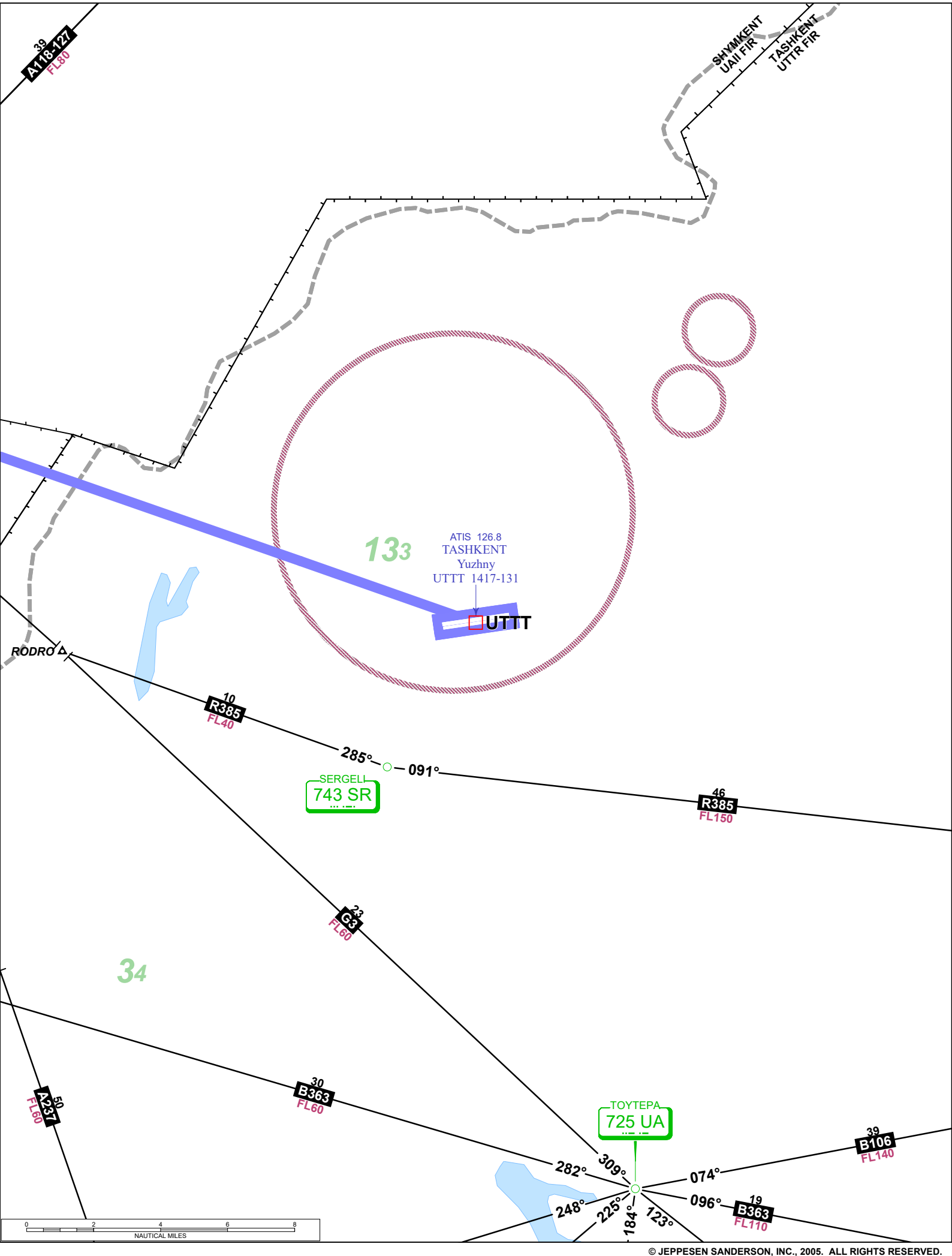
DEPARTURE (UTTT -> UWWW): UTTT (Yuzhny)

NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 08 Sep 2015

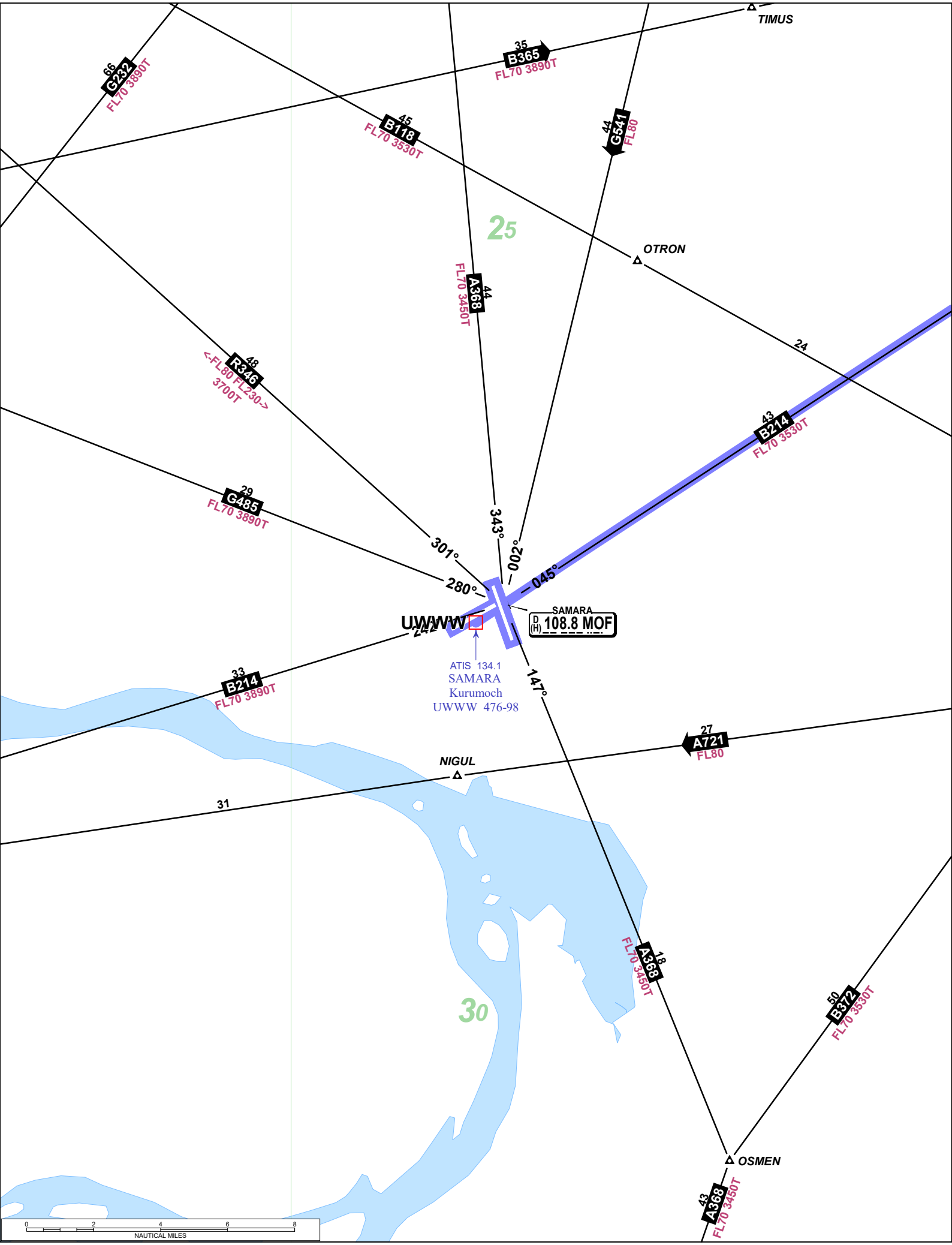
JEPPESEN
JeppView 3.6.2.0



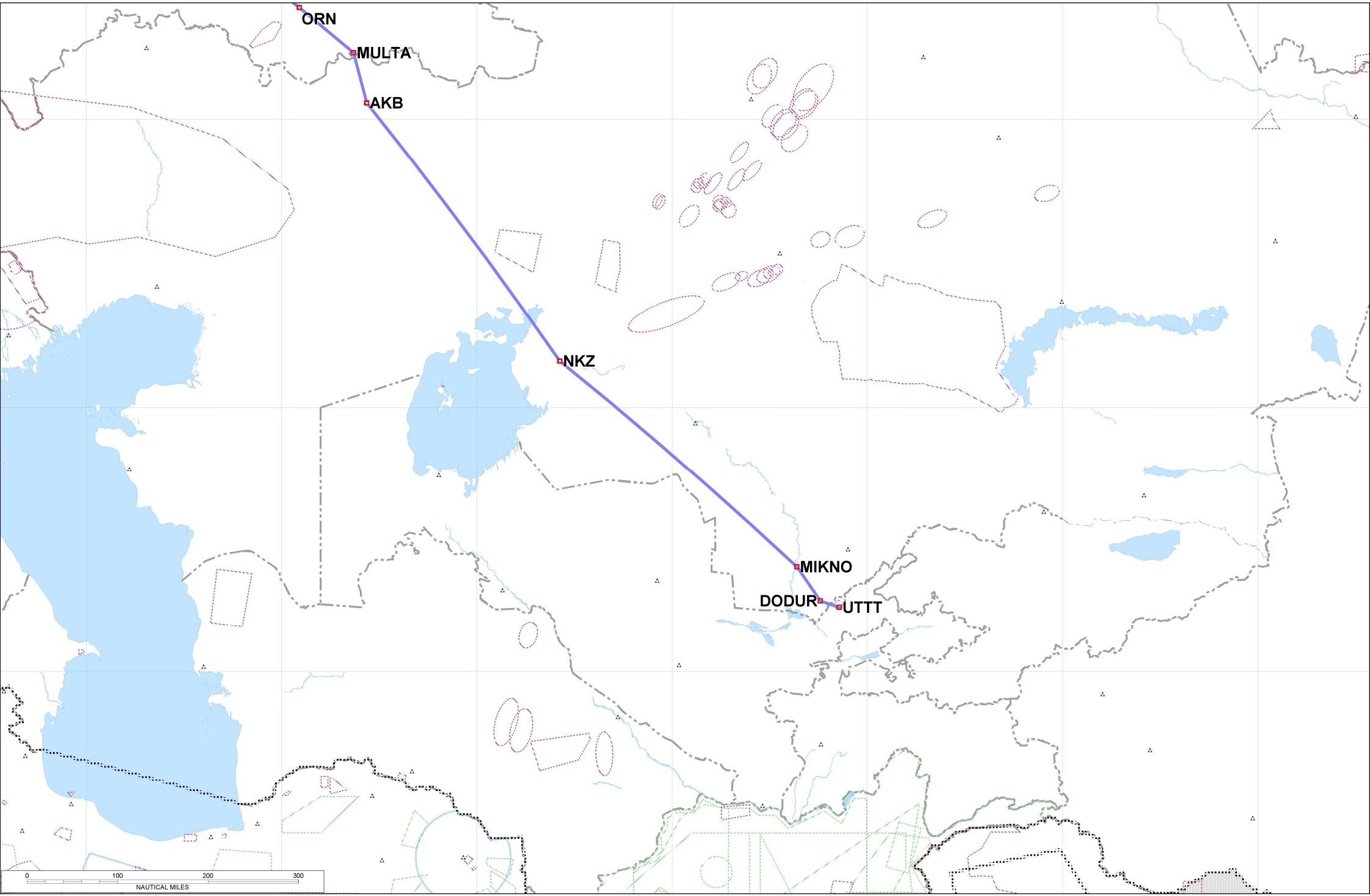
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DESTINATION (UTTT -> UWWW): UWWW (Kurumoch)
NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 08 Sep 2015

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JeppView 3.6.2.0



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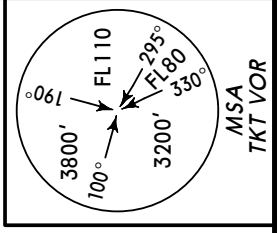
UTTT/TAS
YUZHNY

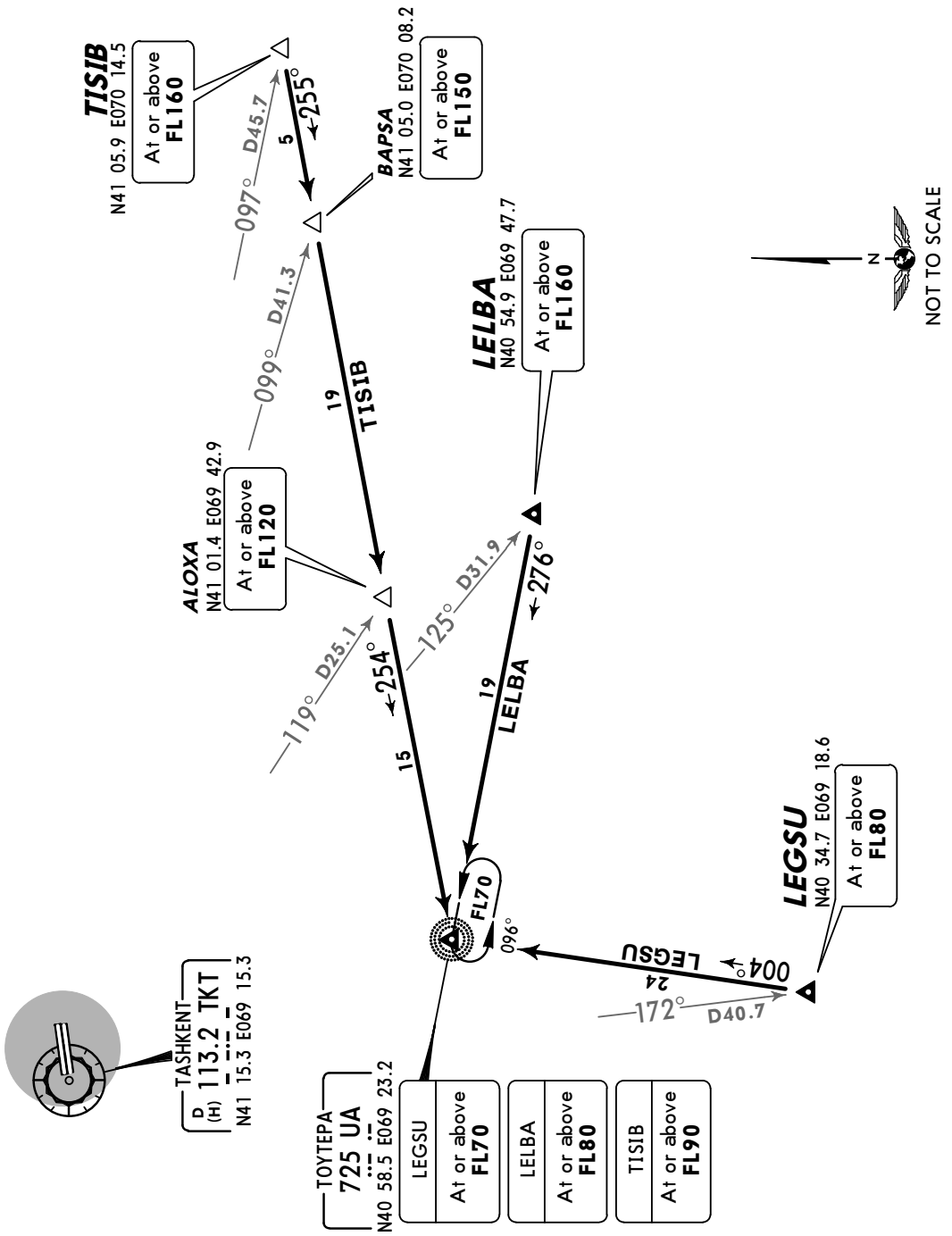
TASHKENT, UZBEKISTAN
TRANSITION

ATIS	Apt Elev	
126.8	1417′	Alt Set: hPa Trans level: FL60 Trans alt: 3700′

LEGSU, LELBA, TISIB TRANSITIONS

***SPEED* MAX 250 KT AT OR BELOW FL100**





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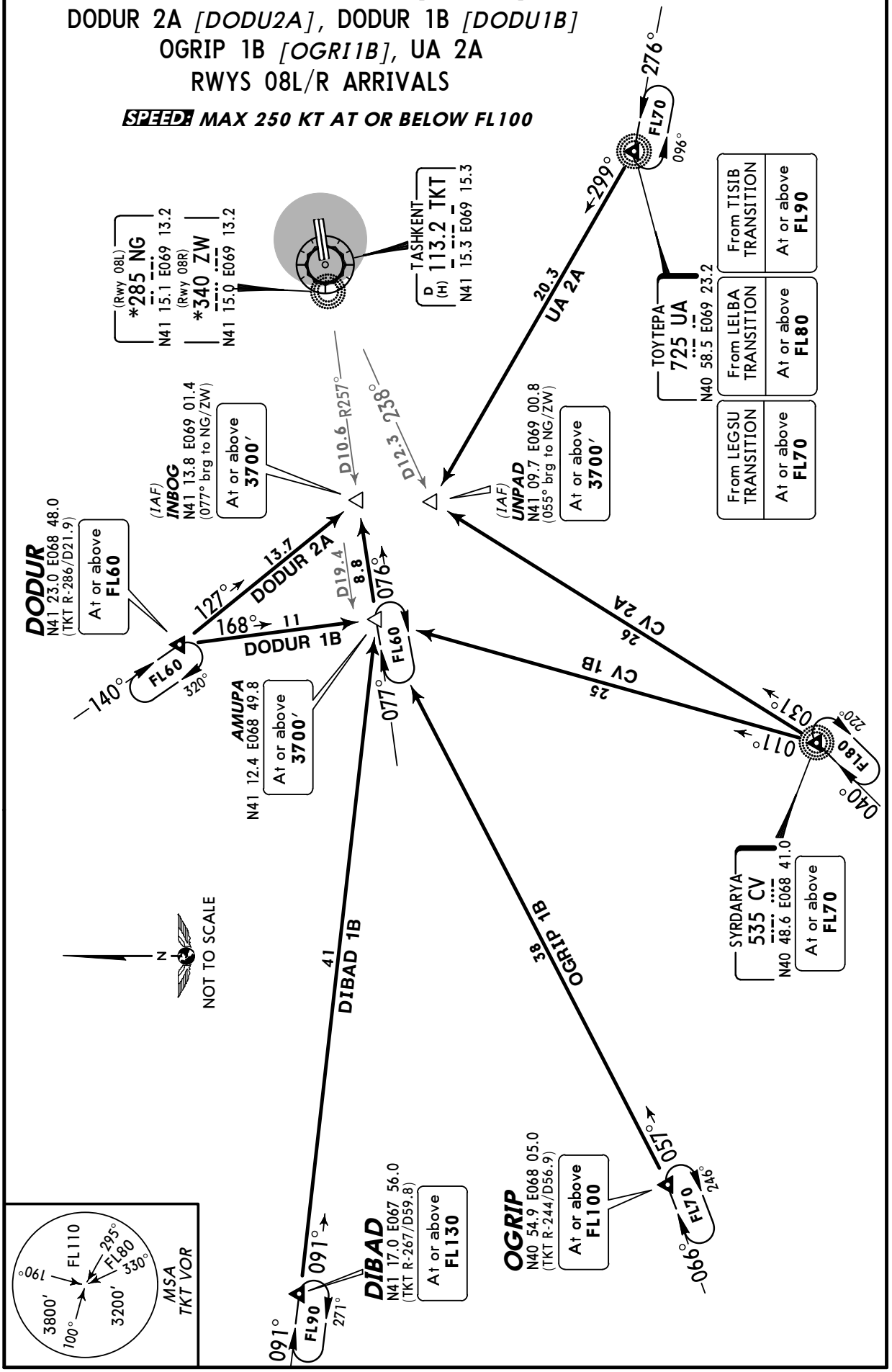
UTTT/TAS
YUZHNY

TASHKENT, UZBEKISTAN
STAR

ATIS	Apt Elev	Alt Set: hPa
126.8	1417′	Trans level: FL60 Trans alt: 3700′

CV 2A, CV 1B, DIBAD 1B *[DIBA1B]*
DODUR 2A *[DODU2A]*, DODUR 1B *[DODU1B]*
OGRIP 1B *[OGRI1B]*, UA 2A
RWYS 08L/R ARRIVALS

SPEED: MAX 250 KT AT OR BELOW FL100



CHANGES: Alt setting; altitudes; MSA.

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UTTT/TAS
YUZHNY

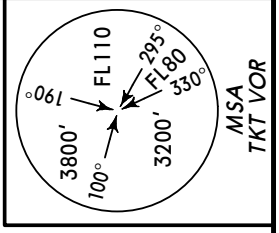
JEPPESEN
14 NOV 14 (10-2B)

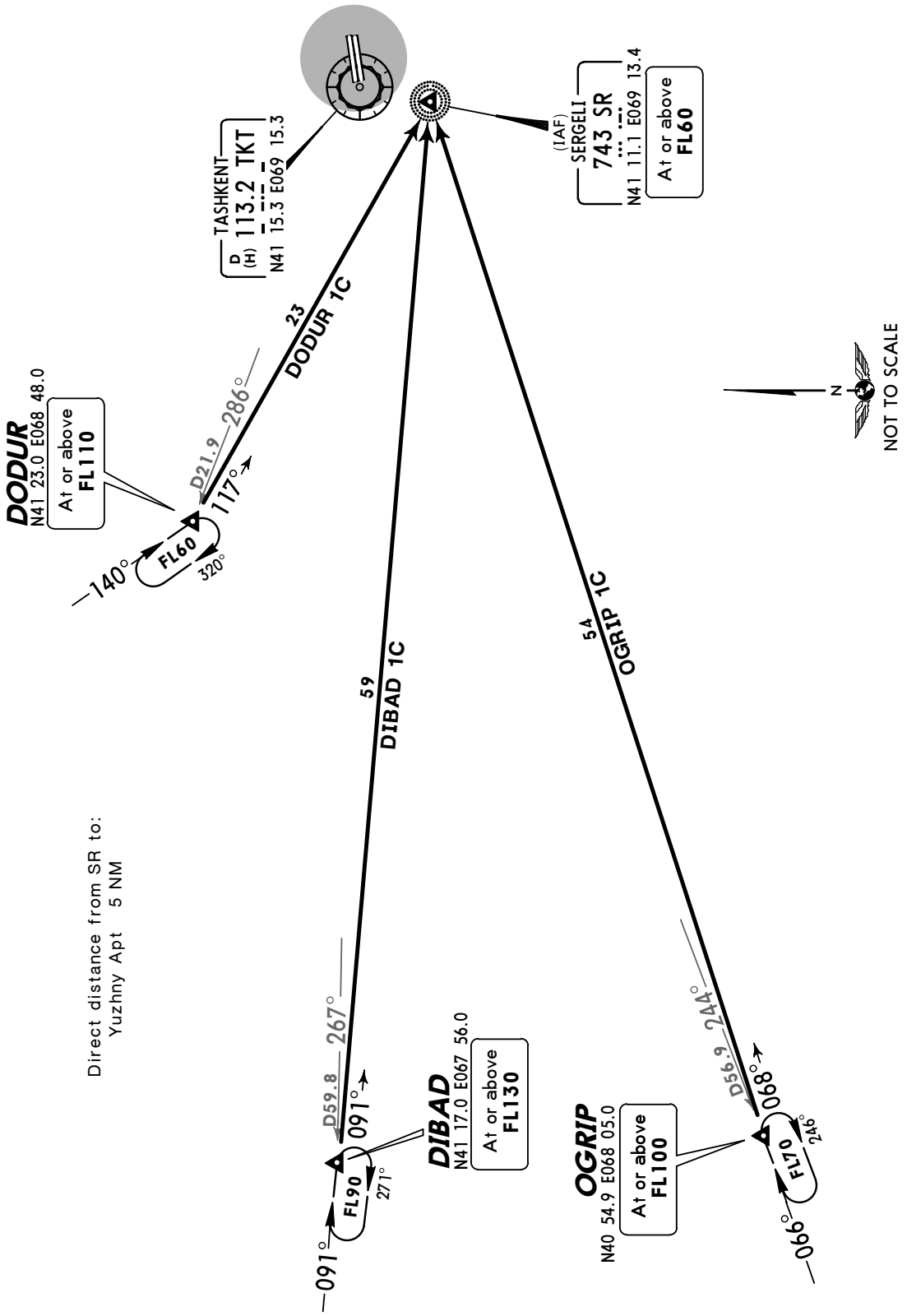
TASHKENT, UZBEKISTAN
STAR

ATIS	Apt Elev	
126.8	1417′	Alt Set: hPa Trans level: FL60 Trans alt: 3700′

DIBAD 1C *[DIBA1C]*
DODUR 1C *[DODU1C]*
OGRIP 1C *[OGRI1C]*
RWYS 26L/R ARRIVALS

SPEED: MAX 250 KT AT OR BELOW FL100





CHANGES: Alt setting; MSA.

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UTTT/TAS
YUZHNY

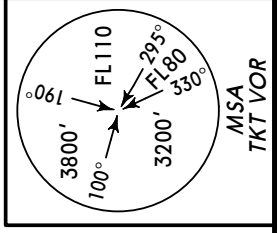
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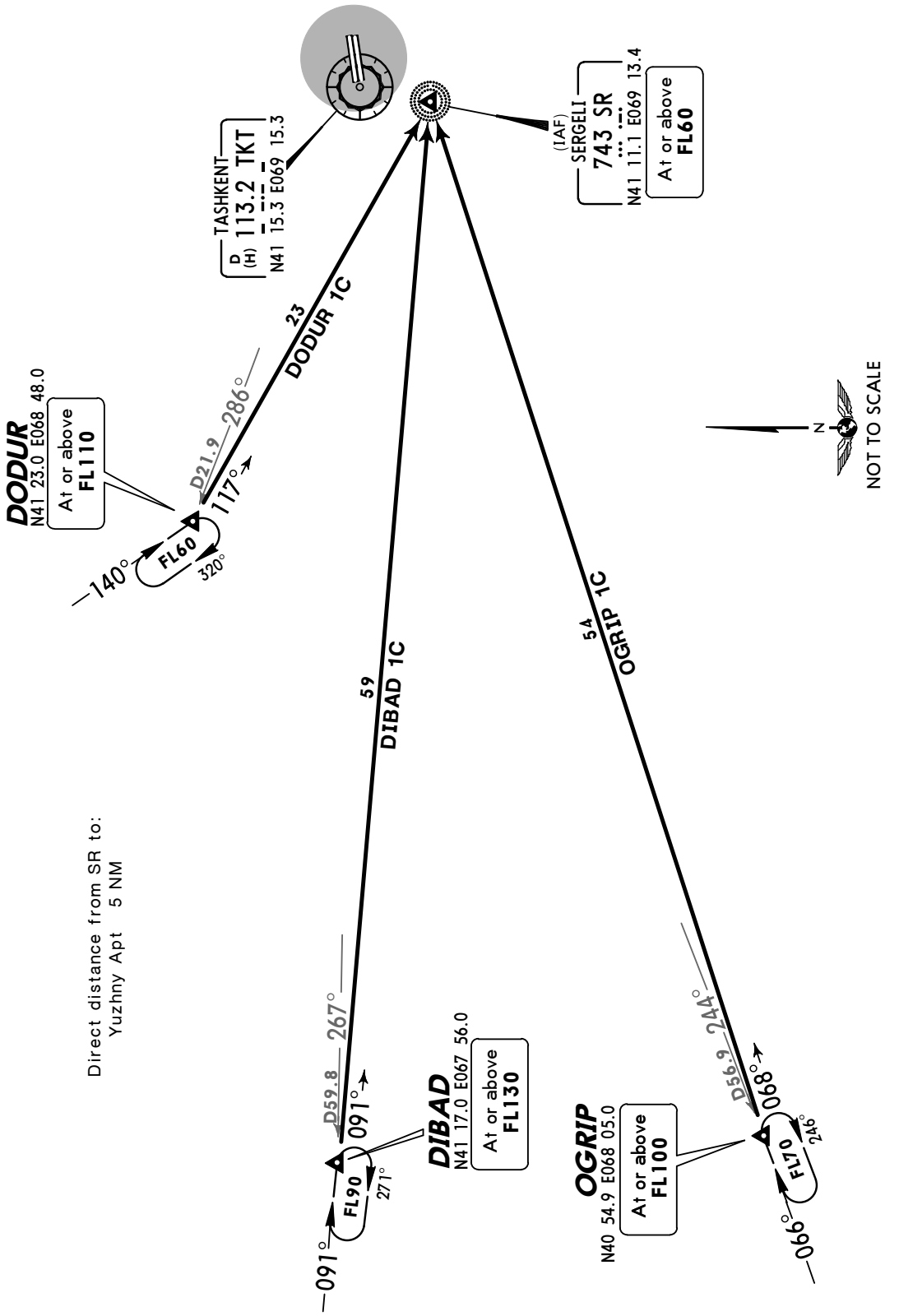
TASHKENT, UZBEKISTAN
STAR

ATIS	Apt Elev	
126.8	1417′	Alt Set: hPa Trans level: FL60 Trans alt: 3700′

DIBAD 1C *[DIBA1C]*
DODUR 1C *[DODU1C]*
OGRIP 1C *[OGRI1C]*
RWYS 08L/R ARRIVALS
WITHOUT RADAR CONTROL

SPEED: MAX 250 KT AT OR BELOW FL100





CHANGES: Alt setting; MSA.

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UTTT/TAS
YUZHNY

JEPPESEN
14 NOV 14 (10-2D)

TASHKENT, UZBEKISTAN
STAR

ATIS	Apt Elev	
126.8	1417′	Alt Set: hPa Trans level: FL60 Trans alt: 3700′

CV 1C, UA 1C, UA 2D ❶
RWYS 26L/R ARRIVALS

SPEED: MAX 250 KT AT OR BELOW FL100

MSA
TKT VOR
FL110
295°
FL80
330°
190°
3800′
100°
3200′

(IAF)
ESEGI
N41 10.1 E069 33.2
At or above 3700′

TOYTEPA
725 UA
N40 58.5 E069 23.2
From LEGSU TRANSITION — At or above FL70
From LELBA TRANSITION — At or above FL80
From TISIB TRANSITION — At or above FL90

*285 FD
N41 15.9 E069 20.7

TASHKENT
D (H) 113.2 TKT
N41 15.3 E069 15.3

(IAF)
SERGELI
743 SR
N41 11.1 E069 13.4
At or above FL60

D9.0 TKT
(TKT R-209)
(125° brg to UA)
At or above FL70

SYRDARYA
535 CV
N40 48.6 E068 41.0
At or above FL70

297°
106°
D14.5
UA 2D
14
028°
276°
FL70
960°
325°
15
UA 1C
5
CV 1C
29
043°
220°
FL80
040°

❶ To achieve normal descent profile, aircraft proceeding via STAR UA 2D may request clearance to enter the holding and descent over UA.

Direct distance from SR to:
Yuzhny Apt 5 NM

N
NOT TO SCALE

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UTTT/TAS
YUZHNY

TASHKENT, UZBEKISTAN
STAR

ATIS	Apt Elev	Alt Set: hPa Trans level: FL60 Trans alt: 3700′
126.8	1417′	

CV 1C, UA 1C
RWYS 08L/R ARRIVALS
WITHOUT RADAR CONTROL
SPEED: MAX 250 KT AT OR BELOW FL100

MSA
TKT VOR
FL110
295°
FL80
330°
190°
3800′
100°
3200′

TOYTEPA
725 UA
N40 58.5 E069 23.2

From LEGSU TRANSITION	At or above FL70
From LELBA TRANSITION	At or above FL80
From TISIB TRANSITION	At or above FL90

276°
FL70
090°
325°
15
UA 1C
TASHKENT
D (H) 113.2 TKT
N41 15.3 E069 15.3
5
(IAF)
SERGELI
743 SR
N41 11.1 E069 13.4
At or above FL60
D9.0 TKT
(TKT R-209)
(125° brg to UA)
At or above FL70
23
CV 1C
043°
220°
FL80
040°
Direct distance from SR to:
Yuzhny Apt 5 NM
N
NOT TO SCALE
SYRDARYA
535 CV
N40 48.6 E068 41.0
At or above FL70

CHANGES: Alt setting; MSA.

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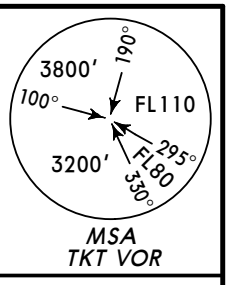
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UTTT/TAS
YUZHNY

JEPPESEN
14 NOV 14 (10-3)

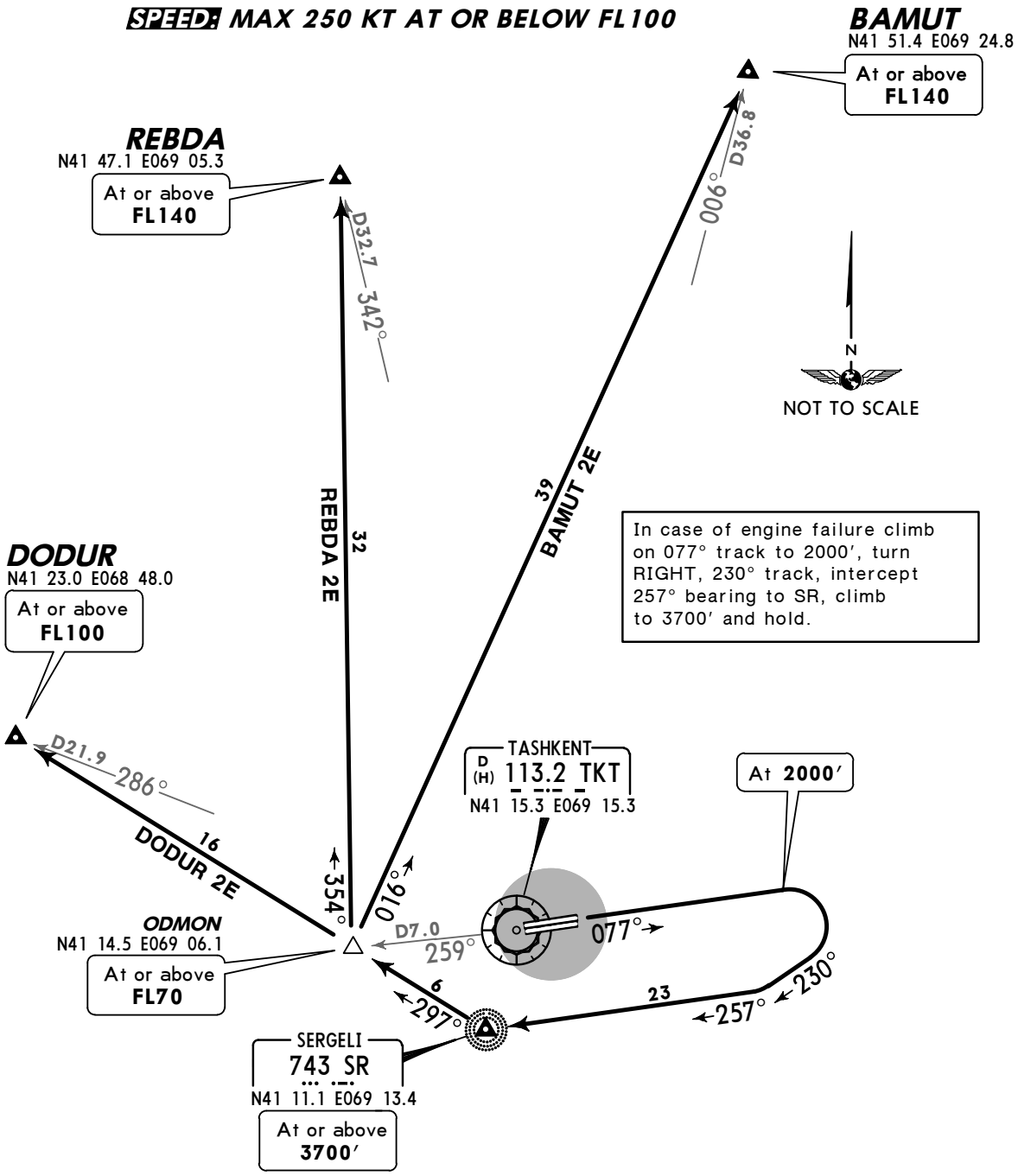
TASHKENT, UZBEKISTAN
SID

TASHKENT Radar 119.4	Apt Elev 1417′	Trans level: FL60 Trans alt: 3700′ Contact TASHKENT Radar after crossing 2000′.



BAMUT 2E *[BAMU2E]*
DODUR 2E *[DODU2E]*
REBDA 2E *[REBD2E]*
RWYS 08L/R DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100



Initial climb clearance **FL60**

SID	ROUTING
BAMUT 2E	Climb on 077° track, at 2000′ turn RIGHT, 230° track, intercept 257° bearing to SR, turn RIGHT, 297° bearing to ODMON, turn RIGHT, 016° track to BAMUT.
DODUR 2E	Climb on 077° track, at 2000′ turn RIGHT, 230° track, intercept 257° bearing to SR, turn RIGHT, 297° bearing to DODUR.
REBDA 2E	Climb on 077° track, at 2000′ turn RIGHT, 230° track, intercept 257° bearing to SR, turn RIGHT, 297° bearing to ODMON, turn RIGHT, 354° track to REBDA.

CHANGES: Alt setting; altitudes; MSA.

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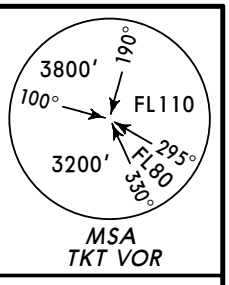
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UTTT/TAS
YUZHNY

JEPPESEN
14 NOV 14 (10-3A)

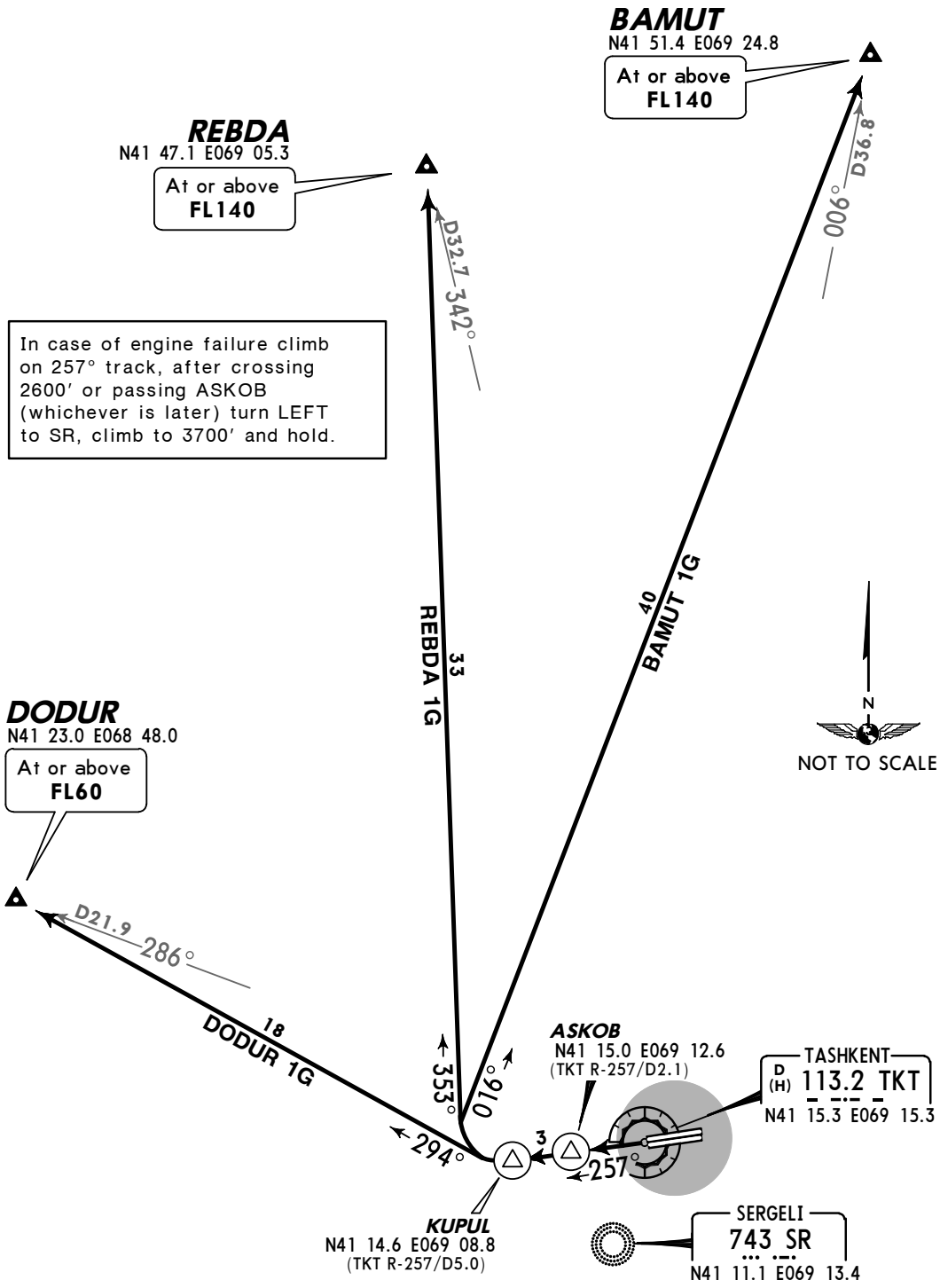
TASHKENT, UZBEKISTAN
SID

TASHKENT Radar 119.4	Apt Elev 1417′	Trans level: FL60 Trans alt: 3700′ Contact TASHKENT Radar after crossing 2000′.



BAMUT 1G *[BAMU1G]*
DODUR 1G *[DODU1G]*
REBDA 1G *[REBD1G]*
RWYS 26L/R DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100



Initial climb clearance **FL60**

SID	ROUTING
BAMUT 1G	Climb on 257° track to KUPUL, turn RIGHT, 016° track to BAMUT.
DODUR 1G	Climb on 257° track to KUPUL, turn RIGHT, 294° track to DODUR.
REBDA 1G	Climb on 257° track to KUPUL, turn RIGHT, 353° track to REBDA.

CHANGES: Alt setting; altitudes; MSA.

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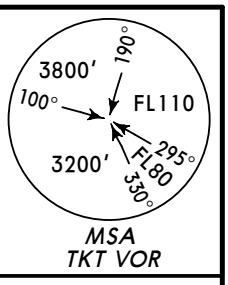
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UTTT/TAS
YUZHNY

JEPPESEN
14 NOV 14 (10-3B)

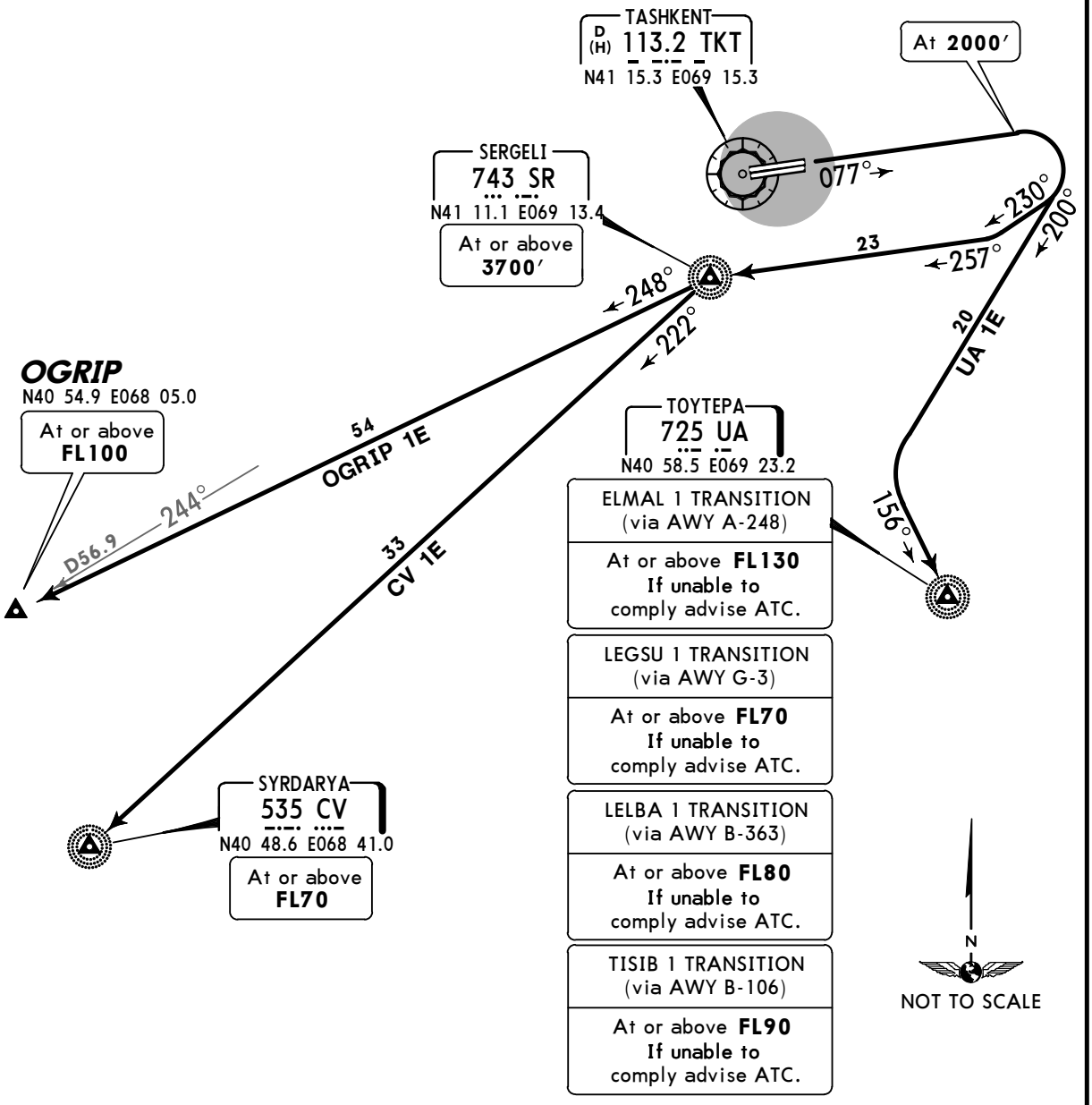
TASHKENT, UZBEKISTAN
SID

TASHKENT Radar 119.4	Apt Elev 1417′	Trans level: FL60 Trans alt: 3700′ Contact TASHKENT Radar after crossing 2000′.



CV 1E, OGRIP 1E *[OGRI1E]*, UA 1E
RWYS 08L/R DEPARTURES
SPEED: MAX 250 KT AT OR BELOW FL100

In case of engine failure climb on 077° track to 2000′, turn RIGHT, 230° track, intercept 257° bearing to SR, climb to 3700′ and hold.



Initial climb clearance **FL60**

SID	ROUTING
CV 1E	Climb on 077° track, at 2000′ turn RIGHT, 230° track, intercept 257° bearing to SR, turn LEFT, 222° bearing to CV.
OGRIP 1E	Climb on 077° track to 2000′ turn RIGHT, 230° track, intercept 257° bearing to SR, turn LEFT, 248° bearing to OGRIP.
UA 1E	Climb on 077° track to 2000′ turn RIGHT, 200° track, intercept 156° bearing to UA.

CHANGES: Alt setting; altitudes; MSA.

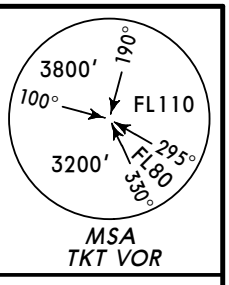
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UTTT/TAS
YUZHNY

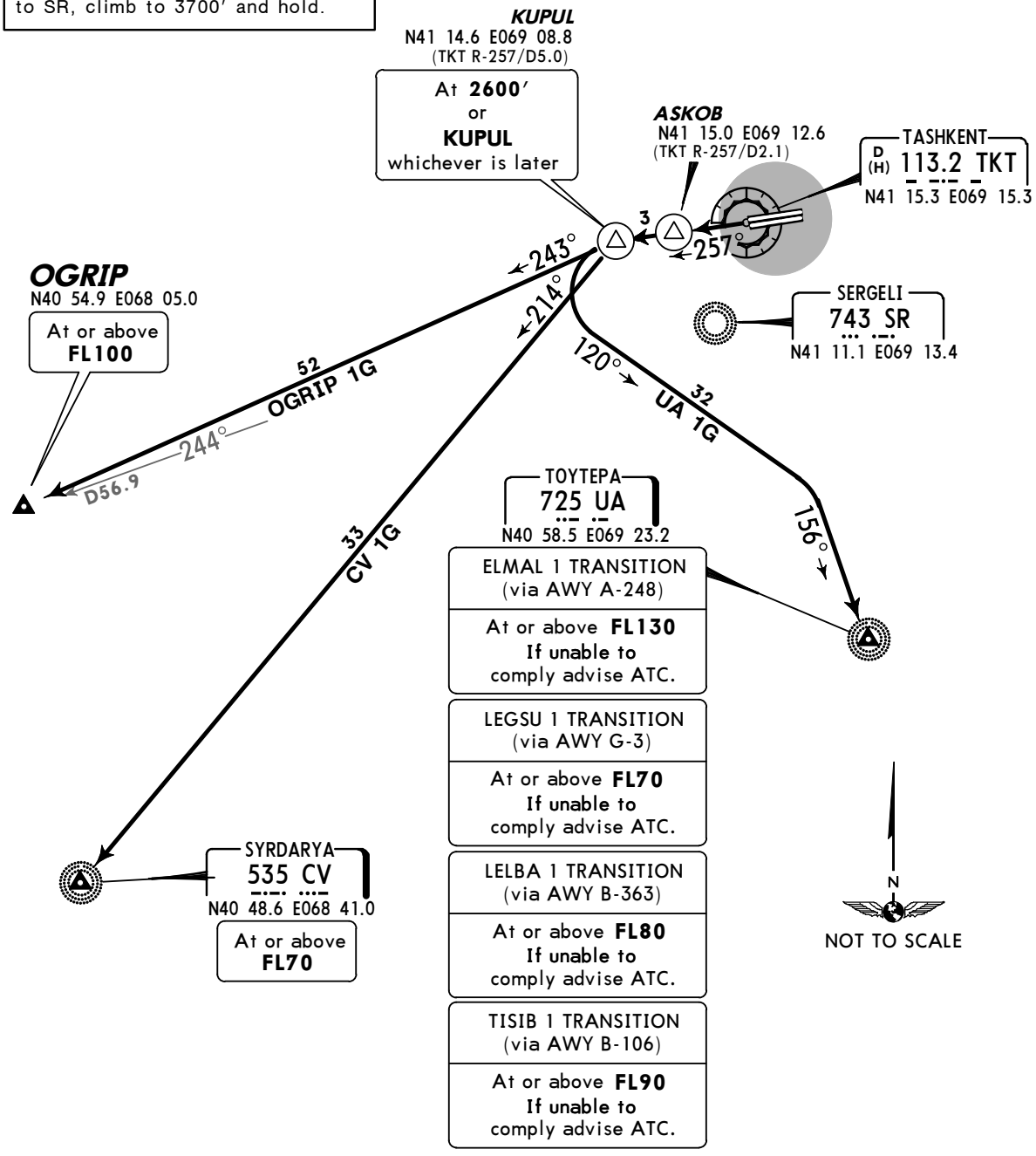
TASHKENT, UZBEKISTAN
SID

TASHKENT Radar 119.4	Apt Elev 1417′	Trans level: FL60 Trans alt: 3700′ Contact TASHKENT Radar after crossing 2000′.



CV 1G, OGRIP 1G *[OGRI1G]*, UA 1G
RWYS 26L/R DEPARTURES
SPEED: MAX 250 KT AT OR BELOW FL100

In case of engine failure climb on 257° track, after crossing 2600′ or passing ASKOB (whichever is later) turn LEFT to SR, climb to 3700′ and hold.



Initial climb clearance **FL60**

SID	ROUTING
CV 1G	Climb on 257° track, at 2600′ or KUPUL whichever is later, turn LEFT, 214° bearing to CV.
OGRIP 1G	Climb on 257° track, at 2600′ or KUPUL whichever is later, turn LEFT, 243° track to OGRIP.
UA 1G	Climb on 257° track, at 2600′ or KUPUL whichever is later, turn LEFT, 120° track, intercept 156° bearing to UA.

CHANGES: Alt setting; altitudes; MSA.

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UTTT/TAS
YUZHNY

JEPPESEN
14 NOV 14 (10-3D)

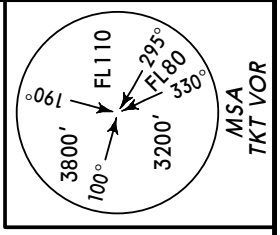
TASHKENT, UZBEKISTAN
TRANSITION

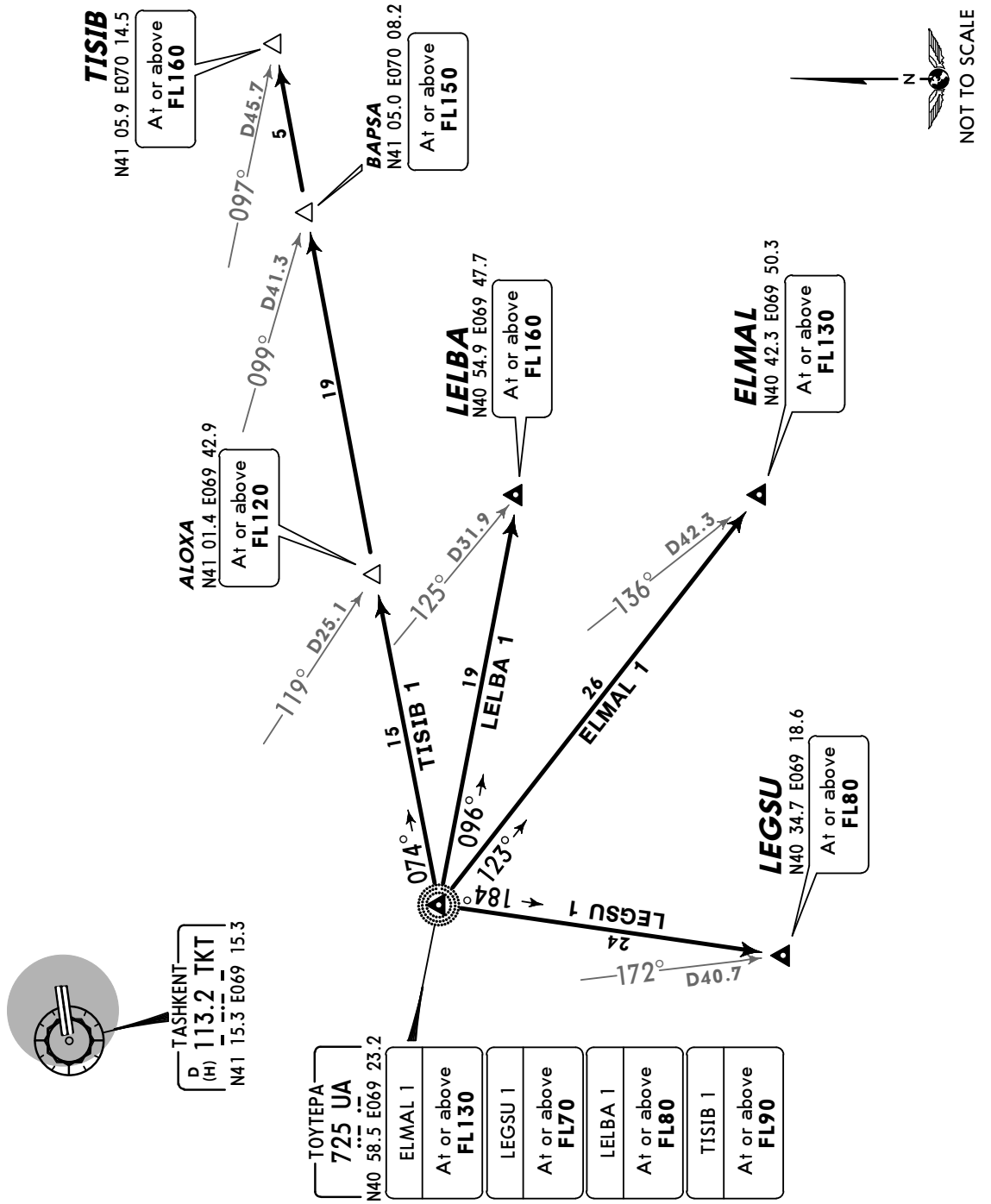
Apt Elev 1417′

Trans level: FL60 Trans alt: 3700′

ELMAL 1 *[ELMA1]*
LEGSU 1 *[LEGS1]*
LELBA 1 *[LELB1]*
TISIB 1 *[TISI1]*
TRANSITIONS

SPEED MAX 250 KT AT OR BELOW FL100





CHANGES: Alt setting; MSA.

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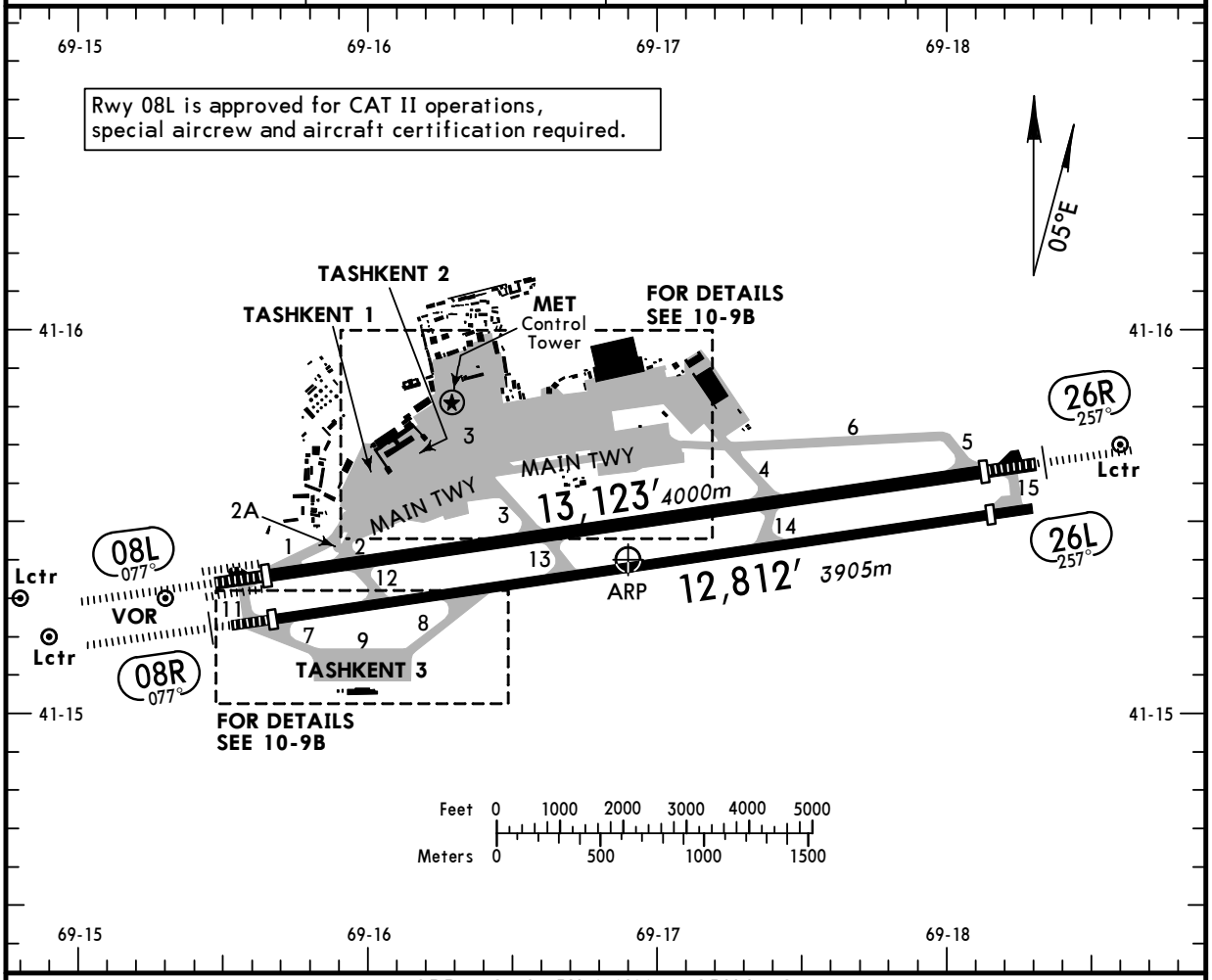
Apt Elev **1417′**
N41 15.4 E069 16.9

JEPPESEN **TASHKENT, UZBEKISTAN**

19 JUL 13 (10-9) **Eff 25 Jul**

YUZHNY

ATIS	TASHKENT Delivery	Taxiing (GND)	Tower
126.8	129.4	121.7	120.4 129.0



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
08L	HIRL *(60m)* CL ❶ HIALS-II PAPI-L TDZ RVR	12,303′ *3750m*	11,243′ *3427m*	❸	197′ *60m*
26R	HIRL *(60m)* CL ❷ HIALS PAPI-L RVR		10,860′ *3310m*		

❶ Between displ thresholds (86W, 21R&W, 8R / spacing 15m).
❷ Between displ thresholds (86W, 18R&W, 11R / spacing 15m).
❸ TAKE-OFF RUN AVAILABLE

RWY 08L:
From rwy head 13,123′(4000m)
twy 2 int 11,352′(3460m)
twy 3 int 7956′(2425m)

RWY 26R:
From rwy head 13,123′(4000m)
twy 4 int 8940′(2725m)

08R	HIRL *(60m)* HIALS PAPI-L	11,663′ *3555m*	11,096′ *3382m*	❹	148′ *45m*
26L	HIRL *(60m)*	12,139′ *3700m*			

❹ TAKE-OFF RUN AVAILABLE

RWY 08R:
From rwy head 12,320′(3755m)
twy 12 int 10,089′(3075m)
twy 8 int 8268′(2520m)
twy 13 int 6890′(2100m)

RWY 26L:
From rwy head 12,812′(3905m)
twy 14 int 7710′(2350m)

TAKE-OFF

AIR CARRIER (JAA)

	Rwy 08L/26R LVP must be in force RL & CL	**All Rwys LVP must be in force** DAY RCLM or RL	NIGHT RL	RCLM (DAY only) or RL
A	*200m* ❶	*300m*	*300m*	*400m*
B				
C			*400m*	
D	*250m (200m* ❶ *)*			

❶ Available only when braking coefficient is not less than 0.5 and cross wind component less than 1/2 of MAX acceptable for ACFT type.

CHANGES: AD elev. Rwy 26L usable lengths.

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TAXI RESTRICTIONS

CAT C & D ACFT have to use stands with two engines IDLE power only and IDLE engines power is required when acft is turning out when leaving parking positions.
Taxiing ACFT with four engines on TWY 13 only under inner engines power.
Stands B1, B2, B5 and B6 equipped with docking guidance system AGNIS.
Pilots must contact TASHKENT Delivery not earlier than 15 min before start-up for ATC clearance.

LOW VISIBILITY PROCEDURES (LVP)

LVP will be used if visibility:
- 400m or less at NIGHT,
- 800m or less at DAY.

Pilots will be informed by ATC when LVP are in force by phrase "LOW VISIBILITY PROCEDURES IN PROGRESS".

ARRIVAL:
The crew must advice Tower when landing is fully completed and when RWY vacated. This can be done when ACFT completely leaves the RWY and positioned on TWY not closer than 394'/120m from RWY centerline. ACFT must wait for Follow-me car.

When LVP are in force taxi routes will be assigned by ATC.
RWY crossing can be done after ATC permission only.
Follow-me car will be available from TWYs 1, 2, 2A, 3, 4 and 5.

DEPARTURE:
Taxi via apron and TWYs must be conducted behind Follow-me car via taxi routes assigned by ATC.
LVP are terminated by phrase "LOW VISIBILITY PROCEDURES HAVE BEEN TERMINATED".

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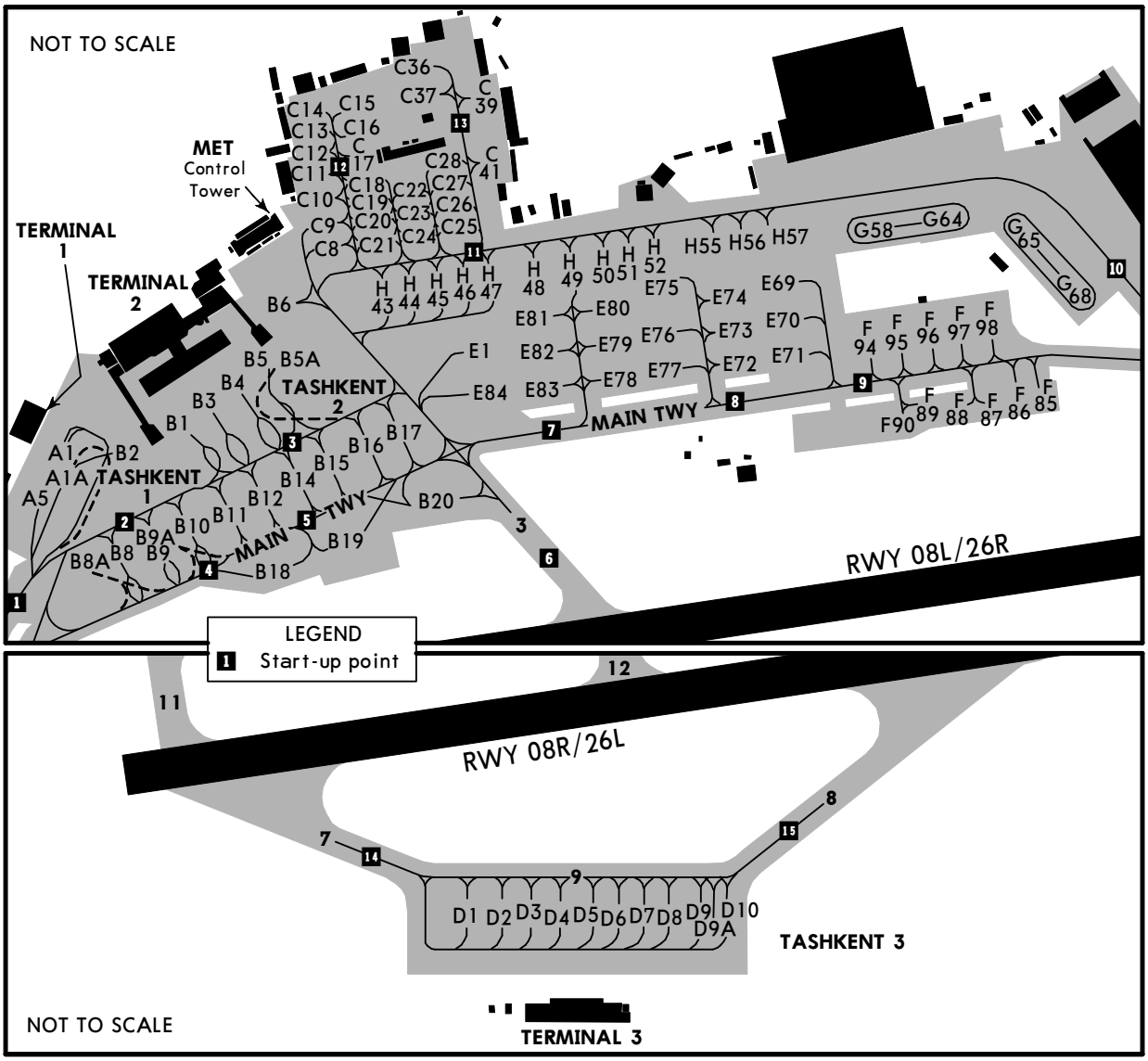
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UTTT/TAS

JEPPESEN TASHKENT, UZBEKISTAN

19 JUL 13 (10-9B) Eff 25 Jul

YUZHNY



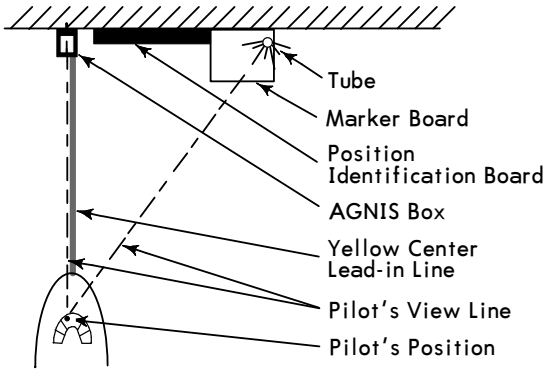
INS COORDINATES		INS COORDINATES	
STAND No.	COORDINATES	STAND No.	COORDINATES
A1	N41 15.6 E069 16.0	B18	N41 15.5 E069 16.2
B1	N41 15.7 E069 16.1	B19	N41 15.5 E069 16.3
B2	N41 15.6 E069 16.0	B20	N41 15.6 E069 16.3
B3, B4	N41 15.7 E069 16.1	D1	N41 15.1 E069 15.8
B5, B5A, B6	N41 15.7 E069 16.2	D2 thru D4	N41 15.1 E069 15.9
B8, B8A	N41 15.5 E069 16.0	D5 thru D8	N41 15.1 E069 16.0
B9	N41 15.6 E069 16.0	D9, D9A, D10	N41 15.1 E069 16.1
B9A	N41 15.5 E069 16.0	E1, E84	N41 15.7 E069 16.5
B10, B11	N41 15.6 E069 16.1	H43, H44	N41 15.8 E069 16.3
B12 thru B15	N41 15.6 E069 16.2	H45	N41 15.8 E069 16.4
B16, B17	N41 15.6 E069 16.3		

CHANGES: Stand B5A established. Guidelines. Coords.

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Principal Arrangement of AGNIS



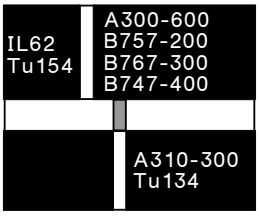
Visual guidance system consists of the following elements:
- Center line Guidance Element (AGNIS Box)
- Yellow ACFT stand lead-in Line
- Parallax Parking Aid (PAPA) consisting of black marker board and a vertical tubular fluorescent light behind the marker board
- Position Identification Board with coordinates for inertial navigation and position designation number.

PAPA Element (Parallax Parking Aid)

STOPPING PROCEDURE
ACFT is stopped at correct position by means of PAPA element. As soon as tubular light registers in line with appropriate vertical reference mark, ACFT has reached correct stopping position.



All ACFT continue taxiing.



ACFT A310-300 and TU134 stop. All others continue taxiing.



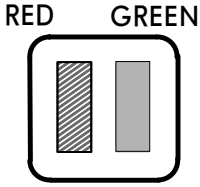
ACFT IL62, TU154, A300-600, B757-200, B767-300 and B747-400 stop.

AGNIS and PAPA is controlled by Apron managment unit.
In addition to the lights of the AGNIS and PAPA elements a yellow flashing beacon is provided on the lower section of the column which is operating at the same time as the visual guidance system is switched on.

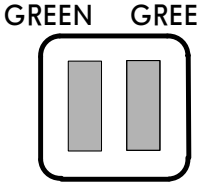
AGNIS, PAPI and flashing beacon are connected to the essential power supply system.
In case of system failure, pilots are requested to follow instructions given from TASHKENT Ground and/or from marshaller.

Parking Procedures

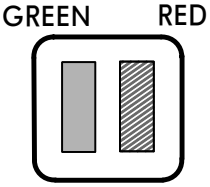
CENTERLINE GUIDANCE
ACFT shall approach along yellow ACFT stand lead-line so that both slots in the AGNIS box show green. Adjustments to LEFT or RIGHT shall always be made towards green.



LEFT of centerline
Turn towards GREEN
(RIGHT)



ACFT on centerline



RIGHT of centerline
Turn towards GREEN
(LEFT)

Failure or inadequate operation of AGNIS box shall be reported immediately.

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UTTT/TAS

Standard

TASHKENT, UZBEKISTAN

YUZHNY

STRAIGHT-IN RWY		A	B	C	D
08L	CAT 2 ILS	**1469**′(100′) **RA105′ R300m**	**1469**′(100′) **RA105′ R300m**	**1469**′(100′) **RA105′ R300m**	**1469**′(100′) **RA105′ R300m**
	ILS	**1569**′(200′)	**1569**′(200′)	**1569**′(200′)	**1569**′(200′)
	FULL	**550m**	**550m**	**550m**	**550m**
	Limited	750m	750m	750m	750m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	**1820**′(451′) ceil 200m- **3000m**	**1820**′(451′) ceil 200m- **3000m**	**1820**′(451′) ceil 300m- **5000m**	**1820**′(451′) ceil 300m- **5000m**
	2 NDB ❶ with D5.7	**1750**′(381′) ceil 115m- **1700m**	**1750**′(381′) ceil 115m- **1700m**	**1750**′(381′) ceil 115m- **1700m**	**1750**′(381′) ceil 115m- **1700m**
	ALS out	ceil 115m- 1700m	ceil 115m- 1700m	ceil 115m- 1800m	ceil 115m- 1800m
	2 NDB ❶ w/o D5.7	**2010**′(641′) ceil 200m- **2500m**	**2010**′(641′) ceil 200m- **2500m**	**2010**′(641′) ceil 200m- **2500m**	**2010**′(641′) ceil 200m- **2500m**
	ALS out	ceil 200m- 3000m	ceil 200m- 3000m	ceil 200m- 3000m	ceil 200m- 3000m
	NDB ❶	**2590**′(1221′) ceil 370m- **5000m**	**2590**′(1221′) ceil 370m- **5000m**	**2590**′(1221′) ceil 370m- **6km**	**2590**′(1221′) ceil 370m- **6km**
08R	ILS	**1569**′(200′) **800m**	**1569**′(200′) **800m**	**1569**′(200′) **800m**	**1589**′(220′) **800m**
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	**2130**′(761′) ceil 230m- **3000m**	**2130**′(761′) ceil 230m- **3000m**	**2130**′(761′) ceil 300m- **5000m**	**2130**′(761′) ceil 300m- **5000m**
	2 NDB ❶ with D5.7	**1800**′(431′) ceil 130m- **1500m**	**1800**′(431′) ceil 130m- **2000m**	**1800**′(431′) ceil 130m- **2000m**	**1800**′(431′) ceil 130m- **2000m**
	2 NDB ❶ w/o D5.7	**2090**′(721′) ceil 220m- **3000m**	**2090**′(721′) ceil 220m- **3000m**	**2090**′(721′) ceil 220m- **3500m**	**2090**′(721′) ceil 220m- **3500m**
	ALS out	ceil 220m- 3400m	ceil 220m- 3400m	ceil 220m- 3500m	ceil 220m- 3500m
	NDB ❶	**2590**′(1221′) ceil 370m- **5000m**	**2590**′(1221′) ceil 370m- **5000m**	**2590**′(1221′) ceil 370m- **6km**	**2590**′(1221′) ceil 370m- **6km**
	SIDESTEP	**2290**′(921′) ceil 300m- **5000m**	**2290**′(921′) ceil 300m- **5000m**	**2290**′(921′) ceil 300m- **5000m**	**2290**′(921′) ceil 300m- **5000m**

❶ Continuous Descent Final Approach.

CHANGES: 2 NDB 08R DA(H) & Visibility. RVR CAT 2 ILS 08L.

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UTTT/TAS

Standard

TASHKENT, UZBEKISTAN

YUZHNY

STRAIGHT-IN RWY		A	B	C	D
26L	VOR ❶	**1990**′(578′) ceil 200m- **3000m**	**1990**′(578′) ceil 200m- **3000m**	**1990**′(578′) ceil 300m- **5000m**	**1990**′(578′) ceil 300m- **5000m**
	SIDESTEP	**2340**′(928′) ceil 300m- **5000m**	**2340**′(928′) ceil 300m- **5000m**	**2340**′(928′) ceil 300m- **5000m**	**2340**′(928′) ceil 300m- **5000m**
26R	ILS	**1615**′(200′) **800m**	**1615**′(200′) **1000m**	**1615**′(200′) **1000m**	**1615**′(200′) **1000m**
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	**1990**′(575′) ceil 200m- **3000m**	**1990**′(575′) ceil 200m- **3000m**	**1990**′(575′) ceil 300m- **5000m**	**1990**′(575′) ceil 300m- **5000m**
	2 NDB ❶ with D8.2 TKT	**1810**′(395′) ceil 120m- **2000m**	**1810**′(395′) ceil 120m- **2000m**	**1810**′(395′) ceil 120m- **2000m**	**1810**′(395′) ceil 120m- **2000m**
	2 NDB ❶ w/o D8.2 TKT	**2170**′(755′) ceil 230m- **3500m**	**2170**′(755′) ceil 230m- **3500m**	**2170**′(755′) ceil 230m- **3500m**	**2170**′(755′) ceil 230m- **3500m**
	NDB ❶	**2190**′(775′) ceil 250m- **3000m**	**2190**′(775′) ceil 250m- **3000m**	**2190**′(775′) ceil 300m- **5000m**	**2190**′(775′) ceil 300m- **5000m**
	ALS out	ceil 250m- 3000m	ceil 250m- 3000m	ceil 300m- 5000m	ceil 300m- 5000m

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND	A	B	C	D
	NOT AUTHORIZED			

TAKE-OFF RWY 08L/R, 26L/R

	LVP must be in Force				
	RL & CL	DAY RCLM or RL	NIGHT RL	RCLM (DAY only) or RL	NIL (DAY only)
A	200m [1]	300m	300m	400m	500m
B					
C			400m		
D	250m				

[1] Available only when braking coefficient is not less than 0.5 and cross wind component less than 1/2 of MAX acceptable for ACFT type.

CHANGES: 2 NDB & NDB 26R visibility.

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YUZHNY

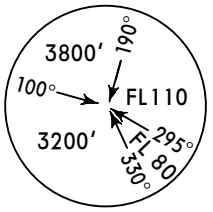
JEPPESEN
14 NOV 14 (11-1)

TASHKENT, UZBEKISTAN
ILS DME Rwy 08L

BRIEFING STRIP ™

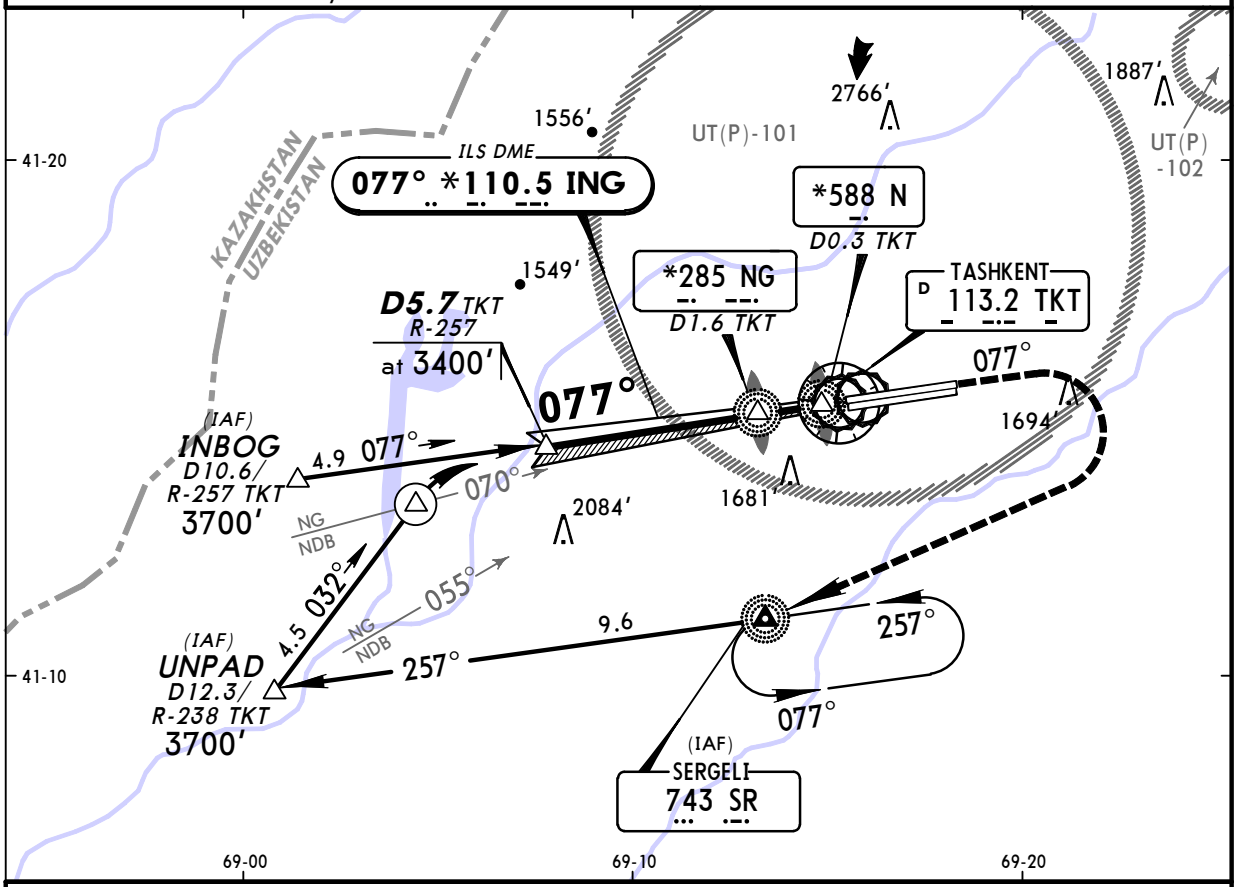
ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7

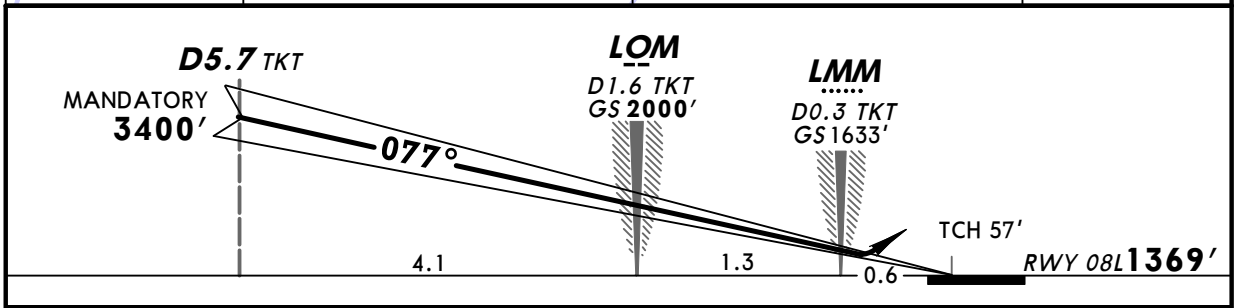
LOC ING	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 1417′
*110.5	077°	2000′ (631′)	1569′ (200′)	RWY 1369′



MISSED APCH: Climb on 077° to 2000′, then turn RIGHT to SR NDB climbing to 3700′ and hold or by ATC.

Alt Set: hPa	Rwy Elev: 49 hPa	Trans level: FL 60	Trans alt: 3700′





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

HIALS-II
PAPI

2000′ on 077°

SR 743 RT

PANS OPS

STRAIGHT-IN LANDING RWY 08L			CIRCLE-TO-LAND	
ILS		LOC (GS out)		
DA(H) 1569′ (200′)				
FULL	ALS out			
A	550m	1200m	NOT AUTHORIZED	A NOT AUTHORIZED
B				B
C				C
D				D

CHANGES: Alt setting. Altitudes.

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UTTT/TAS
YUZHNY

JEPPESEN 14 NOV 14 (11-1A)

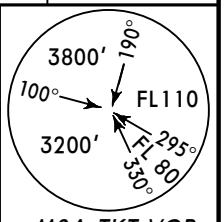
TASHKENT, UZBEKISTAN
CAT II ILS DME Rwy 08L

BRIEFING STRIP ™

ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7

LOC ING *110.5	Final Apch Crs 077°	GS LOM 2000′ (631′)	CAT II ILS RA 105′ DA(H) 1469′ (100′)	Apt Elev 1417′ RWY 1369′

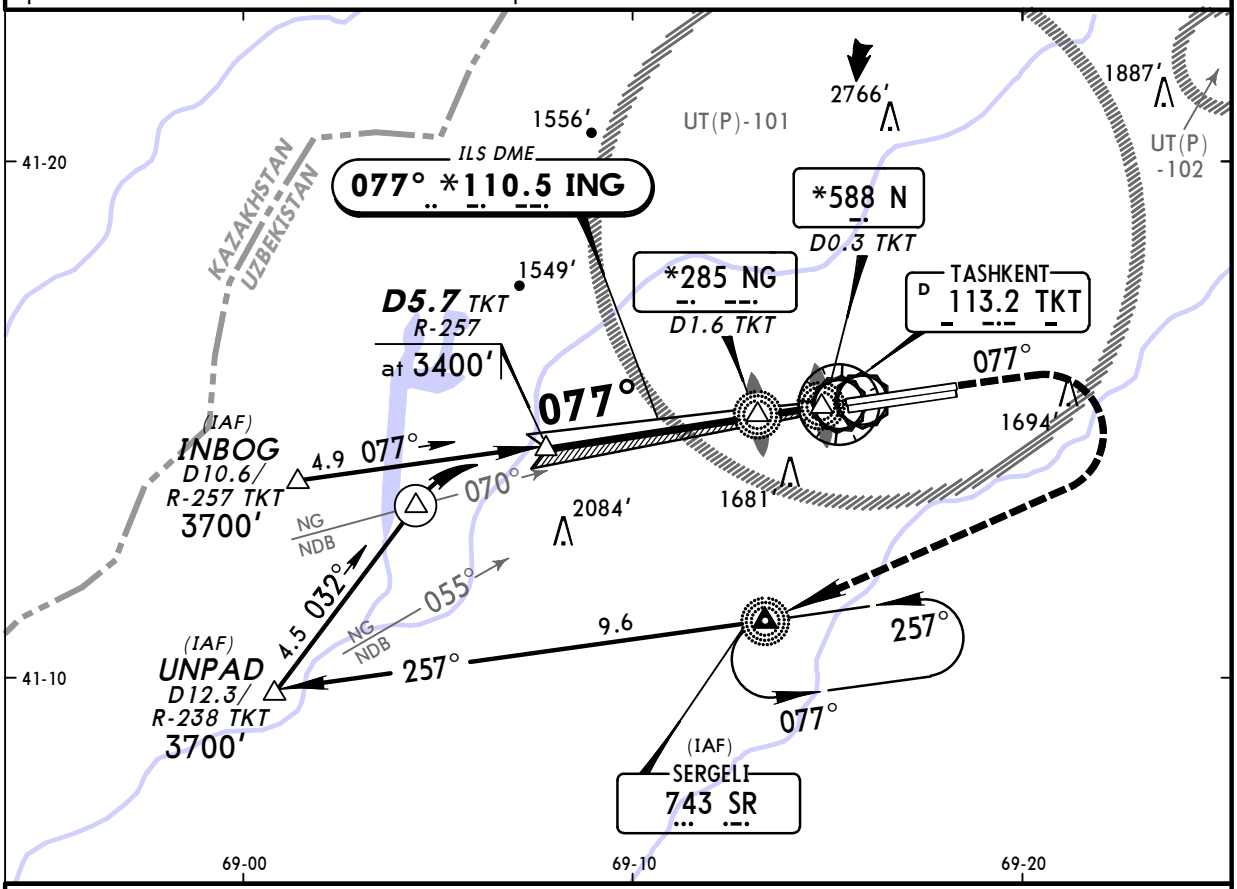
MISSED APCH: Climb on 077° to 2000′, then turn RIGHT to SR NDB climbing to 3700′ and hold or by ATC.

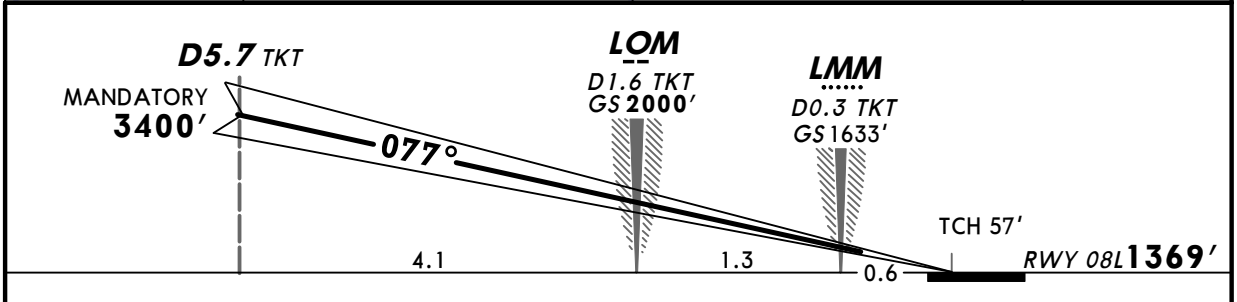


MSA TKT VOR

Alt Set: hPa Rwy Elev: 49 hPa Trans level: FL 60 Trans alt: 3700′

Special aircrew and aircraft certification required.





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

HIALS-II
PAPI

2000′ on 077°

SR 743 RT

STRAIGHT-IN LANDING RWY **08L**
CAT II ILS

RA 105′
DA(H) **1469′ (100′)**

RVR *300m* 1

PANS OPS

1 Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.

CHANGES: Alt setting. Altitudes.

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UTTT/TAS
YUZHNY

JEPPESEN 14 NOV 14 (11-2)

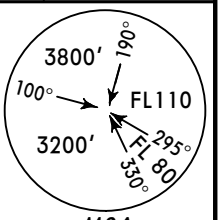
TASHKENT, UZBEKISTAN
ILS Rwy 08R

BRIEFING STRIP ™

ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7

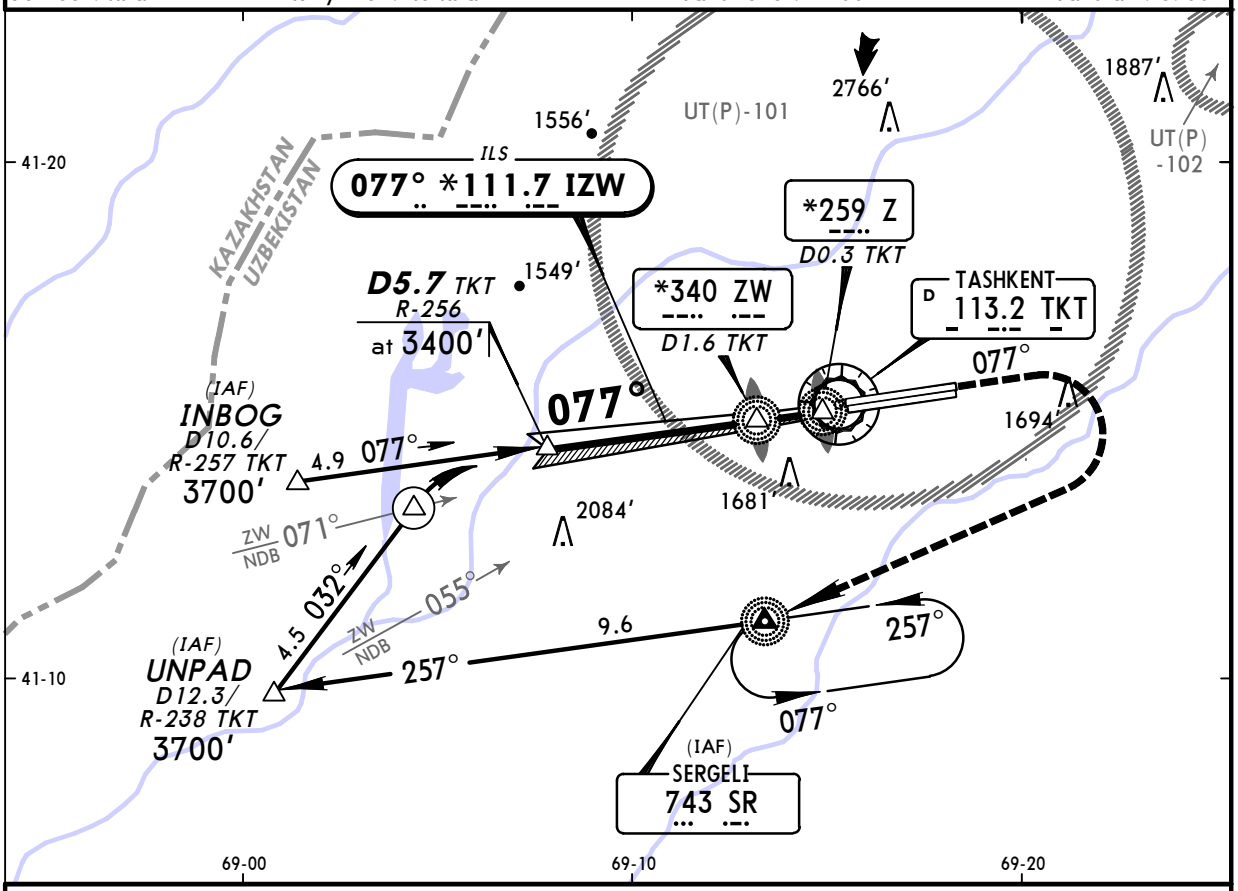
LOC IZW	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 1417′
*111.7	077°	2024′ (655′)	Refer to Minimums	RWY 1369′

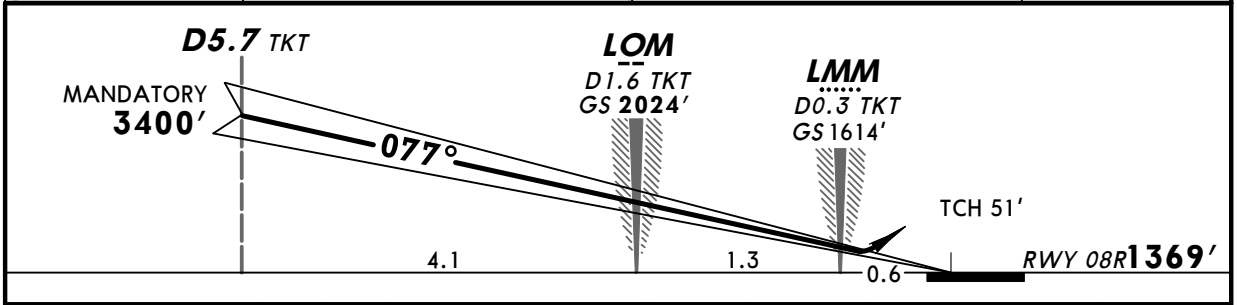
MISSED APCH: Climb on 077° to 2000′, then turn RIGHT to SR NDB climbing to 3700′and hold or by ATC.



MSA
TKT VOR

Alt Set: hPa	Rwy Elev: 49 hPa	Trans level: FL 60	Trans alt: 3700′





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

HIALS
PAPI

2000′ on 077°

SR 743 RT

PANS OPS

STRAIGHT-IN LANDING RWY 08R

ILS DA(H)		LOC (GS out)	CIRCLE-TO-LAND
ABC: 1569′(200′) D: 1589′(220′)			
FULL	ALS out		
A, B, C, D: 800m	1200m	NOT AUTHORIZED	A, B, C, D: NOT AUTHORIZED

CHANGES: Alt setting. Altitudes.

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UTTT/TAS
YUZHNY

JEPPESEN
14 NOV 14 (11-3)

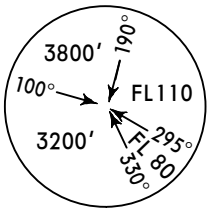
TASHKENT, UZBEKISTAN
ILS DME Rwy 26R

ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7

BRIEFING STRIP ™

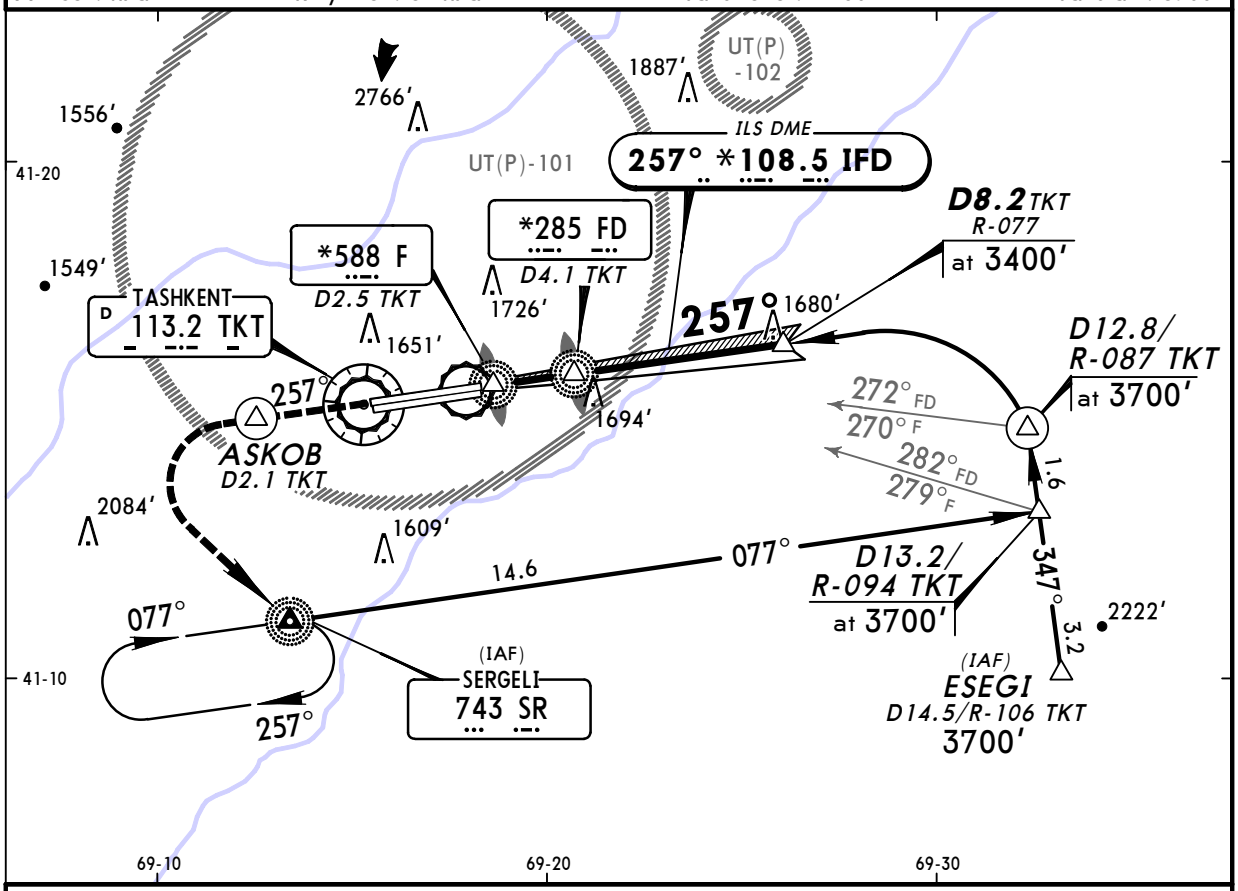
LOC IFD	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
*108.5	257°	2087′ (672′)	1615′ (200′)	Apt Elev 1417′ / RWY 1415′

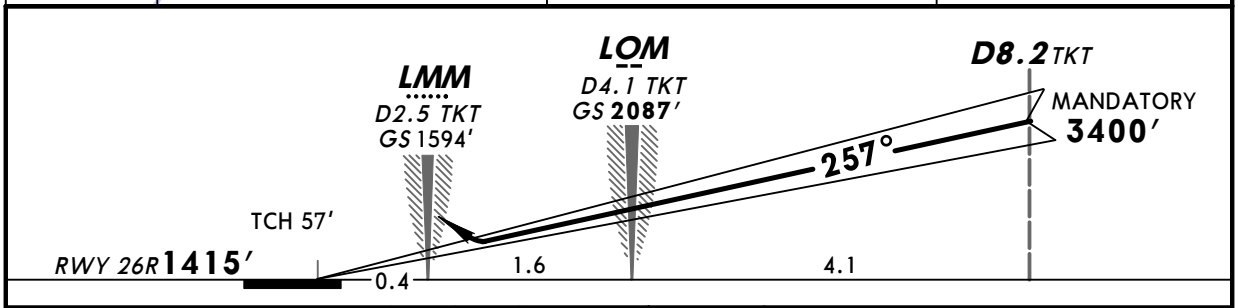
MISSED APCH: Climb on 257° to 2500′ or passing ASKOB (whichever is later) turn LEFT to SR NDB climbing to 3700′ and hold or by ATC.



MSA
TKT VOR

Alt Set: hPa	Rwy Elev: 51 hPa	Trans level: FL 60	Trans alt: 3700′





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

HIALS
PAPI

257°

2500′ ASKOB
whichever later

PANS OPS

STRAIGHT-IN LANDING RWY 26R

	ILS DA(H) 1615′(200′) FULL	ILS DA(H) 1615′(200′) ALS out	LOC (GS out)	CIRCLE-TO-LAND
A	800m	1200m	NOT AUTHORIZED	NOT AUTHORIZED
B	1000m			
C				
D				

CHANGES: Alt setting. Altitudes.

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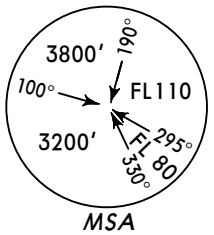
JEPPESEN 14 NOV 14 (11-4)

TASHKENT, UZBEKISTAN
(LOC 08L) SIDESTEP Rwy 08R

BRIEFING STRIP ™

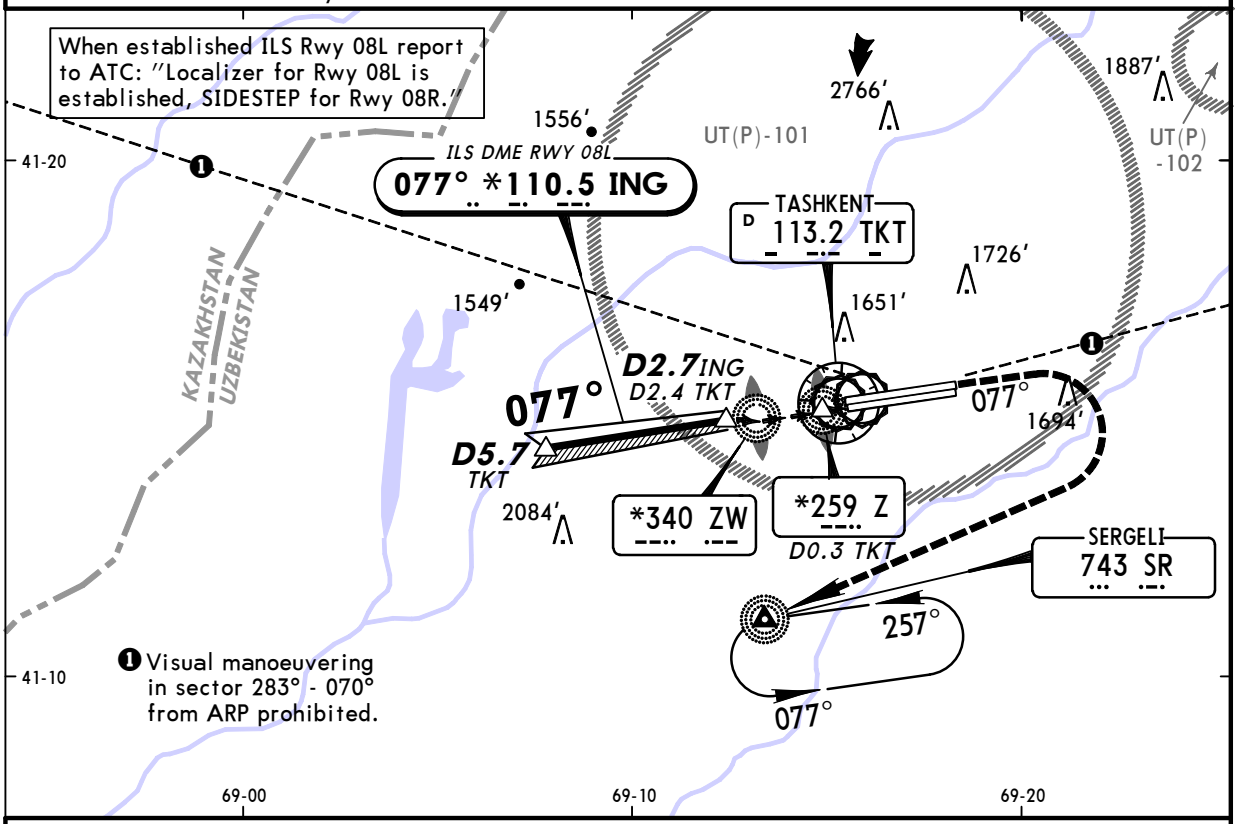
ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7

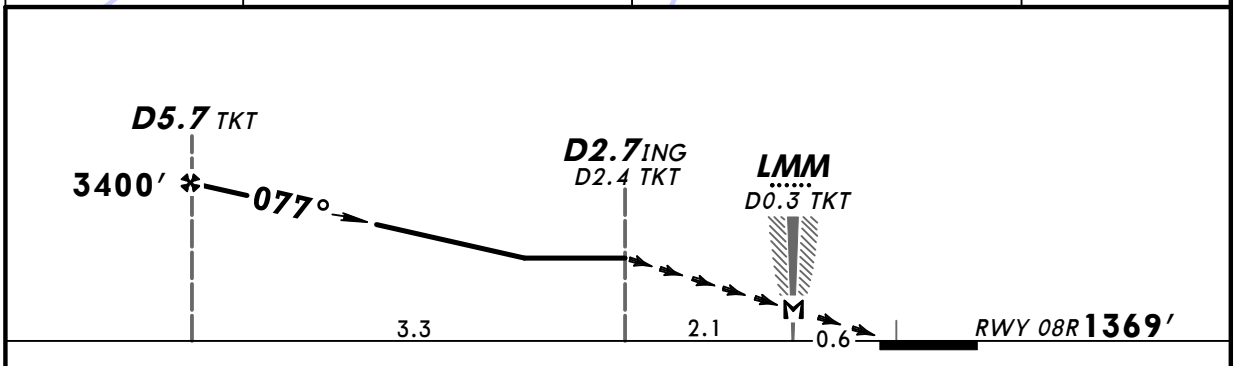
LOC ING	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1417′
*110.5	077°	D5.7 TKT 3400′ (2031′)	2290′(921′)	RWY 1369′



MISSED APCH: Climb on 077° to 2000′, then turn RIGHT to SR NDB climbing to 3720′and hold or by ATC.

Alt Set: hPa	Rwy Elev: 49 hPa	Trans level: FL 60	Trans alt: 3700′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at LMM/D0.3 TKT						

HIALS
PAPI

2000′ on 077°

SR 743 RT

SIDESTEP LANDING RWY **08R** **CEILING REQUIRED** CIRCLE-TO-LAND

MDA(H) **2290′(921′)**

ALS out

PANS OPS

A	300m - VIS 5000m	A	NOT AUTHORIZED
B		B	
C		C	
D		D	

CHANGES: Alt setting. Altitudes.

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UTTT/TAS
YUZHNY

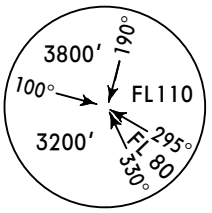
JEPPESEN 14 NOV 14 (11-5)

TASHKENT, UZBEKISTAN
(LOC 26R) SIDESTEP Rwy 26L

BRIEFING STRIP ™

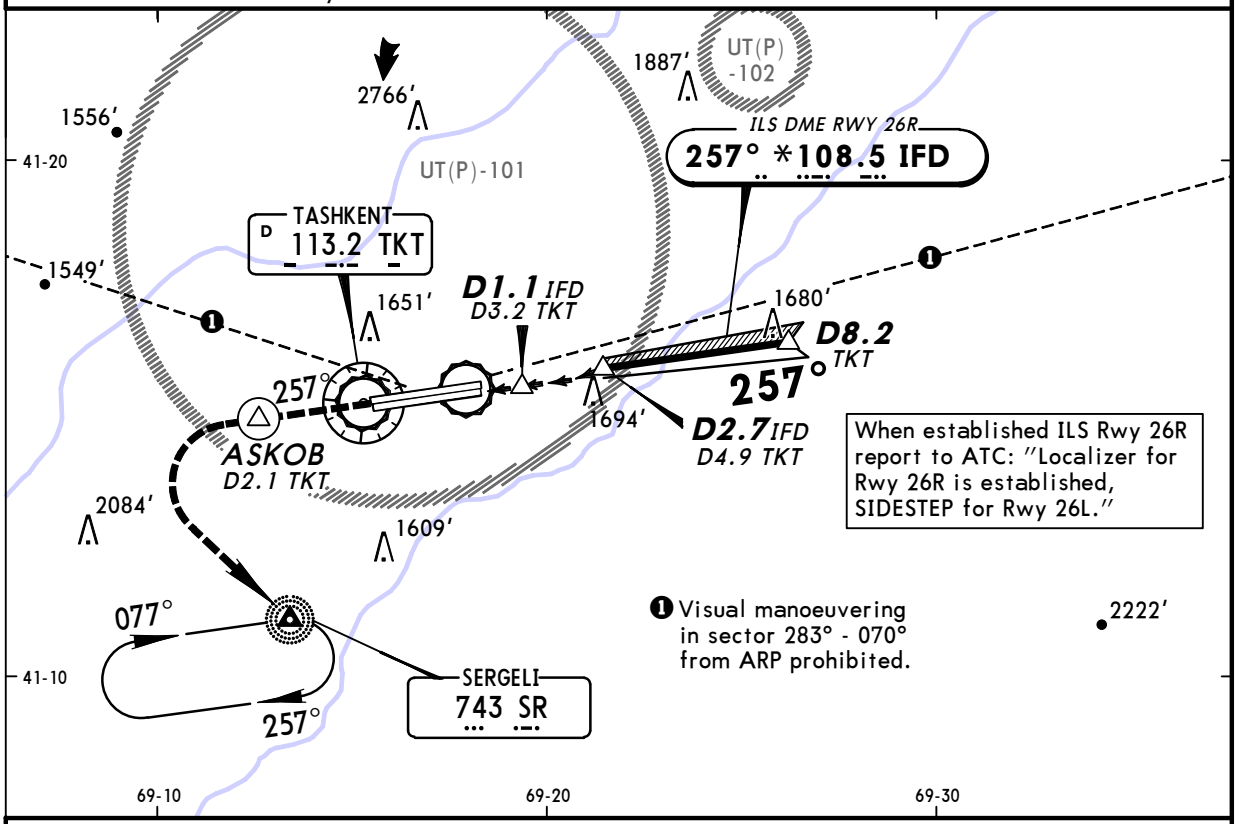
ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7

LOC IFD	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
*108.5	257°	D8.2 TKT 3400′ (1988′)	2340′ (928′)	Apt Elev 1417′ RWY 1412′

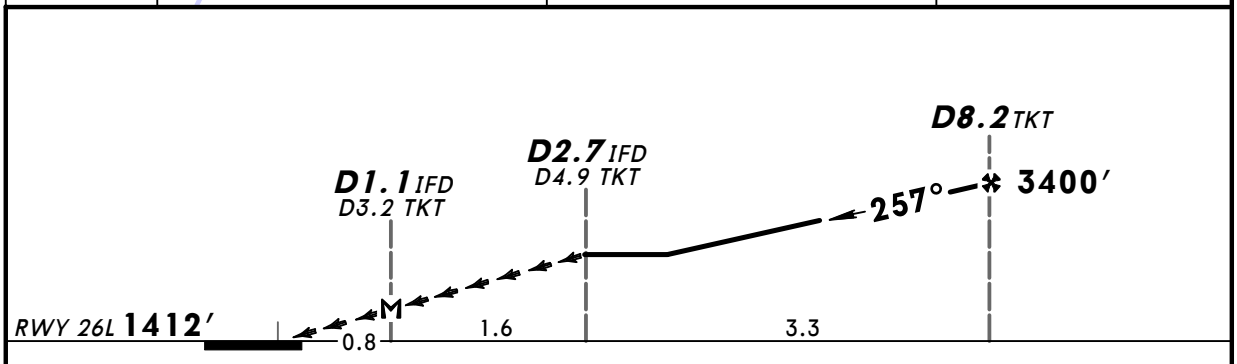


MISSED APCH: Climb on 257° to 2500′ or passing ASKOB (whichever is later) turn LEFT to SR NDB climbing to 3710′ and hold or by ATC.

Alt Set: hPa	Rwy Elev: 51 hPa	Trans level: FL 60	Trans alt: 3700′



When established ILS Rwy 26R report to ATC: "Localizer for Rwy 26R is established, SIDESTEP for Rwy 26L."



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.1 IFD/D3.2 TKT						

257°

2500′ ASKOB whichever later

SIDESTEP LANDING RWY 26L — CEILING REQUIRED — CIRCLE-TO-LAND

MDA(H) 2340′ (928′)

PANS OPS

A	300m - VIS 5000m	A	NOT AUTHORIZED
B		B	
C		C	
D		D	

CHANGES: Alt setting. Altitudes.

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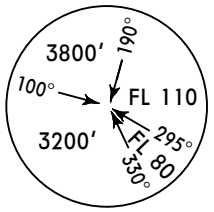
JEPPESEN 14 NOV 14 (13-1)

TASHKENT, UZBEKISTAN
VOR DME Rwy 08L

BRIEFING STRIP ™

ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7

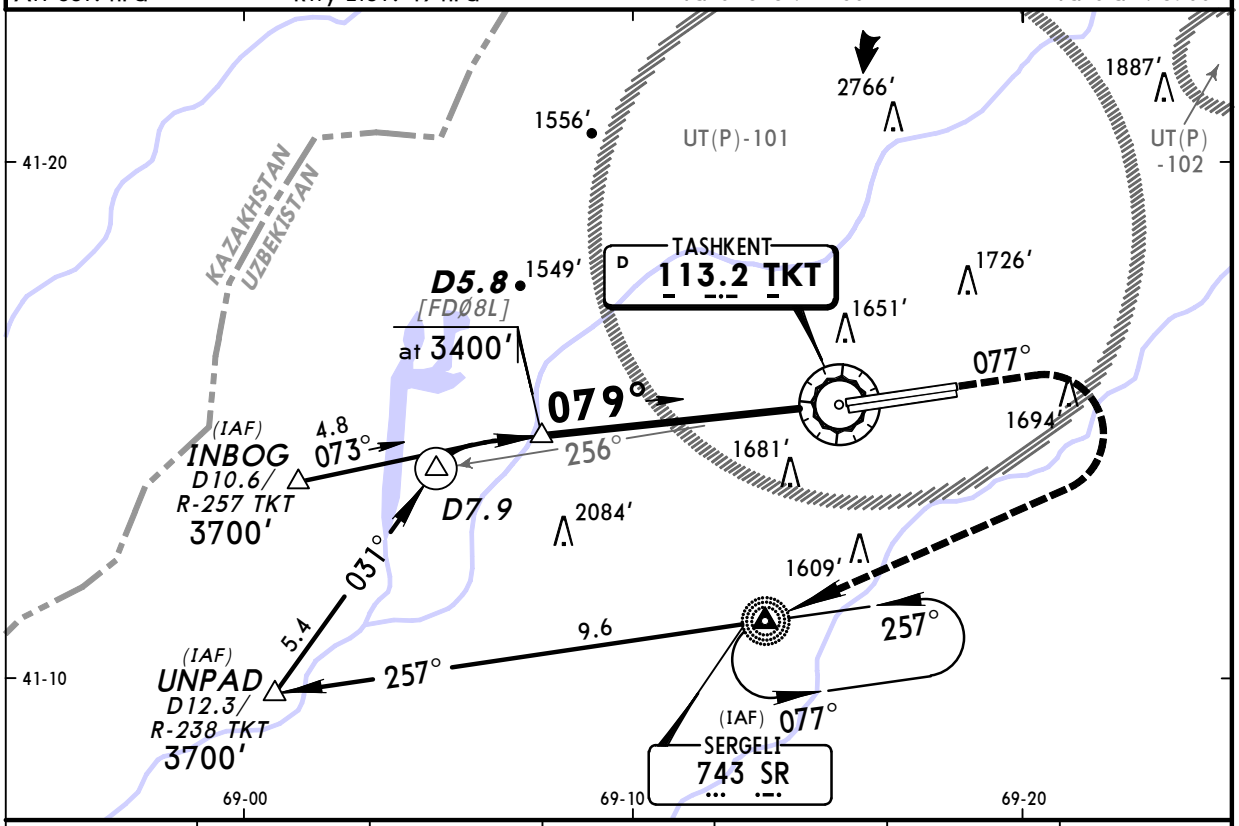
VOR TKT	Final Apch Crs	Mandatory Alt	MDA(H)	Apt Elev / RWY
113.2	079°	D5.8 3400′ (2031′)	1820′ (451′)	1417′ / RWY 1369′



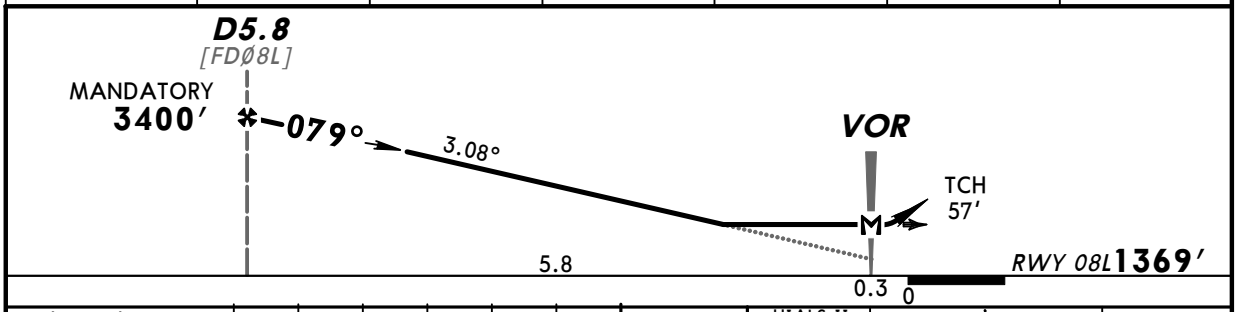
MSA
TKT VOR

MISSED APCH: Climb on 077° to 2000′, then turn RIGHT to SR NDB climbing to 3700′and hold or by ATC.

Alt Set: hPa	Rwy Elev: 49 hPa	Trans level: FL 60	Trans alt: 3700′



TKT DME	5.4	4.3	3.2	2.2	1.6	1.1
ALTITUDE	3239′	2894′	2550′	2205′	2041′	1861′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.08°	381	490	545	654	763	872
MAP at VOR						

HIALS-II
PAPI
2000′ on 077°
SR 743 RT

STRAIGHT-IN LANDING RWY 08L — CEILING REQUIRED — CIRCLE-TO-LAND

MDA(H) 1820′(451′)

ALS out

PANS OPS

A	200m - VIS 3000m	A	NOT AUTHORIZED
B		B	
C	300m - VIS 5000m	C	
D		D	

CHANGES: Alt setting. Altitudes.

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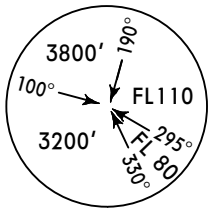
JEPPESEN
14 NOV 14 (13-2)

TASHKENT, UZBEKISTAN
VOR DME Rwy 08R

BRIEFING STRIP ™

ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7

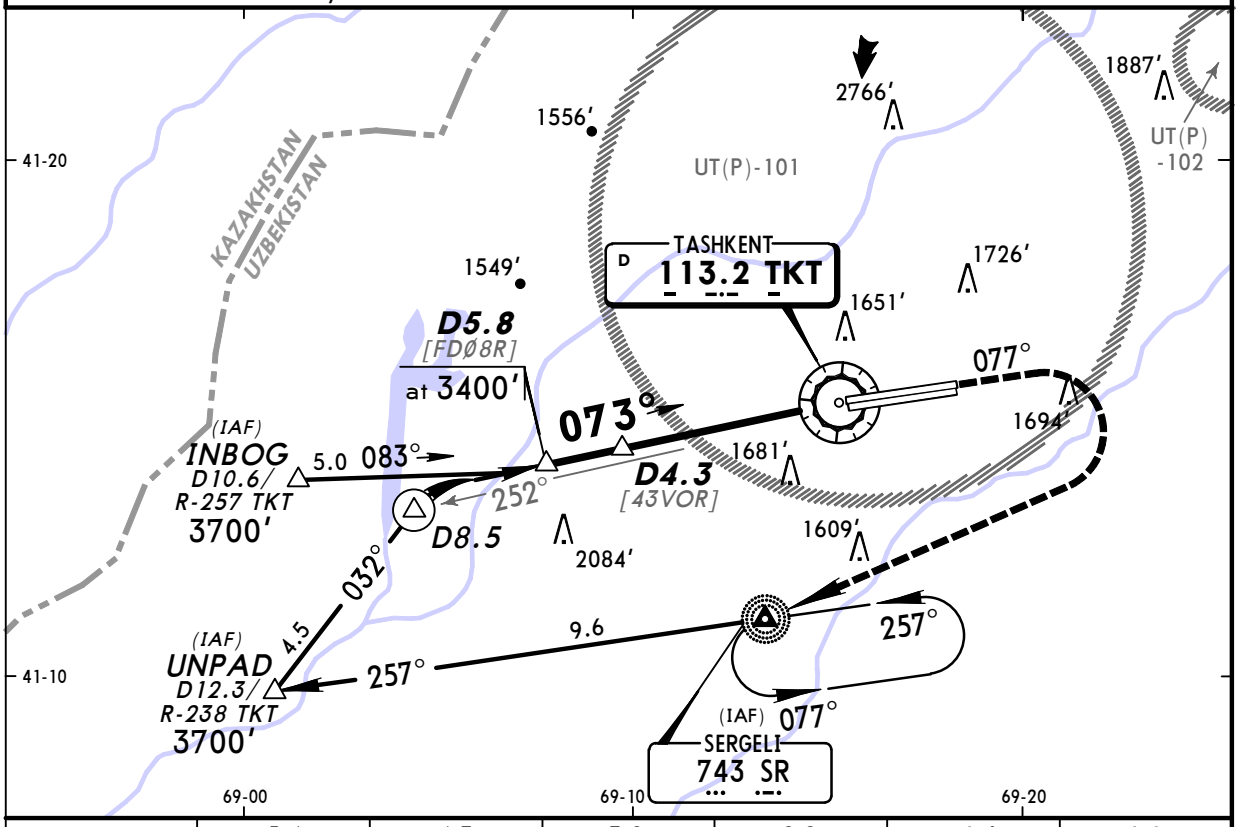
VOR TKT	Final Apch Crs	Mandatory Alt	MDA(H)	Apt Elev / RWY
113.2	073°	D5.8 3400′ (2031′)	2130′ (761′)	1417′ / RWY 1369′



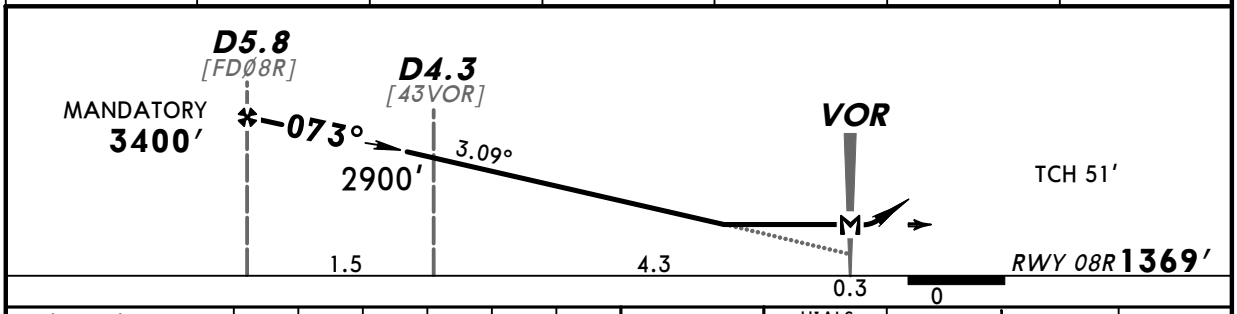
MSA
TKT VOR

MISSED APCH: Climb on 077° to 2000′, then turn RIGHT to SR NDB climbing to 3700′and hold or by ATC.

Alt Set: hPa	Rwy Elev: 49 hPa	Trans level: FL 60	Trans alt: 3700′



TKT DME	5.4	4.3	3.2	2.2	1.6	1.1
ALTITUDE	3239′	2900′	2550′	2205′	2041′	1861′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.09°	383	492	547	656	765	875
MAP at VOR						

HIALS
PAPI
2000′ on 077°
SR 743 RT

PANS OPS

STRAIGHT-IN LANDING RWY 08R — CEILING REQUIRED — CIRCLE-TO-LAND

MDA(H) 2130′ (761′)

ALS out

A	230m - VIS 3000m	A	NOT AUTHORIZED
B		B	
C	300m - VIS 5000m	C	
D		D	

CHANGES: Alt setting. Altitudes.

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JEPPESEN 14 NOV 14 (13-3)

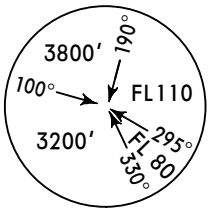
TASHKENT, UZBEKISTAN
VOR DME Rwy 26L

BRIEFING STRIP ™

ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7

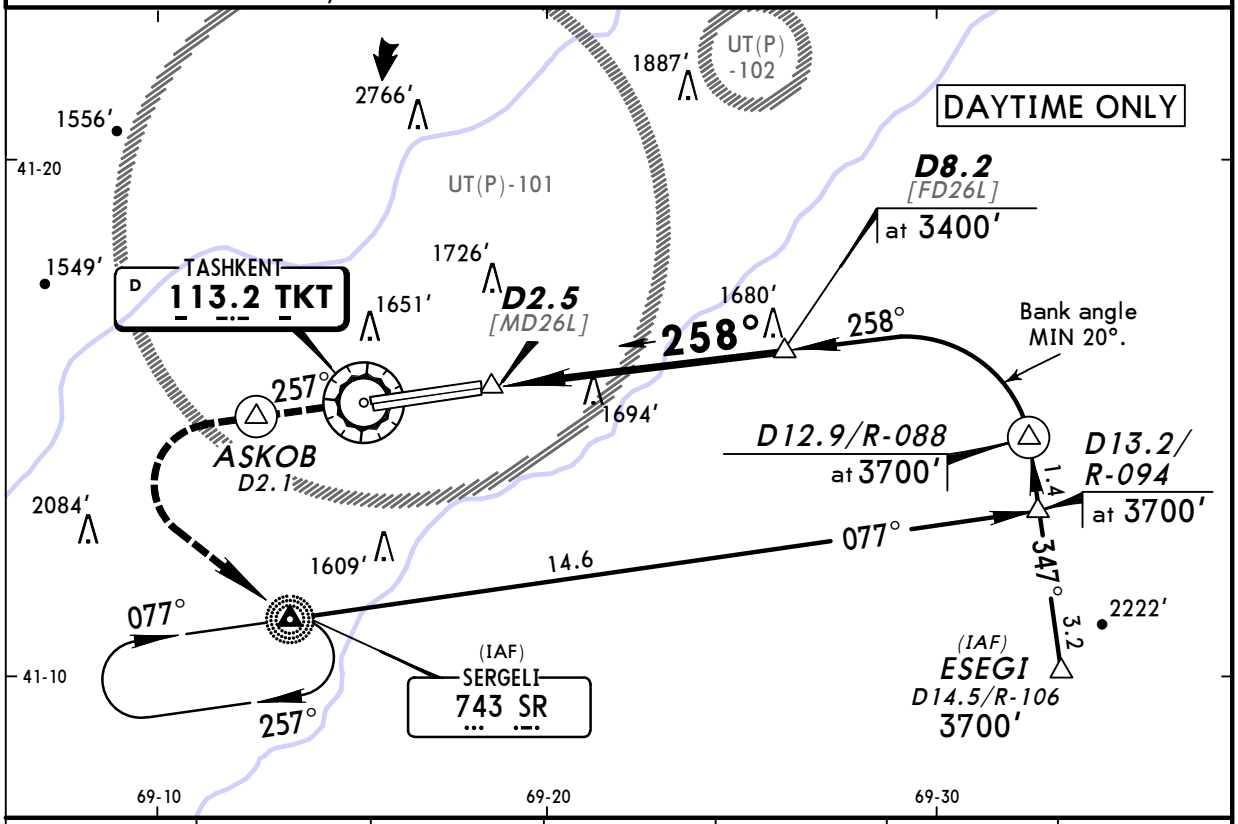
VOR TKT	Final Apch Crs	Mandatory Alt	MDA(H)	Apt Elev / RWY
113.2	258°	D8.2 3400′ (1988′)	1990′ (578′)	1417′ / RWY 1412′

MISSED APCH: Climb on 257° to 2500′ or passing ASKOB (whichever is later) turn LEFT to SR NDB climbing to 3700′ and hold or by ATC.

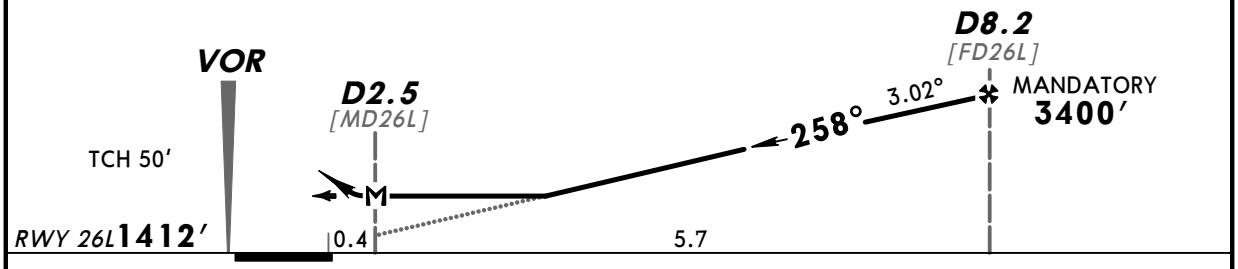


MSA
TKT VOR

Alt Set: hPa	Rwy Elev: 51 hPa	Trans level: FL 60	Trans alt: 3700′



TKT DME	2.7	3.2	4.3	5.4	6.5	7.6
ALTITUDE	1645′	1809′	2153′	2498′	2842′	3170′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.02°	374	481	534	641	748	855
MAP at D2.5						

257° ↑

2500′ ASKOB whichever later

STRAIGHT-IN LANDING RWY 26L — CEILING REQUIRED — CIRCLE-TO-LAND

MDA(H) 1990′ (578′)

PANS OPS

A, B	200m - VIS 3000m	A, B	NOT AUTHORIZED
C, D	300m - VIS 5000m	C, D	

CHANGES: Alt setting. Altitudes.

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JEPPESEN 14 NOV 14 (13-4)

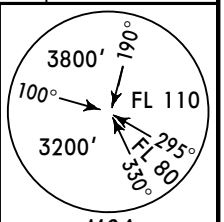
TASHKENT, UZBEKISTAN
VOR DME Rwy 26R

BRIEFING STRIP ™

ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7

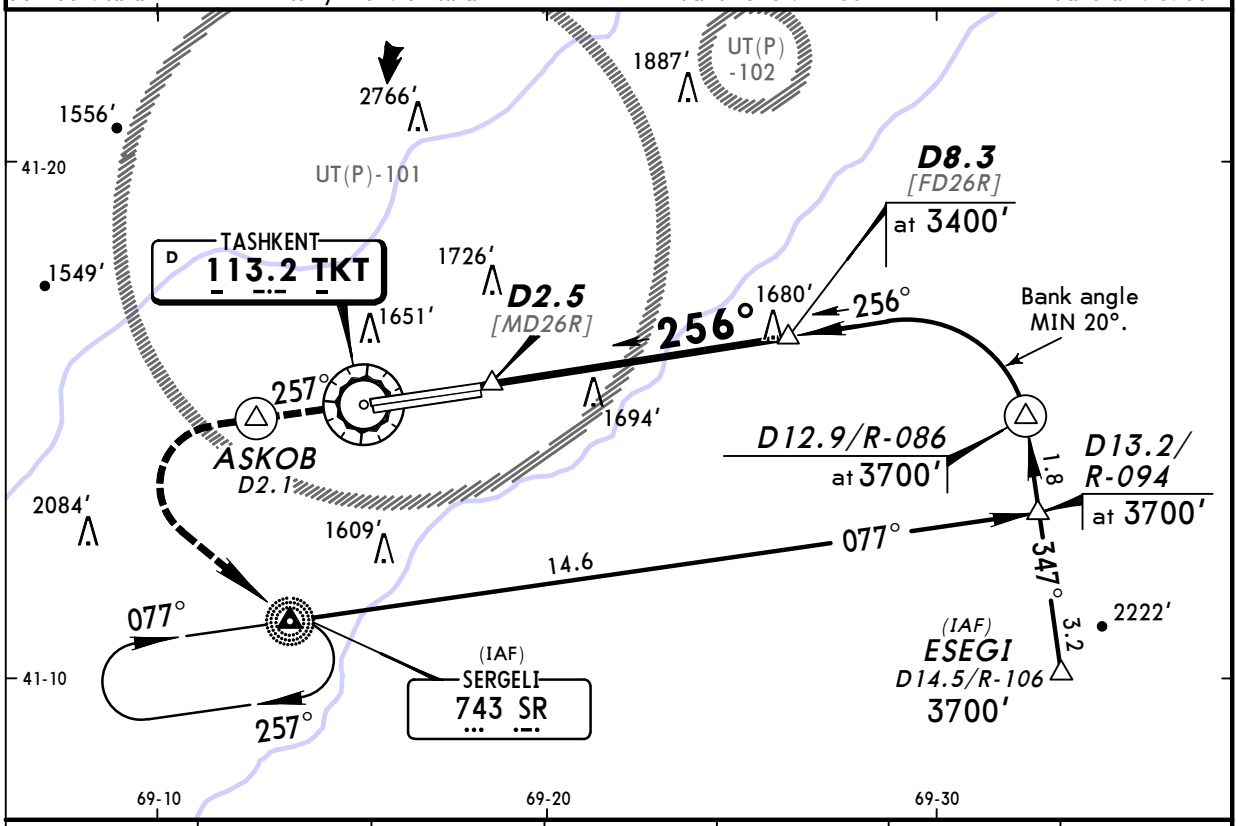
VOR TKT	Final Apch Crs	Mandatory Alt	MDA(H)	Apt Elev / RWY
113.2	256°	D8.3 3400′ (1985′)	1990′ (575′)	1417′ / RWY 1415′

MISSED APCH: Climb on 257° to 2500′ or passing ASKOB (whichever is later) turn LEFT to SR NDB climbing to 3700′ and hold or by ATC.

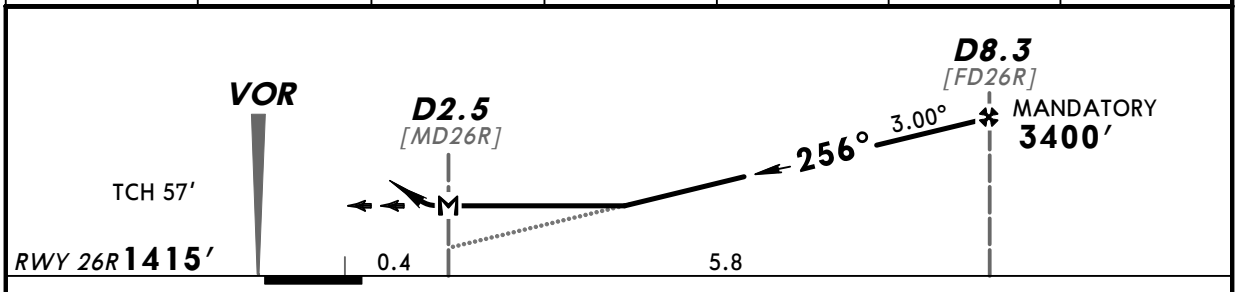


MSA
TKT VOR

Alt Set: hPa	Rwy Elev: 51 hPa	Trans level: FL 60	Trans alt: 3700′



TKT DME	2.7	3.2	4.3	5.4	6.5	7.6
ALTITUDE	1645′	1809′	2153′	2498′	2842′	3170′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.5							

HIALS
PAPI

257°

2500′ ASKOB
whichever later

STRAIGHT-IN LANDING RWY 26R — CEILING REQUIRED — CIRCLE-TO-LAND

MDA(H) 1990′ (575′)

ALS out

PANS OPS

A	200m - VIS 3000m	A	NOT AUTHORIZED
B		B	
C	300m - VIS 5000m	C	
D		D	

CHANGES: Alt setting. Altitudes.

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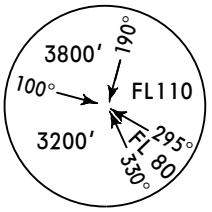
JEPPESEN 14 NOV 14 (16-1)

TASHKENT, UZBEKISTAN
2 NDB or NDB Rwy 08L

BRIEFING STRIP ™

ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7

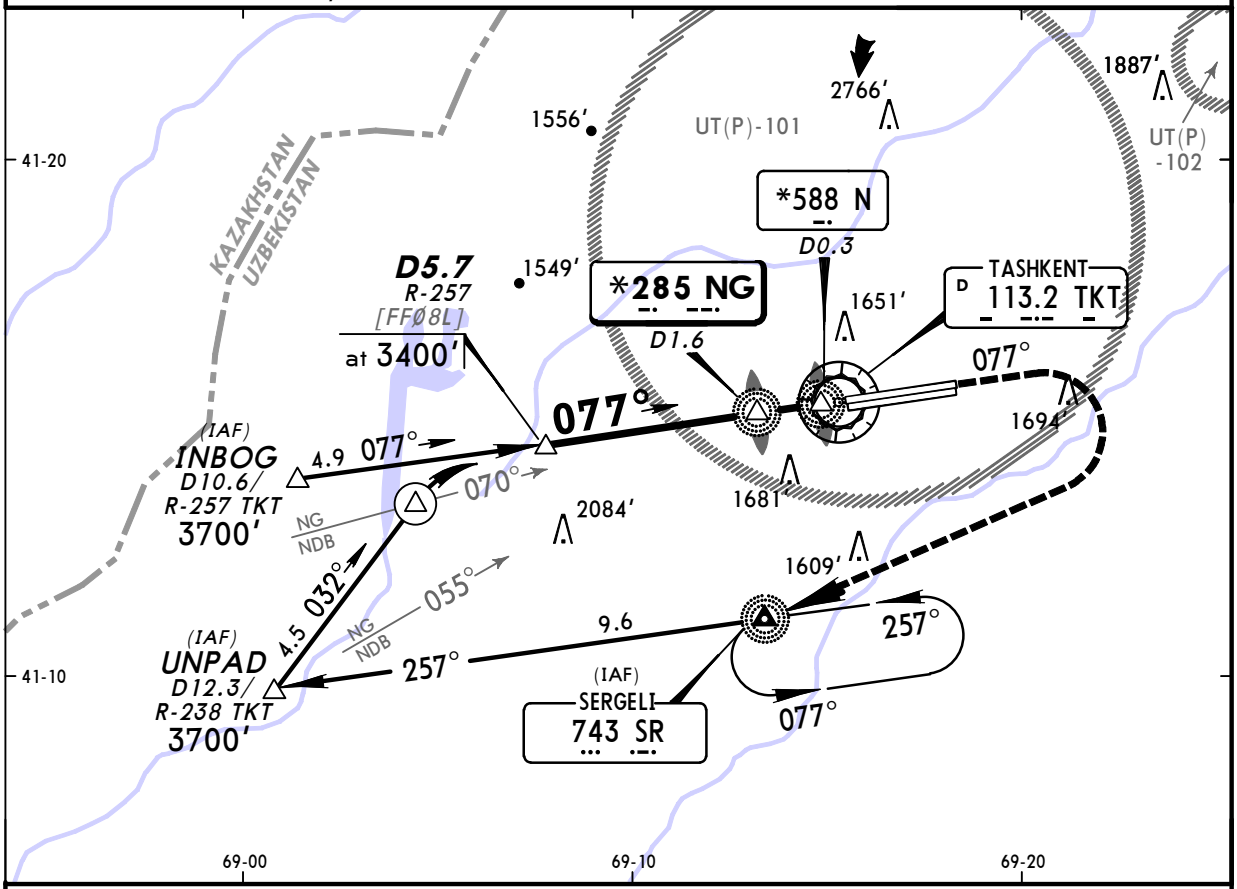
NDB NG	Final Apch Crs	Mandatory Alt	2 NDB MDA(H) (CONDITIONAL)	NDB MDA(H)	Apt Elev 1417′
285	077°	D5.7 3400′ (2031′)	1750′ (381′)	2590′ (1221′)	RWY 1369′

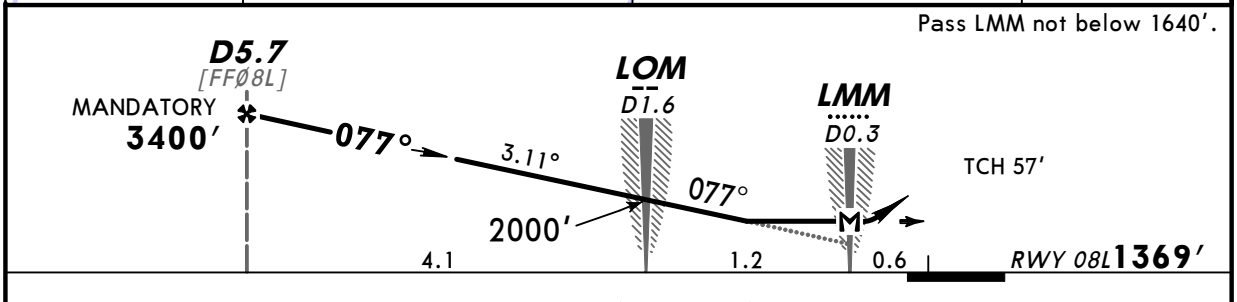


MSA
TKT VOR

MISSED APCH: Climb on 077° to 2000′, then turn RIGHT to SR NDB climbing to 3700′and hold or by ATC.

Alt Set: hPa	Rwy Elev: 49 hPa	Trans level: FL 60	Trans alt: 3700′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.11°	385	495	550	660	770	880
MAP at LMM/D0.3						

HIALS-II
PAPI
2000′ on 077°
SR 743 RT

PANS OPS

STRAIGHT-IN LANDING RWY 08L		CEILING REQUIRED	CIRCLE-TO-LAND
2 NDB		NDB	
with D5.7 MDA(H) 1750′ (381′) ALS out	w/o D5.7 MDA(H) 2010′ (641′) ALS out	MDA(H) 2590′ (1221′) ALS out	

A	115m - VIS 1700m	200m - VIS 2500m	370m - VIS 4000m	A
B				B
C			370m - VIS 6000m	C
D				D

NOT AUTHORIZED

CHANGES: Alt setting. Altitudes.

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JEPPESEN 14 NOV 14 (16-2)

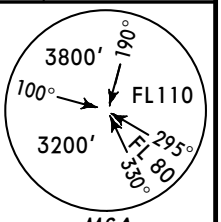
TASHKENT, UZBEKISTAN
2 NDB or NDB Rwy 08R

BRIEFING STRIP™

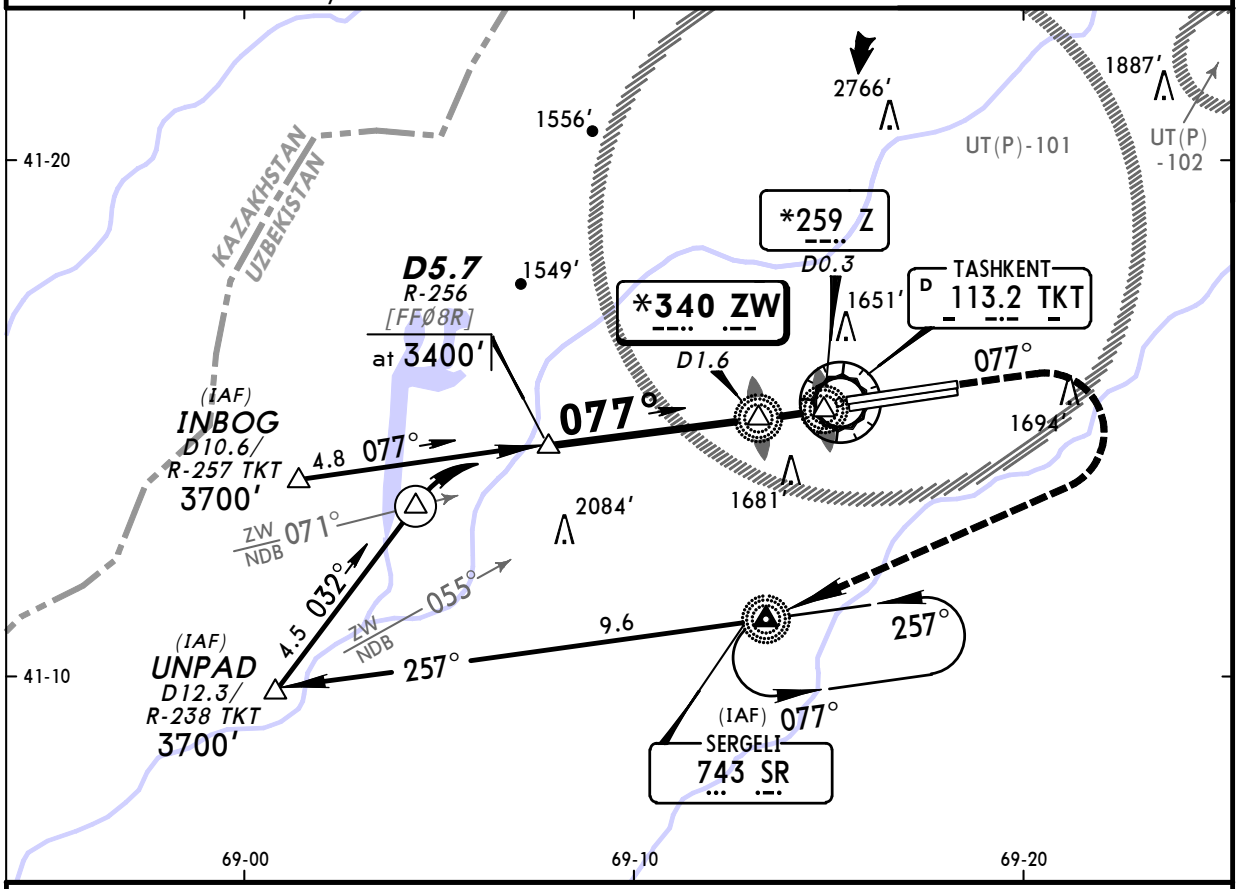
ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7

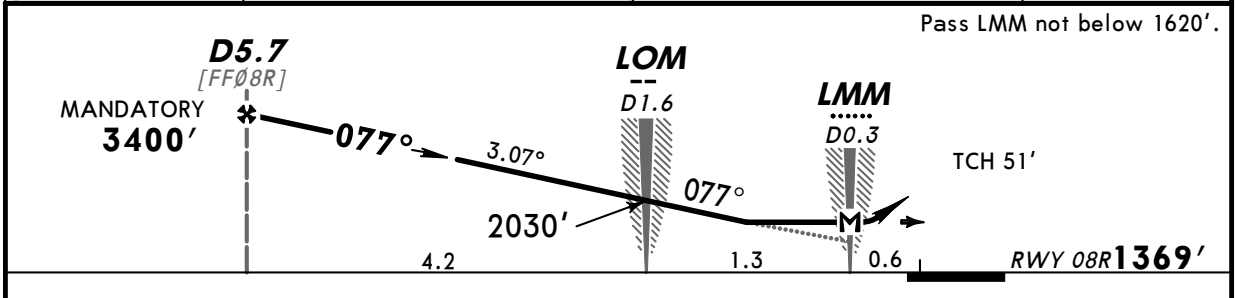
NDB ZW	Final Apch Crs	Mandatory Alt	2 NDB MDA(H) (CONDITIONAL)	NDB MDA(H)	Apt Elev 1417′
*340	077°	D5.7 3400′ (2031′)	1800′ (431′)	2590′ (1221′)	RWY 1369′

MISSED APCH: Climb on 077° to 2000′, then turn RIGHT to SR NDB climbing to 3700′ and hold or by ATC.



Alt Set: hPa	Rwy Elev: 49 hPa	Trans level: FL 60	Trans alt: 3700′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.07° 380	489	543	652	760	869
MAP at LMM/D0.3						

HIALS
PAPI

2000′ on 077°

SR 743 RT

STRAIGHT-IN LANDING RWY 08R — CEILING REQUIRED — CIRCLE-TO-LAND

	2 NDB with D5.7 MDA(H) 1800′ (431′) ALS out	2 NDB w/o D5.7 MDA(H) 2090′ (721′) ALS out	NDB MDA(H) 2590′ (1221′) ALS out	
A	130m - VIS 1500m	220m - VIS 3000m	370m - VIS 4000m	A
B	130m - VIS 2000m			B
C		220m - VIS 3500m	370m - VIS 6000m	C
D				D

NOT AUTHORIZED

PANS OPS

CHANGES: Alt setting. Altitudes.

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JEPPESEN 14 NOV 14 (16-3)

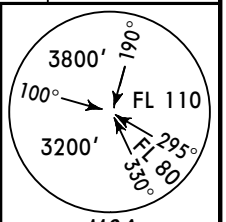
TASHKENT, UZBEKISTAN
2 NDB or NDB Rwy 26R

BRIEFING STRIP

ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7

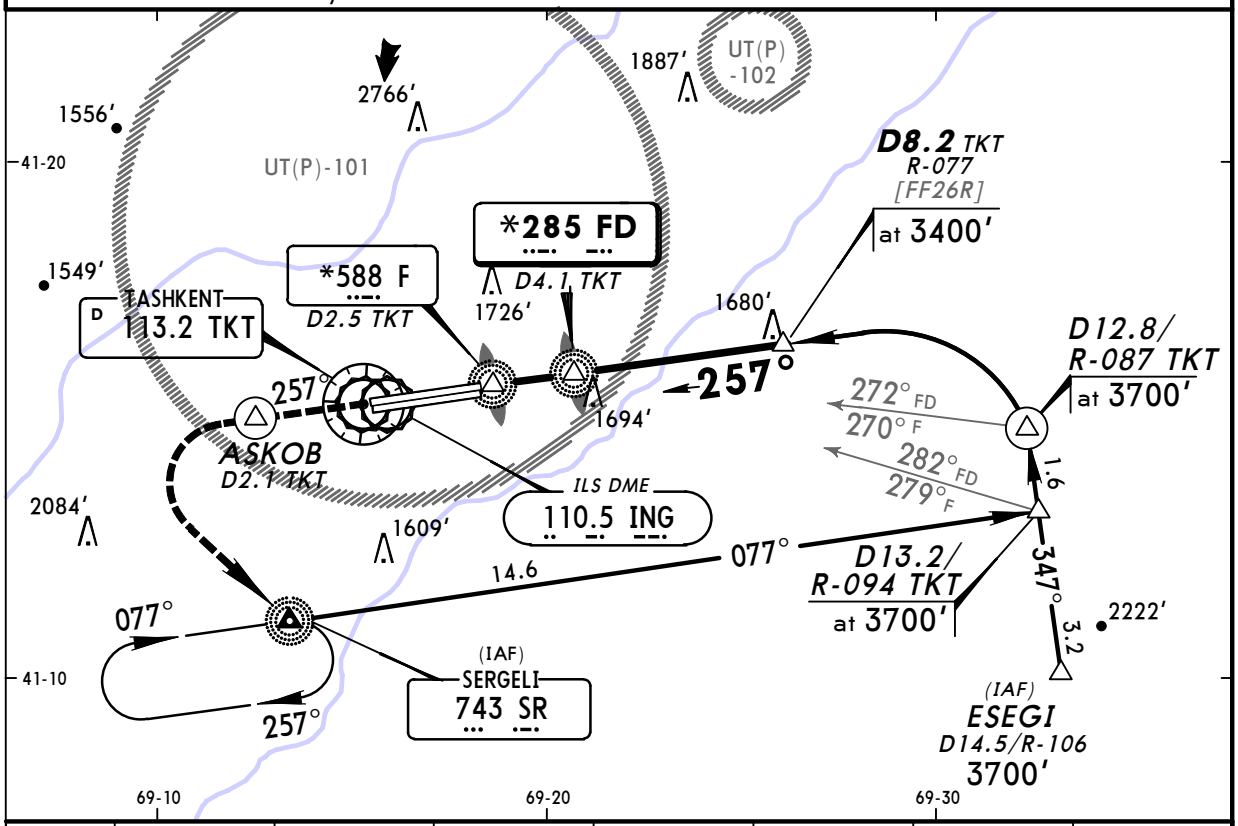
NDB FD	Final Apch Crs	Mandatory Alt	2 NDB MDA(H) (CONDITIONAL)	NDB MDA(H)	Apt Elev 1417′
285	257°	D8.2 TKT 3400′ (1975′)	1810′ (395′)	2190′ (775′)	RWY 1415′

MISSED APCH: Climb on 257° to 2500′ or passing ASKOB (whichever is later) turn LEFT to SR NDB climbing to 3700′ and hold or by ATC.

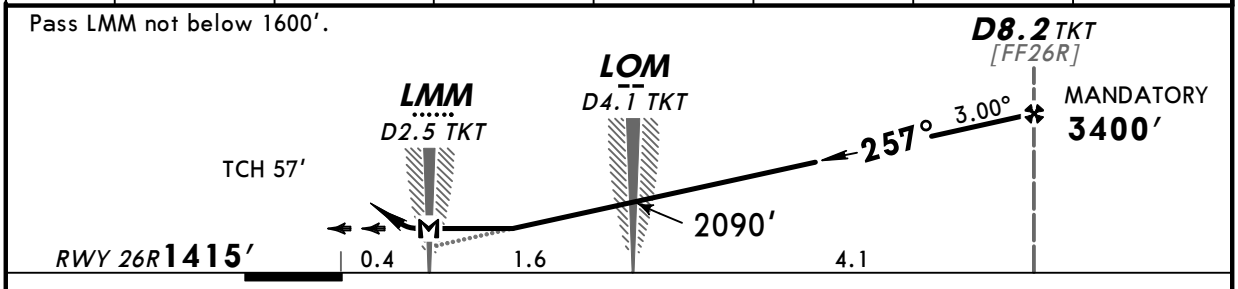


MSA
TKT VOR

Alt Set: hPa	Rwy Elev: 51 hPa	Trans level: FL 60	Trans alt: 3700′



DME ING	0.5	1.1	1.6	2.2	3.2	4.3	5.4
ALTITUDE	1598′	1762′	1942′	2106′	2451′	2795′	3140′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at LMM/D2.5 TKT						

HIALS
PAPI

257°

2500′ ASKOB
whichever later

PANS OPS

STRAIGHT-IN LANDING RWY 26R — CEILING REQUIRED — CIRCLE-TO-LAND

	2 NDB with D8.2 TKT	2 NDB w/o D8.2 TKT	NDB	
	MDA(H) 1810′ (395′)	MDA(H) 2170′ (755′)	MDA(H) 2190′ (775′)	
	ALS out	ALS out	ALS out	
A	120m - VIS 2000m	230m - VIS 3500m	250m - VIS 3000m	NOT AUTHORIZED
B				
C			300m - VIS 5000m	
D				

CHANGES: Alt setting. Altitudes.

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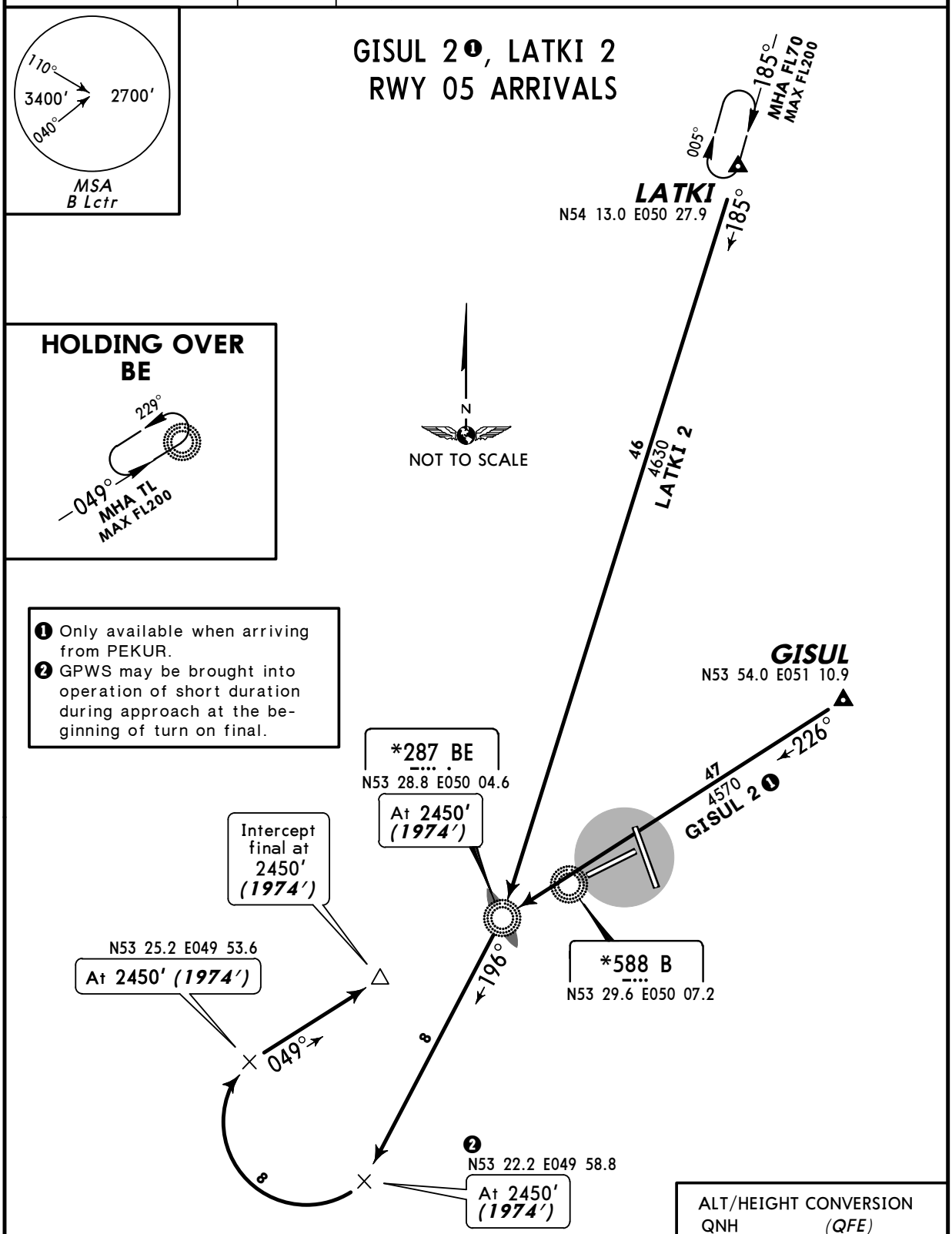
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UWWW/KUF
KURUMOCH

JEPPESEN
6 DEC 13 (10-2) Eff 12 Dec

SAMARA, RUSSIA
STAR

ATIS	Apt Elev	
134.1 (Russian 134.9)	476′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 721 mm (961.3 hPa) Trans alt: 3430′ ***(2954′)*** FL by ATC.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	***(2954′ - 900m)***
2450′	***(1974′ - 600m)***

STAR	ROUTING
GISUL 2	226° bearing to BE, turn LEFT, 196° bearing to N53 22.2 E049 58.8, turn RIGHT to N53 25.2 E049 53.6, 049° track to intercept final approach.
LATKI 2	185° bearing to BE, turn RIGHT, 196° bearing to N53 22.2 E049 58.8, turn RIGHT to N53 25.2 E049 53.6, 049° track to intercept final approach.

CHANGES: STARs revised & transferred.

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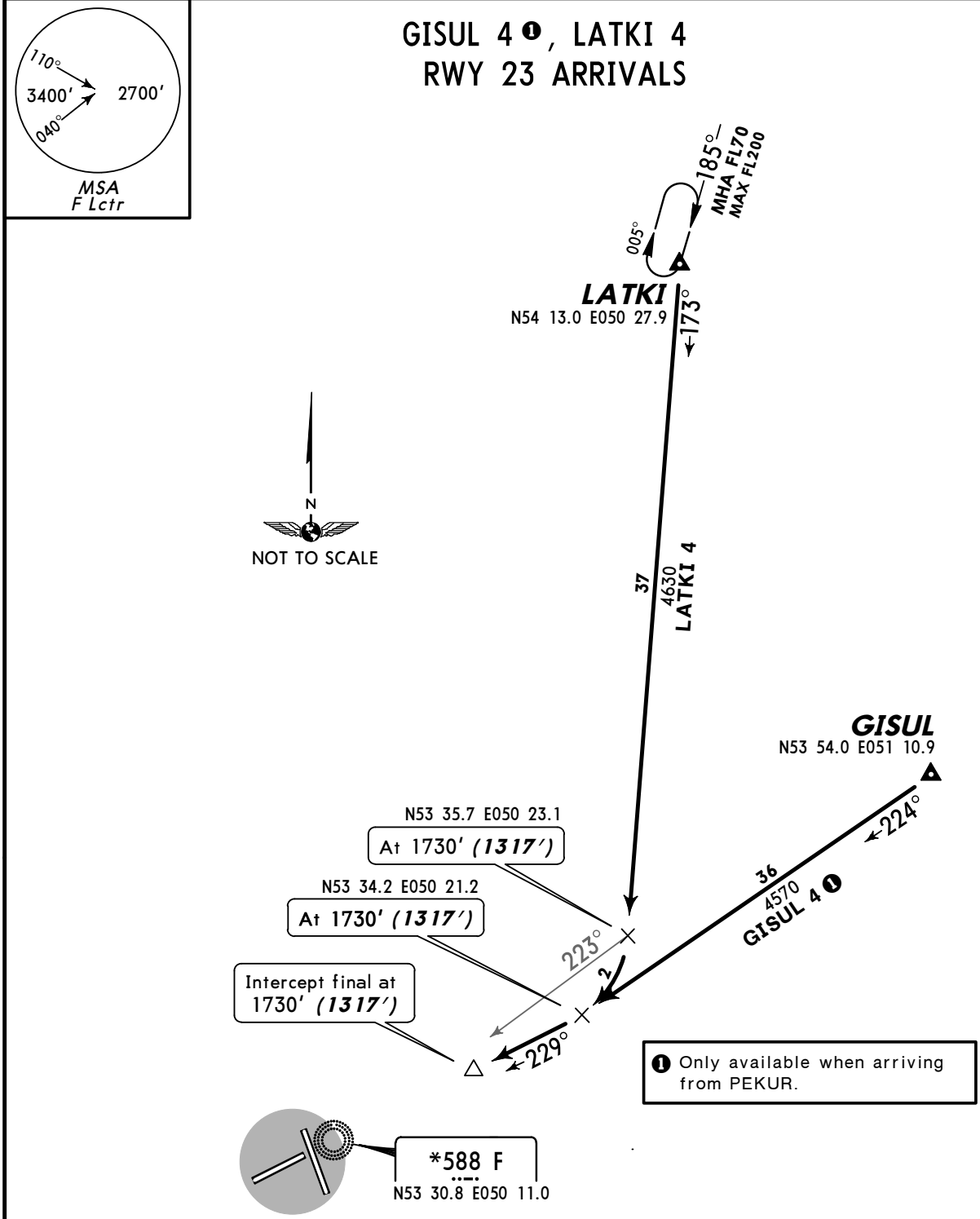
UWWW/KUF
KURUMOCH

JEPPESEN
6 DEC 13 (10-2A) Eff 12 Dec

SAMARA, RUSSIA
STAR

ATIS	Apt Elev	
134.1 (Russian 134.9)	476′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 721 mm (961.3 hPa) Trans alt: 3430′ ***(3017′)*** FL by ATC.

GISUL 4 ❶, LATKI 4
RWY 23 ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3430′	***(3017′ - 900m)***
1730′	***(1317′ - 400m)***

STAR	ROUTING
GISUL 4	224° track to N53 34.2 E050 21.2, 229° track to intercept final approach.
LATKI 4	173° track to N53 35.7 E050 23.1, turn RIGHT to N53 34.2 E050 21.2, 229° track to intercept final approach.

CHANGES: STARs revised & transferred.

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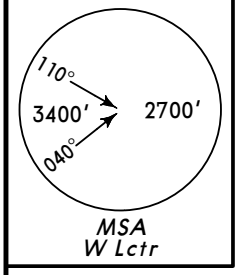
UWWW/KUF
KURUMOCH

JEPPESEN
6 DEC 13 (10-2B) Eff 12 Dec

SAMARA, RUSSIA
STAR

ATIS	Apt Elev	
134.1 (Russian 134.9)	476′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 721 mm (961.3 hPa) Trans alt: 3430′ *(3013′)* FL by ATC.

GISUL 6 ❶, LATKI 6
RWY 15 ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	*(3013′ - 900m)*
1730′	*(1313′ - 400m)*

STAR	ROUTING
GISUL 6	239° track to N53 41.0 E050 08.0, turn LEFT to N53 38.2 E050 05.9, 148° track to intercept final approach.
LATKI 6	190° track to N53 39.7 E050 05.8, turn LEFT to N53 38.2 E050 05.9, 148° track to intercept final approach.

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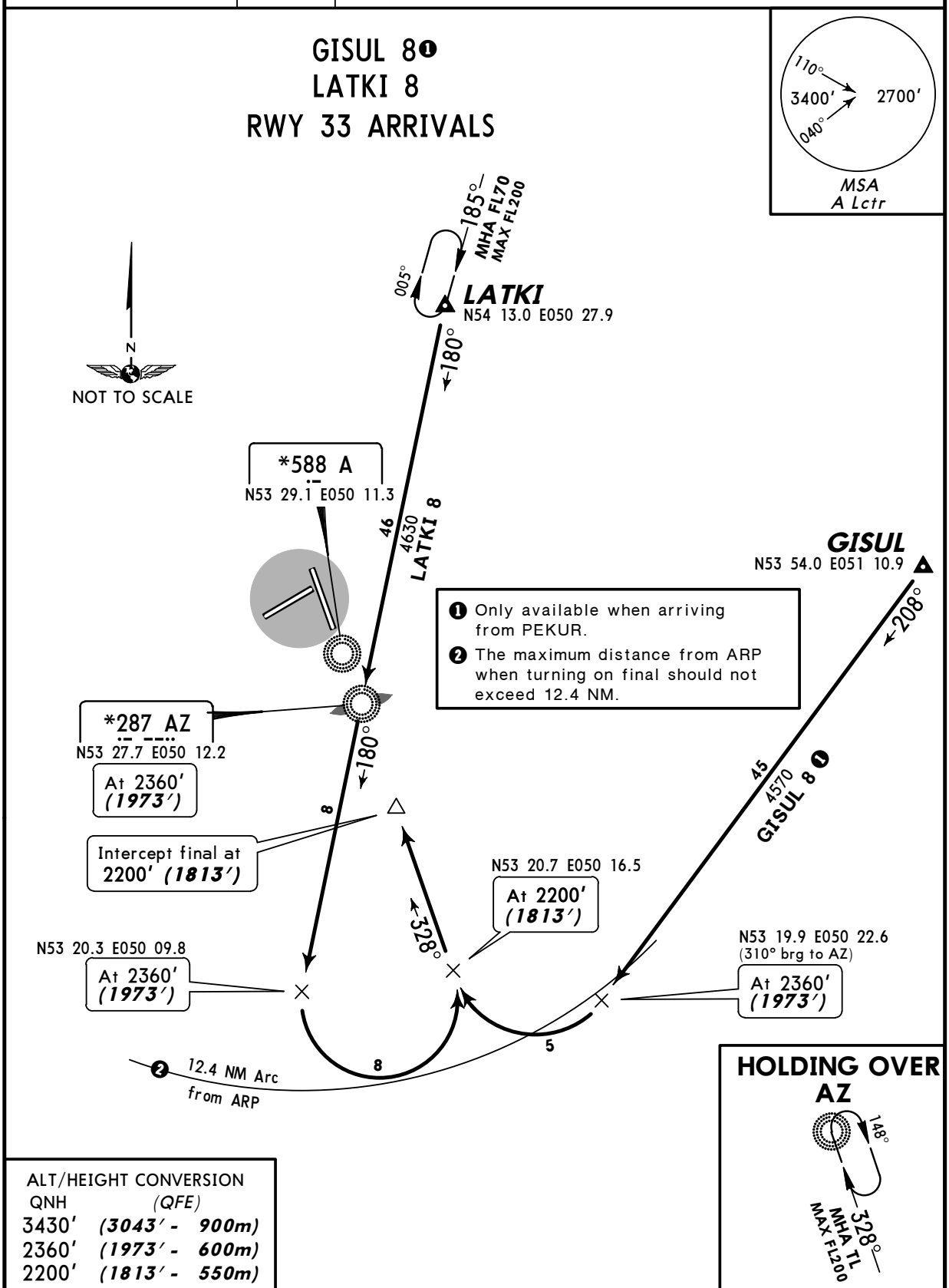
UWWW/KUF
KURUMOCH

JEPPESEN
6 DEC 13 (10-2C) Eff 12 Dec

SAMARA, RUSSIA
STAR

ATIS	Apt Elev	
134.1 (Russian 134.9)	476′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 721 mm (961.3 hPa) Trans alt: 3430′ ***(3043′)*** FL by ATC.

GISUL 8❶
LATKI 8
RWY 33 ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3430′	***(3043′ - 900m)***
2360′	***(1973′ - 600m)***
2200′	***(1813′ - 550m)***

STAR	ROUTING
GISUL 8	208° track to N53 19.9 E050 22.6, turn RIGHT to N53 20.7 E050 16.5, 328° track to intercept final approach.
LATKI 8	180° bearing to AZ, continue on 180° bearing to N53 20.3 E050 09.8, turn LEFT to N53 20.7 E050 16.5, 328° track to intercept final approach.

CHANGES: STARs revised & transferred.

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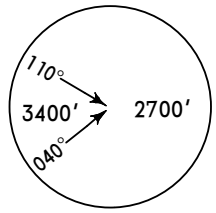
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SAMARA, RUSSIA

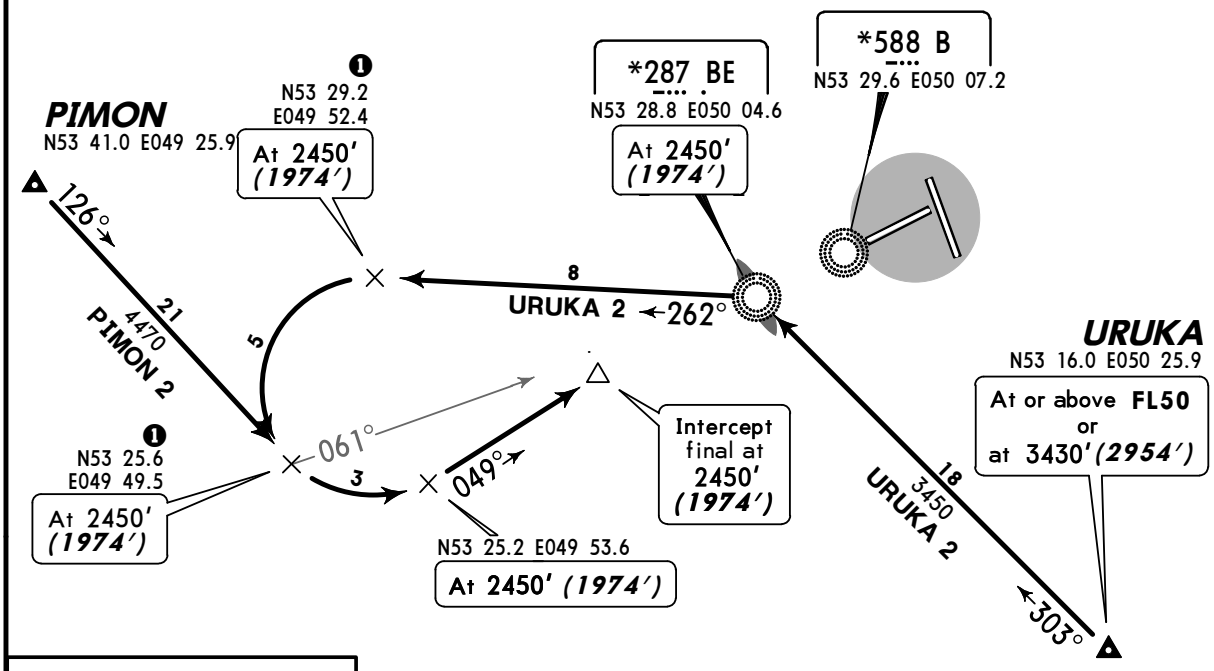
STAR

ATIS	Apt Elev	
134.1 (Russian 134.9)	476′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 721 mm (961.3 hPa) Trans alt: 3430′ ***(2954′)*** FL by ATC.

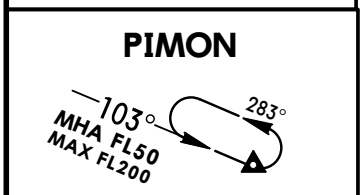


PIMON 2, URUKA 2
RWY 05 ARRIVALS

❶ GPWS may be brought into operation of short duration during approach at the beginning of turn on final.









ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3430′	***(2954′ - 900m)***
2450′	***(1974′ - 600m)***

STAR	ROUTING
PIMON 2	126° track to N53 25.6 E049 49.5, turn LEFT to N53 25.2 E049 53.6, 049° track to intercept final approach.
URUKA 2	303° bearing to BE, turn LEFT, 262° bearing to N53 29.2 E049 52.4, turn LEFT to N53 25.2 E049 53.6, 049° track to intercept final approach.

CHANGES: New chart (STARs revised & transferred).

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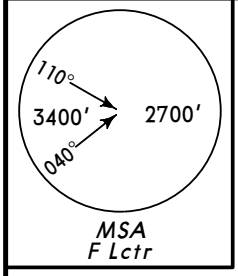
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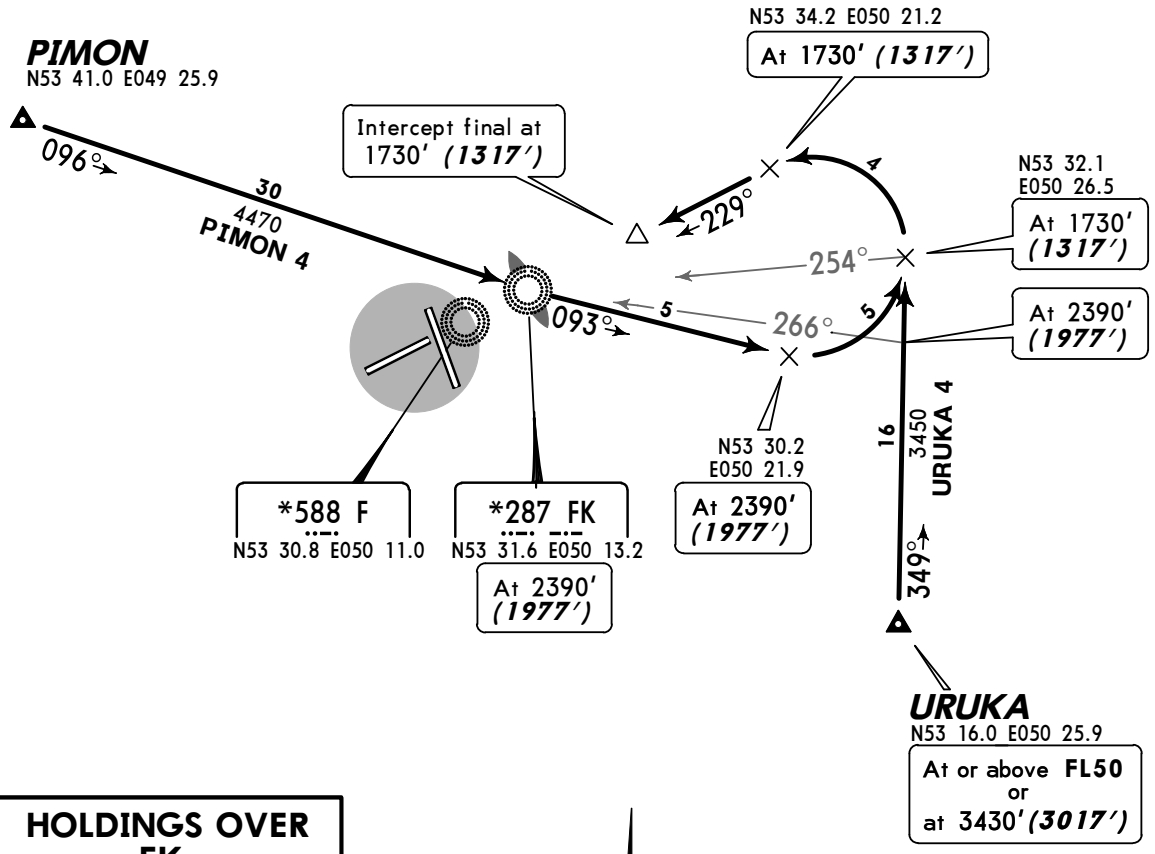
SAMARA, RUSSIA

STAR

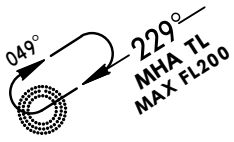
ATIS	Apt Elev	
134.1 (Russian 134.9)	476′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 721 mm (961.3 hPa) Trans alt: 3430′ ***(3017′)*** FL by ATC.



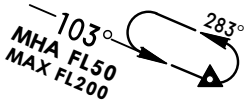
PIMON 4, URUKA 4
RWY 23 ARRIVALS



HOLDINGS OVER FK



PIMON



N
NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	***(3017′ - 900m)***
2390′	***(1977′ - 600m)***
1730′	***(1317′ - 400m)***

STAR	ROUTING
PIMON 4	096° bearing to FK, turn LEFT, 093° bearing to N53 30.2 E050 21.9, turn LEFT to N53 34.2 E050 21.2, 229° track to intercept final approach.
URUKA 4	349° track to N53 32.1 E050 26.5, turn LEFT to N53 34.2 E050 21.2, 229° track to intercept final approach.

CHANGES: New chart (STARs revised & transferred).

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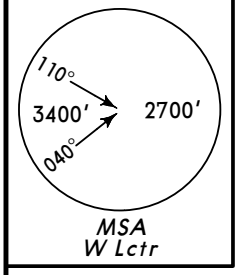
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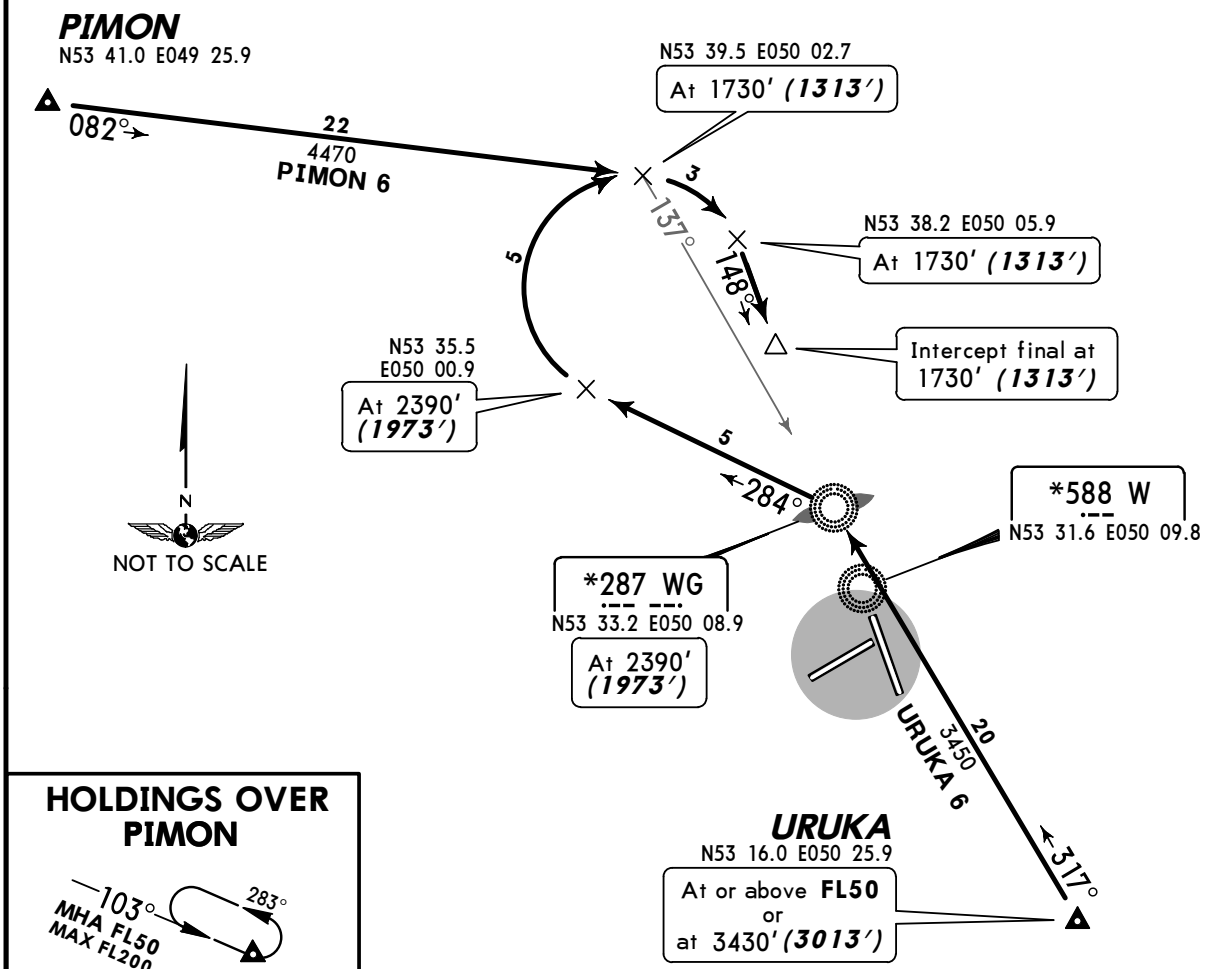
JEPPESEN
6 DEC 13 (10-2F) Eff 12 Dec

SAMARA, RUSSIA
STAR

ATIS	Apt Elev	
134.1 (Russian 134.9)	476′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 721 mm (961.3 hPa) Trans alt: 3430′ ***(3013′)*** FL by ATC.

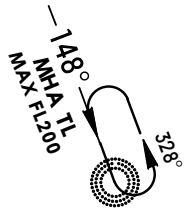


PIMON 6, URUKA 6
RWY 15 ARRIVALS



HOLDINGS OVER PIMON

WG



ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	***(3013′ - 900m)***
2390′	***(1973′ - 600m)***
1730′	***(1313′ - 400m)***

STAR	ROUTING
PIMON 6	082° track to N53 39.5 E050 02.7, turn RIGHT to N53 38.2 E050 05.9, 148° track to intercept final approach.
URUKA 6	317° bearing to WG, turn LEFT, 284° bearing to N53 35.5 E050 00.9, turn RIGHT to N53 38.2 E050 05.9, 148° track to intercept final approach.

CHANGES: New chart (STARs revised & transferred).

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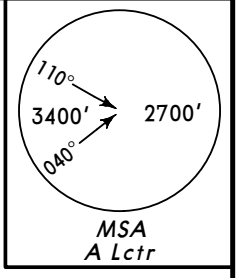
UWWW/KUF KURUMOCH

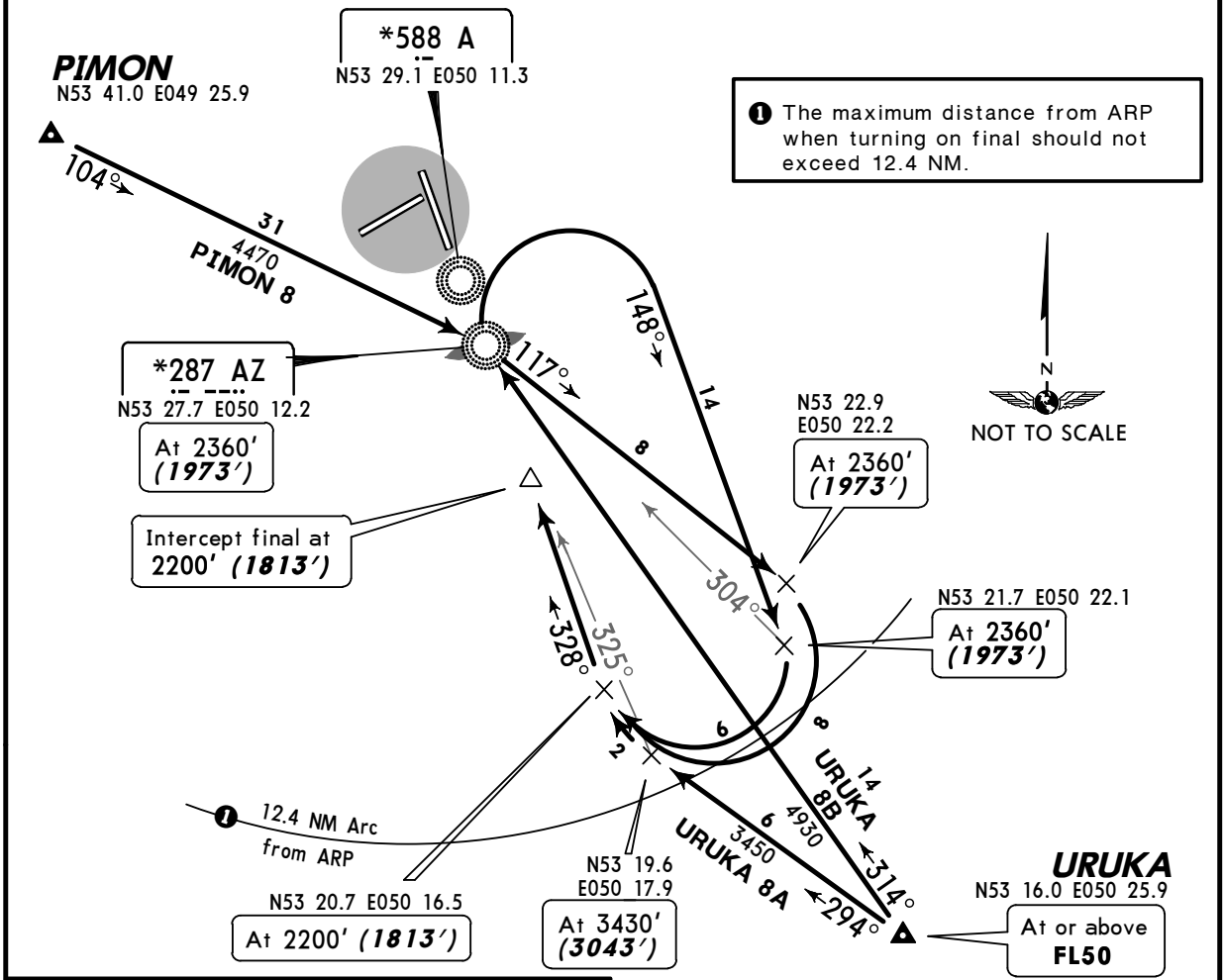
SAMARA, RUSSIA

STAR

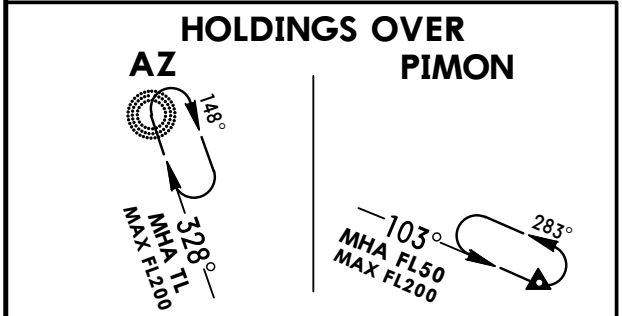
ATIS	Apt Elev	
134.1 (Russian 134.9)	476′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 721 mm (961.3 hPa) Trans alt: 3430′ ***(3043′)*** FL by ATC.

PIMON 8
URUKA 8A *[URUK8A]*
URUKA 8B *[URUK8B]*
RWY 33 ARRIVALS





HOLDINGS OVER



ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	***(3043′ - 900m)***
2360′	***(1973′ - 600m)***
2200′	***(1813′ - 550m)***

STAR	ROUTING
PIMON 8	104° bearing to AZ, turn RIGHT, 117° bearing to N53 22.9 E050 22.2, turn RIGHT to N53 20.7 E050 16.5, 328° track to intercept final approach.
URUKA 8A	294° track to N53 19.6 E 050 17.9E, turn RIGHT to N53 20.7 E050 16.5, 328° track to intercept final approach.
URUKA 8B	314° bearing to AZ, turn RIGHT, 148° track to N53 21.7 E050 22.1, turn RIGHT to N53 20.7 E050 16.5, 328° track to intercept final approach.

CHANGES: New chart (STARs revised & transferred).

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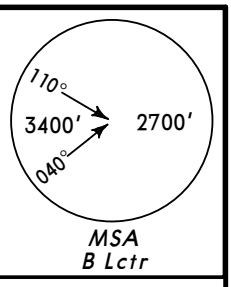
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KURUMOCH

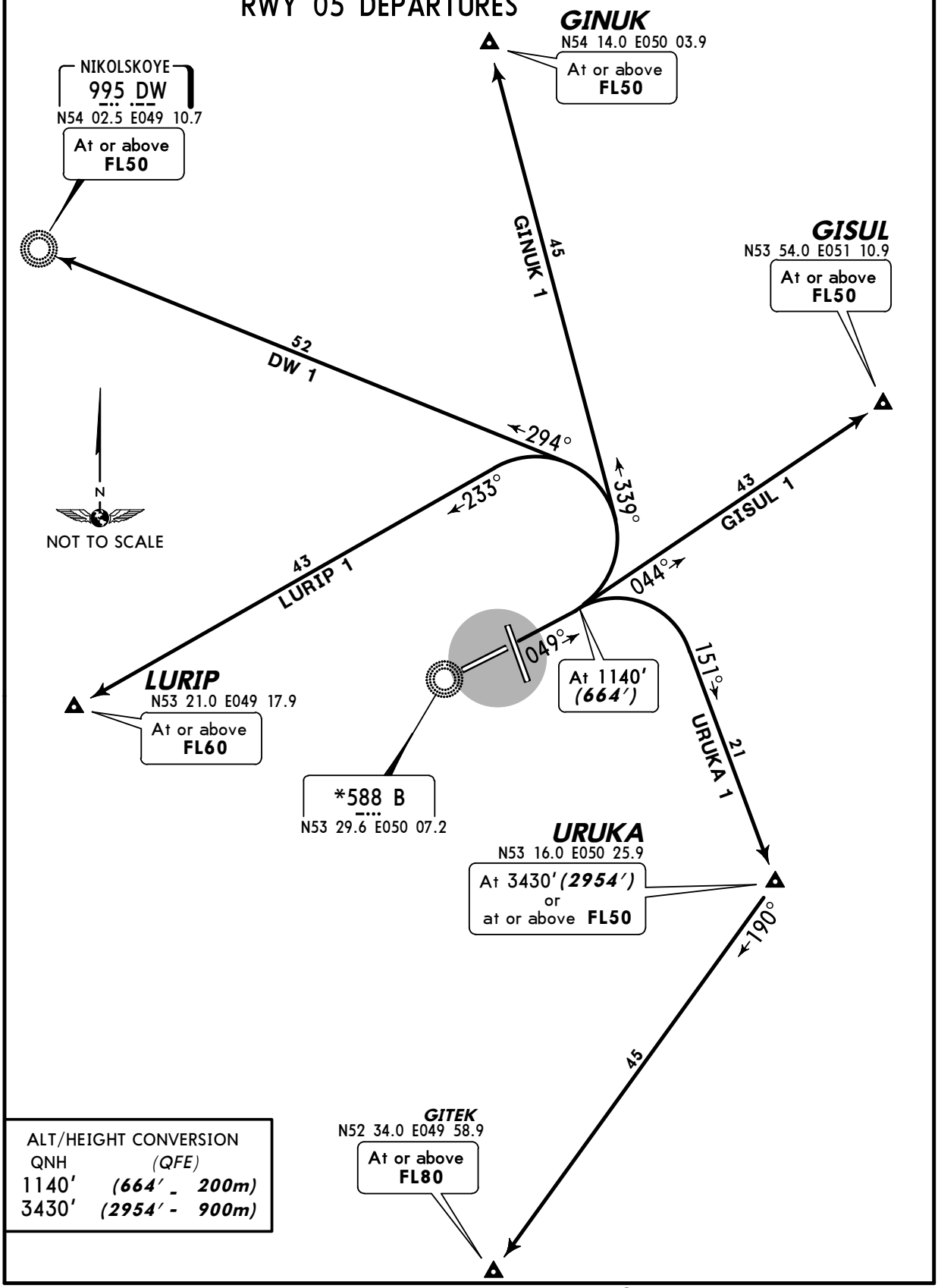
SAMARA, RUSSIA
SID

Apt Elev
476′

QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 749 mm (998.6 hPa)
and 722 mm (962.6 hPa) or above
FL70 if pressure is less than 721 mm (961.3 hPa)
Trans alt: 3430′ ***(2954′)***
Take-off should be carried out according to noise abatement procedures and flights should be conducted in accordance with ACFT performance requirements.



DW 1, GINUK 1, GISUL 1, LURIP 1, URUKA 1
RWY 05 DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
1140′	(664′ - 200m)
3430′	(2954′ - 900m)

CHANGES: DW INS coords.

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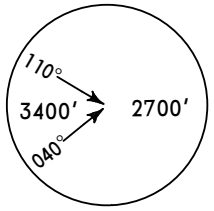
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UWWW/KUF
KURUMOCH

SAMARA, RUSSIA
SID

Apt Elev
476′

QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above
FL70 if pressure is less than 721 mm (961.3 hPa)
Trans alt: 3430′ ***(3017′)***
Take-off should be carried out according to noise abatement procedures and flights should be conducted in accordance with ACFT performance requirements.



MSA
F Lctr

DW 3, GINUK 3, GISUL 3, LURIP 3
URUKA 3A *[URUK3A]*
URUKA 3B *[URUK3B]* ❶
RWY 23 DEPARTURES

GINUK
N54 14.0 E050 03.9
At or above **FL50**

NIKOLSKOYE
995 DW
N54 02.5 E049 10.7
At or above **FL50**

GISUL
N53 54.0 E051 10.9
At or above **FL50**

*588 F
N53 30.8 E050 11.0

50 GINUK 3
49 DW 3
55 GISUL 3
050°
352°
307°
131°
229°
243°
31 LURIP 3
At 1070′ *(657′)*
32 URUKA 3A
113°
22 URUKA 3B ❶
190°
45

LURIP
N53 21.0 E049 17.9
At or above **FL60**

URUKA
N53 16.0 E050 25.9
At 3430′ ***(3017′)***
or
at or above **FL50**

GITEK
N52 34.0 E049 58.9
At or above **FL80**

N
NOT TO SCALE

❶ By ATC.

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
1070′	***(657′ - 200m)***
3430′	***(3017′ - 900m)***

CHANGES: DW INS coords.

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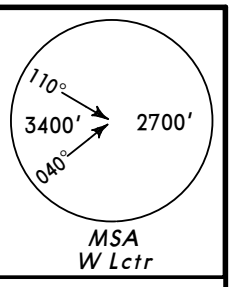
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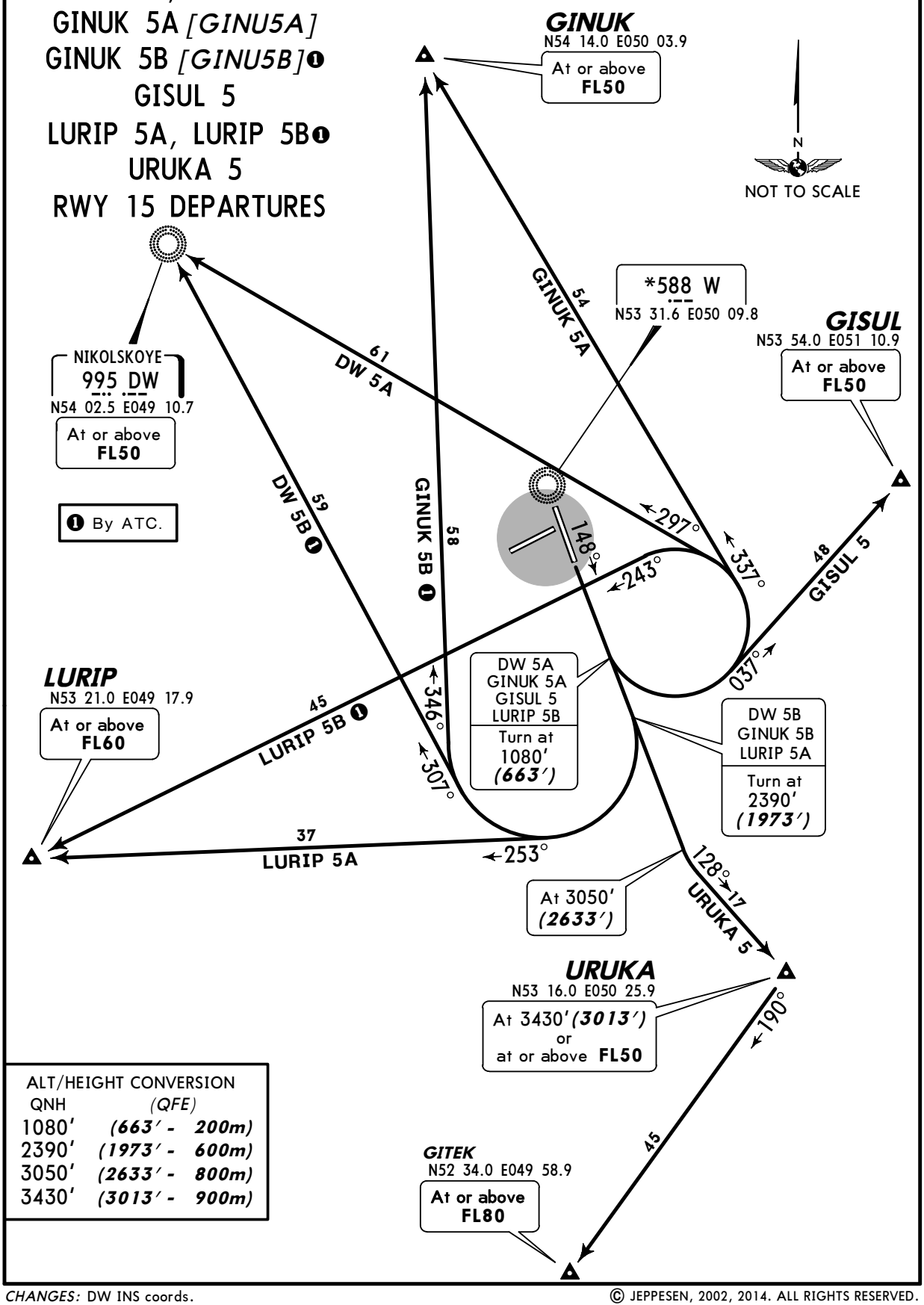
SAMARA, RUSSIA
SID

Apt Elev
476′

QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above
FL70 if pressure is less than 721 mm (961.3 hPa)
Trans alt: 3430′ ***(3013′)***
Take-off should be carried out according to noise abatement procedures and flights should be conducted in accordance with ACFT performance requirements.



DW 5A, DW 5B❶
GINUK 5A *[GINU5A]*
GINUK 5B *[GINU5B]*❶
GISUL 5
LURIP 5A, LURIP 5B❶
URUKA 5
RWY 15 DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
1080′	(663′ - 200m)
2390′	(1973′ - 600m)
3050′	(2633′ - 800m)
3430′	(3013′ - 900m)

CHANGES: DW INS coords.

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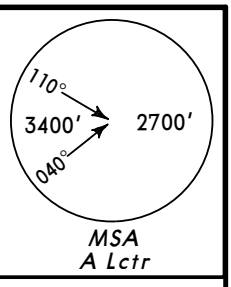
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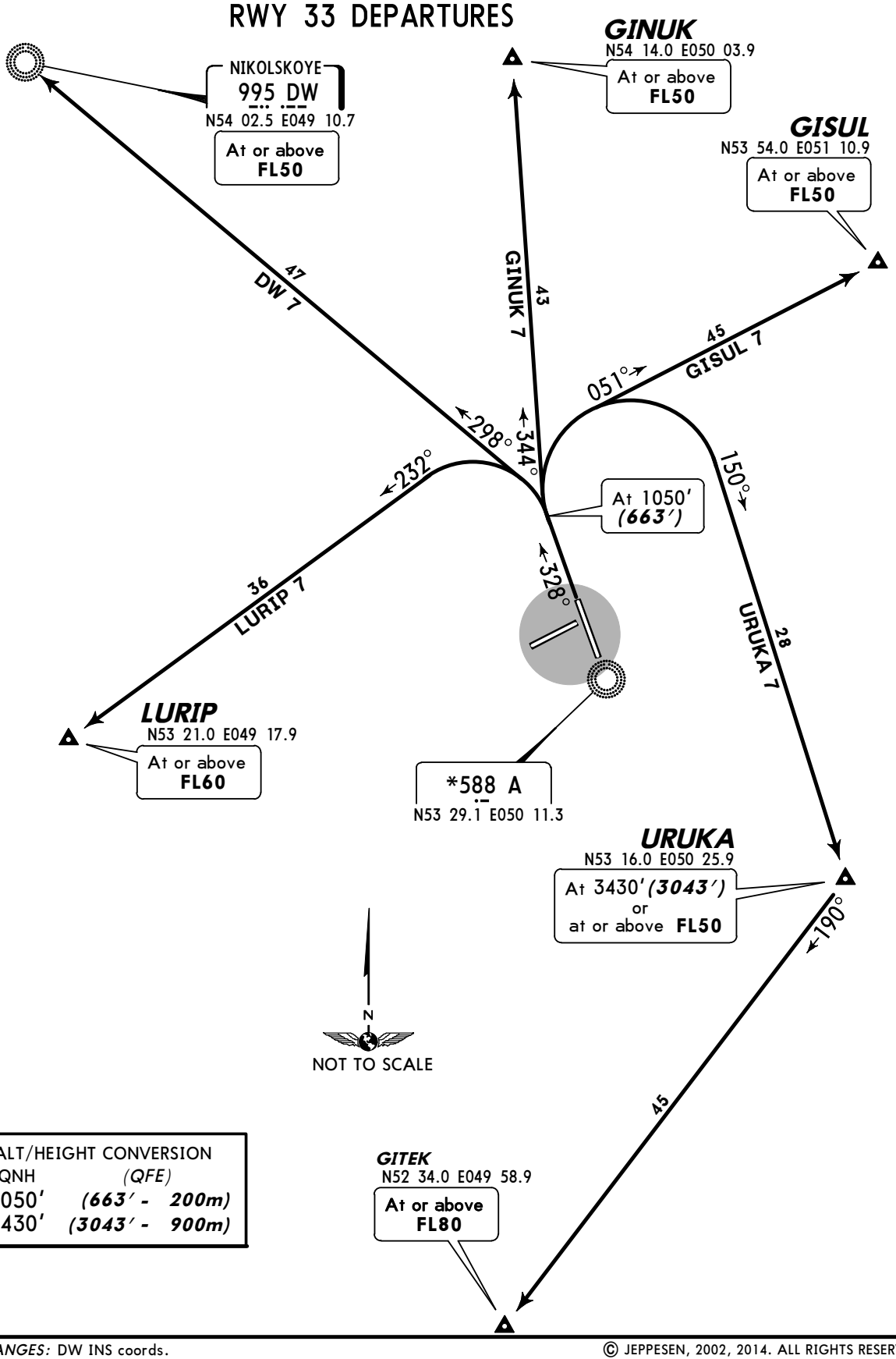
SAMARA, RUSSIA
SID

Apt Elev
476′

QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above
FL70 if pressure is less than 721 mm (961.3 hPa)
Trans alt: 3430′ ***(3043′)***
Take-off should be carried out according to noise abatement procedures and flights should be conducted in accordance with ACFT performance requirements.



DW 7, GINUK 7, GISUL 7, LURIP 7, URUKA 7
RWY 33 DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
1050′	***(663′ - 200m)***
3430′	***(3043′ - 900m)***

CHANGES: DW INS coords.

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NOISE ABATEMENT

LOCAL TIME - 4 = UTC(Z)

GENERAL

Noise abatement procedures shall be executed by all aircraft, except in case of reduction of flight safety and in case of engine failure.
Overflying of Samara City and Beryeza during approach phase is prohibited.

DEPARTURES

Restrictions

Take-off with tailwind component up to 5m/sec is allowed under following conditions:
- runway is dry or damp
- friction coefficient is 0.5 or more
- crosswind component is not more than 5m/sec.

During take-off from both runways it is necessary to follow strictly the departure procedure to avoid overflying the residential areas.
Between 2300-0700LT take-off shall usually be carried out on runways 05 and 15.
Special take-off procedures shall be carried out on runways 23 and 33.

Runway 15

Take-off/departure along corridor 3 based on a straight ahead climb up to 3040' (2625' - 800m) before turning towards the corridor.
Take-off/departure along corridor 4 based on a straight ahead climb up to 2390' (1975' - 600m) before turning towards the corridor.
Take-off/departure along corridor 7 is by ATC permission only and based on a straight ahead climb up to 2390' (1975' - 600m) before turning towards the corridors.

RUN-UP TESTS

Between 2300-0700LT engine run-up tests are prohibited on the bay near the hangar and on stands 15 and 16.

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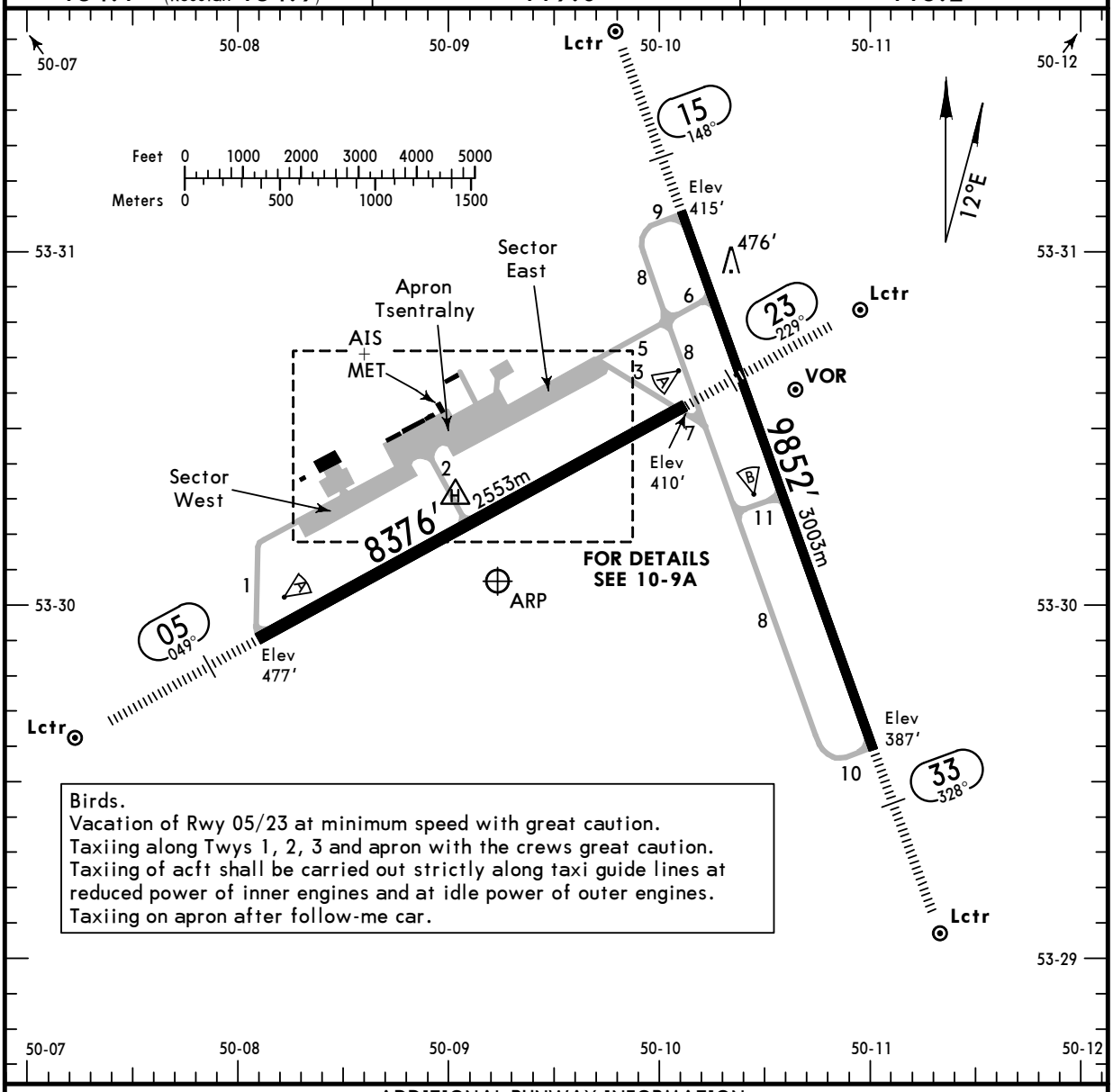
Apt Elev **476′**
N53 30.1 E050 09.2

JEPPESEN
15 MAY 15 (10-9) **Eff 28 May**

SAMARA, RUSSIA

KURUMOCH

ATIS	SAMARA Ground	Tower
134.1 (Russian 134.9)	119.0	118.2



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
05	HIRL (60m)	HIALS	PAPI-L (angle 3.00°)	RVR		7282′ 2220m	❶	197′ 60m
23	HIRL (60m)	HIALS	PAPI-L (angle 2.67°)	RVR		7343′ 2238m		
15	HIRL (60m)	HIALS	PAPI-L (angle 2.67°)	RVR		8880′ 2707m		148′ 45m
33	HIRL (60m)	HIALS		RVR		8698′ 2651m		

❶ TAKE-OFF RUN AVAILABLE

RWY 05:
From rwy head 8376′ (2553m)
twy 2 int 4255′ (1297m)

RWY 23:
From rwy head 8376′ (2553m)
twy 2 int 4121′ (1256m)

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	250m	400m
B		
C		
D	300m	

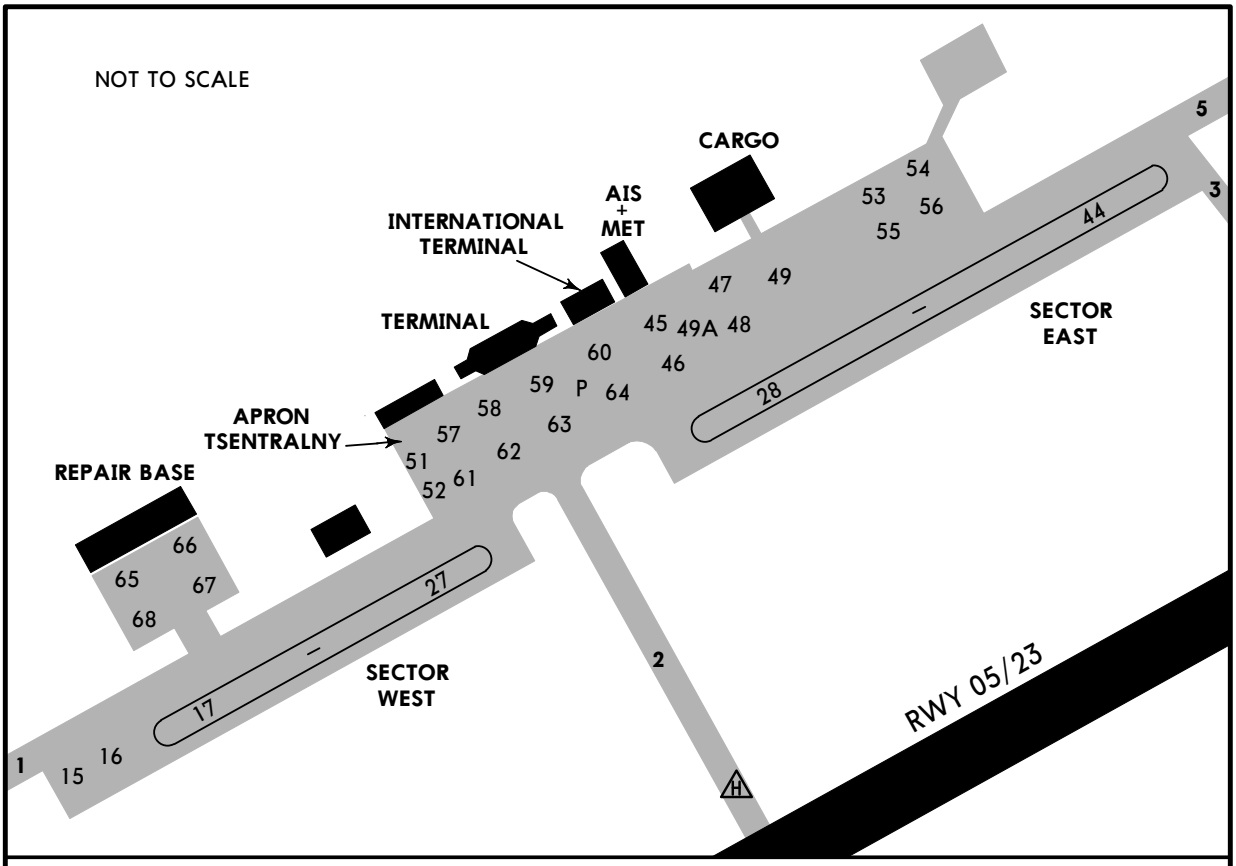
CHANGES: Intersection TORA.

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UWWW/KUF

SAMARA, RUSSIA
KURUMOCH



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
15	N53 30.2 E050 08.3	44	N53 30.7 E050 09.7
16, 17	N53 30.2 E050 08.4	45	N53 30.5 E050 09.0
19, 20	N53 30.3 E050 08.5	46 thru 48	N53 30.5 E050 09.1
21, 22	N53 30.3 E050 08.6	49	N53 30.5 E050 09.2
23 thru 25	N53 30.3 E050 08.7	49A	N53 30.5 E050 09.0
26, 27	N53 30.4 E050 08.8	51, 52	N53 30.4 E050 08.7
28	N53 30.4 E050 09.0	53 thru 56	N53 30.6 E050 09.2
29	N53 30.4 E050 09.1	57	N53 30.4 E050 08.8
30, 31	N53 30.5 E050 09.1	58	N53 30.5 E050 08.8
32, 33	N53 30.5 E050 09.2	59, 60	N53 30.5 E050 08.9
34, 35	N53 30.5 E050 09.3	61, 62	N53 30.4 E050 08.8
36, 37	N53 30.5 E050 09.4	63	N53 30.5 E050 08.9
38	N53 30.6 E050 09.4	64	N53 30.5 E050 09.0
39 thru 41	N53 30.6 E050 09.5	P	N53 30.5 E050 08.9
42, 43	N53 30.6 E050 09.6		

Stands 15 and 16 available for run-up.
Stands 53 thru 56 available for helicopters.
Twy 2 MAX wingspan 105'/32m.

CHANGES: Coordinates.

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UWWW/KUF

JEPPESEN
23 MAR 12 10-9S Eff 5 Apr

Standard

SAMARA, RUSSIA
KURUMOCH

STRAIGHT-IN RWY		A	B	C	D
05	ILS	**677**′(200′)	**677**′(200′)	**677**′(200′)	**677**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ❶	**900**′(423′)	**900**′(423′)	**900**′(423′)	**900**′(423′)
		R1300m	**R1300m**	**R1300m**	**R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB ❶	**900**′(423′)	**900**′(423′)	**900**′(423′)	**900**′(423′)
	with FAF	**R1300m**	**R1300m**	**R1300m**	**R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	**1960**′(1483′)	**1960**′(1483′)	**1960**′(1483′)	**1960**′(1483′)
	w/o FAF	**C5000m**	**C5000m**	**C5000m**	**C5000m**
15	ILS	**615**′(200′)	**615**′(200′)	**615**′(200′)	**615**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ❶	**930**′(515′)	**930**′(515′)	**930**′(515′)	**930**′(515′)
		R1500m	**R1500m**	**R1600m**	**R1600m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	NDB ❶	**770**′(355′)	**770**′(355′)	**770**′(355′)	**770**′(355′)
	with FAF	**R1000m**	**R1000m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1500m	R1500m
	NDB	**1180**′(765′)	**1180**′(765′)	**1180**′(765′)	**1180**′(765′)
	w/o FAF	**C3100m**	**C3100m**	**C3300m**	**C3300m**
	ALS out	C3800m	C3800m	C4000m	C4000m
23	ILS	**612**′(200′)	**612**′(200′)	**612**′(200′)	**612**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ❶	**890**′(480′)	**890**′(480′)	**890**′(480′)	**890**′(480′)
		R1500m	**R1500m**	**R1500m**	**R1500m**
	ALS out	R1500m	R1500m	C2200m	C2200m
	NDB ❶	**770**′(358′)	**770**′(358′)	**770**′(358′)	**770**′(358′)
	with FAF	**R900m**	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB ❶	**770**′(358′)	**770**′(358′)	**770**′(358′)	**770**′(358′)
	w/o FAF	**R1000m**	**R1000m**	**R1200m**	**R1200m**
	ALS out	R1600m	R1600m	R1600m	R1600m

❶ Continuous Descent Final Approach.

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UWWW/KUF

JEPPESEN
23 MAR 12 10-9S1 Eff 5 Apr

Standard

SAMARA, RUSSIA
KURUMOCH

STRAIGHT-IN RWY		A	B	C	D
33	ILS	**587**′(200′)	**587**′(200′)	**587**′(200′)	**587**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ❶	**770**′(383′)	**770**′(383′)	**770**′(383′)	**770**′(383′)
		R1100m	**R1100m**	**R1100m**	**R1100m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	NDB ❶	**740**′(353′)	**740**′(353′)	**740**′(353′)	**740**′(353′)
	with FAF	**R900m**	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB	**1390**′(1003′)	**1390**′(1003′)	**1390**′(1003′)	**1390**′(1003′)
	w/o FAF	**C4300m**	**C4300m**	**C4500m**	**C4500m**
	ALS out	C5000m	C5000m	C5000m	C5000m

❶ Continuous Descent Final Approach.

TAKE-OFF RWY 05, 15, 23, 33

	LVP must be in Force RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A B C	250m	400m	500m
D	300m		

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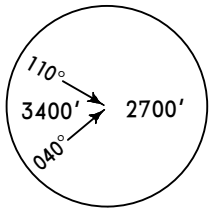
JEPPESEN 15 JUN 12 (11-1) Eff 28 Jun

SAMARA, RUSSIA ILS or 2 NDB Rwy 05

BRIEFING STRIP ™

ATIS	SAMARA Approach (R)	SAMARA Radar	SAMARA Tower	Ground
134.1 (Russian 134.9)	124.6	128.0	118.2	119.0

ILS IBE *110.5	Final Apch Crs 049°	GS LOM 1297′ (820′)	ILS DA(H) 677′ (200′)	Apt Elev 477′ RWY 477′	
NDB BE *287		Minimum Alt RDP 2450′ (1973′)	NDB MDA(H) (CONDITIONAL) 900′ (423′)		



MSA B NDB

MISSED APCH: Climb on 049° to 1140′ (663′), then turn LEFT onto 229° climbing to 2450′ (1973′), then according to chart.

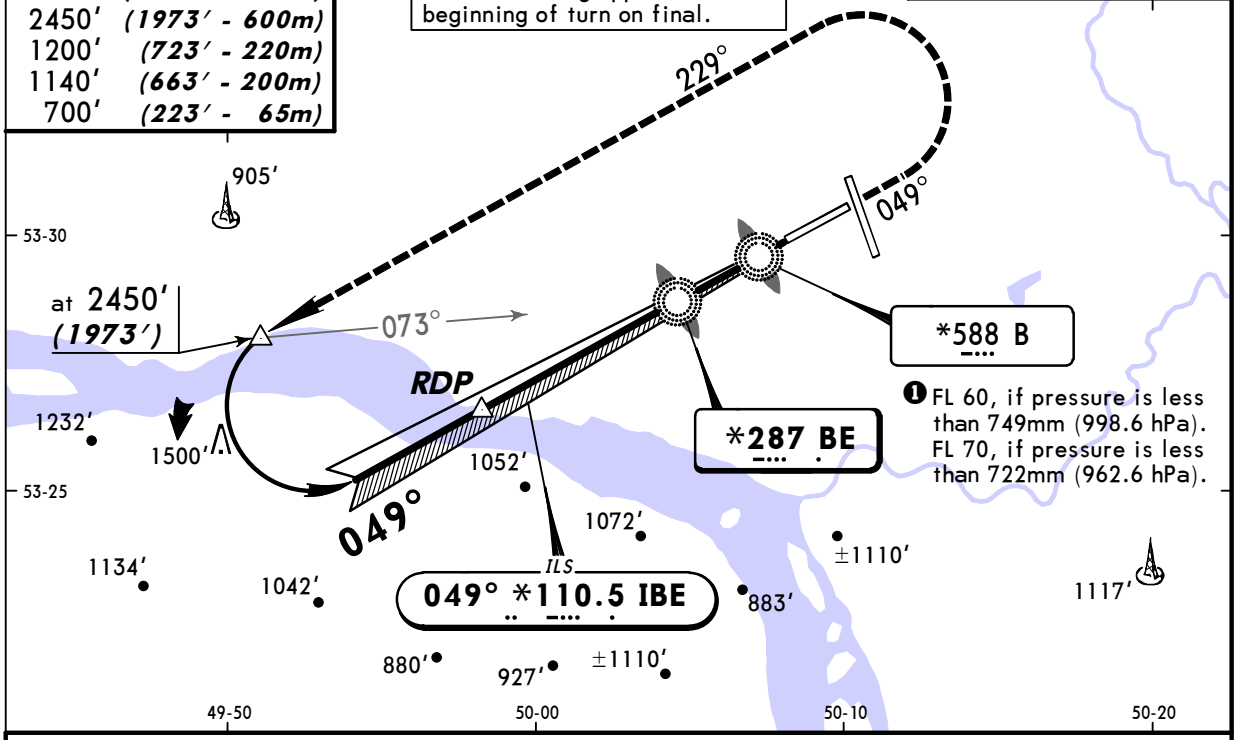
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 50 ❶ | Trans alt: 3430′ (2953′)

ALT/HEIGHT CONVERSION

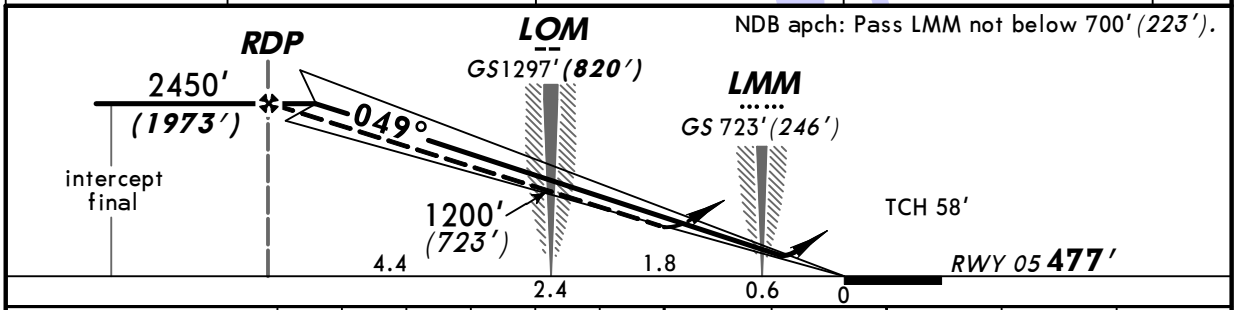
QNH	(QFE)
3430′	(2953′ - 900m)
2450′	(1973′ - 600m)
1200′	(723′ - 220m)
1140′	(663′ - 200m)
700′	(223′ - 65m)

WARNING: GPWS may be brought into operation of short duration during approach at the beginning of turn on final.

RDP (Radar descent point) -will be allocated by Radar Controller



❶ FL 60, if pressure is less than 749mm (998.6 hPa). FL 70, if pressure is less than 722mm (962.6 hPa).



NDB apch: Pass LMM not below 700′ (223′).

Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00°	372	478	531	637	743	849
NDB Descent Angle 2.67°	331	425	472	567	661	756

HIALS PAPI

1140′ (663′) on 049° | 229° LT | 2450′ (1973′)

STRAIGHT-IN LANDING RWY 05

	ILS DA(H) 677′(200′) FULL	ILS DA(H) 677′(200′) ALS out	LOC (GS out)	NDB with FAF MDA(H) 900′(423′)	NDB with FAF MDA(H) 900′(423′) ALS out	NDB w/o FAF MDA(H) 1960′(1483′)	NDB w/o FAF MDA(H) 1960′(1483′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	RVR 1500m VIS 1600m	2400m	3200m	
B							
C						4000m	4800m
D							

PANS OPS

CHANGES: Communications. MSA. TL.

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JEPPESEN 15 JUN 12 (11-2) Eff 28 Jun

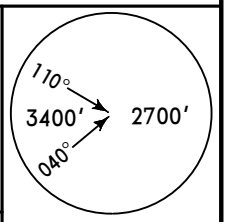
SAMARA, RUSSIA ILS or 2 NDB Rwy 15

BRIEFING STRIP ™

ATIS	SAMARA Approach (R)	SAMARA Radar	SAMARA Tower	Ground
134.1 (Russian 134.9)	124.6	128.0	118.2	119.0

LOC IWG *111.9	Final Apch Crs 148°	GS LOM 1072′ (657′)	ILS DA(H) 615′ (200′)	Apt Elev 477′	
NDB WG *287		Minimum Alt RDP 1730′ (1315′)	NDB MDA(H) (CONDITIONAL) 750′ (335′)	RWY 415′	

MISSED APCH: Climb on 148° to 1080′ (665′), then turn LEFT onto 328° climbing to 2390′ (1975′), then according to chart.



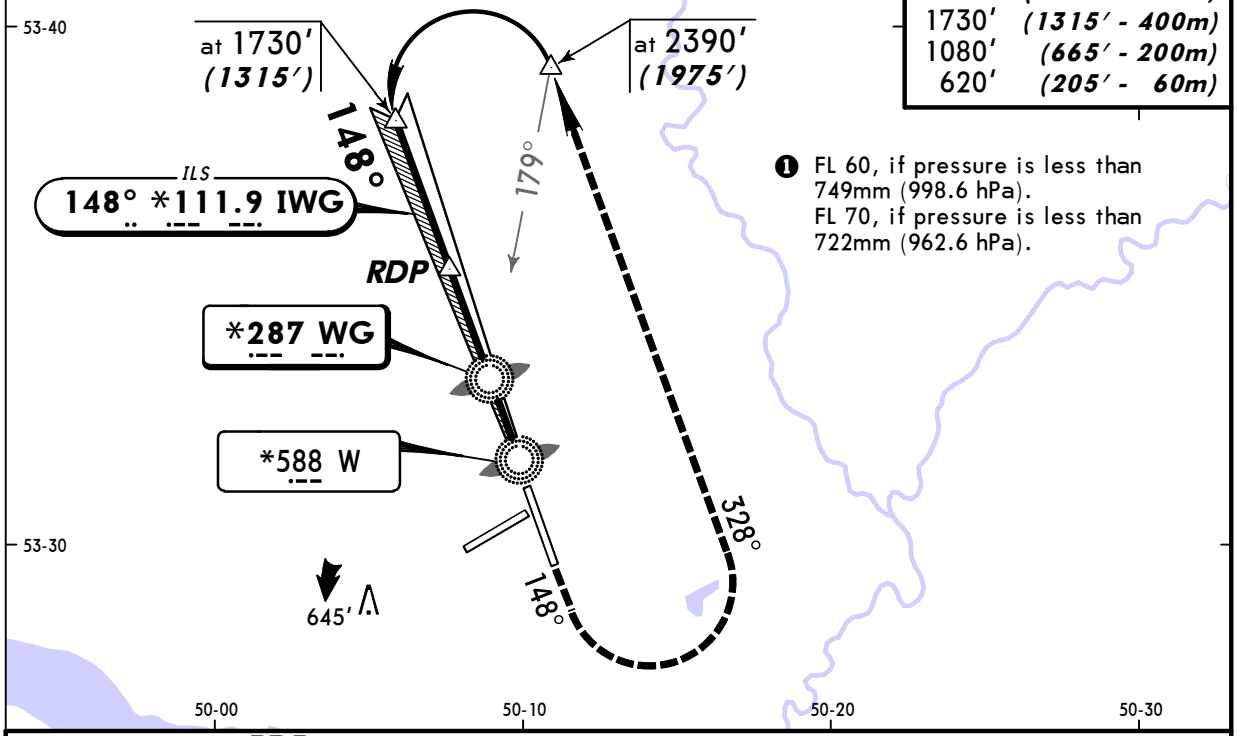
MSA
W NDB

Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: FL 50 ❶ | Trans alt: 3430′ (3015′)

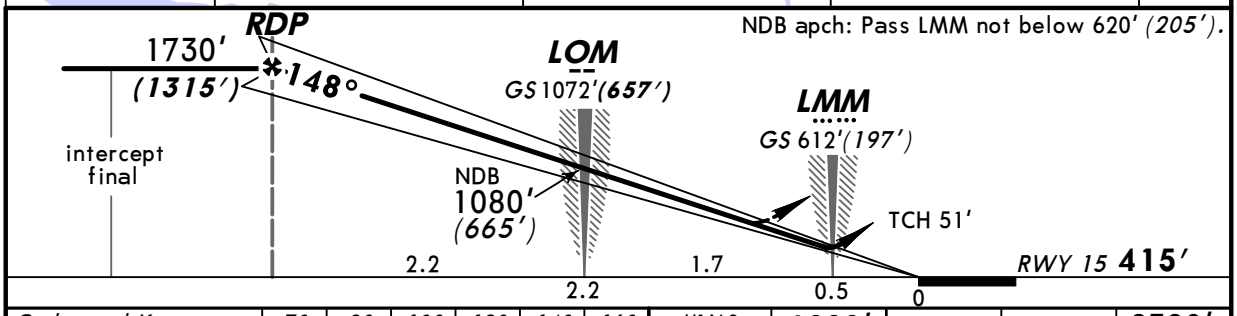
RDP (Radar descent point) -will be allocated by Radar Controller

ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	(3015′ - 900m)
2390′	(1975′ - 600m)
1730′	(1315′ - 400m)
1080′	(665′ - 200m)
620′	(205′ - 60m)



❶ FL 60, if pressure is less than 749mm (998.6 hPa).
FL 70, if pressure is less than 722mm (962.6 hPa).



NDB apch: Pass LMM not below 620′ (205′).

Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc Angle 2.67°	331	425	472	567	661	756

HIALS PAPI

1080′ (665′) on 148°

328° LT

2390′ (1975′)

STRAIGHT-IN LANDING RWY 15

PANS OPS

	ILS DA(H) 615′ (200′) FULL	ILS DA(H) 615′ (200′) ALS out	LOC (GS out)	NDB with FAF MDA(H) 750′ (335′)	NDB with FAF MDA(H) 750′ (335′) ALS out	NDB w/o FAF MDA(H) 1180′ (765′)	NDB w/o FAF MDA(H) 1180′ (765′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1500m VIS 1600m	3200m	
B							
C						3200m	3600m
D				RVR 1500m VIS 1600m		3600m	4000m

CHANGES: Communications. MSA. TL.

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JEPPESEN 15 JUN 12 (11-3) Eff 28 Jun

SAMARA, RUSSIA ILS or 2 NDB Rwy 23

BRIEFING STRIP ™

ATIS	SAMARA Approach (R)	SAMARA Radar	SAMARA Tower	Ground
134.1 (Russian 134.9)	124.6	128.0	118.2	119.0

LOC IFK *109.7	Final Apch Crs 229°	GS LOM 1068′(656′)	ILS DA(H) 612′(200′)	Apt Elev 477′	110° 3400′ 2700′ 040°
NDB FK *287		Minimum Alt RDP 1730′(1318′)	NDB MDA(H) 760′(348′)	RWY 412′	MSA F NDB

MISSED APCH: Climb on 229° to 1070′(658′), then turn RIGHT onto 049° climbing to 1730′(1318′), then according to chart.

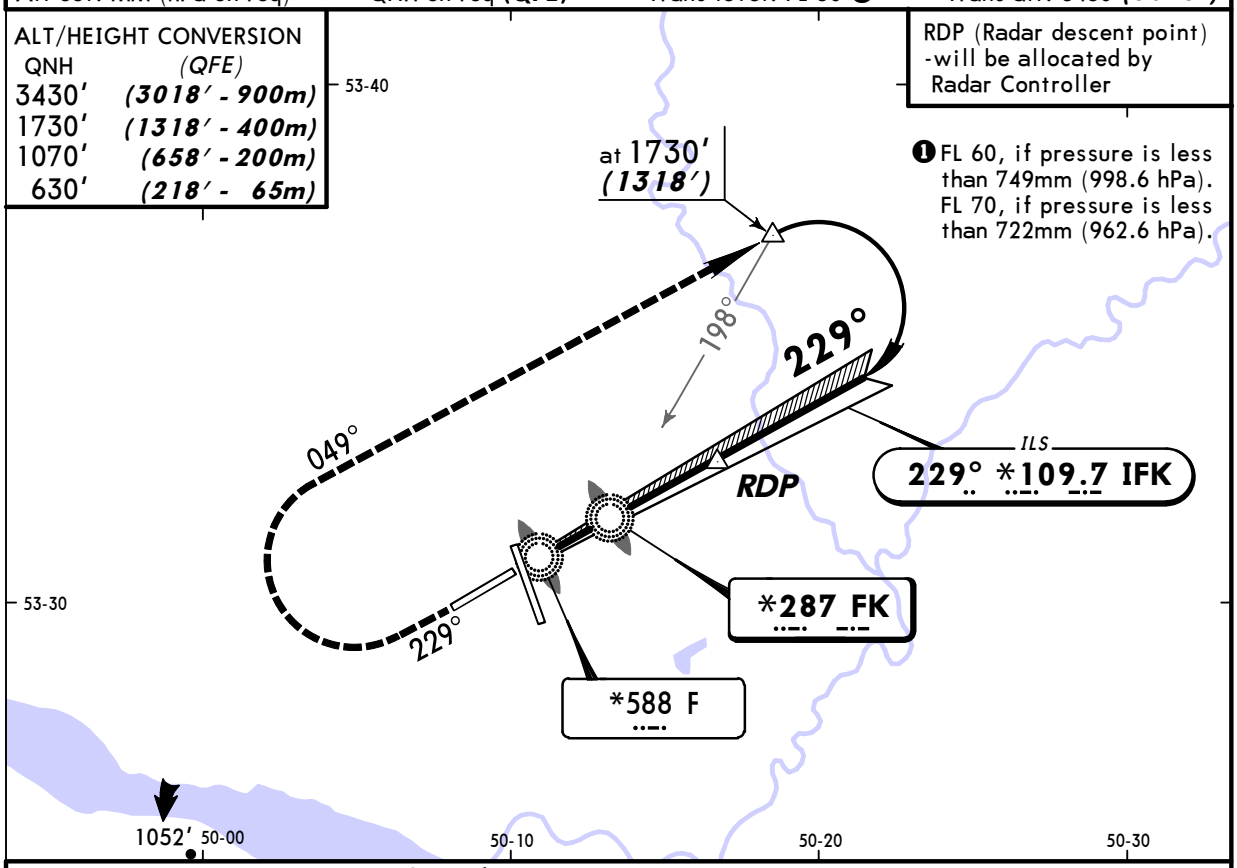
Alt Set: MM (hPa on req) | QNH on req (**QFE**) | Trans level: FL 50 ❶ | Trans alt: 3430′(3018′)

ALT/HEIGHT CONVERSION

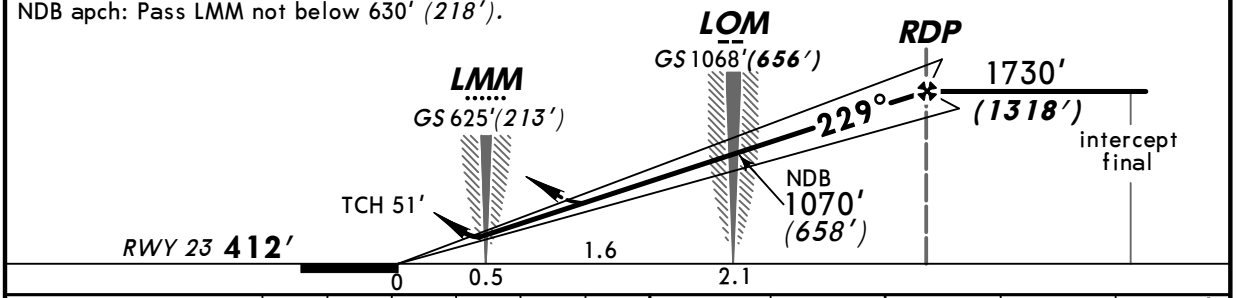
QNH	(QFE)
3430′	(3018′ - 900m)
1730′	(1318′ - 400m)
1070′	(658′ - 200m)
630′	(218′ - 65m)

RDP (Radar descent point) -will be allocated by Radar Controller

❶ FL 60, if pressure is less than 749mm (998.6 hPa). FL 70, if pressure is less than 722mm (962.6 hPa).



NDB apch: Pass LMM not below 630′ (218′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc Angle 2.67°	331	425	472	567	661	756

HIALS PAPI

1070′ (658′) on 229° | 049° RT | 1730′ (1318′)

STRAIGHT-IN LANDING RWY 23

PANS OPS

	ILS DA(H) 612′(200′) FULL	ILS DA(H) 612′(200′) ALS out	LOC (GS out)	NDB MDA(H) 760′(348′)	NDB MDA(H) 760′(348′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	2000m
B					
C					
D				RVR 1500m VIS 1600m	

CHANGES: MSA. TL.

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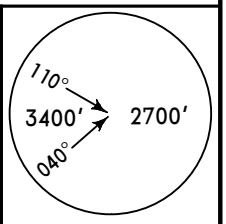
JEPPESEN 15 JUN 12 (11-4) Eff 28 Jun

SAMARA, RUSSIA ILS or 2 NDB Rwy 33

BRIEFING STRIP™

ATIS	SAMARA Approach (R)	SAMARA Radar	SAMARA Tower	Ground
134.1 (Russian 134.9)	124.6	128.0	118.2	119.0

LOC IAZ *111.1	Final Apch Crs 328°	GS LOM 1027′ (640′)	ILS DA(H) 587′ (200′)	Apt Elev 477′	
NDB AZ *287		Minimum Alt RDP 2200′ (1813′)	NDB MDA(H) (CONDITIONAL) 720′ (333′)	RWY 387′	



MSA
A NDB

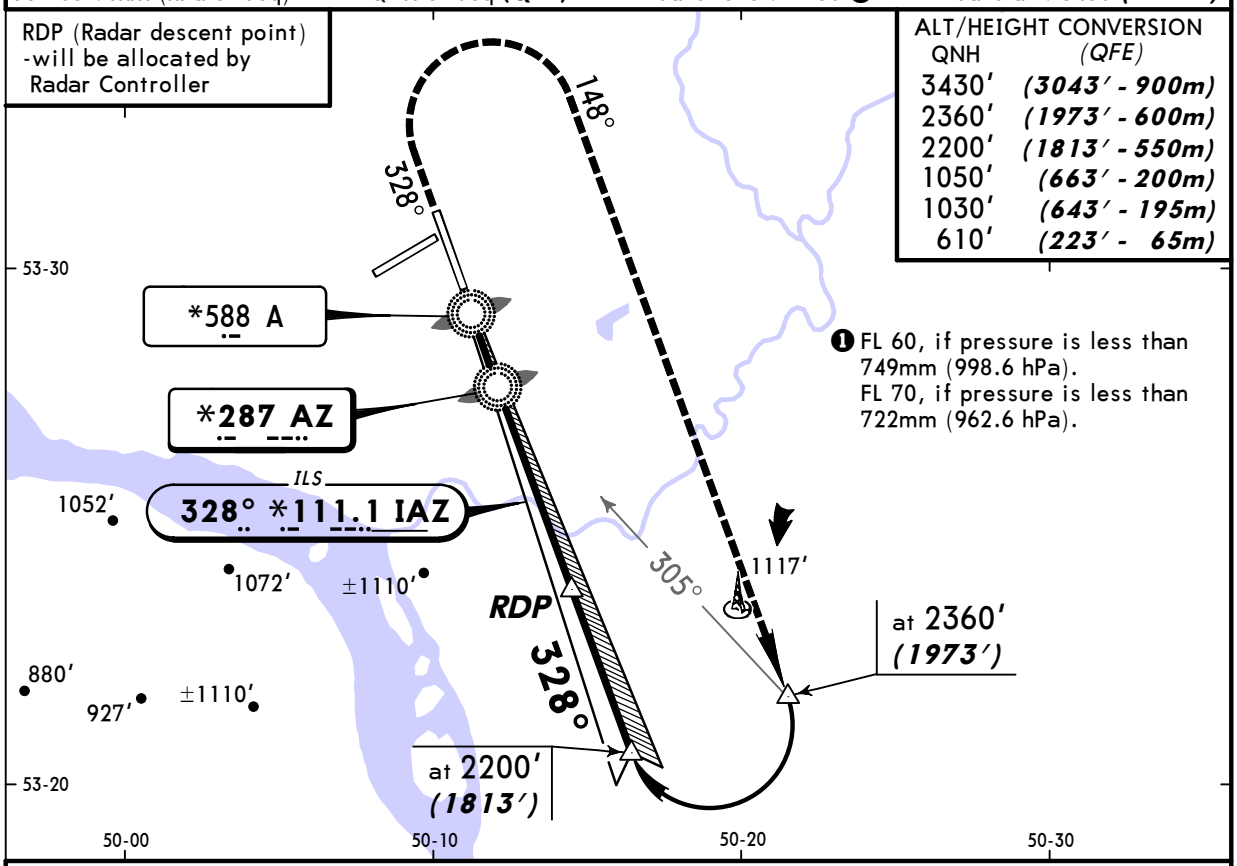
MISSED APCH: Climb on 328° to 1050′ (663′), then turn RIGHT onto 148° climbing to 2360′ (1973′), then according to chart.

Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: FL 50 ❶ | Trans alt: 3430′ **(3043′)**

RDP (Radar descent point) -will be allocated by Radar Controller

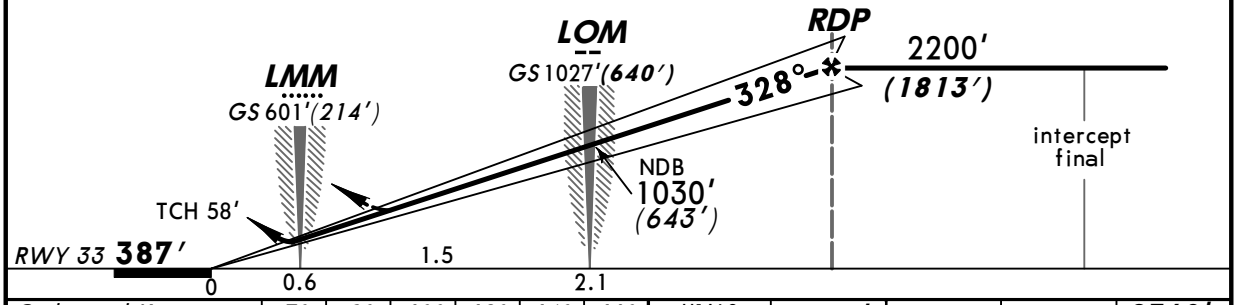
ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	(3043′ - 900m)
2360′	(1973′ - 600m)
2200′	(1813′ - 550m)
1050′	(663′ - 200m)
1030′	(643′ - 195m)
610′	(223′ - 65m)



❶ FL 60, if pressure is less than 749mm (998.6 hPa).
FL 70, if pressure is less than 722mm (962.6 hPa).

NDB apch: Pass LMM not below 610′ (223′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc Angle 2.67°	331	425	472	567	661	756

HIALS

1050′ (663′) on 328°

148° RT

2360′ (1973′)

STRAIGHT-IN LANDING RWY 33

	ILS DA(H) 587′ (200′) FULL	ILS DA(H) 587′ (200′) ALS out	LOC (GS out)	NDB with FAF MDA(H) 720′ (333′)	NDB with FAF MDA(H) 720′ (333′) ALS out	NDB w/o FAF MDA(H) 1390′ (1003′)	NDB w/o FAF MDA(H) 1390′ (1003′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1500m VIS 1600m	3200m	
B							
C						4000m	4800m
D				RVR 1500m VIS 1600m		4400m	

PANS OPS

CHANGES: MSA. TL.

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UWWW/KUF KURUMOCH

JEPPESEN 15 JUN 12 (12-1) Eff 28 Jun

SAMARA, RUSSIA GNSS Rwy 05

BRIEFING STRIP™

ATIS	SAMARA Approach (R)	SAMARA Radar	SAMARA Tower	Ground
134.1 (Russian 134.9)	124.6	128.0	118.2	119.0

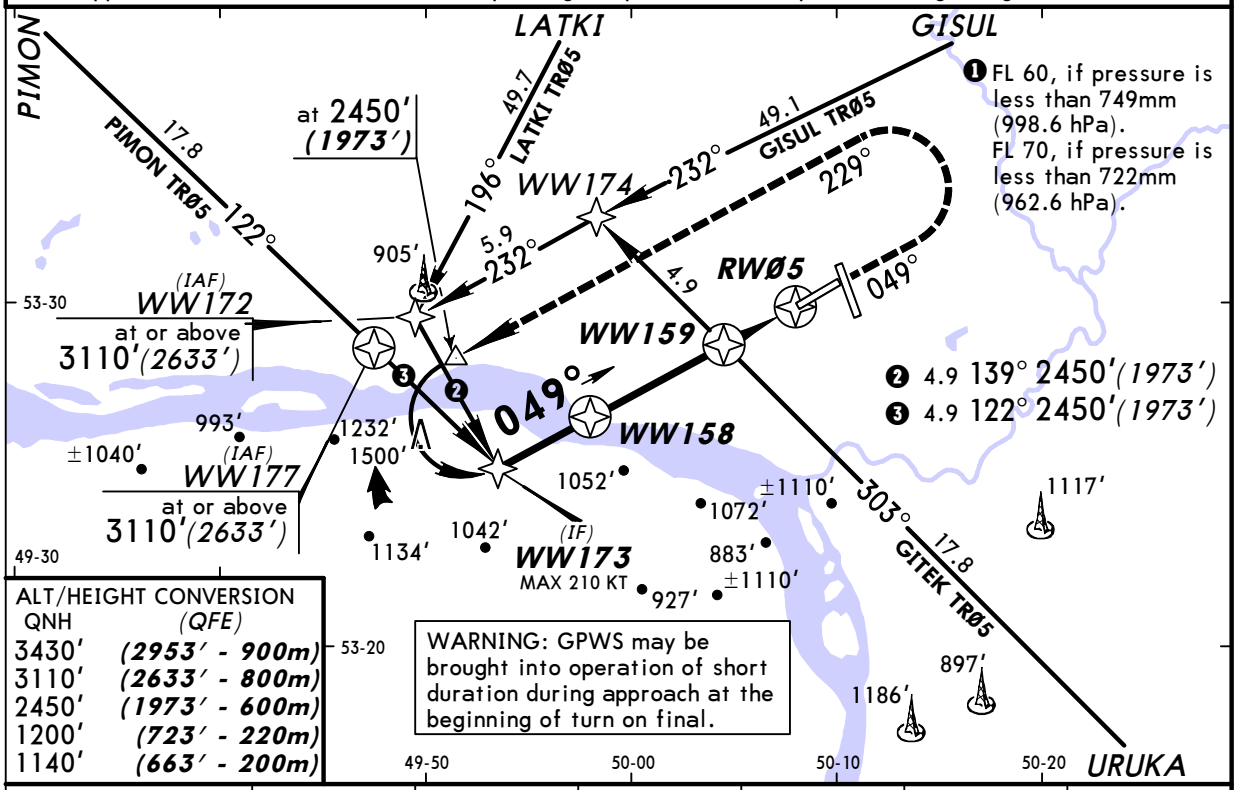
RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
	049°	WW158 2450′(1973′)	900′(423′)	Apt Elev 477′ RWY 477′

MSA: 110° 3400′ ARP 2700′ 040°

MISSED APCH: Climb on 049° to 1140′(663′), then turn LEFT onto 229° climbing to 2450′(1973′), then according to Instrument Approach route.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 50 ❶ Trans alt: 3430′**(2953′)**

1. The arrival and approach by using the RNAV procedure based on navigation satellite system GLONASS-GPS are available under approval (permit) of Russian FAA. 2. Aircrews shall request the permission for GNSS approach from APP controller before passing the point of GNSS apch route beginning.

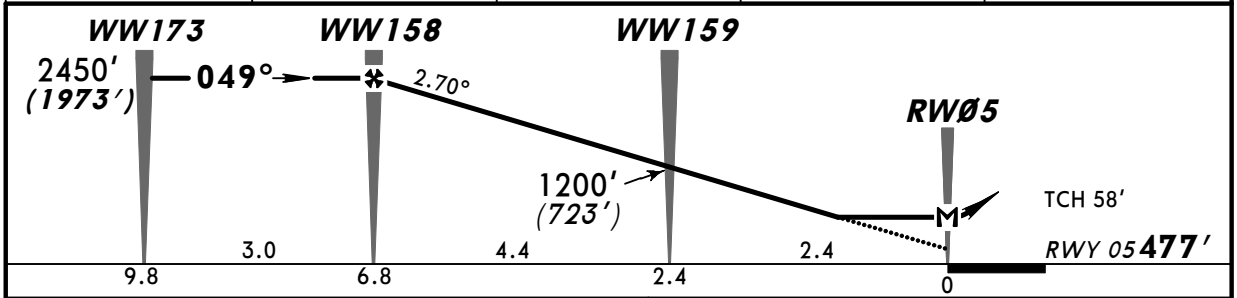


ALT/HEIGHT CONVERSION QNH	(QFE)
3430′	(2953′ - 900m)
3110′	(2633′ - 800m)
2450′	(1973′ - 600m)
1200′	(723′ - 220m)
1140′	(663′ - 200m)

WARNING: GPWS may be brought into operation of short duration during approach at the beginning of turn on final.

DIST to WW159	3.2	2.7	2.2	1.6	1.1	0.5
ALTITUDE (HAT)	2120′(1643′)	1970′(1493′)	1810′(1333′)	1660′(1183′)	1510′(1033′)	1370′(893′)

DIST to RWØ5	2.2	1.6	1.1	0.5
ALTITUDE (HAT)	1140′(663′)	990′(513′)	840′(363′)	680′(203′)



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 2.70°	334	430	478	573	669	764
MAP at RWØ5						

HIALS PAPI

1140′ (663′) on 049° | 229° LT | 2450′ (1973′)

STRAIGHT-IN LANDING RWY **05**

MDA(H) 900′(423′)

PANS OPS

		ALS out
A B	RVR 720m VIS 800m	RVR 1500m VIS 1600m
C D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CHANGES: Communications. TL. Note.

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UWWW/KUF
KURUMOCH

JEPPESEN
15 JUN 12 (12-2) Eff 28 Jun

SAMARA, RUSSIA
GNSS Rwy 15

BRIEFING STRIP ™

ATIS	SAMARA Approach (R)	SAMARA Radar	SAMARA Tower	Ground
134.1 (Russian 134.9)	124.6	128.0	118.2	119.0

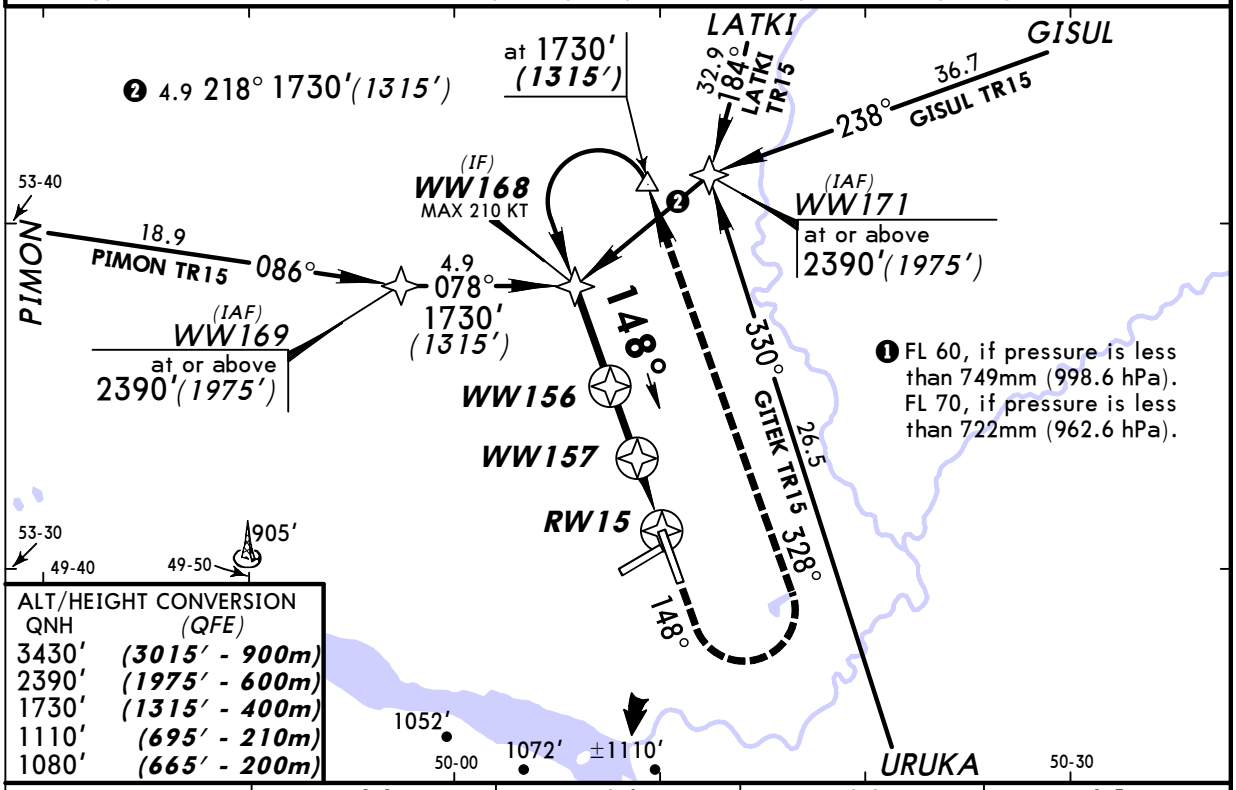
RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
	148°	WW156 1730′ (1315′)	930′ (515′)	Apt Elev 477′ RWY 415′

MSA: 110° 3400′ ARP 2700′ 040°

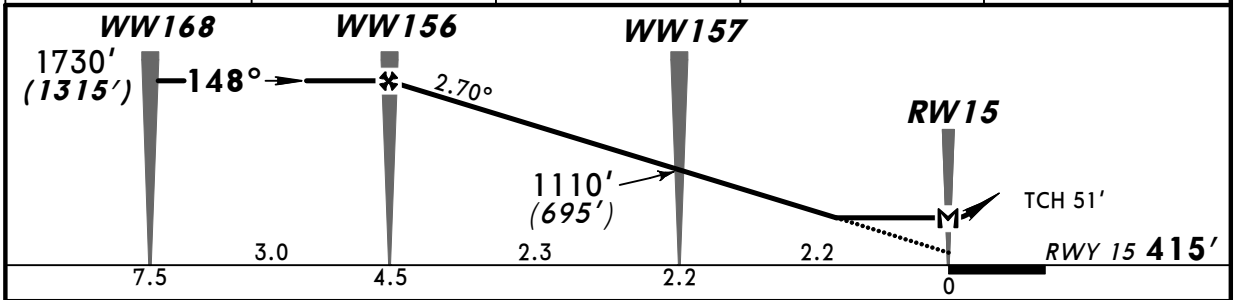
MISSED APCH: Climb on 148° to 1080′ (665′), then turn LEFT onto 328° climbing to 1730′ (1315′), then according to Instrument Approach route.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 50 ❶ Trans alt: 3430′ **(3015′)**

1. The arrival and approach by using the RNAV procedure based on navigation satellite system GLONASS-GPS are available under approval (permit) of Russian FAA. 2. Aircrews shall request the permission for GNSS approach from APP controller before passing the point of GNSS apch route beginning.



DIST to WW157	2.2	1.6	1.1	0.5
ALTITUDE (HAT)	1720′ (1305′)	1550′ (1135′)	1400′ (985′)	1260′ (845′)
DIST to RW15	2.2	1.6	1.1	0.5
ALTITUDE (HAT)	1080′ (665′)	930′ (515′)	780′ (365′)	620′ (205′)



Gnd speed-Kts	70	90	100	120	140	160	HIALS / PAPI	1080′ (665′) on 148°	328° LT	1730′ (1315′)
Descent angle 2.70°	334	430	478	573	669	764				
MAP at RW15										

STRAIGHT-IN LANDING RWY 15

MDA(H) 930′ (515′)

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	RVR 1500m VIS 1600m	2400m
D	RVR 1800m VIS 2000m	2800m

PANS OPS

CHANGES: Communications. TL. Note.

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UWWW/KUF
KURUMOCH

JEPPESEN
15 JUN 12 (12-3) Eff 28 Jun

SAMARA, RUSSIA
GNSS Rwy 23

BRIEFING STRIP ™

ATIS	SAMARA Approach (R)	SAMARA Radar	SAMARA Tower	Ground
134.1 (Russian 134.9)	124.6	128.0	118.2	119.0

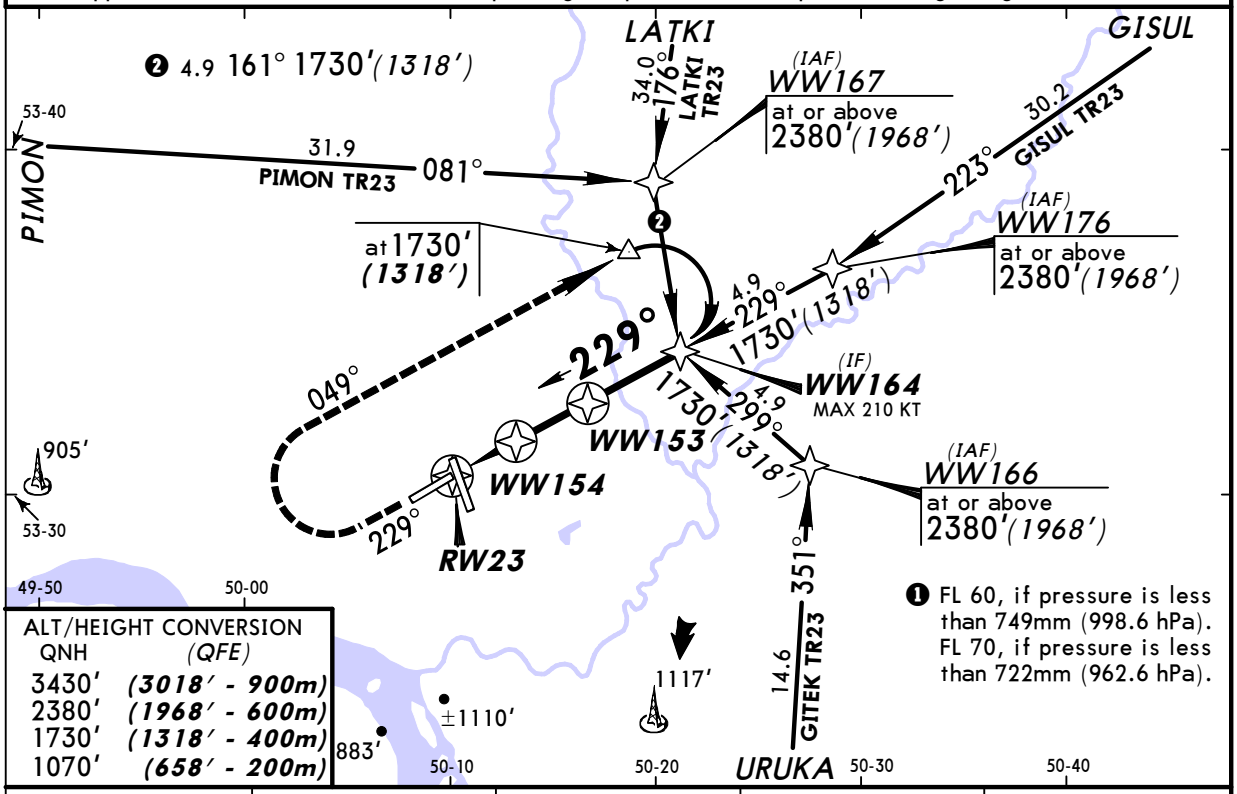
RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
	229°	WW153 1730′ (1318′)	890′ (478′)	Apt Elev 477′ RWY 412′

MSA: 110° 3400′ ARP 2700′ 040°

MISSED APCH: Climb on 229° to 1070′ (658′), then turn RIGHT onto 049° climbing to 1730′ (1318′), then according to Instrument Approach route.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 50 ❶ Trans alt: 3430′ **(3018′)**

1. The arrival and approach by using the RNAV procedure based on navigation satellite system GLONASS-GPS are available under approval (permit) of Russian FAA. 2. Aircrews shall request the permission for GNSS approach from APP controller before passing the point of GNSS apch route beginning.

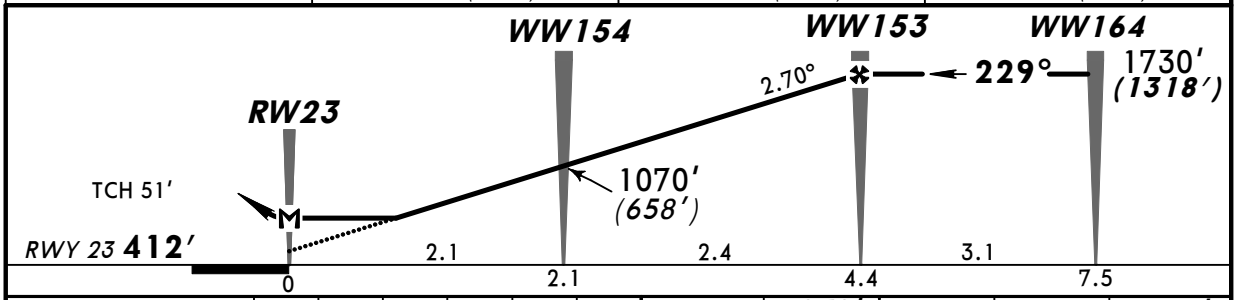


ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	(3018′ - 900m)
2380′	(1968′ - 600m)
1730′	(1318′ - 400m)
1070′	(658′ - 200m)

DIST to WW154	0.5	1.1	1.6	2.2
ALTITUDE (HAT)	1220′ (808′)	1370′ (958′)	1530′ (1118′)	1680′ (1268′)

DIST to RW23	0.5	1.1	1.6
ALTITUDE (HAT)	610′ (198′)	780′ (368′)	920′ (508′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.70°	334	430	478	573	669	764
MAP at RW23						

HIALS
PAPI

1070′ (658′) on 229°

049° RT

1730′ (1318′)

STRAIGHT-IN LANDING RWY 23

MDA(H) 890′ (478′)

PANS OPS

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	1200m	RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	2400m

CHANGES: Communications. Rwy elev. TL. Note.

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UWWW/KUF KURUMOCH

JEPPESEN 15 JUN 12 (12-4) Eff 28 Jun

SAMARA, RUSSIA GNSS Rwy 33

BRIEFING STRIP ™

ATIS	SAMARA Approach (R)	SAMARA Radar	SAMARA Tower	Ground
134.1 (Russian 134.9)	124.6	128.0	118.2	119.0

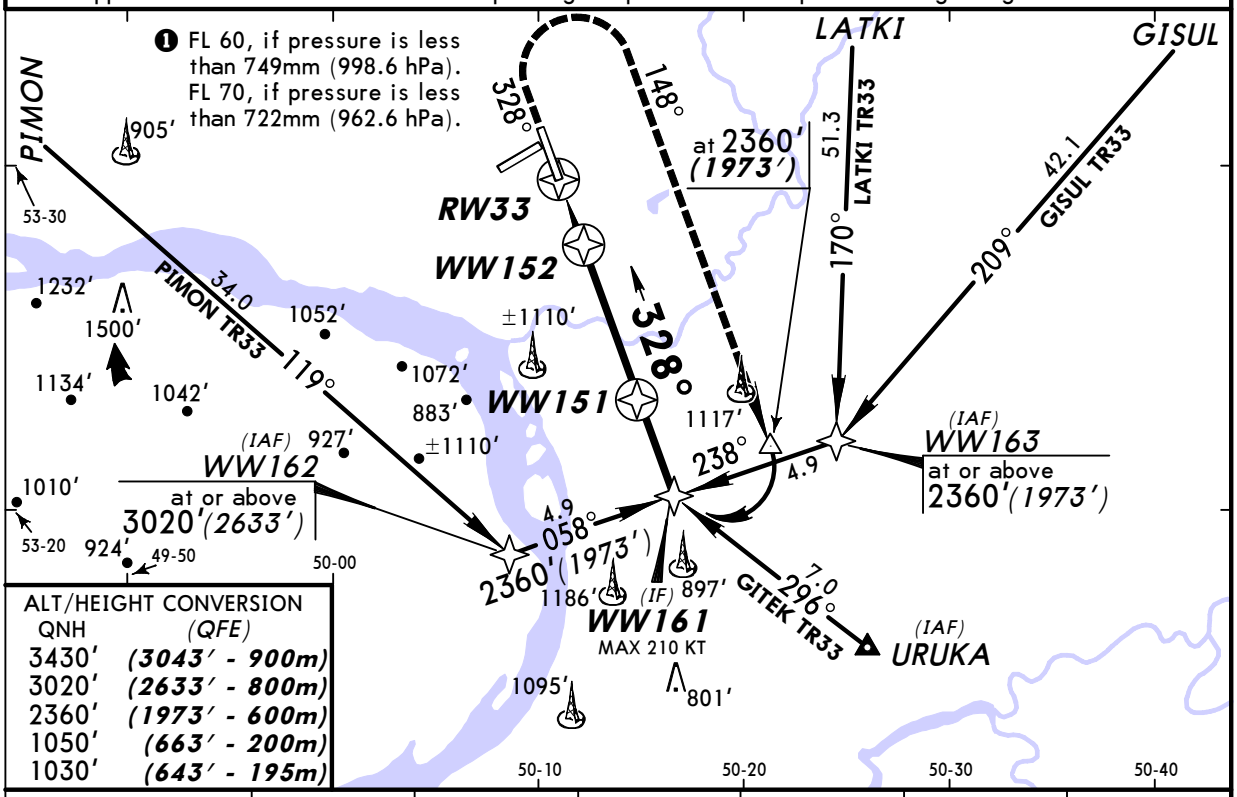
RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
	328°	WW151 2360′ (1973′)	770′ (383′)	Apt Elev 477′ RWY 387′

MSA: 110° 3400′ ARP 2700′ 040°

MISSED APCH: Climb on 328° to 1050′ (663′), then turn RIGHT onto 148° climbing to 2360′ (1973′), then according to Instrument Approach route.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 50 ❶ Trans alt: 3430′ **(3043′)**

1. The arrival and approach by using the RNAV procedure based on navigation satellite system GLONASS-GPS are available under approval (permit) of Russian FAA. 2. Aircrews shall request the permission for GNSS approach from APP controller before passing the point of GNSS apch route beginning.

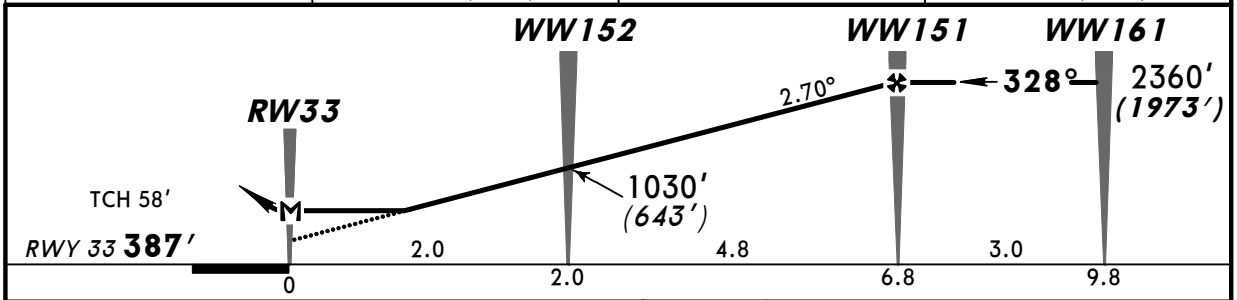


ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	(3043′ - 900m)
3020′	(2633′ - 800m)
2360′	(1973′ - 600m)
1050′	(663′ - 200m)
1030′	(643′ - 195m)

DIST to WW152	0.5	1.1	1.6	2.2	2.7	3.2
ALTITUDE (HAT)	1180′ (793′)	1330′ (943′)	1490′ (1103′)	1640′ (1253′)	1790′ (1403′)	1950′ (1563′)

DIST to RW33	0.5	1.1	1.6
ALTITUDE (HAT)	590′ (203′)	750′ (363′)	900′ (513′)



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1050′ (663′) on 328°	148° RT	2360′ (1973′)
Descent angle 2.70°	334	430	478	573	669	764				
MAP at RW33										

STRAIGHT-IN LANDING RWY 33

MDA(H) 770′ (383′)

PANS OPS

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C		
D	1200m	RVR 1800m VIS 2000m

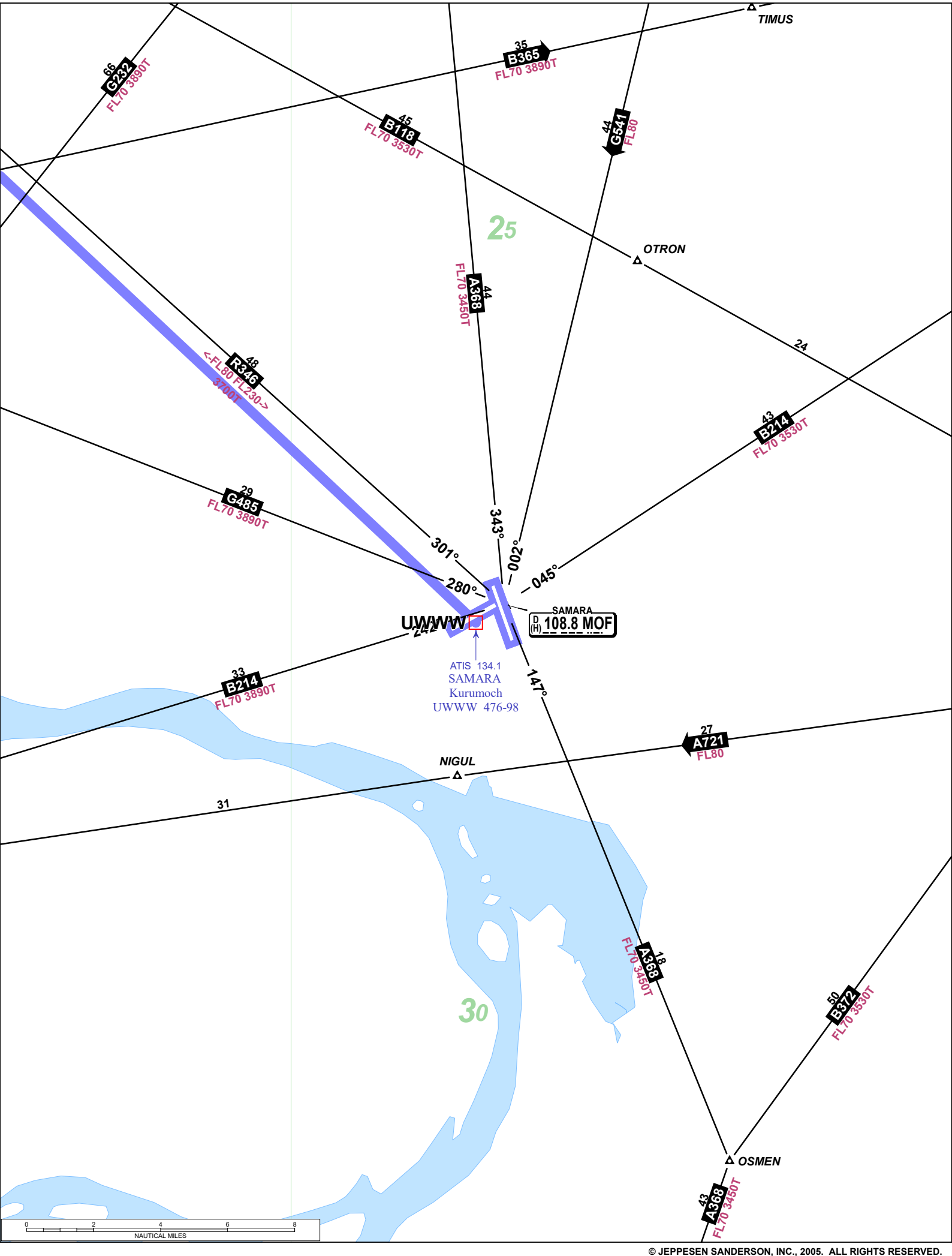
CHANGES: Communications. TL. Note.

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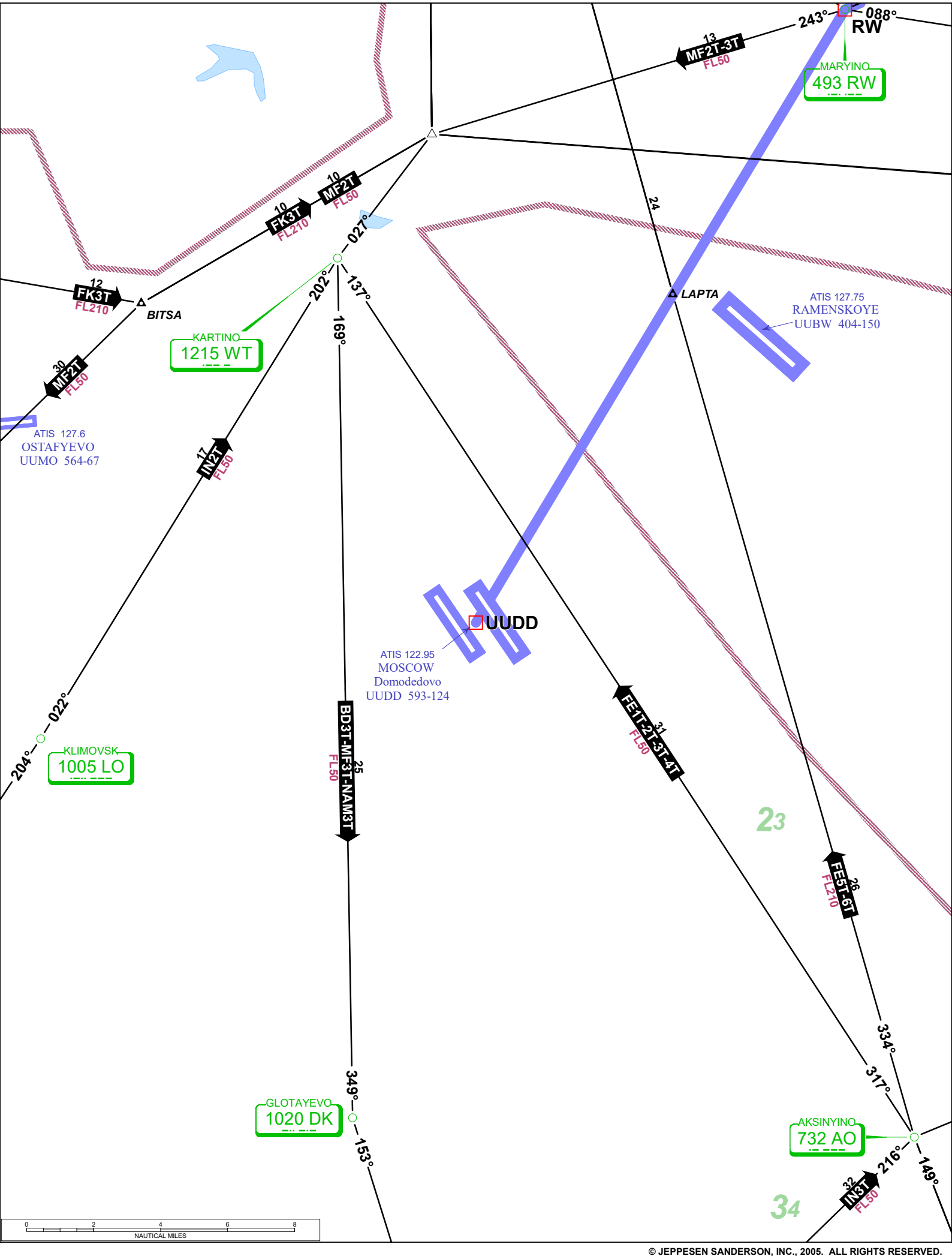
DEPARTURE (UWWW -> UUDD): UWWW (Kurumoch)

NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 08 Sep 2015

JEPPESEN
JeppView 3.6.2.0



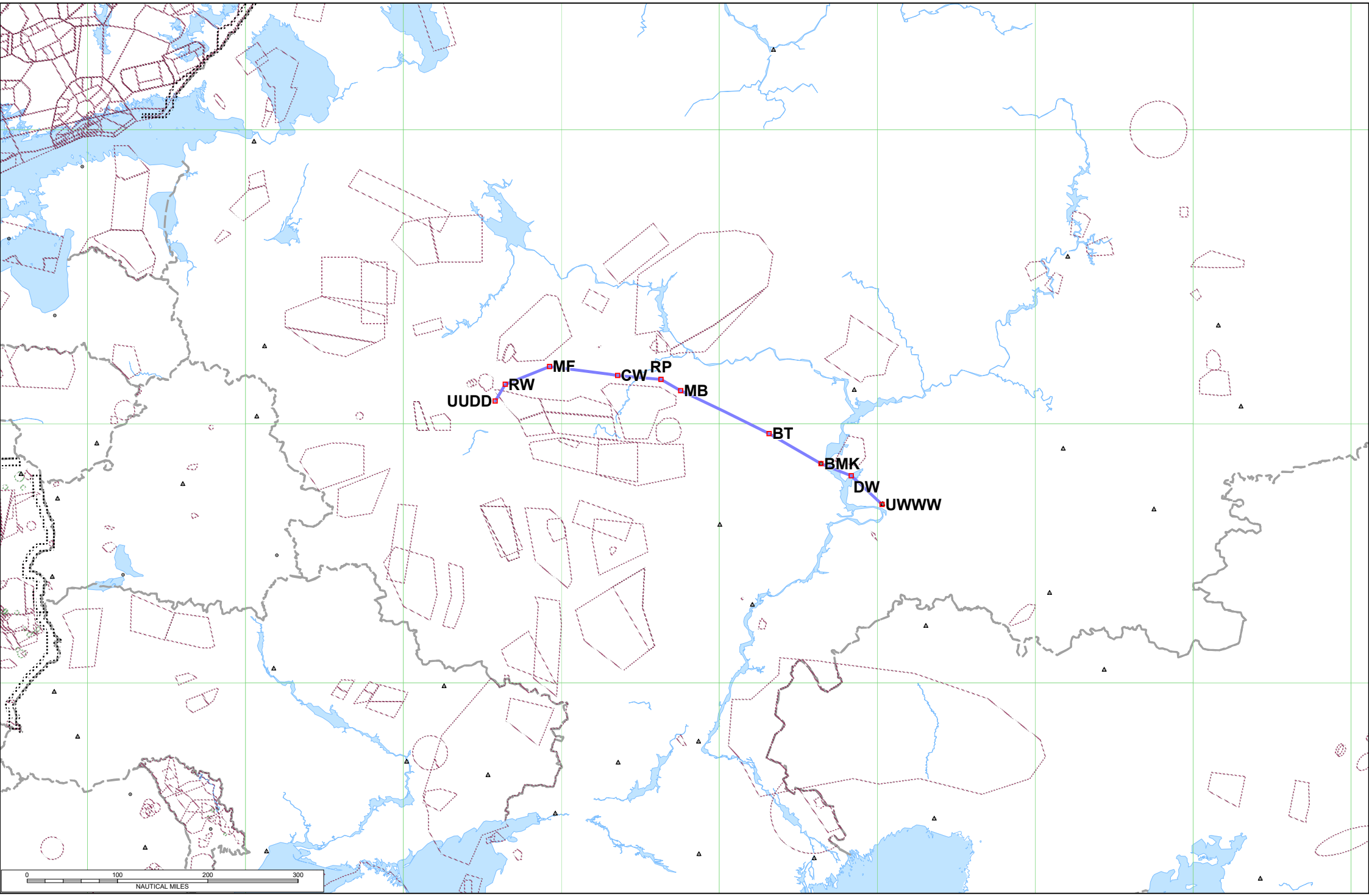
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UWWW -> UUDD (Page 1 of 1)
NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
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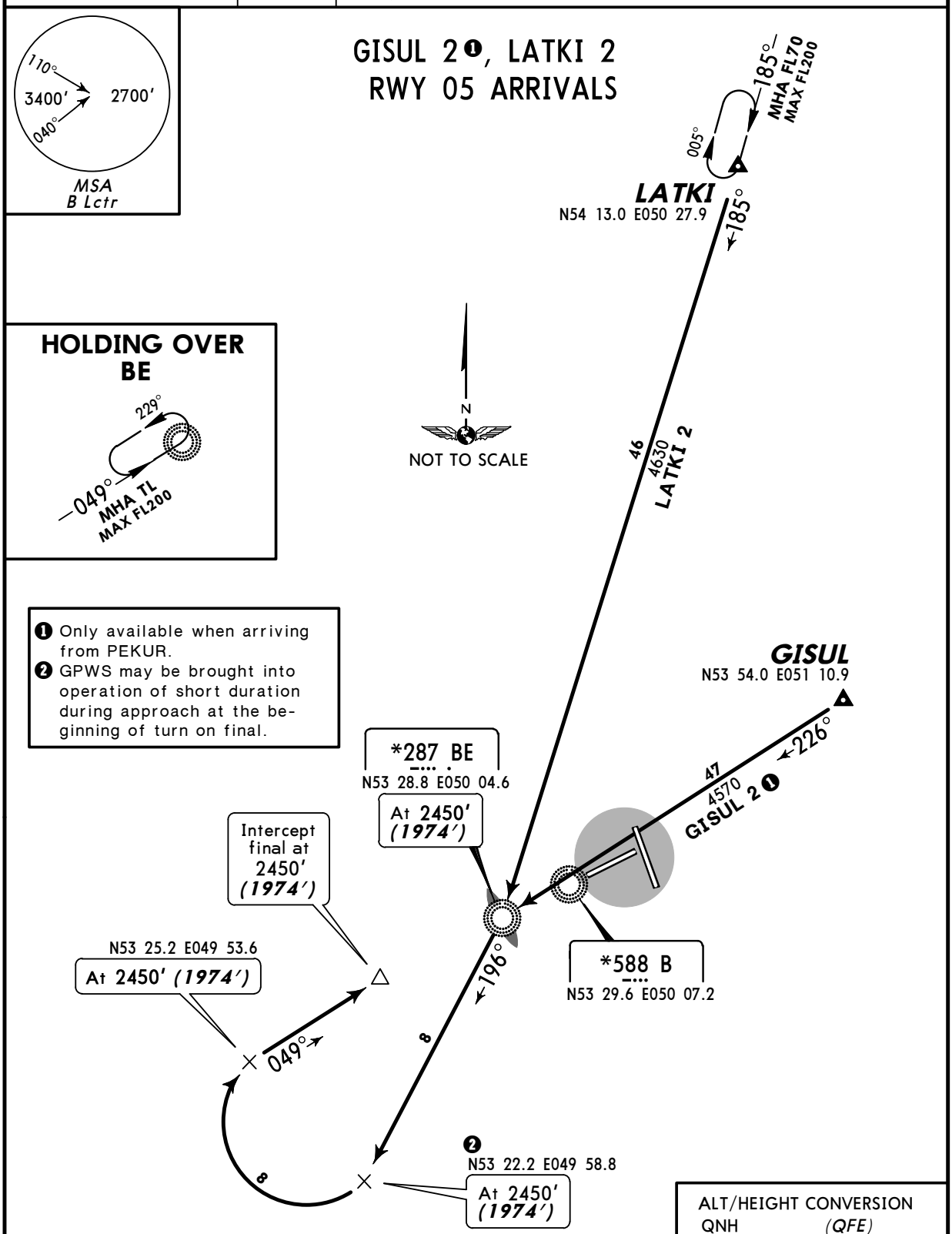
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UWWW/KUF
KURUMOCH

JEPPESEN
6 DEC 13 (10-2) Eff 12 Dec

SAMARA, RUSSIA
STAR

ATIS	Apt Elev	
134.1 (Russian 134.9)	476′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 721 mm (961.3 hPa) Trans alt: 3430′ ***(2954′)*** FL by ATC.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	***(2954′ - 900m)***
2450′	***(1974′ - 600m)***

STAR	ROUTING
GISUL 2	226° bearing to BE, turn LEFT, 196° bearing to N53 22.2 E049 58.8, turn RIGHT to N53 25.2 E049 53.6, 049° track to intercept final approach.
LATKI 2	185° bearing to BE, turn RIGHT, 196° bearing to N53 22.2 E049 58.8, turn RIGHT to N53 25.2 E049 53.6, 049° track to intercept final approach.

CHANGES: STARs revised & transferred.

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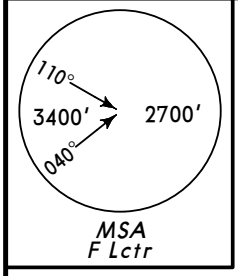
UWWW/KUF
KURUMOCH

JEPPESEN
6 DEC 13 (10-2A) Eff 12 Dec

SAMARA, RUSSIA
STAR

ATIS	Apt Elev	
134.1 (Russian 134.9)	476′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 721 mm (961.3 hPa) Trans alt: 3430′ ***(3017′)*** FL by ATC.

GISUL 4 ❶, LATKI 4
RWY 23 ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	***(3017′ - 900m)***
1730′	***(1317′ - 400m)***

STAR	ROUTING
GISUL 4	224° track to N53 34.2 E050 21.2, 229° track to intercept final approach.
LATKI 4	173° track to N53 35.7 E050 23.1, turn RIGHT to N53 34.2 E050 21.2, 229° track to intercept final approach.

CHANGES: STARs revised & transferred.

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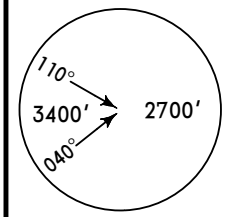
UWWW/KUF
KURUMOCH

JEPPESEN
6 DEC 13 (10-2B) Eff 12 Dec

SAMARA, RUSSIA
STAR

ATIS	Apt Elev	
134.1 (Russian 134.9)	476′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 721 mm (961.3 hPa) Trans alt: 3430′ *(3013′)* FL by ATC.

GISUL 6 ❶, LATKI 6
RWY 15 ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	*(3013′ - 900m)*
1730′	*(1313′ - 400m)*

STAR	ROUTING
GISUL 6	239° track to N53 41.0 E050 08.0, turn LEFT to N53 38.2 E050 05.9, 148° track to intercept final approach.
LATKI 6	190° track to N53 39.7 E050 05.8, turn LEFT to N53 38.2 E050 05.9, 148° track to intercept final approach.

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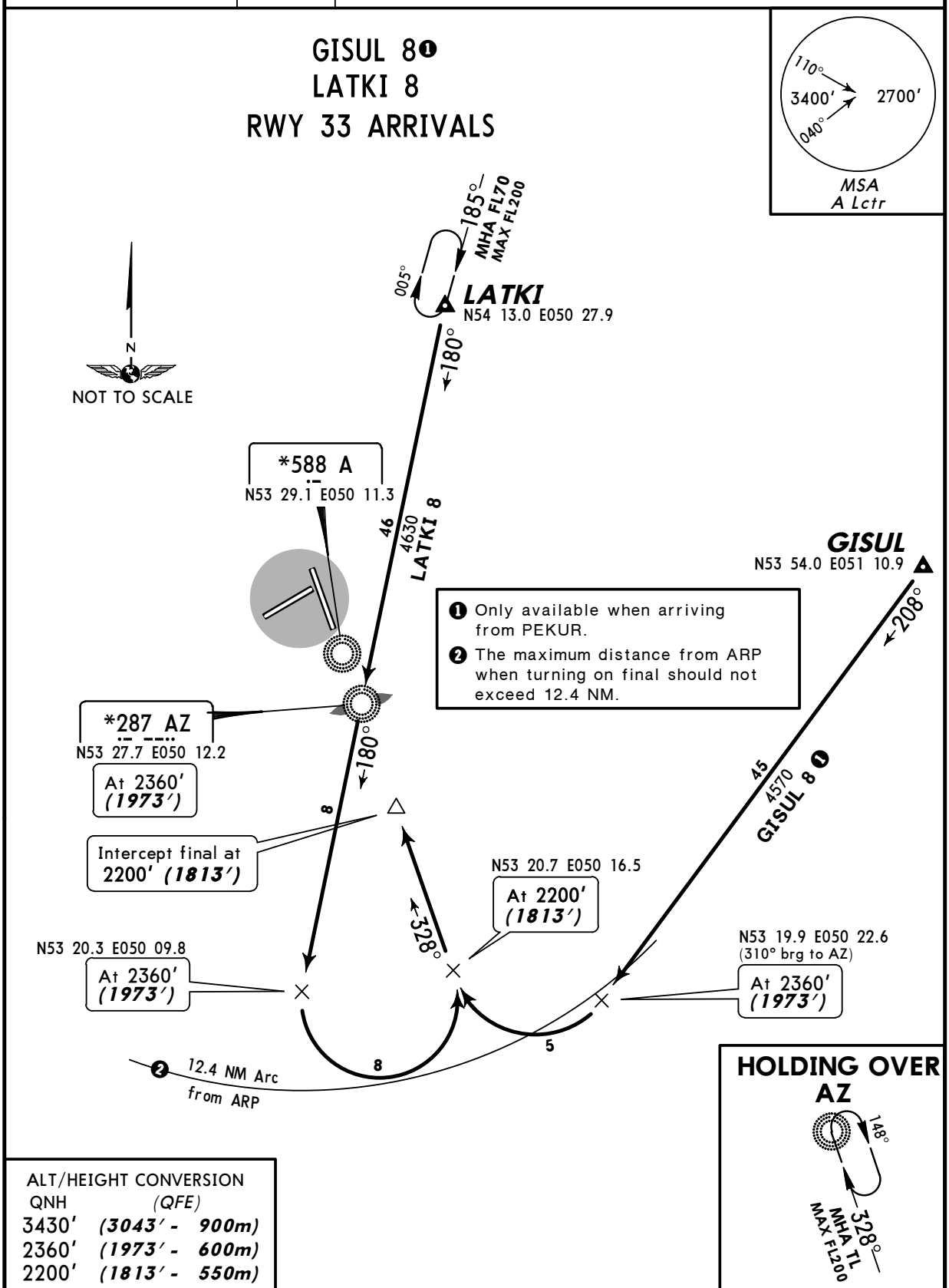
UWWW/KUF
KURUMOCH

JEPPESEN
6 DEC 13 (10-2C) Eff 12 Dec

SAMARA, RUSSIA
STAR

ATIS	Apt Elev	
134.1 (Russian 134.9)	476′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 721 mm (961.3 hPa) Trans alt: 3430′ ***(3043′)*** FL by ATC.

GISUL 8❶
LATKI 8
RWY 33 ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3430′	***(3043′ - 900m)***
2360′	***(1973′ - 600m)***
2200′	***(1813′ - 550m)***

STAR	ROUTING
GISUL 8	208° track to N53 19.9 E050 22.6, turn RIGHT to N53 20.7 E050 16.5, 328° track to intercept final approach.
LATKI 8	180° bearing to AZ, continue on 180° bearing to N53 20.3 E050 09.8, turn LEFT to N53 20.7 E050 16.5, 328° track to intercept final approach.

CHANGES: STARs revised & transferred.

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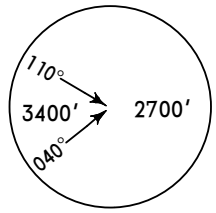
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UWWW/KUF KURUMOCH

SAMARA, RUSSIA

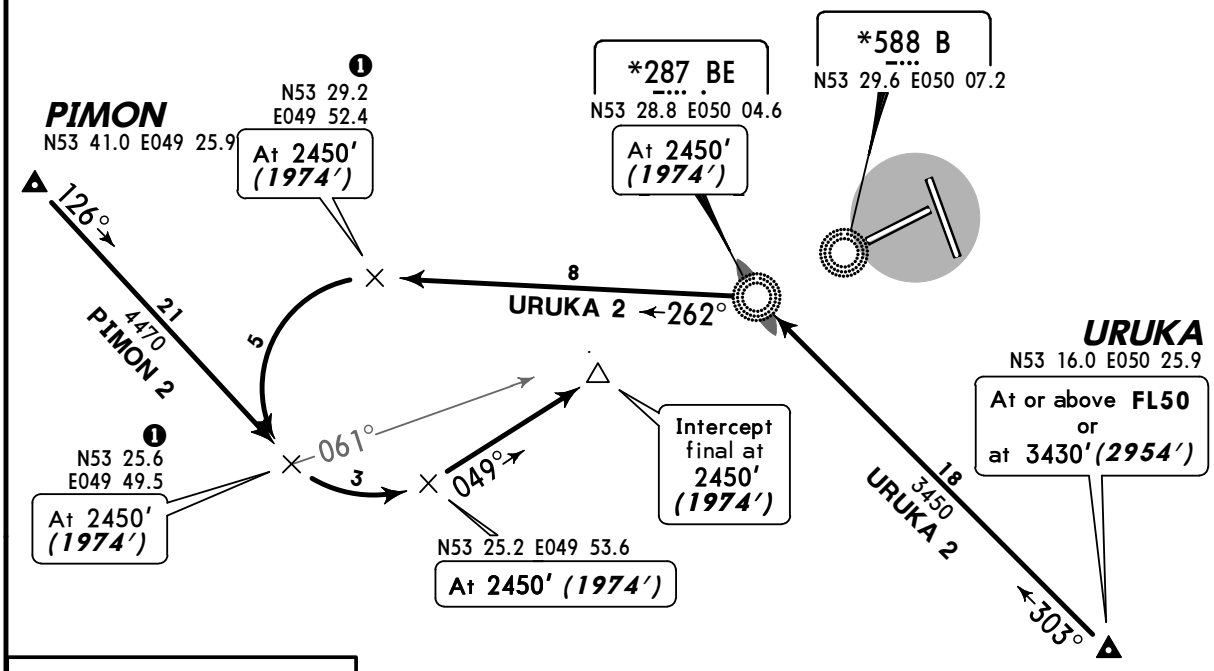
STAR

ATIS	Apt Elev	
134.1 (Russian 134.9)	476′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 721 mm (961.3 hPa) Trans alt: 3430′ ***(2954′)*** FL by ATC.

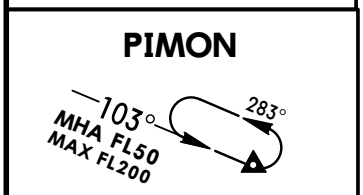


PIMON 2, URUKA 2
RWY 05 ARRIVALS

❶ GPWS may be brought into operation of short duration during approach at the beginning of turn on final.









ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3430′	***(2954′ - 900m)***
2450′	***(1974′ - 600m)***

STAR	ROUTING
PIMON 2	126° track to N53 25.6 E049 49.5, turn LEFT to N53 25.2 E049 53.6, 049° track to intercept final approach.
URUKA 2	303° bearing to BE, turn LEFT, 262° bearing to N53 29.2 E049 52.4, turn LEFT to N53 25.2 E049 53.6, 049° track to intercept final approach.

CHANGES: New chart (STARs revised & transferred).

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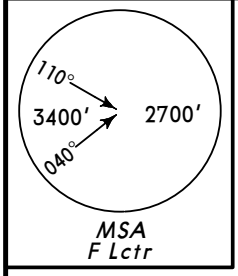
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UWWW/KUF KURUMOCH

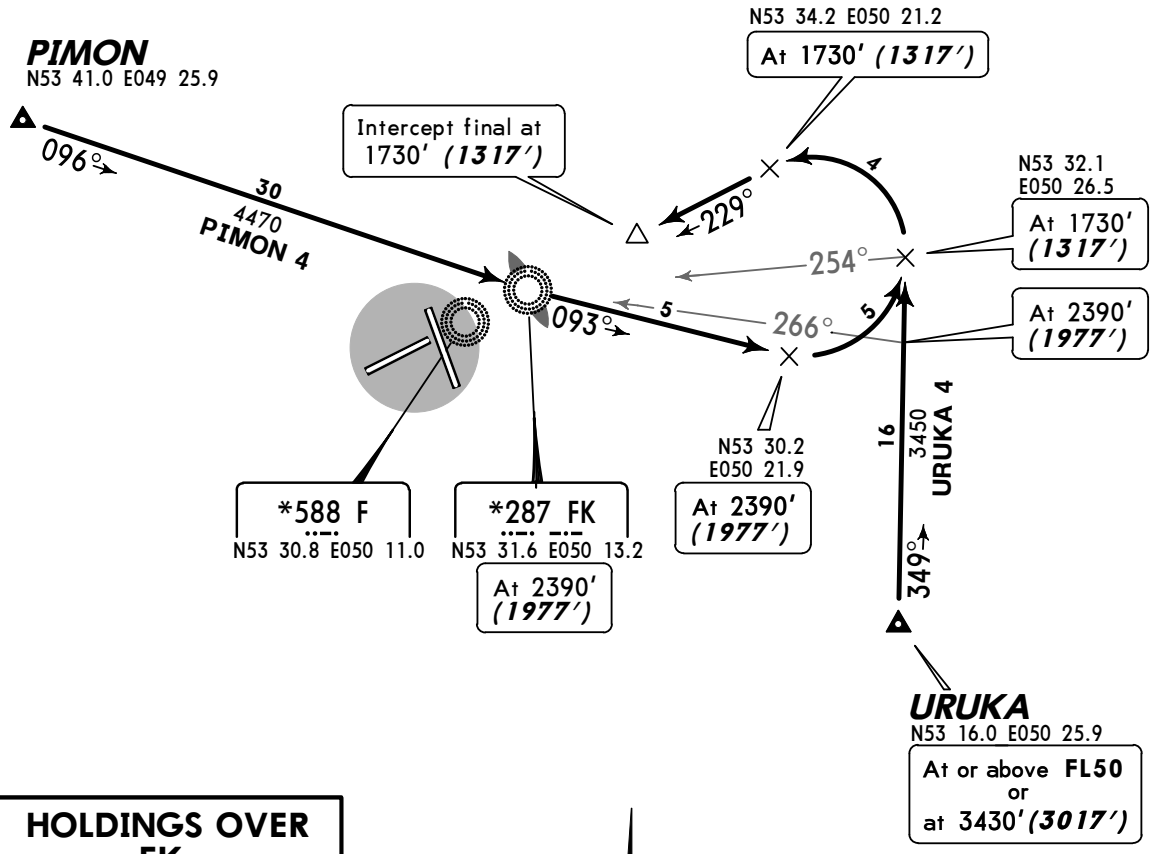
SAMARA, RUSSIA

STAR

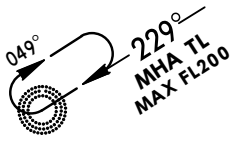
ATIS	Apt Elev	
134.1 (Russian 134.9)	476′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 721 mm (961.3 hPa) Trans alt: 3430′ ***(3017′)*** FL by ATC.



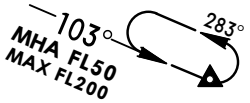
PIMON 4, URUKA 4
RWY 23 ARRIVALS



HOLDINGS OVER FK



PIMON



N
NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	***(3017′ - 900m)***
2390′	***(1977′ - 600m)***
1730′	***(1317′ - 400m)***

STAR	ROUTING
PIMON 4	096° bearing to FK, turn LEFT, 093° bearing to N53 30.2 E050 21.9, turn LEFT to N53 34.2 E050 21.2, 229° track to intercept final approach.
URUKA 4	349° track to N53 32.1 E050 26.5, turn LEFT to N53 34.2 E050 21.2, 229° track to intercept final approach.

CHANGES: New chart (STARs revised & transferred).

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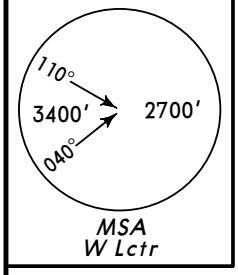
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KURUMOCH

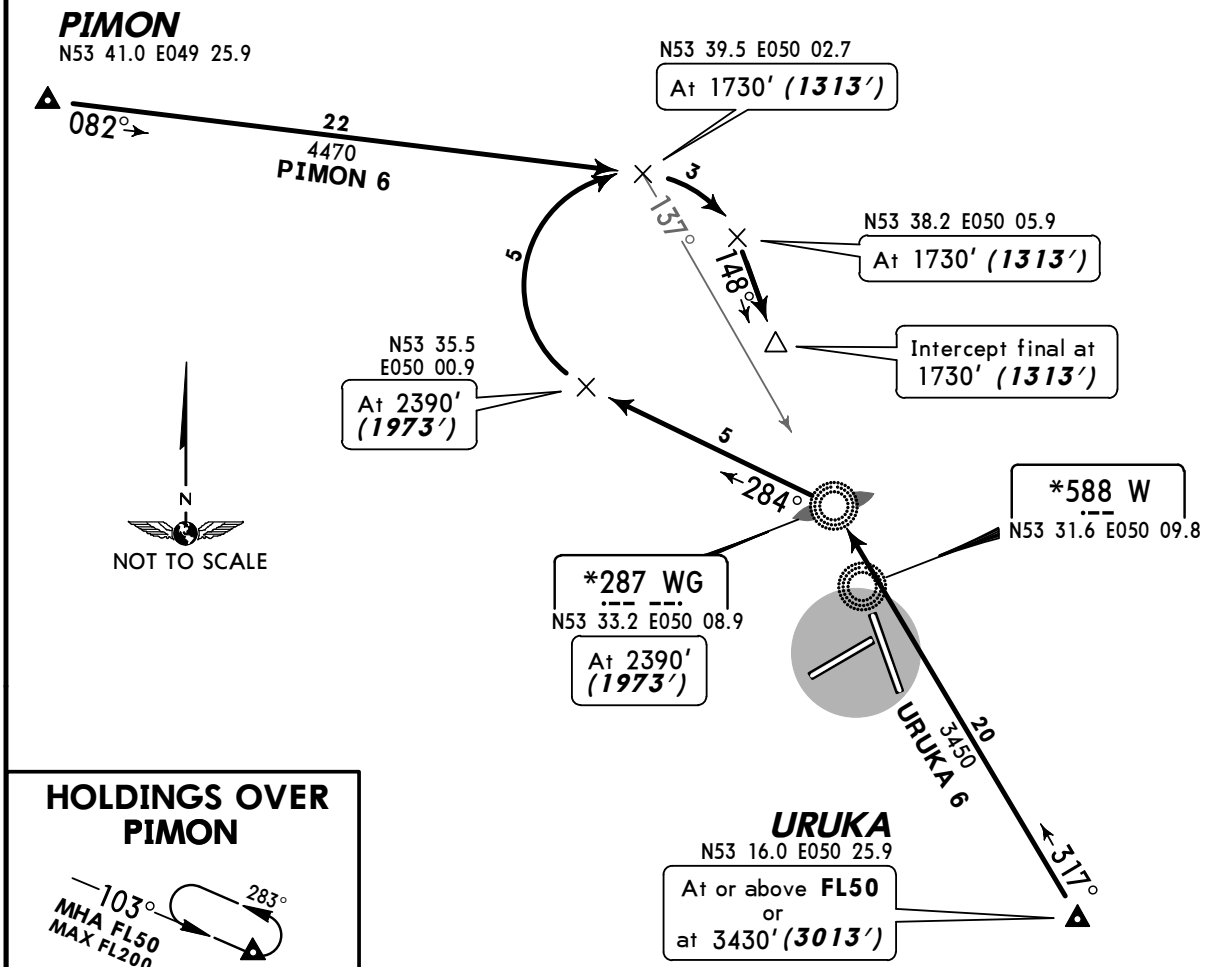
JEPPESEN
6 DEC 13 (10-2F) Eff 12 Dec

SAMARA, RUSSIA
STAR

ATIS	Apt Elev	
134.1 (Russian 134.9)	476′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 721 mm (961.3 hPa) Trans alt: 3430′ ***(3013′)*** FL by ATC.

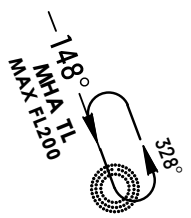


PIMON 6, URUKA 6
RWY 15 ARRIVALS



HOLDINGS OVER PIMON

WG



ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	***(3013′ - 900m)***
2390′	***(1973′ - 600m)***
1730′	***(1313′ - 400m)***

STAR	ROUTING
PIMON 6	082° track to N53 39.5 E050 02.7, turn RIGHT to N53 38.2 E050 05.9, 148° track to intercept final approach.
URUKA 6	317° bearing to WG, turn LEFT, 284° bearing to N53 35.5 E050 00.9, turn RIGHT to N53 38.2 E050 05.9, 148° track to intercept final approach.

CHANGES: New chart (STARs revised & transferred).

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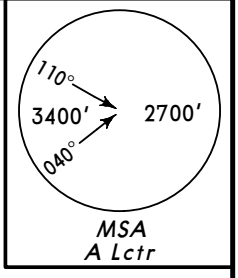
JEPPESEN 6 DEC 13 (10-2G) Eff 12 Dec

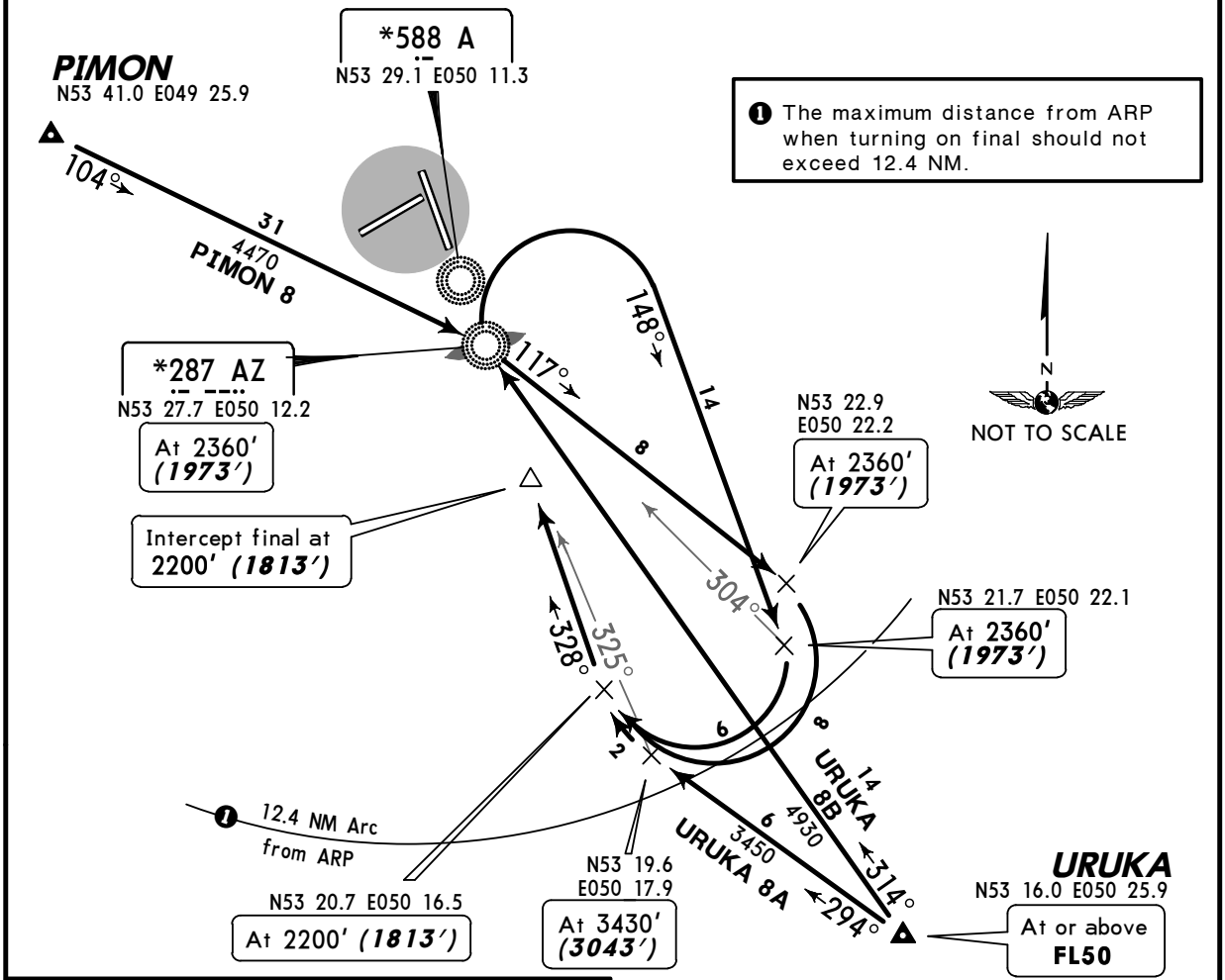
SAMARA, RUSSIA

STAR

ATIS	Apt Elev	
134.1 (Russian 134.9)	476′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 721 mm (961.3 hPa) Trans alt: 3430′ ***(3043′)*** FL by ATC.

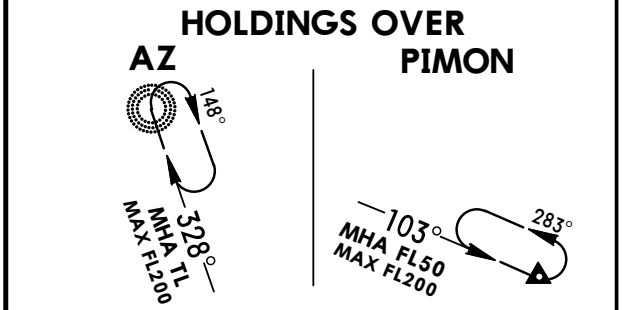
PIMON 8
URUKA 8A *[URUK8A]*
URUKA 8B *[URUK8B]*
RWY 33 ARRIVALS





❶ The maximum distance from ARP when turning on final should not exceed 12.4 NM.

HOLDINGS OVER



ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	***(3043′ - 900m)***
2360′	***(1973′ - 600m)***
2200′	***(1813′ - 550m)***

STAR	ROUTING
PIMON 8	104° bearing to AZ, turn RIGHT, 117° bearing to N53 22.9 E050 22.2, turn RIGHT to N53 20.7 E050 16.5, 328° track to intercept final approach.
URUKA 8A	294° track to N53 19.6 E 050 17.9E, turn RIGHT to N53 20.7 E050 16.5, 328° track to intercept final approach.
URUKA 8B	314° bearing to AZ, turn RIGHT, 148° track to N53 21.7 E050 22.1, turn RIGHT to N53 20.7 E050 16.5, 328° track to intercept final approach.

CHANGES: New chart (STARs revised & transferred).

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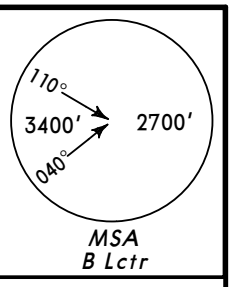
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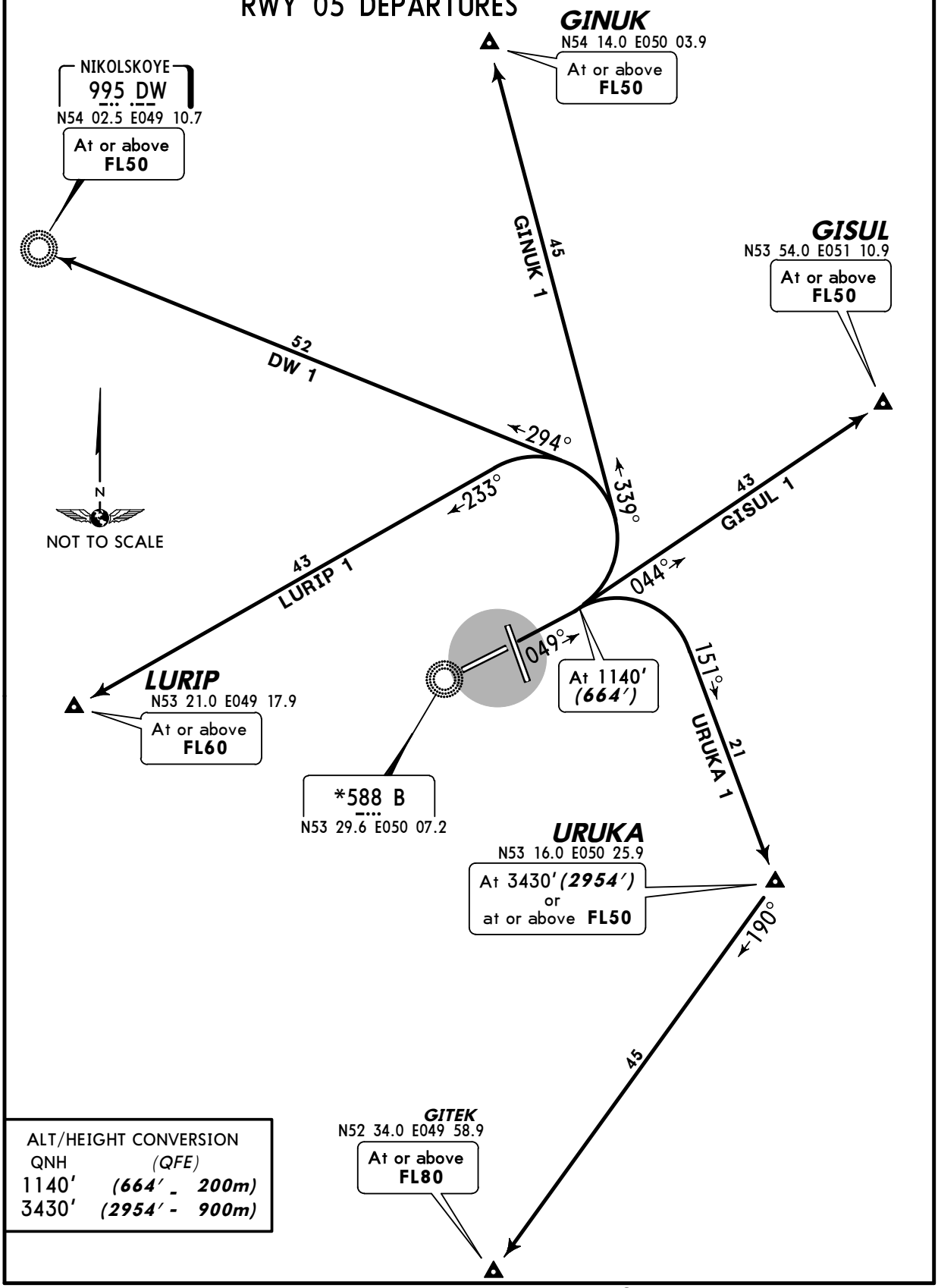
SAMARA, RUSSIA
SID

Apt Elev
476′

QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above
FL70 if pressure is less than 721 mm (961.3 hPa)
Trans alt: 3430′ ***(2954′)***
Take-off should be carried out according to noise abatement procedures and flights should be conducted in accordance with ACFT performance requirements.



DW 1, GINUK 1, GISUL 1, LURIP 1, URUKA 1
RWY 05 DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
1140′	(664′ - 200m)
3430′	(2954′ - 900m)

CHANGES: DW INS coords.

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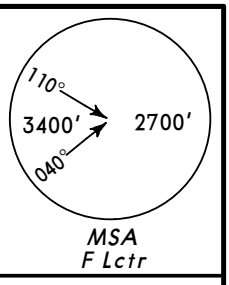
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KURUMOCH

SAMARA, RUSSIA
SID

Apt Elev
476′

QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above
FL70 if pressure is less than 721 mm (961.3 hPa)
Trans alt: 3430′ ***(3017′)***
Take-off should be carried out according to noise abatement procedures and flights should be conducted in accordance with ACFT performance requirements.



DW 3, GINUK 3, GISUL 3, LURIP 3
URUKA 3A *[URUK3A]*
URUKA 3B *[URUK3B]* ❶
RWY 23 DEPARTURES

GINUK
N54 14.0 E050 03.9
At or above **FL50**

NIKOLSKOYE
995 DW
N54 02.5 E049 10.7
At or above **FL50**

GISUL
N53 54.0 E051 10.9
At or above **FL50**

*588 F
N53 30.8 E050 11.0

LURIP
N53 21.0 E049 17.9
At or above **FL60**

URUKA
N53 16.0 E050 25.9
At 3430′ ***(3017′)***
or
at or above **FL50**

GITEK
N52 34.0 E049 58.9
At or above **FL80**

At 1070′
(657′)

❶ By ATC.

NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
1070′	***(657′ - 200m)***
3430′	***(3017′ - 900m)***

CHANGES: DW INS coords.

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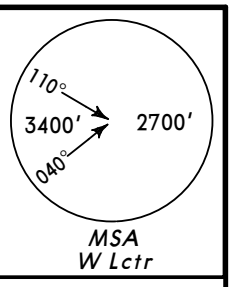
UWWW/KUF
KURUMOCH

JEPPESEN
4 JUL 14 (10-3B)

SAMARA, RUSSIA
SID

Apt Elev
476′

QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above
FL70 if pressure is less than 721 mm (961.3 hPa)
Trans alt: 3430′ ***(3013′)***
Take-off should be carried out according to noise abatement procedures and flights should be conducted in accordance with ACFT performance requirements.



DW 5A, DW 5B❶
GINUK 5A *[GINU5A]*
GINUK 5B *[GINU5B]*❶
GISUL 5
LURIP 5A, LURIP 5B❶
URUKA 5
RWY 15 DEPARTURES

GINUK
N54 14.0 E050 03.9
At or above **FL50**

N
NOT TO SCALE

*588 W
N53 31.6 E050 09.8

GISUL
N53 54.0 E051 10.9
At or above **FL50**

NIKOLSKOYE
995 DW
N54 02.5 E049 10.7
At or above **FL50**

❶ By ATC.

GINUK 5A 54
DW 5A 61
DW 5B ❶ 59
GINUK 5B ❶ 58
GISUL 5 48
LURIP 5B ❶ 45
LURIP 5A 37
URUKA 5 17
45

297°
337°
148°
243°
037°
346°
307°
253°
128°
190°

DW 5A
GINUK 5A
GISUL 5
LURIP 5B
Turn at 1080′ ***(663′)***

DW 5B
GINUK 5B
LURIP 5A
Turn at 2390′ ***(1973′)***

At 3050′ ***(2633′)***

LURIP
N53 21.0 E049 17.9
At or above **FL60**

URUKA
N53 16.0 E050 25.9
At 3430′ ***(3013′)***
or
at or above **FL50**

GITEK
N52 34.0 E049 58.9
At or above **FL80**

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
1080′	***(663′ - 200m)***
2390′	***(1973′ - 600m)***
3050′	***(2633′ - 800m)***
3430′	***(3013′ - 900m)***

CHANGES: DW INS coords.

