

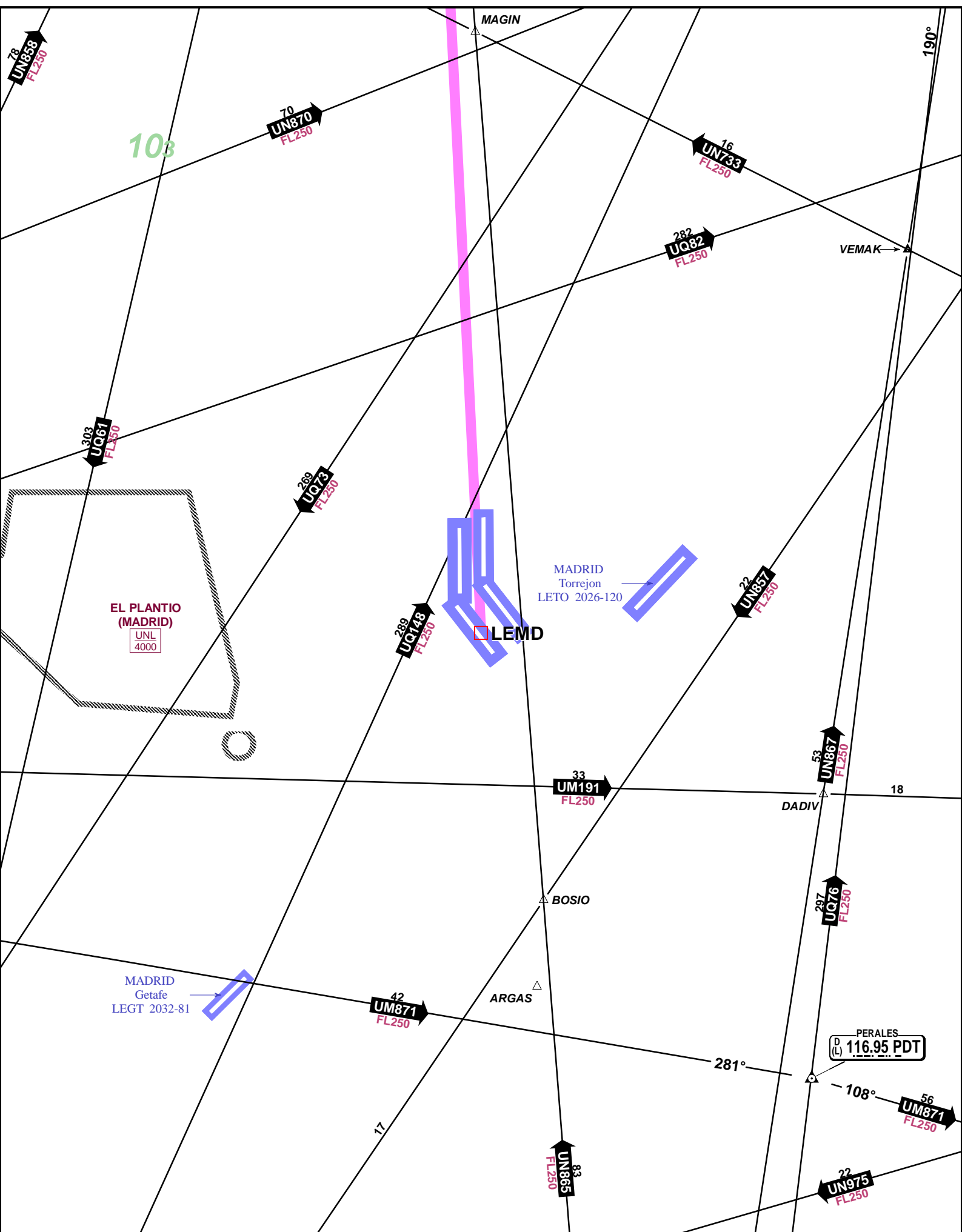
DEPARTURE (LEMD -> EGLL): LEMD (Adolfo Suarez Madrid-Barajas)

NavData Cycle 2014-10 Expired: Friday, 17 October 2014.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

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JeppView 3.6.2.0



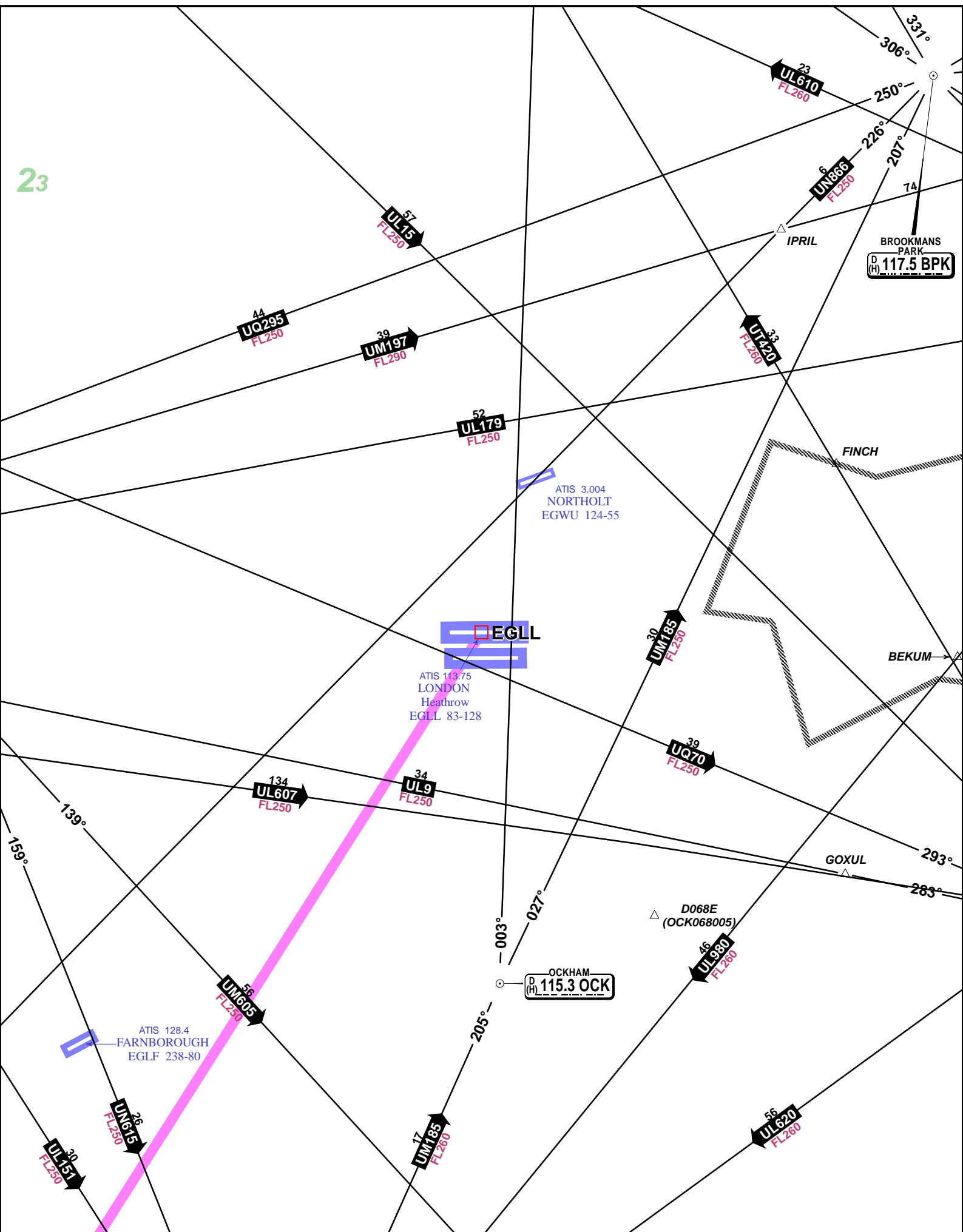
DESTINATION (LEMD -> EGLL): EGLL (Heathrow)

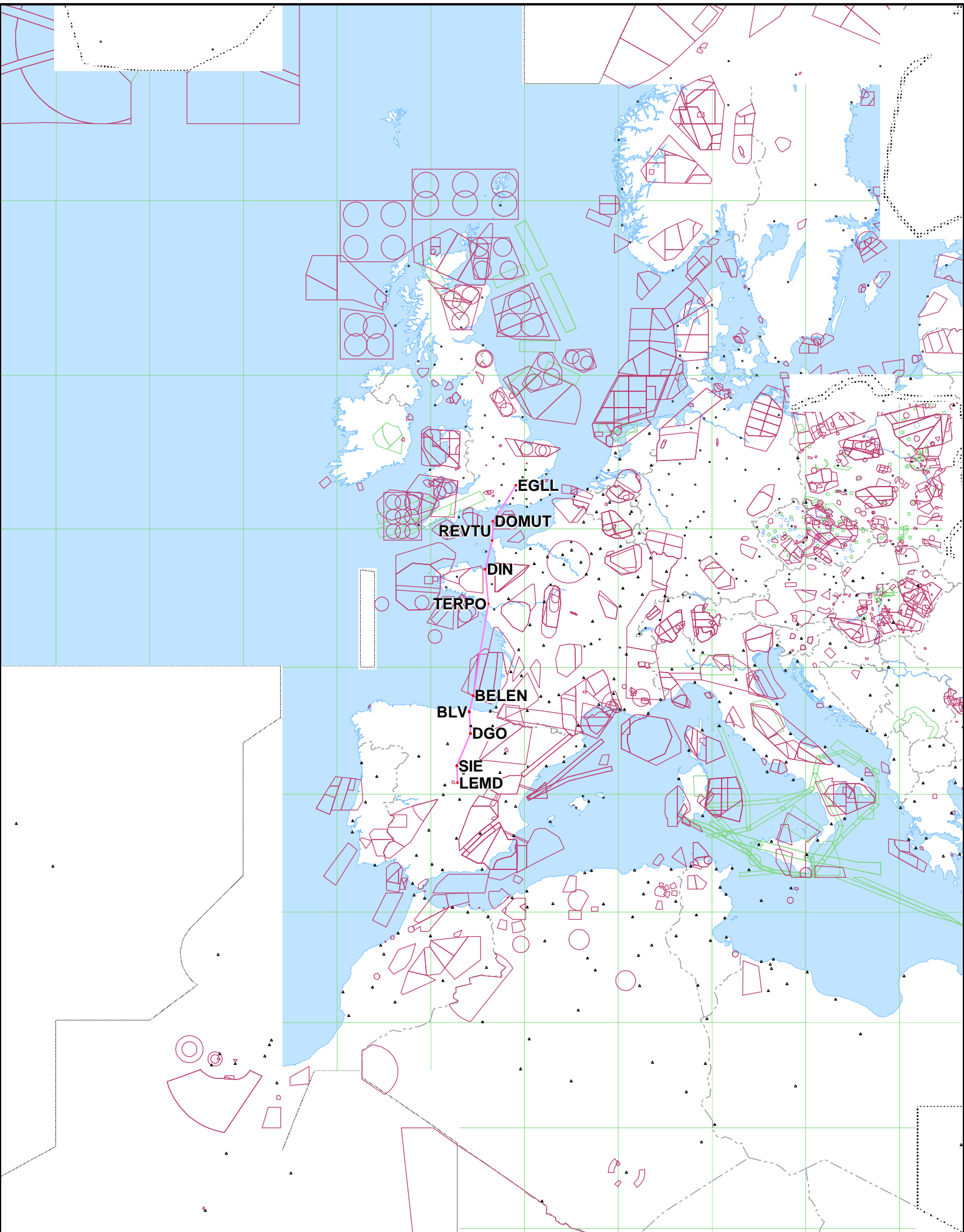
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BARAJAS

14 MAR 14

10-1P

MADRID, SPAIN
.AIRPORT.BRIEFING.

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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MADRID, SPAIN

BARAJAS

14 MAR 14

10-1P1

.AIRPORT.BRIEFING.

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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BARAJAS

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14 MAR 14

(10-1P10)

MADRID, SPAIN
AIRPORT BRIEFING.**2. ARRIVAL****Terminal 4**

Follow ATC instructions to leave RWY.

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. Stands 372 thru 377: Standard route to H4 to D2. Stand 378: Standard route to X1 to J4 to J5. Stands 380 thru 394: Standard route to X1 to J4 until J6. Stands 444 and 446: Standard route to H4 to D2 to D3 to R4 to X3. 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. Stands 430 thru 432: Standard route to H4 to D2 until D5 to W4 to X5 to X4. 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 W16. Stands 320 thru 329: Standard route to H4 to D2 until D5 to W5. Stands 330 thru 340: Standard route to H4 to D2 until D4. 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. 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.

Standard route: K5 to KA4 to KA3 to KB2 to TWY A or
K5 to KA4 to KC3 to KC2 to TWY A or
K3 to KB2 to TWY A or
K5 to KA4 until KA1 or
K4 to KA3 until KA1 or
K3 to KA2 to KA1.

R-20:	Stands 568 thru 580: Standard route to A25 to EC1 to EC2. Stands 582 thru 586: Standard route to A23 to EA1 to EA2. 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. Stands 562 thru 566: Standard route to A25 to EC1 to EC2. Stand 608: Standard route to M30. Stand 612: K5 to KA4 to KA3 to KB2 to KB1 to M29. Stand 614: K5 to KA4 to KA3 to KB2 to KB1 or K5 to KA4 to KC3 until KC1 to M28 or K4 to KC3 until KC1 to M28 or K3 to KB2 to A28 to KC1 to M28. Stand 616: K5 to KA4 to KC3 until KC1 to M28 or K4 to KC3 until KC1 to M28 or K3 to KB2 to A28 to KC1 to M28. Stand 618: K5 to KA4 to KC3 until KC1 or K4 to KC3 until KC1 or K3 to KB2 to A28 to KC1.
R-22:	Stands 540 thru 556: Standard route to Gate 14 to EC6. 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. Stands 532 thru 536: Standard route to Gate 14 to EC6 to EC7 to N11 to N10 to EA6. Stand 538: Standard route to Gate 14 to EC6 to EC7 to N11 to

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BARAJAS

14 MAR 14

(10-1P11)

MADRID, SPAIN
AIRPORT BRIEFING.**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 Y4 to BY 13 to M34 until M12 or Y3 to A33 to N13 to M32 until M12 and 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. Standard route: Y5 to AY to BY13 to M34 until M14 to H3(transfer point H3-2) or Y4 to BY13 to M34 until M14 to H3(transfer point H3-2) or 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. Stands 372 thru 377: Standard route to H4 to D2. Stand 378: Standard route to X1 to J4 to J5. Stands 380 thru 394: Standard route to X1 to J4 until J6. Stands 444 and 446: Standard route to H4 to D2 to D3 to R4 to X3. 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. Stands 430 and 432: Standard route to H4 to D2 until D5 to W4 to X5 to X4. 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 W16. Stands 320 thru 329: Standard route to H4 to D2 until D5 to W5. Stands 330 thru 340: Standard route to H4 to D2 until D4. 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. Stands 412 thru 419: Standard route to H4 to D2 until D5 to W5 to WN1 to WA
Terminal 4S	
Leave RWY. Standard route: Y5 to AY to BY13 to M34 to M33 or Y4 to BY13 to M34 to M33 or Y3 to A33 to N13.	
R-20:	Stands 568 thru 580: Standard route to M32 until M24 to EB2. Stands 582 thru 586: Standard route to M32 until M23 to EA2. Stands 620 thru 628: Standard route to M32 until M27.
R-21:	Stands 556 thru 566: Standard route to M32 until M24 to EB2. Stands 608 thru 610: Standard route to M32 until M30. 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. 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. Stands 532 to 536: Standard route to N12 until N10 to EA6. Stand 538: Standard route to N12 until N10.

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(10-1P12)

MADRID, SPAIN
AIRPORT BRIEFING.**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 Z8 to W1 to W2 to MZ6 until MZ3 to M15 until M12 or 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; 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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(10-1P13)

MADRID, SPAIN
AIRPORT BRIEFING.**2. ARRIVAL**

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

BARAJAS

14 MAR 14

(10-1P14)

.AIRPORT.BRIEFING.

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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14 MAR 14 (10-1P15)MADRID, SPAIN
.AIRPORT.BRIEFING.

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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14 MAR 14 (10-1P16)MADRID, SPAIN
.AIRPORT.BRIEFING.

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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BARAJAS

14 MAR 14

(10-1P17)

MADRID, SPAIN
.AIRPORT.BRIEFING.**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 South Configuration: SE on TWY A5
165	ACFT with code letter F: SE on TWY A5 All other ACFT: North Configuration: SW on TWY A6 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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MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS 12 SEP 14 (10-1P18) .Eff.18.Sep. .AIRPORT.BRIEFING.

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:	<p>Stands 200 thru 208: C11 to E3 until E1 to A7 to G1 to M8, then standard route.</p> <p>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.</p> <p>Stands 230 thru 249: Direct to C8 to A6 to A5 to C6 to M6 until M8, then standard route.</p>
R-6:	<p>Stands 80 thru 85, 98 and 99: C3 to M3 until M10, then standard route.</p> <p>Stands 75, 90 thru 97 and 100 thru 110: C2 to M2 until M10, then standard route.</p> <p>Stands 111 thru 126: C1 to M1 until M10, then standard route.</p> <p>Stands 130 thru 135: CA to C1 to M1 until M10, then standard route.</p> <p>Stands 136 thru 140: CB to C1 to M1 until M10, then standard route.</p>
R-5:	<p>Stands 50 thru 69: C3 or C5 to M5 until M10, then standard route.</p> <p>Stands 70 and 71: I6 to C5 to M5 until M10, then standard route.</p> <p>Stands 72 thru 74: I6 to C3 to M3 until M10, then standard route.</p>
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:	<p>I7 to C5 to M5, then standard route or C6 to M6, then standard route.</p> <p>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.</p> <p>Stand 163 and 165: A6 to A5 to C6 to M6, then standard route.</p> <p>Stands 171 and 173: F2 to G1 to M8, then standard route.</p> <p>Stand 175: F1 to A8 to G1 to M8, then standard route.</p>
R-3:	<p>I8 to M7, then standard route or</p> <p>I7 to C5 to M5, then standard route.</p>
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:	<p>Stands 7 thru 9: straight to M10 until M17 to R5 or R6 or R7 to R8 to Z2.</p> <p>Stands 10 thru 13 and T22 thru T29: I9 or I10 to Gate 4, then standard route.</p> <p>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.</p>
R-0:	<p>Stands 1 thru 5: I11 to Gate 6 (transfer point) to M12 until M17 to R5 or R6 or R7 to R8 to Z2.</p> <p>Stand 6: straight to M11 until M17 to R5 or R6 or R7 to R8 to Z2.</p>
Terminal 4	
Standard route: R3 (transfer point R3-2) until R1 to Z4.	
R-10:	<p>Stands 364 thru 370: DI3 to D3 to R4, then standard route.</p> <p>Stands 372 thru 377: D2 to D3 to R4, then standard route.</p> <p>Stand 378: JI5 to D2 to D3 to R4, then standard route.</p> <p>Stands 380 thru 394: JI6 to JI5 to D2 to D3 to R4, then standard route.</p> <p>Stands 444 thru 448: D2 to D3 to R4, then standard route.</p>

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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. Stands 348 thru 362: DI3 to D3 to R4, then standard route. Stands 430 and 432: D4 to D5 to W4 to X5 to X4, then standard route. 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. Stands 320 thru 328: W5 to WN1 to WN2 to WN3 to W4 to X5 to X4, then standard route. Stand 329: D5 to W4 to X5 to X4, then standard route. Stands 330 thru 334: DI4 to D5 to W4 to X5 to X4, then standard route. Stands 336 thru 340: DI4 to R4, then standard route. 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. 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. 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. 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. 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. 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
M18 until M31 to NY13 to Y1 or
M18 until M32 to N13 to Y2 or
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.
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Terminal 4

Standard route: S3 (transfer point S3 2) to M15 until M31 to NY13 to Y1 or
S3 (transfer point S3 2) to M15 until M32 to N13 to Y2 or
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. Stands 372 thru 377: D2 to S4, then standard route. Stand 378: JI5 to D2 to S4, then standard route. Stands 380 thru 394: JI6 to JI5 to D1 to D2 to S4, then standard route. Stands 444 and 446: D3 to R4 to X3, then standard route. Stand 448: D2 to S4, then standard route.
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AIRPORT BRIEFING.

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 Gate 11 to G11 to B3 until EC8 to N12 to N13 to Y2 or Gate 11 to G11 to B3 until EC8 to EC7 to NY12 to NY13 to Y1 or 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 EA6 to EA5 to Gate 12 to G12 to B5 until EC8 to N12 to N13 to Y2 or EA6 to EA5 to Gate 12 to G12 to B5 until EC8 to EC7 to NY12 to NY13 to Y1 or 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 N10 to EA7 to B10 until EC8 to N12 to N13 to Y2 or N10 to EA7 to B10 until EC8 to EC7 to NY12 to NY13 to Y1 or 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 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.
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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.
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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 published SIDs. Between 2300-0700LT RWY 14L will be used following the initial segments of all published 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, J15, J6, J16, W5, W6, W16, 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.

LEMD/MAD

+JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS 12 SEP 14

10-1P5

.Eff.18.Sep.

AIRPORT BRIEFING.

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.

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS 8 AUG 14 (10-1P6) .Eff.21.Aug. AIRPORT BRIEFING.

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.

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

8 AUG 14

10-1P7

.Eff.21.Aug.

AIRPORT BRIEFING.

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

LEMD/MAD
BARAJAS

+ JEPPESEN

14 MAR 14

10-1P8

MADRID, SPAIN
.AIRPORT.BRIEFING.**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; 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.

LEMD/MAD
BARAJAS

+ JEPPESEN

14 MAR 14

10-1P9

MADRID, SPAIN
AIRPORT BRIEFING.**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 W16. 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.

LEMD/MAD

ADOLFO SUAREZ
MADRID-BARAJAS

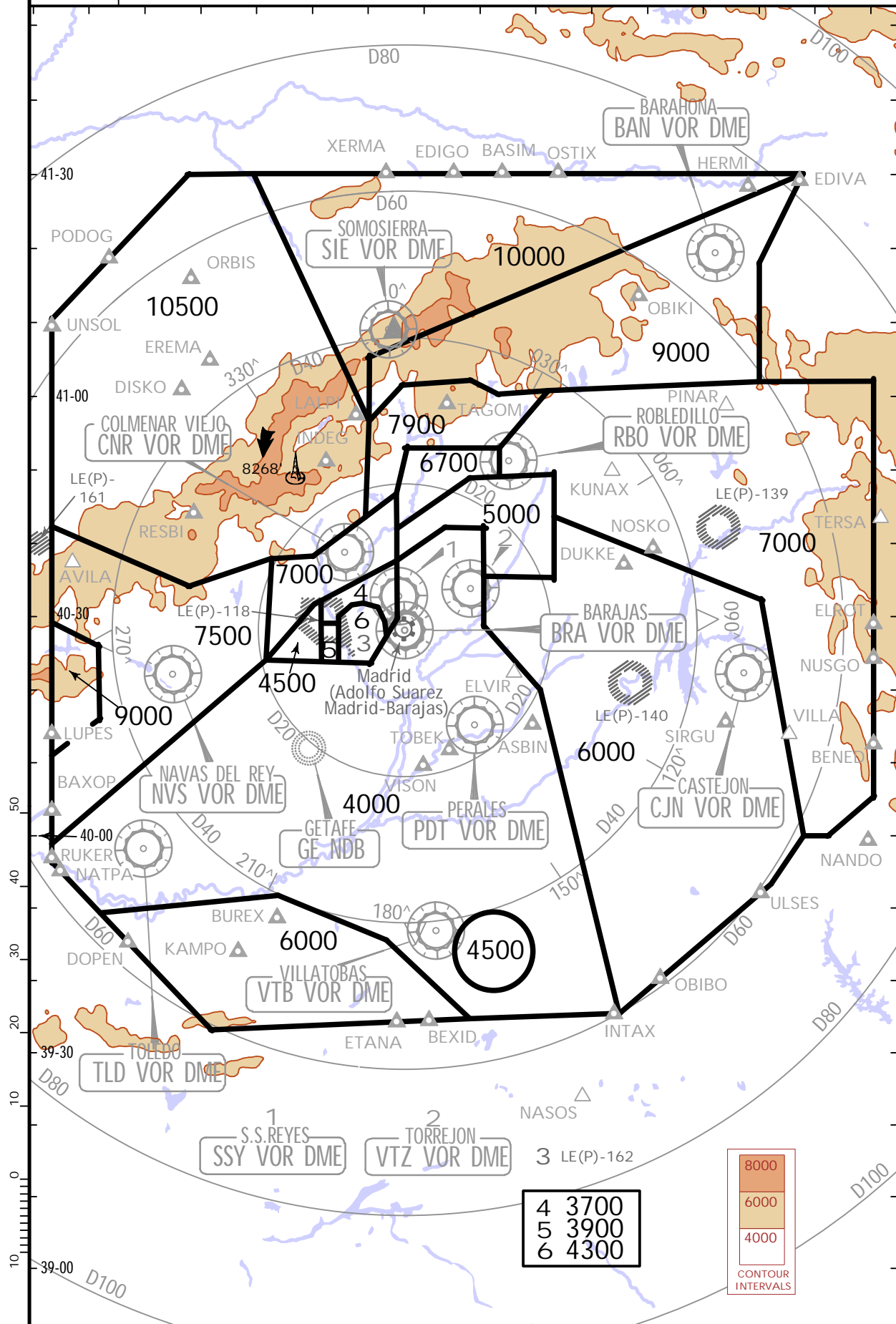
30 MAY 14

(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.



LEMD/MAD

BARAJAS

JEPPESEN

8 NOV 13

10-2

Eff. 14. Nov.

MADRID, SPAIN

.STAR.

ATIS
118.25

Apt Elev
1998'

Alt Set: hPa Trans level: By ATC Trans alt: 13000'

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

WARNING
Do not leave the clearance
limit without ATC clearance.



1 MEA by ATC

NVS
D 11.3 W04 15.0

TLD
D 13.2 W04 20.2

D9.0 TLD

D50.2

024°

FL260

SOTUK 5A

MHA FL140

MAX FL240

012°

011°

009°

22.3

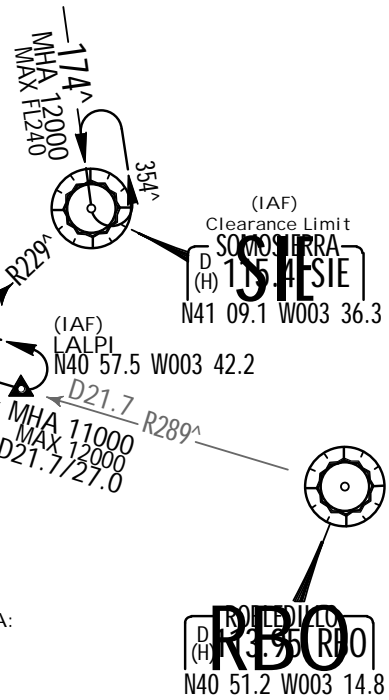
12000

MHA 12000

MAX FL240

MORAL 5A, SOTUK 5A, TLD 5A:
Clearance Limit
RESBI
N40 44.2 W004 11.3

Direct distance to
Barajas Apt from:
LALPI 30NM
SIE 41NM



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 SOTUK 5A	TLD	250 KT	MAX FL210
	NVS	250 KT	
	RESBI	220 KT	MAX FL160
	LALPI	220 KT	
TLD 5A	TLD	250 KT	MAX FL210
	NVS	250 KT	
	RESBI	220 KT	MAX FL160
	LALPI	220 KT	
TLD 3Z	TLD	250 KT	MAX FL210
	NVS	250 KT	
	RESBI	220 KT	MAX FL160
	SIE	220 KT	

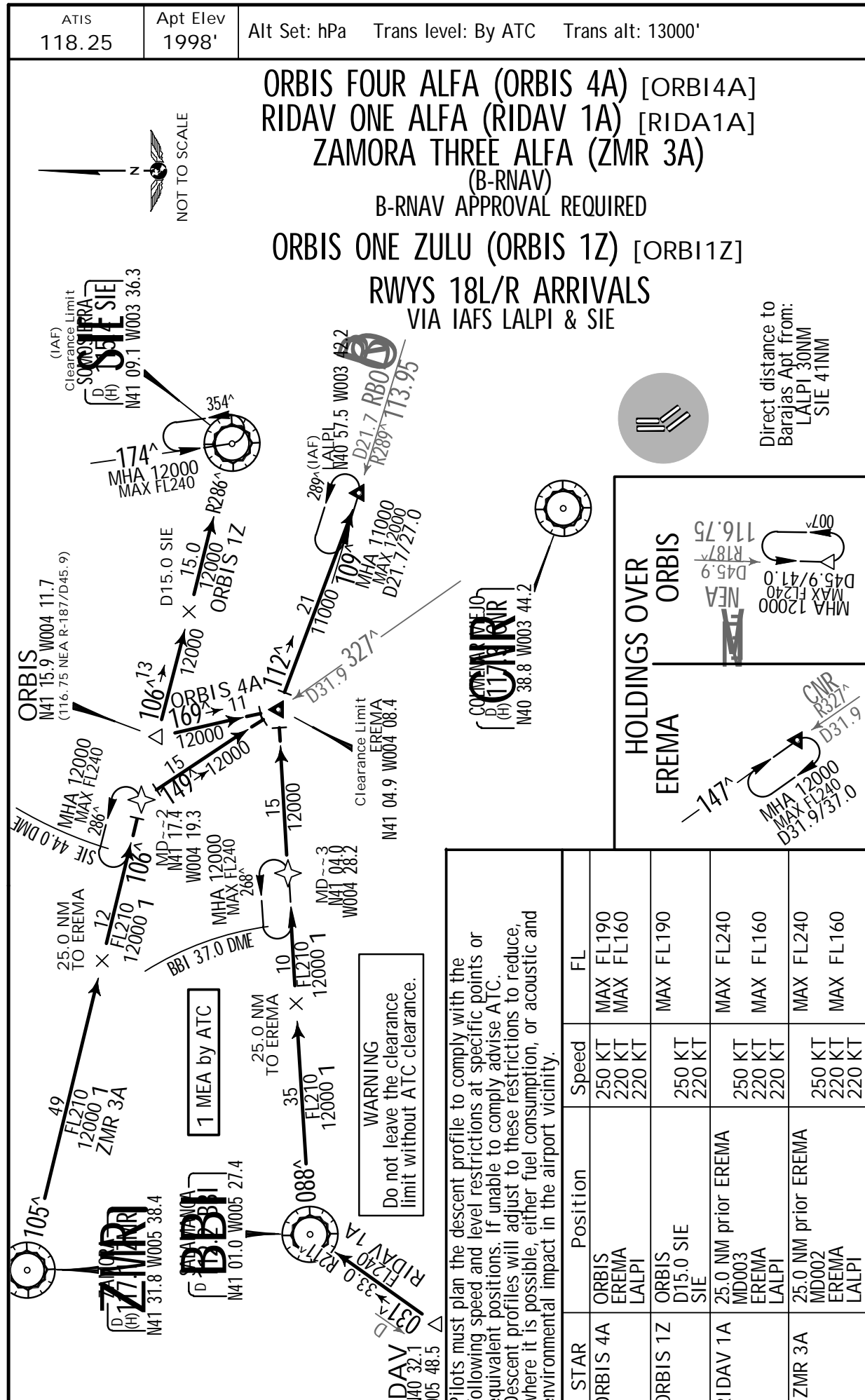
SOTUK
N39 11.6 W004 44.8

MORAL
N39 00.0 W003 32.5

LEMD/MAD
BARAJAS

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

MADRID, SPAIN
.STAR.



LEMD/MAD

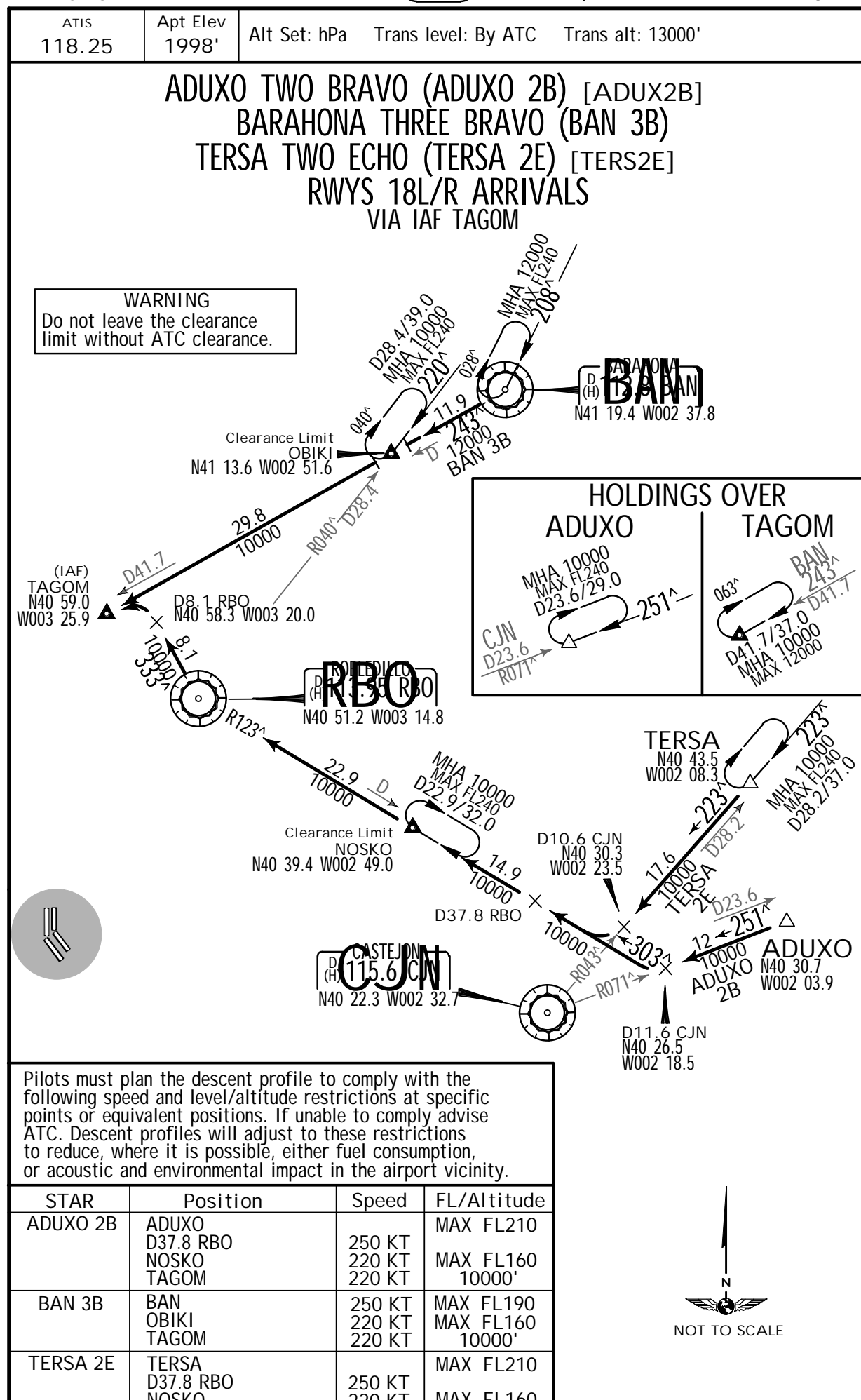
BARAJAS

JEPPESEN

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

MADRID, SPAIN

.STAR.



LEMD/MAD

BARAJAS

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

MADRID, SPAIN

.STAR.

ATIS
118.25Apt Elev
1998'

Alt Set: hPa

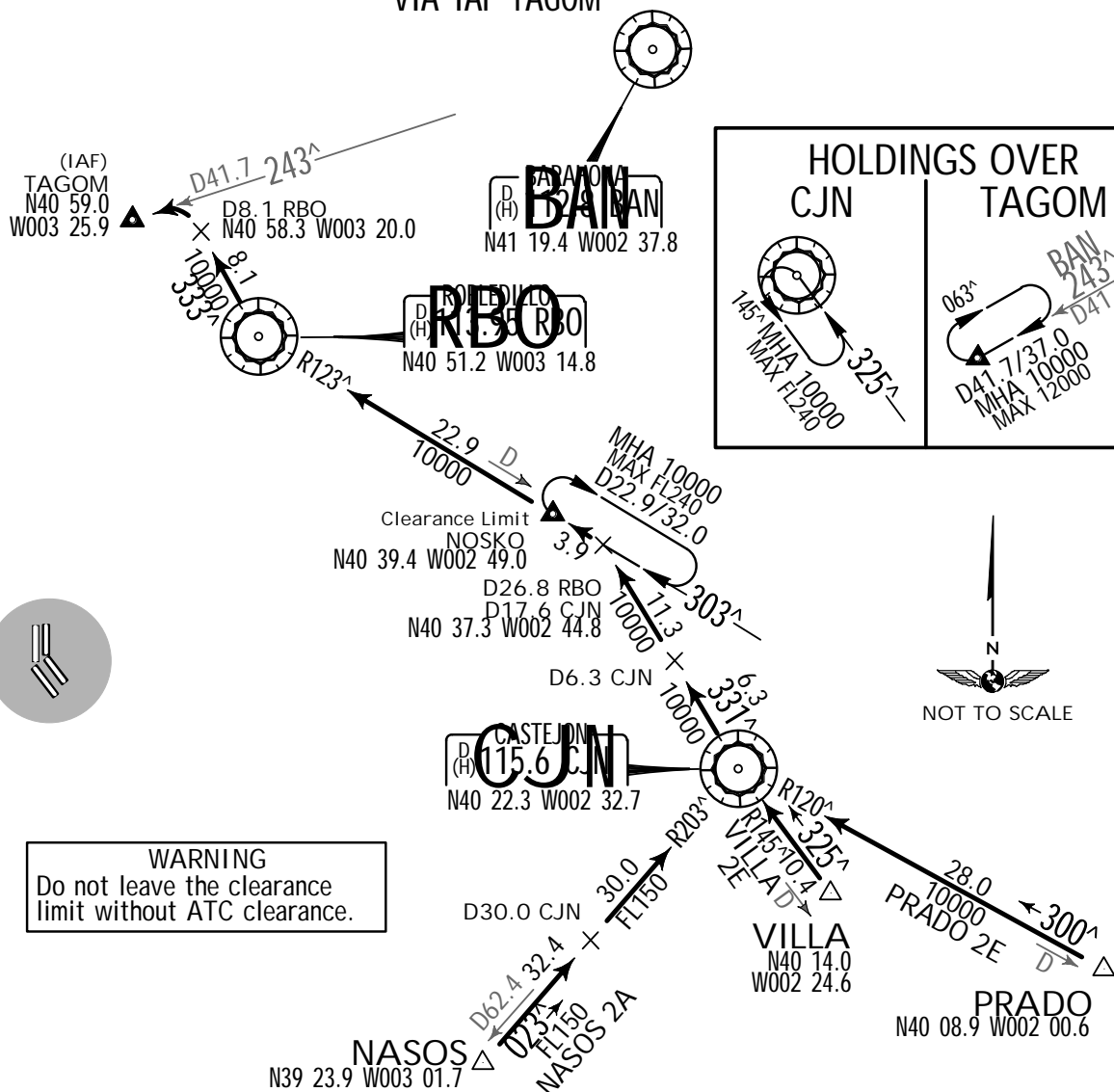
Trans level: By ATC

Trans alt: 13000'

NASOS TWO ALFA (NASOS 2A) [NASO2A]

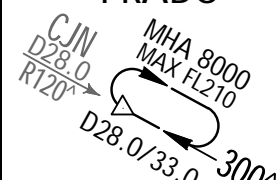
PRADO TWO ECHO (PRADO 2E) [PRAD2E]

VILLA TWO ECHO (VILLA 2E) [VILA2E]

RWYS 18L/R ARRIVALS
VIA IAF TAGOM

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	MAX FL160
	NOSKO	220 KT	MAX FL160
	TAGOM	220 KT	10000'
PRADO 2E	PRADO		MAX FL210
	D6.3 CJN	250 KT	MAX FL160
	NOSKO	220 KT	MAX FL160
	TAGOM	220 KT	10000'
VILLA 2E	VILLA		MAX FL210
	D6.3 CJN	250 KT	MAX FL160
	NOSKO	220 KT	MAX FL160

HOLDING OVER
PRADO

LEMD/MAD

BARAJAS

JEPPESEN

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

MADRID, SPAIN

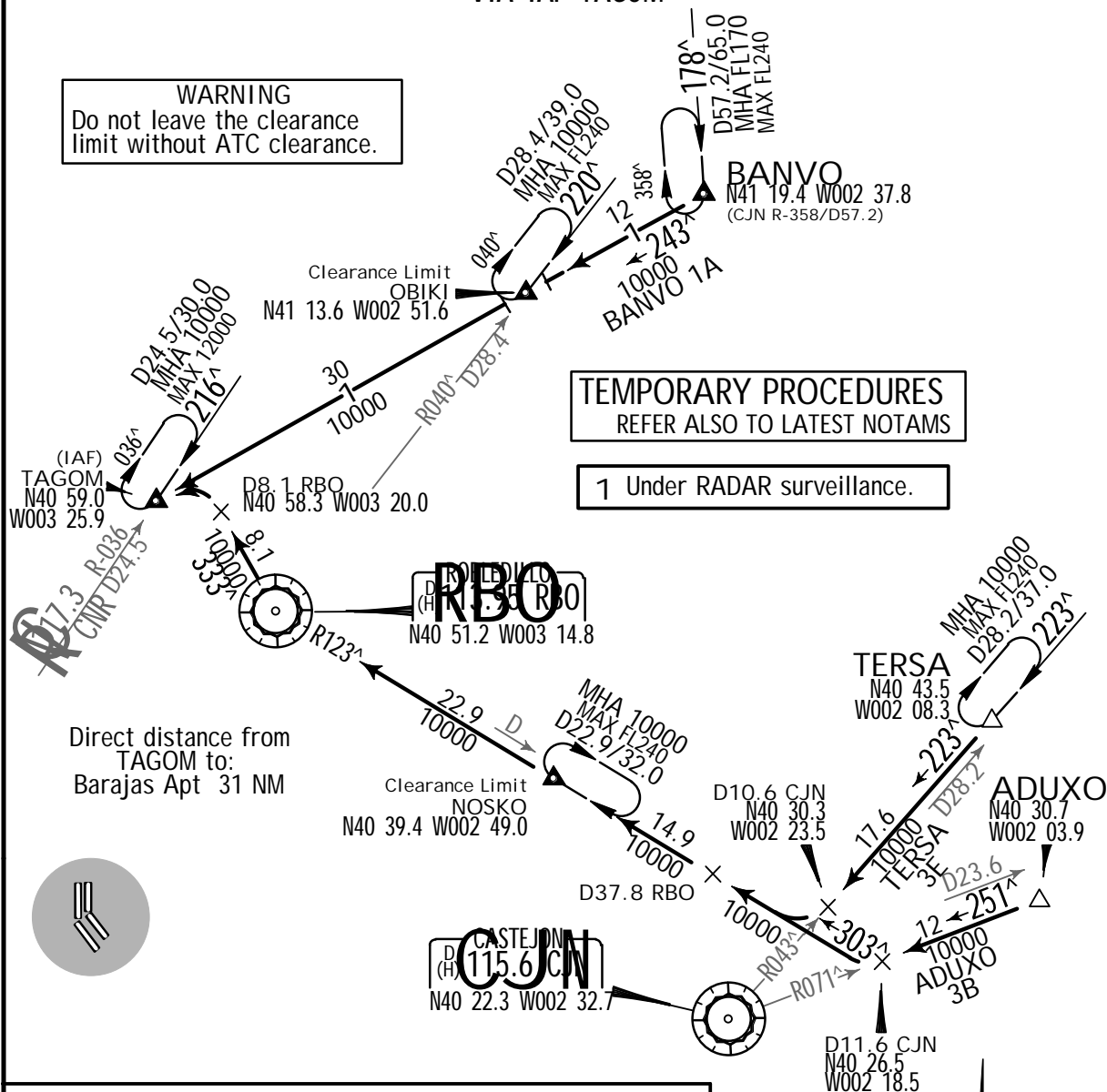
.STAR.

ATIS
118.25Apt Elev
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

WARNING
Do not leave the clearance
limit without ATC clearance.

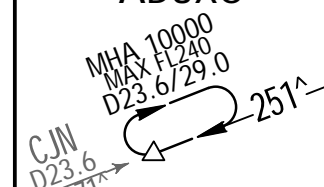


Pilots must plan the descent profile to comply with the following speed and level/altitude restrictions at specific points or equivalent positions. If unable to comply advise ATC. Descent profiles will adjust to these restrictions to reduce, where it is possible, either fuel consumption, or acoustic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

STAR	Position	Speed	FL/Altitude
ADUXO 3B	ADUXO	250 KT	MAX FL210
	D37.8 RBO	220 KT	MAX FL160
	NOSKO TAGOM	220 KT	10000'
BANVO 1A	BANVO	250 KT	MAX FL190
	OBKI	220 KT	MAX FL160
	TAGOM	220 KT	10000'
TERSA 3E	TERSA	250 KT	MAX FL210
	D37.8 RBO NOSKO	220 KT	MAX FI 160

NOT TO SCALE

**HOLDING OVER
ADUXO**



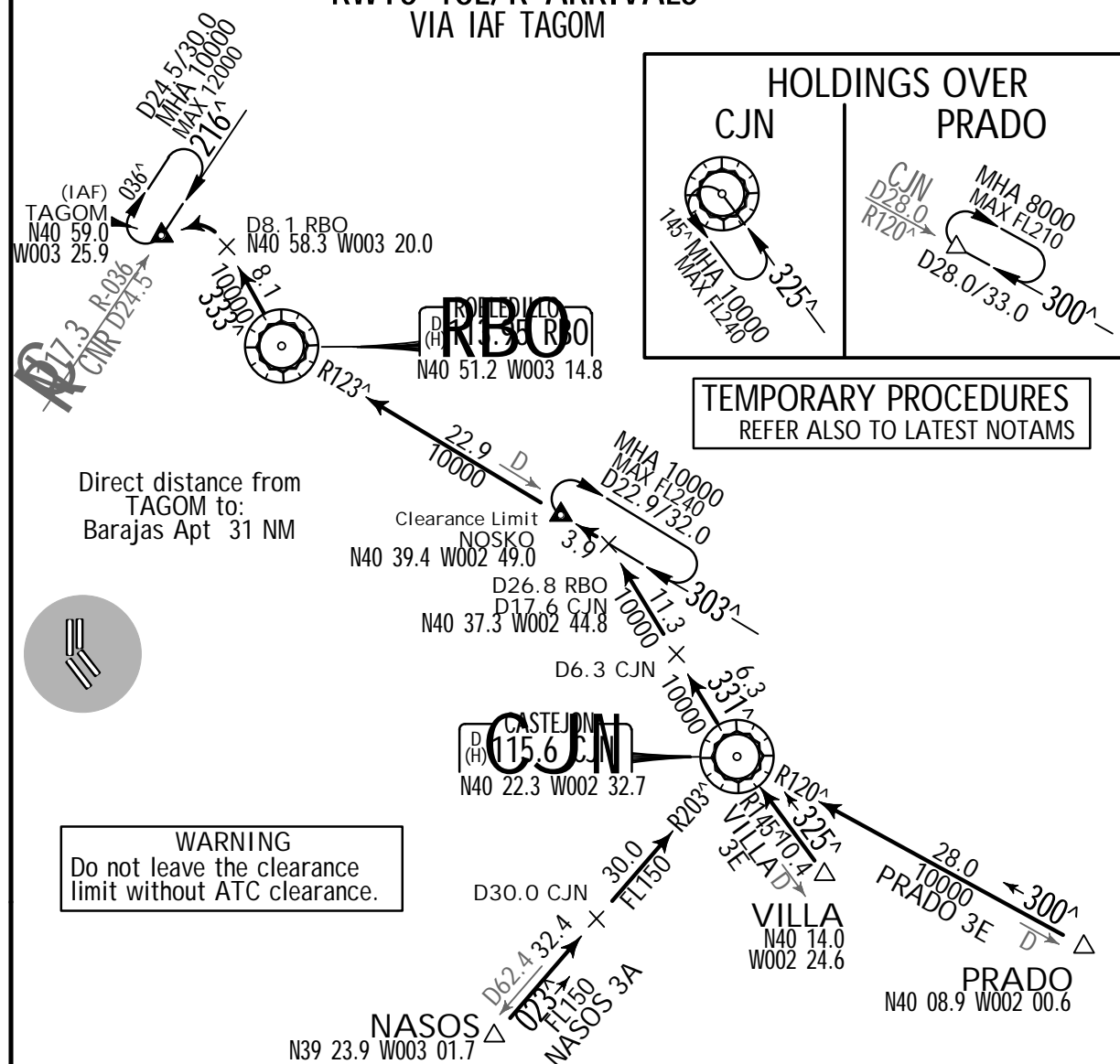
LEMD/MAD
BARAJAS

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

MADRID, SPAIN
.STAR.

ATIS 118.25	Apt Elev 1998'	Alt Set: hPa	Trans level: By ATC	Trans alt: 13000'
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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 D6.3 CJN NOSKO TAGOM	250 KT 220 KT 220 KT	MAX FL210 MAX FL160 10000'
PRADO 3E	PRADO D6.3 CJN NOSKO TAGOM	250 KT 220 KT 220 KT	MAX FL210 MAX FL160 10000'
VILLA 3E	VILLA D6.3 CJN NOSKO	250 KT 220 KT	MAX FL210 MAX FL160



LEMD/MAD
BARAJAS

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

MADRID, SPAIN
 .STAR

<p>ATIS 118.25</p>	<p>Apt Elev 1998'</p>	<p>Alt Set: hPa Trans level: By ATC Trans alt: 13000' 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.</p>
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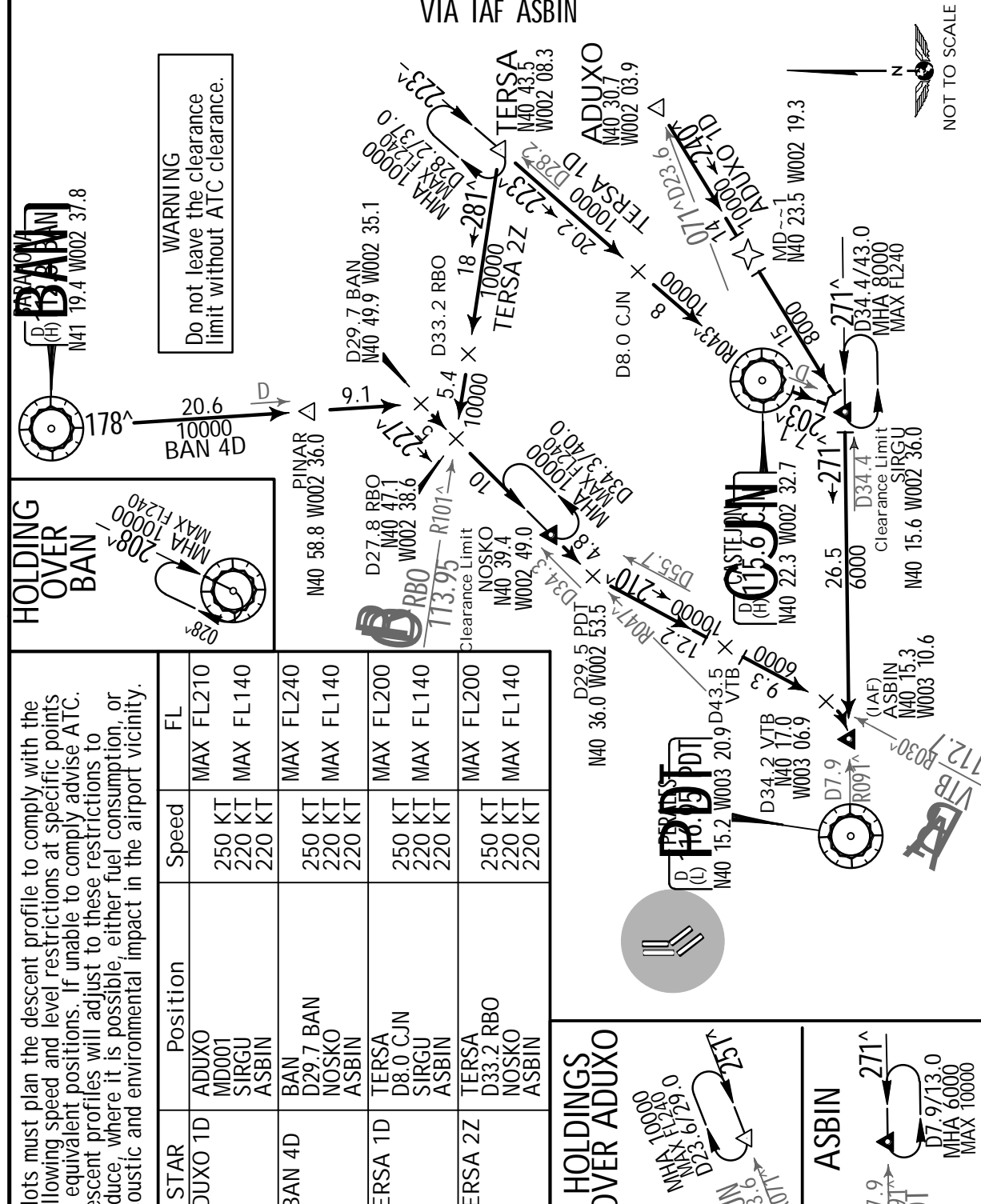
ADUXO ONE DELTA (ADUXO 1D) [ADUX1D]
(B-RNAV)

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

LEMD/MAD
BARAJAS

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

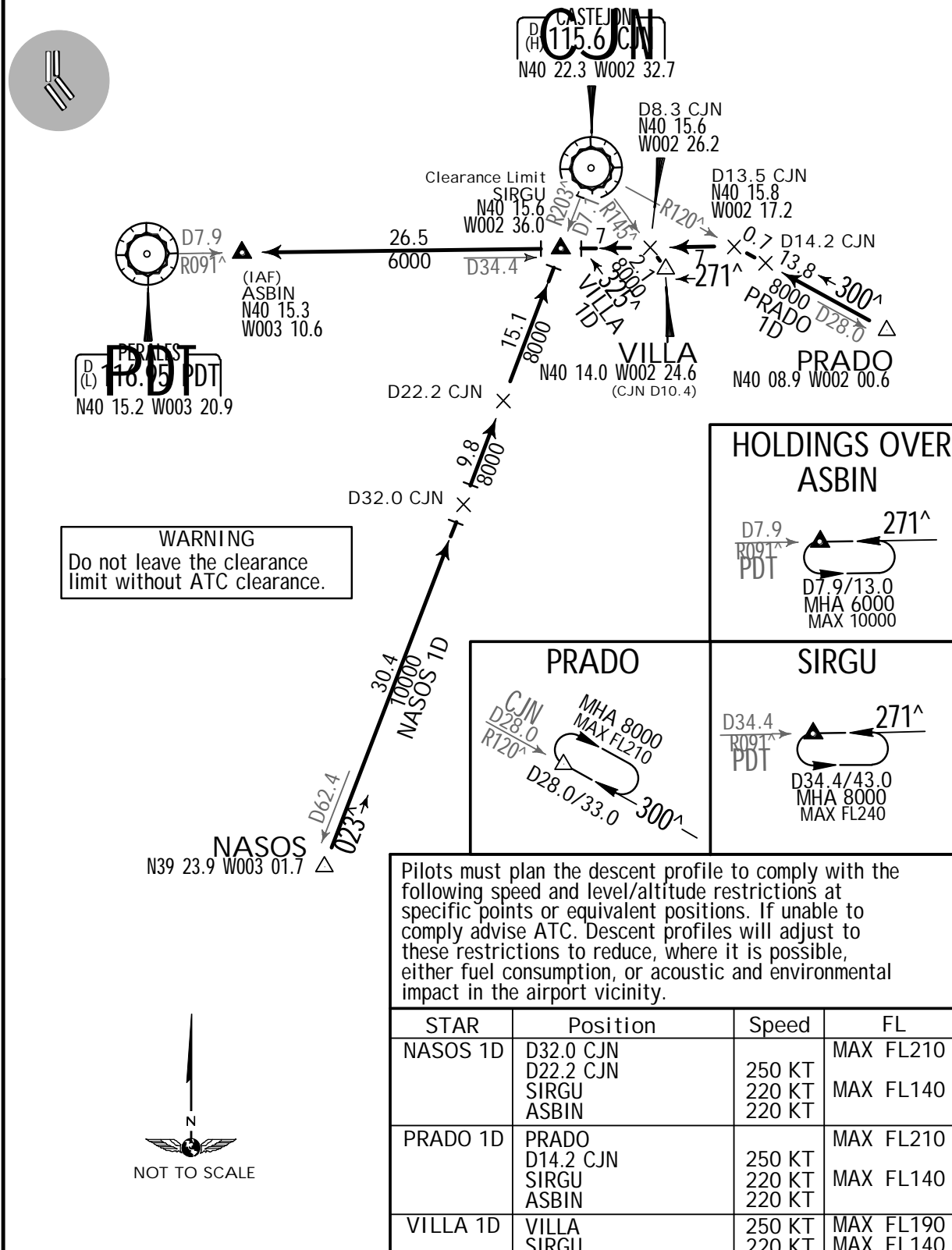
MADRID, SPAIN
.STAR.

ATIS
118.25

Apt Elev
1998'

Alt Set: hPa Trans level: By ATC Trans alt: 13000'
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



LEMD/MAD

BARAJAS



29 NOV 13

(10-2E1)

.Eff.12.Dec.

MADRID, SPAIN

.STAR.

<p>ATIS 118.25</p>	<p>Apt Elev 1998'</p>	<p>Alt Set: hPa Trans level: By ATC Trans alt: 13000' 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.</p>
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ADUXO ONE DELTA (ADUXO 1D) [ADUX1D]

(B-RNAV)

B-RNAV APPROVAL REQUIRED

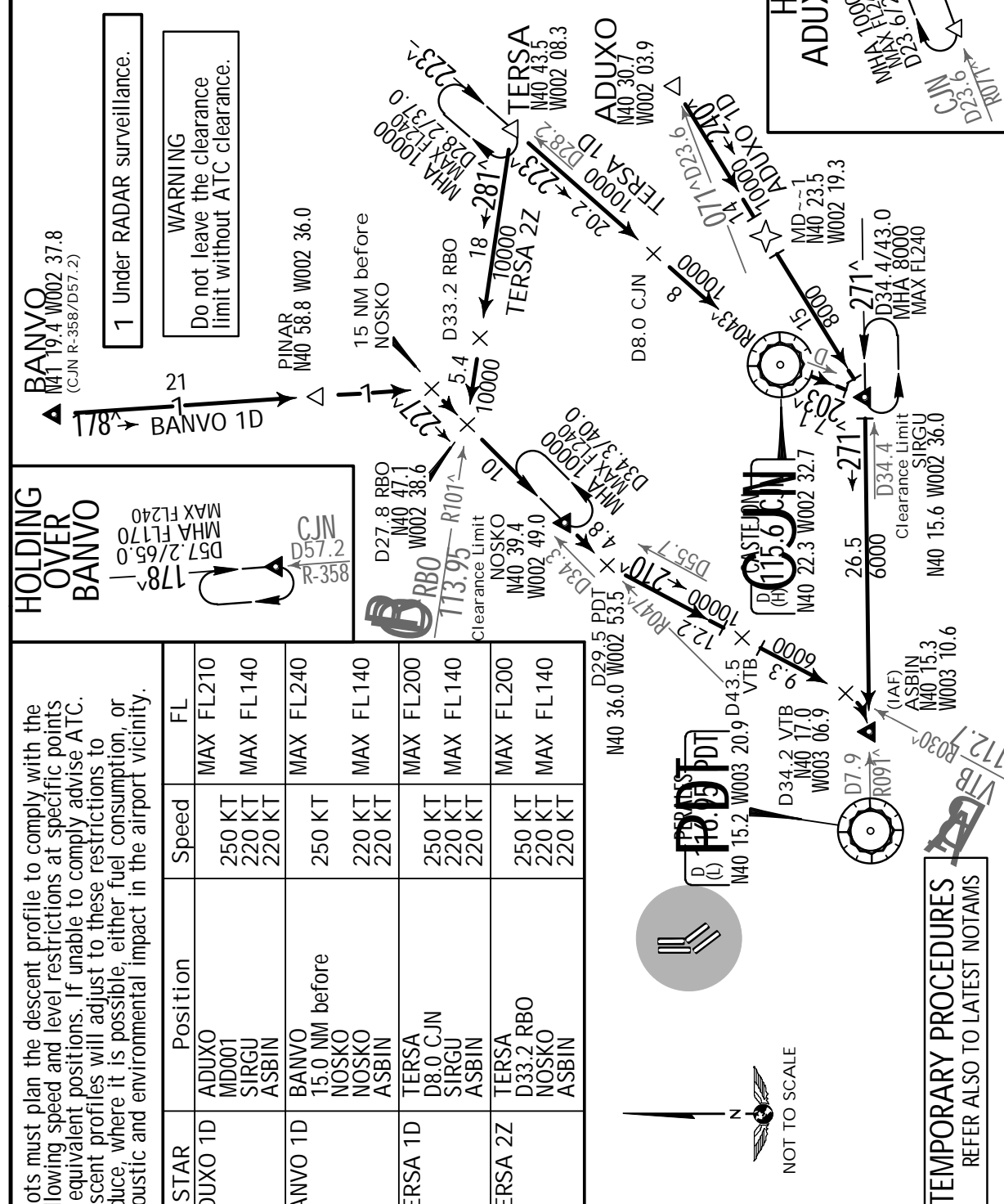
BANVO ONE DELTA (BANVO 1D) [BANV1D]

TERSA ONE DELTA (TERSA 1D) [TERS1D]

TERSA TWO ZULU (TERSA 2Z) [TERS2Z]

RWYS 32L/R ARRIVALS

VIA IAF ASBIN

HOLDINGS OVER
ADUXO | ASBIN

LEMD/MAD

BARAJAS

JEPPESEN

8 NOV 13

10-2F

Eff. 14. Nov.

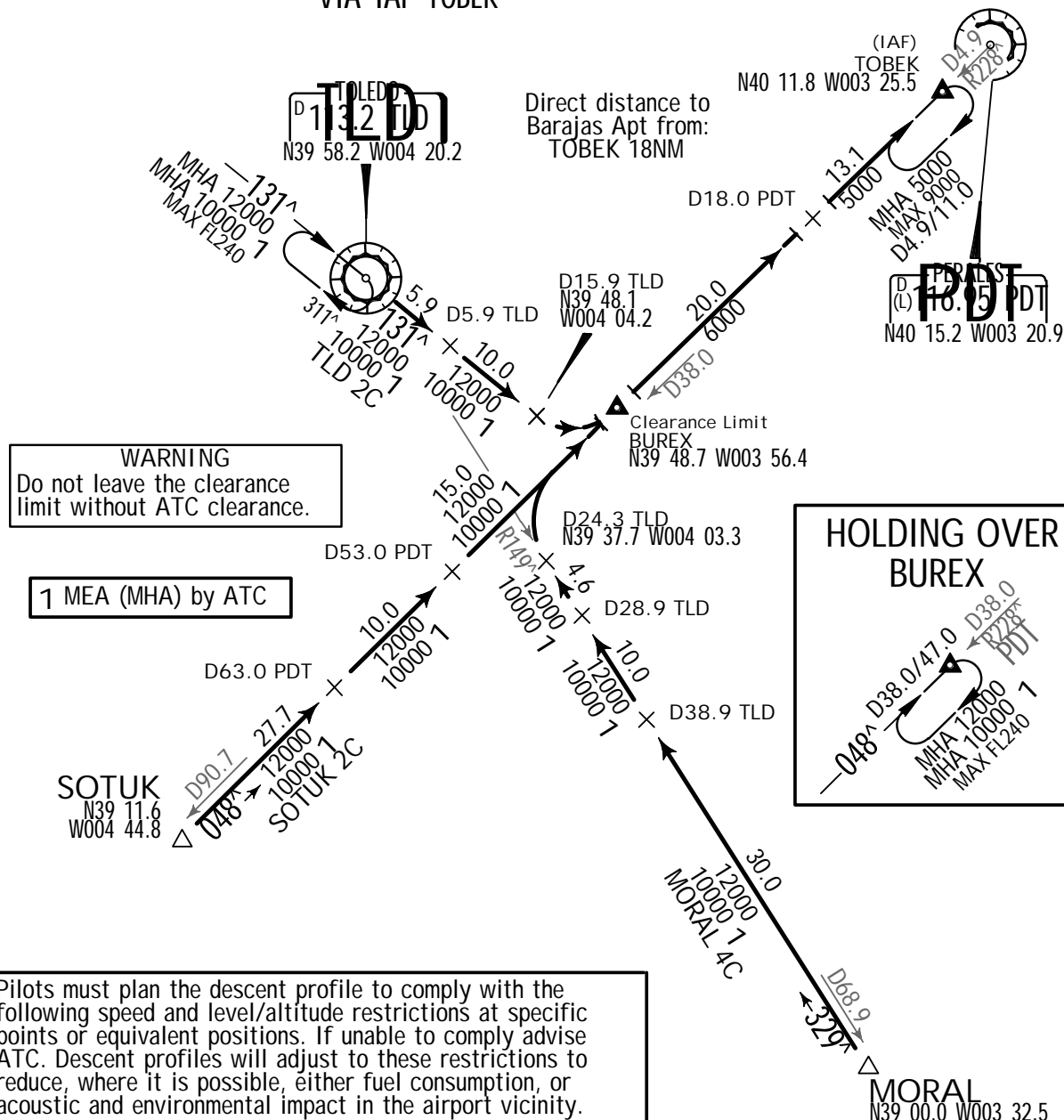
MADRID, SPAIN

.STAR.

ATIS
118.25Apt Elev
1998'

Alt Set: hPa
Trans level: By ATC Trans alt: 13000'
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



LEMD/MAD

BARAJAS

**JEPPESEN**

8 NOV 13

10-2G

.Eff.14.Nov.

MADRID, SPAIN

.STAR.

ATIS
118.25

Apt Elev
1998'

Alt Set: hPa **Trans level: By ATC** **Trans alt: 13000'**
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 CHARLIE (ORBIS 1C) [ORBI1C]
RIDAV THREE CHARLIE (RIDAV 3C) [RIDA3C]
ZAMORA THREE CHARLIE (ZMR 3C)
RWYS 32L/R ARRIVALS
VIA IAF TOBEK

STAR **Position** **Speed** **FL/Altitude**

ORBIS 1C	ORBIS D15.0 NVS NVS TOBEK	250 KT 220 KT 220 KT	MAX FL240 MAX FL140 5000'
RIDAV 3C	D5.0 TLD D5.9 TLD BUREX TOBEK	250 KT 220 KT 220 KT	MAX FL210 MAX FL140 5000'
ZMR 3C	AVILA D15.0 NVS NVS TOBEK	250 KT 220 KT 220 KT	MAX FL210 MAX FL140 5000'

Direct distance to Barajas Apt from: TOBEK 18NM

1 MEA (MHA) by ATC

WARNING
Do not leave the clearance limit without ATC clearance.

NOT TO SCALE

LEMD/MAD

BARAJAS

JEPPESEN

8 NOV 13

(10-2H)

.Eff.14.Nov.

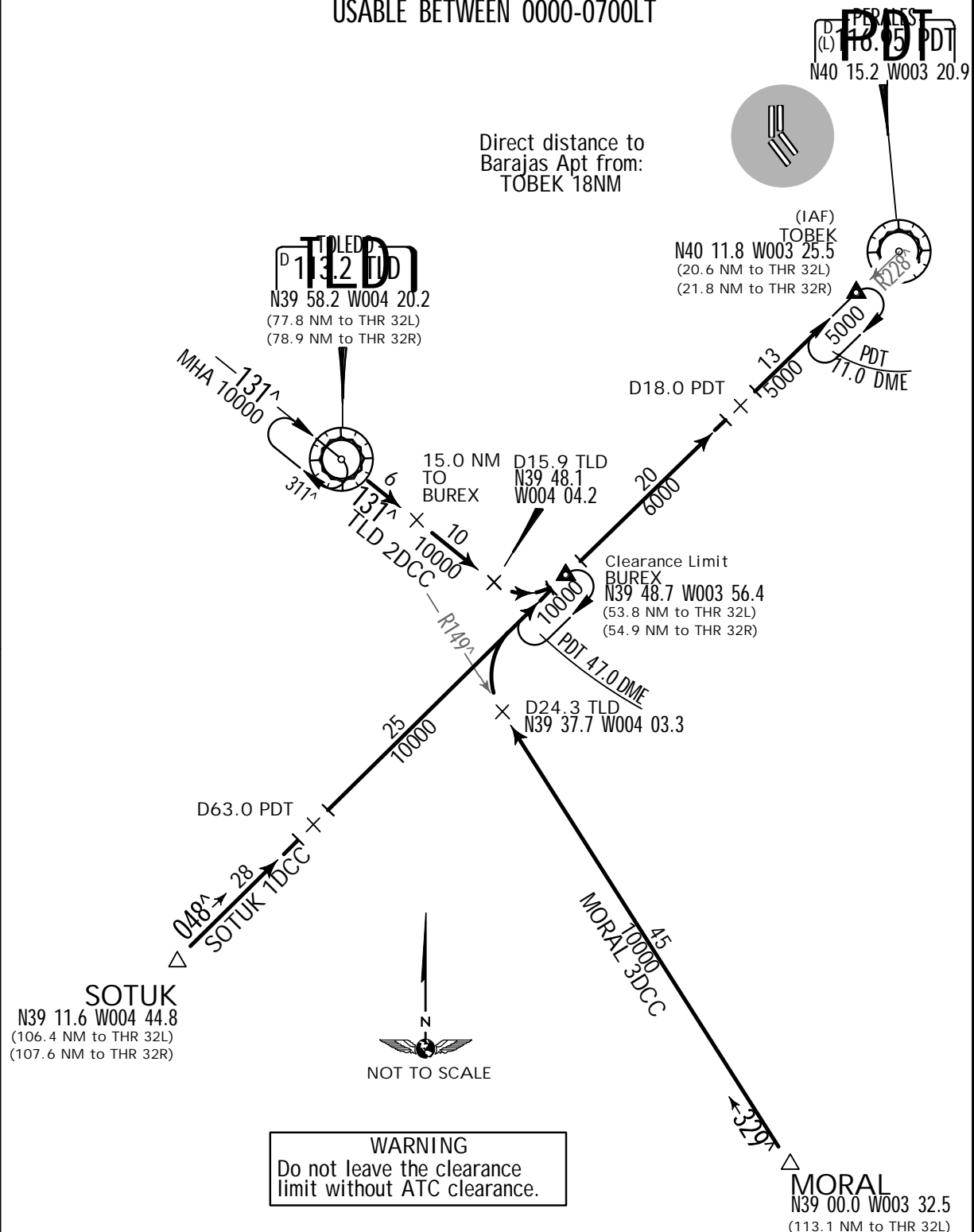
MADRID, SPAIN

.STAR.

ATIS
118.25Apt Elev
1998'

Alt Set: hPa
Trans level: By ATC Trans alt: 13000'
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



LEMD/MAD

BARAJAS



8 NOV 13

10-2.J

.Eff.14.Nov.

MADRID, SPAIN

.STAR.

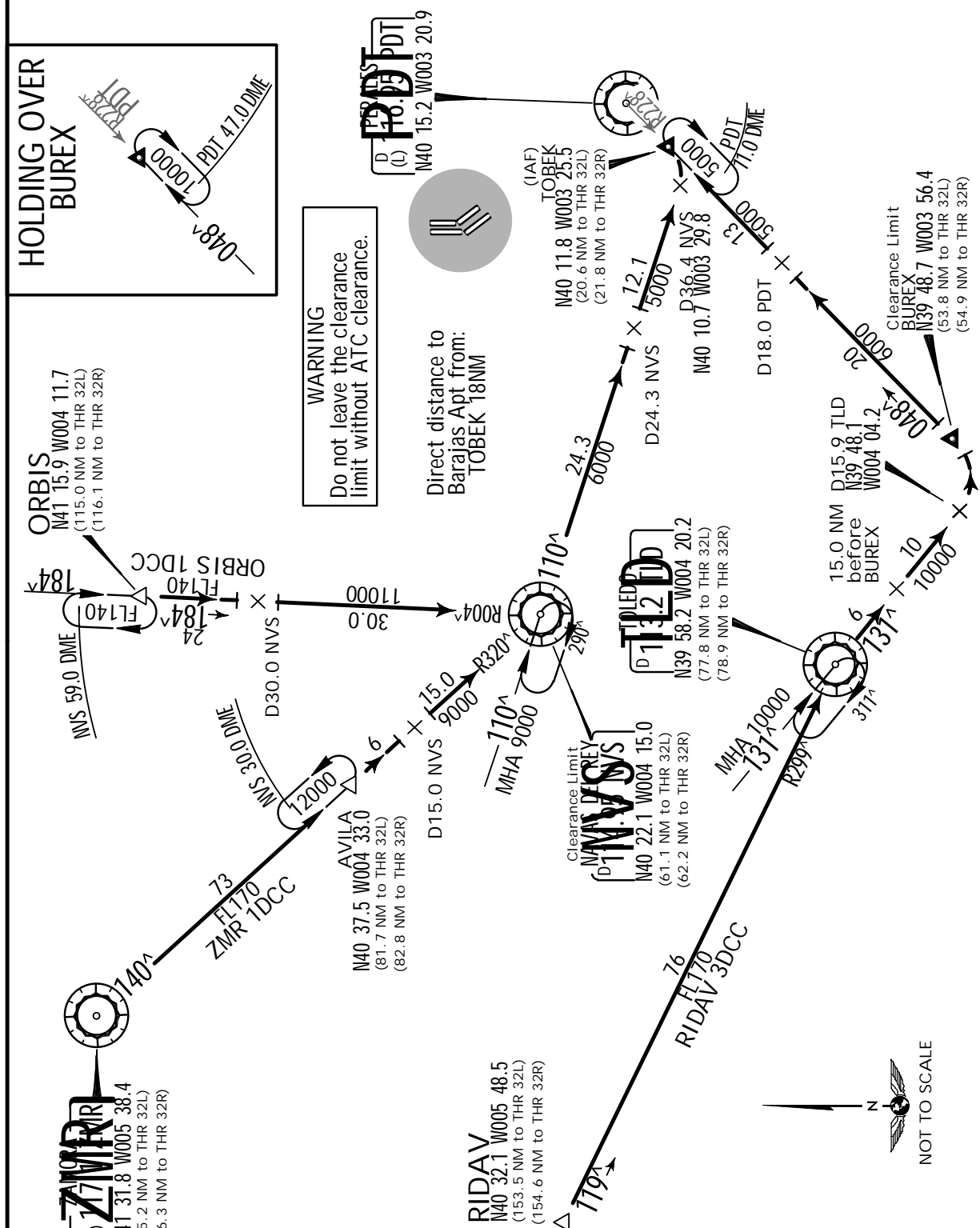
ATIS 118.25	Apt Elev 1998'	Alt Set: hPa Trans level: By ATC Trans alt: 13000' Within 10 NM radius of PDT between R-250 and R-074 and between 4000' and 5000' Ground Proximity Warning System (GPWS) alarm signal may occur due to orographic characteristics of terrain.
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ORBIS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



LEMD/MAD

BARAJAS



14 SEP 12

10-2K

.Eff.20.Sep.

MADRID, SPAIN

.STAR.

<p>ATIS 118.25</p>	<p>Apt Elev 1998'</p>	<p>Alt Set: hPa Trans level: By ATC Trans alt: 13000' 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.</p>
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ADUXO ONE DELTA CHARLIE DELTA (ADUXO 1DCD) [AD1DCD]

(B-RNAV)

B-RNAV APPROVAL REQUIRED

BARAHONA TWO DELTA CHARLIE DELTA (BAN 2DCD) [BA2DCD]

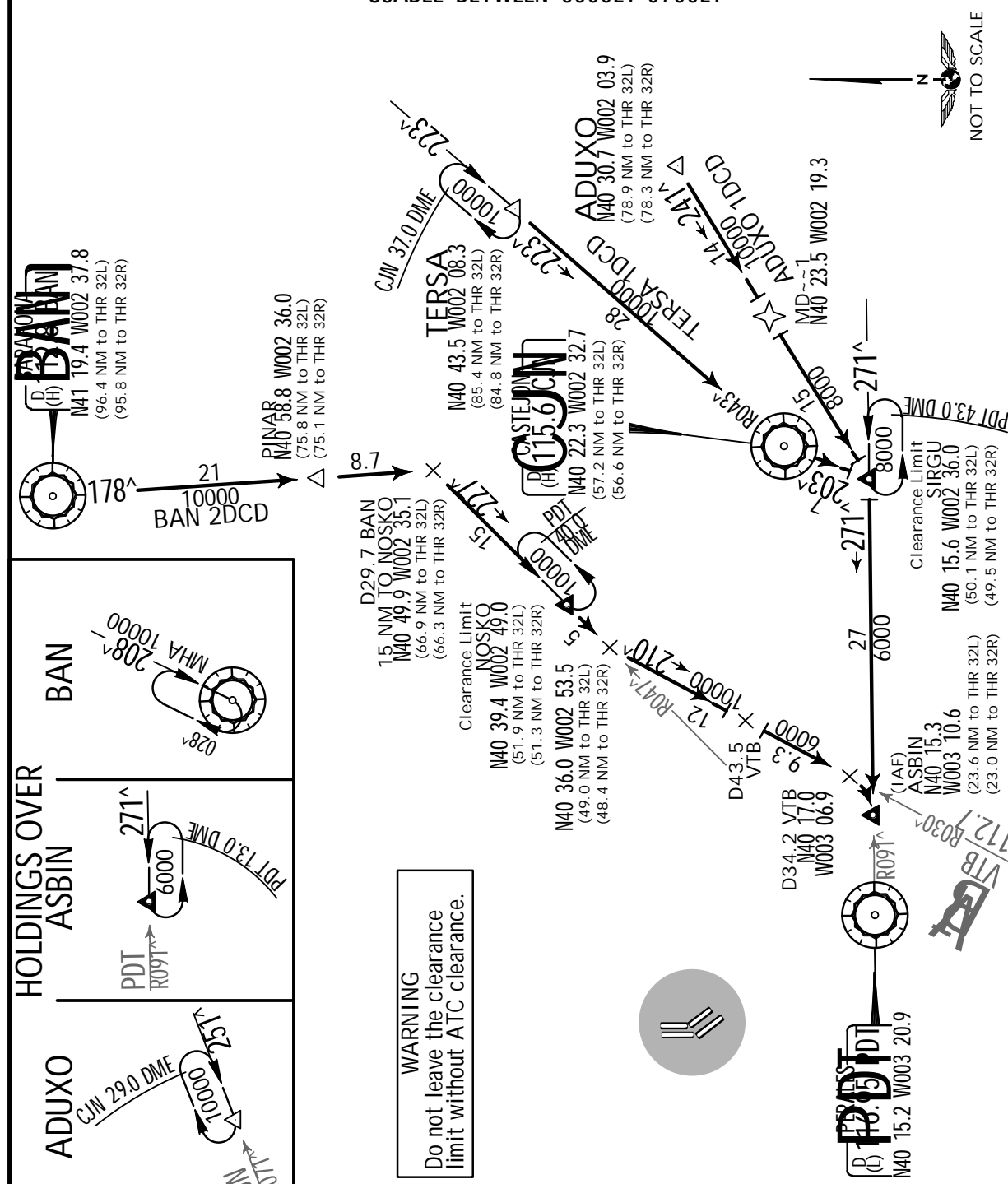
TERSA ONE DELTA CHARLIE DELTA (TERSA 1DCD) [TE1DCD]

RWYS 32L/R CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC

VIA IAF ASBIN

USABLE BETWEEN 0000LT-0700LT



LEMD/MAD
BARAJAS

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

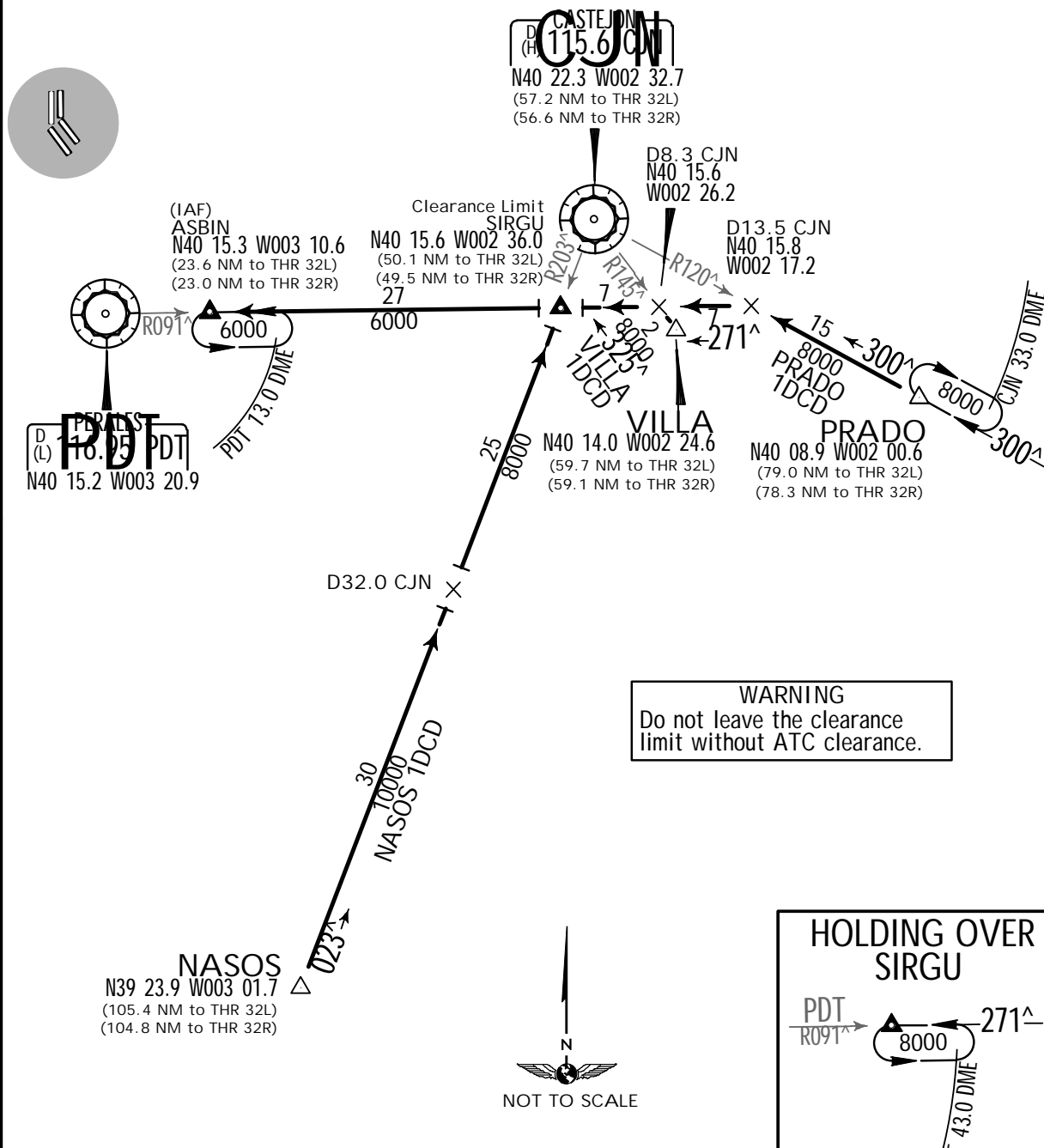
MADRID, SPAIN
.STAR.

ATIS
118.25

Apt Elev
1998'

Alt Set: hPa Trans level: By ATC Trans alt: 13000'
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



LEMD/MAD
BARAJAS

 **JEPPESSEN**
29 NOV 13 (10-2M) .Eff.12.Dec.

MADRID, SPAIN
.STAR.

<p>ATIS 118.25</p>	<p>Apt Elev 1998'</p>	<p>Alt Set: hPa Trans level: By ATC Trans alt: 13000' 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.</p>
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ADUXO ONE DELTA CHARLIE DELTA (ADUXO 1DCD) [AD1DCD]
(B-RNAV)

B-RNAV APPROVAL REQUIRED

BANVO ONE DELTA CHARLIE DELTA (BANVO 1DCD) [BA1DCD]

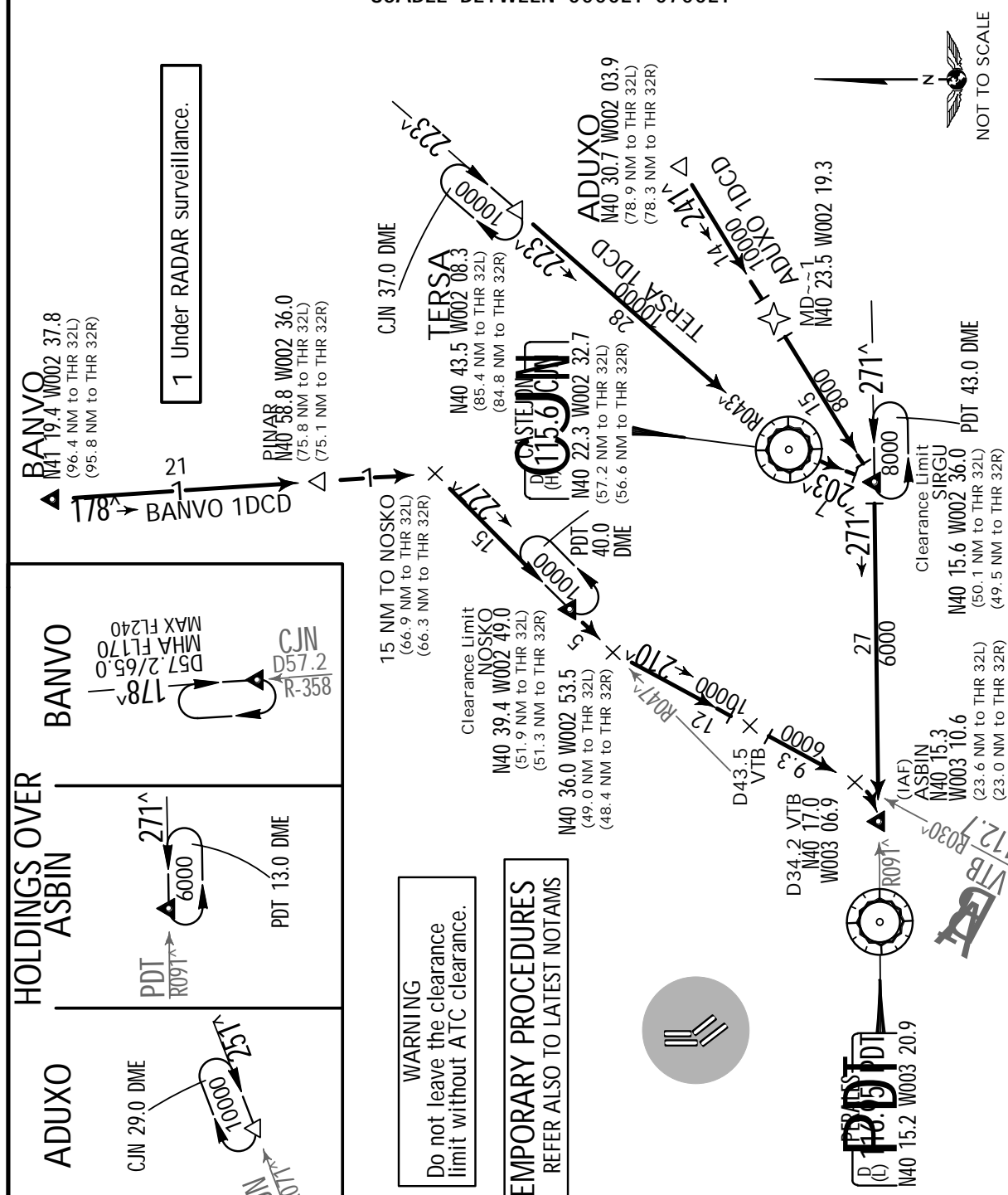
TERSA ONE DELTA CHARLIE DELTA (TERSA 1DCD) [TE1DCD]

RWYS 32L/R CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC

VIA IAF ASBIN

USABLE BETWEEN 0000LT-0700LT



LEMD/MAD

BARAJAS



23 MAY 14

10-3

.Eff.29.May.

MADRID, SPAIN

.SID.

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

LEMD/MAD
BARAJAS

JEPPESEN
 23 MAY 14 **(10-3A)** .Eff.29.May.
MADRID, SPAIN
.SID.

SID DESIGNATION	REFER TO CHART
PINAR 2B	10-3T
PINAR 2N	10-3T1
PINAR 2R, 2W	10-3T2
PINAR 1UV, 1VX	10-3T3
ROBEDILLO 1B	10-3T4
ROBEDILLO 1N	10-3T5
ROBEDILLO 1R, 1W	10-3U
ROBEDILLO 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

LEMD/MAD
BARAJAS
 **JEPPESEN**
21 FEB 14 **10-3A1** .Eff.6.Mar.
MADRID, SPAIN
.RNAV.SID.

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
<p>FOR FURTHER SID DESIGNATION REFER TO PAGE 10-3A2</p> <p>TEMPORARY PROCEDURES REFER ALSO TO CHART NOTAMS</p>	

LEMD/MAD

BARAJAS



JEPPESEN

21 FEB 14

(10-3A2)

.Eff.6.Mar.

MADRID, SPAIN

.SID.

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
ROBEDILLO 1B	10-3T4
ROBEDILLO 1N	10-3T5
ROBEDILLO 1R, 1W	10-3U
ROBEDILLO 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

LEMD/MAD

BARAJAS

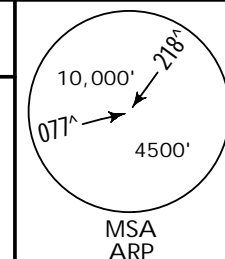
JEPPESEN
 9 AUG 13 (10-3B) .Eff.22.Aug.

MADRID, SPAIN

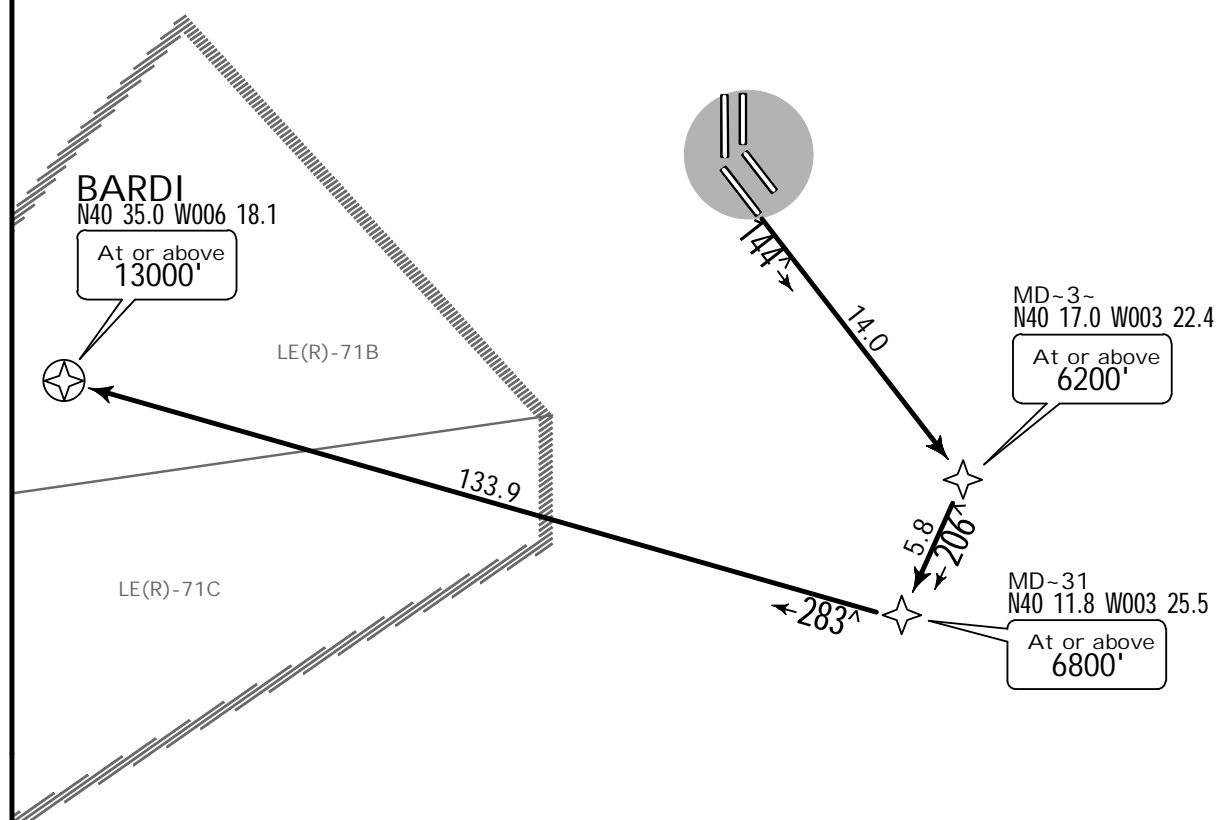
.RNAV.SID.

Apt Elev
 1998'

Trans level: By ATC Trans alt: 13000'
 SIDs are also noise abatement procedures (refer to 10-4).



