1

Alt Set: hPa | Rwy Elev: 71 hPa | Trans level: By ATC | Trans alt: 13000'

MSA BRA VOR: 10,000' 219^ 078^ 4500'




| LOC (GS out) | IMR DME | 2.0 | 3.0 | 4.0 | 5.0 |
|---|---|---|---|---|---|
| | ALTITUDE | 2700' | 3030' | 3360' | 3690' |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| ILS GS | 3.00^ | 372 | 478 | 531 | 637 | 743 | 849 |
| LOC Descent Angle | 3.10^ | 384 | 494 | 548 | 658 | 768 | 878 |
| MAP at D1.0 IMR | | | | | | | |

HIALS-II PAPI PAPI D3.5 IMR on Rwy hdg

.Standard. STRAIGHT-IN LANDING RWY 18R

| | ILS DA(H) 2191'(200') FULL | ILS Limited | ILS ALS out | LOC (GS out) DA(H) 2480'(489') | LOC (GS out) ALS out |
|---|---|---|---|---|---|
| A | RVR 550m | RVR 750m | RVR 1200m | RVR 1500m | |
| B | | | | | |
| C | | | | RVR 1500m | CMV 2300m |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 2720' (722') | 1500m |
| 135 | 2860' (862') | 1600m |
| 180 | 3280'(1282') | 2400m |

CHANGES: Initial apch. Notes.

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# LEMD/MAD BARAJAS

JEPPESEN 29 NOV 13 .Eff.12.Dec. (11-3A)

# MADRID, SPAIN CAT II/III ILS Z Rwy 18R

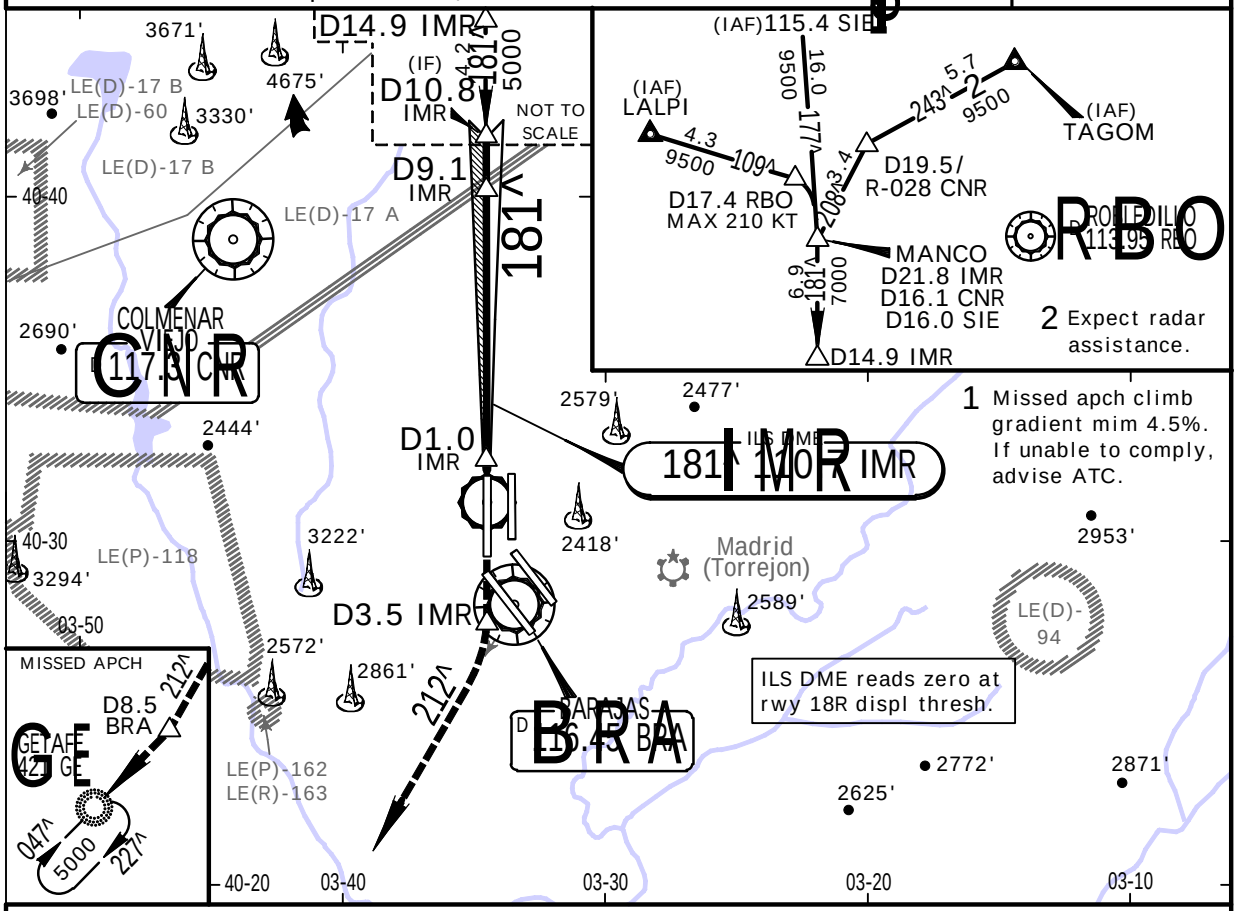
| ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.25 | 127.1 | 127.5 | 128.7 | 134.95 | 118.07 | |

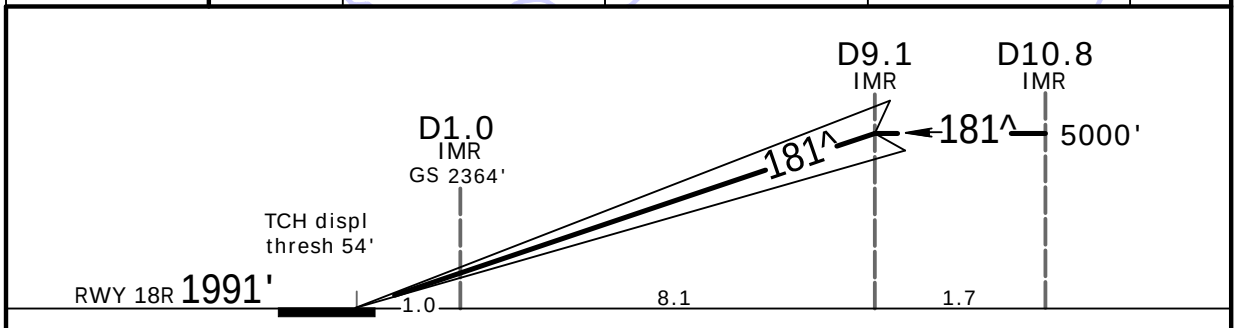
| LOC IMR | Final Apch Crs | GS D9.1 IMR | CAT II & IIIA ILS Refer to Minimums | Apt Elev 1998' RWY 1991' |
|---|---|---|---|---|
| 110.7 | 181^ | 5000' (3009') | | |

MISSED APCH: Climb on rwy heading to D3.5 IMR, then turn RIGHT (MAX 220 KT) to intercept R-212 BRA. Cross D8.5 BRA at 5000', then turn RIGHT (MAX 220 KT) to GE NDB to join holding at 5000'. Do not climb above 5000'. 1

Alt Set: hPa Rwy Elev: 71 hPa Trans level: By ATC Trans Alt: 13000'
1. VOR, DME and ADF required. 2. Special Aircrew & Acft Certification Required.

MSA BRA VOR: 10,000' 219^ 078^ 4500'




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| GS 3.00^ | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS-II PAPI PAPI D3.5 IMR on Rwy hdg

.Standard. STRAIGHT-IN LANDING RWY 18R

| CAT IIIA ILS | CAT II ILS ABC | CAT II ILS D |
|---|---|---|
| DH 50' | RA 98' DA(H) 2091' (100') | RA 110' DA(H) 2104' (113') |
| RVR 200m | RVR 300m 1 | |

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JeppView 3.6.2.0

# LEMD/MAD BARAJAS

JEPPESEN

18 APR 14 (11-4) .Eff.1.May.

# MADRID, SPAIN ILS Y Rwy 18R

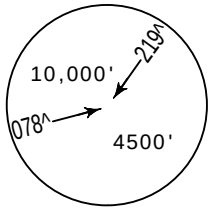
BRIEFING STRIP ™

| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For GND frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.25 | 127.1 | 127.5 | 128.7 | 134.95 | 118.07 | |

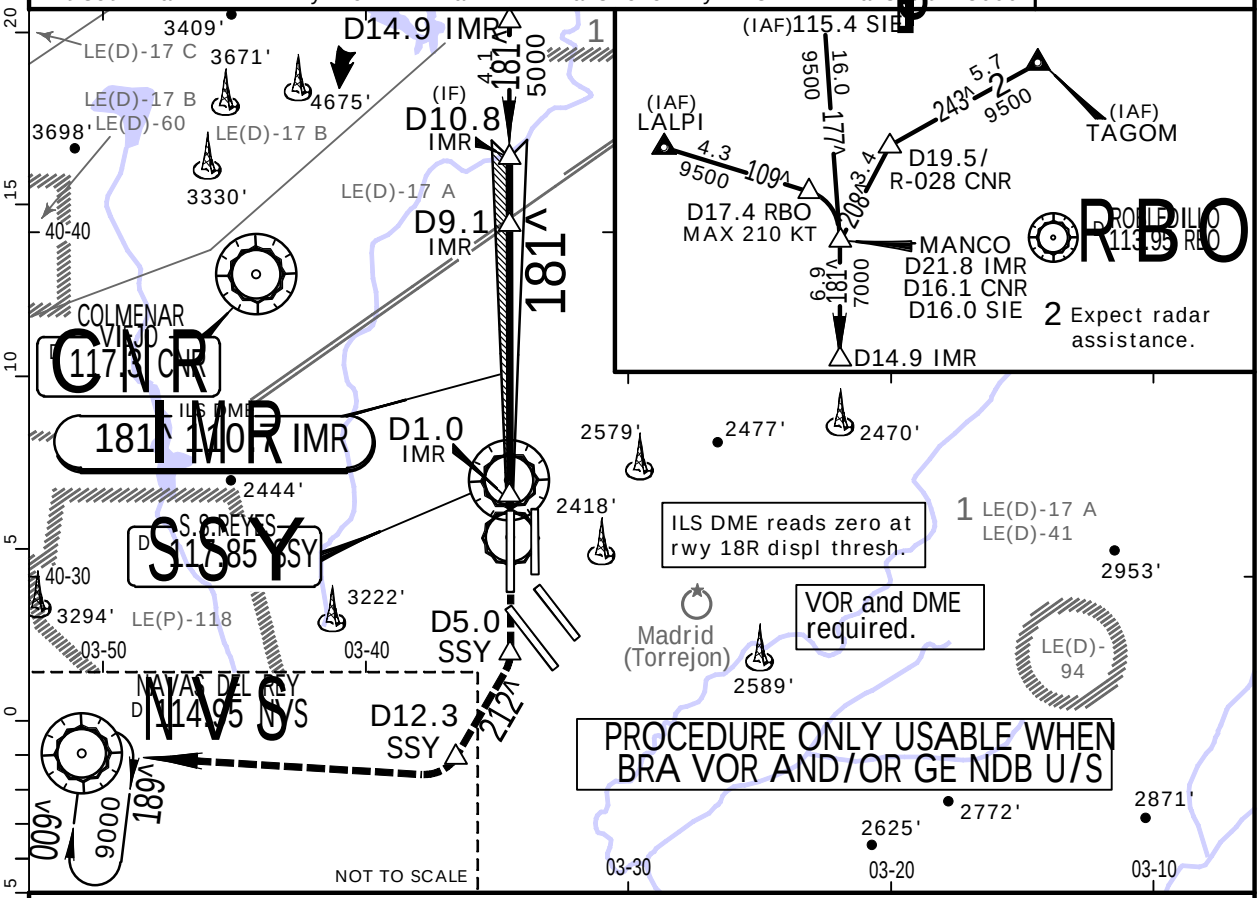
| LOC IMR | Final Apch Crs | GS D9.1 IMR | ILS DA(H) | Apt Elev 1998' |
|---|---|---|---|---|
| 110.7 | 181^ | 5000' (3009') | 2191' (200') | RWY 1991' |

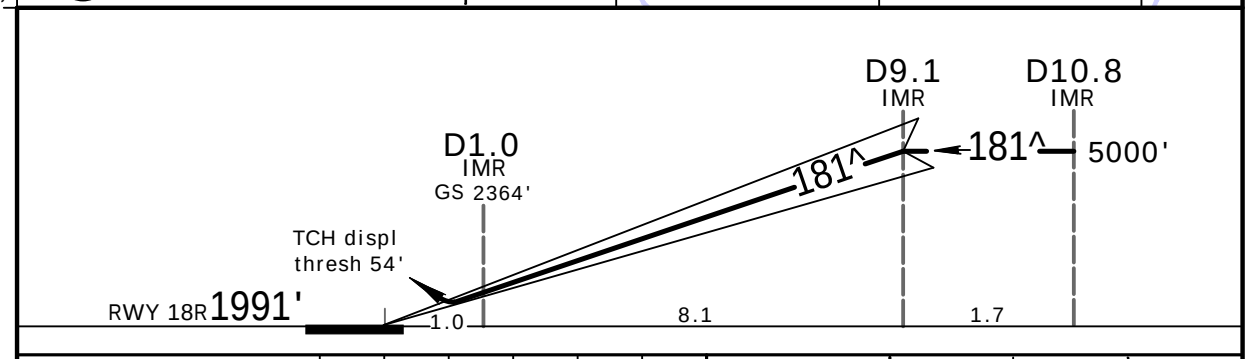
MISSED APCH: Climb on rwy heading to D5.0 SSY, then turn RIGHT (MAX 220 KT) onto 212^ to D12.3 SSY to be crossed at 5000'. Turn RIGHT (MAX 220 KT) to NVS VOR to join holding at 9000'.
ATC gradient: 4.5% up to 5000'. Inform ATC if unable.