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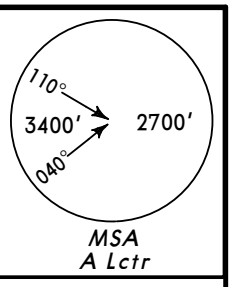
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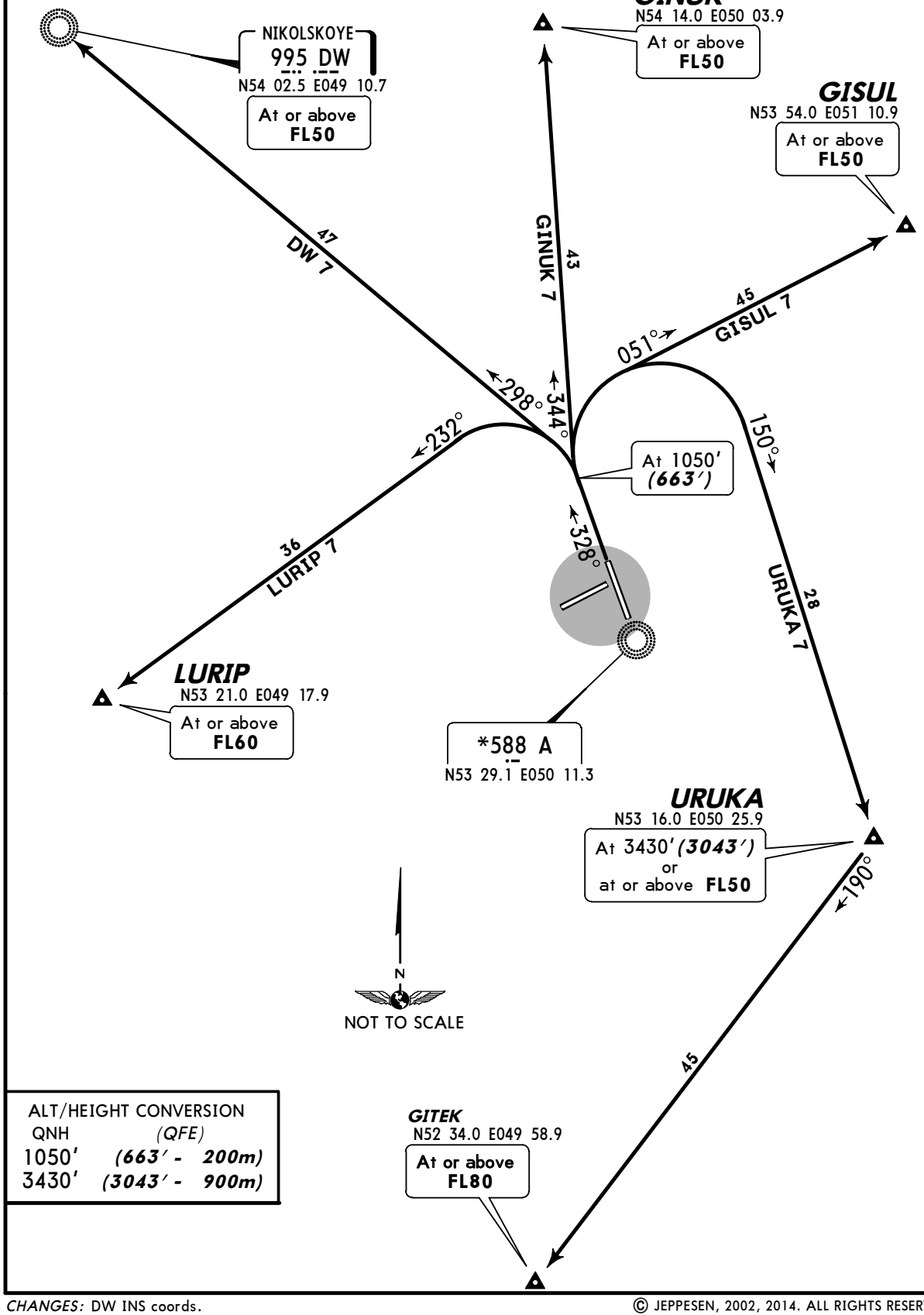
SAMARA, RUSSIA
SID

Apt Elev
476′

QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 749 mm (998.6 hPa)
and 722 mm (962.6 hPa) or above
FL70 if pressure is less than 721 mm (961.3 hPa)
Trans alt: 3430′ ***(3043′)***
Take-off should be carried out according to noise abatement procedures and flights should be conducted in accordance with ACFT performance requirements.



DW 7, GINUK 7, GISUL 7, LURIP 7, URUKA 7
RWY 33 DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
1050′	***(663′ - 200m)***
3430′	***(3043′ - 900m)***

CHANGES: DW INS coords.

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NOISE ABATEMENT

LOCAL TIME - 4 = UTC(Z)

GENERAL

Noise abatement procedures shall be executed by all aircraft, except in case of reduction of flight safety and in case of engine failure.
Overflying of Samara City and Beryeza during approach phase is prohibited.

DEPARTURES

Restrictions

Take-off with tailwind component up to 5m/sec is allowed under following conditions:
- runway is dry or damp
- friction coefficient is 0.5 or more
- crosswind component is not more than 5m/sec.

During take-off from both runways it is necessary to follow strictly the departure procedure to avoid overflying the residential areas.
Between 2300-0700LT take-off shall usually be carried out on runways 05 and 15.
Special take-off procedures shall be carried out on runways 23 and 33.

Runway 15

Take-off/departure along corridor 3 based on a straight ahead climb up to 3040' (2625' - 800m) before turning towards the corridor.
Take-off/departure along corridor 4 based on a straight ahead climb up to 2390' (1975' - 600m) before turning towards the corridor.
Take-off/departure along corridor 7 is by ATC permission only and based on a straight ahead climb up to 2390' (1975' - 600m) before turning towards the corridors.

RUN-UP TESTS

Between 2300-0700LT engine run-up tests are prohibited on the bay near the hangar and on stands 15 and 16.

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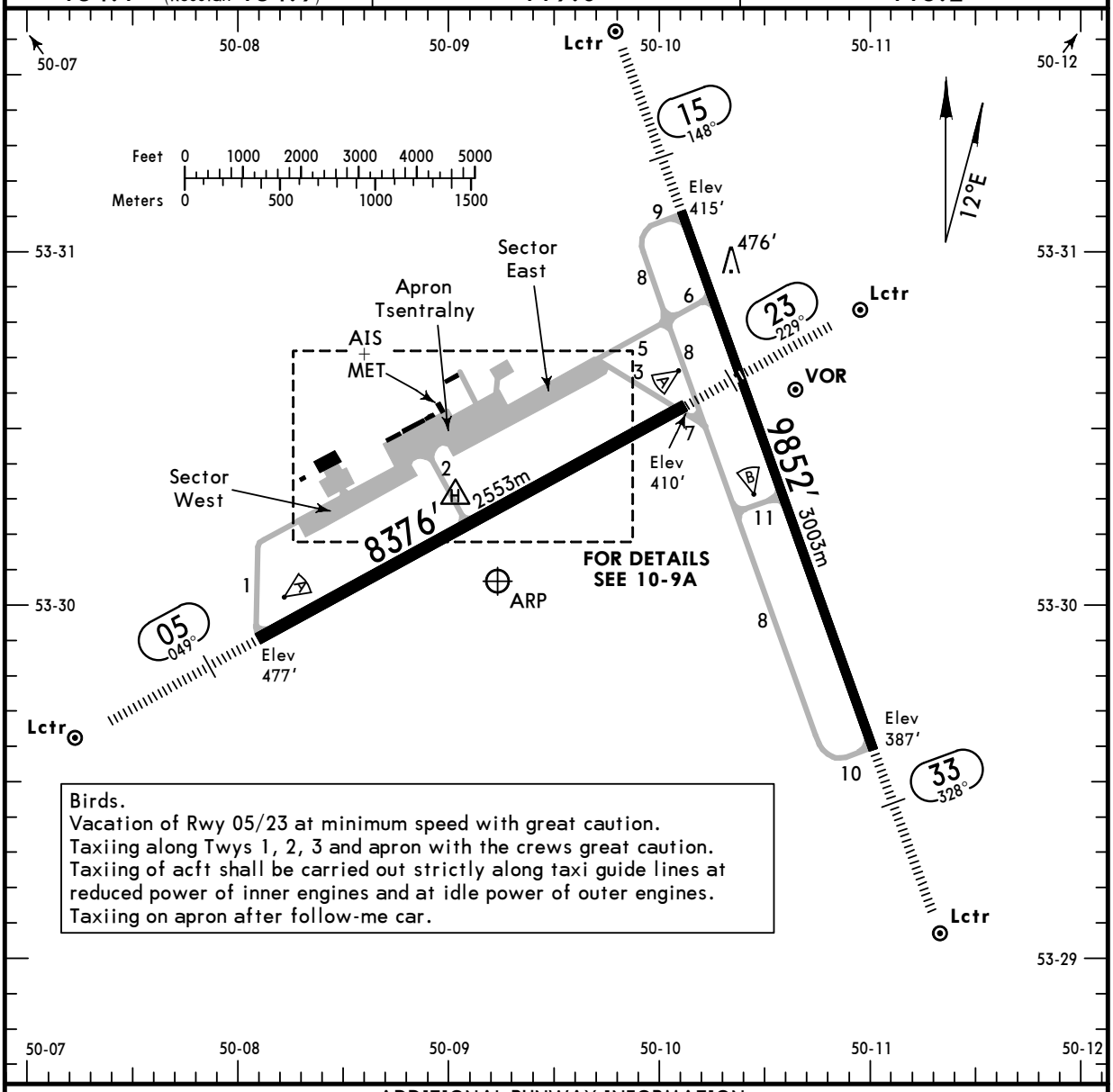
Apt Elev **476′**
N53 30.1 E050 09.2

JEPPESEN
15 MAY 15 (10-9) **Eff 28 May**

SAMARA, RUSSIA

KURUMOCH

ATIS	SAMARA Ground	Tower
134.1 (Russian 134.9)	119.0	118.2



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
05	HIRL (60m)	HIALS	PAPI-L (angle 3.00°)	RVR		7282′ 2220m	❶	197′ 60m
23	HIRL (60m)	HIALS	PAPI-L (angle 2.67°)	RVR		7343′ 2238m		
15	HIRL (60m)	HIALS	PAPI-L (angle 2.67°)	RVR		8880′ 2707m		148′ 45m
33	HIRL (60m)	HIALS		RVR		8698′ 2651m		

❶ TAKE-OFF RUN AVAILABLE

RWY 05:
From rwy head 8376′ (2553m)
twy 2 int 4255′ (1297m)

RWY 23:
From rwy head 8376′ (2553m)
twy 2 int 4121′ (1256m)

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	250m	400m
B		
C		
D	300m	

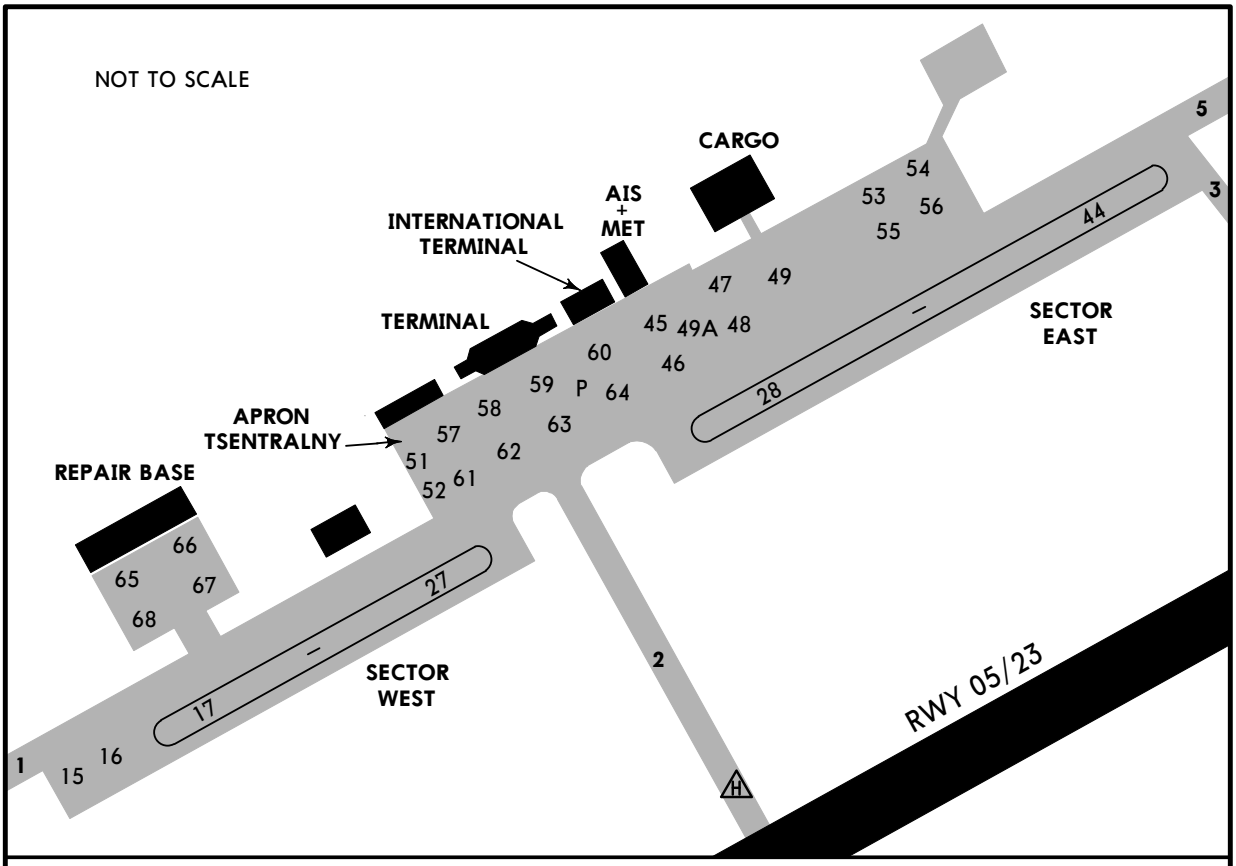
CHANGES: Intersection TORA.

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SAMARA, RUSSIA
KURUMOCH



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
15	N53 30.2 E050 08.3	44	N53 30.7 E050 09.7
16, 17	N53 30.2 E050 08.4	45	N53 30.5 E050 09.0
19, 20	N53 30.3 E050 08.5	46 thru 48	N53 30.5 E050 09.1
21, 22	N53 30.3 E050 08.6	49	N53 30.5 E050 09.2
23 thru 25	N53 30.3 E050 08.7	49A	N53 30.5 E050 09.0
26, 27	N53 30.4 E050 08.8	51, 52	N53 30.4 E050 08.7
28	N53 30.4 E050 09.0	53 thru 56	N53 30.6 E050 09.2
29	N53 30.4 E050 09.1	57	N53 30.4 E050 08.8
30, 31	N53 30.5 E050 09.1	58	N53 30.5 E050 08.8
32, 33	N53 30.5 E050 09.2	59, 60	N53 30.5 E050 08.9
34, 35	N53 30.5 E050 09.3	61, 62	N53 30.4 E050 08.8
36, 37	N53 30.5 E050 09.4	63	N53 30.5 E050 08.9
38	N53 30.6 E050 09.4	64	N53 30.5 E050 09.0
39 thru 41	N53 30.6 E050 09.5	P	N53 30.5 E050 08.9
42, 43	N53 30.6 E050 09.6		

Stands 15 and 16 available for run-up.
Stands 53 thru 56 available for helicopters.
Twy 2 MAX wingspan 105'/32m.

CHANGES: Coordinates.

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JEPPESEN
23 MAR 12 10-9S Eff 5 Apr

Standard

SAMARA, RUSSIA
KURUMOCH

STRAIGHT-IN RWY		A	B	C	D
05	ILS	**677**′(200′)	**677**′(200′)	**677**′(200′)	**677**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ❶	**900**′(423′)	**900**′(423′)	**900**′(423′)	**900**′(423′)
		R1300m	**R1300m**	**R1300m**	**R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB ❶	**900**′(423′)	**900**′(423′)	**900**′(423′)	**900**′(423′)
	with FAF	**R1300m**	**R1300m**	**R1300m**	**R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	**1960**′(1483′)	**1960**′(1483′)	**1960**′(1483′)	**1960**′(1483′)
	w/o FAF	**C5000m**	**C5000m**	**C5000m**	**C5000m**
15	ILS	**615**′(200′)	**615**′(200′)	**615**′(200′)	**615**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ❶	**930**′(515′)	**930**′(515′)	**930**′(515′)	**930**′(515′)
		R1500m	**R1500m**	**R1600m**	**R1600m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	NDB ❶	**770**′(355′)	**770**′(355′)	**770**′(355′)	**770**′(355′)
	with FAF	**R1000m**	**R1000m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1500m	R1500m
	NDB	**1180**′(765′)	**1180**′(765′)	**1180**′(765′)	**1180**′(765′)
	w/o FAF	**C3100m**	**C3100m**	**C3300m**	**C3300m**
	ALS out	C3800m	C3800m	C4000m	C4000m
23	ILS	**612**′(200′)	**612**′(200′)	**612**′(200′)	**612**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ❶	**890**′(480′)	**890**′(480′)	**890**′(480′)	**890**′(480′)
		R1500m	**R1500m**	**R1500m**	**R1500m**
	ALS out	R1500m	R1500m	C2200m	C2200m
	NDB ❶	**770**′(358′)	**770**′(358′)	**770**′(358′)	**770**′(358′)
	with FAF	**R900m**	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB ❶	**770**′(358′)	**770**′(358′)	**770**′(358′)	**770**′(358′)
	w/o FAF	**R1000m**	**R1000m**	**R1200m**	**R1200m**
	ALS out	R1600m	R1600m	R1600m	R1600m

❶ Continuous Descent Final Approach.

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JEPPESEN
23 MAR 12 10-9S1 Eff 5 Apr

Standard

SAMARA, RUSSIA
KURUMOCH

STRAIGHT-IN RWY		A	B	C	D
33	ILS	**587**′(200′)	**587**′(200′)	**587**′(200′)	**587**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ❶	**770**′(383′)	**770**′(383′)	**770**′(383′)	**770**′(383′)
		R1100m	**R1100m**	**R1100m**	**R1100m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	NDB ❶	**740**′(353′)	**740**′(353′)	**740**′(353′)	**740**′(353′)
	with FAF	**R900m**	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB	**1390**′(1003′)	**1390**′(1003′)	**1390**′(1003′)	**1390**′(1003′)
	w/o FAF	**C4300m**	**C4300m**	**C4500m**	**C4500m**
	ALS out	C5000m	C5000m	C5000m	C5000m

❶ Continuous Descent Final Approach.

TAKE-OFF RWY 05, 15, 23, 33

	LVP must be in Force RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A B C	250m	400m	500m
D	300m		

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UWWW/KUF KURUMOCH

JEPPESEN 15 JUN 12 (11-1) Eff 28 Jun

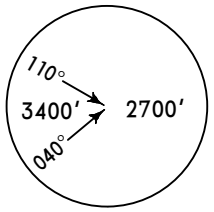
SAMARA, RUSSIA ILS or 2 NDB Rwy 05

BRIEFING STRIP™

ATIS	SAMARA Approach (R)	SAMARA Radar	SAMARA Tower	Ground
134.1 (Russian 134.9)	124.6	128.0	118.2	119.0

ILS IBE *110.5	Final Apch Crs 049°	GS LOM 1297′ (820′)	ILS DA(H) 677′ (200′)	Apt Elev 477′	
NDB BE *287		Minimum Alt RDP 2450′ (1973′)	NDB MDA(H) (CONDITIONAL) 900′ (423′)	RWY 477′	

MISSED APCH: Climb on 049° to 1140′ (663′), then turn LEFT onto 229° climbing to 2450′ (1973′), then according to chart.



MSA B NDB

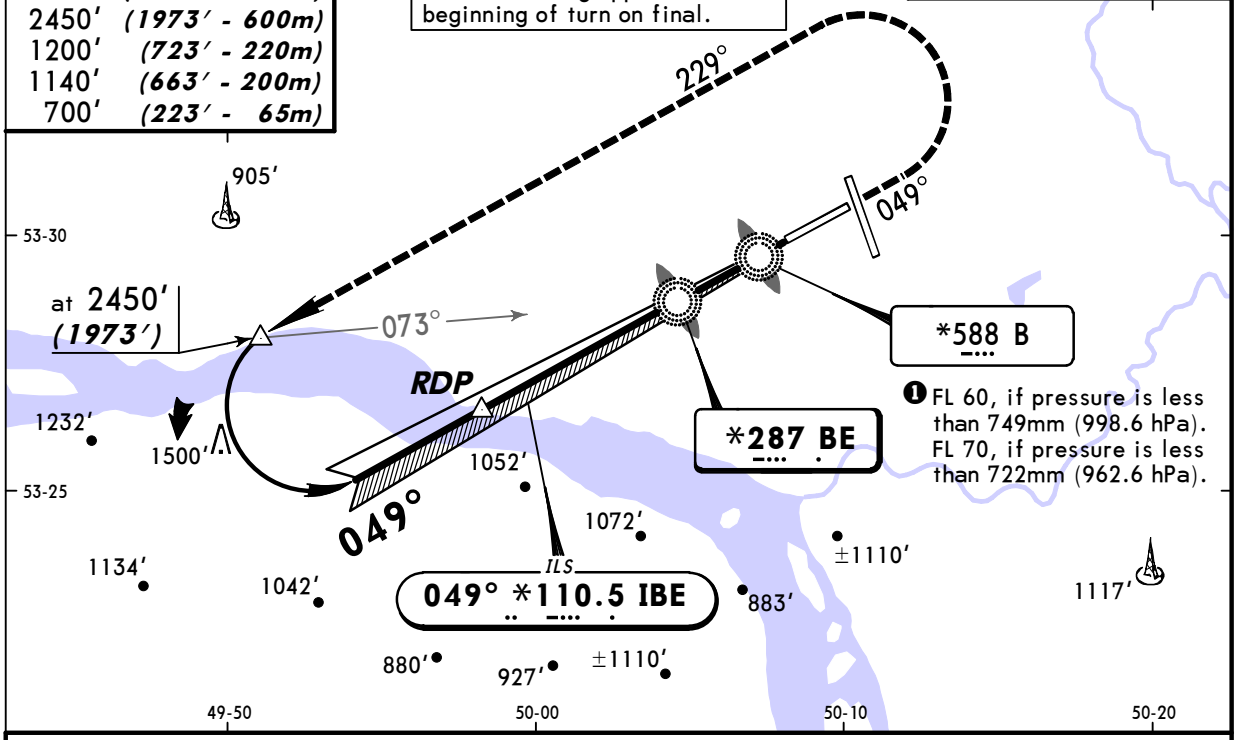
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 50 ❶ | Trans alt: 3430′ (2953′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	(2953′ - 900m)
2450′	(1973′ - 600m)
1200′	(723′ - 220m)
1140′	(663′ - 200m)
700′	(223′ - 65m)

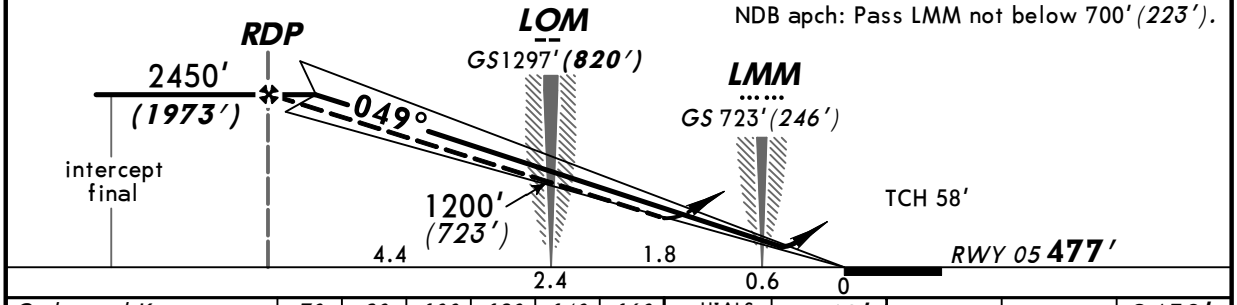
WARNING: GPWS may be brought into operation of short duration during approach at the beginning of turn on final.

RDP (Radar descent point) -will be allocated by Radar Controller



❶ FL 60, if pressure is less than 749mm (998.6 hPa). FL 70, if pressure is less than 722mm (962.6 hPa).

NDB apch: Pass LMM not below 700′ (223′).



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
NDB Descent Angle	2.67°	331	425	472	567	661	756

HIALS PAPI

1140′ (663′) on 049° | 229° LT | 2450′ (1973′)

STRAIGHT-IN LANDING RWY 05

	ILS DA(H) 677′ (200′) FULL	ILS DA(H) 677′ (200′) ALS out	LOC (GS out)	NDB with FAF MDA(H) 900′ (423′)	NDB with FAF MDA(H) 900′ (423′) ALS out	NDB w/o FAF MDA(H) 1960′ (1483′)	NDB w/o FAF MDA(H) 1960′ (1483′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	RVR 1500m VIS 1600m	2400m	3200m	
B							
C						4000m	4800m
D							

PANS OPS

CHANGES: Communications. MSA. TL.

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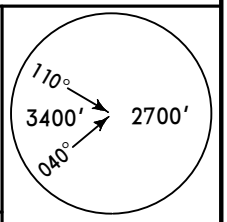
SAMARA, RUSSIA ILS or 2 NDB Rwy 15

BRIEFING STRIP ™

ATIS	SAMARA Approach (R)	SAMARA Radar	SAMARA Tower	Ground
134.1 (Russian 134.9)	124.6	128.0	118.2	119.0

LOC IWG *111.9	Final Apch Crs 148°	GS LOM 1072′ (657′)	ILS DA(H) 615′ (200′)	Apt Elev 477′	
NDB WG *287		Minimum Alt RDP 1730′ (1315′)	NDB MDA(H) (CONDITIONAL) 750′ (335′)	RWY 415′	

MISSED APCH: Climb on 148° to 1080′ (665′), then turn LEFT onto 328° climbing to 2390′ (1975′), then according to chart.



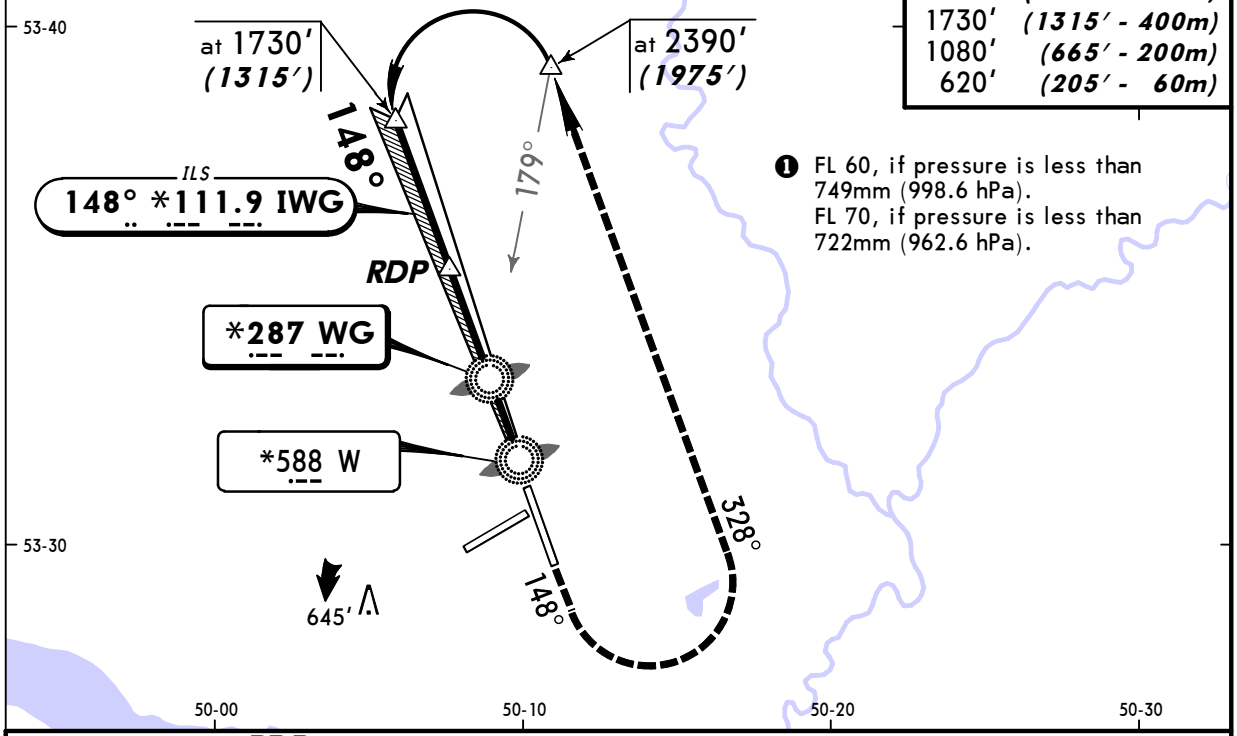
MSA
W NDB

Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: FL 50 ❶ | Trans alt: 3430′ (3015′)

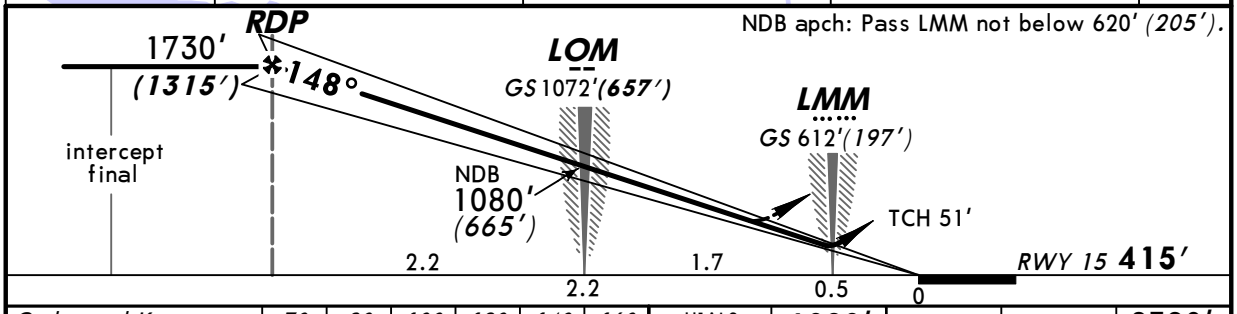
RDP (Radar descent point) -will be allocated by Radar Controller

ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	(3015′ - 900m)
2390′	(1975′ - 600m)
1730′	(1315′ - 400m)
1080′	(665′ - 200m)
620′	(205′ - 60m)



❶ FL 60, if pressure is less than 749mm (998.6 hPa).
FL 70, if pressure is less than 722mm (962.6 hPa).



NDB apch: Pass LMM not below 620′ (205′).

Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc Angle 2.67°	331	425	472	567	661	756

HIALS PAPI

1080′ (665′) on 148°

328° LT

2390′ (1975′)

STRAIGHT-IN LANDING RWY 15

PANS OPS

	ILS DA(H) 615′ (200′) FULL	ILS DA(H) 615′ (200′) ALS out	LOC (GS out)	NDB with FAF MDA(H) 750′ (335′)	NDB with FAF MDA(H) 750′ (335′) ALS out	NDB w/o FAF MDA(H) 1180′ (765′)	NDB w/o FAF MDA(H) 1180′ (765′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1500m VIS 1600m	3200m	
B							
C						3200m	3600m
D				RVR 1500m VIS 1600m		3600m	4000m

CHANGES: Communications. MSA. TL.

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JEPPESEN 15 JUN 12 (11-3) Eff 28 Jun

SAMARA, RUSSIA ILS or 2 NDB Rwy 23

BRIEFING STRIP ™

ATIS	SAMARA Approach (R)	SAMARA Radar	SAMARA Tower	Ground
134.1 (Russian 134.9)	124.6	128.0	118.2	119.0

LOC IFK *109.7	Final Apch Crs 229°	GS LOM 1068′(656′)	ILS DA(H) 612′(200′)	Apt Elev 477′	110° 3400′ 2700′ 040°
NDB FK *287		Minimum Alt RDP 1730′(1318′)	NDB MDA(H) 760′(348′)	RWY 412′	MSA F NDB

MISSED APCH: Climb on 229° to 1070′(658′), then turn RIGHT onto 049° climbing to 1730′(1318′), then according to chart.

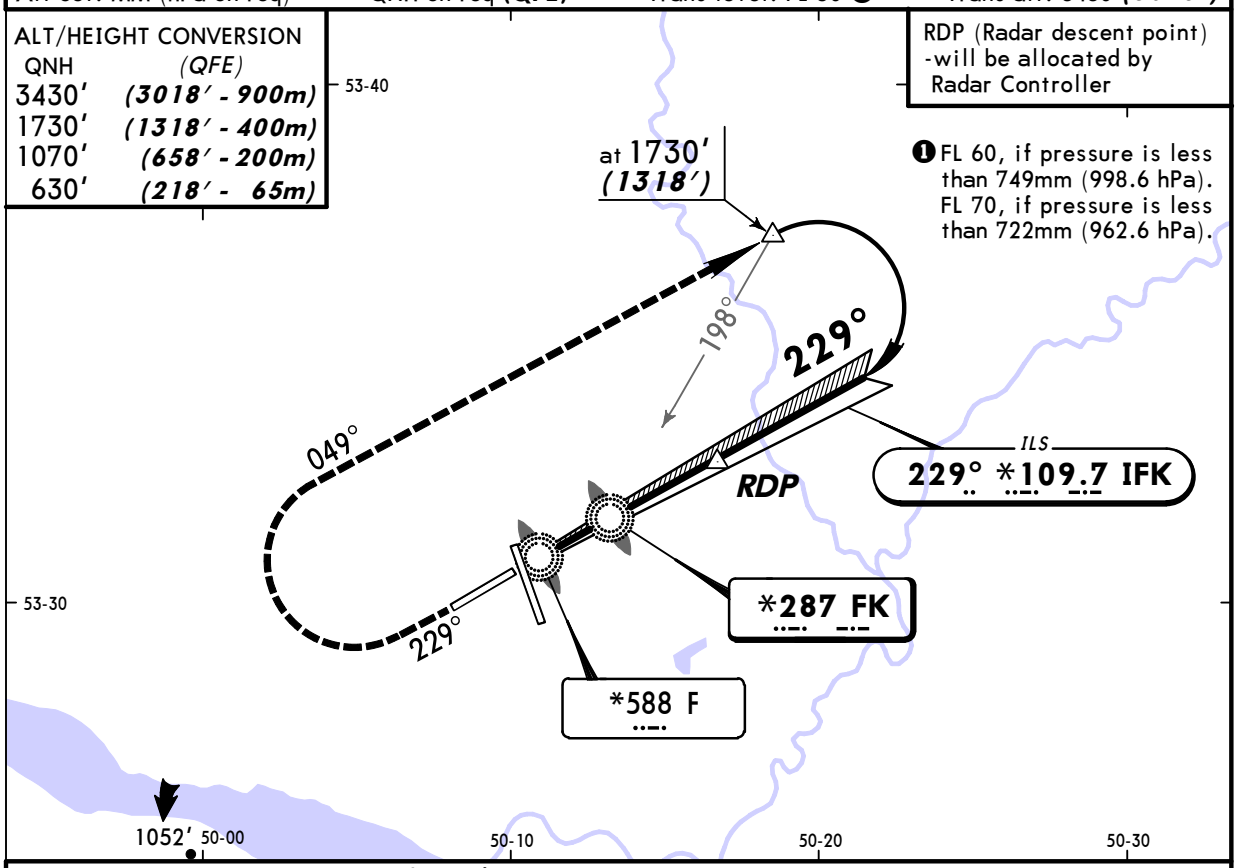
Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: FL 50 ❶ | Trans alt: 3430′(3018′)

ALT/HEIGHT CONVERSION

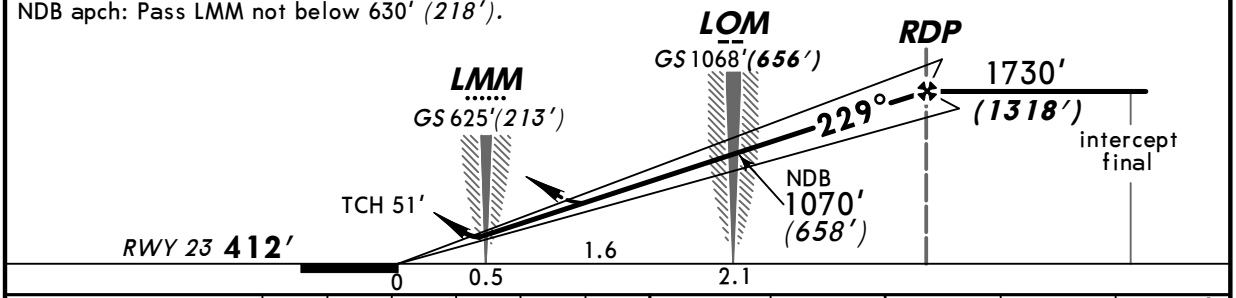
QNH	(QFE)
3430′	(3018′ - 900m)
1730′	(1318′ - 400m)
1070′	(658′ - 200m)
630′	(218′ - 65m)

RDP (Radar descent point) -will be allocated by Radar Controller

❶ FL 60, if pressure is less than 749mm (998.6 hPa). FL 70, if pressure is less than 722mm (962.6 hPa).



NDB apch: Pass LMM not below 630′ (218′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc Angle 2.67°	331	425	472	567	661	756

HIALS PAPI

1070′ (658′) on 229° | 049° RT | 1730′ (1318′)

STRAIGHT-IN LANDING RWY 23

PANS OPS

	ILS DA(H) 612′(200′) FULL	ILS DA(H) 612′(200′) ALS out	LOC (GS out)	NDB MDA(H) 760′(348′)	NDB MDA(H) 760′(348′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	2000m
B					
C					
D				RVR 1500m VIS 1600m	

CHANGES: MSA. TL.

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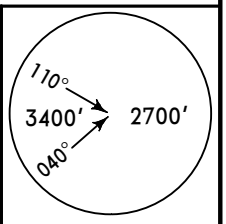
JEPPESEN 15 JUN 12 (11-4) Eff 28 Jun

SAMARA, RUSSIA ILS or 2 NDB Rwy 33

BRIEFING STRIP™

ATIS	SAMARA Approach (R)	SAMARA Radar	SAMARA Tower	Ground
134.1 (Russian 134.9)	124.6	128.0	118.2	119.0

LOC IAZ *111.1	Final Apch Crs 328°	GS LOM 1027′ (640′)	ILS DA(H) 587′ (200′)	Apt Elev 477′	
NDB AZ *287		Minimum Alt RDP 2200′ (1813′)	NDB MDA(H) (CONDITIONAL) 720′ (333′)	RWY 387′	



MSA
A NDB

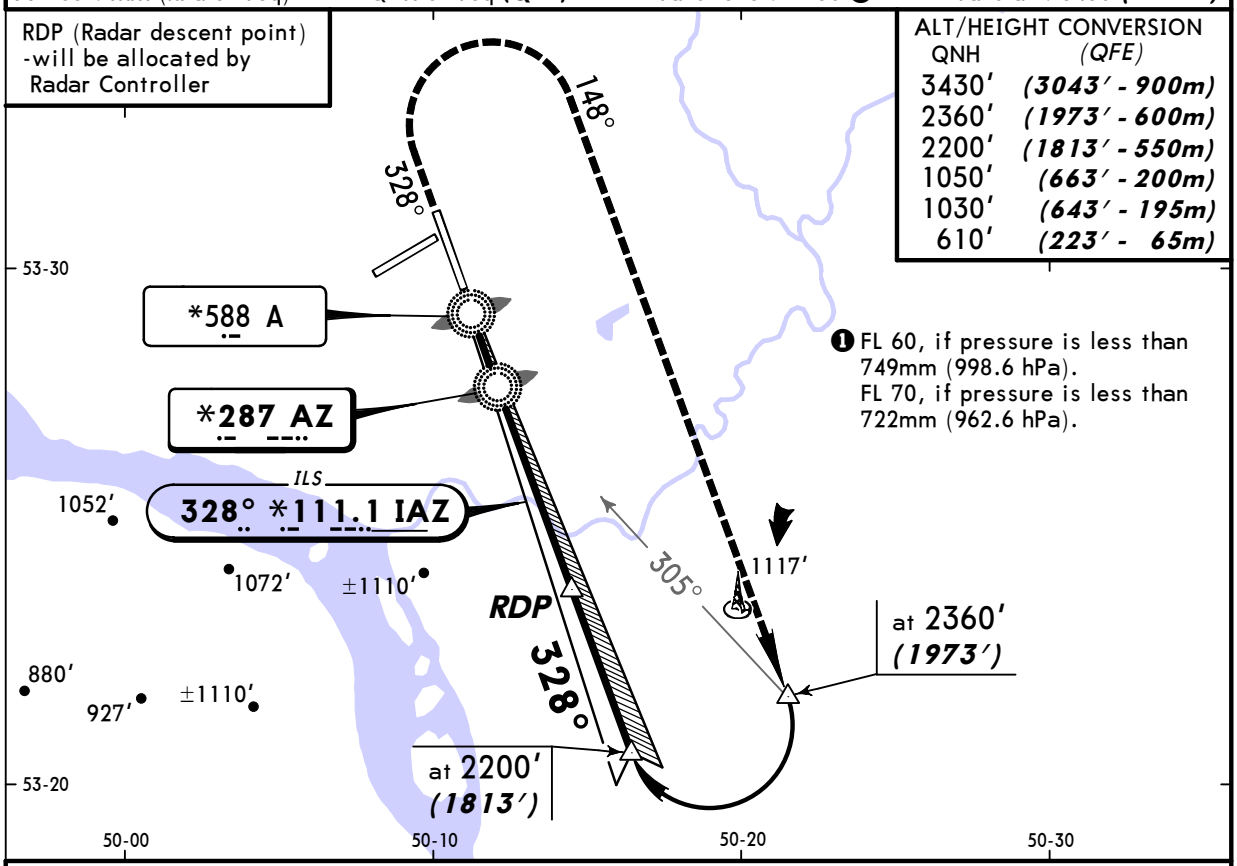
MISSED APCH: Climb on 328° to 1050′ (663′), then turn RIGHT onto 148° climbing to 2360′ (1973′), then according to chart.

Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: FL 50 ❶ | Trans alt: 3430′ **(3043′)**

RDP (Radar descent point) -will be allocated by Radar Controller

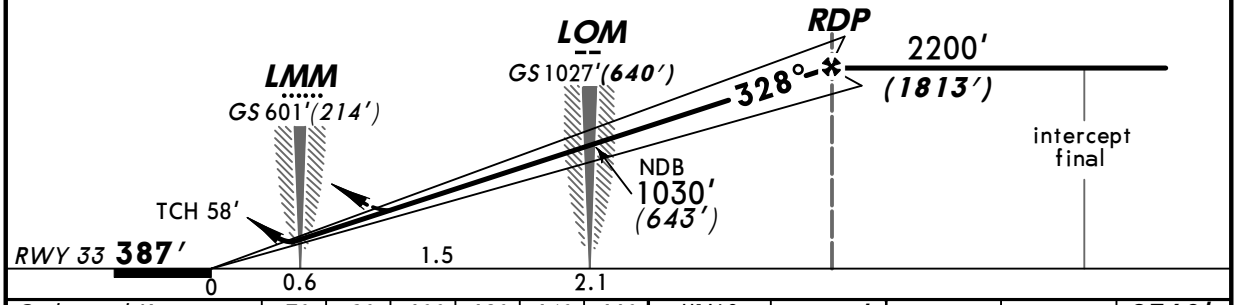
ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	(3043′ - 900m)
2360′	(1973′ - 600m)
2200′	(1813′ - 550m)
1050′	(663′ - 200m)
1030′	(643′ - 195m)
610′	(223′ - 65m)



❶ FL 60, if pressure is less than 749mm (998.6 hPa).
FL 70, if pressure is less than 722mm (962.6 hPa).

NDB apch: Pass LMM not below 610′ (223′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc Angle 2.67°	331	425	472	567	661	756

HIALS

1050′ (663′) on 328°

148° RT

2360′ (1973′)

STRAIGHT-IN LANDING RWY 33

	ILS DA(H) 587′ (200′) FULL	ILS DA(H) 587′ (200′) ALS out	LOC (GS out)	NDB with FAF MDA(H) 720′ (333′)	NDB with FAF MDA(H) 720′ (333′) ALS out	NDB w/o FAF MDA(H) 1390′ (1003′)	NDB w/o FAF MDA(H) 1390′ (1003′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1500m VIS 1600m	3200m	
B							
C						4000m	4800m
D				RVR 1500m VIS 1600m		4400m	

PANS OPS

CHANGES: MSA. TL.

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UWWW/KUF KURUMOCH

JEPPESEN 15 JUN 12 (12-1) Eff 28 Jun

SAMARA, RUSSIA GNSS Rwy 05

BRIEFING STRIP ™

ATIS	SAMARA Approach (R)	SAMARA Radar	SAMARA Tower	Ground
134.1 (Russian 134.9)	124.6	128.0	118.2	119.0

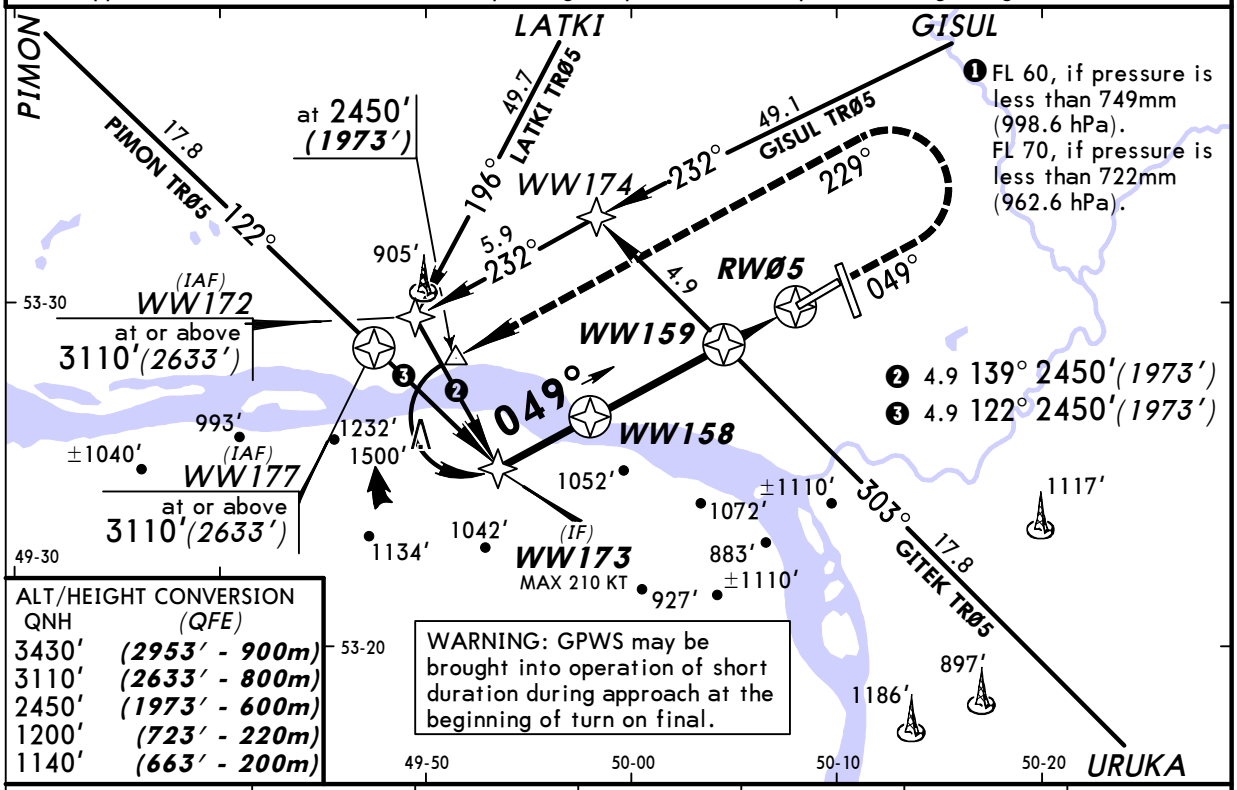
RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
	049°	WW158 2450′(1973′)	900′(423′)	Apt Elev 477′ RWY 477′

MSA: 110° 3400′ ARP 2700′ 040°

MISSED APCH: Climb on 049° to 1140′(663′), then turn LEFT onto 229° climbing to 2450′(1973′), then according to Instrument Approach route.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 50 ❶ Trans alt: 3430′**(2953′)**

1. The arrival and approach by using the RNAV procedure based on navigation satellite system GLONASS-GPS are available under approval (permit) of Russian FAA. 2. Aircrews shall request the permission for GNSS approach from APP controller before passing the point of GNSS apch route beginning.



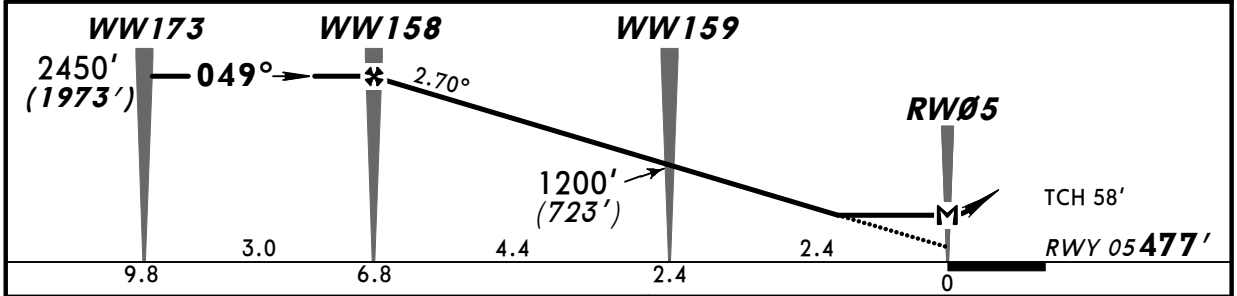
ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	(2953′ - 900m)
3110′	(2633′ - 800m)
2450′	(1973′ - 600m)
1200′	(723′ - 220m)
1140′	(663′ - 200m)

WARNING: GPWS may be brought into operation of short duration during approach at the beginning of turn on final.

DIST to WW159	3.2	2.7	2.2	1.6	1.1	0.5
ALTITUDE (HAT)	2120′(1643′)	1970′(1493′)	1810′(1333′)	1660′(1183′)	1510′(1033′)	1370′(893′)

DIST to RW05	2.2	1.6	1.1	0.5
ALTITUDE (HAT)	1140′(663′)	990′(513′)	840′(363′)	680′(203′)



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 2.70°	334	430	478	573	669	764
MAP at RW05						

HIALS PAPI

1140′ (663′) on 049° | 229° LT | 2450′ (1973′)

STRAIGHT-IN LANDING RWY **05**

MDA(H) 900′(423′)

PANS OPS

	ALS out
A, B	RVR 720m VIS 800m	RVR 1500m VIS 1600m
C, D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CHANGES: Communications. TL. Note.

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UWWW/KUF KURUMOCH

JEPPESEN 15 JUN 12 (12-2) Eff 28 Jun

SAMARA, RUSSIA GNSS Rwy 15

BRIEFING STRIP ™

ATIS	SAMARA Approach (R)	SAMARA Radar	SAMARA Tower	Ground
134.1 (Russian 134.9)	124.6	128.0	118.2	119.0

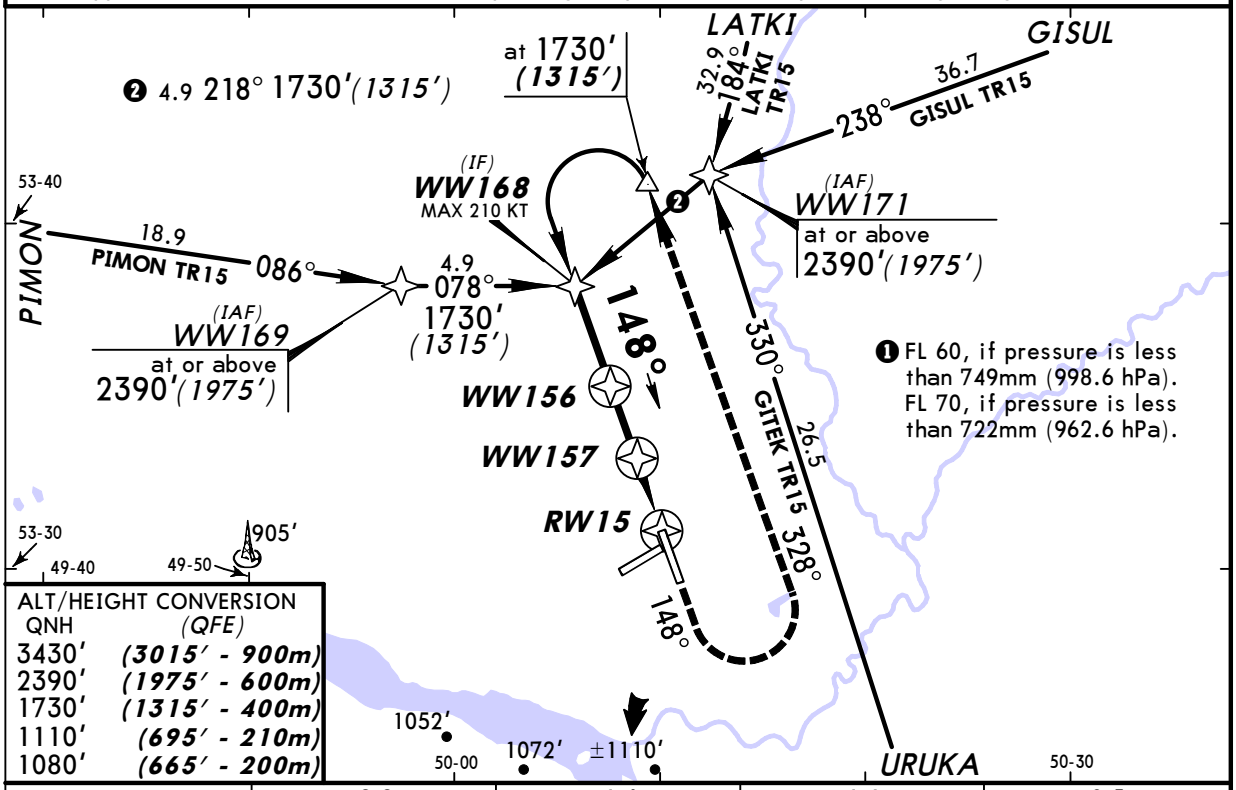
RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
	148°	WW156 1730′(1315′)	930′(515′)	Apt Elev 477′ RWY 415′

MSA: 110° 3400′ ARP 2700′ 040°

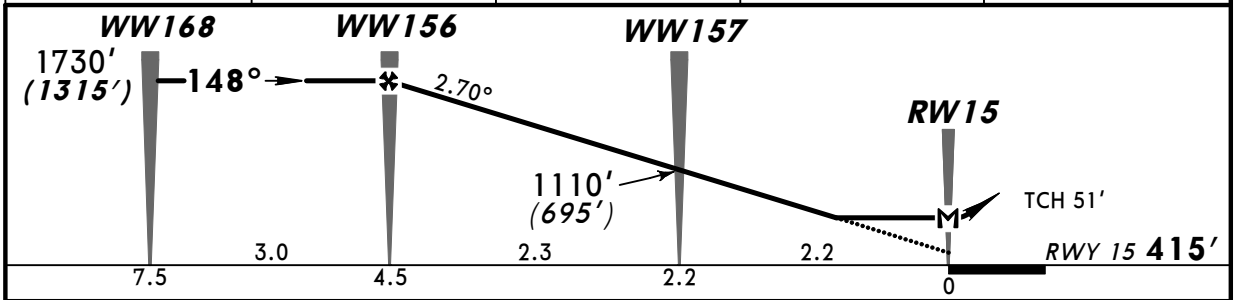
MISSED APCH: Climb on 148° to 1080′(665′), then turn LEFT onto 328° climbing to 1730′(1315′), then according to Instrument Approach route.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 50 ❶ Trans alt: 3430′**(3015′)**

1. The arrival and approach by using the RNAV procedure based on navigation satellite system GLONASS-GPS are available under approval (permit) of Russian FAA. 2. Aircrews shall request the permission for GNSS approach from APP controller before passing the point of GNSS apch route beginning.



DIST to WW157	2.2	1.6	1.1	0.5
ALTITUDE (HAT)	1720′ (1305′)	1550′ (1135′)	1400′ (985′)	1260′ (845′)
DIST to RW15	2.2	1.6	1.1	0.5
ALTITUDE (HAT)	1080′ (665′)	930′ (515′)	780′ (365′)	620′ (205′)



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 2.70°	334	430	478	573	669	764
MAP at RW15						

HIALS PAPI

1080′ (665′) on 148°

328° LT

1730′ (1315′)

STRAIGHT-IN LANDING RWY 15

MDA(H) 930′(515′)

PANS OPS

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	RVR 1500m VIS 1600m	2400m
D	RVR 1800m VIS 2000m	2800m

CHANGES: Communications. TL. Note.

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UWWW/KUF
KURUMOCH

JEPPESEN
15 JUN 12 (12-3) Eff 28 Jun

SAMARA, RUSSIA
GNSS Rwy 23

BRIEFING STRIP ™

ATIS	SAMARA Approach (R)	SAMARA Radar	SAMARA Tower	Ground
134.1 (Russian 134.9)	124.6	128.0	118.2	119.0

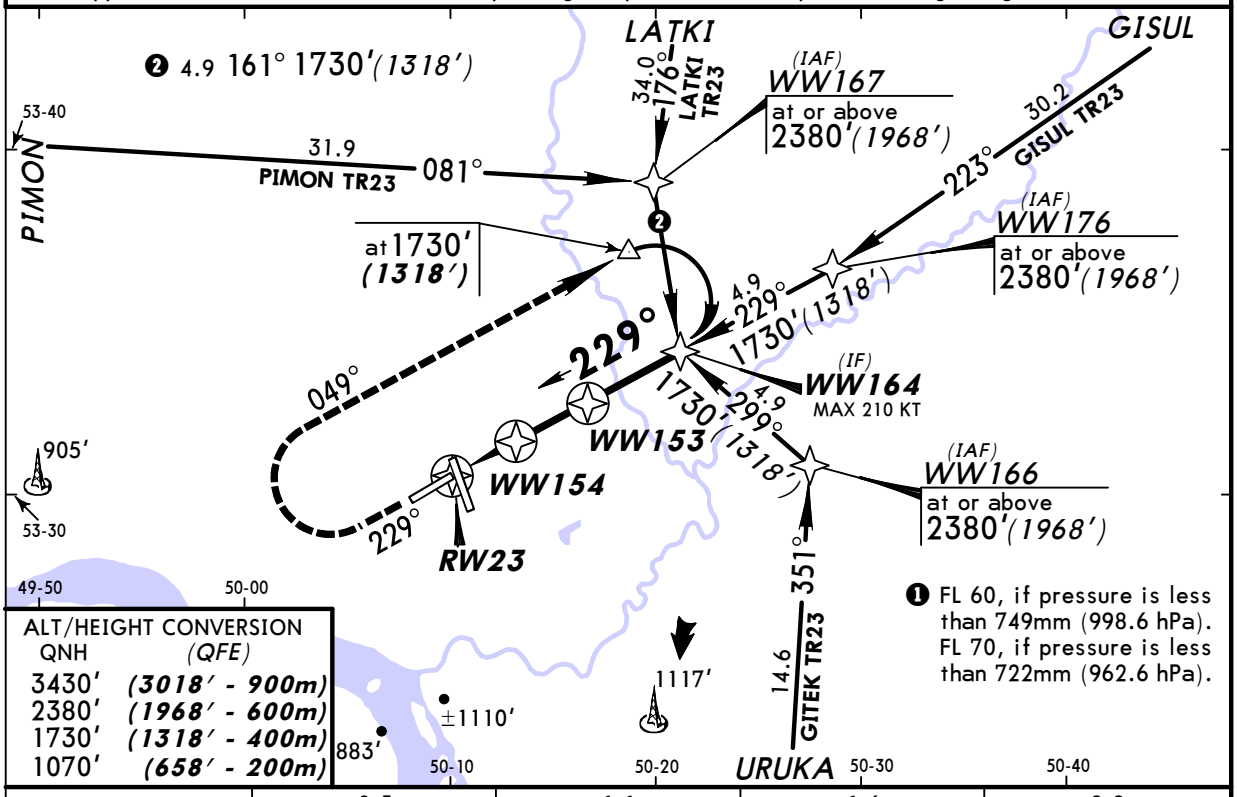
RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
	229°	WW153 1730′ (1318′)	890′ (478′)	Apt Elev 477′ RWY 412′

MSA: 110° 3400′ ARP 2700′ 040°

MISSED APCH: Climb on 229° to 1070′ (658′), then turn RIGHT onto 049° climbing to 1730′ (1318′), then according to Instrument Approach route.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 50 ❶ Trans alt: 3430′ **(3018′)**

1. The arrival and approach by using the RNAV procedure based on navigation satellite system GLONASS-GPS are available under approval (permit) of Russian FAA. 2. Aircrews shall request the permission for GNSS approach from APP controller before passing the point of GNSS apch route beginning.

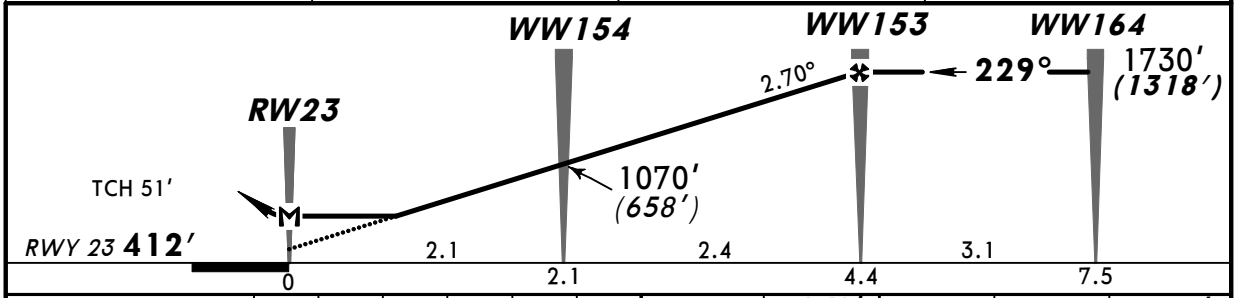


ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	(3018′ - 900m)
2380′	(1968′ - 600m)
1730′	(1318′ - 400m)
1070′	(658′ - 200m)

DIST to WW154	0.5	1.1	1.6	2.2
ALTITUDE (HAT)	1220′ (808′)	1370′ (958′)	1530′ (1118′)	1680′ (1268′)

DIST to RW23	0.5	1.1	1.6
ALTITUDE (HAT)	610′ (198′)	780′ (368′)	920′ (508′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.70°	334	430	478	573	669	764
MAP at RW23						

HIALS
PAPI

1070′ (658′) on 229°

049° RT

1730′ (1318′)

STRAIGHT-IN LANDING RWY 23

MDA(H) 890′ (478′)

PANS OPS

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	1200m	RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	2400m

CHANGES: Communications. Rwy elev. TL. Note.

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JEPPESEN 15 JUN 12 (12-4) Eff 28 Jun

SAMARA, RUSSIA GNSS Rwy 33

BRIEFING STRIP ™

ATIS	SAMARA Approach (R)	SAMARA Radar	SAMARA Tower	Ground
134.1 (Russian 134.9)	124.6	128.0	118.2	119.0

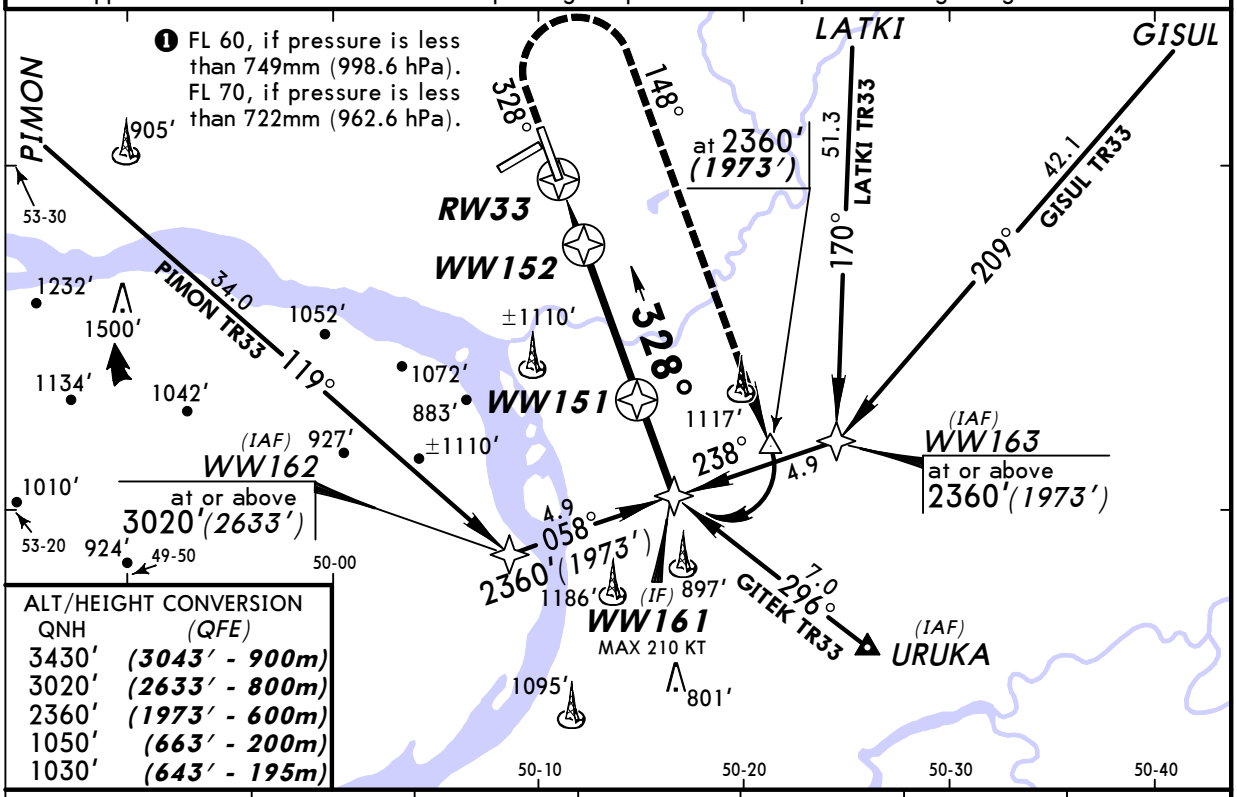
RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
	328°	WW151 2360′ (1973′)	770′ (383′)	Apt Elev 477′ RWY 387′

MSA: 110° 3400′ ARP 2700′ 040°

MISSED APCH: Climb on 328° to 1050′ (663′), then turn RIGHT onto 148° climbing to 2360′ (1973′), then according to Instrument Approach route.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 50 ❶ Trans alt: 3430′ **(3043′)**

1. The arrival and approach by using the RNAV procedure based on navigation satellite system GLONASS-GPS are available under approval (permit) of Russian FAA. 2. Aircrews shall request the permission for GNSS approach from APP controller before passing the point of GNSS apch route beginning.

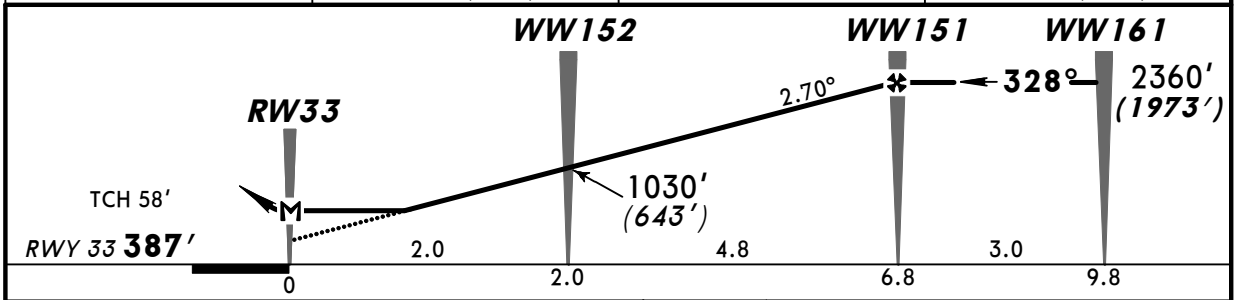


ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	(3043′ - 900m)
3020′	(2633′ - 800m)
2360′	(1973′ - 600m)
1050′	(663′ - 200m)
1030′	(643′ - 195m)

DIST to WW152	0.5	1.1	1.6	2.2	2.7	3.2
ALTITUDE (HAT)	1180′ (793′)	1330′ (943′)	1490′ (1103′)	1640′ (1253′)	1790′ (1403′)	1950′ (1563′)

DIST to RW33	0.5	1.1	1.6
ALTITUDE (HAT)	590′ (203′)	750′ (363′)	900′ (513′)



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1050′ (663′) on 328°	148° RT	2360′ (1973′)
Descent angle 2.70°	334	430	478	573	669	764				
MAP at RW33										

STRAIGHT-IN LANDING RWY 33

MDA(H) 770′ (383′)

PANS OPS

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C		
D	1200m	RVR 1800m VIS 2000m

CHANGES: Communications. TL. Note.

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1. GENERAL

1.1. ATIS

ATIS 128.3
122.950 (Russian)

1.2. NOISE ABATEMENT PROCEDURES

Noise abatement procedures shall be executed by all ACFT.

1.3. LOW VISIBILITY PROCEDURES

1.3.1. GENERAL

- Preparation: RVR less than 800m at least at one of the three measuring points and/or CEILING is below 80m.
- Activation: RVR less than 600m at least at one of the three measuring points and/or CEILING is below 60m.
- Termination: RVR TDZ is more than 800m at all three measuring points and CEILING is above 80m.

Taxiing of ACFT shall be carried out only along TWYs with CL lights switched on.

The responsibilty for the unsanctioned incursion onto the RWY and non-adherence to the assigned taxi routes on the manoeuvring area shall be placed on the flight crew.

1.3.2. ARRIVING ACFT

After landing, pilots shall choose the nearest suitable TWY for the RWY vacation.

Exits from the ILS critical area from RWY 14R towards TWY M (via TWYs A7, A8, A9 or A11) and from RWY 32R towards the apron (via TWYs B3 or B1) are equipped with color-coded (alternating yellow/green) TWY centerline lights.

The ACFT must vacate the ILS critical area as soon as possible.

The flight crew shall report the RWY vacation to DOMODEDOVO Tower only after passing the last yellow light of TWY centerline that means the vacation of ILS critical area.

After landing on RWY 14R the flight crew must vacate the RWY along TWY A7, A8, A9 or A1:

- When vacating RWY along TWY A7:
  After report to DOMODEDOVO Tower about the vacation of ILS critical area, the flight crew shall, by his instruction, change over to communication with DOMODEDOVO Apron and under his control continue to proceed to the last green light of the centerline of Taxi Route H2, where the flight crew must stop and wait unless otherwise instructed by DOMODEDOVO Apron. Further taxiing of ACFT shall be carried out only after the Follow-me car.
- When vacating RWY along TWY A8, A9 or A11:
  After report to DOMODEDOVO Tower about the vacation of ILS critical area, the flight crew shall continue to proceed under their control along TWY M to the last green light of the TWY centerline of Taxi Route H2, where the flight crew must stop and wait unless otherwise instructed by DOMODEDOVO Tower. By the instruction of DOMODEDOVO Tower the flight crew shall change over to communication with DOMODEDOVO Apron and report the ACFT position (TWY or Taxi Route) and the availability of the Follow-me car in front of the ACFT using the following phraseology:
  "DOMODEDOVO Apron + ACFT callsign + TWY or Taxi Route + Follow-me car is in front of us".
  Further taxiing of ACFT shall be carried under control of DOMODEDOVO Apron. Reaching of the stand by the ACFT shall be reported by the flight crew to DOMODEDOVO Apron using the following phraseology:
  "ACFT callsign + on stand number".

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1. GENERAL

After landing on RWY 32R the flight crew must vacate the RWY only along TWY B3 or TWY B1:

- When vacating RWY along TWY B3:

  After report to DOMODEDOVO Tower about the vacation of ILS critical area, the flight crew shall continue to proceed to the last green light of TWY centerline where the flight crew must stop and wait unless otherwise instructed by Tower. Further taxiing of ACFT shall be carried out under control of DOMODEDOVO Apron and only after the Follow-me car.
- When vacating RWY along TWY B1:
  After report to DOMODEDOVO Tower about the vacation of ILS critical area, the flight crew shall, by his instruction, change over to communication with DOMODEDOVO Apron and under his control continue to proceed to the last green light of the centerline of Taxi Route T1, where the flight crew must stop and wait unless otherwise instructed by DOMODEDOVO Apron. Further taxiing of ACFT shall be carried out only after the Follow-me car.

1.3.3. DEPARTING ACFT

The flight crew of departing ACFT shall carry out taxiing only along the TWYs equipped with TWY centerline lights. In case of a failure of TWY centerline lights or the stop bars the flight crew must carry out taxiing only after the Follow-me car.

Taxiing of ACFT on the apron shall be carried out only after the Follow-me car under control of DOMODEDOVO Apron.

During taxiing on the apron and on the manoeuvring area, the flight crew should constantly check the ACFT position, especially at TWY intersections, to be sure that taxiing is carried out under the conditions of complete safety. In case of difficulty or doubt in determining the ACFT position, it is necessary to stop taxiing and report this to DOMODEDOVO Apron or to DOMODEDOVO Tower.

The RWY holding positions at RWY 14L (TWY B1), RWY 14R (TWY A2), RWY 32L (TWY A11) and RWY 32R (TWY B8) are designated by stop bars. Each stop bar consists of eight lights located across the TWY with equal intervals between the lights of 10'/3m, showing red in the intended direction of approach to the RWY holding position.

The flight crew should repeat all instructions of Tower concerning holding at the RWY.

After receiving the line-up clearance, the flight crew must start taxiing only after switching off the stop bar. Crossing the switched-on stop bar by the ACFT is prohibited.

During the operation of LVP the following is prohibited:

- Take-off from intersections of TWY and RWY;
- Take-off without stopping at the line-up position after taxiing to the RWY.

1.4. RWY OPERATIONS

Only RWY 14R/32L available for take-off and landing of A380 ACFT.

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1. GENERAL

1.5. TAXI PROCEDURES

1.5.1. GENERAL

Taxi Routes 25 (TR 25), 35 (TR 35), 36 (TR 36), H1 (TR H1) from Taxi Route 35 (TR 35) to Taxi Route 36 (TR 36), H2 (TR H2) from Taxi Route 35 (TR 35) to Taxi Route 26 (TR 26) and H3 (TR H3) from start-up point 7 to start-up point 14 MAX wingspan 262'/80m.

Taxi Routes T1 (TR T1) and T2 (TR T2) and H2 (TR H2) from Taxi Route 25 (TR 25) to TWY B2 MAX wingspan 240'/73.3m.

Taxi Routes 26 (TR 26), 27 (TR 27), 31 (TR 31), 32 (TR 32) and H1 (TR H1) from Taxi Route T1 (TR T1) to Taxi Route 25 (TR 25) and from Taxi Route 26 (TR 26) to Taxi Route 35 (TR 35) MAX wingspan 213'/65m.

Taxi Route H3 (TR H3)from Taxi Route T2 (TR T2) to start-up point 7 MAX wingspan 166'/50.5m.

Taxi Route A10 (TR A10) MAX wingspan 118'/36m.

Taxiing along Taxi Routes 3 (TR 3) and 32 (TR 32) with a wingspan of more than 128'/39m under own engines power is prohibited.

Taxiing along Taxi Route 31 (TR 31) under own engines power is prohibited.

Do not stop on Taxi Route T2 (TR T2) between TWYs B3 and B4.

Taxiing along Taxi Routes T1 (TR T1) and T2 (TR T2) and TWYs A5 thru A8, B1 thru B8 and T2 strictly along centerline with inner engines power.

Taxiing along Taxi Routes H2 (TR H2) and 25 (TR 25) with outer engines power, after Follow-me car.

Use Taxi Route T2 (TR T2) between TWY B5 and Taxi Route H2 (TR H2) at reduced speed with Follow-me car.

TWYs B5 and B7 MAX turn radius 82'/25m before take-off from RWY 32R after landing on RWY 14L.

For safety reasons taxi along apron, not exceeding IDLE power.

Taxiing of wide-body ACFT along TWYs P4 and P6 under inner engines power. Outer engines power not above IDLE.

ACFT taxiing along TWY M shall give way to ACFT vacating the RWY.

ACFT shall give way to ACFT taxiing along TWY M (except the above-mentioned rule).

1.5.2. TAXI ROUTINGS

When RWY 14R or RWY 32L is in use both for take-off and landing, the following order of using Taxi Route H1 and Taxi Route H2 shall be applied for the purpose of movement regulation during ACFT taxiing:

- When RWY in use is RWY 14R - Taxi Route H1 shall be used for departing ACFT, Taxi Route H2 shall be used for arriving ACFT;
- When RWY in use is RWY 32L - Taxi Route H2 shall be used for departing ACFT, Taxi Route H1 shall be used for arriving ACFT.

1.6. PARKING INFORMATION

Stands 1 thru 22 equipped with visual docking guidance system SAFEDOCK. Enter with MAX 4m/sec.

Stands 41, 41A, 42, 86 and 119 thru 120A available for run-up.

Parking of helicopters onto stands and helipads by towing.

Use of stands 12A, G2 thru G13, G15 and G16 by towing.

Exit stands G1 and G14 by towing.

Enter stands G11A, G11B, G12A, G12B, G13A, G13B, G15A, G15B, G16A and G16B by towing.

1.7. OTHER INFORMATION

Birds.

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2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

Crews shall maintain the prescribed STAR routes, and, in case of deviation from them, join the assigned track immediately.

APPROACH PROCEDURE

RWY 32L/R are noise preferential RWYs and shall be used to the greatest extent possible.
If special meteorological conditions are present in arrival and approach sectors, the flight crew can deviate from STAR route with mandatory report about it to ATC.

Limitations

Immediately prior to the final approach pilots should avoid excessive rates of descent.
Change of flight configuration and speed shall be carried out according to the requirements of the Airplane Flight Manual.
During instrument as well as visual approach it is not allowed to fly below ILS GS.
Noise abatement procedures shall not envisage the increasing of indicated rate of descent.
A displacement of THR shall not be used as a noise abatement measure.
'AIR GROUND' communication shall be reduced to absolute minimum.

2.2. CAT II/III OPERATIONS

RWYs 14R and 32R approved for CAT II/III operations, special aircrew and ACFT certification required.
Speed specified below to be observed within accuracy of 11 KT.

2.3. SPEED RESTRICTIONS

- 250 KT +/- 10 KT below FL100;
- 220 KT +/- 10 KT after passing AO, DR, GEKLA, LO and RW to 11.9 NM from RWY;
- 160 KT +/- 10 KT from 11.9NM to RWY, flaps in intermediate position, landing gear retracted;
- Immediately before or at 4.3NM from RWY lower landing gear, flaps in landing position, ACFT stabilized at safe APCH speed. No speed control applied when on final from 4.3NM on to RWY.

Speed restriction after entry MOSCOW TMA from the moment of commencing descent from FL:

- 280 KT +/- 10 KT or Mach 0.8 whichever is less from cruising FL to FL250;
- 270 KT +/- 10 KT below FL250 to FL100;
- 250 KT +/- 10 KT below FL100 to TL.

Below transition level, IAS shall be as in accordance with the Aeroplane Flight Manual without exceeding IAS indicated in limitations section. The above mentioned IAS shall be maintained by the flight crew unless otherwise instructed by ATS unit or by the established approach procedure.
If unable to maintain the above mentioned IAS, or requiring an earlier landing gear or flap configuration due to meteorological conditions, ACFT performance or company procedures, the flight crew shall report it to ATS unit.
If unable due to meteorological conditions, flight crew shall advise ATC of the ACFT's recommended speeds or configuration.

2.4. RWY OPERATIONS

2.4.1. MINIMUM RWY OCCUPATION TIME

To reduce the time of RWY occupation the flight crews of landing ACFT are required to determine the nearest rapid exit TWY for safe and quick RWY vacation.
In those cases when it is necessary or desirable to expedite traffic, the flight crew executing landing may be instructed by DOMODEDOVO Tower:

- To carry out landing beyond the RWY touchdown zone;
- To vacate the RWY along the indicated TWY;
- To expedite the RWY vacation.

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2. ARRIVAL

Depending on the meteorological conditions and RWY condition, RWY vacation along TWY must be planned by the flight crew considering the available distances shown in the table below:

RWY	TWY	Angle of taxiing off	ACFT	Distance from RWY extremity to taxiing off TWY, ft/m
14L	B8	90°	all	11,463'/3495m
	B7			8249'/2515m
	B6	40°		7134'/2175m
	B5		medium	6363'/1940m
	B4	40°	light/medium	5182'/1580m
	B2	90°	light	2709'/ 826m
14R	A11	90°	all	11,480'/3500m
	A9	30°		8708'/2655m
	A8	30°		7216'/2200m
	A7	30°	light/medium	5740'/1750m
32L	A2	90°	all	11,480'/3500m
	A4	30°		8708'/2655m
	A5	30°		7216'/2200m
	A6	30°	light/medium	5740'/1750m
32R	B1	90°	all	12,441'/3793m
	B2	90°		11,463'/3495m
	B3	40°		7970'/2430m
	B5	40°	light/medium	6068'/1850m

After landing the flight crew is not obliged to report to Tower about executed landing and RWY vacation (with the exception of low visibility procedures) if the flight crew has not received such instruction from the controller.

After landing the flight crew must vacate the RWY without delays at safe speed of taxiing off the RWY along the TWY assigned earlier. The speed of RWY vacation along rapid exit TWYs shall not exceed 50 KT at the point of turning (TWY centerline adjoins the RWY centerline).

2.5. TAXI PROCEDURES

2.5.1. GENERAL

Signs of exit from RWY 14L/R and 32L/R are located 98'/30m thru 115'/35m before RWY exit points.

2.5.2. TAXI ROUTINGS TO VACATE RWY

The flight crew shall use the following taxi routes unless otherwise instructed by DOMODEDOVO Tower:

After landing on RWY 14L:

- vacate the RWY to the Right along TWY B2 (for light ACFT);
- vacate the RWY to the Right along rapid exit TWY B4, then turn Right along TWY B5 to TWY T2 towards the apron;
- vacate the RWY to the Right along TWY B5 (with the radius of turn not more than 82'/25m), then turn Right to TWY T2 towards the apron;
- vacate the RWY to the Right along rapid exit TWY B6, then turn Right along TWY B7 to TWY T2 towards the apron;
- vacate the RWY to the Right along TWY B7 (with the radius of turn not more than 82'/25m), then turn Right to TWY T2 towards the apron;
- vacate the RWY to the Right along TWY B8, then turn Right to TWY T2 towards the apron.

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2. ARRIVAL

After landing on RWY 14R:
- vacate the RWY to the Left along rapid exit TWY A7;
- vacate the RWY to the Left along rapid exit TWY A8 or A9, then turn Left to TWY M and proceed to Taxi Route H2;
- vacate the RWY to the Left along TWY A11, then turn Left to TWY M and proceed to Taxi Route H2.

After landing on RWY 32L:
- vacate the RWY to the Right along rapid exit TWY A6, A5 or A4, then turn Right to TWY M and proceed to Taxi Route H1;
- vacate the RWY to the Right along TWY A2, then turn Right to TWY M and proceed to Taxi Route H1.

After landing on RWY 32R:
- vacate the RWY to the Left along rapid exit TWY B7 (for light ACFT) or B5, then turn Right to TWY T2 towards the apron;
- vacate the RWY to the Left along the rapid exit TWY B3;
- vacate the RWY to the Left along TWY B2;
- vacate the RWY to the Left along TWY B1.

When RWY 32R is in use for take-off and landing, for the purposes of avoiding the conflict opposite movement during taxiing, the flight crew shall vacate RWY after landing along TWY B7 or B5 only in case when on final leg Tower recommended this TWY to vacate the RWY.

After the RWY vacation the ACFT shall not stop on TWY for the purpose of expecting for the instructions of DOMODEDOVO Tower, but shall continue taxiing along the established taxi routes unless otherwise instructed by DOMODEDOVO Tower.

2.5.3. FREQUENCY CHANGE

Change of frequency during taxiing shall be carried out by the flight crew only by request. Unless otherwise instructed by DOMODEDOVO Tower, the flight crew must stop and request for a change of frequency as follows:
- after landing on RWY 14L - on TWY T2 opposite TWY B5 or at the end of TWY B2 (for light ACFT);
- after landing on RWY 14R - at the end of TWY A7 or on TWY M in front of Taxi Route H2;
- after landing on RWY 32L - on TWY M in front of Taxi Route H1;
- after landing on RWY 32R - at the end of TWY B5, B3, B2 or B1 and also during RWY vacation along TWY B7 (for light ACFT) - on TWY T2 opposite TWY B5.

A change of frequency shall be carried out when approaching the transfer of control limit between DOMODEDOVO Tower and DOMODEDOVO Apron.

The instruction about the change of frequency shall be carried out immediately with mandatory confirmation.

Further taxiing on the apron to the assigned stand shall be carried out strictly by the instruction of DOMODEDOVO Apron.

2.6. OTHER INFORMATION

2.6.1. GENERAL

On initial radio contact DOMODEDOVO Radar and DOMODEDOVO Tower the flight crew of ACFT having the category of turbulence wake as heavy, shall pronounce the word ''Heavy'' after the callsign of the ACFT.

At night and also when visibility is 2000m or less during RWY 14R or 14L approaches the lighted highway shall not be confused with the RWY lights.

On initial radio contact with DOMODEDOVO Tower the flight crew shall report only the ACFT callsign using the following phraseology: ''Domodedovo-Tower + ACFT callsign''.

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3. DEPARTURE

3.1. DE-ICING

The procedure of de-icing treatment of ACFT shall be carried out:

- At engines start-up positions;
- On ACFT stands and points of temporary parking;
- On de-icing areas DA1 and DA2.

DOMODEDOVO Apron shall be notified by the flight crew about the necessity of de-icing treatment on first radio contact.

The order of getting the requests for de-icing treatment does not influence the order of priority of de-icing treatment itself.

When de-icing treatment is carried out at engines start-up position, engines start-up is possible with the permission of DOMODEDOVO Apron and technical specialist responsible for engines start-up after completing the treatment of ACFT tail part and during wing treatment.

De-icing treatment of propeller-driven ACFT with operating engines is prohibited on de-icing areas DA1 and DA2.

In case when the safety of engines start-up is not provided or the safety of the ACFT movement with started up engines to de-icing areas DA1 and DA2 is not provided, then the flight crew has the right to cancel de-icing treatment of ACFT with started up engines.

After reaching the transfer of control limit, the flight crew shall change over to communication with DOMODEDOVO Tower.

The flight crew shall change over to communication with DOMODEDOVO Apron at junction of TWY M with DA1 and DA2, by the instruction of DOMODEDOVO Tower.

Taxiing into/out of de-icing areas DA1 and DA2 shall be carried out only under minimum engines power.

The flight crew must exercise extreme caution with regard to the personnel and transport facilities connected with execution of de-icing treatment. The control over the ACFT taxiing into de-icing areas shall be carried out by a specialist of the apron service.

After taxiing into the assigned stand on DA1 and DA2 the flight crew shall change over to communication with DOMODEDOVO De-icing on frequency 130.600 MHz, by the instruction of DOMODEDOVO Apron.

The flight crew must report DOMODEDOVO Apron about the commencement of de-icing treatment of ACFT.

After getting the code the flight crew shall change over to communication with DOMODEDOVO Apron and report about readiness for taxiing.

Taxiing out of de-icing area shall be carried out only after getting the permission of DOMODEDOVO Tower.

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3. DEPARTURE

3.2. START-UP, PUSH-BACK & TAXI PROCEDURES

3.2.1. GENERAL

On first radio contact with DOMODEDOVO Clearance, DOMODEDOVO Apron and DOMODEDOVO Tower the flight crew of ACFT, having the category of turbulence wake as heavy, shall pronounce the word "Heavy" after the callsign of the ACFT.

To obtain ATC clearance the flight crews of departing ACFT shall contact DOMODEDOVO Clearance 10 MIN before estimated time of engines start-up under condition that ACFT is completely ready for departure:

- Report the ACFT callsign, the destination aerodrome, the ACFT type, stand number, the code of the confirmed ATIS information, the necessity of de-icing treatment;
- Receive ATC clearance, RWY for take-off, SID and transit routes;
- ATC clearance is valid 30 MIN from clearance receipt.

After complete readiness for departure the flight crew shall change over to communication with DOMODEDOVO Apron, by the instruction of DOMODEDOVO Clearance, to get clearance for engines start-up and taxiing (towing), indicating the stand number and report about listening to ATIS information.

ACFT completely ready for departure means that all passengers are on board, the entrance and cargo doors are closed, the stairs are taken away (the aerobridge is disconnected and is in a retracted position), a tow bar is connected (when towing is required), ground personnel is ready for towing (taxiing) and has established radio contact with the flight crew.

The flight crew shall switch on transponder mode S before towing or engines start-up request and switch off after taxiing into stand.

Engines start-up can be carried out by a flight crew in the process of towing if this procedure is envisaged by the Aeroplane Flight Manual (AFM) and coordinated with the technical personnel of the tow team.

After engines start-up the flight crew shall report DOMODEDOVO Apron about readiness to taxi using the following phraseology: ''ACFT callsign + Ready to taxi'' and receive the instructions about the taxi procedure on the apron.

3.2.2. FREQUENCY CHANGE

When giving taxi instructions on the apron, DOMODEDOVO Apron can assign the transfer of control limit to change over to communication with DOMODEDOVO Tower, using the following phraseology: "ACFT callsign + RWY + Taxi routing + Tower frequency".

The flight crew shall independently change over to communication with DOMODEDOVO Tower at the indicated limit.

During departure from RWY 32R, after changing over from frequency of DOMODEDOVO Apron to the frequency of DOMODEDOVO Tower, the flight crew shall watch his frequency and without calling for DOMODEDOVO Tower (except for LVP) carry out taxiing to the RWY holding position on TWY B8. The flight crew must be ready for getting further instructions and permissions from DOMODEDOVO Tower.

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3. DEPARTURE

3.2.3. TAXI ROUTINGS

The standard taxi routes to the RWY holding position (holding position in front of the RWY) are as follows:

- For RWY 14L - along Taxi Route T1 to TWY B1;
- For RWY 14R - along TWY M to TWY A2;
- For RWY 32L - along TWY M to TWY A11;
- For RWY 32R - along TWY T2 to TWY B8.

A flight crew must always request DOMODEDOVO Tower for occupation of TWY M while taxiing from the apron to the RWY holding position at RWY 14R/32L.

3.2.4. INTERSECTION DEPARTURES

Depending on the air and ground situation, it is allowed to execute take-off from the intersection of TWY and the RWY by flight crew's request or by request of DOMODEDOVO Tower, using the following take-off run distances available:

RWY	Intersection of TWY and RWY	TORA	ACFT
14L	B1	12,441'/3793m	all
	B2	9544'/2910m	
	B3	7970'/2430m	
14R	A2	11,480'/3500m	all
	A4	8708'/2655m	
	A5	7216'/2200m	
	A6	5740'/1750m	light/medium
32L	A11	11,480'/3500m	all
	A9	8708'/2655m	
	A8	7216'/2200m	
	A7	5740'/1750m	light/medium
32R	From beginning of RWY	12,441'/3793m	all
	B8	11,463'/3495m	
	B7	8249'/2515m	
	B6	7134'/2175m	
	B5	6363'/1940m	light/medium
	B4	5182'/1580m	light/medium

On initial radio contact with DOMODEDOVO Tower the flight crew can report about their readiness to taxi to the RWY along suitable TWY and execution of the non-stop take-off, after that receive the instructions on further taxiing from DOMODEDOVO Tower.

The absence of such report shall mean for DOMODEDOVO Tower that the flight crew of the given ACFT intends to execute take-off from the RWY beginning.

The flight crew which requires backtracking (including the line-up position on RWY 32R from TWY B8) must report DOMODEDOVO Tower about it on reaching the RWY holding position.

The flight crew of the ACFT, which is at the RWY holding, must be ready to line up and start take-off run immediately after receiving the clearance.

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3. DEPARTURE

3.3. RWY OPERATIONS

3.3.1. MINIMUM RWY OCCUPATION TIME

Prior to reaching the line-up position the flight crew shall inform DOMODEDOVO Tower if unable to carry out the instruction to reduce the time of the RWY occupation and about the required time for preparation.

Pre-flight checks in the crew cabin must be completed by the flight crew prior to occupation of the line-up. The checks to be executed during the ACFT stay on the RWY shall be reduced to a minimum.

If take-off is executed from the RWY beginning, the manoeuvre to line-up shall be carried out either immediately after the ACFT, which has started take-off run, or after the ACFT, which has crossed the RWY THR before landing.

If take-off is executed from the intersection of TWY and the RWY, the flight crew must start the manoeuvre to line-up immediately after the taking off (landing) ACFT has passed abeam the RWY holding position where the ACFT is getting ready for take-off from the intersection.

The flight crew shall execute take-off immediately after receiving take-off clearance.

The conditional clearances shall be used when the appropriate ACFT are visible to both DOMODEDOVO Tower and the flight crew. An ACFT, due to which a conditional clearance is issued, is the first ACFT to proceed before another relevant ACFT. The conditional clearance shall be issued in all cases in the following sequence and includes the following: ''ACFT identification, instructions, clearance + short repetition of the instruction''.
This means that the flight crew getting a conditional clearance is required to identify the ACFT, due to which a conditional clearance is issued.

3.4. NOISE ABATEMENT PROCEDURES

3.4.1. TAKE-OFF AND CLIMBING PROCEDURE

RWY 14L/R are noise preferential RWYs which shall be used to the maximum degree possible. Noise abatement procedures shall not be executed at the expense of reduction of flight safety.

Restrictions

During take-off from RWYs 32L/R pilots shall strictly comply with the established departure procedures to avoid overflying the residential areas of the APT and Domodedovo town.

Change of flight direction (course) after take-off is permitted only after reaching 990'(396').

Noise Abatement Procedures NADP1 and NADP2

Two variants of take-off and climb procedures are applied: NADP1 and NADP2 (ICAO Doc 8168, Volume 1, Part V, Chapter 3).

Control of ACFT Noise within the Aerodrome Area

Control over ACFT noise shall be maintained via the noise monitoring points. Noise level must not exceed 85 dB 0700-2300LT and 75 dB 2300-0700LT.

Noise Monitoring Points

N55 33.7 E037 52.5
N55 33.3 E037 43.9
N55 33.8 E037 38.7
N55 26.7 E037 44.9
N55 27.2 E037 44.6
N55 25.5 E037 45.7
N55 25.7 E037 48.5
N55 20.7 E037 55.5
N55 17.8 E037 57.2
N55 26.2 E037 45.6

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UUDD/DME DOMODEDOVO

JEPPESEN
29 MAR 13 (30-1R) Eff 4 Apr

MOSCOW, RUSSIA

RADAR MINIMUM ALTITUDES

DOMODEDOVO Radar	*Apt Elev*	
127.7	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** The published minimum altitudes integrate a correction for low temperatures.

SPEED RESTRICTION
MAX 250 KT below FL100.

UU(P)-51
UU(P)-52
UU(P)-63
UU(P)-53
UU(P)-68
UU(P)-65
2336′
2890
2890
2570
2240
D30
D29.7
D18.9
D20
D10
D8.1
D6.5
R-005
R-040
R-290
R-247
R-205
R-300
0°
030°
060°
090°
120°
150°
180°
210°
240°
270°
300°
330°
Moscow
(Domodedovo)
DOMODEDOVO
113.3 DMD VOR DME
56-00
55-30
55-00
54-30
37-00
37-30
38-00
38-30
50
40
30
20
10
0
10

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3880′	***(3287′ - 1000m)***
2890′	***(2297′ - 700m)***
2570′	***(1977′ - 600m)***
2240′	***(1647′ - 500m)***

CHANGES: Speed restriction; sector altitude revised.

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TRANSITION DESIGNATION	REFER TO CHART
BOGDANOVO 1D, 2D, NAMIN 1D	30-2A
LARIONOVO 1D, 2D	30-2B
RELTO 2D, TIKBI 2D	30-2C
OKTYABRSKIY 1D, SUKHOTINO 1D, 2D, 3D	30-2C1
GAGARIN 1D, 2D	30-2D

STAR DESIGNATION	REFER TO CHART
AKSINYINO 14A, 14B, 14K, 14M	30-2E
AKSINYINO 32A, 32B, 32F, 32M	30-2F
GEKLA 14A, 14B, 14M	30-2G
GEKLA 32A, 32B, 32K, 32M	30-2H
KLIMOVSK 14A, 14B, 14M	30-2J
KLIMOVSK 32A, 32M	30-2K
MARYINO 14B	30-2L
MARYINO 32K, RUGEL 32K	30-2M
SKURYGINO 14A, 14B, 14M	30-2N
SKURYGINO 32A, 32M	30-2P
ARRIVALS TO DMD	30-2S
ARRIVALS TO DM & DO	30-2T

RNAV APCH TRANS DESIGNATION	REFER TO CHART
AKSINYINO 1A	30-2U
AKSINYINO 2A	30-2V
AKSINYINO 1B	30-2W
AKSINYINO 2B	30-2X
OKREM 1B	30-2X1
OKREM 2B	30-2X2
OKREM 3B	30-2X3
OKREM 4B	30-2X4
SKURYGINO 1A	30-2X5
SKURYGINO 2A	30-2X6
SKURYGINO 3B	30-2X7
SKURYGINO 4B	30-2X8

COMMUNICATION FAILURE	REFER TO CHART
AKSINYINO 14D, DOMODEDOVO 14	30-2X9
AKSINYINO 32D, DOMODEDOVO 32	30-2X10

CHANGES: None.

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UUDD/DME DOMODEDOVO

JEPPESEN
26 JUN 15 (30-2A)

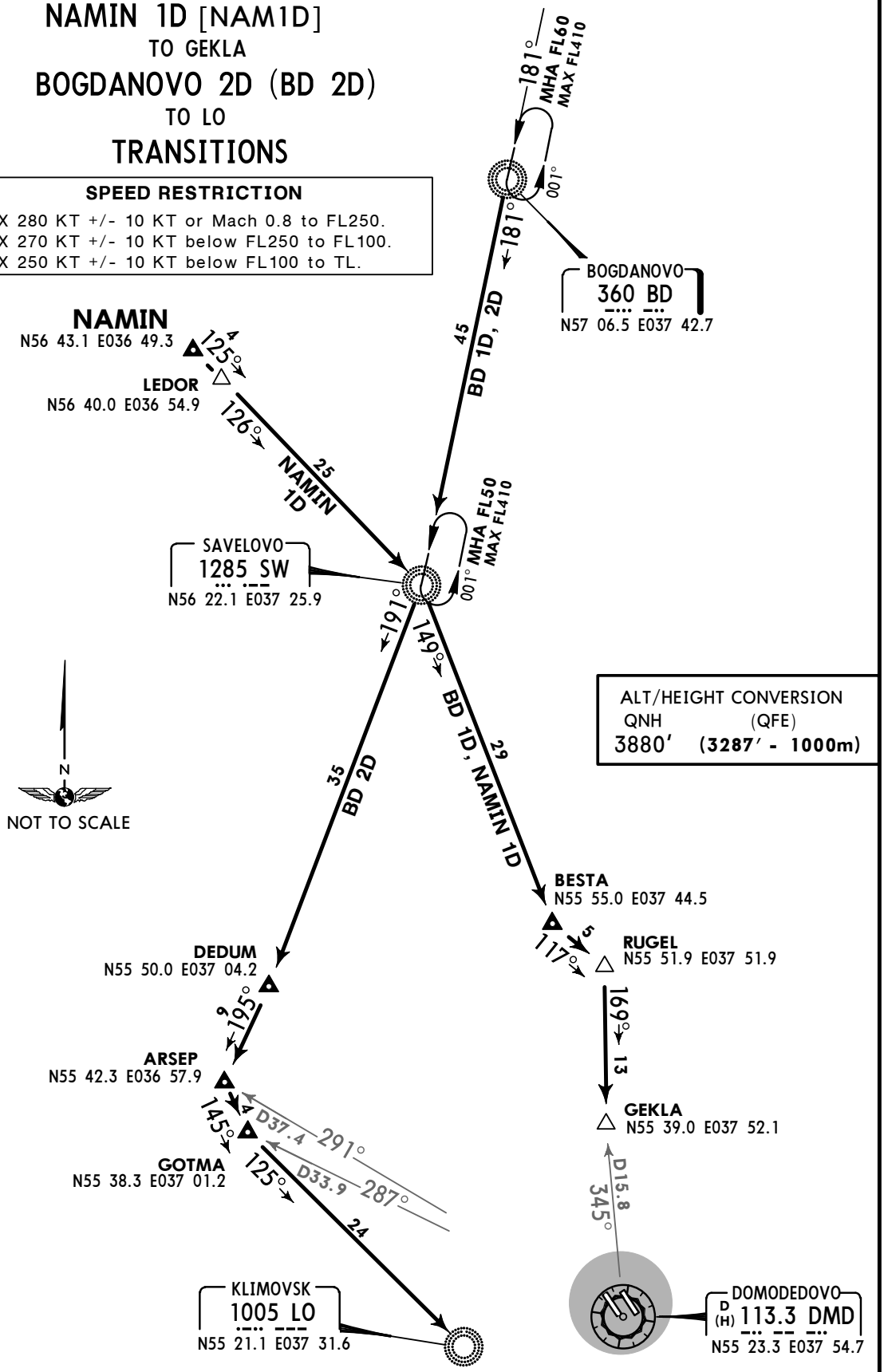
MOSCOW, RUSSIA

TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ **(3287′)**

BOGDANOVO 1D (BD 1D)
NAMIN 1D [NAM1D]
TO GEKLA
BOGDANOVO 2D (BD 2D)
TO LO
TRANSITIONS

SPEED RESTRICTION
MAX 280 KT +/- 10 KT or Mach 0.8 to FL250.
MAX 270 KT +/- 10 KT below FL250 to FL100.
MAX 250 KT +/- 10 KT below FL100 to TL.



TRANSITION	ROUTING
BD 1D	To SW, then to BESTA, then to RUGEL, then to GEKLA.
BD 2D By ATC	To SW, then to DEDUM, then to ARSEP, then to GOTMA, then to LO.
NAMIN 1D	To LEDOR, then to SW, then to BESTA, then to RUGEL, then to GEKLA.

CHANGES: Reissue.

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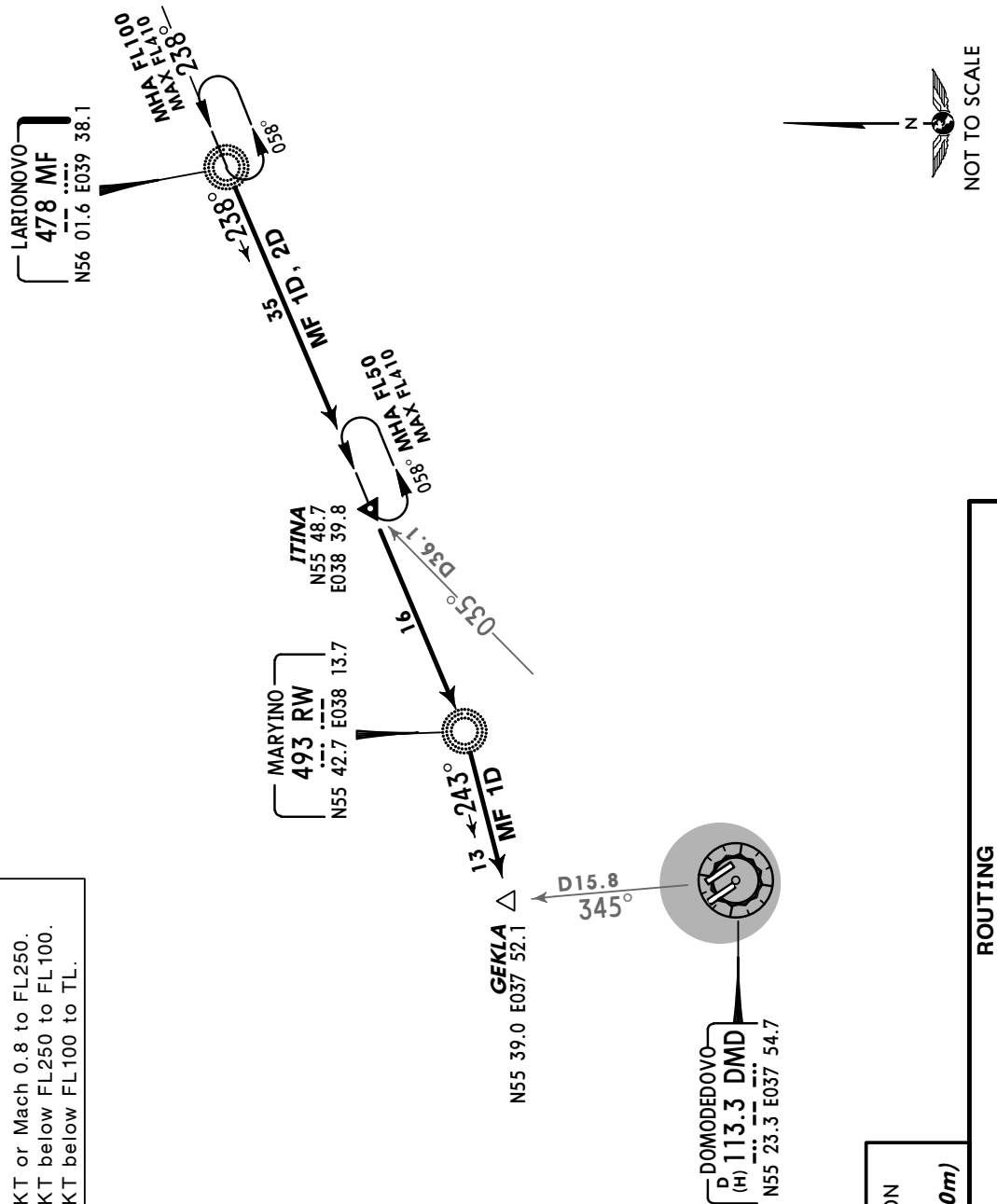
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UUDD/DME
DOMODEDOVO

MOSCOW, RUSSIA
TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3880′ *(3287′)*

LARIONOVO 1D (MF 1D), LARIONOVO 2D (MF 2D)
TO GEKLA TO RW
TRANSITIONS



SPEED RESTRICTION
MAX 280 KT +/- 10 KT or Mach 0.8 to FL250.
MAX 270 KT +/- 10 KT below FL250 to FL100.
MAX 250 KT +/- 10 KT below FL100 to TL.

ALT/HEIGHT CONVERSION (QFE)
QNH 3880′ *(3287′ - 1000m)*

TRANSITION	ROUTING
MF 1D	To ITINA, then to RW, then to GEKLA.
MF 2D	To ITINA, then to RW.

CHANGES: None.

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UUDD/DME DOMODEDOVO

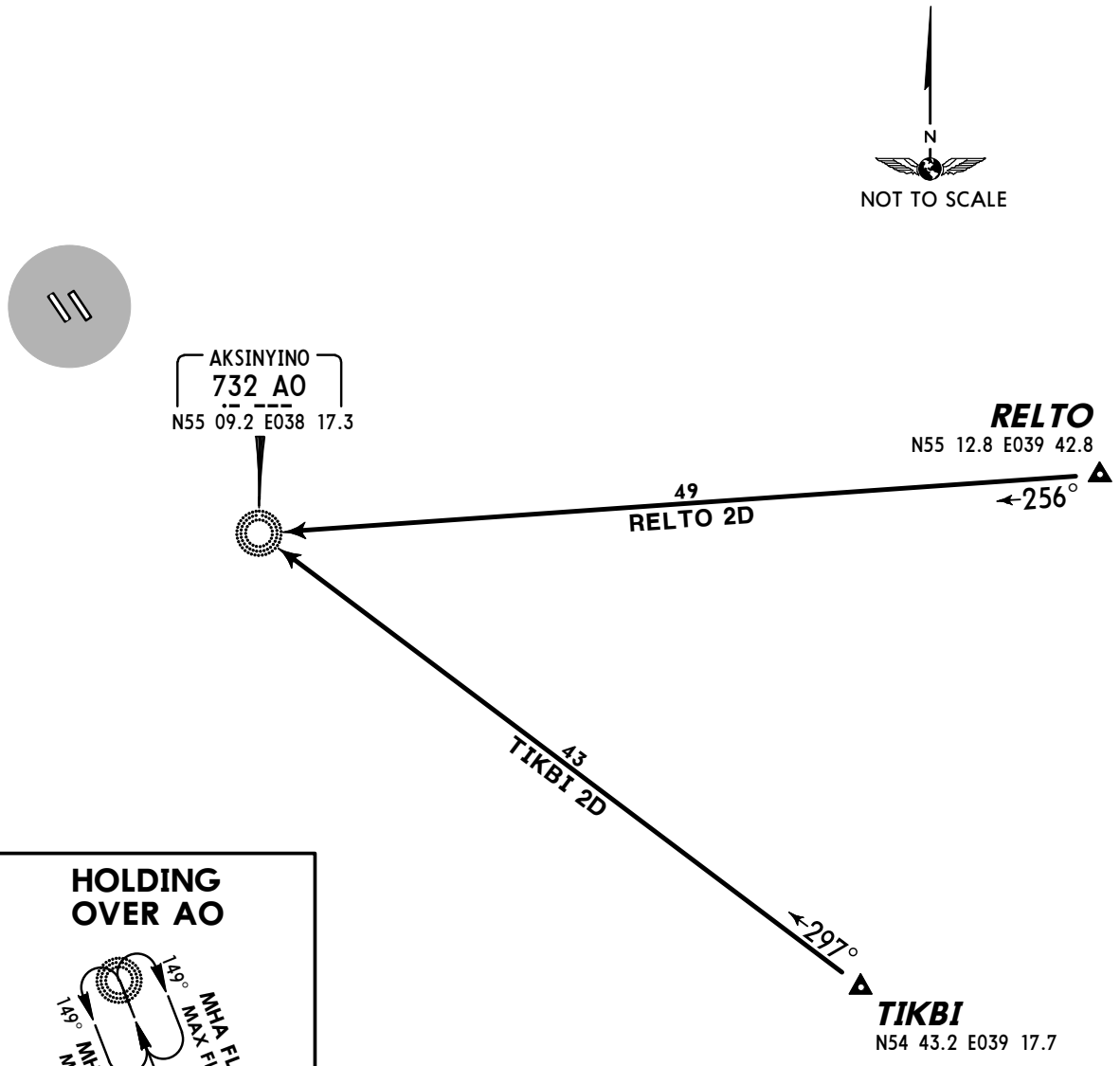
MOSCOW, RUSSIA

TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3880′ *(3287′)*

RELTO 2D *[REL2D]*
TIKBI 2D *[TIK2D]*
TRANSITIONS
TO AO
BY ATC

SPEED RESTRICTION
MAX 280 KT +/- 10 KT or Mach 0.8 to FL250.
MAX 270 KT +/- 10 KT below FL250 to FL100.
MAX 250 KT +/- 10 KT below FL100 to TL.



HOLDING OVER AO

ALT/HEIGHT CONVERSION
QNH (QFE)
3880′ *(3287′ - 1000m)*

TRANSITION	ROUTING
RELTO 2D	To AO.
TIKBI 2D	To AO.

CHANGES: Transitions established/transferred.

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UUDD/DME
DOMODEDOVO

MOSCOW, RUSSIA
TRANSITION

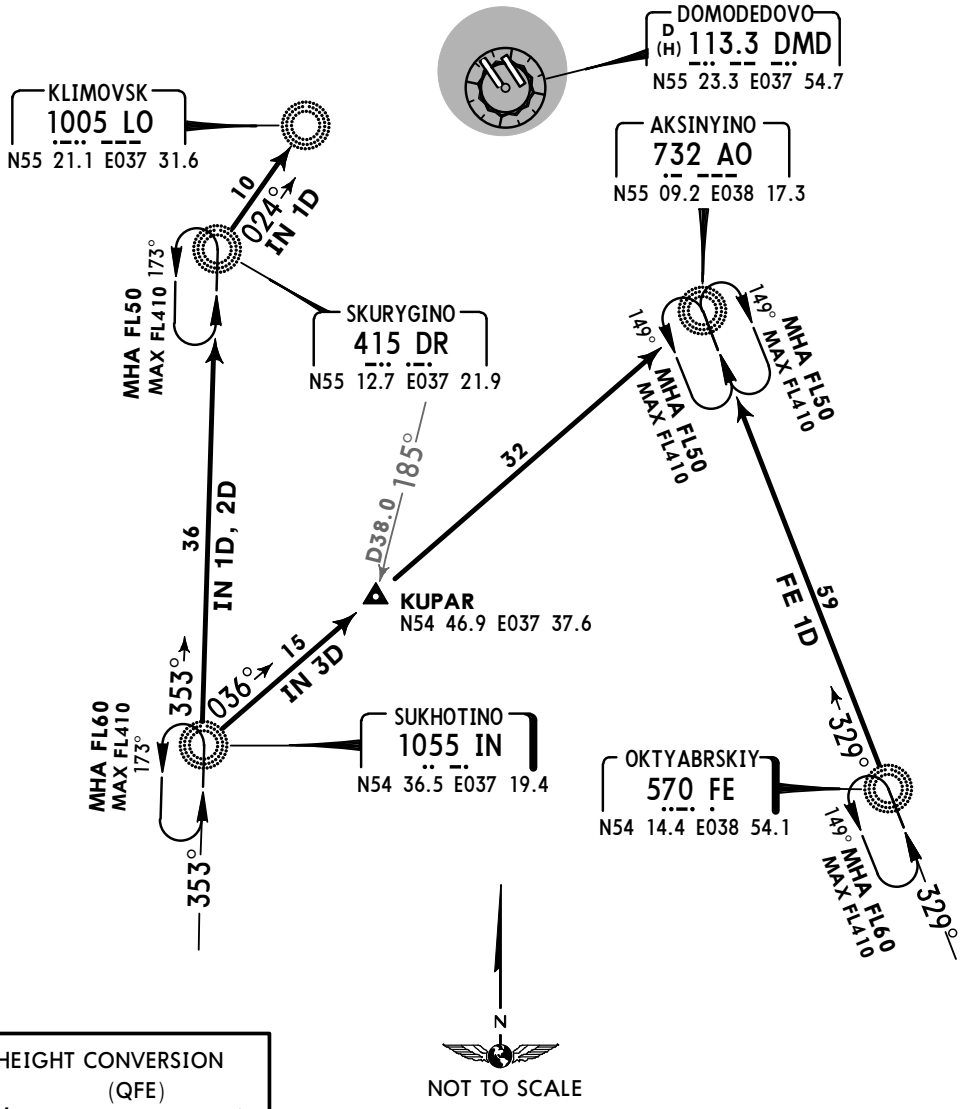
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ **(3287′)**

OKTYABRSKIY 1D (FE 1D), SUKHOTINO 3D (IN 3D)
TO AO

SUKHOTINO 1D (IN 1D), SUKHOTINO 2D (IN 2D)
TO LO TO DR

TRANSITIONS

SPEED RESTRICTION
MAX 280 KT +/- 10 KT or Mach 0.8 to FL250.
MAX 270 KT +/- 10 KT below FL250 to FL100.
MAX 250 KT +/- 10 KT below FL100 to TL.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880′	**(3287′ - 1000m)**

TRANSITION	ROUTING
FE 1D	To AO.
IN 1D	To DR, then to LO.
IN 2D	To DR.
IN 3D By ATC	To KUPAR, then to AO.

CHANGES: Reissue.

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UUDD/DME DOMODEDOVO

MOSCOW, RUSSIA

TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ **(3286′)**

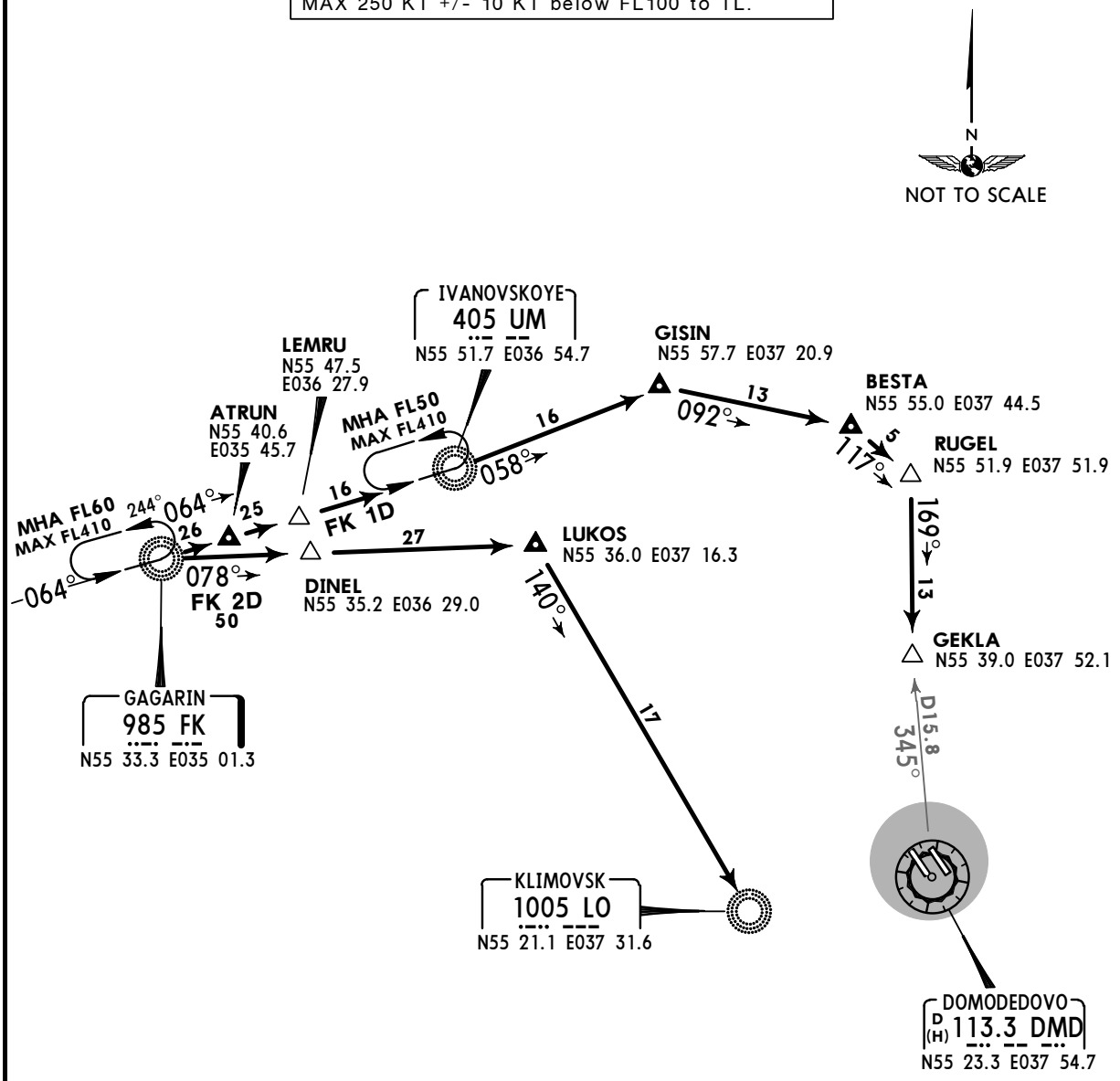
GAGARIN 1D (FK 1D), GAGARIN 2D (FK 2D)

TO GEKLA TO LO

TRANSITIONS

SPEED RESTRICTION

MAX 280 KT +/- 10 KT or Mach 0.8 to FL250.
MAX 270 KT +/- 10 KT below FL250 to FL100.
MAX 250 KT +/- 10 KT below FL100 to TL.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880′	**(3286′ - 1000m)**

TRANSITION	ROUTING
FK 1D	Via ATRUN and LEMRU to UM, then to GISIN, then to BESTA, then to RUGEL, then to GEKLA.
FK 2D By ATC	Via DINEL to LUKOS, then to LO.

CHANGES: Reissue.

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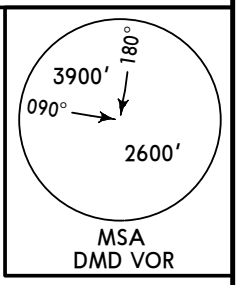
MOSCOW, RUSSIA

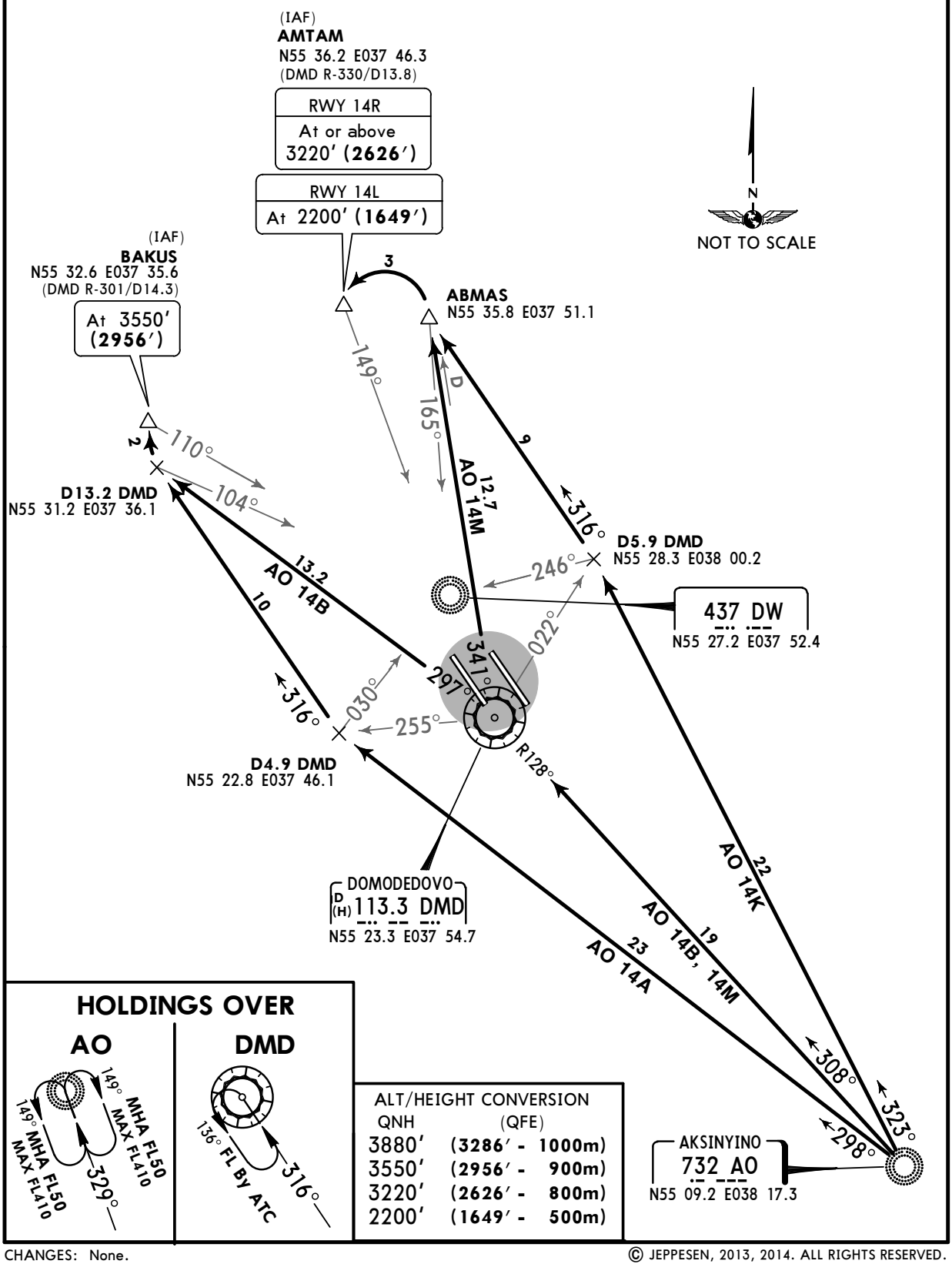
STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ **(3286′)** Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 14 ALPHA (AO 14A)
AKSINYINO 14 BRAVO (AO 14B)
AKSINYINO 14 KILO (AO 14K)
AKSINYINO 14 MIKE (AO 14M)
RWYS 14R/L ARRIVALS

SPEED: MAX 250 KT BELOW FL100





HOLDINGS OVER

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880′	(3286′ - 1000m)
3550′	(2956′ - 900m)
3220′	(2626′ - 800m)
2200′	(1649′ - 500m)

CHANGES: None.

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UUDD/DME DOMODEDOVO

JEPPESEN
16 MAY 14 (30-2F) Eff 29 May

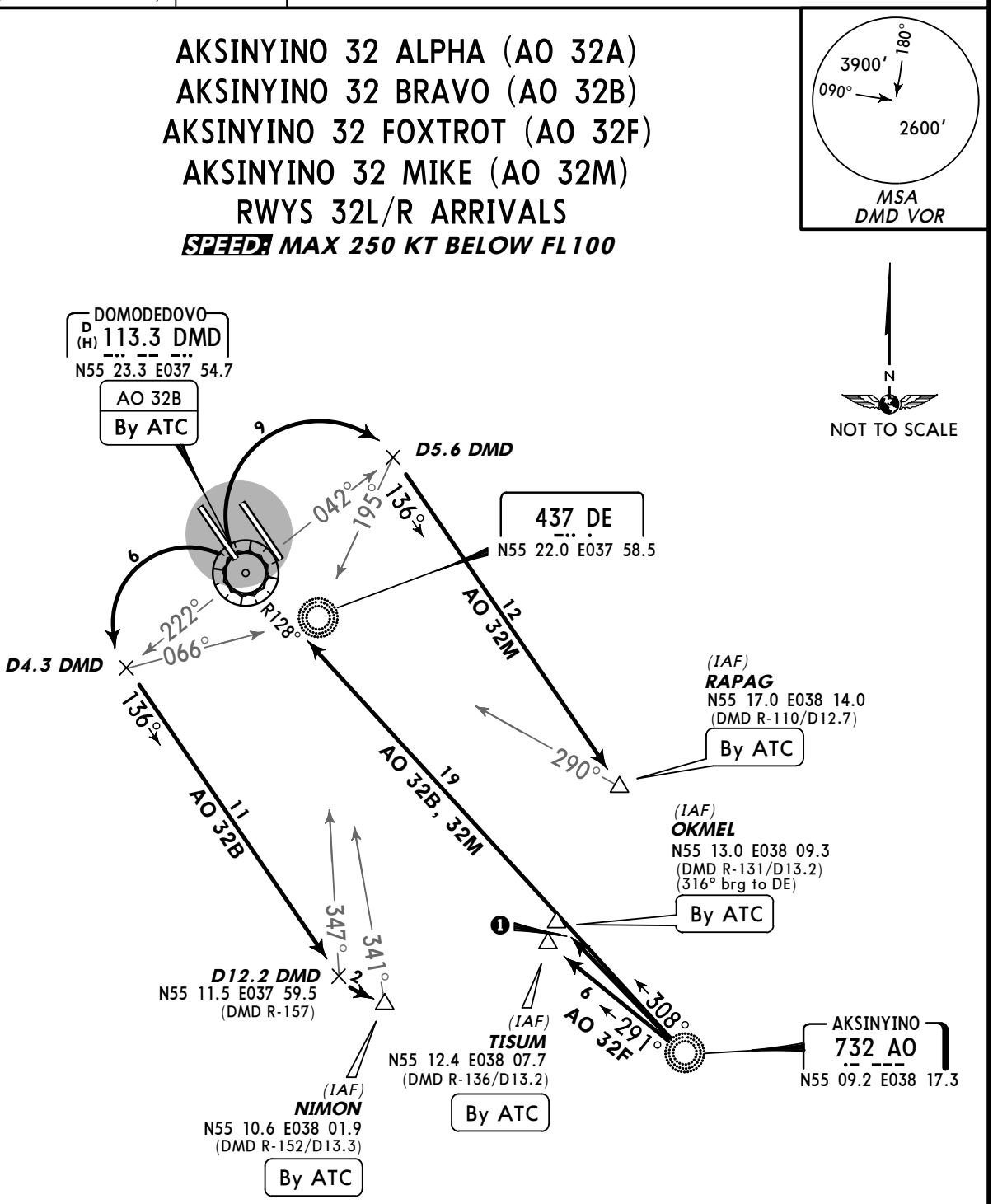
MOSCOW, RUSSIA

STAR

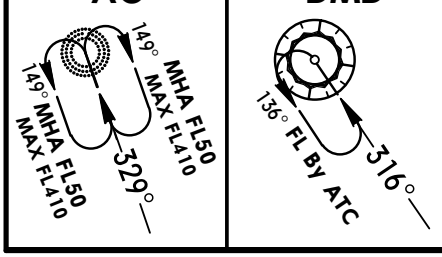
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 32 ALPHA (AO 32A)
AKSINYINO 32 BRAVO (AO 32B)
AKSINYINO 32 FOXTROT (AO 32F)
AKSINYINO 32 MIKE (AO 32M)
RWYS 32L/R ARRIVALS

SPEED: MAX 250 KT BELOW FL100



HOLDINGS OVER



1 6 ←300°
AO 32A

ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	***(3286′ - 1000m)***

CHANGES: GILSU replaced by RAPAG.

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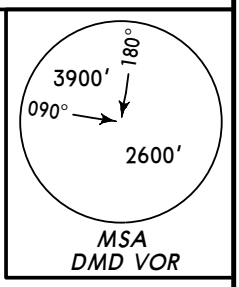
UUDD/DME
DOMODEDOVO

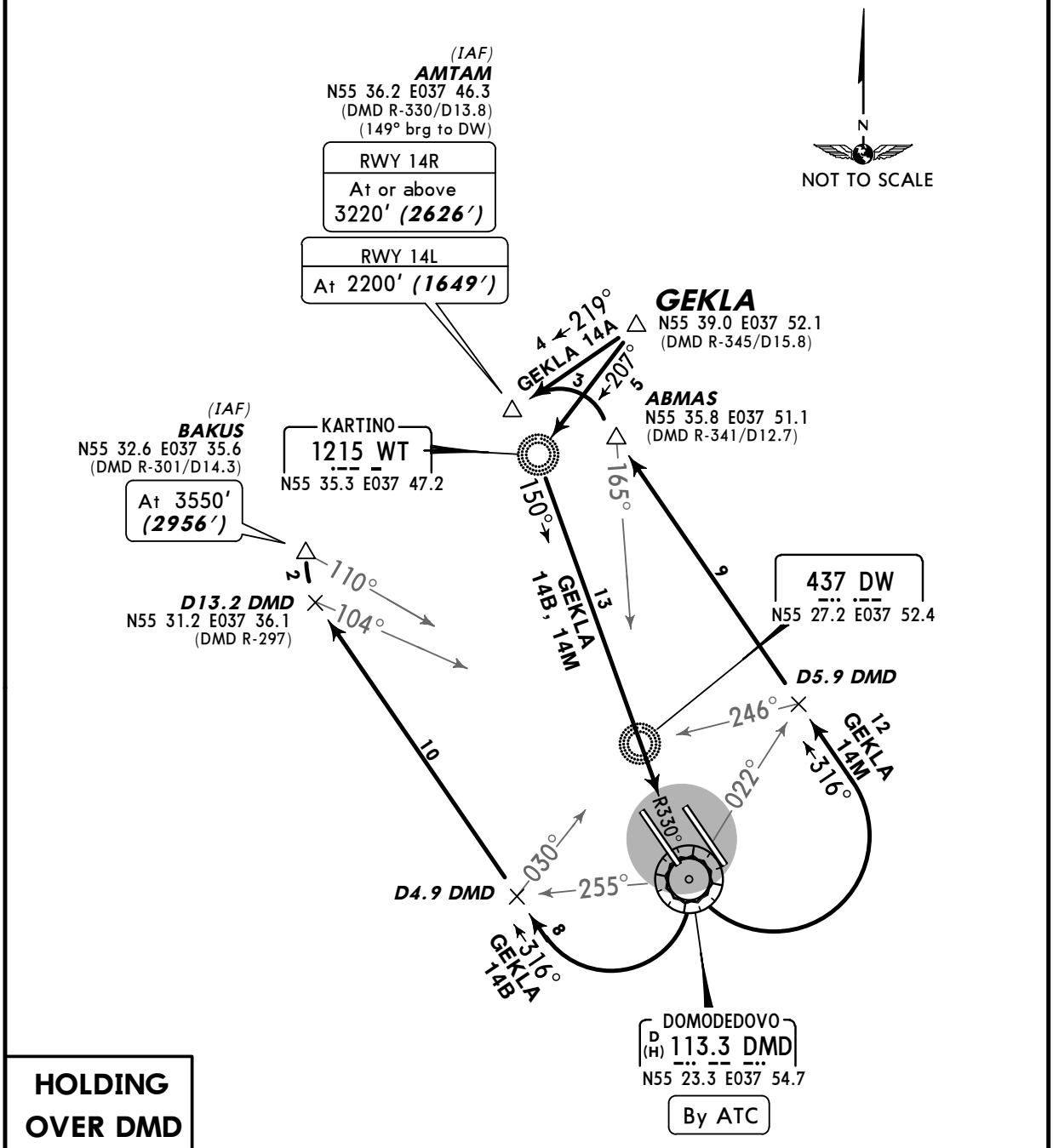
JEPPESEN
16 MAY 14 (30-2G) Eff 29 May

MOSCOW, RUSSIA
STAR

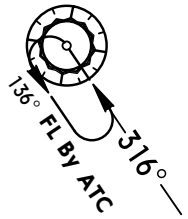
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

GEKLA 14 ALPHA (GEKLA 14A) *[GEK14A]*
GEKLA 14 BRAVO (GEKLA 14B) *[GEK14B]*
GEKLA 14 MIKE (GEKLA 14M) *[GEK14M]*
RWYS 14R/L ARRIVALS
SPEED: MAX 250 KT BELOW FL100





HOLDING OVER DMD



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3286′ - 1000m)***
3550′	***(2956′ - 900m)***
3220′	***(2626′ - 800m)***
2200′	***(1649′ - 500m)***

CHANGES: Initial approach.

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UUDD/DME
DOMODEDOVO

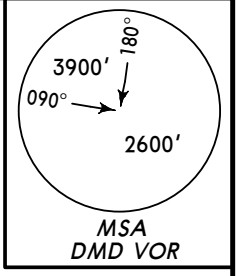
JEPPESEN
16 MAY 14 (30-2H) Eff 29 May

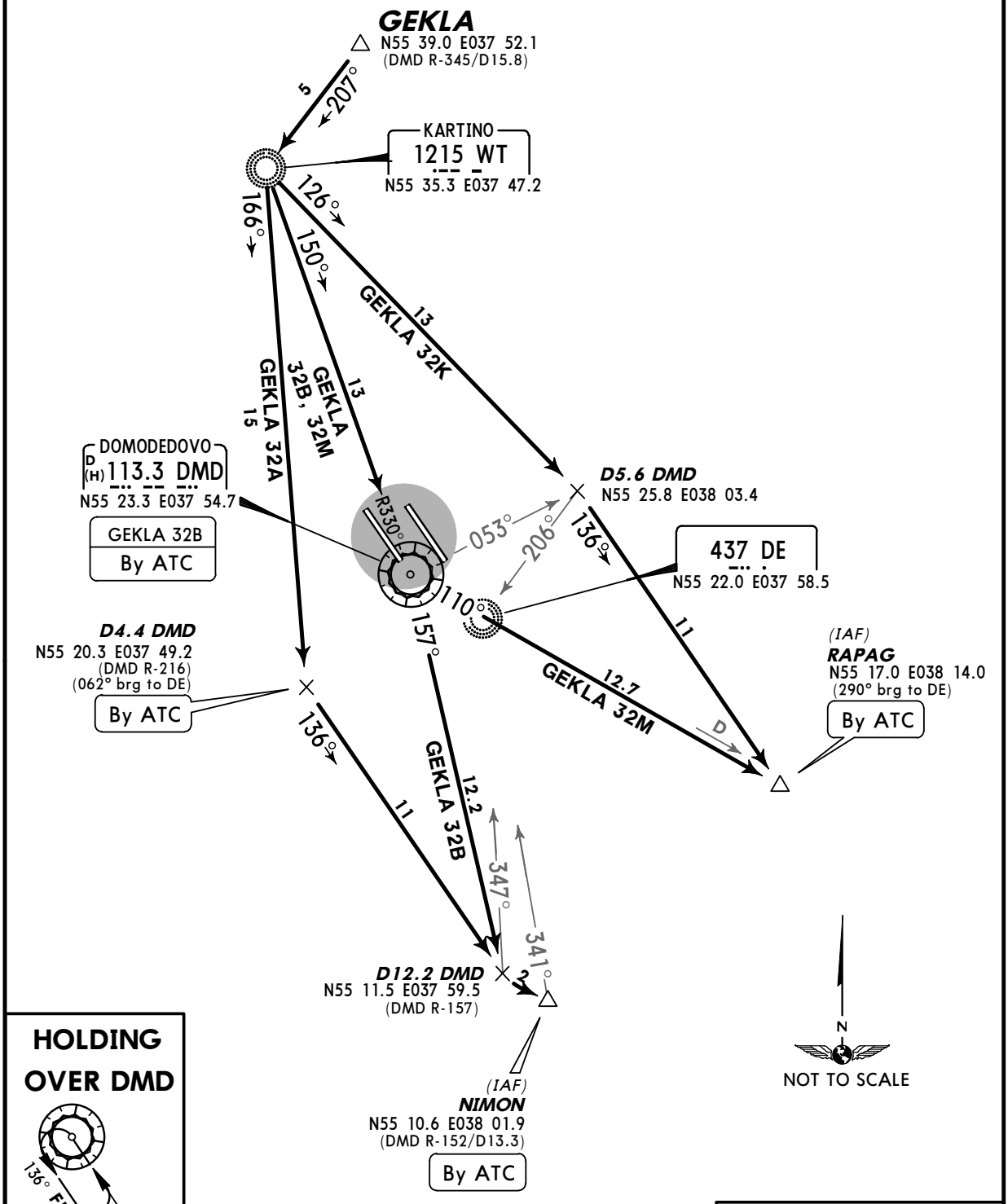
MOSCOW, RUSSIA
STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

GEKLA 32 ALPHA (GEKLA 32A) *[GEK32A]*
GEKLA 32 BRAVO (GEKLA 32B) *[GEK32B]*
GEKLA 32 KILO (GEKLA 32K) *[GEK32K]*
GEKLA 32 MIKE (GEKLA 32M) *[GEK32M]*
RWYS 32L/R ARRIVALS

SPEED: MAX 250 KT BELOW FL100





HOLDING OVER DMD

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3286′ - 1000m)***

CHANGES: GILSU replaced by RAPAG.

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UUDD/DME DOMODEDOVO

JEPPESEN
16 MAY 14 (30-2J) Eff 29 May

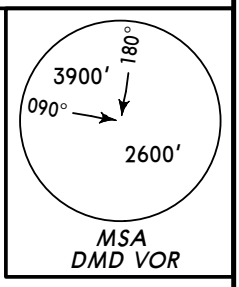
MOSCOW, RUSSIA

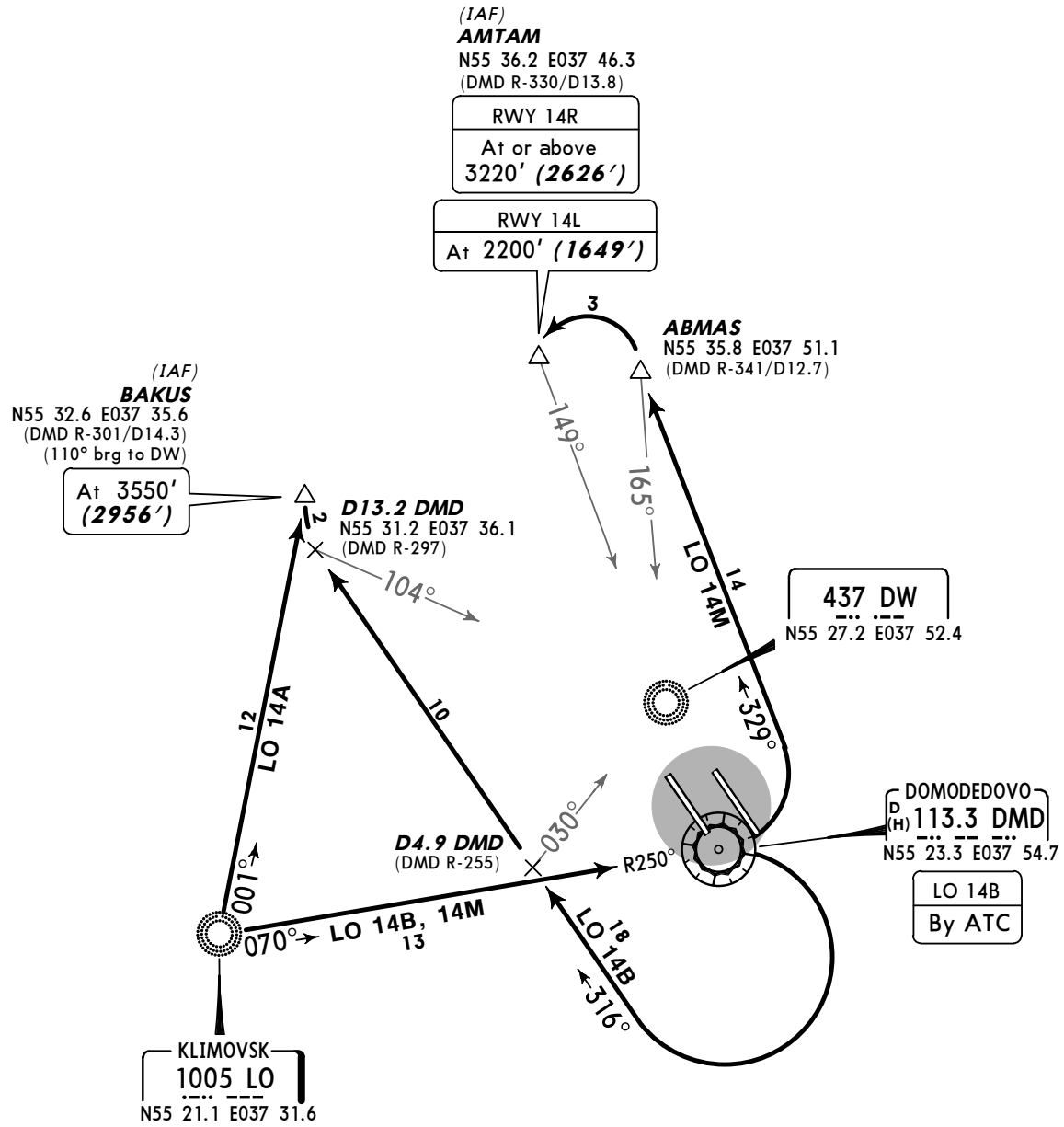
STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

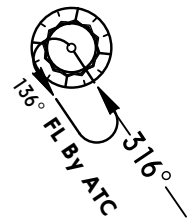
KLIMOVSK 14 ALPHA (LO 14A)
KLIMOVSK 14 BRAVO (LO 14B)
KLIMOVSK 14 MIKE (LO 14M)
RWYS 14R/L ARRIVALS

SPEED: MAX 250 KT BELOW FL100





HOLDING OVER DMD



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	***(3286′ - 1000m)***
3550′	***(2956′ - 900m)***
3220′	***(2626′ - 800m)***
2200′	***(1649′ - 500m)***



NOT TO SCALE

CHANGES: Final approach.

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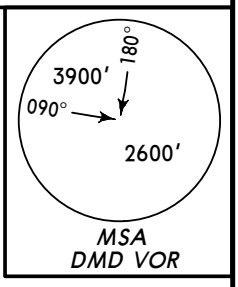
UUDD/DME
DOMODEDOVO

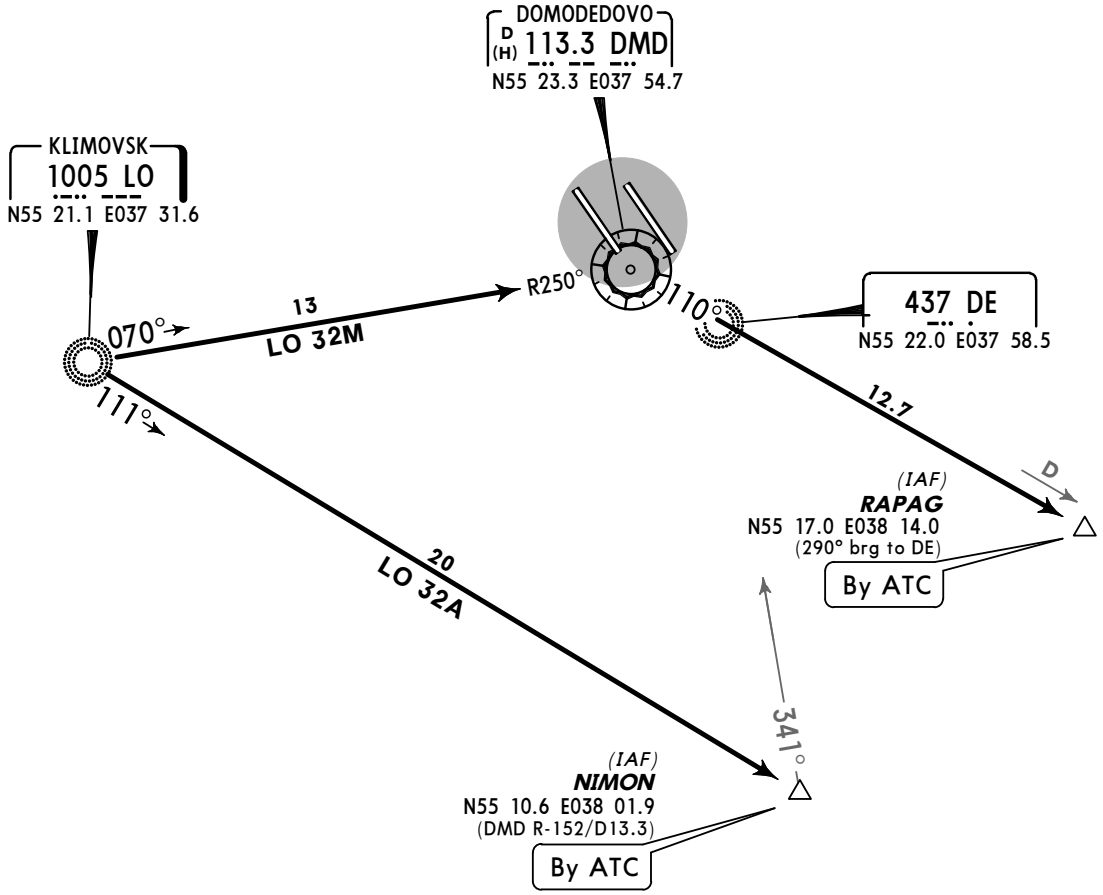
JEPPESEN
16 MAY 14 (30-2K) Eff 29 May

MOSCOW, RUSSIA
STAR

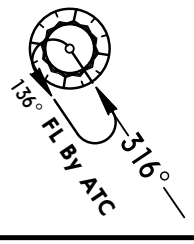
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

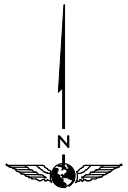
KLIMOVSK 32 ALPHA (LO 32A)
KLIMOVSK 32 MIKE (LO 32M)
RWYS 32L/R ARRIVALS
SPEED: MAX 250 KT BELOW FL100





HOLDING OVER DMD





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3286′ - 1000m)***

CHANGES: GILSU replaced by RAPAG.

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UUDD/DME DOMODEDOVO

JEPPESEN
16 MAY 14 (30-2L) Eff 29 May

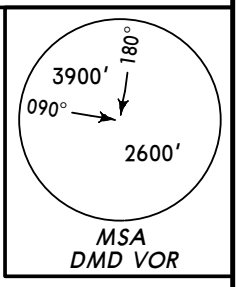
MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

MARYINO 14 BRAVO (RW 14B)
RWYS 14R/L ARRIVAL
BY ATC

SPEED: MAX 250 KT BELOW FL100



MARYINO
493 RW
N55 42.7 E038 13.7

199°

22

(IAF)
BAKUS
N55 32.6 E037 35.6
(DMD R-301/D14.3)

At 3550′
(2956′)

2

110°

104°

D13.2 DMD
N55 31.2 E037 36.1
(DMD R-297)

437 DW
N55 27.2 E037 52.4

10

316°

030°

255°

R019°

D4.9 DMD

6

136°

316°
FL BY ATC

DOMODEDOVO
D (H) 113.3 DMD
N55 23.3 E037 54.7

By ATC

N

NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3286′ - 1000m)***
3550′	***(2956′ - 900m)***

CHANGES: None.

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UUDD/DME DOMODEDOVO

JEPPESEN
16 MAY 14 (30-2M) Eff 29 May

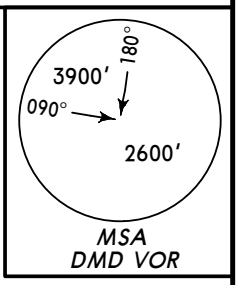
MOSCOW, RUSSIA

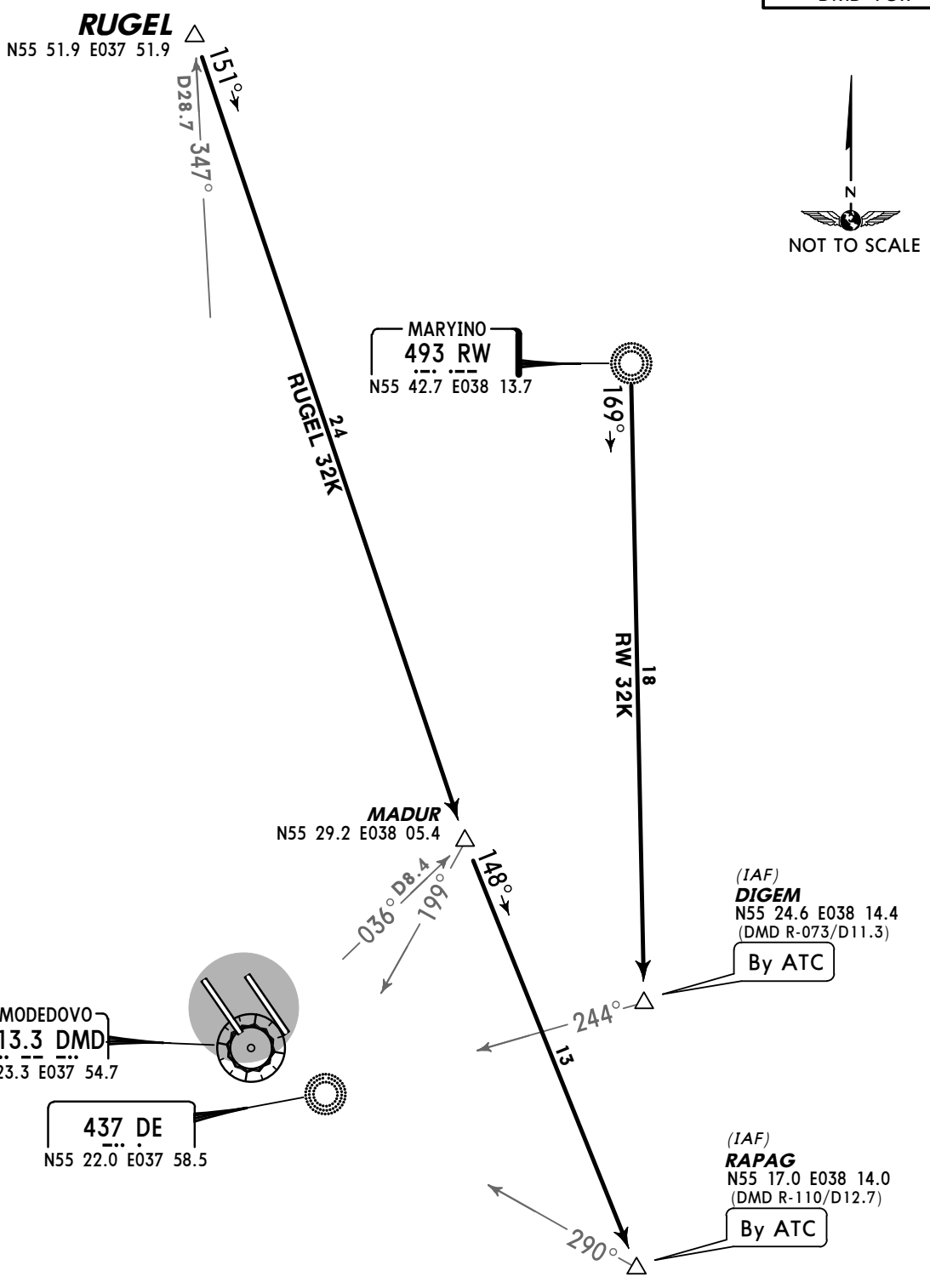
STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

MARYINO 32 KILO (RW 32K)
RUGEL 32 KILO (RUGEL 32K) *[RUG32K]*
RWYS 32L/R ARRIVALS
BY ATC

SPEED: MAX 250 KT BELOW FL100





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3286′ - 1000m)***

CHANGES: GILSU replaced by RAPAG.

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UUDD/DME DOMODEDOVO

JEPPESEN
16 MAY 14 (30-2N) Eff 29 May

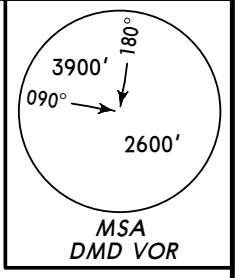
MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

SKURYGINO 14 ALPHA (DR 14A)
SKURYGINO 14 BRAVO (DR 14B)
SKURYGINO 14 MIKE (DR 14M)
RWYS 14R/L ARRIVALS

SPEED: MAX 250 KT BELOW FL100



NOT TO SCALE

(IAF)
AMTAM
N55 36.2 E037 46.3
(DMD R-330/D13.8)

RWY 14R
At or above 3220′ ***(2626′)***

RWY 14L
At 2200′ ***(1649′)***

ABMAS
N55 35.8 E037 51.1
(DMD R-341/D12.7)

(IAF)
BAKUS
N55 32.6 E037 35.6
(DMD R-301/D14.3)
(110° brg to DW)

At 3550′ ***(2956′)***

D13.2 DMD
N55 31.2 E037 36.1
(DMD R-297)

D5.1 DMD
(DMD R-258)

D6.7 DMD
N55 20.0 E037 44.5
(022° brg to DW)

DR 14A
By ATC

437 DW
N55 27.2 E037 52.4

DOMODEDOVO
P (H) 113.3 DMD
N55 23.3 E037 54.7

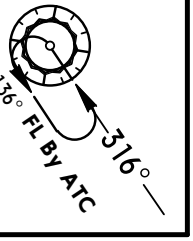
DR 14B
By ATC

SKURYGINO
415 DR
N55 12.7 E037 21.9

353° MHA FL50 MAX FL410

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3286′ - 1000m)***
3550′	***(2956′ - 900m)***
3220′	***(2626′ - 800m)***
2200′	***(1649′ - 500m)***

HOLDING OVER DMD



CHANGES: Final approach.

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UUDD/DME DOMODEDOVO

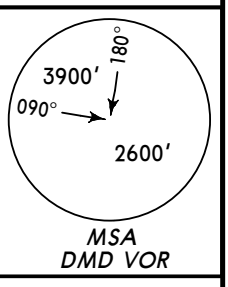
MOSCOW, RUSSIA

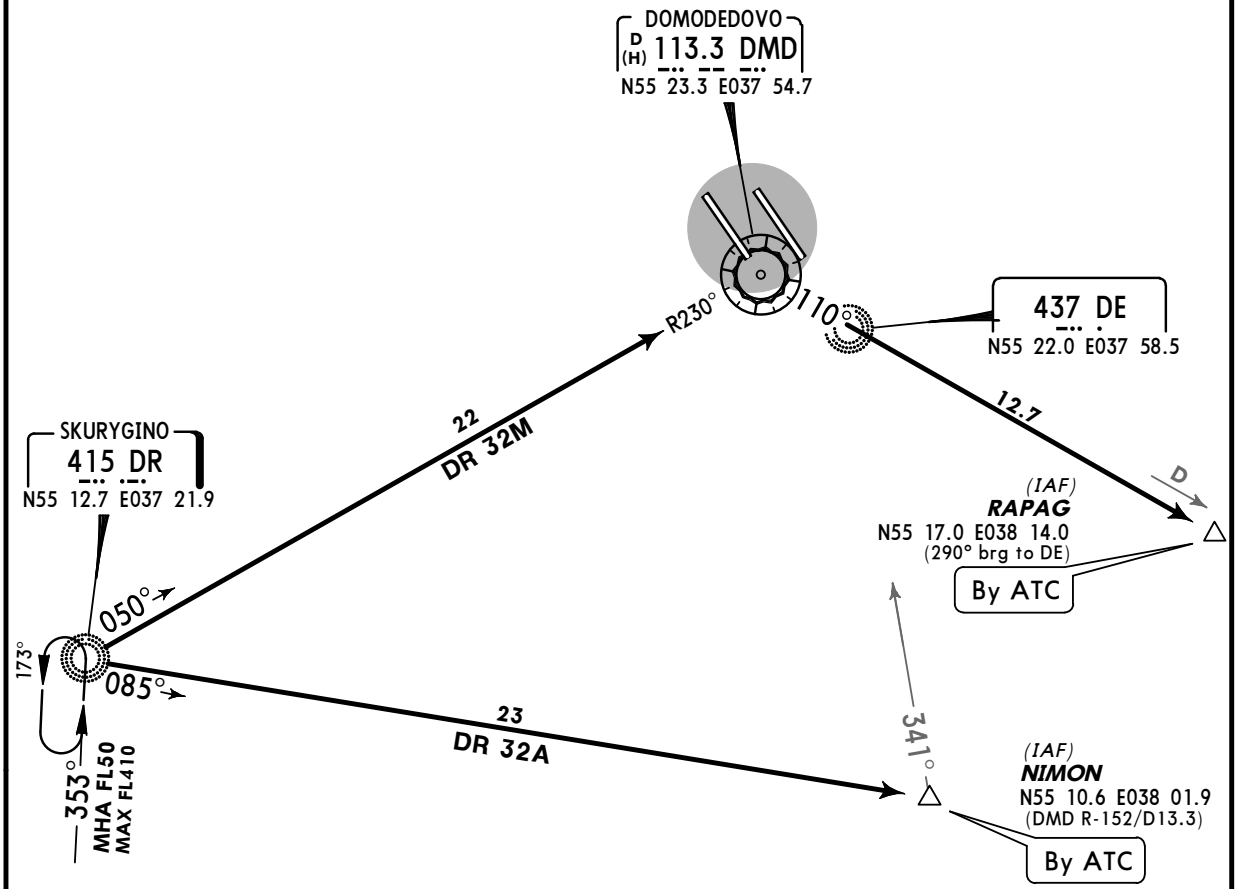
STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

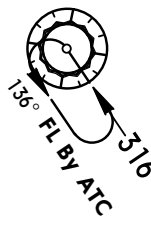
SKURYGINO 32 ALPHA (DR 32A)
SKURYGINO 32 MIKE (DR 32M)
RWYS 32L/R ARRIVALS

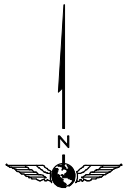
SPEED: MAX 250 KT BELOW FL100





HOLDING OVER DMD





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3286′ - 1000m)***

CHANGES: GILSU replaced by RAPAG.

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UUDD/DME DOMODEDOVO

JEPPESEN
29 MAR 13 (30-2S) Eff 4 Apr

MOSCOW, RUSSIA

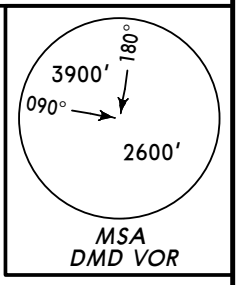
STAR

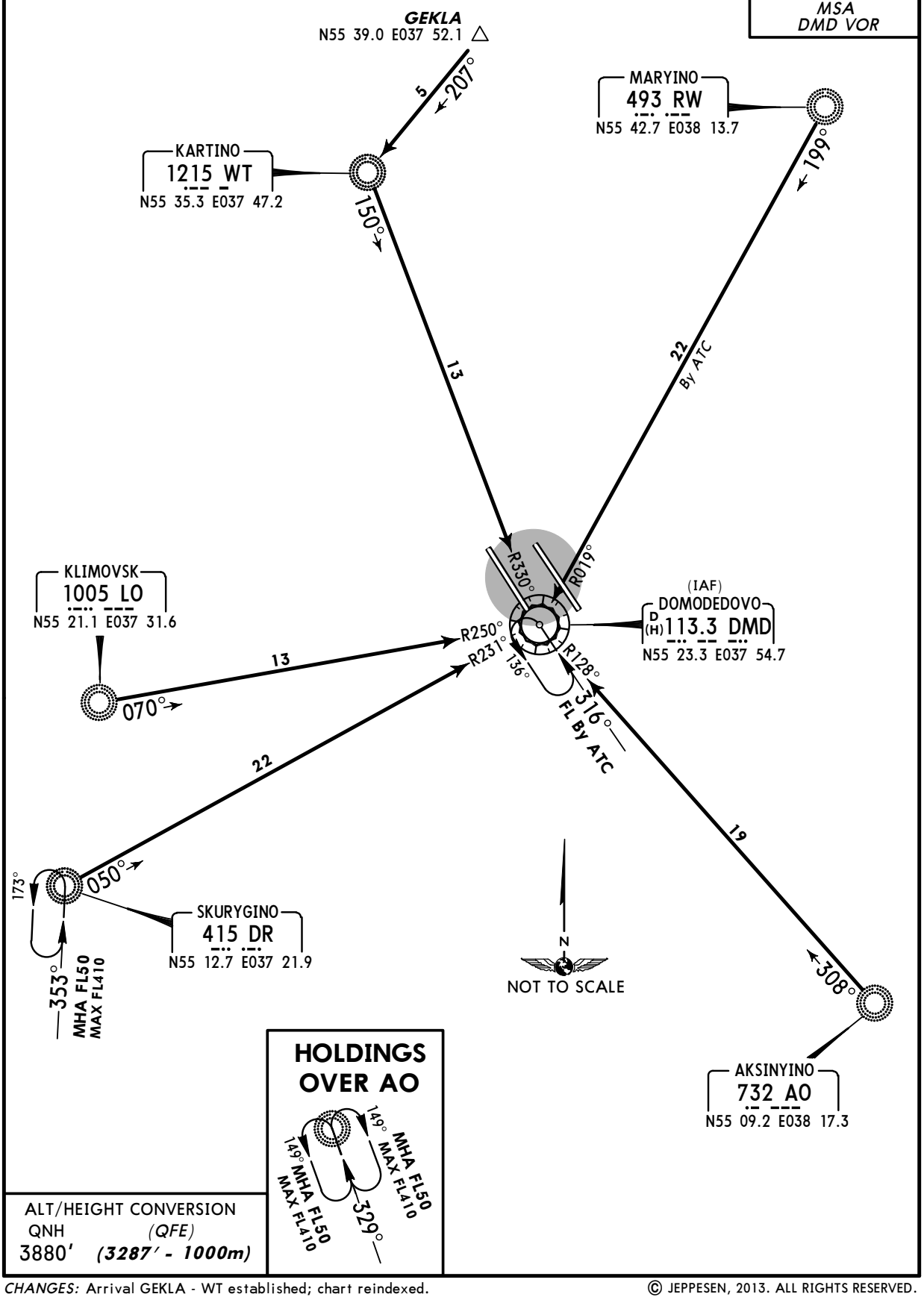
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

RWYS 14R, 32L ARRIVALS

TO DMD

SPEED: MAX 250 KT BELOW FL100





HOLDINGS OVER AO

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3880′	***(3287′ - 1000m)***

CHANGES: Arrival GEKLA - WT established; chart reindexed.

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UUDD/DME
DOMODEDOVO

JEPPESEN
29 MAR 13 (30-2T) Eff 4 Apr

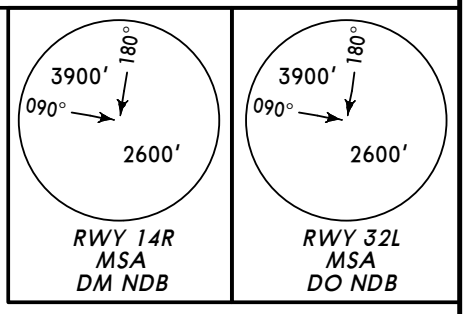
MOSCOW, RUSSIA
STAR

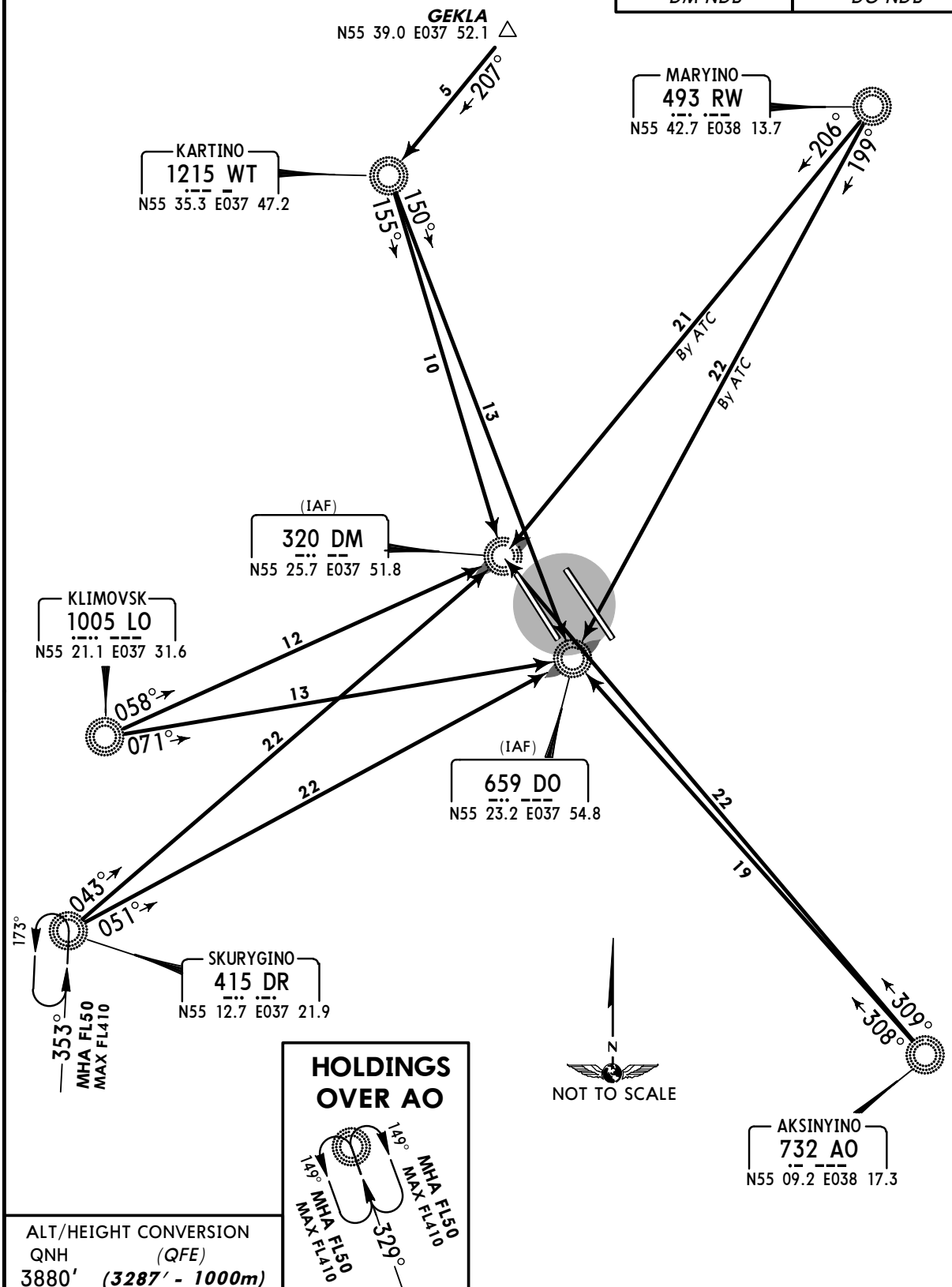
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

RWY 14R ARRIVALS
TO DM

RWY 32L ARRIVALS
TO DO

SPEED: MAX 250 KT BELOW FL100





ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3880′	***(3287′ - 1000m)***

CHANGES: Arrival GEKLA - WT established; chart reindexed.

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UUDD/DME DOMODEDOVO

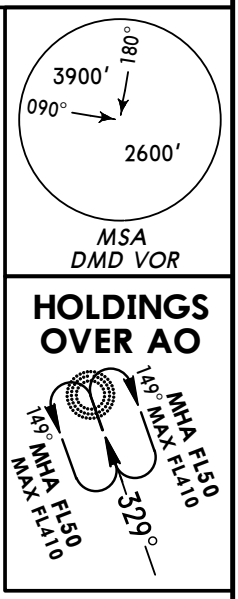
MOSCOW, RUSSIA

RNAV APPROACH TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 1A (AO 1A)
RWY 14R
RNAV APPROACH TRANSITION
RNAV (GNSS)

SPEED: MAX 250 KT BELOW FL100



(IF)
DD144
N55 34.2 E037 41.6
At 3550′ ***(2957′)***
185 KT

(IAF)
DD146
N55 31.2 E037 33.7
At 3550′ ***(2957′)***
220 KT

D10.5 DMD
N55 31.9
E037 44.3
At 3220′ ***(2627′)***

DD148
N55 24.5 E037 41.8
At **FL60**

DD152
N55 20.1 E037 47.1
At **FL70**
220 KT

DD154
N55 15.6 E037 52.5
At **FL80**

ILS DME
110.1 IDM

DOMODEDOVO
(D)(H) 113.3 DMD
N55 23.3 E037 54.7

AKSINYINO
732 AO
N55 09.2 E038 17.3
At **FL100**

046° 5
136° 3
R316°
8
5
5
316°
16
285°

N
NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3287′ - 1000m)***
3550′	***(2957′ - 900m)***
3220′	***(2627′ - 800m)***

ROUTING

AO (FL100)- DD154 (FL80) - DD152 (FL70; K220) - DD148 (FL60) - DD146 (3550′; K220) - DD144 (3550′; K185), then continue to carry out ILS approach.

CHANGES: RNAV APP transition completely revised.

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UUDD/DME DOMODEDOVO

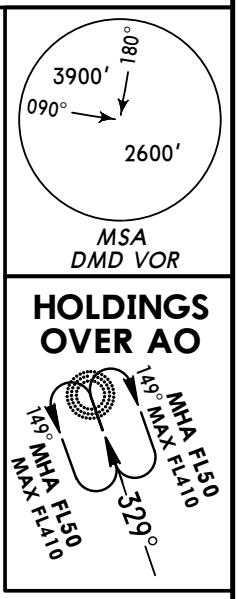
MOSCOW, RUSSIA

RNAV APPROACH TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3329′)*** Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 2A (AO 2A)
RWY 14L
RNAV APPROACH TRANSITION
RNAV (GNSS)

SPEED: MAX 250 KT BELOW FL100



(IF)
DD143
N55 34.8 E037 43.1
At 2520′
(1969′)
185 KT

(IAF)
DD146
N55 31.2 E037 33.7
At 2520′
(1969′)
220 KT

6
136°
6
046°

D6.9 DMD
N55 29.5 E037 49.6
At 2200′
(1649′)

325°
ILS
108.5 IDW

8

DD148
N55 24.5 E037 41.8
At 3510′
(2959′)

5

DD152
N55 20.1 E037 47.1
At **FL60**
220 KT

DOMODEDOVO
(D)(H) 113.3 DMD
N55 23.3 E037 54.7

5
316°

DD154
N55 15.6 E037 52.5
At **FL70**

AKSINYINO
732 AO
N55 09.2 E038 17.3
At **FL90**

16
285°

N
NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3329′ - 1000m)***
3510′	***(2959′ - 900m)***
2520′	***(1969′ - 600m)***
2200′	***(1649′ - 500m)***

ROUTING

AO (FL90)- DD154 (FL70) - DD152 (FL60; K220) - DD148 (3510′) - DD146 (2520′; K220) - DD143 (2520′; K185), then continue to carry out ILS approach.

CHANGES: RNAV APP transition completely revised.

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UUDD/DME DOMODEDOVO

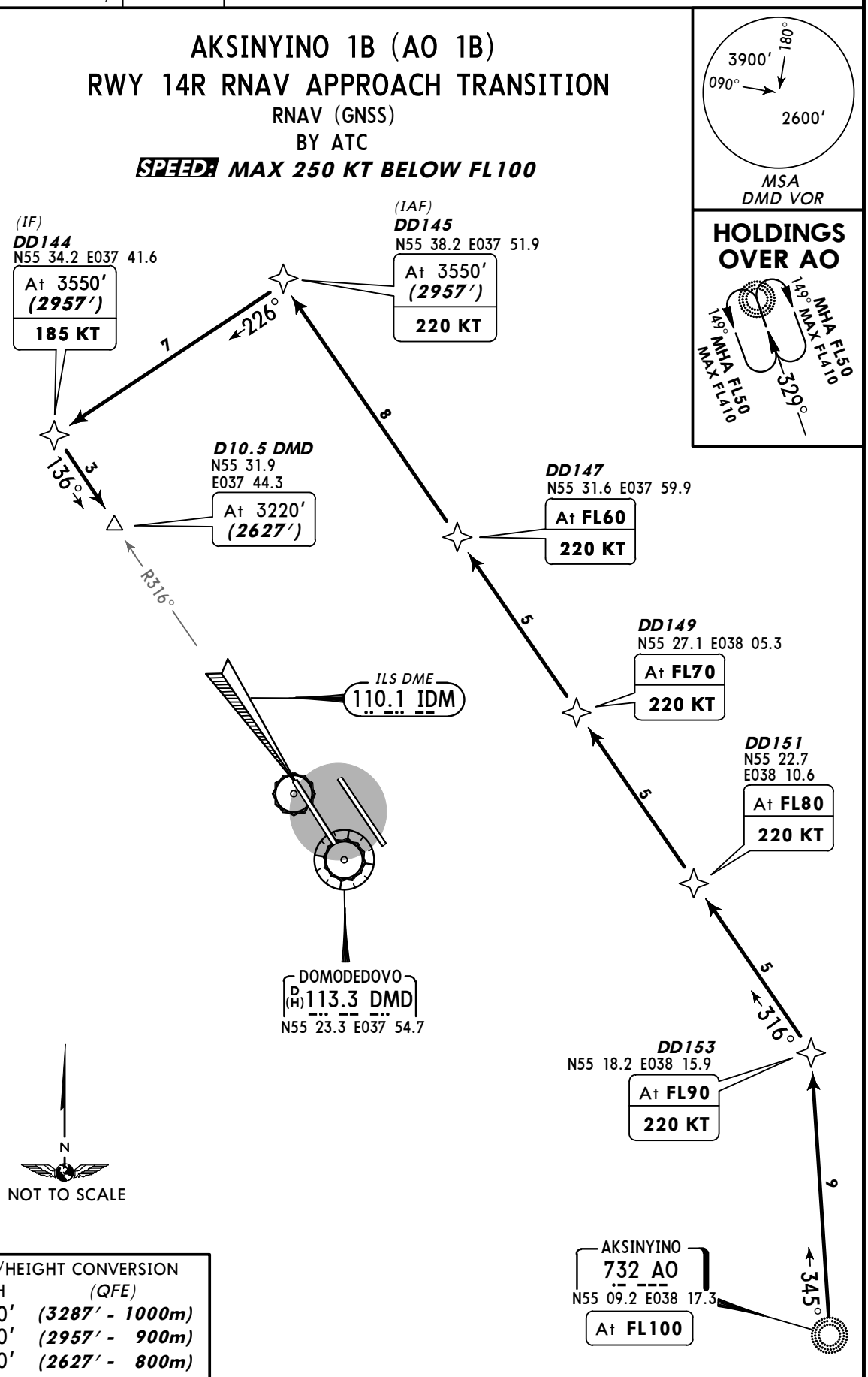
JEPPESEN 29 MAR 13 (30-2W) Eff 4 Apr

MOSCOW, RUSSIA

RNAV APPROACH TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 1B (AO 1B)
RWY 14R RNAV APPROACH TRANSITION
RNAV (GNSS)
BY ATC
SPEED: MAX 250 KT BELOW FL100



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3287′ - 1000m)***
3550′	***(2957′ - 900m)***
3220′	***(2627′ - 800m)***

ROUTING

AO (FL100)- DD153 (FL90; K220) - DD151 (FL80; K220) - DD149 (FL70; K220) - DD147 (FL60; K220) - DD145 (3550′; K220) - DD144 (3550′; K185), then continue to carry out ILS approach.

CHANGES: RNAV APP transition completely revised.

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UUDD/DME DOMODEDOVO

JEPPESEN 29 MAR 13 (30-2X) Eff 4 Apr

MOSCOW, RUSSIA

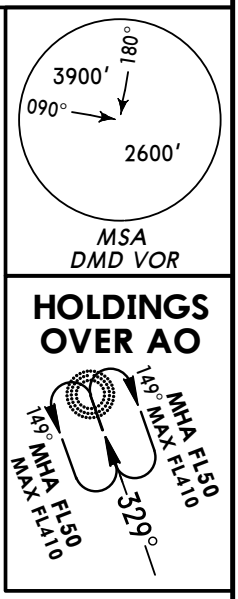
RNAV APPROACH TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3329′)*** Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 2B (AO 2B)
RWY 14L
RNAV APPROACH TRANSITION

RNAV (GNSS)
BY ATC

SPEED: MAX 250 KT BELOW FL100



(IF)
DD143
N55 34.8 E037 43.1
At 2520′ ***(1969′)***
185 KT

(IAF)
DD145
N55 38.2 E037 51.9
At 2520′ ***(1969′)***
220 KT

DD147
N55 31.6 E037 59.9
At 3510′ ***(2959′)***
220 KT

DD149
N55 27.1 E038 05.3
At **FL60**
220 KT

DD151
N55 22.7
E038 10.6
At **FL70**
220 KT

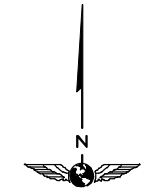
DD153
N55 18.2 E038 15.9
At **FL80**
220 KT

D6.9 DMD
N55 29.5 E037 49.6
At 2200′ ***(1649′)***

AKSINYINO
732 AO
N55 09.2 E038 17.3
At **FL90**

ILS
108.5 IDW

DOMODEDOVO
D (H) 113.3 DMD
N55 23.3 E037 54.7



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3329′ - 1000m)***
3510′	***(2959′ - 900m)***
2520′	***(1969′ - 600m)***
2200′	***(1649′ - 500m)***

ROUTING

AO (FL90)- DD153 (FL80; K220) - DD151 (FL70; K220) - DD149 (FL60; K220) - DD147 (3510′; K220) - DD145 (2520′; K220) - DD143 (2520′; K185), then continue to carry out ILS approach.

CHANGES: RNAV APP transition completely revised.

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UUDD/DME DOMODEDOVO

MOSCOW, RUSSIA

RNAV APPROACH TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

OKREM 1B *[OKRE1B]*

RWY 14R RNAV APPROACH TRANSITION

RNAV (GNSS)

BY ATC

SPEED: MAX 250 KT BELOW FL100

ROUTING

OKREM (FL100)- DD153 (FL90; K220) - DD151 (FL80; K220) - DD149 (FL70; K220) - DD147 (FL60; K220) - DD145 (3550′; K220) - DD144 (3550′; K185), then continue to carry out ILS approach.

OKREM N55 18.0 E038 41.9
At **FL100**

MHA FL100
MAX FL410

271°

261°

R091° D27.5

15

DD151 N55 22.7 E038 10.6
At **FL80** | **220 KT**

5

316°

DD153 N55 18.2 E038 15.9
At **FL90** | **220 KT**

DD149 N55 27.1 E038 05.3
At **FL70** | **220 KT**

5

DD147 N55 31.6 E037 59.9
At **FL60** | **220 KT**

5

(IAF) **DD145** N55 38.2 E037 51.9
At 3550′ *(2957′)* | **220 KT**

8

DOMODEDOVO
(H) 113.3 DMD
N55 23.3 E037 54.7

ILS DME
110.1 IDM

D10.5 DMD N55 31.9 E037 44.3
At 3220′ *(2627′)*

R316°

276°

1

3

136°

(IF) **DD144** N55 34.2 E037 41.6
At 3550′ *(2957′)* | **185 KT**

NOT TO SCALE

ALT/HEIGHT CONVERSION (QFE)

QNH	
3880′	*(3287′ - 1000m)*
3550′	*(2957′ - 900m)*
3220′	*(2627′ - 800m)*

MSA DMD VOR

180° 2600′
090° 3900′

CHANGES: RNAV APP transition completely revised.

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UUDD/DME DOMODEDOVO

JEPPESEN
29 MAR 13 (30-2X10) Eff 4 Apr

MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: Via ATIS Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

COMMUNICATION FAILURE AFTER TAKE-OFF

AKSINYINO 32D (AO 32D)
DOMODEDOVO 32 (DMD 32)
RWYS 32L/R ARRIVALS

SPEED: MAX 250 KT BELOW FL100

MSA DMD VOR
180° 2600′
3900′
090°

HOLDING OVER DMD
316°
136° MHA 3550 (2957)

ALT/HEIGHT CONVERSION (QFE)
QNH 3880′ (3287′ - 1000m)
3550′ (2957′ - 900m)

NOT TO SCALE

RAMEK
N55 26.2 E038 19.4
(DMD R-068/D14.5)
At 3550′ (2957′)

20 TO DMD By ATC
266°

AKSINYINO
732 AO
N55 09.2 E038 17.3
At FL70

329°
FL70
149°

DOMODEDOVO
D (H) 113.3 DMD
N55 23.3 E037 54.7

437 DE
N55 22.0 E037 58.5

(IAF)
NIMON
N55 10.6 E038 01.9
(DMD R-152/D13.3)
(341° brg to DE)

20 AO 32D

11 DMD 32

115°
136°

20 TO DMD By ATC
170°

659 DO
N55 23.2 E037 54.8

1

D4.3 DMD
N55 20.8 E037 48.5
(DMD R-225)
(068° brg to DE)
(046° brg to DO)
At 3550′ (2957′)

21
348° TO DMD By ATC

D12.2 DMD
N55 11.5 E037 59.5
(DMD R-157)
(347° brg to DE)

KARTINO
1215 WT
N55 35.3 E037 47.2
At 3550′ (2957′)

KLIMOVSK
1005 LO
N55 21.1 E037 31.6
At 3550′ (2957′)

18 DMD TO By ATC
052°

GLOTAYEVO
1020 DK
N55 09.8 E037 47.9
At 3550′ (2957′)

CHANGES: New chart (DMD STAR revised).

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UUDD/DME DOMODEDOVO

MOSCOW, RUSSIA

RNAV APPROACH TRANSITION

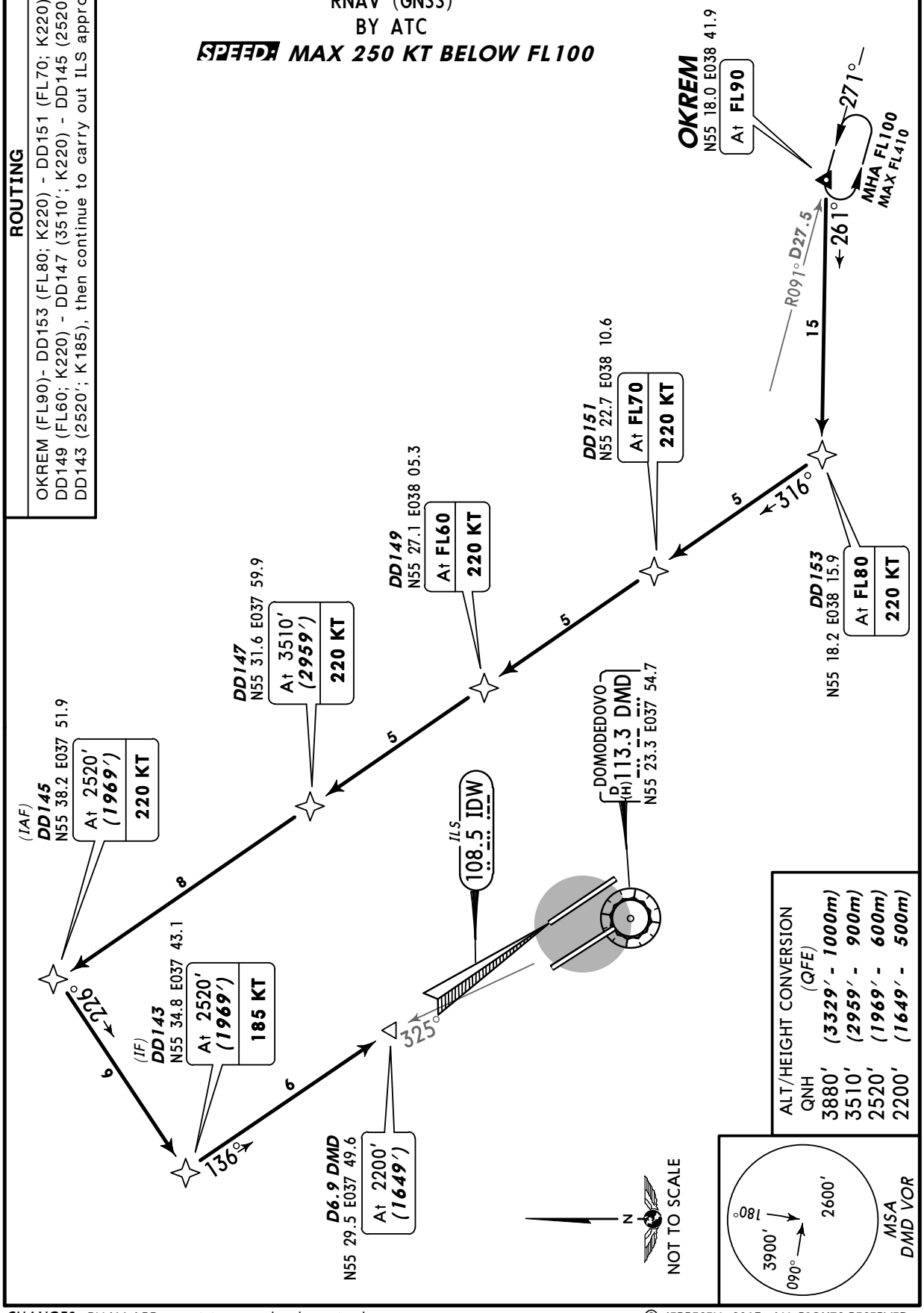
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3329′)*** Execute noise abatement procedures according to ICAO DOC 8168.

ROUTING

OKREM (FL90)- DD153 (FL80; K220) - DD151 (FL70; K220) - DD149 (FL60; K220) - DD147 (3510′; K220) - DD145 (2520′; K220) - DD143 (2520′; K185), then continue to carry out ILS approach.

OKREM 2B *[OKRE2B]*
RWY 14L
RNAV APPROACH TRANSITION

RNAV (GNSS)
BY ATC
SPEED MAX 250 KT BELOW FL100



CHANGES: RNAV APP transition completely revised.

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UUDD/DME DOMODEDOVO

MOSCOW, RUSSIA

RNAV APPROACH TRANSITION

ATIS 128.3 (Russian 122.95)

Apt Elev 593′

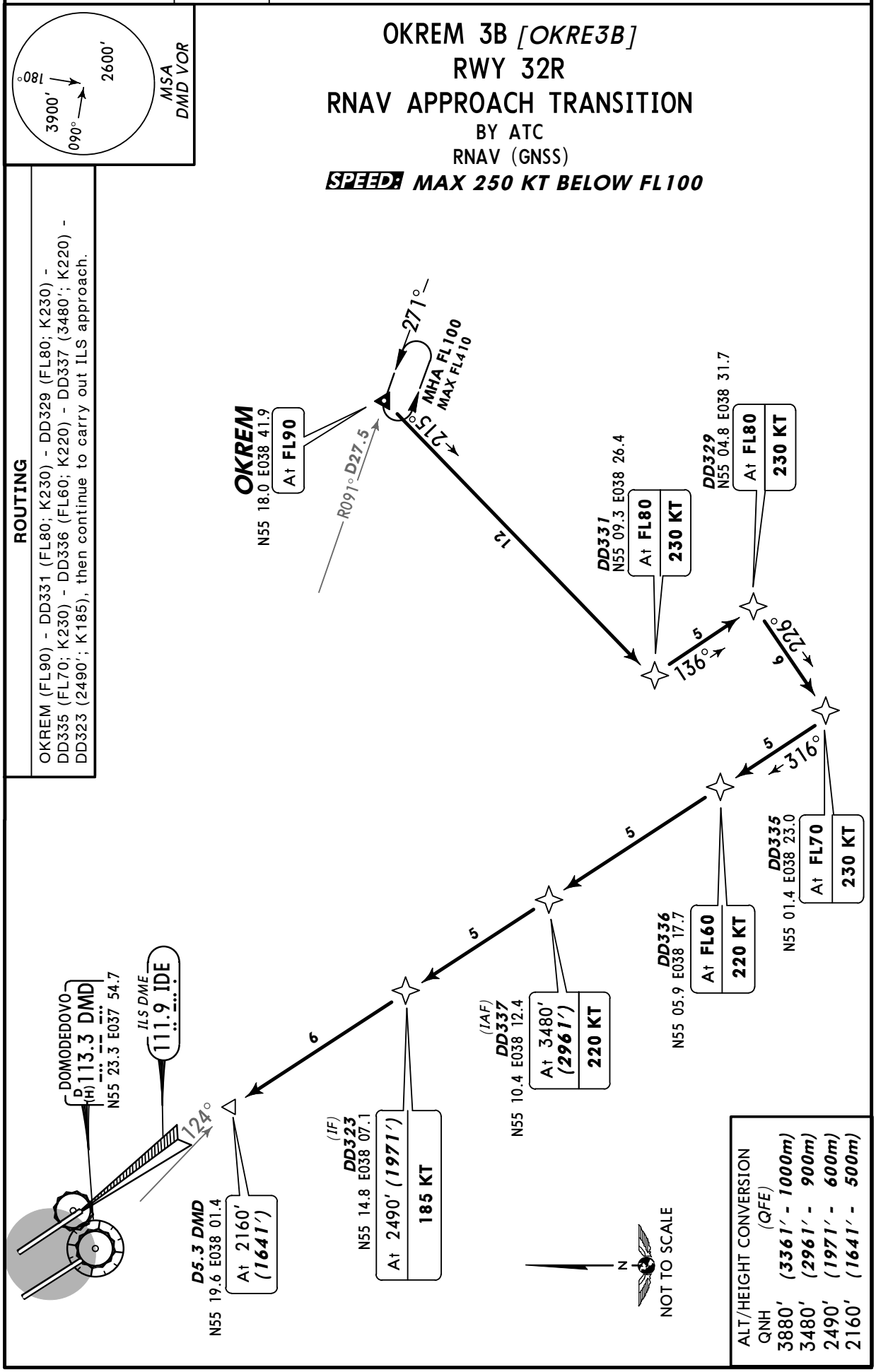
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3880′ ***(3361′)***
Execute noise abatement procedures according to ICAO DOC 8168.

MSA DMD VOR
180° 2600′
3900′
090°

OKREM 3B *[OKRE3B]*
RWY 32R
RNAV APPROACH TRANSITION
BY ATC
RNAV (GNSS)
SPEED: *MAX 250 KT BELOW FL100*

ROUTING

OKREM (FL90) - DD331 (FL80; K230) - DD329 (FL80; K230) - DD335 (FL70; K230) - DD336 (FL60; K220) - DD337 (3480′; K220) - DD323 (2490′; K185), then continue to carry out ILS approach.



ALT/HEIGHT CONVERSION (QFE)

QNH	
3880′	***(3361′ - 1000m)***
3480′	***(2961′ - 900m)***
2490′	***(1971′ - 600m)***
2160′	***(1641′ - 500m)***

CHANGES: RNAV APP transition completely revised.

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UUDD/DME
DOMODEDOVO

JEPPESEN
29 MAR 13 (30-2X4) Eff 4 Apr

MOSCOW, RUSSIA
RNAV APPROACH TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3349′)*** Execute noise abatement procedures according to ICAO DOC 8168.

MSA DMD VOR
180° 2600′ 3900′ 090°

OKREM 4B *[OKRE4B]*
RWY 32L
RNAV APPROACH TRANSITION
BY ATC
RNAV (GNSS)
SPEED: MAX 250 KT BELOW FL100

NOT TO SCALE

ROUTING
OKREM (FL100) - DD331 (FL90; K230) - DD329 (FL90; K230) - DD327 (FL80; K230) - DD326 (FL70; K220) - DD325 (FL60; K220) - DD324 (3490′; K185), then continue to carry out ILS approach.

OKREM
N55 18.0 E038 41.9
At **FL100**

271°
MHA FL100
MAX FL410
215°
R091° D27.5
12

DD331
N55 09.3 E038 26.4
At **FL90** | **230 KT**

5
136°

DD329
N55 04.8 E038 31.7
At **FL90** | **230 KT**

92°
1

5
316°

DD327
N55 00.8 E038 21.5
At **FL80** | **230 KT**

5

DD326
N55 05.3 E038 16.2
At **FL70** | **220 KT**

5

(IAF)
DD325
N55 09.8 E038 10.9
At **FL60** | **220 KT**

3

(IF)
DD324
N55 14.2 E038 05.6
At 3490′ ***(2959′)*** | **185 KT**

D7.6 DMD
N55 17.1 E038 02.2
At 3160′ ***(2629′)***

R136°

ILS DME
109.3 IDO

DOMODEDOVO
D (H) 113.3 DMD
N55 23.3 E037 54.7

ALT/HEIGHT CONVERSION (QFE)

QNH	
3880′	***(3349′ - 1000m)***
3490′	***(2959′ - 900m)***
3160′	***(2629′ - 800m)***

CHANGES: RNAV APP transition completely revised.

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UUDD/DME DOMODEDOVO

JEPPESEN 29 MAR 13 (30-2X5) Eff 4 Apr

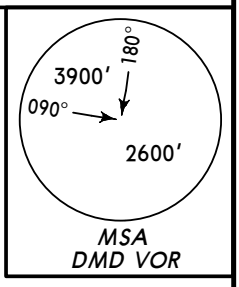
MOSCOW, RUSSIA

RNAV APPROACH TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

SKURYGINO 1A (DR 1A)
RWY 14R
RNAV APPROACH TRANSITION
RNAV (GNSS)

SPEED: MAX 250 KT BELOW FL100



(IF)
DD144
N55 34.2 E037 41.6
At 3550′
(2957′)
185 KT

D10.5 DMD
N55 31.9
E037 44.3
At 3220′
(2627′)

(IAF)
DD146
N55 31.2 E037 33.7
At 3550′
(2957′)
220 KT

DD148
N55 24.5 E037 41.8
At **FL60**

DD152
N55 20.1 E037 47.1
At **FL70**
220 KT

DD154
N55 15.6 E037 52.5
At **FL80**

DD166
N55 12.6 E037 44.7
At **FL90**
220 KT

SKURYGINO
415 DR
N55 12.7 E037 21.9
At **FL100**

ILS DME
110.1 IDM

DOMODEDOVO
D (H) 113.3 DMD
N55 23.3 E037 54.7

N
NOT TO SCALE

046° 5
136° 3
R316°
8
5
316° 5
046° 5
081° 13
173°
353°
MHA FL50
MAX FL410

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3880′	***(3287′ - 1000m)***
3550′	***(2957′ - 900m)***
3220′	***(2627′ - 800m)***

ROUTING

DR (FL100) - DD166 (FL90; K220) - DD154 (FL80) - DD152 (FL70; K220) - DD148 (FL60) - DD146 (3550′; K220) - DD144 (3550′; K185), then continue to carry out ILS approach.

CHANGES: RNAV APP transition completely revised.

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UUDD/DME DOMODEDOVO

JEPPESEN 29 MAR 13 (30-2X6) Eff 4 Apr

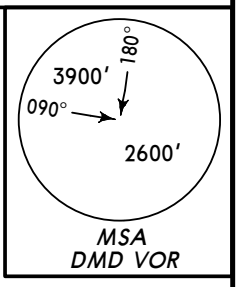
MOSCOW, RUSSIA

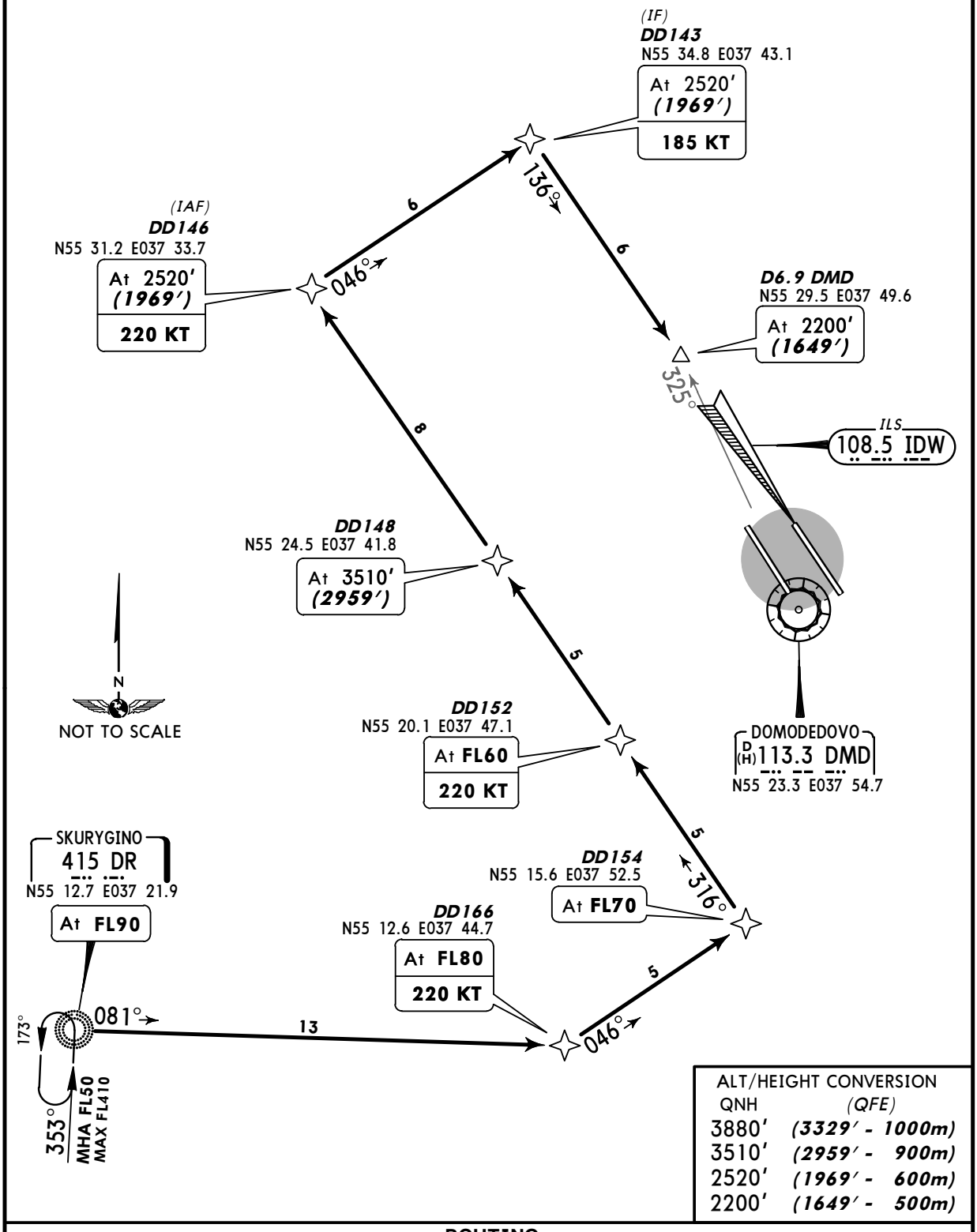
RNAV APPROACH TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3329′)*** Execute noise abatement procedures according to ICAO DOC 8168.

SKURYGINO 2A (DR 2A)
RWY 14L
RNAV APPROACH TRANSITION
RNAV (GNSS)

SPEED: MAX 250 KT BELOW FL100





ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3880′	***(3329′ - 1000m)***
3510′	***(2959′ - 900m)***
2520′	***(1969′ - 600m)***
2200′	***(1649′ - 500m)***

ROUTING

DR (FL90) - DD166 (FL80; K220) - DD154 (FL70) - DD152 (FL60; K220) - DD148 (3510′) - DD146 (2520′; K220) - DD143 (2520′; K185), then continue to carry out ILS approach.

CHANGES: RNAV APP transition completely revised.

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UUDD/DME DOMODEDOVO

JEPPESEN 29 MAR 13 (30-2X7) Eff 4 Apr

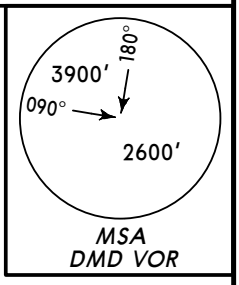
MOSCOW, RUSSIA

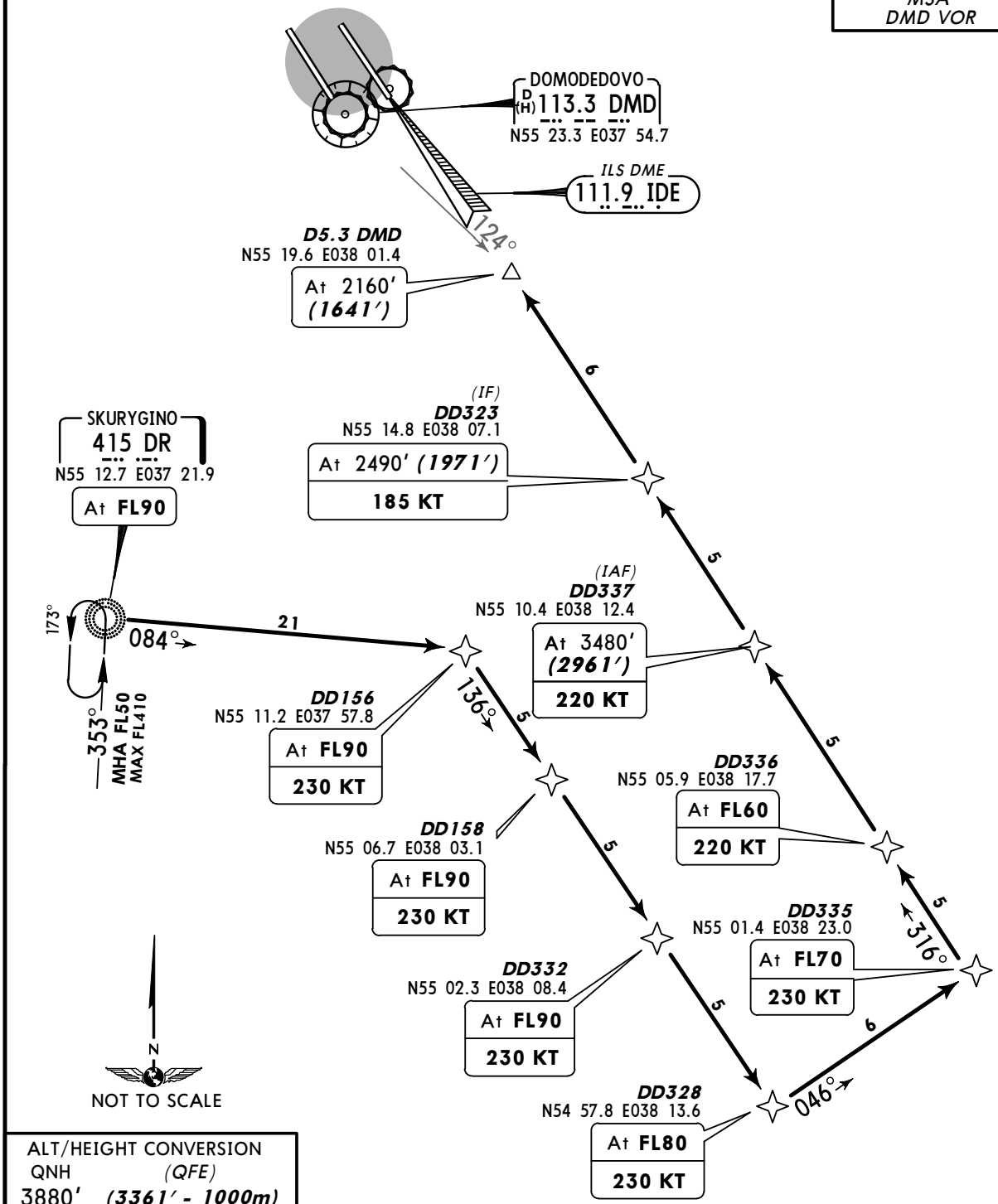
RNAV APPROACH TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3361′)*** Execute noise abatement procedures according to ICAO DOC 8168.

SKURYGINO 3B (DR 3B)
RWY 32R RNAV APPROACH TRANSITION
RNAV (GNSS)

SPEED: MAX 250 KT BELOW FL100





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3361′ - 1000m)***
3480′	***(2961′ - 900m)***
2490′	***(1971′ - 600m)***
2160′	***(1641′ - 500m)***

ROUTING

DR (FL90) - DD156 (FL90; K230) - DD158 (FL90; K230) - DD332 (FL90; K230) - DD328 (FL80; K230) - DD335 (FL70; K230) - DD336 (FL60; K220) - DD337 (3480′; K220) - DD323 (2490′; K185), then continue to carry out ILS approach.

CHANGES: RNAV APP transition completely revised.

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UUDD/DME DOMODEDOVO

JEPPESEN 29 MAR 13 (30-2X8) Eff 4 Apr

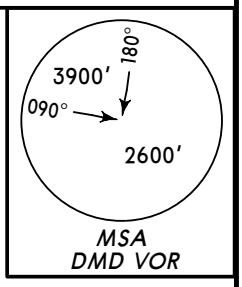
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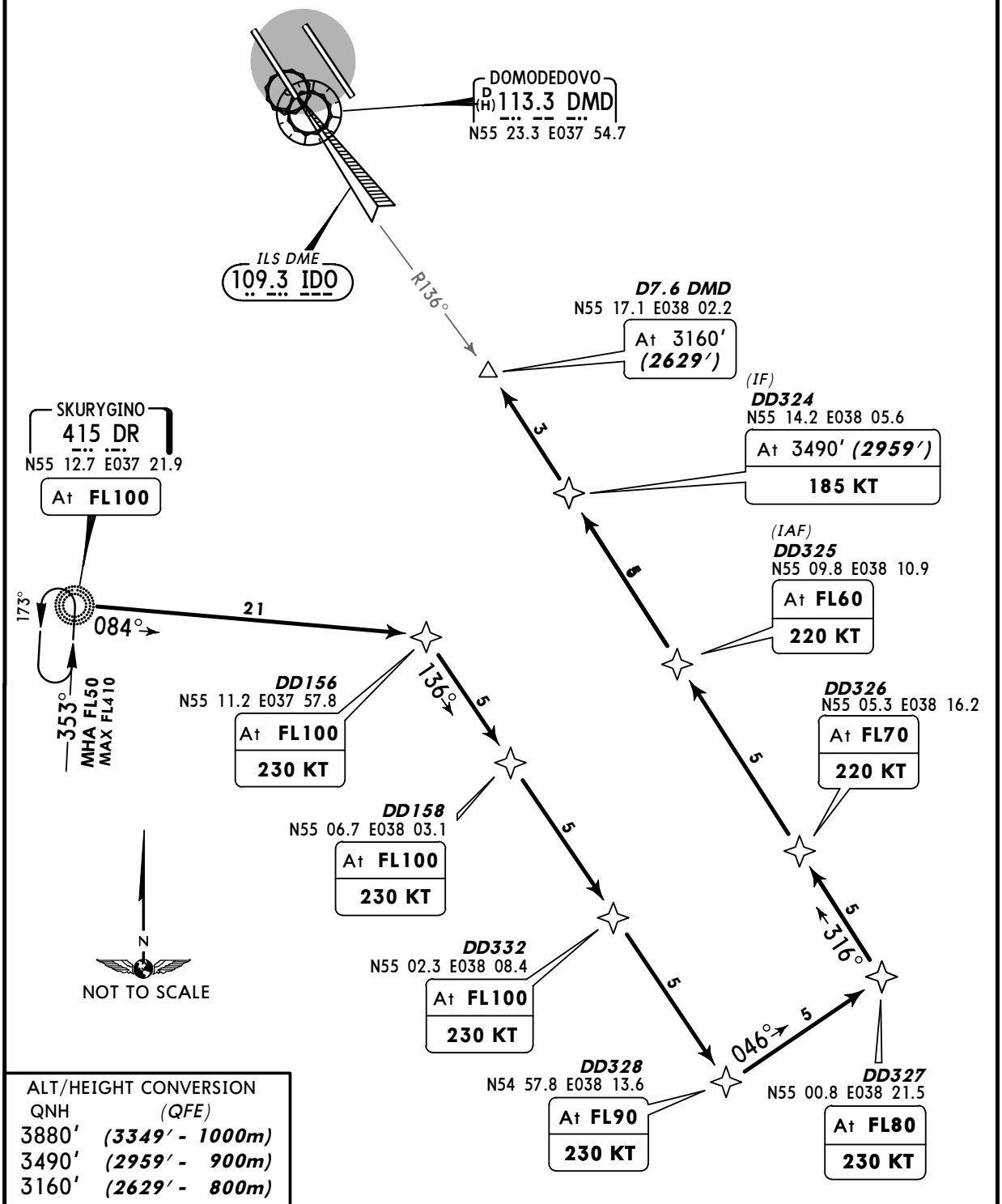
RNAV APPROACH TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3349′)*** Execute noise abatement procedures according to ICAO DOC 8168.

SKURYGINO 4B (DR 4B)
RWY 32L RNAV APPROACH TRANSITION
RNAV (GNSS)

SPEED: MAX 250 KT BELOW FL100





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3349′ - 1000m)***
3490′	***(2959′ - 900m)***
3160′	***(2629′ - 800m)***

ROUTING

DR (FL100) - DD156 (FL100; K230) - DD158 (FL100; K230) - DD332 (FL100; K230) - DD328 (FL90; K230) - DD327 (FL80; K230) - DD326 (FL70; K220) - DD325 (FL60; K220) - DD324 (3490′; K185), then continue to carry out ILS approach.

CHANGES: RNAV APP transition completely revised.

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UUDD/DME DOMODEDOVO

JEPPESEN 29 MAR 13 (30-2X9) Eff 4 Apr

MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: Via ATIS Trans alt: 3880′ *(3287′)* Execute noise abatement procedures according to ICAO DOC 8168.

COMMUNICATION FAILURE AFTER TAKE-OFF

AKSINYINO 14D (AO 14D)
DOMODEDOVO 14 (DMD 14)
RWYS 14R/L ARRIVALS

SPEED: MAX 250 KT BELOW FL100

MSA DMD VOR: 2600′ (180°–090°) 3900′

HOLDING OVER DMD: MHA 3550 (2957) — 136° — 316°

NOT TO SCALE

RAMEK N55 26.2 E038 19.4 (DMD R-068/D14.5) — At 3550′ (2957′)
31 By ATC TO DMD 263°
OKREM N55 18.0 E038 41.9 (DMD R-091/D27.5) — At 3550′ (2957′)
22 By ATC TO DMD 266°
AKSINYINO 732 AO N55 09.2 E038 17.3 — At FL70
FL70 329° 149°
D13.7 DMD N55 36.8 E037 58.9 (DMD R-360) — At 3550′ (2957′)
RUGEL N55 51.9 E037 51.9 (DMD R-347/D28.7)
16 336°
23 By ATC TO DMD 196°
437 DW N55 27.2 E037 52.4
DOMODEDOVO (H) 113.3 DMD N55 23.3 E037 54.7
19 AO 14D 128°
GLOTAYEVO 1020 DK N55 09.8 E037 47.9 — At 3550′ (2957′)
19 By ATC TO DMD 170°
KARTINO 1215 WT N55 35.3 E037 47.2 — At 3550′ (2957′)
010°
1
12 DMD 14 316°
D4.3 DMD (DMD R-226)
20 By ATC TO DMD 024°
110° 104°
2
D13.2 DMD N55 31.2 E037 36.1 (DMD R-297)
(IAF) BAKUS N55 32.6 E037 35.6 (DMD R-301/D14.3) — At 3550′ (2957′)
18 By ATC TO DMD 089°
21 By ATC TO DMD 064°
229°
D15.7 DMD N55 15.2 E037 31.3 — At 3550′ (2957′)
KLIMOVSK 1005 LO N55 21.1 E037 31.6 — At 3550′ (2957′)
18 By ATC 255°
KAMENKA 230 WZ N55 13.3 E036 59.7

ALT/HEIGHT CONVERSION (QFE)
QNH 3880′ (3287′ - 1000m)
3550′ (2957′ - 900m)

CHANGES: New chart (STAR revised).

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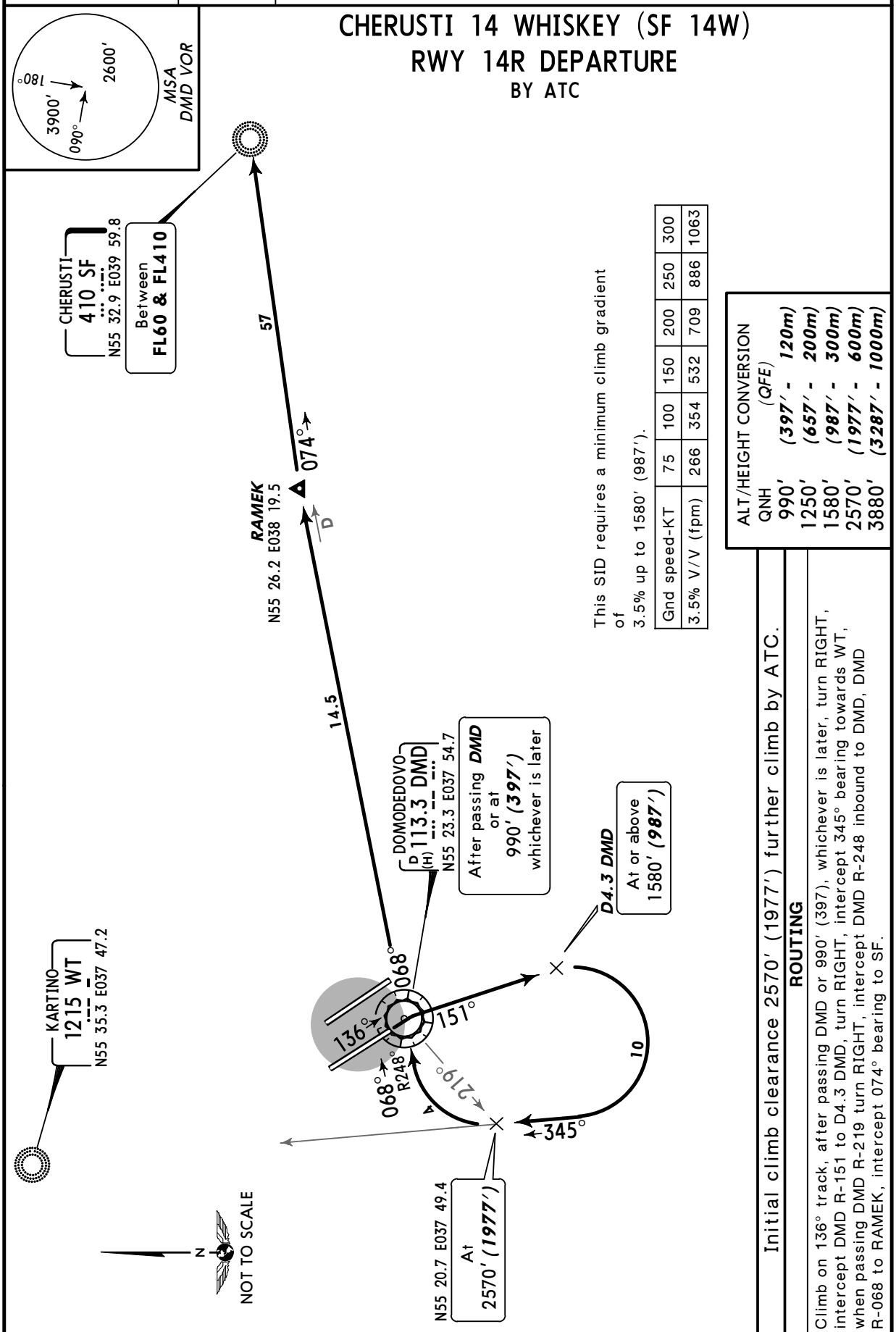
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UUDD/DME
DOMODEDOVO

MOSCOW, RUSSIA
SID

DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

CHERUSTI 14 WHISKEY (SF 14W)
RWY 14R DEPARTURE
BY ATC



This SID requires a minimum climb gradient of 3.5% up to 1580′ (987′).

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

ALT/HEIGHT CONVERSION

QNH	(QFE)
990′	***(397′ - 120m)***
1250′	***(657′ - 200m)***
1580′	***(987′ - 300m)***
2570′	***(1977′ - 600m)***
3880′	***(3287′ - 1000m)***

Initial climb clearance 2570′ (1977′) further climb by ATC.

ROUTING

Climb on 136° track, after passing DMD or 990′ (397), whichever is later, turn RIGHT, intercept DMD R-151 to D4.3 DMD, turn RIGHT, intercept 345° bearing towards WT, when passing DMD R-219 turn RIGHT, intercept DMD R-248 inbound to DMD, DMD R-068 to RAMEK, intercept 074° bearing to SF.

CHANGES: Chart reindexed (SIDs withdrawn).

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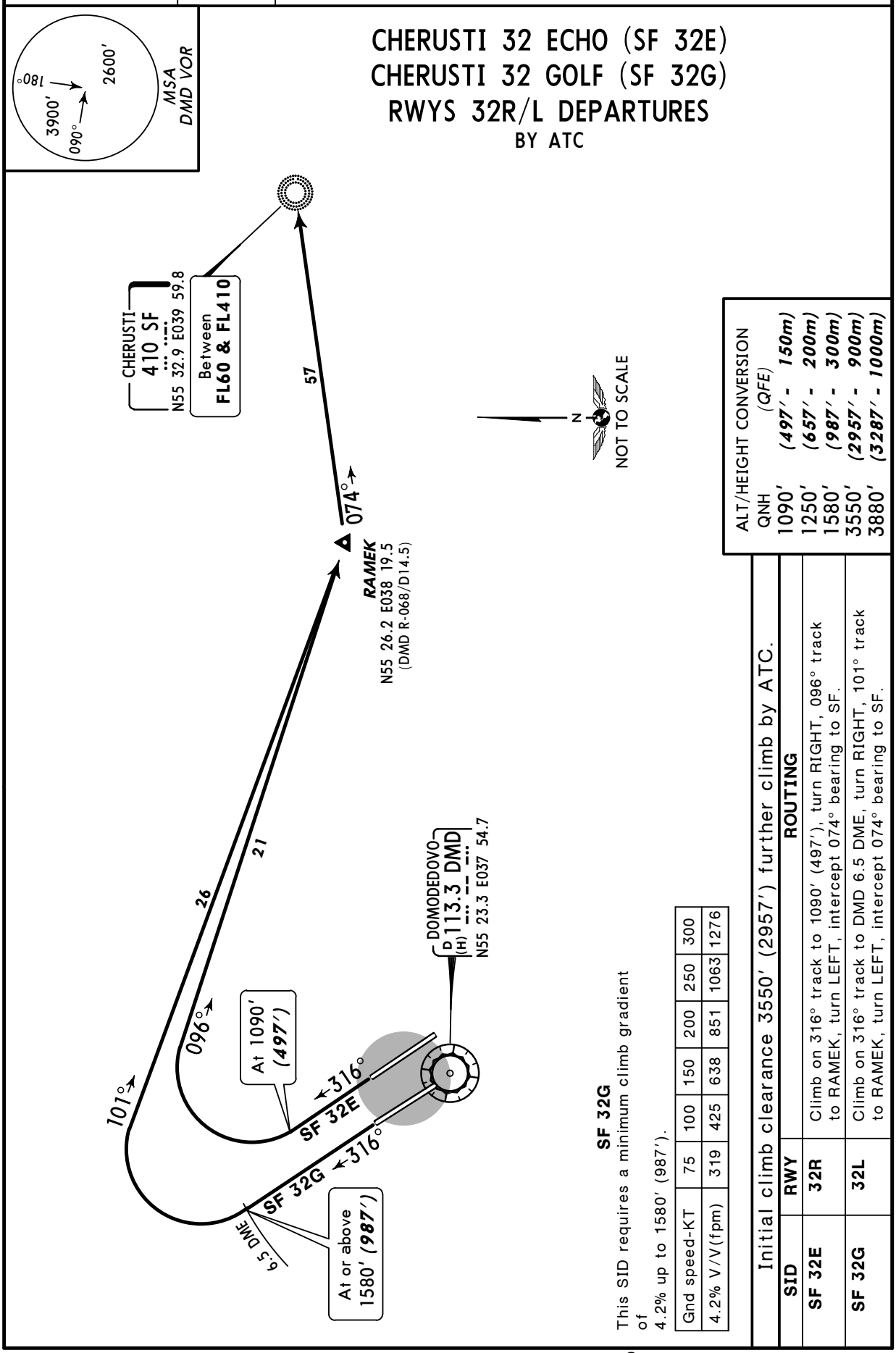
UUDD/DME
DOMODEDOVO

MOSCOW, RUSSIA

SID

DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

CHERUSTI 32 ECHO (SF 32E)
CHERUSTI 32 GOLF (SF 32G)
RWYS 32R/L DEPARTURES
BY ATC



ALT/HEIGHT CONVERSION (QFE)	
QNH	
1090′	***(497′ - 150m)***
1250′	***(657′ - 200m)***
1580′	***(987′ - 300m)***
3550′	***(2957′ - 900m)***
3880′	***(3287′ - 1000m)***

SF 32G
This SID requires a minimum climb gradient of 4.2% up to 1580′ (987′).

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V(fpm)	319	425	638	851	1063	1276

Initial climb clearance 3550′ (2957′) further climb by ATC.

SID	RWY	ROUTING
SF 32E	32R	Climb on 316° track to 1090′ (497′), turn RIGHT, 096° track to RAMEK, turn LEFT, intercept 074° bearing to SF.
SF 32G	32L	Climb on 316° track to DMD 6.5 DME, turn RIGHT, 101° track to RAMEK, turn LEFT, intercept 074° bearing to SF.

CHANGES: Chart reindexed.

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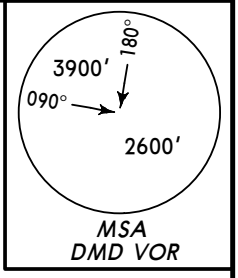
UUDD/DME DOMODEDOVO

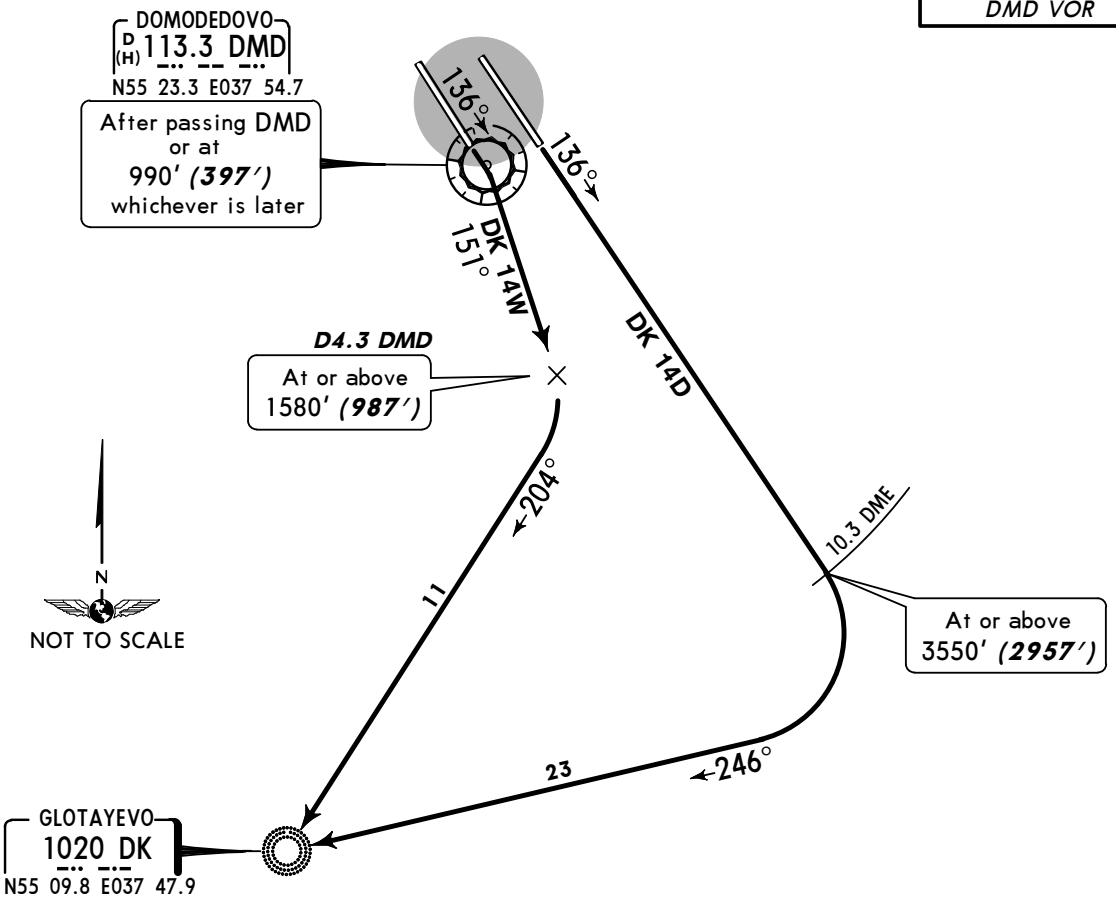
MOSCOW, RUSSIA

SID

DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

GLOTAYEVO 14 DELTA (DK 14D)
GLOTAYEVO 14 WHISKEY (DK 14W)
RWYS 14L/R DEPARTURES





These SIDs require minimum climb gradients of
DK 14D: 4.0% up to 3550′ (2957′).
DK 14W: 3.5% up to 1580′ (987′).

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V(fpm)	304	405	608	810	1013	1215
3.5% V/V(fpm)	266	354	532	709	886	1063

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
990′	***(397′ - 120m)***
1250′	***(657′ - 200m)***
1580′	***(987′ - 300m)***
2570′	***(1977′ - 600m)***
3550′	***(2957′ - 900m)***
3880′	***(3287′ - 1000m)***

DK 14D: Initial climb clearance 3550′ (2957′) further climb by ATC.
DK 14W: Initial climb clearance 2570′ (1977′) further climb by ATC.

SID	RWY	ROUTING
DK 14D	**14L**	Climb on 136° track to DMD 10.3 DME, turn RIGHT, intercept 246° bearing to DK.
DK 14W	**14R**	Climb on 136° track, after passing DMD or 990′ (397′), whichever is later, turn RIGHT, intercept DMD R-151 to D4.3 DMD, turn RIGHT, intercept 204° bearing to DK.

CHANGES: SIDs withdrawn & revised.

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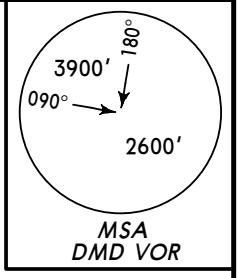
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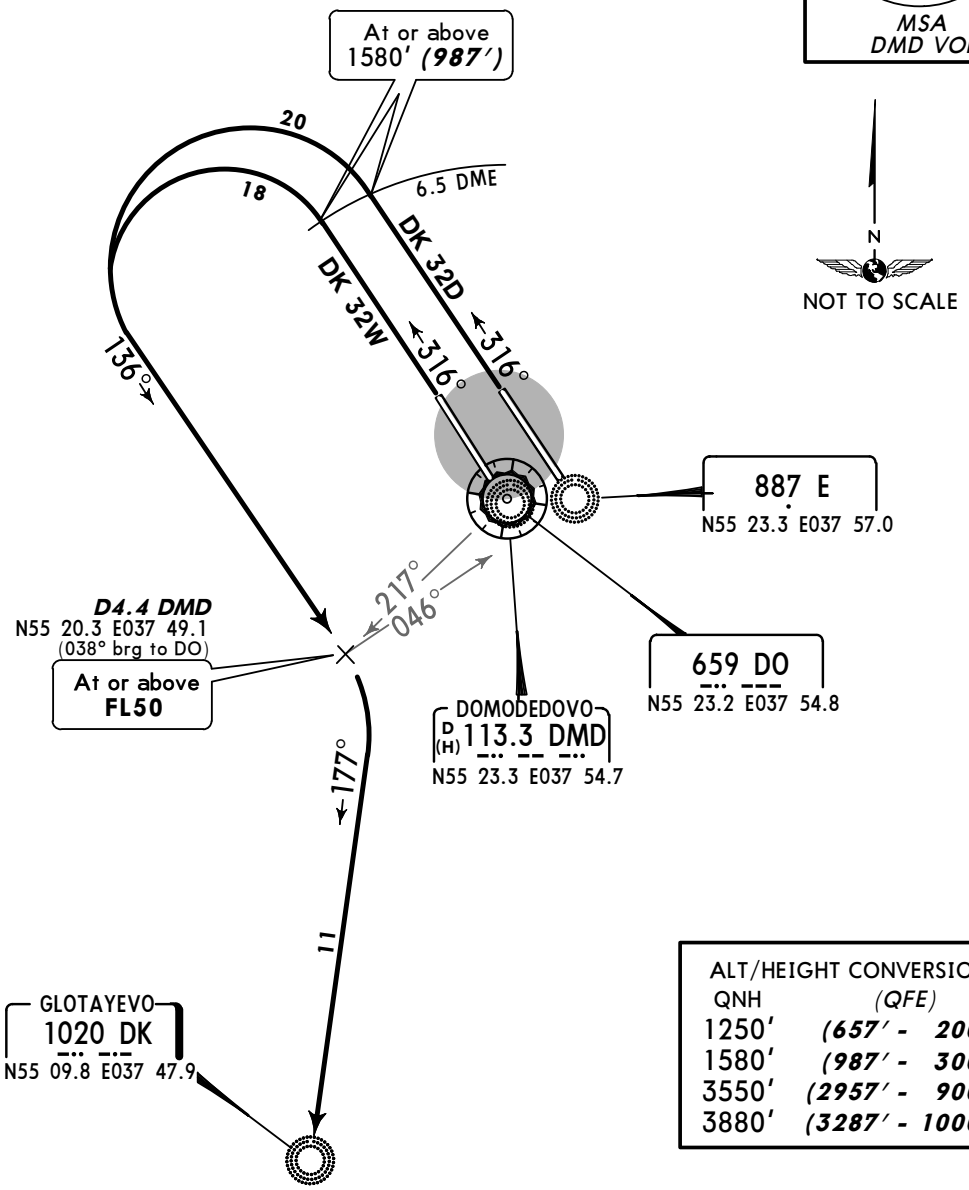
UUDD/DME
DOMODEDOVO

MOSCOW, RUSSIA
SID

DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

GLOTAYEVO 32 DELTA (DK 32D)
GLOTAYEVO 32 WHISKEY (DK 32W)
RWYS 32R/L DEPARTURES





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1250′	***(657′ - 200m)***
1580′	***(987′ - 300m)***
3550′	***(2957′ - 900m)***
3880′	***(3287′ - 1000m)***

These SIDs require minimum climb gradients of
DK 32D: 4.0% up to FL50.
DK 32W: 4.2% up to FL50.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
4.0% V/V (fpm)	304	405	608	810	1013	1215

Initial climb clearance 3550′ (2957′) further climb by ATC.

SID	RWY	ROUTING
DK 32D	**32R**	Climb on 316° track to DMD 6.5 DME, turn LEFT, 136° track to D4.4 DMD, turn RIGHT, intercept 177° bearing to DK.
DK 32W	**32L**	

CHANGES: None.

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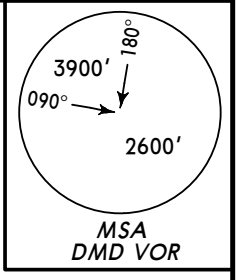
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UUDD/DME
DOMODEDOVO

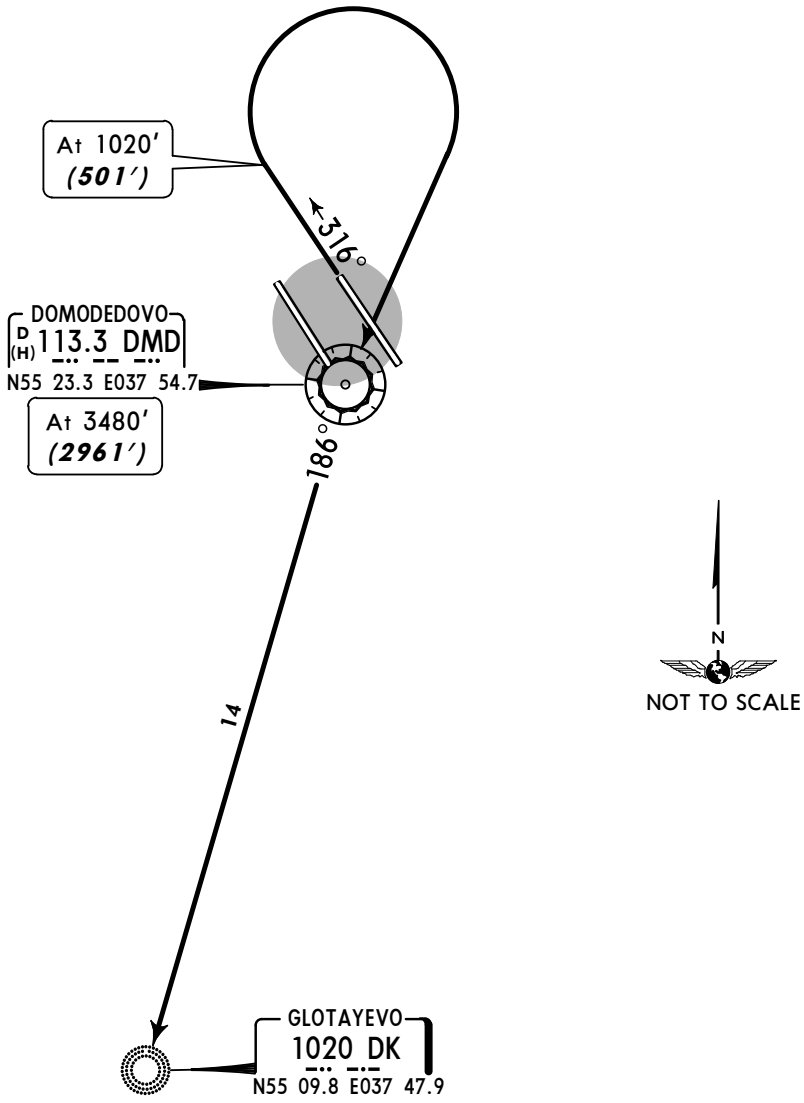
MOSCOW, RUSSIA
SID

DOMODEDOVO Radar 127.7	*Apt Elev* 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3361′)*** 1. After climbing to 1180′ (661′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

GLOTAYEVO 32 ECHO (DK 32E)
RWY 32R DEPARTURE



MSA
DMD VOR



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1020′	***(501′ - 150m)***
1180′	***(661′ - 200m)***
3480′	***(2961′ - 900m)***
3880′	***(3361′ - 1000m)***

Initial climb clearance 3480′ (2961′) further climb by ATC.

ROUTING

Climb on 316° track to 1020′ (501′), turn RIGHT to DMD, turn LEFT, DMD R-186 to DK.

CHANGES: None.

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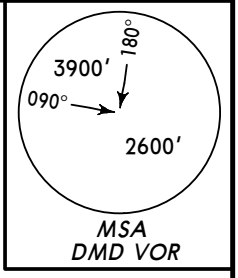
UUDD/DME
DOMODEDOVO

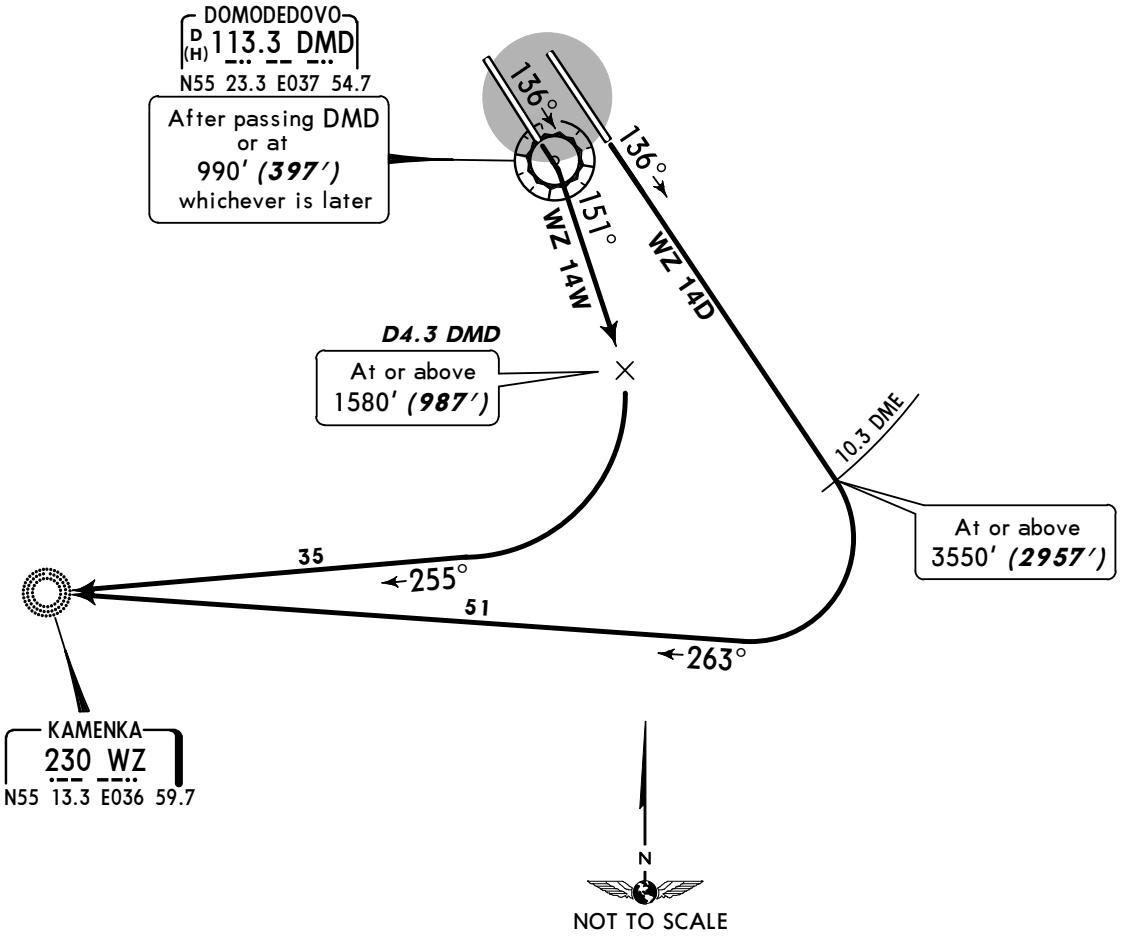
MOSCOW, RUSSIA

SID

DOMODEDOVO Radar 127.7	*Apt Elev* 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

KAMENKA 14 DELTA (WZ 14D)
KAMENKA 14 WHISKEY (WZ 14W)
RWYS 14L/R DEPARTURES





These SIDs require minimum climb gradients of
WZ 14D: 4.0% up to 3550′ (2957′).
WZ 14W: 3.5% up to 1580′ (987′).

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V(fpm)	304	405	608	810	1013	1215
3.5% V/V(fpm)	266	354	532	709	886	1063

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
990′	***(397′ - 120m)***
1250′	***(657′ - 200m)***
1580′	***(987′ - 300m)***
2570′	***(1977′ - 600m)***
3550′	***(2957′ - 900m)***
3880′	***(3287′ - 1000m)***

WZ 14D: Initial climb clearance 3550′ (2957′) further climb by ATC.
WZ 14W: Initial climb clearance 2570′ (1977′) further climb by ATC.

SID	RWY	ROUTING
WZ 14D	**14L**	Climb on 136° track to DMD 10.3 DME, turn RIGHT, intercept 263° bearing to WZ.
WZ 14W	**14R**	Climb on 136° track, after passing DMD or 990′ (397′), whichever is later, turn RIGHT, intercept DMD R-151 to D4.3 DMD, turn RIGHT, intercept 255° bearing to WZ.

CHANGES: SIDs withdrawn & revised.

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UUDD/DME
DOMODEDOVO

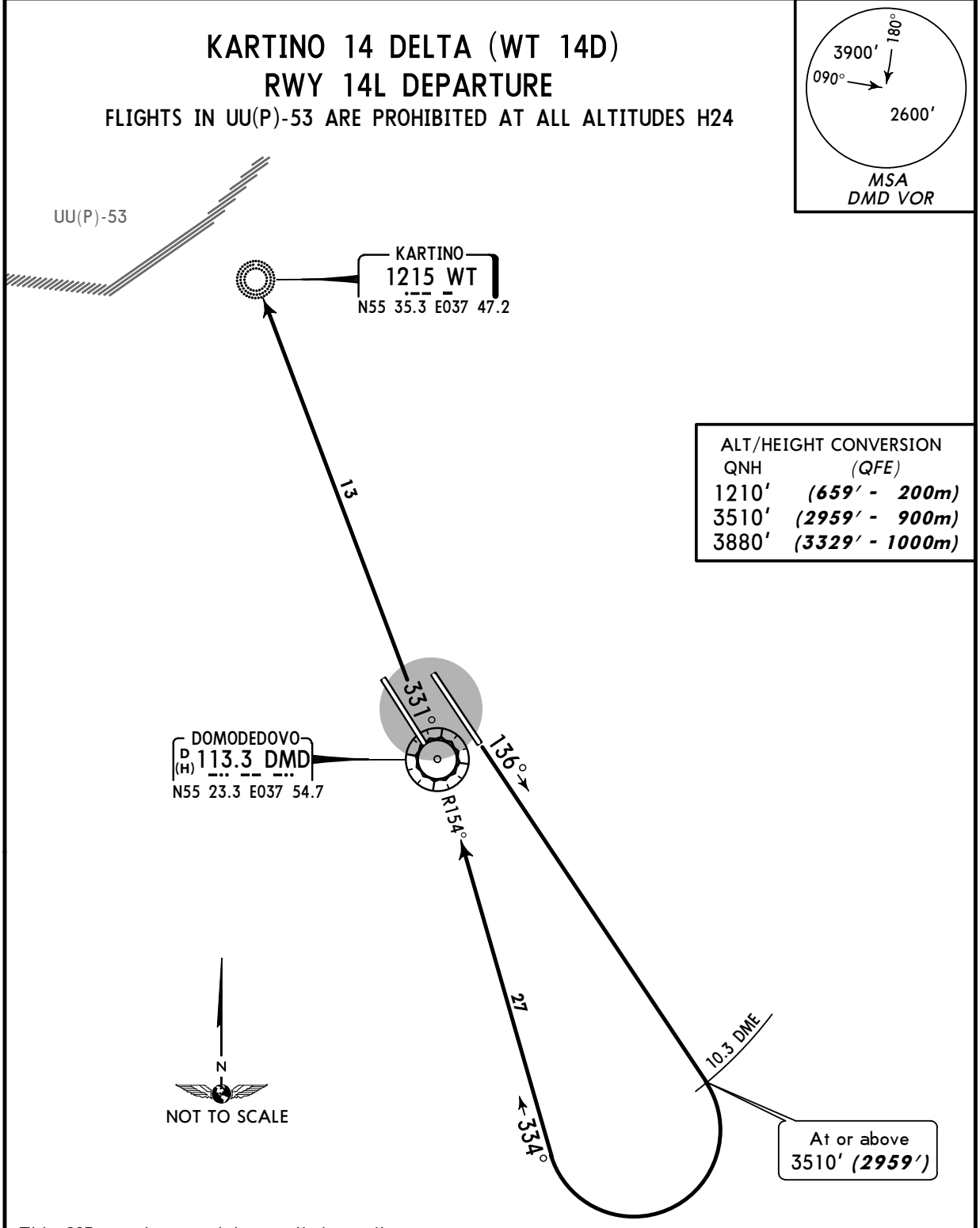
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MOSCOW, RUSSIA
SID

DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3329′)*** 1. After climbing to 1210′ (659′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

KARTINO 14 DELTA (WT 14D)
RWY 14L DEPARTURE

FLIGHTS IN UU(P)-53 ARE PROHIBITED AT ALL ALTITUDES H24



ALT/HEIGHT CONVERSION

QNH	(QFE)
1210′	***(659′ - 200m)***
3510′	***(2959′ - 900m)***
3880′	***(3329′ - 1000m)***

This SID requires a minimum climb gradient of
4.0% up to 3510′ (2959′).

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V(fpm)	304	405	608	810	1013	1215

Initial climb clearance 3510′ (2959′) further climb by ATC.

ROUTING

Climb on 136° track to DMD 10.3 DME, turn RIGHT, intercept DMD R-154 inbound to DMD, turn LEFT, DMD R-331 to WT.

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UUDD/DME DOMODEDOVO

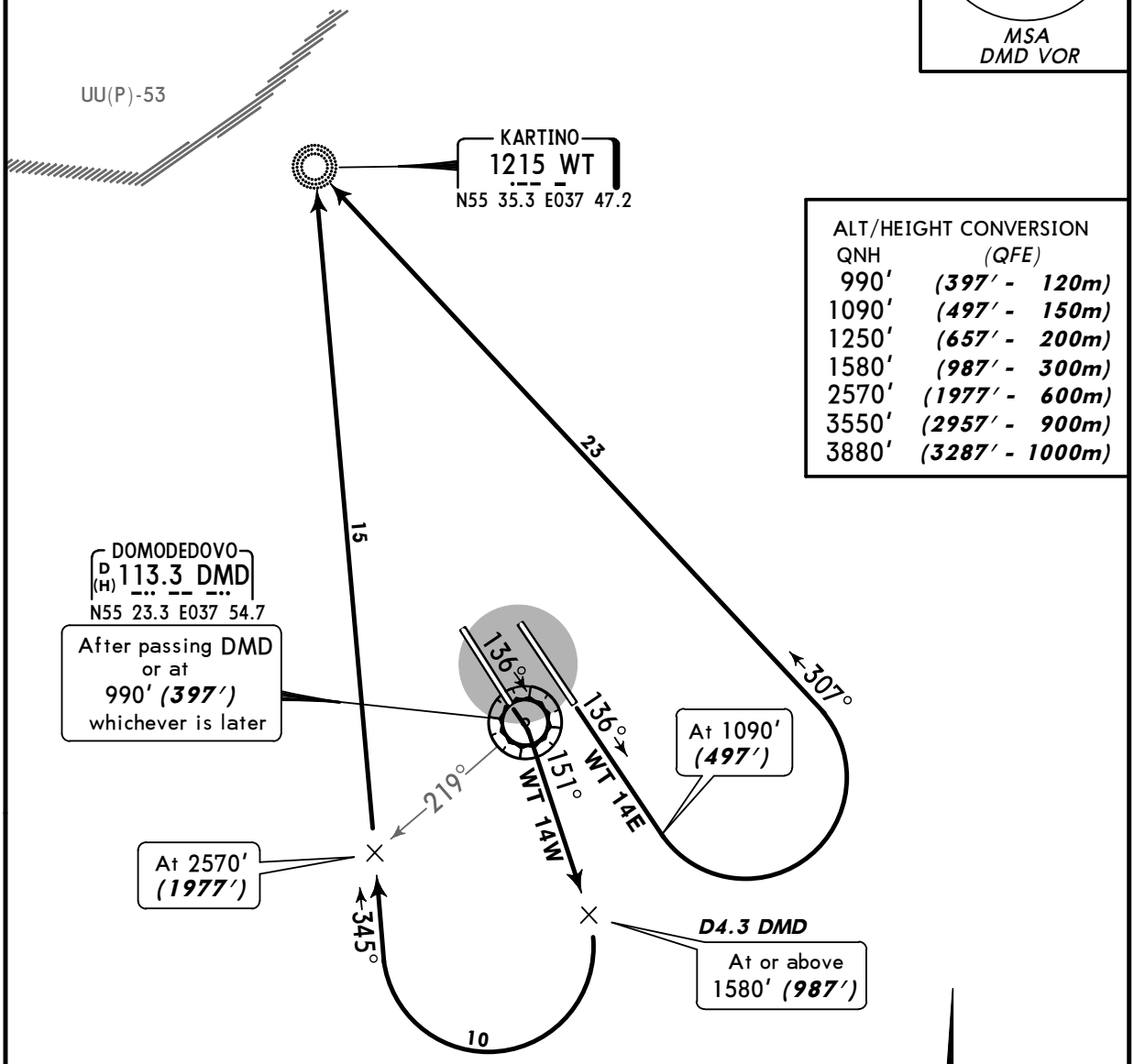
MOSCOW, RUSSIA

SID

DOMODEDOVO Radar 127.7	*Apt Elev* 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

KARTINO 14 ECHO (WT 14E)
KARTINO 14 WHISKEY (WT 14W)
RWYS 14L/R DEPARTURES

FLIGHTS IN UU(P)-53 ARE PROHIBITED AT ALL ALTITUDES H24



These SIDs require minimum climb gradients of
WT 14E: 4.0% up to 3550′ (2957′).
WT 14W: 3.5% up to 1580′ (987′).

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V(fpm)	304	405	608	810	1013	1215
3.5% V/V(fpm)	266	354	532	709	886	1063

WT 14E: Initial climb clearance 3550′ (2957′) further climb by ATC.
WT 14W: Initial climb clearance 2570′ (1977′) further climb by ATC.

SID	RWY	ROUTING
WT 14E	**14L**	Climb on 136° track to 1090′ (497′), turn LEFT, intercept 307° bearing to WT.
WT 14W	**14R**	Climb on 136° track, after passing DMD or 990′ (397′), whichever is later, turn RIGHT, intercept DMD R-151 to D4.3 DMD, turn RIGHT, intercept 345° bearing to WT.

CHANGES: None.

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UUDD/DME DOMODEDOVO

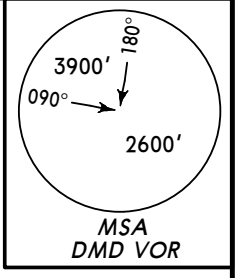
MOSCOW, RUSSIA

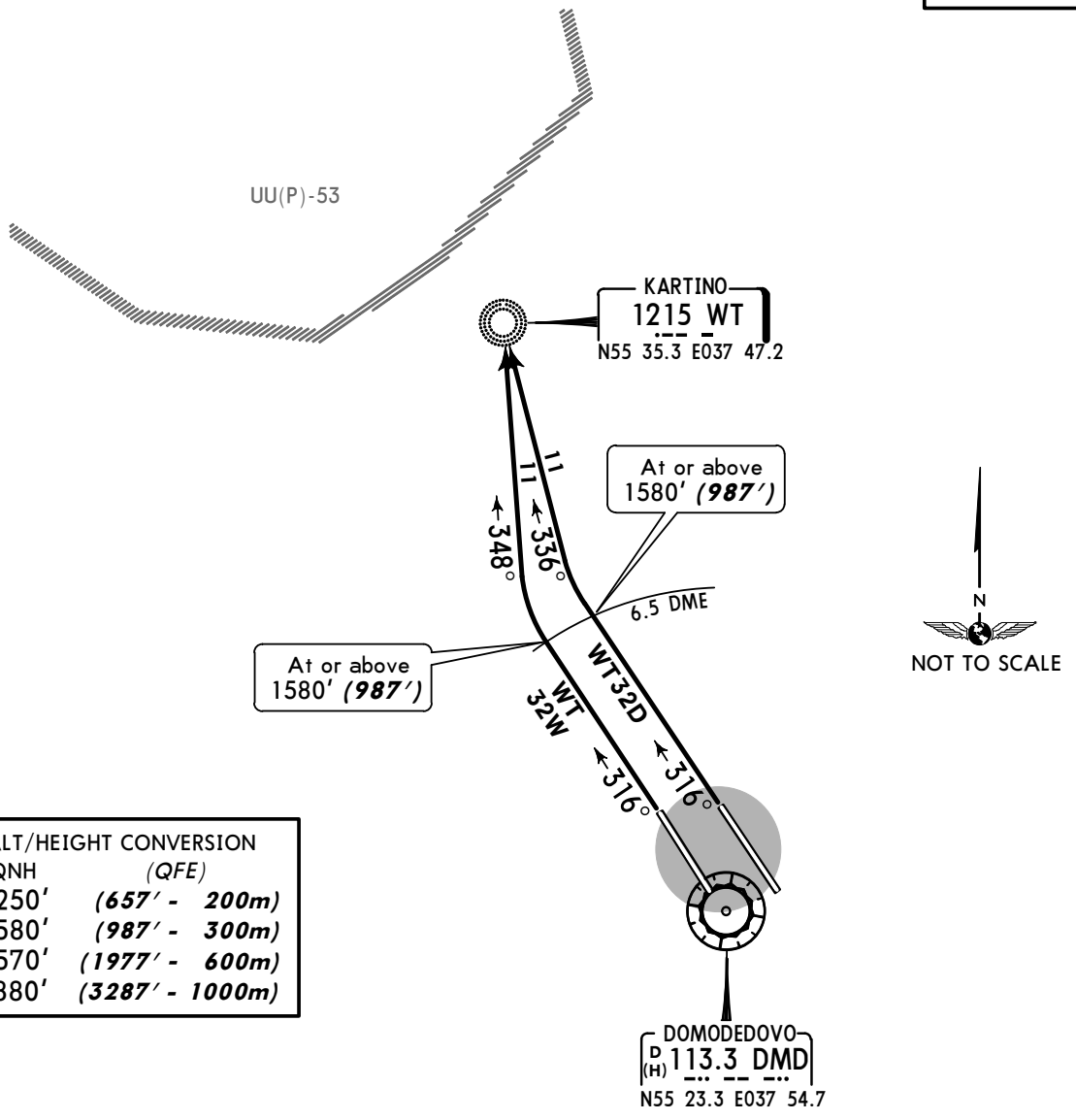
SID

DOMODEDOVO Radar 127.7	*Apt Elev* 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

KARTINO 32 DELTA (WT 32D)
KARTINO 32 WHISKEY (WT 32W)
RWYS 32R/L DEPARTURES

FLIGHTS IN UU(P)-53 ARE PROHIBITED AT ALL ALTITUDES H24





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1250′	***(657′ - 200m)***
1580′	***(987′ - 300m)***
2570′	***(1977′ - 600m)***
3880′	***(3287′ - 1000m)***

These SIDs require minimum climb gradients of
WT 32D: 4.0% up to 1580′ (987′).
WT 32W: 4.2% up to 1580′ (987′).

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V(fpm)	319	425	638	851	1063	1276
4.0% V/V(fpm)	304	405	608	810	1013	1215

Initial climb clearance 2570′ (1977′) further climb by ATC.

SID	RWY	ROUTING
WT 32D	**32R**	Climb on 316° track to DMD 6.5 DME, turn RIGHT, intercept 336° bearing to WT.
WT 32W	**32L**	Climb on 316° track to DMD 6.5 DME, turn RIGHT, intercept 348° bearing to WT.

CHANGES: None.

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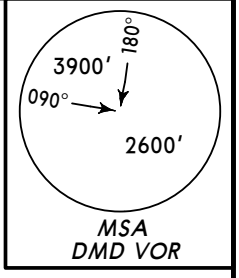
UUDD/DME DOMODEDOVO

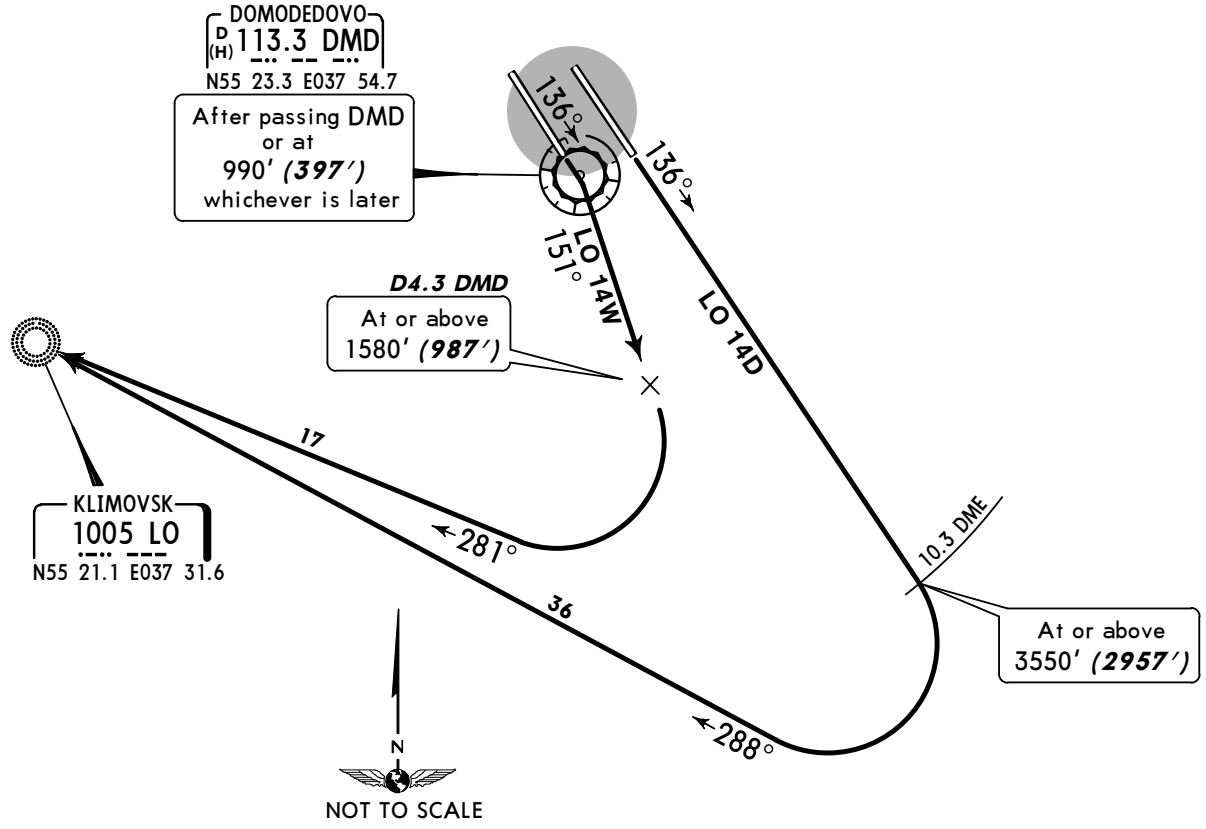
MOSCOW, RUSSIA

SID

DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

KLIMOVSK 14 DELTA (LO 14D)
KLIMOVSK 14 WHISKEY (LO 14W)
RWYS 14L/R DEPARTURES





These SIDs require minimum climb gradients of
LO 14D: 4.0% up to 3550′ (2957′).
LO 14W: 3.5% up to 1580′ (987′).

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V(fpm)	304	405	608	810	1013	1215
3.5% V/V(fpm)	266	354	532	709	886	1063

ALT/HEIGHT CONVERSION

QNH	(QFE)
990′	***(397′ - 120m)***
1250′	***(657′ - 200m)***
1580′	***(987′ - 300m)***
2570′	***(1977′ - 600m)***
3550′	***(2957′ - 900m)***
3880′	***(3287′ - 1000m)***

LO 14D: Initial climb clearance 3550′ (2957′) further climb by ATC.
LO 14W: Initial climb clearance 2570′ (1977′) further climb by ATC.

SID	RWY	ROUTING
LO 14D	**14L**	Climb on 136° track to DMD 10.3 DME, turn RIGHT, intercept 288° bearing to LO.
LO 14W	**14R**	Climb on 136° track, after passing DMD or 990′ (397′), whichever is later, turn RIGHT, intercept DMD R-151 to D4.3 DMD, turn RIGHT, intercept 281° bearing to LO.

CHANGES: SIDs withdrawn & revised.

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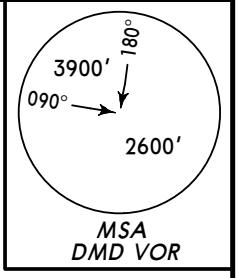
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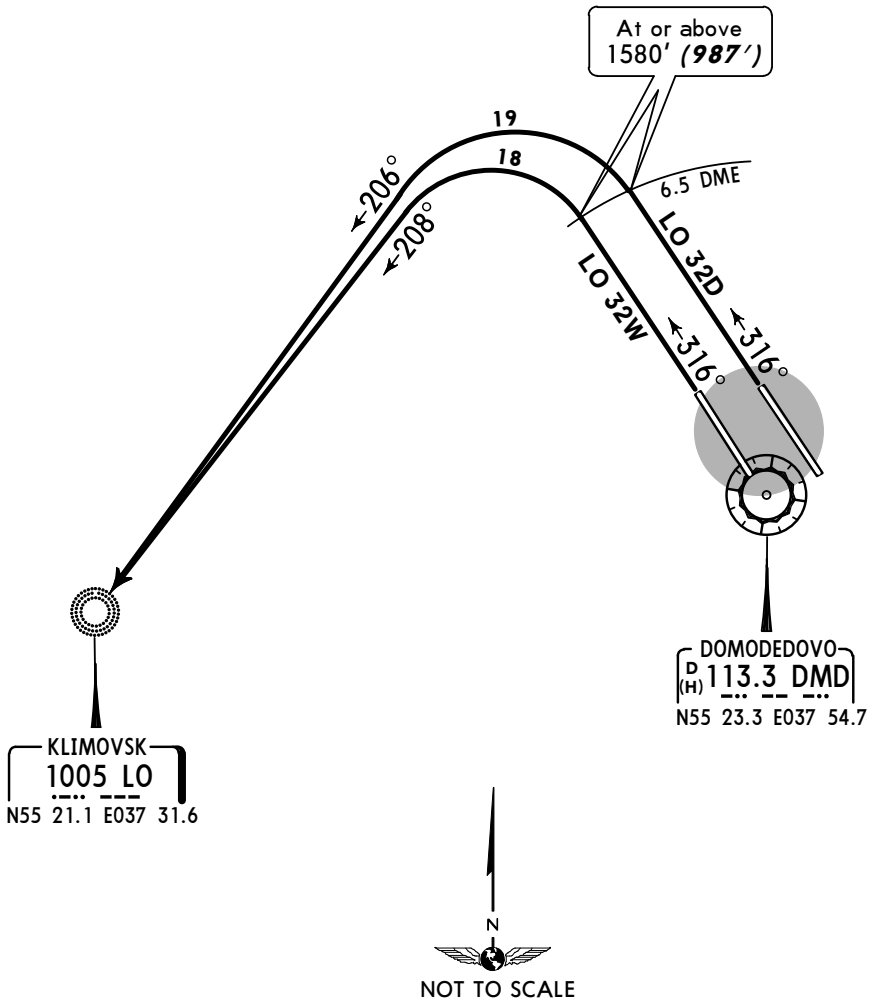
UUDD/DME
DOMODEDOVO

MOSCOW, RUSSIA
SID

DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

KLIMOVSK 32 DELTA (LO 32D)
KLIMOVSK 32 WHISKEY (LO 32W)
RWYS 32R/L DEPARTURES





These SIDs require minimum climb gradients of
LO 32D: 4.0% up to 1580′ (987′).
LO 32W: 4.2% up to 1580′ (987′).

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V(fpm)	319	425	638	851	1063	1276
4.0% V/V(fpm)	304	405	608	810	1013	1215

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
1250′	***(657′ - 200m)***
1580′	***(987′ - 300m)***
3550′	***(2957′ - 900m)***
3880′	***(3287′ - 1000m)***

Initial climb clearance 3550′ (2957′) further climb by ATC.

SID	RWY	ROUTING
LO 32D	**32R**	Climb on 316° track to DMD 6.5 DME, turn LEFT, intercept 206° bearing to LO.
LO 32W	**32L**	Climb on 316° track to DMD 6.5 DME, turn LEFT, intercept 208° bearing to LO.

CHANGES: Chart reindexed.

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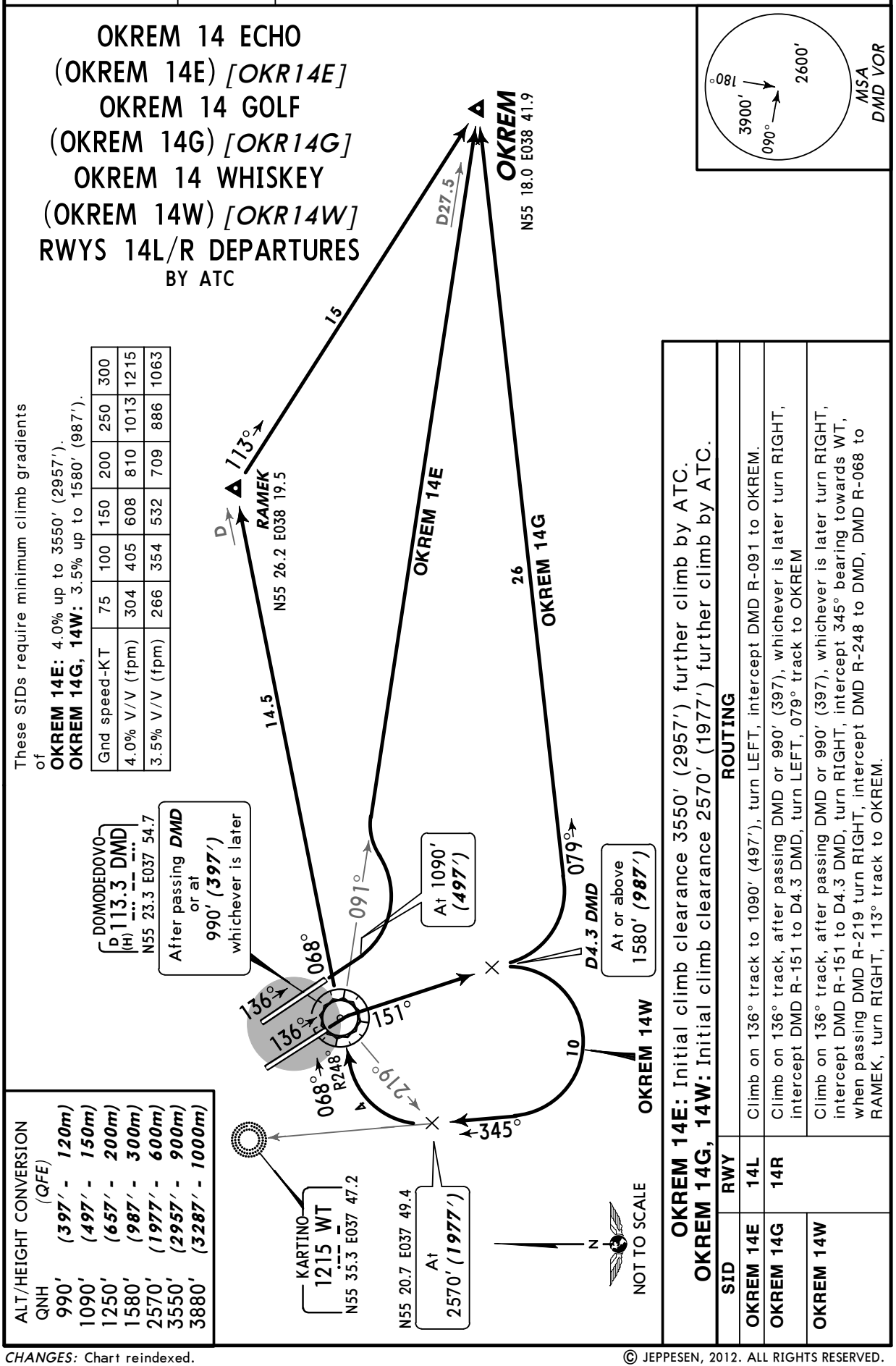
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UUDD/DME
DOMODEDOVO

MOSCOW, RUSSIA
SID

DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

OKREM 14 ECHO (OKREM 14E) *[OKR14E]*
OKREM 14 GOLF (OKREM 14G) *[OKR14G]*
OKREM 14 WHISKEY (OKREM 14W) *[OKR14W]*
RWYS 14L/R DEPARTURES
BY ATC



These SIDs require minimum climb gradients of
OKREM 14E: 4.0% up to 3550′ (2957′).
OKREM 14G, 14W: 3.5% up to 1580′ (987′).

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
3.5% V/V (fpm)	266	354	532	709	886	1063

ALT/HEIGHT CONVERSION (QFE)

QNH	
990′	(397′ - 120m)
1090′	(497′ - 150m)
1250′	(657′ - 200m)
1580′	(987′ - 300m)
2570′	(1977′ - 600m)
3550′	(2957′ - 900m)
3880′	(3287′ - 1000m)

OKREM 14E: Initial climb clearance 3550′ (2957′) further climb by ATC.
OKREM 14G, 14W: Initial climb clearance 2570′ (1977′) further climb by ATC.

SID	RWY	ROUTING
OKREM 14E	14L	Climb on 136° track to 1090′ (497′), turn LEFT, intercept DMD R-091 to OKREM.
OKREM 14G	14R	Climb on 136° track, after passing DMD or 990′ (397), whichever is later turn RIGHT, intercept DMD R-151 to D4.3 DMD, turn LEFT, 079° track to OKREM
OKREM 14W		Climb on 136° track, after passing DMD or 990′ (397), whichever is later turn RIGHT, intercept DMD R-151 to D4.3 DMD, turn RIGHT, intercept 345° bearing towards WT, when passing DMD R-219 turn RIGHT, intercept DMD R-248 to DMD, DMD R-068 to RAMEK, turn RIGHT, 113° track to OKREM.

CHANGES: Chart reindexed.

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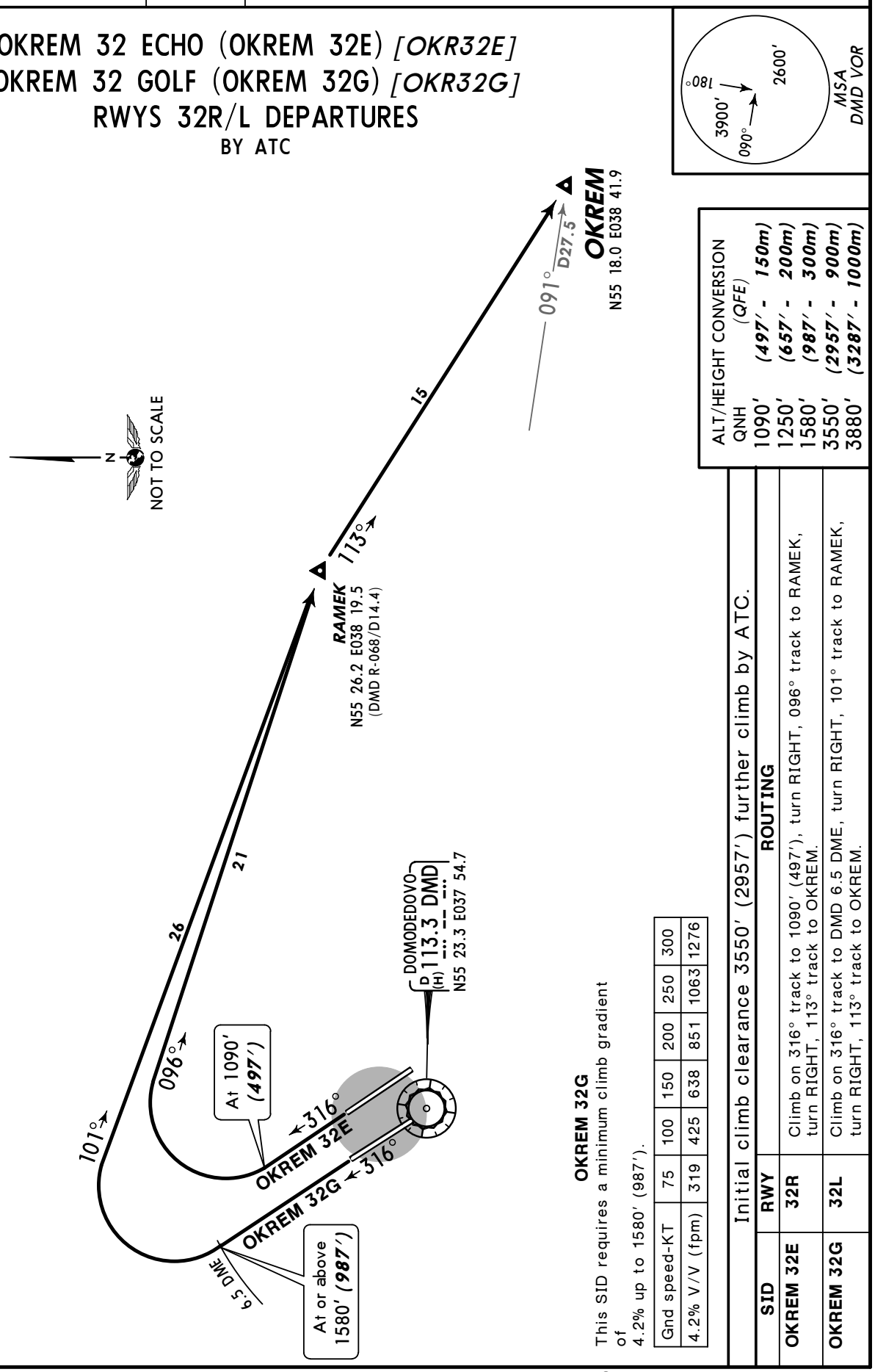
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UUDD/DME
DOMODEDOVO

MOSCOW, RUSSIA
SID

DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

OKREM 32 ECHO (OKREM 32E) *[OKR32E]*
OKREM 32 GOLF (OKREM 32G) *[OKR32G]*
RWYS 32R/L DEPARTURES
BY ATC



OKREM 32G
This SID requires a minimum climb gradient of 4.2% up to 1580′ (987′).

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

Initial climb clearance 3550′ (2957′) further climb by ATC.

SID	RWY	ROUTING
OKREM 32E	32R	Climb on 316° track to 1090′ (497′), turn RIGHT, 096° track to RAMEK, turn RIGHT, 113° track to OKREM.
OKREM 32G	32L	Climb on 316° track to DMD 6.5 DME, turn RIGHT, 101° track to RAMEK, turn RIGHT, 113° track to OKREM.

CHANGES: None.

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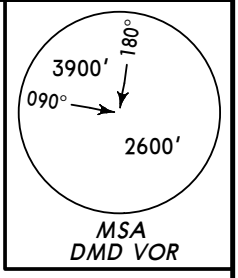
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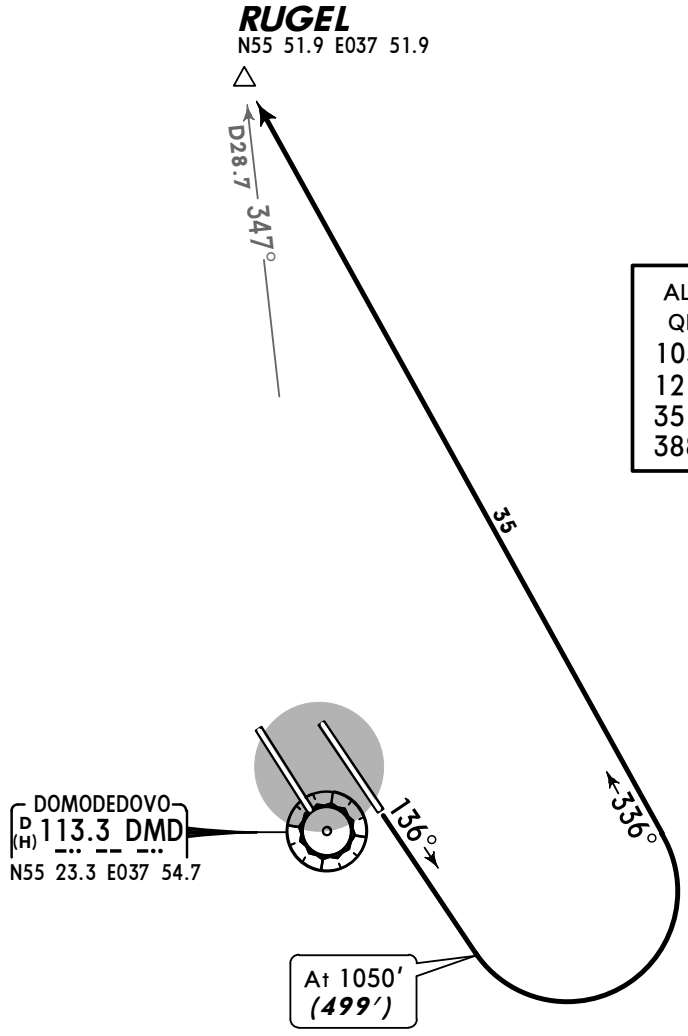
UUDD/DME
DOMODEDOVO

MOSCOW, RUSSIA
SID

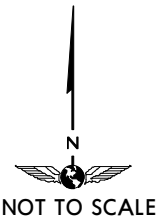
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3329′)*** 1. After climbing to 1210′ (659′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

RUGEL 14 ECHO (RUGEL 14E) *[RUG14E]*
RWY 14L DEPARTURE
BY ATC





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1050′	***(499′ - 150m)***
1210′	***(659′ - 200m)***
3510′	***(2959′ - 900m)***
3880′	***(3329′ - 1000m)***



This SID requires a minimum climb gradient of
4.0% up to 3510′ (2959′).

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V(fpm)	304	405	608	810	1013	1215

Initial climb clearance 3510′ (2959′) further climb by ATC.

ROUTING

Climb on 136° track to 1050′ (499′), turn LEFT, 336° track to RUGEL.

CHANGES: SID RUGEL 14E established; Transitions transferred.

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UUDD/DME
DOMODEDOVO

JEPPESEN
26 JUN 15 (30-3P)

MOSCOW, RUSSIA
TRANSITION

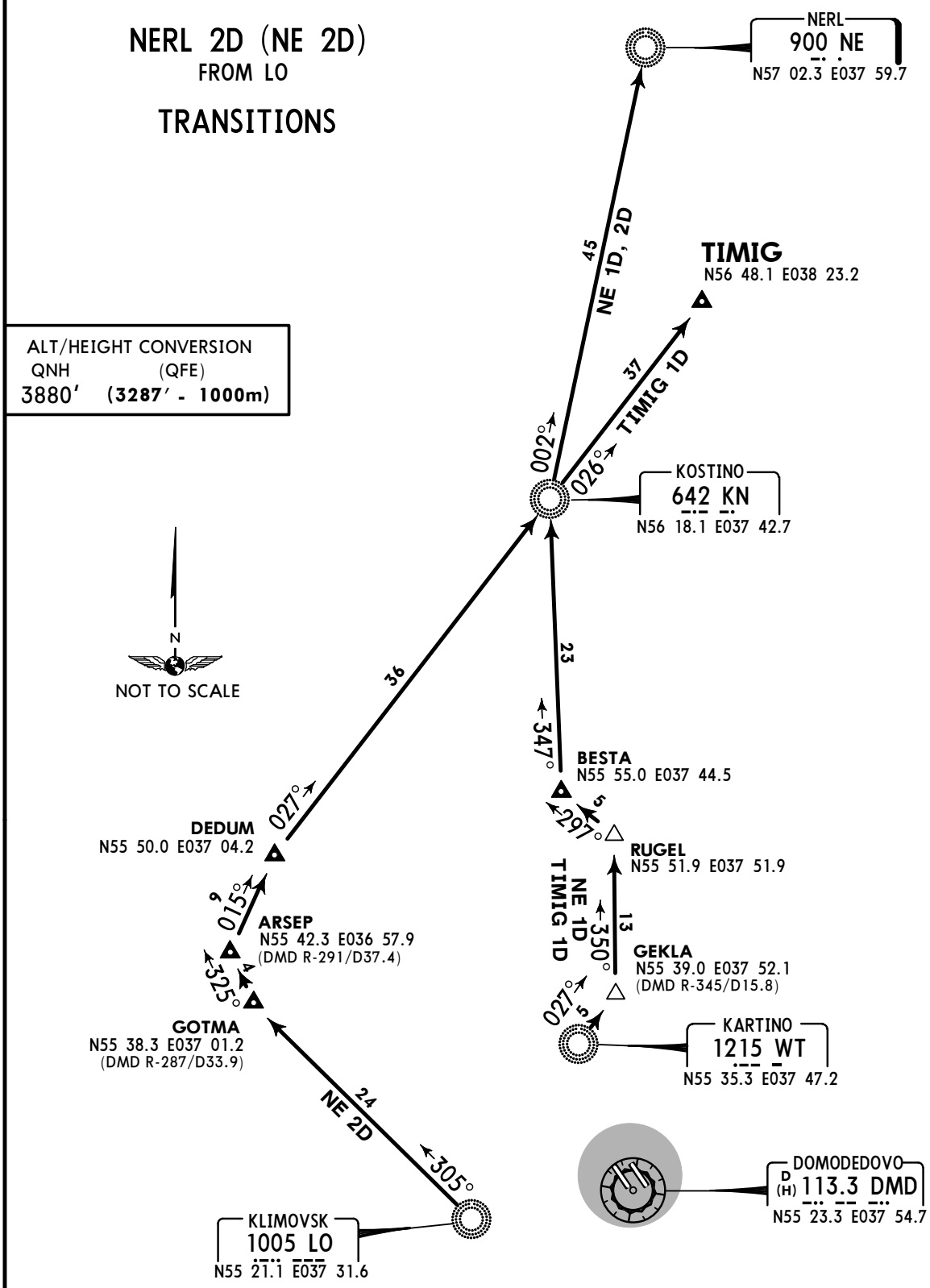
DOMODEDOVO Radar	Apt Elev	
127.7	593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ **(3287′)**

NERL 1D (NE 1D)
TIMIG 1D [TIM1D]
FROM WT

NERL 2D (NE 2D)
FROM LO

TRANSITIONS

ALT/HEIGHT CONVERSION
QNH (QFE)
3880′ **(3287′ - 1000m)**



TRANSITION	ROUTING
NE 1D	From WT to GEKLA, then to RUGEL, then to BESTA, then to KN, then to NE.
NE 2D By ATC	From LO to GOTMA, then to ARSEP, then to DEDUM, then to KN, then to NE.
TIMIG 1D By ATC	From WT to GEKLA, then to RUGEL, then to BESTA, then to KN, then to TIMIG.

CHANGES: Reissue.

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UUDD/DME DOMODEDOVO

MOSCOW, RUSSIA

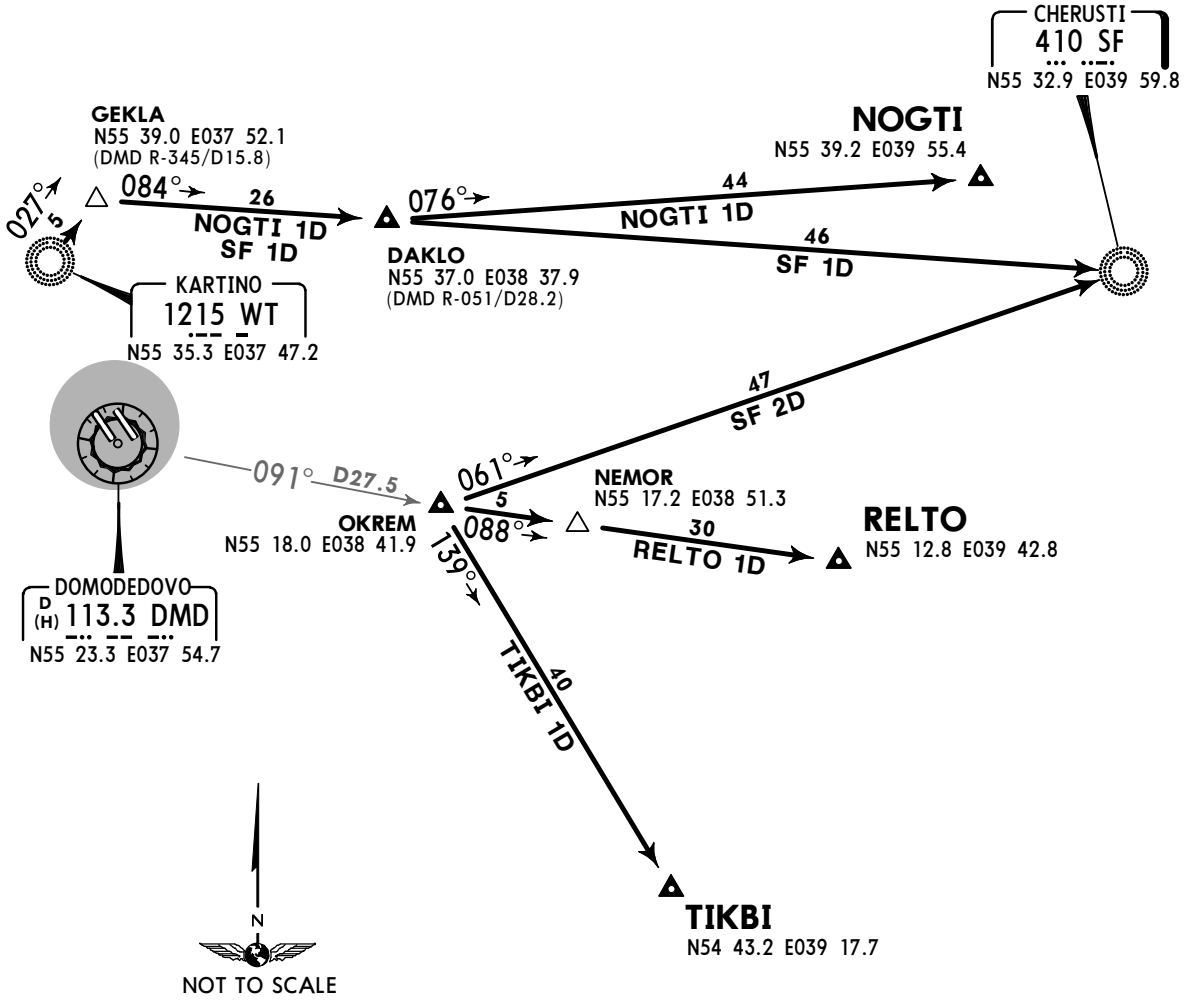
TRANSITION

DOMODEDOVO Radar	Apt Elev	
127.7	593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ **(3287′)**

CHERUSTI 1D (SF 1D)
NOGTI 1D [NOG1D]
FROM WT

CHERUSTI 2D (SF 2D)
RELTO 1D [REL1D]
TIKBI 1D [TIK1D]
FROM OKREM

TRANSITIONS



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880′	**(3287′ - 1000m)**

TRANSITION	ROUTING
NOGTI 1D By ATC	From WT to GEKLA, then to DAKLO, then to NOGTI.
RELTO 1D By ATC	From OKREM to NEMOR, then to RELTO.
SF 1D	From WT to GEKLA, then to DAKLO, then to SF.
SF 2D By ATC	From OKREM to SF.
TIKBI 1D By ATC	From OKREM to TIKBI.

CHANGES: Reissue.

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UUDD/DME DOMODEDOVO

JEPPESEN
26 JUN 15 (30-3S)

MOSCOW, RUSSIA

TRANSITION

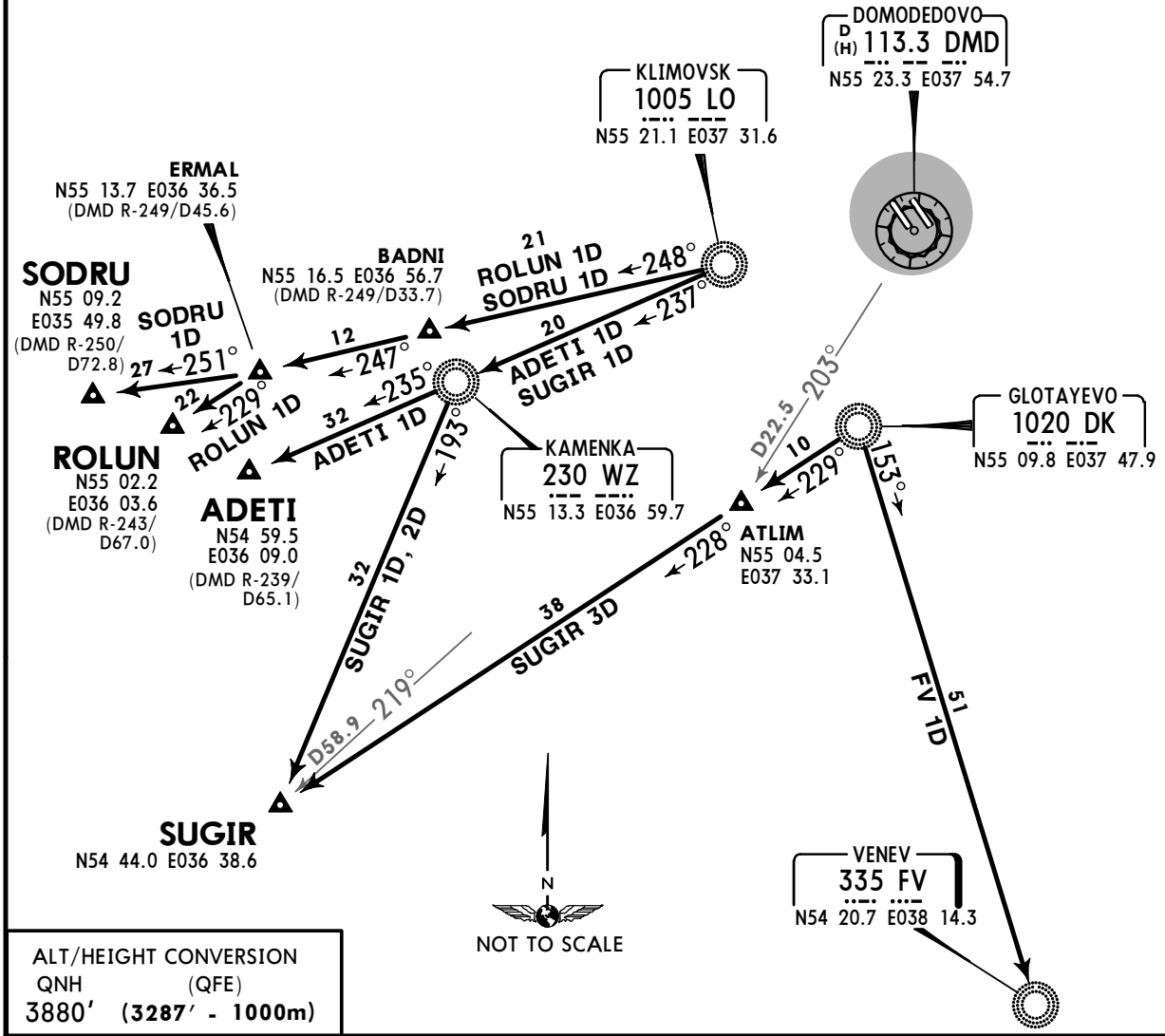
DOMODEDOVO Radar	Apt Elev	
127.7	593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ **(3287′)**

ADETI 1D [ADE1D], ROLUN 1D [ROL1D]
SODRU 1D [SOD1D], SUGIR 1D [SUG1D]
FROM LO

SUGIR 2D [SUG2D]
FROM WZ

SUGIR 3D [SUG3D]
VENEV 1D (FV 1D)
FROM DK

TRANSITIONS



ALT/HEIGHT CONVERSION
QNH (QFE)
3880′ **(3287′ - 1000m)**

TRANSITION	ROUTING
ADETI 1D By ATC	From LO to WZ, then to ADETI.
FV 1D	From DK to FV.
ROLUN 1D By ATC	From LO to BADNI, then to ERMAL, then to ROLUN.
SODRU 1D By ATC	From LO to BADNI, then to ERMAL, then to SODRU.
SUGIR 1D	From LO to WZ, then to SUGIR.
SUGIR 2D	From WZ to SUGIR.
SUGIR 3D By ATC	From DK to ATLIM, then to SUGIR.

CHANGES: Reissue.

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UUDD/DME DOMODEDOVO

JEPPESEN
26 JUN 15 (30-3T)

MOSCOW, RUSSIA

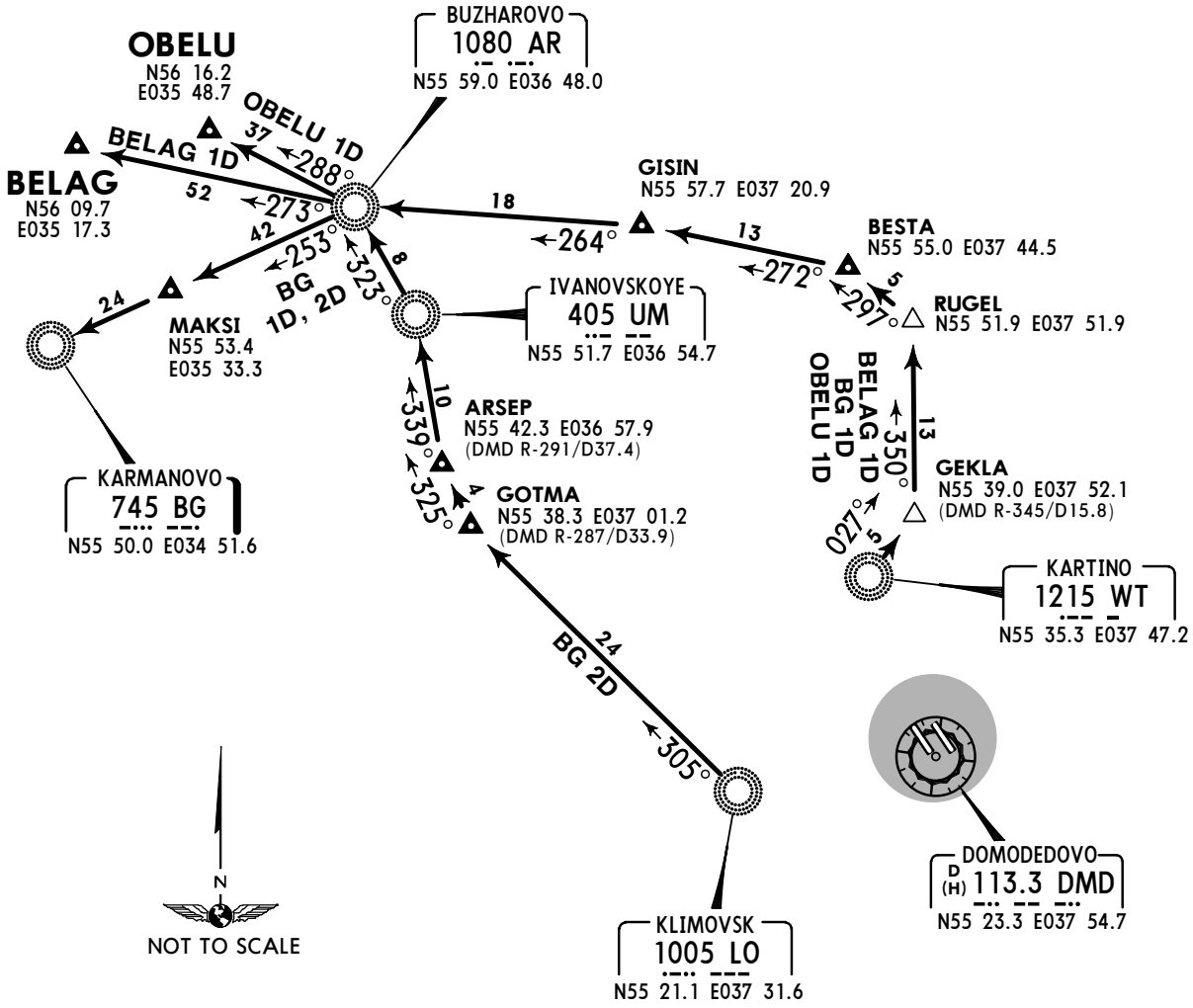
TRANSITION

DOMODEDOVO Radar	Apt Elev	
127.7	593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ **(3287′)**

BELAG 1D [BEL1D]
KARMANOVO 1D (BG 1D)
OBELU 1D [OBE1D]
FROM WT

KARMANOVO 2D (BG 2D)
FROM LO

TRANSITIONS



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880′	**(3287′ - 1000m)**

TRANSITION	ROUTING
BELAG 1D	From WT to GEKLA, then to RUGEL, then to BESTA, then to GISIN, then to AR, then to BELAG.
BG 1D	From WT to GEKLA, then to RUGEL, then to BESTA, then to GISIN, then to AR, then to MAKSI, then to BG.
BG 2D By ATC	From LO to GOTMA, then to ARSEP, then to UM, then to AR, then to MAKSI, then to BG.
OBELU 1D	From WT to GEKLA, then to RUGEL, then to BESTA, then to GISIN, then to AR, then to OBELU.

CHANGES: Reissue.

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UUDD/DME

Apt Elev **594′**
N55 24.5 E037 54.4

JEPPESEN
31 JAN 14 (30-9) **Eff 6 Feb**

MOSCOW, RUSSIA
DOMODEDOVO

ATIS	DOMODEDOVO Clearance	Apron 1 (GND)	Apron 2 (GND)	Transit (RMP)	Tower 1	Tower 2
128.3 (Russian 122.95)	129.15	119.0	123.75	130.6	118.6	119.7

37-52 37-53 37-54 37-55 37-56 37-57

For AIRPORT BRIEFING refer to 30-1P pages

55-26 55-25 55-24 55-23 55-22

10°E

655′ NDB

627′ 614′ Lctr

14L 136°

666′ FOR DETAILS SEE 30-9C

A1 A2 A4 A5 A6 A7 A8 A9 A11 A12

14R 136° Elev 592′ 646′

719′ 702′ 696′ 650′ 732′ 650′

M P4 P5 P6 P8 P9

TAXIROUTE 3 TAXIROUTE H1 TAXIROUTE H2 TAXIROUTE N

ARP

11,483′ 3500m

617′ 587′ 592′

Elev 531′

32L 316°

VOR NDB

Elev 551′ 610′ 627′

B1 B2 B3 B4 B5 B6 B7 B8 T2

FOR DETAILS SEE 30-9B

12,444′ 3793m

45

FOR DETAILS SEE 30-9C

Trees up to 603′

574′

Elev 520′

32R 316°

Lctr

Trees up to 609′

LEGEND
45 Start-up point

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

CHANGES: Elevations. Construction area withdrawn.

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UUDD/DME

MOSCOW, RUSSIA
DOMODEDOVO

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
14L	HIRL *(60m)* CL *(15m)* HIALS PAPI- L ❶ RVR		11,350′ *3459m*	❷	174′ *53m*
32R	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI- R ❶ RVR		11,411′ *3478m*		

❶ Angle 3.0°.
❷ TAKE-OFF RUN AVAILABLE
RWY 14L: From rwy head 12,444′ (3793m)
twy B2 int 9547′ (2910m)
twy B3 int 7972′ (2430m)
RWY 32R: From rwy head 12,444′ (3793m)
twy B8 int 11,467′ (3495m)
twy B7 int 8251′ (2515m)
twy B6 int 7136′ (2175m)
twy B5 int 6365′ (1940m)
twy B4 int 5184′ (1580m)

14R	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI- L ❸ RVR		10,389′ *3167m*	❹	197′ *60m*
32L	HIRL *(60m)* CL *(15m)* HIALS PAPI- L ❸ RVR				

❸ Angle 3.0°.
❹ TAKE-OFF RUN AVAILABLE
RWY 14R: From rwy head 11,483′ (3500m)
twy A4 int 8711′ (2655m)
twy A5 int 7218′ (2200m)
twy A6 int 5741′ (1750m)
RWY 32L: From rwy head 11,483′ (3500m)
twy A9 int 8711′ (2655m)
twy A8 int 7218′ (2200m)
twy A7 int 5741′ (1750m)

TAKE-OFF

AIR CARRIER (JAA)
All Rwys
LVP must be in force

	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	*200m (150m)*	*250m*	*400m*
B			
C			
D	*250m (200m)*	*300m*	

CHANGES: None.

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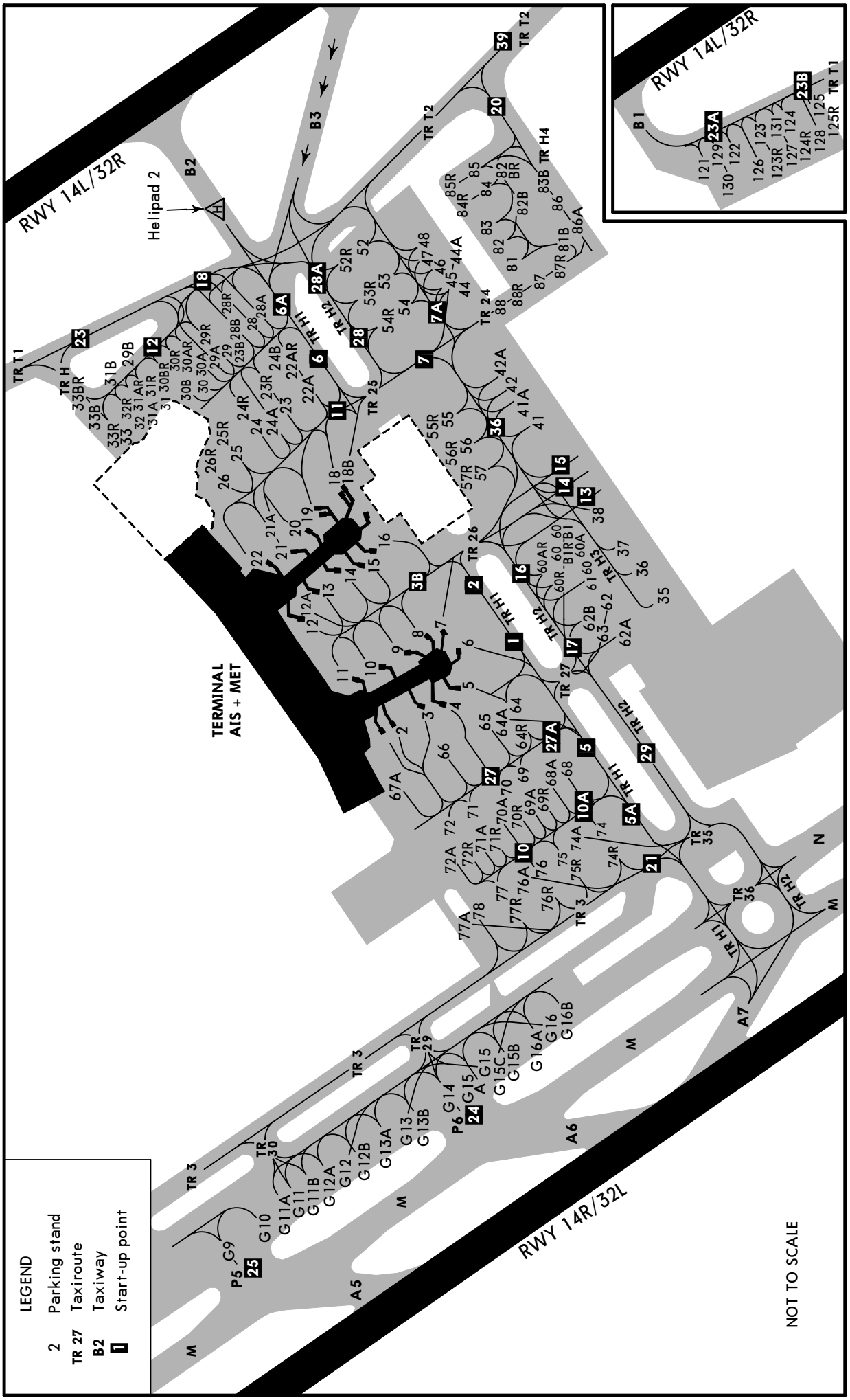
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UUDD/DME

JEPPESEN

12 JUN 15 (30-9B) Eff 25 Jun

MOSCOW, RUSSIA
DOMODEDOVO

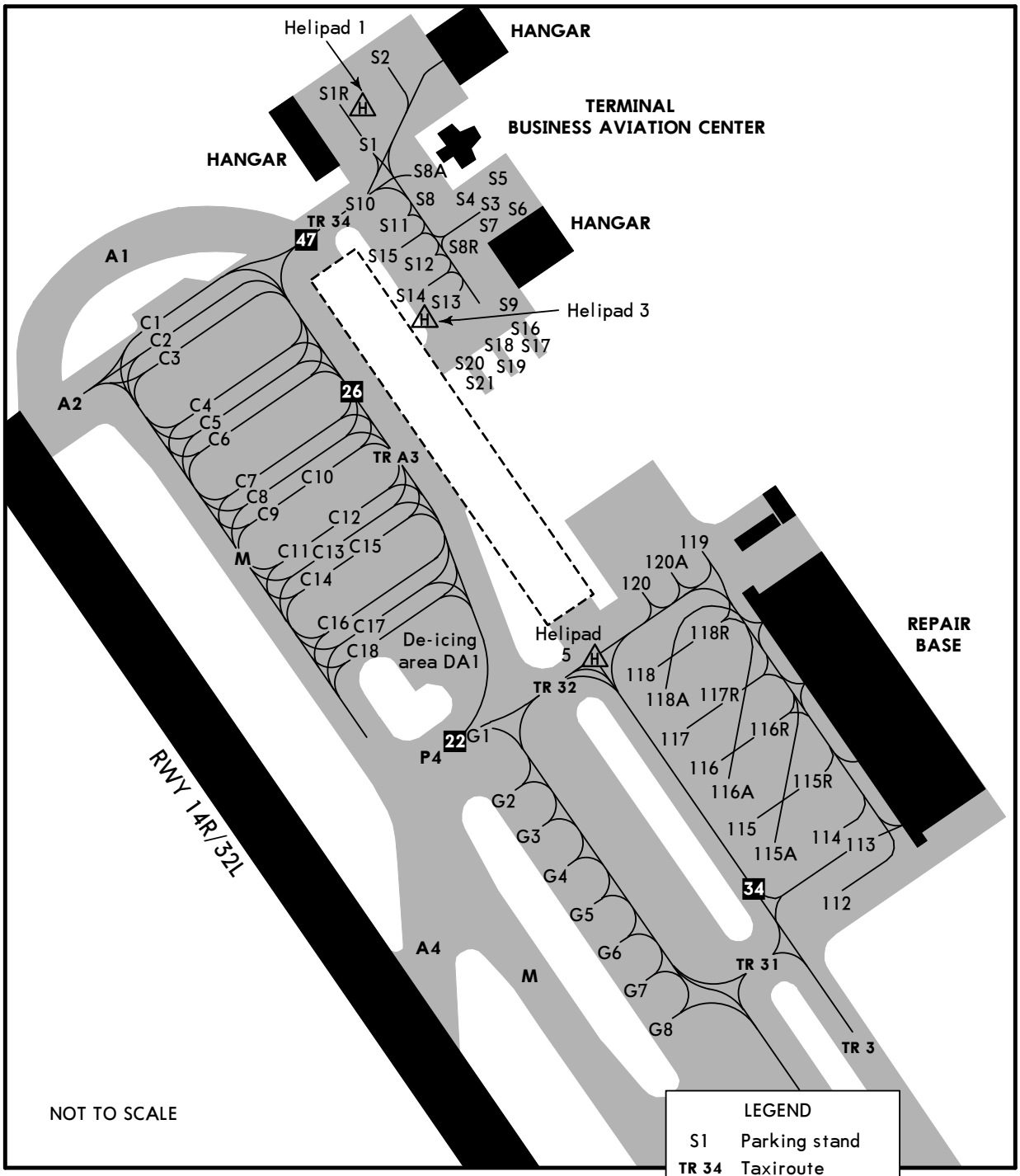


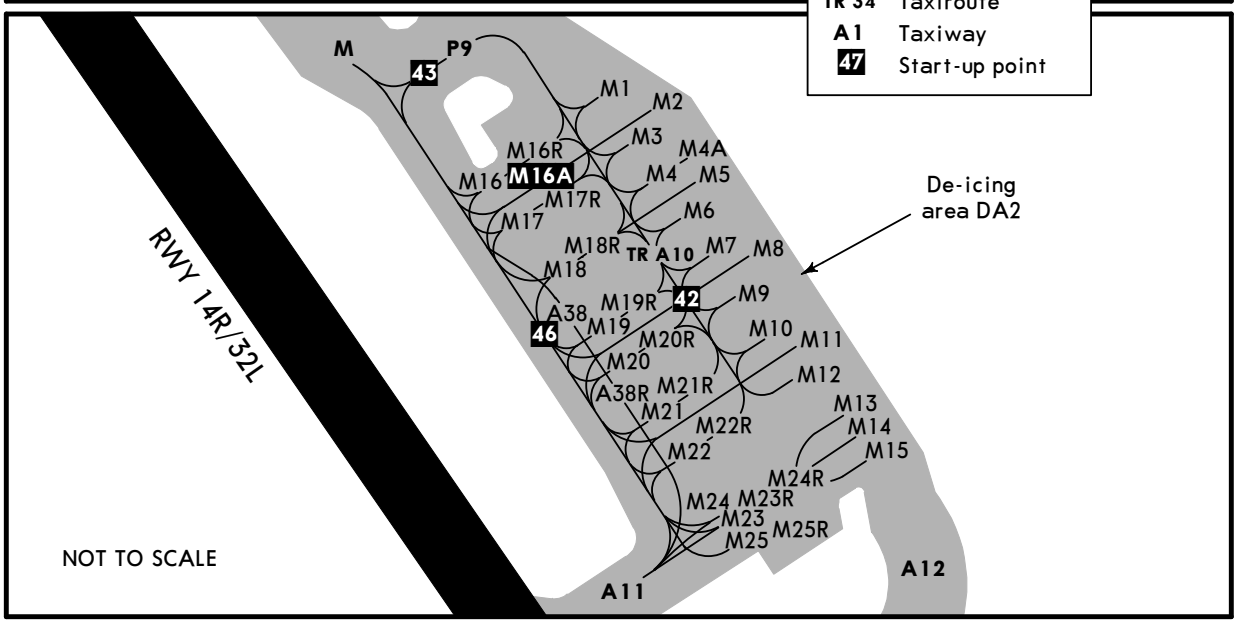
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UUDD/DME

MOSCOW, RUSSIA
DOMODEDOVO





CHANGES: Stands. Start-up point.

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UUDD/DME

MOSCOW, RUSSIA
DOMODEDOVO

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N55 24.8 E037 53.9	86	N55 24.6 E037 54.8
3 thru 5	N55 24.7 E037 54.0	87	N55 24.6 E037 54.6
6 thru 8	N55 24.7 E037 54.1	88	N55 24.7 E037 54.6
9	N55 24.7 E037 54.0	112, 113	N55 25.0 E037 53.1
10, 11	N55 24.8 E037 54.0	114	N55 25.1 E037 53.2
12	N55 24.8 E037 54.1	115, 115A	N55 25.1 E037 53.1
12A	N55 24.9 E037 54.1	116, 116A	N55 25.1 E037 53.1
13 thru 16	N55 24.8 E037 54.2	117, 117A	N55 25.1 E037 53.0
18 thru 19	N55 24.8 E037 54.3	118, 118A	N55 25.1 E037 53.0
20	N55 24.8 E037 54.2	119 thru 120A	N55 25.2 E037 53.0
21, 21A, 22	N55 24.9 E037 54.2	121	N55 25.3 E037 54.3
22A	N55 24.8 E037 54.4	122	N55 25.2 E037 54.3
23 thru 25	N55 24.9 E037 54.4	123 thru 125	N55 25.2 E037 54.4
26	N55 24.9 E037 54.3	126, 127	N55 25.2 E037 54.3
28 thru 28B	N55 24.9 E037 54.6	128	N55 25.1 E037 54.4
29 thru 30B	N55 24.9 E037 54.5	129, 130	N55 25.2 E037 54.3
31	N55 25.0 E037 54.5	131	N55 25.2 E037 54.4
31A thru 33	N55 25.0 E037 54.4	G1 thru G4	N55 25.1 E037 52.9
35	N55 24.5 E037 54.1	G5 thru G8	N55 25.0 E037 53.0
36	N55 24.5 E037 54.2	G9	N55 24.9 E037 53.1
37	N55 24.6 E037 54.2	G10 thru G11A	N55 24.9 E037 53.2
38	N55 24.6 E037 54.3	G11B	N55 24.8 E037 53.2
41	N55 24.6 E037 54.4	G12	N55 24.8 E037 53.3
41A	N55 24.6 E037 54.5	G12A	N55 24.8 E037 53.2
42, 42A	N55 24.7 E037 54.5	G12B thru G13B	N55 24.8 E037 53.3
44 thru 45	N55 24.7 E037 54.6	G14	N55 24.7 E037 53.3
46 thru 48	N55 24.7 E037 54.7	G15 thru G15B	N55 24.7 E037 53.4
52	N55 24.8 E037 54.7	G16, G16A	N55 24.7 E037 53.4
53	N55 24.8 E037 54.6	G16B	N55 24.6 E037 53.4
54	N55 24.7 E037 54.6	M1	N55 23.5 E037 54.3
55, 56	N55 24.7 E037 54.4	M2 thru M4	N55 24.0 E037 54.3
57	N55 24.7 E037 54.3	M5 thru M7	N55 23.9 E037 54.3
60 thru 61	N55 24.6 E037 54.2	M8 thru M12	N55 23.9 E037 54.4
62	N55 24.6 E037 54.1	M13	N55 23.8 E037 54.4
62A	N55 24.5 E037 54.1	M14, M15	N55 23.8 E037 54.5
62B	N55 24.6 E037 54.1	M16	N55 24.0 E037 54.2
63	N55 24.6 E037 54.0	M17, M18	N55 23.9 E037 54.2
64	N55 24.7 E037 54.0	M19, M20	N55 23.9 E037 54.3
64A thru 66	N55 24.7 E037 53.9	M21, M22	N55 23.8 E037 54.3
67A	N55 24.8 E037 53.8	M23, M24, M25	N55 23.8 E037 54.4
68	N55 24.6 E037 53.9		
69	N55 24.6 E037 53.8		
70 thru 72	N55 24.7 E037 53.8		
74	N55 24.6 E037 53.8		
74A thru 76A	N55 24.6 E037 53.7		
77	N55 24.7 E037 53.7		
77A, 78	N55 24.7 E037 53.6		
81	N55 24.6 E037 54.7		
82, 83	N55 24.7 E037 54.7		
84, 85	N55 24.7 E037 54.8		

CHANGES: Stands. Coordinates.

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DOCKING GUIDANCE SYSTEM (SAFEDOCK)

GENERAL

The system is formed by centerline indicators (Azimuth Guidance Unit), approach index and stop position indicator, so as alphanumeric indication, composed of a display unit, control and laser scanner at the top of a pole located at the parking axis extension in the surface of the apron, in front of the cockpit.

The display unit shows the following information types:

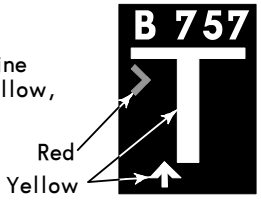
a) Alphanumeric information: aircraft type, "OK", "STOP", "TOO FAR", "ID FAIL" and "DOWN GRAD".
b) Indication of activated system: It is shown by mobile yellow arrows.
c) Indication of aircraft capture: It is shown by a yellow "T", which vertical arm is the docking direction and the horizontal arm is the stop position.
d) Indication of azimuth: The off-center respect to the docking direction is shown by a yellow arrow. A flashing red arrow shows the direction to correct.
e) Indication of distance: The "T" vertical arm is going to be reduced from 39'/12m before the stop position. Each line of LEDs (light-emitting diode) represents 2'/0.5m approximately.
f) Indication of stop: The "T" horizontal arm remains at 2'/0.5m to the stop position. When it is just reached, the display unit shows "STOP" and two rectangular groups of red LEDs will be on.

PILOT INSTRUCTIONS

1. Check that the correct acft type is displayed. The mobile arrows indicate that the system is activated.

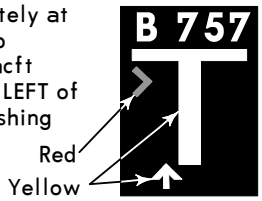


2. DOCKING
Follow the LEDs line. When the "T" centerline indication becomes yellow, the acft is caught by the laser and being identified.

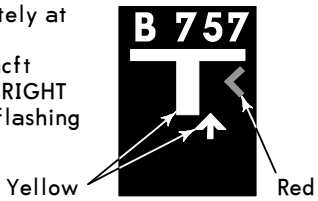


3. IDENTIFICATION
When the acft is at less than 39'/12m from the stop position, the display will show closing rate indicated by turning off one row of centerline indicator LEDs in front of the arrow for each 2'/0.5m advances into the gate.

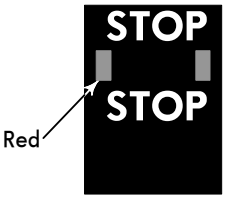
The acft is approximately at 33'/10m from the stop position. The yellow acft symbol indicates acft LEFT of centerline and the flashing red arrow shows the turning direction.



The acft is approximately at 16'/5m from the stop position. The yellow acft symbol indicates acft RIGHT of centerline and the flashing red arrow shows the turning direction.



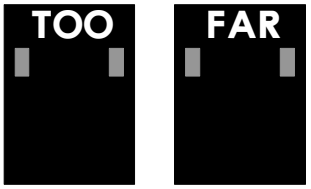
4. STOP
When the correct stop position is reached, the display shows "STOP" and the red LEDs will be on.



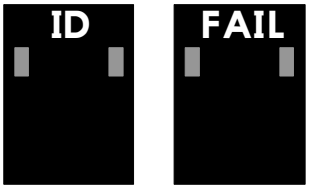
5. DOCKING ON
When the acft is correctly parked, the display unit will show "OK" some seconds later.



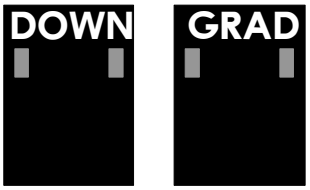
6. If the acft has overshot the stop position, "TOO FAR" will be displayed.