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

LEMD/MAD
BARAJAS

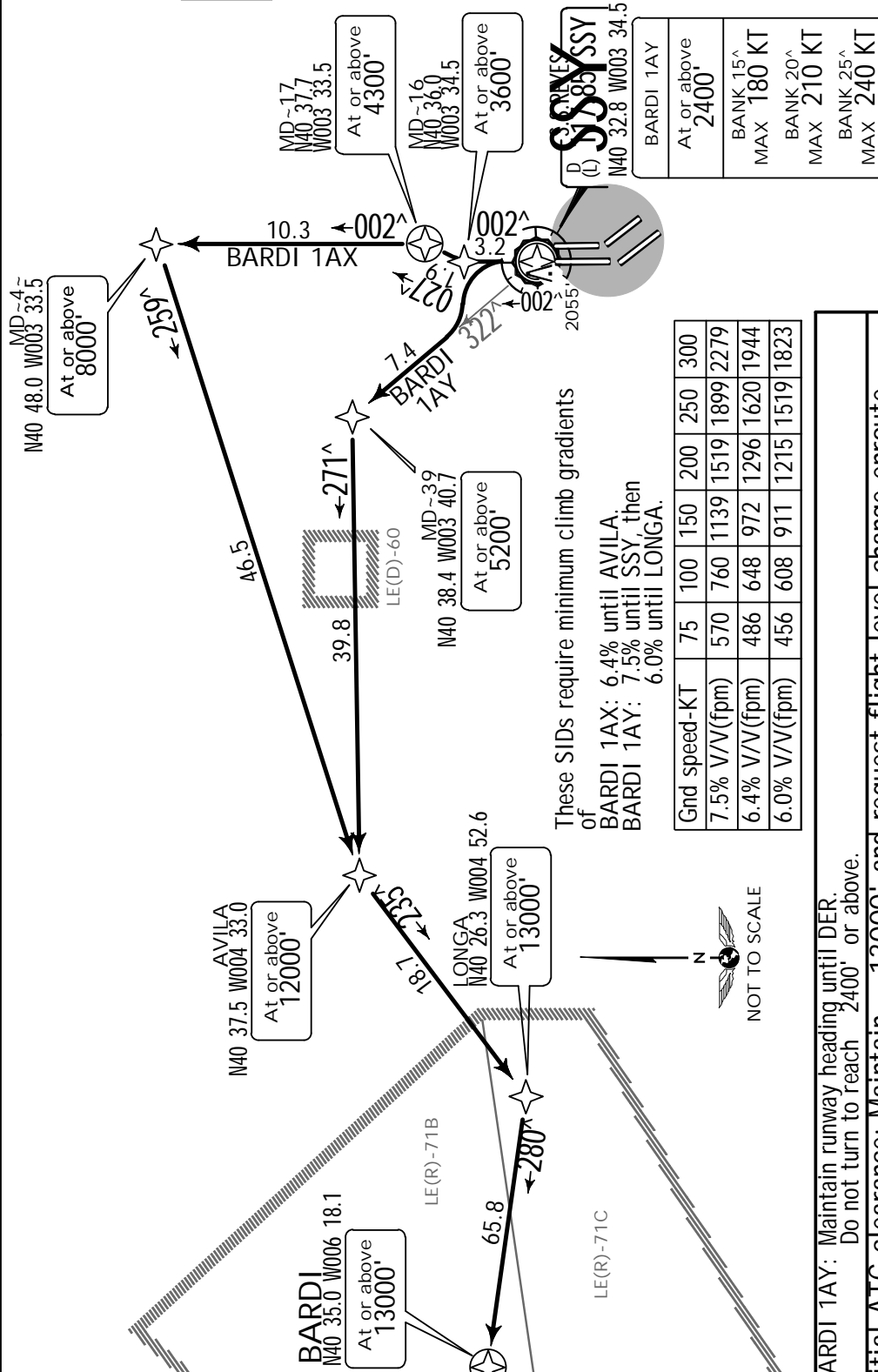
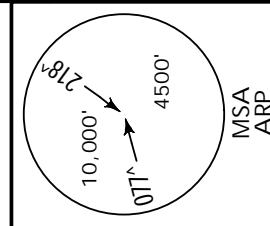
JEPPESSEN
9 AUG 13 10-3C .Eff.22.Aug.

MADRID, SPAIN
.RNAV.SID.

Apt Elev
1998'

Trans level: By ATC Trans alt: 13000'
1. SIDs are also noise abatement procedures (refer to 10-4).
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'



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

ROUTING

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

Subject to LE(D)-60 activity.

LEMD/MAD

BARAJAS

JEPPESEN

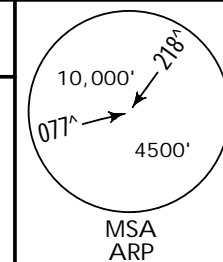
14 SEP 12 (10-3D) .Eff.20.Sep.

MADRID, SPAIN

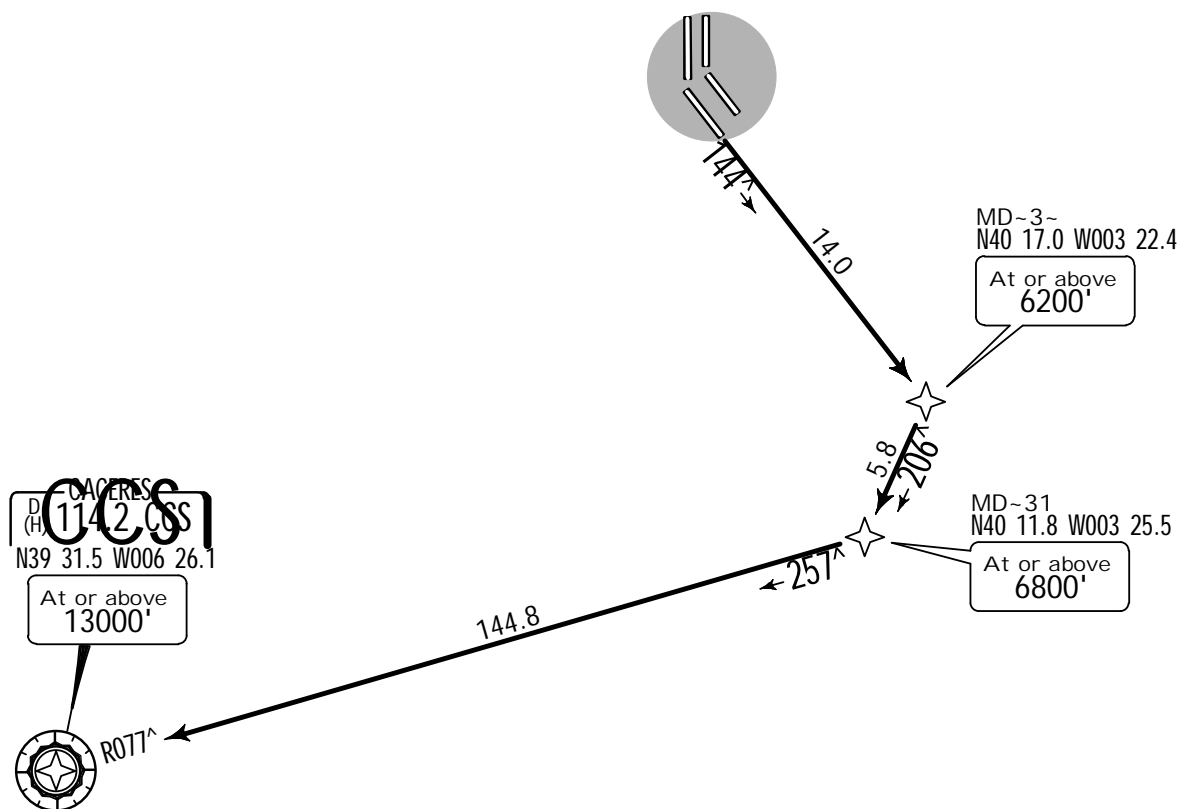
.RNAV.SID.

Apt Elev
 1998'

Trans level: By ATC Trans alt: 13000'
 SIDs are also noise abatement procedures (refer to 10-4).



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

LEMD/MAD
BARAJAS

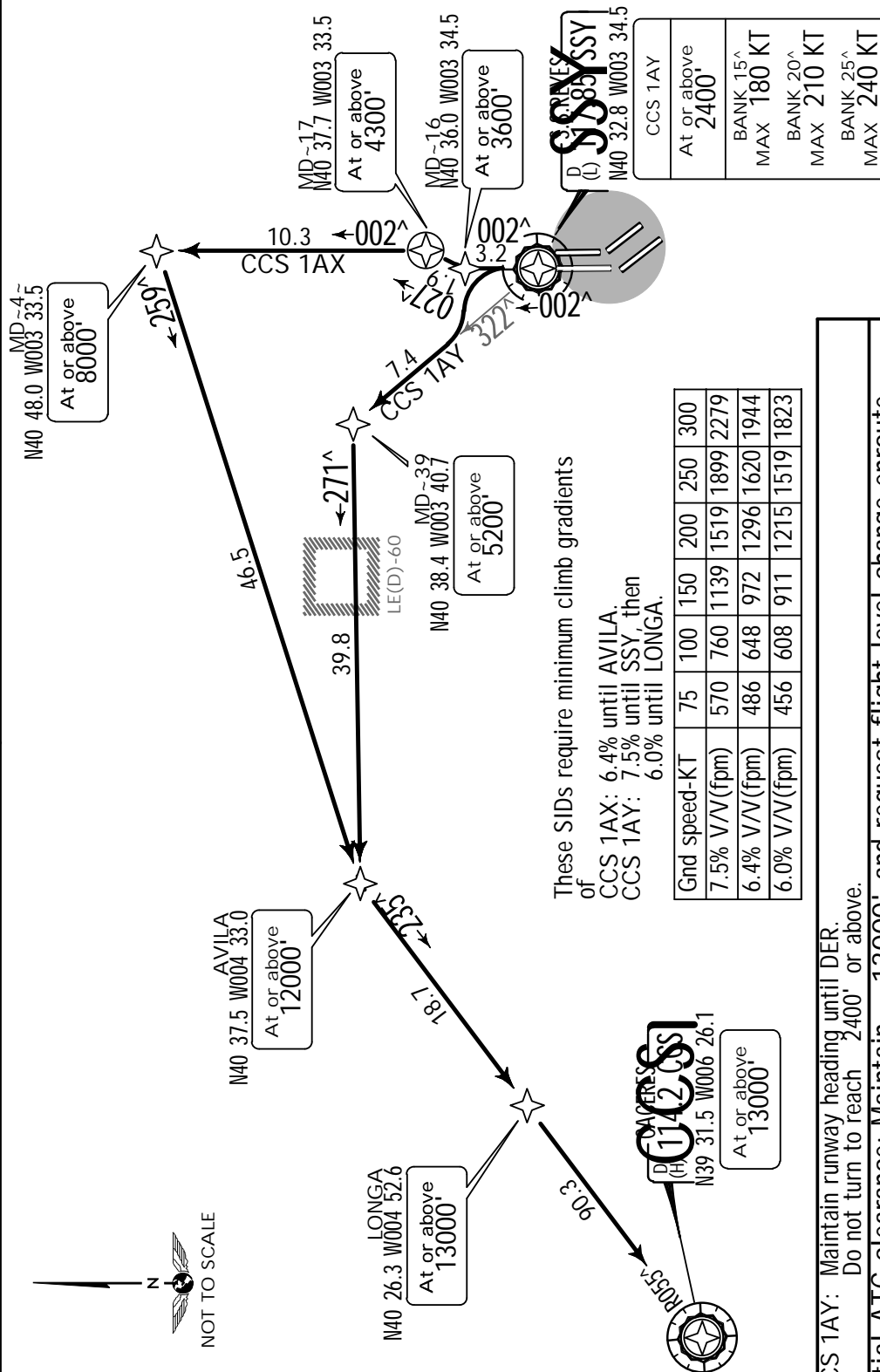
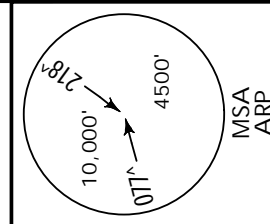
JEPPESEN
14 SEP 12 10-3E .Eff.20.Sep.

MADRID, SPAIN
.RNAV.SID.

Apt Elev
1998'

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

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'

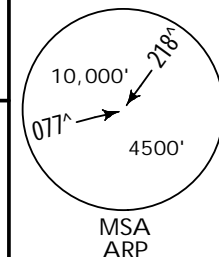


LEMD/MAD
 BARAJAS

JEPPESEN
 21 FEB 14 (10-3E1) .Eff.6.Mar.

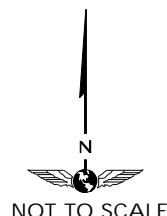
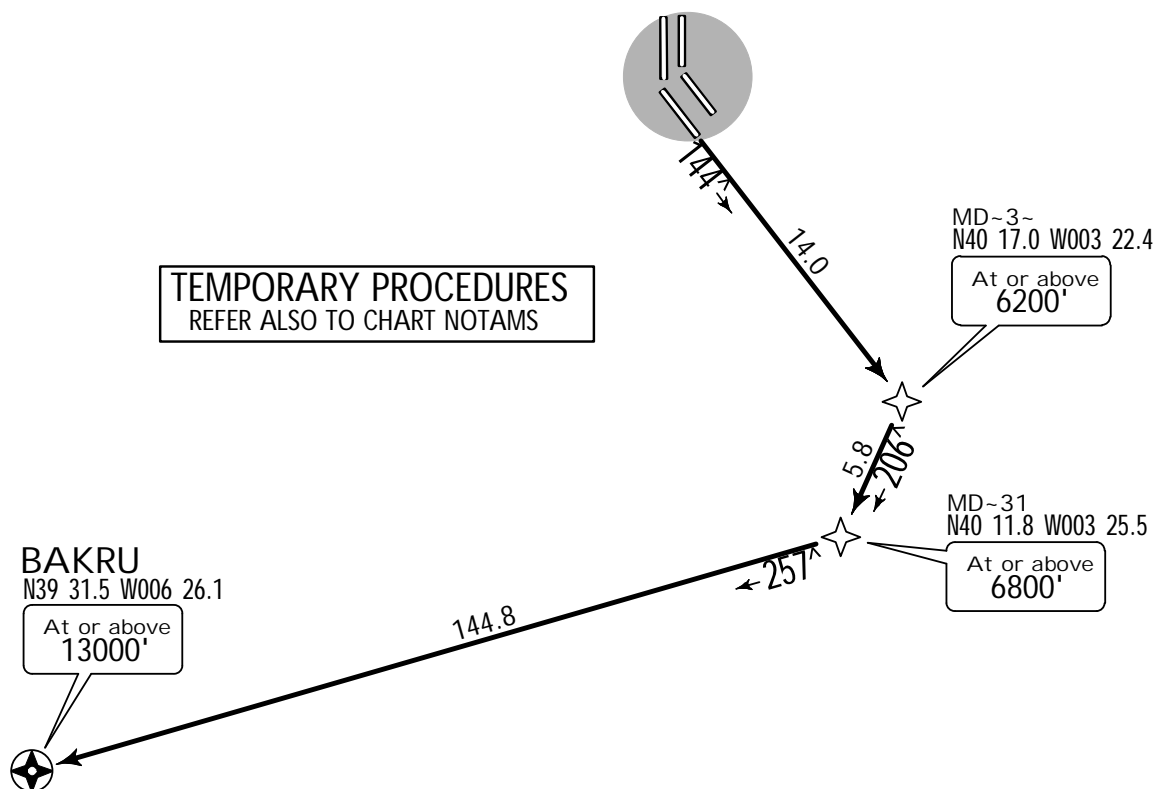
MADRID, SPAIN
 .RNAV.SID.

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



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'

TEMPORARY PROCEDURES
 REFER ALSO TO CHART NOTAMS



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

LEMD/MAD
BARAJAS

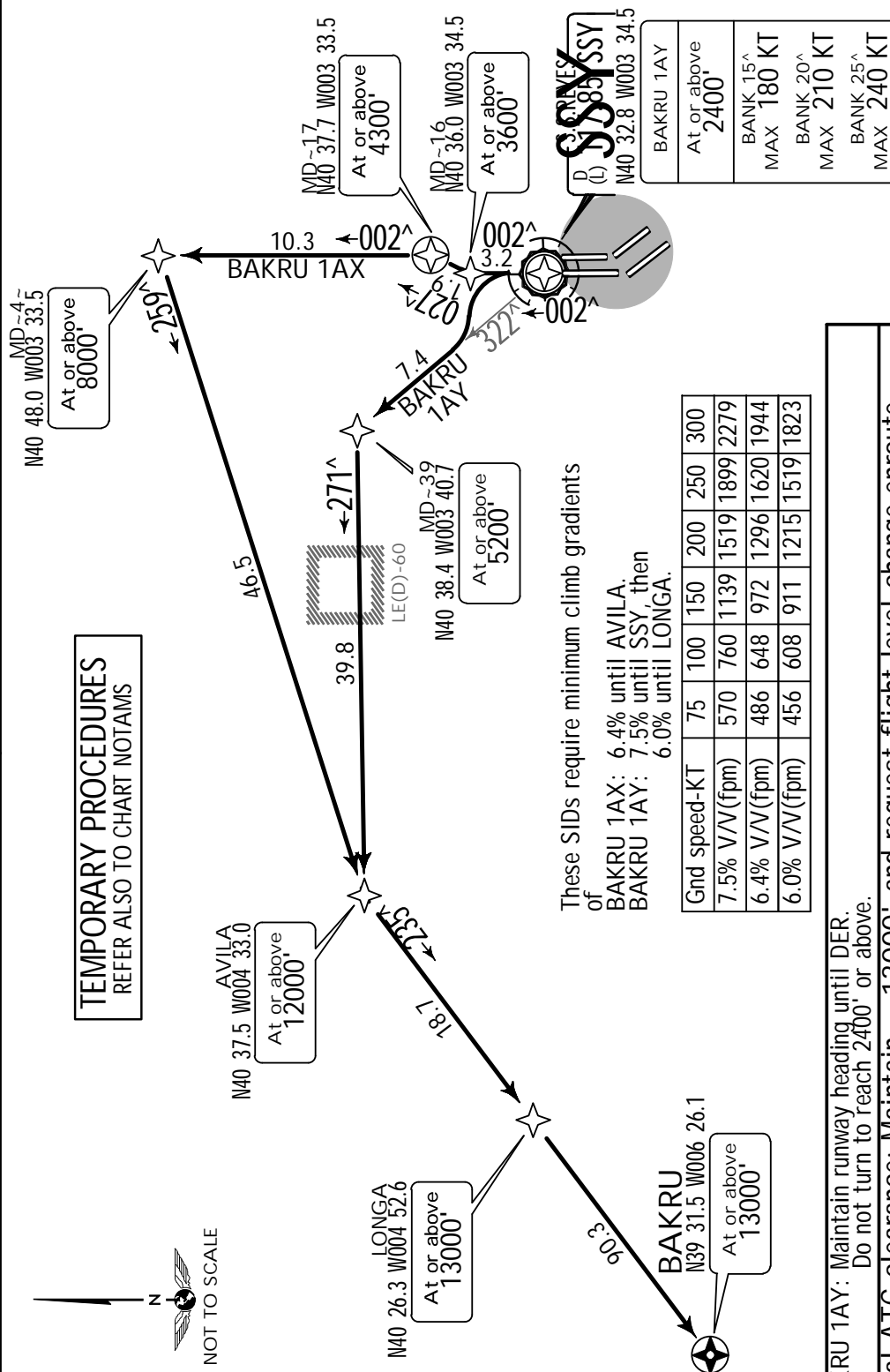
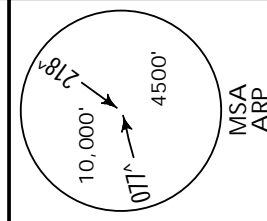
JEPPESEN
21 FEB 14 10-3E2 .Eff.6.Mar.

MADRID, SPAIN
.RNAV.SID.

Apt Elev
1998'

Trans level: By ATC Trans alt: 13000'
1. SIDs are also noise abatement procedures (refer to 10-4A1).
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'



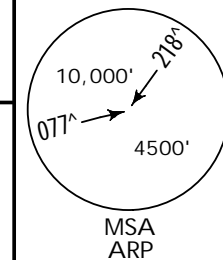
AKRU 1AY: Maintain runway heading until DER. Do not turn to reach 2400' or above.	
Initial ATC clearance: Maintain 13000' and request flight level change enroute	
SID	ROUTING
AKRU 1AX	MD016 (3600'+) - MD017 (4300'+) - MD040 (8000'+) - AVILA (12000'+) - LONGA
AKRU 1AY	SSY (2400'+; K180-/K210-/K240-) - MD039 (5200'+) - AVILA (12000'+) - LONGA
1	Subject to LE(D)-60 activity.

LEMD/MAD
BARAJAS

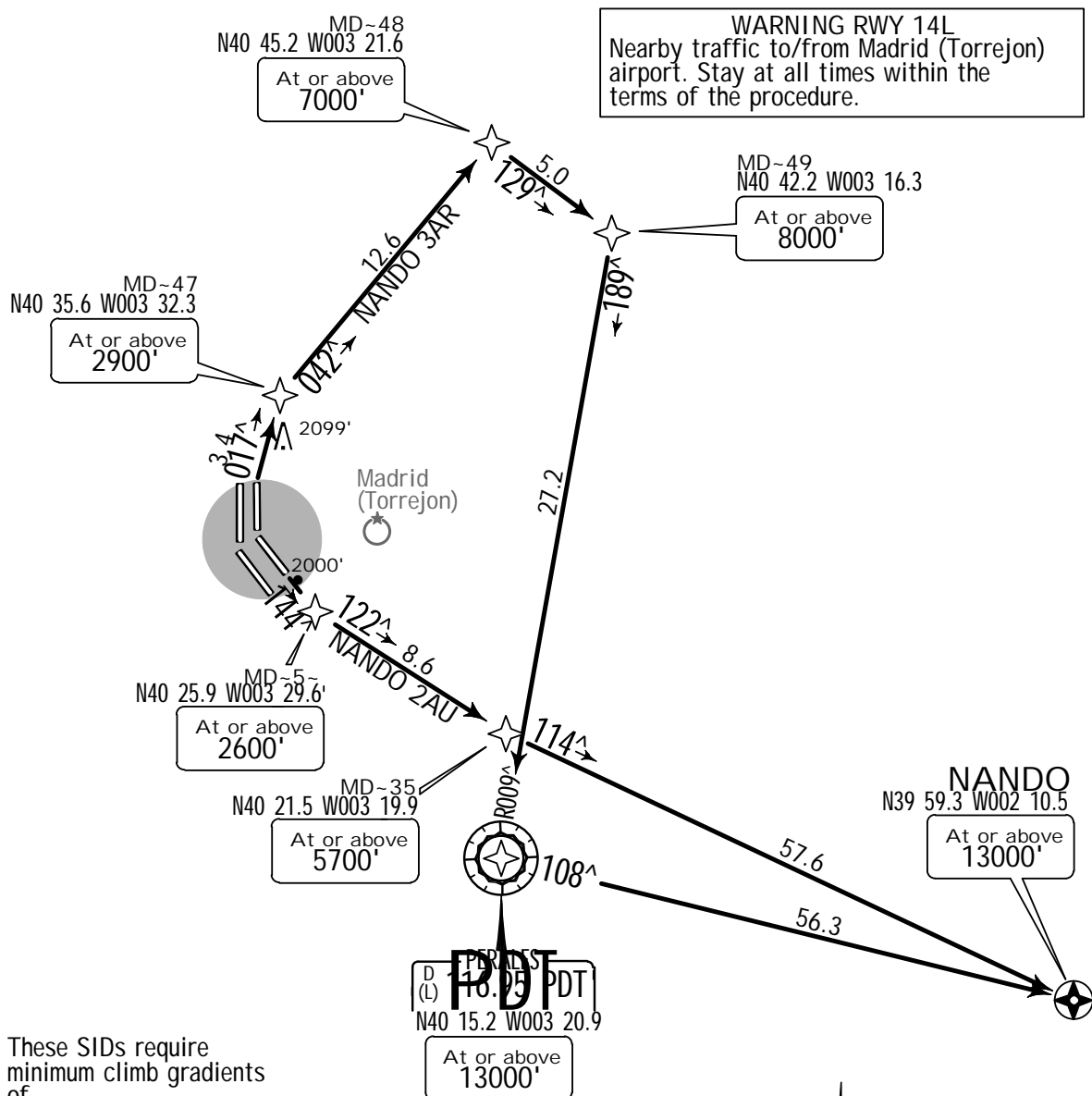
JEPPESEN
23 MAY 14 10-3F .Eff.29.May.

MADRID, SPAIN
.RNAV.SID.

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



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'



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

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

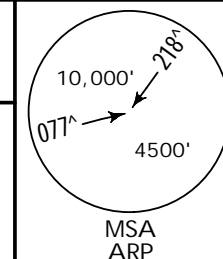
SID	RWY	ROUTING
NANDO 3AR	36R	MD047 (2900'+) - MD048 (7000'+) - MD049 (8000'+) - PDT (13000'+) - NANDO (13000'+).

LEMD/MAD
 BARAJAS

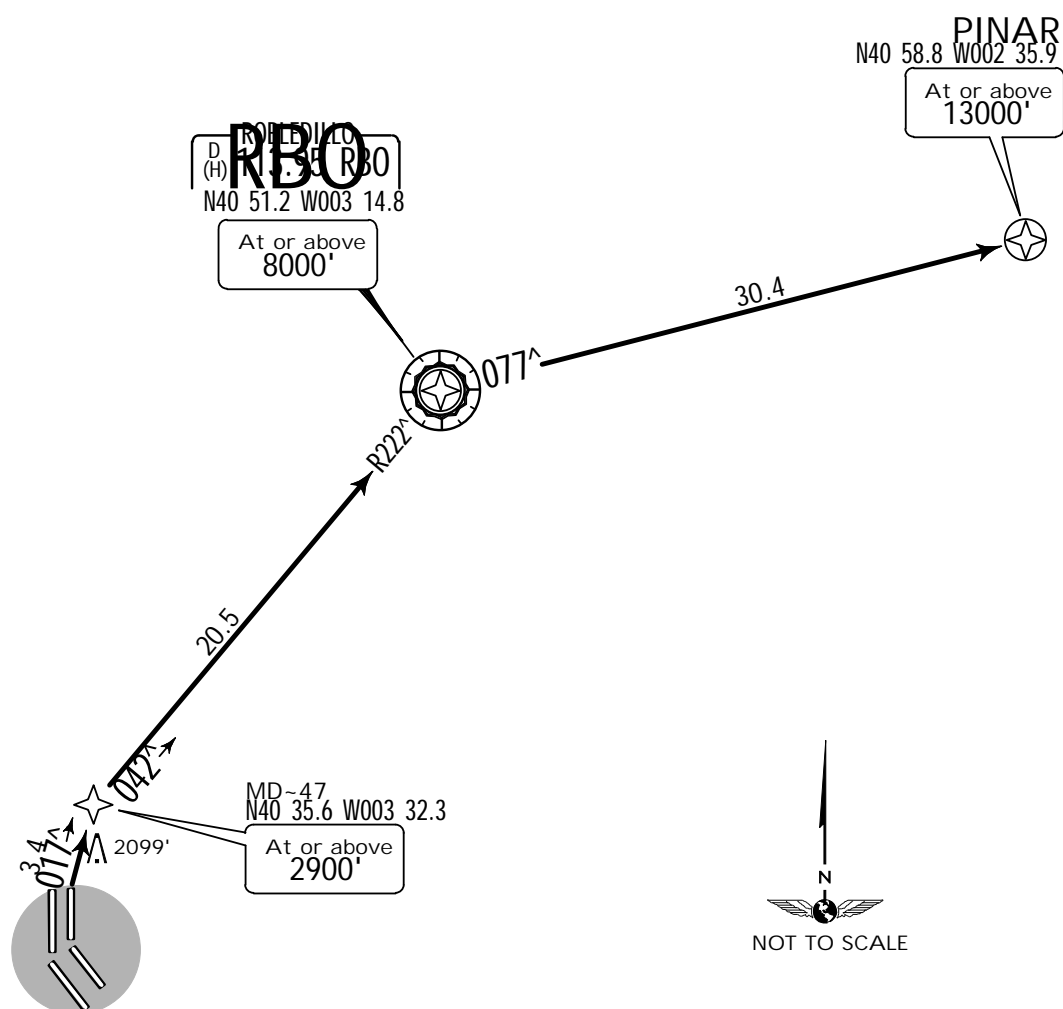
JEPPESEN
 23 MAY 14 (10-3G) .Eff.29.May.

MADRID, SPAIN
 .RNAV.SID.

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



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

LEMD/MAD

BARAJAS

23 MAY 14

JEPPESEN

(10-3H)

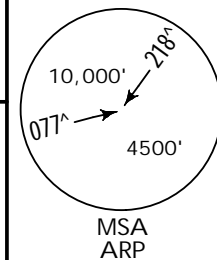
.Eff.29.May.

MADRID, SPAIN

.RNAV.SID.

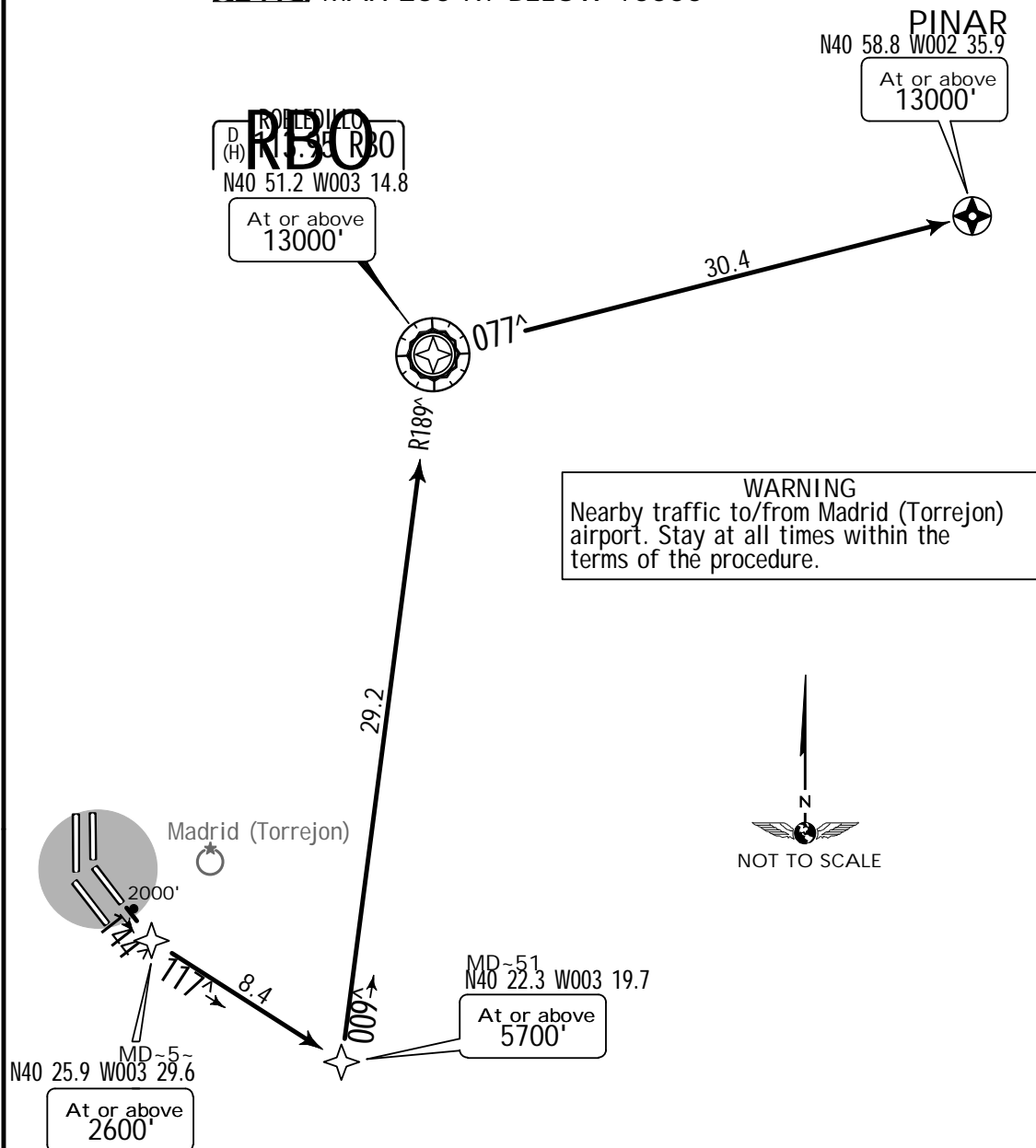
Apt Elev
1998'

Trans level: By ATC Trans alt: 13000'
1. SIDs are also noise abatement procedures (refer to 10-4).
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

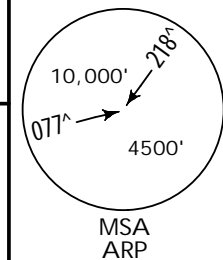
Initial ATC clearance: Maintain 13000' and request flight level change enroute
ROUTING

LEMD/MAD
 BARAJAS

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

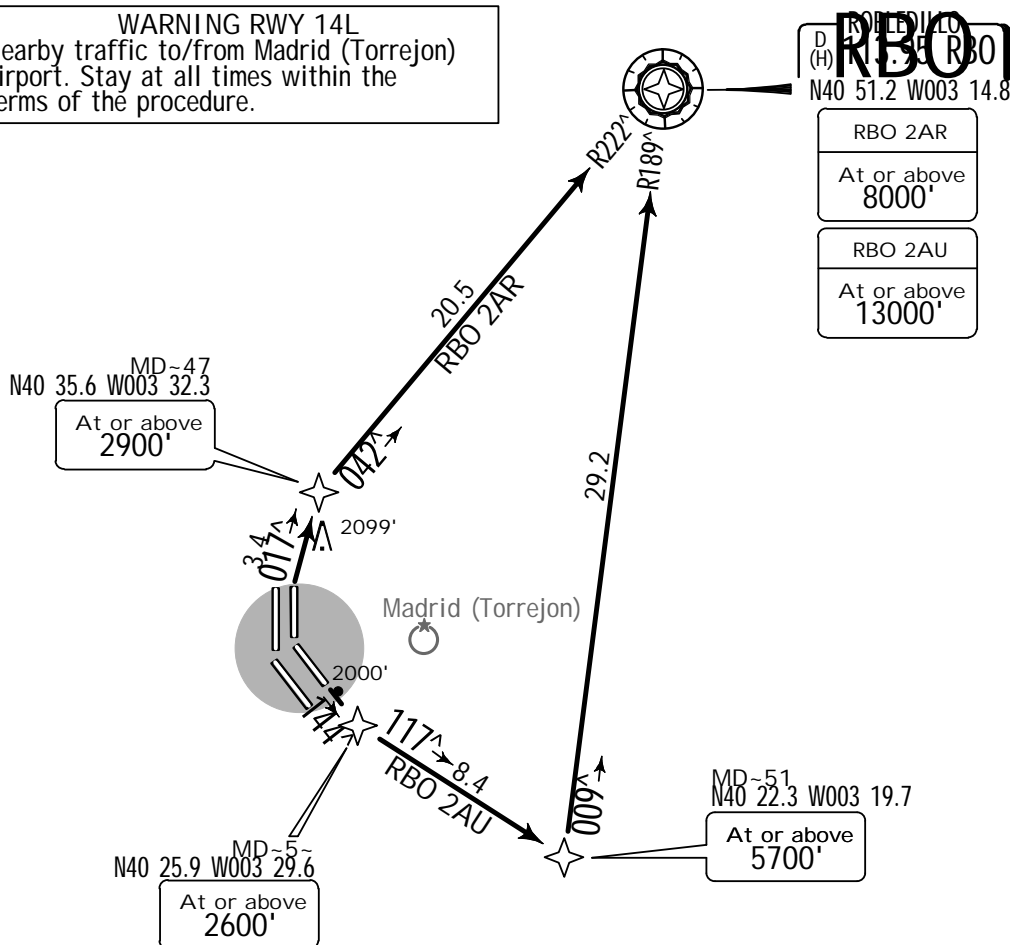
MADRID, SPAIN
 .RNAV.SID.

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

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



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'+).

LEMD/MAD
BARAJAS



9 AUG 13

10-3K

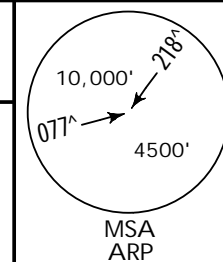
.Eff.22.Aug.

MADRID, SPAIN
.RNAV.SID.

Apt Elev
1998'

Trans level: By ATC Trans alt: 13000'

1. SIDs are also noise abatement procedures (refer to 10-4).
2. EXPECT close-in obstacles.



SIE 1AL
RWY 36L P-RNAV DEPARTURE

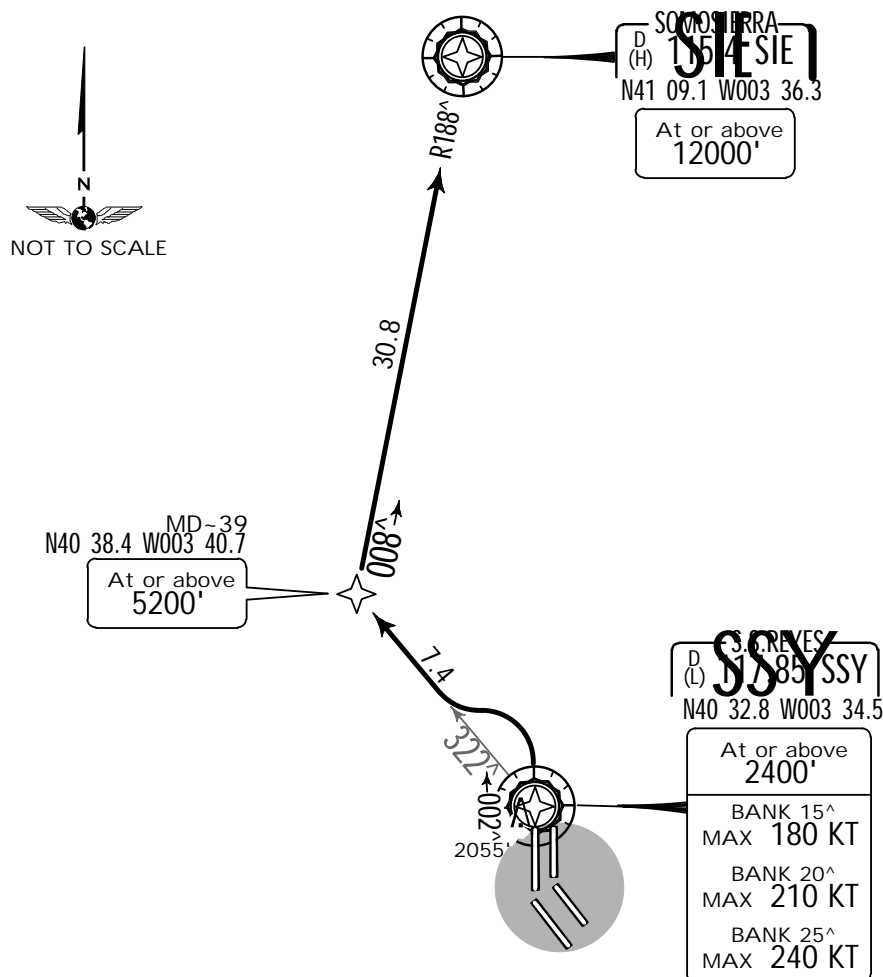
USABLE BETWEEN 0700-2300LT

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

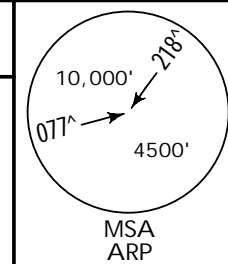
ROUTING

LEMD/MAD
 BARAJAS

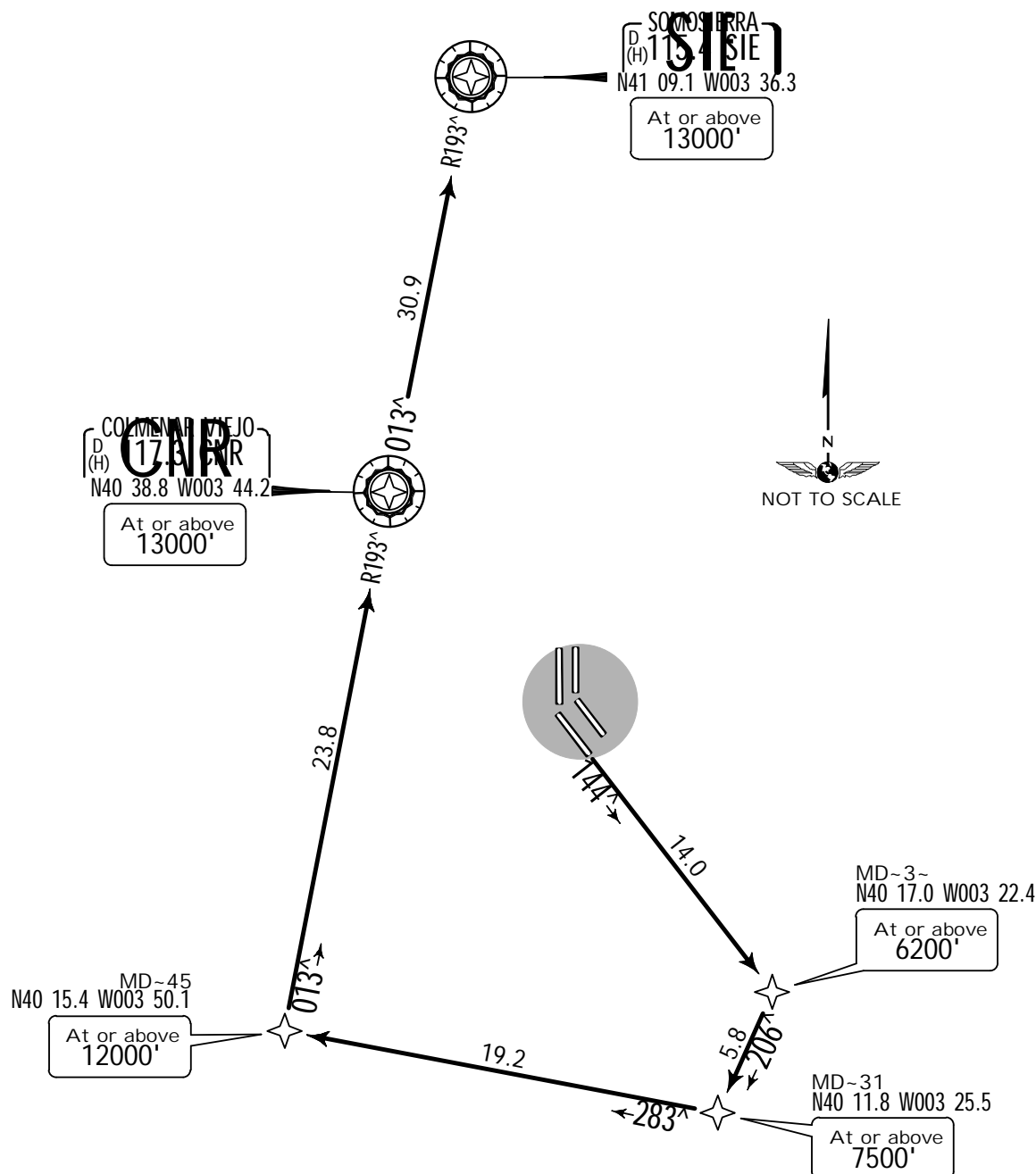
JEPPESEN
 9 AUG 13 10-3L .Eff.22.Aug.

MADRID, SPAIN
 .RNAV.SID.

Apt Elev 1998' Trans level: By ATC Trans alt: 13000'
 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
 ROUTING

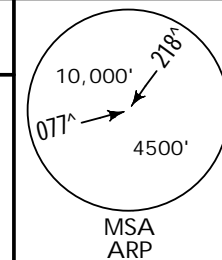
LEMD/MAD
 BARAJAS

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

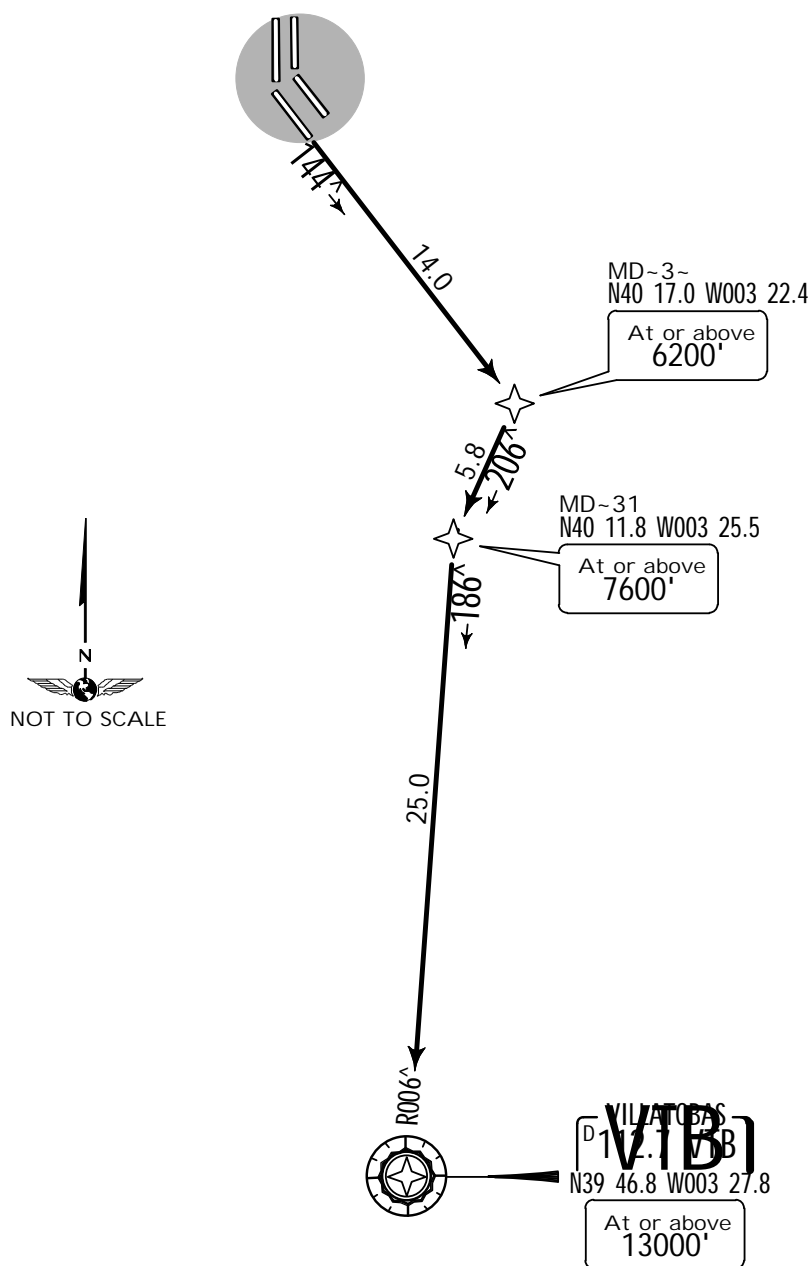
MADRID, SPAIN
 .RNAV.SID.

Apt Elev
 1998'

Trans level: By ATC Trans alt: 13000'
 SIDs are also noise abatement procedures (refer to 10-4).



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
 ROUTING

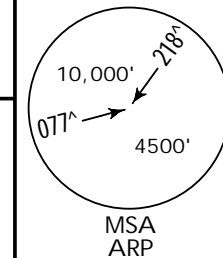
LEMD/MAD
BARAJAS

JEPPesen
9 AUG 13 10-3L2 .Eff.22.Aug.

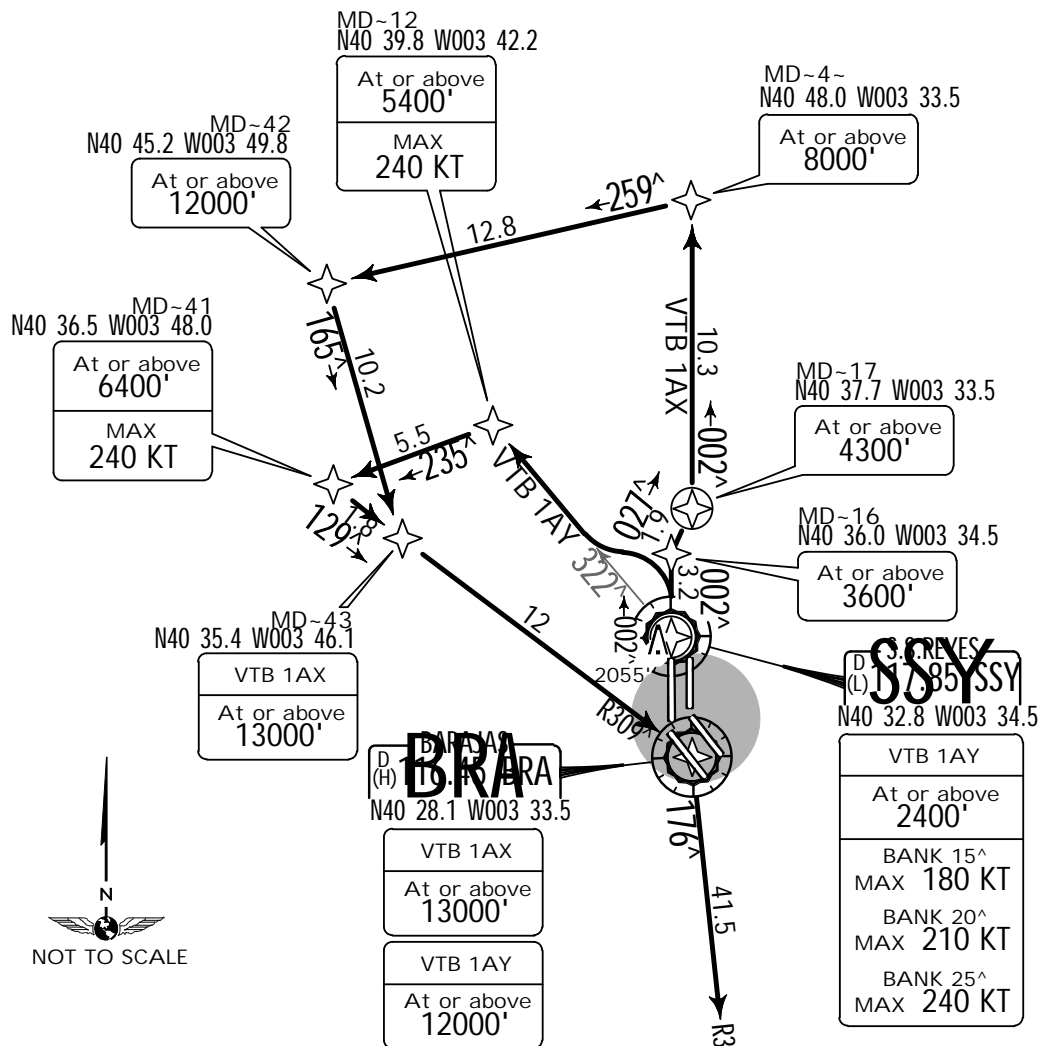
MADRID, SPAIN
.RNAV.SID.

Apt Elev
1998'

Trans level: By ATC Trans alt: 13000'
1. SIDs are also noise abatement procedures (refer to 10-4).
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'+;

LEMD/MAD

BARAJAS



9 AUG 13 (10-3L3) .Eff.22.Aug.

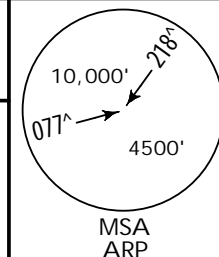
MADRID, SPAIN

.RNAV.SID.

Apt Elev
1998'

Trans level: By ATC Trans alt: 13000'

1. SIDs are also noise abatement procedures (refer to 10-4).
2. EXPECT close-in obstacles.



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

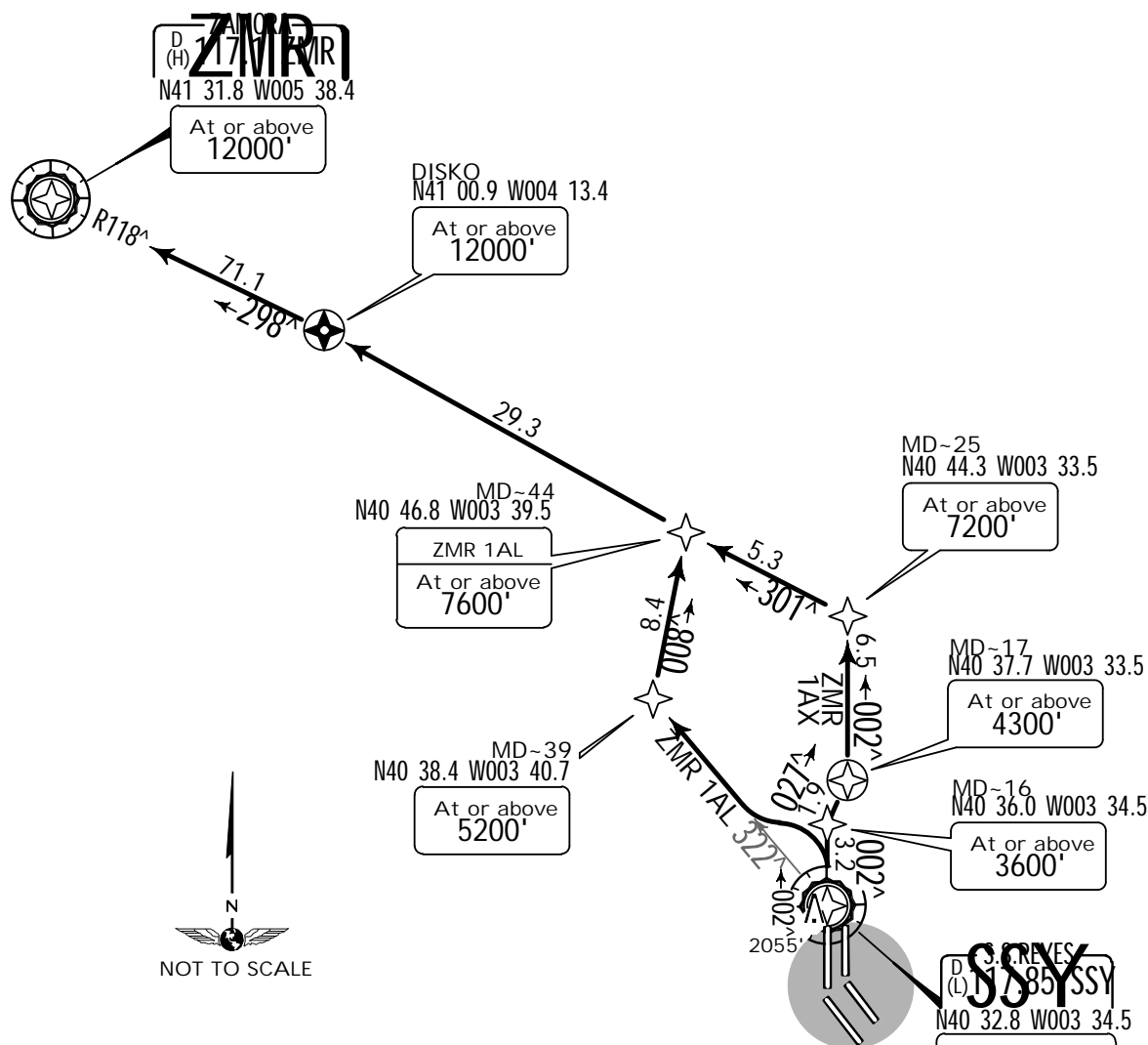
USABLE BETWEEN 0700-2300LT

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

D (L) S.S. REVIEWS
 N40 32.8 W003 34.5
 ZMR 1AL
 At or above
 2400'
 BANK 15^
 MAX 180 KT
 BANK 20^
 MAX 210 KT
 BANK 25^
 MAX 240 KT

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

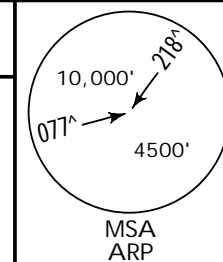
SID	ROUTING
ZMR 1AL	SSY (2400'+; K180-/K210-/K240-) - MD039 (5200'+) - MD044 (7600'+) - DISKO (12000'+) - ZMR (12000'+).
ZMR 1AX	MD016 (3600'+) - MD017 (4300'+) - MD025 (7200'+) - DISKO (12000'+) - ZMR

LEMD/MAD
 BARAJAS

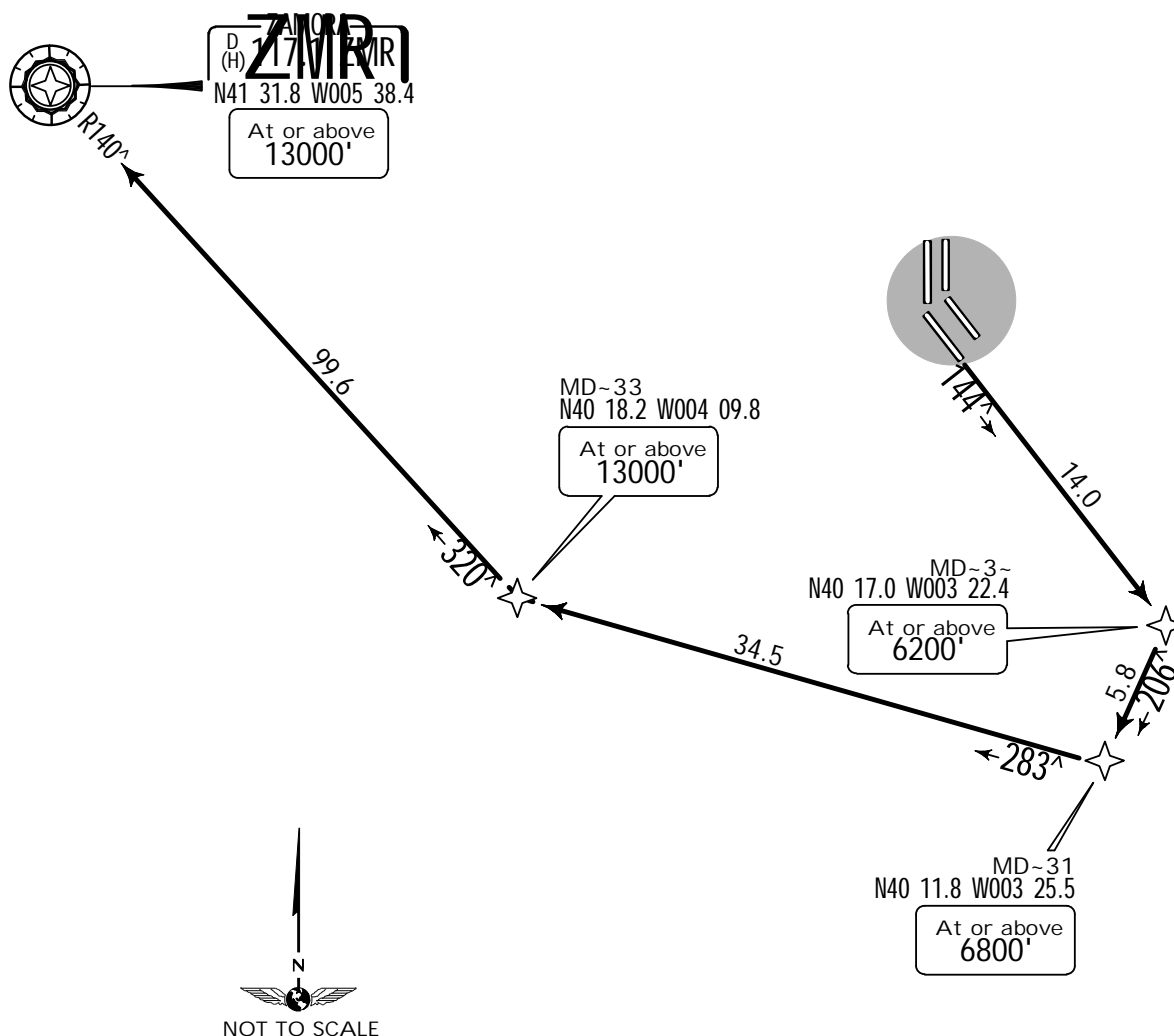
JEPPESEN
 9 AUG 13 (10-3L4) .Eff.22.Aug.

MADRID, SPAIN
 .RNAV.SID.

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



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

LEMD/MAD

BARAJAS



14 SEP 12

10-3M

.Eff.20.Sep.

MADRID, SPAIN

.SID.

Apt Elev
1998'

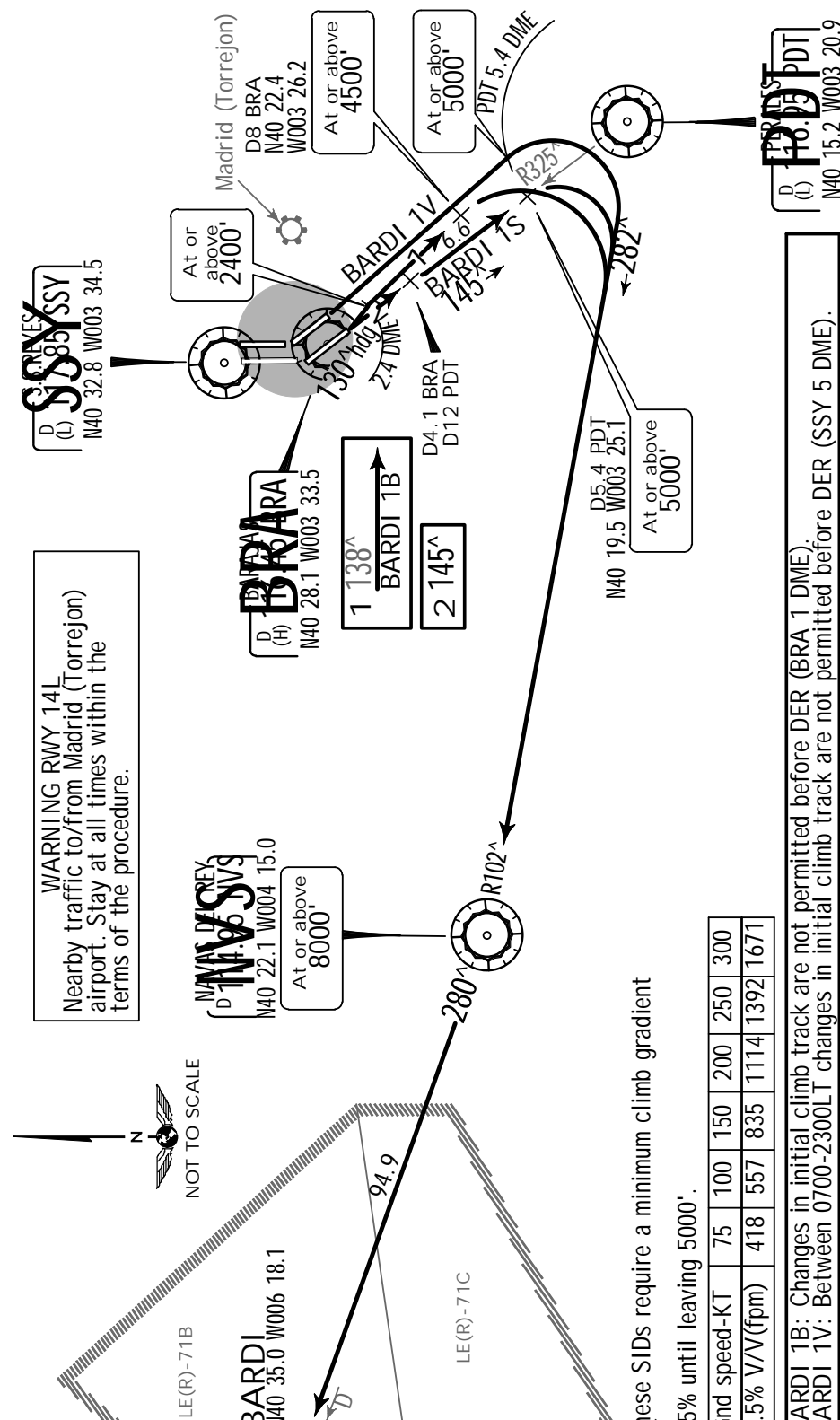
Trans level: By ATC Trans alt: 13000'

1. SIDs are also noise abatement procedures (refer to 10-4A).
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'



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

LEMD/MAD
BARAJAS

14 SEP 12

JEPPESSEN

10-3N

.Eff.20.Sep.

MADRID, SPAIN
SID.

Apt Elev
1998'

Trans level: By ATC Trans alt: 13000'

1. SIDs are also noise abatement procedures (refer to 10-4A).
2. EXPECT close-in obstacles.

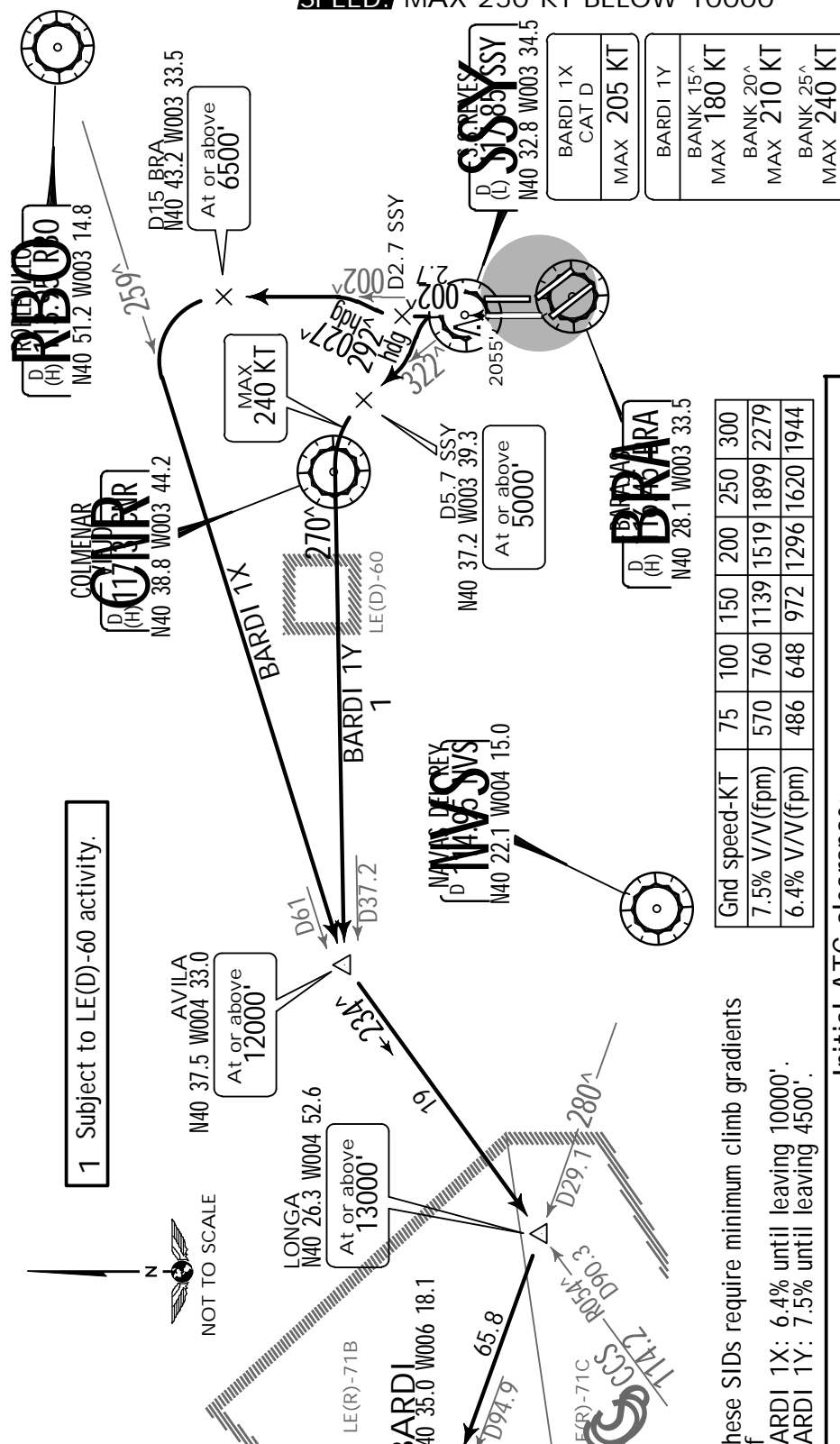
BARDI ONE X-RAY (BARDI 1X) [BARD1X]
BARDI ONE YANKEE (BARDI 1Y) [BARD1Y] 1
RWY 36L DEPARTURES

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

these SIDs require minimum climb gradients

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 SSV, SSV R-002 to D2.7 SSV, 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 SSV, turn LEFT, 292 [^] heading, intercept SSV R-322 to D5.7 SSV, 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.

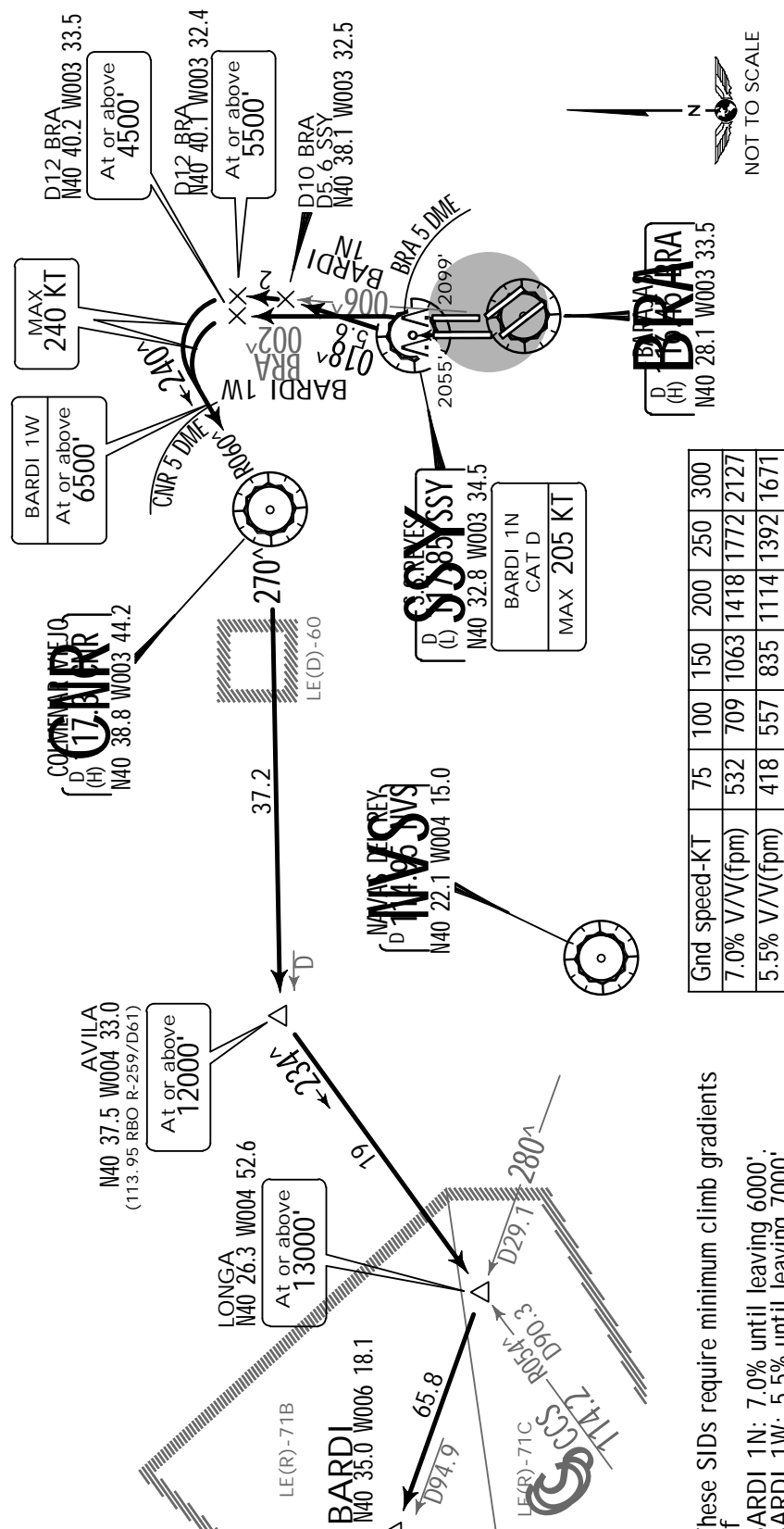
LEMD/MAD
BARAJAS

JEPPESEN
9 AUG 13 10-3N1 .Eff.22.Aug.

MADRID, SPAIN
.SID.

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



Initial ATC clearance: Maintain 13000' and request flight level change enroute.	
SID	ROUTING
BARDI 1N	36L
BARDI 1W	36R
Between 0700-2300LT subject to LE(D)-60 activity.	

LEMD/MAD
BARAJAS

JEPPESEN
21 FEB 14 (10-3N10) .Eff.6.Mar.

MADRID, SPAIN
.SID.

Apt Elev
1998'

Trans level: By ATC Trans alt: 13000'

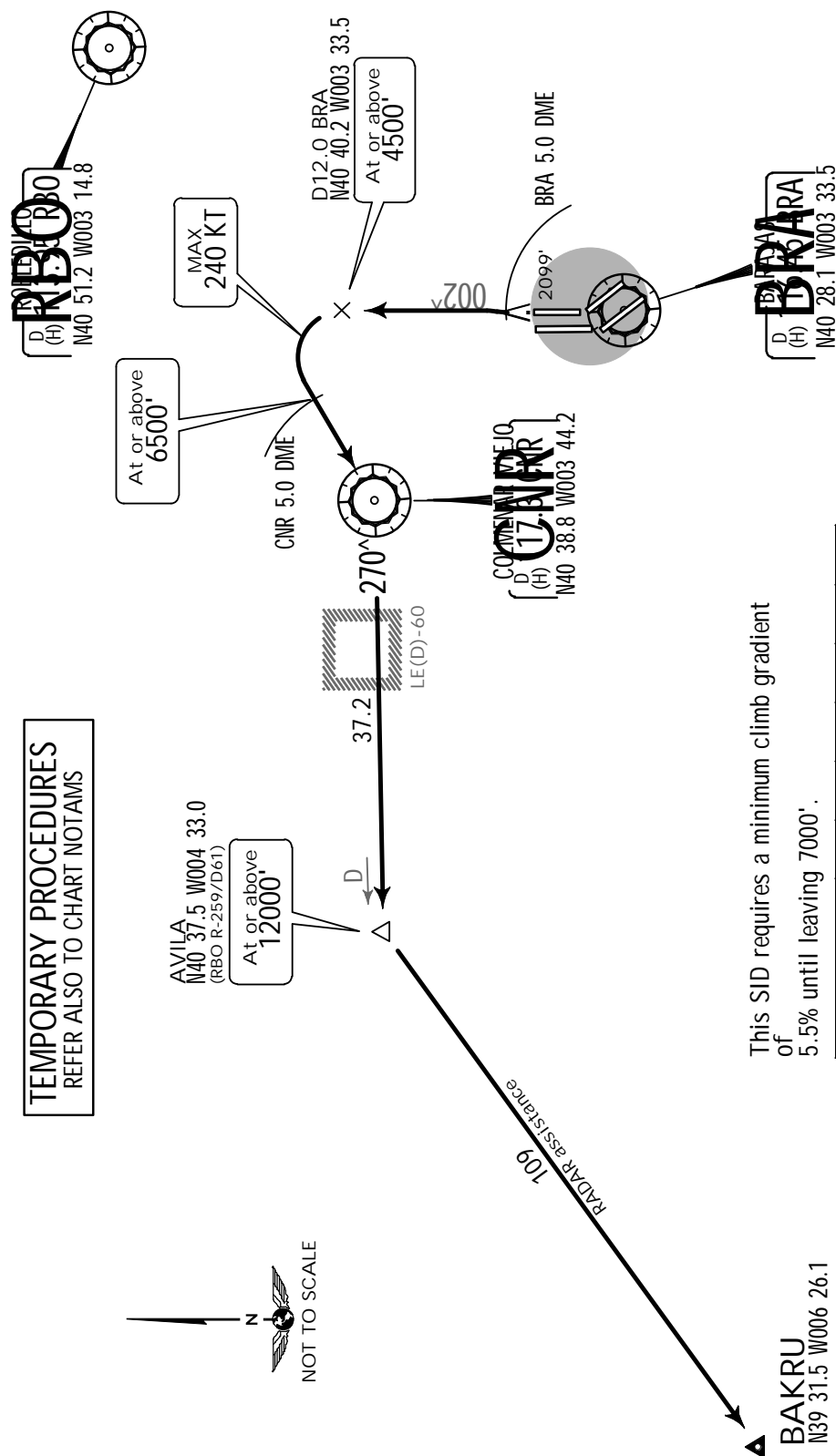
1. SIDs are also noise abatement procedures (refer to 10-4A2).
2. EXPECT close-in obstacles

BAKRU ONE WHISKEY (BAKRU 1W) [BAKR1W]

RWY 36R DÉPARTURE

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'.

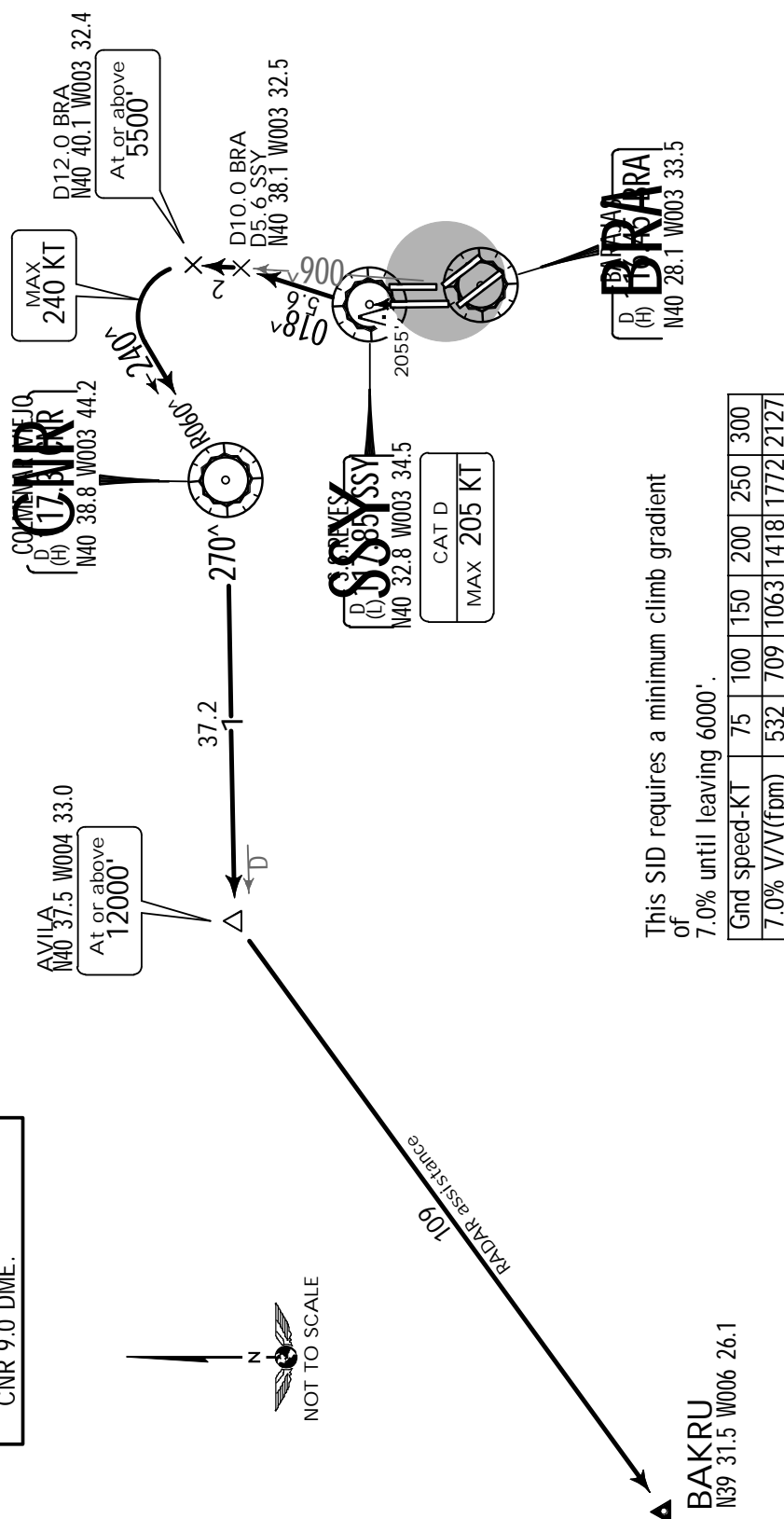
Gnd speed-KT	75	100	150	200	250	300
5.5% V/V(fpm)	418	557	835	1114	1392	1671

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

limb on runway heading to BRA 5.0 DME, intercept BRA R-002 to DT2.0 BRA, turn LEFT to CNR, NR R-270 to AVILA, RADAR assistance direct to BAKRU.

LEMD/MAD
BARAJASJEPPESEN
21 FEB 14 10-3N11 .Eff.6.Mar.MADRID, SPAIN
.SID.Apt Elev
1998'Trans level: By ATC Trans alt: 13000'
1. SIDs are also noise abatement procedures (refer to 10-4A2).
2. EXPECT close-in obstacles.BAKRU ONE NOVEMBER (BAKRU 1N) [BAKR1N]
RWY 36L DEPARTURE
USABLE 2300-0700LT**SPEED:** MAX 250 KT BELOW 10000'TEMPORARY PROCEDURES
REFER ALSO TO CHART NOTAMS1 Possible fluctuations of
CNR VOR on CNR R-270
between CNR 7.0 DME &
CNR 9.0 DME.

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
to D12.0 BRA, turn LEFT, intercept CNR R-060 inbound to CNR, CNR R-270 to AVILA, RADAR
assistance direct to BAKRU.

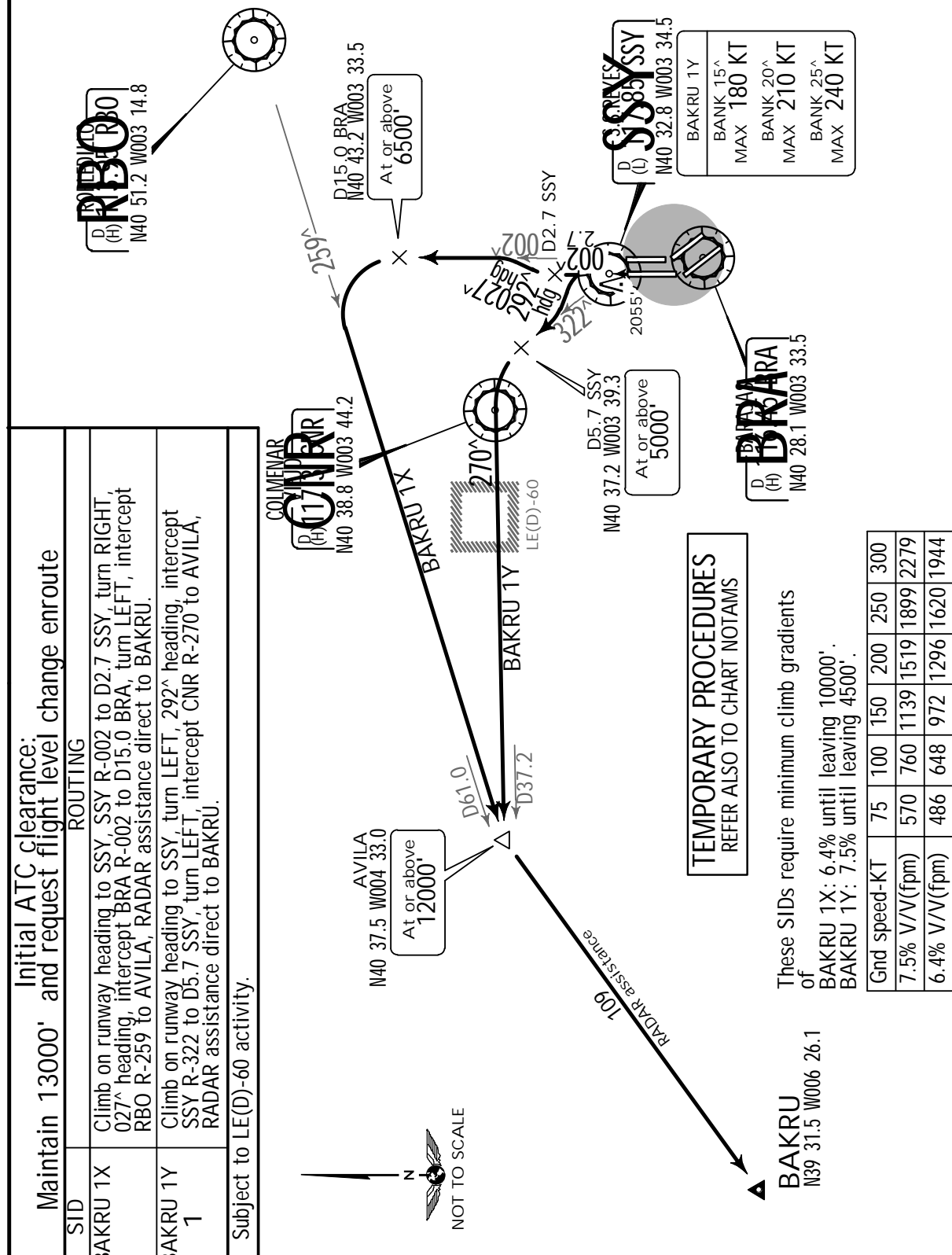
LEMD/MAD
BARAJAS

JEPPESEN
21 FEB 14 (10-3N12) .Eff.6.Mar.

MADRID, SPAIN
.SID.

Apt Elev 1998' Trans level: By ATC Trans alt: 13000'
1. SIDs are also noise abatement procedures (refer to 10-4A2).
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'



LEMD/MAD
BARAJAS

JEPPESEN
9 AUG 13 (10-3N2) .Eff.22.Aug.

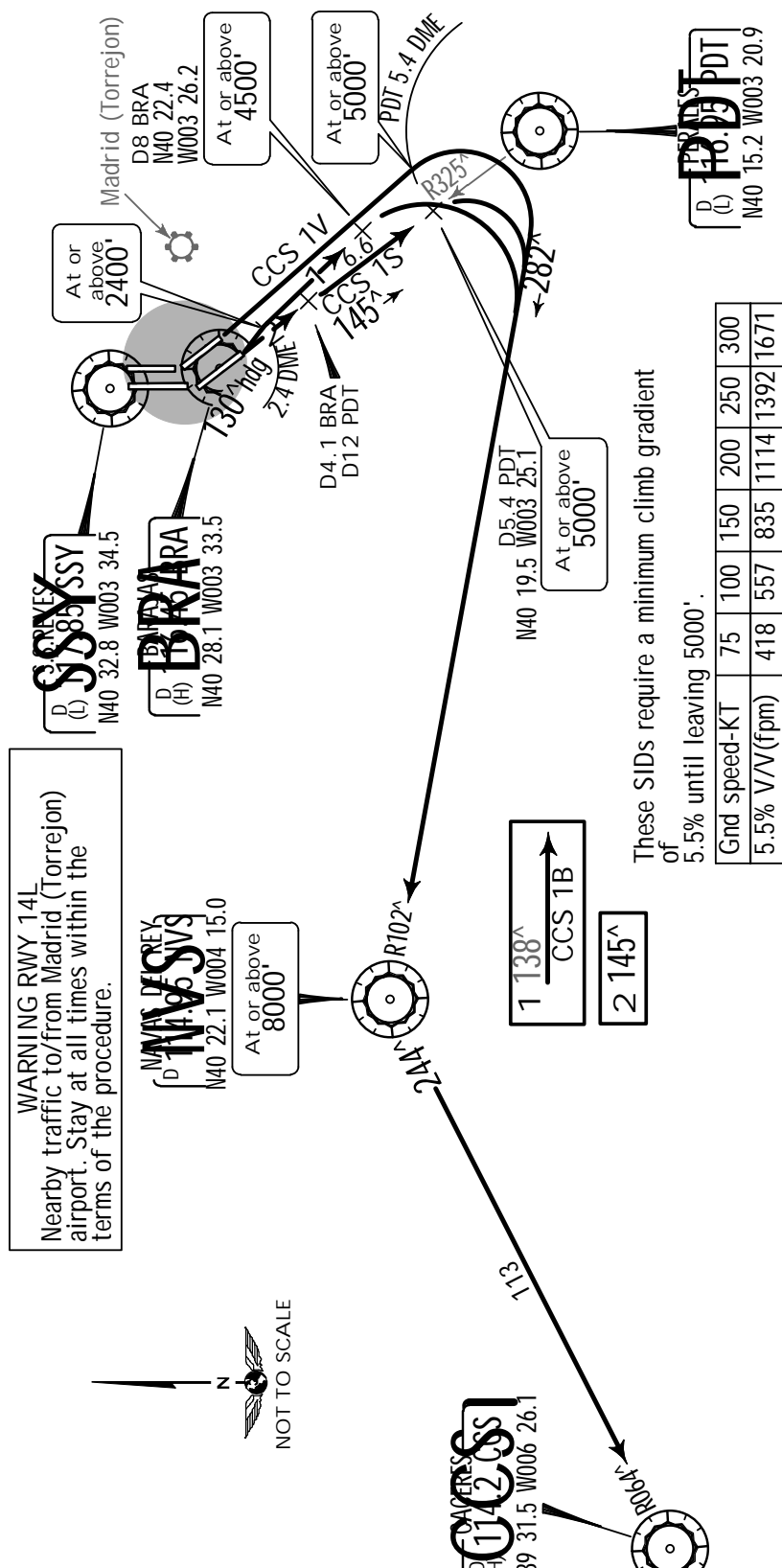
MADRID, SPAIN
.SID.

Apt Elev
1998'

Trans level: By ATC Trans alt: 13000'
1. SIDs are also noise abatement procedures (refer to 10-4A).
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'



Initial ATC clearance: Maintain 13000' and request flight level change enroute	
SID	ROUTING
CCS 1B	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	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	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.

LEMD/MAD
BARAJASJEPPESEN
9 AUG 13 (10-3N3) .Eff.22.Aug.MADRID, SPAIN
.SID.Apt Elev
1998'

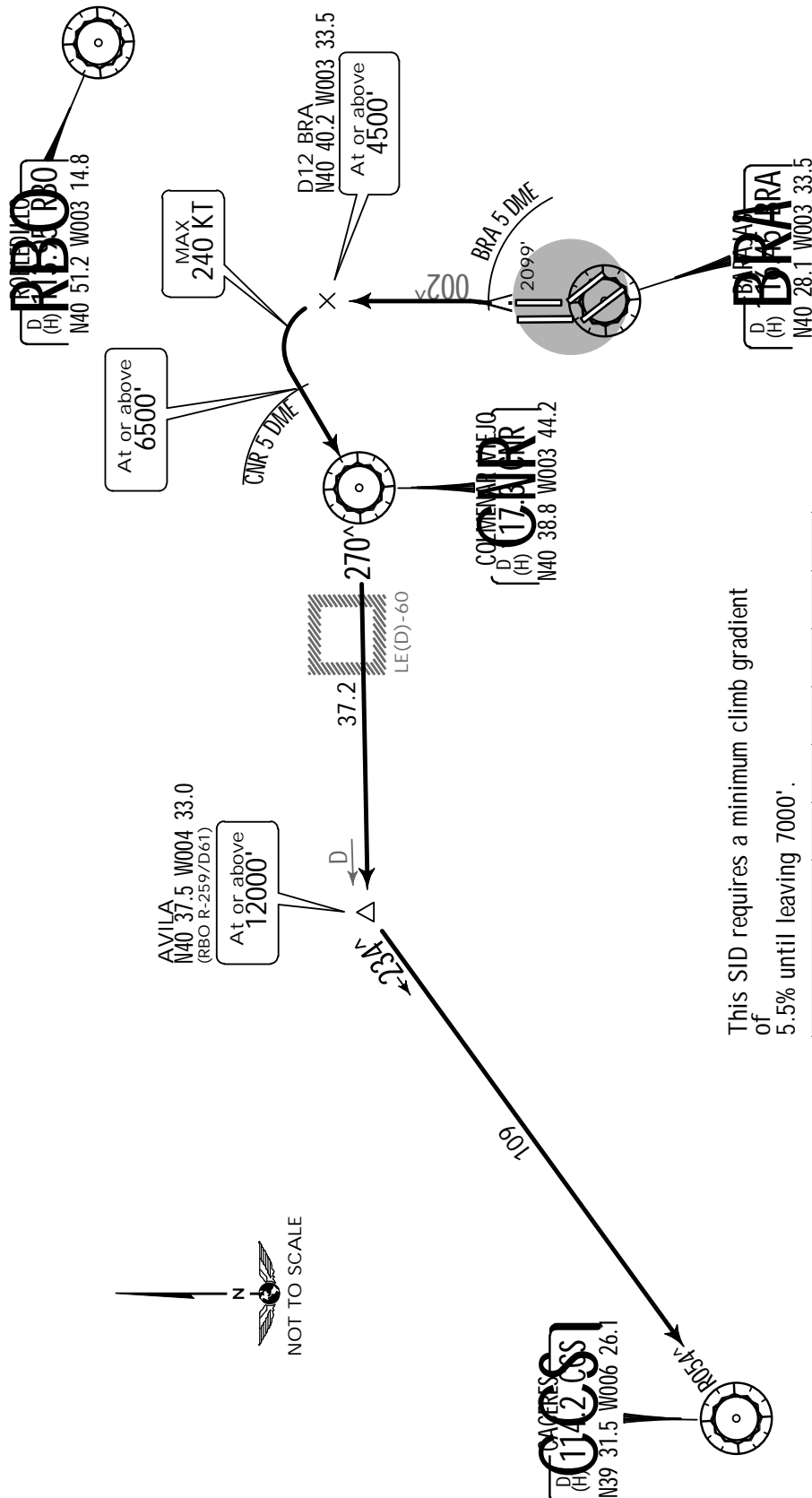
Trans level: By ATC Trans alt: 13000'

1. SIDs are also noise abatement procedures (refer to 10-4A).
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'

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

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

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9 AUG 13 (10-3N4) .Eff.22.Aug.

MADRID, SPAIN
.SID.