Alt Set: hPa  Rwy Elev: 71 hPa  Trans level: By ATC  Trans alt: 13000'




MSA SSY VOR




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00^ | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS-II PAPI PAPI

D5.0 SSY on Rwy hdg

.Standard. STRAIGHT-IN LANDING RWY 18R

DA(H) 2191' (200')

| | FULL | Limited | ALS out |
|---|---|---|---|
| A | RVR 550m | RVR 750m | RVR 1200m |
| B | | | |
| C | | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 2720' (722') | 1500m |
| 135 | 2860' (862') | 1600m |
| 180 | 3280' (1282') | 2400m |

CHANGES: Missed apch.

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# LEMD/MAD BARAJAS

JEPPESEN

18 APR 14 .Eff.1.May. (11-4A)

# MADRID, SPAIN
# CAT II/III ILS Y Rwy 18R

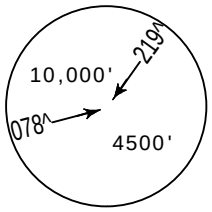
BRIEFING STRIP ™

| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For GND frequencies |
|---|---|---|---|---|---|---|
| 118.25 | 127.1 | 127.5 | 128.7 | 134.95 | 118.07 | refer to 10-9 |

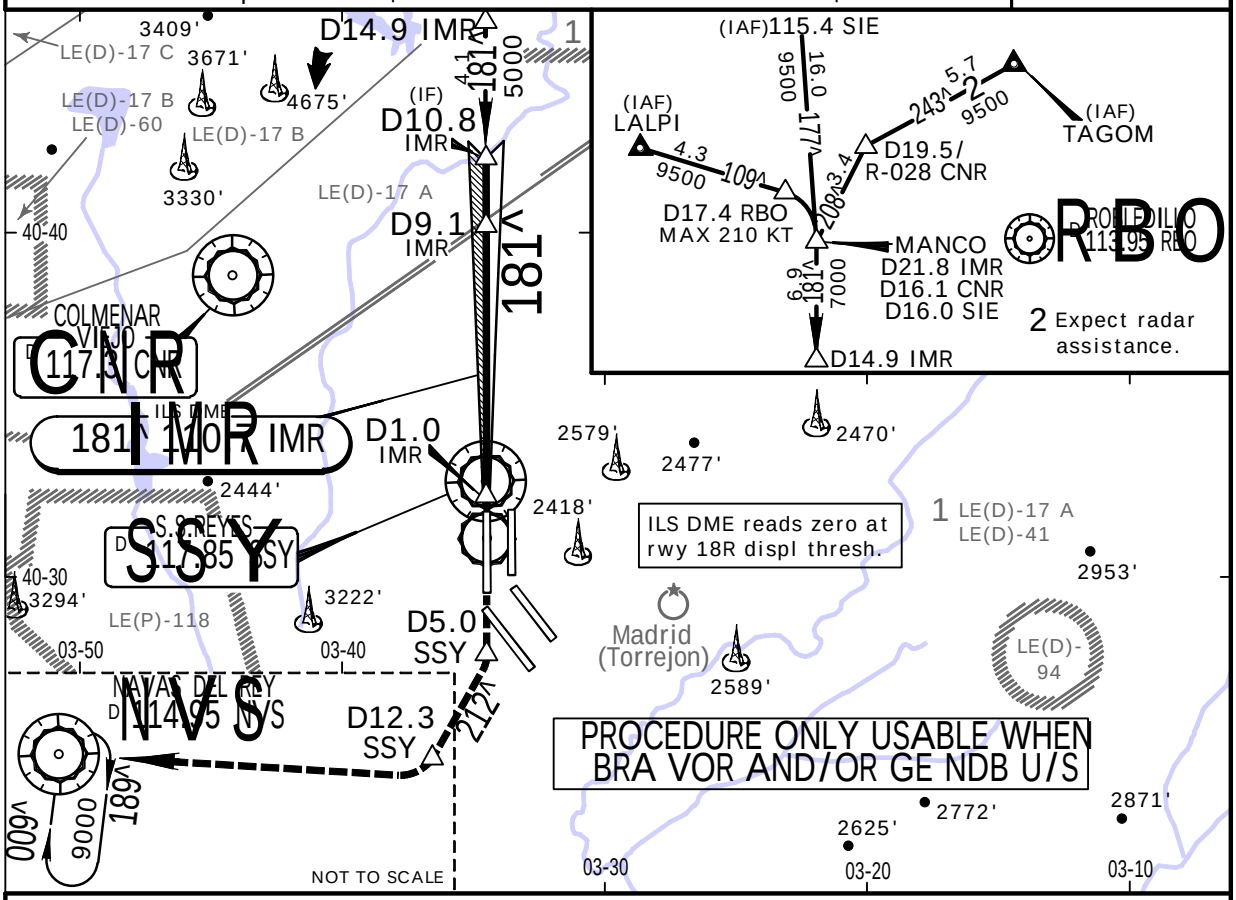
| LOC IMR | Final Apch Crs | GS D9.1 IMR | CAT II & IIIA ILS Refer to Minimums | Apt Elev 1998' RWY 1991' |
|---|---|---|---|---|
| 110.7 | 181^ | 5000' (3009') | | |

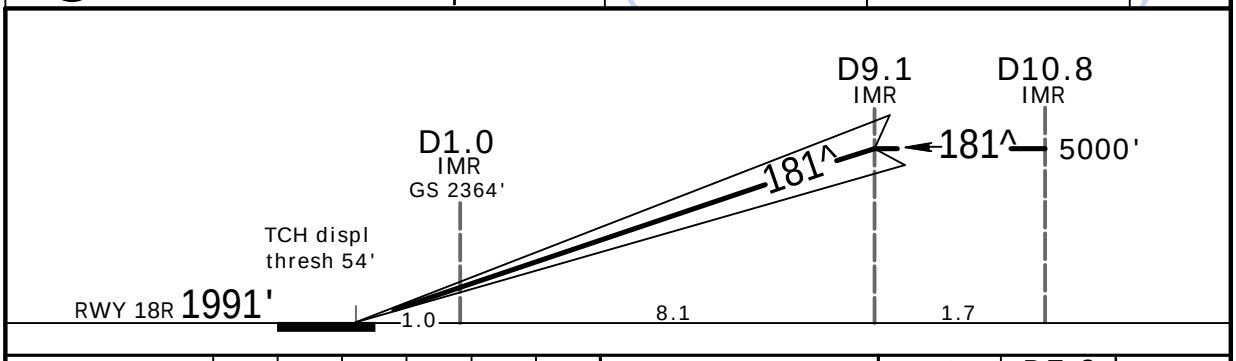
MISSED APCH: Climb on rwy heading to D5.0 SSY, then turn RIGHT (MAX 220 KT) onto 212^ to D12.3 SSY to be crossed at 5000'. Turn RIGHT (MAX 220 KT) to NVS VOR to join holding at 9000'.
ATC gradient: 4.5% up to 5000'. Inform ATC if unable.

Alt Set: hPa  Rwy Elev: 71 hPa  Trans level: By ATC  Trans alt: 13000'
1. VOR and DME required.  2. Special Aircrew & Acft Certification Required.




MSA
SSY VOR




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| GS 3.00^ | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS-II PAPI PAPI

D5.0 SSY on Rwy hdg

.Standard.

STRAIGHT-IN LANDING RWY 18R

| CAT IIIA ILS | CAT II ILS ABC | CAT II ILS D |
|---|---|---|
| DH 50' | RA 98' DA(H) 2091' (100') | RA 110' DA(H) 2104' (113') |
| RVR 200m | RVR 300m 1 | |

NS OPS

CHANGES: Missed apch.

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# LEMD/MAD
BARAJAS

JEPPESEN

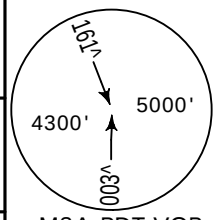
1 NOV 13
.Eff.14.Nov.
(11-5)

# MADRID, SPAIN
## ILS Z or LOC Rwy 32L

| ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground freq |
|---|---|---|---|---|---|---|
| 118.25 | 127.1 | 127.5 | 128.7 | 134.95 | 118.15 | refer to 10-9 |

| LOC MAA | Final Apch Crs | GS MA Lctr | ILS DA(H) | Apt Elev / RWY |
|---|---|---|---|---|
| 109.9 | 324^ | 3503' (1570') | Refer to Minimums | 1998' / 1933' |

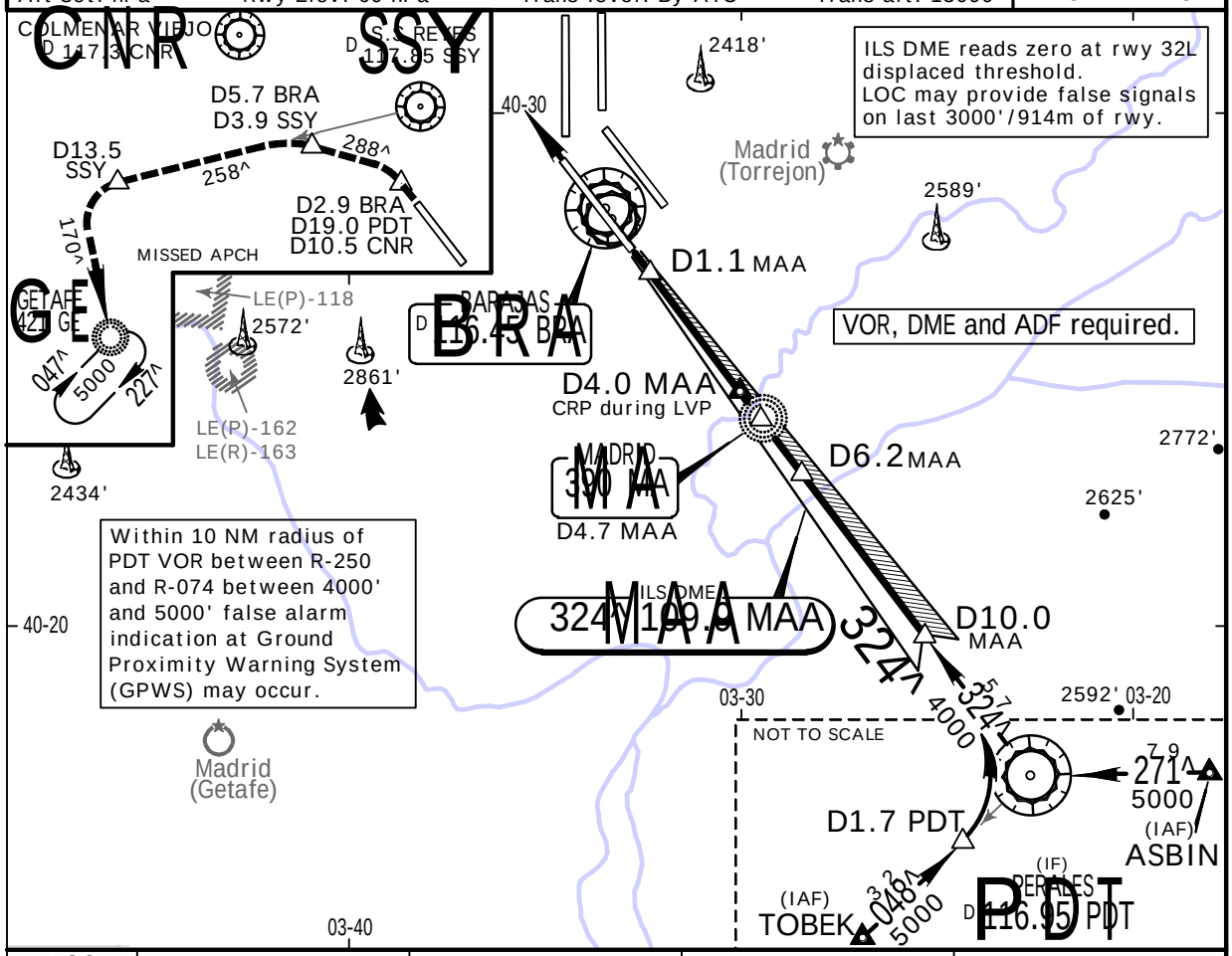
MISSED APCH: Climb on rwy heading to D2.9 BRA/D19.0 PDT/D10.5 CNR at or above 2500' (LOC: 2700'). Turn LEFT (MAX 185 KT) onto 288^ to D5.7 BRA/D3.9 SSY at or above 3000'. Turn LEFT (MAX 185 KT) to intercept R-258 SSY. Pass D13.5 SSY at or above 4400', then turn LEFT (MAX 220 KT) onto 170^ GE NDB to join holding at 5000'. Do not climb above 5000'.