7. IDENTIFICATION FAILURE
The acft is identified during the entrance into the parking position. If for any reason the identification is not achieved "ID FAIL", the display will show "STOP" and "WAIT". If the acft is identified, docking can proceed. If not, the display will show "STOP".



8. SLOW DOWN
When the acft exceed the pre-programmed approach speed, the display unit will show "DOWN GRAD".



CHANGES: None.

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UUDD/DME

Standard

MOSCOW, RUSSIA
DOMODEDOVO

STRAIGHT-IN RWY		A	B	C	D
14L	ILS	**751**′(200′)	**751**′(200′)	**751**′(200′)	**751**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶	**980**′(429′) **R1300m**	**980**′(429′) **R1300m**	**980**′(429′) **R1300m**	**980**′(429′) **R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
14R	CAT 3A ILS	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**
	CAT 2 ILS	**694**′(100′) **RA107′R300m**	**694**′(100′) **RA107′R300m**	**694**′(100′) **RA107′R300m**	**694**′(100′) **RA107′R300m**
	ILS	**794**′(200′)	**794**′(200′)	**794**′(200′)	**794**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	**970**′(377′) **R1000m**	**970**′(377′) **R1000m**	**970**′(377′) **R1000m**	**970**′(377′) **R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB ❶	**1380**′(787′) **R1500m**	**1380**′(787′) **R1500m**	**1380**′(787′) **C2400m**	**1380**′(787′) **C2400m**
	NDB	**1380**′(787′) **C3100m**	**1380**′(787′) **C3100m**	**1380**′(787′) **C3300m**	**1380**′(787′) **C3300m**
	ALS out	C3800m	C3800m	C4000m	C4000m
32L	ILS	**731**′(200′)	**731**′(200′)	**731**′(200′)	**731**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	**880**′(349′) **R900m**	**880**′(349′) **R900m**	**880**′(349′) **R900m**	**880**′(349′) **R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB	**1230**′(699′) **C2700m**	**1230**′(699′) **C2700m**	**1230**′(699′) **C2900m**	**1230**′(699′) **C2900m**
	ALS out	C3400m	C3400m	C3600m	C3600m

❶ Continuous Descent Final Approach.

CHANGES: Minimums.

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UUDD/DME

MOSCOW, RUSSIA
DOMODEDOVO

STRAIGHT-IN RWY		A	B	C	D
32R	CAT 3A ILS	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**
	CAT 2 ILS	**618′**(100′) **RA106′R300m**	**618′**(100′) **RA106′R300m**	**618′**(100′) **RA106′R300m**	**618′**(100′) **RA106′R300m**
	ILS	**718′**(200′)	**718′**(200′)	**718′**(200′)	**718′**(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶	**880′**(362′) **R1000m**	**880′**(362′) **R1000m**	**880′**(362′) **R1000m**	**880′**(362′) **R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m

❶ Continuous Descent Final Approach.

TAKE-OFF RWY 14L/R, 32L/R

LVP must be in Force

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

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UUDD/DME
DOMODEDOVO

JEPPESEN
14 NOV 14 (31-1)

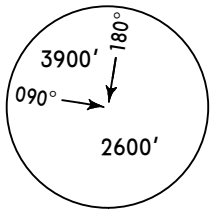
MOSCOW, RUSSIA
ILS or 2 NDB Rwy 14L

ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 2	Ground
128.3 (Russian 122.950)	127.7	119.7	119.0 123.750

BRIEFING STRIP™

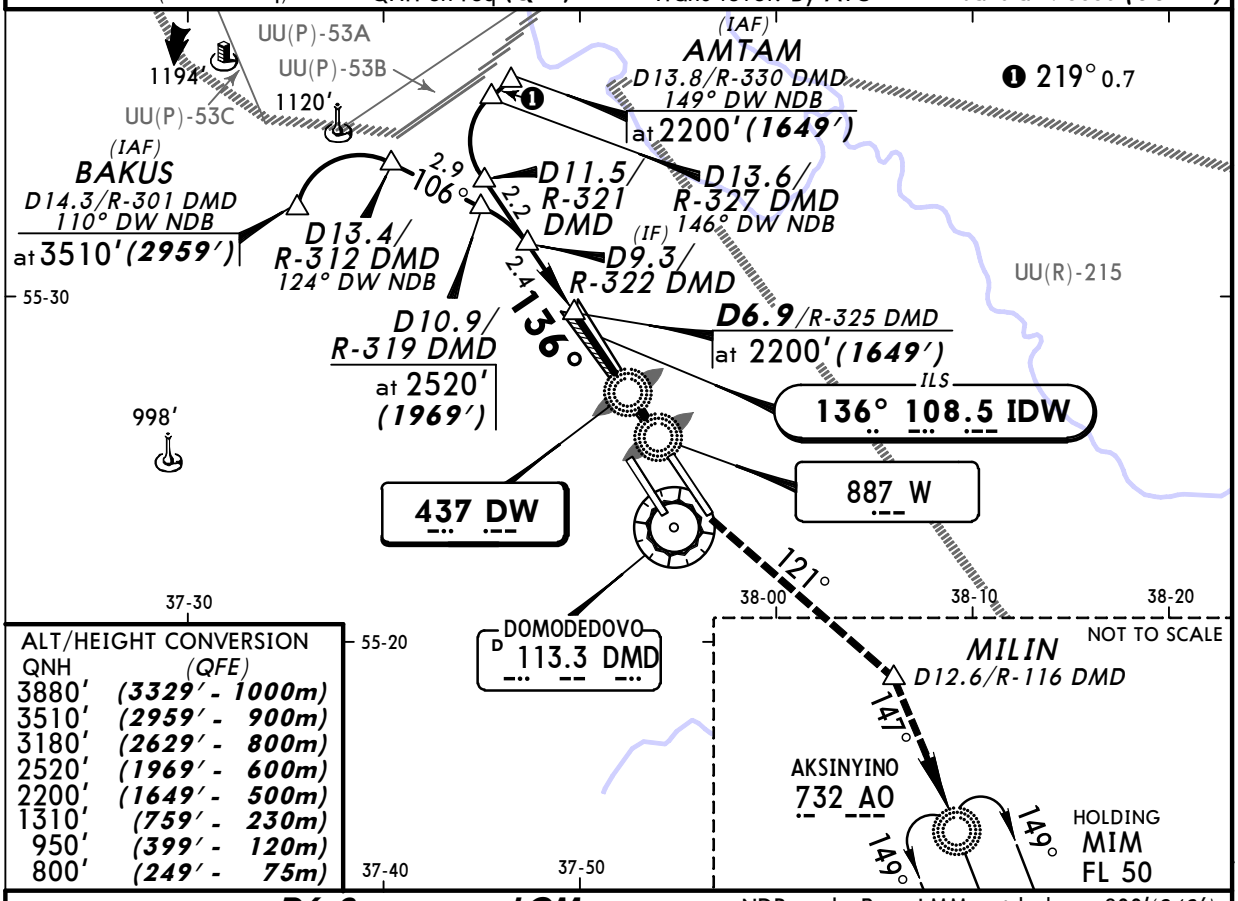
LOC IDW 108.5	Final Apch Crs 136°	GS LOM 1305′(754′)	ILS DA(H) 751′ (200′)	Apt Elev 594′
NDB DW 437		Minimum Alt D6.9 DMD 2200′(1649′)	NDB MDA(H) 980′ (429′)	RWY 551′

MISSED APCH: Climb STRAIGHT AHEAD to 950′ (399′) or W LMM, whichever is later, turn LEFT onto 121° climbing to 2520′ (1969′) to MILIN, then turn RIGHT onto 147° climbing to 3510′ (2959′) to AO NDB, or as directed.



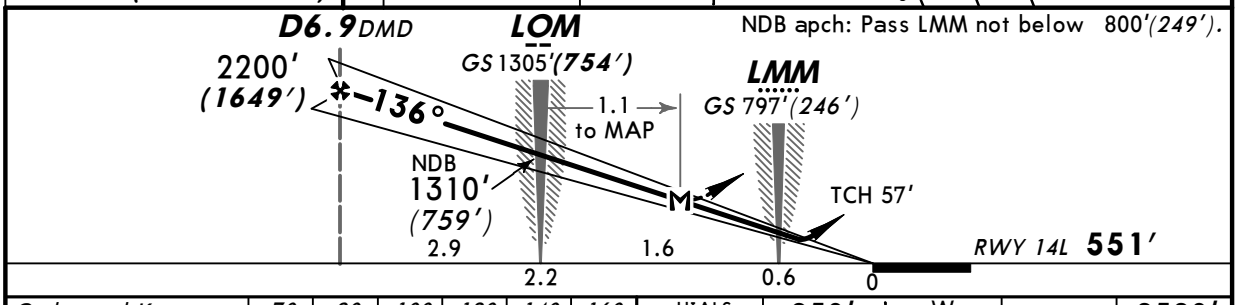
MSA
DMD VOR

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3880′(3329′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	(3329′ - 1000m)
3510′	(2959′ - 900m)
3180′	(2629′ - 800m)
2520′	(1969′ - 600m)
2200′	(1649′ - 500m)
1310′	(759′ - 230m)
950′	(399′ - 120m)
800′	(249′ - 75m)



NDB apch: Pass LMM not below 800′(249′).

Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc Angle 3.00°	372	478	531	637	743	849
LOM to MAP 1.1	0:57	0:44	0:40	0:33	0:28	0:25

HIALS
PAPI

950′ (399′) whichever is later | W 887 | 121° LT | 2520′ (1969′)

STRAIGHT-IN LANDING RWY 14L

	ILS DA(H) 751′(200′) FULL	ILS DA(H) 751′(200′) ALS out	LOC (GS out)	NDB MDA(H) 980′(429′)	NDB MDA(H) 980′(429′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1800m VIS 2000m
B					
C					
D				RVR 1800m VIS 2000m	2400m

PANS OPS

CHANGES: Communications.

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UUDD/DME
DOMODEDOVO

JEPPESEN
14 NOV 14 (31-2)

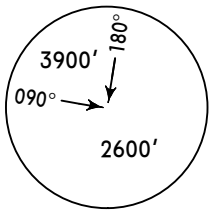
MOSCOW, RUSSIA
ILS DME Rwy 14R

ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.950)	127.7	118.6	119.0 123.750

BRIEFING STRIP™

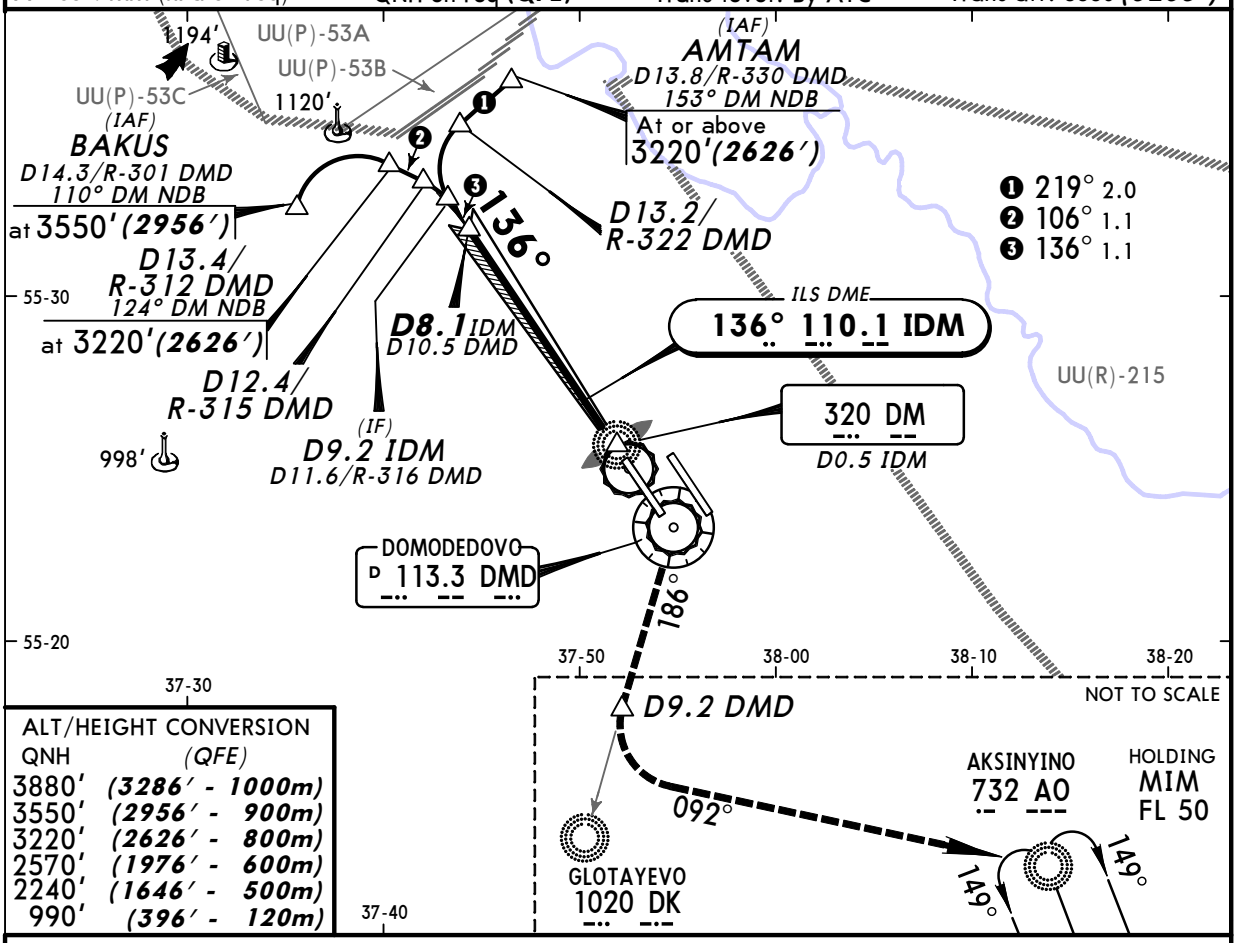
LOC IDM	Final Apch Crs	GS D8.1 IDM	ILS DA(H)	Apt Elev 594'
110.1	136°	3220'(2626')	794' (200')	RWY 594'

MISSED APCH: Climb to VOR to 990' (396') or above. After passing VOR turn RIGHT to intercept R-186, proceed to DK NDB climbing to 2240' (1646'). At D9.2 DMD turn LEFT onto 092° climbing to 2570' (1976') to AO NDB, or as directed.

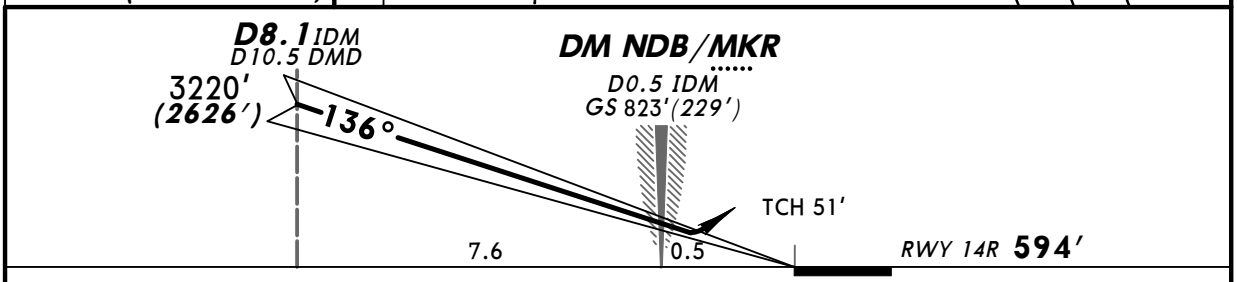


MSA DMD VOR

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3880'(3286')



ALT/HEIGHT CONVERSION QNH	(QFE)
3880'	(3286' - 1000m)
3550'	(2956' - 900m)
3220'	(2626' - 800m)
2570'	(1976' - 600m)
2240'	(1646' - 500m)
990'	(396' - 120m)



Gnd speed-Kts		70	90	100	120	140	160	HIALS-II	MIM 990' (396')	DMD 113.3	RT	DMD 113.3 R-186
ILS GS	3.00°	372	478	531	637	743	849	PAPI				

STRAIGHT-IN LANDING RWY 14R

	ILS DA(H) 794'(200')			LOC (GS out)
	FULL	TDZ or CL out	ALS out	
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B				
C				
D				

PANS OPS

CHANGES: Communications.

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UUDD/DME
DOMODEDOVO

JEPPESEN
14 NOV 14 (31-2A)

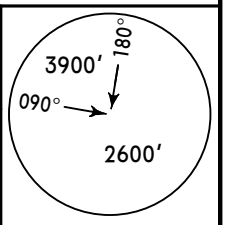
MOSCOW, RUSSIA
CAT II ILS DME Rwy 14R

ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.950)	127.7	118.6	119.0 123.750

BRIEFING STRIP™

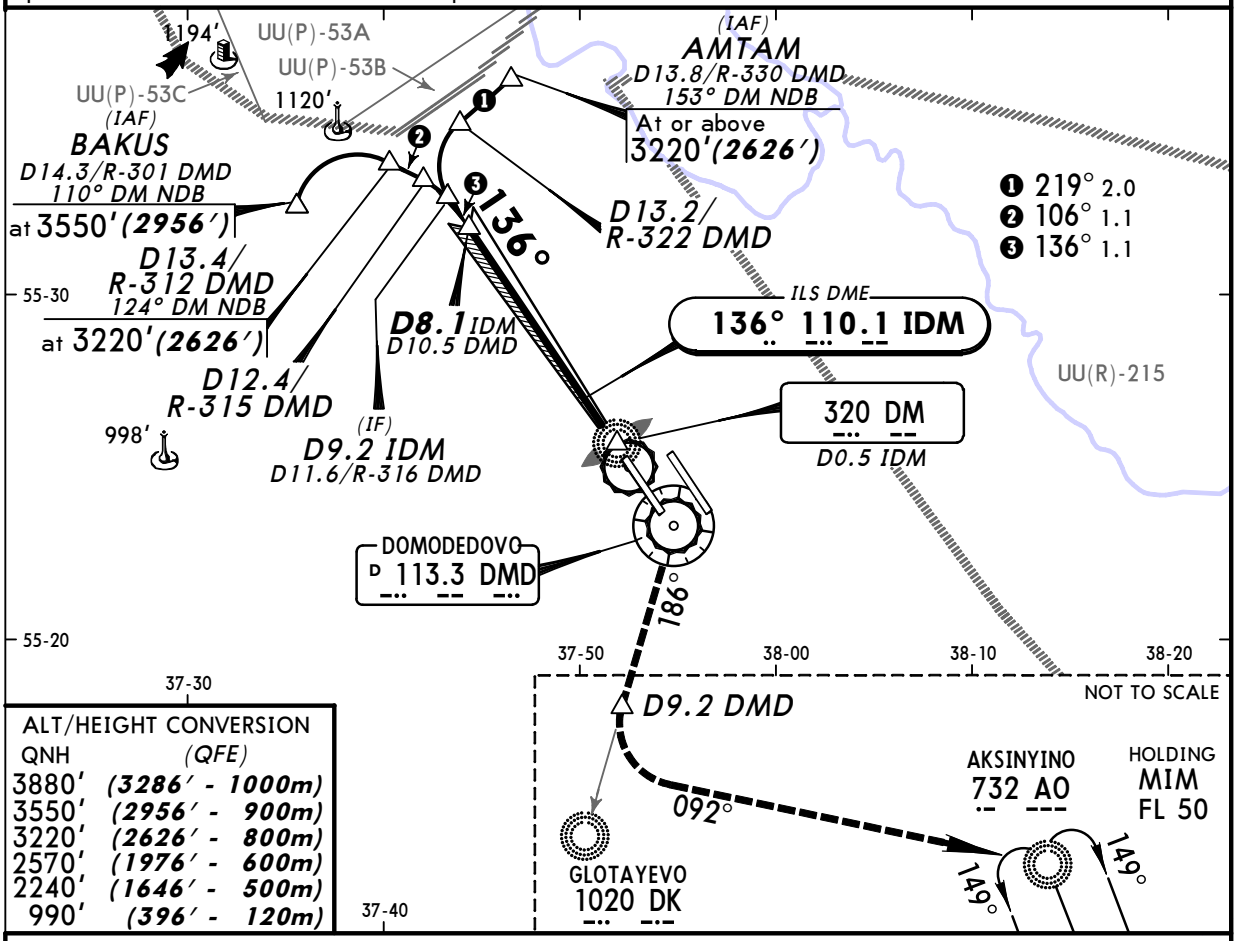
LOC IDM	Final Apch Crs	GS	CAT II ILS	Apt Elev 594′
110.1	136°	D8.1 IDM 3220′(2626′)	RA 107′ DA(H) 694′(100′)	RWY 594′

MISSED APCH: Climb to VOR to 990′ *(396′)* or above. After passing VOR turn RIGHT to intercept R-186, proceed to DK NDB climbing to 2240′ *(1646′)*. At D9.2 DMD turn LEFT onto 092° climbing to 2570′ *(1976′)* to AO NDB, or as directed.

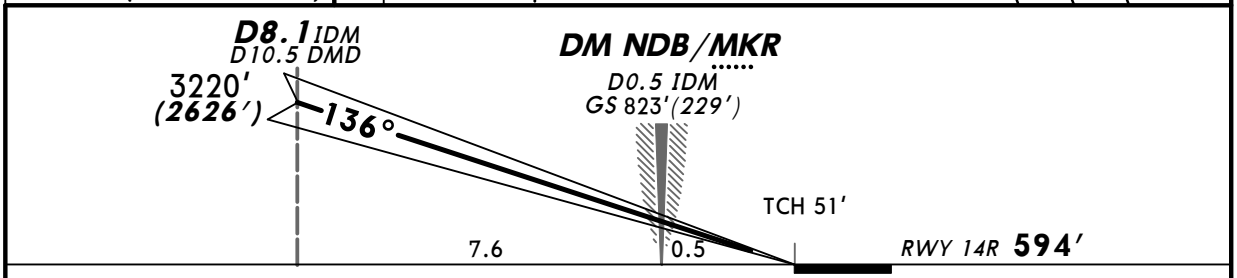


MSA DMD VOR

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: By ATC Trans alt: 3880′***(3286′)***
Special Aircrew & Acft Certification Required.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880′	(3286′ - 1000m)
3550′	(2956′ - 900m)
3220′	(2626′ - 800m)
2570′	(1976′ - 600m)
2240′	(1646′ - 500m)
990′	(396′ - 120m)



Gnd speed-Kts		70	90	100	120	140	160	HIALS-II	MIM 990′ (396′)	DMD 113.3	RT	DMD 113.3 R-186
GS	3.00°	372	478	531	637	743	849	PAPI				

STRAIGHT-IN LANDING RWY **14R**
CAT II ILS

RA 107′
DA(H) 694′***(100′)***

RVR *300m*

PANS OPS

CHANGES: Communications.

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UUDD/DME
DOMODEDOVO

JEPPESEN
6 MAR 15 (31-3)

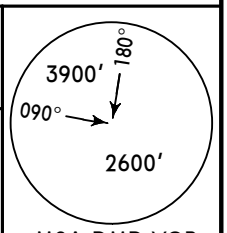
MOSCOW, RUSSIA
ILS DME Rwy 32L

BRIEFING STRIP™

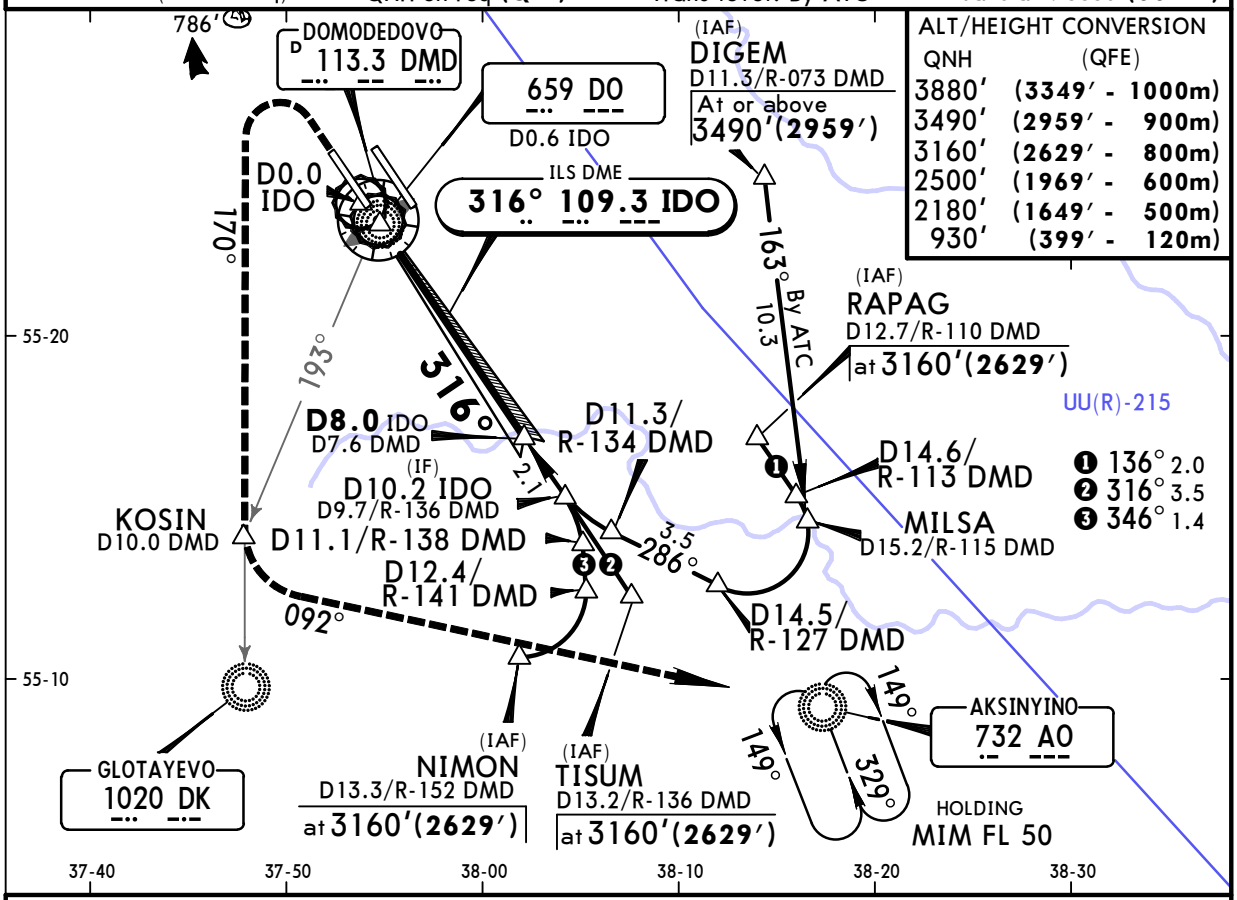
ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.950)	127.7	118.6	119.0 123.750

LOC IDO	Final Apch Crs	GS D8.0 IDO	ILS DA(H)	Apt Elev 594′
109.3	316°	3160′(2629′)	731′(200′)	RWY 531′

MISSED APCH: Climb STRAIGHT AHEAD to 930′ (399′) or D0.0 IDO, whichever is later, then turn LEFT onto 170° inbound to DK NDB to KOSIN at 2180′(1649′). After passing KOSIN turn LEFT onto 092°, then continue climb to 2500′ (1969′) to AO NDB, or as directed.

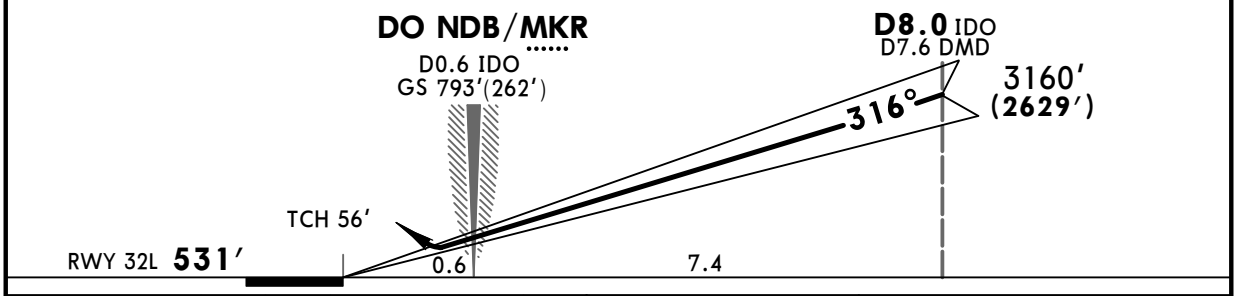


Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3880′(3349′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	(3349′ - 1000m)
3490′	(2959′ - 900m)
3160′	(2629′ - 800m)
2500′	(1969′ - 600m)
2180′	(1649′ - 500m)
930′	(399′ - 120m)



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

HIALS
PAPI

930′ (399′) whichever is later D0.0 IDO | 170° LT | 2180′ (1649′)

STRAIGHT-IN LANDING RWY 32L

	ILS DA(H) 731′(200′) FULL	ILS DA(H) 731′(200′) ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

PANS OPS

CHANGES: Fix MILSA.

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UUDD/DME DOMODEDOVO

JEPPESEN 6 MAR 15 (31-4)

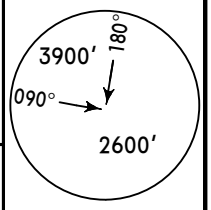
MOSCOW, RUSSIA ILS DME or 2 NDB Rwy 32R

ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 2	Ground
128.3 (Russian 122.950)	127.7	119.7	119.0 123.750

BRIEFING STRIP™

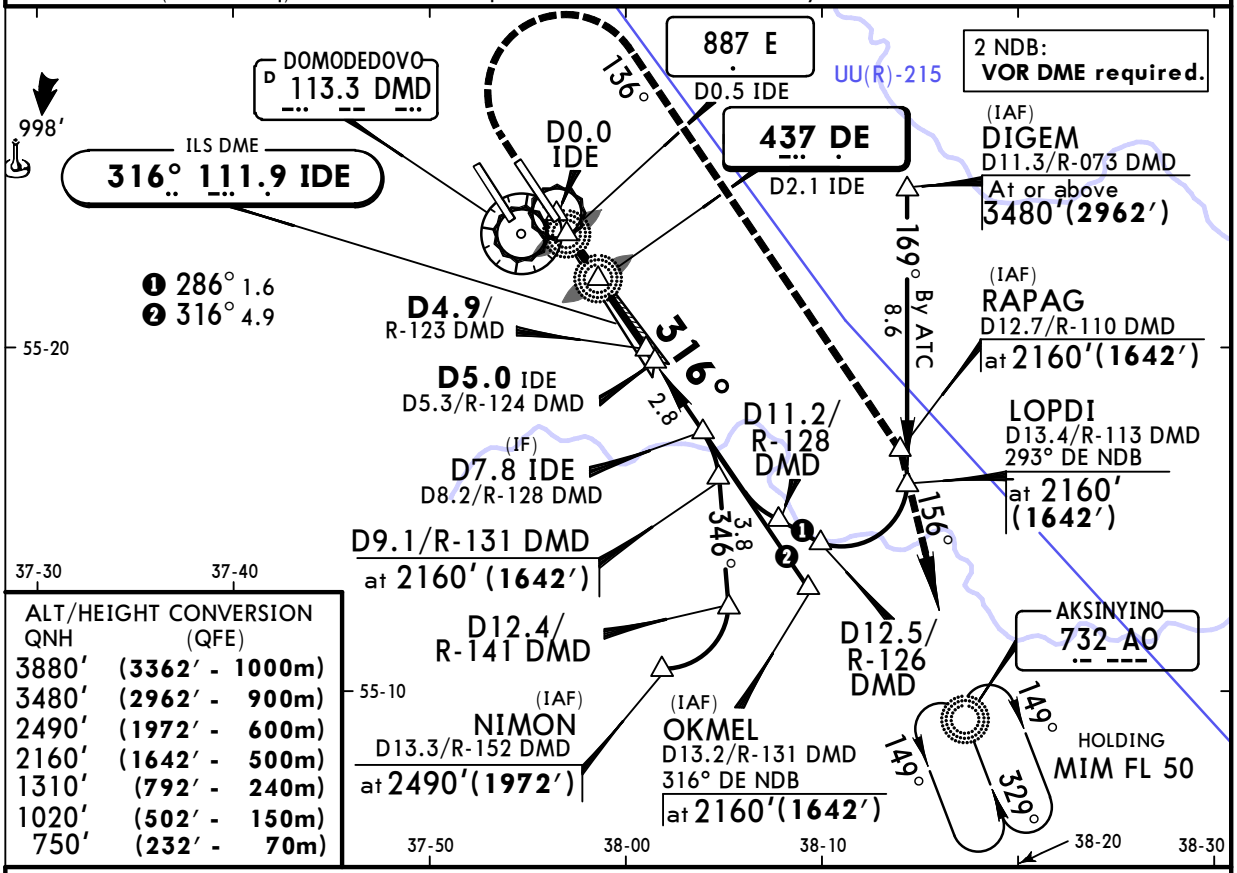
LOC IDE	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 594′
111.9	316°	1240′(722′)	718′(200′)	
NDB DE		Minimum Alt D4.9 DMD	NDB MDA(H)	RWY 518′
437		2160′(1642′)	880′(362′)	

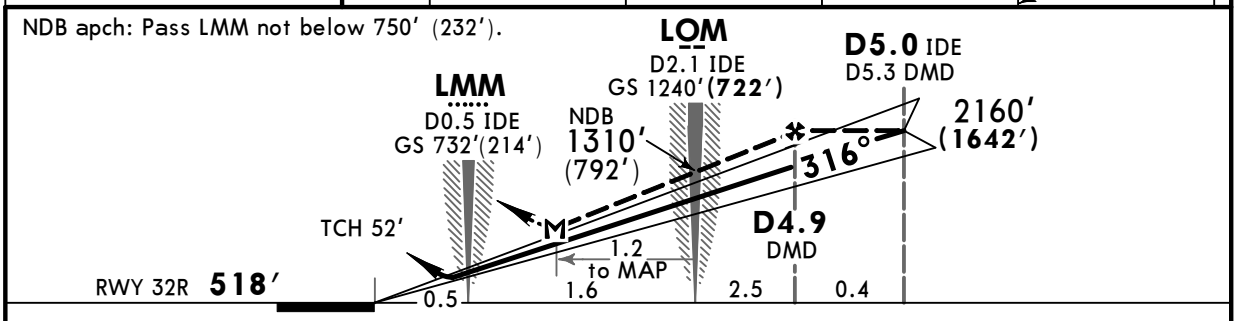
MISSED APCH: Climb STRAIGHT AHEAD to 1020′ (502′) or ILS: D0.0 IDE 2 NDB: to E NDB, whichever is later, then turn RIGHT onto 136° climbing to 2160′ (1642′) to RAPAG, then proceed on 156° climbing to 3480′(2962′) to AO NDB, or as directed.



MSA
DMD VOR

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3880′(3362′)





Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
NDB Desc Angle	3.32°	411	529	587	705	822	940
LOM to MAP	1.2	1:02	0:48	0:43	0:36	0:31	0:27

HIALS-II
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 32R

	ILS DA(H) 718′(200′)			LOC (GS out)	NDB MDA(H) 880′(362′)	
	FULL	TDZ or CL out	ALS out			ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m
B						
C						
D					RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

PANS OPS

CHANGES: Fix LOPDI.

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UUDD/DME DOMODEDOVO

JEPPESEN 6 MAR 15 (31-4A)

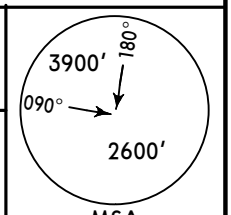
MOSCOW, RUSSIA CAT II ILS DME Rwy 32R

ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 2	Ground
128.3 (Russian 122.950)	127.7	119.7	119.0 123.750

BRIEFING STRIP™

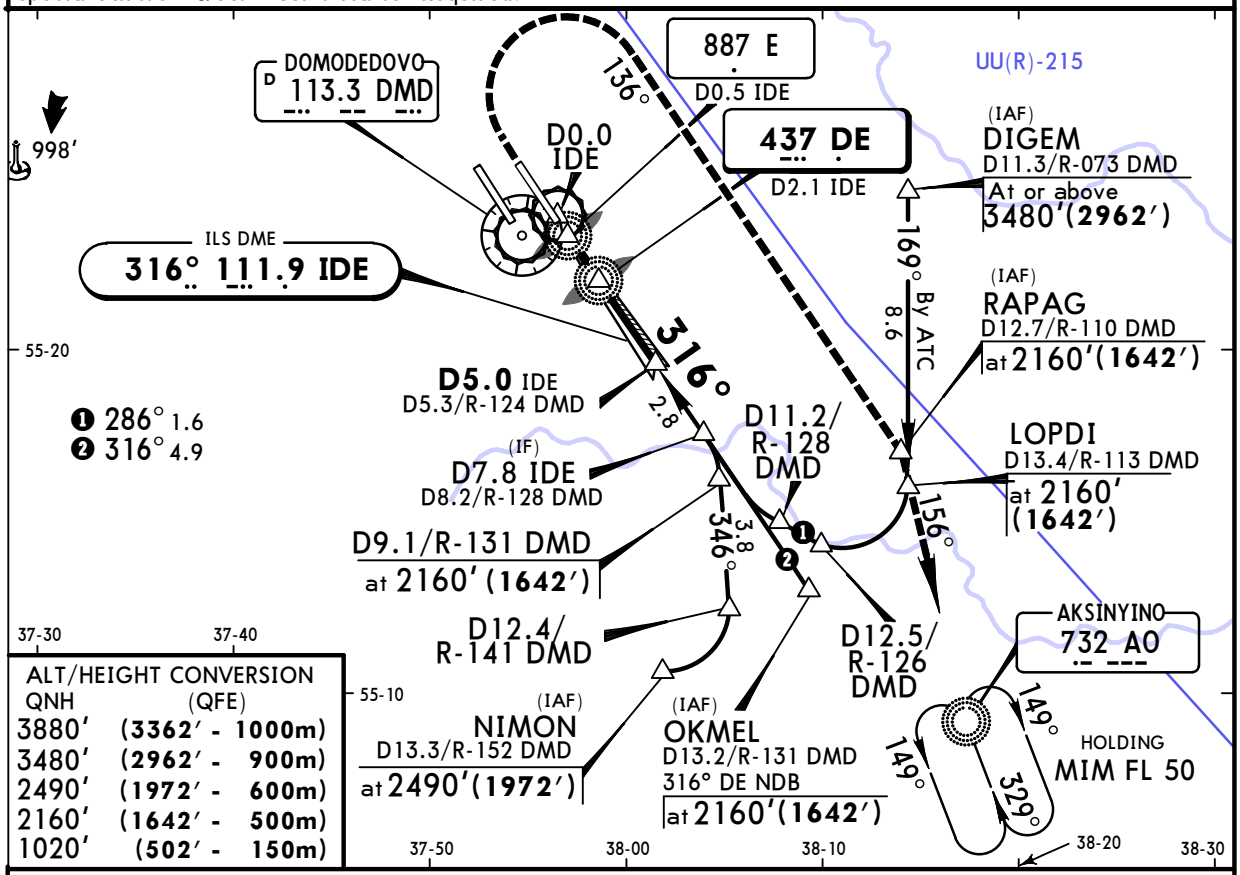
LOC IDE	Final Apch Crs	GS	CAT II ILS	Apt Elev 594′
111.9	316°	LOM 1240′(722′)	RA 106′ DA(H) 618′(100′)	RWY 518′

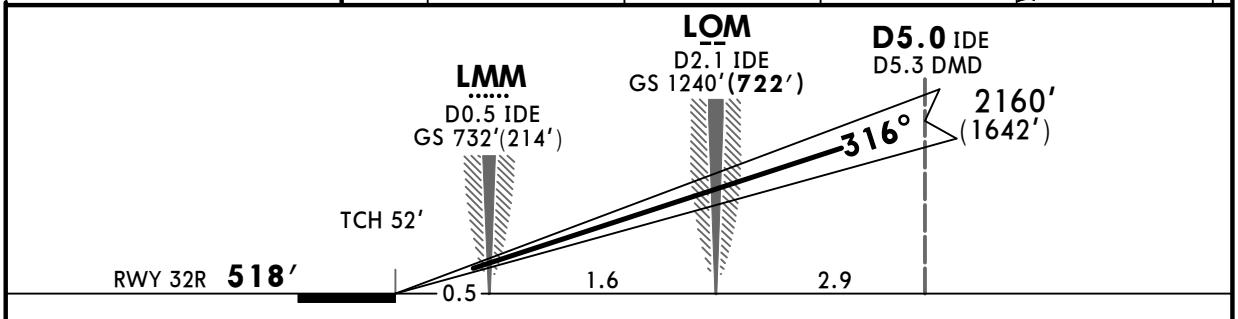
MISSED APCH: Climb STRAIGHT AHEAD to 1020′(502′) or D0.0 IDE, whichever is later, then turn RIGHT onto 136° climbing to 2160′(1642′) to RAPAG, then proceed on 156° climbing to 3480′(2962′) to AO NDB, or as directed.



MSA
DMD VOR

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: By ATC Trans alt: 3880′ **(3362′)**
Special Aircrew & Acft Certification Required.





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

HIALS-II PAPI

1020′ (502′) whichever is later D0.0 IDE

136° RT

2160′ (1642′)

STRAIGHT-IN LANDING RWY **32R**
CAT II ILS

RA 106′
DA(H) 618′(100′)

RVR 300m

PANS OPS

CHANGES: Fix LOPDI.

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UUDD/DME
DOMODEDOVO

JEPPESEN
14 NOV 14 (33-1)

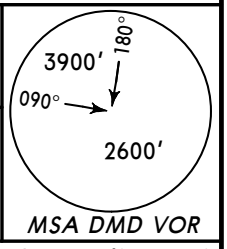
MOSCOW, RUSSIA
VOR DME Rwy 14R

ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.950)	127.7	118.6	119.0 123.750

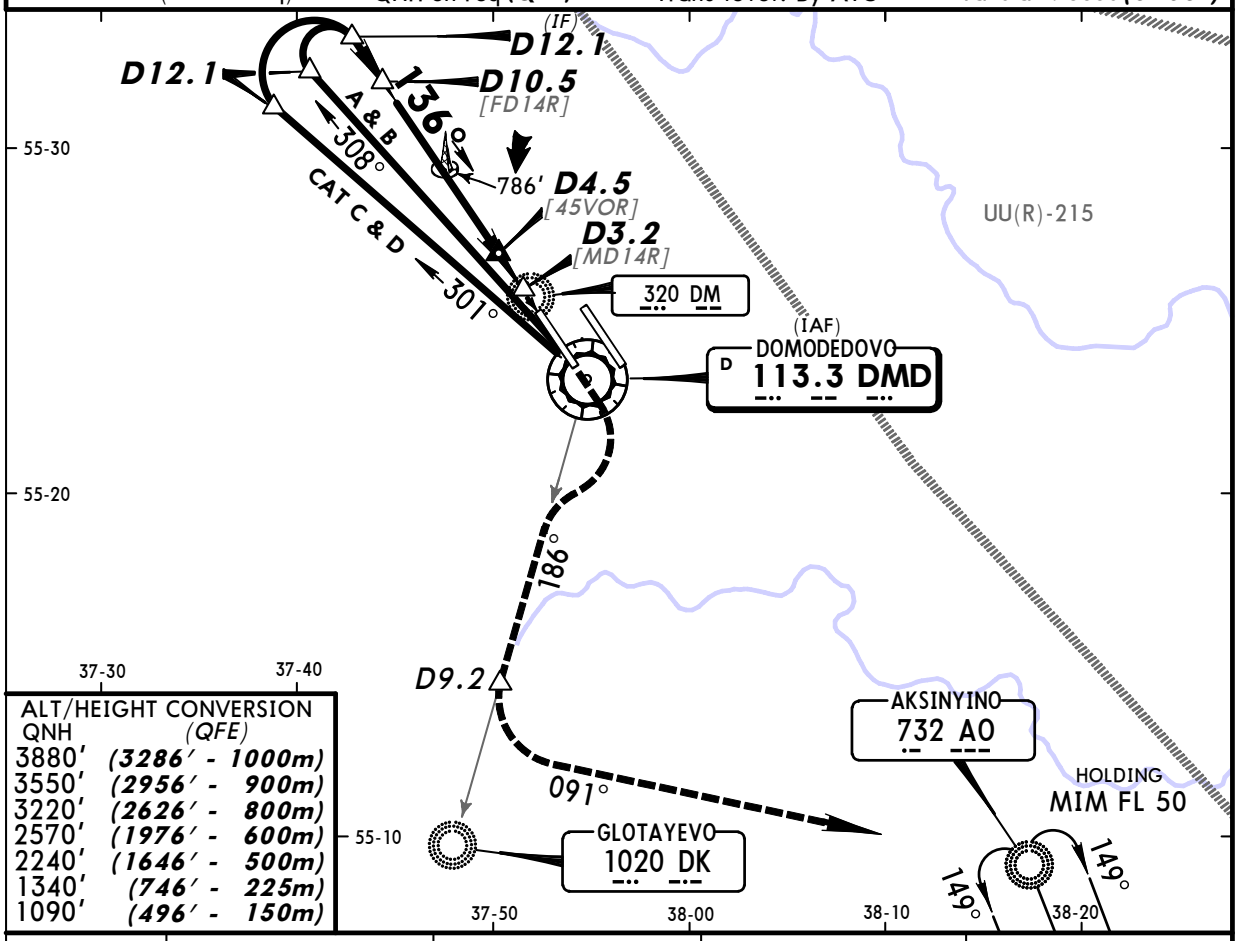
BRIEFING STRIP™

VOR DMD	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
113.3	136°	D10.5 3220′(2626′)	970′ (376′)	Apt Elev 594′ RWY 594′

MISSED APCH: Climb STRAIGHT AHEAD to 1090′ (496′), then turn RIGHT to intercept R-186 proceed to DK NDB climbing to 2240′ (1646′) at D9.2, then turn LEFT onto 091° continue climb to 2570′ (1976′) to AO NDB, or as directed.



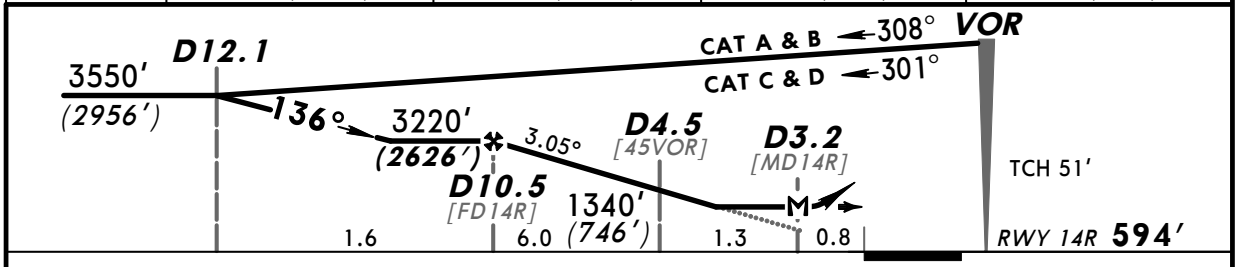
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3880′(3286′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	(3286′ - 1000m)
3550′	(2956′ - 900m)
3220′	(2626′ - 800m)
2570′	(1976′ - 600m)
2240′	(1646′ - 500m)
1340′	(746′ - 225m)
1090′	(496′ - 150m)

DMD DME	7.0	5.9	4.9	3.8
ALTITUDE (HAT)	2120′(1526′)	1780′(1186′)	1430′(836′)	1090′(496′)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.05°	378	486	540	648	755	863
MAP at D3.2							

HIALS-II
PAPI

1090′ (496′)

RT

DMD 113.3 R-186

2240′ (1646′)

STRAIGHT-IN LANDING RWY 14R

MDA(H) 970′ (376′)

PANS OPS

	ALS out	
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CHANGES: Communications. Descent angle.

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UUDD/DME
DOMODEDOVO

JEPPESEN
14 NOV 14 (33-2)

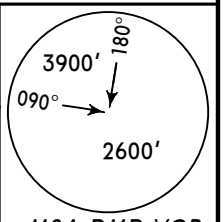
MOSCOW, RUSSIA
VOR DME Rwy 32L

ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.950)	127.7	118.6	119.0 123.750

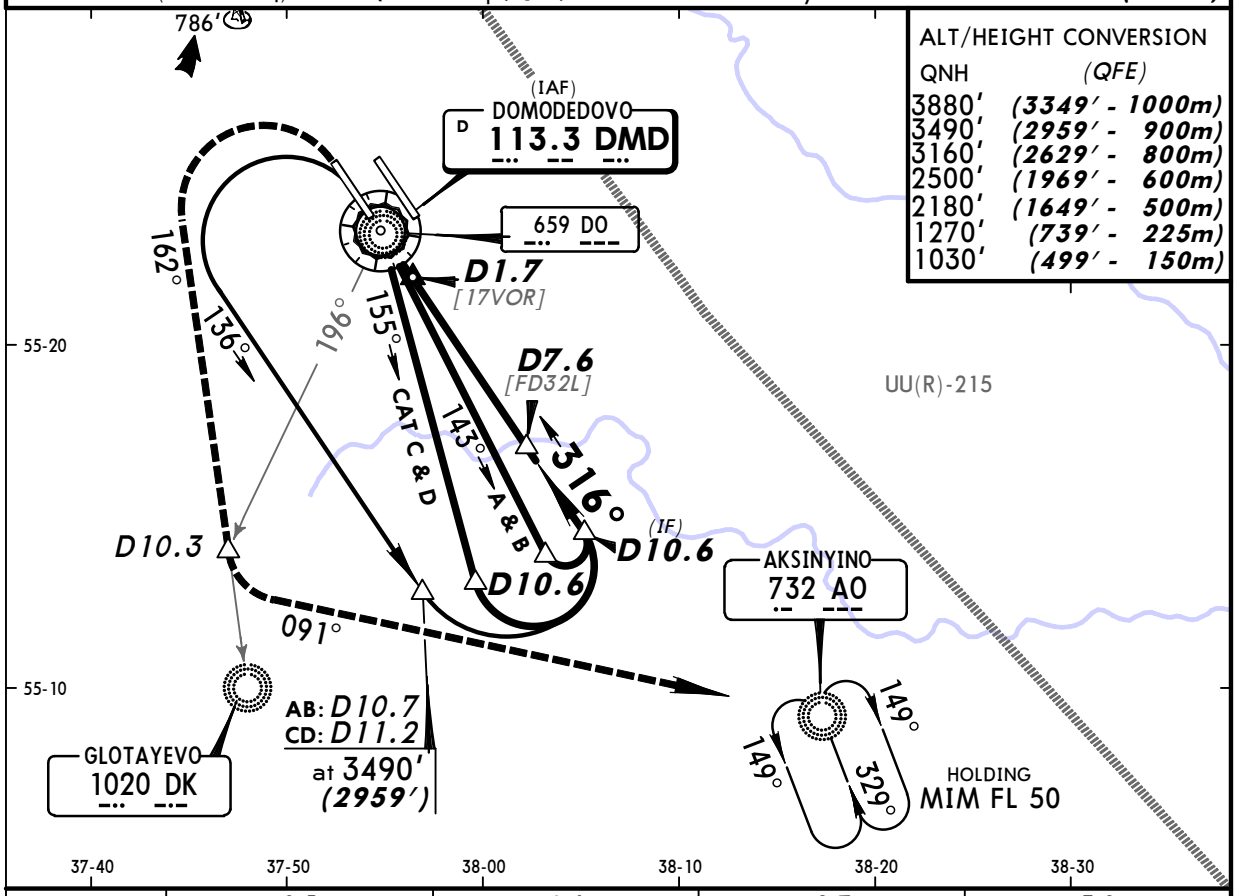
BRIEFING STRIP™

VOR DMD	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 594′
113.3	316°	D7.6 3160′(2629′)	880′ (349′)	RWY 531′

MISSED APCH: Climb STRAIGHT AHEAD to 1030′ (499′), then turn LEFT onto 162° proceed to DK NDB climbing to 2180′ (1649′) at D10.3, then turn LEFT onto 091° continue climb to 2500′ (1969′) to AO NDB, or as directed.



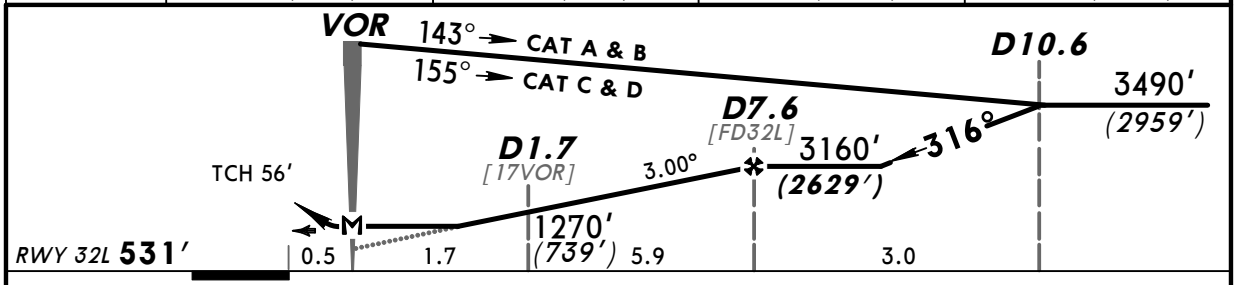
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3880′(3349′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	(3349′ - 1000m)
3490′	(2959′ - 900m)
3160′	(2629′ - 800m)
2500′	(1969′ - 600m)
2180′	(1649′ - 500m)
1270′	(739′ - 225m)
1030′	(499′ - 150m)

DMD DME	0.5	1.6	2.7	3.8
ALTITUDE (HAT)	910′(379′)	1260′(729′)	1600′(1069′)	1950′(1419′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

HIALS
PAPI

1030′ (499′)

162° LT

2180′ (1649′)

D10.3

STRAIGHT-IN LANDING RWY 32L

MDA(H) 880′ (349′)

PANS OPS

	ALS out	
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CHANGES: Communications. VNAV.

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UUDD/DME
DOMODEDOVO

JEPPESEN
14 NOV 14 (36-1)

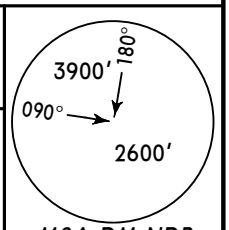
MOSCOW, RUSSIA
NDB Rwy 14R

ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.950)	127.7	118.6	119.0 123.750

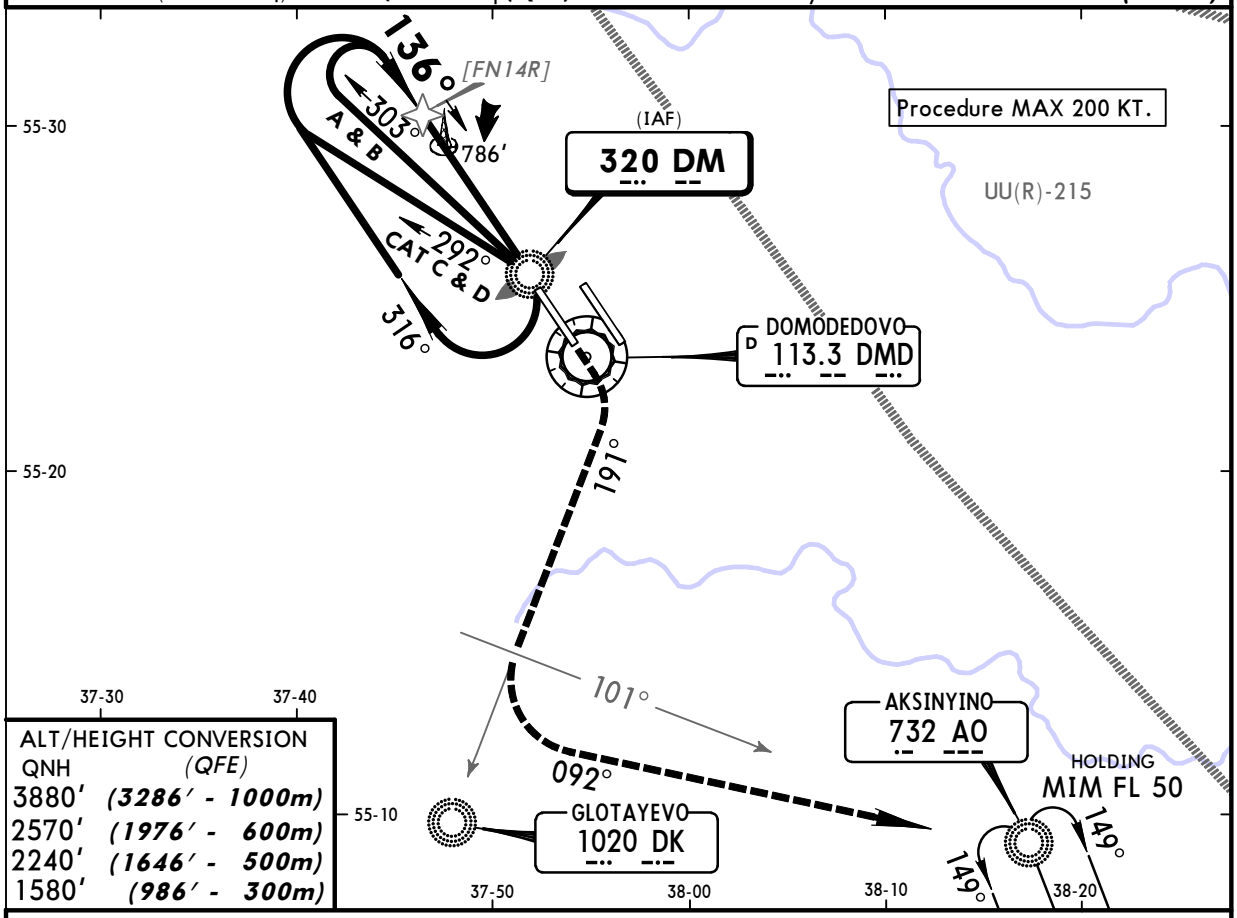
BRIEFING STRIP™

NDB DM	Final Apch Crs	No FAF	MDA(H)	Apt Elev 594′
320	136°		1380′ (786′)	RWY 594′

MISSED APCH: Climb STRAIGHT AHEAD to 1580′ (986′), then turn RIGHT to 191°, proceed to DK NDB climbing to 2240′ (1646′) at 101° AO NDB, then turn LEFT onto 092° continue climb to 2570′ (1976′) to AO NDB, or as directed.

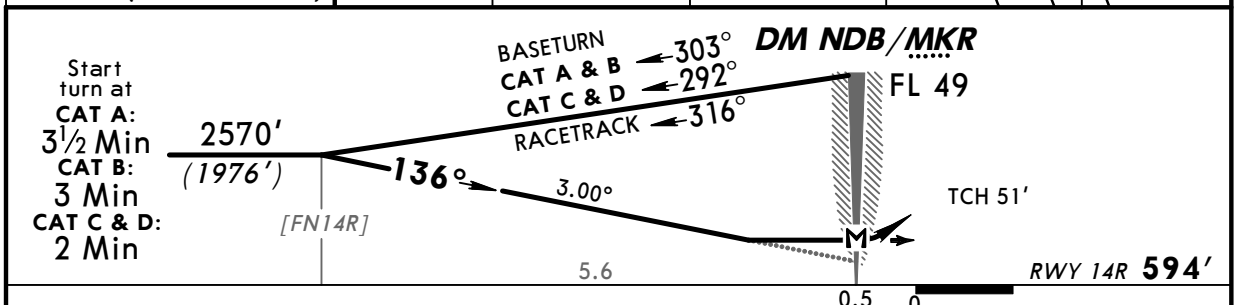


Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: By ATC | Trans alt: 3880′ **(3286′)**



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	(3286′ - 1000m)
2570′	(1976′ - 600m)
2240′	(1646′ - 500m)
1580′	(986′ - 300m)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at DM NDB/MKR						

HIALS-II
PAPI

1580′ (986′)	191° RT	2240′ (1646′)	AO 732 101°

STRAIGHT-IN LANDING RWY **14R**

MDA(H) 1380′ **(786′)**

PANS OPS

		ALS out
A	1200m	RVR 1500m VIS 1600m
B		RVR 1800m VIS 2000m
C	2800m	3600m
D	3600m	4000m

CHANGES: Communications.

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UUDD/DME DOMODEDOVO

JEPPESEN
14 NOV 14 (36-2)

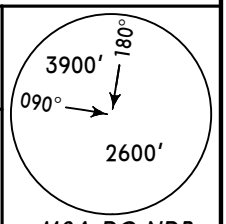
MOSCOW, RUSSIA NDB Rwy 32L

BRIEFING STRIP™

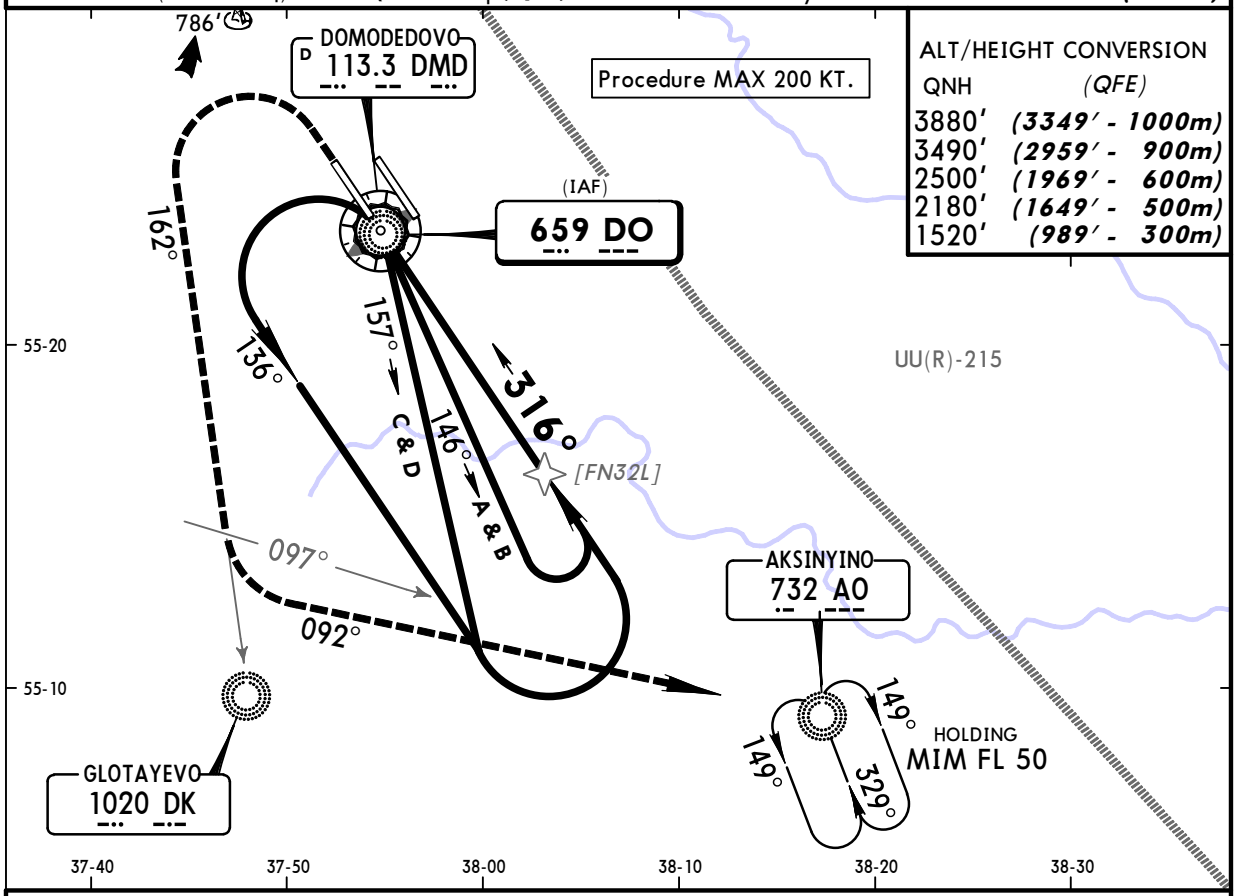
ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.950)	127.7	118.6	119.0 123.750

NDB DO 659	Final Apch Crs 316°	No FAF	MDA(H) 1230′ (699′)	Apt Elev 594′ RWY 531′

MISSED APCH: Climb STRAIGHT AHEAD to 1520′ (989′), then turn LEFT onto 162° proceed to DK NDB climbing to 2180′ (1649′) at 097° AO NDB, then turn LEFT onto 092° continue climb to 2500′ (1969′) to AO NDB, or as directed.

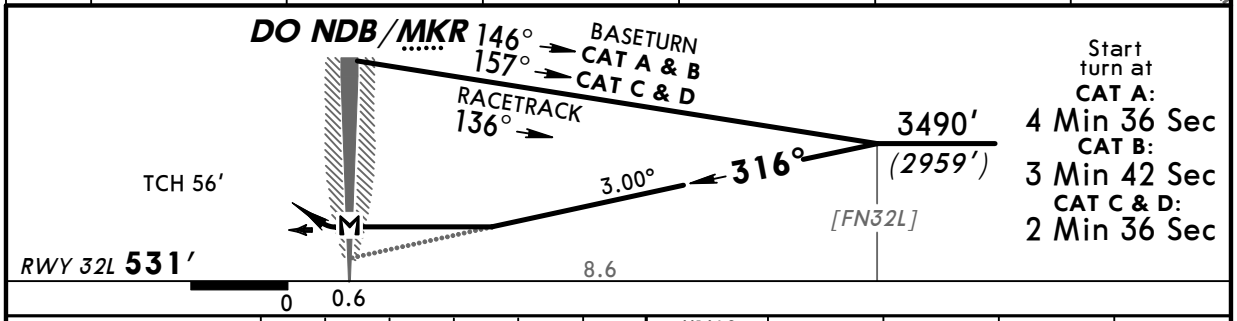


Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: By ATC | Trans alt: 3880′ (3349′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	(3349′ - 1000m)
3490′	(2959′ - 900m)
2500′	(1969′ - 600m)
2180′	(1649′ - 500m)
1520′	(989′ - 300m)



Start turn at
CAT A: 4 Min 36 Sec
CAT B: 3 Min 42 Sec
CAT C & D: 2 Min 36 Sec

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at DO NDB/MKR						

HIALS
PAPI

1520′ (989′)	162° LT	2180′ (1649′)	AO 732 097°

STRAIGHT-IN LANDING RWY **32L**

MDA(H) 1230′ (699′)

PANS OPS

		ALS out
A, B	1200m	RVR 1500m VIS 1600m
C	2400m	3200m
D	3200m	3600m

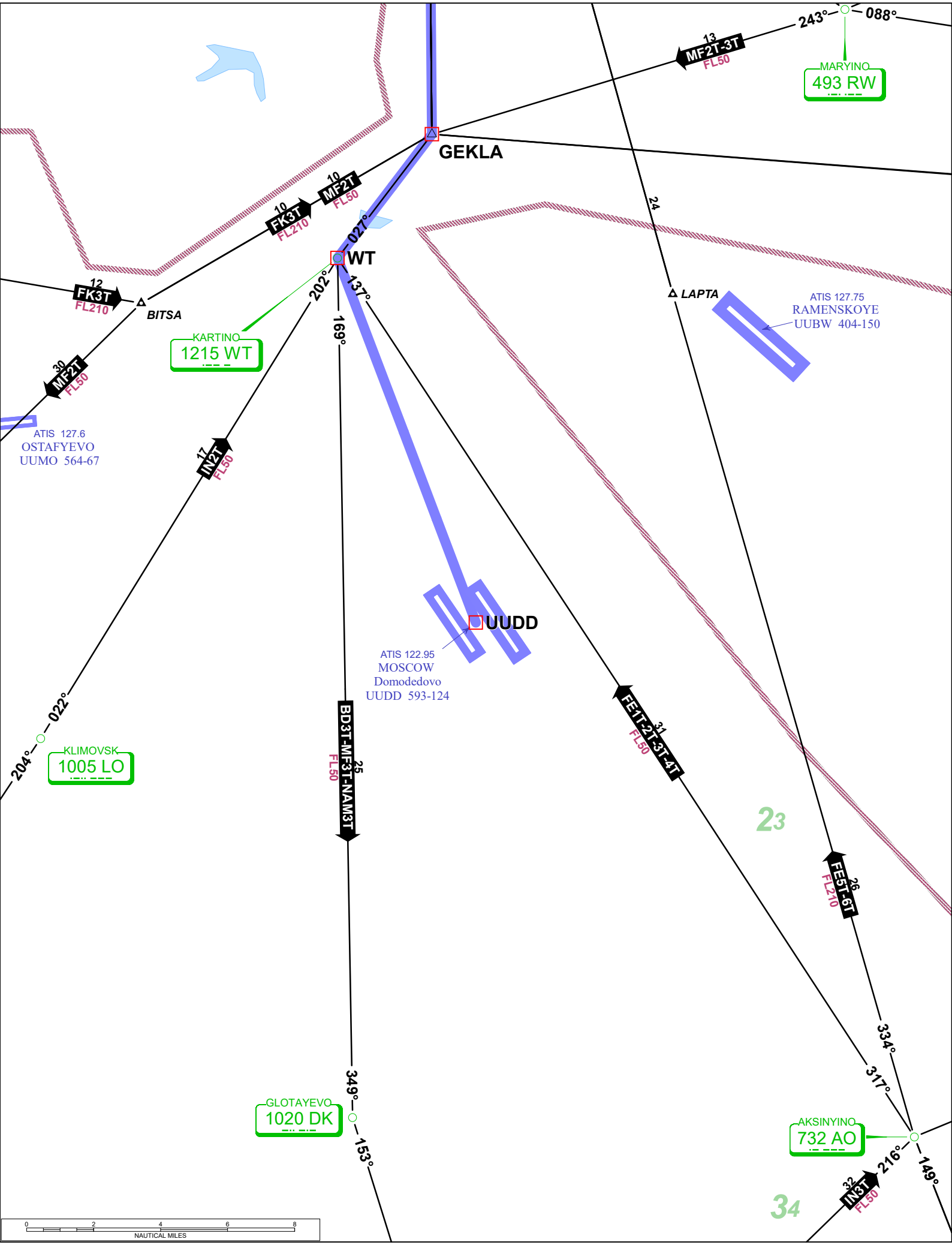
CHANGES: Communications. Descent angle.

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DEPARTURE (UUDD -> ULLI): UUDD (Domodedovo)

NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 08 Sep 2015

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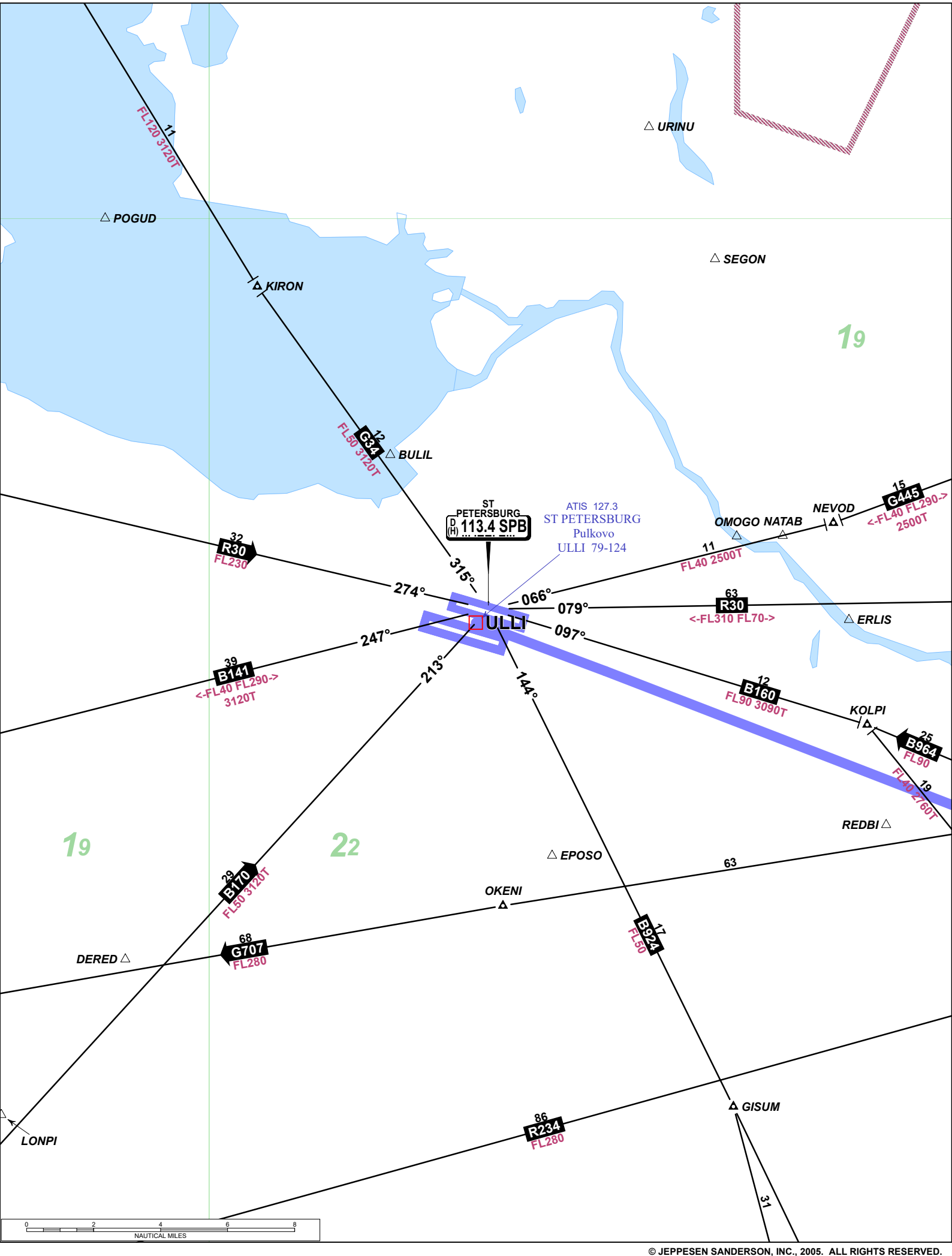


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DESTINATION (UUDD -> ULLI): ULLI (Pulkovo)

NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 08 Sep 2015

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UUDD -> ULLI (Page 1 of 1)

NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:9430424 (1 inch = 129.34 naut mi). Printed on 08 Sep 2015

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1. GENERAL

1.1. ATIS

ATIS 128.3
122.950 (Russian)

1.2. NOISE ABATEMENT PROCEDURES

Noise abatement procedures shall be executed by all ACFT.

1.3. LOW VISIBILITY PROCEDURES

1.3.1. GENERAL

- Preparation: RVR less than 800m at least at one of the three measuring points and/or CEILING is below 80m.
- Activation: RVR less than 600m at least at one of the three measuring points and/or CEILING is below 60m.
- Termination: RVR TDZ is more than 800m at all three measuring points and CEILING is above 80m.

Taxiing of ACFT shall be carried out only along TWYs with CL lights switched on.

The responsibilty for the unsanctioned incursion onto the RWY and non-adherence to the assigned taxi routes on the manoeuvring area shall be placed on the flight crew.

1.3.2. ARRIVING ACFT

After landing, pilots shall choose the nearest suitable TWY for the RWY vacation.

Exits from the ILS critical area from RWY 14R towards TWY M (via TWYs A7, A8, A9 or A11) and from RWY 32R towards the apron (via TWYs B3 or B1) are equipped with color-coded (alternating yellow/green) TWY centerline lights.

The ACFT must vacate the ILS critical area as soon as possible.

The flight crew shall report the RWY vacation to DOMODEDOVO Tower only after passing the last yellow light of TWY centerline that means the vacation of ILS critical area.

After landing on RWY 14R the flight crew must vacate the RWY along TWY A7, A8, A9 or A1:

- When vacating RWY along TWY A7:
  After report to DOMODEDOVO Tower about the vacation of ILS critical area, the flight crew shall, by his instruction, change over to communication with DOMODEDOVO Apron and under his control continue to proceed to the last green light of the centerline of Taxi Route H2, where the flight crew must stop and wait unless otherwise instructed by DOMODEDOVO Apron. Further taxiing of ACFT shall be carried out only after the Follow-me car.
- When vacating RWY along TWY A8, A9 or A11:
  After report to DOMODEDOVO Tower about the vacation of ILS critical area, the flight crew shall continue to proceed under their control along TWY M to the last green light of the TWY centerline of Taxi Route H2, where the flight crew must stop and wait unless otherwise instructed by DOMODEDOVO Tower. By the instruction of DOMODEDOVO Tower the flight crew shall change over to communication with DOMODEDOVO Apron and report the ACFT position (TWY or Taxi Route) and the availability of the Follow-me car in front of the ACFT using the following phraseology:
  "DOMODEDOVO Apron + ACFT callsign + TWY or Taxi Route + Follow-me car is in front of us".
  Further taxiing of ACFT shall be carried under control of DOMODEDOVO Apron. Reaching of the stand by the ACFT shall be reported by the flight crew to DOMODEDOVO Apron using the following phraseology:
  "ACFT callsign + on stand number".

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1. GENERAL

After landing on RWY 32R the flight crew must vacate the RWY only along TWY B3 or TWY B1:

- When vacating RWY along TWY B3:

  After report to DOMODEDOVO Tower about the vacation of ILS critical area, the flight crew shall continue to proceed to the last green light of TWY centerline where the flight crew must stop and wait unless otherwise instructed by Tower. Further taxiing of ACFT shall be carried out under control of DOMODEDOVO Apron and only after the Follow-me car.
- When vacating RWY along TWY B1:
  After report to DOMODEDOVO Tower about the vacation of ILS critical area, the flight crew shall, by his instruction, change over to communication with DOMODEDOVO Apron and under his control continue to proceed to the last green light of the centerline of Taxi Route T1, where the flight crew must stop and wait unless otherwise instructed by DOMODEDOVO Apron. Further taxiing of ACFT shall be carried out only after the Follow-me car.

1.3.3. DEPARTING ACFT

The flight crew of departing ACFT shall carry out taxiing only along the TWYs equipped with TWY centerline lights. In case of a failure of TWY centerline lights or the stop bars the flight crew must carry out taxiing only after the Follow-me car.

Taxiing of ACFT on the apron shall be carried out only after the Follow-me car under control of DOMODEDOVO Apron.

During taxiing on the apron and on the manoeuvring area, the flight crew should constantly check the ACFT position, especially at TWY intersections, to be sure that taxiing is carried out under the conditions of complete safety. In case of difficulty or doubt in determining the ACFT position, it is necessary to stop taxiing and report this to DOMODEDOVO Apron or to DOMODEDOVO Tower.

The RWY holding positions at RWY 14L (TWY B1), RWY 14R (TWY A2), RWY 32L (TWY A11) and RWY 32R (TWY B8) are designated by stop bars. Each stop bar consists of eight lights located across the TWY with equal intervals between the lights of 10'/3m, showing red in the intended direction of approach to the RWY holding position.

The flight crew should repeat all instructions of Tower concerning holding at the RWY.

After receiving the line-up clearance, the flight crew must start taxiing only after switching off the stop bar. Crossing the switched-on stop bar by the ACFT is prohibited.

During the operation of LVP the following is prohibited:

- Take-off from intersections of TWY and RWY;
- Take-off without stopping at the line-up position after taxiing to the RWY.

1.4. RWY OPERATIONS

Only RWY 14R/32L available for take-off and landing of A380 ACFT.

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1. GENERAL

1.5. TAXI PROCEDURES

1.5.1. GENERAL

Taxi Routes 25 (TR 25), 35 (TR 35), 36 (TR 36), H1 (TR H1) from Taxi Route 35 (TR 35) to Taxi Route 36 (TR 36), H2 (TR H2) from Taxi Route 35 (TR 35) to Taxi Route 26 (TR 26) and H3 (TR H3) from start-up point 7 to start-up point 14 MAX wingspan 262'/80m.

Taxi Routes T1 (TR T1) and T2 (TR T2) and H2 (TR H2) from Taxi Route 25 (TR 25) to TWY B2 MAX wingspan 240'/73.3m.

Taxi Routes 26 (TR 26), 27 (TR 27), 31 (TR 31), 32 (TR 32) and H1 (TR H1) from Taxi Route T1 (TR T1) to Taxi Route 25 (TR 25) and from Taxi Route 26 (TR 26) to Taxi Route 35 (TR 35) MAX wingspan 213'/65m.

Taxi Route H3 (TR H3)from Taxi Route T2 (TR T2) to start-up point 7 MAX wingspan 166'/50.5m.

Taxi Route A10 (TR A10) MAX wingspan 118'/36m.

Taxiing along Taxi Routes 3 (TR 3) and 32 (TR 32) with a wingspan of more than 128'/39m under own engines power is prohibited.

Taxiing along Taxi Route 31 (TR 31) under own engines power is prohibited.

Do not stop on Taxi Route T2 (TR T2) between TWYs B3 and B4.

Taxiing along Taxi Routes T1 (TR T1) and T2 (TR T2) and TWYs A5 thru A8, B1 thru B8 and T2 strictly along centerline with inner engines power.

Taxiing along Taxi Routes H2 (TR H2) and 25 (TR 25) with outer engines power, after Follow-me car.

Use Taxi Route T2 (TR T2) between TWY B5 and Taxi Route H2 (TR H2) at reduced speed with Follow-me car.

TWYs B5 and B7 MAX turn radius 82'/25m before take-off from RWY 32R after landing on RWY 14L.

For safety reasons taxi along apron, not exceeding IDLE power.

Taxiing of wide-body ACFT along TWYs P4 and P6 under inner engines power. Outer engines power not above IDLE.

ACFT taxiing along TWY M shall give way to ACFT vacating the RWY.

ACFT shall give way to ACFT taxiing along TWY M (except the above-mentioned rule).

1.5.2. TAXI ROUTINGS

When RWY 14R or RWY 32L is in use both for take-off and landing, the following order of using Taxi Route H1 and Taxi Route H2 shall be applied for the purpose of movement regulation during ACFT taxiing:

- When RWY in use is RWY 14R - Taxi Route H1 shall be used for departing ACFT, Taxi Route H2 shall be used for arriving ACFT;
- When RWY in use is RWY 32L - Taxi Route H2 shall be used for departing ACFT, Taxi Route H1 shall be used for arriving ACFT.

1.6. PARKING INFORMATION

Stands 1 thru 22 equipped with visual docking guidance system SAFEDOCK. Enter with MAX 4m/sec.

Stands 41, 41A, 42, 86 and 119 thru 120A available for run-up.

Parking of helicopters onto stands and helipads by towing.

Use of stands 12A, G2 thru G13, G15 and G16 by towing.

Exit stands G1 and G14 by towing.

Enter stands G11A, G11B, G12A, G12B, G13A, G13B, G15A, G15B, G16A and G16B by towing.

1.7. OTHER INFORMATION

Birds.

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2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

Crews shall maintain the prescribed STAR routes, and, in case of deviation from them, join the assigned track immediately.

APPROACH PROCEDURE

RWY 32L/R are noise preferential RWYs and shall be used to the greatest extent possible.
If special meteorological conditions are present in arrival and approach sectors, the flight crew can deviate from STAR route with mandatory report about it to ATC.

Limitations

Immediately prior to the final approach pilots should avoid excessive rates of descent.
Change of flight configuration and speed shall be carried out according to the requirements of the Airplane Flight Manual.
During instrument as well as visual approach it is not allowed to fly below ILS GS.
Noise abatement procedures shall not envisage the increasing of indicated rate of descent.
A displacement of THR shall not be used as a noise abatement measure.
'AIR GROUND' communication shall be reduced to absolute minimum.

2.2. CAT II/III OPERATIONS

RWYs 14R and 32R approved for CAT II/III operations, special aircrew and ACFT certification required.
Speed specified below to be observed within accuracy of 11 KT.

2.3. SPEED RESTRICTIONS

- 250 KT +/- 10 KT below FL100;
- 220 KT +/- 10 KT after passing AO, DR, GEKLA, LO and RW to 11.9 NM from RWY;
- 160 KT +/- 10 KT from 11.9NM to RWY, flaps in intermediate position, landing gear retracted;
- Immediately before or at 4.3NM from RWY lower landing gear, flaps in landing position, ACFT stabilized at safe APCH speed. No speed control applied when on final from 4.3NM on to RWY.

Speed restriction after entry MOSCOW TMA from the moment of commencing descent from FL:

- 280 KT +/- 10 KT or Mach 0.8 whichever is less from cruising FL to FL250;
- 270 KT +/- 10 KT below FL250 to FL100;
- 250 KT +/- 10 KT below FL100 to TL.

Below transition level, IAS shall be as in accordance with the Aeroplane Flight Manual without exceeding IAS indicated in limitations section. The above mentioned IAS shall be maintained by the flight crew unless otherwise instructed by ATS unit or by the established approach procedure.
If unable to maintain the above mentioned IAS, or requiring an earlier landing gear or flap configuration due to meteorological conditions, ACFT performance or company procedures, the flight crew shall report it to ATS unit.
If unable due to meteorological conditions, flight crew shall advise ATC of the ACFT's recommended speeds or configuration.

2.4. RWY OPERATIONS

2.4.1. MINIMUM RWY OCCUPATION TIME

To reduce the time of RWY occupation the flight crews of landing ACFT are required to determine the nearest rapid exit TWY for safe and quick RWY vacation.
In those cases when it is necessary or desirable to expedite traffic, the flight crew executing landing may be instructed by DOMODEDOVO Tower:

- To carry out landing beyond the RWY touchdown zone;
- To vacate the RWY along the indicated TWY;
- To expedite the RWY vacation.

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2. ARRIVAL

Depending on the meteorological conditions and RWY condition, RWY vacation along TWY must be planned by the flight crew considering the available distances shown in the table below:

RWY	TWY	Angle of taxiing off	ACFT	Distance from RWY extremity to taxiing off TWY, ft/m
14L	B8	90°	all	11,463'/3495m
	B7			8249'/2515m
	B6	40°		7134'/2175m
	B5		medium	6363'/1940m
	B4	40°	light/medium	5182'/1580m
	B2	90°	light	2709'/ 826m
14R	A11	90°	all	11,480'/3500m
	A9	30°		8708'/2655m
	A8	30°		7216'/2200m
	A7	30°	light/medium	5740'/1750m
32L	A2	90°	all	11,480'/3500m
	A4	30°		8708'/2655m
	A5	30°		7216'/2200m
	A6	30°	light/medium	5740'/1750m
32R	B1	90°	all	12,441'/3793m
	B2	90°		11,463'/3495m
	B3	40°		7970'/2430m
	B5	40°	light/medium	6068'/1850m

After landing the flight crew is not obliged to report to Tower about executed landing and RWY vacation (with the exception of low visibility procedures) if the flight crew has not received such instruction from the controller.

After landing the flight crew must vacate the RWY without delays at safe speed of taxiing off the RWY along the TWY assigned earlier. The speed of RWY vacation along rapid exit TWYs shall not exceed 50 KT at the point of turning (TWY centerline adjoins the RWY centerline).

2.5. TAXI PROCEDURES

2.5.1. GENERAL

Signs of exit from RWY 14L/R and 32L/R are located 98'/30m thru 115'/35m before RWY exit points.

2.5.2. TAXI ROUTINGS TO VACATE RWY

The flight crew shall use the following taxi routes unless otherwise instructed by DOMODEDOVO Tower:

After landing on RWY 14L:

- vacate the RWY to the Right along TWY B2 (for light ACFT);
- vacate the RWY to the Right along rapid exit TWY B4, then turn Right along TWY B5 to TWY T2 towards the apron;
- vacate the RWY to the Right along TWY B5 (with the radius of turn not more than 82'/25m), then turn Right to TWY T2 towards the apron;
- vacate the RWY to the Right along rapid exit TWY B6, then turn Right along TWY B7 to TWY T2 towards the apron;
- vacate the RWY to the Right along TWY B7 (with the radius of turn not more than 82'/25m), then turn Right to TWY T2 towards the apron;
- vacate the RWY to the Right along TWY B8, then turn Right to TWY T2 towards the apron.

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2. ARRIVAL

After landing on RWY 14R:
- vacate the RWY to the Left along rapid exit TWY A7;
- vacate the RWY to the Left along rapid exit TWY A8 or A9, then turn Left to TWY M and proceed to Taxi Route H2;
- vacate the RWY to the Left along TWY A11, then turn Left to TWY M and proceed to Taxi Route H2.

After landing on RWY 32L:
- vacate the RWY to the Right along rapid exit TWY A6, A5 or A4, then turn Right to TWY M and proceed to Taxi Route H1;
- vacate the RWY to the Right along TWY A2, then turn Right to TWY M and proceed to Taxi Route H1.

After landing on RWY 32R:
- vacate the RWY to the Left along rapid exit TWY B7 (for light ACFT) or B5, then turn Right to TWY T2 towards the apron;
- vacate the RWY to the Left along the rapid exit TWY B3;
- vacate the RWY to the Left along TWY B2;
- vacate the RWY to the Left along TWY B1.

When RWY 32R is in use for take-off and landing, for the purposes of avoiding the conflict opposite movement during taxiing, the flight crew shall vacate RWY after landing along TWY B7 or B5 only in case when on final leg Tower recommended this TWY to vacate the RWY.

After the RWY vacation the ACFT shall not stop on TWY for the purpose of expecting for the instructions of DOMODEDOVO Tower, but shall continue taxiing along the established taxi routes unless otherwise instructed by DOMODEDOVO Tower.

2.5.3. FREQUENCY CHANGE

Change of frequency during taxiing shall be carried out by the flight crew only by request. Unless otherwise instructed by DOMODEDOVO Tower, the flight crew must stop and request for a change of frequency as follows:
- after landing on RWY 14L - on TWY T2 opposite TWY B5 or at the end of TWY B2 (for light ACFT);
- after landing on RWY 14R - at the end of TWY A7 or on TWY M in front of Taxi Route H2;
- after landing on RWY 32L - on TWY M in front of Taxi Route H1;
- after landing on RWY 32R - at the end of TWY B5, B3, B2 or B1 and also during RWY vacation along TWY B7 (for light ACFT) - on TWY T2 opposite TWY B5.

A change of frequency shall be carried out when approaching the transfer of control limit between DOMODEDOVO Tower and DOMODEDOVO Apron.

The instruction about the change of frequency shall be carried out immediately with mandatory confirmation.

Further taxiing on the apron to the assigned stand shall be carried out strictly by the instruction of DOMODEDOVO Apron.

2.6. OTHER INFORMATION

2.6.1. GENERAL

On initial radio contact DOMODEDOVO Radar and DOMODEDOVO Tower the flight crew of ACFT having the category of turbulence wake as heavy, shall pronounce the word ''Heavy'' after the callsign of the ACFT.

At night and also when visibility is 2000m or less during RWY 14R or 14L approaches the lighted highway shall not be confused with the RWY lights.

On initial radio contact with DOMODEDOVO Tower the flight crew shall report only the ACFT callsign using the following phraseology: ''Domodedovo-Tower + ACFT callsign''.

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3. DEPARTURE

3.1. DE-ICING

The procedure of de-icing treatment of ACFT shall be carried out:

- At engines start-up positions;
- On ACFT stands and points of temporary parking;
- On de-icing areas DA1 and DA2.

DOMODEDOVO Apron shall be notified by the flight crew about the necessity of de-icing treatment on first radio contact.

The order of getting the requests for de-icing treatment does not influence the order of priority of de-icing treatment itself.

When de-icing treatment is carried out at engines start-up position, engines start-up is possible with the permission of DOMODEDOVO Apron and technical specialist responsible for engines start-up after completing the treatment of ACFT tail part and during wing treatment.

De-icing treatment of propeller-driven ACFT with operating engines is prohibited on de-icing areas DA1 and DA2.

In case when the safety of engines start-up is not provided or the safety of the ACFT movement with started up engines to de-icing areas DA1 and DA2 is not provided, then the flight crew has the right to cancel de-icing treatment of ACFT with started up engines.

After reaching the transfer of control limit, the flight crew shall change over to communication with DOMODEDOVO Tower.

The flight crew shall change over to communication with DOMODEDOVO Apron at junction of TWY M with DA1 and DA2, by the instruction of DOMODEDOVO Tower.

Taxiing into/out of de-icing areas DA1 and DA2 shall be carried out only under minimum engines power.

The flight crew must exercise extreme caution with regard to the personnel and transport facilities connected with execution of de-icing treatment. The control over the ACFT taxiing into de-icing areas shall be carried out by a specialist of the apron service.

After taxiing into the assigned stand on DA1 and DA2 the flight crew shall change over to communication with DOMODEDOVO De-icing on frequency 130.600 MHz, by the instruction of DOMODEDOVO Apron.

The flight crew must report DOMODEDOVO Apron about the commencement of de-icing treatment of ACFT.

After getting the code the flight crew shall change over to communication with DOMODEDOVO Apron and report about readiness for taxiing.

Taxiing out of de-icing area shall be carried out only after getting the permission of DOMODEDOVO Tower.

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3. DEPARTURE

3.2. START-UP, PUSH-BACK & TAXI PROCEDURES

3.2.1. GENERAL

On first radio contact with DOMODEDOVO Clearance, DOMODEDOVO Apron and DOMODEDOVO Tower the flight crew of ACFT, having the category of turbulence wake as heavy, shall pronounce the word "Heavy" after the callsign of the ACFT.

To obtain ATC clearance the flight crews of departing ACFT shall contact DOMODEDOVO Clearance 10 MIN before estimated time of engines start-up under condition that ACFT is completely ready for departure:

- Report the ACFT callsign, the destination aerodrome, the ACFT type, stand number, the code of the confirmed ATIS information, the necessity of de-icing treatment;
- Receive ATC clearance, RWY for take-off, SID and transit routes;
- ATC clearance is valid 30 MIN from clearance receipt.

After complete readiness for departure the flight crew shall change over to communication with DOMODEDOVO Apron, by the instruction of DOMODEDOVO Clearance, to get clearance for engines start-up and taxiing (towing), indicating the stand number and report about listening to ATIS information.

ACFT completely ready for departure means that all passengers are on board, the entrance and cargo doors are closed, the stairs are taken away (the aerobridge is disconnected and is in a retracted position), a tow bar is connected (when towing is required), ground personnel is ready for towing (taxiing) and has established radio contact with the flight crew.

The flight crew shall switch on transponder mode S before towing or engines start-up request and switch off after taxiing into stand.

Engines start-up can be carried out by a flight crew in the process of towing if this procedure is envisaged by the Aeroplane Flight Manual (AFM) and coordinated with the technical personnel of the tow team.

After engines start-up the flight crew shall report DOMODEDOVO Apron about readiness to taxi using the following phraseology: ''ACFT callsign + Ready to taxi'' and receive the instructions about the taxi procedure on the apron.

3.2.2. FREQUENCY CHANGE

When giving taxi instructions on the apron, DOMODEDOVO Apron can assign the transfer of control limit to change over to communication with DOMODEDOVO Tower, using the following phraseology: "ACFT callsign + RWY + Taxi routing + Tower frequency".

The flight crew shall independently change over to communication with DOMODEDOVO Tower at the indicated limit.

During departure from RWY 32R, after changing over from frequency of DOMODEDOVO Apron to the frequency of DOMODEDOVO Tower, the flight crew shall watch his frequency and without calling for DOMODEDOVO Tower (except for LVP) carry out taxiing to the RWY holding position on TWY B8. The flight crew must be ready for getting further instructions and permissions from DOMODEDOVO Tower.

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3. DEPARTURE

3.2.3. TAXI ROUTINGS

The standard taxi routes to the RWY holding position (holding position in front of the RWY) are as follows:

- For RWY 14L - along Taxi Route T1 to TWY B1;
- For RWY 14R - along TWY M to TWY A2;
- For RWY 32L - along TWY M to TWY A11;
- For RWY 32R - along TWY T2 to TWY B8.

A flight crew must always request DOMODEDOVO Tower for occupation of TWY M while taxiing from the apron to the RWY holding position at RWY 14R/32L.

3.2.4. INTERSECTION DEPARTURES

Depending on the air and ground situation, it is allowed to execute take-off from the intersection of TWY and the RWY by flight crew's request or by request of DOMODEDOVO Tower, using the following take-off run distances available:

RWY	Intersection of TWY and RWY	TORA	ACFT
14L	B1	12,441'/3793m	all
	B2	9544'/2910m	
	B3	7970'/2430m	
14R	A2	11,480'/3500m	all
	A4	8708'/2655m	
	A5	7216'/2200m	
	A6	5740'/1750m	light/medium
32L	A11	11,480'/3500m	all
	A9	8708'/2655m	
	A8	7216'/2200m	
	A7	5740'/1750m	light/medium
32R	From beginning of RWY	12,441'/3793m	all
	B8	11,463'/3495m	
	B7	8249'/2515m	
	B6	7134'/2175m	
	B5	6363'/1940m	light/medium
	B4	5182'/1580m	light/medium

On initial radio contact with DOMODEDOVO Tower the flight crew can report about their readiness to taxi to the RWY along suitable TWY and execution of the non-stop take-off, after that receive the instructions on further taxiing from DOMODEDOVO Tower.

The absence of such report shall mean for DOMODEDOVO Tower that the flight crew of the given ACFT intends to execute take-off from the RWY beginning.

The flight crew which requires backtracking (including the line-up position on RWY 32R from TWY B8) must report DOMODEDOVO Tower about it on reaching the RWY holding position.

The flight crew of the ACFT, which is at the RWY holding, must be ready to line up and start take-off run immediately after receiving the clearance.

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3. DEPARTURE

3.3. RWY OPERATIONS

3.3.1. MINIMUM RWY OCCUPATION TIME

Prior to reaching the line-up position the flight crew shall inform DOMODEDOVO Tower if unable to carry out the instruction to reduce the time of the RWY occupation and about the required time for preparation.

Pre-flight checks in the crew cabin must be completed by the flight crew prior to occupation of the line-up. The checks to be executed during the ACFT stay on the RWY shall be reduced to a minimum.

If take-off is executed from the RWY beginning, the manoeuvre to line-up shall be carried out either immediately after the ACFT, which has started take-off run, or after the ACFT, which has crossed the RWY THR before landing.

If take-off is executed from the intersection of TWY and the RWY, the flight crew must start the manoeuvre to line-up immediately after the taking off (landing) ACFT has passed abeam the RWY holding position where the ACFT is getting ready for take-off from the intersection.

The flight crew shall execute take-off immediately after receiving take-off clearance.

The conditional clearances shall be used when the appropriate ACFT are visible to both DOMODEDOVO Tower and the flight crew. An ACFT, due to which a conditional clearance is issued, is the first ACFT to proceed before another relevant ACFT. The conditional clearance shall be issued in all cases in the following sequence and includes the following: ''ACFT identification, instructions, clearance + short repetition of the instruction''.
This means that the flight crew getting a conditional clearance is required to identify the ACFT, due to which a conditional clearance is issued.

3.4. NOISE ABATEMENT PROCEDURES

3.4.1. TAKE-OFF AND CLIMBING PROCEDURE

RWY 14L/R are noise preferential RWYs which shall be used to the maximum degree possible. Noise abatement procedures shall not be executed at the expense of reduction of flight safety.

Restrictions

During take-off from RWYs 32L/R pilots shall strictly comply with the established departure procedures to avoid overflying the residential areas of the APT and Domodedovo town.

Change of flight direction (course) after take-off is permitted only after reaching 990'(396').

Noise Abatement Procedures NADP1 and NADP2

Two variants of take-off and climb procedures are applied: NADP1 and NADP2 (ICAO Doc 8168, Volume 1, Part V, Chapter 3).

Control of ACFT Noise within the Aerodrome Area

Control over ACFT noise shall be maintained via the noise monitoring points. Noise level must not exceed 85 dB 0700-2300LT and 75 dB 2300-0700LT.

Noise Monitoring Points

N55 33.7 E037 52.5
N55 33.3 E037 43.9
N55 33.8 E037 38.7
N55 26.7 E037 44.9
N55 27.2 E037 44.6
N55 25.5 E037 45.7
N55 25.7 E037 48.5
N55 20.7 E037 55.5
N55 17.8 E037 57.2
N55 26.2 E037 45.6

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UUDD/DME DOMODEDOVO

JEPPESEN
29 MAR 13 (30-1R) Eff 4 Apr

MOSCOW, RUSSIA

RADAR MINIMUM ALTITUDES

DOMODEDOVO Radar	*Apt Elev*	
127.7	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** The published minimum altitudes integrate a correction for low temperatures.

SPEED RESTRICTION
MAX 250 KT below FL100.

UU(P)-51
UU(P)-52
UU(P)-63
UU(P)-53
UU(P)-68
UU(P)-65
2336′
2890
2890
2570
2240
D30
D29.7
D18.9
D20
D10
D8.1
D6.5
R-005
R-040
R-290
R-247
R-205
R-300
0°
030°
060°
090°
120°
150°
180°
210°
240°
270°
300°
330°
Moscow
(Domodedovo)
DOMODEDOVO
113.3 DMD VOR DME
56-00
55-30
55-00
54-30
37-00
37-30
38-00
38-30
50
40
30
20
10
0
10

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3880′	***(3287′ - 1000m)***
2890′	***(2297′ - 700m)***
2570′	***(1977′ - 600m)***
2240′	***(1647′ - 500m)***

CHANGES: Speed restriction; sector altitude revised.

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TRANSITION DESIGNATION	REFER TO CHART
BOGDANOVO 1D, 2D, NAMIN 1D	30-2A
LARIONOVO 1D, 2D	30-2B
RELTO 2D, TIKBI 2D	30-2C
OKTYABRSKIY 1D, SUKHOTINO 1D, 2D, 3D	30-2C1
GAGARIN 1D, 2D	30-2D

STAR DESIGNATION	REFER TO CHART
AKSINYINO 14A, 14B, 14K, 14M	30-2E
AKSINYINO 32A, 32B, 32F, 32M	30-2F
GEKLA 14A, 14B, 14M	30-2G
GEKLA 32A, 32B, 32K, 32M	30-2H
KLIMOVSK 14A, 14B, 14M	30-2J
KLIMOVSK 32A, 32M	30-2K
MARYINO 14B	30-2L
MARYINO 32K, RUGEL 32K	30-2M
SKURYGINO 14A, 14B, 14M	30-2N
SKURYGINO 32A, 32M	30-2P
ARRIVALS TO DMD	30-2S
ARRIVALS TO DM & DO	30-2T

RNAV APCH TRANS DESIGNATION	REFER TO CHART
AKSINYINO 1A	30-2U
AKSINYINO 2A	30-2V
AKSINYINO 1B	30-2W
AKSINYINO 2B	30-2X
OKREM 1B	30-2X1
OKREM 2B	30-2X2
OKREM 3B	30-2X3
OKREM 4B	30-2X4
SKURYGINO 1A	30-2X5
SKURYGINO 2A	30-2X6
SKURYGINO 3B	30-2X7
SKURYGINO 4B	30-2X8

COMMUNICATION FAILURE	REFER TO CHART
AKSINYINO 14D, DOMODEDOVO 14	30-2X9
AKSINYINO 32D, DOMODEDOVO 32	30-2X10

CHANGES: None.

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UUDD/DME DOMODEDOVO

JEPPESEN
26 JUN 15 (30-2A)

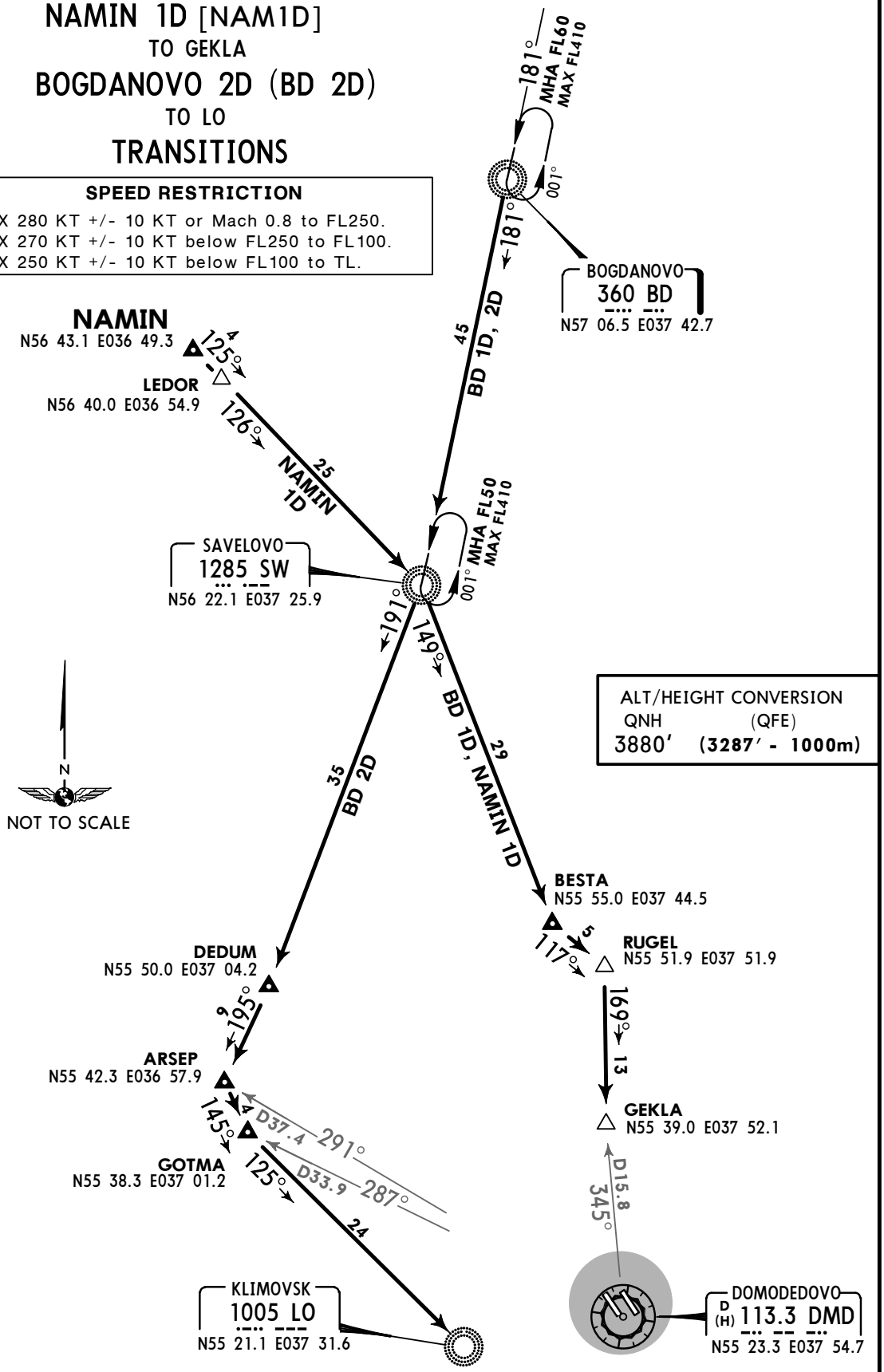
MOSCOW, RUSSIA

TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ **(3287′)**

BOGDANOVO 1D (BD 1D)
NAMIN 1D [NAM1D]
TO GEKLA
BOGDANOVO 2D (BD 2D)
TO LO
TRANSITIONS

SPEED RESTRICTION
MAX 280 KT +/- 10 KT or Mach 0.8 to FL250.
MAX 270 KT +/- 10 KT below FL250 to FL100.
MAX 250 KT +/- 10 KT below FL100 to TL.



TRANSITION	ROUTING
BD 1D	To SW, then to BESTA, then to RUGEL, then to GEKLA.
BD 2D By ATC	To SW, then to DEDUM, then to ARSEP, then to GOTMA, then to LO.
NAMIN 1D	To LEDOR, then to SW, then to BESTA, then to RUGEL, then to GEKLA.

CHANGES: Reissue.

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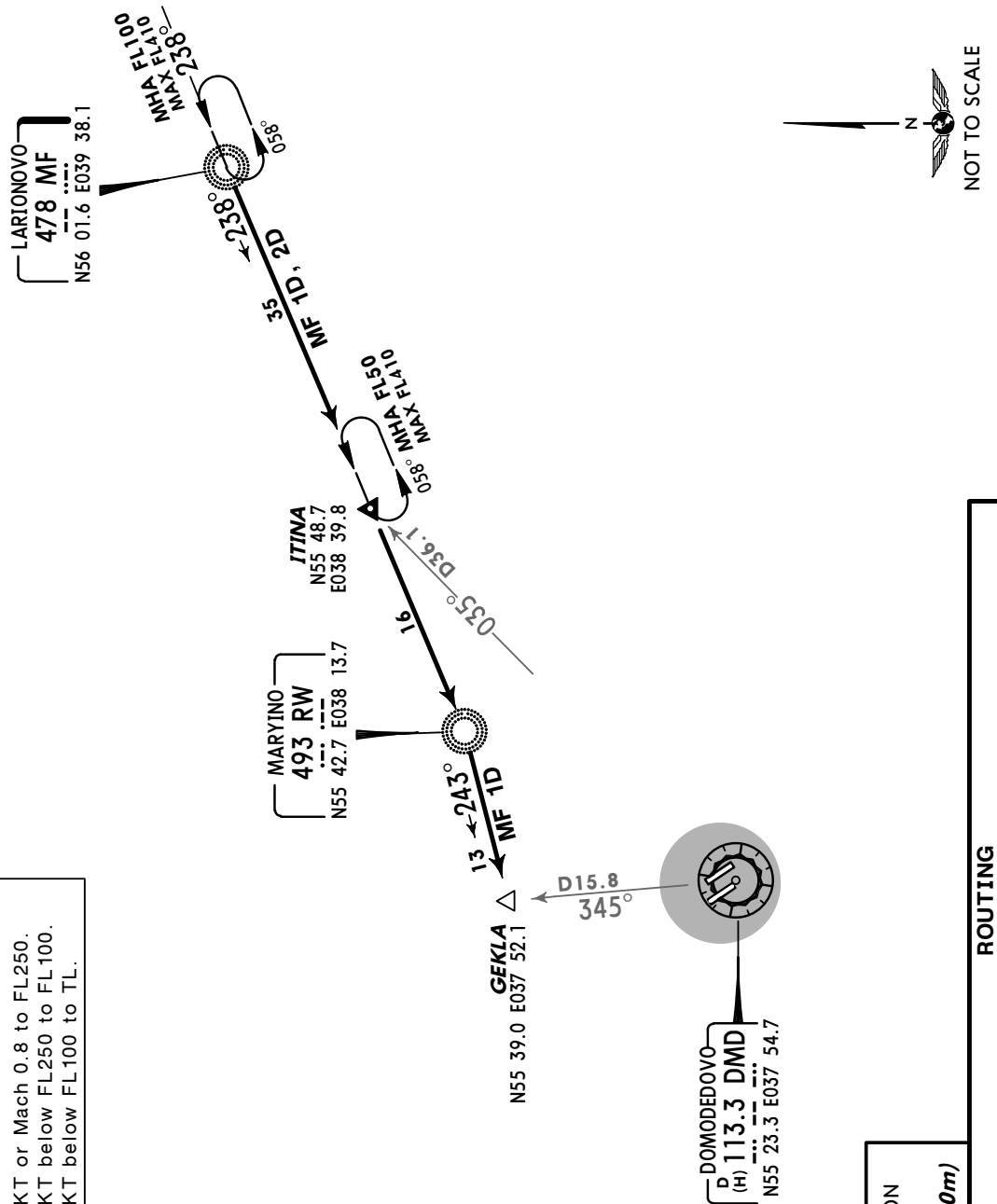
UUDD/DME
DOMODEDOVO

MOSCOW, RUSSIA
TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3880′ *(3287′)*

LARIONOVO 1D (MF 1D), LARIONOVO 2D (MF 2D)
TO GEKLA TO RW

TRANSITIONS



SPEED RESTRICTION
MAX 280 KT +/- 10 KT or Mach 0.8 to FL250.
MAX 270 KT +/- 10 KT below FL250 to FL100.
MAX 250 KT +/- 10 KT below FL100 to TL.

ALT/HEIGHT CONVERSION
QNH 3880′ *(QFE) (3287′ - 1000m)*

TRANSITION	ROUTING
MF 1D	To ITINA, then to RW, then to GEKLA.
MF 2D	To ITINA, then to RW.

CHANGES: None.

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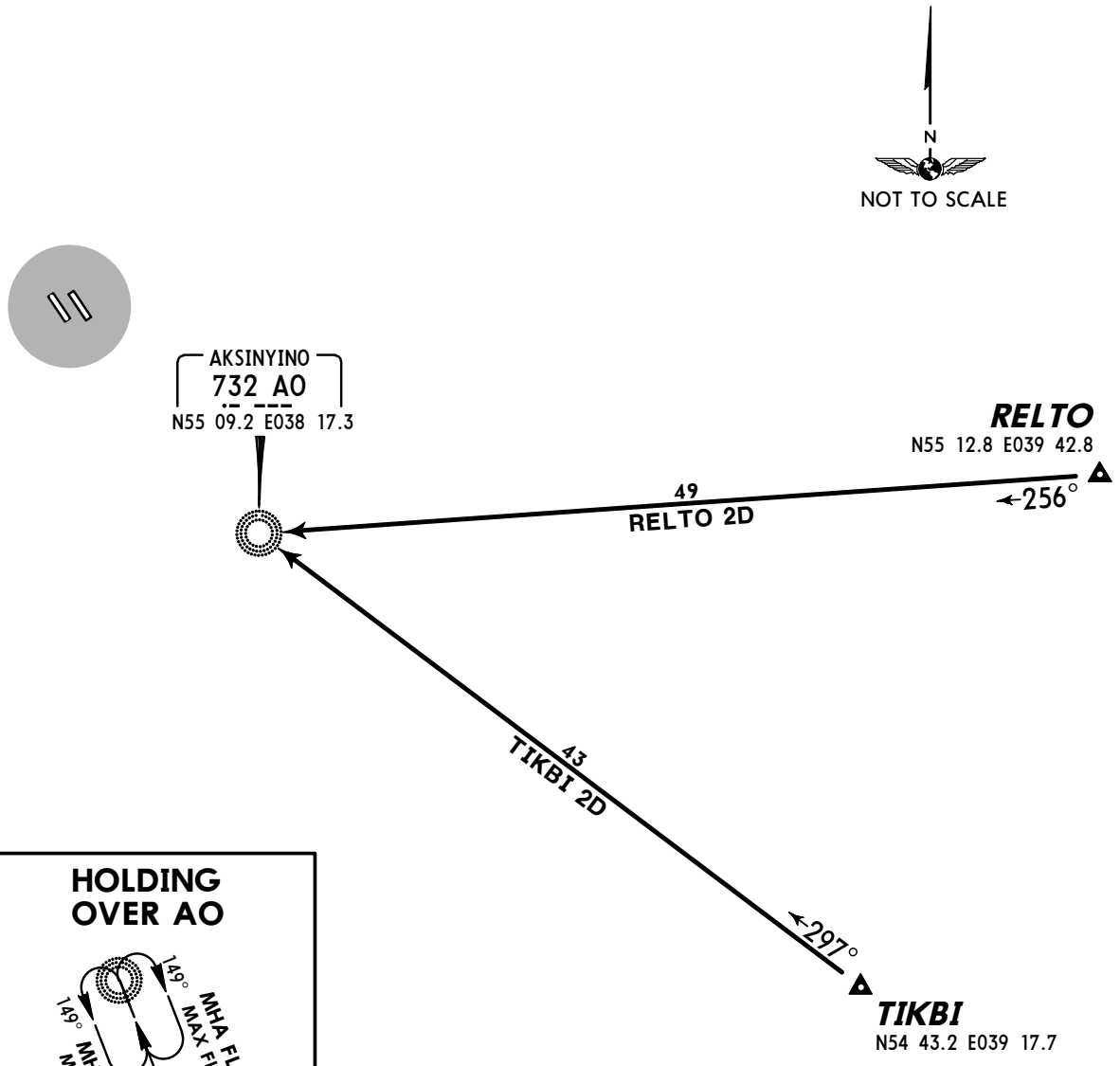
MOSCOW, RUSSIA

TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3880′ *(3287′)*

RELTO 2D *[REL2D]*
TIKBI 2D *[TIK2D]*
TRANSITIONS
TO AO
BY ATC

SPEED RESTRICTION
MAX 280 KT +/- 10 KT or Mach 0.8 to FL250.
MAX 270 KT +/- 10 KT below FL250 to FL100.
MAX 250 KT +/- 10 KT below FL100 to TL.



HOLDING OVER AO

ALT/HEIGHT CONVERSION
QNH (QFE)
3880′ *(3287′ - 1000m)*

TRANSITION	ROUTING
RELTO 2D	To AO.
TIKBI 2D	To AO.

CHANGES: Transitions established/transferred.

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UUDD/DME
DOMODEDOVO

MOSCOW, RUSSIA
TRANSITION

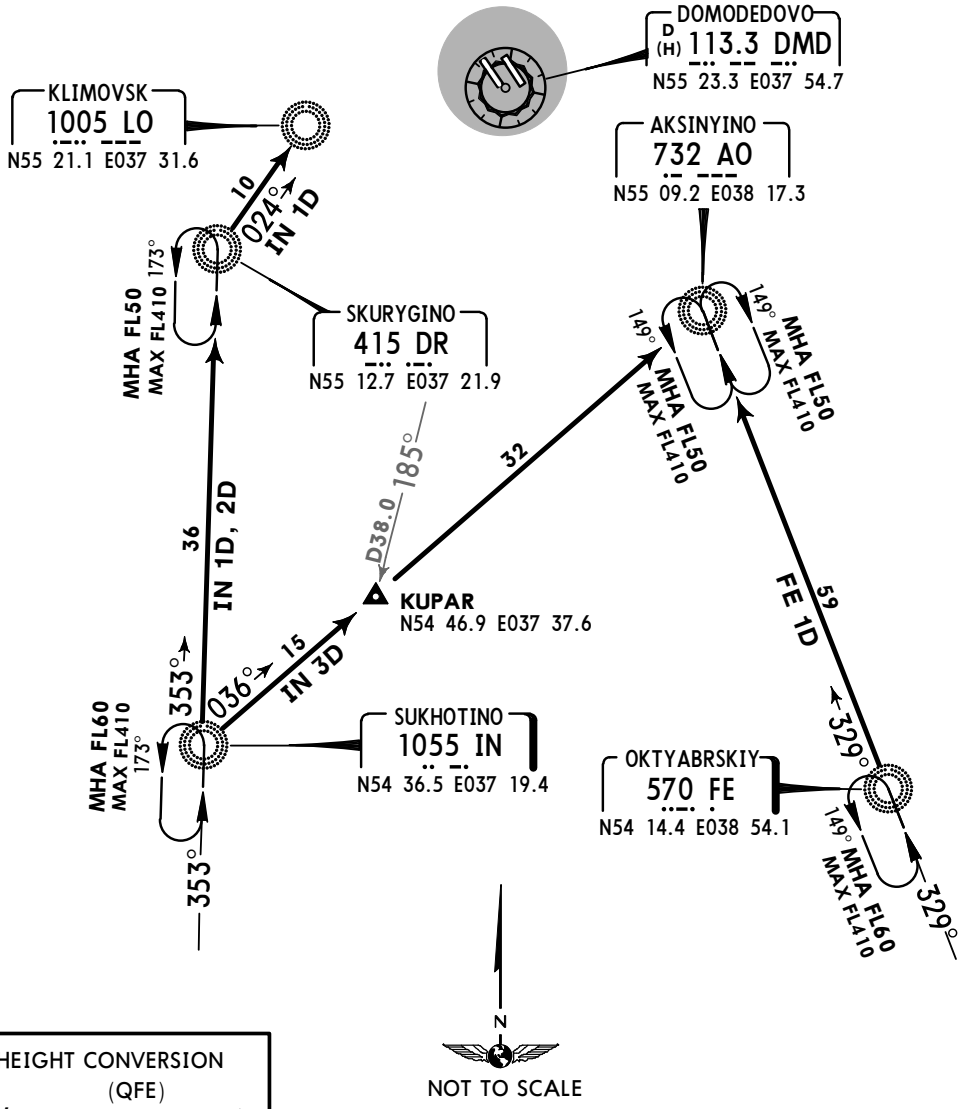
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ **(3287′)**

OKTYABRSKIY 1D (FE 1D), SUKHOTINO 3D (IN 3D)
TO AO

SUKHOTINO 1D (IN 1D), SUKHOTINO 2D (IN 2D)
TO LO TO DR

TRANSITIONS

SPEED RESTRICTION
MAX 280 KT +/- 10 KT or Mach 0.8 to FL250.
MAX 270 KT +/- 10 KT below FL250 to FL100.
MAX 250 KT +/- 10 KT below FL100 to TL.



ALT/HEIGHT CONVERSION
QNH (QFE)
3880′ **(3287′ - 1000m)**

TRANSITION	ROUTING
FE 1D	To AO.
IN 1D	To DR, then to LO.
IN 2D	To DR.
IN 3D By ATC	To KUPAR, then to AO.

CHANGES: Reissue.

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UUDD/DME
DOMODEDOVO

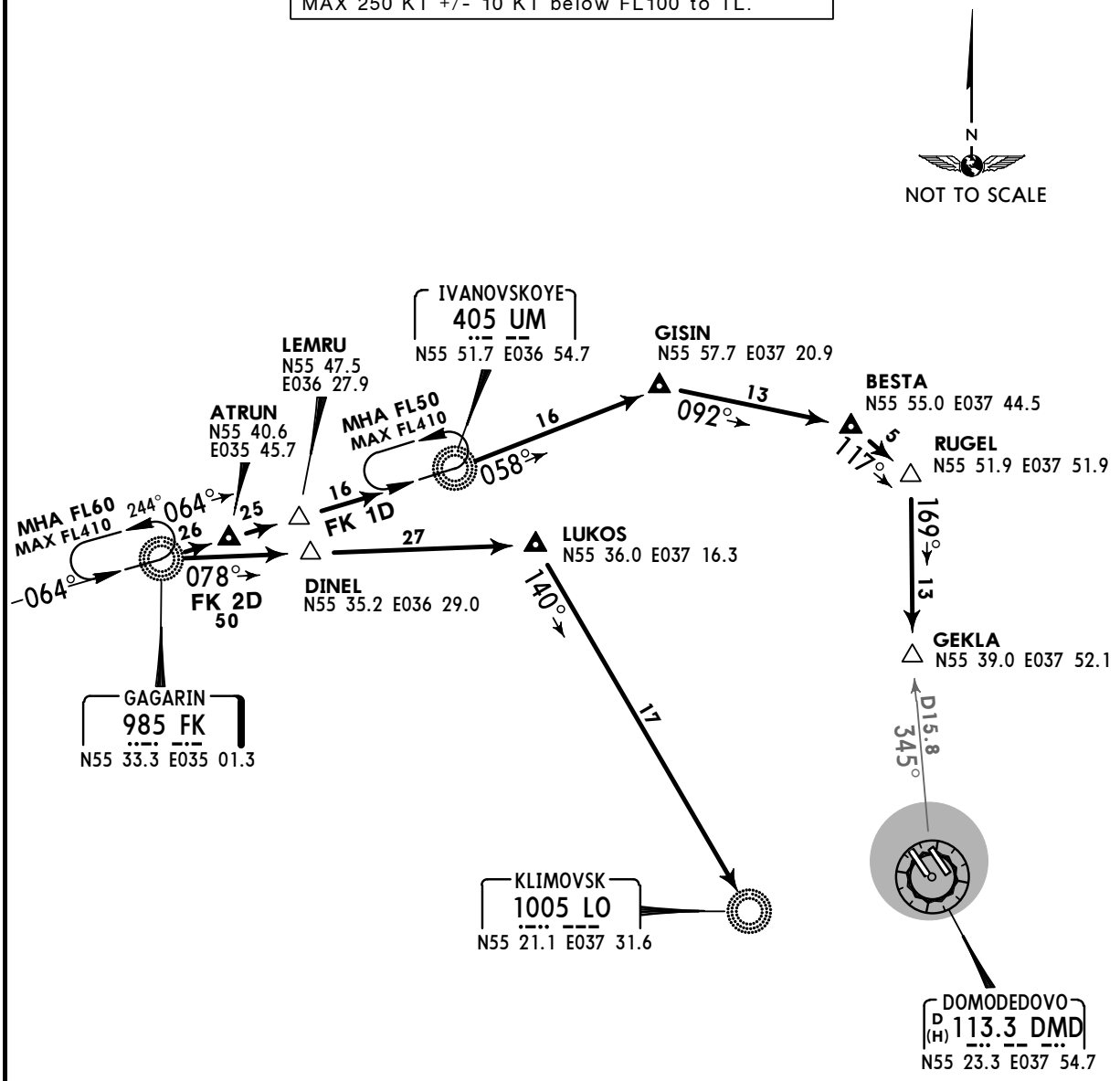
MOSCOW, RUSSIA
TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ **(3286′)**

GAGARIN 1D (FK 1D), GAGARIN 2D (FK 2D)
TO GEKLA TO LO

TRANSITIONS

SPEED RESTRICTION
MAX 280 KT +/- 10 KT or Mach 0.8 to FL250.
MAX 270 KT +/- 10 KT below FL250 to FL100.
MAX 250 KT +/- 10 KT below FL100 to TL.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880′	**(3286′ - 1000m)**

TRANSITION	ROUTING
FK 1D	Via ATRUN and LEMRU to UM, then to GISIN, then to BESTA, then to RUGEL, then to GEKLA.
FK 2D By ATC	Via DINEL to LUKOS, then to LO.

CHANGES: Reissue.

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UUDD/DME DOMODEDOVO

JEPPESEN
26 JUN 15 (30-2E)

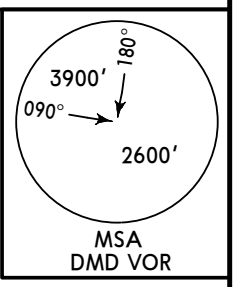
MOSCOW, RUSSIA

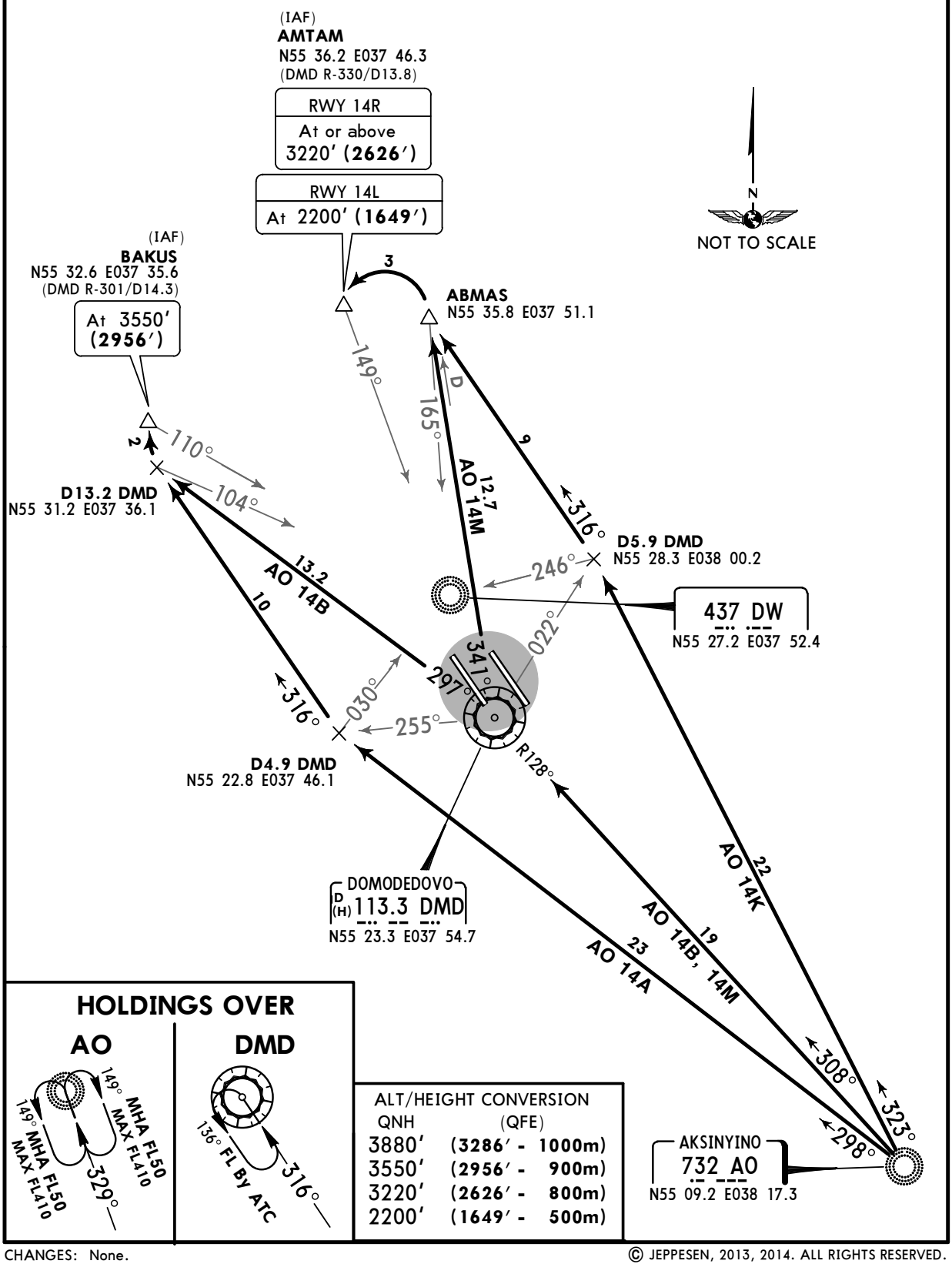
STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ **(3286′)** Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 14 ALPHA (AO 14A)
AKSINYINO 14 BRAVO (AO 14B)
AKSINYINO 14 KILO (AO 14K)
AKSINYINO 14 MIKE (AO 14M)
RWYS 14R/L ARRIVALS

SPEED: MAX 250 KT BELOW FL100





HOLDINGS OVER

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880′	(3286′ - 1000m)
3550′	(2956′ - 900m)
3220′	(2626′ - 800m)
2200′	(1649′ - 500m)

CHANGES: None.

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UUDD/DME DOMODEDOVO

JEPPESEN
16 MAY 14 (30-2F) Eff 29 May

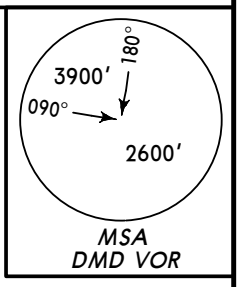
MOSCOW, RUSSIA

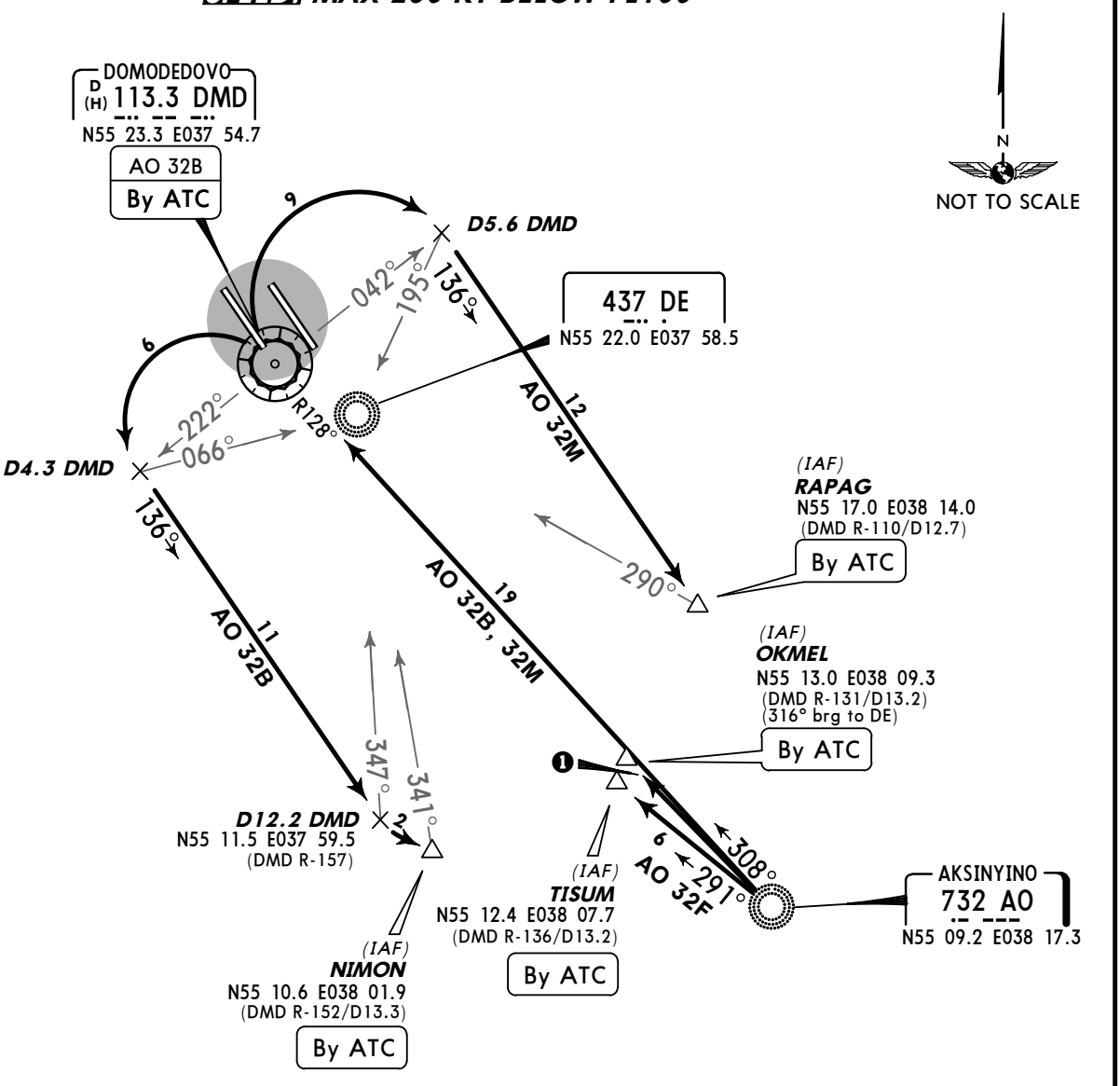
STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

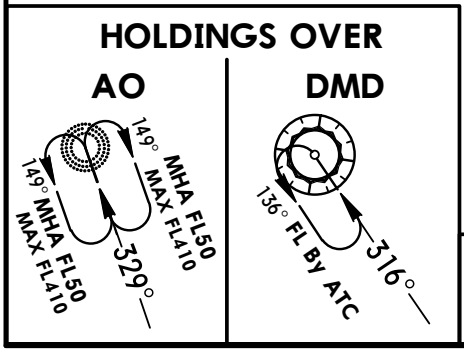
AKSINYINO 32 ALPHA (AO 32A)
AKSINYINO 32 BRAVO (AO 32B)
AKSINYINO 32 FOXTROT (AO 32F)
AKSINYINO 32 MIKE (AO 32M)
RWYS 32L/R ARRIVALS

SPEED: MAX 250 KT BELOW FL100





HOLDINGS OVER



6
300°
AO 32A

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3880′	***(3286′ - 1000m)***

CHANGES: GILSU replaced by RAPAG.

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UUDD/DME DOMODEDOVO

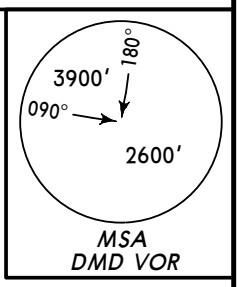
MOSCOW, RUSSIA

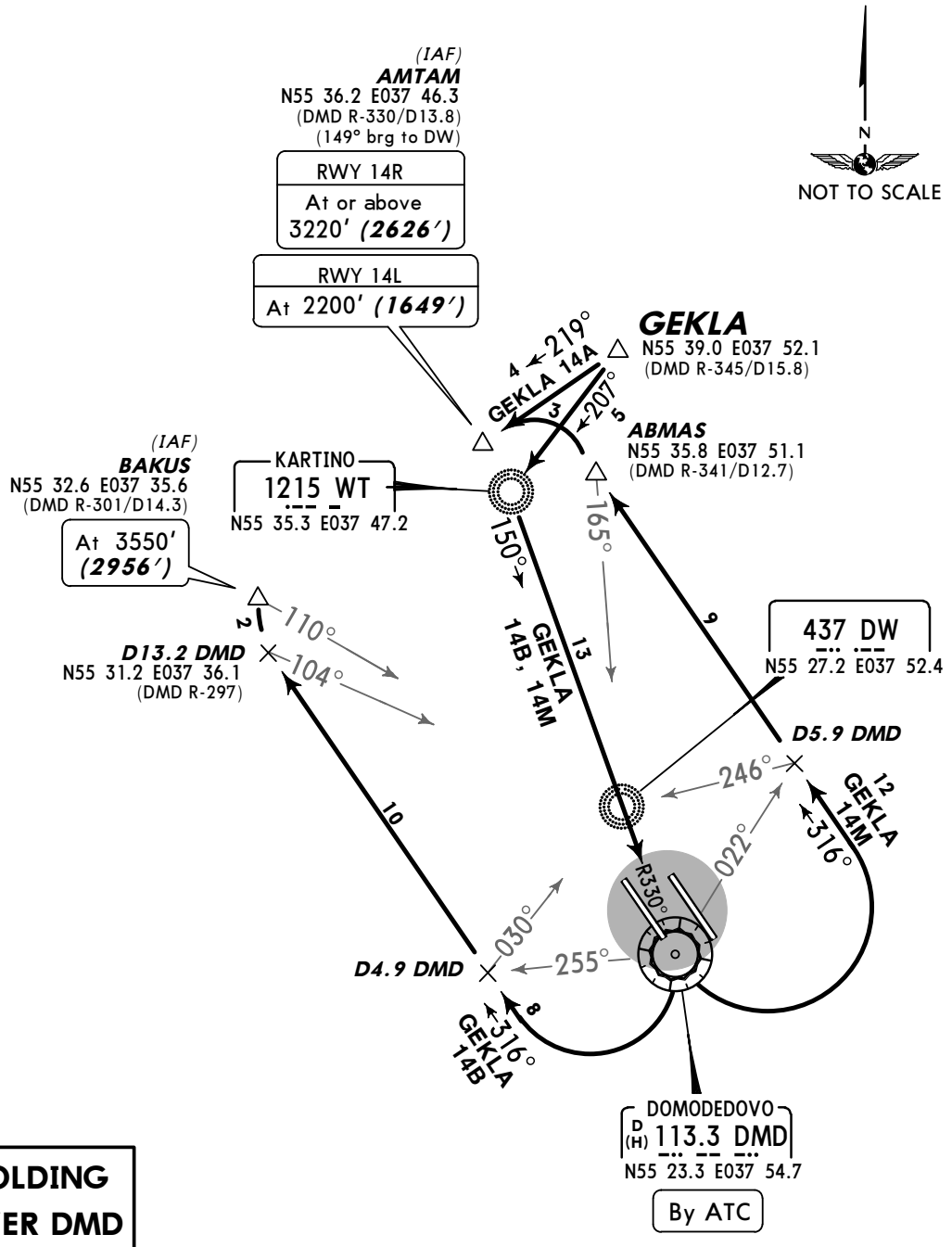
STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

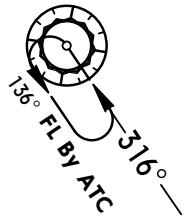
GEKLA 14 ALPHA (GEKLA 14A) *[GEK14A]*
GEKLA 14 BRAVO (GEKLA 14B) *[GEK14B]*
GEKLA 14 MIKE (GEKLA 14M) *[GEK14M]*
RWYS 14R/L ARRIVALS

SPEED: MAX 250 KT BELOW FL100





HOLDING OVER DMD



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3286′ - 1000m)***
3550′	***(2956′ - 900m)***
3220′	***(2626′ - 800m)***
2200′	***(1649′ - 500m)***

CHANGES: Initial approach.

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UUDD/DME DOMODEDOVO

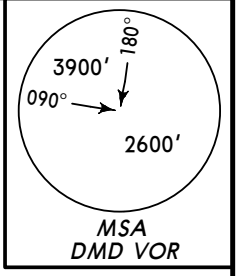
MOSCOW, RUSSIA

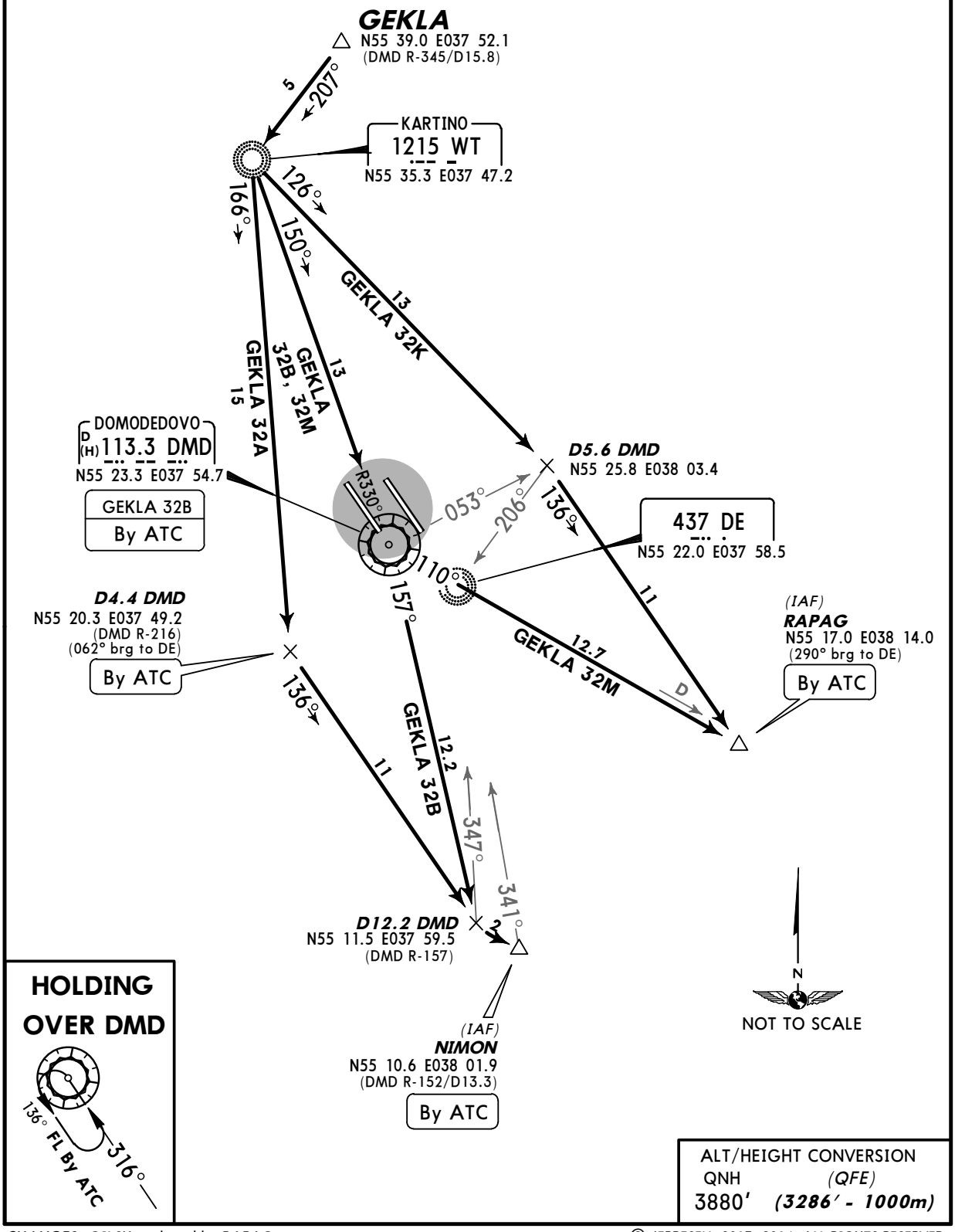
STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

GEKLA 32 ALPHA (GEKLA 32A) *[GEK32A]*
GEKLA 32 BRAVO (GEKLA 32B) *[GEK32B]*
GEKLA 32 KILO (GEKLA 32K) *[GEK32K]*
GEKLA 32 MIKE (GEKLA 32M) *[GEK32M]*
RWYS 32L/R ARRIVALS

SPEED: MAX 250 KT BELOW FL100





HOLDING OVER DMD

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3286′ - 1000m)***

CHANGES: GILSU replaced by RAPAG.

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UUDD/DME DOMODEDOVO

JEPPESEN
16 MAY 14 (30-2J) Eff 29 May

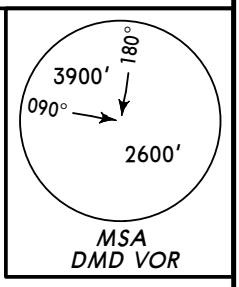
MOSCOW, RUSSIA

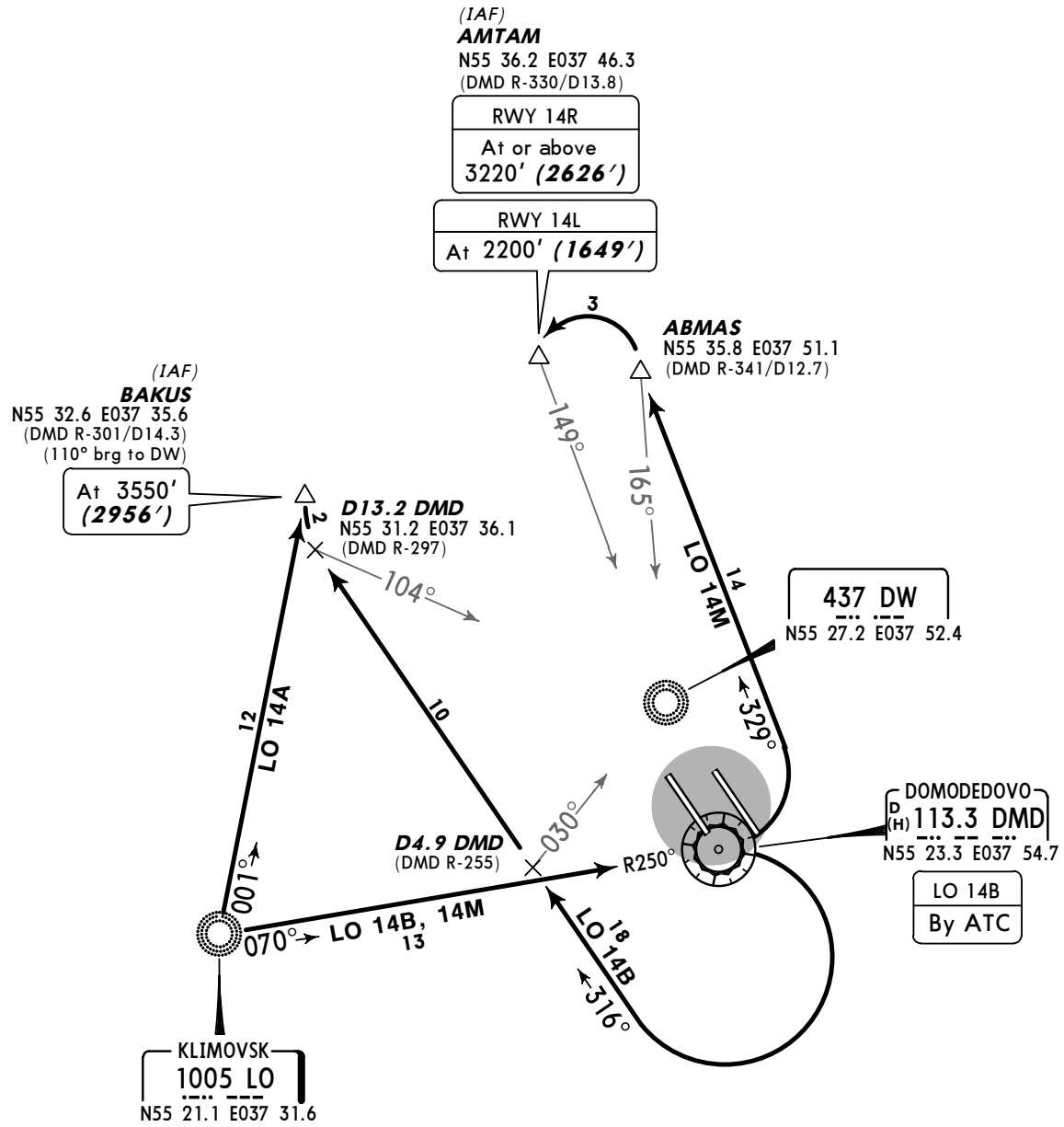
STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

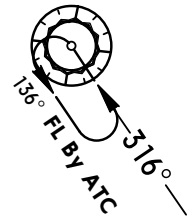
KLIMOVSK 14 ALPHA (LO 14A)
KLIMOVSK 14 BRAVO (LO 14B)
KLIMOVSK 14 MIKE (LO 14M)
RWYS 14R/L ARRIVALS

SPEED: MAX 250 KT BELOW FL100





HOLDING OVER DMD



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3286′ - 1000m)***
3550′	***(2956′ - 900m)***
3220′	***(2626′ - 800m)***
2200′	***(1649′ - 500m)***



NOT TO SCALE

CHANGES: Final approach.

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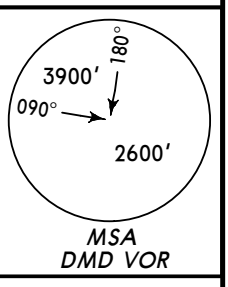
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UUDD/DME DOMODEDOVO

MOSCOW, RUSSIA

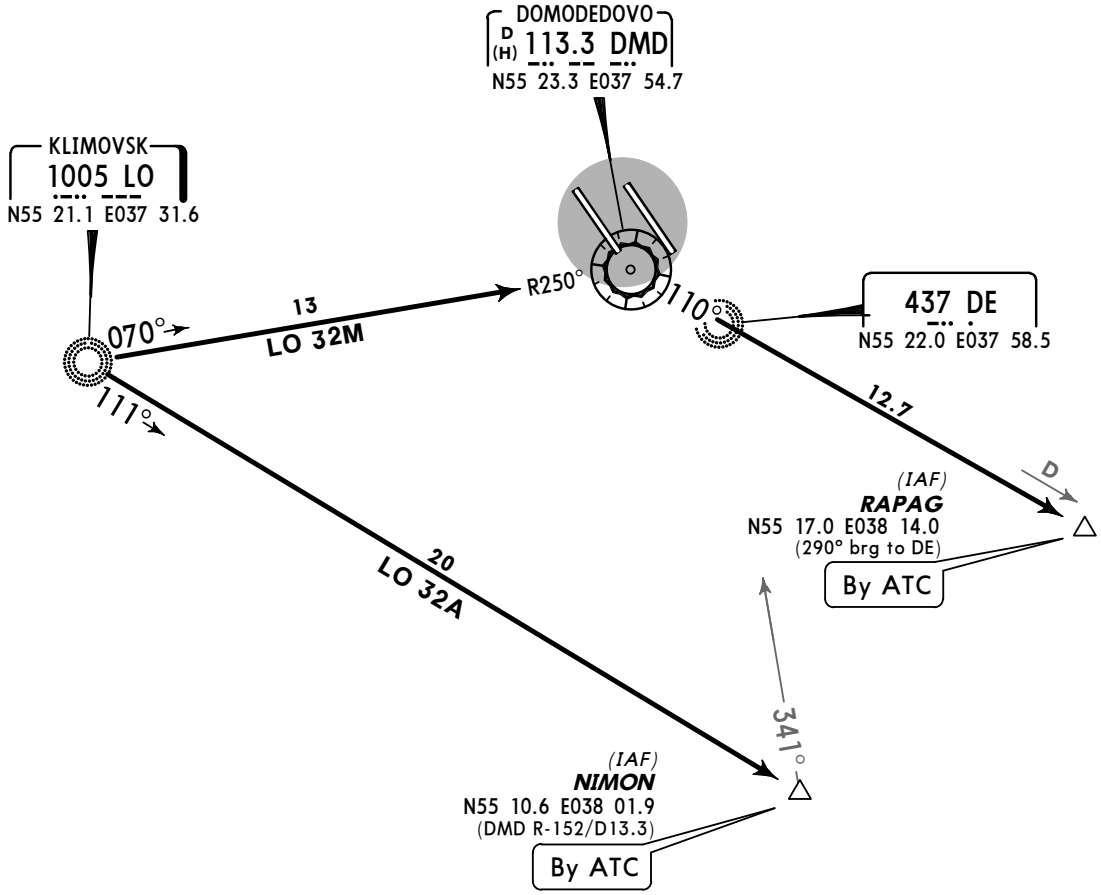
STAR

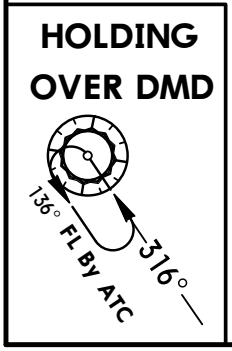
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.



KLIMOVSK 32 ALPHA (LO 32A)
KLIMOVSK 32 MIKE (LO 32M)
RWYS 32L/R ARRIVALS

SPEED: MAX 250 KT BELOW FL100







ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3286′ - 1000m)***

CHANGES: GILSU replaced by RAPAG.

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UUDD/DME DOMODEDOVO

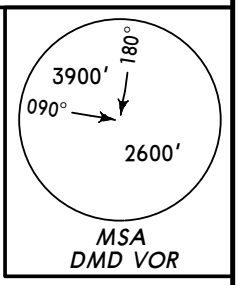
MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

MARYINO 14 BRAVO (RW 14B)
RWYS 14R/L ARRIVAL
BY ATC

SPEED: MAX 250 KT BELOW FL100



MARYINO
493 RW
N55 42.7 E038 13.7

199°

22

(IAF)
BAKUS
N55 32.6 E037 35.6
(DMD R-301/D14.3)

At 3550′
(2956′)

110°
104°
2

D13.2 DMD
N55 31.2 E037 36.1
(DMD R-297)

437 DW
N55 27.2 E037 52.4

10

316°

030°

255°

D4.9 DMD

6

136°

R019°

316°
FL BY ATC

DOMODEDOVO
D (H) 113.3 DMD
N55 23.3 E037 54.7

By ATC

N

NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3286′ - 1000m)***
3550′	***(2956′ - 900m)***

CHANGES: None.

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UUDD/DME
DOMODEDOVO

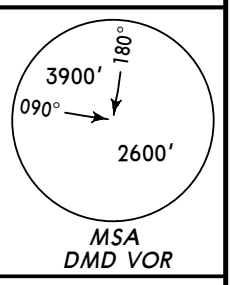
JEPPESEN
16 MAY 14 (30-2M) Eff 29 May

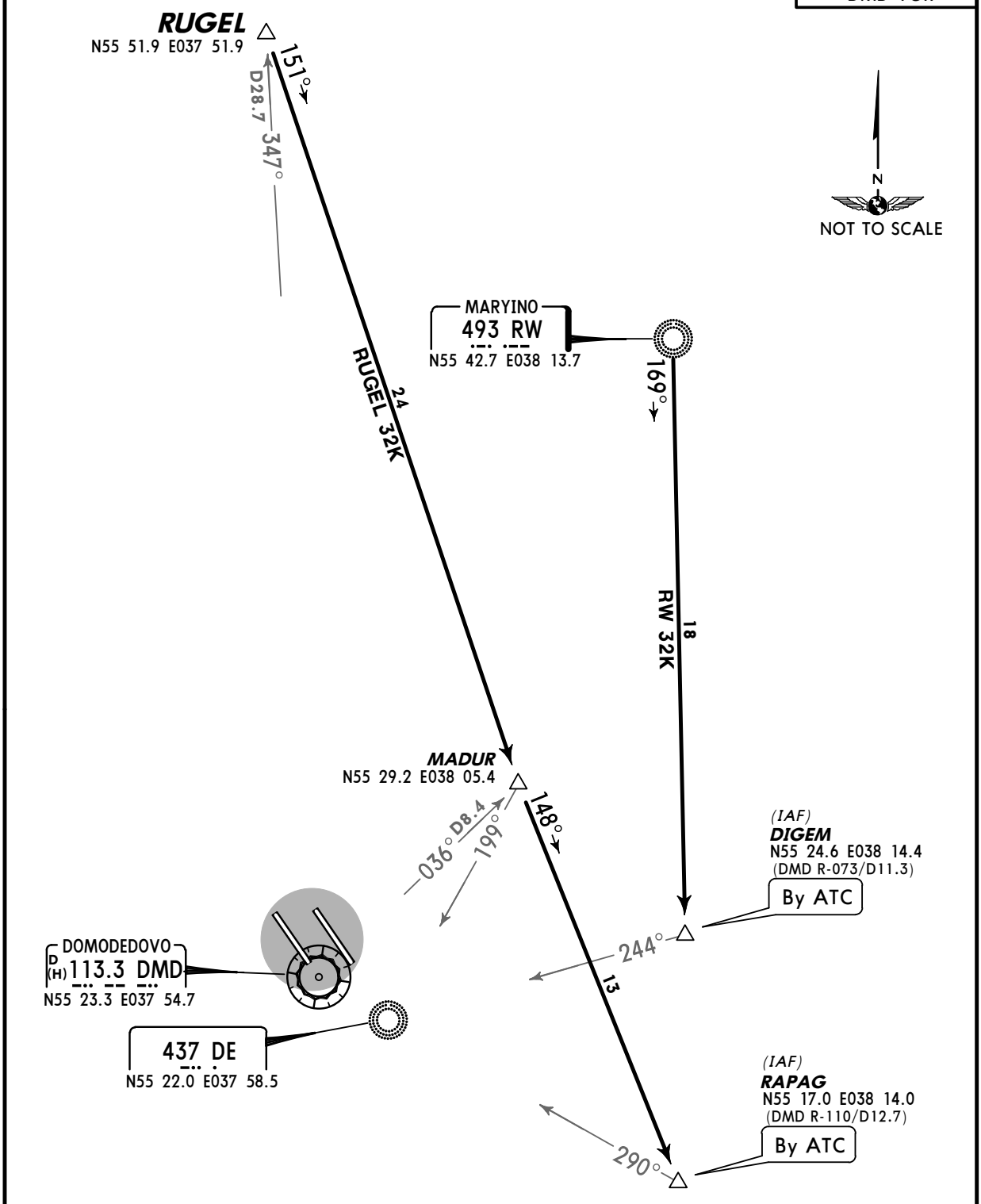
MOSCOW, RUSSIA
STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3880′ (3286′) Execute noise abatement procedures according to ICAO DOC 8168.

MARYINO 32 KILO (RW 32K)
RUGEL 32 KILO (RUGEL 32K) [RUG32K]
RWYS 32L/R ARRIVALS
BY ATC

SPEED: MAX 250 KT BELOW FL100





ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880′	(3286′ - 1000m)

CHANGES: GILSU replaced by RAPAG.

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UUDD/DME
DOMODEDOVO

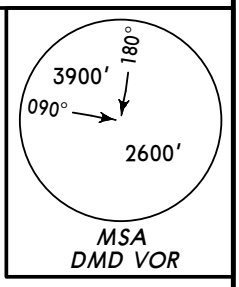
JEPPESEN
16 MAY 14 (30-2N) Eff 29 May

MOSCOW, RUSSIA
STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

SKURYGINO 14 ALPHA (DR 14A)
SKURYGINO 14 BRAVO (DR 14B)
SKURYGINO 14 MIKE (DR 14M)
RWYS 14R/L ARRIVALS

SPEED: MAX 250 KT BELOW FL100



NOT TO SCALE

(IAF)
AMTAM
N55 36.2 E037 46.3
(DMD R-330/D13.8)

RWY 14R
At or above 3220′ ***(2626′)***

RWY 14L
At 2200′ ***(1649′)***

ABMAS
N55 35.8 E037 51.1
(DMD R-341/D12.7)

(IAF)
BAKUS
N55 32.6 E037 35.6
(DMD R-301/D14.3)
(110° brg to DW)

At 3550′ ***(2956′)***

D13.2 DMD
N55 31.2 E037 36.1
(DMD R-297)

D5.1 DMD
(DMD R-258)

D6.7 DMD
N55 20.0 E037 44.5
(022° brg to DW)

DR 14A
By ATC

437 DW
N55 27.2 E037 52.4

DOMODEDOVO
(P) (H) 113.3 DMD
N55 23.3 E037 54.7

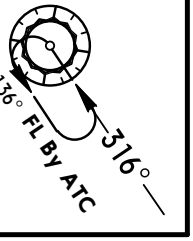
DR 14B
By ATC

SKURYGINO
415 DR
N55 12.7 E037 21.9

353° MHA FL50 MAX FL410

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3286′ - 1000m)***
3550′	***(2956′ - 900m)***
3220′	***(2626′ - 800m)***
2200′	***(1649′ - 500m)***

HOLDING OVER DMD



CHANGES: Final approach.

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UUDD/DME DOMODEDOVO

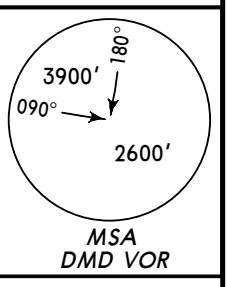
MOSCOW, RUSSIA

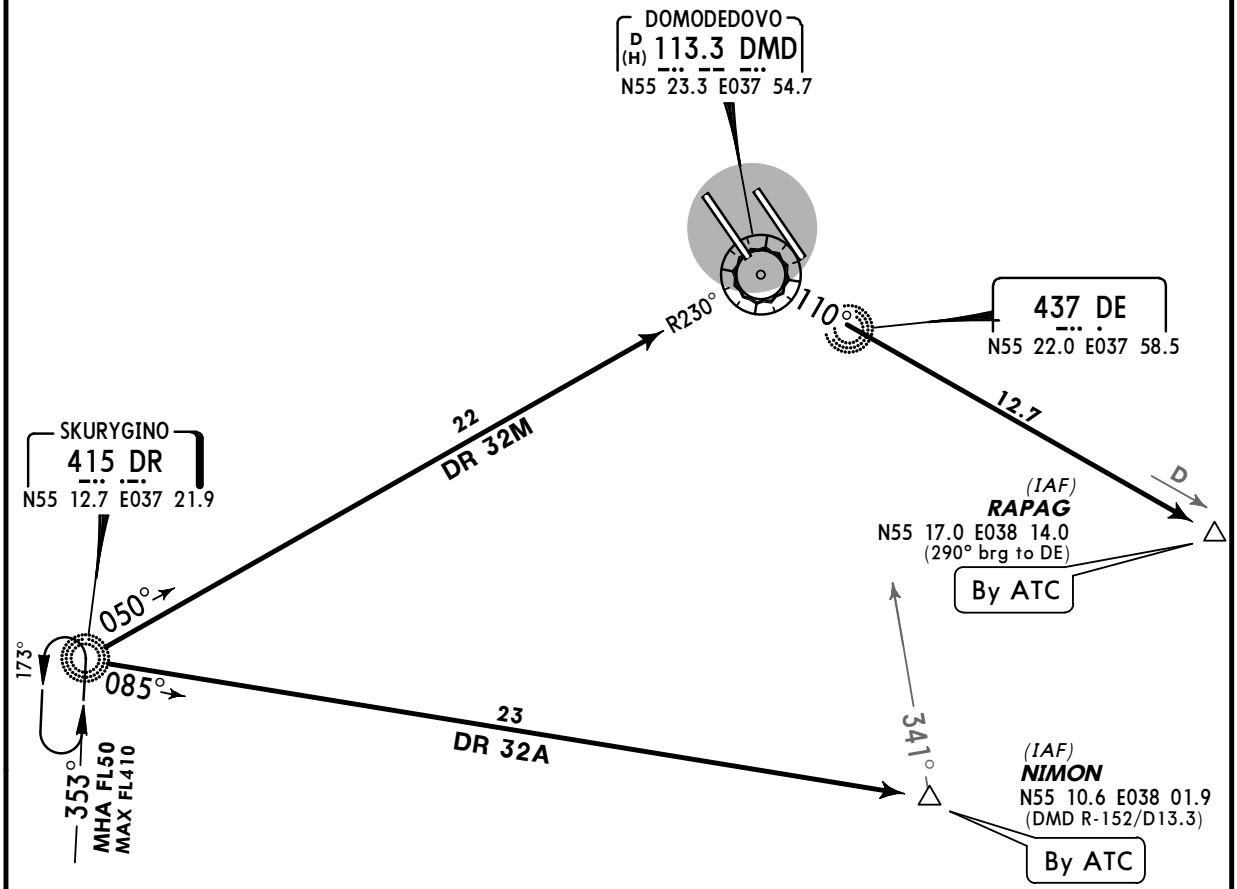
STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

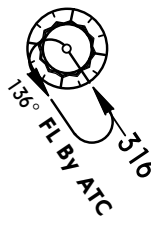
SKURYGINO 32 ALPHA (DR 32A)
SKURYGINO 32 MIKE (DR 32M)
RWYS 32L/R ARRIVALS

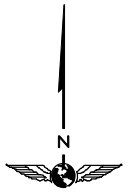
SPEED: MAX 250 KT BELOW FL100





HOLDING OVER DMD





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3286′ - 1000m)***

CHANGES: GILSU replaced by RAPAG.

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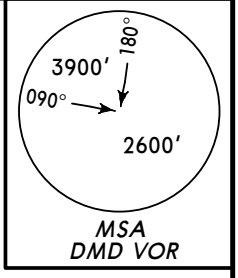
UUDD/DME
DOMODEDOVO

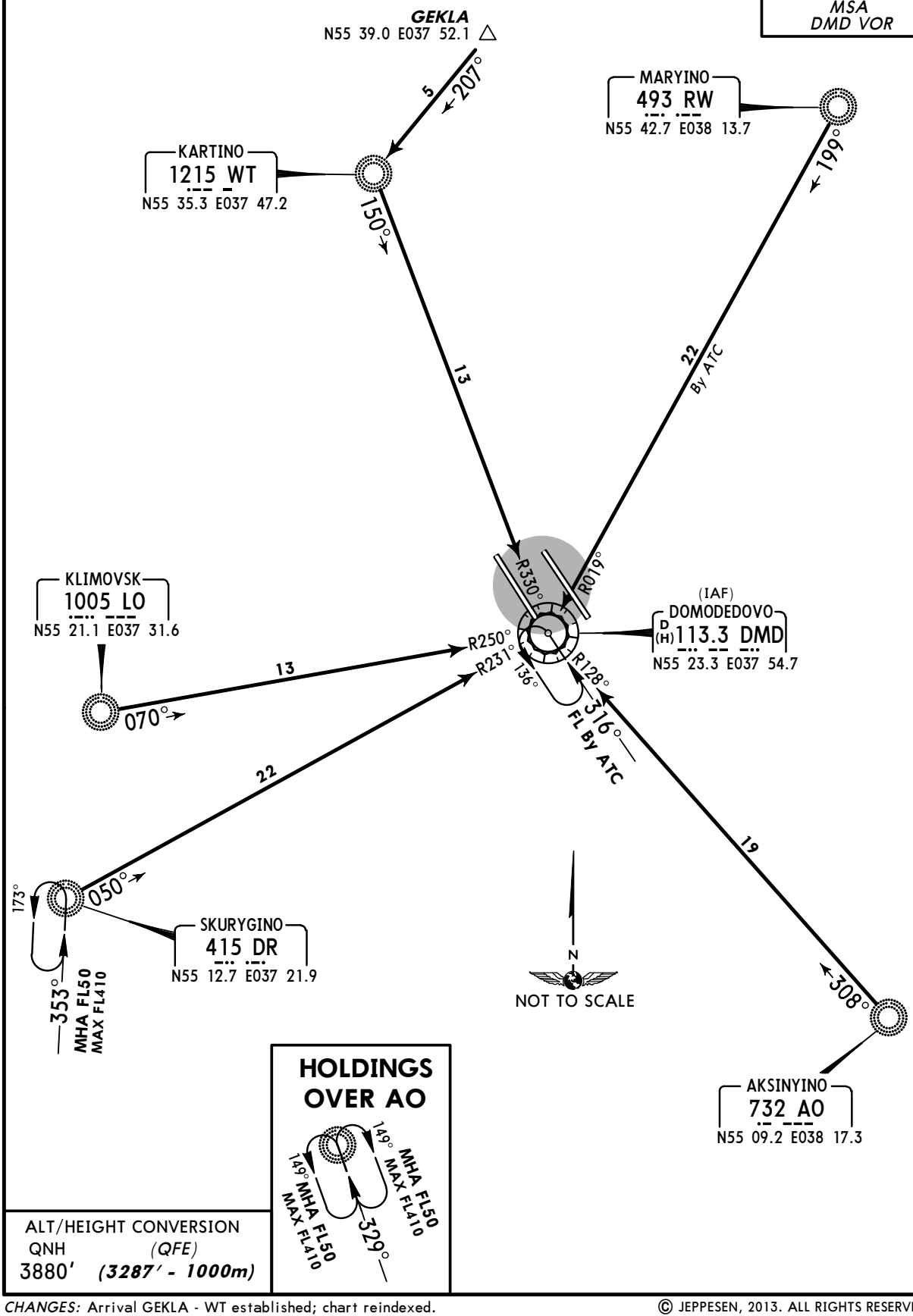
JEPPESEN
29 MAR 13 (30-2S) Eff 4 Apr

MOSCOW, RUSSIA
STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

RWYS 14R, 32L ARRIVALS
TO DMD
SPEED: MAX 250 KT BELOW FL100





HOLDINGS OVER AO

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3880′	***(3287′ - 1000m)***

CHANGES: Arrival GEKLA - WT established; chart reindexed.

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UUDD/DME
DOMODEDOVO

JEPPESEN
29 MAR 13 (30-2T) Eff 4 Apr

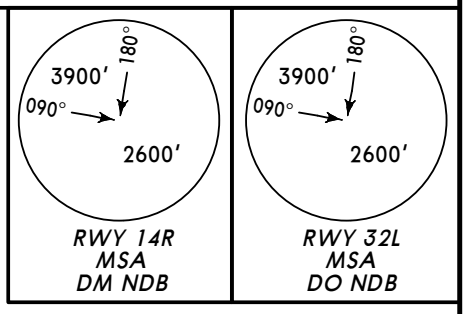
MOSCOW, RUSSIA
STAR

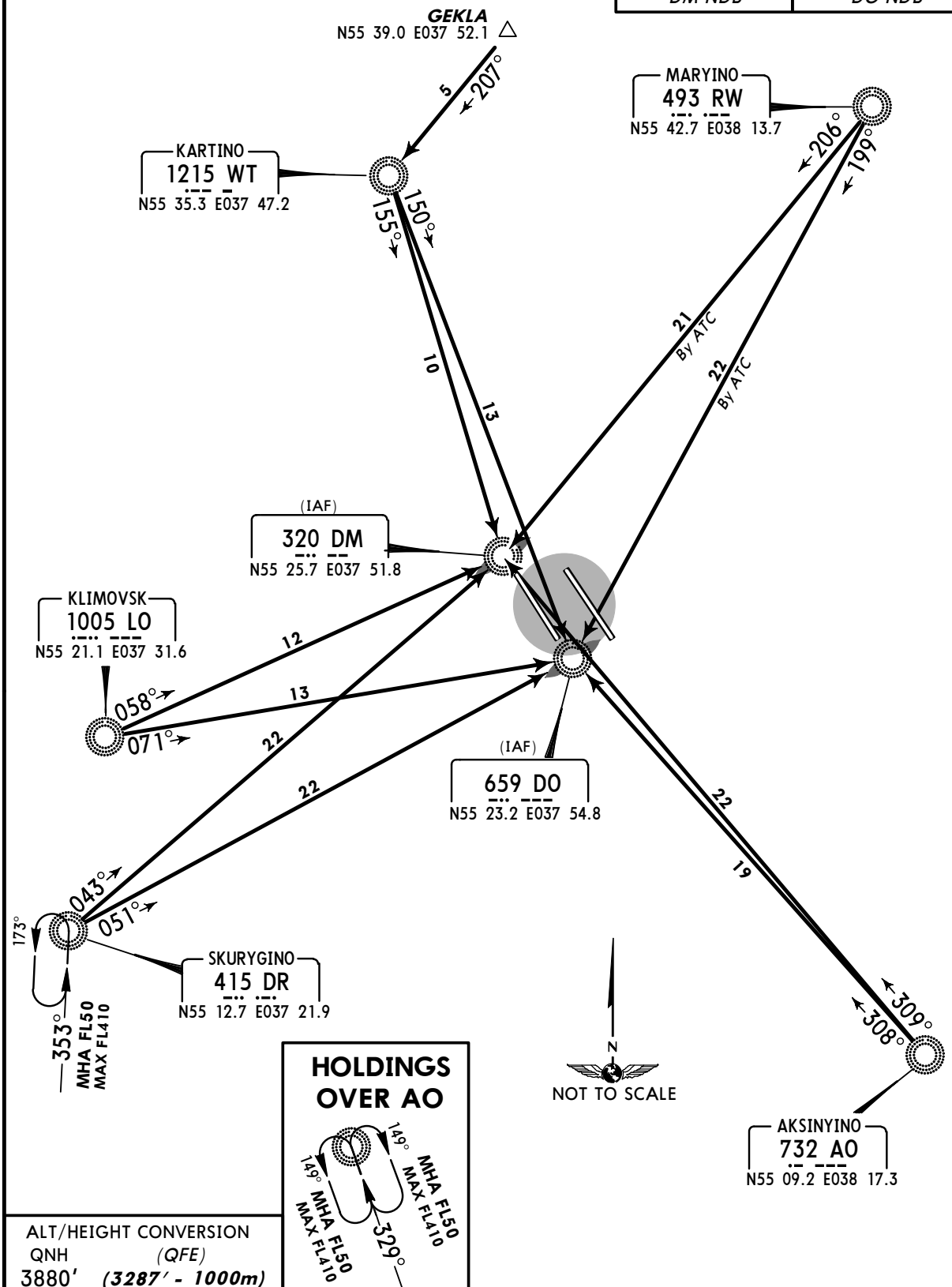
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

RWY 14R ARRIVALS
TO DM

RWY 32L ARRIVALS
TO DO

SPEED: MAX 250 KT BELOW FL100





ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3880′	***(3287′ - 1000m)***

CHANGES: Arrival GEKLA - WT established; chart reindexed.

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UUDD/DME DOMODEDOVO

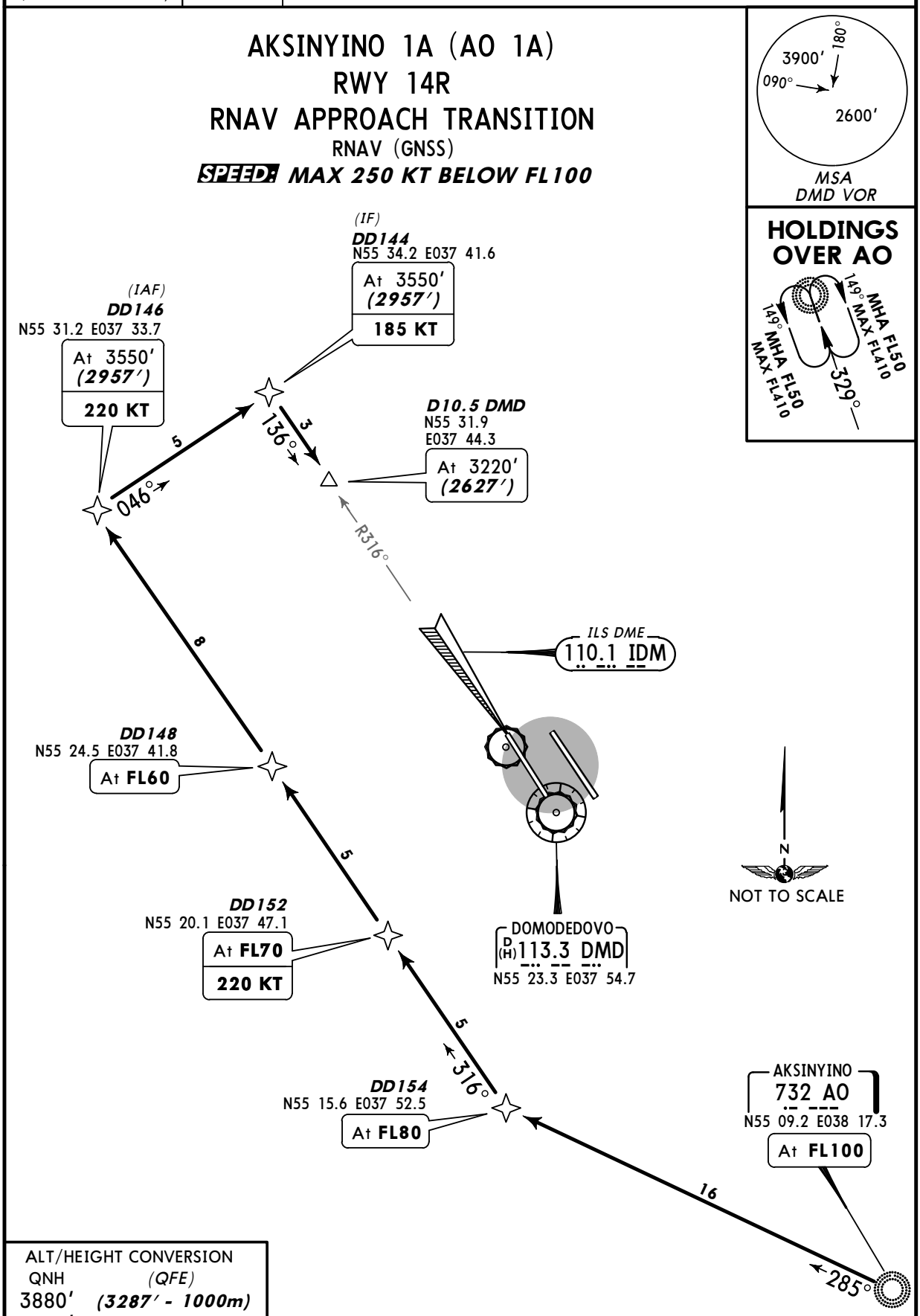
MOSCOW, RUSSIA

RNAV APPROACH TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 1A (AO 1A)
RWY 14R
RNAV APPROACH TRANSITION
RNAV (GNSS)

SPEED: MAX 250 KT BELOW FL100



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3287′ - 1000m)***
3550′	***(2957′ - 900m)***
3220′	***(2627′ - 800m)***

ROUTING

AO (FL100)- DD154 (FL80) - DD152 (FL70; K220) - DD148 (FL60) - DD146 (3550′; K220) - DD144 (3550′; K185), then continue to carry out ILS approach.

CHANGES: RNAV APP transition completely revised.

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UUDD/DME DOMODEDOVO

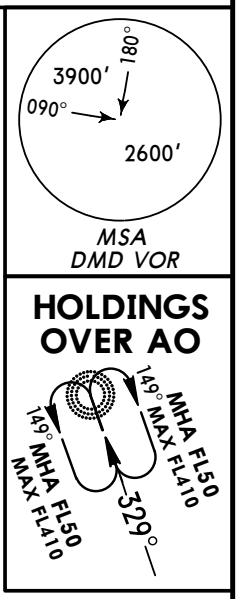
MOSCOW, RUSSIA

RNAV APPROACH TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3329′)*** Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 2A (AO 2A)
RWY 14L
RNAV APPROACH TRANSITION
RNAV (GNSS)

SPEED: MAX 250 KT BELOW FL100



(IF)
DD143
N55 34.8 E037 43.1
At 2520′ ***(1969′)***
185 KT

(IAF)
DD146
N55 31.2 E037 33.7
At 2520′ ***(1969′)***
220 KT

136° 6
046° 6

D6.9 DMD
N55 29.5 E037 49.6
At 2200′ ***(1649′)***

325°
ILS
108.5 IDW

8

DD148
N55 24.5 E037 41.8
At 3510′ ***(2959′)***

5

DD152
N55 20.1 E037 47.1
At **FL60**
220 KT

DOMODEDOVO
(D)(H) 113.3 DMD
N55 23.3 E037 54.7

5 316°

DD154
N55 15.6 E037 52.5
At **FL70**

AKSINYINO
732 AO
N55 09.2 E038 17.3
At **FL90**

16 285°

N
NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3329′ - 1000m)***
3510′	***(2959′ - 900m)***
2520′	***(1969′ - 600m)***
2200′	***(1649′ - 500m)***

ROUTING

AO (FL90)- DD154 (FL70) - DD152 (FL60; K220) - DD148 (3510′) - DD146 (2520′; K220) - DD143 (2520′; K185), then continue to carry out ILS approach.

CHANGES: RNAV APP transition completely revised.

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UUDD/DME DOMODEDOVO

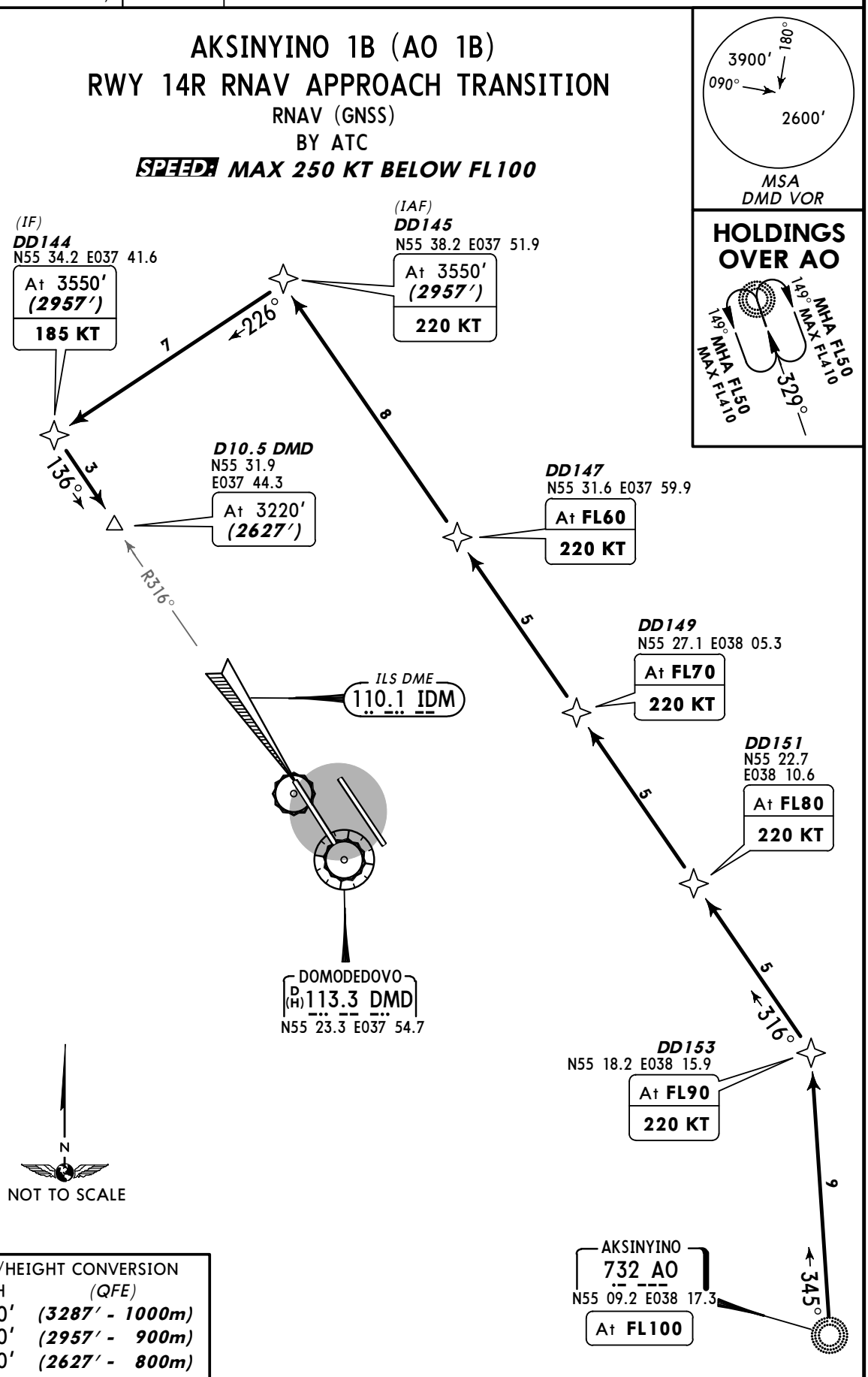
JEPPESEN 29 MAR 13 (30-2W) Eff 4 Apr

MOSCOW, RUSSIA

RNAV APPROACH TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 1B (AO 1B)
RWY 14R RNAV APPROACH TRANSITION
RNAV (GNSS)
BY ATC
SPEED: MAX 250 KT BELOW FL100



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3287′ - 1000m)***
3550′	***(2957′ - 900m)***
3220′	***(2627′ - 800m)***

ROUTING

AO (FL100)- DD153 (FL90; K220) - DD151 (FL80; K220) - DD149 (FL70; K220) - DD147 (FL60; K220) - DD145 (3550′; K220) - DD144 (3550′; K185), then continue to carry out ILS approach.

CHANGES: RNAV APP transition completely revised.

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UUDD/DME DOMODEDOVO

JEPPESEN 29 MAR 13 (30-2X) Eff 4 Apr

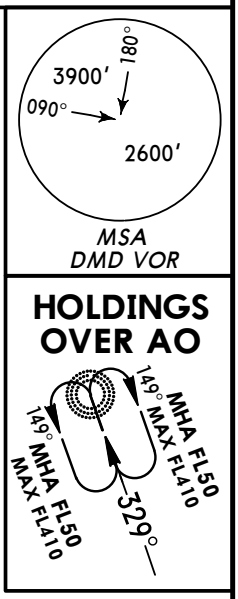
MOSCOW, RUSSIA

RNAV APPROACH TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3329′)*** Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 2B (AO 2B)
RWY 14L
RNAV APPROACH TRANSITION

RNAV (GNSS)
BY ATC
SPEED: MAX 250 KT BELOW FL100



(IF) ***DD143***
N55 34.8 E037 43.1
At 2520′ ***(1969′)***
185 KT

(IAF) ***DD145***
N55 38.2 E037 51.9
At 2520′ ***(1969′)***
220 KT

DD147
N55 31.6 E037 59.9
At 3510′ ***(2959′)***
220 KT

DD149
N55 27.1 E038 05.3
At **FL60**
220 KT

DD151
N55 22.7
E038 10.6
At **FL70**
220 KT

DD153
N55 18.2 E038 15.9
At **FL80**
220 KT

D6.9 DMD
N55 29.5 E037 49.6
At 2200′ ***(1649′)***

AKSINYINO
732 AO
N55 09.2 E038 17.3
At **FL90**

ILS
108.5 IDW

DOMODEDOVO
D (H) 113.3 DMD
N55 23.3 E037 54.7

226° 6 136° 6 8 5 5 5 316° 9 345° 325°

N
NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3329′ - 1000m)***
3510′	***(2959′ - 900m)***
2520′	***(1969′ - 600m)***
2200′	***(1649′ - 500m)***

ROUTING

AO (FL90)- DD153 (FL80; K220) - DD151 (FL70; K220) - DD149 (FL60; K220) - DD147 (3510′; K220) - DD145 (2520′; K220) - DD143 (2520′; K185), then continue to carry out ILS approach.

CHANGES: RNAV APP transition completely revised.

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UUDD/DME DOMODEDOVO

MOSCOW, RUSSIA

RNAV APPROACH TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

OKREM 1B *[OKRE1B]*

RWY 14R RNAV APPROACH TRANSITION

RNAV (GNSS)

BY ATC

SPEED: MAX 250 KT BELOW FL100

ROUTING

OKREM (FL100)- DD153 (FL90; K220) - DD151 (FL80; K220) - DD149 (FL70; K220) - DD147 (FL60; K220) - DD145 (3550′; K220) - DD144 (3550′; K185), then continue to carry out ILS approach.

OKREM
N55 18.0 E038 41.9
At **FL100**

271°
MHA FL100
MAX FL410
261°
R091° D27.5
15

DD151
N55 22.7 E038 10.6
At **FL80** | **220 KT**

5
316°

DD153
N55 18.2 E038 15.9
At **FL90** | **220 KT**

DD149
N55 27.1 E038 05.3
At **FL70** | **220 KT**

5

DD147
N55 31.6 E037 59.9
At **FL60** | **220 KT**

5

DOMODEDOVO
(H) 113.3 DMD
N55 23.3 E037 54.7

ILS DME
110.1 IDM

(IAF)
DD145
N55 38.2 E037 51.9
At 3550′ *(2957′)* | **220 KT**

8

D10.5 DMD
N55 31.9
E037 44.3
At 3220′ *(2627′)*

226°
1

R316°

3
136°

(IF)
DD144
N55 34.2 E037 41.6
At 3550′ *(2957′)* | **185 KT**

NOT TO SCALE

ALT/HEIGHT CONVERSION (QFE)

QNH	
3880′	*(3287′ - 1000m)*
3550′	*(2957′ - 900m)*
3220′	*(2627′ - 800m)*

MSA DMD VOR
180° 2600′
090° 3900′

CHANGES: RNAV APP transition completely revised.

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UUDD/DME DOMODEDOVO

JEPPESEN
29 MAR 13 (30-2X10) Eff 4 Apr

MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: Via ATIS Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

COMMUNICATION FAILURE AFTER TAKE-OFF

AKSINYINO 32D (AO 32D)
DOMODEDOVO 32 (DMD 32)
RWYS 32L/R ARRIVALS

SPEED: MAX 250 KT BELOW FL100

MSA DMD VOR
180° 2600′
3900′
090°

HOLDING OVER DMD
316°
136° MHA 3550 (2957)

ALT/HEIGHT CONVERSION (QFE)
QNH 3880′ (3287′ - 1000m)
3550′ (2957′ - 900m)

N
NOT TO SCALE

RAMEK
N55 26.2 E038 19.4
(DMD R-068/D14.5)
At 3550′ (2957′)

20 TO DMD By ATC
266°

AKSINYINO
732 AO
N55 09.2 E038 17.3
At FL70

329°
FL70
149°

DOMODEDOVO
D (H) 113.3 DMD
N55 23.3 E037 54.7

437 DE
N55 22.0 E037 58.5

(IAF)
NIMON
N55 10.6 E038 01.9
(DMD R-152/D13.3)
(341° brg to DE)

20
AO 32D

20 TO DMD By ATC
170°

659 DO
N55 23.2 E037 54.8

115°
136°
11
DMD 32

21
348°
TO DMD By ATC

D12.2 DMD
N55 11.5 E037 59.5
(DMD R-157)
(347° brg to DE)

D4.3 DMD
N55 20.8 E037 48.5
(DMD R-225)
(068° brg to DE)
(046° brg to DO)
At 3550′ (2957′)

KARTINO
1215 WT
N55 35.3 E037 47.2
At 3550′ (2957′)

KLIMOVSK
1005 LO
N55 21.1 E037 31.6
At 3550′ (2957′)

18 DMD TO By ATC
052°

GLOTAYEVO
1020 DK
N55 09.8 E037 47.9
At 3550′ (2957′)

CHANGES: New chart (DMD STAR revised).

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UUDD/DME DOMODEDOVO

MOSCOW, RUSSIA

RNAV APPROACH TRANSITION

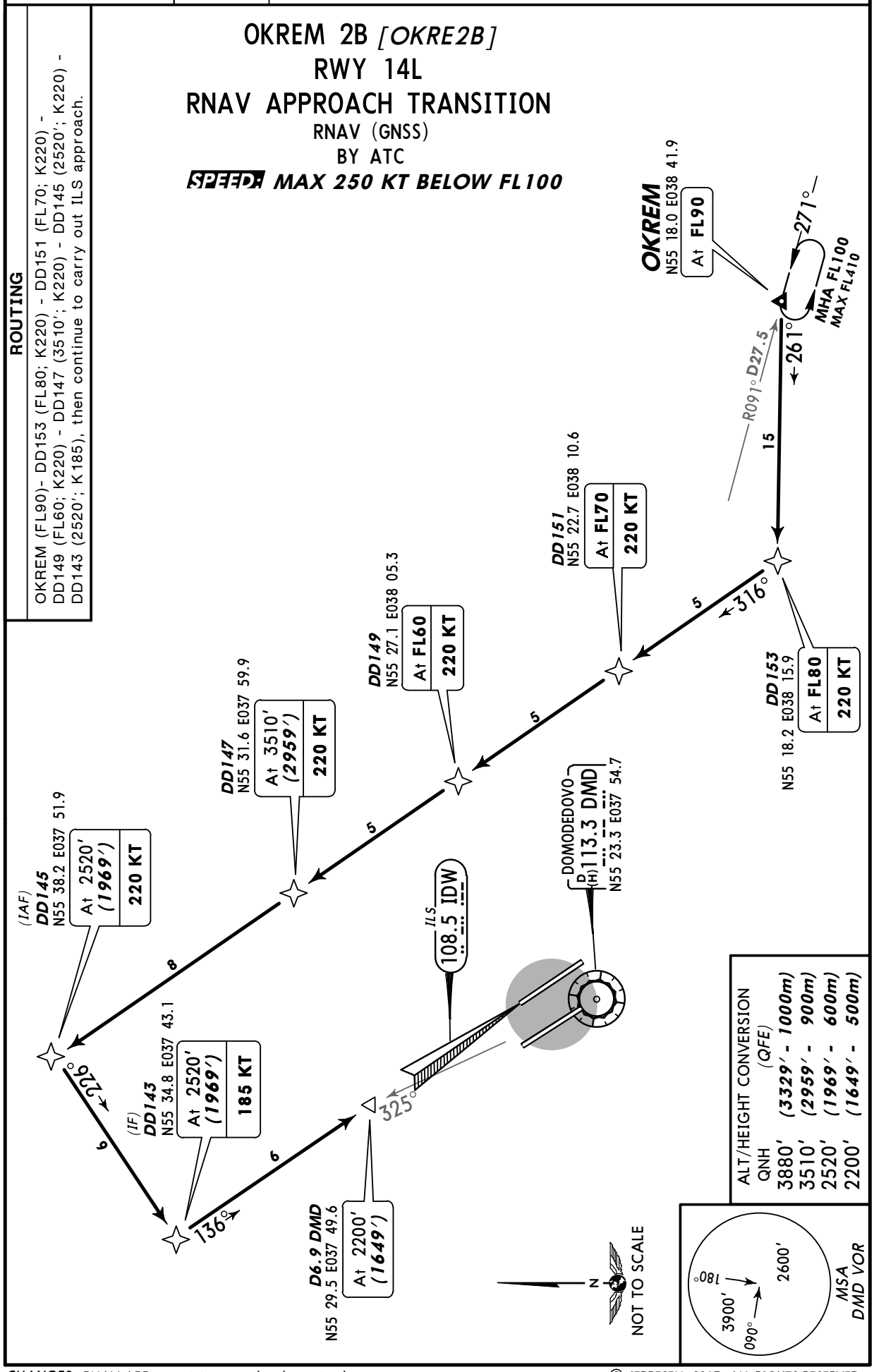
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3329′)*** Execute noise abatement procedures according to ICAO DOC 8168.

ROUTING

OKREM (FL90)- DD153 (FL80; K220) - DD151 (FL70; K220) - DD149 (FL60; K220) - DD147 (3510′; K220) - DD145 (2520′; K220) - DD143 (2520′; K185), then continue to carry out ILS approach.

OKREM 2B *[OKRE2B]*
RWY 14L
RNAV APPROACH TRANSITION

RNAV (GNSS)
BY ATC
SPEED: MAX 250 KT BELOW FL100



CHANGES: RNAV APP transition completely revised.

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UUDD/DME DOMODEDOVO

JEPPESEN 29 MAR 13 (30-2X3) Eff 4 Apr

MOSCOW, RUSSIA

RNAV APPROACH TRANSITION

ATIS 128.3 (Russian 122.95)

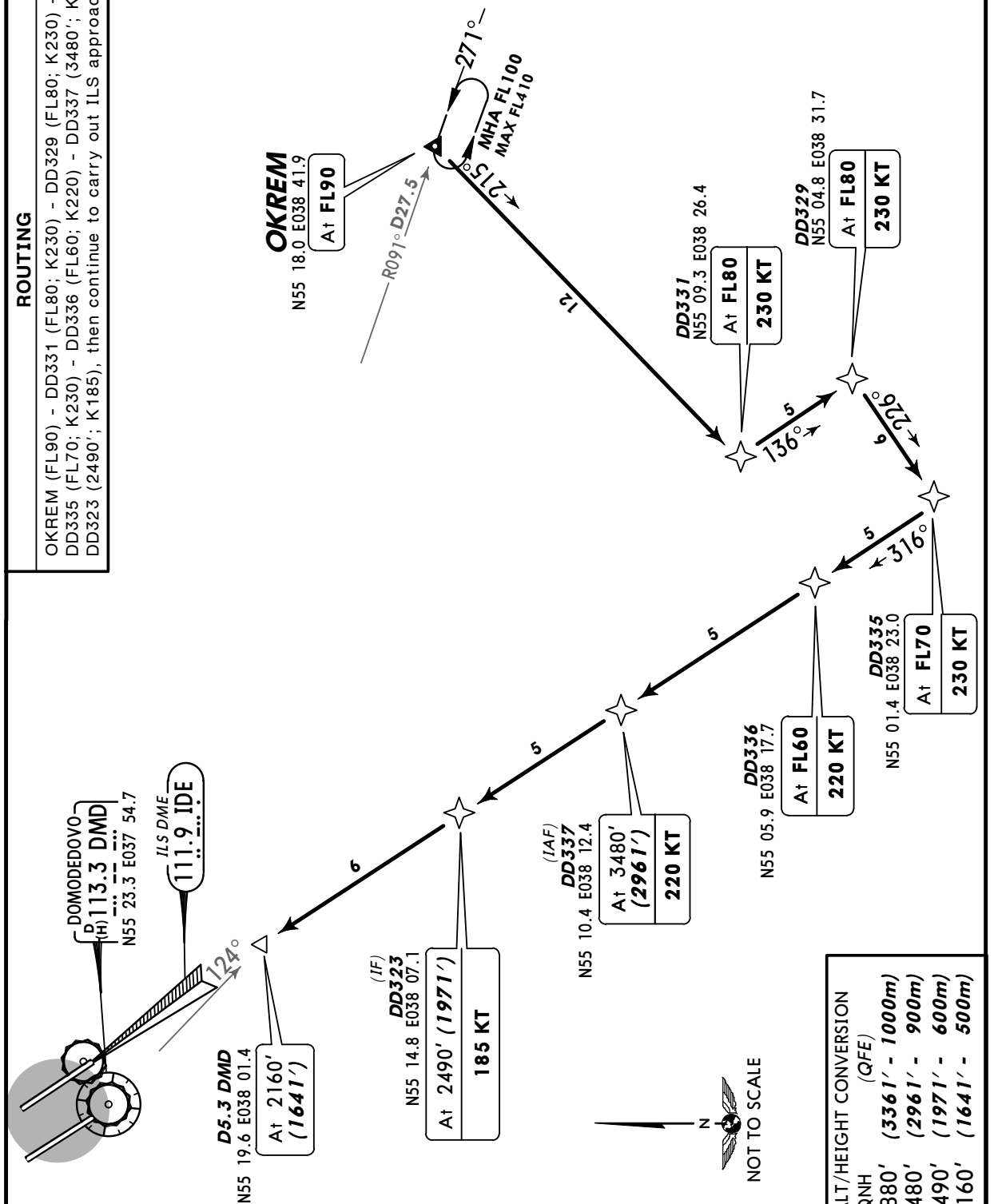
Apt Elev 593′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3880′ ***(3361′)***
Execute noise abatement procedures according to ICAO DOC 8168.

MSA DMD VOR: 180° 2600′, 090° 3900′

OKREM 3B *[OKRE3B]*
RWY 32R
RNAV APPROACH TRANSITION
BY ATC
RNAV (GNSS)
SPEED: *MAX 250 KT BELOW FL100*

ROUTING
OKREM (FL90) - DD331 (FL80; K230) - DD329 (FL80; K230) - DD335 (FL70; K230) - DD336 (FL60; K220) - DD337 (3480′; K220) - DD323 (2490′; K185), then continue to carry out ILS approach.



ALT/HEIGHT CONVERSION (QFE)

QNH	
3880′	***(3361′ - 1000m)***
3480′	***(2961′ - 900m)***
2490′	***(1971′ - 600m)***
2160′	***(1641′ - 500m)***

CHANGES: RNAV APP transition completely revised.

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UUDD/DME
DOMODEDOVO

JEPPESEN
29 MAR 13 (30-2X4) Eff 4 Apr

MOSCOW, RUSSIA
RNAV APPROACH TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3349′)*** Execute noise abatement procedures according to ICAO DOC 8168.

MSA DMD VOR
180° 2600′ 3900′ 090°

OKREM 4B *[OKRE4B]*
RWY 32L
RNAV APPROACH TRANSITION
BY ATC
RNAV (GNSS)
SPEED: MAX 250 KT BELOW FL100

NOT TO SCALE

ROUTING
OKREM (FL100) - DD331 (FL90; K230) - DD329 (FL90; K230) - DD327 (FL80; K230) - DD326 (FL70; K220) - DD325 (FL60; K220) - DD324 (3490′; K185), then continue to carry out ILS approach.

OKREM
N55 18.0 E038 41.9
At FL100

271°
MHA FL100
MAX FL410
215°
R091° D27.5
12

DD331
N55 09.3 E038 26.4
At FL90
230 KT

DD329
N55 04.8 E038 31.7
At FL90
230 KT

136°
5
092°
1

316°
5
5
5
3

DD327
N55 00.8 E038 21.5
At FL80
230 KT

DD326
N55 05.3 E038 16.2
At FL70
220 KT

(IAF)
DD325
N55 09.8 E038 10.9
At FL60
220 KT

(IF)
DD324
N55 14.2 E038 05.6
At 3490′ *(2959′)*
185 KT

D7.6 DMD
N55 17.1 E038 02.2
At 3160′
(2629′)

R136°

ILS DME
109.3 IDO

DOMODEDOVO
D (H) 113.3 DMD
N55 23.3 E037 54.7

ALT/HEIGHT CONVERSION (QFE)
QNH
3880′ *(3349′ - 1000m)*
3490′ *(2959′ - 900m)*
3160′ *(2629′ - 800m)*

CHANGES: RNAV APP transition completely revised.

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UUDD/DME DOMODEDOVO

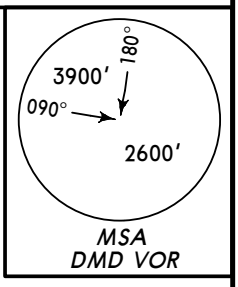
MOSCOW, RUSSIA

RNAV APPROACH TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

SKURYGINO 1A (DR 1A)
RWY 14R
RNAV APPROACH TRANSITION
RNAV (GNSS)

SPEED: MAX 250 KT BELOW FL100



(IF)
DD144
N55 34.2 E037 41.6
At 3550′
(2957′)
185 KT

D10.5 DMD
N55 31.9
E037 44.3
At 3220′
(2627′)

(IAF)
DD146
N55 31.2 E037 33.7
At 3550′
(2957′)
220 KT

DD148
N55 24.5 E037 41.8
At **FL60**

DD152
N55 20.1 E037 47.1
At **FL70**
220 KT

DD154
N55 15.6 E037 52.5
At **FL80**

DD166
N55 12.6 E037 44.7
At **FL90**
220 KT

SKURYGINO
415 DR
N55 12.7 E037 21.9
At **FL100**

ILS DME
110.1 IDM

DOMODEDOVO
D (H) 113.3 DMD
N55 23.3 E037 54.7

046° 5
136° 3
R316°
8
5
316° 5
046° 5
081° 13
173°
353°
MHA FL50
MAX FL410

N
NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3287′ - 1000m)***
3550′	***(2957′ - 900m)***
3220′	***(2627′ - 800m)***

ROUTING

DR (FL100) - DD166 (FL90; K220) - DD154 (FL80) - DD152 (FL70; K220) - DD148 (FL60) - DD146 (3550′; K220) - DD144 (3550′; K185), then continue to carry out ILS approach.

CHANGES: RNAV APP transition completely revised.

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UUDD/DME DOMODEDOVO

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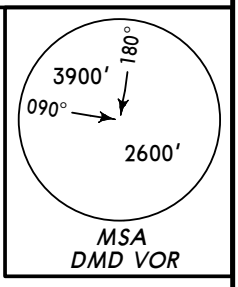
MOSCOW, RUSSIA

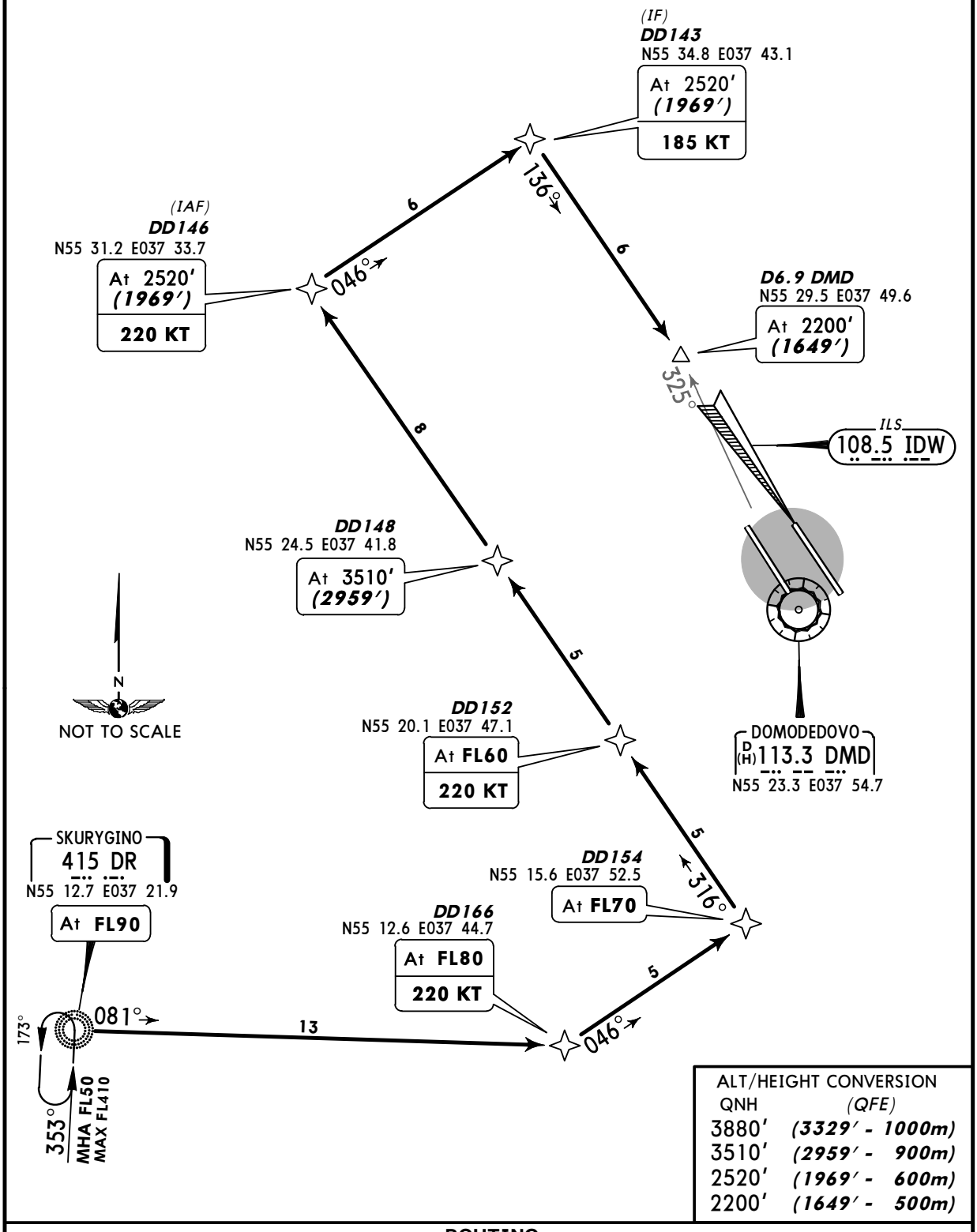
RNAV APPROACH TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3329′)*** Execute noise abatement procedures according to ICAO DOC 8168.

SKURYGINO 2A (DR 2A)
RWY 14L
RNAV APPROACH TRANSITION
RNAV (GNSS)

SPEED: MAX 250 KT BELOW FL100





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3329′ - 1000m)***
3510′	***(2959′ - 900m)***
2520′	***(1969′ - 600m)***
2200′	***(1649′ - 500m)***

ROUTING

DR (FL90) - DD166 (FL80; K220) - DD154 (FL70) - DD152 (FL60; K220) - DD148 (3510′) - DD146 (2520′; K220) - DD143 (2520′; K185), then continue to carry out ILS approach.

CHANGES: RNAV APP transition completely revised.

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UUDD/DME DOMODEDOVO

JEPPESEN 29 MAR 13 (30-2X7) Eff 4 Apr

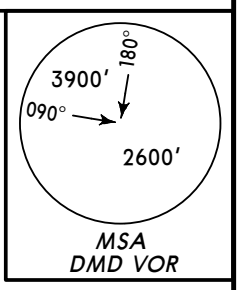
MOSCOW, RUSSIA

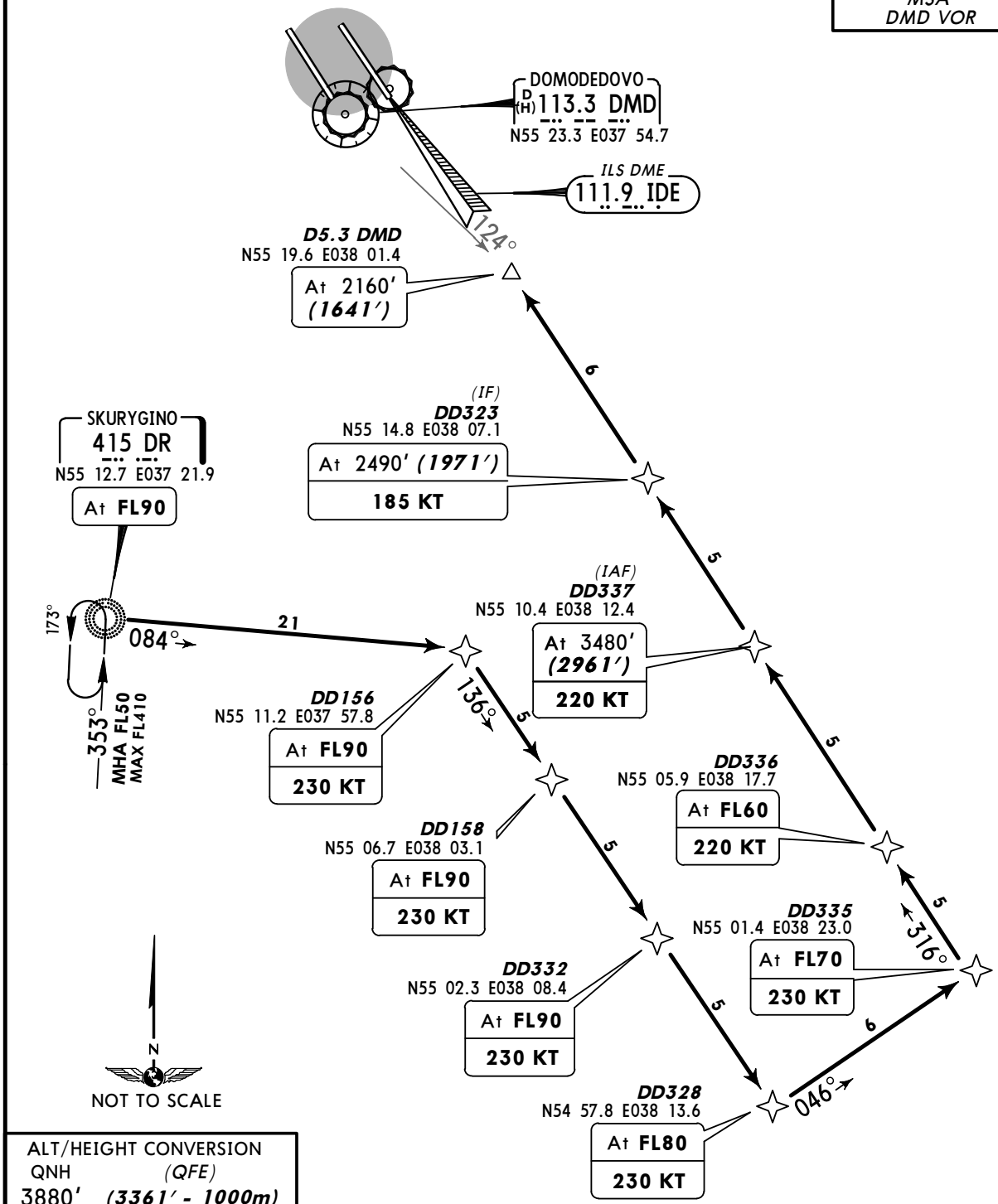
RNAV APPROACH TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3361′)*** Execute noise abatement procedures according to ICAO DOC 8168.

SKURYGINO 3B (DR 3B)
RWY 32R RNAV APPROACH TRANSITION
RNAV (GNSS)

SPEED: MAX 250 KT BELOW FL100





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3361′ - 1000m)***
3480′	***(2961′ - 900m)***
2490′	***(1971′ - 600m)***
2160′	***(1641′ - 500m)***

ROUTING

DR (FL90) - DD156 (FL90; K230) - DD158 (FL90; K230) - DD332 (FL90; K230) - DD328 (FL80; K230) - DD335 (FL70; K230) - DD336 (FL60; K220) - DD337 (3480′; K220) - DD323 (2490′; K185), then continue to carry out ILS approach.

CHANGES: RNAV APP transition completely revised.

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UUDD/DME DOMODEDOVO

JEPPESEN 29 MAR 13 (30-2X8) Eff 4 Apr

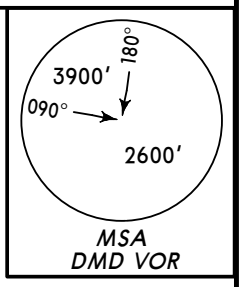
MOSCOW, RUSSIA

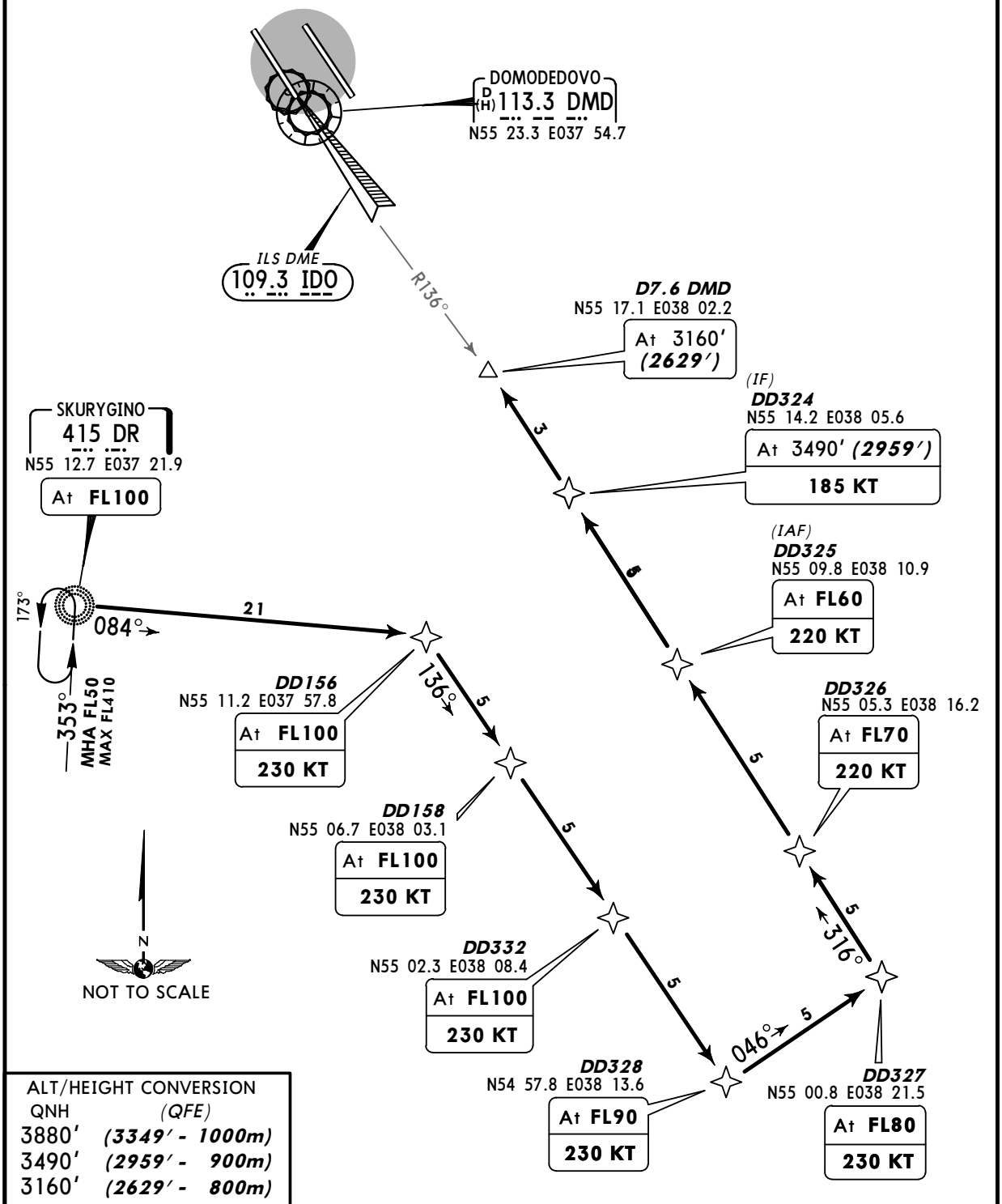
RNAV APPROACH TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3349′)*** Execute noise abatement procedures according to ICAO DOC 8168.

SKURYGINO 4B (DR 4B)
RWY 32L RNAV APPROACH TRANSITION
RNAV (GNSS)

SPEED: MAX 250 KT BELOW FL100





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3349′ - 1000m)***
3490′	***(2959′ - 900m)***
3160′	***(2629′ - 800m)***

ROUTING

DR (FL100) - DD156 (FL100; K230) - DD158 (FL100; K230) - DD332 (FL100; K230) - DD328 (FL90; K230) - DD327 (FL80; K230) - DD326 (FL70; K220) - DD325 (FL60; K220) - DD324 (3490′; K185), then continue to carry out ILS approach.

CHANGES: RNAV APP transition completely revised.

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UUDD/DME DOMODEDOVO

JEPPESEN
29 MAR 13 (30-2X9) Eff 4 Apr

MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: Via ATIS Trans alt: 3880′ *(3287′)* Execute noise abatement procedures according to ICAO DOC 8168.

COMMUNICATION FAILURE AFTER TAKE-OFF

AKSINYINO 14D (AO 14D)
DOMODEDOVO 14 (DMD 14)
RWYS 14R/L ARRIVALS

SPEED: MAX 250 KT BELOW FL100

MSA DMD VOR
180° 2600′
3900′
090°

HOLDING OVER DMD
MHA 3550 (2957)
136°
316°

NOT TO SCALE

RAMEK
N55 26.2 E038 19.4
(DMD R-068/D14.5)
At 3550′ (2957′)

31 By ATC TO DMD 263°

OKREM
N55 18.0 E038 41.9
(DMD R-091/D27.5)
At 3550′ (2957′)

AKSINYINO
732 AO
N55 09.2 E038 17.3
At FL70

22 By ATC TO DMD 266°

D13.7 DMD
N55 36.8 E037 58.9
(DMD R-360)
At 3550′ (2957′)

329°
FL70
149°

RUGEL
N55 51.9 E037 51.9
(DMD R-347/D28.7)

16 336°

23 By ATC TO DMD 196°

437 DW
N55 27.2 E037 52.4

DOMODEDOVO
(H) 113.3 DMD
N55 23.3 E037 54.7

19 AO 14D

128°

GLOTAYEVO
1020 DK
N55 09.8 E037 47.9
At 3550′ (2957′)

19 By ATC TO DMD 170°

010°

1

12 DMD 14 316°

D4.3 DMD
(DMD R-226)

KARTINO
1215 WT
N55 35.3 E037 47.2
At 3550′ (2957′)

20 By ATC TO DMD 024°

110°
104°

2

D13.2 DMD
N55 31.2 E037 36.1
(DMD R-297)

(IAF)
BAKUS
N55 32.6 E037 35.6
(DMD R-301/D14.3)
At 3550′ (2957′)

18 By ATC TO DMD 089°

229°

21 By ATC TO DMD 064°

D15.7 DMD
N55 15.2 E037 31.3
At 3550′ (2957′)

KLIMOVSK
1005 LO
N55 21.1 E037 31.6
At 3550′ (2957′)

18 By ATC 255°

KAMENKA
230 WZ
N55 13.3 E036 59.7

ALT/HEIGHT CONVERSION (QFE)
QNH 3880′ (3287′ - 1000m)
3550′ (2957′ - 900m)

CHANGES: New chart (STAR revised).

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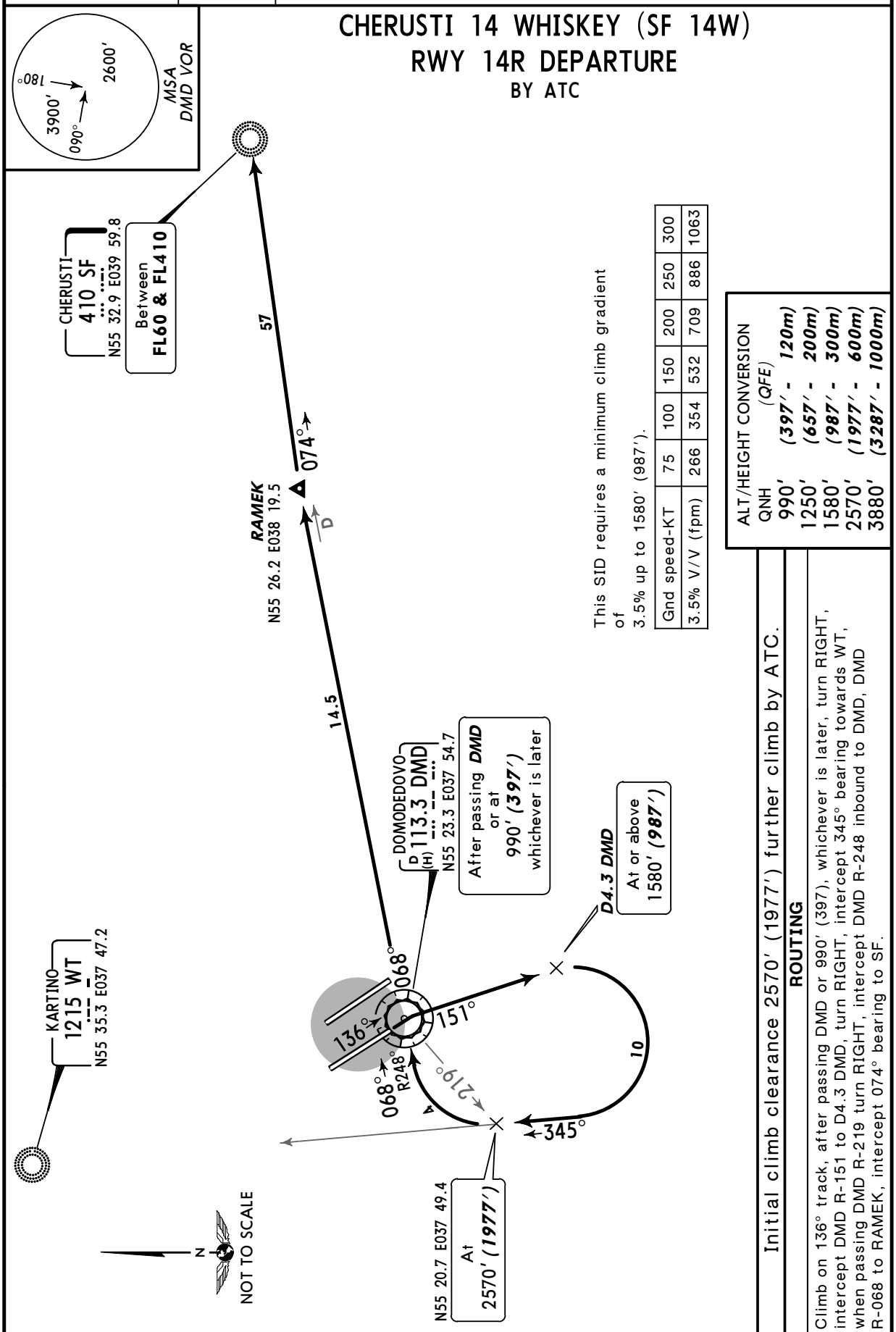
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UUDD/DME
DOMODEDOVO

MOSCOW, RUSSIA
SID

DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

CHERUSTI 14 WHISKEY (SF 14W)
RWY 14R DEPARTURE
BY ATC



This SID requires a minimum climb gradient of 3.5% up to 1580′ (987′).

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

ALT/HEIGHT CONVERSION

QNH	(QFE)
990′	***(397′ - 120m)***
1250′	***(657′ - 200m)***
1580′	***(987′ - 300m)***
2570′	***(1977′ - 600m)***
3880′	***(3287′ - 1000m)***

Initial climb clearance 2570′ (1977′) further climb by ATC.

ROUTING

Climb on 136° track, after passing DMD or 990′ (397), whichever is later, turn RIGHT, intercept DMD R-151 to D4.3 DMD, turn RIGHT, intercept 345° bearing towards WT, when passing DMD R-219 turn RIGHT, intercept DMD R-248 inbound to DMD, DMD R-068 to RAMEK, intercept 074° bearing to SF.

CHANGES: Chart reindexed (SIDs withdrawn).

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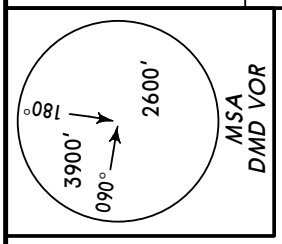
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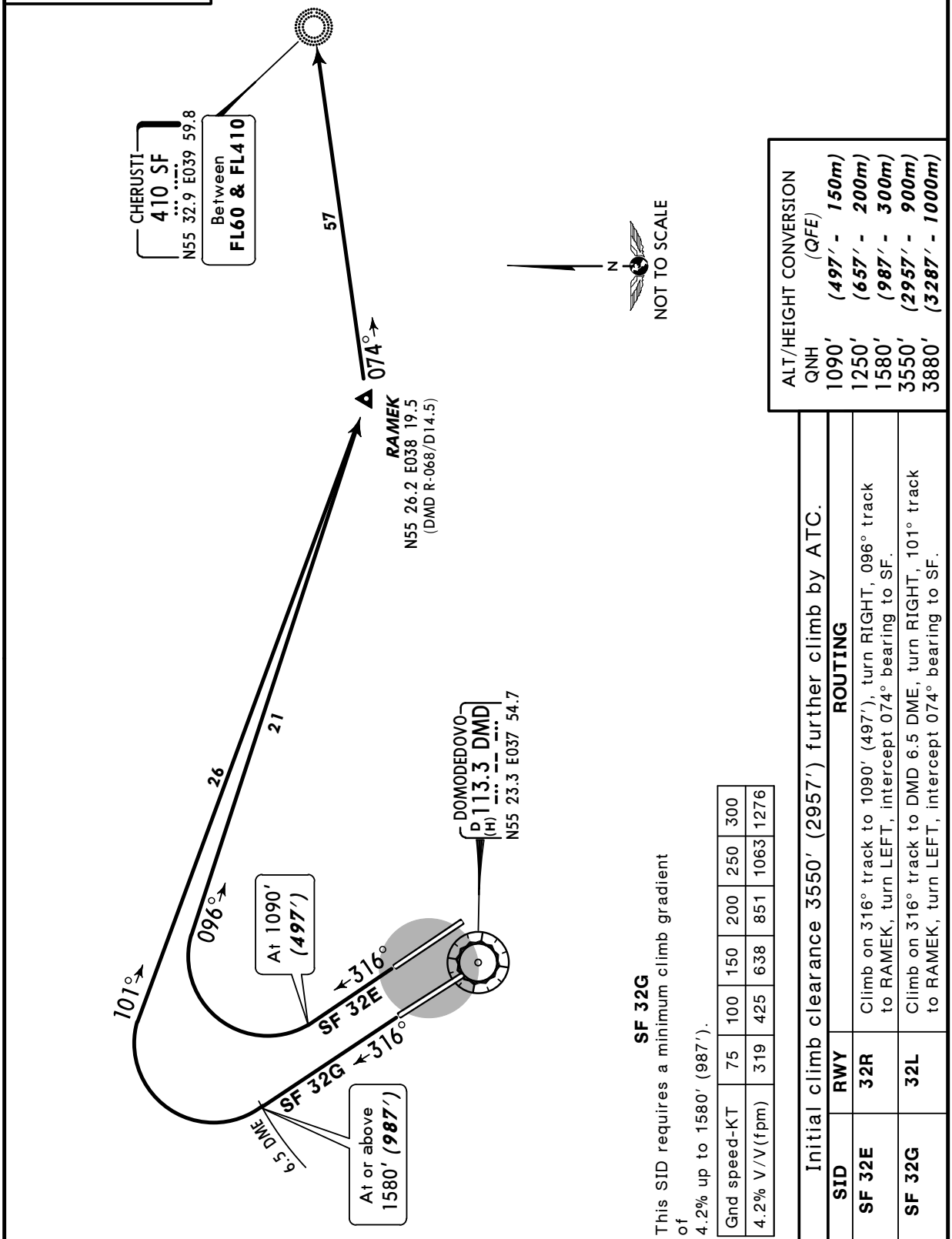
UUDD/DME
DOMODEDOVO

MOSCOW, RUSSIA
SID

DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

CHERUSTI 32 ECHO (SF 32E)
CHERUSTI 32 GOLF (SF 32G)
RWYS 32R/L DEPARTURES
BY ATC





ALT/HEIGHT CONVERSION	(QFE)
QNH	
1090′	***(497′ - 150m)***
1250′	***(657′ - 200m)***
1580′	***(987′ - 300m)***
3550′	***(2957′ - 900m)***
3880′	***(3287′ - 1000m)***

SF 32G
This SID requires a minimum climb gradient of 4.2% up to 1580′ (987′).

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V(fpm)	319	425	638	851	1063	1276

Initial climb clearance 3550′ (2957′) further climb by ATC.

SID	RWY	ROUTING
SF 32E	32R	Climb on 316° track to 1090′ (497′), turn RIGHT, 096° track to RAMEK, turn LEFT, intercept 074° bearing to SF.
SF 32G	32L	Climb on 316° track to DMD 6.5 DME, turn RIGHT, 101° track to RAMEK, turn LEFT, intercept 074° bearing to SF.

CHANGES: Chart reindexed.

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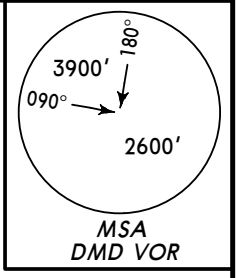
UUDD/DME DOMODEDOVO

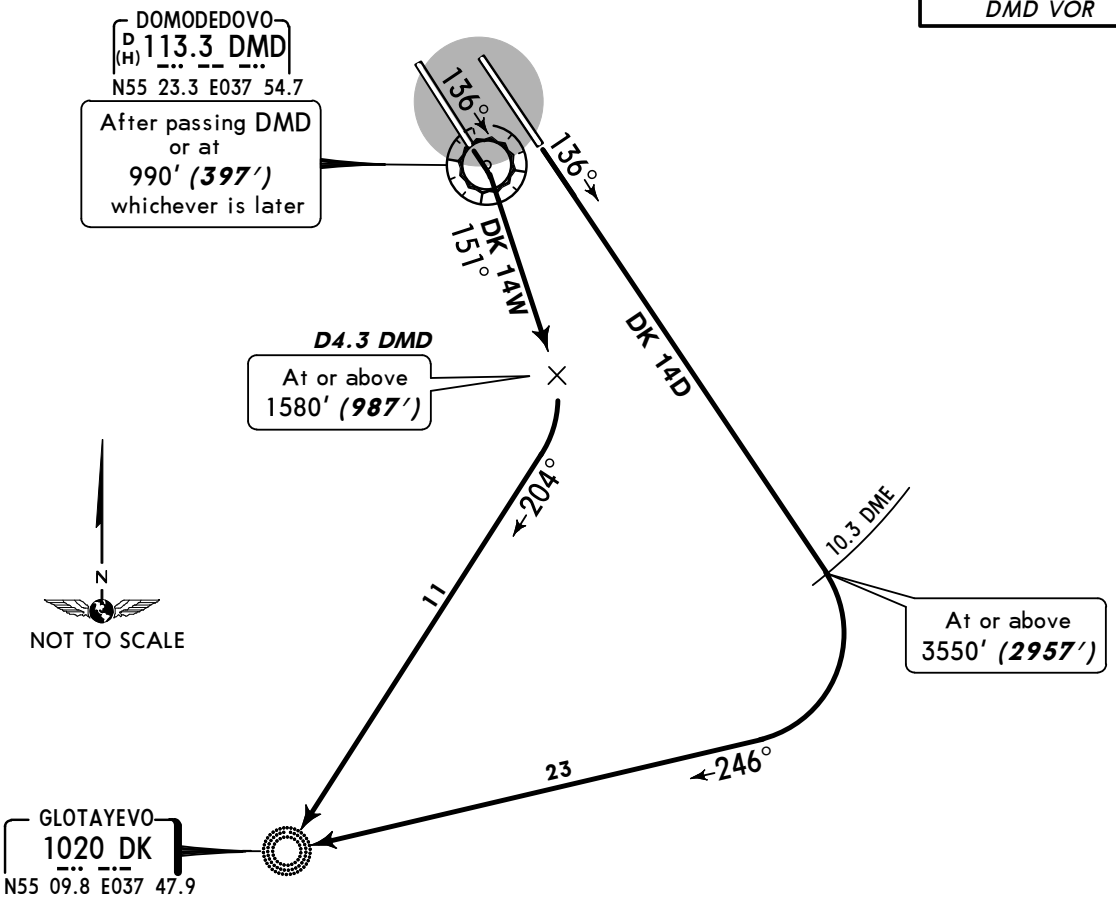
MOSCOW, RUSSIA

SID

DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

GLOTAYEVO 14 DELTA (DK 14D)
GLOTAYEVO 14 WHISKEY (DK 14W)
RWYS 14L/R DEPARTURES





These SIDs require minimum climb gradients of
DK 14D: 4.0% up to 3550′ (2957′).
DK 14W: 3.5% up to 1580′ (987′).

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V(fpm)	304	405	608	810	1013	1215
3.5% V/V(fpm)	266	354	532	709	886	1063

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
990′	***(397′ - 120m)***
1250′	***(657′ - 200m)***
1580′	***(987′ - 300m)***
2570′	***(1977′ - 600m)***
3550′	***(2957′ - 900m)***
3880′	***(3287′ - 1000m)***

DK 14D: Initial climb clearance 3550′ (2957′) further climb by ATC.
DK 14W: Initial climb clearance 2570′ (1977′) further climb by ATC.

SID	RWY	ROUTING
DK 14D	**14L**	Climb on 136° track to DMD 10.3 DME, turn RIGHT, intercept 246° bearing to DK.
DK 14W	**14R**	Climb on 136° track, after passing DMD or 990′ (397′), whichever is later, turn RIGHT, intercept DMD R-151 to D4.3 DMD, turn RIGHT, intercept 204° bearing to DK.

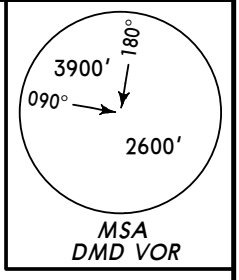
CHANGES: SIDs withdrawn & revised.

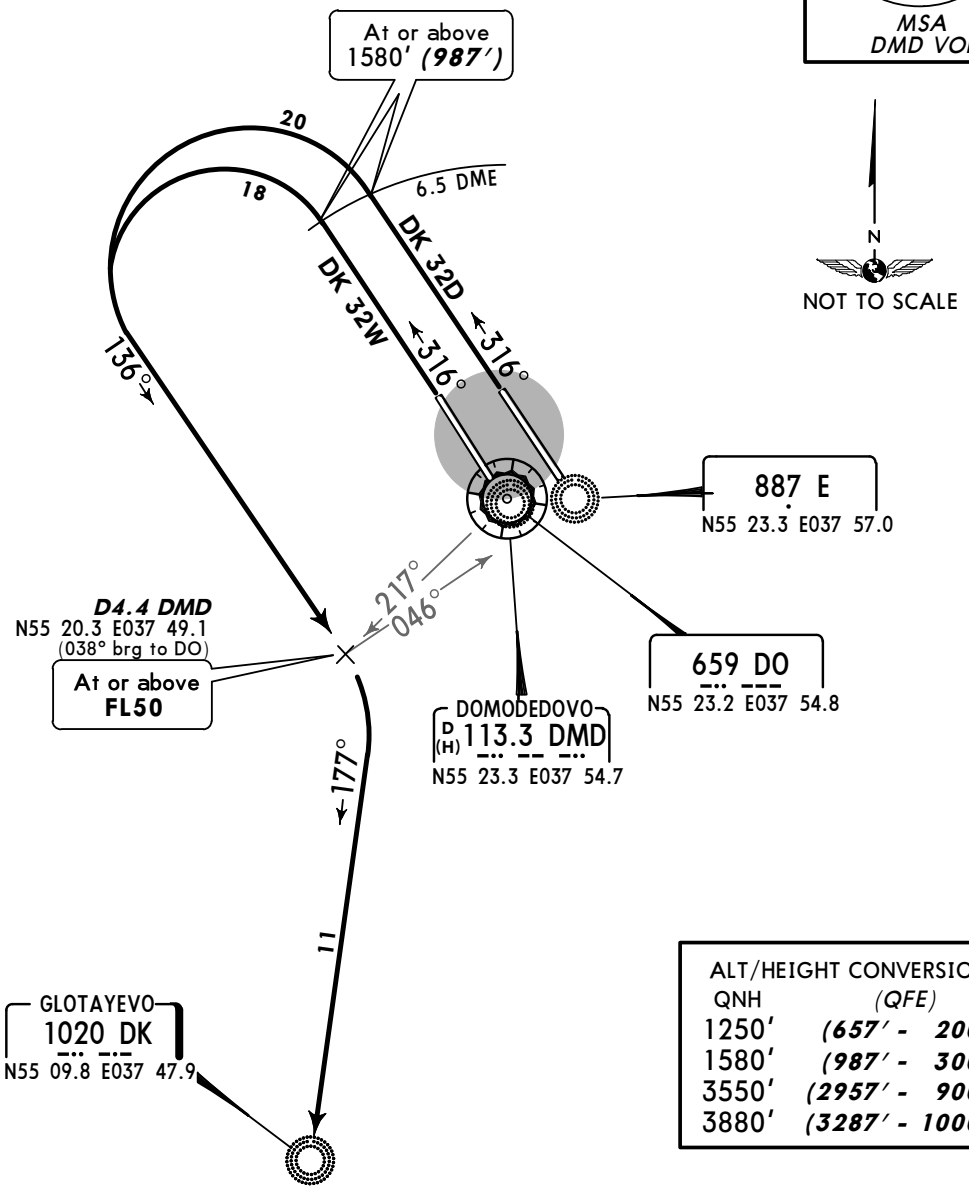
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DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

GLOTAYEVO 32 DELTA (DK 32D)
GLOTAYEVO 32 WHISKEY (DK 32W)
RWYS 32R/L DEPARTURES





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1250′	***(657′ - 200m)***
1580′	***(987′ - 300m)***
3550′	***(2957′ - 900m)***
3880′	***(3287′ - 1000m)***

These SIDs require minimum climb gradients of
DK 32D: 4.0% up to FL50.
DK 32W: 4.2% up to FL50.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
4.0% V/V (fpm)	304	405	608	810	1013	1215

Initial climb clearance 3550′ (2957′) further climb by ATC.

SID	RWY	ROUTING
DK 32D	32R	Climb on 316° track to DMD 6.5 DME, turn LEFT, 136° track to D4.4 DMD, turn RIGHT, intercept 177° bearing to DK.
DK 32W	32L	

CHANGES: None.

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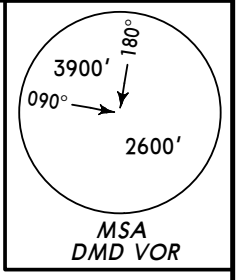
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UUDD/DME
DOMODEDOVO

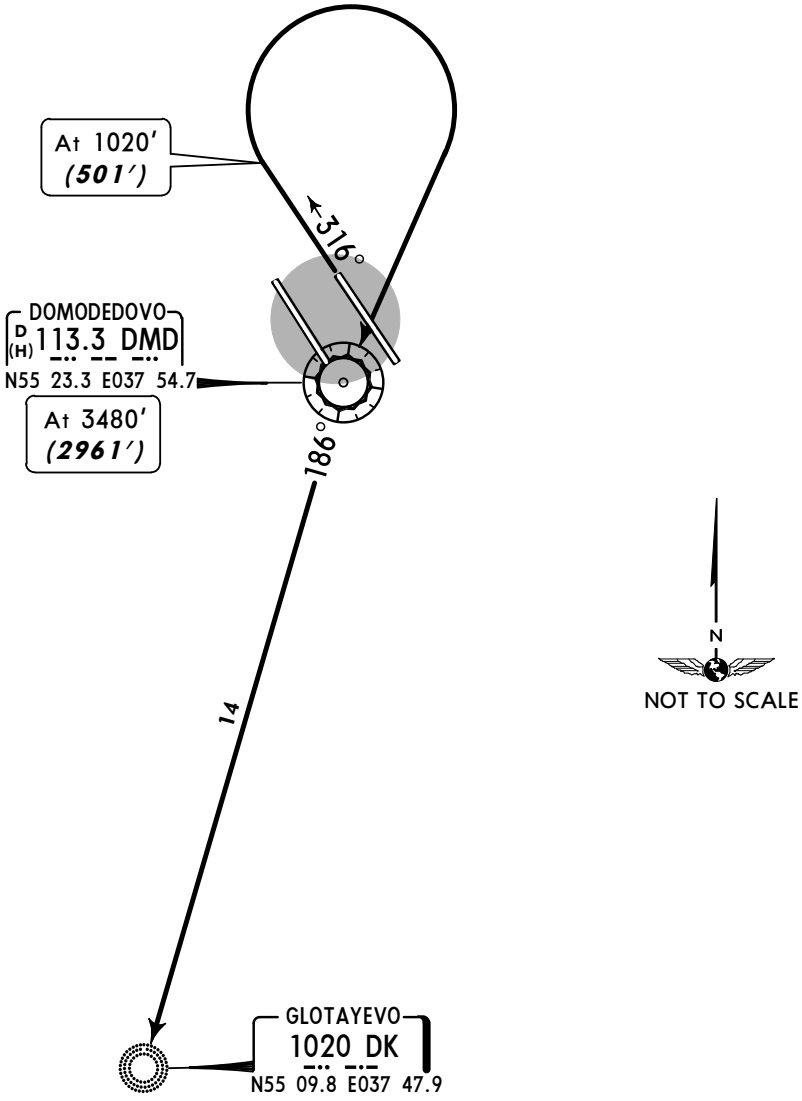
MOSCOW, RUSSIA
SID

DOMODEDOVO Radar 127.7	*Apt Elev* 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3361′)*** 1. After climbing to 1180′ (661′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

GLOTAYEVO 32 ECHO (DK 32E)
RWY 32R DEPARTURE



MSA
DMD VOR



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1020′	***(501′ - 150m)***
1180′	***(661′ - 200m)***
3480′	***(2961′ - 900m)***
3880′	***(3361′ - 1000m)***

Initial climb clearance 3480′ (2961′) further climb by ATC.

ROUTING

Climb on 316° track to 1020′ (501′), turn RIGHT to DMD, turn LEFT, DMD R-186 to DK.

CHANGES: None.

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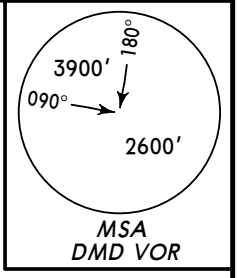
UUDD/DME
DOMODEDOVO

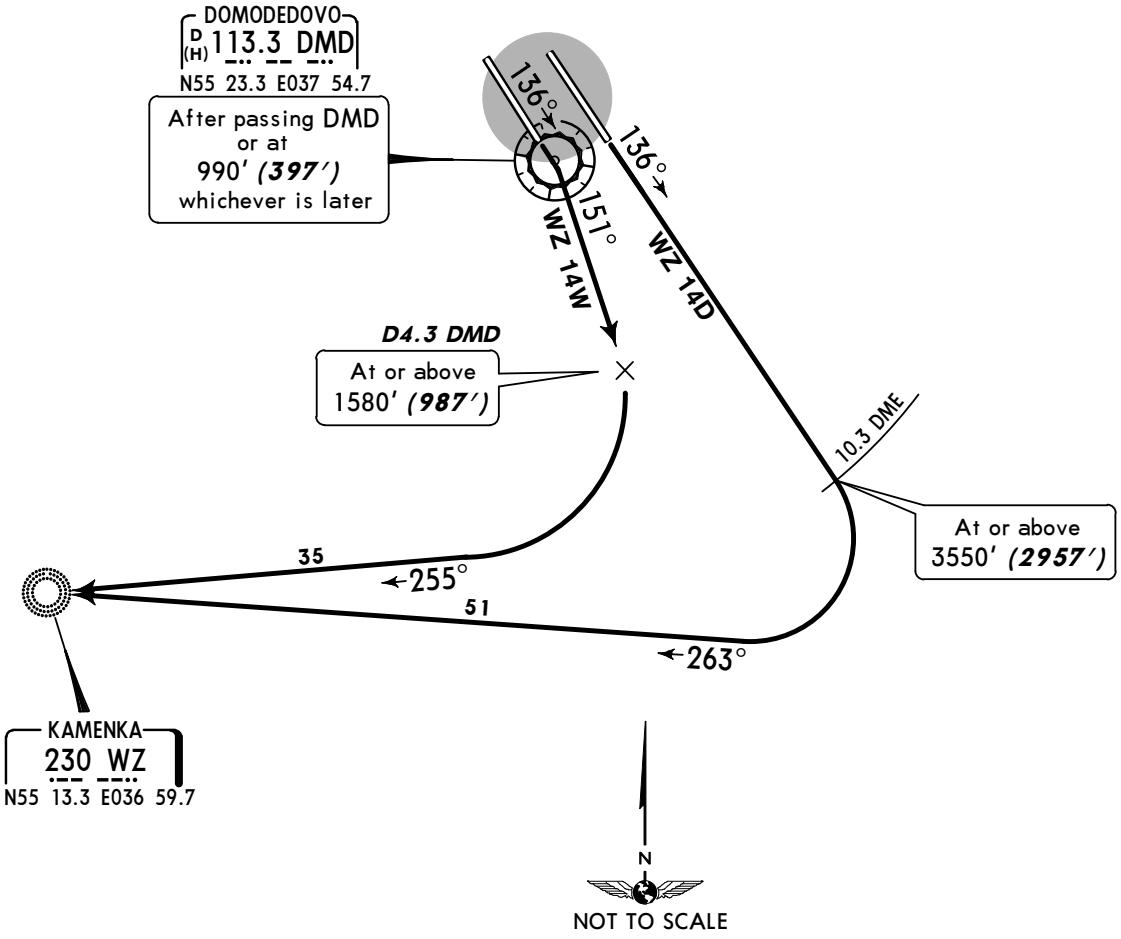
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MOSCOW, RUSSIA
SID

DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

KAMENKA 14 DELTA (WZ 14D)
KAMENKA 14 WHISKEY (WZ 14W)
RWYS 14L/R DEPARTURES





These SIDs require minimum climb gradients of
WZ 14D: 4.0% up to 3550′ (2957′).
WZ 14W: 3.5% up to 1580′ (987′).

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V(fpm)	304	405	608	810	1013	1215
3.5% V/V(fpm)	266	354	532	709	886	1063

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
990′	***(397′ - 120m)***
1250′	***(657′ - 200m)***
1580′	***(987′ - 300m)***
2570′	***(1977′ - 600m)***
3550′	***(2957′ - 900m)***
3880′	***(3287′ - 1000m)***

WZ 14D: Initial climb clearance 3550′ (2957′) further climb by ATC.
WZ 14W: Initial climb clearance 2570′ (1977′) further climb by ATC.

SID	RWY	ROUTING
WZ 14D	**14L**	Climb on 136° track to DMD 10.3 DME, turn RIGHT, intercept 263° bearing to WZ.
WZ 14W	**14R**	Climb on 136° track, after passing DMD or 990′ (397′), whichever is later, turn RIGHT, intercept DMD R-151 to D4.3 DMD, turn RIGHT, intercept 255° bearing to WZ.

CHANGES: SIDs withdrawn & revised.

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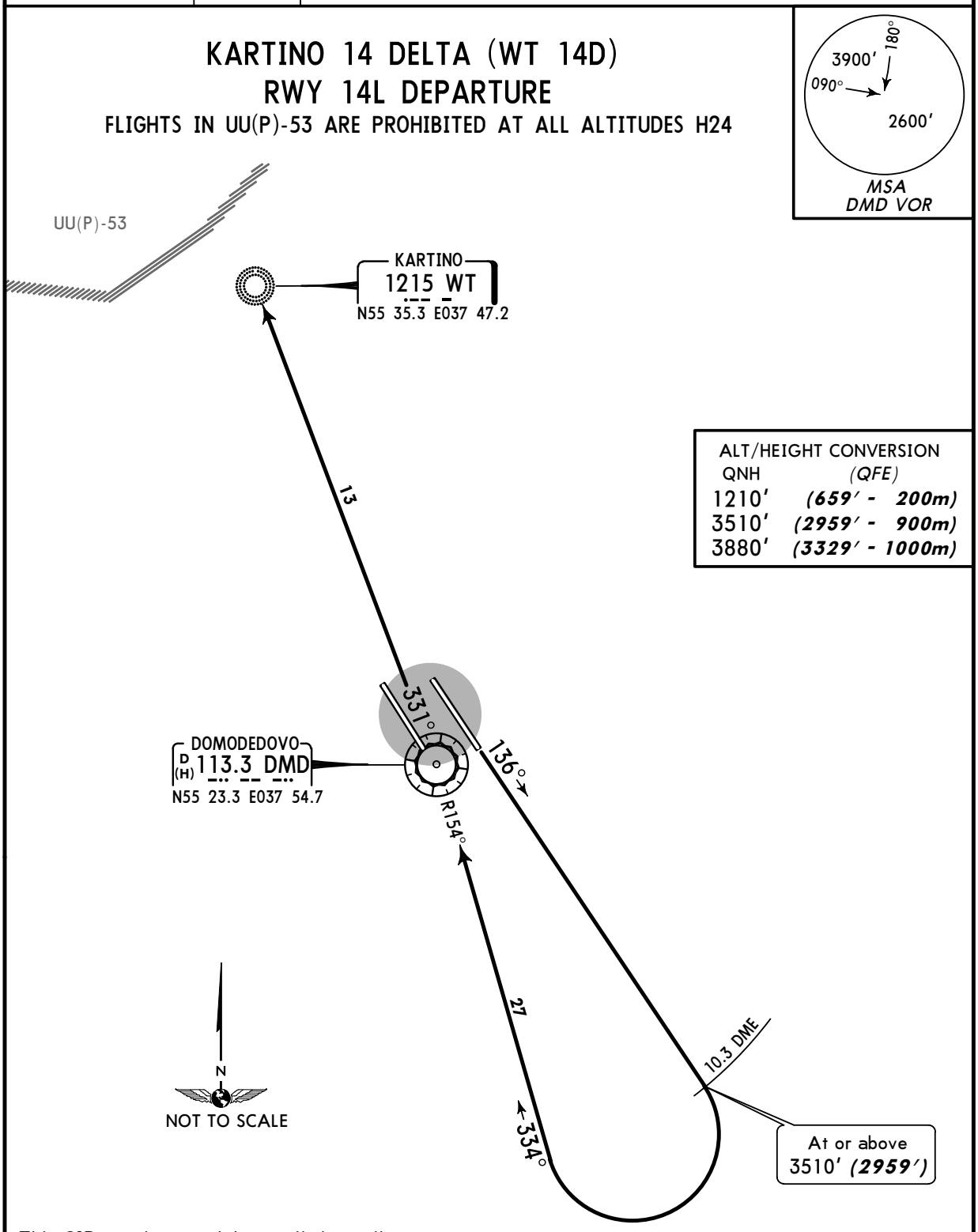
UUDD/DME
DOMODEDOVO

MOSCOW, RUSSIA
SID

DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3329′)*** 1. After climbing to 1210′ (659′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

KARTINO 14 DELTA (WT 14D)
RWY 14L DEPARTURE

FLIGHTS IN UU(P)-53 ARE PROHIBITED AT ALL ALTITUDES H24



ALT/HEIGHT CONVERSION

QNH	*(QFE)*
1210′	***(659′ - 200m)***
3510′	***(2959′ - 900m)***
3880′	***(3329′ - 1000m)***

This SID requires a minimum climb gradient of
4.0% up to 3510′ (2959′).

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V(fpm)	304	405	608	810	1013	1215

Initial climb clearance 3510′ (2959′) further climb by ATC.

ROUTING

Climb on 136° track to DMD 10.3 DME, turn RIGHT, intercept DMD R-154 inbound to DMD, turn LEFT, DMD R-331 to WT.

CHANGES: SIDs withdrawn & revised.

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UUDD/DME DOMODEDOVO

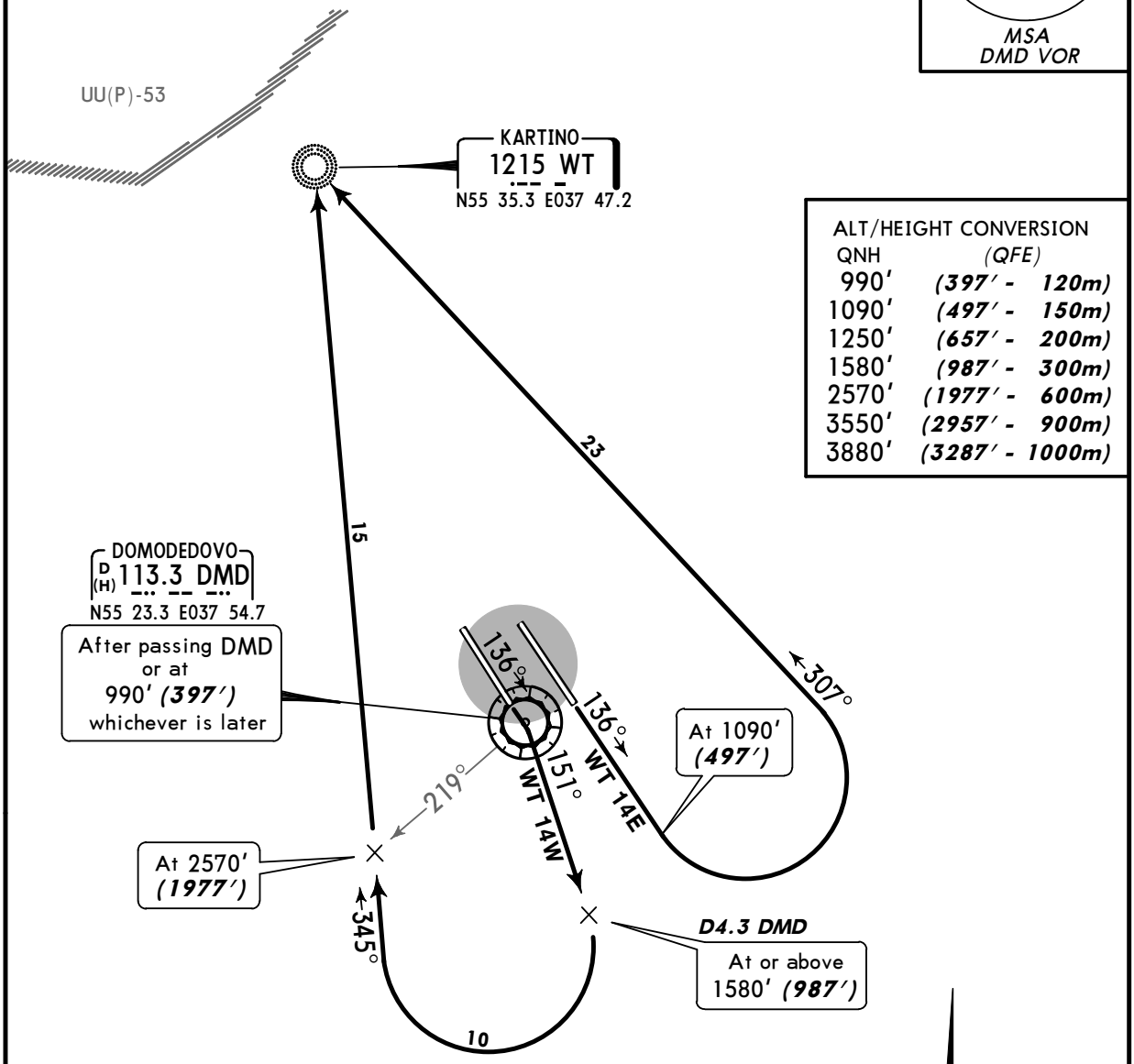
MOSCOW, RUSSIA

SID

DOMODEDOVO Radar 127.7	*Apt Elev* 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

KARTINO 14 ECHO (WT 14E)
KARTINO 14 WHISKEY (WT 14W)
RWYS 14L/R DEPARTURES

FLIGHTS IN UU(P)-53 ARE PROHIBITED AT ALL ALTITUDES H24



These SIDs require minimum climb gradients of
WT 14E: 4.0% up to 3550′ (2957′).
WT 14W: 3.5% up to 1580′ (987′).

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V(fpm)	304	405	608	810	1013	1215
3.5% V/V(fpm)	266	354	532	709	886	1063

WT 14E: Initial climb clearance 3550′ (2957′) further climb by ATC.
WT 14W: Initial climb clearance 2570′ (1977′) further climb by ATC.

SID	RWY	ROUTING
WT 14E	**14L**	Climb on 136° track to 1090′ (497′), turn LEFT, intercept 307° bearing to WT.
WT 14W	**14R**	Climb on 136° track, after passing DMD or 990′ (397′), whichever is later, turn RIGHT, intercept DMD R-151 to D4.3 DMD, turn RIGHT, intercept 345° bearing to WT.

CHANGES: None.

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UUDD/DME DOMODEDOVO

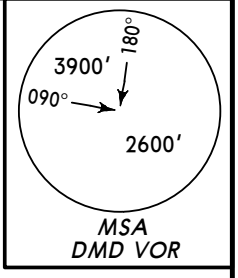
MOSCOW, RUSSIA

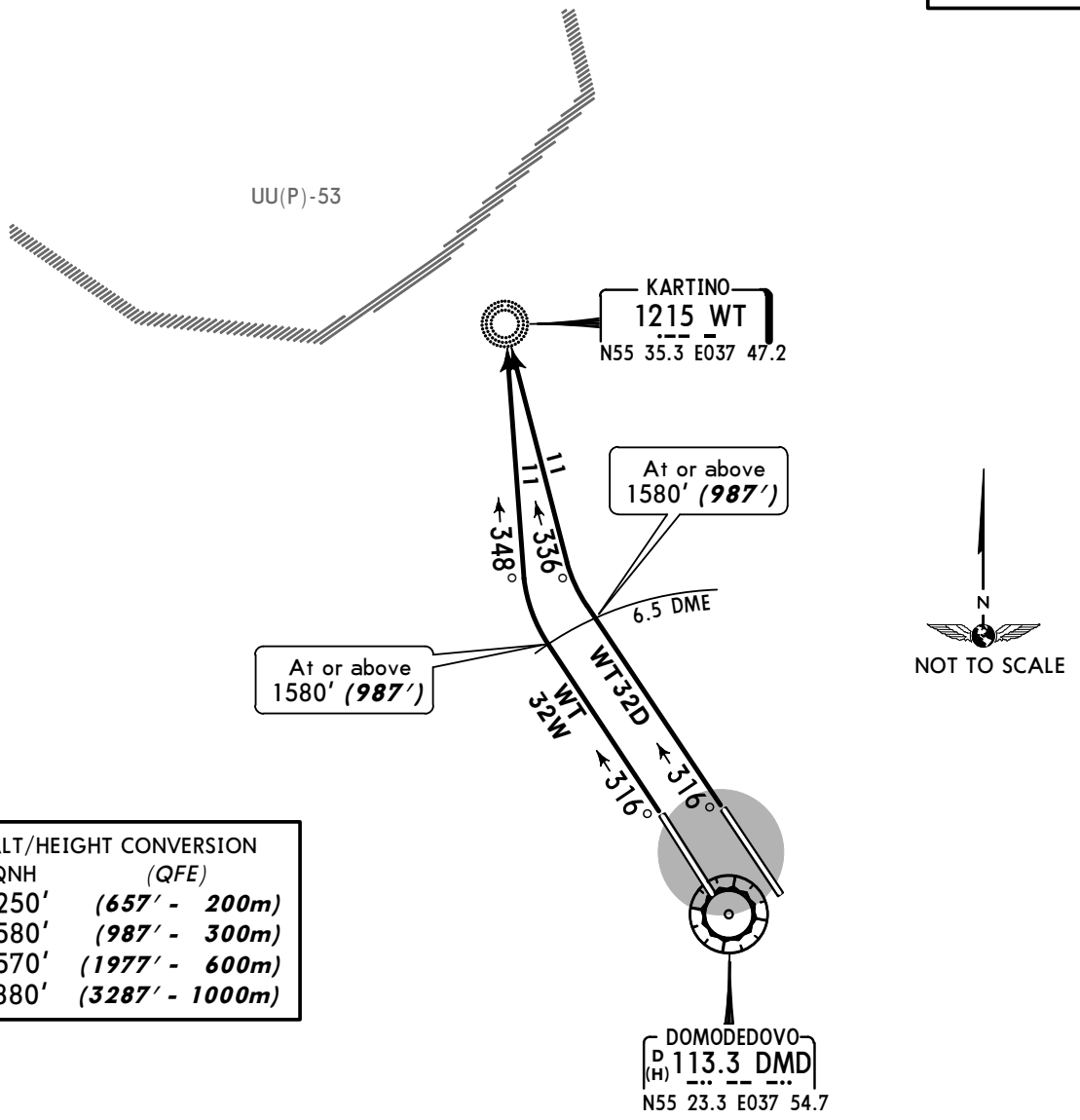
SID

DOMODEDOVO Radar 127.7	*Apt Elev* 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

KARTINO 32 DELTA (WT 32D)
KARTINO 32 WHISKEY (WT 32W)
RWYS 32R/L DEPARTURES

FLIGHTS IN UU(P)-53 ARE PROHIBITED AT ALL ALTITUDES H24





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1250′	***(657′ - 200m)***
1580′	***(987′ - 300m)***
2570′	***(1977′ - 600m)***
3880′	***(3287′ - 1000m)***

These SIDs require minimum climb gradients of
WT 32D: 4.0% up to 1580′ (987′).
WT 32W: 4.2% up to 1580′ (987′).

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V(fpm)	319	425	638	851	1063	1276
4.0% V/V(fpm)	304	405	608	810	1013	1215

Initial climb clearance 2570′ (1977′) further climb by ATC.

SID	RWY	ROUTING
WT 32D	**32R**	Climb on 316° track to DMD 6.5 DME, turn RIGHT, intercept 336° bearing to WT.
WT 32W	**32L**	Climb on 316° track to DMD 6.5 DME, turn RIGHT, intercept 348° bearing to WT.

CHANGES: None.

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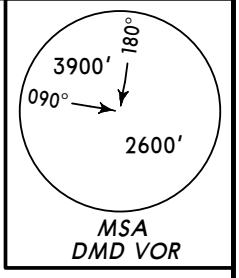
UUDD/DME DOMODEDOVO

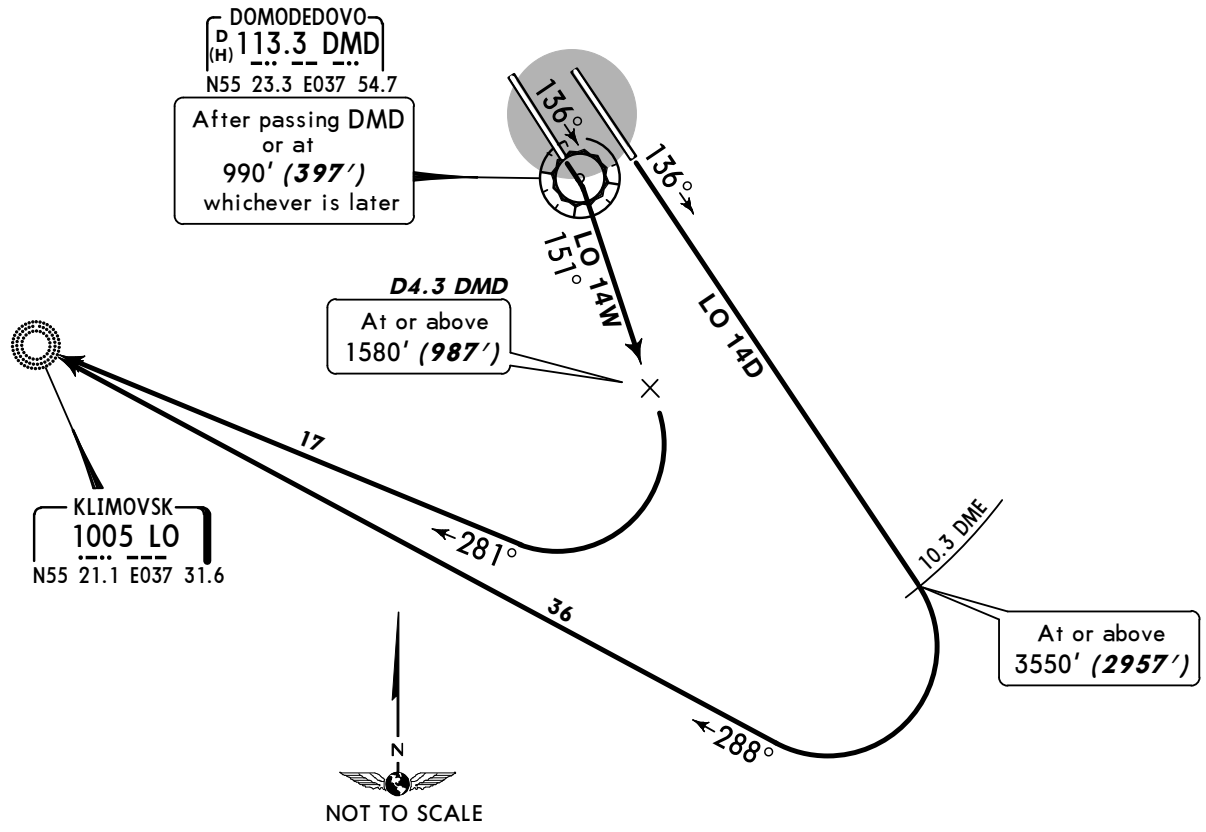
MOSCOW, RUSSIA

SID

DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

KLIMOVSK 14 DELTA (LO 14D)
KLIMOVSK 14 WHISKEY (LO 14W)
RWYS 14L/R DEPARTURES





These SIDs require minimum climb gradients of
LO 14D: 4.0% up to 3550′ (2957′).
LO 14W: 3.5% up to 1580′ (987′).

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V(fpm)	304	405	608	810	1013	1215
3.5% V/V(fpm)	266	354	532	709	886	1063

ALT/HEIGHT CONVERSION

QNH	(QFE)
990′	***(397′ - 120m)***
1250′	***(657′ - 200m)***
1580′	***(987′ - 300m)***
2570′	***(1977′ - 600m)***
3550′	***(2957′ - 900m)***
3880′	***(3287′ - 1000m)***

LO 14D: Initial climb clearance 3550′ (2957′) further climb by ATC.
LO 14W: Initial climb clearance 2570′ (1977′) further climb by ATC.

SID	RWY	ROUTING
LO 14D	**14L**	Climb on 136° track to DMD 10.3 DME, turn RIGHT, intercept 288° bearing to LO.
LO 14W	**14R**	Climb on 136° track, after passing DMD or 990′ (397′), whichever is later, turn RIGHT, intercept DMD R-151 to D4.3 DMD, turn RIGHT, intercept 281° bearing to LO.

CHANGES: SIDs withdrawn & revised.

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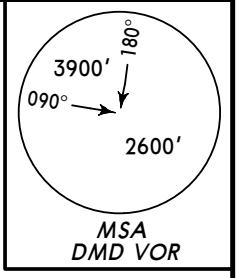
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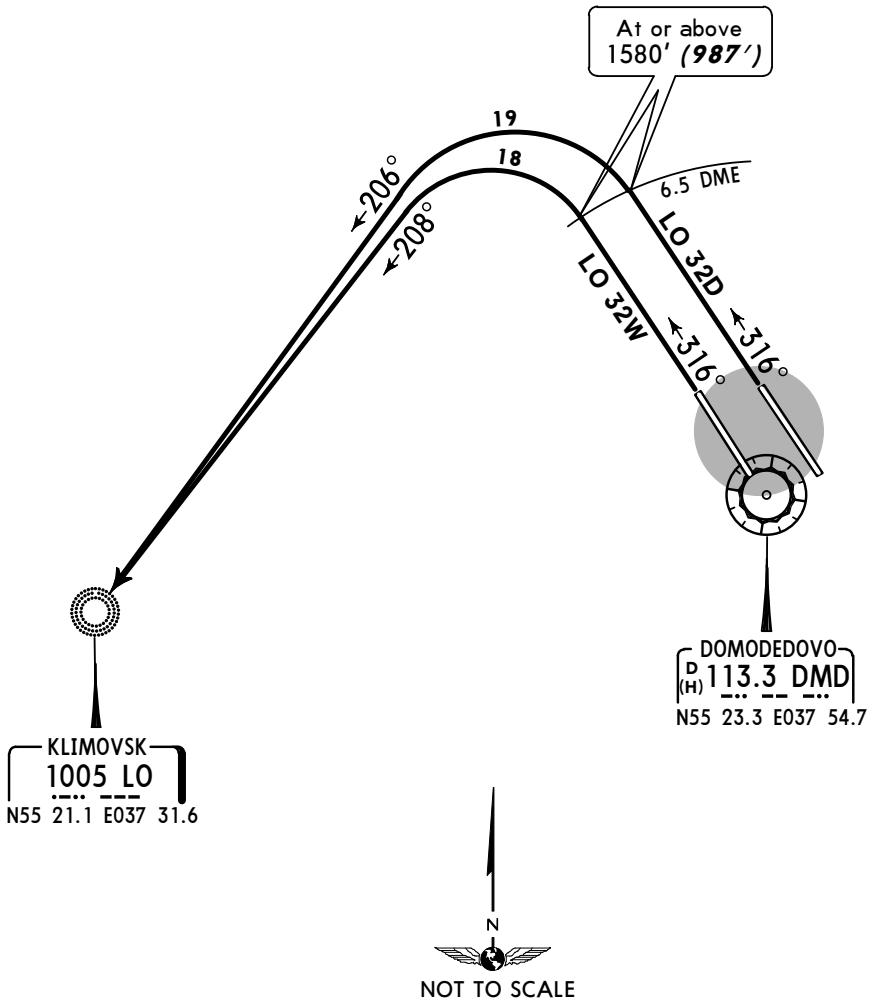
UUDD/DME
DOMODEDOVO

MOSCOW, RUSSIA
SID

DOMODEDOVO Radar 127.7	*Apt Elev* 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

KLIMOVSK 32 DELTA (LO 32D)
KLIMOVSK 32 WHISKEY (LO 32W)
RWYS 32R/L DEPARTURES





These SIDs require minimum climb gradients of
LO 32D: 4.0% up to 1580′ (987′).
LO 32W: 4.2% up to 1580′ (987′).

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V(fpm)	319	425	638	851	1063	1276
4.0% V/V(fpm)	304	405	608	810	1013	1215

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
1250′	***(657′ - 200m)***
1580′	***(987′ - 300m)***
3550′	***(2957′ - 900m)***
3880′	***(3287′ - 1000m)***

Initial climb clearance 3550′ (2957′) further climb by ATC.

SID	RWY	ROUTING
LO 32D	**32R**	Climb on 316° track to DMD 6.5 DME, turn LEFT, intercept 206° bearing to LO.
LO 32W	**32L**	Climb on 316° track to DMD 6.5 DME, turn LEFT, intercept 208° bearing to LO.

CHANGES: Chart reindexed.

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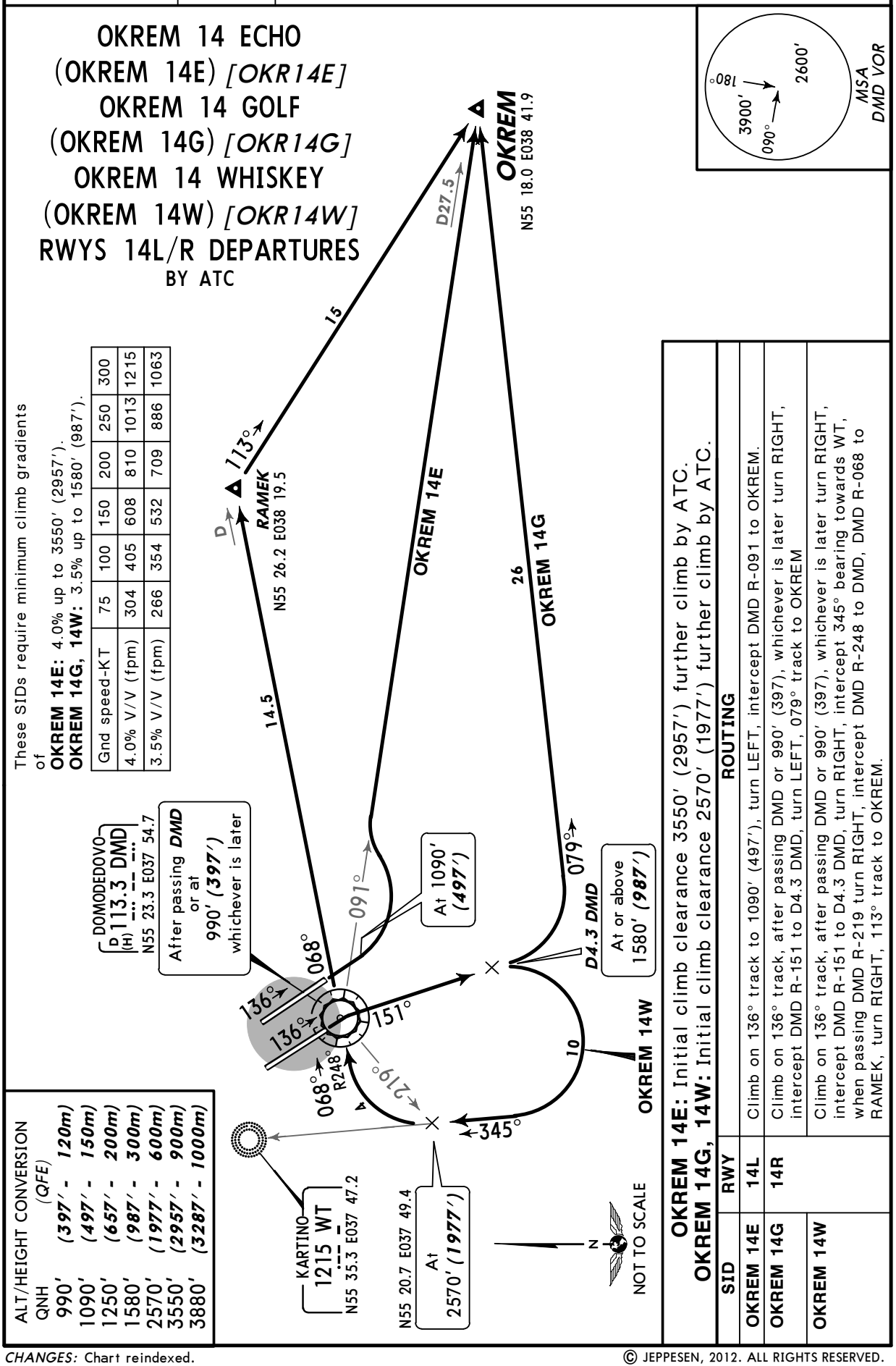
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UUDD/DME
DOMODEDOVO

MOSCOW, RUSSIA
SID

DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

OKREM 14 ECHO (OKREM 14E) *[OKR14E]*
OKREM 14 GOLF (OKREM 14G) *[OKR14G]*
OKREM 14 WHISKEY (OKREM 14W) *[OKR14W]*
RWYS 14L/R DEPARTURES
BY ATC



These SIDs require minimum climb gradients of
OKREM 14E: 4.0% up to 3550′ (2957′).
OKREM 14G, 14W: 3.5% up to 1580′ (987′).

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
3.5% V/V (fpm)	266	354	532	709	886	1063

ALT/HEIGHT CONVERSION (QFE)

QNH	
990′	***(397′ - 120m)***
1090′	***(497′ - 150m)***
1250′	***(657′ - 200m)***
1580′	***(987′ - 300m)***
2570′	***(1977′ - 600m)***
3550′	***(2957′ - 900m)***
3880′	***(3287′ - 1000m)***

OKREM 14E: Initial climb clearance 3550′ (2957′) further climb by ATC.
OKREM 14G, 14W: Initial climb clearance 2570′ (1977′) further climb by ATC.

SID	RWY	ROUTING
OKREM 14E	14L	Climb on 136° track to 1090′ (497′), turn LEFT, intercept DMD R-091 to OKREM.
OKREM 14G	14R	Climb on 136° track, after passing DMD or 990′ (397), whichever is later turn RIGHT, intercept DMD R-151 to D4.3 DMD, turn LEFT, 079° track to OKREM
OKREM 14W		Climb on 136° track, after passing DMD or 990′ (397), whichever is later turn RIGHT, intercept DMD R-151 to D4.3 DMD, turn RIGHT, intercept 345° bearing towards WT, when passing DMD R-219 turn RIGHT, intercept DMD R-248 to DMD, DMD R-068 to RAMEK, turn RIGHT, 113° track to OKREM.

CHANGES: Chart reindexed.

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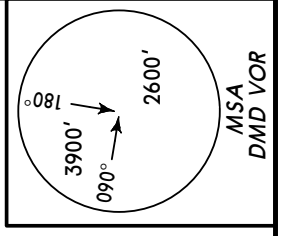
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UUDD/DME
DOMODEDOVO

MOSCOW, RUSSIA
SID

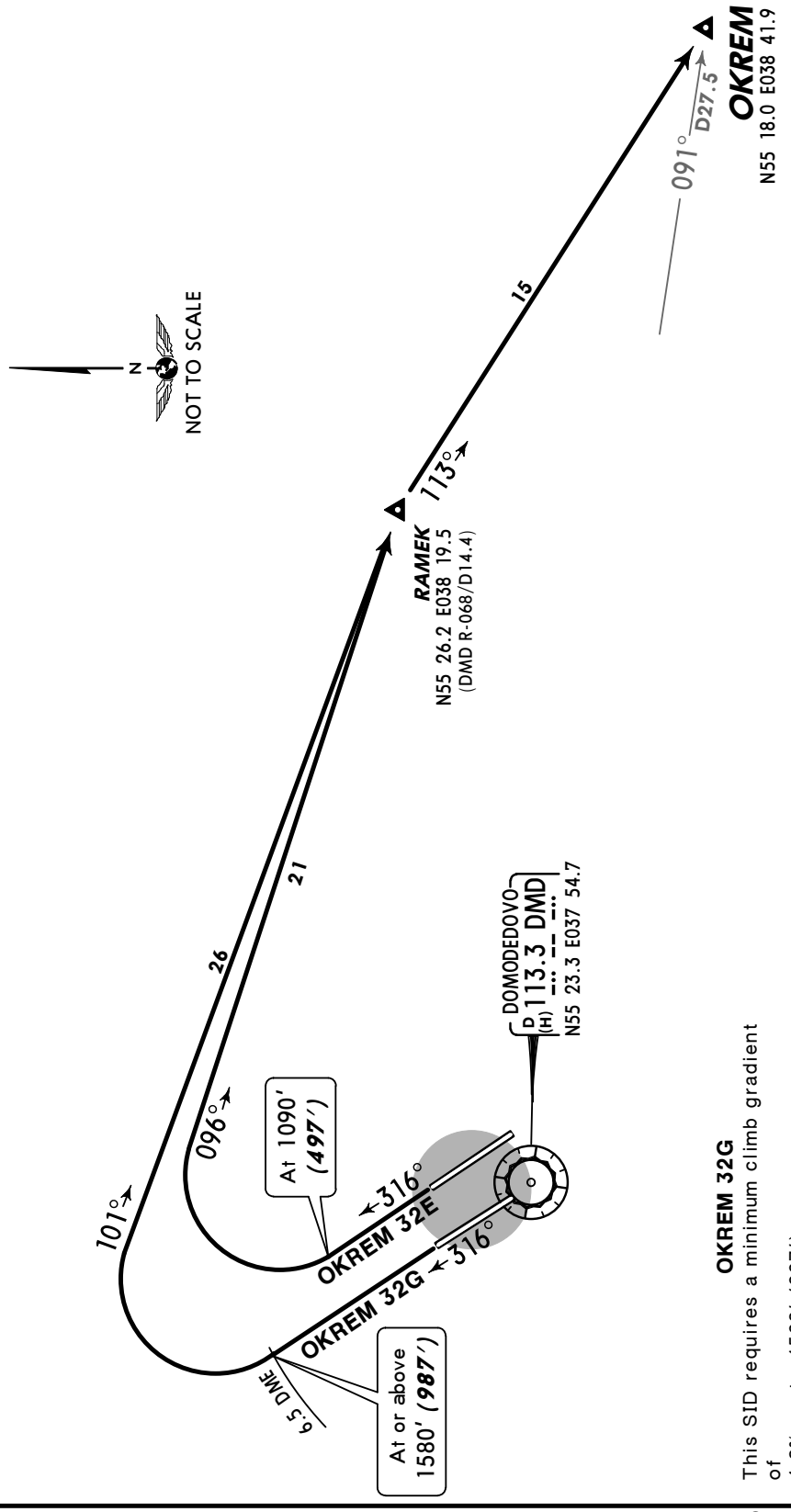
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

OKREM 32 ECHO (OKREM 32E) *[OKR32E]*
OKREM 32 GOLF (OKREM 32G) *[OKR32G]*
RWYS 32R/L DEPARTURES
BY ATC



ALT/HEIGHT CONVERSION (QFE)

QNH	
1090′	***(497′ - 150m)***
1250′	***(657′ - 200m)***
1580′	***(987′ - 300m)***
3550′	***(2957′ - 900m)***
3880′	***(3287′ - 1000m)***



OKREM 32G
This SID requires a minimum climb gradient of 4.2% up to 1580′ (987′).

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

Initial climb clearance 3550′ (2957′) further climb by ATC.

SID	RWY	ROUTING
OKREM 32E	**32R**	Climb on 316° track to 1090′ (497′), turn RIGHT, 096° track to RAMEK, turn RIGHT, 113° track to OKREM.
OKREM 32G	**32L**	Climb on 316° track to DMD 6.5 DME, turn RIGHT, 101° track to RAMEK, turn RIGHT, 113° track to OKREM.

CHANGES: None.

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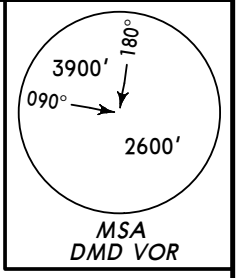
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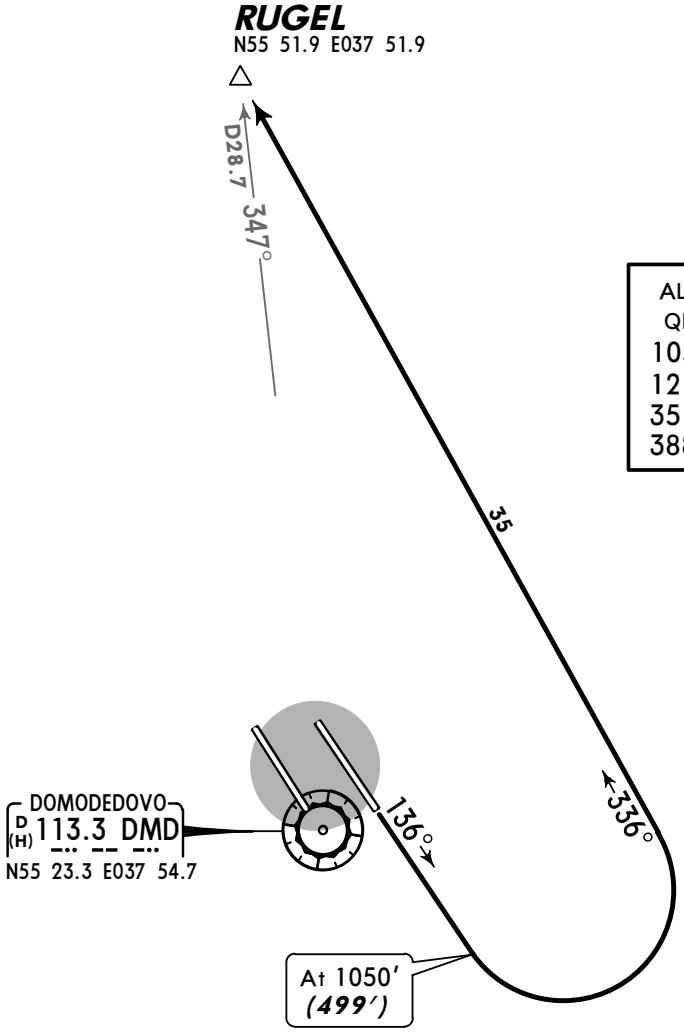
UUDD/DME
DOMODEDOVO

MOSCOW, RUSSIA
SID

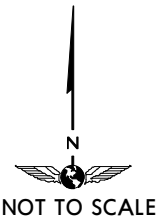
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3329′)*** 1. After climbing to 1210′ (659′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

RUGEL 14 ECHO (RUGEL 14E) *[RUG14E]*
RWY 14L DEPARTURE
BY ATC





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1050′	***(499′ - 150m)***
1210′	***(659′ - 200m)***
3510′	***(2959′ - 900m)***
3880′	***(3329′ - 1000m)***



This SID requires a minimum climb gradient of
4.0% up to 3510′ (2959′).

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V(fpm)	304	405	608	810	1013	1215

Initial climb clearance 3510′ (2959′) further climb by ATC.

ROUTING

Climb on 136° track to 1050′ (499′), turn LEFT, 336° track to RUGEL.

CHANGES: SID RUGEL 14E established; Transitions transferred.

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UUDD/DME
DOMODEDOVO

JEPPESEN
26 JUN 15 (30-3P)

MOSCOW, RUSSIA
TRANSITION

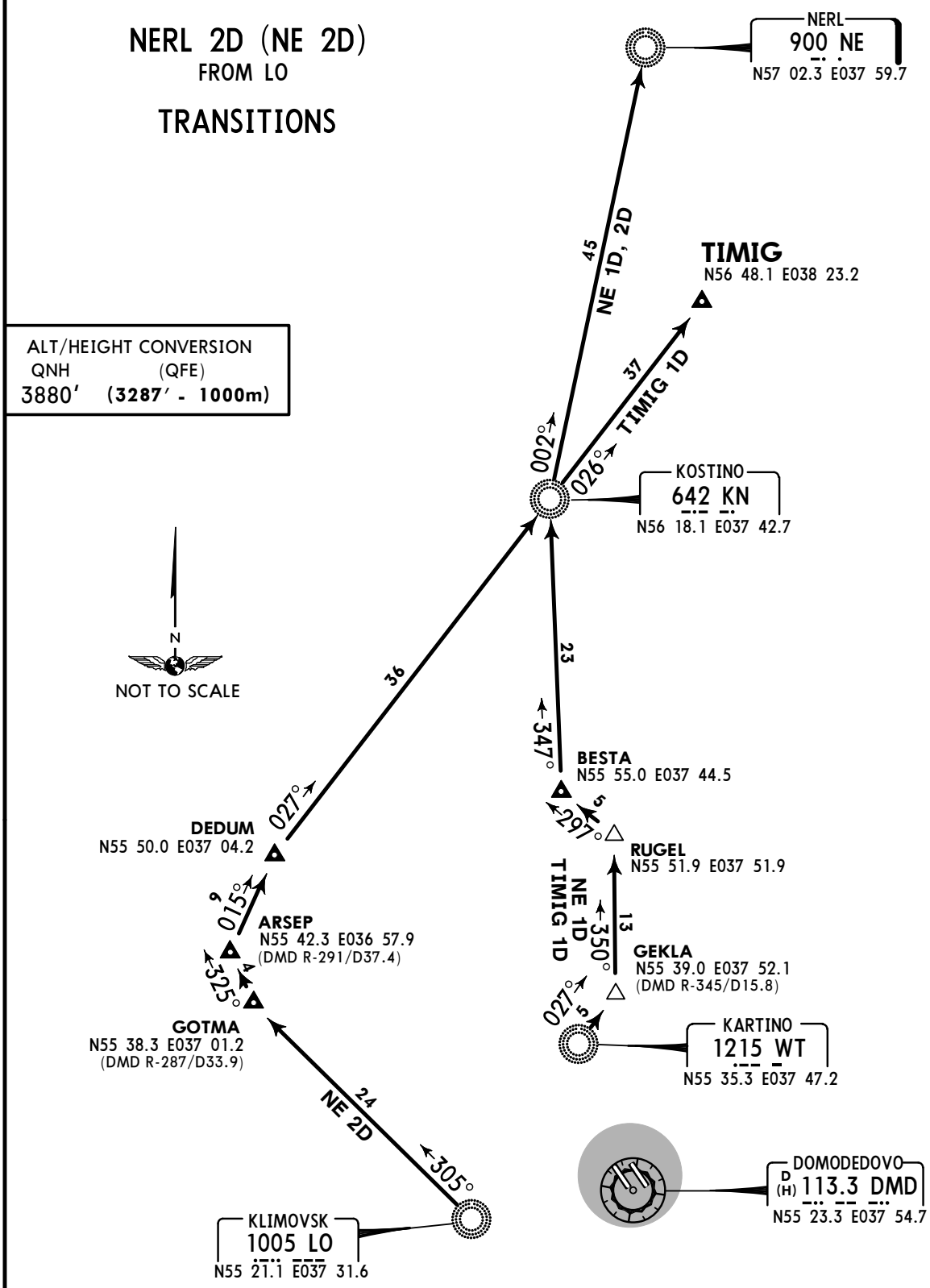
DOMODEDOVO Radar	Apt Elev	
127.7	593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ **(3287′)**

NERL 1D (NE 1D)
TIMIG 1D [TIM1D]
FROM WT

NERL 2D (NE 2D)
FROM LO

TRANSITIONS

ALT/HEIGHT CONVERSION
QNH (QFE)
3880′ **(3287′ - 1000m)**



TRANSITION	ROUTING
NE 1D	From WT to GEKLA, then to RUGEL, then to BESTA, then to KN, then to NE.
NE 2D By ATC	From LO to GOTMA, then to ARSEP, then to DEDUM, then to KN, then to NE.
TIMIG 1D By ATC	From WT to GEKLA, then to RUGEL, then to BESTA, then to KN, then to TIMIG.

CHANGES: Reissue.

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UUDD/DME DOMODEDOVO

MOSCOW, RUSSIA

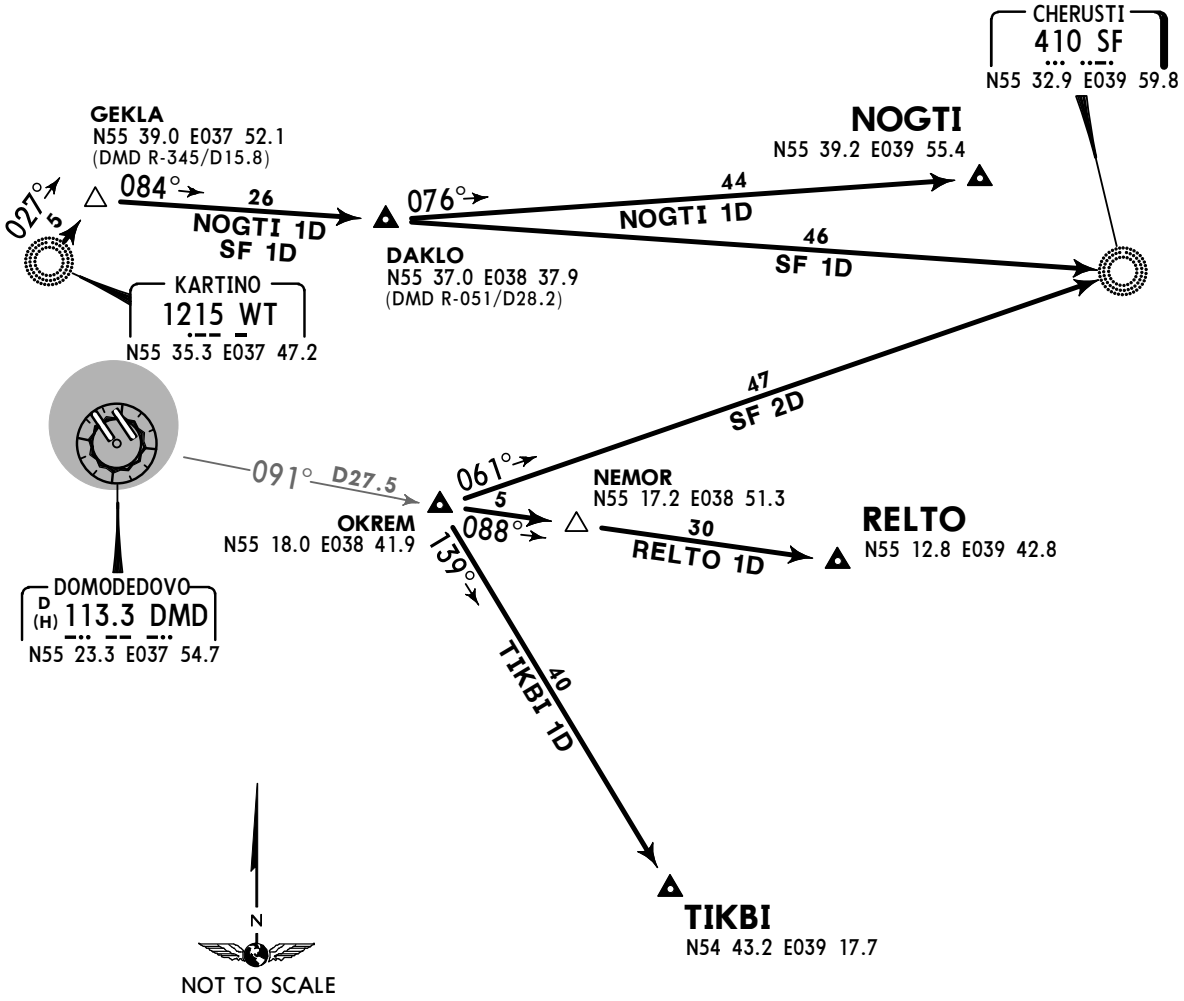
TRANSITION

DOMODEDOVO Radar	Apt Elev	
127.7	593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ **(3287′)**

CHERUSTI 1D (SF 1D)
NOGTI 1D [NOG1D]
FROM WT

CHERUSTI 2D (SF 2D)
RELTO 1D [REL1D]
TIKBI 1D [TIK1D]
FROM OKREM

TRANSITIONS



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880′	**(3287′ - 1000m)**

TRANSITION	ROUTING
NOGTI 1D By ATC	From WT to GEKLA, then to DAKLO, then to NOGTI.
RELTO 1D By ATC	From OKREM to NEMOR, then to RELTO.
SF 1D	From WT to GEKLA, then to DAKLO, then to SF.
SF 2D By ATC	From OKREM to SF.
TIKBI 1D By ATC	From OKREM to TIKBI.

CHANGES: Reissue.

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UUDD/DME DOMODEDOVO

MOSCOW, RUSSIA

TRANSITION

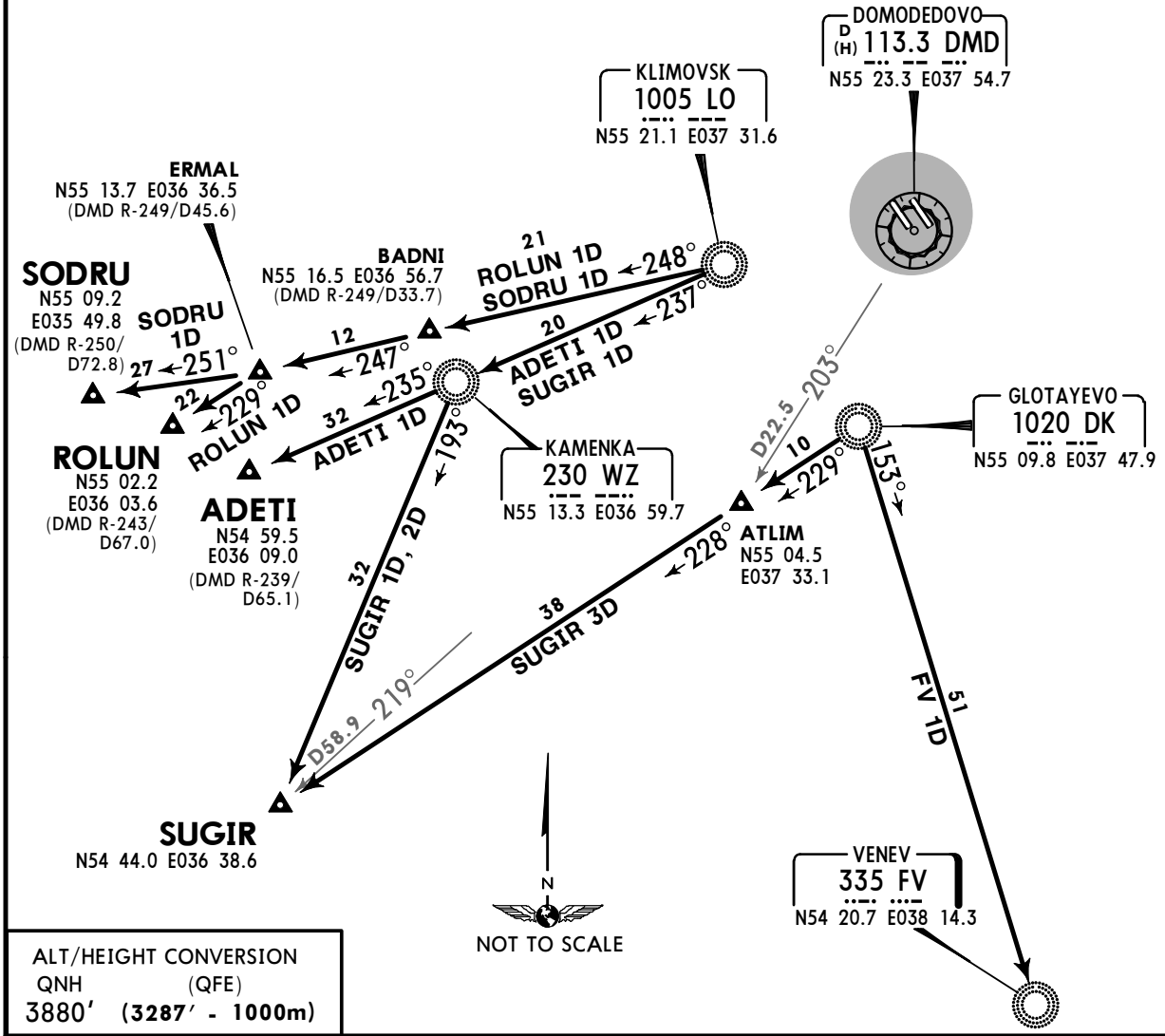
DOMODEDOVO Radar	Apt Elev	
127.7	593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ **(3287′)**

ADETI 1D [ADE1D], ROLUN 1D [ROL1D]
SODRU 1D [SOD1D], SUGIR 1D [SUG1D]
FROM LO

SUGIR 2D [SUG2D]
FROM WZ

SUGIR 3D [SUG3D]
VENEV 1D (FV 1D)
FROM DK

TRANSITIONS



ALT/HEIGHT CONVERSION
QNH (QFE)
3880′ **(3287′ - 1000m)**

TRANSITION	ROUTING
ADETI 1D By ATC	From LO to WZ, then to ADETI.
FV 1D	From DK to FV.
ROLUN 1D By ATC	From LO to BADNI, then to ERMAL, then to ROLUN.
SODRU 1D By ATC	From LO to BADNI, then to ERMAL, then to SODRU.
SUGIR 1D	From LO to WZ, then to SUGIR.
SUGIR 2D	From WZ to SUGIR.
SUGIR 3D By ATC	From DK to ATLIM, then to SUGIR.

CHANGES: Reissue.

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UUDD/DME DOMODEDOVO

MOSCOW, RUSSIA

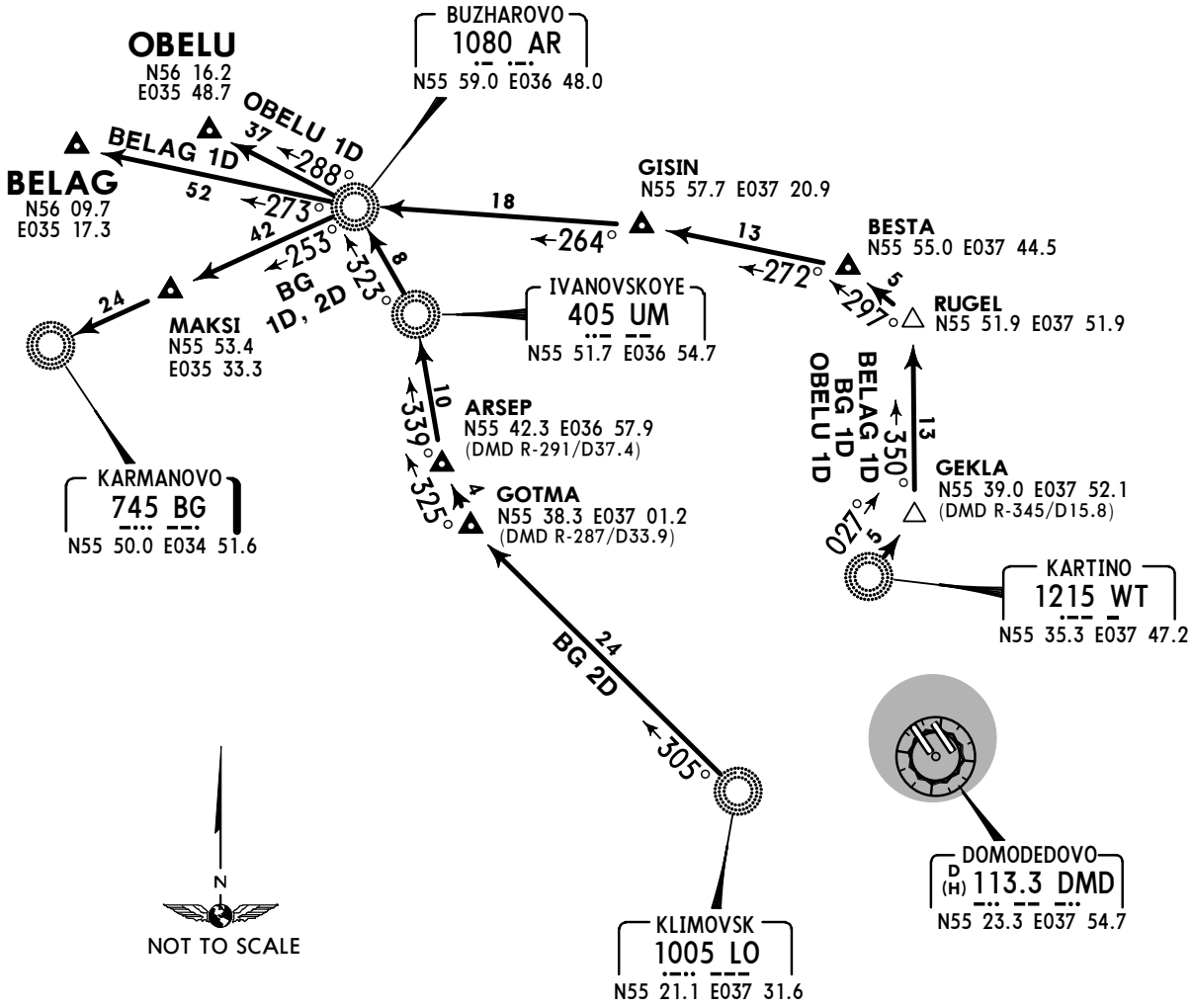
TRANSITION

DOMODEDOVO Radar	Apt Elev	
127.7	593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ **(3287′)**

BELAG 1D [BEL1D]
KARMANOVO 1D (BG 1D)
OBELU 1D [OBE1D]
FROM WT

KARMANOVO 2D (BG 2D)
FROM LO

TRANSITIONS



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880′	**(3287′ - 1000m)**

TRANSITION	ROUTING
BELAG 1D	From WT to GEKLA, then to RUGEL, then to BESTA, then to GISIN, then to AR, then to BELAG.
BG 1D	From WT to GEKLA, then to RUGEL, then to BESTA, then to GISIN, then to AR, then to MAKSI, then to BG.
BG 2D By ATC	From LO to GOTMA, then to ARSEP, then to UM, then to AR, then to MAKSI, then to BG.
OBELU 1D	From WT to GEKLA, then to RUGEL, then to BESTA, then to GISIN, then to AR, then to OBELU.

CHANGES: Reissue.

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UUDD/DME

Apt Elev **594′**
N55 24.5 E037 54.4

MOSCOW, RUSSIA
DOMODEDOVO

ATIS	DOMODEDOVO Clearance	Apron 1 (GND)	Apron 2 (GND)	Transit (RMP)	Tower 1	Tower 2
128.3 (Russian 122.95)	129.15	119.0	123.75	130.6	118.6	119.7

37-52 37-53 37-54 37-55 37-56 37-57

For AIRPORT BRIEFING refer to 30-1P pages

55-26 55-25 55-24 55-23 55-22

10°E

Lctr
627′
614′
14L 136°
Elev 551′
610′
B1
627′
FOR DETAILS SEE 30-9B
NDB
655′
666′
FOR DETAILS SEE 30-9C
A1
14R 136°
Elev 592′
A2
M
719′
702′
696′
646′
A4
P4
650′
TAXIROUTE 3
A5
P5
M
P6
A6
732′
TAXIROUTE H1
TAXIROUTE H2
650′
ARP
B2
B3
B4
B5
B6
T2
B7
12,444′ 3793m
A7
TAXIROUTE N
A8
P8
M
A9
P9
11,483′ 3500m
592′
617′
587′
M
A11
A12
FOR DETAILS SEE 30-9C
Elev 531′
32L 316°
VOR
NDB
Trees up to 603′
574′
45
B8
Elev 520′
32R 316°
Lctr
Trees up to 609′

LEGEND
45 Start-up point

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

CHANGES: Elevations. Construction area withdrawn.

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UUDD/DME

MOSCOW, RUSSIA
DOMODEDOVO

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
14L	HIRL *(60m)* CL *(15m)* HIALS PAPI- L ❶ RVR		11,350′ *3459m*	❷	174′ *53m*
32R	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI- R ❶ RVR		11,411′ *3478m*		

❶ Angle 3.0°.
❷ TAKE-OFF RUN AVAILABLE
RWY 14L: From rwy head 12,444′ (3793m)
twy B2 int 9547′ (2910m)
twy B3 int 7972′ (2430m)
RWY 32R: From rwy head 12,444′ (3793m)
twy B8 int 11,467′ (3495m)
twy B7 int 8251′ (2515m)
twy B6 int 7136′ (2175m)
twy B5 int 6365′ (1940m)
twy B4 int 5184′ (1580m)

14R	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI- L ❸ RVR		10,389′ *3167m*	❹	197′ *60m*
32L	HIRL *(60m)* CL *(15m)* HIALS PAPI- L ❸ RVR				

❸ Angle 3.0°.
❹ TAKE-OFF RUN AVAILABLE
RWY 14R: From rwy head 11,483′ (3500m)
twy A4 int 8711′ (2655m)
twy A5 int 7218′ (2200m)
twy A6 int 5741′ (1750m)
RWY 32L: From rwy head 11,483′ (3500m)
twy A9 int 8711′ (2655m)
twy A8 int 7218′ (2200m)
twy A7 int 5741′ (1750m)

TAKE-OFF

AIR CARRIER (JAA)
All Rwys
LVP must be in force

	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	*200m (150m)*	*250m*	*400m*
B			
C			
D	*250m (200m)*	*300m*	

CHANGES: None.

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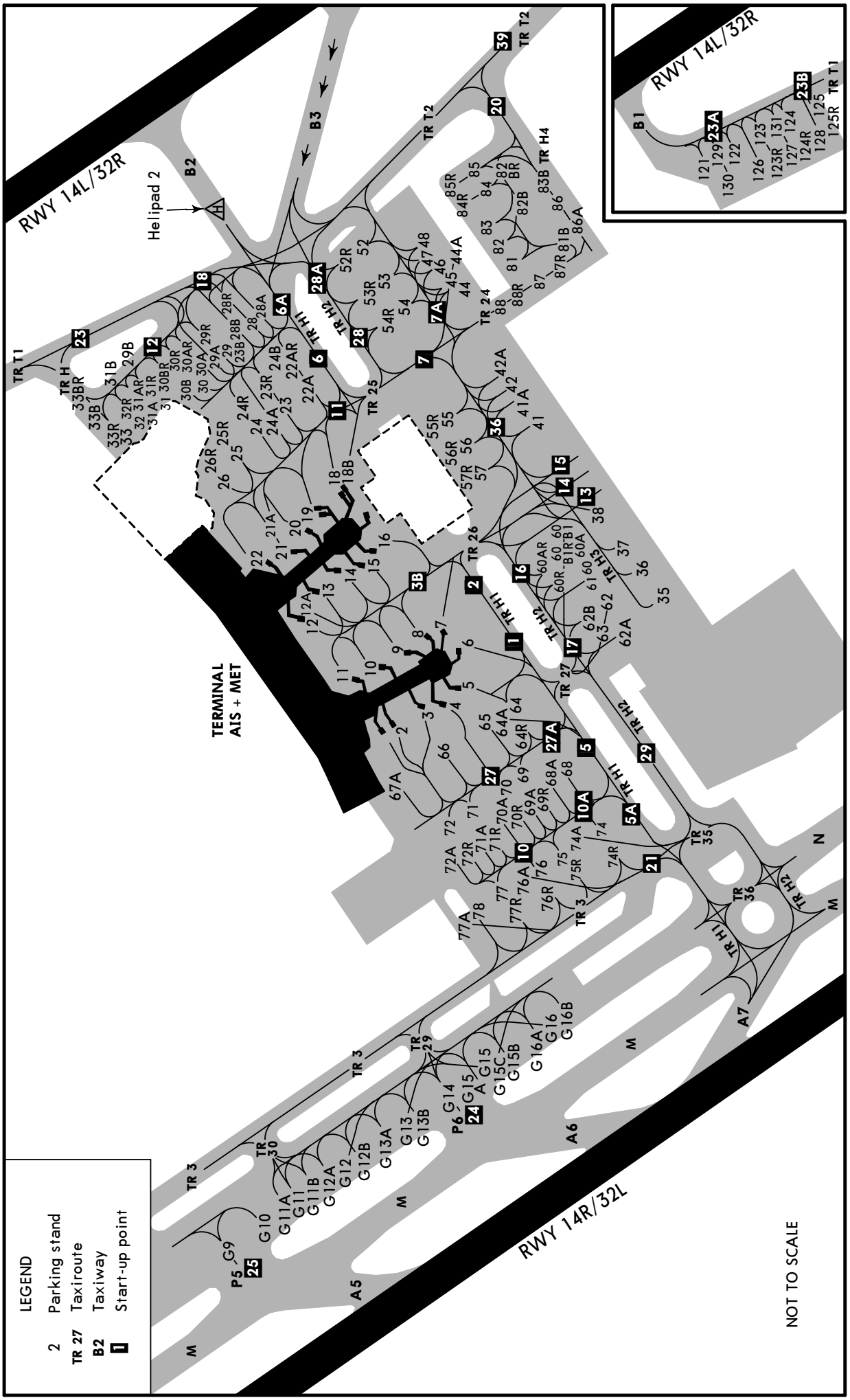
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UUDD/DME

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12 JUN 15 (30-9B) Eff 25 Jun

MOSCOW, RUSSIA
DOMODEDOVO

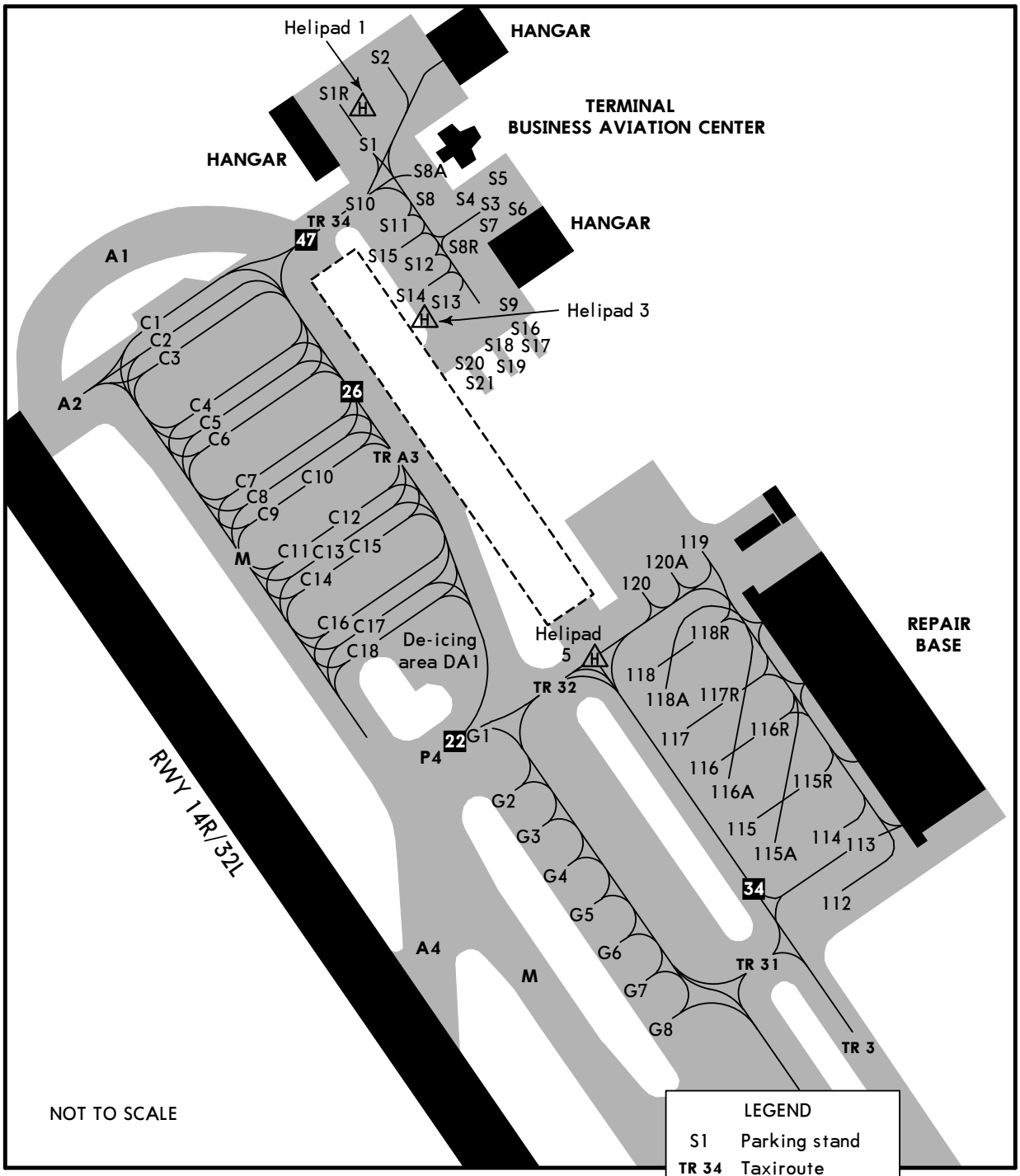


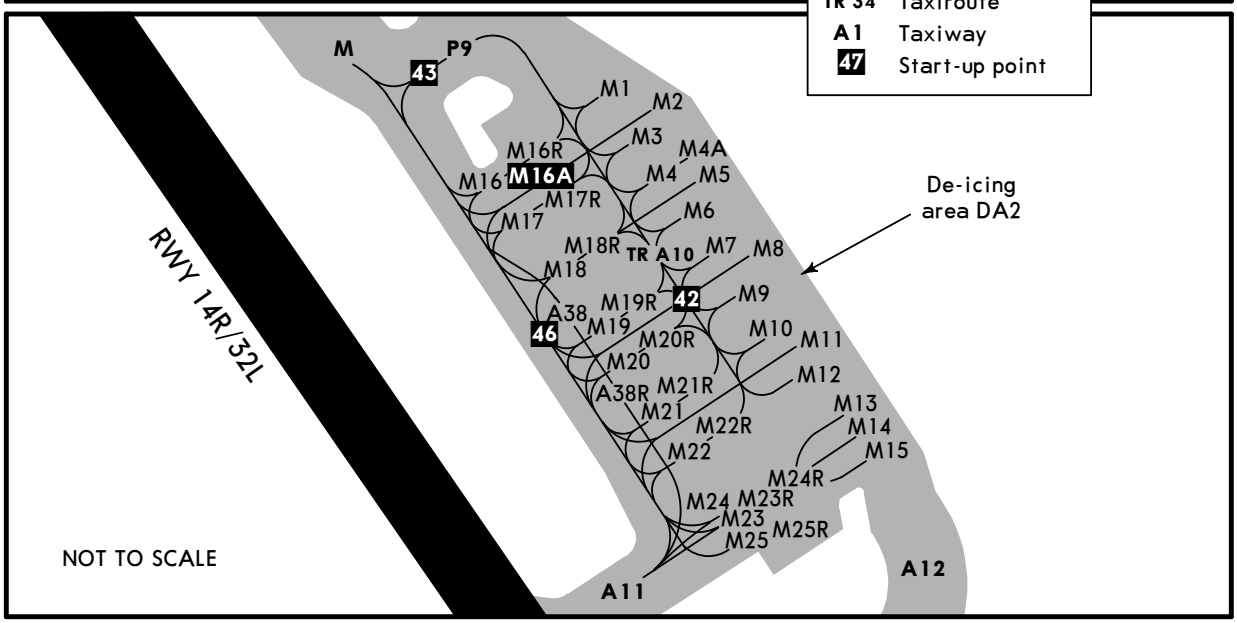
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UUDD/DME

MOSCOW, RUSSIA
DOMODEDOVO





CHANGES: Stands. Start-up point.