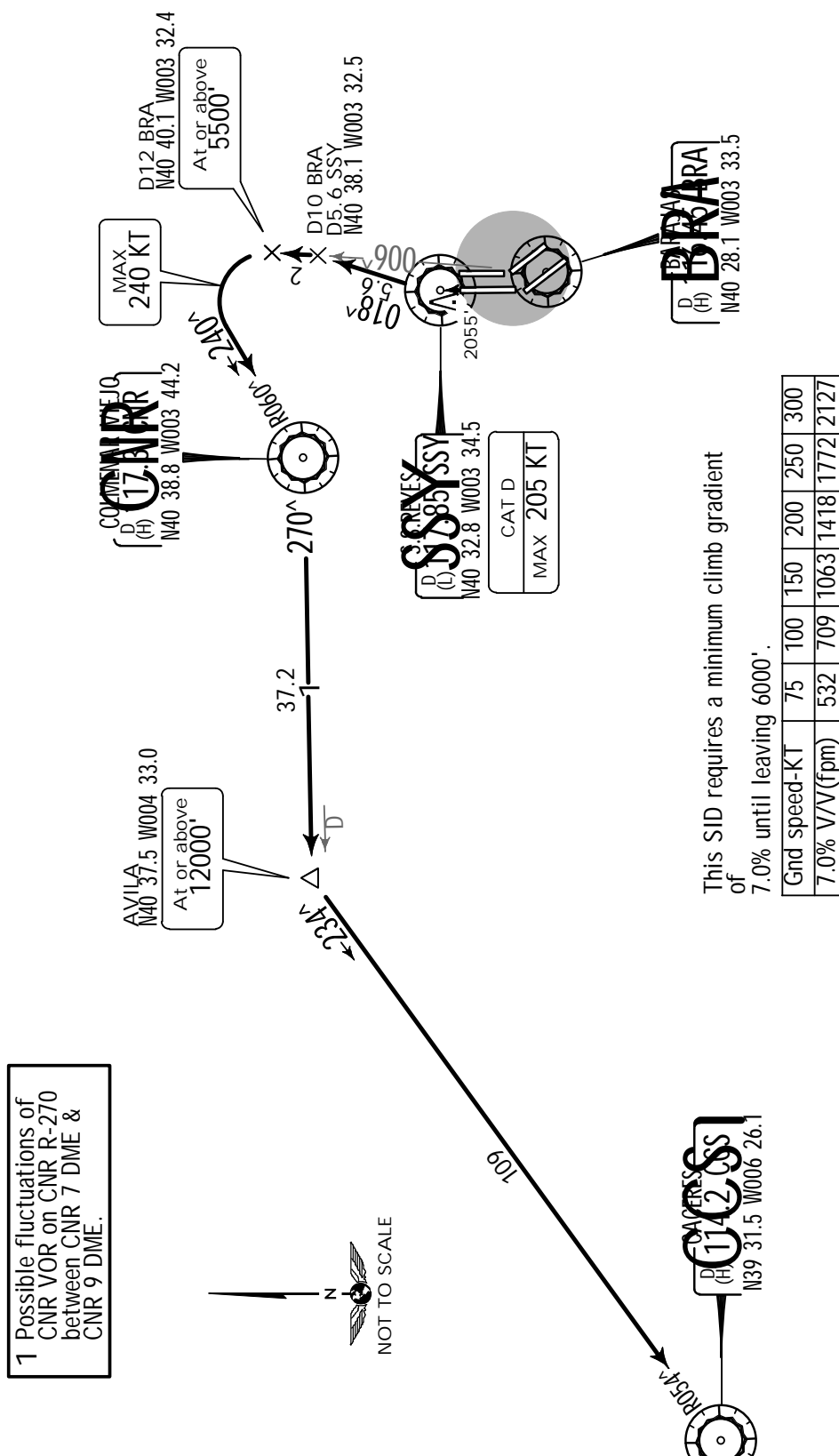
Apt Elev
1998'

Trans level: By ATC Trans alt: 13000'

1. SIDs are also noise abatement procedures (refer to 10-4A).
2. EXPECT close-in obstacles.

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

SPEED: MAX 250 KT BELOW 10000'



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 D12 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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JEPPESSEN
9 AUG 13 (10-3N5) .Eff.22.Aug.

MADRID, SPAIN
.SID.

Apt Elev
1998'

Trans level: By ATC Trans alt: 13000'

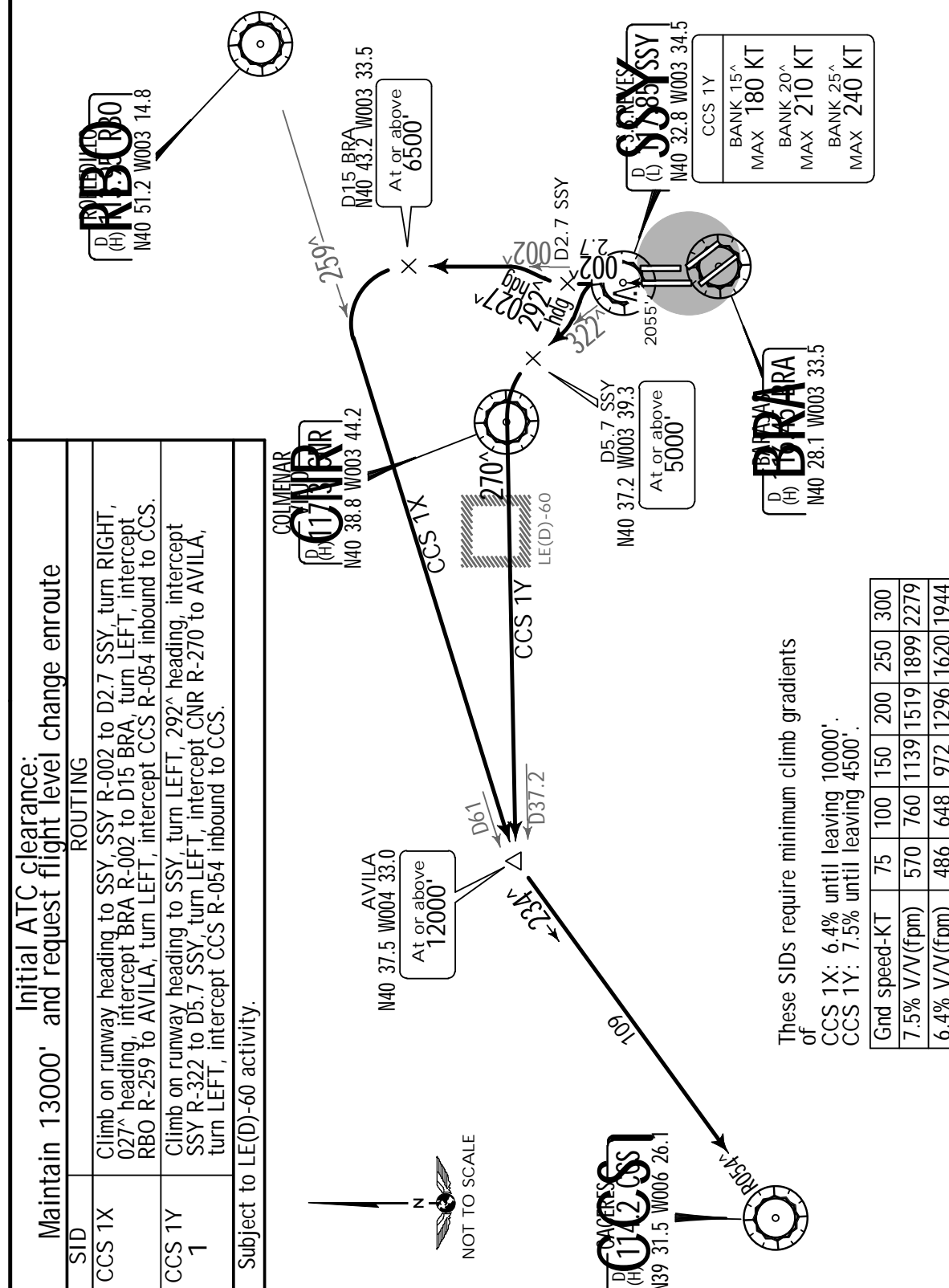
1. SIDs are also noise abatement procedures (refer to 10-4A).
2. EXPECT close-in obstacles.

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'



LEMD/MAD

BARAJAS

JEPPESEN

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

MADRID, SPAIN

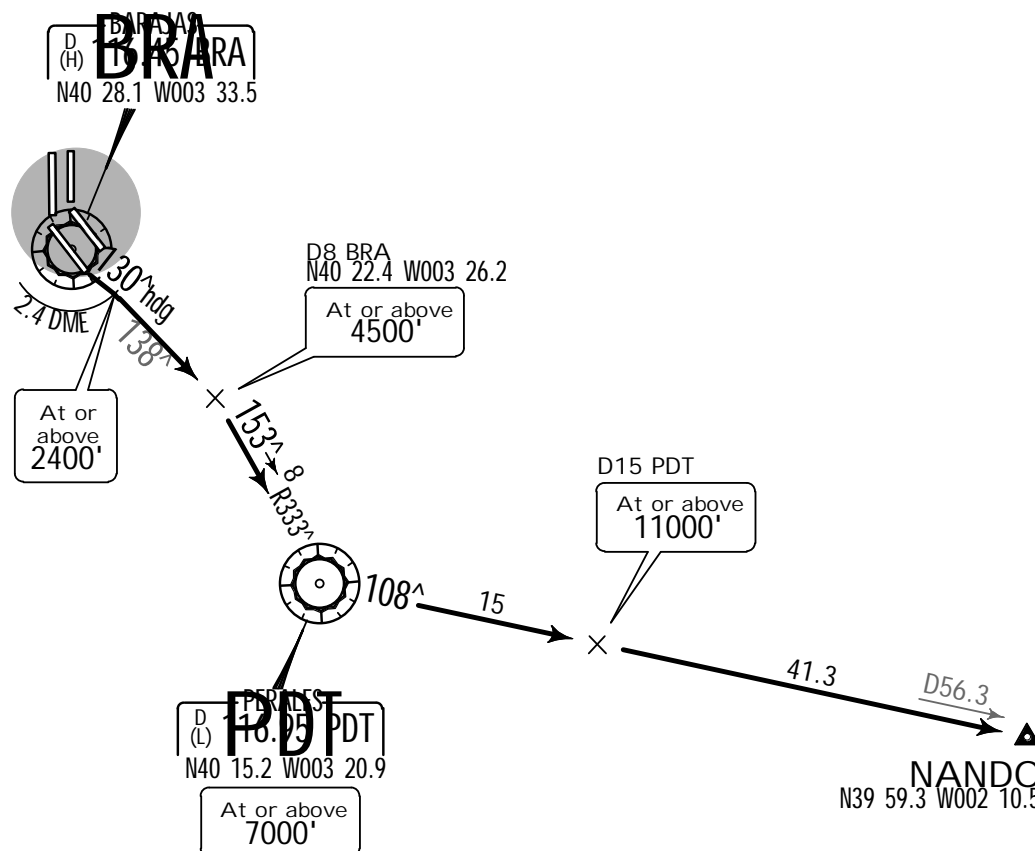
.SID.

Apt Elev
1998'

Trans level: By ATC Trans alt: 13000'
1. SIDs are also noise abatement procedures (refer to 10-4A).
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



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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JEPPESEN
21 FEB 14 10-3N7 .Eff.6.Mar.

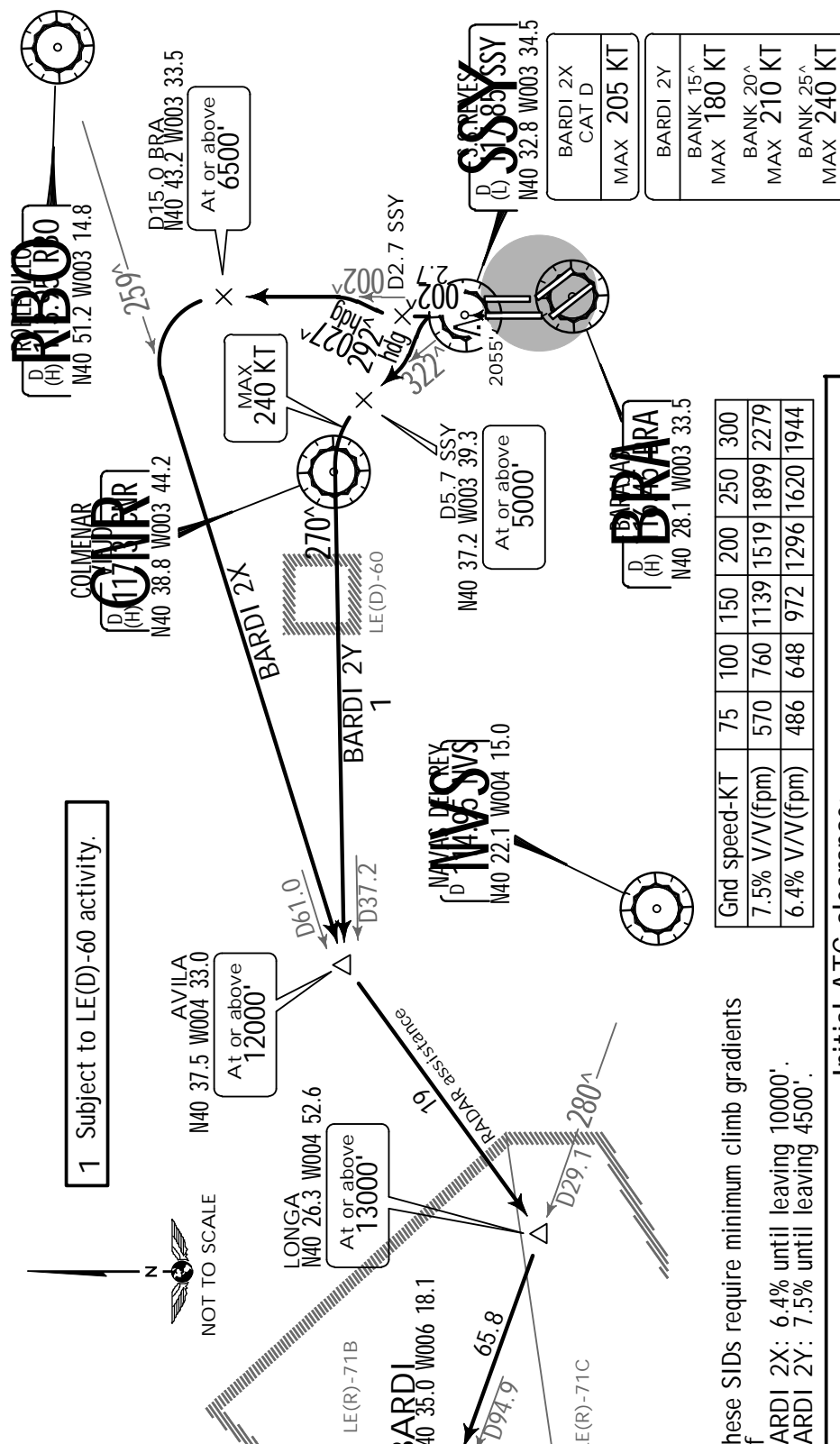
MADRID, SPAIN
.SID.

Apt Elev
1998'

Trans level: By ATC Trans alt: 13000'
1. SIDs are also noise abatement procedures (refer to 10-4A2).
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



These SIDs require minimum climb gradients

BARDI 2X: 6.4% until leaving 10000'.
BARDI 2Y: 7.5% until leaving 4500'.

LEMD/MAD
BARAJAS

JEPPESEN
21 FEB 14 (10-3N8) .Eff.6.Mar.

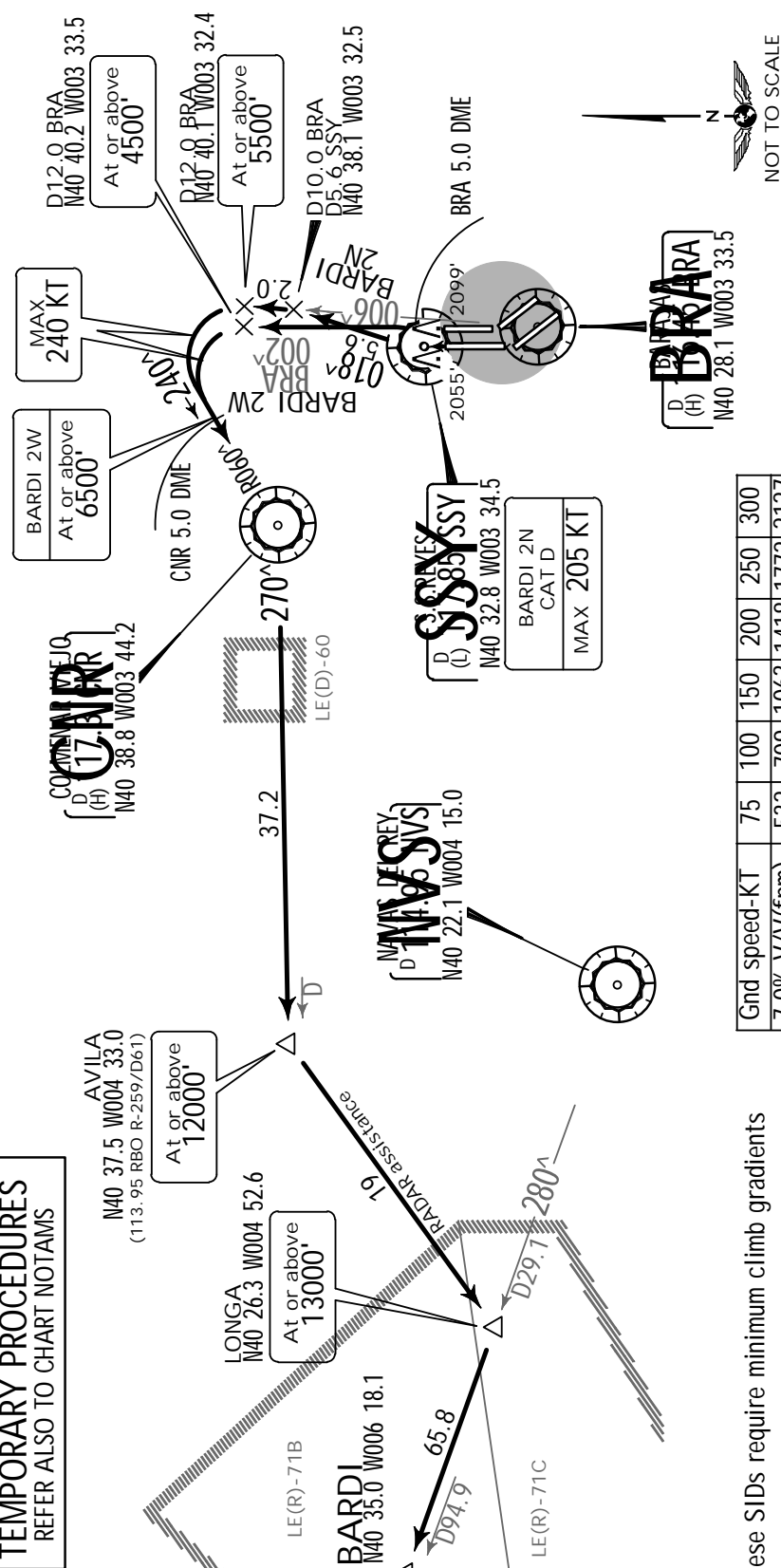
MADRID, SPAIN
.SID.

Apt Elev
1998'

Trans level: By ATC Trans alt: 13000'

1. SIDs are also noise abatement procedures (refer to 10-4A2).
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

These 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	ROUTING
BARDI 2N 2300-0700LT	36L Climb on runway heading to SSV, SSV R-018 to D10.0 BRA/D5.6 SSV, 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 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.	

Subject to LE(D)-60 activity.

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BARAJAS

21 FEB 14

JEPPESEN

10-3N9

.Eff.6.Mar.

MADRID, SPAIN

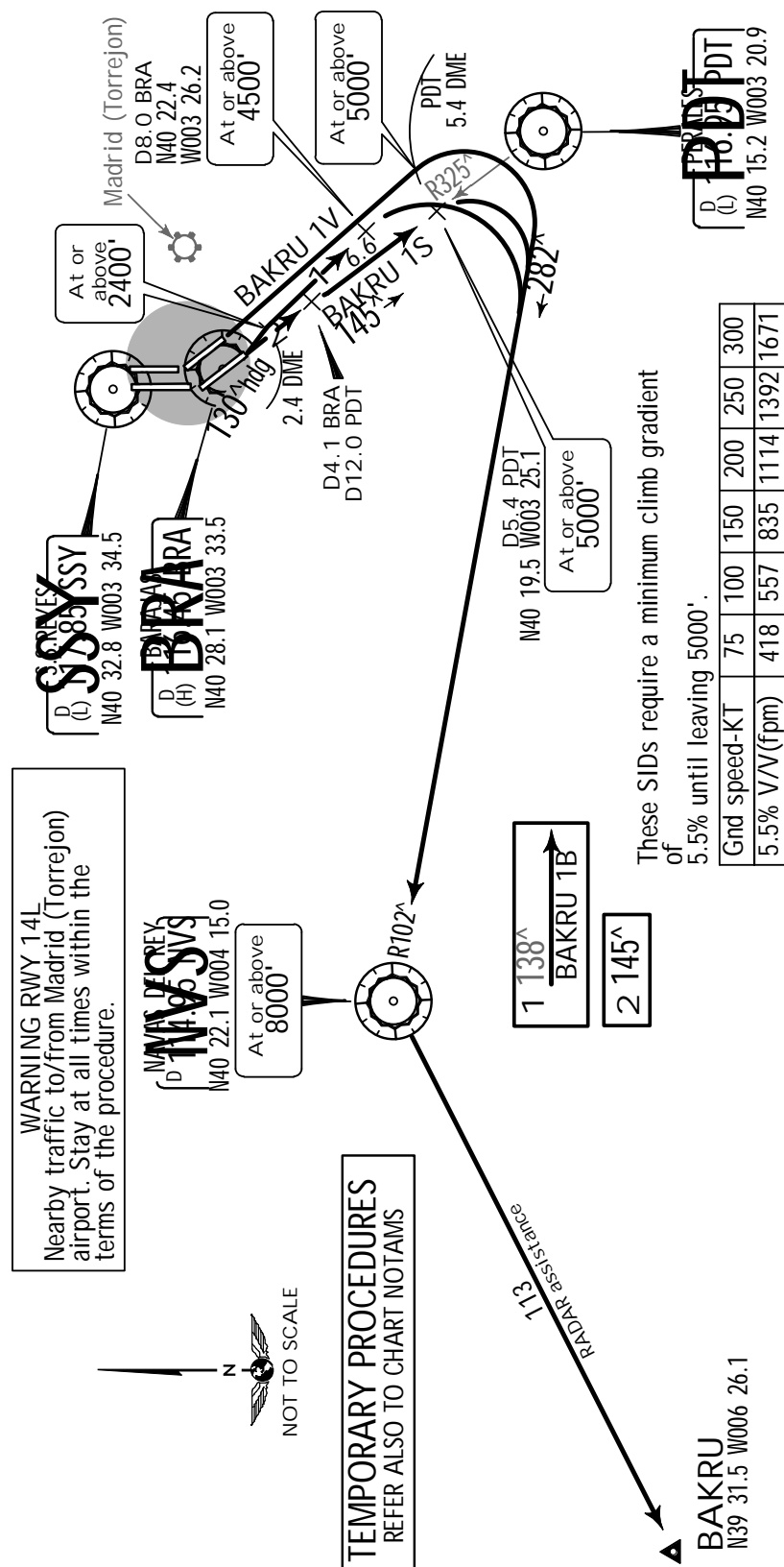
.SID.

Apt Elev
1998'

Trans level: By ATC Trans alt: 13000'

1. SIDs are also noise abatement procedures (refer to 10-4A2).
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'

ROUTING	
SID	RWY
3AKRU 1B able 2300-0700LT	14R
3AKRU 1S able 0700-2300LT	
3AKRU 1V	14L

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

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

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.

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.

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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9 AUG 13 10-3P .Eff.22.Aug.

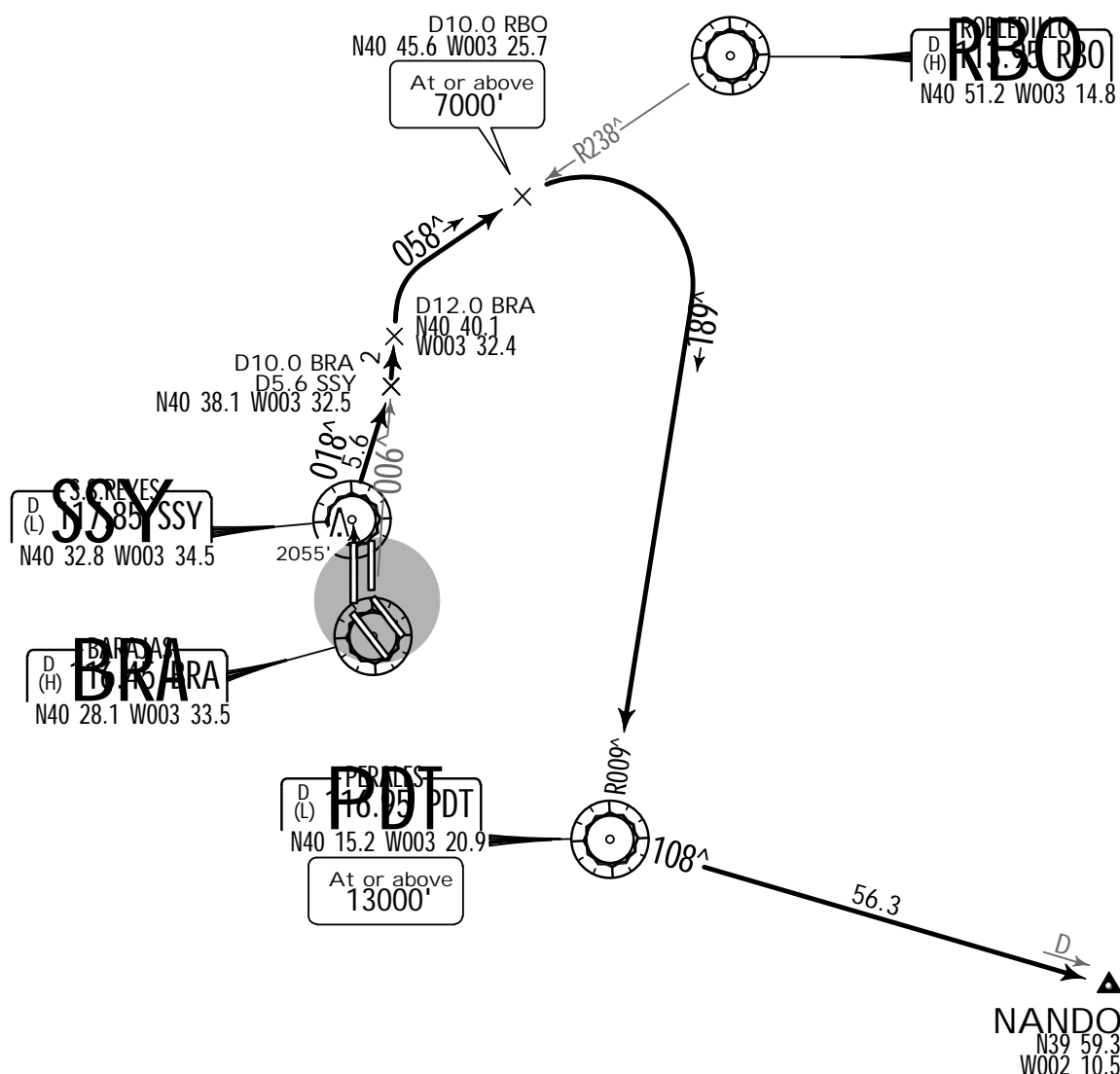
MADRID, SPAIN
.SID.

Apt Elev
1998'

Trans level: By ATC Trans alt: 13000'
1. EXPECT close-in obstacles.
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



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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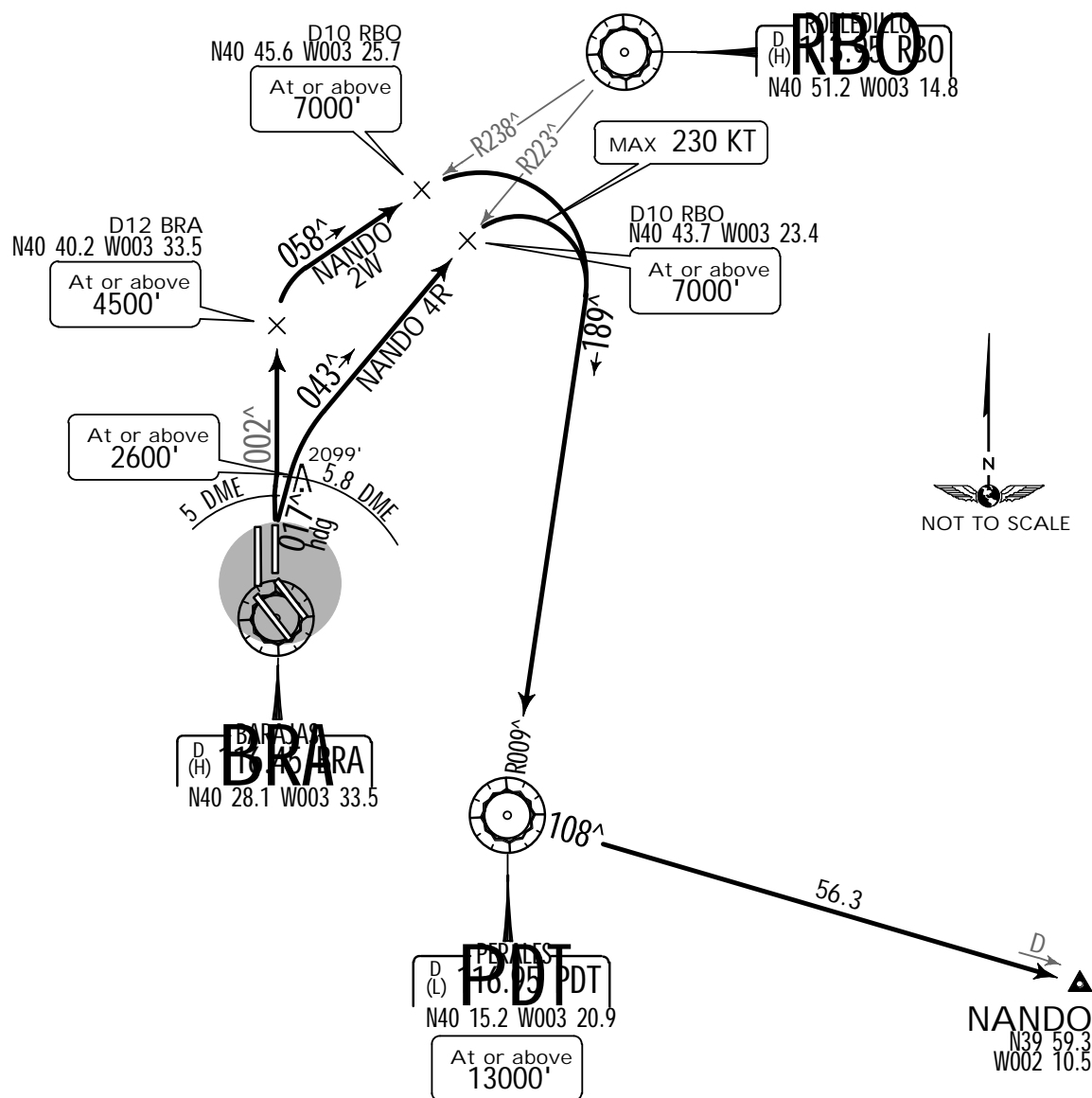
JEPPESSEN
9 AUG 13 10-3Q .Eff.22.Aug.

MADRID, SPAIN
.SID.

Apt Elev 1998' Trans level: By ATC Trans alt: 13000'
1. EXPECT close-in obstacles.
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 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 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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9 AUG 13

10-3S

.Eff.22.Aug.

MADRID, SPAIN

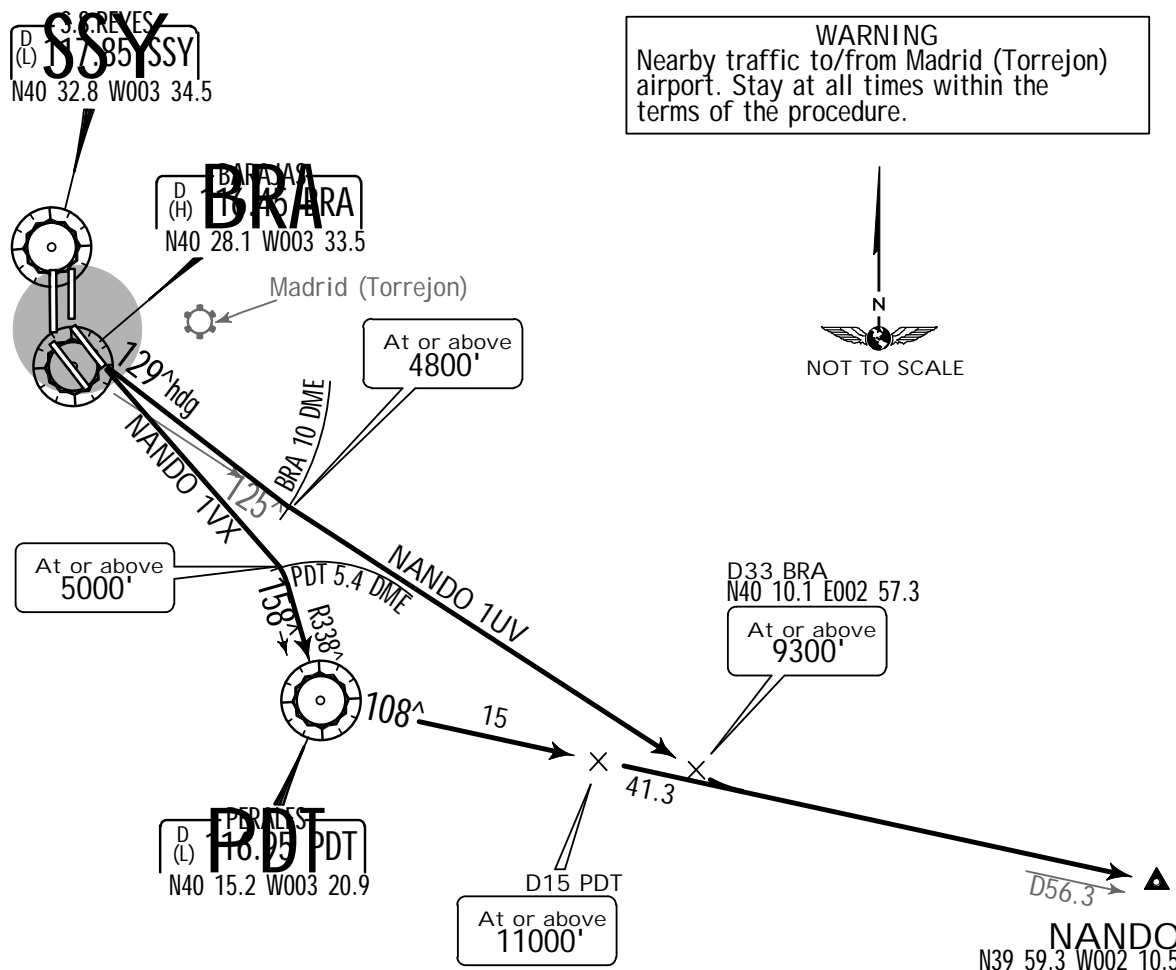
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Apt Elev
1998'

Trans level: By ATC Trans alt: 13000'
1. SIDs are also noise abatement procedures (refer to 10-4A).
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'



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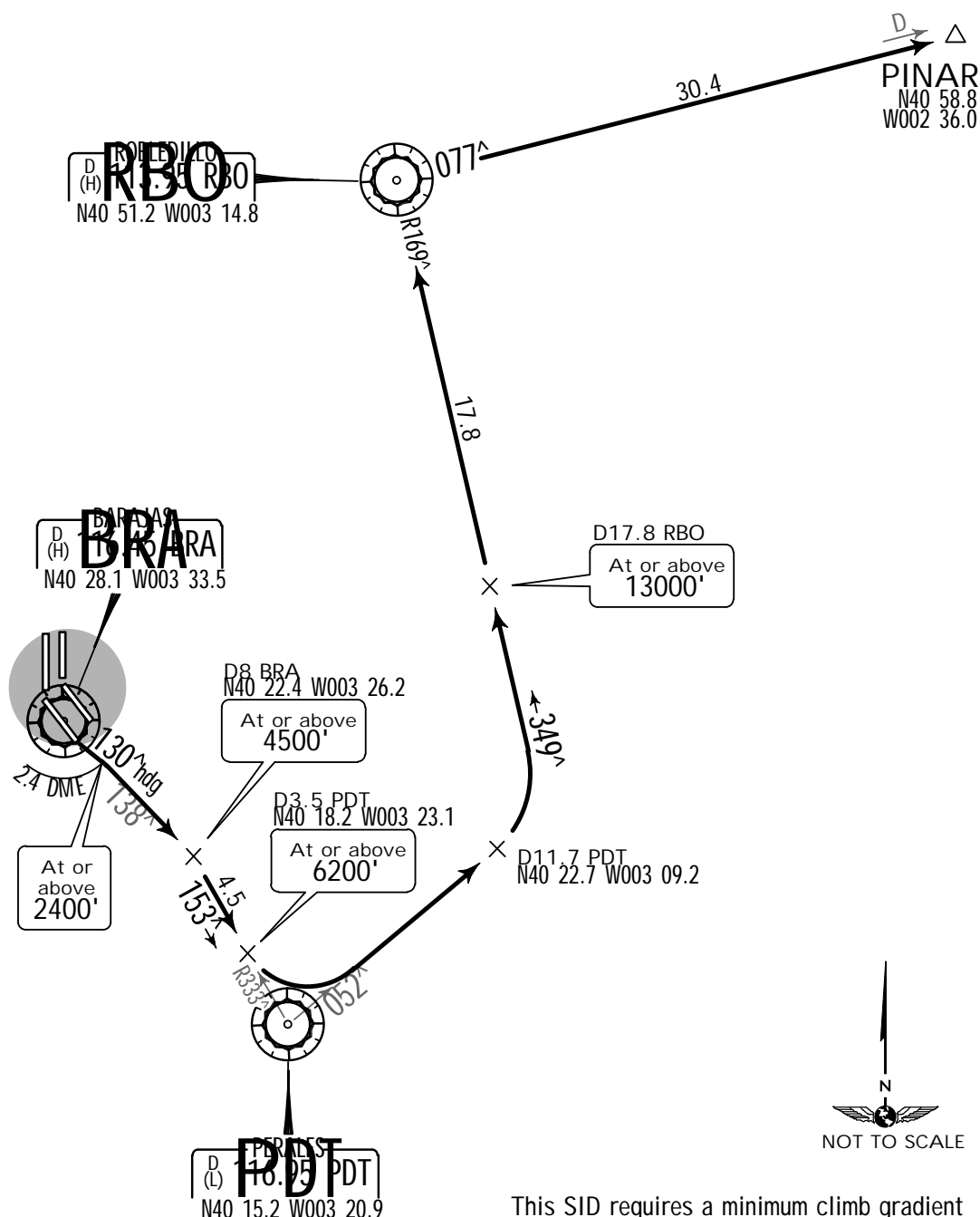
JEPPESEN
 9 AUG 13 10-3T .Eff.22.Aug.

MADRID, SPAIN
 .SID.

Apt Elev 1998' Trans level: By ATC Trans alt: 13000'
 1. EXPECT close-in obstacles.
 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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JEPPESEN
9 AUG 13 10-3T1 .Eff.22.Aug.

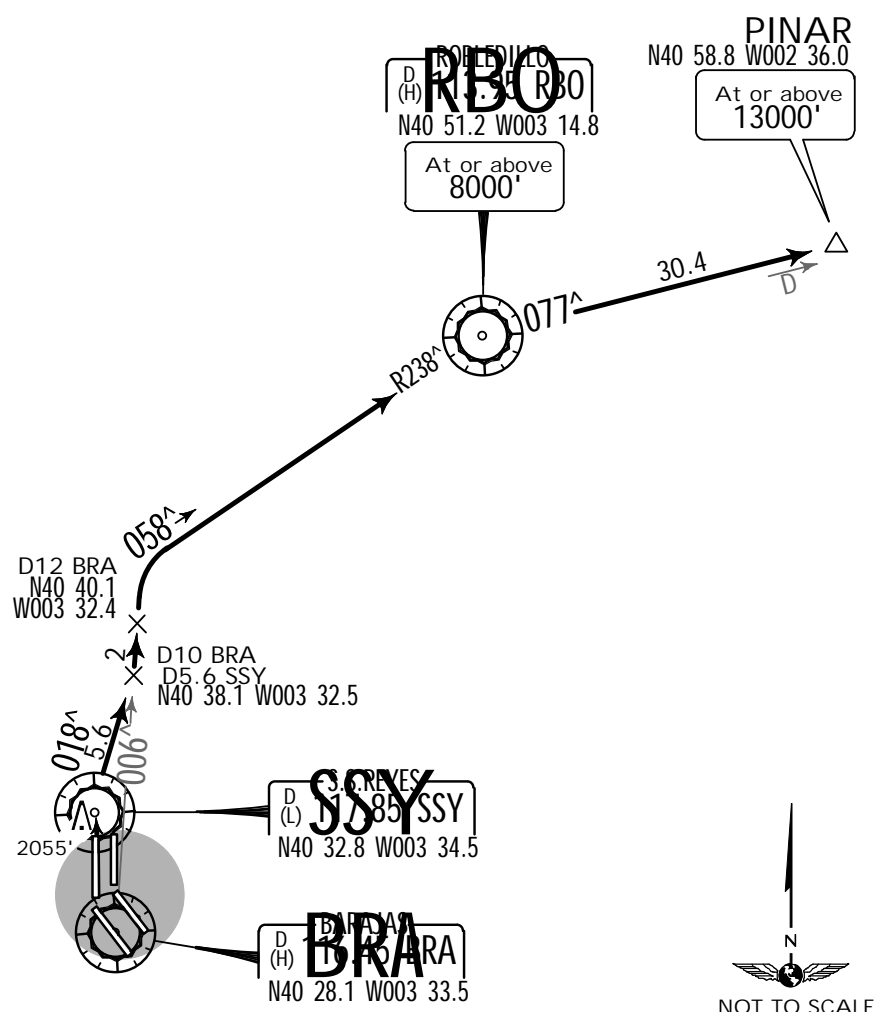
MADRID, SPAIN
.SID.

Apt Elev
1998'

Trans level: By ATC Trans alt: 13000'
1. EXPECT close-in obstacles.
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

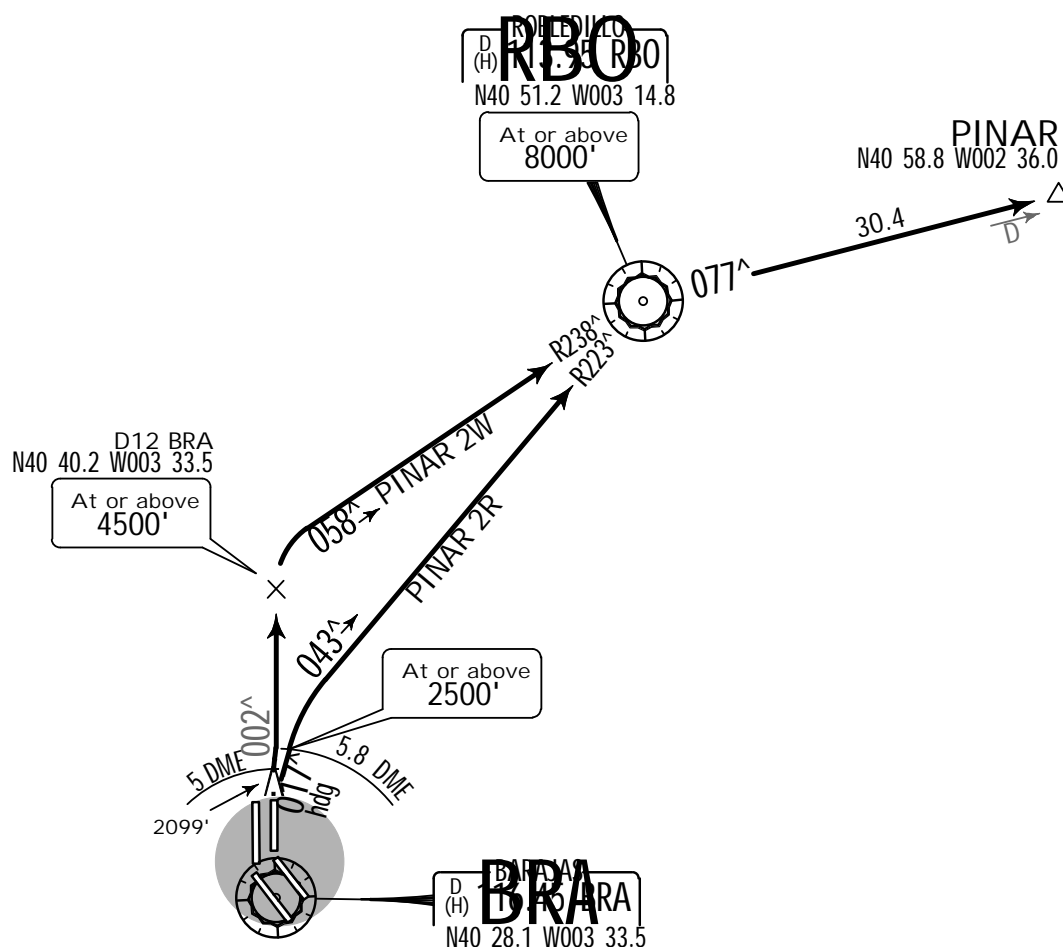
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JEPPESEN
 9 AUG 13 10-3T2 Eff.22.Aug.

MADRID, SPAIN
 .SID.

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

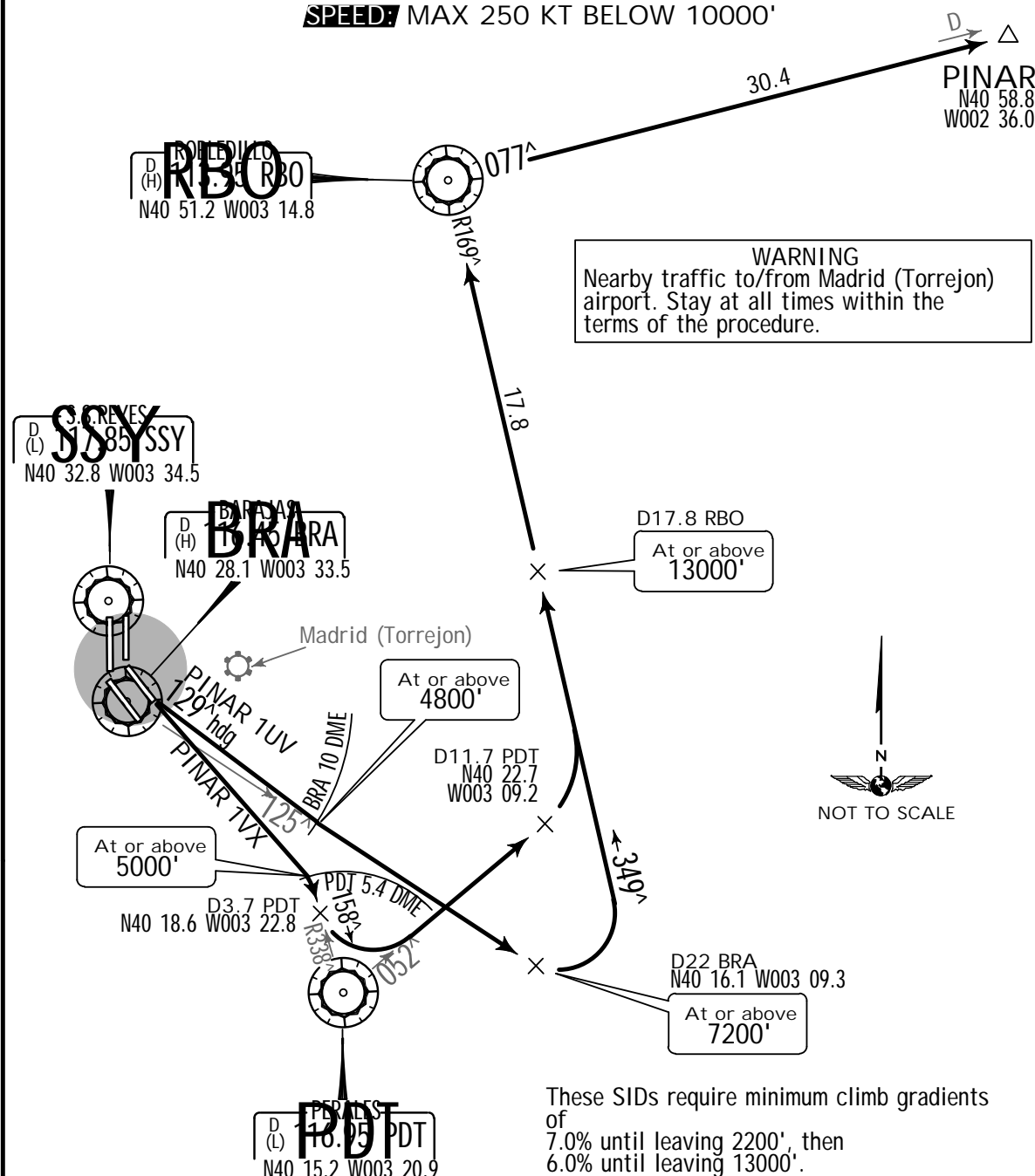
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JEPPESEN
9 AUG 13 (10-3T3) .Eff.22.Aug.

MADRID, SPAIN
.SID.

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



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 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 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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 9 AUG 13 (10-3T4) .Eff.22.Aug.

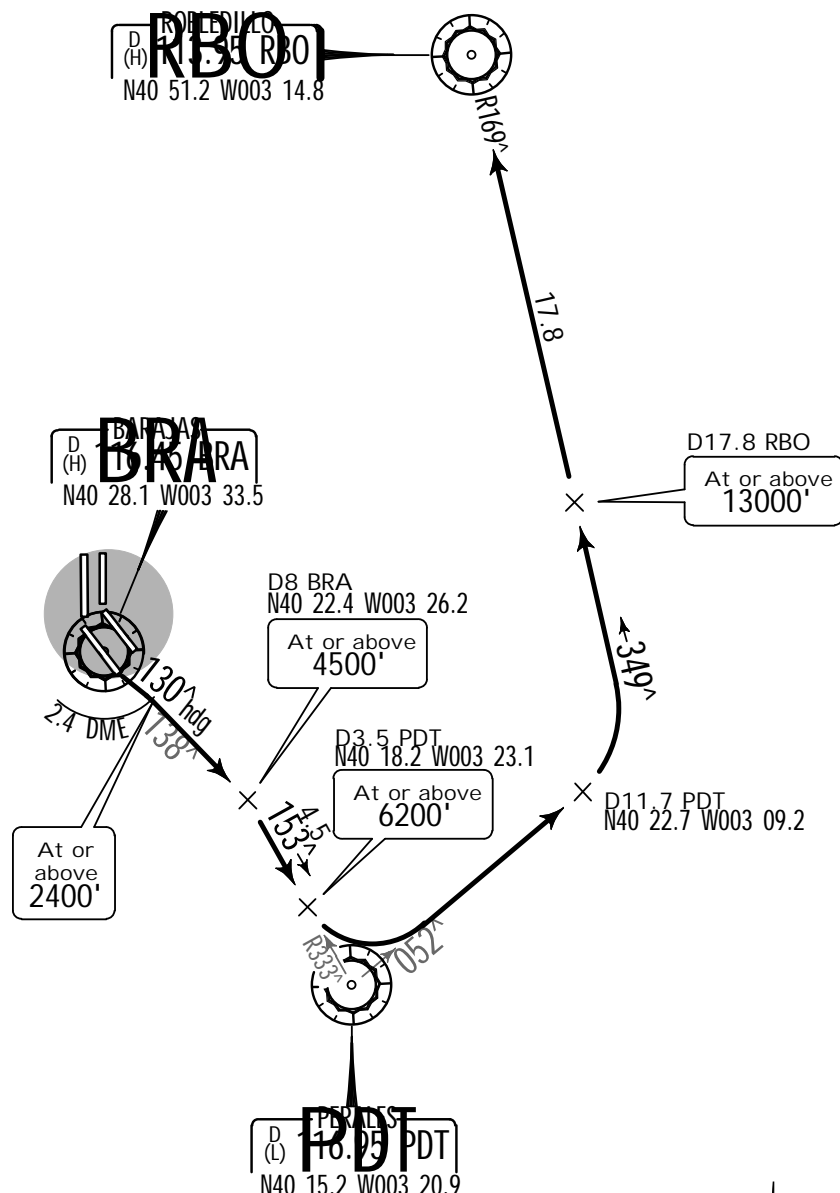
MADRID, SPAIN
 .SID.

Apt Elev
 1998'

Trans level: By ATC Trans alt: 13000'
 1. EXPECT close-in obstacles.
 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



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

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9 AUG 13 (10-3T5) .Eff.22.Aug.

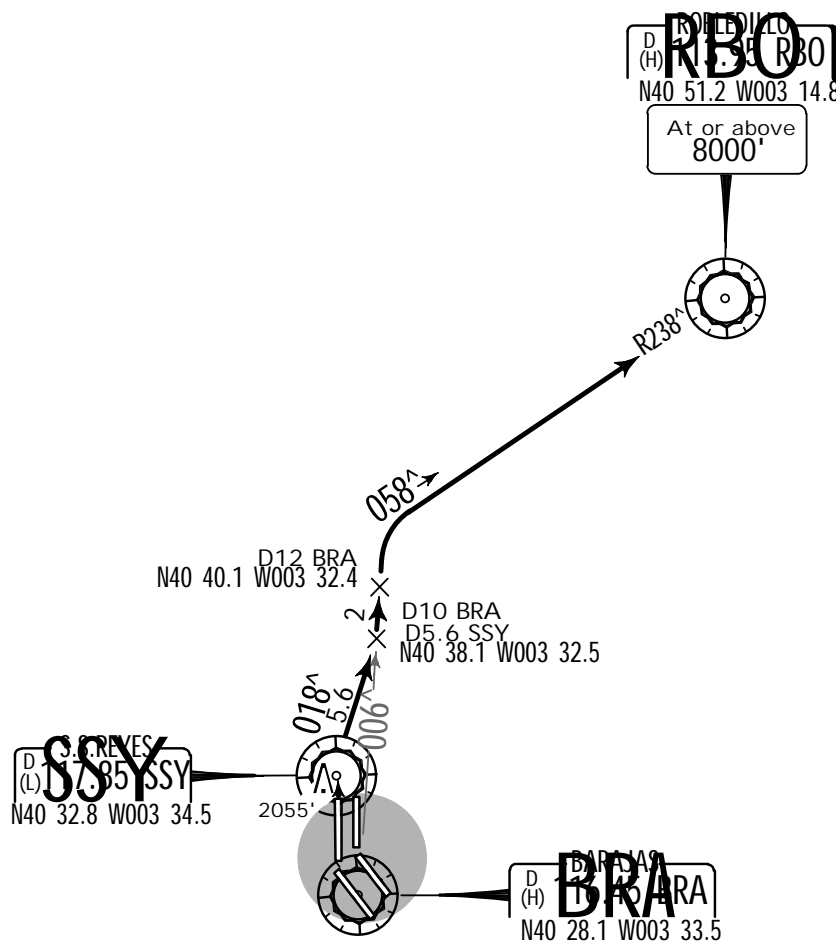
MADRID, SPAIN
.SID.

Apt Elev
1998'

Trans level: By ATC Trans alt: 13000'
1. EXPECT close-in obstacles.
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

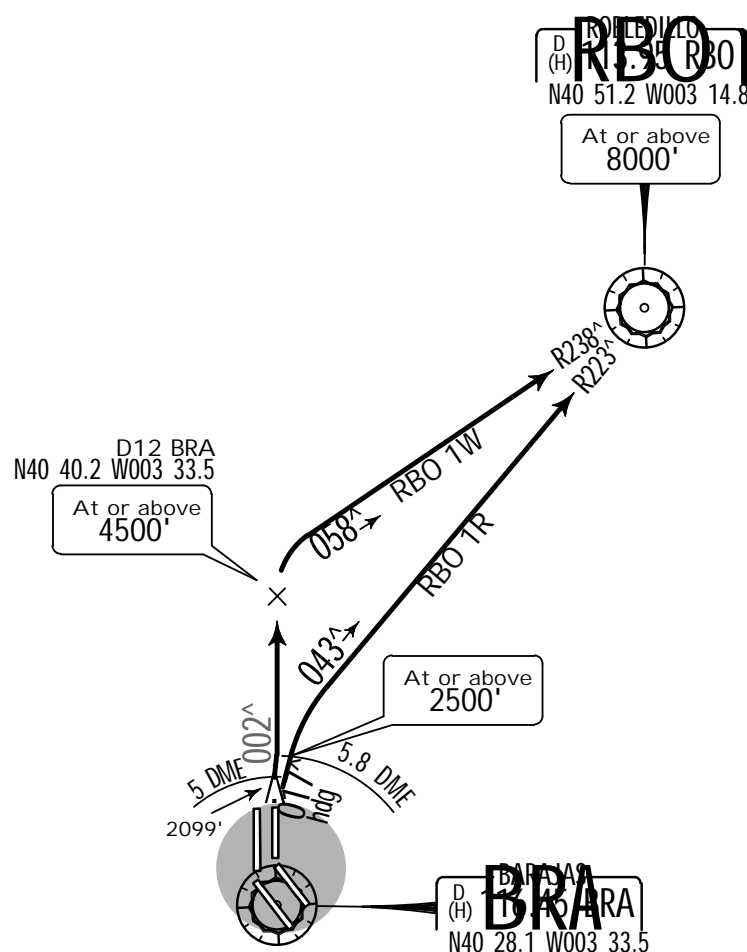
LEMD/MAD
BARAJASJEPPESEN
9 AUG 13 10-3U Eff. 22 Aug.MADRID, SPAIN
.SID.Apt Elev
1998'

Trans level: By ATC Trans alt: 13000'

1. SIDs are also noise abatement procedures (refer to 10-4A).
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 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

LEMD/MAD
BARAJAS

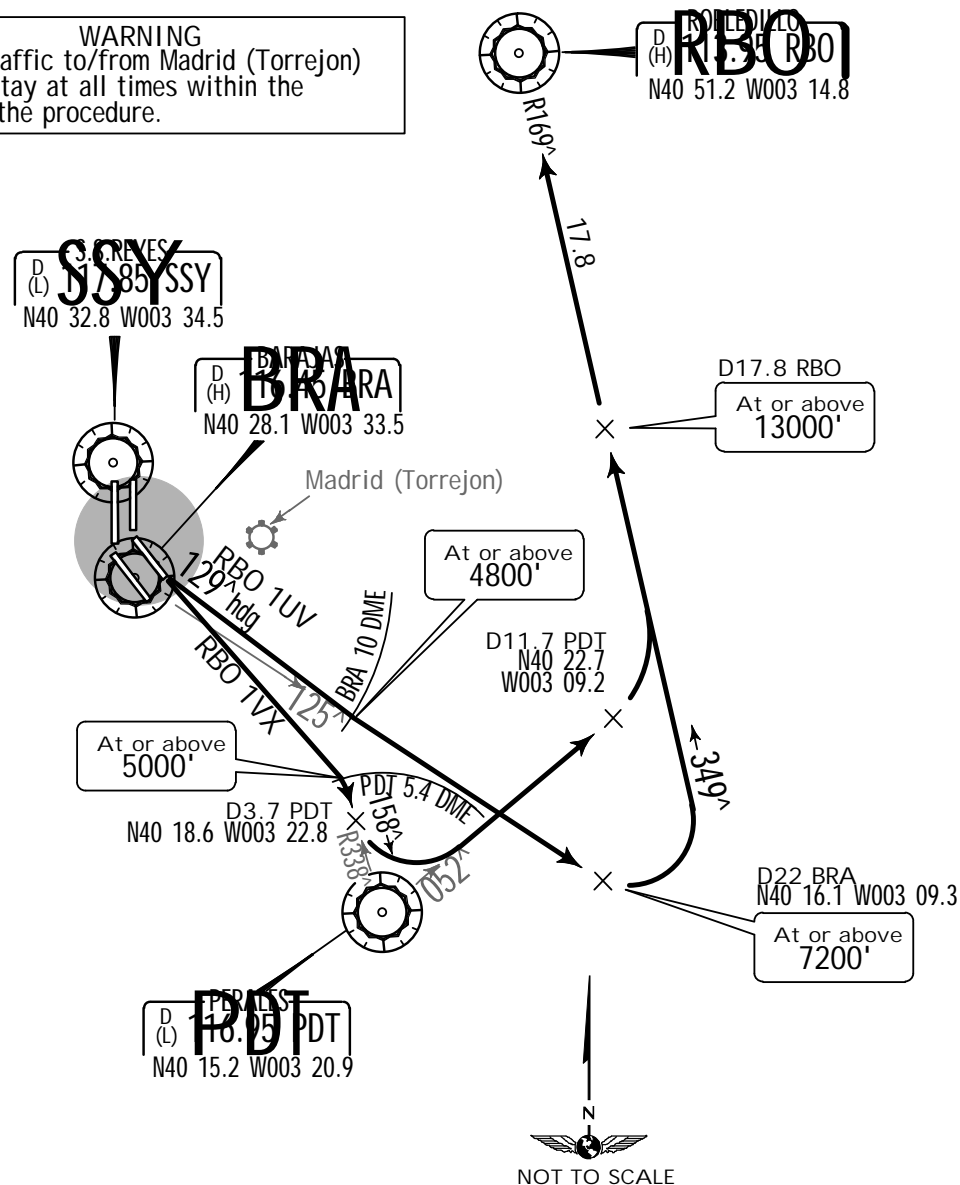
JEPPESEN
9 AUG 13 10-3V Eff.22.Aug.

MADRID, SPAIN
.SID.

Apt Elev 1998' Trans level: By ATC Trans alt: 13000'
1. SIDs are also noise abatement procedures (refer to 10-4A).
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 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 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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BARAJAS

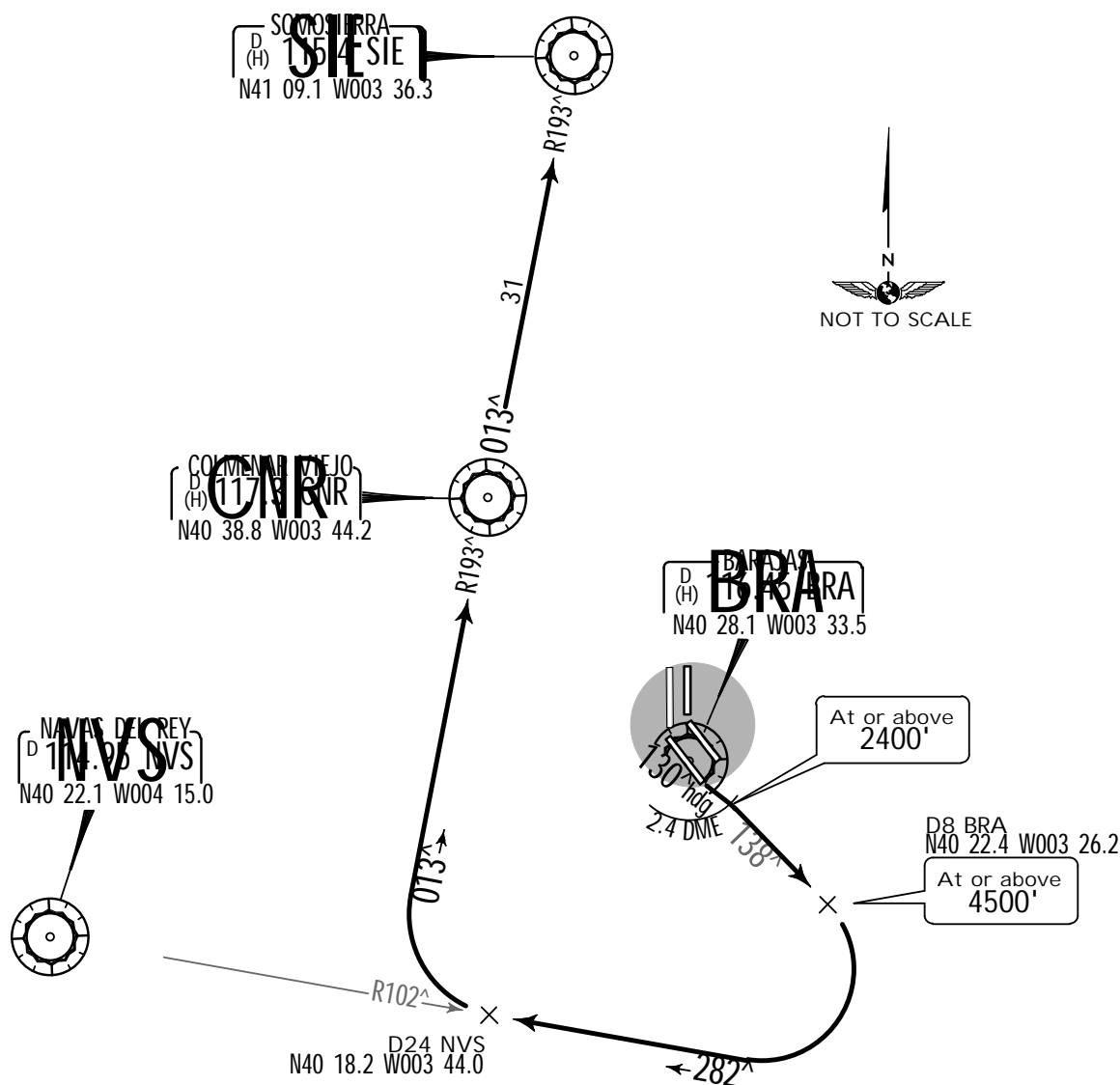
JEPPESEN
14 SEP 12 10-3V1 .Eff.20.Sep.

MADRID, SPAIN
.SID.

Apt Elev
1998'

Trans level: By ATC Trans alt: 13000'
1. SIDs are also noise abatement procedures (refer to 10-4A).
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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BARAJAS



JEPPESEN

14 SEP 12

10-3V2

.Eff.20.Sep.

MADRID, SPAIN

.SID.

Apt Elev
1998'

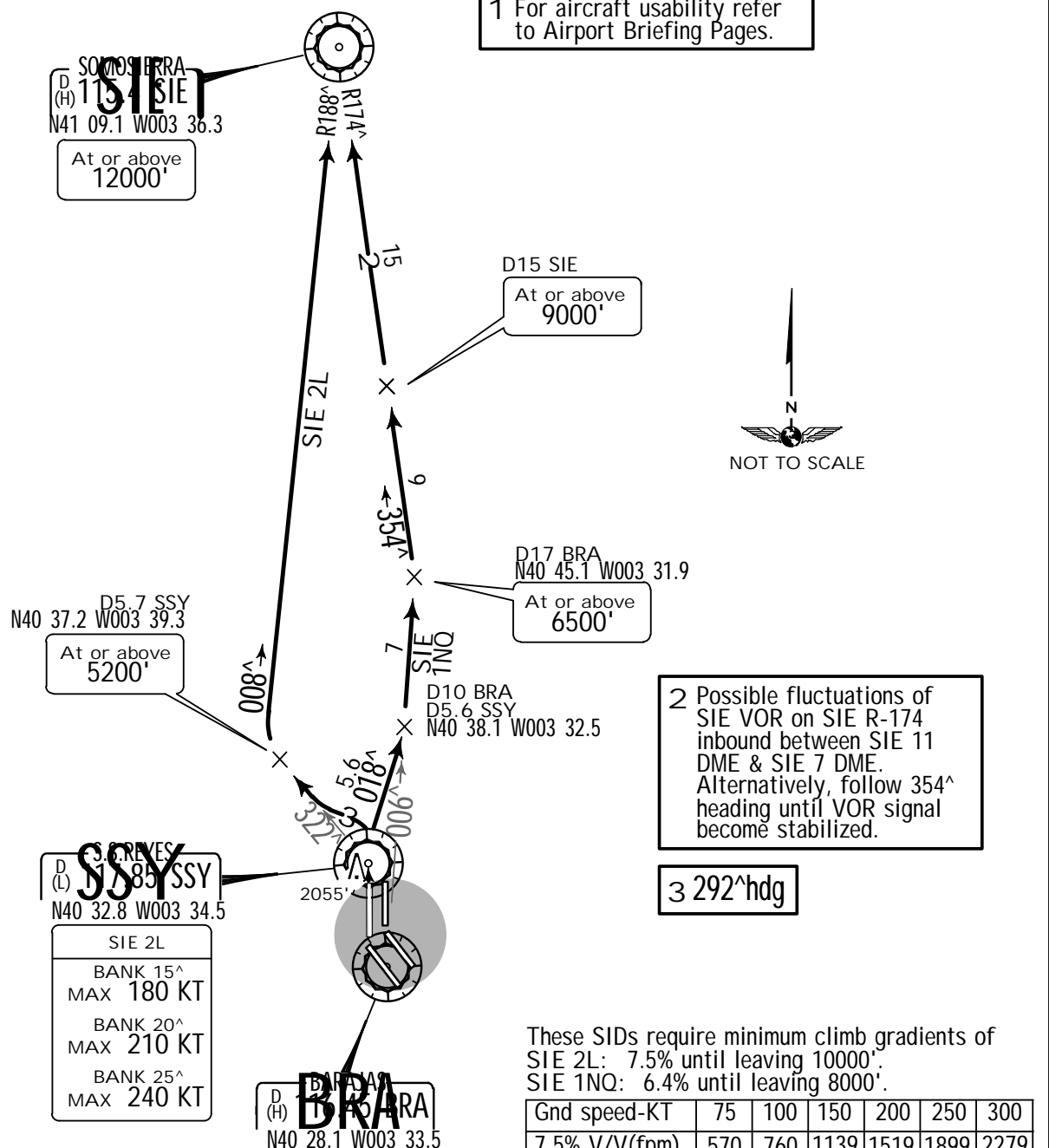
Trans level: By ATC Trans alt: 13000'

1. SIDs are also noise abatement procedures (refer to 10-4A).
2. EXPECT close-in obstacles.

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

SPEED: MAX 250 KT BELOW 10000'

1 For aircraft usability refer to Airport Briefing Pages.



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 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 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

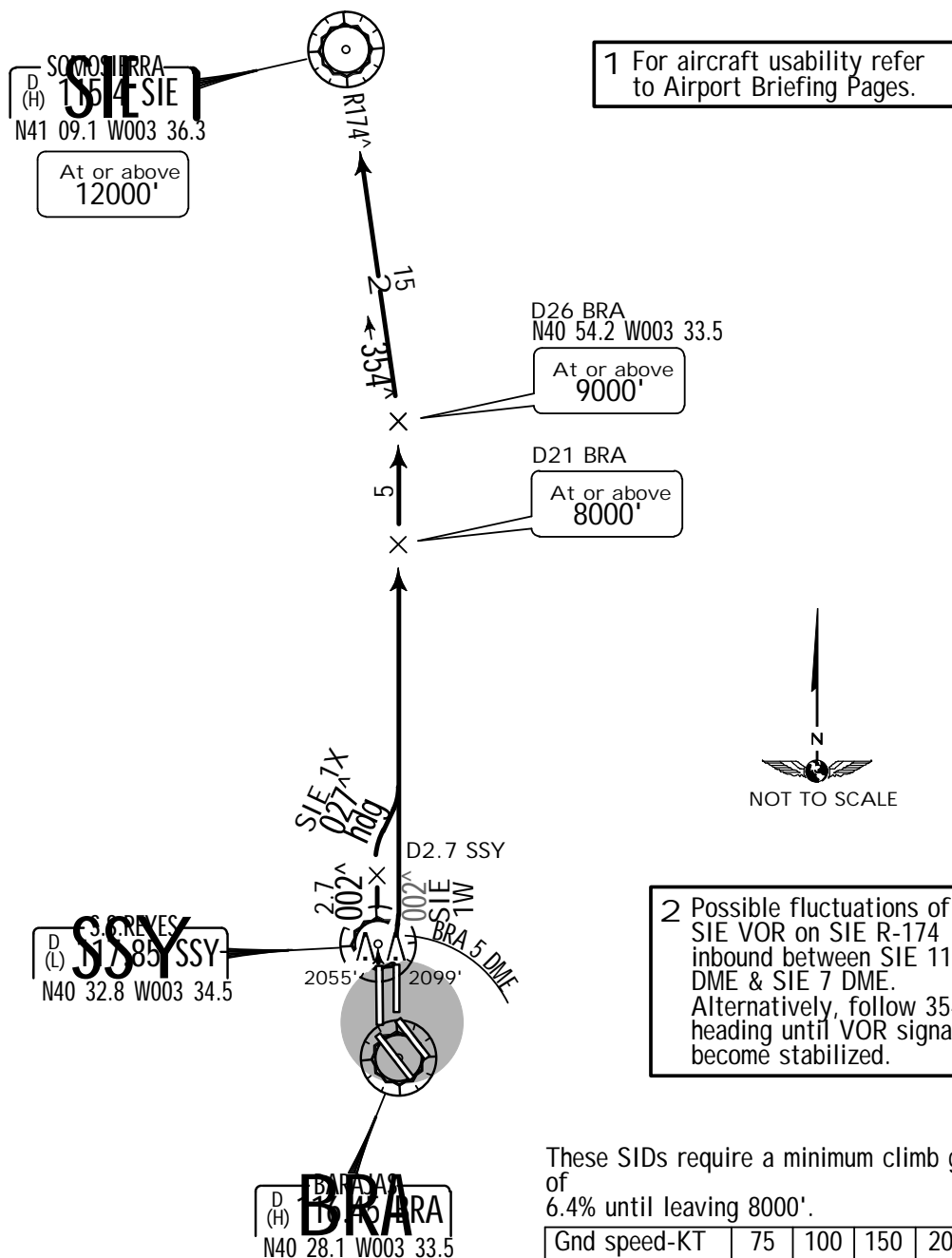
LEMD/MAD
BARAJAS

JEPPESEN
9 AUG 13 10-3V3 .Eff.22.Aug.

MADRID, SPAIN
.SID.

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



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 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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BARAJAS



9 AUG 13 (10-3V4) .Eff.22.Aug.

MADRID, SPAIN
.SID.

Apt Elev
1998'

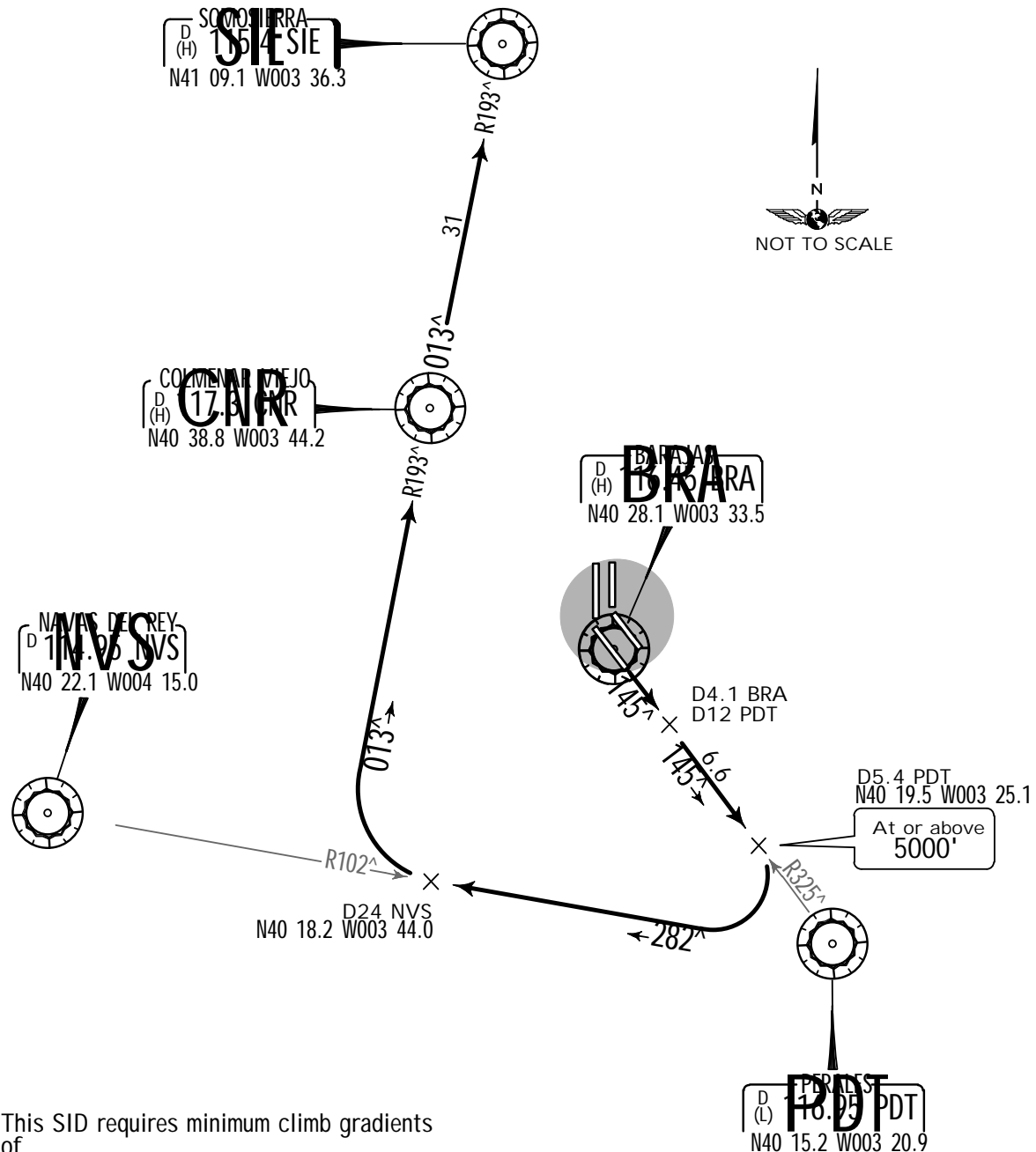
Trans level: By ATC Trans alt: 13000'

1. SIDs are also noise abatement procedures (refer to 10-4A).
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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JEPPesen
14 SEP 12 (10-3V5) .Eff.20.Sep.

MADRID, SPAIN
.SID.

Apt Elev
1998'

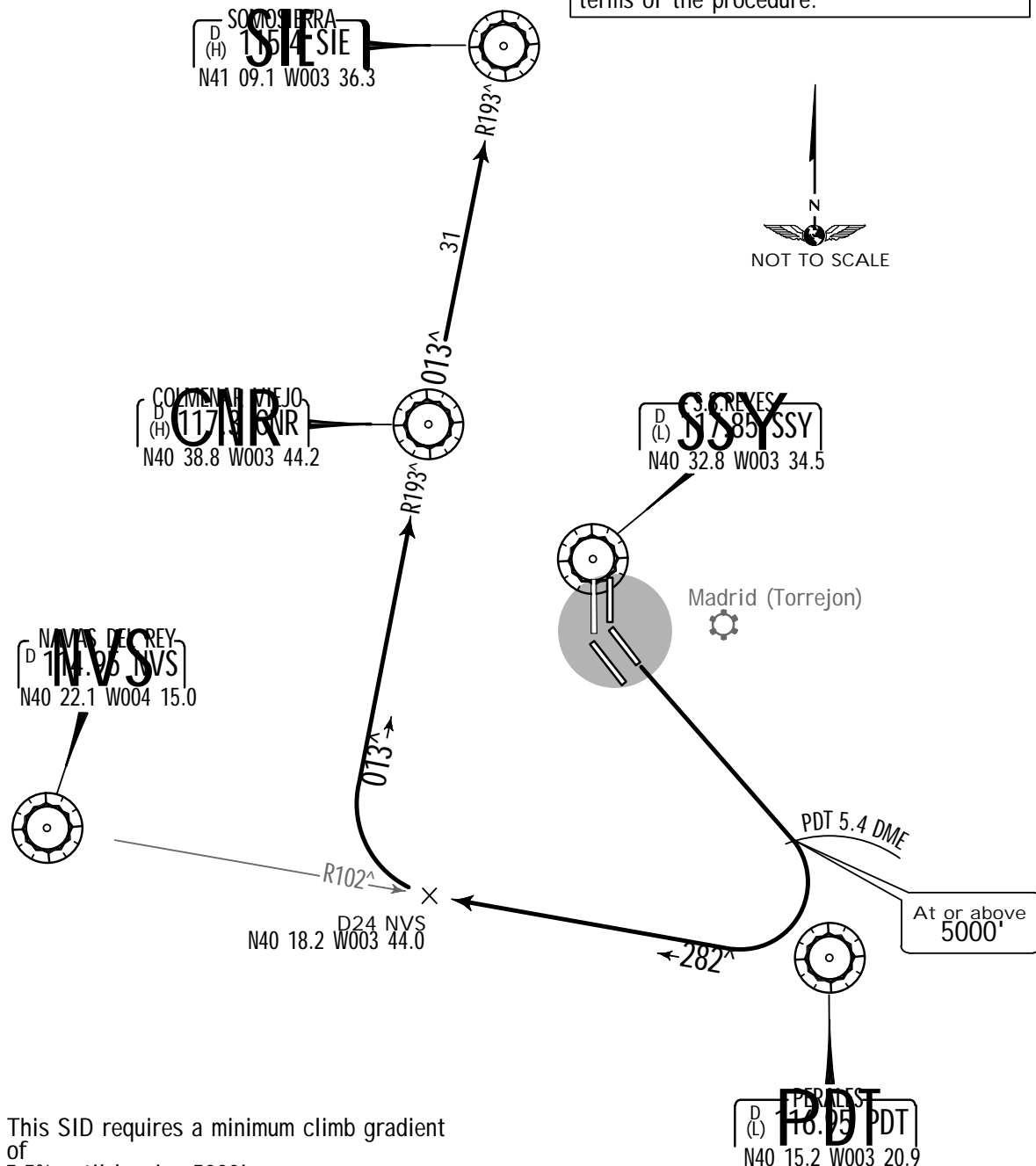
Trans level: By ATC Trans alt: 13000'

1. SIDs are also noise abatement procedures (refer to 10-4A).
2. EXPECT close-in obstacles

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

SPEED: MAX 250 KT BELOW 10000'

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



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

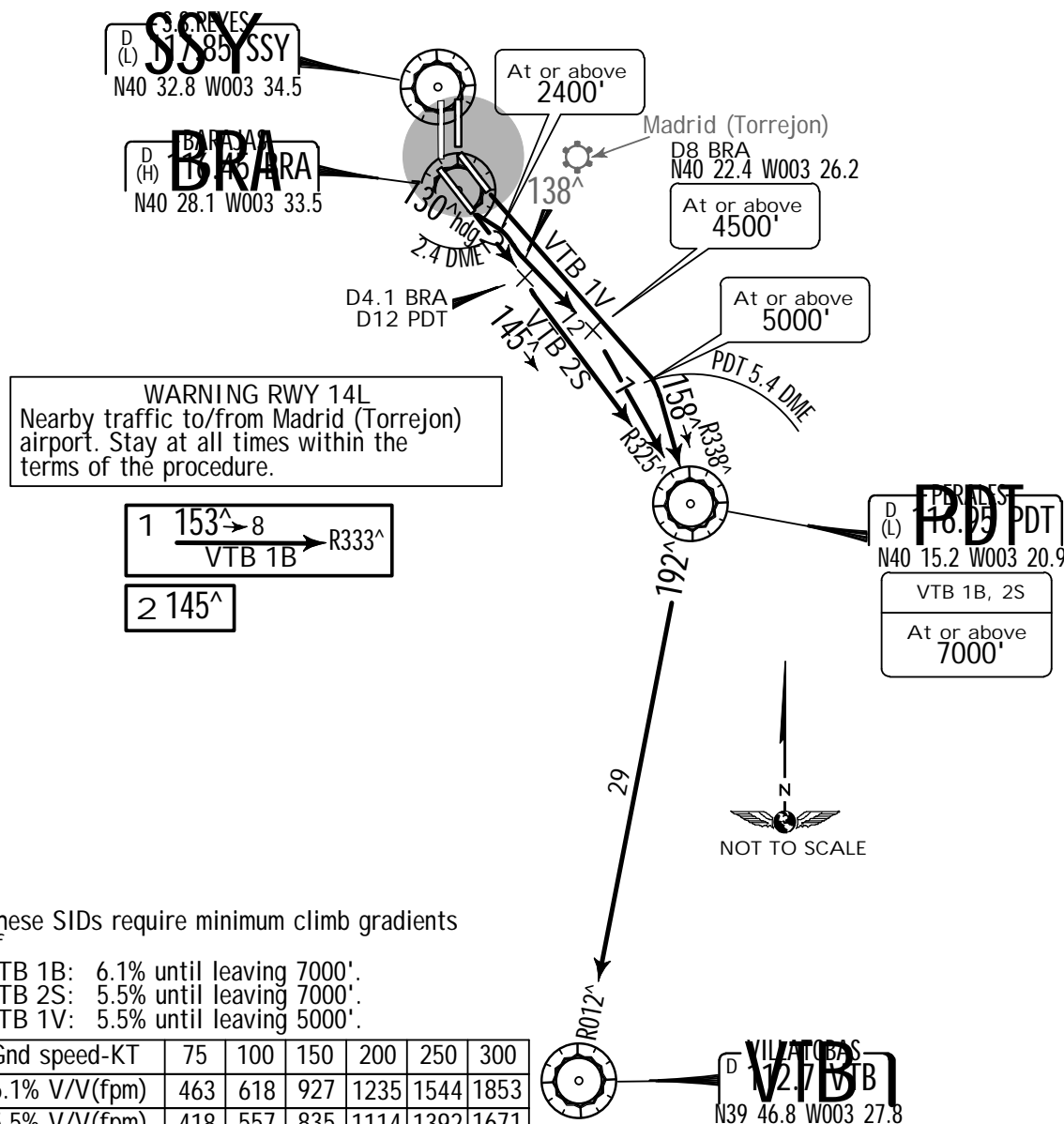
LEMD/MAD
BARAJAS

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

MADRID, SPAIN
.SID.

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



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 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 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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JEPPESEN
14 SEP 12 (10-3V7) .Eff.20.Sep.

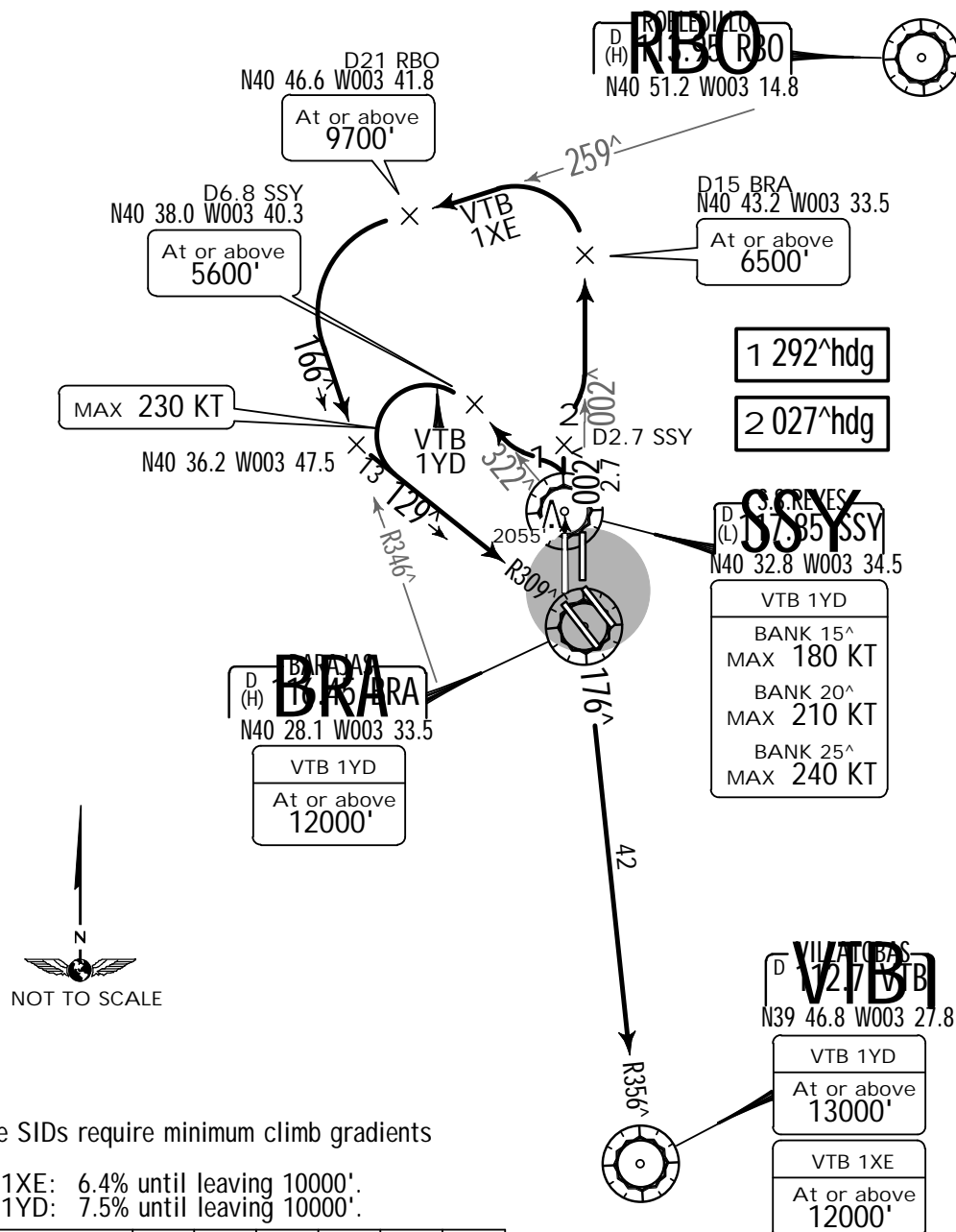
MADRID, SPAIN
SID.

Apt Elev
1998'

Trans level: By ATC Trans alt: 13000'

1. SIDs are also noise abatement procedures (refer to 10-4A).
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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 BARAJAS

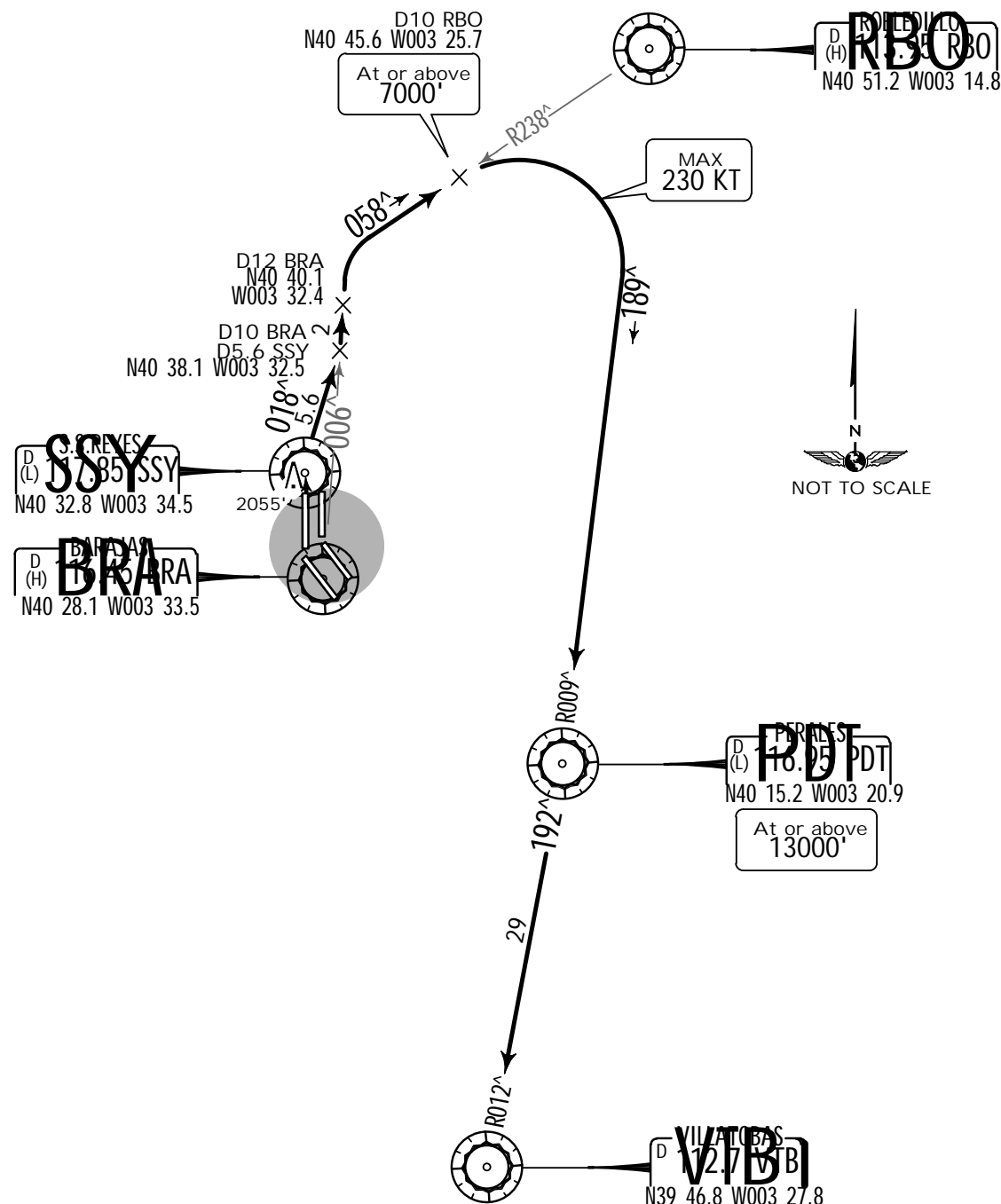
JEPPesen
 29 NOV 13 10-3W Eff.12.Dec.

MADRID, SPAIN
 .SID.

Apt Elev 1998' Trans level: By ATC Trans alt: 13000'
 1. SIDs are also noise abatement procedures (refer to 10-4A).
 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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JEPPESEN
29 NOV 13 10-3X Eff. 12. Dec.