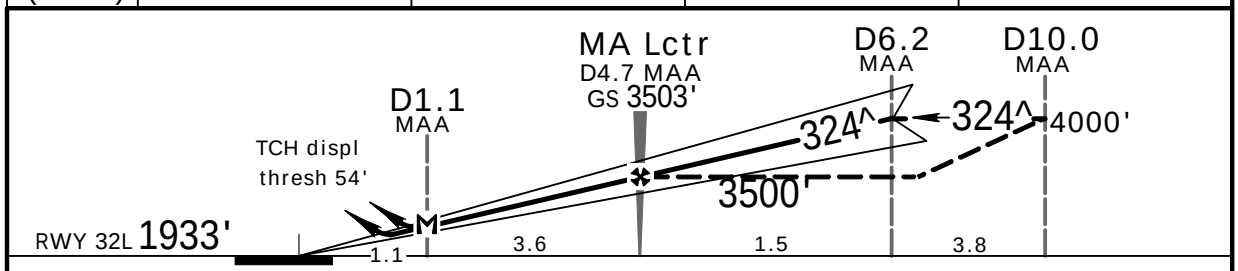
MSA PDT VOR

Alt Set: hPa | Rwy Elev: 69 hPa | Trans level: By ATC | Trans alt: 13000'

BRIEFING STRIP ™




| LOC (GS out) | MAA DME | 2.0 | 3.0 | 4.0 |
|---|---|---|---|---|
| | ALTITUDE | 2650' | 2980' | 3310' |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| ILS GS | 3.00^ | 372 | 478 | 531 | 637 | 743 | 849 |
| LOC Descent Angle | 3.10^ | 384 | 494 | 548 | 658 | 768 | 878 |
| MAP at D1.1 MAA | | | | | | | |

HIALS-II
PAPI PAPI
D2.9 BRA
D19.0 PDT
D10.5 CNR
on
Rwy hdg

.Standard. STRAIGHT-IN LANDING RWY 32L

ILS DA(H) A: 2183' (250') B: 2195' (262') C: 2203' (270') D: 2214' (281')

LOC (GS out) DA(H) 2350' (417')

| | FULL | Limited | ALS out | | ALS out |
|---|---|---|---|---|---|
| A | RVR 550m | RVR 750m | RVR 1300m | RVR 1200m | RVR 1500m |
| B | RVR 600m | | | | |
| C | | | | | RVR 1900m |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 2720' (722') | 1500m |
| 135 | 2860' (862') | 1600m |
| 180 | 3280' (1282') | 2400m |

NS OPS

CHANGES: Missed apch.

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# LEMD/MAD BARAJAS

JEPPESEN

1 NOV 13
.Eff.14.Nov.

11-5A

# MADRID, SPAIN
# CAT II/III ILS Z Rwy 32L

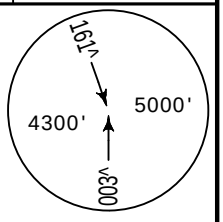
BRIEFING STRIP ™

| ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground freq frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.25 | 127.1 | 127.5 | 128.7 | 134.95 | 118.15 | |

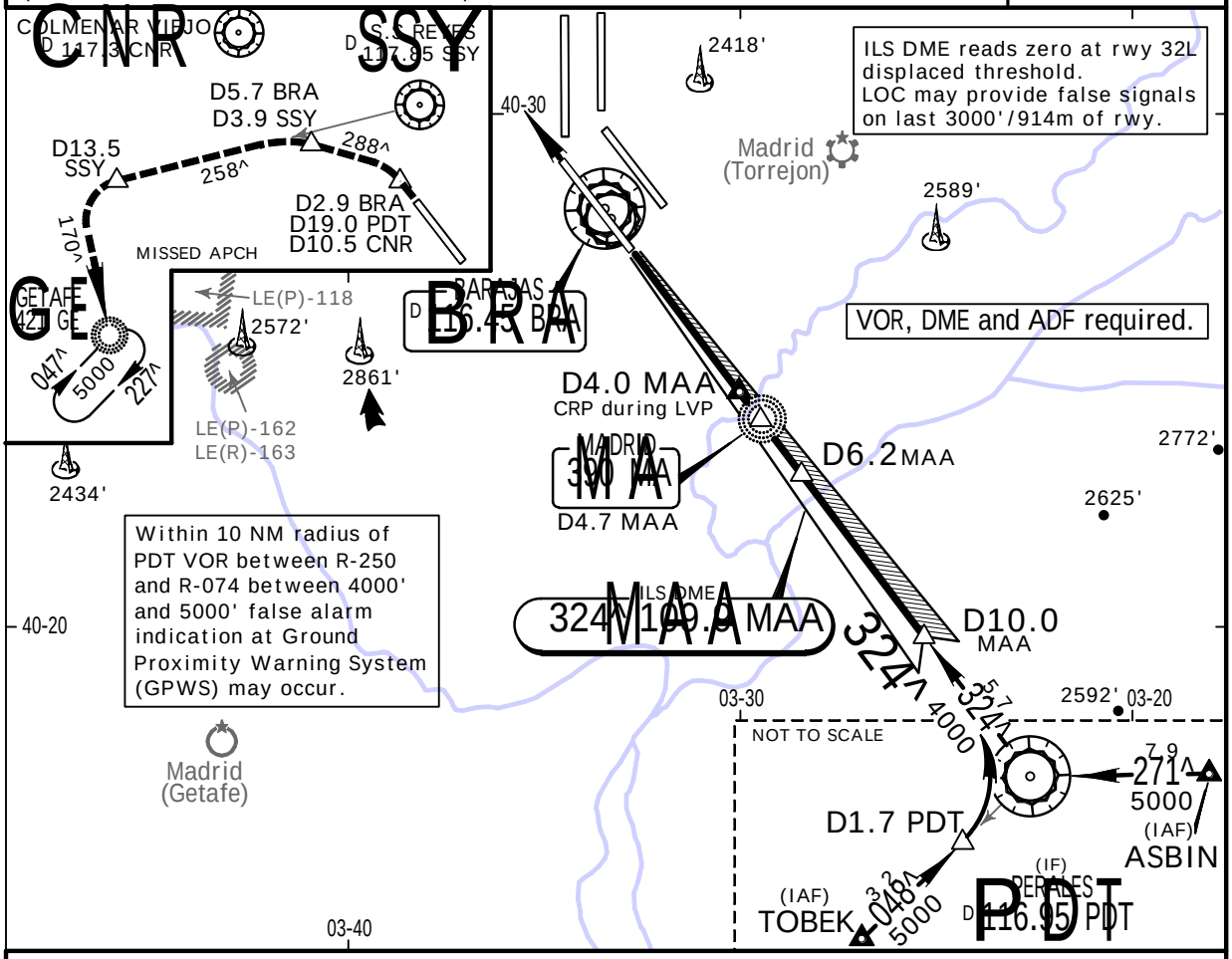
| LOC MAA | Final Apch Crs | GS MA Lctr | CAT II & IIIA ILS | Apt Elev 1998' |
|---|---|---|---|---|
| 109.9 | 324^ | 3503' (1570') | Refer to Minimums | RWY 1933' |

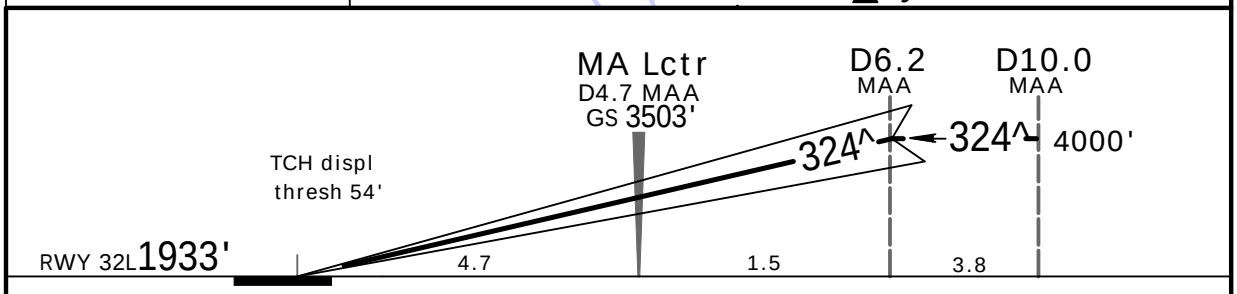
MISSED APCH: Climb on rwy hdg to D2.9 BRA/D19.0 PDT/D10.5 CNR at or above 2500'. Turn LEFT (MAX 185 KT) onto 288^ to D5.7 BRA/D3.9 SSY at or above 3000'. Turn LEFT (MAX 185 KT) to intercept R-258 SSY. Pass D13.5 SSY at or above 4400', then turn LEFT (MAX 220 KT) onto 170^ GE NDB to join holding at 5000'. Do not climb above 5000'.

Alt Set: hPa Rwy Elev: 69 hPa Trans level: By ATC Trans alt: 13000'
Special Aircrew & Acft Certification Required.




MSA
PDT VOR




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| GS 3.00^ | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS-II
PAPI PAPI
D2.9 BRA
D19.0 PDT
D10.5 CNR
on
Rwy hdg

.Standard.

STRAIGHT-IN LANDING RWY 32L

| CAT IIIA ILS | CAT II ILS A | CAT II ILS B | CAT II ILS C | CAT II ILS D |
|---|---|---|---|---|
| DH 50' | RA 161' DA(H) 2081' (148') | RA 180' DA(H) 2098' (165') | RA 195' DA(H) 2110' (177') | RA 211' DA(H) 2124' (191') |
| RVR 200m | RVR 450m | | | |

NS OPS

CHANGES: Missed apch.

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# LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN

12 SEP 14
Eff 18 Sep. (11-6)

# MADRID, SPAIN
# ILS W Rwy 32L

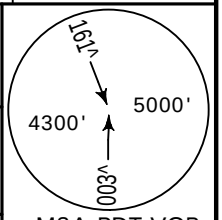
BRIEFING STRIP ™

| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.25 | 127.1 | 127.5 | 128.7 | 134.95 | 118.15 | |

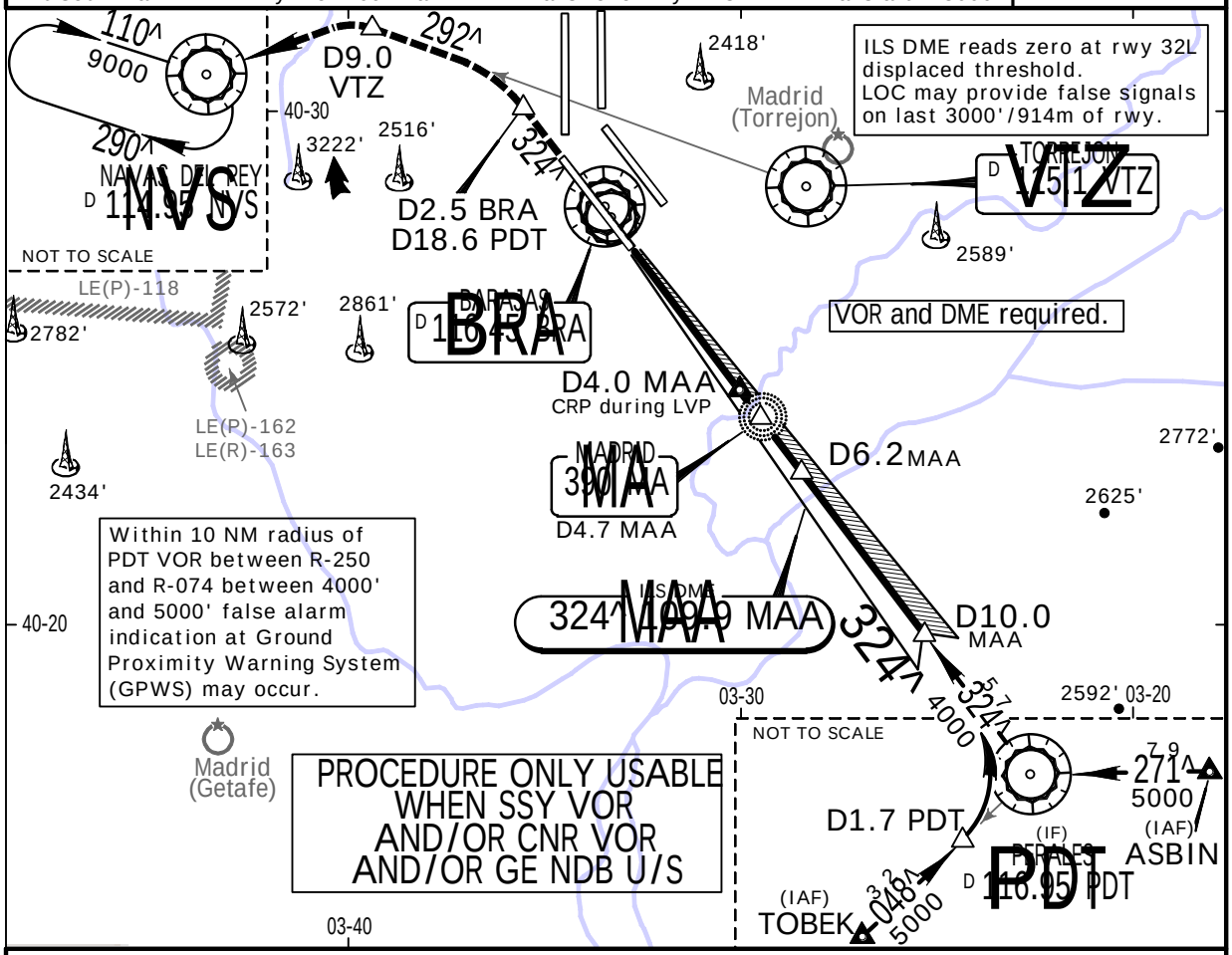
| LOC MAA | Final Apch Crs | GS MA Lctr | ILS DA(H) | Apt Elev 1998' |
|---|---|---|---|---|
| 109.9 | 324^ | 3503' (1570') | Refer to Minimums | RWY 1933' |