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UUDD/DME

MOSCOW, RUSSIA
DOMODEDOVO

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N55 24.8 E037 53.9	86	N55 24.6 E037 54.8
3 thru 5	N55 24.7 E037 54.0	87	N55 24.6 E037 54.6
6 thru 8	N55 24.7 E037 54.1	88	N55 24.7 E037 54.6
9	N55 24.7 E037 54.0	112, 113	N55 25.0 E037 53.1
10, 11	N55 24.8 E037 54.0	114	N55 25.1 E037 53.2
12	N55 24.8 E037 54.1	115, 115A	N55 25.1 E037 53.1
12A	N55 24.9 E037 54.1	116, 116A	N55 25.1 E037 53.1
13 thru 16	N55 24.8 E037 54.2	117, 117A	N55 25.1 E037 53.0
18 thru 19	N55 24.8 E037 54.3	118, 118A	N55 25.1 E037 53.0
20	N55 24.8 E037 54.2	119 thru 120A	N55 25.2 E037 53.0
21, 21A, 22	N55 24.9 E037 54.2	121	N55 25.3 E037 54.3
22A	N55 24.8 E037 54.4	122	N55 25.2 E037 54.3
23 thru 25	N55 24.9 E037 54.4	123 thru 125	N55 25.2 E037 54.4
26	N55 24.9 E037 54.3	126, 127	N55 25.2 E037 54.3
28 thru 28B	N55 24.9 E037 54.6	128	N55 25.1 E037 54.4
29 thru 30B	N55 24.9 E037 54.5	129, 130	N55 25.2 E037 54.3
31	N55 25.0 E037 54.5	131	N55 25.2 E037 54.4
31A thru 33	N55 25.0 E037 54.4	G1 thru G4	N55 25.1 E037 52.9
35	N55 24.5 E037 54.1	G5 thru G8	N55 25.0 E037 53.0
36	N55 24.5 E037 54.2	G9	N55 24.9 E037 53.1
37	N55 24.6 E037 54.2	G10 thru G11A	N55 24.9 E037 53.2
38	N55 24.6 E037 54.3	G11B	N55 24.8 E037 53.2
41	N55 24.6 E037 54.4	G12	N55 24.8 E037 53.3
41A	N55 24.6 E037 54.5	G12A	N55 24.8 E037 53.2
42, 42A	N55 24.7 E037 54.5	G12B thru G13B	N55 24.8 E037 53.3
44 thru 45	N55 24.7 E037 54.6	G14	N55 24.7 E037 53.3
46 thru 48	N55 24.7 E037 54.7	G15 thru G15B	N55 24.7 E037 53.4
52	N55 24.8 E037 54.7	G16, G16A	N55 24.7 E037 53.4
53	N55 24.8 E037 54.6	G16B	N55 24.6 E037 53.4
54	N55 24.7 E037 54.6	M1	N55 23.5 E037 54.3
55, 56	N55 24.7 E037 54.4	M2 thru M4	N55 24.0 E037 54.3
57	N55 24.7 E037 54.3	M5 thru M7	N55 23.9 E037 54.3
60 thru 61	N55 24.6 E037 54.2	M8 thru M12	N55 23.9 E037 54.4
62	N55 24.6 E037 54.1	M13	N55 23.8 E037 54.4
62A	N55 24.5 E037 54.1	M14, M15	N55 23.8 E037 54.5
62B	N55 24.6 E037 54.1	M16	N55 24.0 E037 54.2
63	N55 24.6 E037 54.0	M17, M18	N55 23.9 E037 54.2
64	N55 24.7 E037 54.0	M19, M20	N55 23.9 E037 54.3
64A thru 66	N55 24.7 E037 53.9	M21, M22	N55 23.8 E037 54.3
67A	N55 24.8 E037 53.8	M23, M24, M25	N55 23.8 E037 54.4
68	N55 24.6 E037 53.9		
69	N55 24.6 E037 53.8		
70 thru 72	N55 24.7 E037 53.8		
74	N55 24.6 E037 53.8		
74A thru 76A	N55 24.6 E037 53.7		
77	N55 24.7 E037 53.7		
77A, 78	N55 24.7 E037 53.6		
81	N55 24.6 E037 54.7		
82, 83	N55 24.7 E037 54.7		
84, 85	N55 24.7 E037 54.8		

CHANGES: Stands. Coordinates.

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DOCKING GUIDANCE SYSTEM (SAFEDOCK)

GENERAL

The system is formed by centerline indicators (Azimuth Guidance Unit), approach index and stop position indicator, so as alphanumeric indication, composed of a display unit, control and laser scanner at the top of a pole located at the parking axis extension in the surface of the apron, in front of the cockpit.

The display unit shows the following information types:

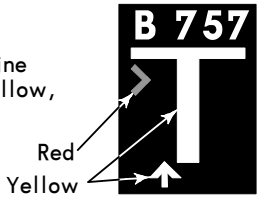
a) Alphanumeric information: aircraft type, "OK", "STOP", "TOO FAR", "ID FAIL" and "DOWN GRAD".
b) Indication of activated system: It is shown by mobile yellow arrows.
c) Indication of aircraft capture: It is shown by a yellow "T", which vertical arm is the docking direction and the horizontal arm is the stop position.
d) Indication of azimuth: The off-center respect to the docking direction is shown by a yellow arrow. A flashing red arrow shows the direction to correct.
e) Indication of distance: The "T" vertical arm is going to be reduced from 39'/12m before the stop position. Each line of LEDs (light-emitting diode) represents 2'/0.5m approximately.
f) Indication of stop: The "T" horizontal arm remains at 2'/0.5m to the stop position. When it is just reached, the display unit shows "STOP" and two rectangular groups of red LEDs will be on.

PILOT INSTRUCTIONS

1. Check that the correct acft type is displayed. The mobile arrows indicate that the system is activated.

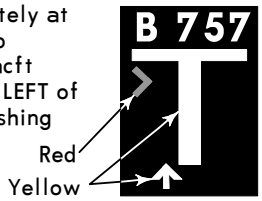


2. DOCKING
Follow the LEDs line. When the "T" centerline indication becomes yellow, the acft is caught by the laser and being identified.

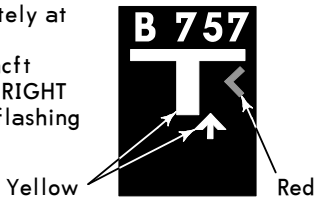


3. IDENTIFICATION
When the acft is at less than 39'/12m from the stop position, the display will show closing rate indicated by turning off one row of centerline indicator LEDs in front of the arrow for each 2'/0.5m advances into the gate.

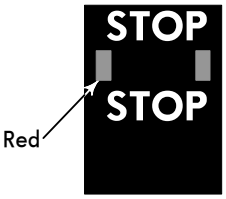
The acft is approximately at 33'/10m from the stop position. The yellow acft symbol indicates acft LEFT of centerline and the flashing red arrow shows the turning direction.



The acft is approximately at 16'/5m from the stop position. The yellow acft symbol indicates acft RIGHT of centerline and the flashing red arrow shows the turning direction.



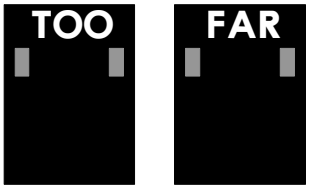
4. STOP
When the correct stop position is reached, the display shows "STOP" and the red LEDs will be on.



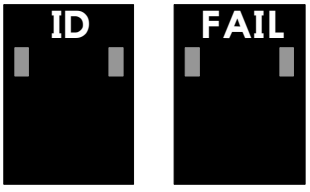
5. DOCKING ON
When the acft is correctly parked, the display unit will show "OK" some seconds later.



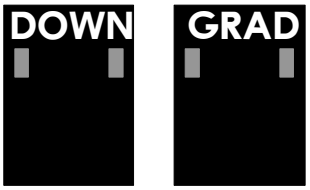
6. If the acft has overshot the stop position, "TOO FAR" will be displayed.



7. IDENTIFICATION FAILURE
The acft is identified during the entrance into the parking position. If for any reason the identification is not achieved "ID FAIL", the display will show "STOP" and "WAIT". If the acft is identified, docking can proceed. If not, the display will show "STOP".



8. SLOW DOWN
When the acft exceed the pre-programmed approach speed, the display unit will show "DOWN GRAD".



CHANGES: None.

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UUDD/DME

MOSCOW, RUSSIA
DOMODEDOVO

STRAIGHT-IN RWY		A	B	C	D
14L	ILS	**751**′(200′)	**751**′(200′)	**751**′(200′)	**751**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶	**980**′(429′) **R1300m**	**980**′(429′) **R1300m**	**980**′(429′) **R1300m**	**980**′(429′) **R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
14R	CAT 3A ILS	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**
	CAT 2 ILS	**694**′(100′) **RA107′R300m**	**694**′(100′) **RA107′R300m**	**694**′(100′) **RA107′R300m**	**694**′(100′) **RA107′R300m**
	ILS	**794**′(200′)	**794**′(200′)	**794**′(200′)	**794**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	**970**′(377′) **R1000m**	**970**′(377′) **R1000m**	**970**′(377′) **R1000m**	**970**′(377′) **R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB ❶	**1380**′(787′) **R1500m**	**1380**′(787′) **R1500m**	**1380**′(787′) **C2400m**	**1380**′(787′) **C2400m**
	NDB	**1380**′(787′) **C3100m**	**1380**′(787′) **C3100m**	**1380**′(787′) **C3300m**	**1380**′(787′) **C3300m**
	ALS out	C3800m	C3800m	C4000m	C4000m
32L	ILS	**731**′(200′)	**731**′(200′)	**731**′(200′)	**731**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	**880**′(349′) **R900m**	**880**′(349′) **R900m**	**880**′(349′) **R900m**	**880**′(349′) **R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB	**1230**′(699′) **C2700m**	**1230**′(699′) **C2700m**	**1230**′(699′) **C2900m**	**1230**′(699′) **C2900m**
	ALS out	C3400m	C3400m	C3600m	C3600m

❶ Continuous Descent Final Approach.

CHANGES: Minimums.

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UUDD/DME

MOSCOW, RUSSIA
DOMODEDOVO

STRAIGHT-IN RWY		A	B	C	D
32R	CAT 3A ILS	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**
	CAT 2 ILS	**618′**(100′) **RA106′R300m**	**618′**(100′) **RA106′R300m**	**618′**(100′) **RA106′R300m**	**618′**(100′) **RA106′R300m**
	ILS	**718′**(200′)	**718′**(200′)	**718′**(200′)	**718′**(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶	**880′**(362′) **R1000m**	**880′**(362′) **R1000m**	**880′**(362′) **R1000m**	**880′**(362′) **R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m

❶ Continuous Descent Final Approach.

TAKE-OFF RWY 14L/R, 32L/R

LVP must be in Force

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

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UUDD/DME
DOMODEDOVO

JEPPESEN
14 NOV 14 (31-1)

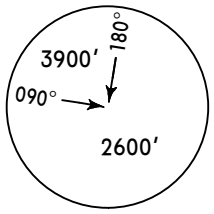
MOSCOW, RUSSIA
ILS or 2 NDB Rwy 14L

BRIEFING STRIP™

ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 2	Ground
128.3 (Russian 122.950)	127.7	119.7	119.0 123.750

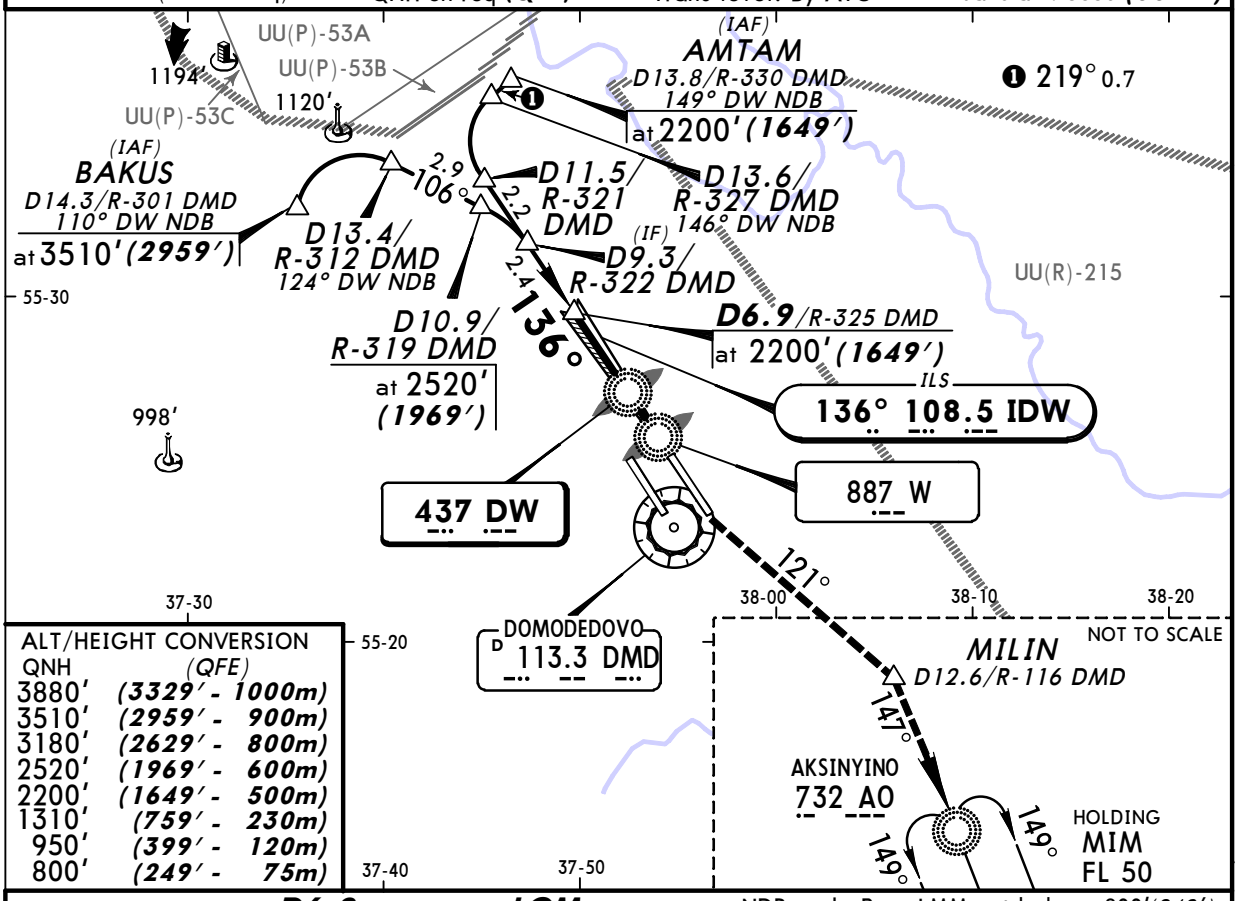
LOC IDW 108.5	Final Apch Crs 136°	GS LOM 1305′(754′)	ILS DA(H) 751′ (200′)	Apt Elev 594′
NDB DW 437		Minimum Alt D6.9 DMD 2200′(1649′)	NDB MDA(H) 980′ (429′)	RWY 551′

MISSED APCH: Climb STRAIGHT AHEAD to 950′ (399′) or W LMM, whichever is later, turn LEFT onto 121° climbing to 2520′ (1969′) to MILIN, then turn RIGHT onto 147° climbing to 3510′ (2959′) to AO NDB, or as directed.



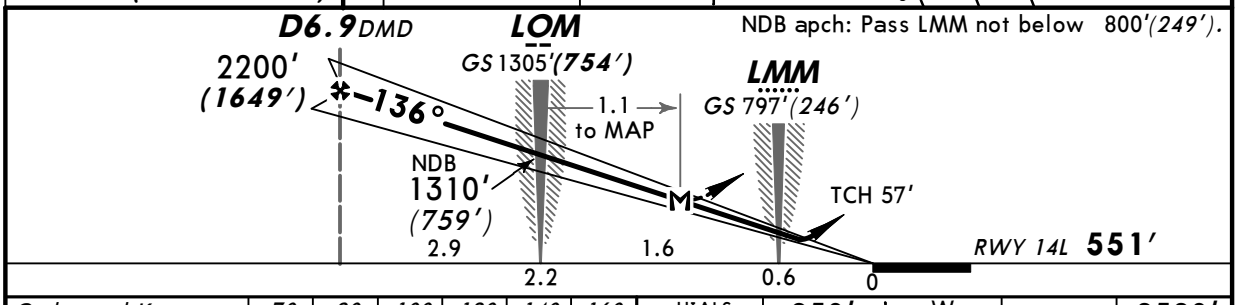
MSA
DMD VOR

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3880′(3329′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	(3329′ - 1000m)
3510′	(2959′ - 900m)
3180′	(2629′ - 800m)
2520′	(1969′ - 600m)
2200′	(1649′ - 500m)
1310′	(759′ - 230m)
950′	(399′ - 120m)
800′	(249′ - 75m)



NDB apch: Pass LMM not below 800′(249′).

Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc Angle 3.00°	372	478	531	637	743	849
LOM to MAP 1.1	0:57	0:44	0:40	0:33	0:28	0:25

HIALS
PAPI

950′ (399′) whichever is later | W 887

121° LT

2520′ (1969′)

STRAIGHT-IN LANDING RWY 14L

PANS OPS

	ILS DA(H) 751′(200′) FULL	ILS DA(H) 751′(200′) ALS out	LOC (GS out)	NDB MDA(H) 980′(429′)	NDB MDA(H) 980′(429′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1800m VIS 2000m
B					
C					
D				RVR 1800m VIS 2000m	2400m

CHANGES: Communications.

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UUDD/DME
DOMODEDOVO

JEPPESEN
14 NOV 14 (31-2)

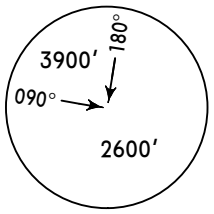
MOSCOW, RUSSIA
ILS DME Rwy 14R

ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.950)	127.7	118.6	119.0 123.750

BRIEFING STRIP™

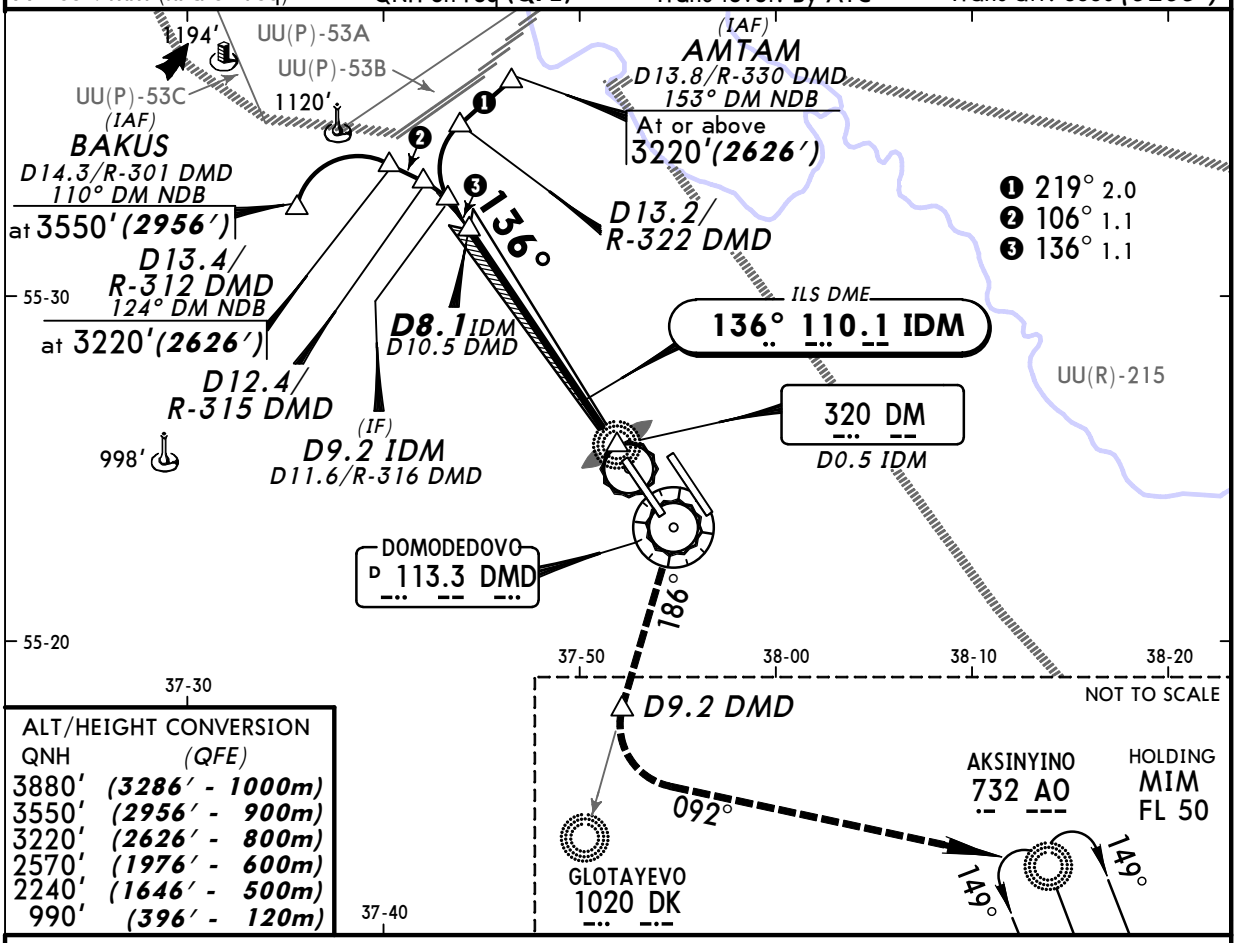
LOC IDM	Final Apch Crs	GS D8.1 IDM	ILS DA(H)	Apt Elev 594'
110.1	136°	3220'(2626')	794' (200')	RWY 594'

MISSED APCH: Climb to VOR to 990' (396') or above. After passing VOR turn RIGHT to intercept R-186, proceed to DK NDB climbing to 2240' (1646'). At D9.2 DMD turn LEFT onto 092° climbing to 2570' (1976') to AO NDB, or as directed.

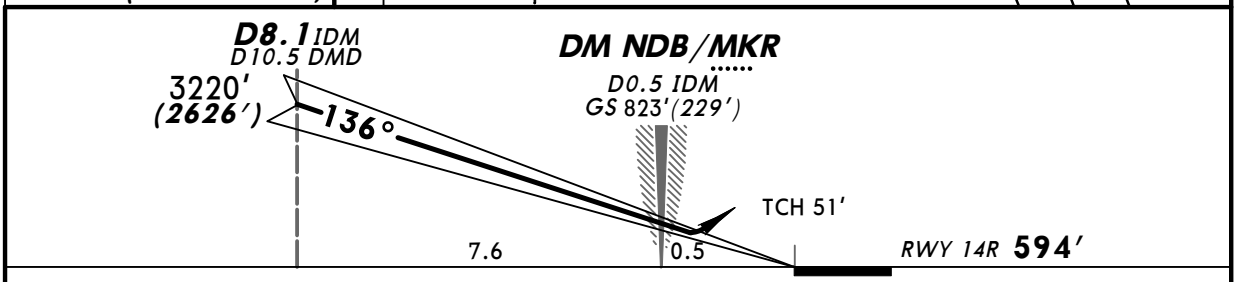


MSA DMD VOR

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3880'(3286')



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880'	(3286' - 1000m)
3550'	(2956' - 900m)
3220'	(2626' - 800m)
2570'	(1976' - 600m)
2240'	(1646' - 500m)
990'	(396' - 120m)



Gnd speed-Kts		70	90	100	120	140	160	HIALS-II	MIM 990' (396')	DMD 113.3	RT	DMD 113.3 R-186
ILS GS	3.00°	372	478	531	637	743	849	PAPI				

STRAIGHT-IN LANDING RWY 14R

	ILS DA(H) 794'(200')			LOC (GS out)
	FULL	TDZ or CL out	ALS out	
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B				
C				
D				

PANS OPS

CHANGES: Communications.

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UUDD/DME
DOMODEDOVO

JEPPESEN
14 NOV 14 (31-2A)

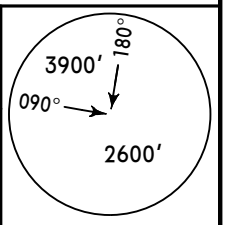
MOSCOW, RUSSIA
CAT II ILS DME Rwy 14R

ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.950)	127.7	118.6	119.0 123.750

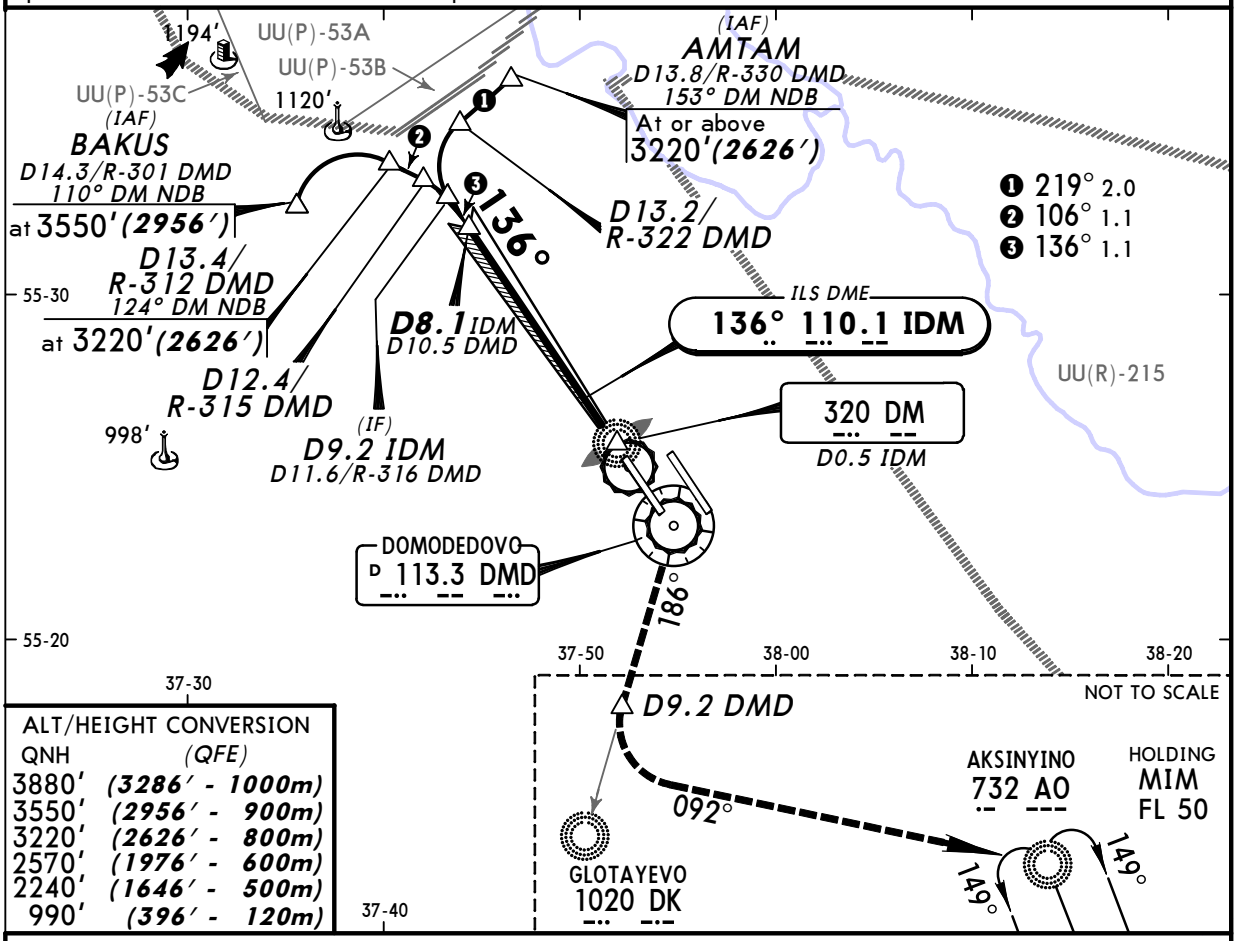
LOC IDM	Final Apch Crs	GS	CAT II ILS	Apt Elev 594′
110.1	136°	D8.1 IDM 3220′(2626′)	RA 107′ DA(H) 694′(100′)	RWY 594′

BRIEFING STRIP™

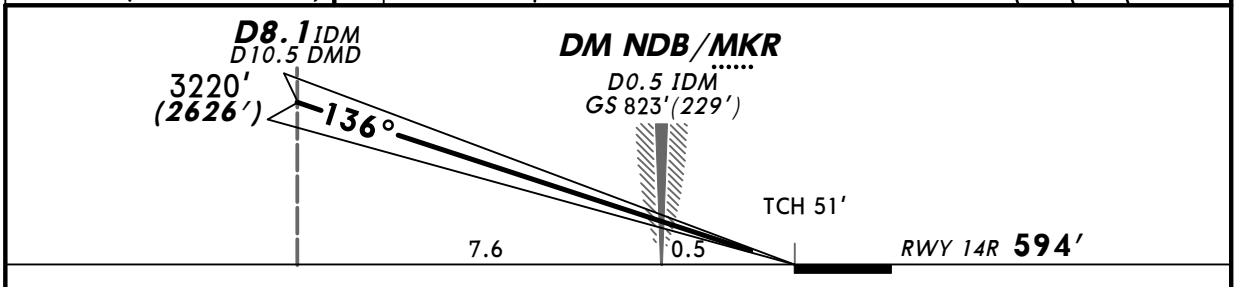
MISSED APCH: Climb to VOR to 990′ *(396′)* or above. After passing VOR turn RIGHT to intercept R-186, proceed to DK NDB climbing to 2240′ *(1646′)*. At D9.2 DMD turn LEFT onto 092° climbing to 2570′ *(1976′)* to AO NDB, or as directed.



Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: By ATC Trans alt: 3880′*(3286′)*
Special Aircrew & Acft Certification Required.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880′	(3286′ - 1000m)
3550′	(2956′ - 900m)
3220′	(2626′ - 800m)
2570′	(1976′ - 600m)
2240′	(1646′ - 500m)
990′	(396′ - 120m)



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

HIALS-II
PAPI

MIM 990′ (396′)

DMD 113.3

RT

DMD 113.3 R-186

STRAIGHT-IN LANDING RWY **14R**
CAT II ILS

RA 107′
DA(H) 694′*(100′)*

PANS OPS

RVR *300m*

CHANGES: Communications.

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UUDD/DME
DOMODEDOVO

JEPPESEN
6 MAR 15 (31-3)

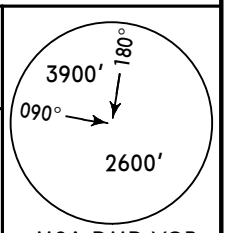
MOSCOW, RUSSIA
ILS DME Rwy 32L

BRIEFING STRIP™

ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.950)	127.7	118.6	119.0 123.750

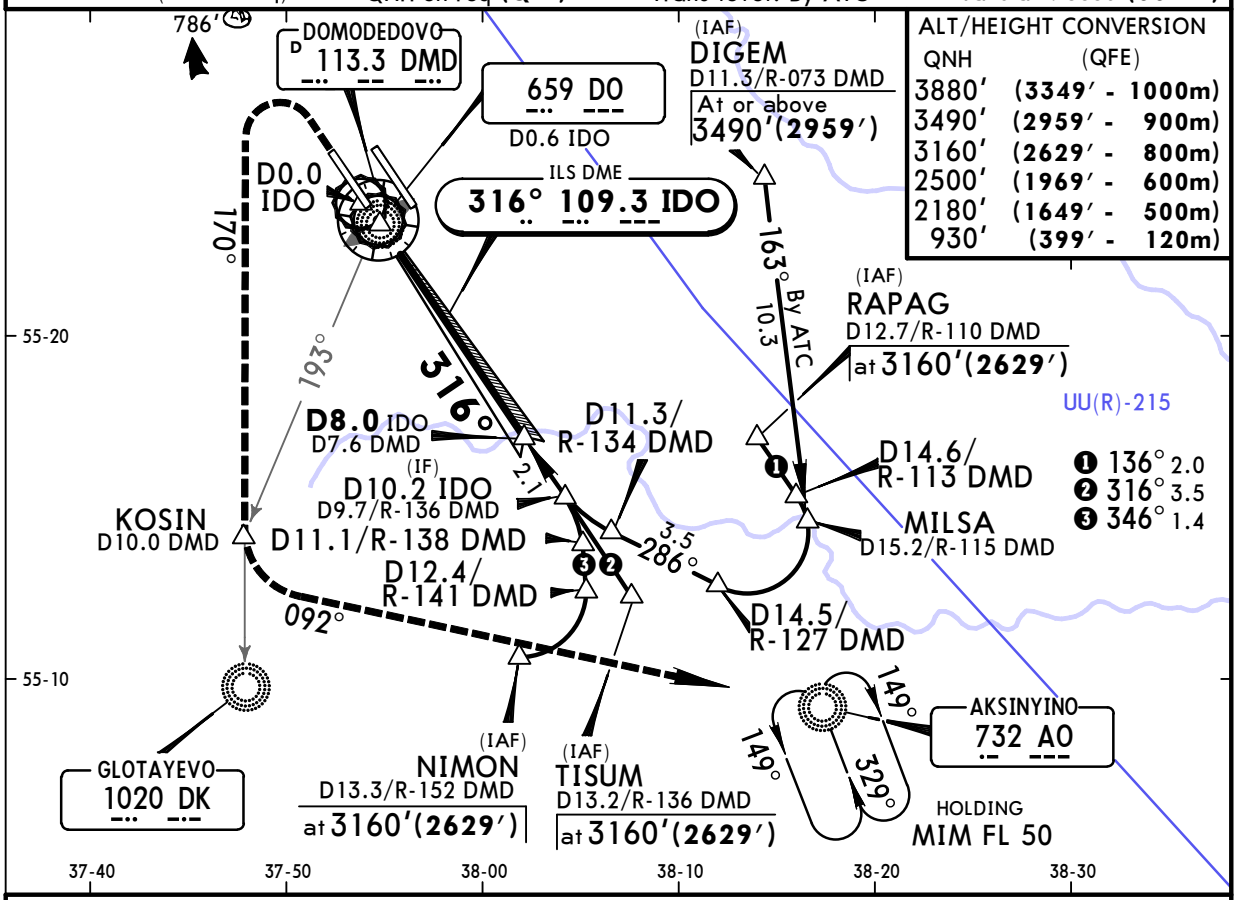
LOC IDO	Final Apch Crs	GS	ILS DA(H)	Apt Elev 594′
109.3	**316°**	**D8.0 IDO** 3160′(2629′)	731′(200′)	RWY **531′**

MISSED APCH: Climb STRAIGHT AHEAD to 930′ (399′) or D0.0 IDO, whichever is later, then turn LEFT onto 170° inbound to DK NDB to KOSIN at 2180′(1649′). After passing KOSIN turn LEFT onto 092°, then continue climb to 2500′ (1969′) to AO NDB, or as directed.



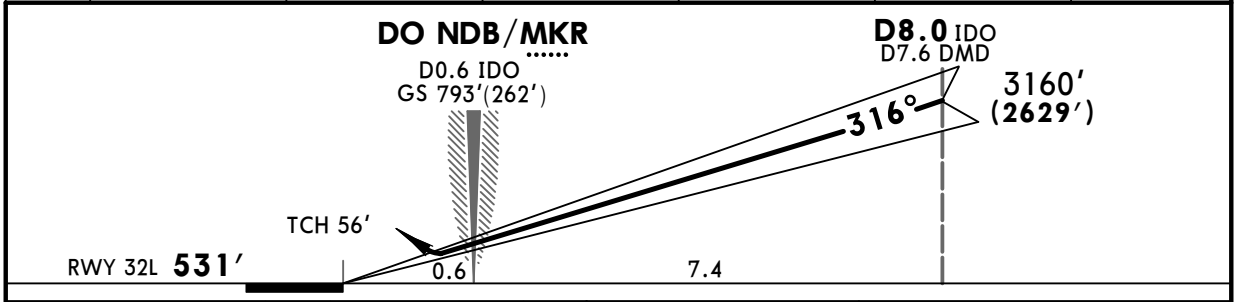
MSA DMD VOR

Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: By ATC | Trans alt: 3880′**(3349′)**



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	(3349′ - 1000m)
3490′	(2959′ - 900m)
3160′	(2629′ - 800m)
2500′	(1969′ - 600m)
2180′	(1649′ - 500m)
930′	(399′ - 120m)



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

HIALS
PAPI

930′ (399′) whichever is later **D0.0** IDO | **170°** LT | 2180′ (1649′)

STRAIGHT-IN LANDING RWY **32L**

	ILS DA(H) 731′(200′)		LOC (GS out)
	FULL	ALS out	
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

PANS OPS

CHANGES: Fix MILSA.

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UUDD/DME DOMODEDOVO

JEPPESEN 6 MAR 15 (31-4)

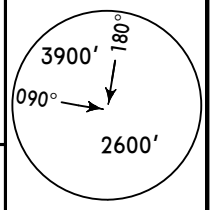
MOSCOW, RUSSIA ILS DME or 2 NDB Rwy 32R

ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 2	Ground
128.3 (Russian 122.950)	127.7	119.7	119.0 123.750

BRIEFING STRIP™

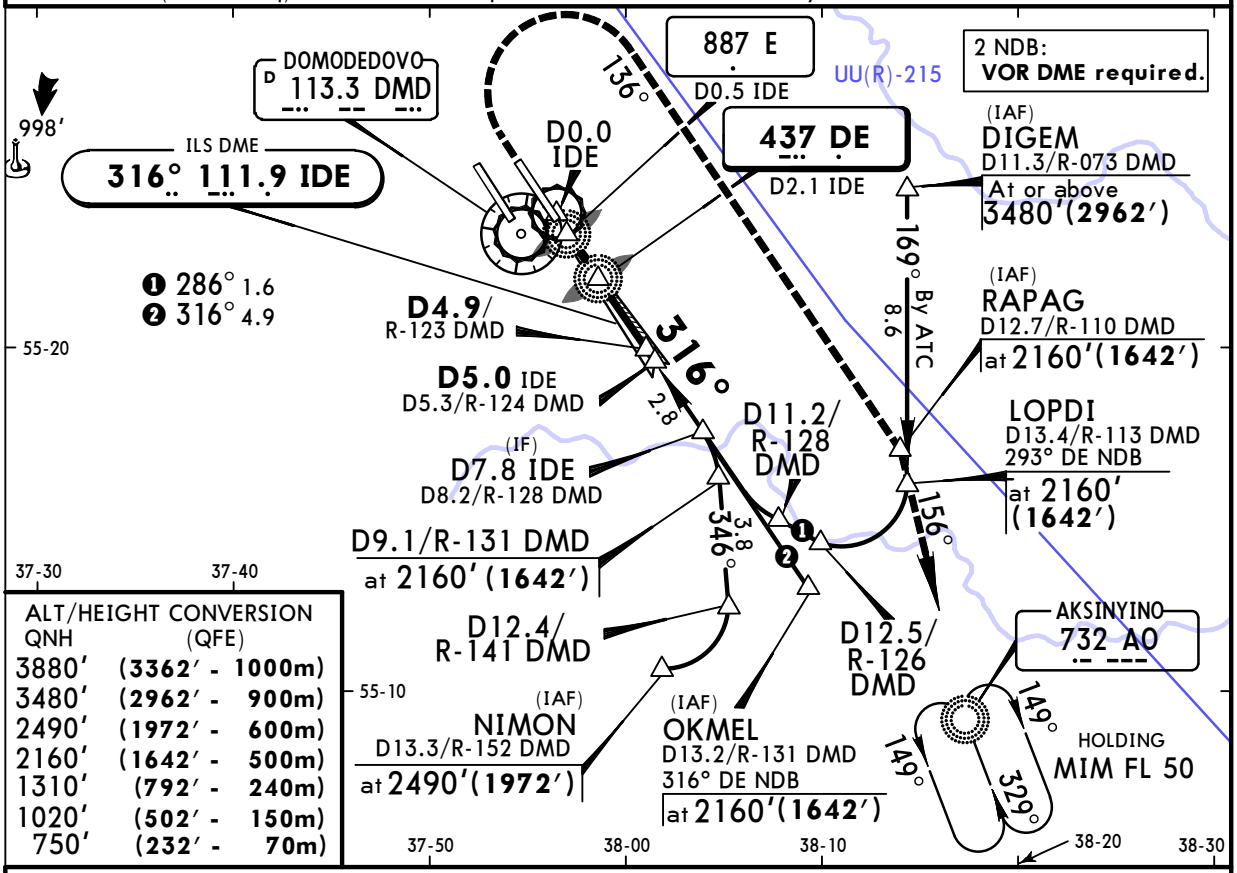
LOC IDE	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 594′
111.9	316°	1240′(722′)	718′(200′)	
NDB DE		Minimum Alt D4.9 DMD	NDB MDA(H)	RWY 518′
437		2160′(1642′)	880′(362′)	

MISSED APCH: Climb STRAIGHT AHEAD to 1020′ (502′) or ILS: D0.0 IDE 2 NDB: to E NDB, whichever is later, then turn RIGHT onto 136° climbing to 2160′ (1642′) to RAPAG, then proceed on 156° climbing to 3480′ (2962′) to AO NDB, or as directed.



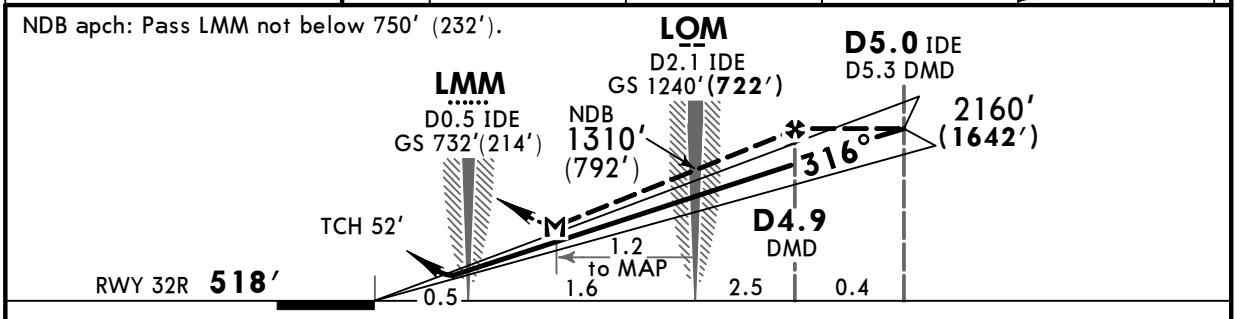
MSA
DMD VOR

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3880′(3362′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	(3362′ - 1000m)
3480′	(2962′ - 900m)
2490′	(1972′ - 600m)
2160′	(1642′ - 500m)
1310′	(792′ - 240m)
1020′	(502′ - 150m)
750′	(232′ - 70m)



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
NDB Desc Angle	3.32°	411	529	587	705	822	940
LOM to MAP	1.2	1:02	0:48	0:43	0:36	0:31	0:27

HIALS-II
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 32R

	ILS DA(H) 718′(200′)			LOC (GS out) MDA(H) 880′(362′)		
	FULL	TDZ or CL out	ALS out			ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m
B						
C						
D					RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

PANS OPS

CHANGES: Fix LOPDI.

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UUDD/DME DOMODEDOVO

JEPPESEN 6 MAR 15 (31-4A)

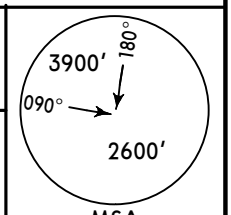
MOSCOW, RUSSIA CAT II ILS DME Rwy 32R

ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 2	Ground
128.3 (Russian 122.950)	127.7	119.7	119.0 123.750

BRIEFING STRIP™

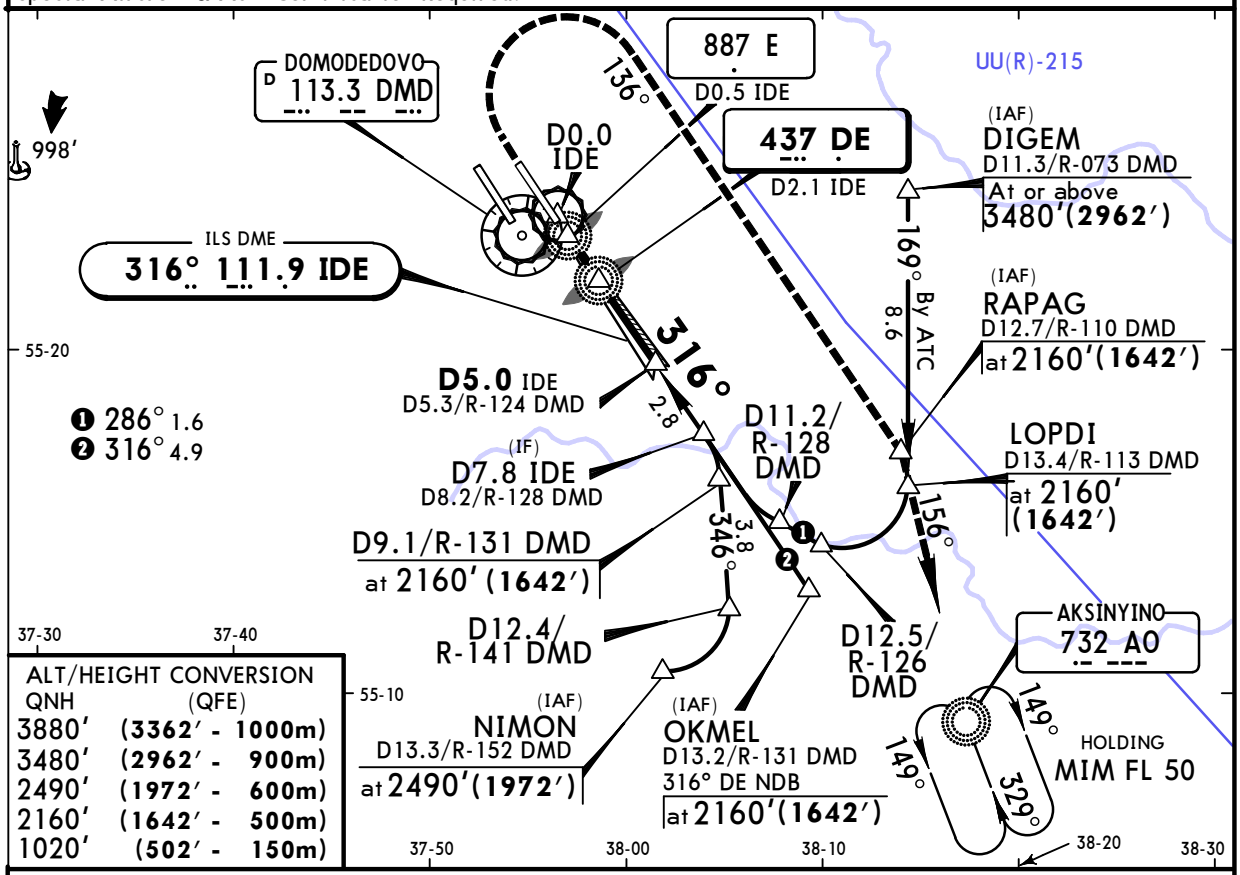
LOC IDE	Final Apch Crs	GS	CAT II ILS	Apt Elev 594′
111.9	316°	LOM 1240′(722′)	RA 106′ DA(H) 618′(100′)	RWY 518′

MISSED APCH: Climb STRAIGHT AHEAD to 1020′(502′) or D0.0 IDE, whichever is later, then turn RIGHT onto 136° climbing to 2160′(1642′) to RAPAG, then proceed on 156° climbing to 3480′(2962′) to AO NDB, or as directed.



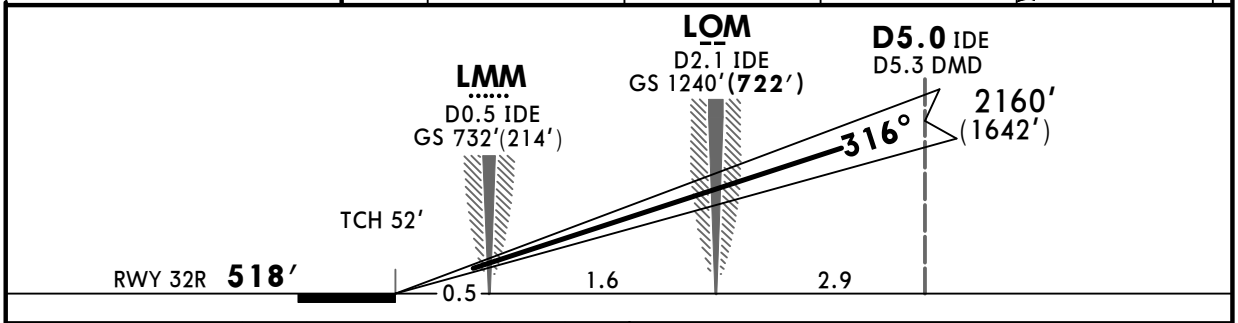
MSA
DMD VOR

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: By ATC Trans alt: 3880′ **(3362′)**
Special Aircrew & Acft Certification Required.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	(3362′ - 1000m)
3480′	(2962′ - 900m)
2490′	(1972′ - 600m)
2160′	(1642′ - 500m)
1020′	(502′ - 150m)



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

HIALS-II PAPI

1020′ (502′) whichever is later D0.0 IDE

136° RT

2160′ (1642′)

STRAIGHT-IN LANDING RWY **32R**
CAT II ILS

RA 106′
DA(H) 618′(100′)

RVR 300m

PANS OPS

CHANGES: Fix LOPDI.

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UUDD/DME
DOMODEDOVO

JEPPESEN
14 NOV 14 (33-1)

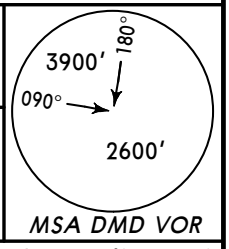
MOSCOW, RUSSIA
VOR DME Rwy 14R

ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.950)	127.7	118.6	119.0 123.750

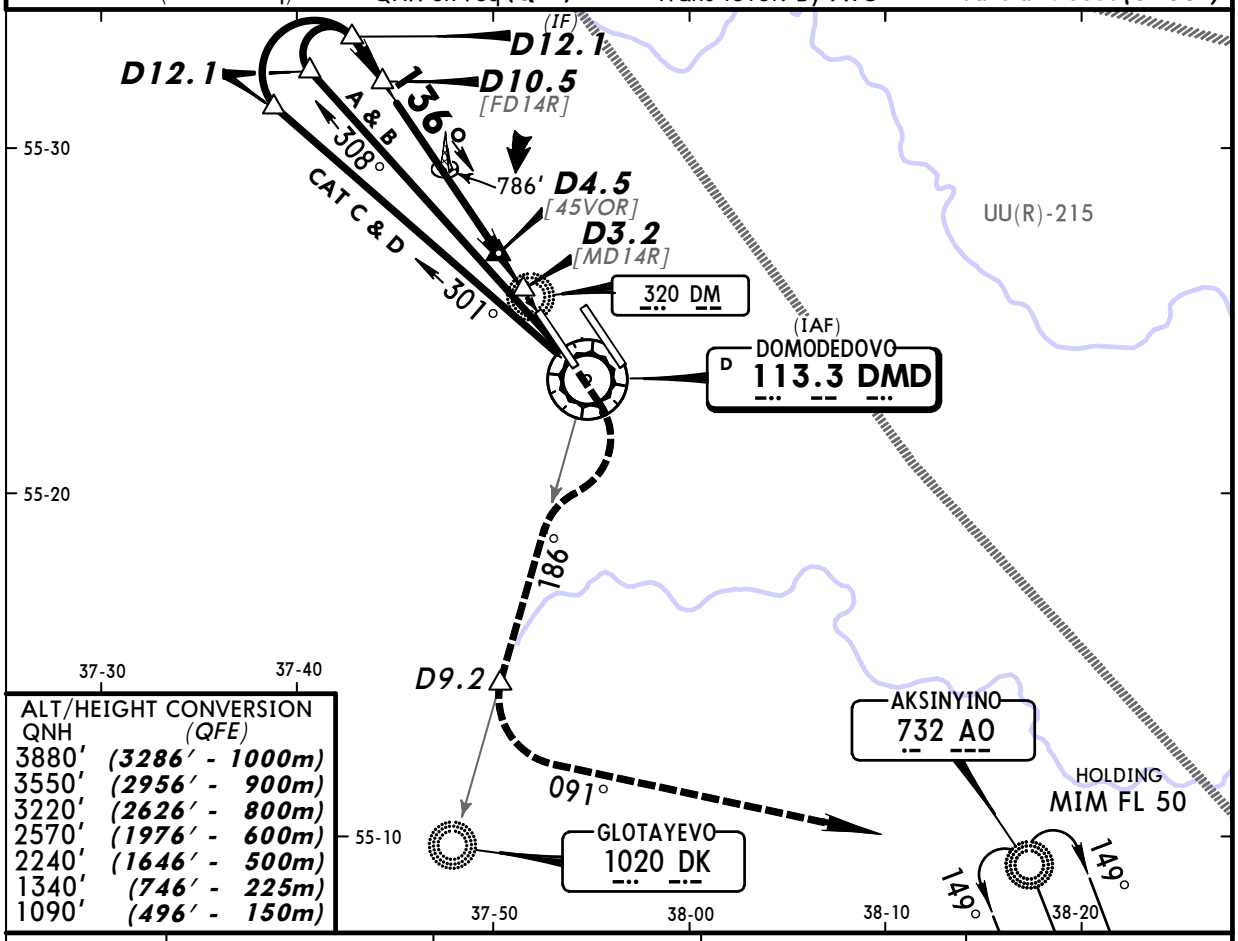
BRIEFING STRIP™

VOR DMD	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
113.3	136°	D10.5 3220′(2626′)	970′ (376′)	Apt Elev 594′ RWY 594′

MISSED APCH: Climb STRAIGHT AHEAD to 1090′ (496′), then turn RIGHT to intercept R-186 proceed to DK NDB climbing to 2240′ (1646′) at D9.2, then turn LEFT onto 091° continue climb to 2570′ (1976′) to AO NDB, or as directed.



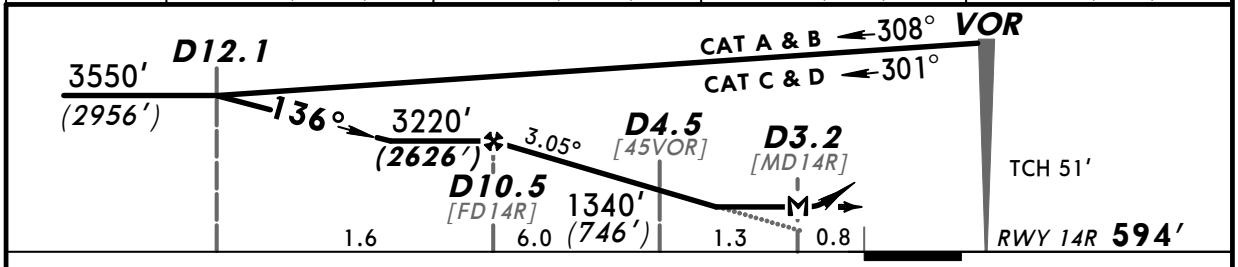
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3880′(3286′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	(3286′ - 1000m)
3550′	(2956′ - 900m)
3220′	(2626′ - 800m)
2570′	(1976′ - 600m)
2240′	(1646′ - 500m)
1340′	(746′ - 225m)
1090′	(496′ - 150m)

DMD DME	7.0	5.9	4.9	3.8
ALTITUDE (HAT)	2120′(1526′)	1780′(1186′)	1430′(836′)	1090′(496′)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.05°	378	486	540	648	755	863
MAP at D3.2							

HIALS-II
PAPI

1090′ (496′)

RT

DMD 113.3 R-186

2240′ (1646′)

STRAIGHT-IN LANDING RWY 14R

MDA(H) 970′ (376′)

PANS OPS

	ALS out	
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CHANGES: Communications. Descent angle.

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UUDD/DME
DOMODEDOVO

JEPPESEN
14 NOV 14 (33-2)

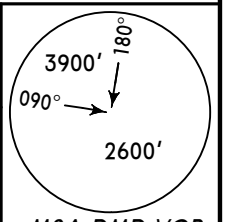
MOSCOW, RUSSIA
VOR DME Rwy 32L

ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.950)	127.7	118.6	119.0 123.750

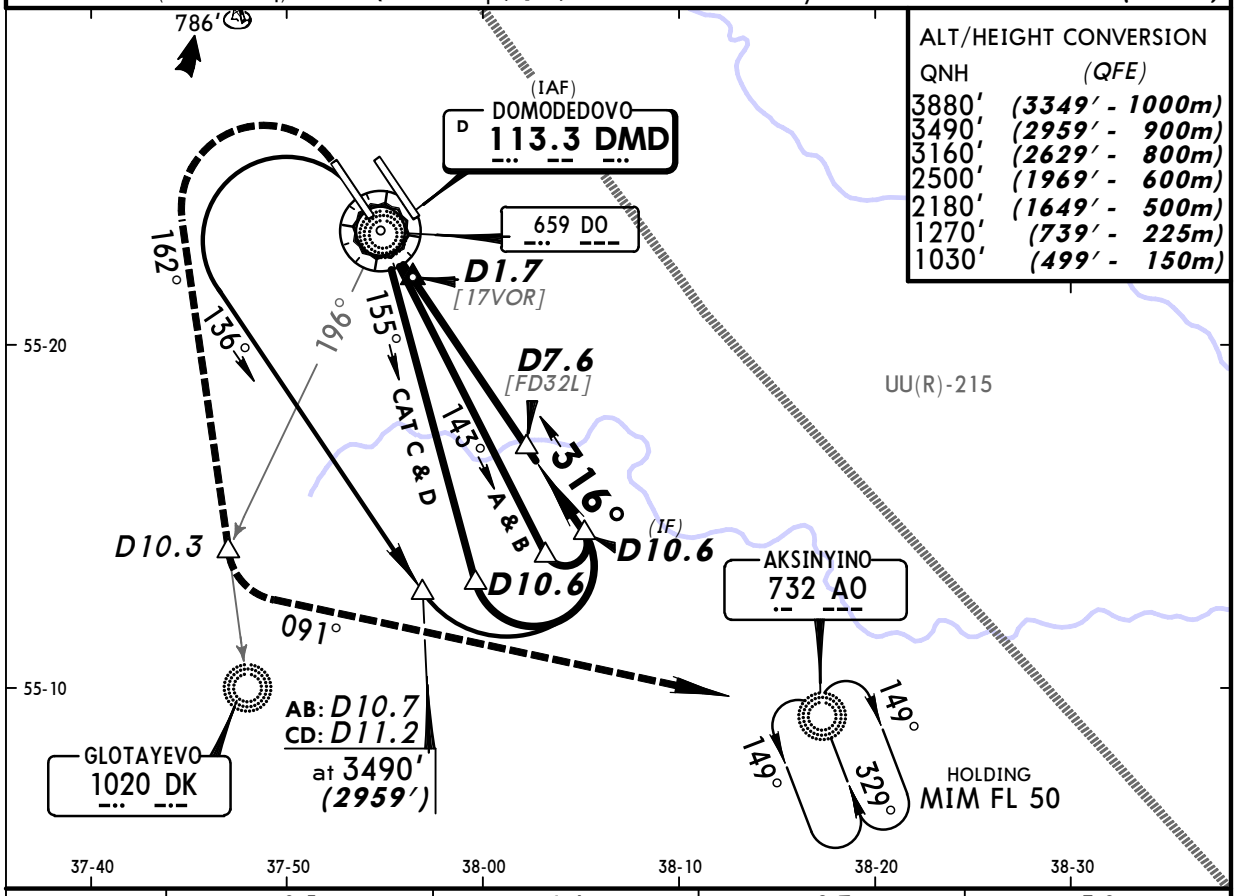
BRIEFING STRIP™

VOR DMD	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 594′
113.3	316°	D7.6 3160′(2629′)	880′ (349′)	RWY 531′

MISSED APCH: Climb STRAIGHT AHEAD to 1030′ (499′), then turn LEFT onto 162° proceed to DK NDB climbing to 2180′ (1649′) at D10.3, then turn LEFT onto 091° continue climb to 2500′ (1969′) to AO NDB, or as directed.



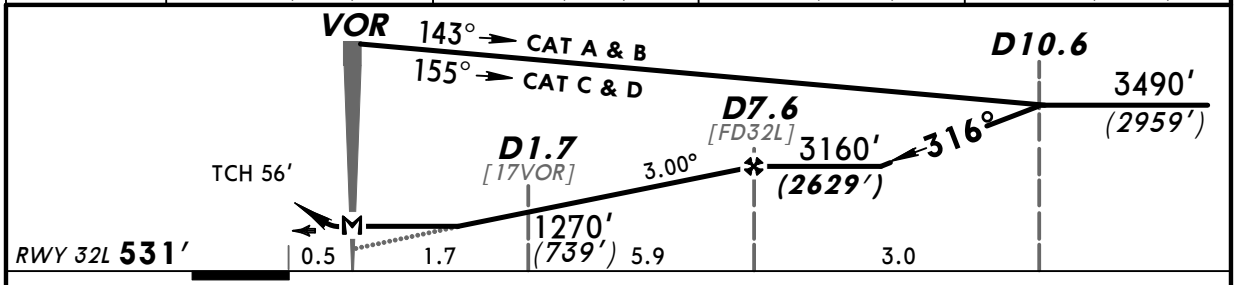
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3880′(3349′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	(3349′ - 1000m)
3490′	(2959′ - 900m)
3160′	(2629′ - 800m)
2500′	(1969′ - 600m)
2180′	(1649′ - 500m)
1270′	(739′ - 225m)
1030′	(499′ - 150m)

DMD DME	0.5	1.6	2.7	3.8
ALTITUDE (HAT)	910′(379′)	1260′(729′)	1600′(1069′)	1950′(1419′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

HIALS
PAPI

1030′ (499′) | 162° LT | 2180′ (1649′) | D10.3

STRAIGHT-IN LANDING RWY 32L

MDA(H) 880′ (349′)

PANS OPS

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CHANGES: Communications. VNAV.

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UUDD/DME
DOMODEDOVO

JEPPESEN
14 NOV 14 (36-1)

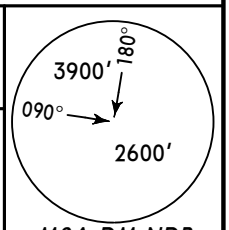
MOSCOW, RUSSIA
NDB Rwy 14R

ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.950)	127.7	118.6	119.0 123.750

BRIEFING STRIP™

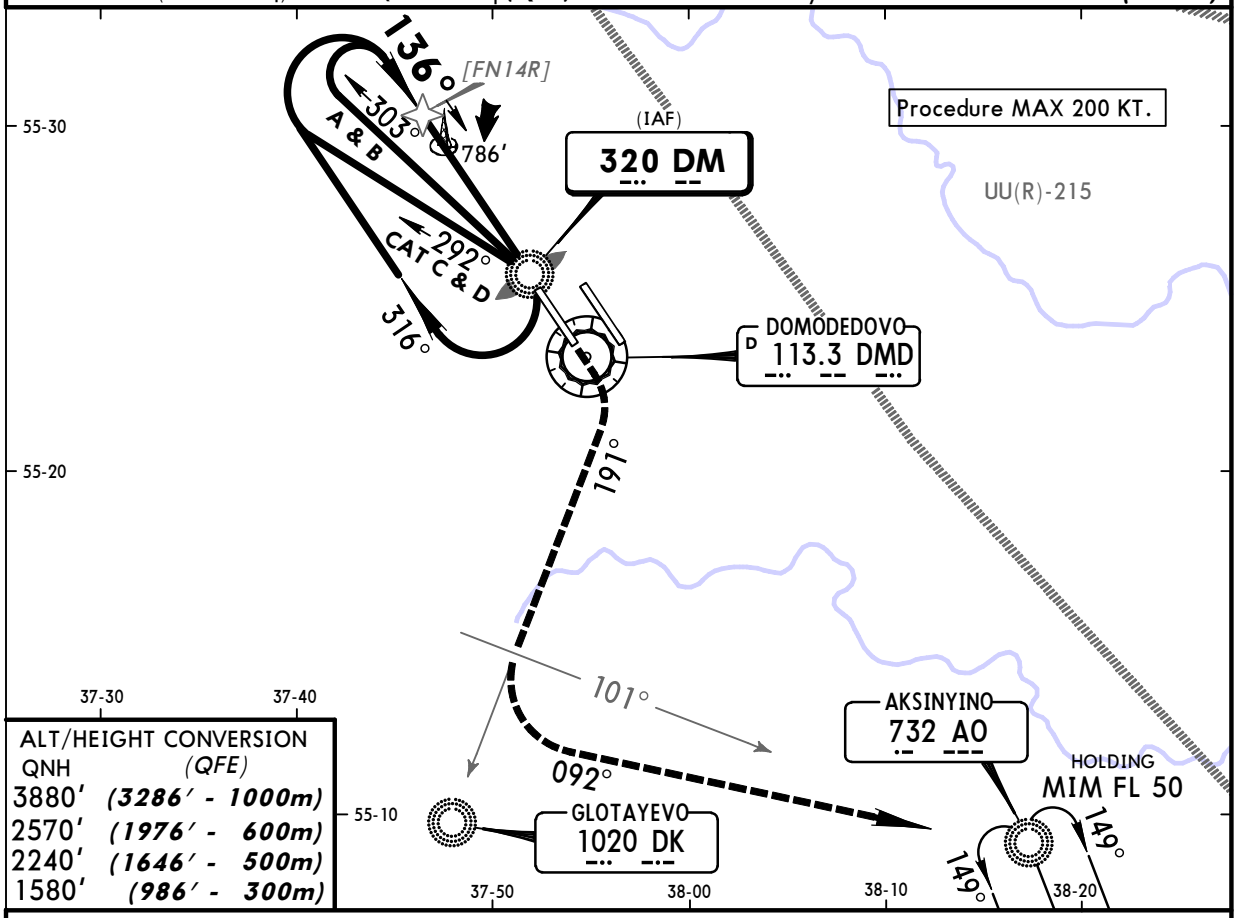
NDB DM	Final Apch Crs	No FAF	MDA(H)	Apt Elev 594′
320	136°		1380′ (786′)	RWY 594′

MISSED APCH: Climb STRAIGHT AHEAD to 1580′ (986′), then turn RIGHT to 191°, proceed to DK NDB climbing to 2240′ (1646′) at 101° AO NDB, then turn LEFT onto 092° continue climb to 2570′ (1976′) to AO NDB, or as directed.



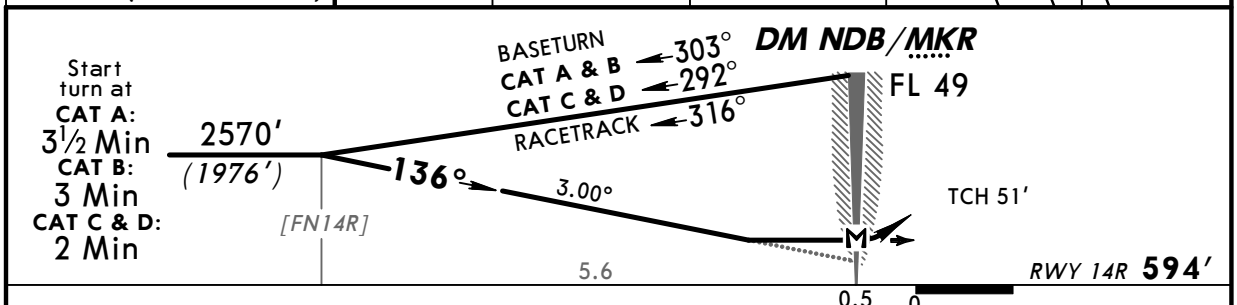
MSA DM NDB

Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: By ATC | Trans alt: 3880′ **(3286′)**



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	(3286′ - 1000m)
2570′	(1976′ - 600m)
2240′	(1646′ - 500m)
1580′	(986′ - 300m)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at DM NDB/MKR						

HIALS-II
PAPI

1580′ (986′)	191° RT	2240′ (1646′)	AO 732 101°

STRAIGHT-IN LANDING RWY **14R**

MDA(H) 1380′ **(786′)**

PANS OPS

		ALS out
A	1200m	RVR 1500m VIS 1600m
B		RVR 1800m VIS 2000m
C	2800m	3600m
D	3600m	4000m

CHANGES: Communications.

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UUDD/DME DOMODEDOVO

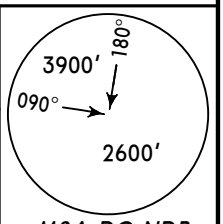
JEPPESEN
14 NOV 14 (36-2)

MOSCOW, RUSSIA NDB Rwy 32L

ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.950)	127.7	118.6	119.0 123.750

BRIEFING STRIP™

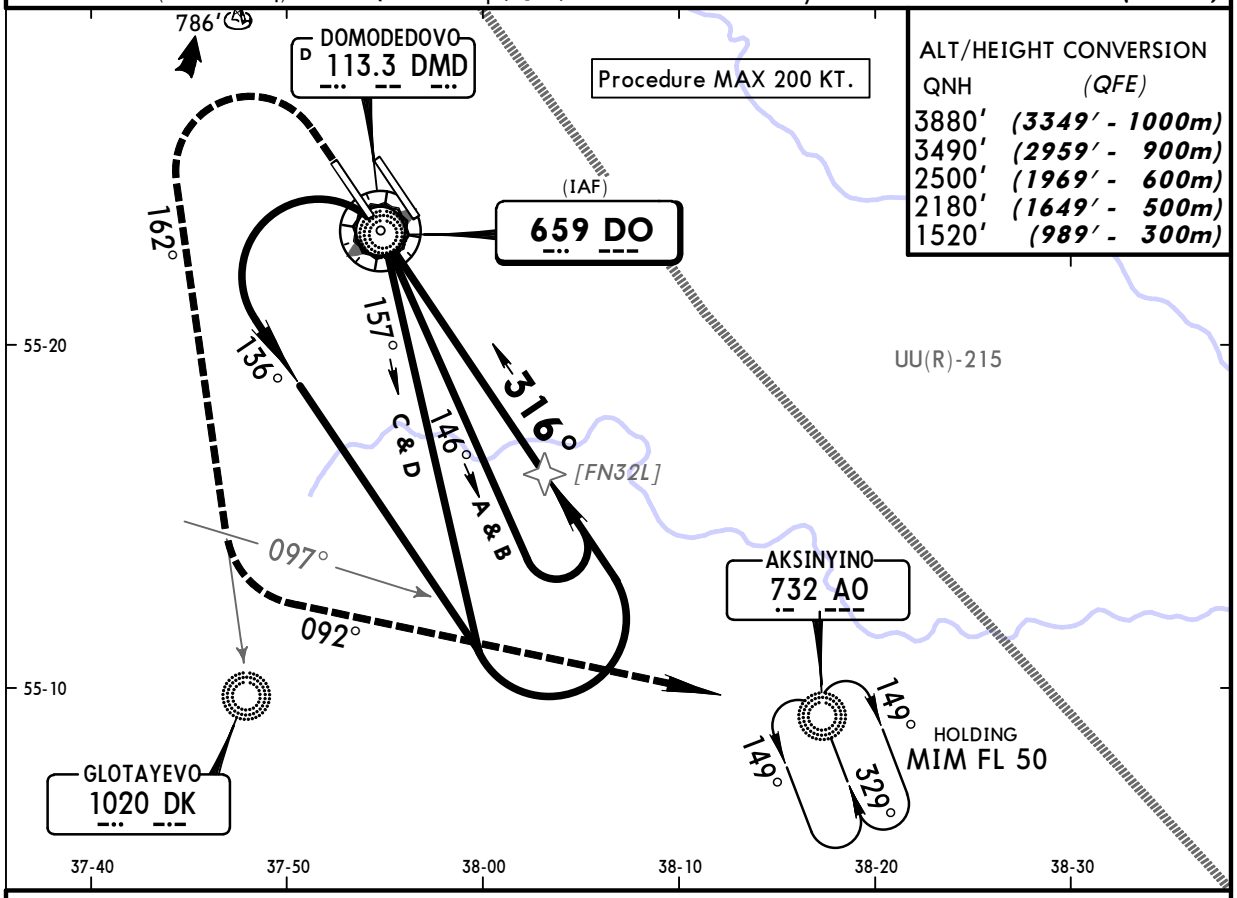
NDB DO 659	Final Apch Crs 316°	No FAF	MDA(H) 1230′ (699′)	Apt Elev 594′ RWY 531′



MSA DO NDB

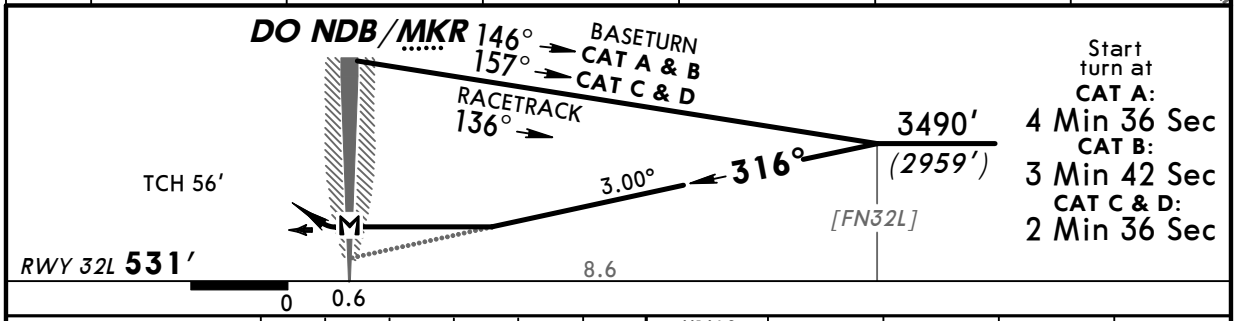
MISSED APCH: Climb STRAIGHT AHEAD to 1520′ (989′), then turn LEFT onto 162° proceed to DK NDB climbing to 2180′ (1649′) at 097° AO NDB, then turn LEFT onto 092° continue climb to 2500′ (1969′) to AO NDB, or as directed.

Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: By ATC | Trans alt: 3880′ **(3349′)**



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	(3349′ - 1000m)
3490′	(2959′ - 900m)
2500′	(1969′ - 600m)
2180′	(1649′ - 500m)
1520′	(989′ - 300m)



Start turn at
CAT A: 4 Min 36 Sec
CAT B: 3 Min 42 Sec
CAT C & D: 2 Min 36 Sec

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at DO NDB/MKR						

HIALS
PAPI

1520′ (989′)	162° LT	2180′ (1649′)	AO 732 097°

STRAIGHT-IN LANDING RWY **32L**

MDA(H) 1230′ (699′)

PANS OPS

		ALS out
A	1200m	RVR 1500m
B		VIS 1600m
C	2400m	3200m
D	3200m	3600m

CHANGES: Communications. Descent angle.

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1. GENERAL

1.1. ATIS

ATIS 127.3
127.4 (Russian)

1.2. LOW VISIBILITY PROCEDURES

1.2.1. GENERAL

Low visibility procedures shall be applied when RVR is 1000m or less and/or ceiling is 260'/80m or less.

The procedures shall be announced as "Low Visibility Procedures in Progress" transmitted on ATIS or ATS unit frequencies.

The flight crew must report the execution of landing, the vacation of RWY including the vacation of RWY after crossing during taxiing. ACFT are not allowed to hold at a position closer to RWY than the limit of the RWY holding position, which is the limit of ILS critical area.

1.2.2. STANDARD TAXI ROUTES OF ACFT OPERATING CAT III FLIGHTS

1.2.2.1. LANDING

The flight crew shall vacate RWY 10L
- along TWY B2 or along TWY B1 to Apron 3;
- along Main TWY B to Apron 1.

ACFT shall be met by Follow-me car after passing the last yellow light of the alternate green and yellow TWY centerline lights.

The flight crew shall vacate RWY 28R
- along Main TWY B and taxi along TWY B5 to Apron 1;
- along Main TWY B and B1 to Apron 3.

ACFT shall be met by Follow-me car on Main TWY B after passing the last yellow light of the alternate green and yellow TWY centerline lights.

ACFT taxiing to Apron 3 must request a permission to cross RWY 10L/28R from Tower before the red stop bar with "28R CAT III" sign and the established DAY marking of Main TWY B. It is prohibited to cross the RWY during taxiing without Tower permission. RWY vacation shall be reported to Tower.

1.2.2.2. DEPARTURE

Taxiing on the apron and along TWY shall be carried out only after Follow-me car.

After passing the red stop bar, the Follow-me car shall perform inspection of the RWY, by the permission of Tower, for the purpose of excluding the presence of unauthorized objects on it.

Taxiing of ACFT for take-off from RWY 10L:

- From Apron 1 shall be carried out by the permission of PULKOVO Taxiing after Follow-me car to TWY B5.
  The flight crew shall changeover to Tower by the instruction of PULKOVO Taxiing and continue taxiing to red stop bar with "10L" sign.
- From Apron 3 shall be carried out by the permission of PULKOVO Taxiing after Follow-me car onto TWY B1 for crossing RWY 10L/28R.
  The flight crew shall changeover to Tower by the instruction of PULKOVO Taxiing for crossing the RWY.

The flight crew shall report the vacation of RWY to Tower and, by instruction, changeover to PULKOVO Taxiing to continue taxiing after Follow-me car along Main TWYB to TWY B5. By the instruction of PULKOVO Taxiing the flight crew shall changeover to Tower and continue taxiing to red stop bar with "10L" sign.

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JEPPESEN
JeppView 3.6.2.0

1. GENERAL

Taxiing of ACFT for take-off from RWY 28R:

- From Apron 1 shall be carried out by the permission of PULKOVO Taxiing after Follow-me car to TWY B5 and then to the RIGHT along Main TWY B to red stop bar with "28R CAT III" sign.
  The flight crew shall changeover to Tower by the instruction of PULKOVO Taxiing.
- From Apron 3 shall be carried out by the permission of PULKOVO Taxiing after Follow-me car to TWY B1 to red stop bar with "28R" sign.
  The flight crew shall changeover to Tower by the instruction of PULKOVO Taxiing.

If there is an ACFT on the final approach, the departing ACFT shall wait for the line-up clearance at red stop bar with "28R CAT III" sign. If there is no ACFT on the final approach, the departing ACFT shall wait for the line-up clearance at red stop bar with "28R" sign.

1.3. RWY PROCEDURES

1.3.1. SIMULTANEOUS USE OF PARALLEL RWYS

As a rule, mixed mode of RWY operation is applied with simultaneous use of the parallel RWY.

In the periods of the increased air traffic intensity the RWYs can be used in the mode of separate operations (one RWY for take-off, the other RWY for landing) in the following combinations, as a rule:

RWY 28R for take-off, RWY 28L for landing.
RWY 10L for take-off, RWY 10R for landing.

1.4. TAXI PROCEDURES

Through taxiing with MAX wingspan 118'/36m allowed on Apron 1 Taxiroute C and E (simultaneous taxiing).

Through taxiing with MAX wingspan 213'/65m allowed on Apron 1 Taxiroutes D and F.

Through taxiing with MAX wingspan 118'/36m allowed on Apron 6.

TWYs B8 and B9 MAX wingspan 138'/42m.

1.5. PARKING INFORMATION

Enter stands 150 (facing Southeast), 153, 154, 155 (facing Southeast) and 156 (facing Southeast) by towing.

Exit stands 101 thru 109B, 150 (facing Northwest), 150A thru 152B, 153A, 153B, 154A, 154B, 155 (facing Northwest), 155A, 155B, 156 (facing Northwest),156A, 156B, 300, 301, 365 thru 368, 605A, 605C and 605D by towing.

Exit stands 606A, 607A, 608A, 609A, 610A, 611A and 612A (all facing South) by towing.

Use of stands 252 thru 260, 379, 390 thru 395 and 500 thru 509 by towing.

Stands 257 thru 260 available for helicopters.

Enter stands 374 and 375 (facing Southeast) by push-back. Exit stands 374 and 375 (facing Northwest) by push-back.

Enter stand 379 along temporary guideline (dotted line).

Enter stands 600 thru 604E (facing South) by towing. Exit stands 600 thru 604E (facing North) by towing.

Enter stands 700 thru 704 after Follow-me car, exit by towing.

Use of stand 399 (facing Northeast) by towing.

Enter stand 397A via TWY B1, exit via TWY B2.

Exit stands 606D, 607D, 608D, 609D, 610D, 611D and 612D (all facing South) and 606D, 609D, 610D, 611D and 612D (all facing North) by push-back.

Stands 606C, 607C, 608C, 609C, 610C, 611C and 612B (all facing North) by push-back.

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2. ARRIVAL

2.1. SPEED RESTRICTIONS

When flying below FL 100 the indicated airspeed shall not be more than 270 KT.
On final stage of approach maintain 160 KT minimum up to 4.3NM from threshold.

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. GENERAL

Noise abatement procedures shall be executed by all ACFT, deviations are permitted only for safety reasons.

2.2.2. APPROACH PHASE

Restrictions

Between 2300-0700LT RWYs 10R/28L are preferential for landing, depending on meteorological, operational and air traffic conditions. Reverse thrust (except idle thrust) is allowed only for ensuring flight safety.

Special approach procedures

When established on final approach track, pilots shall lower the landing gear and set wing devices into intermediate position.

2.3. CAT II/III OPERATIONS

RWY 10R approved for CAT II operations, RWY 10L/28R approved for CAT II/III operations, special aircrew and ACFT certification required.

2.4. VISUAL APPROACH

Maintaining a safe flight track and descent profile is the crew's responsibility.

During descent from 2050'(1971') manoeuvring has to take place in southern part of CTR, limited by SPB R-069/R-290.

When proceeding from LUNOK or MOLEG, ACFT has to be established on FAT RWY 10L/R at 2050'(1971') no later than SPB 5.4 DME.

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3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

3.1.1. GENERAL

Noise abatement procedures shall be executed by all ACFT, deviations are permitted only for safety reasons.

3.1.2. TAKE-OFF AND CLIMBING PHASE

Noise abatement procedures shall not be executed in following cases:

- Availability of wind shear;
- Moderate turbulence;
- Icing.

Restrictions

Between 2300-0700LT RWYs 10R/28L are preferential for take-off, depending on meteorological and air traffic conditions.

Take-off shall be carried out in accordance with the noiseless take-off procedure defined by the Aeroplane Flight Manual. After take-off, the ACFT shall proceed according to SID, unless otherwise instructed by ATC.

Special Take-off Procedures

Pilots shall apply two special take-off and climb procedures: NADP1 and NADP2. The pilot in command may use any of them for reaching necessary effect (ICAO Doc 8168, Volume 1, Part V, Chapter 3).

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ULLI/LED
PULKOVO

ST PETERSBURG, RUSSIA
RNAV STAR

ATIS	Apt Elev	
127.3 (Russian 127.4)	79′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ **(2961′)** If following RNAV STAR is not possible, the crew shall advise APP controller and request RADAR vectoring for approach.

AGBON 1 ALPHA (AGBON 1A) [AGBO1A]
LUKIR 1 ALPHA (LUKIR 1A) [LUKI1A]
MOLEG 2 ALPHA (MOLEG 2A) [MOLE2A]
RWYS 28L/R RNAV ARRIVALS
RNAV (GNSS)

SPEED: MAX 270 KT BELOW FL100

MSA SPB VOR: 2600′ (150°–240°), 2400′ (240°–330°), 2100′ (330°–150°)

ALT/HEIGHT CONVERSION
QNH (QFE)
3040′ (2961′ - 900m)

Direct distance to Pulkovo Apt from:
TIRTA 27 NM
UNESO 30 NM

AGBON
N60 02.0 E031 32.9
Between FL130 & FL110

LUKIR
N59 27.0 E032 02.9
Between FL220 & FL110

(IAF) **UNESO**
N59 37.6 E031 11.3
Between FL80 & FL50

(IAF) **TIRTA**
N59 54.6 E031 06.9
Between FL80 & FL50

(IAF) **ST PETERSBURG** D (H) 113.4 SPB
N59 48.4 E030 16.5
Between FL80 & FL50

303 PU
N59 49.2 E030 10.3
Between FL80 & FL50

OTLEN
N60 05.8 E029 46.0
Between FL140 & FL120

MOLEG
N60 10.4 E028 48.8
Between FL250 & FL120

AGBON 1A 231° 15 246° MHA FL60 MAX FL260 066°
LUKIR 1A 283° 28 281° MHA FL60 MAX FL260 101°
MOLEG 2A 090° 29 129° MHA FL120 MAX FL250 309°
21 134°
3 095° R275°

NOT TO SCALE

STAR	ROUTING
AGBON 1A	AGBON (FL130-; FL110+) - TIRTA (FL80-; FL50+).
LUKIR 1A	LUKIR (FL220-; FL110+) - UNESO (FL80-; FL50+).
MOLEG 2A	MOLEG (FL250-; FL120+) - OTLEN (FL140-; FL120+) - PU (FL80-; FL50+) - SPB (FL80-; FL50+).

CHANGES: Radial/track update.

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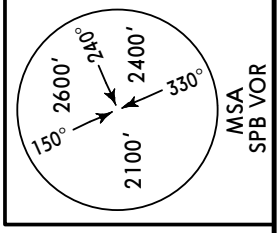
ULLI/LED
PULKOVO

ST PETERSBURG, RUSSIA
RNAV STAR

ATIS	Apt Elev	
127.3 (Russian 127.4)	79′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ **(2961′)** If following RNAV STAR is not possible, the crew shall advise APP controller and request RADAR vectoring for approach.

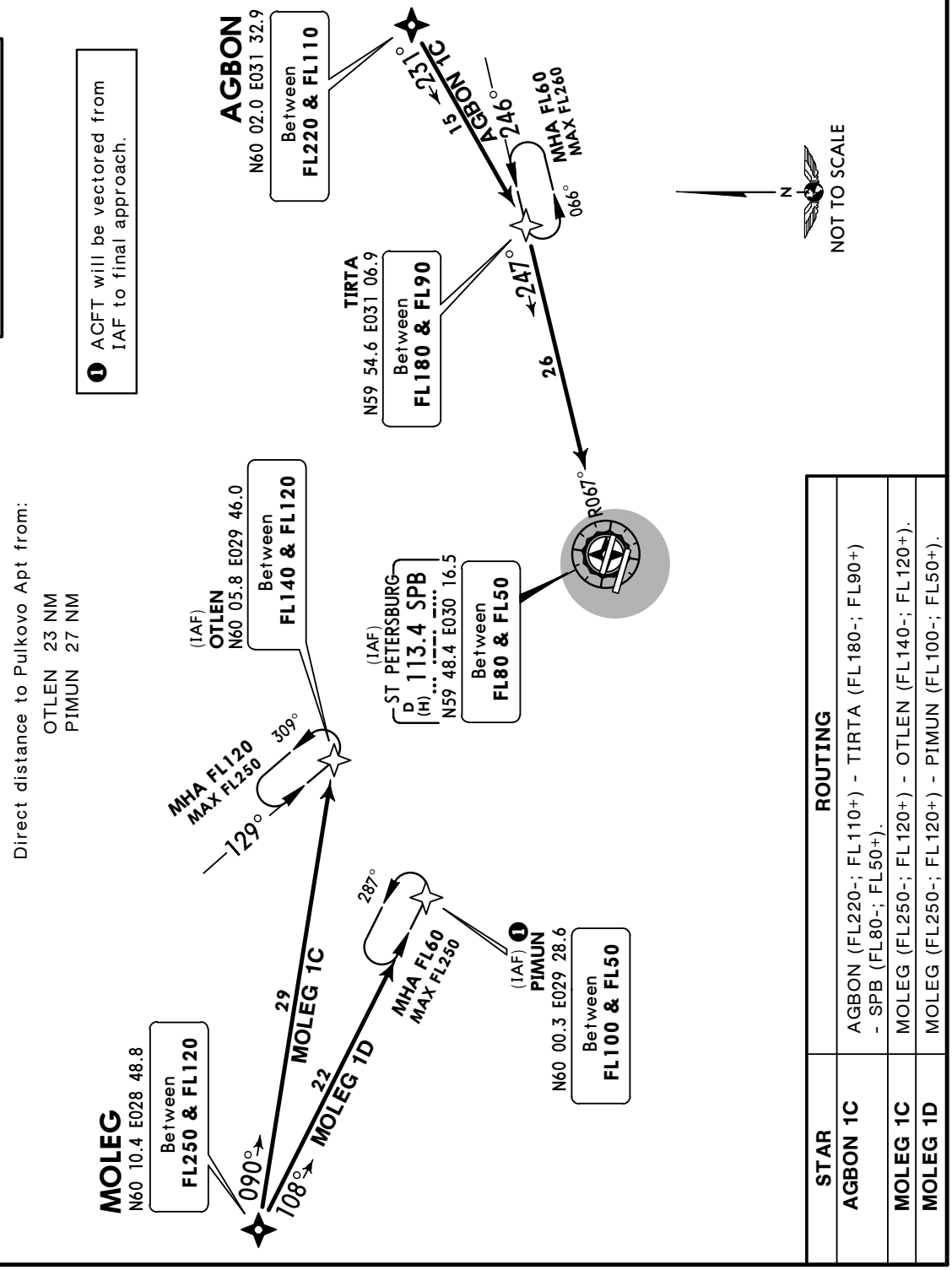
AGBON 1 CHARLIE (AGBON 1C) [AGBO1C]
MOLEG 1 CHARLIE (MOLEG 1C) [MOLE1C]
MOLEG 1 DELTA (MOLEG 1D) [MOLE1D]
RWYS 10L/R RNAV ARRIVALS
RNAV (GNSS)

SPEED: MAX 270 KT BELOW FL100



ALT/HEIGHT CONVERSION
QNH (QFE)
3040′ (2961′ - 900m)

❶ ACFT will be vectored from IAF to final approach.



STAR	ROUTING
AGBON 1C	AGBON (FL220-; FL110+) - TIRTA (FL180-; FL90+) - SPB (FL80-; FL50+).
MOLEG 1C	MOLEG (FL250-; FL120+) - OTLEN (FL140-; FL120+).
MOLEG 1D	MOLEG (FL250-; FL120+) - PIMUN (FL100-; FL50+).

CHANGES: Radial/track update.

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ULLI/LED
PULKOVO

JEPPESEN ST PETERSBURG, RUSSIA

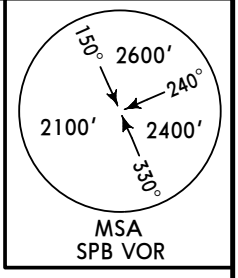
15 MAY 15 (10-2B) Eff 28 May

RNAV STAR

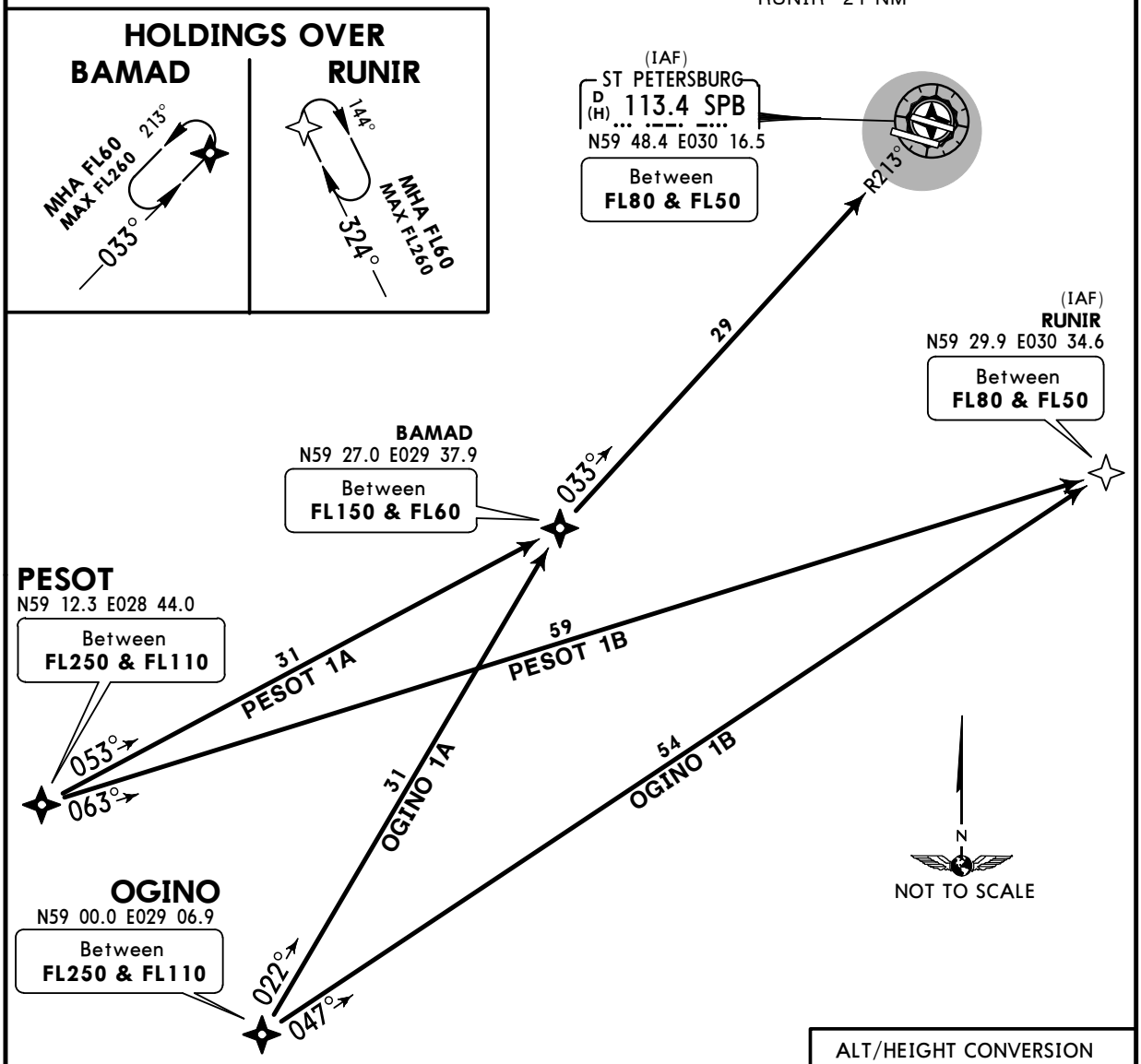
ATIS	Apt Elev	
127.3 (Russian 127.4)	79′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ **(2961′)** If following RNAV STAR is not possible, the crew shall advise APP controller and request RADAR vectoring for approach.

OGINO 1 ALPHA (OGINO 1A) [OGIN1A]
OGINO 1 BRAVO (OGINO 1B) [OGIN1B]
PESOT 1 ALPHA (PESOT 1A) [PESO1A]
PESOT 1 BRAVO (PESOT 1B) [PESO1B]
RWYS 28L/R RNAV ARRIVALS
RNAV (GNSS)

SPEED: MAX 270 KT BELOW FL100



Direct distance to Pulkovo Apt from:
RUNIR 21 NM



ALT/HEIGHT CONVERSION
QNH (QFE)
3040′ **(2961′ - 900m)**

STAR	ROUTING
OGINO 1A	OGINO (FL250-; FL110+) - BAMAD (FL150-; FL60+) - SPB (FL80-; FL50+).
OGINO 1B	OGINO (FL250-; FL110+) - RUNIR (FL80-; FL50+).
PESOT 1A	PESOT (FL250-; FL110+) - BAMAD (FL150-; FL60+) - SPB (FL80-; FL50+).
PESOT 1B	PESOT (FL250-; FL110+) - RUNIR (FL80-; FL50+).

CHANGES: Radial/track update.

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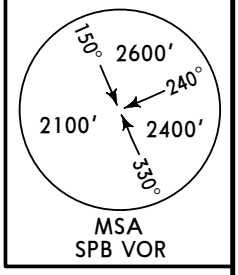
ULLI/LED
PULKOVO

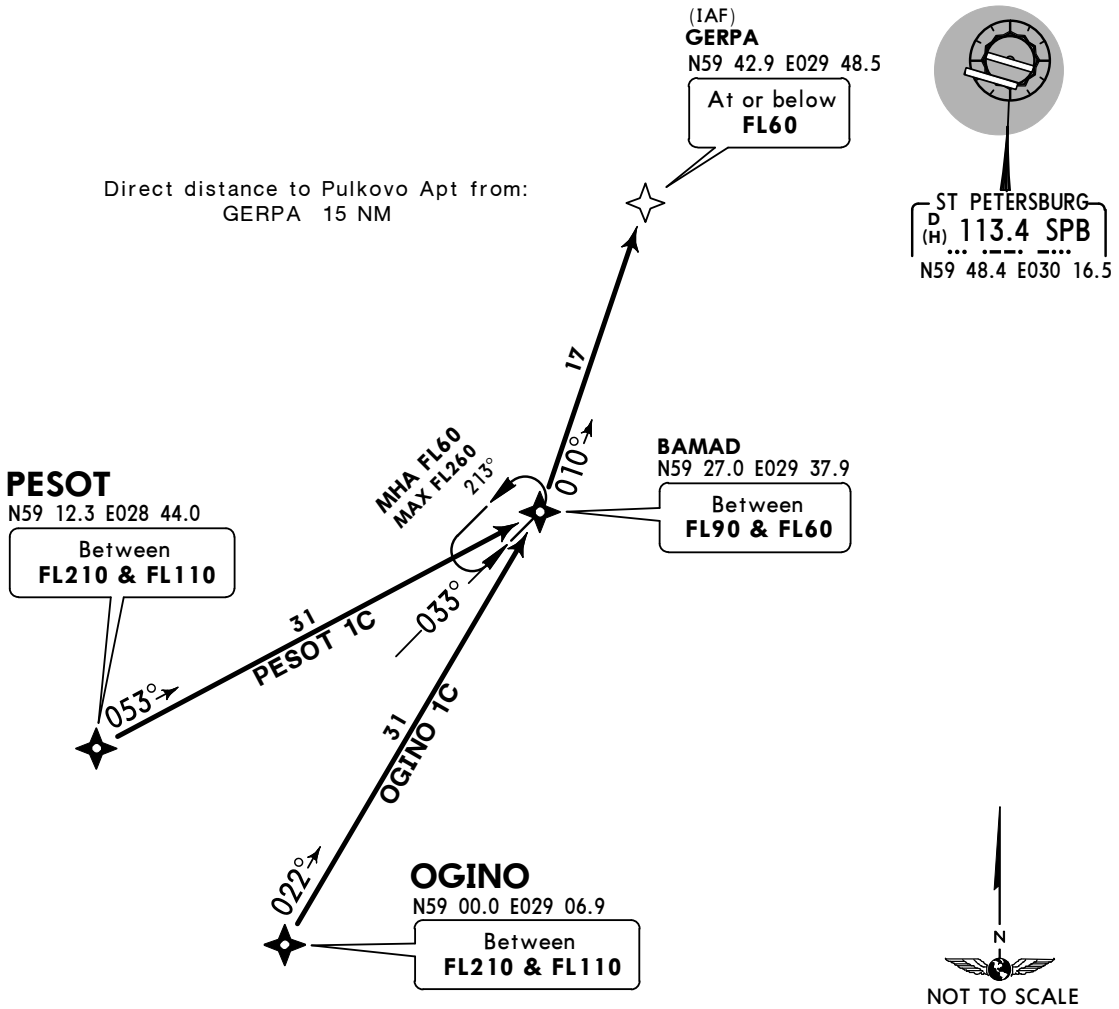
ST PETERSBURG, RUSSIA
RNAV STAR

ATIS	Apt Elev	
127.3 (Russian 127.4)	79′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ **(2961′)** If following RNAV STAR is not possible, the crew shall advise APP controller and request RADAR vectoring for approach.

OGINO 1 CHARLIE (OGINO 1C) [OGIN1C]
PESOT 1 CHARLIE (PESOT 1C) [PESO1C]
RWYS 10L/R RNAV ARRIVALS
RNAV (GNSS)

SPEED: MAX 270 KT BELOW FL100





ALT/HEIGHT CONVERSION	
QNH	(QFE)
3040′	**(2961′ - 900m)**

STAR	ROUTING
OGINO 1C	OGINO (FL210-; FL110+) - BAMAD (FL90-; FL60+) - GERPA (FL60-).
PESOT 1C	PESOT (FL210-; FL110+) - BAMAD (FL90-; FL60+) - GERPA (FL60-).

CHANGES: Radial/track update.

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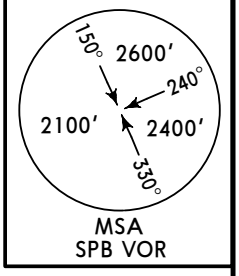
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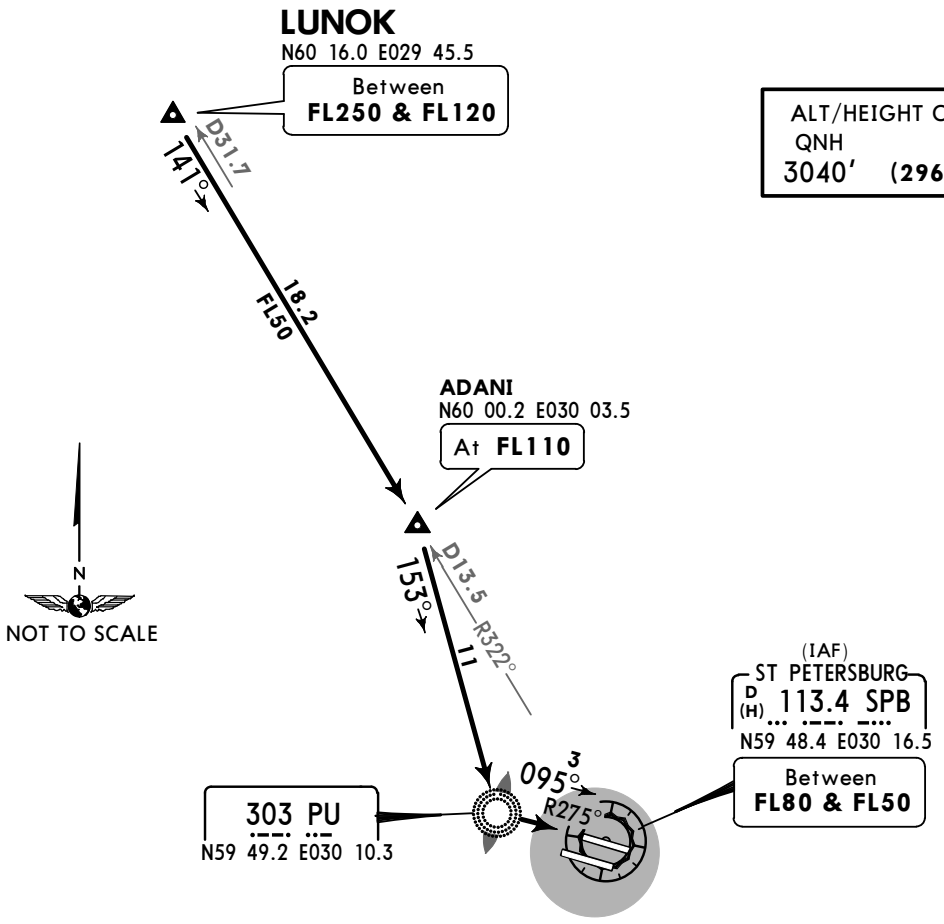
ULLI/LED
PULKOVO

ST PETERSBURG, RUSSIA
STAR

ATIS	Apt Elev	
127.3 (Russian 127.4)	79′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ **(2961′)** If crew does not have available the STAR parameter data or maintaining STAR is not possible, report to APP controller and request vectoring.

LUNOK 1A [LUNO1A]
RWYS 28L/R ARRIVALS
SPEED: MAX 270 KT BELOW FL100





ALT/HEIGHT CONVERSION

QNH	(QFE)
3040′	**(2961′ - 900m)**

ROUTING

On 141° track to ADANI, turn RIGHT, intercept 153° bearing to PU, turn LEFT, 095° bearing to SPB.

CHANGES: Radial/track update; general instructions.

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PULKOVO

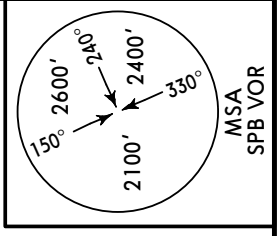
ST PETERSBURG, RUSSIA

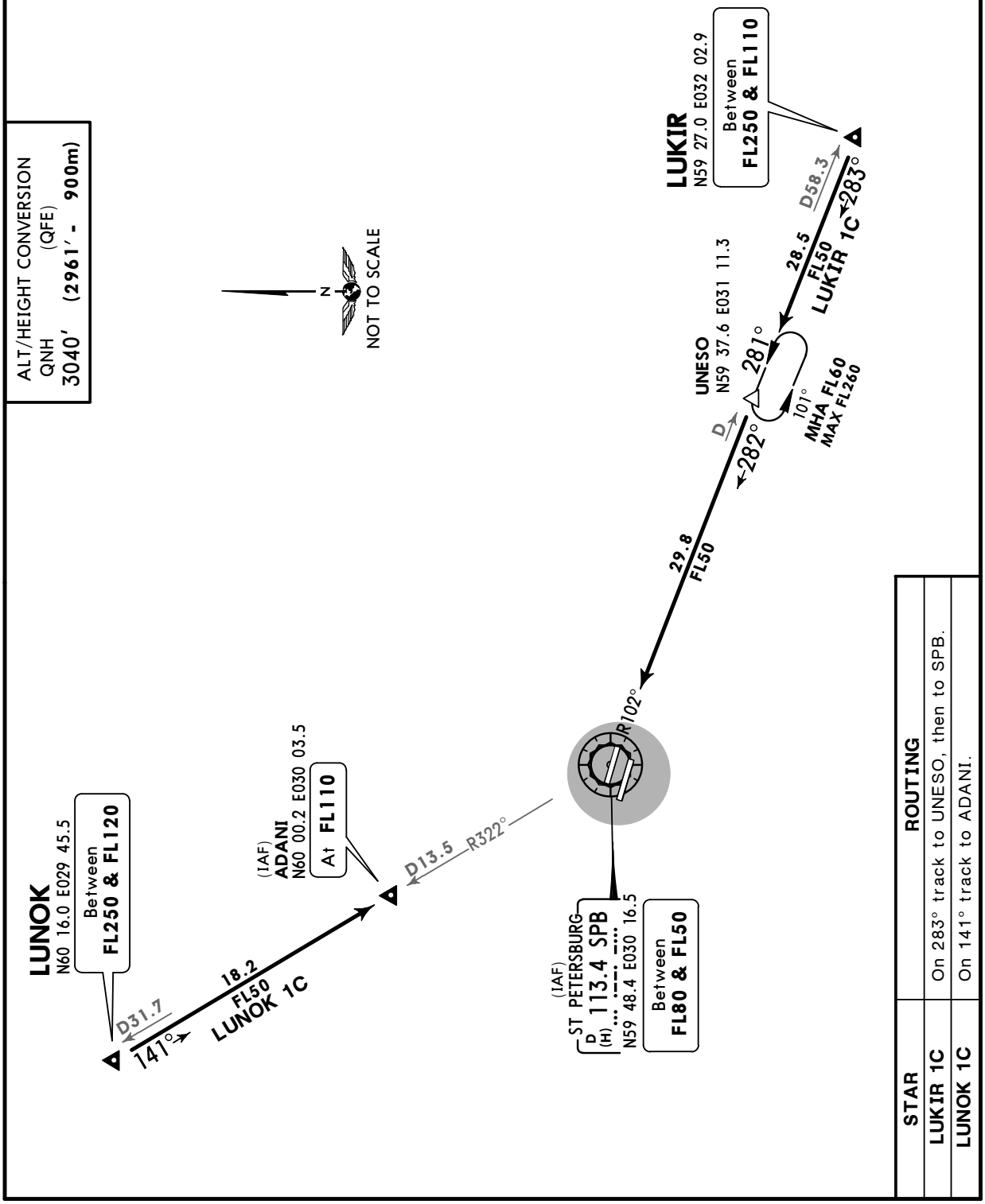
STAR

ATIS	Apt Elev	
127.3 (Russian 127.4)	79′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ **(2961′)** If crew does not have available the STAR parameter data or maintaining STAR is not possible, report to APP controller and request vectoring.

LUKIR 1C [LUKI1C]
LUNOK 1C [LUNO1C]
RWYS 10L/R ARRIVALS

SPEED: MAX 270 KT BELOW FL100





STAR	ROUTING
LUKIR 1C	On 283° track to UNESO, then to SPB.
LUNOK 1C	On 141° track to ADANI.

CHANGES: Radial/track update; general instructions.

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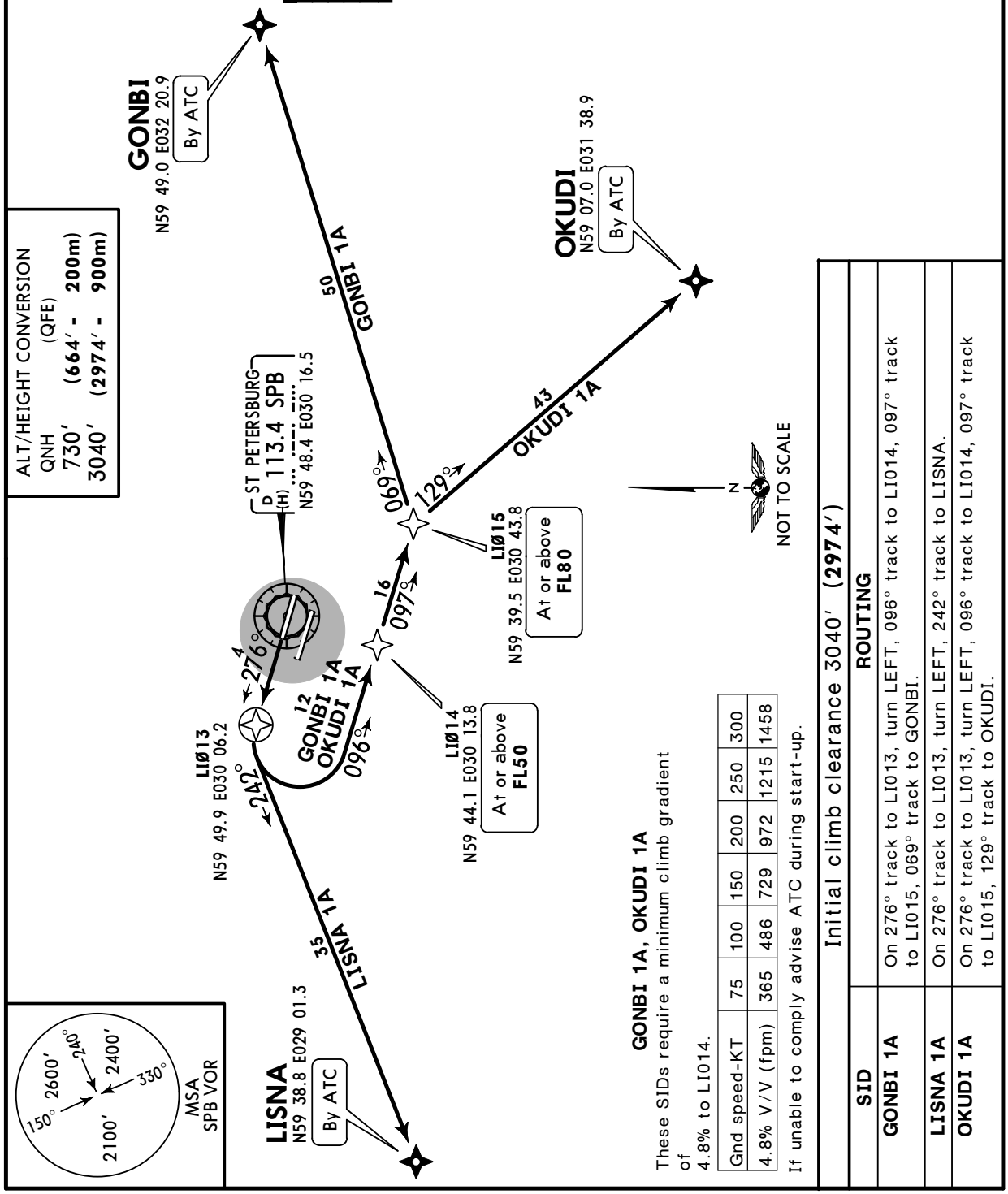
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ULLI/LED
PULKOVO

PULKOVO Krug 120.3	Apt Elev 79′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ **(2974′)** 1. When crossing 730′ (664′) contact PULKOVO Krug. 2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages. 3. If following RNAV SIDs are not possible, report to ground controller and request RADAR vectoring for departure.

GONBI 1 ALPHA (GONBI 1A) [GONB1A]
LISNA 1 ALPHA (LISNA 1A) [LISN1A]
OKUDI 1 ALPHA (OKUDI 1A) [OKUD1A]
RWY 28R RNAV DEPARTURES
RNAV (GNSS)

SPEED: MAX 270 KT BELOW FL100



SID	ROUTING
GONBI 1A	On 276° track to LI013, turn LEFT, 096° track to LI014, 097° track to LI015, 069° track to GONBI.
LISNA 1A	On 276° track to LI013, turn LEFT, 242° track to LISNA.
OKUDI 1A	On 276° track to LI013, turn LEFT, 096° track to LI014, 097° track to LI015, 129° track to OKUDI.

CHANGES: Radial/track update.

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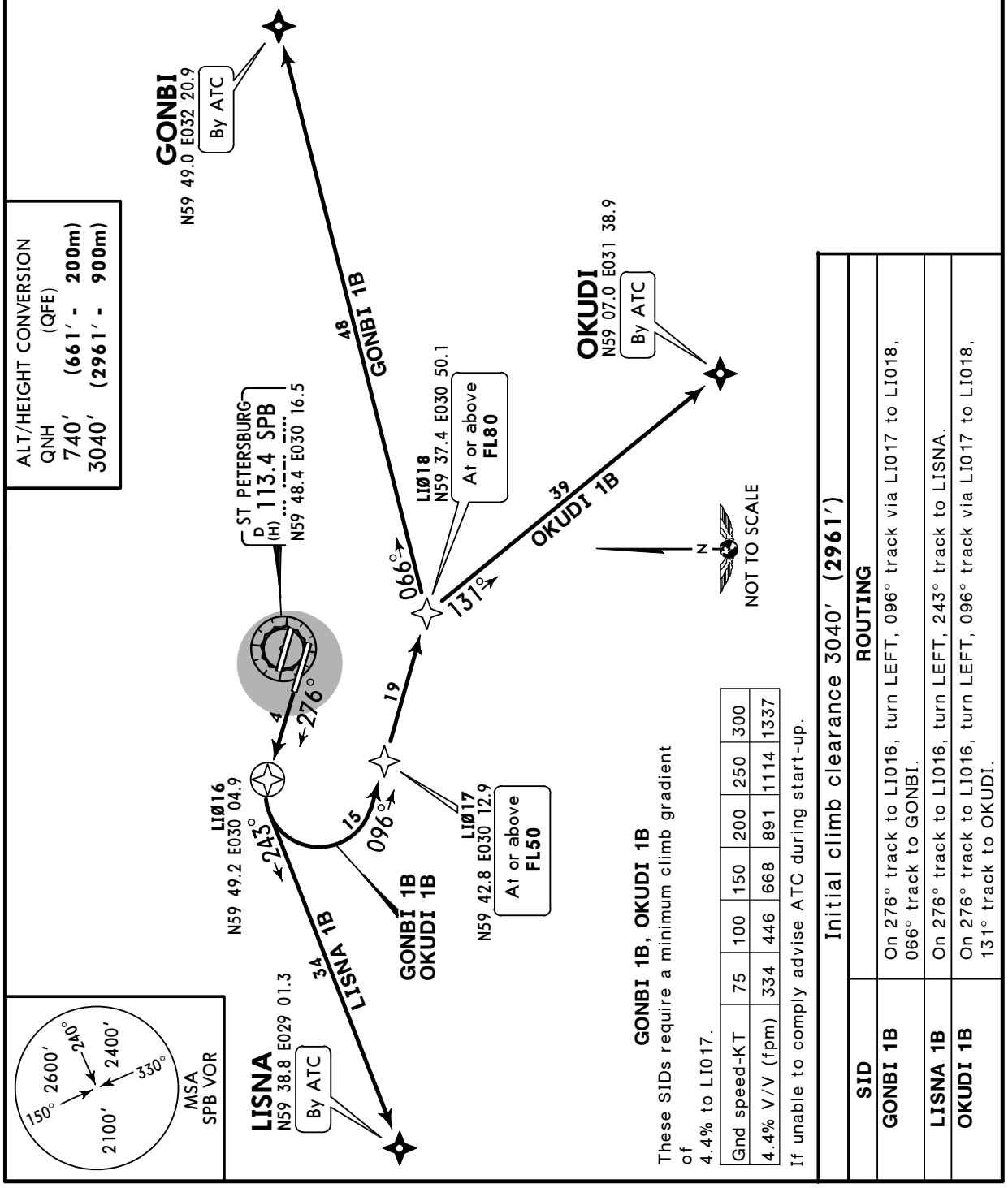
ULLI/LED
PULKOVO

PULKOVO Krug 120.3	Apt Elev 79′

QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above
FL70 if pressure is less than 706 MM (941.3 hPa)
Trans alt: 3040′ **(2961′)**
1. When crossing 740′ (661′) contact PULKOVO Krug.
2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages.
3. If following RNAV SIDs are not possible, report to ground controller and request RADAR vectoring for departure.

GONBI 1 BRAVO (GONBI 1B) [GONB1B]
LISNA 1 BRAVO (LISNA 1B) [LISN1B]
OKUDI 1 BRAVO (OKUDI 1B) [OKUD1B]
RWY 28L RNAV DEPARTURES
RNAV (GNSS)

SPEED: MAX 270 KT BELOW FL100



Initial climb clearance 3040′ **(2961′)**

SID	ROUTING
GONBI 1B	On 276° track to LI016, turn LEFT, 096° track via LI017 to LI018, 066° track to GONBI.
LISNA 1B	On 276° track to LI016, turn LEFT, 243° track to LISNA.
OKUDI 1B	On 276° track to LI016, turn LEFT, 096° track via LI017 to LI018, 131° track to OKUDI.

CHANGES: Radial/track update.

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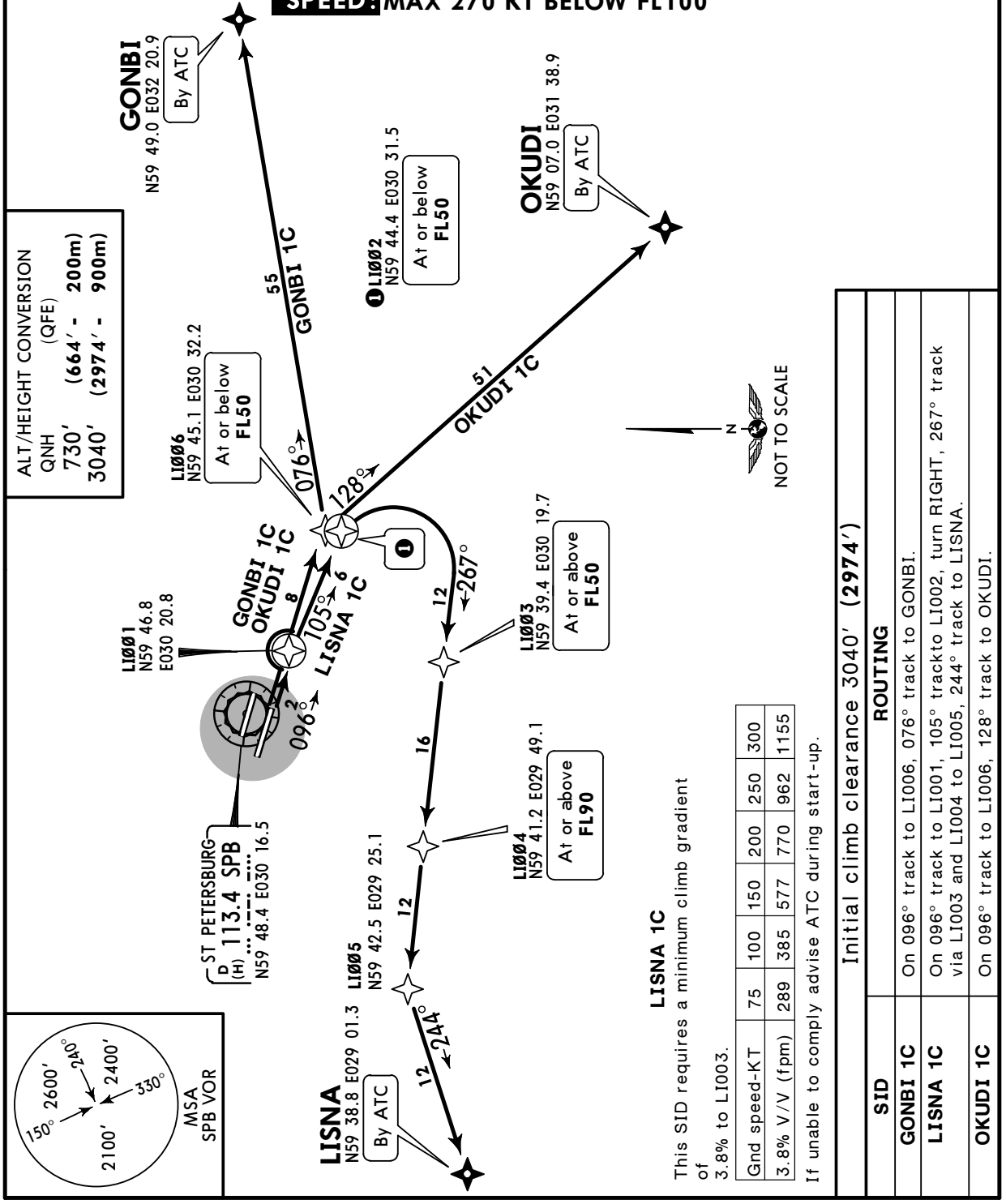
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PULKOVO

PULKOVO Krug 120.3	Apt Elev 79′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ **(2974′)** 1. When crossing 730′ (664′) contact PULKOVO Krug. 2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages. 3. If following RNAV SIDs are not possible, report to ground controller and request RADAR vectoring for departure.

GONBI 1 CHARLIE (GONBI 1C) [GONB1C]
LISNA 1 CHARLIE (LISNA 1C) [LISN1C]
OKUDI 1 CHARLIE (OKUDI 1C) [OKUD1C]
RWY 10R RNAV DEPARTURES
RNAV (GNSS)

SPEED: MAX 270 KT BELOW FL100



LISNA 1C

This SID requires a minimum climb gradient of 3.8% to LI003.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1155

If unable to comply advise ATC during start-up.

Initial climb clearance 3040′ (2974′)

SID	ROUTING
GONBI 1C	On 096° track to LI006, 076° track to GONBI.
LISNA 1C	On 096° track to LI001, 105° trackto LI002, turn RIGHT, 267° track via LI003 and LI004 to LI005, 244° track to LISNA.
OKUDI 1C	On 096° track to LI006, 128° track to OKUDI.

CHANGES: SIDs GONBI & OKUDI 1C revised.

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PULKOVO

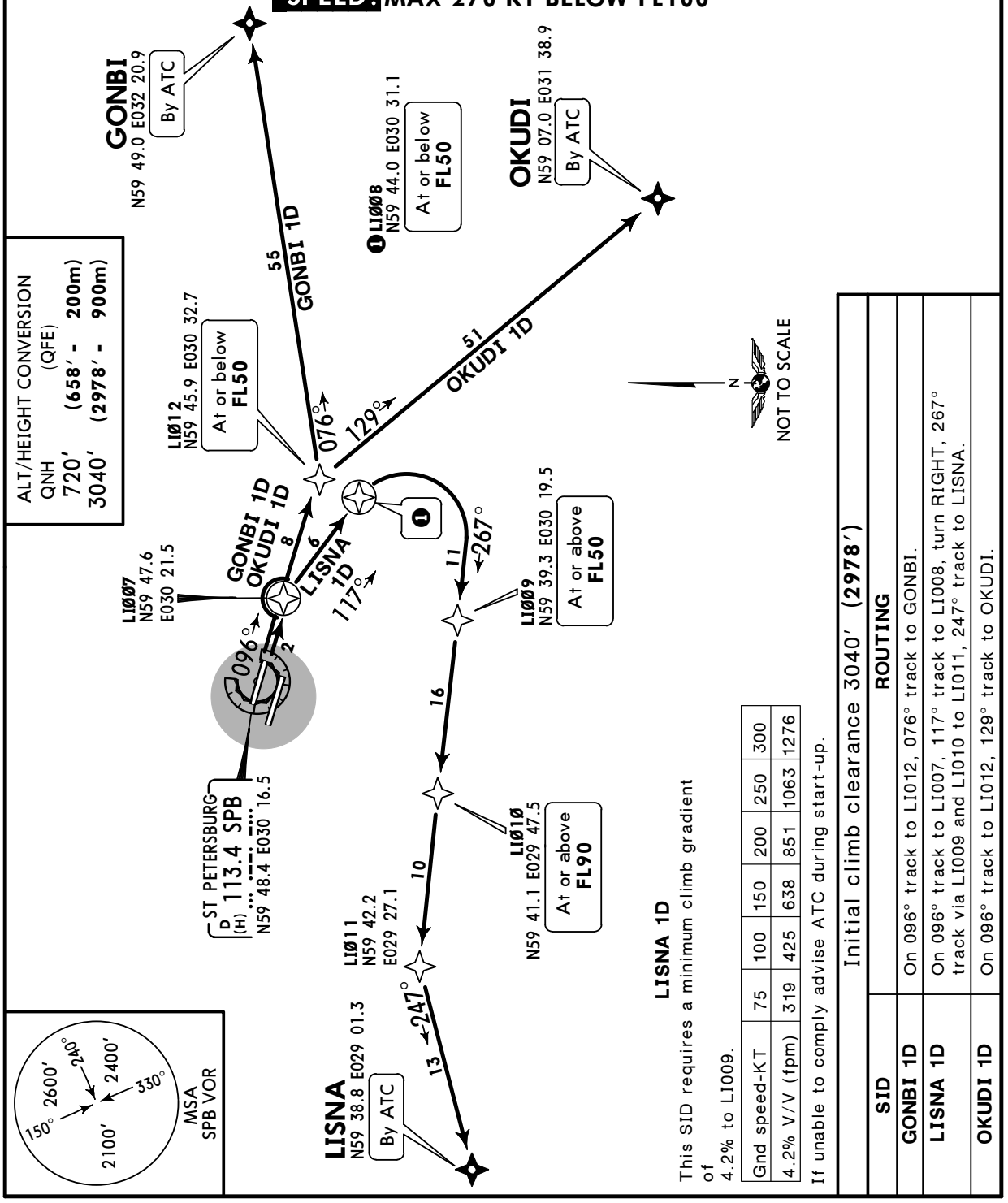
ST PETERSBURG, RUSSIA
RNAV SID

PULKOVO Krug	Apt Elev
120.3	79′

QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above
FL70 if pressure is less than 706 MM (941.3 hPa)
Trans alt: 3040′ **(2978′)**
1. When crossing 720′ (658′) contact PULKOVO Krug.
2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages.
3. If following RNAV SIDs are not possible, report to ground controller and request RADAR vectoring for departure.

GONBI 1 DELTA (GONBI 1D) [GONB1D]
LISNA 1 DELTA (LISNA 1D) [LISN1D]
OKUDI 1 DELTA (OKUDI 1D) [OKUD1D]
RWY 10L RNAV DEPARTURES
RNAV (GNSS)

SPEED: MAX 270 KT BELOW FL100



LISNA 1D
This SID requires a minimum climb gradient of 4.2% to LI009.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

If unable to comply advise ATC during start-up.

Initial climb clearance 3040′ **(2978′)**

SID	ROUTING
GONBI 1D	On 096° track to LI012, 076° track to GONBI.
LISNA 1D	On 096° track to LI007, 117° track to LI008, turn RIGHT, 267° track via LI009 and LI010 to LI011, 247° track to LISNA.
OKUDI 1D	On 096° track to LI012, 129° track to OKUDI.

CHANGES: SIDs GONBI & OKUDI 1D revised.

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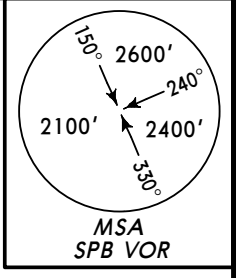
ST PETERSBURG, RUSSIA

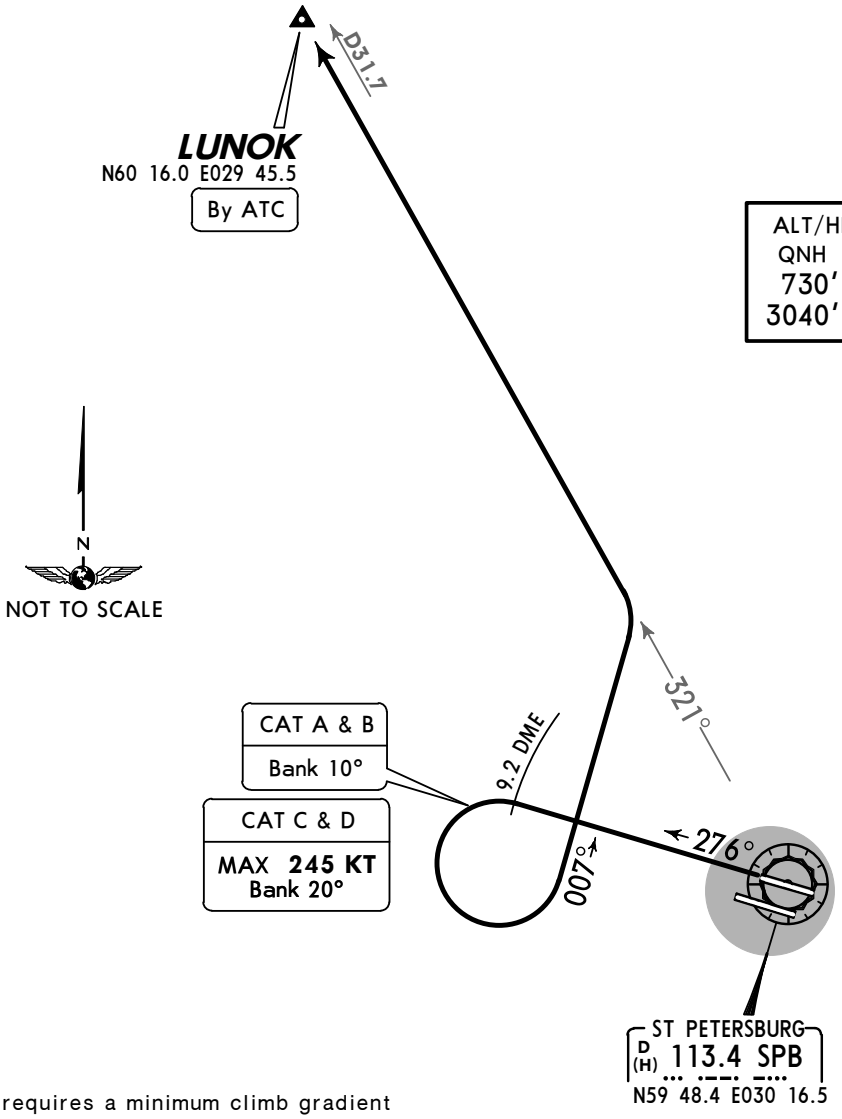
SID

PULKOVO Krug 120.3	*Apt Elev* 79′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2974′)*** 1. When crossing 730′ ***(664′)*** contact PULKOVO Krug. 2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages. 3. If following SIDs are not possible, report to ground controller and get alternative instructions for maneuvering after departure.

LUNOK 1 KILO (LUNOK 1K) *[LUNO1K]*
RWY 28R DEPARTURE

SPEED: MAX 270 KT BELOW FL100





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
730′	***(664′ - 200m)***
3040′	***(2974′ - 900m)***

This SID requires a minimum climb gradient of
5.6% up to SPB R-321 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

If unable to comply advise ATC during start-up.

Initial climb clearance 3040′ ***(2974′)***

ROUTING

On 276° track to SPB 9.2 DME, turn LEFT, 007° track, turn LEFT, intercept SPB R-321 to LUNOK.

CHANGES: Track update.

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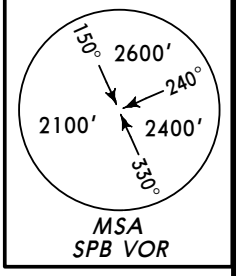
ULLI/LED
PULKOVO

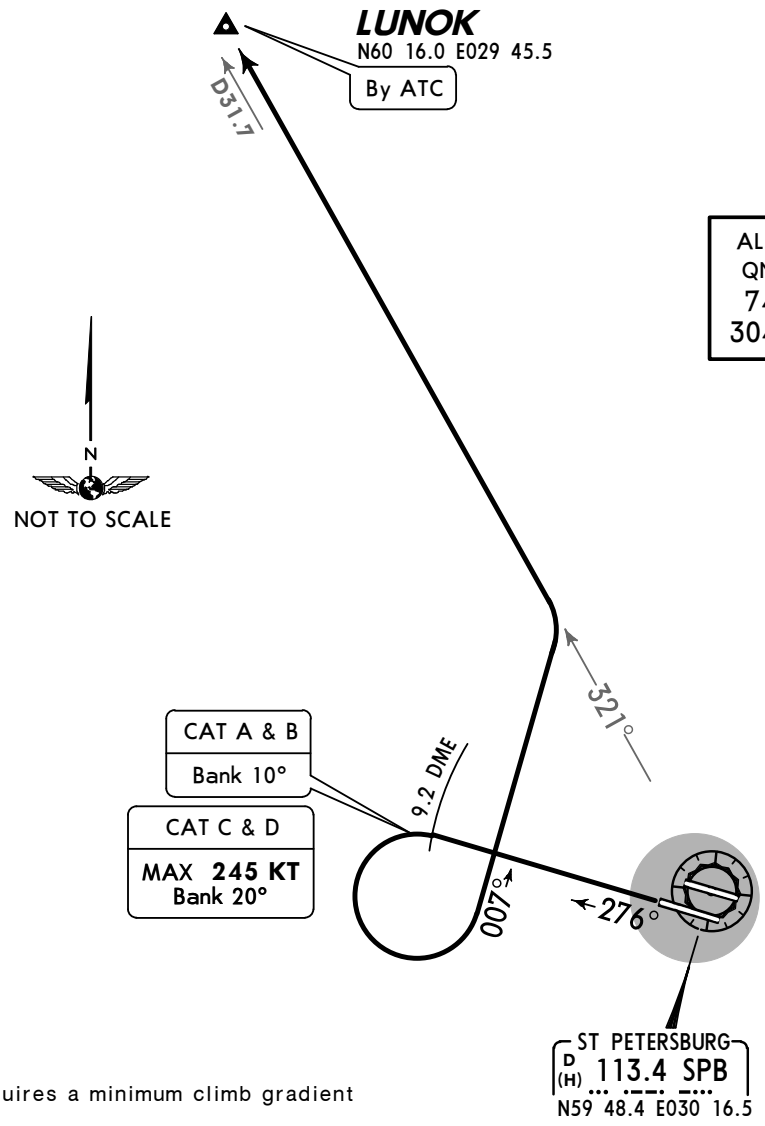
ST PETERSBURG, RUSSIA

SID

PULKOVO Krug 120.3	Apt Elev 79′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2961′)*** 1. When crossing 740′ ***(661′)*** contact PULKOVO Krug. 2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages. 3. If following SID is not possible, report to ground controller and get alternative instructions for maneuvering after departure.

LUNOK 1 LIMA (LUNOK 1L) *[LUNO1L]*
RWY 28L DEPARTURE
SPEED: MAX 270 KT BELOW FL100





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
740′	***(661′ - 200m)***
3040′	***(2961′ - 900m)***

This SID requires a minimum climb gradient of
5.6% up to SPB R-321 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

If unable to comply advise ATC during start-up.

Initial climb clearance 3040′ ***(2961′)***

ROUTING

On 276° track to SPB 9.2 DME, turn LEFT, 007° track, turn LEFT, intercept SPB R-321 to LUNOK.

CHANGES: Track update.

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ULLI/LED
PULKOVO

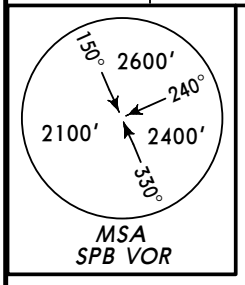
ST PETERSBURG, RUSSIA

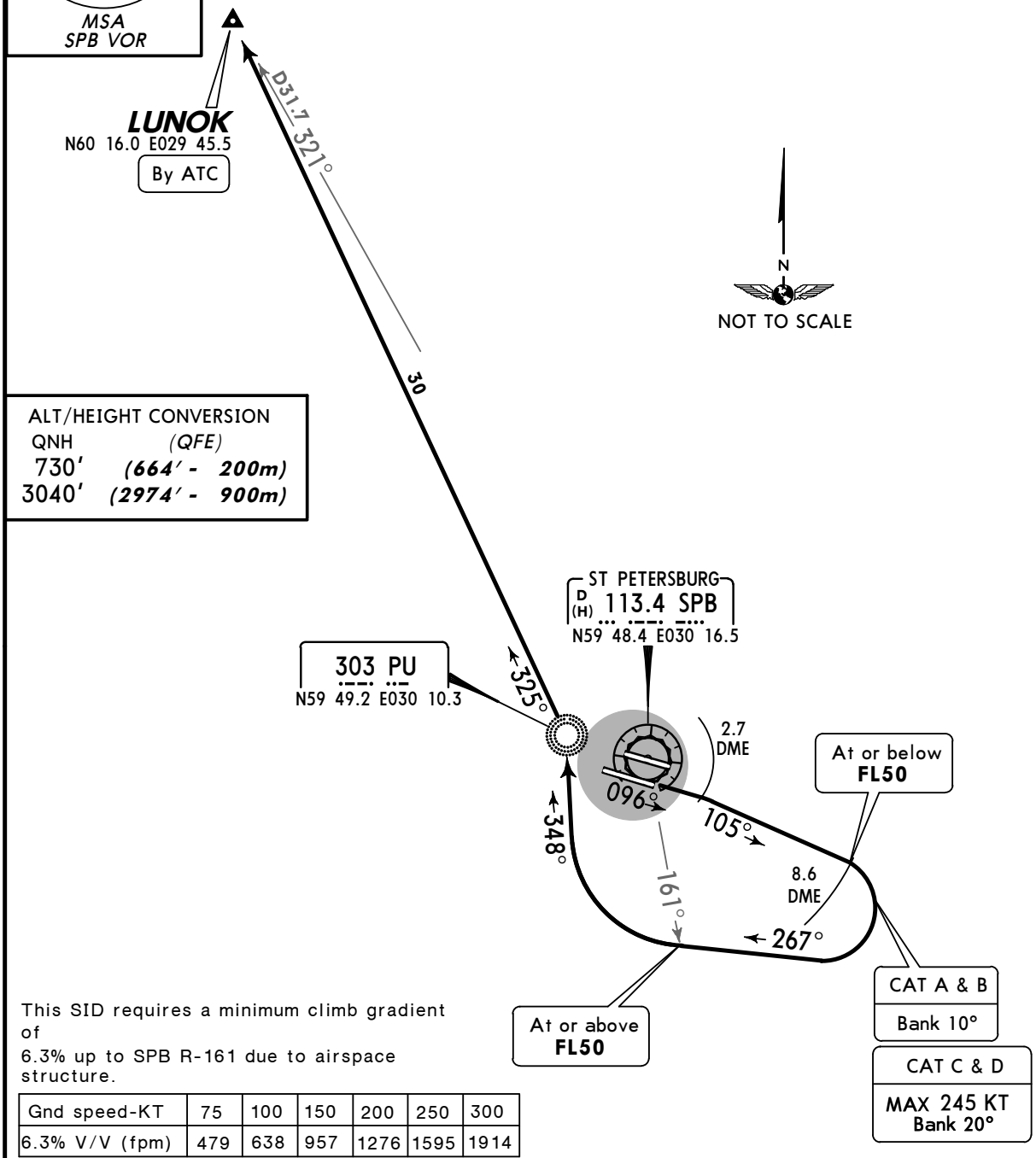
SID

PULKOVO Krug 120.3	*Apt Elev* 79′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2974′)*** 1. When crossing 730′ (664′) contact PULKOVO Krug. 2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages. 3. If following SID is not possible, report to ground controller and get alternative instructions for maneuvering after departure.

LUNOK 1 MIKE (LUNOK 1M) *[LUNO1M]*
RWY 10R DEPARTURE

SPEED: MAX 270 KT BELOW FL100





This SID requires a minimum climb gradient of
6.3% up to SPB R-161 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	479	638	957	1276	1595	1914

If unable to comply advise ATC during start-up.

Initial climb clearance 3040′ ***(2974′)***

ROUTING

On 096° track to SPB 2.7 DME, 105° track to SPB 8.6 DME, turn RIGHT, 267° track, after crossing SPB R-161 turn RIGHT to PU, 325° bearing to LUNOK.

CHANGES: Track update.

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ULLI/LED
PULKOVO

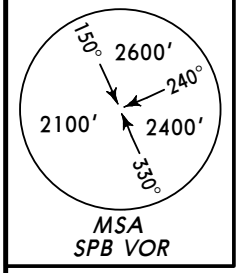
ST PETERSBURG, RUSSIA

SID

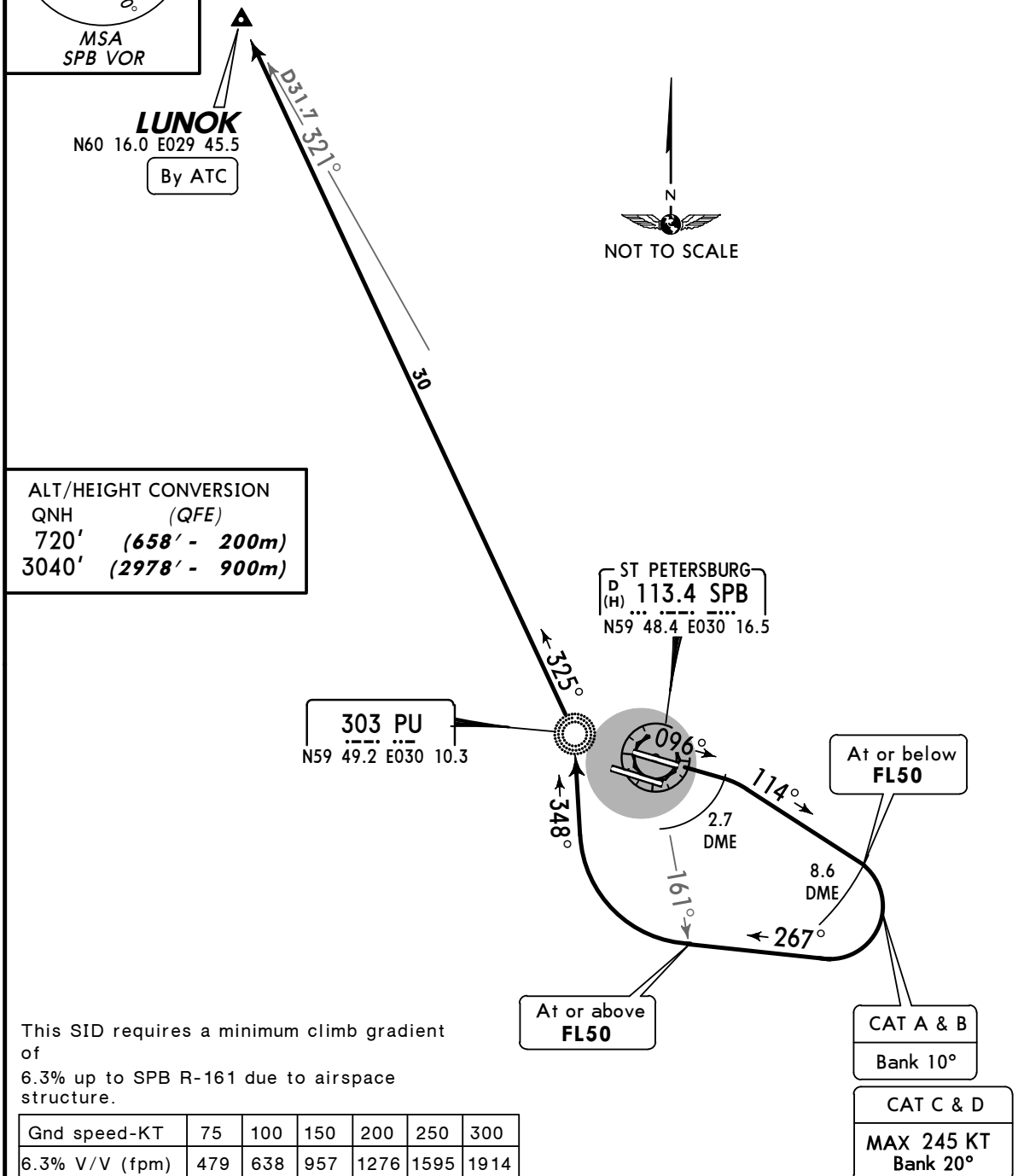
PULKOVO Krug 120.3	Apt Elev 79′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2978′)*** 1. When crossing 720′ (658′) contact PULKOVO Krug. 2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages. 3. If following SID is not possible, report to ground controller and get alternative instructions for maneuvering after departure.

LUNOK 1 NOVEMBER (LUNOK 1N) *[LUNO1N]*
RWY 10L DEPARTURE

SPEED: MAX 270 KT BELOW FL100



MSA
SPB VOR



ALT/HEIGHT CONVERSION

QNH	(QFE)
720′	***(658′ - 200m)***
3040′	***(2978′ - 900m)***

This SID requires a minimum climb gradient of
6.3% up to SPB R-161 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	479	638	957	1276	1595	1914

If unable to comply advise ATC during start-up.

CAT A & B
Bank 10°

CAT C & D
MAX 245 KT
Bank 20°

Initial climb clearance 3040′ ***(2978′)***

ROUTING

On 096° track to SPB 2.7 DME, 114° track to SPB 8.6 DME, turn RIGHT, 267° track, after crossing SPB R-161 turn RIGHT to PU, 325° bearing to LUNOK.

CHANGES: Track update.

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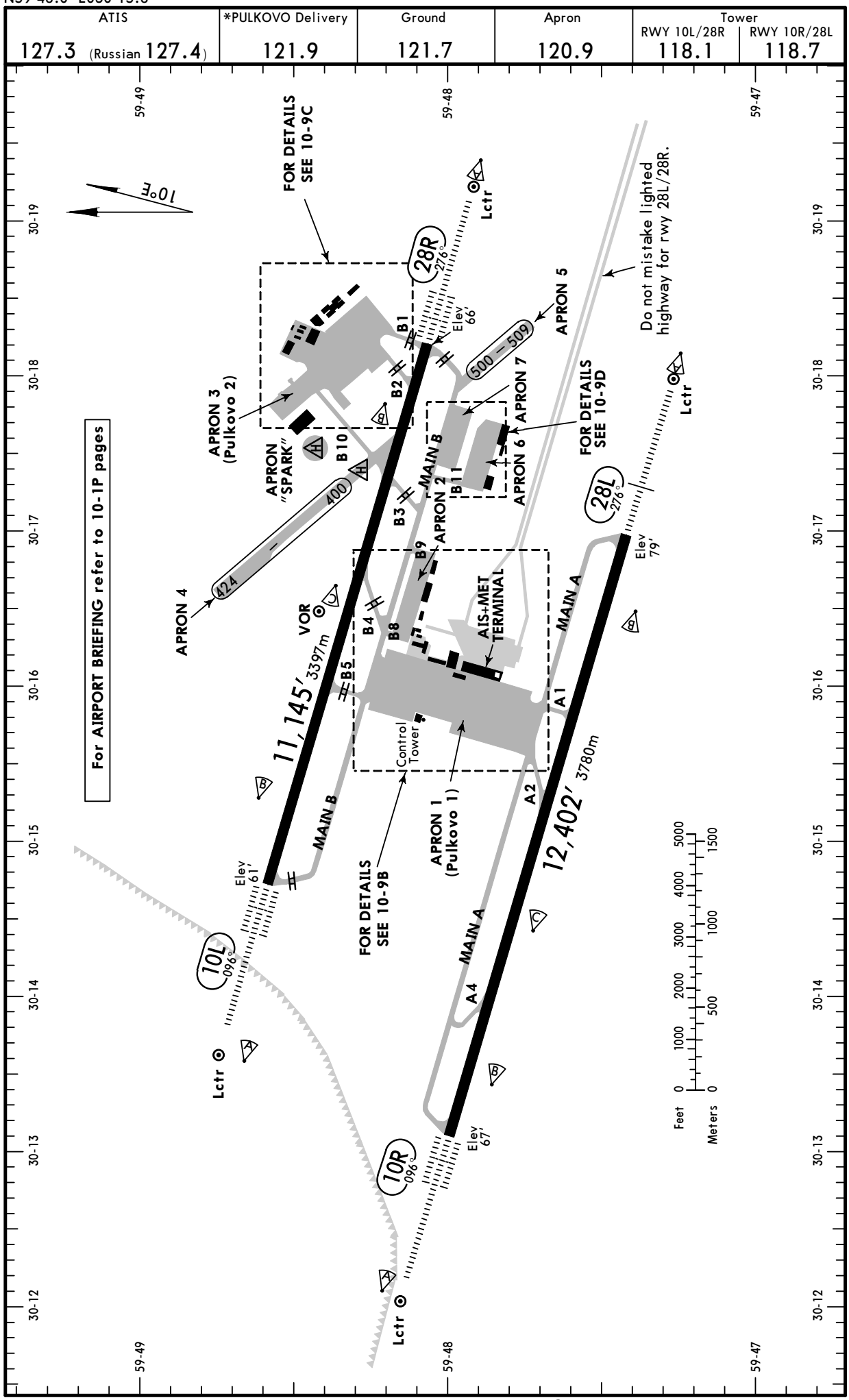
ULLI/LED

Apt Elev 79′
N59 48.0 E030 15.8

JEPPESEN ST PETERSBURG, RUSSIA
PULKOVO

20 MAR 15 (10-9) Eff 2 Apr

ATIS	*PULKOVO Delivery	Ground	Apron	Tower	
				RWY 10L/28R	RWY 10R/28L
127.3 (Russian 127.4)	121.9	121.7	120.9	118.1	118.7



CHANGES: Communications. Apron 1.

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ULLI/LED

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
10L	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) RVR		10,112′ 3082m	❷	197′ 60m
28R	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) ❶ RVR				

❶ HST-B4
❷ TAKE-OFF RUN AVAILABLE
RWY 10L: From rwy head 11,145′(3397m)
twy B5 int 7113′(2168m)
twy B4 int 4843′(1476m)

RWY 28R: From rwy head 11,145′(3397m)
twy B2 int 10,413′(3174m)
twy B3 int 8379′(2554m)
twy B4 int 6496′(1980m)
twy B5 int 4134′(1260m)

10R	HIRL (60m) CL (15m) HIALS-II TDZ ❸ ❹ RVR		11,430′ 3484m	❻	197′ 60m
28L	HIRL (60m) CL (15m) HIALS PAPI-L (3.0°) ❺ RVR		11,248′ 3428m		

❸ PAPI-L (3.0°)
❹ HST-A2 (with HSTIL)
❺ HST-A4 (with HSTIL)
❻ TAKE-OFF RUN AVAILABLE
RWY 10R: From rwy head 12,402′(3780m)
twy A4 int 9892′(3015m)
twy A1 int 3776′(1151m)

RWY 28L: From rwy head 12,402′(3780m)
twy A1 int 8698′(2651m)
twy A2 int 7096′(2163m)

TAKE-OFF

	AIR CARRIER All Rwys LVP must be in force			AIR CARRIER (FAR 121) All Rwys		
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL		CL & RCLM any RVR out, other two req.	Adequate Vis Ref
A	200m (150m)	250m	400m	2 Eng	TDZ RVR 175m Mid RVR 175m Roll out RVR 175m	RVR 500m VIS 400m
B						
C				3 & 4 Eng		
D	250m (200m)	300m				

CHANGES: None.

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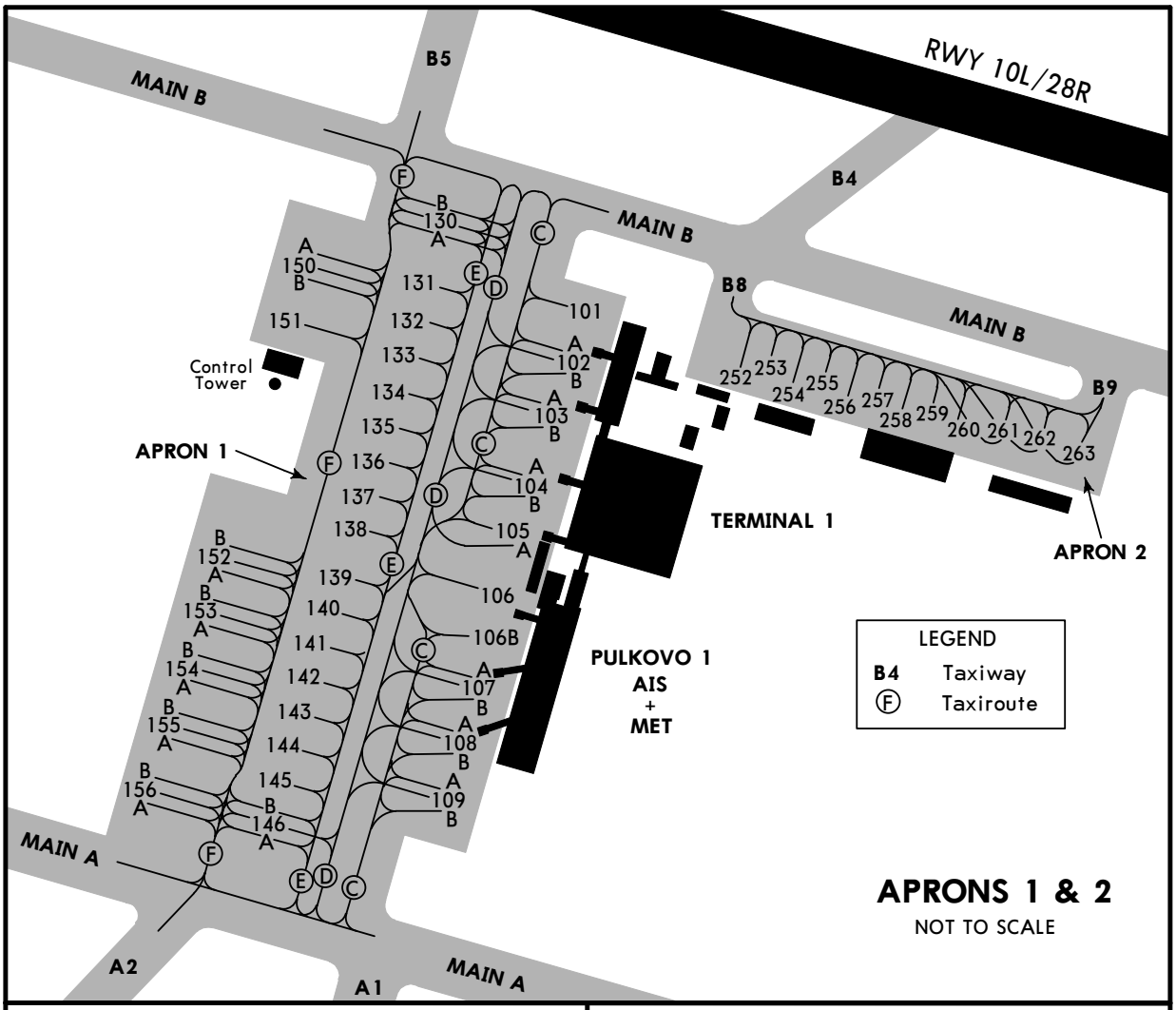
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JEPPESEN ST PETERSBURG, RUSSIA

20 MAR 15 (10-9B) Eff 2 Apr

PULKOVO



INS COORDINATES	
STAND No.	**COORDINATES**
252 thru 254	N59 48.1 E030 16.4
255, 256	N59 48.1 E030 16.5
257, 258	N59 48.1 E030 16.6
259 thru 261	N59 48.1 E030 16.7
262, 263	N59 48.1 E030 16.8

CHANGES: Stands. Coords.

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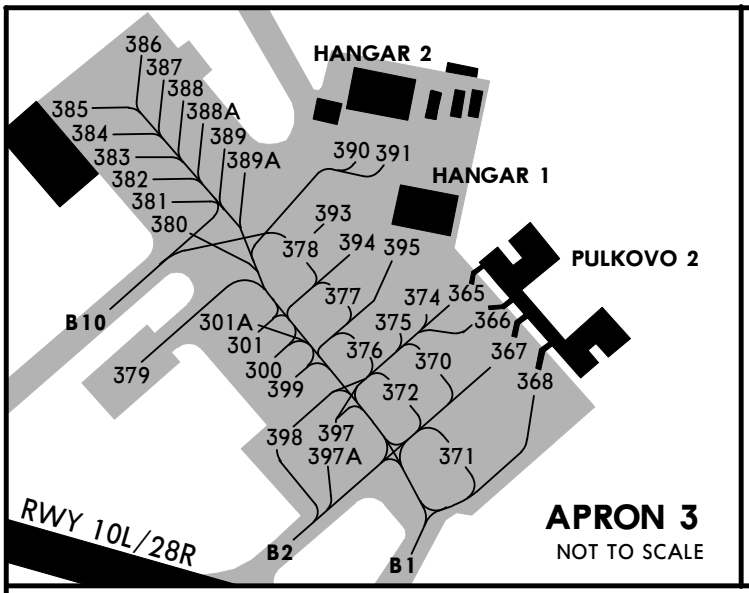
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ULLI/LED

JEPPESEN ST PETERSBURG, RUSSIA

20 MAR 15 (10-9C) Eff 2 Apr

PULKOVO



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
300	N59 48.3 E030 18.0	399	N59 48.3 E030 18.0
301, 301A	N59 48.3 E030 17.9	400 thru 403	N59 48.4 E030 17.2
365	N59 48.4 E030 18.4	404	N59 48.4 E030 17.1
366 thru 368	N59 48.3 E030 18.4	405 thru 407	N59 48.5 E030 17.1
370	N59 48.3 E030 18.3	408 thru 411	N59 48.5 E030 17.0
371	N59 48.2 E030 18.3	411A thru 414	N59 48.6 E030 16.9
372	N59 48.3 E030 18.2	415 thru 417	N59 48.6 E030 16.8
374	N59 48.3 E030 18.3	418	N59 48.7 E030 16.8
375, 376	N59 48.3 E030 18.2	419 thru 422	N59 48.7 E030 16.7
377	N59 48.4 E030 18.1	423, 424	N59 48.7 E030 16.6
378	N59 48.4 E030 18.0	500	N59 47.9 E030 18.0
379	N59 48.4 E030 17.9	501, 502	N59 47.9 E030 18.1
380, 381	N59 48.5 E030 17.9	503	N59 47.8 E030 18.1
382 thru 387	N59 48.5 E030 17.8	504 thru 507	N59 47.8 E030 18.2
388 thru 389A	N59 48.5 E030 17.9	508	N59 47.8 E030 18.3
390	N59 48.5 E030 18.1	509	N59 47.7 E030 18.3
391	N59 48.5 E030 18.2		
393	N59 48.4 E030 18.1		
394, 395	N59 48.4 E030 18.2		
397 thru 398	N59 48.2 E030 18.1		

CHANGES: None.

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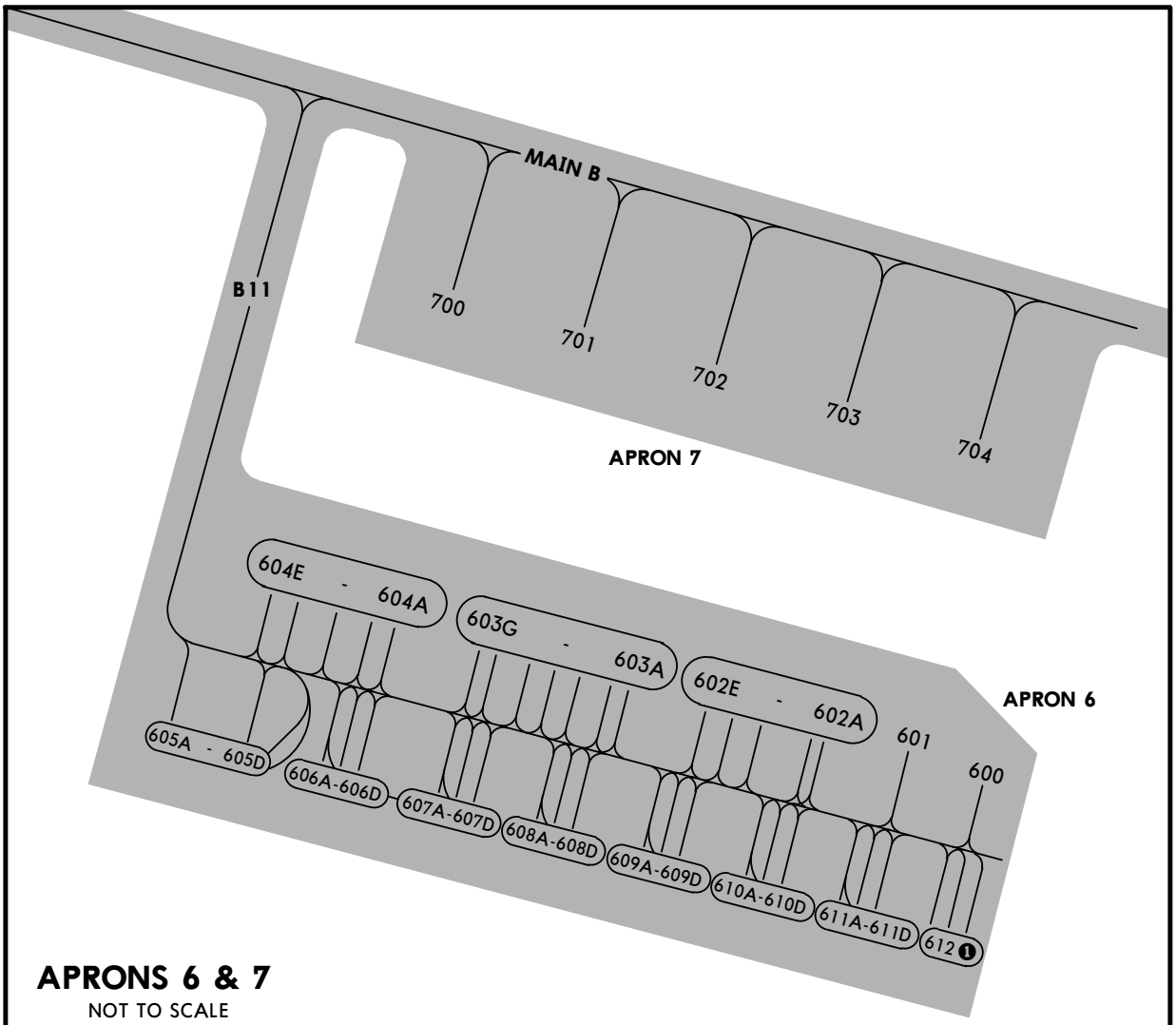
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JEPPESEN ST PETERSBURG, RUSSIA

13 JUN 14 (10-9D) Eff 26 Jun

PULKOVO



APRONS 6 & 7

NOT TO SCALE

❶ A, B & D

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
600	N59 47.9 E030 17.7	701	N59 48.0 E030 17.5
601 thru 602D	N59 47.9 E030 17.6	702	N59 47.9 E030 17.6
602E thru 603E	N59 47.9 E030 17.5	703, 704	N59 47.9 E030 17.7
603F thru 604D	N59 47.9 E030 17.4		
604E thru 605D	N59 47.9 E030 17.3		
606A thru 607D	N59 47.9 E030 17.4		
608A thru 609D	N59 47.9 E030 17.5		
610A thru 611D	N59 47.9 E030 17.6		
612A thru 612D	N59 47.8 E030 17.7		
700	N59 48.0 E030 17.4		

CHANGES: Coords added.

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ULLI/LED

Standard

ST PETERSBURG, RUSSIA
PULKOVO

STRAIGHT-IN RWY		A	B	C	D
10L ❶	CAT 3A ILS	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**
	CAT 2 ILS	**162′**(100′)	**162′**(100′)	**162′**(100′)	**162′**(100′)
		RA104′R300m	**RA104′R300m**	**RA104′R300m**	**RA104′R300m**
	ILS	**262′**(200′)	**262′**(200′)	**262′**(200′)	**262′**(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❷	**480′**(418′)	**480′**(418′)	**480′**(418′)	**480′**(418′)
		R1200m	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	2 NDB ❷	**430′**(368′)	**430′**(368′)	**430′**(368′)	**430′**(368′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	PU NDB ❷	**490′**(428′)	**490′**(428′)	**490′**(428′)	**490′**(428′)
		R1300m	**R1300m**	**R1300m**	**R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
10R ❶	CAT 2 ILS	**166′**(100′)	**166′**(100′)	**166′**(100′)	**166′**(100′)
		RA105′R300m	**RA105′R300m**	**RA105′R300m**	**RA105′R300m**
	ILS	**266′**(200′)	**266′**(200′)	**266′**(200′)	**266′**(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❷	**460′**(394′)	**460′**(394′)	**460′**(394′)	**460′**(394′)
		R1100m	**R1100m**	**R1100m**	**R1100m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	PK NDB ❷	**580′**(514′)	**580′**(514′)	**580′**(514′)	**580′**(514′)
		R1500m	**R1500m**	**R1600m**	**R1600m**
	ALS out	R1500m	R1500m	C2400m	C2400m
28L ❶	ILS	**279′**(200′)	**279′**(200′)	**279′**(200′)	**279′**(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❷	**420′**(341′)	**420′**(341′)	**420′**(341′)	**420′**(341′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	PO NDB ❷	**590′**(511′)	**590′**(511′)	**590′**(511′)	**590′**(511′)
		R1500m	**R1500m**	**R1600m**	**R1600m**
	ALS out	R1500m	R1500m	C2400m	C2400m

❶ Missed apch climb gradient MIM 5.0%.
❷ Continuous Descent Final Approach.

CHANGES: Note added.

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ULLI/LED

Standard

ST PETERSBURG, RUSSIA
PULKOVO

STRAIGHT-IN RWY		A	B	C	D
28R ❶	CAT 3A ILS	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**
	CAT 2 ILS	**166′**(100′) **RA104′R300m**	**166′**(100′) **RA104′R300m**	**166′**(100′) **RA104′R300m**	**166′**(100′) **RA104′R300m**
	ILS	**266′**(200′)	**266′**(200′)	**266′**(200′)	**266′**(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❷	**500′**(434′) **R1300m**	**500′**(434′) **R1300m**	**500′**(434′) **R1300m**	**500′**(434′) **R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB ❷	**480′**(414′) **R1200m**	**480′**(414′) **R1200m**	**480′**(414′) **R1200m**	**480′**(414′) **R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	PL NDB ❷	**540′**(474′) **R1500m**	**540′**(474′) **R1500m**	**540′**(474′) **R1500m**	**540′**(474′) **R1500m**
	ALS out	R1500m	R1500m	C2200m	C2200m

❶ Missed apch climb gradient MIM 5.0%.
❷ Continuous Descent Final Approach.

TAKE-OFF RWY 10L/R, 28L/R

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

CHANGES: Note added.

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ULLI/LED PULKOVO

JEPPESEN 15 MAY 15 Eff 28 May (11-1)

ST PETERSBURG, RUSSIA ILS Rwy 10L

MISSED APCH CLIMB GRAD MIM 5.0%

BRIEFING STRIP™

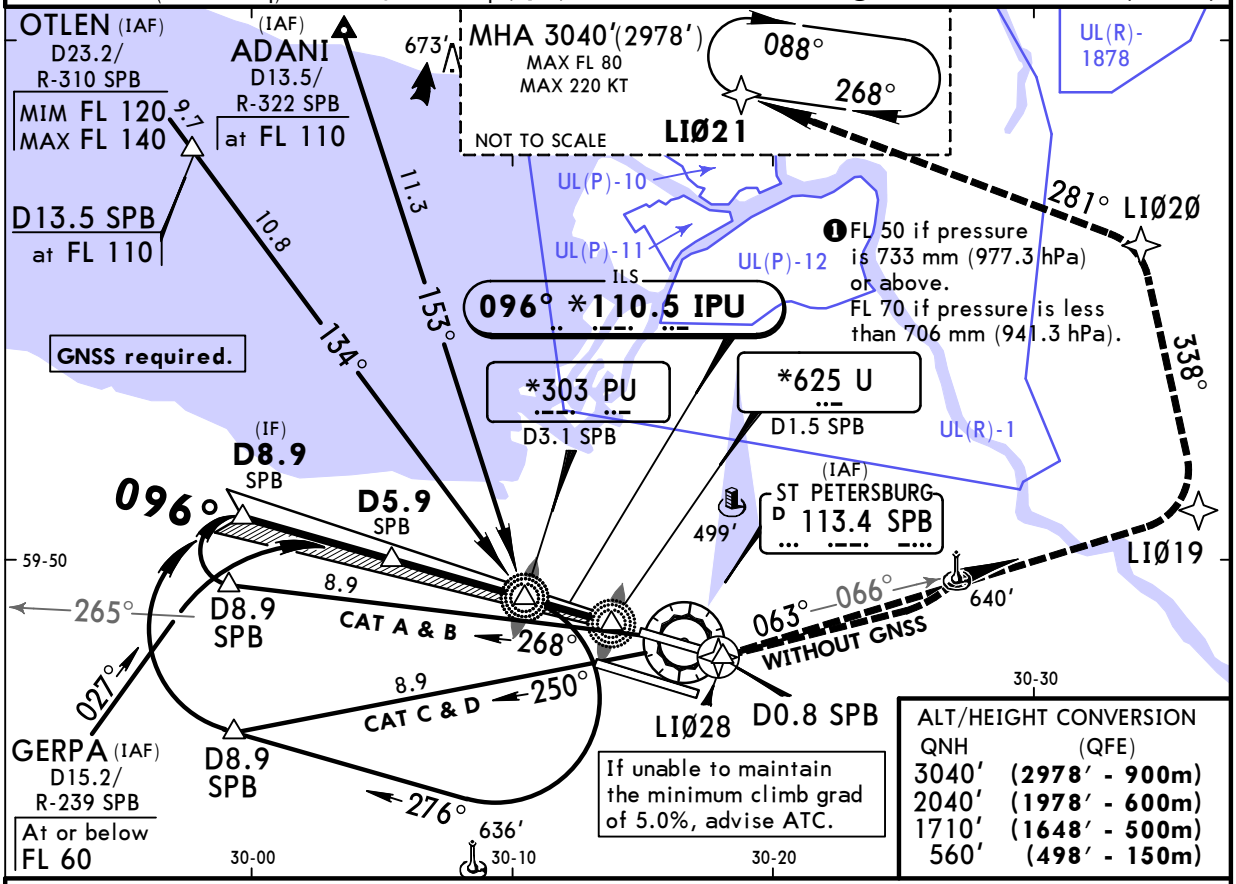
ATIS (Russian)	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)	1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	119.3	125.2	119.3	120.3	118.1	121.7

LOC IPU	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
*110.5	096°	866′(804′)	262′(200′)	79′ / 62′

MISSED APCH: Proceed to LIØ28, climbing to 3040′ (2978′). Pass LIØ28 at 560′ (498′) or above, then proceed to LIØ19 (MIM bank angle 20°), LIØ2Ø at 3040′ (2978′) or above and LIØ21, then as directed.
WITHOUT GNSS: Proceed on 096°, climbing to 3040′ (2978′). At D0.8 after SPB turn LEFT onto R-066 not below 560′ (498′), then as directed.

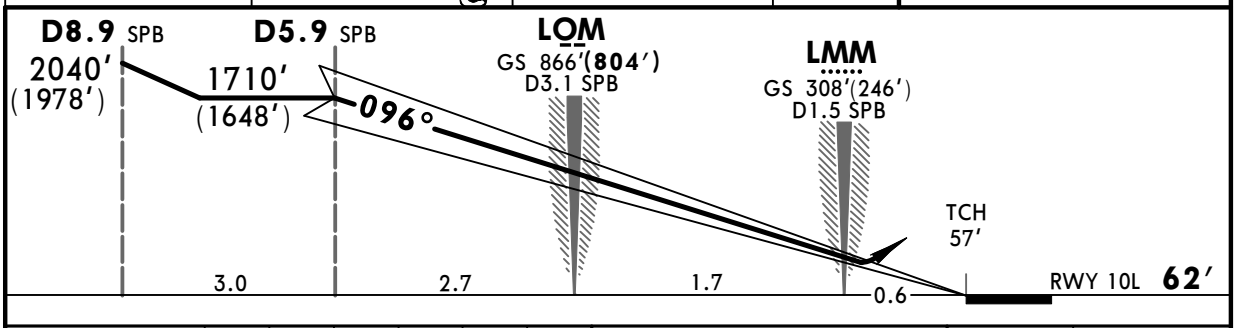
MSA SPB VOR
150° 2600′ 240° 2100′ 2400′ 330°

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 60 ❶ | Trans alt: 3040′ (2978′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3040′	(2978′ - 900m)
2040′	(1978′ - 600m)
1710′	(1648′ - 500m)
560′	(498′ - 150m)



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

HIALS-II
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 10L

ILS Missed apch climb gradient mim 5.0% DA(H) 262′(200′)			LOC (GS out)
FULL	TDZ or CL out	ALS out	
A RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH
B			
C			
D			

PANS OPS

CHANGES: Arrivals.

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ULLI/LED PULKOVO

JEPPESEN 15 MAY 15 Eff 28 May (11-1A)

ST PETERSBURG, RUSSIA
❶ CAT II ILS Rwy 10L

BRIEFING STRIP ™

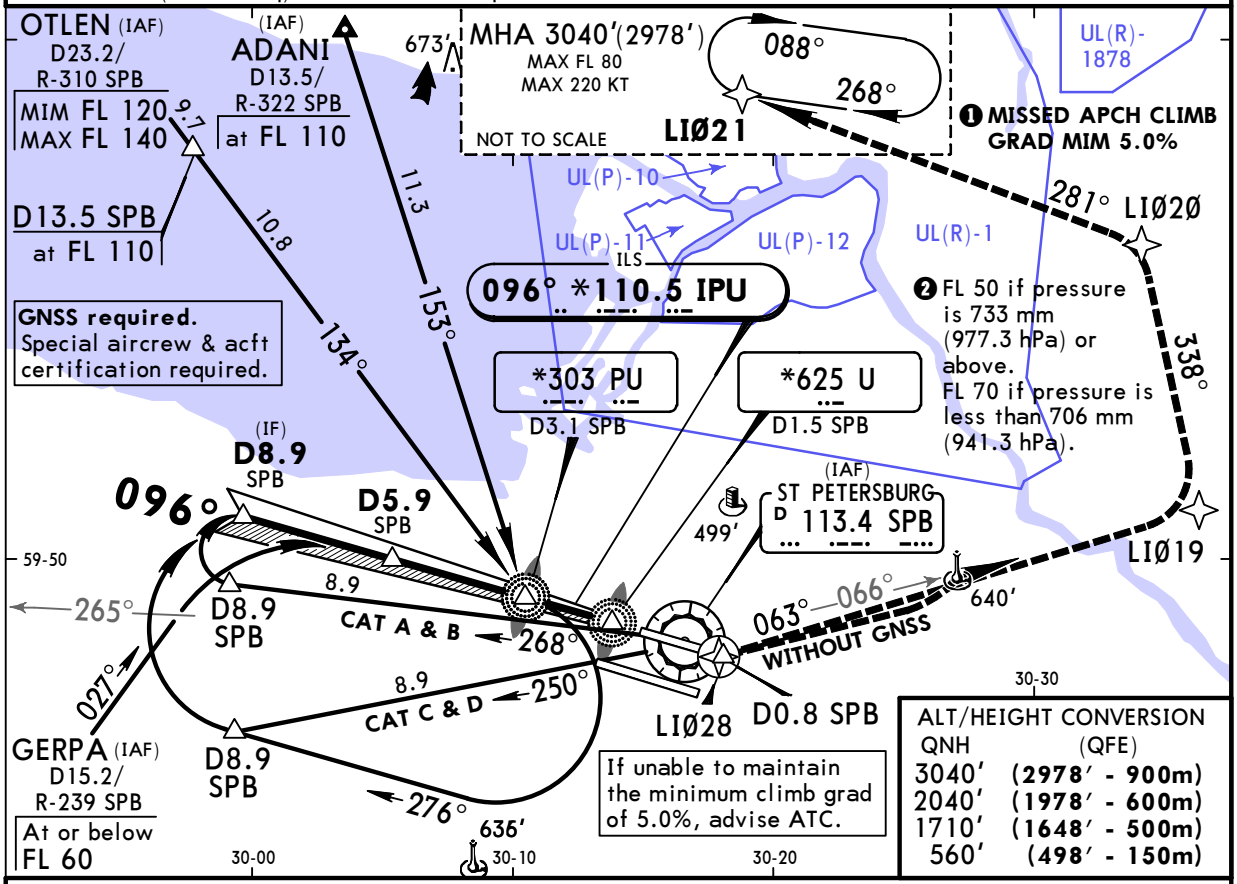
ATIS (Russian)	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)		1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	119.3	125.2	119.3	120.3	118.1	121.7

LOC IPU	Final Apch Crs	GS LOM	CAT II ILS RA 104′ DA(H) 162′(100′)	Apt Elev 79′ RWY 62′
*110.5	096°	866′(804′)		

MISSED APCH: Proceed to LIØ28, climbing to 3040′ (2978′). Pass LIØ28 at 560′(498′) or above, then proceed to LIØ19 (MIM bank angle 20°), LIØ2Ø at 3040′ (2978′) or above and LIØ21, then as directed.
WITHOUT GNSS: Proceed on 096°, climbing to 3040′ (2978′). At D0.8 after SPB turn LEFT onto R-066 not below 560′ (498′), then as directed.

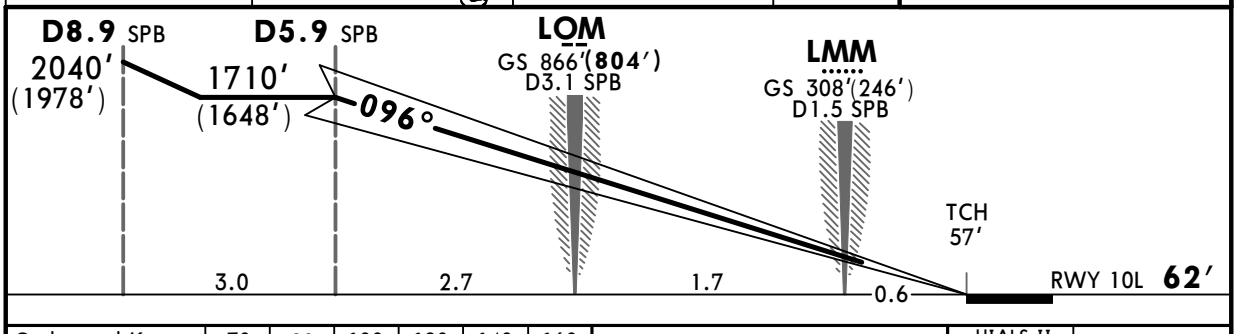
MSA SPB VOR: 150° 2600′, 240° 2400′, 330° 2100′

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 60 ❷ | Trans alt: 3040′(2978′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3040′	(2978′ - 900m)
2040′	(1978′ - 600m)
1710′	(1648′ - 500m)
560′	(498′ - 150m)



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

HIALS-II
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 10L
CAT II ILS
Missed apch climb gradient mim 5.0%

RA 104′
DA(H) 162′(100′)

RVR 300m

PANS OPS

CHANGES: Arrivals.

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ULLI/LED PULKOVO

JEPPESEN 15 MAY 15 Eff 28 May (11-2)

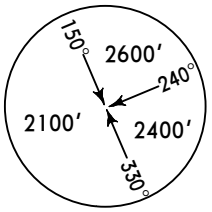
ST PETERSBURG, RUSSIA
❶ ILS DME Z/Y Rwy 10R

ATIS (Russian)	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)		1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	119.3	125.2	119.3	120.3	118.7	121.7

BRIEFING STRIP™

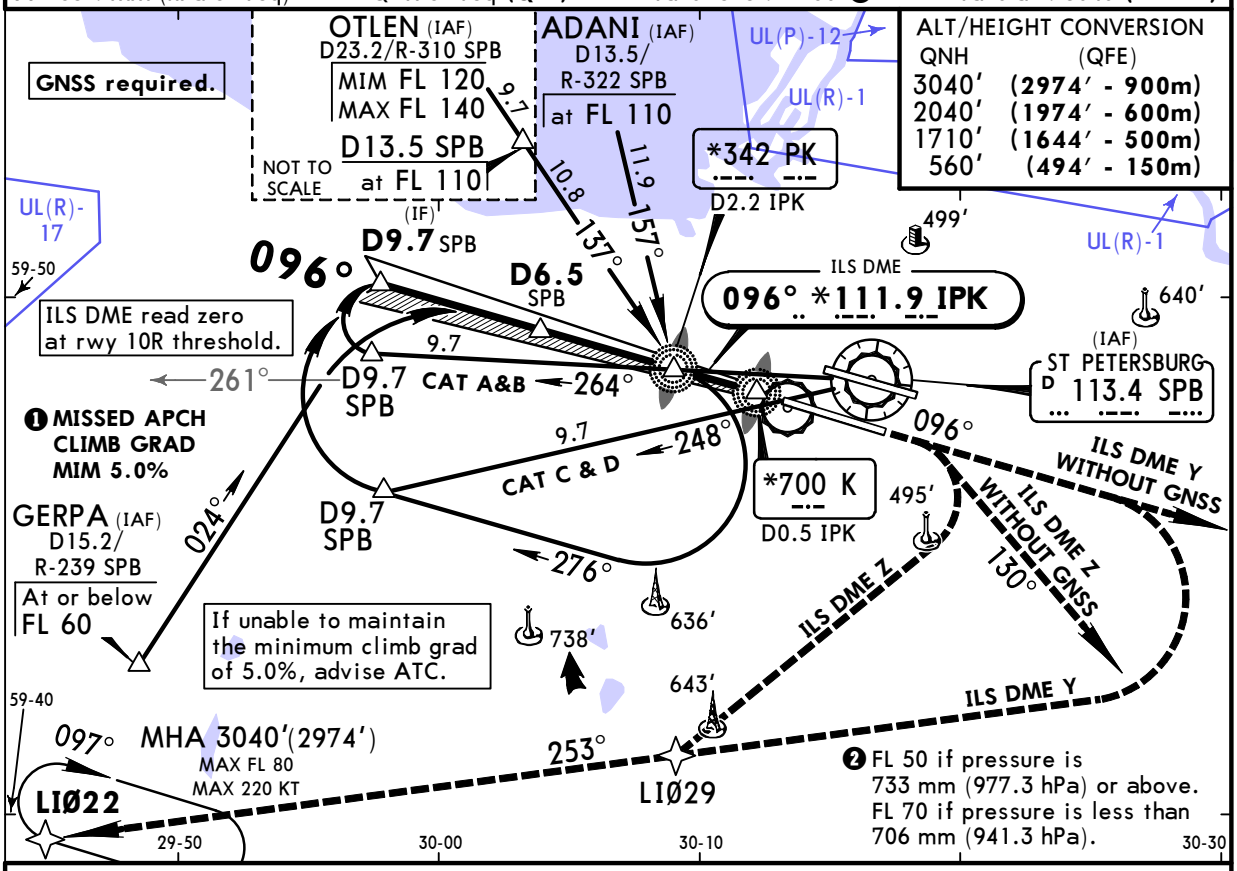
LOC IPK	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 79′
*111.9	096°	820′(754′)	266′(200′)	RWY 66′

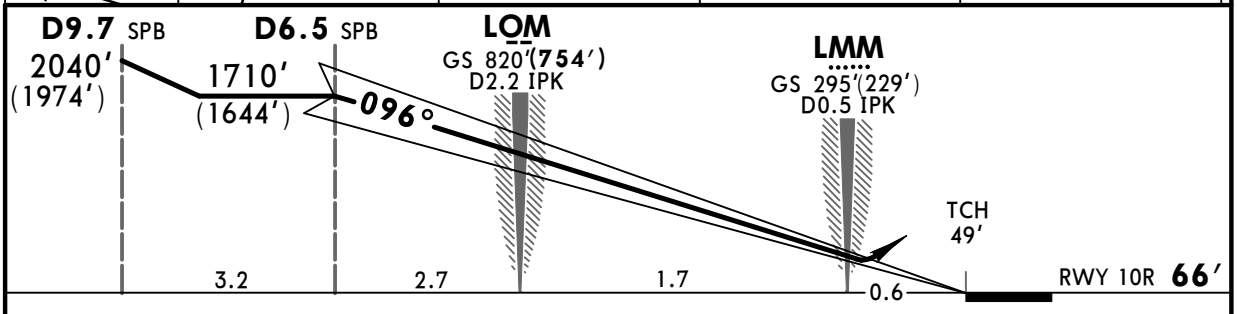
MISSED APCH: ILS DME Z: Proceed on 096°, climbing to 2040′ (1974′). At 560′(494′) turn RIGHT (MIM bank angle 20°) to LIØ29 not earlier than D0.5 IPK. Pass LIØ29 at 2040′(1974′), then proceed to LIØ22, then as directed. ILS DME Y: Proceed on 096°, climbing to 3040′(2974′). At 3040′(2974′) turn RIGHT to LIØ29, then proceed to LIØ22, then as directed. **WITHOUT GNSS:** ILS DME Z: Proceed on 096°, climbing to 2040′ (1974′). At 560′(494′) turn RIGHT onto 130° not earlier than D0.5 IPK, then as directed. ILS DME Y: Proceed on 096°, climbing to 3040′ (2974′), then as directed.



MSA
SPB VOR

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 60 ❷ Trans alt: 3040′**(2974′)**





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

HIALS-II
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY **10R**

ILS
Missed apch climb gradient mim 5.0%
DA(H) 266′**(200′)**

LOC (GS out)

PANS OPS

	FULL	TDZ or CL out	ALS out	LOC (GS out)
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH
B				
C				
D				

CHANGES: Arrivals. Bearings.

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ULLI/LED PULKOVO

JEPPESEN 15 MAY 15 Eff 28 May (11-2A) ❶ CAT II ILS DME Z/Y Rwy 10R

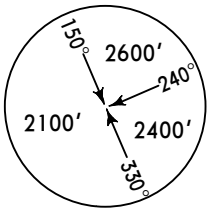
ST PETERSBURG, RUSSIA

ATIS (Russian)	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)		1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	119.3	125.2	119.3	120.3	118.7	121.7

BRIEFING STRIP ™

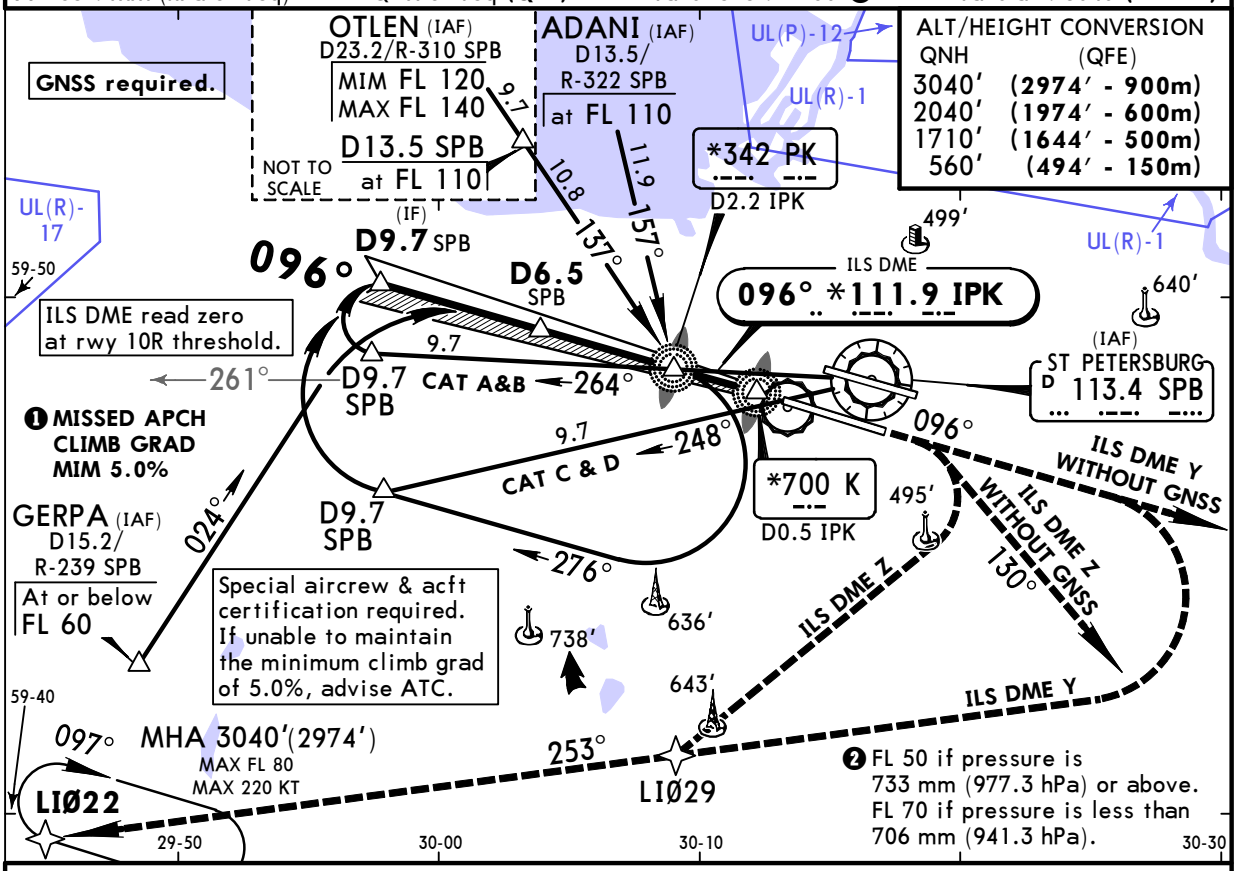
LOC IPK	Final Apch Crs	GS	CAT II ILS	Apt Elev	79′
*111.9	096°	LOM 820′(754′)	RA 105′ DA(H) 166′(100′)	RWY	66′

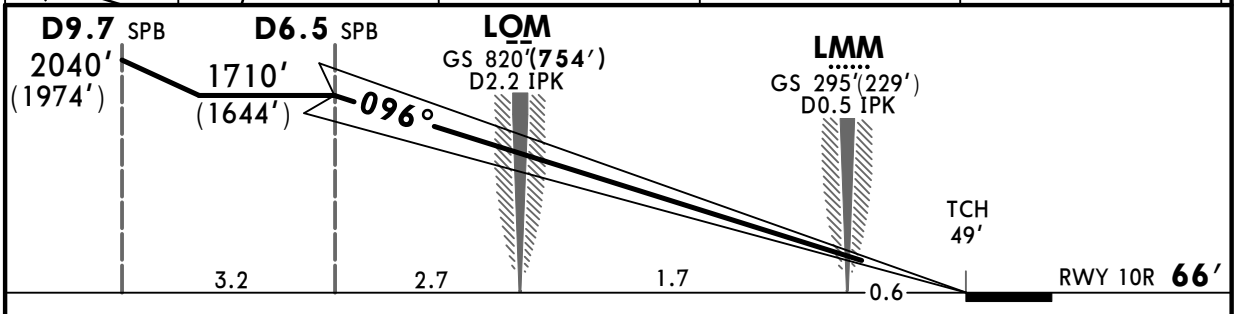
MISSED APCH: ILS DME Z: Proceed on 096°, climbing to 2040′ (1974′). At 560′(494′) turn RIGHT (MIM bank angle 20°) to LIØ29 not earlier than D0.5 IPK. Pass LIØ29 at 2040′(1974′), then proceed to LIØ22, then as directed. ILS DME Y: Proceed on 096°, climbing to 3040′(2974′). At 3040′(2974′) turn RIGHT to LIØ29, then proceed to LIØ22, then as directed. **WITHOUT GNSS:** ILS DME Z: Proceed on 096°, climbing to 2040′ (1974′). At 560′(494′) turn RIGHT onto 130° not earlier than D0.5 IPK, then as directed. ILS DME Y: Proceed on 096°, climbing to 3040′ (2974′), then as directed.



MSA
SPB VOR

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 60 ❷ Trans alt: 3040′**(2974′)**





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

HIALS-II
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY **10R**

CAT II ILS

Missed apch climb gradient mim 5.0%

RA 105′

DA(H) 166′(100′)

RVR 300m

PANS OPS

CHANGES: Arrivals. Bearings.

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ULLI/LED PULKOVO

JEPPESEN 15 MAY 15 Eff 28 May (11-3)

ST PETERSBURG, RUSSIA ILS DME Rwy 28L

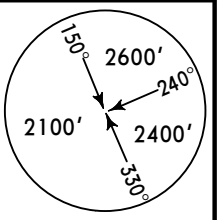
MISSED APCH CLIMB GRAD MIM 5.0%

BRIEFING STRIP ™

ATIS (Russian)	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)		1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	119.3	125.2	119.3	120.3	118.7	121.7

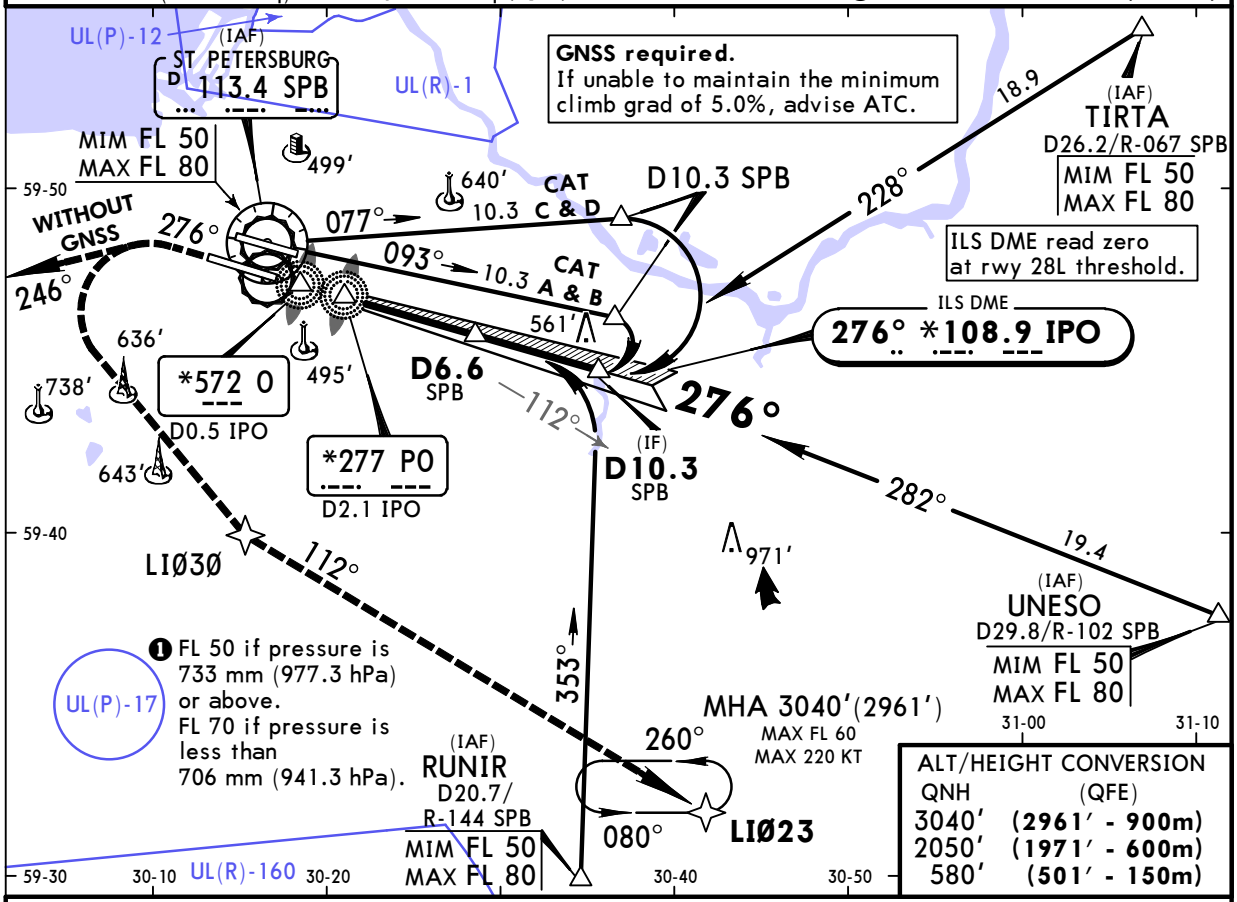
LOC IPO	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 79′
*108.9	276°	784′(705′)	279′(200′)	RWY 79′

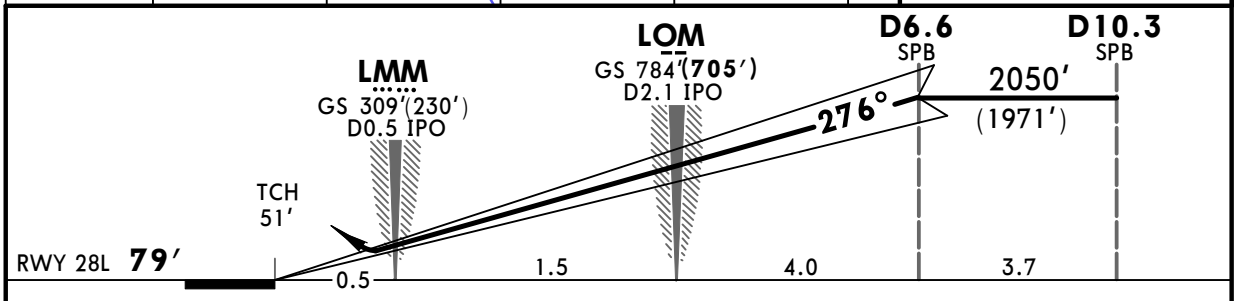
MISSED APCH: Proceed on 276°, climbing to 3040′(2961′). At 580′(501′) turn LEFT (MIM bank angle 20°) to LIØ3Ø, then proceed to LIØ23, then as directed.
WITHOUT GNSS: Proceed on 276°, climbing to 3040′(2961′). At 580′(501′) turn LEFT onto 246° not erlier than D0.5 IPO, then as directed.



MSA SPB VOR

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 60 ❶ | Trans alt: 3040′(2961′)





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

HIALS
PAPI

Refer to Missed Apch above

PANS OPS

STRAIGHT-IN LANDING RWY 28L

	ILS Missed apch climb gradient mim 5.0% DA(H) 279′(200′)		LOC (GS out)
	FULL	ALS out	
A	RVR 720m VIS 800m	1200m	NOT AUTH
B			
C			
D			

CHANGES: Arrivals. Bearing.

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ULLI/LED PULKOVO

JEPPESEN 15 MAY 15 Eff 28 May (11-4)

ST PETERSBURG, RUSSIA ILS Rwy 28R

MISSED APCH CLIMB GRAD MIM 5.0%

BRIEFING STRIP™

ATIS (Russian)	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)		1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	119.3	125.2	119.3	120.3	118.1	121.7

LOC IPL	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
*111.3	276°	820′(754′)	266′(200′)	79′ / 66′

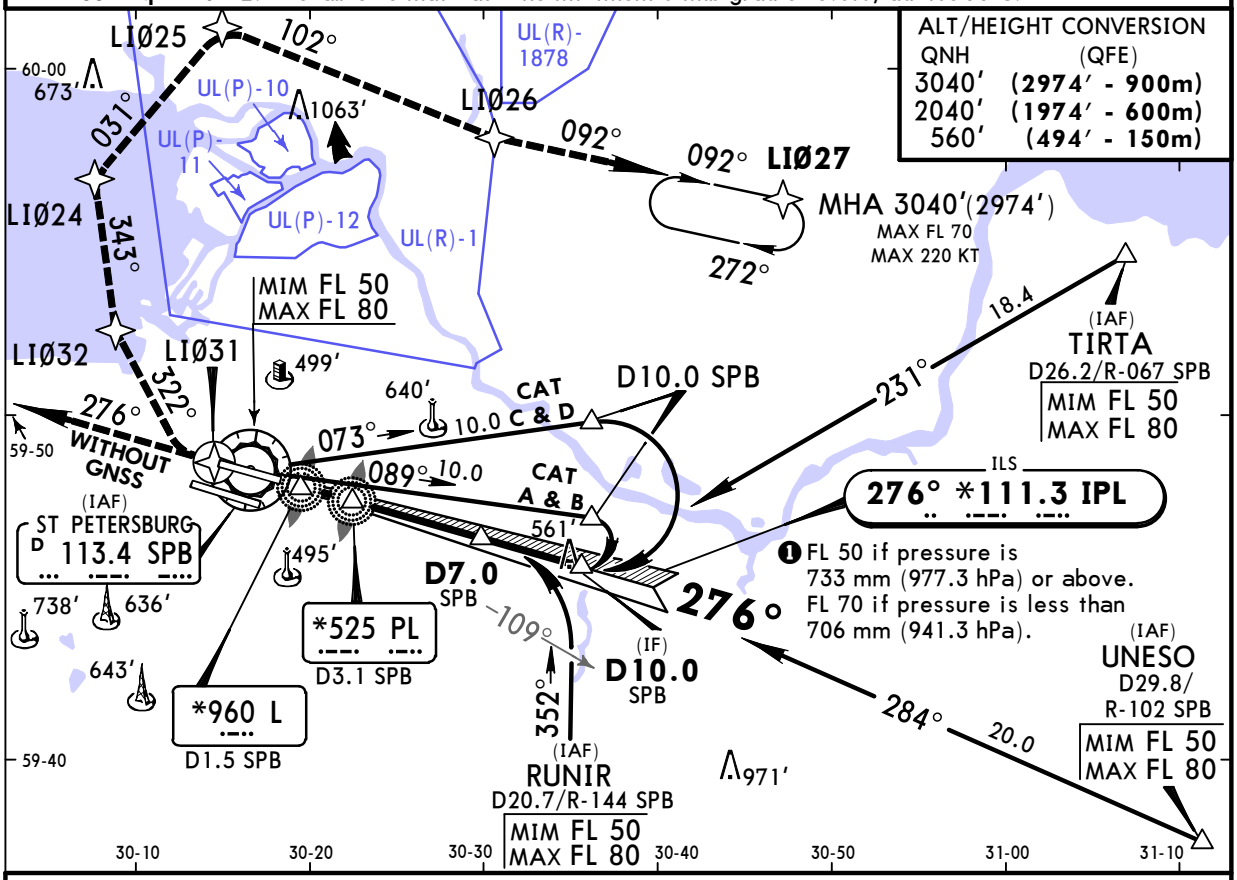
MISSED APCH: Proceed to LIØ31, climbing to 3040′ (2974′). Pass LIØ31 at 560′(494′) or above, then proceed to LIØ32 (MIM bank angle 20°), LIØ24 at 3040′ (2974′) or above, LIØ25, LIØ26 and LIØ27, then as directed.

WITHOUT GNSS: Proceed on 276°, climbing to 3040′ (2974′), then as directed.

MSA SPB VOR
150° 2600′ 240° 2100′ 2400′ 330°

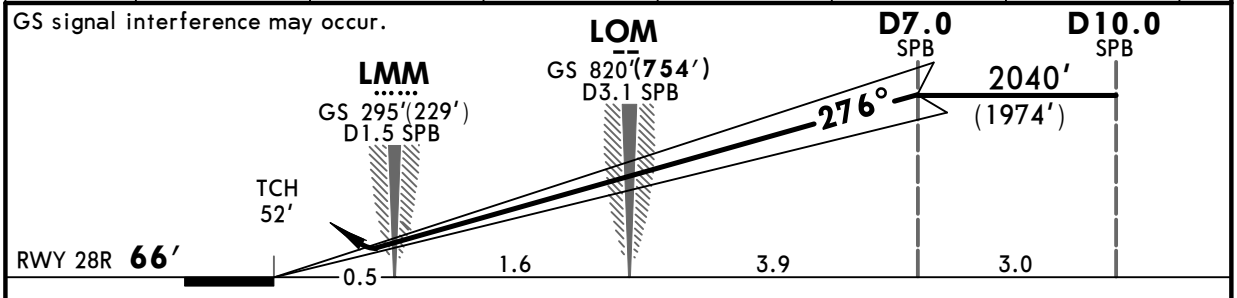
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 60 ❶ Trans alt: 3040′**(2974′)**

1. GNSS required. 2. If unable to maintain the minimum climb grad of 5.0%, advise ATC.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3040′	(2974′ - 900m)
2040′	(1974′ - 600m)
560′	(494′ - 150m)



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

HIALS-II
PAPI

Refer to Missed Apch above

PANS OPS

STRAIGHT-IN LANDING RWY **28R**

ILS
Missed apch climb gradient mim 5.0%
DA(H) 266′**(200′)**

LOC (GS out)

	FULL	TDZ or CL out	ALS out	LOC (GS out)
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH
B				
C				
D				

CHANGES: Arrivals. Bearings.

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ULLI/LED PULKOVO

JEPPESEN 15 MAY 15 Eff 28 May (11-4A)

ST PETERSBURG, RUSSIA
❶ CAT II ILS Rwy 28R

BRIEFING STRIP ™

ATIS (Russian)	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)		1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	119.3	125.2	119.3	120.3	118.1	121.7

LOC IPL	Final Apch Crs	GS LOM	CAT II ILS RA 104′ DA(H) 166′(100′)	Apt Elev 79′ RWY 66′
*111.3	276°	820′(754′)		

MISSED APCH: Proceed to LIØ31, climbing to 3040′ (2974′). Pass LIØ31 at 560′(494′) or above, then proceed to LIØ32 (MIM bank angle 20°), LIØ24 at 3040′ (2974′) or above, LIØ25, LIØ26 and LIØ27, then as directed.

WITHOUT GNSS: Proceed on 276°, climbing to 3040′ (2974′) , then as directed.

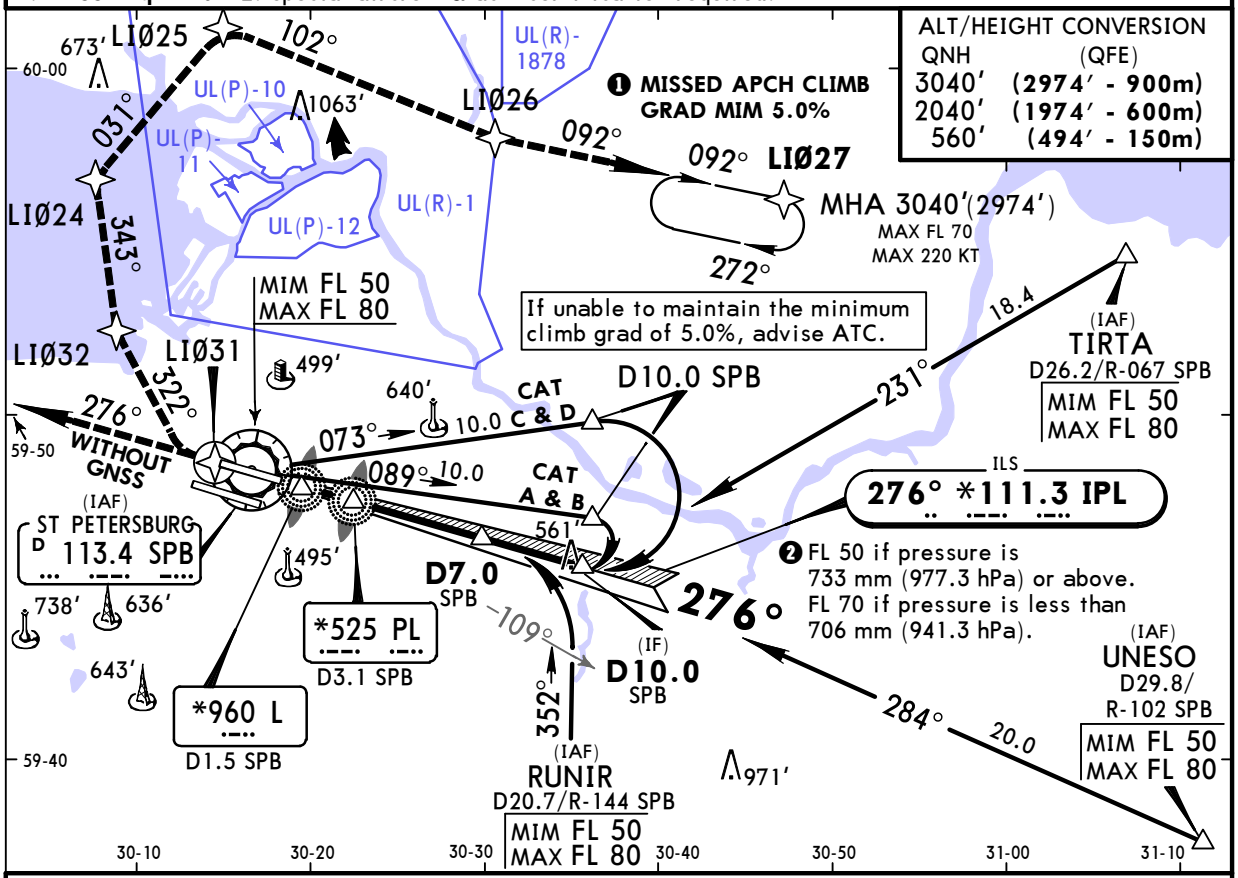
MSA SPB VOR
150° 2600′ 240° 2100′ 2400′ 330°

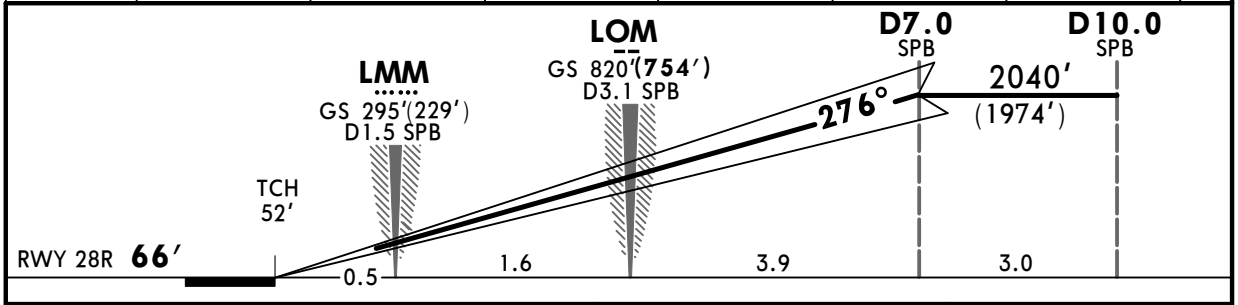
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 60 ❷ Trans alt: 3040′**(2974′)**

1. **GNSS required.** 2. Special aircrew & acft certification required.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3040′	**(2974′ - 900m)**
2040′	**(1974′ - 600m)**
560′	**(494′ - 150m)**





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

HIALS-II
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY **28R**

CAT II ILS

Missed apch climb gradient mim 5.0%

RA 104′

DA(H) 166′(100′)

RVR 300m

PANS OPS

CHANGES: Arrivals. Bearings.

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ULLI/LED PULKOVO

JEPPESEN 15 MAY 15 Eff 28 May (13-1)

ST PETERSBURG, RUSSIA VOR DME Rwy 10L

MISSED APCH CLIMB GRAD MIM 5.0%

BRIEFING STRIP™

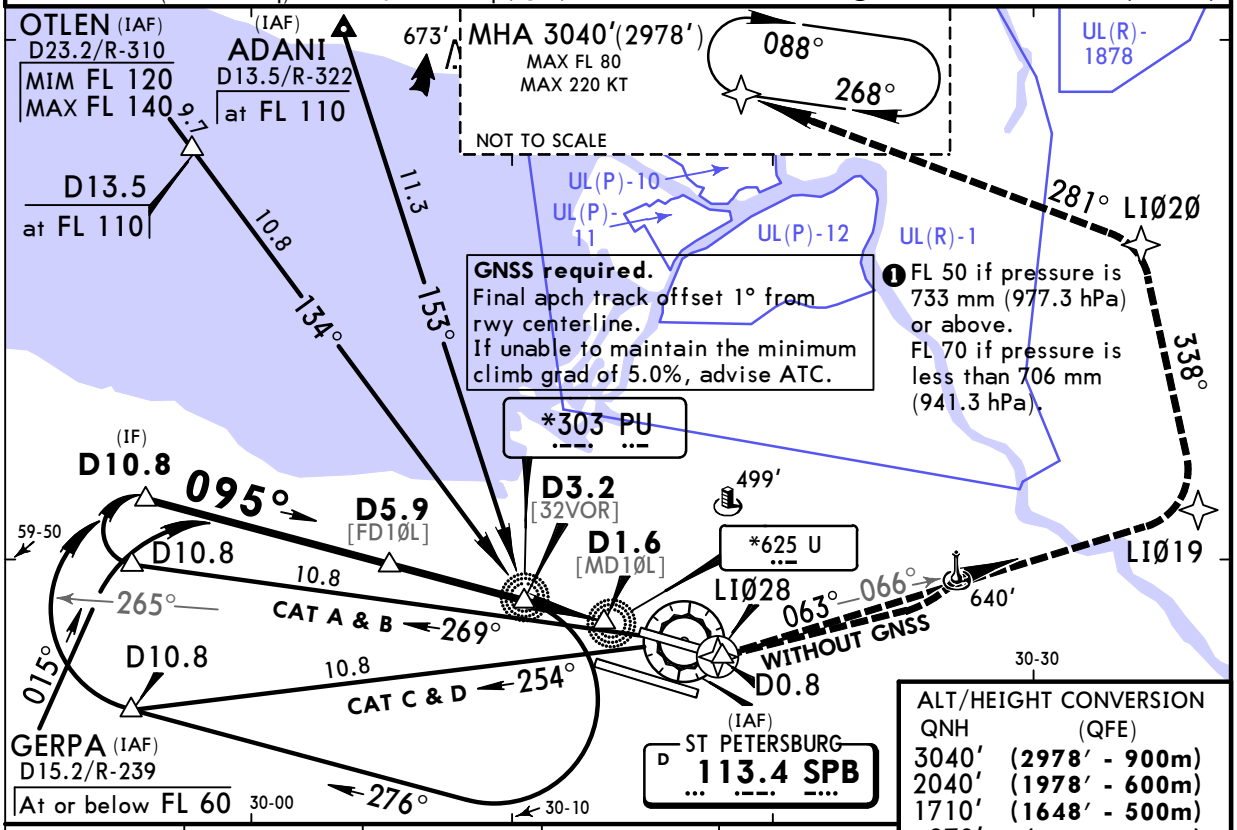
ATIS (Russian)	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)	1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	119.3	125.2	119.3	120.3	118.1	121.7

VOR SPB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
113.4	095°	D5.9 1710′(1648′)	480′(418′)	79′ / 62′

MISSED APCH: Proceed to LIØ28, climbing to 3040′ (2978′). Pass LIØ28 at 560′(498′) or above, then proceed to LIØ19 (MIM bank angle 20°), LIØ2Ø at 3040′ (2978′) or above and LIØ21, then as directed.
WITHOUT GNSS: Proceed on 096°, climbing to 3040′ (2978′). At D0.8 after SPB turn LEFT onto R-066 not below 560′ (498′), then as directed.

MSA SPB VOR
150° 2600′ 240° 2100′ 2400′ 330°

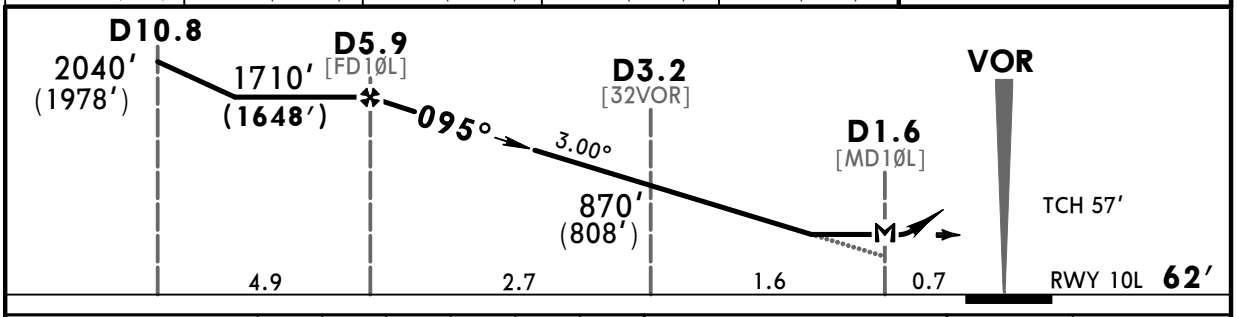
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 60 ❶ | Trans alt: 3040′(2978′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3040′	(2978′ - 900m)
2040′	(1978′ - 600m)
1710′	(1648′ - 500m)
870′	(808′ - 245m)
560′	(498′ - 150m)

SPB DME	5.4	4.3	3.2	2.2
ALTITUDE (HAT)	1560′(1498′)	1220′(1158′)	870′(808′)	540′(478′)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.6							

HIALS-II
PAPI

Refer to Missed Apch above

PANS OPS

STRAIGHT-IN LANDING RWY **10L**
Missed apch climb gradient mim 5.0%
MDA(H) 480′(418′)

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	1200m	RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	

CHANGES: Arrivals.

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ULLI/LED PULKOVO

JEPPESEN 15 MAY 15 Eff 28 May (13-2)

ST PETERSBURG, RUSSIA VOR DME Rwy 28R

MISSED APCH CLIMB GRAD MIM 5.0%

ATIS (Russian)	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)		1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	119.3	125.2	119.3	120.3	118.1	121.7

VOR SPB	Final Apch Crs	Minimum Alt D7.0	MDA(H)	Apt Elev / RWY
113.4	279°	2040′(1974′)	500′(434′)	79′ / 66′

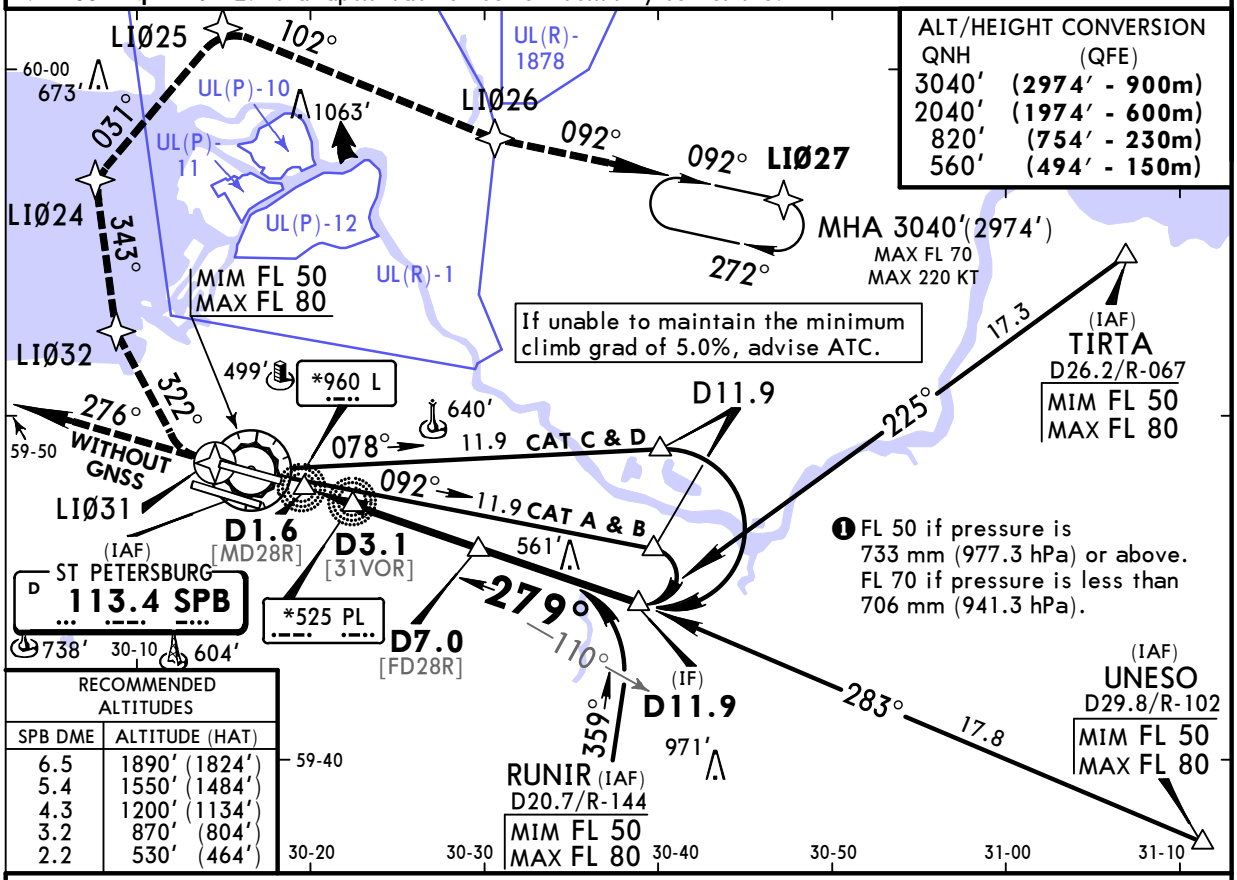
MISSED APCH: Proceed to LIØ31, climbing to 3040′ (2974′). Pass LIØ31 at 560′(494′) or above, then proceed to LIØ32 (MIM bank angle 20°), LIØ24 at 3040′ (2974′) or above, LIØ25, LIØ26 and LIØ27, then as directed.

WITHOUT GNSS: Proceed on 276°, climbing to 3040′ (2974′) , then as directed.

MSA SPB VOR: 150° 2600′, 240° 2400′, 330° 2100′

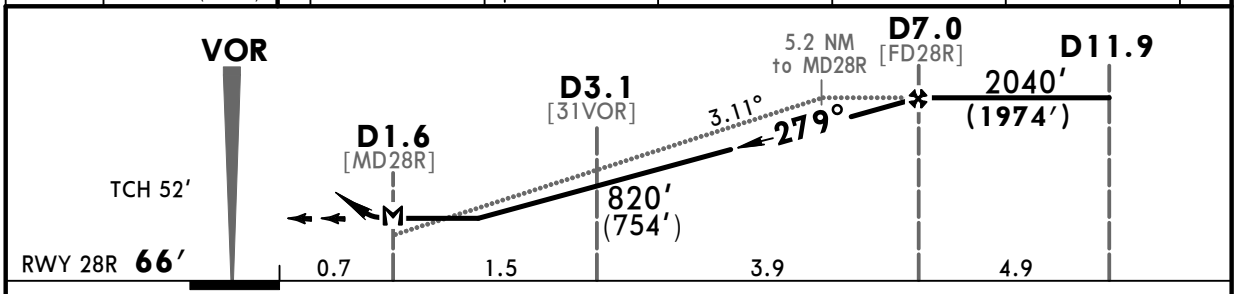
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 60 ❶ Trans alt: 3040′**(2974′)**

1. **GNSS required.** 2. Final apch track offset 3° from rwy centerline.



❶ FL 50 if pressure is 733 mm (977.3 hPa) or above. FL 70 if pressure is less than 706 mm (941.3 hPa).

RECOMMENDED ALTITUDES	
SPB DME	ALTITUDE (HAT)
6.5	1890′ (1824′)
5.4	1550′ (1484′)
4.3	1200′ (1134′)
3.2	870′ (804′)
2.2	530′ (464′)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.11°	385	495	550	660	770	880
MAP at D1.6							

HIALS-II
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY **28R**

Missed apch climb gradient mim 5.0%

MDA(H) 500′(434′)

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	1200m	RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	2400m

PANS OPS

CHANGES: Arrivals. Bearings.

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ULLI/LED PULKOVO

JEPPESEN 15 MAY 15 Eff 28 May (16-1)

❶2 NDB or PU NDB Rwy 10L

ST PETERSBURG, RUSSIA

ATIS (Russian)	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)		1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	119.3	125.2	119.3	120.3	118.1	121.7

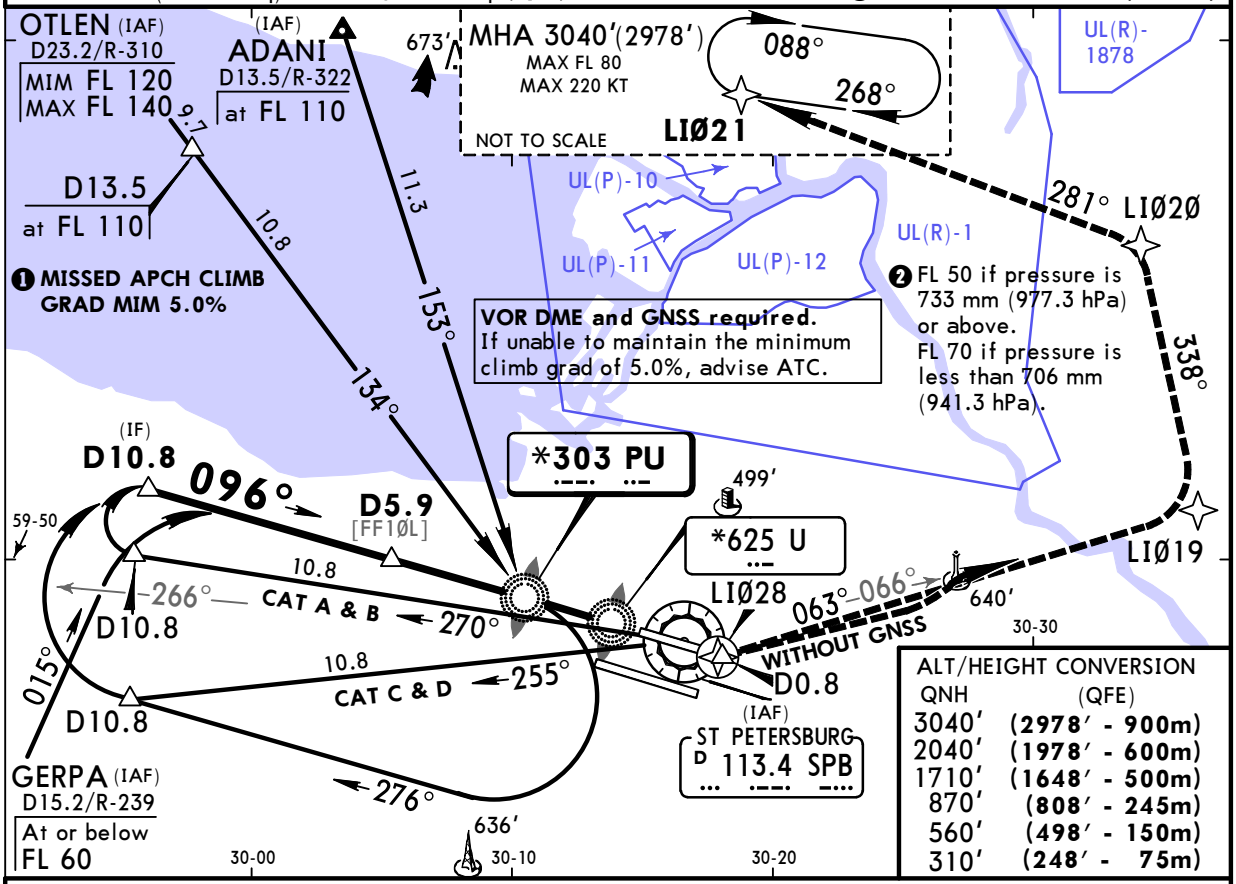
BRIEFING STRIP ™

NDB PU	Final Apch Crs	Minimum Alt	2 NDB MDA(H)	PU NDB MDA(H)	Apt Elev 79′
*303	096°	D5.9 1710′(1648′)	430′(368′)	490′(428′)	RWY 62′

MISSED APCH: Proceed to LIØ28, climbing to 3040′ (2978′). Pass LIØ28 at 560′ (498′) or above, then proceed to LIØ19 (MIM bank angle 20°), LIØ2Ø at 3040′ (2978′) or above and LIØ21, then as directed.
WITHOUT GNSS: Proceed on 096°, climbing to 3040′ (2978′). At D0.8 after SPB turn LEFT onto R-066 not below 560′ (498′), then as directed.

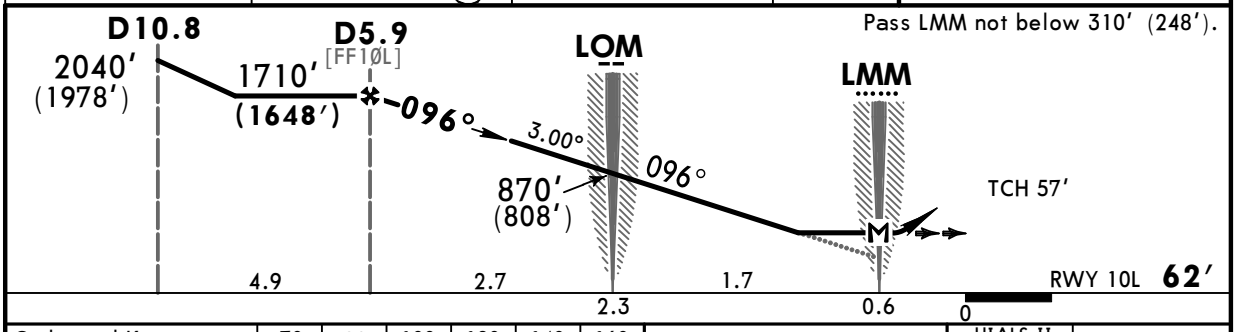
MSA SPB VOR: 150° 2600′ 240° 2400′ 330° 2100′

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 60 ❷ | Trans alt: 3040′ (2978′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3040′	(2978′ - 900m)
2040′	(1978′ - 600m)
1710′	(1648′ - 500m)
870′	(808′ - 245m)
560′	(498′ - 150m)
310′	(248′ - 75m)



Pass LMM not below 310′ (248′).

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at LMM							

HIALS-II
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 10L
Missed apch climb gradient mim 5.0%

PANS OPS

	2 NDB MDA(H) 430′(368′)		PU NDB MDA(H) 490′(428′)	
		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B				
C				RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1800m VIS 2000m	2400m

CHANGES: Arrivals.

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ULLI/LED
PULKOVO

JEPPESEN 15 MAY 15
Eff 28 May (16-2)

❶2 NDB or PK NDB Rwy 10R

ST PETERSBURG, RUSSIA

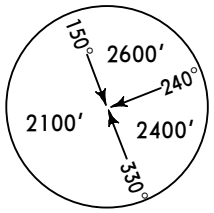
BRIEFING STRIP ™

ATIS (Russian)	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)		1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	119.3	125.2	119.3	120.3	118.7	121.7

NDB PK	Final Apch Crs	Minimum Alt D6.5	2 NDB MDA(H)	PK NDB MDA(H)	Apt Elev 79′
*342	096°	1710′(1644′)	460′(394′)	580′(514′)	RWY 66′

MISSED APCH: Proceed on 096°, climbing to 3040′ (2974′). At 3040′(2974′) turn RIGHT (MIM bank angle 20°) to LIØ029, then proceed to LIØ22, then as directed.

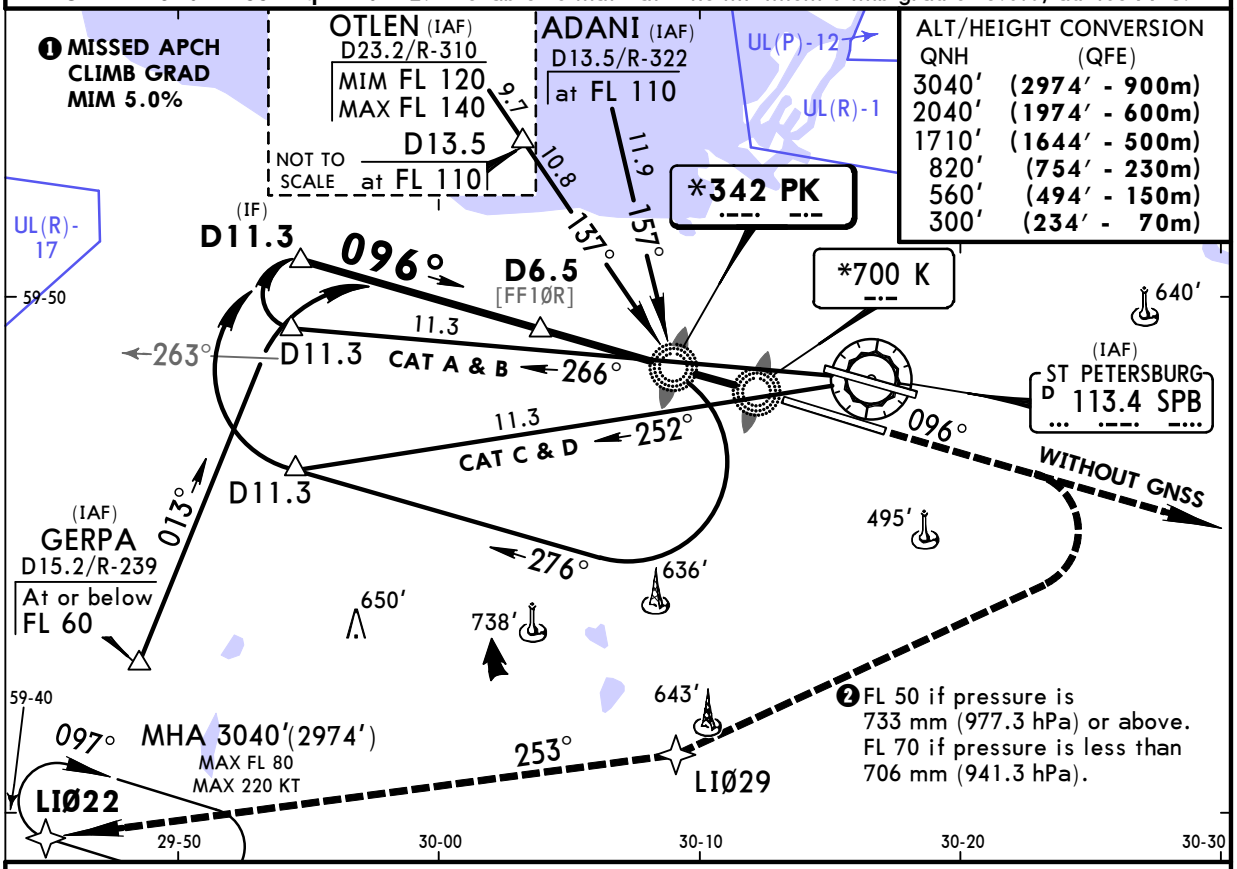
WITHOUT GNSS: Proceed on 096°, climbing to 3040′ (2974′) , then as directed.



MSA SPB VOR

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 60 ❷ Trans alt: 3040′**(2974′)**

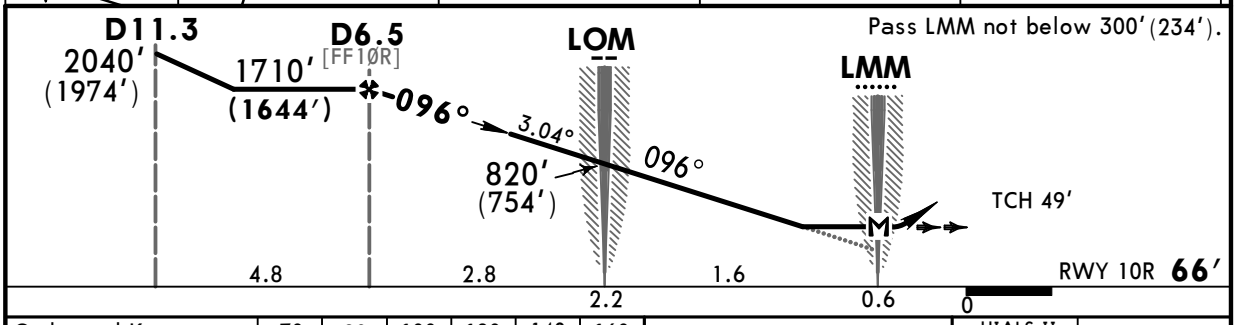
1. VOR DME and GNSS required. 2. If unable to maintain the minimum climb grad of 5.0%, advise ATC.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3040′	(2974′ - 900m)
2040′	(1974′ - 600m)
1710′	(1644′ - 500m)
820′	(754′ - 230m)
560′	(494′ - 150m)
300′	(234′ - 70m)

❷ FL 50 if pressure is 733 mm (977.3 hPa) or above. FL 70 if pressure is less than 706 mm (941.3 hPa).



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.04°	376	484	538	645	753	861
MAP at LMM							

HIALS-II
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY **10R**
Missed apch climb gradient mim 5.0%

PANS OPS

	2 NDB MDA(H) 460′(394′)		PK NDB MDA(H) 580′(514′)	
		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B				
C			RVR 1500m VIS 1600m	2400m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	2400m	2800m

CHANGES: Arrivals. Bearings.

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ULLI/LED
PULKOVO

JEPPESEN ST PETERSBURG, RUSSIA

15 MAY 15
Eff 28 May
16-3

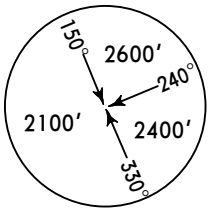
❶ 2 NDB or PO NDB Rwy 28L

ATIS (Russian)	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)		1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	119.3	125.2	119.3	120.3	118.7	121.7

BRIEFING STRIP™

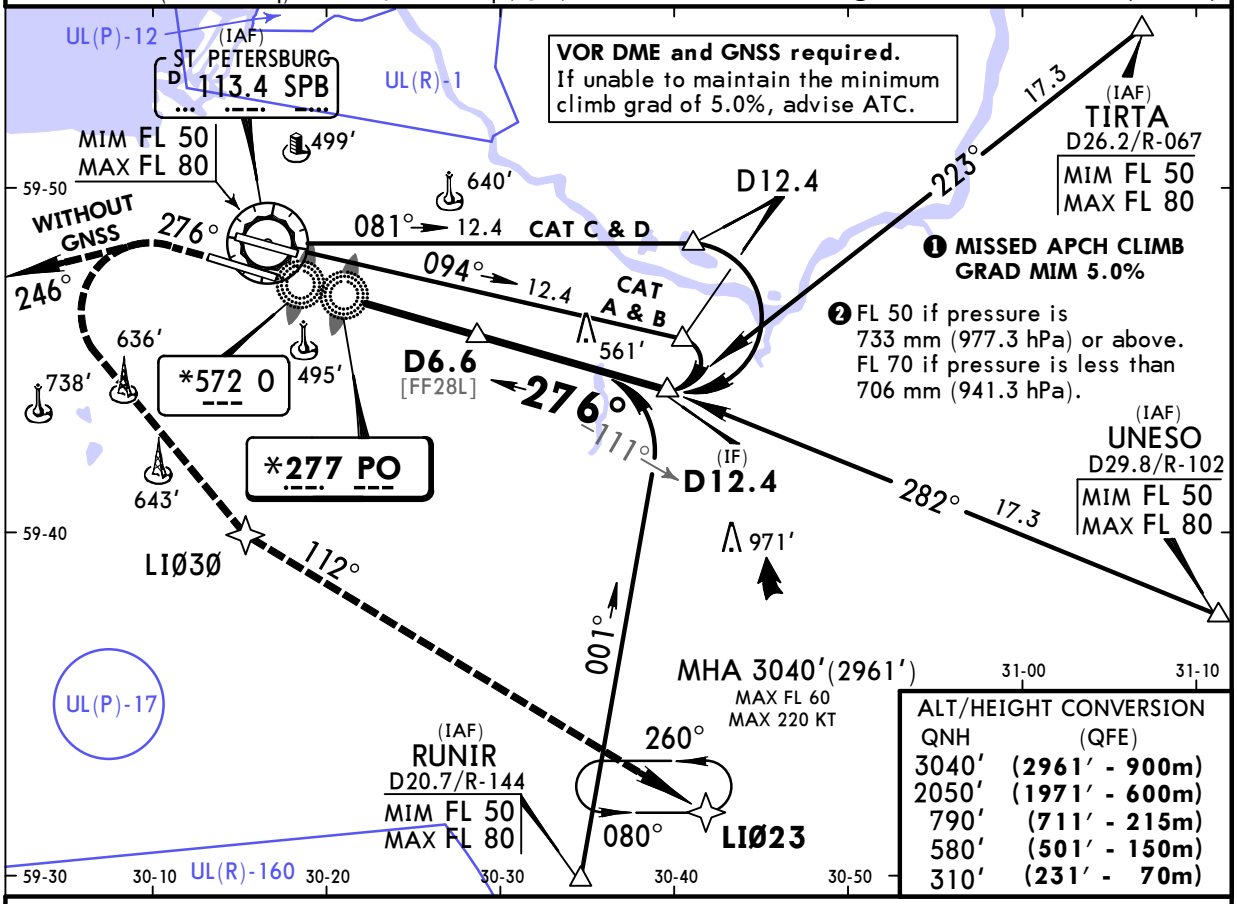
NDB PO	Final Apch Crs	Minimum Alt	2 NDB MDA(H)	PO NDB MDA(H)	Apt Elev 79′
*277	276°	D6.6 2050′(1971′)	420′(341′)	590′(511′)	RWY 79′

MISSED APCH: Proceed on 276°, climbing to 3040′(2961′). At 580′(501′) turn LEFT (MIM bank angle 20°) to LIØ3Ø, then proceed to LIØ23, then as directed.
WITHOUT GNSS: Proceed on 276°, climbing to 3040′(2961′). At 580′(501′) turn LEFT onto 246°, then as directed.



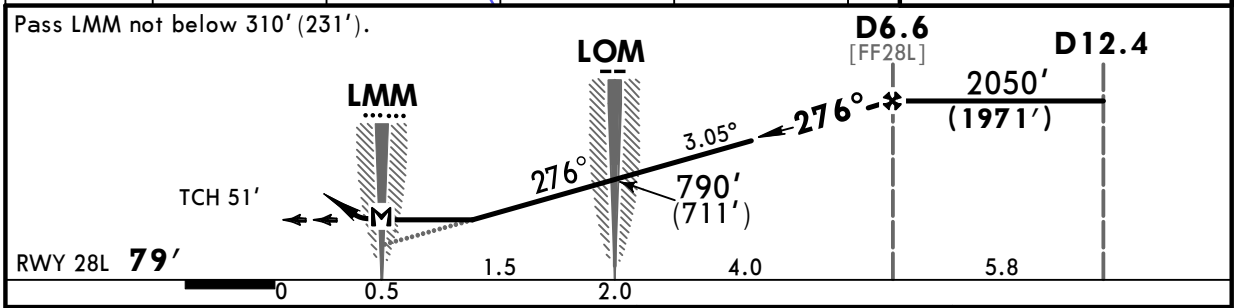
MSA SPB VOR

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 60 ❷ | Trans alt: 3040′(2961′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3040′	(2961′ - 900m)
2050′	(1971′ - 600m)
790′	(711′ - 215m)
580′	(501′ - 150m)
310′	(231′ - 70m)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.05°	378	486	540	648	755	863
MAP at LMM						

HIALS
PAPI

Refer to Missed Apch above

PANS OPS

STRAIGHT-IN LANDING RWY 28L
Missed apch climb gradient mim 5.0%

	2 NDB MDA(H) 420′(341′)		PO NDB MDA(H) 590′(511′)	
		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B				
C			RVR 1500m VIS 1600m	2400m
D	RVR 1500m VIS 1600m		RVR 1800m VIS 2000m	

CHANGES: Arrivals. Bearing.

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ULLI/LED
PULKOVO

JEPPESEN 15 MAY 15 Eff 28 May (16-4)

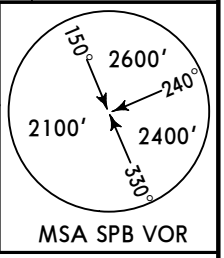
❶ 2 NDB or PL NDB Rwy 28R

ST PETERSBURG, RUSSIA

BRIEFING STRIP ™

ATIS (Russian)	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)		1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	119.3	125.2	119.3	120.3	118.1	121.7

NDB PL	Final Apch Crs	Minimum Alt	2 NDB MDA(H)	PL NDB MDA(H)	Apt Elev 79′
*525	276°	D7.0 2040′(1974′)	480′(414′)	540′(474′)	RWY 66′



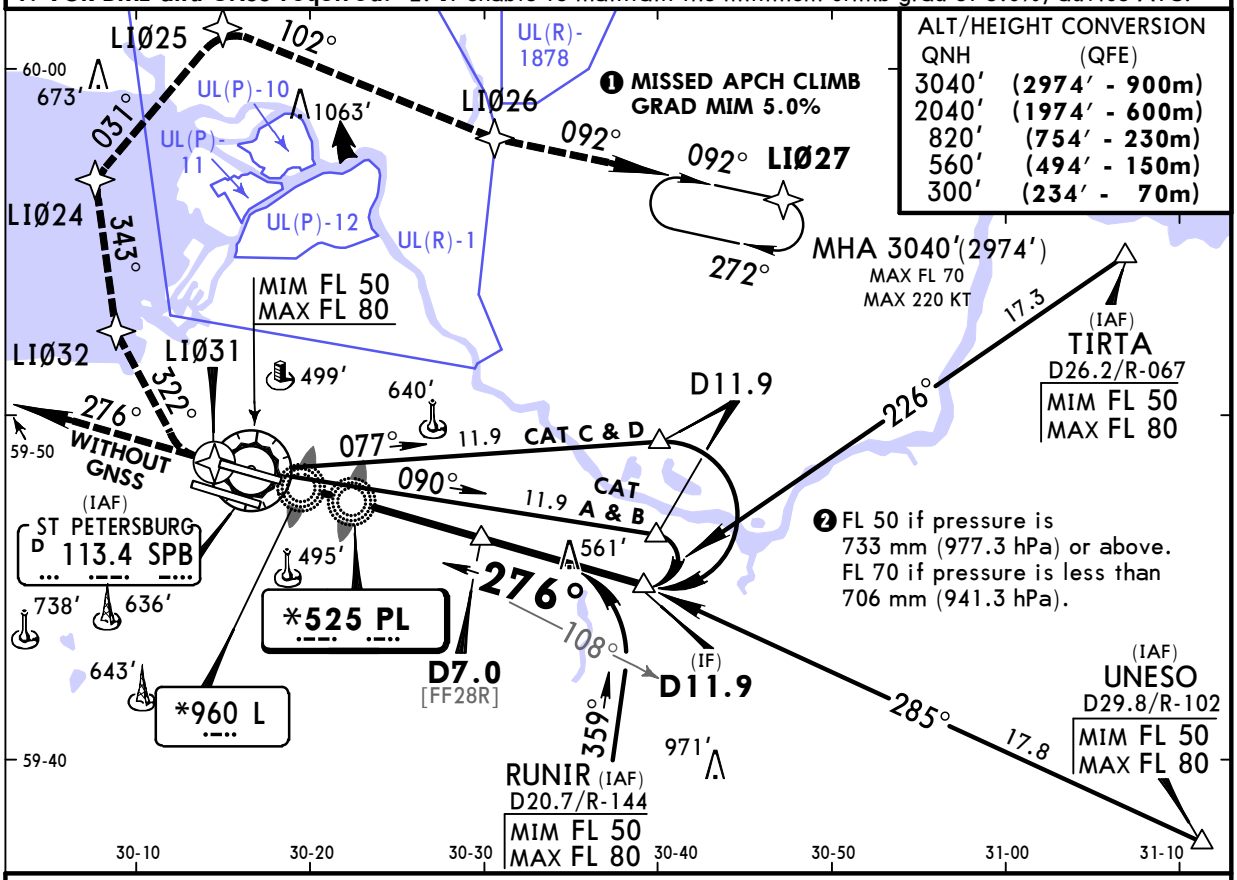
MSA SPB VOR

MISSED APCH: Proceed to LIØ31, climbing to 3040′ (2974′). Pass LIØ31 at 560′(494′) or above, then proceed to LIØ32 (MIM bank angle 20°), LIØ24 at 3040′ (2974′) or above, LIØ25, LIØ26 and LIØ27, then as directed.

WITHOUT GNSS: Proceed on 276°, climbing to 3040′ (2974′), then as directed.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 60 ❷ Trans alt: 3040′**(2974′)**

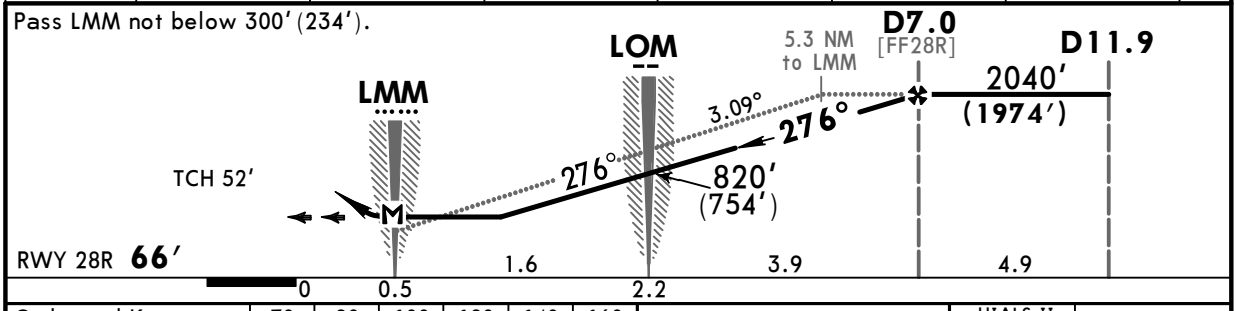
1. VOR DME and GNSS required. 2. If unable to maintain the minimum climb grad of 5.0%, advise ATC.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3040′	(2974′ - 900m)
2040′	(1974′ - 600m)
820′	(754′ - 230m)
560′	(494′ - 150m)
300′	(234′ - 70m)

❷ FL 50 if pressure is 733 mm (977.3 hPa) or above. FL 70 if pressure is less than 706 mm (941.3 hPa).



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.09°	383	492	547	656	765	875
MAP at LMM							

HIALS-II
PAPI

Refer to Missed Apch above

PANS OPS

STRAIGHT-IN LANDING RWY **28R**
Missed apch climb gradient mim 5.0%

	2 NDB MDA(H) 480′(414′)		PL NDB MDA(H) 540′(474′)	
		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B				
C		RVR 1800m VIS 2000m		RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m		RVR 1800m VIS 2000m	2400m

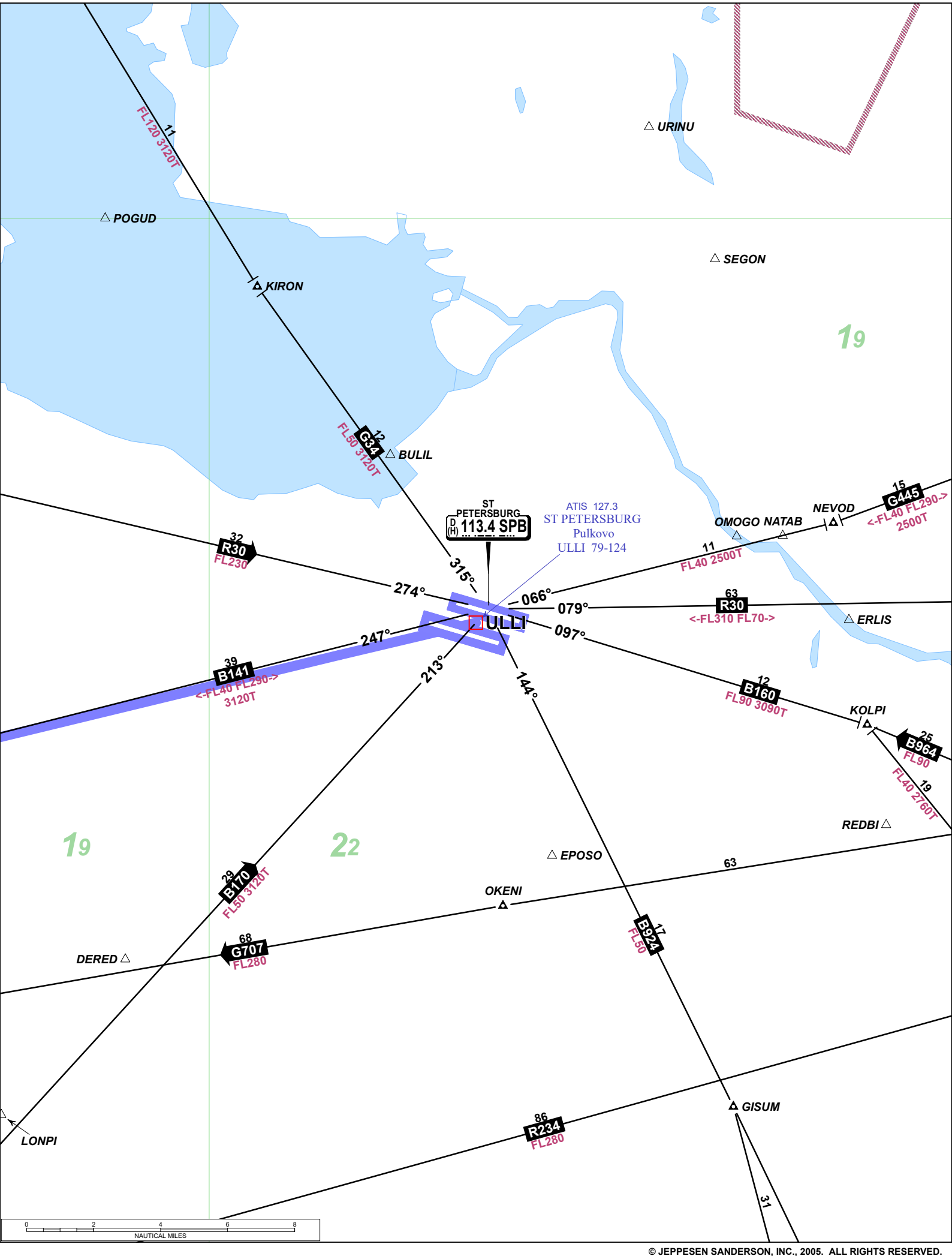
CHANGES: Arrivals. Bearings.

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DEPARTURE (ULLI -> ENGM): ULLI (Pulkovo)

NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 08 Sep 2015

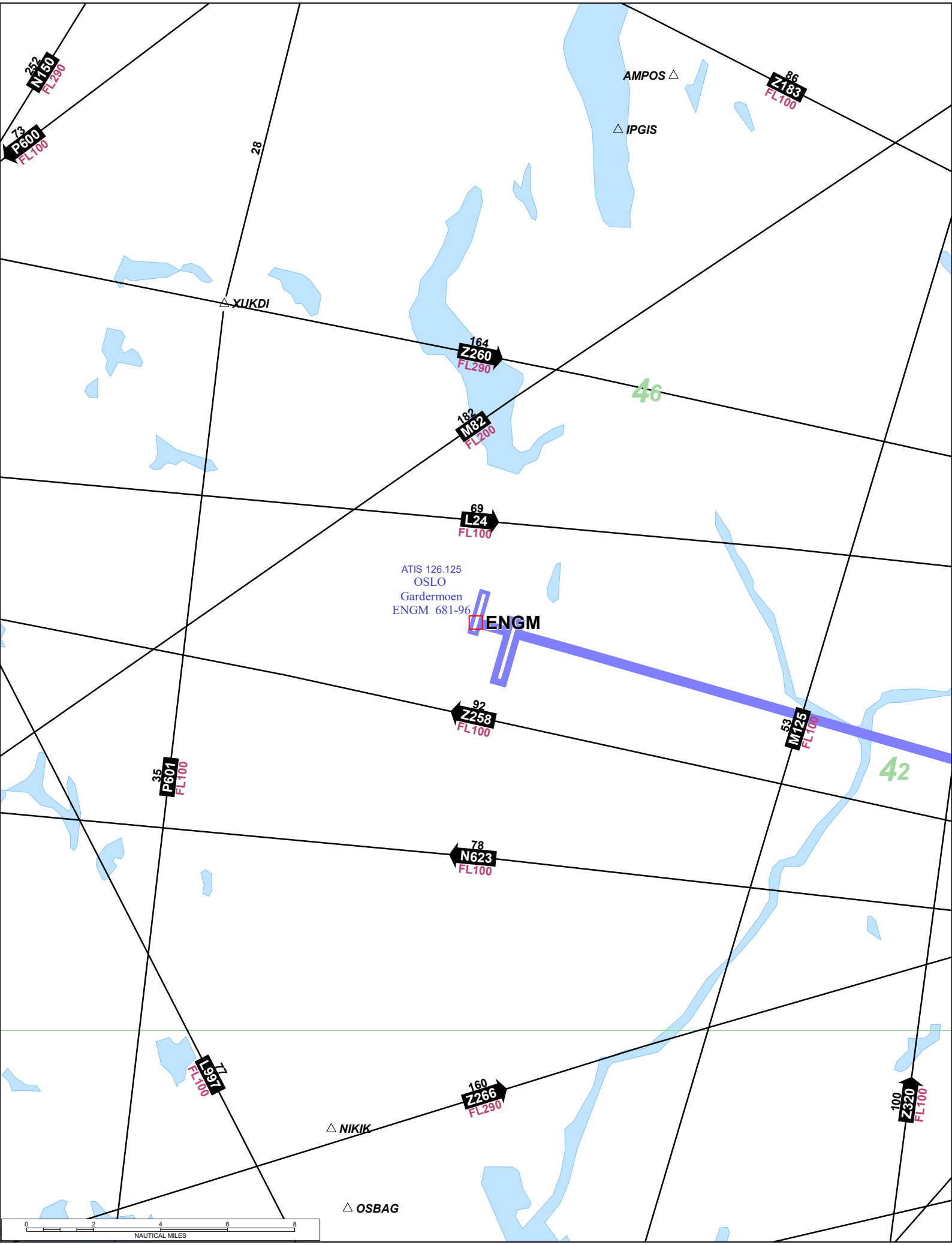
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DESTINATION (ULLI -> ENGM): ENGM (Gardermoen)
NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
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ULLI -> ENGM (Page 1 of 1)
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1. GENERAL

1.1. ATIS

ATIS 127.3
127.4 (Russian)

1.2. LOW VISIBILITY PROCEDURES

1.2.1. GENERAL

Low visibility procedures shall be applied when RVR is 1000m or less and/or ceiling is 260'/80m or less.

The procedures shall be announced as "Low Visibility Procedures in Progress" transmitted on ATIS or ATS unit frequencies.

The flight crew must report the execution of landing, the vacation of RWY including the vacation of RWY after crossing during taxiing. ACFT are not allowed to hold at a position closer to RWY than the limit of the RWY holding position, which is the limit of ILS critical area.

1.2.2. STANDARD TAXI ROUTES OF ACFT OPERATING CAT III FLIGHTS

1.2.2.1. LANDING

The flight crew shall vacate RWY 10L
- along TWY B2 or along TWY B1 to Apron 3;
- along Main TWY B to Apron 1.

ACFT shall be met by Follow-me car after passing the last yellow light of the alternate green and yellow TWY centerline lights.

The flight crew shall vacate RWY 28R
- along Main TWY B and taxi along TWY B5 to Apron 1;
- along Main TWY B and B1 to Apron 3.

ACFT shall be met by Follow-me car on Main TWY B after passing the last yellow light of the alternate green and yellow TWY centerline lights.

ACFT taxiing to Apron 3 must request a permission to cross RWY 10L/28R from Tower before the red stop bar with "28R CAT III" sign and the established DAY marking of Main TWY B. It is prohibited to cross the RWY during taxiing without Tower permission. RWY vacation shall be reported to Tower.

1.2.2.2. DEPARTURE

Taxiing on the apron and along TWY shall be carried out only after Follow-me car.

After passing the red stop bar, the Follow-me car shall perform inspection of the RWY, by the permission of Tower, for the purpose of excluding the presence of unauthorized objects on it.

Taxiing of ACFT for take-off from RWY 10L:

- From Apron 1 shall be carried out by the permission of PULKOVO Taxiing after Follow-me car to TWY B5.
  The flight crew shall changeover to Tower by the instruction of PULKOVO Taxiing and continue taxiing to red stop bar with "10L" sign.
- From Apron 3 shall be carried out by the permission of PULKOVO Taxiing after Follow-me car onto TWY B1 for crossing RWY 10L/28R.
  The flight crew shall changeover to Tower by the instruction of PULKOVO Taxiing for crossing the RWY.

The flight crew shall report the vacation of RWY to Tower and, by instruction, changeover to PULKOVO Taxiing to continue taxiing after Follow-me car along Main TWYB to TWY B5. By the instruction of PULKOVO Taxiing the flight crew shall changeover to Tower and continue taxiing to red stop bar with "10L" sign.

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1. GENERAL

Taxiing of ACFT for take-off from RWY 28R:

- From Apron 1 shall be carried out by the permission of PULKOVO Taxiing after Follow-me car to TWY B5 and then to the RIGHT along Main TWY B to red stop bar with "28R CAT III" sign.
  The flight crew shall changeover to Tower by the instruction of PULKOVO Taxiing.
- From Apron 3 shall be carried out by the permission of PULKOVO Taxiing after Follow-me car to TWY B1 to red stop bar with "28R" sign.
  The flight crew shall changeover to Tower by the instruction of PULKOVO Taxiing.

If there is an ACFT on the final approach, the departing ACFT shall wait for the line-up clearance at red stop bar with "28R CAT III" sign. If there is no ACFT on the final approach, the departing ACFT shall wait for the line-up clearance at red stop bar with "28R" sign.

1.3. RWY PROCEDURES

1.3.1. SIMULTANEOUS USE OF PARALLEL RWYS

As a rule, mixed mode of RWY operation is applied with simultaneous use of the parallel RWY.

In the periods of the increased air traffic intensity the RWYs can be used in the mode of separate operations (one RWY for take-off, the other RWY for landing) in the following combinations, as a rule:

RWY 28R for take-off, RWY 28L for landing.
RWY 10L for take-off, RWY 10R for landing.

1.4. TAXI PROCEDURES

Through taxiing with MAX wingspan 118'/36m allowed on Apron 1 Taxiroute C and E (simultaneous taxiing).

Through taxiing with MAX wingspan 213'/65m allowed on Apron 1 Taxiroutes D and F.

Through taxiing with MAX wingspan 118'/36m allowed on Apron 6.

TWYs B8 and B9 MAX wingspan 138'/42m.

1.5. PARKING INFORMATION

Enter stands 150 (facing Southeast), 153, 154, 155 (facing Southeast) and 156 (facing Southeast) by towing.

Exit stands 101 thru 109B, 150 (facing Northwest), 150A thru 152B, 153A, 153B, 154A, 154B, 155 (facing Northwest), 155A, 155B, 156 (facing Northwest),156A, 156B, 300, 301, 365 thru 368, 605A, 605C and 605D by towing.

Exit stands 606A, 607A, 608A, 609A, 610A, 611A and 612A (all facing South) by towing.

Use of stands 252 thru 260, 379, 390 thru 395 and 500 thru 509 by towing.

Stands 257 thru 260 available for helicopters.

Enter stands 374 and 375 (facing Southeast) by push-back. Exit stands 374 and 375 (facing Northwest) by push-back.

Enter stand 379 along temporary guideline (dotted line).

Enter stands 600 thru 604E (facing South) by towing. Exit stands 600 thru 604E (facing North) by towing.

Enter stands 700 thru 704 after Follow-me car, exit by towing.

Use of stand 399 (facing Northeast) by towing.

Enter stand 397A via TWY B1, exit via TWY B2.

Exit stands 606D, 607D, 608D, 609D, 610D, 611D and 612D (all facing South) and 606D, 609D, 610D, 611D and 612D (all facing North) by push-back.

Stands 606C, 607C, 608C, 609C, 610C, 611C and 612B (all facing North) by push-back.

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2. ARRIVAL

2.1. SPEED RESTRICTIONS

When flying below FL 100 the indicated airspeed shall not be more than 270 KT.
On final stage of approach maintain 160 KT minimum up to 4.3NM from threshold.

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. GENERAL

Noise abatement procedures shall be executed by all ACFT, deviations are permitted only for safety reasons.

2.2.2. APPROACH PHASE

Restrictions

Between 2300-0700LT RWYs 10R/28L are preferential for landing, depending on meteorological, operational and air traffic conditions. Reverse thrust (except idle thrust) is allowed only for ensuring flight safety.

Special approach procedures

When established on final approach track, pilots shall lower the landing gear and set wing devices into intermediate position.

2.3. CAT II/III OPERATIONS

RWY 10R approved for CAT II operations, RWY 10L/28R approved for CAT II/III operations, special aircrew and ACFT certification required.

2.4. VISUAL APPROACH

Maintaining a safe flight track and descent profile is the crew's responsibility.

During descent from 2050'(1971') manoeuvring has to take place in southern part of CTR, limited by SPB R-069/R-290.

When proceeding from LUNOK or MOLEG, ACFT has to be established on FAT RWY 10L/R at 2050'(1971') no later than SPB 5.4 DME.

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3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

3.1.1. GENERAL

Noise abatement procedures shall be executed by all ACFT, deviations are permitted only for safety reasons.

3.1.2. TAKE-OFF AND CLIMBING PHASE

Noise abatement procedures shall not be executed in following cases:

- Availability of wind shear;
- Moderate turbulence;
- Icing.

Restrictions

Between 2300-0700LT RWYs 10R/28L are preferential for take-off, depending on meteorological and air traffic conditions.

Take-off shall be carried out in accordance with the noiseless take-off procedure defined by the Aeroplane Flight Manual. After take-off, the ACFT shall proceed according to SID, unless otherwise instructed by ATC.

Special Take-off Procedures

Pilots shall apply two special take-off and climb procedures: NADP1 and NADP2. The pilot in command may use any of them for reaching necessary effect (ICAO Doc 8168, Volume 1, Part V, Chapter 3).

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ULLI/LED
PULKOVO

ST PETERSBURG, RUSSIA
RNAV STAR

ATIS	Apt Elev	
127.3 (Russian 127.4)	79′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ **(2961′)** If following RNAV STAR is not possible, the crew shall advise APP controller and request RADAR vectoring for approach.

AGBON 1 ALPHA (AGBON 1A) [AGBO1A]
LUKIR 1 ALPHA (LUKIR 1A) [LUKI1A]
MOLEG 2 ALPHA (MOLEG 2A) [MOLE2A]
RWYS 28L/R RNAV ARRIVALS
RNAV (GNSS)

SPEED: MAX 270 KT BELOW FL100

MSA SPB VOR: 2600′ (150°–240°), 2400′ (240°–330°), 2100′ (330°–150°)

ALT/HEIGHT CONVERSION
QNH (QFE)
3040′ (2961′ - 900m)

Direct distance to Pulkovo Apt from:
TIRTA 27 NM
UNESO 30 NM

AGBON
N60 02.0 E031 32.9
Between FL130 & FL110

LUKIR
N59 27.0 E032 02.9
Between FL220 & FL110

(IAF) **UNESO**
N59 37.6 E031 11.3
Between FL80 & FL50

(IAF) **TIRTA**
N59 54.6 E031 06.9
Between FL80 & FL50

(IAF) **ST PETERSBURG** D (H) 113.4 SPB
N59 48.4 E030 16.5
Between FL80 & FL50

303 PU
N59 49.2 E030 10.3
Between FL80 & FL50

OTLEN
N60 05.8 E029 46.0
Between FL140 & FL120

MOLEG
N60 10.4 E028 48.8
Between FL250 & FL120

AGBON 1A 231° 15 246° MHA FL60 MAX FL260 066°
LUKIR 1A 283° 28 281° MHA FL60 MAX FL260 101°
MOLEG 2A 090° 29 129° MHA FL120 MAX FL250 309°
21 134°
3 095° R275°

NOT TO SCALE

STAR	ROUTING
AGBON 1A	AGBON (FL130-; FL110+) - TIRTA (FL80-; FL50+).
LUKIR 1A	LUKIR (FL220-; FL110+) - UNESO (FL80-; FL50+).
MOLEG 2A	MOLEG (FL250-; FL120+) - OTLEN (FL140-; FL120+) - PU (FL80-; FL50+) - SPB (FL80-; FL50+).

CHANGES: Radial/track update.

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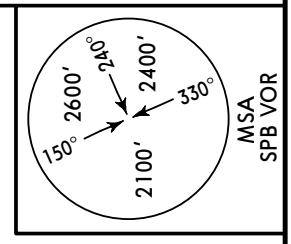
ULLI/LED
PULKOVO

ST PETERSBURG, RUSSIA
RNAV STAR

ATIS	Apt Elev	
127.3 (Russian 127.4)	79′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ **(2961′)** If following RNAV STAR is not possible, the crew shall advise APP controller and request RADAR vectoring for approach.

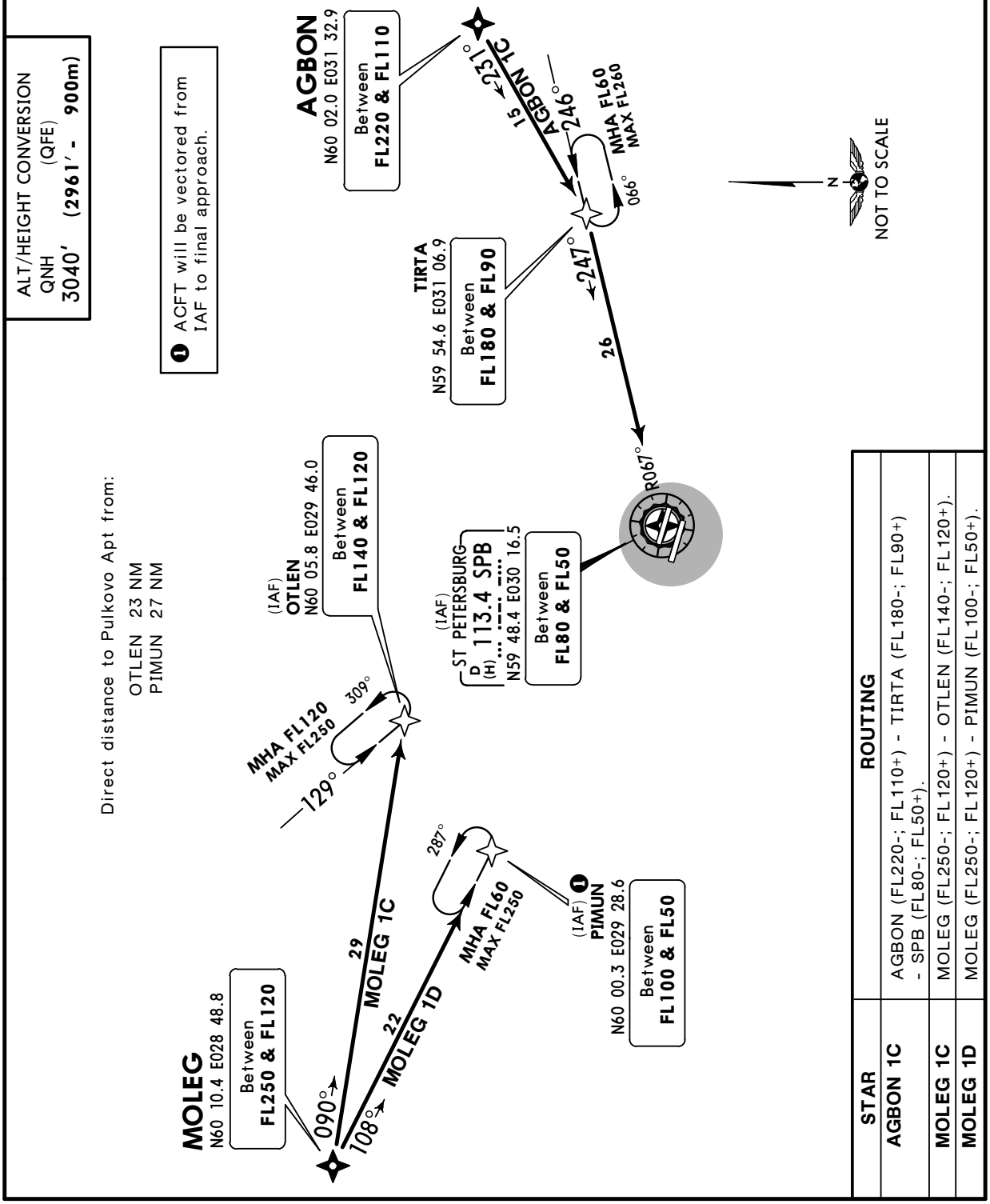
AGBON 1 CHARLIE (AGBON 1C) [AGBO1C]
MOLEG 1 CHARLIE (MOLEG 1C) [MOLE1C]
MOLEG 1 DELTA (MOLEG 1D) [MOLE1D]
RWYS 10L/R RNAV ARRIVALS
RNAV (GNSS)

SPEED: MAX 270 KT BELOW FL100



ALT/HEIGHT CONVERSION (QFE)
QNH 3040′ (2961′ - 900m)

❶ ACFT will be vectored from IAF to final approach.



STAR	ROUTING
AGBON 1C	AGBON (FL220-; FL110+) - TIRTA (FL180-; FL90+) - SPB (FL80-; FL50+).
MOLEG 1C	MOLEG (FL250-; FL120+) - OTLEN (FL140-; FL120+).
MOLEG 1D	MOLEG (FL250-; FL120+) - PIMUN (FL100-; FL50+).

CHANGES: Radial/track update.

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ULLI/LED
PULKOVO

JEPPESEN ST PETERSBURG, RUSSIA

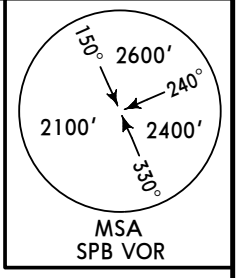
15 MAY 15 (10-2B) Eff 28 May

RNAV STAR

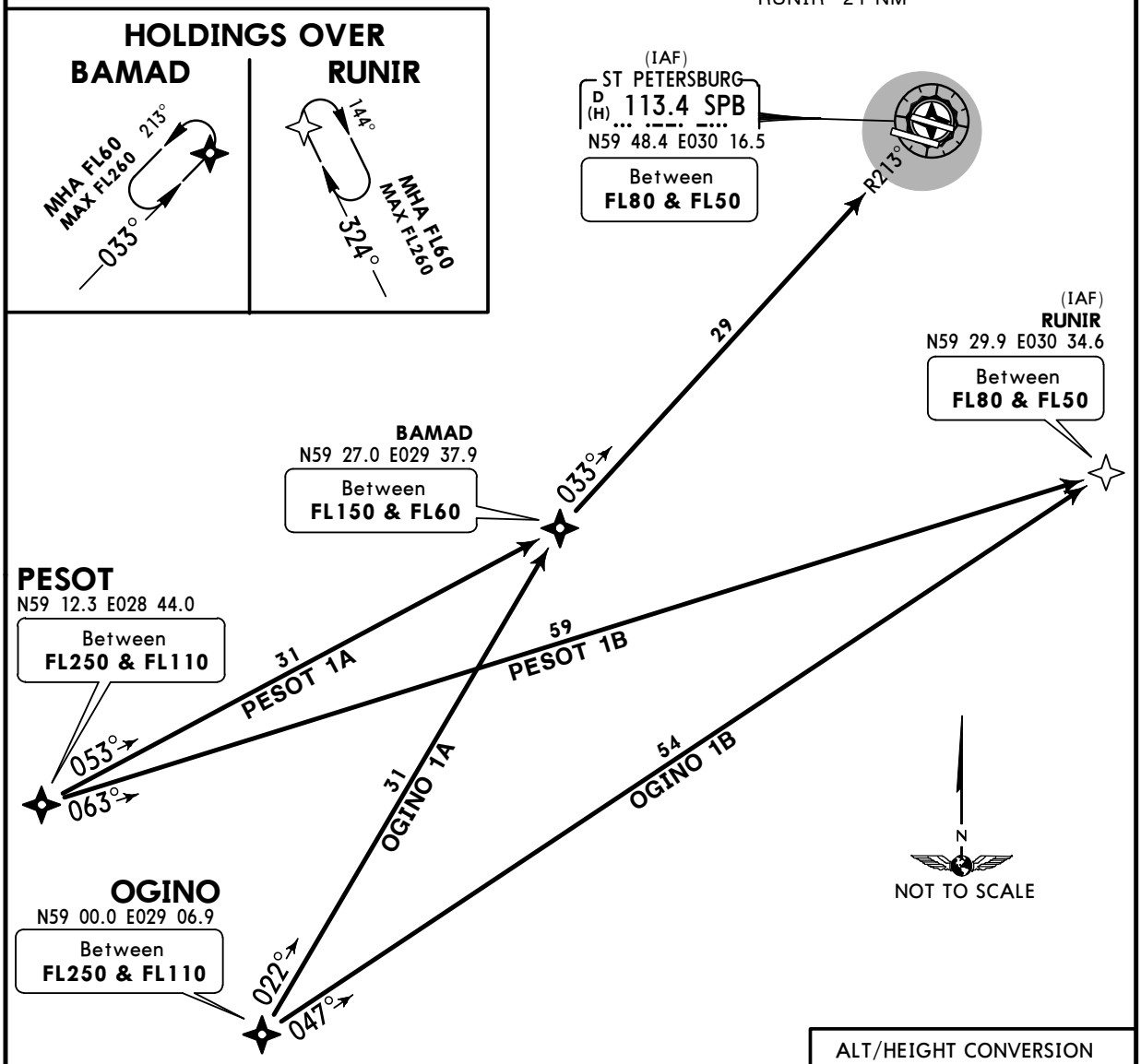
ATIS	Apt Elev	
127.3 (Russian 127.4)	79′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ **(2961′)** If following RNAV STAR is not possible, the crew shall advise APP controller and request RADAR vectoring for approach.

OGINO 1 ALPHA (OGINO 1A) [OGIN1A]
OGINO 1 BRAVO (OGINO 1B) [OGIN1B]
PESOT 1 ALPHA (PESOT 1A) [PESO1A]
PESOT 1 BRAVO (PESOT 1B) [PESO1B]
RWYS 28L/R RNAV ARRIVALS
RNAV (GNSS)

SPEED: MAX 270 KT BELOW FL100



Direct distance to Pulkovo Apt from:
RUNIR 21 NM



ALT/HEIGHT CONVERSION
QNH (QFE)
3040′ **(2961′ - 900m)**

STAR	ROUTING
OGINO 1A	OGINO (FL250-; FL110+) - BAMAD (FL150-; FL60+) - SPB (FL80-; FL50+).
OGINO 1B	OGINO (FL250-; FL110+) - RUNIR (FL80-; FL50+).
PESOT 1A	PESOT (FL250-; FL110+) - BAMAD (FL150-; FL60+) - SPB (FL80-; FL50+).
PESOT 1B	PESOT (FL250-; FL110+) - RUNIR (FL80-; FL50+).

CHANGES: Radial/track update.

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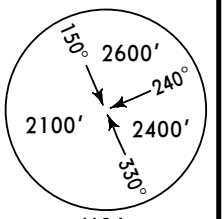
ULLI/LED
PULKOVO

ST PETERSBURG, RUSSIA
RNAV STAR

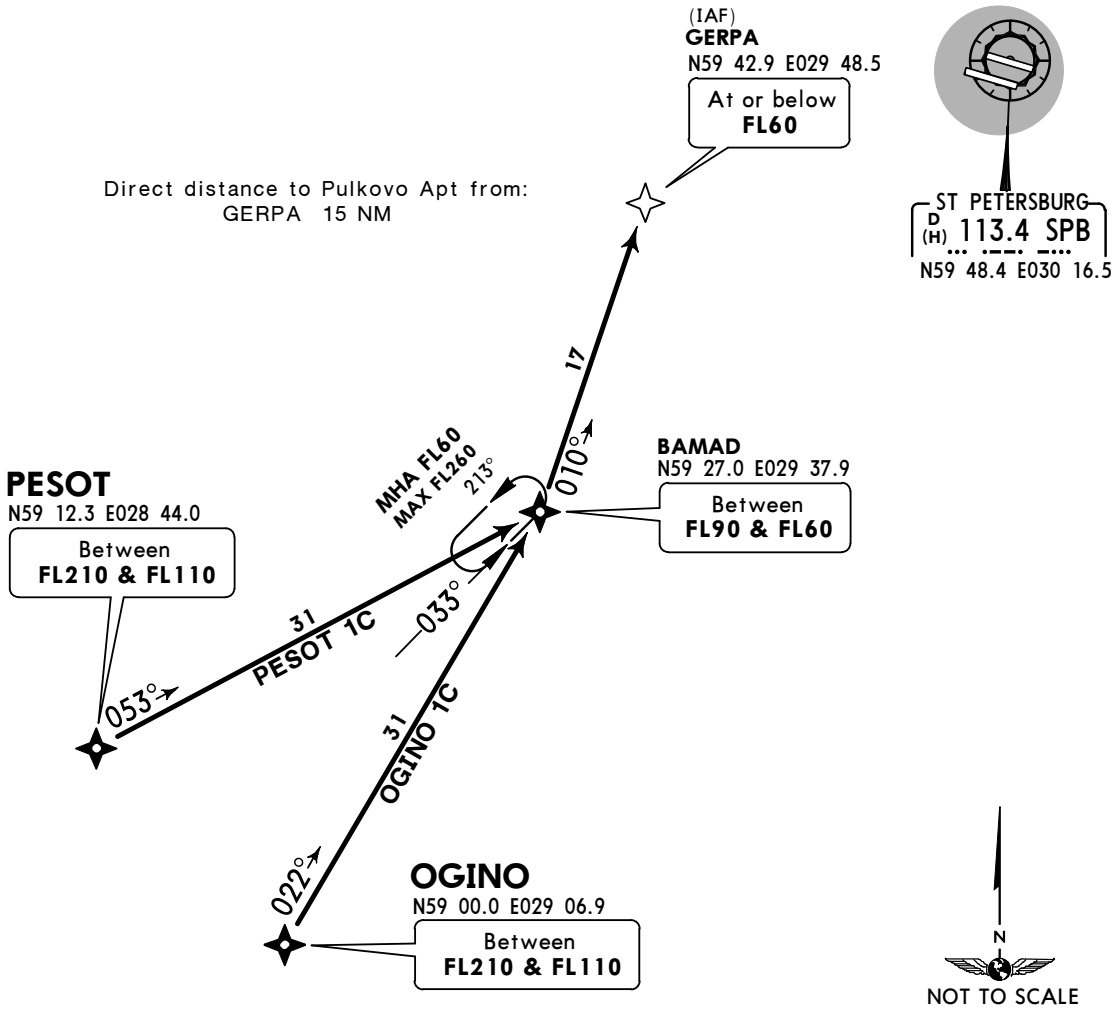
ATIS	Apt Elev	
127.3 (Russian 127.4)	79′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ **(2961′)** If following RNAV STAR is not possible, the crew shall advise APP controller and request RADAR vectoring for approach.

OGINO 1 CHARLIE (OGINO 1C) [OGIN1C]
PESOT 1 CHARLIE (PESOT 1C) [PESO1C]
RWYS 10L/R RNAV ARRIVALS
RNAV (GNSS)

SPEED: MAX 270 KT BELOW FL100



MSA
SPB VOR



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3040′	**(2961′ - 900m)**

STAR	ROUTING
OGINO 1C	OGINO (FL210-; FL110+) - BAMAD (FL90-; FL60+) - GERPA (FL60-).
PESOT 1C	PESOT (FL210-; FL110+) - BAMAD (FL90-; FL60+) - GERPA (FL60-).

CHANGES: Radial/track update.

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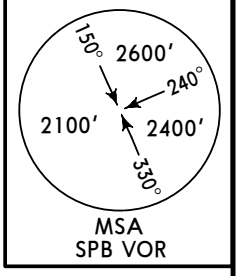
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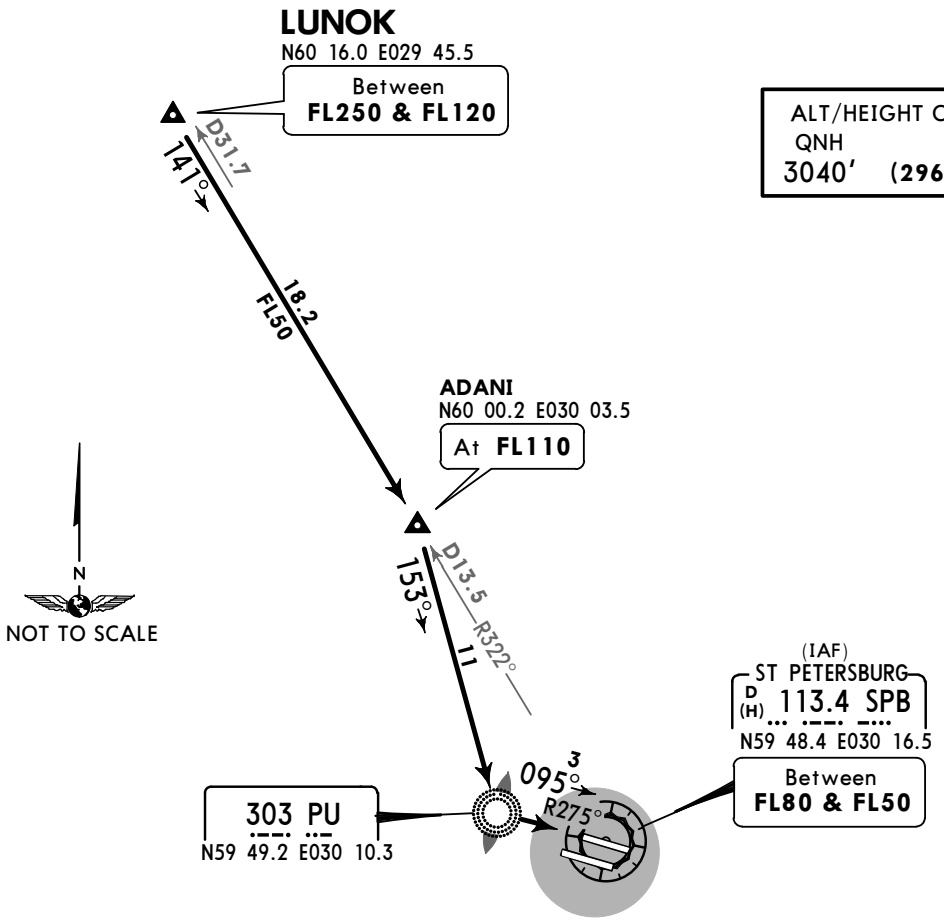
ULLI/LED
PULKOVO

ST PETERSBURG, RUSSIA
STAR

ATIS	Apt Elev	
127.3 (Russian 127.4)	79′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ **(2961′)** If crew does not have available the STAR parameter data or maintaining STAR is not possible, report to APP controller and request vectoring.

LUNOK 1A [LUNO1A]
RWYS 28L/R ARRIVALS
SPEED: MAX 270 KT BELOW FL100





ALT/HEIGHT CONVERSION	
QNH	(QFE)
3040′	(2961′ - 900m)

ROUTING

On 141° track to ADANI, turn RIGHT, intercept 153° bearing to PU, turn LEFT, 095° bearing to SPB.

CHANGES: Radial/track update; general instructions.

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PULKOVO

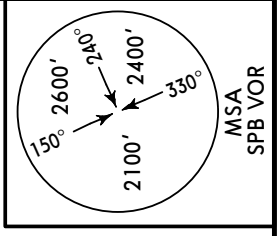
ST PETERSBURG, RUSSIA

STAR

ATIS	Apt Elev	
127.3 (Russian 127.4)	79′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ **(2961′)** If crew does not have available the STAR parameter data or maintaining STAR is not possible, report to APP controller and request vectoring.

LUKIR 1C [LUKI1C]
LUNOK 1C [LUNO1C]
RWYS 10L/R ARRIVALS

SPEED: MAX 270 KT BELOW FL100



ALT/HEIGHT CONVERSION (QFE)
QNH 3040′ (2961′ - 900m)

NOT TO SCALE

LUKIR
N59 27.0 E032 02.9
Between FL250 & FL110

D58.3
283°
28.5
FL50
LUKIR 1C

UNESO
N59 37.6 E031 11.3
281°
101°
MHA FL160
MAX FL260
D
282°
29.8
FL50

R102°

(IAF)
ADANI
N60 00.2 E030 03.5
At FL110

D13.5
R322°

LUNOK
N60 16.0 E029 45.5
Between FL250 & FL120

D31.7
141°
18.2
FL50
LUNOK 1C

(IAF)
ST PETERSBURG
D (H) 113.4 SPB
N59 48.4 E030 16.5
Between FL80 & FL50

STAR	ROUTING
LUKIR 1C	On 283° track to UNESO, then to SPB.
LUNOK 1C	On 141° track to ADANI.

CHANGES: Radial/track update; general instructions.

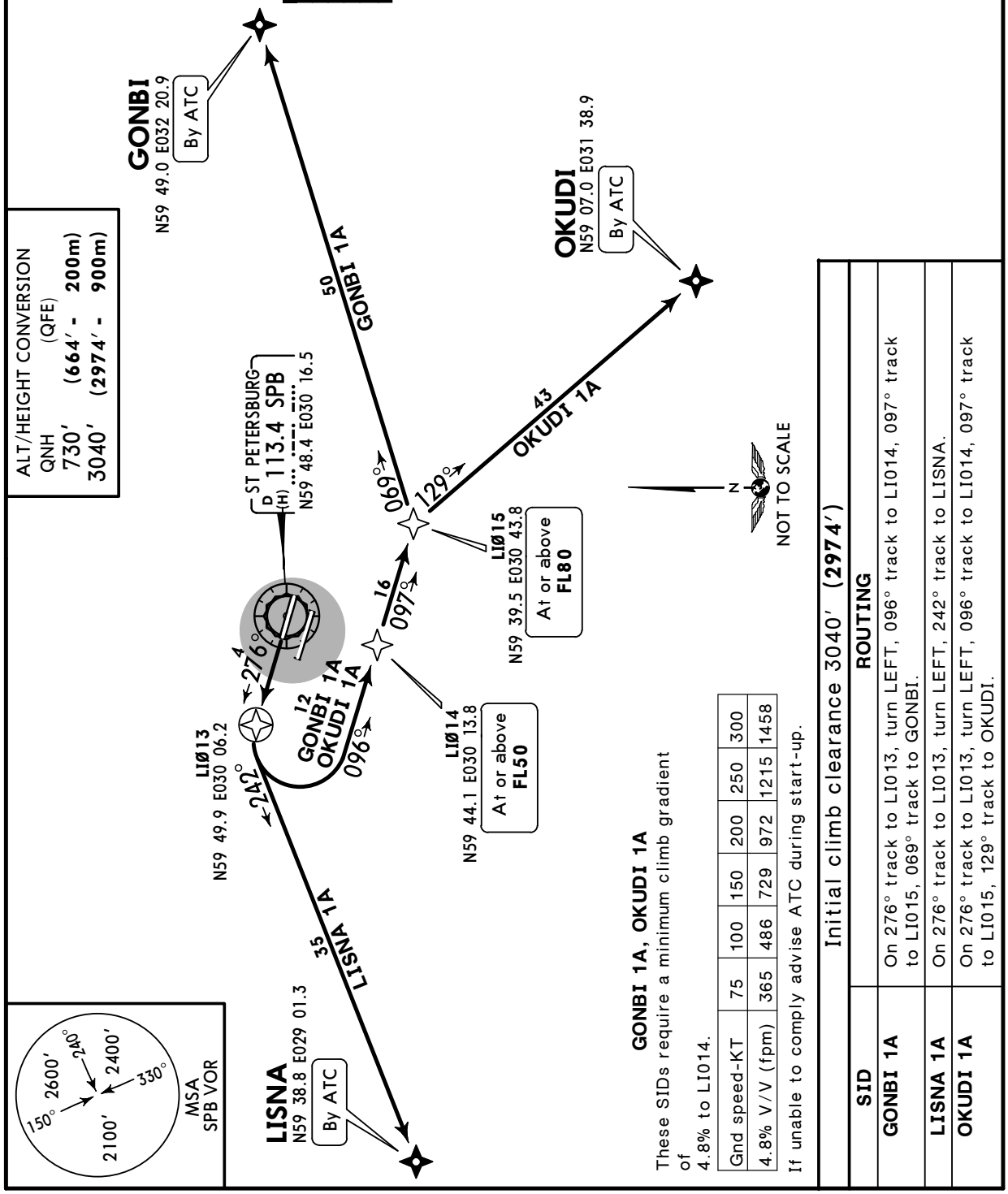
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ULLI/LED
PULKOVO

PULKOVO Krug 120.3	Apt Elev 79′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ **(2974′)** 1. When crossing 730′ (664′) contact PULKOVO Krug. 2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages. 3. If following RNAV SIDs are not possible, report to ground controller and request RADAR vectoring for departure.

GONBI 1 ALPHA (GONBI 1A) [GONB1A]
LISNA 1 ALPHA (LISNA 1A) [LISN1A]
OKUDI 1 ALPHA (OKUDI 1A) [OKUD1A]
RWY 28R RNAV DEPARTURES
RNAV (GNSS)
SPEED: MAX 270 KT BELOW FL100



CHANGES: Radial/track update.

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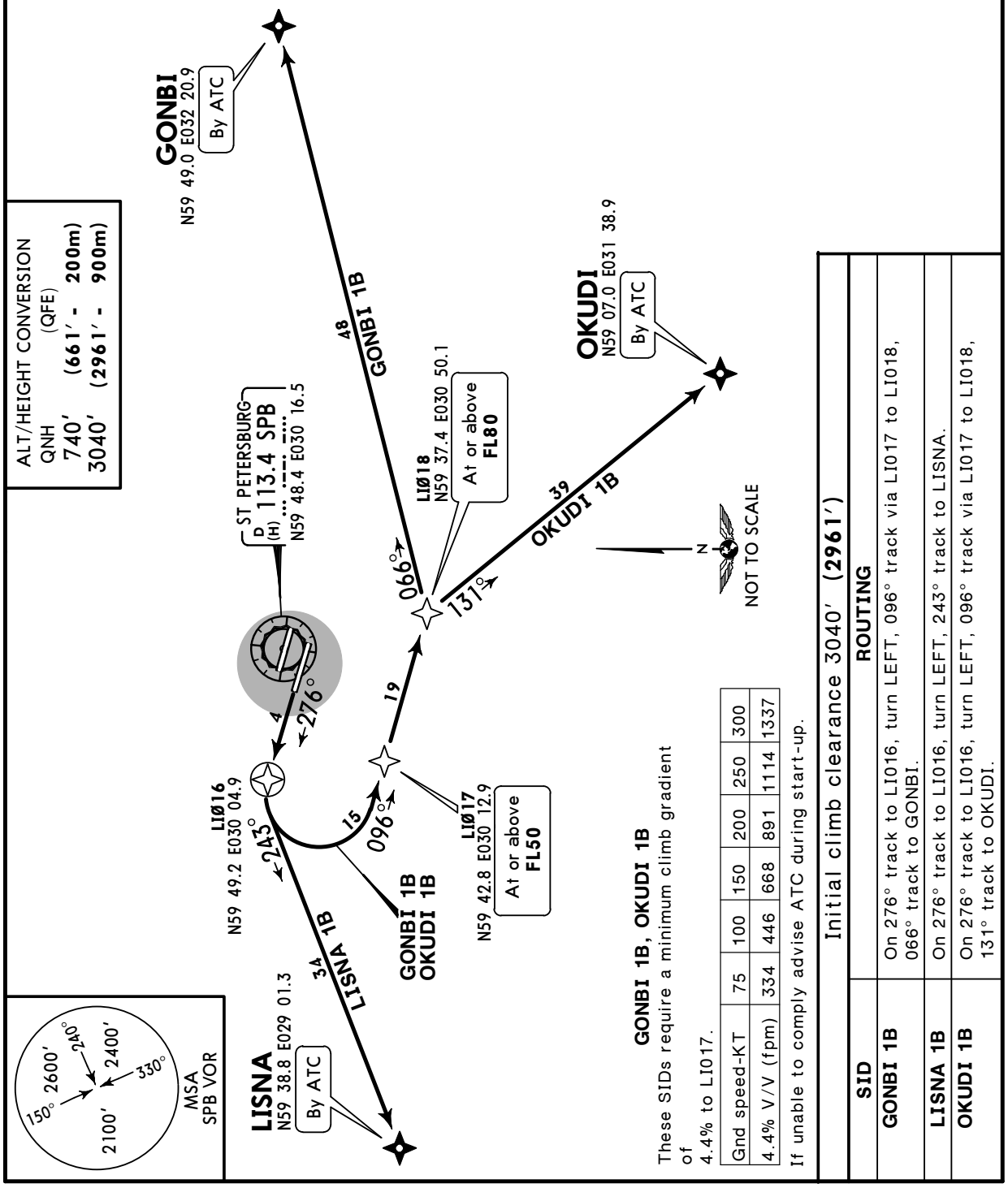
ULLI/LED
PULKOVO

PULKOVO Krug 120.3	Apt Elev 79′

QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above
FL70 if pressure is less than 706 MM (941.3 hPa)
Trans alt: 3040′ **(2961′)**
1. When crossing 740′ (661′) contact PULKOVO Krug.
2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages.
3. If following RNAV SIDs are not possible, report to ground controller and request RADAR vectoring for departure.

GONBI 1 BRAVO (GONBI 1B) [GONB1B]
LISNA 1 BRAVO (LISNA 1B) [LISN1B]
OKUDI 1 BRAVO (OKUDI 1B) [OKUD1B]
RWY 28L RNAV DEPARTURES
RNAV (GNSS)

SPEED: MAX 270 KT BELOW FL100



Initial climb clearance 3040′ **(2961′)**

SID	ROUTING
GONBI 1B	On 276° track to LI016, turn LEFT, 096° track via LI017 to LI018, 066° track to GONBI.
LISNA 1B	On 276° track to LI016, turn LEFT, 243° track to LISNA.
OKUDI 1B	On 276° track to LI016, turn LEFT, 096° track via LI017 to LI018, 131° track to OKUDI.

CHANGES: Radial/track update.

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ULLI/LED PULKOVO

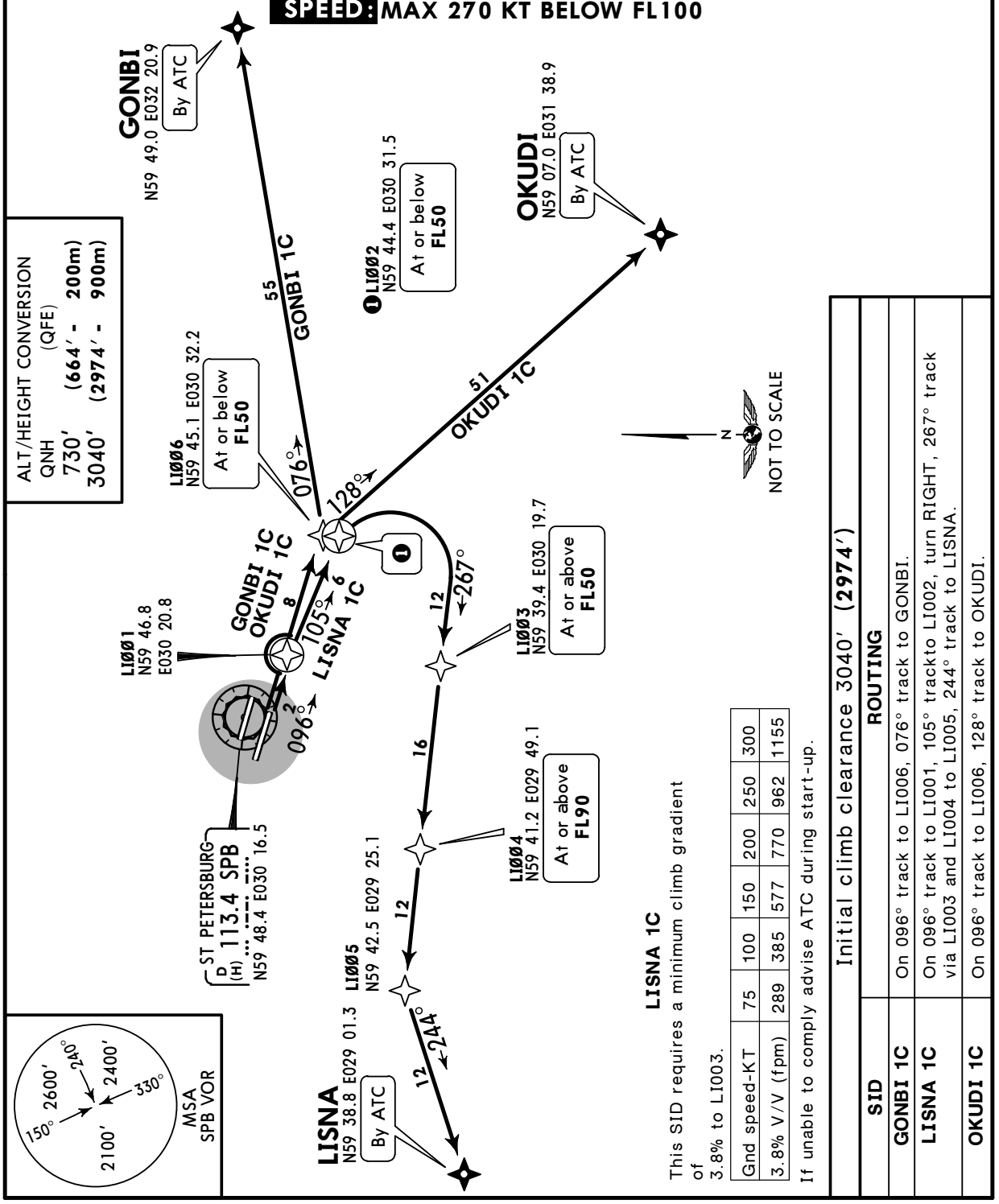
PULKOVO Krug	Apt Elev
120.3	79′

QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above
FL70 if pressure is less than 706 MM (941.3 hPa)
Trans alt: 3040′ **(2974′)**
1. When crossing 730′ (664′) contact PULKOVO Krug.
2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages.
3. If following RNAV SIDs are not possible, report to ground controller and request RADAR vectoring for departure.

GONBI 1 CHARLIE (GONBI 1C) [GONB1C]
LISNA 1 CHARLIE (LISNA 1C) [LISN1C]
OKUDI 1 CHARLIE (OKUDI 1C) [OKUD1C]
RWY 10R RNAV DEPARTURES

RNAV (GNSS)

SPEED: MAX 270 KT BELOW FL100



LISNA 1C

This SID requires a minimum climb gradient of 3.8% to LI003.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1155

If unable to comply advise ATC during start-up.

Initial climb clearance 3040′ **(2974′)**

SID	ROUTING
GONBI 1C	On 096° track to LI006, 076° track to GONBI.
LISNA 1C	On 096° track to LI001, 105° trackto LI002, turn RIGHT, 267° track via LI003 and LI004 to LI005, 244° track to LISNA.
OKUDI 1C	On 096° track to LI006, 128° track to OKUDI.

CHANGES: SIDs GONBI & OKUDI 1C revised.

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PULKOVO

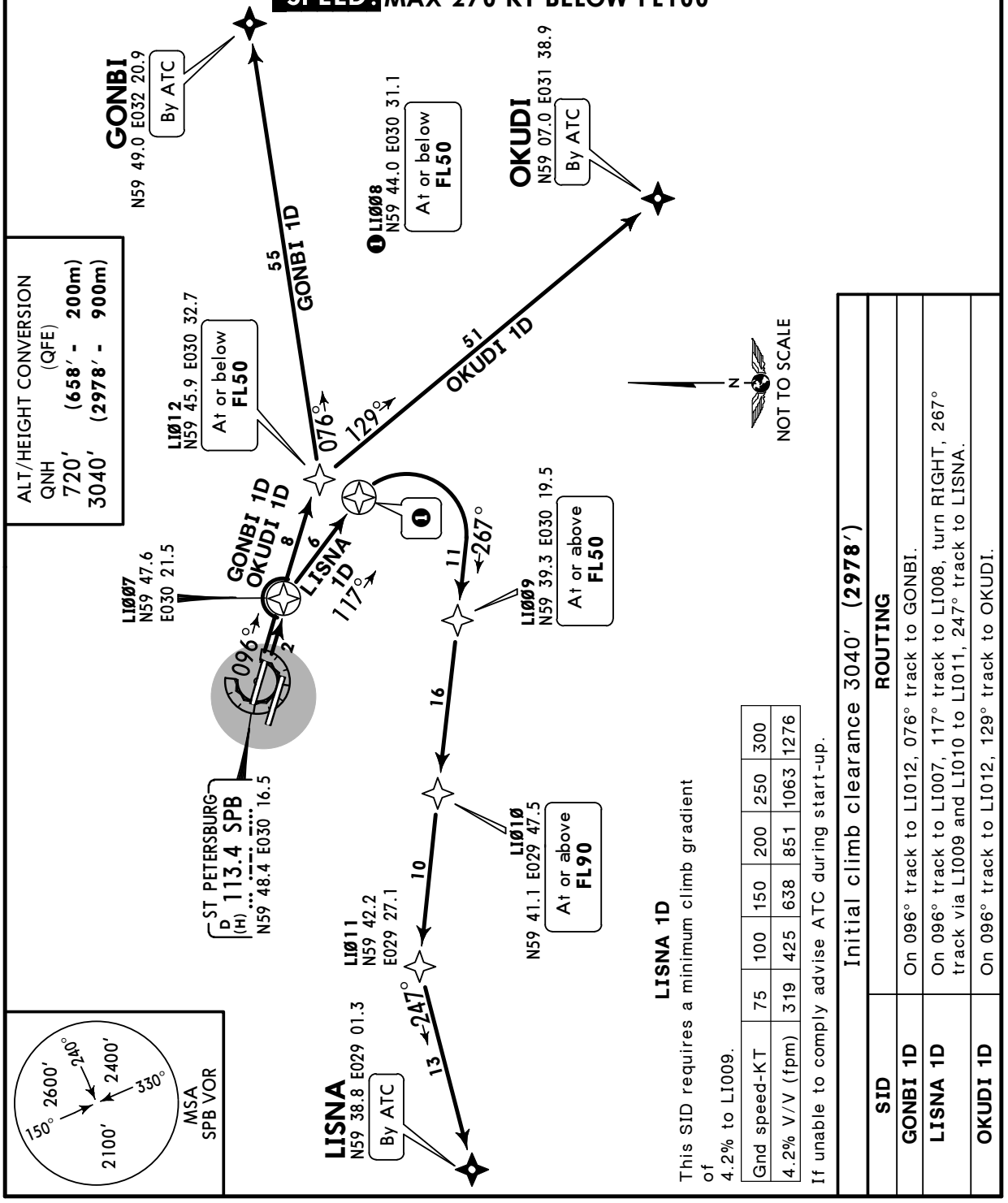
ST PETERSBURG, RUSSIA
RNAV SID

PULKOVO Krug	Apt Elev
120.3	79′

QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above
FL70 if pressure is less than 706 MM (941.3 hPa)
Trans alt: 3040′ **(2978′)**
1. When crossing 720′ (658′) contact PULKOVO Krug.
2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages.
3. If following RNAV SIDs are not possible, report to ground controller and request RADAR vectoring for departure.

GONBI 1 DELTA (GONBI 1D) [GONB1D]
LISNA 1 DELTA (LISNA 1D) [LISN1D]
OKUDI 1 DELTA (OKUDI 1D) [OKUD1D]
RWY 10L RNAV DEPARTURES
RNAV (GNSS)

SPEED: MAX 270 KT BELOW FL100



LISNA 1D
This SID requires a minimum climb gradient of 4.2% to LI009.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

If unable to comply advise ATC during start-up.

SID	Initial climb clearance 3040′ (2978′) ROUTING
GONBI 1D	On 096° track to LI012, 076° track to GONBI.
LISNA 1D	On 096° track to LI007, 117° track to LI008, turn RIGHT, 267° track via LI009 and LI010 to LI011, 247° track to LISNA.
OKUDI 1D	On 096° track to LI012, 129° track to OKUDI.

CHANGES: SIDs GONBI & OKUDI 1D revised.

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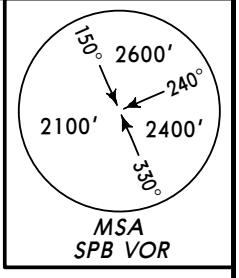
ST PETERSBURG, RUSSIA

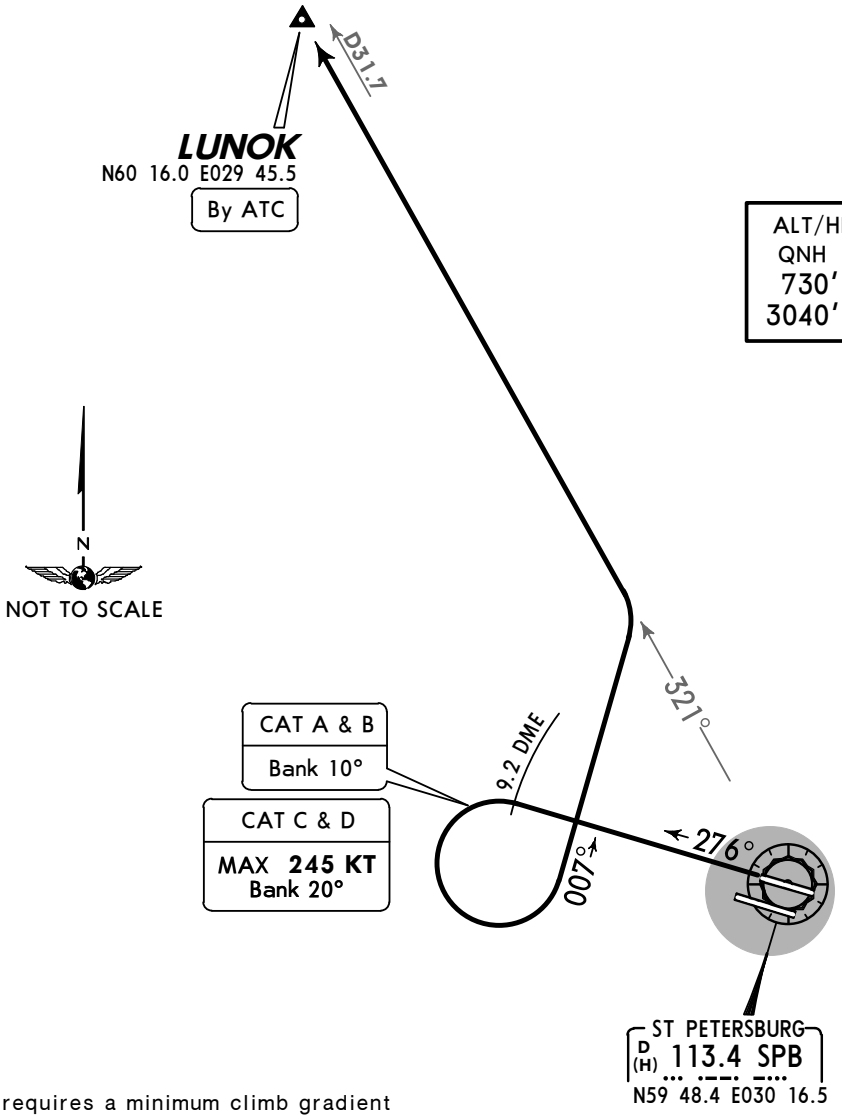
SID

PULKOVO Krug 120.3	*Apt Elev* 79′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2974′)*** 1. When crossing 730′ ***(664′)*** contact PULKOVO Krug. 2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages. 3. If following SIDs are not possible, report to ground controller and get alternative instructions for maneuvering after departure.

LUNOK 1 KILO (LUNOK 1K) *[LUNO1K]*
RWY 28R DEPARTURE

SPEED: MAX 270 KT BELOW FL100





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
730′	***(664′ - 200m)***
3040′	***(2974′ - 900m)***

This SID requires a minimum climb gradient of
5.6% up to SPB R-321 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

If unable to comply advise ATC during start-up.

Initial climb clearance 3040′ ***(2974′)***

ROUTING

On 276° track to SPB 9.2 DME, turn LEFT, 007° track, turn LEFT, intercept SPB R-321 to LUNOK.

CHANGES: Track update.

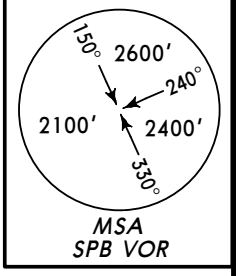
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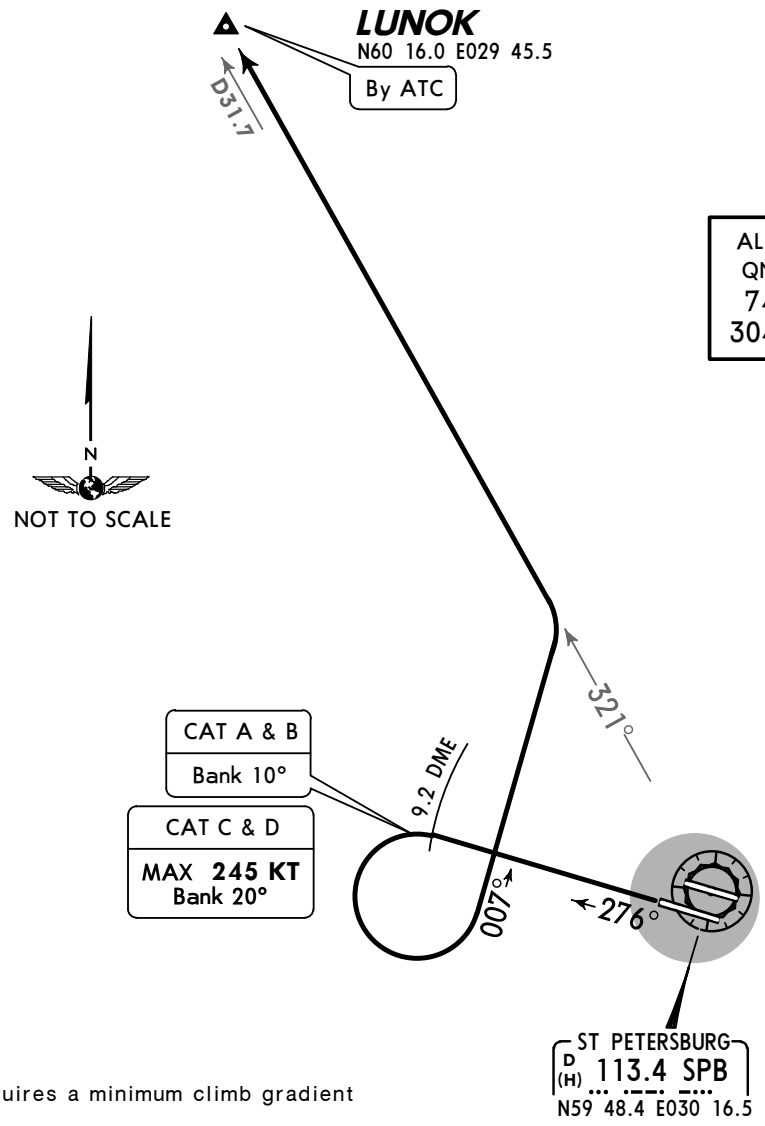
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ULLI/LED
PULKOVO

PULKOVO Krug 120.3	Apt Elev 79′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2961′)*** 1. When crossing 740′ ***(661′)*** contact PULKOVO Krug. 2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages. 3. If following SID is not possible, report to ground controller and get alternative instructions for maneuvering after departure.

LUNOK 1 LIMA (LUNOK 1L) *[LUNO1L]*
RWY 28L DEPARTURE
SPEED: MAX 270 KT BELOW FL100





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
740′	***(661′ - 200m)***
3040′	***(2961′ - 900m)***

This SID requires a minimum climb gradient of
5.6% up to SPB R-321 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

If unable to comply advise ATC during start-up.

Initial climb clearance 3040′ ***(2961′)***

ROUTING

On 276° track to SPB 9.2 DME, turn LEFT, 007° track, turn LEFT, intercept SPB R-321 to LUNOK.

CHANGES: Track update.

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PULKOVO

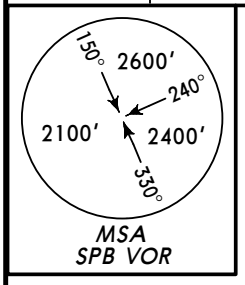
ST PETERSBURG, RUSSIA

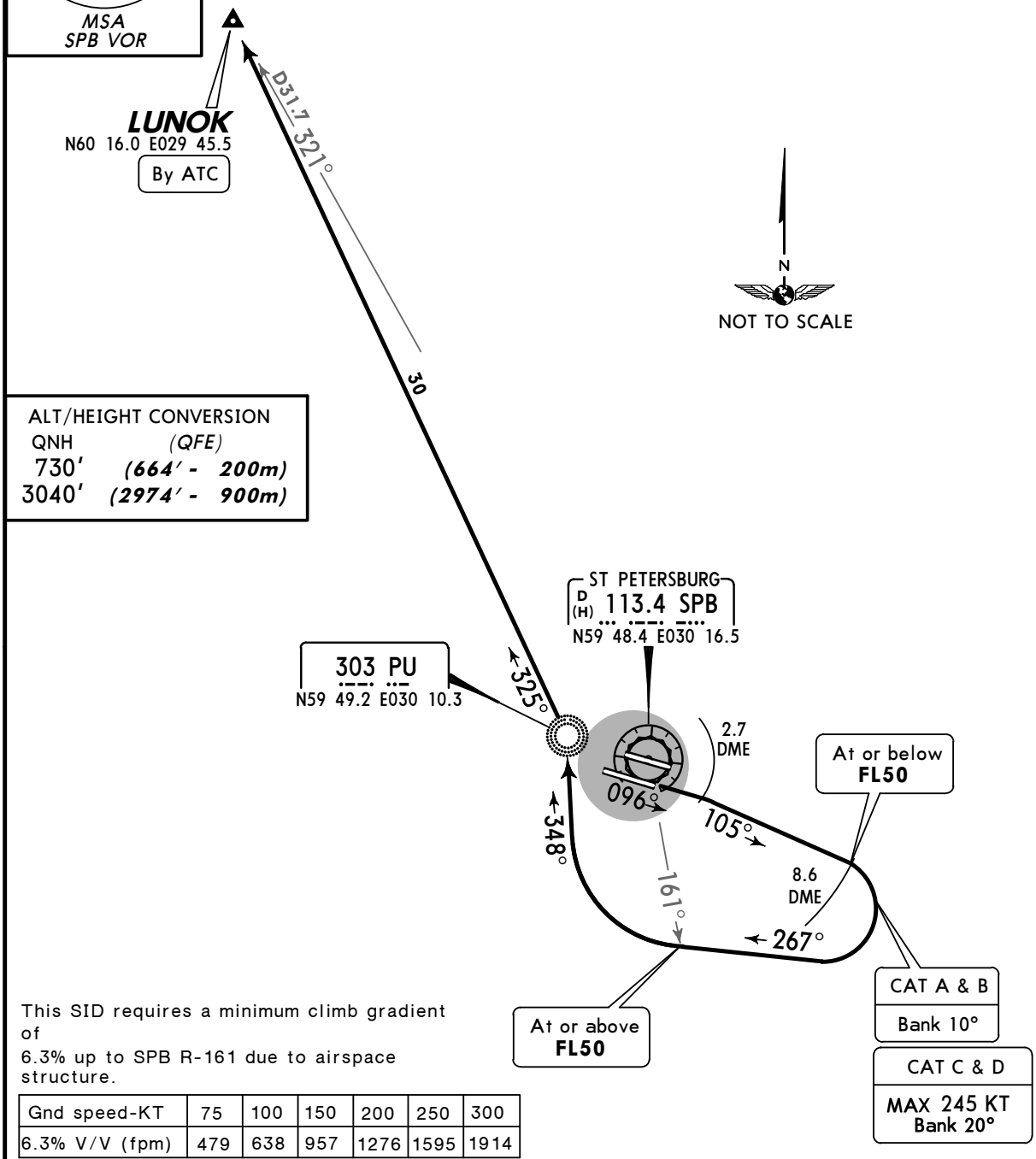
SID

PULKOVO Krug 120.3	Apt Elev 79′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2974′)*** 1. When crossing 730′ (664′) contact PULKOVO Krug. 2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages. 3. If following SID is not possible, report to ground controller and get alternative instructions for maneuvering after departure.