MADRID, SPAIN

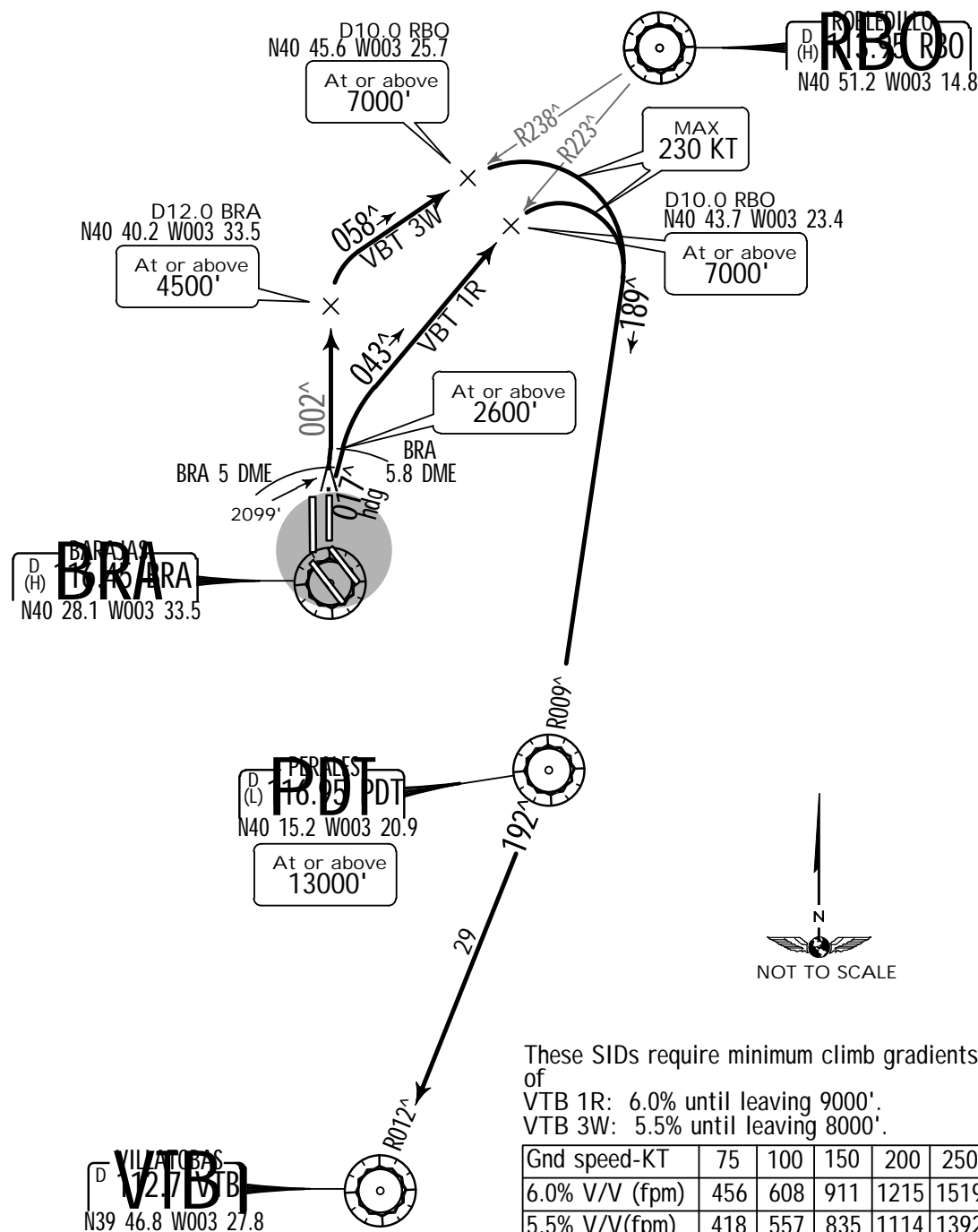
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Apt Elev
1998'

Trans level: By ATC Trans alt: 13000'

1. SIDs are also noise abatement procedures (refer to 10-4A).
2. EXPECT close-in obstacles.

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

SPEED: MAX 250 KT BELOW 10000'

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 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 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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BARAJAS



14 SEP 12

10-3X1

.Eff.20.Sep.

MADRID, SPAIN

.SID.

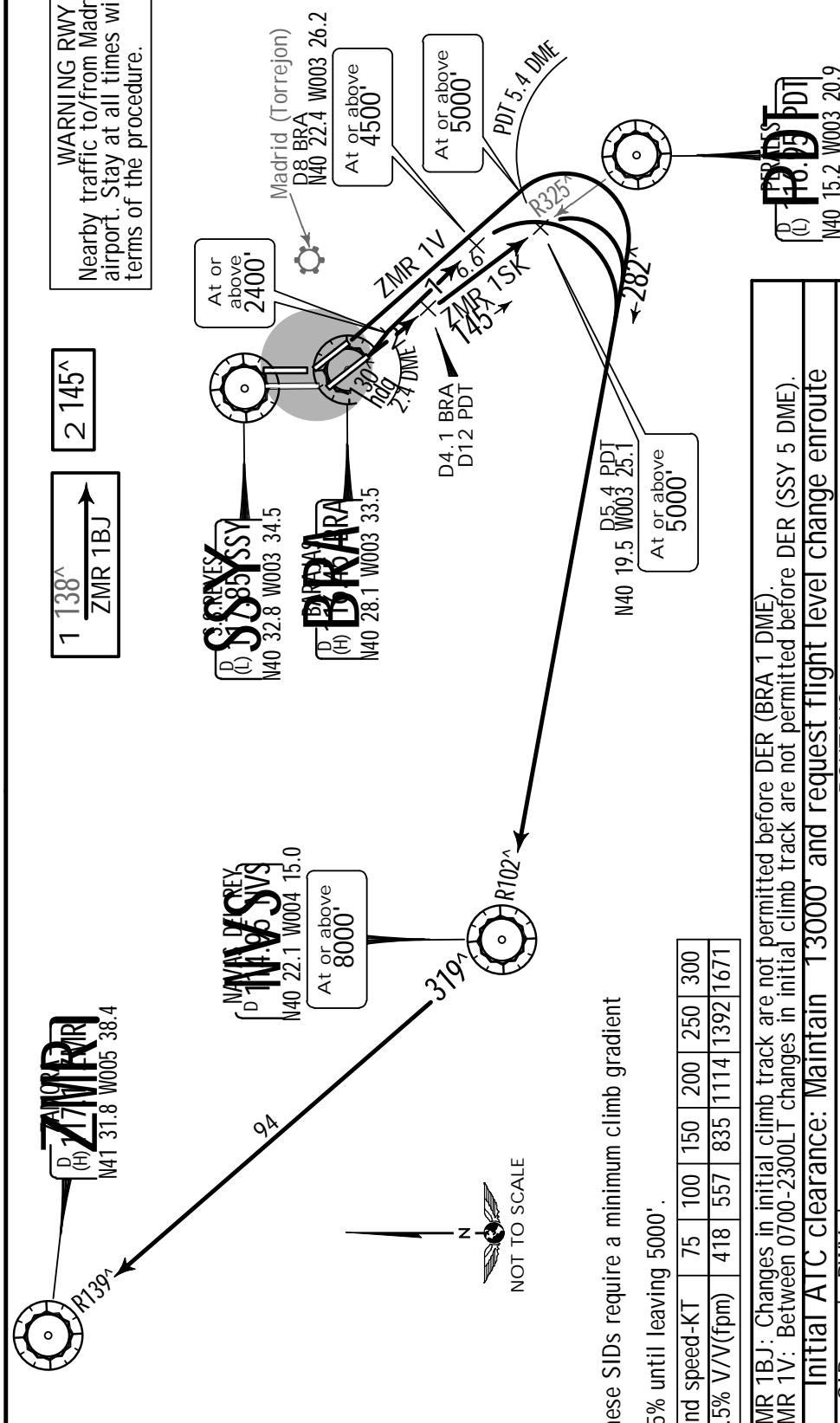
Apt Elev
1998'

Trans level: By ATC Trans alt: 13000'

1. SIDs are also noise abatement procedures (refer to 10-4A).
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'



These SIDs require a minimum climb gradient

5% until leaving 5000'.

band 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 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 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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BARAJAS

14 SEP 12

JEPPESEN

(10-3X2)

.Eff.20.Sep.

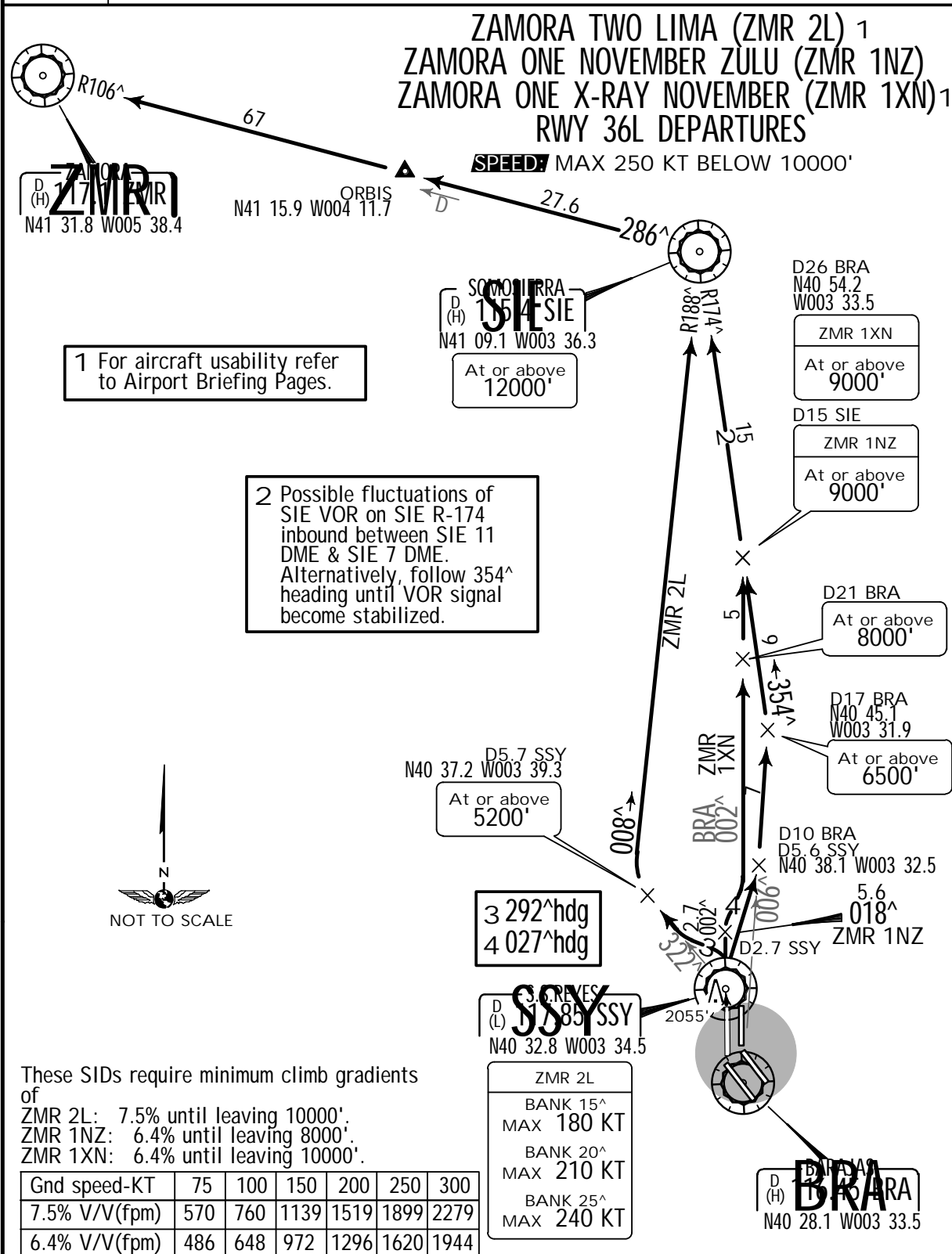
MADRID, SPAIN

.SID.

Apt Elev
1998'

Trans level: By ATC Trans alt: 13000'

1. SIDs are also noise abatement procedures (refer to 10-4A).
2. EXPECT close-in obstacles.



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

SID	ROUTING
ZMR 2L 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 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 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 SIF R-174

LEMD/MAD
BARAJAS



9 AUG 13

10-3X3

.Eff.22.Aug.

MADRID, SPAIN
.SID.

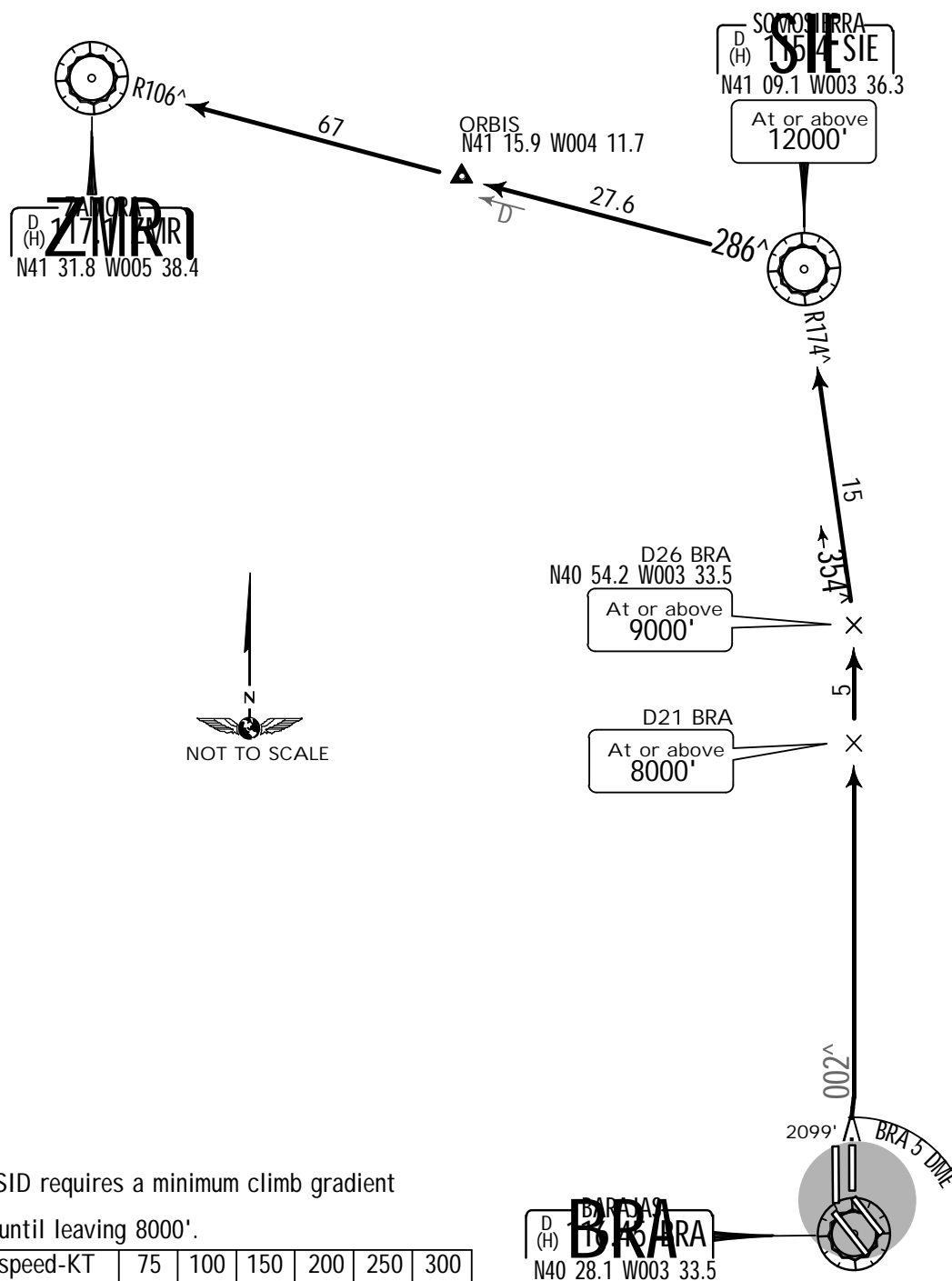
Apt Elev
1998'

Trans level: By ATC Trans alt: 13000'

1. SIDs are also noise abatement procedures (refer to 10-4A).
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

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

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BARAJAS

JEPPESEN
 9 AUG 13 **(10-3X4)** .Eff.22.Aug.
MADRID, SPAIN
.SID.

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: 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.
2300-0700LT

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

LEMD/MAD

BARAJAS

**JEPPESEN**

23 MAY 14

10-4

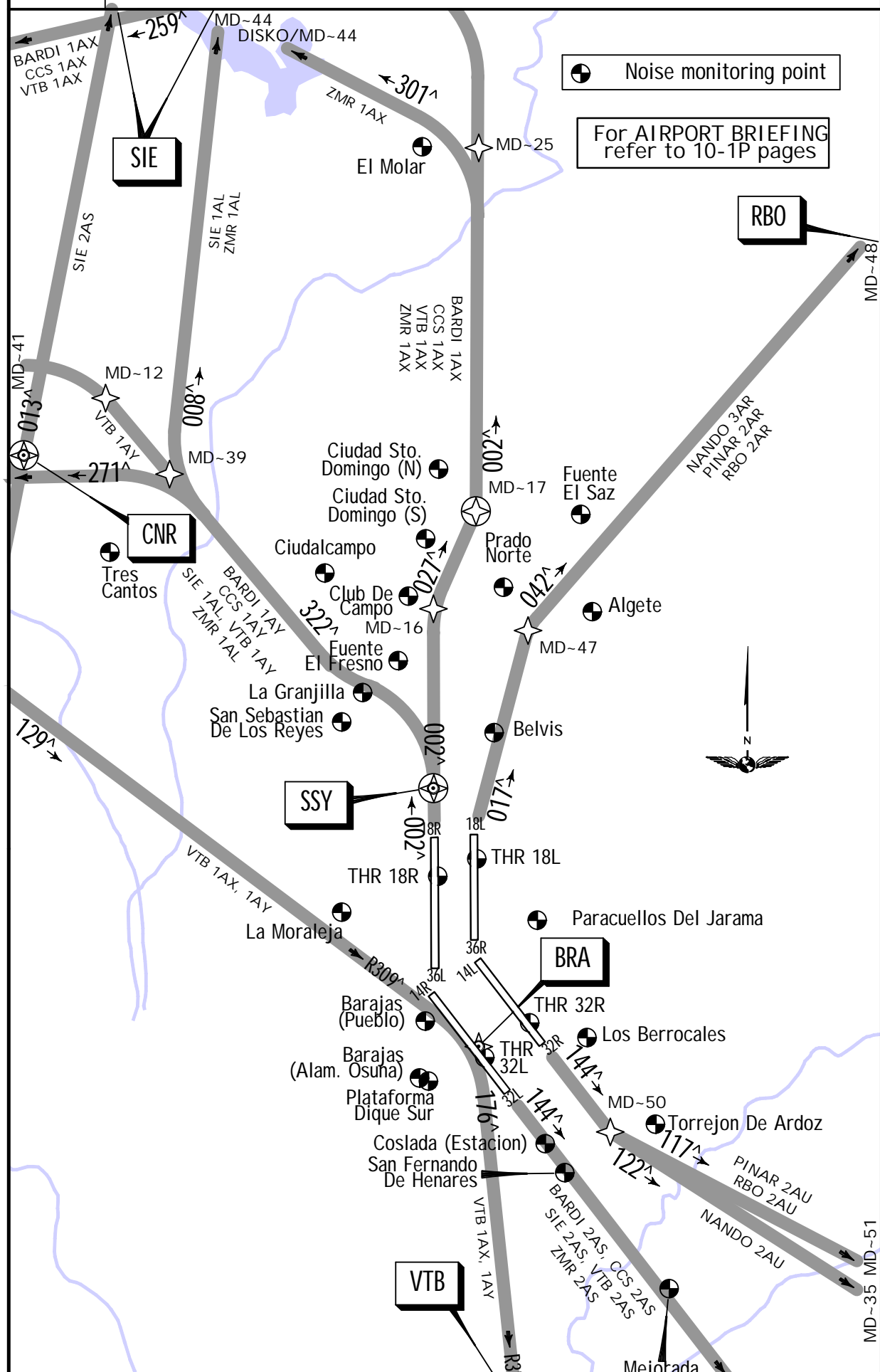
.Eff.29.May.

MADRID, SPAIN

.NOISE.

NOISE ABATEMENT - P-RNAV SID

Apt Elev
1998'

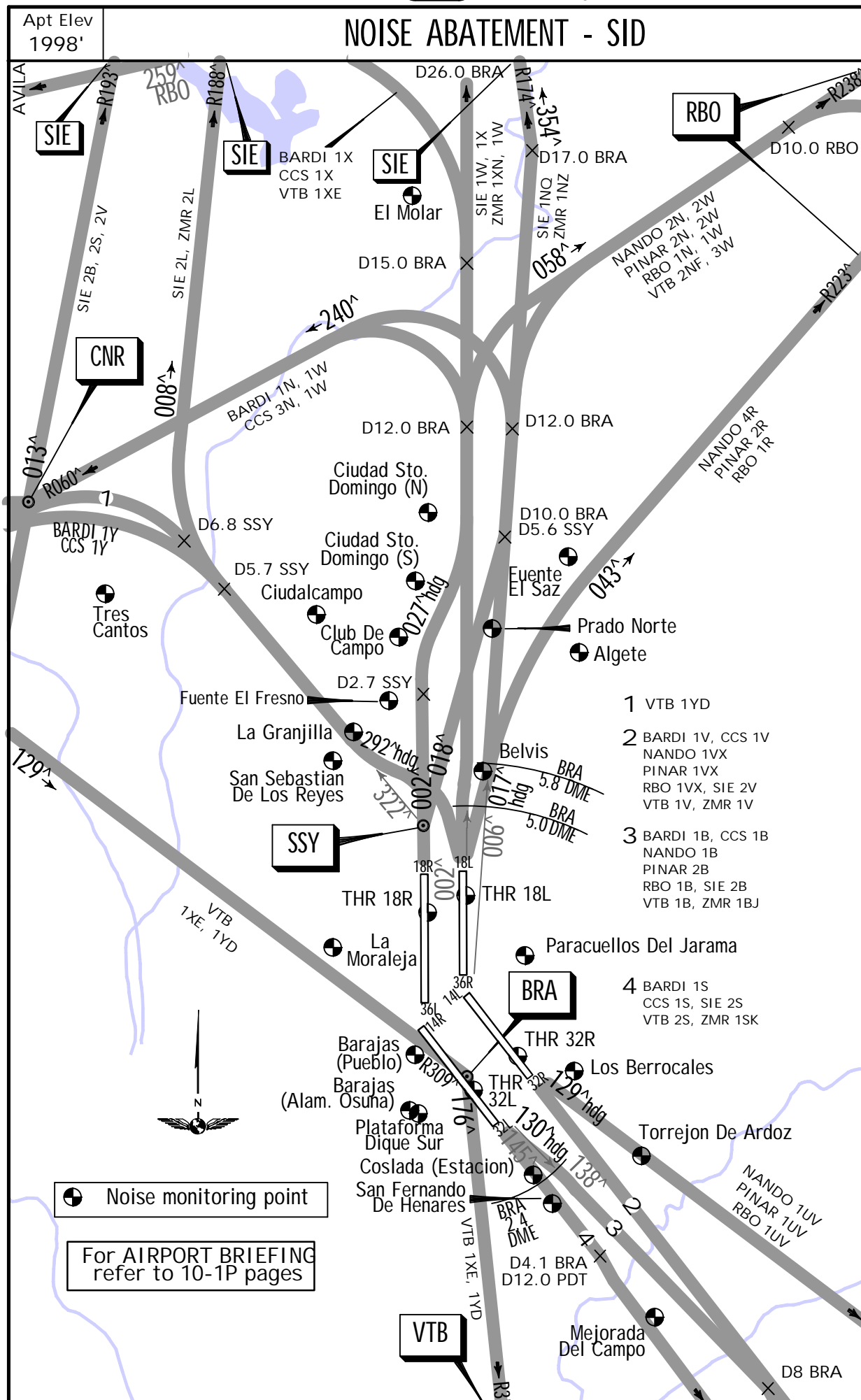


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JEPPESSEN
23 MAY 14 (10-4A) .Eff.29.May.

MADRID, SPAIN
.NOISE.

NOISE ABATEMENT - SID



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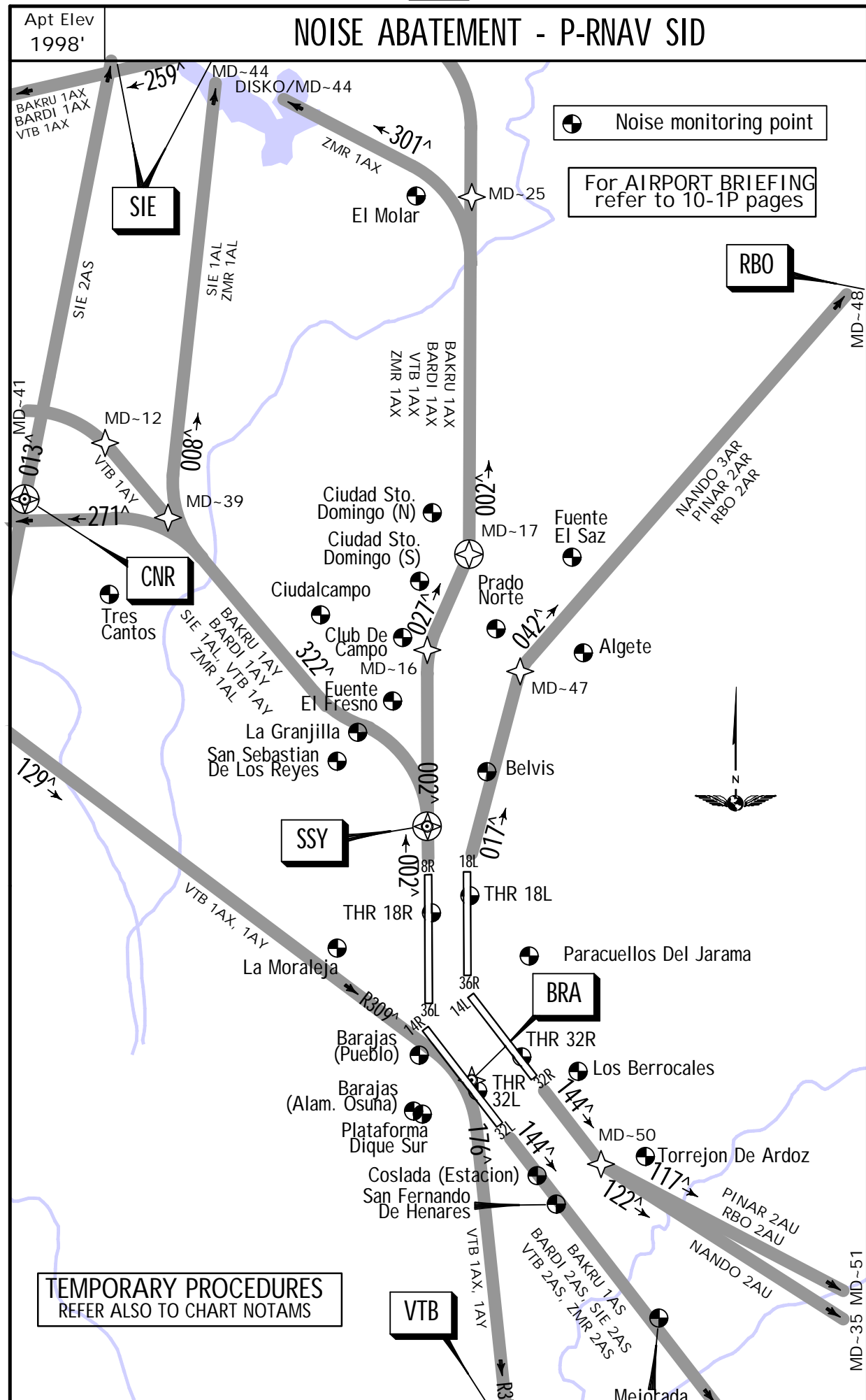
BARAJAS

JEPPESSEN

23 MAY 14 (10-4A1) .Eff.29.May.

MADRID, SPAIN

.NOISE.

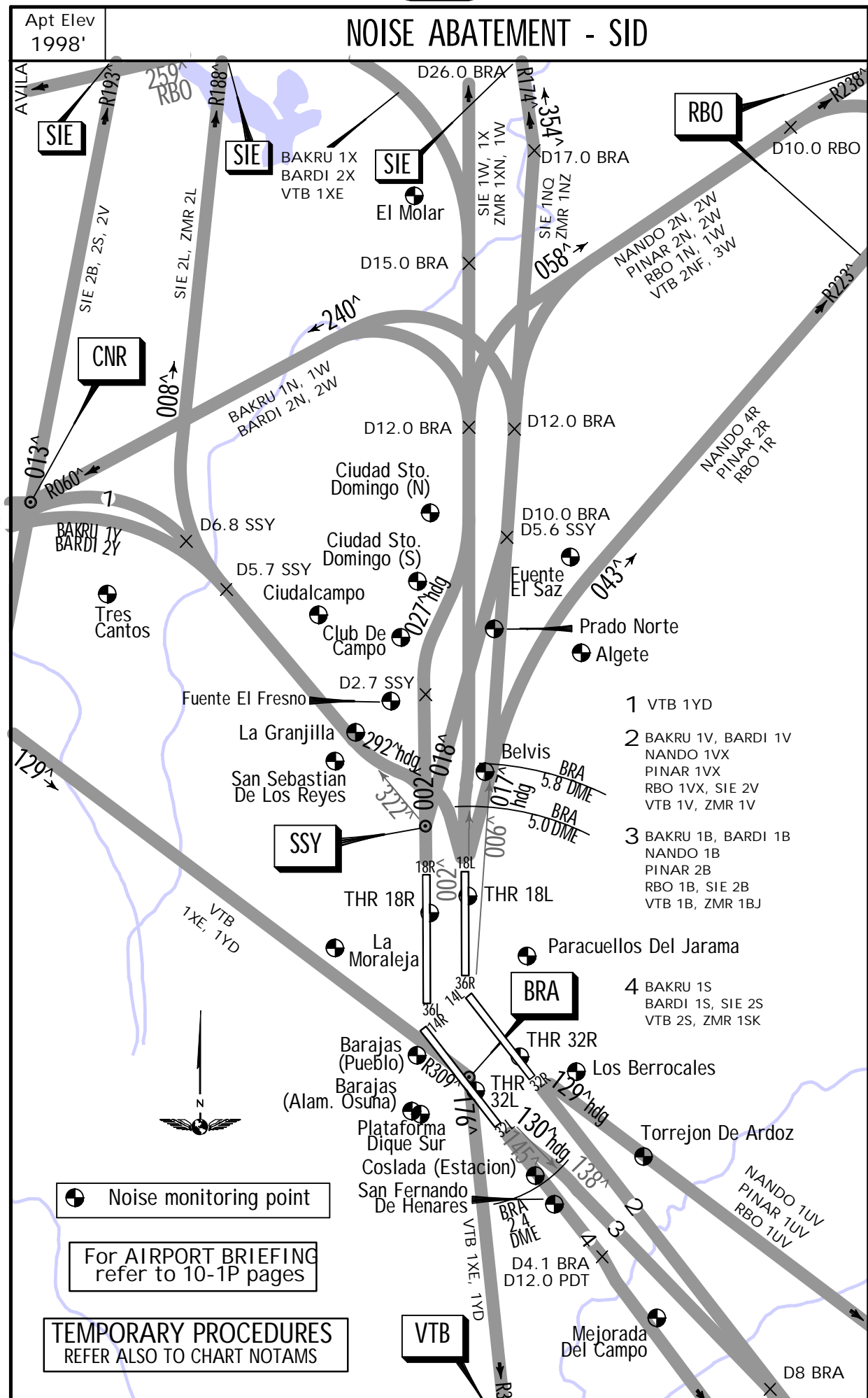


LEMD/MAD
BARAJAS

 **JEPPESSEN**
23 MAY 14 (10-4A2) .Eff.29.May.

MADRID, SPAIN
.NOISE.

NOISE ABATEMENT - SID



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JEPPESEN

MADRID, SPAIN

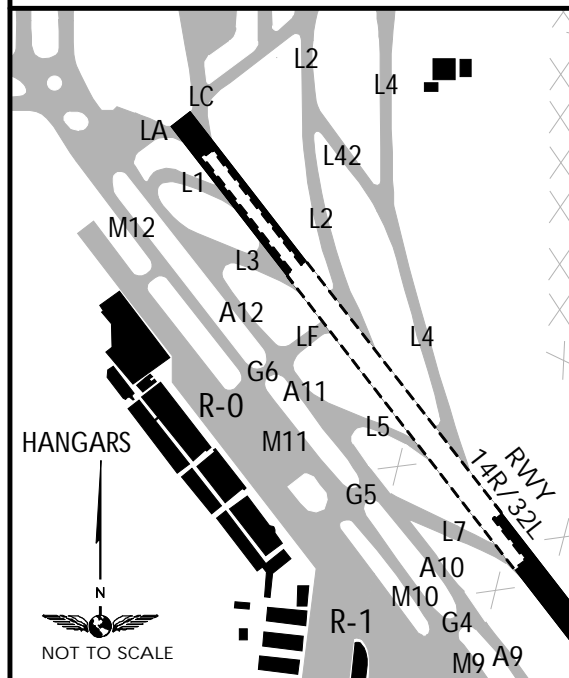
8 AUG 14
Eff. 21 Aug.

(10-8)

ADOLFO SUAREZ MADRID-BARAJAS

WORKS ON RWY 14R/32L

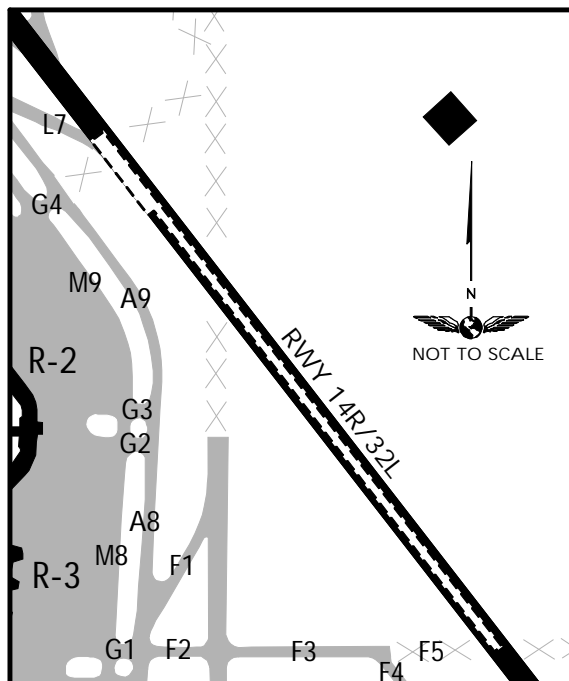
REFER ALSO TO LATEST NOTAMS

**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

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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Apt Elev 1998'
N40 28.3 W003 33.7

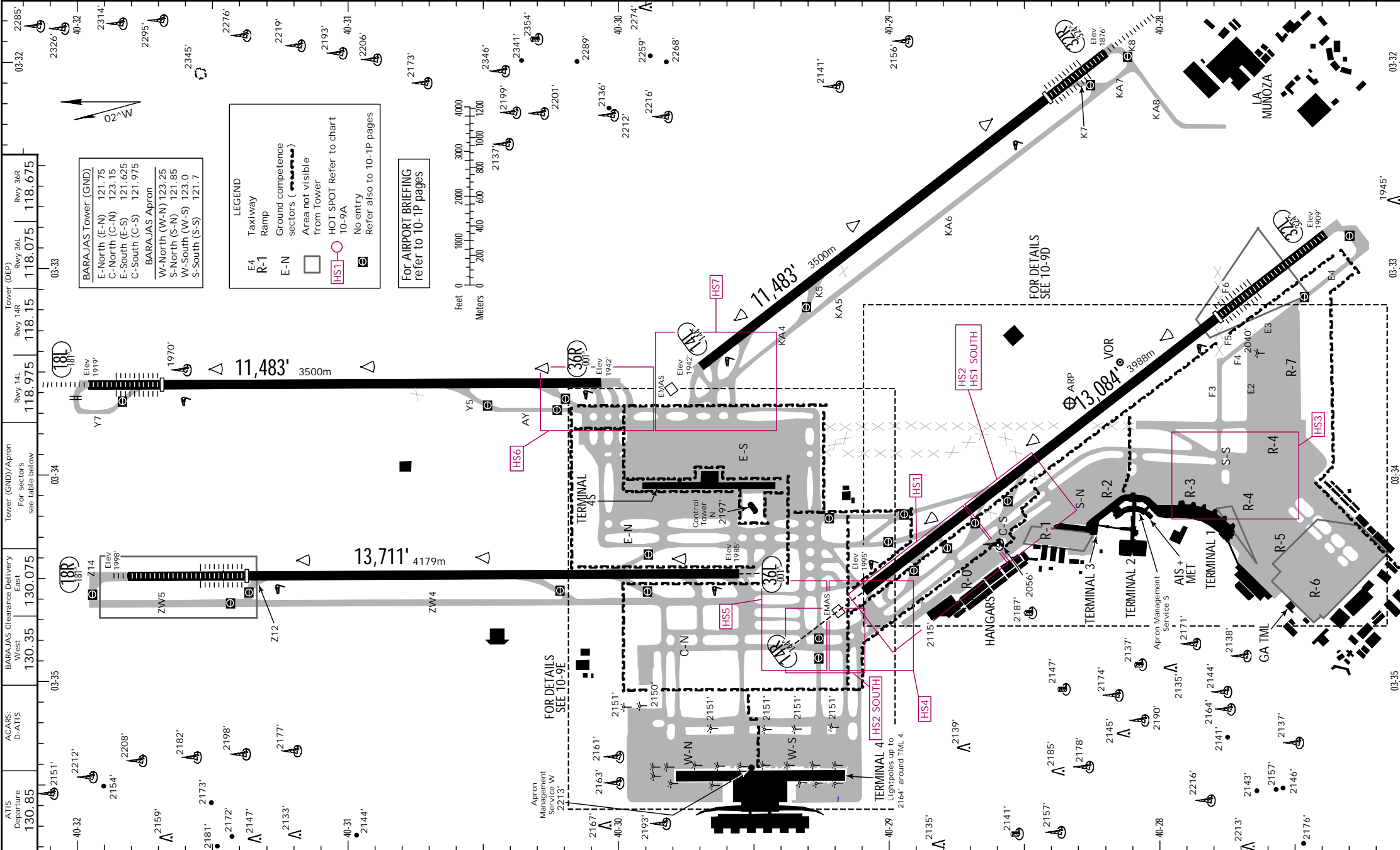
JEPPESSEN

MADRID, SPAIN

12 SEP 14
Eff 18 Sep

(10-9)

ADOLFO SUAREZ MADRID-BARAJAS



CHANGES: None.

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JEPPESSEN

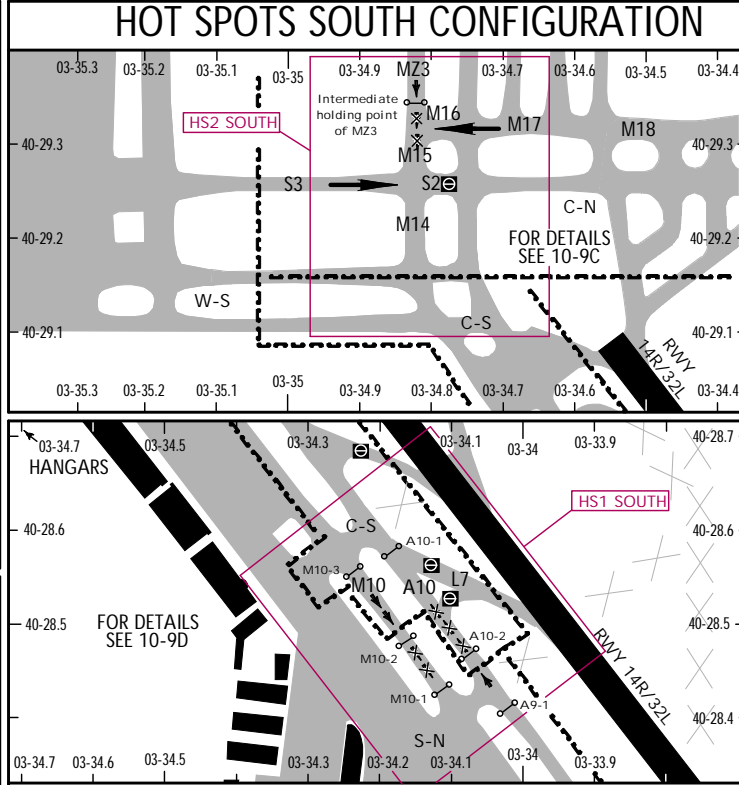
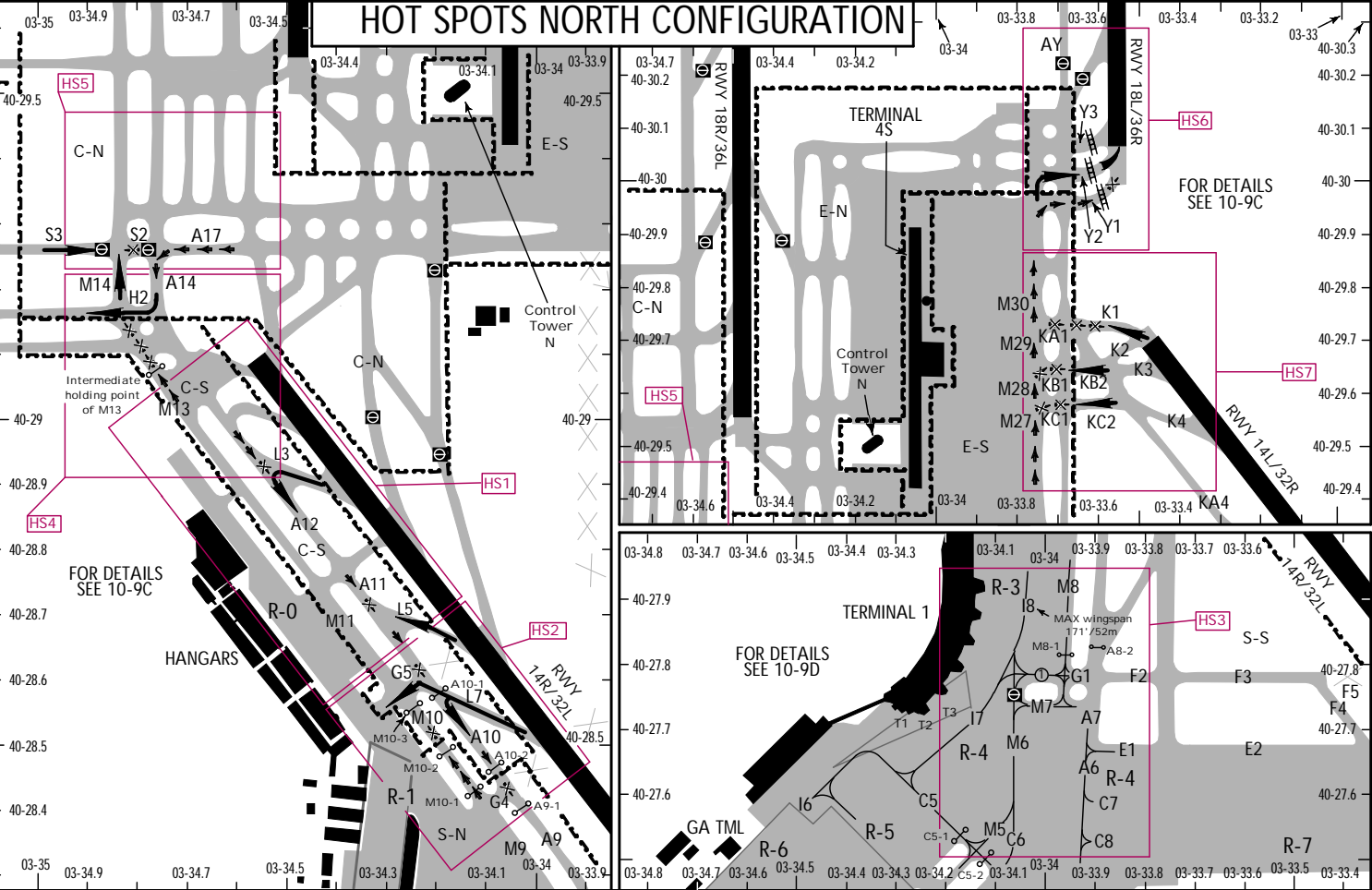
12 SEP 14
Eff. 18 Sep. (10-9A)

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

HOT SPOTS NORTH CONFIGURATION

HOT SPOTS SOUTH CONFIGURATION



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 at transfer points M10-2 and A10-2. **MUST STOP**

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.

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.

- LEGEND**
- M8-1 Holding posn
 - T1 Parking stand
 - 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

LEMD/MAD



MADRID, SPAIN

1 AUG 14

10-9B

ADOLFO SUAREZ MADRID-BARAJAS

ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS			WIDTH
		LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	
14L 32R	HIRL(60m) CL(15m) HIRL(60m) CL(15m) HIALS-II TDZ PAPI(3.0^)	RVR 1 RVR	NA 9843' 3000m	2 NA	197' 60m
1 HSTIL-K5 & K4 2 TORA RWY 14L: From rwy head 11,483' (3500m) twy K3 int 10,761' (3280m)					
14R 32L	HIRL (60m) CL(15m) HIRL (60m) CL(15m) HIALS-II TDZ PAPI(3.0^)	RVR 3 RVR	NA 10,039' 3060m	4 NA	197' 60m
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 5 36R	HIRL(60m) CL(15m) HIALS-II TDZ PAPI(3.0^) HIRL(60m) CL(15m)	6 RVR RVR	9843' 3000m NA	NA 7	197' 60m
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 8 36L	HIRL(60m) CL(15m) HIALS-II TDZ PAPI(3.0^) HIRL(60m) CL(15m)	9 RVR RVR	11,040' 3365m NA	NA O	197' 60m
8 RWY with antiskid layer. 9 HSTIL-Z10, Z8 & Z7 O 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	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A					
B	125m	150m	200m	250m	400m
C					500m
D	150m	200m	250m	300m	

LEMD/MAD

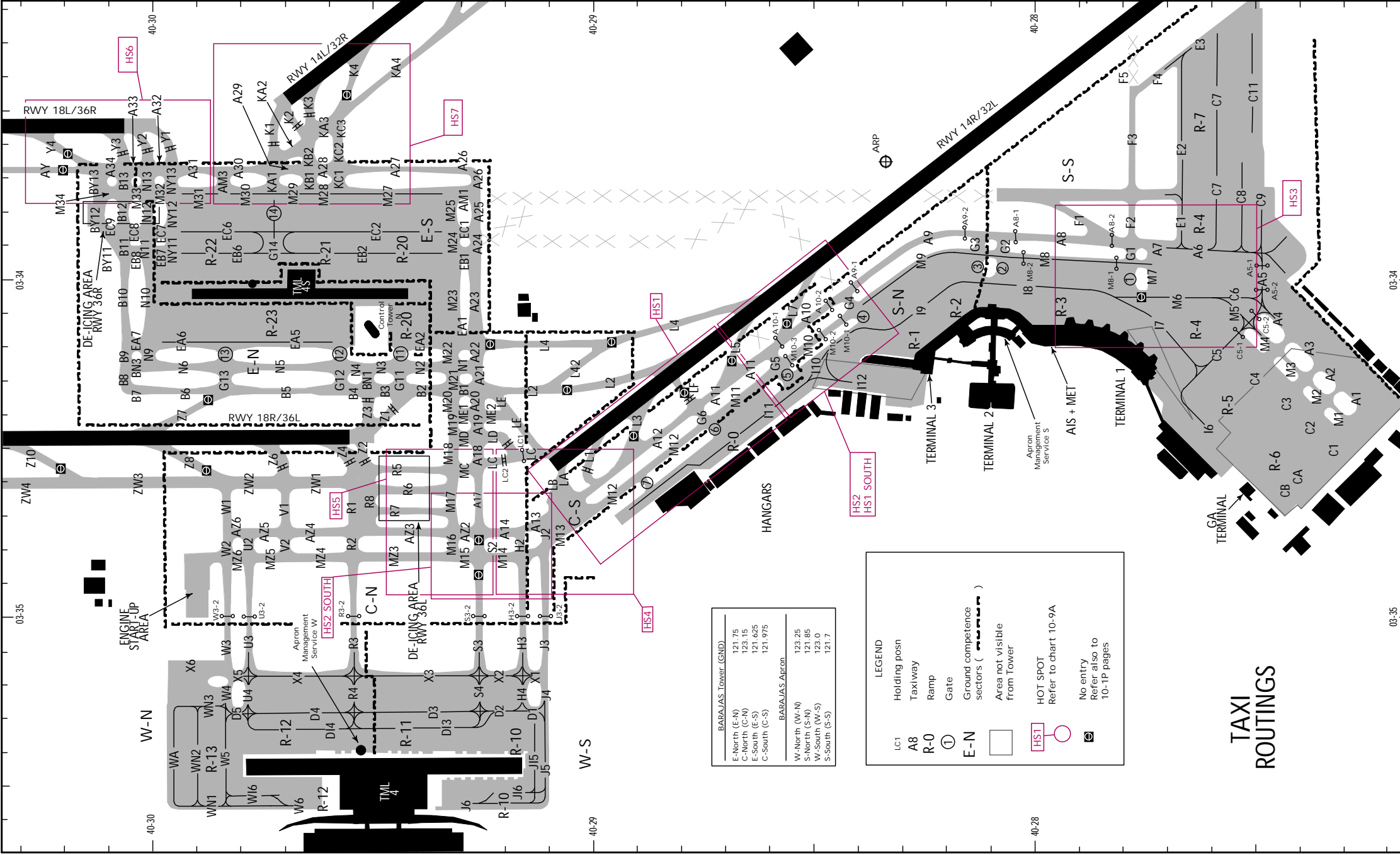
JEPPesen

12 SEP 14
Eff 18 Sep

10-9C

ADOLFO SUAREZ MADRID-BARAJAS

MADRID, SPAIN



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	
W-North (W-N)	123.25
S-North (S-N)	121.85
W-South (W-S)	123.0
S-South (S-S)	121.7

LEGEND

LC1

Holding posn

A8

Taxiway

R-0

Ramp

①

Gate

E-N

Ground competence sectors ()

Area not visible from Tower

HS1

HOT SPOT
Refer to chart 10-9A

No entry
Refer also to 10-1P pages

TAXI ROUTINGS

LEMD/MAD

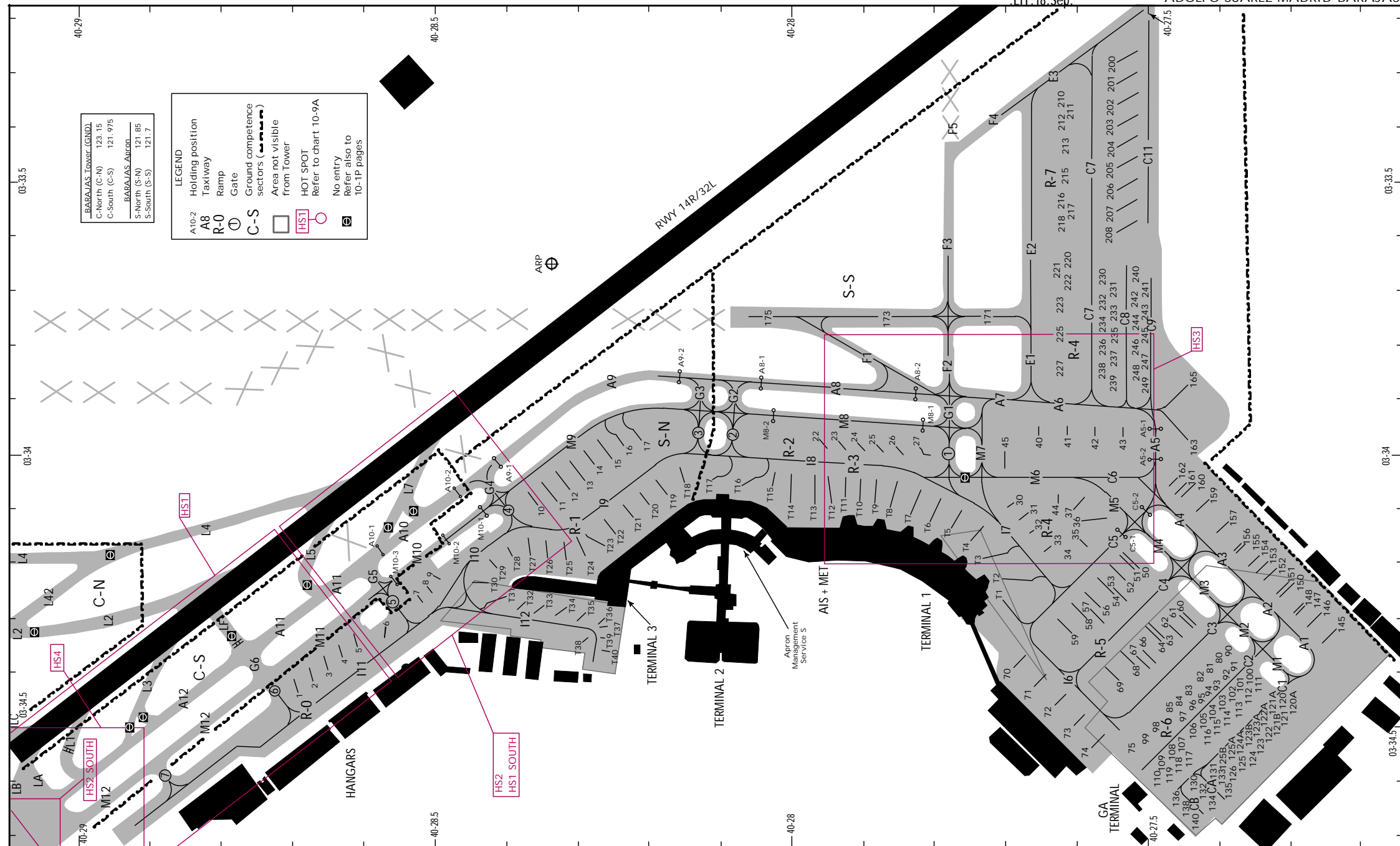
JEPPesen

12 SEP 14
Eff. 18 Sep.

(10-9D)

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS



CHANGES: Holding positions.

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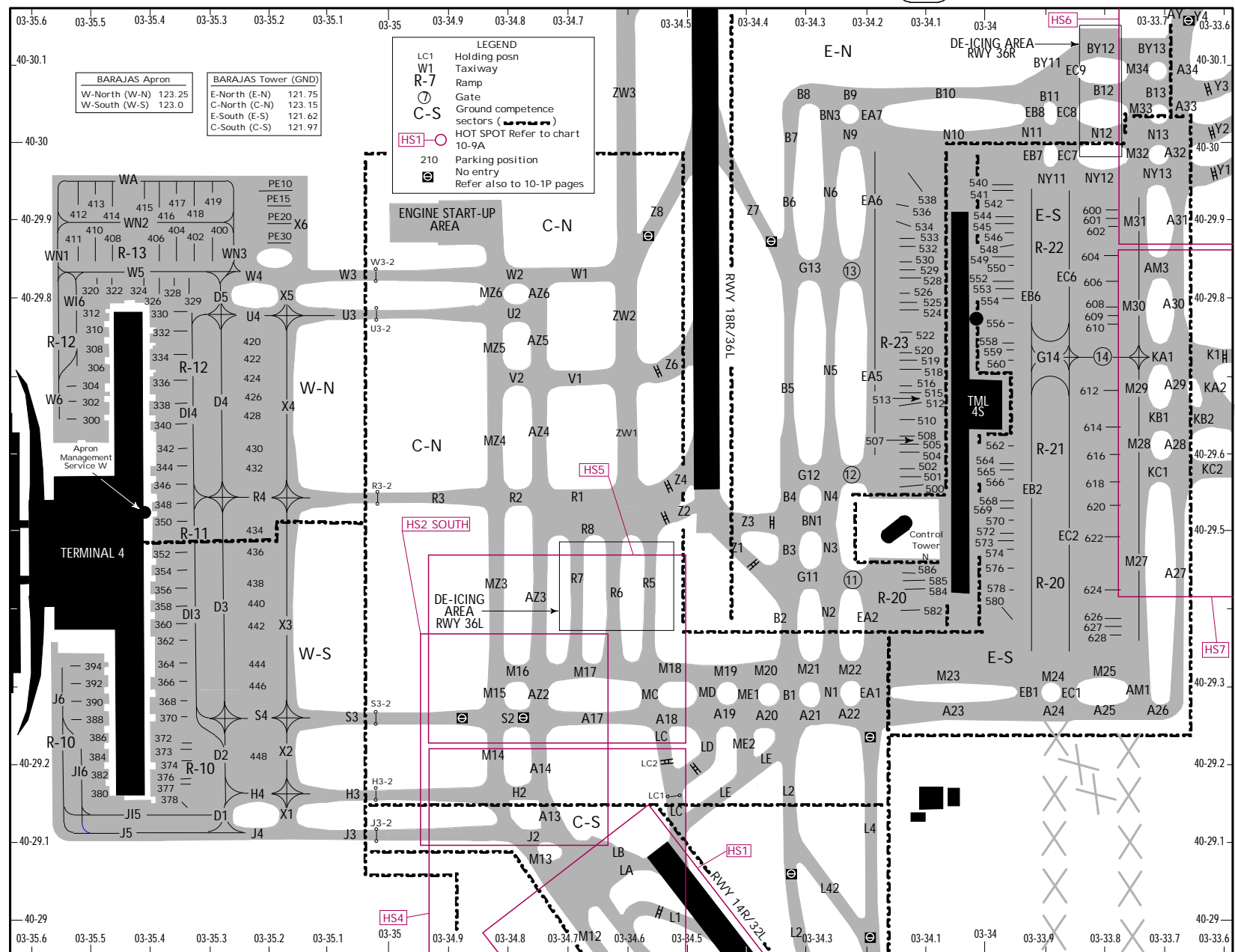
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JEPPESSEN

MADRID, SPAIN

1 AUG 14 (10-9E)

ADOLFO SUAREZ MADRID-BARAJAS



LEMD/MAD

JEPPESEN
1 AUG 14 (10-9F)

MADRID, SPAIN
ADOLFO SUAREZ MADRID-BARAJAS

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		

LEMD/MAD


JEPPESEN
 1 AUG 14 (10-9G)

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

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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JEPPESEN
1 AUG 14 (10-9H)

MADRID, SPAIN
ADOLFO SUAREZ MADRID-BARAJAS

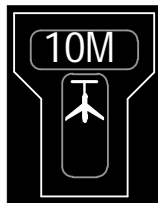
VISUAL DOCKING GUIDANCE SYSTEM



3. AIRCRAFT IS RIGHT OF CENTERLINE.
Correction to the LEFT is required.



4. AIRCRAFT IS LEFT OF CENTERLINE.
Correction to the RIGHT is required.



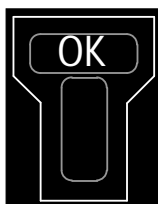
5. AIRCRAFT IS ON CENTERLINE.
It is 33'/10m to final stop position.
Important: Approach slowly to final stop position.



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.

LEMD/MAD

1 AUG 14 **JEPPESEN**
10-9JMADRID, SPAIN
ADOLFO SUAREZ MADRID-BARAJAS

VISUAL DOCKING GUIDANCE SYSTEM



9. TOO FAR.

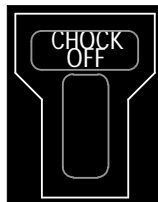
Aircraft has gone beyond docking position.



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 marshal guidance.

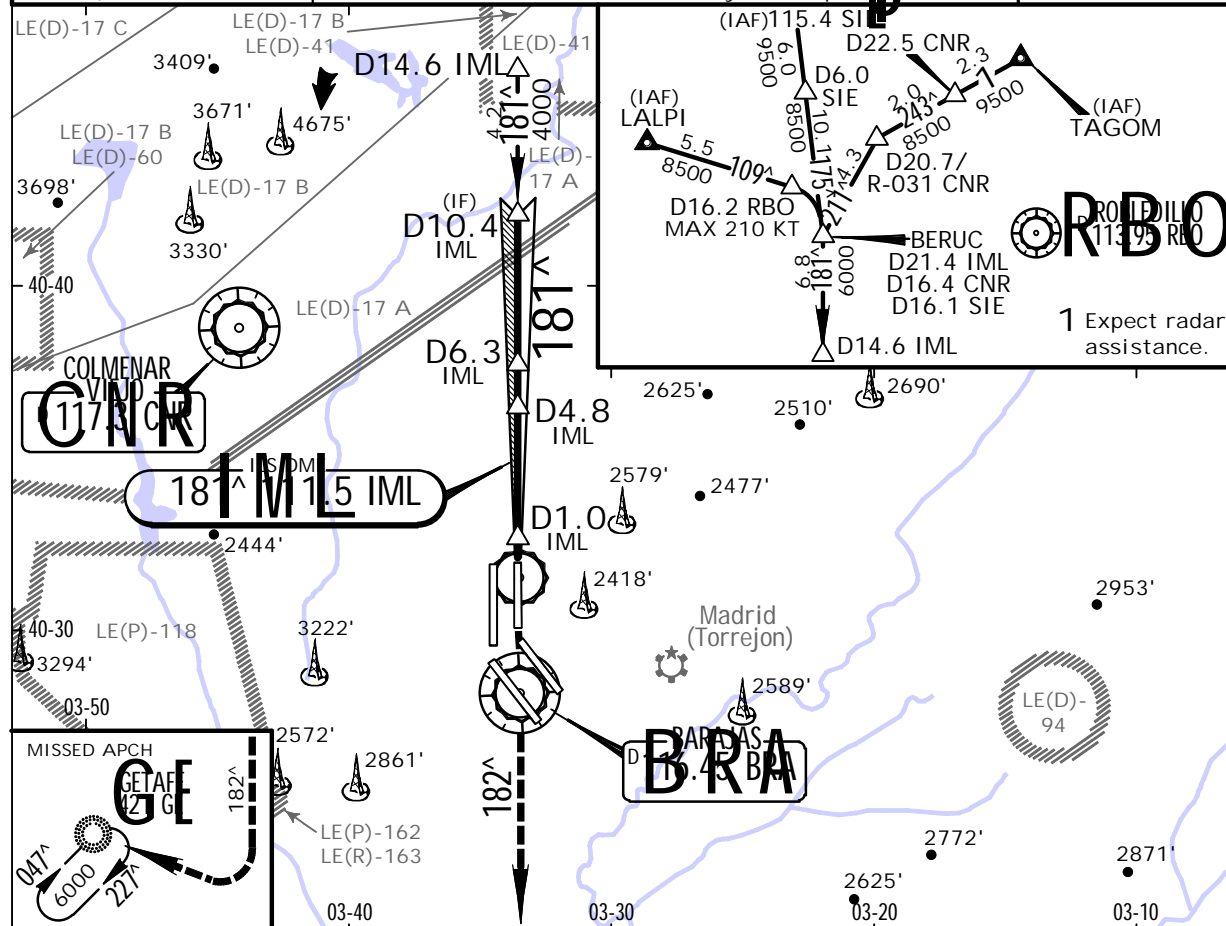
LEMD/MAD
BARAJAS

JEPPESSEN
29 NOV 13
Eff. 12 Dec. (11-1)

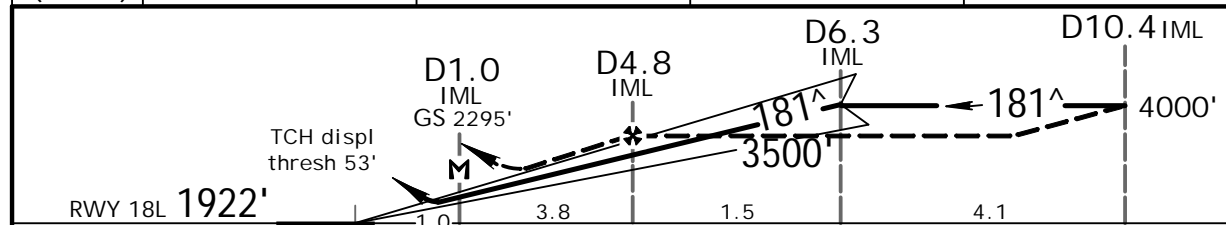
MADRID, SPAIN
ILS Z or LOC Rwy 18L

BRIEFING STRIP™

ATIS Arrival 118.25	MADRID Approach 127.1 127.5 128.7 134.95				BARAJAS Tower 118.67	For Ground frequencies refer to 10-9
LOC IML 111.5	Final Apch Crs 181°	GS D6.3 IML 4000' (2078')	ILS DA(H) Refer to Minimums	Apt Elev 1998' RWY 1922'		
<p>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'.</p> <p>Alt Set: hPa Rwy Elev: 68 hPa Trans level: By ATC Trans alt: 13000'</p> <p>1. VOR, DME and ADF required. 2. ILS DME reads zero at rwy 18L displ thsh.</p>						MSA BRA VOR



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								

Standard.				STRAIGHT-IN LANDING RWY 18L				CIRCLE-TO-LAND			
DA(H) 2122' (200')				LOC (GS out) 2410' (488')				Max Kts			
AB: 2122' (200')				DA(H) 2410' (488')				MDA(H) 2720' (722')			
FULL				ALS out				VIS 1500m			
Limited				ALS out				2860' (862')			
RVR 550m				RVR 1200m				3280' (1282')			
RVR 750m				RVR 1500m				3620' (1622')			
RVR 1500m				CMV 2300m							

IS OPS

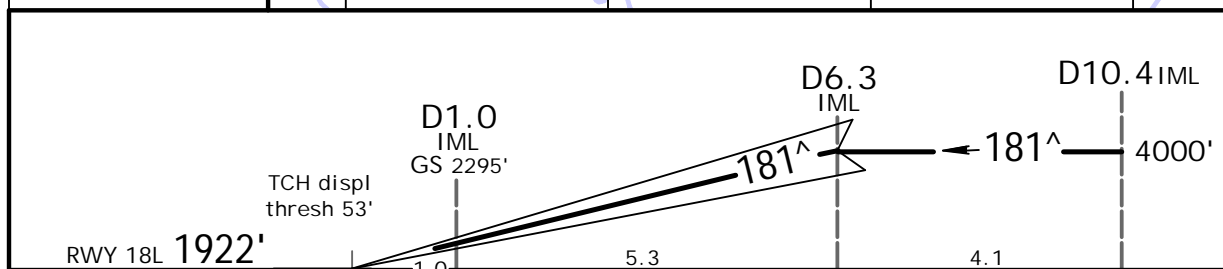
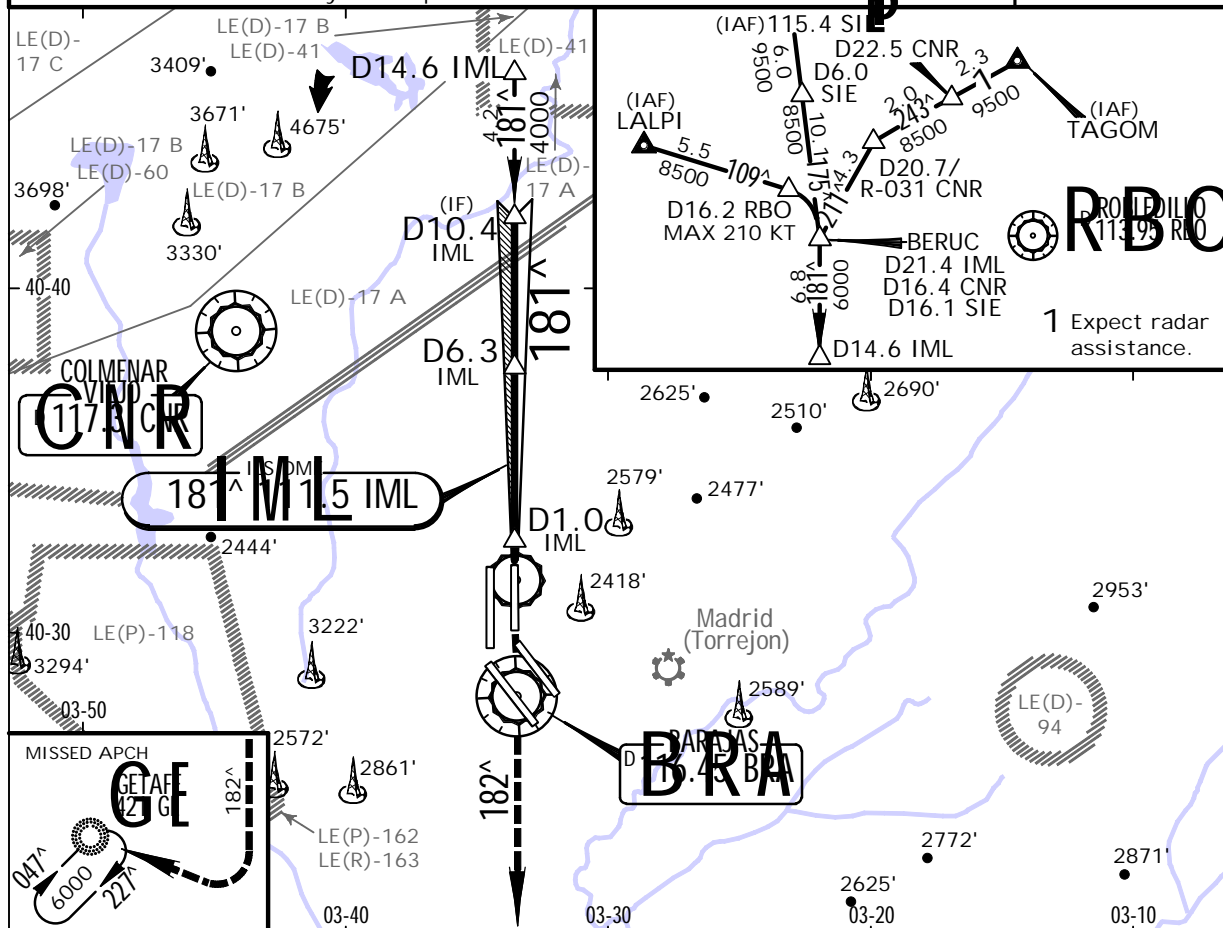
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BARAJAS

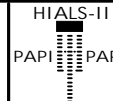
JEPPESSEN
29 NOV 13
Eff. 12 Dec. (11-1A)

MADRID, SPAIN
CAT II/III ILS Z Rwy 18L

BRIEFING STRIP™

ATIS Arrival 118.25		MADRID Approach 127.1 127.5 128.7 134.95			BARAJAS Tower 118.67	For Ground frequencies refer to 10-9
LOC IML 111.5	Final Apch Crs 181^	GS D6.3 IML 4000' (2078')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 1998' RWY 1922'		 <p>MSA BRA VOR</p>
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.						



Gnd speed-Kts	70	90	100	120	140	160		<p>116.45 Rwy BRA on hdg</p>
GS	3.00°	372	478	531	637	849		

Standard. CAT IIIA ILS		STRAIGHT-IN LANDING RWY 18L		
CAT II ILS		CAT II ILS		
DH 50'		AB RA 104' DA(H) 2022'(100')	C RA 114' DA(H) 2032'(110')	D RA 129' DA(H) 2046'(124')
RVR 200m		RVR 300m 1		RVR 400m

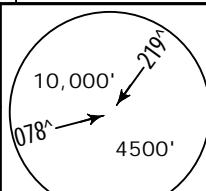
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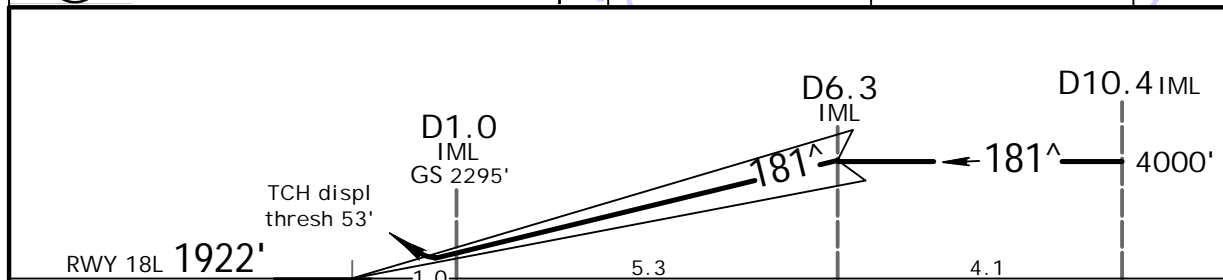
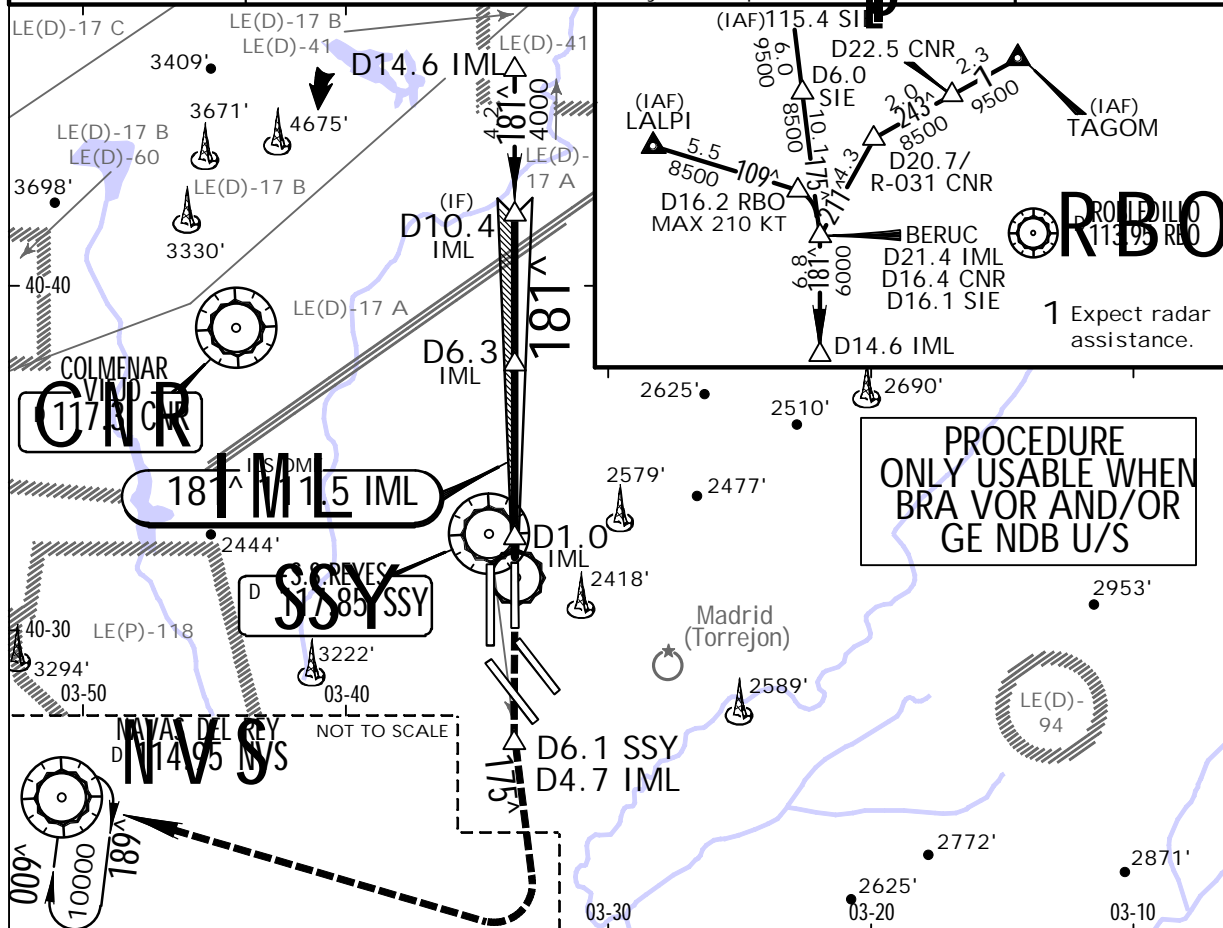
LEMD/MAD BARAJAS

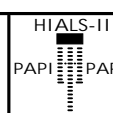
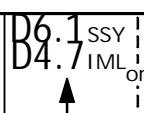
JEPPESSEN
18 APR 14 (11-2) .Eff.1.May.

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 111.5	Final Apch Crs 181^	GS D6.3 IML 4000' (2078')	ILS DA(H) Refer to Minimums	Apt Elev 1998' 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'.							
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.						MSA SSY VOR	



Gnd speed-Kts	70	90	100	120	140	160		
GS 3.00°	372	478	531	637	743	849		

Standard.				STRAIGHT-IN LANDING RWY 18L		CIRCLE-TO-LAND	
DA(H) AB: 2122' (200') C: 2129' (207') D: 2140' (218')							
FULL				Limited		ALS out	
RVR 550m				RVR 750m		RVR 1200m	
A						Max Kts	
B						MDA(H)	
C						VIS	
D							
						100	
						135	
						180	
						205	
						2720' (722')	
						2860' (862')	
						3280' (1282')	
						3620' (1622')	

IS OPS

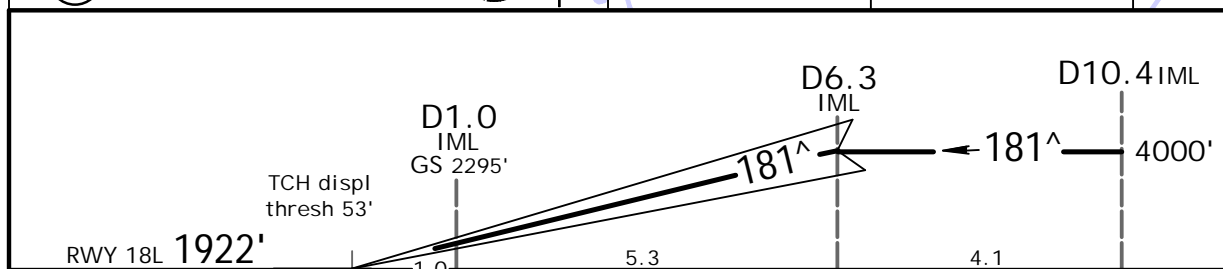
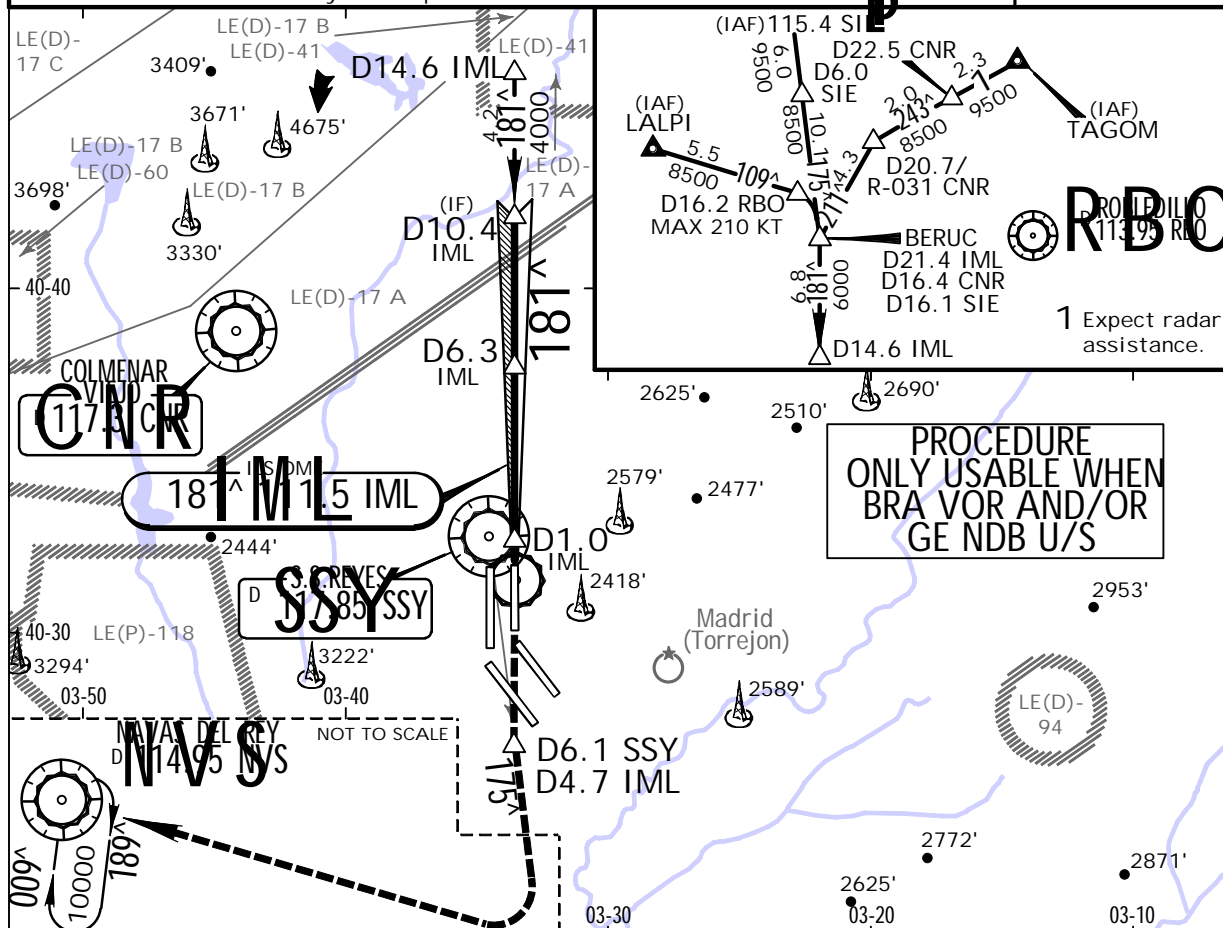
LEMD/MAD
BARAJAS

JEPPESSEN
18 APR 14
Eff. 1 May 11-2A

MADRID, SPAIN
CAT II/III ILS Y Rwy 18L

BRIEFING STRIP™

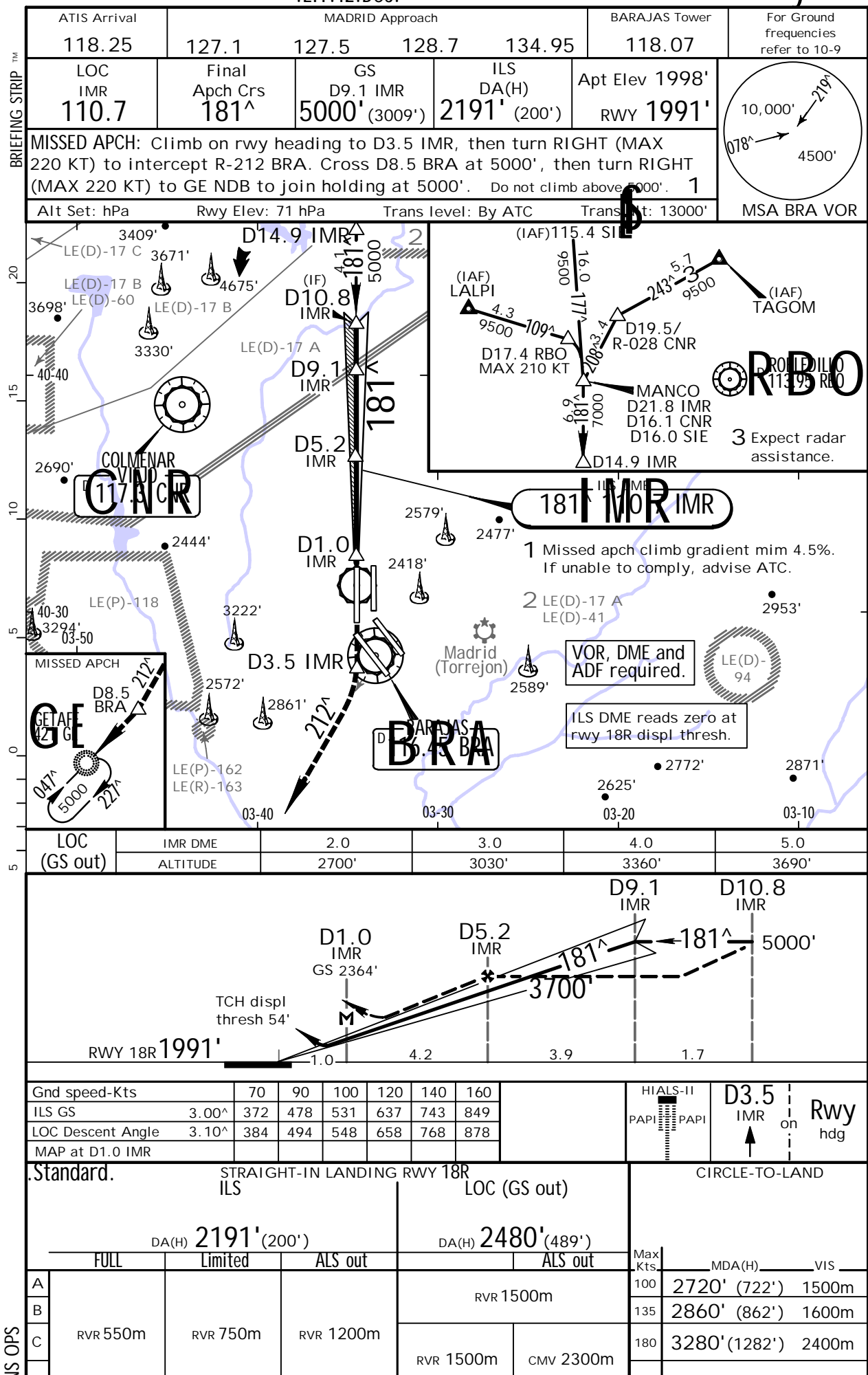
D-ATIS Arrival		MADRID Approach			BARAJAS Tower	For Ground frequencies refer to 10-9
118.25	127.1	127.5	128.7	134.95	118.67	
LOC IML 111.5	Final Apch Crs 181^	GS D6.3 IML 4000' (2078')	CAT II & IIIA ILS Refer to Minimums		Apt Elev 1998' RWY 1922'	
MISSED APCH: Climb on rwy heading to D6.1 SSY/D4.7 IML, then continue on R-175 SSY climbing to 6000', then turn RIGHT to NVS VOR and join holding at 10000'.						
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						MSA SSY VOR
3. ILS DME reads zero at rwy 18L displ thresh.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	D4.7 SSY IML on Rwy hdg
GS	3.00°	372	478	531	637	743		

Standard. CAT IIIA ILS		STRAIGHT-IN LANDING RWY 18L		
		CAT II ILS		
DH 50'		AB RA 104' DA(H) 2022'(100')	C RA 114' DA(H) 2032'(110')	D RA 129' DA(H) 2046'(124')
RVR 200m		RVR 300m 1		RVR 400m

IS OPS

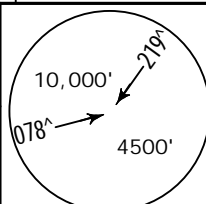
LEMD/MAD
BARAJASJEPPESSEN
29 NOV 13
Eff. 12 Dec. (11-3)MADRID, SPAIN
ILS Z or LOC Rwy 18R

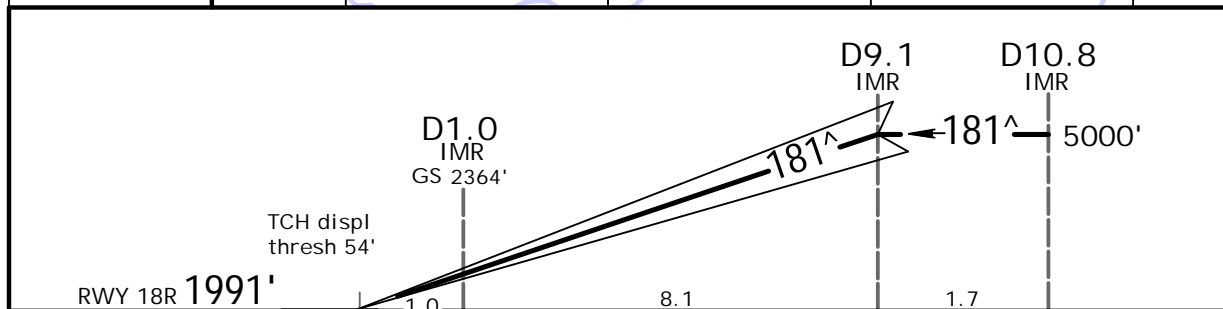
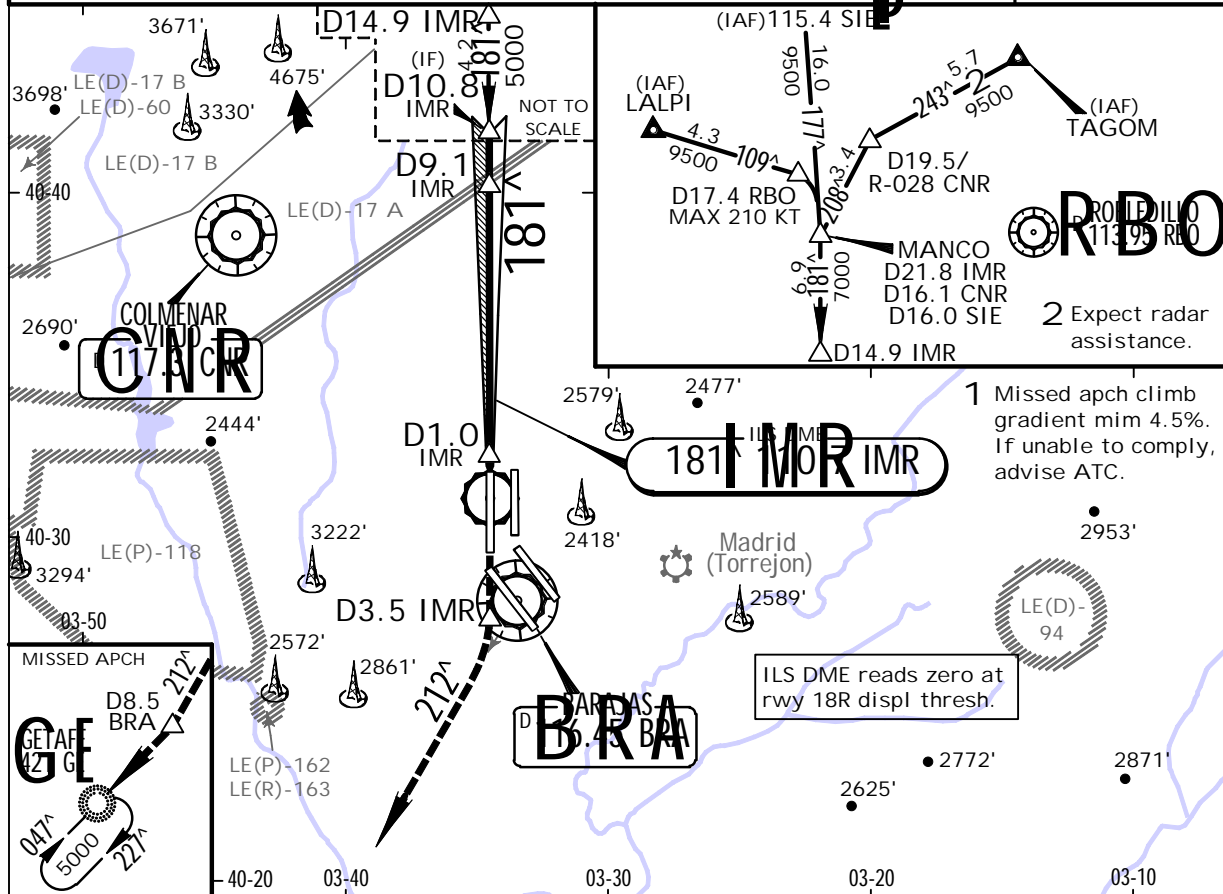
LEMD/MAD
BARAJAS

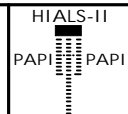
JEPPESSEN
29 NOV 13
Eff. 12 Dec. (11-3A)

MADRID, SPAIN
CAT II/III ILS Z Rwy 18R

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	118.07	
LOC IMR 110.7	Final Apch Crs 181^	GS D9.1 IMR 5000' (3009')	CAT II & IIIA ILS Refer to Minimums		Apt Elev 1998' 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'		
1. VOR, DME and ADF required.		2. Special Aircrew & Acft Certification Required.					



Gnd speed-Kts	70	90	100	120	140	160		D3.5 IMR on Rwy hdg
GS	3.00°	372	478	531	637	743		

Standard. CAT IIIA ILS	STRAIGHT-IN LANDING RWY 18R		CAT II ILS
DH 50'	ABC RA 98' DA(H) 2091' (100')		D RA 110' DA(H) 2104' (113')

RVR 200m	RVR 300m 1
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IS OPS

LEMD/MAD
BARAJAS

18 APR 14

JEPPESEN

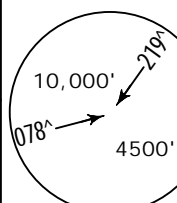
.Eff.1.May.

MADRID, SPAIN
ILS Y Rwy 18R

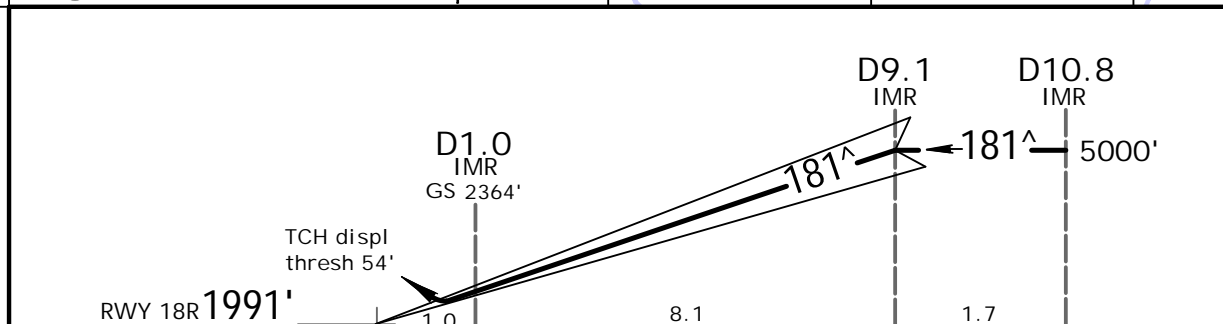
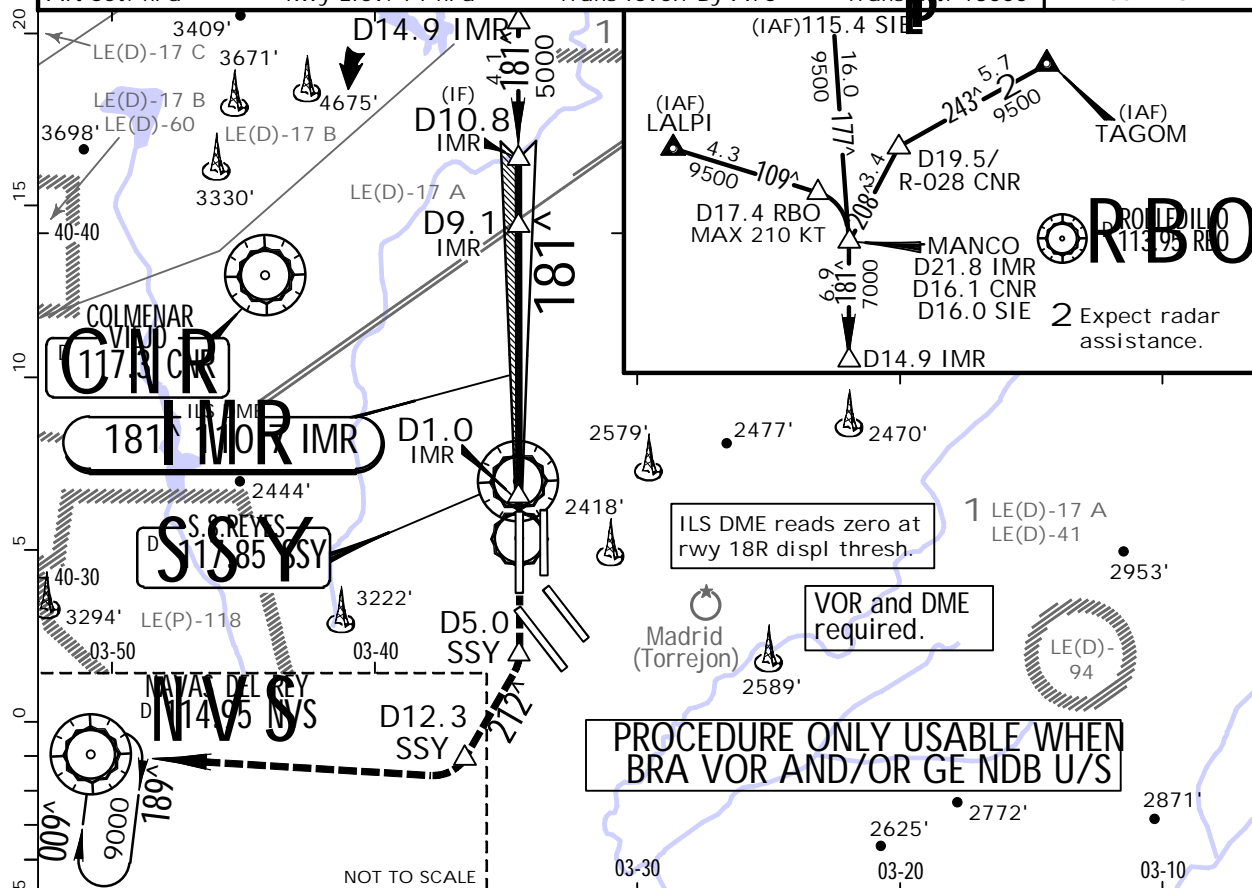
D-ATIS Arrival 118.25	MADRID Approach 127.1	127.5	128.7	134.95	BARAJAS Tower 118.07	For GND frequencies refer to 10-9
LOC IMR 110.7	Final Apch Crs 181[^]	GS D9.1 IMR 5000' (3009')	ILS DA(H) 2191' (200')	Apt Elev 1998' RWY 1991'		

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.