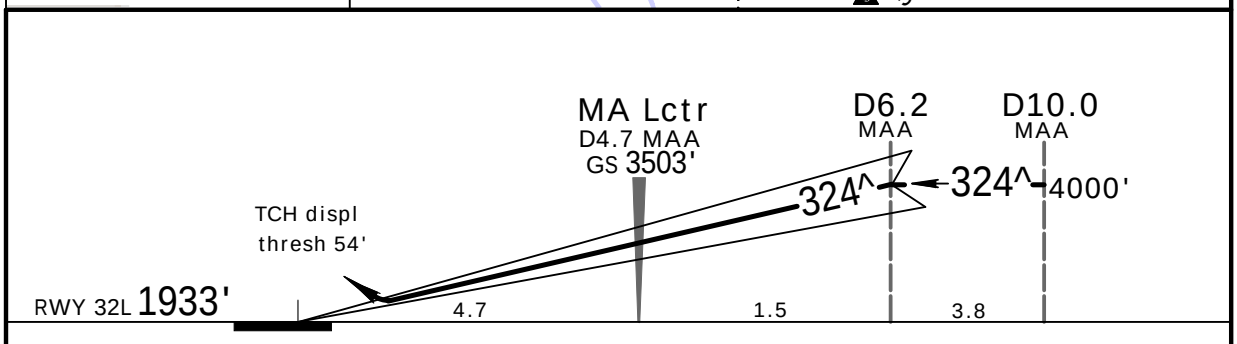
MISSED APCH: Climb on rwy heading to D2.5 BRA/D18.6 PDT to be crossed at or above 2400'. Turn LEFT (MAX 185 KT) to intercept and follow R-292 VTZ to cross D9.0 VTZ at or above 3000'. Turn LEFT (MAX 185 KT) to NVS VOR to join holding at 9000'. Contact ATC before reaching 4000' and follow instructions.

Alt Set: hPa | Rwy Elev: 69 hPa | Trans level: By ATC | Trans alt: 13000'



MSA PDT VOR




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00^ | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS-II
PAPI PAPI
D2.5 BRA
D18.6 PDT
on Rwy hdg

.Standard. STRAIGHT-IN LANDING RWY 32L

ILS
DA(H) A: 2183' (250') C: 2203' (270')
B: 2195' (262') D: 2214' (281')

| | FULL | Limited | ALS out |
|---|---|---|---|
| A | RVR 550m | RVR 750m | RVR 1300m |
| B | RVR 600m | | |
| C | | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 2720' (722') | 1500m |
| 135 | 2860' (862') | 1600m |
| 180 | 3280' (1282') | 2400m |

NS OPS

CHANGES: Missed apch.

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# LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
12 SEP 14
.Eff.18.Sep.
11-6A

# MADRID, SPAIN
# CAT II/III ILS W Rwy 32L

BRIEFING STRIP ™

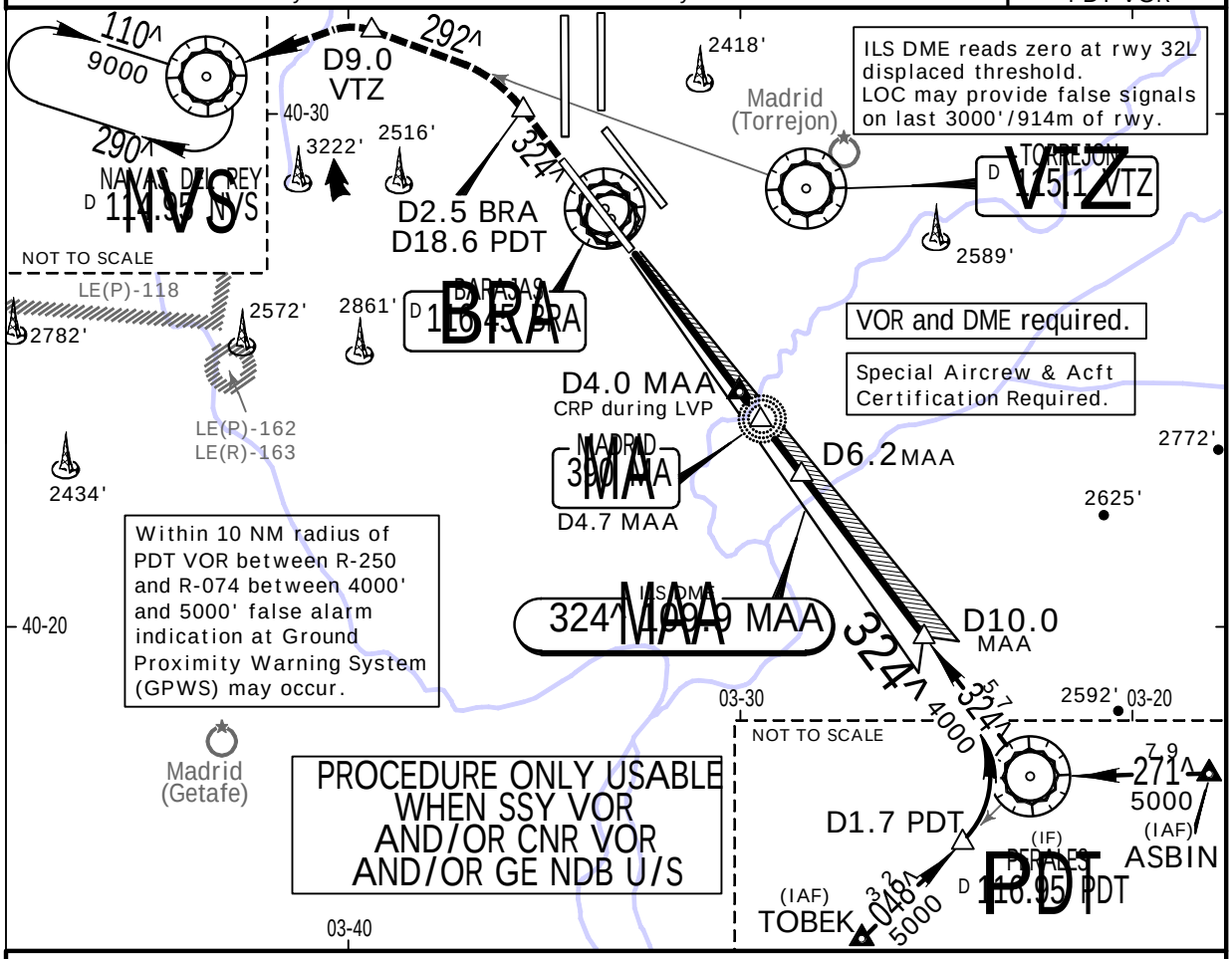
| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground freq |
|---|---|---|---|---|---|---|
| 118.25 | 127.1 | 127.5 | 128.7 | 134.95 | 118.15 | refer to 10-9 |

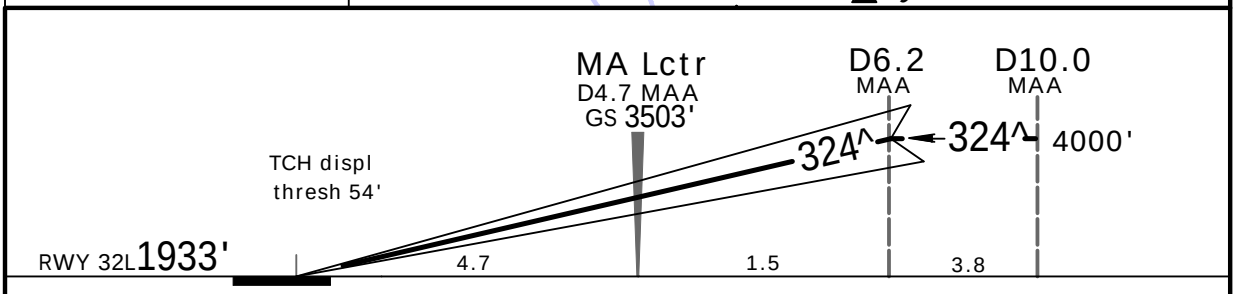
| LOC MAA | Final Apch Crs | GS MA Lctr | CAT II & IIIA ILS | Apt Elev / RWY |
|---|---|---|---|---|
| 109.9 | 324^ | 3503' (1570') | Refer to Minimums | 1998' / 1933' |

MISSED APCH: Climb on rwy heading to D2.5 BRA/D18.6 PDT to be crossed at or above 2400'. Turn LEFT (MAX 185 KT) to intercept and follow R-292 VTZ to cross D9.0 VTZ at or above 3000'. Turn LEFT (MAX 185 KT) to NVS VOR to join holding at 9000'. Contact ATC before reaching 4000' and follow instructions.

Alt Set: hPa | Rwy Elev: 69 hPa | Trans level: By ATC | Trans alt: 13000'

MSA PDT VOR: 161^ 5000' 4300' 003^




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| GS 3.00^ | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS-II PAPI PAPI D2.5 BRA D18.6 PDT on Rwy hdg

.Standard.

STRAIGHT-IN LANDING RWY 32L

| CAT IIIA ILS | CAT II ILS A | CAT II ILS B | CAT II ILS C | CAT II ILS D |
|---|---|---|---|---|
| DH 50' | RA 161' DA(H) 2081' (148') | RA 180' DA(H) 2098' (165') | RA 195' DA(H) 2110' (177') | RA 231' DA(H) 2141' (208') |
| RVR 200m | RVR 450m | | | |

NS OPS

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# LEMD/MAD BARAJAS

JEPPESEN

1 NOV 13 .Eff.14.Nov. (11-7)

# MADRID, SPAIN ILS Z or LOC Rwy 32R

BRIEFING STRIP ™

| ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.25 | 127.1 | 127.5 | 128.7 | 134.95 | 118.97 | |