LUNOK 1 MIKE (LUNOK 1M) *[LUNO1M]*
RWY 10R DEPARTURE

SPEED: MAX 270 KT BELOW FL100





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
730′	***(664′ - 200m)***
3040′	***(2974′ - 900m)***

This SID requires a minimum climb gradient of
6.3% up to SPB R-161 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	479	638	957	1276	1595	1914

If unable to comply advise ATC during start-up.

Initial climb clearance 3040′ ***(2974′)***

ROUTING

On 096° track to SPB 2.7 DME, 105° track to SPB 8.6 DME, turn RIGHT, 267° track, after crossing SPB R-161 turn RIGHT to PU, 325° bearing to LUNOK.

CHANGES: Track update.

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ULLI/LED
PULKOVO

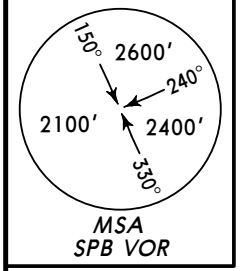
ST PETERSBURG, RUSSIA

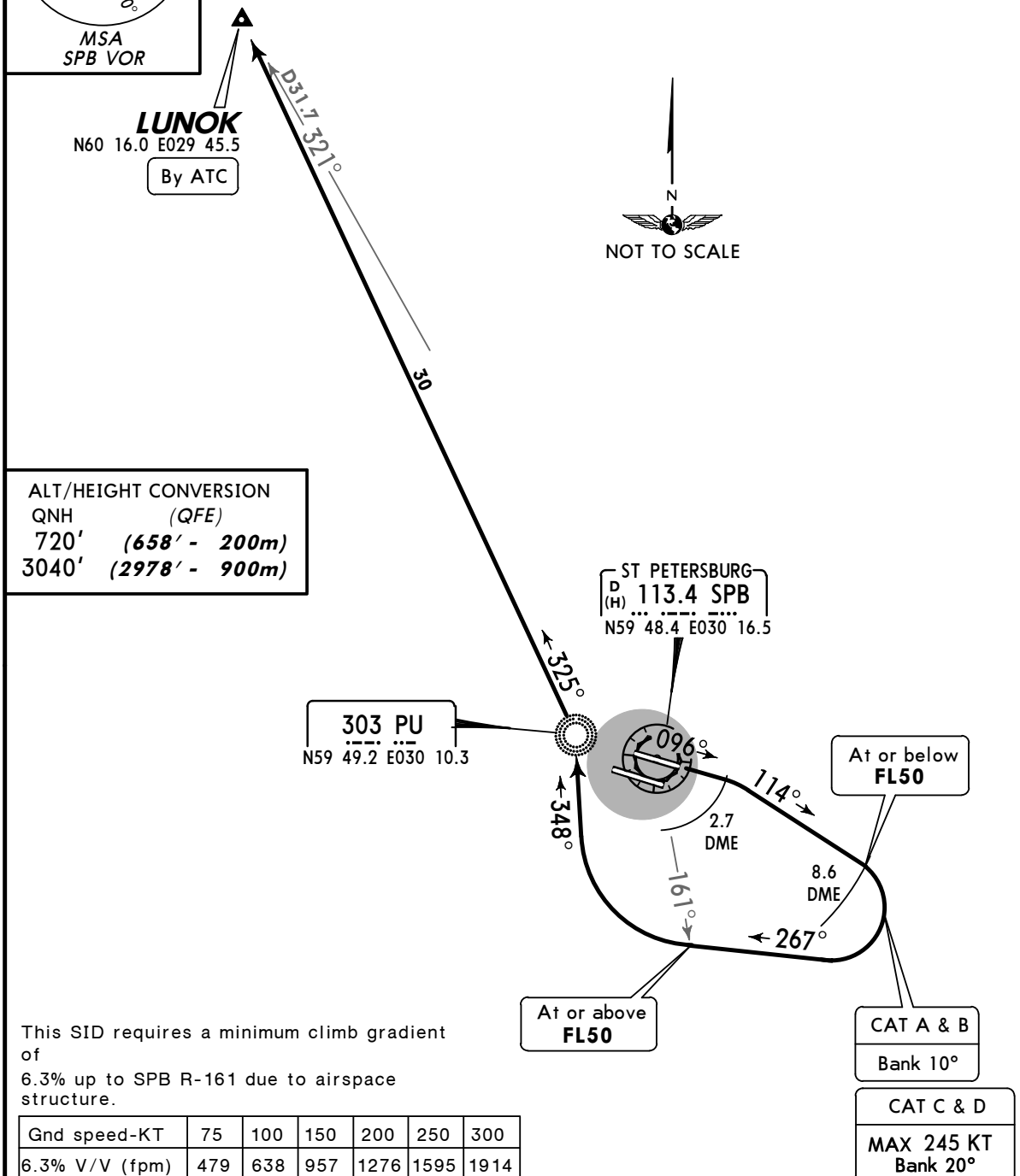
SID

PULKOVO Krug 120.3	Apt Elev 79′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2978′)*** 1. When crossing 720′ (658′) contact PULKOVO Krug. 2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages. 3. If following SID is not possible, report to ground controller and get alternative instructions for maneuvering after departure.

LUNOK 1 NOVEMBER (LUNOK 1N) *[LUNO1N]*
RWY 10L DEPARTURE

SPEED: MAX 270 KT BELOW FL100





ALT/HEIGHT CONVERSION

QNH	(QFE)
720′	***(658′ - 200m)***
3040′	***(2978′ - 900m)***

This SID requires a minimum climb gradient of
6.3% up to SPB R-161 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	479	638	957	1276	1595	1914

If unable to comply advise ATC during start-up.

CAT A & B
Bank 10°

CAT C & D
MAX 245 KT
Bank 20°

Initial climb clearance 3040′ ***(2978′)***

ROUTING

On 096° track to SPB 2.7 DME, 114° track to SPB 8.6 DME, turn RIGHT, 267° track, after crossing SPB R-161 turn RIGHT to PU, 325° bearing to LUNOK.

CHANGES: Track update.

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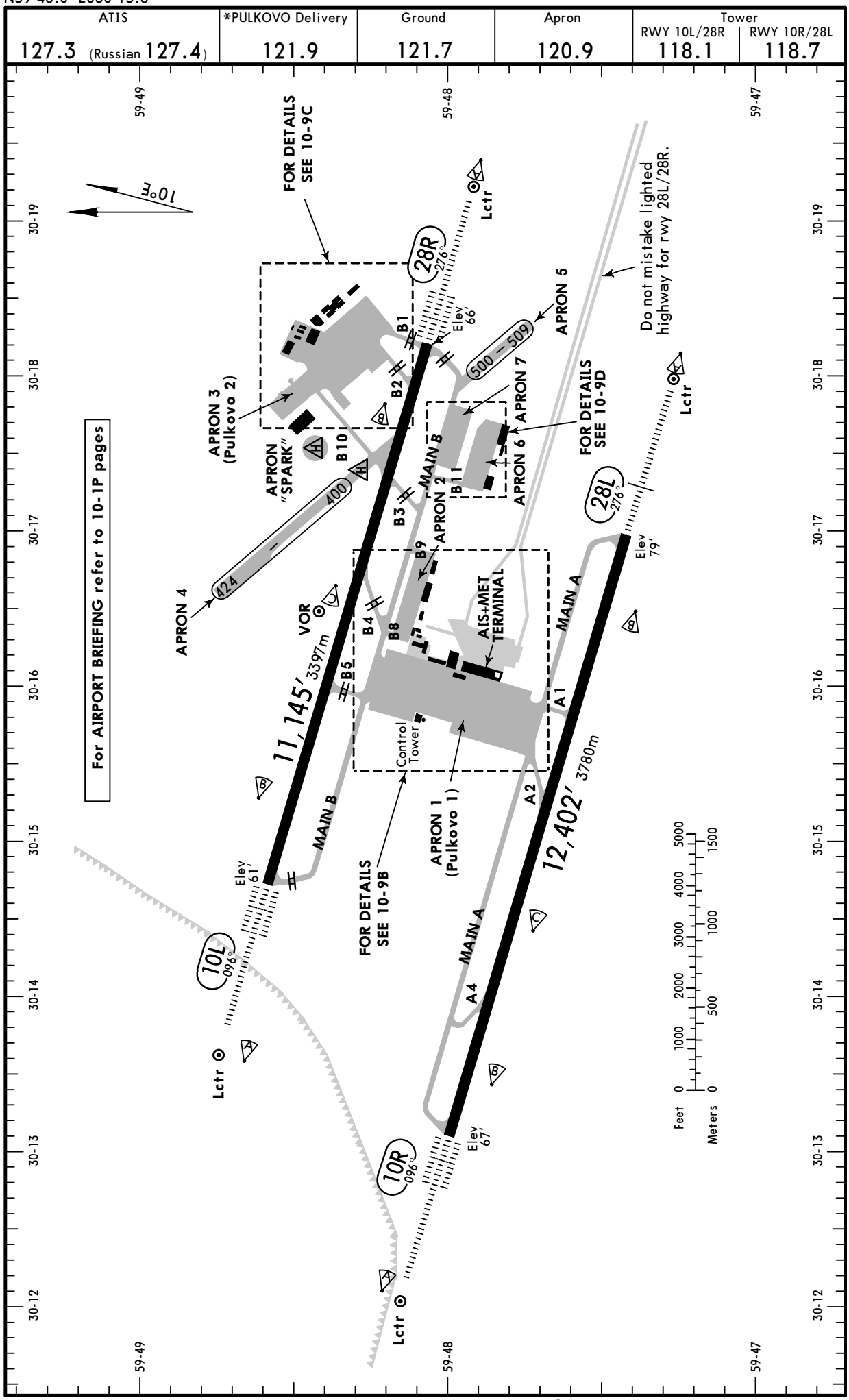
ULLI/LED

Apt Elev 79′
N59 48.0 E030 15.8

JEPPESEN ST PETERSBURG, RUSSIA
PULKOVO

20 MAR 15 (10-9) Eff 2 Apr

ATIS	*PULKOVO Delivery	Ground	Apron	Tower	
				RWY 10L/28R	RWY 10R/28L
127.3 (Russian 127.4)	121.9	121.7	120.9	118.1	118.7



CHANGES: Communications. Apron 1.

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JeppView 3.6.2.0

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
10L	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) RVR		10,112′ 3082m	❷	197′ 60m
28R	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) ❶ RVR				

❶ HST-B4
❷ TAKE-OFF RUN AVAILABLE
RWY 10L: From rwy head 11,145′(3397m)
twy B5 int 7113′(2168m)
twy B4 int 4843′(1476m)

RWY 28R: From rwy head 11,145′(3397m)
twy B2 int 10,413′(3174m)
twy B3 int 8379′(2554m)
twy B4 int 6496′(1980m)
twy B5 int 4134′(1260m)

10R	HIRL (60m) CL (15m) HIALS-II TDZ ❸ ❹ RVR		11,430′ 3484m	❻	197′ 60m
28L	HIRL (60m) CL (15m) HIALS PAPI-L (3.0°) ❺ RVR		11,248′ 3428m		

❸ PAPI-L (3.0°)
❹ HST-A2 (with HSTIL)
❺ HST-A4 (with HSTIL)
❻ TAKE-OFF RUN AVAILABLE
RWY 10R: From rwy head 12,402′(3780m)
twy A4 int 9892′(3015m)
twy A1 int 3776′(1151m)

RWY 28L: From rwy head 12,402′(3780m)
twy A1 int 8698′(2651m)
twy A2 int 7096′(2163m)

TAKE-OFF

	AIR CARRIER All Rwys LVP must be in force			AIR CARRIER (FAR 121) All Rwys		
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL		CL & RCLM any RVR out, other two req.	Adequate Vis Ref
A	200m (150m)	250m	400m	2 Eng	TDZ RVR 175m Mid RVR 175m Roll out RVR 175m	RVR 500m VIS 400m
B						
C				3 & 4 Eng		
D	250m (200m)	300m				

CHANGES: None.

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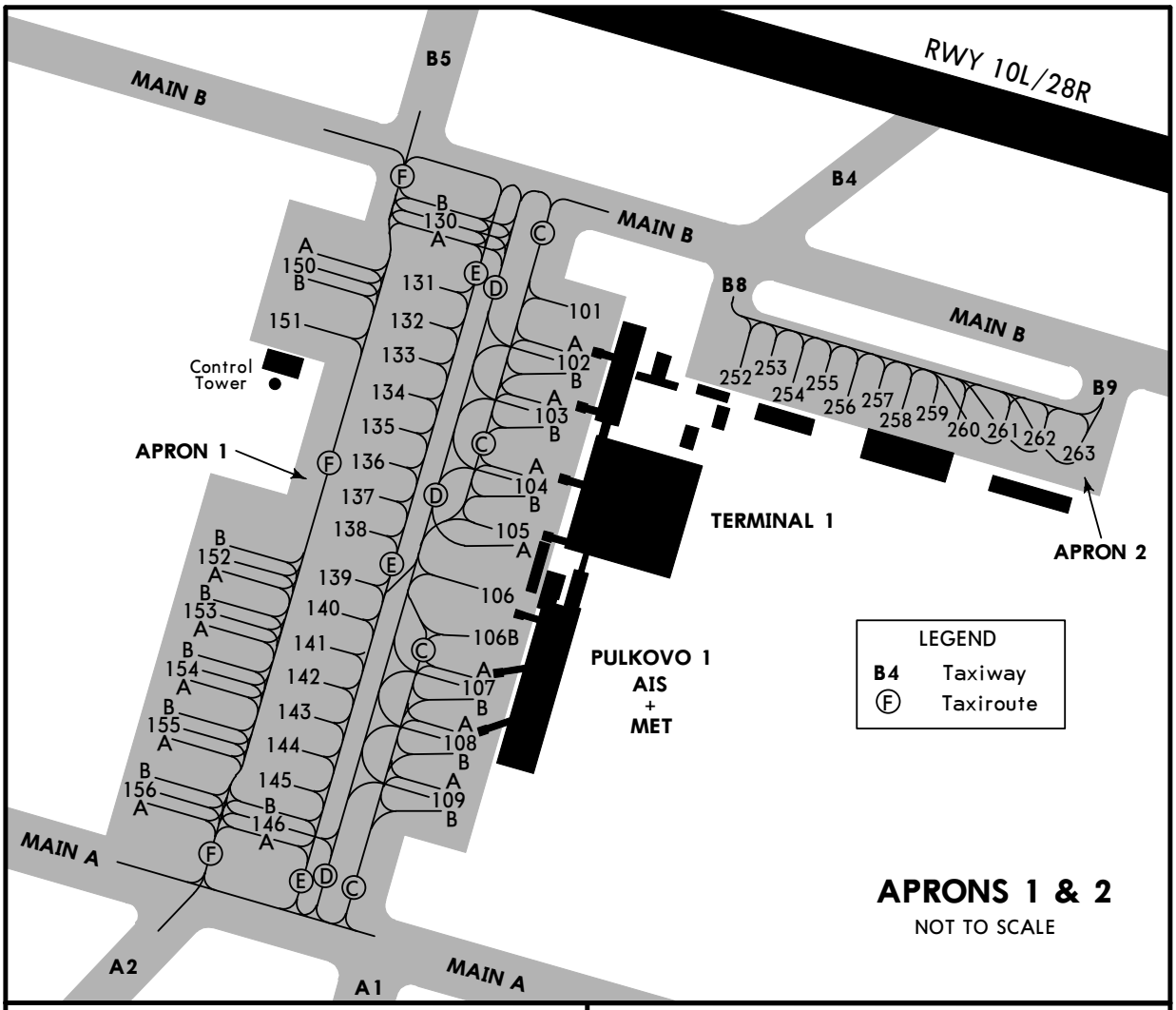
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JEPPESEN ST PETERSBURG, RUSSIA

20 MAR 15 (10-9B) Eff 2 Apr

PULKOVO



INS COORDINATES

STAND No.	COORDINATES
252 thru 254	N59 48.1 E030 16.4
255, 256	N59 48.1 E030 16.5
257, 258	N59 48.1 E030 16.6
259 thru 261	N59 48.1 E030 16.7
262, 263	N59 48.1 E030 16.8

CHANGES: Stands. Coords.

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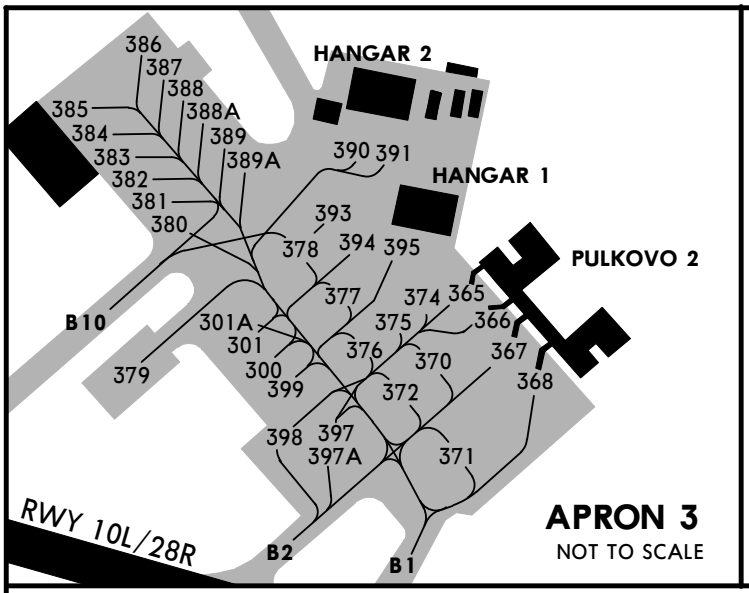
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ULLI/LED

JEPPESEN ST PETERSBURG, RUSSIA

20 MAR 15 (10-9C) Eff 2 Apr

PULKOVO



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
300	N59 48.3 E030 18.0	399	N59 48.3 E030 18.0
301, 301A	N59 48.3 E030 17.9	400 thru 403	N59 48.4 E030 17.2
365	N59 48.4 E030 18.4	404	N59 48.4 E030 17.1
366 thru 368	N59 48.3 E030 18.4	405 thru 407	N59 48.5 E030 17.1
370	N59 48.3 E030 18.3	408 thru 411	N59 48.5 E030 17.0
371	N59 48.2 E030 18.3	411A thru 414	N59 48.6 E030 16.9
372	N59 48.3 E030 18.2	415 thru 417	N59 48.6 E030 16.8
374	N59 48.3 E030 18.3	418	N59 48.7 E030 16.8
375, 376	N59 48.3 E030 18.2	419 thru 422	N59 48.7 E030 16.7
377	N59 48.4 E030 18.1	423, 424	N59 48.7 E030 16.6
378	N59 48.4 E030 18.0	500	N59 47.9 E030 18.0
379	N59 48.4 E030 17.9	501, 502	N59 47.9 E030 18.1
380, 381	N59 48.5 E030 17.9	503	N59 47.8 E030 18.1
382 thru 387	N59 48.5 E030 17.8	504 thru 507	N59 47.8 E030 18.2
388 thru 389A	N59 48.5 E030 17.9	508	N59 47.8 E030 18.3
390	N59 48.5 E030 18.1	509	N59 47.7 E030 18.3
391	N59 48.5 E030 18.2		
393	N59 48.4 E030 18.1		
394, 395	N59 48.4 E030 18.2		
397 thru 398	N59 48.2 E030 18.1		

CHANGES: None.

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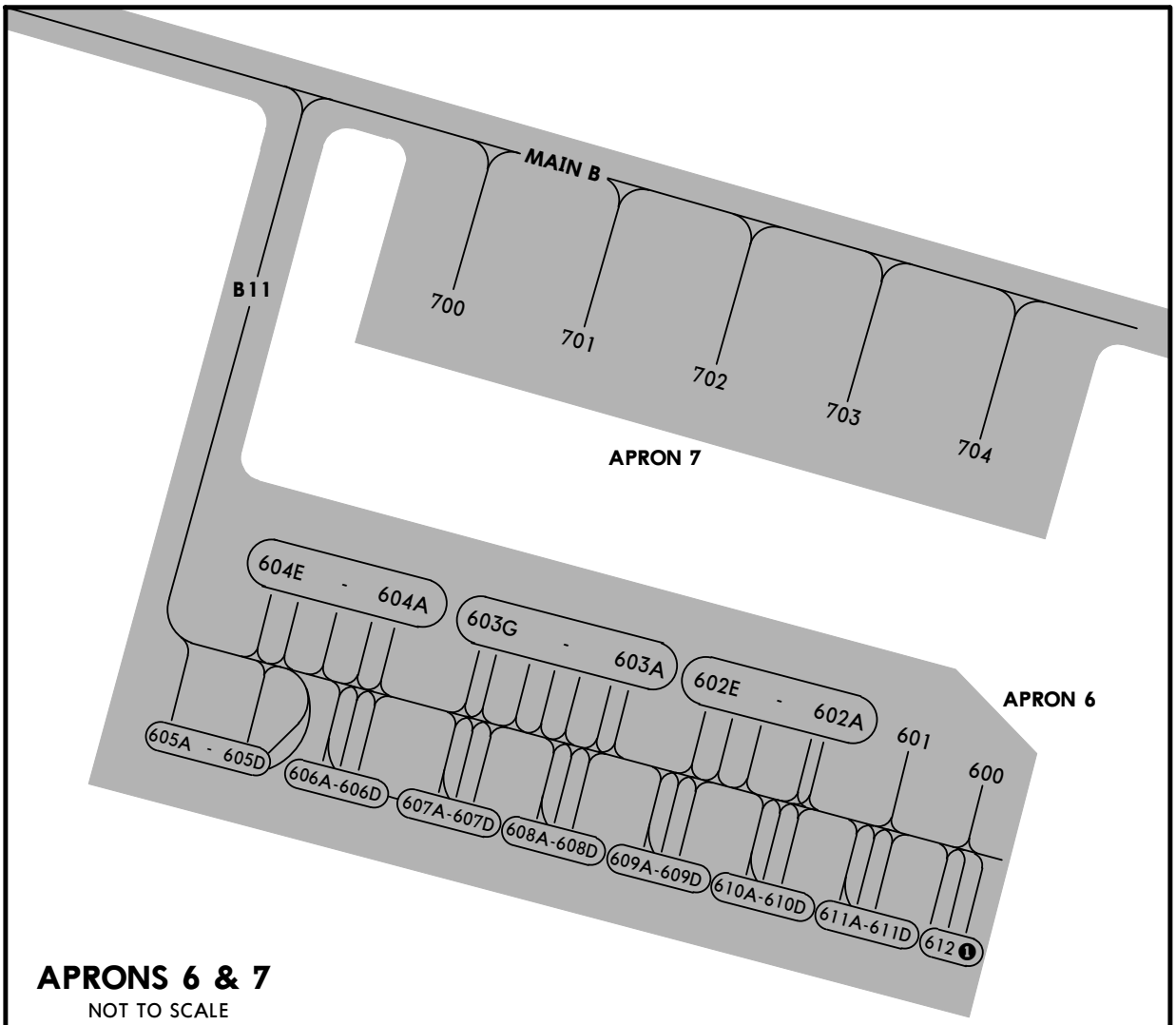
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JEPPESEN ST PETERSBURG, RUSSIA

13 JUN 14 (10-9D) Eff 26 Jun

PULKOVO



APRONS 6 & 7

NOT TO SCALE

❶ A, B & D

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
600	N59 47.9 E030 17.7	701	N59 48.0 E030 17.5
601 thru 602D	N59 47.9 E030 17.6	702	N59 47.9 E030 17.6
602E thru 603E	N59 47.9 E030 17.5	703, 704	N59 47.9 E030 17.7
603F thru 604D	N59 47.9 E030 17.4		
604E thru 605D	N59 47.9 E030 17.3		
606A thru 607D	N59 47.9 E030 17.4		
608A thru 609D	N59 47.9 E030 17.5		
610A thru 611D	N59 47.9 E030 17.6		
612A thru 612D	N59 47.8 E030 17.7		
700	N59 48.0 E030 17.4		

CHANGES: Coords added.

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ULLI/LED

Standard

ST PETERSBURG, RUSSIA
PULKOVO

STRAIGHT-IN RWY		A	B	C	D
10L ❶	CAT 3A ILS	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**
	CAT 2 ILS	**162′**(100′) **RA104′R300m**	**162′**(100′) **RA104′R300m**	**162′**(100′) **RA104′R300m**	**162′**(100′) **RA104′R300m**
	ILS	**262′**(200′)	**262′**(200′)	**262′**(200′)	**262′**(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❷	**480′**(418′) **R1200m**	**480′**(418′) **R1200m**	**480′**(418′) **R1200m**	**480′**(418′) **R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	2 NDB ❷	**430′**(368′) **R1000m**	**430′**(368′) **R1000m**	**430′**(368′) **R1000m**	**430′**(368′) **R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	PU NDB ❷	**490′**(428′) **R1300m**	**490′**(428′) **R1300m**	**490′**(428′) **R1300m**	**490′**(428′) **R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
10R ❶	CAT 2 ILS	**166′**(100′) **RA105′R300m**	**166′**(100′) **RA105′R300m**	**166′**(100′) **RA105′R300m**	**166′**(100′) **RA105′R300m**
	ILS	**266′**(200′)	**266′**(200′)	**266′**(200′)	**266′**(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❷	**460′**(394′) **R1100m**	**460′**(394′) **R1100m**	**460′**(394′) **R1100m**	**460′**(394′) **R1100m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	PK NDB ❷	**580′**(514′) **R1500m**	**580′**(514′) **R1500m**	**580′**(514′) **R1600m**	**580′**(514′) **R1600m**
	ALS out	R1500m	R1500m	C2400m	C2400m
28L ❶	ILS	**279′**(200′)	**279′**(200′)	**279′**(200′)	**279′**(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❷	**420′**(341′) **R900m**	**420′**(341′) **R900m**	**420′**(341′) **R900m**	**420′**(341′) **R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	PO NDB ❷	**590′**(511′) **R1500m**	**590′**(511′) **R1500m**	**590′**(511′) **R1600m**	**590′**(511′) **R1600m**
	ALS out	R1500m	R1500m	C2400m	C2400m

❶ Missed apch climb gradient MIM 5.0%.
❷ Continuous Descent Final Approach.

CHANGES: Note added.

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ULLI/LED

Standard

ST PETERSBURG, RUSSIA
PULKOVO

STRAIGHT-IN RWY		A	B	C	D
28R ❶	CAT 3A ILS	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**
	CAT 2 ILS	**166′**(100′) **RA104′R300m**	**166′**(100′) **RA104′R300m**	**166′**(100′) **RA104′R300m**	**166′**(100′) **RA104′R300m**
	ILS	**266′**(200′)	**266′**(200′)	**266′**(200′)	**266′**(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❷	**500′**(434′) **R1300m**	**500′**(434′) **R1300m**	**500′**(434′) **R1300m**	**500′**(434′) **R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB ❷	**480′**(414′) **R1200m**	**480′**(414′) **R1200m**	**480′**(414′) **R1200m**	**480′**(414′) **R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	PL NDB ❷	**540′**(474′) **R1500m**	**540′**(474′) **R1500m**	**540′**(474′) **R1500m**	**540′**(474′) **R1500m**
	ALS out	R1500m	R1500m	C2200m	C2200m

❶ Missed apch climb gradient MIM 5.0%.
❷ Continuous Descent Final Approach.

TAKE-OFF RWY 10L/R, 28L/R

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

CHANGES: Note added.

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ULLI/LED PULKOVO

JEPPESEN 15 MAY 15 Eff 28 May (11-1)

ST PETERSBURG, RUSSIA ILS Rwy 10L

MISSED APCH CLIMB GRAD MIM 5.0%

BRIEFING STRIP™

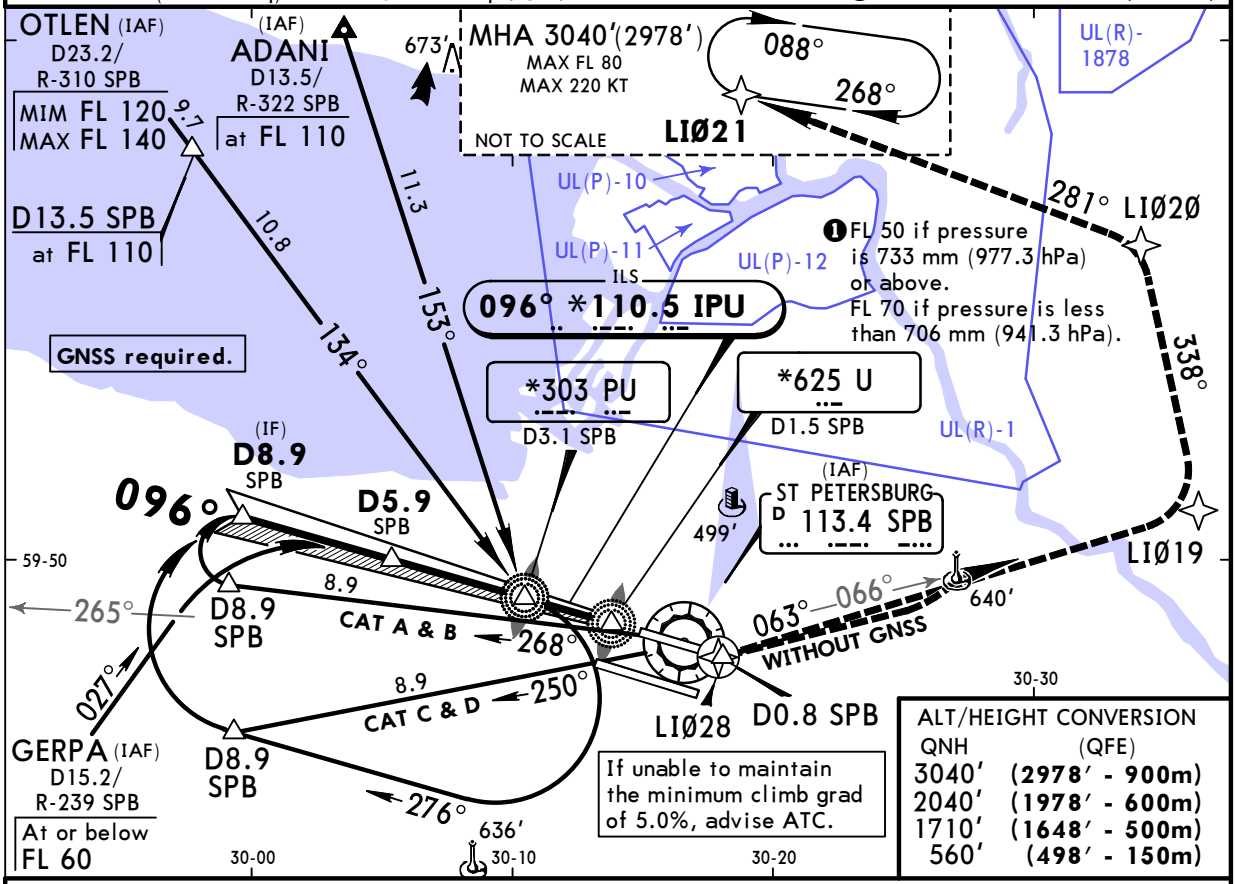
ATIS (Russian)	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)	1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	119.3	125.2	119.3	120.3	118.1	121.7

LOC IPU	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
*110.5	096°	866′(804′)	262′(200′)	79′ / 62′

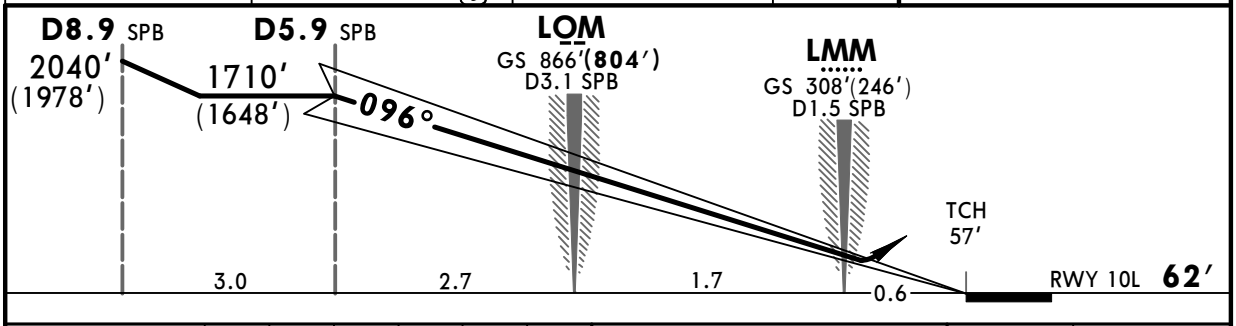
MISSED APCH: Proceed to LIØ28, climbing to 3040′ (2978′). Pass LIØ28 at 560′ (498′) or above, then proceed to LIØ19 (MIM bank angle 20°), LIØ2Ø at 3040′ (2978′) or above and LIØ21, then as directed.
WITHOUT GNSS: Proceed on 096°, climbing to 3040′ (2978′). At D0.8 after SPB turn LEFT onto R-066 not below 560′ (498′), then as directed.

MSA SPB VOR
150° 2600′ 240° 2100′ 2400′ 330°

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 60 ❶ | Trans alt: 3040′ (2978′)



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3040′	(2978′ - 900m)
2040′	(1978′ - 600m)
1710′	(1648′ - 500m)
560′	(498′ - 150m)



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

HIALS-II
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 10L

ILS Missed apch climb gradient mim 5.0% DA(H) 262′(200′)			LOC (GS out)
FULL	TDZ or CL out	ALS out	
A			
B RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH
C			
D			

PANS OPS

CHANGES: Arrivals.

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ULLI/LED PULKOVO

JEPPESEN 15 MAY 15 Eff 28 May (11-1A)

ST PETERSBURG, RUSSIA
❶ CAT II ILS Rwy 10L

BRIEFING STRIP ™

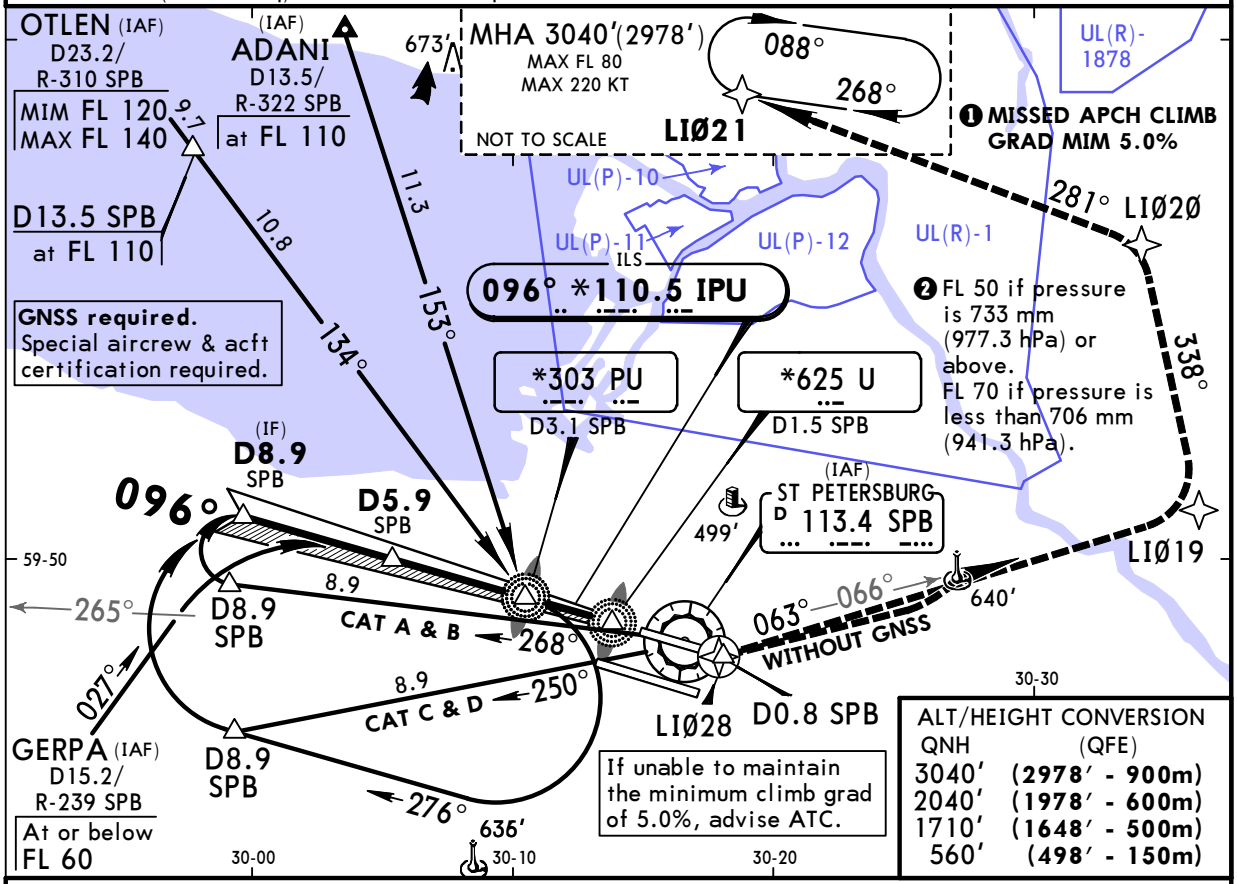
ATIS (Russian)	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)		1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	119.3	125.2	119.3	120.3	118.1	121.7

LOC IPU	Final Apch Crs	GS LOM	CAT II ILS RA 104′ DA(H) 162′(100′)	Apt Elev 79′ RWY 62′
*110.5	096°	866′(804′)		

MISSED APCH: Proceed to LIØ28, climbing to 3040′ (2978′). Pass LIØ28 at 560′(498′) or above, then proceed to LIØ19 (MIM bank angle 20°), LIØ2Ø at 3040′ (2978′) or above and LIØ21, then as directed.
WITHOUT GNSS: Proceed on 096°, climbing to 3040′ (2978′). At D0.8 after SPB turn LEFT onto R-066 not below 560′ (498′), then as directed.

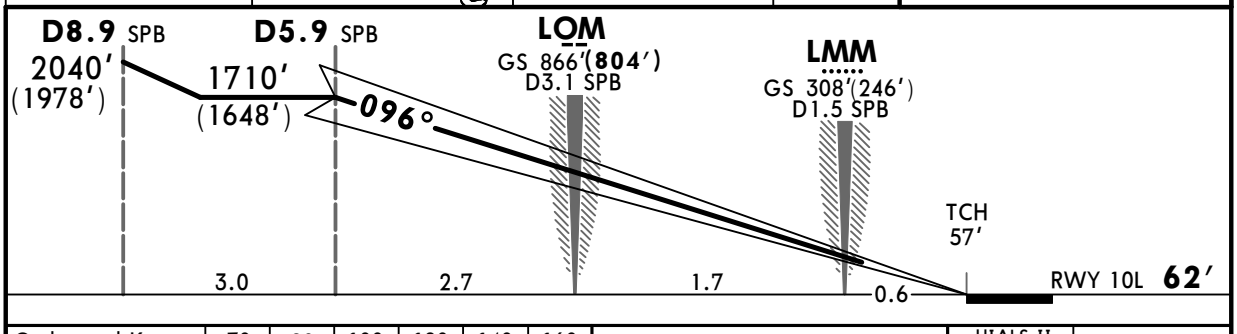
MSA SPB VOR
150° 2600′ 240° 2100′ 2400′ 330°

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 60 ❷ | Trans alt: 3040′(2978′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3040′	(2978′ - 900m)
2040′	(1978′ - 600m)
1710′	(1648′ - 500m)
560′	(498′ - 150m)



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

HIALS-II
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 10L
CAT II ILS
Missed apch climb gradient mim 5.0%

RA 104′
DA(H) 162′(100′)

RVR 300m

PANS OPS

CHANGES: Arrivals.

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ULLI/LED PULKOVO

JEPPESEN 15 MAY 15 Eff 28 May (11-2)

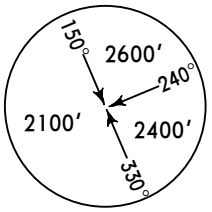
ST PETERSBURG, RUSSIA
❶ ILS DME Z/Y Rwy 10R

ATIS (Russian)	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)		1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	119.3	125.2	119.3	120.3	118.7	121.7

BRIEFING STRIP ™

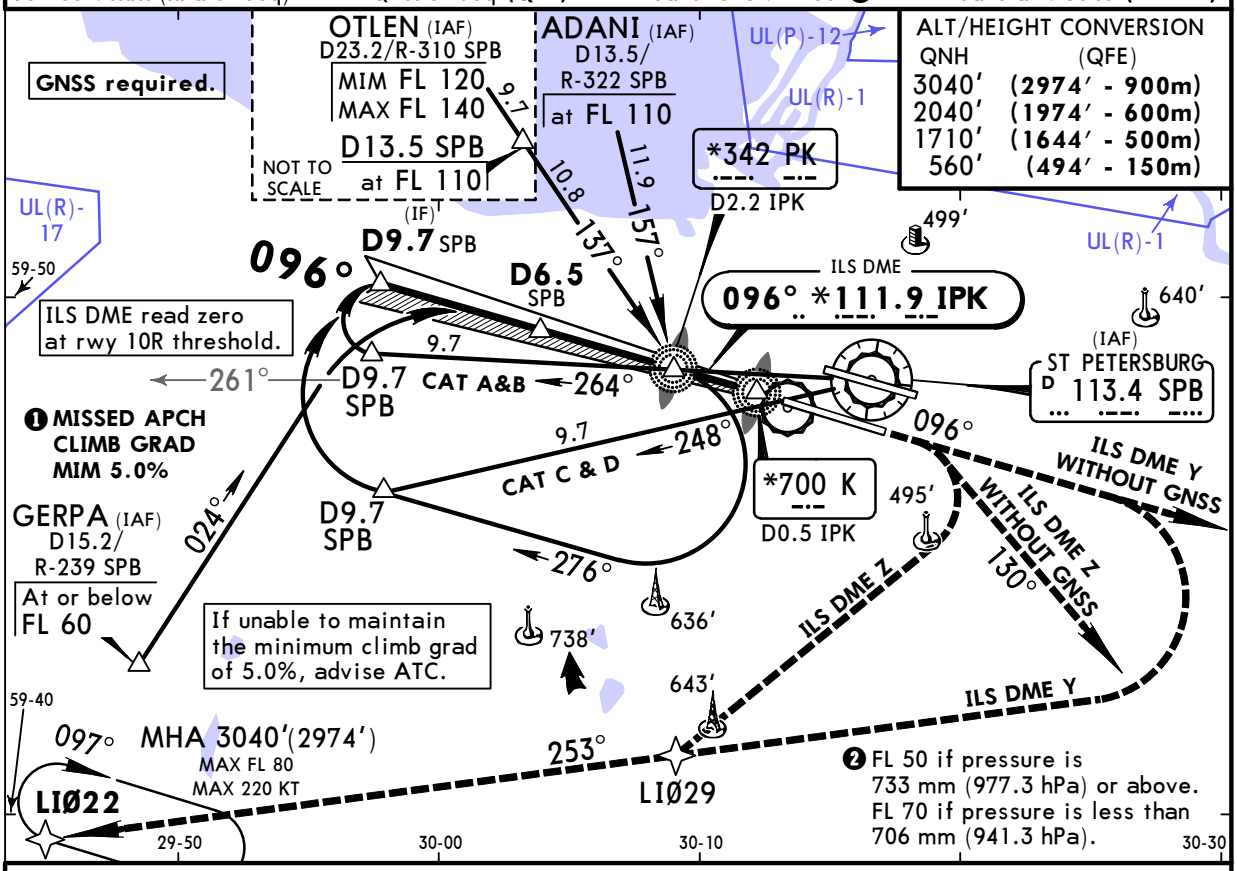
LOC IPK	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 79′ RWY 66′
*111.9	096°	820′(754′)	266′(200′)	

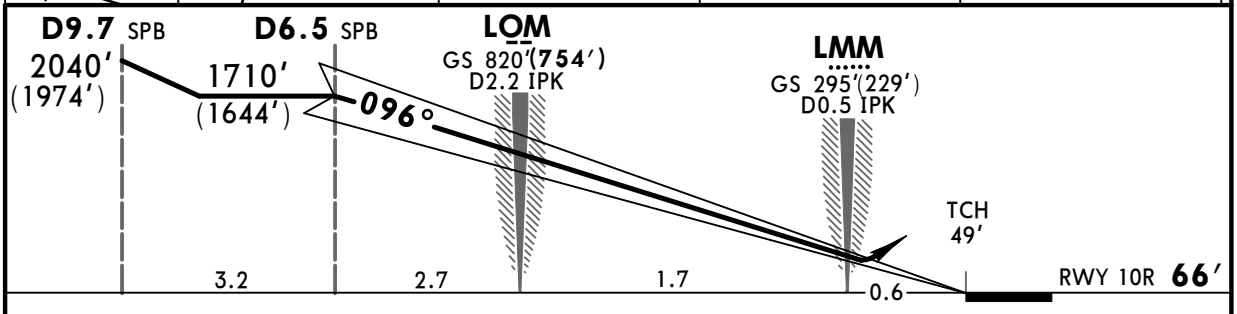
MISSED APCH: ILS DME Z: Proceed on 096°, climbing to 2040′ (1974′). At 560′(494′) turn RIGHT (MIM bank angle 20°) to LIØ29 not earlier than D0.5 IPK. Pass LIØ29 at 2040′(1974′), then proceed to LIØ22, then as directed. ILS DME Y: Proceed on 096°, climbing to 3040′(2974′). At 3040′(2974′) turn RIGHT to LIØ29, then proceed to LIØ22, then as directed. **WITHOUT GNSS:** ILS DME Z: Proceed on 096°, climbing to 2040′ (1974′). At 560′(494′) turn RIGHT onto 130° not earlier than D0.5 IPK, then as directed. ILS DME Y: Proceed on 096°, climbing to 3040′ (2974′), then as directed.



MSA
SPB VOR

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 60 ❷ Trans alt: 3040′**(2974′)**





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

HIALS-II
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY **10R**

	ILS Missed apch climb gradient mim 5.0% DA(H) 266′(200′)			LOC (GS out)
	FULL	TDZ or CL out	ALS out	
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH
B				
C				
D				

PANS OPS

CHANGES: Arrivals. Bearings.

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ULLI/LED PULKOVO

JEPPESEN 15 MAY 15 Eff 28 May (11-2A)

❶CAT II ILS DME Z/Y Rwy 10R

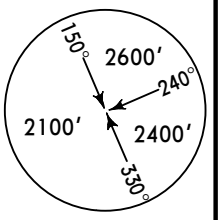
ST PETERSBURG, RUSSIA

BRIEFING STRIP ™

ATIS (Russian)	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)		1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	119.3	125.2	119.3	120.3	118.7	121.7

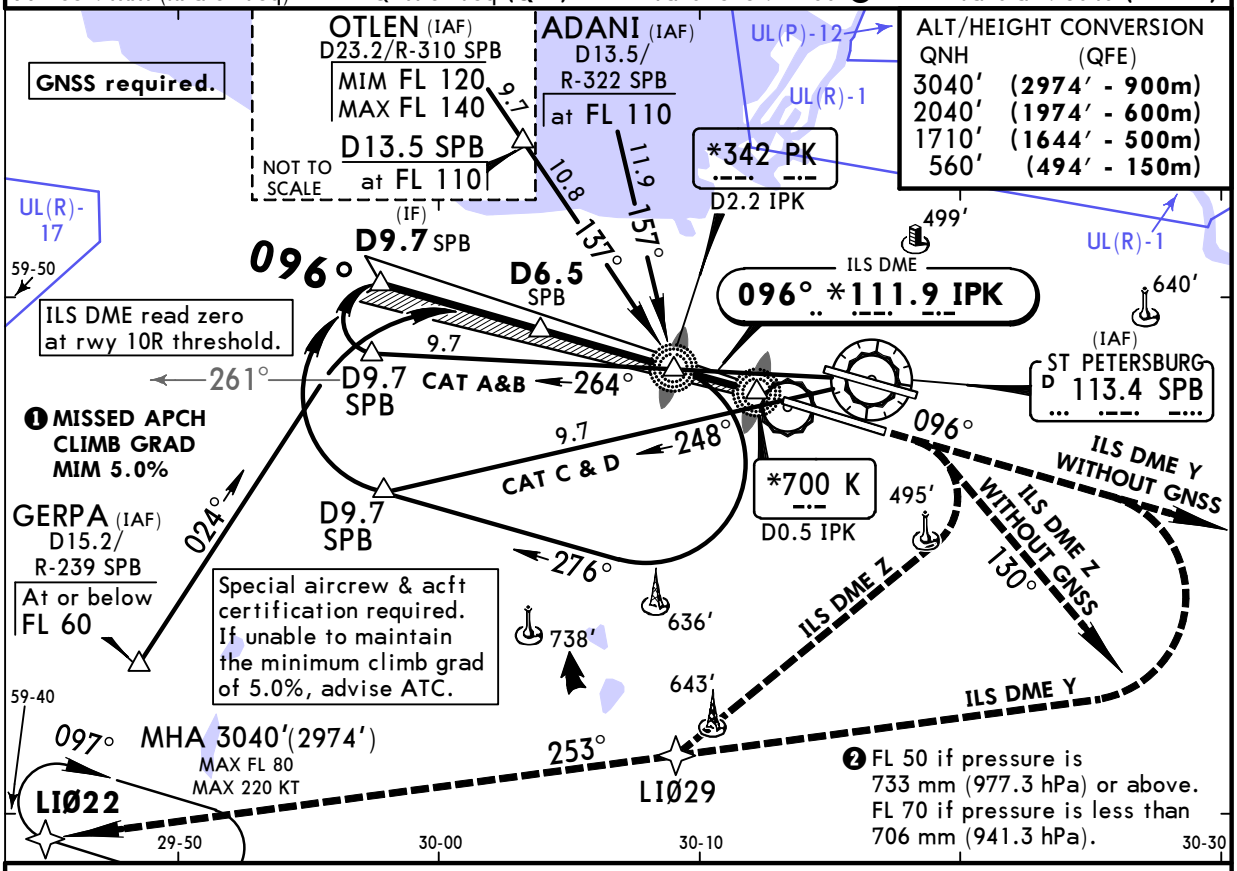
LOC IPK	Final Apch Crs	GS	CAT II ILS	Apt Elev	79′
*111.9	096°	LOM 820′(754′)	RA 105′ DA(H) 166′(100′)	RWY	66′

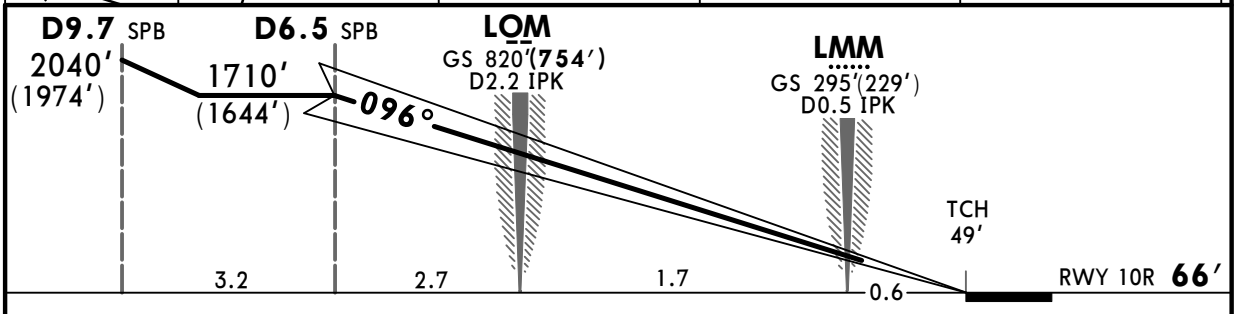
MISSED APCH: ILS DME Z: Proceed on 096°, climbing to 2040′ (1974′). At 560′(494′) turn RIGHT (MIM bank angle 20°) to LIØ29 not earlier than D0.5 IPK. Pass LIØ29 at 2040′(1974′), then proceed to LIØ22, then as directed. ILS DME Y: Proceed on 096°, climbing to 3040′(2974′). At 3040′(2974′) turn RIGHT to LIØ29, then proceed to LIØ22, then as directed. **WITHOUT GNSS:** ILS DME Z: Proceed on 096°, climbing to 2040′ (1974′). At 560′(494′) turn RIGHT onto 130° not earlier than D0.5 IPK, then as directed. ILS DME Y: Proceed on 096°, climbing to 3040′ (2974′), then as directed.



MSA
SPB VOR

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 60 ❷ Trans alt: 3040′**(2974′)**





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

HIALS-II
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY **10R**

CAT II ILS

Missed apch climb gradient mim 5.0%

RA 105′

DA(H) 166′**(100′)**

RVR 300m

PANS OPS

CHANGES: Arrivals. Bearings.

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ULLI/LED PULKOVO

JEPPESEN 15 MAY 15 Eff 28 May (11-3)

ST PETERSBURG, RUSSIA ILS DME Rwy 28L

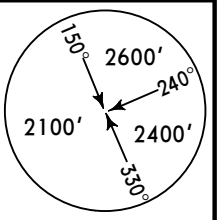
MISSED APCH CLIMB GRAD MIM 5.0%

BRIEFING STRIP ™

ATIS (Russian)	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)		1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	119.3	125.2	119.3	120.3	118.7	121.7

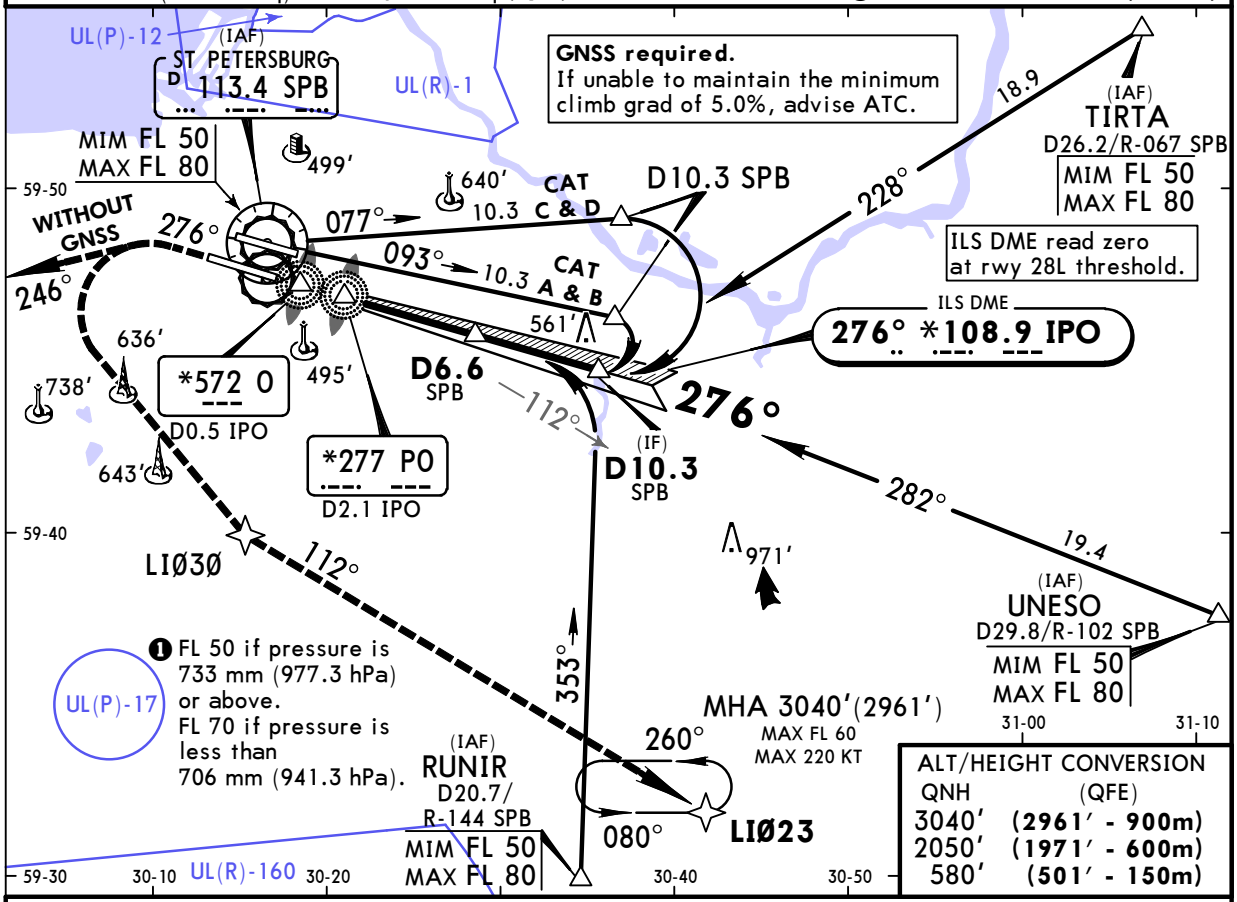
LOC IPO	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 79′ RWY 79′
*108.9	276°	784′(705′)	279′(200′)	

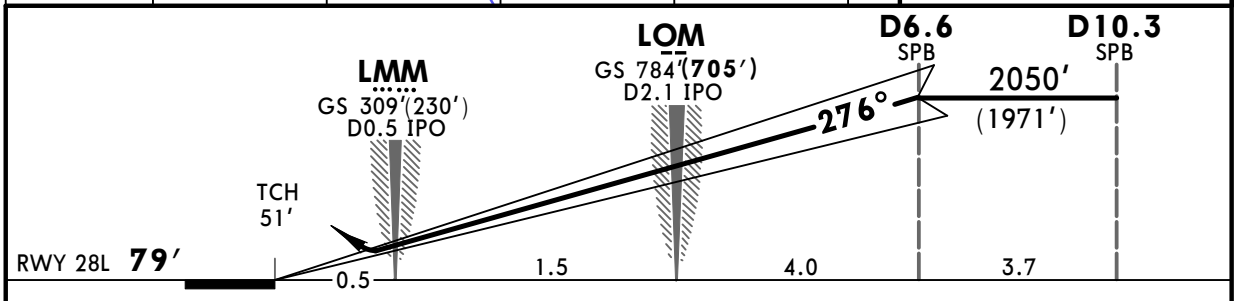
MISSED APCH: Proceed on 276°, climbing to 3040′(2961′). At 580′(501′) turn LEFT (MIM bank angle 20°) to LIØ3Ø, then proceed to LIØ23, then as directed.
WITHOUT GNSS: Proceed on 276°, climbing to 3040′(2961′). At 580′(501′) turn LEFT onto 246° not erlier than D0.5 IPO, then as directed.



MSA SPB VOR

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 60 ❶ | Trans alt: 3040′(2961′)





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

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 28L

ILS Missed apch climb gradient mim 5.0% DA(H) 279′(200′)		LOC (GS out)	
FULL	ALS out		
RVR 720m VIS 800m	1200m	NOT AUTH	

PANS OPS

A
B
C
D

CHANGES: Arrivals. Bearing.

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ULLI/LED
PULKOVO

JEPPESEN 15 MAY 15
Eff 28 May
(11-4)

ST PETERSBURG, RUSSIA
MISSED APCH CLIMB
GRAD MIM 5.0%
ILS Rwy 28R

BRIEFING STRIP™

ATIS (Russian)	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)		1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	119.3	125.2	119.3	120.3	118.1	121.7

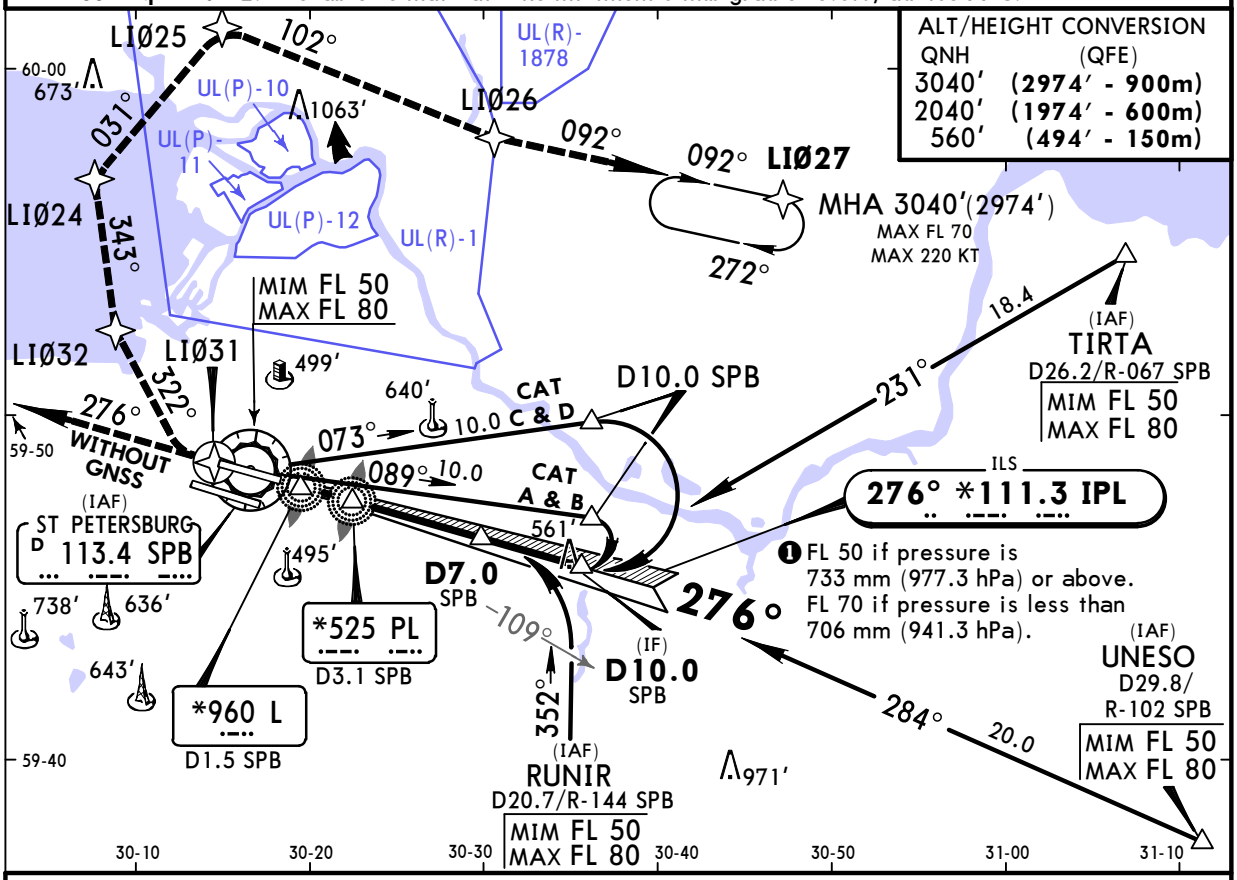
LOC IPL	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
*111.3	276°	820′(754′)	266′(200′)	79′ / 66′

MISSED APCH: Proceed to LIØ31, climbing to 3040′ (2974′). Pass LIØ31 at 560′(494′) or above, then proceed to LIØ32 (MIM bank angle 20°), LIØ24 at 3040′ (2974′) or above, LIØ25, LIØ26 and LIØ27, then as directed.

WITHOUT GNSS: Proceed on 276°, climbing to 3040′ (2974′), then as directed.

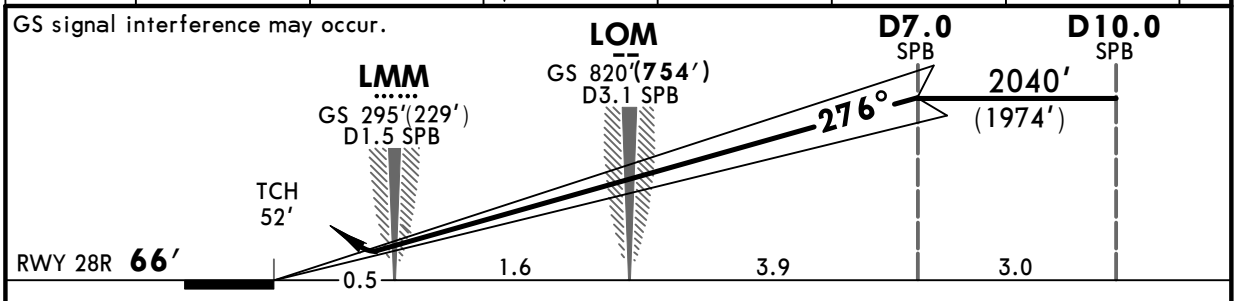
MSA SPB VOR
150° 2600′
240°
2100′ 2400′
330°

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 60 ❶ Trans alt: 3040′**(2974′)**
1. GNSS required. 2. If unable to maintain the minimum climb grad of 5.0%, advise ATC.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3040′	(2974′ - 900m)
2040′	(1974′ - 600m)
560′	(494′ - 150m)



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

HIALS-II
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY **28R**

ILS
Missed apch climb gradient mim 5.0%
DA(H) 266′**(200′)**

	FULL	TDZ or CL out	ALS out	LOC (GS out)
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH
B				
C				
D				

PANS OPS

CHANGES: Arrivals. Bearings.

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ULLI/LED PULKOVO

JEPPESEN 15 MAY 15 Eff 28 May (11-4A)

ST PETERSBURG, RUSSIA
❶ CAT II ILS Rwy 28R

BRIEFING STRIP ™

ATIS (Russian)	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)		1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	119.3	125.2	119.3	120.3	118.1	121.7

LOC IPL	Final Apch Crs	GS LOM	CAT II ILS RA 104′ DA(H) 166′(100′)	Apt Elev 79′ RWY 66′
*111.3	276°	820′(754′)		

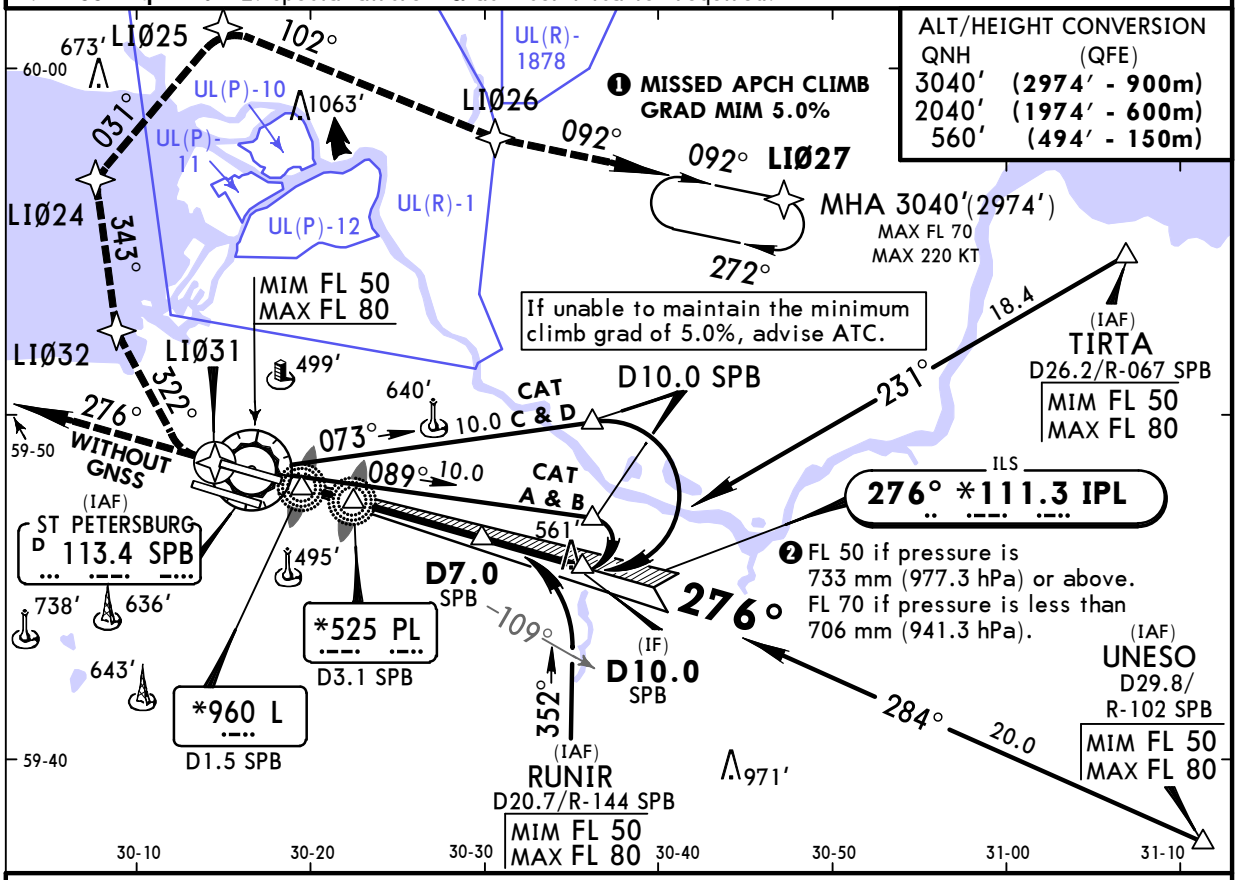
MISSED APCH: Proceed to LIØ31, climbing to 3040′ (2974′). Pass LIØ31 at 560′(494′) or above, then proceed to LIØ32 (MIM bank angle 20°), LIØ24 at 3040′ (2974′) or above, LIØ25, LIØ26 and LIØ27, then as directed.

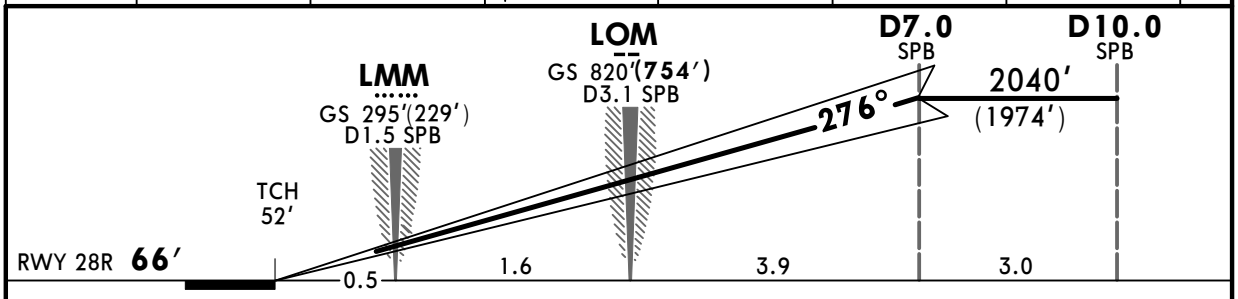
WITHOUT GNSS: Proceed on 276°, climbing to 3040′ (2974′) , then as directed.

MSA SPB VOR
150° 2600′ 240° 2100′ 2400′ 330°

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 60 ❷ Trans alt: 3040′**(2974′)**

1. **GNSS required.** 2. Special aircrew & acft certification required.





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

HIALS-II
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY **28R**

CAT II ILS

Missed apch climb gradient mim 5.0%

RA 104′

DA(H) 166′**(100′)**

RVR 300m

PANS OPS

CHANGES: Arrivals. Bearings.

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ALT/HEIGHT CONVERSION

QNH	(QFE)
3040′	**(2974′ - 900m)**
2040′	**(1974′ - 600m)**
560′	**(494′ - 150m)**

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ULLI/LED PULKOVO

JEPPESEN 15 MAY 15 Eff 28 May (13-1)

ST PETERSBURG, RUSSIA VOR DME Rwy 10L

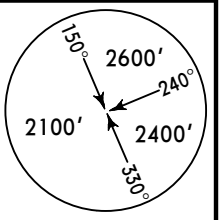
MISSED APCH CLIMB GRAD MIM 5.0%

BRIEFING STRIP™

ATIS (Russian)	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)	1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	119.3	125.2	119.3	120.3	118.1	121.7

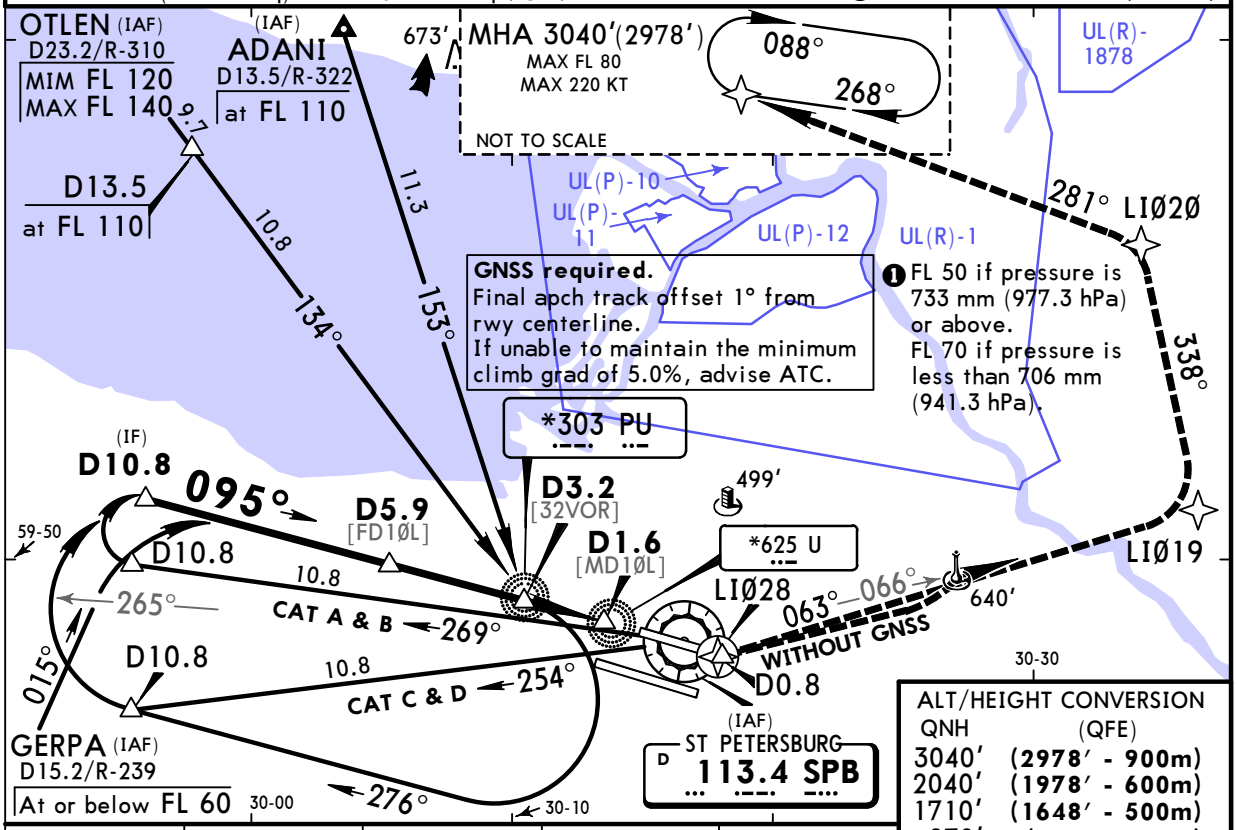
VOR SPB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
113.4	095°	D5.9 1710′(1648′)	480′(418′)	79′ / 62′

MISSED APCH: Proceed to LIØ28, climbing to 3040′ (2978′). Pass LIØ28 at 560′(498′) or above, then proceed to LIØ19 (MIM bank angle 20°), LIØ2Ø at 3040′ (2978′) or above and LIØ21, then as directed.
WITHOUT GNSS: Proceed on 096°, climbing to 3040′ (2978′). At D0.8 after SPB turn LEFT onto R-066 not below 560′ (498′), then as directed.



MSA SPB VOR

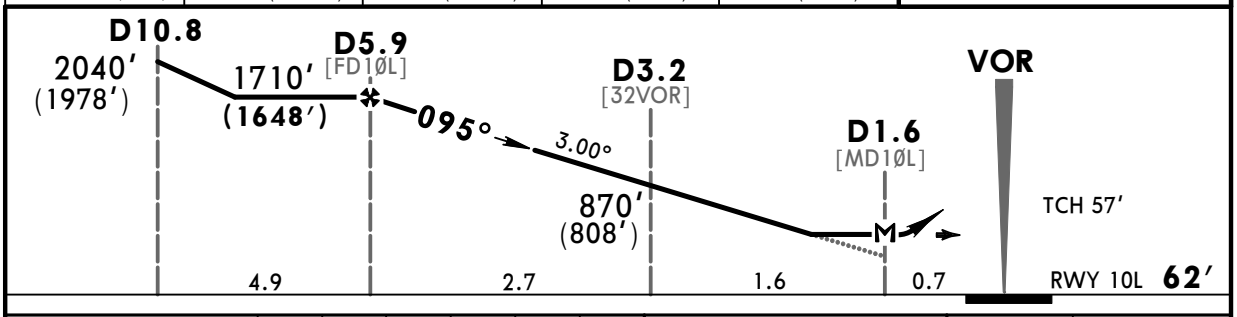
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 60 ❶ | Trans alt: 3040′(2978′)



SPB DME	5.4	4.3	3.2	2.2
ALTITUDE (HAT)	1560′(1498′)	1220′(1158′)	870′(808′)	540′(478′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3040′	(2978′ - 900m)
2040′	(1978′ - 600m)
1710′	(1648′ - 500m)
870′	(808′ - 245m)
560′	(498′ - 150m)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.6							

HIALS-II
PAPI

Refer to Missed Apch above

PANS OPS

STRAIGHT-IN LANDING RWY **10L**
Missed apch climb gradient mim 5.0%
MDA(H) 480′(418′)

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	1200m	RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	

CHANGES: Arrivals.

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ULLI/LED PULKOVO

JEPPESEN 15 MAY 15 Eff 28 May (13-2)

ST PETERSBURG, RUSSIA VOR DME Rwy 28R

MISSED APCH CLIMB GRAD MIM 5.0%

ATIS (Russian)	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)		1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	119.3	125.2	119.3	120.3	118.1	121.7

VOR SPB	Final Apch Crs	Minimum Alt D7.0	MDA(H)	Apt Elev / RWY
113.4	279°	2040′(1974′)	500′(434′)	79′ / 66′

MISSED APCH: Proceed to LIØ31, climbing to 3040′ (2974′). Pass LIØ31 at 560′(494′) or above, then proceed to LIØ32 (MIM bank angle 20°), LIØ24 at 3040′ (2974′) or above, LIØ25, LIØ26 and LIØ27, then as directed.

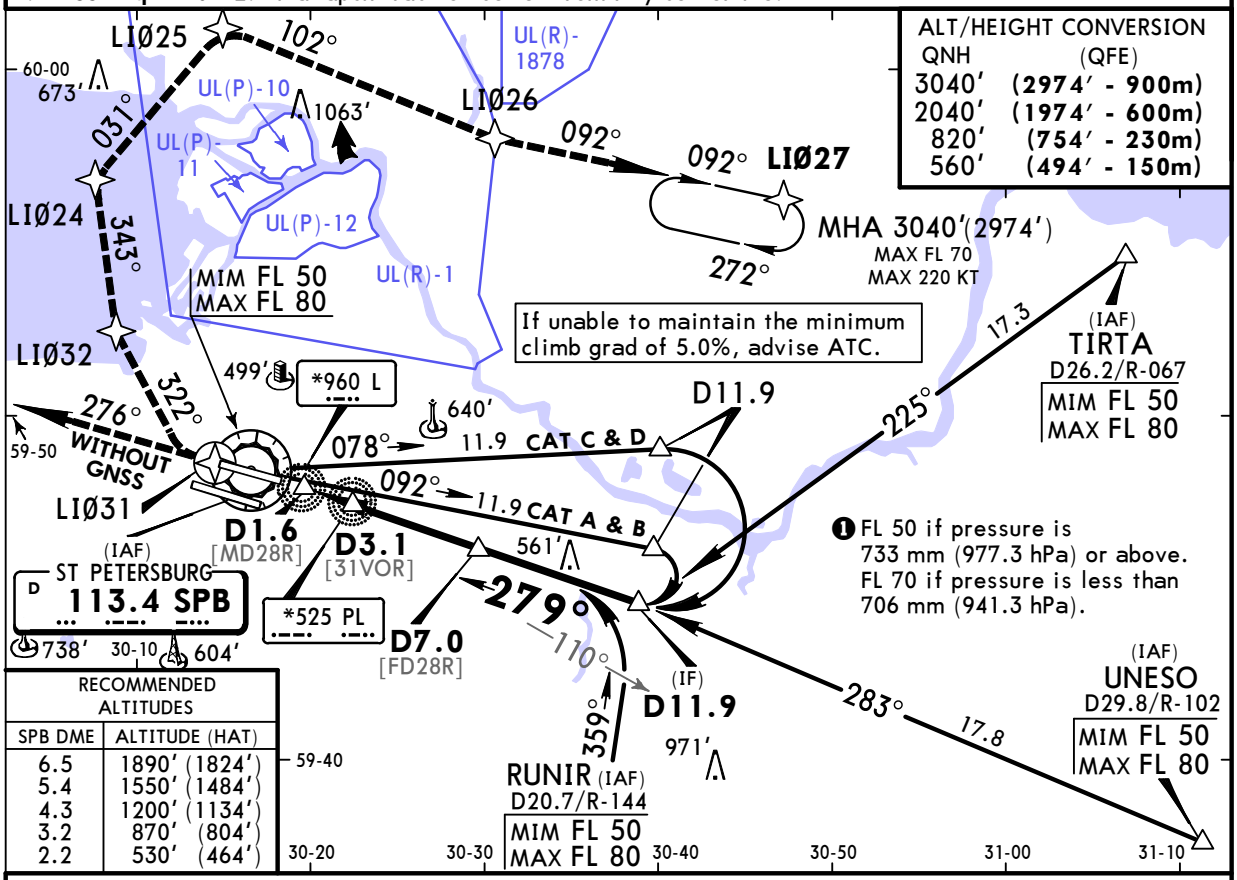
WITHOUT GNSS: Proceed on 276°, climbing to 3040′ (2974′) , then as directed.

MSA SPB VOR

150° 2600′ 240° 2100′ 2400′ 330°

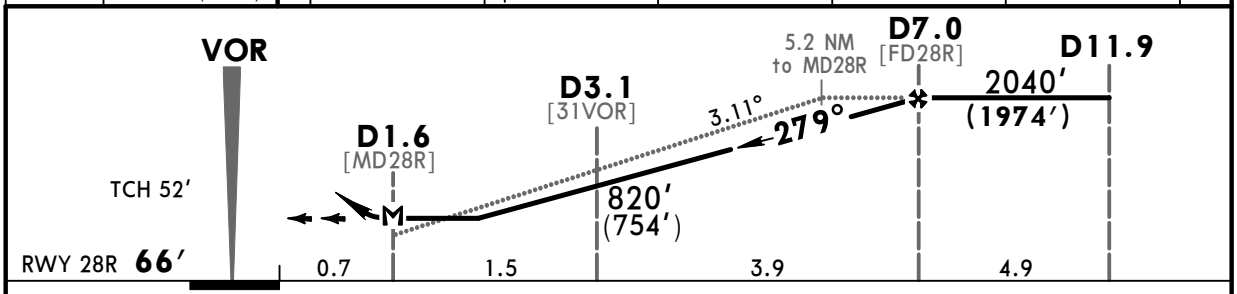
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 60 ❶ Trans alt: 3040′**(2974′)**

1. **GNSS required.** 2. Final apch track offset 3° from rwy centerline.



❶ FL 50 if pressure is 733 mm (977.3 hPa) or above. FL 70 if pressure is less than 706 mm (941.3 hPa).

RECOMMENDED ALTITUDES	
SPB DME	ALTITUDE (HAT)
6.5	1890′ (1824′)
5.4	1550′ (1484′)
4.3	1200′ (1134′)
3.2	870′ (804′)
2.2	530′ (464′)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.11°	385	495	550	660	770	880
MAP at D1.6							

HIALS-II
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY **28R**

Missed apch climb gradient mim 5.0%

MDA(H) 500′(434′)

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	1200m	RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	2400m

PANS OPS

CHANGES: Arrivals. Bearings.

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ULLI/LED PULKOVO

JEPPESEN 15 MAY 15 Eff 28 May (16-1)

❶2 NDB or PU NDB Rwy 10L

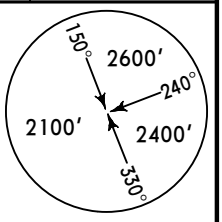
ST PETERSBURG, RUSSIA

ATIS (Russian)	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)		1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	119.3	125.2	119.3	120.3	118.1	121.7

BRIEFING STRIP ™

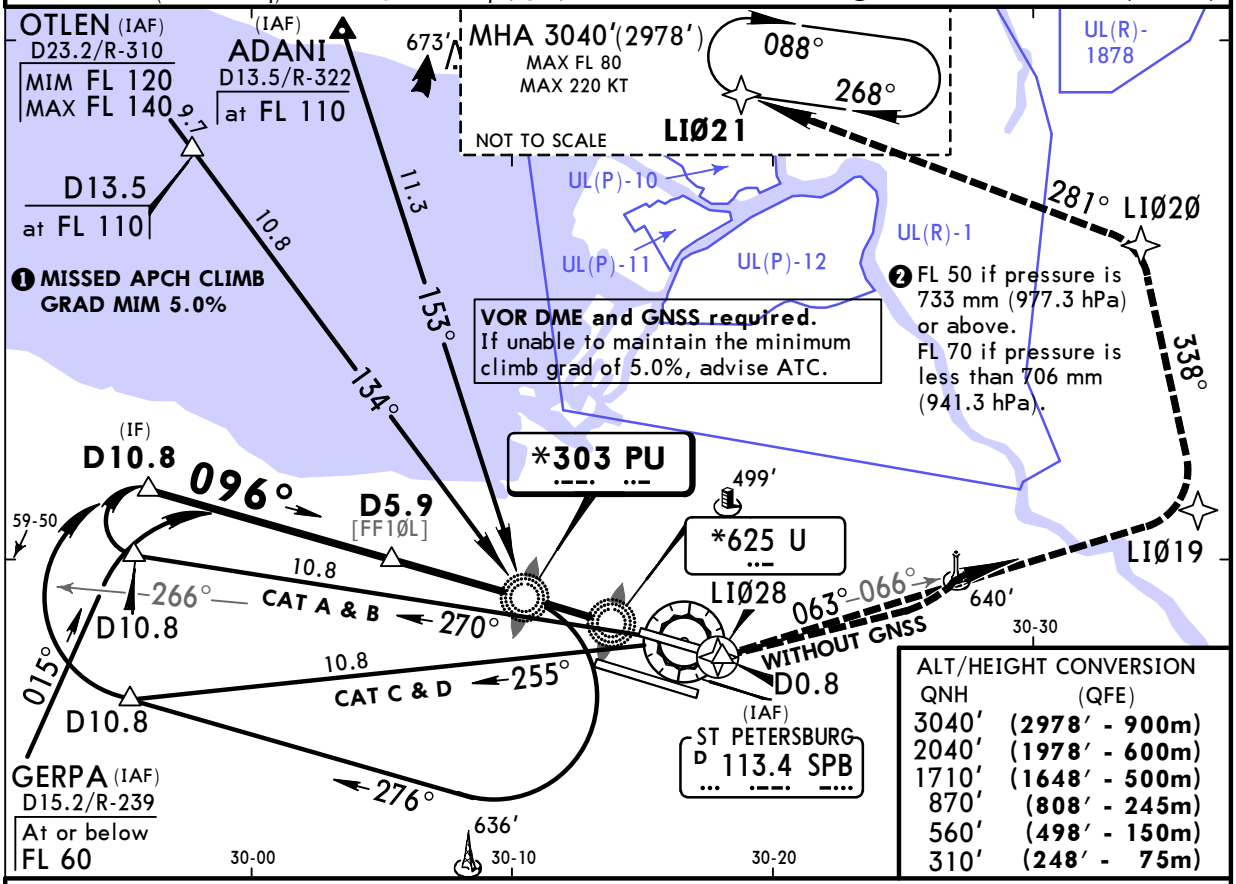
NDB PU	Final Apch Crs	Minimum Alt	2 NDB MDA(H)	PU NDB MDA(H)	Apt Elev 79′
*303	096°	D5.9 1710′(1648′)	430′(368′)	490′(428′)	RWY 62′

MISSED APCH: Proceed to LIØ28, climbing to 3040′ (2978′). Pass LIØ28 at 560′ (498′) or above, then proceed to LIØ19 (MIM bank angle 20°), LIØ2Ø at 3040′ (2978′) or above and LIØ21, then as directed.
WITHOUT GNSS: Proceed on 096°, climbing to 3040′ (2978′). At D0.8 after SPB turn LEFT onto R-066 not below 560′ (498′), then as directed.



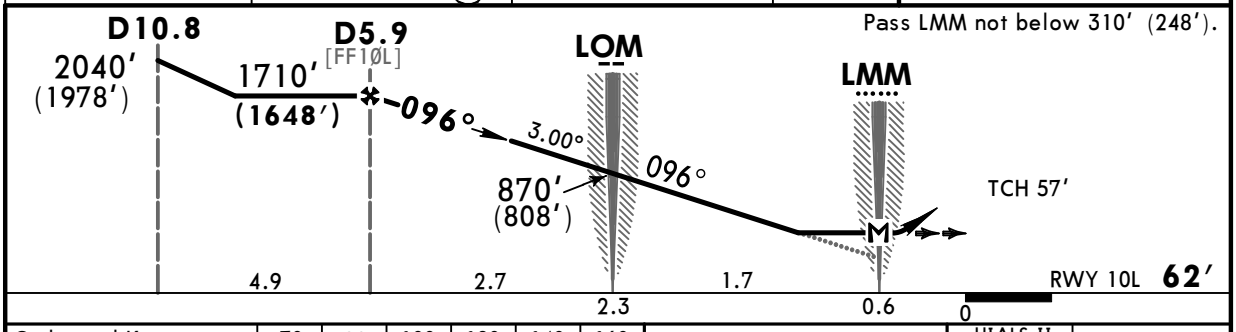
MSA SPB VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❷ Trans alt: 3040′ (2978′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3040′	(2978′ - 900m)
2040′	(1978′ - 600m)
1710′	(1648′ - 500m)
870′	(808′ - 245m)
560′	(498′ - 150m)
310′	(248′ - 75m)



Pass LMM not below 310′ (248′).

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at LMM							

HIALS-II
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 10L
Missed apch climb gradient mim 5.0%

	2 NDB MDA(H) 430′(368′)		PU NDB MDA(H) 490′(428′)	
		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B				
C				RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1800m VIS 2000m	2400m

PANS OPS

CHANGES: Arrivals.

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ULLI/LED
PULKOVO

JEPPESEN ST PETERSBURG, RUSSIA

15 MAY 15
Eff 28 May
(16-2)

❶ 2 NDB or PK NDB Rwy 10R

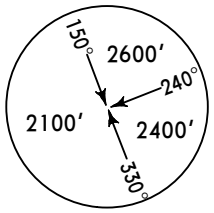
BRIEFING STRIP ™

ATIS (Russian)	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)		1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	119.3	125.2	119.3	120.3	118.7	121.7

NDB PK	Final Apch Crs	Minimum Alt D6.5	2 NDB MDA(H)	PK NDB MDA(H)	Apt Elev 79′
*342	096°	1710′(1644′)	460′(394′)	580′(514′)	RWY 66′

MISSED APCH: Proceed on 096°, climbing to 3040′ (2974′). At 3040′(2974′) turn RIGHT (MIM bank angle 20°) to LIØ029, then proceed to LIØ22, then as directed.

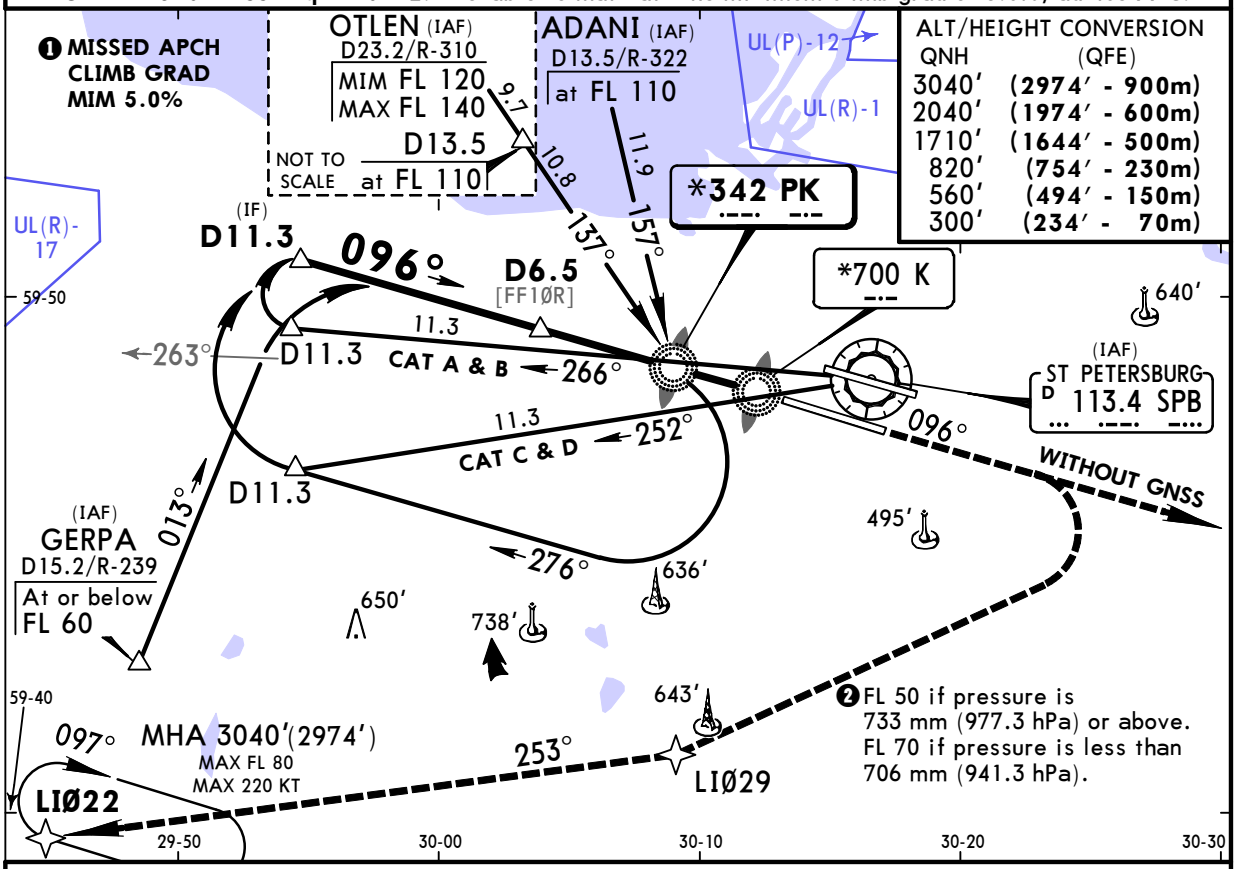
WITHOUT GNSS: Proceed on 096°, climbing to 3040′ (2974′) , then as directed.



MSA SPB VOR

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 60 ❷ Trans alt: 3040′**(2974′)**

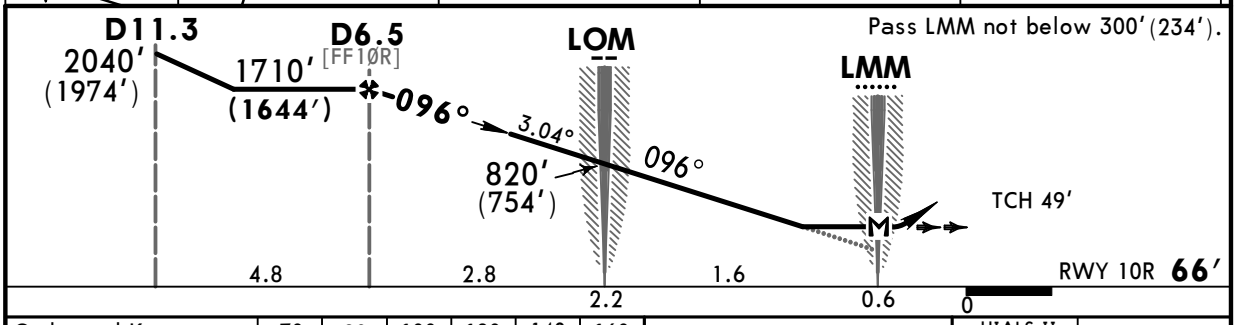
1. VOR DME and GNSS required. 2. If unable to maintain the minimum climb grad of 5.0%, advise ATC.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3040′	(2974′ - 900m)
2040′	(1974′ - 600m)
1710′	(1644′ - 500m)
820′	(754′ - 230m)
560′	(494′ - 150m)
300′	(234′ - 70m)

❷ FL 50 if pressure is 733 mm (977.3 hPa) or above. FL 70 if pressure is less than 706 mm (941.3 hPa).



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.04°	376	484	538	645	753	861
MAP at LMM							

HIALS-II
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY **10R**
Missed apch climb gradient mim 5.0%

PANS OPS

	2 NDB MDA(H) 460′(394′)		PK NDB MDA(H) 580′(514′)	
		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B				
C			RVR 1500m VIS 1600m	2400m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	2400m	2800m

CHANGES: Arrivals. Bearings.

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ULLI/LED
PULKOVO

JEPPESEN ST PETERSBURG, RUSSIA

15 MAY 15
Eff 28 May
(16-3)

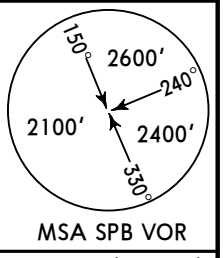
❶ 2 NDB or PO NDB Rwy 28L

ATIS (Russian)	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)		1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	119.3	125.2	119.3	120.3	118.7	121.7

BRIEFING STRIP™

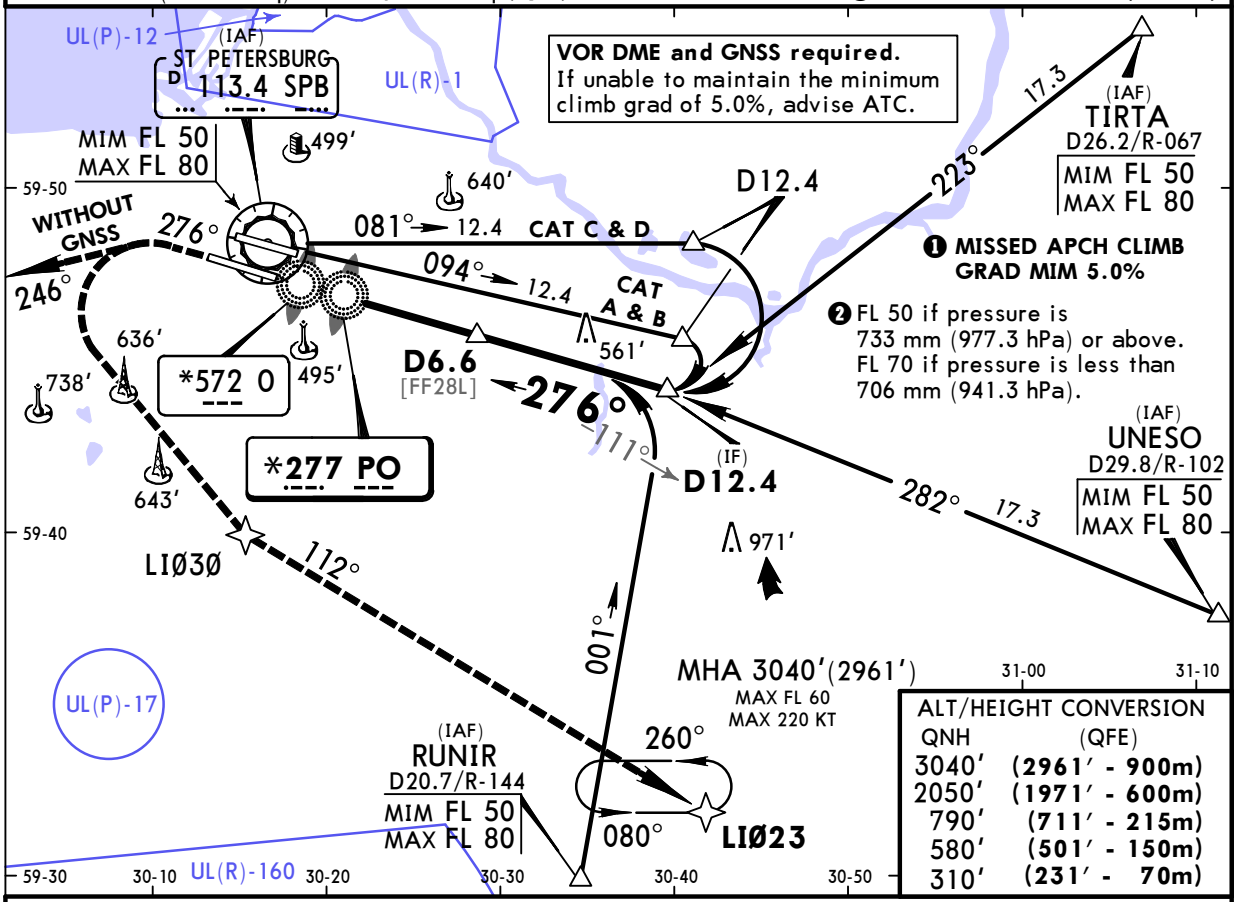
NDB PO	Final Apch Crs	Minimum Alt D6.6	2 NDB MDA(H)	PO NDB MDA(H)	Apt Elev 79′ RWY 79′
*277	276°	2050′(1971′)	420′(341′)	590′(511′)	

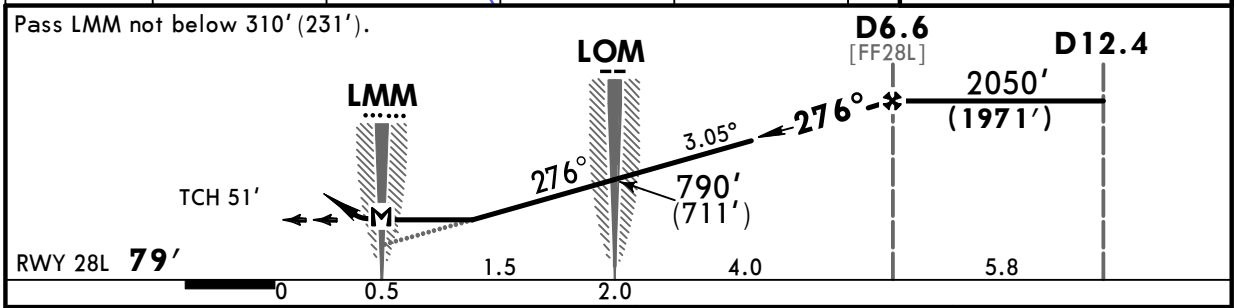
MISSED APCH: Proceed on 276°, climbing to 3040′(2961′). At 580′(501′) turn LEFT (MIM bank angle 20°) to LIØ3Ø, then proceed to LIØ23, then as directed.
WITHOUT GNSS: Proceed on 276°, climbing to 3040′(2961′). At 580′(501′) turn LEFT onto 246°, then as directed.



MSA SPB VOR

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 60 ❷ | Trans alt: 3040′(2961′)





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.05°	378	486	540	648	755	863
MAP at LMM						

HIALS
PAPI

Refer to Missed Apch above

PANS OPS

STRAIGHT-IN LANDING RWY 28L
Missed apch climb gradient mim 5.0%

	2 NDB MDA(H) 420′(341′)		PO NDB MDA(H) 590′(511′)	
		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B				
C			RVR 1500m VIS 1600m	2400m
D	RVR 1500m VIS 1600m		RVR 1800m VIS 2000m	

CHANGES: Arrivals. Bearing.

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ULLI/LED
PULKOVO

JEPPESEN 15 MAY 15 Eff 28 May (16-4)

❶ 2 NDB or PL NDB Rwy 28R

ST PETERSBURG, RUSSIA

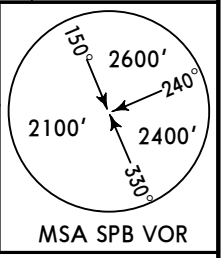
BRIEFING STRIP ™

ATIS (Russian)	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)		1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	119.3	125.2	119.3	120.3	118.1	121.7

NDB PL	Final Apch Crs	Minimum Alt	2 NDB MDA(H)	PL NDB MDA(H)	Apt Elev 79′
*525	276°	D7.0 2040′(1974′)	480′(414′)	540′(474′)	RWY 66′

MISSED APCH: Proceed to LIØ31, climbing to 3040′ (2974′). Pass LIØ31 at 560′(494′) or above, then proceed to LIØ32 (MIM bank angle 20°), LIØ24 at 3040′ (2974′) or above, LIØ25, LIØ26 and LIØ27, then as directed.

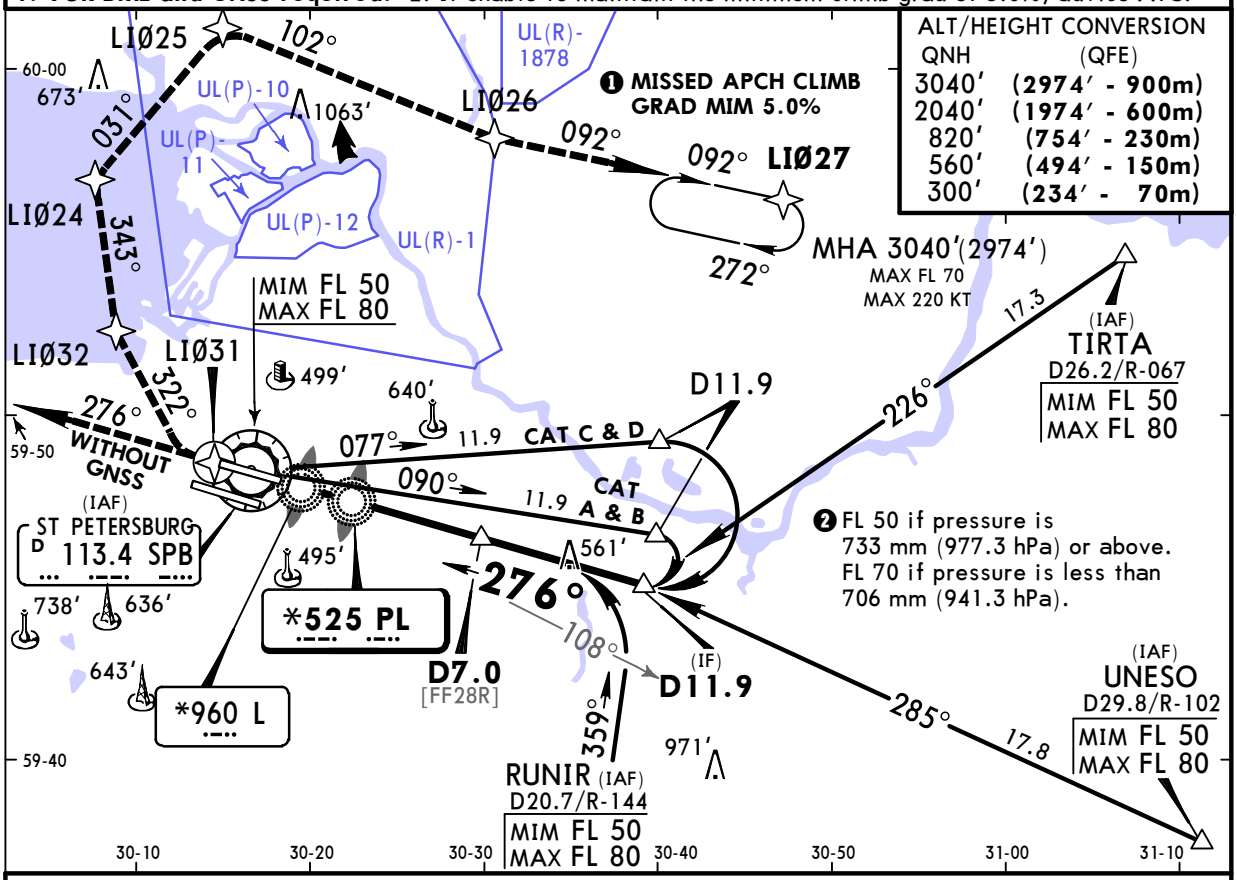
WITHOUT GNSS: Proceed on 276°, climbing to 3040′ (2974′), then as directed.



MSA SPB VOR

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 60 ❷ Trans alt: 3040′**(2974′)**

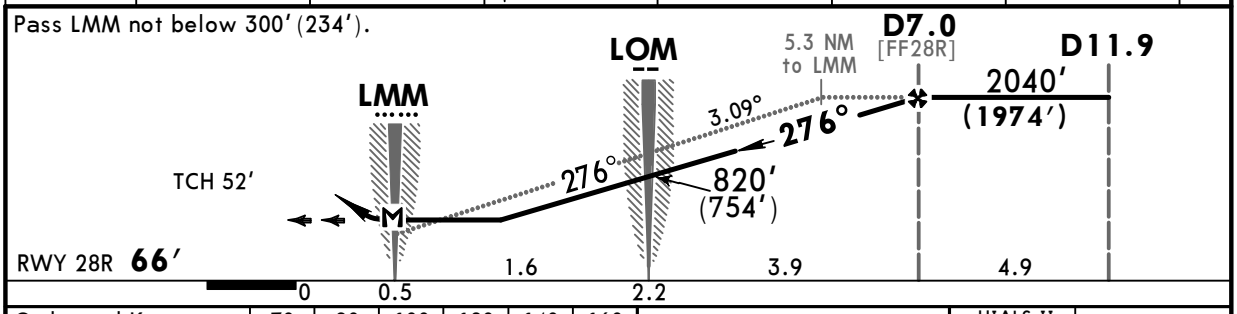
1. VOR DME and GNSS required. 2. If unable to maintain the minimum climb grad of 5.0%, advise ATC.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3040′	(2974′ - 900m)
2040′	(1974′ - 600m)
820′	(754′ - 230m)
560′	(494′ - 150m)
300′	(234′ - 70m)

❷ FL 50 if pressure is 733 mm (977.3 hPa) or above. FL 70 if pressure is less than 706 mm (941.3 hPa).



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.09°	383	492	547	656	765	875
MAP at LMM							

HIALS-II
PAPI

Refer to Missed Apch above

PANS OPS

STRAIGHT-IN LANDING RWY **28R**
Missed apch climb gradient mim 5.0%

	2 NDB MDA(H) 480′(414′)		PL NDB MDA(H) 540′(474′)	
		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B				
C		RVR 1800m VIS 2000m		RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m		RVR 1800m VIS 2000m	2400m

CHANGES: Arrivals. Bearings.

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1. GENERAL

1.1. ATIS

D-ATIS Arrival 126.125
D-ATIS Departure 127.150

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

This regulation applies at Oslo Gardermoen APT and in the airspace within Gardermoen CTR as well as within the outer limits of the Oslo TMA from ground level up to 10000' when departing from or landing at APT.

Exceptions:

- Propeller ACFT with MTOW less than or equal to 5700kg;
- Helicopters operated according to visual flight rules (VFR);
- Calibration flights;
- Ambulance flights and in-flight emergencies;
- Flights related to fire fighting or search and rescue;
- Military flights with fighter jets;
- Military flights related to test or training activities in the period 0700-2230LT, including touch-and-go circuits.

These noise restrictions do not apply to military flights:

Departures with ACFT not complying with noise regulations of ICAO Annex 16, Vol 1.5, edition July 2008 chapter 3 are not permitted in the period 1600-0800LT.
Departures with ACFT having a noise certification exceeding 88 EPNdB at departure are not permitted between 2400-0630LT.

Approach and landing with JET ACFT shall be carried out in a way that reduces noise as much as possible by using procedures for continuous descent, low power and low drag.

1.2.2. PREFERENTIAL RWY SYSTEM

Between 2230-2400LT, the following rules apply:

- For jets and propeller ACFT with MTOW exceeding 5700kg and four engines or more, RWY 01R and RWY 19R are to be used for landing and RWY 01L and 19L for departure (segregated RWY operations).
- For other traffic, RWY 01L and 19R must be used (single RWY operation), except in cases of RWY closure.

Between 2400-0630LT RWY 01L or 19R are to be used (single RWY operation). In special situations segregated RWY operation may be used when this is required for efficient traffic regulation. When weather conditions require the use of ILS CAT II/III, RWY 01R may be used for arrivals.

1.2.3. REVERSE THRUST

Between 2230-0630LT jet engine reversal beyond idle reverse is not permitted after landing.

1.2.4. RUN-UP TESTS

All engine testing beyond idle power shall be done at the APT engine testing site. Time booking for use of the test site should be addressed to OSL Gate Allocation Office, Tel.: +47 6481 30 50.

1.2.5. AUXILIARY POWER UNIT (APU)

Between 2230-0630LT the use of APU after arrival at or before departure from a parking stand supplied with a ground power unit and air conditioning, must not exceed five minutes. This limitation does not apply when ambient air temperature at the parking stands is below 15° Celsius or above +20° Celsius.

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1. GENERAL

1.3. LOW VISIBILITY PROCEDURES

Pilots will be informed when low visibility procedures are in operation via ATIS or RTF. Pilots will be informed when low visibility procedures are cancelled via RTF.

Low visibility procedures are prompted by ATC, normally when RVR is less than 1000m or ceiling is less than 300'. Low visibility procedure will normally be in operation when RVR is less than 550m and ceiling less than 200'.

Surface movement radar is normally available to ATC.

Pilots are to delay the call "RWY vacated" until the ACFT has completely passed the end of the green/yellow colour coded TWY centerline lights.

During visibility condition when RVR is less than 350m, RWY entries/exits are available as follows:

RWY	01L	01R	19L	19R
RWY entry	A1, A2, A4, A5, C1	B1, B2	B6, B7, B8, B9	A9, C3, C1
RWY exit	A9, C1, C3	B6, B7, B8, B9	B1, B2	A5, A4, A2, A1, C3, C1
RWY crossing points	A7 to C3 and vice versa (TWY C3 code letter C). C1 to A4 and vice versa (published Hot Spot).	Not applicable	Not applicable	A7 to C3 and vice versa (TWY C3 code letter C). C1 to A4 and vice versa (published Hot Spot).

TWY lights on other entries/exits will be switched off.

In visibility condition 3 (RVR less than 350m) selected stopbars are operated at intermediate holding positions.

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.4.1. OPERATION OF MODE S TRANSPONDERS WHEN ACFT IS ON THE GROUND

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

Pilots shall select AUTO mode and assigned Mode A code.

If AUTO mode is not available, select ON (e.g. XPDR) and assigned Mode A code:

- From the request for push-back or taxi, whichever is earlier;
- After landing, until the ACFT is parked;
- When parked, set Mode A code 2000 before selecting OFF or STBY.

Pilots of ACFT equipped with a Mode S transponder with an ACFT ident function, shall set the ACFT ident from the request for push-back or taxi, whichever is earlier.

The ACFT ident to be used shall be the ICAO-defined format as specified in item 7 of the ICAO flight plan.

To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not comprised, TCAS should not be selected before receiving the clearance to line-up. It should be turned off after vacating the RWY.

ACFT not equipped with Mode S transponder shall select Mode A/C and the assigned Mode A code. If no code has been assigned, select Mode A/C and a non-discrete code according to Norway AIP ENR 1.6, section 2.1.2. letter C.

1.5. TAXI PROCEDURES

Stop bars at CAT III holding points may be in operation during all visibility conditions.

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1. GENERAL

1.6. PARKING INFORMATION

On stands 11 and 13 thru 53 SAFEGATE available.

1.7. OTHER INFORMATION

Birds.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWYs 01R and 19R approved for CAT II/III operations, special aircrew and ACFT certification required.

2.2. TAXI PROCEDURES

Allowances shall be made for 10 min taxiing time.

When exiting at A4, A5, A6, B3, B4, B6 or B7, exit speed must be adjusted to allow for a gradually increasing curvature. Excessive speed through the curve may incur a risk of TWY excursion under low friction conditions.

2.3. OTHER INFORMATION

2.3.1. POINT MERGE SYSTEM (PMS)

STARs are based on PMS and accommodate Basic Continuous Descent Operations. ACFT on STARs can expect clearance to the Merge Point (MP) when traffic permits, allowing for a precise sequencing whilst the ACFT maintains own lateral navigation.

When cleared direct to MP and also having received an instrument approach clearance, follow the transition from MP to final as stated in the relevant IAP.

Between 0030-0600LT the shortest distance from STAR starting point to MP may be seen as the expected track to the start of the IAP. Deviation from the track may be regarded as a delaying action.

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

3.1.1. GENERAL

SIDs RWY 01L, 19R/L: NADP2 to be used during climb-out with jet ACFT.
SIDs RWY 01R: NADP1 to be used during climb-out with jet ACFT.

3.2. DE-ICING

De-icing of ACFT may only be performed on the dedicated platforms.

On first contact report to Delivery, if the ACFT needs de-icing. ATC will forward the request to the de-icing coordinator. No call shall be made to the de-icing coordinator unless instructed by GARDERMOEN Ground when ACFT is approaching the de-icing platform.

ACFT equipped for Datalink Departure Clearance (DCL) and requiring de-icing, must enter REQ DEICE into the REMARKS/free text field, when requesting DEP clearance via DCL.

De-icing stand is assigned by the de-ice coordinator. Use full call sign when in contact with the de-icing coordinator.

De-icing is completed when a message including the ACFT callsign, details about the de-icing and the phrase "Equipment removed" is received from the de-ice coordinator via RTF. Do not move the ACFT until "all clear signal" (thumbs up) is given from ground crew and taxi instructions are received from ATC.

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3. DEPARTURE

Listening watch on last assigned ATC frequency is to be maintained during de-icing. Pilots are requested to maintain listening watch on the de-ice coordinator frequency until the ACFT is leaving the de-icing platform. Request for taxi instructions shall be forwarded to ATC. Specify RTF callsign and de-ice stand on which the ACFT is parked.

3.3. START-UP & PUSH-BACK

3.3.1. START-UP & PUSH-BACK

Request for start-up shall be made to GARDERMOEN Delivery when ACFT is ready for start-up/push-back (doors closed and tug connected) within TOBT +/- 5 MIN. Listening watch shall thereafter be maintained on GARDERMOEN Delivery.

GARDERMOEN Delivery sequences departing ACFT and will advise TSAT in case of delay.

GARDERMOEN Delivery will transfer ACFT is ready for start-up/push-back to GARDERMOEN Ground according to TSAT.

GARDERMOEN Ground will issue push-back clearance.

If ACFT is not ready for push-back/start-up within TOBT +/- 5 MIN, TOBT must be updated by the ground handling agent and ATC will set a new TSAT.

ACFT parked at the following stands will be pushed as follows:

- Stand 15, ACFT will be pushed to start-up position 2.
- Stand 39, ACFT will be pushed to start-up position 4.
- Stand 49, code A, B and C ACFT will be pushed to start-up position 10, facing East and code D and E ACFT will be pushed to start-up position 9 between TWYs L1 and L2, facing East.
- Stand 50, code D and E ACFT will be pushed to start-up position 8, facing North on TWY F.
- Stands 46R and 48, code E ACFT will be pushed to start-up position 16 facing West or start-up position 17 or 18 facing East, instructed by Ground control.
- Stand 51, ACFT will be pushed to start-up position 7, facing South.
- Stand 53, code D and E ACFT will be pushed to start-up position 8, except B757-200/300.
- Stand 171L, ACFT will be pushed to start-up position 3.
- Stands 186 and 188, ACFT will be pushed to start-up position 7 facing South.
- Stands 201L and 203L, code D, E and F ACFT will be pushed to start-up position 12 facing North and to start-up position 13 facing South.
- Stands 205 and 206, ACFT will be pushed to start-up position 14 facing South or North, instructed by Ground control.
- Stands 207 thru 208R, ACFT will be pushed to start-up position 15 facing South or North, instructed by Ground control.

Optional push-back available after coordination with GARDERMOEN Ground:

- Stand 41, ACFT will be pushed to start-up position 4.
- Stands 171 and 172, ACFT will be pushed to start-up position 3.
- Stands 173 thru 176, ACFT will be pushed to start-up position 1.
- Stands 177 and 178, ACFT will be pushed to start-up position 2, facing East.
- Stands 181 and 182, ACFT will be pushed to start-up position 5, facing East.
- Stands 183 thru 185 and 187, ACFT will be pushed to start-up position 6, facing East.
- Stands 38, 76, 89, 181 and 201, initial turn left after push-back.
- Stands 26, 81, 178 and 204, initial turn right after push-back.

Note: Push-back from stand 2, 3, 7, 93, 95 and 96 only available after incorrect positioning of ACFT during towing/parking in coordination with ATC.

To avoid blast at stands when turning out from start-up position to TWY, as little power as possible shall be used.

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3. DEPARTURE

3.3.2. DATALINK DEPARTURE CLEARANCE (DCL)

Datalink Departure Clearance is available by SITA or ARINC.

DCL is not available for NON-P-RNAV equipped ACFT.

Departing IFR flights are urged to use DCL when asking for clearances.

DCL is available 30 MIN before TOBT until TOBT. For flights not assigned TOBT, DCL is available 30 MIN before EOBT.

Jet ACFT receiving a PROP-SID shall verify this at first call to GARDERMOEN Ground.

Pilots shall ensure that SID and RWY for departure are in accordance with received clearance.

"Revert to voice" should be expected:

a. if clearance via DCL is not accepted within 5 MIN;
b. in case of major delay;
c. in case of technical failure;
d. in case ATC, for some reason, decide to use VHF communication for clearance delivery.

When receiving "Revert to voice", clearance shall be obtained by GARDERMOEN Delivery.

A clearance received by VHF communication always overrides a clearance received by DCL.

3.3.3. ATC CLEARANCE

Departing IFR flights unable to utilize DCL shall contact GARDERMOEN Delivery to obtain ATC clearance. Calls shall be addressed to CLR East or CLR West according to stand. CLR East is operating on the responsibility area of GND East, and CLR West is operating on the responsibility area of GND West. Specify stand number at first call. ATC clearance may be requested at the earliest 30 MIN prior anticipated engine startup (TOBT). Listening watch shall be maintained on current delivery frequency, if no instruction of frequency change has been given by GARDERMOEN Delivery.

3.4. APT COLLABORATIVE DECISION MAKING

3.4.1. TARGET OFF BLOCK TIME (TOBT)

Verified by Ground handling company at the latest 30 MIN before planned TOBT, and indicates the time when the completion of all ground handling activities (except de-icing) is expected and ACFT will be ready for start-up/push-back. TOBT updates are necessary to ensure foreseeable departure times, and as means for ATC to issue the correct TSAT.

3.4.2. TARGET START-UP APPROVAL TIME (TSAT)

Set by ATC and indicates the time when clearance for start-up/push-back may be expected, to ensure correct departure sequence according to AD departure capacity. TSAT takes into account variable taxi time, de-icing (if necessary) and CTOT. TSAT is normally close to TOBT, but delays may occur when AD departure capacity is exceeded. The departure capacity is determined by MET conditions, de-icing capacity, RWY capacity and airspace capacity.

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3. DEPARTURE

3.5. OTHER INFORMATION

3.5.1. CALCULATED TAKE-OFF TIME (CTOT)

ACFT shall be ready for take-off at the RWY holding point not later than the CTOT.

ACFT must be ready for engine start on TSAT.

TSAT accounts for time for taxiing and de-icing as necessary, so the CTOT can be met.

Pilots must inform GARDERMOEN Delivery if start-up according to TSAT is not possible. Request for a new CTOT shall be made via the airline operator or the handling agent.

ACFT waiting for CTOT, with a wish to leave the parking stand, may request "Push and hold" to GARDERMOEN Delivery. "Push and hold" implies waiting at a different location at the AD, and is subject to approval from ATC based on availability.

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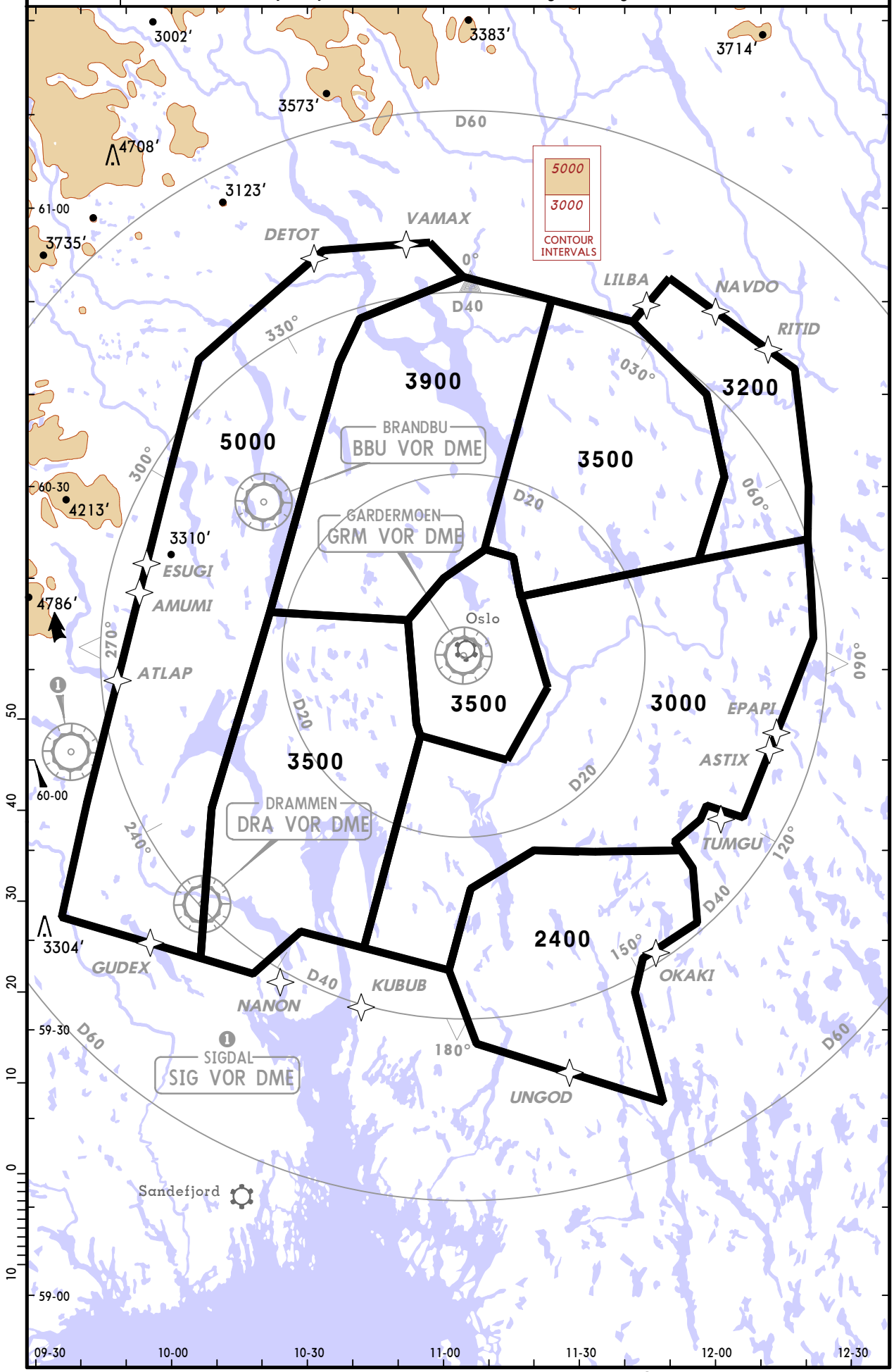
JEPPESEN 1 APR 11 (10-1R)

OSLO, NORWAY

Eff 7 Apr **RADAR MINIMUM ALTITUDES**

Apt Elev 681′

Alt Set: hPa Trans level: By ATC Trans alt: 7000′
1. Minimum safe altitudes are temperature correted down to 0° Celsius.
2. This chart may only be used for cross checking of assigned altitudes.



CHANGES: New chart.

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ENGM/OSL
GARDERMOEN

JEPPESEN
5 DEC 14 (10-2) Eff 11 Dec

OSLO, NORWAY
RNAV STAR

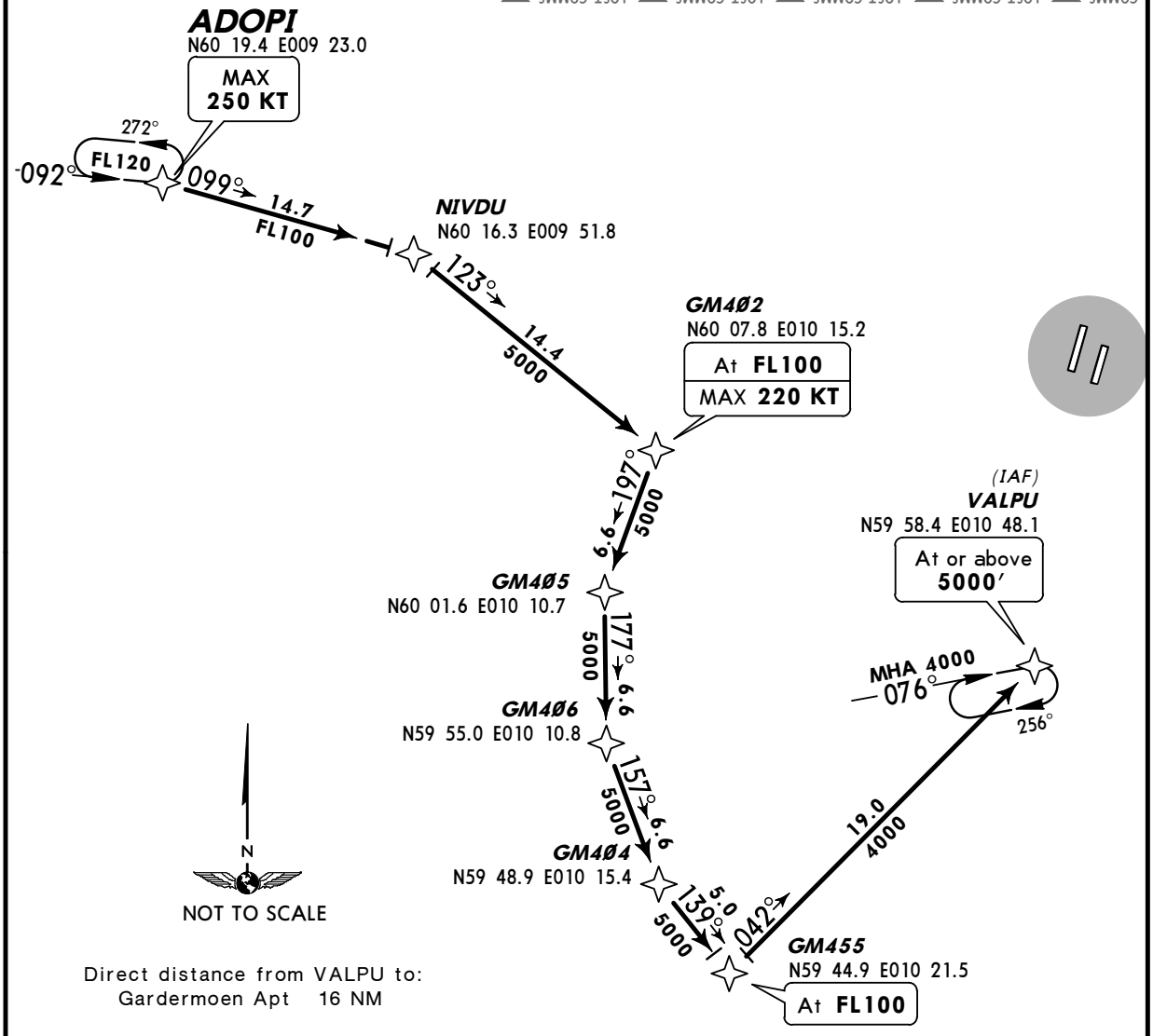
D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 7000′
126.125	681′	1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Loss of RNAV capability, request vectoring. 4. Vectoring may be used when necessary. 5. Descend as cleared by ATC.

ADOPI THREE LIMA
(ADOPI 3L) *[ADOP3L]*
RWYS 01L/R RNAV ARRIVAL
RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT UNLESS OTHERWISE INSTRUCTED

3900′
MSA
ARP

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Follow cleared or EXPECTED STAR until IAF, then start approach to the assigned runway without delay. If no specified runway for landing has been assigned, start approach to runway 01R without delay.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ COMMS



Direct distance from VALPU to:
Gardermoen Apt 16 NM

Clearance limit is VALPU holding.

Merging point is VALPU.

ROUTING

ADOPI (K250-) - NIVDU - GM402 (FL100; K220-) - GM405 - GM406 - GM404 - GM455 (FL100) - VALPU (5000′+).

CHANGES: RNAV STAR ADOPI 2L renumbered 3L & revised.

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ENGM/OSL GARDERMOEN

OSLO, NORWAY

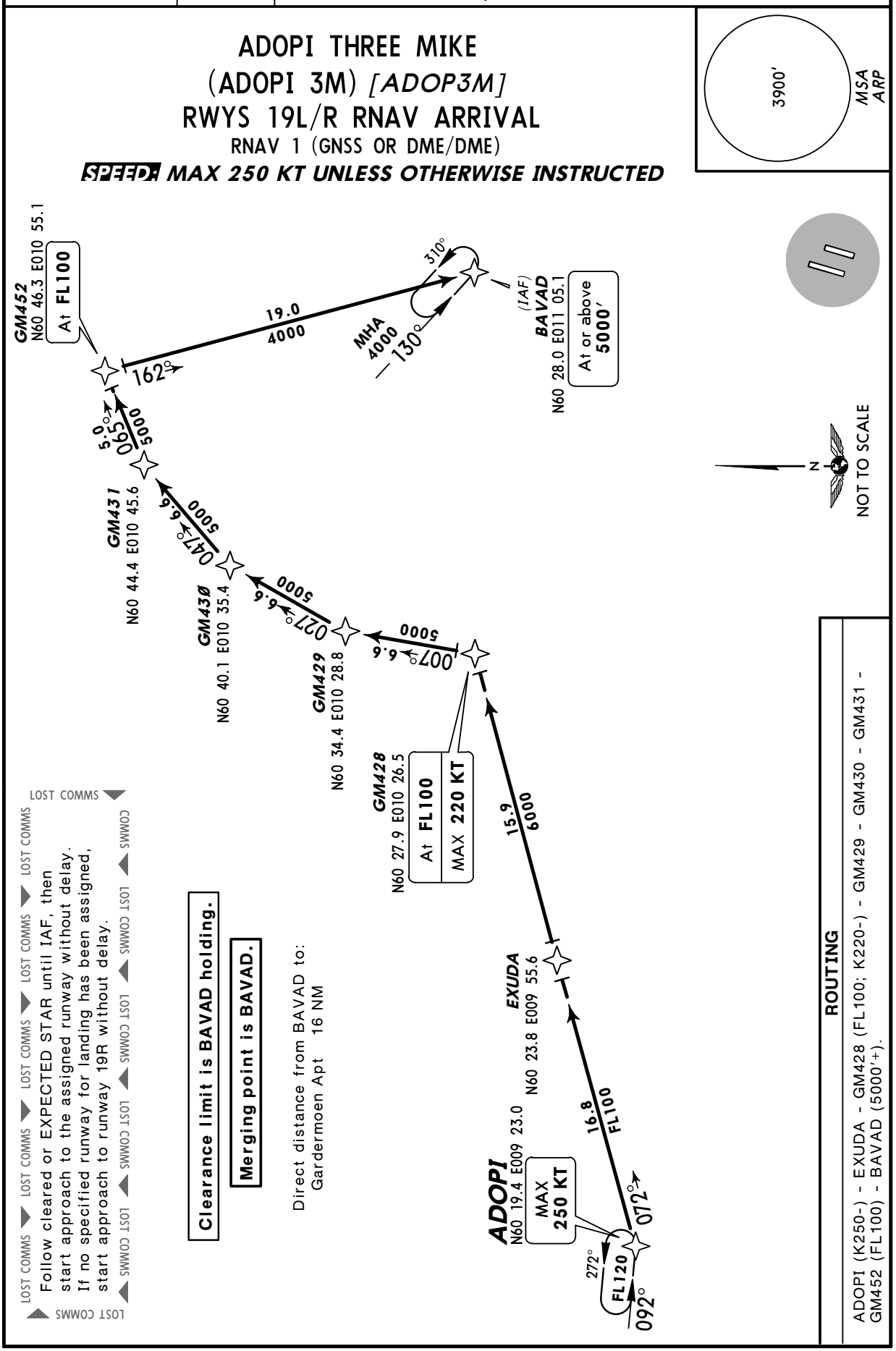
RNAV STAR

D-ATIS	*Apt Elev*
126.125	681′

Alt Set: hPa Trans level: By ATC Trans alt: 7000′
1. Class A GNSS shall not be used.
2. RADAR service shall be available.
3. Loss of RNAV capability, request vectoring.
4. Vectoring may be used when necessary.
5. Descend as cleared by ATC.

ADOPI THREE MIKE
(ADOPI 3M) *[ADOP3M]*
RWYS 19L/R RNAV ARRIVAL
RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT UNLESS OTHERWISE INSTRUCTED



CHANGES: RNAV STAR ADOPI 2M renumbered 3M & revised.

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ENGM/OSL GARDERMOEN

JEPPESEN
5 DEC 14 (10-2B) Eff 11 Dec

OSLO, NORWAY

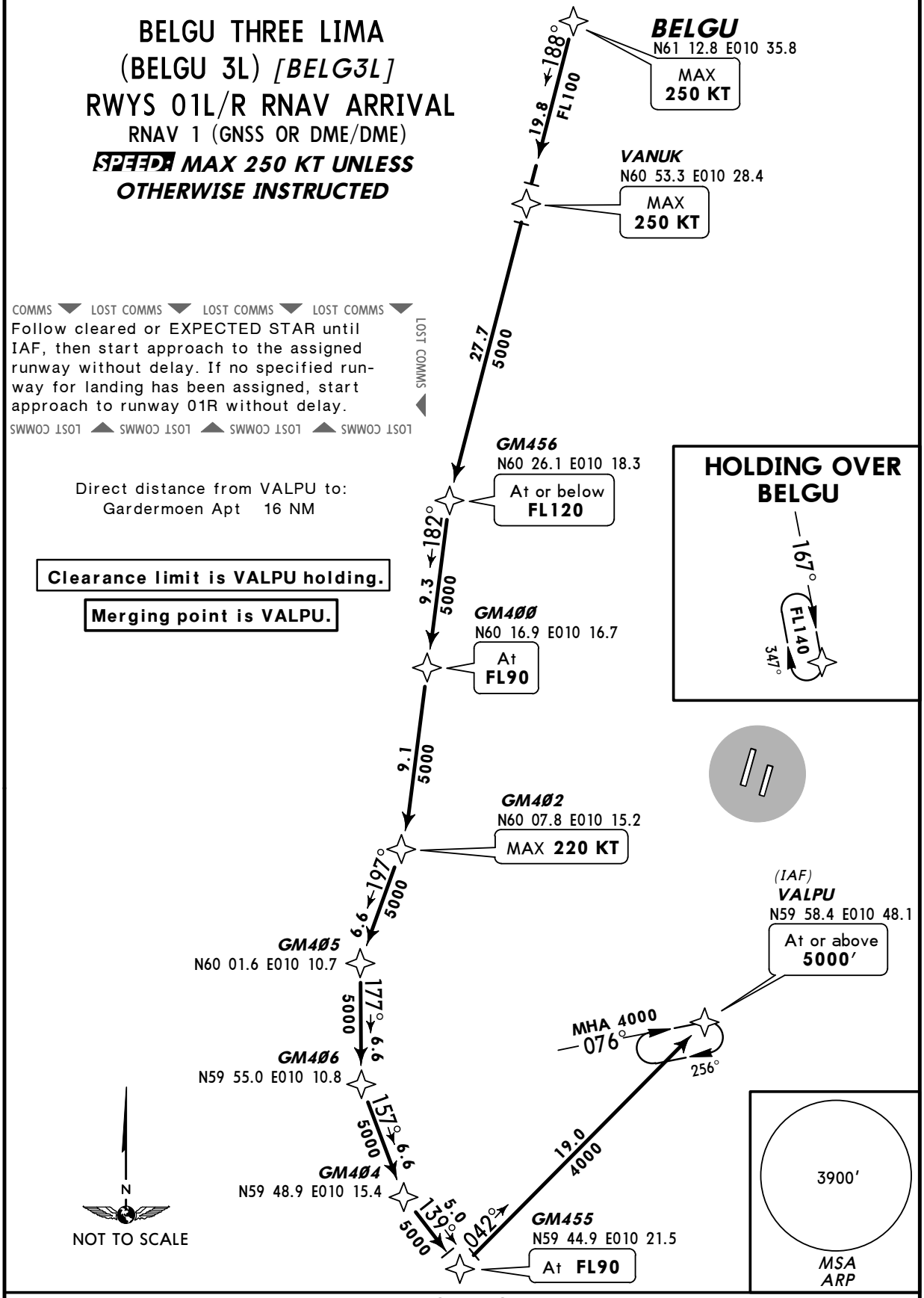
RNAV STAR

D-ATIS	Apt Elev
126.125	681′

Alt Set: hPa Trans level: By ATC Trans alt: 7000′
1. Class A GNSS shall not be used.
2. RADAR service shall be available.
3. Loss of RNAV capability, request vectoring.
4. Vectoring may be used when necessary.
5. Descend as cleared by ATC.

BELGU THREE LIMA
(BELGU 3L) *[BELG3L]*
RWYS 01L/R RNAV ARRIVAL
RNAV 1 (GNSS OR DME/DME)

SPEED MAX 250 KT UNLESS OTHERWISE INSTRUCTED



ROUTING

BELGU (K250-) - VANUK (K250-) - GM456 (FL120-) - GM400 (FL90) - GM402 (K220-) - GM405 - GM406 - GM404 - GM455 (FL90) - VALPU (5000′+).

CHANGES: RNAV STAR BELGU 2L renumbered 3L & revised.

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ENGM/OSL GARDERMOEN

OSLO, NORWAY

RNAV STAR

D-ATIS	Apt Elev
126.125	681′

Alt Set: hPa Trans level: By ATC Trans alt: 7000′
1. Class A GNSS shall not be used.
2. RADAR service shall be available.
3. Loss of RNAV capability, request vectoring.
4. Vectoring may be used when necessary.
5. Descend as cleared by ATC.

3900′
MSA
ARP

BELGU THREE MIKE
(BELGU 3M) *[BELG3M]*
RWYS 19L/R RNAV ARRIVAL
RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT UNLESS OTHERWISE INSTRUCTED

BELGU
N61 12.8 E010 35.8
MAX **250 KT**

155°
18.0
FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Follow cleared or EXPECTED STAR until IAF, then start approach to the assigned runway without delay. If no specified runway for landing has been assigned, start approach to runway 19R without delay.
▲ COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

AGNIL
N60 56.1 E010 49.9

11.3
5000

GM432
N60 45.7 E010 58.7
At **FL110**
MAX **220 KT**

6.3
5000
247°

227°
6.2
5000

GM433
N60 43.5 E010 46.7

207°
6.3
5000

GM434
N60 39.5 E010 37.0

107°

GM435
N60 34.0 E010 30.6
At **FL110**

18.1
4000

MHA 4000
130°
310°

(IAF)
BAVAD
N60 28.0 E011 05.1
At or above **5000′**

N
NOT TO SCALE

Clearance limit is BAVAD holding.

Merging point is BAVAD.

Direct distance from BAVAD to:
Gardermoen Apt 16 NM

HOLDING OVER BELGU

167°
FL140
347°

ROUTING

BELGU (K250-) - AGNIL - GM432 (FL110; K220-) - GM433 - GM434 - GM435 (FL110) - BAVAD (5000′+).

CHANGES: RNAV STAR BELGU 2M renumbered 3M & revised.

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ENGM/OSL
GARDERMOEN

JEPPESEN
20 MAR 15 (10-2D)

OSLO, NORWAY
RNAV STAR

D-ATIS	Apt Elev	
126.125	681′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Loss of RNAV capability, request vectoring. 4. Vectoring may be used when necessary. 5. Descend as cleared by ATC.

ESEBA FOUR LIMA
(ESEBA 4L) [ESEB4L]
RWYS 01L/R RNAV ARRIVAL

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT UNLESS OTHERWISE INSTRUCTED

3900′
MSA
ARP

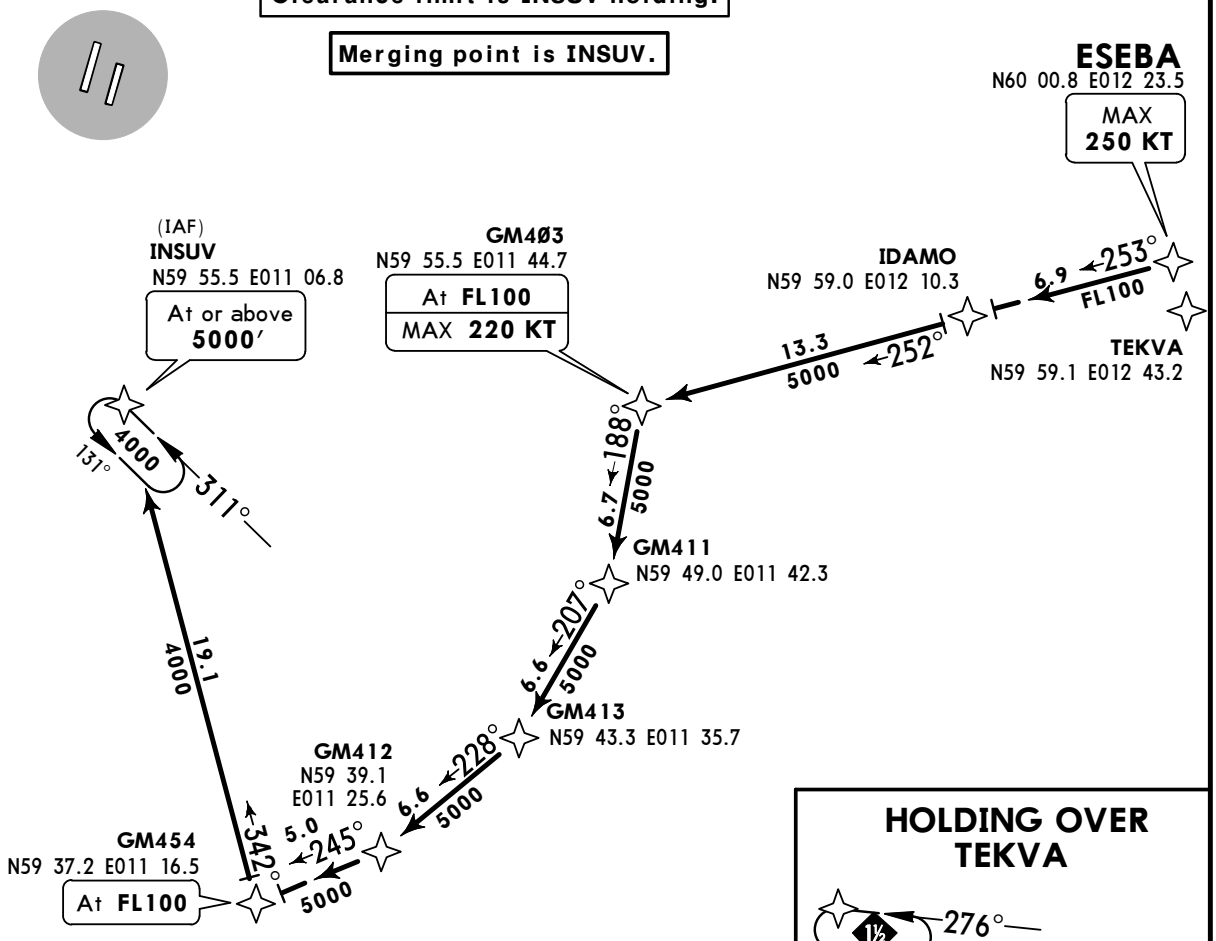
LOST COMMS Follow cleared or EXPECTED STAR until IAF, then start approach to the assigned runway without delay. If no specified runway for landing has been assigned, start approach to runway 01R without delay.

Direct distance from INSUV to:
Gardermoen Apt 17 NM

N
NOT TO SCALE

Clearance limit is INSUV holding.

Merging point is INSUV.



HOLDING OVER TEKVA

MHA FL100
MAX FL460
FL100-200 MAX 240KT
FL210-340 MAX 265KT
FL350-460 MAX MACH 0.83

ROUTING

ESEBA (K250-) - IDAMO - GM403 (FL100; K220-) - GM411 - GM413 - GM412 - GM454 (FL100) - INSUV (5000′+).

CHANGES: None.

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ENGM/OSL
GARDERMOEN

JEPPESEN
20 MAR 15 (10-2E)

OSLO, NORWAY
RNAV STAR

D-ATIS	Apt Elev	
126.125	681′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Loss of RNAV capability, request vectoring. 4. Vectoring may be used when necessary. 5. Descend as cleared by ATC.

ESEBA FOUR MIKE
(ESEBA 4M) [ESEB4M]
RWYS 19L/R RNAV ARRIVAL
RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT UNLESS OTHERWISE INSTRUCTED

3900′
MSA
ARP

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Follow cleared or EXPECTED STAR until IAF, then
start approach to the assigned runway without delay.
If no specified runway for landing has been assigned,
start approach to runway 19R without delay.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

N
NOT TO SCALE

GM453
N60 38.7 E011 51.5
At **FL100**

5.0
6000
320°
223°

GM425
N60 34.7 E011 57.6

6.6
6000
337°

19.0
4000

GM424
N60 28.5 E012 02.1

6.6
6000
358°

(IAF)
TITLA
N60 25.3 E011 24.2
At or above **5000′**
075°
255°
MHA 4000

GM423
N60 21.9 E012 02.0

Direct distance from TITLA to:
Gardermoen Apt 16 NM

6.6
6000
018°

GM422
N60 15.8 E011 57.3
At **FL100**
MAX **220 KT**

Clearance limit is TITLA holding.

Merging point is TITLA.

13.7
6000

KEGET
N60 05.4 E012 15.3

6.2
FL100
316°

ESEBA
N60 00.8 E012 23.5
MAX **250 KT**

TEKVA
N59 59.1 E012 43.2

HOLDING OVER TEKVA

1½
276°
096°
MHA FL100
MAX FL460
FL100-200 MAX 240KT
FL210-340 MAX 265KT
FL350-460 MAX MACH 0.83

ROUTING

ESEBA (K250-) - KEGET - GM422 (FL100; K220-) - GM423 - GM424 - GM425 - GM453 (FL100) - TITLA (5000′+).

CHANGES: Reissue.

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ENGM/OSL GARDERMOEN

OSLO, NORWAY

RNAV STAR

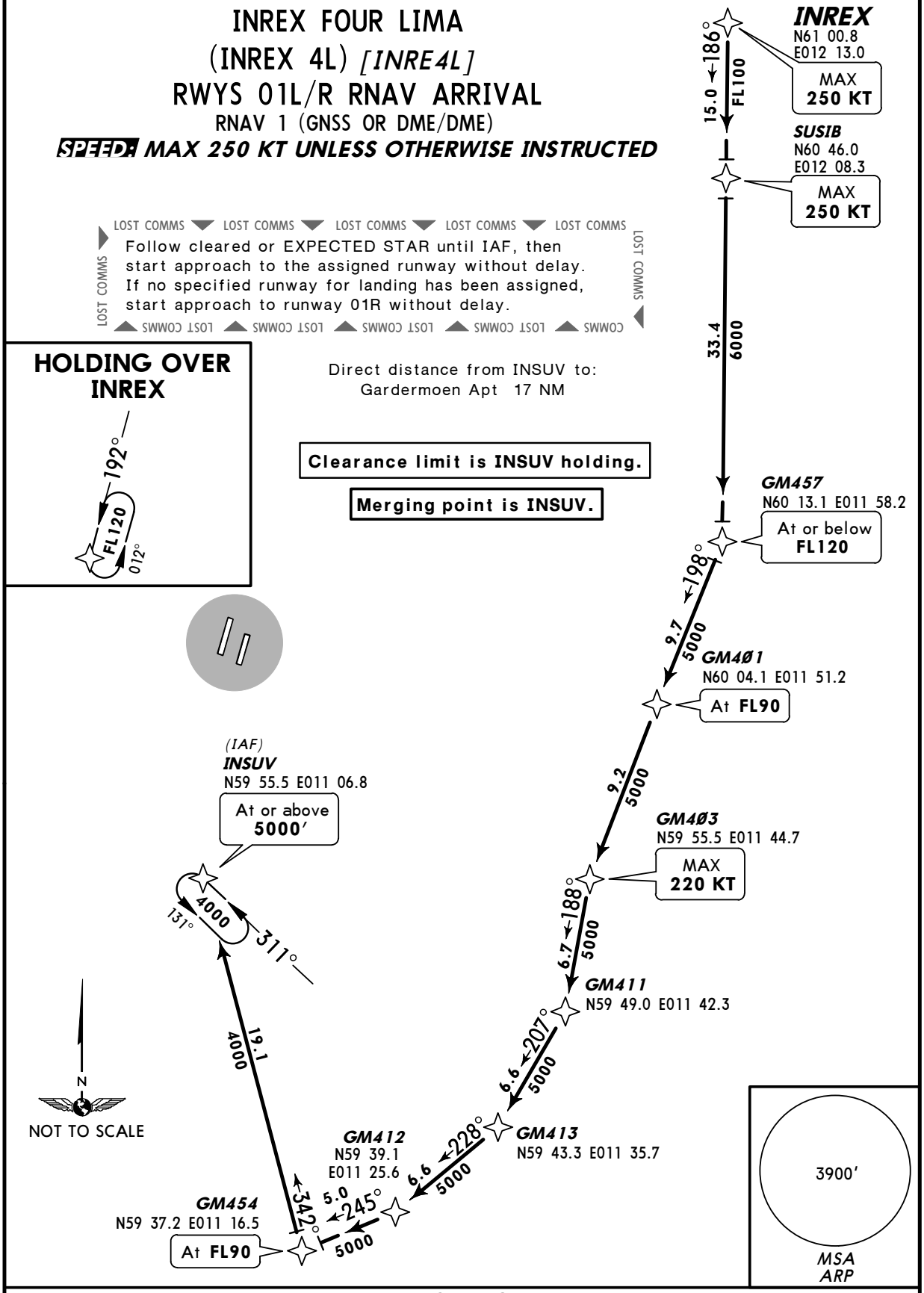
D-ATIS	Apt Elev
126.125	681′

Alt Set: hPa Trans level: By ATC Trans alt: 7000′
1. Class A GNSS shall not be used.
2. RADAR service shall be available.
3. Loss of RNAV capability, request vectoring.
4. Vectoring may be used when necessary.
5. Descend as cleared by ATC.

INREX FOUR LIMA
(INREX 4L) *[INRE4L]*
RWYS 01L/R RNAV ARRIVAL
RNAV 1 (GNSS OR DME/DME)

SPEED MAX 250 KT UNLESS OTHERWISE INSTRUCTED

LOST COMMS
Follow cleared or EXPECTED STAR until IAF, then start approach to the assigned runway without delay. If no specified runway for landing has been assigned, start approach to runway 01R without delay.



ROUTING

INREX (K250-) - SUSIB (K250-) - GM457 (FL120-) - GM401 (FL90) - GM403 (K220-) - GM411 - GM413 - GM412 - GM454 (FL90) - INSUV (5000′+).

CHANGES: Reissue.

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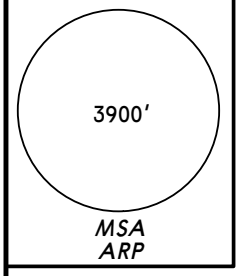
ENGM/OSL GARDERMOEN

OSLO, NORWAY

RNAV STAR

D-ATIS	Apt Elev
126.125	681′

Alt Set: hPa Trans level: By ATC Trans alt: 7000′
1. Class A GNSS shall not be used.
2. RADAR service shall be available.
3. Loss of RNAV capability, request vectoring.
4. Vectoring may be used when necessary.
5. Descend as cleared by ATC.



INREX FOUR MIKE
(INREX 4M) *[INRE4M]*
RWYS 19L/R RNAV ARRIVAL

RNAV 1 (GNSS OR DME/DME)

SPEED MAX 250 KT UNLESS OTHERWISE INSTRUCTED

LOST COMMS
Follow cleared or EXPECTED STAR until IAF, then start approach to the assigned runway without delay. If no specified runway for landing has been assigned, start approach to runway 19R without delay.

HOLDING OVER INREX



Direct distance from TITLA to:
Gardermoen Apt 16 NM

Clearance limit is TITLA holding.

Merging point is TITLA.

ROUTING

INREX (K250-) - IXUMA - GM418 (FL110; K220-) - GM419 - GM420 - GM421 (FL110) - TITLA (5000′+).

CHANGES: None.

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ENGM/OSL
GARDERMOEN

JEPPESEN
5 DEC 14 (10-2H) Eff 11 Dec

OSLO, NORWAY
RNAV STAR

D-ATIS	Apt Elev
126.125	681′

Alt Set: hPa Trans level: By ATC Trans alt: 7000′
1. Class A GNSS shall not be used.
2. RADAR service shall be available.
3. Loss of RNAV capability, request vectoring.
4. Vectoring may be used when necessary.
5. Descend as cleared by ATC.

LUNIP FOUR LIMA
(LUNIP 4L) *[LUNI4L]*
RWYS 01L/R RNAV ARRIVAL
RNAV 1 (GNSS OR DME/DME)
SPEED MAX 250 KT UNLESS OTHERWISE INSTRUCTED

3900′
MSA
ARP

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Follow cleared or EXPECTED STAR until IAF, then start approach to the assigned runway without delay. If no specified runway for landing has been assigned, start approach to runway 01R without delay.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

(IAF)
INSUV
N59 55.5 E011 06.8
At or above **5000′**

131°
311°
MHA 4000
18.1
4000
288°

GM414
N59 49.3 E011 40.5
At **FL110**

028°
6.3
5000

GM415
N59 44.0 E011 34.2

047°
6.3
5000

GM417
N59 39.9 E011 24.6

067°
6.3
5000

GM416
N59 37.8 E011 13.0
At **FL110**
MAX **220 KT**

10.8
5000
350°

DEVKU
N59 27.1 E011 15.6
At or above **FL120**

16.3
5000
351°

LUNIP
N59 11.0 E011 18.9
MAX **250 KT**

Direct distance from INSUV to:
Gardermoen Apt 17 NM

Clearance limit is INSUV holding.

Merging point is INSUV.

N
NOT TO SCALE

HOLDING OVER LUNIP
177°
MHA FL100
357°

ROUTING

LUNIP (K250-) - DEVKU (FL120+) - GM416 (FL110; K220-) - GM417 - GM415 - GM414 (FL110) - INSUV (5000+).

CHANGES: RNAV STAR LUNIP 3L renumbered 4L & revised.

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ENGM/OSL GARDERMOEN

JEPPESEN
5 DEC 14 (10-2J) Eff 11 Dec

OSLO, NORWAY

RNAV STAR

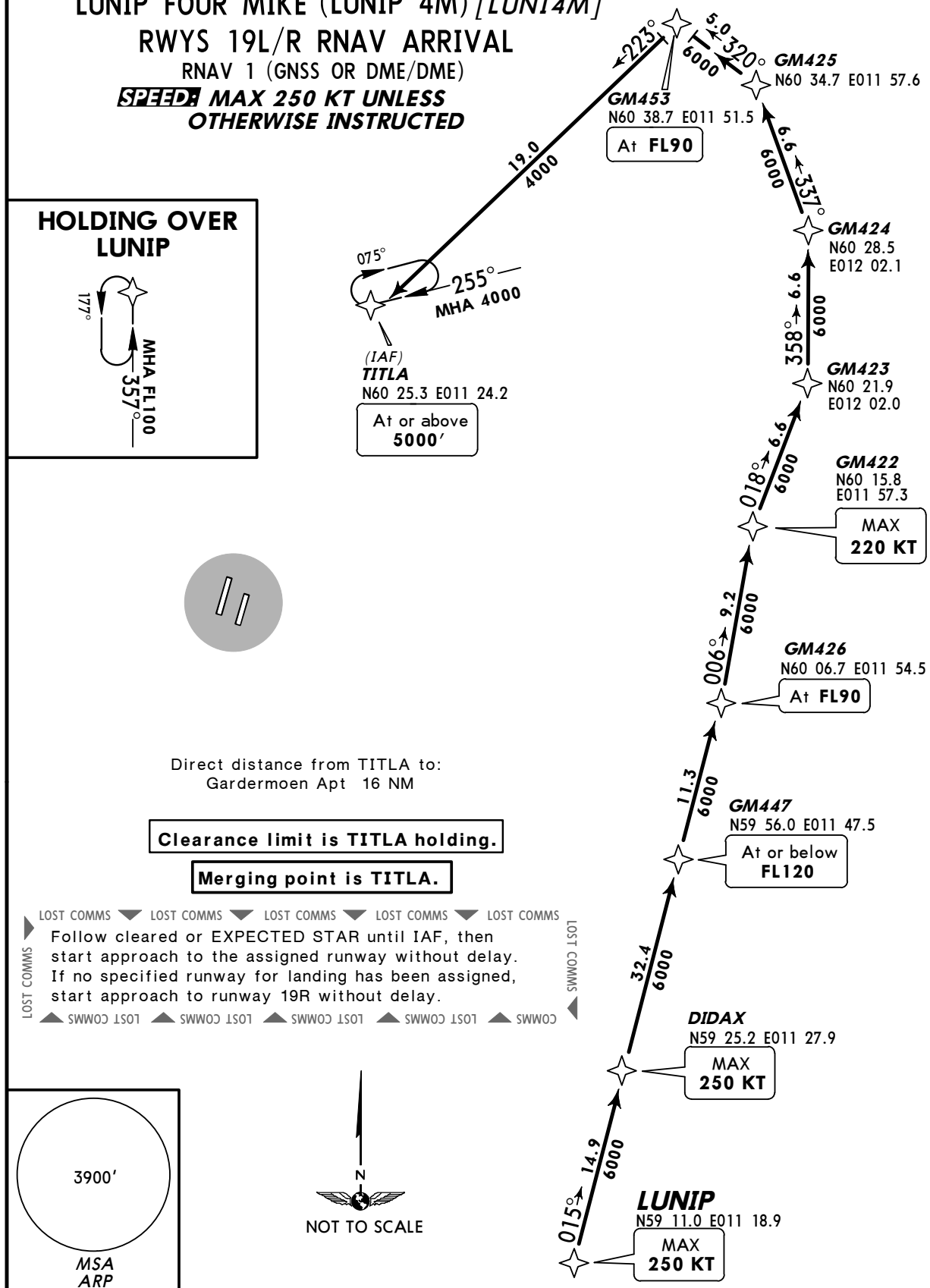
D-ATIS	Apt Elev	
126.125	681′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Loss of RNAV capability, request vectoring. 4. Vectoring may be used when necessary. 5. Descend as cleared by ATC.

LUNIP FOUR MIKE (LUNIP 4M) *[LUNI4M]*

RWYS 19L/R RNAV ARRIVAL

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT UNLESS OTHERWISE INSTRUCTED



ROUTING

LUNIP (K250-) - DIDAX (K250-) - GM447 (FL120-) - GM426 (FL90) - GM422 (K220-) - GM423 - GM424 - GM425 - GM453 (FL90) - TITLA (5000′+).

CHANGES: RNAV STAR LUNIP 3M renumbered 4M & revised.

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ENGM/OSL GARDERMOEN

JEPPESEN
5 DEC 14 (10-2K) Eff 11 Dec

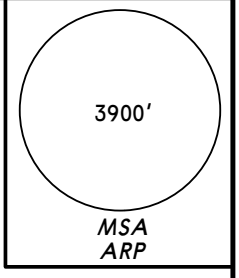
OSLO, NORWAY

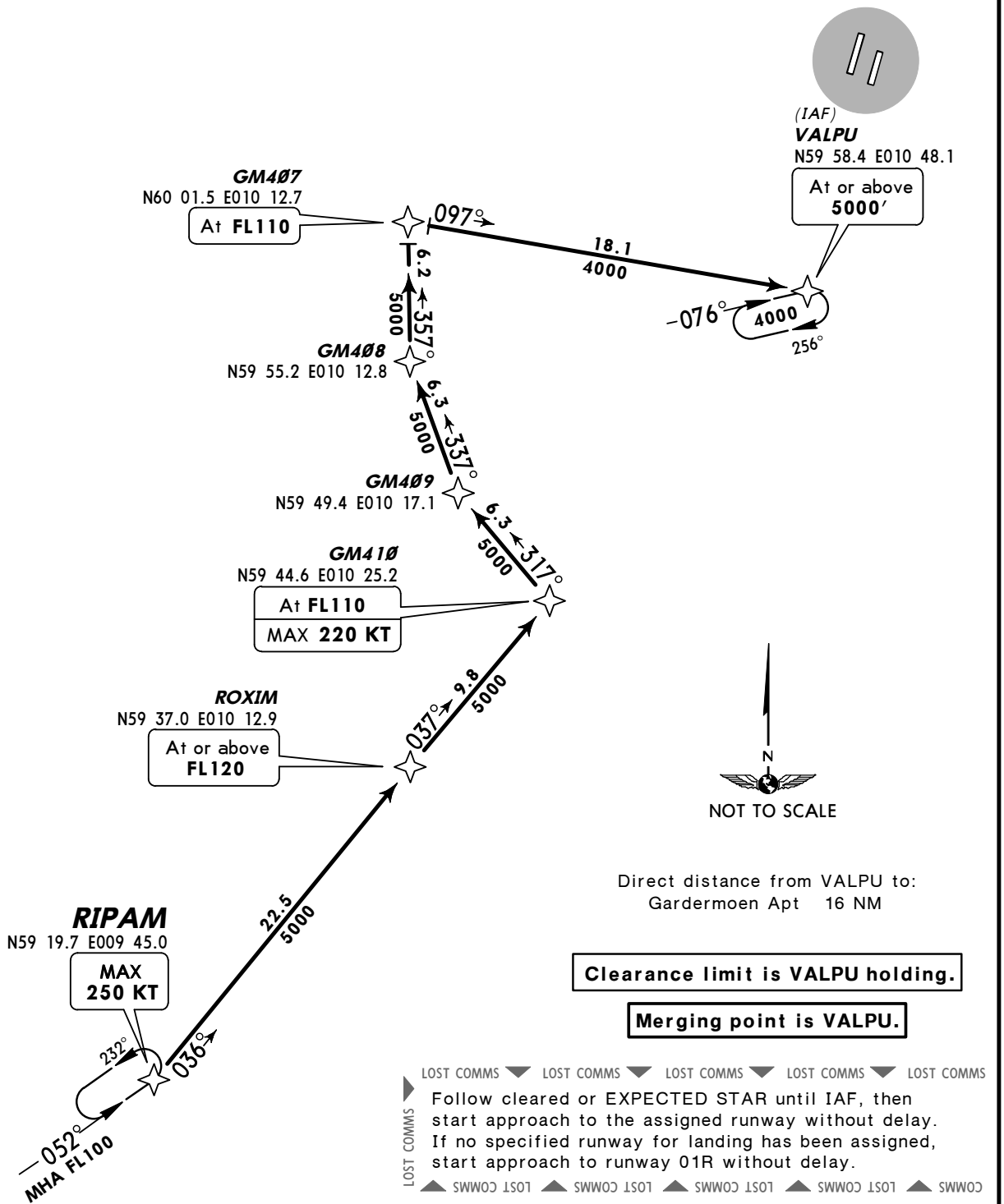
RNAV STAR

D-ATIS	*Apt Elev*	
126.125	681′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Loss of RNAV capability, request vectoring. 4. Vectoring may be used when necessary. 5. Descend as cleared by ATC.

RIPAM THREE LIMA
(RIPAM 3L) *[RIPA3L]*
RWYS 01L/R RNAV ARRIVAL
RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT UNLESS OTHERWISE INSTRUCTED





ROUTING

RIPAM (K250-) - ROXIM (FL120+) - GM410 (FL110; K220-) - GM409 - GM408 - GM407 (FL110) - VALPU (5000+).

CHANGES: RNAV STAR RIPAM 2L renumbered 3L & revised.

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ENGM/OSL GARDERMOEN

JEPPESEN
5 DEC 14 (10-2L) Eff 11 Dec

OSLO, NORWAY

RNAV STAR

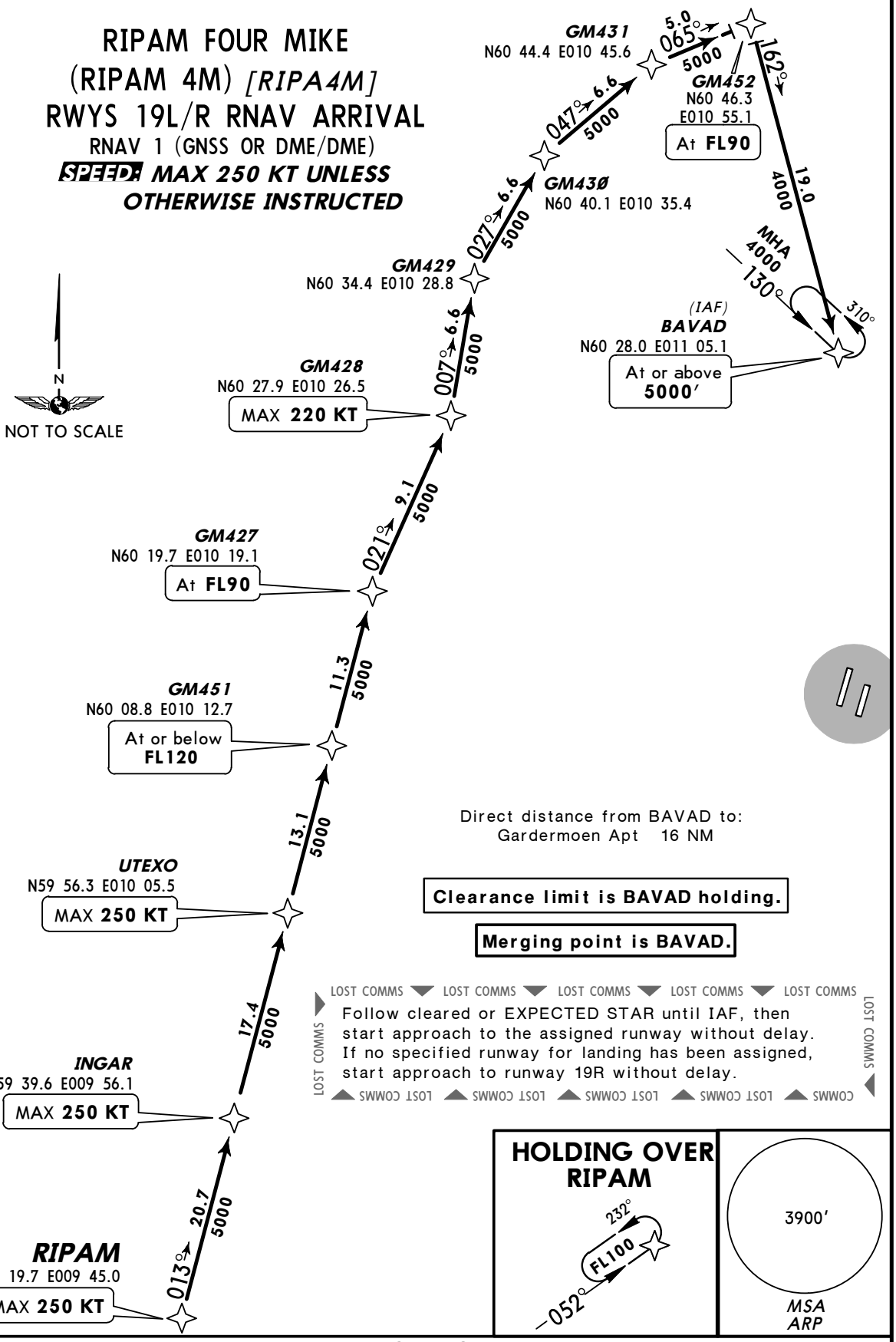
D-ATIS	Apt Elev
126.125	681′

Alt Set: hPa Trans level: By ATC Trans alt: 7000′
1. Class A GNSS shall not be used.
2. RADAR service shall be available.
3. Loss of RNAV capability, request vectoring.
4. Vectoring may be used when necessary.
5. Descend as cleared by ATC.

RIPAM FOUR MIKE (RIPAM 4M) *[RIPA4M]* RWYS 19L/R RNAV ARRIVAL

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT UNLESS OTHERWISE INSTRUCTED



Direct distance from BAVAD to:
Gardermoen Apt 16 NM

Clearance limit is BAVAD holding.

Merging point is BAVAD.

LOST COMMS

Follow cleared or EXPECTED STAR until IAF, then start approach to the assigned runway without delay. If no specified runway for landing has been assigned, start approach to runway 19R without delay.

HOLDING OVER RIPAM

ROUTING

RIPAM (K250-) - INGAR (K250-) - UTEXO (K250-) - GM451 (FL120-) - GM427 (FL90) - GM428 (K220-) - GM429 - GM430 - GM431 - GM452 (FL90) - BAVAD (5000′+).

CHANGES: RNAV STAR RIPAM 3M renumbered 4M & revised.

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ENGM/OSL GARDERMOEN

OSLO, NORWAY

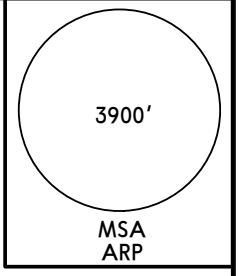
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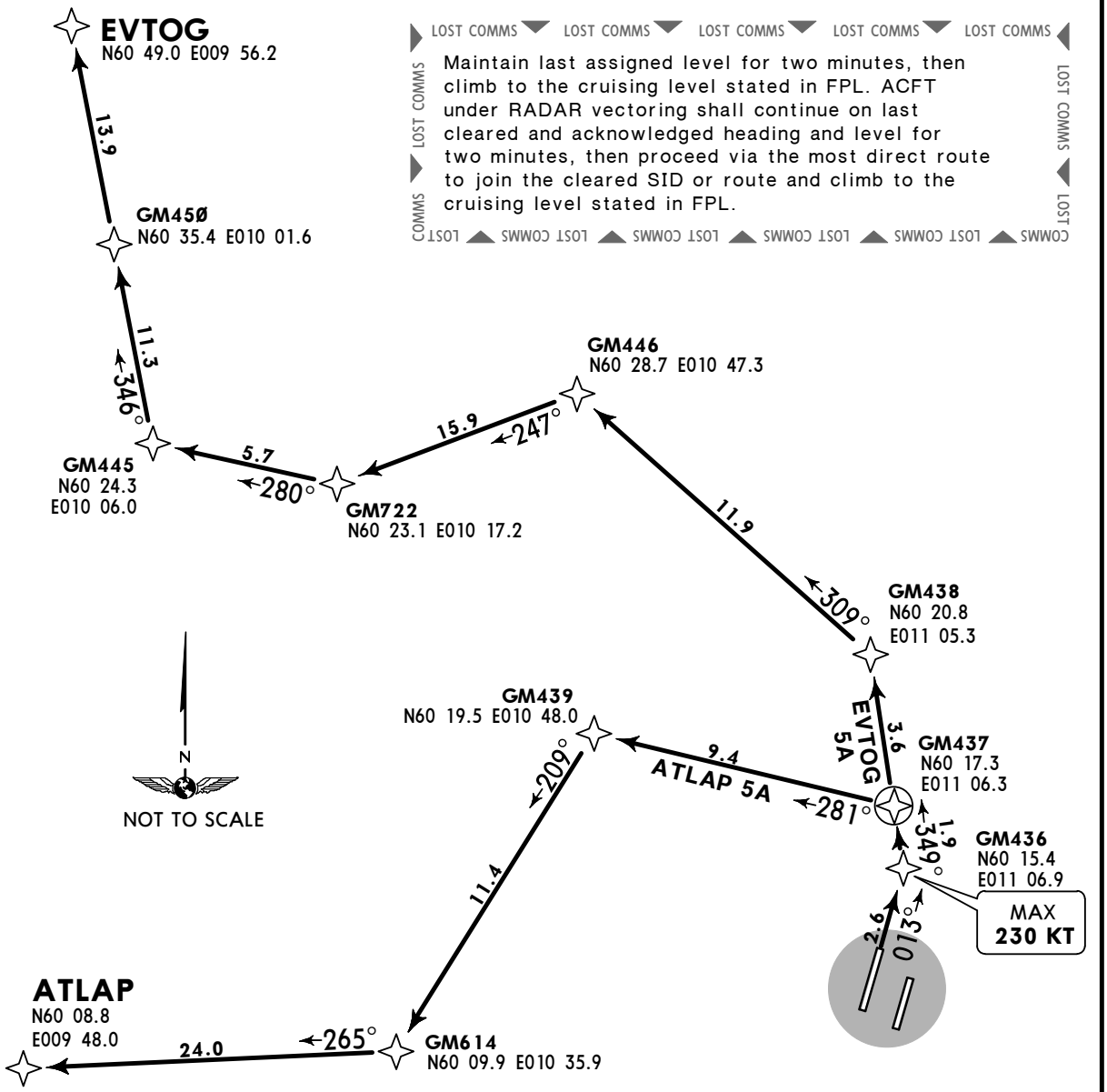
OSLO Approach	Apt Elev	
120.450	681′	Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Due to simultaneous parallel departures, change to OSLO Approach frequency shall always be initiated by GARDERMOEN Tower. 4. Non RNAV 1 equipped ACFT: at first contact with GARDERMOEN Delivery state 'Unable RNAV 1'. Omnidirectional departure available. 5. Enroute cruising level will be issued after take-off by OSLO Approach or OSLO Control.

ATLAP FIVE ALFA (ATLAP 5A) [ATLA5A]
EVTOG FIVE ALFA (EVTOG 5A) [EVTO5A]
RWY 01L RNAV DEPARTURES

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED





These SIDs require a minimum climb gradient of 316′ per NM (5.2%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
316′ per NM	395	527	790	1053	1317	1580

If unable to comply inform ATC.

Initial climb clearance **7000′**, EXPECT further climb by OSLO Approach.

SID	ROUTING
ATLAP 5A	On 013° track to GM436, to GM437, to GM439, to GM614, to ATLAP
EVTOG 5A	On 013° track to GM436, to GM437, to GM438, to GM446, to GM722, to GM445, to GM450, to EVTOG.

CHANGES: General instructions revised.

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ENGM/OSL GARDERMOEN

JEPPESEN
27 MAR 15 (10-3A) Eff 2 Apr

OSLO, NORWAY

RNAV SID

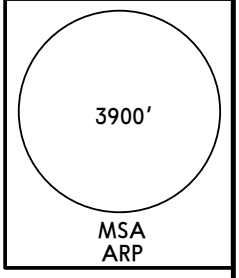
OSLO Approach	Apt Elev
118.475	681′

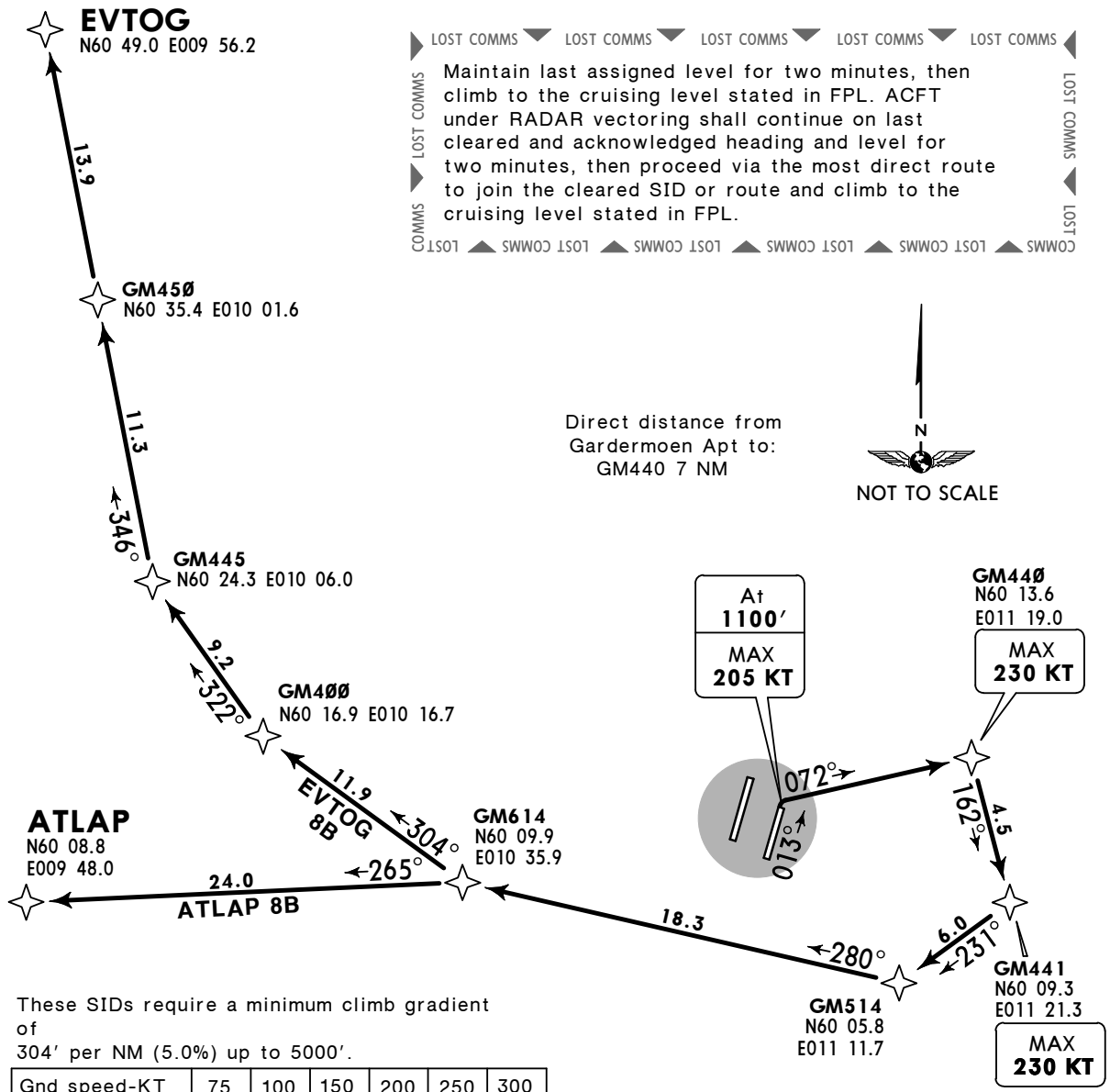
Trans level: By ATC Trans alt: 7000′
1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Due to simultaneous parallel departures, change to OSLO Approach frequency shall always be initiated by GARDERMOEN Tower. 4. Non RNAV 1 equipped ACFT: at first contact with GARDERMOEN Delivery state 'Unable RNAV 1'. Omnidirectional departure available. 5. Enroute cruising level will be issued after take-off by OSLO Approach or OSLO Control.

ATLAP EIGHT BRAVO (ATLAP 8B) [ATLA8B]
EVTOG EIGHT BRAVO (EVTOG 8B) [EVTO8B]
RWY 01R RNAV DEPARTURES

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED





These SIDs require a minimum climb gradient of 304′ per NM (5.0%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

If unable to comply inform ATC.

Initial climb clearance **7000′**, EXPECT further climb by OSLO Approach.

SID	ROUTING
ATLAP 8B	Climb on 013° track to 1100′, turn RIGHT on 072° track to GM440, turn RIGHT to GM441, to GM514, to GM614, to ATLAP.
EVTOG 8B	Climb on 013° track to 1100′, turn RIGHT on 072° track to GM440, turn RIGHT to GM441, to GM514, to GM614, to GM400, to GM445, to GM450, to EVTOG.

CHANGES: General instructions revised.

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ENGM/OSL GARDERMOEN

OSLO, NORWAY

RNAV SID

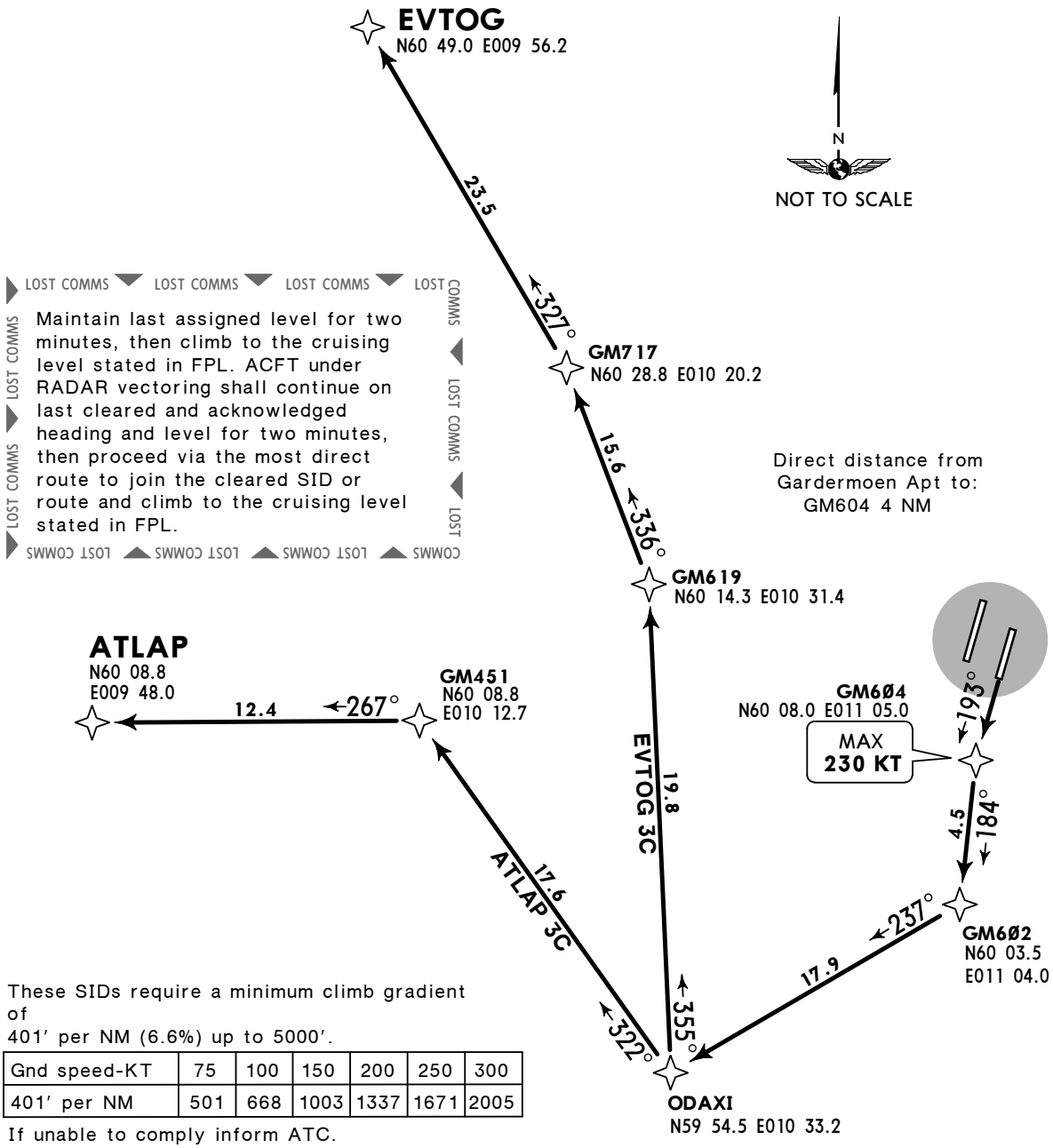
OSLO Approach	Apt Elev	
120.450	681′	Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Due to simultaneous parallel departures, change to OSLO Approach frequency shall always be initiated by GARDERMOEN Tower. 4. Non RNAV 1 equipped ACFT: at first contact with GARDERMOEN Delivery state 'Unable RNAV 1'. Omnidirectional departure available. 5. Enroute cruising level will be issued after take-off by OSLO Approach or OSLO Control.

ATLAP THREE CHARLIE (ATLAP 3C)[ATLA3C]
EVTOG THREE CHARLIE (EVTOG 3C)[EVTO3C]
RWY 19L RNAV DEPARTURES

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

3900′
MSA
ARP



These SIDs require a minimum climb gradient of
401′ per NM (6.6%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
401′ per NM	501	668	1003	1337	1671	2005

If unable to comply inform ATC.

Initial climb clearance **7000′**, EXPECT further climb by OSLO Approach.

SID	ROUTING
ATLAP 3C	On 193° track to GM604, to GM602, to ODAXI, to GM451, to ATLAP.
EVTOG 3C	On 193° track to GM604, to GM602, to ODAXI, turn RIGHT to GM619, to GM717, to EVTOG.

CHANGES: General instructions revised.

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ENGM/OSL GARDERMOEN

OSLO, NORWAY

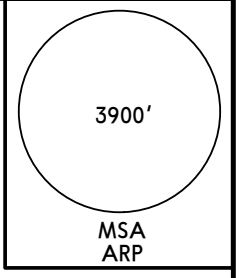
RNAV SID

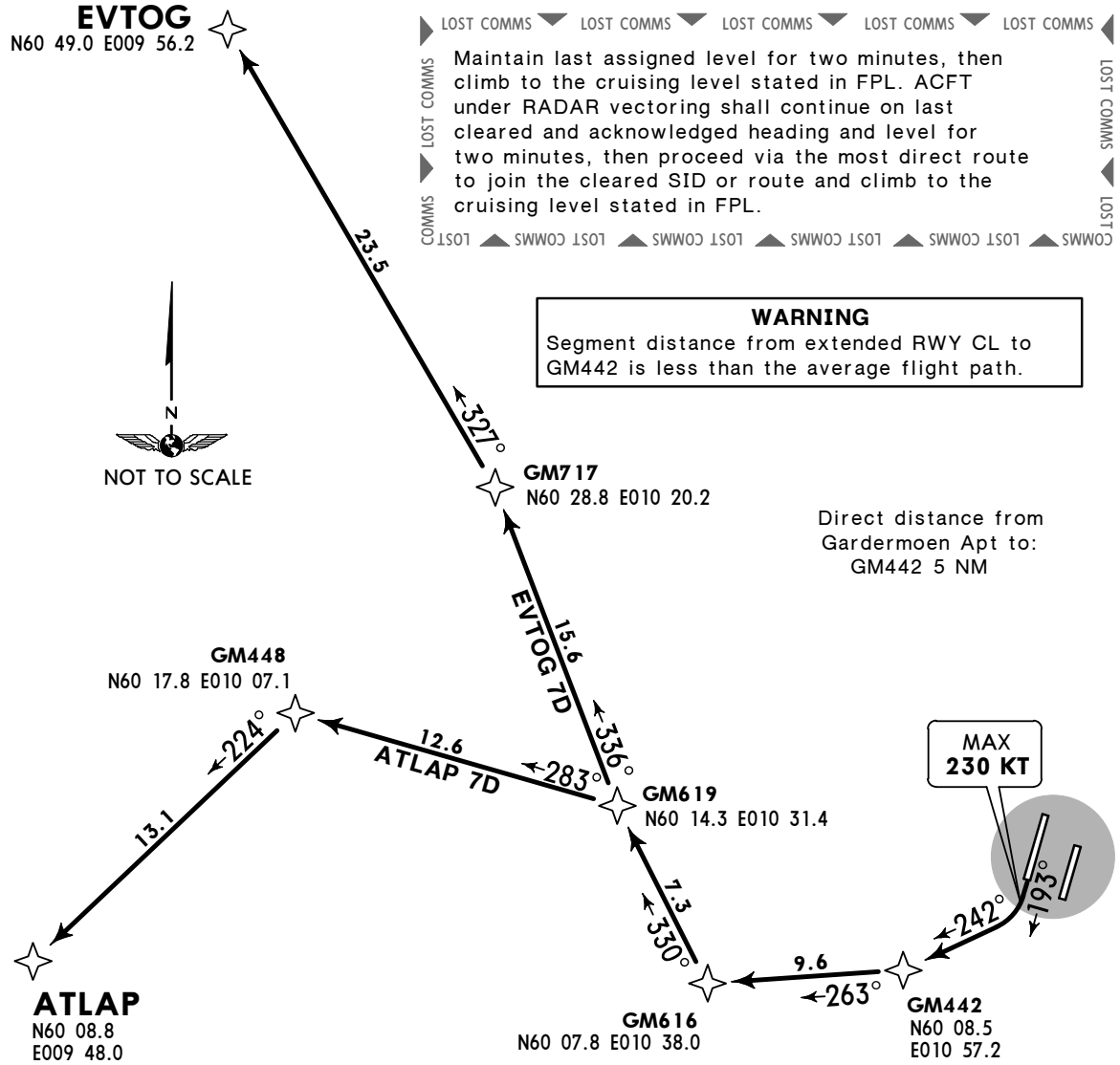
OSLO Approach	Apt Elev	
120.450	681′	Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Due to simultaneous parallel departures, change to OSLO Approach frequency shall always be initiated by GARDERMOEN Tower. 4. Non RNAV 1 equipped ACFT: at first contact with GARDERMOEN Delivery state 'Unable RNAV 1'. Omnidirectional departure available. 5. Enroute cruising level will be issued after take-off by OSLO Approach or OSLO Control.

ATLAP SEVEN DELTA (ATLAP 7D)[ATLA7D]
EVTOG SEVEN DELTA (EVTOG 7D)[EVTO7D]
RWY 19R RNAV DEPARTURES

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED





These SIDs require a minimum climb gradient of 401′ per NM (6.6%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
401′ per NM	501	668	1003	1337	1671	2005

If unable to comply inform ATC.

Initial climb clearance **7000′**, EXPECT further climb by OSLO Approach.

SID	ROUTING
ATLAP 7D	Climb on 193° track, intercept 242° track to GM442, to GM616, to GM619, to GM448, to ATLAP.
EVTOG 7D	Climb on 193° track, intercept 242° track to GM442, to GM616, to GM619, to GM717, to EVTOG.

CHANGES: General instructions revised.

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ENGM/OSL GARDERMOEN

OSLO, NORWAY

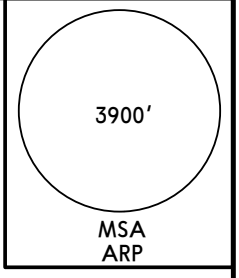
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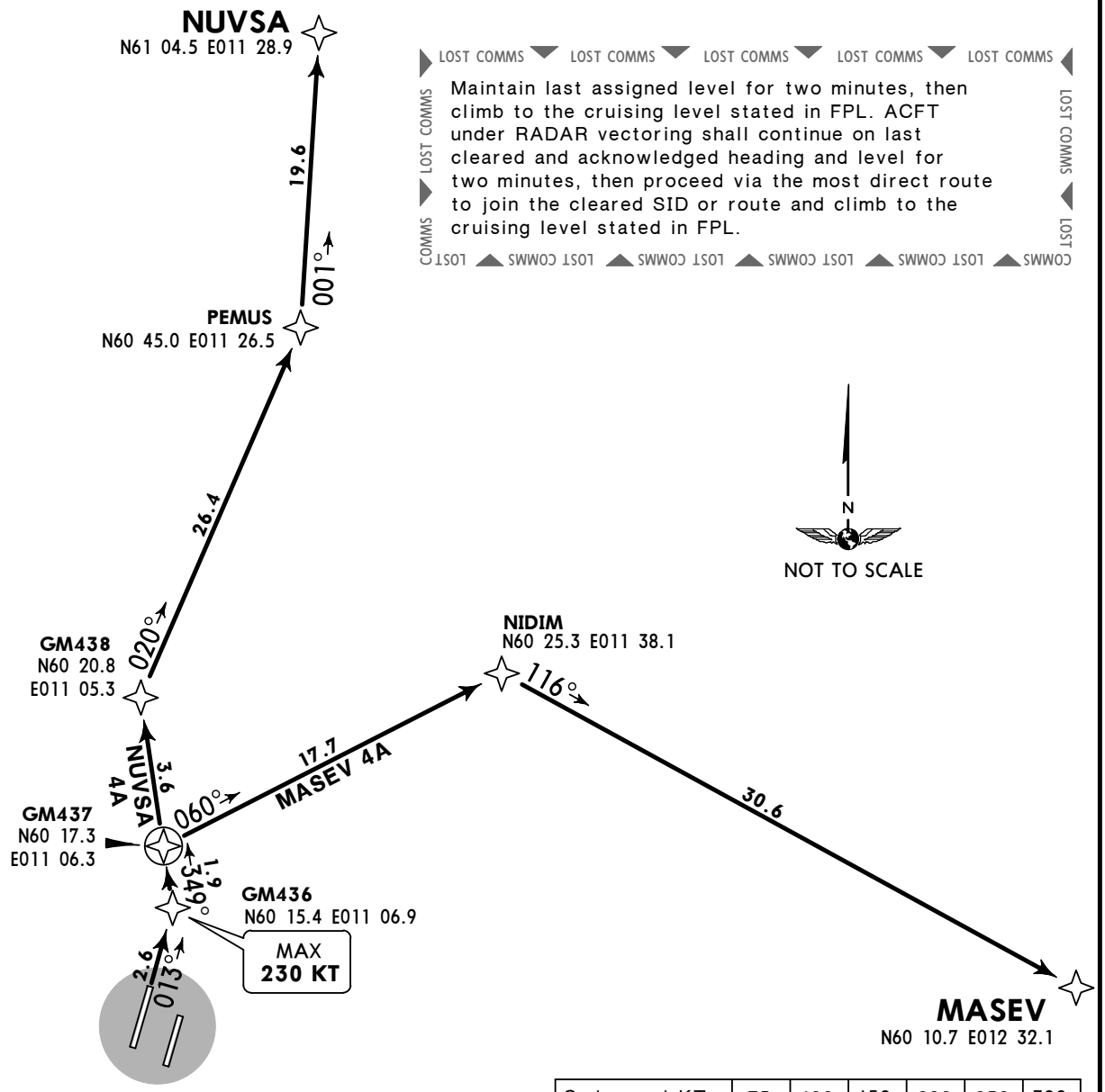
OSLO Approach	Apt Elev	
118.475	681′	Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Due to simultaneous parallel departures, change to OSLO Approach frequency shall always be initiated by GARDERMOEN Tower. 4. Non RNAV 1 equipped ACFT: at first contact with GARDERMOEN Delivery state 'Unable RNAV 1'. Omnidirectional departure available. 5. Enroute cruising level will be issued after take-off by OSLO Approach or OSLO Control.

MASEV FOUR ALFA (MASEV 4A) [MASE4A]
NUVSA FOUR ALFA (NUVSA 4A) [NUVS4A]
RWY 01L RNAV DEPARTURES

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED





These SIDs require a minimum climb gradient of
316′ per NM (5.2%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
316′ per NM	395	527	790	1053	1317	1580

If unable to comply inform ATC.

Initial climb clearance **7000′**, EXPECT further climb by OSLO Approach.

SID	ROUTING
MASEV 4A	On 013° track to GM436, to GM437, to NIDIM, to MASEV.
NUVSA 4A	On 013° track to GM436, to GM437, to GM438, to PEMUS, to NUVSA.

CHANGES: General instructions revised.

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ENGM/OSL GARDERMOEN

OSLO, NORWAY

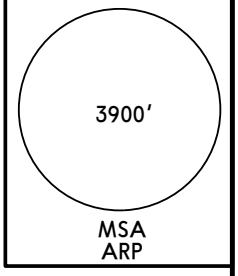
RNAV SID

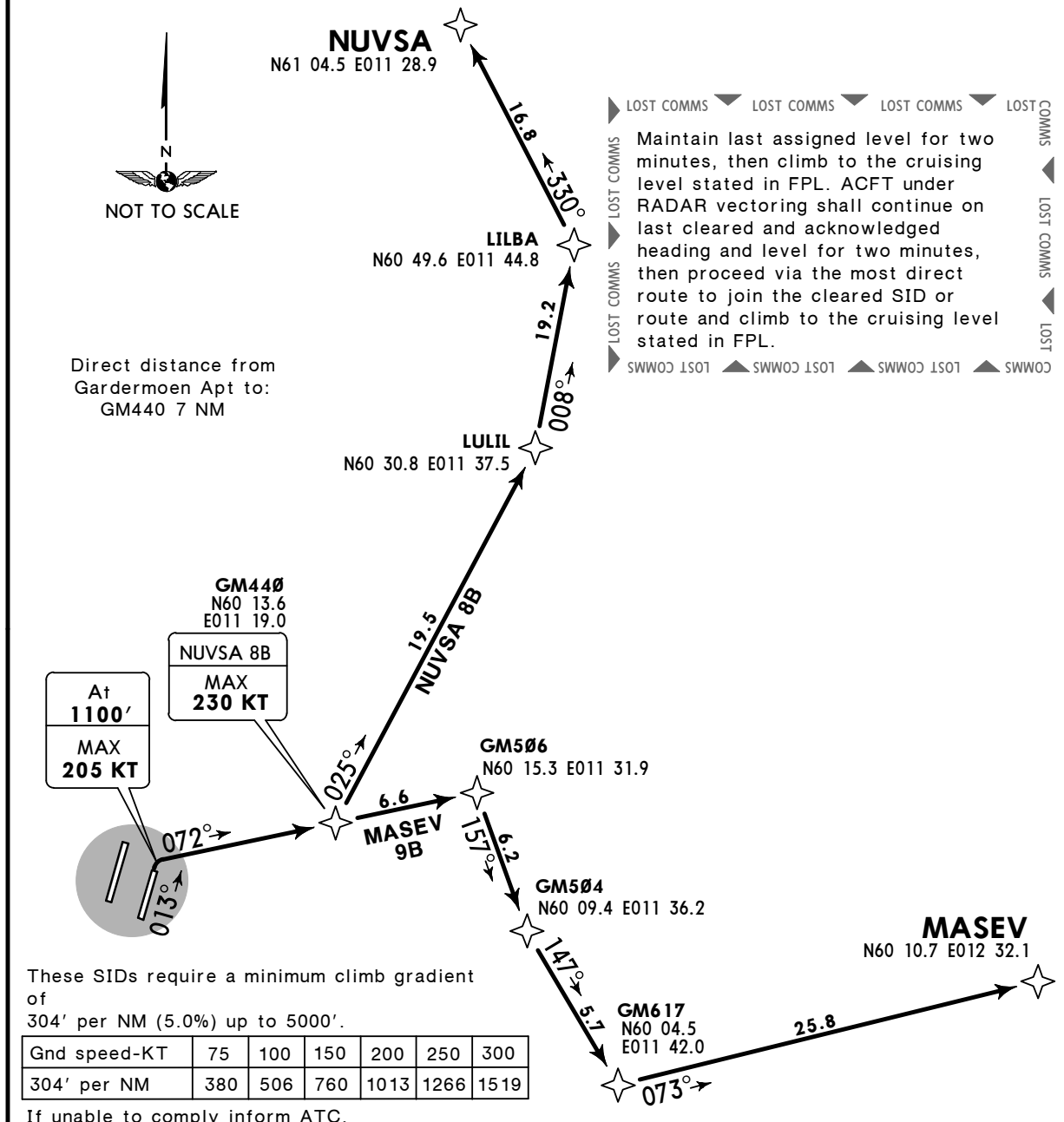
OSLO Approach	Apt Elev	
118.475	681′	Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Due to simultaneous parallel departures, change to OSLO Approach frequency shall always be initiated by GARDERMOEN Tower. 4. Non RNAV 1 equipped ACFT: at first contact with GARDERMOEN Delivery state 'Unable RNAV 1'. Omnidirectional departure available. 5. Enroute cruising level will be issued after take-off by OSLO Approach or OSLO Control.

MASEV NINE BRAVO (MASEV 9B) [MASE9B]
NUVSA EIGHT BRAVO (NUVSA 8B) [NUVS8B]
RWY 01R RNAV DEPARTURES

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED





These SIDs require a minimum climb gradient of
304′ per NM (5.0%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

If unable to comply inform ATC.

Initial climb clearance **7000′**, EXPECT further climb by OSLO Approach.

SID	ROUTING
MASEV 9B	Climb on 013° track to 1100′, turn RIGHT on 072° track to GM506, to GM504, to GM617, to MASEV.
NUVSA 8B	Climb on 013° track to 1100′, turn RIGHT on 072° track to GM440, to LULIL, to LILBA, to NUVSA.

CHANGES: General instructions revised.

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ENGM/OSL GARDERMOEN

JEPPESEN
27 MAR 15 (10-3F) Eff 2 Apr

OSLO, NORWAY

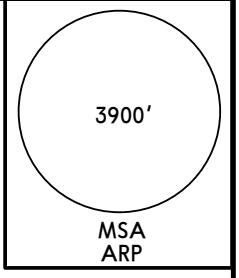
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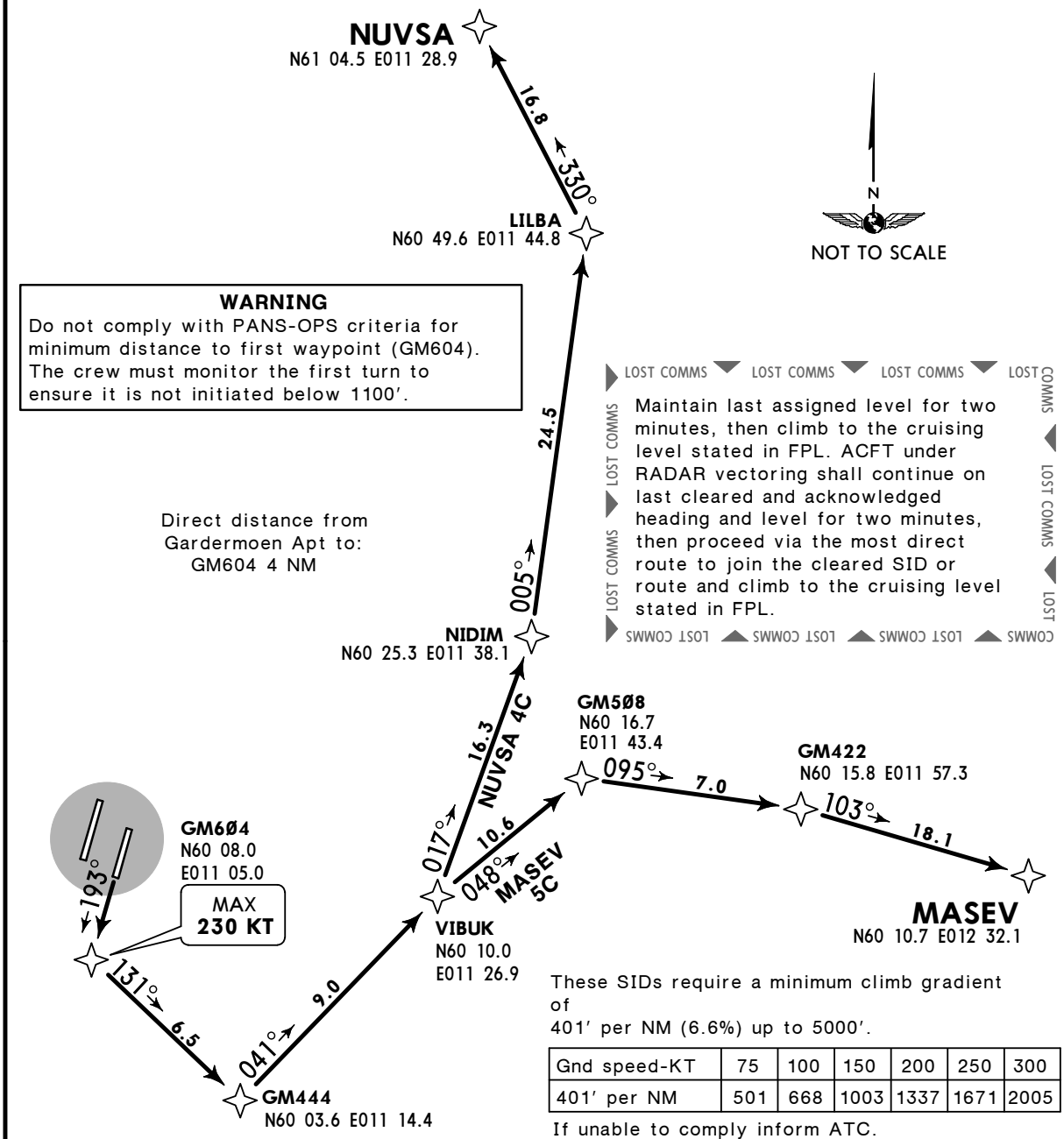
OSLO Approach	Apt Elev	
118.475	681′	Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Due to simultaneous parallel departures, change to OSLO Approach frequency shall always be initiated by GARDERMOEN Tower. 4. Non RNAV 1 equipped ACFT: at first contact with GARDERMOEN Delivery state 'Unable RNAV 1'. Omnidirectional departure available. 5. Enroute cruising level will be issued after take-off by OSLO Approach or OSLO Control.

MASEV FIVE CHARLIE (MASEV 5C) [MASE5C]
NUVSA FOUR CHARLIE (NUVSA 4C) [NUVS4C]
RWY 19L RNAV DEPARTURES

RNAV 1 (GNSS OR (DME/DME)

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED





These SIDs require a minimum climb gradient of
401′ per NM (6.6%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
401′ per NM	501	668	1003	1337	1671	2005

If unable to comply inform ATC.

Initial climb clearance **7000′**, EXPECT further climb by OSLO Approach.

SID	ROUTING
MASEV 5C	On 193° track to GM604, to GM444, turn LEFT to VIBUK, to GM508, to GM422, to MASEV.
NUVSA 4C	On 193° track to GM604, to GM444, turn LEFT to VIBUK, to NIDIM, to LILBA, to NUVSA.

CHANGES: General instructions revised.

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ENGM/OSL GARDERMOEN

OSLO, NORWAY

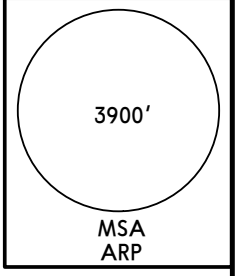
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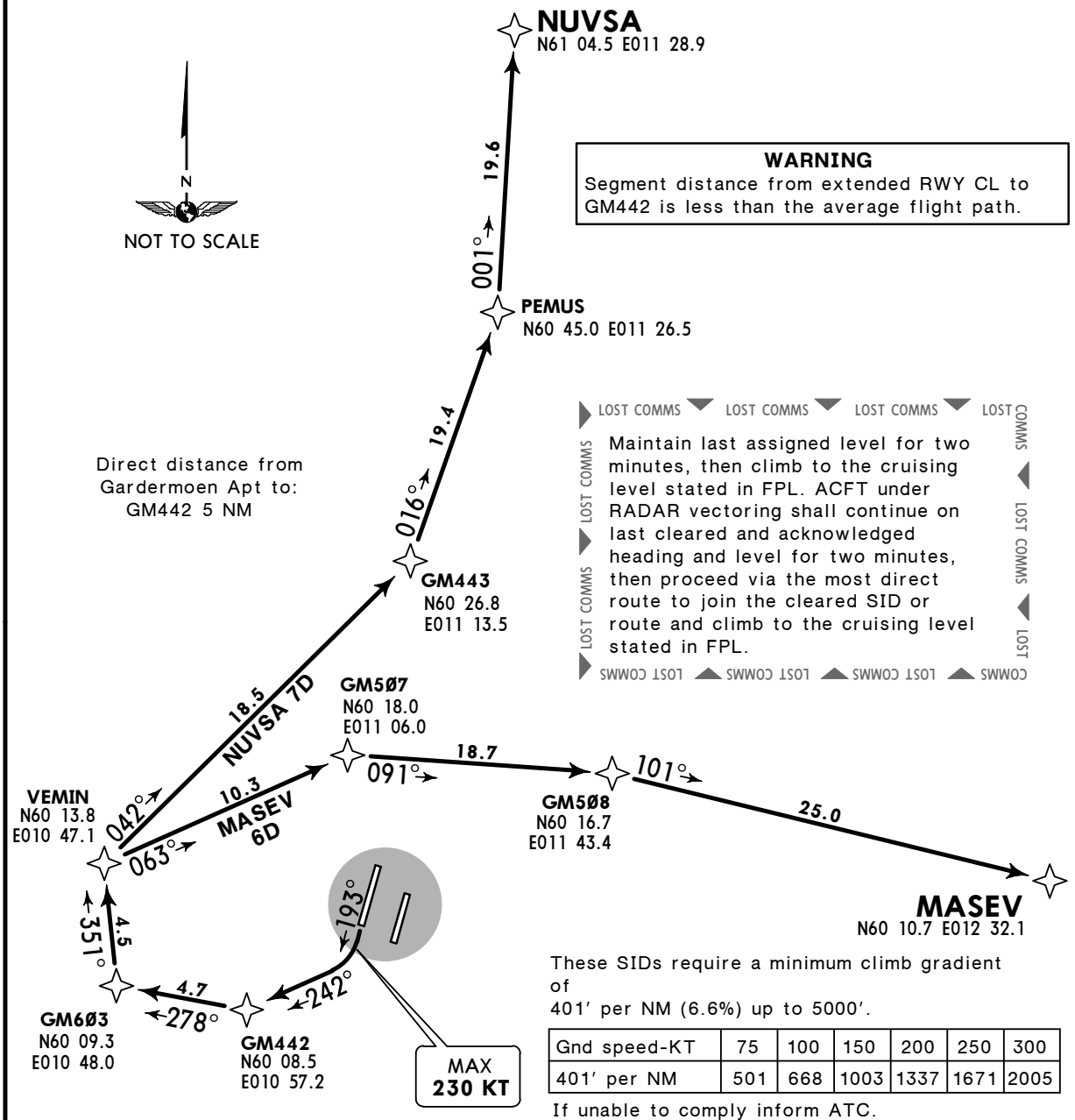
OSLO Approach	Apt Elev	
120.450	681′	Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Due to simultaneous parallel departures, change to OSLO Approach frequency shall always be initiated by GARDERMOEN Tower. 4. Non RNAV 1 equipped ACFT: at first contact with GARDERMOEN Delivery state 'Unable RNAV 1'. Omnidirectional departure available. 5. Enroute cruising level will be issued after take-off by OSLO Approach or OSLO Control.

MASEV SIX DELTA (MASEV 6D) [MASE6D]
NUVSA SEVEN DELTA (NUVSA 7D) [NUVS7D]
RWY 19R RNAV DEPARTURES

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED





These SIDs require a minimum climb gradient of
401′ per NM (6.6%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
401′ per NM	501	668	1003	1337	1671	2005

If unable to comply inform ATC.

Initial climb clearance **7000′**, EXPECT further climb by OSLO Approach.

SID	ROUTING
MASEV 6D	Climb on 193° track, intercept 242° track to GM442, to GM603, to VEMIN, to GM507, to GM508, to MASEV.
NUVSA 7D	Climb on 193° track, intercept 242° track to GM442, to GM603, to VEMIN, to GM443, to PEMUS, to NUVSA.

CHANGES: General instructions revised.

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OSLO, NORWAY

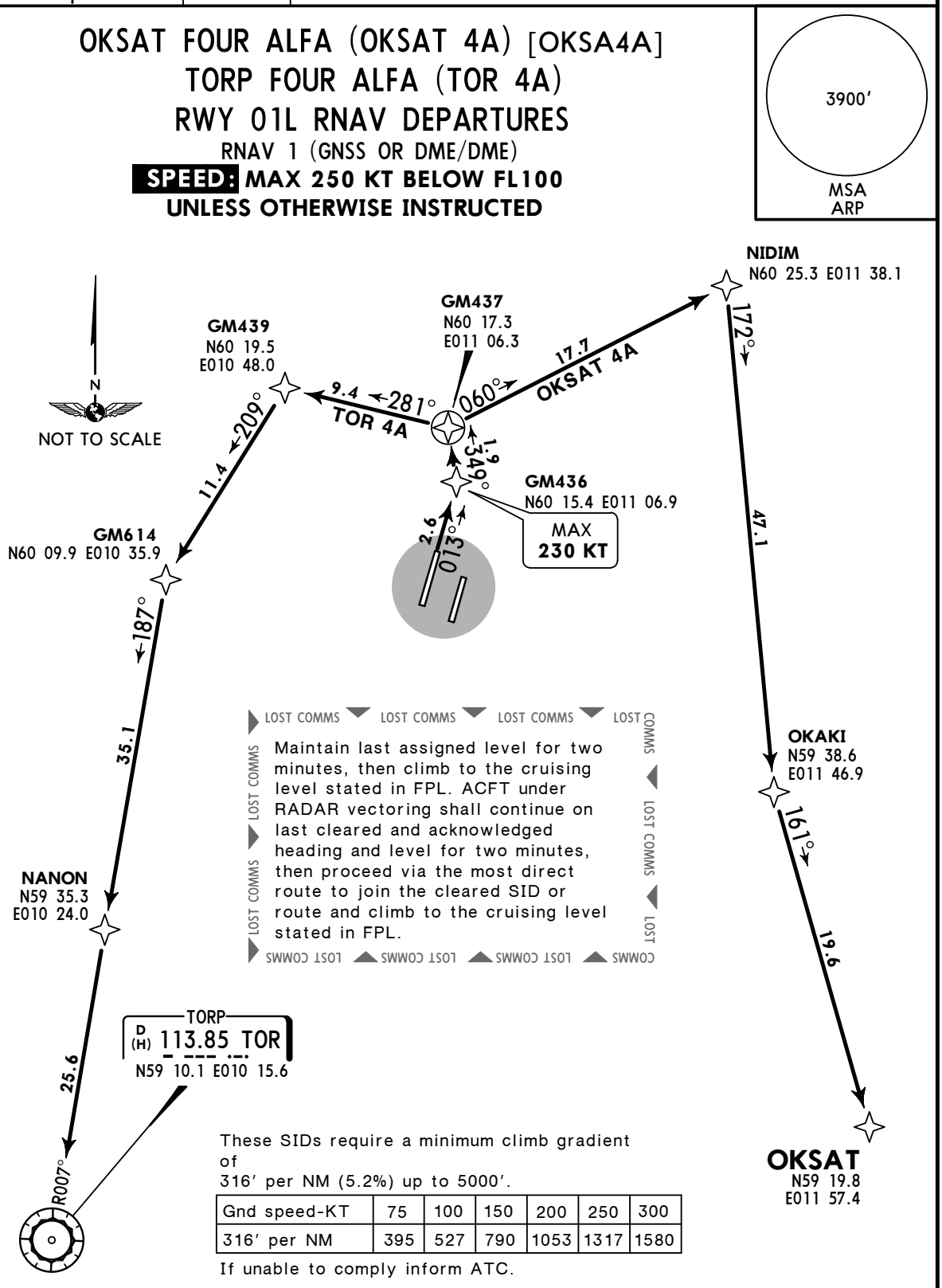
RNAV SID

OSLO Approach (OKSAT 4A) 118.475	OSLO Approach (TOR 4A) 120.450	Apt Elev 681′	Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Due to simultaneous parallel departures, change to OSLO Approach frequency shall always be initiated by GARDERMOEN Tower. 4. Non RNAV 1 equipped ACFT: at firstcontact with GARDERMOEN Delivery state 'Unable RNAV 1'. Omnidirectional departure available. 5. Enroute cruising level will be issued after take-off by OSLO Approach or OSLO Control.

OKSAT FOUR ALFA (OKSAT 4A) [OKSA4A]
TORP FOUR ALFA (TOR 4A)
RWY 01L RNAV DEPARTURES

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



These SIDs require a minimum climb gradient of
316′ per NM (5.2%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
316′ per NM	395	527	790	1053	1317	1580

If unable to comply inform ATC.

Initial climb clearance **7000′**, EXPECT further climb by OSLO Approach.

SID	ROUTING
OKSAT 4A	On 013° track to GM436, to GM437, to NIDIM, turn RIGHT to OKAKI, to OKSAT.
TOR 4A	On 013° track to GM436, to GM437, to GM439, to GM614, to NANON, to TOR.

CHANGES: General instructions revised.

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ENGM/OSL GARDERMOEN

OSLO, NORWAY

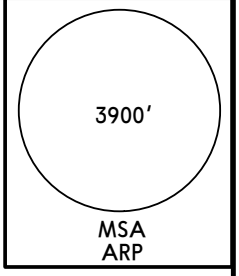
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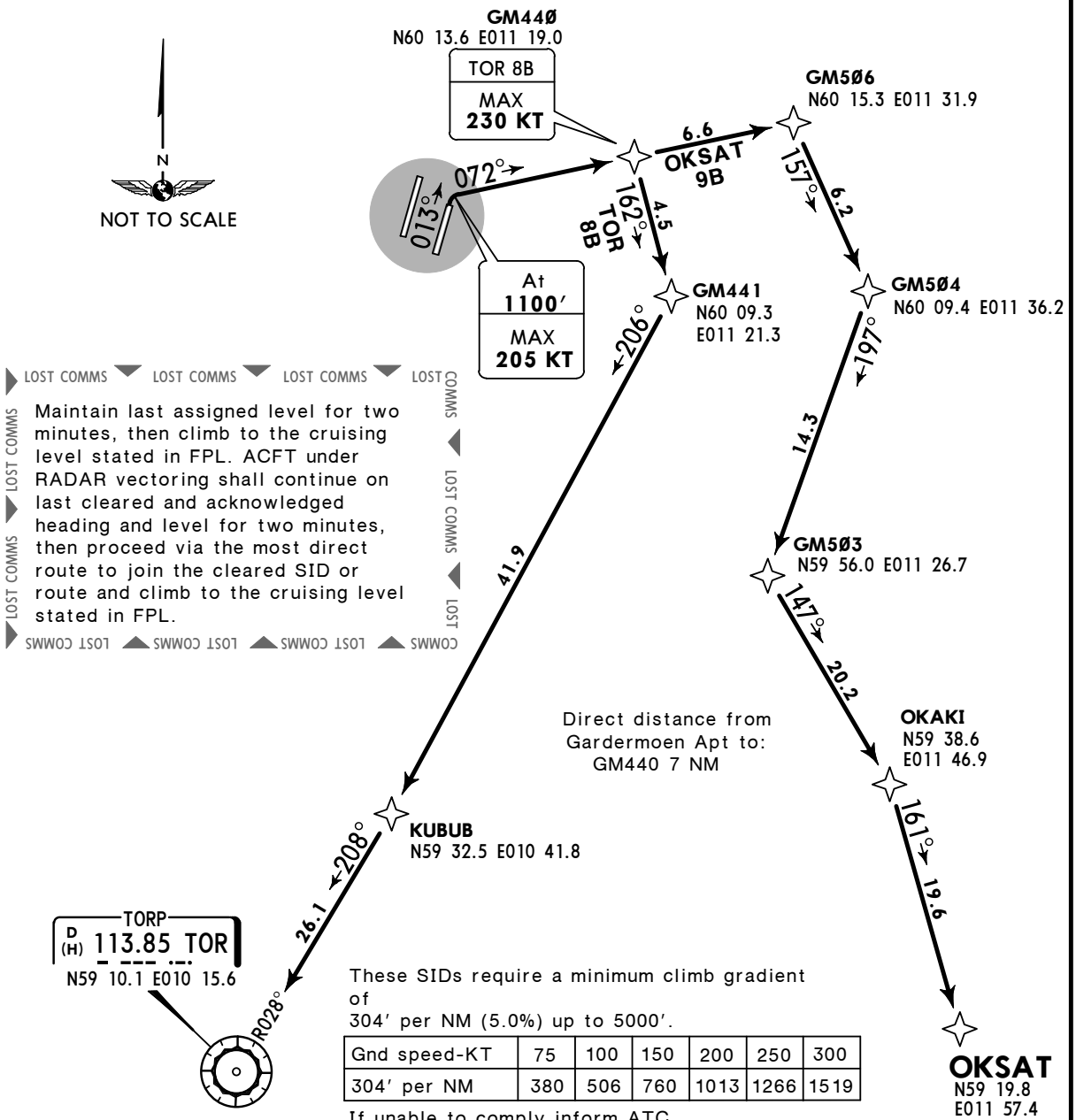
OSLO Approach	Apt Elev	
118.475	681′	Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Due to simultaneous parallel departures, change to OSLO Approach frequency shall always be initiated by GARDERMOEN Tower. 4. Non RNAV 1 equipped ACFT: at first contact with GARDERMOEN Delivery state 'Unable RNAV 1'. Omnidirectional departure available. 5. Enroute cruising level will be issued after take-off by OSLO Approach or OSLO Control.

OKSAT NINE BRAVO (OKSAT 9B) [OKSA9B]
TORP EIGHT BRAVO (TOR 8B)
RWY 01R RNAV DEPARTURES

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED





Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

If unable to comply inform ATC.

Initial climb clearance **7000′**, EXPECT further climb by OSLO Approach.

SID	ROUTING
OKSAT 9B	Climb on 013° track to 1100′, turn RIGHT, 072° track to GM506, to GM504, to GM503, to OKAKI, to OKSAT.
TOR 8B	Climb on 013° track to 1100′, turn RIGHT, 072° track to GM440, turn RIGHT to GM441, to KUBUB, to TOR.

CHANGES: General instructions revised.

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ENGM/OSL GARDERMOEN

OSLO, NORWAY

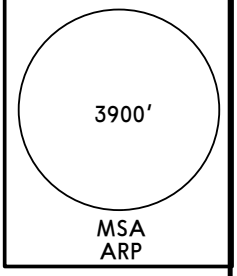
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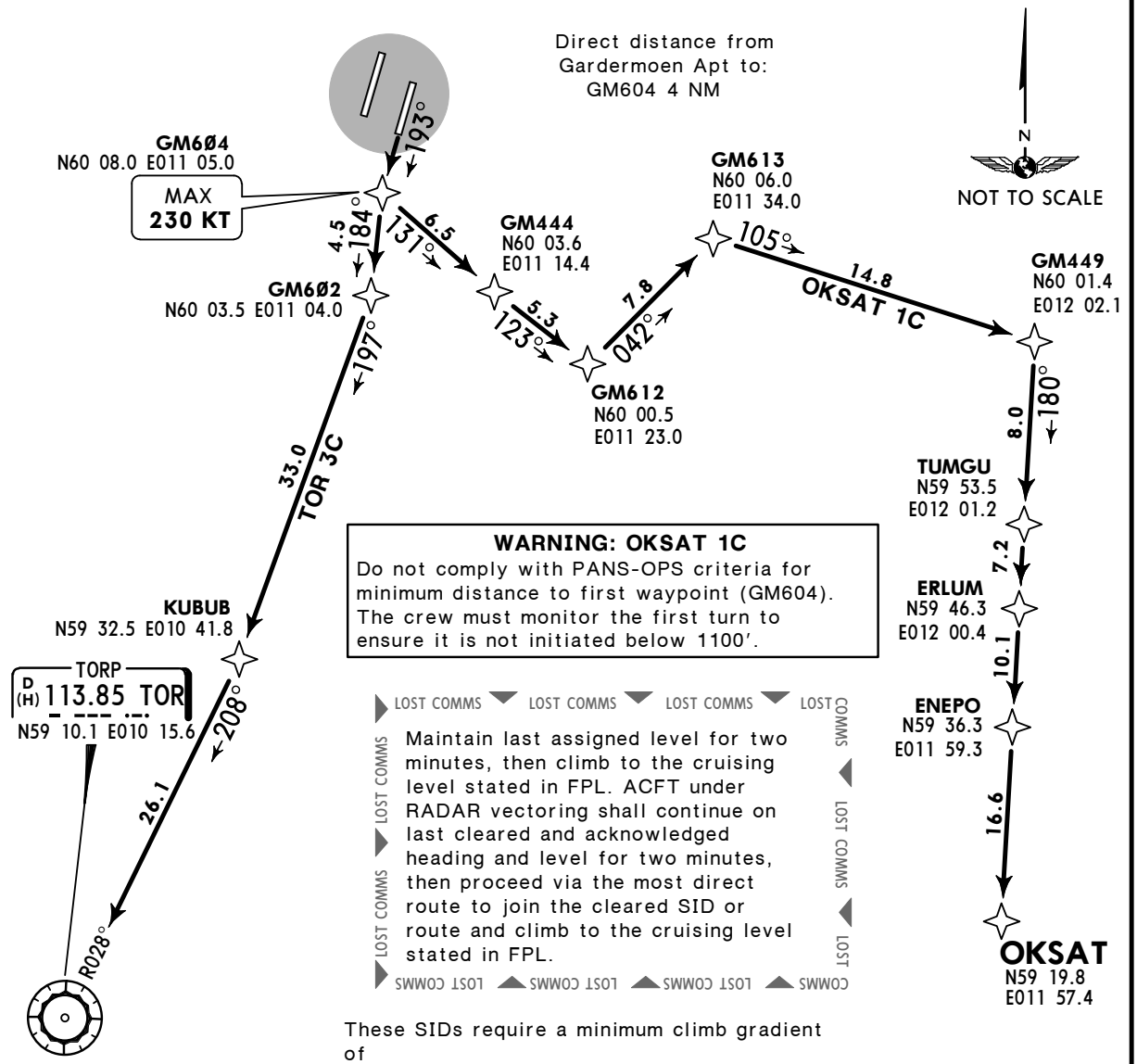
OSLO Approach	Apt Elev	
118.475	681′	Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Due to simultaneous parallel departures, change to OSLO Approach frequency shall always be initiated by GARDERMOEN Tower. 4. Non RNAV 1 equipped ACFT: at first contact with GARDERMOEN Delivery state 'Unable RNAV 1'. Omnidirectional departure available. 5. Enroute cruising level will be issued after take-off by OSLO Approach or OSLO Control.

OKSAT ONE CHARLIE (OKSAT 1C) [OKSA1C]
TORP THREE CHARLIE (TOR 3C)
RWY 19L RNAV DEPARTURES

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED





These SIDs require a minimum climb gradient of
401′ per NM (6.6%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
401′ per NM	501	668	1003	1337	1671	2005

If unable to comply inform ATC.

Initial climb clearance **7000′**, EXPECT further climb by OSLO Approach.

SID	ROUTING
OKSAT 1C	On 193° track to GM604, to GM444, to GM612, to GM613, to GM449, to TUMGU, to ERLUM, to ENEPO, to OKSAT.
TOR 3C	On 193° track to GM604, to GM602, to KUBUB, to TOR.

CHANGES: General instructions revised.

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ENGM/OSL GARDERMOEN

JEPPESEN
27 MAR 15 (10-3L) Eff 2 Apr

OSLO, NORWAY

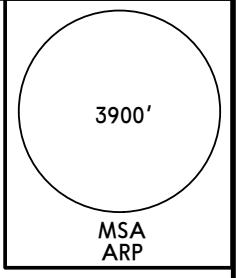
RNAV SID

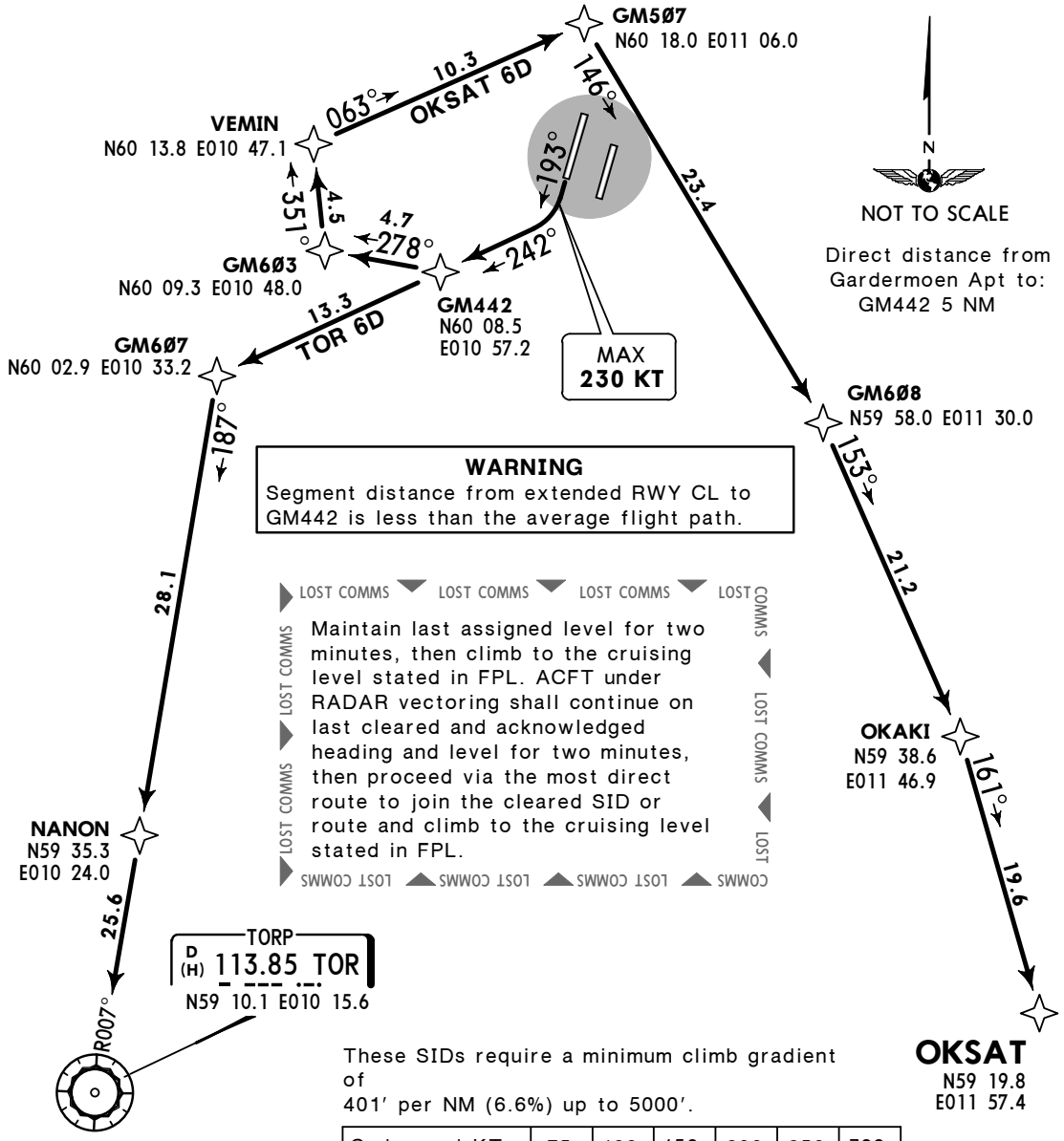
OSLO Approach	Apt Elev	
120.450	681′	Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Due to simultaneous parallel departures, change to OSLO Approach frequency shall always be initiated by GARDERMOEN Tower. 4. Non RNAV 1 equipped ACFT: at first contact with GARDERMOEN Delivery state 'Unable RNAV 1'. Omnidirectional departure available. 5. Enroute cruising level will be issued after take-off by OSLO Approach or OSLO Control.

OKSAT SIX DELTA (OKSAT 6D) [OKSA6D]
TORP SIX DELTA (TOR 6D)
RWY 19R RNAV DEPARTURES

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED





WARNING
Segment distance from extended RWY CL to GM442 is less than the average flight path.

LOST COMMS

Maintain last assigned level for two minutes, then climb to the cruising level stated in FPL. ACFT under RADAR vectoring shall continue on last cleared and acknowledged heading and level for two minutes, then proceed via the most direct route to join the cleared SID or route and climb to the cruising level stated in FPL.

These SIDs require a minimum climb gradient of
401′ per NM (6.6%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
401′ per NM	501	668	1003	1337	1671	2005

If unable to comply inform ATC.

Initial climb clearance **7000′**, EXPECT further climb by OSLO Approach.

SID	ROUTING
OKSAT 6D	Climb on 193° track, intercept 242° track to GM442, to GM603, to VEMIN, to GM507, to GM608, to OKAKI, to OKSAT.
TOR 6D	Climb on 193° track, intercept 242° track to GM442, to GM607, to NANON, to TOR.

CHANGES: General instructions revised.

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ENGM/OSL GARDERMOEN

JEPPESEN
27 MAR 15 (10-3M) Eff 2 Apr

OSLO, NORWAY

RNAV SID

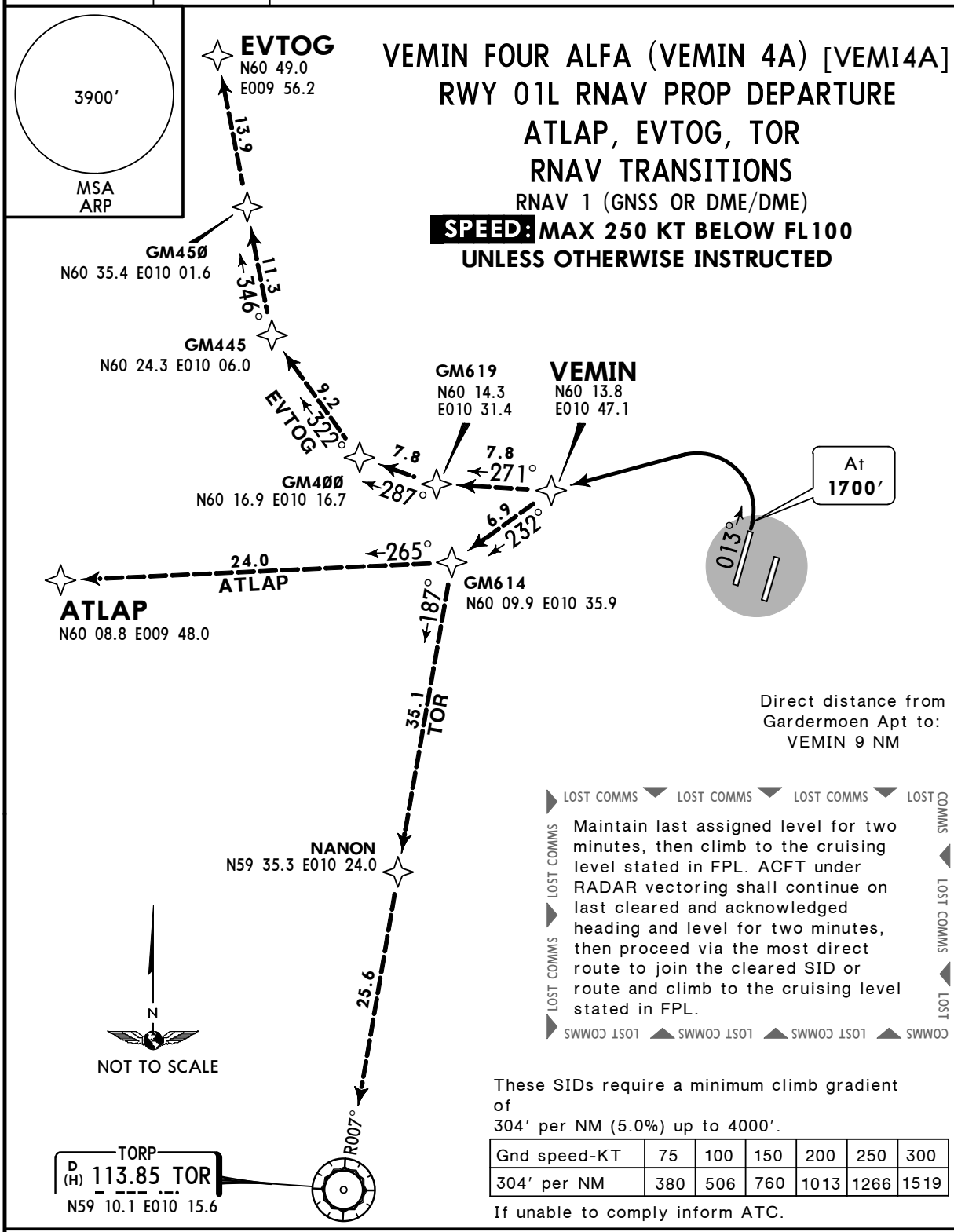
OSLO Approach	Apt Elev
120.450	681′

Trans level: By ATC Trans alt: 7000′
1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Due to simultaneous parallel departures, change to OSLO Approach frequency shall always be initiated by GARDERMOEN Tower. 4. Non RNAV 1 equipped ACFT: at first contact with GARDERMOEN Delivery state 'Unable RNAV 1'. Omnidirectional departure available. 5. Enroute cruising level will be issued after take-off by OSLO Approach or OSLO Control.

VEMIN FOUR ALFA (VEMIN 4A) [VEMI4A]
RWY 01L RNAV PROP DEPARTURE
ATLAP, EVTOG, TOR
RNAV TRANSITIONS

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



Direct distance from Gardermoen Apt to: VEMIN 9 NM

LOST COMMS

Maintain last assigned level for two minutes, then climb to the cruising level stated in FPL. ACFT under RADAR vectoring shall continue on last cleared and acknowledged heading and level for two minutes, then proceed via the most direct route to join the cleared SID or route and climb to the cruising level stated in FPL.

These SIDs require a minimum climb gradient of
304′ per NM (5.0%) up to 4000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

If unable to comply inform ATC.

Initial climb clearance **4000′**, EXPECT further climb by OSLO Approach.

ROUTING

Climb on 013° track to 1700′, turn LEFT direct to VEMIN.

TRANSITION	ROUTING
ATLAP	From VEMIN to GM614, to ATLAP.
EVTOG	From VEMIN to GM619, to GM400, to GM445, to GM450, to EVTOG.
TOR	From VEMIN to GM614, to NANON, to TOR.

CHANGES: General instructions revised.

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ENGM/OSL GARDERMOEN

OSLO, NORWAY

RNAV SID

OSLO Approach	Apt Elev	
120.450	681′	Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Due to simultaneous parallel departures, change to OSLO Approach frequency shall always be initiated by GARDERMOEN Tower. 4. Non RNAV 1 equipped ACFT: at first contact with GARDERMOEN Delivery state 'Unable RNAV 1'. Omnidirectional departure available. 5. Enroute cruising level will be issued after take-off by OSLO Approach or OSLO Control.

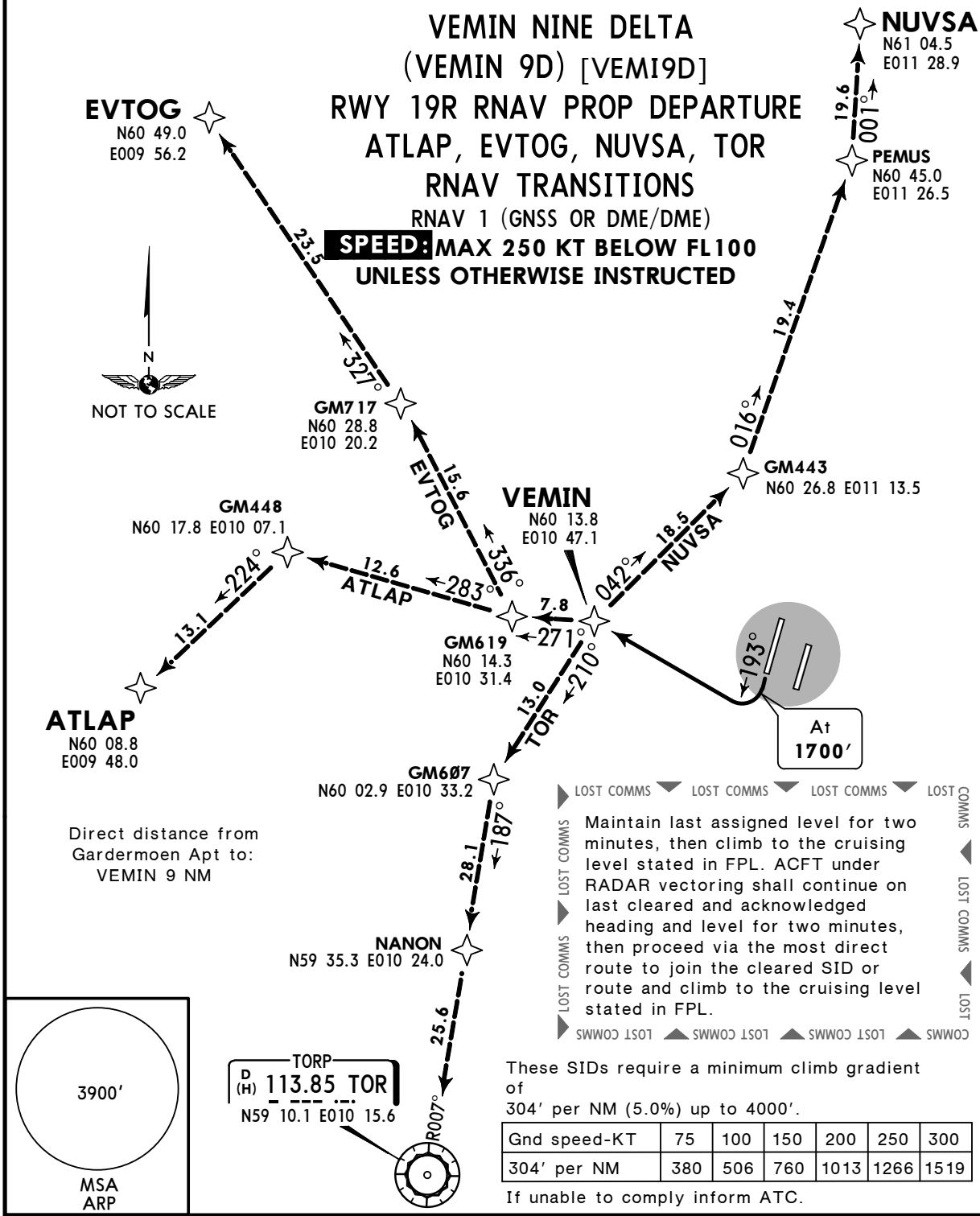
VEMIN NINE DELTA (VEMIN 9D) [VEMI9D]

RWY 19R RNAV PROP DEPARTURE

ATLAP, EVTOG, NUVSA, TOR RNAV TRANSITIONS

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



These SIDs require a minimum climb gradient of 304′ per NM (5.0%) up to 4000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

If unable to comply inform ATC.

Initial climb clearance **4000′**, EXPECT further climb by OSLO Approach.

ROUTING

Climb on 193° track to 1700′, turn RIGHT direct to VEMIN.

TRANSITION	ROUTING
ATLAP	From VEMIN to GM619, to GM448, to ATLAP.
EVTOG	From VEMIN to GM619, to GM717, to EVTOG.
NUVSA	From VEMIN to GM443, to PEMUS, to NUVSA.
TOR	From VEMIN to GM607, to NANON, to TOR.

CHANGES: General instructions revised.

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ENGM/OSL GARDERMOEN

OSLO, NORWAY

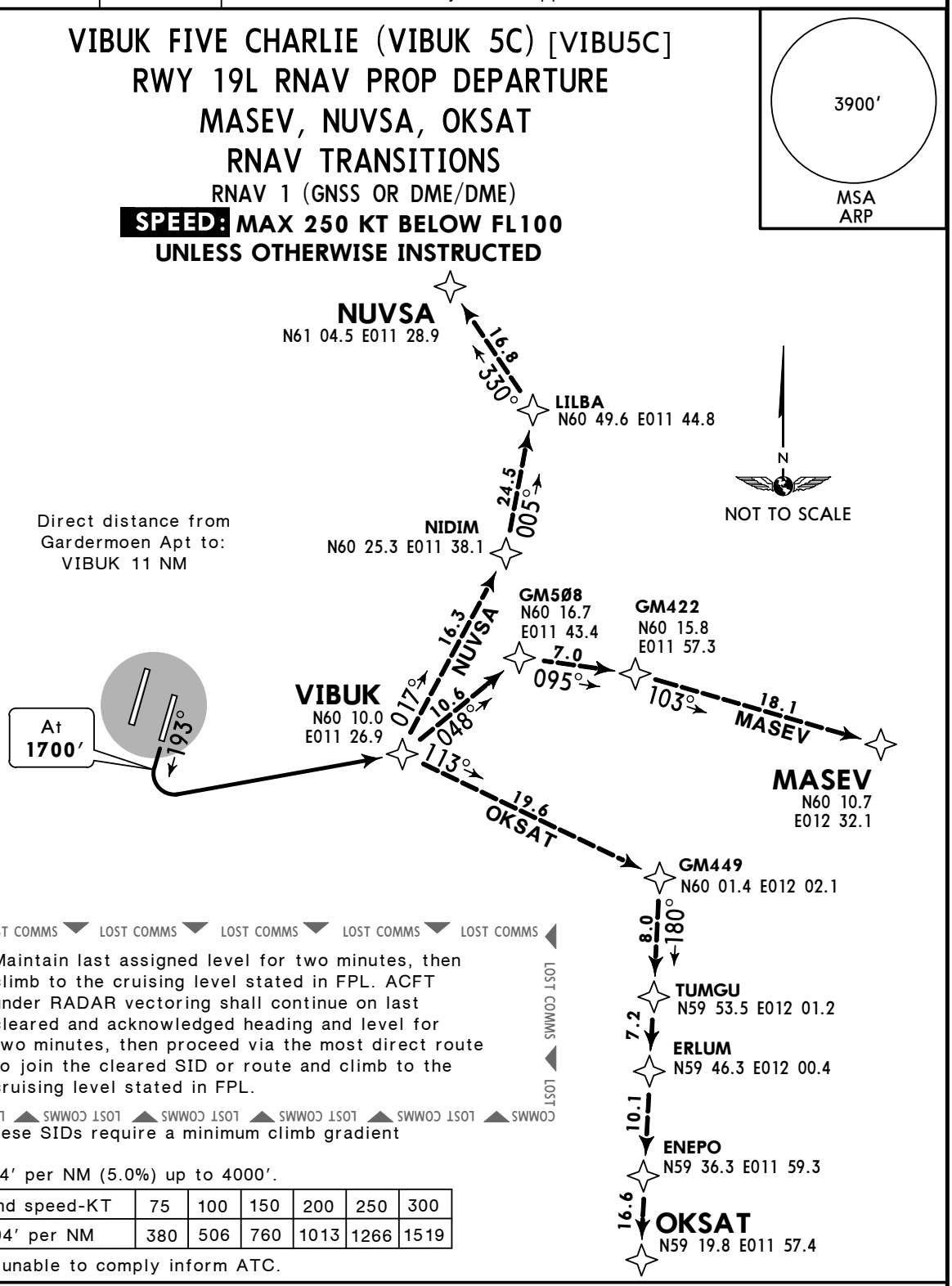
RNAV SID

OSLO Approach	Apt Elev	
118.475	681′	Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Due to simultaneous parallel departures, change to OSLO Approach frequency shall always be initiated by GARDERMOEN Tower. 4. Non RNAV 1 equipped ACFT: at first contact with GARDERMOEN Delivery state 'Unable RNAV 1'. Omnidirectional departure available. 5. Enroute cruising level will be issued after take-off by OSLO Approach or OSLO Control.

VIBUK FIVE CHARLIE (VIBUK 5C) [VIBU5C]
RWY 19L RNAV PROP DEPARTURE
MASEV, NUVSA, OKSAT
RNAV TRANSITIONS

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



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

Maintain last assigned level for two minutes, then climb to the cruising level stated in FPL. ACFT under RADAR vectoring shall continue on last cleared and acknowledged heading and level for two minutes, then proceed via the most direct route to join the cleared SID or route and climb to the cruising level stated in FPL.

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

These SIDs require a minimum climb gradient of 304′ per NM (5.0%) up to 4000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

If unable to comply inform ATC.

Initial climb clearance **4000′**, EXPECT further climb by OSLO Approach.

ROUTING

Climb on 193° track to 1700′, turn LEFT direct to VIBUK.

TRANSITION	ROUTING
MASEV	From VIBUK to GM508, to GM422, to MASEV.
NUVSA	From VIBUK to NIDIM, to LILBA, to NUVSA.
OKSAT	From VIBUK to GM449, to TUMGU, to ERLUM, to ENEPO, to OKSAT.

CHANGES: General instructions revised.

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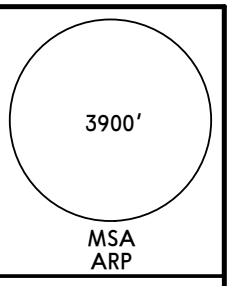
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ENGM/OSL GARDERMOEN

OSLO, NORWAY

DEPARTURE

Apt Elev 681′	Trans level: By ATC Trans alt: 7000′ 1. When instructed by GARDERMOEN Tower contact OSLO Approach. 2. EXPECT RADAR vectoring by OSLO Approach to join the cleared ATS route. 3. Enroute cruising levels will be issued after take-off by OSLO Approach or OSLO Control.



RWYS 01L/R, 19L/R OMNIDIRECTIONAL DEPARTURES

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

LOST COMMS — Maintain last cleared and acknowledged track and level for two minutes, then climb to the cruising level stated in FPL and join the cleared ATS route. — LOST COMMS

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

These departures require minimum climb gradients of

Rwys 01L/R

304′ per NM (5.0%) up to 4000′.

Rwys 19L/R

Sector 207°-337°: 425′ per NM (7.0%) in order to stay within controlled airspace.
Sector 337°-207°: 304′ per NM (5.0%) up to 4000′.

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

If unable to comply inform ATC.

Initial climb clearance **4000′**, EXPECT further climb by OSLO Approach.

ROUTING

Climb on runway track to 2000′, then start turn according to ATC clearance.

RWYS 01L, 19L/R OMNIDIRECTIONAL PROP DEPARTURES

These departures require minimum climb gradients of
Sector 207°-337°: 425′ per NM (7.0%) in order to stay within controlled airspace.
Sector 337°-207°: 304′ per NM (5.0%) up to 4000′.

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

If unable to comply inform ATC.

Initial climb clearance **4000′**, EXPECT further climb by OSLO Approach.

ROUTING

Climb on runway track to 1700′, then start turn according to ATC clearance.

CHANGES: None.

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ENGM/OSL

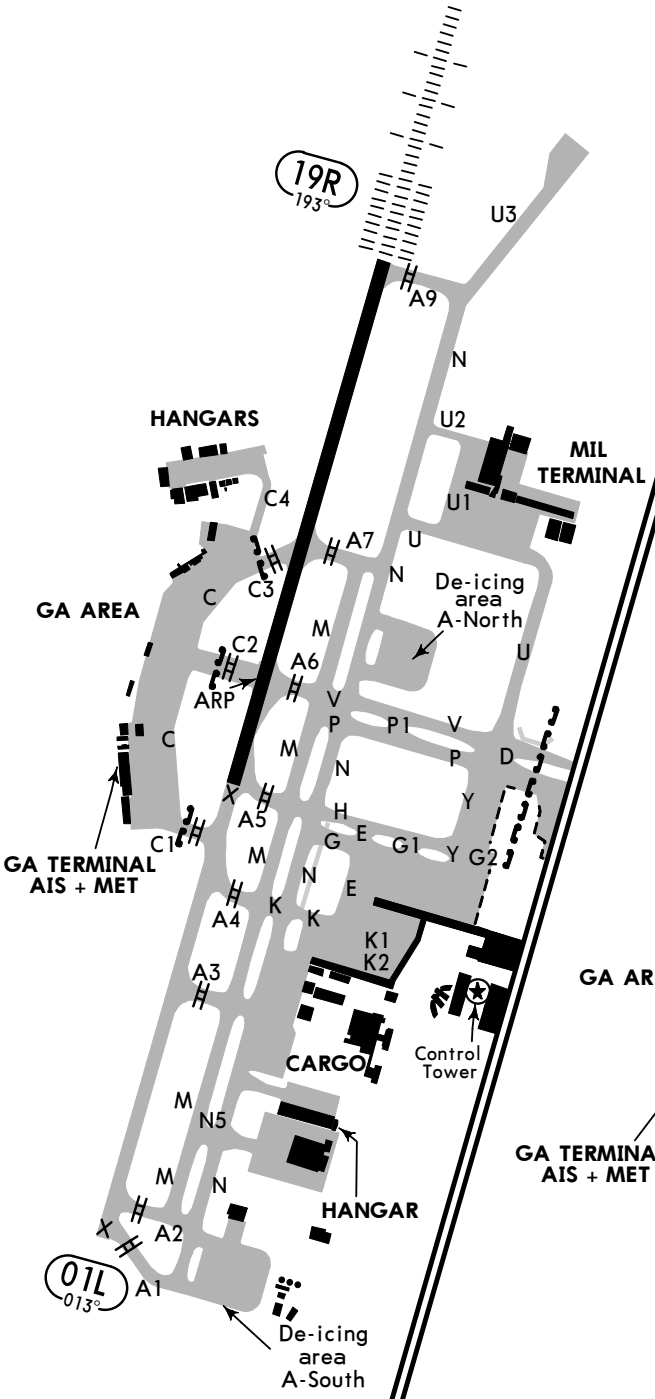
OSLO, NORWAY
GARDERMOEN

TEMPORARY CONSTRUCTION WORKS
REFER ALSO TO LATEST NOTAMS

PHASE 1

RWY	LDA/TORA
01L	6325' 1928m
19R	6325' 1928m

TAKE-OFF RUN AVAILABLE (alternate):
RWY 01L: From A6 & C2 int 5079' (1548m)
RWY 19R: From A7 & C3 int 2940' (896m)



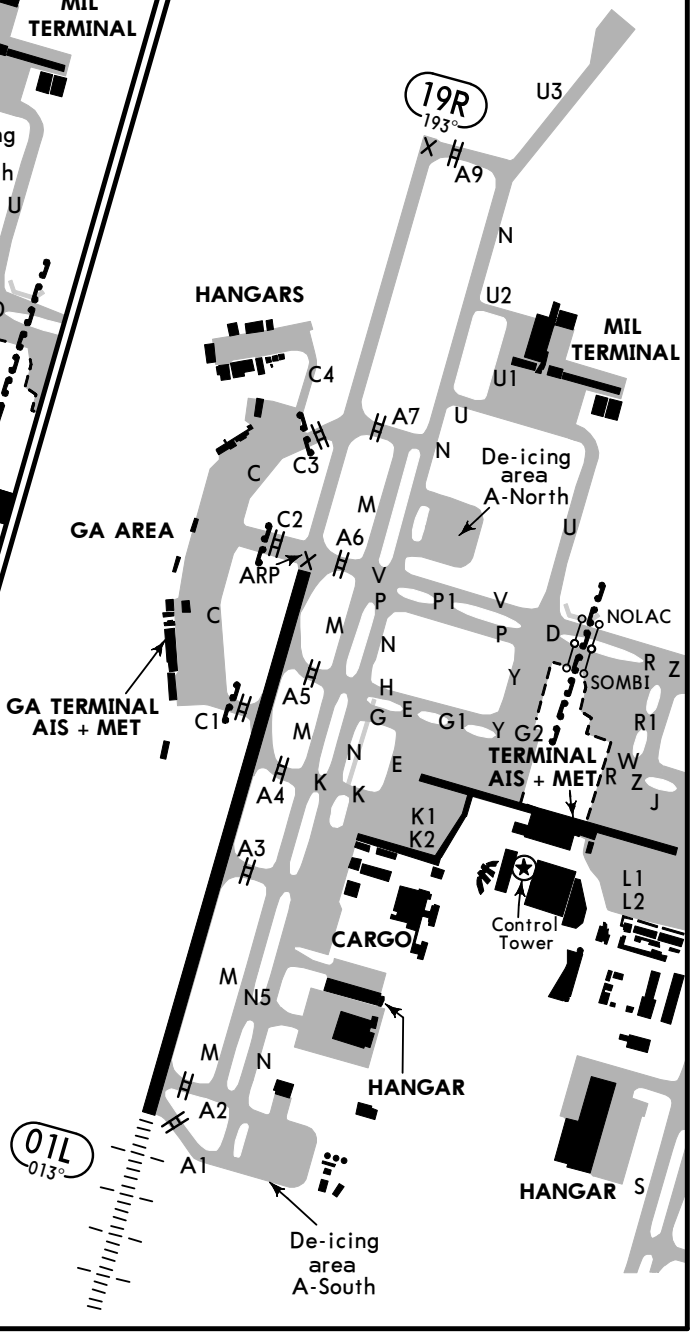
Temporary lights:
- PAPI Rwy 01L
- PAPI-R Rwy 19R
- REIL

PHASE 2

RWY	LDA/TORA
01L	6561' 2000m
19R	6561' 2000m

Temporary lights:
- PAPI-R Rwy 19R
- PAPI Rwy 01L
- REIL

TAKE-OFF RUN AVAILABLE (alternate):
RWY 01L: From A2 int 6217' (1895m)
A3 int 3596' (1096m)
RWY 19R: From A5 int 5561' (1695m)
C1 int 4852' (1479m)
A4 int 4350' (1326m)



CHANGES: New temporary chart.

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ENGM/OSL

Apt Elev **681′**
N60 12.2 E011 05.0

JEPPESEN
5 DEC 14 (10-9) **Eff 11 Dec**

OSLO, NORWAY
GARDERMOEN

D-ATIS Departure	GARDERMOEN Delivery West	GARDERMOEN Delivery East	Ground West	Ground East	Tower West incl Rwy 01L/19R	Tower East incl Rwy 01R/19L
127.150	121.675	121.925	121.6	121.9	118.3	120.1

11-04 11-05 11-06 11-07 11-08

60-13 60-12 60-11 60-10

LEGEND
Limit of Ground/Tower competence
HS1 RUNWAY INCURSION HOT SPOTS See 10-9A for description.

FOR STANDS ON DE-ICING AREAS SEE 10-9C.

West Tower 118.3

West Ground 121.6

East Ground 121.9

19R 193° Elev 675′

19L 193° Elev 681′

01L 013° Elev 655′

01R 013° Elev 670′

11,811′ 3600m

9678′ 2950m

HANGARS

MIL TERMINAL

FOR DETAILS SEE 10-9D

ENGINE TEST SITE

De-icing area A-North

De-icing area B-North

De-icing area A-South

GA AREA

GA TERMINAL AIS + MET

ARP

NOLAC

SOMBI

TERMINAL AIS + MET

FOR DETAILS SEE 10-9B

VOR

CARGO

Control Tower 986′

HANGAR

HANGAR

762′

824′

Trees up to 770′

744′ 746′ 738′

HS1 HS2 HS3 HS4

03°E

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

For AIRPORT BRIEFING refer to 10-1P pages

CHANGES: Variation. Rwy bearings.

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ENGM/OSL

OSLO, NORWAY
GARDERMOEN

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
01L ❶ 19R	HIRL *(60m)* HIALS CL *(15m)* SFL PAPI-L(3.0°)	RVR		10,819′ *3298m*	❸	148′ *45m*
	HIRL *(60m)* HIALS-II CL *(15m)* SFL TDZ ❷	RVR		10,737′ *3273m*		

❶ Rwy grooved.
❷ PAPI-L(3.0°)
❸ TAKE-OFF RUN AVAILABLE (Advise ATC once transferred to Tower, if intersection dep is acceptable/requested.)

RWY 01L: From rwy head 11,811′ (3600m)
twy A2 int 11,381′ (3469m)
twy A3 int 8845′ (2696m)
twy A4 int 7536′ (2297m)
twy C1 int 7034′ (2144m)
twy A5 int 6325′ (1928m)
twy A6 int 5079′ (1548m)
twy C2 int 5079′ (1548m)

RWY 19R: From rwy head 11,811′ (3600m)
twy A7 int 8294′ (2528m)
twy C3 int 8294′ (2528m)
twy A6 int 6808′ (2075m)
twy C2 int 6808′ (2075m)

01R 19L	HIRL *(60m)* HIALS-II CL *(15m)* SFL TDZ ❹	RVR		8706′ *2654m*	❺ ❻	148′ *45m*
	HIRL *(60m)* HIALS CL *(15m)* SFL PAPI-L(3.0°)	RVR		8625′ *2629m*		

❹ PAPI-L(3.0°)
❺ TAKE-OFF RUN AVAILABLE (Advise ATC once transferred to Tower, if intersection dep is acceptable/requested.)

RWY 01R: From rwy head 9678′ (2950m)
twy B2 int 9350′ (2850m)
twy B3 int 7982′ (2433m)
twy B4 int 6463′ (1970m)
twy B5 int 4797′ (1462m)

RWY 19L: From rwy head 9678′ (2950m)
twy B8 int 9265′ (2824m)
twy B7 int 7907′ (2410m)
twy B6 int 6644′ (2025m)

❻ Jet ACFT only: Intersection dep RWY 01R not permitted from twy B3 and North of twy B3. Intersection dep RWY 19L not permitted from twy B6 and South of twy B6.

RUNWAY INCURSION HOT SPOTS

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

HS1 Angled Twy. Difficult to see traffic on final.

HS2 Installed Twy CL lights on C1 and A4 will indicate direction to the Rwy CL. Caution must be exercised when instructed to cross Rwy from Twy C1 to Twy A4 and vice versa due lack of visual aids.

HS3 Twy V leading directly to a Rwy intersection. Caution must be exercised when approaching the holding point A6.

HS4 Angled Twy. Difficult to see traffic on Rwy 01L.

Standard TAKE-OFF 1

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

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

CHANGES: None.

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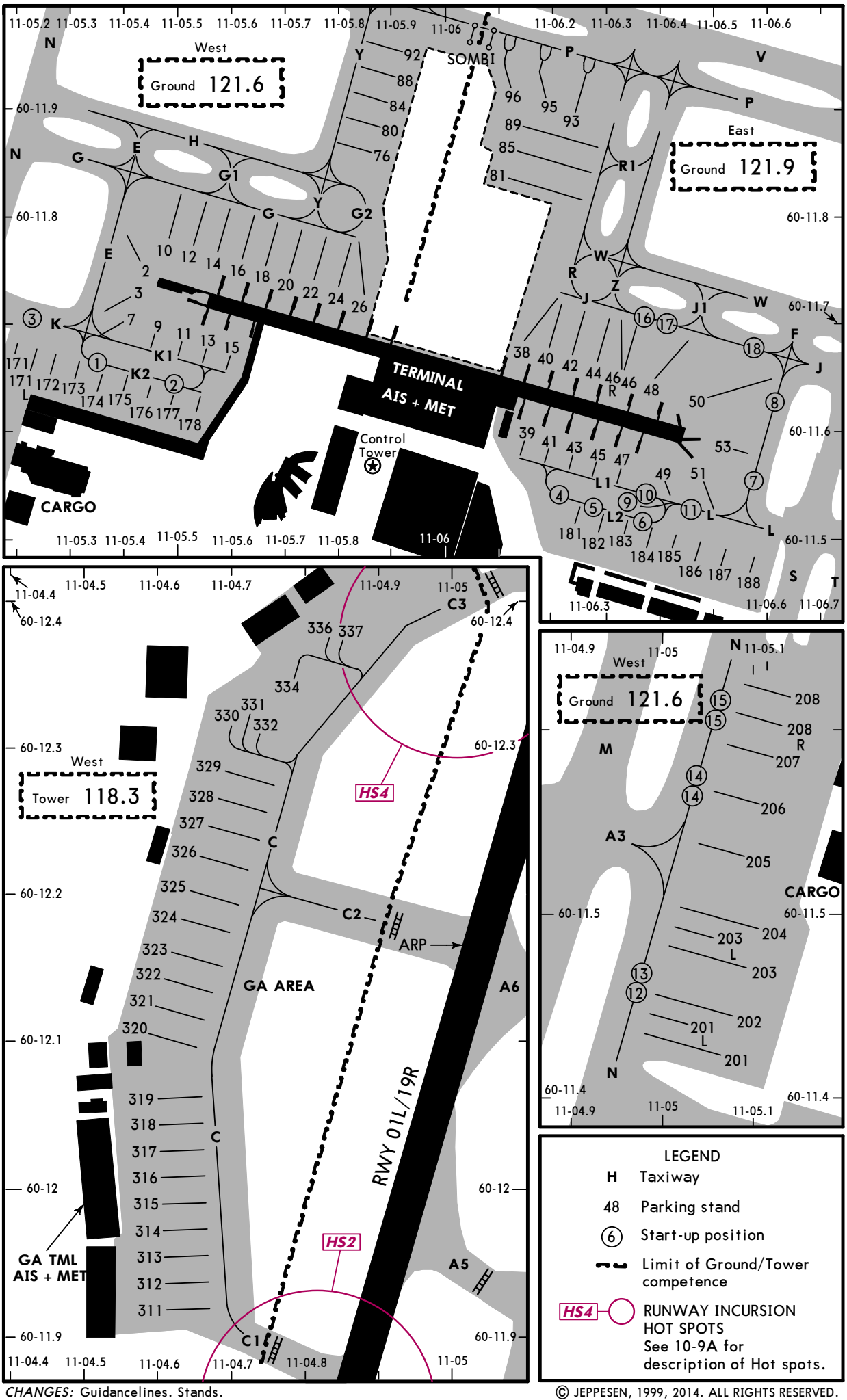
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ENGM/OSL

JEPPESEN

5 SEP 14 (10-9B) Eff 18 Sep

OSLO, NORWAY
GARDERMOEN



CHANGES: Guidancelines. Stands.

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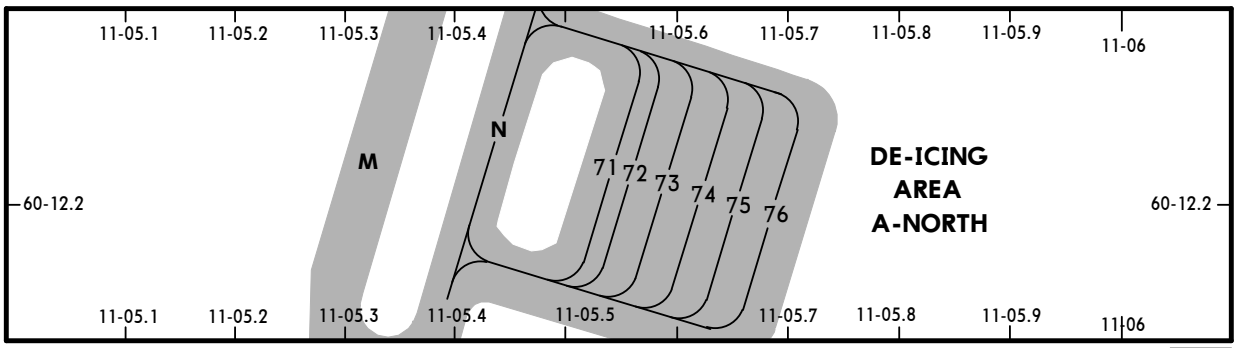
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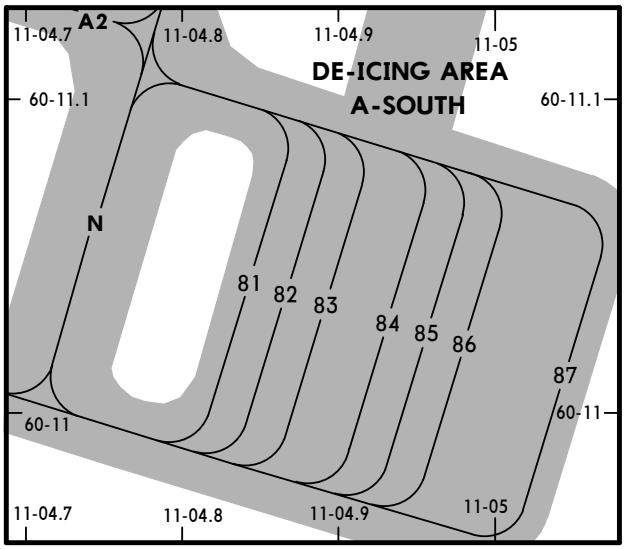
ENGM/OSL

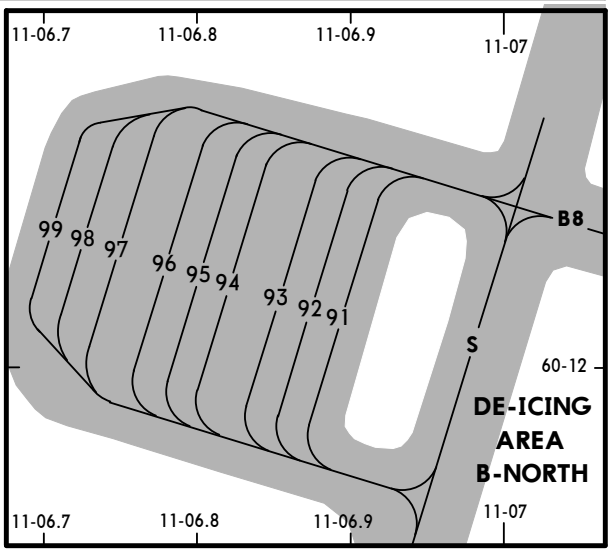
OSLO, NORWAY
GARDERMOEN

INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
2 thru 7	N60 11.7 E011 05.4	672	174	N60 11.6 E011 05.3	670
9	N60 11.7 E011 05.5	674	175	N60 11.6 E011 05.4	670
10	N60 11.8 E011 05.4	673	176	N60 11.6 E011 05.4	671
11	N60 11.7 E011 05.5	673	177, 178	N60 11.6 E011 05.5	670
12	N60 11.8 E011 05.5	673	181	N60 11.5 E011 06.2	670
13 thru 16	N60 11.7 E011 05.6	673	182, 183	N60 11.5 E011 06.3	670
18 thru 22	N60 11.7 E011 05.7	673	184, 185	N60 11.5 E011 06.4	670
24, 26	N60 11.7 E011 05.8	673	186 thru 188	N60 11.5 E011 06.5	669
38	N60 11.7 E011 06.1	673	201 thru 202	N60 11.4 E011 05.1	664
39	N60 11.6 E011 06.2	673	203 thru 204	N60 11.5 E011 05.1	664
40	N60 11.7 E011 06.2	673	205	N60 11.5 E011 05.1	666
41, 42	N60 11.6 E011 06.2	673	206, 207	N60 11.6 E011 05.2	666
43 thru 47	N60 11.6 E011 06.3	673	208	N60 11.6 E011 05.2	668
48,49	N60 11.6 E011 06.4	673	208R	N60 11.6 E011 05.2	667
50	N60 11.6 E011 06.4	672	311	N60 11.9 E011 04.6	662
51	N60 11.6 E011 06.5	672	312 thru 314	N60 11.9 E011 04.6	663
53	N60 11.6 E011 06.5	673	315	N60 12.0 E011 04.6	663
76	N60 11.9 E011 05.9	671	316	N60 12.0 E011 04.6	664
80	N60 11.9 E011 05.9	671	317 thru 319	N60 12.0 E011 04.6	663
81	N60 11.8 E011 06.2	-	320	N60 12.1 E011 04.6	664
84	N60 11.9 E011 05.9	671	321, 322	N60 12.1 E011 04.6	665
85	N60 11.9 E011 06.2	673	323, 324	N60 12.2 E011 04.6	664
88	N60 11.9 E011 06.0	671	325	N60 12.2 E011 04.6	665
89	N60 11.9 E011 06.2	673	326	N60 12.2 E011 04.7	665
92	N60 11.9 E011 06.0	672	327	N60 12.3 E011 04.7	665
93	N60 11.9 E011 06.2	672	328 thru 330	N60 12.3 E011 04.7	666
95	N60 11.9 E011 06.2	674	331, 332	N60 12.3 E011 04.7	665
96	N60 11.9 E011 06.1	675	334	N60 12.4 E011 04.8	666
171 thru 172	N60 11.6 E011 05.2	668	336, 337	N60 12.4 E011 04.8	-
173	N60 11.6 E011 05.3	668			







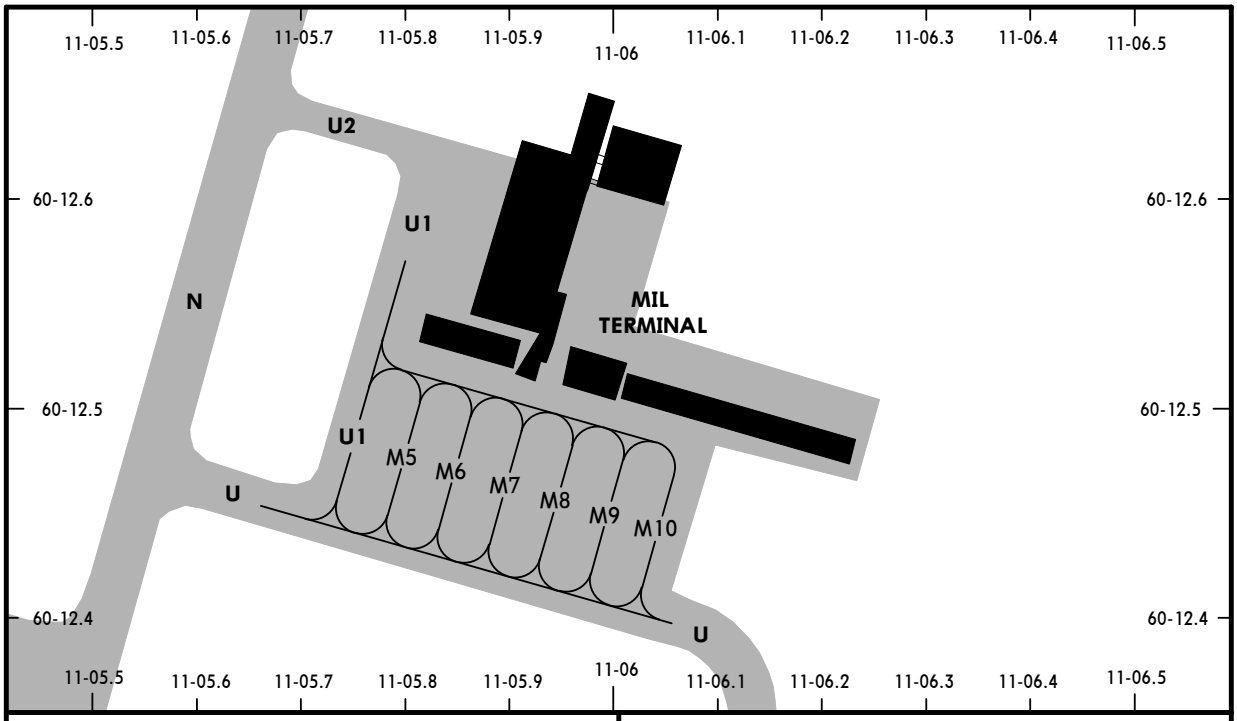
CHANGES: Stand coords.

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ENGM/OSL

OSLO, NORWAY
GARDERMOEN



INS COORDINATES	
STAND No.	**COORDINATES**
M5, M6	N60 12.5 E011 05.8
M7, M8	N60 12.5 E011 05.9
M9	N60 12.5 E011 06.0
M10	N60 12.4 E011 06.0

CHANGES: New chart.

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ENGM/OSL

JEPPESEN
5 DEC 14 (10-9Y) Eff 11 Dec

JAA COPTER MINIMUMS

OSLO, NORWAY
GARDERMOEN

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
01L	ILS	855′ (200′)	500m / 1000m
	LOC	960′ (305′)	800m / 1000m
	RNAV (LPV)	905′ (250′)	600m / 1000m
	RNAV (LNAV/VNAV)	1000′ (345′)	800m / 1000m
	RNAV (LNAV)	1240′ (585′)	1000m / 1000m
	VOR	1000′ (345′)	800m / 1000m
01R	CAT 2 ILS	770′ (100′)	RA 102′ - 300m
	ILS	870′ (200′)	500m / 1000m
	LOC	970′ (300′)	800m / 1000m
	RNAV (LPV)	920′ (250′)	600m / 1000m
	RNAV (LNAV/VNAV)	970′ (300′)	800m / 1000m
	RNAV (LNAV)	1230′ (560′)	1000m / 1000m
19L	ILS	881′ (200′)	500m / 1000m
	LOC	1030′ (349′)	800m / 1000m
	RNAV (LPV)	931′ (250′)	600m / 1000m
	RNAV (LNAV/VNAV)	1000′ (319′)	800m / 1000m
	RNAV (LNAV)	1230′ (549′)	1000m / 1000m
19R	CAT 2 ILS	775′ (100′)	RA 100′ - 300m
	ILS	875′ (200′)	500m / 1000m
	LOC	1020′ (345′)	800m / 1000m
	RNAV (LPV) ❶	930′ (255′)	600m / 1000m
	RNAV (LPV) ❷	1020′ (345′)	800m / 1000m
	RNAV (LNAV/VNAV) ❷	970′ (295′)	600m / 1000m
	RNAV (LNAV) ❷	1040′ (365′)	800m / 1000m
	VOR	1060′ (385′)	800m / 1000m

❶ Missed apch climb gradient mim 3.1%.
❷ Missed apch climb gradient mim 2.5%.

CIRCLE-TO-LAND ❷	MDA(H)	VIS
	1280′ (599′)	1000m

❷ Rwy 01L/19R: Not authorized East of rwy 01L/19R.
Rwy 01R/19L: Not authorized West of rwy 01R/19L.

TAKE-OFF RWY 01L, 01R, 19L, 19R

LVP must be in Force ❷				
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 ❸	800m

❷ Without LVP 400m are stipulated.
❸ Or rejected take-off distance whichever is the greater.

CHANGES: Minimums.

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ENGM/OSL GARDERMOEN — OSLO, NORWAY

JEPPESEN 27 MAR 15 (11-01) Eff 2 Apr

ILS Z or LOC Z Rwy 01L

BRIEFING STRIP™

D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

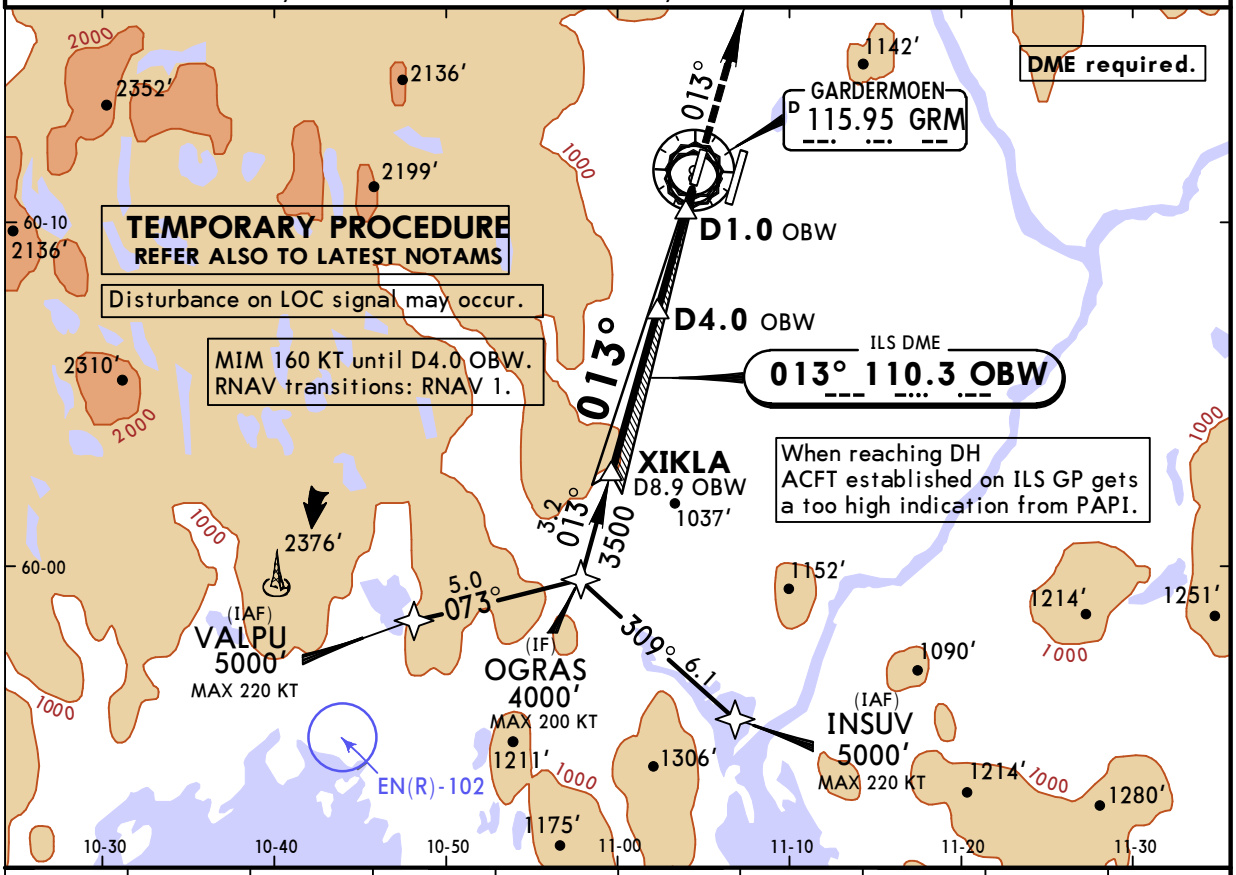
GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

LOC OBW	Final Apch Crs	GS D4.0 OBW	ILS DA(H)	Apt Elev 681′ / RWY 655′
110.3	013°	1942′ (1287′)	855′ (200′)	

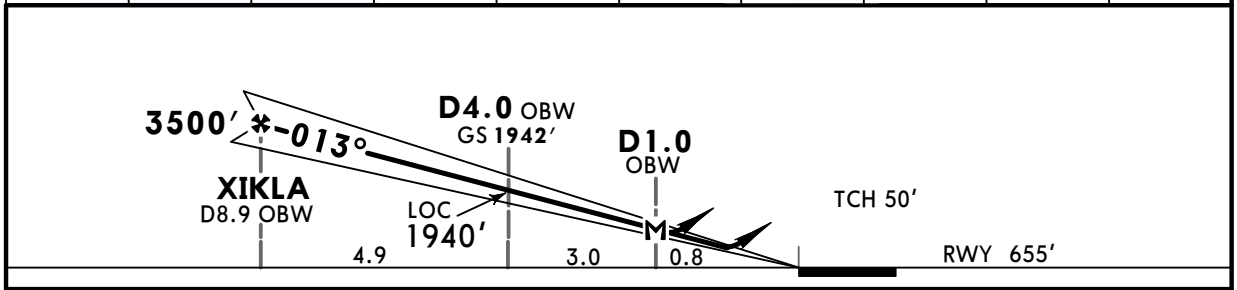
MISSED APCH: Climb on 013° to 5000′. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: Continue climb on 013° to 5000′.
At D20.0 OBW turn LEFT direct to VOR for a new apch.

MSA GRM VOR: 3900′ (193°–103°), 3400′ (103°–283°), 3400′ (283°–013°), 2700′ (013°–193°)

Alt Set: hPa | Rwy Elev: 24 hPa | Trans level: By ATC | Trans alt: 7000′



LOC (GS out)	OBW DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	3210′	2890′	2570′	2250′	1940′	1620′	1300′	980′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Desc Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 OBW						

HIALS
PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **01L**

	ILS DA(H) 855′ (200′)			LOC (GS out) DA(H) 960′ (305′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1400m
B					
C					
D					

CIRCLE-TO-LAND
Not authorized East of rwy 01L/19R

Max Kts	MDA(H)	VIS
100	1280′ (599′)	1500m
135	1280′ (599′)	1600m
180	2040′ (1359′)	2400m
205	2250′ (1569′)	3600m

CHANGES: New temporary procedure.

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ENGM/OSL GARDERMOEN

JEPPESEN 5 DEC 14 (11-1) Eff 11 Dec

OSLO, NORWAY ILS or LOC Rwy 01L

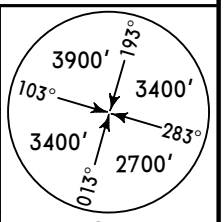
BRIEFING STRIP ™

D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

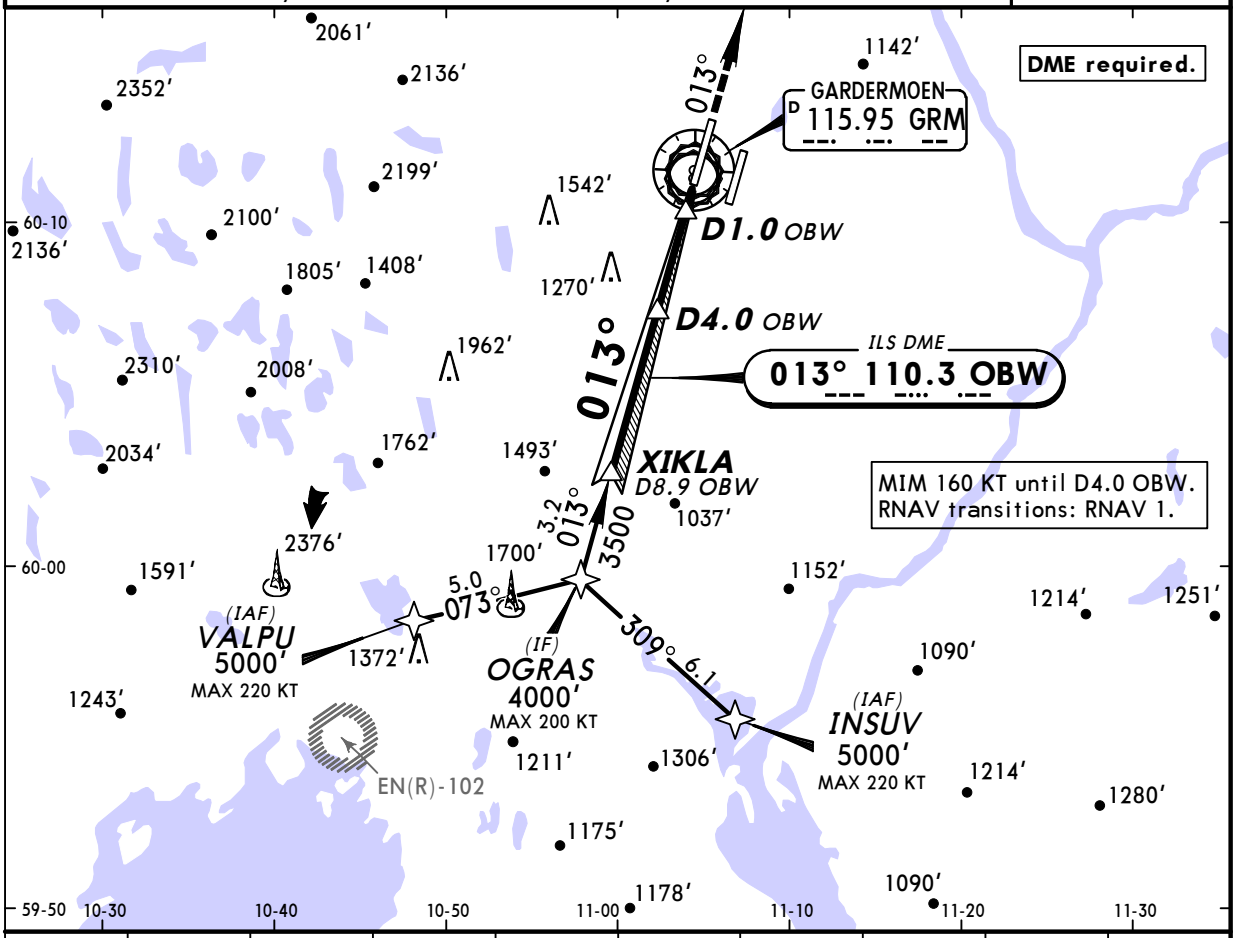
LOC OBW	Final Apch Crs	GS D4.0 OBW	ILS DA(H)	Apt Elev 681′
110.3	013°	1942′ (1287′)	855′ (200′)	RWY 655′

MISSED APCH: Climb on 013° to 5000′. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: Continue climb on 013° to 5000′.
At D20.0 OBW turn LEFT direct to VOR for a new apch.

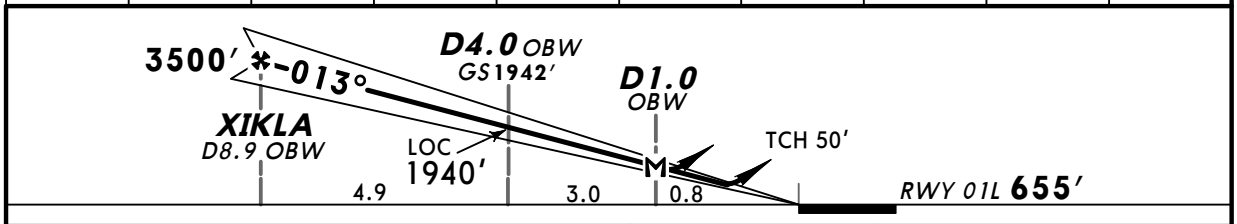


MSA GRM VOR

Alt Set: hPa | Rwy Elev: 24 hPa | Trans level: By ATC | Trans alt: 7000′



LOC (GS out)	OBW DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	3210′	2890′	2570′	2250′	1940′	1620′	1300′	980′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Desc Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 OBW						

HIALS
PAPI

5000′ on 013°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **01L**

	ILS DA(H) 855′ (200′)			LOC (GS out) DA(H) 960′ (305′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1400m
B					
C					
D					

CIRCLE-TO-LAND
Not authorized East of rwy 01L/19R

Max Kts	MDA(H)	VIS
100	1280′ (599′)	1500m
135	1280′ (599′)	1600m
180	2040′ (1359′)	2400m
205	2250′ (1569′)	3600m

CHANGES: MSA. Missed apch. Bearings.

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ENGM/OSL GARDERMOEN

JEPPESEN 27 MAR 15 (11-02) Eff 2 Apr

OSLO, NORWAY LOC X Rwy 01L

BRIEFING STRIP™

D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

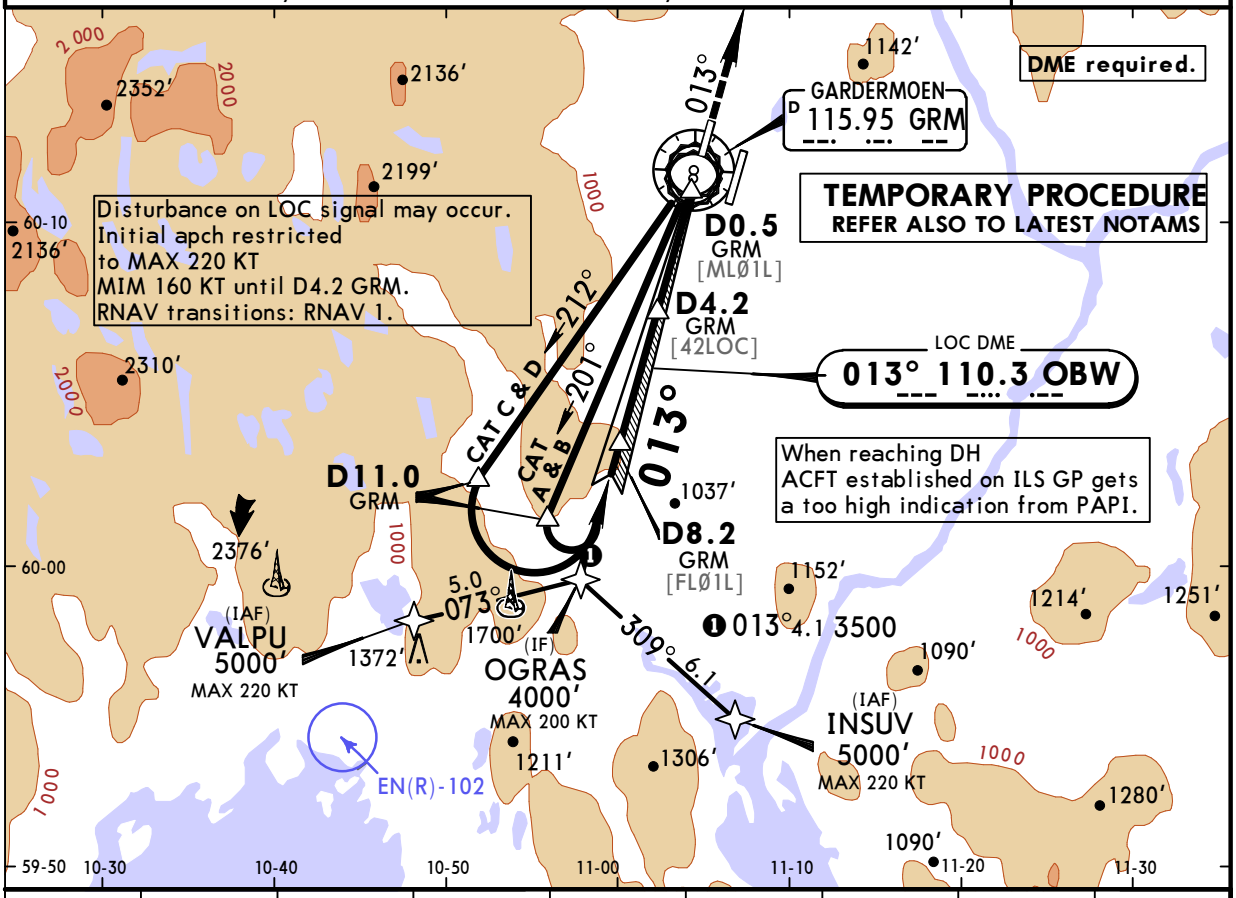
GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

LOC OBW	Final Apch Crs	Procedure Alt	DA(H)	Apt Elev 681′
110.3	013°	D8.2 GRM 3500′ (2834′)	Refer to Minimums	RWY 666′

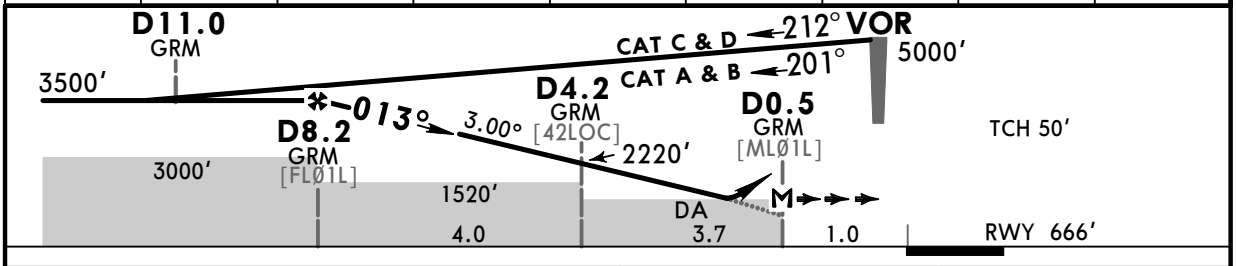
MISSED APCH: Climb on 013° to 5000′. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: Continue climb on 013° to 5000′.
At D20.0 OBW turn LEFT direct to VOR for a new apch.

MSA GRM VOR: 3900′ (193°–103°), 3400′ (103°–283°), 3400′ (283°–013°), 2700′ (013°–193°)

Alt Set: hPa | Rwy Elev: 24 hPa | Trans level: By ATC | Trans alt: 7000′



GRM DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	3430′	3110′	2790′	2470′	2160′	1840′	1520′	1200′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.5 GRM						

PAPI-L REIL

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **01L**

DA(H) A: **1040′** (374′) C: **1060′** (394′)
B: **1050′** (384′) D: **1070′** (404′)

CIRCLE-TO-LAND

Not authorized East of rwy 01L/19R

		Max Kts	MDA(H)	VIS
A	RVR 1500m	100	1280′ (599′)	1500m
B		135	1280′ (599′)	1600m
C	RVR 1800m	180	1920′ (1239′)	2400m
D	RVR 1900m	205	2230′ (1549′)	3600m

CHANGES: New temporary procedure.

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ENGM/OSL GARDERMOEN

JEPPESEN 5 DEC 14 (11-2) Eff 11 Dec

OSLO, NORWAY ILS or LOC Rwy 01R

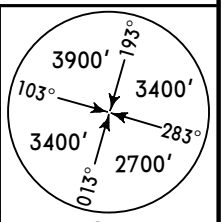
BRIEFING STRIP™

D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

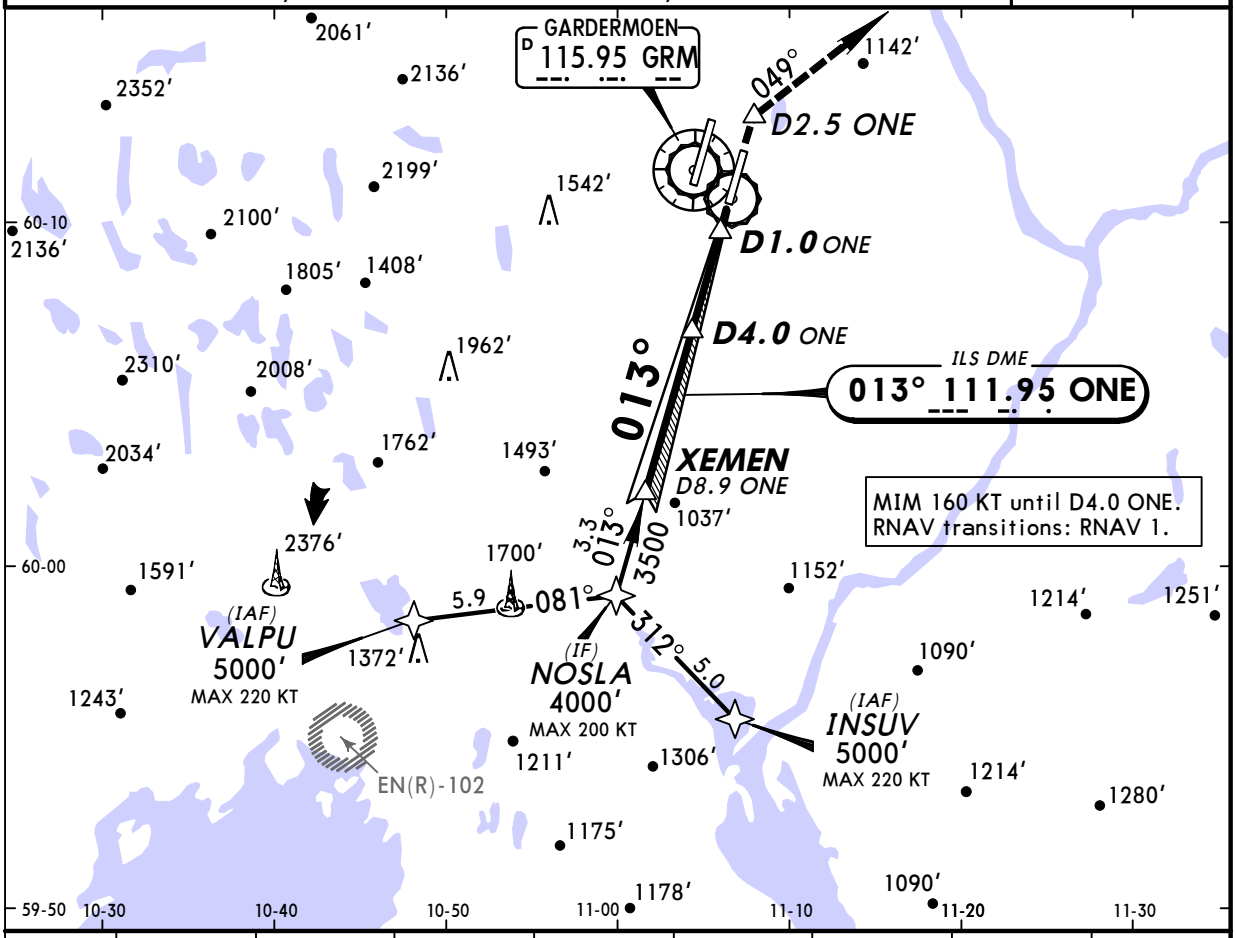
LOC	Final	GS	ILS	Apt Elev 681′
ONE	Apch Crs	D4.0 ONE	DA(H)	
111.95	013°	1957′ (1287′)	Refer to Minimums	RWY 670′

MISSED APCH: Climb on 013° to D2.5 ONE, then turn RIGHT and proceed onto 049° to 4000′. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: Climb on 049° to 4000′. At D20.0 ONE turn RIGHT direct to VOR for a new apch.

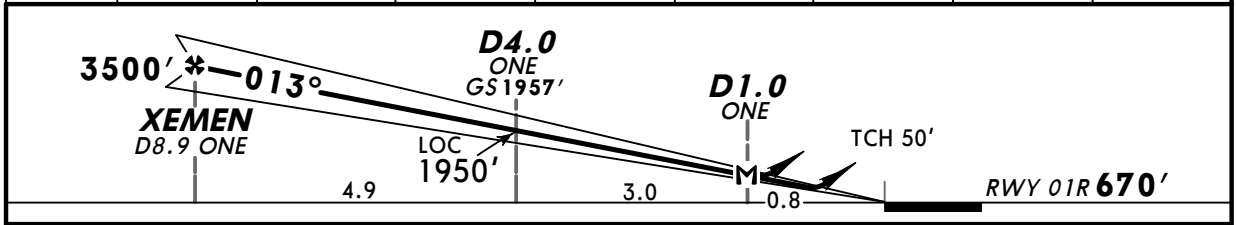


MSA GRM VOR

Alt Set: hPa	Rwy Elev: 24 hPa	Trans level: By ATC	Trans alt: 7000′



LOC (GS out)	ONE DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3220′	2900′	2590′	2270′	1950′	1630′	1310′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Desc Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 ONE						

HIALS-II
PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **01R**

	ILS DA(H) ABC: 870′ (200′) D: 880′ (210′)			LOC (GS out) DA(H) 970′ (300′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1400m
B					
C					
D					

CIRCLE-TO-LAND
Not authorized West of rwy 01R/19L

Max Kts	MDA(H)	VIS
100	1280′ (599′)	1500m
135	1280′ (599′)	1600m
180	1570′ (889′)	2400m
205	1630′ (949′)	3600m

CHANGES: MSA. Missed apch. Bearings.

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ENGM/OSL GARDERMOEN

JEPPESEN
5 DEC 14
Eff 11 Dec
11-2A

OSLO, NORWAY CAT II/III ILS Rwy 01R

BRIEFING STRIP™

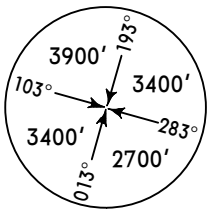
D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

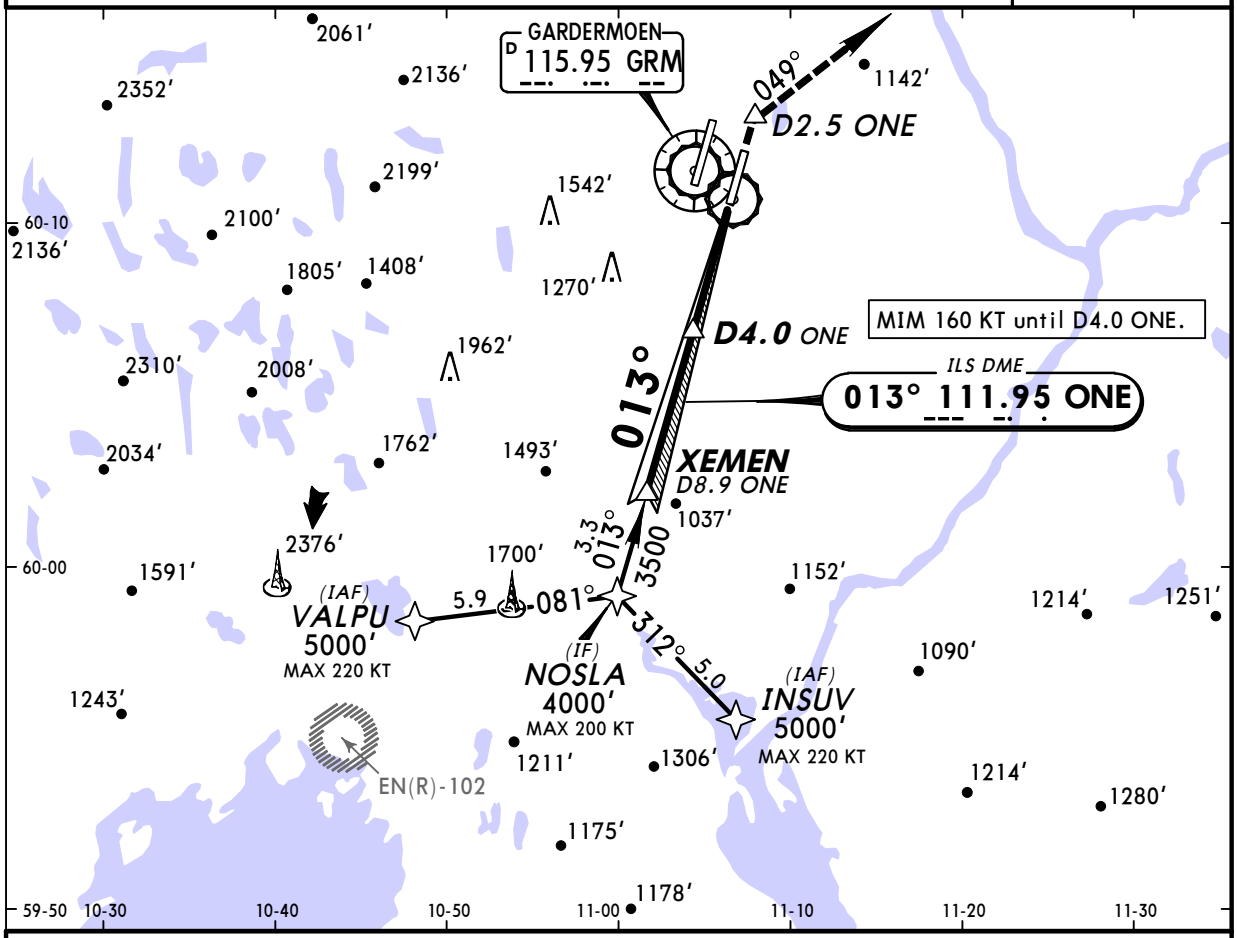
LOC	Final	GS	CAT II & IIIA ILS	Apt Elev 681′
ONE	Apch Crs	D4.0 ONE	Refer to Minimums	RWY 670′
111.95	013°	1957′ (1287′)		

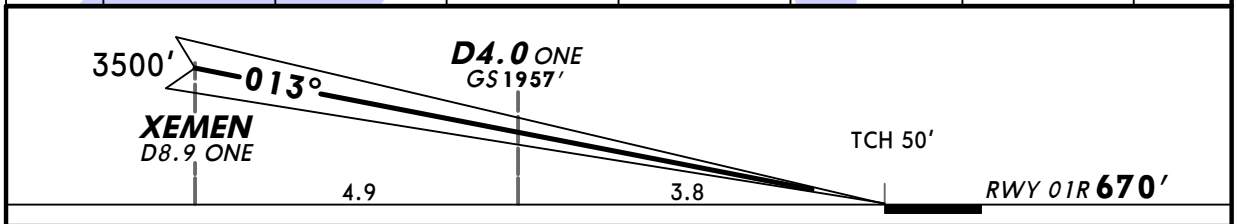
MISSED APCH: Climb on 013° to D2.5 ONE, then turn RIGHT and proceed onto 049° to 4000′. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: Climb on 049° to 4000′. At D20.0 ONE turn RIGHT direct to VOR for a new apch.

Alt Set: hPa Rwy Elev: 24 hPa Trans level: By ATC Trans alt: 7000′
1. Special Aircrew & Aircraft Certification Required.
2. RNAV transitions: RNAV 1.



MSA
GRM VOR





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

HIALS-II
PAPI

Refer to Missed Apch above

PANS OPS

Standard

STRAIGHT-IN LANDING RWY **01R**

CAT IIIA ILS	CAT II ILS
DH 50′	RA 102′ DA(H) 770′ (100′)
RVR 200m	RVR 300m 1

1 Operators applying U.S. Specs: Autoland or HUD required below RVR 350m.

CHANGES: MSA. Missed apch. Bearings.

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ENGM/OSL GARDERMOEN

JEPPESEN
22 MAY 15
Eff 28 May
11-03

OSLO, NORWAY
ILS X or LOC X Rwy 19R

BRIEFING STRIP™

D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

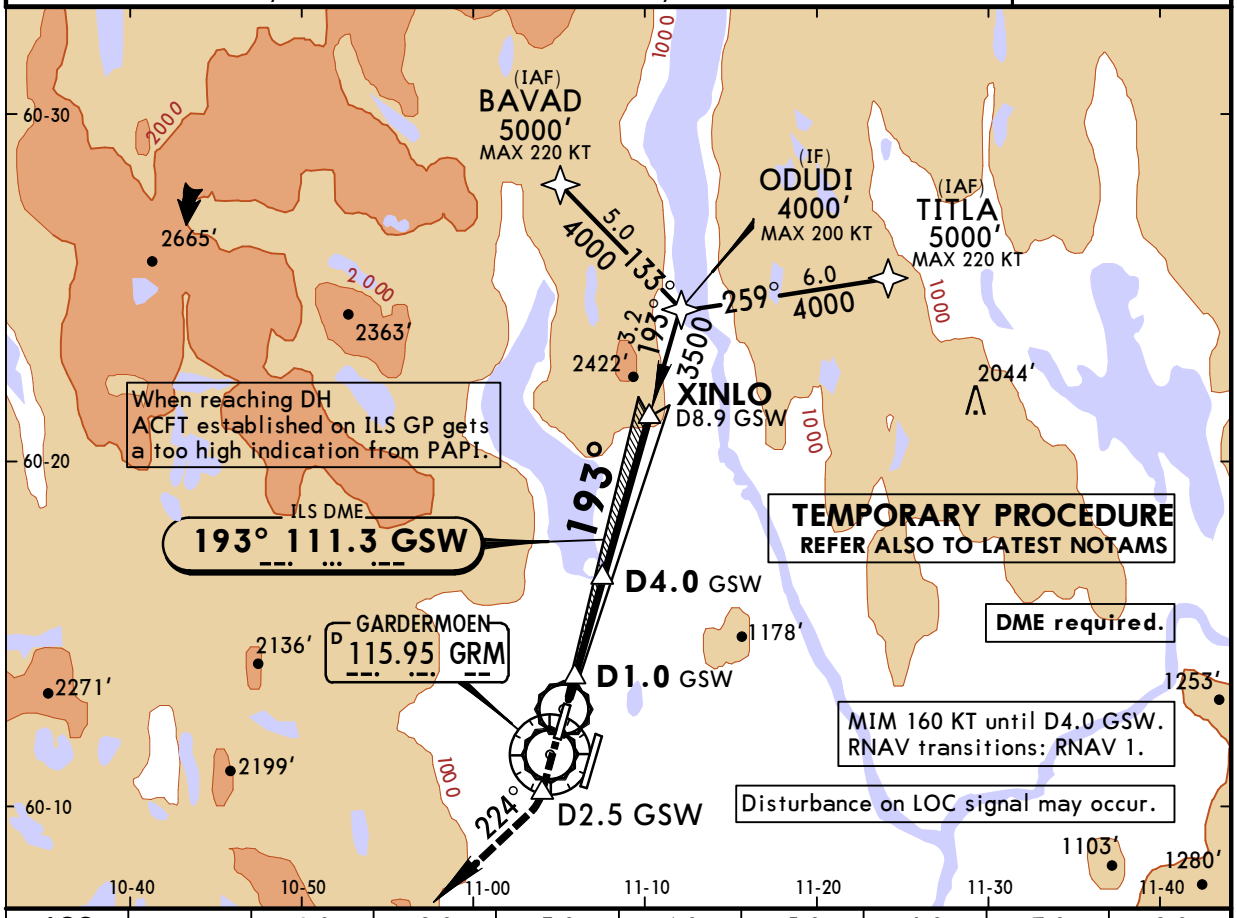
GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

LOC GSW	Final Apch Crs	GS D4.0 GSW	ILS DA(H)	Apt Elev 681′ Rwy 675′
111.3	193°	1961′ (1286′)	875′ (200′)	

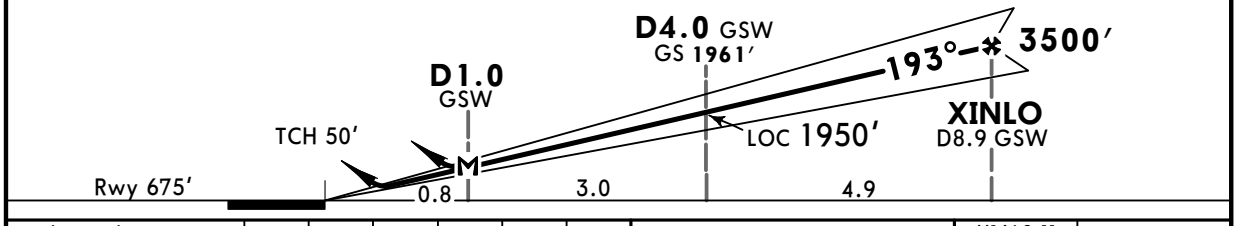
MISSED APCH: Climb on 193° to D2.5 GSW, then turn RIGHT onto 224°. Climb to 5000′. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: Continue on 224°. Climb to 5000′. At D20.0 GSW turn RIGHT direct to VOR for a new apch.

MSA GRM VOR: 3900′ (193°–103°), 3400′ (103°–283°), 3400′ (283°–013°), 2700′ (013°–193°)

Alt Set: hPa | Rwy Elev: 25 hPa | Trans level: By ATC | Trans alt: 7000′



LOC (GS out)	GSW DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	1000′	1320′	1630′	1950′	2270′	2590′	2910′	3230′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849
MAP at D1.0 GSW							

HIALS-II
PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY 19R

	ILS DA(H) 875′ (200′)			LOC (GS out) DA(H) 1020′ (345′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR 1500m
B					
C					RVR 1600m
D					

CIRCLE-TO-LAND
Not authorized East of rwy 01L/19R

Max Kts	MDA(H)	VIS
100	1280′ (599′)	1500m
135	1280′ (599′)	1600m
180	1980′ (1299′)	2400m
205	2230′ (1549′)	3600m

PANS OPS

CHANGES: None.