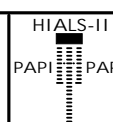
Alt Set: hPa	Rwy Elev: 71 hPa	Trans level: By ATC	Trans Alt: 13000'
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MSA
SSY VOR



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849



D5.0
SSY
↑

Rwy
hdg

Standard.

STRAIGHT-IN LANDING RWY 18R

CIRCLE-TO-LAND

DA(H) 2191' (200')

FUT

limited

ALS out

Max
Kte

A

VIC

	A
--	---

B

C

RVR 550m

RVR 750m

RVR 1200m

Max
Kts.
100

A

VIC

135

860

1600m

100

290

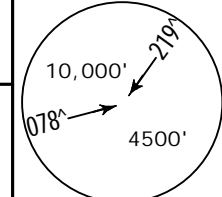
0400

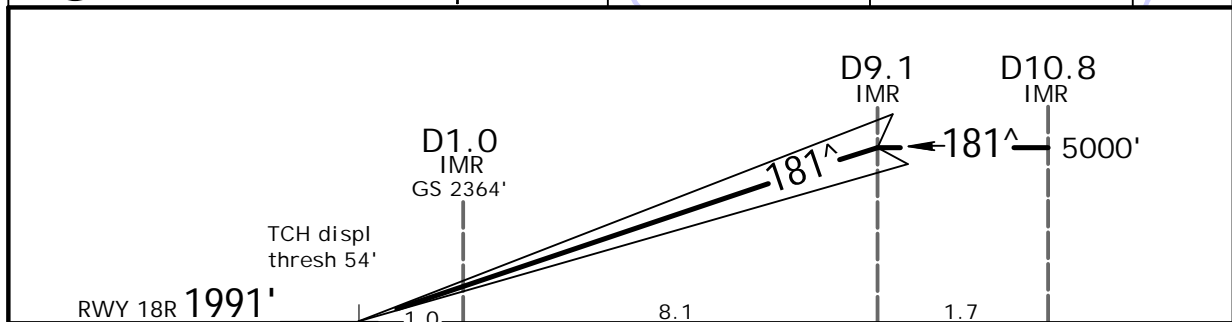
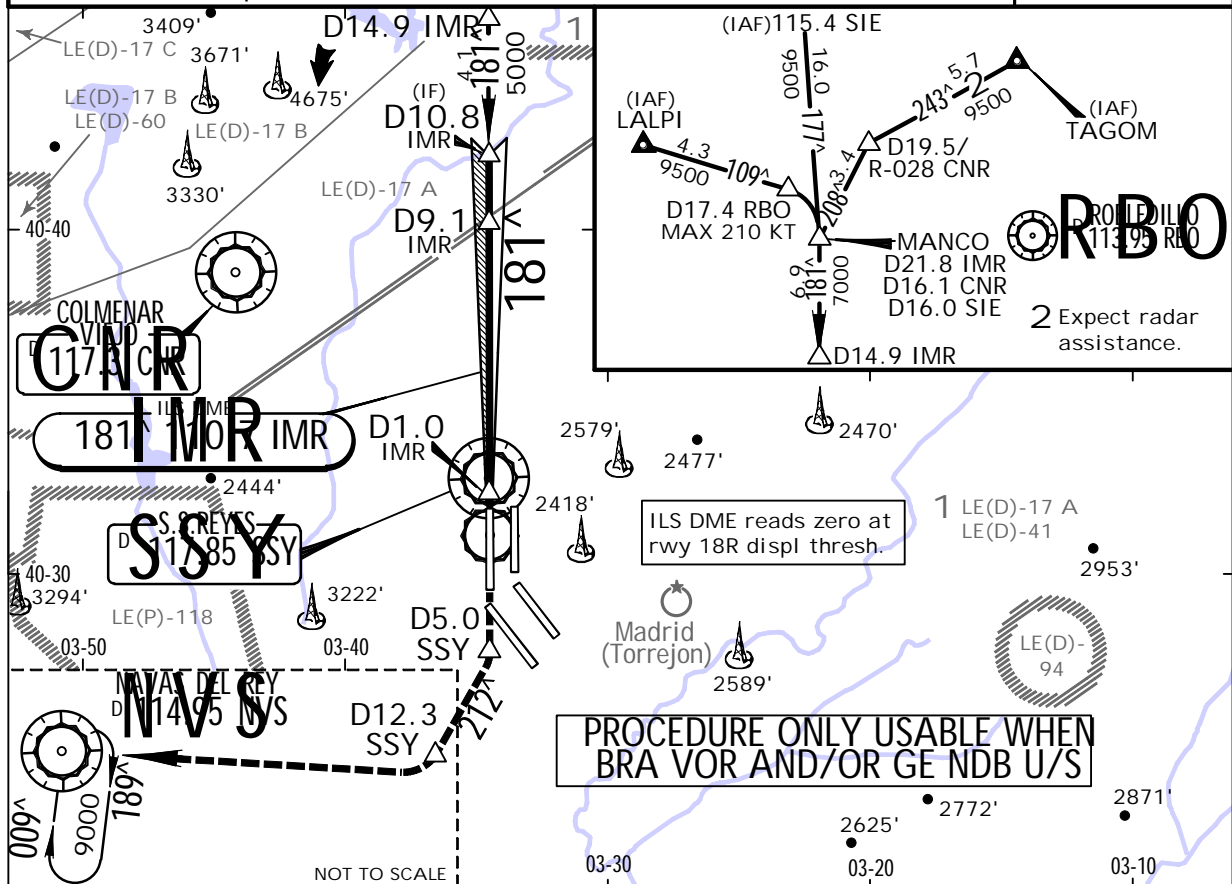
LEMD/MAD
BARAJAS

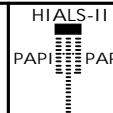
JEPPESSEN
18 APR 14
Eff. 1 May. (11-4A)

MADRID, SPAIN
CAT II/III ILS Y Rwy 18R

BRIEFING STRIP

D-ATIS Arrival 118.25		MADRID Approach 127.1 127.5 128.7 134.95			BARAJAS Tower 118.07		For GND frequencies refer to 10-9			
LOC IMR 110.7		Final Apch Crs 181^		GS D9.1 IMR 5000' (3009')		CAT II & IIIA ILS Refer to Minimums		Apt Elev 1998' 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'										
1. VOR and DME required. 2. Special Aircrew & Acft Certification Required.										



Gnd speed-Kts	70	90	100	120	140	160		<p>D5.0 SSY</p>	<p>Rwy hdg</p>
GS	3.00°	372	478	531	637	743			

Standard. CAT IIIA ILS	STRAIGHT-IN LANDING RWY 18R CAT II ILS
DA(H) 50'	DA(H) 2091' (100')
RA 98'	RA 110'
DA(H) 2104' (113')	

RVR 200m	RVR 300m 1
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IS OPS

LEMD/MAD

BARAJAS

1 NOV 13
Eff. 14 Nov.

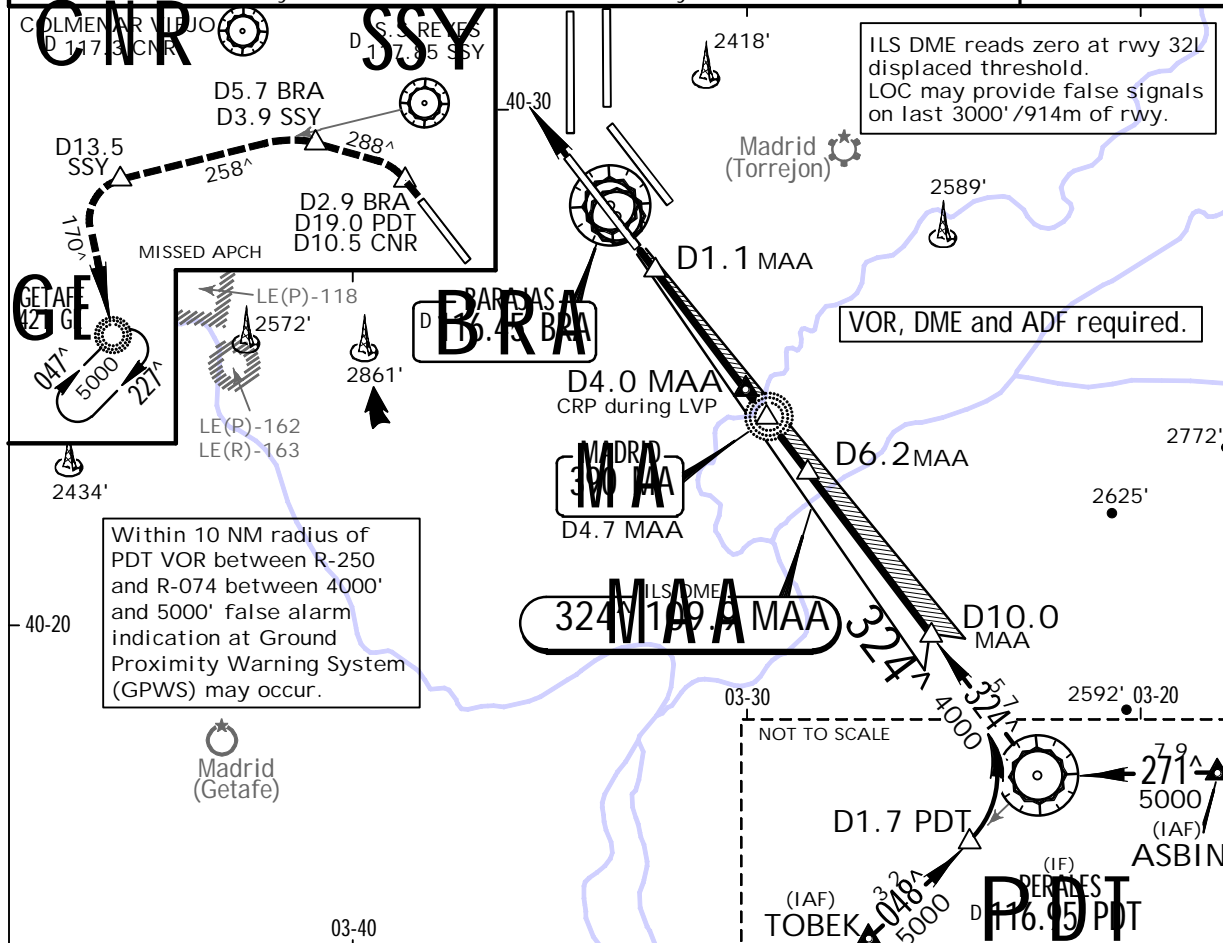
JEPPESSEN
(11-5)

MADRID, SPAIN

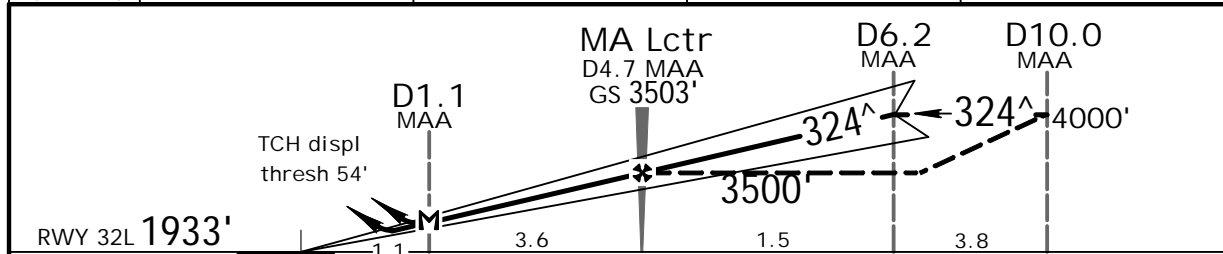
ILS Z or LOC Rwy 32L

BRIEFING STRIP

ATIS Arrival 118.25		MADRID Approach 127.1 127.5 128.7 134.95			BARAJAS Tower 118.15	For Ground freq refer to 10-9
LOC MAA 109.9	Final Apch Crs 324^	GS MA Lctr 3503' (1570')	ILS DA(H) Refer to Minimums	Apt Elev 1998' RWY 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'.						
Alt Set: hPa		Rwy Elev: 69 hPa		Trans level: By ATC		
MSA PDT VOR						



LOC (GS out)	MAA DME	2.0	3.0	4.0
	ALTITUDE	2650'	2980'	3310'



Gnd speed-Kts	70	90	100	120	140	160		D2.9 BRA D19.0 PDT D10.5 CNR on	Rwy hdg
ILS GS	3.00 [^]	372	478	531	637	743			
LOC Descent Angle	3.10 [^]	384	494	548	658	768			
MAP at D1.1 MAA									

Standard.				STRAIGHT-IN LANDING RWY 32L		CIRCLE-TO-LAND	
A: 2183' (250')		C: 2203' (270')		LOC (GS out)			
DA(H) B: 2195' (262')		D: 2214' (281')		DA(H) 2350' (417')			
FULL		Limited	ALS out		ALS out	Max Kts.	MDA(H) VIS
A	RVR 550m	RVR 750m	RVR 1300m	RVR 1200m	RVR 1500m	100	2720' (722') 1500m
B	RVR 600m				RVR 1900m	135	2860' (862') 1600m
C						180	3280' (1282') 2400m

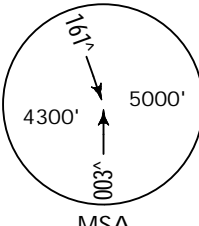
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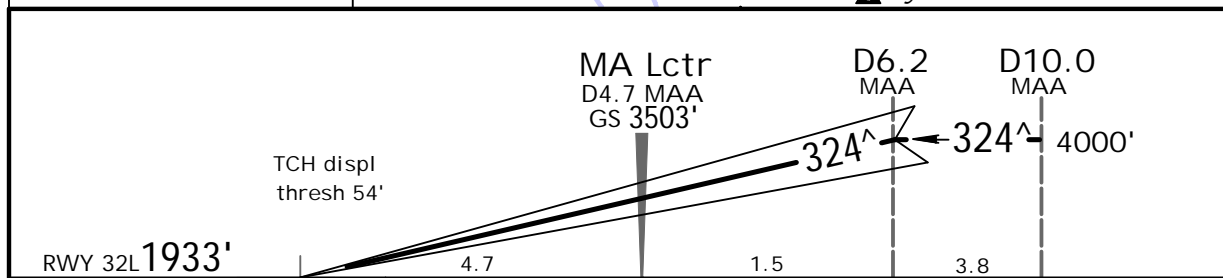
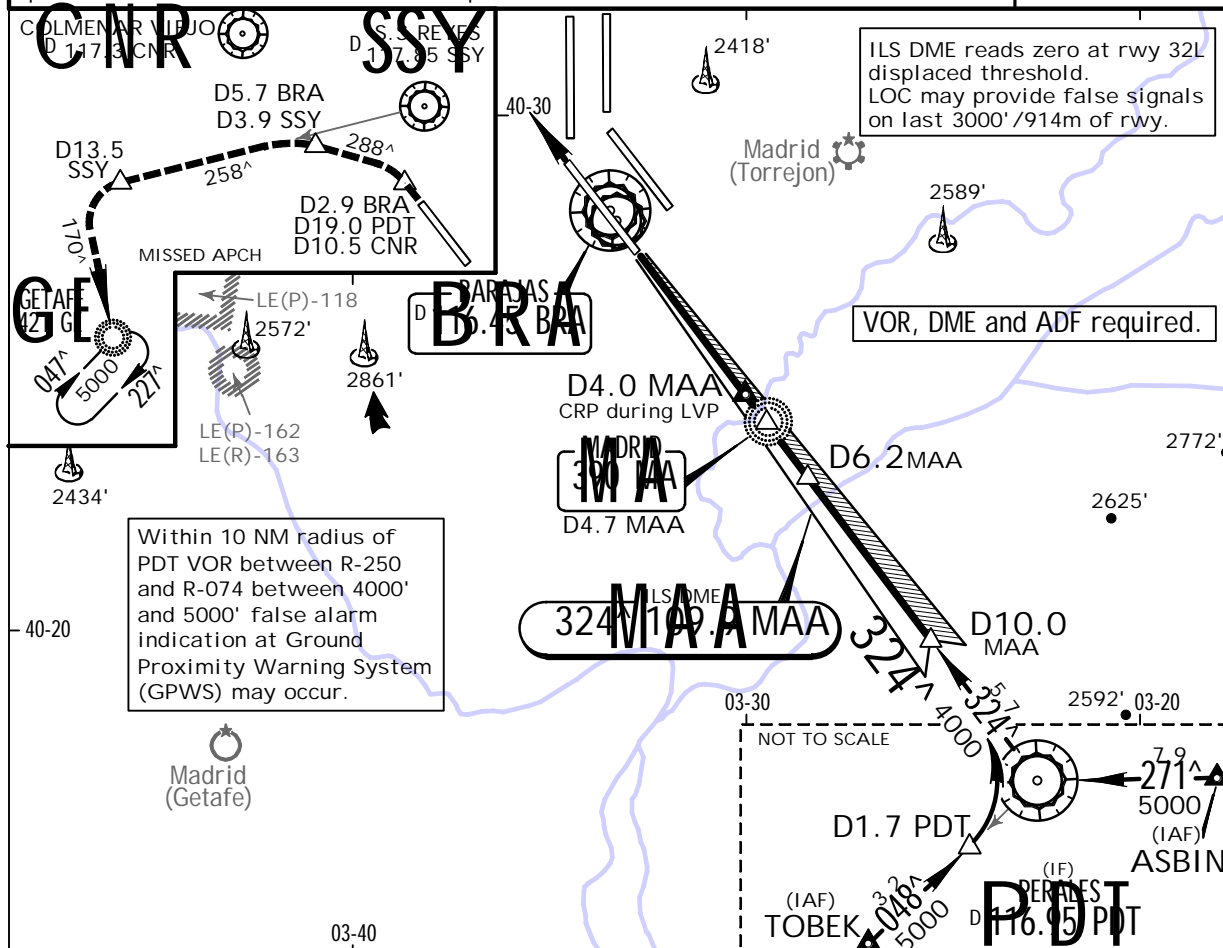
LEMD/MAD
BARAJAS

JEPPESSEN
1 NOV 13
Eff. 14 Nov. (11-5A)

MADRID, SPAIN
CAT II/III ILS Z Rwy 32L

BRIEFING STRIP™

ATIS Arrival 118.25		MADRID Approach 127.1 127.5 128.7 134.95			BARAJAS Tower 118.15	For Ground freq frequencies refer to 10-9
LOC MAA 109.9	Final Apch Crs 324^	GS MA Lctr 3503' (1570')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 1998' 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.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	D2.9 BRA D19.0 PDT D10.5 CNR	Rwy hdg
GS	3.00°	372	478	531	637	743			

Standard. CAT IIIA ILS	STRAIGHT-IN LANDING RWY 32L				CAT II ILS			
	RA ^A 161'	RA ^B 180'	RA ^C 195'	RA ^D 211'	RA ^A 161'	RA ^B 180'	RA ^C 195'	RA ^D 211'
DH 50'	DA(H) 2081' (148')	DA(H) 2098' (165')	DA(H) 2110' (177')	DA(H) 2124' (191')	DA(H) 2081' (148')	DA(H) 2098' (165')	DA(H) 2110' (177')	DA(H) 2124' (191')

RVR 200m	RVR 450m
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IS OPS

LEMD/MAD

ADOLFO SUAREZ MADRID-BARAJAS

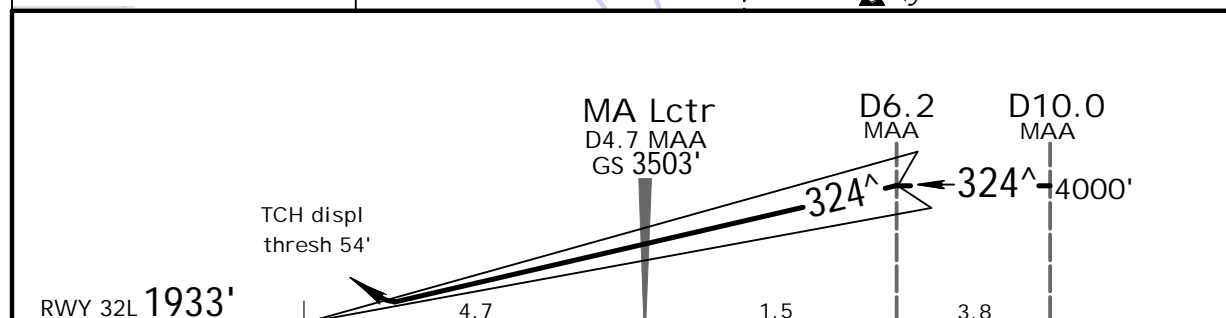
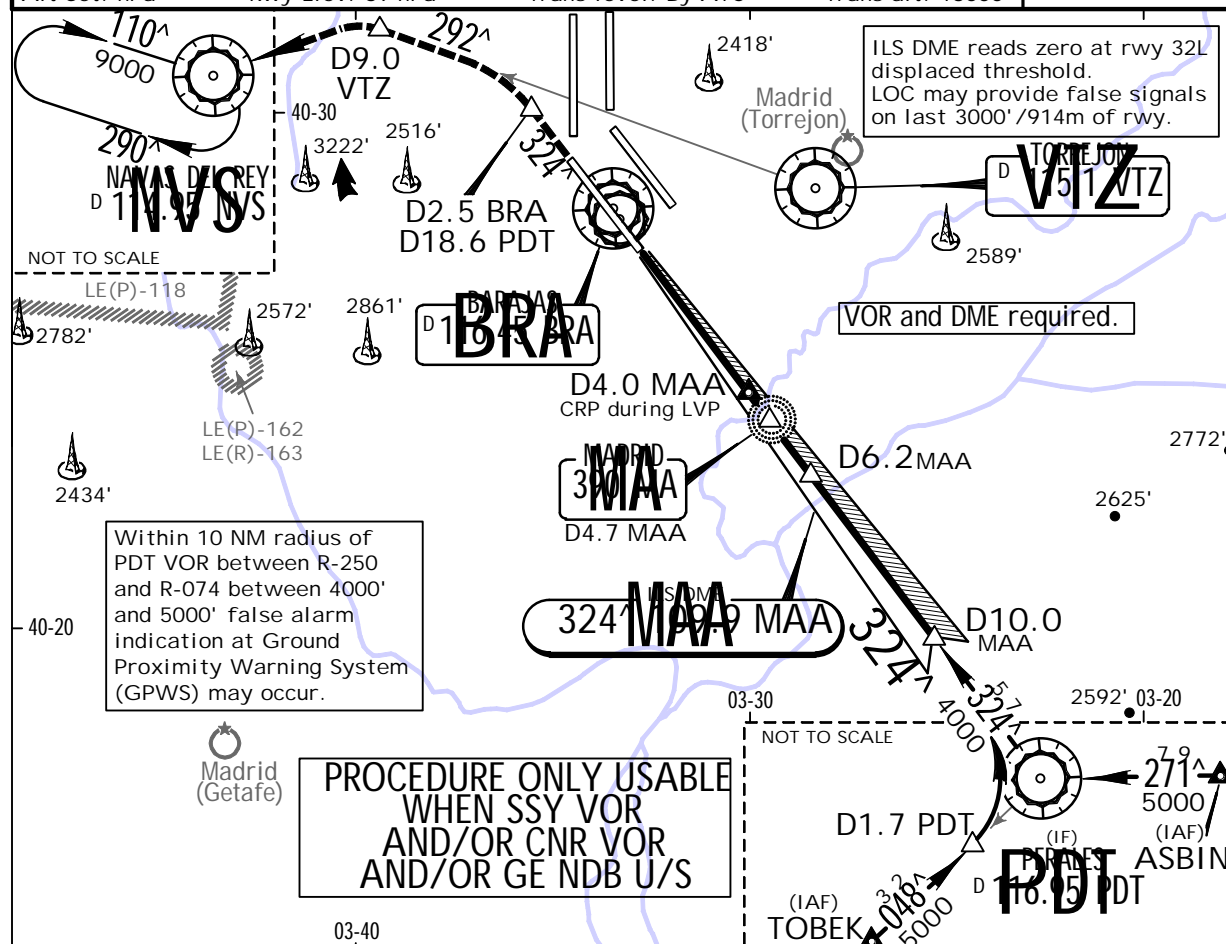
12 SEP 14
Eff. 18 Sep

(11-6)

JEPPESSEN

MADRID, SPAIN
ILS W Rwy 32L

D-ATIS Arrival 118.25		MADRID Approach 127.1 127.5 128.7 134.95			BARAJAS Tower 118.15	For Ground frequencies refer to 10-9
LOC MAA 109.9	Final Apch Crs 324[^]	GS MA Lctr 3503' (1570')	ILS DA(H) Refer to Minimums	Apt Elev 1998' 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'	



Gnd speed-Kts	70	90	100	120	140	160	
GS 3.00^	372	478	531	637	743	849	

Standard.

STRAIGHT-IN LANDING RWY 32L

CIRCLE-TO-LAND

		DA(H) A: 2183' (250') C: 2203' (270') B: 2195' (262') D: 2214' (281')			
FULL		Limited	ALS out	Max Kts	MDA(H) VIS
A	RVR 550m	RVR 750m	RVR 1300m	100	2720' (722') 1500m
B	RVR 600m			135	2860' (862') 1600m
C				180	3280' (1282') 2400m

LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

12 SEP 14
Eff. 18.Sep.

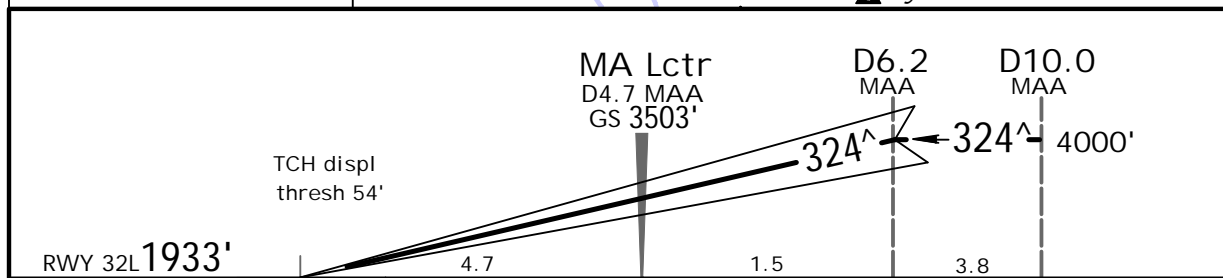
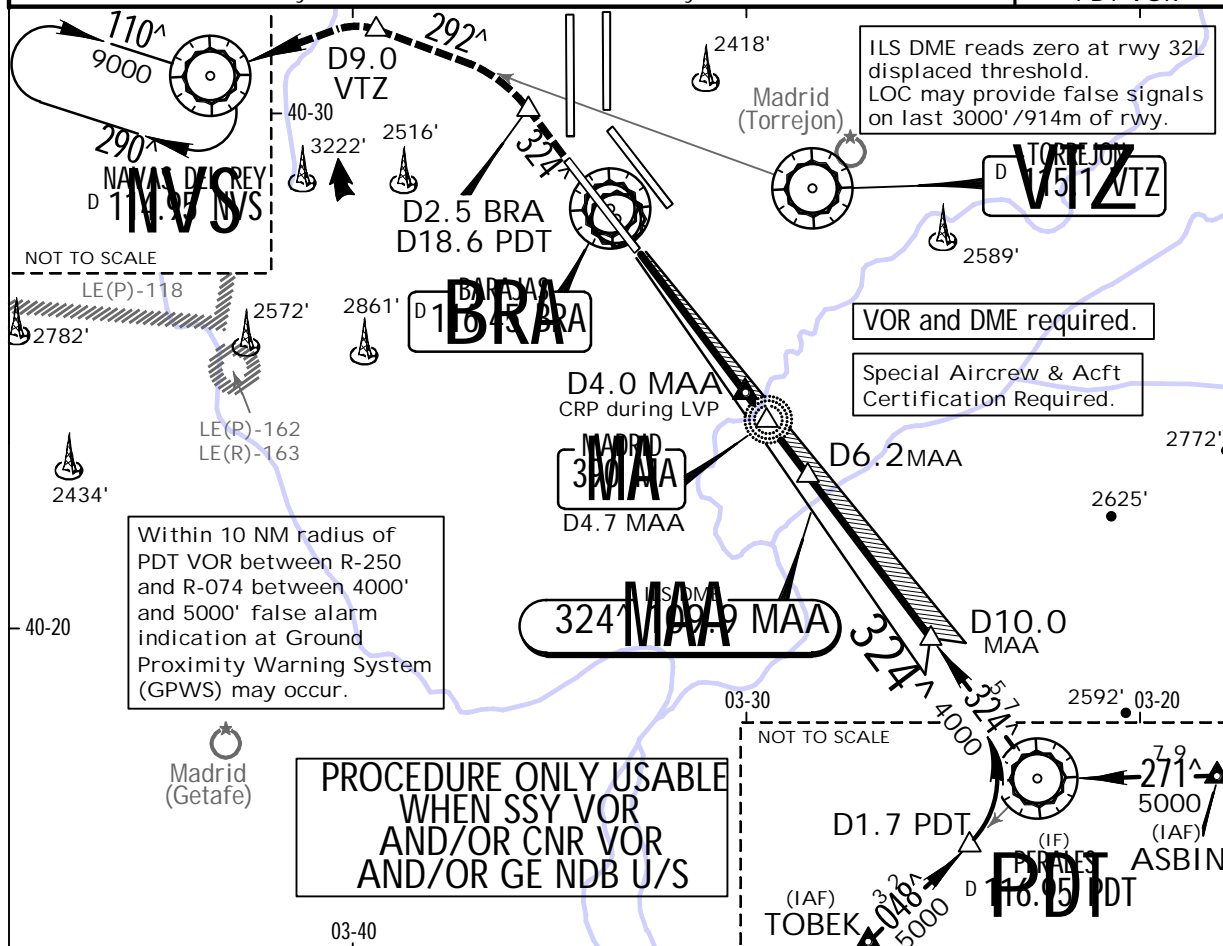
JEPPESSEN

(11-6A)

MADRID, SPAIN
CAT II/III ILS W Rwy 32L

BRIEFING STRIP™

D-ATIS Arrival 118.25	127.1	MADRID Approach 127.5 128.7	134.95	BARAJAS Tower 118.15	For Ground freq refer to 10-9
LOC MAA 109.9	Final Apch Crs 324^	GS MA Lctr 3503' (1570')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 1998' 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.					<p>4300' 5000'</p> <p>MSA PDT VOR</p>
Alt Set: hPa	Rwy Elev: 69 hPa	Trans level: By ATC	Trans alt: 13000'		



Gnd speed-Kts	70	90	100	120	140	160			HIALS-II	D2.5 BRA	Rwy hdg
GS	3.00^	372	478	531	637	743	849		PAPI	D18.6 PDT	

Standard. CAT IIIA ILS		STRAIGHT-IN LANDING RWY 32L CAT II ILS			
DH 50'		RA ^A 161'	RA ^B 180'	RA ^C 195'	RA ^D 231'
		DA(H) 2081' (148')	DA(H) 2098' (165')	DA(H) 2110' (177')	DA(H) 2141' (208')
RVR 200m		RVR 450m			

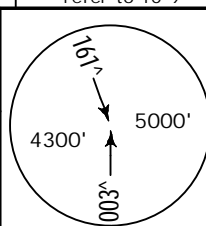
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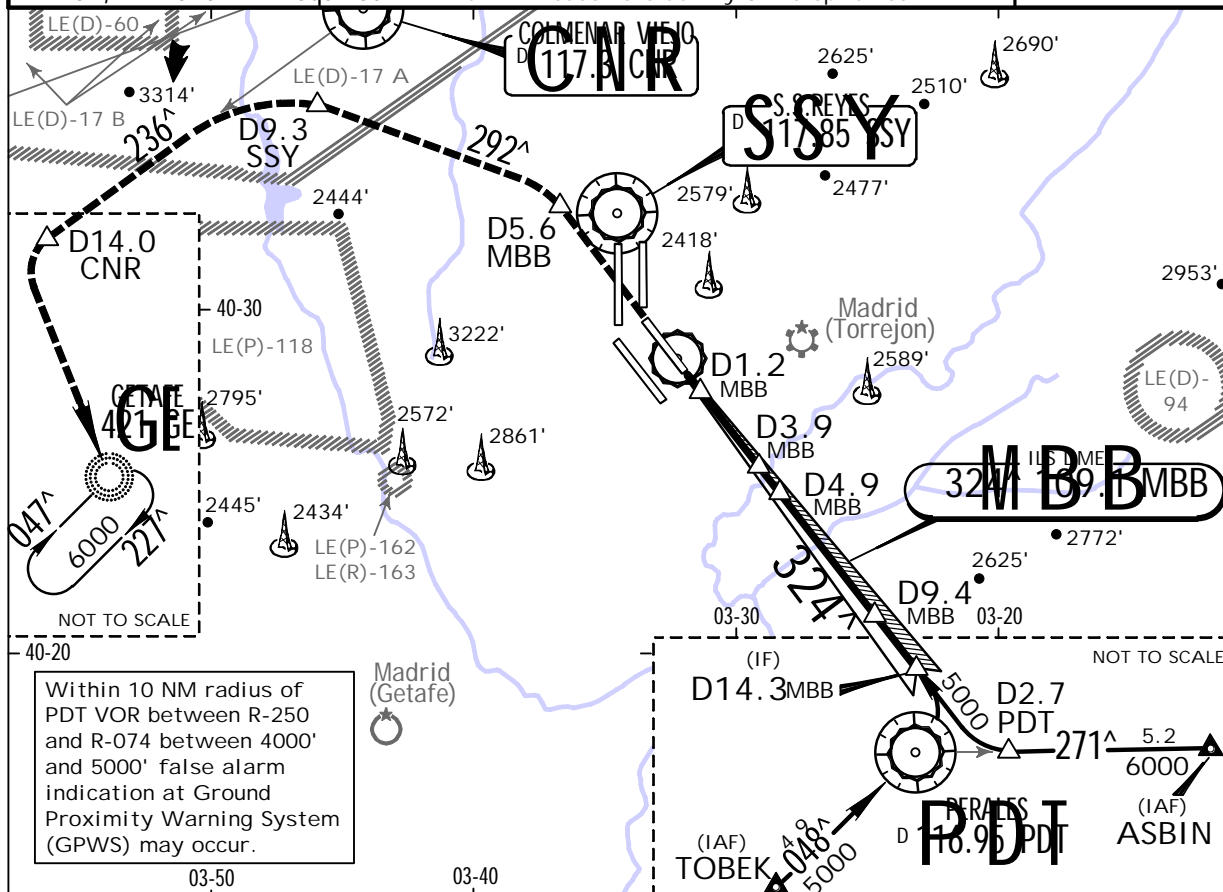
LEMD/MAD
BARAJAS

JEPPESSEN
1 NOV 13
Eff. 14 Nov. (11-7)

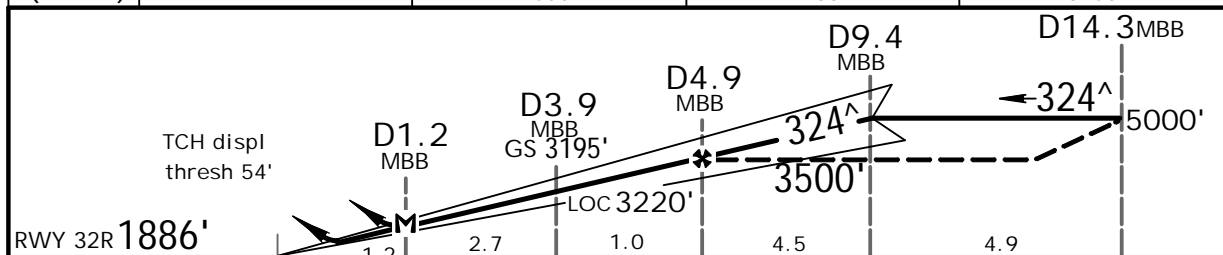
MADRID, SPAIN
ILS Z or LOC Rwy 32R

BRIEFING STRIP

ATIS Arrival 118.25		MADRID Approach 127.1 127.5 128.7 134.95			BARAJAS Tower 118.97	For Ground frequencies refer to 10-9
LOC MBB 109.1	Final Apch Crs 324^	GS D3.9 MBB 3195' (1309')	ILS DA(H) Refer to Minimums	Apt Elev 1998' RWY 1886'	 MSA PDT VOR	
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'.						
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								

Standard.				STRAIGHT-IN LANDING RWY 32R				CIRCLE-TO-LAND			
DA(H) 2086' (200') AB: 2086' (200')				DA(H) 2340' (454')							
FULL				Limited				ALS out			
RVR 550m				RVR 750m				RVR 1200m			
RVR 1400m				RVR 1500m				RVR 1600m			
CMV 2100m											

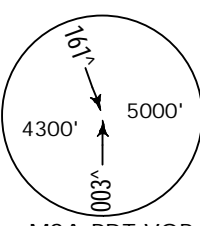
IS OPS

LEMD/MAD
BARAJAS

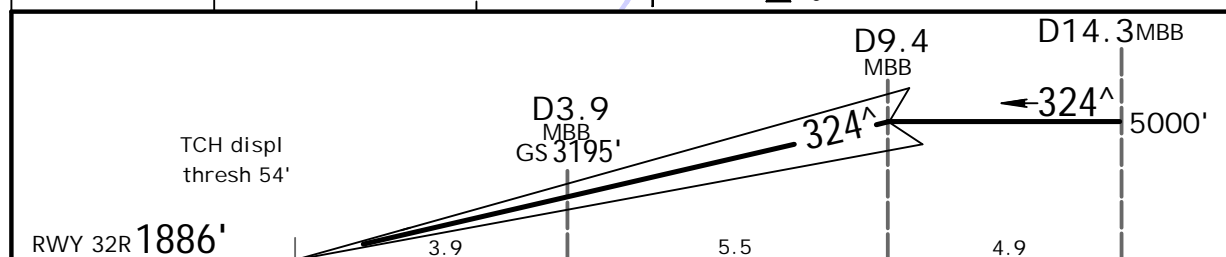
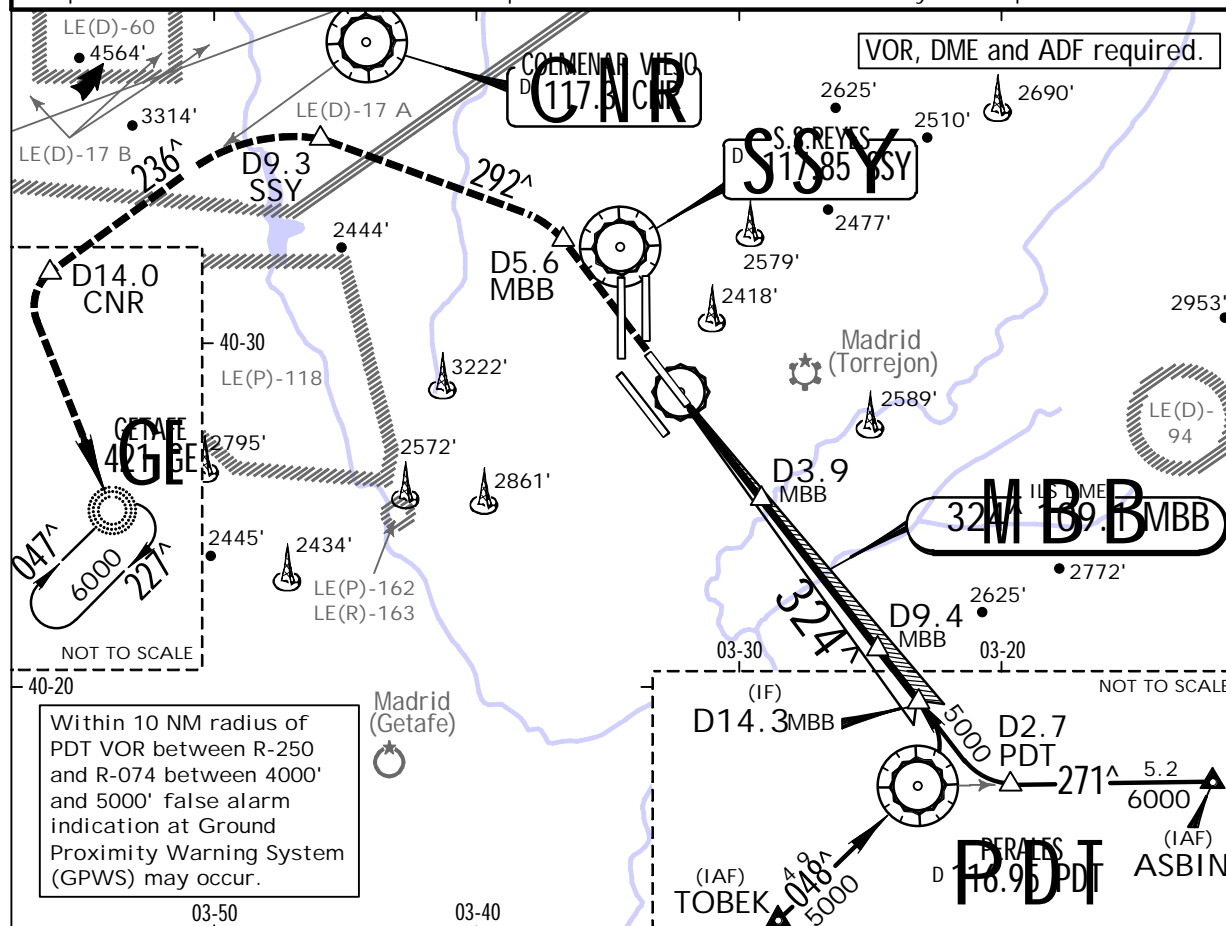
JEPPESSEN
1 NOV 13
Eff. 14 Nov. 11-7A

MADRID, SPAIN
CAT II/III ILS Z Rwy 32R

BRIEFING STRIP

ATIS Arrival 118.25	MADRID Approach 127.1 127.5 128.7 134.95			BARAJAS Tower 118.97	For Ground frequencies refer to 10-9
LOC MBB 109.1	Final Apch Crs 324 [^]	GS D3.9 MBB 3195' (1309')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 1998' RWY 1886'	 <p>MSA PDT VOR</p>
<p>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'.</p>					

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		

Standard. CAT IIIA ILS DH 50'	STRAIGHT-IN LANDING RWY 32R			CAT II ILS RA 124' DA(H) 1998' (112')	CAT I ILS RA 141' DA(H) 2012' (126')
	AB RA 109' DA(H) 1986' (100')				
RVR 200m	RVR 300m 1			RVR 400m	

IS OPS

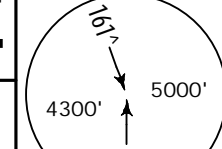
LEMD/MAD

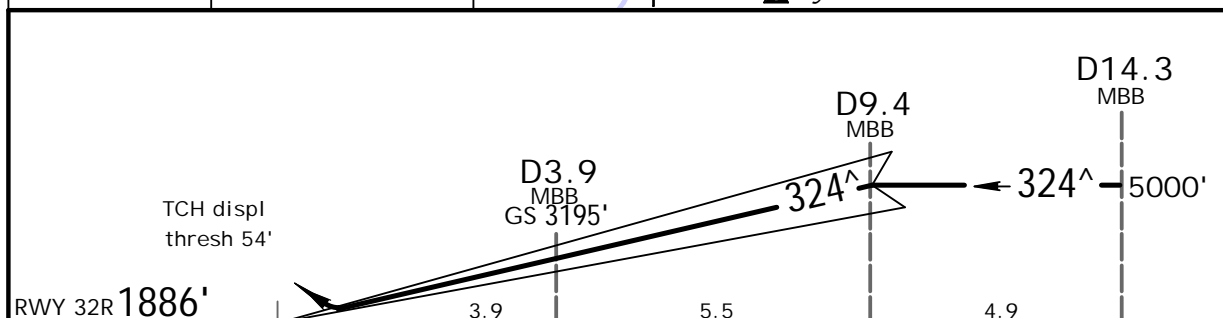
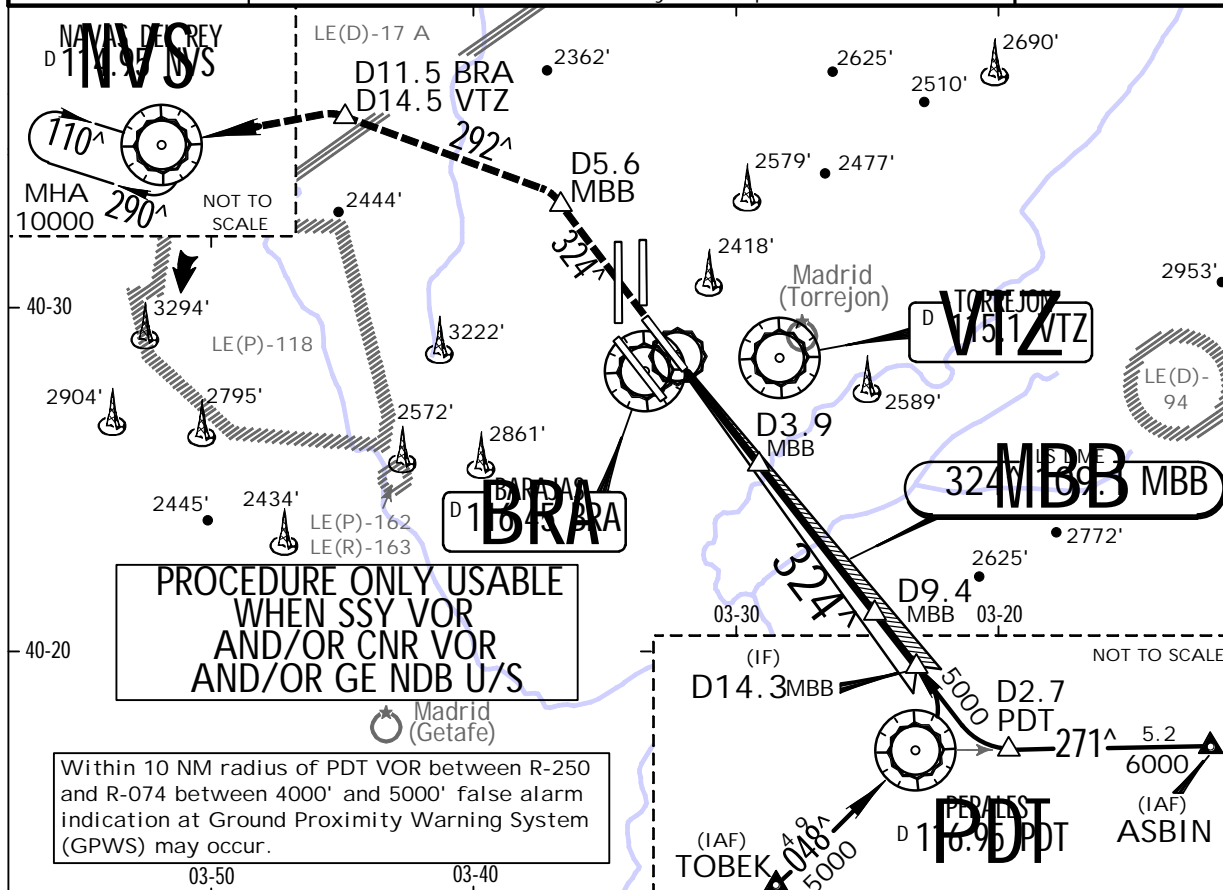
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESSEN
12 SEP 14
Eff. 18 Sep. (11-8)

MADRID, SPAIN
ILS W Rwy 32R

BRIEFING STRIP

D-ATIS Arrival 118.25		MADRID Approach 127.1 127.5 128.7 134.95			BARAJAS Tower 118.975	For Ground frequencies refer to 10-9
LOC MBB 109.1	Final Apch Crs 324^	GS D3.9 MBB 3195' (1309')	ILS DA(H) Refer to Minimums	Apt Elev 1998' RWY 1886'	 MSA PDT VOR	
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.						



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	D5.6 MBB on	Rwy hdg
GS	3.00 [^]	372	478	531	637	743	849	PAPI		

Standard.				STRAIGHT-IN LANDING RWY 32R				CIRCLE-TO-LAND			
				DA(H) AB: 2086' (200')	C: 2094' (208')	D: 2105' (219')		Max Kts.	MDA(H)	VIS	
				FULL	Limited	ALS out		100	2720' (722')	1500m	
								135	2860' (862')	1600m	
								180	3280' (1282')	2400m	
				RVR 550m	RVR 750m	RVR 1200m					

IS OPS

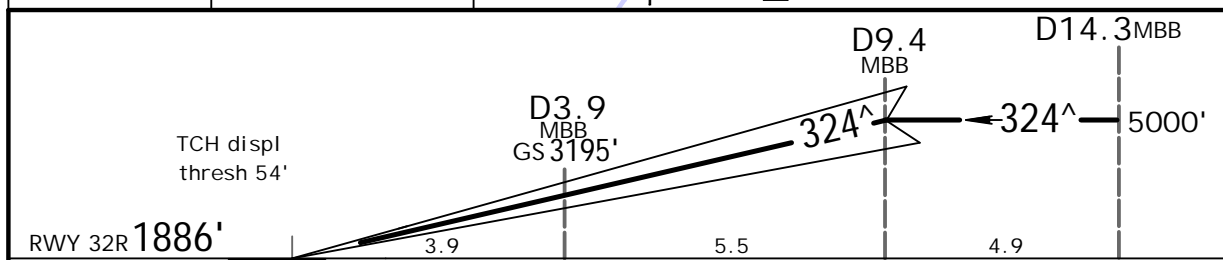
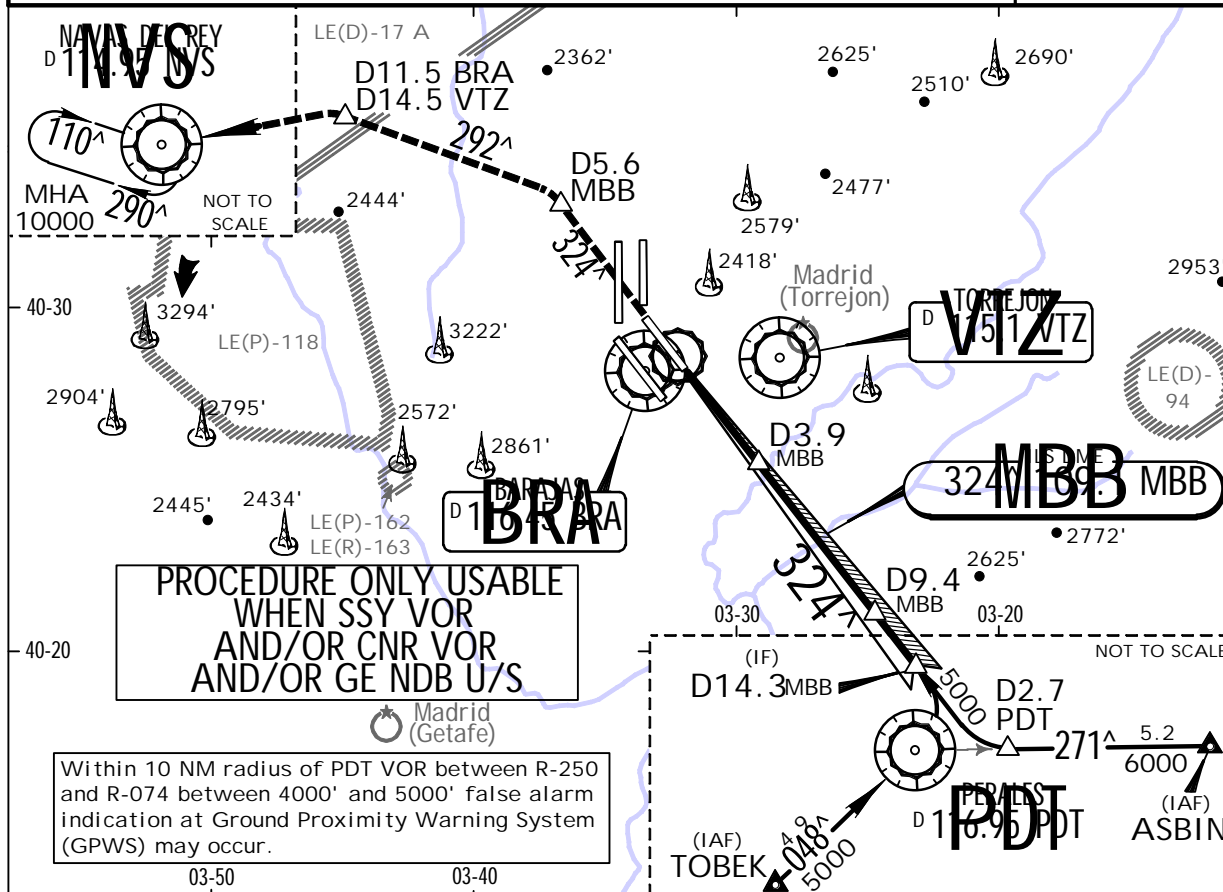
LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESSEN
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 109.1	Final Apch Crs 324^	GS D3.9 MBB 3195' (1309')	CAT II & IIIA ILS Refer to Minimums		Apt Elev 1998' RWY 1886'	 MSA PDT VOR
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.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		D5.6 MBB on	Rwy hdg
GS	3.00 [^]	372	478	531	637	743	PAPI		↑	

Standard.		STRAIGHT-IN LANDING RWY 32R		
CAT IIIA ILS		CAT II ILS		CAT I ILS
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

IS OPS

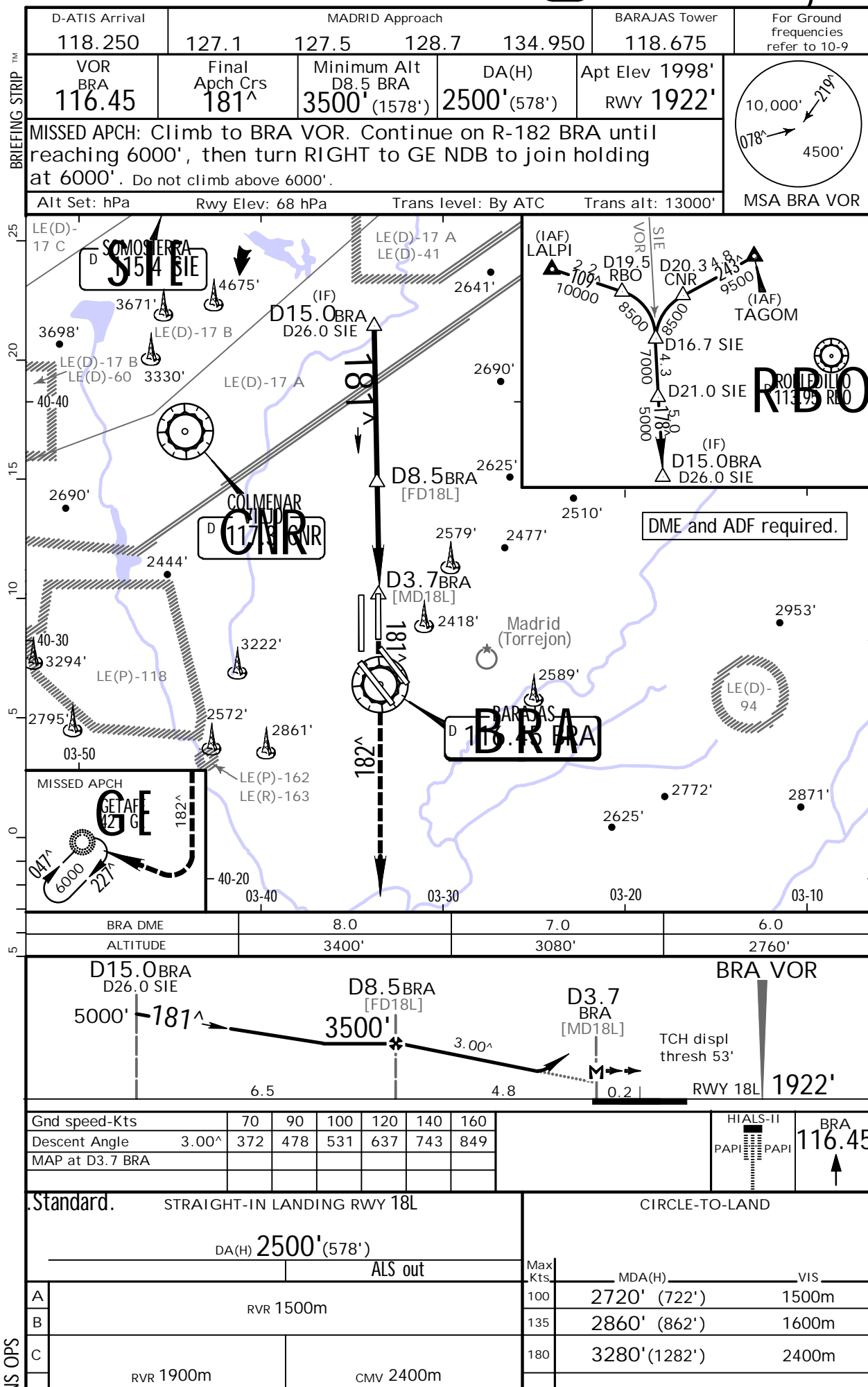
LEMD/MAD

ADOLFO SUAREZ MADRID-BARAJAS

19 SEP 14

(13-1)

MADRID, SPAIN
VOR Rwy 18L



LEMD/MAD

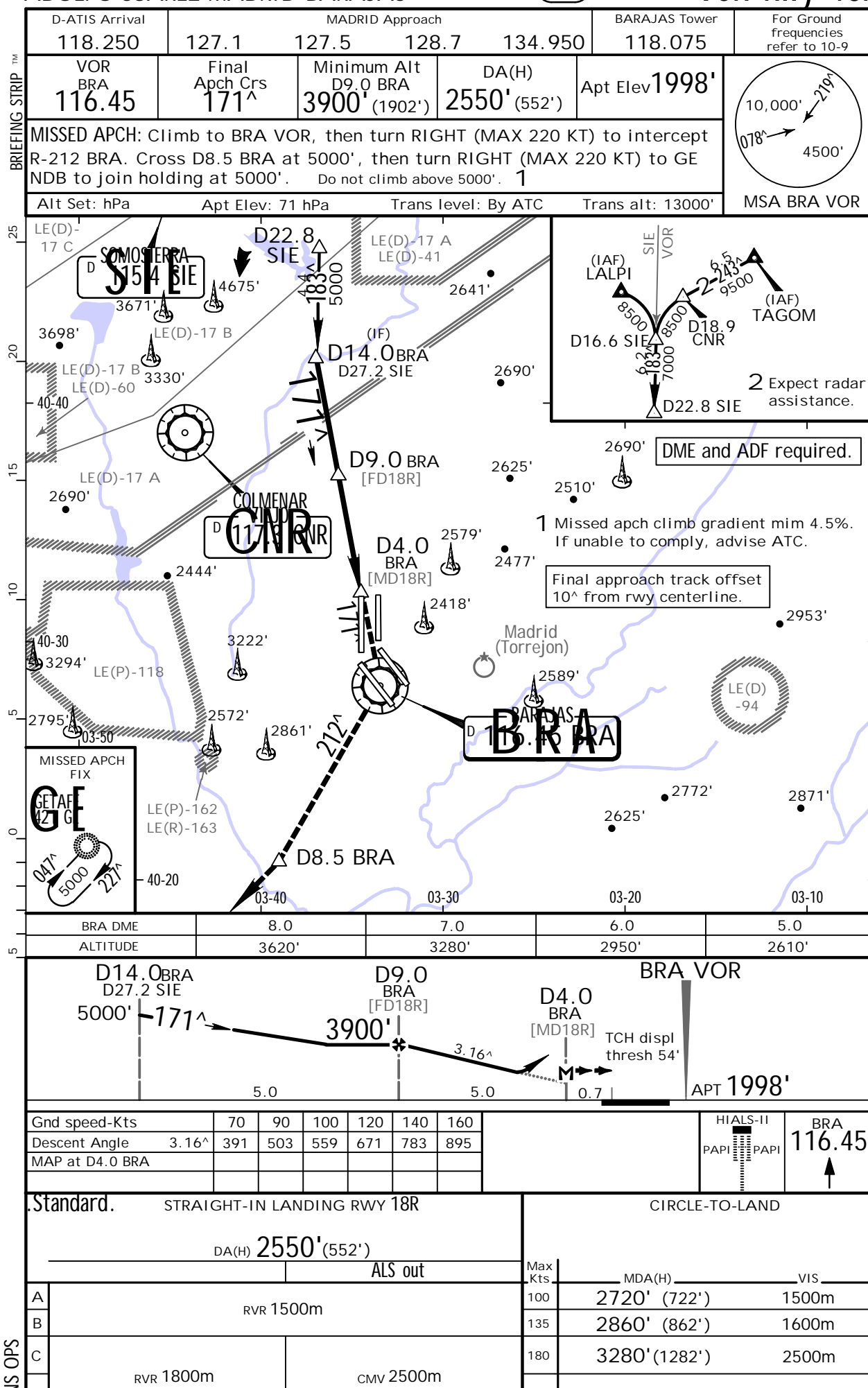
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN

19 SEP 14

(13-2)

MADRID, SPAIN
VOR Rwy 18R



LEMD/MAD

ADOLFO SUAREZ MADRID-BARAJAS

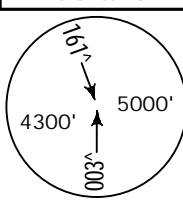
JEPPESSEN

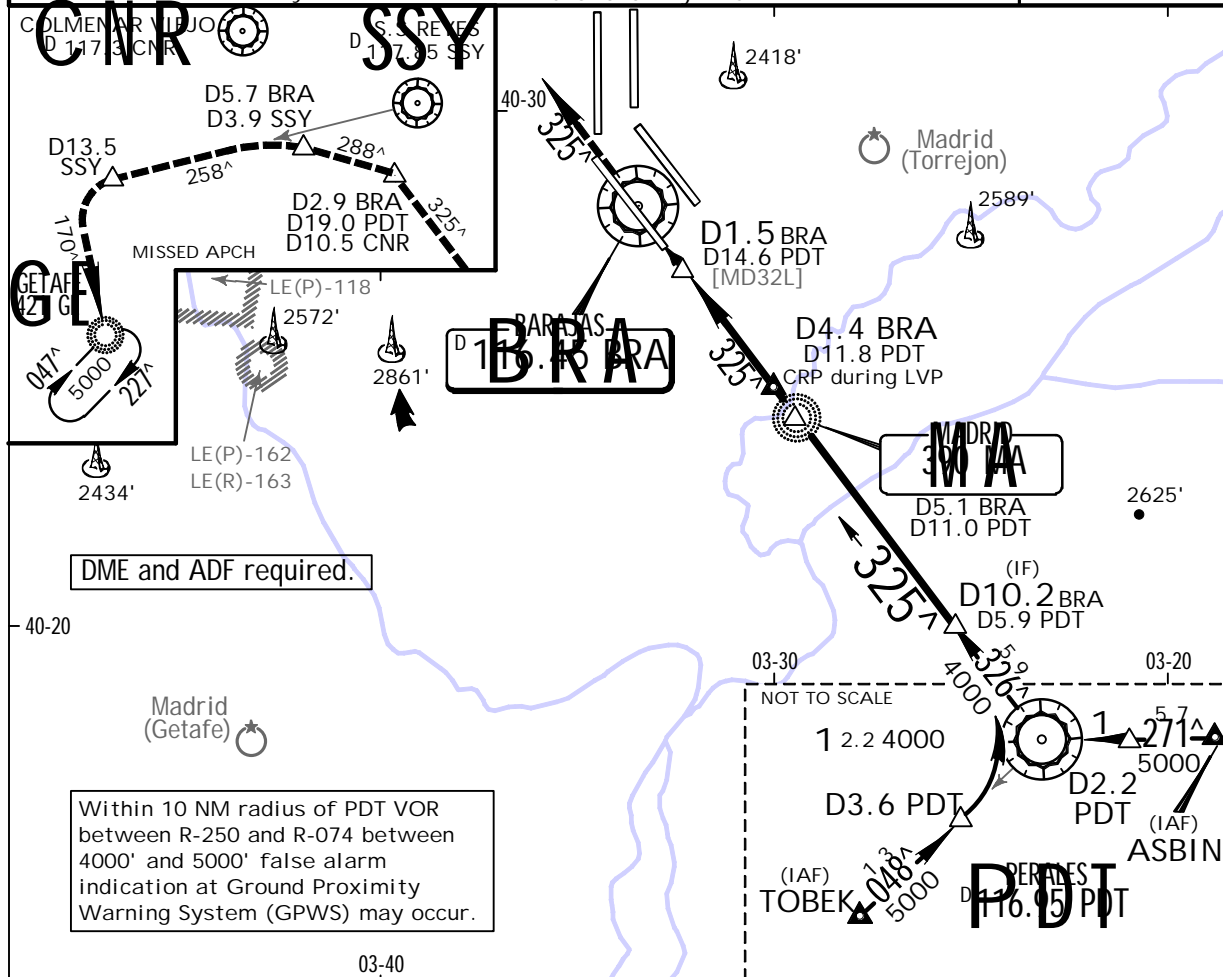
19 SEP 14

(13-3)

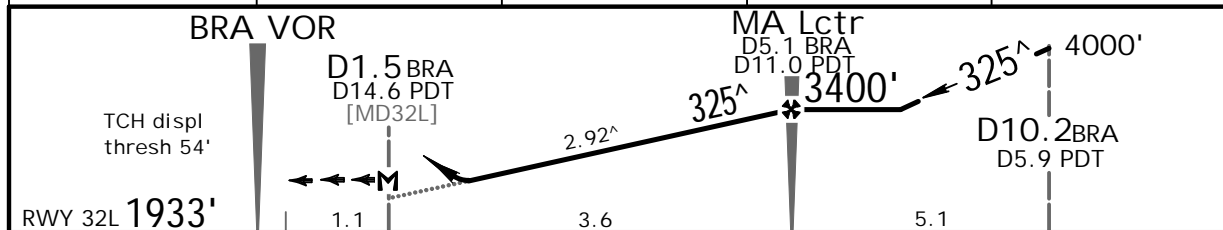
MADRID, SPAIN
VOR Rwy 32L

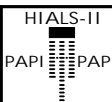
BRIEFING STRIP

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 116.45	Final Apch Crs 325°	Minimum Alt MA Lctr 3400' (1467')	DA(H) 2420' (487')	Apt Elev 1998' RWY 1933'			
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'	



BRA DME	2.0	3.0	4.0	5.0
ALTITUDE	2490'	2800'	3110'	3420'



Gnd speed-Kts	70	90	100	120	140	160		D2.9 BRA D19.0 PDT D10.5 CNR on 116.45 R-325	BRA 116.45 R-325
Descent Angle	2.92°	362	465	517	620	723			
MAP at D1.5 BRA/D14.6 PDT									

Standard.				STRAIGHT-IN LANDING RWY 32L				CIRCLE-TO-LAND			
				DA(H) 2420' (487')							
				ALS out							
A					RVR 1500m				Max Kts.	MDA(H)	VIS
B									100	2720' (722')	1500m
C									135	2860' (862')	1600m
									180	3280' (1282')	2400m

IS OPS

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ADOLFO SUAREZ MADRID-BARAJAS




JEPPESEN

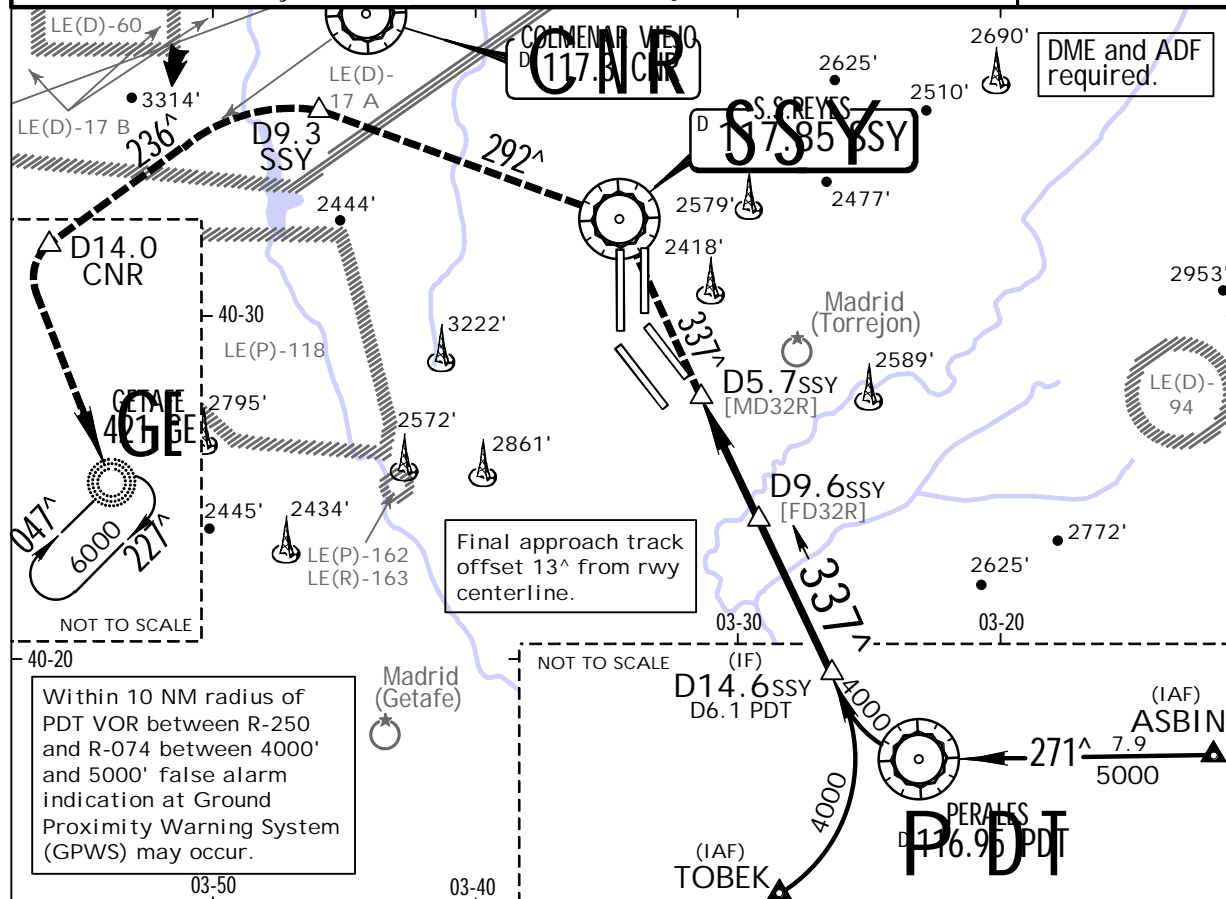
19 SEP 14

13-4

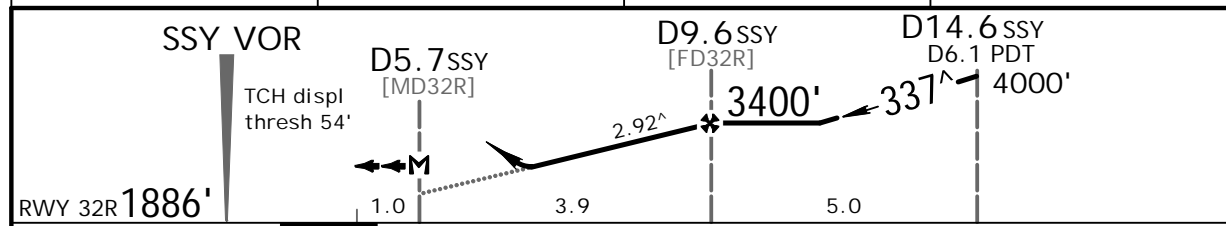
MADRID, SPAIN
VOR Rwy 32R

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 117.85	Final Apch Crs 337^	Minimum Alt D9.6 SSY 3400' (1514')	DA(H) 2490' (604')	Apt Elev 1998' RWY 1886'		 MSA PDT VOR	
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			



SSY DME	7.0	8.0	9.0
ALTITUDE	2650'	2960'	3270'



Gnd speed-Kts	70	90	100	120	140	160	 117.85
Descent Angle	2.92 [^]	362	465	517	620	723	
MAP at D5.7 SSY							

Standard. STRAIGHT-IN LANDING RWY 32R				CIRCLE-TO-LAND			
DA(H) 2490' (604')				Max Kts	MDA(H)	VIS	
ALS out				100	2720' (722')	1500m	
RVR 1500m				135	2860' (862')	1600m	
CMV 2100m				180	3280' (1282')	2800m	
CMV 2800m				205	3620' (1622')	3600m	

NS OPS

EGLL/LHR
HEATHROW+ JEPPESEN
18 APR 14 (10-1P)LONDON, UK
.AIRPORT.BRIEFING.

1. GENERAL

1.1. ATIS

- * D-ATIS Arrival 113.75 115.1 128.07
- * D-ATIS Departure 121.935 (Non-8.33kHz-equipped ACFT should contact Heathrow Delivery.)

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

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

1.2.2. PREFERENTIAL RUNWAY SYSTEM

When tailwind component is not greater than 5 KT on RWYs 27R/L, these RWYs will be used in preference to RWYs 09R/L, provided the RWY surface is dry. Pilots asking for permission to use the RWY into the wind when RWYs 27R or 27L are in use, should understand that their arrival or departure may be delayed.

1.2.3. REVERSE THRUST

Avoid use of reverse thrust between 2330-0600LT except for safety reasons.

1.2.4. RUN-UP TESTS

Run-up tests are controlled in accordance with instructions issued by Heathrow APT LTD.

1.2.5. NIGHTTIME RESTRICTIONS

Any ACFT which has a noise classification greater than 95.9 EPNdB may not be scheduled to take off or land between 2330-0600LT.

Any ACFT which has a noise classification greater than 98.9 EPNdB may not be scheduled to take off or land between 2300-0700LT.

Any ACFT which has a noise classification greater than 98.9 EPNdB may not take off between 2300-0700LT, except between 2300-2330LT when

- It was scheduled to take off prior to 2300LT;
- Take-off was delayed for reasons beyond control of the ACFT operator;
- APT authority has not given notice to the ACFT operator precluding take-off.

Any ACFT may not take off or be scheduled to land between 2300-0700LT where the operator of that ACFT has not provided (prior to its take-off or prior to its scheduled landing times as appropriate) sufficient information to enable the APT authority to verify its noise classification.

None of the provisions above shall apply to a take-off or landing which is made in an emergency consisting of an immediate danger to life or health, whether human or animal.

1.3. LOW VISIBILITY PROCEDURES

1.3.1. GENERAL

During CAT II and III operations, special ATC Low Visibility Procedures will be applied. Pilots will be informed when these procedures are in operation via ATIS or RTF.

1.3.2. ARRIVAL

- Surface Movement Guidance and Control System (SMGCS) is normally available and all RWY exits will then be illuminated. Pilots should select the first convenient exit.
- Pilots are to delay the call "runway vacated" until ACFT has completely passed the end of the green/yellow colour-coded TWY centerline lights.

1.3.3. DEPARTURE

The ILS on the departure RWY will be turned off when the IRVR is greater than 250m. Pilots requiring the ILS for departure when the IRVR is in the range 275m to 550m must inform HEATHROW Delivery.

EGLL/LHR
HEATHROW+ JEPPESEN
18 APR 14 (10-1P1)LONDON, UK
.AIRPORT.BRIEFING.**1. GENERAL****1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM**

APT is equipped with Mode S movement radar. Pilots must ensure that: ACFT transponder is set to transmit Mode S signals, and associated Mode A code, from the request for push-back or taxi, whichever is earlier and after landing, continuously until ACFT is fully parked on stand.

After parking, Mode A code 2000 must be set before selecting OFF or STDBY.

1.5. RWY OPERATIONS**1.5.1. RWY CROSSING PROCEDURE**

After crossing RWY 09R/27L and having reported RWY vacated, the ACFT will be instructed to revert to Ground for further clearance. In absence of further clearance it is essential that ACFT holds position when clear of RWY.

1.6. TAXI PROCEDURES**1.6.1. GENERAL**

Pilots who intend to execute a reduced engine taxi-out must report their intention to Delivery on first contact.

Reduced Engine Taxi can be used, at the discretion of the pilot, EXCEPT in the following circumstances:

- a. By any ACFT that is required to cross an active RWY;
- b. By any ACFT, from Terminal 4 (Z, W, T, V) when the southern RWY is in use for landings;
- c. By any ACFT exiting T and turning West onto S due to jet blast affecting Stand 412;
- d. By B777 variants in G and H due to jet blast;
- e. Where pilots are aware that their taxi routing or entry onto stand is likely to involve tight turns or gradients requiring significant power increases.

Pilots are to use the minimum power necessary when manoeuvring on the TWY system. This is of particular importance when manoeuvring in the apron cul-de-sacs, where jet blast can affect adjacent stands.

Pilots are reminded of the extreme importance of maintaining a careful lookout at all times and are at all times responsible for wingtip clearance, notwithstanding the TWY lighting system.

1.6.2. RESTRICTIONS TO LARGE ACFT

- A380 ACFT: Reduced "TWY centerline to object clearance" of 161'/49m applies on TWY E between TWY B and Link 36 and on TWY W between TWY S and TWY T.
Reduced clearance of 156'/47.5m applies on TWY A at MORRA. Pilots are to ensure that ACFT remain on TWY centerline at all times.
- Pilots of Code E ACFT must exercise caution when using TWY S between reporting point SY6 and TWY Z as wingtip clearances to the South are minimal.
- All B747-400 ACFT on TWY Z must be under tow.
- A340-600 and B777-300 ACFT: It is recommended that flight crews use judgemental steering at all times when manoeuvring on the TWYs. These ACFT are not permitted to use the following routes:
Eastbound on TWY S, at S1N turning RIGHT onto Link 41 to face West.
- Pilots of B747, B777, A340 and Code F ACFT are not permitted to route north on TWY Tango turning left on TWY Sierra facing west under power.

EGLL/LHR
HEATHROW+JEPPESEN
28 FEB 14 (10-1P2)LONDON, UK
.AIRPORT.BRIEFING.

1. GENERAL

1.6.3. TWY ROUTE WEST ON TWY S - RIGHT TO S3/SB3

During DAY and good visibility only and MAX wingspan 91'/27.7m.

1.6.4. CODE E TWY TO TWY SEPARATION

Separation of 262'/80m is not met as follows: TWYs A and B between TWY H and AY5.

1.6.5. CODE E TWY TO STAND OR TWY TO OBJECT SEPARATION

Separation of 156'/47.5m is not met on the following TWYs:

- Minimum clearance 139'/42.5m

TWY B from TWY F to TWY J.

All of TWY F.

TWY S from reporting point SY6 East to TWY W.

- Minimum clearance 121'/37m

TWY S between reporting point SY6 and TWY Z to the South.

1.6.6. RWY STOP BARS

The RWY stop bars at N4E, N5W, S4 and S5 are not positioned perpendicular to the TWY centerline.

1.7. PARKING INFORMATION

The majority of stands are equipped with the 'Safedock' Visual Docking Guidance System (VDGS). A marshalling service will be provided for the minority of the remaining stands that do not have VDGS fitted. Stands 102, 103, 104, 105 and 109 are equipped with a single, fixed, rail passenger boarding bridge which have no lateral movement.

EGLL/LHR
HEATHROW+ JEPPESEN
28 FEB 14 (10-1P3)LONDON, UK
.AIRPORT.BRIEFING.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Pilots should typically expect the following speed restrictions to be enforced:

- 220 KT from the holding facility during the initial approach phase;
- 180 KT on base leg/closing heading to the final APCH;
- Between 180 KT and 160 KT when established on the final APCH;

and thereafter 160 KT to D4.0.

These speeds are applied for ATC separation purposes and are mandatory.

In the event of a new (non-speed related) ATC clearance being issued (e.g. an instruction to descend on ILS), pilots shall continue to maintain a previously allocated speed. All speed restrictions are to be flown as accurately as possible. ACFT unable to conform to these speeds should inform ATC and state what speeds can be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as feasible within their own operational constraints, advising ATC if circumstances necessitate a change of speed for ACFT performance reasons.

2.2. NOISE ABATEMENT PROCEDURES

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with ATC instructions.

Every operator of ACFT using the APT shall ensure at all times that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.

An ACFT approaching to land shall according to its ATC clearance minimize noise disturbance by the use of continuous descent and low power, low drag operating procedures (see below).

Where the use is not practicable, ACFT shall maintain an altitude as high as possible.

Propeller-driven ACFT with MTOW above 5700kgs and jet ACFT:

ACFT approaching RWY 27L/R between 0600-2330LT

and using the ILS shall not descend below 2500' (Heathrow QNH) on GS before being established on LOC, nor thereafter fly below GS. ACFT approaching without ILS assistance shall follow a descent path which will not result in its being at any time lower than the approach path that would be followed by an ACFT using the ILS GS, and shall follow a track to intercept the extended RWY centerline at or above 2500'.

ACFT approaching RWY 27L/R between 2330-0600LT

and using the ILS shall not descend below 3000' (Heathrow QNH) on GS before being established on LOC at not less than 10NM from touchdown, nor thereafter fly below GS. ACFT approaching without ILS assistance shall follow a descent path which will not result in its being at any time lower than the approach path that would be followed by an ACFT using the ILS GS, and shall follow a track to intercept the extended RWY centerline at or above 3000'.

ACFT approaching RWY 09L/R between 0700-2300LT

and using the ILS shall not descend below 2500' (Heathrow QNH) on GS before being established on LOC, nor thereafter fly below GS. ACFT approaching without ILS assistance shall follow a descent path which will not result in its being at any time lower than the approach path that would be followed by an ACFT using the ILS GS, and shall follow a track to intercept the extended RWY centerline at or above 2500'.

ACFT approaching RWY 09L/R between 2300-0700LT

and using the ILS shall not descend below 3000' (Heathrow QNH) on GS before being established on LOC at not less than 10NM from touchdown, nor thereafter fly below GS. ACFT approaching without ILS assistance shall follow a descent path which will not result in its being at any time lower than the approach path that would be followed by an ACFT using the ILS GS, and shall follow a track to intercept the extended RWY centerline at or above 3000'.

EGLL/LHR
HEATHROW+JEPPESEN
13 SEP 13
(10-1P4)LONDON, UK
.AIRPORT.BRIEFING.

2. ARRIVAL

CONTINUOUS DESCENT APPROACH

Headings and flight levels/altitudes by ATC. ACFT will be radar-vectorred. An estimate of track distance to touchdown will be passed with descent clearance. Further distance information will be given between descent clearance and the intercept heading to the ILS LOC.

On receipt of descent clearance, descend at the rate best suited to a continuous descent so as to join the GS at the appropriate height for the distance without recourse to level flight.

2.3. CAT II/III OPERATIONS

RWYs 09L/27R and 09R/27L approved for CAT II/III operations, special aircrew and ACFT certification required.

2.4. RWY OPERATIONS

2.4.1. MINIMUM RWY OCCUPANCY TIME

Pilots are reminded that rapid exit from the landing RWY enables ATC to apply the minimum spacing on final approach that will achieve maximum RWY utilisation and will minimize the occurrence of go-arounds.

2.4.2. RWY VACATION GUIDELINES

ACFT lands but cannot contact HEATHROW Ground due to RTF congestion:

In this case the pilot should completely vacate the landing RWY and taxi into the first TWY available. The pilot should then hold position until contact with Ground can be established.

RWY 09L: Preferred exit for A380 ACFT is A5.

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HEATHROW

13 SEP 13

+ JEPPESEN

10-1P5

LONDON, UK
.AIRPORT.BRIEFING.

2. ARRIVAL

2.5. OTHER INFORMATION

2.5.1. GENERAL

Warning: The possibility of building-induced turbulence and large windshear effects may occur when landing on RWY 27R in strong southerly / south westerly winds.

2.5.2 "LAND AFTER" PROCEDURE

Normally, only one ACFT is permitted to land or take-off on the RWY-in-use at any one time. However, when the traffic sequence is two successive landing ACFT, the second one may be allowed to land before the first one has cleared the RWY-in-use, providing:

- The RWY is long enough;
- It is during daylight hours;
- The second ACFT will be able to see the first ACFT clearly and continuously until it is clear of the RWY;
- The second ACFT has been warned.

ATC will provide this warning by issuing the second ACFT with the instruction "Land after ... (first ACFT type)" in place of the usual instruction "Cleared to land". Responsibility for ensuring adequate separation between the two ACFT rests with the pilot of the second ACFT.

EGLL/LHR
HEATHROW+ JEPPESEN
11 MAY 12 (10-1P6)LONDON, UK
.AIRPORT.BRIEFING.**3. DEPARTURE****3.1. START-UP & PUSH-BACK PROCEDURES****3.1.1. APT-COLLABORATIVE DECISION MAKING (A-CDM)****3.1.1.1. TARGET OFF BLOCK TIME (TOBT)**

This is the time, that an ACFT expects to be ready to leave its stand.

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

TOBTs should be updated through the usual channels if the time that the ACFT will be ready to leave stand changes.

For a delay of 15 min or more, a DLA message must be sent.

3.1.1.2. TARGET START UP APPROVAL TIME (TSAT)

This is the time provided by ATC, that an ACFT can reasonably expect to receive start-up approval, taking into account the TOBT and overall traffic situation.

Pilots will be notified of their TSAT and any subsequent changes to it by their AO/GH or from Delivery when they call ready.

3.1.1.3. REMOTE HOLDING REQUEST

If an airline operator is aware of a CTOT and wishes to take the delay on a TWY rather than on the stand, then they should contact the Tower supervisor via phone to arrange it.

In this instance, TSAT will be adjusted to allow ACFT to be transferred to HEATHROW Ground earlier for remote hold.

3.1.2. DATALINK DEPARTURE CLEARANCE (DCL)

DCL via SITA or ARINC.

DCL available from 25 min prior to EOBT to 15 min after EOBT. Clearance will not be issued if requested later than 15 min after EOBT.

Successful clearance must be accepted within 5 min after receipt or a "Revert to voice" message will be received.

If the attempt to obtain a clearance is unsuccessful the ACFT should revert to RTF.

Regardless of clearance source, departing ACFT must report ACFT type, stand number, QNH and the identification letter of the received ATIS information to HEATHROW Delivery when fully ready for push-back and start.

3.1.3. START-UP

On first contact with HEATHROW Delivery, pilots are to report ACFT type, stand number, QNH and identification letter of received ATIS info.

Between 0630-1400 LT and between 1500-2200 LT pilots of operators who have been briefed with regard to the correct phraseology may call for ATC clearance up to 15min prior to being fully ready to push-back. All other operators must be fully ready before calling on frequency.

Pilots who wish to start engines on stand must request permission from HEATHROW Ground not later than 5 min after being transferred from Delivery.

All jet ACFT are to advise ATC, if for any reason they are unable to accelerate after noise abatement procedures to 250 KT.

If within 30 min of a previously issued Calculated Take-off Time (CTOT) the flight is unable to comply with that CTOT, the pilot should advise ATC as soon as possible.

Pilots are advised that delays in excess of 10 min can be expected at holding position. Sufficient time should be allowed for start, push-back and taxi to take account of such a delay especially if required to comply with a Calculated Take-off Time (CTOT).

3.1.4. PUSH-BACK

Following push-back from cul-de-sac stands, all ACFT must pull forward to a minimum of 328' /100m from the blast screen (indicated by a painted mark on the TWY centerline) before disconnecting the tug. Due to exhaust fume ingestion within the buildings at the end of all cul-de-sacs, engine start-up must be delayed until the ACFT has reached the 328' /100m mark.

Push-back approval must be obtained from HEATHROW Ground not later than 5 min after being transferred from Delivery.

Push-back approval includes permission to start engines during push-back.

EGLL/LHR
HEATHROW+ JEPPESEN
11 MAY 12 (10-1P7)LONDON, UK
.AIRPORT.BRIEFING.**3. DEPARTURE****3.2. NOISE ABATEMENT PROCEDURES****3.2.1. GENERAL**

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with ATC instructions.

Every operator of ACFT using the APT shall ensure at all times that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.

After take-off operate ACFT so that it is at or above 1090' at 6.5 km from start of roll as measured along the departure track and so that it will not cause more than:

- 94 dBA between 0700-2300LT,
- 89 dBA between 2300-2330LT and between 0600-0700LT,
- 87 dBA between 2330-0600LT

at any noise monitoring terminal. Jet ACFT maintain a minimum climb gradient of 243' per NM (4%) to at least 4000' to ensure progressively decreasing noise levels at points on the ground under the flight path beyond the monitoring terminal.

Noise preferential routing procedures applicable for all jet ACFT and other ACFT with MTWA of more than 5700 KGS (between 0600-2330 LT of more than 17000 KGS and except any Dash 7 ACFT) are depicted on London Heathrow SID charts and on page 10-4.

3.2.2. NOISE QUOTA SYSTEM DURING NIGHT (2300-0700LT)

Main restrictions are as follows:

- Night Period (2300-0700LT)
- Night Quota Period (2330-0600LT)

The quota count is to be calculated based on the noise classification for the ACFT as follows:

Noise Classification	QUOTA Count
84 - 86.9	0.25
87 - 89.9	0.5
90 - 92.9	1
93 - 95.9	2
96 - 98.9	4
99 - 101.9	8
more than 101.9	16

EGLL/LHR
HEATHROW+ JEPPESEN
7 MAY 10 (10-1P8)LONDON, UK
AIRPORT BRIEFING**3. DEPARTURE****3.4. RWY OPERATIONS****3.4.1. MINIMUM RWY OCCUPANCY TIME**

On receipt of line up clearance pilots should ensure, commensurate with safety and standard operating procedures, that they are able to taxi into the correct position at the hold and line up on the RWY as soon as the preceding ACFT has commenced its take-off roll.

Pilots in receipt of a conditional line up clearance on a preceding departing ACFT (for example; 'ABC123, after the departing Sky Train DC10, line up RWY 27L via N2E') should remain behind the subject ACFT but may cross the RWY holding point (subject to there being no illuminated red stop bar) and enter the RWY upon receipt of the clearance. There is no requirement for the subject ACFT to have commenced its take-off roll before entering the RWY. Pilots must be aware that there may be a blast hazard as the ACFT on the RWY applies power.

Pilots in receipt of a conditional line up clearance on a preceding arriving ACFT (for example; 'ABC123, after the landing Sky Train DC10, line up RWY 27L via N2E') may cross the RWY holding point (subject to there being no illuminated red stop bar) as soon as the landing ACFT has passed the RWY entry point.

Pilots who require to back-track the RWY (including line up from N2W onto RWY 27L) must notify ATC prior to arrival at the holding point.

Pilots are advised that there is an increased risk of RWY Incursions when holding at N11 and NB11. Pilots may mistakenly believe that when on reaching the front of the queue, they have been given permission to line up in turn. Pilots are to be extra vigilant as to whether they have received a line-up clearance from ATC and seek confirmation where there is doubt.

Whenever possible, cockpit checks must be completed prior to line up and any checks requiring completion whilst on the RWY should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll immediately after take-off clearance is issued.

Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to HEATHROW Tower.