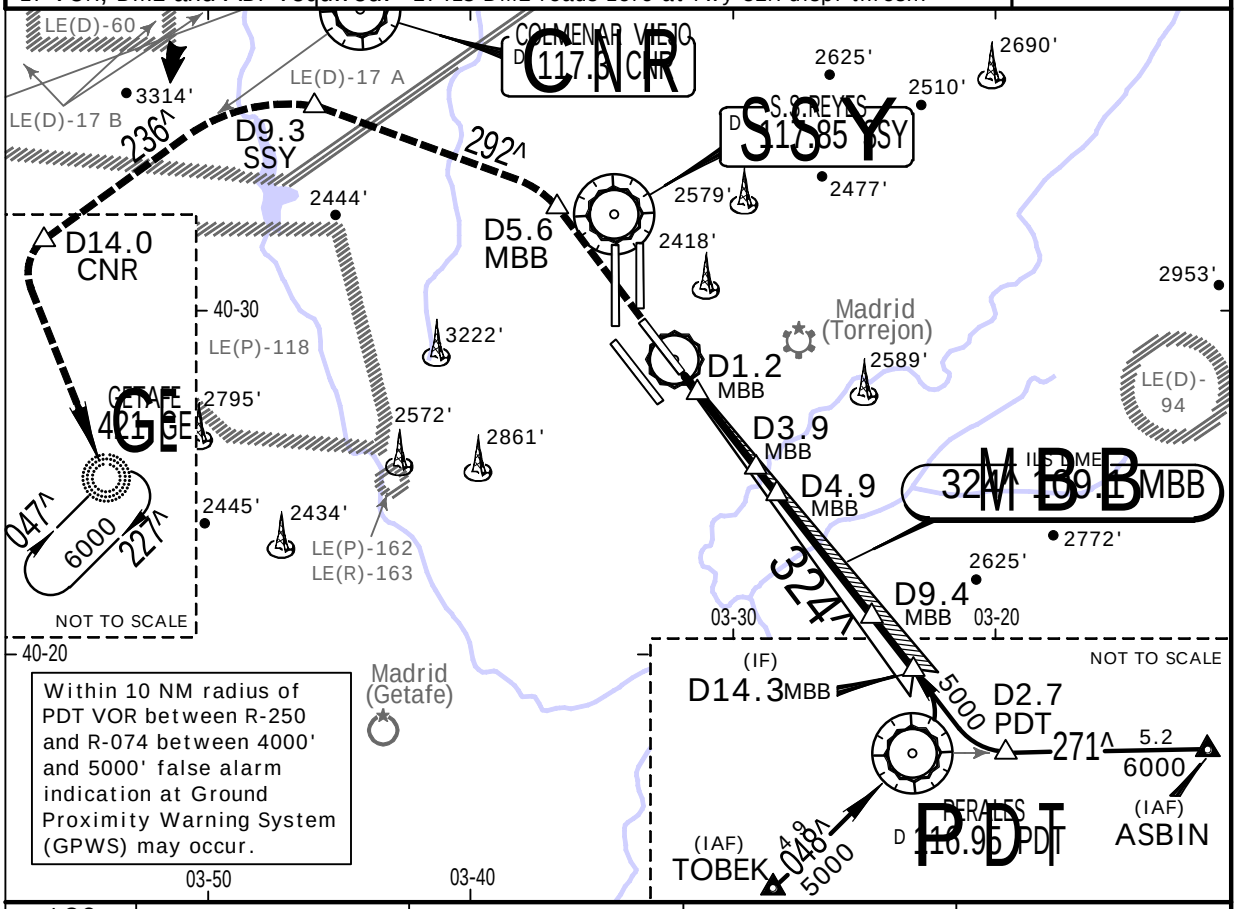
| LOC MBB | Final Apch Crs | GS D3.9 MBB | ILS DA(H) Refer to Minimums | Apt Elev 1998' RWY 1886' |
|---|---|---|---|---|
| 109.1 | 324^ | 3195' (1309') | | |

MISSED APCH: Climb on rwy heading to D5.6 MBB. Turn LEFT (MAX 185 KT) to intercept R-292 SSY to D9.3 SSY at or above 4000' (LOC: 4300'). Turn LEFT (MAX 220 KT) to intercept R-236 CNR. Cross D14.0 CNR at 6000', then turn LEFT (MAX 220 KT) to GE NDB to join holding at 6000'. Do not climb above 6000'.

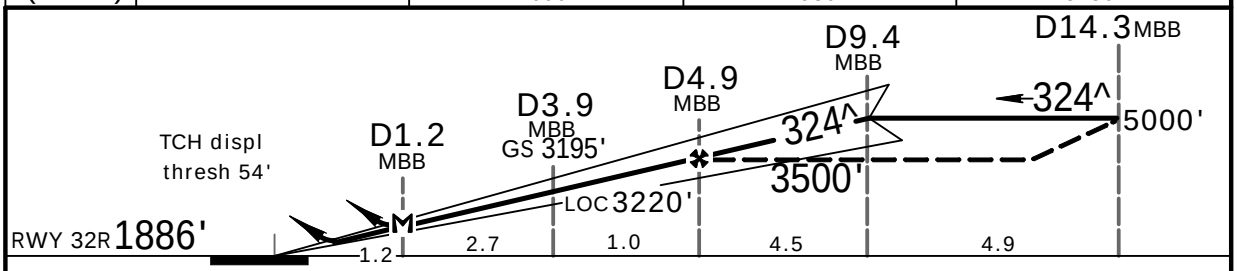
MSA PDT VOR: 161^ 5000' 4300' 003^ 5000'

Alt Set: hPa  Rwy Elev: 67 hPa  Trans level: By ATC  Trans alt: 13000'

1. VOR, DME and ADF required. 2. ILS DME reads zero at rwy 32R displ thresh.




| LOC (GS out) | MBB DME | 2.0 | 3.0 | 4.0 |
|---|---|---|---|---|
| | ALTITUDE | 2600' | 2930' | 3250' |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| ILS GS | 3.00^ | 372 | 478 | 531 | 637 | 743 | 849 |
| LOC Descent Angle | 3.10^ | 384 | 494 | 548 | 658 | 768 | 878 |
| MAP at D1.2 MBB | | | | | | | |

HIALS-II PAPI PAPI D5.6 MBB on Rwy hdg

.Standard. STRAIGHT-IN LANDING RWY 32R

ILS DA(H) AB: 2086' (200') C: 2094' (208') D: 2105' (219')

LOC (GS out) DA(H) 2340' (454')

| | FULL | Limited | ALS out | | ALS out |
|---|---|---|---|---|---|
| A | RVR 550m | RVR 750m | RVR 1200m | RVR 1400m | RVR 1500m |
| B | | | | | |
| C | | | | | CMV 2100m |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 2720' (722') | 1500m |
| 135 | 2860' (862') | 1600m |
| 180 | 3280' (1282') | 2400m |

CHANGES: Missed apch.

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# LEMD/MAD
BARAJAS

JEPPESEN
1 NOV 13
.Eff.14.Nov.
11-7A

# MADRID, SPAIN
## CAT II/III ILS Z Rwy 32R

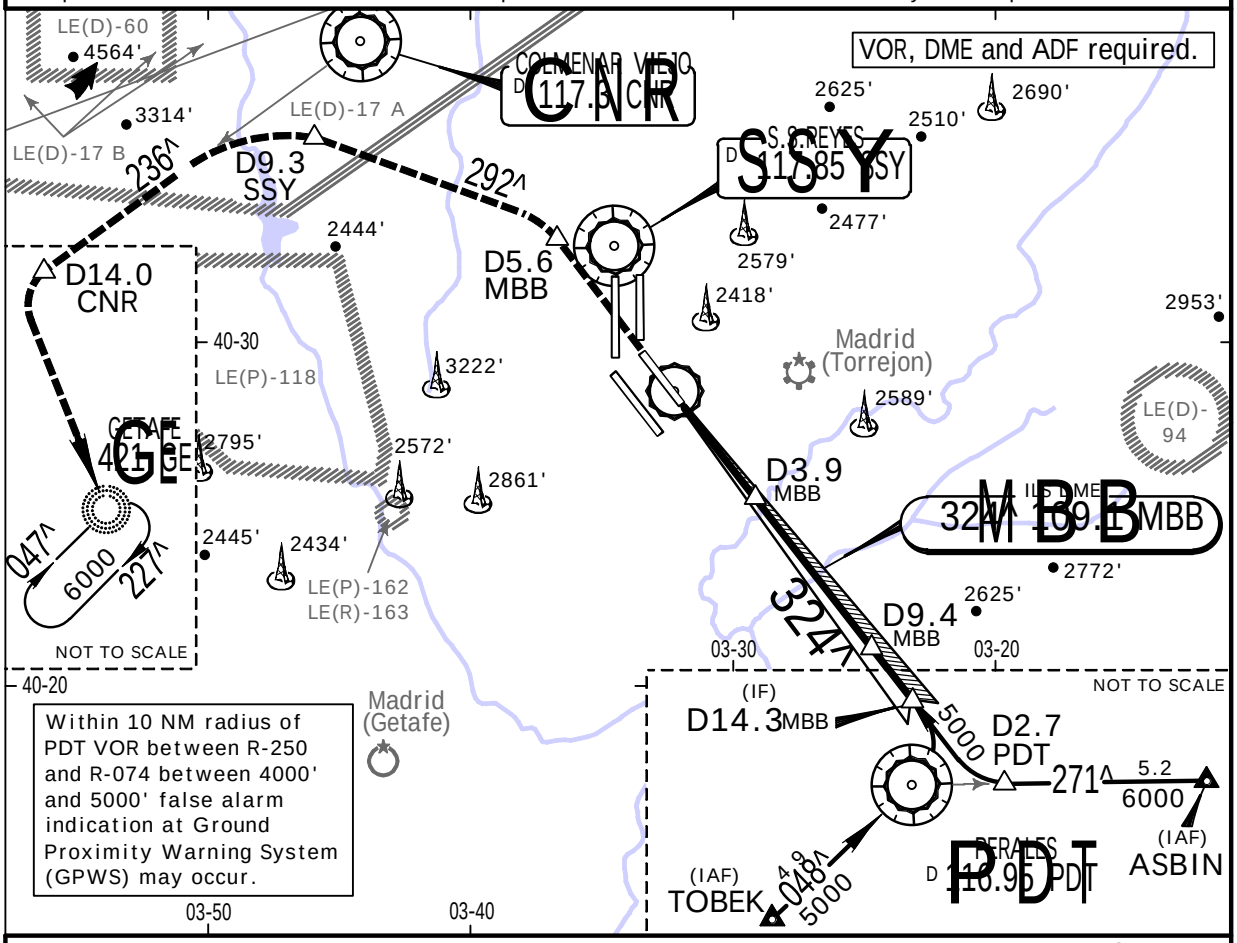
| ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.25 | 127.1 | 127.5 | 128.7 | 134.95 | 118.97 | |

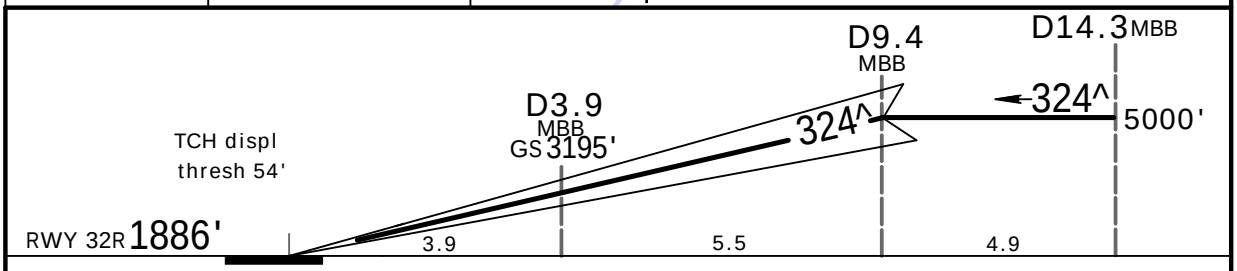
| LOC MBB | Final Apch Crs | GS D3.9 MBB | CAT II & IIIA ILS Refer to Minimums | Apt Elev 1998' RWY 1886' |
|---|---|---|---|---|
| 109.1 | 324^ | 3195' (1309') | | |

MISSED APCH: Climb on rwy heading to D5.6 MBB. Turn LEFT (MAX 185 KT) to intercept R-292 SSY to D9.3 SSY at or above 4000'. Turn LEFT (MAX 220 KT) to intercept R-236 CNR. Cross D14.0 CNR at 6000', then turn LEFT (MAX 220 KT) to GE NDB to join holding at 6000'.
Do not climb above 6000'.

161^ 5000' 4300' 003^ 6000'
MSA PDT VOR

Alt Set: hPa  Rwy Elev: 67 hPa  Trans level: By ATC  Trans alt: 13000'
1. Special Aircrew & Acft Certification Required.  2. ILS DME reads zero at rwy 32R displ thresh.