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ENGM/OSL GARDERMOEN

JEPPESEN 5 DEC 14 (11-3) Eff 11 Dec

OSLO, NORWAY ILS or LOC Rwy 19L

BRIEFING STRIP™

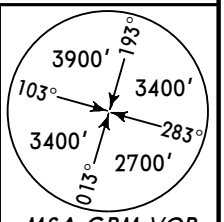
D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

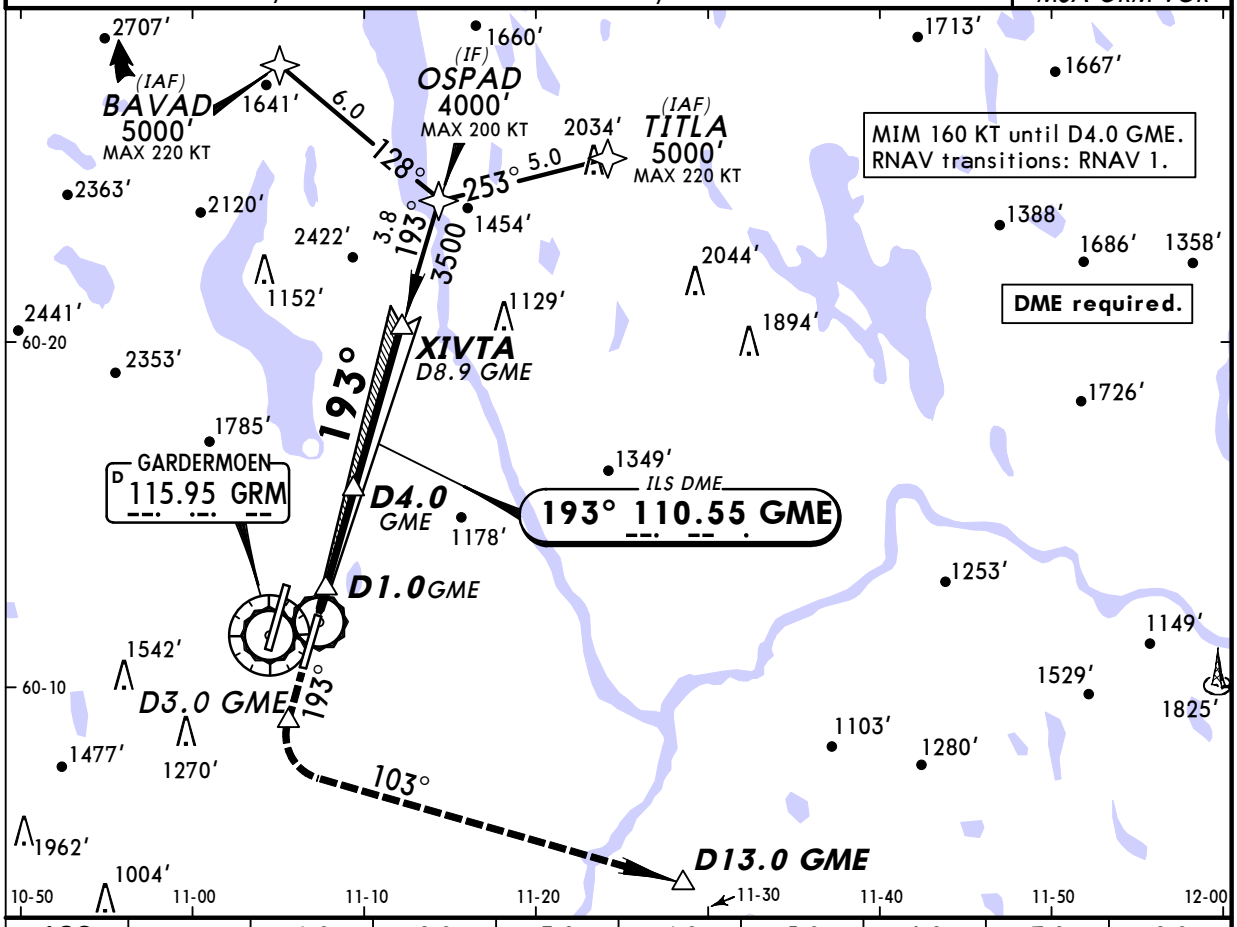
LOC GME	Final Apch Crs	GS D4.0 GME	ILS DA(H)	Apt Elev 681′
110.55	193°	1962′ (1281′)	881′ (200′)	RWY 681′

MISSED APCH: Climb on 193° to D3.0 GME. Turn LEFT to 103°. Climb to 3000′. At D13.0 GME climb to 5000′. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: Continue on 103° to 5000′. At D20.0 GME turn LEFT direct to VOR for a new apch.

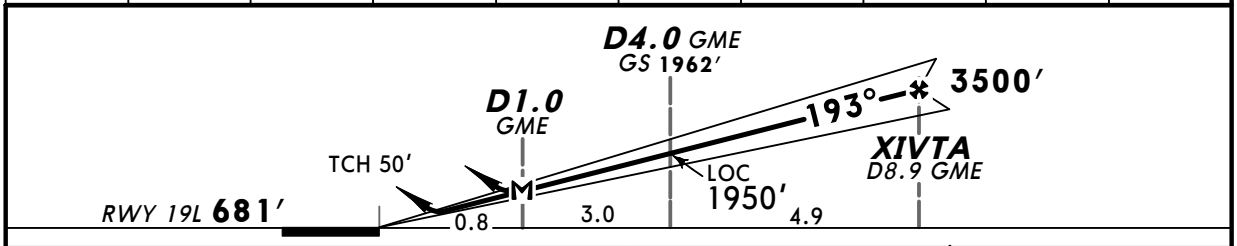
Alt Set: hPa | Rwy Elev: 25 hPa | Trans level: By ATC | Trans alt: 7000′



MSA GRM VOR



LOC (GS out)	GME DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	1000′	1320′	1640′	1950′	2270′	2590′	2910′	3230′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Desc Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 GME						

HIALS
PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY 19L

	ILS DA(H) 881′ (200′)			LOC (GS out) DA(H) 1030′ (349′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR 1500m
B					
C					RVR 1600m
D					

CIRCLE-TO-LAND
Not authorized West of rwy 01R/19L

Max Kts	MDA(H)	VIS
100	1280′ (599′)	1500m
135	1280′ (599′)	1600m
180	1570′ (889′)	2400m
205	1630′ (949′)	3600m

CHANGES: MSA. Missed apch. Bearings.

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ENGM/OSL GARDERMOEN

JEPPESEN
22 MAY 15
Eff 28 May
11-04

OSLO, NORWAY LOC Z Rwy 19R

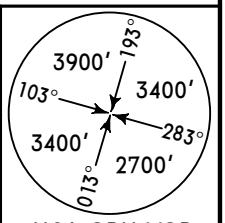
BRIEFING STRIP ™

D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

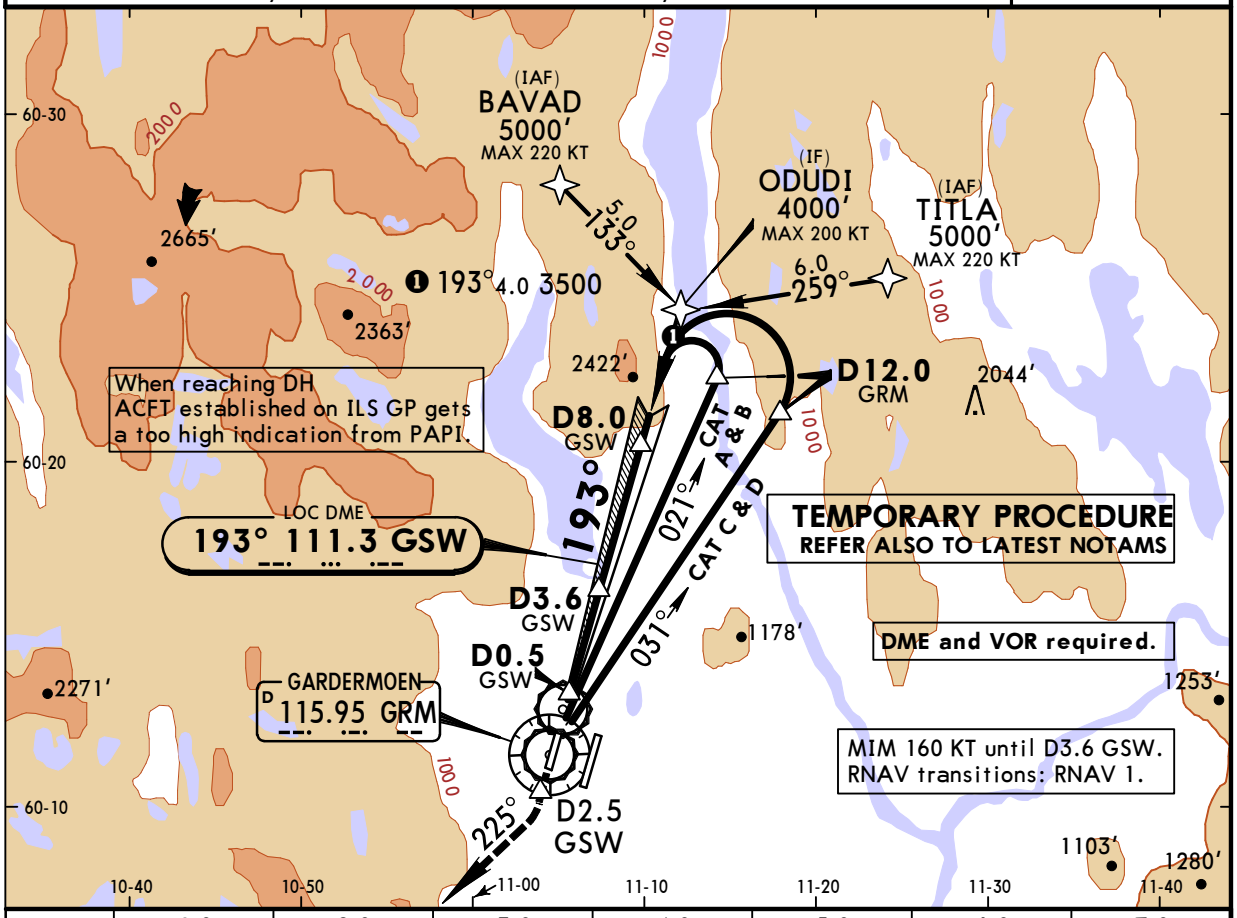
LOC GSW	Final Apch Crs	Procedure Alt	DA(H)	Apt Elev 681′
111.3	193°	D8.0 GSW 3500′ (2832′)	1100′ (432′)	Rwy 668′

MISSED APCH: Climb on 193° to D2.5 GSW, then turn RIGHT onto 225°. Climb to 5000′. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: Continue climb on 225° to 5000′. At D28.0 GRM turn LEFT direct to VOR for a new apch.

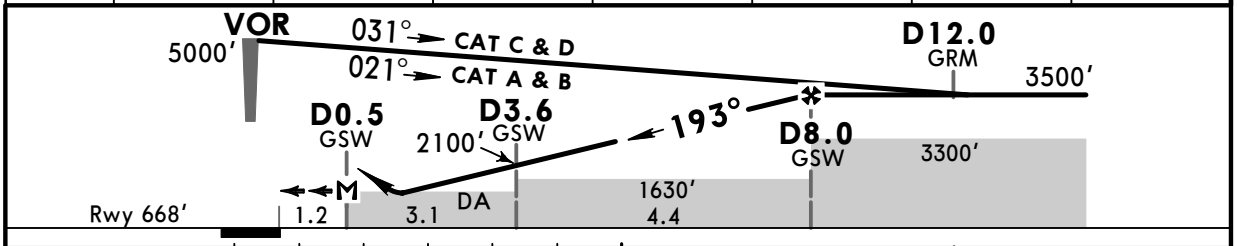


MSA GRM VOR

Alt Set: hPa	Rwy Elev: 24 hPa	Trans level: By ATC	Trans alt: 7000′



GSW DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1270′	1590′	1910′	2230′	2540′	2860′	3180′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.5 GSW							

PAPI-R
REIL

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **19R**

DA(H) **1100′** (432′)

		Max Kts	MDA(H)	VIS
A	RVR 1500m	100	1280′ (599′)	1500m
B		135	1280′ (599′)	1600m
C	RVR 2000m	180	1920′ (1239′)	2400m
D		205	2230′ (1549′)	3600m

CIRCLE-TO-LAND
Not authorized East of rwy 01L/19R

CHANGES: Fixes. Recommended altitudes. Minimums.

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ENGM/OSL GARDERMOEN

JEPPESEN 5 DEC 14 (11-4) Eff 11 Dec

OSLO, NORWAY ILS or LOC Rwy 19R

BRIEFING STRIP™

D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

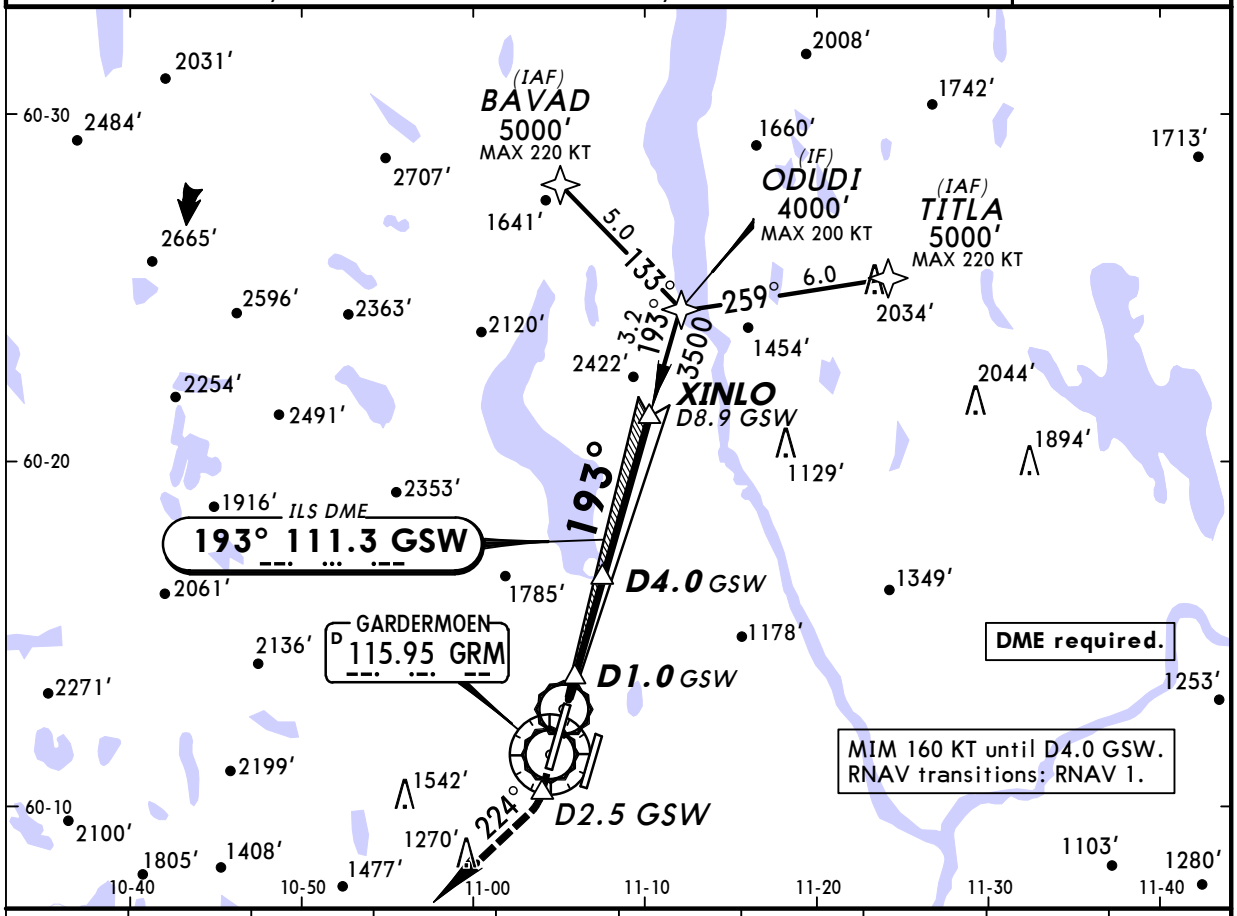
GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

LOC GSW	Final Apch Crs	GS D4.0 GSW	ILS DA(H)	Apt Elev 681′
111.3	193°	1961′ (1286′)	875′ (200′)	RWY 675′

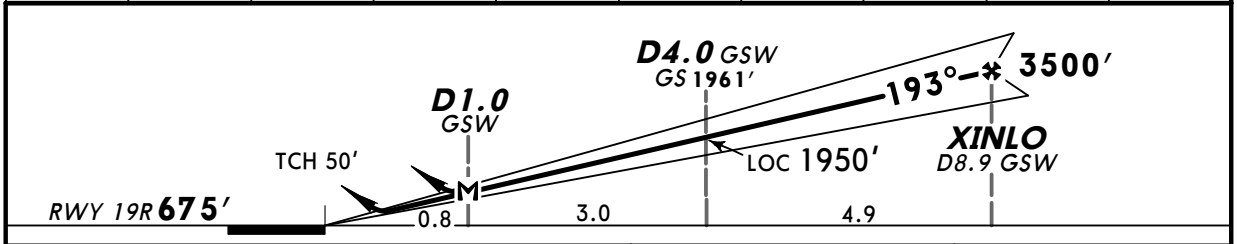
MISSED APCH: Climb on 193° to D2.5 GSW, then turn RIGHT onto 224°. Climb to 5000′. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: Continue on 224°. Climb to 5000′. At D20.0 GSW turn RIGHT direct to VOR for a new apch.

MSA GRM VOR: 3900′ (193°–103°), 3400′ (103°–283°), 3400′ (283°–013°), 2700′ (013°–193°)

Alt Set: hPa | Rwy Elev: 25 hPa | Trans level: By ATC | Trans alt: 7000′



LOC (GS out)	GSW DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	1000′	1320′	1630′	1950′	2270′	2590′	2910′	3230′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Desc Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 GSW						

HIALS-II
PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY 19R

	ILS DA(H) 875′ (200′)			LOC (GS out) DA(H) 1020′ (345′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR 1500m
B					
C					RVR 1600m
D					

CIRCLE-TO-LAND
Not authorized East of rwy 01L/19R

Max Kts	MDA(H)	VIS
100	1280′ (599′)	1500m
135	1280′ (599′)	1600m
180	1980′ (1299′)	2400m
205	2230′ (1549′)	3600m

CHANGES: MSA. Missed apch. Bearings.

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ENGM/OSL GARDERMOEN

JEPPESEN 5 DEC 14 Eff 11 Dec (11-4A)

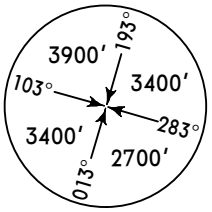
OSLO, NORWAY CAT II/III ILS Rwy 19R

BRIEFING STRIP ™

D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

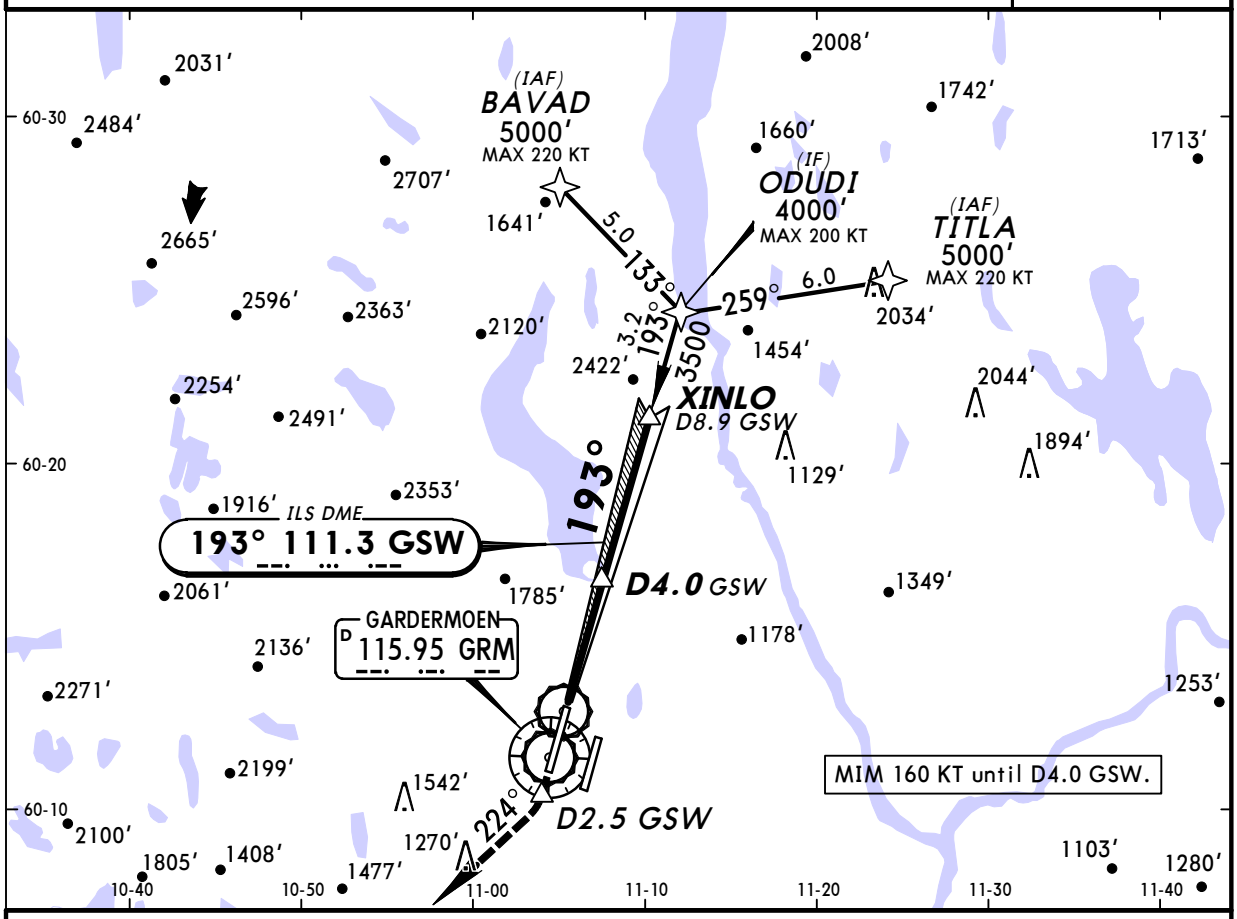
LOC GSW	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 681′
111.3	193°	D4.0 GSW 1961′ (1286′)	Refer to Minimums	RWY 675′

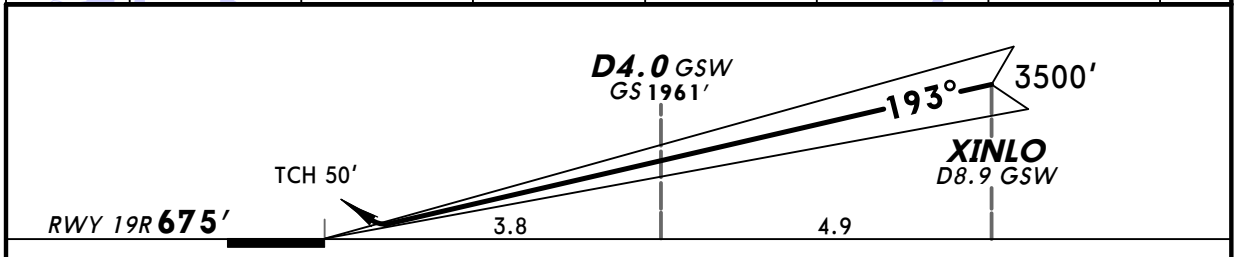


MSA
GRM VOR

MISSED APCH: Climb on 193° to D2.5 GSW, then turn RIGHT onto 224°. Climb to 5000′. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: Continue on 224°. Climb to 5000′. At D20.0 GSW turn RIGHT direct to VOR for a new apch.

Alt Set: hPa Rwy Elev: 25 hPa Trans level: By ATC Trans alt: 7000′
1. **DME required.** 2. Special Aircrew & Aircraft Certification Required.
3. RNAV transitions: RNAV 1.





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

HIALS-II
PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **19R**

CAT IIIA ILS	CAT II ILS
DH 50′	RA 100′ DA(H) 775′ (100′)
RVR 200m	RVR 300m 1

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: MSA. Missed apch. Bearings.

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ENGM/OSL GARDERMOEN

JEPPESEN 1 MAY 15 (12-01)

OSLO, NORWAY RNAV (GNSS) Z Rwy 01L

BRIEFING STRIP™

D-ATIS Arrival	*OSLO Approach
126.125	East 118.475 West 120.450

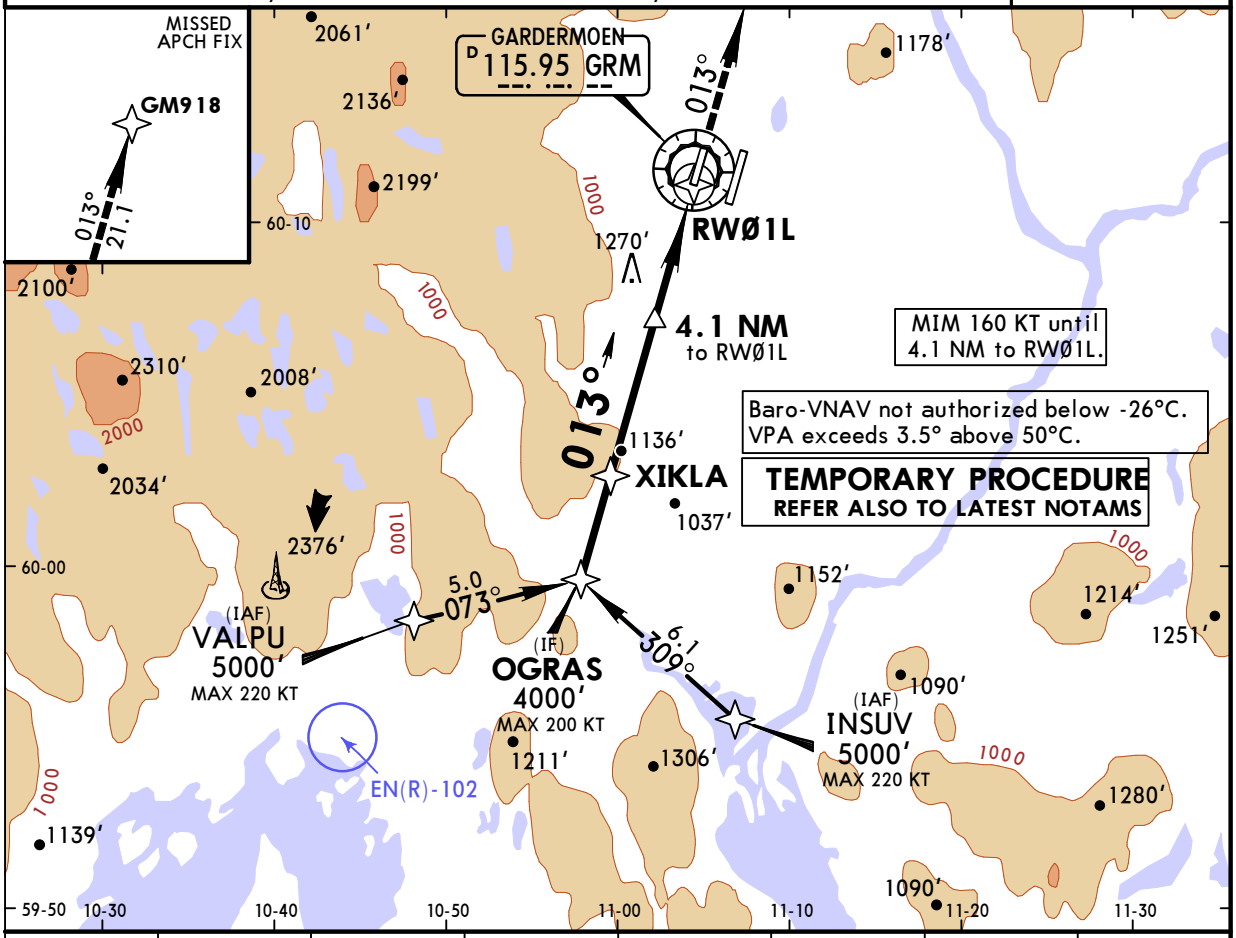
GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 681′ RWY 655′
	013°	XIKLA 3500′ (2845′)		

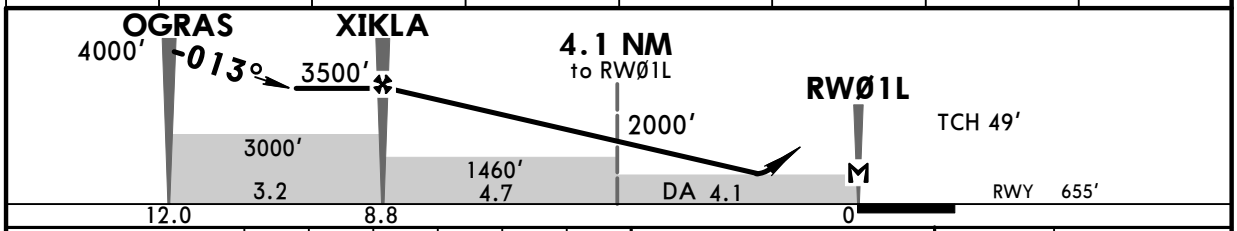
MISSED APCH: Climb to 5000′ to GM918. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: At GM918 turn LEFT direct to GRM VOR for a new apch.

3900′
MSA ARP

Alt Set: hPa | Rwy Elev: 24 hPa | Trans level: By ATC | Trans alt: 7000′



DIST to RWØ1L	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3260′	2940′	2620′	2300′	1980′	1670′	1350′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RWØ1L						

HIALS
PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **01L**

	LNAV/VNAV DA(H)			LNAV DA(H)		CIRCLE-TO-LAND
	A: 1000′ (345′)	C: 1030′ (375′)		1240′ (585′)		Not authorized East of rwy 01L/19R
	B: 1010′ (355′)	D: 1150′ (495′)				
		ALS out			ALS out	
A	RVR 900m	RVR 1500m		RVR 1500m		
B						
C	RVR 1000m	RVR 1700m		RVR 2000m	CMV 2400m	
D	RVR 1500m	CMV 2300m				

Max Kts	MDA(H)	VIS
100	1280′ (599′)	1500m
135	1280′ (599′)	1600m
180	1920′ (1239′)	2400m
205	2230′ (1549′)	3600m

CHANGES: None.

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ENGM/OSL GARDERMOEN

JEPPESEN 3 APR 15 (12-1)

OSLO, NORWAY RNAV (GNSS) Rwy 01L

BRIEFING STRIP ™

D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

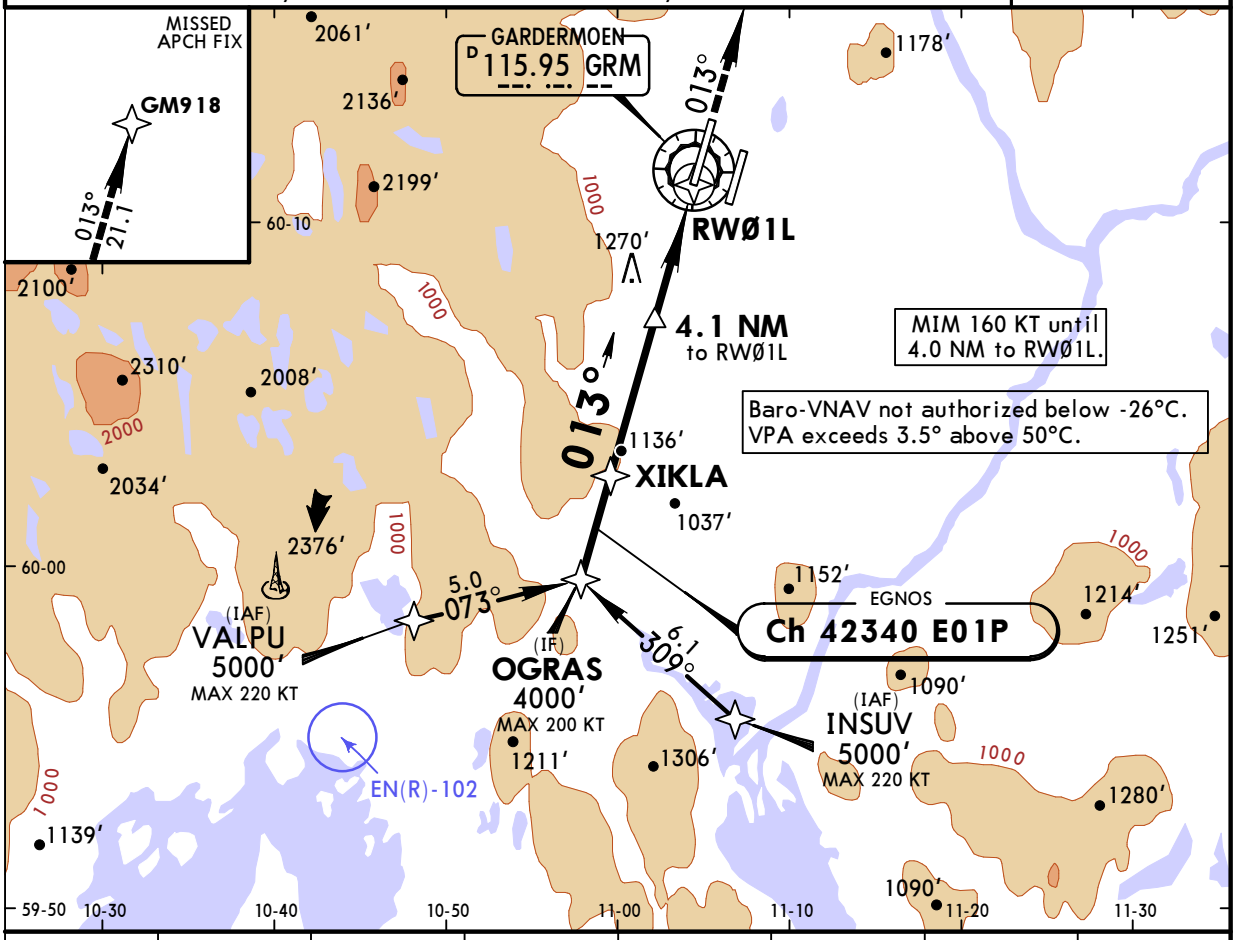
GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

EGNOS	Final Apch Crs	Procedure Alt	LPV DA(H)	Apt Elev 681′
Ch 42340 E01P	013°	XIKLA 3500′ (2845′)	905′ (250′)	RWY 655′

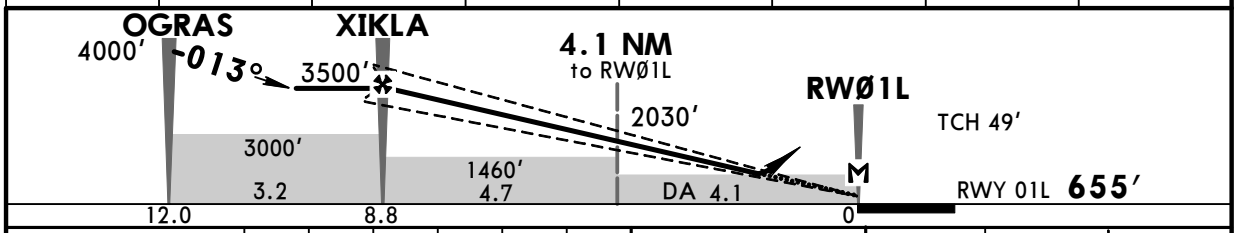
MISSED APCH: Climb to 5000′ to GM918. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: At GM918 turn LEFT direct to GRM VOR for a new apch.

3900′
MSA ARP

Alt Set: hPa | Rwy Elev: 24 hPa | Trans level: By ATC | Trans alt: 7000′



DIST to RWØ1L	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3260′	2940′	2620′	2300′	1980′	1670′	1350′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ1L						

HIALS
PAPI
GM918 on 013°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **01L**

	LPV		LNAV/VNAV		LNAV	
	DA(H) 905′ (250′)		DA(H) A: 1000′ (345′) C: 1030′ (375′) B: 1010′ (355′) D: 1150′ (495′)		DA(H) 1240′ (585′)	
		ALS out		ALS out		ALS out
A	RVR 750m	RVR 1300m	RVR 900m	RVR 1500m	RVR 1500m	
B						
C			RVR 1000m	RVR 1700m	RVR 2000m	CMV 2400m
D			RVR 1500m	CMV 2300m		

CIRCLE-TO-LAND

Not authorized East of rwy 01L/19R

Max Kts	MDA(H)	VIS
100	1280′ (599′)	1500m
135	1280′ (599′)	1600m
180	1920′ (1239′)	2400m
205	2230′ (1549′)	3600m

CHANGES: Minimums.

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ENGM/OSL GARDERMOEN

JEPPESEN 1 MAY 15 (12-02)

OSLO, NORWAY RNAV (GNSS) X Rwy 01L

BRIEFING STRIP™

D-ATIS Arrival	*OSLO Approach
126.125	East 118.475 West 120.450

GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

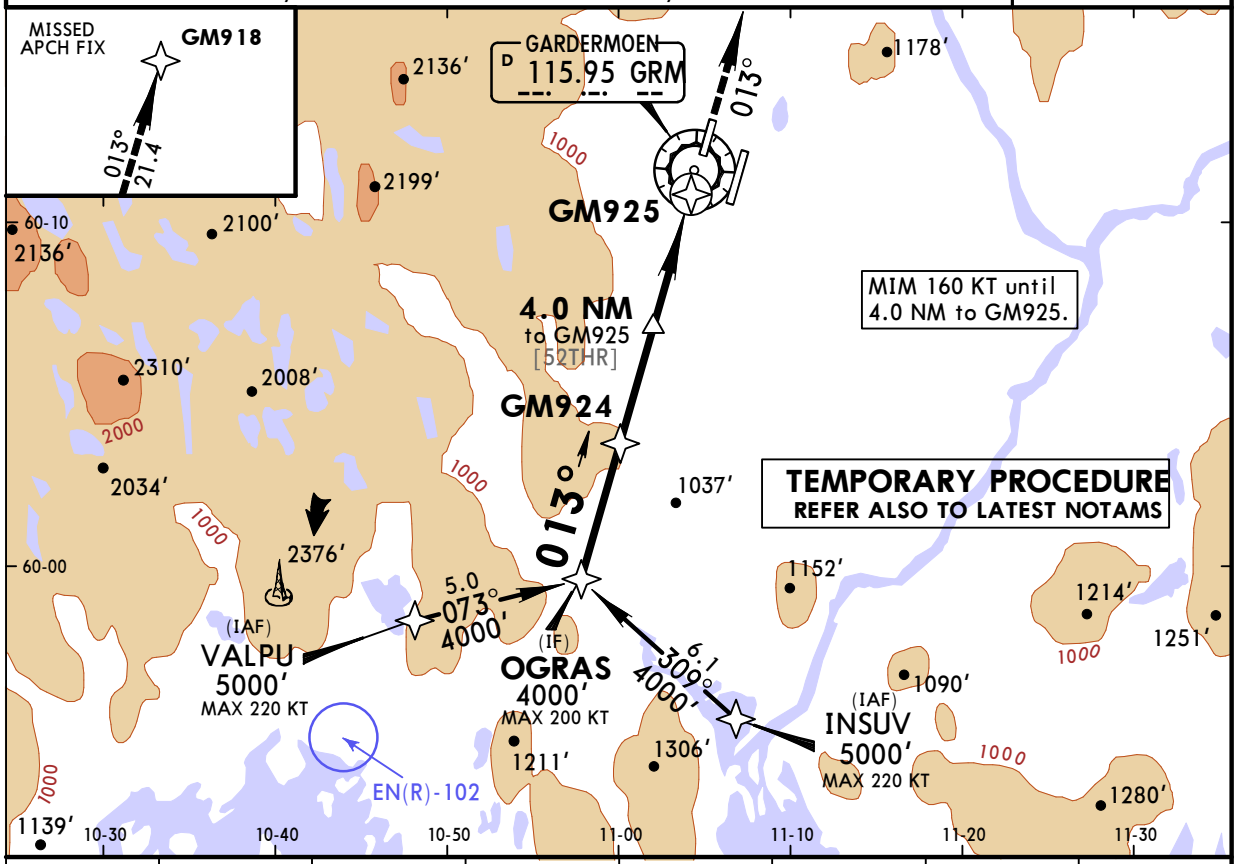
RNAV	Final Apch Crs	Procedure Alt	LNAV DA(H) Refer to Minimums	Apt Elev 681′ RWY 666′
	013°	GM924 3500′ (2834′)		

MISSED APCH: Climb to GM918 climbing to 5000′. Expect vectoring by OSLO APP.

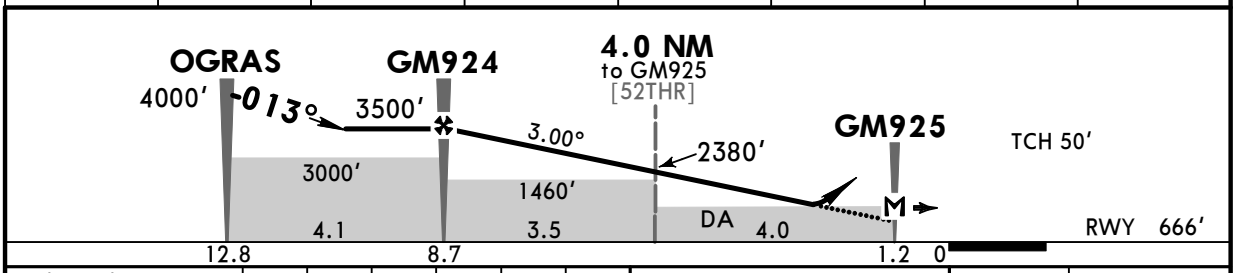
MISSED APCH WITH LOST COMM: At GM918 turn LEFT direct to GRM VOR for a new apch.

Alt Set: hPa | Rwy Elev: 24 hPa | Trans level: By ATC | Trans alt: 7000′

3900′ MSA ARP



DIST to GM925	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	3330′	3010′	2690′	2380′	2060′	1740′	1420′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at GM925							

PAPI-L REIL

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **01L**

LNAV

DA(H) AB: **1100′** (434′) C: **1110′** (444′) D: **1130′** (464′)

CIRCLE-TO-LAND

Not authorized East of rwy 01L/19R

		Max Kts	MDA(H)	VIS
A	RVR 1500m	100	1280′ (599′)	1500m
B		135	1280′ (599′)	1600m
C	CMV 2100m	180	1920′ (1239′)	2400m
D	CMV 2200m	205	2230′ (1549′)	3600m

CHANGES: Note withdrawn.

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ENGM/OSL GARDERMOEN

JEPPESEN
3 APR 15 (12-2)

OSLO, NORWAY RNAV (GNSS) Rwy 01R

BRIEFING STRIP™

D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

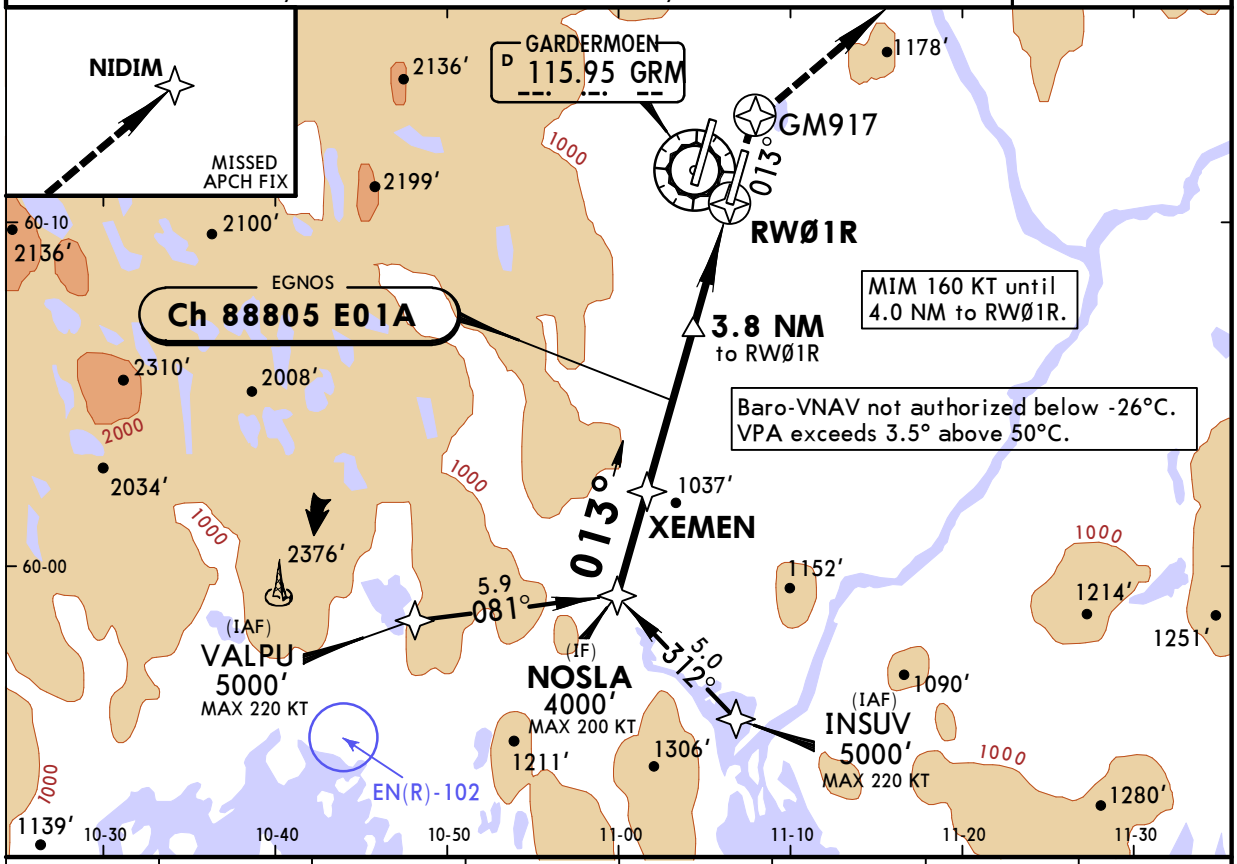
GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

EGNOS	Final Apch Crs	Procedure Alt	LPV DA(H)	Apt Elev 681′
Ch 88805 E01A	013°	XEMEN 3500′ (2830′)	920′ (250′)	RWY 670′

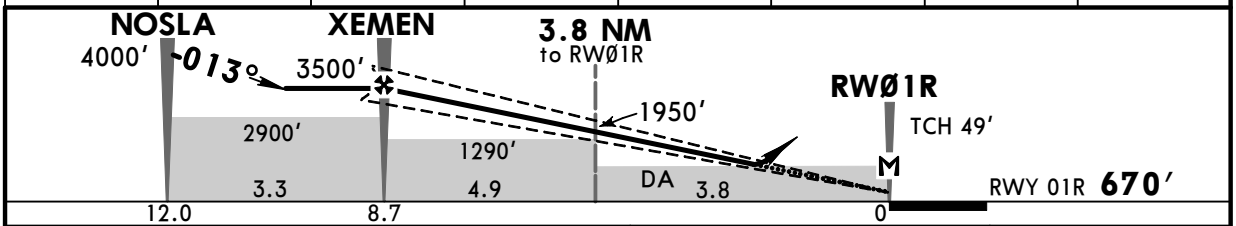
MISSED APCH: Climb to GM917. Turn RIGHT direct to NIDIM climbing to 4000′. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: At NIDIM turn RIGHT direct to GRM VOR for a new apch.

3900′
MSA ARP

Alt Set: hPa | Rwy Elev: 24 hPa | Trans level: By ATC | Trans alt: 7000′



DIST to RWØ1R	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3270′	2950′	2640′	2320′	2000′	1680′	1360′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ1R							

HIALS-II
PAPI
GM917

Standard STRAIGHT-IN LANDING RWY 01R

	LPV DA(H) 920′ (250′)		LNAV/VNAV DA(H)		LNAV DA(H) 1230′ (560′)	
		ALS out		ALS out		ALS out
A	RVR 750m [1]	RVR 1300m	RVR 750m [2]	RVR 1400m	RVR 1500m	
B			RVR 750m [3]			
C			RVR 800m	RVR 1500m	RVR 1800m	CMV 2400m
D			RVR 900m	RVR 1600m		

CIRCLE-TO-LAND
Not authorized West of rwy 01R/19L

Max Kts	MDA(H)	VIS
100	1280′ (599′)	1500m
135	1280′ (599′)	1600m
180	1530′ (849′)	2400m
205	1630′ (949′)	3600m

PANS OPS

[1] With TDZ, CL and HUD: RVR 600m. [2] With TDZ, CL and HUD: RVR 650m.
[3] With TDZ, CL and HUD: RVR 700m.

CHANGES: Minimums.

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ENGM/OSL GARDERMOEN

JEPPESEN 1 MAY 15 (12-03)

OSLO, NORWAY RNAV (GNSS) Z Rwy 19R

BRIEFING STRIP™

D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

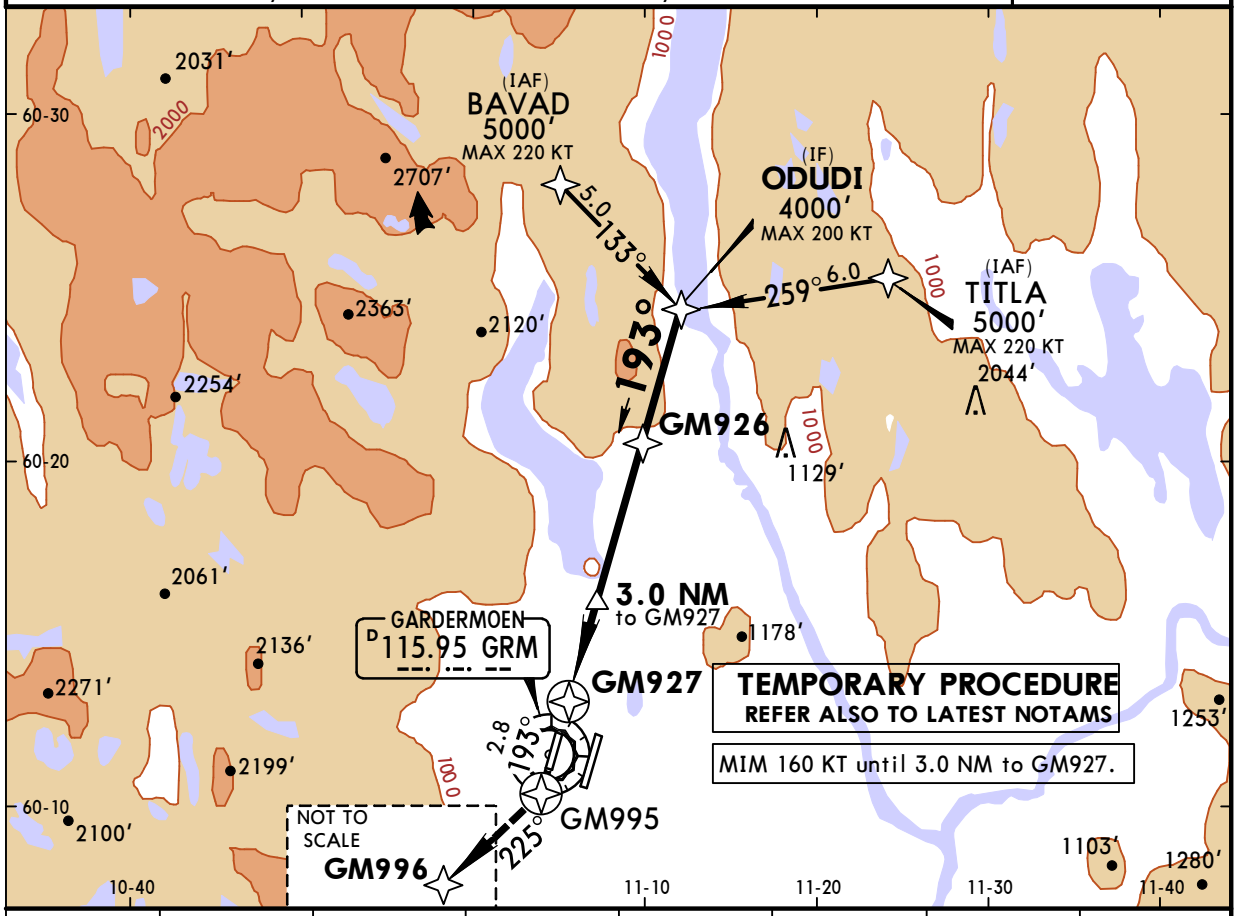
GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

RNAV	Final Apch Crs	Procedure Alt	LNAV DA(H)	Apt Elev 681′
	193°	GM926 3500′ (2832′)	Refer to Minimums	RWY 668′

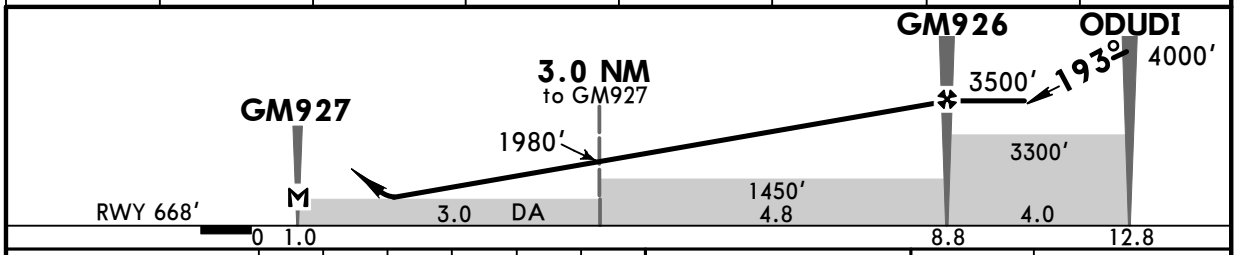
MISSED APCH: Climb to GM995. Turn RIGHT to GM996 on course 225°, climbing to 5000′. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: At GM996 turn RIGHT direct to GRM VOR for new apch.

3900′
MSA ARP

Alt Set: hPa | Rwy Elev: 24 hPa | Trans level: By ATC | Trans alt: 7000′



DIST to GM927	1.0	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1350′	1660′	1980′	2300′	2620′	2940′	3260′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at GM927							

PAPI-R REIL

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **19R**

LNAV

DA(H) ABC: **1040′** (372′) D: **1070′** (402′)

CIRCLE-TO-LAND
Not authorized
East of rwy 01L/19R

		Max Kts	MDA(H)	VIS
A	RVR 1500m	100	1280′ (599′)	1500m
B		135	1280′ (599′)	1600m
C	RVR 1700m	180	1920′ (1239′)	2400m
D	RVR 1900m	205	2230′ (1549′)	3600m

CHANGES: Note withdrawn.

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ENGM/OSL GARDERMOEN

JEPPESEN 3 APR 15 (12-3)

OSLO, NORWAY RNAV (GNSS) Rwy 19L

BRIEFING STRIP ™

D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

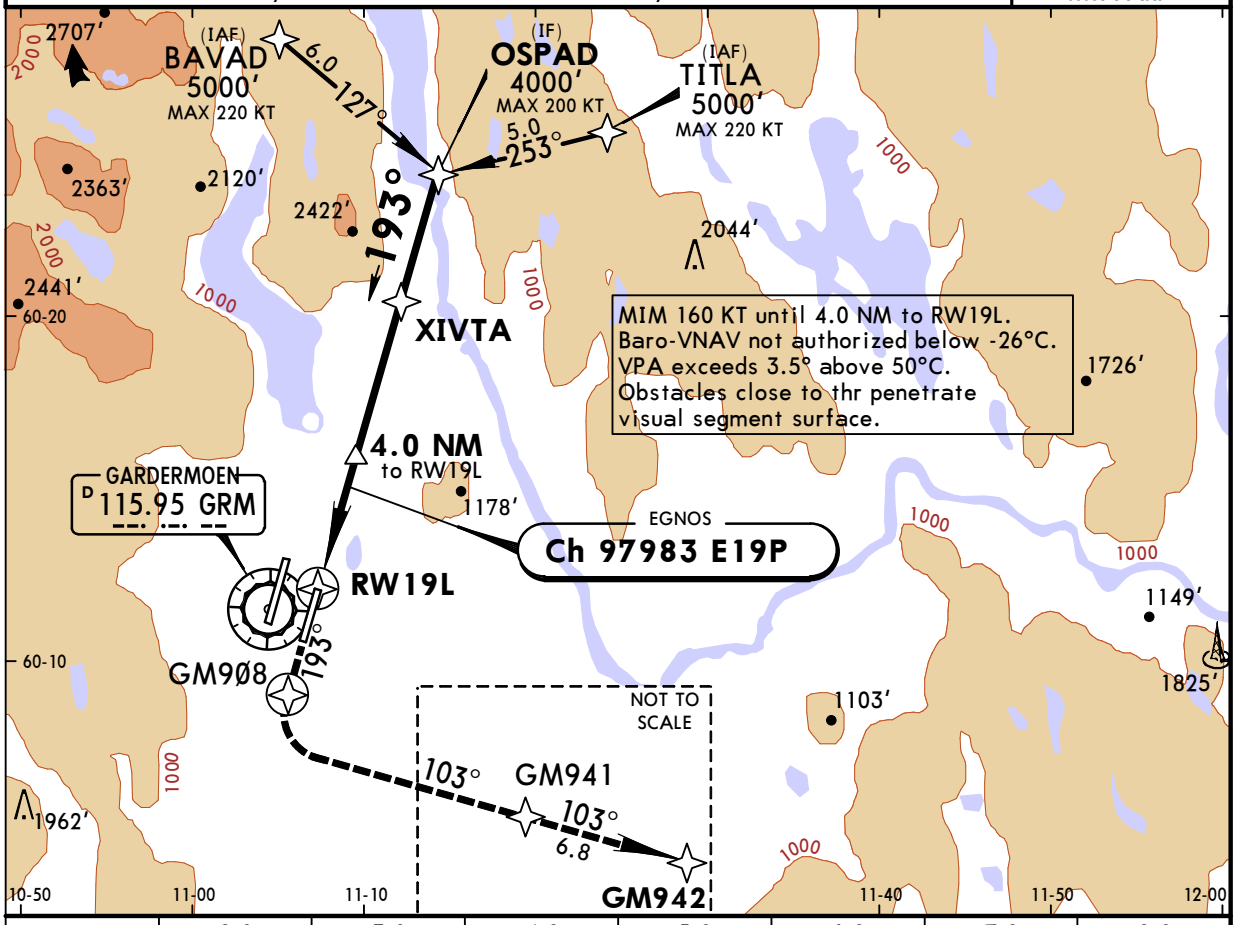
GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

EGNOS	Final Apch Crs	Procedure Alt	LPV DA(H) Refer to Minimums	Apt Elev 681′
Ch 97983 E19P	193°	XIVTA 3500′ (2819′)		RWY 681′

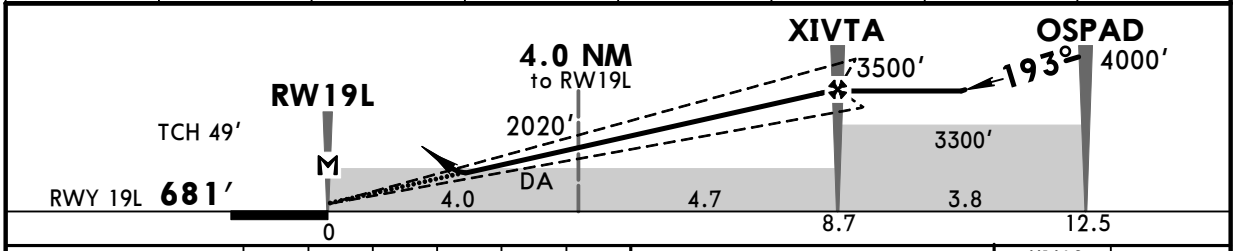
MISSED APCH: Climb to GM9Ø8. Turn LEFT to GM941 on course 103°, climbing to 3000′, then climb to 5000′ to GM942. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: At GM942 turn LEFT direct to GRM VOR for a new apch.

Alt Set: hPa | Rwy Elev: 25 hPa | Trans level: By ATC | Trans alt: 7000′

3900′ MSA ARP



DIST to RW19L	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1370′	1690′	2010′	2330′	2650′	2970′	3280′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW19L						

HIALS PAPI GM9Ø8

PANS OPS

Standard STRAIGHT-IN LANDING RWY 19L

	LPV DA(H)	LNAV/VNAV DA(H)	LNAV DA(H)
	AB: 931′ (250′) C: 940′ (259′) D: 950′ (269′)	A: 1000′ (319′) C: 1030′ (349′) B: 1010′ (329′) D: 1150′ (469′)	1230′ (549′)

	ALS out		ALS out		ALS out
A	RVR 750m	RVR 1300m	RVR 750m	RVR 1400m	RVR 1500m
B			RVR 800m	RVR 1500m	
C			RVR 900m	RVR 1600m	RVR 1800m
D			RVR 1500m	CMV 2200m	CMV 2400m

CIRCLE-TO-LAND

Not authorized West of rwy 01R/19L

	Max Kts	MDA(H)	VIS
A	100	1280′ (599′)	1500m
B	135	1280′ (599′)	1600m
C	180	1530′ (849′)	2400m
D	205	1630′ (949′)	3600m

CHANGES: Minimums.

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ENGM/OSL GARDERMOEN

JEPPESEN 1 MAY 15 (12-04)

OSLO, NORWAY RNAV (GNSS) X Rwy 19R

BRIEFING STRIP™

D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

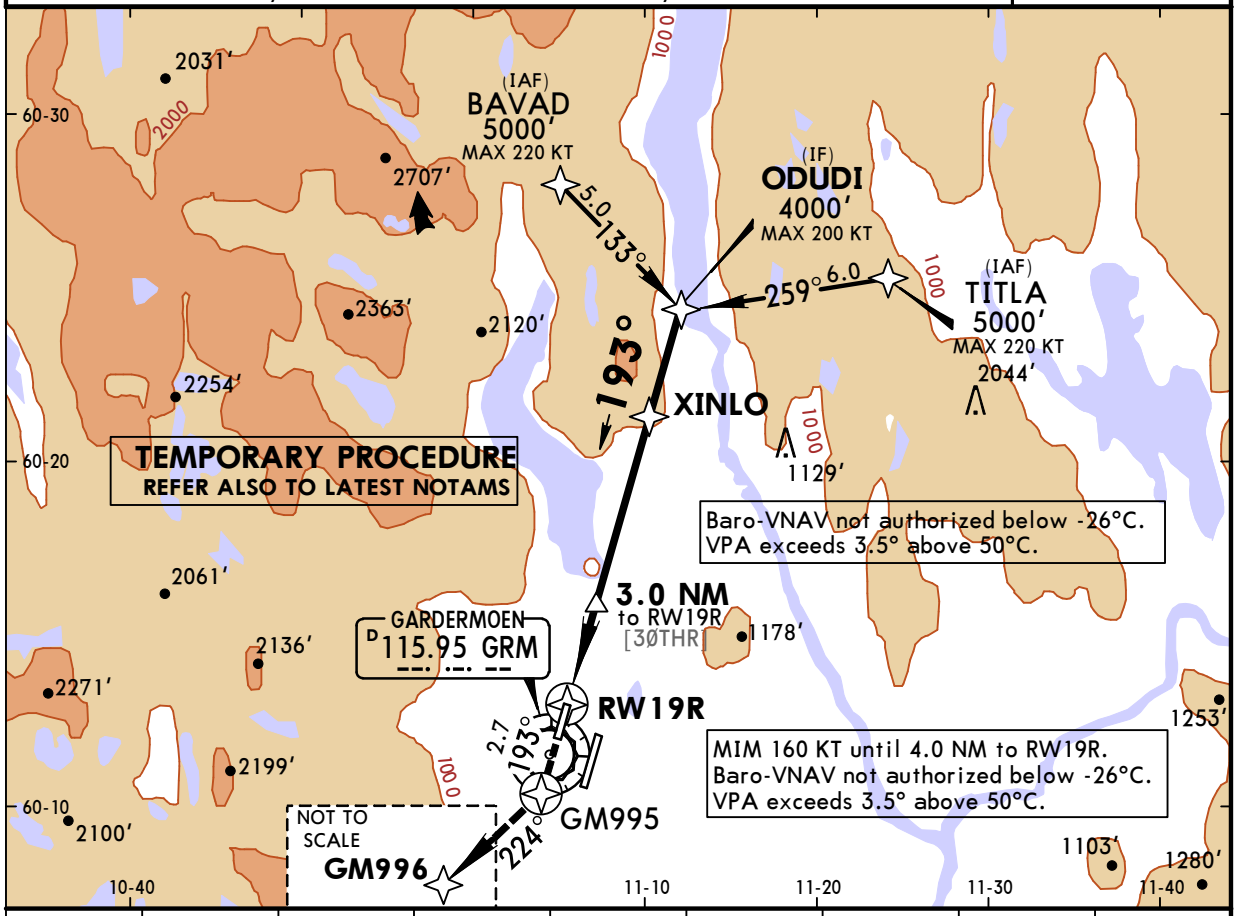
GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev 681′
	193°	XINLO 3500′ (2825′)	Refer to Minimums	RWY 675′

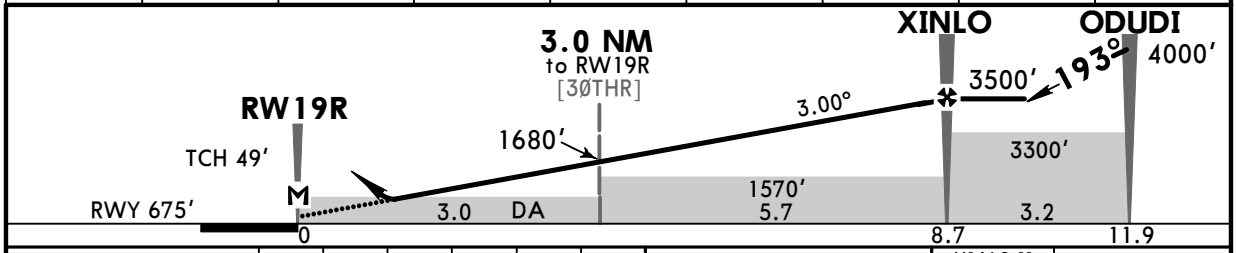
MISSED APCH: Climb to GM995. Turn RIGHT to GM996 on course 224°, climbing to 5000′. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: At GM996 turn RIGHT direct to GRM VOR for new apch.

3900′ MSA ARP

Alt Set: hPa | Rwy Elev: 25 hPa | Trans level: By ATC | Trans alt: 7000′



DIST to RW19R	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1050′	1370′	1680′	2000′	2320′	2640′	2960′	3280′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW19R							

HIALS-II
PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **19R**

	LNAV/VNAV DA(H)		LNAV DA(H)		CIRCLE-TO-LAND		
	A:970′ (295′) C:1000′ (325′)		AB:1040′ (365′) C:1060′ (385′)		Not authorized East of rwy 01L/19R		
	B:980′ (305′) D:1030′ (355′)		D:1080′ (405′)				
		ALS out		ALS out	Max Kts	MDA(H)	VIS
A	RVR 750m [1]	RVR 1400m	RVR 1000m	RVR 1500m	100	1280′ (599′)	1500m
B					135	1280′ (599′)	1600m
C	RVR 800m	RVR 1500m	RVR 1100m	RVR 1800m	180	1920′ (1239′)	2400m
D	RVR 900m	RVR 1600m	RVR 1200m	RVR 1900m	205	2230′ (1549′)	3600m

[1] With TDZ, CL and HUD: RVR 600m.

CHANGES: Note added.

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ENGM/OSL GARDERMOEN

JEPPESEN 3 APR 15 (12-4)

OSLO, NORWAY
RNAV (GNSS) Rwy 19R

BRIEFING STRIP™

D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

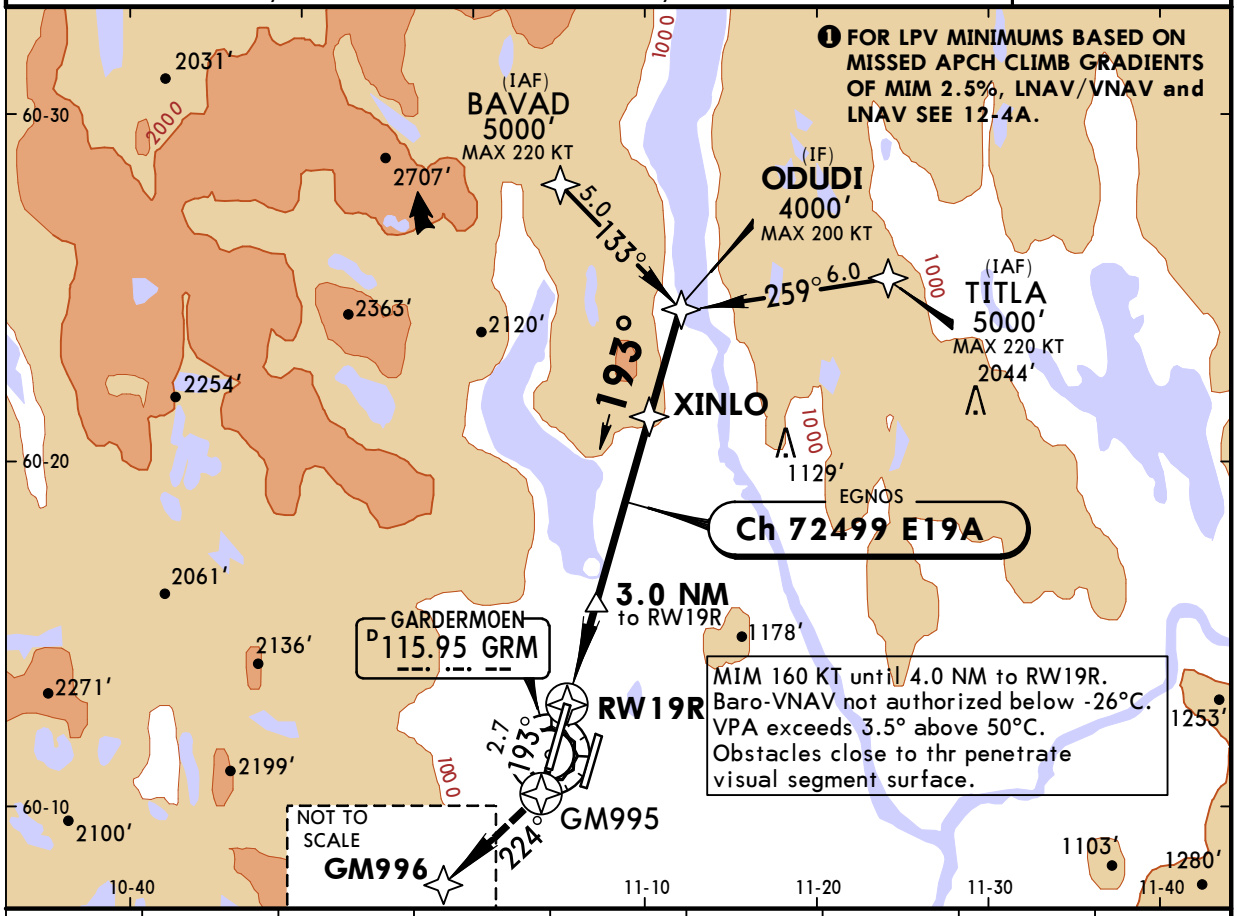
GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

EGNOS	Final Apch Crs	Procedure Alt	LPV DA(H)	Apt Elev 681′
Ch 72499 E19A	193°	XINLO 3500′ (2825′)	Refer to Minimums	RWY 675′

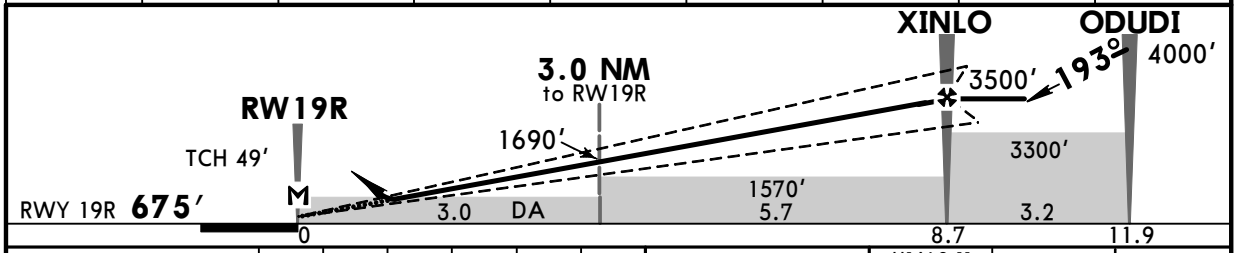
MISSED APCH: Climb to GM995. Turn RIGHT to GM996 on course 224°, climbing to 5000′. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: At GM996 turn RIGHT direct to GRM VOR for new apch.

3900′
MSA ARP

Alt Set: hPa | Rwy Elev: 25 hPa | Trans level: By ATC | Trans alt: 7000′



DIST to RW19R	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1050′	1370′	1680′	2000′	2320′	2640′	2960′	3280′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW19R						

HIALS-II
PAPI
GM995 on 193°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **19R**
LPV
Missed apch climb gradient mim 3.1%

DA(H)
A: **930′** (255′) C: **950′** (275′)
B: **940′** (265′) D: **960′** (285′)

	ALS out	
A	RVR 750m 1	RVR 1300m
B		
C		
D	RVR 750m 2	RVR 1400m

CIRCLE-TO-LAND
Not authorized
East of rwy 01L/19R

Max Kts	MDA(H)	VIS
100	1280′ (599′)	1500m
135	1280′ (599′)	1600m
180	1920′ (1239′)	2400m
205	2230′ (1549′)	3600m

1 With TDZ, CL and HUD: RVR 600m. 2 With TDZ, CL and HUD: RVR 650m.

CHANGES: None.

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RNAV (GNSS) Rwy 19R MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIM 2.5%

Standard STRAIGHT-IN LANDING RWY **19R**
LPV

DA(H)
A: **1020**′(345′) C: **1040**′(365′)
B: **1030**′(355′) D: **1050**′(375′)

		ALS out
A	RVR 900m	RVR 1500m
B		
C	RVR 1000m	RVR 1700m
D		

Standard STRAIGHT-IN LANDING RWY **19R**
LNAV/VNAV

DA(H)
A: **970**′(295′) C: **1000**′(325′)
B: **980**′(305′) D: **1030**′(355′)

		ALS out
A	RVR 750m 1	RVR 1400m
B	RVR 750m 2	
C	RVR 800m	RVR 1500m
D	RVR 900m	RVR 1600m

1 With TDZ, CL and HUD: RVR 650m.
2 With TDZ, CL and HUD: RVR 700m.

Standard STRAIGHT-IN LANDING RWY **19R**
LNAV

DA(H)
AB: **1040**′(365′) C: **1060**′(385′)
D: **1080**′(405′)

		ALS out
A	RVR 1000m	RVR 1500m
B		
C	RVR 1100m	RVR 1800m
D	RVR 1200m	RVR 1900m

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ENGM/OSL GARDERMOEN

JEPPESEN 27 MAR 15 (13-1) Eff 2 Apr

OSLO, NORWAY VOR Rwy 01L

BRIEFING STRIP ™

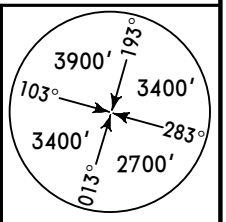
D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

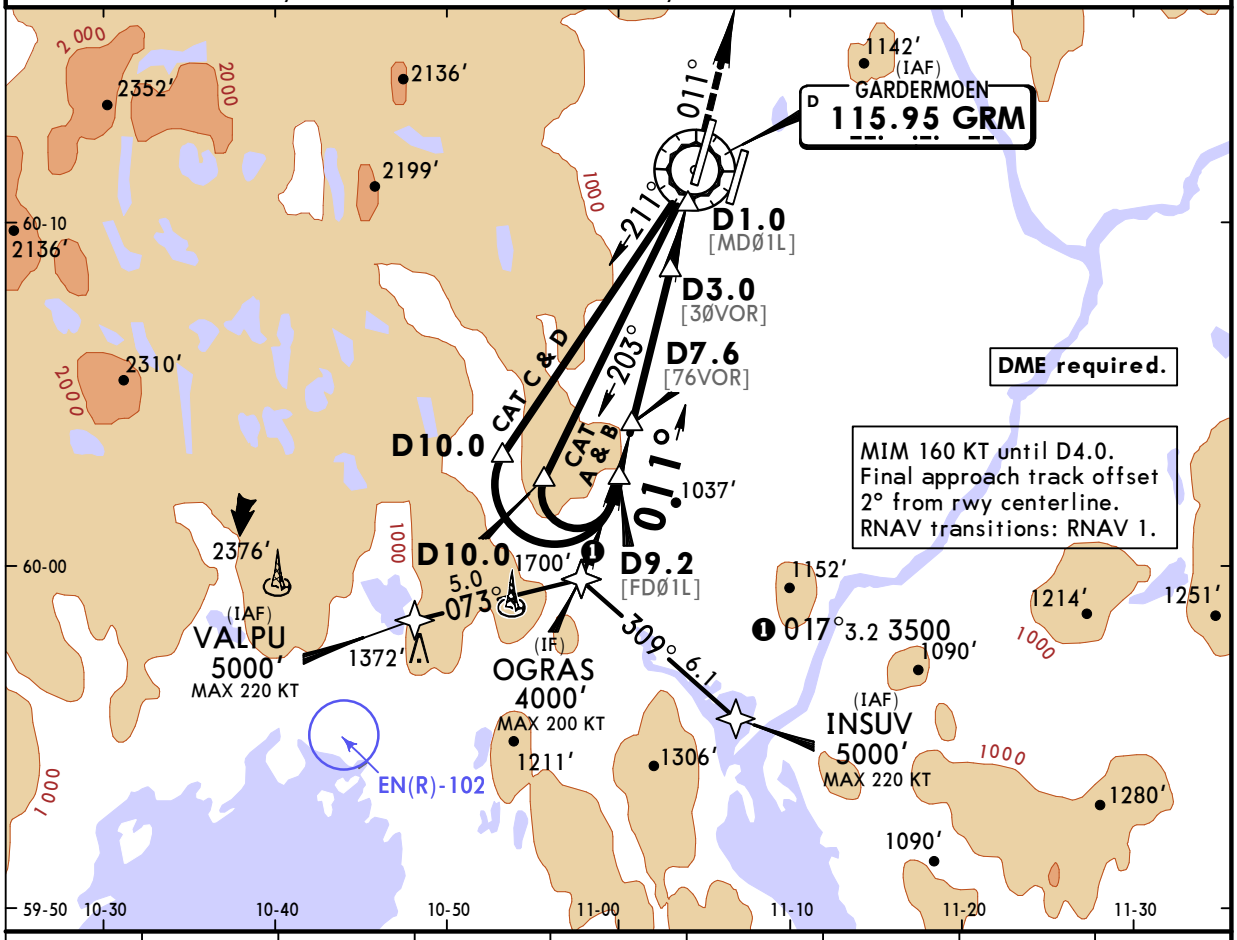
VOR GRM	Final Apch Crs	Procedure Alt	DA(H)	Apt Elev 681′
115.95	011°	D9.2 3500′ (2845′)	Refer to Minimums	RWY 655′

MISSED APCH: Climb to VOR, then continue on R-011 to 5000′.
Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: Climb on R-011 to 5000′.
At D20.0 turn LEFT direct to VOR for new instrument apch.

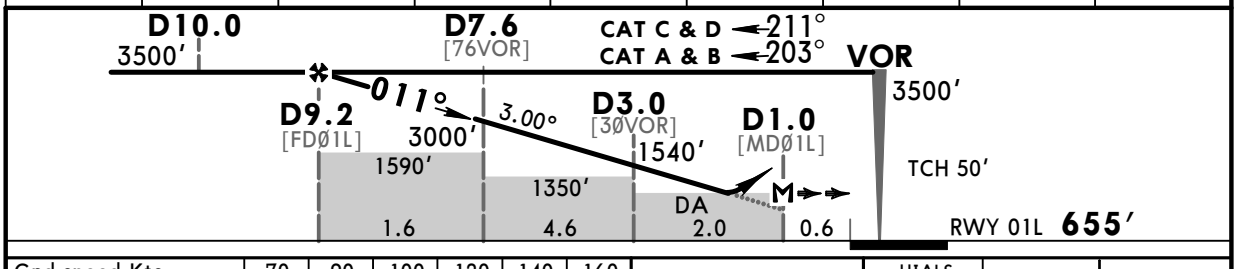
Alt Set: hPa	Rwy Elev: 24 hPa	Trans level: By ATC	Trans alt: 7000′



MSA GRM VOR



GRM DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3450′	3130′	2810′	2490′	2180′	1860′	1540′	1220′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0							

HIALS
PAPI

5000′ on GRM 115.95 R-011

PANS OPS

Standard STRAIGHT-IN LANDING RWY **01L**

DA(H) A: **1000′**(345′) C: **1040′**(385′)
B: **1020′**(365′) D: **1060′**(405′)

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1000m	RVR 1600m	100	1280′ (599′)	1500m
B		RVR 1700m	135	1280′ (599′)	1600m
C	RVR 1200m	RVR 1800m	180	2040′ (1359′)	2400m
D		RVR 1900m	205	2250′ (1569′)	3600m

CIRCLE-TO-LAND
Not authorized
East of rwy 01L/19R

CHANGES: Altitudes.

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ENGM/OSL GARDERMOEN

JEPPESEN 27 MAR 15 (13-2) Eff 2 Apr

OSLO, NORWAY VOR Rwy 19R

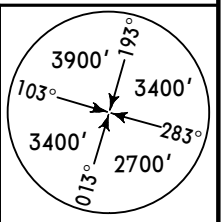
BRIEFING STRIP ™

D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.45

GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

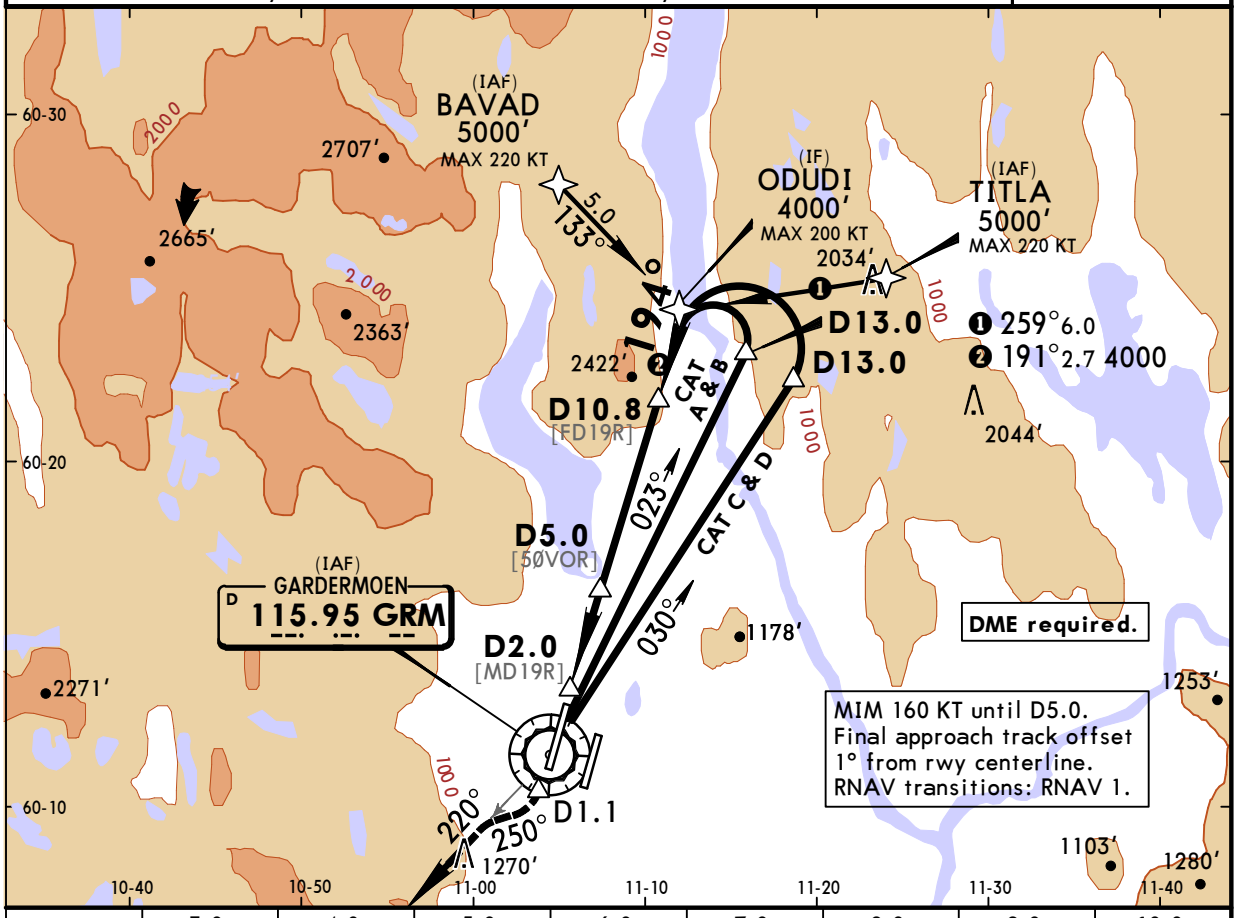
VOR GRM	Final Apch Crs	Procedure Alt	DA(H)	Apt Elev 681′
115.95	194°	D10.8 4000′ (3325′)	1060′ (385′)	RWY 675′

MISSED APCH: Climb on R-014 inbound to VOR. Continue climb on R-194 to D1.1, then turn RIGHT to 250°, intercept and proceed R-220. Climb to 5000′. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: Continue climb on R-220 to 5000′.
At D20.0 turn RIGHT direct to VOR for new instrument apch.

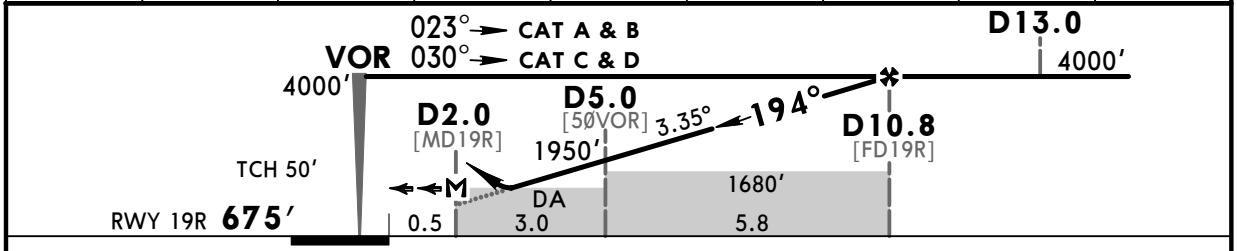


MSA GRM VOR

Alt Set: hPa	Rwy Elev: 25 hPa	Trans level: By ATC	Trans alt: 7000′



GRM DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	1240′	1600′	1950′	2310′	2660′	3010′	3370′	3720′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.35°	415	534	593	711	830	948
MAP at D2.0							

HIALS-II
PAPI

D1.1 on GRM 115.95 R-194

PANS OPS

Standard STRAIGHT-IN LANDING RWY **19R**

DA(H) **1060′** (385′)

		ALS out
A	RVR 1100m	RVR 1800m
B		
C	RVR 1200m	
D		

CIRCLE-TO-LAND
Not authorized
East of rwy 01L/19R

Max Kts	MDA(H)	VIS
100	1280′ (599′)	1500m
135	1280′ (599′)	1600m
180	2040′ (1359′)	2400m
205	2250′ (1569′)	3600m

CHANGES: None.

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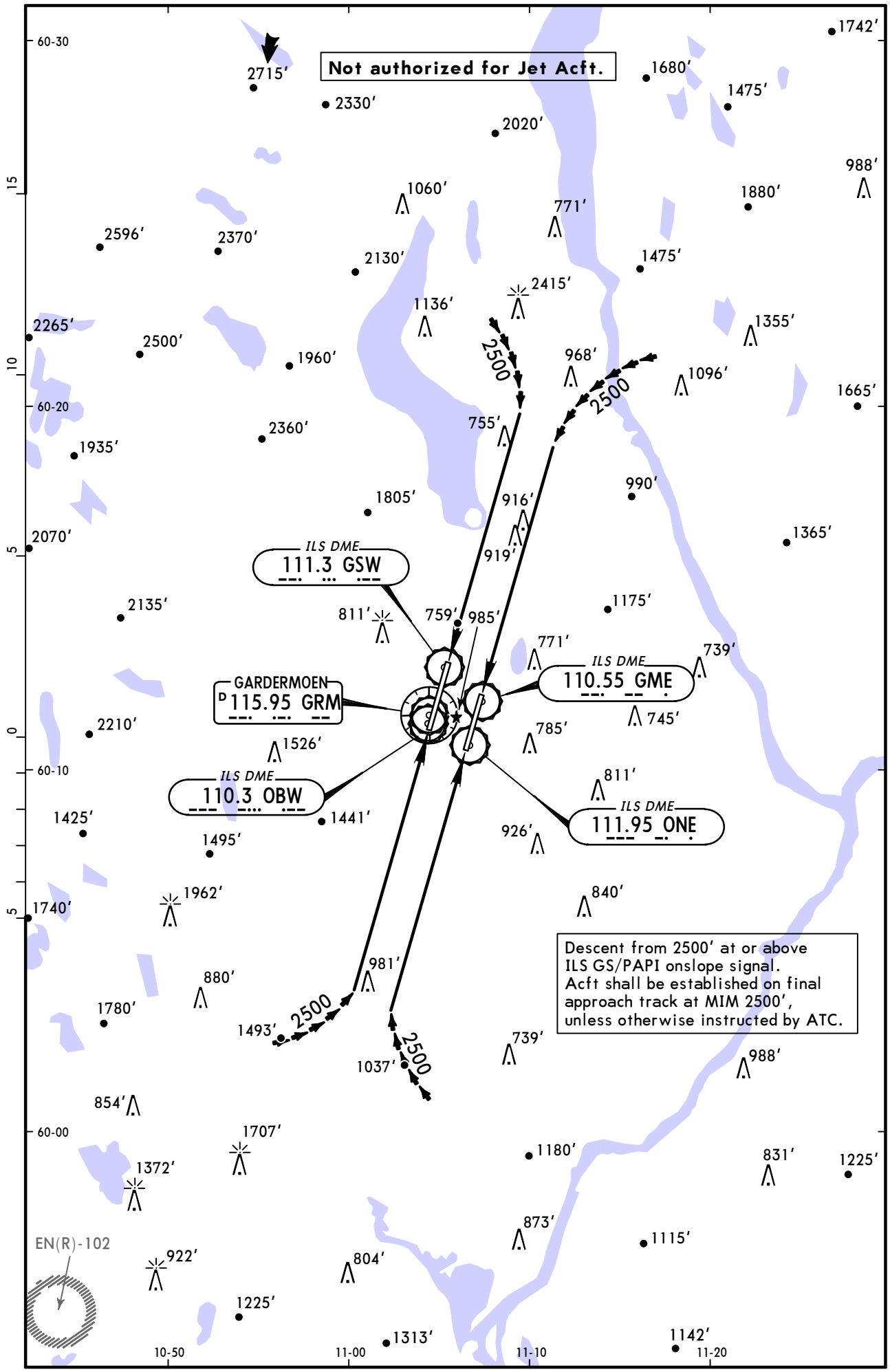
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ENGM/OSL

JEPPESEN
1 APR 11 (19-10) Eff 7 Apr

OSLO, NORWAY
GARDERMOEN

VISUAL APPROACH PROCEDURES

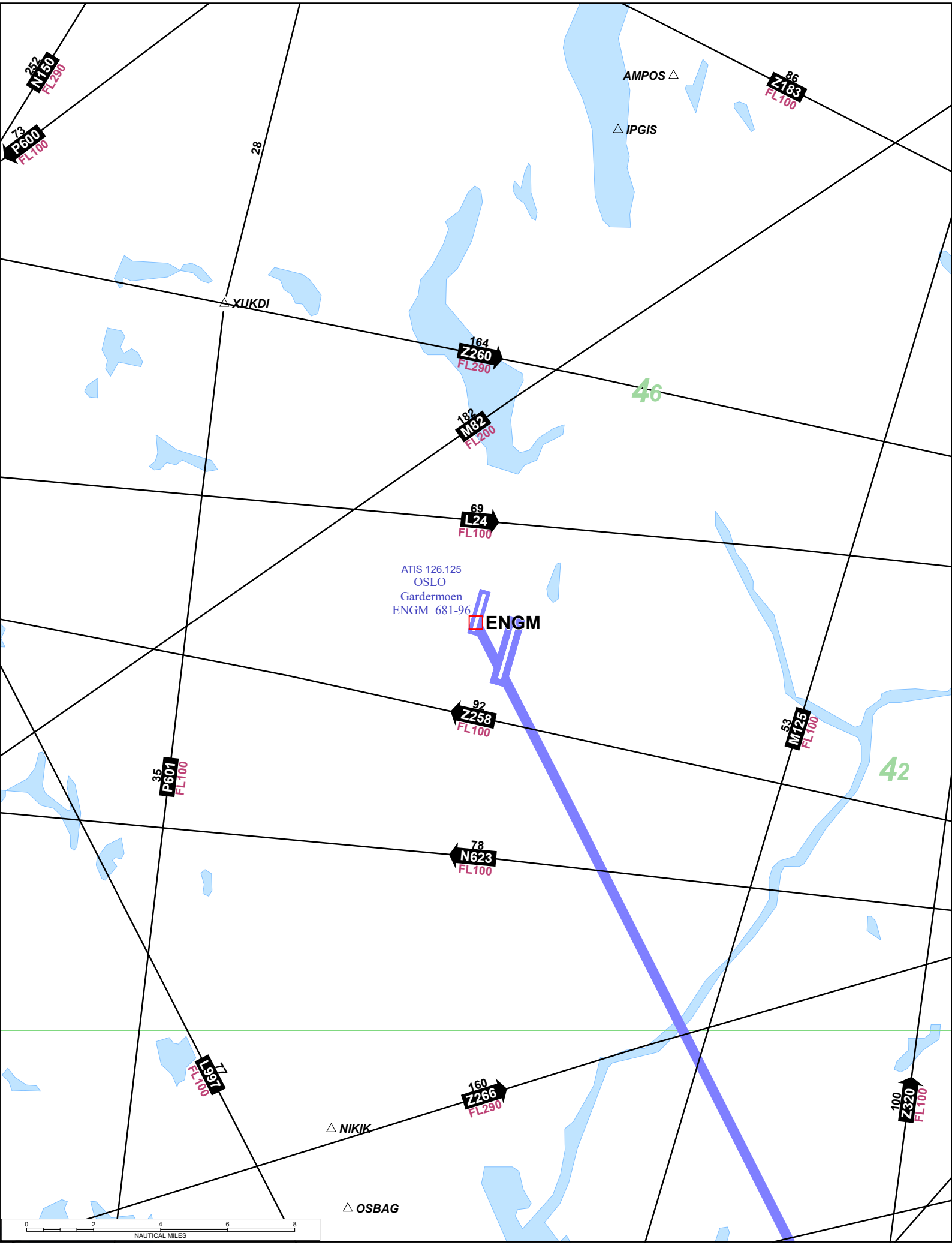


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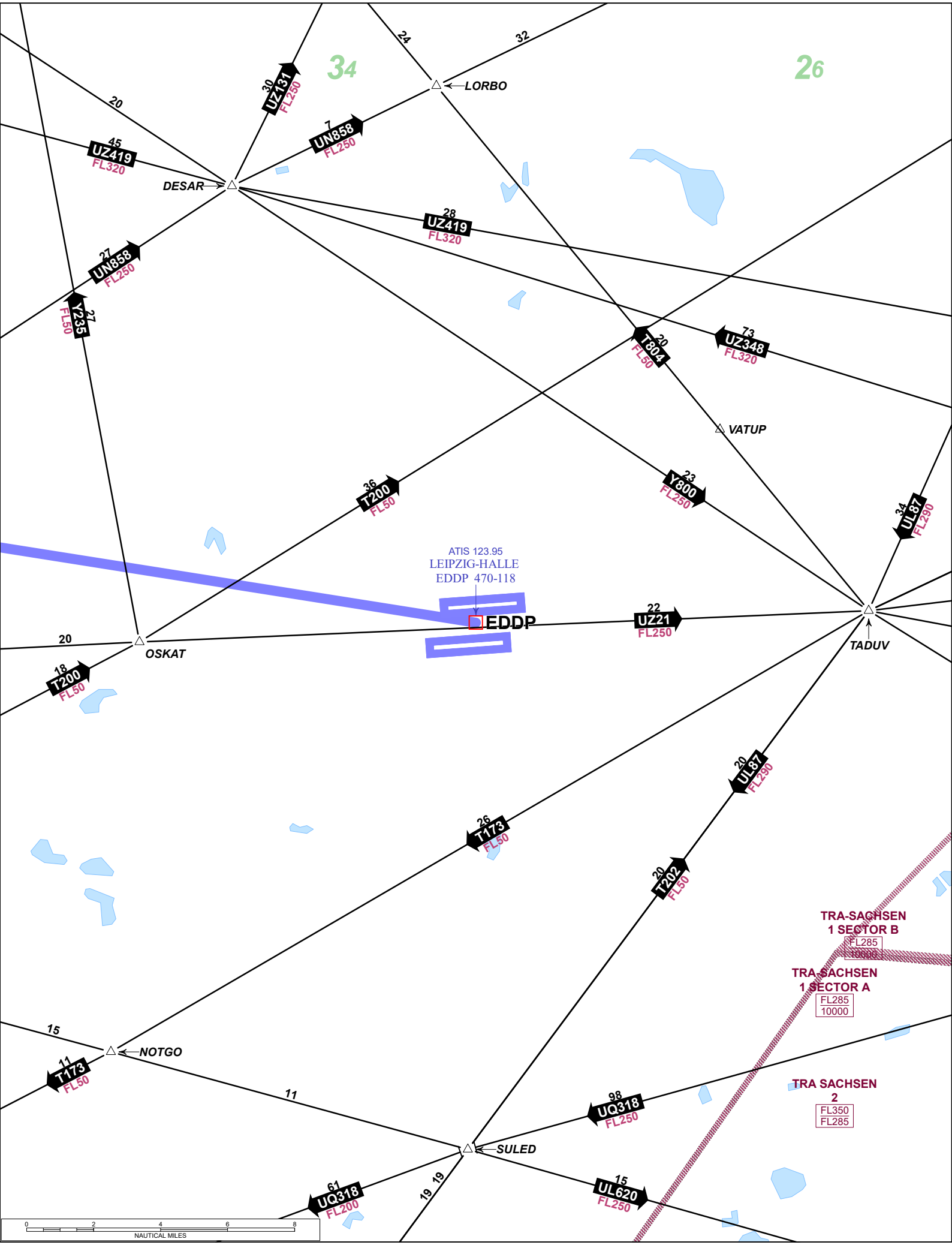
DEPARTURE (ENGM -> EDDP): ENGM (Gardermoen)

NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 08 Sep 2015

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JeppView 3.6.2.0



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ENGM -> EDDP (Page 1 of 1)
NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:9430424 (1 inch = 129.34 naut mi). Printed on 08 Sep 2015

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JeppView 3.6.2.0



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1. GENERAL

1.1. ATIS

D-ATIS Arrival 126.125
D-ATIS Departure 127.150

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

This regulation applies at Oslo Gardermoen APT and in the airspace within Gardermoen CTR as well as within the outer limits of the Oslo TMA from ground level up to 10000' when departing from or landing at APT.

Exceptions:

- Propeller ACFT with MTOW less than or equal to 5700kg;
- Helicopters operated according to visual flight rules (VFR);
- Calibration flights;
- Ambulance flights and in-flight emergencies;
- Flights related to fire fighting or search and rescue;
- Military flights with fighter jets;
- Military flights related to test or training activities in the period 0700-2230LT, including touch-and-go circuits.

These noise restrictions do not apply to military flights:

Departures with ACFT not complying with noise regulations of ICAO Annex 16, Vol 1.5, edition July 2008 chapter 3 are not permitted in the period 1600-0800LT.
Departures with ACFT having a noise certification exceeding 88 EPNdB at departure are not permitted between 2400-0630LT.

Approach and landing with JET ACFT shall be carried out in a way that reduces noise as much as possible by using procedures for continuous descent, low power and low drag.

1.2.2. PREFERENTIAL RWY SYSTEM

Between 2230-2400LT, the following rules apply:

- For jets and propeller ACFT with MTOW exceeding 5700kg and four engines or more, RWY 01R and RWY 19R are to be used for landing and RWY 01L and 19L for departure (segregated RWY operations).
- For other traffic, RWY 01L and 19R must be used (single RWY operation), except in cases of RWY closure.

Between 2400-0630LT RWY 01L or 19R are to be used (single RWY operation). In special situations segregated RWY operation may be used when this is required for efficient traffic regulation. When weather conditions require the use of ILS CAT II/III, RWY 01R may be used for arrivals.

1.2.3. REVERSE THRUST

Between 2230-0630LT jet engine reversal beyond idle reverse is not permitted after landing.

1.2.4. RUN-UP TESTS

All engine testing beyond idle power shall be done at the APT engine testing site. Time booking for use of the test site should be addressed to OSL Gate Allocation Office, Tel.: +47 6481 30 50.

1.2.5. AUXILIARY POWER UNIT (APU)

Between 2230-0630LT the use of APU after arrival at or before departure from a parking stand supplied with a ground power unit and air conditioning, must not exceed five minutes. This limitation does not apply when ambient air temperature at the parking stands is below 15° Celsius or above +20° Celsius.

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1. GENERAL

1.3. LOW VISIBILITY PROCEDURES

Pilots will be informed when low visibility procedures are in operation via ATIS or RTF. Pilots will be informed when low visibility procedures are cancelled via RTF.

Low visibility procedures are prompted by ATC, normally when RVR is less than 1000m or ceiling is less than 300'. Low visibility procedure will normally be in operation when RVR is less than 550m and ceiling less than 200'.

Surface movement radar is normally available to ATC.

Pilots are to delay the call "RWY vacated" until the ACFT has completely passed the end of the green/yellow colour coded TWY centerline lights.

During visibility condition when RVR is less than 350m, RWY entries/exits are available as follows:

RWY	01L	01R	19L	19R
RWY entry	A1, A2, A4, A5, C1	B1, B2	B6, B7, B8, B9	A9, C3, C1
RWY exit	A9, C1, C3	B6, B7, B8, B9	B1, B2	A5, A4, A2, A1, C3, C1
RWY crossing points	A7 to C3 and vice versa (TWY C3 code letter C). C1 to A4 and vice versa (published Hot Spot).	Not applicable	Not applicable	A7 to C3 and vice versa (TWY C3 code letter C). C1 to A4 and vice versa (published Hot Spot).

TWY lights on other entries/exits will be switched off.

In visibility condition 3 (RVR less than 350m) selected stopbars are operated at intermediate holding positions.

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.4.1. OPERATION OF MODE S TRANSPONDERS WHEN ACFT IS ON THE GROUND

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

Pilots shall select AUTO mode and assigned Mode A code.

If AUTO mode is not available, select ON (e.g. XPDR) and assigned Mode A code:

- From the request for push-back or taxi, whichever is earlier;
- After landing, until the ACFT is parked;
- When parked, set Mode A code 2000 before selecting OFF or STBY.

Pilots of ACFT equipped with a Mode S transponder with an ACFT ident function, shall set the ACFT ident from the request for push-back or taxi, whichever is earlier.

The ACFT ident to be used shall be the ICAO-defined format as specified in item 7 of the ICAO flight plan.

To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not comprised, TCAS should not be selected before receiving the clearance to line-up. It should be turned off after vacating the RWY.

ACFT not equipped with Mode S transponder shall select Mode A/C and the assigned Mode A code. If no code has been assigned, select Mode A/C and a non-discrete code according to Norway AIP ENR 1.6, section 2.1.2. letter C.

1.5. TAXI PROCEDURES

Stop bars at CAT III holding points may be in operation during all visibility conditions.

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1. GENERAL

1.6. PARKING INFORMATION

On stands 11 and 13 thru 53 SAFEGATE available.

1.7. OTHER INFORMATION

Birds.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWYs 01R and 19R approved for CAT II/III operations, special aircrew and ACFT certification required.

2.2. TAXI PROCEDURES

Allowances shall be made for 10 min taxiing time.

When exiting at A4, A5, A6, B3, B4, B6 or B7, exit speed must be adjusted to allow for a gradually increasing curvature. Excessive speed through the curve may incur a risk of TWY excursion under low friction conditions.

2.3. OTHER INFORMATION

2.3.1. POINT MERGE SYSTEM (PMS)

STARs are based on PMS and accommodate Basic Continuous Descent Operations. ACFT on STARs can expect clearance to the Merge Point (MP) when traffic permits, allowing for a precise sequencing whilst the ACFT maintains own lateral navigation.

When cleared direct to MP and also having received an instrument approach clearance, follow the transition from MP to final as stated in the relevant IAP.

Between 0030-0600LT the shortest distance from STAR starting point to MP may be seen as the expected track to the start of the IAP. Deviation from the track may be regarded as a delaying action.

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

3.1.1. GENERAL

SIDs RWY 01L, 19R/L: NADP2 to be used during climb-out with jet ACFT.
SIDs RWY 01R: NADP1 to be used during climb-out with jet ACFT.

3.2. DE-ICING

De-icing of ACFT may only be performed on the dedicated platforms.

On first contact report to Delivery, if the ACFT needs de-icing. ATC will forward the request to the de-icing coordinator. No call shall be made to the de-icing coordinator unless instructed by GARDERMOEN Ground when ACFT is approaching the de-icing platform.

ACFT equipped for Datalink Departure Clearance (DCL) and requiring de-icing, must enter REQ DEICE into the REMARKS/free text field, when requesting DEP clearance via DCL.

De-icing stand is assigned by the de-ice coordinator. Use full call sign when in contact with the de-icing coordinator.

De-icing is completed when a message including the ACFT callsign, details about the de-icing and the phrase "Equipment removed" is received from the de-ice coordinator via RTF. Do not move the ACFT until "all clear signal" (thumbs up) is given from ground crew and taxi instructions are received from ATC.

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3. DEPARTURE

Listening watch on last assigned ATC frequency is to be maintained during de-icing. Pilots are requested to maintain listening watch on the de-ice coordinator frequency until the ACFT is leaving the de-icing platform. Request for taxi instructions shall be forwarded to ATC. Specify RTF callsign and de-ice stand on which the ACFT is parked.

3.3. START-UP & PUSH-BACK

3.3.1. START-UP & PUSH-BACK

Request for start-up shall be made to GARDERMOEN Delivery when ACFT is ready for start-up/push-back (doors closed and tug connected) within TOBT +/- 5 MIN. Listening watch shall thereafter be maintained on GARDERMOEN Delivery.

GARDERMOEN Delivery sequences departing ACFT and will advise TSAT in case of delay.

GARDERMOEN Delivery will transfer ACFT is ready for start-up/push-back to GARDERMOEN Ground according to TSAT.

GARDERMOEN Ground will issue push-back clearance.

If ACFT is not ready for push-back/start-up within TOBT +/- 5 MIN, TOBT must be updated by the ground handling agent and ATC will set a new TSAT.

ACFT parked at the following stands will be pushed as follows:

- Stand 15, ACFT will be pushed to start-up position 2.
- Stand 39, ACFT will be pushed to start-up position 4.
- Stand 49, code A, B and C ACFT will be pushed to start-up position 10, facing East and code D and E ACFT will be pushed to start-up position 9 between TWYs L1 and L2, facing East.
- Stand 50, code D and E ACFT will be pushed to start-up position 8, facing North on TWY F.
- Stands 46R and 48, code E ACFT will be pushed to start-up position 16 facing West or start-up position 17 or 18 facing East, instructed by Ground control.
- Stand 51, ACFT will be pushed to start-up position 7, facing South.
- Stand 53, code D and E ACFT will be pushed to start-up position 8, except B757-200/300.
- Stand 171L, ACFT will be pushed to start-up position 3.
- Stands 186 and 188, ACFT will be pushed to start-up position 7 facing South.
- Stands 201L and 203L, code D, E and F ACFT will be pushed to start-up position 12 facing North and to start-up position 13 facing South.
- Stands 205 and 206, ACFT will be pushed to start-up position 14 facing South or North, instructed by Ground control.
- Stands 207 thru 208R, ACFT will be pushed to start-up position 15 facing South or North, instructed by Ground control.

Optional push-back available after coordination with GARDERMOEN Ground:

- Stand 41, ACFT will be pushed to start-up position 4.
- Stands 171 and 172, ACFT will be pushed to start-up position 3.
- Stands 173 thru 176, ACFT will be pushed to start-up position 1.
- Stands 177 and 178, ACFT will be pushed to start-up position 2, facing East.
- Stands 181 and 182, ACFT will be pushed to start-up position 5, facing East.
- Stands 183 thru 185 and 187, ACFT will be pushed to start-up position 6, facing East.
- Stands 38, 76, 89, 181 and 201, initial turn left after push-back.
- Stands 26, 81, 178 and 204, initial turn right after push-back.

Note: Push-back from stand 2, 3, 7, 93, 95 and 96 only available after incorrect positioning of ACFT during towing/parking in coordination with ATC.

To avoid blast at stands when turning out from start-up position to TWY, as little power as possible shall be used.

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3. DEPARTURE

3.3.2. DATALINK DEPARTURE CLEARANCE (DCL)

Datalink Departure Clearance is available by SITA or ARINC.

DCL is not available for NON-P-RNAV equipped ACFT.

Departing IFR flights are urged to use DCL when asking for clearances.

DCL is available 30 MIN before TOBT until TOBT. For flights not assigned TOBT, DCL is available 30 MIN before EOBT.

Jet ACFT receiving a PROP-SID shall verify this at first call to GARDERMOEN Ground.

Pilots shall ensure that SID and RWY for departure are in accordance with received clearance.

"Revert to voice" should be expected:

a. if clearance via DCL is not accepted within 5 MIN;
b. in case of major delay;
c. in case of technical failure;
d. in case ATC, for some reason, decide to use VHF communication for clearance delivery.

When receiving "Revert to voice", clearance shall be obtained by GARDERMOEN Delivery.

A clearance received by VHF communication always overrides a clearance received by DCL.

3.3.3. ATC CLEARANCE

Departing IFR flights unable to utilize DCL shall contact GARDERMOEN Delivery to obtain ATC clearance. Calls shall be addressed to CLR East or CLR West according to stand. CLR East is operating on the responsibility area of GND East, and CLR West is operating on the responsibility area of GND West. Specify stand number at first call. ATC clearance may be requested at the earliest 30 MIN prior anticipated engine startup (TOBT). Listening watch shall be maintained on current delivery frequency, if no instruction of frequency change has been given by GARDERMOEN Delivery.

3.4. APT COLLABORATIVE DECISION MAKING

3.4.1. TARGET OFF BLOCK TIME (TOBT)

Verified by Ground handling company at the latest 30 MIN before planned TOBT, and indicates the time when the completion of all ground handling activities (except de-icing) is expected and ACFT will be ready for start-up/push-back. TOBT updates are necessary to ensure foreseeable departure times, and as means for ATC to issue the correct TSAT.

3.4.2. TARGET START-UP APPROVAL TIME (TSAT)

Set by ATC and indicates the time when clearance for start-up/push-back may be expected, to ensure correct departure sequence according to AD departure capacity. TSAT takes into account variable taxi time, de-icing (if necessary) and CTOT. TSAT is normally close to TOBT, but delays may occur when AD departure capacity is exceeded. The departure capacity is determined by MET conditions, de-icing capacity, RWY capacity and airspace capacity.

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3. DEPARTURE

3.5. OTHER INFORMATION

3.5.1. CALCULATED TAKE-OFF TIME (CTOT)

ACFT shall be ready for take-off at the RWY holding point not later than the CTOT.

ACFT must be ready for engine start on TSAT.

TSAT accounts for time for taxiing and de-icing as necessary, so the CTOT can be met.

Pilots must inform GARDERMOEN Delivery if start-up according to TSAT is not possible. Request for a new CTOT shall be made via the airline operator or the handling agent.

ACFT waiting for CTOT, with a wish to leave the parking stand, may request "Push and hold" to GARDERMOEN Delivery. "Push and hold" implies waiting at a different location at the AD, and is subject to approval from ATC based on availability.

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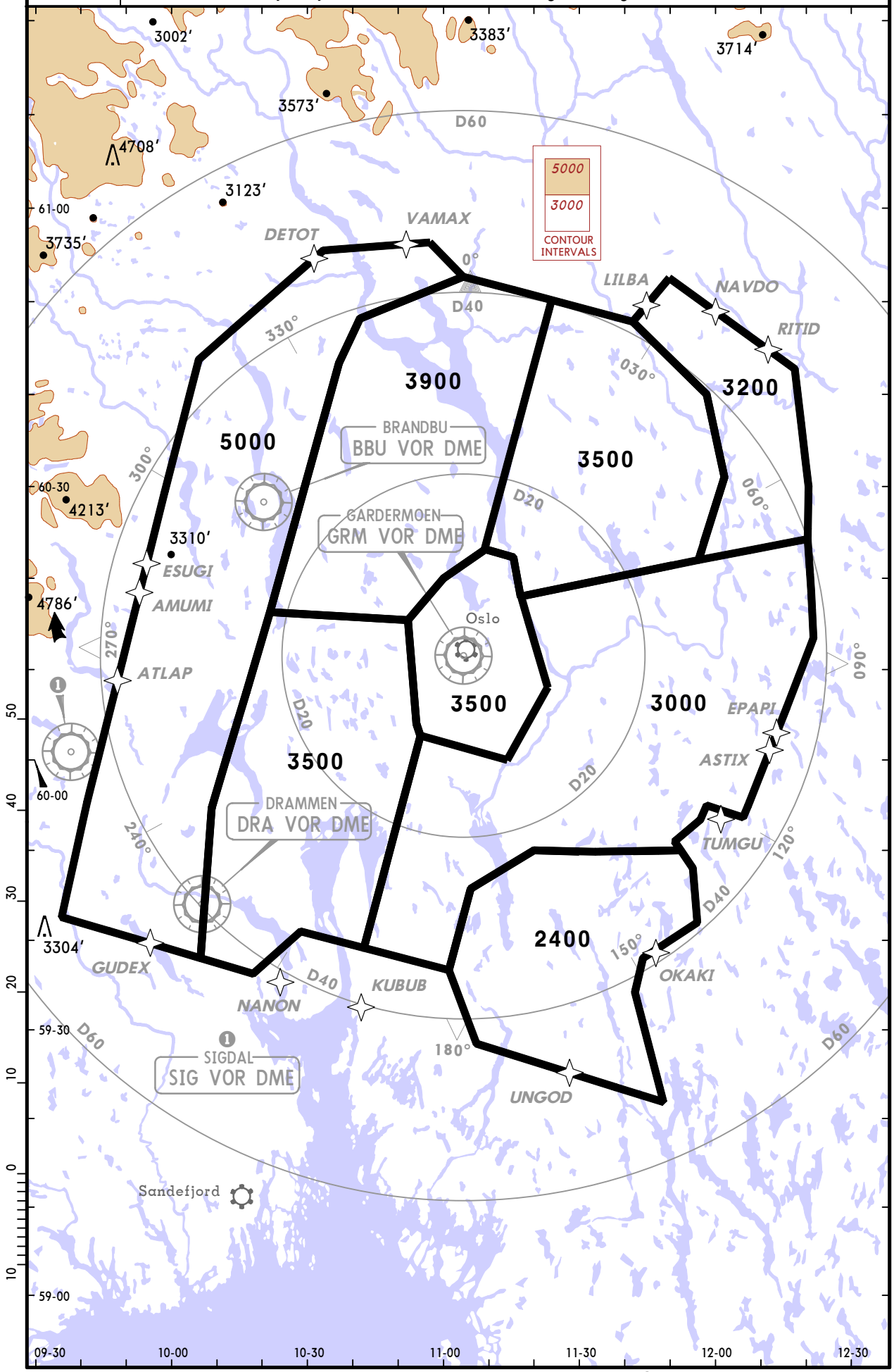
JEPPESEN 1 APR 11 (10-1R)

OSLO, NORWAY

Eff 7 Apr **RADAR MINIMUM ALTITUDES**

Apt Elev 681′

Alt Set: hPa Trans level: By ATC Trans alt: 7000′
1. Minimum safe altitudes are temperature correted down to 0° Celsius.
2. This chart may only be used for cross checking of assigned altitudes.



CHANGES: New chart.

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ENGM/OSL GARDERMOEN

OSLO, NORWAY

RNAV STAR

D-ATIS	Apt Elev
126.125	681′

Alt Set: hPa Trans level: By ATC Trans alt: 7000′

1. Class A GNSS shall not be used.
2. RADAR service shall be available.
3. Loss of RNAV capability, request vectoring.
4. Vectoring may be used when necessary.
5. Descend as cleared by ATC.

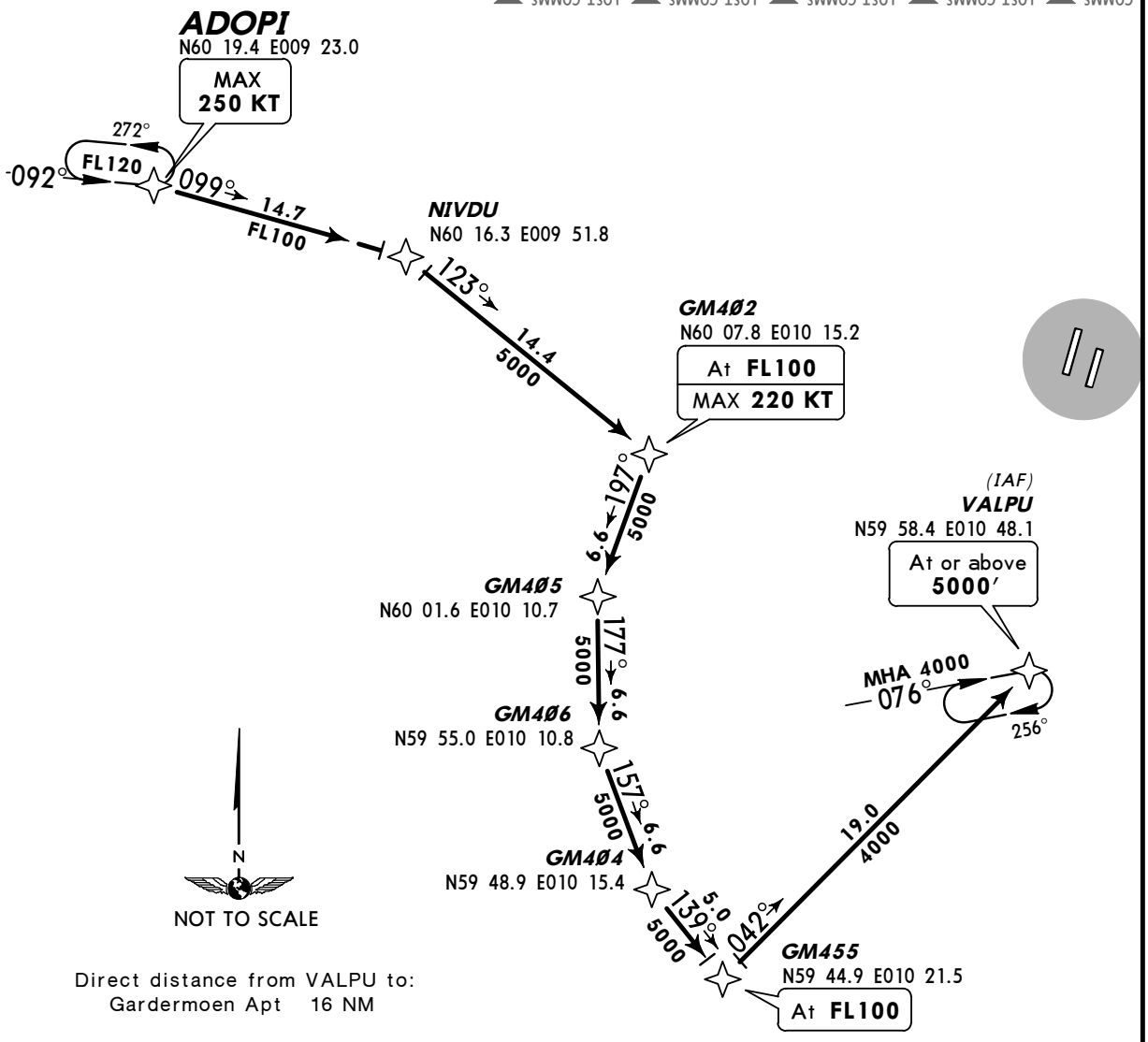
ADOPI THREE LIMA
(ADOPI 3L) *[ADOP3L]*
RWYS 01L/R RNAV ARRIVAL

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT UNLESS OTHERWISE INSTRUCTED

3900′
MSA
ARP

LOST COMMS Follow cleared or EXPECTED STAR until IAF, then start approach to the assigned runway without delay. If no specified runway for landing has been assigned, start approach to runway 01R without delay.



Direct distance from VALPU to:
Gardermoen Apt 16 NM

Clearance limit is VALPU holding.

Merging point is VALPU.

ROUTING

ADOPI (K250-) - NIVDU - GM402 (FL100; K220-) - GM405 - GM406 - GM404 - GM455 (FL100) - VALPU (5000′+).

CHANGES: RNAV STAR ADOPI 2L renumbered 3L & revised.

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ENGM/OSL GARDERMOEN

JEPPESEN 5 DEC 14 (10-2A) Eff 11 Dec

OSLO, NORWAY

RNAV STAR

D-ATIS	Apt Elev
126.125	681′

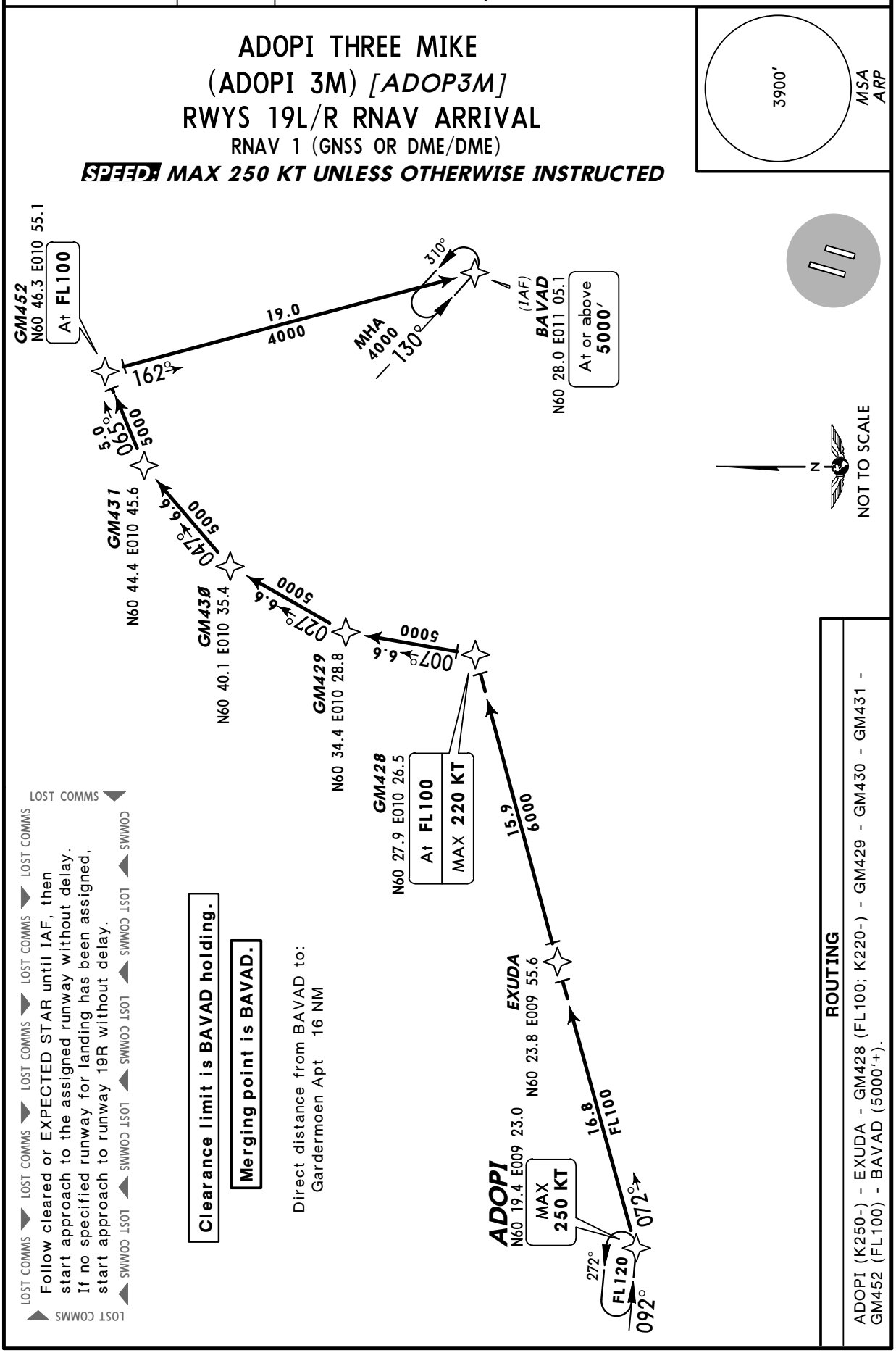
Alt Set: hPa Trans level: By ATC Trans alt: 7000′

1. Class A GNSS shall not be used.
2. RADAR service shall be available.
3. Loss of RNAV capability, request vectoring.
4. Vectoring may be used when necessary.
5. Descend as cleared by ATC.

ADOPI THREE MIKE
(ADOPI 3M) *[ADOP3M]*
RWYS 19L/R RNAV ARRIVAL

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT UNLESS OTHERWISE INSTRUCTED



CHANGES: RNAV STAR ADOPI 2M renumbered 3M & revised.

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ENGM/OSL GARDERMOEN

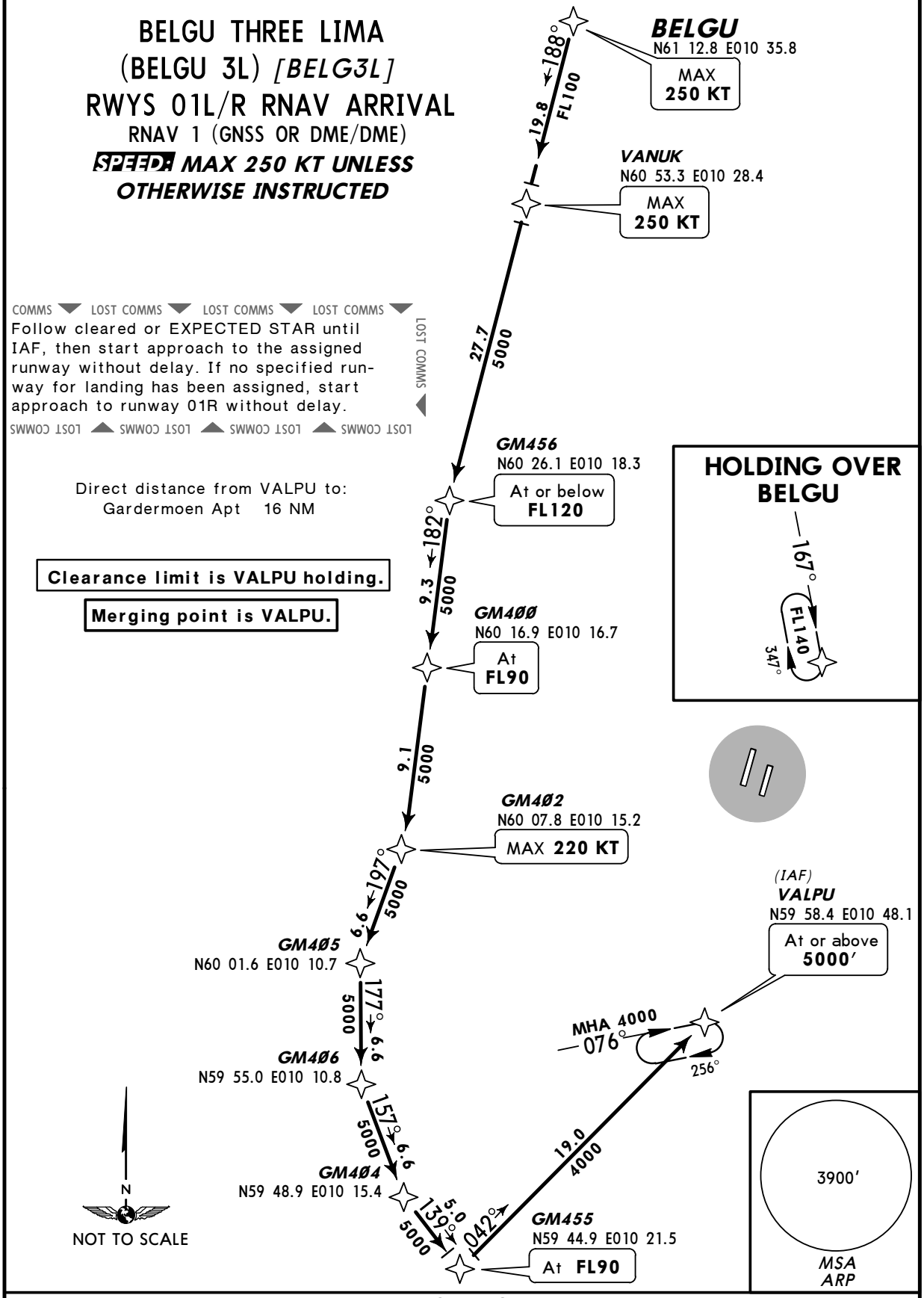
OSLO, NORWAY

RNAV STAR

D-ATIS	Apt Elev	
126.125	681′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Loss of RNAV capability, request vectoring. 4. Vectoring may be used when necessary. 5. Descend as cleared by ATC.

BELGU THREE LIMA
(BELGU 3L) *[BELG3L]*
RWYS 01L/R RNAV ARRIVAL
RNAV 1 (GNSS OR DME/DME)

SPEED MAX 250 KT UNLESS OTHERWISE INSTRUCTED



ROUTING

BELGU (K250-) - VANUK (K250-) - GM456 (FL120-) - GM400 (FL90) - GM402 (K220-) - GM405 - GM406 - GM404 - GM455 (FL90) - VALPU (5000′+).

CHANGES: RNAV STAR BELGU 2L renumbered 3L & revised.

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ENGM/OSL GARDERMOEN

JEPPESEN
5 DEC 14 (10-2C) Eff 11 Dec

OSLO, NORWAY

RNAV STAR

D-ATIS	Apt Elev
126.125	681′

Alt Set: hPa Trans level: By ATC Trans alt: 7000′
1. Class A GNSS shall not be used.
2. RADAR service shall be available.
3. Loss of RNAV capability, request vectoring.
4. Vectoring may be used when necessary.
5. Descend as cleared by ATC.

3900′
MSA
ARP

BELGU THREE MIKE
(BELGU 3M) *[BELG3M]*
RWYS 19L/R RNAV ARRIVAL
RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT UNLESS OTHERWISE INSTRUCTED

BELGU
N61 12.8 E010 35.8
MAX **250 KT**

155°
18.0
FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Follow cleared or EXPECTED STAR until IAF, then start approach to the assigned runway without delay. If no specified runway for landing has been assigned, start approach to runway 19R without delay.
▲ COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

AGNIL
N60 56.1 E010 49.9

11.3
5000

GM432
N60 45.7 E010 58.7
At **FL110**
MAX **220 KT**

6.3
5000
247°

227°
6.2
5000

GM433
N60 43.5 E010 46.7

207°
6.3
5000

GM434
N60 39.5 E010 37.0

107°

GM435
N60 34.0 E010 30.6
At **FL110**

18.1
4000

MHA 4000
130°
310°

(IAF)
BAVAD
N60 28.0 E011 05.1
At or above **5000′**

N
NOT TO SCALE

Clearance limit is BAVAD holding.

Merging point is BAVAD.

Direct distance from BAVAD to:
Gardermoen Apt 16 NM

HOLDING OVER BELGU

167°
FL140
347°

ROUTING

BELGU (K250-) - AGNIL - GM432 (FL110; K220-) - GM433 - GM434 - GM435 (FL110) - BAVAD (5000′+).

CHANGES: RNAV STAR BELGU 2M renumbered 3M & revised.

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ENGM/OSL
GARDERMOEN

JEPPESEN
20 MAR 15 (10-2D)

OSLO, NORWAY
RNAV STAR

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 7000′
126.125	681′	1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Loss of RNAV capability, request vectoring. 4. Vectoring may be used when necessary. 5. Descend as cleared by ATC.

ESEBA FOUR LIMA
(ESEBA 4L) [ESEB4L]
RWYS 01L/R RNAV ARRIVAL

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT UNLESS OTHERWISE INSTRUCTED

3900′
MSA
ARP

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

Follow cleared or EXPECTED STAR until IAF, then start approach to the assigned runway without delay. If no specified runway for landing has been assigned, start approach to runway 01R without delay.

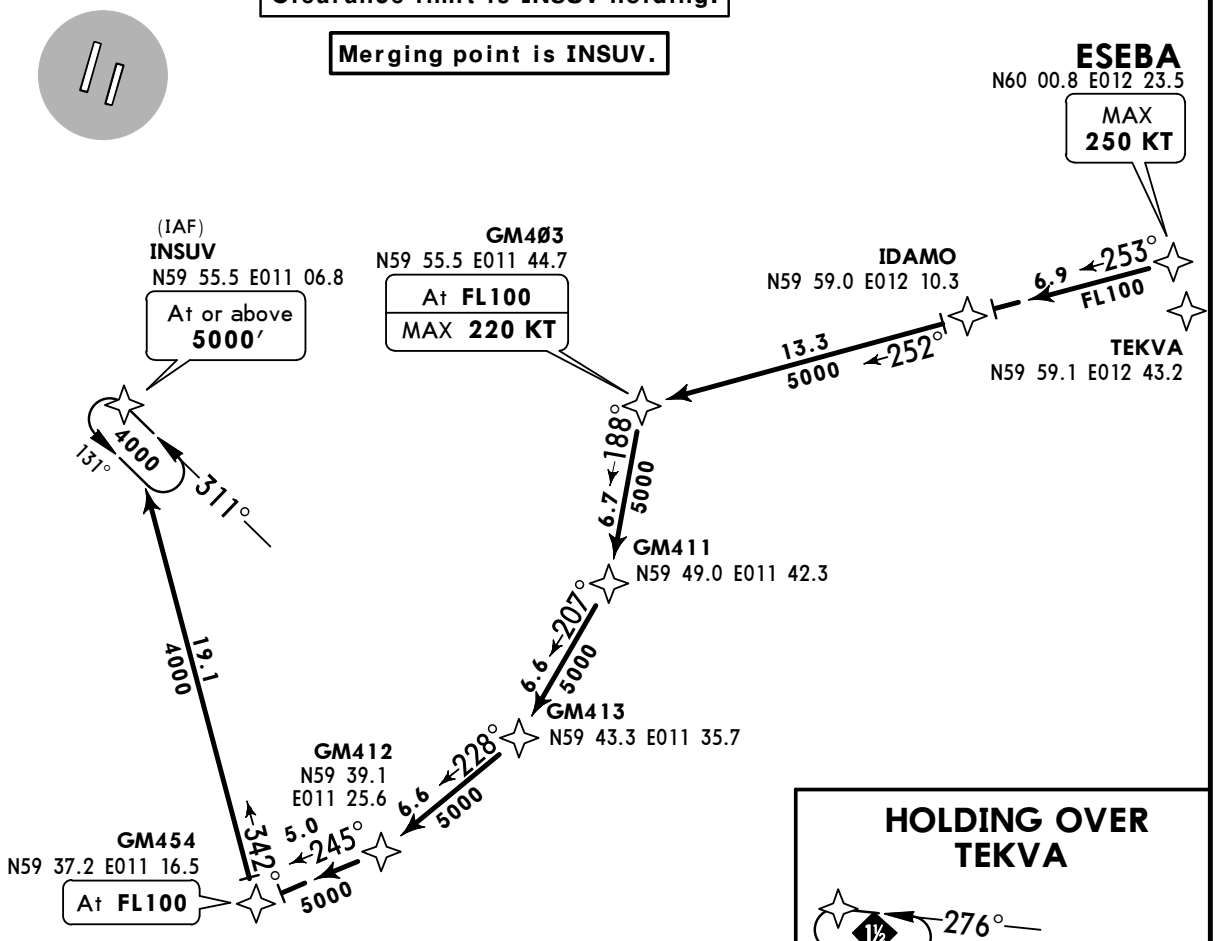
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

Direct distance from INSUV to:
Gardermoen Apt 17 NM

N
NOT TO SCALE

Clearance limit is INSUV holding.

Merging point is INSUV.



HOLDING OVER TEKVA

MHA FL100
MAX FL460
FL100-200 MAX 240KT
FL210-340 MAX 265KT
FL350-460 MAX MACH 0.83

ROUTING

ESEBA (K250-) - IDAMO - GM403 (FL100; K220-) - GM411 - GM413 - GM412 - GM454 (FL100) - INSUV (5000′+).

CHANGES: None.

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ENGM/OSL
GARDERMOEN

JEPPESEN
20 MAR 15 (10-2E)

OSLO, NORWAY
RNAV STAR

D-ATIS	Apt Elev
126.125	681′

Alt Set: hPa Trans level: By ATC Trans alt: 7000′
1. Class A GNSS shall not be used.
2. RADAR service shall be available.
3. Loss of RNAV capability, request vectoring.
4. Vectoring may be used when necessary.
5. Descend as cleared by ATC.

3900′
MSA
ARP

ESEBA FOUR MIKE
(ESEBA 4M) [ESEB4M]
RWYS 19L/R RNAV ARRIVAL
RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT UNLESS OTHERWISE INSTRUCTED

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Follow cleared or EXPECTED STAR until IAF, then
start approach to the assigned runway without delay.
If no specified runway for landing has been assigned,
start approach to runway 19R without delay.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

N
NOT TO SCALE

GM453
N60 38.7 E011 51.5
At **FL100**

5.0
6000
320°
223°

GM425
N60 34.7 E011 57.6

6.6
6000
337°

GM424
N60 28.5 E012 02.1

19.0
4000

6.6
6000
358°

GM423
N60 21.9 E012 02.0

(IAF)
TITLA
N60 25.3 E011 24.2
At or above **5000′**
075°
255°
MHA 4000

Direct distance from TITLA to:
Gardermoen Apt 16 NM

Clearance limit is TITLA holding.

Merging point is TITLA.

6.6
6000
018°

GM422
N60 15.8 E011 57.3
At **FL100**
MAX **220 KT**

13.7
6000

KEGET
N60 05.4 E012 15.3

6.2
FL100
316°

ESEBA
N60 00.8 E012 23.5
MAX **250 KT**

TEKVA
N59 59.1 E012 43.2

HOLDING OVER TEKVA

1½
276°
096°
MHA FL100
MAX FL460
FL100-200 MAX 240KT
FL210-340 MAX 265KT
FL350-460 MAX MACH 0.83

ROUTING

ESEBA (K250-) - KEGET - GM422 (FL100; K220-) - GM423 - GM424 - GM425 - GM453 (FL100) - TITLA (5000′+).

CHANGES: Reissue.

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ENGM/OSL GARDERMOEN

OSLO, NORWAY

RNAV STAR

D-ATIS	Apt Elev
126.125	681′

Alt Set: hPa Trans level: By ATC Trans alt: 7000′
1. Class A GNSS shall not be used.
2. RADAR service shall be available.
3. Loss of RNAV capability, request vectoring.
4. Vectoring may be used when necessary.
5. Descend as cleared by ATC.

INREX FOUR LIMA
(INREX 4L) *[INRE4L]*
RWYS 01L/R RNAV ARRIVAL
RNAV 1 (GNSS OR DME/DME)

SPEED MAX 250 KT UNLESS OTHERWISE INSTRUCTED

LOST COMMS
Follow cleared or EXPECTED STAR until IAF, then start approach to the assigned runway without delay. If no specified runway for landing has been assigned, start approach to runway 01R without delay.

HOLDING OVER INREX

192° FL120 012°

Direct distance from INSUV to:
Gardermoen Apt 17 NM

Clearance limit is INSUV holding.

Merging point is INSUV.

INREX
N61 00.8
E012 13.0
MAX **250 KT**

186° 15.0 FL100

SUSIB
N60 46.0
E012 08.3
MAX **250 KT**

33.4 6000

GM457
N60 13.1 E011 58.2
At or below **FL120**

198° 9.7 5000

GM401
N60 04.1 E011 51.2
At **FL90**

9.2 5000

GM403
N59 55.5 E011 44.7
MAX **220 KT**

188° 6.7 5000

GM411
N59 49.0 E011 42.3

207° 6.6 5000

GM413
N59 43.3 E011 35.7

228° 6.6 5000

GM412
N59 39.1
E011 25.6

245° 5.0 5000

GM454
N59 37.2 E011 16.5
At **FL90**

342° 19.1 4000

(IAF)
INSUV
N59 55.5 E011 06.8
At or above **5000′**

4000 131° 311°

NOT TO SCALE

3900′
MSA
ARP

ROUTING

INREX (K250-) - SUSIB (K250-) - GM457 (FL120-) - GM401 (FL90) - GM403 (K220-) - GM411 - GM413 - GM412 - GM454 (FL90) - INSUV (5000′+).

CHANGES: Reissue.

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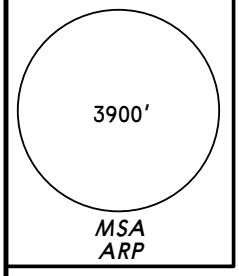
ENGM/OSL GARDERMOEN

OSLO, NORWAY

RNAV STAR

D-ATIS	Apt Elev
126.125	681′

Alt Set: hPa Trans level: By ATC Trans alt: 7000′
1. Class A GNSS shall not be used.
2. RADAR service shall be available.
3. Loss of RNAV capability, request vectoring.
4. Vectoring may be used when necessary.
5. Descend as cleared by ATC.



INREX FOUR MIKE
(INREX 4M) *[INRE4M]*
RWYS 19L/R RNAV ARRIVAL

RNAV 1 (GNSS OR DME/DME)

SPEED MAX 250 KT UNLESS OTHERWISE INSTRUCTED

LOST COMMS
Follow cleared or EXPECTED STAR until IAF, then start approach to the assigned runway without delay. If no specified runway for landing has been assigned, start approach to runway 19R without delay.

HOLDING OVER INREX



Direct distance from TITLA to:
Gardermoen Apt 16 NM

Clearance limit is TITLA holding.

Merging point is TITLA.

ROUTING

INREX (K250-) - IXUMA - GM418 (FL110; K220-) - GM419 - GM420 - GM421 (FL110) - TITLA (5000′+).

CHANGES: None.

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ENGM/OSL
GARDERMOEN

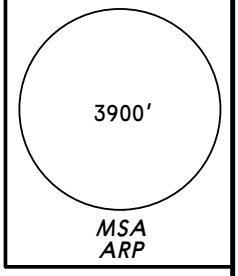
JEPPESEN
5 DEC 14 (10-2H) Eff 11 Dec

OSLO, NORWAY
RNAV STAR

D-ATIS	Apt Elev
126.125	681′

Alt Set: hPa Trans level: By ATC Trans alt: 7000′
1. Class A GNSS shall not be used.
2. RADAR service shall be available.
3. Loss of RNAV capability, request vectoring.
4. Vectoring may be used when necessary.
5. Descend as cleared by ATC.

LUNIP FOUR LIMA
(LUNIP 4L) *[LUNI4L]*
RWYS 01L/R RNAV ARRIVAL
RNAV 1 (GNSS OR DME/DME)
SPEED MAX 250 KT UNLESS OTHERWISE INSTRUCTED



LOST COMMS Follow cleared or EXPECTED STAR until IAF, then start approach to the assigned runway without delay. If no specified runway for landing has been assigned, start approach to runway 01R without delay.

(IAF)
INSUV
N59 55.5 E011 06.8
At or above **5000′**

131°
311°
MHA 4000
18.1
4000
288°

GM414
N59 49.3 E011 40.5
At **FL110**

028°
6.3
5000

GM415
N59 44.0 E011 34.2

047°
6.3
5000

GM417
N59 39.9 E011 24.6

067°
6.3
5000

GM416
N59 37.8 E011 13.0
At **FL110**
MAX **220 KT**

10.8
5000
350°

DEVKU
N59 27.1 E011 15.6
At or above **FL120**

16.3
5000
351°

LUNIP
N59 11.0 E011 18.9
MAX **250 KT**

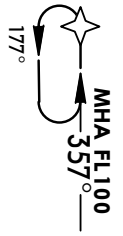
Direct distance from INSUV to:
Gardermoen Apt 17 NM

Clearance limit is INSUV holding.

Merging point is INSUV.

N
NOT TO SCALE

HOLDING OVER LUNIP



ROUTING

LUNIP (K250-) - DEVKU (FL120+) - GM416 (FL110; K220-) - GM417 - GM415 - GM414 (FL110) - INSUV (5000+).

CHANGES: RNAV STAR LUNIP 3L renumbered 4L & revised.

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ENGM/OSL GARDERMOEN

JEPPESEN
5 DEC 14 (10-2J) Eff 11 Dec

OSLO, NORWAY

RNAV STAR

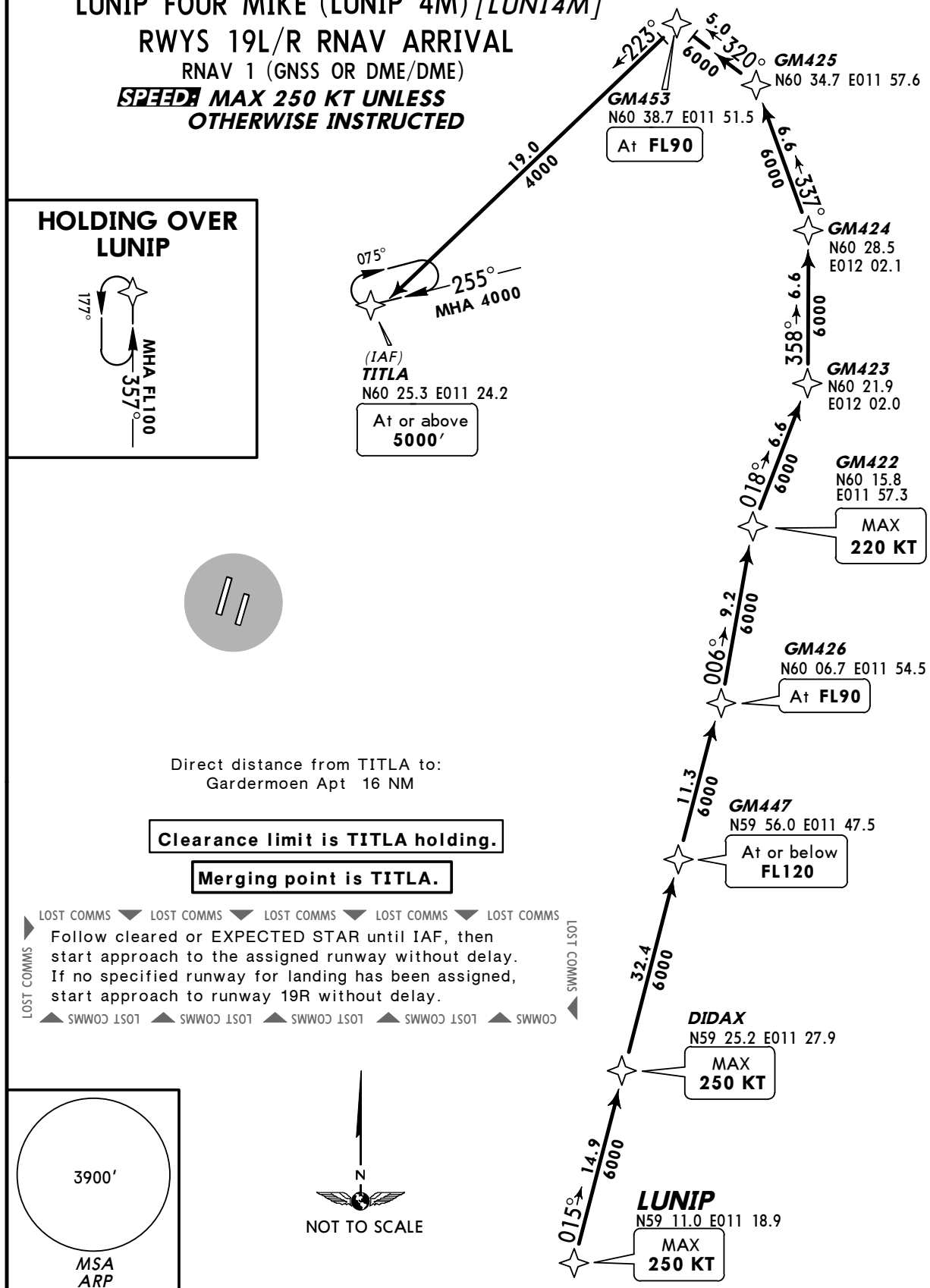
D-ATIS	Apt Elev	
126.125	681′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Loss of RNAV capability, request vectoring. 4. Vectoring may be used when necessary. 5. Descend as cleared by ATC.

LUNIP FOUR MIKE (LUNIP 4M) *[LUNI4M]*

RWYS 19L/R RNAV ARRIVAL

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT UNLESS OTHERWISE INSTRUCTED



ROUTING

LUNIP (K250-) - DIDAX (K250-) - GM447 (FL120-) - GM426 (FL90) - GM422 (K220-) - GM423 - GM424 - GM425 - GM453 (FL90) - TITLA (5000′+).

CHANGES: RNAV STAR LUNIP 3M renumbered 4M & revised.

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5 DEC 14 (10-2K) Eff 11 Dec

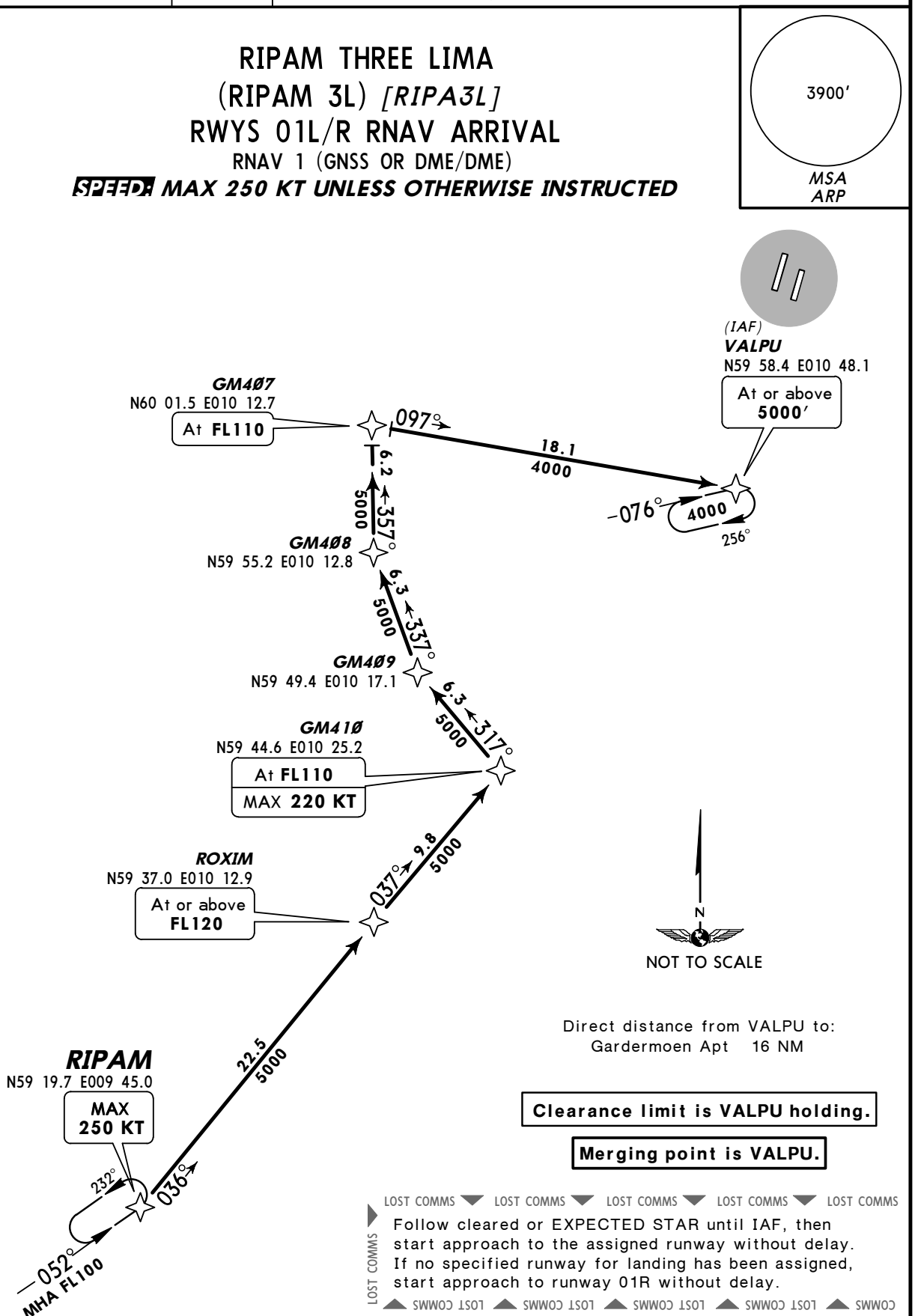
OSLO, NORWAY

RNAV STAR

D-ATIS	*Apt Elev*	
126.125	681′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Loss of RNAV capability, request vectoring. 4. Vectoring may be used when necessary. 5. Descend as cleared by ATC.

RIPAM THREE LIMA
(RIPAM 3L) *[RIPA3L]*
RWYS 01L/R RNAV ARRIVAL
RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT UNLESS OTHERWISE INSTRUCTED



Direct distance from VALPU to:
Gardermoen Apt 16 NM

Clearance limit is VALPU holding.

Merging point is VALPU.

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

Follow cleared or EXPECTED STAR until IAF, then start approach to the assigned runway without delay. If no specified runway for landing has been assigned, start approach to runway 01R without delay.

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

ROUTING

RIPAM (K250-) - ROXIM (FL120+) - GM410 (FL110; K220-) - GM409 - GM408 - GM407 (FL110) - VALPU (5000+).

CHANGES: RNAV STAR RIPAM 2L renumbered 3L & revised.

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ENGM/OSL GARDERMOEN

JEPPESEN 5 DEC 14 (10-2L) Eff 11 Dec

OSLO, NORWAY

RNAV STAR

D-ATIS	Apt Elev
126.125	681′

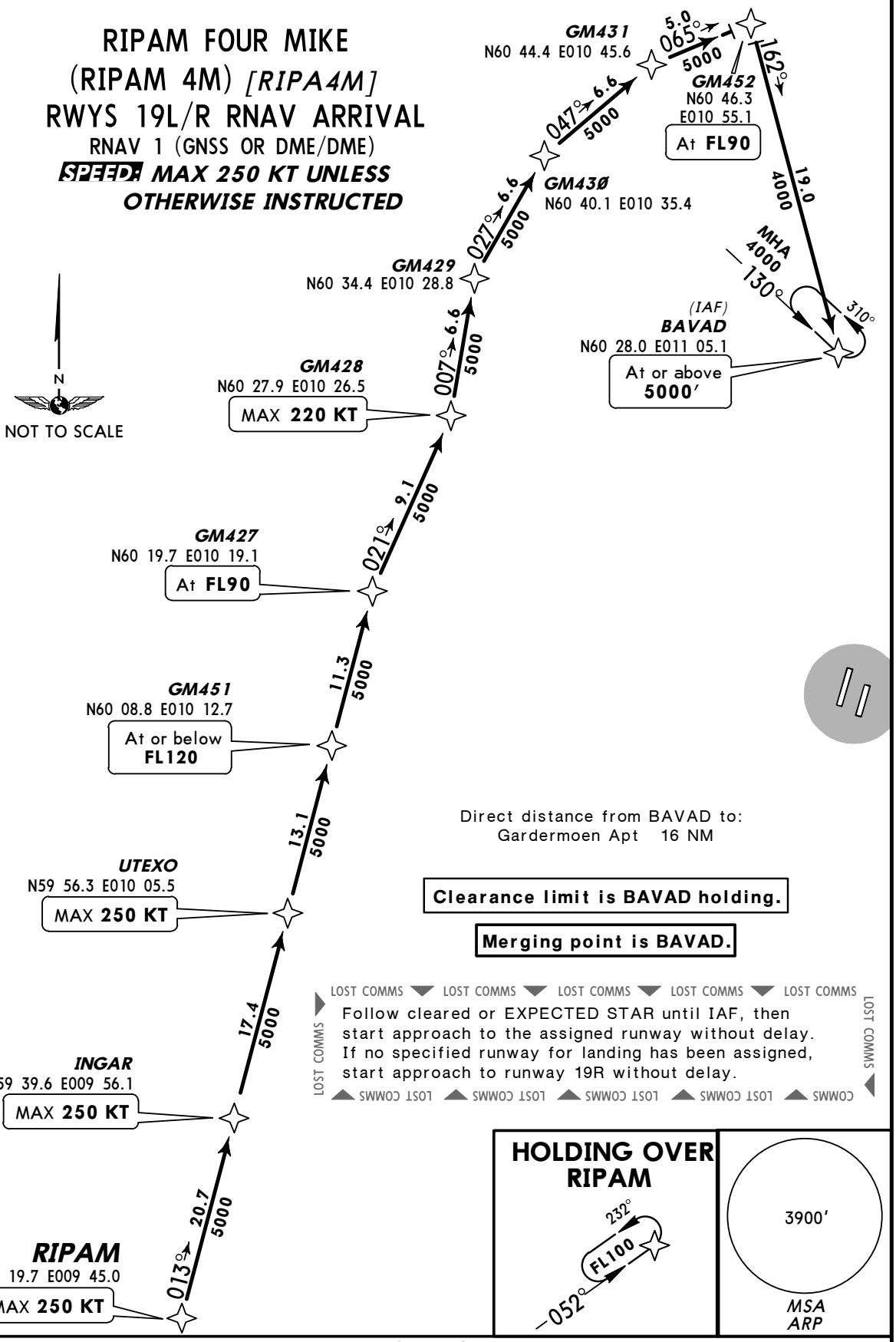
Alt Set: hPa Trans level: By ATC Trans alt: 7000′
1. Class A GNSS shall not be used.
2. RADAR service shall be available.
3. Loss of RNAV capability, request vectoring.
4. Vectoring may be used when necessary.
5. Descend as cleared by ATC.

RIPAM FOUR MIKE (RIPAM 4M) *[RIPA4M]*

RWYS 19L/R RNAV ARRIVAL

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT UNLESS OTHERWISE INSTRUCTED



Direct distance from BAVAD to:
Gardermoen Apt 16 NM

Clearance limit is BAVAD holding.

Merging point is BAVAD.

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

Follow cleared or EXPECTED STAR until IAF, then start approach to the assigned runway without delay. If no specified runway for landing has been assigned, start approach to runway 19R without delay.

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

HOLDING OVER RIPAM

ROUTING

RIPAM (K250-) - INGAR (K250-) - UTEXO (K250-) - GM451 (FL120-) - GM427 (FL90) - GM428 (K220-) - GM429 - GM430 - GM431 - GM452 (FL90) - BAVAD (5000′+).

CHANGES: RNAV STAR RIPAM 3M renumbered 4M & revised.

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ENGM/OSL GARDERMOEN

OSLO, NORWAY

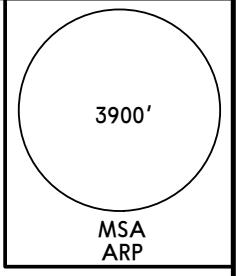
RNAV SID

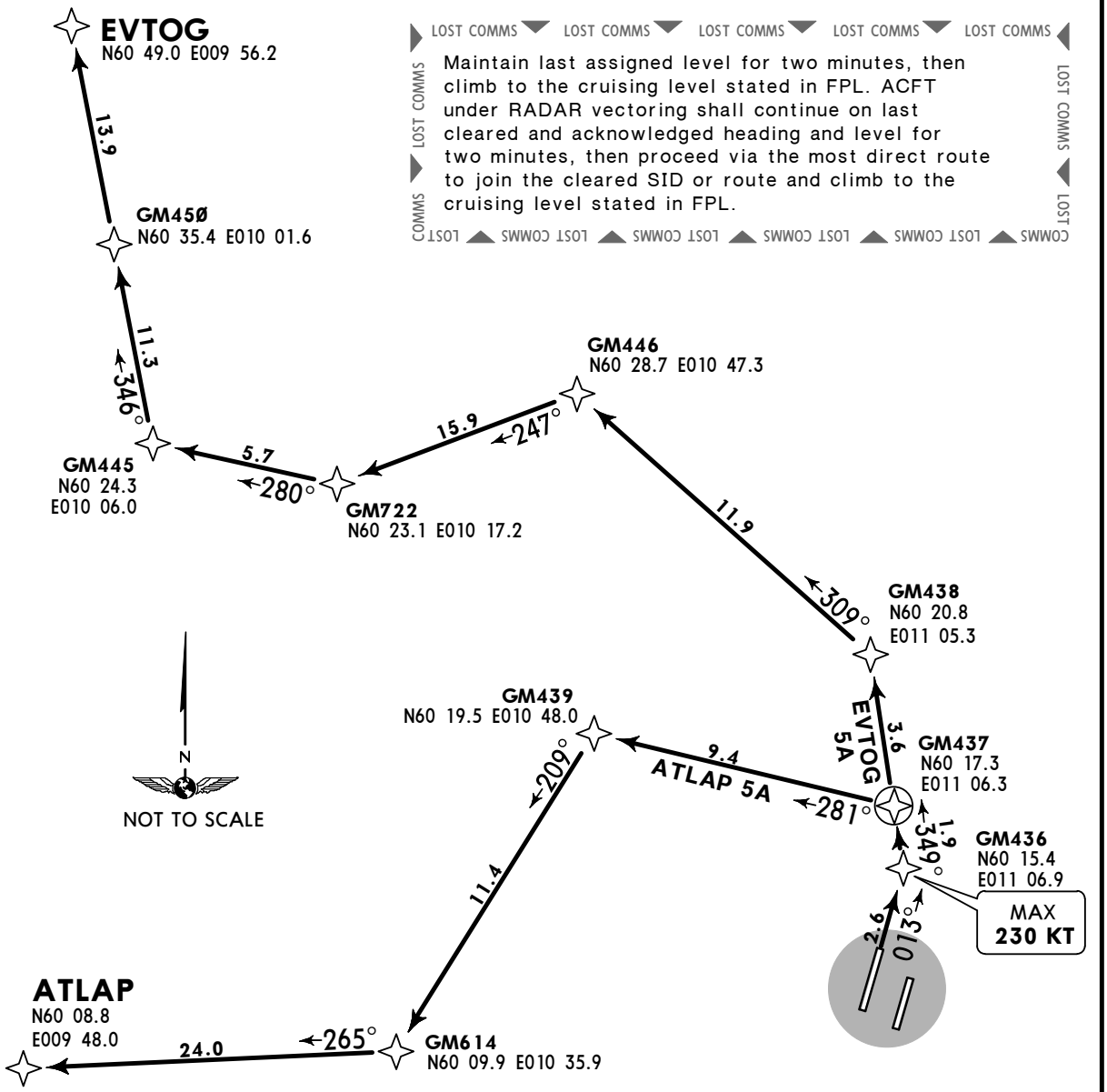
OSLO Approach	Apt Elev	
120.450	681′	Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Due to simultaneous parallel departures, change to OSLO Approach frequency shall always be initiated by GARDERMOEN Tower. 4. Non RNAV 1 equipped ACFT: at first contact with GARDERMOEN Delivery state 'Unable RNAV 1'. Omnidirectional departure available. 5. Enroute cruising level will be issued after take-off by OSLO Approach or OSLO Control.

ATLAP FIVE ALFA (ATLAP 5A) [ATLA5A]
EVTOG FIVE ALFA (EVTOG 5A) [EVTO5A]
RWY 01L RNAV DEPARTURES

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED





These SIDs require a minimum climb gradient of 316′ per NM (5.2%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
316′ per NM	395	527	790	1053	1317	1580

If unable to comply inform ATC.

Initial climb clearance **7000′**, EXPECT further climb by OSLO Approach.

SID	ROUTING
ATLAP 5A	On 013° track to GM436, to GM437, to GM439, to GM614, to ATLAP
EVTOG 5A	On 013° track to GM436, to GM437, to GM438, to GM446, to GM722, to GM445, to GM450, to EVTOG.

CHANGES: General instructions revised.

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ENGM/OSL GARDERMOEN

JEPPESEN
27 MAR 15 (10-3A) Eff 2 Apr

OSLO, NORWAY

RNAV SID

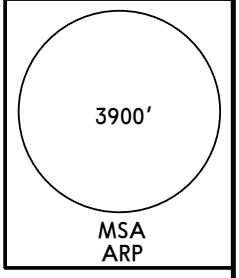
OSLO Approach	Apt Elev
118.475	681′

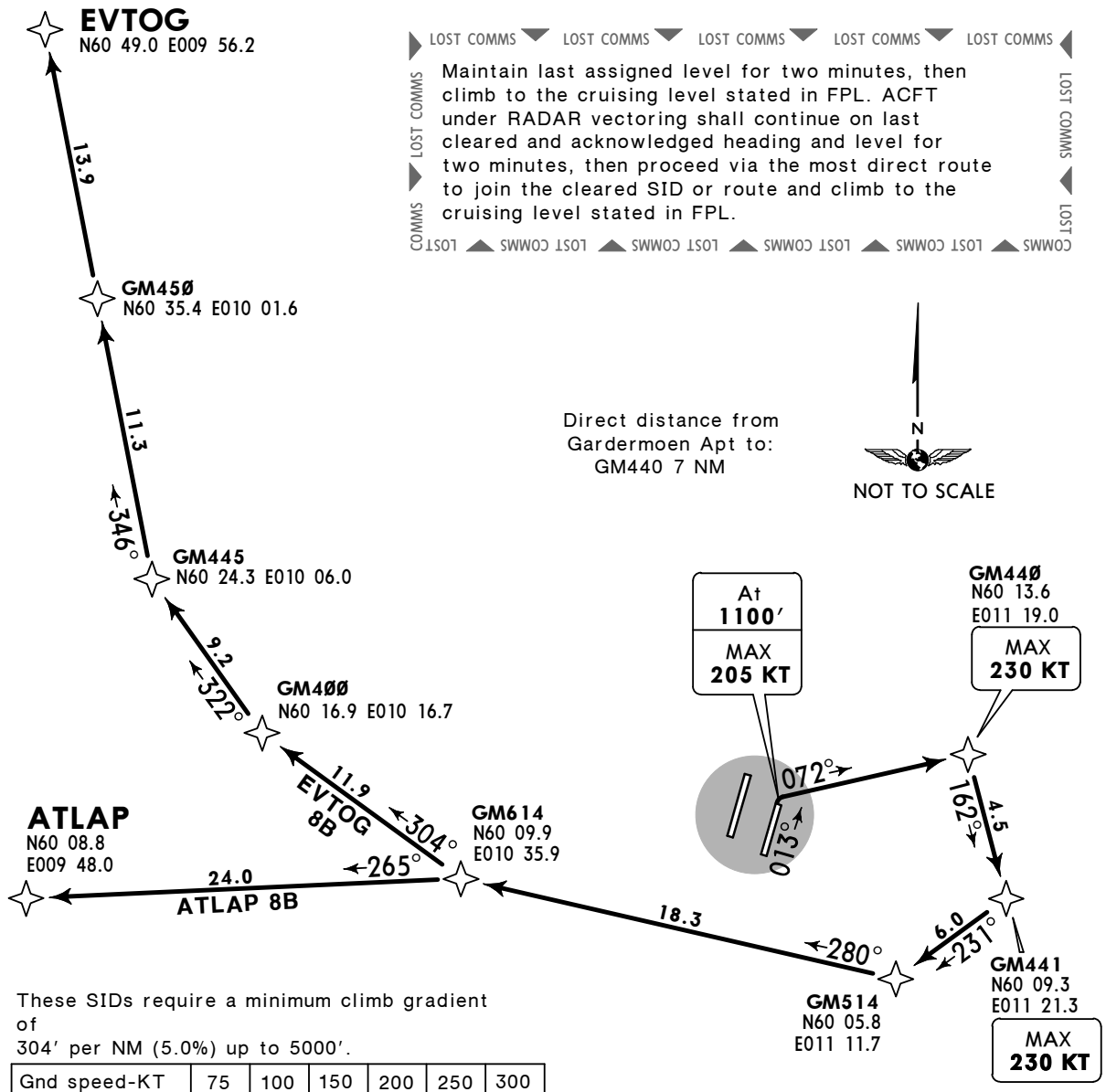
Trans level: By ATC Trans alt: 7000′
1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Due to simultaneous parallel departures, change to OSLO Approach frequency shall always be initiated by GARDERMOEN Tower. 4. Non RNAV 1 equipped ACFT: at first contact with GARDERMOEN Delivery state 'Unable RNAV 1'. Omnidirectional departure available. 5. Enroute cruising level will be issued after take-off by OSLO Approach or OSLO Control.

ATLAP EIGHT BRAVO (ATLAP 8B) [ATLA8B]
EVTOG EIGHT BRAVO (EVTOG 8B) [EVTO8B]
RWY 01R RNAV DEPARTURES

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED





These SIDs require a minimum climb gradient of 304′ per NM (5.0%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

If unable to comply inform ATC.

Initial climb clearance **7000′**, EXPECT further climb by OSLO Approach.

SID	ROUTING
ATLAP 8B	Climb on 013° track to 1100′, turn RIGHT on 072° track to GM440, turn RIGHT to GM441, to GM514, to GM614, to ATLAP.
EVTOG 8B	Climb on 013° track to 1100′, turn RIGHT on 072° track to GM440, turn RIGHT to GM441, to GM514, to GM614, to GM400, to GM445, to GM450, to EVTOG.

CHANGES: General instructions revised.

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ENGM/OSL
GARDERMOEN

JEPPESEN
27 MAR 15 (10-3B) Eff 2 Apr

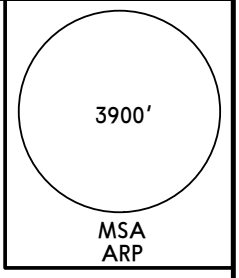
OSLO, NORWAY
RNAV SID

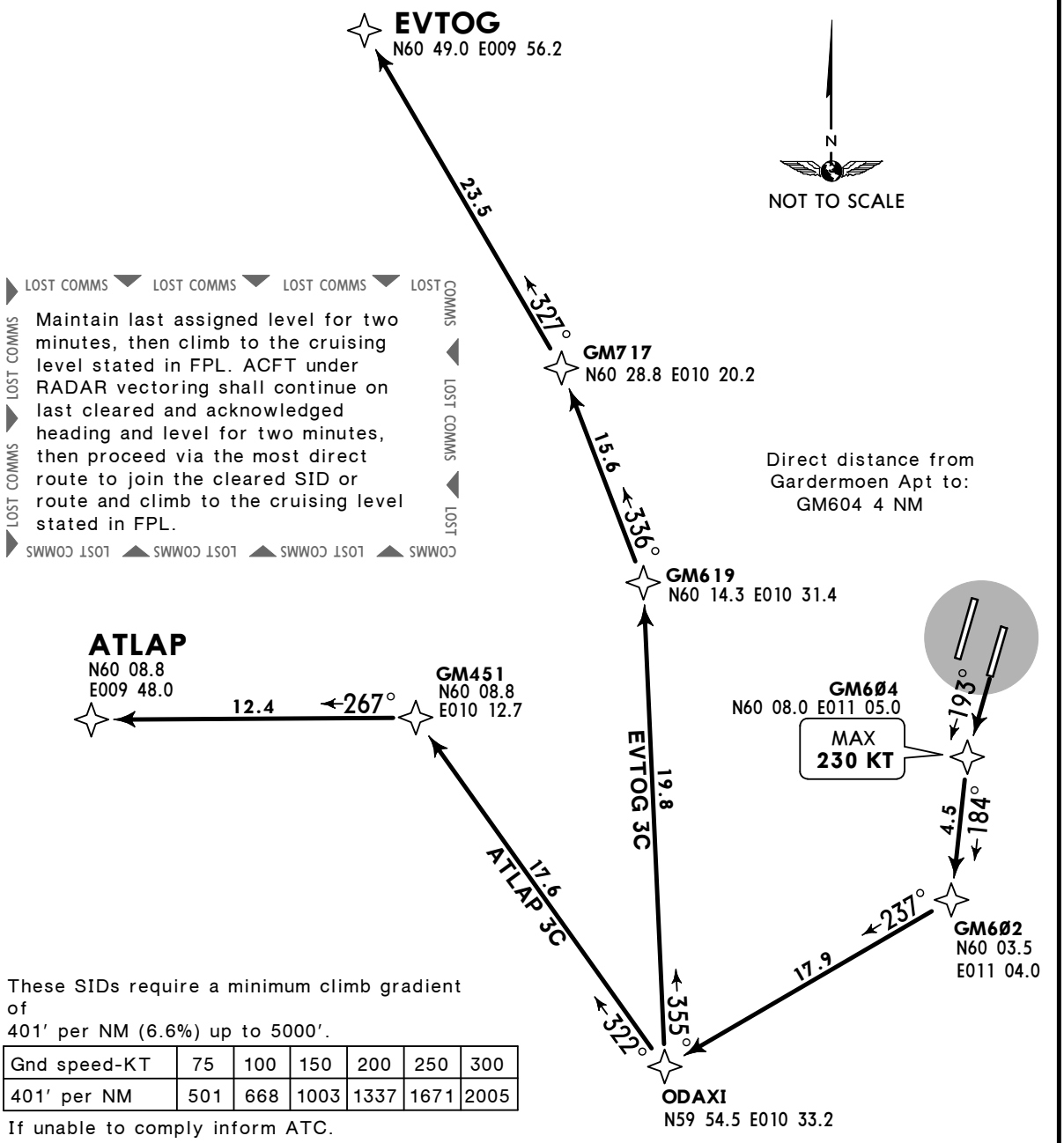
OSLO Approach	Apt Elev	
120.450	681′	Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Due to simultaneous parallel departures, change to OSLO Approach frequency shall always be initiated by GARDERMOEN Tower. 4. Non RNAV 1 equipped ACFT: at first contact with GARDERMOEN Delivery state 'Unable RNAV 1'. Omnidirectional departure available. 5. Enroute cruising level will be issued after take-off by OSLO Approach or OSLO Control.

ATLAP THREE CHARLIE (ATLAP 3C)[ATLA3C]
EVTOG THREE CHARLIE (EVTOG 3C)[EVTO3C]
RWY 19L RNAV DEPARTURES

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED





These SIDs require a minimum climb gradient of
401′ per NM (6.6%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
401′ per NM	501	668	1003	1337	1671	2005

If unable to comply inform ATC.

Initial climb clearance **7000′**, EXPECT further climb by OSLO Approach.

SID	ROUTING
ATLAP 3C	On 193° track to GM604, to GM602, to ODAXI, to GM451, to ATLAP.
EVTOG 3C	On 193° track to GM604, to GM602, to ODAXI, turn RIGHT to GM619, to GM717, to EVTOG.

CHANGES: General instructions revised.

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ENGM/OSL GARDERMOEN

OSLO, NORWAY

RNAV SID

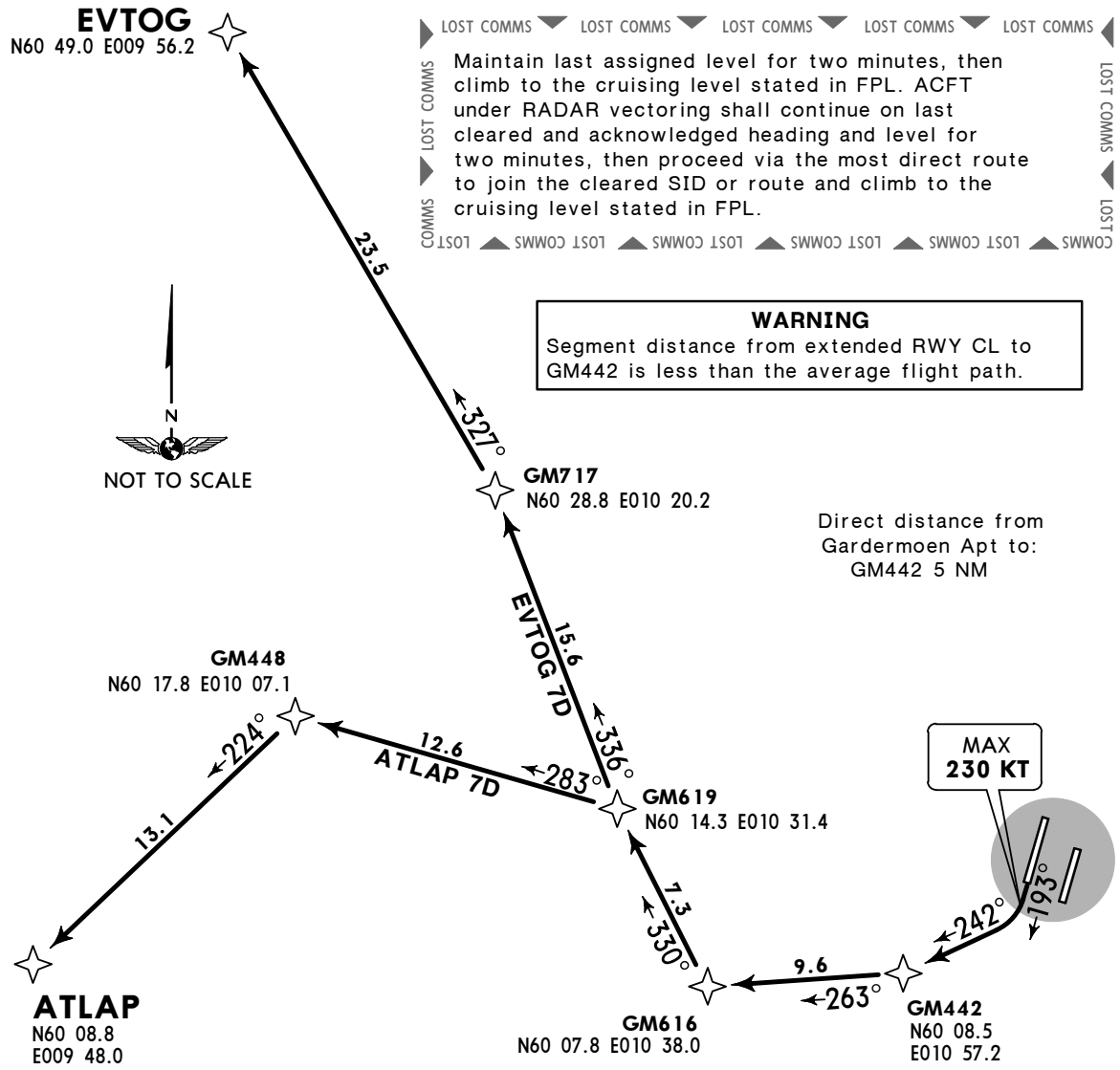
OSLO Approach	Apt Elev	
120.450	681′	Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Due to simultaneous parallel departures, change to OSLO Approach frequency shall always be initiated by GARDERMOEN Tower. 4. Non RNAV 1 equipped ACFT: at first contact with GARDERMOEN Delivery state 'Unable RNAV 1'. Omnidirectional departure available. 5. Enroute cruising level will be issued after take-off by OSLO Approach or OSLO Control.

ATLAP SEVEN DELTA (ATLAP 7D)[ATLA7D]
EVTOG SEVEN DELTA (EVTOG 7D)[EVTO7D]
RWY 19R RNAV DEPARTURES

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

3900′
MSA
ARP



These SIDs require a minimum climb gradient of 401′ per NM (6.6%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
401′ per NM	501	668	1003	1337	1671	2005

If unable to comply inform ATC.

Initial climb clearance **7000′**, EXPECT further climb by OSLO Approach.

SID	ROUTING
ATLAP 7D	Climb on 193° track, intercept 242° track to GM442, to GM616, to GM619, to GM448, to ATLAP.
EVTOG 7D	Climb on 193° track, intercept 242° track to GM442, to GM616, to GM619, to GM717, to EVTOG.

CHANGES: General instructions revised.

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ENGM/OSL GARDERMOEN

JEPPESEN
27 MAR 15 (10-3D) Eff 2 Apr

OSLO, NORWAY

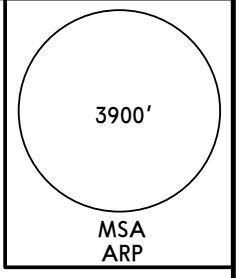
RNAV SID

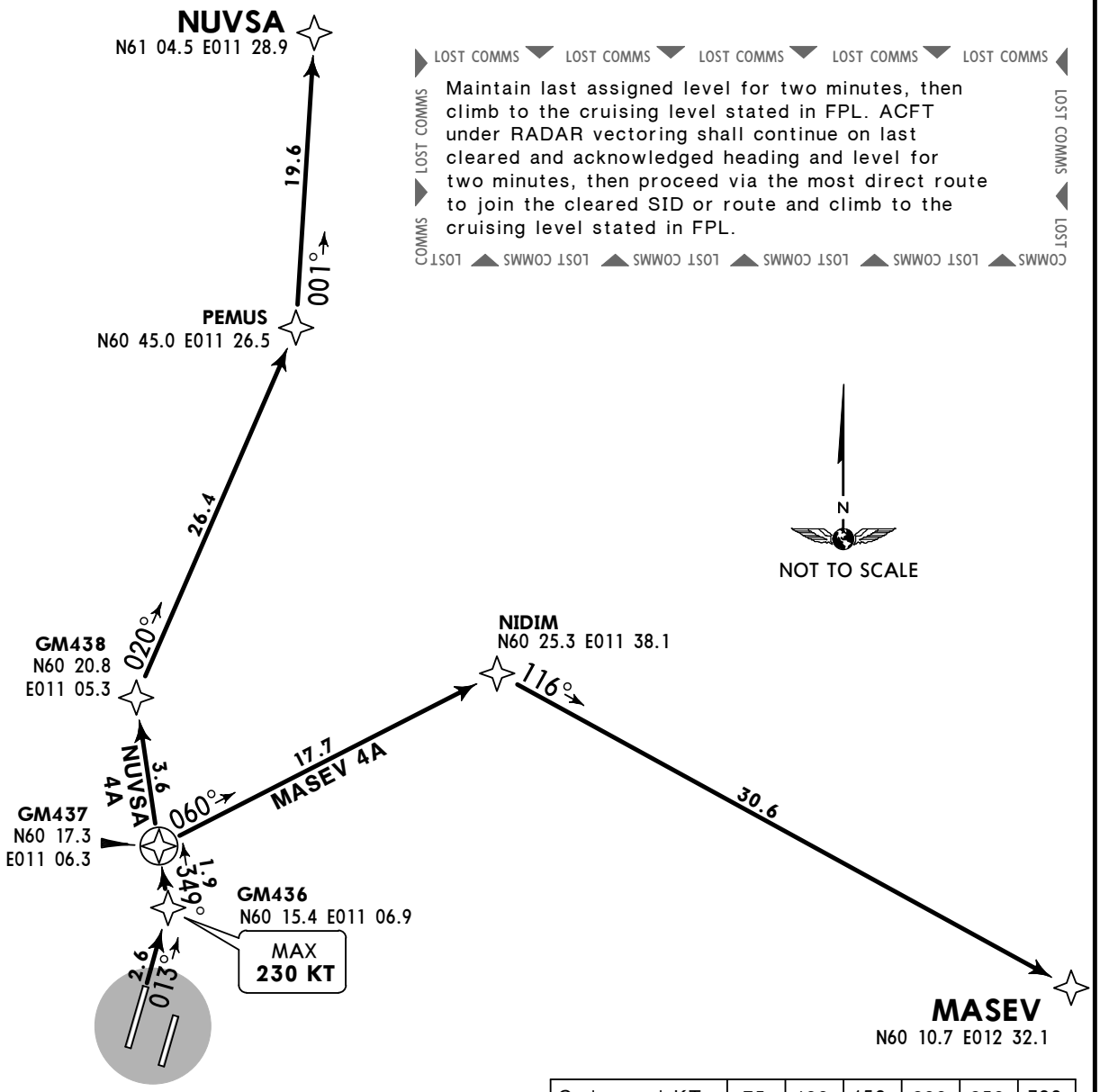
OSLO Approach	Apt Elev	
118.475	681′	Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Due to simultaneous parallel departures, change to OSLO Approach frequency shall always be initiated by GARDERMOEN Tower. 4. Non RNAV 1 equipped ACFT: at first contact with GARDERMOEN Delivery state 'Unable RNAV 1'. Omnidirectional departure available. 5. Enroute cruising level will be issued after take-off by OSLO Approach or OSLO Control.

MASEV FOUR ALFA (MASEV 4A) [MASE4A]
NUVSA FOUR ALFA (NUVSA 4A) [NUVS4A]
RWY 01L RNAV DEPARTURES

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED





These SIDs require a minimum climb gradient of
316′ per NM (5.2%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
316′ per NM	395	527	790	1053	1317	1580

If unable to comply inform ATC.

Initial climb clearance **7000′**, EXPECT further climb by OSLO Approach.

SID	ROUTING
MASEV 4A	On 013° track to GM436, to GM437, to NIDIM, to MASEV.
NUVSA 4A	On 013° track to GM436, to GM437, to GM438, to PEMUS, to NUVSA.

CHANGES: General instructions revised.

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ENGM/OSL GARDERMOEN

OSLO, NORWAY

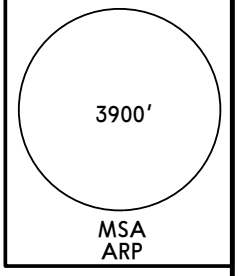
RNAV SID

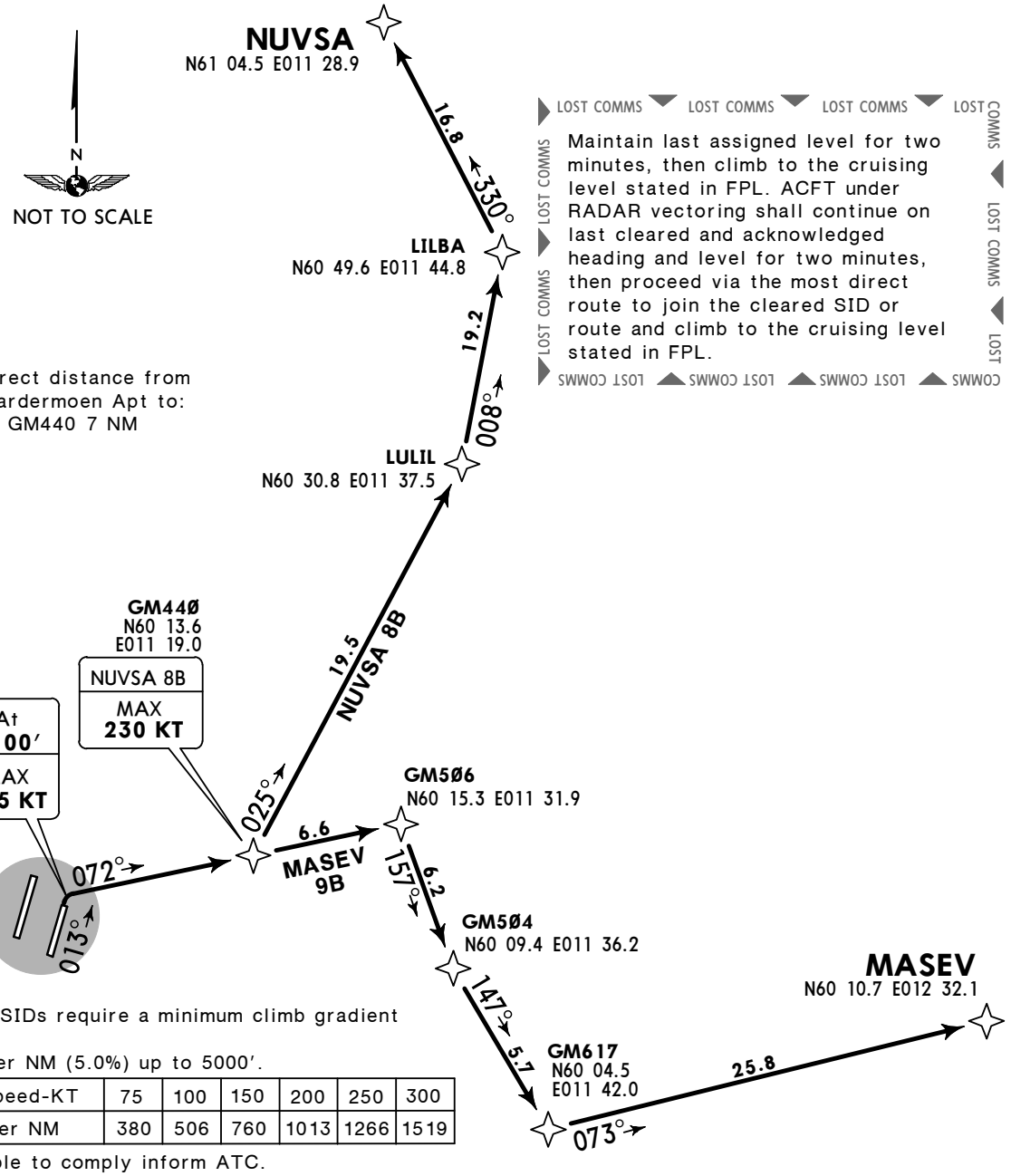
OSLO Approach	Apt Elev	
118.475	681′	Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Due to simultaneous parallel departures, change to OSLO Approach frequency shall always be initiated by GARDERMOEN Tower. 4. Non RNAV 1 equipped ACFT: at first contact with GARDERMOEN Delivery state 'Unable RNAV 1'. Omnidirectional departure available. 5. Enroute cruising level will be issued after take-off by OSLO Approach or OSLO Control.

MASEV NINE BRAVO (MASEV 9B) [MASE9B]
NUVSA EIGHT BRAVO (NUVSA 8B) [NUVS8B]
RWY 01R RNAV DEPARTURES

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED





These SIDs require a minimum climb gradient of
304′ per NM (5.0%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

If unable to comply inform ATC.

Initial climb clearance **7000′**, EXPECT further climb by OSLO Approach.

SID	ROUTING
MASEV 9B	Climb on 013° track to 1100′, turn RIGHT on 072° track to GM506, to GM504, to GM617, to MASEV.
NUVSA 8B	Climb on 013° track to 1100′, turn RIGHT on 072° track to GM440, to LULIL, to LILBA, to NUVSA.

CHANGES: General instructions revised.

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ENGM/OSL GARDERMOEN

OSLO, NORWAY

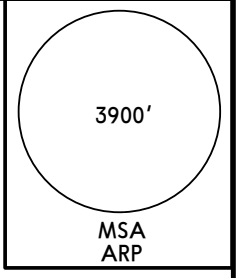
RNAV SID

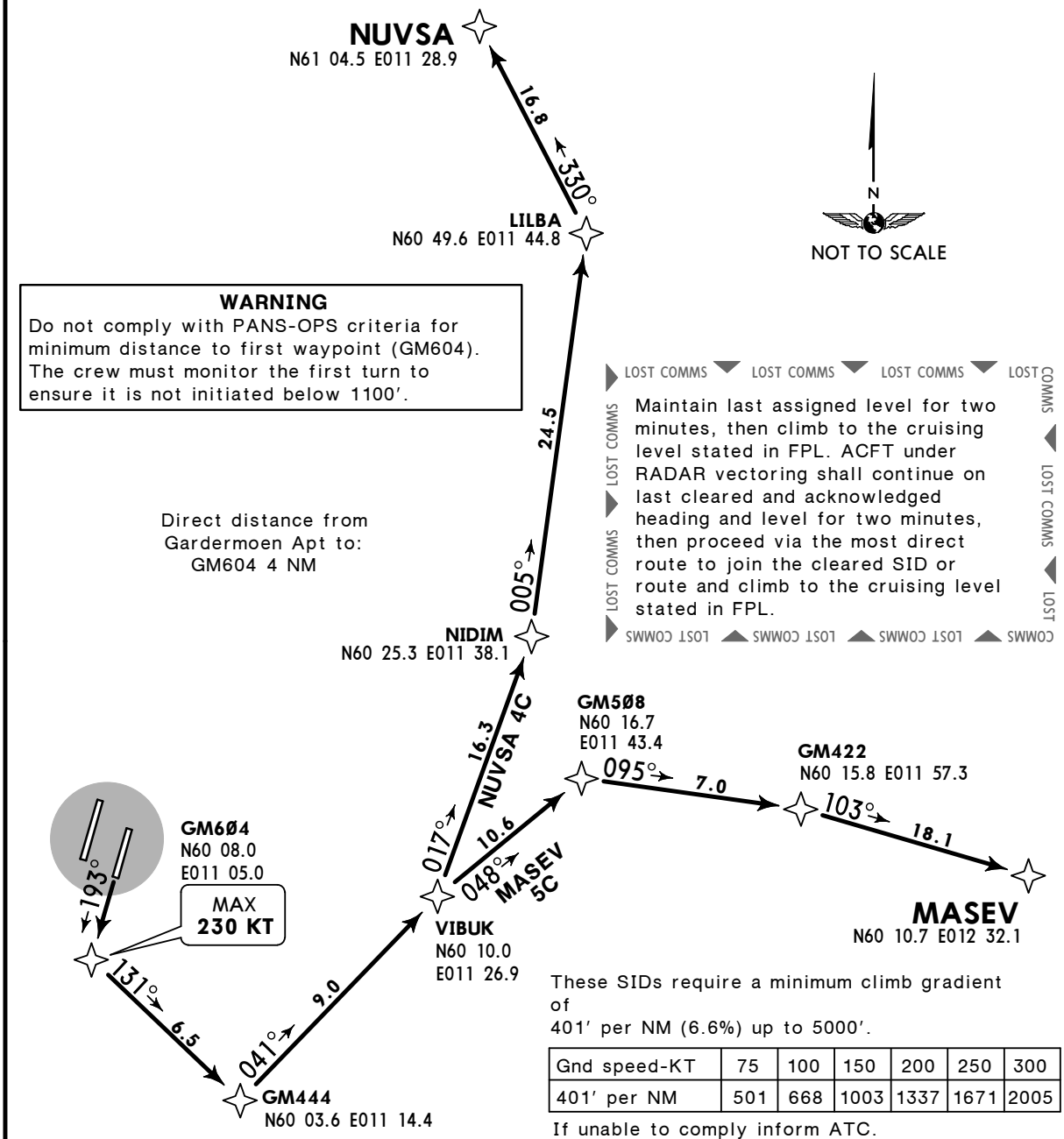
OSLO Approach 118.475	Apt Elev 681′	Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Due to simultaneous parallel departures, change to OSLO Approach frequency shall always be initiated by GARDERMOEN Tower. 4. Non RNAV 1 equipped ACFT: at first contact with GARDERMOEN Delivery state 'Unable RNAV 1'. Omnidirectional departure available. 5. Enroute cruising level will be issued after take-off by OSLO Approach or OSLO Control.

MASEV FIVE CHARLIE (MASEV 5C) [MASE5C]
NUVSA FOUR CHARLIE (NUVSA 4C) [NUVS4C]
RWY 19L RNAV DEPARTURES

RNAV 1 (GNSS OR (DME/DME)

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED





These SIDs require a minimum climb gradient of
401′ per NM (6.6%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
401′ per NM	501	668	1003	1337	1671	2005

If unable to comply inform ATC.

Initial climb clearance **7000′**, EXPECT further climb by OSLO Approach.

SID	ROUTING
MASEV 5C	On 193° track to GM604, to GM444, turn LEFT to VIBUK, to GM508, to GM422, to MASEV.
NUVSA 4C	On 193° track to GM604, to GM444, turn LEFT to VIBUK, to NIDIM, to LILBA, to NUVSA.

CHANGES: General instructions revised.

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ENGM/OSL GARDERMOEN

OSLO, NORWAY

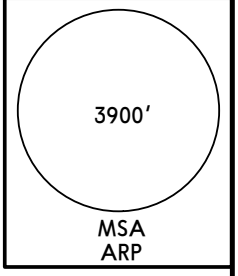
RNAV SID

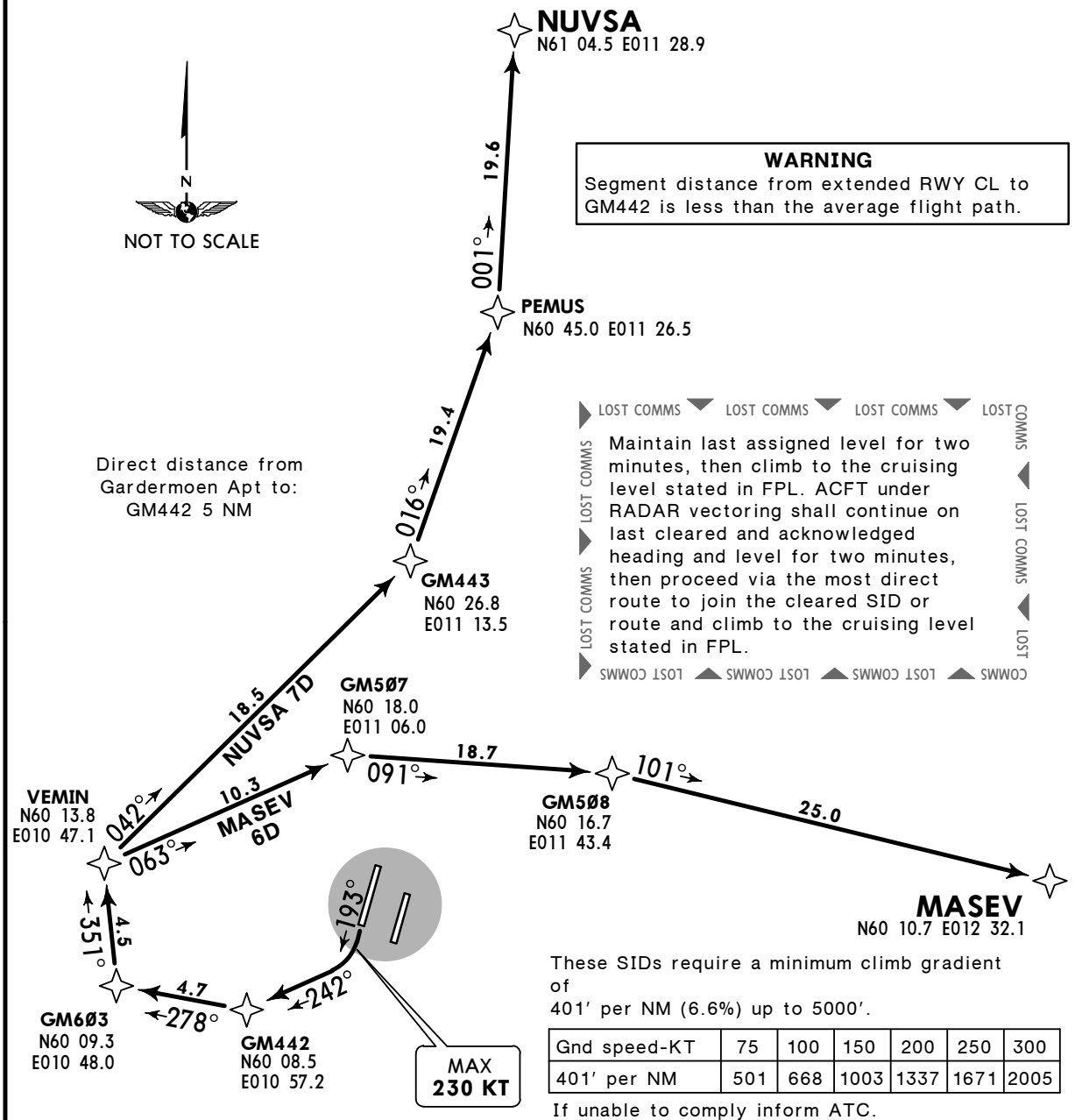
OSLO Approach	Apt Elev	
120.450	681′	Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Due to simultaneous parallel departures, change to OSLO Approach frequency shall always be initiated by GARDERMOEN Tower. 4. Non RNAV 1 equipped ACFT: at first contact with GARDERMOEN Delivery state 'Unable RNAV 1'. Omnidirectional departure available. 5. Enroute cruising level will be issued after take-off by OSLO Approach or OSLO Control.

MASEV SIX DELTA (MASEV 6D) [MASE6D]
NUVSA SEVEN DELTA (NUVSA 7D) [NUVS7D]
RWY 19R RNAV DEPARTURES

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED





These SIDs require a minimum climb gradient of
401′ per NM (6.6%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
401′ per NM	501	668	1003	1337	1671	2005

If unable to comply inform ATC.

Initial climb clearance **7000′**, EXPECT further climb by OSLO Approach.

SID	ROUTING
MASEV 6D	Climb on 193° track, intercept 242° track to GM442, to GM603, to VEMIN, to GM507, to GM508, to MASEV.
NUVSA 7D	Climb on 193° track, intercept 242° track to GM442, to GM603, to VEMIN, to GM443, to PEMUS, to NUVSA.

CHANGES: General instructions revised.

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ENGM/OSL GARDERMOEN

JEPPESEN
27 MAR 15 (10-3H) Eff 2 Apr

OSLO, NORWAY

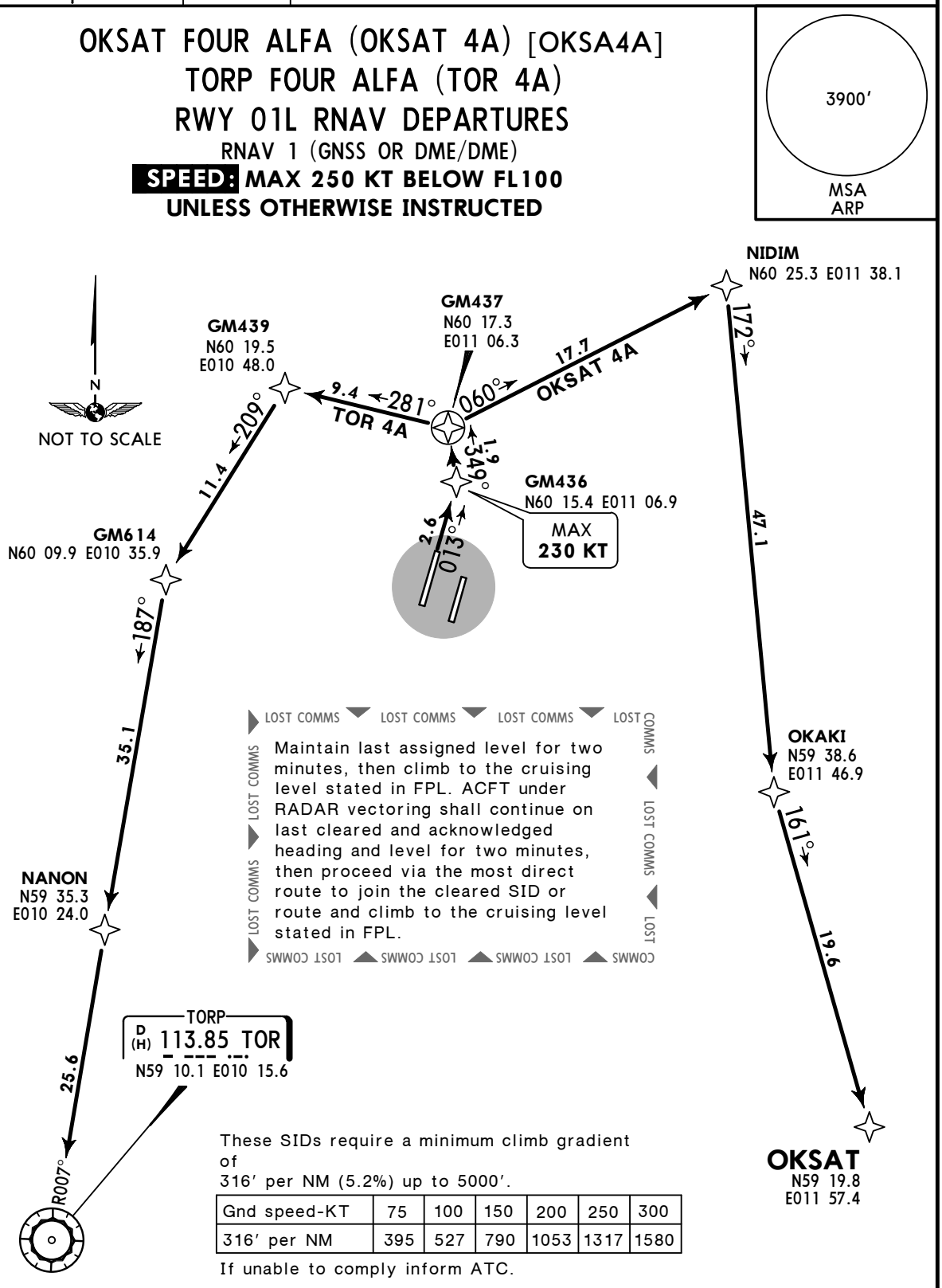
RNAV SID

OSLO Approach (OKSAT 4A) 118.475	OSLO Approach (TOR 4A) 120.450	Apt Elev 681′	Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Due to simultaneous parallel departures, change to OSLO Approach frequency shall always be initiated by GARDERMOEN Tower. 4. Non RNAV 1 equipped ACFT: at firstcontact with GARDERMOEN Delivery state 'Unable RNAV 1'. Omnidirectional departure available. 5. Enroute cruising level will be issued after take-off by OSLO Approach or OSLO Control.

OKSAT FOUR ALFA (OKSAT 4A) [OKSA4A]
TORP FOUR ALFA (TOR 4A)
RWY 01L RNAV DEPARTURES

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



These SIDs require a minimum climb gradient of
316′ per NM (5.2%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
316′ per NM	395	527	790	1053	1317	1580

If unable to comply inform ATC.

Initial climb clearance **7000′**, EXPECT further climb by OSLO Approach.

SID	ROUTING
OKSAT 4A	On 013° track to GM436, to GM437, to NIDIM, turn RIGHT to OKAKI, to OKSAT.
TOR 4A	On 013° track to GM436, to GM437, to GM439, to GM614, to NANON, to TOR.

CHANGES: General instructions revised.

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ENGM/OSL GARDERMOEN

OSLO, NORWAY

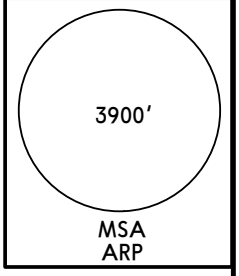
RNAV SID

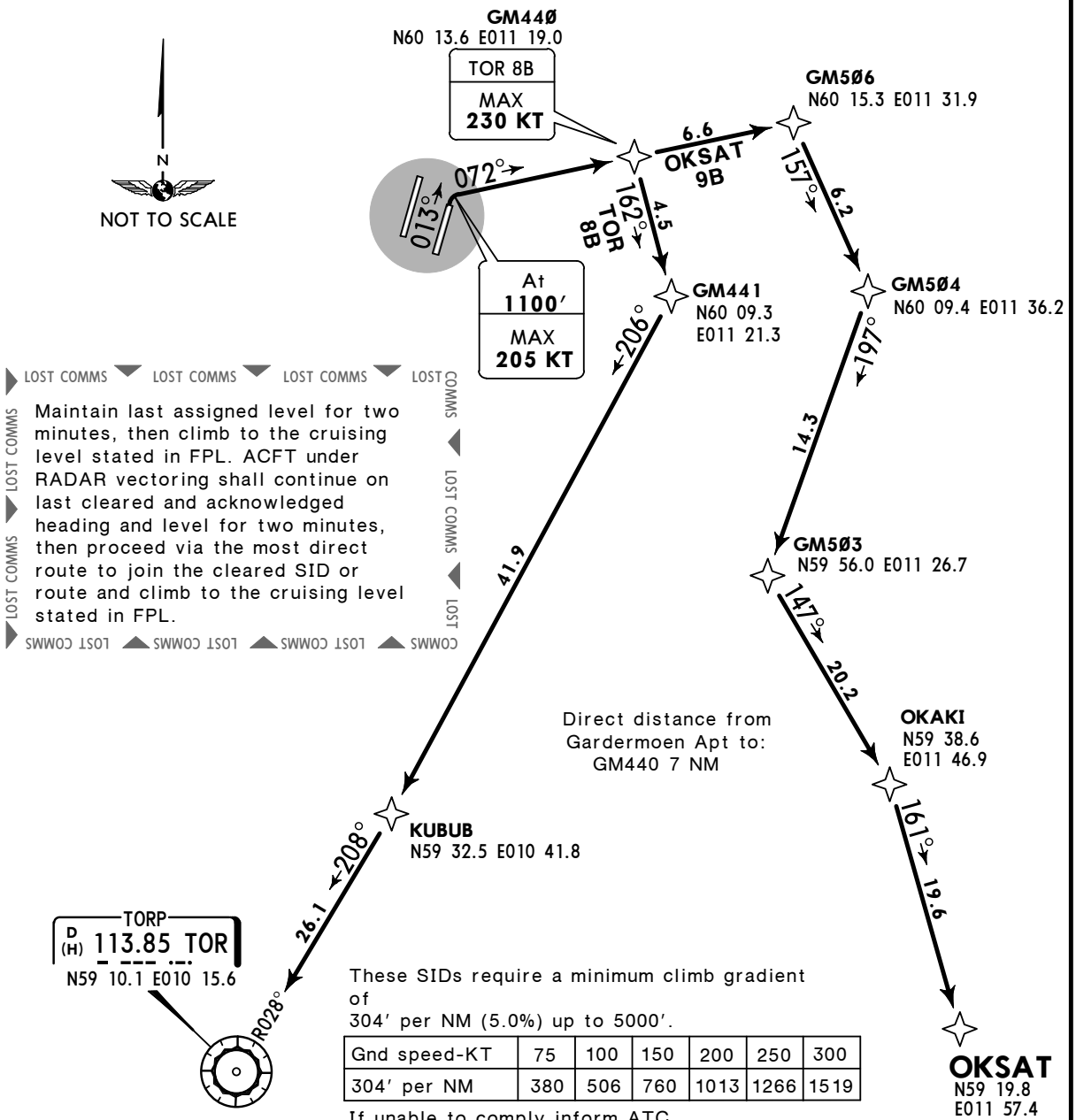
OSLO Approach	Apt Elev	
118.475	681′	Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Due to simultaneous parallel departures, change to OSLO Approach frequency shall always be initiated by GARDERMOEN Tower. 4. Non RNAV 1 equipped ACFT: at first contact with GARDERMOEN Delivery state 'Unable RNAV 1'. Omnidirectional departure available. 5. Enroute cruising level will be issued after take-off by OSLO Approach or OSLO Control.

OKSAT NINE BRAVO (OKSAT 9B) [OKSA9B]
TORP EIGHT BRAVO (TOR 8B)
RWY 01R RNAV DEPARTURES

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED





Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

If unable to comply inform ATC.

Initial climb clearance **7000′**, EXPECT further climb by OSLO Approach.

SID	ROUTING
OKSAT 9B	Climb on 013° track to 1100′, turn RIGHT, 072° track to GM506, to GM504, to GM503, to OKAKI, to OKSAT.
TOR 8B	Climb on 013° track to 1100′, turn RIGHT, 072° track to GM440, turn RIGHT to GM441, to KUBUB, to TOR.

CHANGES: General instructions revised.

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ENGM/OSL GARDERMOEN

OSLO, NORWAY

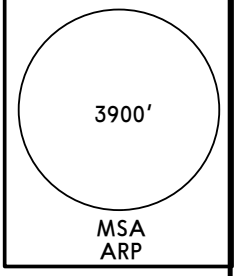
RNAV SID

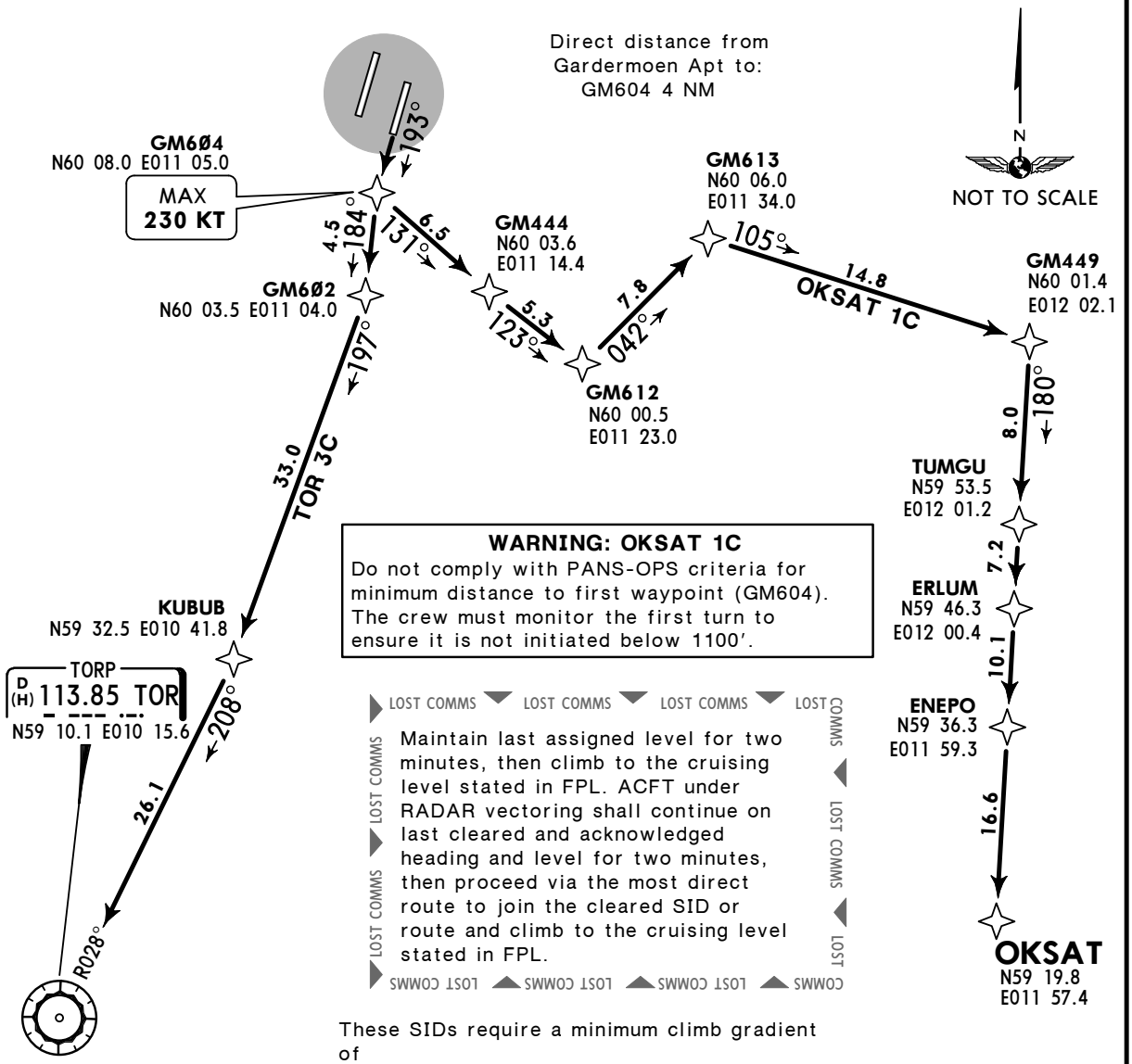
OSLO Approach	Apt Elev	
118.475	681′	Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Due to simultaneous parallel departures, change to OSLO Approach frequency shall always be initiated by GARDERMOEN Tower. 4. Non RNAV 1 equipped ACFT: at first contact with GARDERMOEN Delivery state 'Unable RNAV 1'. Omnidirectional departure available. 5. Enroute cruising level will be issued after take-off by OSLO Approach or OSLO Control.

OKSAT ONE CHARLIE (OKSAT 1C) [OKSA1C]
TORP THREE CHARLIE (TOR 3C)
RWY 19L RNAV DEPARTURES

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED





These SIDs require a minimum climb gradient of
401′ per NM (6.6%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
401′ per NM	501	668	1003	1337	1671	2005

If unable to comply inform ATC.

Initial climb clearance **7000′**, EXPECT further climb by OSLO Approach.

SID	ROUTING
OKSAT 1C	On 193° track to GM604, to GM444, to GM612, to GM613, to GM449, to TUMGU, to ERLUM, to ENEPO, to OKSAT.
TOR 3C	On 193° track to GM604, to GM602, to KUBUB, to TOR.

CHANGES: General instructions revised.

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ENGM/OSL GARDERMOEN

JEPPESEN
27 MAR 15 (10-3L) Eff 2 Apr

OSLO, NORWAY

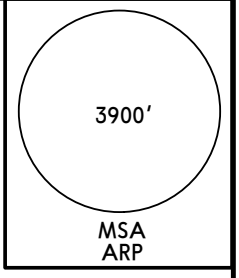
RNAV SID

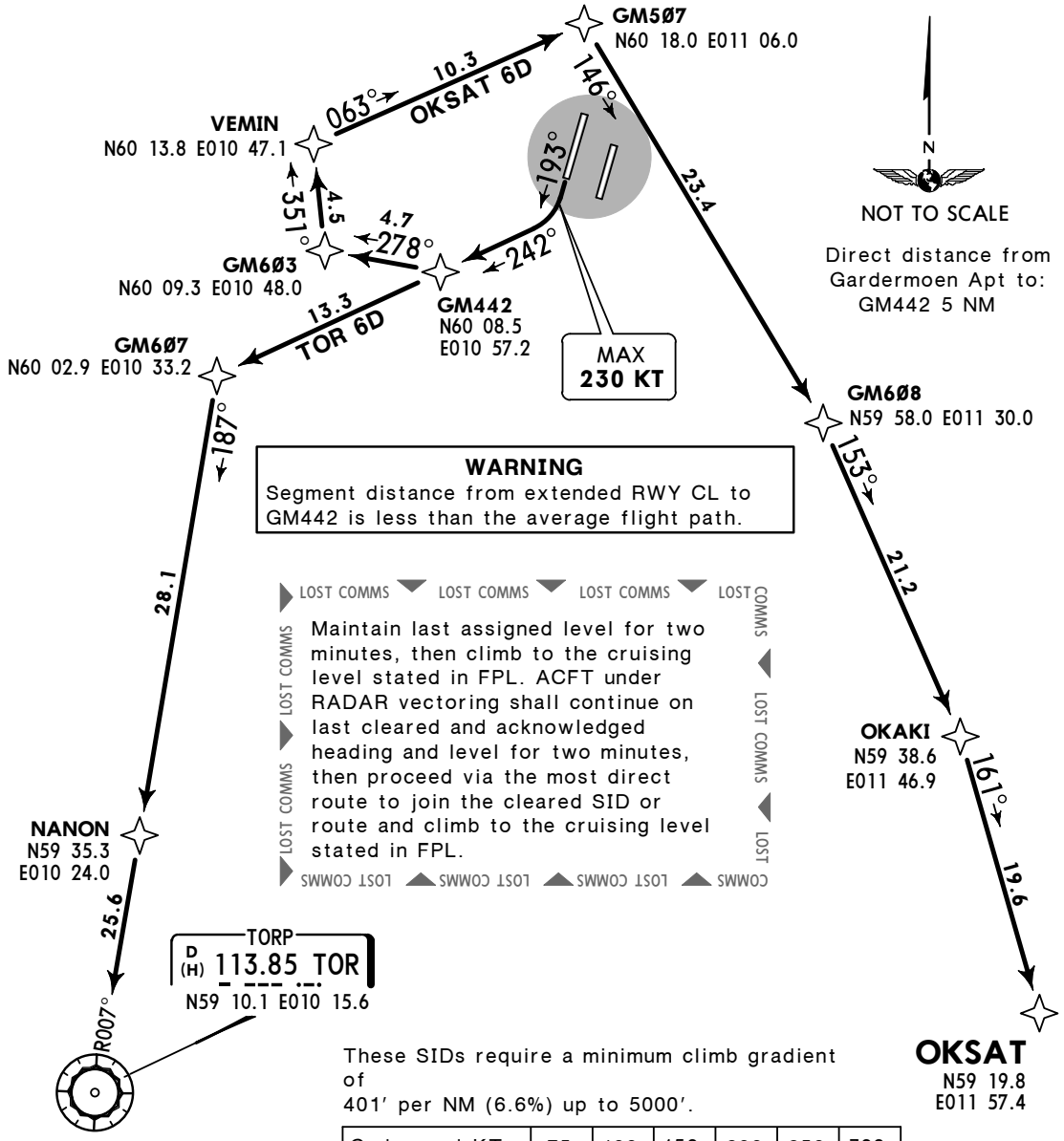
OSLO Approach	Apt Elev	
120.450	681′	Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Due to simultaneous parallel departures, change to OSLO Approach frequency shall always be initiated by GARDERMOEN Tower. 4. Non RNAV 1 equipped ACFT: at first contact with GARDERMOEN Delivery state 'Unable RNAV 1'. Omnidirectional departure available. 5. Enroute cruising level will be issued after take-off by OSLO Approach or OSLO Control.

OKSAT SIX DELTA (OKSAT 6D) [OKSA6D]
TORP SIX DELTA (TOR 6D)
RWY 19R RNAV DEPARTURES

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED





These SIDs require a minimum climb gradient of
401′ per NM (6.6%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
401′ per NM	501	668	1003	1337	1671	2005

If unable to comply inform ATC.

Initial climb clearance **7000′**, EXPECT further climb by OSLO Approach.

SID	ROUTING
OKSAT 6D	Climb on 193° track, intercept 242° track to GM442, to GM603, to VEMIN, to GM507, to GM608, to OKAKI, to OKSAT.
TOR 6D	Climb on 193° track, intercept 242° track to GM442, to GM607, to NANON, to TOR.

CHANGES: General instructions revised.

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ENGM/OSL GARDERMOEN

JEPPESEN
27 MAR 15 (10-3M) Eff 2 Apr

OSLO, NORWAY

RNAV SID

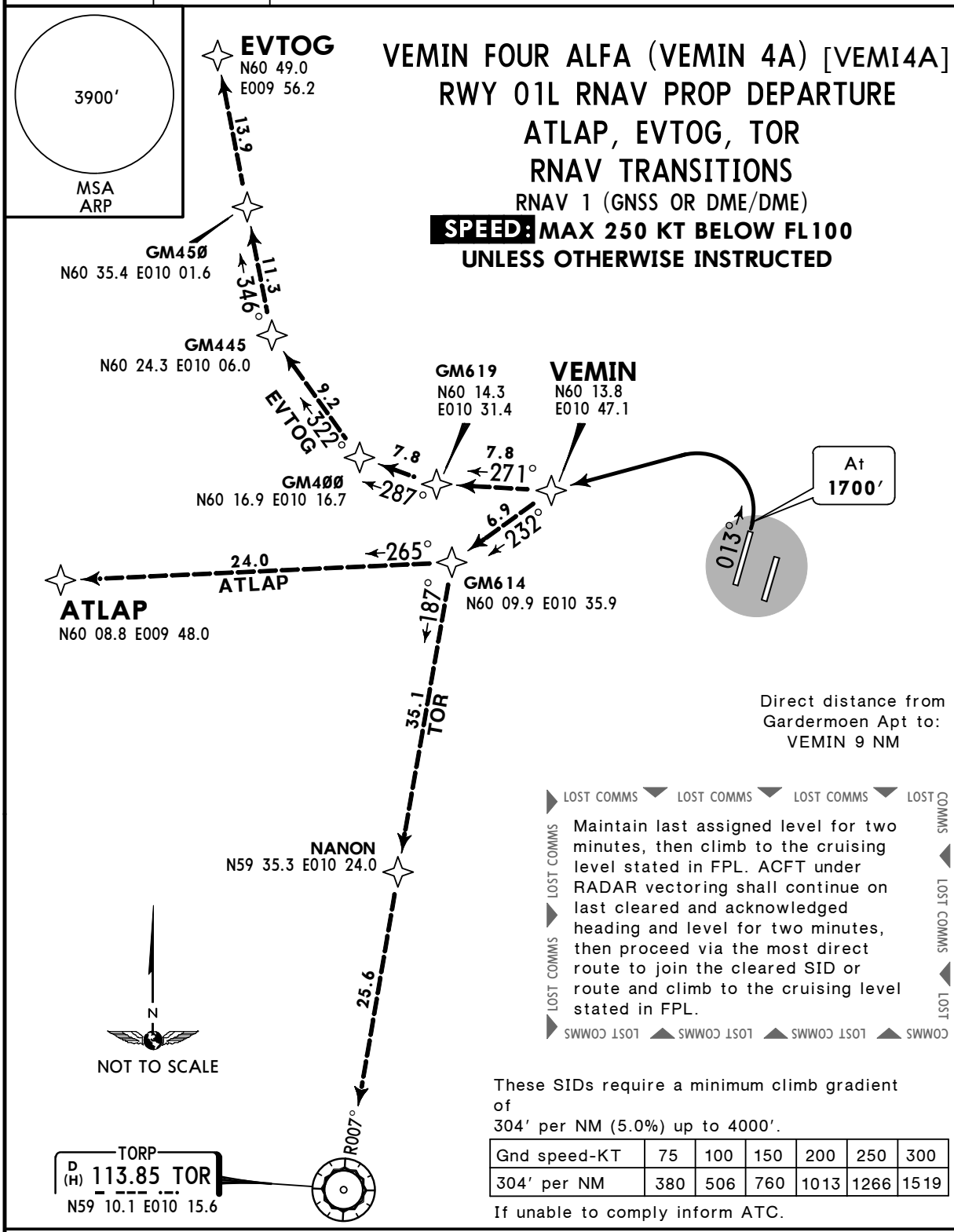
OSLO Approach	Apt Elev
120.450	681′

Trans level: By ATC Trans alt: 7000′
1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Due to simultaneous parallel departures, change to OSLO Approach frequency shall always be initiated by GARDERMOEN Tower. 4. Non RNAV 1 equipped ACFT: at first contact with GARDERMOEN Delivery state 'Unable RNAV 1'. Omnidirectional departure available. 5. Enroute cruising level will be issued after take-off by OSLO Approach or OSLO Control.

VEMIN FOUR ALFA (VEMIN 4A) [VEMI4A]
RWY 01L RNAV PROP DEPARTURE
ATLAP, EVTOG, TOR
RNAV TRANSITIONS

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



Direct distance from Gardermoen Apt to: VEMIN 9 NM

LOST COMMS

Maintain last assigned level for two minutes, then climb to the cruising level stated in FPL. ACFT under RADAR vectoring shall continue on last cleared and acknowledged heading and level for two minutes, then proceed via the most direct route to join the cleared SID or route and climb to the cruising level stated in FPL.

These SIDs require a minimum climb gradient of
304′ per NM (5.0%) up to 4000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

If unable to comply inform ATC.

Initial climb clearance **4000′**, EXPECT further climb by OSLO Approach.

ROUTING

Climb on 013° track to 1700′, turn LEFT direct to VEMIN.

TRANSITION	ROUTING
ATLAP	From VEMIN to GM614, to ATLAP.
EVTOG	From VEMIN to GM619, to GM400, to GM445, to GM450, to EVTOG.
TOR	From VEMIN to GM614, to NANON, to TOR.

CHANGES: General instructions revised.

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ENGM/OSL GARDERMOEN

OSLO, NORWAY

RNAV SID

OSLO Approach	Apt Elev	
120.450	681′	Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Due to simultaneous parallel departures, change to OSLO Approach frequency shall always be initiated by GARDERMOEN Tower. 4. Non RNAV 1 equipped ACFT: at first contact with GARDERMOEN Delivery state 'Unable RNAV 1'. Omnidirectional departure available. 5. Enroute cruising level will be issued after take-off by OSLO Approach or OSLO Control.

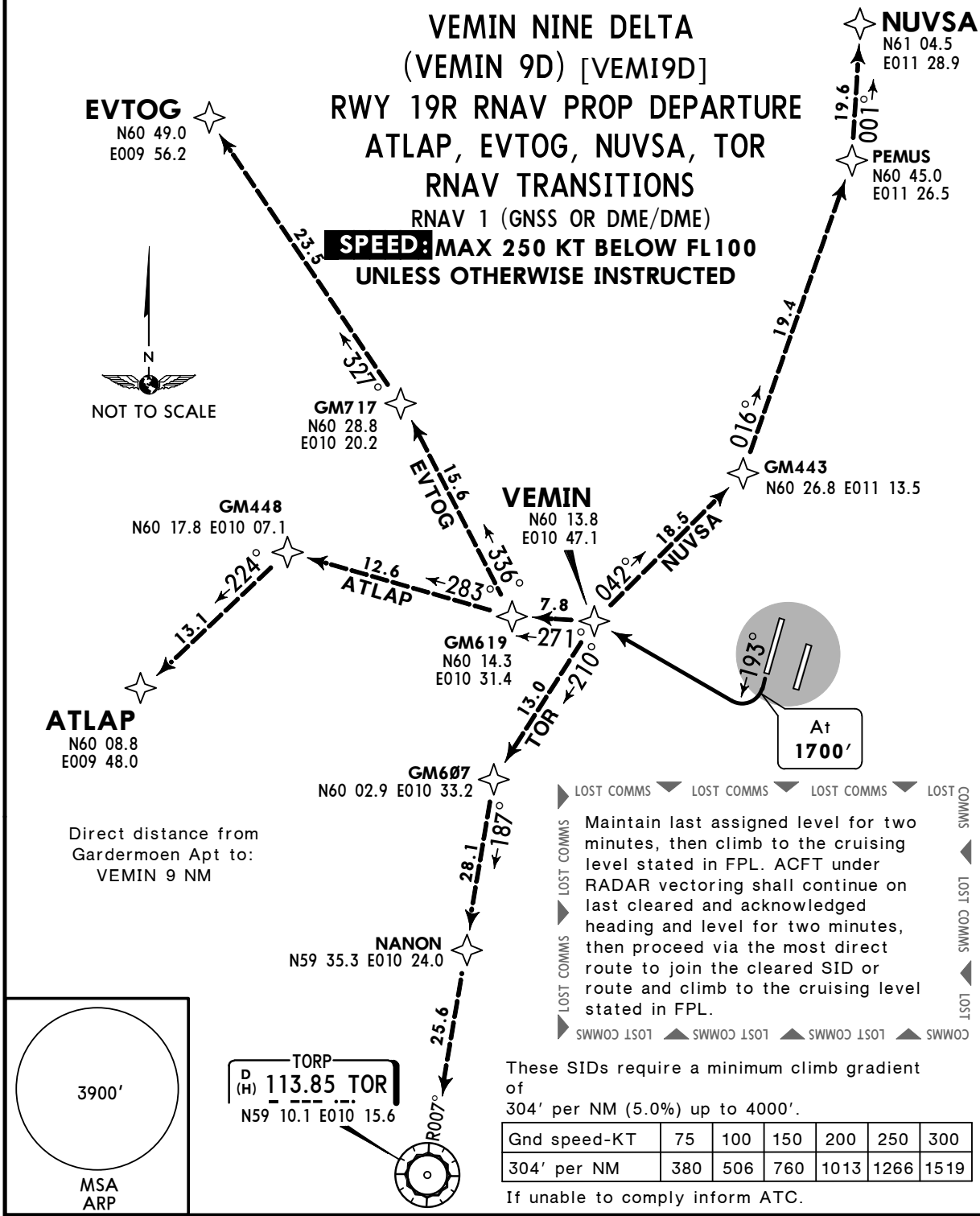
VEMIN NINE DELTA (VEMIN 9D) [VEMI9D]

RWY 19R RNAV PROP DEPARTURE

ATLAP, EVTOG, NUVSA, TOR RNAV TRANSITIONS

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



These SIDs require a minimum climb gradient of 304′ per NM (5.0%) up to 4000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

If unable to comply inform ATC.

Initial climb clearance **4000′**, EXPECT further climb by OSLO Approach.

ROUTING

Climb on 193° track to 1700′, turn RIGHT direct to VEMIN.

TRANSITION	ROUTING
ATLAP	From VEMIN to GM619, to GM448, to ATLAP.
EVTOG	From VEMIN to GM619, to GM717, to EVTOG.
NUVSA	From VEMIN to GM443, to PEMUS, to NUVSA.
TOR	From VEMIN to GM607, to NANON, to TOR.

CHANGES: General instructions revised.

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ENGM/OSL GARDERMOEN

OSLO, NORWAY

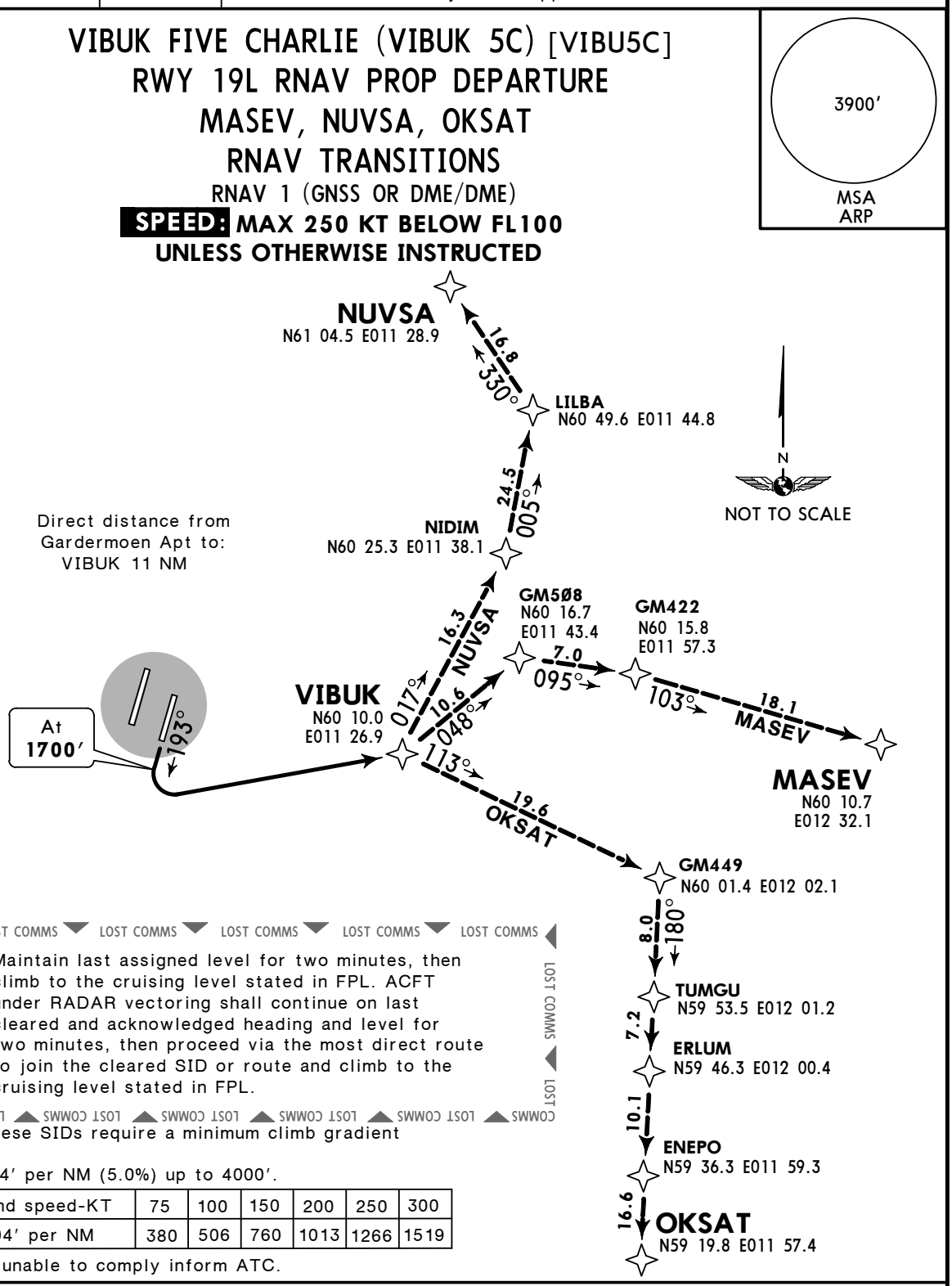
RNAV SID

OSLO Approach	Apt Elev	
118.475	681′	Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Due to simultaneous parallel departures, change to OSLO Approach frequency shall always be initiated by GARDERMOEN Tower. 4. Non RNAV 1 equipped ACFT: at first contact with GARDERMOEN Delivery state 'Unable RNAV 1'. Omnidirectional departure available. 5. Enroute cruising level will be issued after take-off by OSLO Approach or OSLO Control.

VIBUK FIVE CHARLIE (VIBUK 5C) [VIBU5C]
RWY 19L RNAV PROP DEPARTURE
MASEV, NUVSA, OKSAT
RNAV TRANSITIONS

RNAV 1 (GNSS OR DME/DME)

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



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

Maintain last assigned level for two minutes, then climb to the cruising level stated in FPL. ACFT under RADAR vectoring shall continue on last cleared and acknowledged heading and level for two minutes, then proceed via the most direct route to join the cleared SID or route and climb to the cruising level stated in FPL.

These SIDs require a minimum climb gradient of 304′ per NM (5.0%) up to 4000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

If unable to comply inform ATC.

Initial climb clearance **4000′**, EXPECT further climb by OSLO Approach.

ROUTING

Climb on 193° track to 1700′, turn LEFT direct to VIBUK.

TRANSITION	ROUTING
MASEV	From VIBUK to GM508, to GM422, to MASEV.
NUVSA	From VIBUK to NIDIM, to LILBA, to NUVSA.
OKSAT	From VIBUK to GM449, to TUMGU, to ERLUM, to ENEPO, to OKSAT.

CHANGES: General instructions revised.

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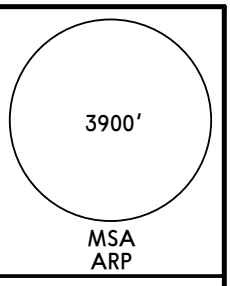
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ENGM/OSL GARDERMOEN

OSLO, NORWAY

DEPARTURE

Apt Elev 681′	Trans level: By ATC Trans alt: 7000′ 1. When instructed by GARDERMOEN Tower contact OSLO Approach. 2. EXPECT RADAR vectoring by OSLO Approach to join the cleared ATS route. 3. Enroute cruising levels will be issued after take-off by OSLO Approach or OSLO Control.



RWYS 01L/R, 19L/R OMNIDIRECTIONAL DEPARTURES

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
LOST COMMS
Maintain last cleared and acknowledged track and level for two minutes, then climb to the cruising level stated in FPL and join the cleared ATS route.
LOST COMMS
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

These departures require minimum climb gradients of

Rwys 01L/R

304′ per NM (5.0%) up to 4000′.

Rwys 19L/R

Sector 207°-337°: 425′ per NM (7.0%) in order to stay within controlled airspace.
Sector 337°-207°: 304′ per NM (5.0%) up to 4000′.

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

If unable to comply inform ATC.

Initial climb clearance **4000′**, EXPECT further climb by OSLO Approach.

ROUTING

Climb on runway track to 2000′, then start turn according to ATC clearance.

RWYS 01L, 19L/R OMNIDIRECTIONAL PROP DEPARTURES

These departures require minimum climb gradients of
Sector 207°-337°: 425′ per NM (7.0%) in order to stay within controlled airspace.
Sector 337°-207°: 304′ per NM (5.0%) up to 4000′.

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

If unable to comply inform ATC.

Initial climb clearance **4000′**, EXPECT further climb by OSLO Approach.

ROUTING

Climb on runway track to 1700′, then start turn according to ATC clearance.

CHANGES: None.

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ENGM/OSL

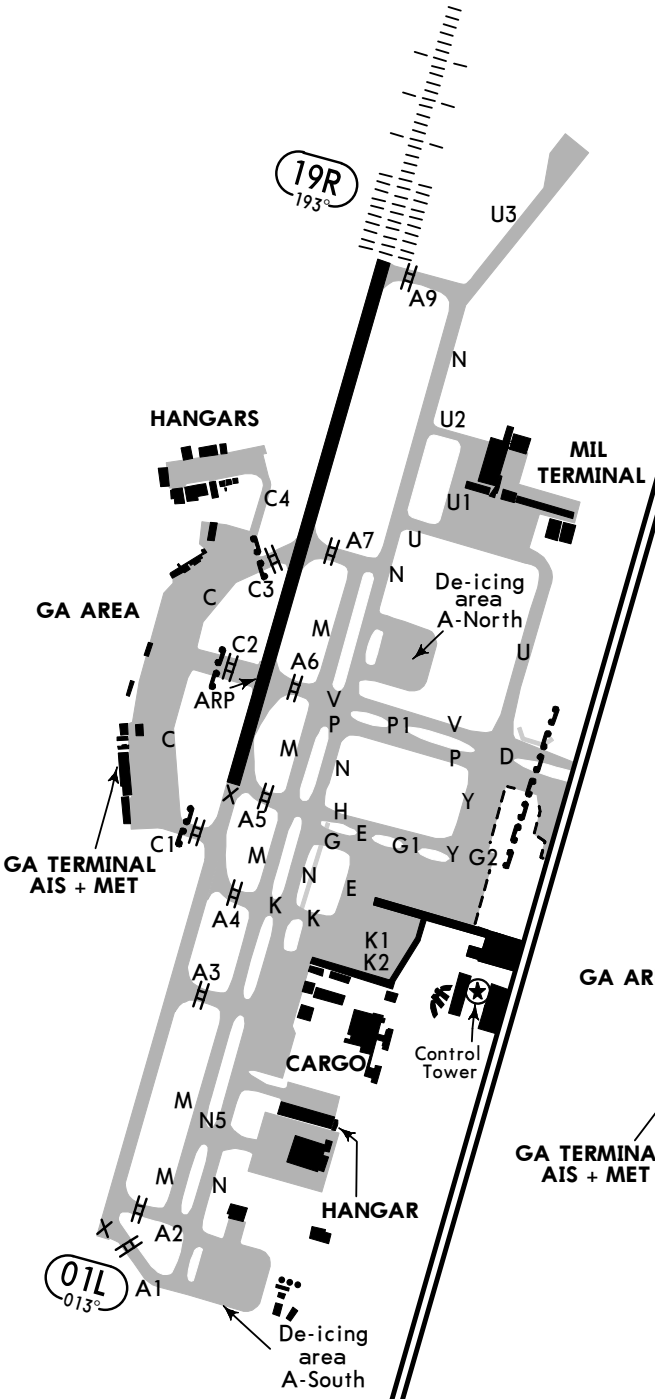
OSLO, NORWAY
GARDERMOEN

TEMPORARY CONSTRUCTION WORKS
REFER ALSO TO LATEST NOTAMS

PHASE 1

RWY	LDA/TORA
01L	6325' 1928m
19R	6325' 1928m

TAKE-OFF RUN AVAILABLE (alternate):
RWY 01L: From A6 & C2 int 5079' (1548m)
RWY 19R: From A7 & C3 int 2940' (896m)



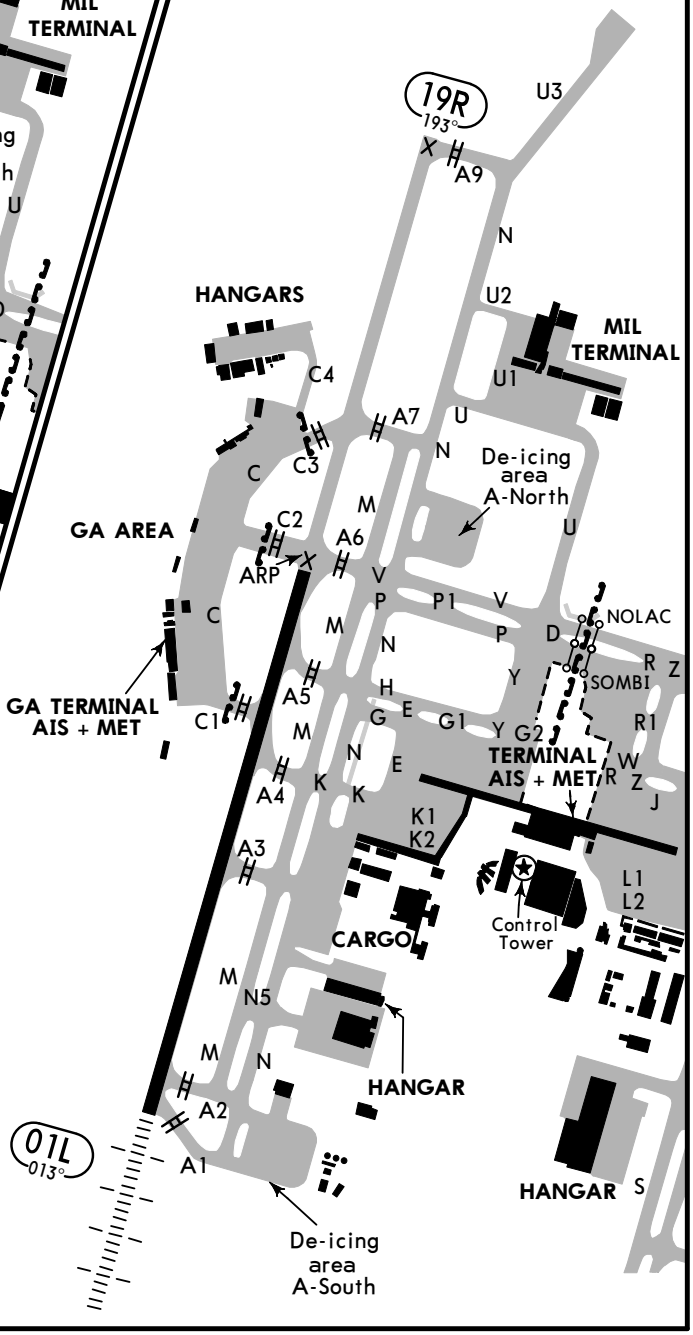
Temporary lights:
- PAPI Rwy 01L
- PAPI-R Rwy 19R
- REIL

PHASE 2

RWY	LDA/TORA
01L	6561' 2000m
19R	6561' 2000m

Temporary lights:
- PAPI-R Rwy 19R
- PAPI Rwy 01L
- REIL

TAKE-OFF RUN AVAILABLE (alternate):
RWY 01L: From A2 int 6217' (1895m)
A3 int 3596' (1096m)
RWY 19R: From A5 int 5561' (1695m)
C1 int 4852' (1479m)
A4 int 4350' (1326m)



CHANGES: New temporary chart.

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ENGM/OSL

Apt Elev **681′**
N60 12.2 E011 05.0

JEPPESEN
5 DEC 14 (10-9) **Eff 11 Dec**

OSLO, NORWAY
GARDERMOEN

D-ATIS Departure	GARDERMOEN Delivery West	GARDERMOEN Delivery East	Ground West	Ground East	Tower West incl Rwy 01L/19R	Tower East incl Rwy 01R/19L
127.150	121.675	121.925	121.6	121.9	118.3	120.1

11-04 11-05 11-06 11-07 11-08

60-13 60-12 60-11 60-10

LEGEND
Limit of Ground/Tower competence
HS1 RUNWAY INCURSION HOT SPOTS See 10-9A for description.

FOR STANDS ON DE-ICING AREAS SEE 10-9C.

West Tower 118.3

West Ground 121.6

East Ground 121.9

19R 193° Elev 675′

19L 193° Elev 681′

01L 013° Elev 655′

01R 013° Elev 670′

11,811′ 3600m

9678′ 2950m

HANGARS

MIL TERMINAL

FOR DETAILS SEE 10-9D

ENGINE TEST SITE

De-icing area A-North

De-icing area B-North

De-icing area A-South

GA AREA

GA TERMINAL AIS + MET

ARP

NOLAC

SOMBI

TERMINAL AIS + MET

FOR DETAILS SEE 10-9B

VOR

CARGO

Control Tower 986′

HANGAR

HANGAR 824′

Trees up to 770′

744′ 746′ 738′ 762′

HS1 HS2 HS3 HS4

03°E

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

For AIRPORT BRIEFING refer to 10-1P pages

CHANGES: Variation. Rwy bearings.

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ENGM/OSL

OSLO, NORWAY
GARDERMOEN

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
01L ❶ 19R	HIRL *(60m)* HIALS CL *(15m)* SFL PAPI-L(3.0°)	RVR		10,819′ *3298m*	❸	148′ *45m*
	HIRL *(60m)* HIALS-II CL *(15m)* SFL TDZ ❷	RVR		10,737′ *3273m*		

❶ Rwy grooved.
❷ PAPI-L(3.0°)
❸ TAKE-OFF RUN AVAILABLE (Advise ATC once transferred to Tower, if intersection dep is acceptable/requested.)

RWY 01L: From rwy head	11,811′ (3600m)	RWY 19R: From rwy head	11,811′ (3600m)
twy A2 int	11,381′ (3469m)	twy A7 int	8294′ (2528m)
twy A3 int	8845′ (2696m)	twy C3 int	8294′ (2528m)
twy A4 int	7536′ (2297m)	twy A6 int	6808′ (2075m)
twy C1 int	7034′ (2144m)	twy C2 int	6808′ (2075m)
twy A5 int	6325′ (1928m)		
twy A6 int	5079′ (1548m)		
twy C2 int	5079′ (1548m)		

01R 19L	HIRL *(60m)* HIALS-II CL *(15m)* SFL TDZ ❹	RVR		8706′ *2654m*	❺ ❻	148′ *45m*
	HIRL *(60m)* HIALS CL *(15m)* SFL PAPI-L(3.0°)	RVR		8625′ *2629m*		

❹ PAPI-L(3.0°)
❺ TAKE-OFF RUN AVAILABLE (Advise ATC once transferred to Tower, if intersection dep is acceptable/requested.)

RWY 01R: From rwy head	9678′ (2950m)	RWY 19L: From rwy head	9678′ (2950m)
twy B2 int	9350′ (2850m)	twy B8 int	9265′ (2824m)
twy B3 int	7982′ (2433m)	twy B7 int	7907′ (2410m)
twy B4 int	6463′ (1970m)	twy B6 int	6644′ (2025m)
twy B5 int	4797′ (1462m)		

❻ Jet ACFT only: Intersection dep RWY 01R not permitted from twy B3 and North of twy B3. Intersection dep RWY 19L not permitted from twy B6 and South of twy B6.

RUNWAY INCURSION HOT SPOTS

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

HS1 Angled Twy. Difficult to see traffic on final.

HS2 Installed Twy CL lights on C1 and A4 will indicate direction to the Rwy CL. Caution must be exercised when instructed to cross Rwy from Twy C1 to Twy A4 and vice versa due lack of visual aids.

HS3 Twy V leading directly to a Rwy intersection. Caution must be exercised when approaching the holding point A6.

HS4 Angled Twy. Difficult to see traffic on Rwy 01L.

Standard TAKE-OFF 1

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

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

CHANGES: None.

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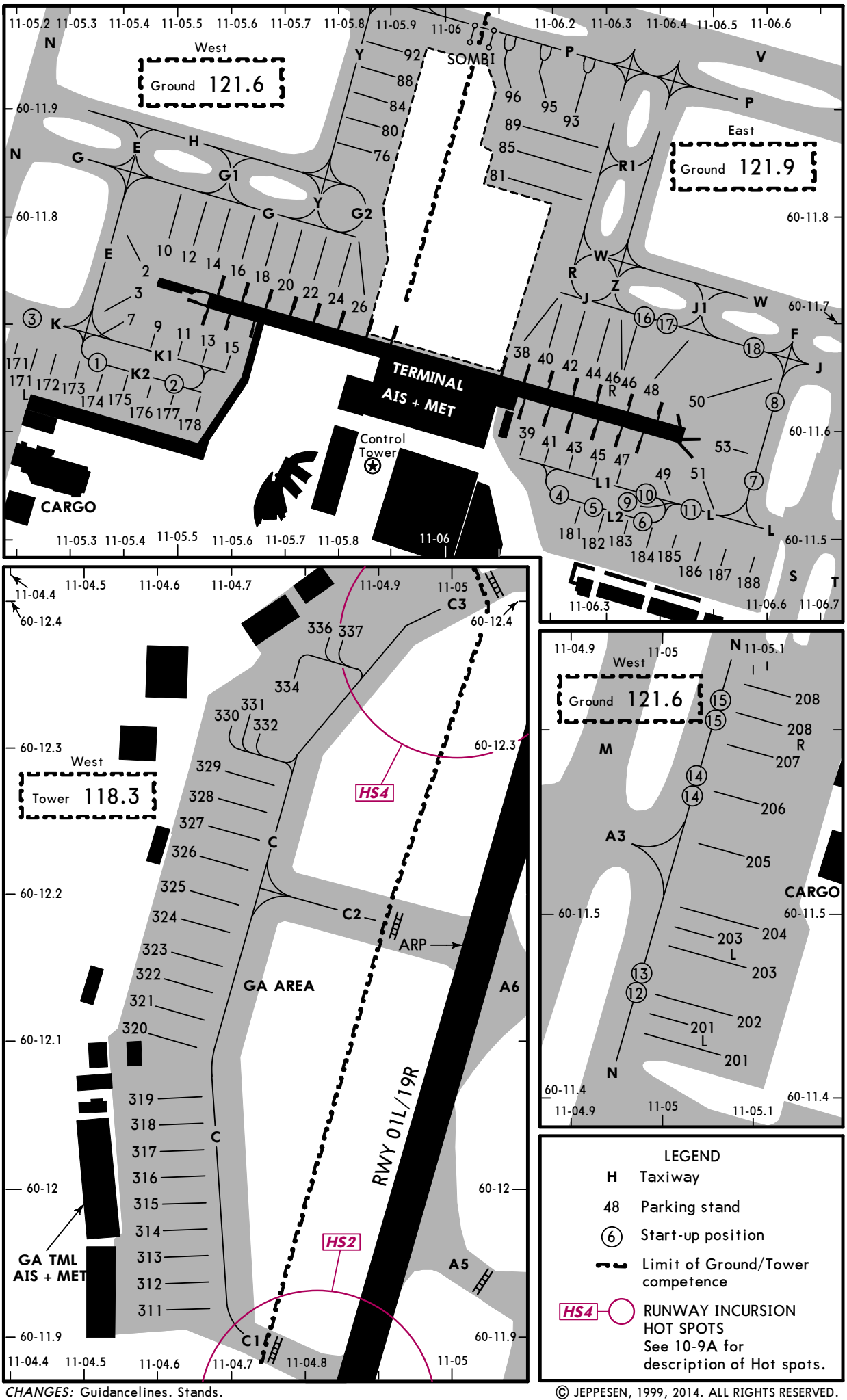
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ENGM/OSL

JEPPESEN

5 SEP 14 (10-9B) Eff 18 Sep

OSLO, NORWAY
GARDERMOEN



CHANGES: Guidancelines. Stands.

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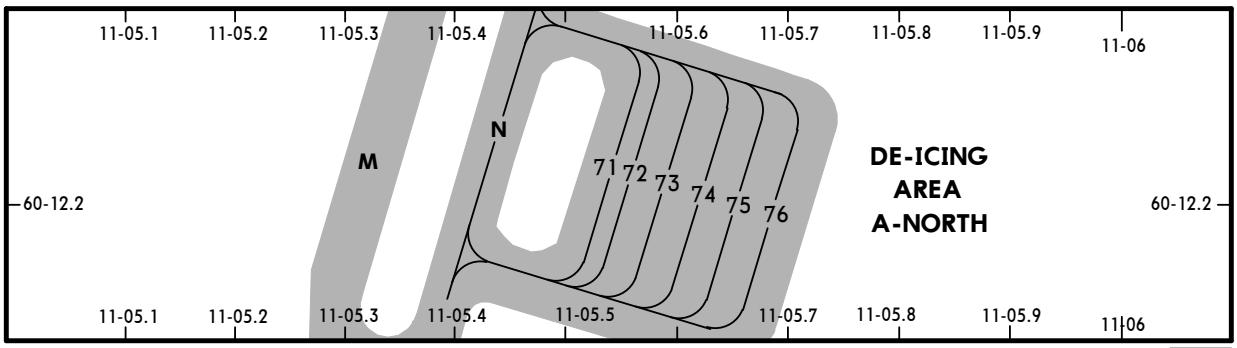
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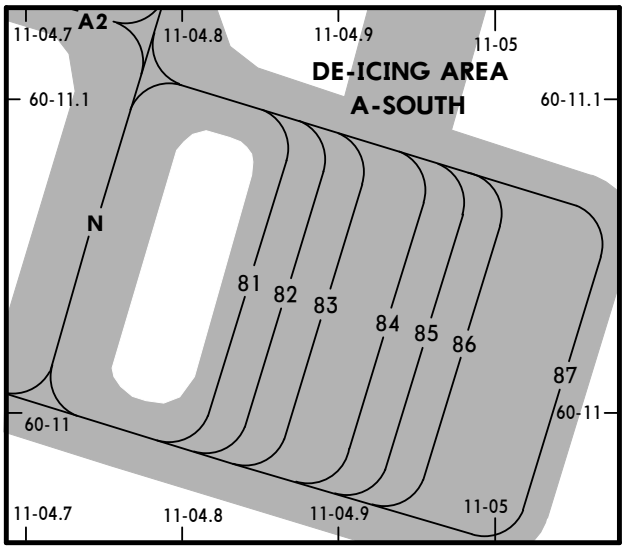
ENGM/OSL

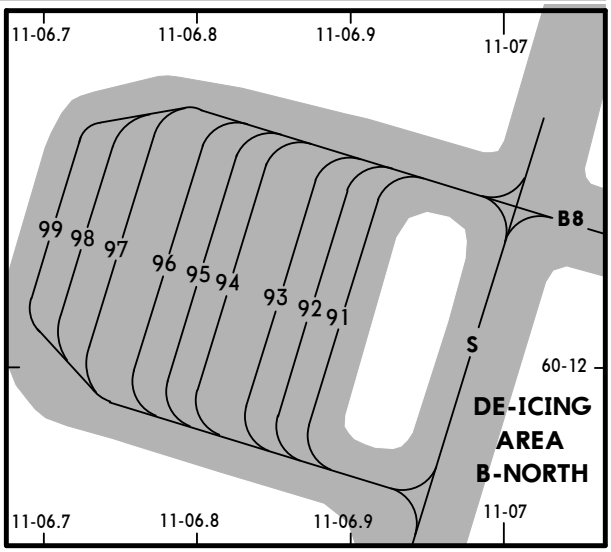
OSLO, NORWAY
GARDERMOEN

INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
2 thru 7	N60 11.7 E011 05.4	672	174	N60 11.6 E011 05.3	670
9	N60 11.7 E011 05.5	674	175	N60 11.6 E011 05.4	670
10	N60 11.8 E011 05.4	673	176	N60 11.6 E011 05.4	671
11	N60 11.7 E011 05.5	673	177, 178	N60 11.6 E011 05.5	670
12	N60 11.8 E011 05.5	673	181	N60 11.5 E011 06.2	670
13 thru 16	N60 11.7 E011 05.6	673	182, 183	N60 11.5 E011 06.3	670
18 thru 22	N60 11.7 E011 05.7	673	184, 185	N60 11.5 E011 06.4	670
24, 26	N60 11.7 E011 05.8	673	186 thru 188	N60 11.5 E011 06.5	669
38	N60 11.7 E011 06.1	673	201 thru 202	N60 11.4 E011 05.1	664
39	N60 11.6 E011 06.2	673	203 thru 204	N60 11.5 E011 05.1	664
40	N60 11.7 E011 06.2	673	205	N60 11.5 E011 05.1	666
41, 42	N60 11.6 E011 06.2	673	206, 207	N60 11.6 E011 05.2	666
43 thru 47	N60 11.6 E011 06.3	673	208	N60 11.6 E011 05.2	668
48,49	N60 11.6 E011 06.4	673	208R	N60 11.6 E011 05.2	667
50	N60 11.6 E011 06.4	672	311	N60 11.9 E011 04.6	662
51	N60 11.6 E011 06.5	672	312 thru 314	N60 11.9 E011 04.6	663
53	N60 11.6 E011 06.5	673	315	N60 12.0 E011 04.6	663
76	N60 11.9 E011 05.9	671	316	N60 12.0 E011 04.6	664
80	N60 11.9 E011 05.9	671	317 thru 319	N60 12.0 E011 04.6	663
81	N60 11.8 E011 06.2	-	320	N60 12.1 E011 04.6	664
84	N60 11.9 E011 05.9	671	321, 322	N60 12.1 E011 04.6	665
85	N60 11.9 E011 06.2	673	323, 324	N60 12.2 E011 04.6	664
88	N60 11.9 E011 06.0	671	325	N60 12.2 E011 04.6	665
89	N60 11.9 E011 06.2	673	326	N60 12.2 E011 04.7	665
92	N60 11.9 E011 06.0	672	327	N60 12.3 E011 04.7	665
93	N60 11.9 E011 06.2	672	328 thru 330	N60 12.3 E011 04.7	666
95	N60 11.9 E011 06.2	674	331, 332	N60 12.3 E011 04.7	665
96	N60 11.9 E011 06.1	675	334	N60 12.4 E011 04.8	666
171 thru 172	N60 11.6 E011 05.2	668	336, 337	N60 12.4 E011 04.8	-
173	N60 11.6 E011 05.3	668			







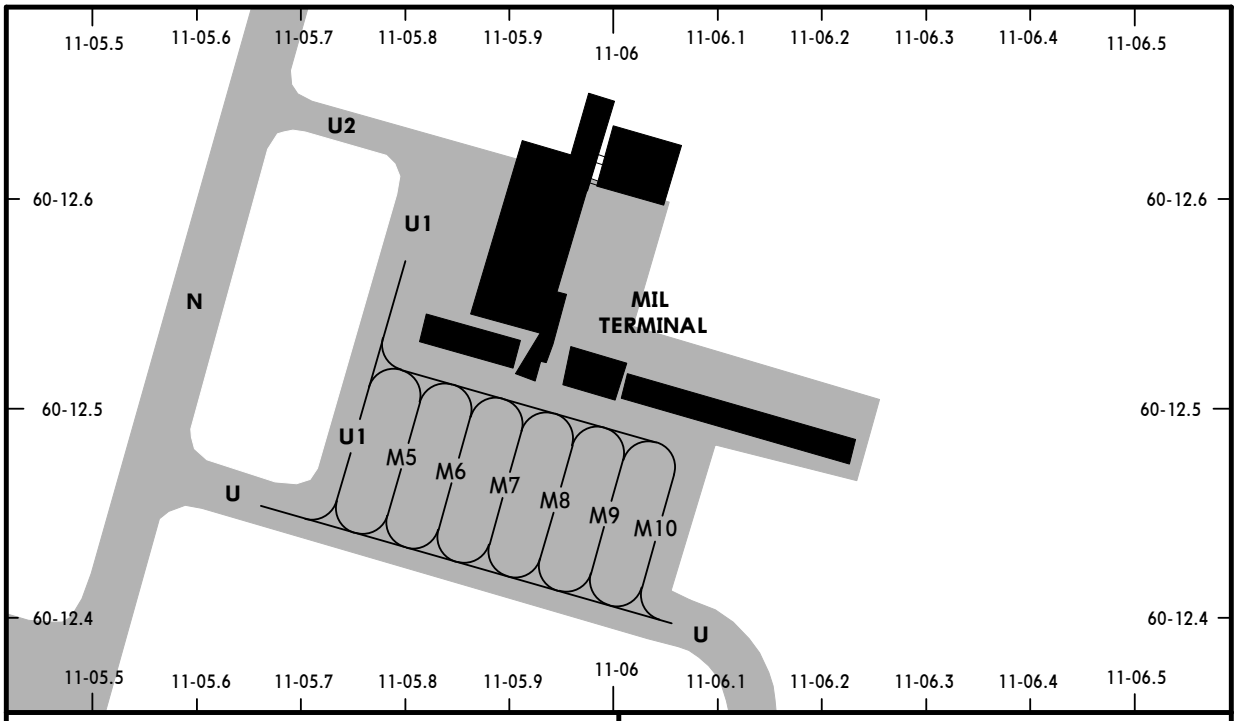
CHANGES: Stand coords.

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OSLO, NORWAY
GARDERMOEN



INS COORDINATES	
STAND No.	**COORDINATES**
M5, M6	N60 12.5 E011 05.8
M7, M8	N60 12.5 E011 05.9
M9	N60 12.5 E011 06.0
M10	N60 12.4 E011 06.0

CHANGES: New chart.

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ENGM/OSL

JEPPESEN
5 DEC 14 (10-9Y) Eff 11 Dec

JAA COPTER MINIMUMS

OSLO, NORWAY
GARDERMOEN

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
01L	ILS	855′ (200′)	500m / 1000m
	LOC	960′ (305′)	800m / 1000m
	RNAV (LPV)	905′ (250′)	600m / 1000m
	RNAV (LNAV/VNAV)	1000′ (345′)	800m / 1000m
	RNAV (LNAV)	1240′ (585′)	1000m / 1000m
	VOR	1000′ (345′)	800m / 1000m
01R	CAT 2 ILS	770′ (100′)	RA 102′ - 300m
	ILS	870′ (200′)	500m / 1000m
	LOC	970′ (300′)	800m / 1000m
	RNAV (LPV)	920′ (250′)	600m / 1000m
	RNAV (LNAV/VNAV)	970′ (300′)	800m / 1000m
	RNAV (LNAV)	1230′ (560′)	1000m / 1000m
19L	ILS	881′ (200′)	500m / 1000m
	LOC	1030′ (349′)	800m / 1000m
	RNAV (LPV)	931′ (250′)	600m / 1000m
	RNAV (LNAV/VNAV)	1000′ (319′)	800m / 1000m
	RNAV (LNAV)	1230′ (549′)	1000m / 1000m
19R	CAT 2 ILS	775′ (100′)	RA 100′ - 300m
	ILS	875′ (200′)	500m / 1000m
	LOC	1020′ (345′)	800m / 1000m
	RNAV (LPV) ❶	930′ (255′)	600m / 1000m
	RNAV (LPV) ❷	1020′ (345′)	800m / 1000m
	RNAV (LNAV/VNAV) ❷	970′ (295′)	600m / 1000m
	RNAV (LNAV) ❷	1040′ (365′)	800m / 1000m
	VOR	1060′ (385′)	800m / 1000m

❶ Missed apch climb gradient mim 3.1%.
❷ Missed apch climb gradient mim 2.5%.

CIRCLE-TO-LAND ❷	MDA(H)	VIS
	1280′ (599′)	1000m

❷ Rwy 01L/19R: Not authorized East of rwy 01L/19R.
Rwy 01R/19L: Not authorized West of rwy 01R/19L.

TAKE-OFF RWY 01L, 01R, 19L, 19R

LVP must be in Force ❷				
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 ❸	800m

❷ Without LVP 400m are stipulated.
❸ Or rejected take-off distance whichever is the greater.

CHANGES: Minimums.

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ENGM/OSL GARDERMOEN — OSLO, NORWAY

JEPPESEN 27 MAR 15 (11-01) Eff 2 Apr

ILS Z or LOC Z Rwy 01L

BRIEFING STRIP™

D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

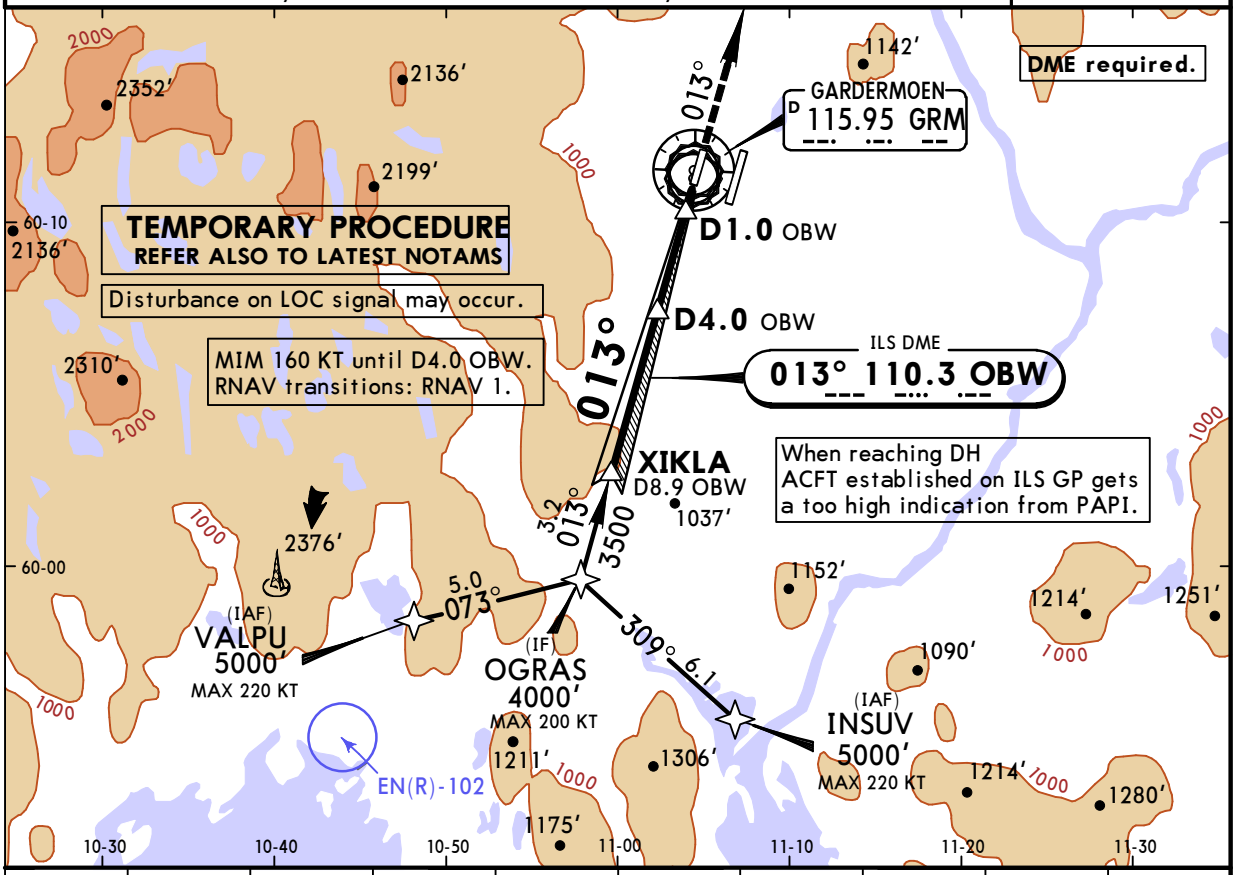
GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

LOC OBW	Final Apch Crs	GS D4.0 OBW	ILS DA(H)	Apt Elev 681′ / RWY 655′
110.3	013°	1942′ (1287′)	855′ (200′)	

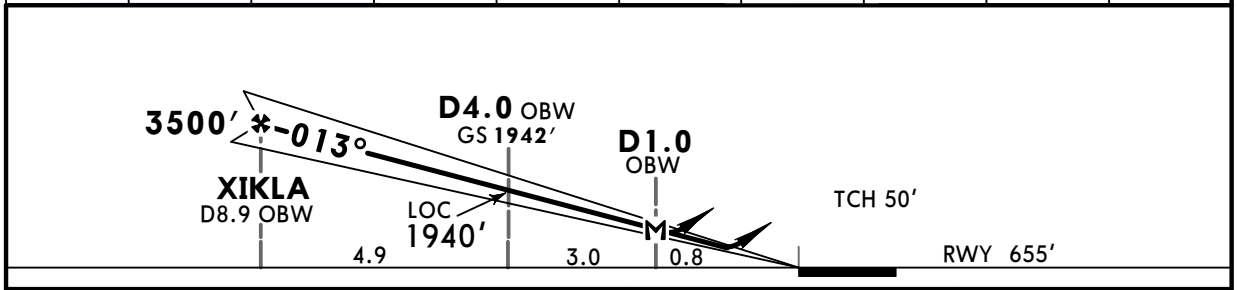
MISSED APCH: Climb on 013° to 5000′. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: Continue climb on 013° to 5000′.
At D20.0 OBW turn LEFT direct to VOR for a new apch.

MSA GRM VOR: 3900′ (193°–103°), 3400′ (103°–283°), 3400′ (283°–013°), 2700′ (013°–193°)

Alt Set: hPa | Rwy Elev: 24 hPa | Trans level: By ATC | Trans alt: 7000′



LOC (GS out)	OBW DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	3210′	2890′	2570′	2250′	1940′	1620′	1300′	980′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Desc Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 OBW						

HIALS
PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **01L**

	ILS DA(H) 855′ (200′)			LOC (GS out) DA(H) 960′ (305′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1400m
B					
C					
D					

CIRCLE-TO-LAND
Not authorized East of rwy 01L/19R

Max Kts	MDA(H)	VIS
100	1280′ (599′)	1500m
135	1280′ (599′)	1600m
180	2040′ (1359′)	2400m
205	2250′ (1569′)	3600m

CHANGES: New temporary procedure.

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ENGM/OSL GARDERMOEN

JEPPESEN 5 DEC 14 (11-1) Eff 11 Dec

OSLO, NORWAY ILS or LOC Rwy 01L

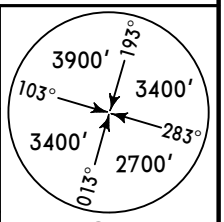
BRIEFING STRIP™

D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

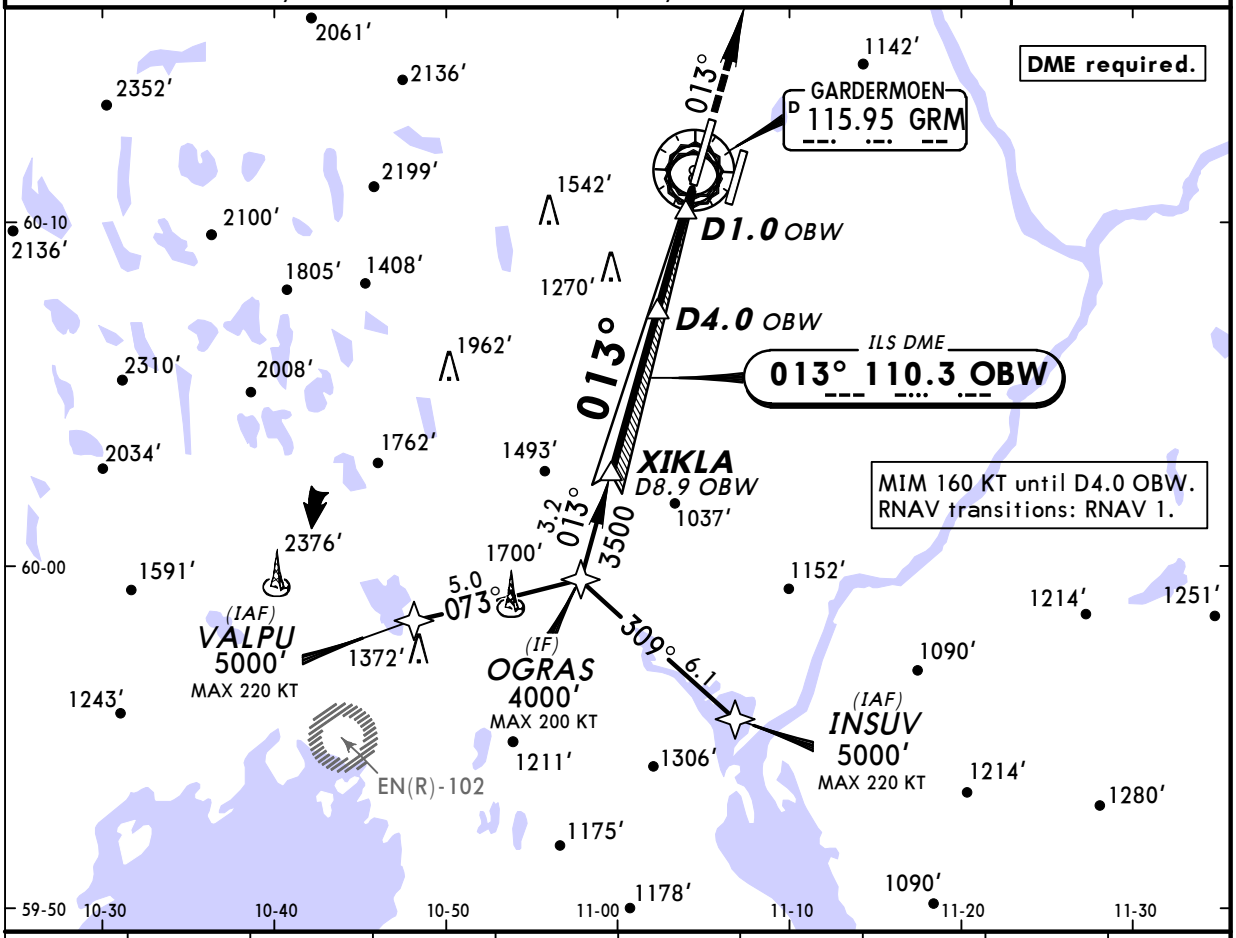
LOC OBW	Final Apch Crs	GS D4.0 OBW	ILS DA(H)	Apt Elev 681′
110.3	013°	1942′ (1287′)	855′ (200′)	RWY 655′

MISSED APCH: Climb on 013° to 5000′. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: Continue climb on 013° to 5000′.
At D20.0 OBW turn LEFT direct to VOR for a new apch.

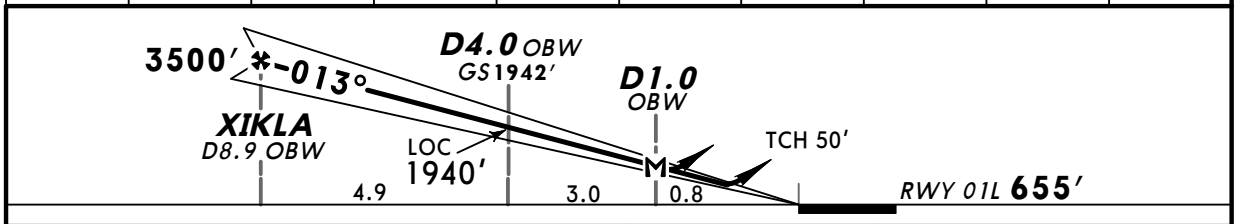


MSA GRM VOR

Alt Set: hPa	Rwy Elev: 24 hPa	Trans level: By ATC	Trans alt: 7000′



LOC (GS out)	OBW DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	3210′	2890′	2570′	2250′	1940′	1620′	1300′	980′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Desc Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 OBW						

HIALS
PAPI

5000′ on 013°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **01L**

	ILS DA(H) 855′ (200′)			LOC (GS out) DA(H) 960′ (305′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1400m
B					
C					
D					

CIRCLE-TO-LAND

Not authorized East of rwy 01L/19R

Max Kts	MDA(H)	VIS
100	1280′ (599′)	1500m
135	1280′ (599′)	1600m
180	2040′ (1359′)	2400m
205	2250′ (1569′)	3600m

CHANGES: MSA. Missed apch. Bearings.

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ENGM/OSL GARDERMOEN

JEPPESEN 27 MAR 15 (11-02) Eff 2 Apr

OSLO, NORWAY LOC X Rwy 01L

BRIEFING STRIP™

D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

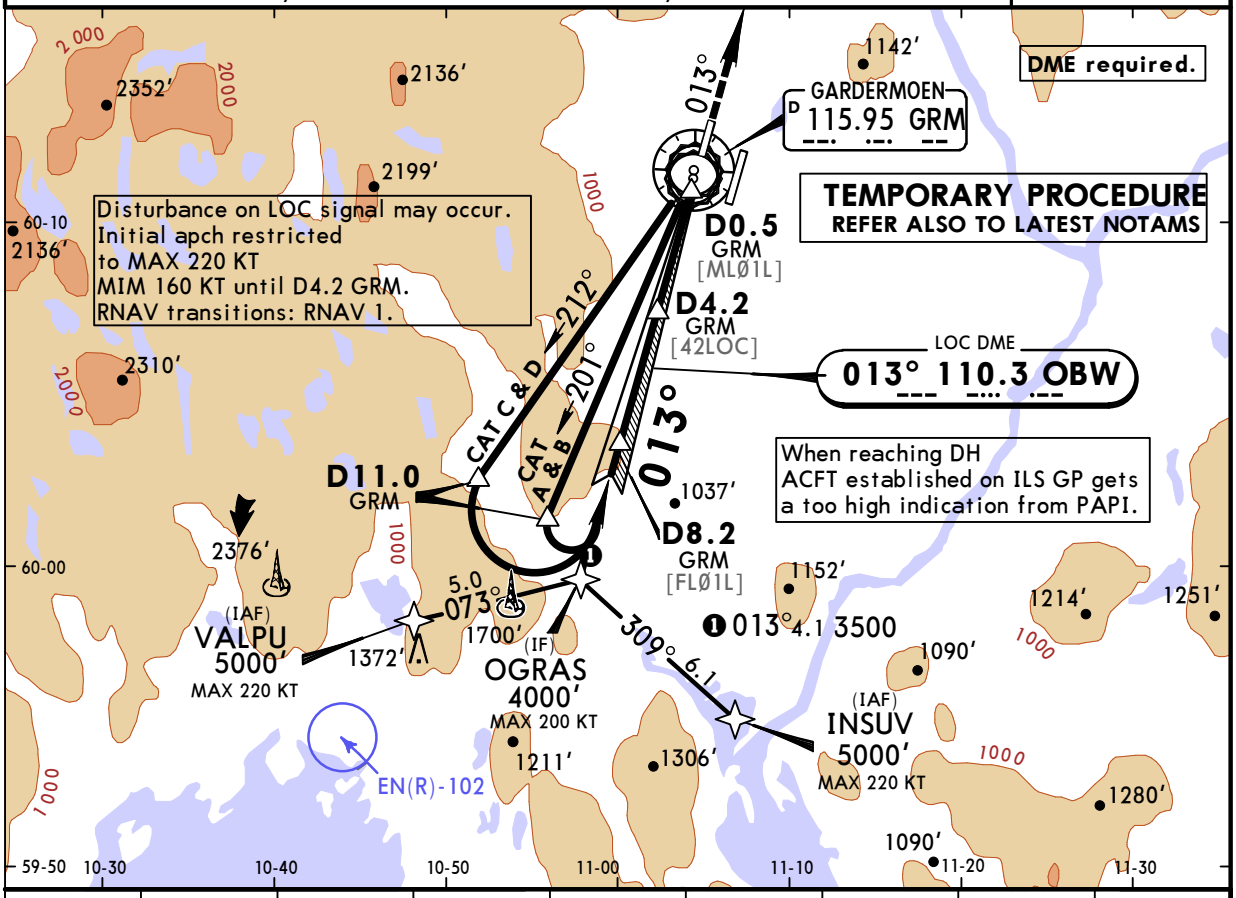
GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

LOC OBW	Final Apch Crs	Procedure Alt	DA(H)	Apt Elev 681′
110.3	013°	D8.2 GRM 3500′ (2834′)	Refer to Minimums	RWY 666′

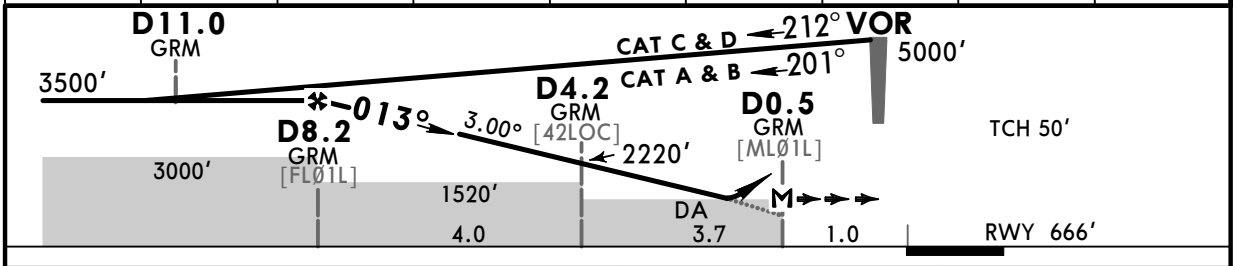
MISSED APCH: Climb on 013° to 5000′. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: Continue climb on 013° to 5000′.
At D20.0 OBW turn LEFT direct to VOR for a new apch.

MSA GRM VOR: 3900′ (193°–103°), 3400′ (103°–283°), 3400′ (283°–013°), 2700′ (013°–193°)

Alt Set: hPa | Rwy Elev: 24 hPa | Trans level: By ATC | Trans alt: 7000′



GRM DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	3430′	3110′	2790′	2470′	2160′	1840′	1520′	1200′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.5 GRM						

PAPI-L REIL

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **01L**

DA(H) A: **1040′** (374′) C: **1060′** (394′)
B: **1050′** (384′) D: **1070′** (404′)

CIRCLE-TO-LAND

Not authorized East of rwy 01L/19R

		Max Kts	MDA(H)	VIS
A	RVR 1500m	100	1280′ (599′)	1500m
B		135	1280′ (599′)	1600m
C	RVR 1800m	180	1920′ (1239′)	2400m
D	RVR 1900m	205	2230′ (1549′)	3600m

CHANGES: New temporary procedure.

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ENGM/OSL GARDERMOEN

JEPPESEN 5 DEC 14 (11-2) Eff 11 Dec

OSLO, NORWAY ILS or LOC Rwy 01R

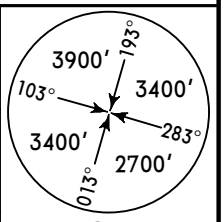
BRIEFING STRIP ™

D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

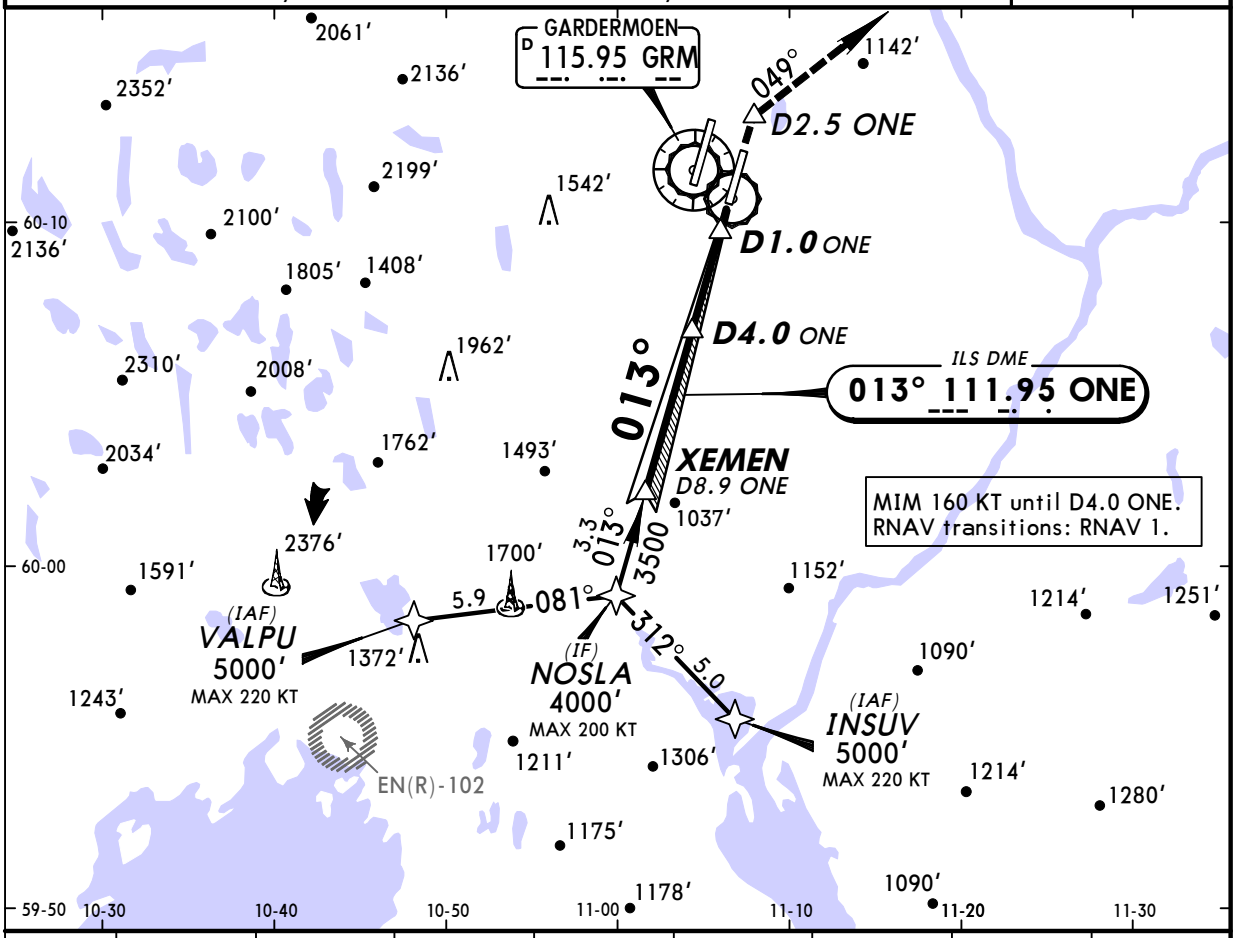
LOC	Final	GS	ILS	Apt Elev 681′
ONE	Apch Crs	D4.0 ONE	DA(H)	
111.95	013°	1957′ (1287′)	Refer to Minimums	RWY 670′

MISSED APCH: Climb on 013° to D2.5 ONE, then turn RIGHT and proceed onto 049° to 4000′. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: Climb on 049° to 4000′. At D20.0 ONE turn RIGHT direct to VOR for a new apch.

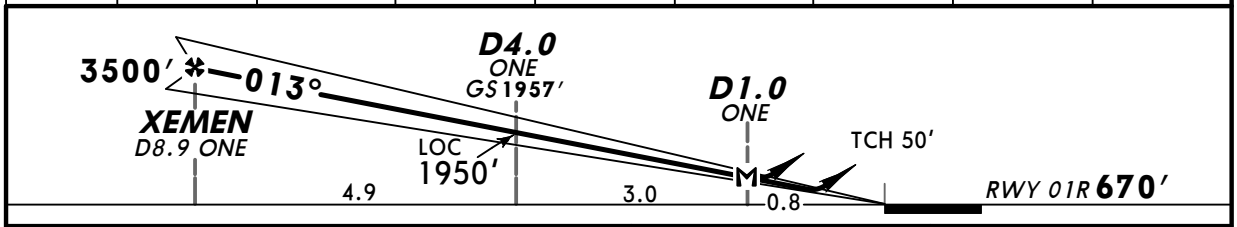


MSA GRM VOR

Alt Set: hPa	Rwy Elev: 24 hPa	Trans level: By ATC	Trans alt: 7000′



LOC (GS out)	ONE DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3220′	2900′	2590′	2270′	1950′	1630′	1310′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Desc Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 ONE						

HIALS-II
PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **01R**

	ILS			LOC (GS out)	
	DA(H) ABC: 870′ (200′) D: 880′ (210′)			DA(H) 970′ (300′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1400m
B					
C					
D					

CIRCLE-TO-LAND
Not authorized West of rwy 01R/19L

Max Kts	MDA(H)	VIS
100	1280′ (599′)	1500m
135	1280′ (599′)	1600m
180	1570′ (889′)	2400m
205	1630′ (949′)	3600m

CHANGES: MSA. Missed apch. Bearings.

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ENGM/OSL GARDERMOEN

JEPPESEN
5 DEC 14
Eff 11 Dec
11-2A

OSLO, NORWAY
CAT II/III ILS Rwy 01R

BRIEFING STRIP™

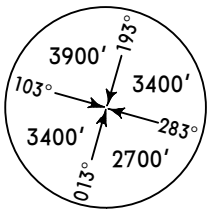
D-ATIS Arrival	*OSLO Approach
126.125	East 118.475 West 120.450

GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

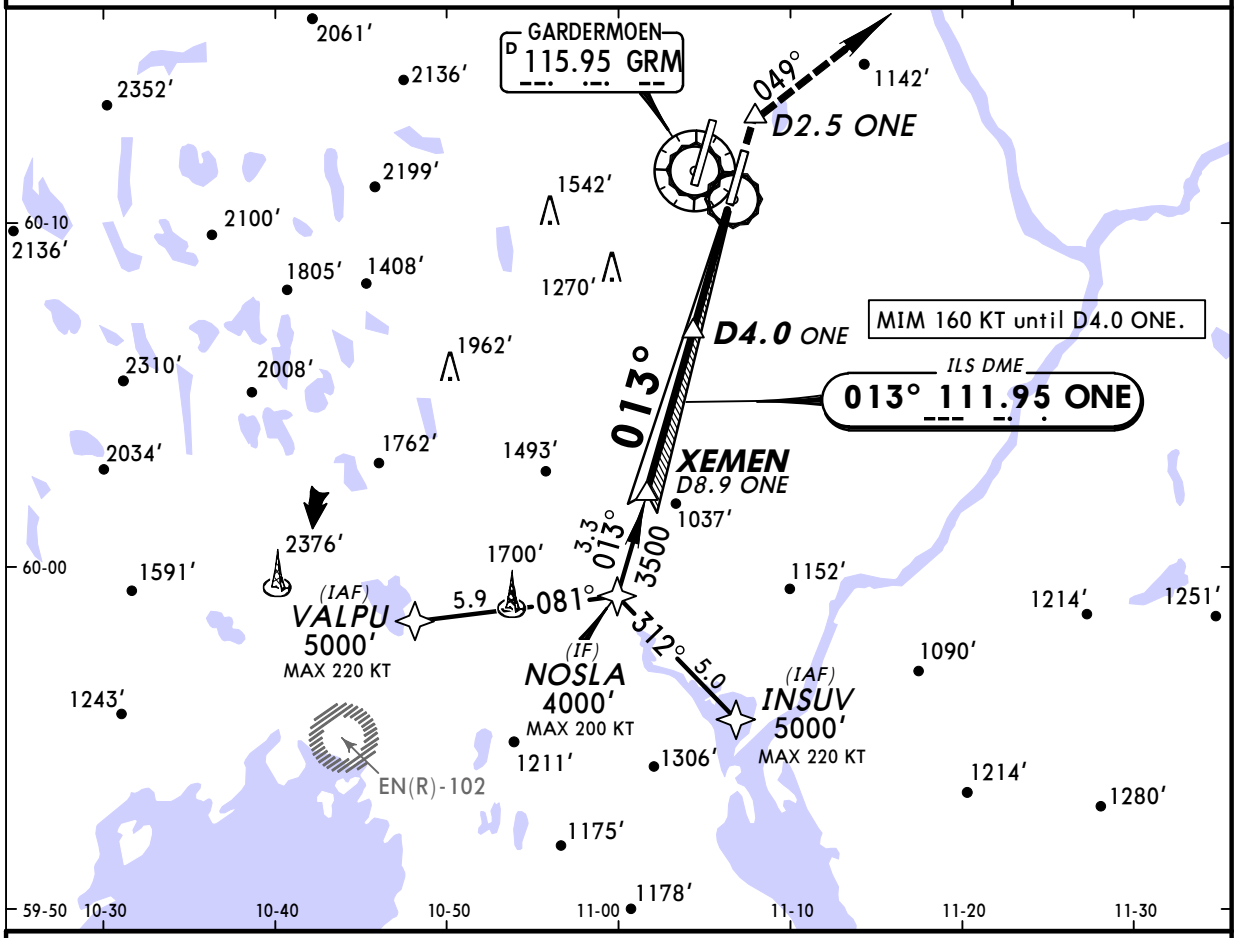
LOC	Final	GS	CAT II & IIIA ILS	Apt Elev 681′
ONE	Apch Crs	D4.0 ONE	Refer to Minimums	RWY 670′
111.95	013°	1957′ (1287′)		

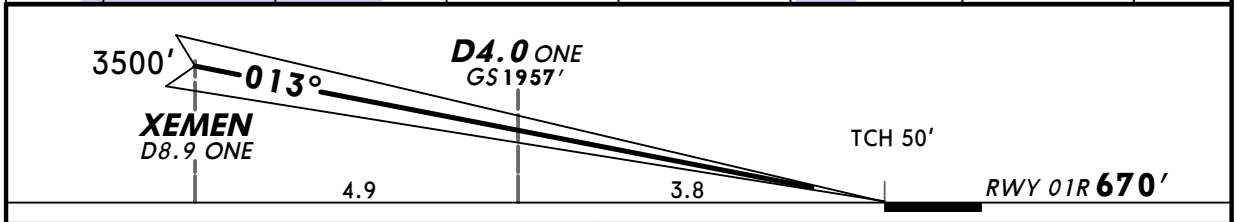
MISSED APCH: Climb on 013° to D2.5 ONE, then turn RIGHT and proceed onto 049° to 4000′. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: Climb on 049° to 4000′. At D20.0 ONE turn RIGHT direct to VOR for a new apch.

Alt Set: hPa Rwy Elev: 24 hPa Trans level: By ATC Trans alt: 7000′
1. Special Aircrew & Aircraft Certification Required.
2. RNAV transitions: RNAV 1.



MSA
GRM VOR





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

HIALS-II
PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **01R**

CAT IIIA ILS	CAT II ILS
DH 50′	RA 102′ DA(H) 770′ (100′)
RVR 200m	RVR 300m 1

1 Operators applying U.S. Specs: Autoland or HUD required below RVR 350m.

CHANGES: MSA. Missed apch. Bearings.

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ENGM/OSL GARDERMOEN

JEPPESEN
22 MAY 15
Eff 28 May
11-03

OSLO, NORWAY
ILS X or LOC X Rwy 19R

BRIEFING STRIP™

D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

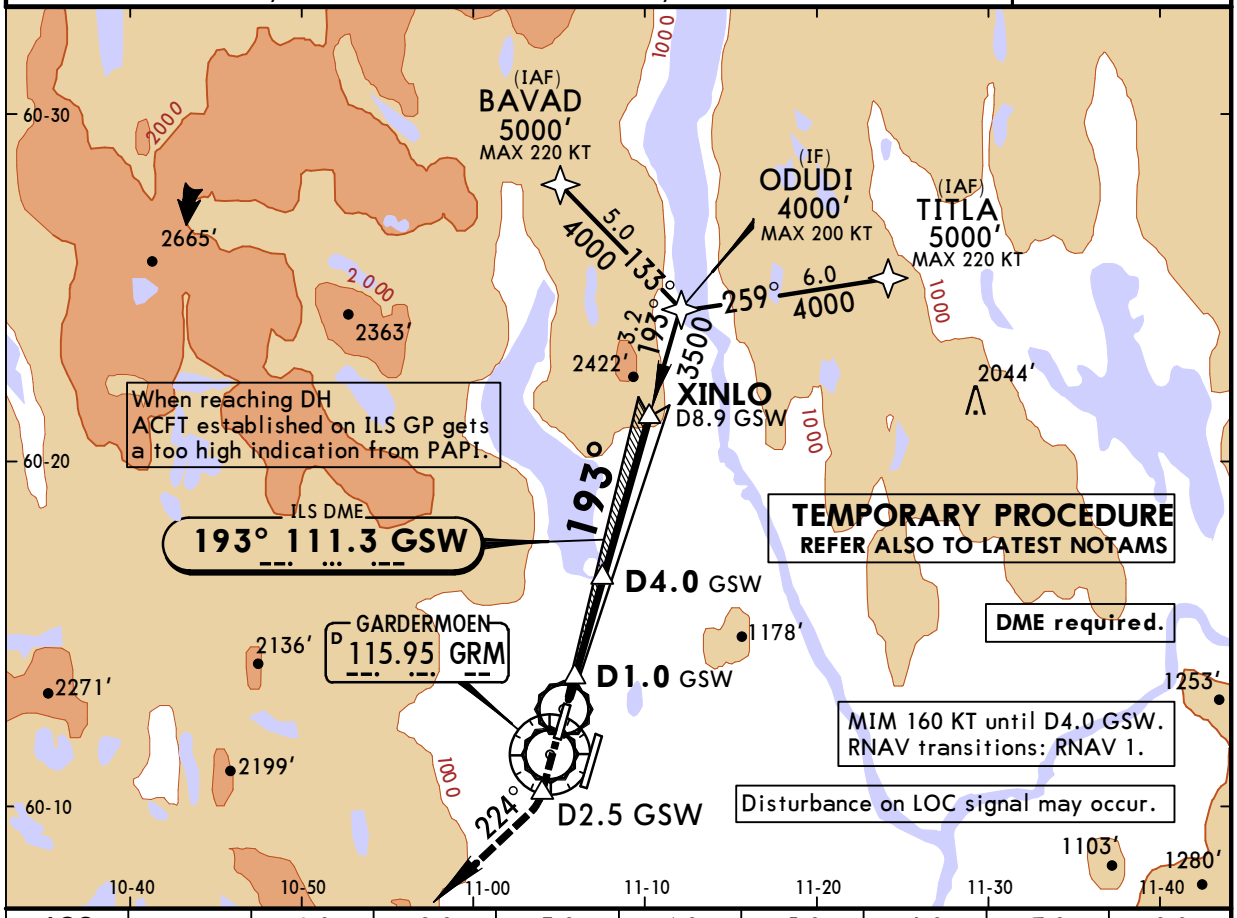
GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

LOC GSW	Final Apch Crs	GS D4.0 GSW	ILS DA(H)	Apt Elev 681′ Rwy 675′
111.3	193°	1961′ (1286′)	875′ (200′)	

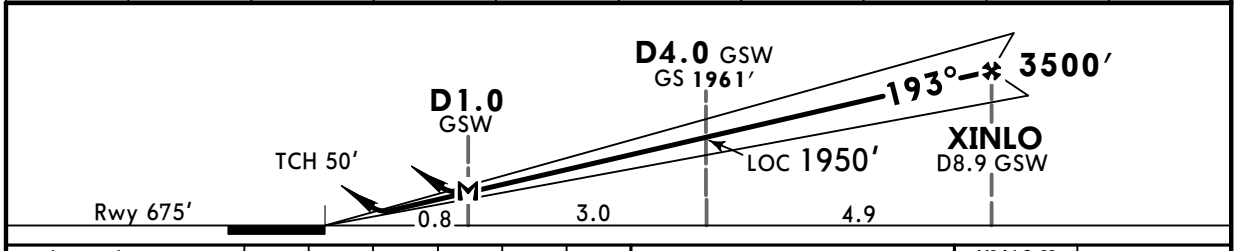
MISSED APCH: Climb on 193° to D2.5 GSW, then turn RIGHT onto 224°. Climb to 5000′. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: Continue on 224°. Climb to 5000′. At D20.0 GSW turn RIGHT direct to VOR for a new apch.

MSA GRM VOR: 3900′ (193°–103°), 3400′ (103°–283°), 3400′ (283°–013°), 2700′ (013°–193°)

Alt Set: hPa | Rwy Elev: 25 hPa | Trans level: By ATC | Trans alt: 7000′



LOC (GS out)	GSW DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	1000′	1320′	1630′	1950′	2270′	2590′	2910′	3230′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849
MAP at D1.0 GSW							

HIALS-II
PAPI

Refer to Missed Apch above

PANS OPS

Standard — STRAIGHT-IN LANDING RWY 19R

	ILS DA(H) 875′ (200′)			LOC (GS out) DA(H) 1020′ (345′)		CIRCLE-TO-LAND Not authorized East of rwy 01L/19R		
	FULL	Limited	ALS out		ALS out	Max Kts	MDA(H)	VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR 1500m	100	1280′ (599′)	1500m
B						135	1280′ (599′)	1600m
C					RVR 1600m	180	1980′ (1299′)	2400m
D						205	2230′ (1549′)	3600m

CHANGES: None.

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ENGM/OSL GARDERMOEN

JEPPESEN 5 DEC 14 (11-3) Eff 11 Dec

OSLO, NORWAY ILS or LOC Rwy 19L

BRIEFING STRIP ™

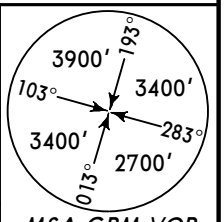
D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

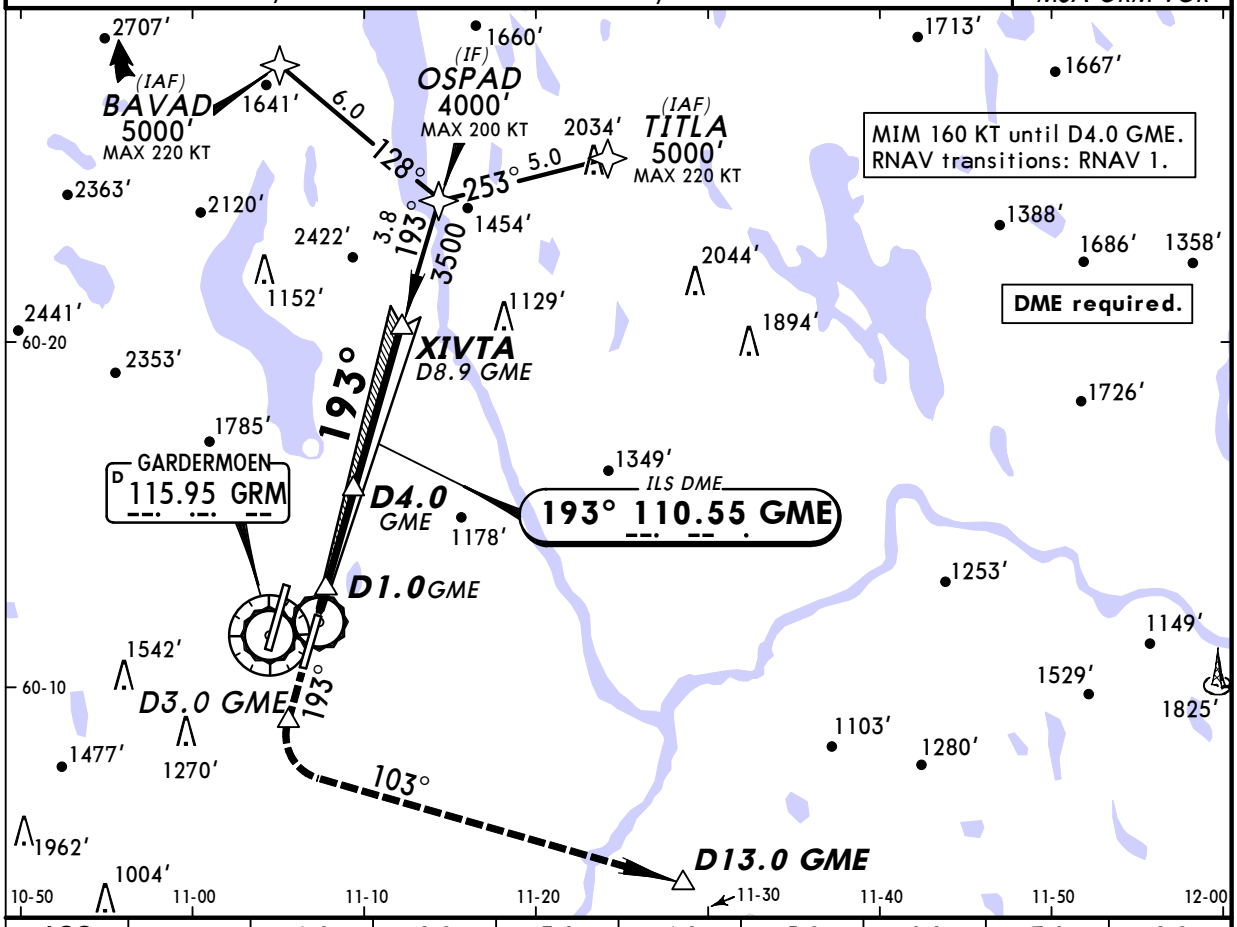
LOC GME	Final Apch Crs	GS D4.0 GME	ILS DA(H)	Apt Elev 681′
110.55	193°	1962′ (1281′)	881′ (200′)	RWY 681′

MISSED APCH: Climb on 193° to D3.0 GME. Turn LEFT to 103°. Climb to 3000′. At D13.0 GME climb to 5000′. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: Continue on 103° to 5000′. At D20.0 GME turn LEFT direct to VOR for a new apch.

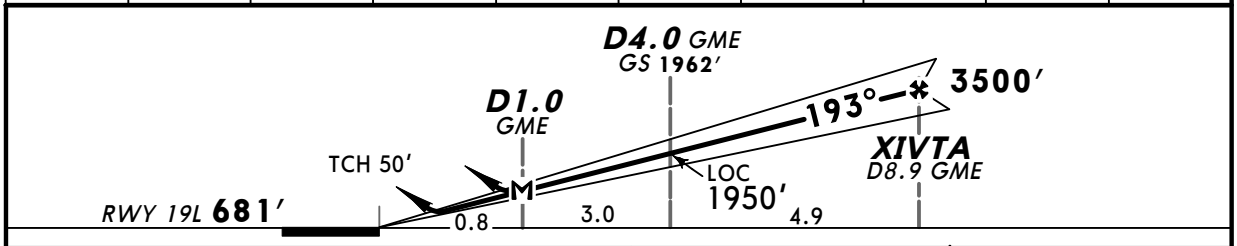
Alt Set: hPa | Rwy Elev: 25 hPa | Trans level: By ATC | Trans alt: 7000′



MSA GRM VOR



LOC (GS out)	GME DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	1000′	1320′	1640′	1950′	2270′	2590′	2910′	3230′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Desc Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 GME						

HIALS
PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY 19L

	ILS DA(H) 881′ (200′)			LOC (GS out) DA(H) 1030′ (349′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR 1500m
B					
C					RVR 1600m
D					

CIRCLE-TO-LAND
Not authorized West of rwy 01R/19L

Max Kts	MDA(H)	VIS
100	1280′ (599′)	1500m
135	1280′ (599′)	1600m
180	1570′ (889′)	2400m
205	1630′ (949′)	3600m

PANS OPS

CHANGES: MSA. Missed apch. Bearings.

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JEPPESEN
JeppView 3.6.2.0

ENGM/OSL GARDERMOEN

JEPPESEN
22 MAY 15
Eff 28 May
11-04

OSLO, NORWAY LOC Z Rwy 19R

BRIEFING STRIP ™

D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

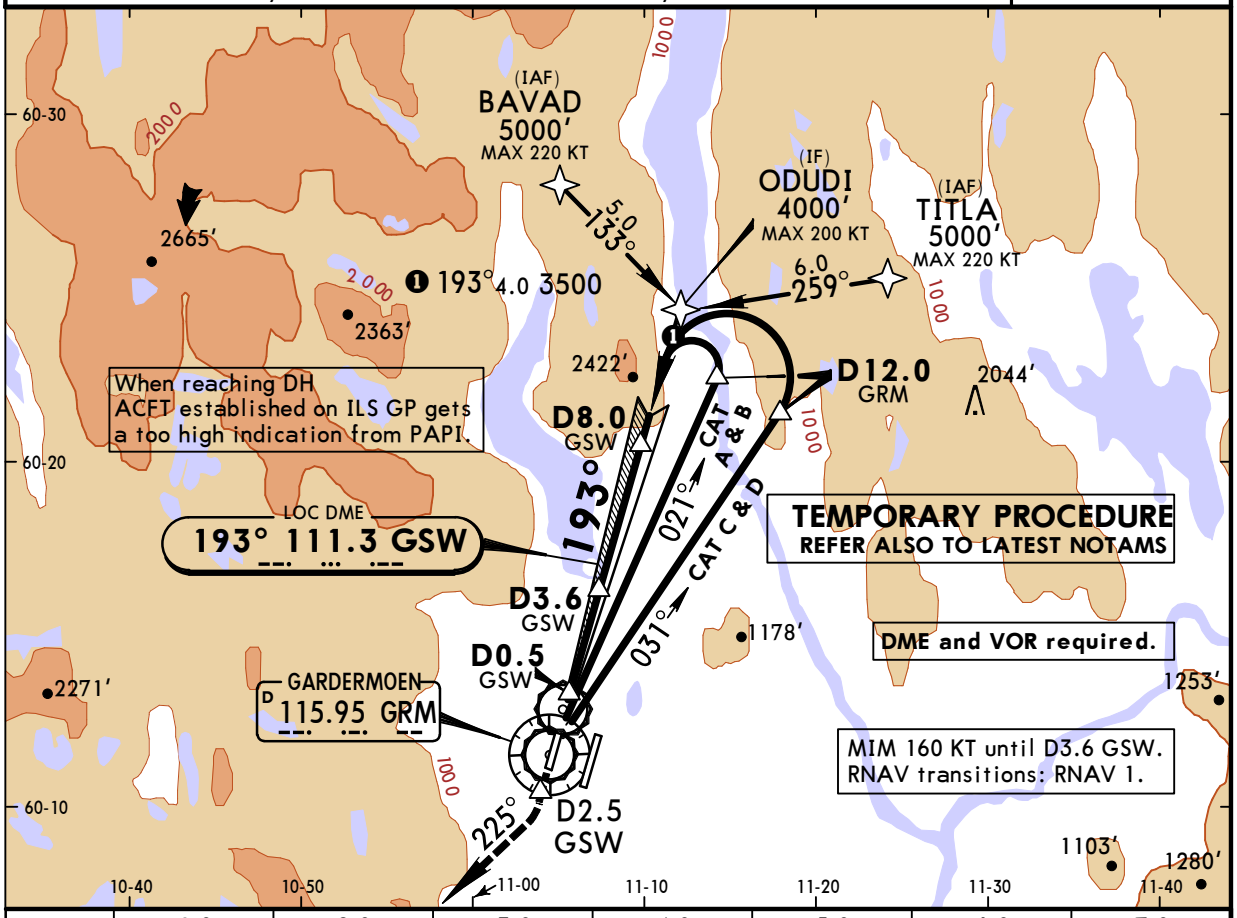
GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

LOC GSW	Final Apch Crs	Procedure Alt D8.0 GSW	DA(H)	Apt Elev 681' Rwy 668'
111.3	193°	3500' (2832')	1100' (432')	

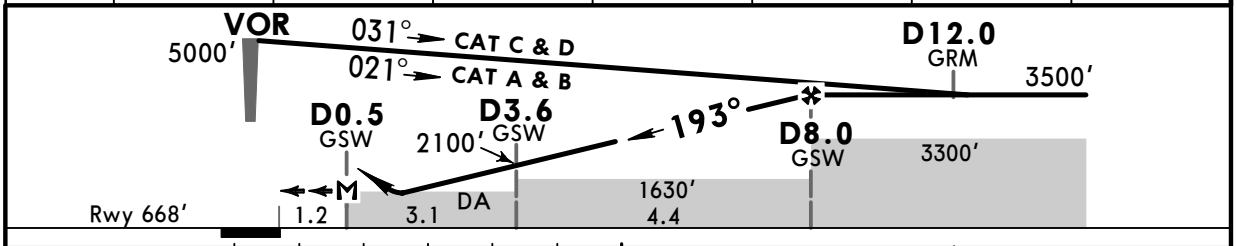
MISSED APCH: Climb on 193° to D2.5 GSW, then turn RIGHT onto 225°. Climb to 5000'. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: Continue climb on 225° to 5000'. At D28.0 GRM turn LEFT direct to VOR for a new apch.

MSA GRM VOR: 3900' (193°–103°), 3400' (103°–283°), 3400' (283°–013°), 2700' (013°–193°)

Alt Set: hPa | Rwy Elev: 24 hPa | Trans level: By ATC | Trans alt: 7000'



GSW DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1270'	1590'	1910'	2230'	2540'	2860'	3180'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.5 GSW						

PAPI-R
REIL

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **19R**

DA(H) **1100'** (432')

		Max Kts	MDA(H)	VIS
A	RVR 1500m	100	1280' (599')	1500m
B		135	1280' (599')	1600m
C	RVR 2000m	180	1920' (1239')	2400m
D		205	2230' (1549')	3600m

CIRCLE-TO-LAND
Not authorized East of rwy 01L/19R

CHANGES: Fixes. Recommended altitudes. Minimums.

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ENGM/OSL GARDERMOEN

JEPPESEN 5 DEC 14 (11-4) Eff 11 Dec

OSLO, NORWAY ILS or LOC Rwy 19R

BRIEFING STRIP™

D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

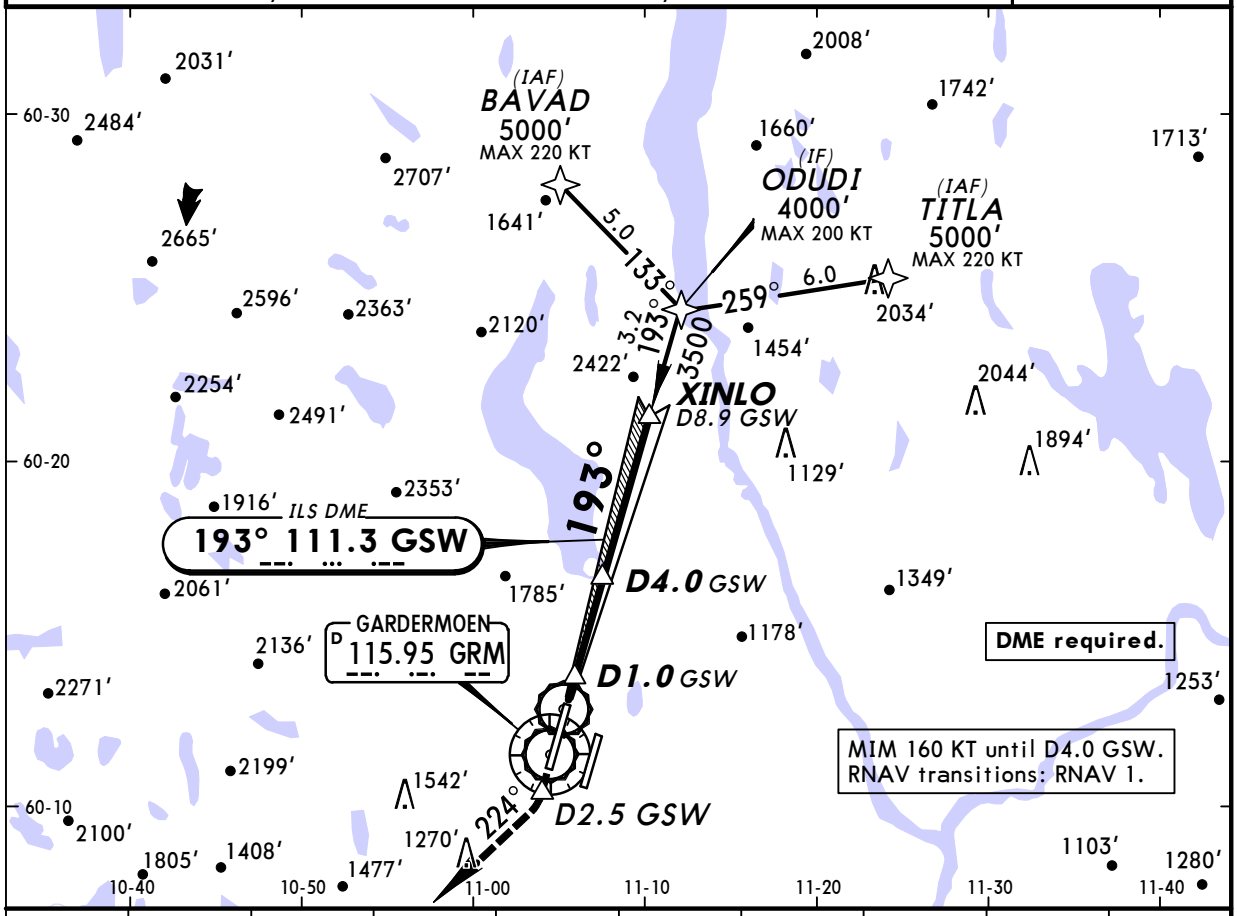
GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

LOC GSW	Final Apch Crs	GS D4.0 GSW	ILS DA(H)	Apt Elev 681′
111.3	193°	1961′ (1286′)	875′ (200′)	RWY 675′

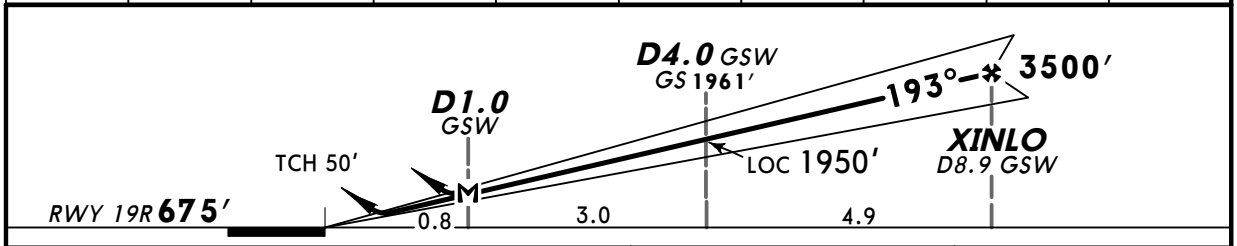
MISSED APCH: Climb on 193° to D2.5 GSW, then turn RIGHT onto 224°. Climb to 5000′. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: Continue on 224°. Climb to 5000′. At D20.0 GSW turn RIGHT direct to VOR for a new apch.