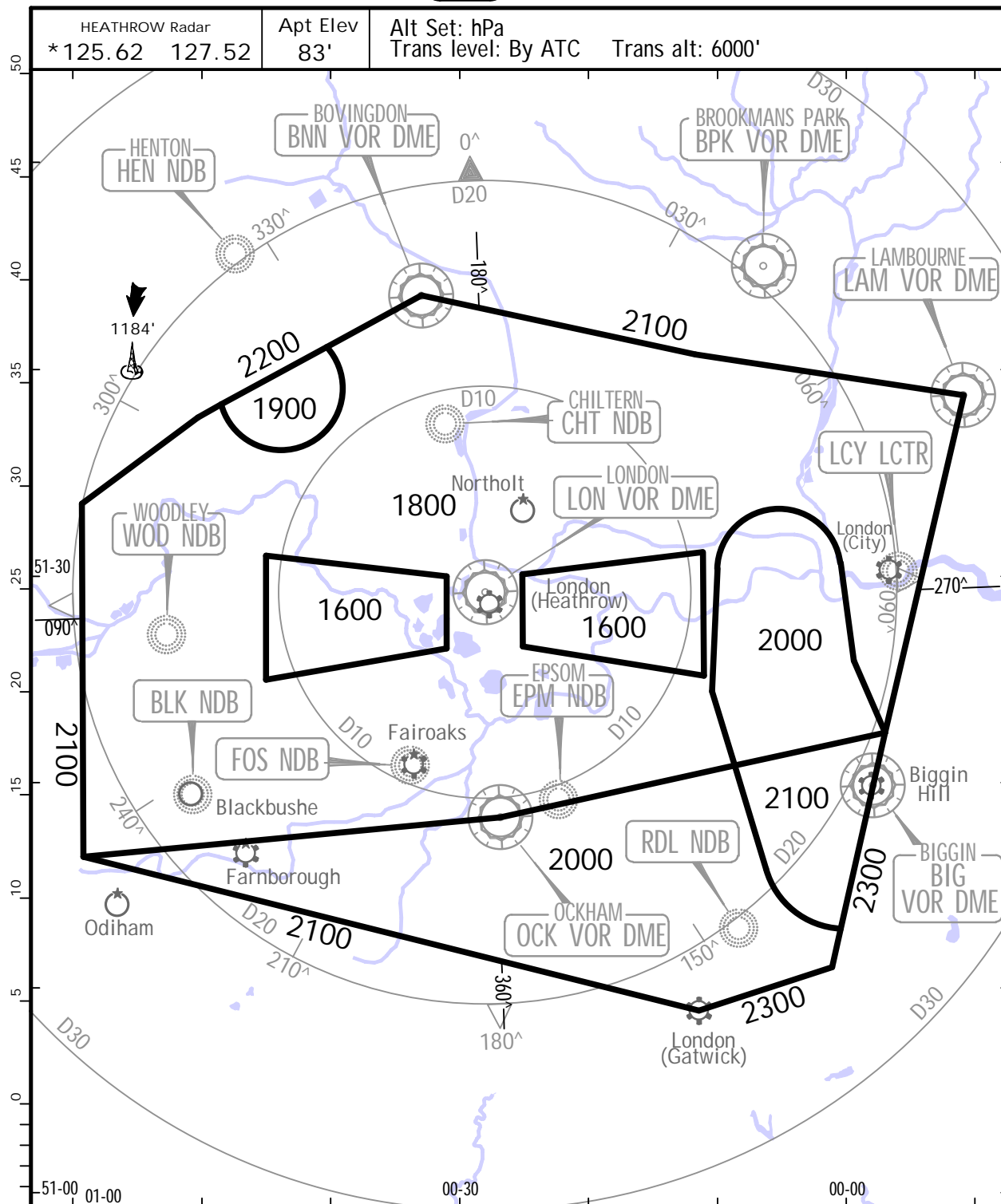
3.4.2. RWY HOLDING AREAS

In promulgated holding areas, ATC may require ACFT to pass each other. Avoidance of other ACFT is the responsibility of the flight crew involved. If doubt exists as to whether other ACFT can be safely overtaken, ACFT must stop, advise ATC and request alternative instructions.

EGLL/LHR
HEATHROW

JEPPESEN
3 FEB 12 (10-1R)

Eff. 9.Feb. .RADAR.MINIMUM.ALTITUDES.
LONDON, UK



OUTSIDE THE DESIGNATED RADAR MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the radar controller will be either the Minimum Sector Altitude or 1000' above any fixed obstacles:

- within 5 NM 1 of the aircraft and
- within the sector 15 NM 2 ahead of and within 20° either side of the aircraft's track.

3 NM 1 or 10 NM 2 when the aircraft is within 15 NM of the radar antennae.

PROCEDURE

RWY

LOSS OF COMMUNICATION PROCEDURE

INITIAL APPROACH

09L/27R

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed to CHT or last assigned level if higher.

09R/27L

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed to EPM or last assigned level if higher.

INTERMEDIATE AND FINAL APPROACH

09L/27R

Continue visually or by means of an appropriate approved final approach aid. If not possible follow the Missed Approach Procedure to CHT.

09R/27L

Continue visually or by means of an appropriate approved final approach aid. If not possible follow the Missed Approach Procedure to EPM.

In all cases where the acft returns to the holding facility the procedures to be adopted are the

EGLL/LHR
 HEATHROW

JEPPESEN
 13 SEP 13 10-2

LONDON, UK
 .STAR.

*D-ATIS	Apt Elev	Alt Set: hPa	Trans alt: 6000'
113.75 115.1 128.07	83'	Trans level: By ATC	

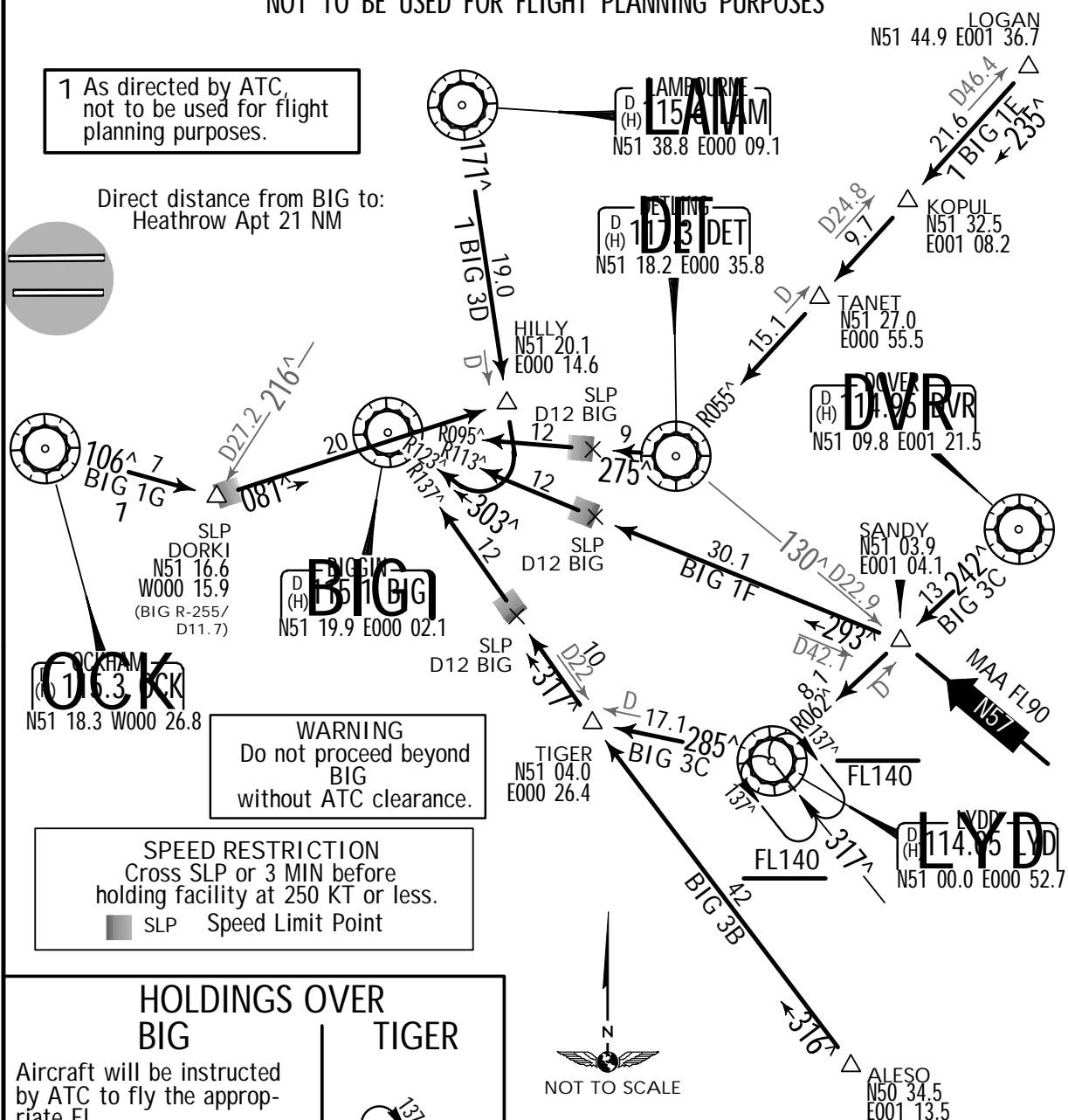
BIGGIN THREE BRAVO (BIG 3B)
 BIGGIN THREE CHARLIE (BIG 3C)
 BIGGIN THREE DELTA (BIG 3D)¹
 BIGGIN ONE ECHO (BIG 1E)¹
 BIGGIN ONE FOXTROT (BIG 1F)
 BIGGIN ONE GOLF (BIG 1G)¹

ARRIVALS

DURING PERIODS OF CONGESTION TRAFFIC MAY BE ROUTED
 VIA OCK 1G AS DIRECTED BY ATC
 NOT TO BE USED FOR FLIGHT PLANNING PURPOSES

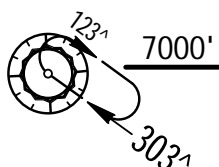
1 As directed by ATC,
 not to be used for flight
 planning purposes.

Direct distance from BIG to:
 Heathrow Apt 21 NM



HOLDINGS OVER BIG TIGER

Aircraft will be instructed
 by ATC to fly the appropriate FL.



DESCENT PLANNING

Pilots should plan for possible descent clearance
 as follows:
 BIG 3B: FL150 by TIGER
 BIG 3C, 3D, 1E, 1F, 1G: As directed by ATC.
 ACTUAL DESCENT CLEARANCE WILL BE AS
 DIRECTED BY ATC

EGLL/LHR
HEATHROW

13 SEP 13

JEPPESSEN

10-2A

LONDON, UK
.STAR.

	*D-ATIS	
113.75	115.1	128.07

Apt Elev
8.3'

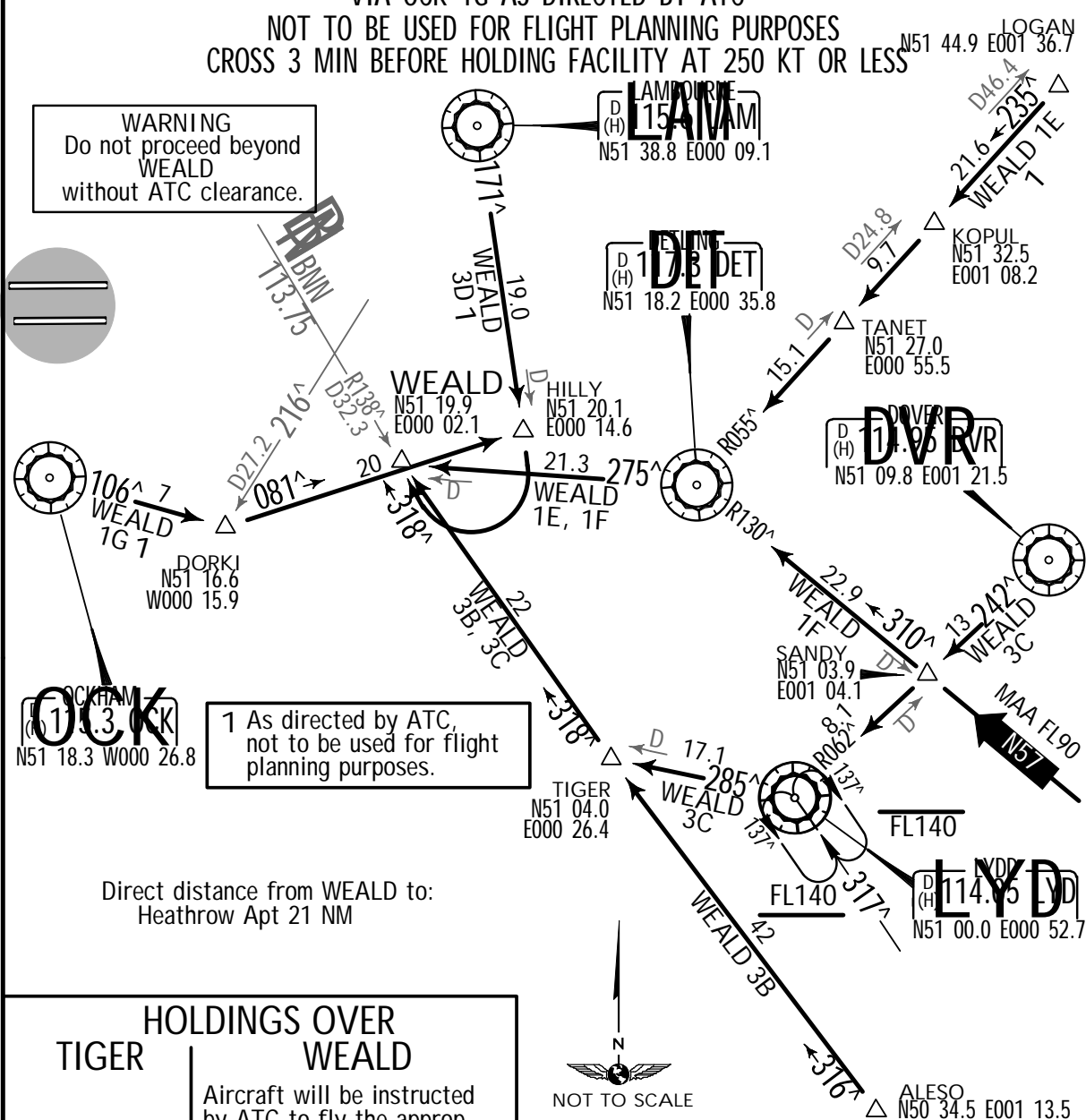
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

WEALD THREE BRAVO (WEALD 3B) [WEAL3B]
WEALD THREE CHARLIE (WEALD 3C) [WEAL3C]
WEALD THREE DELTA (WEALD 3D) [WEAL3D] 1
WEALD ONE ECHO (WEALD 1E) [WEAL1E] 1
WEALD ONE FOXTROT (WEALD 1F) [WEAL1F]
WEALD ONE GOLF (WEALD 1G) [WEAL1G] 1

ARRIVALS

TO BE USED WHEN BIG VOR UNSERVICEABLE
DURING PERIODS OF CONGESTION TRAFFIC MAY BE ROUTED
VIA OCK 1G AS DIRECTED BY ATC

NOT TO BE USED FOR FLIGHT PLANNING PURPOSES
CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS



HOLDINGS OVER WEALD

TIGER

Aircraft will be instructed by ATC to fly the appropriate FL.

7000'

DESCENT PLANNING

Pilots should plan for possible descent clearance as follows:

WEALD 3B: FL150 by TIGER,
WEALD 3C, 3D, 1E, 1F, 1G: As directed by
ATC.

ACTUAL DESCENT CLEARANCE WILL BE AS
DIRECTED BY ATC.

EGLL/LHR
HEATHROWJEPPESEN
28 FEB 14 10-2BLONDON, UK
.STAR.

*D-ATIS Apt Elev Alt Set: hPa Trans alt: 6000'

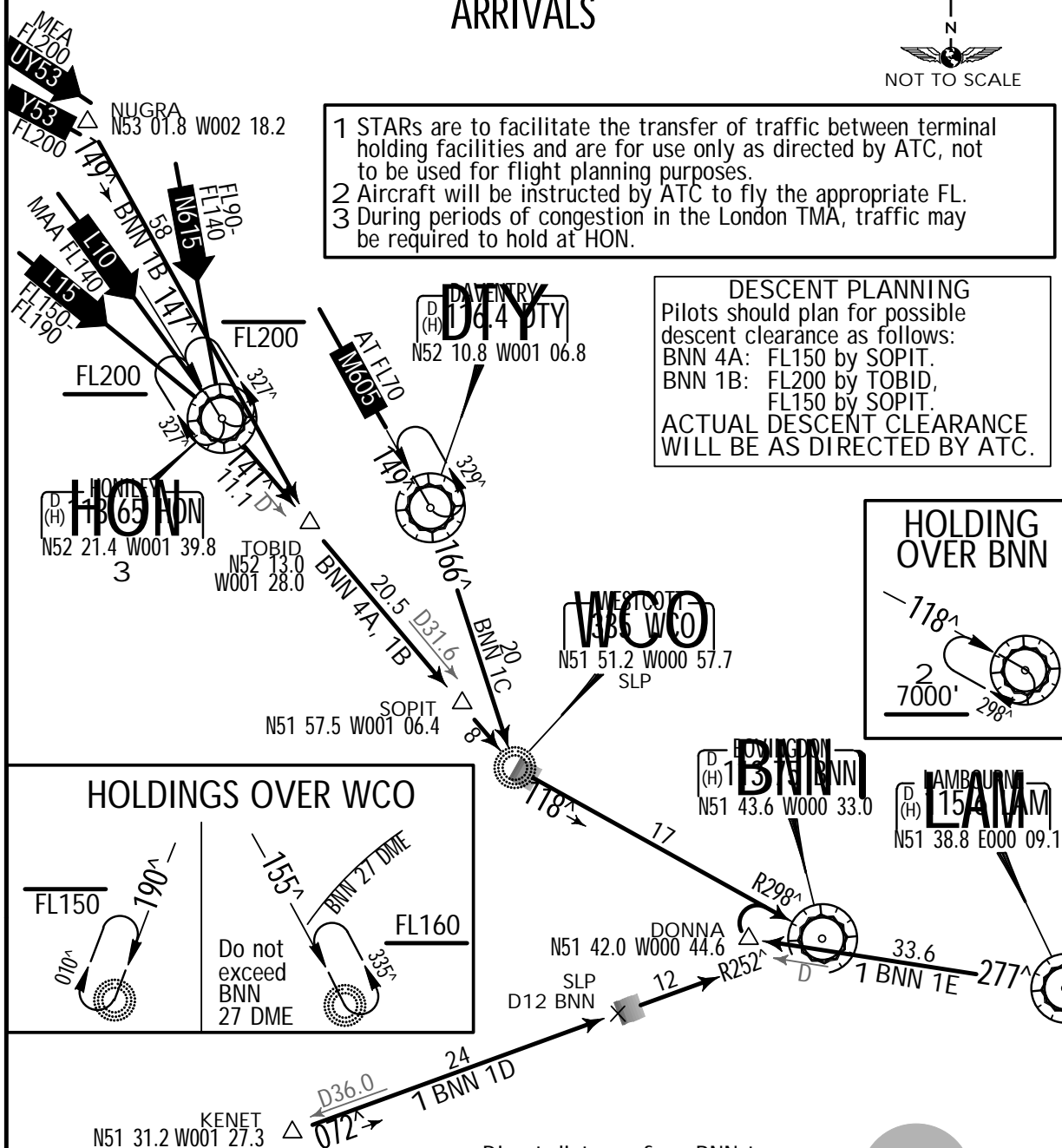
113.75 115.1 128.07 83' Trans level: By ATC

BNN 4A, BNN 1B, BNN 1C BNN 1D₁, BNN 1E₁ ARRIVALS



- 1 STARs are to facilitate the transfer of traffic between terminal holding facilities and are for use only as directed by ATC, not to be used for flight planning purposes.
- 2 Aircraft will be instructed by ATC to fly the appropriate FL.
- 3 During periods of congestion in the London TMA, traffic may be required to hold at HON.

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
BNN 4A: FL150 by SOPIT.
BNN 1B: FL200 by TOBID,
FL150 by SOPIT.
**ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.**



SPEED RESTRICTION
Cross SLP or 3 MIN before
holding facility at 250 KT or less.
■ SLP Speed Limit Point

Direct distance from BNN to:
Heathrow Apt 15NM

WARNING
Do not proceed beyond
BNN
without ATC clearance.

STAR	ROUTING
BNN 4A	At HON, intercept HON R-141 via TOBID and SOPIT to WCO, turn LEFT, intercept BNN R-298 inbound to BNN.
BNN 1B	At NUGRA, 149° track to TOBID, turn LEFT, intercept HON R-141 via SOPIT to WCO, turn LEFT, intercept BNN R-298 inbound to BNN.
BNN 1C	At DTY, intercept DTY R-166 to WCO, turn LEFT, intercept BNN R-298 inbound to BNN.
BNN 1D	At KENET, intercept BNN R-252 inbound to BNN.
BNN 1E	At LAM. intercept LAM R-277 to DONNA. turn RIGHT. 118° track on holding

EGLL/LHR
HEATHROW

28 FEB 14

JEPPESEN
10-2CLONDON, UK
.STAR.*D-ATIS
113.75 115.1 128.07Apt Elev
83'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'BOVVA 4A [BOVA4A], BOVVA 1B [BOVA1B]
BOVVA 1C [BOVA1C], BOVVA 1D [BOVA1D] 1
BOVVA 1E [BOVA1E] 1

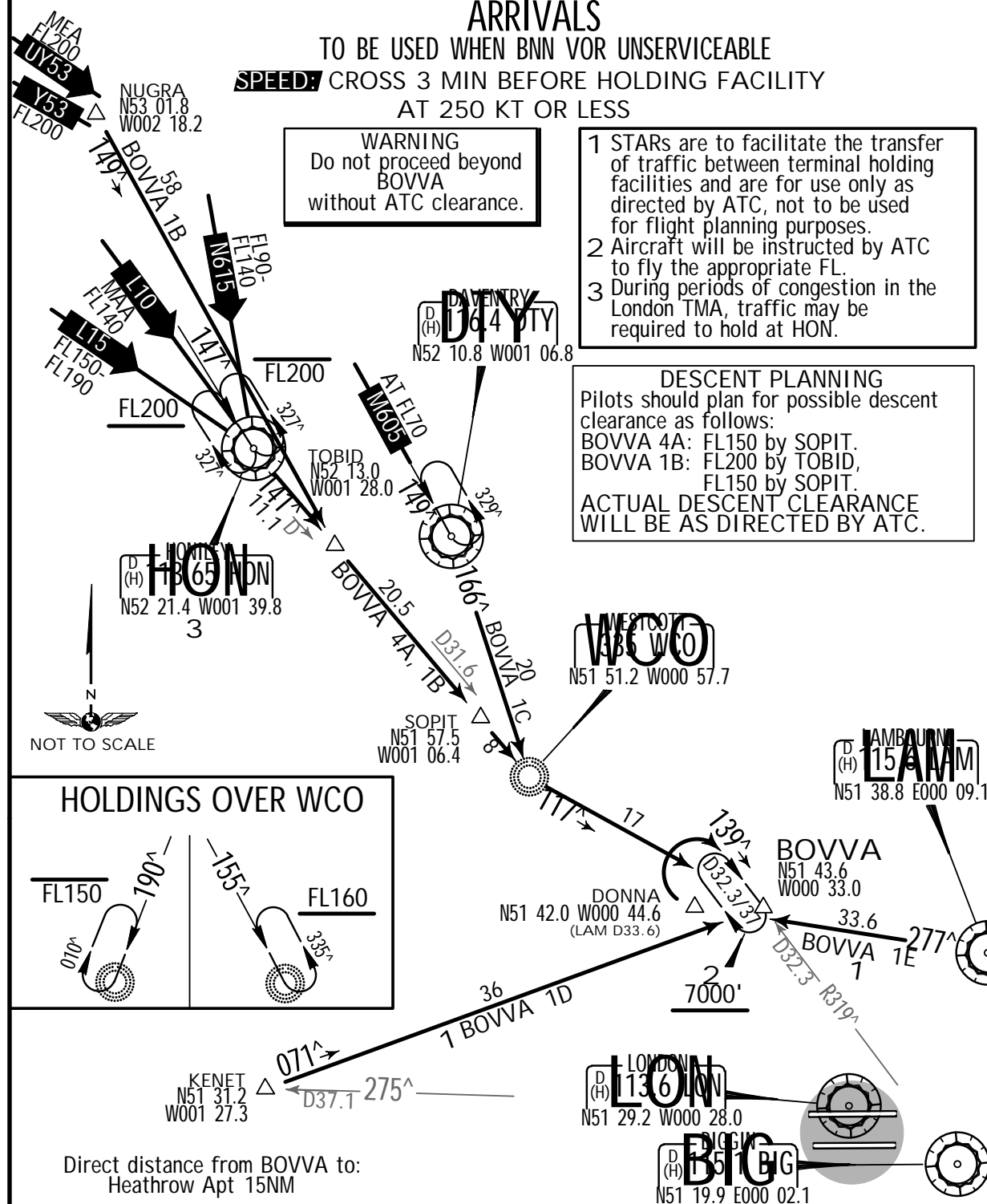
ARRIVALS

TO BE USED WHEN BNN VOR UNSERVICEABLE

SPEED: CROSS 3 MIN BEFORE HOLDING FACILITY
AT 250 KT OR LESSWARNING
Do not proceed beyond
BOVVA
without ATC clearance.

- 1 STARs are to facilitate the transfer of traffic between terminal holding facilities and are for use only as directed by ATC, not to be used for flight planning purposes.
- 2 Aircraft will be instructed by ATC to fly the appropriate FL.
- 3 During periods of congestion in the London TMA, traffic may be required to hold at HON.

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
BOVVA 4A: FL150 by SOPIT.
BOVVA 1B: FL200 by TOBID,
FL150 by SOPIT.
ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.



STAR	ROUTING
BOVVA 4A	At HON, intercept HON R-141 via TOBID and SOPIT to WCO, turn LEFT, 117° bearing to BOVVA.
BOVVA 1B	At NUGRA, 149° track to TOBID, turn LEFT, intercept HON R-141 via SOPIT to WCO, turn LEFT, 117° bearing to BOVVA.
BOVVA 1C	At DTY, intercept DTY R-166 to WCO, turn LEFT, 117° bearing to BOVVA.
BOVVA 1D	At KENET, 071° track to BOVVA.
BOVVA 1E	At LAM, intercept LAM R-277 to DONNA, turn RIGHT, 139° track on holding track

EGLL/LHR

HEATHROW

25 OCT 13

JEPPESEN

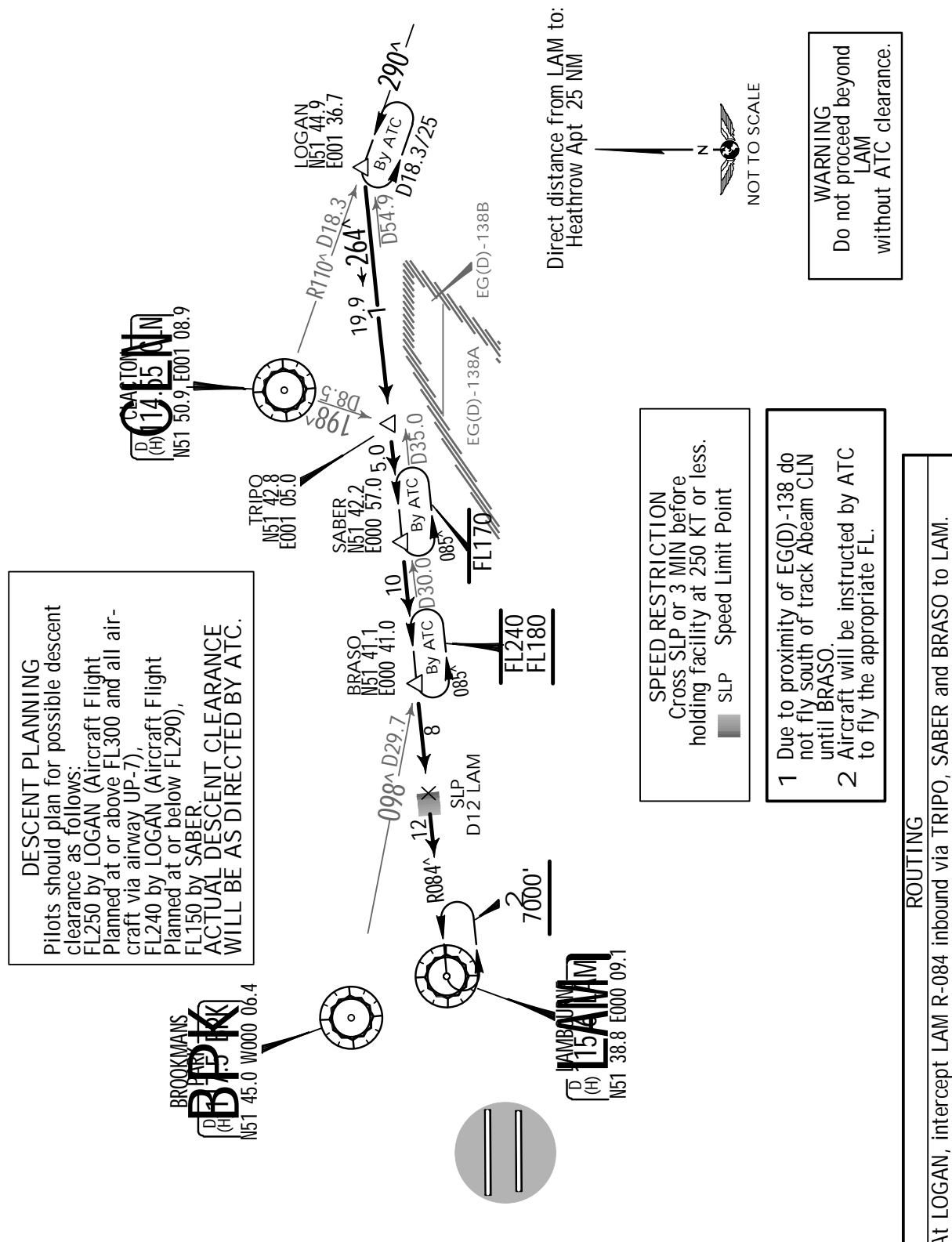
(10-2D)

LONDON, UK
.STAR.

	*D-ATIS	Apt Elev	Alt Set: hPa	
113.75	115.1	83'	Trans level: By ATC	Trans alt: 6000'

LAM 3A
ARRIVAL

DURING PERIODS OF CONGESTION TRAFFIC MAY BE ROUTED VIA
BIG 3D, BIG 1E, BNN 1E & OCK 1H AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES



EGLL/LHR
HEATHROW

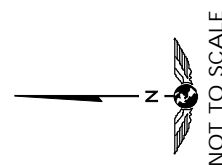
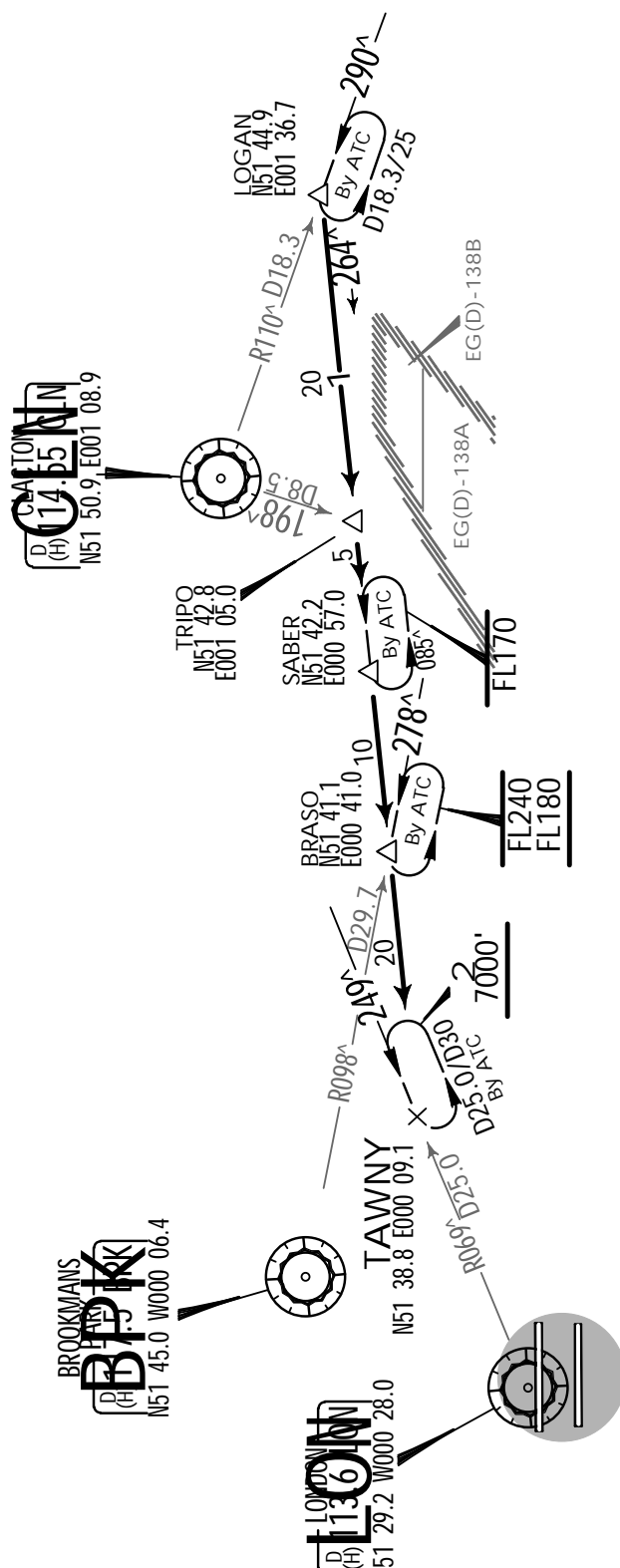
JEPPESSEN
25 OCT 13 10-2E

LONDON, UK
.STAR.

*D-ATIS 113.75 115.1 128.07	Apt Elev 83'	Alt Set: hPa Trans level: By ATC	Trans alt: 6000'
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TAWNY 3A [TAWN3A] ARRIVAL

TO BE USED WHEN LAM VOR UNSERVICEABLE
DURING PERIODS OF CONGESTION TRAFFIC MAY BE ROUTED VIA
BIG 3D, BIG 1E, BNN 1E & OCK 1H AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES
CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS



- 1 Due to proximity of EG(D)-138 do not fly south of track Abcam CLN until BRASO.
- 2 Aircraft will be instructed by ATC to fly the appropriate FL.

DESCENT PLANNING

Pilots should plan for possible descent clearance as follows:
FL250 by LOGAN (Aircraft Flight Planned at or above FL300 and all aircraft via airway UP-7),
FL240 by LOGAN (Aircraft Flight Planned at or below FL290),
FL150 by SABER.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

EGLL/LHR
HEATHROW

JEPPESEN
7 OCT 11 (10-2F)

LONDON, UK
.STAR.

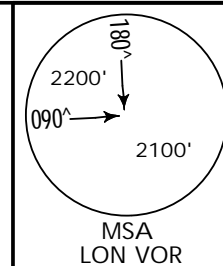
*D-ATIS
113.75 115.1 128.07

Apt Elev
83'

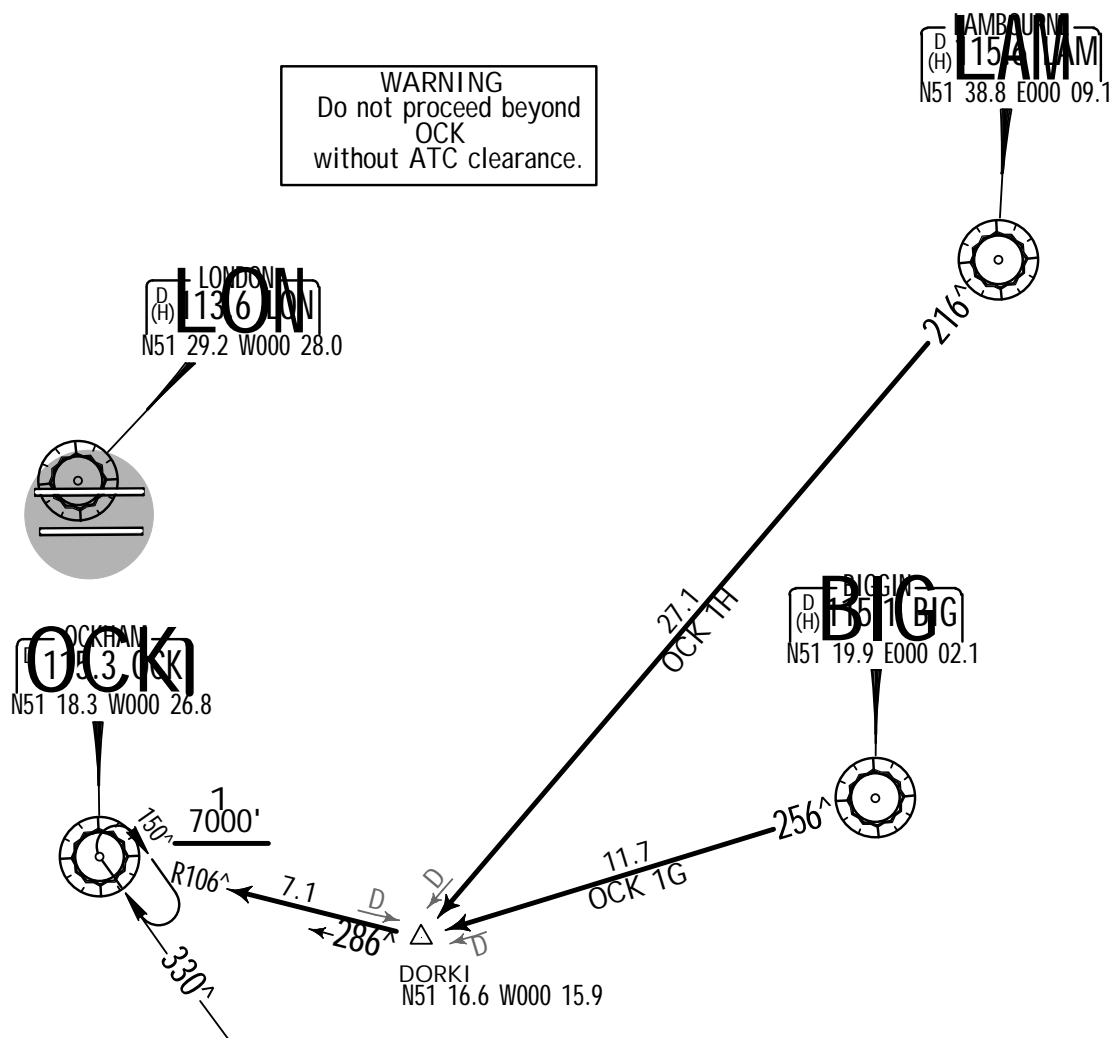
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

OCK 1G, OCK 1H ARRIVALS

STARS ARE TO FACILITATE THE TRANSFER OF
TRAFFIC BETWEEN TERMINAL HOLDING FACILITIES
AND ARE FOR USE ONLY AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES
CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS
DURING PERIODS OF CONGESTION TRAFFIC MAY
BE ROUTED VIA BIG 1G AS DIRECTED BY ATC



WARNING
Do not proceed beyond
OCK
without ATC clearance.



NOT TO SCALE

1 Aircraft will be instructed by
ATC to fly the appropriate FL.

DESCENT PLANNING
Pilots should plan for possible descent
clearance as follows:
OCK 1G: FL150 by TIGER.
OCK 1H: FL150 by SABER.
ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.

STAR	ROUTING
OCK 1G	At BIG, intercept BIG R-256 to DORKI, turn RIGHT, intercept OCK R-106 in-bound to OCK.
OCK 1H	At I AM, intercept I AM R-216 to DORKI, turn RIGHT, intercept OCK R-106 in-

EGLL/LHR
HEATHROW

JEPPESEN
7 OCT 11 (10-2G)

LONDON, UK
.STAR.

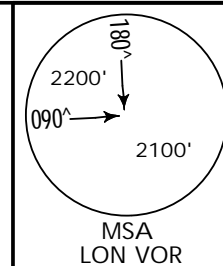
*D-ATIS
113.75 115.1 128.07

Apt Elev
83'

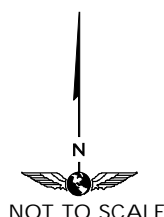
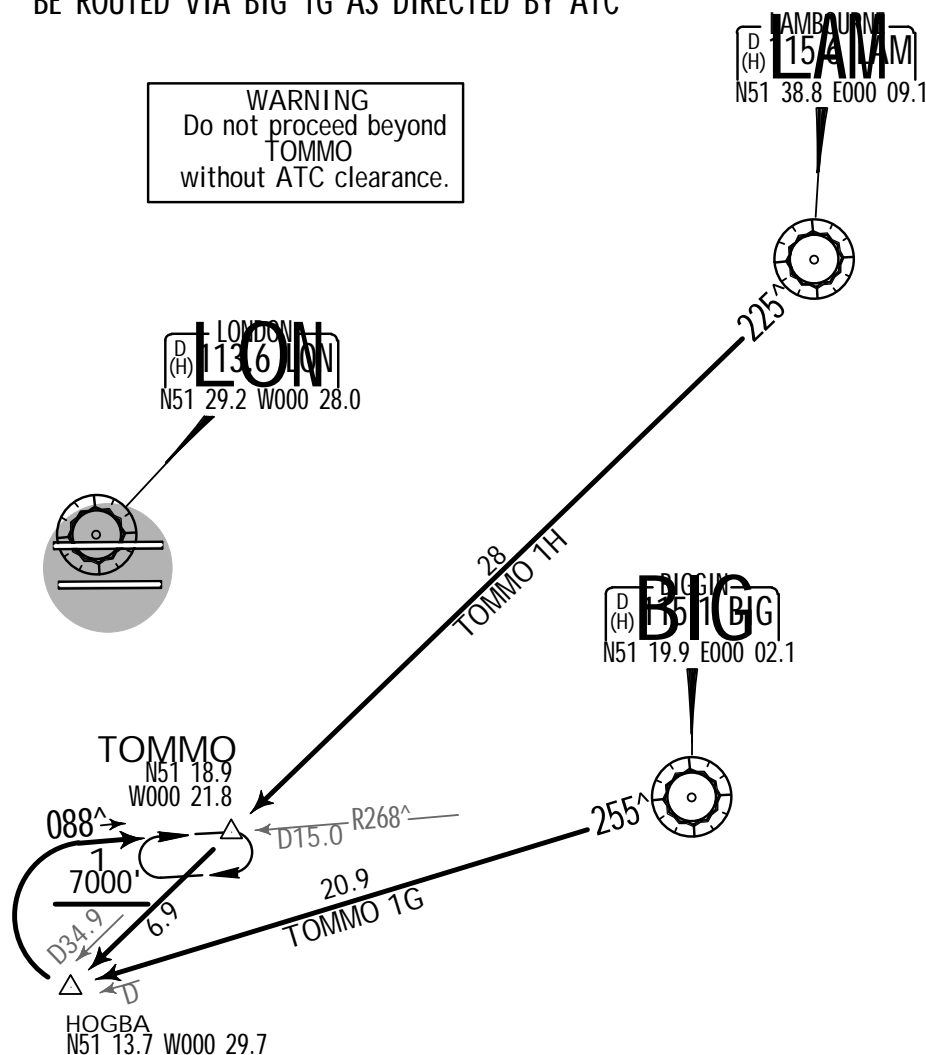
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

TOMMO 1G [TOMO1G] TOMMO 1H [TOMO1H] ARRIVALS

TO BE USED WHEN OCK VOR UNSERVICEABLE
STARS ARE TO FACILITATE THE TRANSFER OF
TRAFFIC BETWEEN TERMINAL HOLDING FACILITIES
AND ARE FOR USE ONLY AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES
CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS
DURING PERIODS OF CONGESTION TRAFFIC MAY
BE ROUTED VIA BIG 1G AS DIRECTED BY ATC



WARNING
Do not proceed beyond
TOMMO
without ATC clearance.



1 Aircraft will be instructed by
ATC to fly the appropriate FL.

DESCENT PLANNING
Pilots should plan for possible descent
clearance as follows:
TOMMO 1G: FL150 by TIGER.
TOMMO 1H: FL150 by SABER.
ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.

STAR

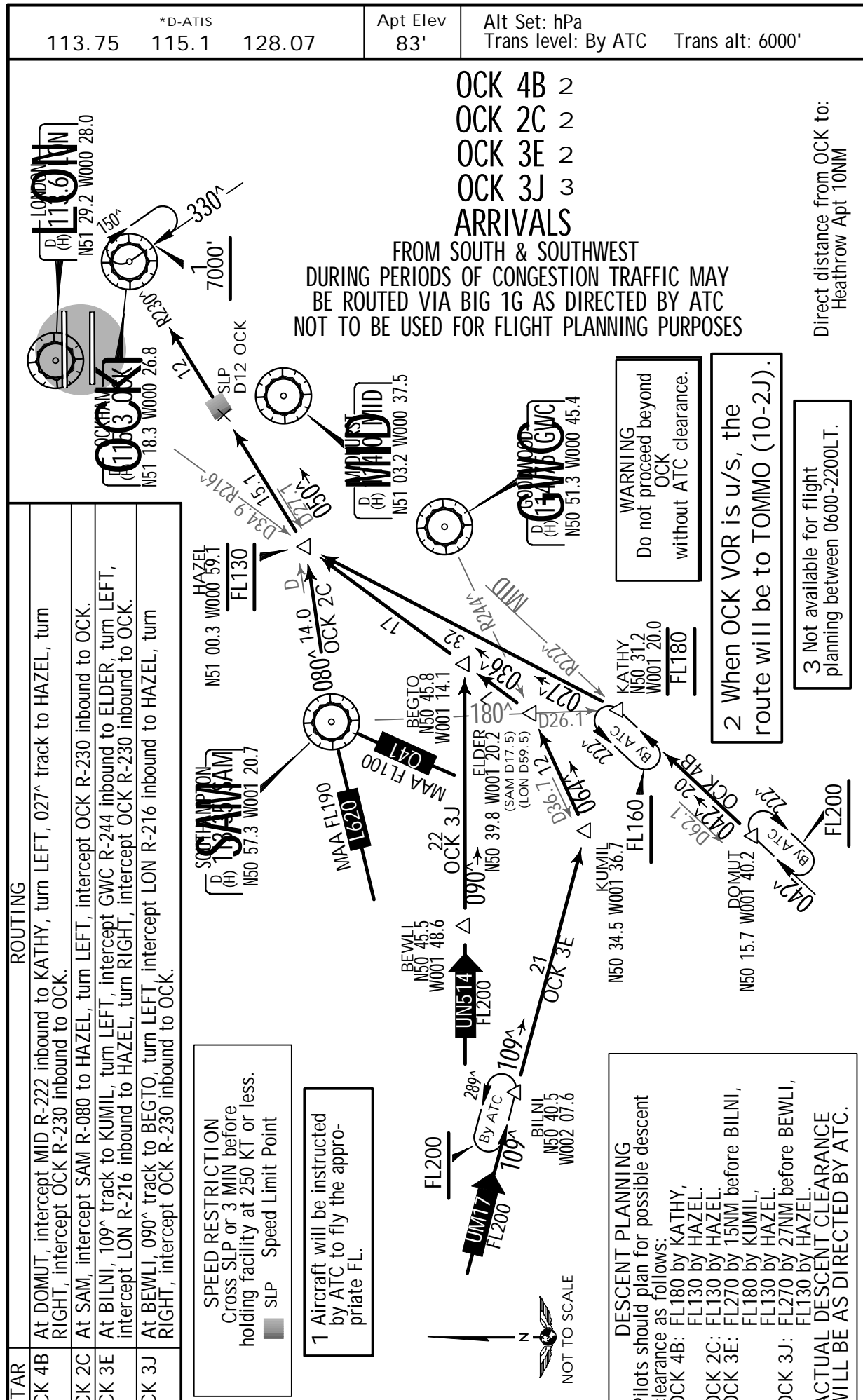
ROUTING

TOMMO 1G At BIG, intercept BIG R-255 to HOGBA, turn RIGHT, 088° track to TOMMO.

EGLL/LHR
HEATHROW

JEPPESEN
3 MAY 13 (10-2H)

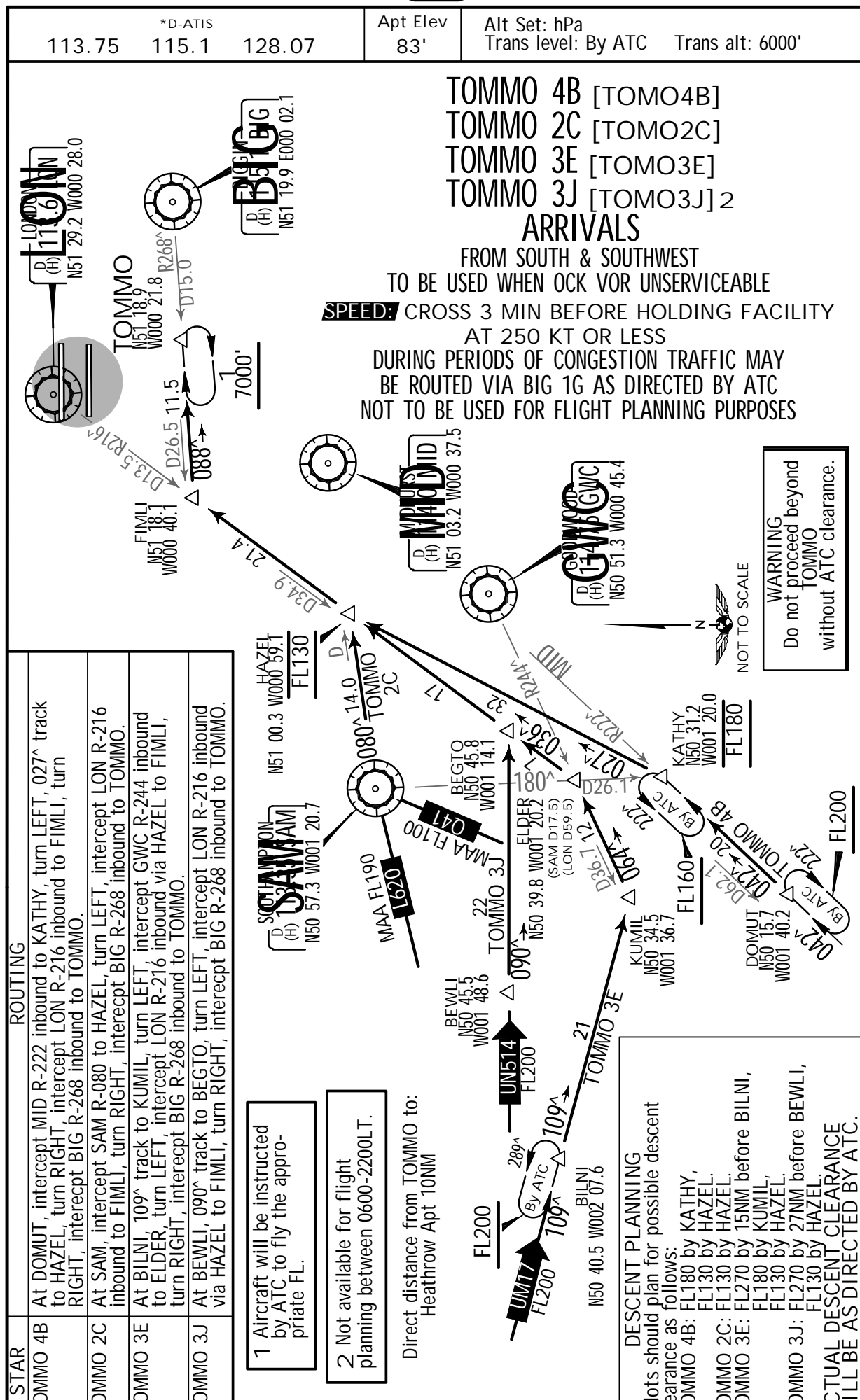
LONDON, UK
STAR.



EGLL/LHR
HEATHROW

JEPPESSEN
3 MAY 13 10-2J

LONDON, UK
.STAR.



EGLL/LHR
HEATHROW
JEPPESSEN

3 FEB 12

10-2K

LONDON, UK
.STAR.

	*D-ATIS	
113.75	115.1	128.07

Apt Elev
83'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

OCK 1A 2

OCK 1D

OCK 2F 2

ARRIVALS

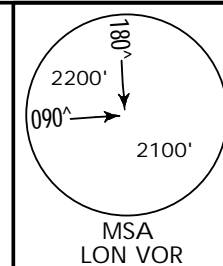
FROM WEST & NORTHWEST

WHEN OCK VOR UNSERVICEABLE REFER TO CHART 10-2L

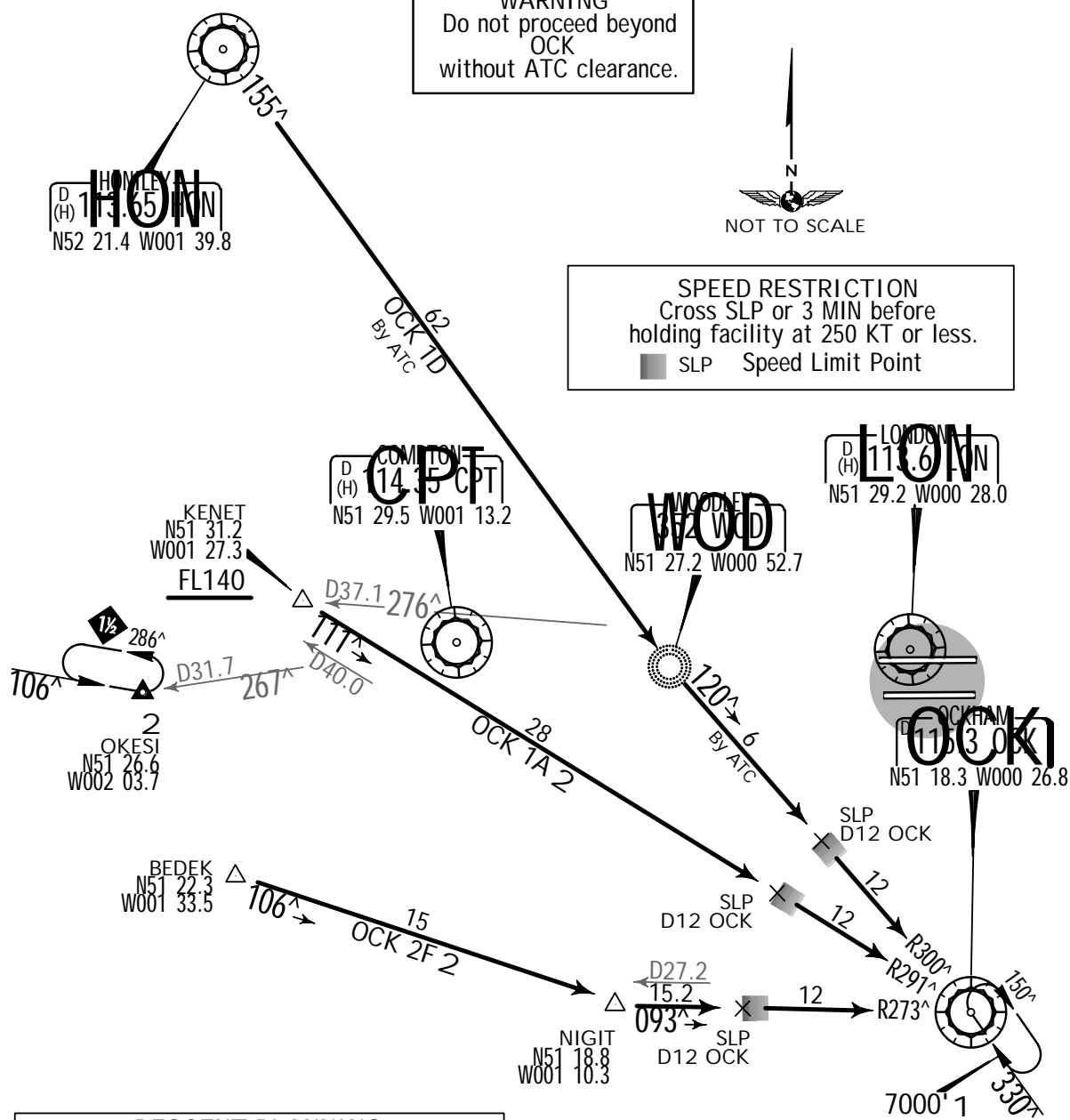
DURING PERIODS OF CONGESTION TRAFFIC MAY

BE ROUTED VIA BIG 1G AS DIRECTED BY ATC

NOT TO BE USED FOR FLIGHT PLANNING PURPOSES



WARNING
Do not proceed beyond
OCK
without ATC clearance.



DESCENT PLANNING

Pilots should plan for possible descent clearance as follows:

OCK 1A: FL140 by 40 NM before OCK.

OCK 1D: As directed by ATC.

OCK 2F: FL140 by BEDEK.

ACTUAL DESCENT CLEARANCE WILL
BE AS DIRECTED BY ATC.

- 1 Aircraft will be instructed by ATC to fly the appropriate FL.
- 2 During periods of congestion in the London TMA, traffic may be required to hold at OKESI.

EGLL/LHR
HEATHROW

JEPPESEN
3 FEB 12 (10-2L)

LONDON, UK
.STAR.

*D-ATIS	Apt Elev	Alt Set: hPa	Trans alt: 6000'
113.75 115.1 128.07	83'	Trans level: By ATC	

TOMMO 1A [TOMO1A] 2
TOMMO 1D [TOMO1D]
TOMMO 2F [TOMO2F] 2

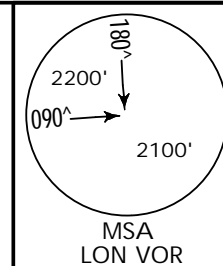
ARRIVALS

FROM WEST & NORTHWEST
TO BE USED WHEN OCK VOR UNSERVICEABLE

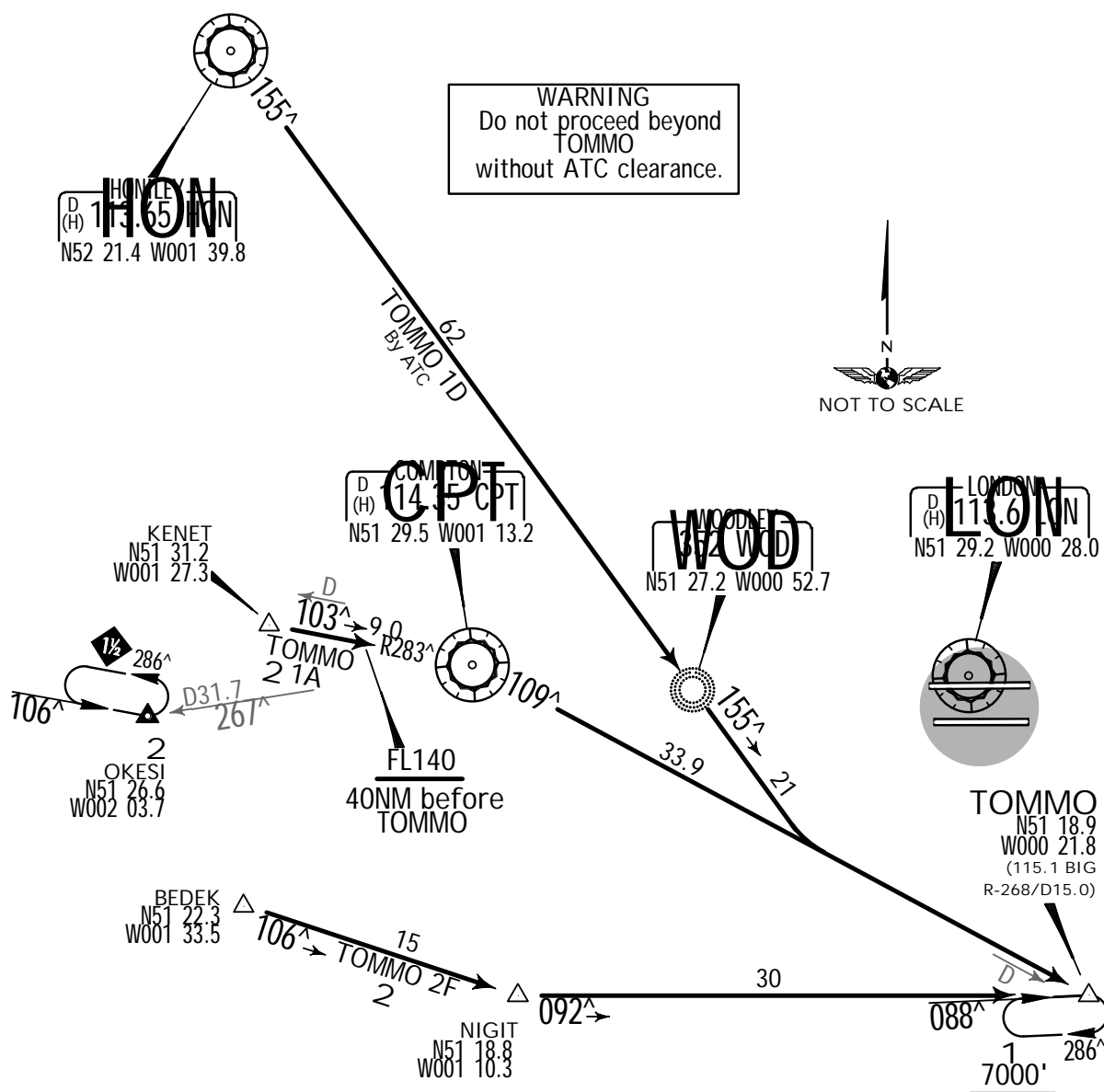
SPEED: CROSS 3 MIN BEFORE HOLDING FACILITY

AT 250 KT OR LESS

DURING PERIODS OF CONGESTION TRAFFIC MAY
BE ROUTED VIA BIG 1G AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES



WARNING
Do not proceed beyond
TOMMO
without ATC clearance.



DESCENT PLANNING
Pilots should plan for possible descent
clearance as follows:
TOMMO 1A: FL140 by 40 NM before TOMMO.
TOMMO 1D: As directed by ATC.
TOMMO 2F: FL140 by BEDEK.
ACTUAL DESCENT CLEARANCE WILL BE
AS DIRECTED BY ATC.

- 1 Aircraft will be instructed by ATC to fly the appropriate FL.
- 2 During periods of congestion in the London TMA, traffic may be required to hold at OKESI.

EGLL/LHR

18 APR 14

(10-2M)

JEPPESSEN

LONDON, UK
INITIAL APPROACH

**RWYS 09L/R, 27L/R
INITIAL APPROACH
WITHOUT RADAR CONTROL
FROM BIG TO ILS OR MLS**

**FOR FINAL APPROACH
SEE APPROACH CHARTS**

ROUTING

RWY	ROUTING
09L/R	At BIG, intercept BIG R-276 to D29 BIG, turn RIGHT, intercept GWC R-001 to D35 GWC, turn RIGHT, establish on ILS IAA by D10 IAA (RWY 09L) or on ILS IBB by D10 IBB (RWY 09R).
27L/R	At BIG, intercept BIG R-274 to D9 BIG, turn RIGHT, 093° track, when crossing BIG R-302 turn LEFT, establish on ILS ILL by D10 ILL (RWY 27L) or on ILS IRR by D10 IRR (RWY 27R).

EGLL/LHR
HEATHROW

18 APR 14

(10-2N)

JEPPESSEN

LONDON, UK
INITIAL APPROACH

RWYS 09L/R, 27L/R

INITIAL APPROACH WITHOUT RADAR CONTROL FROM BNN TO ILS OR MLS

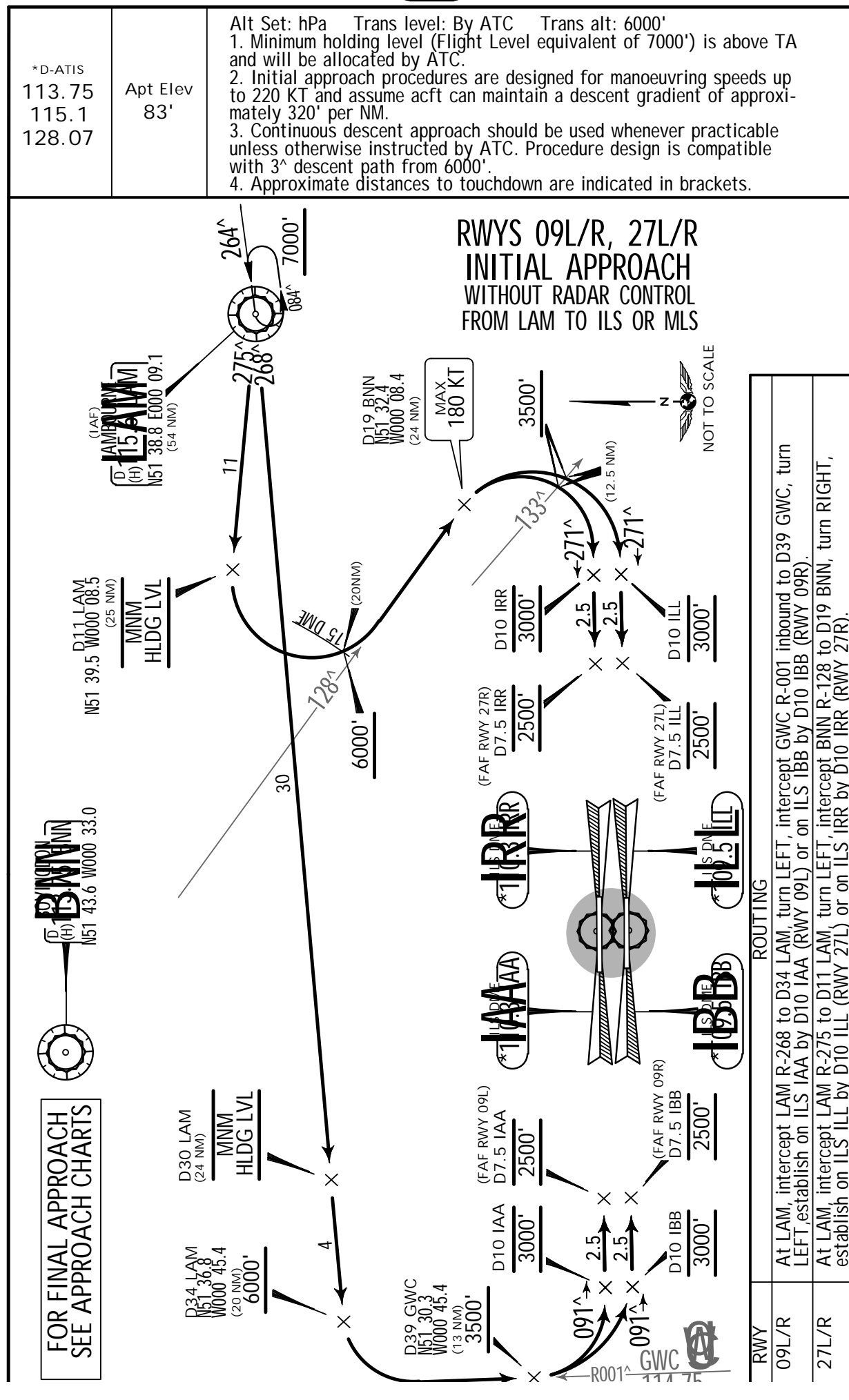
FOR FINAL APPROACH SEE APPROACH CHARTS

RWY	ROUTING
09L/R	At BNN, intercept BNN R-179 to D5 BNN, turn RIGHT, intercept LAM R-268 to D34 LAM, turn LEFT, intercept GWC R-001 inbound to D39 GWC, turn LEFT, establish on ILS IAA by D10 IAA (RWY 09R).
27L/R	At BNN, intercept BNN R-128 to D19 BNN, turn RIGHT, establish on ILS ILL by D10 ILL (RWY 27L) or on ILS IRR by D10 IRR (RWY 27R).

EGLL/LHR
HEATHROW

18 APR 14 10-2P

LONDON, UK
INITIAL APPROACH.



EGLL/LHR
HEATHROW

LONDON, UK
INITIAL APPROACH

**RWYS 09L/R, 27L/R
INITIAL APPROACH
WITHOUT RADAR CONTROL
FROM OCK TO ILS OR MLS**

**FOR FINAL APPROACH
SEE APPROACH CHARTS**

EGLL/LHR
HEATHROW

JEPPESEN
4 OCT 13 10-3 .Eff.17.Oct.

LONDON, UK
.SID.

LONDON Control
118.82

Apt Elev
83'

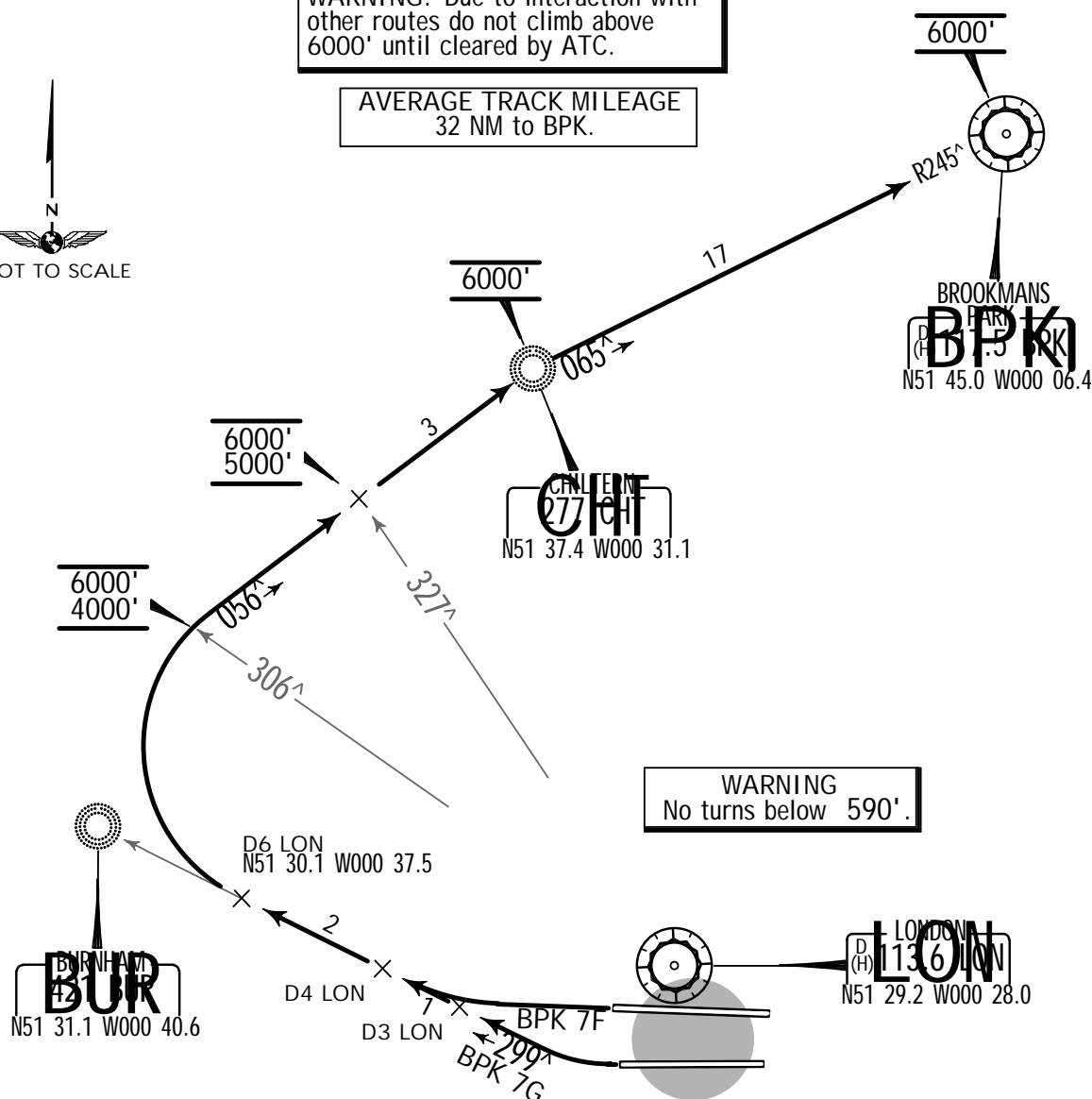
Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control.
2. SIDs include noise preferential routes (refer to 10-4).
3. Cruising levels will be issued after take-off by LONDON Control.
4. Do not climb above SID levels until instructed by ATC.

BROOKMANS PARK SEVEN FOXTROT (BPK 7F) BROOKMANS PARK SEVEN GOLF (BPK 7G) RWYS 27R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED

WARNING: Due to interaction with
other routes do not climb above
6000' until cleared by ATC.

AVERAGE TRACK MILEAGE
32 NM to BPK.



Cross appropriate Noise Monitoring Terminal
(refer to chart 10-4) at or above 1090',
thereafter maintain a minimum climb gradient
of
4% up to 4000' for ATM purposes.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply with SID or climb gradient
inform ATC prior to take-off.

SID	RWY	ROUTING / ALTITUDE
BPK 7F	27R	Climb straight ahead, intercept 299° bearing towards BUR by D4 LON, at D6 LON turn RIGHT, intercept 056° bearing towards CHT, cross LON R-306 at or above 4000' (MAX 6000'), LON R-327 at or above 5000' (MAX 6000'), to CHT at 6000', turn RIGHT, intercept BPK R-245 inbound to BPK.
BPK 7G	27L	Climb straight ahead, intercept 299° bearing towards BUR by D3 LON, at D6 LON turn RIGHT, intercept 056° bearing towards CHT, cross LON R-306 at or above 4000' (MAX 6000'), LON R-327 at or above 5000' (MAX 6000'),

EGLL/LHR
HEATHROWJEPPESEN
4 OCT 13 (10-3A) .Eff.17.Oct.LONDON, UK
.SID.LONDON Control
118.82Apt Elev
83'

Trans level: By ATC Trans alt: 6000'

1. When instructed contact LONDON Control.
2. SIDs include noise preferential routes (refer to 10-4).
3. Cruising levels will be issued after take-off by LONDON Control.
4. Do not climb above SID levels until instructed by ATC.

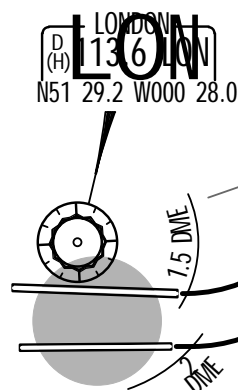
BROOKMANS PARK SIX JULIETT (BPK 6J) BROOKMANS PARK FIVE KILO (BPK 5K) RWYS 09R/L DEPARTURES

SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED

WARNING: Due to interaction with other routes do not climb above 6000' until cleared by ATC.



WARNING
No turns below 590'.



N51 32.5 D10 LON
W000 12.8
6000'
3000'

D10 BPK
6000'
4000'

D6 BPK
6000'

N51 43.1 W000 07.4
(LON R-044/D18.9)

BROOKMANS
BPK
N51 45.0 W000 06.4

AVERAGE TRACK MILEAGE
23 NM to BPK.

Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above 1090', thereafter maintain a minimum climb gradient of 4% up to 4000' for ATM purposes.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

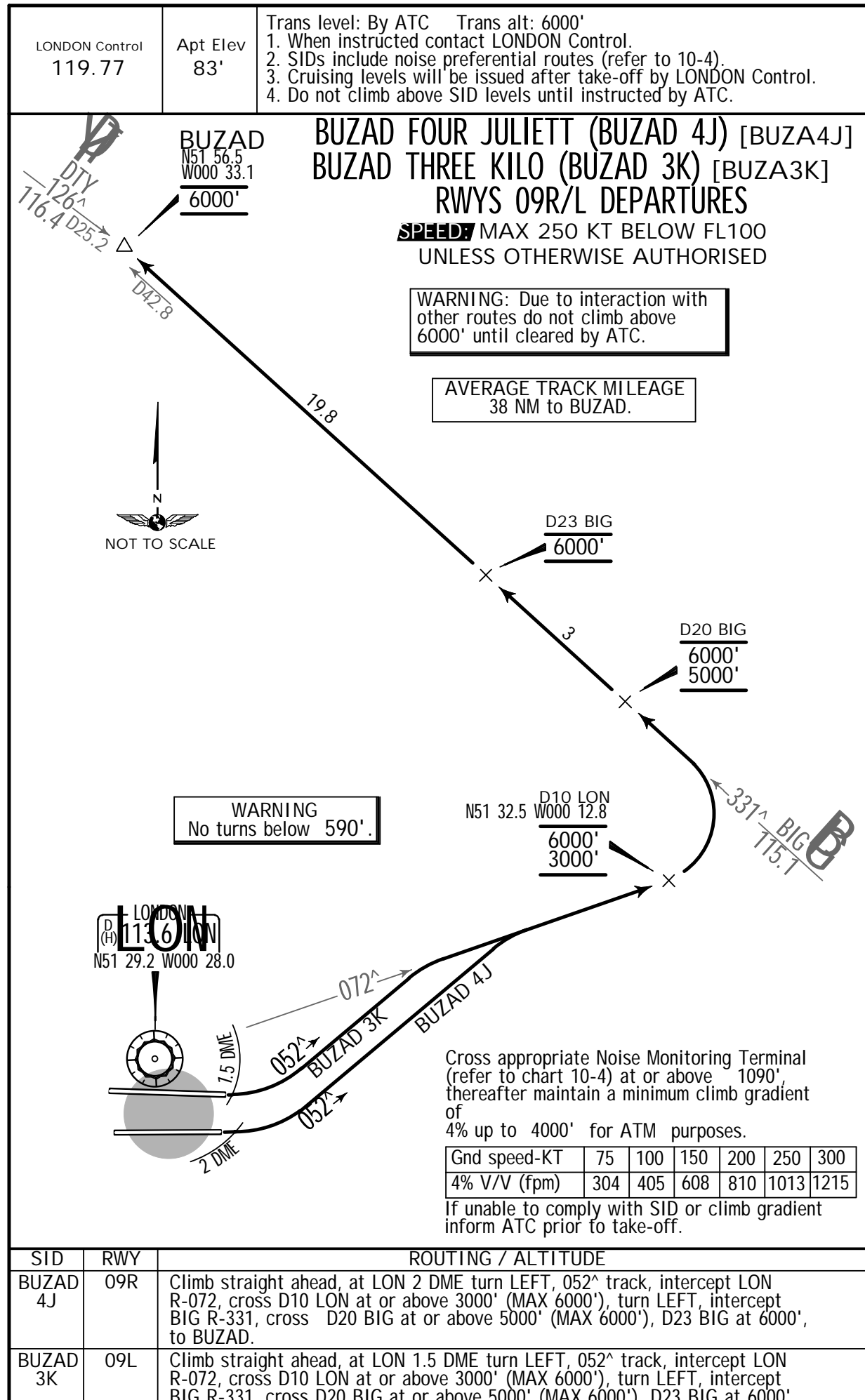
If unable to comply with SID or climb gradient inform ATC prior to take-off.

SID	RWY	ROUTING / ALTITUDE
BPK 6J	09R	Climb straight ahead, at LON 2 DME turn LEFT, 052° track, intercept LON R-072, cross D10 LON at or above 3000' (MAX 6000'), turn LEFT, intercept BPK R-197 inbound, cross D10 BPK at or above 4000' (MAX 6000'), D6 BPK at 6000', via BAPAG to BPK.
BPK 5K	09L	Climb straight ahead, at LON 1.5 DME turn LEFT, 052° track, intercept LON R-072, cross D10 LON at or above 3000' (MAX 6000'), turn LEFT, intercept BPK R-197 inbound, cross D10 BPK at or above 4000' (MAX 6000'), D6 BPK at 6000', via

EGLL/LHR
HEATHROW

JEPPESEN
4 OCT 13 10-3B .Eff.17.Oct.

LONDON, UK
.SID.



EGLL/LHR
 HEATHROW

JEPPESEN
 4 OCT 13 10-3C .Eff.17.Oct.

LONDON, UK
 .SID.

LONDON Control
 134.12

Apt Elev
 83'

Trans level: By ATC Trans alt: 6000'
 1. When instructed contact LONDON Control.
 2. SIDs include noise preferential routes (refer to 10-4).
 3. Cruising levels will be issued after take-off by LONDON Control.
 4. Do not climb above SID levels until instructed by ATC.

COMPTON THREE FOXTROT (CPT 3F) COMPTON THREE GOLF (CPT 3G) RWYS 27R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
 UNLESS OTHERWISE AUTHORISED

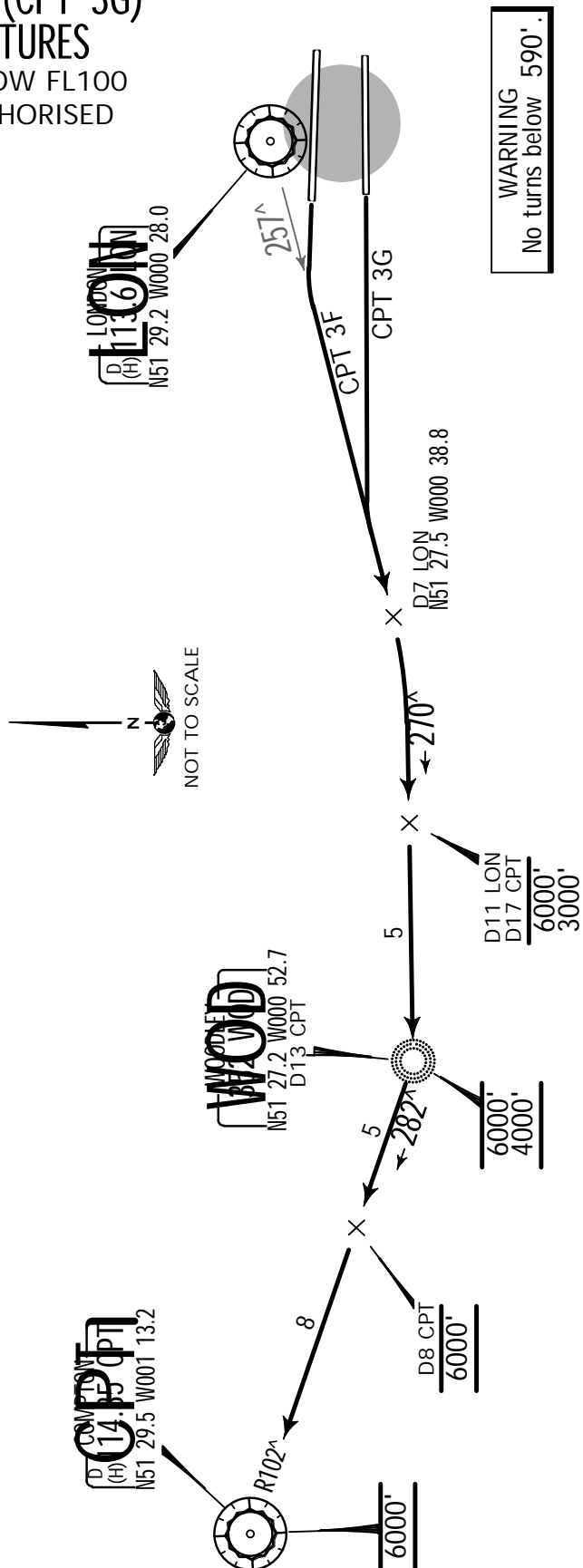
WARNING: Due to interaction with
 other routes do not climb above
 6000' until cleared by ATC.

Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519
4% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply with SID or climb gradient
 inform ATC prior to take-off.

AVERAGE TRACK MILEAGE
 15 NM to WOD.

cross appropriate Noise Monitoring Terminal
 refer to chart 10-4) at or above 1090'.
 hereafter maintain a minimum climb gradient
 f % up to 4000'.
 these SIDs require a minimum climb gradient
 f % until D8 CPT due to ATC and airspace
 purposes.



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HEATHROW

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4 OCT 13 10-3D .Eff.17.Oct.

LONDON, UK
.SID.

*HEATHROW
Director
134.97

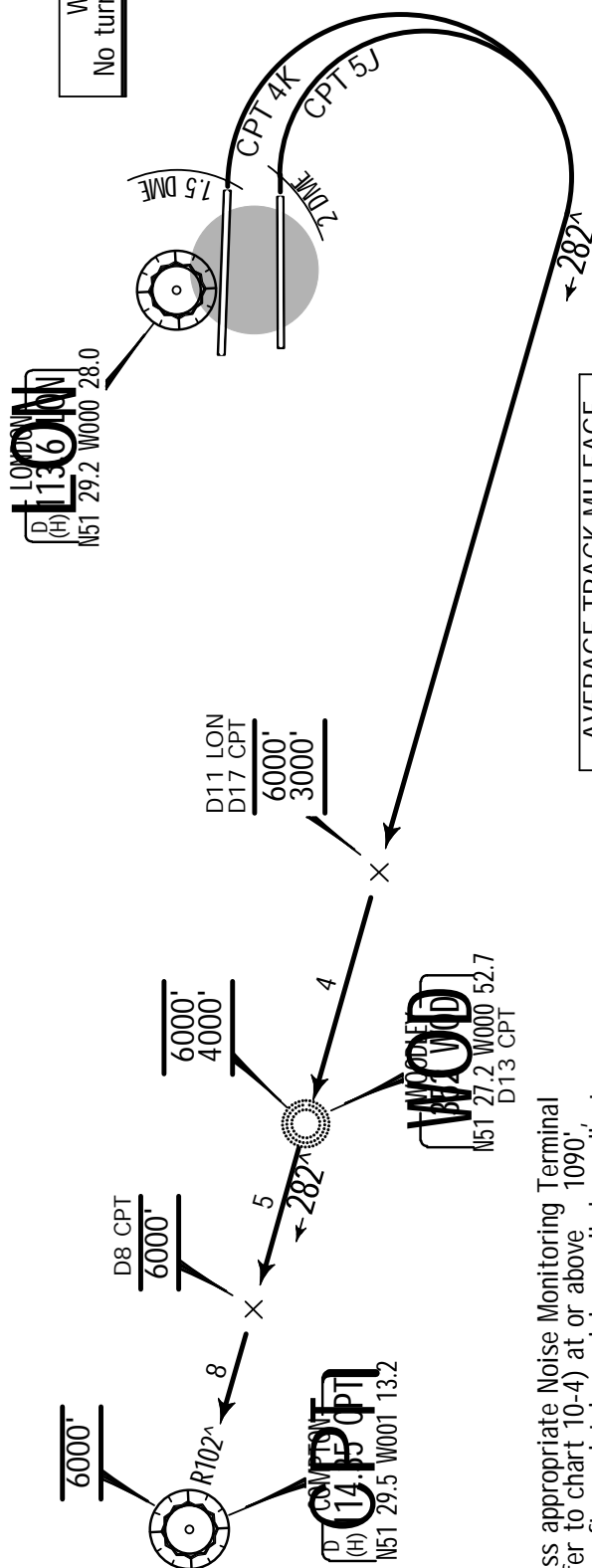
Apt Elev
83'

Trans level: By ATC Trans alt: 6000'
1. When instructed contact HEATHROW Director.
2. SIDs include noise preferential routes (refer to 10-4).
3. Cruising levels will be issued after take-off by HEATHROW Director.
4. Do not climb above SID levels until instructed by ATC.

WARNING
No turns below 590'.

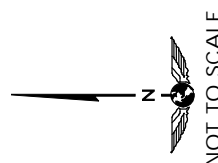
COMPTON FIVE JULIETT (CPT 5J) COMPTON FOUR KILO (CPT 4K) RWYS 09R/L DEPARTURES

SPEED: MAX 250 KT
BELOW FL100 UNLESS
OTHERWISE AUTHORISED



AVERAGE TRACK MILEAGE
CPT 5J: 21 NM to WOD.
CPT 4K: 22 NM to WOD.

WARNING: Due to interaction with
other routes do not climb above
6000' until cleared by ATC.



cross appropriate Noise Monitoring Terminal
refer to chart 10-4) at or above 1090'.
hereafter maintain a minimum climb gradient
% up to 4000'.
these SIDs require a minimum climb gradient
f .5% until D8 CPT.

Ind speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215
3.5% V/V (fpm)	266	354	532	709	886	1063

unable to comply with SID or climb gradient
inform ATC prior to take-off.

SID	RWY	ROUTING / ALTITUDE
CPT 5J	09R	Straight ahead, at LON 2 DME turn RIGHT, intercept 282° bearing towards WOD, cross D11 LON (D17 CPT) above 3000' (MAX 6000'), WOD (D13 CPT) above 4000' (MAX 6000'), then to CPT, cross D8 CPT at 6000'.
CPT 4K	09L	Straight ahead, at LON 1.5 DME turn RIGHT, intercept 282° bearing towards WOD, cross D11 LON (D17 CPT) above 3000' (MAX 6000'), WOD (D13 CPT) above 4000' (MAX 6000'), then to CPT, cross D8 CPT at 6000'.

EGLL/LHR
HEATHROW

JEPPESSEN
4 OCT 13 10-3E .Eff.17.Oct.

LONDON, UK
.SID.

LONDON Control 120.52	Apt Elev 83'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 10-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID levels until instructed by ATC.
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DETILING TWO FOXTROT (DET 2F)
DETILING TWO GOLF (DET 2G)
DOVER FIVE FOXTROT (DVR 5F)
DOVER FOUR GOLF (DVR 4G)
RWYS 27R/L DEPARTURES

SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED

ROUTING / ALTITUDE	
SID	RWY
ET 2F	27R
ET 2G	27L
VR 5F	27R
VR 4G	27L

Straight ahead, at LON 2 DME turn LEFT, intercept 138° bearing to EPM, cross at or above 4000' (MAX 6000') at EPM but not before D10 LON intercept DET R-272 inbound, cross D32 DET at or above 5000' (MAX 6000'), D29 DET at 6000', D5 DET at 6000', then to DET.

Straight ahead, at ILL 1 DME (LON 2 DME if ILL u/s) turn LEFT, intercept 138° bearing to EPM, cross at or above 4000' (MAX 6000'), at EPM but not before D10 LON intercept DET R-272 inbound, cross D32 DET at or above 5000' (MAX 6000'), D29 DET at 6000', D5 DET at 6000', then to DET.

Straight ahead, at LON 2 DME turn LEFT, intercept 138° bearing to EPM, cross at or above 4000' (MAX 6000') at EPM but not before D10 LON intercept DET R-272 inbound, cross D32 DET at or above 5000' (MAX 6000'), D29 DET at 6000', then to DET, then to DVR.

Straight ahead, at ILL 1 DME (LON 2 DME if ILL u/s) turn LEFT, intercept 138° bearing to EPM, cross at or above 4000' (MAX 6000'), at EPM but not before D10 LON intercept DET R-272 inbound, cross D32 DET at or above 5000' (MAX 6000'), D29 DET at 6000', D5 DET at 6000', then to DET, then to DVR.

Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above 1090', thereafter maintain a minimum climb gradient of 4% up to 4000'.
These SIDs require minimum climb gradients of

DET 2F, DVR 5F

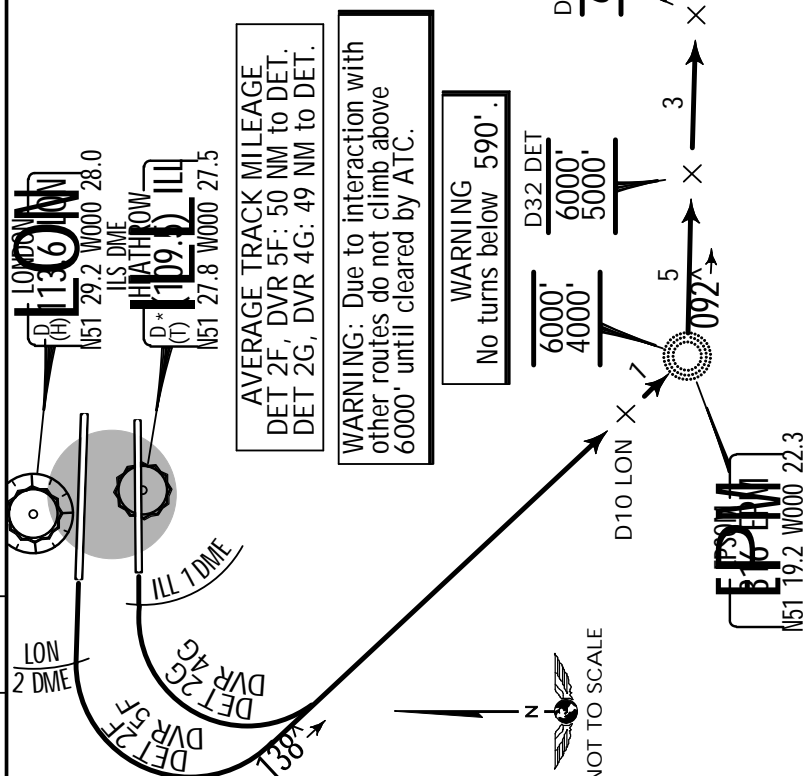
4.6% until EPM.

DET 2G, DVR 4G

5% until EPM due to ATC and airspace purposes.

Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519
4.6% V/V (fpm)	349	466	699	932	1165	1398
4% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply with SID or climb gradient inform ATC prior to take-off.



EGLL/LHR
HEATHROW

JEPPESSEN
4 OCT 13 10-3F .Eff.17.Oct.

LONDON, UK
.SID.

LONDON Control 120.52	Apt Elev 83'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 10-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID levels until instructed by ATC.
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DETLING ONE JULIETT (DET 1J)
DETLING ONE KILO (DET 1K)
DOVER SIX JULIETT (DVR 6J)
DOVER SIX KILO (DVR 6K)
RWYS 09R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED

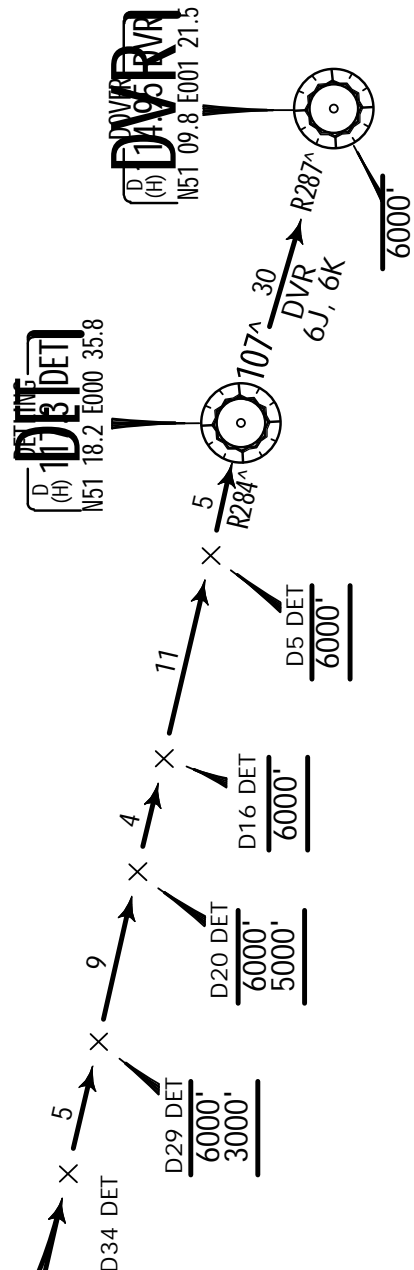
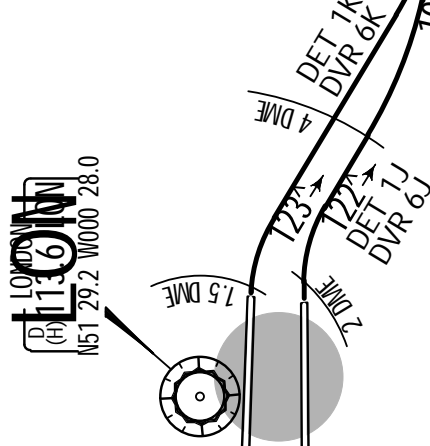
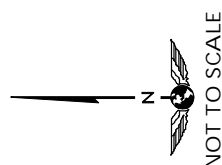
ROUTING / ALTITUDE	
SID	RWY
DET 1J	09R
DET 1K	09L
DVR 6J	09R
DVR 6K	09L

Cross appropriate Noise Monitoring Terminal
(refer to chart 10-4) at or above 1090',
thereafter maintain a minimum climb gradient
of 4% up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply with SID or climb gradient
inform ATC prior to take-off.