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00^ | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS-II PAPI PAPI  D5.6 MBB on Rwy hdg

.Standard.  STRAIGHT-IN LANDING RWY 32R

| CAT IIIA ILS | CAT II ILS | | |
|---|---|---|---|
| | AB | C | D |
| DH 50' | RA 109' DA(H) 1986' (100') | RA 124' DA(H) 1998' (112') | RA 141' DA(H) 2012' (126') |
| RVR 200m | RVR 300m 1 | | RVR 400m |

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# LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 12 SEP 14 .Eff.18.Sep. (11-8)

# MADRID, SPAIN
# ILS W Rwy 32R

BRIEFING STRIP ™

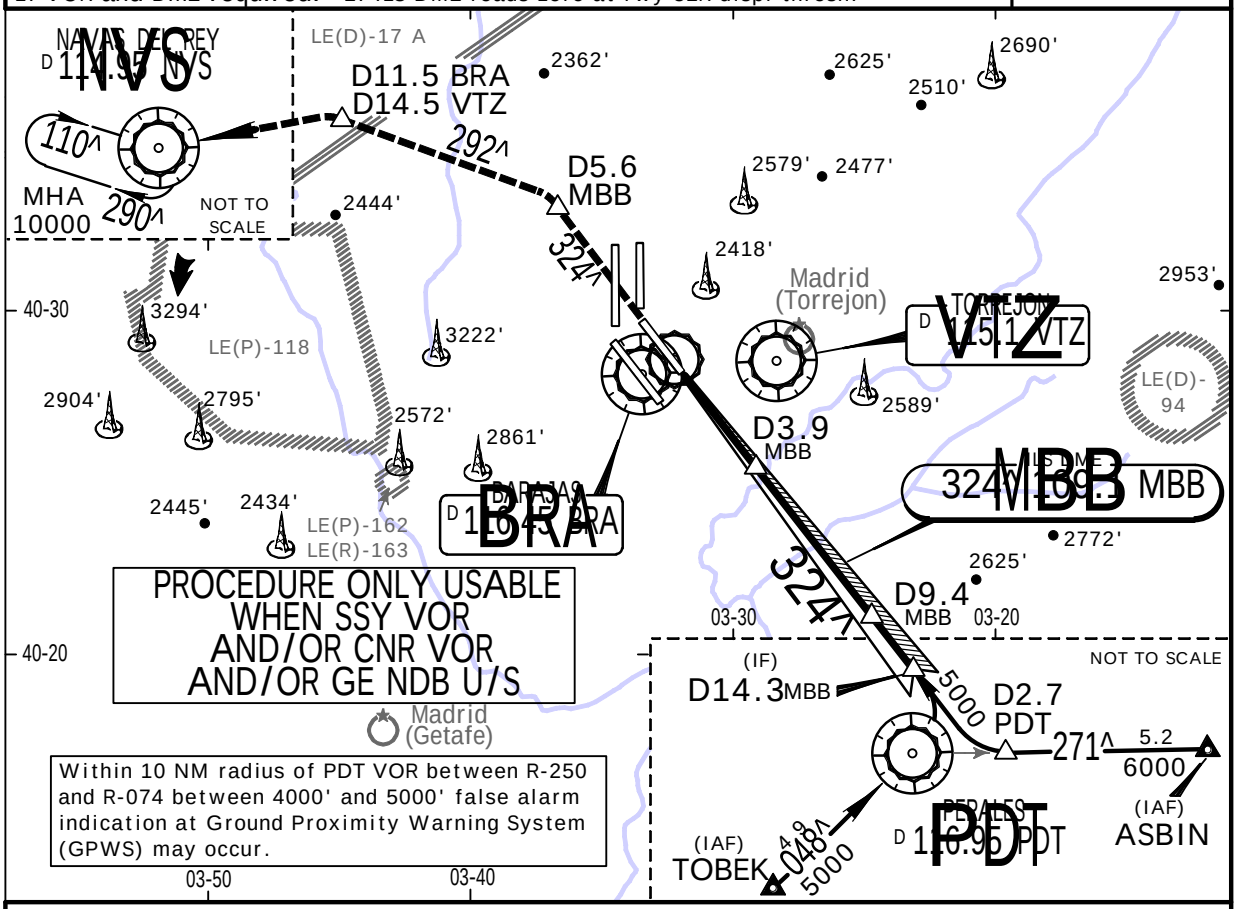
| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.25 | 127.1 | 127.5 | 128.7 | 134.95 | 118.975 | |

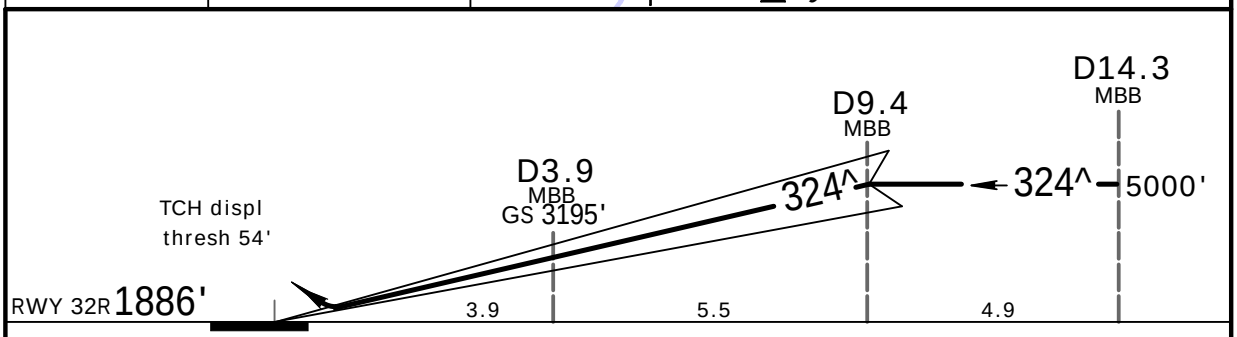
| LOC MBB | Final Apch Crs | GS D3.9 MBB | ILS DA(H) Refer to Minimums | Apt Elev 1998' RWY 1886' |
|---|---|---|---|---|
| 109.1 | 324^ | 3195' (1309') | | |

MISSED APCH: Climb on rwy heading to D5.6 MBB, then turn LEFT (MAX 185 KT) onto 292^ to cross D11.5 BRA/D14.5 VTZ at or above 4000'. Turn LEFT (MAX 220 KT) to NVS VOR to join holding at 10000'. Contact ATC before reaching 4000' and follow instructions.

Alt Set: hPa  Rwy Elev: 67 hPa  Trans level: By ATC  Trans alt: 13000'
1. VOR and DME required. 2. ILS DME reads zero at rwy 32R displ thresh.

MSA PDT VOR: 161^ 5000' 4300' 003^ 5000'




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00^ | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS-II PAPI PAPI  D5.6 MBB on Rwy hdg

.Standard. STRAIGHT-IN LANDING RWY 32R

DA(H) AB: 2086' (200')  C: 2094' (208')  D: 2105' (219')

| | FULL | Limited | ALS out |
|---|---|---|---|
| A | | | |
| B | | | |
| C | RVR 550m | RVR 750m | RVR 1200m |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 2720' (722') | 1500m |
| 135 | 2860' (862') | 1600m |
| 180 | 3280' (1282') | 2400m |

CHANGES: Missed apch.

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# LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
12 SEP 14
.Eff.18.Sep.
11-8A

# MADRID, SPAIN
# CAT II/III ILS W Rwy 32R

BRIEFING STRIP ™

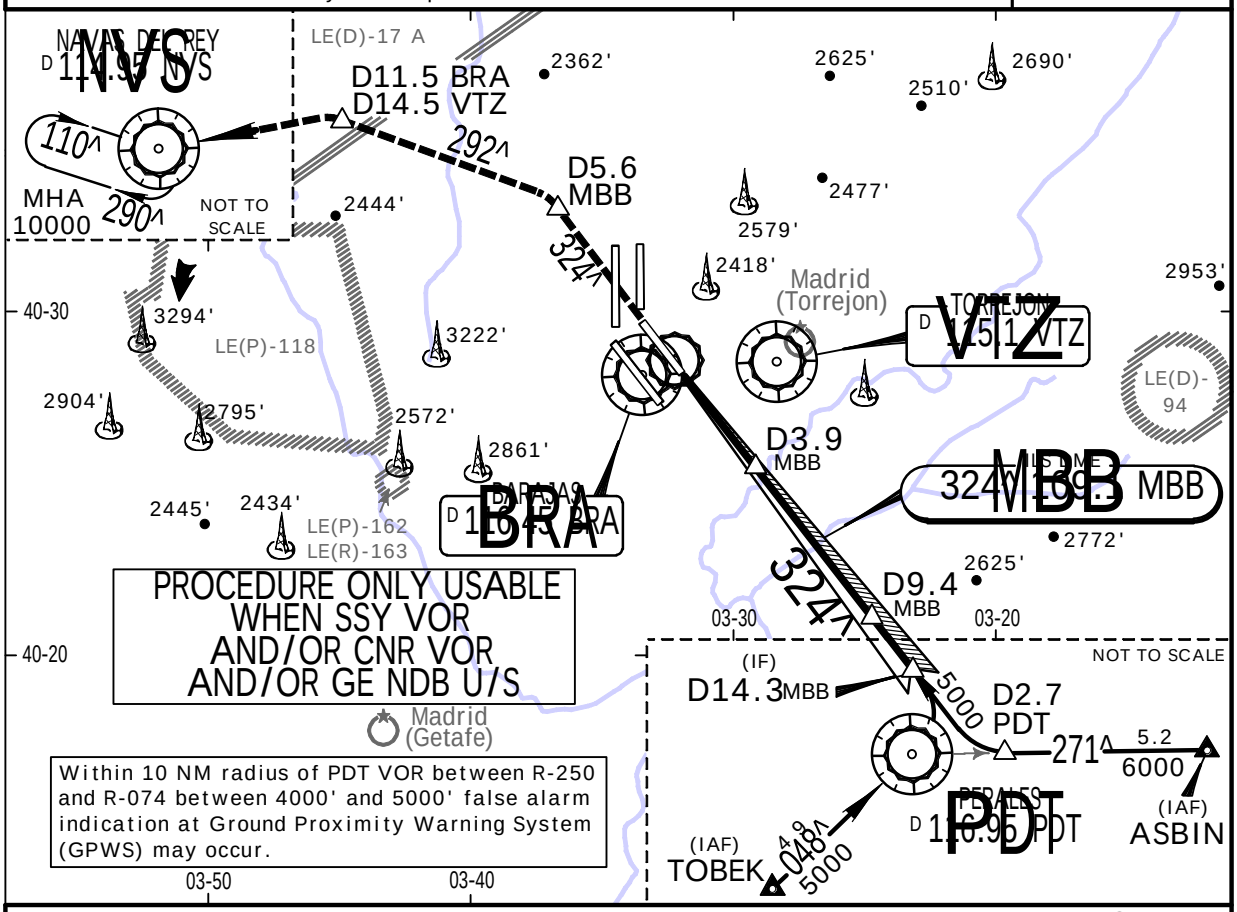
| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.25 | 127.1 | 127.5 | 128.7 | 134.95 | 118.975 | |

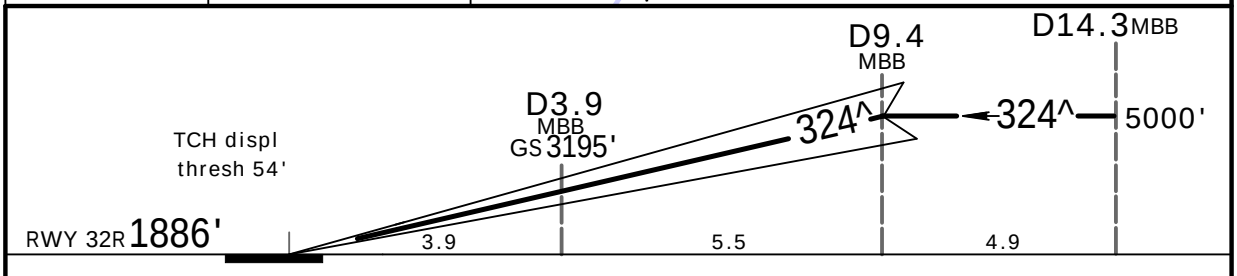
| LOC MBB | Final Apch Crs | GS D3.9 MBB | CAT II & IIIA ILS Refer to Minimums | Apt Elev 1998' RWY 1886' |
|---|---|---|---|---|
| 109.1 | 324^ | 3195' (1309') | | |

MISSED APCH: Climb on rwy heading to D5.6 MBB, then turn LEFT (MAX 185 KT) onto 292^ to cross D11.5 BRA/D14.5 VTZ at or above 4000'. Turn LEFT (MAX 220 KT) to NVS VOR to join holding at 10000'. Contact ATC before reaching 4000' and follow instructions.

Alt Set: hPa  Rwy Elev: 67 hPa  Trans level: By ATC  Trans alt: 13000'
1. VOR and DME required. 2. Special Aircrew & Acft Certification Required.
3. ILS DME reads zero at rwy 32R displ thresh.

MSA PDT VOR
161^ 5000'
4300' 003^




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00^ | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS-II PAPI PAPI

D5.6 MBB on Rwy hdg

.Standard.