MSA GRM VOR: 3900′ (103°–193°), 3400′ (193°–283°), 3400′ (283°–013°), 2700′ (013°–103°)

Alt Set: hPa | Rwy Elev: 25 hPa | Trans level: By ATC | Trans alt: 7000′



LOC (GS out)	GSW DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	1000′	1320′	1630′	1950′	2270′	2590′	2910′	3230′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Desc Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 GSW						

HIALS-II
PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY 19R

	ILS DA(H) 875′ (200′)			LOC (GS out) DA(H) 1020′ (345′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR 1500m
B					
C					RVR 1600m
D					

CIRCLE-TO-LAND
Not authorized East of rwy 01L/19R

Max Kts	MDA(H)	VIS
100	1280′ (599′)	1500m
135	1280′ (599′)	1600m
180	1980′ (1299′)	2400m
205	2230′ (1549′)	3600m

CHANGES: MSA. Missed apch. Bearings.

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ENGM/OSL GARDERMOEN

JEPPESEN 5 DEC 14 Eff 11 Dec (11-4A)

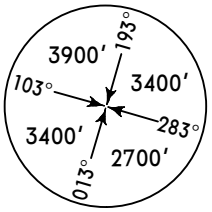
OSLO, NORWAY CAT II/III ILS Rwy 19R

BRIEFING STRIP ™

D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

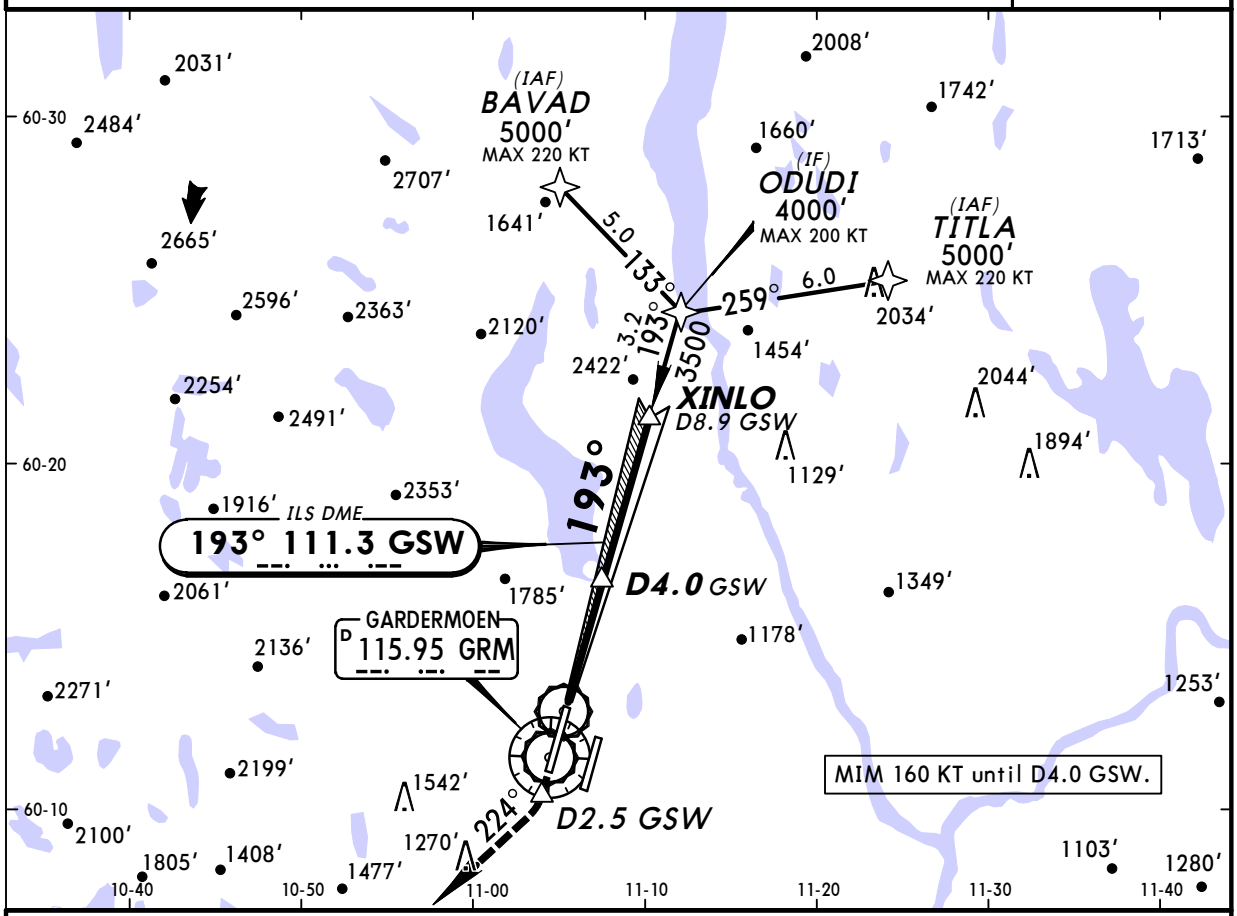
GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

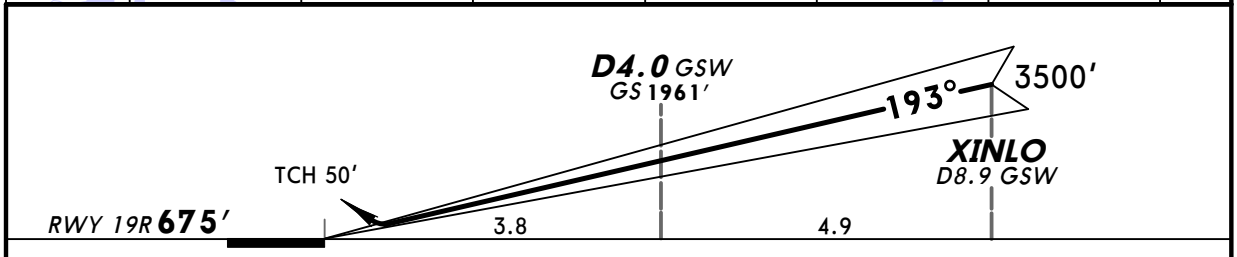
LOC GSW	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 681′
111.3	193°	D4.0 GSW 1961′ (1286′)	Refer to Minimums	RWY 675′



MISSED APCH: Climb on 193° to D2.5 GSW, then turn RIGHT onto 224°. Climb to 5000′. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: Continue on 224°. Climb to 5000′. At D20.0 GSW turn RIGHT direct to VOR for a new apch.

Alt Set: hPa Rwy Elev: 25 hPa Trans level: By ATC Trans alt: 7000′
1. **DME required.** 2. Special Aircrew & Aircraft Certification Required.
3. RNAV transitions: RNAV 1.





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

HIALS-II
PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **19R**

CAT IIIA ILS	CAT II ILS
DH 50′	RA 100′ DA(H) 775′ (100′)
RVR 200m	RVR 300m 1

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: MSA. Missed apch. Bearings.

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ENGM/OSL GARDERMOEN

JEPPESEN 1 MAY 15 (12-01)

OSLO, NORWAY RNAV (GNSS) Z Rwy 01L

BRIEFING STRIP™

D-ATIS Arrival	*OSLO Approach
126.125	East 118.475 West 120.450

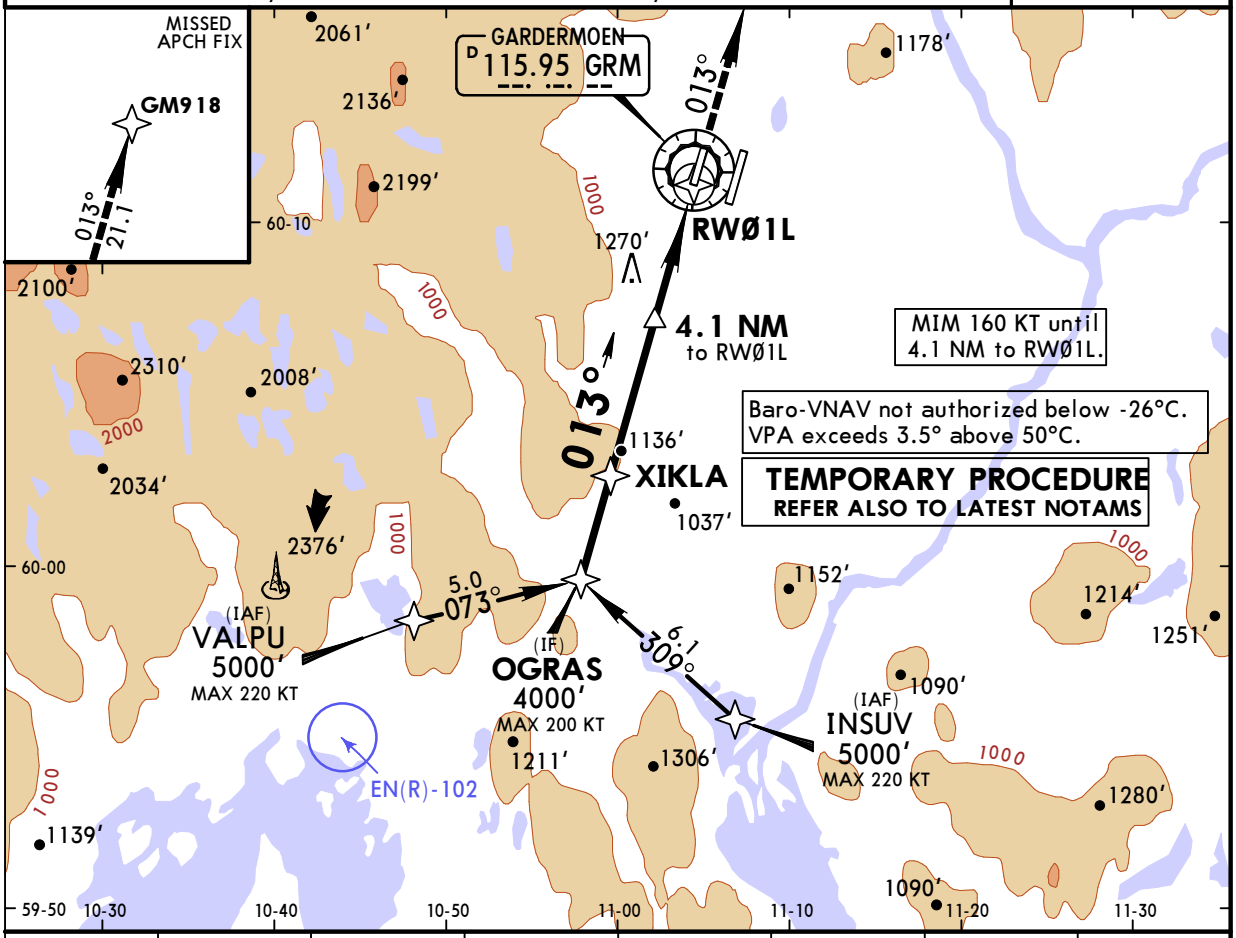
GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 681′ RWY 655′
	013°	XIKLA 3500′ (2845′)		

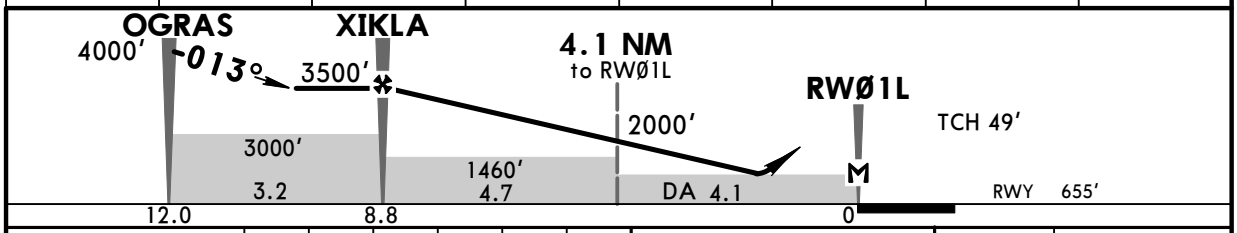
MISSED APCH: Climb to 5000′ to GM918. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: At GM918 turn LEFT direct to GRM VOR for a new apch.

3900′
MSA ARP

Alt Set: hPa | Rwy Elev: 24 hPa | Trans level: By ATC | Trans alt: 7000′



DIST to RWØ1L	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3260′	2940′	2620′	2300′	1980′	1670′	1350′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RWØ1L						

HIALS
PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **01L**

	LNAV/VNAV DA(H)		LNAV DA(H)	
	A: 1000′ (345′) C: 1030′ (375′)		1240′ (585′)	
	B: 1010′ (355′) D: 1150′ (495′)			
		ALS out		ALS out
A	RVR 900m	RVR 1500m	RVR 1500m	
B				
C	RVR 1000m	RVR 1700m	RVR 2000m	CMV 2400m
D	RVR 1500m	CMV 2300m		

CIRCLE-TO-LAND

Not authorized East of rwy 01L/19R

Max Kts	MDA(H)	VIS
100	1280′ (599′)	1500m
135	1280′ (599′)	1600m
180	1920′ (1239′)	2400m
205	2230′ (1549′)	3600m

CHANGES: None.

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ENGM/OSL GARDERMOEN

JEPPESEN 3 APR 15 (12-1)

OSLO, NORWAY RNAV (GNSS) Rwy 01L

BRIEFING STRIP™

D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

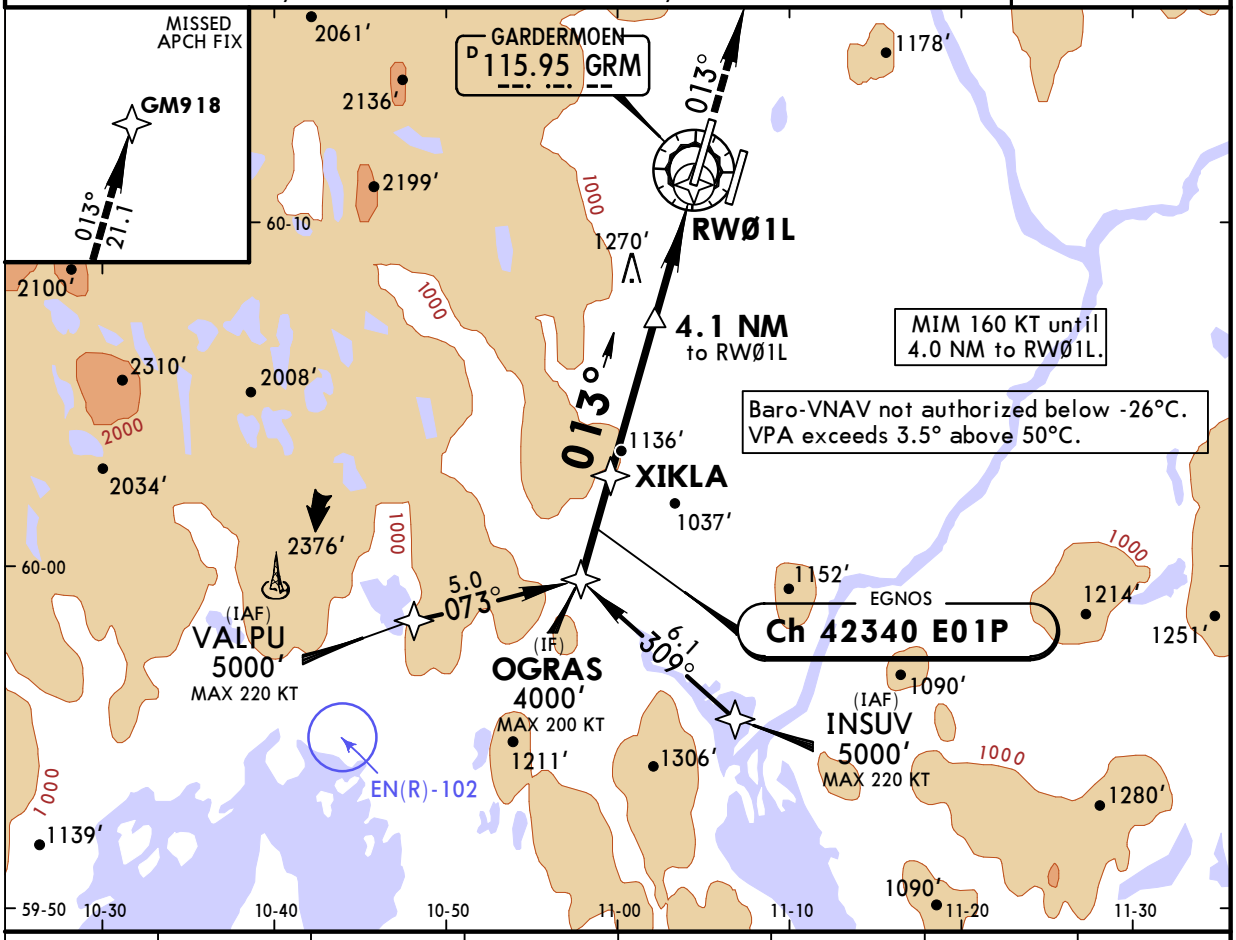
GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

EGNOS	Final Apch Crs	Procedure Alt	LPV DA(H)	Apt Elev 681′
Ch 42340 E01P	013°	XIKLA 3500′ (2845′)	905′ (250′)	RWY 655′

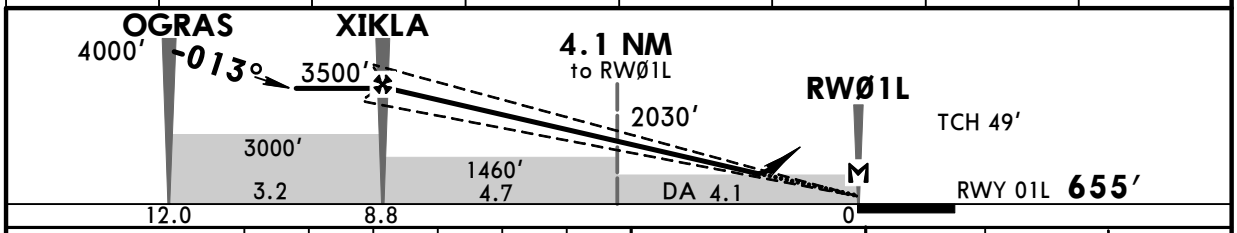
MISSED APCH: Climb to 5000′ to GM918. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: At GM918 turn LEFT direct to GRM VOR for a new apch.

3900′
MSA ARP

Alt Set: hPa | Rwy Elev: 24 hPa | Trans level: By ATC | Trans alt: 7000′



DIST to RW01L	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3260′	2940′	2620′	2300′	1980′	1670′	1350′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW01L						

HIALS
PAPI
GM918 on 013°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **01L**

	LPV		LNAV/VNAV		LNAV	
	DA(H) 905′ (250′)		DA(H) A: 1000′ (345′) C: 1030′ (375′) B: 1010′ (355′) D: 1150′ (495′)		DA(H) 1240′ (585′)	
		ALS out		ALS out		ALS out
A	RVR 750m	RVR 1300m	RVR 900m	RVR 1500m	RVR 1500m	
B						
C			RVR 1000m	RVR 1700m	RVR 2000m	CMV 2400m
D			RVR 1500m	CMV 2300m		

CIRCLE-TO-LAND
Not authorized East of rwy 01L/19R

Max Kts	MDA(H)	VIS
100	1280′ (599′)	1500m
135	1280′ (599′)	1600m
180	1920′ (1239′)	2400m
205	2230′ (1549′)	3600m

CHANGES: Minimums.

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ENGM/OSL GARDERMOEN

JEPPESEN 1 MAY 15 (12-02)

OSLO, NORWAY RNAV (GNSS) X Rwy 01L

BRIEFING STRIP™

D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

RNAV	Final Apch Crs	Procedure Alt	LNAV DA(H) Refer to Minimums	Apt Elev 681′ RWY 666′
	013°	GM924 3500′ (2834′)		

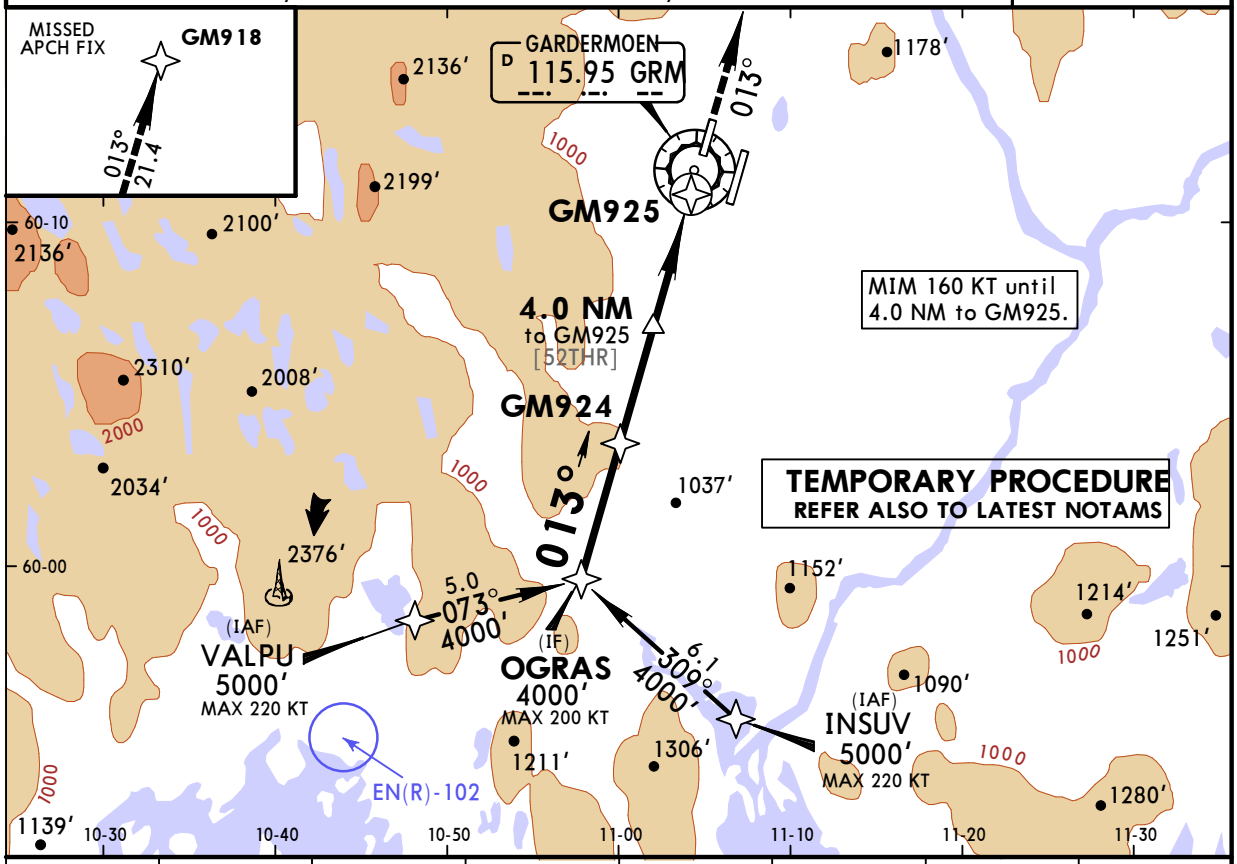
3900′

MSA ARP

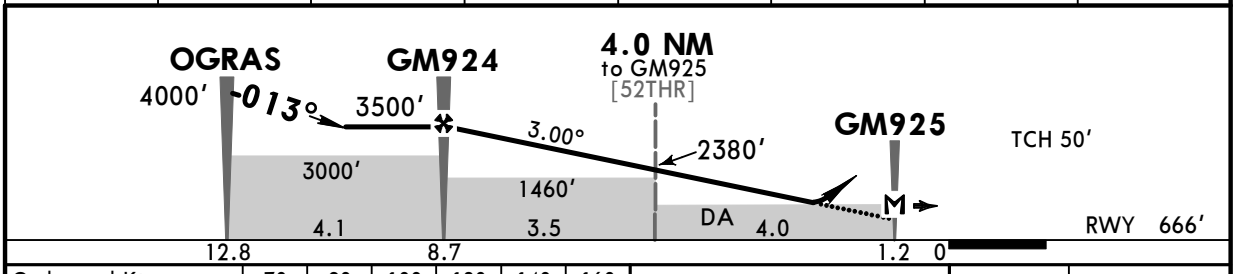
MISSED APCH: Climb to GM918 climbing to 5000′. Expect vectoring by OSLO APP.

MISSED APCH WITH LOST COMM: At GM918 turn LEFT direct to GRM VOR for a new apch.

Alt Set: hPa | Rwy Elev: 24 hPa | Trans level: By ATC | Trans alt: 7000′



DIST to GM925	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	3330′	3010′	2690′	2380′	2060′	1740′	1420′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at GM925							

PAPI-L REIL

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY **01L**

LNAV

DA(H) AB: **1100′** (434′) C: **1110′** (444′) D: **1130′** (464′)

CIRCLE-TO-LAND

Not authorized East of rwy 01L/19R

		Max Kts	MDA(H)	VIS
A	RVR 1500m	100	1280′ (599′)	1500m
B		135	1280′ (599′)	1600m
C	CMV 2100m	180	1920′ (1239′)	2400m
D	CMV 2200m	205	2230′ (1549′)	3600m

PANS OPS

CHANGES: Note withdrawn.

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ENGM/OSL GARDERMOEN

JEPPESEN
3 APR 15 (12-2)

OSLO, NORWAY RNAV (GNSS) Rwy 01R

BRIEFING STRIP™

D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

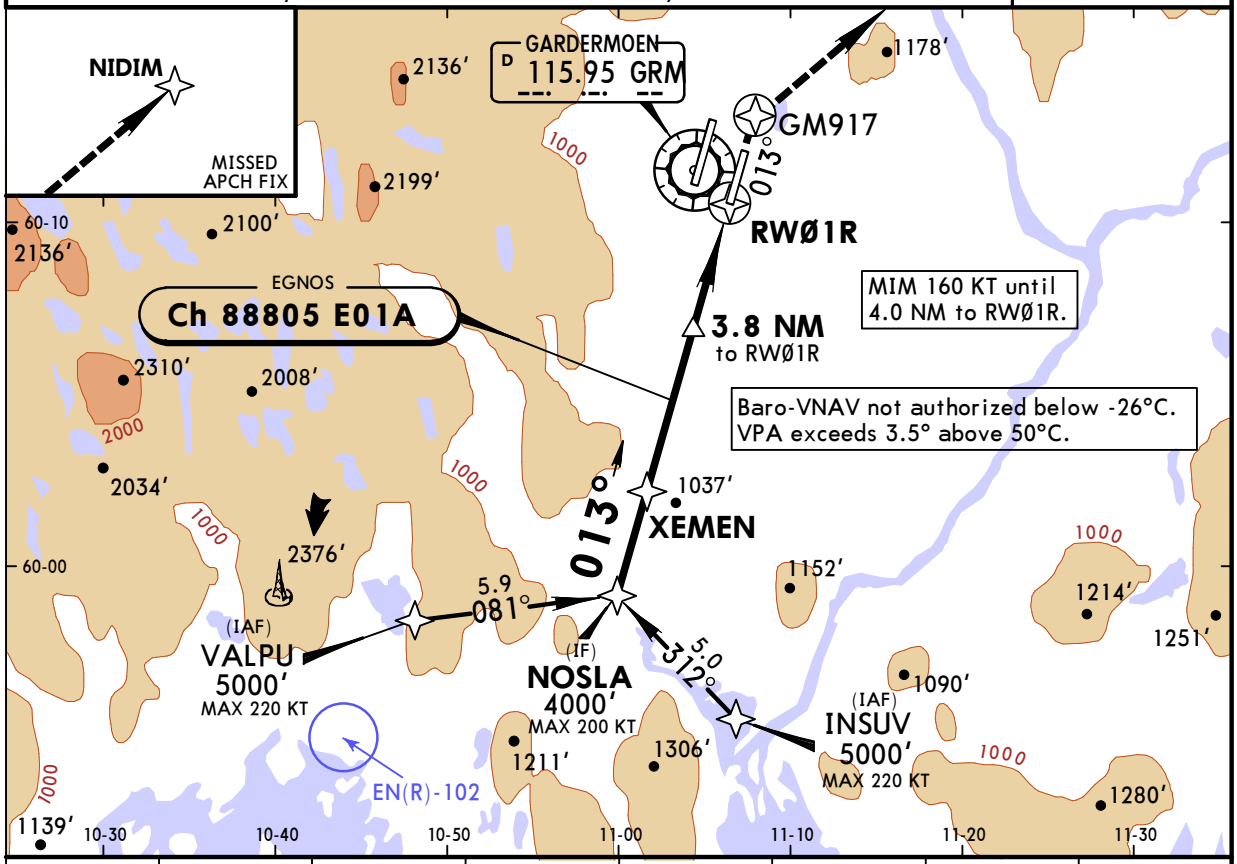
GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

EGNOS	Final Apch Crs	Procedure Alt	LPV DA(H)	Apt Elev 681′
Ch 88805 E01A	013°	XEMEN 3500′ (2830′)	920′ (250′)	RWY 670′

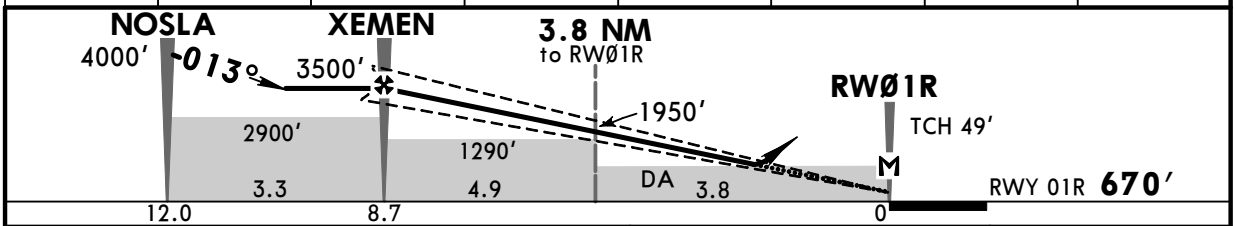
MISSED APCH: Climb to GM917. Turn RIGHT direct to NIDIM climbing to 4000′. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: At NIDIM turn RIGHT direct to GRM VOR for a new apch.

3900′
MSA ARP

Alt Set: hPa | Rwy Elev: 24 hPa | Trans level: By ATC | Trans alt: 7000′



DIST to RWØ1R	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3270′	2950′	2640′	2320′	2000′	1680′	1360′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ1R							

HIALS-II
PAPI
GM917

PANS OPS

Standard STRAIGHT-IN LANDING RWY **01R**

	LPV DA(H) 920′ (250′)		LNAV/VNAV DA(H) A: 970′ (300′) C: 1010′ (340′) B: 990′ (320′) D: 1030′ (360′)		LNAV DA(H) 1230′ (560′)		CIRCLE-TO-LAND Not authorized West of rwy 01R/19L		
		ALS out		ALS out		ALS out	Max Kts	MDA(H)	VIS
A	RVR 750m [1]	RVR 1300m	RVR 750m [2]	RVR 1400m	RVR 1500m		100	1280′ (599′)	1500m
B			RVR 750m [3]				135	1280′ (599′)	1600m
C			RVR 800m	RVR 1500m	RVR 1800m	CMV 2400m	180	1530′ (849′)	2400m
D			RVR 900m	RVR 1600m			205	1630′ (949′)	3600m

[1] With TDZ, CL and HUD: RVR 600m. [2] With TDZ, CL and HUD: RVR 650m.
[3] With TDZ, CL and HUD: RVR 700m.

CHANGES: Minimums.

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ENGM/OSL GARDERMOEN

JEPPESEN 1 MAY 15 (12-03)

OSLO, NORWAY RNAV (GNSS) Z Rwy 19R

BRIEFING STRIP™

D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

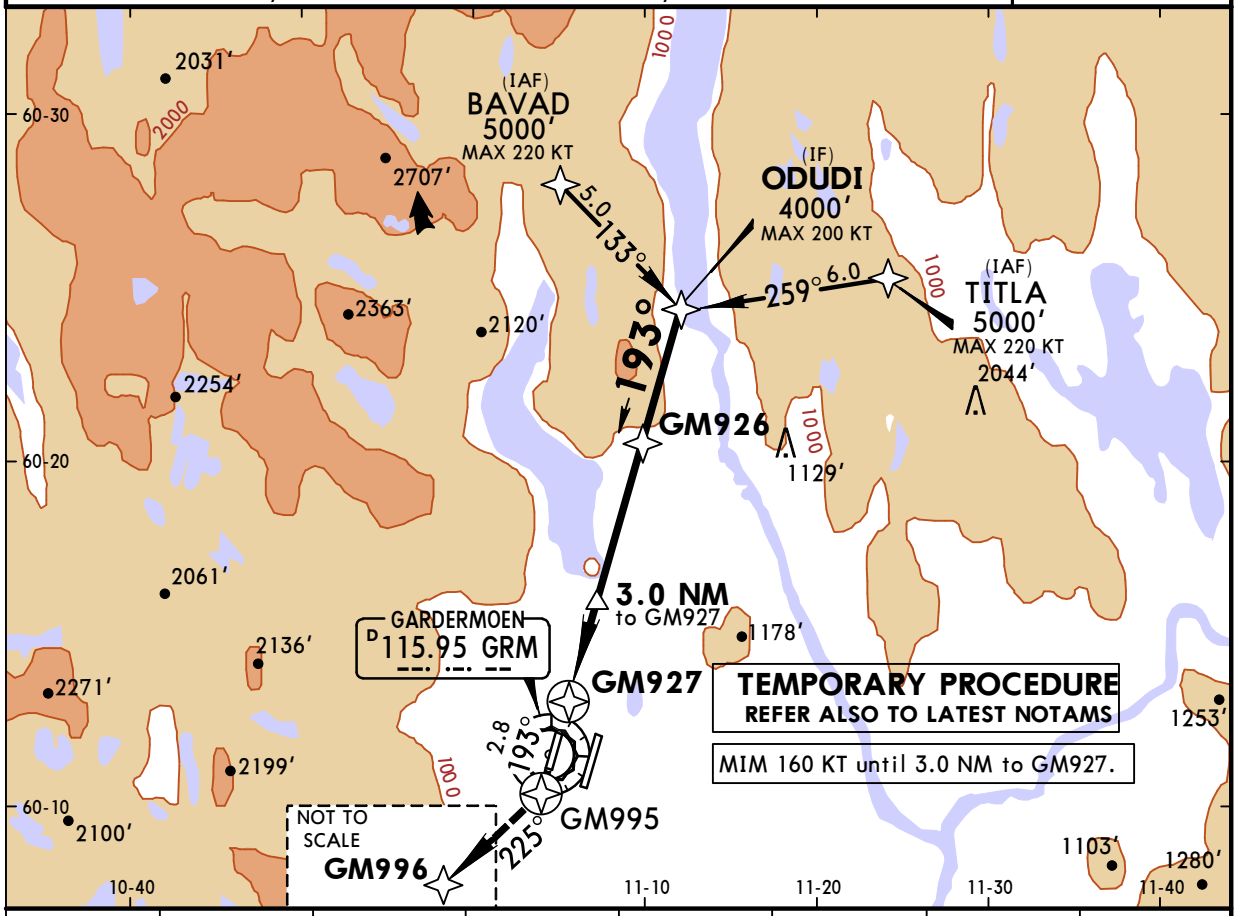
GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

RNAV	Final Apch Crs	Procedure Alt	LNAV DA(H)	Apt Elev 681′
	193°	GM926 3500′ (2832′)	Refer to Minimums	RWY 668′

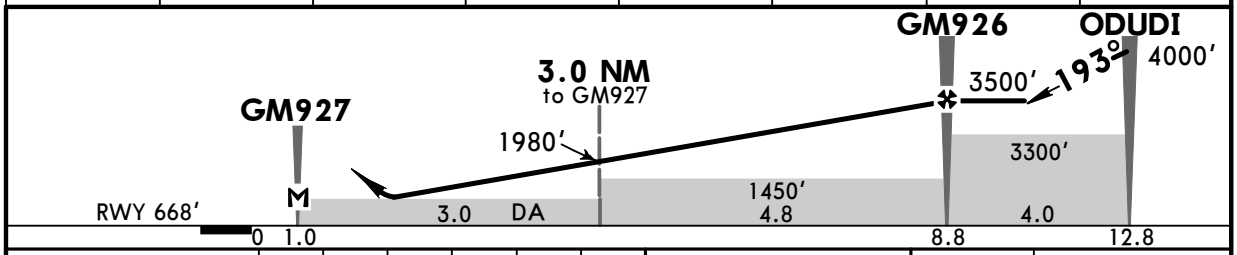
MISSED APCH: Climb to GM995. Turn RIGHT to GM996 on course 225°, climbing to 5000′. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: At GM996 turn RIGHT direct to GRM VOR for new apch.

3900′
MSA ARP

Alt Set: hPa | Rwy Elev: 24 hPa | Trans level: By ATC | Trans alt: 7000′



DIST to GM927	1.0	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1350′	1660′	1980′	2300′	2620′	2940′	3260′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at GM927							

PAPI-R REIL

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **19R**

LNAV

DA(H) ABC: **1040′** (372′) D: **1070′** (402′)

CIRCLE-TO-LAND

Not authorized
East of rwy 01L/19R

		Max Kts	MDA(H)	VIS
A	RVR 1500m	100	1280′ (599′)	1500m
B		135	1280′ (599′)	1600m
C	RVR 1700m	180	1920′ (1239′)	2400m
D	RVR 1900m	205	2230′ (1549′)	3600m

CHANGES: Note withdrawn.

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ENGM/OSL GARDERMOEN

JEPPESEN 3 APR 15 (12-3)

OSLO, NORWAY RNAV (GNSS) Rwy 19L

BRIEFING STRIP ™

D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

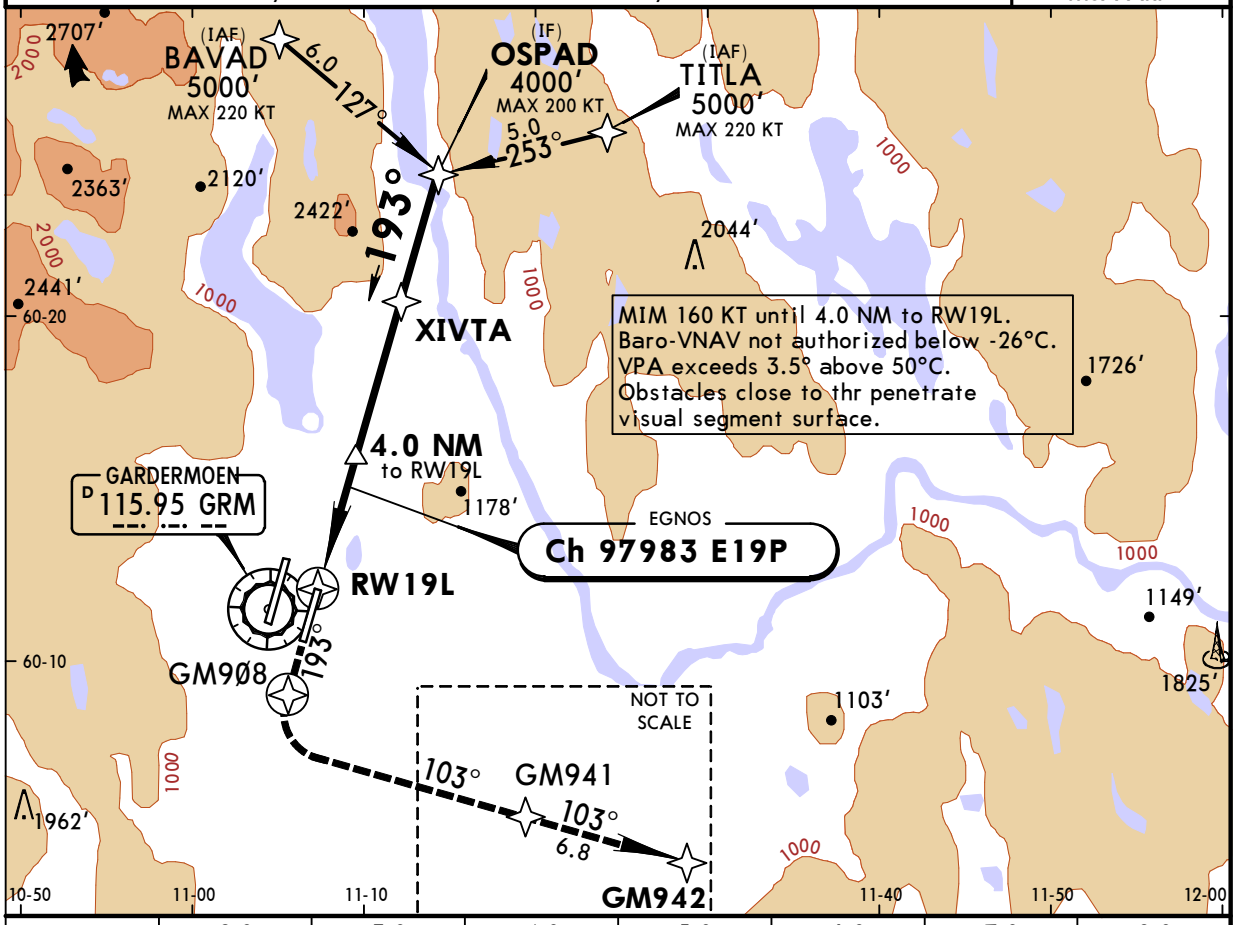
GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

EGNOS	Final Apch Crs	Procedure Alt	LPV DA(H)	Apt Elev 681′
Ch 97983 E19P	193°	XIVTA 3500′ (2819′)	Refer to Minimums	RWY 681′

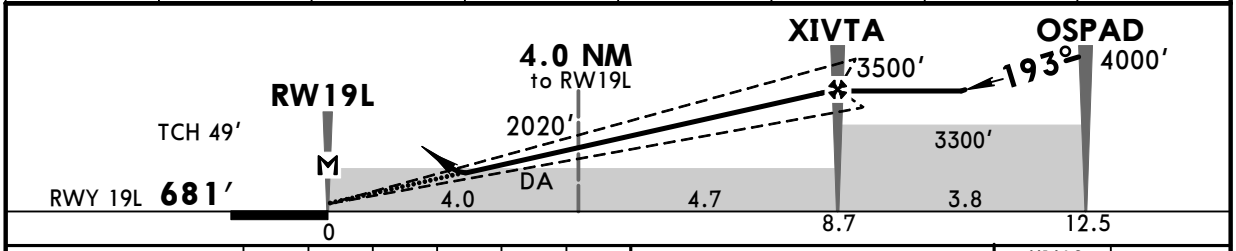
MISSED APCH: Climb to GM9Ø8. Turn LEFT to GM941 on course 103°, climbing to 3000′, then climb to 5000′ to GM942. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: At GM942 turn LEFT direct to GRM VOR for a new apch.

Alt Set: hPa | Rwy Elev: 25 hPa | Trans level: By ATC | Trans alt: 7000′

3900′
MSA ARP



DIST to RW19L	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1370′	1690′	2010′	2330′	2650′	2970′	3280′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW19L						

HIALS
PAPI
GM9Ø8

Standard STRAIGHT-IN LANDING RWY 19L

LPV	LNAV/VNAV	LNAV
DA(H) AB: 931′ (250′) C: 940′ (259′) D: 950′ (269′)	DA(H) A: 1000′ (319′) C: 1030′ (349′) B: 1010′ (329′) D: 1150′ (469′)	DA(H) 1230′ (549′)

CIRCLE-TO-LAND
Not authorized West of rwy 01R/19L

PANS OPS

	ALS out		ALS out		ALS out	Max Kts	MDA(H)	VIS
A	RVR 750m	RVR 1300m	RVR 750m	RVR 1400m	RVR 1500m	100	1280′ (599′)	1500m
B			RVR 800m	RVR 1500m		135	1280′ (599′)	1600m
C			RVR 900m	RVR 1600m	RVR 1800m / CMV 2400m	180	1530′ (849′)	2400m
D			RVR 1500m	CMV 2200m		205	1630′ (949′)	3600m

CHANGES: Minimums.

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ENGM/OSL GARDERMOEN

JEPPESEN 1 MAY 15 (12-04)

OSLO, NORWAY RNAV (GNSS) X Rwy 19R

BRIEFING STRIP™

D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

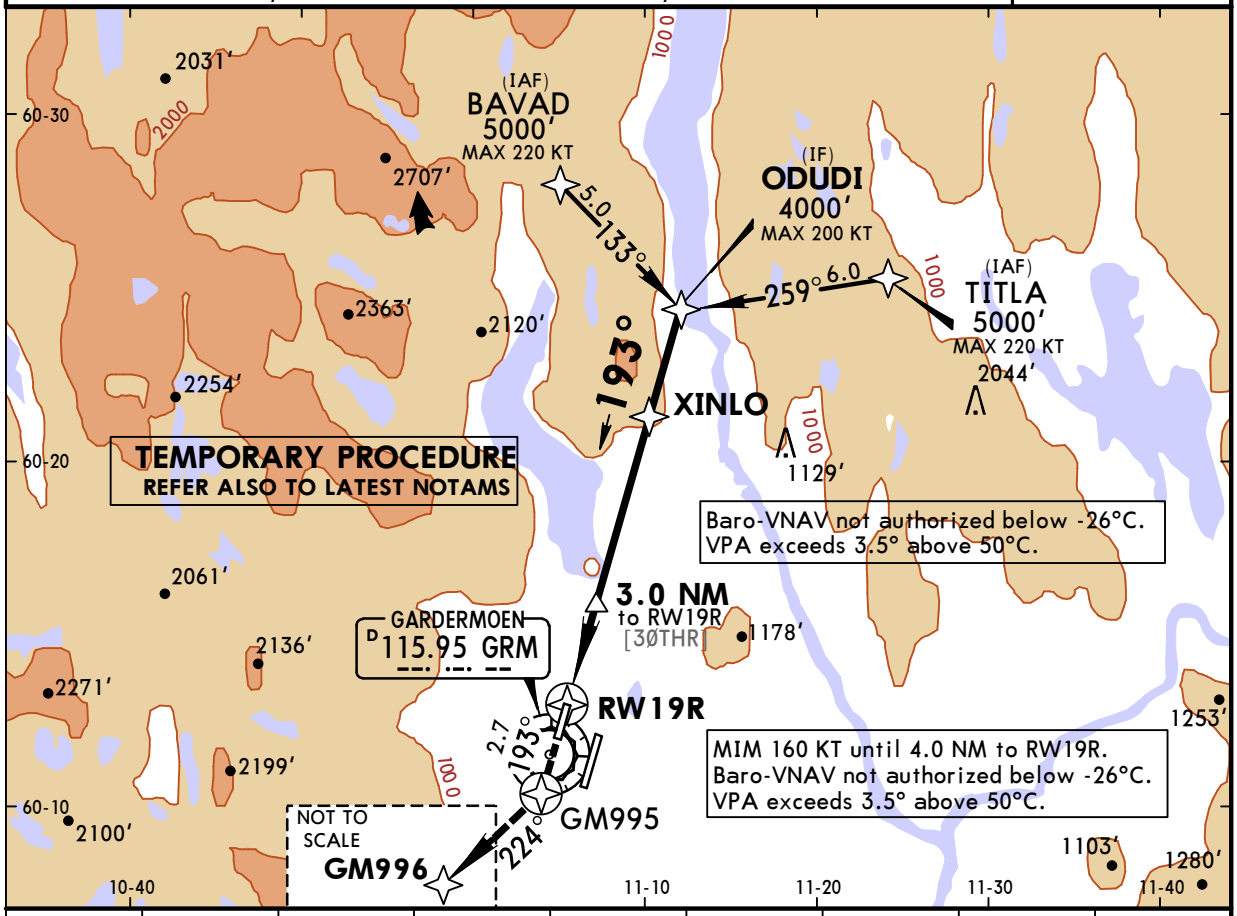
GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev 681′
	193°	XINLO 3500′ (2825′)	Refer to Minimums	RWY 675′

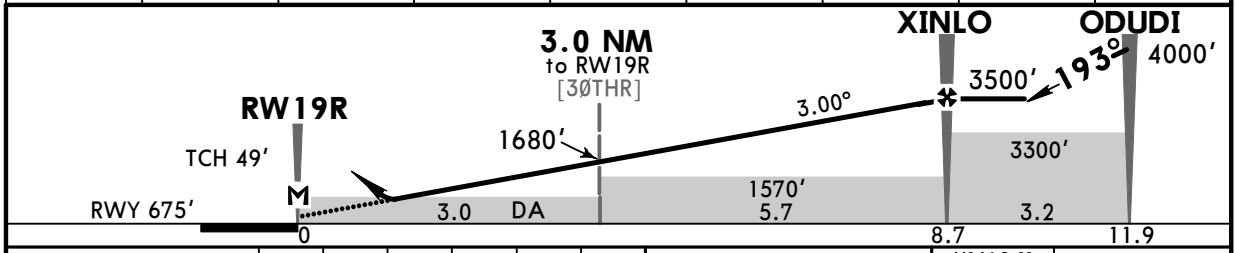
MISSED APCH: Climb to GM995. Turn RIGHT to GM996 on course 224°, climbing to 5000′. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: At GM996 turn RIGHT direct to GRM VOR for new apch.

3900′ MSA ARP

Alt Set: hPa | Rwy Elev: 25 hPa | Trans level: By ATC | Trans alt: 7000′



DIST to RW19R	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1050′	1370′	1680′	2000′	2320′	2640′	2960′	3280′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW19R							

HIALS-II
PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **19R**

	LNAV/VNAV DA(H)		LNAV DA(H)		CIRCLE-TO-LAND
	A:970′ (295′) C:1000′ (325′)		C:1060′ (385′)		Not authorized East of rwy 01L/19R
	B:980′ (305′) D:1030′ (355′)		AB:1040′ (365′) D:1080′ (405′)		
		ALS out		ALS out	
A	RVR 750m [1]	RVR 1400m	RVR 1000m	RVR 1500m	
B					
C	RVR 800m	RVR 1500m	RVR 1100m	RVR 1800m	
D	RVR 900m	RVR 1600m	RVR 1200m	RVR 1900m	

Max Kts	MDA(H)	VIS
100	1280′ (599′)	1500m
135	1280′ (599′)	1600m
180	1920′ (1239′)	2400m
205	2230′ (1549′)	3600m

[1] With TDZ, CL and HUD: RVR 600m.

CHANGES: Note added.

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ENGM/OSL GARDERMOEN

JEPPESEN 3 APR 15 (12-4)

OSLO, NORWAY
RNAV (GNSS) Rwy 19R

BRIEFING STRIP™

D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

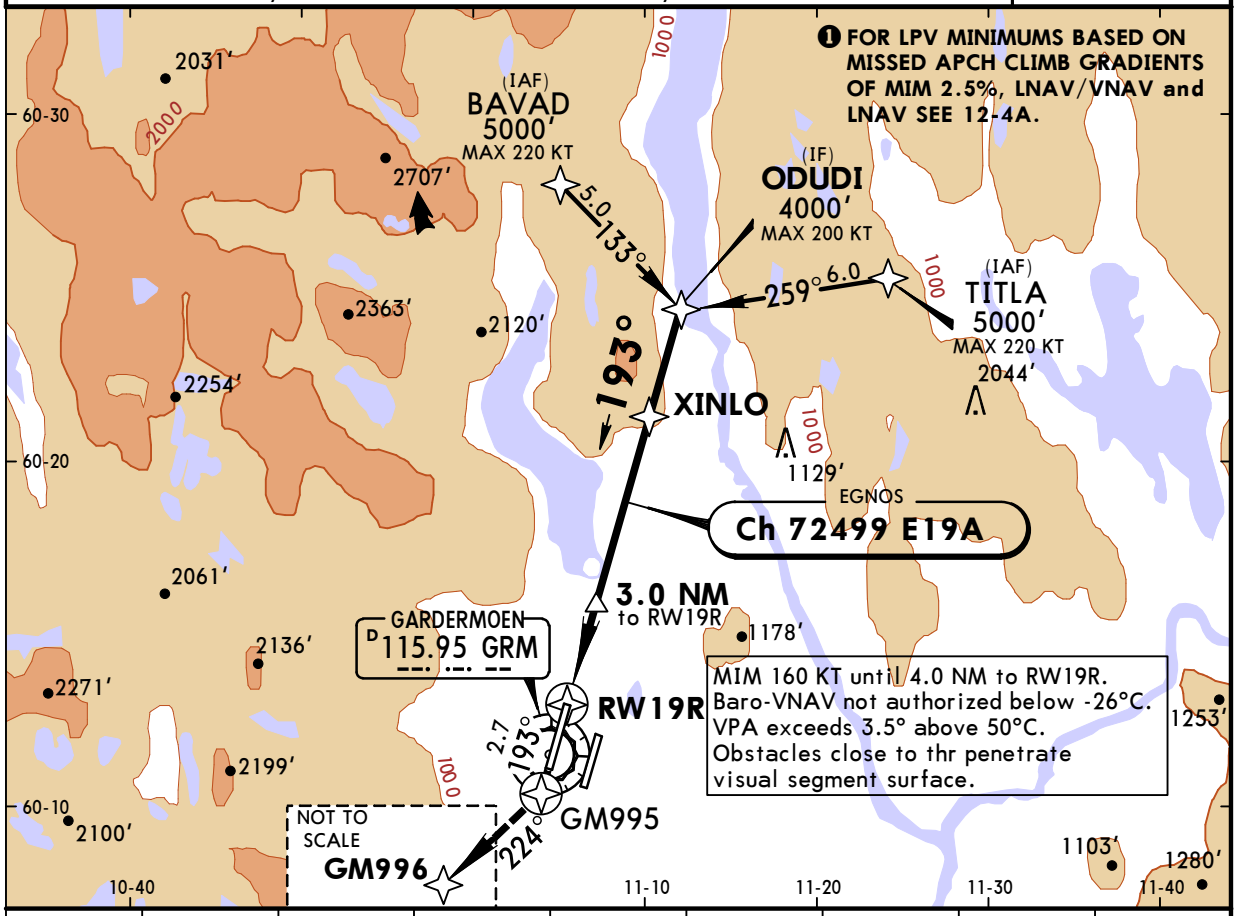
GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

EGNOS	Final Apch Crs	Procedure Alt	LPV DA(H)	Apt Elev 681′
Ch 72499 E19A	193°	XINLO 3500′ (2825′)	Refer to Minimums	RWY 675′

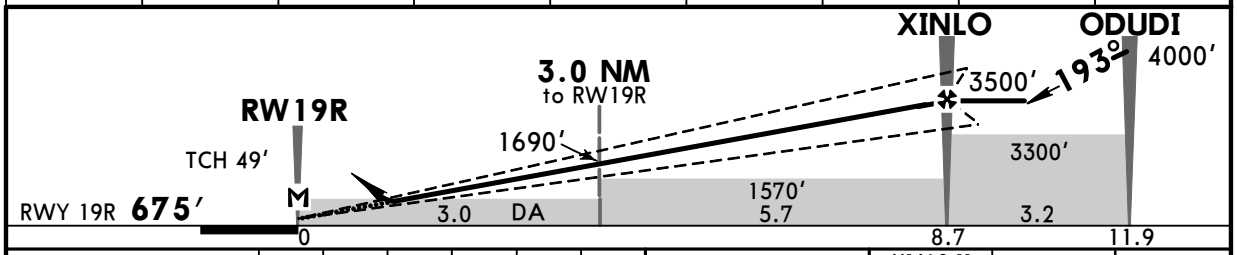
MISSED APCH: Climb to GM995. Turn RIGHT to GM996 on course 224°, climbing to 5000′. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: At GM996 turn RIGHT direct to GRM VOR for new apch.

3900′
MSA ARP

Alt Set: hPa | Rwy Elev: 25 hPa | Trans level: By ATC | Trans alt: 7000′



DIST to RW19R	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1050′	1370′	1680′	2000′	2320′	2640′	2960′	3280′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW19R						

HIALS-II
PAPI
GM995 on 193°

PANS OPS

Standard — STRAIGHT-IN LANDING RWY **19R**
LPV
Missed apch climb gradient mim 3.1%

DA(H)
A: **930′** (255′) C: **950′** (275′)
B: **940′** (265′) D: **960′** (285′)

	ALS out	ALS inop	Max Kts	MDA(H)	VIS
A	RVR 750m 1	RVR 1300m	100	1280′ (599′)	1500m
B			135	1280′ (599′)	1600m
C			180	1920′ (1239′)	2400m
D	RVR 750m 2	RVR 1400m	205	2230′ (1549′)	3600m

CIRCLE-TO-LAND
Not authorized
East of rwy 01L/19R

1 With TDZ, CL and HUD: RVR 600m. 2 With TDZ, CL and HUD: RVR 650m.

CHANGES: None.

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RNAV (GNSS) Rwy 19R MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIM 2.5%

Standard STRAIGHT-IN LANDING RWY **19R**
LPV

DA(H)
A: **1020**′(345′) C: **1040**′(365′)
B: **1030**′(355′) D: **1050**′(375′)

		ALS out
A	RVR 900m	RVR 1500m
B		
C	RVR 1000m	RVR 1700m
D		

Standard STRAIGHT-IN LANDING RWY **19R**
LNAV/VNAV

DA(H)
A: **970**′(295′) C: **1000**′(325′)
B: **980**′(305′) D: **1030**′(355′)

		ALS out
A	RVR 750m 1	RVR 1400m
B	RVR 750m 2	
C	RVR 800m	RVR 1500m
D	RVR 900m	RVR 1600m

1 With TDZ, CL and HUD: RVR 650m.
2 With TDZ, CL and HUD: RVR 700m.

Standard STRAIGHT-IN LANDING RWY **19R**
LNAV

DA(H)
AB: **1040**′(365′) C: **1060**′(385′)
D: **1080**′(405′)

		ALS out
A	RVR 1000m	RVR 1500m
B		
C	RVR 1100m	RVR 1800m
D	RVR 1200m	RVR 1900m

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ENGM/OSL GARDERMOEN

JEPPESEN 27 MAR 15 (13-1) Eff 2 Apr

OSLO, NORWAY VOR Rwy 01L

BRIEFING STRIP ™

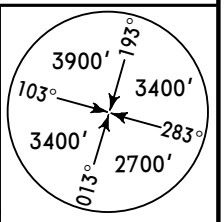
D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.450

GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

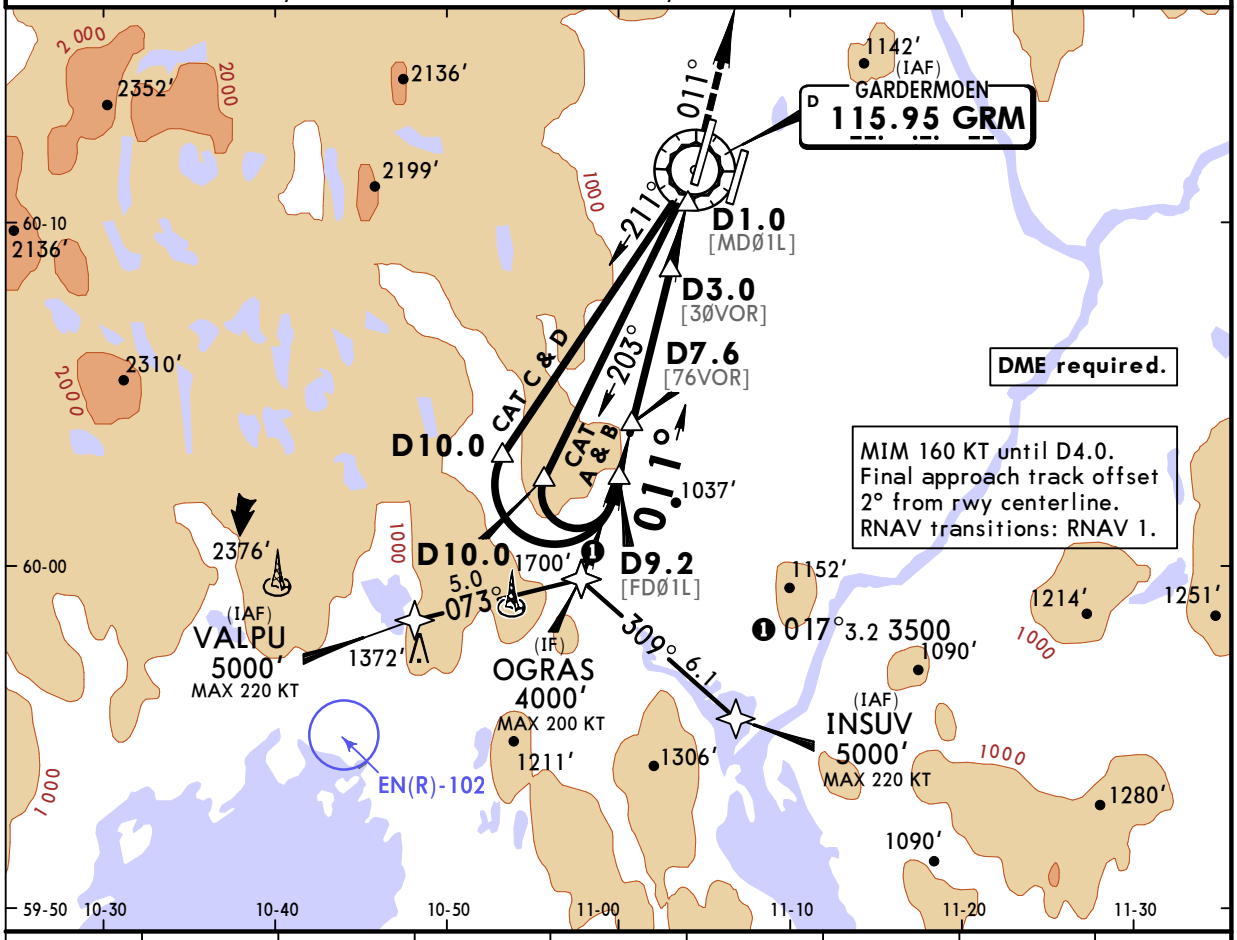
VOR GRM	Final Apch Crs	Procedure Alt	DA(H)	Apt Elev 681′
115.95	011°	D9.2 3500′ (2845′)	Refer to Minimums	RWY 655′

MISSED APCH: Climb to VOR, then continue on R-011 to 5000′.
Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: Climb on R-011 to 5000′.
At D20.0 turn LEFT direct to VOR for new instrument apch.

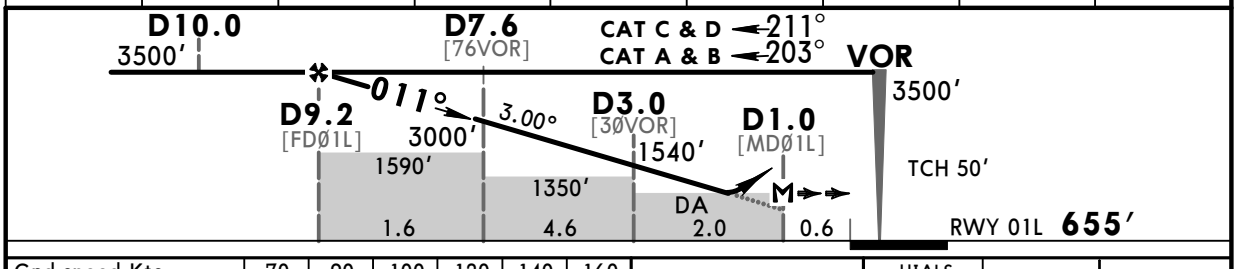
Alt Set: hPa	Rwy Elev: 24 hPa	Trans level: By ATC	Trans alt: 7000′



MSA GRM VOR



GRM DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3450′	3130′	2810′	2490′	2180′	1860′	1540′	1220′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0							

HIALS
PAPI

5000′ on GRM 115.95 R-011

PANS OPS

Standard STRAIGHT-IN LANDING RWY **01L**

DA(H) A: **1000′**(345′) C: **1040′**(385′)
B: **1020′**(365′) D: **1060′**(405′)

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1000m	RVR 1600m	100	1280′ (599′)	1500m
B		RVR 1700m	135	1280′ (599′)	1600m
C	RVR 1200m	RVR 1800m	180	2040′ (1359′)	2400m
D		RVR 1900m	205	2250′ (1569′)	3600m

CIRCLE-TO-LAND
Not authorized
East of rwy 01L/19R

CHANGES: Altitudes.

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ENGM/OSL GARDERMOEN

JEPPESEN 27 MAR 15 (13-2) Eff 2 Apr

OSLO, NORWAY VOR Rwy 19R

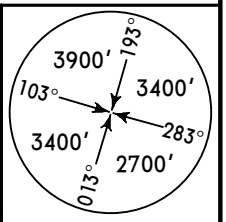
BRIEFING STRIP ™

D-ATIS Arrival	*OSLO Approach	
126.125	East 118.475	West 120.45

GARDERMOEN Tower		Ground	
West incl Rwy 01L/19R	East incl Rwy 01R/19L	West	East
118.3	120.1	121.6	121.9

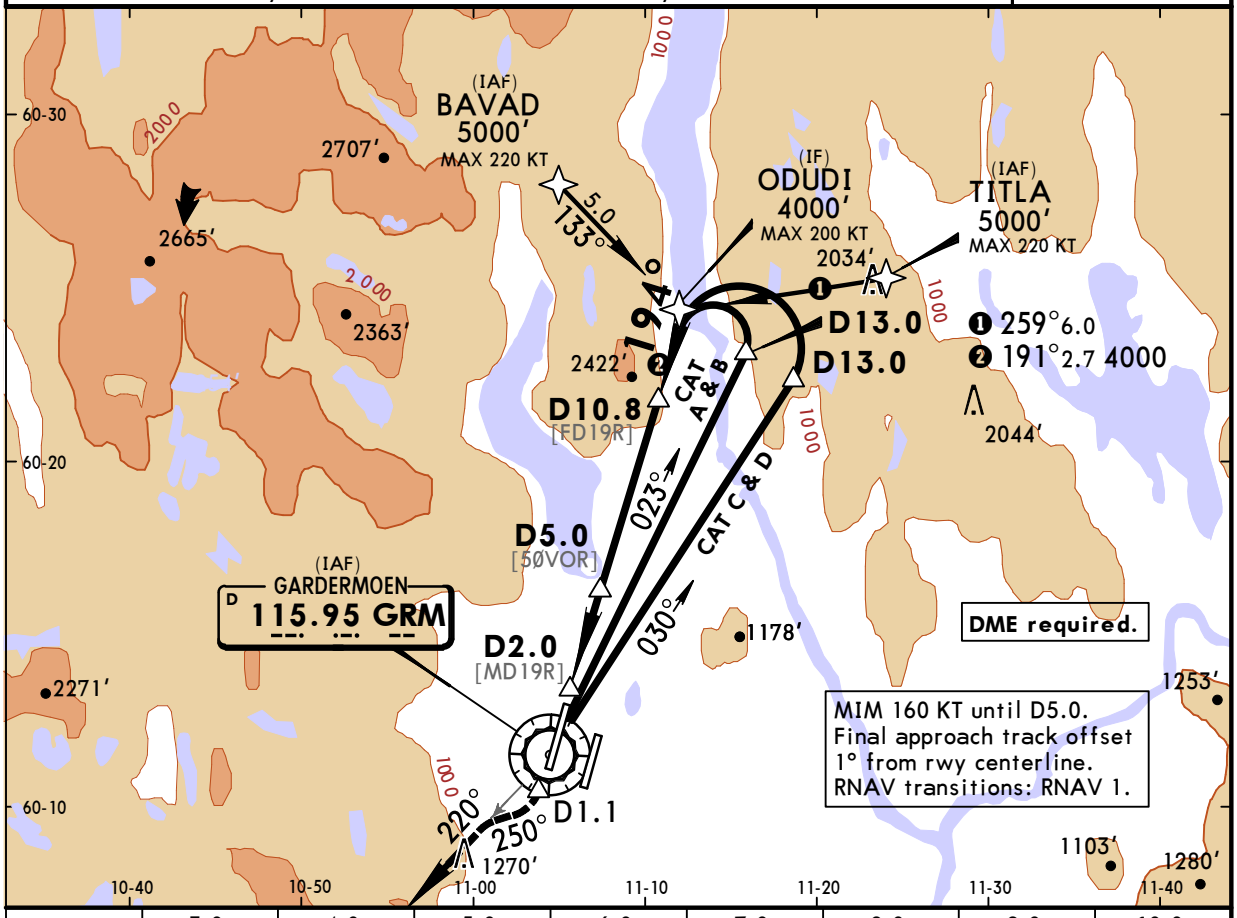
VOR GRM	Final Apch Crs	Procedure Alt	DA(H)	Apt Elev 681′
115.95	194°	D10.8 4000′ (3325′)	1060′ (385′)	RWY 675′

MISSED APCH: Climb on R-014 inbound to VOR. Continue climb on R-194 to D1.1, then turn RIGHT to 250°, intercept and proceed R-220. Climb to 5000′. Expect vectoring by OSLO APP.
MISSED APCH WITH LOST COMM: Continue climb on R-220 to 5000′.
At D20.0 turn RIGHT direct to VOR for new instrument apch.

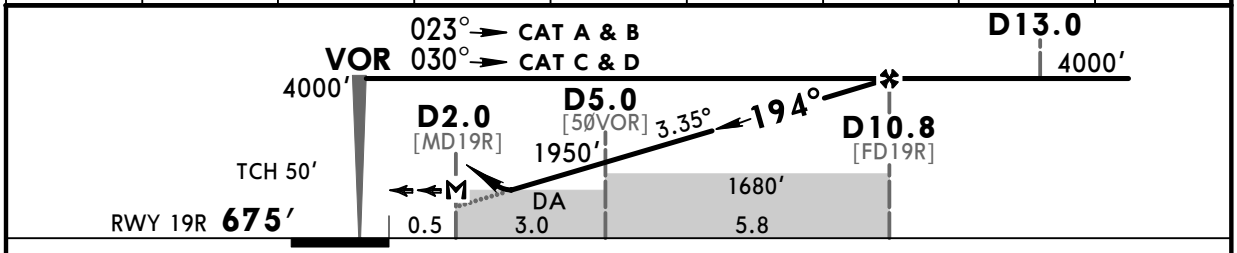


MSA GRM VOR

Alt Set: hPa | Rwy Elev: 25 hPa | Trans level: By ATC | Trans alt: 7000′



GRM DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	1240′	1600′	1950′	2310′	2660′	3010′	3370′	3720′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.35°	415	534	593	711	830	948
MAP at D2.0							

HIALS-II
PAPI

D1.1 on GRM 115.95 R-194

PANS OPS

Standard STRAIGHT-IN LANDING RWY **19R**

DA(H) **1060′** (385′)

		ALS out
A	RVR 1100m	RVR 1800m
B		
C	RVR 1200m	
D		

CIRCLE-TO-LAND
Not authorized
East of rwy 01L/19R

Max Kts	MDA(H)	VIS
100	1280′ (599′)	1500m
135	1280′ (599′)	1600m
180	2040′ (1359′)	2400m
205	2250′ (1569′)	3600m

CHANGES: None.

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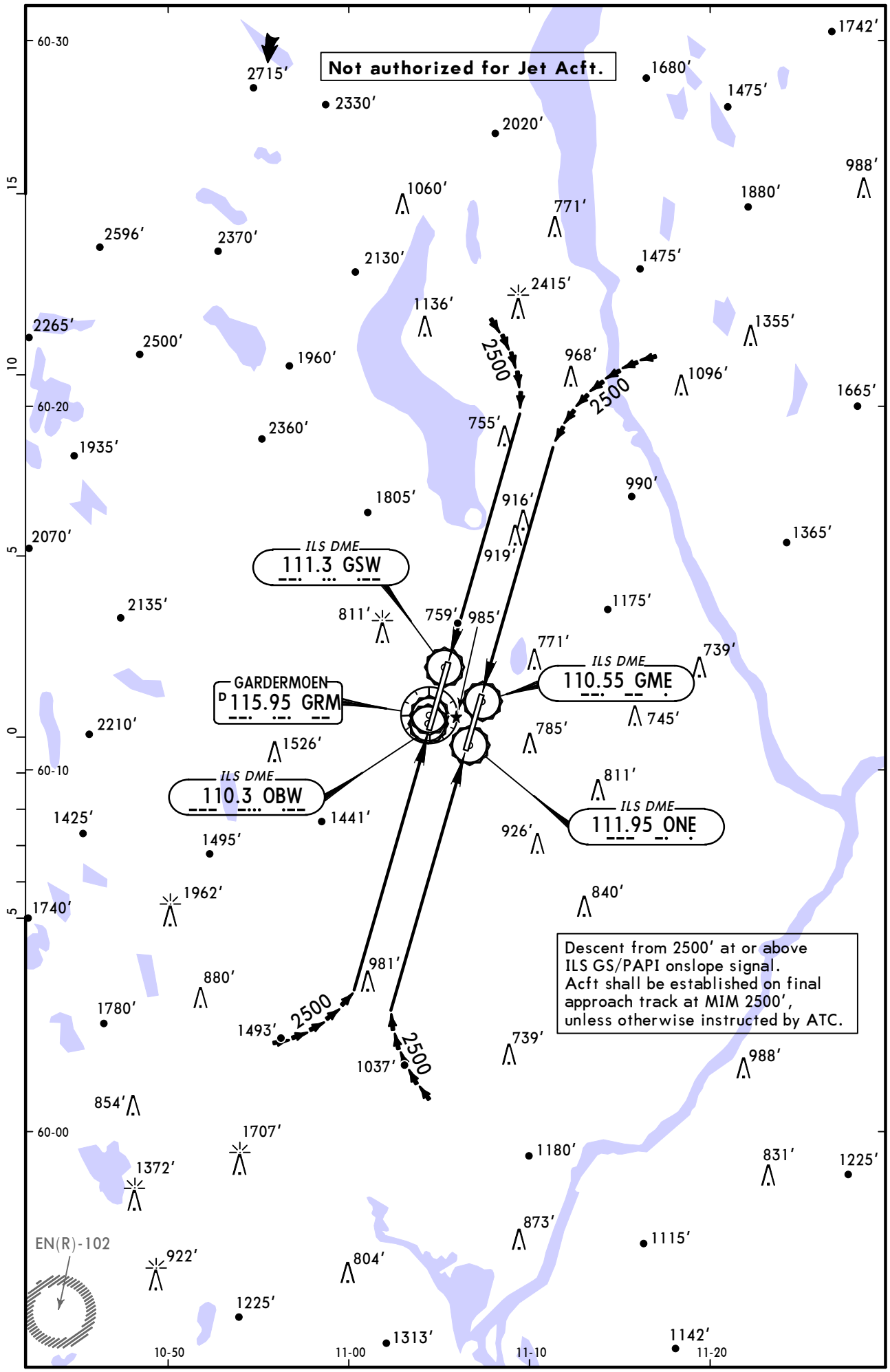
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ENGM/OSL

JEPPESEN
1 APR 11 (19-10) Eff 7 Apr

OSLO, NORWAY
GARDERMOEN

VISUAL APPROACH PROCEDURES



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1. GENERAL

1.1. ATIS

D-ATIS 123.950

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. NIGHT FLYING RESTRICTIONS

Between 2200-0600LT, flight operations at Leipzig/Halle APT will be restricted to prevent noise disturbance at night. Take-offs and landings between 2200-0600LT are only permitted as follows:

1.2.1.1. IN COMMERCIAL PASSENGER TRAFFIC

a) Take-offs and landings of air carriers in commercial airline traffic and non-scheduled air transport (with the exception of air taxis) from 2200-2330LT and from 0530-0600LT.

b) Delayed landings and take-offs from 2330-0000LT if the planned arrival or departure time at/from Leipzig/Halle APT is before 2330LT and the arrival or departure takes place before 0000LT; premature landings from 0500-0530LT if the planned time of arrival is after 0530LT.

c) Flights by air carriers according to para a), whose ACFT are mainly maintained at Leipzig/Halle APT and who conduct commercial airline traffic and non-scheduled air transport at Leipzig/Halle APT for the purpose of service/repairs as well as ferry flights/relocation flights by these air carriers from 2200-2330LT and from 0530-0600LT.

1.2.1.2. IN COMMERCIAL AIR FREIGHT OPERATIONS

a) Flights by air carriers which are logistically bound up with the cargo terminal at Leipzig/Halle APT.

b) Flights by air carriers according to para a), whose ACFT are mainly maintained at Leipzig/Halle APT for the purpose of service/repairs as well as ferry/relocation flights by these air carriers.

c) Flights conducted for services pursuant to paragraph 4 No. 1 PostG.

Main maintenance, pursuant to the above para 1.2.1.1. c) and 1.2.1.2. b), is when an air carrier actually has servicing prescribed by law, including servicing from the so-called A-check upwards, regularly carried out on ACFT at Leipzig/Halle APT by a maintenance firm approved in accordance with paragraph 13 LuftGerPV.

Exceptions:
Above stated restrictions regarding operating times do not apply to:

- Flights on missions of aid in cases of emergency and catastrophe;
- Flights which are absolutely necessary for medical supplies and to fulfill humanitarian assignments;
- Landings for meteorological, technical and other safety reasons;
- Calibration flights by Deutsche Flugsicherung GmbH (DFS) or on their behalf.
- Flights due to police or military requirements;
- Flights which the Aviation Supervision Office has permitted in justified individual cases because they are necessary to avoid considerable impairment to air traffic or for other reasons of special public interest.

Applications shall be directed in writing (Fax) to:

Landesdirektion Dresden
Luftaufsichtsstelle Flughafen Leipzig/Halle
P.O.B. 1
04029 Leipzig
Fax: +49 341 224 1175
Tel: +49 341 224 1457/1130

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JEPPESEN
JeppView 3.6.2.0

1. GENERAL

Take-off clearance, issued by ATC in keeping with the restrictions applying at night, does not include the required exceptional permission from the aviation supervision office at Leipzig/Halle Airport.

As a rule, ATC does not issue exceptional permission for night landings via radio-telephony in keeping with the restrictions applying at night. Thus the landing clearance issued by ATC for safety reasons does not include a decision by the responsible aviation supervision office as to the admissibility of a night landing.

In the case of a delayed/premature landing (after 0000LT and prior to 0500LT) which was not permitted by the responsible authority, the pilot shall contact the Aviation Supervision Office (Tel. +49 (0) 341/224-1457 or-1130) immediately after landing in order to justify the admissibility of his night landing.

1.2.2. RUN-UP TESTS

Engine test-runs require permission from the APT operator.

Engine test-runs may be carried out in the engine test-run stand only. Test-runs with engines idle as well as examinations of the engines in keeping with pre-flight controls intended by the manufacturer immediately prior to taking off (run-up) are exempt from this regulation.

The engine test-run stand is open H24. As long as there is no regulation by contract, it may be used for a fee corresponding to the Airport Charges at Leipzig/Halle Airport GmbH in their valid version.

Intended use of the engine test-run stand shall be reported to operations control "Verkehrszentrale" at the APT by telephone (+49 341 224-1130) in good time (if possible, 2 hours in advance).

Operations control will specify the sequence and time of the engine test-runs depending on the availability of the engine test-run stand.

Instructions from the personnel in the hangar and in attendance shall be followed at all times.

The regulations applying to implementation are binding in their respective valid version in accordance with the "Ordinance on the Operation of Engine Test-Run Stands".

1.2.3. REVERSE THRUST

Reverse thrust other than idle may only be used to an extent necessary for safety reasons.

1.3. LOW VISIBILITY PROCEDURES

ACFT having landed are requested to report leaving the color-coded centerline lights in order to indicate that the ACFT has left the ILS protection area.

On nose-in positions, ACFT will be pushed-back into the taxi line by means of a towing aid. In exceptional cases, thrust to taxi back into the taxi line is possible after due clearance.

On free positions, a Follow-me car will be assigned to taxi into the lighted taxi line at the request of the aerodrome control unit of the ACFT crew.

Special Procedure RWY 08L/26R:
ACFT will taxi onto and exit RWY 08L/26R via TWYs A1-W1 (W1-A1) and/or A9-C-E7/E8 (E7/E8-C-A9).

Use of all remaining TWYs requires guidance by marshaller.

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1. GENERAL

1.4. TAXI PROCEDURES

1.4.1. GENERAL

On apron taxi only at absolute MIM engine speed.

Taxiing with loading hatch open is prohibited.

ACFT must taxi on or along yellow, blue or orange taxiing guide lines.

Taxiing on TWY F will be performed without TWY centerline lighting. ACFT will be guided by marshaller.

ACFT Southbound on TWY E7/E8 for Apron 1 taxi slowly and use CAUTION when making RIGHT turn onto TWY N.

TWYs M, H2, Z1.1, Z1.2, Z2.1, Z2.2, Z3.1, Z3.2, Z4.1, Z4.3 and Z5.1 MAX wingspan 171'/52m.

If maintenance position at DP6 is occupied, MAX wingspan on TWY V between TWYs S2 and Y is 171'/52m.

TWY L (yellow guideline) between stands 101 thru 111 MAX wingspan 118'/36m. Orange guideline may be used with Follow-me car only, or after explicit clearance by DFS for MAX wingspan 213'/65m.

No taxiing and holding traffic may be located at CAT I holding position on TWYs A1 and A2 at the same time.

No taxiing and holding traffic may be located at CAT II/III holding position on TWYs A1 and A2 at the same time if wingspan of one of the ACFT concerned exceeds 171'/52m.

This only applies, however, when the ACFT holding or taxiing on TWY A2 has taxied from TWY C onto TWY A2.

No taxiing and/or holding traffic may be located at CAT I holding position on TWYs A8 and A9 at the same time if wingspan of one of the ACFT concerned exceeds 171'/52m.

If ACFT are holding on TWYs S1 thru S10 at CAT I or II/III holding position, no ACFT may taxi past on TWY T.

Taxiing from TWY S6 onto TWY T in Western direction is not permitted.

When using taxilane Z4.2 or Z5.2, neither the orange (Z4.1 or Z5.1) nor the blue (Z4.3) guideline may be used, irrespective of wingspan.
This applies analogously when de-icing pads are in use.
Changing of taxilanes (from orange to blue or vice versa) is only possible with Follow-me car.

1.4.2. A340-600, B777-300, B747-800, A380-800 AND AN124 ACFT

From and to Apron 1 thru 5, free taxiing via TWYs:

- A1-W1 and/or W1-A1;
- A6-E7/E8 and/or E7/E8-A6;
- A4-Apron 3 and/or Apron 3-A4.

All additional taxi movements on the North system for those ACFT require guidance by marshaller.

1.5. PARKING INFORMATION

Stands 126 thru 136, 401 thru 445, 446, 447, 448, 449, 450, 451, 452 thru 462, 463 thru 466, 467, 468, 469 thru 472, 473, 474 and 475 thru 478 equipped with visual docking guidance system.

On Apron 4, guidance system will show ONBLOK on pilot display unit after standstill.

1.6. OTHER INFORMATION

Birds in vicinity of APT.

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2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWYs 08L/26R and 08R/26L approved for CAT II/III operations, special aircrew and ACFT certification required.

3. DEPARTURE

3.1. DE-ICING

The request for a de-icing procedure shall be reported in time (60 min prior to EOBT).

The de-icing of jet-propelled ACFT as well as of ACFT which are able to apply the propeller brakes will be carried out with running engines.

ACFT unable to brake the propeller, will turn off the engines. Equipment to start the engines is available locally.

Pilots will taxi to the de-icing area of their own accord according to instructions from the aerodrome control unit. The aerodrome control unit only, will order a change frequency. When taxiing onto DP6, ACFT with wingspan exceeding 171'/52m shall follow the orange guideline (surface lights orange/green). ACFT with MAX wingspan 171'/52m will use the yellow guideline (surface lights green).

3.2. OTHER INFORMATION

3.2.1. DATALINK DEPARTURE CLEARANCE (DCL)

DFS (Deutsche Flugsicherung GmbH) is offering start-up and enroute clearances using Datalink.

The following temporal parameters apply:

t_i 25 min prior to EOBT for unregulated flights.
30 min prior to CTOT for ATFM regulated flights.

t_t 11 min prior to EOBT for unregulated flights.
16 min prior to CTOT for ATFM regulated flights.

t_l 5 min.

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LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

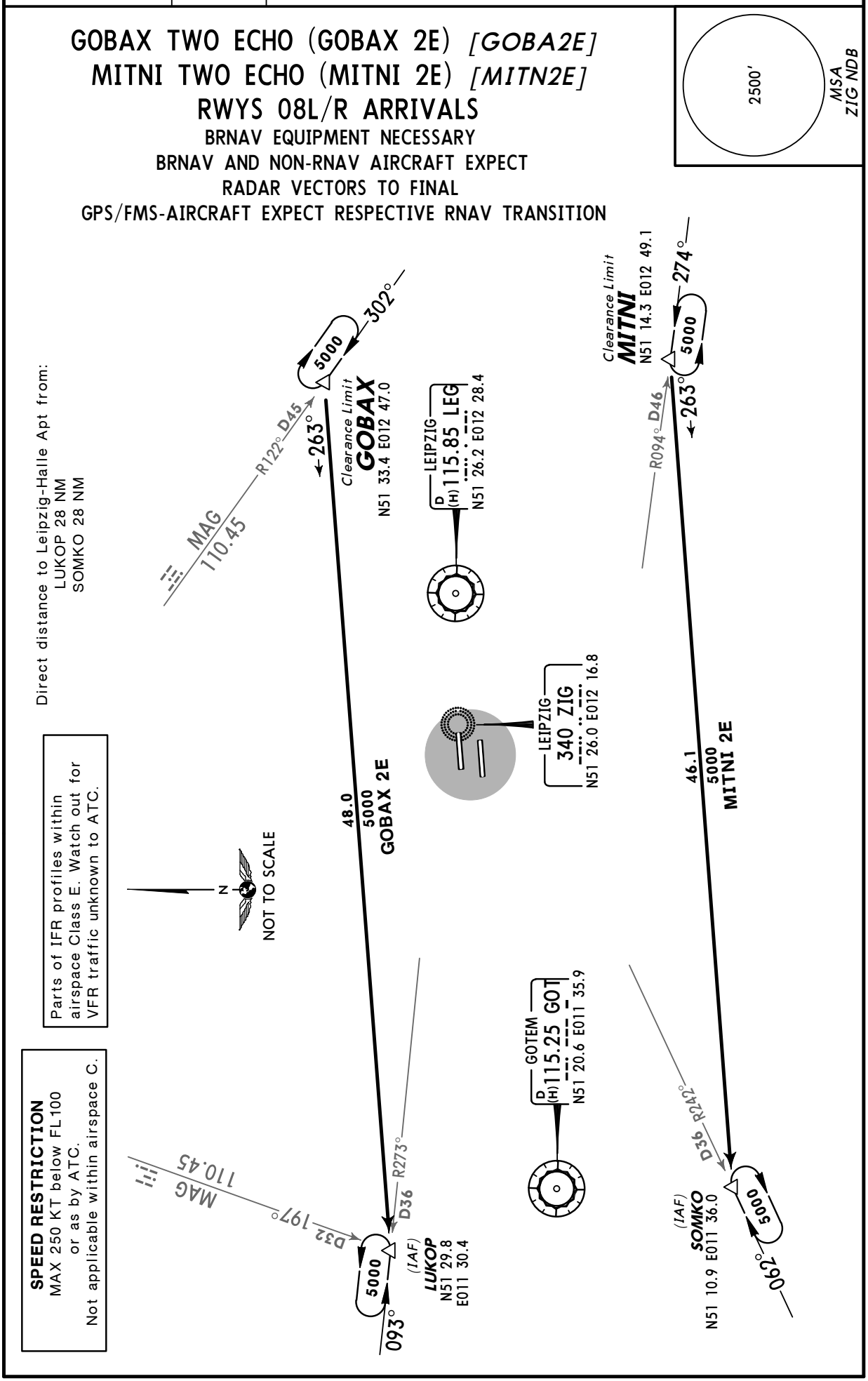
28 MAR 14 (10-2) Eff 3 Apr

STAR

D-ATIS	Apt Elev	
123.95	470′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′

GOBAX TWO ECHO (GOBAX 2E) *[GOBA2E]*
MITNI TWO ECHO (MITNI 2E) *[MITN2E]*
RWYS 08L/R ARRIVALS

BRNAV EQUIPMENT NECESSARY
BRNAV AND NON-RNAV AIRCRAFT EXPECT
RADAR VECTORS TO FINAL
GPS/FMS-AIRCRAFT EXPECT RESPECTIVE RNAV TRANSITION



CHANGES: STARs renumbered & revised.

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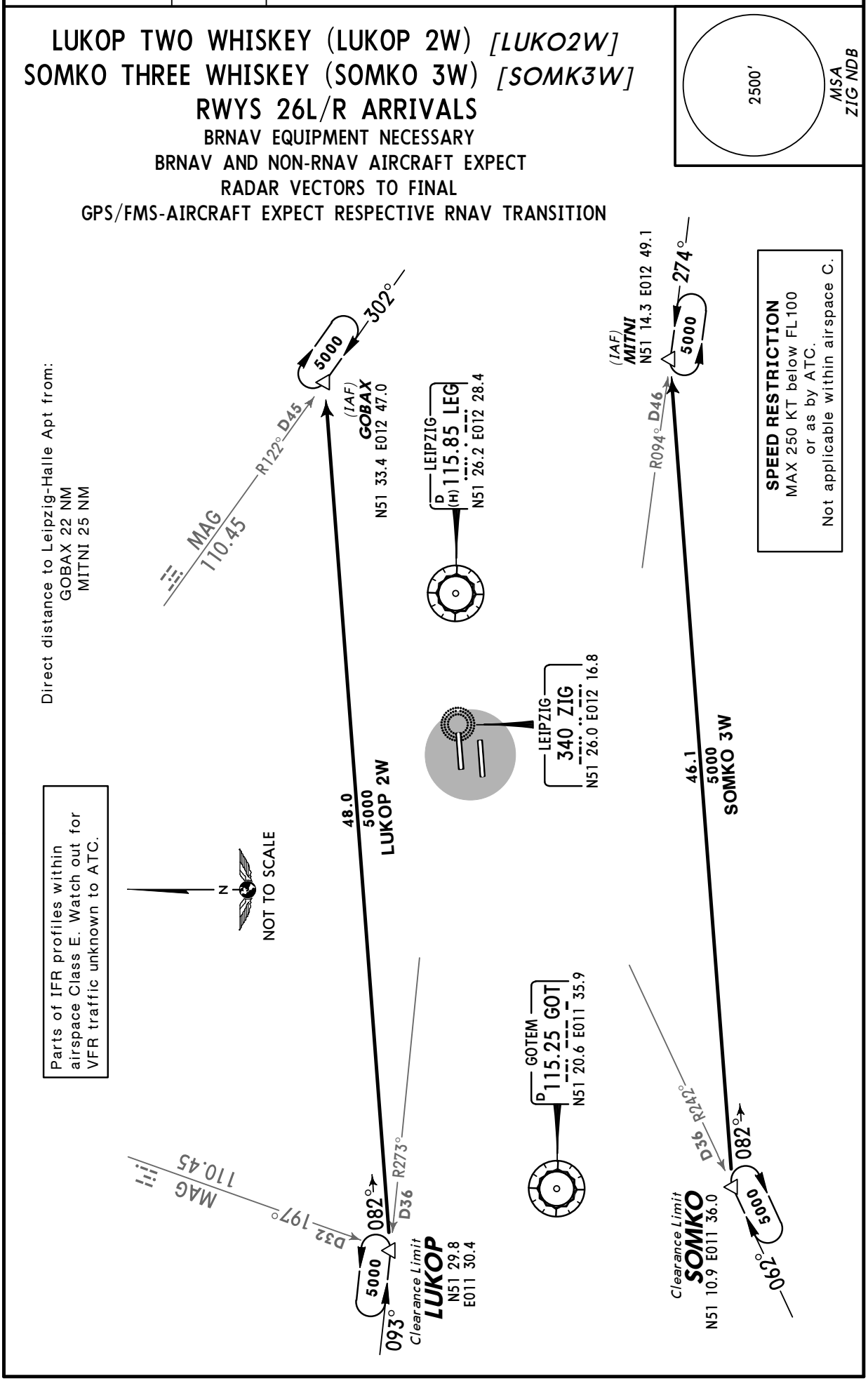
28 MAR 14 (10-2A) Eff 3 Apr

STAR

D-ATIS	Apt Elev	
123.95	470′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′

LUKOP TWO WHISKEY (LUKOP 2W) *[LUKO2W]*
SOMKO THREE WHISKEY (SOMKO 3W) *[SOMK3W]*
RWYS 26L/R ARRIVALS

BRNAV EQUIPMENT NECESSARY
BRNAV AND NON-RNAV AIRCRAFT EXPECT
RADAR VECTORS TO FINAL
GPS/FMS-AIRCRAFT EXPECT RESPECTIVE RNAV TRANSITION



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EDDP/LEJ
LEIPZIG-HALLE

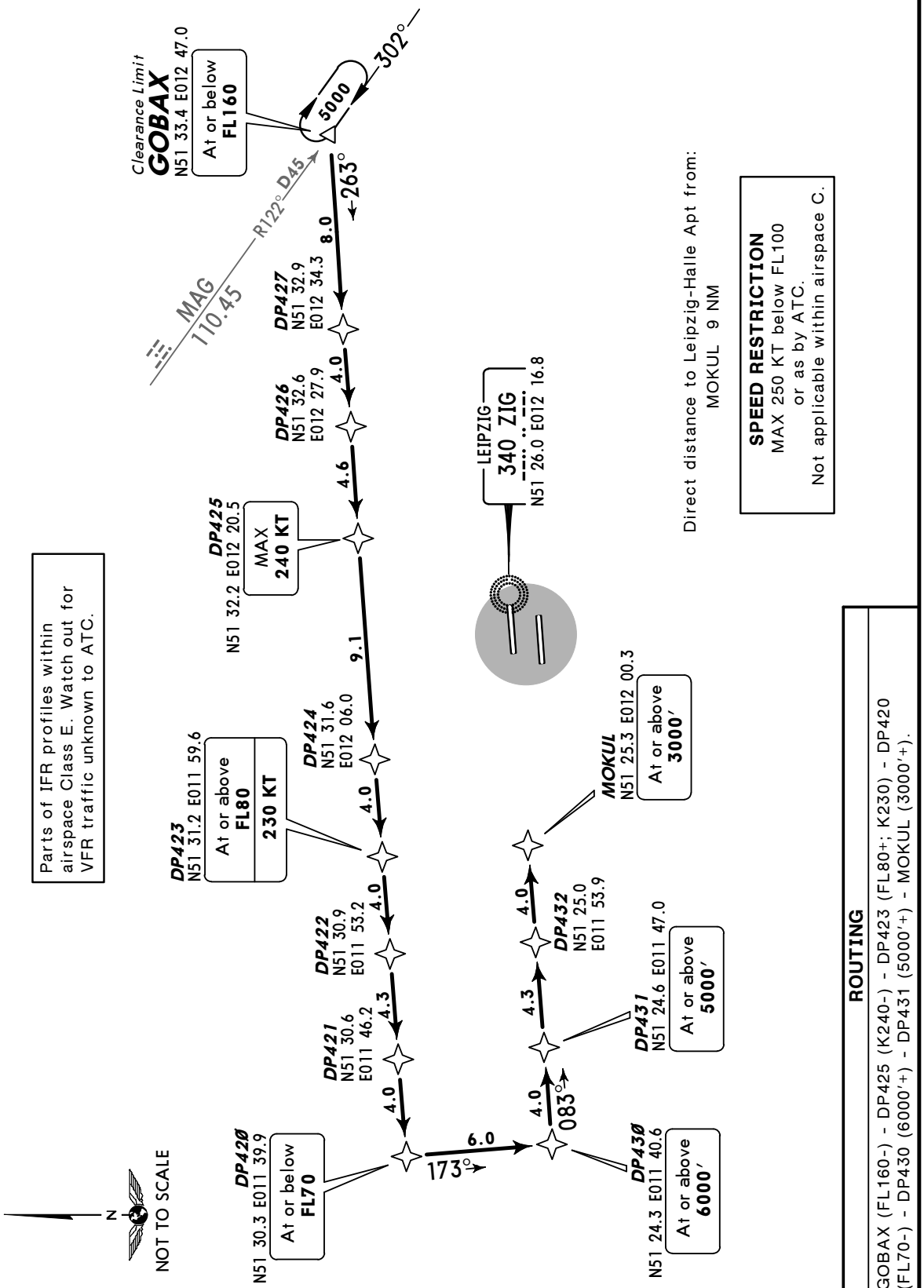
JEPPESEN LEIPZIG-HALLE, GERMANY
3 OCT 14 (10-2B) Eff 16 Oct
RNAV TRANSITION

D-ATIS	Apt Elev
123.95	470′

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′
1. On downwind EXPECT RADAR vectors to final.
2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC.

2500′ MSA ZIG NDB

GOBAX 08 *[GOBAØ8]*
RWY 08L RNAV TRANSITION
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY
WHEN CLEARED BY ATC



ROUTING

GOBAX (FL160-) - DP425 (K240-) - DP423 (FL80+; K230) - DP420 (FL70-) - DP430 (6000′+) - DP431 (5000′+) - MOKUL (3000′+).

CHANGES: Speed restriction at DP423 revised.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

3 OCT 14 (10-2C) Eff 16 Oct

RNAV TRANSITION

D-ATIS	Apt Elev
123.95	470′

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′
1. On downwind EXPECT RADAR vectors to final.
2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC.

2500′ MSA ZIG NDB

GOBAX 26 *[GOBA26]*
RWY 26R RNAV TRANSITION
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY
WHEN CLEARED BY ATC

DP729 N51 33.9 E012 59.9

(IAF) GOBAX N51 33.4 E012 47.0 — At or below FL160

5000 — 302° — 300° — R122° D45 MAG 110.45 — 10.0

DP438 N51 27.1 E012 41.3 — At 4000′

6.0 — 173°

4.0 — 263°

DP437 N51 26.9 E012 34.9

DP417 N51 38.8 E012 33.6 — At or above FL100

DP428 N51 33.1 E012 40.6 — At or below FL70

4.0

DP427 N51 32.9 E012 34.3

4.0

DP426 N51 32.6 E012 27.9

4.0

KOSAM N51 26.6 E012 28.5 — At or above 3000′

263° — 8.6

4.6

DP415 N51 38.2 E012 19.8

9.1

DP414 N51 37.5 E012 05.2

8.0

DP412 N51 36.9 E011 52.4

6.0 — 173°

4.0 — 083°

DP423 N51 31.2 E011 59.6

4.0

DP424 N51 31.6 E012 06.0

9.1

DP425 N51 32.2 E012 20.5 — At or above FL80 / 230 KT

LEIPZIG 340 ZIG N51 26.0 E012 16.8

DP422 N51 30.9 E011 53.2 — MAX 240 KT

Direct distance to Leipzig-Halle Apt from: KOSAM 9 NM

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

NOT TO SCALE

ROUTING

GOBAX (FL160-) - DP417 (FL100+) - DP412 - DP422 (K240-) - DP425 (FL80+; K230) - DP428 (FL70-) - DP438 (4000′) - KOSAM (3000′+).

CHANGES: Speed restriction at DP425 revised.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

3 OCT 14 (10-2D) Eff 16 Oct

RNAV TRANSITION

D-ATIS	Apt Elev
123.95	470′

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′
1. On downwind EXPECT RADAR vectors to final.
2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC.

2500′ MSA ZIG NDB

LUKOP 08 *[LUKOØ8]*
RWY 08L RNAV TRANSITION
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY
WHEN CLEARED BY ATC

NOT TO SCALE

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

LEIPZIG D (H) 115.85 LEG N51 26.2 E012 28.4

LEIPZIG 340 ZIG N51 26.0 E012 16.8

Direct distance to Leipzig-Halle Apt from: MOKUL 9 NM

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

DP425 N51 32.2 E012 20.5 — MAX 240 KT
DP415 N51 38.2 E012 19.8
DP414 N51 37.5 E012 05.2
DP424 N51 31.6 E012 06.0
DP423 N51 31.2 E011 59.6 — At or above FL80 / 230 KT
DP422 N51 30.9 E011 53.2
DP421 N51 30.6 E011 46.2
DP412 N51 36.9 E011 52.4
DP411 N51 36.6 E011 45.5 — At or above FL100
MOKUL N51 25.3 E012 00.3 — At or above 3000′
DP432 N51 25.0 E011 53.9
DP431 N51 24.6 E011 47.0 — At or above 5000′
DP430 N51 24.3 E011 40.6 — At or above 6000′
DP420 N51 30.3 E011 39.9 — At or below FL70
DP720 N51 29.2 E011 20.7
LUKOP (IAF) N51 29.8 E011 30.4

6.0 173° 263° 9.1 4.0 8.0 4.3 083° 11.6 051° 093° 6.0 173° 4.0 083° 4.3 4.0 4.0 4.3 4.0 4.0 4.0

MAG 110.45 D32 197° R273° D36 5000

ROUTING
LUKOP - DP411 (FL100+) - DP415 - DP425 (K240-) - DP423 (FL80+; K230) - DP420 (FL70-) - DP430 (6000′+) - DP431 (5000′+) - MOKUL (3000′+).

CHANGES: Speed restriction at DP423 revised.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

3 OCT 14 (10-2E) Eff 16 Oct

RNAV TRANSITION

D-ATIS	Apt Elev
123.95	470′

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′
1. On downwind EXPECT RADAR vectors to final.
2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC.

LUKOP 26 *[LUKO26]*
RWY 26R RNAV TRANSITION
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY
WHEN CLEARED BY ATC

2500′ MSA ZIG NDB

DP428 N51 33.1 E012 40.6 — At or below FL70
DP438 N51 27.1 E012 41.3 — At 4000′
KOSAM N51 26.6 E012 28.5 — At or above 3000′
DP437 N51 26.9 E012 34.9
DP427 N51 32.9 E012 34.3
DP426 N51 32.6 E012 27.9
DP425 N51 32.2 E012 20.5 — At or above FL80 / 230 KT
DP424 N51 31.6 E012 06.0
DP423 N51 31.2 E011 59.6
DP422 N51 30.9 E011 53.2 — MAX 240 KT
DP421 N51 30.6 E011 46.2
DP420 N51 30.3 E011 39.9
LUKOP N51 29.8 E011 30.4 — Clearance Limit

6.0 173° 263° 4.0 4.0 4.0 4.6 9.1 4.0 4.0 4.0 4.3 4.0 5.9

083° R273° D36 D32 197° MAG 110.45

093° 5000

LEIPZIG D (H) 115.85 LEG N51 26.2 E012 28.4

LEIPZIG 340 ZIG N51 26.0 E012 16.8

Direct distance to Leipzig-Halle Apt from: KOSAM 9 NM

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

N

NOT TO SCALE

ROUTING

LUKOP - DP422 (K240-) - DP425 (FL80+; K230) - DP428 (FL70-) - DP438 (4000′) - KOSAM (3000′+).

CHANGES: Speed restriction at DP425 revised.

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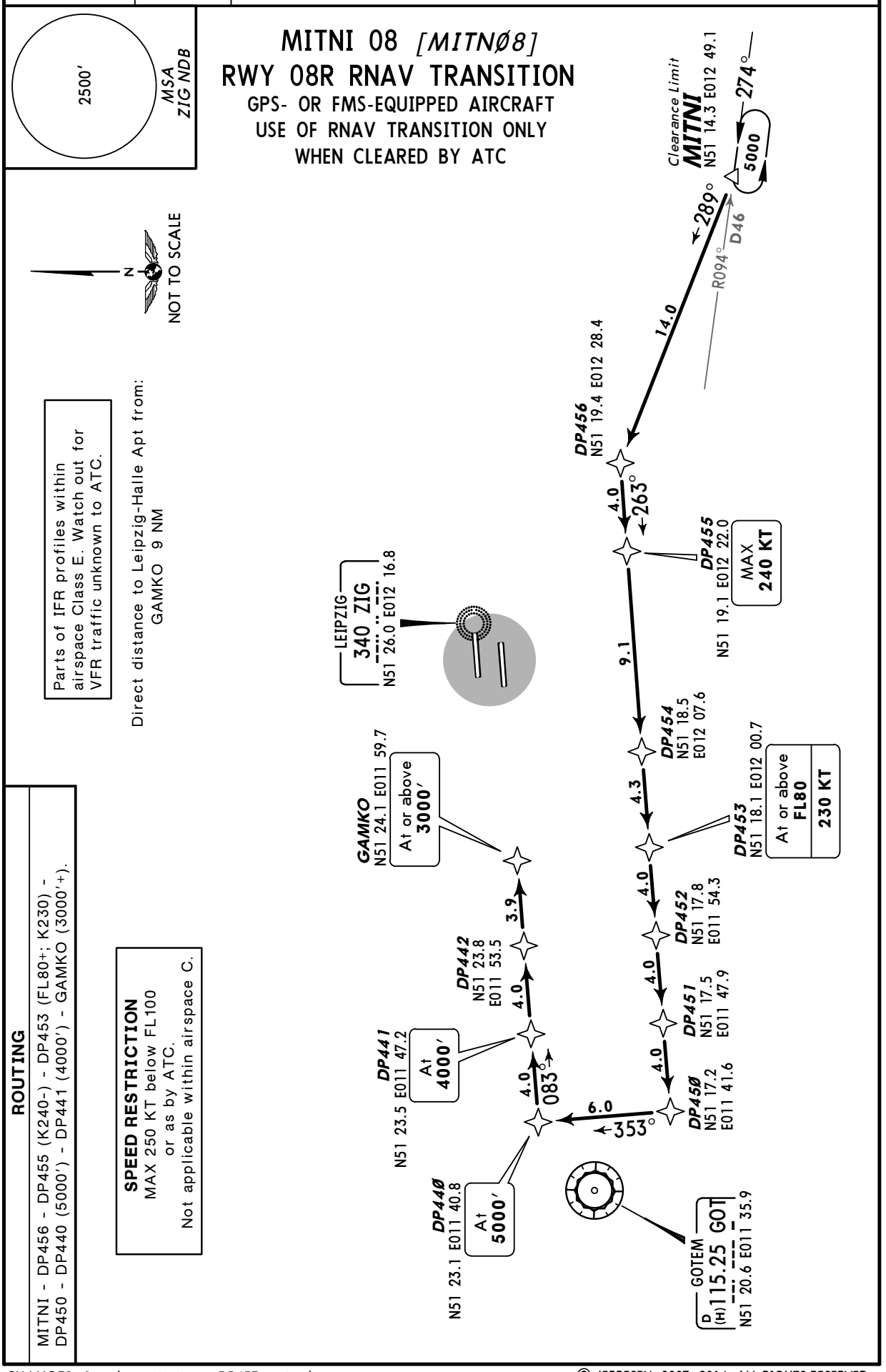
EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
3 OCT 14 (10-2F) Eff 16 Oct
RNAV TRANSITION

D-ATIS	Apt Elev
123.95	470′

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′
1. On downwind EXPECT RADAR vectors to final.
2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC.

MITNI 08 *[MITNØ8]*
RWY 08R RNAV TRANSITION
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY
WHEN CLEARED BY ATC



ROUTING
MITNI - DP456 - DP455 (K240-) - DP453 (FL80+; K230) - DP450 - DP440 (5000′) - DP441 (4000′) - GAMKO (3000′+).

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

CHANGES: Speed restriction at DP453 revised.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

3 OCT 14 (10-2G) Eff 16 Oct

RNAV TRANSITION

D-ATIS	Apt Elev
123.95	470′

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′
1. On downwind EXPECT RADAR vectors to final.
2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC.

2500′ MSA ZIG NDB

MITNI 26 *[MITN26]*
RWY 26L RNAV TRANSITION
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY
WHEN CLEARED BY ATC

DP759 N51 20.8 E013 01.2

DP448 N51 26.0 E012 41.4 — At or above 5000′

DP458 N51 20.0 E012 42.1

(IAF) MITNI N51 14.3 E012 49.1 — 5000

274° 263° 353° 263° 6.0 4.6 4.6 8.6

R094° D46

DP447 N51 25.7 E012 34.1

DP457 N51 19.7 E012 34.8

DP467 N51 13.7 E012 35.4

TAKOR N51 25.4 E012 27.7 — At or above 3000′

4.0 4.0 8.0

DP456 N51 19.4 E012 28.4

DP465 N51 13.2 E012 22.7

4.0 9.1

LEIPZIG 340 ZIG N51 26.0 E012 16.8

DP455 N51 19.1 E012 22.0 — At or above FL80 / 230 KT

DP454 N51 18.5 E012 07.6

DP464 N51 12.5 E012 08.3

9.1

DP453 N51 18.1 E012 00.7

4.3 8.3

4.0 083° 6.0 353°

DP452 N51 17.8 E011 54.3 — MAX 240 KT

DP462 N51 11.8 E011 55.0

GOTEM N51 20.6 E011 35.9 — D (H) 115.25 GOT

N NOT TO SCALE

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

SPEED RESTRICTION
MAX 250 KT below FL100 or as by ATC.
Not applicable within airspace C.

Direct distance to Leipzig-Halle Apt from:
TAKOR 8 NM

ROUTING

MITNI - DP462 - DP452 (K240-) - DP455 (FL80+; K230) - DP458 - DP448 (5000′+) - TAKOR (3000′+).

CHANGES: Speed restriction at DP455 revised.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
3 OCT 14 (10-2H) Eff 16 Oct
RNAV TRANSITION

D-ATIS	Apt Elev
123.95	470′

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′
1. On downwind EXPECT RADAR vectors to final.
2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC.

2500′ MSA ZIG NDB

SOMKO 08 *[SOMKØ8]*
RWY 08R RNAV TRANSITION
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY
WHEN CLEARED BY ATC

LEIPZIG D(H) 115.85 LEG N51 26.2 E012 28.4

LEIPZIG 340 ZIG N51 26.0 E012 16.8

NOT TO SCALE

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

Direct distance to Leipzig-Halle Apt from:
GAMKO 9 NM

GAMKO N51 24.1 E011 59.7 — At or above 3000′
DP441 N51 23.5 E011 47.2 — At 4000′
DP440 N51 23.1 E011 40.8 — At 5000′
DP442 N51 23.8 E011 53.5
DP450 N51 17.2 E011 41.6
DP451 N51 17.5 E011 47.9
DP452 N51 17.8 E011 54.3
DP453 N51 18.1 E012 00.7 — At or above FL80 / 230 KT
DP454 N51 18.5 E012 07.6
DP455 N51 19.1 E012 22.0 — MAX 240 KT
DP462 N51 11.8 E011 55.0
DP464 N51 12.5 E012 08.3
DP465 N51 13.2 E012 22.7
DP750 N51 16.2 E011 22.5
(IAF) **SOMKO** N51 10.9 E011 36.0

3.9 4.0 4.0 4.0 4.0 4.3 9.1 6.0 353° 263° 9.1 8.3 12.0 083° 083° D36 R242° 5000 062°

ROUTING
SOMKO - DP465 - DP455 (K240-) - DP453 (FL80+; K230) - DP450 - DP440 (5000′) - DP441 (4000′) - GAMKO (3000′+).

CHANGES: Speed restriction at DP453 revised.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

3 OCT 14 (10-2J) Eff 16 Oct

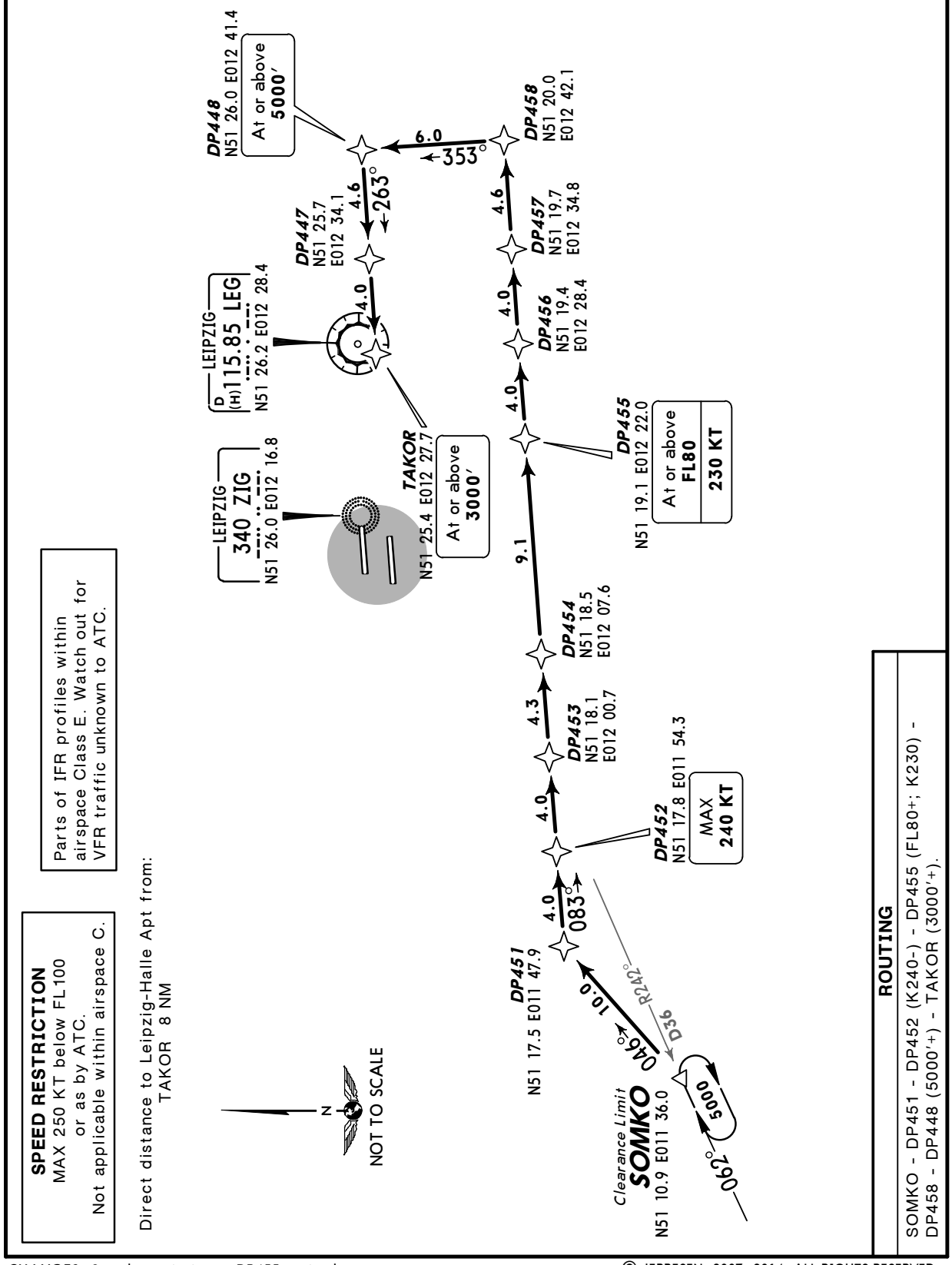
RNAV TRANSITION

D-ATIS	Apt Elev
123.95	470′

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′
1. On downwind EXPECT RADAR vectors to final.
2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC.

2500′ MSA ZIG NDB

SOMKO 26 *[SOMK26]*
RWY 26L RNAV TRANSITION
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY
WHEN CLEARED BY ATC



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

Direct distance to Leipzig-Halle Apt from:
TAKOR 8 NM

ROUTING

SOMKO - DP451 - DP452 (K240-) - DP455 (FL80+; K230) - DP458 - DP448 (5000′+) - TAKOR (3000′+).

CHANGES: Speed restriction at DP455 revised.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
3 OCT 14 (10-2K) Eff 16 Oct
RNAV TRANSITION

D-ATIS	Apt Elev	
123.95	470′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′

IBVOV 1D *[IBVO1D]*
IBVOV 1T *[IBVO1T]*
RWYS 08L/R RNAV TRANSITIONS (CDA)

GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY
WHEN CLEARED BY ATC
BETWEEN 0600-2300LT TO BE USED ONLY

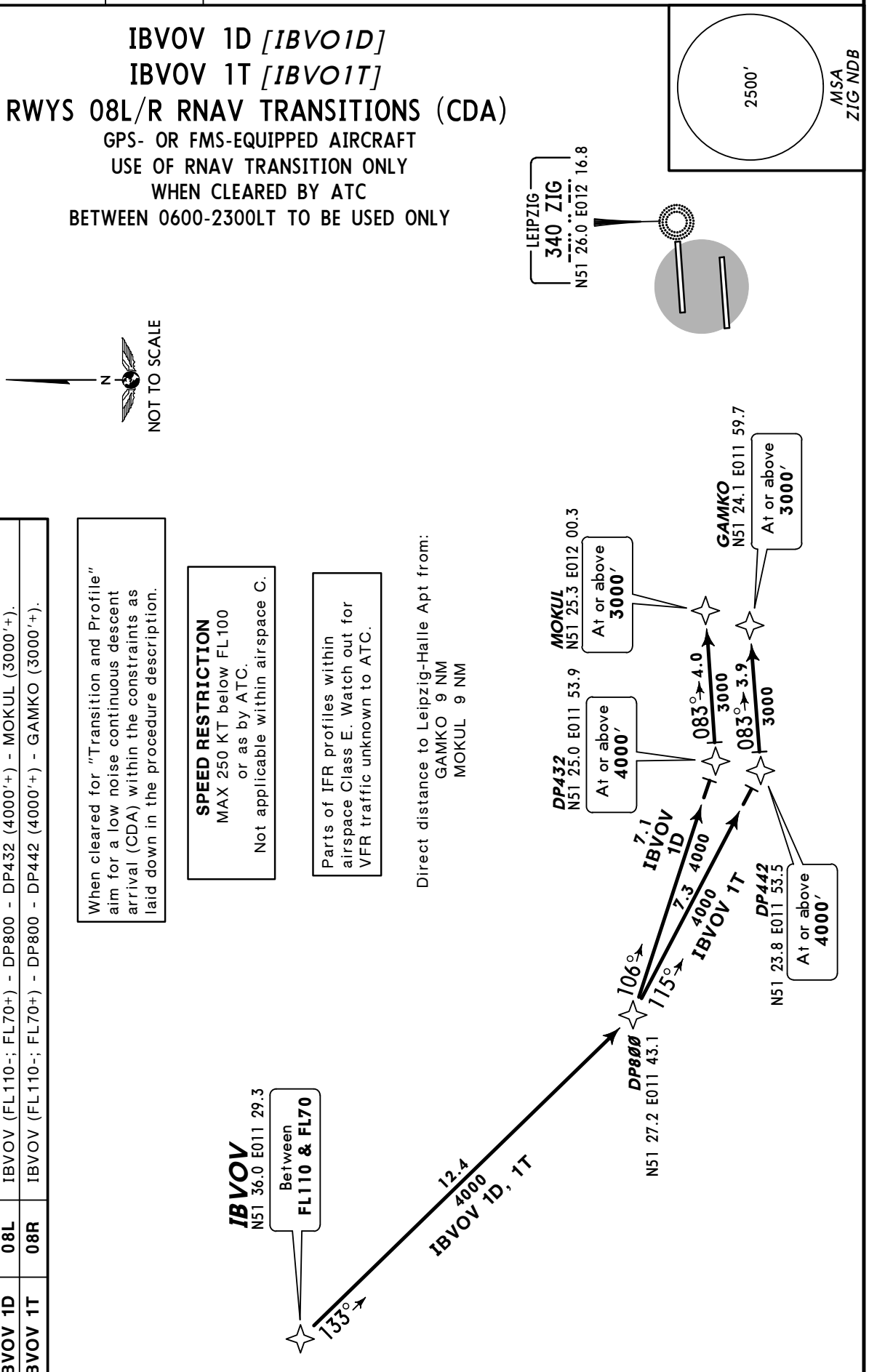
TRANSITION	RWY	ROUTING
IBVOV 1D	08L	IBVOV (FL110-; FL70+) - DP800 - DP432 (4000′+) - MOKUL (3000′+).
IBVOV 1T	08R	IBVOV (FL110-; FL70+) - DP800 - DP442 (4000′+) - GAMKO (3000′+).

When cleared for "Transition and Profile" aim for a low noise continuous descent arrival (CDA) within the constraints as laid down in the procedure description.

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

Direct distance to Leipzig-Halle Apt from:
GAMKO 9 NM
MOKUL 9 NM



CHANGES: RNAV TRANSITIONs completely revised.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
3 OCT 14 (10-2L) Eff 16 Oct
RNAV TRANSITION

D-ATIS	Apt Elev	
123.95	470′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′

IBVOV 1M *[IBVO1M]*
IBVOV 3N *[IBVO3N]*
NONLA 1M *[NONL1M]*
NONLA 1N *[NONL1N]*
RWYS 08R/L RNAV TRANSITIONS (CDA)
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
BETWEEN 2300-0600LT TO BE USED ONLY

When cleared for "Transition and Profile" aim for a low noise continuous descent arrival (CDA) within the constraints as laid down in the procedure description.

Direct distance to Leipzig-Halle Apt from:
GAMKO 9 NM
MOKUL 9 NM

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

SPEED RESTRICTION
MAX 250 KT below FL100 or as by ATC.
Not applicable within airspace C.

2500′ MSA ZIG NDB

LEIPZIG 340 ZIG N51 26.0 E012 16.8

TRANSITION	ROUTING
IBVOV 1M, 3N	IBVOV (FL80+; K250) - DP805 (6000′+; K230).
NONLA 1M, 1N	NONLA (FL80+; K250) - DP805 (6000′+; K230).

RWY	ROUTING
08R	DP805 (6000′+; K230) - DP807 (5000′+; K210) - DP442 - GAMKO (3000′+; K180).
08L	DP805 (6000′+; K230) - DP806 (5000′+; K210) - DP432 - MOKUL (3000′+; K180).

IBVOV N51 36.0 E011 29.3 — At or above FL80 | 250 KT
NONLA N51 38.1 E011 58.3 — At or above FL80 | 250 KT
MOKUL N51 25.3 E012 00.3 — At or above 3000′ | 180 KT
GAMKO N51 24.1 E011 59.7 — At or above 3000′ | 180 KT
DP805 N51 30.8 E011 47.4 — At or above 6000′ | 230 KT
DP806 N51 24.7 E011 48.2 — IBVOV 3N, NONLA 1N; At or above 5000′ | 210 KT
DP807 N51 23.5 E011 48.4 — At or above 5000′ | 210 KT
DP432 N51 25.0 E011 53.9
DP442 N51 23.8 E011 53.5

IBVOV 1M, 3N 112° 12.5 4000
NONLA 1M, 1N 220° 10.0 4000
173° 6.1 4000
083° 3.6 3000
083° 3.3 3000
4.0 3000
3.9 3000
1.2

IBVOV 1M
NONLA 1M

N
NOT TO SCALE

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
3 OCT 14 (10-2M) Eff 16 Oct
RNAV TRANSITION

D-ATIS	Apt Elev	
123.95	470′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′

2500′ MSA ZIG NDB

UPLEG 1D *[UPLE1D]*
UPLEG 1T *[UPLE1T]*
RWYS 26R/L RNAV TRANSITIONS (CDA)

GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY
WHEN CLEARED BY ATC
BETWEEN 0600-2300LT TO BE USED ONLY

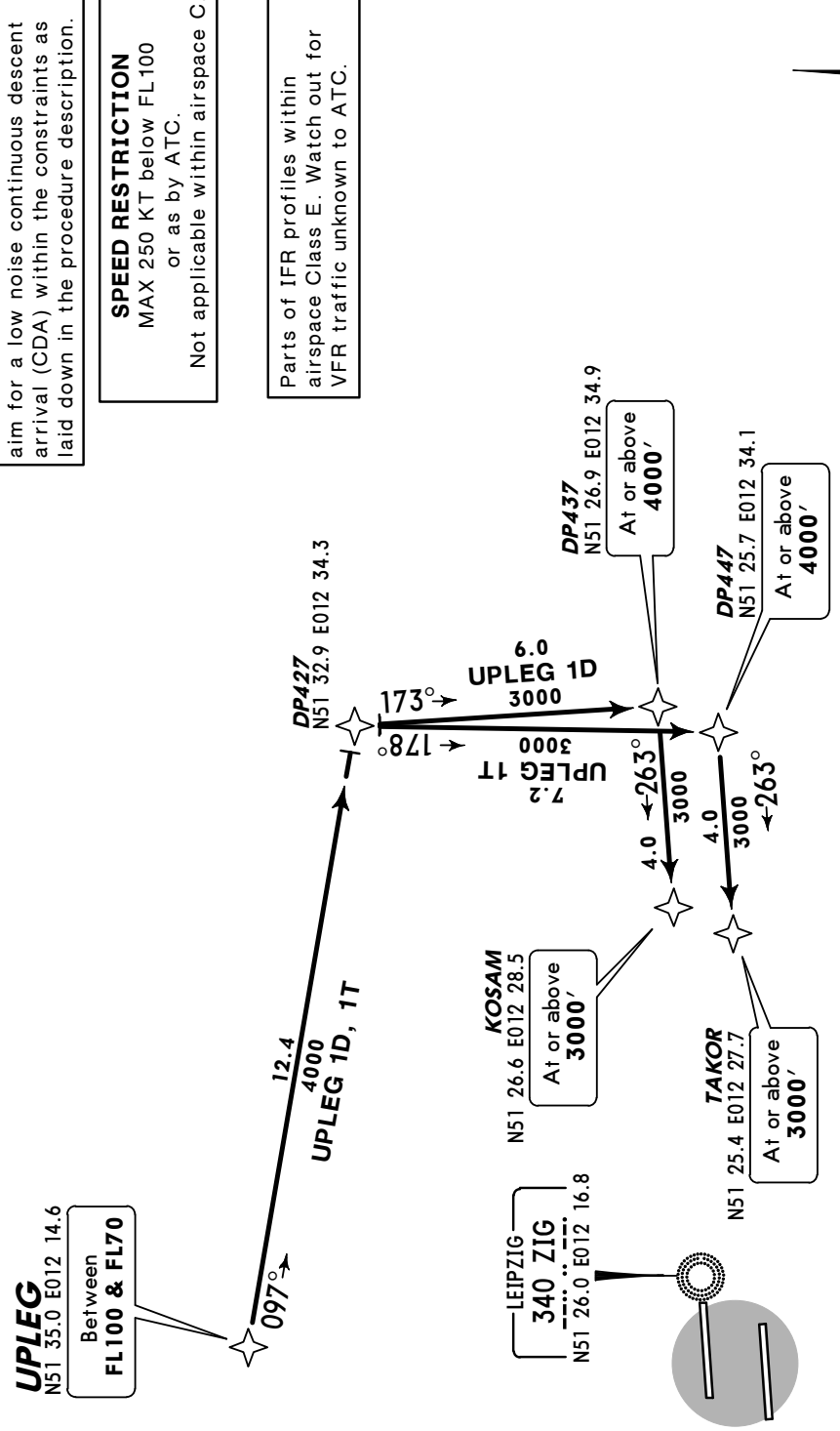
When cleared for "Transition and Profile" aim for a low noise continuous descent arrival (CDA) within the constraints as laid down in the procedure description.

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

NOT TO SCALE

Direct distance to Leipzig-Halle Apt from:
KOSAM 9 NM
TAKOR 8 NM



TRANSITION	RWY	ROUTING
UPLEG 1D	26R	UPLEG (FL100-; FL70+) - DP427 - DP437 (4000′+) - KOSAM (3000′+).
UPLEG 1T	26L	UPLEG (FL100-; FL70+) - DP427 - DP447 (4000′+) - TAKOR (3000′+).

CHANGES: RNAV TRANSITIONs completely revised.

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EDDP/LEJ
LEIPZIG-HALLE

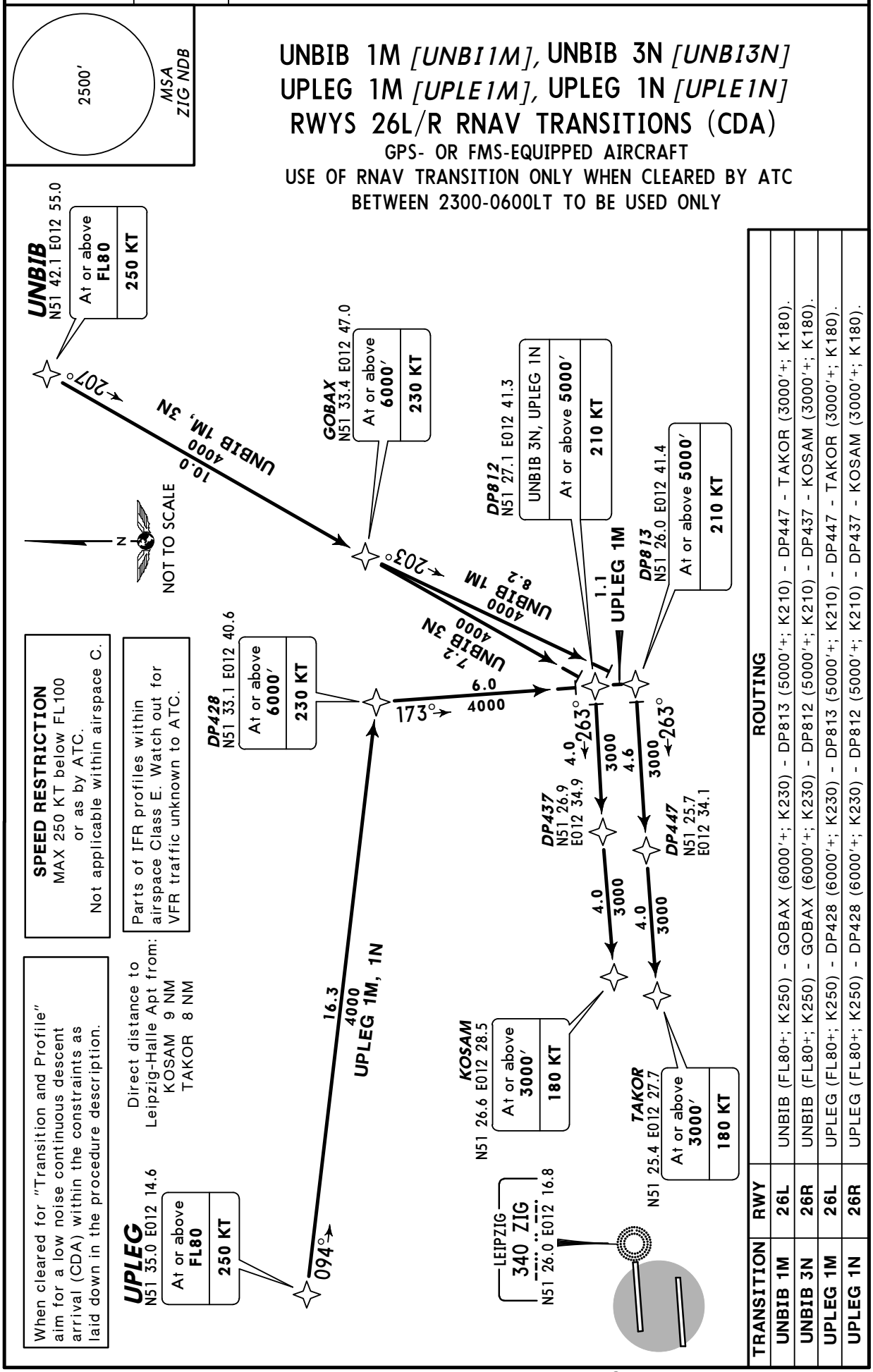
JEPPESEN LEIPZIG-HALLE, GERMANY
RNAV TRANSITION

3 OCT 14 (10-2N) Eff 16 Oct

D-ATIS	Apt Elev	
123.95	470′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′

UNBIB 1M *[UNBI1M]*, UNBIB 3N *[UNBI3N]*
UPLEG 1M *[UPLE1M]*, UPLEG 1N *[UPLE1N]*
RWYS 26L/R RNAV TRANSITIONS (CDA)

GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
BETWEEN 2300-0600LT TO BE USED ONLY



TRANSITION	RWY	ROUTING
UNBIB 1M	26L	UNBIB (FL80+; K250) - GOBAX (6000′+; K230) - DP813 (5000′+; K210) - DP447 - TAKOR (3000′+; K180).
UNBIB 3N	26R	UNBIB (FL80+; K250) - GOBAX (6000′+; K230) - DP812 (5000′+; K210) - DP437 - KOSAM (3000′+; K180).
UPLEG 1M	26L	UPLEG (FL80+; K250) - DP428 (6000′+; K230) - DP813 (5000′+; K210) - DP447 - TAKOR (3000′+; K180).
UPLEG 1N	26R	UPLEG (FL80+; K250) - DP428 (6000′+; K230) - DP812 (5000′+; K210) - DP437 - KOSAM (3000′+; K180).

CHANGES: RNAV TRANSITIONs completely revised.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
3 OCT 14 (10-2P) Eff 16 Oct
RNAV TRANSITION

D-ATIS	Apt Elev	
123.95	470′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′

MAXEB 1D *[MAXE1D]*, MAXEB 1T *[MAXE1T]*
RAPAB 1D *[RAPA1D]*, RAPAB 1T *[RAPA1T]*
RWYS 08L/R RNAV TRANSITIONS (CDA)
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
BETWEEN 0600-2300LT TO BE USED ONLY

MSA ZIG NDB: 2500′

SPEED RESTRICTION
MAX 250 KT below FL100 or as by ATC.
Not applicable within airspace C.

Direct distance to Leipzig-Halle Apt from:
GAMKO 9 NM
MOKUL 9 NM

TRANSITION	RWY	ROUTING
MAXEB 1D	08L	MAXEB (FL110-; FL70+) - DP452 - DP432 (4000′+) - MOKUL (3000′+).
MAXEB 1T	08R	MAXEB (FL110-; FL70+) - DP452 - DP442 (4000′+) - GAMKO (3000′+).
RAPAB 1D	08L	RAPAB (FL100-; FL70+) - DP801 - DP432 (4000′+) - MOKUL (3000′+).
RAPAB 1T	08R	RAPAB (FL100-; FL70+) - DP801 - DP442 (4000′+) - GAMKO (3000′+).

LEIPZIG
340 ZIG
N51 26.0 E012 16.8

MAXEB
N51 12.4 E012 13.9
Between FL110 & FL70

291°
13.4
4000
MAXEB 1D, 1T

DP452
N51 17.8 E011 54.3

MOKUL
N51 25.3 E012 00.3
At or above 3000′

GAMKO
N51 24.1 E011 59.7
At or above 3000′

083° 4.0 3000
083° 3.9 3000
7.2
MAXEB 1D
3000
356°
353°
3000
6.0
MAXEB 1T

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

When cleared for "Transition and Profile" aim for a low noise continuous descent arrival (CDA) within the constraints as laid down in the procedure description.

DP432
N51 25.0 E011 53.9
At or above 4000′

DP442
N51 23.8 E011 53.5
At or above 4000′

RAPAB 1D
4000
7.1

RAPAB 1T
4000
6.0
029°

DP801
N51 18.7 E011 48.4

RAPAB 1D, 1T
4000
11.8

RAPAB
N51 08.3 E011 39.4
Between FL100 & FL70

026°

N
NOT TO SCALE

CHANGES: RNAV TRANSITIONs completely revised.

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EDDP/LEJ
LEIPZIG-HALLE

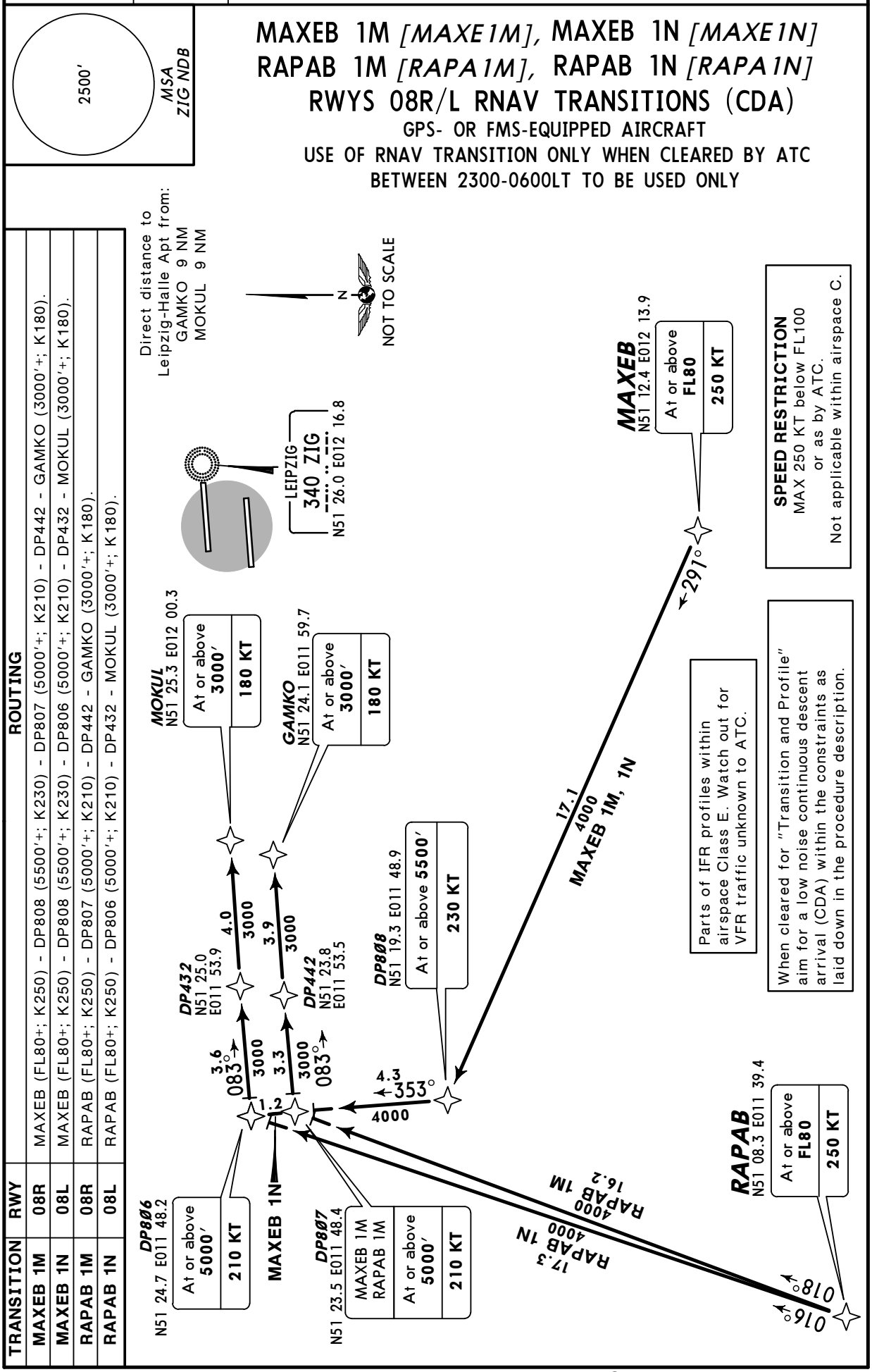
JEPPESEN LEIPZIG-HALLE, GERMANY
RNAV TRANSITION

3 OCT 14 (10-2Q) Eff 16 Oct

D-ATIS	Apt Elev	
123.95	470′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′

MAXEB 1M *[MAXE1M]*, MAXEB 1N *[MAXE1N]*
RAPAB 1M *[RAPA1M]*, RAPAB 1N *[RAPA1N]*
RWYS 08R/L RNAV TRANSITIONS (CDA)

GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
BETWEEN 2300-0600LT TO BE USED ONLY



TRANSITION	RWY	ROUTING
MAXEB 1M	08R	MAXEB (FL80+; K250) - DP808 (5500′+; K230) - DP807 (5000′+; K210) - DP442 - GAMKO (3000′+; K180).
MAXEB 1N	08L	MAXEB (FL80+; K250) - DP808 (5500′+; K230) - DP806 (5000′+; K210) - DP432 - MOKUL (3000′+; K180).
RAPAB 1M	08R	RAPAB (FL80+; K250) - DP807 (5000′+; K210) - DP442 - GAMKO (3000′+; K180).
RAPAB 1N	08L	RAPAB (FL80+; K250) - DP806 (5000′+; K210) - DP432 - MOKUL (3000′+; K180).

CHANGES: RNAV TRANSITIONs completely revised.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
3 OCT 14 (10-2S) Eff 16 Oct
RNAV TRANSITION

D-ATIS	Apt Elev	
123.95	470′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′

LAVSA 1D *[LAVS1D]*
LAVSA 1T *[LAVS1T]*
LIPVO 1D *[LIPV1D]*
LIPVO 1T *[LIPV1T]*
RWYS 26R/L
RNAV TRANSITIONS (CDA)

GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY
WHEN CLEARED BY ATC
BETWEEN 0600-2300LT TO BE USED ONLY

2500′
MSA
ZIG NDB

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

LAVSA
N51 19.3 E013 01.7
Between FL100 & FL70

LIPVO
N51 11.7 E012 21.7
Between FL100 & FL70

DP803
N51 24.4 E012 43.7

DP804
N51 20.9 E012 35.6

DP437
N51 26.9 E012 34.9
At or above 4000′

DP447
N51 25.7 E012 34.1
At or above 4000′

KOSAM
N51 26.6 E012 28.5
At or above 3000′

TAKOR
N51 25.4 E012 27.7
At or above 3000′

LEIPZIG
340 ZIG
N51 26.0 E012 16.8

292°
12.4
4000
LAVSA 1D, 1T

LAVSA 1D
6.0
4000

LAVSA 1T
4000
6.1
279°

LIPVO 1D
6.0
3000
353°

LIPVO 1T
3000
4.9
346°

263°
4.0
3000

263°
4.0
3000

LIPVO 1D, 1T
12.6
4000
041°

Direct distance to Leipzig-Halle Apt from:
KOSAM 9 NM
TAKOR 8 NM

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

When cleared for "Transition and Profile" aim for a low noise continuous descent arrival (CDA) within the constraints as laid down in the procedure description.

N
NOT TO SCALE

TRANSITION	RWY	ROUTING
LAVSA 1D	26R	LAVSA (FL100-; FL70+) - DP803 - DP437 (4000′+) - KOSAM (3000′+).
LAVSA 1T	26L	LAVSA (FL100-; FL70+) - DP803 - DP447 (4000′+) - TAKOR (3000′+).
LIPVO 1D	26R	LIPVO (FL100-; FL70+) - DP804 - DP437 (4000′+) - KOSAM (3000′+).
LIPVO 1T	26L	LIPVO (FL100-; FL70+) - DP804 - DP447 (4000′+) - TAKOR (3000′+).

CHANGES: RNAV TRANSITIONs completely revised.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
RNAV TRANSITION

3 OCT 14 (10-2T) Eff 16 Oct

D-ATIS	Apt Elev	
123.95	470′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′

BEGLU 1M *[BEGL1M]*, BEGLU 1N *[BEGL1N]*
LIPVO 1M *[LIPV1M]*, LIPVO 1N *[LIPV1N]*
RWYS 26L/R RNAV TRANSITIONS (CDA)

GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY
WHEN CLEARED BY ATC
BETWEEN 2300-0600LT TO BE USED ONLY

MSA ZIG NDB
2500′

BEGLU
N51 25.2 E013 03.5
At or above FL70
230 KT

271° 275°

14.0 BEGLU 1N 4000
13.8 4000 BEGLU 1M

DP812
N51 27.1 E012 41.3
At or above 5000′
210 KT

DP813
N51 26.0 E012 41.4
BEGLU 1M, LIPVO 1M
At or above 5000′
210 KT

Direct distance to Leipzig-Halle Apt from:
KOSAM 9 NM
TAKOR 8 NM

SPEED RESTRICTION
MAX 250 KT below FL100 or as by ATC.
Not applicable within airspace C.

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

When cleared for "Transition and Profile" aim for a low noise continuous descent arrival (CDA) within the constraints as laid down in the procedure description.

6.0 4000 353°

263° 263°

4.0 3000 4.6 3000 1.1 LIPVO 1N

DP458
N51 20.0 E012 42.1
At or above 6000′
230 KT

DP437
N51 26.9 E012 34.9

DP447
N51 25.7 E012 34.1

4.0 3000 4.0 3000

15.2 LIPVO 4000 1M, 1N

054°

KOSAM
N51 26.6 E012 28.5
At or above 3000′
180 KT

TAKOR
N51 25.4 E012 27.7
At or above 3000′
180 KT

LEIPZIG
340 ZIG
N51 26.0 E012 16.8

NOT TO SCALE

LIPVO
N51 11.7 E012 21.7
At or above FL80
250 KT

TRANSITION	RWY	ROUTING
BEGLU 1M	26L	BEGLU (FL70+; K230) - DP813 (5000′+; K210) - DP447 - TAKOR (3000′+; K180).
BEGLU 1N	26R	BEGLU (FL70+; K230) - DP812 (5000′+; K210) - DP437 - KOSAM (3000′+; K180).
LIPVO 1M	26L	LIPVO (FL80+; K250) - DP458 (6000′+; K230) - DP813 (5000′+; K210) - DP447 - TAKOR (3000′+; K180).
LIPVO 1N	26R	LIPVO (FL80+; K250) - DP458 (6000′+; K230) - DP812 (5000′+; K210) - DP437 - KOSAM (3000′+; K180).

CHANGES: RNAV TRANSITIONs completely revised.

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RNAV SID DESIGNATION	REFER TO CHART
LELMA 3N, UMBAL 3N	10-3B
LELMA 3S, UMBAL 3S	10-3C
NAMUB 3E, 3Q	10-3D

SID DESIGNATION	REFER TO CHART
LELMA 4E, 4Q	10-3F
MAGDEBURG 2E, 3Q	10-3G
MAGDEBURG 4N, 4S	10-3H
NAMUB 2H, 2L, 3Z	10-3J
NAMUB 2N, 2S	10-3K
ODLUN 2E, 2Q	10-3L
ODLUN 3N, 3S	10-3M
ORTAG 2E, 2Q	10-3N
ORTAG 2N, 2S	10-3P
TORPU 2E, 2Q	10-3Q
TORPU 3N, 3S	10-3S
TORPU 2W, 2X	10-3T
UMBAL 2E, 2Q	10-3U

FOR RNAV SID (OVERLAY) DESIGNATION REFER TO PAGE 10-3A

CHANGES: MAGDEBURG & ODLUN SIDs renumbered.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

19 JUN 15 (10-3A) Eff 25 Jun RNAV SID (OVERLAY)

RNAV SID DESIGNATION	REFER TO CHART
LELMA 4E, 4Q	10-3V
NAMUB 2H, 2L, 3Z	10-3W
NAMUB 2N, 2S	10-3X
ODLUN 2E, 2Q	10-3X1
ODLUN 3N, 3S	10-3X2
ORTAG 2E, 2Q	10-3X3
ORTAG 2N, 2S	10-3X4
TORPU 2E, 2Q	10-3X5
TORPU 3N, 3S	10-3X6
TORPU 2W, 2X	10-3X7
UMBAL 2E, 2Q	10-3X8

CHANGES: ODLUN RNAV SIDs renumbered.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

3 OCT 14 (10-3B) Eff 16 Oct

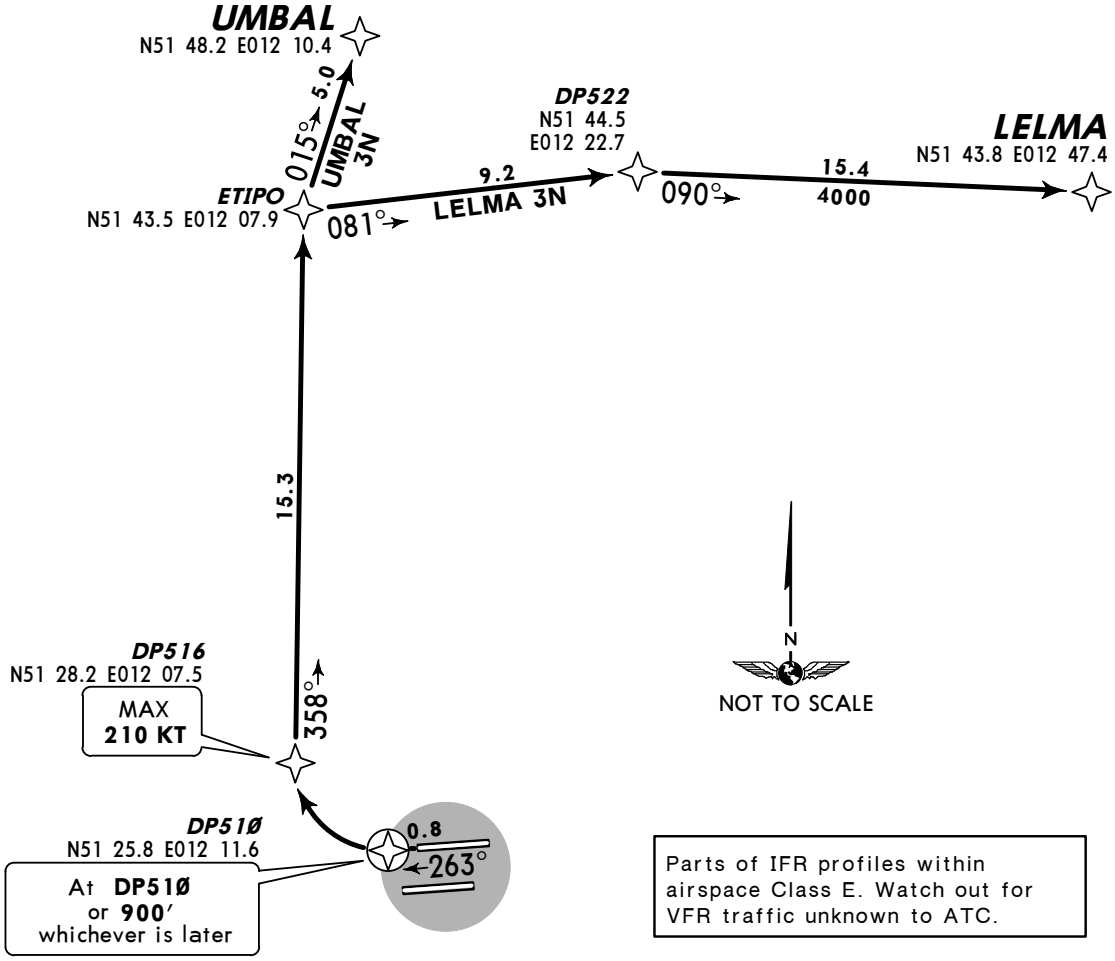
RNAV SID

MUNICH Radar 126.175	*Apt Elev* 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

LELMA THREE NOVEMBER (LELMA 3N) *[LELM3N]*
UMBAL THREE NOVEMBER (UMBAL 3N) *[UMBA3N]*
RWY 26R RNAV DEPARTURES
RNAV (GPS)

2500′
MSA
ARP

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

Initial climb clearance **FL70**

SID	ROUTING
LELMA 3N	DP510 (900′+) - DP516 (K210-) - ETIPO - DP522 - LELMA.
UMBAL 3N ❶	DP510 (900′+) - DP516 (K210-) - ETIPO - UMBAL.

❶ Only available between 2300-0600LT. No access to airway (U)Z-20.

CHANGES: RNAV SIDs renumbered & revised.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

3 OCT 14 (10-3C) Eff 16 Oct

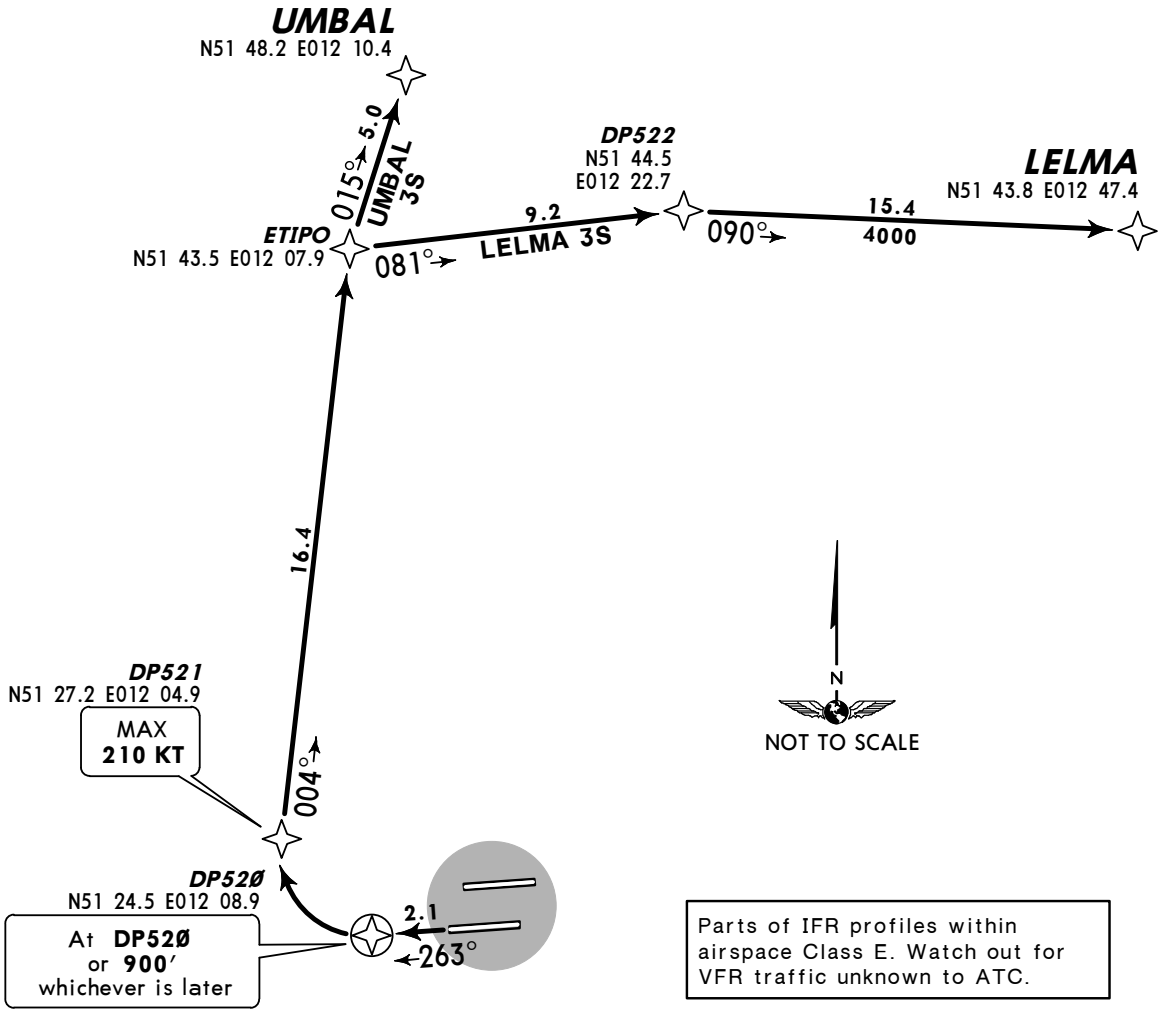
RNAV SID

MUNICH Radar 126.175	*Apt Elev* 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

LELMA THREE SIERRA (LELMA 3S) *[LELM3S]*
UMBAL THREE SIERRA (UMBAL 3S) *[UMBA3S]*
RWY 26L RNAV DEPARTURES
RNAV (GPS)

2500′
MSA
ARP

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

Initial climb clearance **FL70**

SID	ROUTING
LELMA 3S	DP520 (900′+) - DP521 (K210-) - ETIPO - DP522 - LELMA.
UMBAL 3S ❶	DP520 (900′+) - DP521 (K210-) - ETIPO - UMBAL.

❶ Only available between 2300-0600LT. No access to airway (U)Z-20.

CHANGES: RNAV SIDs renumbered & revised.

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EDDP/LEJ
LEIPZIG-HALLE

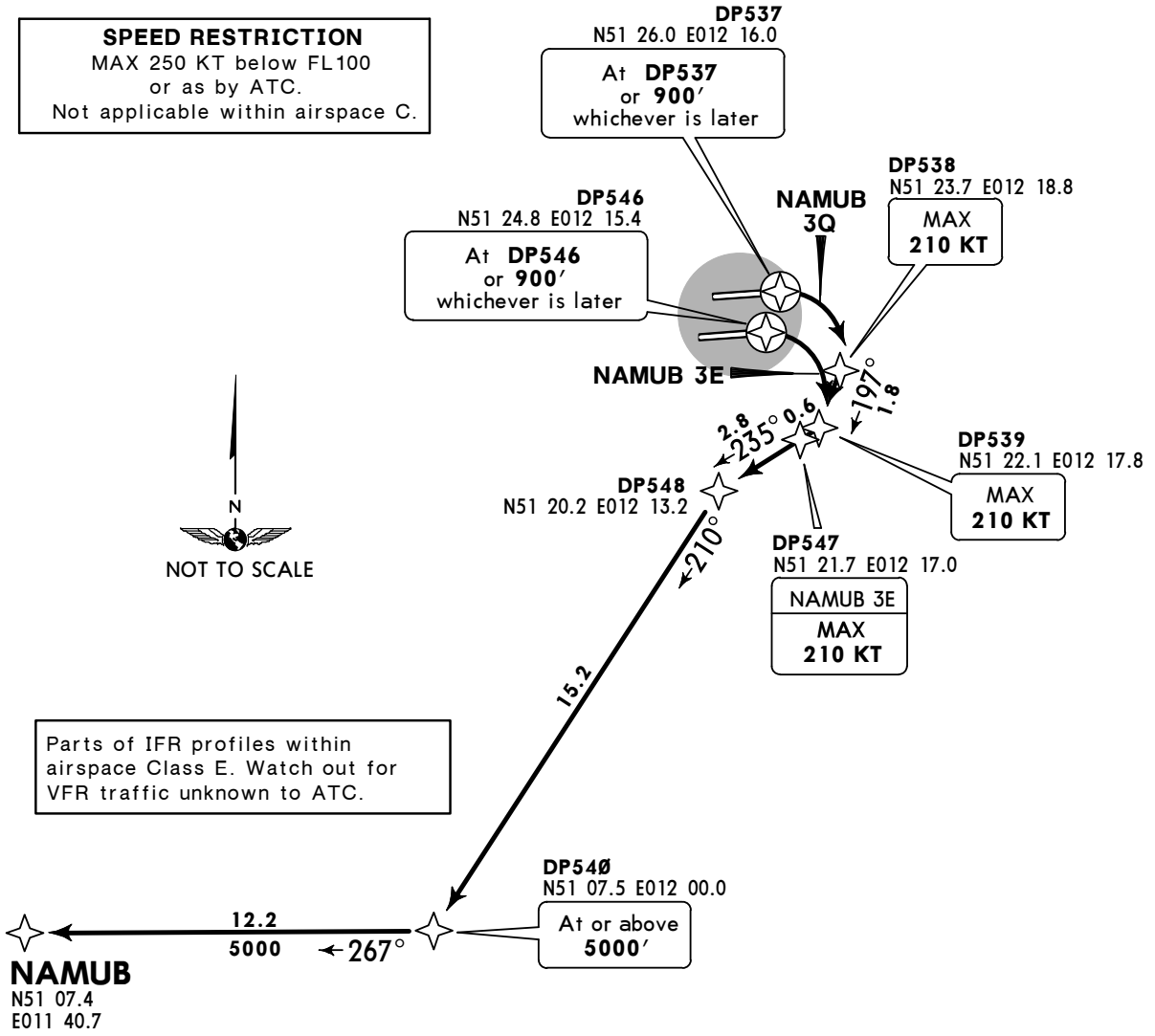
JEPPESEN LEIPZIG-HALLE, GERMANY
5 JUN 15 (10-3D)
RNAV SID

MUNICH Radar 126.17	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. 4. RWY 08L: EXPECT close-in obstacles.

NAMUB THREE ECHO (NAMUB 3E) [NAMU3E]
NAMUB THREE QUEBEC (NAMUB 3Q) [NAMU3Q]
RWYS 08R/L RNAV DEPARTURES

RNAV (GPS)
ONLY AVAILABLE BETWEEN 0600-2200LT
ONLY AVAILABLE FOR ACFT WITH MTOW LESS THAN 136T

2500′
MSA
ARP



Initial climb clearance **FL70**

SID	RWY	ROUTING
NAMUB 3E ❶	08R	DP546 - (900′+) - DP547 (K210-) - DP548 - DP540 (5000′+) - NAMUB.
NAMUB 3Q ❷	08L	DP537 - (900′+) - DP538 (K210-) - DP539 (K210-) - DP548 - DP540 (5000′+) - NAMUB.

❶ If unable to comply file NAMUB 2L.
❷ If unable to comply file NAMUB 2H.

CHANGES: General note 2.

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EDDP/LEJ
LEIPZIG-HALLE

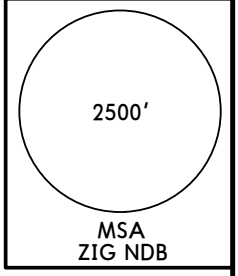
JEPPESEN LEIPZIG-HALLE, GERMANY

5 JUN 15 (10-3F)

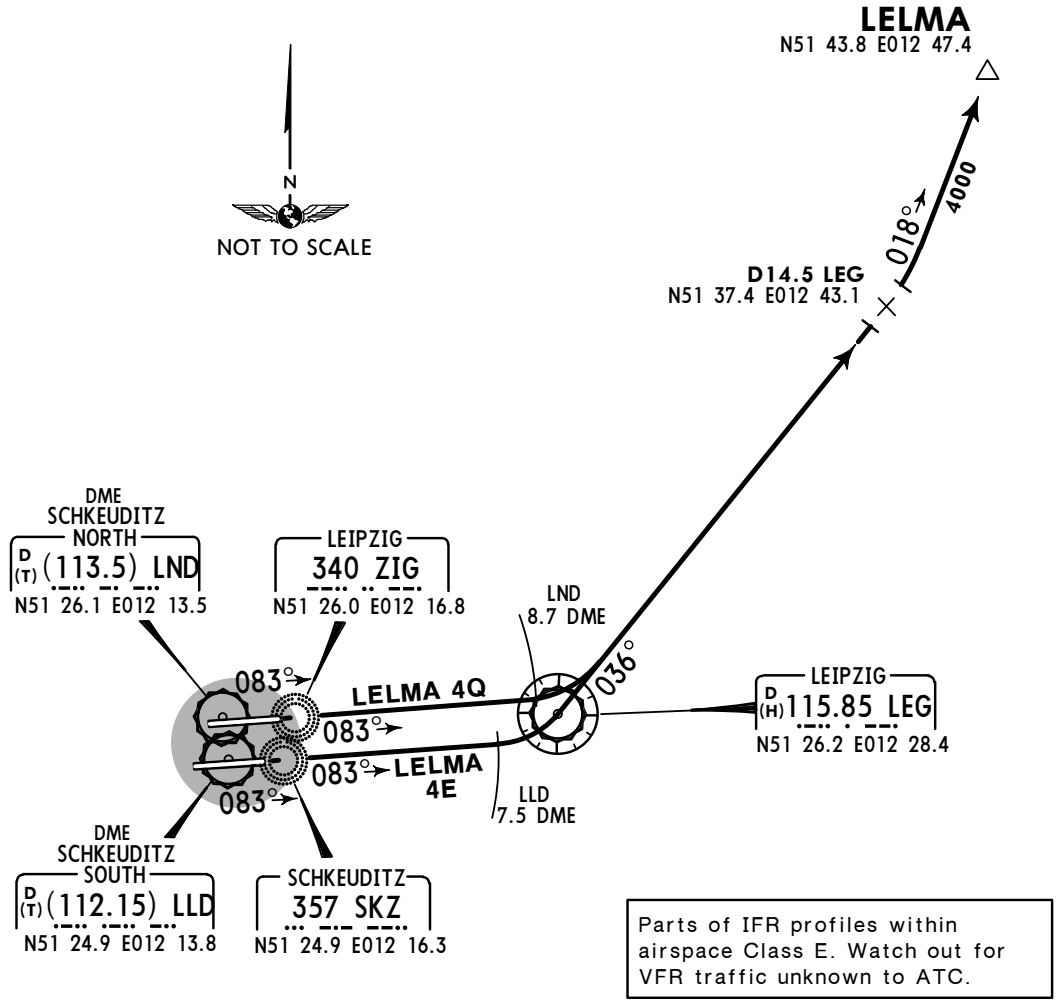
SID

MUNICH Radar 126.17	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. 4. RWY 08L: EXPECT close-in obstacles.

LELMA FOUR ECHO (LELMA 4E)
LELMA FOUR QUEBEC (LELMA 4Q)
RWYS 08R/L DEPARTURES



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

Initial climb clearance **FL70**

SID	RWY	ROUTING
LELMA 4E	**08R**	On runway track via SKZ to LLD 7.5 DME, turn LEFT, intercept LEG R-036 to D14.5 LEG ❶, turn LEFT, 018° track to LELMA.
LELMA 4Q	**08L**	On runway track via ZIG to LND 8.7 DME, turn LEFT, intercept LEG R-036 to D14.5 LEG ❶, turn LEFT, 018° track to LELMA.

❶ After D14.5 LEG BRNAV equipment necessary.
If unable to comply request alternate route by ATC.

CHANGES: General note 2.

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EDDP/LEJ
LEIPZIG-HALLE

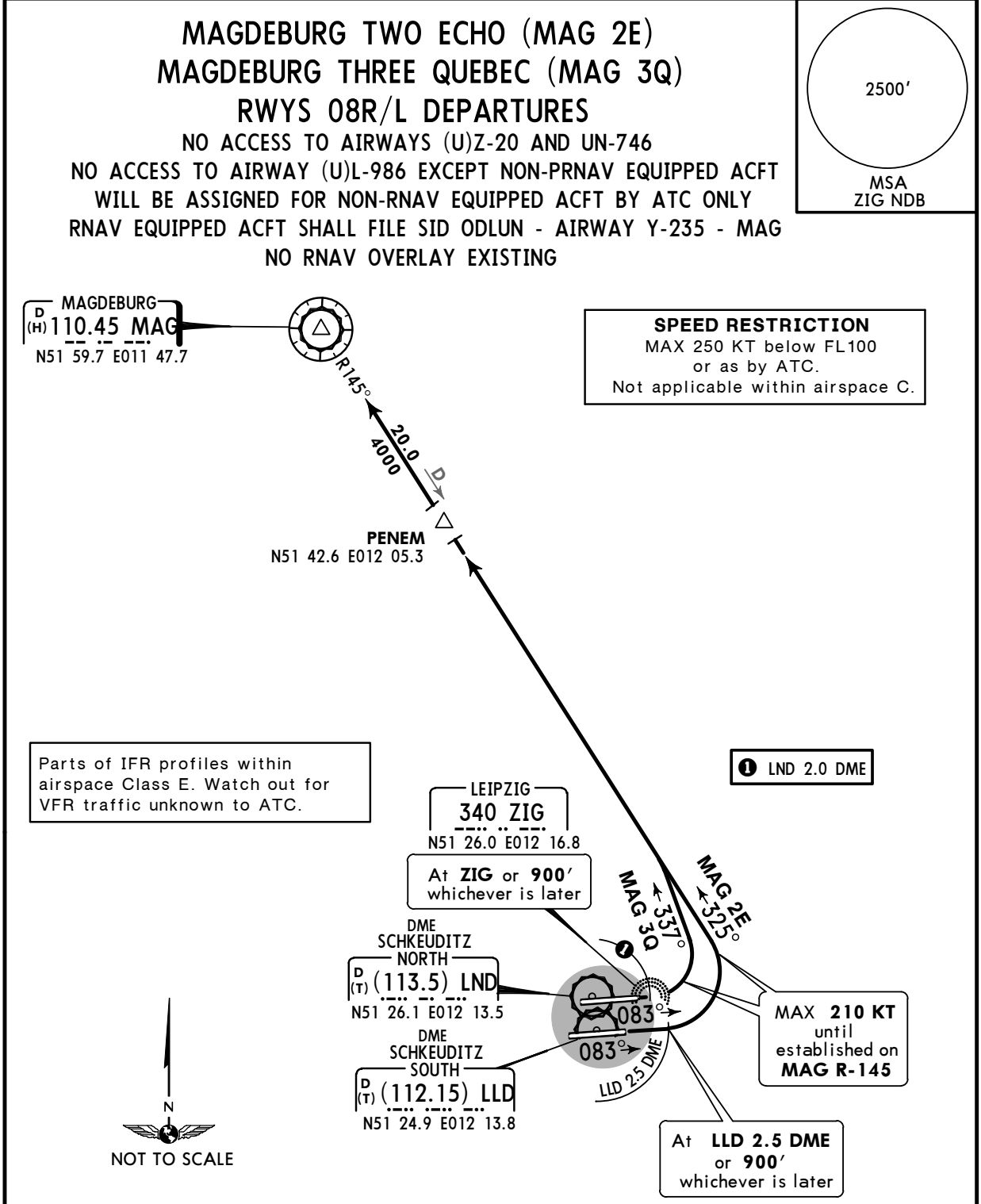
JEPPESEN LEIPZIG-HALLE, GERMANY
5 JUN 15 (10-3G)
SID

MUNICH Radar	Apt Elev
126.17	470′

Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. 4. RWY 08L: EXPECT close-in obstacles.

MAGDEBURG TWO ECHO (MAG 2E)
MAGDEBURG THREE QUEBEC (MAG 3Q)
RWYS 08R/L DEPARTURES

NO ACCESS TO AIRWAYS (U)Z-20 AND UN-746
NO ACCESS TO AIRWAY (U)L-986 EXCEPT NON-PRNAV EQUIPPED ACFT WILL BE ASSIGNED FOR NON-RNAV EQUIPPED ACFT BY ATC ONLY
RNAV EQUIPPED ACFT SHALL FILE SID ODLUN - AIRWAY Y-235 - MAG
NO RNAV OVERLAY EXISTING



These SIDs require a minimum climb gradient of 7.0% until passing 2000′ due to navaid coverage. If unable to comply advise ATC.

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

Initial climb clearance **FL70**

SID	RWY	ROUTING
MAG 2E	**08R**	Climb on runway track to LLD 2.5 DME or 900′, whichever is later, turn LEFT, intercept MAG R-145 inbound via PENEM to MAG.
MAG 3Q	**08L**	Climb on runway track to ZIG (LND 2.0 DME) or 900′, whichever is later, turn LEFT, 337° track, intercept MAG R-145 inbound via PENEM to MAG.

CHANGES: General note 2.

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EDDP/LEJ LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

19 JUN 15 (10-3H) Eff 25 Jun

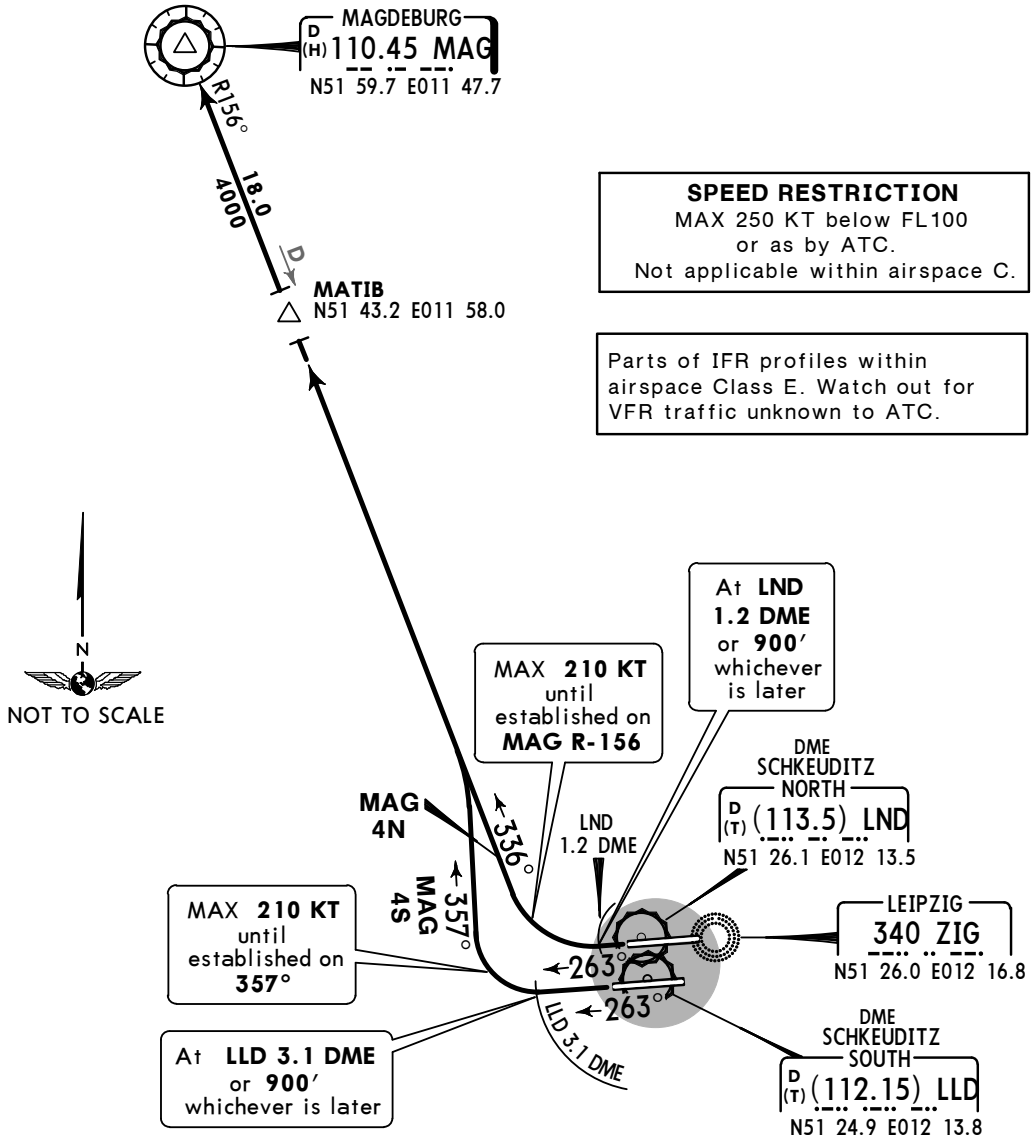
SID

MUNICH Radar 126.175	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

MAGDEBURG FOUR NOVEMBER (MAG 4N)
MAGDEBURG FOUR SIERRA (MAG 4S)
RWYS 26R/L DEPARTURES

NO ACCESS TO AIRWAYS (U)Z-20 AND UN-746
WILL BE ASSIGNED FOR NON-RNAV EQUIPPED ACFT BY ATC ONLY
RNAV EQUIPPED ACFT SHALL FILE SID ODLUN - AIRWAY Y-235 - MAG
NO RNAV OVERLAY EXISTING

2500′
MSA
ZIG NDB



These SIDs require a minimum climb gradient of 7.0% until passing 2000′ due to navaid coverage.
If unable to comply advise ATC.

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

Initial climb clearance **FL70**

SID	RWY	ROUTING
MAG 4N	**26R**	Climb on runway track to LND 1.2 DME or 900′, whichever is later, turn RIGHT, 336° track, intercept MAG R-156 inbound via MATIB to MAG.
MAG 4S	**26L**	Climb on runway track to LLD 3.1 DME or 900′, whichever is later, turn RIGHT, 357° track, intercept MAG R-156 inbound via MATIB to MAG.

CHANGES: SIDs renumbered & revised.

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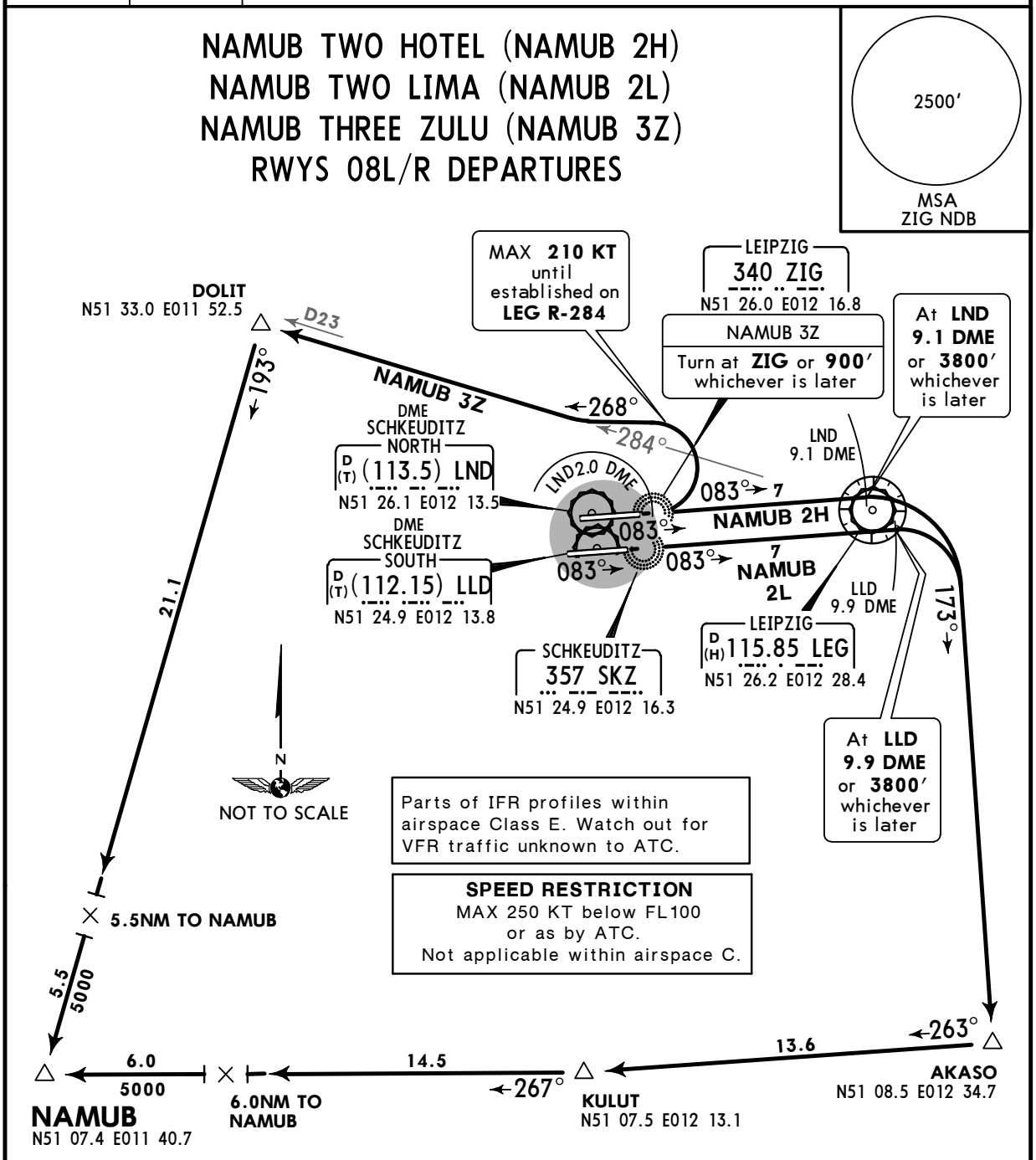
EDDP/LEJ LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

19 JUN 15 (10-3J) Eff 25 Jun SID

MUNICH Radar 126.175	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. 4. RWY 08L: EXPECT close-in obstacled.

NAMUB TWO HOTEL (NAMUB 2H)
NAMUB TWO LIMA (NAMUB 2L)
NAMUB THREE ZULU (NAMUB 3Z)
RWYS 08L/R DEPARTURES



Initial climb clearance **FL70**

SID	RWY	ROUTING
NAMUB 2H	**08L**	Climb on runway track via ZIG to LND 9.1 DME or 3800′ ❷, whichever is later, turn RIGHT, 173° track to AKASO, turn RIGHT, 263° track to KULUT, turn RIGHT, 267° track to NAMUB.
NAMUB 2L	**08R**	Climb on runway track via SKZ to LLD 9.9 DME or 3800′ ❷, whichever is later, turn RIGHT, 173° track to AKASO, turn RIGHT, 263° track to KULUT, turn RIGHT, 267° track to NAMUB.
NAMUB 3Z ❶	**08L**	Climb on runway track to ZIG (LND 2 DME) or 900′, whichever is later, turn LEFT, 268° track, intercept LEG R-284 to DOLIT ❸, turn LEFT, 193° track to NAMUB.

❶ Only available between 2200-0600LT.
BRNAV equipment necessary: ❷ when passing 3800′/ ❸ after DOLIT.
If unable to comply request alternate route by ATC.

CHANGES: None.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

5 JUN 15 (10-3K)

SID

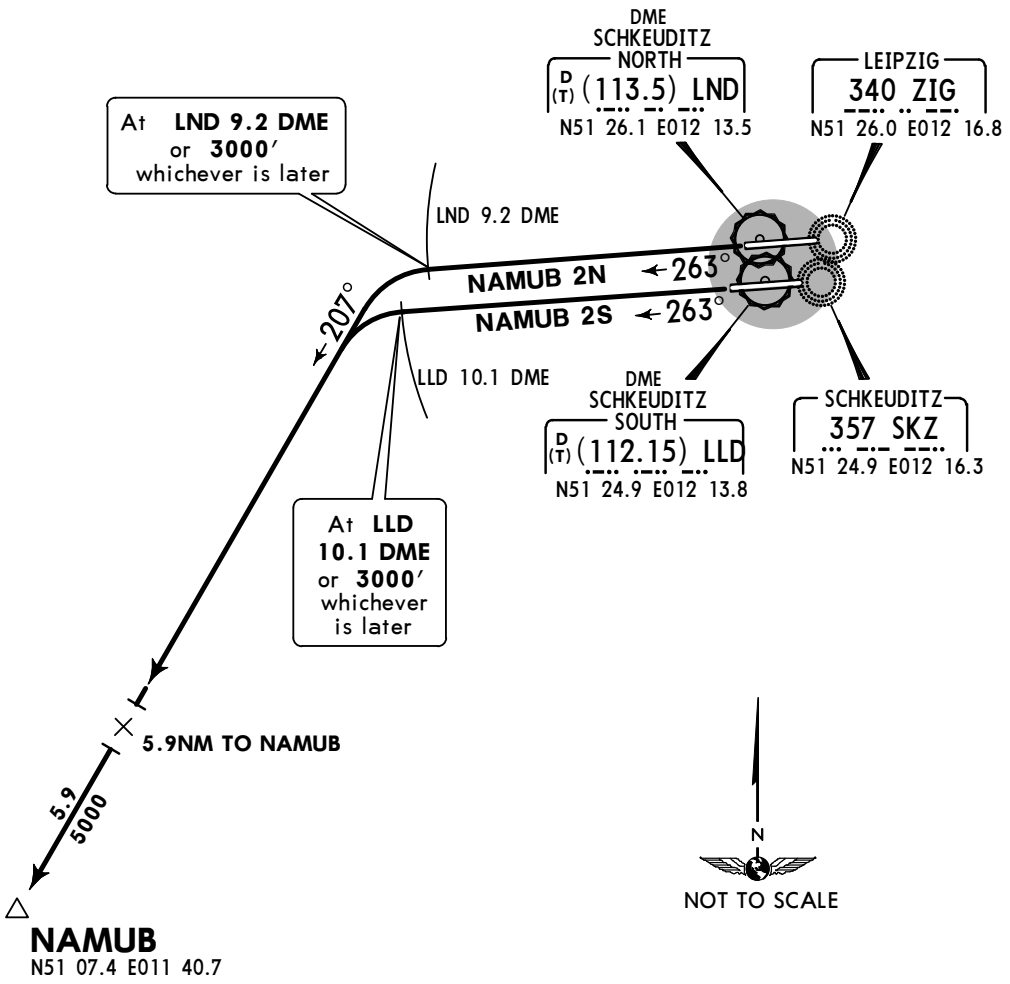
MUNICH Radar	Apt Elev
126.17	470′

Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

NAMUB TWO NOVEMBER (NAMUB 2N)
NAMUB TWO SIERRA (NAMUB 2S)
RWYS 26R/L DEPARTURES

2500′
MSA
ZIG NDB

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

Initial climb clearance **FL70**

SID	RWY	ROUTING
NAMUB 2N	**26R**	Climb on 263° bearing from ZIG to LND 9.2 DME or 3000′ ❶, whichever is later, turn LEFT, 207° track to NAMUB.
NAMUB 2S	**26L**	Climb on 263° bearing from SKZ to LLD 10.1 DME or 3000′ ❶, whichever is later, turn LEFT, 207° track to NAMUB.

❶ When passing 3000′ BRNAV equipment necessary.
If unable to comply request alternate route by ATC.

CHANGES: General note 2.

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EDDP/LEJ LEIPZIG-HALLE

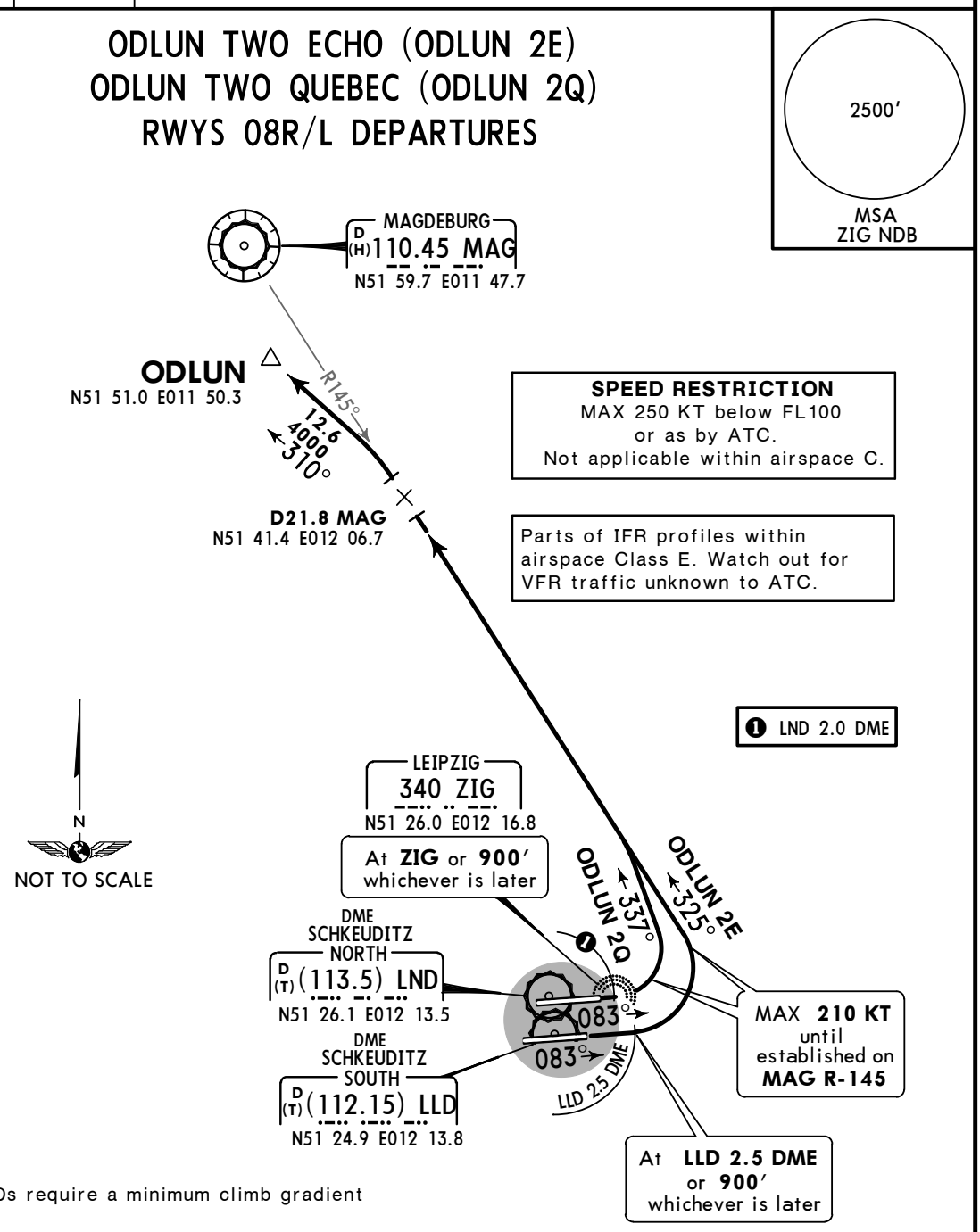
JEPPESEN LEIPZIG-HALLE, GERMANY

5 JUN 15 (10-3L)

SID

MUNICH Radar 126.17	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. 4. RWY 08L: EXPECT close-in obstacles.

ODLUN TWO ECHO (ODLUN 2E)
ODLUN TWO QUEBEC (ODLUN 2Q)
RWYS 08R/L DEPARTURES



These SIDs require a minimum climb gradient of 7.0% until passing 2000′ due to navaid coverage. If unable to comply advise ATC.

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

Initial climb clearance **FL70**

SID	RWY	ROUTING
ODLUN 2E	**08R**	Climb on runway track to LLD 2.5 DME or 900′, whichever is later, turn LEFT, intercept MAG R-145 inbound to D21.8 MAG ❷, turn LEFT, 310° track to ODLUN.
ODLUN 2Q	**08L**	Climb on runway track to ZIG (LND 2.0 DME) or 900′, whichever is later, turn LEFT, 337° track, intercept MAG R-145 inbound to D21.8 MAG ❷, turn LEFT, 310° track to ODLUN.

❷ After D21.8 MAG BRNAV equipment necessary. If unable to comply request alternate route by ATC.

CHANGES: General note 2.

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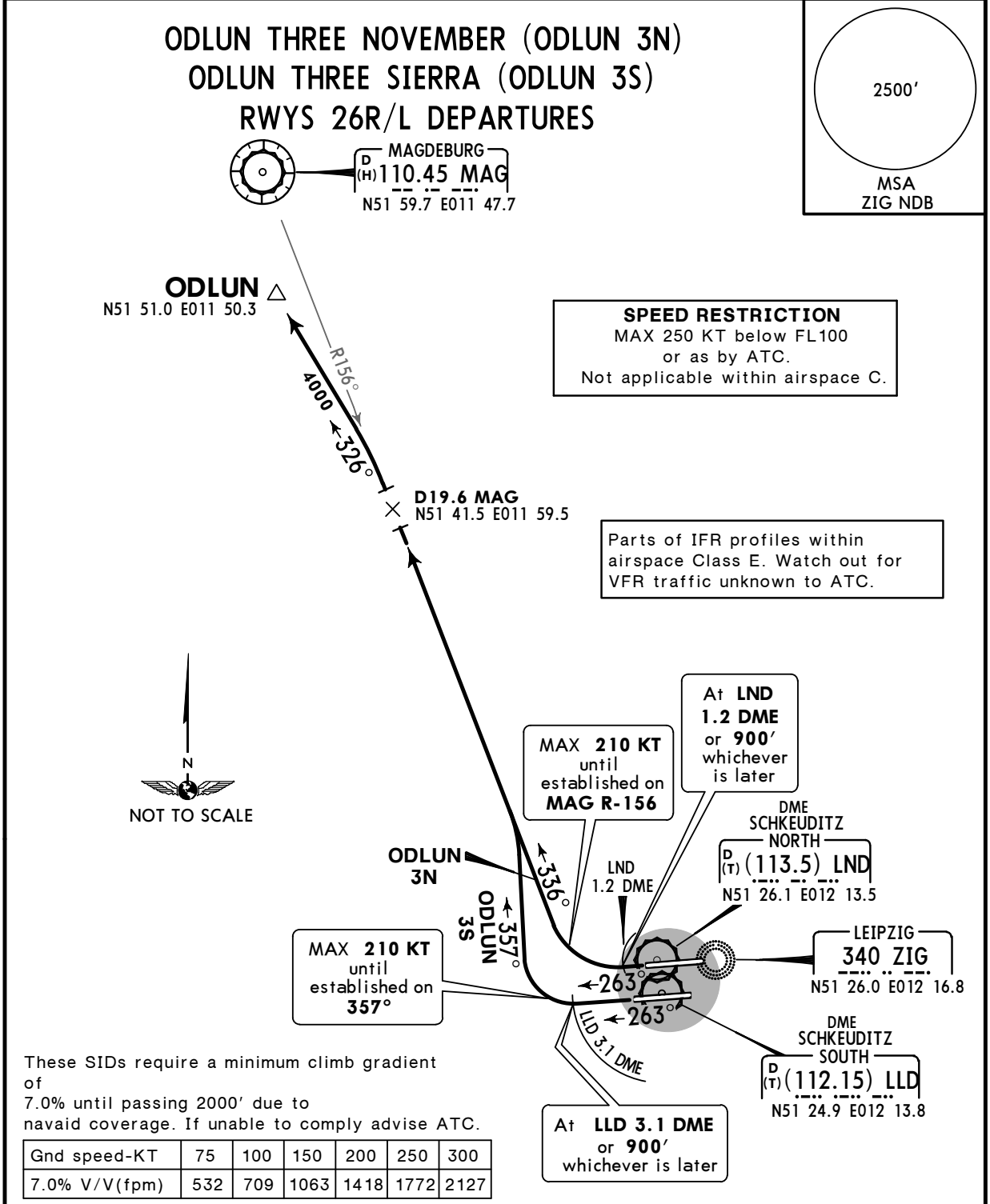
EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

19 JUN 15 (10-3M) Eff 25 Jun SID

MUNICH Radar 126.175	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

ODLUN THREE NOVEMBER (ODLUN 3N)
ODLUN THREE SIERRA (ODLUN 3S)
RWYS 26R/L DEPARTURES



These SIDs require a minimum climb gradient of 7.0% until passing 2000′ due to navaid coverage. If unable to comply advise ATC.

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

Initial climb clearance **FL70**

SID	RWY	ROUTING
ODLUN 3N	**26R**	Climb on runway track to LND 1.2 DME or 900′, whichever is later, turn RIGHT, 336° track , intercept MAG R-156 inbound to D19.6 MAG ❶, turn LEFT, 326° track to ODLUN.
ODLUN 3S	**26L**	Climb on runway track to LLD 3.1 DME or 900′, whichever is later, turn RIGHT, 357° track, intercept MAG R-156 inbound to D19.6 MAG ❶, turn LEFT, 326° track to ODLUN.

❶ After D19.6 MAG BRNAV equipment necessary.
If unable to comply request alternate route by ATC.

CHANGES: SIDs renumbered & revised.

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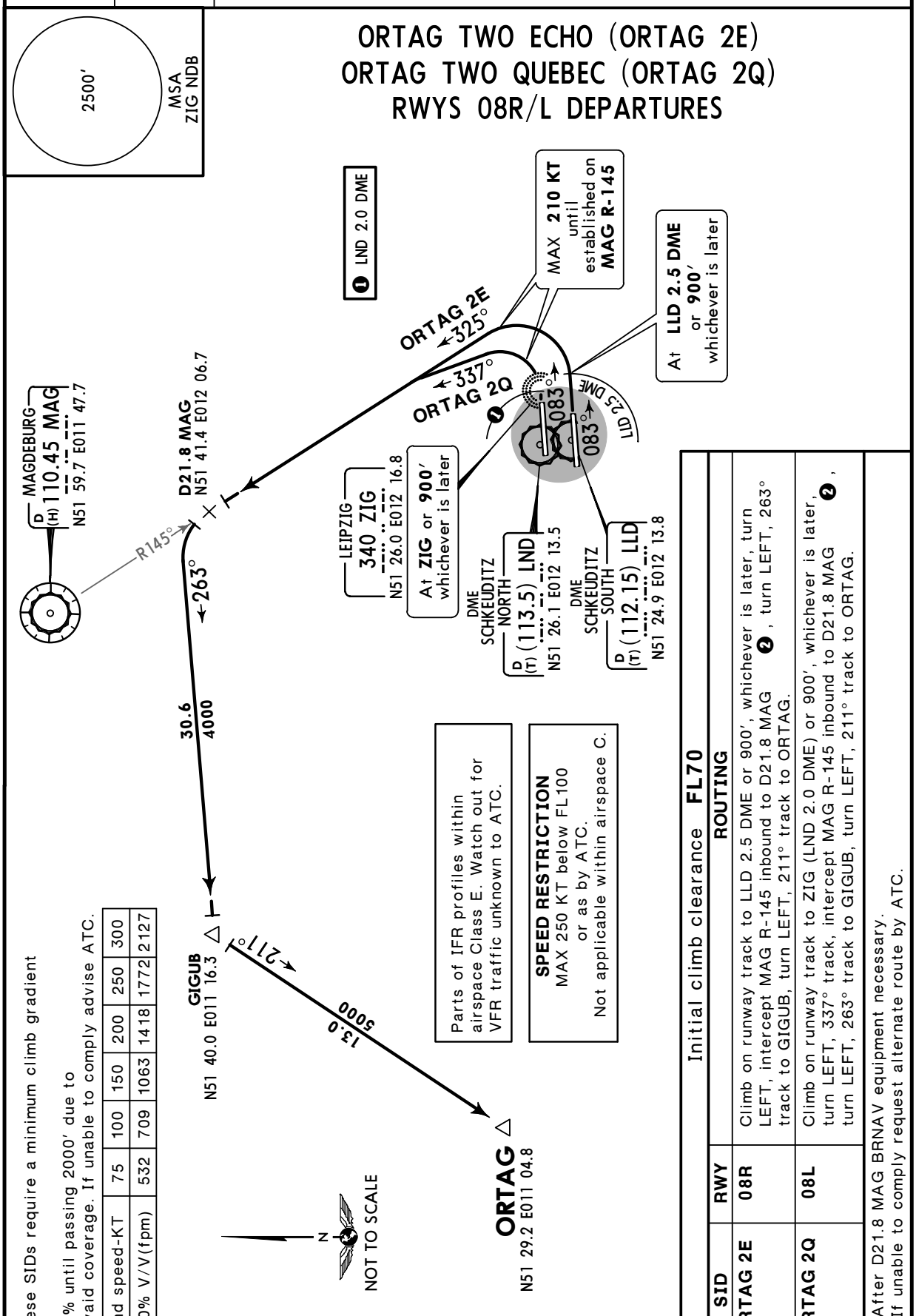
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EDDP/LEJ
LEIPZIG-HALLE

MUNICH Radar 126.175	Apt Elev 470′

Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. 4. RWY 08L: EXPECT close-in obstacles.

ORTAG TWO ECHO (ORTAG 2E)
ORTAG TWO QUEBEC (ORTAG 2Q)
RWYS 08R/L DEPARTURES



These SIDs require a minimum climb gradient of 7.0% until passing 2000′ due to navaid coverage. If unable to comply advise ATC.

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

Initial climb clearance **FL70**

SID	RWY	ROUTING
ORTAG 2E	08R	Climb on runway track to LLD 2.5 DME or 900′, whichever is later, turn LEFT, intercept MAG R-145 inbound to D21.8 MAG ❷, turn LEFT, 263° track to GIGUB, turn LEFT, 211° track to ORTAG.
ORTAG 2Q	08L	Climb on runway track to ZIG (LND 2.0 DME) or 900′, whichever is later, turn LEFT, 337° track, intercept MAG R-145 inbound to D21.8 MAG ❷, turn LEFT, 263° track to GIGUB, turn LEFT, 211° track to ORTAG.

❷ After D21.8 MAG BRNAV equipment necessary.
If unable to comply request alternate route by ATC.

CHANGES: None.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

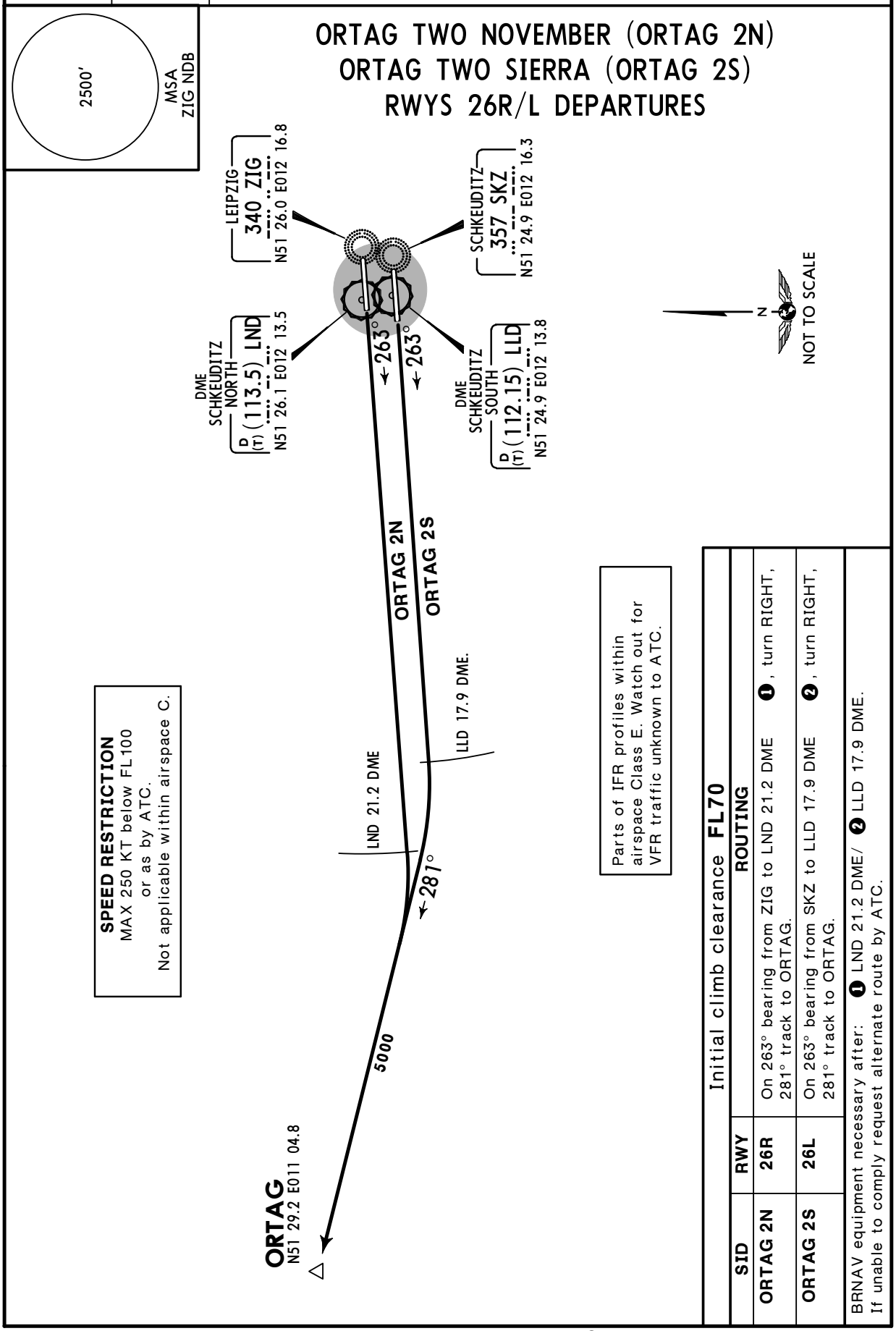
5 JUN 15 (10-3P)

SID

MUNICH Radar 126.17	Apt Elev 470′

Trans level: By ATC Trans alt: 5000′

1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.



Initial climb clearance **FL70**

SID	RWY	ROUTING
ORTAG 2N	26R	On 263° bearing from ZIG to LND 21.2 DME ❶, turn RIGHT, 281° track to ORTAG.
ORTAG 2S	26L	On 263° bearing from SKZ to LLD 17.9 DME ❷, turn RIGHT, 281° track to ORTAG.

BRNAV equipment necessary after: ❶ LND 21.2 DME/ ❷ LLD 17.9 DME.
If unable to comply request alternate route by ATC.

CHANGES: General note 2.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

5 JUN 15 (10-3Q)

SID

MUNICH Radar	Apt Elev
126.17	470′

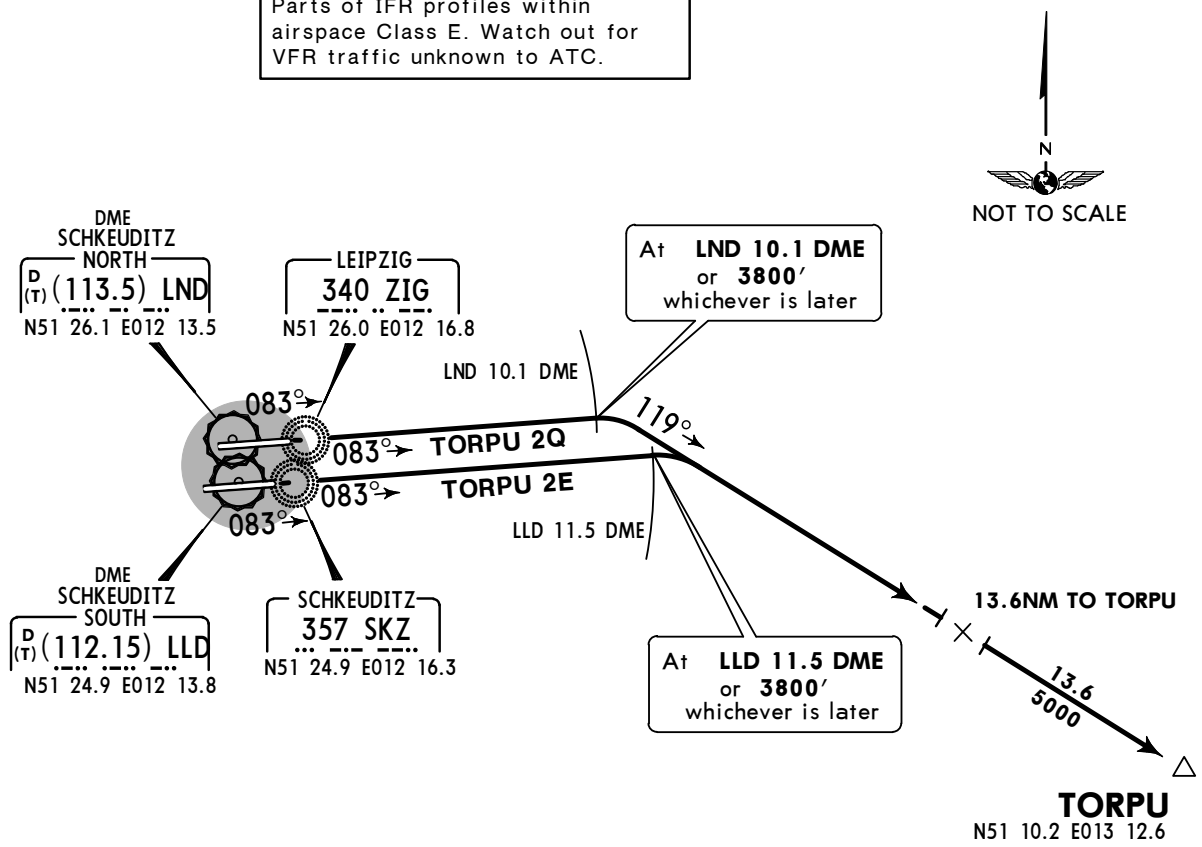
Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. 4. RWY 08L: EXPECT close-in obstacles.

TORPU TWO ECHO (TORPU 2E)
TORPU TWO QUEBEC (TORPU 2Q)
RWYS 08R/L DEPARTURES

2500′
MSA
ZIG NDB

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.



Initial climb clearance **FL70**

SID	RWY	ROUTING
TORPU 2E	08R	Climb on runway track via SKZ to LLD 11.5 DME or 3800′ ❶, whichever is later, turn RIGHT, 119° track to TORPU.
TORPU 2Q	08L	Climb on runway track via ZIG to LND 10.1 DME or 3800′ ❶, whichever is later, turn RIGHT, 119° track to TORPU.

❶ When passing 3800′ BRNAV equipment necessary.
If unable to comply request alternate route by ATC.

CHANGES: General note 2.

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EDDP/LEJ
LEIPZIG-HALLE

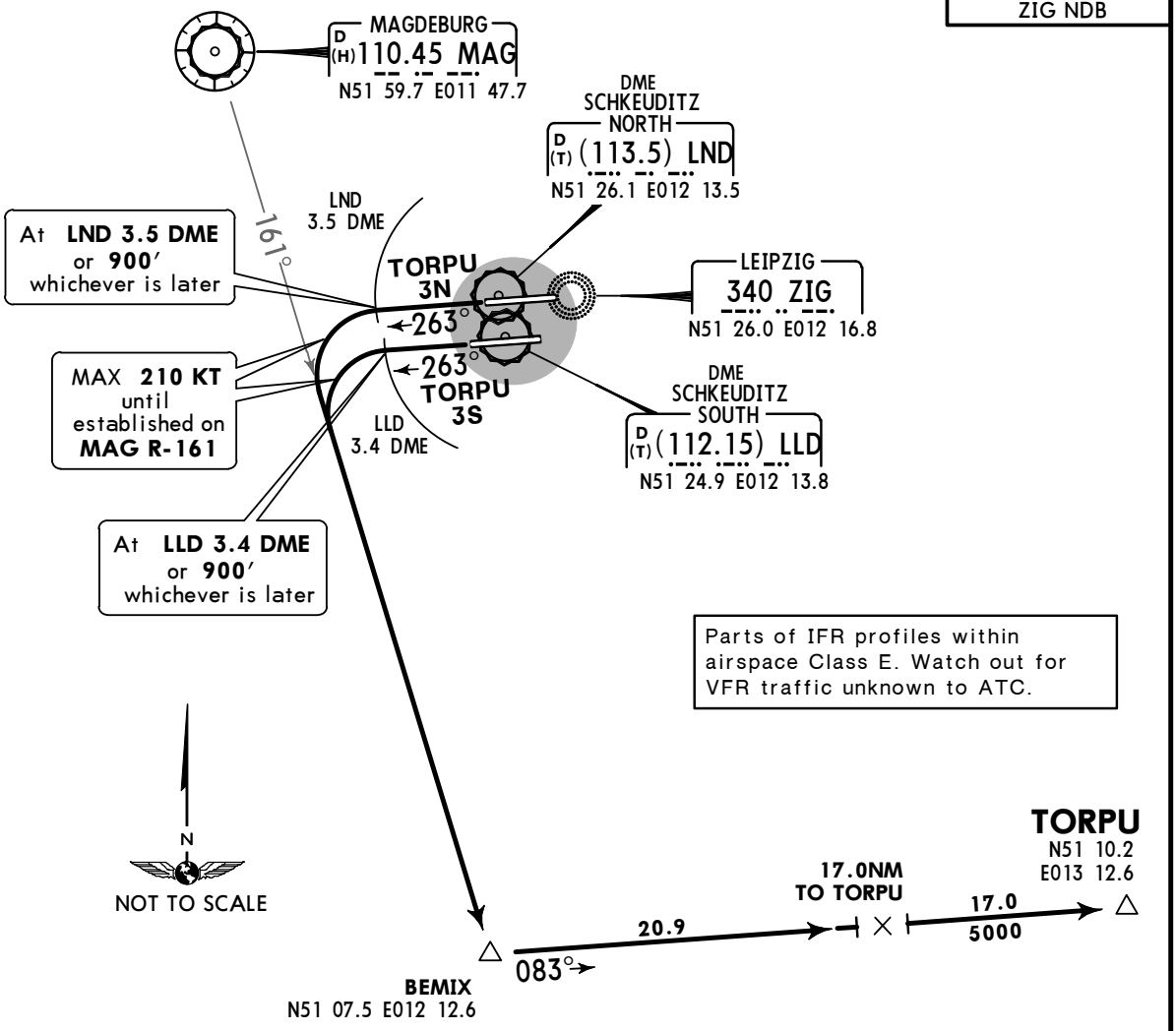
JEPPESEN LEIPZIG-HALLE, GERMANY

5 JUN 15 (10-3S)

SID

MUNICH Radar 126.17	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

TORPU THREE NOVEMBER (TORPU 3N)
TORPU THREE SIERRA (TORPU 3S)
RWYS 26R/L DEPARTURES
ONLY AVAILABLE BETWEEN 0600-2200LT



These SIDs require a minimum climb gradient of 7.0% until passing 2000′ due to navaid coverage. If unable to comply advise ATC.

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

SPEED RESTRICTION
MAX 250 KT below FL100 or as by ATC.
Not applicable within airspace C.

Initial climb clearance **FL70**

SID	RWY	ROUTING
TORPU 3N ❶	**26R**	Climb on runway track to LND 3.5 DME or 900′, whichever is later, turn LEFT, intercept MAG R-161 to BEMIX, turn LEFT, 083° track to TORPU.
TORPU 3S ❶	**26L**	Climb on runway track to LLD 3.4 DME or 900′, whichever is later, turn LEFT, intercept MAG R-161 to BEMIX, turn LEFT, 083° track to TORPU.

❶ Passing 2200 BRNAV equipment necessary.
If unable to comply request alternate route by ATC.

CHANGES: General note 2.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
5 JUN 15 (10-3T)
SID

MUNICH Radar 126.17	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

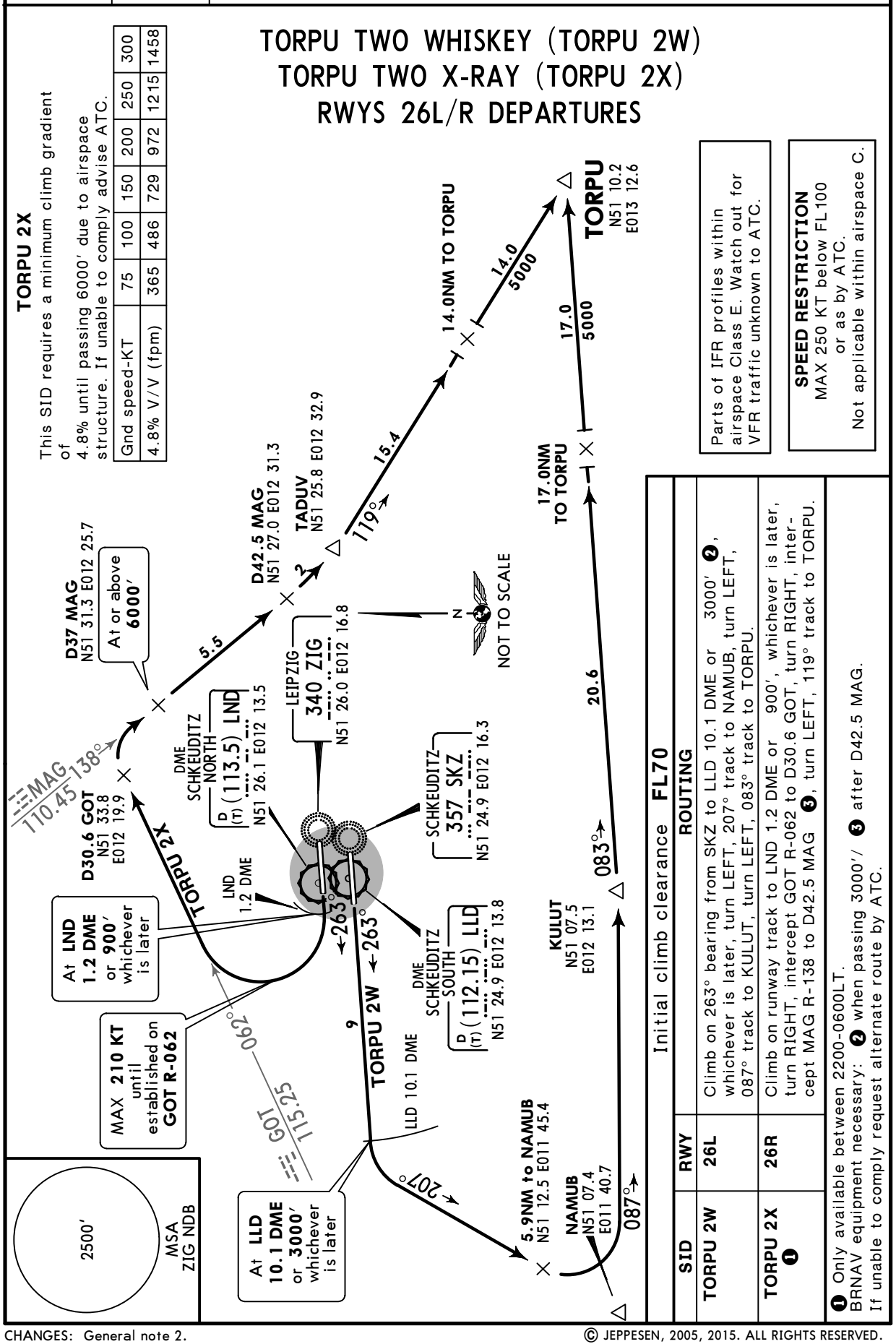
TORPU TWO WHISKEY (TORPU 2W)
TORPU TWO X-RAY (TORPU 2X)
RWYS 26L/R DEPARTURES

TORPU 2X
This SID requires a minimum climb gradient of 4.8% until passing 6000′ due to airspace structure. If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

SPEED RESTRICTION
MAX 250 KT below FL100 or as by ATC.
Not applicable within airspace C.



Initial climb clearance FL70

SID	RWY	ROUTING
TORPU 2W	26L	Climb on 263° bearing from SKZ to LLD 10.1 DME or 3000′ ❷, whichever is later, turn LEFT, 207° track to NAMUB, turn LEFT, 087° track to KULUT, turn LEFT, 083° track to TORPU.
TORPU 2X ❶	26R	Climb on runway track to LND 1.2 DME or 900′, whichever is later, turn RIGHT, intercept GOT R-062 to D30.6 GOT, turn RIGHT, intercept MAG R-138 to D42.5 MAG ❸, turn LEFT, 119° track to TORPU.

❶ Only available between 2200-0600LT.
BRNAV equipment necessary: ❷ when passing 3000′/ ❸ after D42.5 MAG.
If unable to comply request alternate route by ATC.

CHANGES: General note 2.

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LEIPZIG-HALLE

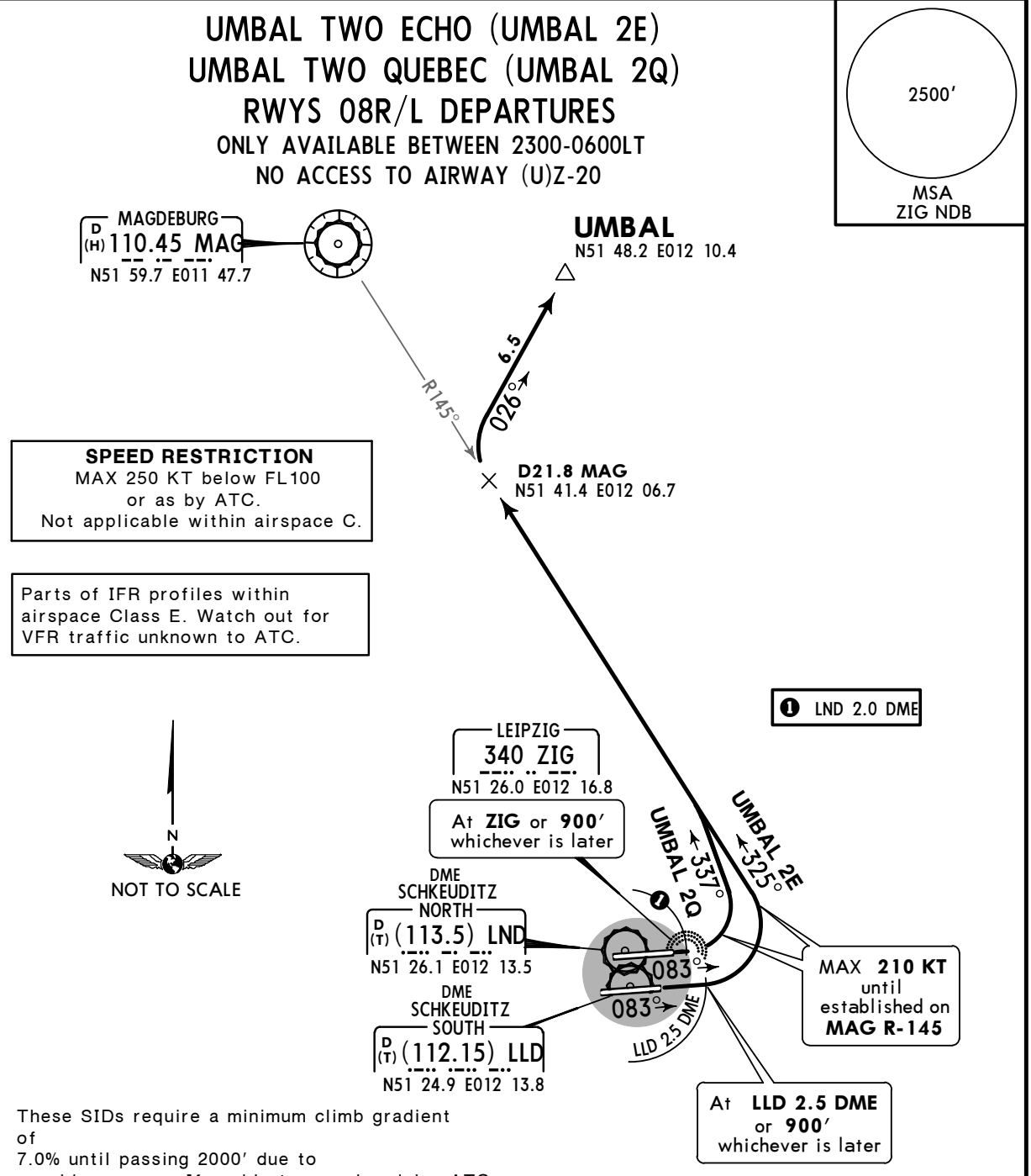
JEPPESEN LEIPZIG-HALLE, GERMANY

5 JUN 15 (10-3U)

SID

MUNICH Radar 126.17	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. 4. RWY 08L: EXPECT close-in obstacles.

UMBAL TWO ECHO (UMBAL 2E)
UMBAL TWO QUEBEC (UMBAL 2Q)
RWYS 08R/L DEPARTURES
ONLY AVAILABLE BETWEEN 2300-0600LT
NO ACCESS TO AIRWAY (U)Z-20



These SIDs require a minimum climb gradient of 7.0% until passing 2000′ due to navaid coverage. If unable to comply advise ATC.

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

Initial climb clearance **FL70**

SID	RWY	ROUTING
UMBAL 2E	**08R**	Climb on runway track to LLD 2.5 DME or 900′, whichever is later, turn LEFT, intercept MAG R-145 inbound to D21.8 MAG ❷, turn RIGHT, 026° track to UMBAL.
UMBAL 2Q	**08L**	Climb on runway track to ZIG (LND 2.0 DME) or 900′, whichever is later, turn LEFT, 337° track, intercept MAG R-145 inbound to D21.8 MAG ❷, turn RIGHT, 026° track to UMBAL.

❷ After D21.8 MAG BRNAV equipment necessary.
If unable to comply request alternate route by ATC.

CHANGES: General note 2.

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LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

5 JUN 15 (10-3V)

RNAV SID (OVERLAY)

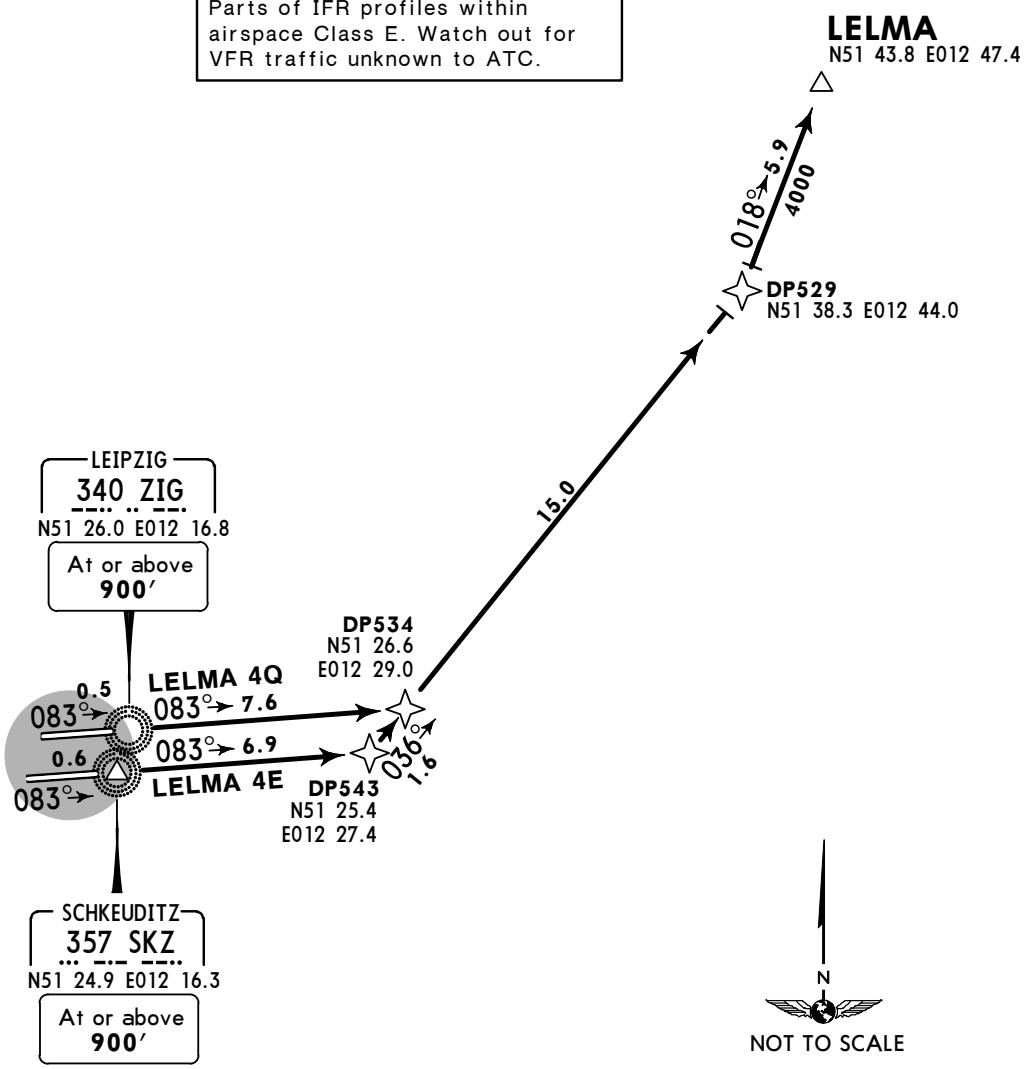
MUNICH Radar 126.17	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. 4. RWY 08L: EXPECT close-in obstacles.

LELMA FOUR ECHO (LELMA 4E) [LELM4E]
LELMA FOUR QUEBEC (LELMA 4Q) [LELM4Q]
RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3F)

2500′
MSA
ZIG NDB

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.



Initial climb clearance **FL70**

SID	RWY	ROUTING
LELMA 4E	**08R**	SKZ (900′+) - DP543 - DP529 - LELMA.
LELMA 4Q	**08L**	ZIG (900′+) - DP534 - DP529 - LELMA.

CHANGES: General note 2.

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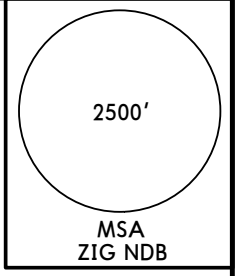
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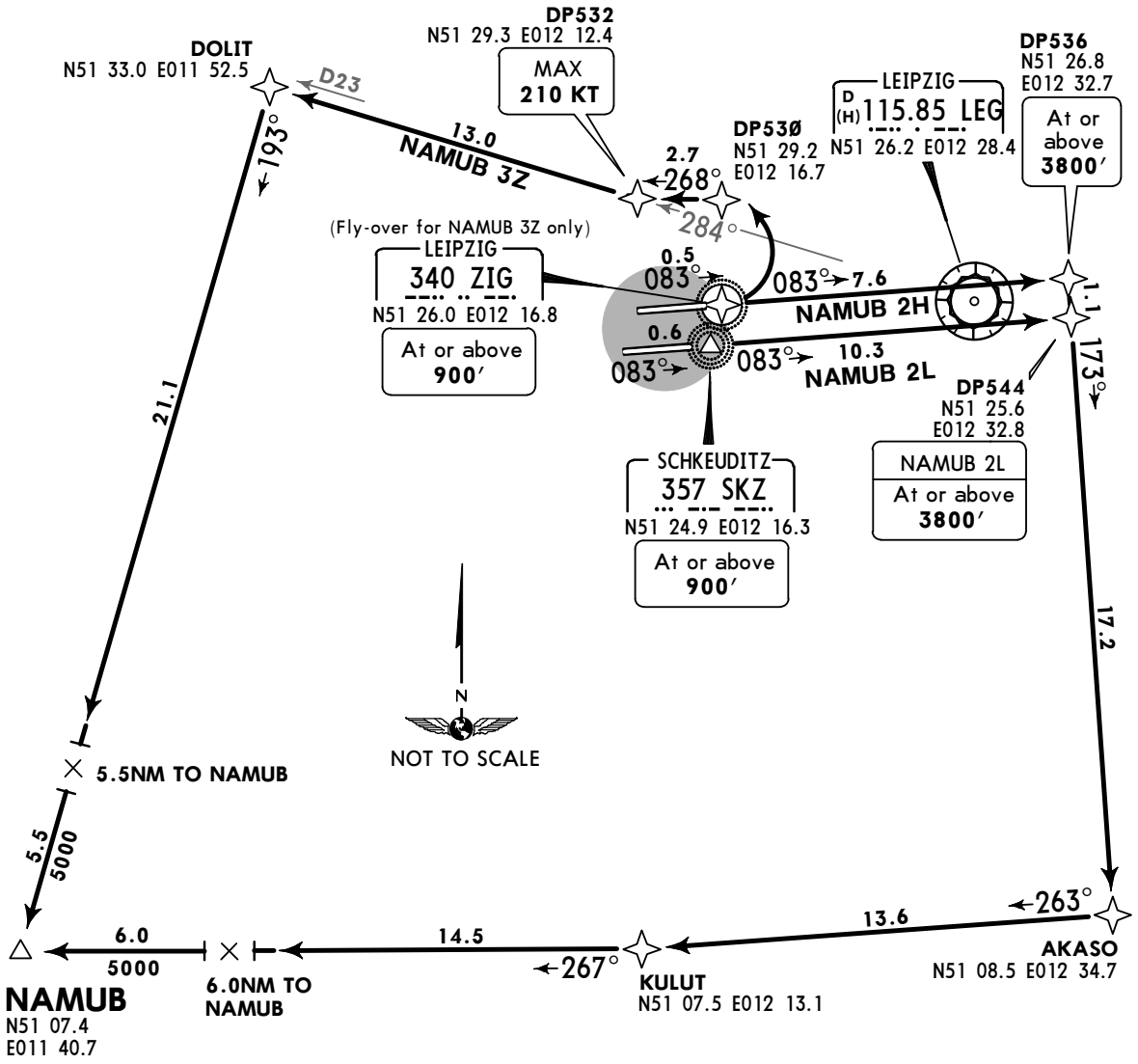
EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
5 JUN 15 (10-3W)
RNAV SID (OVERLAY)

MUNICH Radar 126.17	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. 4. RWY 08L: EXPECT close-in obstacles.

NAMUB TWO HOTEL (NAMUB 2H) [NAMU2H]
NAMUB TWO LIMA (NAMUB 2L) [NAMU2L]
NAMUB THREE ZULU (NAMUB 3Z) [NAMU3Z]
RWYS 08L/R RNAV DEPARTURES (OVERLAY 10-3J)





Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Initial climb clearance **FL70**

SID	RWY	ROUTING
NAMUB 2H	08L	ZIG (900′+) - DP536 (3800′+) - AKASO - KULUT - NAMUB.
NAMUB 2L	08R	SKZ (900′+) - DP544 (3800′+) - AKASO - KULUT - NAMUB.
NAMUB 3Z ❶	08L	ZIG (900′+) - DP530 - DP532 (K210-) - DOLIT - NAMUB.

❶ Only available between 2200-0600LT.

CHANGES: General note 2.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

5 JUN 15 (10-3X)

RNAV SID (OVERLAY)

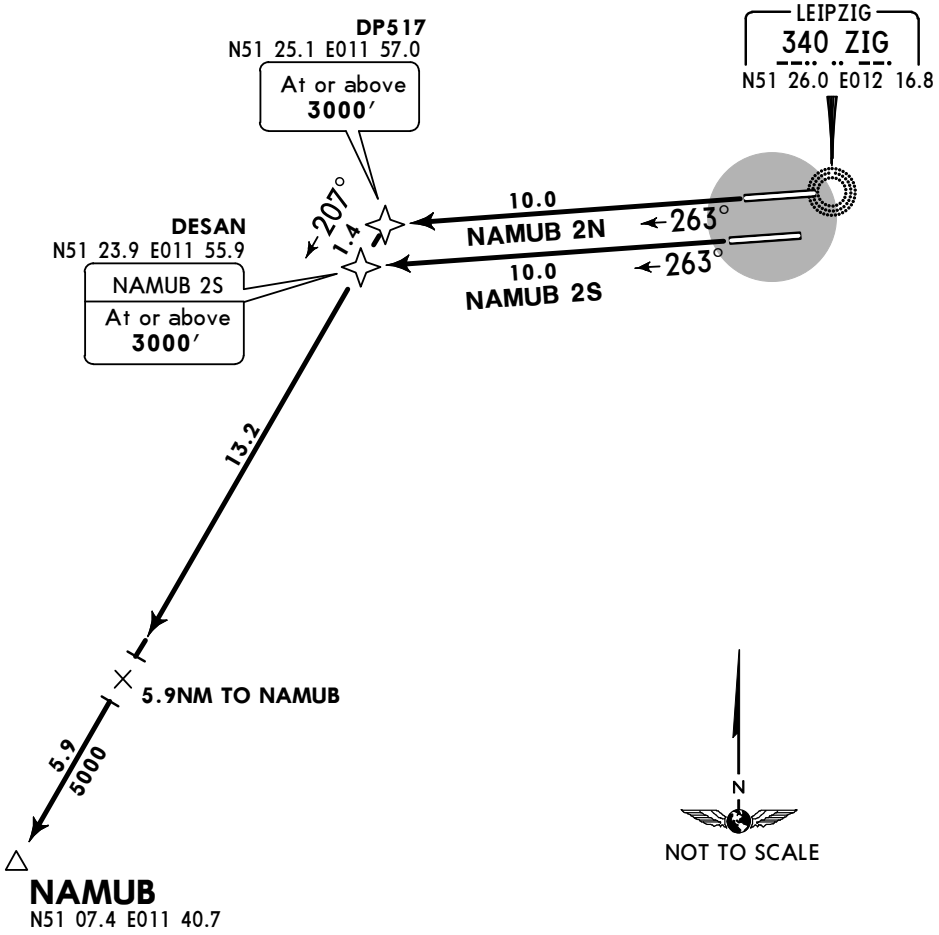
MUNICH Radar 126.17	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

NAMUB TWO NOVEMBER (NAMUB 2N) [NAMU2N]
NAMUB TWO SIERRA (NAMUB 2S) [NAMU2S]
RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3K)

2500′
MSA
ZIG NDB

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.



Initial climb clearance **FL70**

SID	RWY	ROUTING
NAMUB 2N	26R	(900′+) - DP517 (3000′+) - NAMUB.
NAMUB 2S	26L	(900′+) - DESAN (3000′+) - NAMUB.

CHANGES: General note 2.

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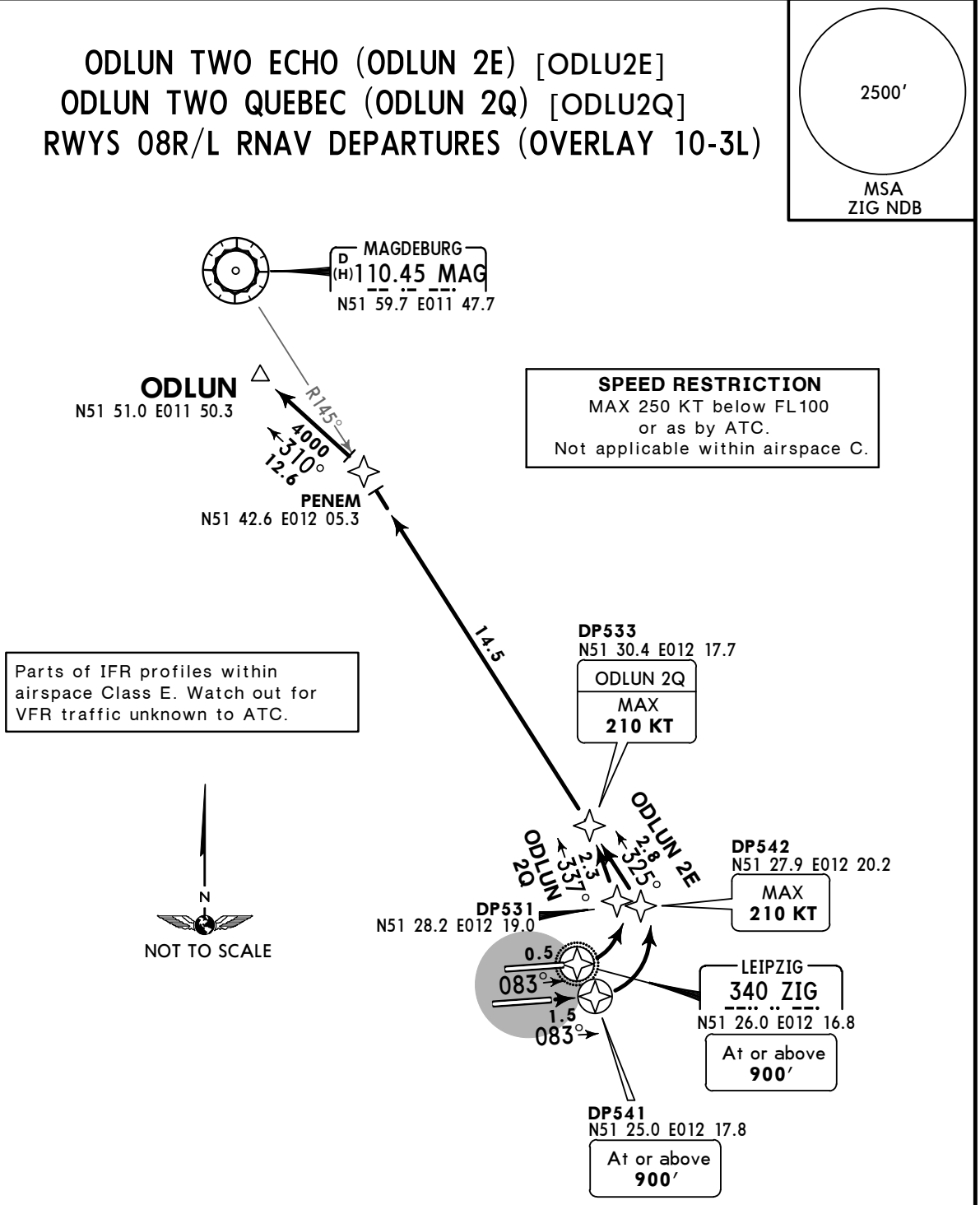
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LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
19 JUN 15 (10-3X1) Eff 25 Jun RNAV SID (OVERLAY)

MUNICH Radar 126.175	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. 4. RWY 08L: EXPECT close-in obstacles.

ODLUN TWO ECHO (ODLUN 2E) [ODLU2E]
ODLUN TWO QUEBEC (ODLUN 2Q) [ODLU2Q]
RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3L)



These SIDs require a minimum climb gradient of 7.0% until passing 2000′ due to navaid coverage. If unable to comply advise ATC.

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

Initial climb clearance **FL70**

SID	RWY	ROUTING
ODLUN 2E	**08R**	DP541 (900′+) - DP542 (K210-) - PENEM - ODLUN.
ODLUN 2Q	**08L**	ZIG (900′+) - DP531 - DP533 (K210-) - PENEM - ODLUN.

CHANGES: None.

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LEIPZIG-HALLE

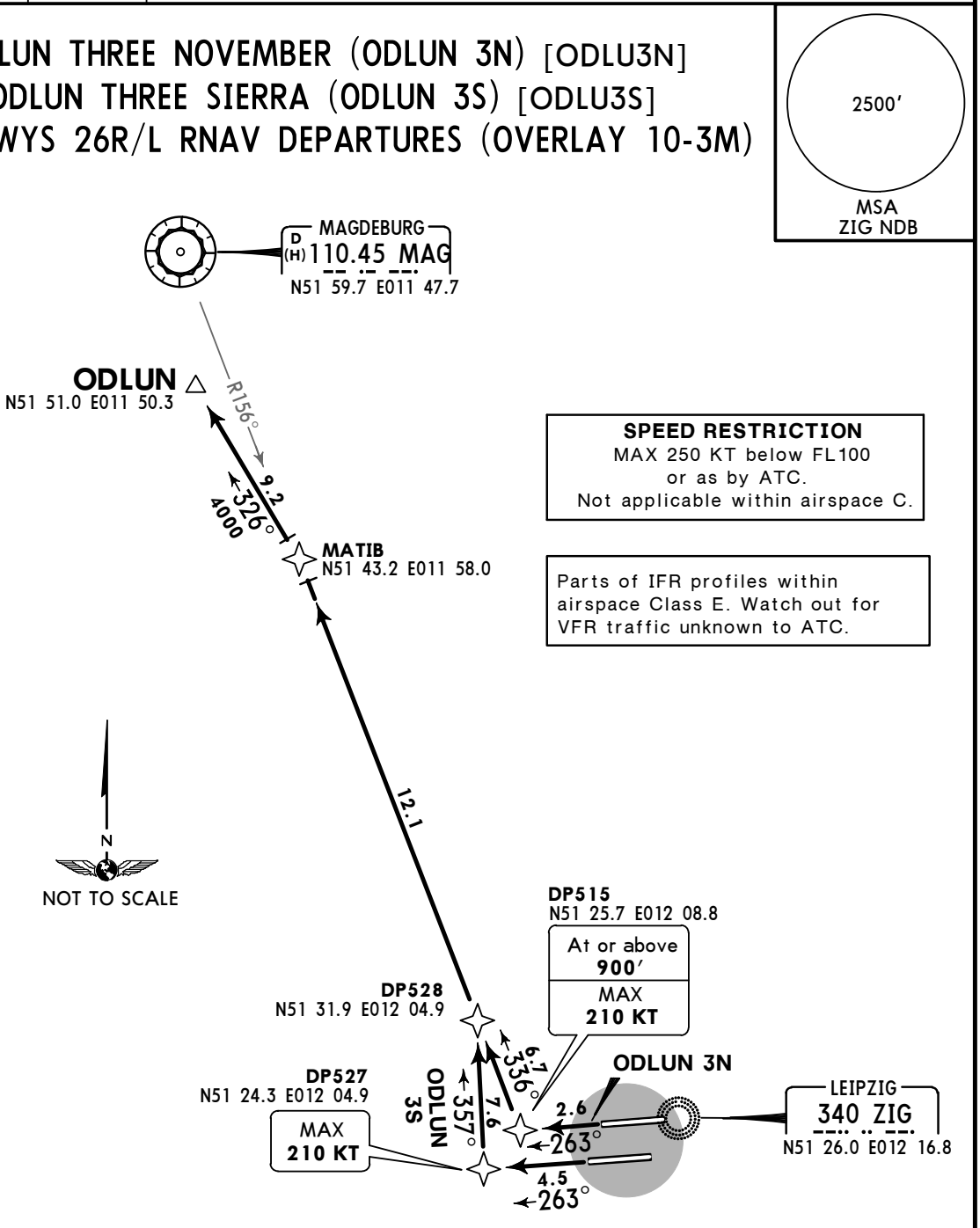
JEPPESEN LEIPZIG-HALLE, GERMANY

19 JUN 15 (10-3X2) Eff 25 Jun

RNAV SID (OVERLAY)

MUNICH Radar 126.175	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

ODLUN THREE NOVEMBER (ODLUN 3N) [ODLU3N]
ODLUN THREE SIERRA (ODLUN 3S) [ODLU3S]
RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3M)



These SIDs require a minimum climb gradient of 7.0% until passing 2000′ due to navaid coverage. If unable to comply advise ATC.

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

Initial climb clearance **FL70**

SID	RWY	ROUTING
ODLUN 3N	**26R**	DP515 (900′+; K210-) - MATIB - ODLUN.
ODLUN 3S	**26L**	(900′+) - DP527 (K210-) - DP528 - MATIB - ODLUN.

CHANGES: RNAV SIDs renumbered & revised.

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LEIPZIG-HALLE

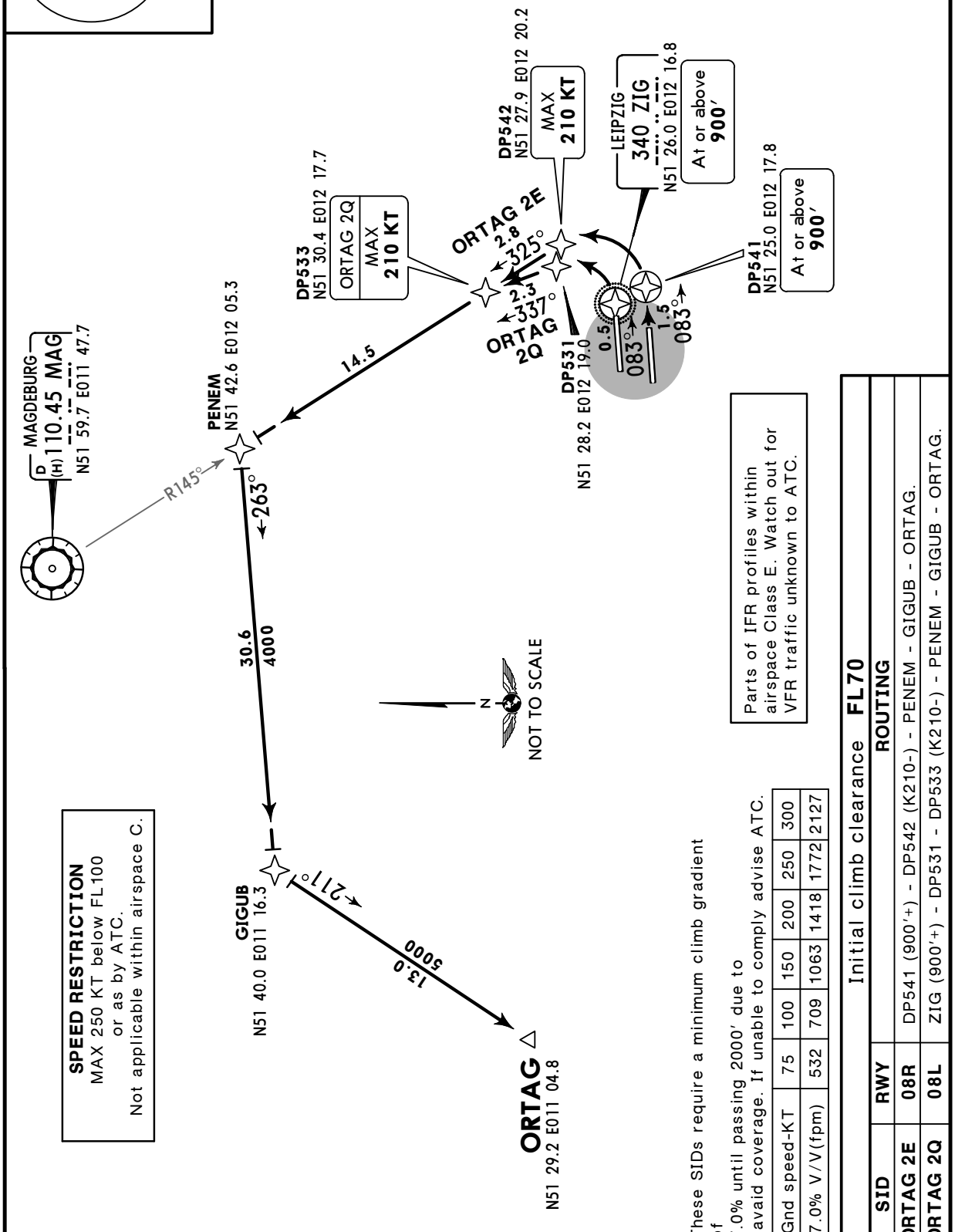
JEPPESEN LEIPZIG-HALLE, GERMANY
5 JUN 15 (10-3X3)
RNAV SID (OVERLAY)

MUNICH Radar	Apt Elev
126.17	470′

Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. 4. RWY 08L: EXPECT close-in obstacles.

MSA
ZIG NDB
2500′

ORTAG TWO ECHO (ORTAG 2E) [ORTA2E]
ORTAG TWO QUEBEC (ORTAG 2Q) [ORTA2Q]
RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3N)



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

Initial climb clearance **FL70**

SID	RWY	ROUTING
ORTAG 2E	08R	DP541 (900′+) - DP542 (K210-) - PENEM - GIGUB - ORTAG.
ORTAG 2Q	08L	ZIG (900′+) - DP531 - DP533 (K210-) - PENEM - GIGUB - ORTAG.

CHANGES: General note 2.

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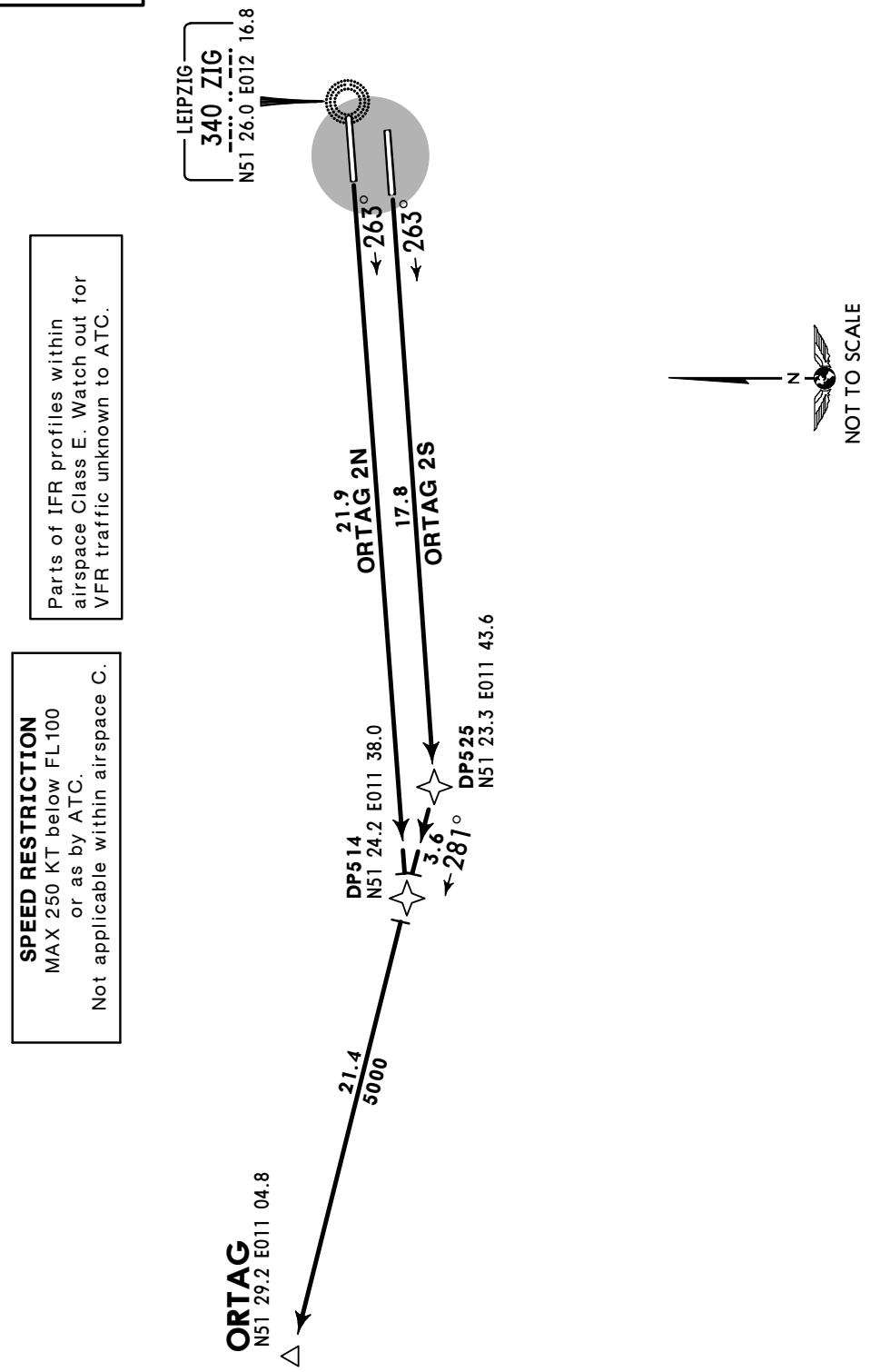
JEPPESEN LEIPZIG-HALLE, GERMANY
5 JUN 15 (10-3X4)
RNAV SID (OVERLAY)

MUNICH Radar	Apt Elev
126.17	470′

Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

2500′ MSA ZIG NDB

ORTAG TWO NOVEMBER (ORTAG 2N) [ORTA2N]
ORTAG TWO SIERRA (ORTAG 2S) [ORTA2S]
RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3P)



Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

SPEED RESTRICTION
MAX 250 KT below FL100 or as by ATC.
Not applicable within airspace C.

Initial climb clearance **FL70**

SID	RWY	ROUTING
ORTAG 2N	26R	(900′+) - DP514 - ORTAG.
ORTAG 2S	26L	(900′+) - DP525 - ORTAG.

CHANGES: General note 2.

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EDDP/LEJ
LEIPZIG-HALLE

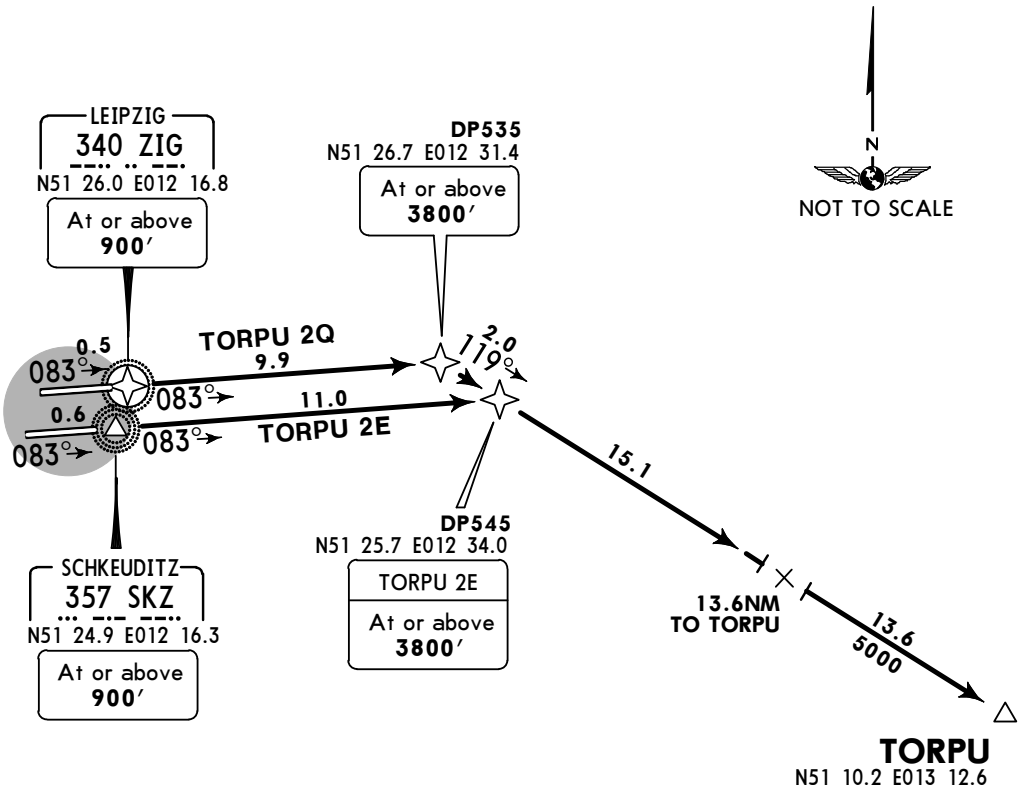
JEPPESEN LEIPZIG-HALLE, GERMANY
5 JUN 15 (10-3X5)
RNAV SID (OVERLAY)

MUNICH Radar 126.17	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. 4. RWY 08L: EXPECT close-in obstacles.

TORPU TWO ECHO (TORPU 2E) [TORP2E]
TORPU TWO QUEBEC (TORPU 2Q) [TORP2Q]
RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3Q)

2500′
MSA
ZIG NDB

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

Initial climb clearance **FL70**

SID	RWY	ROUTING
TORPU 2E	08R	SKZ (900′+) - DP545 (3800′+) - TORPU.
TORPU 2Q	08L	ZIG (900′+) - DP535 (3800′+) - TORPU.

CHANGES: General note 2.

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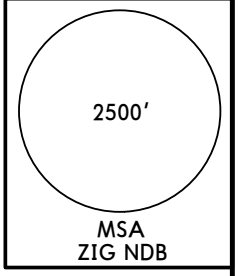
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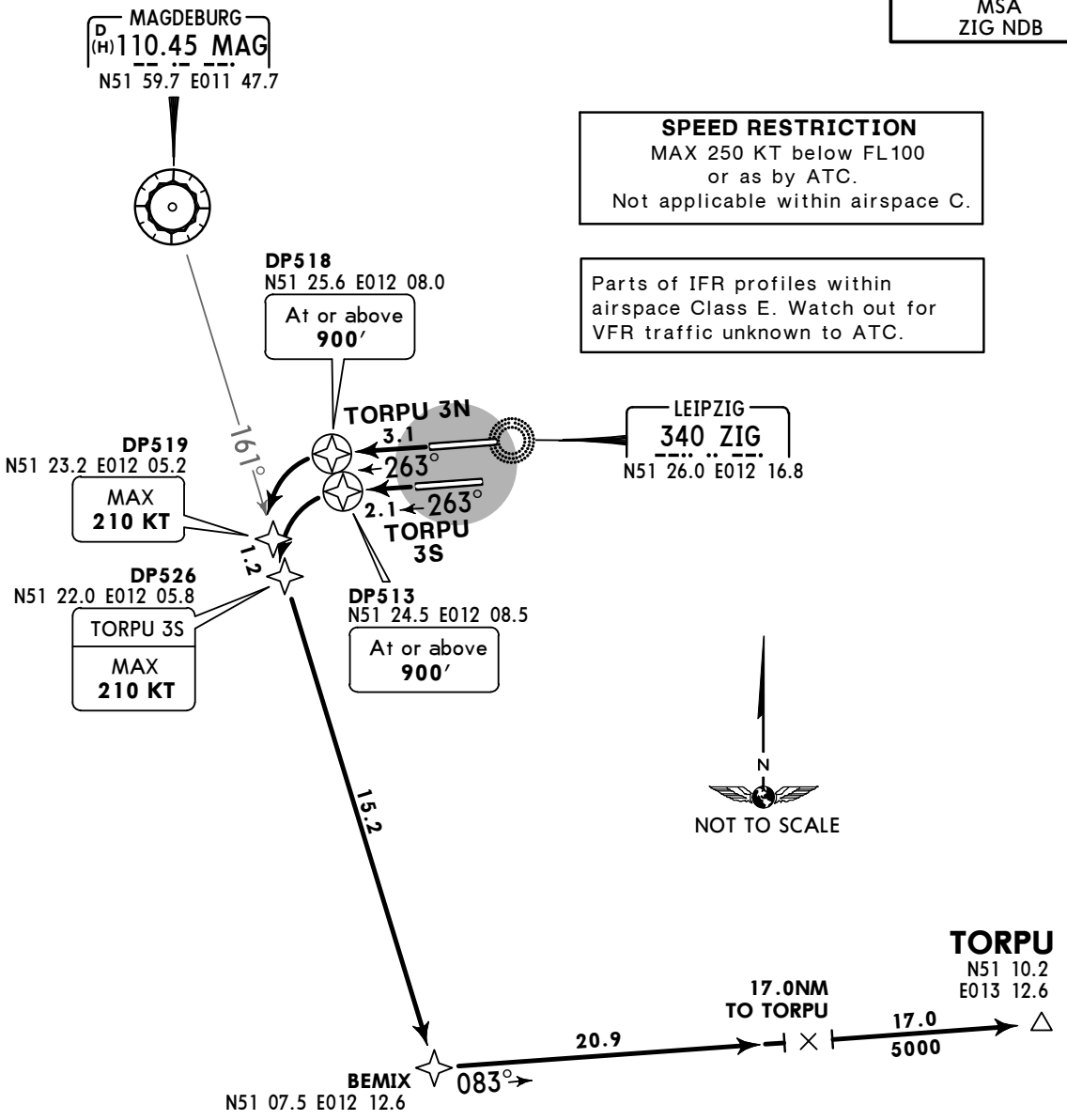
EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
5 JUN 15 (10-3X6)
RNAV SID (OVERLAY)

MUNICH Radar 126.17	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

TORPU THREE NOVEMBER (TORPU 3N) [TORP3N]
TORPU THREE SIERRA (TORPU 3S) [TORP3S]
RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3S)
ONLY AVAILABLE BETWEEN 0600-2200LT





These SIDs require a minimum climb gradient of 7.0% until passing 2000′ due to navaid coverage. If unable to comply advise ATC.

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

Initial climb clearance **FL70**

SID	RWY	ROUTING
TORPU 3N	**26R**	DP518 (900′+) - DP519 (K210-) - BEMIX - TORPU.
TORPU 3S	**26L**	DP513 (900′+) - DP526 (K210-) - BEMIX - TORPU.

CHANGES: General note 2.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
5 JUN 15 (10-3X7)
RNAV SID (OVERLAY)

MUNICH Radar 126.17	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

MSA ZIG NDB
2500′

TORPU TWO WHISKEY (TORPU 2W) [TORP2W]
TORPU TWO X-RAY (TORPU 2X) [TORP2X]
RWYS 26L/R RNAV DEPARTURES (OVERLAY 10-3T)

TORPU 2X
This SID requires a minimum climb gradient of 4.8% until passing 6000′ due to airspace structure. If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

NOT TO SCALE

TORPU N51 10.2 E013 12.6

DP550 N51 31.3 E012 25.7 — At or above 6000′

TADUV N51 25.8 E012 32.9

DP512 N51 33.9 E012 22.2

DP510 N51 25.8 E012 11.6 — At or above 900′

DP511 N51 30.4 E012 09.7 — MAX 210 KT

DP516 N51 28.2 E012 07.5

DESAN N51 23.9 E011 55.9 — At or above 3000′

KULUT N51 07.5 E012 13.1

NAMUB N51 07.4 E011 40.7

LEIPZIG 340 ZIG N51 26.0 E012 16.8

SPEED RESTRICTION
MAX 250 KT below FL100 or as by ATC.
Not applicable within airspace C.

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

MAG 110.45 138°
7.1
3.5
8.5
TORPU 2X
119°
15.4
14.0NM TO TORPU
14.0
5000
17.0
5000
17.0NM TO TORPU
20.6
083°
0.8
263°
263°
10.0
TORPU 2W
062°
GOT 115.25
20.1
207°
19.1
087°

Initial climb clearance **FL70**

SID	RWY	ROUTING
TORPU 2W	26L	(900′+) - DESAN (3000′+) - NAMUB - KULUT - TORPU.
TORPU 2X ❶	26R	DP510 (900′+) - DP516 - DP511 (K210-) - DP512 - DP550 (6000′+) - TADUV - TORPU.

❶ Only available between 2200-0600LT.

CHANGES: General note 2.

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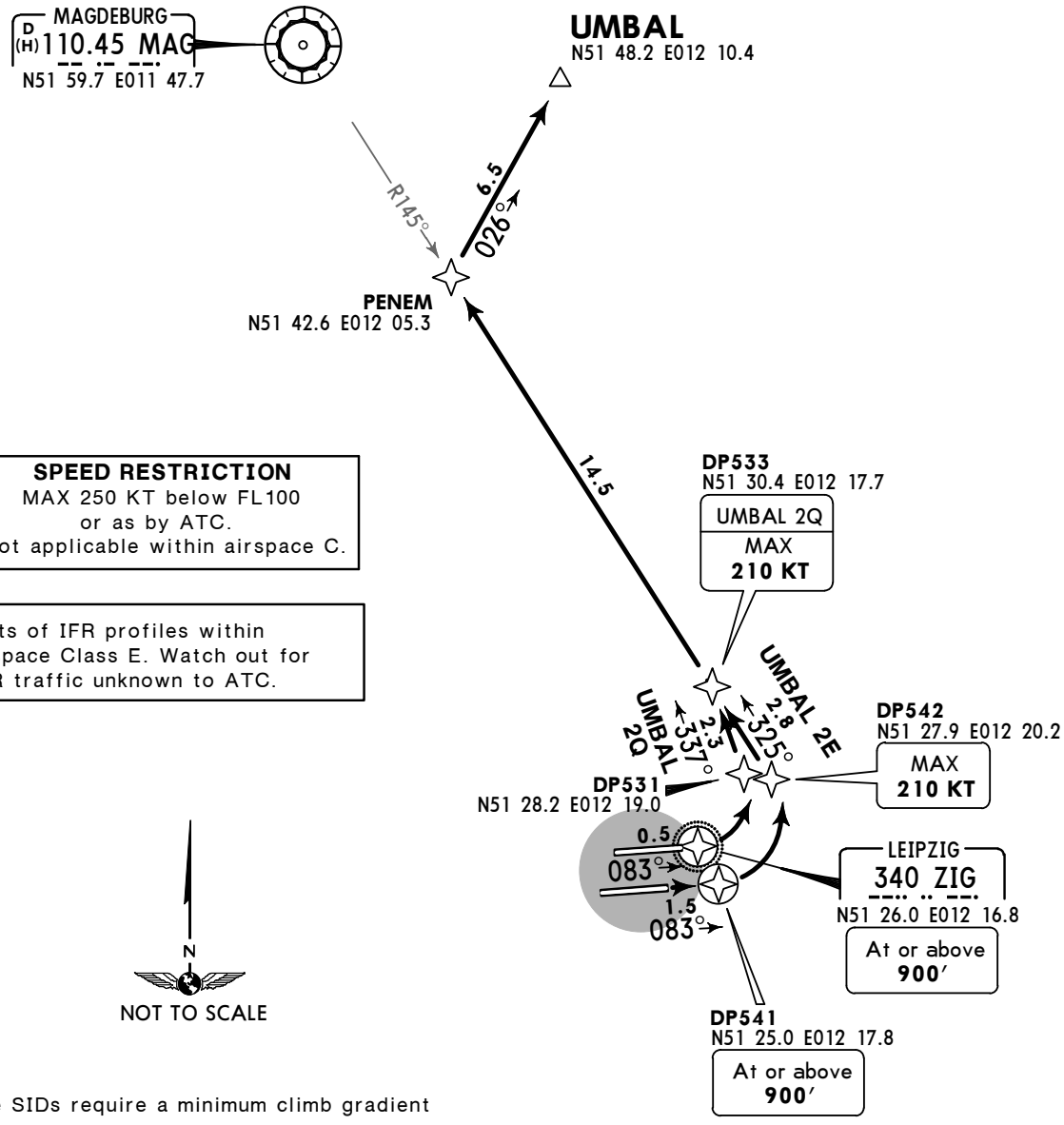
EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
5 JUN 15 (10-3X8)
RNAV SID (OVERLAY)

MUNICH Radar 126.17	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. 4. RWY 08L: EXPECT close-in obstacles.

UMBAL TWO ECHO (UMBAL 2E)[UMBA2E]
UMBAL TWO QUEBEC (UMBAL 2Q)[UMBA2Q]
RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3U)
ONLY AVAILABLE BETWEEN 2300-0600LT
NO ACCESS TO AIRWAY (U)Z-20

2500′
MSA
ZIG NDB



These SIDs require a minimum climb gradient of
7.0% until passing 2000′ due to navaid coverage. If unable to comply advise ATC.

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

Initial climb clearance **FL70**

SID	RWY	ROUTING
UMBAL 2E	**08R**	DP541 (900′+) - DP542 (K210-) - PENEM - UMBAL.
UMBAL 2Q	**08L**	ZIG (900′+) - DP531 - DP533 (K210-) - PENEM - UMBAL.

CHANGES: General note 2.

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EDDP/LEJ

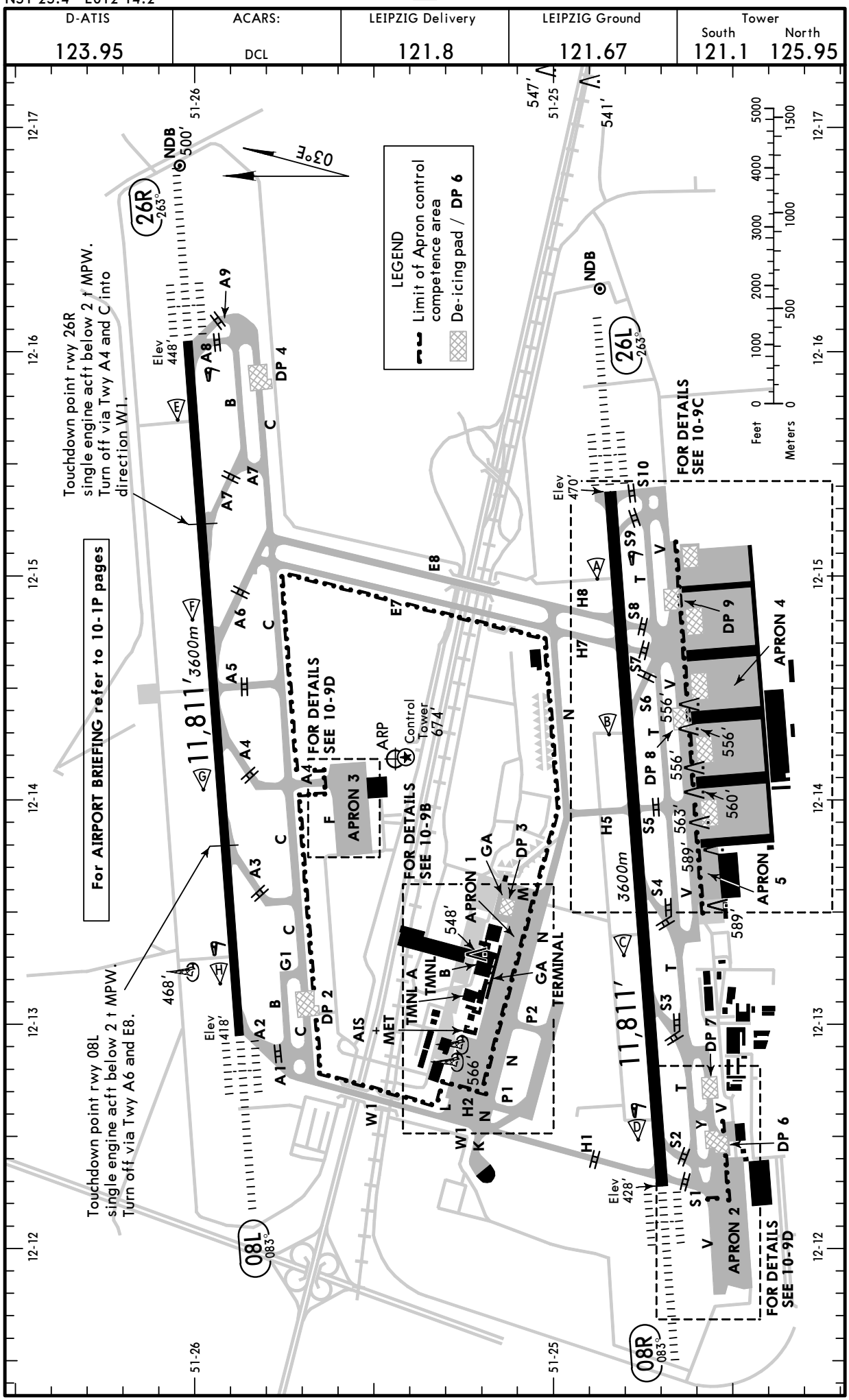
Apt Elev **470′**
N51 25.4 E012 14.2

JEPPESEN LEIPZIG-HALLE, GERMANY

2 MAY 14 (10-9)

LEIPZIG-HALLE

D-ATIS	ACARS:	LEIPZIG Delivery	LEIPZIG Ground	Tower South	Tower North
123.95	DCL	121.8	121.67	121.1	125.95



CHANGES: De-icing pad added on apron 4.

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EDDP/LEJ JEPPESEN LEIPZIG-HALLE, GERMANY

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
08L 26R	HIRL *(60m)* CL *(15m)* ALSF-II TDZ REIL ❶ RVR	❷	10,630′ *3240m*	❸	148′ *45m*

❶ PAPI-L (3.0°)

❷ Single engine acft below 2 t MPW: 2297′ (700m).

❸ TAKE-OFF RUN AVAILABLE

RWY 08L:

From rwy head	11,811′ (3600m)
twy A3 int	8038′ (2450m)
twy A4 int	6070′ (1850m)
twy A5 int	5725′ (1745m)

RWY 26R:

From rwy head	11,811′ (3600m)
twy A7 int	8038′ (2450m)
twy A6 int	6070′ (1850m)
twy A5 int	5725′ (1745m)

08R	HIRL *(60m)* CL *(15m)* ALSF-II TDZ REIL ❹ ❺ RVR		10,900′ *3322m*	❼	197′ *60m*
26L	HIRL *(60m)* CL *(15m)* ALSF-II TDZ REIL ❹ ❻ RVR		10,596′ *3230m*		

❹ PAPI-L (3.0°)

❺ HSTIL-S6

❻ HSTIL-S3 & S4

❼ TAKE-OFF RUN AVAILABLE

RWY 08R:

From rwy head	11,811′ (3600m)
twy S2 int	10,728′ (3270m)
twy S3 int	8038′ (2450m)
twy S4 int	6070′ (1850m)
twy H5/S5 int	5233′ (1595m)

RWY 26L:

From rwy head	11,811′ (3600m)
twy S9 int	10,728′ (3270m)
twy H8 int	9465′ (2885m)
twy S8 int	9350′ (2850m)
twy H7 int	9055′ (2760m)
twy S7 int	8940′ (2725m)
twy S6 int	7382′ (2250m)
twy H5/S5 int	6217′ (1895m)

Standard

TAKE-OFF 1

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

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

CHANGES: None.

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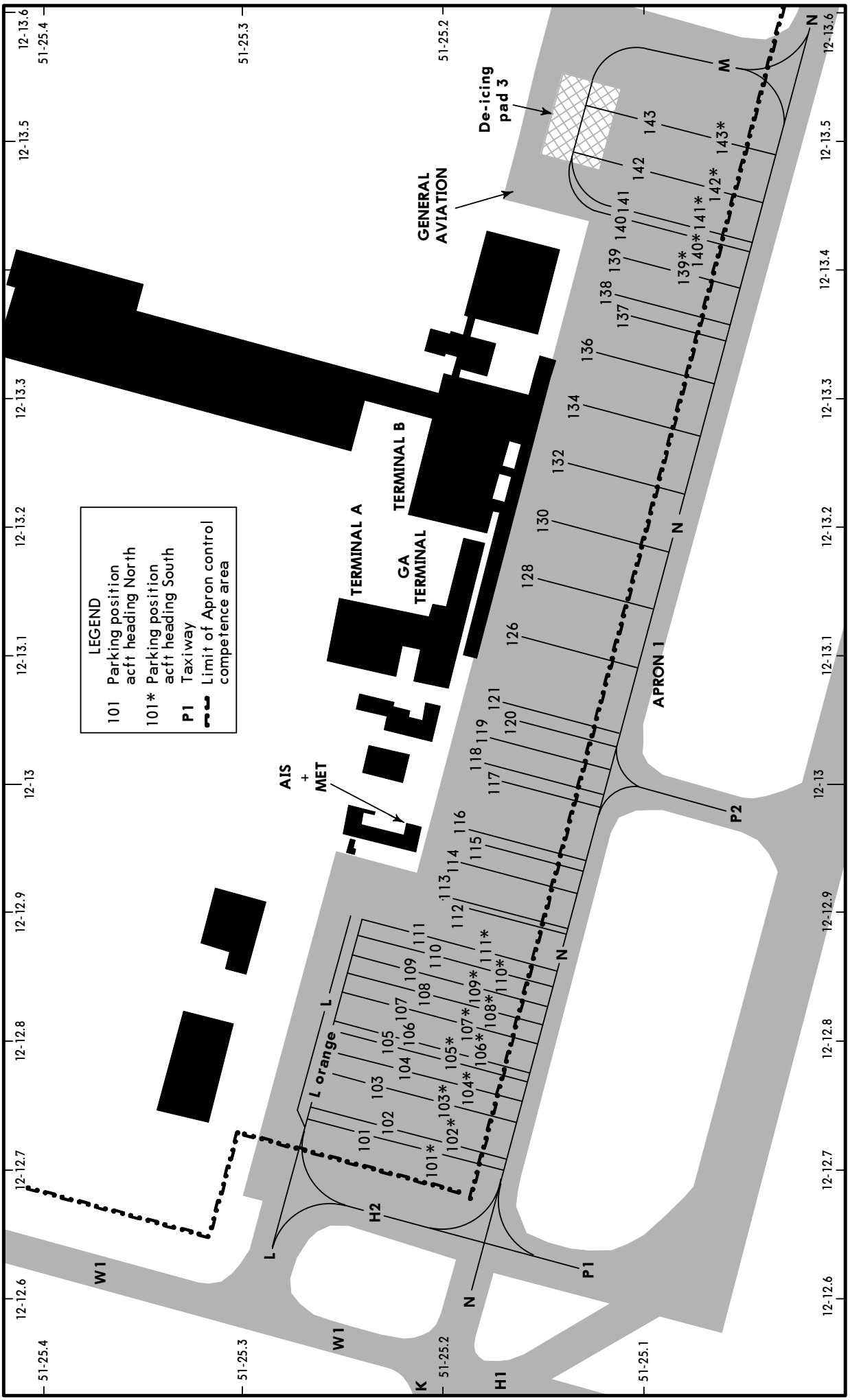
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EDDP/LEJ

JEPPESEN LEIPZIG-HALLE, GERMANY

2 MAY 14 (10-9B)

LEIPZIG-HALLE



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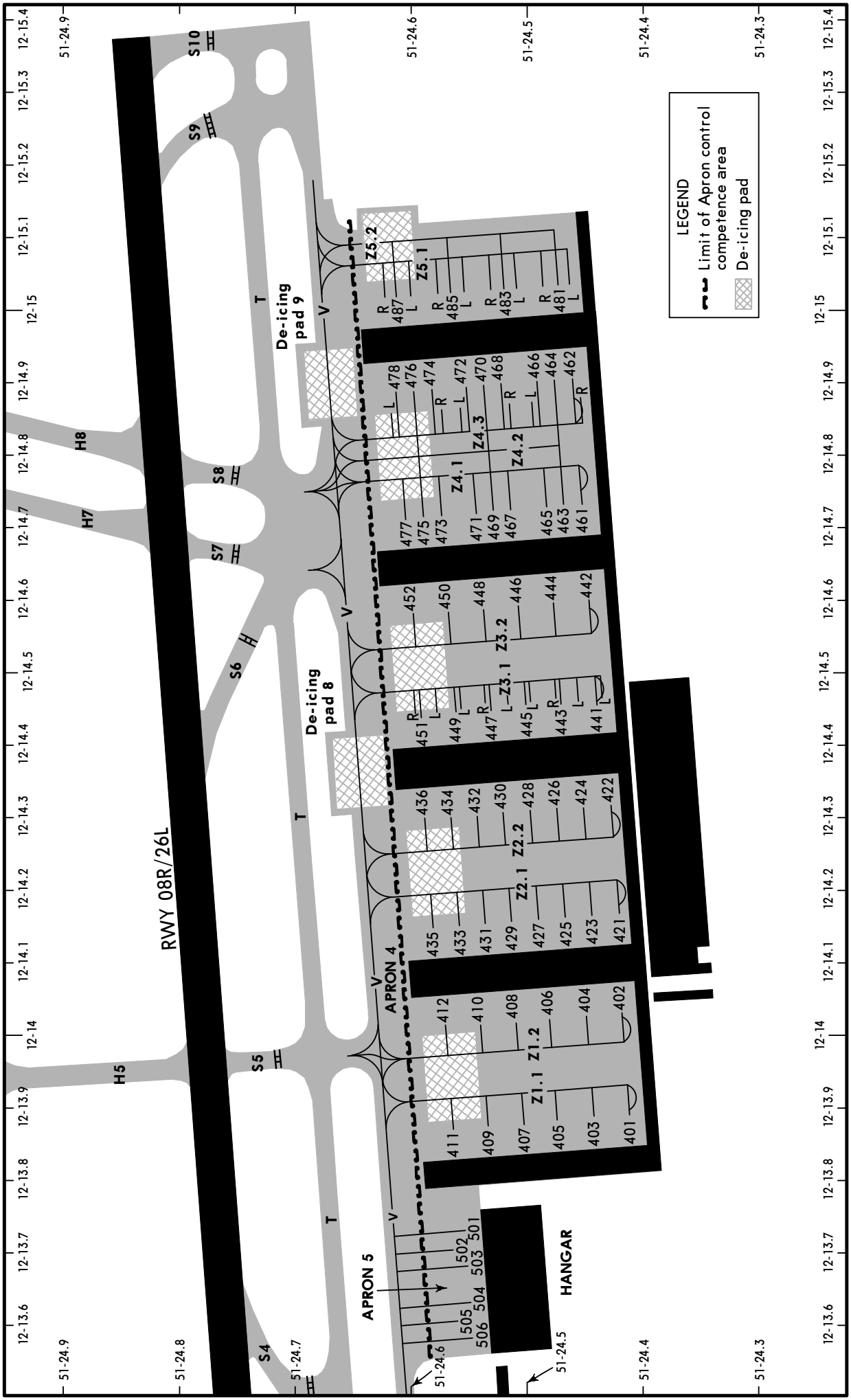
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EDDP/LEJ

JEPPESEN LEIPZIG-HALLE, GERMANY

2 MAY 14 (10-9C)

LEIPZIG-HALLE



CHANGES: Stands 443, 441. De-icing pad added.

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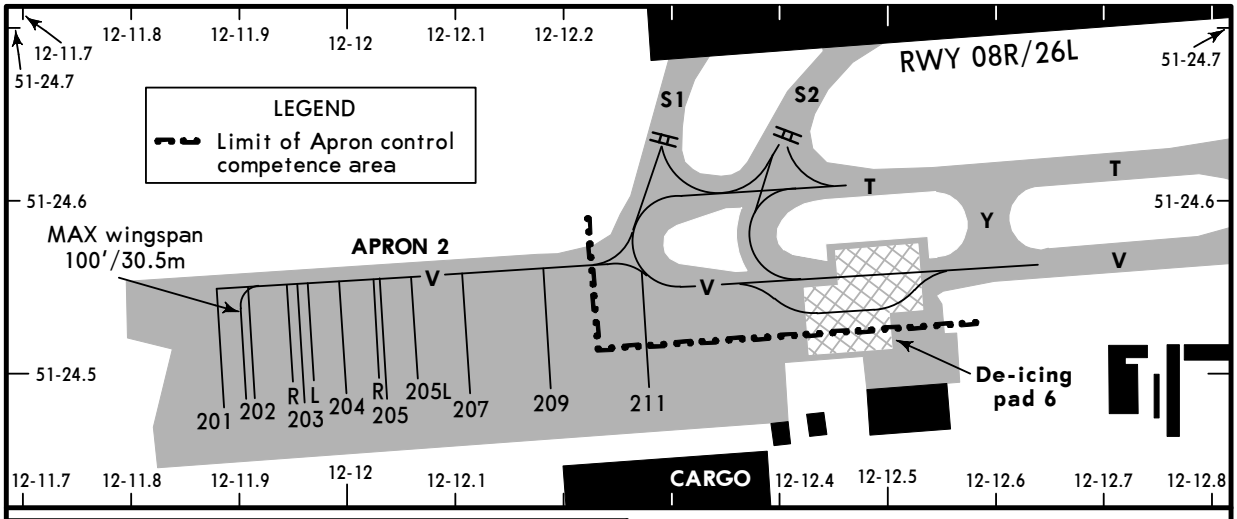
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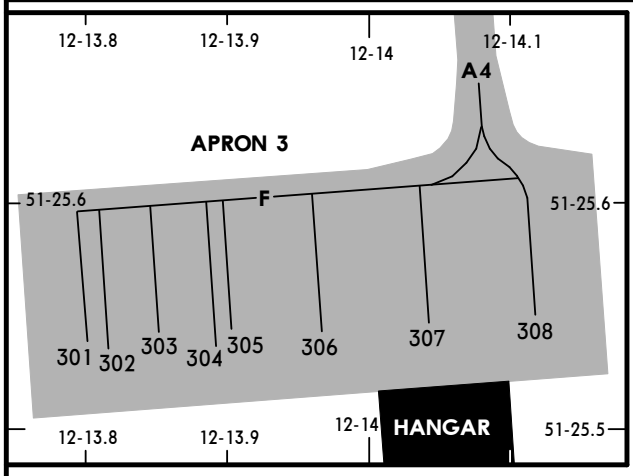
EDDP/LEJ

JEPPESEN LEIPZIG-HALLE, GERMANY

2 MAY 14 (10-9D)

LEIPZIG-HALLE





CHANGES: None.

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EDDP/LEJ JEPPESEN LEIPZIG-HALLE, GERMANY

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
101 thru 102*	N51 25.2 E012 12.7	427	N51 24.5 E012 14.1
103 thru 107*	N51 25.2 E012 12.8	428	N51 24.5 E012 14.4
108	N51 25.2 E012 12.9	429	N51 24.5 E012 14.1
108*	N51 25.2 E012 12.8	430	N51 24.5 E012 14.3
109 thru 113	N51 25.2 E012 12.9	431	N51 24.5 E012 14.1
114 thru 119	N51 25.2 E012 13.0	432	N51 24.5 E012 14.3
120, 121, 126	N51 25.2 E012 13.1	433	N51 24.6 E012 14.1
128, 130	N51 25.2 E012 13.2	434	N51 24.6 E012 14.3
132	N51 25.2 E012 13.3	435	N51 24.6 E012 14.1
134	N51 25.1 E012 13.3	436	N51 24.6 E012 14.3
136 thru 139*	N51 25.1 E012 13.4	441L, 441	N51 24.4 E012 14.4
140	N51 25.1 E012 13.5	442	N51 24.4 E012 14.6
140*	N51 25.1 E012 13.4	443L thru 443R	N51 24.5 E012 14.4
141 thru 143*	N51 25.1 E012 13.5	444	N51 24.5 E012 14.6
201, 202	N51 24.5 E012 11.9	445L, 445	N51 24.5 E012 14.4
203L, 203	N51 24.5 E012 12.0	446	N51 24.5 E012 14.6
203R	N51 24.5 E012 11.9	447 thru 447R	N51 24.5 E012 14.4
204	N51 24.5 E012 12.0	448	N51 24.5 E012 14.6
205L	N51 24.5 E012 12.1	449L	N51 24.5 E012 14.4
205, 205R	N51 24.5 E012 12.0	449	N51 24.6 E012 14.4
207	N51 24.5 E012 12.1	450	N51 24.6 E012 14.6
209	N51 24.5 E012 12.2	451L thru 451R	N51 24.6 E012 14.4
211	N51 24.5 E012 12.3	452	N51 24.6 E012 14.6
301, 302	N51 25.5 E012 13.8	461	N51 24.4 E012 14.7
303 thru 305	N51 25.5 E012 13.9	462	N51 24.5 E012 14.9
306, 307	N51 25.5 E012 14.0	462R	N51 24.4 E012 14.9
308	N51 25.5 E012 14.1	463	N51 24.5 E012 14.7
401	N51 24.4 E012 13.9	464	N51 24.5 E012 14.9
402	N51 24.4 E012 14.1	465	N51 24.5 E012 14.7
403	N51 24.4 E012 13.9	466L, 466	N51 24.5 E012 14.9
404	N51 24.4 E012 14.1	467	N51 24.5 E012 14.7
405	N51 24.5 E012 13.8	468, 468R	N51 24.5 E012 14.9
406	N51 24.5 E012 14.1	469	N51 24.5 E012 14.7
407	N51 24.5 E012 13.8	470	N51 24.5 E012 14.9
408	N51 24.5 E012 14.1	471	N51 24.5 E012 14.7
409	N51 24.5 E012 13.8	472L, 472	N51 24.5 E012 14.9
410	N51 24.5 E012 14.1	473	N51 24.6 E012 14.7
411	N51 24.6 E012 13.8	474L thru 474R	N51 24.6 E012 14.9
412	N51 24.6 E012 14.1	475	N51 24.6 E012 14.7
421	N51 24.4 E012 14.1	476	N51 24.6 E012 14.9
422	N51 24.4 E012 14.4	477	N51 24.6 E012 14.7
423	N51 24.4 E012 14.1	478L, 478	N51 24.6 E012 14.9
424	N51 24.5 E012 14.4	481L thru 483R	N51 24.5 E012 15.0
425	N51 24.5 E012 14.1	485L thru 487R	N51 24.6 E012 15.0
426	N51 24.5 E012 14.4	501 thru 503	N51 24.5 E012 13.7
		504 thru 507	N51 24.5 E012 13.6

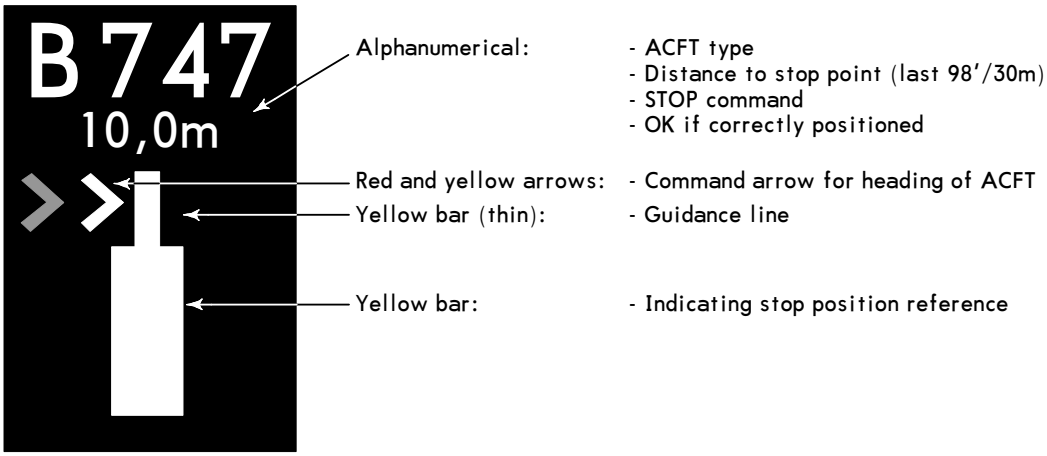
CHANGES: Stands 441L, 443L and 443R added.

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VISUAL AIRCRAFT DOCKING SYSTEM

If the crew notices during taxiing-in that the system is not functioning or that it shows an incorrect ACFT type or that the indicator on the tableau is not clearly legible, the ACFT must be stopped immediately and the fact reported to "LEIPZIG Ground/Tower". Continued taxiing will take place according to instructions by "LEIPZIG Ground/Tower". The system works parallax free, it can be read from each position in the cockpit.



1. Taxiing-in to the ACFT stand taxiing guidance line.
2. ACFT type is displayed in the top line.
3. Floating arrows indicate that the system is activated and in capture mode.
4. The system will show center line indicator if ACFT was captured.
5. A flashing red arrow indicates the direction to turn. The vertical yellow arrow shows position in relation to the center line
6. When approaching from 98'/30m to the stop point the display shows distance to the stop point in meters additionally. 30m - 3m in 1m steps, 3m - stop point in 0.2m steps.
7. After the stop point has been reached, 'STOP OK' will appear on the display.
8. If taxiing past the stop point, 'TOO FAR' will appear on the display.

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EDDP/LEJ LEIPZIG-HALLE

JEPPESEN 28 MAR 14 Eff 3 Apr (11-1)

LEIPZIG-HALLE, GERMANY ILS or LOC or NDB Rwy 08L

BRIEFING STRIP ™

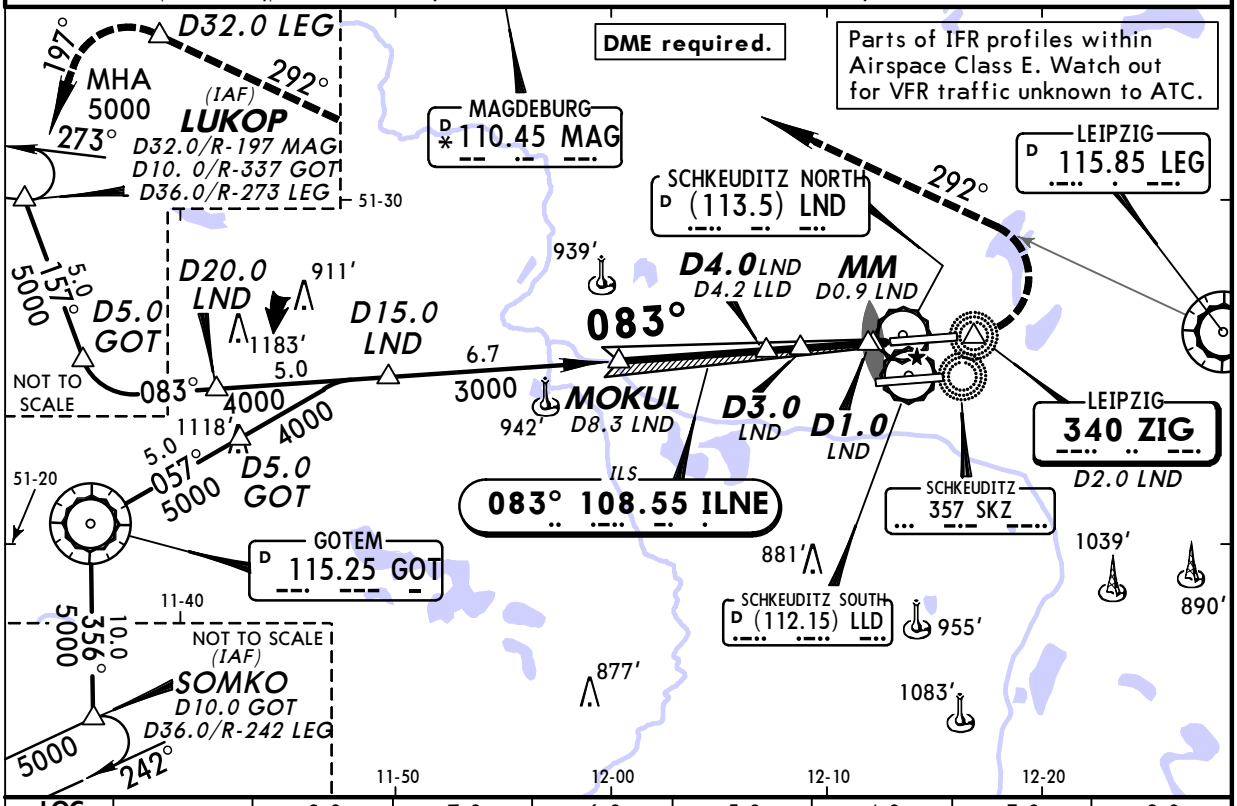
D-ATIS	MUNICH Radar (APP)	LEIPZIG Director (APP)	LEIPZIG Tower		Ground
123.95	126.17	128.47	North 125.95	South 121.1	121.67

LOC ILNE 108.55	Final Apch Crs 083°	GS D4.0 LND 1630′ (1212′)	ILS DA(H) 618′ (200′)	Apt Elev 470′
NDB ZIG 340		Minimum Alt MOKUL 3000′ (2582′)	NDB DA(H) 1020′ (602′)	RWY 418′

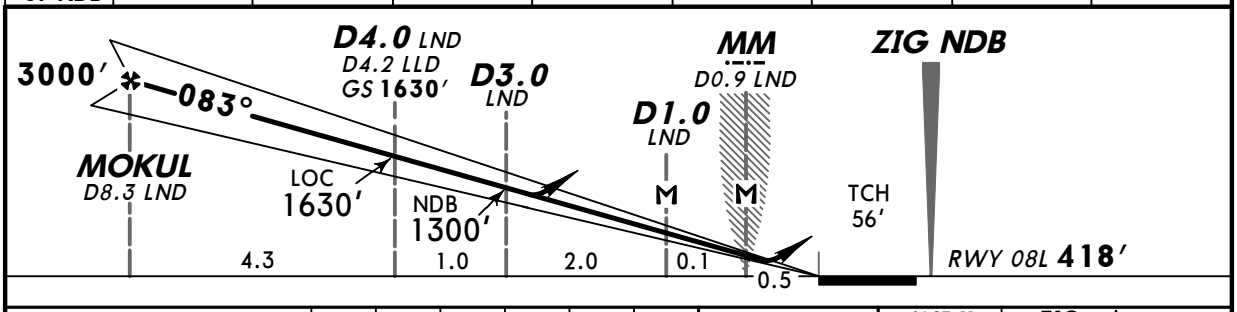
2500′
MSA ZIG NDB

MISSED APCH: Climb on 083° to ZIG NDB or 900′, whichever is later, then turn LEFT onto R-292 LEG to D32.0 LEG. Turn LEFT onto R-197 MAG to LUKOP, climbing to 5000′.

Alt Set: hPa (IN on req) | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 5000′



LOC (GS out) or NDB	LND DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2900′	2580′	2260′	1940′	1630′	1310′	990′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS/LOC or NDB Descent Angle 3.00°	372	478	531	637	743	849

LOC: MAP at MM/D0.9 LND | NDB: MAP at D1.0 LND

ALSF-II | REIL | PAPI

ZIG 340 whichever later 900′

Standard STRAIGHT-IN LANDING RWY 08L

PANS OPS

	ILS DA(H) 618′ (200′) FULL	ILS DA(H) 618′ (200′) Limited	ILS DA(H) 618′ (200′) ALS out	LOC (GS out) DA(H) 890′ (472′)	NDB DA(H) 1020′ (602′) ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	RVR 1500m
B					
C				CMV 2200m	CMV 2100m / CMV 2400m
D					

CHANGES: Bearings. Note.

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EDDP/LEJ LEIPZIG-HALLE, GERMANY

LEIPZIG-HALLE CAT II/III ILS Rwy 08L

JEPPESEN 28 MAR 14 Eff 3 Apr (11-1A)

BRIEFING STRIP ™

D-ATIS	MUNICH Radar (APP)	LEIPZIG Director (APP)	LEIPZIG Tower North	LEIPZIG Tower South	Ground
123.95	126.17	128.47	125.95	121.1	121.67

LOC ILNE	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev / RWY
108.55	**083°**	***D4.0 LND*** **1630′** *(1212′)*	Refer to Minimums	470′ / **418′**

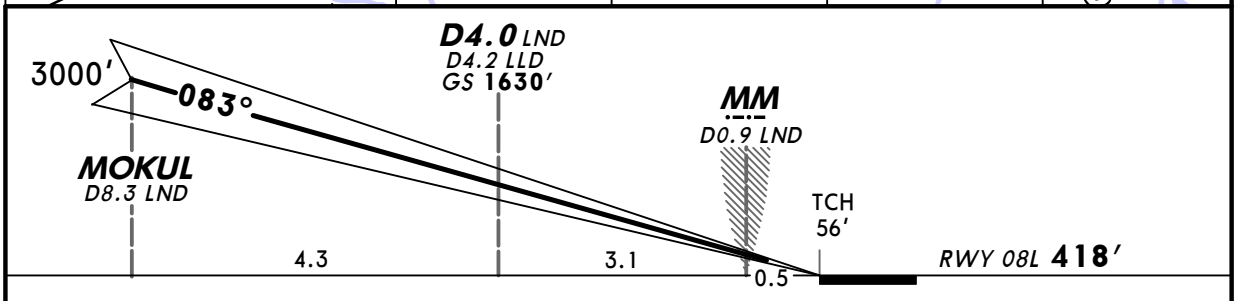
MISSED APCH: Climb on 083° to ZIG NDB or 900′, whichever is later, then turn LEFT onto R-292 LEG to D32.0 LEG. Turn LEFT onto R-197 MAG to LUKOP, climbing to 5000′.

Alt Set: hPa (IN on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 5000′
1. Special Aircrew & Acft Certification required. 2. **DME required.**

2500′
MSA
ZIG NDB

Parts of IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC.

D32.0 LEG
197°
292°
MHA 5000
(IAF)
LUKOP
D32.0/R-197 MAG
D10. 0/R-337 GOT
D36.0/R-273 LEG
273°
51-30
MAGDEBURG
D 110.45 MAG
1148′
LEIPZIG
D 115.85 LEG
SCHKEUDITZ NORTH
D (113.5) LND
292°
939′
083°
D4.0 LND
D4.2 LLD
MM
D0.9 LND
MOKUL
D8.3 LND
942′
3000
6.7
5.0
D20.0 LND
911′
1183′
D15.0 LND
D5.0 GOT
5.0 157° 5000
NOT TO SCALE
083°
4000
4000
1118′
5.0 057° 5000
D5.0 GOT
51-20
SCHKEUDITZ SOUTH
D (112.15) LLD
LEIPZIG
340 ZIG
D2.0 LND
SCHKEUDITZ
357 SKZ
1039′
890′
ILS
083° 108.55 ILNE
881′
1133′
955′
GOTEM
D 115.25 GOT
356°
5000
10.0
877′
1083′
NOT TO SCALE
(IAF)
SOMKO
D10.0 GOT
D36.0/R-242 LEG
5000
242°
1197′
1031′
11-50
12-00
12-10
12-20



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

ALSF-II
REIL
PAPI

ZIG 340 whichever later 900′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **08L**

CAT IIIA ILS	CAT II ILS ABCD
DH **50′**	**RA 106′** DA(H) **518′** *(100′)*
RVR *200m*	RVR *300m* **1**

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Bearings.Note.

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EDDP/LEJ LEIPZIG-HALLE

JEPPESEN 28 MAR 14 Eff 3 Apr (11-2)

LEIPZIG-HALLE, GERMANY
ILS or LOC or NDB Rwy 08R

BRIEFING STRIP™

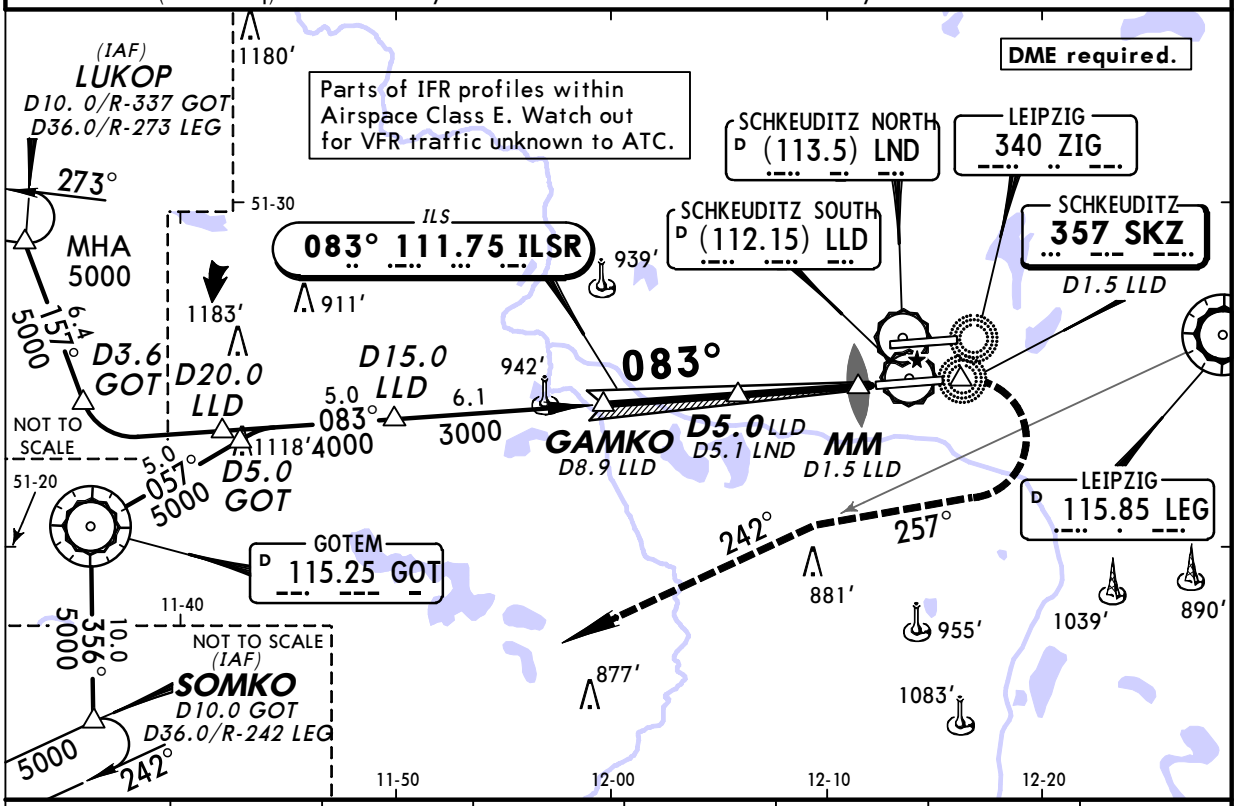
D-ATIS	MUNICH Radar (APP)	LEIPZIG Director (APP)	LEIPZIG Tower South	LEIPZIG Tower North	Ground
123.95	126.17	128.47	121.1	125.95	121.67

LOC ILSR	Final Apch Crs	GS	ILS DA(H)	
111.75	083°	D5.0 LLD 1760′ (1332′)	628′ (200′)	Apt Elev 470′
NDB SKZ 357		Minimum Alt GAMKO 3000′ (2572′)	NDB DA(H) 1020′ (592′)	RWY 428′

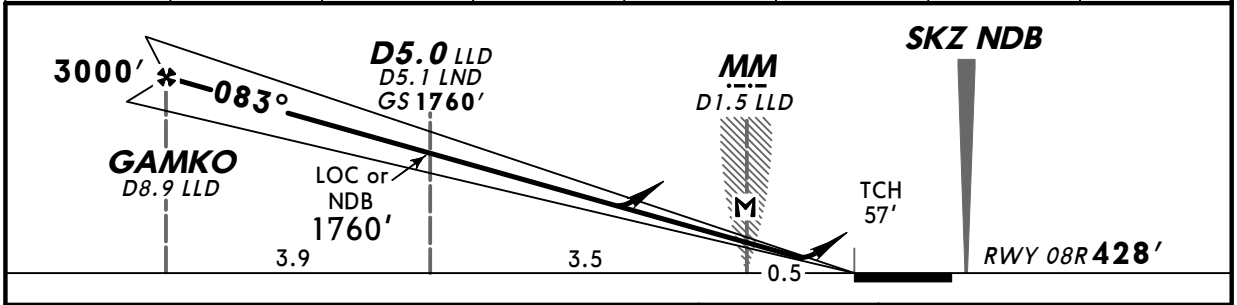
2500′
MSA
ZIG NDB

MISSED APCH: Climb on 083° to SKZ NDB or 900′, whichever is later, then turn RIGHT onto 257° to intercept R-242 LEG and climb to SOMKO to 5000′.

Alt Set: hPa (IN on req) | Rwy Elev: 16 hPa | Trans level: By ATC | Trans alt: 5000′



LOC (GS out) or NDB	LLD DME	8.0	7.0	6.0	5.0	4.0	3.0
	ALTITUDE	2720′	2400′	2080′	1760′	1450′	1130′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS/LOC or NDB Descent Angle 3.00°	372	478	531	637	743	849
MAP at MM/D1.5 LLD						

ALSF-II
REIL
PAPI

SKZ 357 900′ whichever later

Standard STRAIGHT-IN LANDING RWY **08R**

	ILS DA(H) 628′ (200′)			LOC (GS out) DA(H) 960′ (532′)		NDB DA(H) 1020′ (592′)	
	FULL	Limited	ALS out		ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m		RVR 1500m	
B							
C				RVR 1700m	CMV 2400m	RVR 2000m	CMV 2400m
D							

PANS OPS

CHANGES: Bearings. Note.

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EDDP/LEJ LEIPZIG-HALLE, GERMANY

JEPPESEN 28 MAR 14 Eff 3 Apr (11-2A)

CAT II/III ILS Rwy 08R

BRIEFING STRIP ™

D-ATIS	MUNICH Radar (APP)	LEIPZIG Director (APP)	LEIPZIG Tower South	LEIPZIG Tower North	Ground
123.95	126.17	128.47	121.1	125.95	121.67

LOC ILSR	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev / RWY
111.75	083°	D5.0 LLD 1760′ (1332′)	Refer to Minimums	470′ / RWY 428′

MISSED APCH: Climb on 083° to SKZ NDB or 900′, whichever is later, then turn RIGHT onto 257° to intercept R-242 LEG and climb to SOMKO to 5000′.

Alt Set: hPa (IN on req) Rwy Elev: 16 hPa Trans level: By ATC Trans alt: 5000′
1. Special Aircrew & Acft Certification required. 2. **DME required.**

2500′
MSA
ZIG NDB

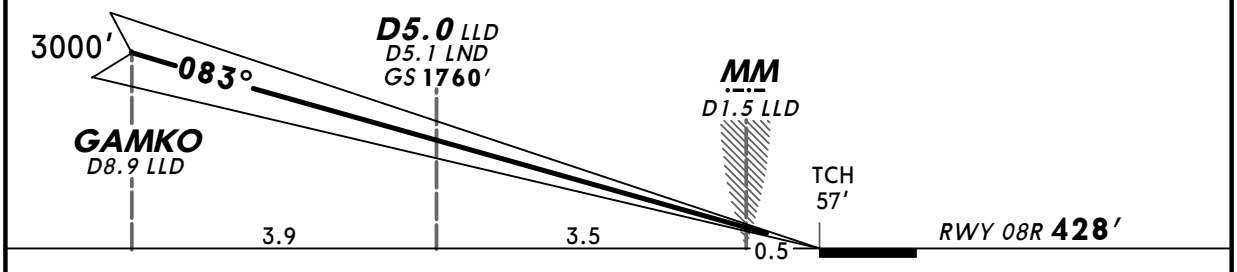
Parts of IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC.

(IAF) LUKOP
D10. 0/R-337 GOT
D36.0/R-273 LEG

273°
MHA 5000
157° 6.4 5000
D3.6 GOT
D20.0 LLD
NOT TO SCALE
51-20
5.0 057° 5000
D5.0 GOT
GOTEM D 115.25 GOT
356° 5000 10.0
11-40
NOT TO SCALE
(IAF) SOMKO
D10.0 GOT
D36.0/R-242 LEG
5000 242°

51-30
ILS 083° 111.75 ILSR
911′
1183′
1118′
D15.0 LLD
5.0 083° 4000
6.1 3000
942′
939′
1148′
1180′
083°
GAMKO D8.9 LLD
D5.0 LLD D5.1 LND
MM D1.5 LLD
242° 257°
881′
955′
877′
1083′
1197′
1039′
890′
1031′
11-50 12-00 12-10 12-20

SCHKEUDITZ NORTH D (113.5) LND
LEIPZIG 340 ZIG
SCHKEUDITZ SOUTH D (112.15) LLD
SCHKEUDITZ 357 SKZ
D1.5 LLD
LEIPZIG D 115.85 LEG



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

ALSF-II
REIL
PAPI

SKZ 357 900′ whichever later

PANS OPS

Standard STRAIGHT-IN LANDING RWY **08R**

CAT IIIA ILS	CAT II ILS ABCD
DH **50′**	RA **106′** DA(H) **528′** (100′)
RVR 200m	RVR 300m [1]

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Bearings. Note.

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EDDP/LEJ LEIPZIG-HALLE, GERMANY

JEPPESEN 28 MAR 14 Eff 3 Apr (11-3)

ILS or LOC or NDB Rwy 26L

BRIEFING STRIP ™

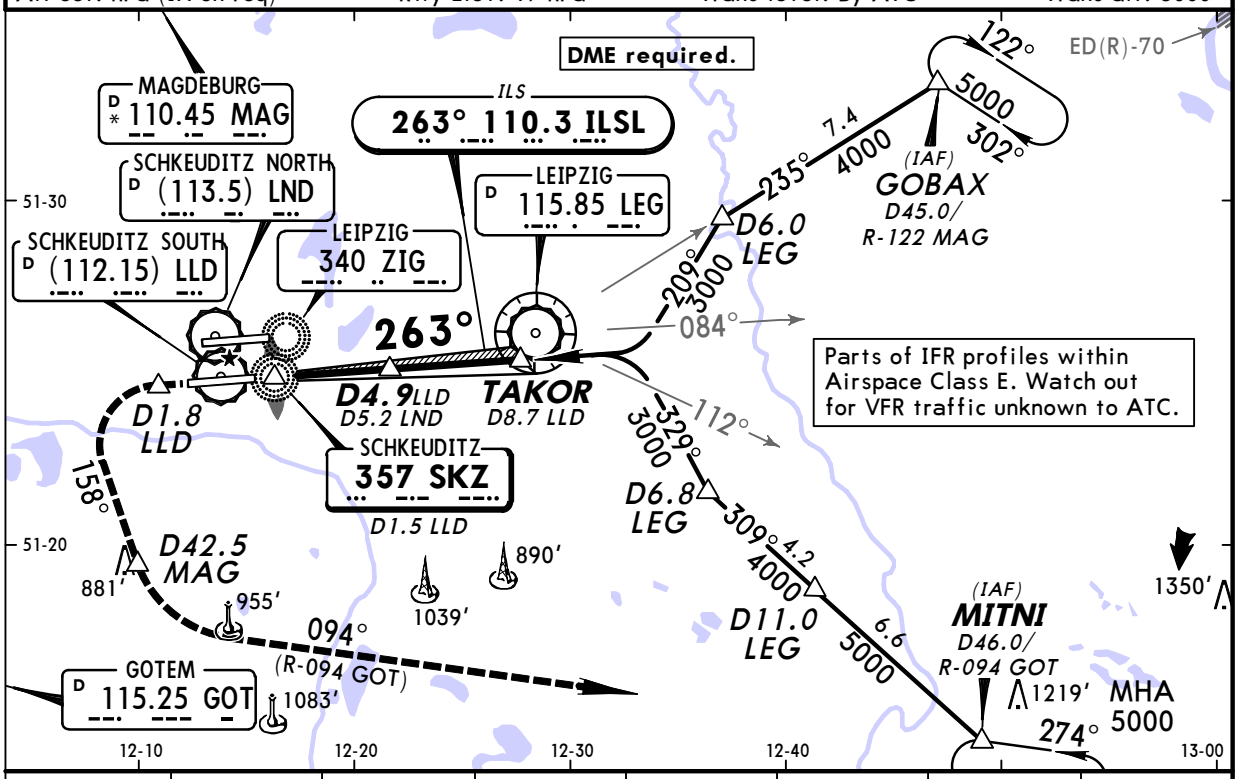
D-ATIS	MUNICH Radar (APP)	LEIPZIG Director (APP)	LEIPZIG Tower South	LEIPZIG Tower North	Ground
123.95	126.17	128.47	121.1	125.95	121.67

LOC ILSL	Final Apch Crs	GS D4.9 LLD	ILS DA(H)	Apt Elev 470′
110.3	263°	1800′ (1330′)	670′ (200′)	RWY 470′
NDB SKZ		Minimum Alt TAKOR	NDB DA(H)	
357		3000′ (2530′)	1000′ (530′)	

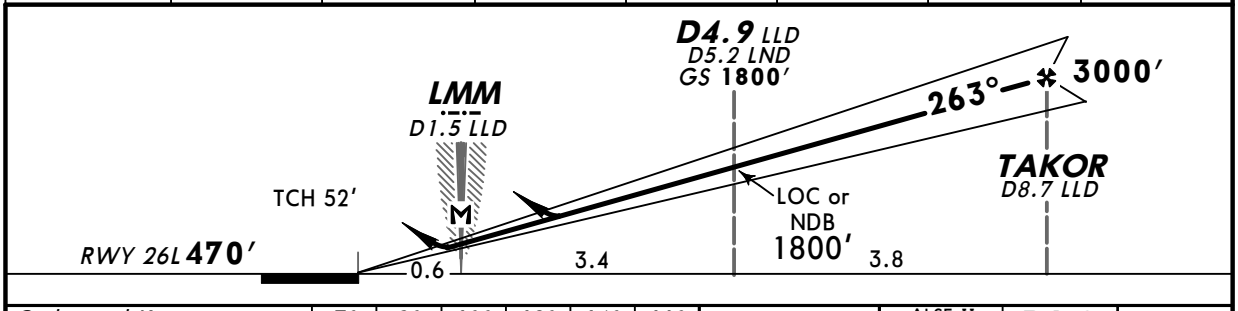
2500′
MSA
ZIG NDB

MISSED APCH: Climb on 263° to D1.8 LLD or 900′, whichever is later, then turn LEFT onto 158° to 42.5 DME MAG, then turn LEFT to intercept and follow R-094 GOTto MITNI climbing 5000′.

Alt Set: hPa (IN on req) | Rwy Elev: 17 hPa | Trans level: By ATC | Trans alt: 5000′



LOC (GS out) or NDB	LLD DME	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	1200′	1510′	1830′	2150′	2470′	2790′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS/LOC or NDB Descent Angle 3.00°	372	478	531	637	743	849
MAP at LMM/D1.5 LLD						

ALSF-II
REIL
PAPI

D1.8 LLD whichever later 900′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 26L

	ILS DA(H) 670′ (200′)			LOC (GS out) DA(H) 950′ (480′)		NDB DA(H) 1000′ (530′)	
	FULL	Limited	ALS out		ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m		RVR 1500m	
B							
C				RVR 1500m	CMV 2200m	RVR 1700m	CMV 2400m
D							

CHANGES: Missed apch. Bearings. Note.