LONDON
(H) N51 29.2 W000 28.0



WARNING
No turns below 590'.

WARNING: Due to interaction with
other routes do not climb above
6000' until cleared by ATC.

AVERAGE TRACK MILEAGE
41 NM to DET.

EGLL/LHR
HEATHROW

JEPPESEN
4 OCT 13 (10-3G) .Eff.17.Oct.

LONDON, UK
.SID.

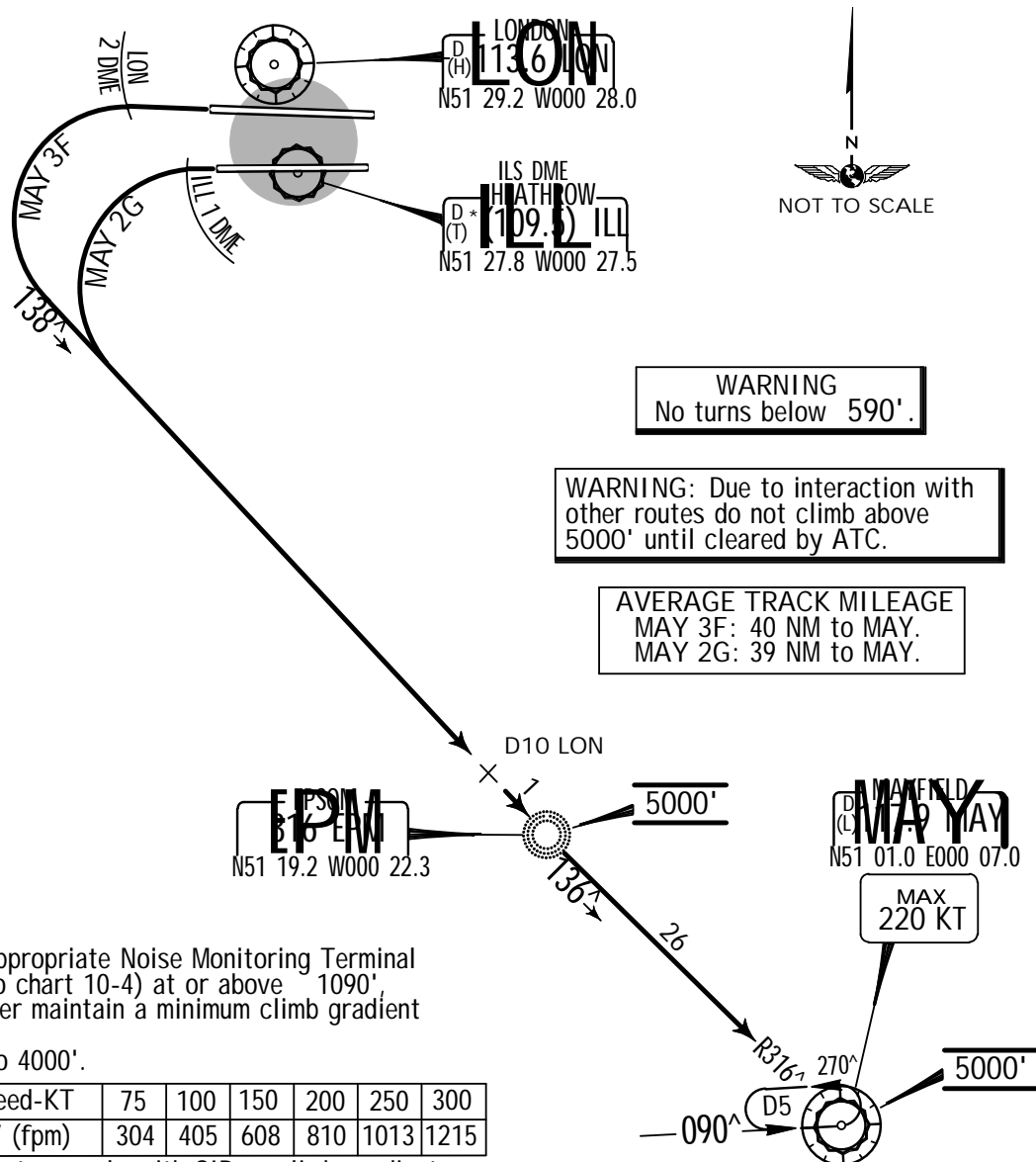
LONDON Control
126.82

Apt Elev
83'

Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control.
2. SIDs include noise preferential routes (refer to 10-4).
3. Cruising levels will be issued after take-off by LONDON Control.
4. Do not climb above SID levels until instructed by ATC.
5. Aircraft VOR or DME failure advise ATC and comply with ATC instructions.

MAYFIELD THREE FOXTROT (MAY 3F)
MAYFIELD TWO GOLF (MAY 2G)
RWYS 27R/L DEPARTURES
TO EGKK ONLY

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



SID	RWY	ROUTING / ALTITUDE
MAY 3F	27R	Straight ahead, at LON 2 DME turn LEFT, intercept 138° bearing to EPM, cross at 5000', at EPM but not before D10 LON intercept MAY R-316 inbound to MAY at 5000'.
MAY 2G	27L	Straight ahead, at ILL 1 DME (LON 2 DME if ILL u/s) turn LEFT, intercept 138° bearing to EPM, cross at 5000', at EPM but not before D10 LON

EGLL/LHR
HEATHROW

JEPPESEN
4 OCT 13 (10-3H) .Eff.17.Oct.

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.SID.

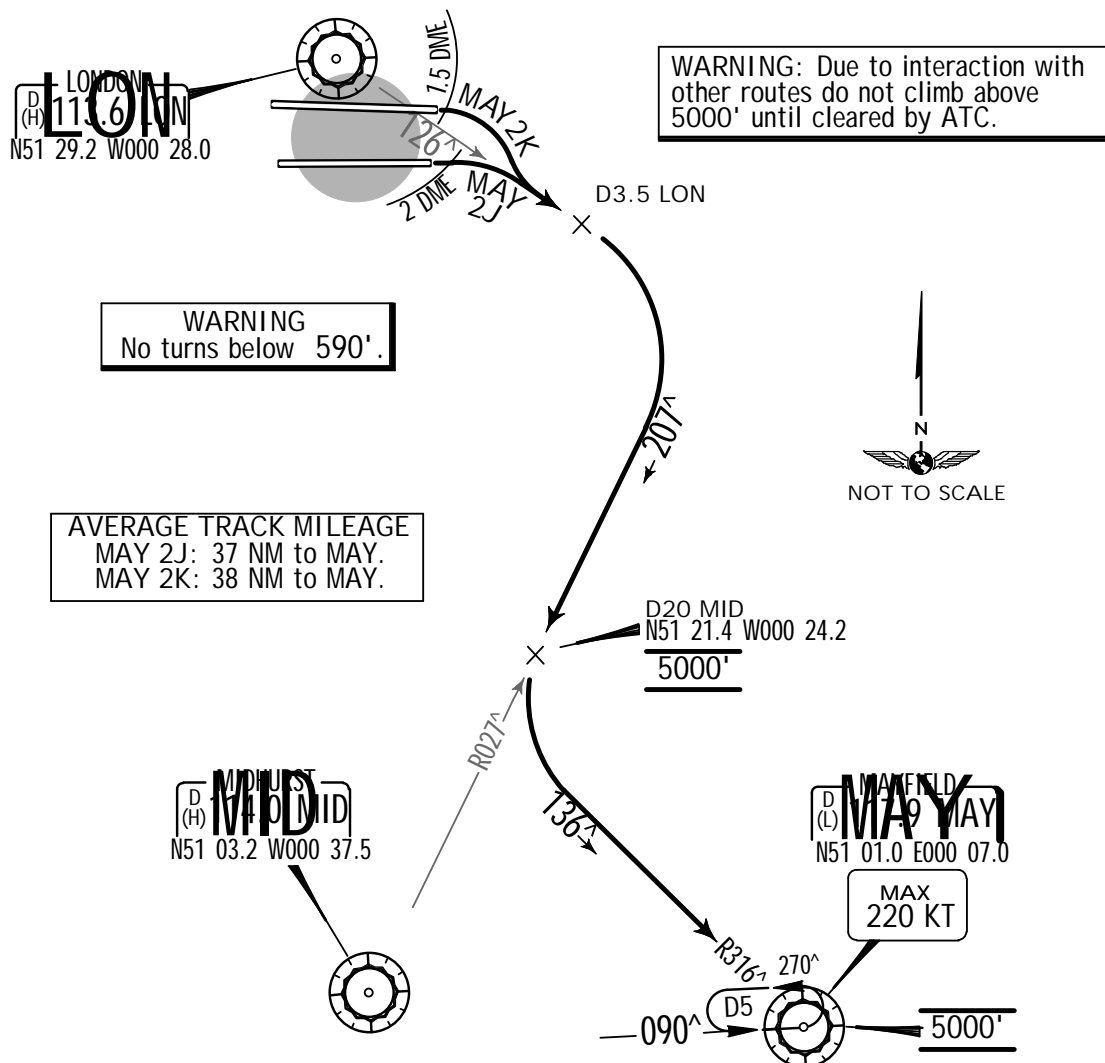
LONDON Control
126.82

Apt Elev
83'

Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control.
2. SIDs include noise preferential routes (refer to 10-4).
3. Cruising levels will be issued after take-off by LONDON Control.
4. Do not climb above SID levels until instructed by ATC.
5. Aircraft VOR or DME failure advise ATC and comply with ATC instructions.

MAYFIELD TWO JULIETT (MAY 2J)
MAYFIELD TWO KILO (MAY 2K)
RWYS 09R/L DEPARTURES
TO EGKK ONLY

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above 1090', thereafter maintain a minimum climb gradient of 4% up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply with SID or climb gradient inform ATC prior to take-off.

SID	RWY	ROUTING / ALTITUDE
MAY 2J	09R	Straight ahead, at LON 2 DME turn RIGHT, intercept LON R-126 to D3.5 LON, turn RIGHT, intercept MID R-027 inbound to D20 MID, cross at 5000', turn LEFT, intercept MAY R-316 inbound to MAY at 5000'.
MAY 2K	09L	Straight ahead, at LON 1.5 DME turn RIGHT, intercept LON R-126 to D3.5 LON, turn RIGHT, intercept MID R-027 inbound to D20 MID, cross at 5000'.

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HEATHROW

JEPPESEN
4 OCT 13 (10-3J) .Eff.17.Oct.

LONDON, UK
.SID.

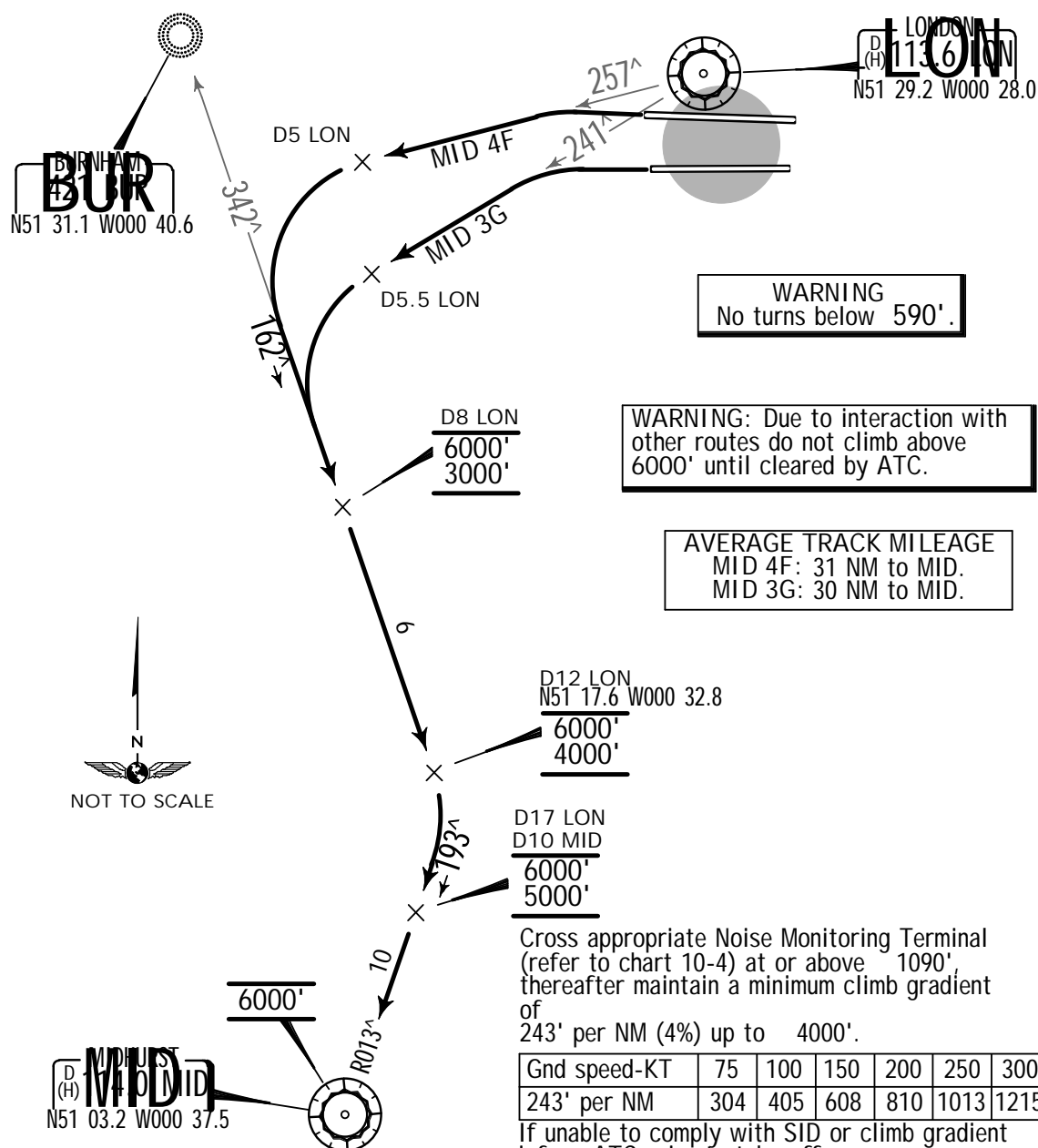
LONDON Control
133.17

Apt Elev
83'

Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control.
2. SIDs include noise preferential routes (refer to 10-4).
3. Cruising levels will be issued after take-off by LONDON Control.
4. Do not climb above SID levels until instructed by ATC.

MIDHURST FOUR FOXTROT (MID 4F)
MIDHURST THREE GOLF (MID 3G)
RWYS 27R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



SID	RWY	ROUTING / ALTITUDE
MID 4F	27R	Straight ahead, intercept LON R-257 to D5 LON, turn LEFT, intercept 162° bearing from BUR, cross D8 LON above 3000' (MAX 6000'), D12 LON above 4000' (MAX 6000'), turn RIGHT, intercept MID R-013 inbound, cross D17 LON (D10 MID) above 5000' (MAX 6000'), then cross MID at 6000'.
MID 3G	27L	Straight ahead, intercept LON R-241 to D5.5 LON, turn LEFT, intercept 162° bearing from BUR, cross D8 LON above 3000' (MAX 6000'), D12 LON above 4000' (MAX 6000'), turn RIGHT, intercept MID R-013 inbound, cross D17 LON

EGLL/LHR
HEATHROW

JEPPESEN
17 JAN 14 (10-3K)

LONDON, UK
.SID.

LONDON Control
133.17

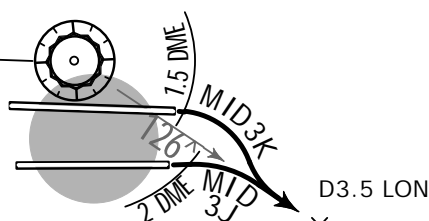
Apt Elev
83'

Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control.
2. SIDs include noise preferential routes (refer to 10-4).
3. Cruising levels will be issued after take-off by LONDON Control.
4. Do not climb above SID levels until instructed by ATC.

MIDHURST THREE JULIETT (MID 3J)
MIDHURST THREE KILO (MID 3K)
RWYS 09R/L DEPARTURES

SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED

LONDON
D(H) 113.6
N51 29.2 W000 28.0



WARNING
No turns below 590'.

WARNING: Due to interaction with
other routes do not climb above
6000' until cleared by ATC.

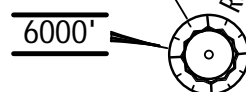
D19 MID
6000'
3000'

D15 MID
6000'
4000'

D12 MID
6000'
5000'

D8 MID
6000'

MIDHURST
D(H) 113.6
N51 03.2 W000 37.5



AVERAGE TRACK MILEAGE
29 NM to MID.

Cross appropriate Noise Monitoring Terminal
(refer to chart 10-4) at or above 1090',
thereafter maintain a minimum climb gradient
of 4% up to 4000'.

MID 3J
5% until D19 MID due to ATC and airspace
purposes.

MID 3K
4.8% until D19 MID due to ATC and airspace
purposes.

Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519
4.8% V/V (fpm)	365	486	729	972	1215	1458
4% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply with SID or climb gradient
inform ATC prior to take-off.

SID	RWY	ROUTING / ALTITUDE
MID 3J	09R	Straight ahead, at LON 2 DME turn RIGHT, intercept LON R-126 to D3.5 LON, turn RIGHT, intercept MID R-027 inbound, cross D19 MID at or above 3000' (MAX 6000'), D15 MID at or above 4000' (MAX 6000'), D12 MID at or above 5000' (MAX 6000'), D8 MID at 6000', then to MID at 6000'.
MID 3K	09L	Straight ahead, at LON 1.5 DME turn RIGHT, intercept LON R-126 to D3.5 LON, turn RIGHT, intercept MID R-027 inbound, cross D19 MID at or above 3000' (MAX 6000'), D15 MID at or above 4000' (MAX 6000'), D12 MID at or

EGLL/LHR
HEATHROW

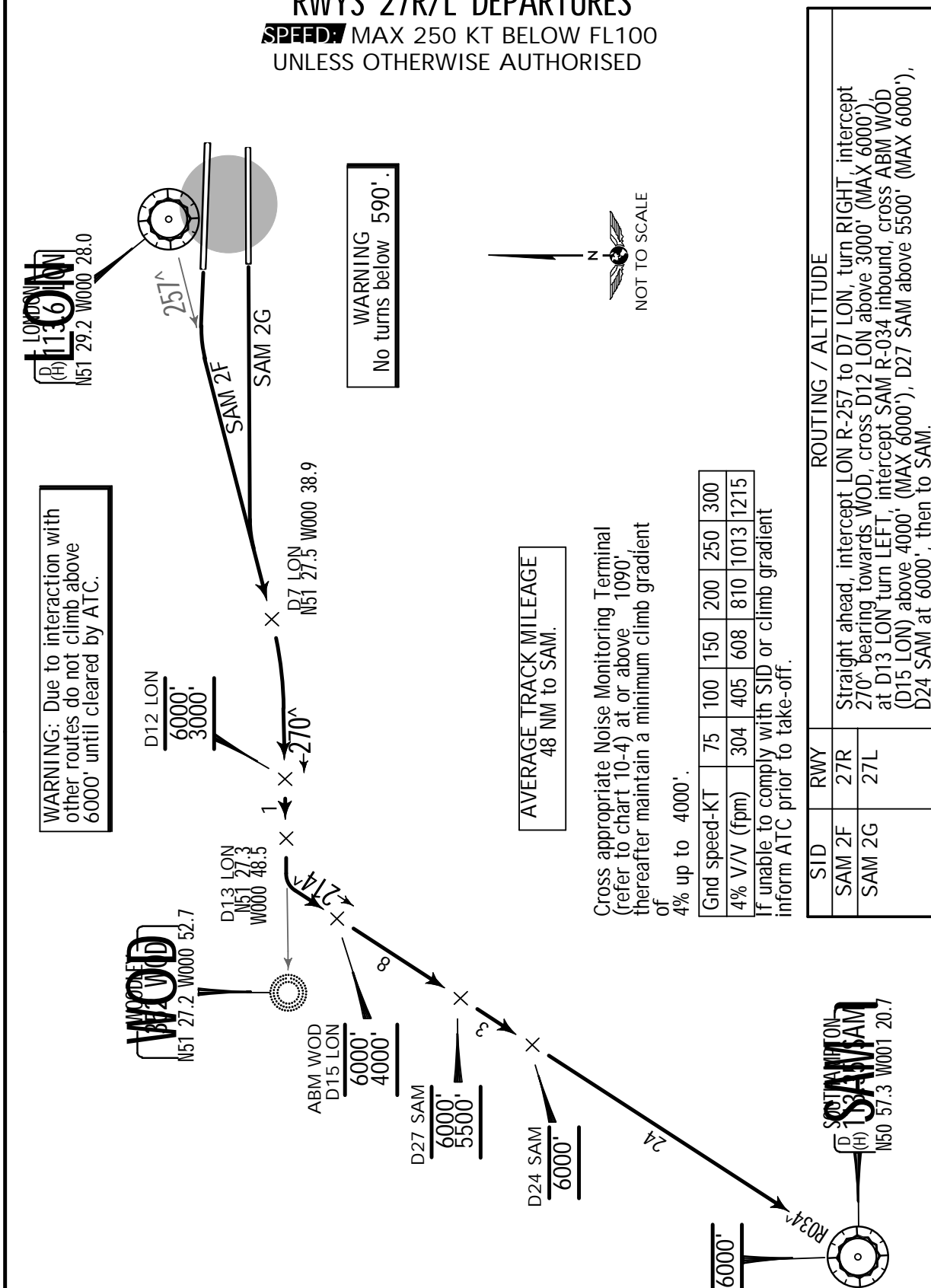
JEPPESSEN
17 JAN 14 (10-3L)

LONDON, UK
.SID.

LONDON Control 134.12	Apt Elev 83'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 10-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID levels until instructed by ATC.
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SOUTHAMPTON TWO FOXTROT (SAM 2F)
SOUTHAMPTON TWO GOLF (SAM 2G)
RWYS 27R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



EGLL/LHR
HEATHROW

JEPPESEN
4 OCT 13 (10-3M) .Eff.17.Oct.

LONDON, UK
.SID.

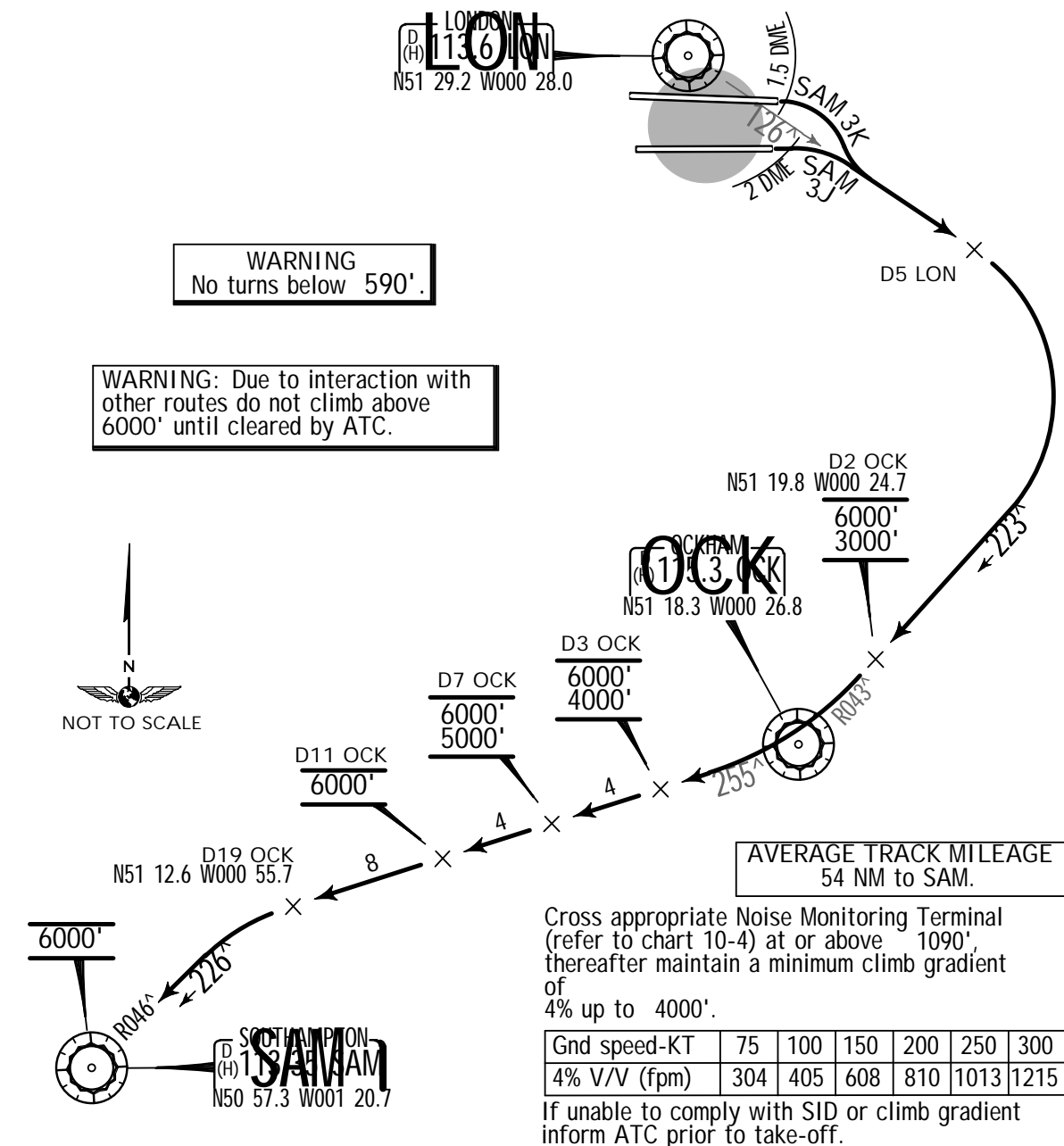
LONDON Control
134.12

Apt Elev
83'

Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control.
2. SIDs include noise preferential routes (refer to 10-4).
3. Cruising levels will be issued after take-off by LONDON Control.
4. Do not climb above SID levels until instructed by ATC.

SOUTHAMPTON THREE JULIETT (SAM 3J) SOUTHAMPTON THREE KILO (SAM 3K) RWYS 09R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



SID	RWY	ROUTING / ALTITUDE
SAM 3J	09R	Straight ahead, at LON 2 DME turn RIGHT, intercept LON R-126 to D5 LON, turn RIGHT, intercept OCK R-043 inbound, cross D2 OCK above 3000' (MAX 6000'), turn RIGHT, intercept OCK R-255, cross D3 OCK above 4000' (MAX 6000'), D7 OCK above 5000' (MAX 6000'), D11 OCK at 6000', at D19 OCK turn LEFT, intercept SAM R-046 inbound to SAM.
SAM 3K	09L	Straight ahead, at LON 1.5 DME turn RIGHT, intercept LON R-126 to D5 LON, turn RIGHT, intercept OCK R-043 inbound, cross D2 OCK above 3000' (MAX 6000'), turn RIGHT, intercept OCK R-255, cross D3 OCK above 4000' (MAX 6000'), D7 OCK above 5000' (MAX 6000'), D11 OCK at 6000', at D19 OCK turn

EGLL/LHR
HEATHROW

JEPPESEN
4 OCT 13 (10-3N) .Eff.17.Oct.

LONDON, UK
.SID.

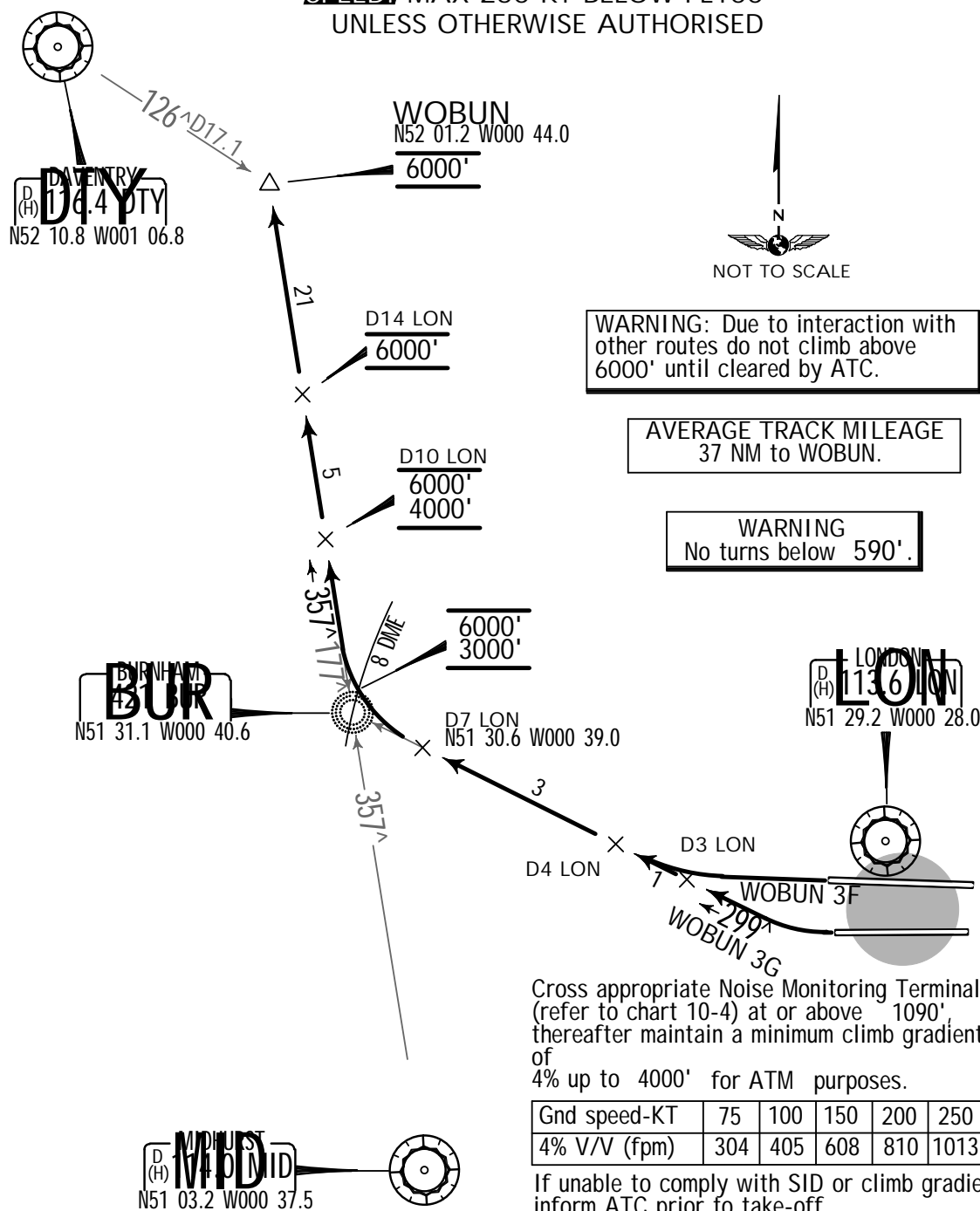
LONDON Control
119.77

Apt Elev
83'

Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control.
2. SIDs include noise preferential routes (refer to 10-4).
3. Cruising levels will be issued after take-off by LONDON Control.
4. Do not climb above SID levels until instructed by ATC.

WOBUN THREE FOXTROT (WOBUN 3F) [WOBUN3F]
WOBUN THREE GOLF (WOBUN 3G) [WOBUN3G]
RWYS 27R/L DEPARTURES

SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



SID	RWY	ROUTING / ALTITUDE
WOBUN 3F	27R	Climb straight ahead, intercept 299° bearing towards BUR by D4 LON to D7 LON, turn RIGHT, intercept 357° bearing from BUR (MID R-357), cross LON 8 DME at or above 3000' (MAX 6000'), D10 LON at or above 4000' (MAX 6000'), D14 LON at 6000' to WOBUN.
WOBUN 3G	27L	Climb straight ahead, intercept 299° bearing towards BUR by D3 LON to D7 LON, turn RIGHT, intercept 357° bearing from BUR (MID R-357), cross LON 8 DME at or above 3000' (MAX 6000'), D10 LON at or above 4000' (MAX

EGLL/LHR
HEATHROW

15 AUG 14 **10-3P** .Eff.25.Aug.

LONDON, UK
.RNAV.SID.

LONDON Control
134.125

Apt Elev
83'

- Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude.
 2. SIDs include noise preferential routes.
 3. Cruising levels will be issued after take-off by LONDON Control.
 4. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.
 5. EXPECT close-in obstacles.

CPT 1A RWY 27R RNAV DEPARTURE

RNAV 1 (DME/DME OR GNSS)

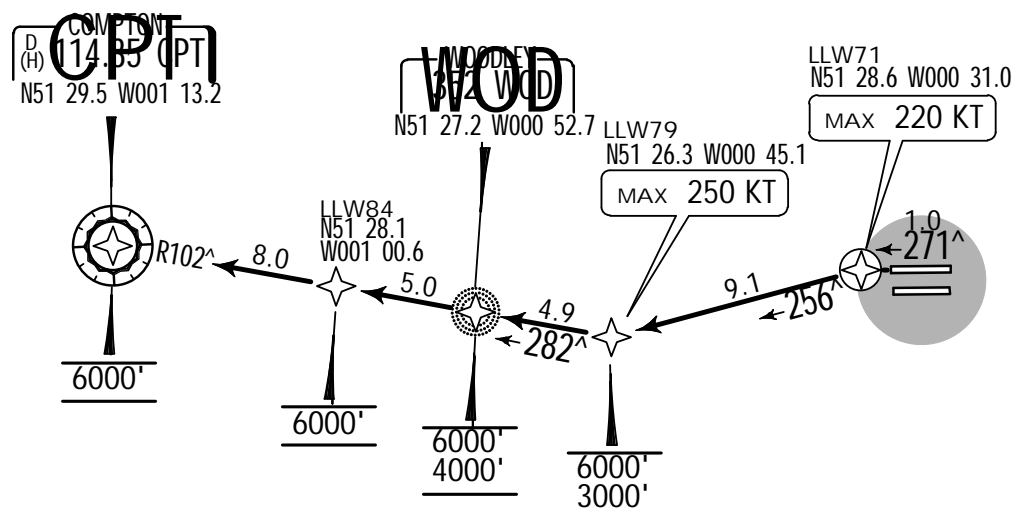
ONLY AVAILABLE TO ACFT EQUIPPED AND APPROVED
IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
NON-APPROVED ACFT USE CONVENTIONAL COMPTON SID

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

TRIAL PROCEDURE

WARNING
No turns below 590'.

WARNING
Due to interaction with other routes do not
climb above 6000' unless cleared by ATC.



ROUTING

EGLL/LHR
HEATHROW

15 AUG 14 **10-3Q** .Eff.25.Aug.

LONDON, UK
.RNAV.SID.

LONDON Control
134.125

Apt Elev
83'

- Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude.
 2. SIDs include noise preferential routes.
 3. Cruising levels will be issued after take-off by LONDON Control.
 4. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.
 5. EXPECT close-in obstacles.

CPT 1B RWY 27L RNAV DEPARTURE

RNAV 1 (DME/DME OR GNSS)

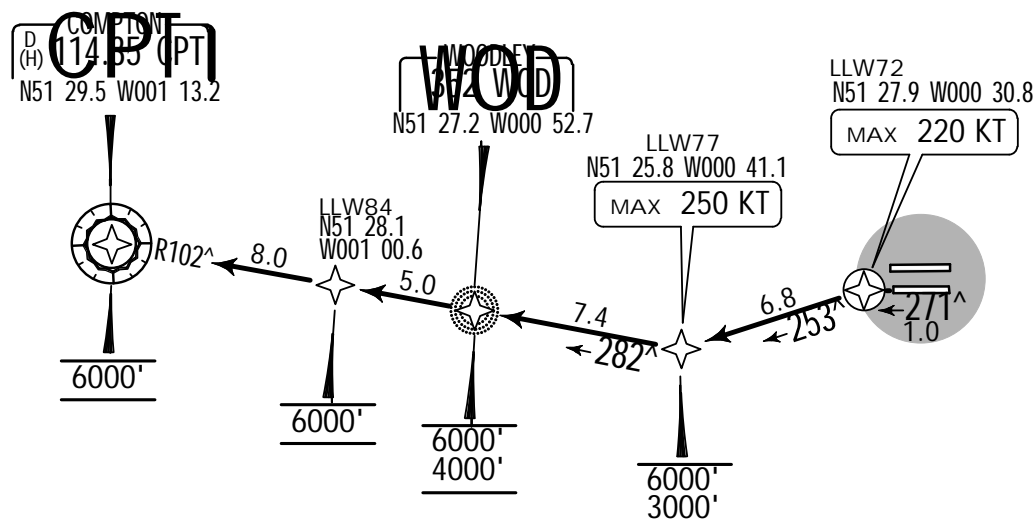
ONLY AVAILABLE TO ACFT EQUIPPED AND APPROVED
IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
NON-APPROVED ACFT USE CONVENTIONAL COMPTON SID

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

TRIAL PROCEDURE

WARNING
No turns below 590'.

WARNING
Due to interaction with other routes do not
climb above 6000' unless cleared by ATC.



ROUTING

EGLL/LHR
HEATHROW

15 AUG 14 **10-3S** .Eff.25.Aug.

LONDON, UK
.RNAV.SID.

LONDON Control
133.175

Apt Elev
83'

- Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude.
 2. SIDs include noise preferential routes.
 3. Cruising levels will be issued after take-off by LONDON Control.
 4. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.
 5. EXPECT close-in obstacles.

DOKEN 2A [DOKE2A] RWY 27R RNAV DEPARTURE RNAV 1 (DME/DME OR GNSS)

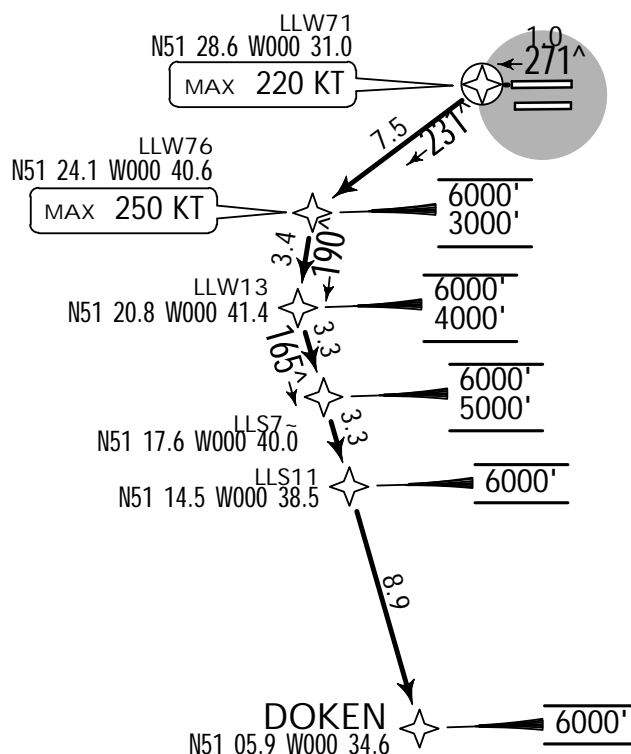
ONLY AVAILABLE TO ACFT EQUIPPED AND APPROVED
IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
NON-APPROVED ACFT USE CONVENTIONAL MIDHURST SID

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

TRIAL PROCEDURE

WARNING
No turns below 590'.

WARNING
Due to interaction with other routes do not
climb above 6000' unless cleared by ATC.



ROUTING

Climb straight ahead to LLW71 turn LEFT to LLW76 turn LEFT to LLW13 turn LEFT to

EGLL/LHR
HEATHROW

JEPPESEN
15 AUG 14 (10-3T) .Eff.25.Aug.

LONDON, UK
.RNAV.SID.

LONDON Control
133.175

Apt Elev
83'

- Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude.
 2. SIDs include noise preferential routes.
 3. Cruising levels will be issued after take-off by LONDON Control.
 4. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.
 5. EXPECT close-in obstacles.

DOKEN 2B [DOKE2B] RWY 27L RNAV DEPARTURE

RNAV 1 (DME/DME OR GNSS)

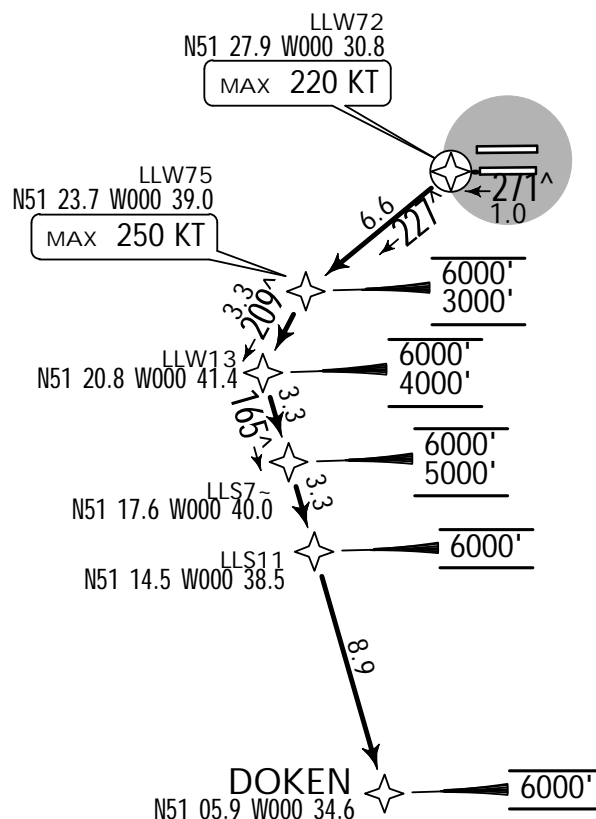
ONLY AVAILABLE TO ACFT EQUIPPED AND APPROVED
IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
NON-APPROVED ACFT USE CONVENTIONAL MIDHURST SID

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

TRIAL PROCEDURE

WARNING
No turns below 590'.

WARNING
Due to interaction with other routes do not
climb above 6000' unless cleared by ATC.



ROUTING

Climb straight ahead to LLW72, turn LEFT to LLW75, turn LEFT to LLW13, turn LEFT to

EGLL/LHR
HEATHROW

JEPPESEN
15 AUG 14 (10-3U) .Eff.25.Aug.

LONDON, UK
.RNAV.SID.

LONDON Control
133.175

Apt Elev
83'

- Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude.
 2. SIDs include noise preferential routes.
 3. Cruising levels will be issued after take-off by LONDON Control.
 4. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.
 5. EXPECT close-in obstacles.

MID 2N RWY 09R RNAV DEPARTURE

RNAV 1 (DME/DME OR GNSS)

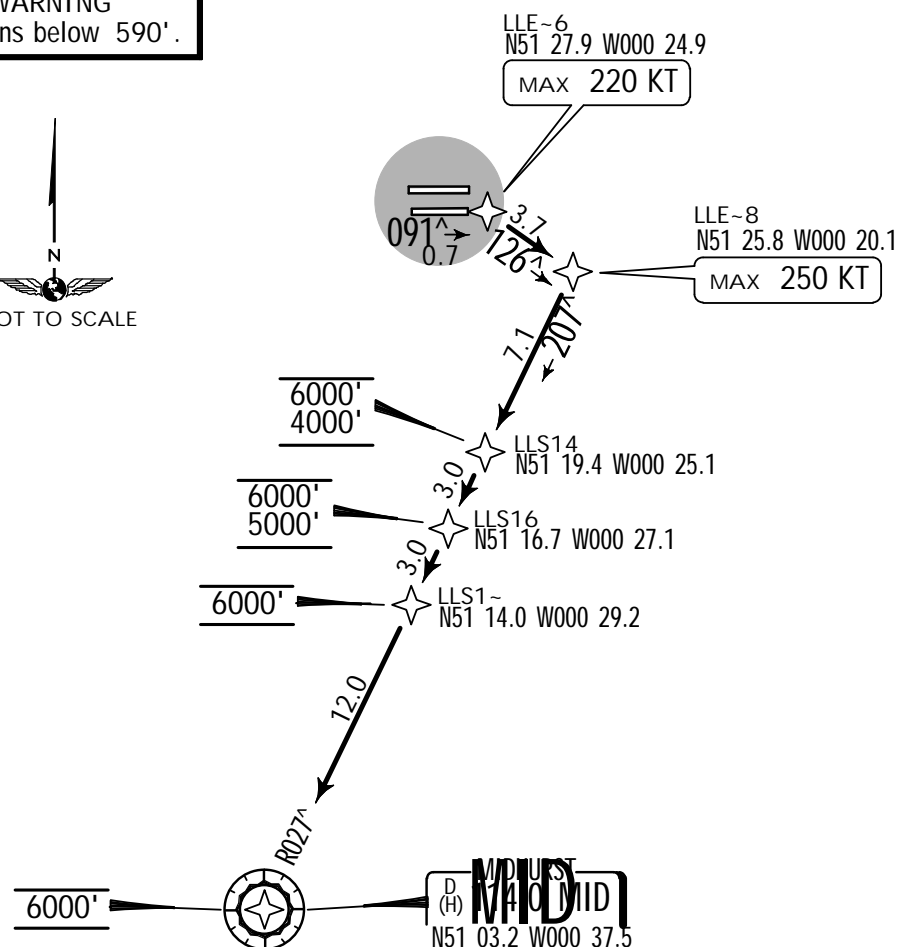
ONLY AVAILABLE TO APPROVED PARTICIPATING ACFT WHICH ARE EQUIPPED
AND OPERATED IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
NON-APPROVED ACFT USE CONVENTIONAL MIDHURST SID

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

TRIAL PROCEDURE

WARNING
Due to interaction with other routes do not
climb above 6000' unless cleared by ATC.

WARNING
No turns below 590'.



ROUTING

Climb straight ahead to LLE06. turn RIGHT to LLE08. turn RIGHT to LLS14 - LLS16 - LLS10 -

EGLL/LHR
HEATHROW

JEPPESSEN
15 AUG 14 10-3V .Eff.25.Aug.

LONDON, UK
.RNAV.SID.

LONDON Control
133.175

Apt Elev
83'

- Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude.
 2. SIDs include noise preferential routes.
 3. Cruising levels will be issued after take-off by LONDON Control.
 4. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

MID 20 RWY 09L RNAV DEPARTURE

RNAV 1 (DME/DME OR GNSS)

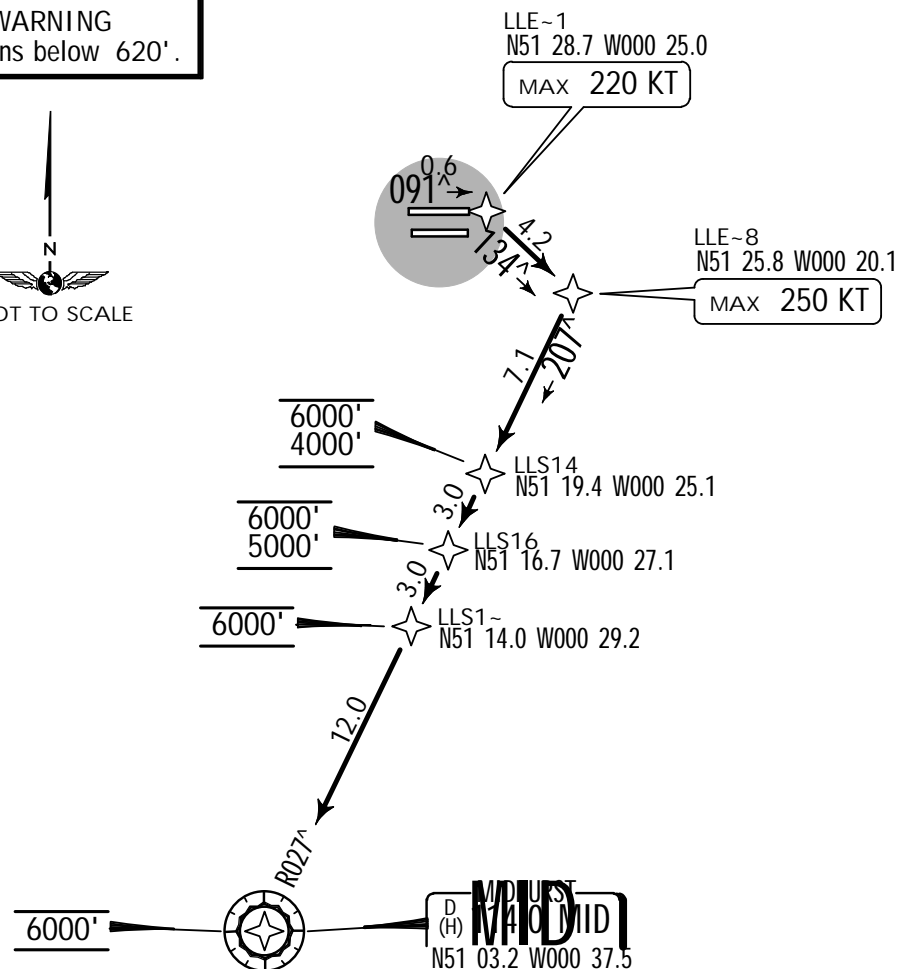
ONLY AVAILABLE TO APPROVED PARTICIPATING ACFT WHICH ARE EQUIPPED
AND OPERATED IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
NON-APPROVED ACFT USE CONVENTIONAL MIDHURST SID

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

TRIAL PROCEDURE

WARNING
Due to interaction with other routes do not
climb above 6000' unless cleared by ATC.

WARNING
No turns below 620'.



ROUTING

Climb straight ahead to LLE01. turn RIGHT to LLE08. turn RIGHT to LLS14 - LLS16 - LLS10 -

EGLL/LHR
HEATHROW

LONDON, UK
.RNAV.SID.

Apt Elev
83'

Trans level: Bv ATC Trans alt: 6000'

1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferential routes.
3. Cruising levels will be issued after take-off by LONDON Control.
4. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.
5. EXPECT close-in obstacles.

PIBUG 1N [PIBU1N]
RWY 09R RNAV DEPARTURE
RNAV 1 (DME/DME OR GNSS)

ONLY AVAILABLE TO APPROVED PARTICIPATING ACFT WHICH ARE EQUIPPED AND OPERATED IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
NON-APPROVED ACFT USE CONVENTIONAL COMPTON SID

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

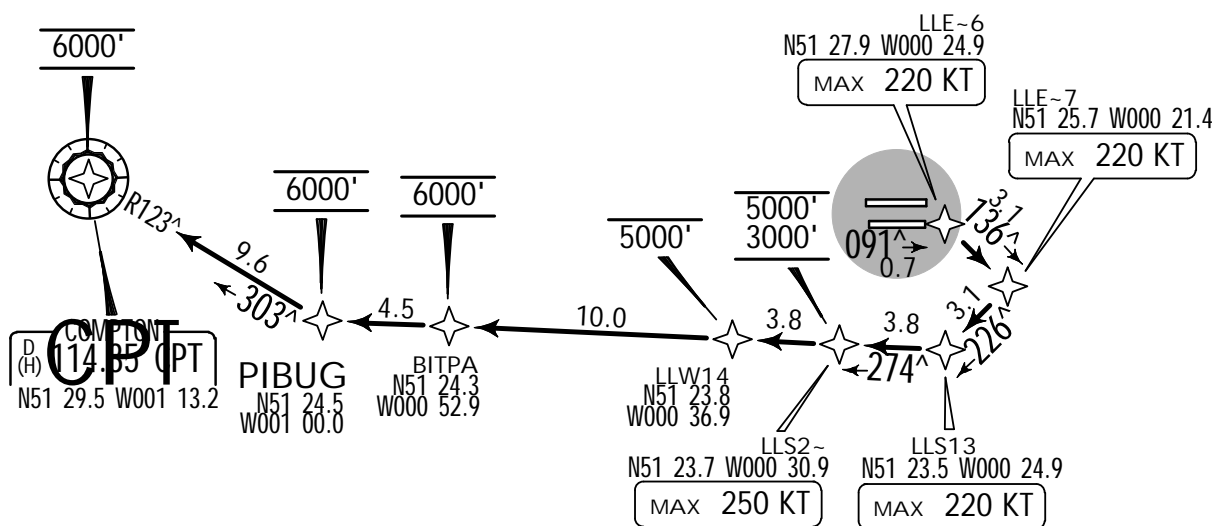
TRIAL PROCEDURE

WARNING

Due to interaction with other routes do not climb above 6000' unless cleared by ATC.

WARNING

No turns below 590'.



ROUTING

Climb straight ahead to LLE06, turn RIGHT to LLE07, turn RIGHT to LLS13, turn RIGHT to

EGLL/LHR
HEATHROWJEPPESEN
19 SEP 14 10-3XLONDON, UK
.RNAV.SID.Apt Elev
83'

Trans level: By ATC Trans alt: 6000'

1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferential routes.
3. Cruising levels will be issued after take-off by LONDON Control.
4. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

PIBUG 1Q [PIBU1Q] RWY 09L RNAV DEPARTURE RNAV 1 (DME/DME OR GNSS)

ONLY AVAILABLE TO APPROVED PARTICIPATING ACFT WHICH ARE EQUIPPED AND OPERATED IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
NON-APPROVED ACFT USE CONVENTIONAL COMPTON SID

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

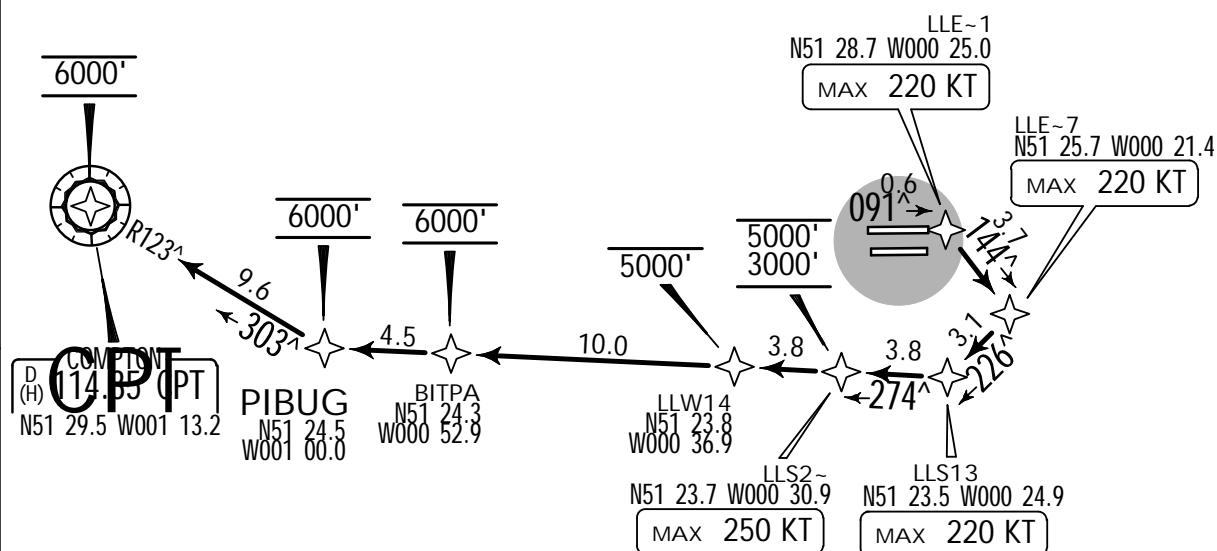
TRIAL PROCEDURE

WARNING

Due to interaction with other routes do not climb above 6000' unless cleared by ATC.

WARNING

No turns below 620'.



NOT TO SCALE

ROUTING

Climb straight ahead to LLE01. turn RIGHT to LLE07. turn RIGHT to LLS13. turn RIGHT to

EGLL/LHR
HEATHROW

15 AUG 14 **10-3X1** .Eff.25.Aug.

LONDON, UK
.RNAV.SID.

LONDON Control
134.125

Apt Elev
83'

- Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude.
 2. SIDs include noise preferential routes.
 3. Cruising levels will be issued after take-off by LONDON Control.
 4. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.
 5. EXPECT close-in obstacles.

SAM 1A RWY 27R RNAV DEPARTURE

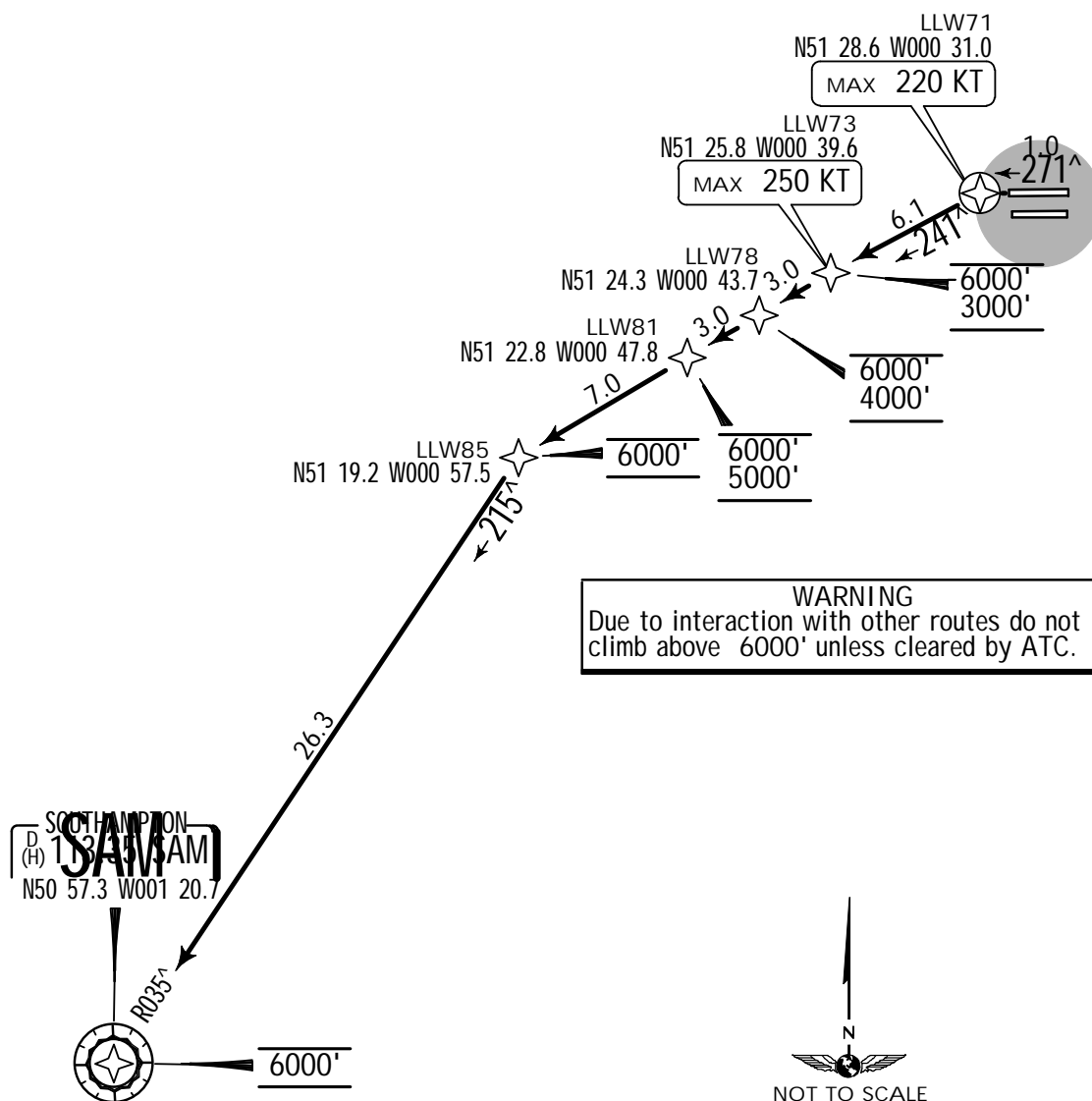
RNAV 1 (DME/DME OR GNSS)

ONLY AVAILABLE TO ACFT EQUIPPED AND APPROVED
IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
NON-APPROVED ACFT USE CONVENTIONAL SOUTHAMPTON SID

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

TRIAL PROCEDURE

WARNING
No turns below 590'.



ROUTING

Climb straight ahead to LLW71. turn LEFT to LLW73 - LLW78 - LLW81 - LLW85. turn LEFT to

EGLL/LHR
HEATHROW

15 AUG 14 **10-3X2** .Eff.25.Aug.

LONDON, UK
.RNAV.SID.

LONDON Control
134.125

Apt Elev
83'

- Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude.
 2. SIDs include noise preferential routes.
 3. Cruising levels will be issued after take-off by LONDON Control.
 4. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.
 5. EXPECT close-in obstacles.

SAM 1B RWY 27L RNAV DEPARTURE

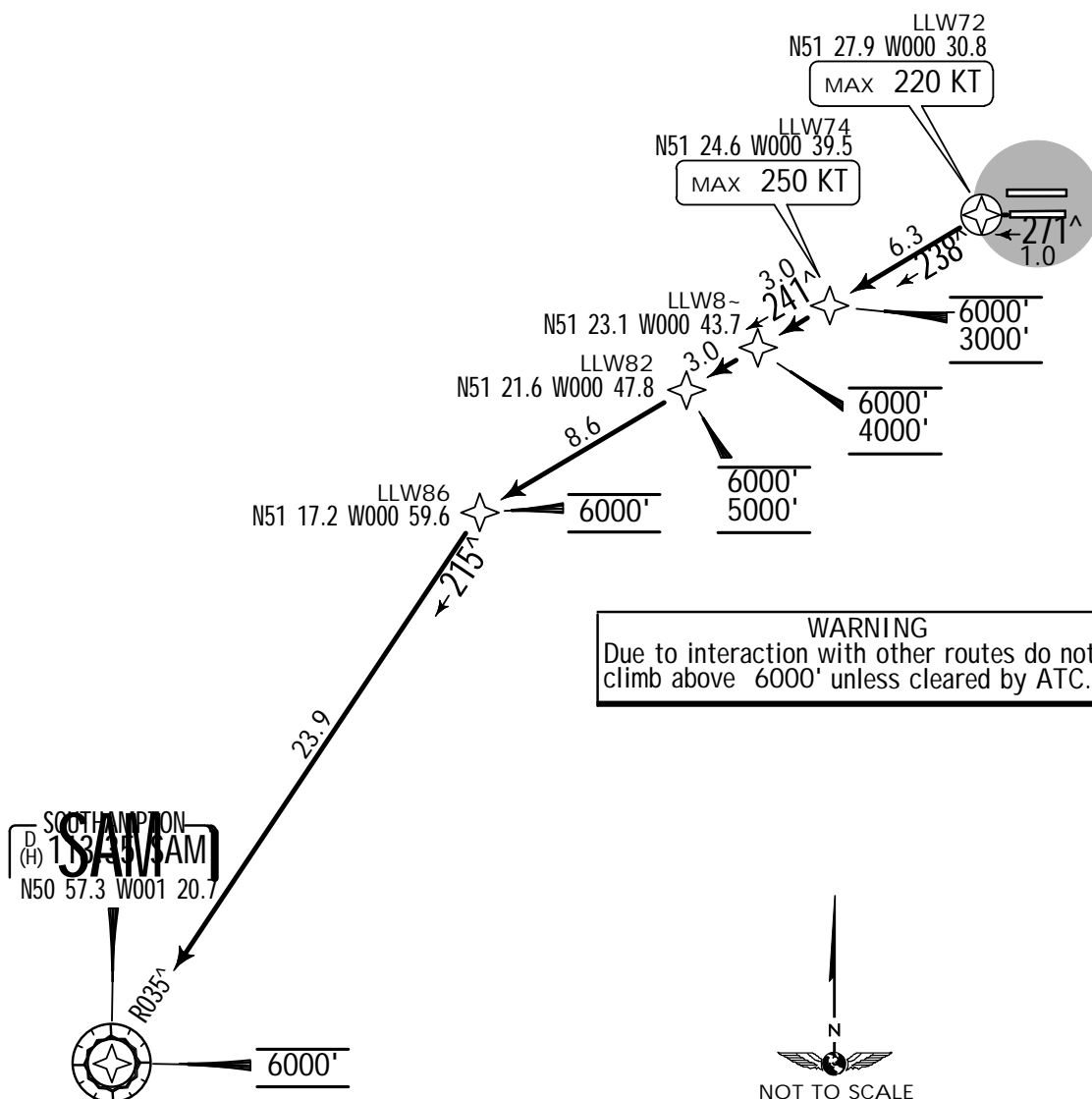
RNAV 1 (DME/DME OR GNSS)

ONLY AVAILABLE TO ACFT EQUIPPED AND APPROVED
IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
NON-APPROVED ACFT USE CONVENTIONAL SOUTHAMPTON SID

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

TRIAL PROCEDURE

WARNING
No turns below 590'.



ROUTING

Climb straight ahead to 11W72 turn LEFT to 11W74 turn RIGHT to 11W80 - 11W82 - 11W86

EGLL/LHR
HEATHROW

15 AUG 14 **10-3X3** .Eff.25.Aug.

LONDON, UK
.RNAV.SID.

LONDON Control
134.125

Apt Elev
83'

- Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude.
 2. SIDs include noise preferential routes.
 3. Cruising levels will be issued after take-off by LONDON Control.
 4. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.
 5. EXPECT close-in obstacles.

SAM 1N RWY 09R RNAV DEPARTURE

RNAV 1 (DME/DME OR GNSS)

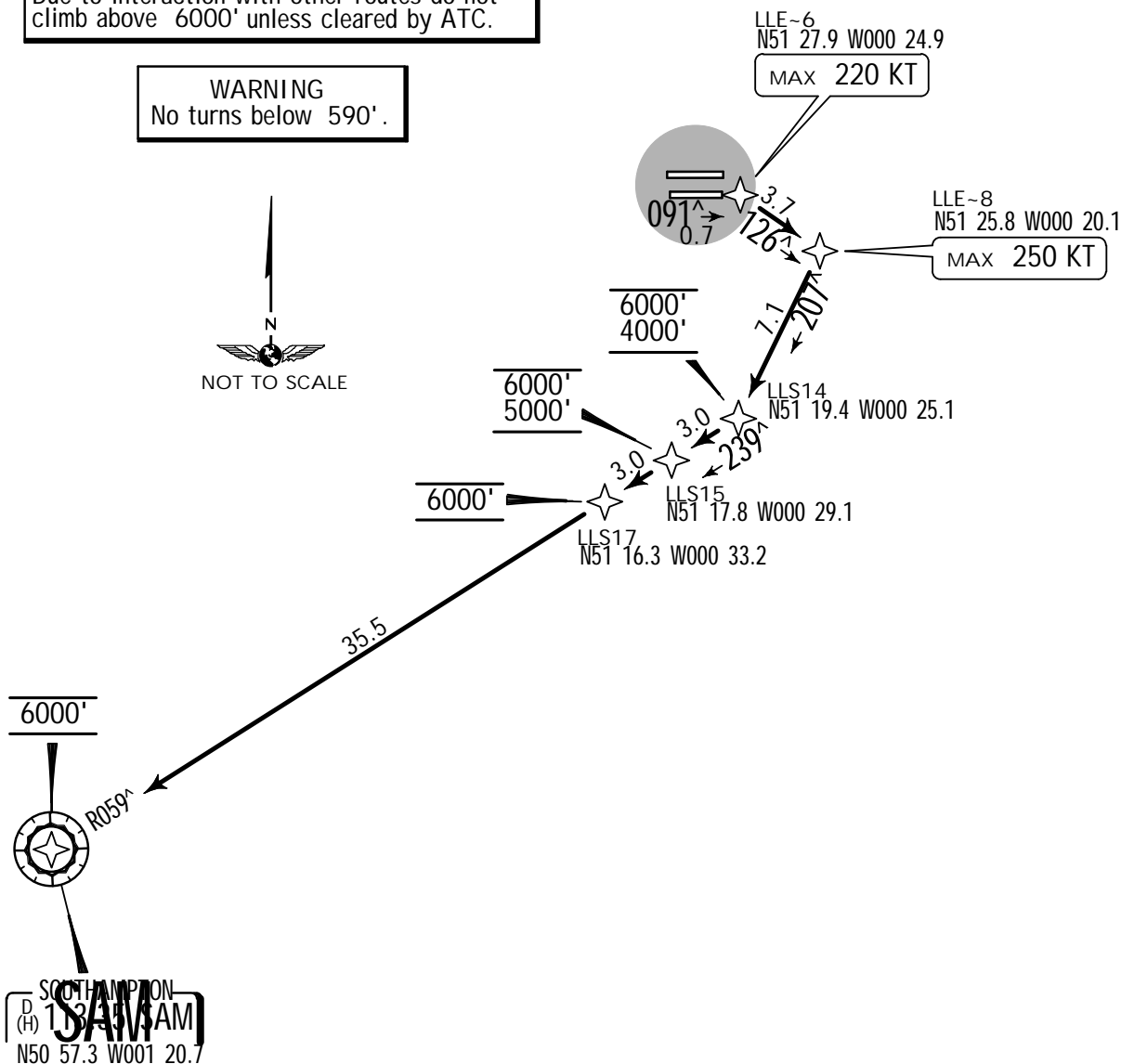
ONLY AVAILABLE TO APPROVED PARTICIPATING ACFT WHICH ARE EQUIPPED
AND OPERATED IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
NON-APPROVED ACFT USE CONVENTIONAL SOUTHAMPTON SID

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

TRIAL PROCEDURE

WARNING
Due to interaction with other routes do not
climb above 6000' unless cleared by ATC.

WARNING
No turns below 590'.



ROUTING

Climb straight ahead to LLE06. turn RIGHT to LLE08. turn RIGHT to LLS14. turn RIGHT to

EGLL/LHR
HEATHROW

 **JEPPESEN**
15 AUG 14 **10-3X4** .Eff.25.Aug.

LONDON, UK
.RNAV.SID.

LONDON Control
134.125

Apt Elev
83'

- Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude.
 2. SIDs include noise preferential routes.
 3. Cruising levels will be issued after take-off by LONDON Control.
 4. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

SAM 1Q RWY 09L RNAV DEPARTURE

RNAV 1 (DME/DME OR GNSS)

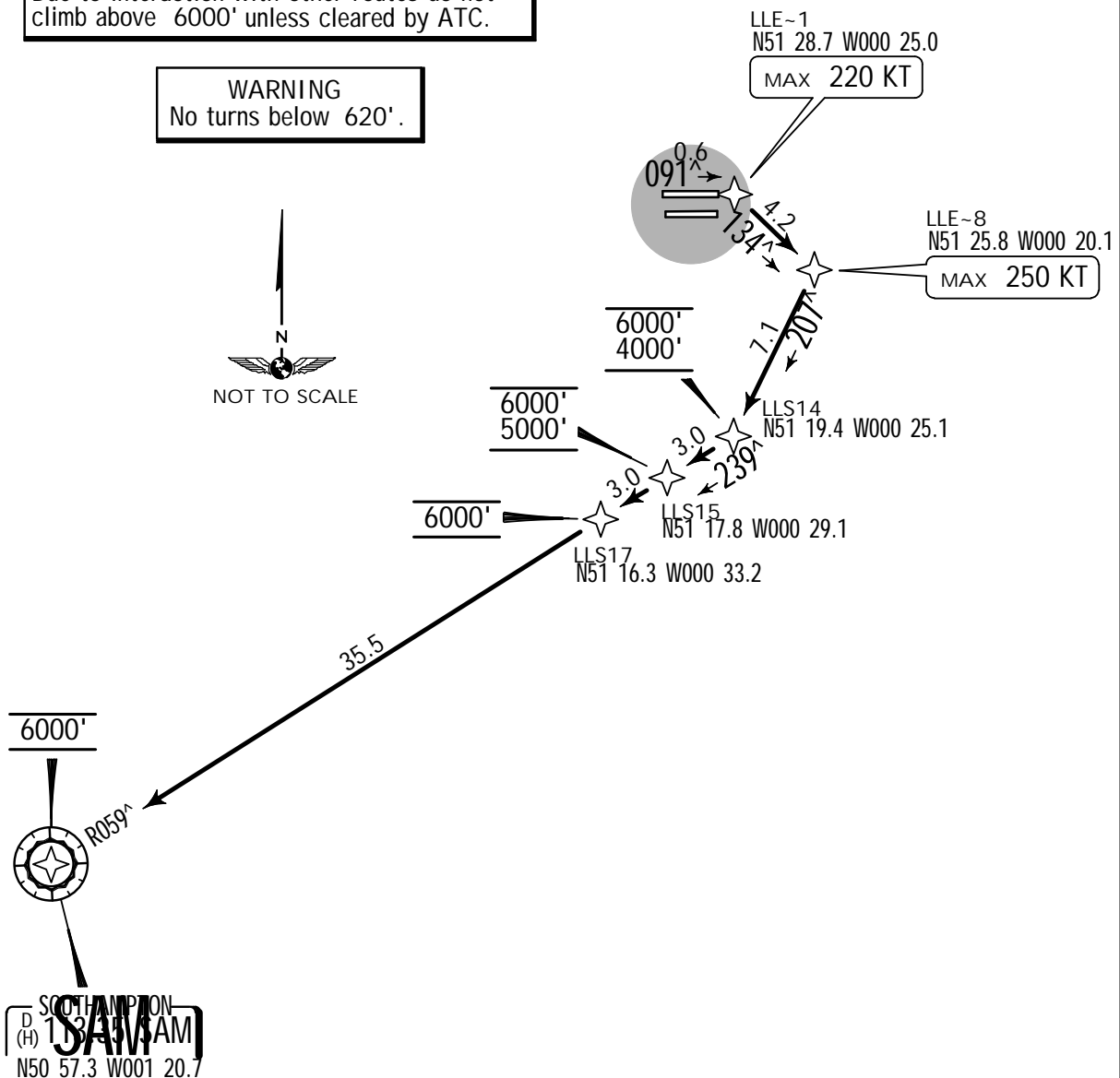
ONLY AVAILABLE TO APPROVED PARTICIPATING ACFT WHICH ARE EQUIPPED
AND OPERATED IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
NON-APPROVED ACFT USE CONVENTIONAL SOUTHAMPTON SID

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

TRIAL PROCEDURE

WARNING
Due to interaction with other routes do not
climb above 6000' unless cleared by ATC.

WARNING
No turns below 620'.



ROUTING

Climb straight ahead to LLE01. turn RIGHT to LLE08. turn RIGHT to LLS14. turn RIGHT to

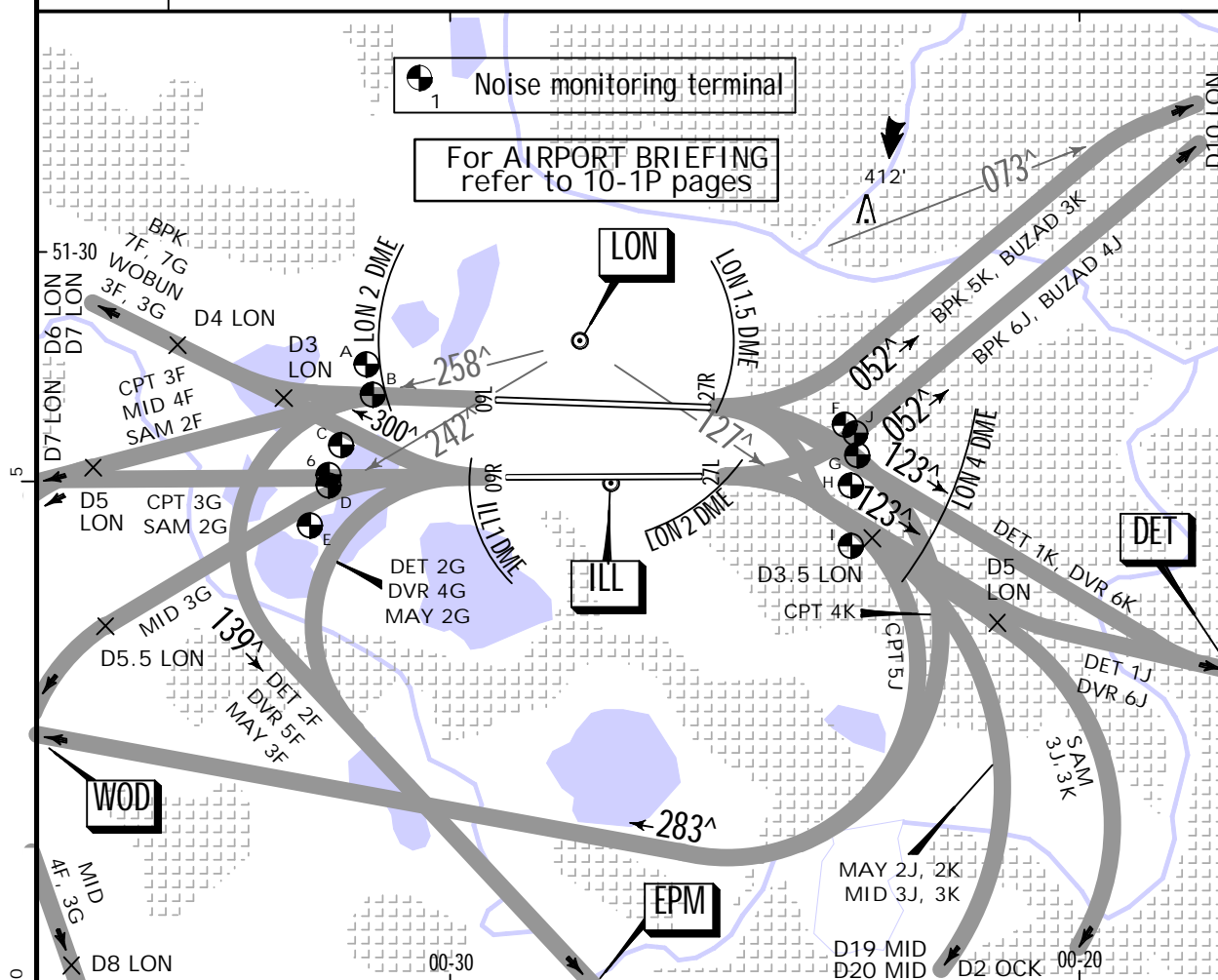
EGLL/LHR
HEATHROW

JEPPESSEN

2 JUL 10 10-4

LONDON, UK
.NOISE.Apt Elev
83'

NOISE ABATEMENT



The operation limits as specified in para 3.3.1 (refer to Airport Briefing Page 10-1P7) shall be adjusted in respect of any noise monitoring terminal to take account of the location and its ground elevation relative to the aerodrome elevation as follows:

NOISE MONITORING TERMINAL/LOCATION/NAME	ELEVATION ABOVE AERODROME	ADJUSTMENT db(A)
6 N51 27.9 W000 32.0 Thames Water, Wraysbury	- 6m	- 0.3
A N51 29.0 W000 31.4 Colnbrook	- 4m	+ 2.3
B N51 28.7 W000 31.3 Poyle	- 4m	+ 4.8
C N51 28.2 W000 31.8 Horton	- 6m	- 0.3
D N51 27.8 W000 32.0 Coppermill	- 7m	- 0.6
E N51 27.4 W000 32.3 Wraysbury Reservoir (South)	- 7m	- 1.0
F N51 28.4 W000 23.8 Hounslow West	- 3m	+ 0.9
G N51 28.1 W000 23.6 Hounslow Cavalry Barracks	- 3m	- 0.1
H N51 27.8 W000 23.7 Hounslow Heath	- 3m	+ 1.2
I N51 27.2 W000 23.7 East Feltham	- 4m	- 0.3
J N51 28.2 W000 23.6 Hounslow Cavalry Barracks North	- 3m	- 0.2

If the aircraft was required to take-off with a tailwind an amount of the noise recorded at the noise monitor should be disregarded.

Tailwind component	≤1 KT	≤2 KT	≤3 KT	≤4 KT	>4 KT
Amount to be disregarded	0.4 dB	0.8 dB	1.2 dB	1.6 dB	2.0 dB

EGLL/LHR

Apt Elev **83'**
N51 28.7 W000 27.7

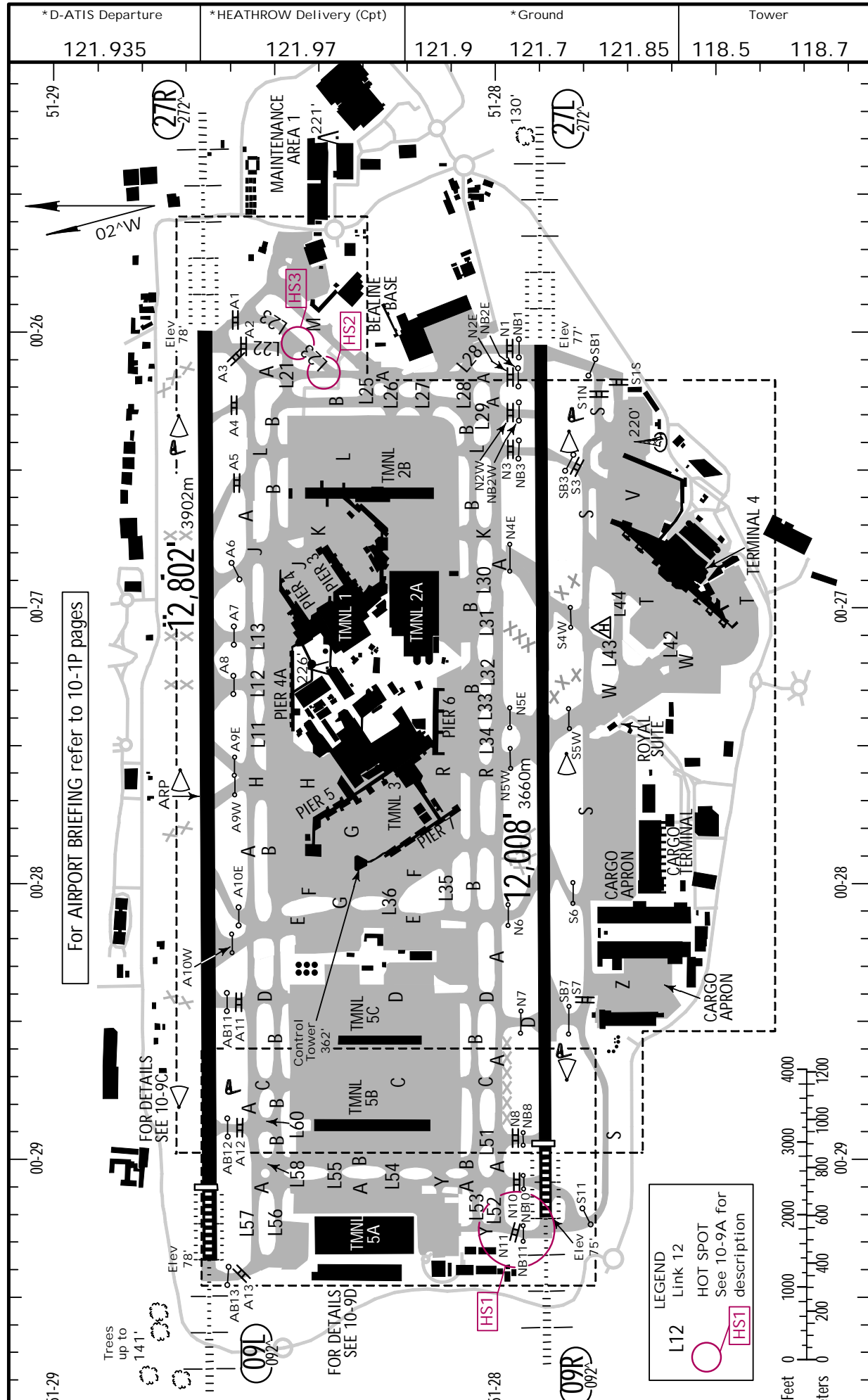
18 JUL 14

(10-9)

JEPPESEN

LONDON, UK

HEATHROW



EGLL/LHR



18 JUL 14

(10-9A)

LONDON, UK

HEATHROW

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
09L 1 27R	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) RVR		11,795' 3595m	10,823' 3299m	2	164' 50m
			12,743' 3884m	11,649' 3551m		

1 RWY grooved.

2 TAKE-OFF RUN AVAILABLE

RWY 09L:

From rwy head 12,802' (3902m)
 twy A12 int 11,043' (3366m)
 twy A11 int 9321' (2841m)
 twy A10W int 8750' (2667m)
 twy A10E int 7733' (2357m)

(not avbl during hours of darkness)

RWY 27R:

From rwy head 12,743' (3884m)
 twy A4 int 11,663' (3555m)
 twy A5 int 10,335' (3150m)
 twy A6 int 9446' (2879m)
 twy A7 int 8642' (2634m)
 twy A8 int 7976' (2431m)

09R 3 27L	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) RVR	11,001' 3353m	9968' 3038m	5	164' 50m
	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) 4 RVR		10,914' 3327m		

3 RWY grooved.

4 HST - N6

5 TAKE-OFF RUN AVAILABLE

RWY 09R:

From rwy head 12,008' (3660m)
 twy N10 int 11,585' (3531m)
 twy N8 int 11,001' (3353m)
 twy N7, SB7 int 9364' (2854m)
 twy N6 int 7635' (2327m)
 twy S6 int 7369' (2246m)

RWY 27L:

From rwy head 12,008' (3660m)
 twy N2E int 11,601' (3536m)
 twy N2W int 11,093' (3381m)
 twy N3 int 10,581' (3225m)
 twy S3 int 10,541' (3213m)
 twy N4E, S4W int 8878' (2706m)

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1

Pilots are to ensure they have clearance to enter the RWY before crossing the holding point.

HS2

Pilots are to maintain a good lookout at all times and are responsible for wing tip clearance.

HS3

SEQUENCING OF AIRCRAFT GROUND MOVEMENTS
FOR TAKE-OFF IN LOW VISIBILITY

When the reported RVR is below 400m do not request start-up until the reported RVR is equal to or greater than the appropriate value as shown below:

AIRCRAFT TAKE-OFF MINIMA	MINIMUM RVR FOR START-UP
350m RVR	300m
300m RVR	250m
250m RVR	200m
200m RVR	150m
150m RVR	150m
100m RVR	100m
75m RVR	75m

Standard.

TAKE-OFF 1

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

1 Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

EGLL/LHR

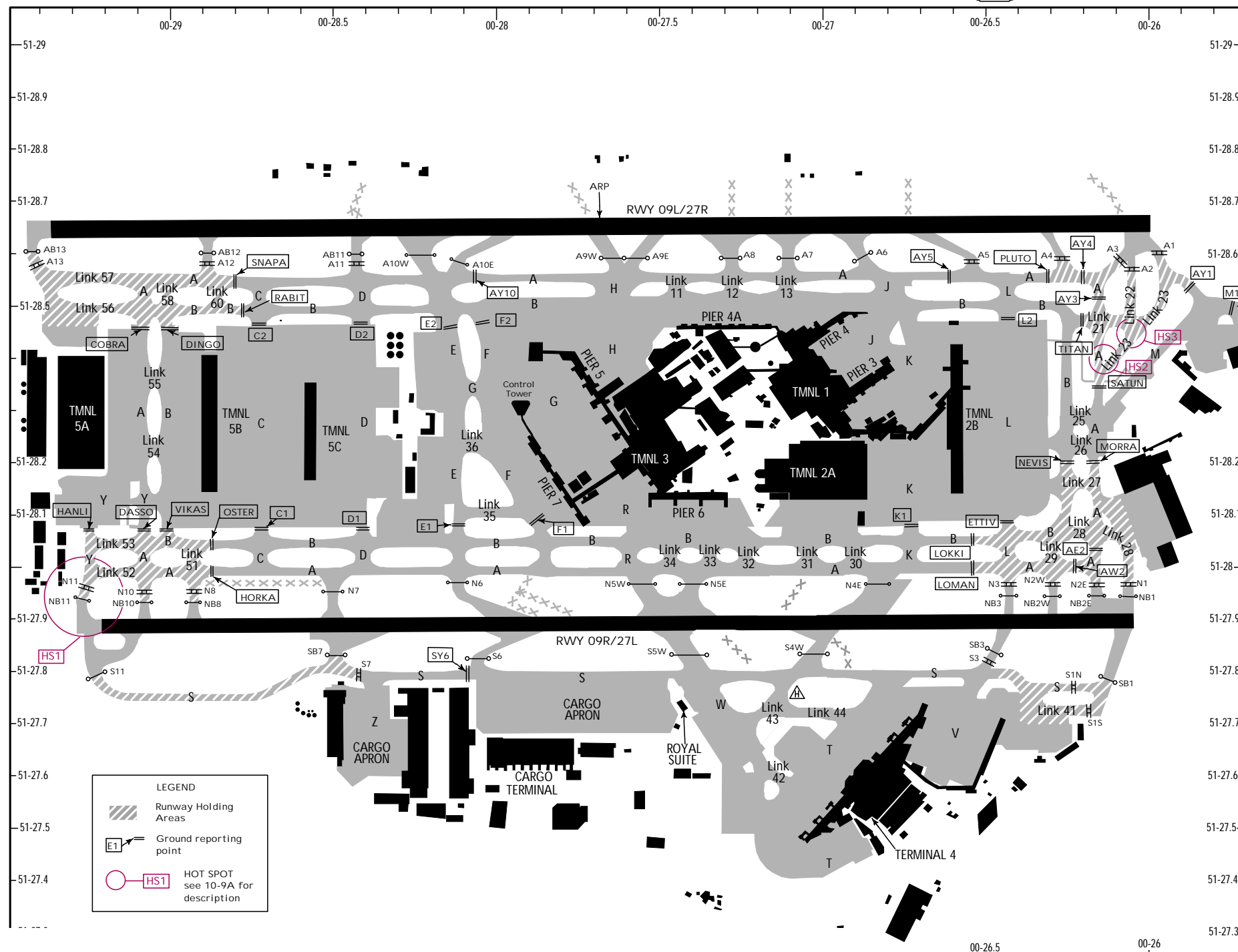
JEPPESEN

LONDON, UK

19 SEP 14

10-9B

HEATHROW



EGLL/LHR

JEPPESEN

LONDON, UK

19 SEP 14

10-9C

HEATHROW



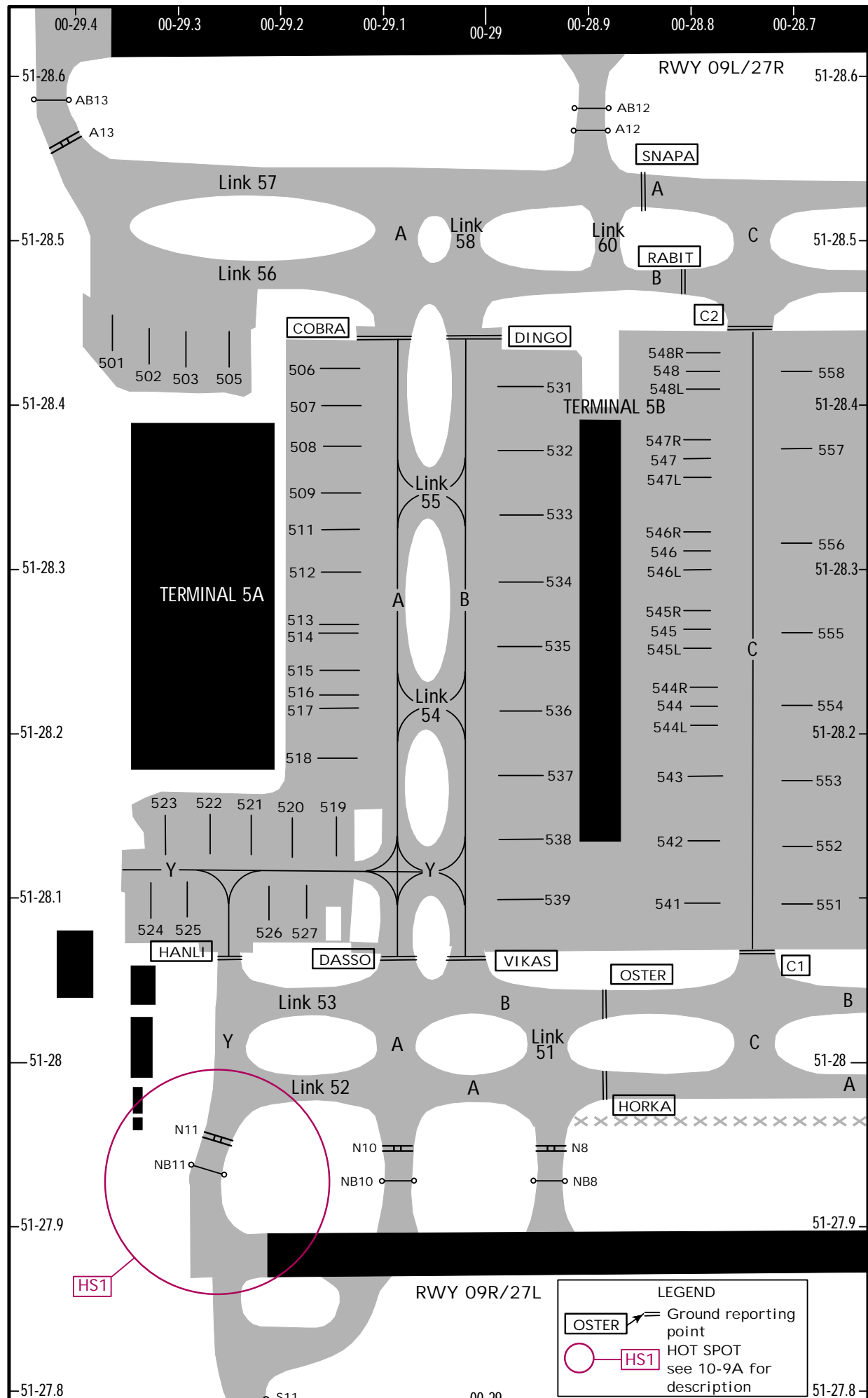
EGLL/LHR

JEPPESEN

LONDON, UK

19 SEP 14 (10-9D)

HEATHROW



EGLL/LHR

 **JEPPESEN**
19 SEP 14 (10-9E)
LONDON, UK
HEATHROW

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
101	N51 28.5 W000 27.1	305, 305L/R	N51 28.1 W000 27.4
102	N51 28.4 W000 27.0	307	N51 28.1 W000 27.5
103	N51 28.5 W000 27.1	309	N51 28.1 W000 27.6
104	N51 28.4 W000 27.0	311	N51 28.2 W000 27.6
105	N51 28.5 W000 27.0	313	N51 28.1 W000 27.7
106	N51 28.4 W000 26.9	316	N51 28.1 W000 27.8
108	N51 28.5 W000 26.9	317	N51 28.1 W000 27.9
109	N51 28.5 W000 27.0	318	N51 28.2 W000 27.7
110	N51 28.5 W000 26.9	319	N51 28.2 W000 27.9
117, 119	N51 28.4 W000 26.9	320	N51 28.2 W000 27.8
120, 121, 121L	N51 28.4 W000 26.8	321	N51 28.2 W000 28.0
121R	N51 28.4 W000 26.9	322	N51 28.3 W000 27.8
122	N51 28.3 W000 26.8	323	N51 28.2 W000 27.7
139, 141	N51 28.3 W000 26.7	325	N51 28.3 W000 27.7
174, 176	N51 28.5 W000 27.2	326	N51 28.4 W000 27.6
178, 180, 182	N51 28.5 W000 27.3	327	N51 28.3 W000 27.7
184, 186, 188	N51 28.5 W000 27.4	328	N51 28.4 W000 27.7
192, 192L	N51 28.5 W000 27.5	329	N51 28.3 W000 27.8
192R	N51 28.5 W000 27.6	330	N51 28.4 W000 27.7
231 thru 233R	N51 28.4 W000 26.7	331	N51 28.3 W000 27.8
247	N51 28.4 W000 26.5	332, 334	N51 28.5 W000 27.8
247L	N51 28.3 W000 26.5	335	N51 28.4 W000 27.9
247R thru 249	N51 28.4 W000 26.5	336	N51 28.5 W000 27.9
254, 255	N51 28.3 W000 26.4	340, 340L/R	N51 28.5 W000 28.0
256 thru 258	N51 28.4 W000 26.4	342	N51 28.4 W000 28.0
258L	N51 28.5 W000 26.4	350 thru 354	N51 28.4 W000 27.6
258R	N51 28.4 W000 26.4	355	N51 28.5 W000 27.6
301	N51 28.1 W000 27.3	363	N51 28.2 W000 28.0
303L	N51 28.1 W000 27.4	364	N51 28.3 W000 27.9
303, 303R	N51 28.1 W000 27.3	365	N51 28.3 W000 28.0

EGLL/LHR


JEPPESEN
 13 SEP 13 (10-9F)

LONDON, UK
 HEATHROW
INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
401	N51 27.5 W000 26.9	547L thru 548L	N51 28.4 W000 28.8
402	N51 27.5 W000 27.0	548R	N51 28.5 W000 28.8
403	N51 27.4 W000 27.0	551	N51 28.1 W000 28.7
405	N51 27.5 W000 27.1	552 thru 554	N51 28.2 W000 28.7
406	N51 27.6 W000 27.1	555, 556	N51 28.3 W000 28.7
407, 408	N51 27.6 W000 27.0	557, 558	N51 28.4 W000 28.7
409, 410	N51 27.7 W000 26.9	561, 562	N51 28.4 W000 28.5
411	N51 27.7 W000 26.8	563, 564	N51 28.3 W000 28.5
412	N51 27.8 W000 26.8	565, 566	N51 28.2 W000 28.5
414 thru 419	N51 27.7 W000 26.6	567, 568	N51 28.1 W000 28.5
420	N51 27.7 W000 26.7	572	N51 28.4 W000 28.4
421	N51 27.6 W000 26.7	573	N51 28.3 W000 28.4
422, 423	N51 27.6 W000 26.6	575, 576	N51 28.2 W000 28.4
424	N51 27.7 W000 26.6	581, 582	N51 28.1 W000 28.3
425	N51 27.7 W000 26.5	583	N51 28.1 W000 28.2
429, 430	N51 27.7 W000 26.4	590 thru 592	N51 28.2 W000 28.2
431, 432	N51 27.7 W000 26.3	594	N51 28.3 W000 28.2
440	N51 27.6 W000 27.1	595, 596	N51 28.4 W000 28.2
441	N51 27.7 W000 27.0	601	N51 27.8 W000 27.5
499 thru 452	N51 27.5 W000 27.3	602, 603	N51 27.8 W000 27.6
453	N51 27.6 W000 27.2	604	N51 27.8 W000 27.7
454	N51 27.6 W000 27.3	605, 606	N51 27.8 W000 27.8
455, 456	N51 27.7 W000 27.3	607	N51 27.8 W000 27.9
461	N51 27.5 W000 27.2	608, 609	N51 27.8 W000 28.0
501	N51 28.5 W000 29.4	611, 612	N51 27.7 W000 28.3
502, 503, 505	N51 28.5 W000 29.3	613	N51 27.6 W000 28.3
506 thru 509	N51 28.4 W000 29.1	614	N51 27.6 W000 28.4
511 thru 515	N51 28.3 W000 29.1	615, 616	N51 27.7 W000 28.4
516 thru 518	N51 28.2 W000 29.1	RSA	N51 27.8 W000 27.4
519	N51 28.1 W000 29.1	RSB	N51 27.7 W000 27.4
520, 521	N51 28.1 W000 29.2		
522 thru 525	N51 28.1 W000 29.3		
526, 527	N51 28.1 W000 29.2		
531, 532	N51 28.4 W000 29.0		
533 thru 535	N51 28.3 W000 29.0		
536, 537	N51 28.2 W000 29.0		
538, 539	N51 28.1 W000 29.0		
541, 542	N51 28.1 W000 28.8		
543 thru 544R	N51 28.2 W000 28.8		
545L thru 546R	N51 28.3 W000 28.8		

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13 SEP 13 **JEPPESEN**
10-9G

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STAND ENTRY GUIDANCE SYSTEMS (SEG)

A. GENERAL

If a Stand Entry Guidance System becomes unserviceable or is not illuminated, call Ground Movement Control (GMC) to request marshalling assistance.