STRAIGHT-IN LANDING RWY 32R

| CAT IIIA ILS | CAT II ILS AB | CAT II ILS C | CAT II ILS D |
|---|---|---|---|
| DH 50' | RA 109' DA(H) 1986' (100') | RA 124' DA(H) 1998' (112') | RA 141' DA(H) 2012' (126') |
| RVR 200m | RVR 300m 1 | | RVR 400m |

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# LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 19 SEP 14 (13-1)

# MADRID, SPAIN
# VOR Rwy 18L

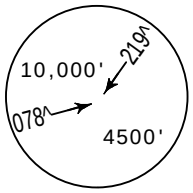
| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.250 | 127.1 | 127.5 | 128.7 | 134.950 | 118.675 | |

BRIEFING STRIP ™

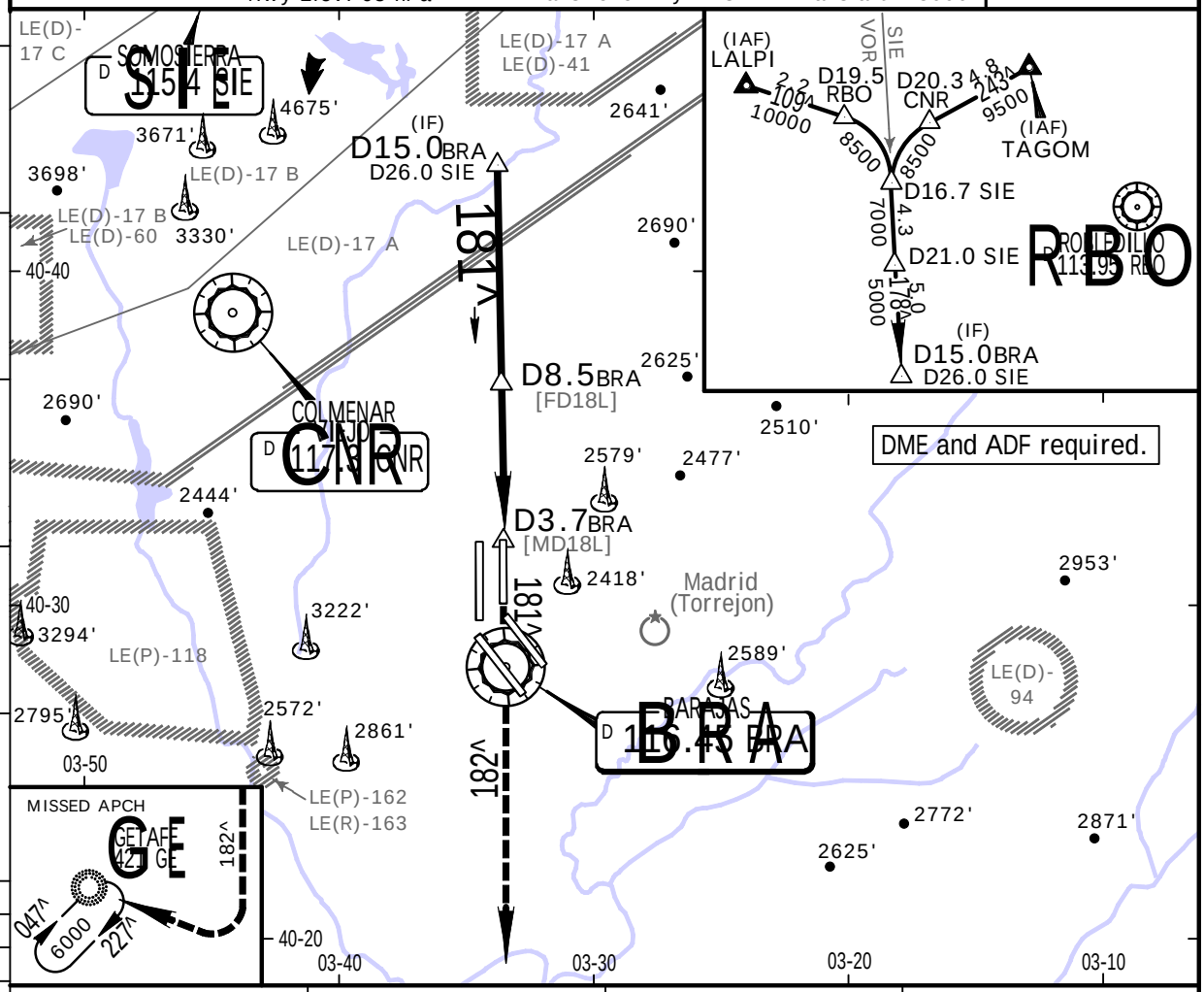
| VOR BRA | Final Apch Crs | Minimum Alt D8.5 BRA | DA(H) | Apt Elev 1998' |
|---|---|---|---|---|
| 116.45 | 181^ | 3500' (1578') | 2500' (578') | RWY 1922' |

MISSED APCH: Climb to BRA VOR. Continue on R-182 BRA until reaching 6000', then turn RIGHT to GE NDB to join holding at 6000'. Do not climb above 6000'.

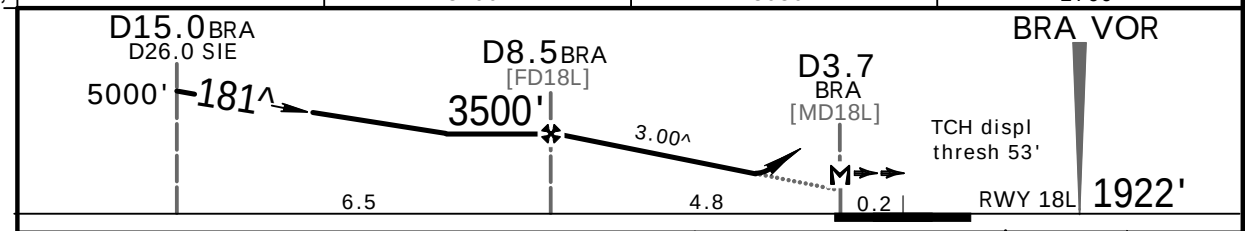
Alt Set: hPa | Rwy Elev: 68 hPa | Trans level: By ATC | Trans alt: 13000'




MSA BRA VOR




| BRA DME | 8.0 | 7.0 | 6.0 |
|---|---|---|---|
| ALTITUDE | 3400' | 3080' | 2760' |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.00^ | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D3.7 BRA | | | | | | | |

HIALS-II PAPI PAPI BRA 116.45

Standard. STRAIGHT-IN LANDING RWY 18L

DA(H) 2500' (578')

| | | ALS out |
|---|---|---|
| A | RVR 1500m | |
| B | RVR 1500m | |
| C | RVR 1900m | CMV 2400m |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 2720' (722') | 1500m |
| 135 | 2860' (862') | 1600m |
| 180 | 3280' (1282') | 2400m |

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# LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 19 SEP 14 (13-2)

# MADRID, SPAIN
# VOR Rwy 18R

BRIEFING STRIP ™

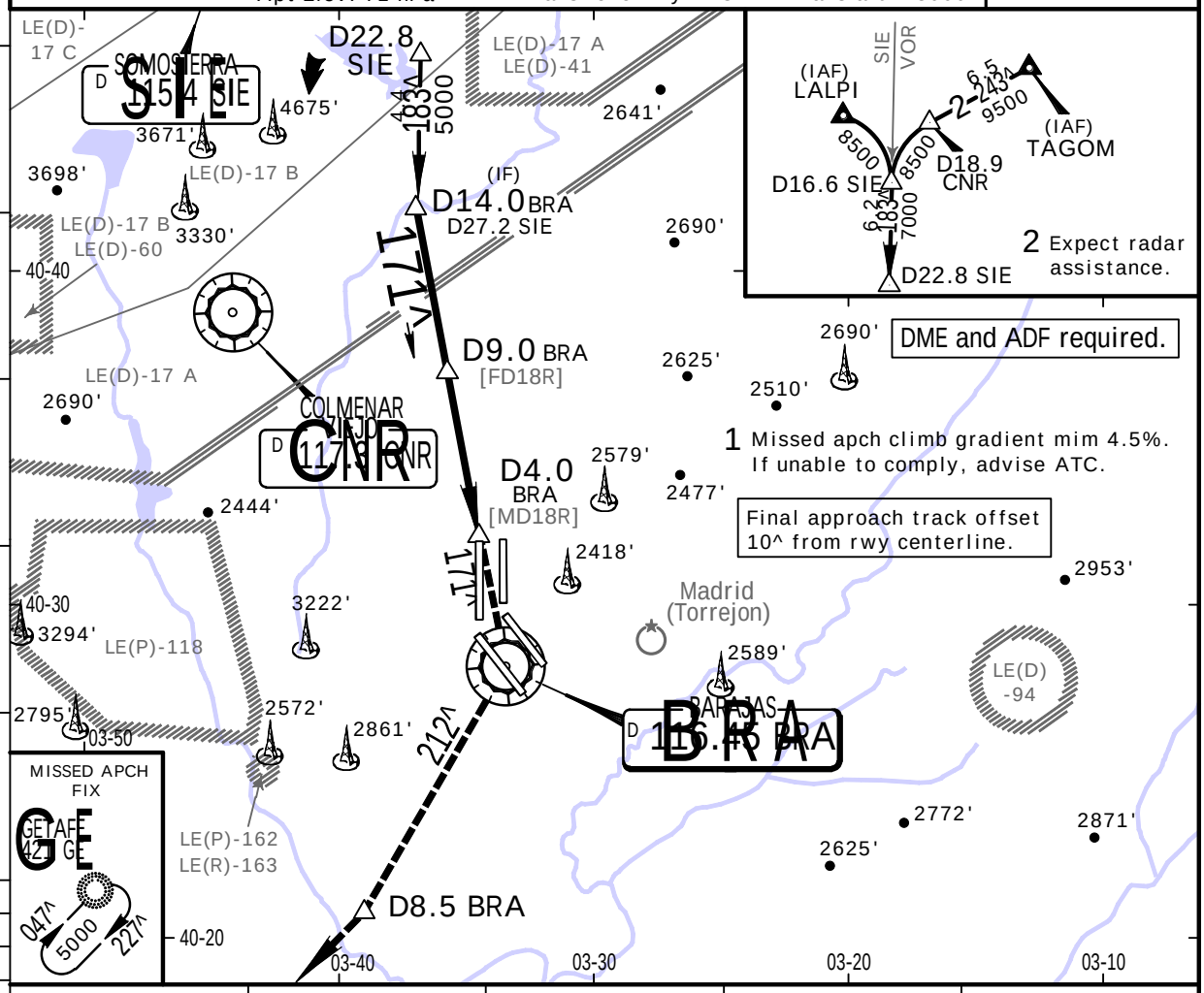
| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.250 | 127.1 | 127.5 | 128.7 | 134.950 | 118.075 | |

| VOR BRA | Final Apch Crs | Minimum Alt D9.0 BRA | DA(H) | Apt Elev |
|---|---|---|---|---|
| 116.45 | 171^ | 3900' (1902') | 2550' (552') | 1998' |

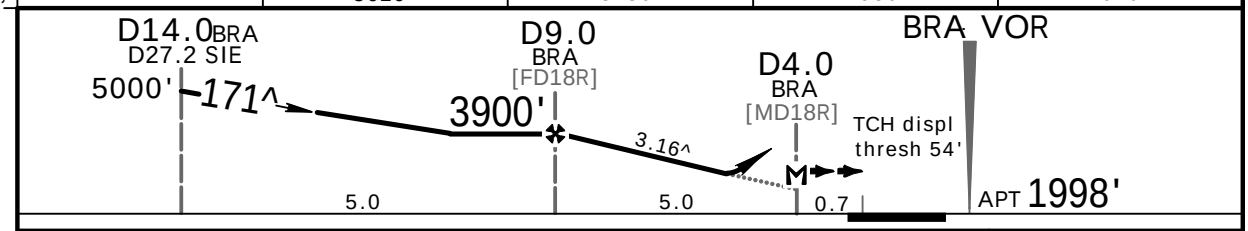
MISSED APCH: Climb to BRA VOR, then turn RIGHT (MAX 220 KT) to intercept R-212 BRA. Cross D8.5 BRA at 5000', then turn RIGHT (MAX 220 KT) to GE NDB to join holding at 5000'. Do not climb above 5000'. 1

Alt Set: hPa | Apt Elev: 71 hPa | Trans level: By ATC | Trans alt: 13000'

MSA BRA VOR: 10,000' 219^ 078^ 4500'




| BRA DME | 8.0 | 7.0 | 6.0 | 5.0 |
|---|---|---|---|---|
| ALTITUDE | 3620' | 3280' | 2950' | 2610' |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.16^ | 391 | 503 | 559 | 671 | 783 | 895 |
| MAP at D4.0 BRA | | | | | | | |

HIALS-II PAPI PAPI

BRA 116.45

.Standard. STRAIGHT-IN LANDING RWY 18R

DA(H) 2550' (552')

| | | ALS out |
|---|---|---|
| A | RVR 1500m | |
| B | | |
| C | RVR 1800m | CMV 2500m |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 2720' (722') | 1500m |
| 135 | 2860' (862') | 1600m |
| 180 | 3280' (1282') | 2500m |

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# LEMD/MAD
## ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 19 SEP 14 (13-3)