Aircrew must not attempt to self-park if the Stand Entry Guidance is unserviceable, uncalibrated or not switched on.

STOP SHORT PROCEDURE

The term "STOP SHORT" is defined as a requirement to stop the acft in a position that allows mobile or integral airstairs to be deployed, due to the unserviceability of the stand loading bridge or some other obstruction. The requirement to "STOP SHORT" will be indicated to the flight crew by marshalling signals.

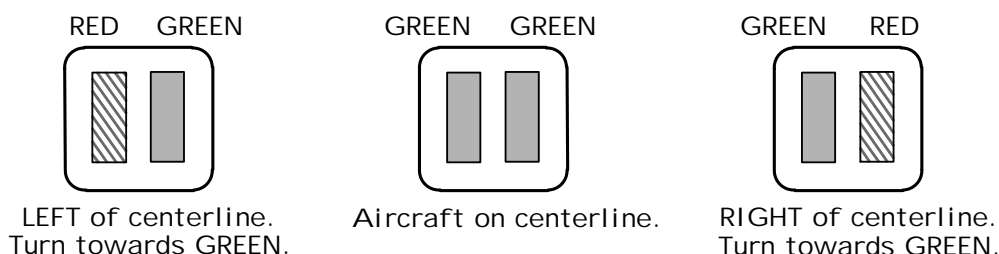
EMERGENCY STOP

Should an emergency arise as the acft is taxiing onto stand, the airline or handling agent representative can activate the SEG emergency over-ride button, colocated with all emergency stop buttons at ramp level at the head of the stand. This will instantly cut power to the parking aids and activate a sign mounted at pilot's eye level which will flash "STOP".

B. GUIDANCE SYSTEMS

1. AGNIS - AZIMUTH GUIDANCE FOR NOSE-IN STANDS

AGNIS units display red and/or green light signals through two parallel vertical slots. The system is aligned for interpretation from the left hand cockpit seat. Acft should be turned towards the green light to remain on centerline. AGNIS does not provide stopping guidance. Stopping guidance is provided by a sign (PAPA or STOP ARROW) positioned near the AGNIS unit.



2. APIS - AIRCRAFT POSITIONING AND INFORMATION SYSTEM

The unit combines both alignment and stopping signals in one visual display mounted ahead of the pilot and is to be used from the left hand cockpit seat.

Display can be used to show stand number, acft type selected and final STOP wording when the acft has reached its final stopping position.

Indicates progress of the acft over the last 52'/16m of the approach to the stop position.

Azimuth guidance element



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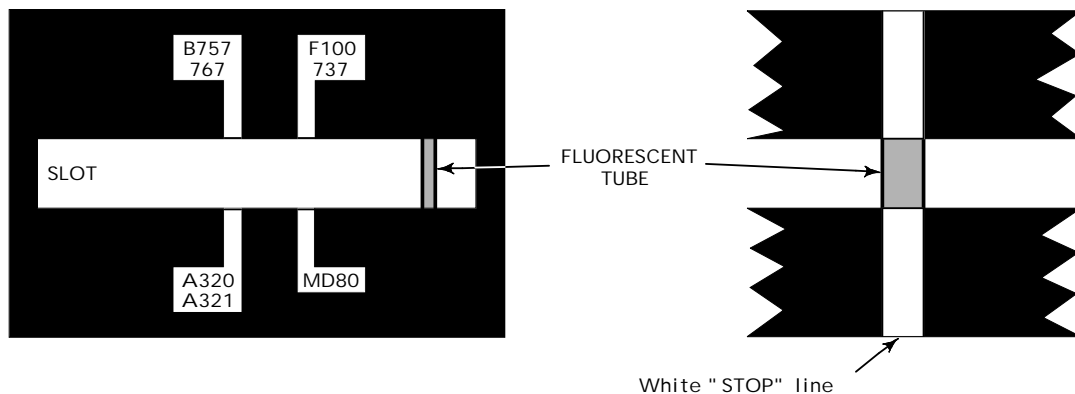
7 MAR 08

10-9H

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3. PAPA - PARALLAX AIRCRAFT PARKING AID

This stopping aid is commonly positioned to the right side of the stand centerline. On some stands it will be located to the left side and indicated as such by the sign adjacent to the AGNIS unit. The aid consists of a black board, bearing acft type identification labels and "STOP" lines, with a horizontal slot running across the center. Behind the board is a vertically mounted fluorescent light tube. As an acft is taxiing onto the stand, the pilot will see the fluorescent tube appear to move across the slot towards the "STOP" lines. When the tube is in line with the appropriate acft type "STOP" line, the acft has reached the correct position.



4. STOP ARROWS

This provides stopping guidance only, used in conjunction with AGNIS in the form of one or two painted lines with the word "STOP" above the line and, where appropriate, the acft type below the line. The line is aligned with the pilot's eye position and is normally located to the left of the stand centerline, but may be provided on the right or both sides.

5. MIRROR

The mirror is normally mounted on the port side of the extended centerline. It is angled to give the pilot in the left hand seat view of the aircraft's nose landing gear (NLG). Associated mirror image paint markings will indicate the various stopping positions of the NLG. All mirrors are heated to prevent misting and icing.

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 13 JUL 12 **10-9Y** .Eff.26.Jul.

JAA.COPTER MINIMUMS
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STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
09L	CAT 2 ILS DME	179' (100')	RA 100' - 300m
	ILS DME	279' (200')	500m / 1000m
	LOC	470' (391')	800m / 1000m
	RNAV (LNAV/VNAV)	570' (491')	1000m / 1000m
	RNAV (LNAV)	630' (551')	1000m / 1000m
	SRA	720' (641')	1000m / 1000m
09R	CAT 2 ILS DME	175' (100')	RA 100' - 300m
	ILS DME	275' (200')	500m / 1000m
	LOC	480' (405')	800m / 1000m
	RNAV (LNAV/VNAV)	500' (425')	800m / 1000m
	RNAV (LNAV)	630' (555')	1000m / 1000m
	SRA	720' (645')	1000m / 1000m
27L	CAT 2 ILS DME	177' (100')	RA 102' - 300m
	ILS DME	277' (200')	500m / 1000m
	LOC	460' (383')	800m / 1000m
	RNAV (LNAV/VNAV)	510' (433')	800m / 1000m
	RNAV (LNAV)	560' (483')	1000m / 1000m
	SRA	720' (643')	1000m / 1000m
27R	CAT 2 ILS DME	178' (100')	RA 102' - 300m
	ILS DME	278' (200')	500m / 1000m
	LOC	430' (352')	800m / 1000m
	RNAV (LNAV/VNAV)	510' (432')	800m / 1000m
	RNAV (LNAV)	530' (452')	1000m / 1000m
	SRA	720' (642')	1000m / 1000m

CIRCLE-TO-LAND	MDA(H)	VIS
	750' (667')	1000m

TAKE-OFF RWY 09L/R, 27L/R

LVP must be in Force 1				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m 2	800m

1 Without LVP 400m are stipulated.

2 Or rejected take-off distance whichever is the greater.

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2 SEP 11 (11-1)

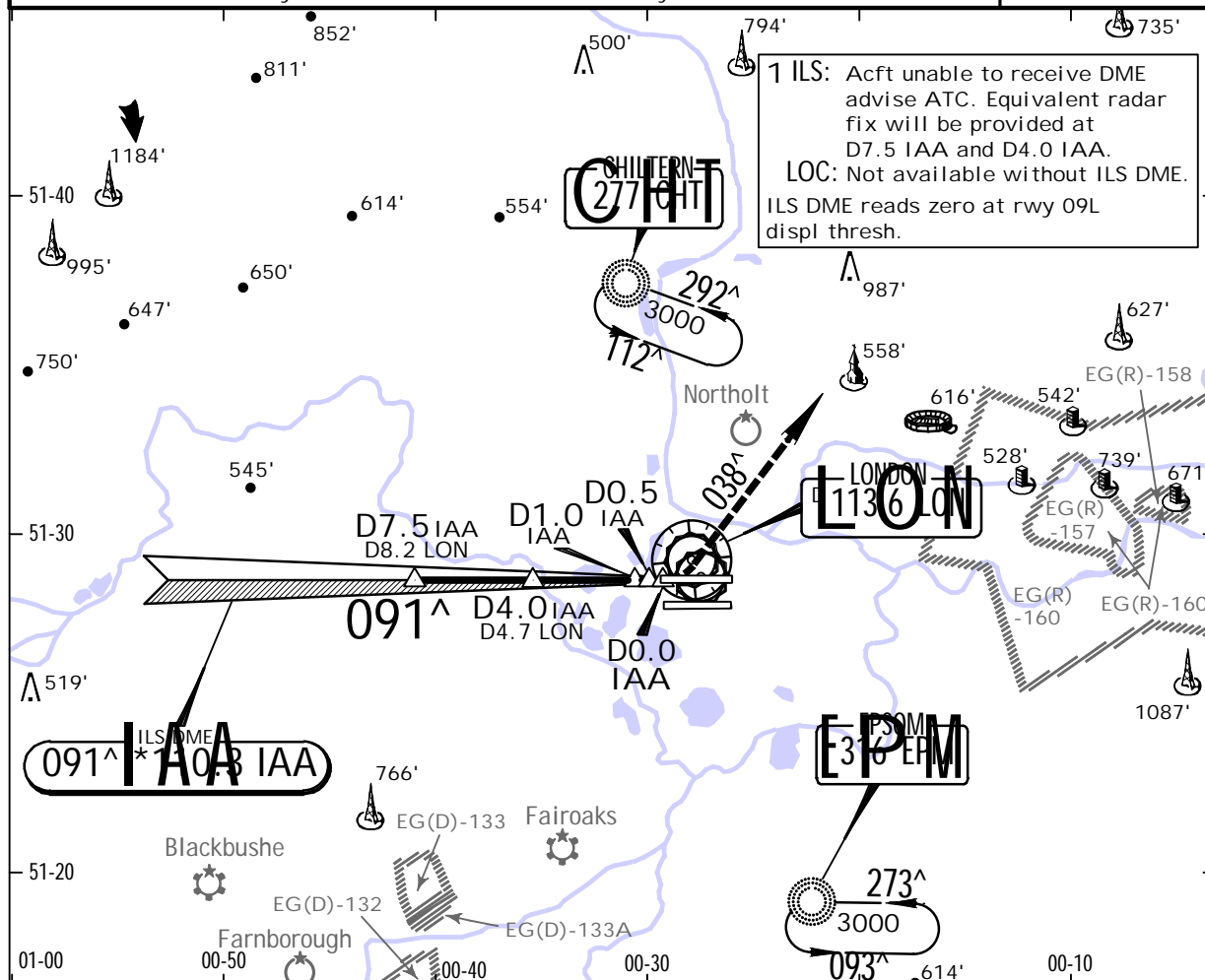
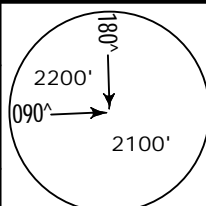
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1 ILS DME Rwy 09L

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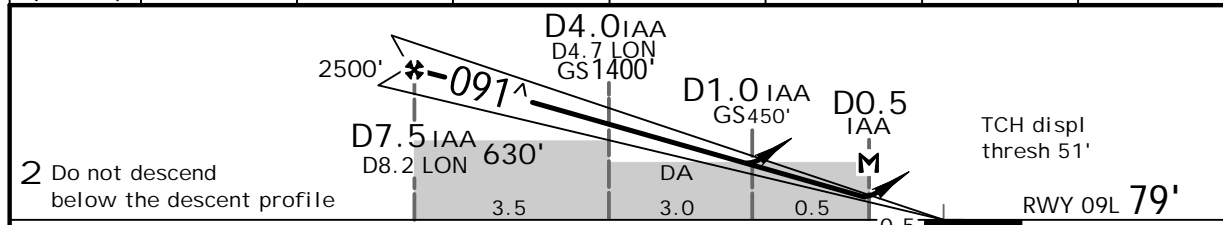
*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.9 121.7 121.85
LOC IAA *110.3	Final Apch Crs 091°	GS D4.0 IAA 1400' (1321')	ILS DA(H) 279' (200')
			Apt Elev 83' RWY 79'

MISSED APCH: Climb STRAIGHT AHEAD, when passing 1580' or D0.0 IAA, whichever is later, climbing turn LEFT on track 038° to 3000', then as directed. In event of radio failure see 11-5.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000'



LOC 2 (GS out)	IAA DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2360'	2040'	1720'	1400'	1080'	770'



Gnd speed-Kts	70	90	100	120	140	160			
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862			
MAP at D0.5 IAA									

Standard.				STRAIGHT-IN LANDING RWY 09L				CIRCLE-TO-LAND			
ILS				LOC (GS out)							
DA(H) 279' (200')				DA/MDA(H) 470' (391')							
FULL				Limited							
ALS out				ALS out							
RVR 550m				RVR 750m							
RVR 1200m				RVR 1100m							
				RVR 1500m							
				RVR 1800m							

NS OPS 4

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HEATHROW

2 SEP 11

JEPPESSEN

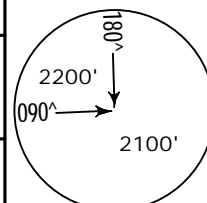
(11-1A)

1 CAT II/III ILS DME Rwy 09L

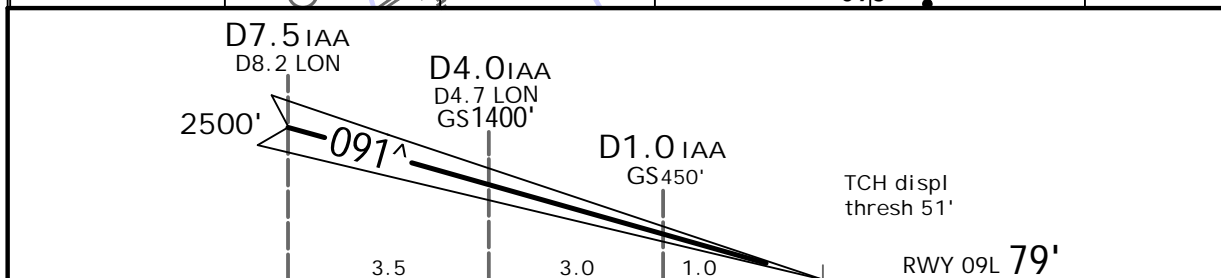
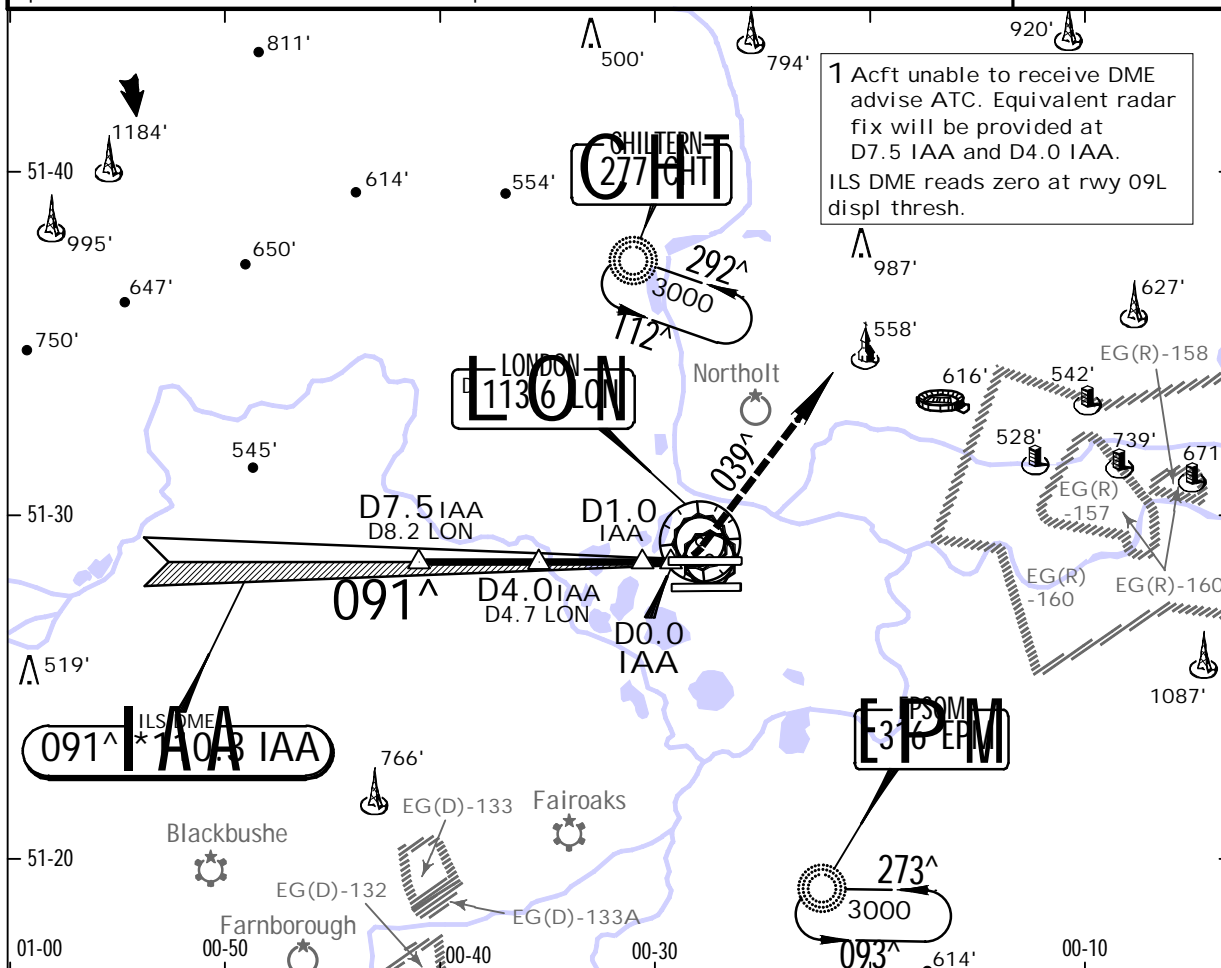
LONDON, UK
09L

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*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7 121.9	121.7 121.85
LOC IAA *110.3	Final Apch Crs 091 [^]	GS D4.0 IAA 1400' (1321')	CAT II & IIIA ILS Refer to Minimums
			Apt Elev 83' RWY 79'
MISSED APCH: Climb STRAIGHT AHEAD, when passing 1580' or D0.0 IAA, whichever is later, climbing turn LEFT on track 038 [^] to 3000', then as directed. In event of radio failure see 11-5.			
Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: By ATC	Trans alt: 6000'
Special Aircrew & Acft Certification Required.			



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Gnd speed-Kts	70	90	100	120	140	160
GS	3.00 [^]	377	485	539	647	755

Standard.	CAT IIIA ILS	STRAIGHT-IN LANDING RWY 09L	CAT II ILS
	DH 50'		ABCD RA 100' DA(H) 179' (100')

RVR 200m	RVR 300m 1
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NS OPS 4

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2 SEP 11

(11-2)

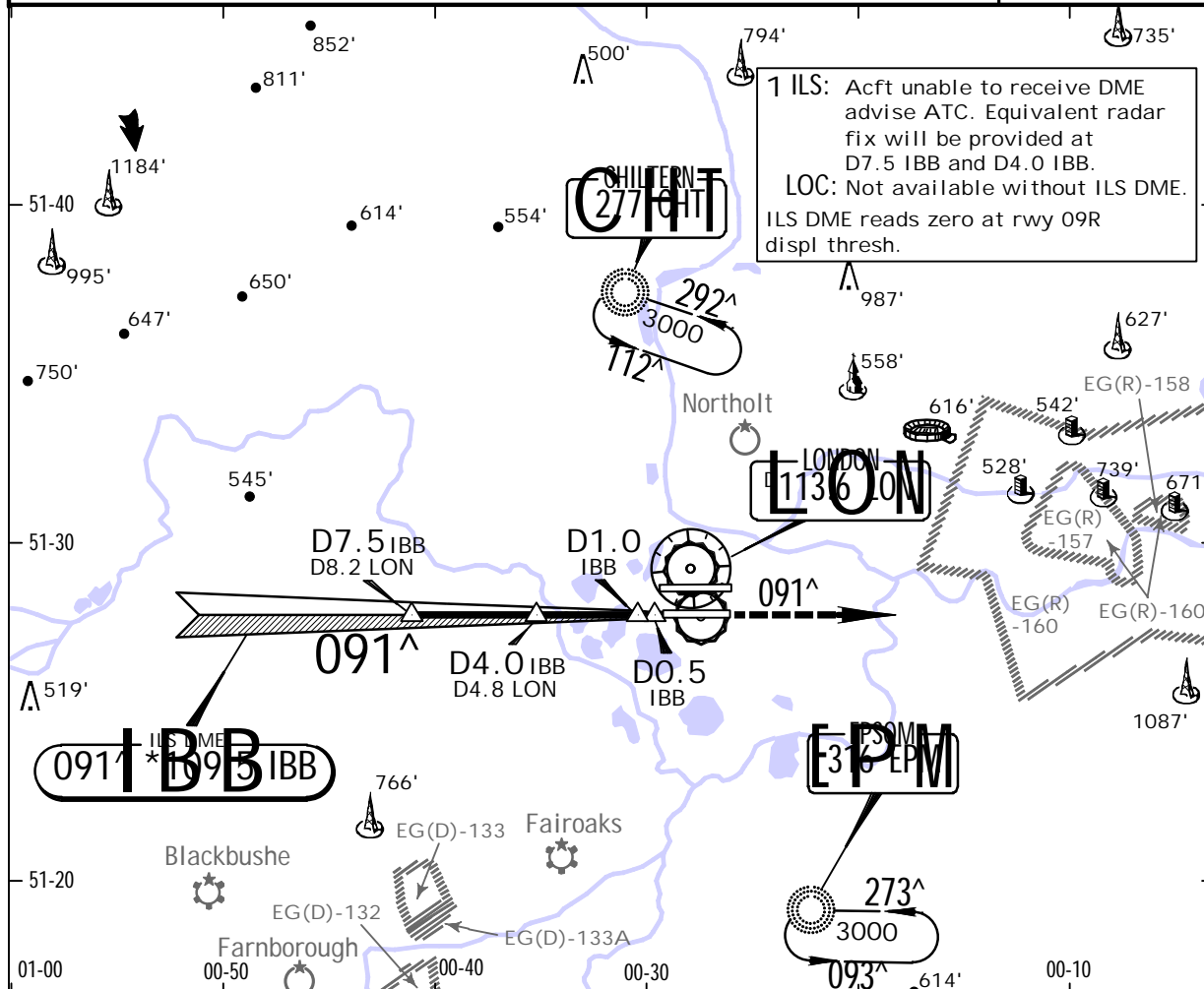
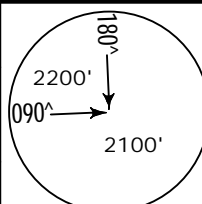
LONDON, UK
1 ILS DME Rwy 09R

BRIEFING STRIP™

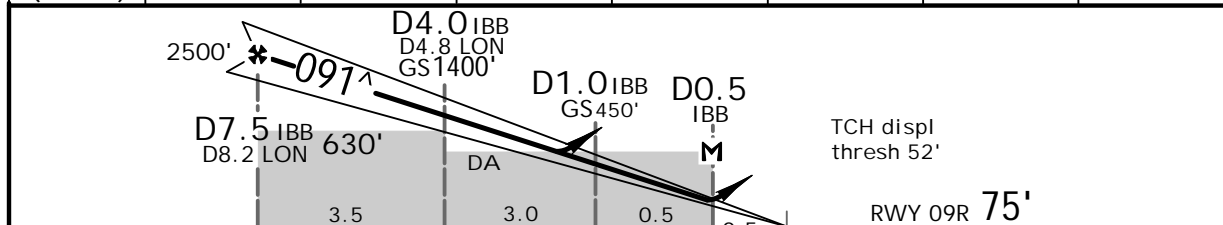
*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.9 121.7 121.85
LOC IBB *109.5	Final Apch Crs 091 [^]	GS D4.0 IBB 1400' (1325')	ILS DA(H) 275' (200')
			Apt Elev 83' RWY 75'

MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed.
In event of radio failure see 11-5.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000'



LOC (GS out)	IBB DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2360'	2040'	1720'	1400'	1080'	760'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00 [^]	377	485	539	647	755	862
MAP at D0.5 IBB						

Standard.				CIRCLE-TO-LAND	
ILS		LOC (GS out)			
DA(H) 275' (200')		DA/MDA(H) 480' (405')			
FULL		Limited			
ALS out					
				Max Kts	MDA(H) VIS
A				100	750' (667') 1500m
B				135	750' (667') 1600m
C				180	850' (767') 2400m
D				205	850' (767') 3600m

NS OPS 4

EGLL/LHR
HEATHROW

2 SEP 11 **11-2A** ¹CAT II/III ILS DME Rwy 09R

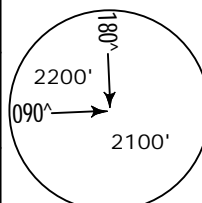
LONDON, UK
Rwy 09R

BRIEFING STRIP™

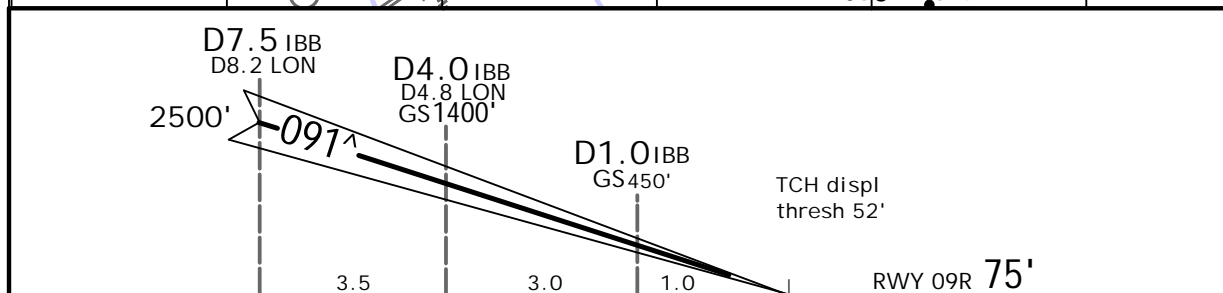
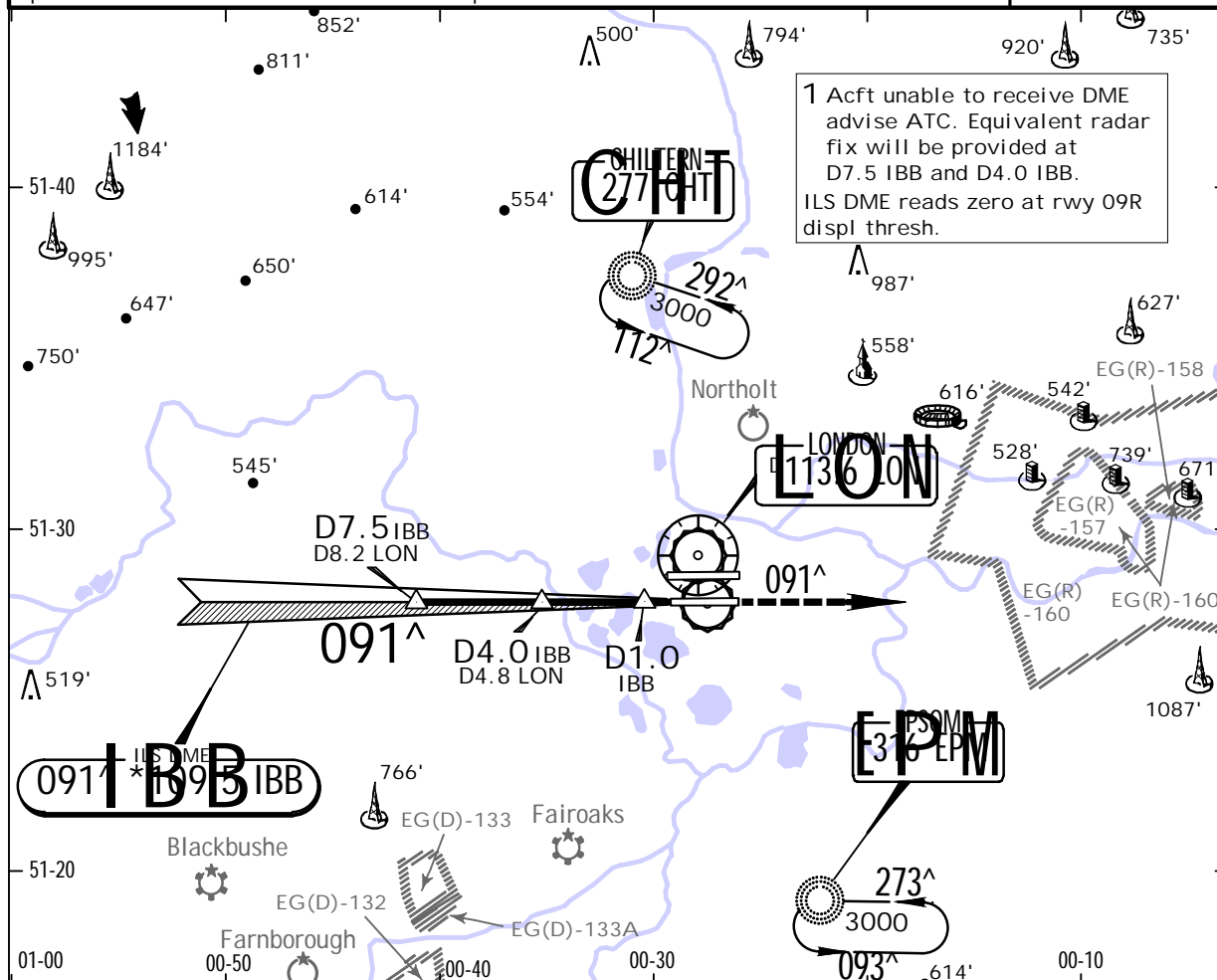
*D-ATIS 113.75	115.1	128.07	HEATHROW Director (APP) 119.72	HEATHROW Tower 118.5 118.7	*Ground 121.9 121.7 121.85
LOC IBB *109.5	Final Apch Crs 091 [^]	GS D4.0 IBB 1400' (1325')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 83' RWY 75'	

MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed.
In event of radio failure see 11-5.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000'
Special Aircrew & Acft Certification Required.



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Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI
GS	3.00 [^]	377	485	539	647	755	

Standard.	CAT IIIA ILS	STRAIGHT-IN LANDING RWY 09R	CAT II ILS
	DAH 50'		ABCD RA 100' DA(H) 175' (100')

RVR 200m	RVR 300m 1
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NS OPS 4

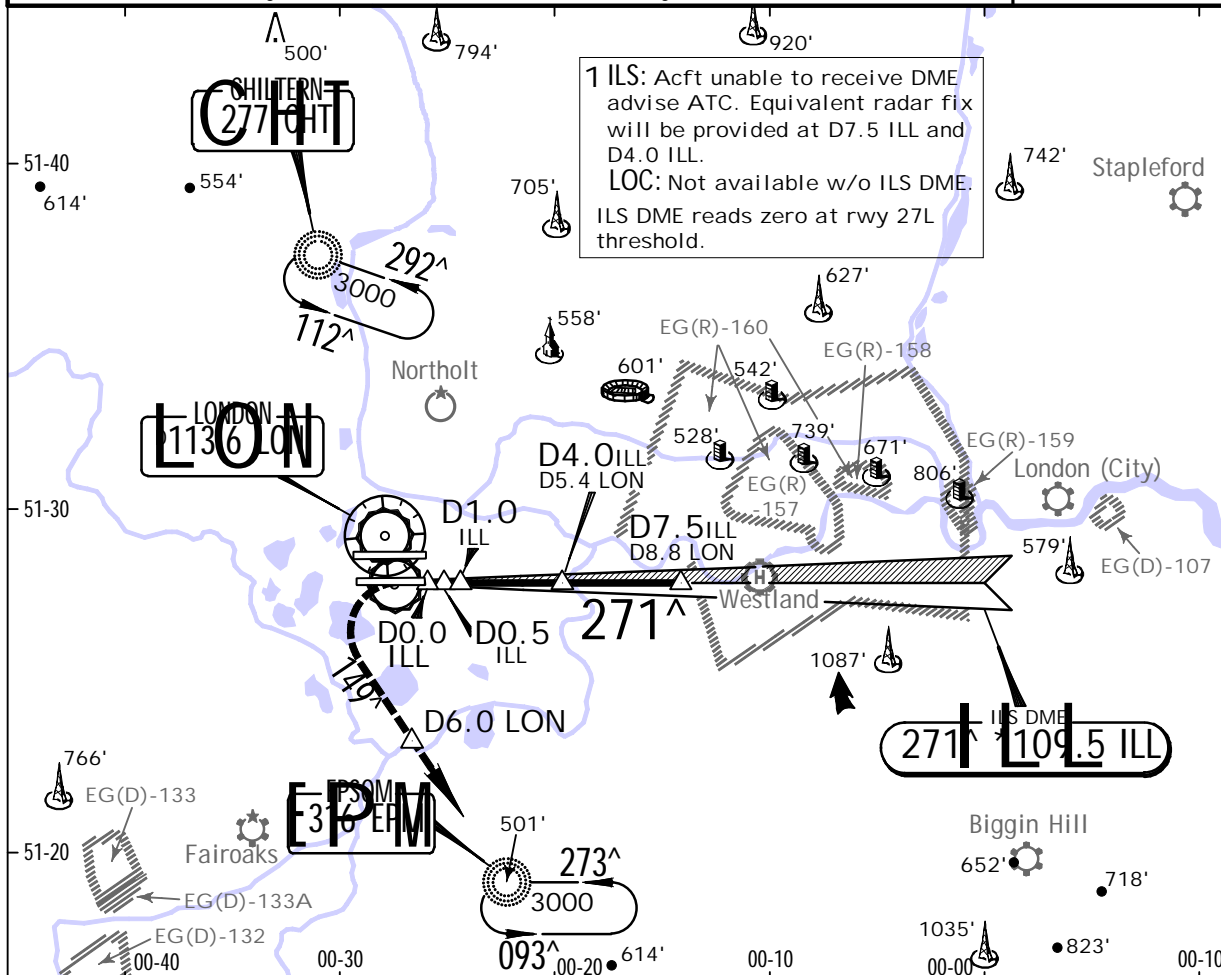
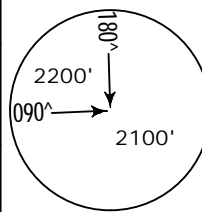
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HEATHROW

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2 SEP 11 (11-3)

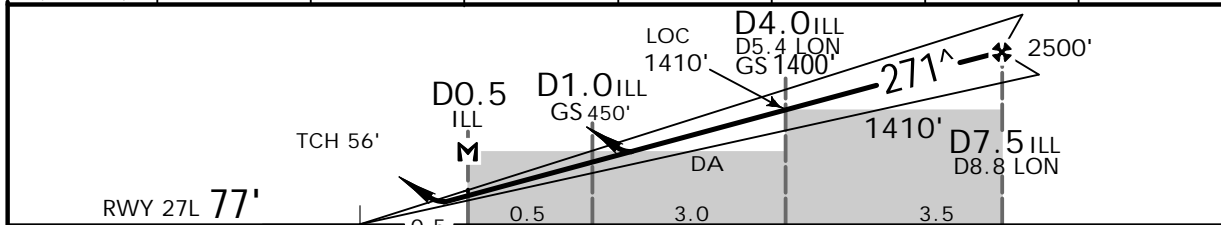
LONDON, UK
1 ILS DME Rwy 27L

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*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.9 121.7 121.85
LOC ILL *109.5	Final Apch Crs 271^	GS D4.0 ILL 1400' (1323')	ILS DA(H) 277' (200')
			Apt Elev 83' RWY 77'
MISSED APCH: Climb STRAIGHT AHEAD, when passing 1080' or D0.0 ILL, whichever is later, climbing turn LEFT on track 149^ to 2000'. When passing D6.0 LON climb without delay to 3000', then as directed. In event of radio failure see 11-6.			
Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: By ATC	Trans alt: 6000'



LOC (GS out)	ILL DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	770'	1090'	1410'	1730'	2040'	2360'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00^	377	485	539	647	755	862
MAP at D0.5 ILL						

Standard.				STRAIGHT-IN LANDING Rwy 27L				CIRCLE-TO-LAND			
ILS				LOC (GS out)							
DA(H) 277' (200')				DA/MDA(H) 460' (383')							
FULL				Limited				ALS out			
A				B				C			
RVR 550m				RVR 750m				RVR 1200m			
RVR 1100m				RVR 1500m				RVR 1800m			
Max Kts				MDA(H)				VIS			
100				750' (667')				1500m			
135				750' (667')				1600m			
180				850' (767')				2400m			
205				850' (767')				3600m			

NS OPS 4

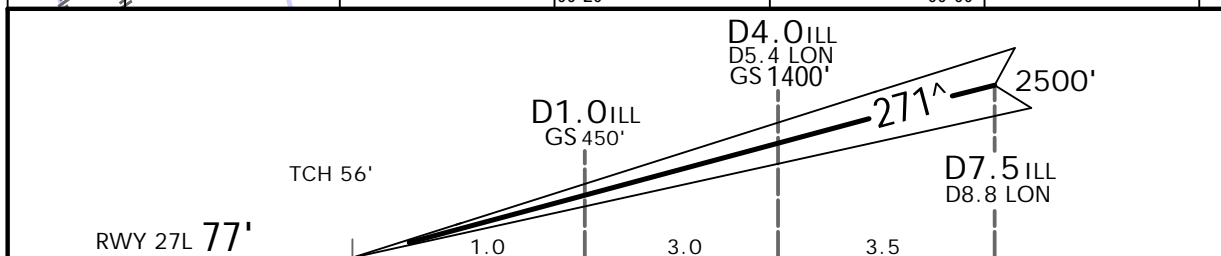
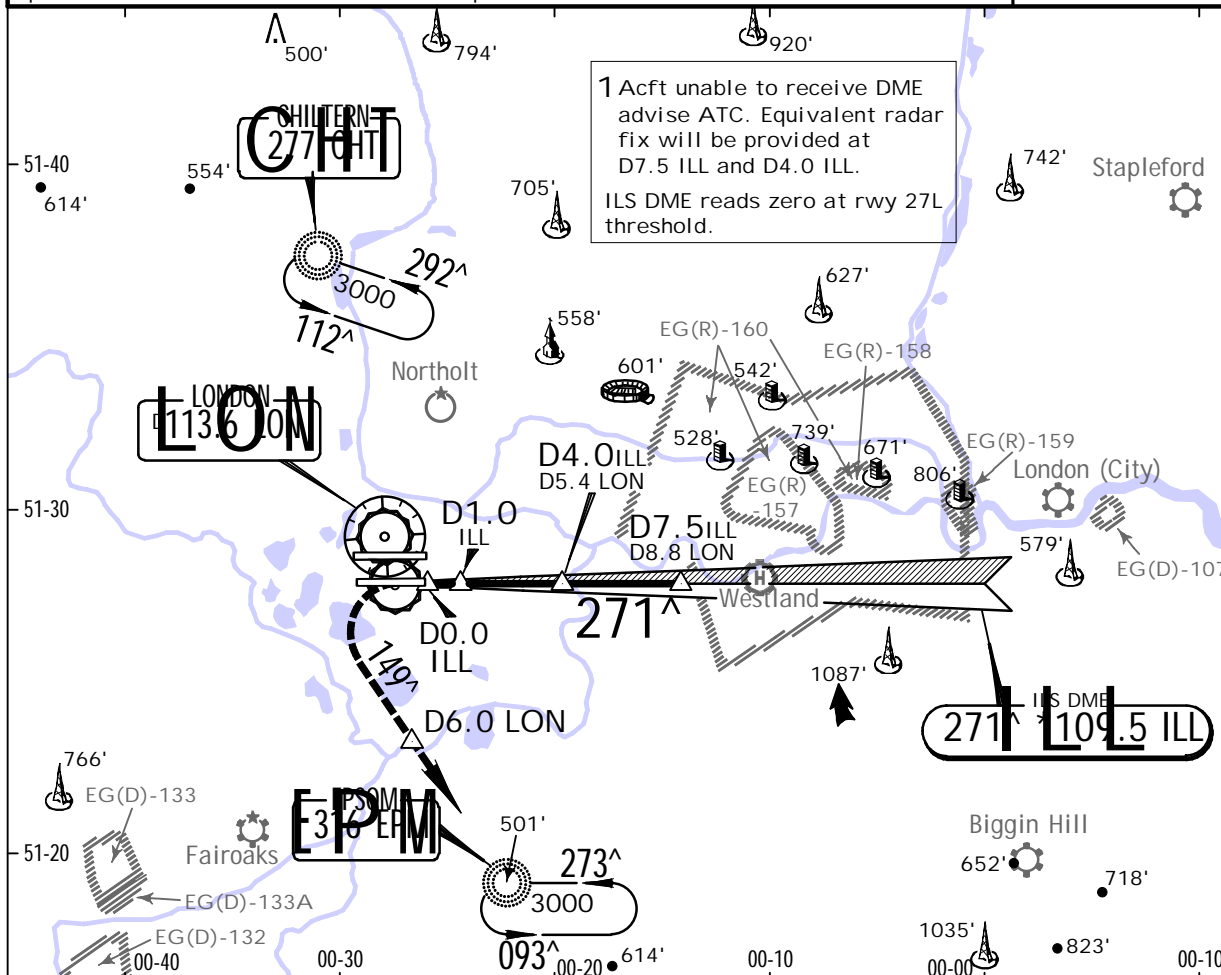
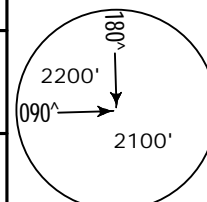
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HEATHROW

2 SEP 11 (11-3A) 1 CAT II/III ILS DME Rwy 27L

LONDON, UK

BRIEFING STRIP™

*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.9 121.7 121.85
LOC ILL *109.5	Final Apch Crs 271^	GS D4.0 ILL 1400' (1323')	CAT II & IIIA ILS Refer to Minimums
Apt Elev 83' RWY 77'			
MISSED APCH: Climb STRAIGHT AHEAD, when passing 1080' or D0.0 ILL, whichever is later, climbing turn LEFT on track 149^ to 2000'. When passing D6.0 LON climb without delay to 3000', then as directed. In event of radio failure see 11-6.			
Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: By ATC	Trans alt: 6000'
Special Aircrew & Acft Certification Required.			



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00^	377	485	539	647	755

Standard.	CAT IIIA ILS	STRAIGHT-IN LANDING RWY 27L	CAT II ILS
	DH 50'		ABCD RA 102'
			DA(H) 177' (100')

RVR 200m	RVR 300m 1
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NS OPS 4

EGLL/LHR
HEATHROW

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2 SEP 11 (11-4)

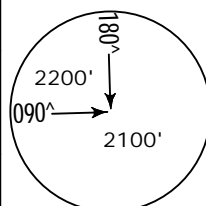
LONDON, UK
1 ILS DME Rwy 27R

BRIEFING STRIP™

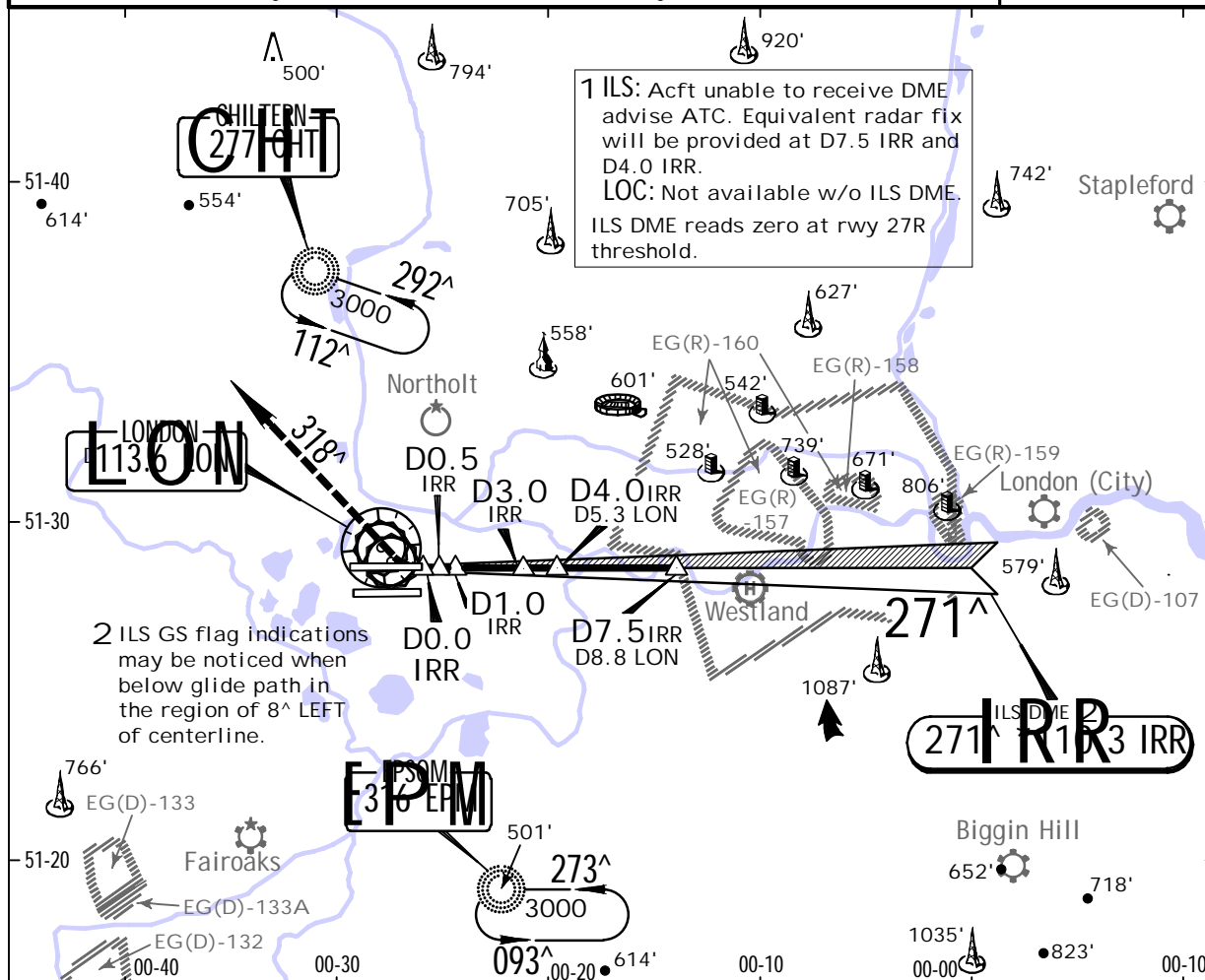
*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.9 121.7 121.85
LOC IRR *110.3	Final Apch Crs 271^	GS D4.0 IRR 1410' (1332')	ILS DA(H) 278' (200')
			Apt Elev 83' RWY 78'

MISSED APCH: Climb STRAIGHT AHEAD when passing 1580' or D0.0 IRR, whichever is later, climbing turn RIGHT on track 318^ to 3000', then as directed. In event of radio failure see 11-6.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000'

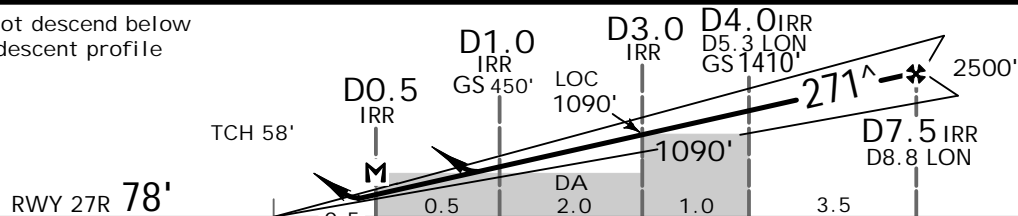


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LOC 3 (GS out)	IRR DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE		450'	770'	1090'	1410'	1730'	2050'	2370'

3 Do not descend below the descent profile



Gnd speed-Kts	70	90	100	120	140	160			
ILS GS or LOC Descent Angle 3.00^	377	485	539	647	755	862			
MAP at D0.5 IRR									

Standard.

STRAIGHT-IN LANDING Rwy 27R

CIRCLE-TO-LAND

	ILS			LOC (GS out)		CIRCLE-TO-LAND	
	FULL	Limited	ALS out	DA/MDA(H)	ALS out	Max Kts	MDA(H) VIS
A				DA(H) 278' (200')	DA/MDA(H) 430' (352')	100	750' (667') 1500m
B						135	750' (667') 1600m
C						180	850' (767') 2400m
D						205	850' (767') 3600m

NS OPS 4

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HEATHROW

2 SEP 11

JEPPESSEN

11-4A

¹CAT II/III ILS DME Rwy '27R

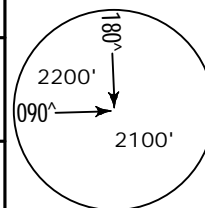
LONDON, UK
ME Rwy '27R

*D-ATIS			HEATHROW Director (APP)	HEATHROW Tower	*Ground		
113.75	115.1	128.07	119.72	118.5 118.7	121.9	121.7	121.85
LOC IRR *110.3		Final Apch Crs 271^		GS D4.0 IRR 1410' (1332')	CAT II & IIIA ILS Refer to Minimums		Apt Elev 83' RWY 78'

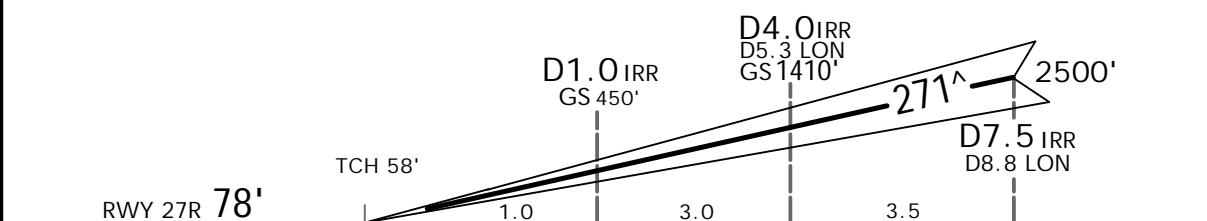
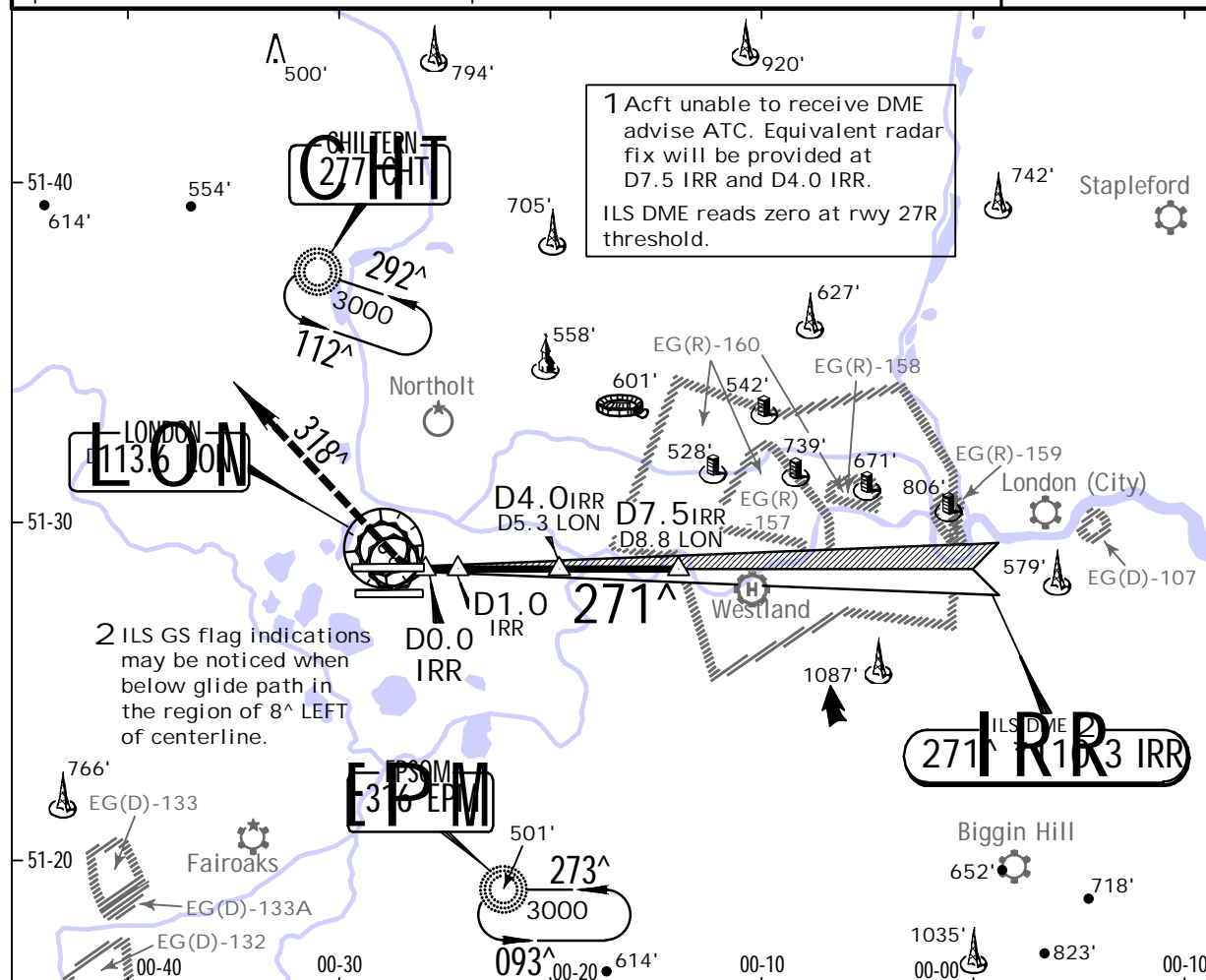
MISSED APCH: Climb STRAIGHT AHEAD when passing 1580' or D0.0 IRR, whichever is later, climbing turn RIGHT on track 318^ to 3000', then as directed. In event of radio failure see 11-6.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000'


Special Aircrew & Acft Certification Required.



MSA
LON VOR



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	377	485	539	647	755	862



1580'	whichever later	D0.0 IRR	318 [^] RT
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Standard.

CAT IIIA ILS

DH 50'

RVR 200m

STRAIGHT-IN LANDING RWY 27R

CAT II ILS

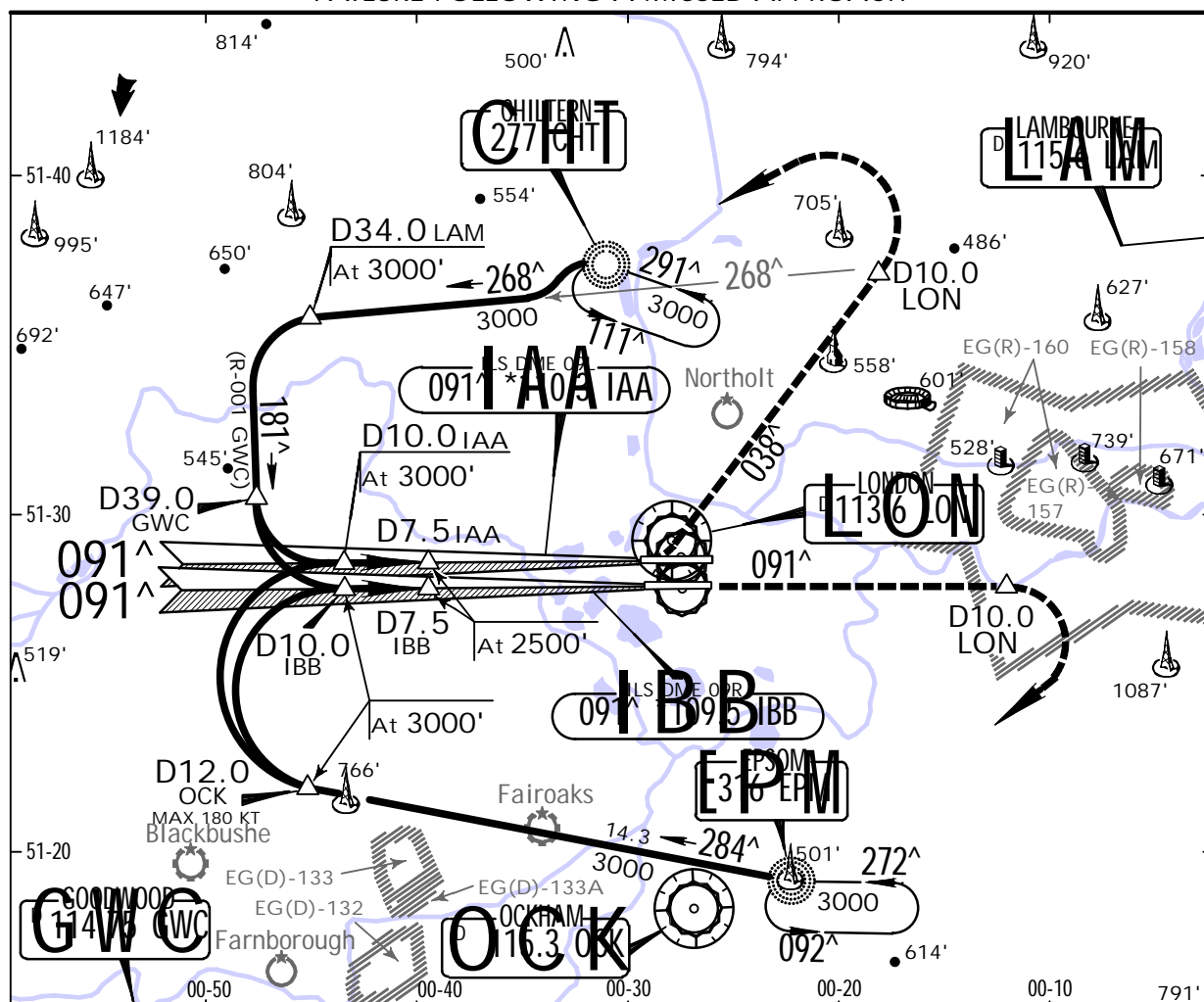
RA^{ABCD} 102'

DA(H) 178' (100')

RVR 300m 1

EGLL/LHR
Apt Elev 83'JEPPESEN
18 APR 14 (11-5)LONDON, UK
HEATHROWPROCEDURES TO BE USED IN THE EVENT OF RADIO
FAILURE FOLLOWING A MISSED APPROACH

RWY 09L/R



Holdings, initial and intermediate approach valid up to 220 KT.

VIA EPSOM NDB

MISSED APCH: In event of radio failure, on passing D10.0 LON turn RIGHT to EPM NDB at 3000', thence:

Rwy 09L: After holding leave EPM NDB on track 284° maintaining 3000'. At D12.0 OCK (MAX 180 KT) turn RIGHT to intercept ILS localizer course to be established at D10.0 IAA. After D10.0 IAA descend to 2500'. Continue approach as charted for rwy 09L.

Rwy 09R: After holding leave EPM NDB on track 284° maintaining 3000'. At D12.0 OCK (MAX 180 KT) turn RIGHT to intercept ILS localizer course to be established at D10.0 IBB. After D10.0 IBB descend to 2500'. Continue approach as charted for rwy 09R.

VIA CHILTERN NDB

MISSED APCH: In event of radio failure, on passing D10.0 LON proceed to CHT NDB at 3000', thence:

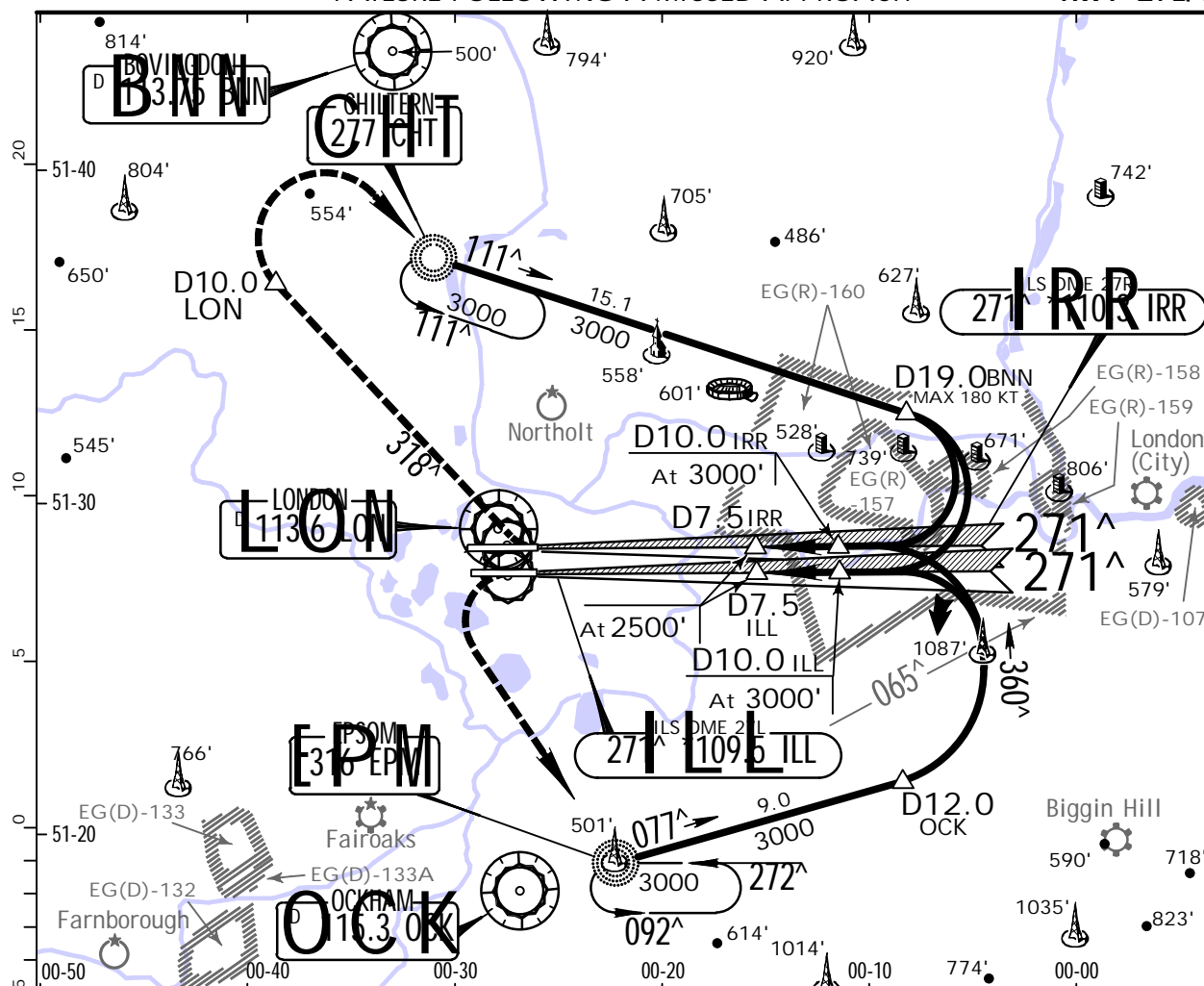
Rwy 09L: After holding leave CHT NDB on R-268 LAM maintaining 3000'. At D34.0 LAM turn LEFT to 181° (R-001 GWC). At D39.0 GWC turn LEFT to intercept ILS localizer course to be established at D10.0 IAA. After D10.0 IAA descend to 2500'. Continue approach as charted for rwy 09L.

Rwy 09R: After holding leave CHT NDB on R-268 LAM maintaining 3000'. At D34.0 LAM turn LEFT to 181° (R-001 GWC). At D39.0 GWC turn LEFT to intercept ILS localizer course to be established at D10.0 IBB. After D10.0 IBB descend to 2500'. Continue approach as charted for rwy 09R.

MS OPS

EGLL/LHR
Apt Elev 83'JEPPESEN
18 APR 14 (11-6)LONDON, UK
HEATHROWPROCEDURES TO BE USED IN THE EVENT OF RADIO
FAILURE FOLLOWING A MISSED APPROACH

RWY 27L/R



Holdings, initial and intermediate approach valid up to 220 KT.

VIA EPSOM NDB

MISSED APCH: In event of radio failure, on reaching 3000' proceed to EPM NDB at 3000', thence:

Rwy 27L: After holding leave EPM NDB on R-077 OCK maintaining 3000'. At D12.0 OCK turn LEFT onto track 360°. At R-065 OCK turn LEFT to intercept ILS localizer to be established at D10.0 ILL. After D10.0 ILL descend to 2500'. Continue approach as charted for rwy 27L.

Rwy 27R: After holding leave EPM NDB on R-077 OCK maintaining 3000'. At D12.0 OCK turn LEFT onto track 360°. At R-065 OCK turn LEFT to intercept ILS localizer to be established at D10.0 IRR. After D10.0 IRR descend to 2500'. Continue approach as charted for rwy 27R.

VIA CHILTERN NDB

MISSED APCH: In event of radio failure, on passing D10.0 LON turn RIGHT to CHT NDB at 3000', thence:

Rwy 27L: After holding leave CHT NDB on track 111° maintaining 3000'. At D19.0 BNN (MAX 180 KT) turn RIGHT to intercept ILS localizer to be established at D10.0 ILL. After D10.0 ILL descend to 2500'. Continue approach as charted for rwy 27L.

Rwy 27R: After holding leave CHT NDB on track 111° maintaining 3000'. At D19.0 BNN (MAX 180 KT) turn RIGHT to intercept ILS localizer to be established at D10.0 IRR. After D10.0 IRR descend to 2500'. Continue approach as charted for rwy 27R.

MS OPS

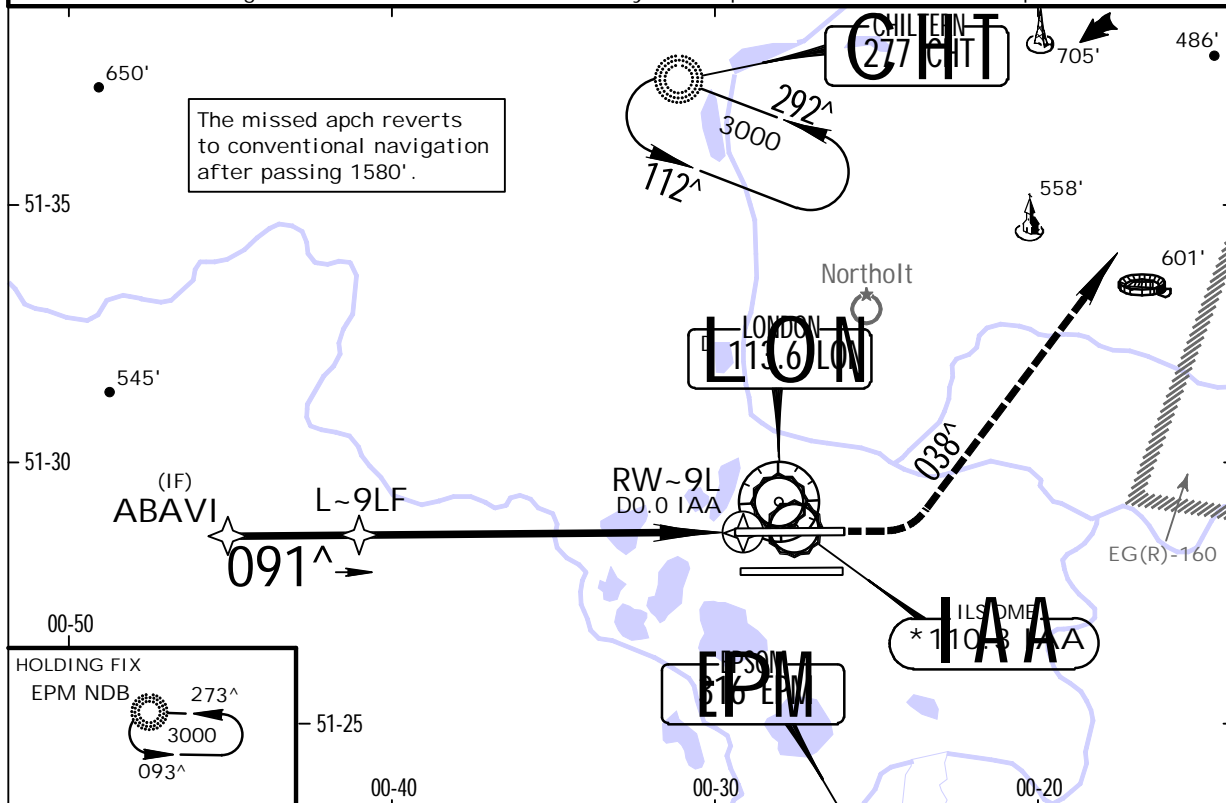
EGLL/LHR
HEATHROW

JEPPESSEN
13 JUL 12
Eff. 26 Jul. (12-1)

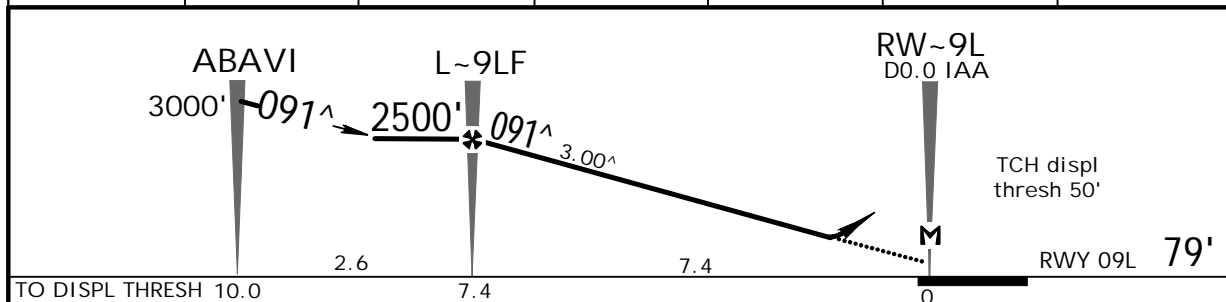
LONDON, UK
RNAV (GNSS) Rwy 09L

BRIEFING STRIP™

*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.9 121.7 121.85
RNAV	Final Apch Crs 091°	Minimum Alt L~9LF 2500' (2421')	LNAV/VNAV DA(H) 570' (491')
		Apt Elev 83' RWY 79'	
MISSED APCH: Climb to 3000'. STRAIGHT AHEAD until passing 1580' or D0.0 IAA inbound, whichever is later, then turn LEFT onto 038° and as directed. In event of radio failure see 11-5.			2300' MSA ARP
Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000'			
1. Pilots should request RNAV approach on first contact with Director. 2. Acft will normally be radar vectored from holding/IAF. 3. ILS DME reads zero at rwy 09L displ thresh. 4. Minimum temperature -10°C.			



DIST to RW-9L	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2360'	2040'	1730'	1410'	1090'	770'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW~9L/D0.0 IAA						

Standard.				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV CDFA		MDA(H)		VIS	
DA(H) 570' (491')		DA/MDA(H) 630' (551')					
ALS out		ALS out					
A	RVR 1500m		RVR 1500m		Max Kts		
B					100	750' (667')	1500m
C					135	750' (667')	1600m
D	RVR 1500m	CMV 2300m	RVR 1800m	CMV 2400m	180	850' (767')	2400m
					205	850' (767')	3600m

EGLL/LHR
HEATHROW

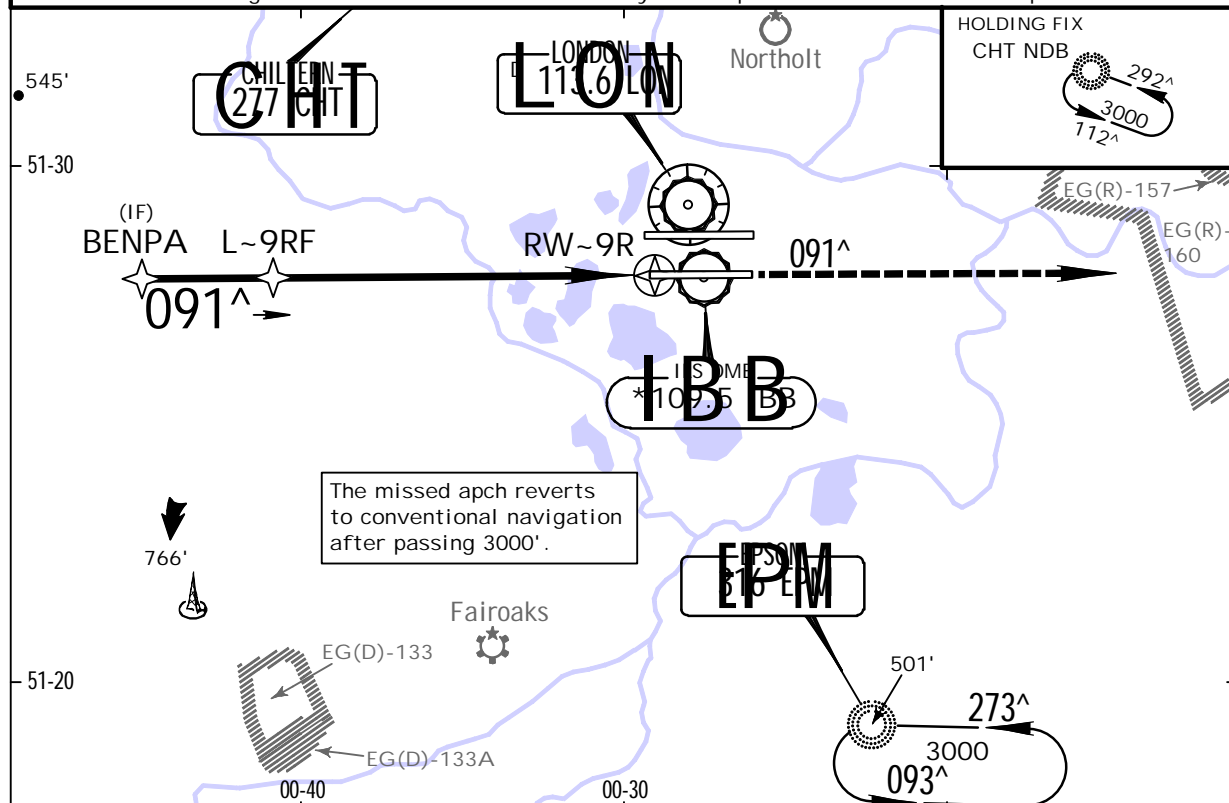
JEPPESEN
13 JUL 12
Eff. 26 Jul. (12-2)

LONDON, UK
RNAV (GNSS) Rwy 09R

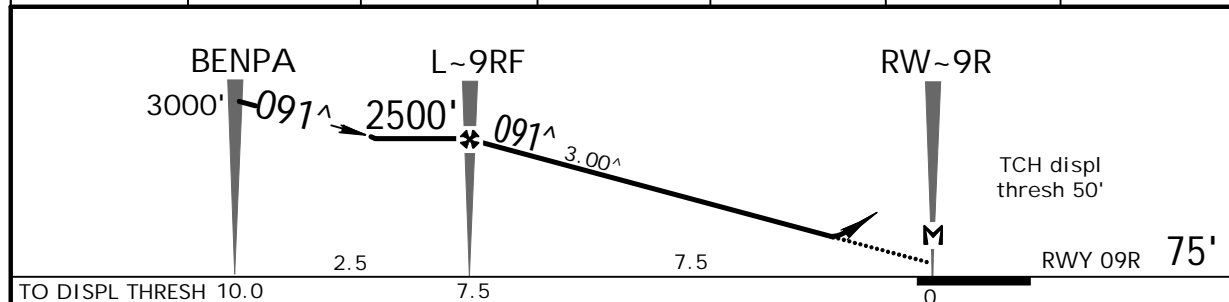
BRIEFING STRIP™

*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.9 121.7 121.85
RNAV	Final Apch Crs 091 [^]	Minimum Alt L~9RF 2500' (2425')	LNAV/VNAV DA(H) 500' (425')
		Apt Elev RWY 75'	83'
MISSED APCH: Climb STRAIGHT AHEAD to 3000' and as directed.			
In event of radio failure see 11-5.			
MSA ARP			

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000'
1. Pilots should request RNAV approach on first contact with Director. 2. Acft will normally be radar vectored from holding/IAF. 3. ILS DME reads zero at rwy 09R displ thresh. 4. Minimum temperature -10°C.



DIST to RW-9R	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2360'	2040'	1720'	1400'	1090'	770'



TO DISPL THRESH 10.0	7.5	7.5	7.5	7.5	7.5	7.5
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.00 [^]	372	478	531	637	743
MAP at RW-9R						

Standard.	STRAIGHT-IN LANDING RWY 09R	CIRCLE-TO-LAND
LNAV/VNAV	LNAV CDFA	
DA(H) 500' (425')	DA/MDA(H) 630' (555')	
ALS out	ALS out	
A	RVR 1500m	RVR 1500m
B	RVR 1500m	RVR 1500m
C	RVR 1300m	RVR 1800m
D	RVR 2000m	CMV 2400m
		Max Kts
		100
		135
		180
		205
		MDA(H)
		VIS
		750' (667')
		1500m
		750' (667')
		1600m
		850' (767')
		2400m
		850' (767')
		3600m

EGLL/LHR
HEATHROW

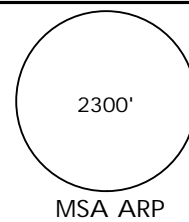
JEPPESSEN
13 JUL 12
Eff. 26 Jul. (12-3)

LONDON, UK
RNAV (GNSS) Rwy 27L

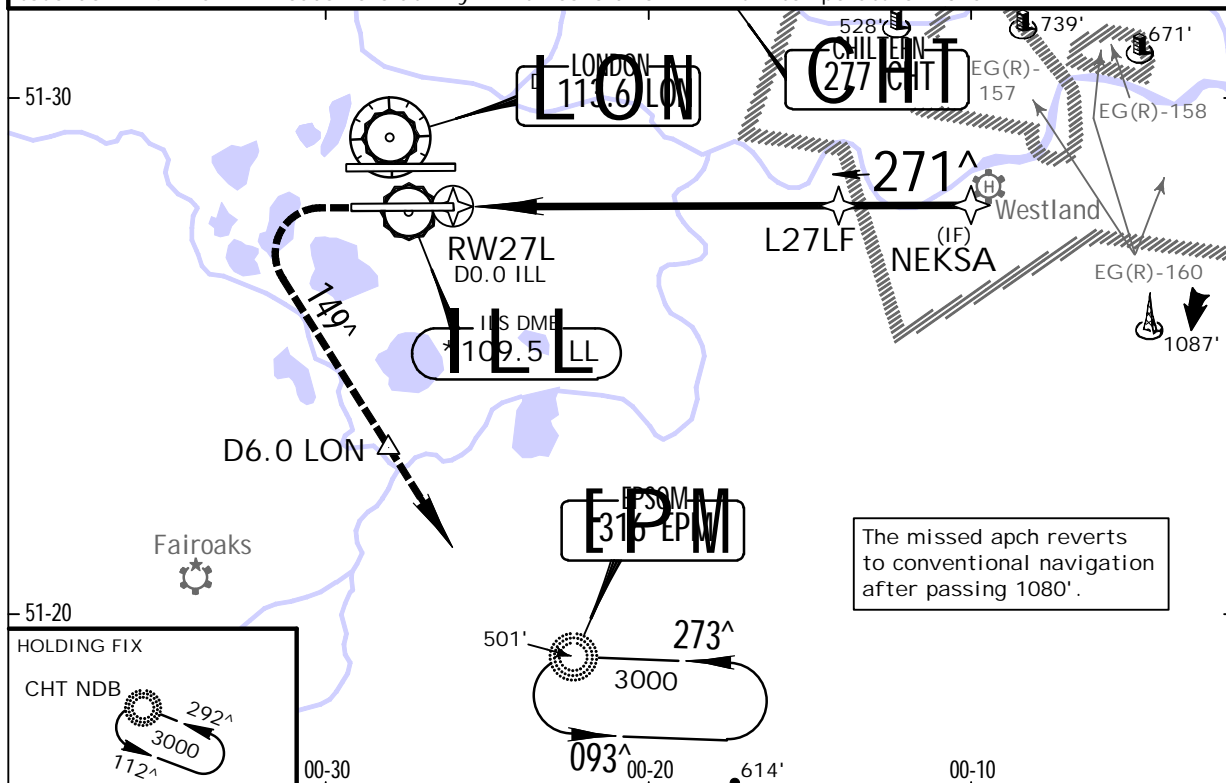
BRIEFING STRIP™

*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.9 121.7 121.85
RNAV	Final Apch Crs 271 [^]	Minimum Alt L27LF 2500' (2423')	LNAV/VNAV DA(H) 510' (433')
		Apt Elev 83' RWY 77'	

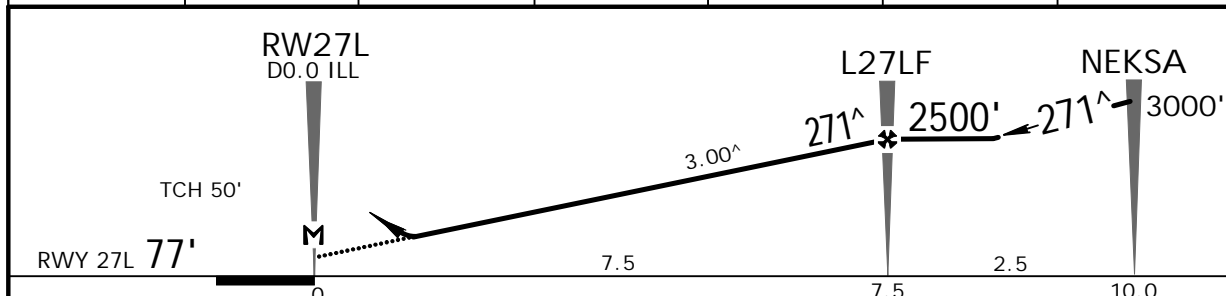
MISSED APCH: Climb to 2000'. STRAIGHT AHEAD until passing 1080' or D0.0 ILL inbound, whichever is later, then turn LEFT onto 149[^]. When passing D6.0 LON climb to 3000' without delay and as directed. In event of radio failure see 11-6.



Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000'
1. Pilots should request RNAV approach on first contact with Director. 2. Acft will normally be radar vectored from holding/IAF. 3. Pilots should not expect descent clearance below 4000' until 13 NM from touchdown. 4. ILS DME reads zero at rwy 27L threshold. 5. Minimum temperature -10°C.



DIST to RW27L	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	770'	1090'	1410'	1720'	2040'	2360'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.00 [^]	372	478	531	637	743
MAP at RW27L/D0.0 ILL						

Standard.				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV CDFA		MDA(H)		VIS	
DA(H) 510' (433')		DA/MDA(H) 560' (483')					
ALS out		ALS out					
A	RVR 1500m	RVR 1500m		100	750' (667')	1500m	
B	RVR 1500m	RVR 1500m		135	750' (667')	1600m	
C	RVR 1300m			180	850' (767')	2400m	
D	RVR 2000m	RVR 1500m	CMV 2300m	205	850' (767')	3600m	

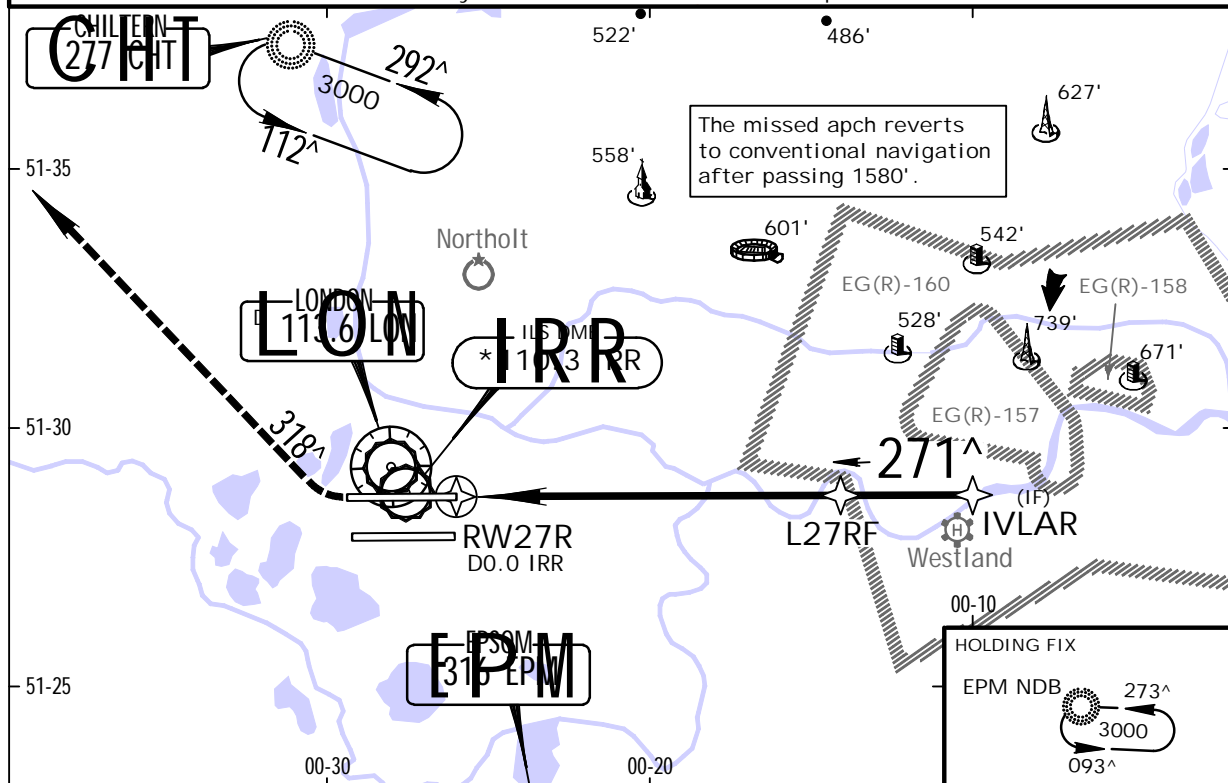
EGLL/LHR
HEATHROW

JEPPESSEN
13 JUL 12
Eff. 26 Jul. (12-4)

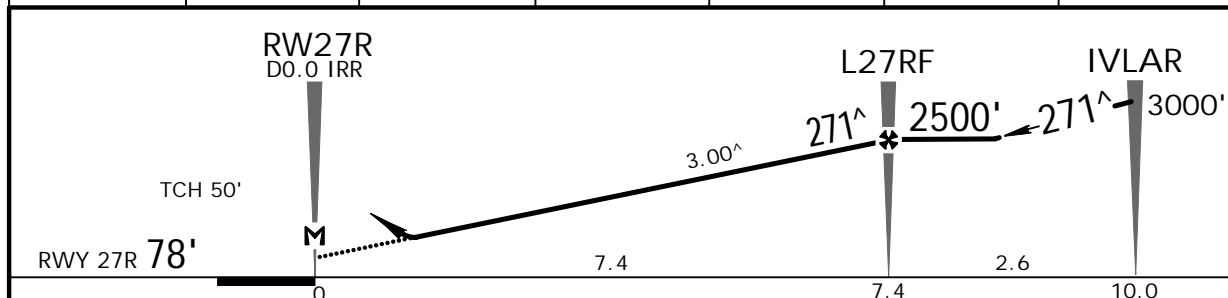
LONDON, UK
RNAV (GNSS) Rwy 27R

BRIEFING STRIP

*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.9 121.7 121.85
RNAV	Final Apch Crs 271 [^]	Minimum Alt L27RF 2500' (2422')	LNAV/VNAV DA(H) 510' (432')
		Apt Elev 83' RWY 78'	
MISSED APCH: Climb to 3000'. STRAIGHT AHEAD until passing 1580' or DO.0 IRR inbound, whichever is later, then turn RIGHT onto 318 [^] and as directed. In event of radio failure see 11-6.			
Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000' 1. Pilots should request RNAV approach on first contact with Director. 2. Acft will normally be radar vectored from holding/IAF. 3. Pilots should not expect descent clearance below 4000' until 13 NM from touchdown. 4. ILS DME reads zero at rwy 27R threshold. 5. Minimum temperature -10°C.			



DIST to RW27R	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	770'	1090'	1410'	1730'	2040'	2360'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.00 [^]	372	478	531	637	743
MAP at RW27R/DO.0 IRR						

Standard.				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV CDFA		MDA(H)		VIS	
DA(H) 510' (432')		DA/MDA(H) 530' (452')		ALS out		ALS out	
A		RVR 1500m		RVR 1500m		750' (667')	
B		RVR 1500m		RVR 1500m		750' (667')	
C		RVR 1300m		RVR 1400m		850' (767')	
D		RVR 2000m		CMV 2100m		850' (767')	