# MADRID, SPAIN
# VOR Rwy 32L

BRIEFING STRIP ™

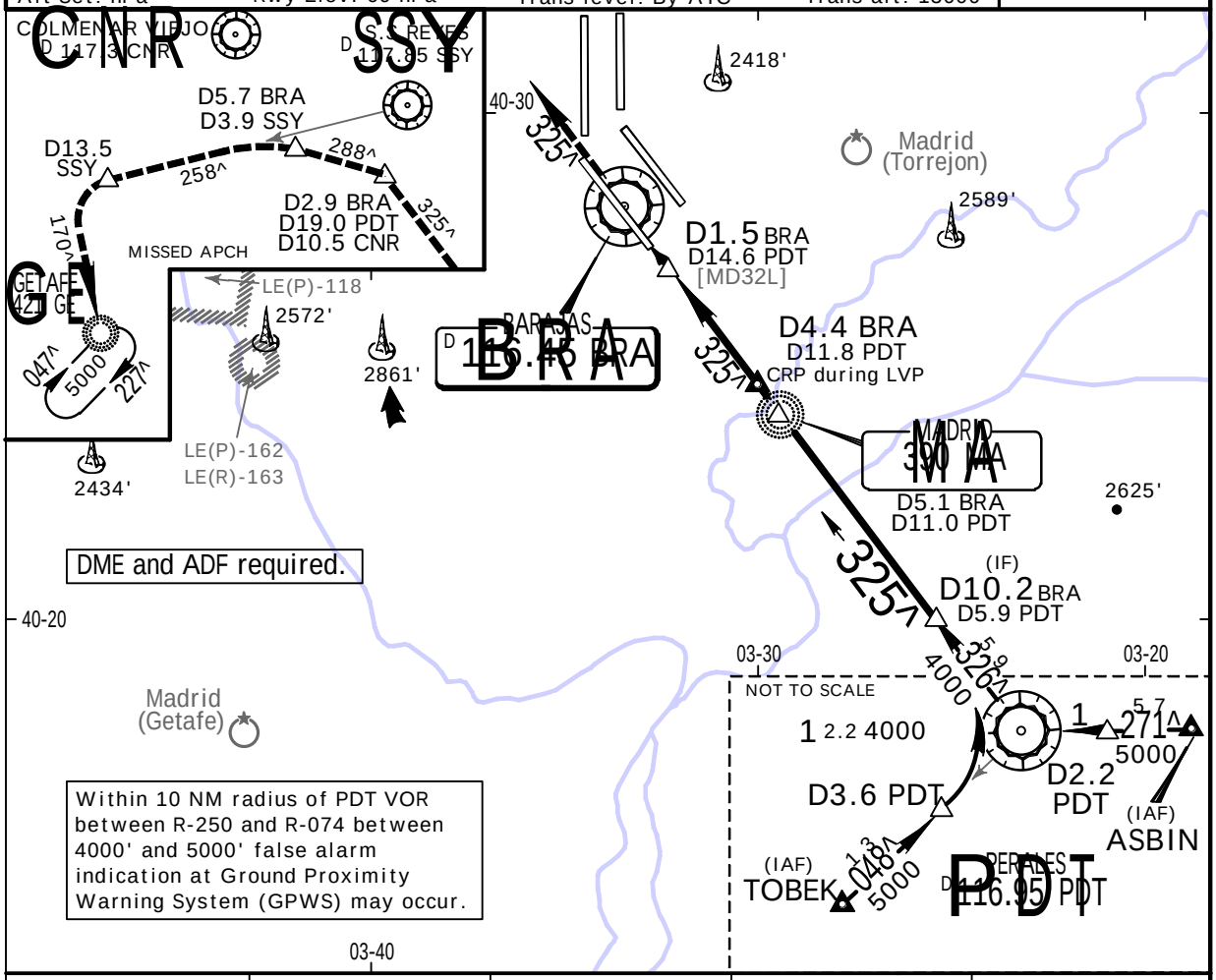
| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.250 | 127.1 | 127.5 | 128.7 | 134.950 | 118.150 | |

| VOR BRA | Final Apch Crs | Minimum Alt MA Lctr | DA(H) | Apt Elev 1998' RWY 1933' |
|---|---|---|---|---|
| 116.45 | 325^ | 3400' (1467') | 2420' (487') | |

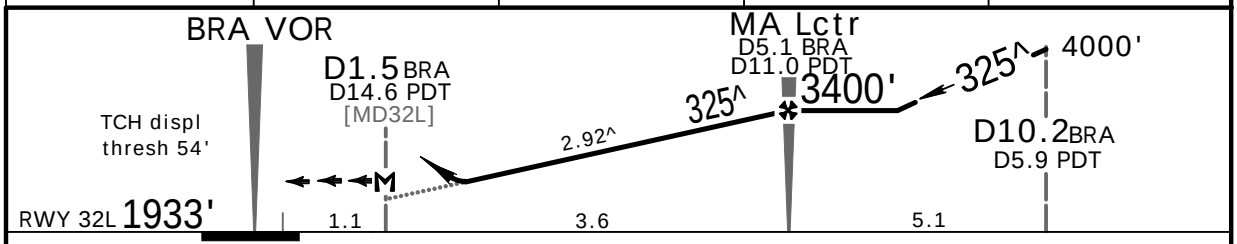
MISSED APCH: Climb on R-325 BRA to D2.9 BRA/D19.0 PDT/D10.5 CNR at or above 2700'. Turn LEFT (MAX 185 KT) onto 288^ to D5.7 BRA/D3.9 SSY at or above 3000'. Turn LEFT (MAX 185 KT) to intercept R-258 SSY. Pass D13.5 SSY at or above 4400', then turn LEFT (MAX 220 KT) onto 170^ GE NDB to join holding at 5000'. Do not climb above 5000'.

Alt Set: hPa | Rwy Elev: 69 hPa | Trans level: By ATC | Trans alt: 13000'

MSA PDT VOR: 161^ 5000'; 4300'; 030^ 5000'




| BRA DME | 2.0 | 3.0 | 4.0 | 5.0 |
|---|---|---|---|---|
| ALTITUDE | 2490' | 2800' | 3110' | 3420' |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 2.92^ | 362 | 465 | 517 | 620 | 723 | 826 |
| MAP at D1.5 BRA/D14.6 PDT | | | | | | |

HIALS-II PAPI PAPI

D2.9 BRA D19.0 PDT D10.5 CNR on BRA 116.45 R-325

.Standard. STRAIGHT-IN LANDING RWY 32L

DA(H) 2420' (487')

| | | ALS out |
|---|---|---|
| A | RVR 1500m | |
| B | RVR 1500m | |
| C | RVR 1500m | CMV 2300m |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 2720' (722') | 1500m |
| 135 | 2860' (862') | 1600m |
| 180 | 3280' (1282') | 2400m |

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# LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 19 SEP 14 (13-4)

# MADRID, SPAIN
# VOR Rwy 32R

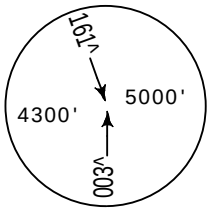
BRIEFING STRIP ™

| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.250 | 127.1 | 127.5 | 128.7 | 134.950 | 118.975 | |

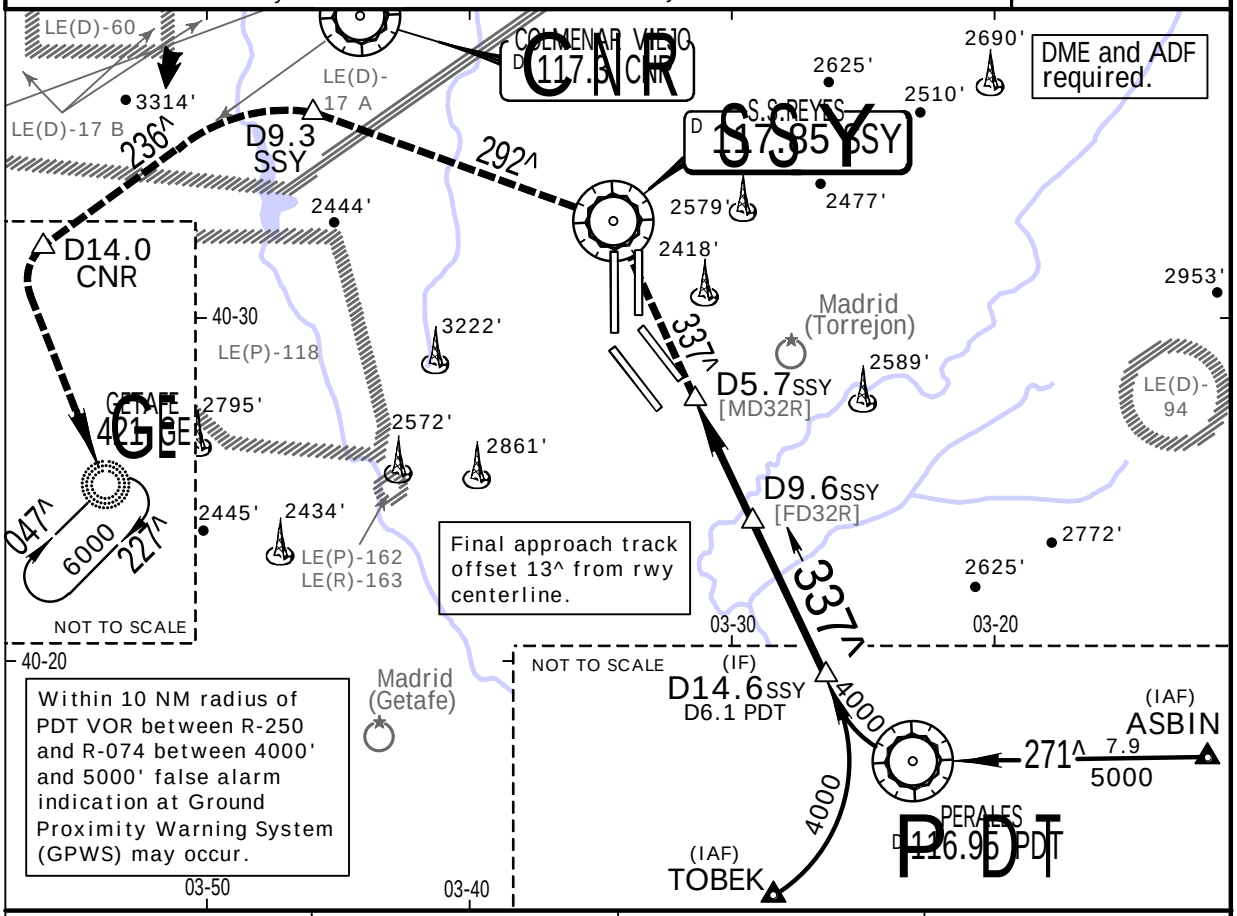
| VOR SSY | Final Apch Crs | Minimum Alt D9.6 SSY | DA(H) | Apt Elev 1998' |
|---|---|---|---|---|
| 117.85 | 337^ | 3400' (1514') | 2490' (604') | RWY 1886' |

MISSED APCH: Climb to SSY VOR, then turn LEFT (MAX 185 KT) to intercept R-292 SSY to D9.3 SSY at or above 4500'. Turn LEFT (MAX 220 KT) to intercept R-236 CNR. Cross D14.0 CNR at 6000', then turn LEFT (MAX 220 KT) to GE NDB to join holding at 6000'. Do not climb above 6000'.

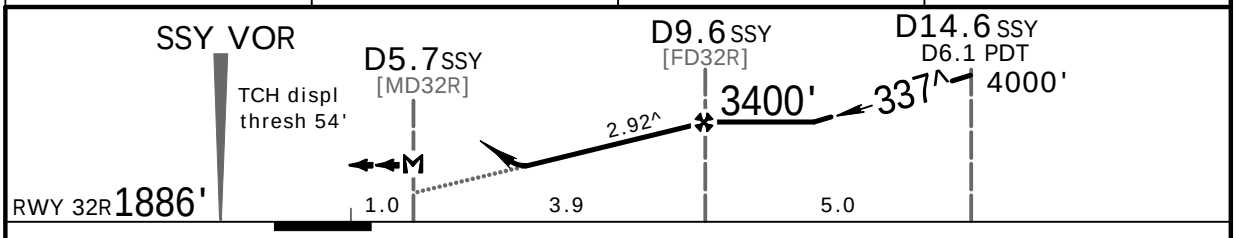
Alt Set: hPa | Rwy Elev: 67 hPa | Trans level: By ATC | Trans alt: 13000'



MSA PDT VOR




| SSY DME | 7.0 | 8.0 | 9.0 |
|---|---|---|---|
| ALTITUDE | 2650' | 2960' | 3270' |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 2.92^ | 362 | 465 | 517 | 620 | 723 | 826 |
| MAP at D5.7 SSY | | | | | | | |

HIALS-II PAPI PAPI

SSY 117.85

.Standard. STRAIGHT-IN LANDING RWY 32R

DA(H) 2490' (604')

| | | ALS out |
|---|---|---|
| A | RVR 1500m | |
| B | | |
| C | CMV 2100m | CMV 2800m |
| D | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 2720' (722') | 1500m |
| 135 | 2860' (862') | 1600m |
| 180 | 3280' (1282') | 2800m |
| 205 | 3620' (1622') | 3600m |

NS OPS

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