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EDDP/LEJ LEIPZIG-HALLE, GERMANY
LEIPZIG-HALLE CAT II/III ILS Rwy 26L

JEPPESEN 28 MAR 14 Eff 3 Apr (11-3A)

BRIEFING STRIP ™

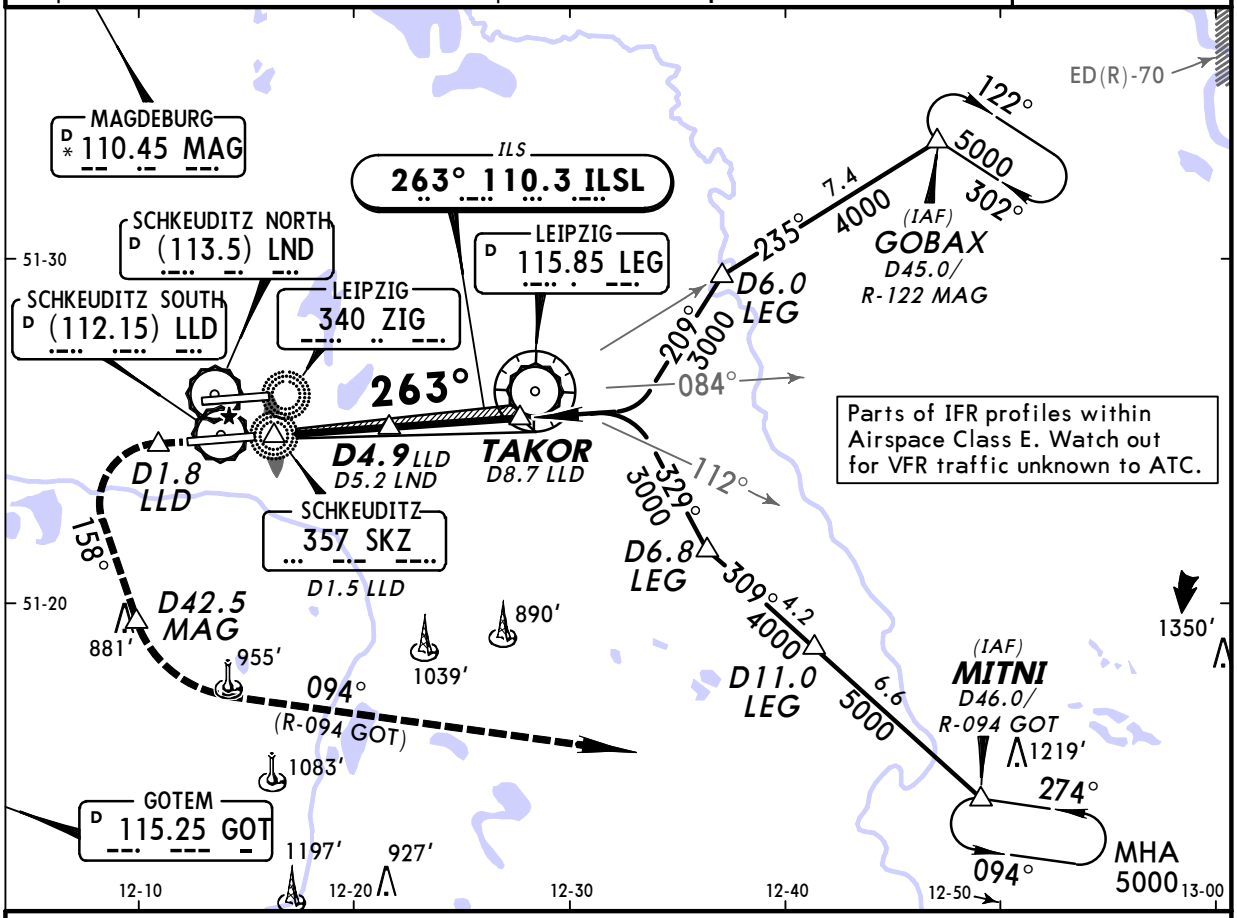
D-ATIS	MUNICH Radar (APP)	LEIPZIG Director (APP)	LEIPZIG Tower South	LEIPZIG Tower North	Ground
123.95	126.17	128.47	121.1	125.95	121.67

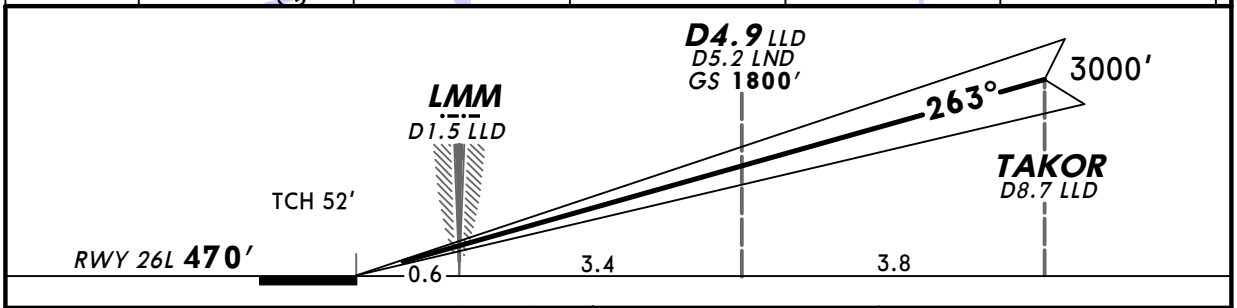
LOC ILSL	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev / RWY
110.3	263°	D4.9 LLD 1800′ (1330′)	Refer to Minimums	Apt Elev 470′ RWY 470′

MISSED APCH: Climb on 263° to D1.8 LLD or 900′, whichever is later, then turn LEFT onto 158° to 42.5 DME MAG, then turn LEFT to intercept and follow R-094 GOT to MITNI climbing 5000′.

2500′
MSA
ZIG NDB

Alt Set: hPa (IN on req) Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 5000′
1. Special Aircrew & Acft Certification Required. 2. **DME required.**





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

ALSF-II
REIL
PAPI

D1.8 LLD 900′ whichever later

PANS OPS

Standard STRAIGHT-IN LANDING RWY **26L**

CAT IIIA ILS	CAT II ILS
DH 50′	RA 97′ DA(H) 570′ (100′)
RVR 200m	RVR 300m [1]

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Missed apch. Bearings. Note.

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EDDP/LEJ LEIPZIG-HALLE

JEPPESEN 28 MAR 14 Eff 3 Apr (11-4)

LEIPZIG-HALLE, GERMANY
ILS or LOC or NDB Rwy 26R

BRIEFING STRIP™

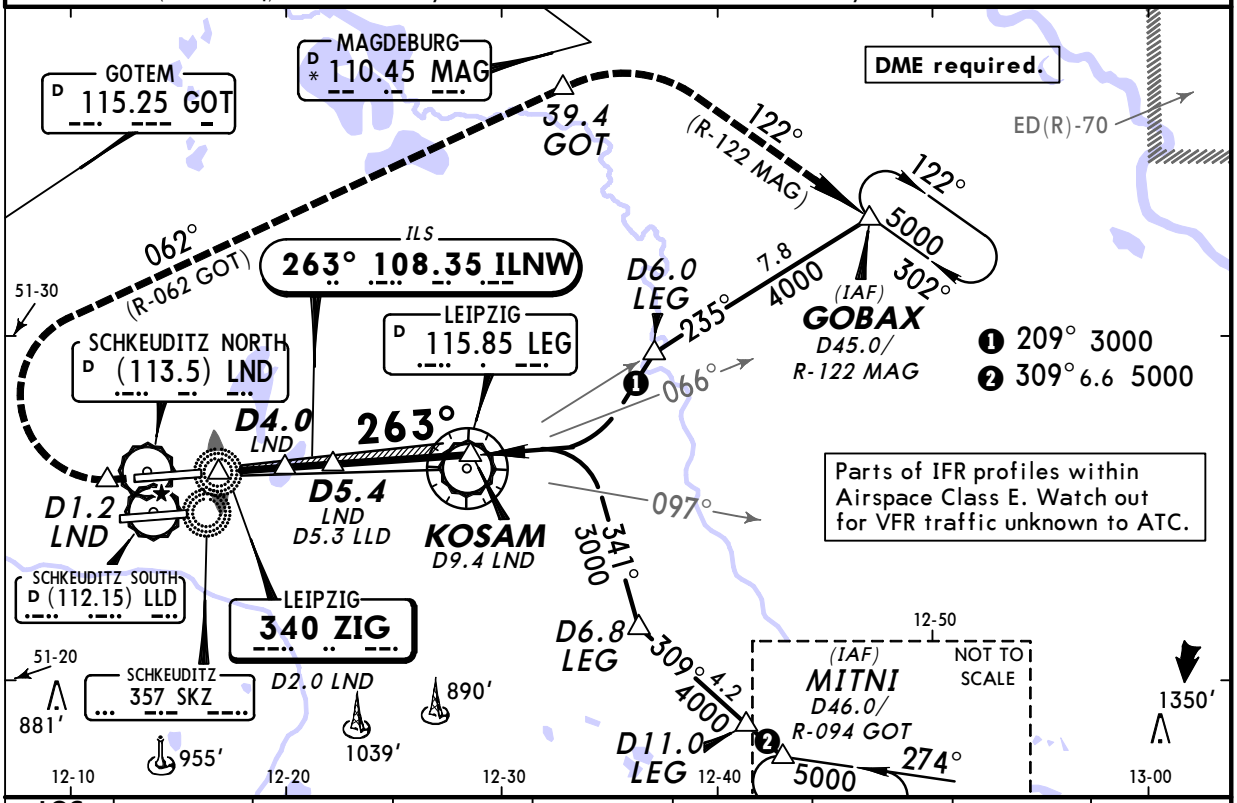
D-ATIS	MUNICH Radar (APP)	LEIPZIG Director (APP)	LEIPZIG Tower		Ground
123.95	126.17	128.47	North 125.95	South 121.1	121.67

LOC ILNW 108.35	Final Apch Crs 263°	GS D5.4 LND 1710′ (1262′)	ILS DA(H) 648′ (200′)	Apt Elev 470′
NDB ZIG 340		Minimum Alt KOSAM 3000′ (2552′)	NDB DA(H) 1020′ (572′)	RWY 448′

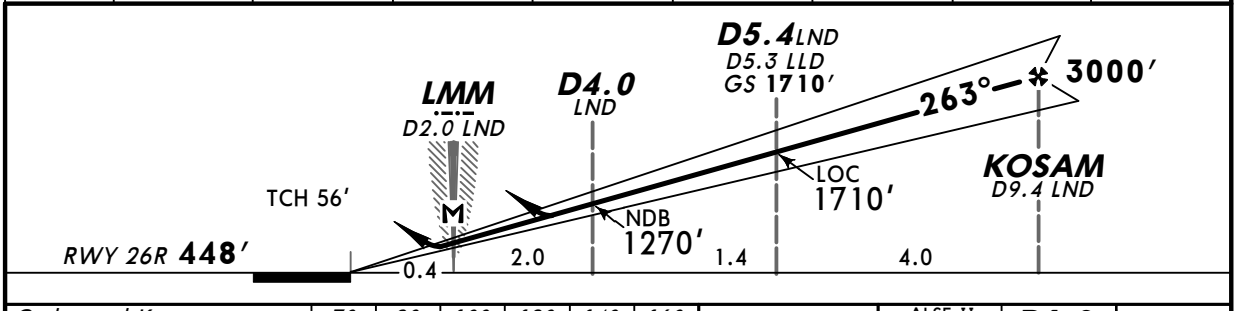
2500′
MSA ZIG NDB

MISSED APCH: Climb on 263° to D1.2 LND or 900′, whichever is later, then turn RIGHT to intercept R-062 GOT . At D39.4 GOT turn RIGHT onto R-122 MAG to GOBAX, climbing to 5000′.

Alt Set: hPa (IN on req) | Rwy Elev: 16 hPa | Trans level: By ATC | Trans alt: 5000′



LOC (GS out) or NDB	LND DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	950′	1270′	1590′	1910′	2230′	2550′	2870′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS/LOC or NDB Descent Angle	3.00°	372	478	531	637	743	849
MAP at LMM/D2.0 LND							

ALSF-II
REIL
PAPI

D1.2 LND 900′ whichever later

Standard STRAIGHT-IN LANDING RWY **26R**

	ILS DA(H) 648′ (200′)			LOC (GS out) DA(H) 900′ (452′)		NDB DA(H) 1020′ (572′)	
	FULL	Limited	ALS out		ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1400m	RVR 1500m	RVR 1500m	
B							
C					CMV 2100m	RVR 1900m	CMV 2400m
D							

PANS OPS

CHANGES: Bearings. Note.

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EDDP/LEJ LEIPZIG-HALLE, GERMANY

JEPPESEN 11-4A

28 MAR 14
Eff 3 Apr

CAT II/III ILS Rwy 26R

BRIEFING STRIP ™

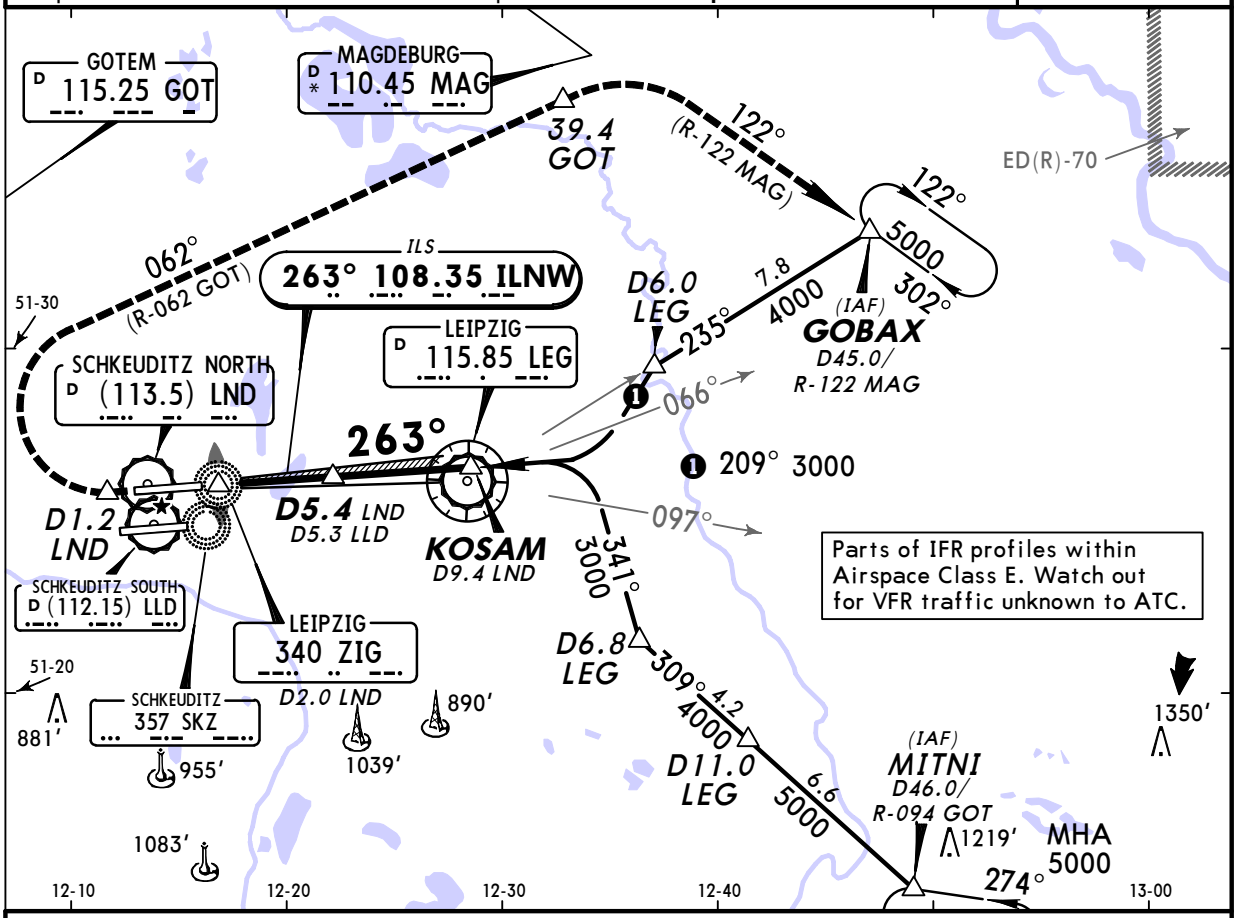
D-ATIS	MUNICH Radar (APP)	LEIPZIG Director (APP)	LEIPZIG Tower North	LEIPZIG Tower South	Ground
123.95	126.17	128.47	125.95	121.1	121.67

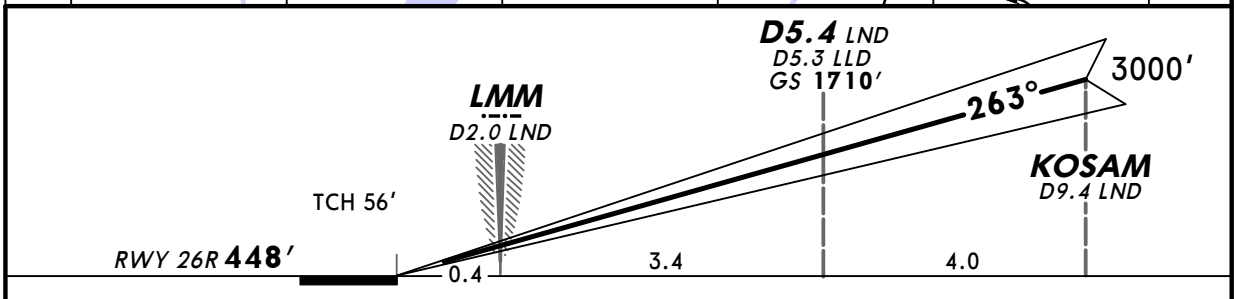
LOC ILNW	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev / RWY
108.35	263°	D5.4 LND 1710′ (1262′)	Refer to Minimums	Apt Elev 470′ RWY 448′

MISSED APCH: Climb on 263° to D1.2 LND or 900′, whichever is later, then turn RIGHT to intercept R-062 GOT. At D39.4 GOT turn RIGHT onto R-122 MAG to GOBAX, climbing to 5000′.

Alt Set: hPa (IN on req) Rwy Elev: 16 hPa Trans level: By ATC Trans alt: 5000′
1. Special Aircrew & Acft Certification Required. 2. **DME required.**

2500′
MSA
ZIG NDB





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

ALSF-II
REIL
PAPI

D1.2 LND 900′ whichever later

PANS OPS

Standard STRAIGHT-IN LANDING RWY **26R**

CAT IIIA ILS	CAT II ILS ABCD
DH 50′	RA 105′ DA(H) 548′ (100′)
RVR 200m	RVR 300m 1

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Bearings. Note.

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EDDP/LEJ LEIPZIG-HALLE, GERMANY

JEPPESEN 1 AUG 14 (12-1)

LEIPZIG-HALLE RNAV (GPS) Rwy 08L

BRIEFING STRIP™

D-ATIS	MUNICH Radar (APP)	LEIPZIG Director (APP)	LEIPZIG Tower		Ground
123.95	126.17	128.47	North 125.95	South 121.1	121.67

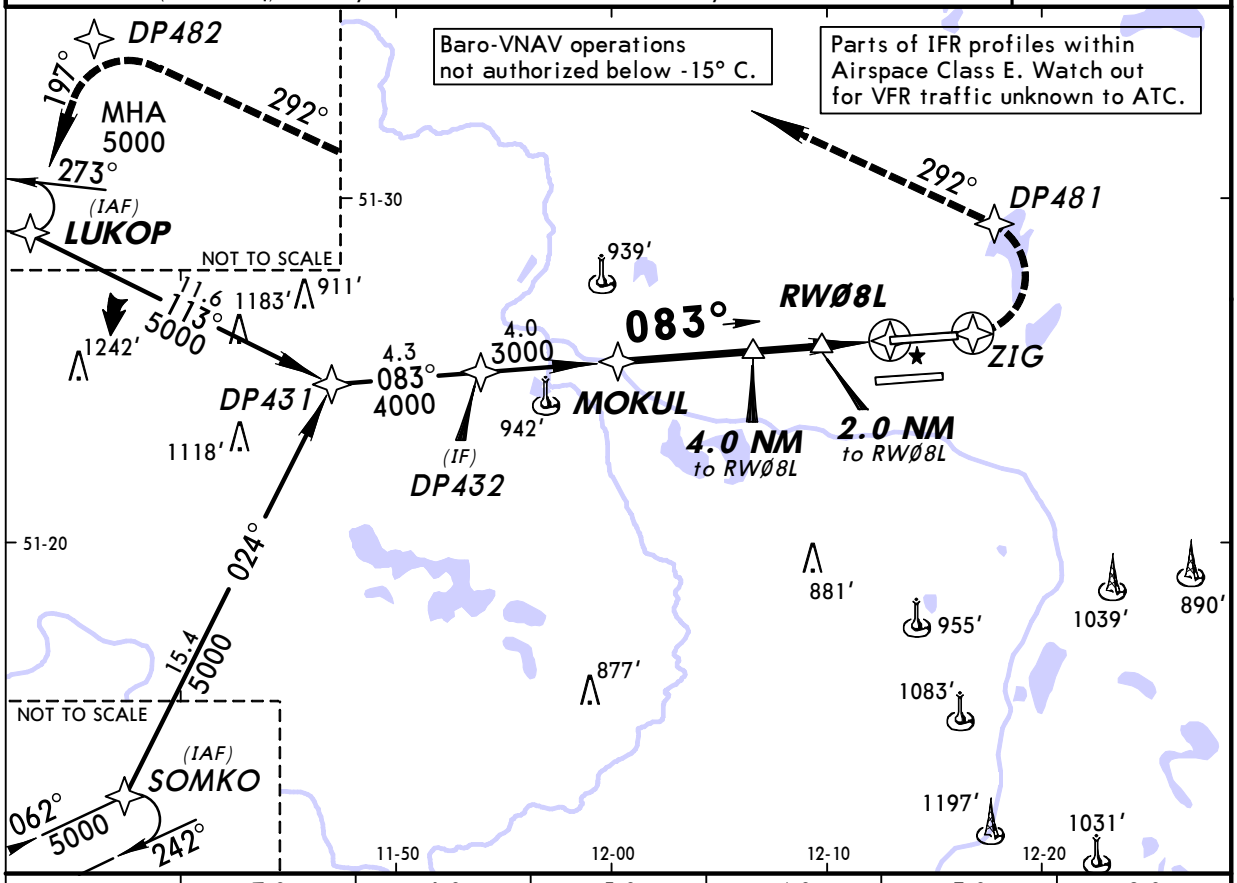
RNAV	Final Apch Crs	Minimum Alt MOKUL	LNAV/VNAV DA(H)	Apt Elev / RWY
	083°	3000′ (2582′)	870′ (452′)	Apt Elev 470′ / RWY 418′

MISSED APCH: Climb on 083° to ZIG or 900′, whichever is later, then turn LEFT via DP481 onto 292° to DP482. Turn LEFT onto 197° to LUKOP, climbing to 5000′.

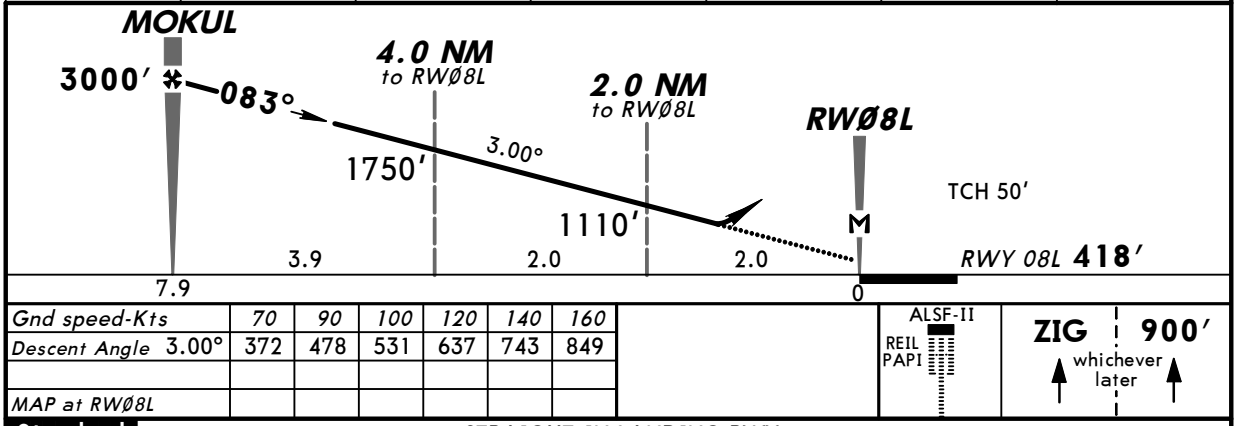
2500′

MSA ARP

Alt Set: hPa (IN on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 5000′



DIST to RWØ8L	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2700′	2380′	2060′	1750′	1430′	1110′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RWØ8L						

ALSF-II
REIL
PAPI

ZIG 900′ whichever later

Standard STRAIGHT-IN LANDING RWY **08L**

	LNAV/VNAV DA(H) 870′ (452′)		LNAV DA(H) 920′ (502′)	
		ALS out		ALS out
A	RVR 1400m	RVR 1500m	RVR 1500m	
B				
C		CMV 2100m	RVR 1600m	CMV 2400m
D				

PANS OPS

CHANGES: Waypoint depictions.

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EDDP/LEJ LEIPZIG-HALLE

JEPPESEN 1 AUG 14 (12-2)

LEIPZIG-HALLE, GERMANY RNAV (GPS) Rwy 08R

BRIEFING STRIP™

D-ATIS	MUNICH Radar (APP)	LEIPZIG Director (APP)	LEIPZIG Tower		Ground
123.95	126.17	128.47	South 121.1	North 125.95	121.67

RNAV	Final Apch Crs	Minimum Alt GAMKO	LNAV/VNAV DA(H)	Apt Elev / RWY
	083°	3000′ (2572′)	970′ (542′)	Apt Elev 470′ / RWY 428′

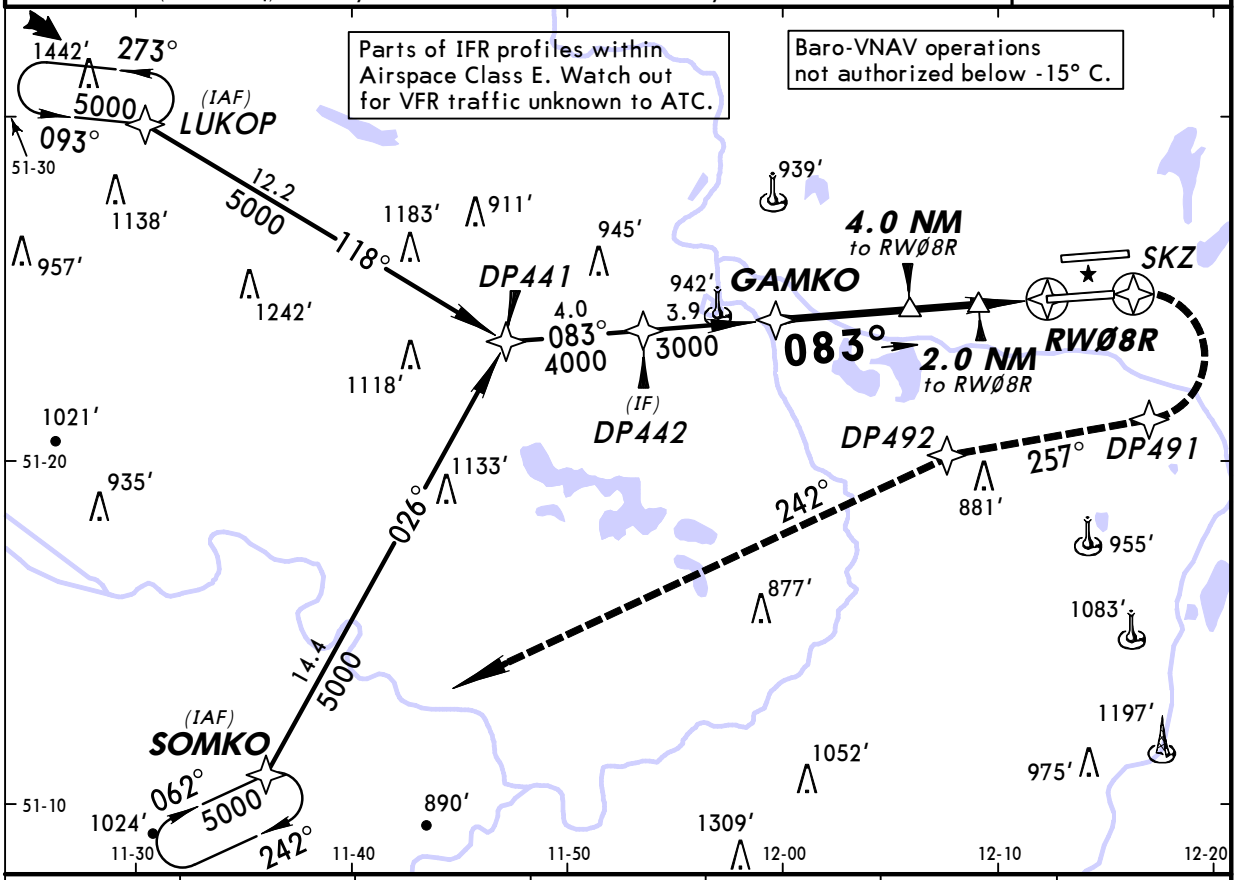
MISSED APCH: Climb on 083° to SKZ or 900′, whichever is later, then turn RIGHT via DP491 onto 257° to DP492. Turn LEFT onto 242° to SOMKO, climbing to 5000′.

2500′
MSA
ARP

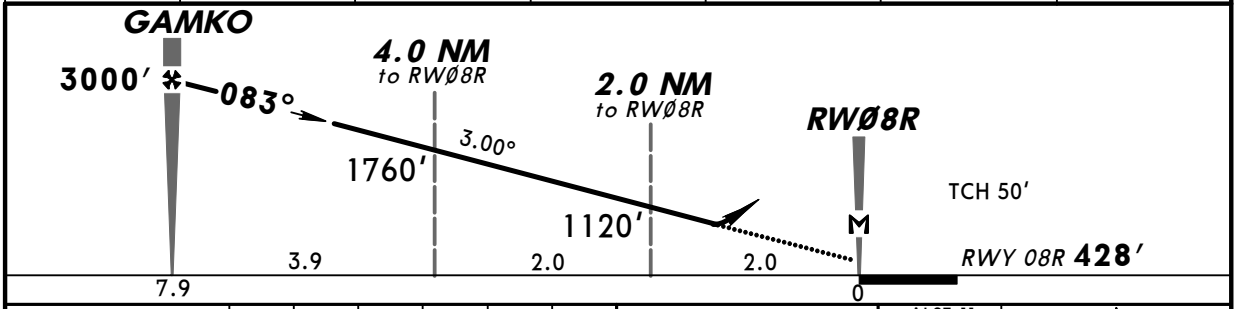
Alt Set: hPa (IN on req) Rwy Elev: 16 hPa Trans level: By ATC Trans alt: 5000′

Parts of IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC.

Baro-VNAV operations not authorized below -15° C.



DIST to RWØ8R	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2710′	2390′	2070′	1760′	1440′	1120′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RWØ8R						

ALSF-II
REIL
PAPI

SKZ 900′
whichever later

Standard STRAIGHT-IN LANDING RWY **08R**

	LNAV/VNAV		LNAV	
	DA(H) 970′ (542′)		DA(H) 970′ (542′)	
		ALS out		ALS out
A	RVR 1500m		RVR 1500m	
B				
C	RVR 1800m	CMV 2400m	RVR 1800m	CMV 2400m
D				

PANS OPS

CHANGES: LUKOP, SOMKO and SKZ waypoint depiction.

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EDDP/LEJ LEIPZIG-HALLE, GERMANY

JEPPESEN 17 OCT 14 (12-3)

RNAV (GPS) Rwy 26L

BRIEFING STRIP™

D-ATIS	MUNICH Radar (APP)	LEIPZIG Director (APP)	LEIPZIG Tower	Ground
123.95	126.17	128.47	South 121.1 / North 125.95	121.67

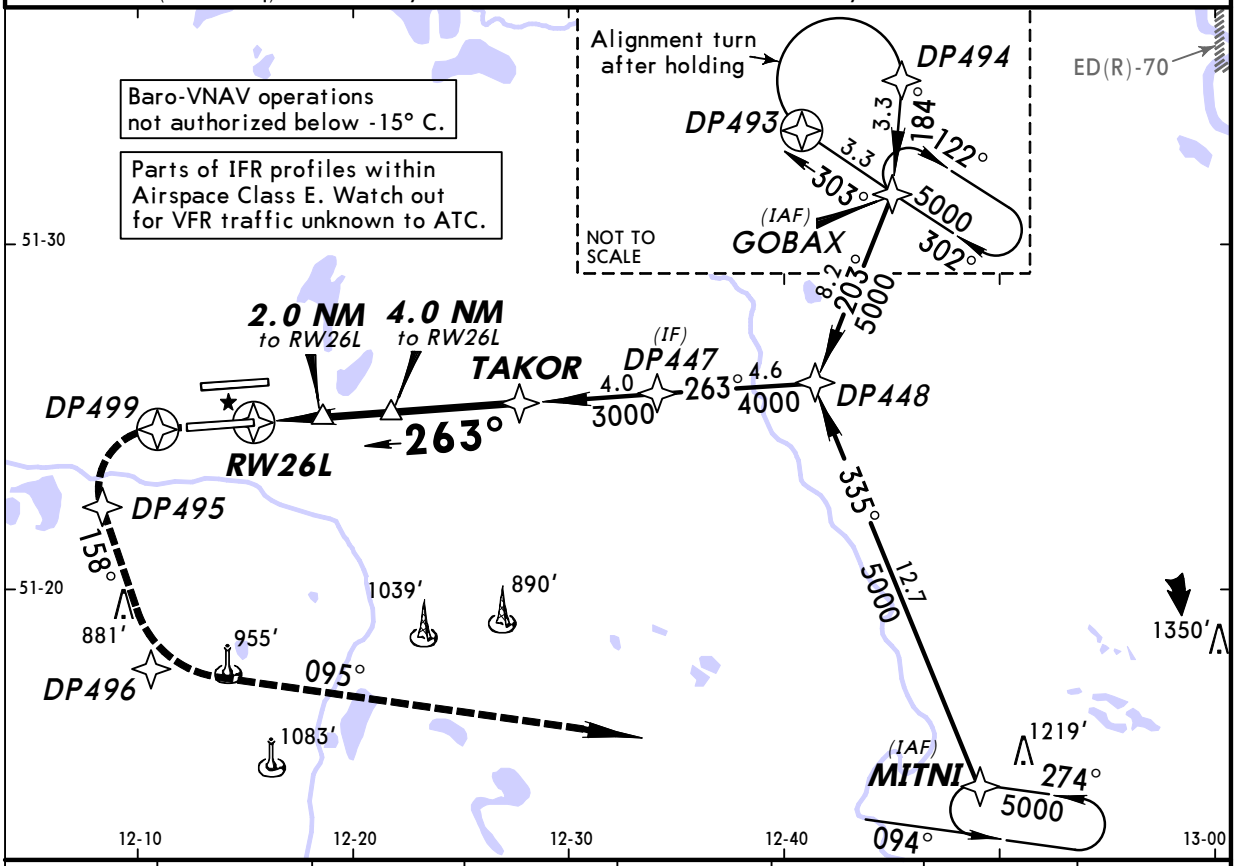
RNAV	Final Apch Crs	Minimum Alt TAKOR	LNAV/VNAV DA(H)	Apt Elev / RWY
	263°	3000′ (2530′)	870′ (400′)	Apt Elev 470′ / RWY 470′

MISSED APCH: Climb on 263° to DP499 or 900′, whichever is later, then turn LEFT via DP495 onto 158° to DP496. Turn LEFT onto 095° to MITNI climbing to 5000′.

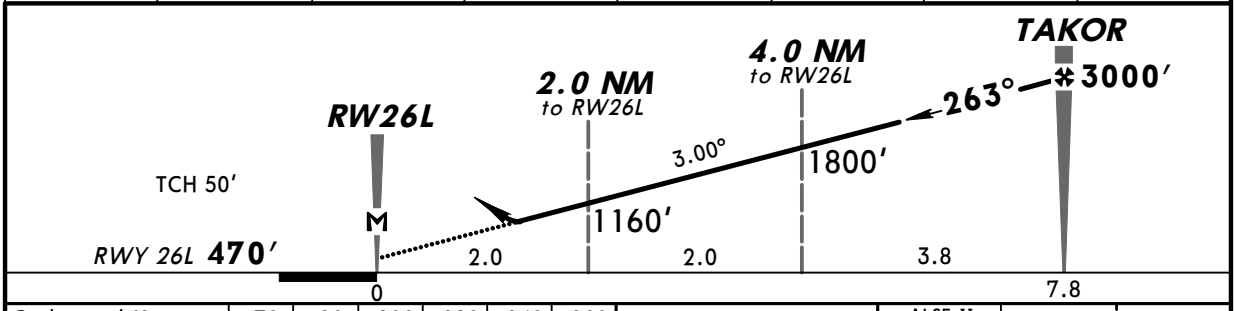
2500′

MSA ARP

Alt Set: hPa (IN on req) | Rwy Elev: 17 hPa | Trans level: By ATC | Trans alt: 5000′



DIST to RW26L	1.0	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	840′	1160′	1480′	1800′	2120′	2440′	2750′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW26L						

ALSF-II
REIL
PAPI

DP499 900′ whichever later

PANS OPS

Standard STRAIGHT-IN LANDING RWY **26L**

	LNAV/VNAV DA(H) 870′ (400′)		LNAV DA(H) 980′ (510′)	
		ALS out		ALS out
A	RVR 1100m	RVR 1500m	RVR 1500m	
B				
C		RVR 1800m	RVR 1600m	CMV 2400m
D				

CHANGES: Minimums.

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EDDP/LEJ LEIPZIG-HALLE

JEPPESEN 17 OCT 14 (12-4)

LEIPZIG-HALLE, GERMANY RNAV (GPS) Rwy 26R

BRIEFING STRIP ™

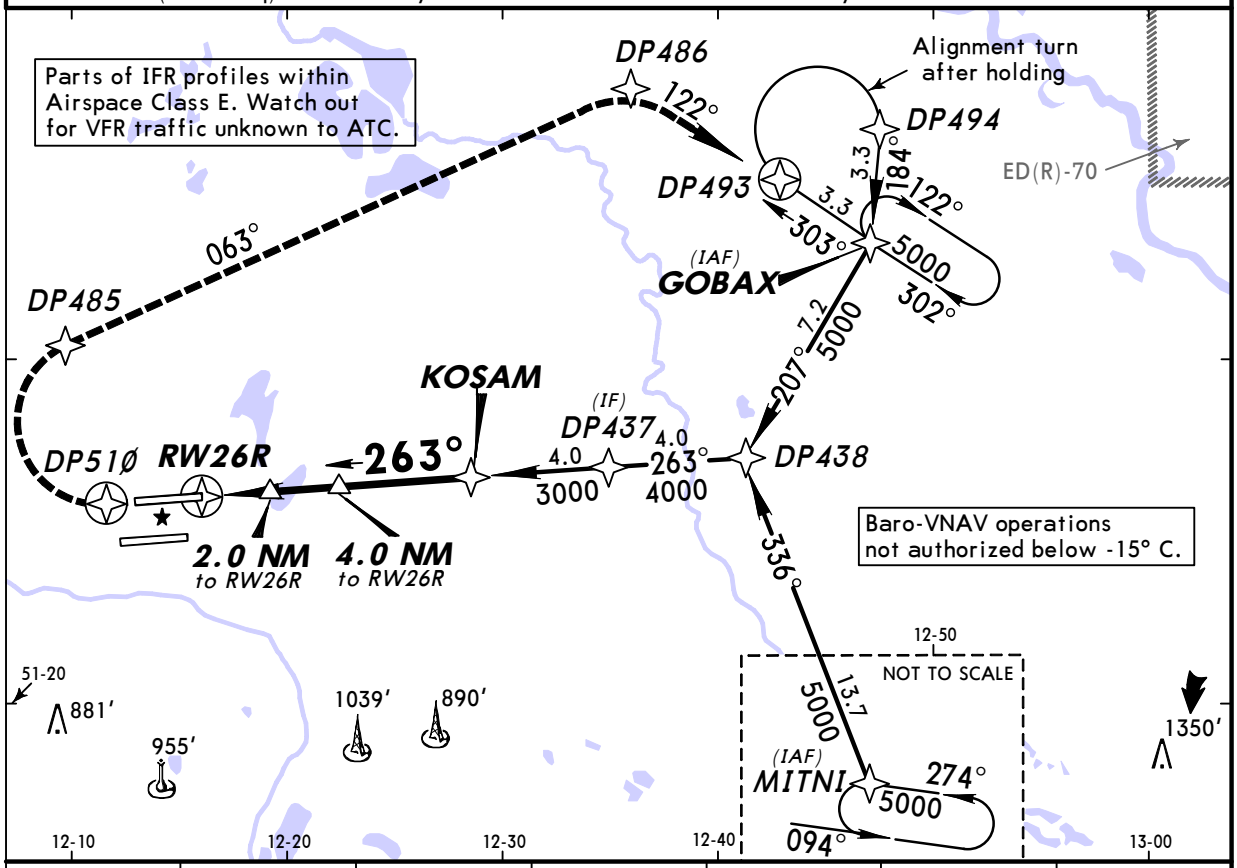
D-ATIS	MUNICH Radar (APP)	LEIPZIG Director (APP)	LEIPZIG Tower	Ground
123.95	126.17	128.47	North 125.95 South 121.1	121.67

RNAV	Final Apch Crs	Minimum Alt KOSAM	LNAV/VNAV DA(H)	Apt Elev / RWY
	263°	3000′ (2552′)	950′ (502′)	470′ / RWY 448′

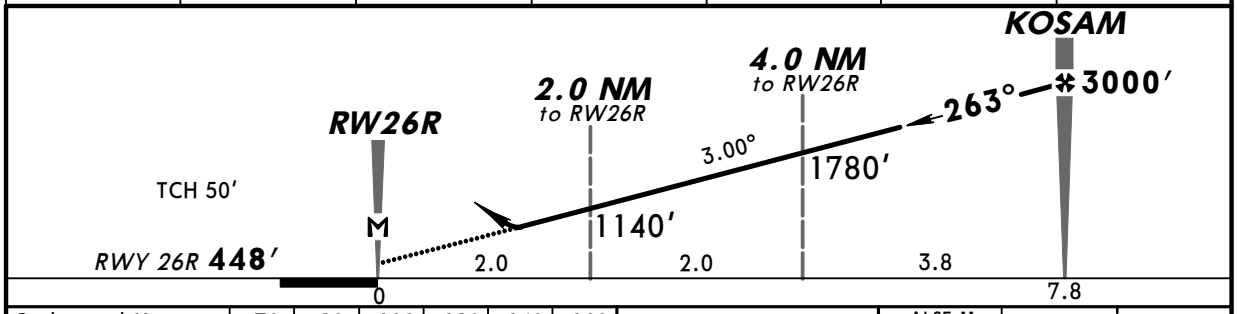
MISSED APCH: Climb on 263° to DP51Ø or 900′, whichever is later, then turn RIGHT via DP485 onto 063° to DP486. Turn RIGHT onto 122° to GOBAX, climbing to 5000′.

2500′
MSA ARP

Alt Set: hPa (IN on req) | Rwy Elev: 16 hPa | Trans level: By ATC | Trans alt: 5000′



DIST to RW26R	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1140′	1460′	1780′	2090′	2410′	2730′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW26R						

ALSF-II
REIL
PAPI

DP51Ø 900′ whichever later

PANS OPS

Standard STRAIGHT-IN LANDING RWY **26R**

	LNAV/VNAV DA(H) 950′ (502′)		LNAV DA(H) 950′ (502′)	
		ALS out		ALS out
A	RVR 1500m		RVR 1500m	
B				
C	RVR 1600m	CMV 2400m	RVR 1600m	CMV 2400m
D				

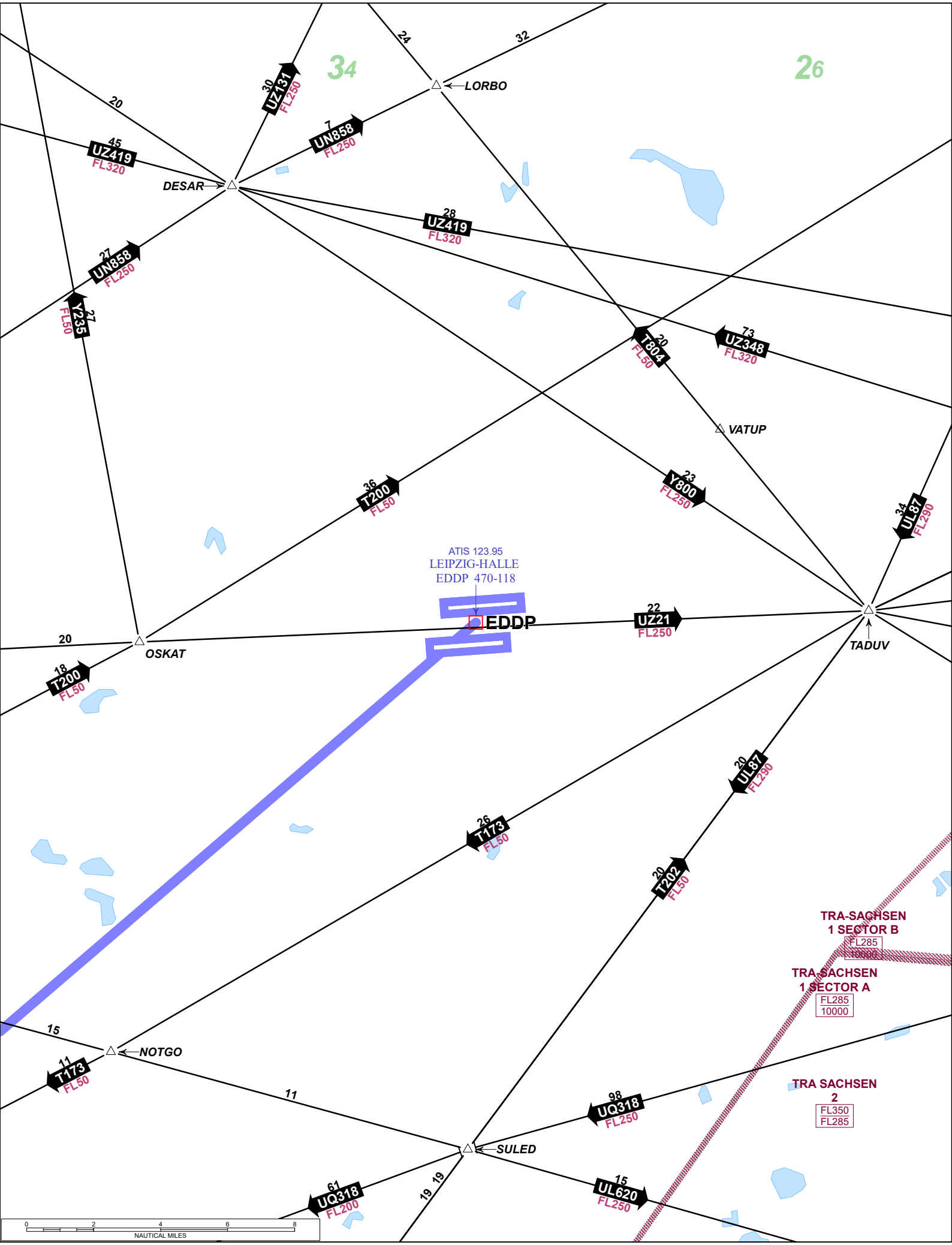
CHANGES: None.

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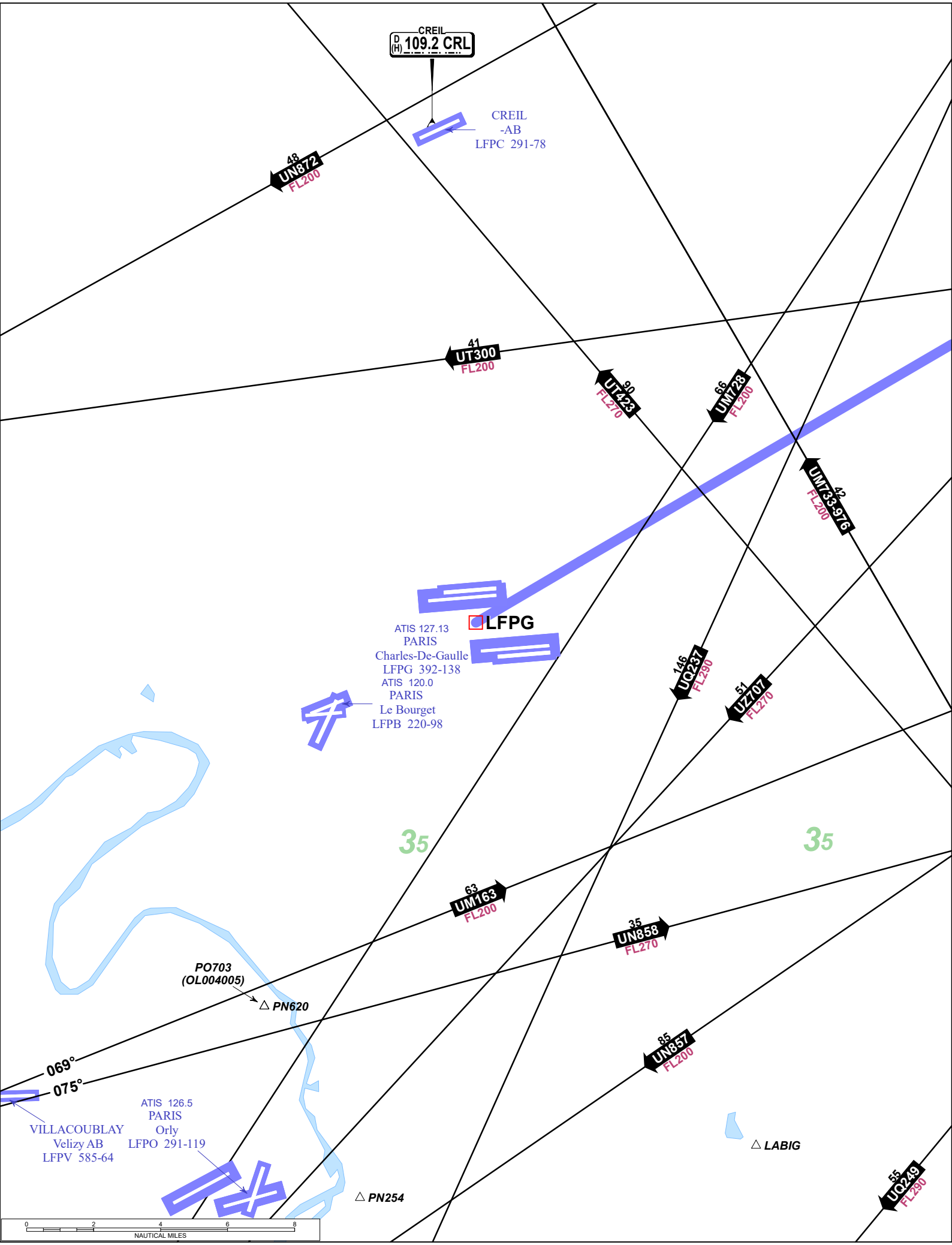
DEPARTURE (EDDP -> LFPG): EDDP (Leipzig-Halle)

NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 08 Sep 2015

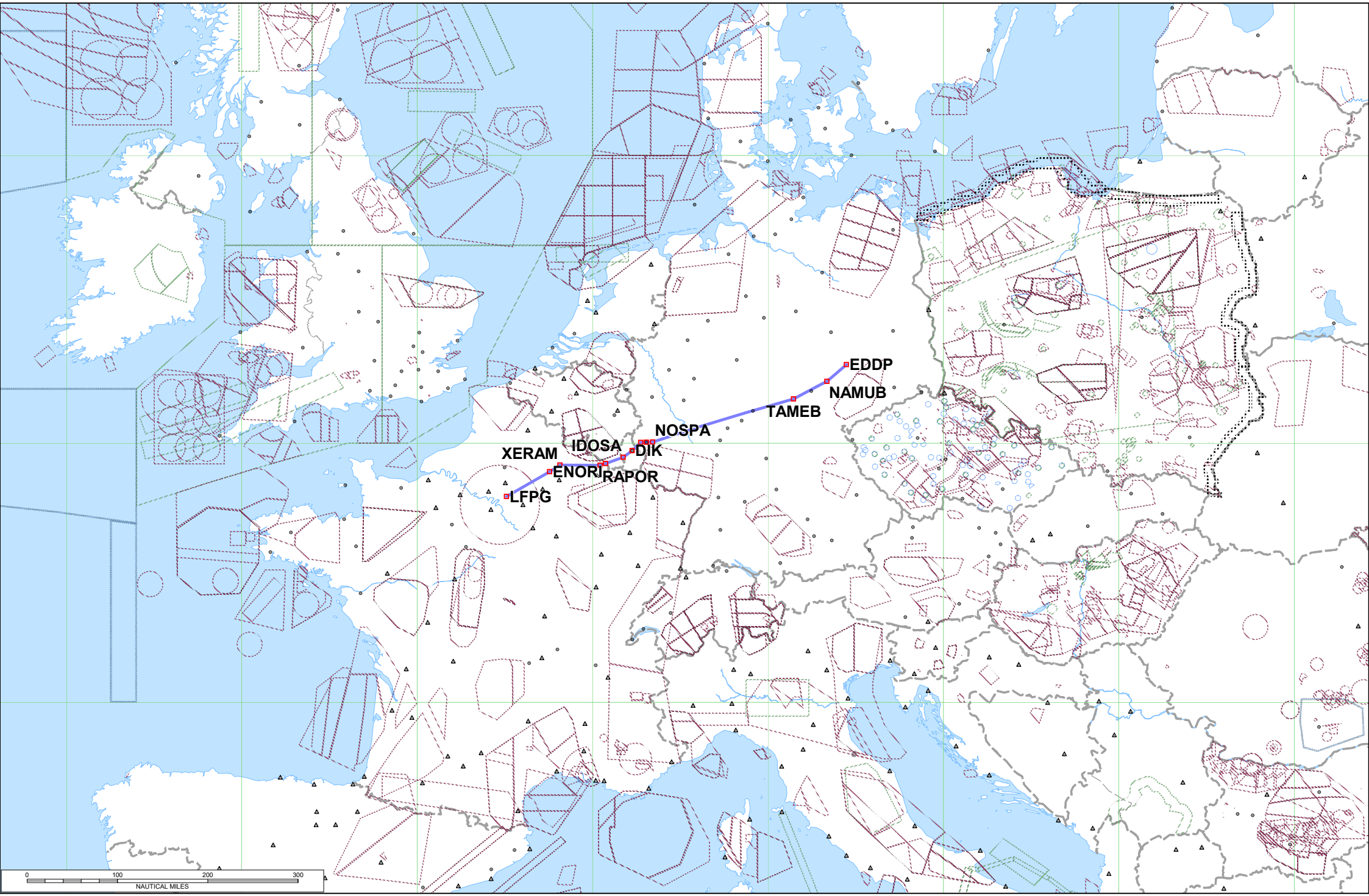
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JeppView 3.6.2.0



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1. GENERAL

1.1. ATIS

D-ATIS 123.950

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. NIGHT FLYING RESTRICTIONS

Between 2200-0600LT, flight operations at Leipzig/Halle APT will be restricted to prevent noise disturbance at night. Take-offs and landings between 2200-0600LT are only permitted as follows:

1.2.1.1. IN COMMERCIAL PASSENGER TRAFFIC

a) Take-offs and landings of air carriers in commercial airline traffic and non-scheduled air transport (with the exception of air taxis) from 2200-2330LT and from 0530-0600LT.

b) Delayed landings and take-offs from 2330-0000LT if the planned arrival or departure time at/from Leipzig/Halle APT is before 2330LT and the arrival or departure takes place before 0000LT; premature landings from 0500-0530LT if the planned time of arrival is after 0530LT.

c) Flights by air carriers according to para a), whose ACFT are mainly maintained at Leipzig/Halle APT and who conduct commercial airline traffic and non-scheduled air transport at Leipzig/Halle APT for the purpose of service/repairs as well as ferry flights/relocation flights by these air carriers from 2200-2330LT and from 0530-0600LT.

1.2.1.2. IN COMMERCIAL AIR FREIGHT OPERATIONS

a) Flights by air carriers which are logistically bound up with the cargo terminal at Leipzig/Halle APT.

b) Flights by air carriers according to para a), whose ACFT are mainly maintained at Leipzig/Halle APT for the purpose of service/repairs as well as ferry/relocation flights by these air carriers.

c) Flights conducted for services pursuant to paragraph 4 No. 1 PostG.

Main maintenance, pursuant to the above para 1.2.1.1. c) and 1.2.1.2. b), is when an air carrier actually has servicing prescribed by law, including servicing from the so-called A-check upwards, regularly carried out on ACFT at Leipzig/Halle APT by a maintenance firm approved in accordance with paragraph 13 LuftGerPV.

Exceptions:
Above stated restrictions regarding operating times do not apply to:

- Flights on missions of aid in cases of emergency and catastrophe;
- Flights which are absolutely necessary for medical supplies and to fulfill humanitarian assignments;
- Landings for meteorological, technical and other safety reasons;
- Calibration flights by Deutsche Flugsicherung GmbH (DFS) or on their behalf.
- Flights due to police or military requirements;
- Flights which the Aviation Supervision Office has permitted in justified individual cases because they are necessary to avoid considerable impairment to air traffic or for other reasons of special public interest.

Applications shall be directed in writing (Fax) to:

Landesdirektion Dresden
Luftaufsichtsstelle Flughafen Leipzig/Halle
P.O.B. 1
04029 Leipzig
Fax: +49 341 224 1175
Tel: +49 341 224 1457/1130

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1. GENERAL

Take-off clearance, issued by ATC in keeping with the restrictions applying at night, does not include the required exceptional permission from the aviation supervision office at Leipzig/Halle Airport.

As a rule, ATC does not issue exceptional permission for night landings via radio-telephony in keeping with the restrictions applying at night. Thus the landing clearance issued by ATC for safety reasons does not include a decision by the responsible aviation supervision office as to the admissibility of a night landing.

In the case of a delayed/premature landing (after 0000LT and prior to 0500LT) which was not permitted by the responsible authority, the pilot shall contact the Aviation Supervision Office (Tel. +49 (0) 341/224-1457 or-1130) immediately after landing in order to justify the admissibility of his night landing.

1.2.2. RUN-UP TESTS

Engine test-runs require permission from the APT operator.

Engine test-runs may be carried out in the engine test-run stand only. Test-runs with engines idle as well as examinations of the engines in keeping with pre-flight controls intended by the manufacturer immediately prior to taking off (run-up) are exempt from this regulation.

The engine test-run stand is open H24. As long as there is no regulation by contract, it may be used for a fee corresponding to the Airport Charges at Leipzig/Halle Airport GmbH in their valid version.

Intended use of the engine test-run stand shall be reported to operations control "Verkehrszentrale" at the APT by telephone (+49 341 224-1130) in good time (if possible, 2 hours in advance).

Operations control will specify the sequence and time of the engine test-runs depending on the availability of the engine test-run stand.

Instructions from the personnel in the hangar and in attendance shall be followed at all times.

The regulations applying to implementation are binding in their respective valid version in accordance with the "Ordinance on the Operation of Engine Test-Run Stands".

1.2.3. REVERSE THRUST

Reverse thrust other than idle may only be used to an extent necessary for safety reasons.

1.3. LOW VISIBILITY PROCEDURES

ACFT having landed are requested to report leaving the color-coded centerline lights in order to indicate that the ACFT has left the ILS protection area.

On nose-in positions, ACFT will be pushed-back into the taxi line by means of a towing aid. In exceptional cases, thrust to taxi back into the taxi line is possible after due clearance.

On free positions, a Follow-me car will be assigned to taxi into the lighted taxi line at the request of the aerodrome control unit of the ACFT crew.

Special Procedure RWY 08L/26R:
ACFT will taxi onto and exit RWY 08L/26R via TWYs A1-W1 (W1-A1) and/or A9-C-E7/E8 (E7/E8-C-A9).

Use of all remaining TWYs requires guidance by marshaller.

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1. GENERAL

1.4. TAXI PROCEDURES

1.4.1. GENERAL

On apron taxi only at absolute MIM engine speed.

Taxiing with loading hatch open is prohibited.

ACFT must taxi on or along yellow, blue or orange taxiing guide lines.

Taxiing on TWY F will be performed without TWY centerline lighting. ACFT will be guided by marshaller.

ACFT Southbound on TWY E7/E8 for Apron 1 taxi slowly and use CAUTION when making RIGHT turn onto TWY N.

TWYs M, H2, Z1.1, Z1.2, Z2.1, Z2.2, Z3.1, Z3.2, Z4.1, Z4.3 and Z5.1 MAX wingspan 171'/52m.

If maintenance position at DP6 is occupied, MAX wingspan on TWY V between TWYs S2 and Y is 171'/52m.

TWY L (yellow guideline) between stands 101 thru 111 MAX wingspan 118'/36m. Orange guideline may be used with Follow-me car only, or after explicit clearance by DFS for MAX wingspan 213'/65m.

No taxiing and holding traffic may be located at CAT I holding position on TWYs A1 and A2 at the same time.

No taxiing and holding traffic may be located at CAT II/III holding position on TWYs A1 and A2 at the same time if wingspan of one of the ACFT concerned exceeds 171'/52m.

This only applies, however, when the ACFT holding or taxiing on TWY A2 has taxied from TWY C onto TWY A2.

No taxiing and/or holding traffic may be located at CAT I holding position on TWYs A8 and A9 at the same time if wingspan of one of the ACFT concerned exceeds 171'/52m.

If ACFT are holding on TWYs S1 thru S10 at CAT I or II/III holding position, no ACFT may taxi past on TWY T.

Taxiing from TWY S6 onto TWY T in Western direction is not permitted.

When using taxilane Z4.2 or Z5.2, neither the orange (Z4.1 or Z5.1) nor the blue (Z4.3) guideline may be used, irrespective of wingspan.
This applies analogously when de-icing pads are in use.
Changing of taxilanes (from orange to blue or vice versa) is only possible with Follow-me car.

1.4.2. A340-600, B777-300, B747-800, A380-800 AND AN124 ACFT

From and to Apron 1 thru 5, free taxiing via TWYs:

- A1-W1 and/or W1-A1;
- A6-E7/E8 and/or E7/E8-A6;
- A4-Apron 3 and/or Apron 3-A4.

All additional taxi movements on the North system for those ACFT require guidance by marshaller.

1.5. PARKING INFORMATION

Stands 126 thru 136, 401 thru 445, 446, 447, 448, 449, 450, 451, 452 thru 462, 463 thru 466, 467, 468, 469 thru 472, 473, 474 and 475 thru 478 equipped with visual docking guidance system.

On Apron 4, guidance system will show ONBLOK on pilot display unit after standstill.

1.6. OTHER INFORMATION

Birds in vicinity of APT.

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2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWYs 08L/26R and 08R/26L approved for CAT II/III operations, special aircrew and ACFT certification required.

3. DEPARTURE

3.1. DE-ICING

The request for a de-icing procedure shall be reported in time (60 min prior to EOBT).

The de-icing of jet-propelled ACFT as well as of ACFT which are able to apply the propeller brakes will be carried out with running engines.

ACFT unable to brake the propeller, will turn off the engines. Equipment to start the engines is available locally.

Pilots will taxi to the de-icing area of their own accord according to instructions from the aerodrome control unit. The aerodrome control unit only, will order a change frequency. When taxiing onto DP6, ACFT with wingspan exceeding 171'/52m shall follow the orange guideline (surface lights orange/green). ACFT with MAX wingspan 171'/52m will use the yellow guideline (surface lights green).

3.2. OTHER INFORMATION

3.2.1. DATALINK DEPARTURE CLEARANCE (DCL)

DFS (Deutsche Flugsicherung GmbH) is offering start-up and enroute clearances using Datalink.

The following temporal parameters apply:

t_i 25 min prior to EOBT for unregulated flights.
30 min prior to CTOT for ATFM regulated flights.

t_t 11 min prior to EOBT for unregulated flights.
16 min prior to CTOT for ATFM regulated flights.

t_l 5 min.

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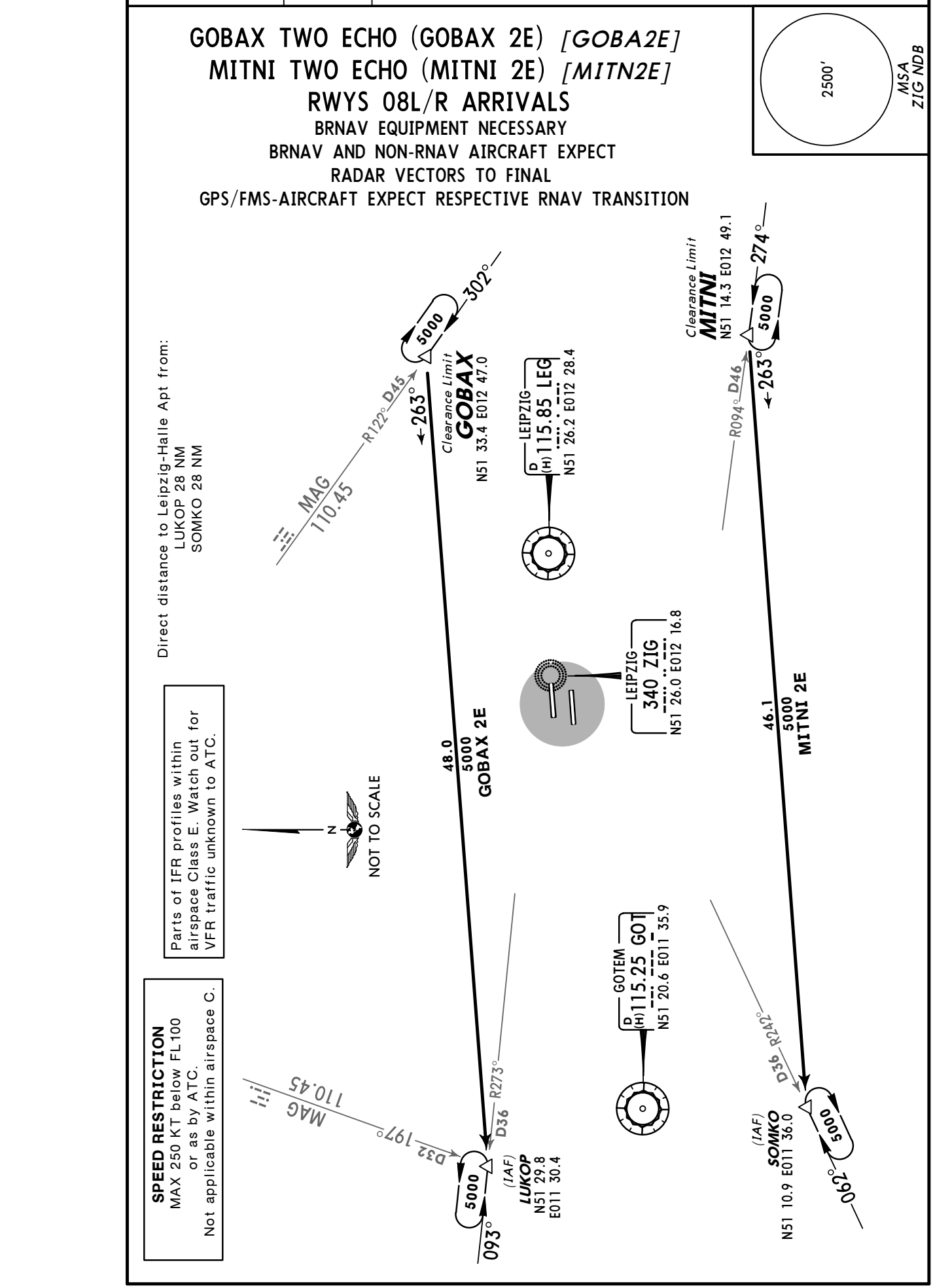
28 MAR 14 (10-2) Eff 3 Apr

STAR

D-ATIS	Apt Elev	
123.95	470′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′

GOBAX TWO ECHO (GOBAX 2E) *[GOBA2E]*
MITNI TWO ECHO (MITNI 2E) *[MITN2E]*
RWYS 08L/R ARRIVALS

BRNAV EQUIPMENT NECESSARY
BRNAV AND NON-RNAV AIRCRAFT EXPECT
RADAR VECTORS TO FINAL
GPS/FMS-AIRCRAFT EXPECT RESPECTIVE RNAV TRANSITION



CHANGES: STARs renumbered & revised.

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LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

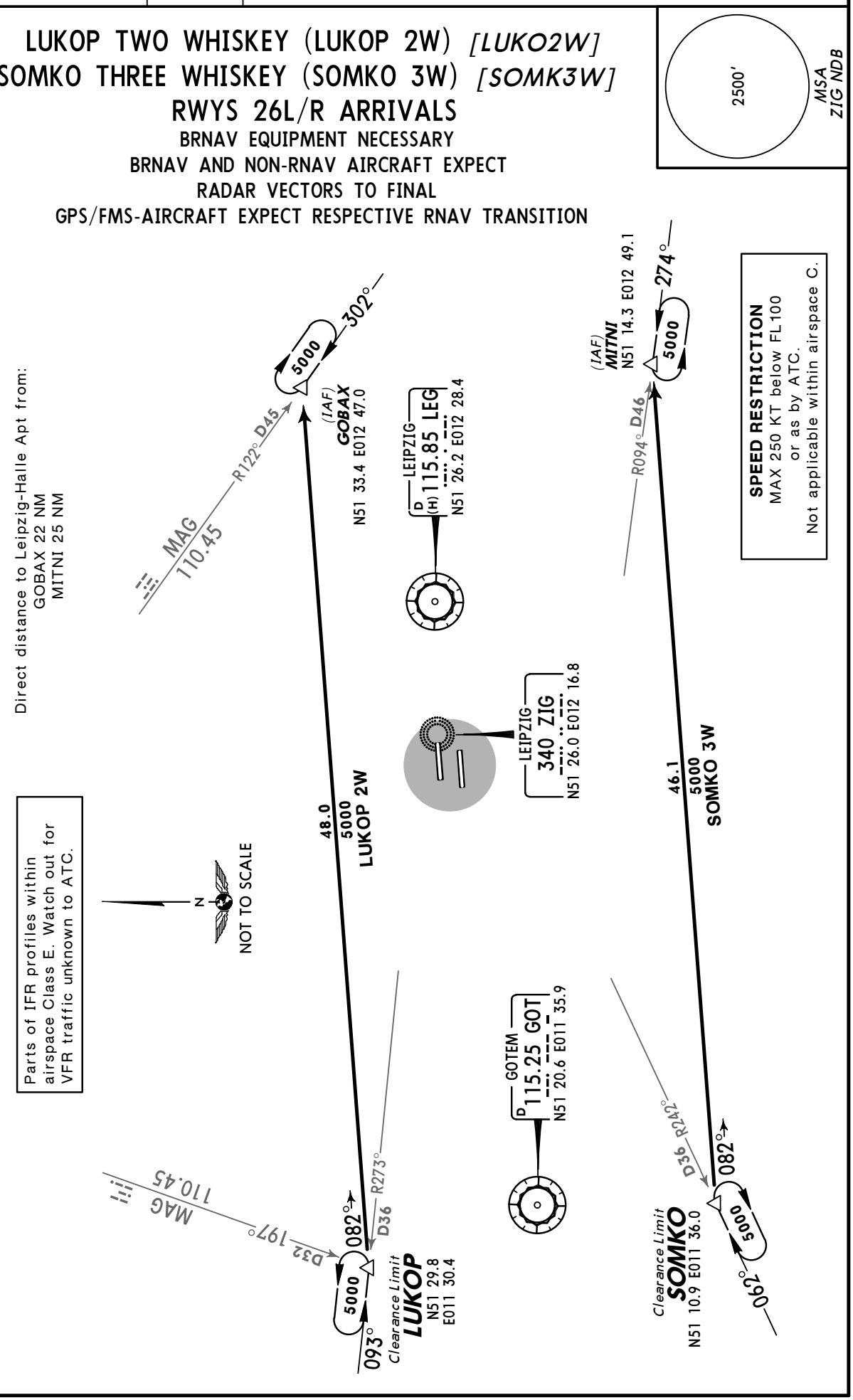
28 MAR 14 (10-2A) Eff 3 Apr

STAR

D-ATIS	Apt Elev	
123.95	470′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′

LUKOP TWO WHISKEY (LUKOP 2W) *[LUKO2W]*
SOMKO THREE WHISKEY (SOMKO 3W) *[SOMK3W]*
RWYS 26L/R ARRIVALS

BRNAV EQUIPMENT NECESSARY
BRNAV AND NON-RNAV AIRCRAFT EXPECT
RADAR VECTORS TO FINAL
GPS/FMS-AIRCRAFT EXPECT RESPECTIVE RNAV TRANSITION



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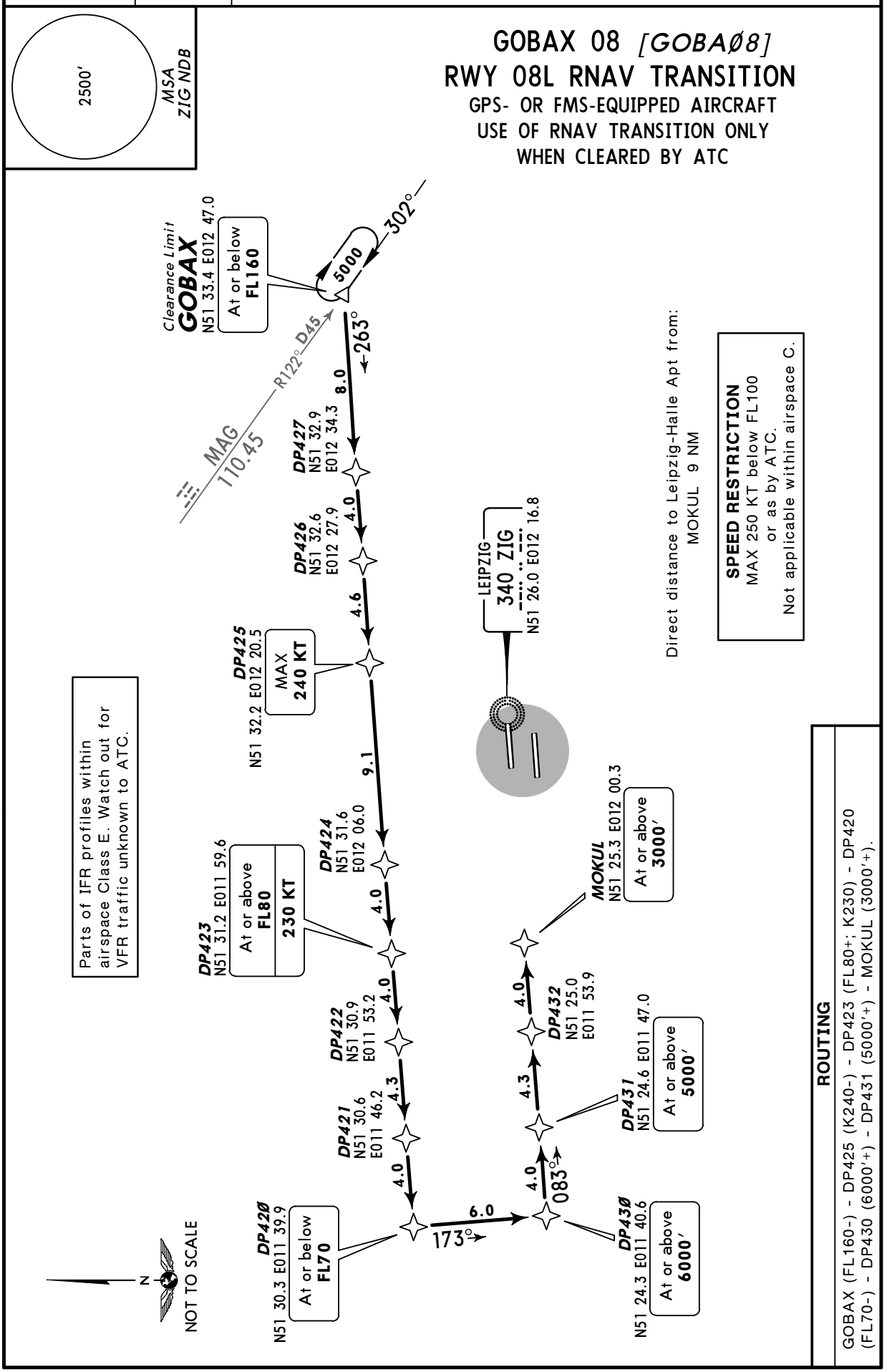
EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
RNAV TRANSITION

3 OCT 14 (10-2B) Eff 16 Oct

D-ATIS	Apt Elev
123.95	470′

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′
1. On downwind EXPECT RADAR vectors to final.
2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC.



CHANGES: Speed restriction at DP423 revised.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
3 OCT 14 (10-2C) Eff 16 Oct
RNAV TRANSITION

D-ATIS	Apt Elev
123.95	470′

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′
1. On downwind EXPECT RADAR vectors to final.
2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC.

2500′ MSA ZIG NDB

GOBAX 26 [GOBA26]
RWY 26R RNAV TRANSITION
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY
WHEN CLEARED BY ATC

DP729 N51 33.9 E012 59.9

(IAF) GOBAX N51 33.4 E012 47.0 — At or below FL160

5000 — 302° — 300° — R122° D45 — MAG 110.45 — 10.0

DP438 N51 27.1 E012 41.3 — At 4000′

6.0 — 173°

DP417 N51 38.8 E012 33.6 — At or above FL100

DP428 N51 33.1 E012 40.6 — At or below FL70

4.0 — 263°

DP427 N51 32.9 E012 34.3

4.0 — 263°

DP437 N51 26.9 E012 34.9

4.0

DP426 N51 32.6 E012 27.9

KOSAM N51 26.6 E012 28.5 — At or above 3000′

Direct distance to Leipzig-Halle Apt from: KOSAM 9 NM

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

8.6 — 263°

4.6

DP415 N51 38.2 E012 19.8

9.1

LEIPZIG 340 ZIG N51 26.0 E012 16.8

DP414 N51 37.5 E012 05.2

8.0

DP424 N51 31.6 E012 06.0

DP425 N51 32.2 E012 20.5 — At or above FL80 — 230 KT

4.0

DP423 N51 31.2 E011 59.6

4.0 — 083°

6.0 — 173°

DP412 N51 36.9 E011 52.4

DP422 N51 30.9 E011 53.2 — MAX 240 KT

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

NOT TO SCALE

ROUTING
GOBAX (FL160-) - DP417 (FL100+) - DP412 - DP422 (K240-) - DP425 (FL80+; K230) - DP428 (FL70-) - DP438 (4000′) - KOSAM (3000′+).

CHANGES: Speed restriction at DP425 revised.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

3 OCT 14 (10-2D) Eff 16 Oct

RNAV TRANSITION

D-ATIS	Apt Elev
123.95	470′

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′
1. On downwind EXPECT RADAR vectors to final.
2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC.

2500′ MSA ZIG NDB

LUKOP 08 *[LUKOØ8]*
RWY 08L RNAV TRANSITION
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY
WHEN CLEARED BY ATC

NOT TO SCALE

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

LEIPZIG D (H) 115.85 LEG N51 26.2 E012 28.4

LEIPZIG 340 ZIG N51 26.0 E012 16.8

Direct distance to Leipzig-Halle Apt from: MOKUL 9 NM

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

DP425 N51 32.2 E012 20.5 — MAX 240 KT
DP415 N51 38.2 E012 19.8
DP414 N51 37.5 E012 05.2
DP424 N51 31.6 E012 06.0
DP423 N51 31.2 E011 59.6 — At or above FL80 / 230 KT
MOKUL N51 25.3 E012 00.3 — At or above 3000′
DP422 N51 30.9 E011 53.2
DP432 N51 25.0 E011 53.9
DP412 N51 36.9 E011 52.4
DP421 N51 30.6 E011 46.2
DP411 N51 36.6 E011 45.5 — At or above FL100
DP431 N51 24.6 E011 47.0 — At or above 5000′
DP430 N51 24.3 E011 40.6 — At or above 6000′
DP420 N51 30.3 E011 39.9 — At or below FL70
DP720 N51 29.2 E011 20.7
LUKOP (IAF) N51 29.8 E011 30.4 — 5000

6.0 173° 263° 9.1 9.1 4.0 4.0 8.0 4.0 4.0 4.3 4.3 4.3 083° 083° 4.0 4.0 6.0 173° 11.6 051° 093° R273° D36 D32 197° MAG 110.45

ROUTING
LUKOP - DP411 (FL100+) - DP415 - DP425 (K240-) - DP423 (FL80+; K230) - DP420 (FL70-) - DP430 (6000′+) - DP431 (5000′+) - MOKUL (3000′+).

CHANGES: Speed restriction at DP423 revised.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

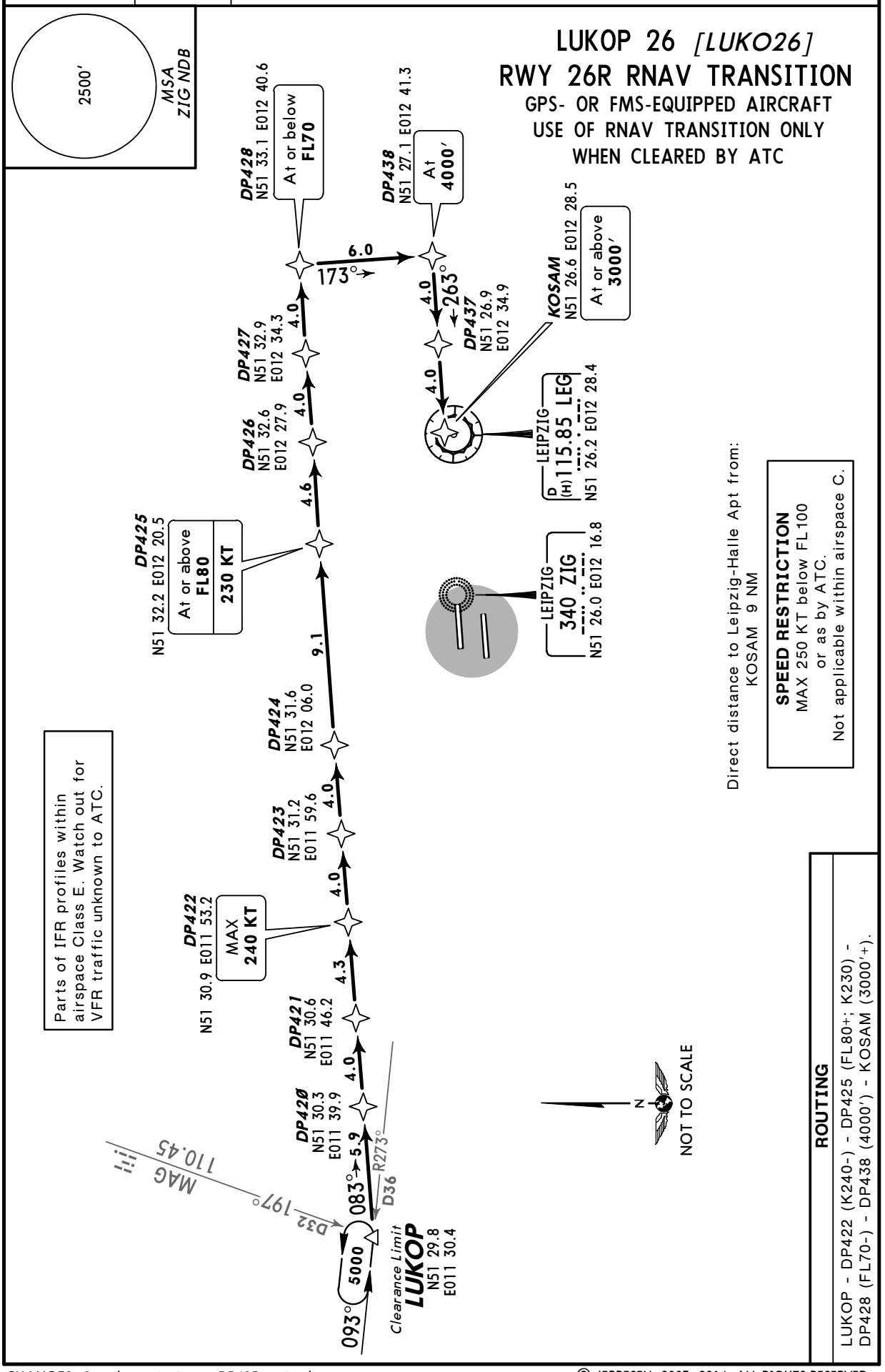
3 OCT 14 (10-2E) Eff 16 Oct

RNAV TRANSITION

D-ATIS	Apt Elev
123.95	470′

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′
1. On downwind EXPECT RADAR vectors to final.
2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC.

LUKOP 26 *[LUKO26]*
RWY 26R RNAV TRANSITION
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY
WHEN CLEARED BY ATC



ROUTING

LUKOP - DP422 (K240-) - DP425 (FL80+; K230) - DP428 (FL70-) - DP438 (4000′) - KOSAM (3000′+).

CHANGES: Speed restriction at DP425 revised.

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LEIPZIG-HALLE

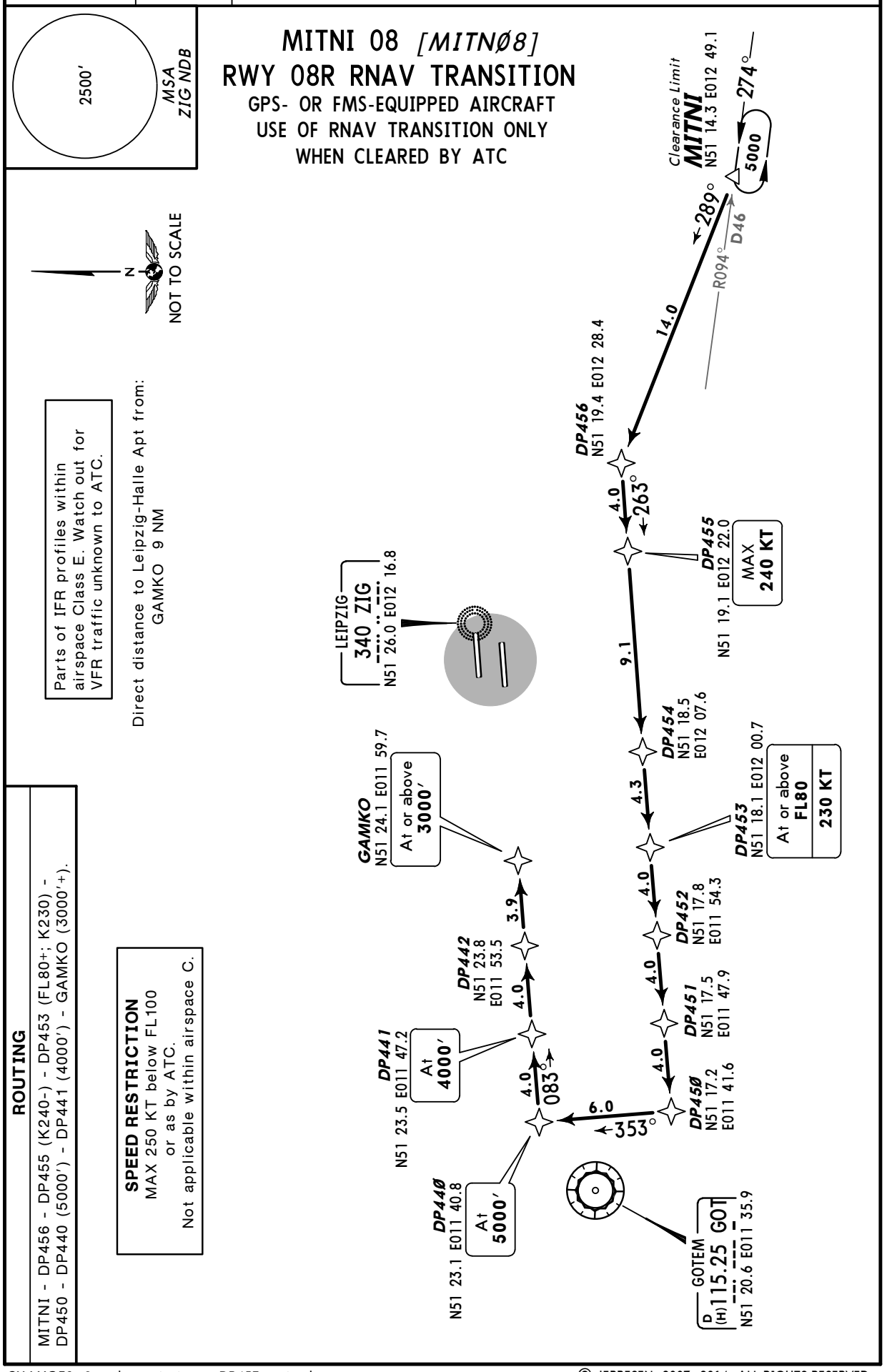
JEPPESEN LEIPZIG-HALLE, GERMANY

3 OCT 14 (10-2F) Eff 16 Oct

RNAV TRANSITION

D-ATIS	Apt Elev
123.95	470′

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′
1. On downwind EXPECT RADAR vectors to final.
2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC.



CHANGES: Speed restriction at DP453 revised.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
3 OCT 14 (10-2G) Eff 16 Oct
RNAV TRANSITION

D-ATIS	Apt Elev
123.95	470′

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′
1. On downwind EXPECT RADAR vectors to final.
2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC.

MITNI 26 *[MITN26]*
RWY 26L RNAV TRANSITION
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY
WHEN CLEARED BY ATC

2500′ MSA ZIG NDB

DP759 N51 20.8 E013 01.2

DP448 N51 26.0 E012 41.4 — At or above 5000′

DP458 N51 20.0 E012 42.1

(IAF) MITNI N51 14.3 E012 49.1 — 5000

274° / 263° / 353°

R094° D46

6.0 / 4.6 / 4.6 / 8.6

DP447 N51 25.7 E012 34.1

DP457 N51 19.7 E012 34.8

DP467 N51 13.7 E012 35.4

4.0 / 4.0 / 8.0

TAKOR N51 25.4 E012 27.7 — At or above 3000′

DP456 N51 19.4 E012 28.4

DP465 N51 13.2 E012 22.7

4.0 / 9.1 / 9.1

LEIPZIG 340 ZIG N51 26.0 E012 16.8

DP455 N51 19.1 E012 22.0 — At or above FL80 / 230 KT

DP454 N51 18.5 E012 07.6

DP464 N51 12.5 E012 08.3

4.3 / 8.3

DP453 N51 18.1 E012 00.7

083° / 6.0 / 353°

DP452 N51 17.8 E011 54.3 — MAX 240 KT

DP462 N51 11.8 E011 55.0

GOTEM D (H) 115.25 GOT N51 20.6 E011 35.9

NOT TO SCALE

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

SPEED RESTRICTION
MAX 250 KT below FL100 or as by ATC.
Not applicable within airspace C.

Direct distance to Leipzig-Halle Apt from:
TAKOR 8 NM

ROUTING
MITNI - DP462 - DP452 (K240-) - DP455 (FL80+; K230) - DP458 - DP448 (5000′+) - TAKOR (3000′+).

CHANGES: Speed restriction at DP455 revised.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

3 OCT 14 (10-2H) Eff 16 Oct

RNAV TRANSITION

D-ATIS	Apt Elev
123.95	470′

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′
1. On downwind EXPECT RADAR vectors to final.
2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC.

2500′ MSA ZIG NDB

SOMKO 08 *[SOMKØ8]*
RWY 08R RNAV TRANSITION
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY
WHEN CLEARED BY ATC

LEIPZIG D(H) 115.85 LEG N51 26.2 E012 28.4

LEIPZIG 340 ZIG N51 26.0 E012 16.8

NOT TO SCALE

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

Direct distance to Leipzig-Halle Apt from:
GAMKO 9 NM

SOMKO (IAF) N51 10.9 E011 36.0
D36 R242° 12.0 083° 5000 062°

DP455 N51 19.1 E012 22.0 — MAX 240 KT
DP465 N51 13.2 E012 22.7
DP464 N51 12.5 E012 08.3
DP462 N51 11.8 E011 55.0
DP454 N51 18.5 E012 07.6
DP453 N51 18.1 E012 00.7 — At or above FL80 / 230 KT
DP452 N51 17.8 E011 54.3
DP451 N51 17.5 E011 47.9
DP450 N51 17.2 E011 41.6
DP442 N51 23.8 E011 53.5
GAMKO N51 24.1 E011 59.7 — At or above 3000′
DP441 N51 23.5 E011 47.2 — At 4000′
DP440 N51 23.1 E011 40.8 — At 5000′
DP750 N51 16.2 E011 22.5

6.0 353° 263° 9.1 4.3 4.0 4.0 4.0 4.0 3.9 4.0 083° 6.0 353° 8.3 9.1

ROUTING
SOMKO - DP465 - DP455 (K240-) - DP453 (FL80+; K230) - DP450 - DP440 (5000′) - DP441 (4000′) - GAMKO (3000′+).

CHANGES: Speed restriction at DP453 revised.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

3 OCT 14 (10-2J) Eff 16 Oct

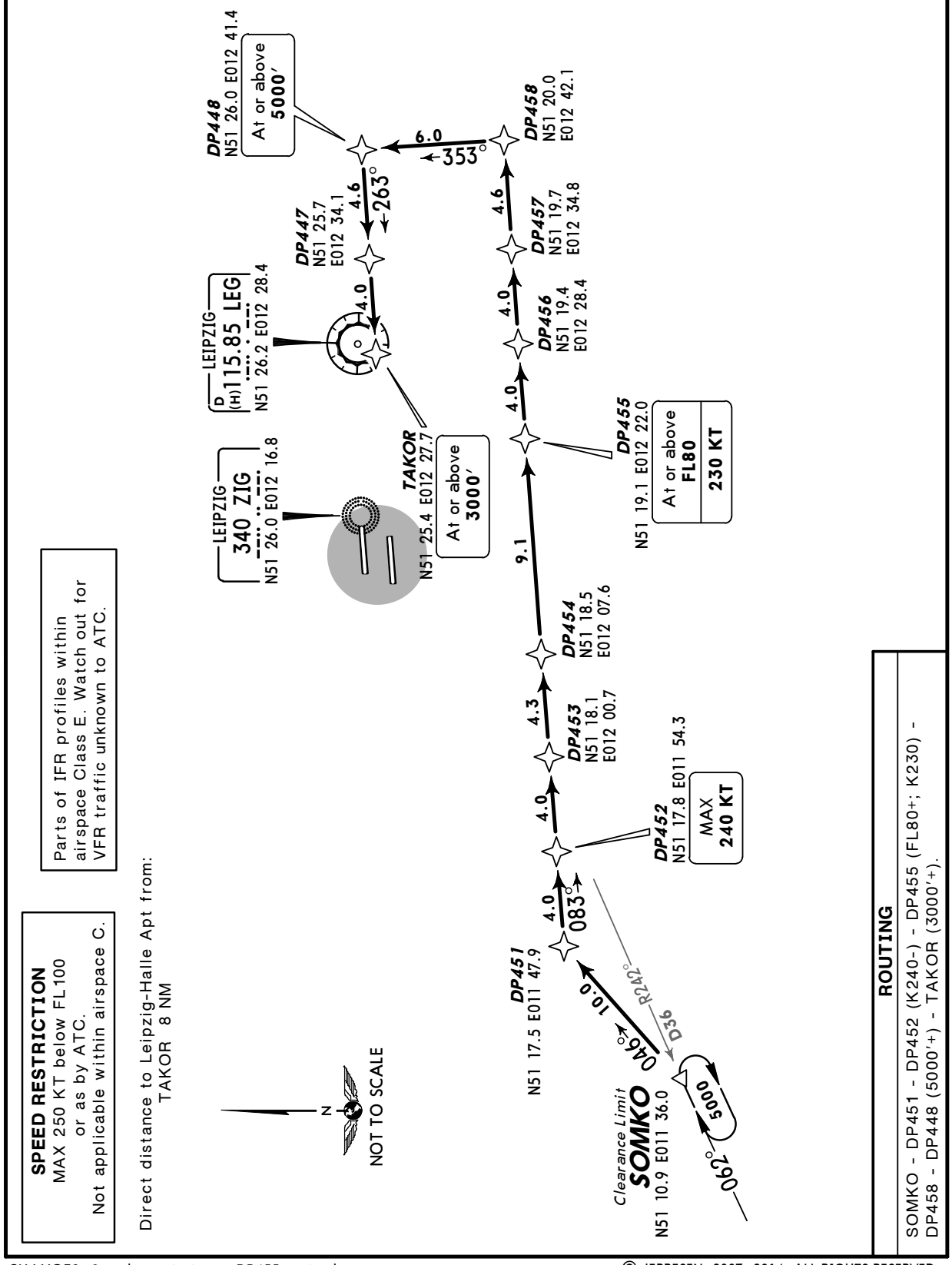
RNAV TRANSITION

D-ATIS	Apt Elev
123.95	470′

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′
1. On downwind EXPECT RADAR vectors to final.
2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC.

2500′ MSA ZIG NDB

SOMKO 26 *[SOMK26]*
RWY 26L RNAV TRANSITION
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY
WHEN CLEARED BY ATC



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

Direct distance to Leipzig-Halle Apt from:
TAKOR 8 NM

ROUTING

SOMKO - DP451 - DP452 (K240-) - DP455 (FL80+; K230) - DP458 - DP448 (5000′+) - TAKOR (3000′+).

CHANGES: Speed restriction at DP455 revised.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
3 OCT 14 (10-2K) Eff 16 Oct
RNAV TRANSITION

D-ATIS	Apt Elev	
123.95	470′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′

IBVOV 1D *[IBVO1D]*
IBVOV 1T *[IBVO1T]*
RWYS 08L/R RNAV TRANSITIONS (CDA)

GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY
WHEN CLEARED BY ATC
BETWEEN 0600-2300LT TO BE USED ONLY

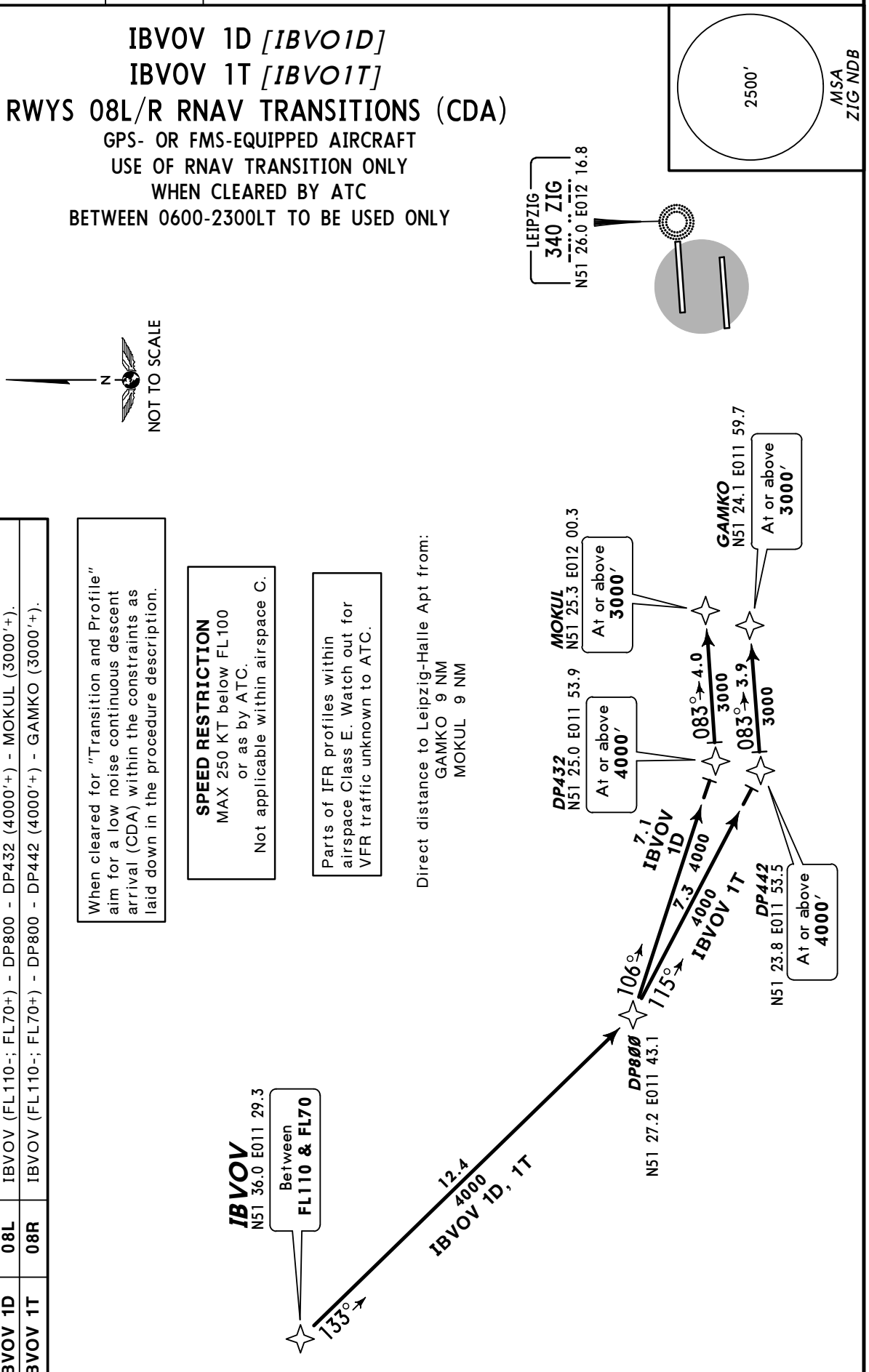
TRANSITION	RWY	ROUTING
IBVOV 1D	08L	IBVOV (FL110-; FL70+) - DP800 - DP432 (4000′+) - MOKUL (3000′+).
IBVOV 1T	08R	IBVOV (FL110-; FL70+) - DP800 - DP442 (4000′+) - GAMKO (3000′+).

When cleared for "Transition and Profile" aim for a low noise continuous descent arrival (CDA) within the constraints as laid down in the procedure description.

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

Direct distance to Leipzig-Halle Apt from:
GAMKO 9 NM
MOKUL 9 NM



CHANGES: RNAV TRANSITIONs completely revised.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
3 OCT 14 (10-2L) Eff 16 Oct
RNAV TRANSITION

D-ATIS	Apt Elev	
123.95	470′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′

IBVOV 1M *[IBVO1M]*
IBVOV 3N *[IBVO3N]*
NONLA 1M *[NONL1M]*
NONLA 1N *[NONL1N]*
RWYS 08R/L RNAV TRANSITIONS (CDA)
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
BETWEEN 2300-0600LT TO BE USED ONLY

When cleared for "Transition and Profile" aim for a low noise continuous descent arrival (CDA) within the constraints as laid down in the procedure description.

Direct distance to Leipzig-Halle Apt from:
GAMKO 9 NM
MOKUL 9 NM

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

SPEED RESTRICTION
MAX 250 KT below FL100 or as by ATC.
Not applicable within airspace C.

MSA ZIG NDB
2500′

LEIPZIG 340 ZIG
N51 26.0 E012 16.8

TRANSITION	ROUTING
IBVOV 1M, 3N	IBVOV (FL80+; K250) - DP805 (6000′+; K230).
NONLA 1M, 1N	NONLA (FL80+; K250) - DP805 (6000′+; K230).

RWY	ROUTING
08R	DP805 (6000′+; K230) - DP807 (5000′+; K210) - DP442 - GAMKO (3000′+; K180).
08L	DP805 (6000′+; K230) - DP806 (5000′+; K210) - DP432 - MOKUL (3000′+; K180).

IBVOV
N51 36.0 E011 29.3
At or above FL80 | 250 KT

NONLA
N51 38.1 E011 58.3
At or above FL80 | 250 KT

MOKUL
N51 25.3 E012 00.3
At or above 3000′ | 180 KT

GAMKO
N51 24.1 E011 59.7
At or above 3000′ | 180 KT

DP8Ø5
N51 30.8 E011 47.4
At or above 6000′ | 230 KT

DP8Ø6
N51 24.7 E011 48.2
IBVOV 3N, NONLA 1N
At or above 5000′ | 210 KT

DP8Ø7
N51 23.5 E011 48.4
At or above 5000′ | 210 KT

DP432
N51 25.0 E011 53.9

DP442
N51 23.8 E011 53.5

112°
12.5
4000
IBVOV 1M, 3N

220°
10.0
4000
NONLA 1M, 1N

173°
6.1
4000

083°
3.6
3000

083°
3.3
3000

4.0
3000

3.9
3000

1.2

IBVOV 1M
NONLA 1M

N

NOT TO SCALE

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
3 OCT 14 (10-2M) Eff 16 Oct
RNAV TRANSITION

D-ATIS	Apt Elev	
123.95	470′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′

2500′ MSA ZIG NDB

UPLEG 1D *[UPLE1D]*
UPLEG 1T *[UPLE1T]*
RWYS 26R/L RNAV TRANSITIONS (CDA)

GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY
WHEN CLEARED BY ATC
BETWEEN 0600-2300LT TO BE USED ONLY

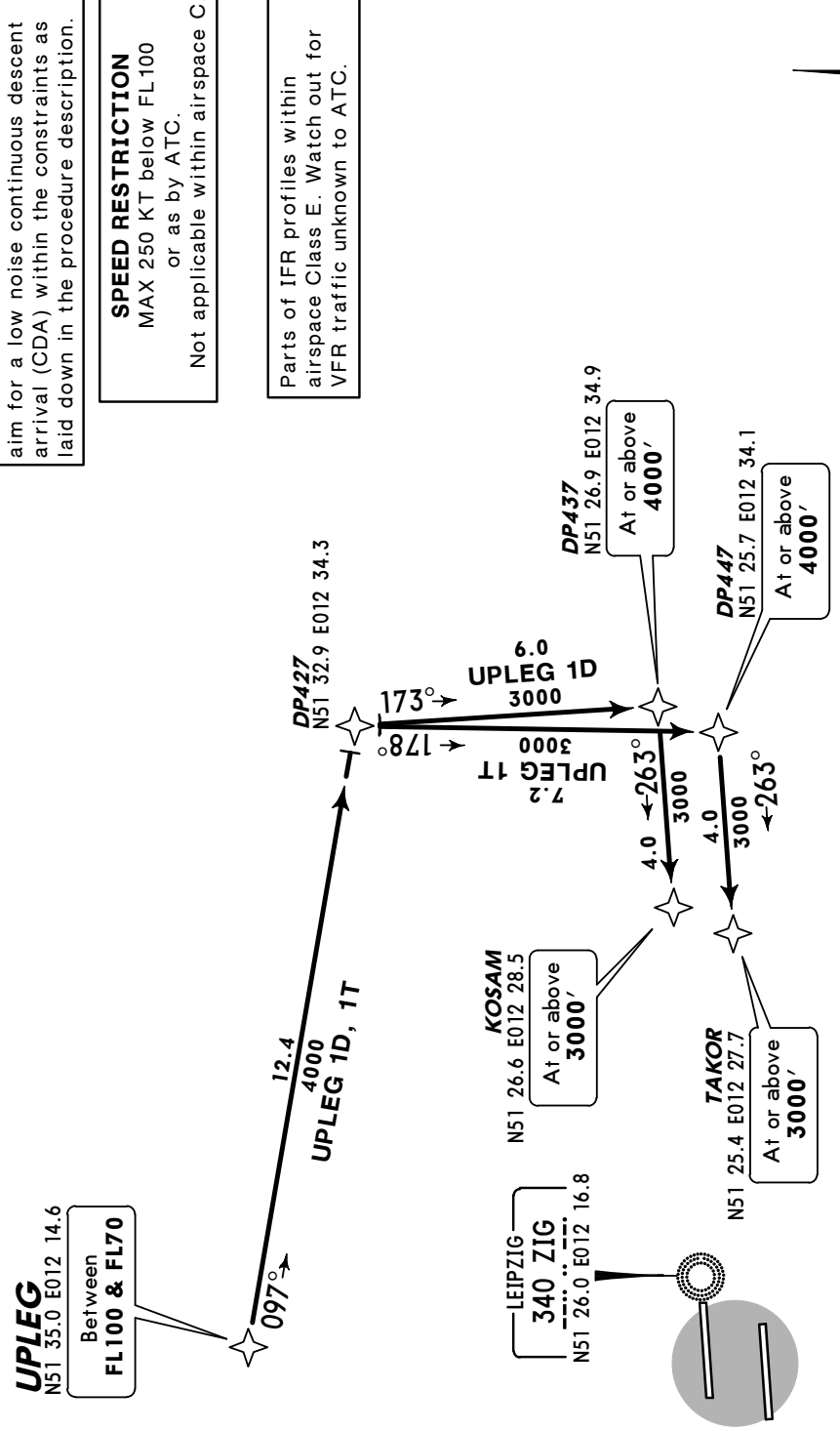
When cleared for "Transition and Profile" aim for a low noise continuous descent arrival (CDA) within the constraints as laid down in the procedure description.

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

NOT TO SCALE

Direct distance to Leipzig-Halle Apt from:
KOSAM 9 NM
TAKOR 8 NM



TRANSITION	RWY	ROUTING
UPLEG 1D	26R	UPLEG (FL100-; FL70+) - DP427 - DP437 (4000′+) - KOSAM (3000′+).
UPLEG 1T	26L	UPLEG (FL100-; FL70+) - DP427 - DP447 (4000′+) - TAKOR (3000′+).

CHANGES: RNAV TRANSITIONs completely revised.

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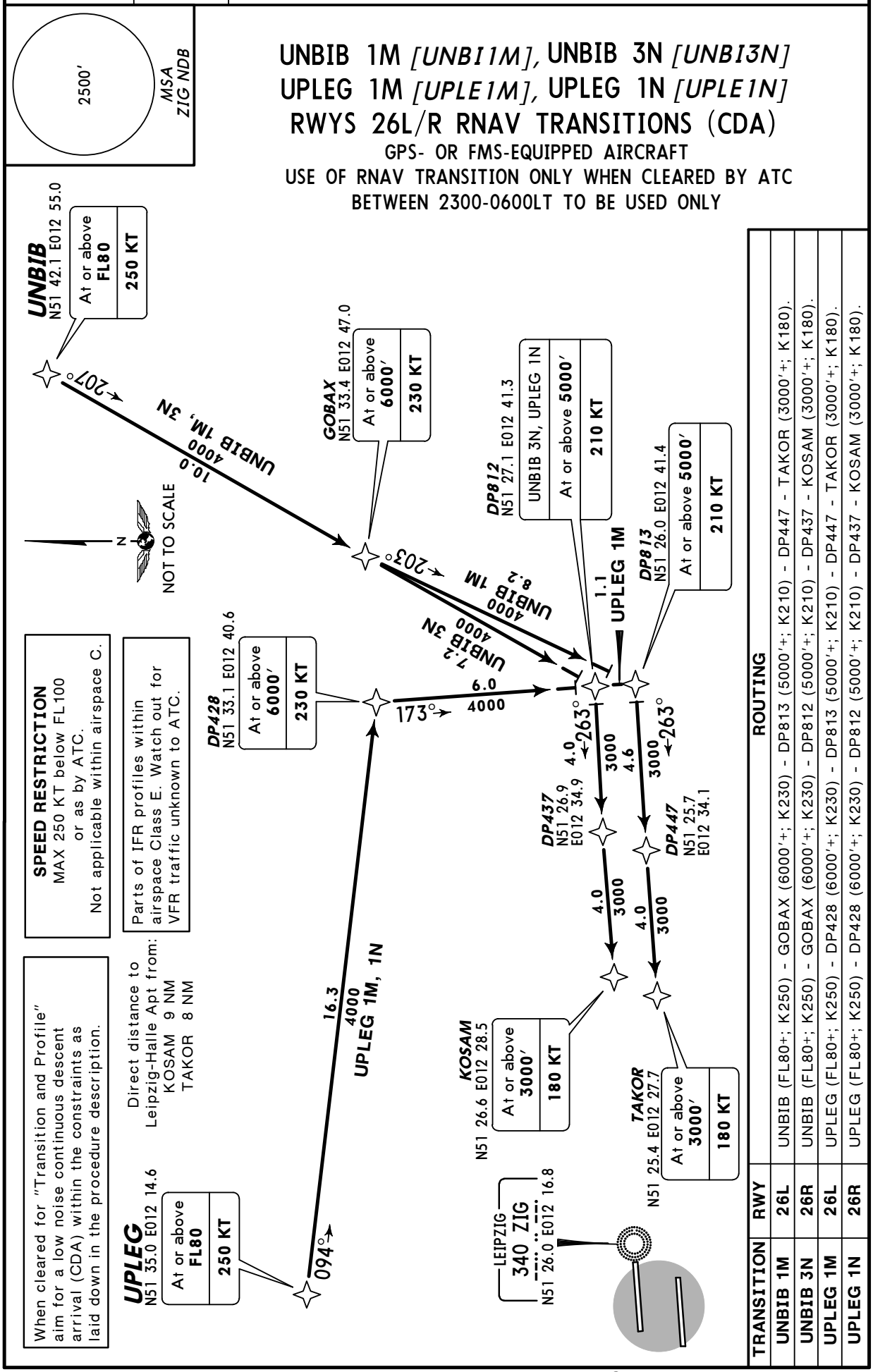
EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
3 OCT 14 (10-2N) Eff 16 Oct
RNAV TRANSITION

D-ATIS	Apt Elev	
123.95	470′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′

UNBIB 1M *[UNBI1M]*, UNBIB 3N *[UNBI3N]*
UPLEG 1M *[UPLE1M]*, UPLEG 1N *[UPLE1N]*
RWYS 26L/R RNAV TRANSITIONS (CDA)

GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
BETWEEN 2300-0600LT TO BE USED ONLY



TRANSITION	RWY	ROUTING
UNBIB 1M	26L	UNBIB (FL80+; K250) - GOBAX (6000′+; K230) - DP813 (5000′+; K210) - DP447 - TAKOR (3000′+; K180).
UNBIB 3N	26R	UNBIB (FL80+; K250) - GOBAX (6000′+; K230) - DP812 (5000′+; K210) - DP437 - KOSAM (3000′+; K180).
UPLEG 1M	26L	UPLEG (FL80+; K250) - DP428 (6000′+; K230) - DP813 (5000′+; K210) - DP447 - TAKOR (3000′+; K180).
UPLEG 1N	26R	UPLEG (FL80+; K250) - DP428 (6000′+; K230) - DP812 (5000′+; K210) - DP437 - KOSAM (3000′+; K180).

CHANGES: RNAV TRANSITIONs completely revised.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
RNAV TRANSITION

3 OCT 14 (10-2P) Eff 16 Oct

D-ATIS	Apt Elev	
123.95	470′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′

2500′
MSA
ZIG NDB

MAXEB 1D *[MAXE1D]*, MAXEB 1T *[MAXE1T]*
RAPAB 1D *[RAPA1D]*, RAPAB 1T *[RAPA1T]*
RWYS 08L/R RNAV TRANSITIONS (CDA)

GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
BETWEEN 0600-2300LT TO BE USED ONLY

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Direct distance to
Leipzig-Halle Apt from:
GAMKO 9 NM
MOKUL 9 NM

TRANSITION	RWY	ROUTING
MAXEB 1D	08L	MAXEB (FL110-; FL70+) - DP452 - DP432 (4000′+) - MOKUL (3000′+).
MAXEB 1T	08R	MAXEB (FL110-; FL70+) - DP452 - DP442 (4000′+) - GAMKO (3000′+).
RAPAB 1D	08L	RAPAB (FL100-; FL70+) - DP801 - DP432 (4000′+) - MOKUL (3000′+).
RAPAB 1T	08R	RAPAB (FL100-; FL70+) - DP801 - DP442 (4000′+) - GAMKO (3000′+).

LEIPZIG
340 ZIG
N51 26.0 E012 16.8

MAXEB
N51 12.4 E012 13.9
Between FL110 & FL70

291°
13.4
4000
MAXEB 1D, 1T

DP452
N51 17.8 E011 54.3

MOKUL
N51 25.3 E012 00.3
At or above 3000′

GAMKO
N51 24.1 E011 59.7
At or above 3000′

083° 4.0 3000
083° 3.9 3000
7.2
MAXEB 1D
3000
356°
353°
3000
6.0
MAXEB 1T

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

When cleared for "Transition and Profile" aim for a low noise continuous descent arrival (CDA) within the constraints as laid down in the procedure description.

DP432
N51 25.0 E011 53.9
At or above 4000′

DP442
N51 23.8 E011 53.5
At or above 4000′

RAPAB 1D 4000 7.1
029° RAPAB 1T 4000 6.0

DP801
N51 18.7 E011 48.4

RAPAB 1D, 1T 4000 11.8
026°

RAPAB
N51 08.3 E011 39.4
Between FL100 & FL70

N
NOT TO SCALE

CHANGES: RNAV TRANSITIONs completely revised.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
RNAV TRANSITION

3 OCT 14 (10-2Q) Eff 16 Oct

D-ATIS	Apt Elev	
123.95	470′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′

MAXEB 1M *[MAXE1M]*, MAXEB 1N *[MAXE1N]*
RAPAB 1M *[RAPA1M]*, RAPAB 1N *[RAPA1N]*
RWYS 08R/L RNAV TRANSITIONS (CDA)

GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
BETWEEN 2300-0600LT TO BE USED ONLY

2500′ MSA ZIG NDB

TRANSITION	RWY	ROUTING
MAXEB 1M	08R	MAXEB (FL80+; K250) - DP808 (5500′+; K230) - DP807 (5000′+; K210) - DP442 - GAMKO (3000′+; K180).
MAXEB 1N	08L	MAXEB (FL80+; K250) - DP808 (5500′+; K230) - DP806 (5000′+; K210) - DP432 - MOKUL (3000′+; K180).
RAPAB 1M	08R	RAPAB (FL80+; K250) - DP807 (5000′+; K210) - DP442 - GAMKO (3000′+; K180).
RAPAB 1N	08L	RAPAB (FL80+; K250) - DP806 (5000′+; K210) - DP432 - MOKUL (3000′+; K180).

Direct distance to Leipzig-Halle Apt from:
GAMKO 9 NM
MOKUL 9 NM

N NOT TO SCALE

LEIPZIG 340 ZIG
N51 26.0 E012 16.8

MOKUL N51 25.3 E012 00.3
At or above 3000′ | 180 KT

GAMKO N51 24.1 E011 59.7
At or above 3000′ | 180 KT

MAXEB N51 12.4 E012 13.9
At or above FL80 | 250 KT

SPEED RESTRICTION
MAX 250 KT below FL100 or as by ATC.
Not applicable within airspace C.

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

When cleared for "Transition and Profile" aim for a low noise continuous descent arrival (CDA) within the constraints as laid down in the procedure description.

DP8Ø6 N51 24.7 E011 48.2
At or above 5000′ | 210 KT

DP8Ø7 N51 23.5 E011 48.4
MAXEB 1M RAPAB 1M
At or above 5000′ | 210 KT

DP432 N51 25.0 E011 53.9
DP442 N51 23.8 E011 53.5
DP8Ø8 N51 19.3 E011 48.9
At or above 5500′ | 230 KT

RAPAB N51 08.3 E011 39.4
At or above FL80 | 250 KT

3.6 083° 3000
4.0 3000
3.3 3000
3.9 3000
1.2
4.3 353° 4000
17.1 4000 MAXEB 1M, 1N
291°
MAXEB 1N
RAPAB 1M 4000 16.2
RAPAB 1N 4000 17.3
016°
018°

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
RNAV TRANSITION

3 OCT 14 (10-2S) Eff 16 Oct

D-ATIS	Apt Elev	
123.95	470′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′

LAVSA 1D *[LAVS1D]*
LAVSA 1T *[LAVS1T]*
LIPVO 1D *[LIPV1D]*
LIPVO 1T *[LIPV1T]*
RWYS 26R/L
RNAV TRANSITIONS (CDA)

GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY
WHEN CLEARED BY ATC
BETWEEN 0600-2300LT TO BE USED ONLY

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

2500′
MSA
ZIG NDB

LAVSA
N51 19.3 E013 01.7
Between FL100 & FL70

LIPVO
N51 11.7 E012 21.7
Between FL100 & FL70

DP803 N51 24.4 E012 43.7
DP804 N51 20.9 E012 35.6
DP437 N51 26.9 E012 34.9 — At or above 4000′
DP447 N51 25.7 E012 34.1 — At or above 4000′
KOSAM N51 26.6 E012 28.5 — At or above 3000′
TAKOR N51 25.4 E012 27.7 — At or above 3000′

292° 12.4 4000 LAVSA 1D, 1T
LAVSA 1D 6.0 4000
LAVSA 1T 4000 6.1 279°
LIPVO 1D 6.0 3000 353°
LIPVO 1T 3000 4.9 346°
263° 4.0 3000
263° 4.0 3000
LIPVO 1D, 1T 12.6 4000 041°

LEIPZIG
340 ZIG
N51 26.0 E012 16.8

N
NOT TO SCALE

Direct distance to Leipzig-Halle Apt from:
KOSAM 9 NM
TAKOR 8 NM

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

When cleared for "Transition and Profile" aim for a low noise continuous descent arrival (CDA) within the constraints as laid down in the procedure description.

TRANSITION	RWY	ROUTING
LAVSA 1D	26R	LAVSA (FL100-; FL70+) - DP803 - DP437 (4000′+) - KOSAM (3000′+).
LAVSA 1T	26L	LAVSA (FL100-; FL70+) - DP803 - DP447 (4000′+) - TAKOR (3000′+).
LIPVO 1D	26R	LIPVO (FL100-; FL70+) - DP804 - DP437 (4000′+) - KOSAM (3000′+).
LIPVO 1T	26L	LIPVO (FL100-; FL70+) - DP804 - DP447 (4000′+) - TAKOR (3000′+).

CHANGES: RNAV TRANSITIONs completely revised.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
RNAV TRANSITION

3 OCT 14 (10-2T) Eff 16 Oct

D-ATIS	Apt Elev	
123.95	470′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′

BEGLU 1M *[BEGL1M]*, BEGLU 1N *[BEGL1N]*
LIPVO 1M *[LIPV1M]*, LIPVO 1N *[LIPV1N]*
RWYS 26L/R RNAV TRANSITIONS (CDA)

GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY
WHEN CLEARED BY ATC
BETWEEN 2300-0600LT TO BE USED ONLY

MSA ZIG NDB
2500′

BEGLU
N51 25.2 E013 03.5
At or above FL70
230 KT

271° 275°

14.0 BEGLU 1N 4000
13.8 4000 BEGLU 1M

DP812
N51 27.1 E012 41.3
At or above 5000′
210 KT

DP813
N51 26.0 E012 41.4
BEGLU 1M, LIPVO 1M
At or above 5000′
210 KT

Direct distance to Leipzig-Halle Apt from:
KOSAM 9 NM
TAKOR 8 NM

SPEED RESTRICTION
MAX 250 KT below FL100 or as by ATC.
Not applicable within airspace C.

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

When cleared for "Transition and Profile" aim for a low noise continuous descent arrival (CDA) within the constraints as laid down in the procedure description.

6.0 4000 353°

263° 263°

4.0 3000 4.6 3000 1.1 LIPVO 1N

DP458
N51 20.0 E012 42.1
At or above 6000′
230 KT

DP437
N51 26.9 E012 34.9

DP447
N51 25.7 E012 34.1

4.0 3000 4.0 3000

15.2 4000 LIPVO 1M, 1N

054°

KOSAM
N51 26.6 E012 28.5
At or above 3000′
180 KT

TAKOR
N51 25.4 E012 27.7
At or above 3000′
180 KT

LEIPZIG
340 ZIG
N51 26.0 E012 16.8

NOT TO SCALE

LIPVO
N51 11.7 E012 21.7
At or above FL80
250 KT

TRANSITION	RWY	ROUTING
BEGLU 1M	26L	BEGLU (FL70+; K230) - DP813 (5000′+; K210) - DP447 - TAKOR (3000′+; K180).
BEGLU 1N	26R	BEGLU (FL70+; K230) - DP812 (5000′+; K210) - DP437 - KOSAM (3000′+; K180).
LIPVO 1M	26L	LIPVO (FL80+; K250) - DP458 (6000′+; K230) - DP813 (5000′+; K210) - DP447 - TAKOR (3000′+; K180).
LIPVO 1N	26R	LIPVO (FL80+; K250) - DP458 (6000′+; K230) - DP812 (5000′+; K210) - DP437 - KOSAM (3000′+; K180).

CHANGES: RNAV TRANSITIONs completely revised.

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RNAV SID DESIGNATION	REFER TO CHART
LELMA 3N, UMBAL 3N	10-3B
LELMA 3S, UMBAL 3S	10-3C
NAMUB 3E, 3Q	10-3D

SID DESIGNATION	REFER TO CHART
LELMA 4E, 4Q	10-3F
MAGDEBURG 2E, 3Q	10-3G
MAGDEBURG 4N, 4S	10-3H
NAMUB 2H, 2L, 3Z	10-3J
NAMUB 2N, 2S	10-3K
ODLUN 2E, 2Q	10-3L
ODLUN 3N, 3S	10-3M
ORTAG 2E, 2Q	10-3N
ORTAG 2N, 2S	10-3P
TORPU 2E, 2Q	10-3Q
TORPU 3N, 3S	10-3S
TORPU 2W, 2X	10-3T
UMBAL 2E, 2Q	10-3U

FOR RNAV SID (OVERLAY) DESIGNATION REFER TO PAGE 10-3A

CHANGES: MAGDEBURG & ODLUN SIDs renumbered.

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EDDP/LEJ
LEIPZIG-HALLE

RNAV SID DESIGNATION	REFER TO CHART
LELMA 4E, 4Q	10-3V
NAMUB 2H, 2L, 3Z	10-3W
NAMUB 2N, 2S	10-3X
ODLUN 2E, 2Q	10-3X1
ODLUN 3N, 3S	10-3X2
ORTAG 2E, 2Q	10-3X3
ORTAG 2N, 2S	10-3X4
TORPU 2E, 2Q	10-3X5
TORPU 3N, 3S	10-3X6
TORPU 2W, 2X	10-3X7
UMBAL 2E, 2Q	10-3X8

CHANGES: ODLUN RNAV SIDs renumbered.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

3 OCT 14 (10-3B) Eff 16 Oct

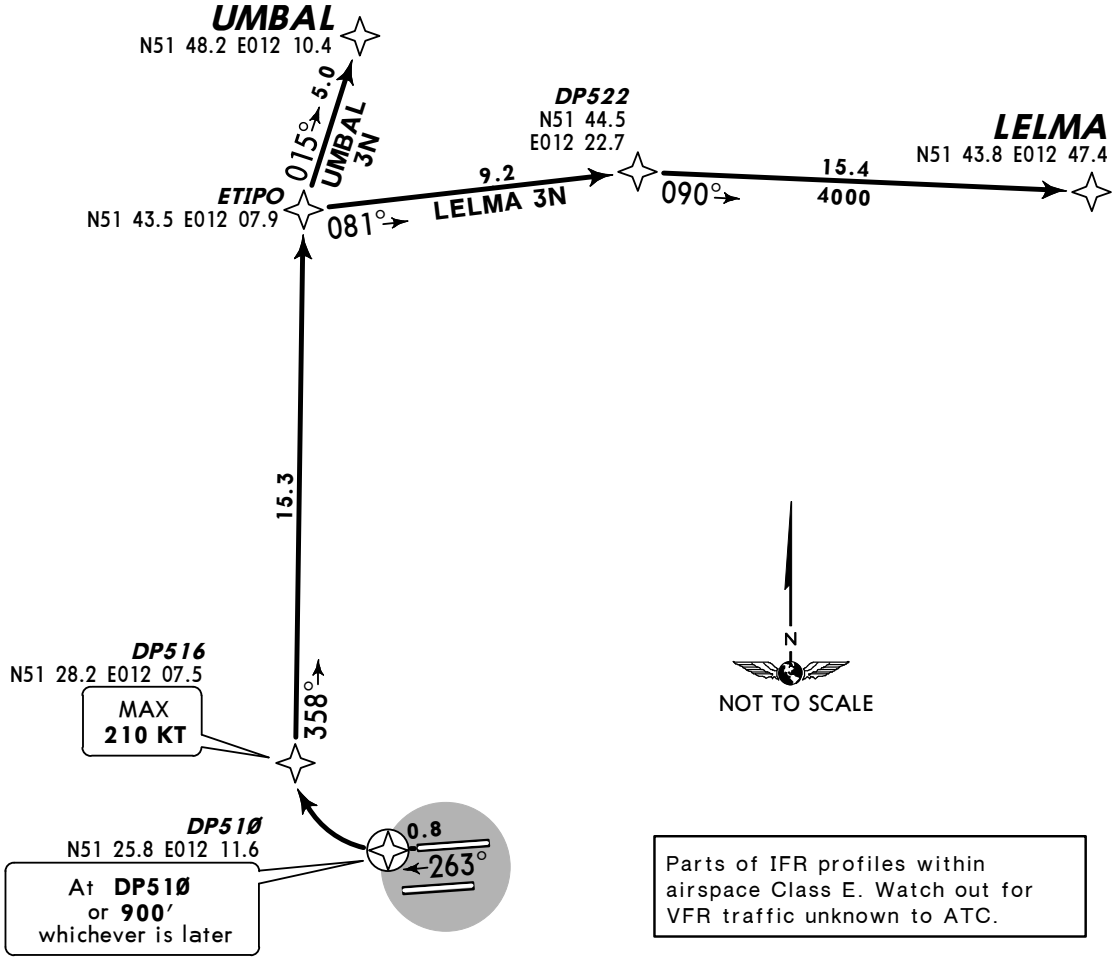
RNAV SID

MUNICH Radar 126.175	*Apt Elev* 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

LELMA THREE NOVEMBER (LELMA 3N) *[LELM3N]*
UMBAL THREE NOVEMBER (UMBAL 3N) *[UMBA3N]*
RWY 26R RNAV DEPARTURES
RNAV (GPS)

2500′
MSA
ARP

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

Initial climb clearance **FL70**

SID	ROUTING
LELMA 3N	DP510 (900′+) - DP516 (K210-) - ETIPO - DP522 - LELMA.
UMBAL 3N ❶	DP510 (900′+) - DP516 (K210-) - ETIPO - UMBAL.

❶ Only available between 2300-0600LT. No access to airway (U)Z-20.

CHANGES: RNAV SIDs renumbered & revised.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

3 OCT 14 (10-3C) Eff 16 Oct

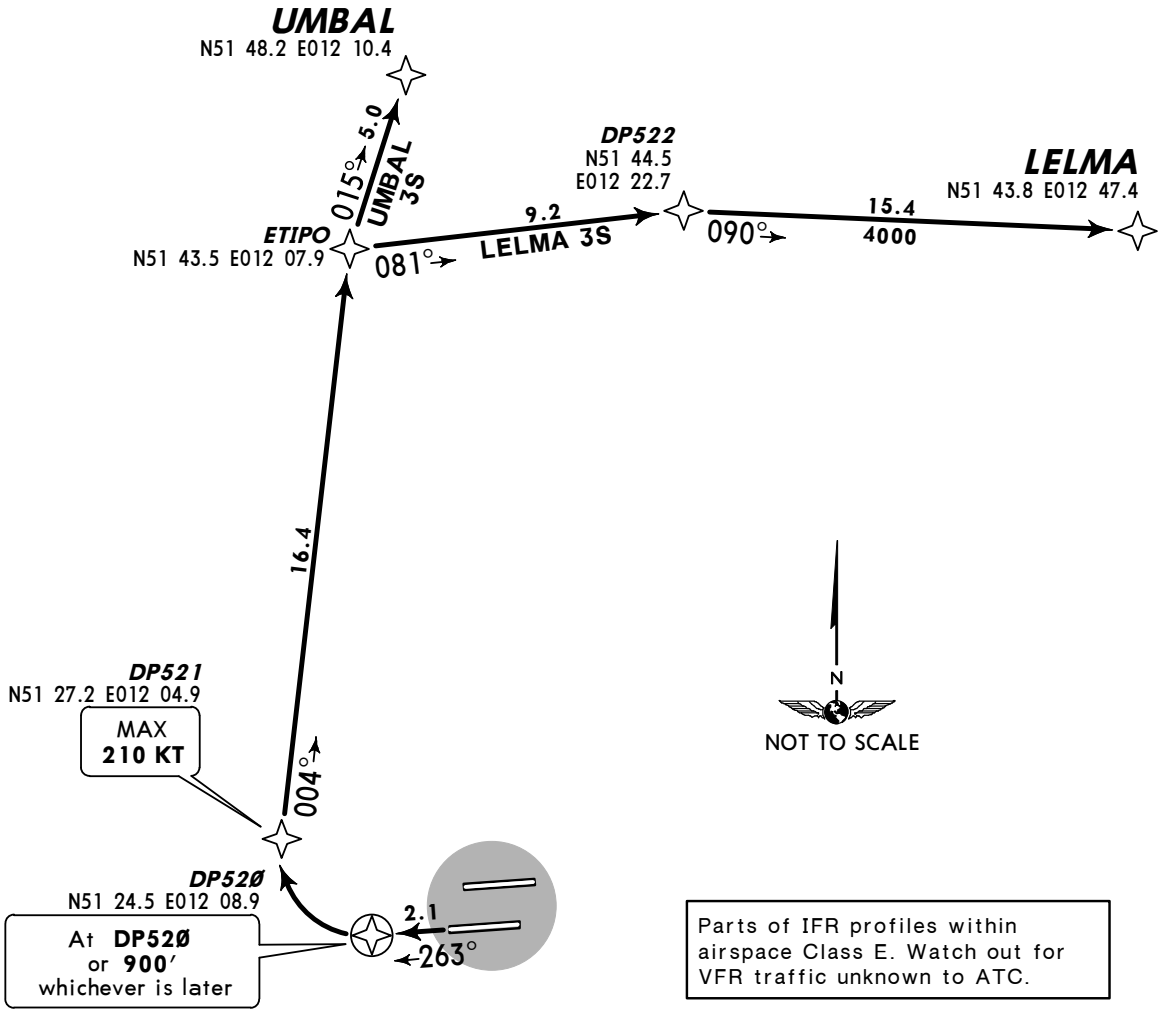
RNAV SID

MUNICH Radar 126.175	*Apt Elev* 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

LELMA THREE SIERRA (LELMA 3S) *[LELM3S]*
UMBAL THREE SIERRA (UMBAL 3S) *[UMBA3S]*
RWY 26L RNAV DEPARTURES
RNAV (GPS)

2500′
MSA
ARP

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

Initial climb clearance **FL70**

SID	ROUTING
LELMA 3S	DP520 (900′+) - DP521 (K210-) - ETIPO - DP522 - LELMA.
UMBAL 3S ❶	DP520 (900′+) - DP521 (K210-) - ETIPO - UMBAL.

❶ Only available between 2300-0600LT. No access to airway (U)Z-20.

CHANGES: RNAV SIDs renumbered & revised.

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EDDP/LEJ
LEIPZIG-HALLE

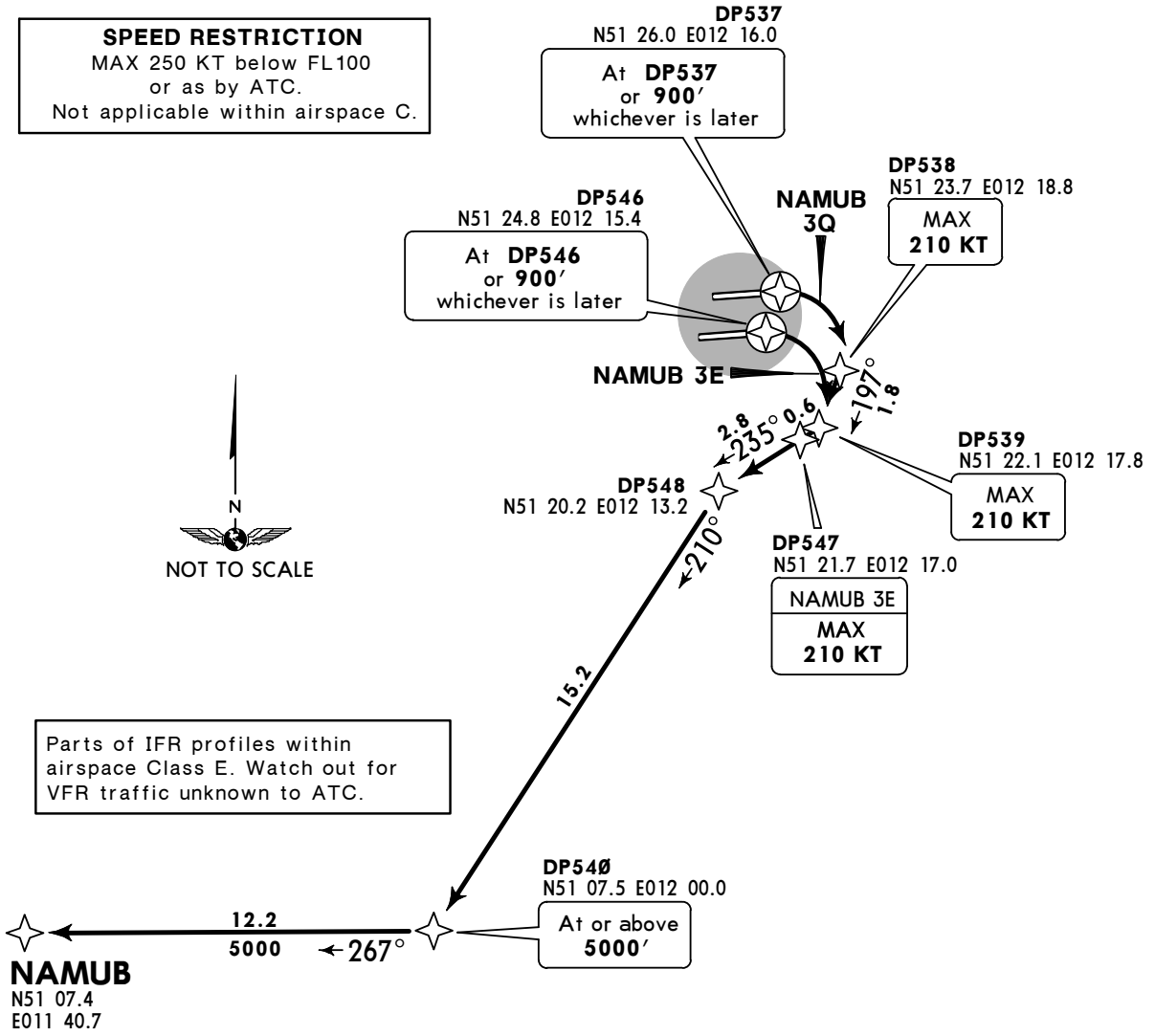
JEPPESEN LEIPZIG-HALLE, GERMANY
5 JUN 15 (10-3D)
RNAV SID

MUNICH Radar 126.17	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. 4. RWY 08L: EXPECT close-in obstacles.

NAMUB THREE ECHO (NAMUB 3E) [NAMU3E]
NAMUB THREE QUEBEC (NAMUB 3Q) [NAMU3Q]
RWYS 08R/L RNAV DEPARTURES

RNAV (GPS)
ONLY AVAILABLE BETWEEN 0600-2200LT
ONLY AVAILABLE FOR ACFT WITH MTOW LESS THAN 136T

2500′
MSA
ARP



Initial climb clearance **FL70**

SID	RWY	ROUTING
NAMUB 3E ❶	08R	DP546 - (900′+) - DP547 (K210-) - DP548 - DP540 (5000′+) - NAMUB.
NAMUB 3Q ❷	08L	DP537 - (900′+) - DP538 (K210-) - DP539 (K210-) - DP548 - DP540 (5000′+) - NAMUB.

❶ If unable to comply file NAMUB 2L.
❷ If unable to comply file NAMUB 2H.

CHANGES: General note 2.

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EDDP/LEJ
LEIPZIG-HALLE

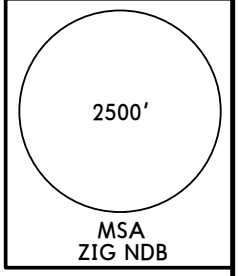
JEPPESEN LEIPZIG-HALLE, GERMANY

5 JUN 15 (10-3F)

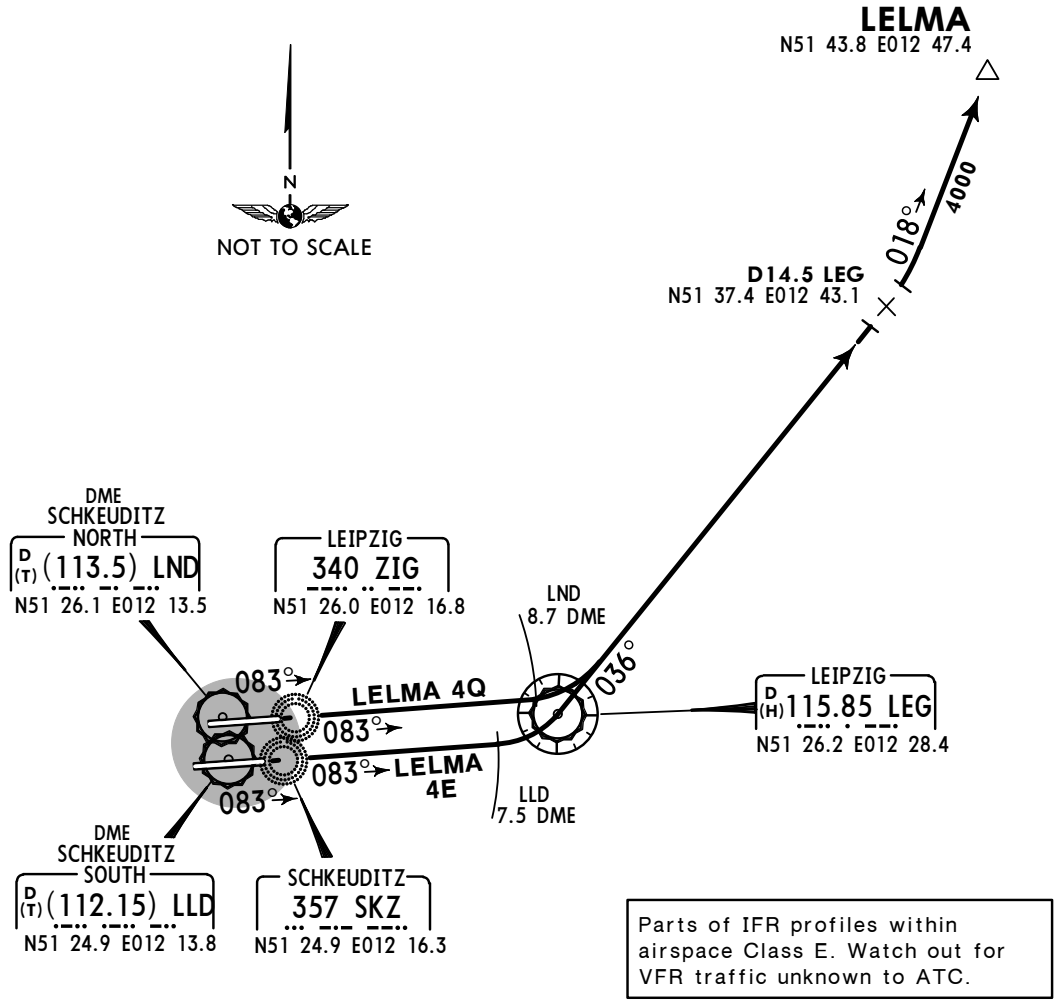
SID

MUNICH Radar 126.17	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. 4. RWY 08L: EXPECT close-in obstacles.

LELMA FOUR ECHO (LELMA 4E)
LELMA FOUR QUEBEC (LELMA 4Q)
RWYS 08R/L DEPARTURES



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

Initial climb clearance **FL70**

SID	RWY	ROUTING
LELMA 4E	**08R**	On runway track via SKZ to LLD 7.5 DME, turn LEFT, intercept LEG R-036 to D14.5 LEG ❶, turn LEFT, 018° track to LELMA.
LELMA 4Q	**08L**	On runway track via ZIG to LND 8.7 DME, turn LEFT, intercept LEG R-036 to D14.5 LEG ❶, turn LEFT, 018° track to LELMA.

❶ After D14.5 LEG BRNAV equipment necessary.
If unable to comply request alternate route by ATC.

CHANGES: General note 2.

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EDDP/LEJ
LEIPZIG-HALLE

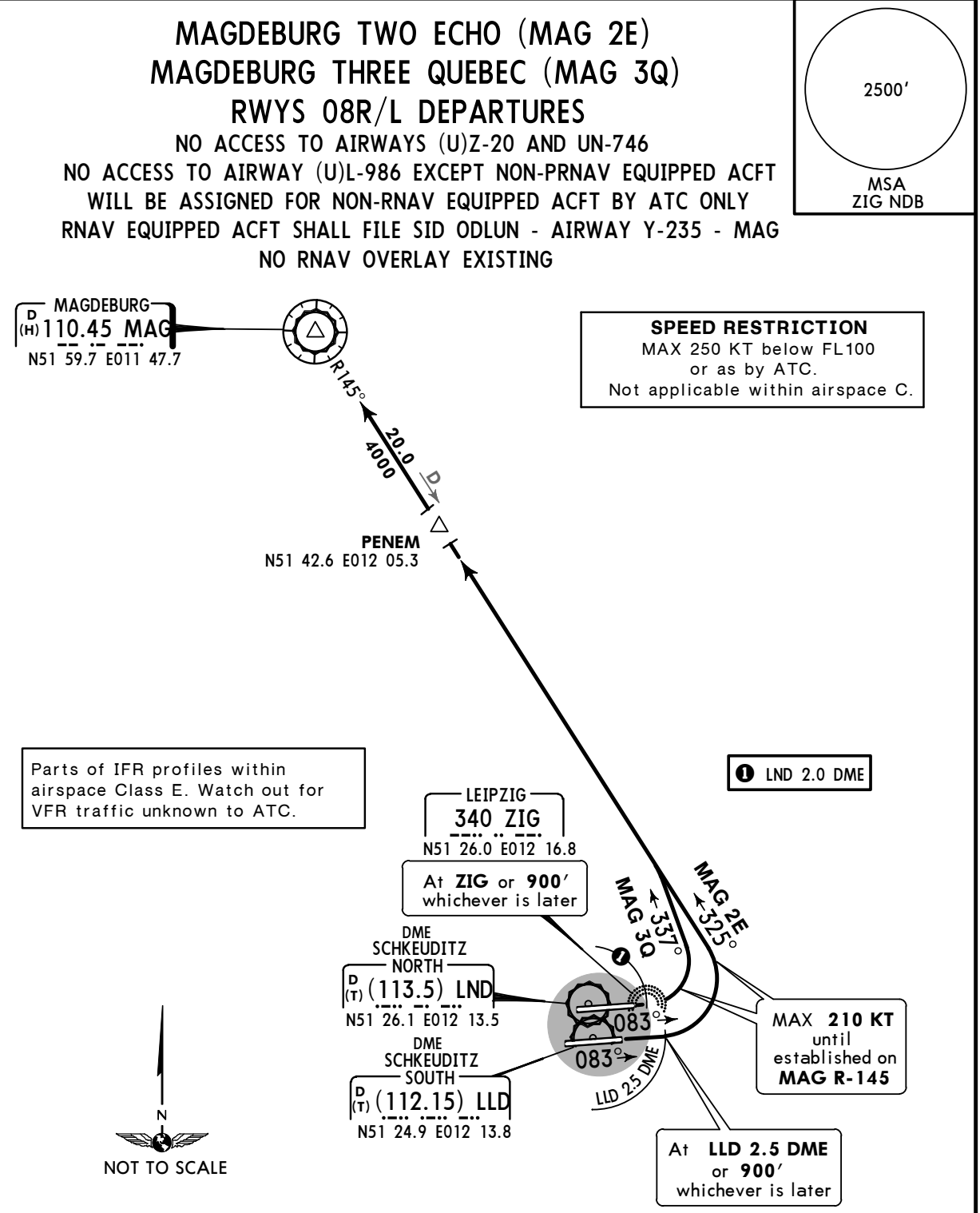
JEPPESEN LEIPZIG-HALLE, GERMANY
5 JUN 15 (10-3G)
SID

MUNICH Radar	Apt Elev
126.17	470′

Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. 4. RWY 08L: EXPECT close-in obstacles.

MAGDEBURG TWO ECHO (MAG 2E)
MAGDEBURG THREE QUEBEC (MAG 3Q)
RWYS 08R/L DEPARTURES

NO ACCESS TO AIRWAYS (U)Z-20 AND UN-746
NO ACCESS TO AIRWAY (U)L-986 EXCEPT NON-PRNAV EQUIPPED ACFT WILL BE ASSIGNED FOR NON-RNAV EQUIPPED ACFT BY ATC ONLY
RNAV EQUIPPED ACFT SHALL FILE SID ODLUN - AIRWAY Y-235 - MAG
NO RNAV OVERLAY EXISTING



These SIDs require a minimum climb gradient of 7.0% until passing 2000′ due to navaid coverage. If unable to comply advise ATC.

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

Initial climb clearance **FL70**

SID	RWY	ROUTING
MAG 2E	**08R**	Climb on runway track to LLD 2.5 DME or 900′, whichever is later, turn LEFT, intercept MAG R-145 inbound via PENEM to MAG.
MAG 3Q	**08L**	Climb on runway track to ZIG (LND 2.0 DME) or 900′, whichever is later, turn LEFT, 337° track, intercept MAG R-145 inbound via PENEM to MAG.

CHANGES: General note 2.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

19 JUN 15 (10-3H) Eff 25 Jun

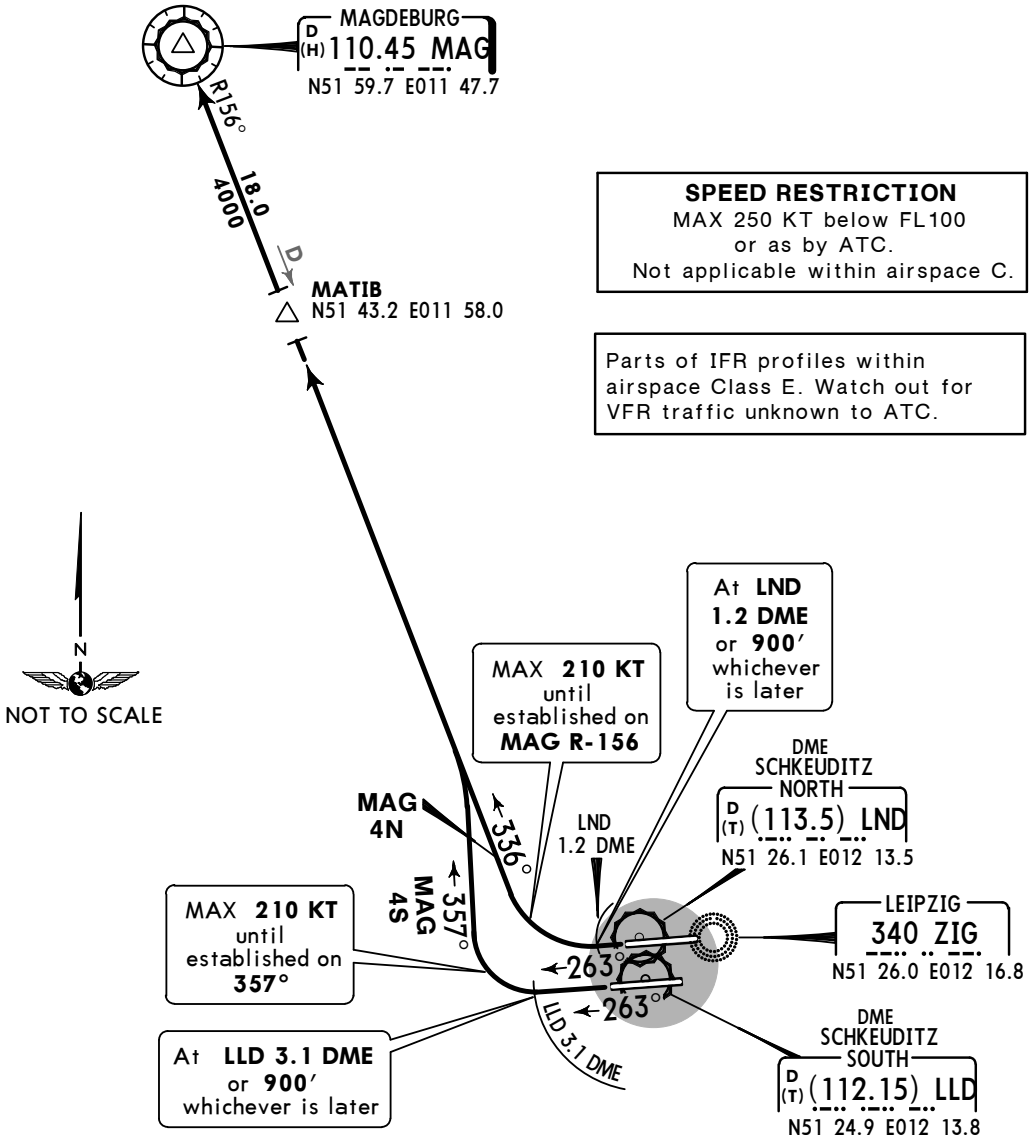
SID

MUNICH Radar 126.175	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

MAGDEBURG FOUR NOVEMBER (MAG 4N)
MAGDEBURG FOUR SIERRA (MAG 4S)
RWYS 26R/L DEPARTURES

NO ACCESS TO AIRWAYS (U)Z-20 AND UN-746
WILL BE ASSIGNED FOR NON-RNAV EQUIPPED ACFT BY ATC ONLY
RNAV EQUIPPED ACFT SHALL FILE SID ODLUN - AIRWAY Y-235 - MAG
NO RNAV OVERLAY EXISTING

2500′
MSA
ZIG NDB



These SIDs require a minimum climb gradient of 7.0% until passing 2000′ due to navaid coverage.
If unable to comply advise ATC.

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

Initial climb clearance **FL70**

SID	RWY	ROUTING
MAG 4N	**26R**	Climb on runway track to LND 1.2 DME or 900′, whichever is later, turn RIGHT, 336° track, intercept MAG R-156 inbound via MATIB to MAG.
MAG 4S	**26L**	Climb on runway track to LLD 3.1 DME or 900′, whichever is later, turn RIGHT, 357° track, intercept MAG R-156 inbound via MATIB to MAG.

CHANGES: SIDs renumbered & revised.

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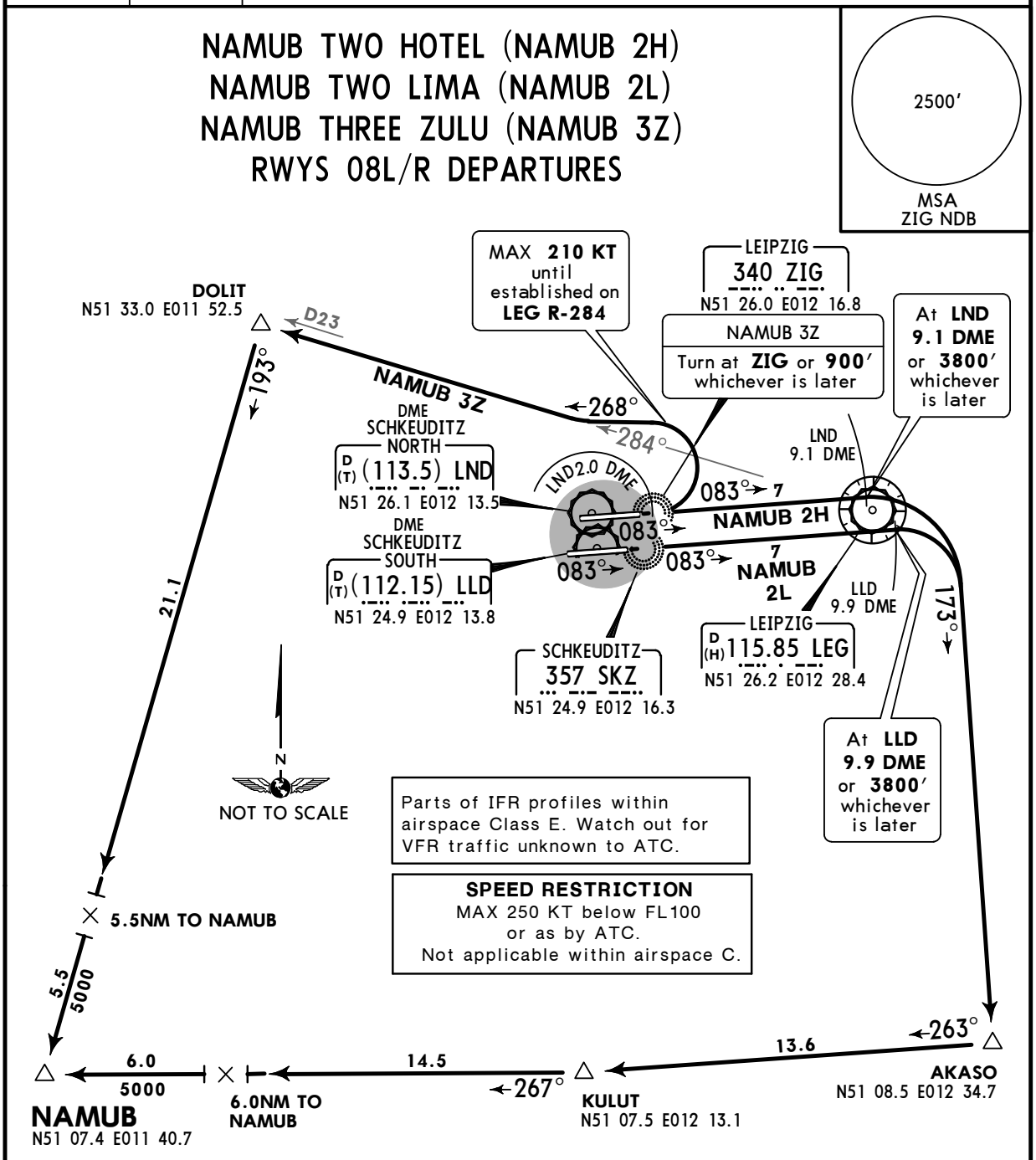
EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

19 JUN 15 (10-3J) Eff 25 Jun SID

MUNICH Radar 126.175	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. 4. RWY 08L: EXPECT close-in obstacled.

NAMUB TWO HOTEL (NAMUB 2H)
NAMUB TWO LIMA (NAMUB 2L)
NAMUB THREE ZULU (NAMUB 3Z)
RWYS 08L/R DEPARTURES



Initial climb clearance **FL70**

SID	RWY	ROUTING
NAMUB 2H	**08L**	Climb on runway track via ZIG to LND 9.1 DME or 3800′ ❷, whichever is later, turn RIGHT, 173° track to AKASO, turn RIGHT, 263° track to KULUT, turn RIGHT, 267° track to NAMUB.
NAMUB 2L	**08R**	Climb on runway track via SKZ to LLD 9.9 DME or 3800′ ❷, whichever is later, turn RIGHT, 173° track to AKASO, turn RIGHT, 263° track to KULUT, turn RIGHT, 267° track to NAMUB.
NAMUB 3Z ❶	**08L**	Climb on runway track to ZIG (LND 2 DME) or 900′, whichever is later, turn LEFT, 268° track, intercept LEG R-284 to DOLIT ❸, turn LEFT, 193° track to NAMUB.

❶ Only available between 2200-0600LT.
BRNAV equipment necessary: ❷ when passing 3800′/ ❸ after DOLIT.
If unable to comply request alternate route by ATC.

CHANGES: None.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

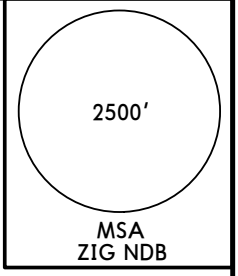
5 JUN 15 (10-3K)

SID

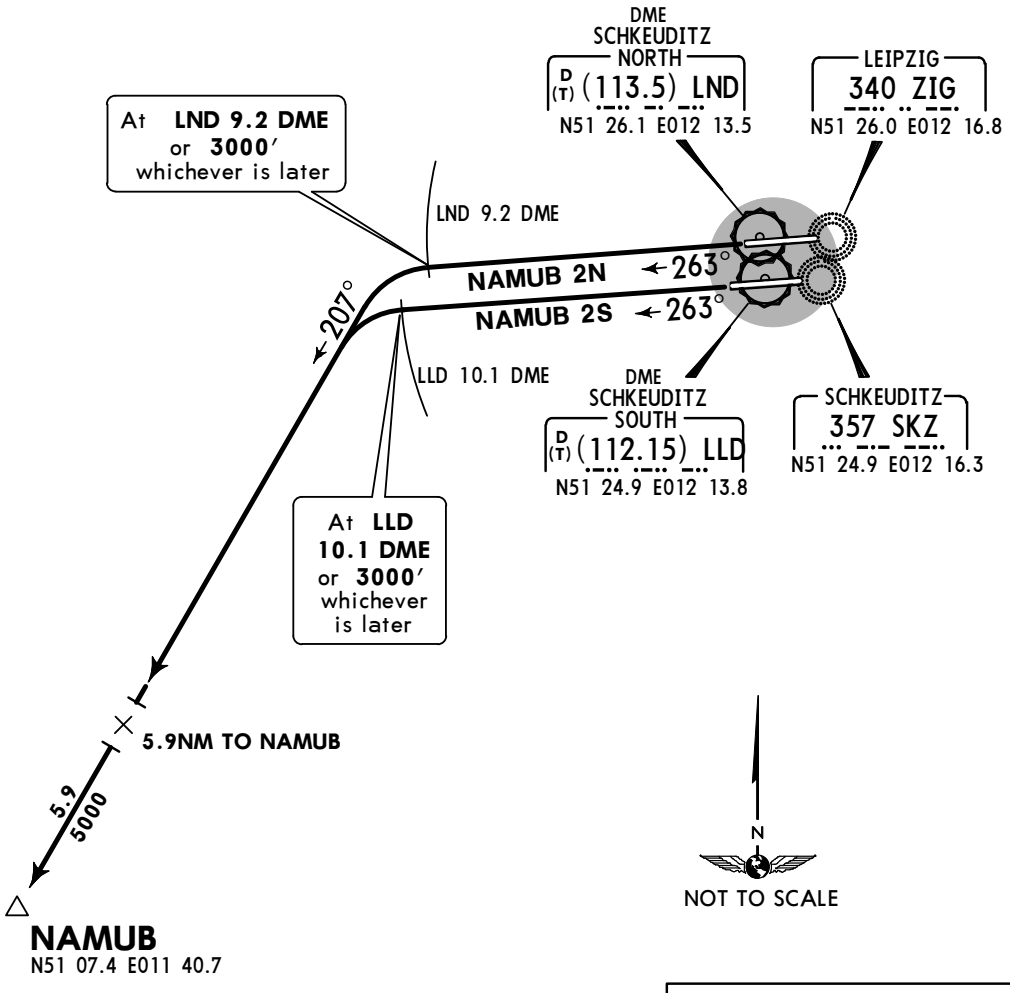
MUNICH Radar	Apt Elev
126.17	470′

Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

NAMUB TWO NOVEMBER (NAMUB 2N)
NAMUB TWO SIERRA (NAMUB 2S)
RWYS 26R/L DEPARTURES



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

Initial climb clearance **FL70**

SID	RWY	ROUTING
NAMUB 2N	**26R**	Climb on 263° bearing from ZIG to LND 9.2 DME or 3000′ ❶, whichever is later, turn LEFT, 207° track to NAMUB.
NAMUB 2S	**26L**	Climb on 263° bearing from SKZ to LLD 10.1 DME or 3000′ ❶, whichever is later, turn LEFT, 207° track to NAMUB.

❶ When passing 3000′ BRNAV equipment necessary.
If unable to comply request alternate route by ATC.

CHANGES: General note 2.

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EDDP/LEJ LEIPZIG-HALLE

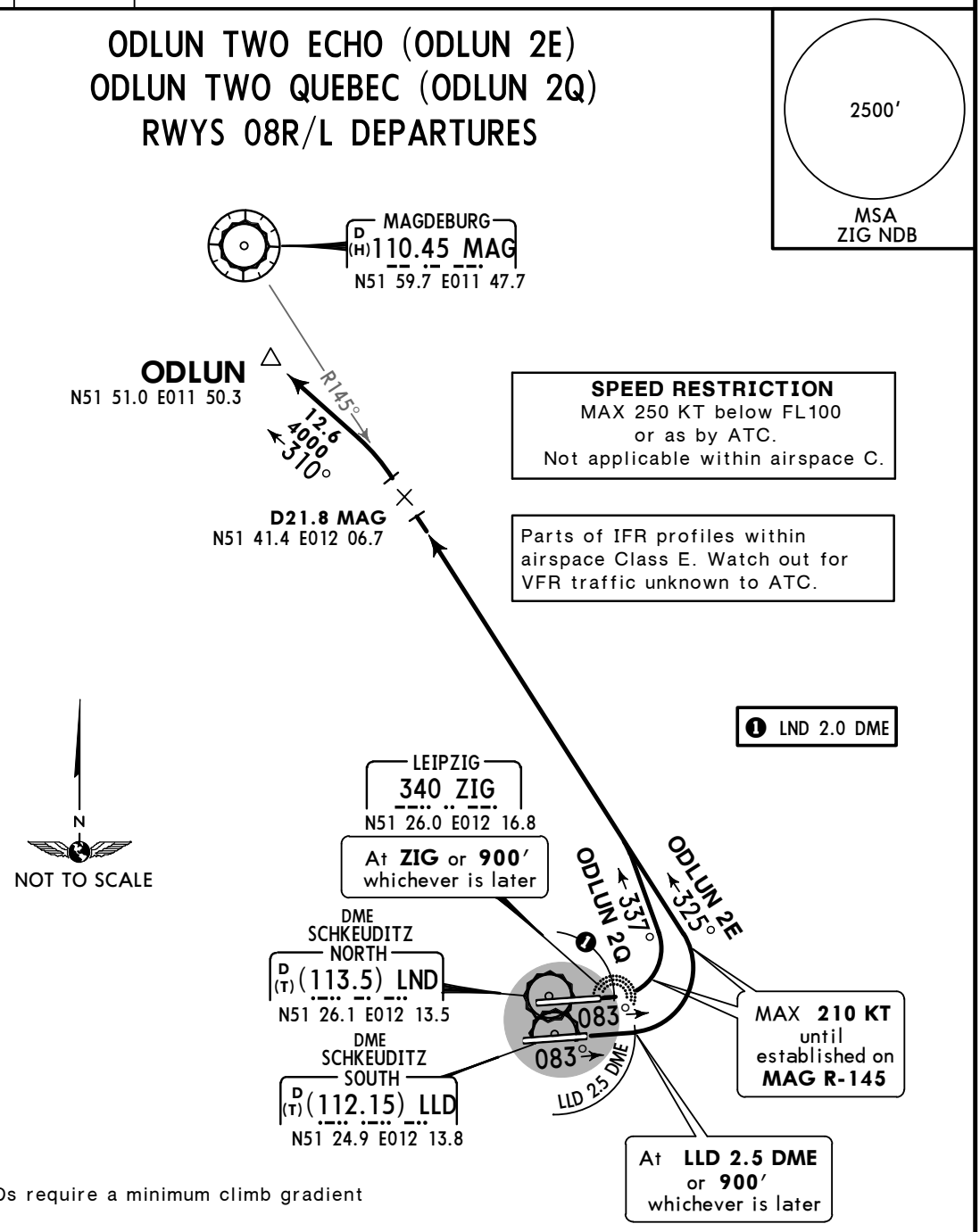
JEPPESEN LEIPZIG-HALLE, GERMANY

5 JUN 15 (10-3L)

SID

MUNICH Radar 126.17	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. 4. RWY 08L: EXPECT close-in obstacles.

ODLUN TWO ECHO (ODLUN 2E)
ODLUN TWO QUEBEC (ODLUN 2Q)
RWYS 08R/L DEPARTURES



These SIDs require a minimum climb gradient of 7.0% until passing 2000′ due to navaid coverage. If unable to comply advise ATC.

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

Initial climb clearance **FL70**

SID	RWY	ROUTING
ODLUN 2E	**08R**	Climb on runway track to LLD 2.5 DME or 900′, whichever is later, turn LEFT, intercept MAG R-145 inbound to D21.8 MAG ❷, turn LEFT, 310° track to ODLUN.
ODLUN 2Q	**08L**	Climb on runway track to ZIG (LND 2.0 DME) or 900′, whichever is later, turn LEFT, 337° track, intercept MAG R-145 inbound to D21.8 MAG ❷, turn LEFT, 310° track to ODLUN.

❷ After D21.8 MAG BRNAV equipment necessary. If unable to comply request alternate route by ATC.

CHANGES: General note 2.

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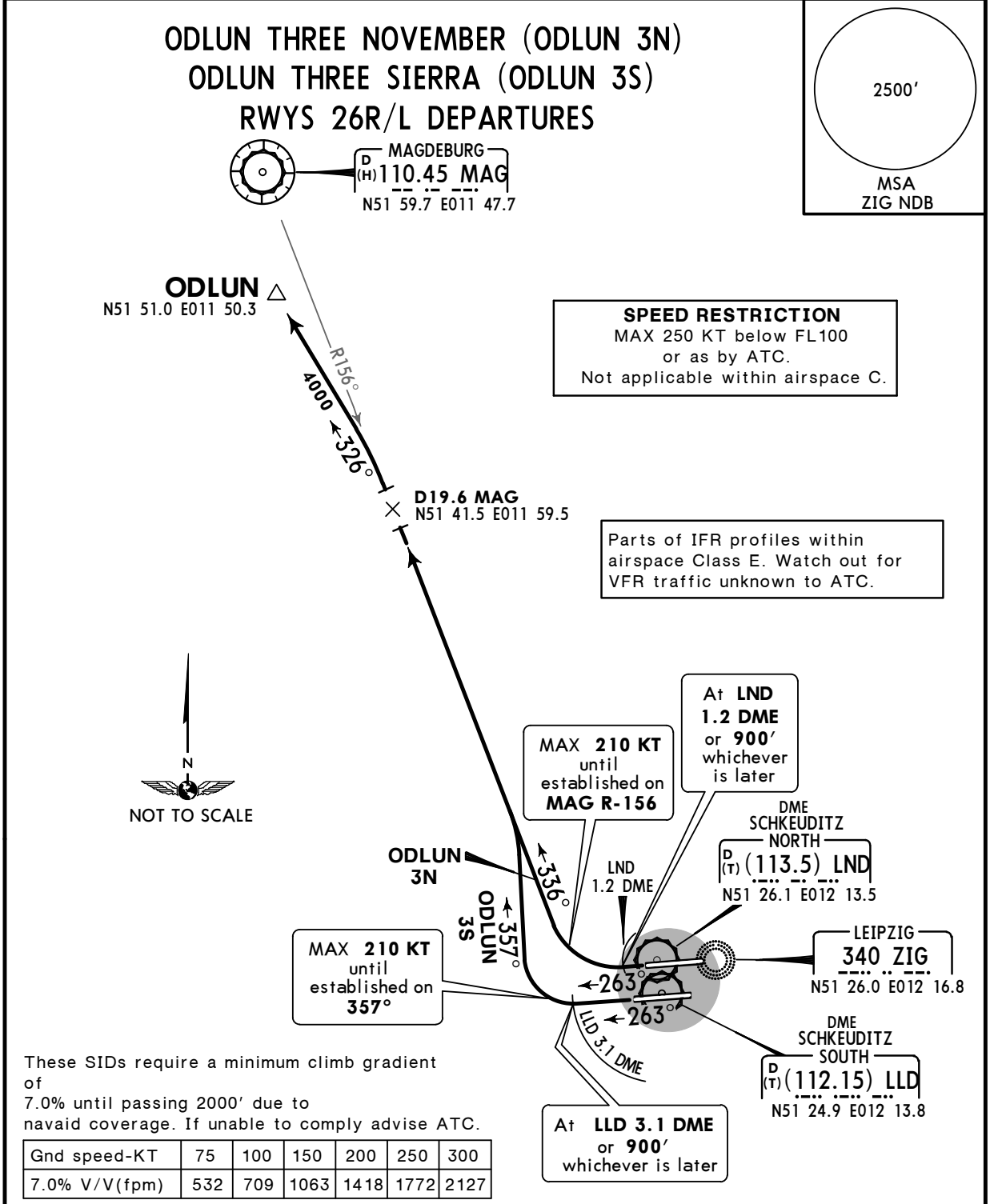
EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

19 JUN 15 (10-3M) Eff 25 Jun SID

MUNICH Radar 126.175	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

ODLUN THREE NOVEMBER (ODLUN 3N)
ODLUN THREE SIERRA (ODLUN 3S)
RWYS 26R/L DEPARTURES



These SIDs require a minimum climb gradient of 7.0% until passing 2000′ due to navaid coverage. If unable to comply advise ATC.

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

Initial climb clearance **FL70**

SID	RWY	ROUTING
ODLUN 3N	**26R**	Climb on runway track to LND 1.2 DME or 900′, whichever is later, turn RIGHT, 336° track , intercept MAG R-156 inbound to D19.6 MAG ❶, turn LEFT, 326° track to ODLUN.
ODLUN 3S	**26L**	Climb on runway track to LLD 3.1 DME or 900′, whichever is later, turn RIGHT, 357° track, intercept MAG R-156 inbound to D19.6 MAG ❶, turn LEFT, 326° track to ODLUN.

❶ After D19.6 MAG BRNAV equipment necessary.
If unable to comply request alternate route by ATC.

CHANGES: SIDs renumbered & revised.

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LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

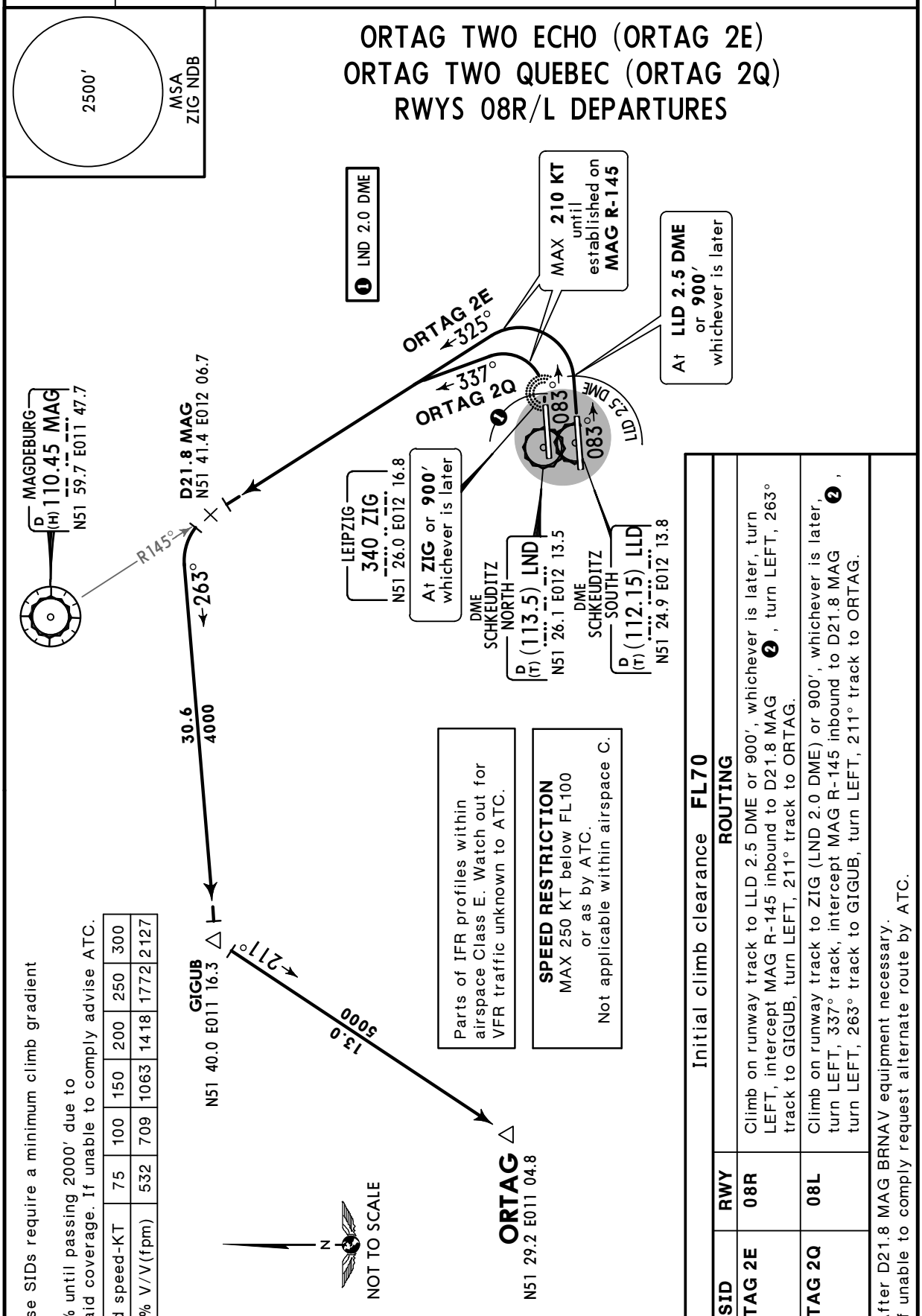
19 JUN 15 (10-3N) Eff 25 Jun

SID

MUNICH Radar 126.175	Apt Elev 470′

Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. 4. RWY 08L: EXPECT close-in obstacles.

ORTAG TWO ECHO (ORTAG 2E)
ORTAG TWO QUEBEC (ORTAG 2Q)
RWYS 08R/L DEPARTURES



These SIDs require a minimum climb gradient of 7.0% until passing 2000′ due to navaid coverage. If unable to comply advise ATC.

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

Initial climb clearance **FL70**

SID	RWY	ROUTING
ORTAG 2E	08R	Climb on runway track to LLD 2.5 DME or 900′, whichever is later, turn LEFT, intercept MAG R-145 inbound to D21.8 MAG ❷, turn LEFT, 263° track to GIGUB, turn LEFT, 211° track to ORTAG.
ORTAG 2Q	08L	Climb on runway track to ZIG (LND 2.0 DME) or 900′, whichever is later, turn LEFT, 337° track, intercept MAG R-145 inbound to D21.8 MAG ❷, turn LEFT, 263° track to GIGUB, turn LEFT, 211° track to ORTAG.

❷ After D21.8 MAG BRNAV equipment necessary.
If unable to comply request alternate route by ATC.

CHANGES: None.

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JEPPESEN LEIPZIG-HALLE, GERMANY

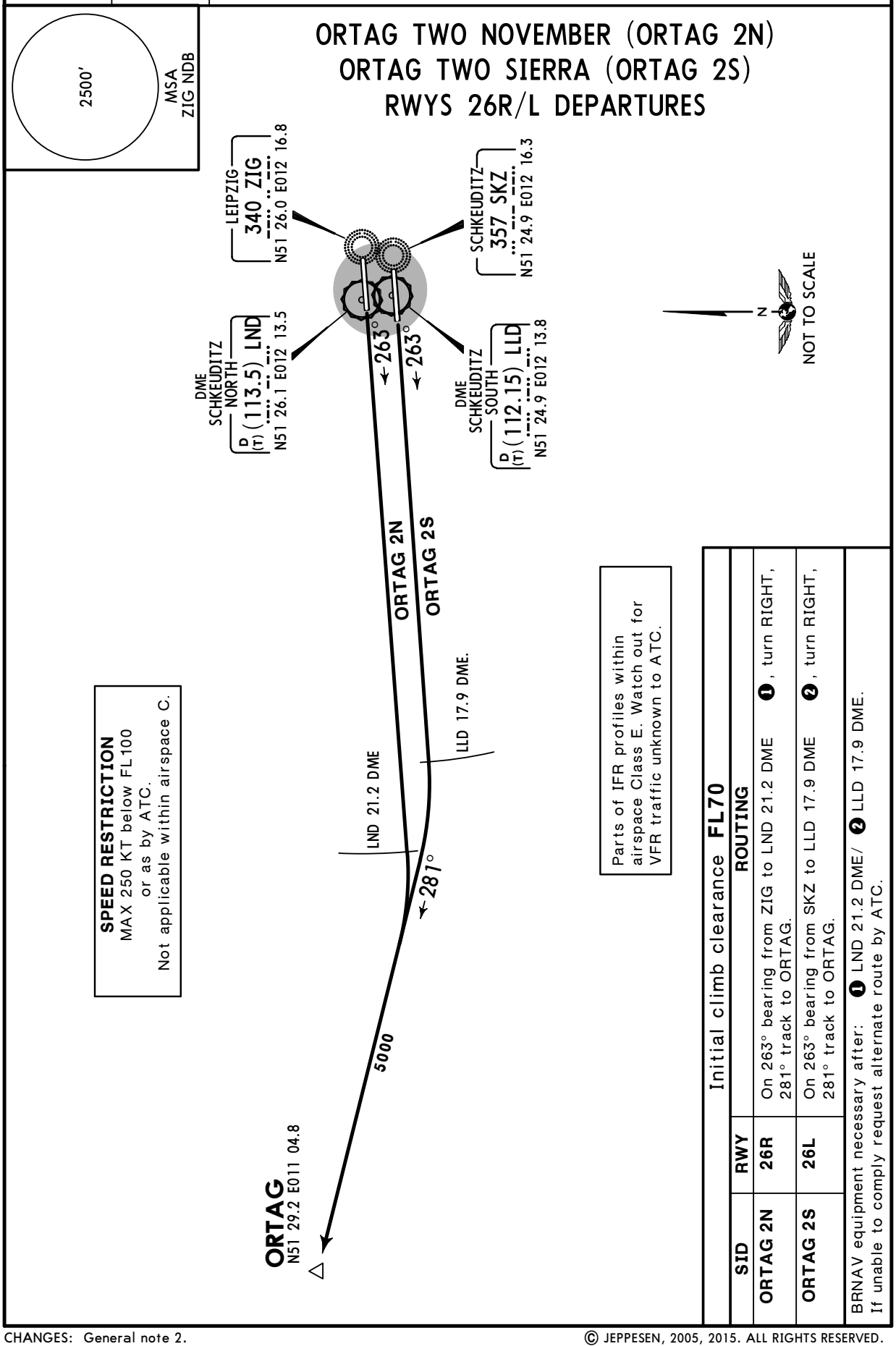
5 JUN 15 (10-3P)

SID

MUNICH Radar 126.17	Apt Elev 470′

Trans level: By ATC Trans alt: 5000′

1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.



Initial climb clearance **FL70**

SID	RWY	ROUTING
ORTAG 2N	26R	On 263° bearing from ZIG to LND 21.2 DME ❶, turn RIGHT, 281° track to ORTAG.
ORTAG 2S	26L	On 263° bearing from SKZ to LLD 17.9 DME ❷, turn RIGHT, 281° track to ORTAG.

BRNAV equipment necessary after: ❶ LND 21.2 DME/ ❷ LLD 17.9 DME.
If unable to comply request alternate route by ATC.

CHANGES: General note 2.

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LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
5 JUN 15 (10-3Q)
SID

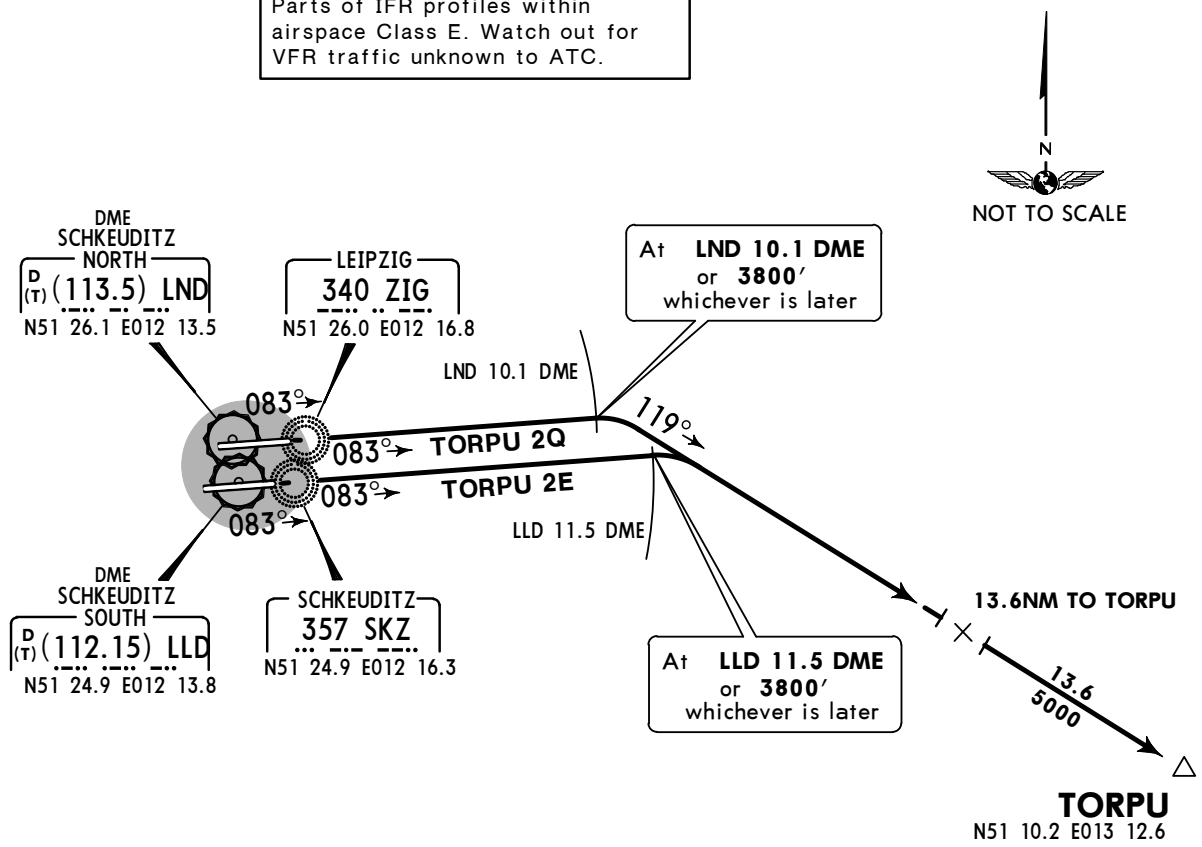
MUNICH Radar 126.17	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. 4. RWY 08L: EXPECT close-in obstacles.

TORPU TWO ECHO (TORPU 2E)
TORPU TWO QUEBEC (TORPU 2Q)
RWYS 08R/L DEPARTURES

2500′
MSA
ZIG NDB

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.



Initial climb clearance **FL70**

SID	RWY	ROUTING
TORPU 2E	08R	Climb on runway track via SKZ to LLD 11.5 DME or 3800′ ❶, whichever is later, turn RIGHT, 119° track to TORPU.
TORPU 2Q	08L	Climb on runway track via ZIG to LND 10.1 DME or 3800′ ❶, whichever is later, turn RIGHT, 119° track to TORPU.

❶ When passing 3800′ BRNAV equipment necessary.
If unable to comply request alternate route by ATC.

CHANGES: General note 2.

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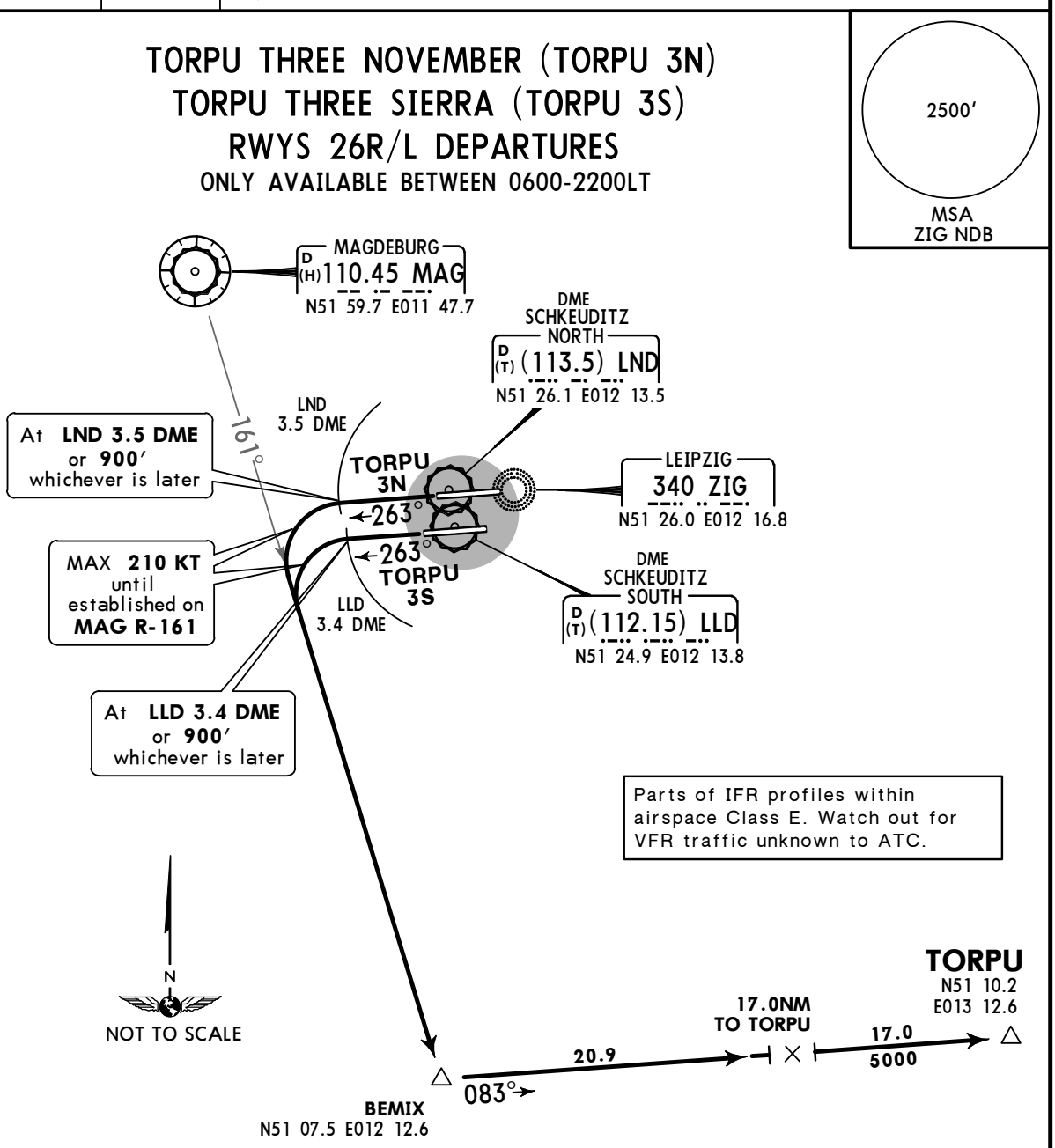
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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
5 JUN 15 (10-3S)
SID

MUNICH Radar 126.17	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

TORPU THREE NOVEMBER (TORPU 3N)
TORPU THREE SIERRA (TORPU 3S)
RWYS 26R/L DEPARTURES
ONLY AVAILABLE BETWEEN 0600-2200LT



These SIDs require a minimum climb gradient of 7.0% until passing 2000′ due to navaid coverage. If unable to comply advise ATC.

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

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Initial climb clearance **FL70**

SID	RWY	ROUTING
TORPU 3N ❶	**26R**	Climb on runway track to LND 3.5 DME or 900′, whichever is later, turn LEFT, intercept MAG R-161 to BEMIX, turn LEFT, 083° track to TORPU.
TORPU 3S ❶	**26L**	Climb on runway track to LLD 3.4 DME or 900′, whichever is later, turn LEFT, intercept MAG R-161 to BEMIX, turn LEFT, 083° track to TORPU.

❶ Passing 2200 BRNAV equipment necessary.
If unable to comply request alternate route by ATC.

CHANGES: General note 2.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
5 JUN 15 (10-3T)
SID

MUNICH Radar 126.17	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

TORPU TWO WHISKEY (TORPU 2W)
TORPU TWO X-RAY (TORPU 2X)
RWYS 26L/R DEPARTURES

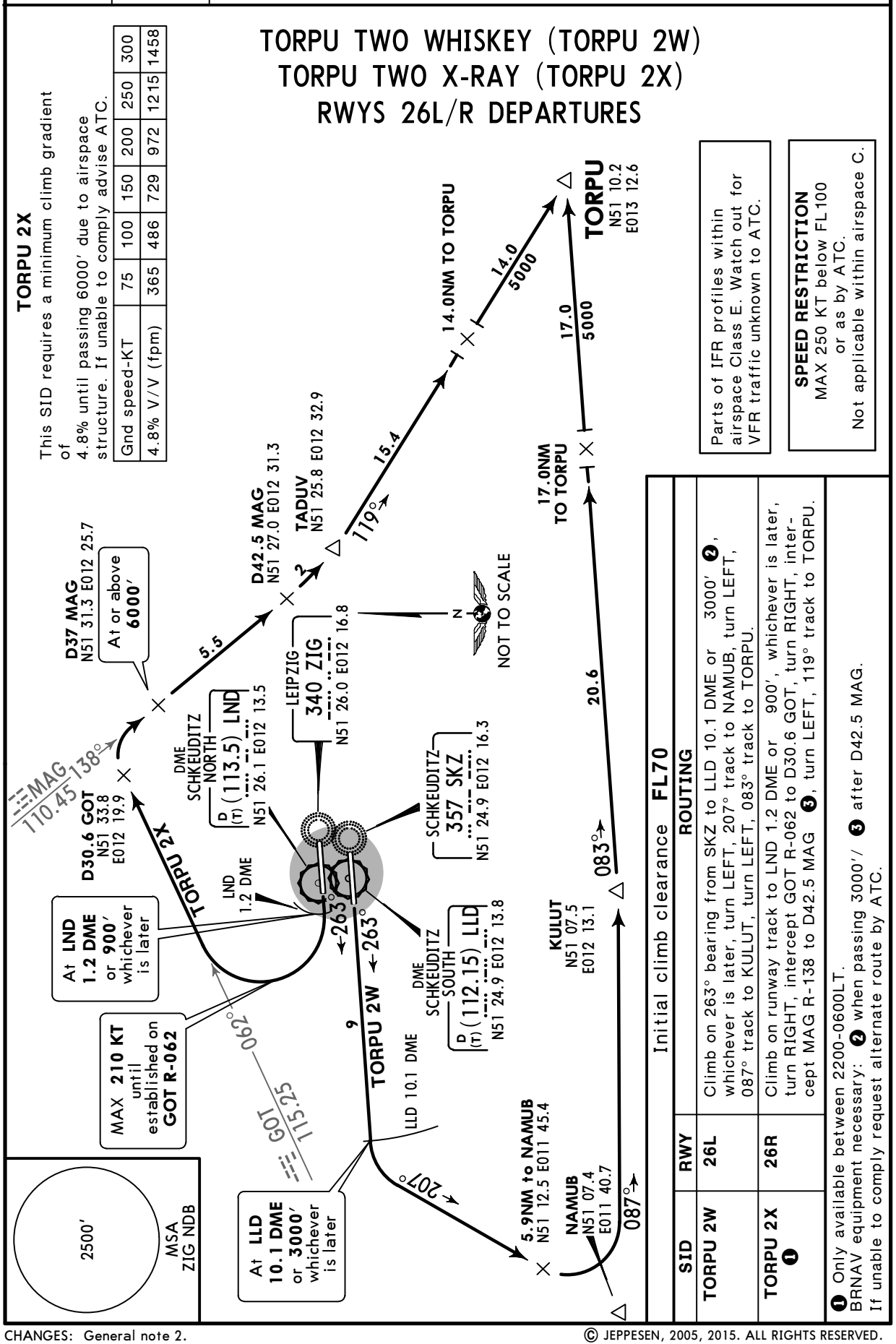
TORPU 2X

This SID requires a minimum climb gradient of 4.8% until passing 6000′ due to airspace structure. If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

SPEED RESTRICTION
MAX 250 KT below FL100 or as by ATC.
Not applicable within airspace C.



Initial climb clearance **FL70**

SID	RWY	ROUTING
TORPU 2W	26L	Climb on 263° bearing from SKZ to LLD 10.1 DME or 3000′ ❷, whichever is later, turn LEFT, 207° track to NAMUB, turn LEFT, 087° track to KULUT, turn LEFT, 083° track to TORPU.
TORPU 2X ❶	26R	Climb on runway track to LND 1.2 DME or 900′, whichever is later, turn RIGHT, intercept GOT R-062 to D30.6 GOT, turn RIGHT, intercept MAG R-138 to D42.5 MAG ❸, turn LEFT, 119° track to TORPU.

❶ Only available between 2200-0600LT.
BRNAV equipment necessary: ❷ when passing 3000′/ ❸ after D42.5 MAG.
If unable to comply request alternate route by ATC.

CHANGES: General note 2.

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LEIPZIG-HALLE

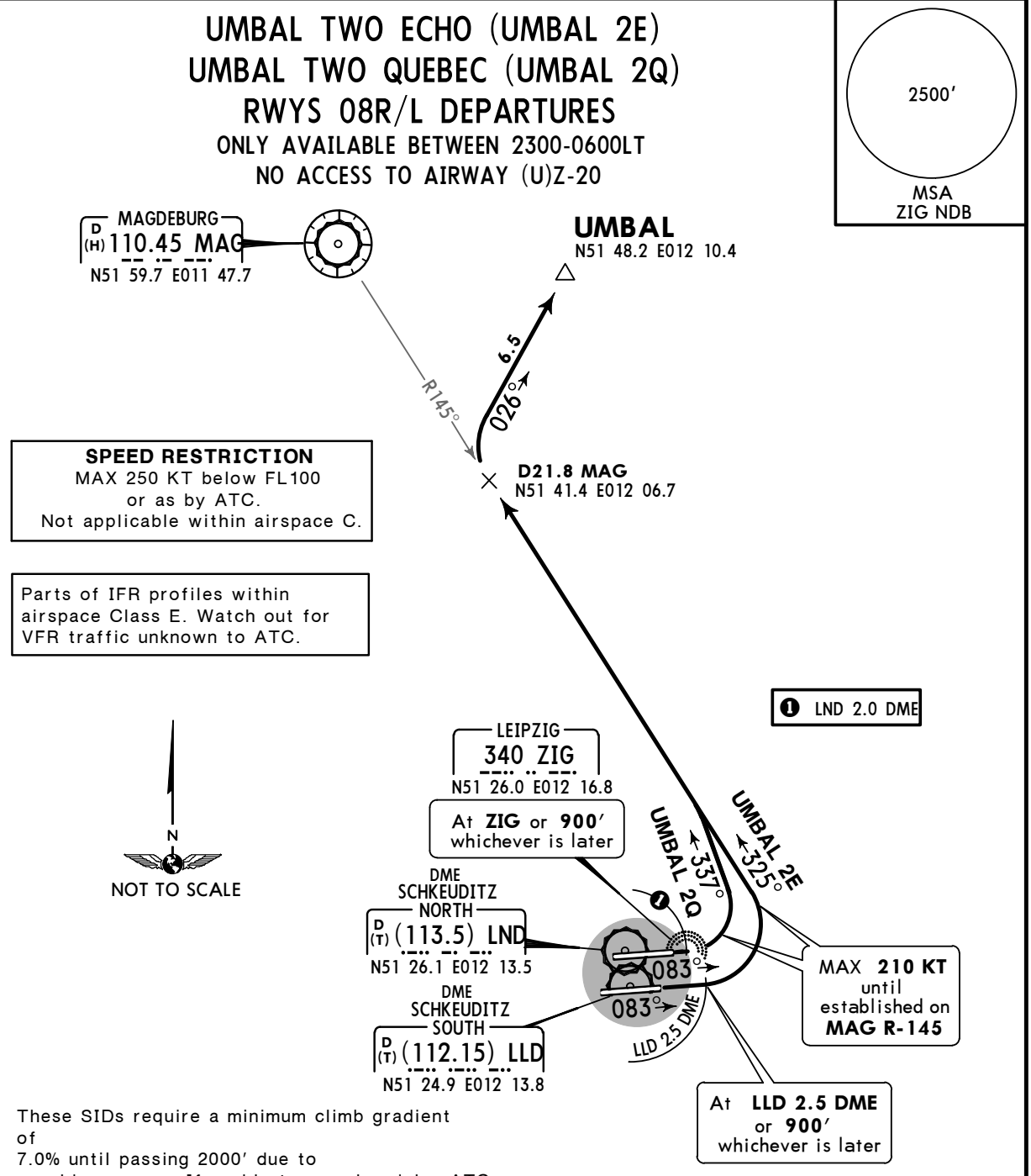
JEPPESEN LEIPZIG-HALLE, GERMANY

5 JUN 15 (10-3U)

SID

MUNICH Radar 126.17	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. 4. RWY 08L: EXPECT close-in obstacles.

UMBAL TWO ECHO (UMBAL 2E)
UMBAL TWO QUEBEC (UMBAL 2Q)
RWYS 08R/L DEPARTURES
ONLY AVAILABLE BETWEEN 2300-0600LT
NO ACCESS TO AIRWAY (U)Z-20



These SIDs require a minimum climb gradient of 7.0% until passing 2000′ due to navaid coverage. If unable to comply advise ATC.

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

Initial climb clearance **FL70**

SID	RWY	ROUTING
UMBAL 2E	**08R**	Climb on runway track to LLD 2.5 DME or 900′, whichever is later, turn LEFT, intercept MAG R-145 inbound to D21.8 MAG ❷, turn RIGHT, 026° track to UMBAL.
UMBAL 2Q	**08L**	Climb on runway track to ZIG (LND 2.0 DME) or 900′, whichever is later, turn LEFT, 337° track, intercept MAG R-145 inbound to D21.8 MAG ❷, turn RIGHT, 026° track to UMBAL.

❷ After D21.8 MAG BRNAV equipment necessary.
If unable to comply request alternate route by ATC.

CHANGES: General note 2.

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LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

5 JUN 15 (10-3V)

RNAV SID (OVERLAY)

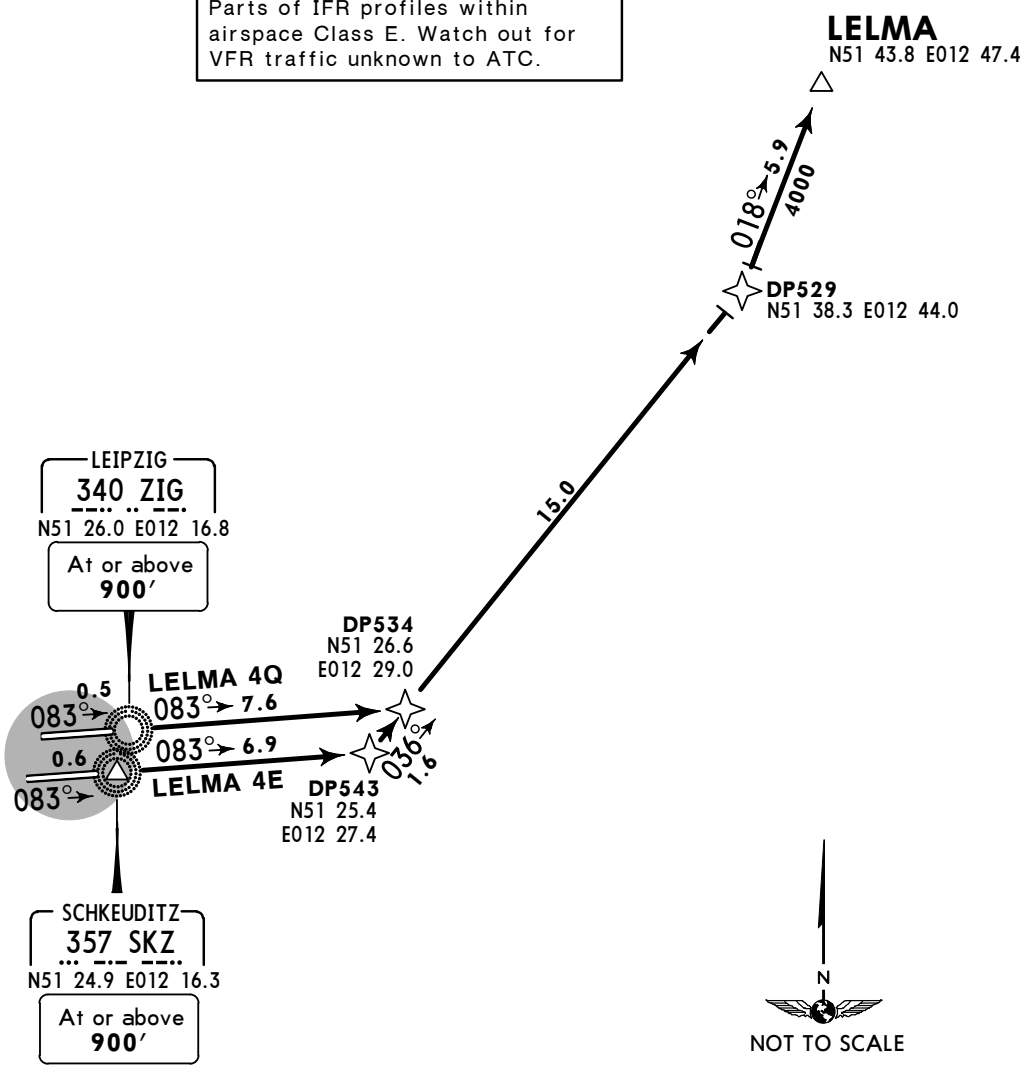
MUNICH Radar 126.17	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. 4. RWY 08L: EXPECT close-in obstacles.

LELMA FOUR ECHO (LELMA 4E) [LELM4E]
LELMA FOUR QUEBEC (LELMA 4Q) [LELM4Q]
RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3F)

2500′
MSA
ZIG NDB

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.



Initial climb clearance **FL70**

SID	RWY	ROUTING
LELMA 4E	**08R**	SKZ (900′+) - DP543 - DP529 - LELMA.
LELMA 4Q	**08L**	ZIG (900′+) - DP534 - DP529 - LELMA.

CHANGES: General note 2.

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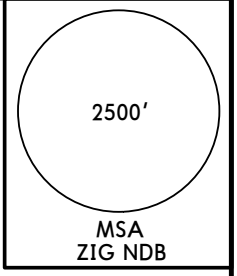
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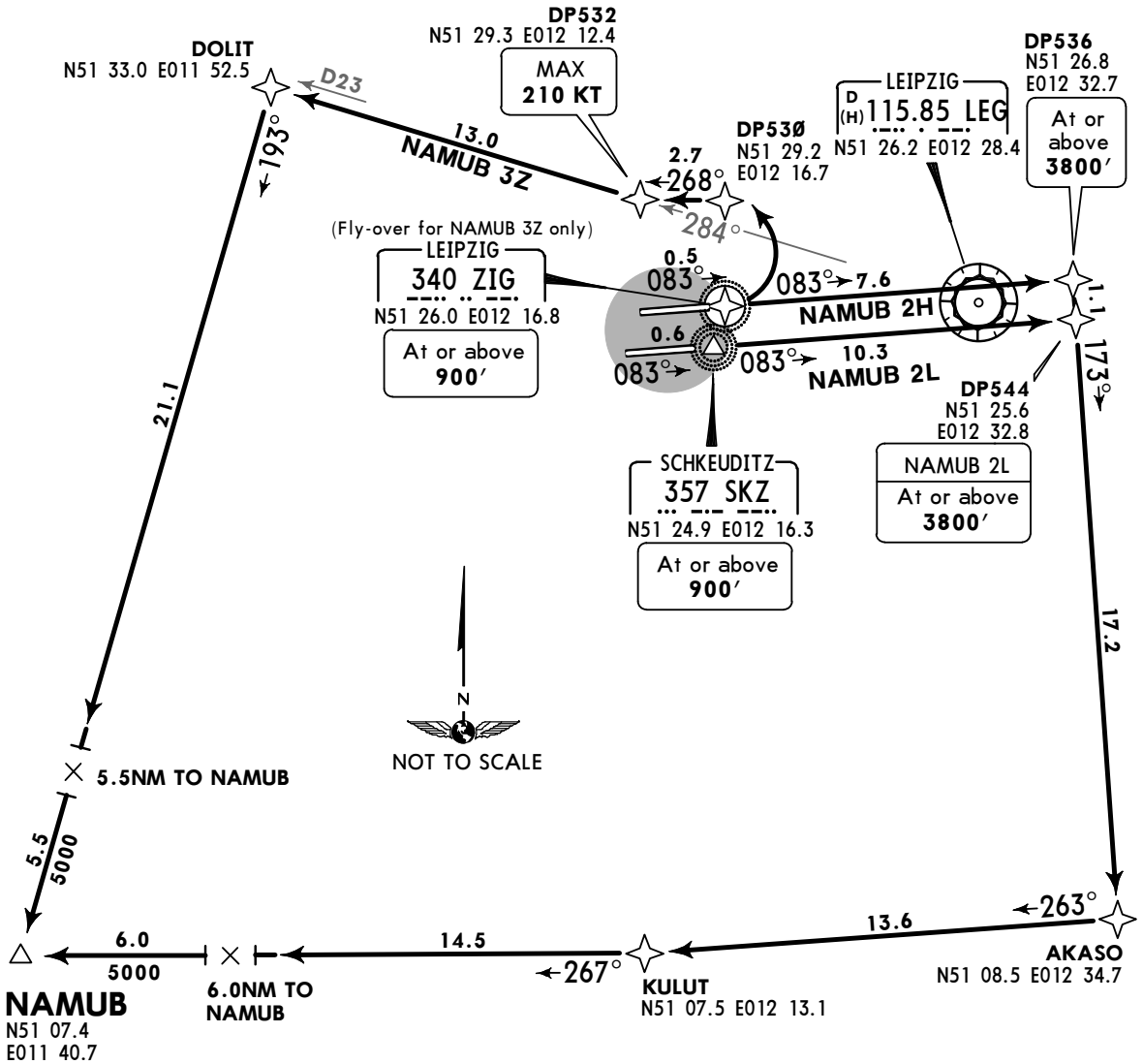
EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
5 JUN 15 (10-3W)
RNAV SID (OVERLAY)

MUNICH Radar 126.17	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. 4. RWY 08L: EXPECT close-in obstacles.

NAMUB TWO HOTEL (NAMUB 2H) [NAMU2H]
NAMUB TWO LIMA (NAMUB 2L) [NAMU2L]
NAMUB THREE ZULU (NAMUB 3Z) [NAMU3Z]
RWYS 08L/R RNAV DEPARTURES (OVERLAY 10-3J)





Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Initial climb clearance **FL70**

SID	RWY	ROUTING
NAMUB 2H	08L	ZIG (900′+) - DP536 (3800′+) - AKASO - KULUT - NAMUB.
NAMUB 2L	08R	SKZ (900′+) - DP544 (3800′+) - AKASO - KULUT - NAMUB.
NAMUB 3Z ❶	08L	ZIG (900′+) - DP530 - DP532 (K210-) - DOLIT - NAMUB.

❶ Only available between 2200-0600LT.

CHANGES: General note 2.

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JEPPESEN LEIPZIG-HALLE, GERMANY

5 JUN 15 (10-3X)

RNAV SID (OVERLAY)

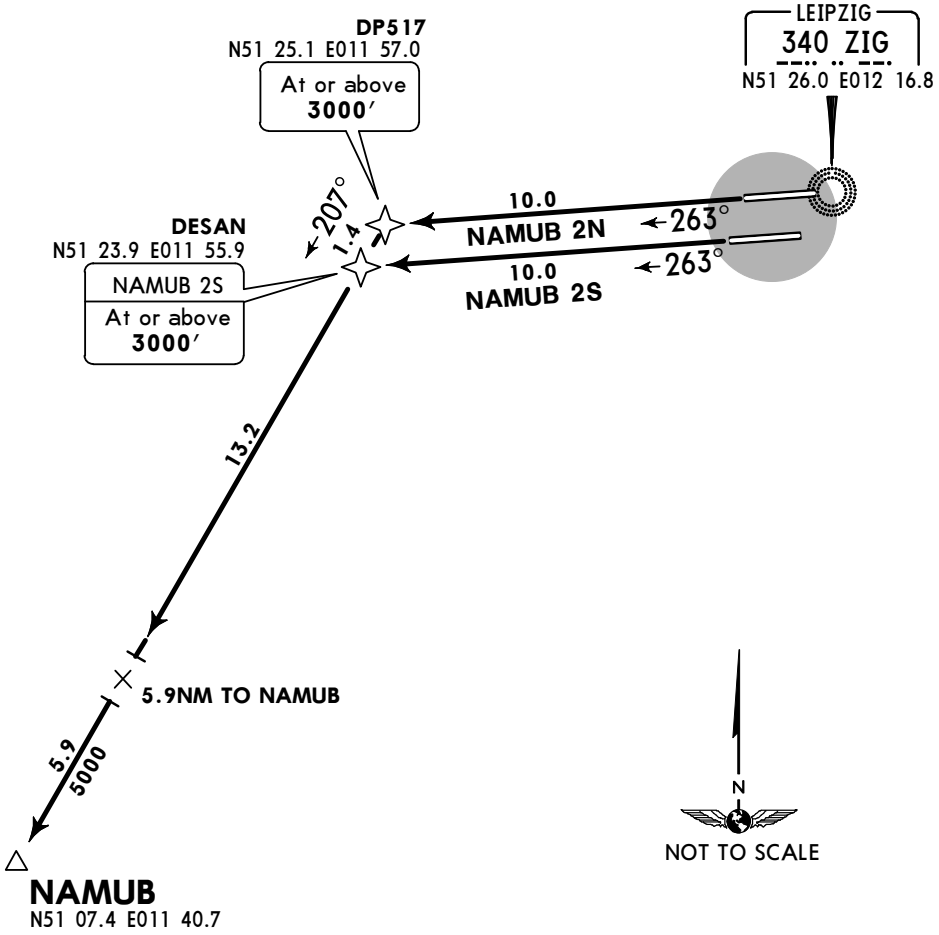
MUNICH Radar 126.17	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

NAMUB TWO NOVEMBER (NAMUB 2N) [NAMU2N]
NAMUB TWO SIERRA (NAMUB 2S) [NAMU2S]
RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3K)

2500′
MSA
ZIG NDB

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.



Initial climb clearance **FL70**

SID	RWY	ROUTING
NAMUB 2N	26R	(900′+) - DP517 (3000′+) - NAMUB.
NAMUB 2S	26L	(900′+) - DESAN (3000′+) - NAMUB.

CHANGES: General note 2.

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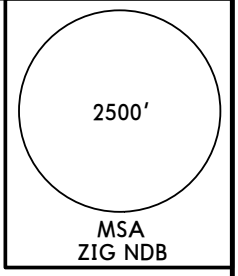
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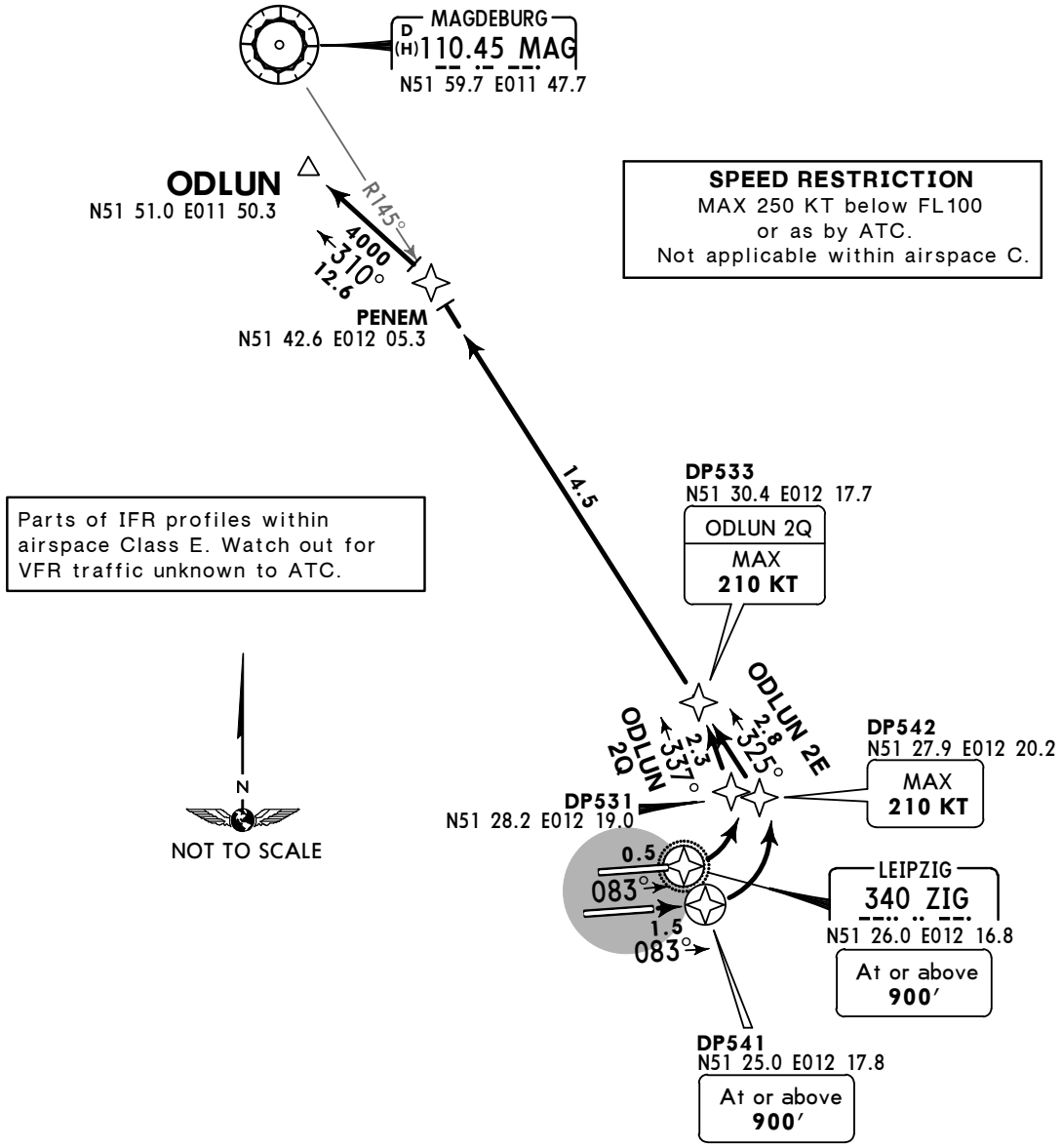
EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
19 JUN 15 (10-3X1) Eff 25 Jun RNAV SID (OVERLAY)

MUNICH Radar 126.175	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. 4. RWY 08L: EXPECT close-in obstacles.

ODLUN TWO ECHO (ODLUN 2E) [ODLU2E]
ODLUN TWO QUEBEC (ODLUN 2Q) [ODLU2Q]
RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3L)





These SIDs require a minimum climb gradient of 7.0% until passing 2000′ due to navaid coverage. If unable to comply advise ATC.

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

Initial climb clearance **FL70**

SID	RWY	ROUTING
ODLUN 2E	**08R**	DP541 (900′+) - DP542 (K210-) - PENEM - ODLUN.
ODLUN 2Q	**08L**	ZIG (900′+) - DP531 - DP533 (K210-) - PENEM - ODLUN.

CHANGES: None.

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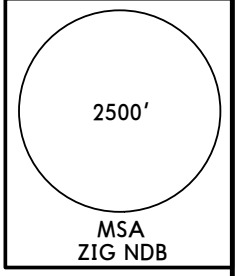
JEPPESEN LEIPZIG-HALLE, GERMANY

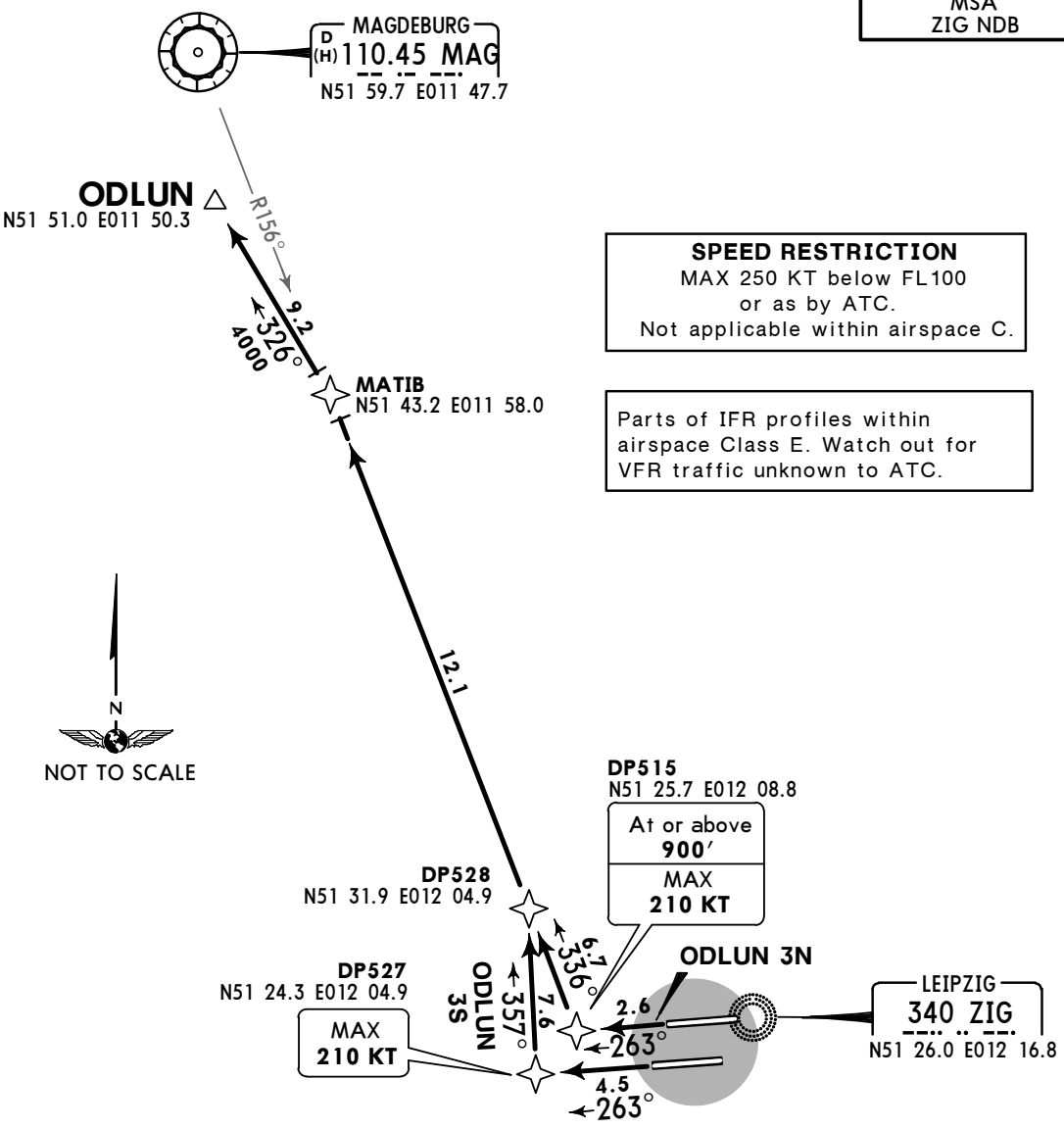
19 JUN 15 (10-3X2) Eff 25 Jun

RNAV SID (OVERLAY)

MUNICH Radar 126.175	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

ODLUN THREE NOVEMBER (ODLUN 3N) [ODLU3N]
ODLUN THREE SIERRA (ODLUN 3S) [ODLU3S]
RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3M)





SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

These SIDs require a minimum climb gradient of 7.0% until passing 2000′ due to navaid coverage. If unable to comply advise ATC.

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

Initial climb clearance **FL70**

SID	RWY	ROUTING
ODLUN 3N	26R	DP515 (900′+; K210-) - MATIB - ODLUN.
ODLUN 3S	26L	(900′+) - DP527 (K210-) - DP528 - MATIB - ODLUN.

CHANGES: RNAV SIDs renumbered & revised.

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LEIPZIG-HALLE

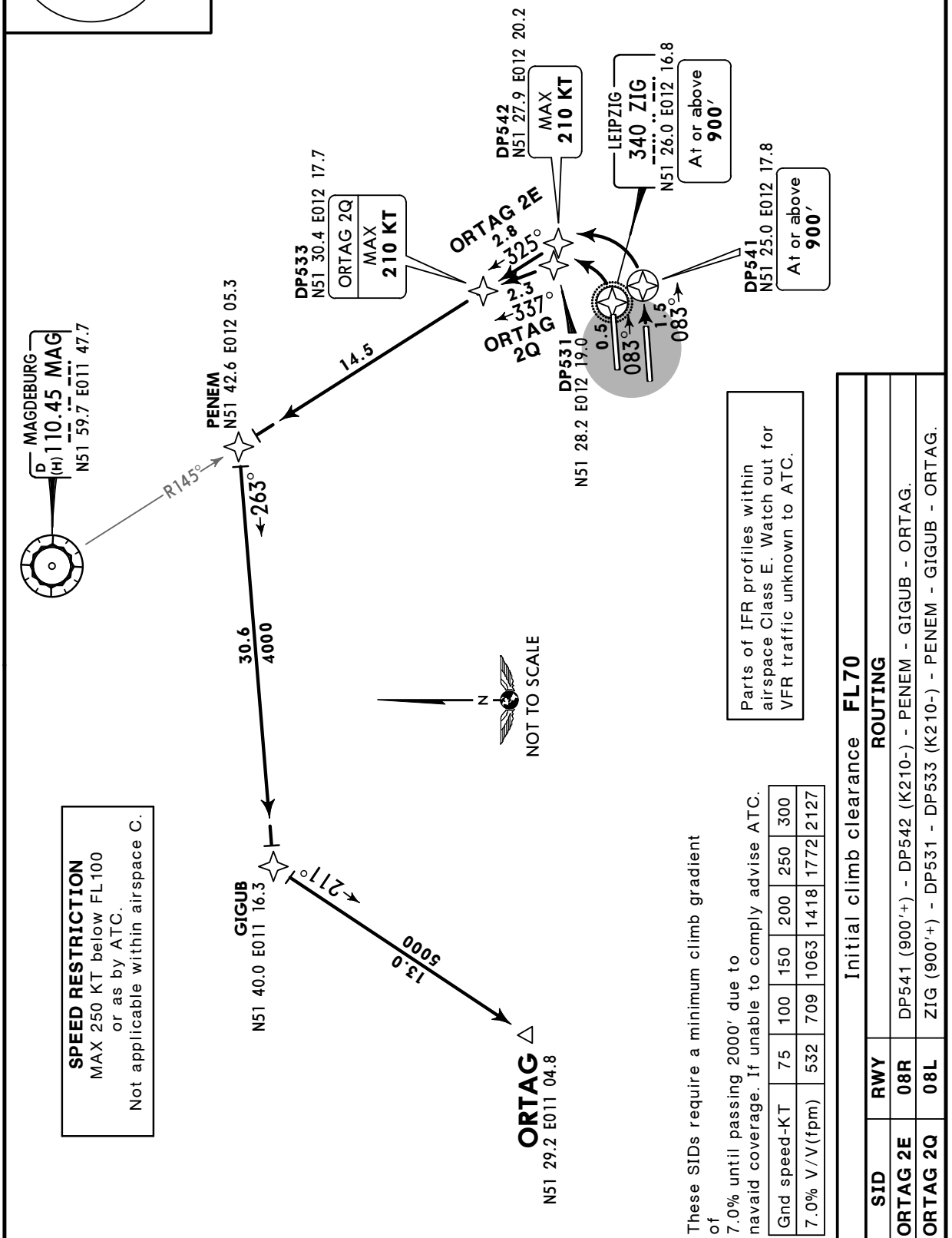
JEPPESEN LEIPZIG-HALLE, GERMANY
5 JUN 15 (10-3X3)
RNAV SID (OVERLAY)

MUNICH Radar	Apt Elev
126.17	470′

Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. 4. RWY 08L: EXPECT close-in obstacles.

MSA
ZIG NDB
2500′

ORTAG TWO ECHO (ORTAG 2E) [ORTA2E]
ORTAG TWO QUEBEC (ORTAG 2Q) [ORTA2Q]
RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3N)



Initial climb clearance **FL70**

SID	RWY	ROUTING
ORTAG 2E	08R	DP541 (900′+) - DP542 (K210-) - PENEM - GIGUB - ORTAG.
ORTAG 2Q	08L	ZIG (900′+) - DP531 - DP533 (K210-) - PENEM - GIGUB - ORTAG.

CHANGES: General note 2.

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EDDP/LEJ
LEIPZIG-HALLE

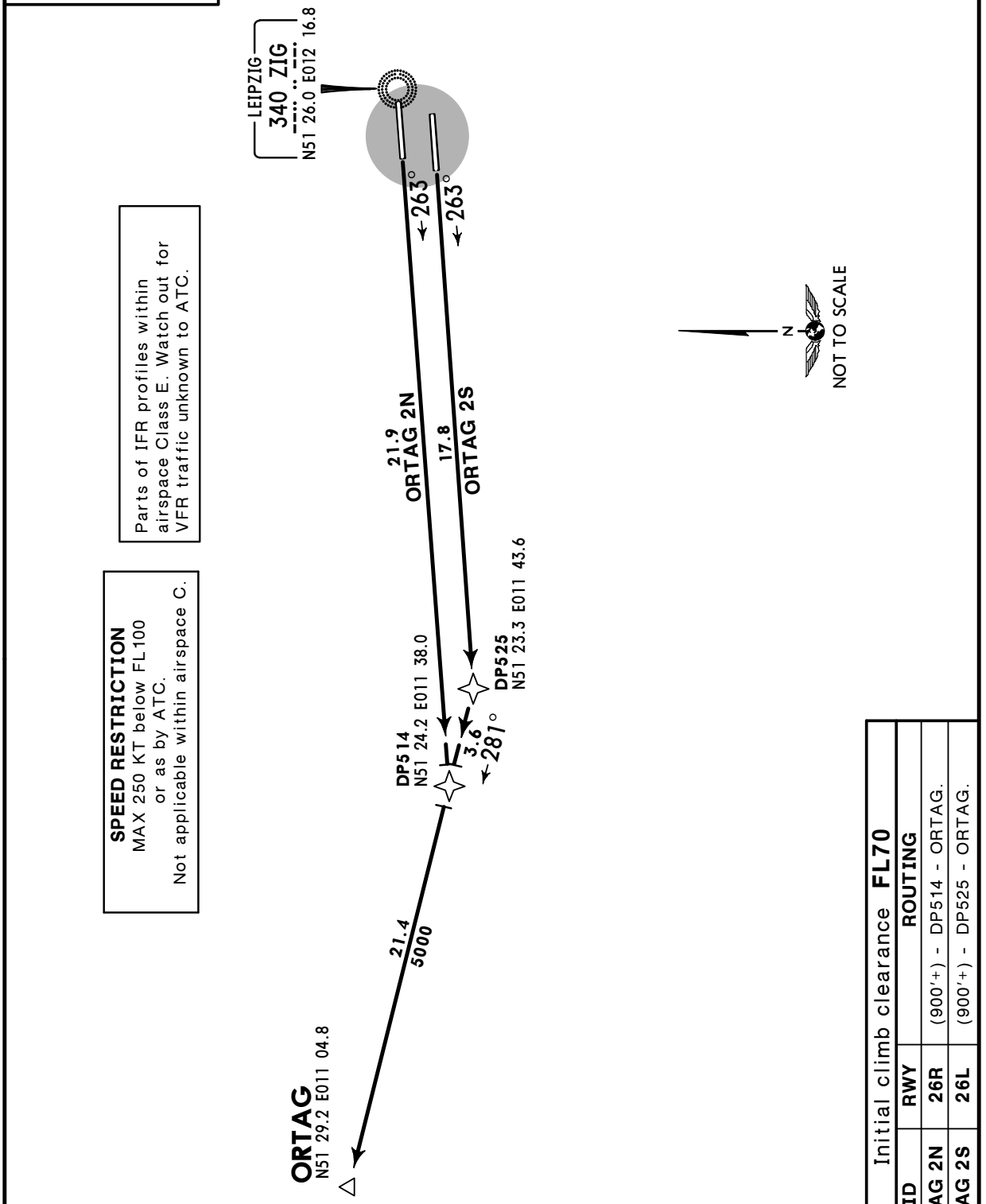
JEPPESEN LEIPZIG-HALLE, GERMANY
5 JUN 15 (10-3X4)
RNAV SID (OVERLAY)

MUNICH Radar 126.17	Apt Elev 470′

Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

2500′ MSA ZIG NDB

ORTAG TWO NOVEMBER (ORTAG 2N) [ORTA2N]
ORTAG TWO SIERRA (ORTAG 2S) [ORTA2S]
RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3P)



Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

SPEED RESTRICTION
MAX 250 KT below FL100 or as by ATC.
Not applicable within airspace C.

Initial climb clearance **FL70**

SID	RWY	ROUTING
ORTAG 2N	26R	(900′+) - DP514 - ORTAG.
ORTAG 2S	26L	(900′+) - DP525 - ORTAG.

CHANGES: General note 2.

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EDDP/LEJ
LEIPZIG-HALLE

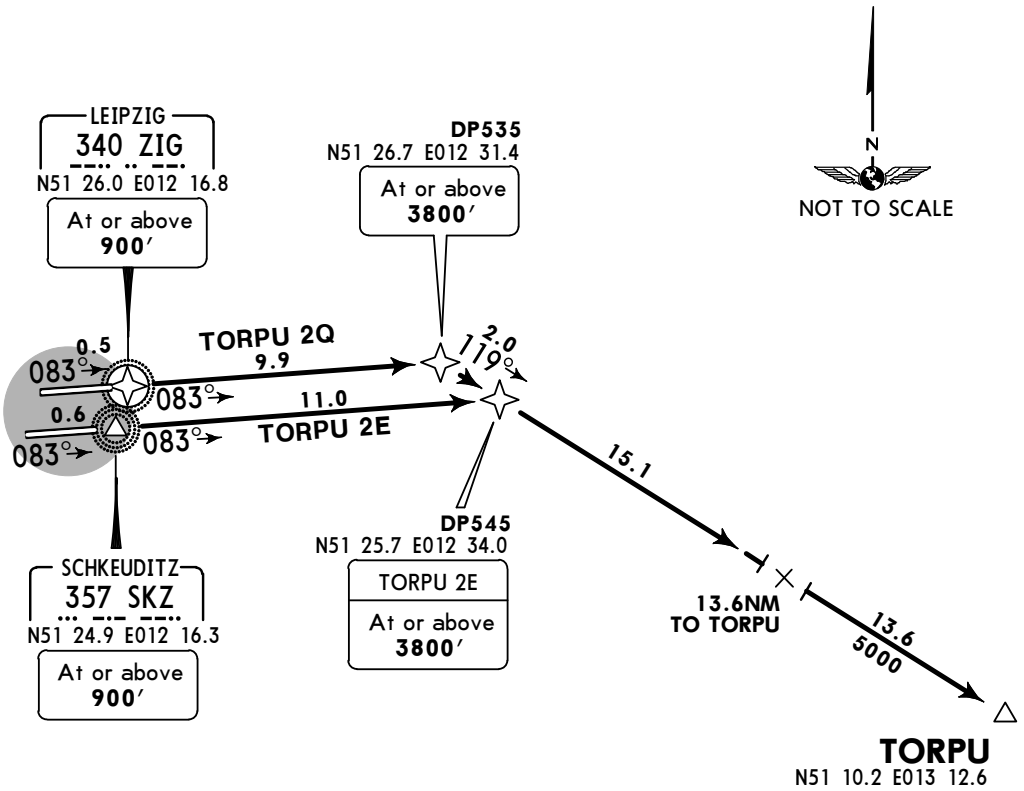
JEPPESEN LEIPZIG-HALLE, GERMANY
5 JUN 15 (10-3X5)
RNAV SID (OVERLAY)

MUNICH Radar 126.17	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. 4. RWY 08L: EXPECT close-in obstacles.

TORPU TWO ECHO (TORPU 2E) [TORP2E]
TORPU TWO QUEBEC (TORPU 2Q) [TORP2Q]
RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3Q)

2500′
MSA
ZIG NDB

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

Initial climb clearance **FL70**

SID	RWY	ROUTING
TORPU 2E	08R	SKZ (900′+) - DP545 (3800′+) - TORPU.
TORPU 2Q	08L	ZIG (900′+) - DP535 (3800′+) - TORPU.

CHANGES: General note 2.

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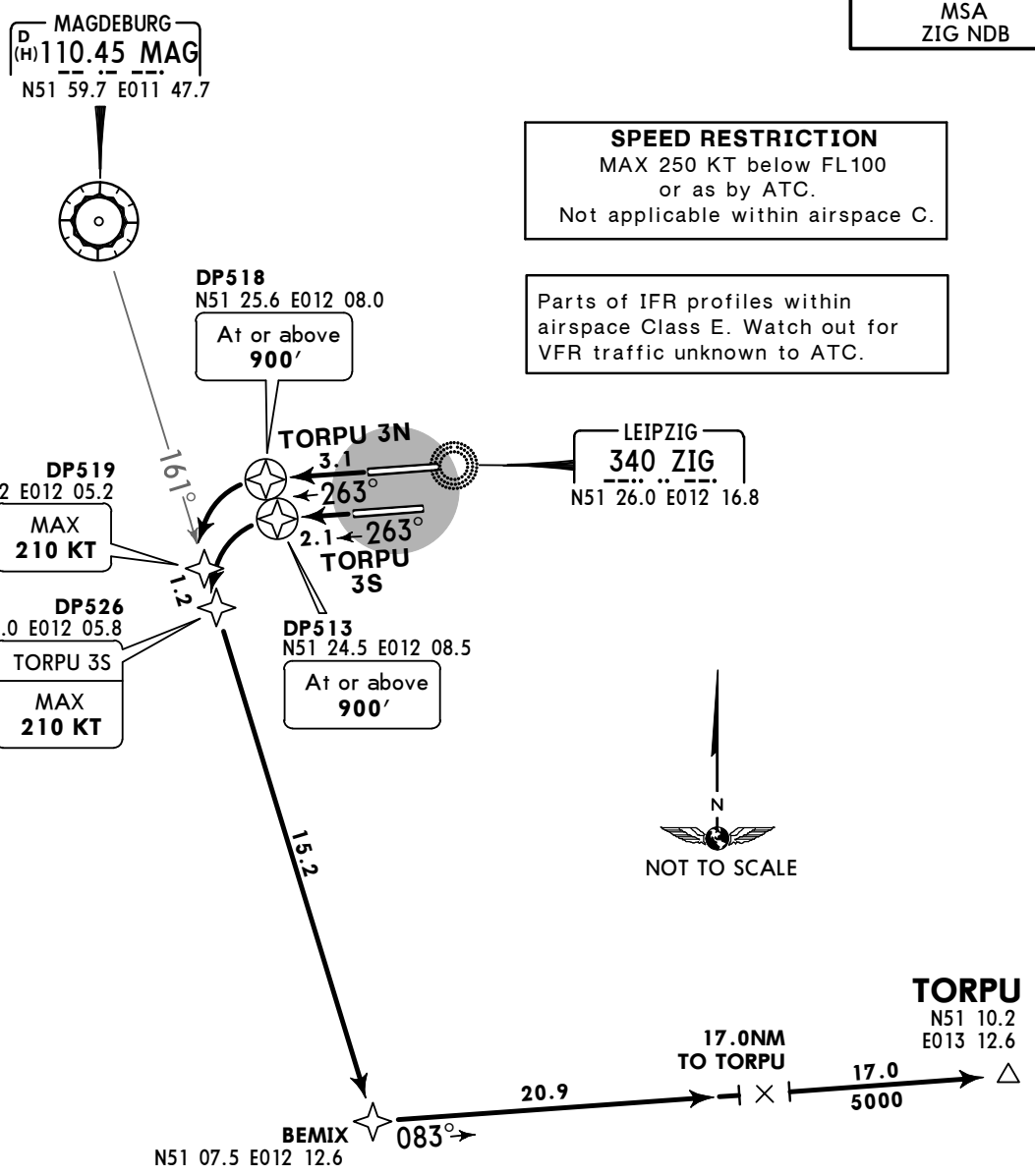
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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
5 JUN 15 (10-3X6)
RNAV SID (OVERLAY)

MUNICH Radar 126.17	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

TORPU THREE NOVEMBER (TORPU 3N) [TORP3N]
TORPU THREE SIERRA (TORPU 3S) [TORP3S]
RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3S)
ONLY AVAILABLE BETWEEN 0600-2200LT



These SIDs require a minimum climb gradient of 7.0% until passing 2000′ due to navaid coverage. If unable to comply advise ATC.

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

Initial climb clearance **FL70**

SID	RWY	ROUTING
TORPU 3N	26R	DP518 (900′+) - DP519 (K210-) - BEMIX - TORPU.
TORPU 3S	26L	DP513 (900′+) - DP526 (K210-) - BEMIX - TORPU.

CHANGES: General note 2.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
5 JUN 15 (10-3X7)
RNAV SID (OVERLAY)

MUNICH Radar 126.17	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

2500′ MSA ZIG NDB

TORPU TWO WHISKEY (TORPU 2W) [TORP2W]
TORPU TWO X-RAY (TORPU 2X) [TORP2X]
RWYS 26L/R RNAV DEPARTURES (OVERLAY 10-3T)

TORPU 2X
This SID requires a minimum climb gradient of 4.8% until passing 6000′ due to airspace structure. If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

N
NOT TO SCALE

TORPU N51 10.2 E013 12.6

14.0NM TO TORPU
14.0
5000

17.0
5000

17.0NM TO TORPU

TADUV N51 25.8 E012 32.9
119°
15.4

DP550 N51 31.3 E012 25.7
At or above 6000′
7.1

DP512 N51 33.9 E012 22.2
3.5

MAG 110.45 138°

DP510 N51 25.8 E012 11.6
At or above 900′

TORPU 2X 8.5

SPEED RESTRICTION
MAX 250 KT below FL100 or as by ATC.
Not applicable within airspace C.

LEIPZIG 340 ZIG
N51 26.0 E012 16.8

0.8
263°

20.6

083°

KULUT N51 07.5 E012 13.1

DP511 N51 30.4 E012 09.7
MAX 210 KT

DP516 N51 28.2 E012 07.5

062°
GOT 115.25

10.0
TORPU 2W 263°

20.1

207°

DESAN N51 23.9 E011 55.9
At or above 3000′

19.1

087°
NAMUB N51 07.4 E011 40.7

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

Initial climb clearance **FL70**

SID	RWY	ROUTING
TORPU 2W	26L	(900′+) - DESAN (3000′+) - NAMUB - KULUT - TORPU.
TORPU 2X ❶	26R	DP510 (900′+) - DP516 - DP511 (K210-) - DP512 - DP550 (6000′+) - TADUV - TORPU.

❶ Only available between 2200-0600LT.

CHANGES: General note 2.

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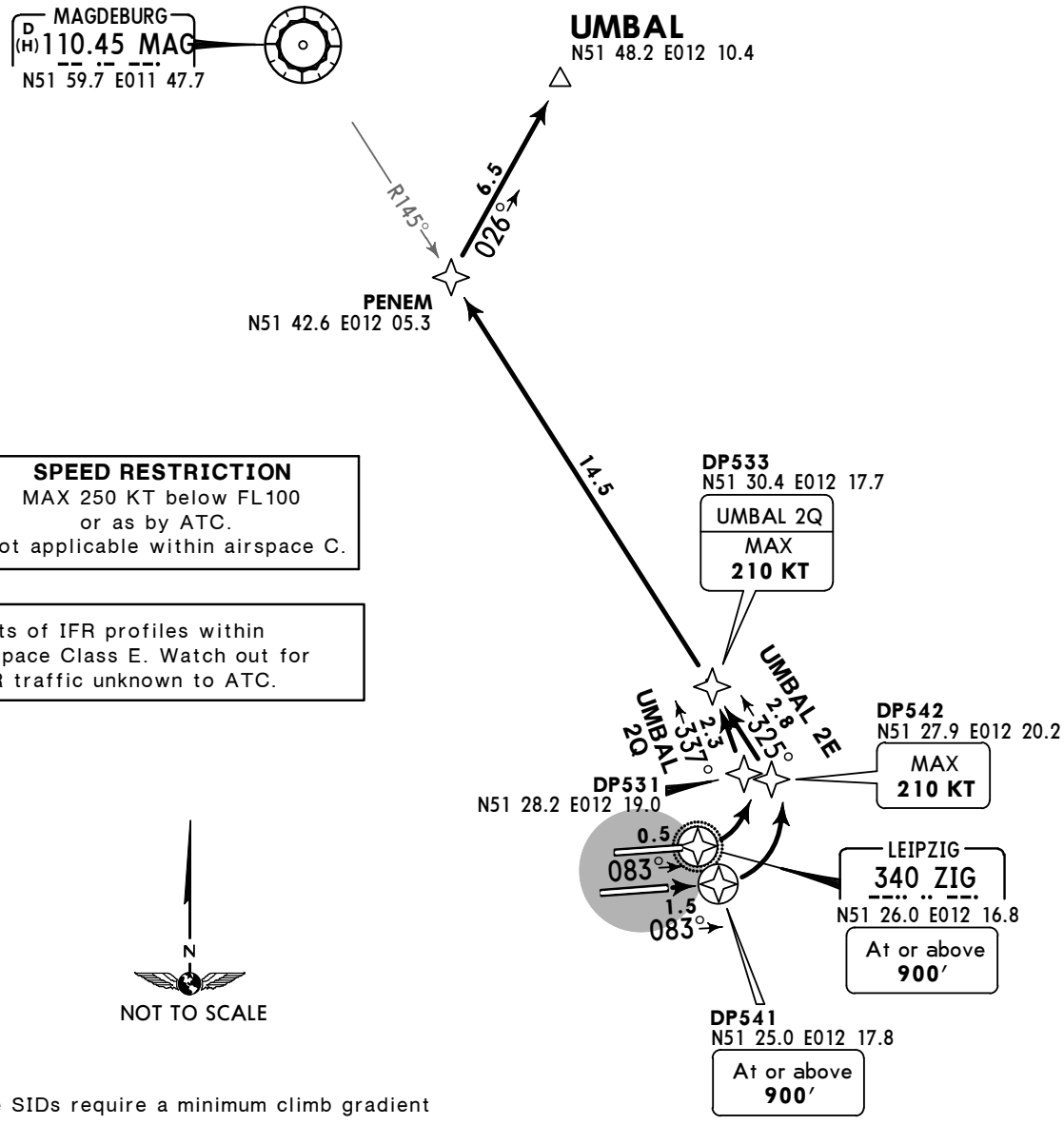
EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
5 JUN 15 (10-3X8)
RNAV SID (OVERLAY)

MUNICH Radar 126.17	Apt Elev 470′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. 4. RWY 08L: EXPECT close-in obstacles.

UMBAL TWO ECHO (UMBAL 2E)[UMBA2E]
UMBAL TWO QUEBEC (UMBAL 2Q)[UMBA2Q]
RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3U)
ONLY AVAILABLE BETWEEN 2300-0600LT
NO ACCESS TO AIRWAY (U)Z-20

2500′
MSA
ZIG NDB



These SIDs require a minimum climb gradient of
7.0% until passing 2000′ due to navaid coverage. If unable to comply advise ATC.

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

Initial climb clearance **FL70**

SID	RWY	ROUTING
UMBAL 2E	**08R**	DP541 (900′+) - DP542 (K210-) - PENEM - UMBAL.
UMBAL 2Q	**08L**	ZIG (900′+) - DP531 - DP533 (K210-) - PENEM - UMBAL.

CHANGES: General note 2.

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EDDP/LEJ

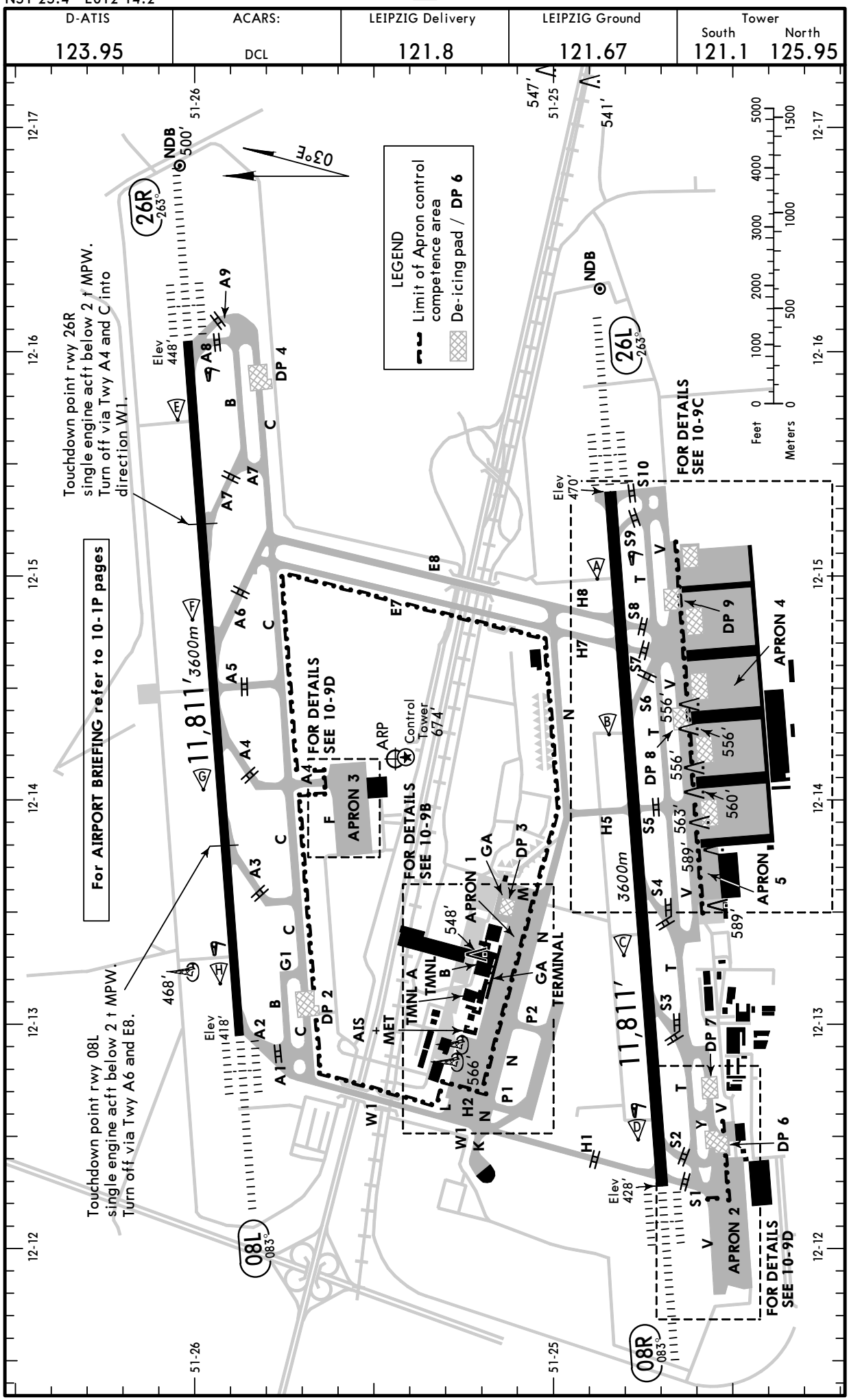
Apt Elev **470′**
N51 25.4 E012 14.2

JEPPESEN **LEIPZIG-HALLE, GERMANY**

2 MAY 14 (10-9)

LEIPZIG-HALLE

D-ATIS	ACARS:	LEIPZIG Delivery	LEIPZIG Ground	Tower
123.95	DCL	121.8	121.67	South 121.1 North 125.95



CHANGES: De-icing pad added on apron 4.

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EDDP/LEJ JEPPESEN LEIPZIG-HALLE, GERMANY

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
08L 26R	HIRL *(60m)* CL *(15m)* ALSF-II TDZ REIL ❶ RVR	❷	10,630′ *3240m*	❸	148′ *45m*

❶ PAPI-L (3.0°)

❷ Single engine acft below 2 t MPW: 2297′ (700m).

❸ TAKE-OFF RUN AVAILABLE

RWY 08L:

From rwy head	11,811′ (3600m)
twy A3 int	8038′ (2450m)
twy A4 int	6070′ (1850m)
twy A5 int	5725′ (1745m)

RWY 26R:

From rwy head	11,811′ (3600m)
twy A7 int	8038′ (2450m)
twy A6 int	6070′ (1850m)
twy A5 int	5725′ (1745m)

08R	HIRL *(60m)* CL *(15m)* ALSF-II TDZ REIL ❹ ❺ RVR		10,900′ *3322m*	❼	197′ *60m*
26L	HIRL *(60m)* CL *(15m)* ALSF-II TDZ REIL ❹ ❻ RVR		10,596′ *3230m*		

❹ PAPI-L (3.0°)

❺ HSTIL-S6

❻ HSTIL-S3 & S4

❼ TAKE-OFF RUN AVAILABLE

RWY 08R:

From rwy head	11,811′ (3600m)
twy S2 int	10,728′ (3270m)
twy S3 int	8038′ (2450m)
twy S4 int	6070′ (1850m)
twy H5/S5 int	5233′ (1595m)

RWY 26L:

From rwy head	11,811′ (3600m)
twy S9 int	10,728′ (3270m)
twy H8 int	9465′ (2885m)
twy S8 int	9350′ (2850m)
twy H7 int	9055′ (2760m)
twy S7 int	8940′ (2725m)
twy S6 int	7382′ (2250m)
twy H5/S5 int	6217′ (1895m)

Standard

TAKE-OFF 1

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

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

CHANGES: None.

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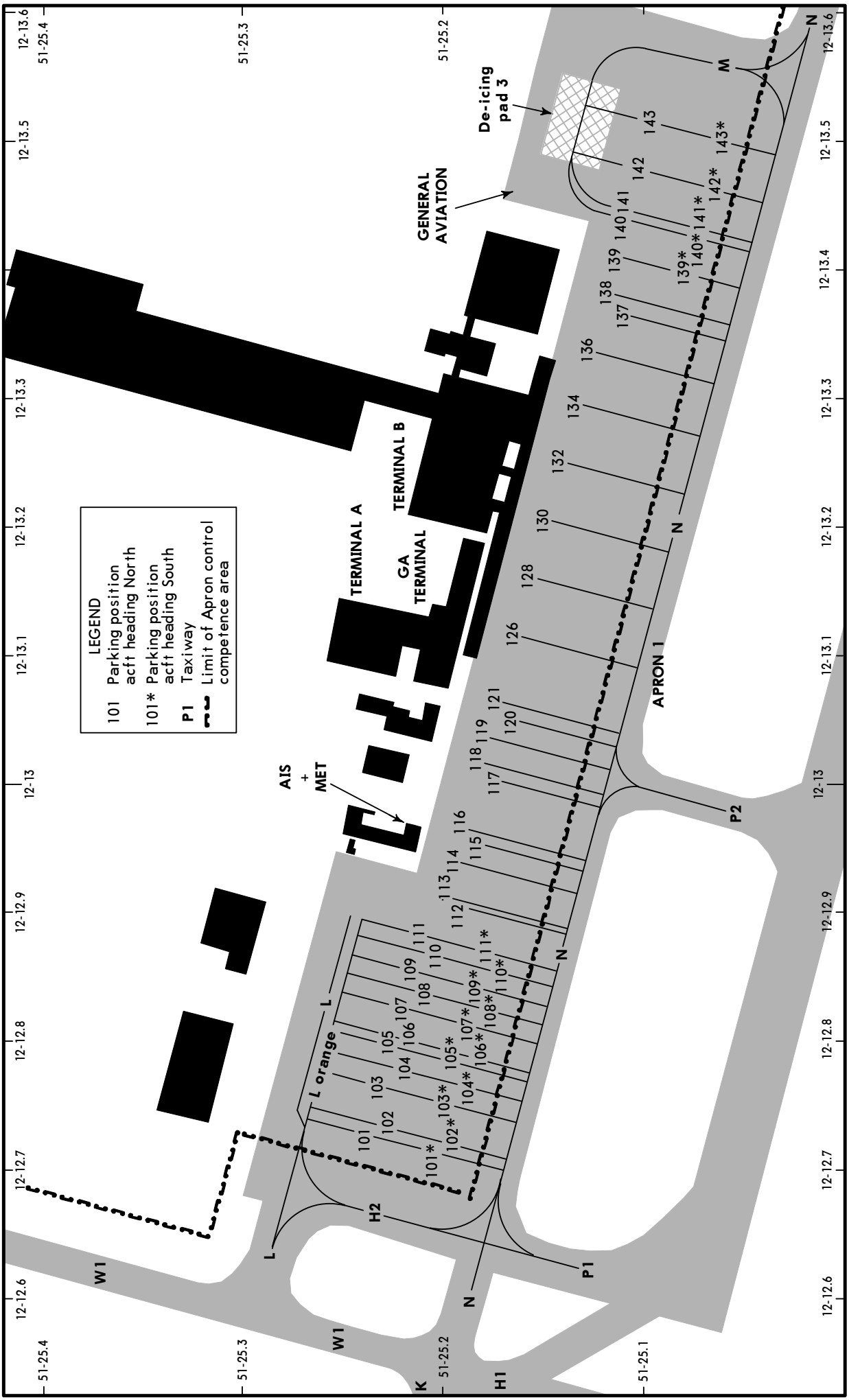
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EDDP/LEJ

JEPPESEN LEIPZIG-HALLE, GERMANY

2 MAY 14 (10-9B)

LEIPZIG-HALLE



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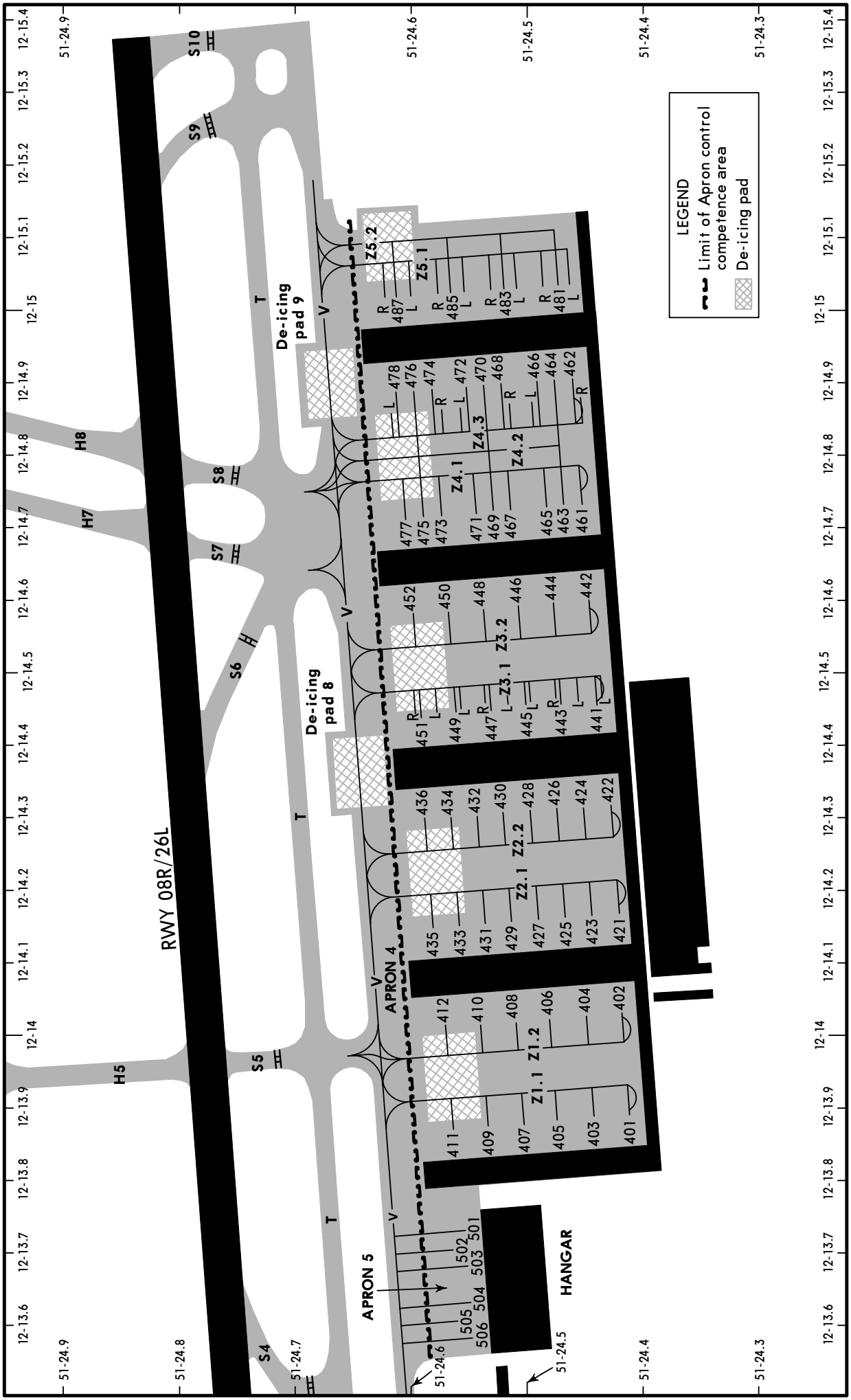
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EDDP/LEJ

JEPPESEN LEIPZIG-HALLE, GERMANY

2 MAY 14 (10-9C)

LEIPZIG-HALLE



CHANGES: Stands 443, 441. De-icing pad added.

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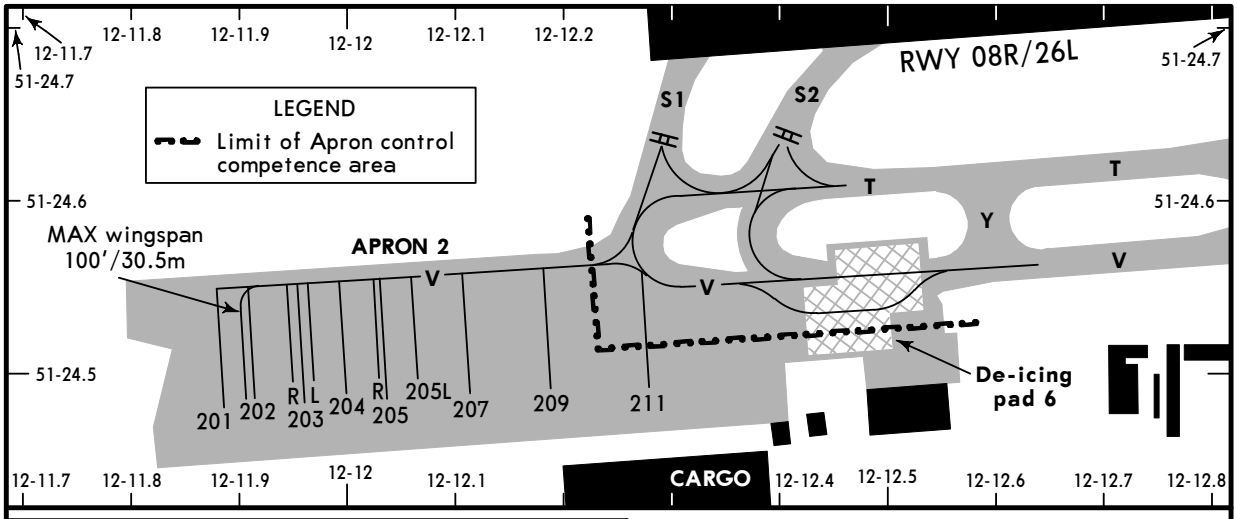
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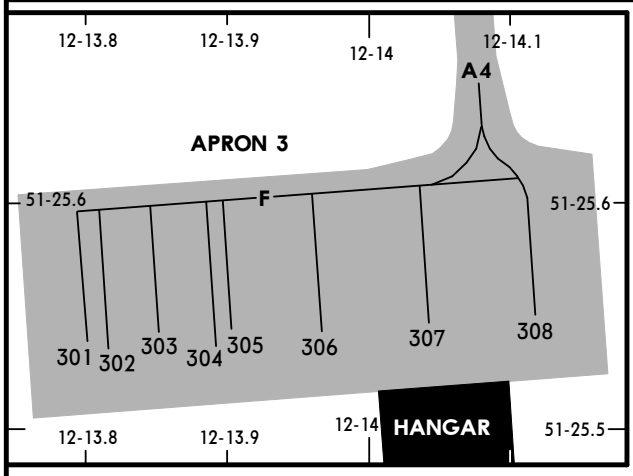
EDDP/LEJ

JEPPESEN LEIPZIG-HALLE, GERMANY

2 MAY 14 (10-9D)

LEIPZIG-HALLE





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EDDP/LEJ JEPPESEN LEIPZIG-HALLE, GERMANY

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
101 thru 102*	N51 25.2 E012 12.7	427	N51 24.5 E012 14.1
103 thru 107*	N51 25.2 E012 12.8	428	N51 24.5 E012 14.4
108	N51 25.2 E012 12.9	429	N51 24.5 E012 14.1
108*	N51 25.2 E012 12.8	430	N51 24.5 E012 14.3
109 thru 113	N51 25.2 E012 12.9	431	N51 24.5 E012 14.1
114 thru 119	N51 25.2 E012 13.0	432	N51 24.5 E012 14.3
120, 121, 126	N51 25.2 E012 13.1	433	N51 24.6 E012 14.1
128, 130	N51 25.2 E012 13.2	434	N51 24.6 E012 14.3
132	N51 25.2 E012 13.3	435	N51 24.6 E012 14.1
134	N51 25.1 E012 13.3	436	N51 24.6 E012 14.3
136 thru 139*	N51 25.1 E012 13.4	441L, 441	N51 24.4 E012 14.4
140	N51 25.1 E012 13.5	442	N51 24.4 E012 14.6
140*	N51 25.1 E012 13.4	443L thru 443R	N51 24.5 E012 14.4
141 thru 143*	N51 25.1 E012 13.5	444	N51 24.5 E012 14.6
201, 202	N51 24.5 E012 11.9	445L, 445	N51 24.5 E012 14.4
203L, 203	N51 24.5 E012 12.0	446	N51 24.5 E012 14.6
203R	N51 24.5 E012 11.9	447 thru 447R	N51 24.5 E012 14.4
204	N51 24.5 E012 12.0	448	N51 24.5 E012 14.6
205L	N51 24.5 E012 12.1	449L	N51 24.5 E012 14.4
205, 205R	N51 24.5 E012 12.0	449	N51 24.6 E012 14.4
207	N51 24.5 E012 12.1	450	N51 24.6 E012 14.6
209	N51 24.5 E012 12.2	451L thru 451R	N51 24.6 E012 14.4
211	N51 24.5 E012 12.3	452	N51 24.6 E012 14.6
301, 302	N51 25.5 E012 13.8	461	N51 24.4 E012 14.7
303 thru 305	N51 25.5 E012 13.9	462	N51 24.5 E012 14.9
306, 307	N51 25.5 E012 14.0	462R	N51 24.4 E012 14.9
308	N51 25.5 E012 14.1	463	N51 24.5 E012 14.7
401	N51 24.4 E012 13.9	464	N51 24.5 E012 14.9
402	N51 24.4 E012 14.1	465	N51 24.5 E012 14.7
403	N51 24.4 E012 13.9	466L, 466	N51 24.5 E012 14.9
404	N51 24.4 E012 14.1	467	N51 24.5 E012 14.7
405	N51 24.5 E012 13.8	468, 468R	N51 24.5 E012 14.9
406	N51 24.5 E012 14.1	469	N51 24.5 E012 14.7
407	N51 24.5 E012 13.8	470	N51 24.5 E012 14.9
408	N51 24.5 E012 14.1	471	N51 24.5 E012 14.7
409	N51 24.5 E012 13.8	472L, 472	N51 24.5 E012 14.9
410	N51 24.5 E012 14.1	473	N51 24.6 E012 14.7
411	N51 24.6 E012 13.8	474L thru 474R	N51 24.6 E012 14.9
412	N51 24.6 E012 14.1	475	N51 24.6 E012 14.7
421	N51 24.4 E012 14.1	476	N51 24.6 E012 14.9
422	N51 24.4 E012 14.4	477	N51 24.6 E012 14.7
423	N51 24.4 E012 14.1	478L, 478	N51 24.6 E012 14.9
424	N51 24.5 E012 14.4	481L thru 483R	N51 24.5 E012 15.0
425	N51 24.5 E012 14.1	485L thru 487R	N51 24.6 E012 15.0
426	N51 24.5 E012 14.4	501 thru 503	N51 24.5 E012 13.7
		504 thru 507	N51 24.5 E012 13.6

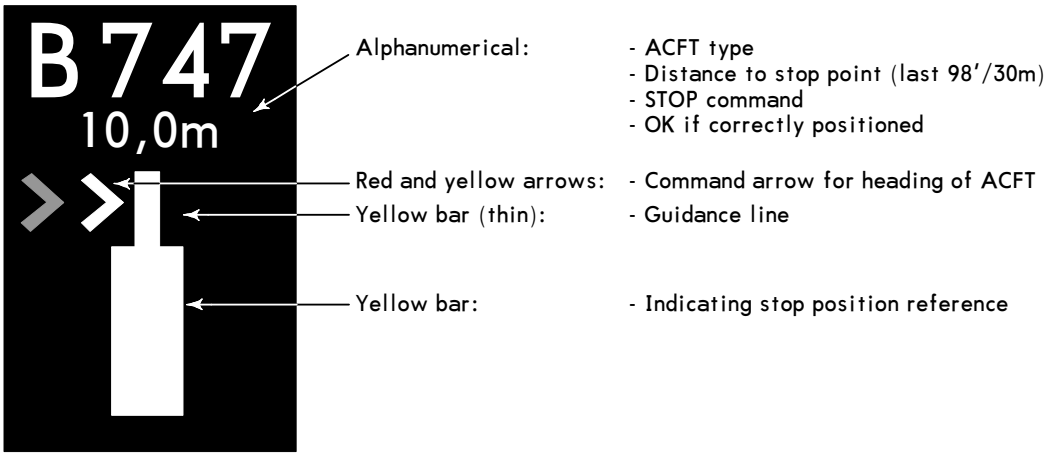
CHANGES: Stands 441L, 443L and 443R added.

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VISUAL AIRCRAFT DOCKING SYSTEM

If the crew notices during taxiing-in that the system is not functioning or that it shows an incorrect ACFT type or that the indicator on the tableau is not clearly legible, the ACFT must be stopped immediately and the fact reported to "LEIPZIG Ground/Tower". Continued taxiing will take place according to instructions by "LEIPZIG Ground/Tower". The system works parallax free, it can be read from each position in the cockpit.



1. Taxiing-in to the ACFT stand taxiing guidance line.
2. ACFT type is displayed in the top line.
3. Floating arrows indicate that the system is activated and in capture mode.
4. The system will show center line indicator if ACFT was captured.
5. A flashing red arrow indicates the direction to turn. The vertical yellow arrow shows position in relation to the center line
6. When approaching from 98'/30m to the stop point the display shows distance to the stop point in meters additionally. 30m - 3m in 1m steps, 3m - stop point in 0.2m steps.
7. After the stop point has been reached, 'STOP OK' will appear on the display.
8. If taxiing past the stop point, 'TOO FAR' will appear on the display.

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EDDP/LEJ LEIPZIG-HALLE, GERMANY

JEPPESEN 28 MAR 14 Eff 3 Apr (11-1)

ILS or LOC or NDB Rwy 08L

BRIEFING STRIP ™

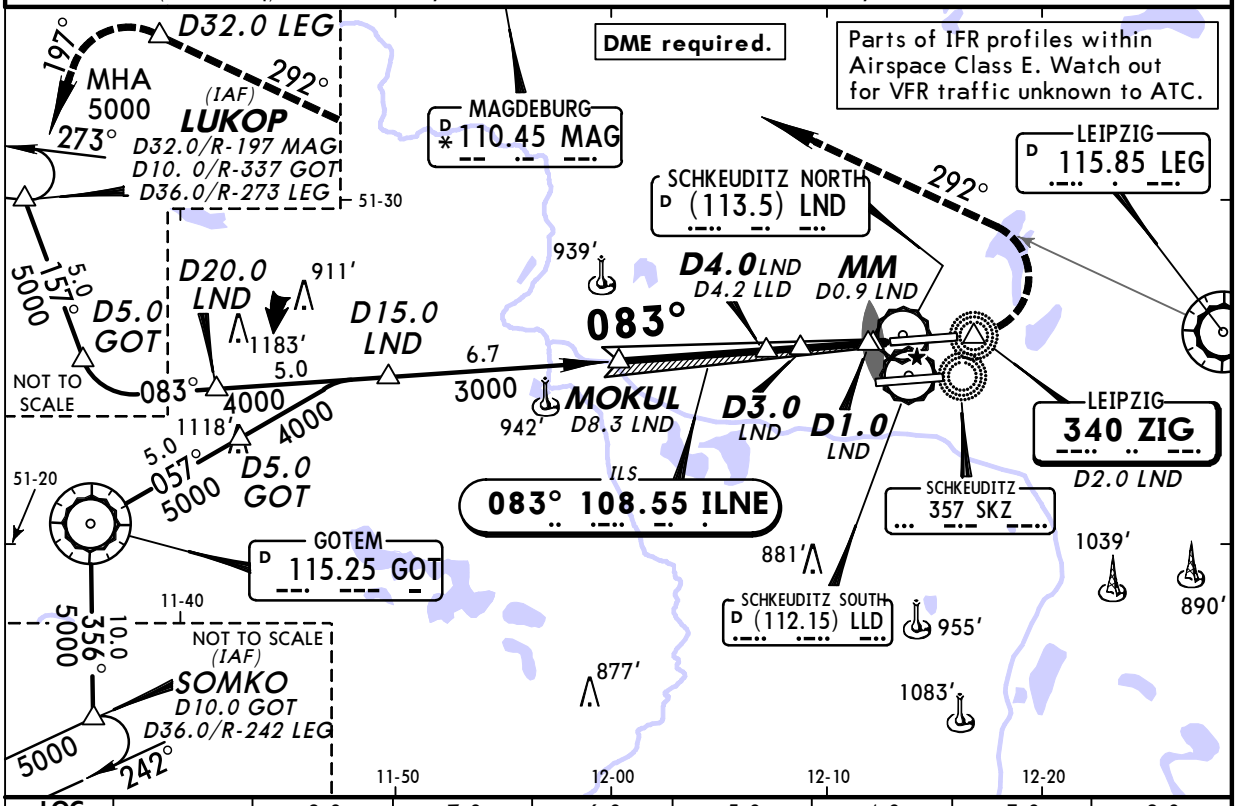
D-ATIS	MUNICH Radar (APP)	LEIPZIG Director (APP)	LEIPZIG Tower		Ground
123.95	126.17	128.47	North 125.95	South 121.1	121.67

LOC ILNE 108.55	Final Apch Crs 083°	GS D4.0 LND 1630′ (1212′)	ILS DA(H) 618′ (200′)	Apt Elev 470′
NDB ZIG 340		Minimum Alt MOKUL 3000′ (2582′)	NDB DA(H) 1020′ (602′)	RWY 418′

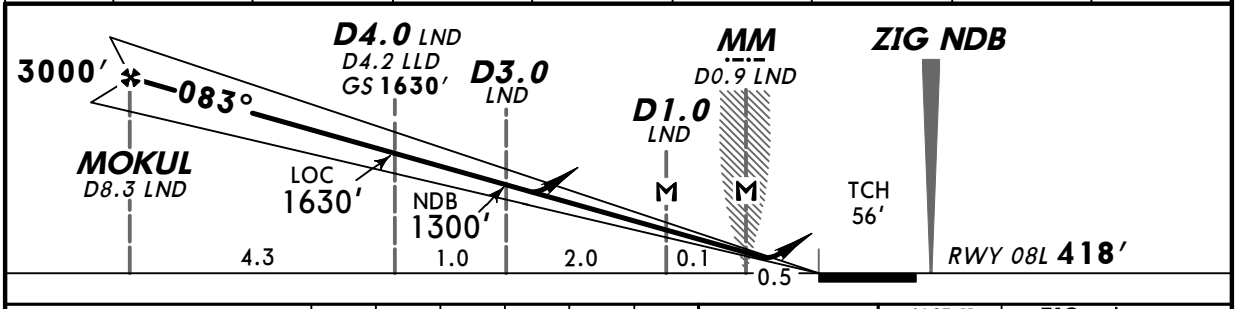
2500′
MSA ZIG NDB

MISSED APCH: Climb on 083° to ZIG NDB or 900′, whichever is later, then turn LEFT onto R-292 LEG to D32.0 LEG. Turn LEFT onto R-197 MAG to LUKOP, climbing to 5000′.

Alt Set: hPa (IN on req) | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 5000′



LOC (GS out) or NDB	LND DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2900′	2580′	2260′	1940′	1630′	1310′	990′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS/LOC or NDB Descent Angle 3.00°	372	478	531	637	743	849
LOC: MAP at MM/D0.9 LND	NDB: MAP at D1.0 LND					

ALSF-II
REIL
PAPI

ZIG 340 900′ whichever later

PANS OPS

Standard STRAIGHT-IN LANDING RWY 08L

	ILS DA(H) 618′ (200′)			LOC (GS out) DA(H) 890′ (472′)		NDB DA(H) 1020′ (602′)	
	FULL	Limited	ALS out		ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	RVR 1500m	RVR 1500m	
B							
C					CMV 2200m	CMV 2100m	CMV 2400m
D							

CHANGES: Bearings. Note.

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EDDP/LEJ LEIPZIG-HALLE, GERMANY

LEIPZIG-HALLE CAT II/III ILS Rwy 08L

JEPPESEN 28 MAR 14 Eff 3 Apr (11-1A)

BRIEFING STRIP ™

D-ATIS	MUNICH Radar (APP)	LEIPZIG Director (APP)	LEIPZIG Tower North	LEIPZIG Tower South	Ground
123.95	126.17	128.47	125.95	121.1	121.67

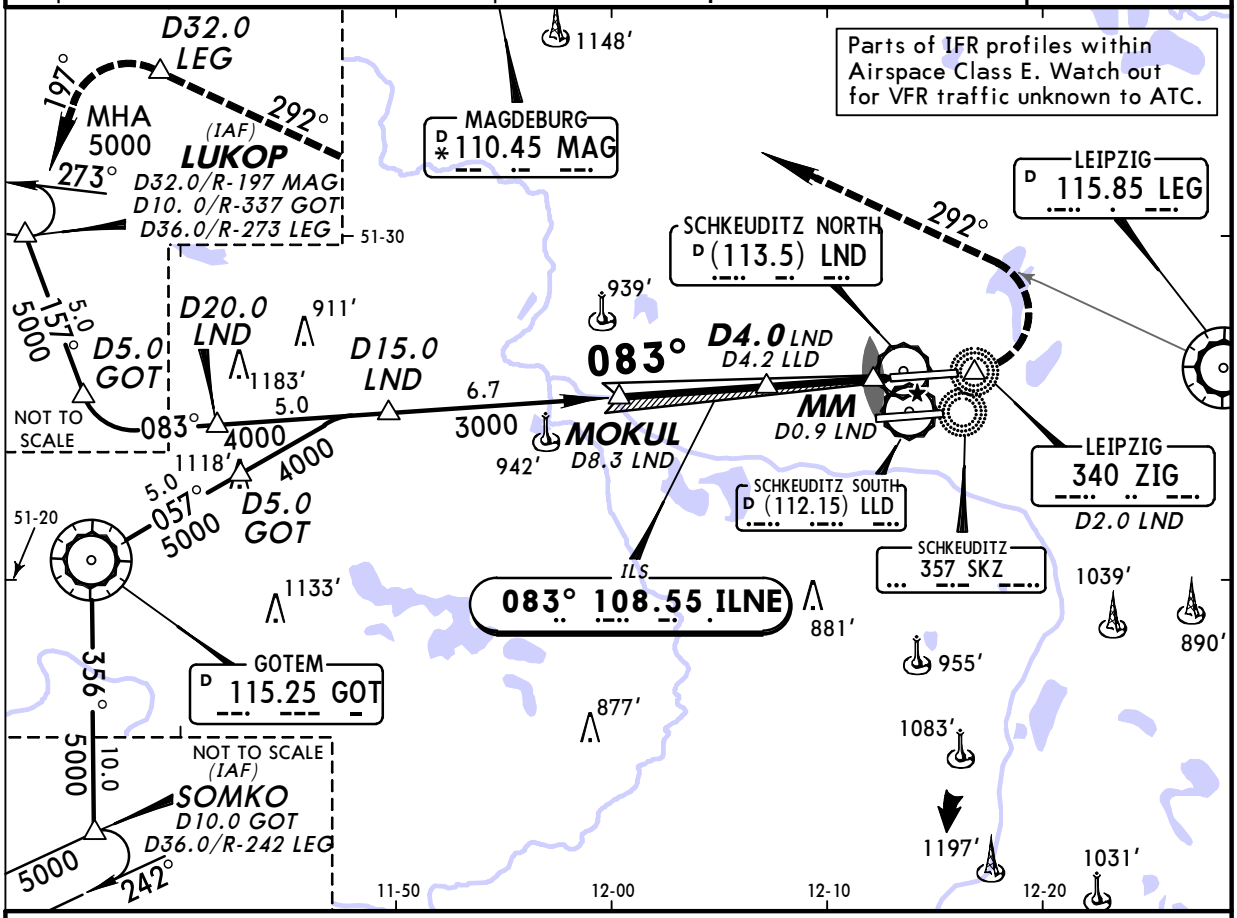
LOC ILNE	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev / RWY
108.55	**083°**	***D4.0 LND*** **1630′** *(1212′)*	Refer to Minimums	470′ / **418′**

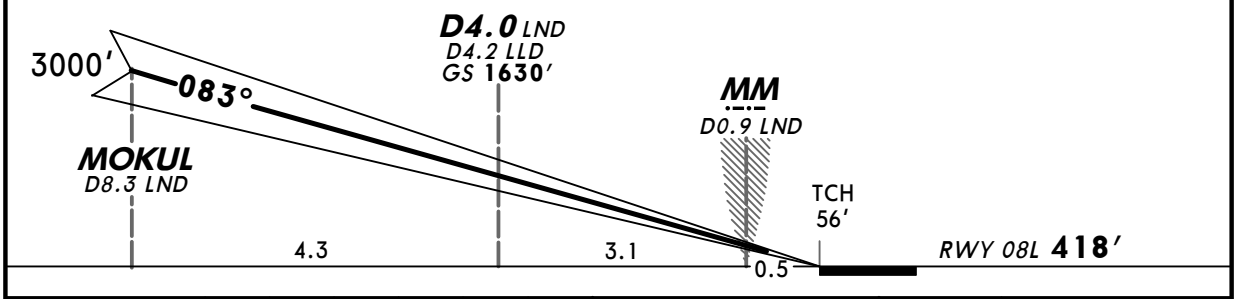
MISSED APCH: Climb on 083° to ZIG NDB or 900′, whichever is later, then turn LEFT onto R-292 LEG to D32.0 LEG. Turn LEFT onto R-197 MAG to LUKOP, climbing to 5000′.

Alt Set: hPa (IN on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 5000′
1. Special Aircrew & Acft Certification required. 2. **DME required.**

2500′
MSA ZIG NDB

Parts of IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC.





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

ALSF-II
REIL
PAPI

ZIG 340 900′ whichever later

PANS OPS

Standard STRAIGHT-IN LANDING RWY **08L**

CAT IIIA ILS	CAT II ILS ABCD
DH **50′**	**RA 106′** DA(H) **518′** *(100′)*
RVR *200m*	RVR *300m* [1]

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Bearings.Note.

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EDDP/LEJ LEIPZIG-HALLE, GERMANY

JEPPESEN 28 MAR 14 Eff 3 Apr (11-2)

ILS or LOC or NDB Rwy 08R

BRIEFING STRIP ™

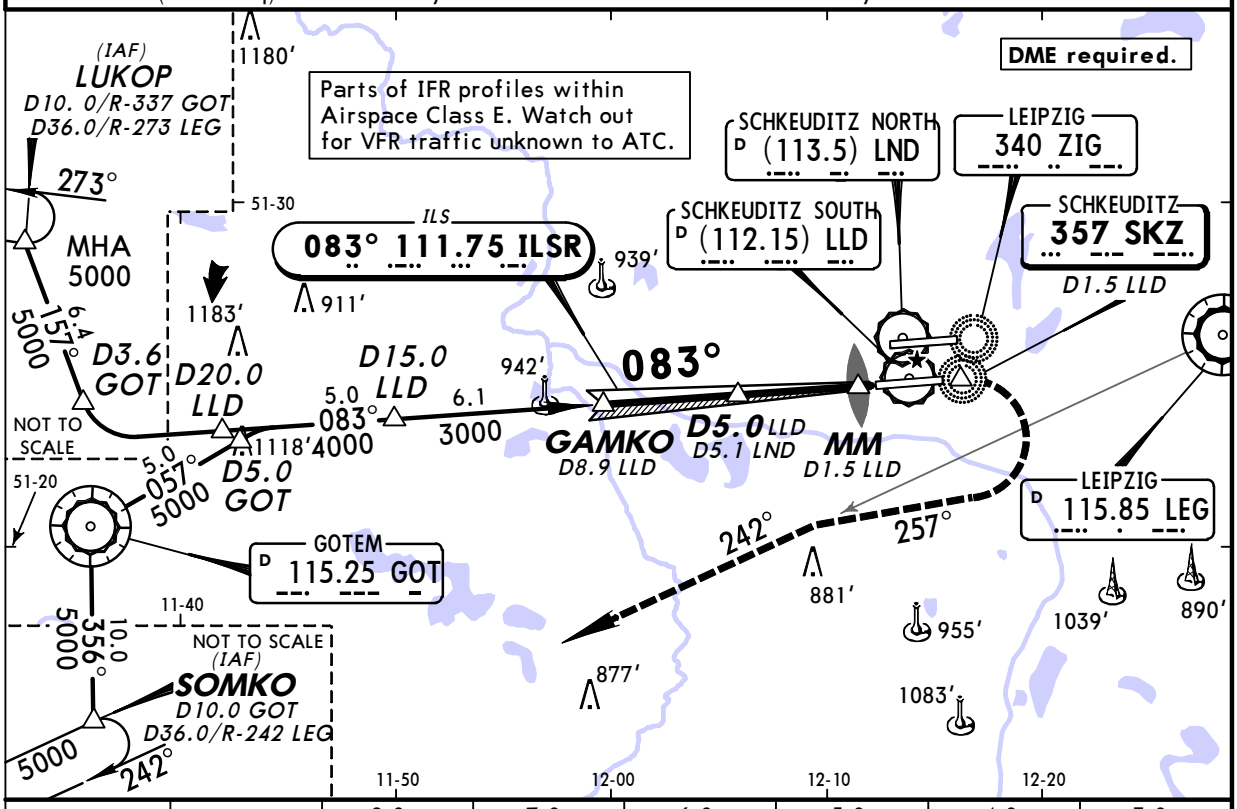
D-ATIS	MUNICH Radar (APP)	LEIPZIG Director (APP)	LEIPZIG Tower South	LEIPZIG Tower North	Ground
123.95	126.17	128.47	121.1	125.95	121.67

LOC ILSR	Final Apch Crs	GS	ILS DA(H)	
111.75	083°	D5.0 LLD 1760′ (1332′)	628′ (200′)	Apt Elev 470′
NDB SKZ 357		Minimum Alt GAMKO 3000′ (2572′)	NDB DA(H) 1020′ (592′)	RWY 428′

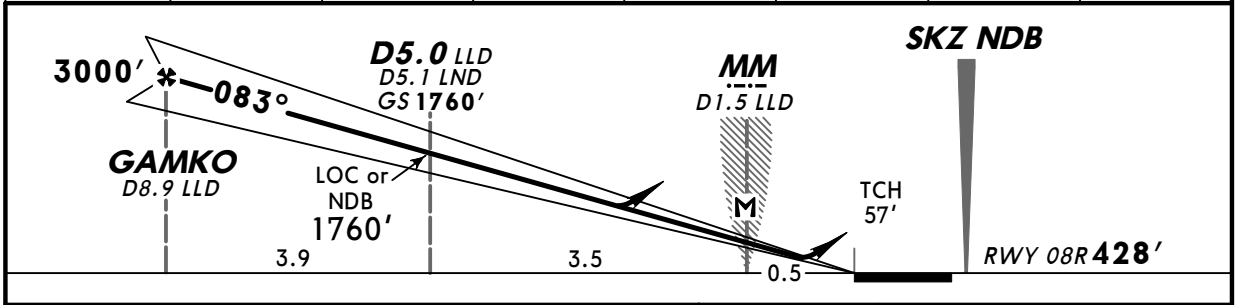
2500′
MSA
ZIG NDB

MISSED APCH: Climb on 083° to SKZ NDB or 900′, whichever is later, then turn RIGHT onto 257° to intercept R-242 LEG and climb to SOMKO to 5000′.

Alt Set: hPa (IN on req) | Rwy Elev: 16 hPa | Trans level: By ATC | Trans alt: 5000′



LOC (GS out) or NDB	LLD DME	8.0	7.0	6.0	5.0	4.0	3.0
	ALTITUDE	2720′	2400′	2080′	1760′	1450′	1130′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS/LOC or NDB Descent Angle	3.00°	372	478	531	637	743	849
MAP at MM/D1.5 LLD							

ALSF-II
REIL
PAPI

SKZ 357 900′ whichever later

Standard STRAIGHT-IN LANDING RWY **08R**

PANS OPS

	ILS DA(H) 628′ (200′) FULL	ILS DA(H) 628′ (200′) Limited	ILS DA(H) 628′ (200′) ALS out	LOC (GS out) DA(H) 960′ (532′)	LOC (GS out) DA(H) 960′ (532′) ALS out	NDB DA(H) 1020′ (592′)	NDB DA(H) 1020′ (592′) ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m		RVR 1500m	
B							
C				RVR 1700m	CMV 2400m	RVR 2000m	CMV 2400m
D							

CHANGES: Bearings. Note.

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EDDP/LEJ LEIPZIG-HALLE, GERMANY

JEPPESEN 28 MAR 14 Eff 3 Apr (11-2A)

CAT II/III ILS Rwy 08R

BRIEFING STRIP ™

D-ATIS	MUNICH Radar (APP)	LEIPZIG Director (APP)	LEIPZIG Tower South	LEIPZIG Tower North	Ground
123.95	126.17	128.47	121.1	125.95	121.67

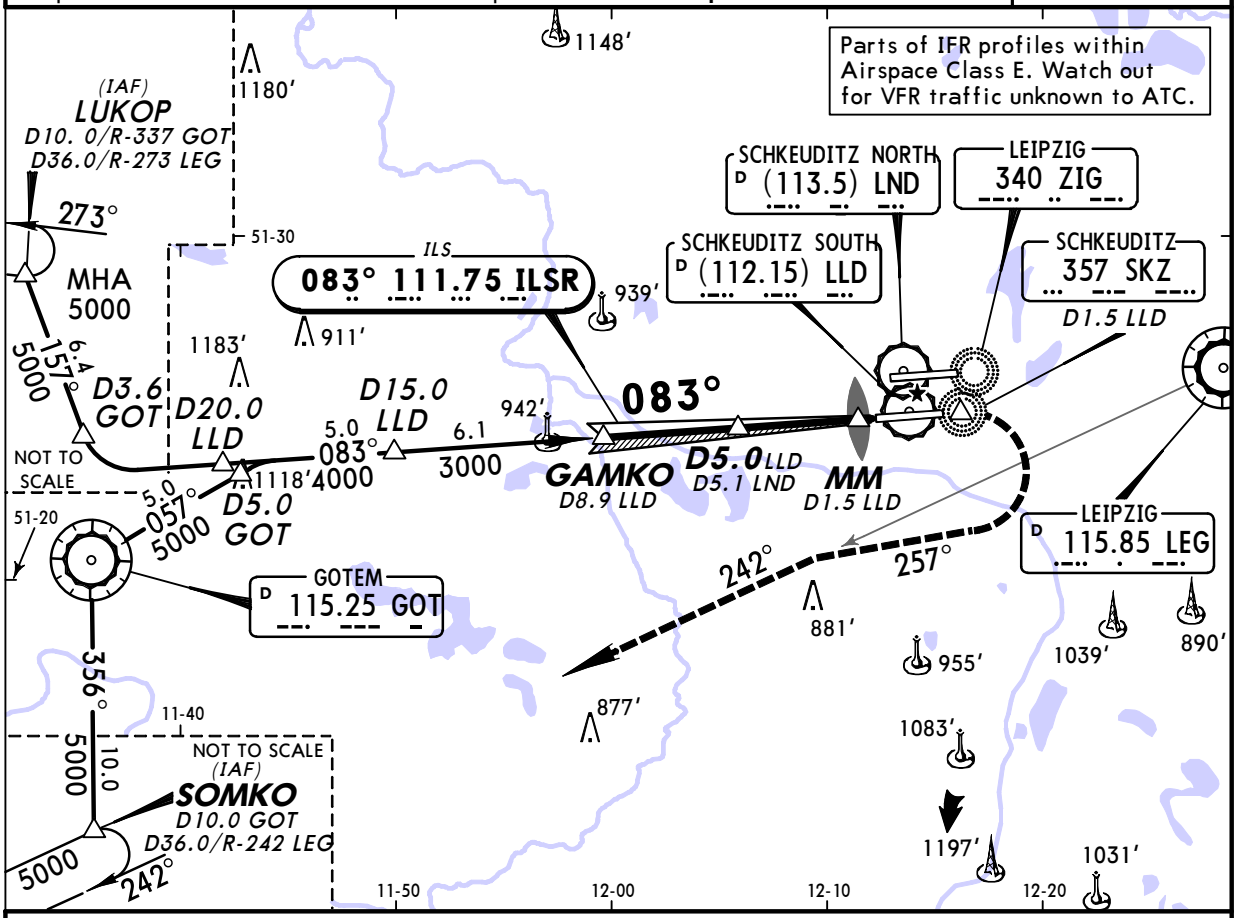
LOC ILSR	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev / RWY
111.75	083°	D5.0 LLD 1760′ (1332′)	Refer to Minimums	470′ / RWY 428′

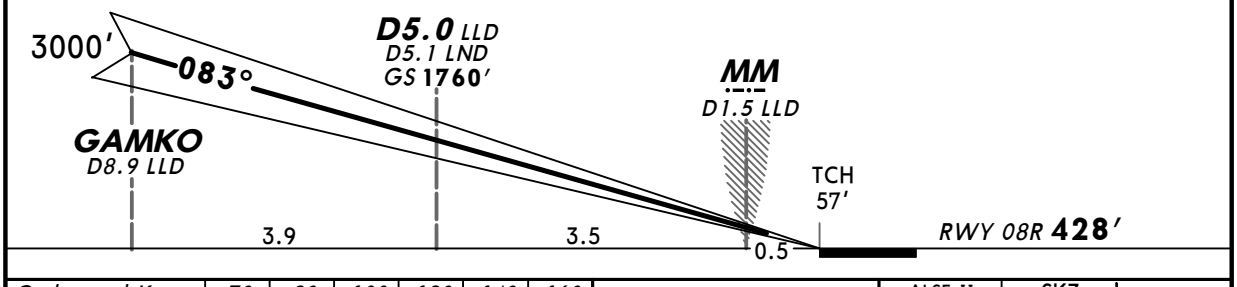
MISSED APCH: Climb on 083° to SKZ NDB or 900′, whichever is later, then turn RIGHT onto 257° to intercept R-242 LEG and climb to SOMKO to 5000′.

Alt Set: hPa (IN on req) Rwy Elev: 16 hPa Trans level: By ATC Trans alt: 5000′
1. Special Aircrew & Acft Certification required. 2. **DME required.**

2500′
MSA
ZIG NDB

Parts of IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC.





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

ALSF-II
REIL
PAPI

SKZ 357 900′ whichever later

PANS OPS

Standard STRAIGHT-IN LANDING RWY **08R**

CAT IIIA ILS	CAT II ILS ABCD
DH **50′**	RA **106′** DA(H) **528′** (100′)
RVR 200m	RVR 300m [1]

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Bearings. Note.

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EDDP/LEJ LEIPZIG-HALLE, GERMANY

JEPPESEN 28 MAR 14 Eff 3 Apr (11-3)

ILS or LOC or NDB Rwy 26L

BRIEFING STRIP ™

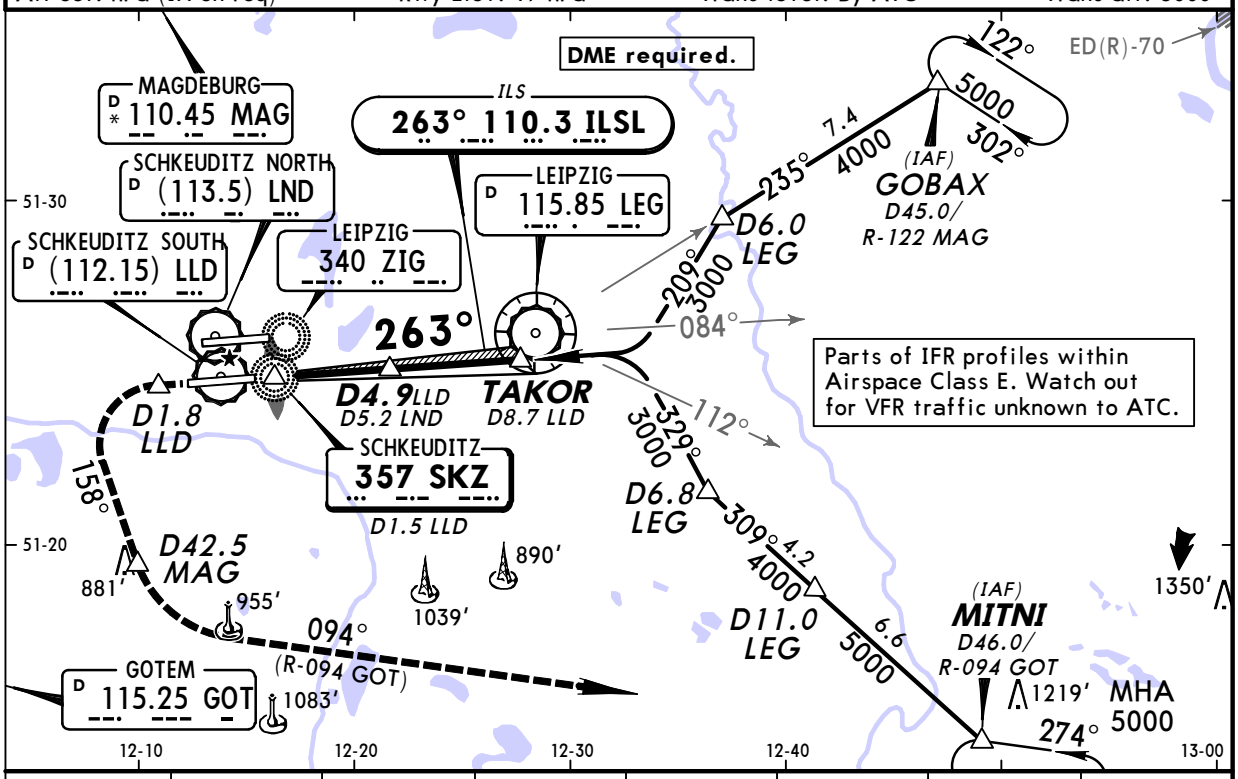
D-ATIS	MUNICH Radar (APP)	LEIPZIG Director (APP)	LEIPZIG Tower South	LEIPZIG Tower North	Ground
123.95	126.17	128.47	121.1	125.95	121.67

LOC ILSL	Final Apch Crs	GS D4.9 LLD	ILS DA(H)	Apt Elev 470′
110.3	263°	1800′ (1330′)	670′ (200′)	RWY 470′
NDB SKZ		Minimum Alt TAKOR	NDB DA(H)	
357		3000′ (2530′)	1000′ (530′)	

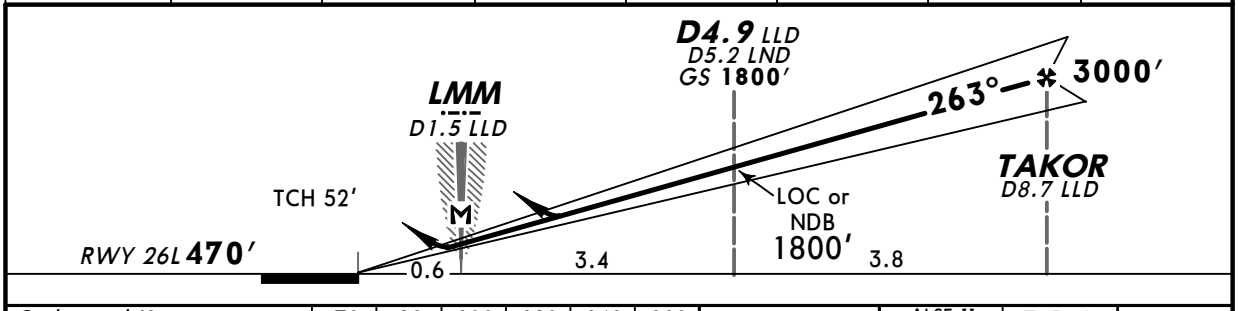
2500′
MSA
ZIG NDB

MISSED APCH: Climb on 263° to D1.8 LLD or 900′, whichever is later, then turn LEFT onto 158° to 42.5 DME MAG, then turn LEFT to intercept and follow R-094 GOTto MITNI climbing 5000′.

Alt Set: hPa (IN on req) | Rwy Elev: 17 hPa | Trans level: By ATC | Trans alt: 5000′



LOC (GS out) or NDB	LLD DME	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	1200′	1510′	1830′	2150′	2470′	2790′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS/LOC or NDB Descent Angle 3.00°	372	478	531	637	743	849
MAP at LMM/D1.5 LLD						

ALSF-II
REIL
PAPI

D1.8 LLD 900′ whichever later

Standard STRAIGHT-IN LANDING RWY 26L

	ILS DA(H) 670′ (200′)			LOC (GS out) DA(H) 950′ (480′)		NDB DA(H) 1000′ (530′)	
	FULL	Limited	ALS out		ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m		RVR 1500m	
B							
C				RVR 1500m	CMV 2200m	RVR 1700m	CMV 2400m
D							

PANS OPS

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EDDP/LEJ LEIPZIG-HALLE, GERMANY
LEIPZIG-HALLE CAT II/III ILS Rwy 26L

JEPPESEN 28 MAR 14 Eff 3 Apr (11-3A)

BRIEFING STRIP™

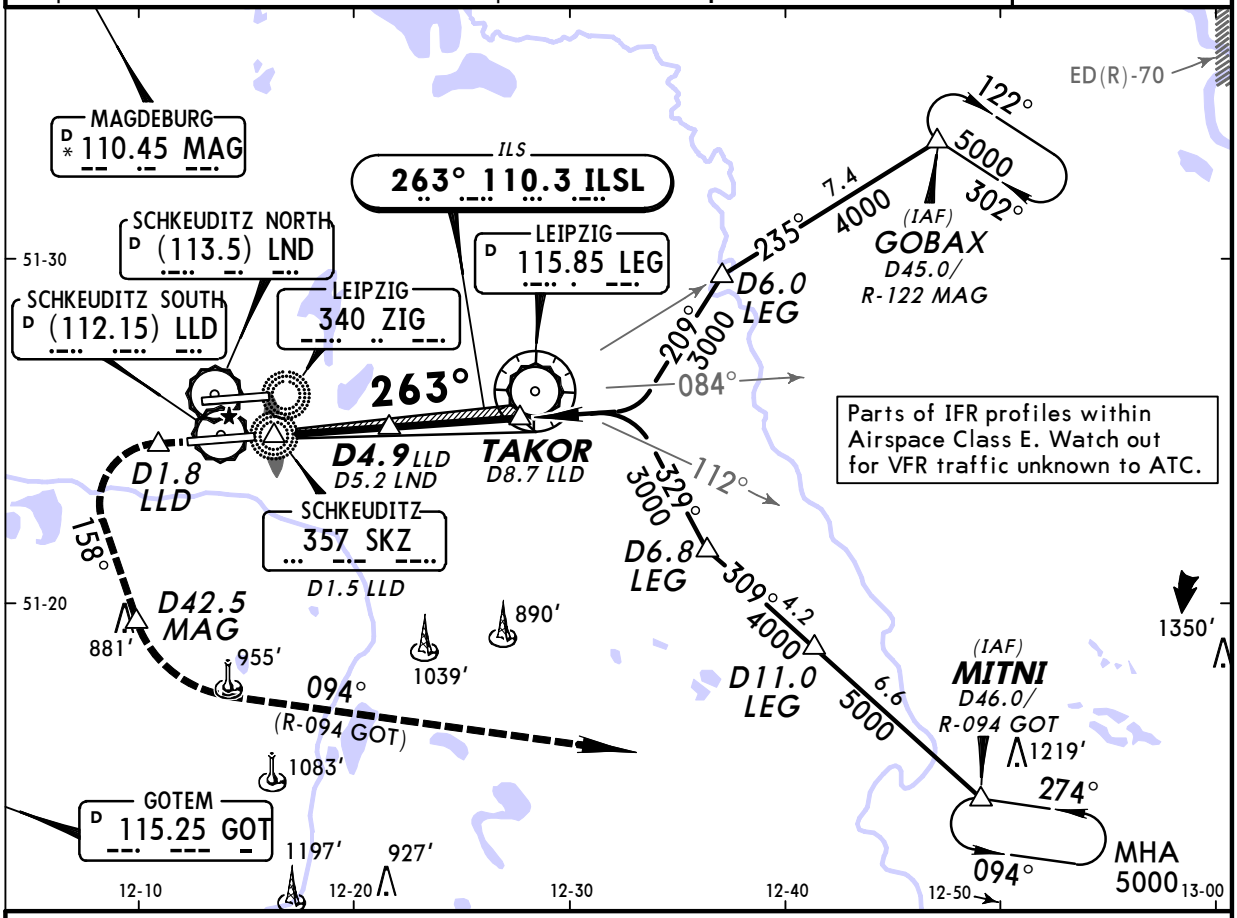
D-ATIS	MUNICH Radar (APP)	LEIPZIG Director (APP)	LEIPZIG Tower South	LEIPZIG Tower North	Ground
123.95	126.17	128.47	121.1	125.95	121.67

LOC ILSL	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev / RWY
110.3	263°	D4.9 LLD 1800′ (1330′)	Refer to Minimums	Apt Elev 470′ RWY 470′

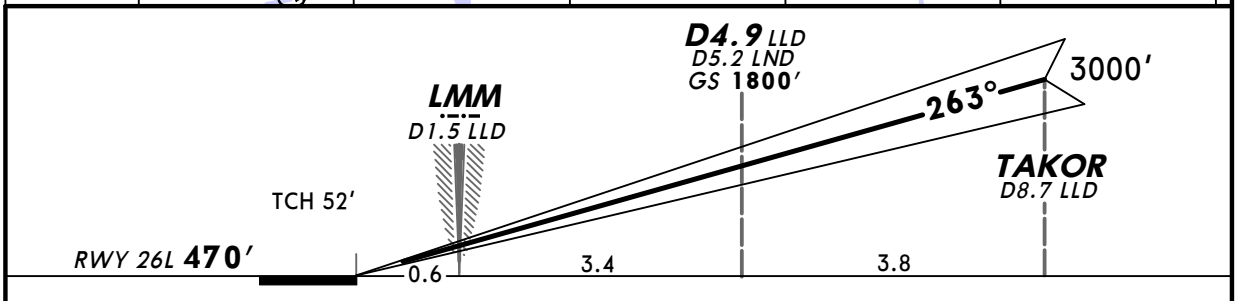
MISSED APCH: Climb on 263° to D1.8 LLD or 900′, whichever is later, then turn LEFT onto 158° to 42.5 DME MAG, then turn LEFT to intercept and follow R-094 GOT to MITNI climbing 5000′.

2500′
MSA
ZIG NDB

Alt Set: hPa (IN on req) Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 5000′
1. Special Aircrew & Acft Certification Required. 2. **DME required.**



Parts of IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC.



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

ALSF-II
REIL
PAPI

D1.8 LLD 900′ whichever later

PANS OPS

Standard STRAIGHT-IN LANDING RWY **26L**

CAT IIIA ILS	CAT II ILS
DH 50′	RA 97′ DA(H) 570′ (100′)
RVR 200m	RVR 300m 1

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Missed apch. Bearings. Note.

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EDDP/LEJ LEIPZIG-HALLE, GERMANY

JEPPESEN 28 MAR 14 Eff 3 Apr (11-4)

ILS or LOC or NDB Rwy 26R

BRIEFING STRIP™

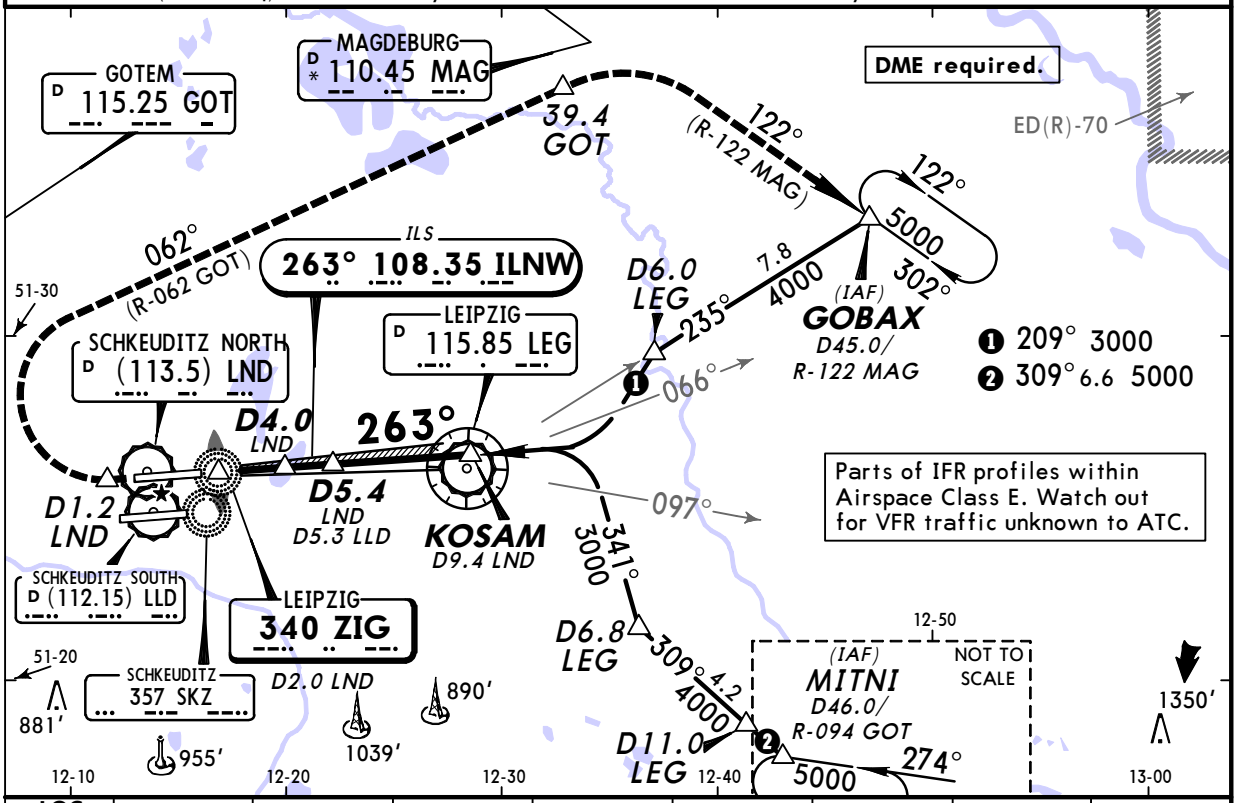
D-ATIS	MUNICH Radar (APP)	LEIPZIG Director (APP)	LEIPZIG Tower	Ground
123.95	126.17	128.47	North 125.95 South 121.1	121.67

LOC ILNW 108.35	Final Apch Crs 263°	GS D5.4 LND 1710′ (1262′)	ILS DA(H) 648′ (200′)	Apt Elev 470′
NDB ZIG 340		Minimum Alt KOSAM 3000′ (2552′)	NDB DA(H) 1020′ (572′)	RWY 448′

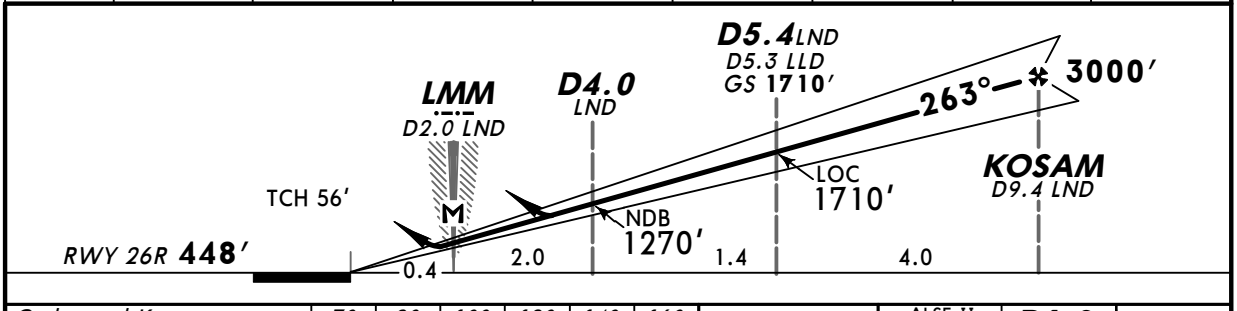
2500′
MSA ZIG NDB

MISSED APCH: Climb on 263° to D1.2 LND or 900′, whichever is later, then turn RIGHT to intercept R-062 GOT . At D39.4 GOT turn RIGHT onto R-122 MAG to GOBAX, climbing to 5000′.

Alt Set: hPa (IN on req) | Rwy Elev: 16 hPa | Trans level: By ATC | Trans alt: 5000′



LOC (GS out) or NDB	LND DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	950′	1270′	1590′	1910′	2230′	2550′	2870′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS/LOC or NDB Descent Angle	3.00°	372	478	531	637	743	849
MAP at LMM/D2.0 LND							

ALSF-II
REIL
PAPI

D1.2 LND 900′ whichever later

Standard STRAIGHT-IN LANDING RWY **26R**

	ILS DA(H) 648′ (200′)			LOC (GS out) DA(H) 900′ (452′)		NDB DA(H) 1020′ (572′)	
	FULL	Limited	ALS out		ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1400m	RVR 1500m	RVR 1500m	
B							
C					CMV 2100m	RVR 1900m	CMV 2400m
D							

PANS OPS

CHANGES: Bearings. Note.

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EDDP/LEJ LEIPZIG-HALLE, GERMANY

JEPPESEN 11-4A

28 MAR 14
Eff 3 Apr

CAT II/III ILS Rwy 26R

BRIEFING STRIP™

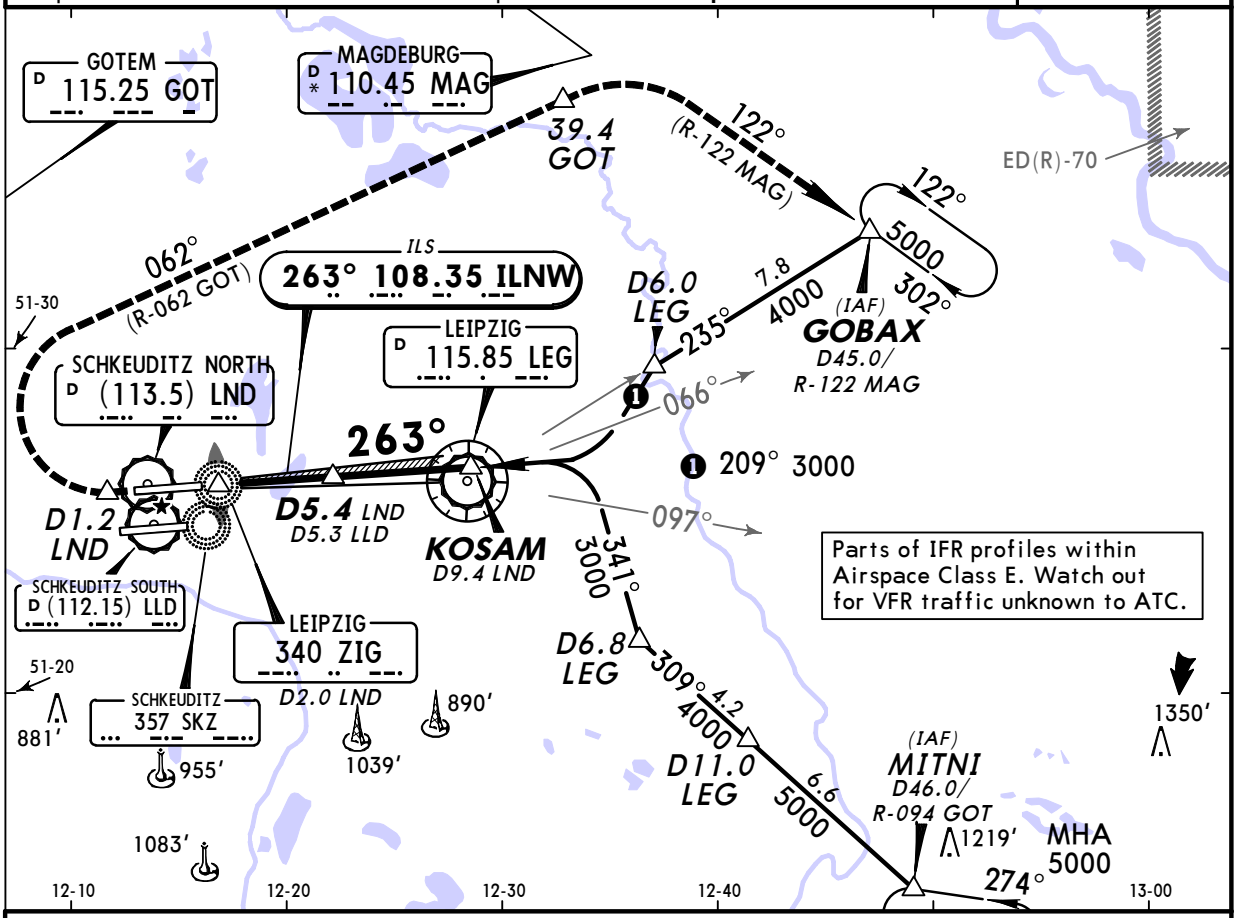
D-ATIS	MUNICH Radar (APP)	LEIPZIG Director (APP)	LEIPZIG Tower North	LEIPZIG Tower South	Ground
123.95	126.17	128.47	125.95	121.1	121.67

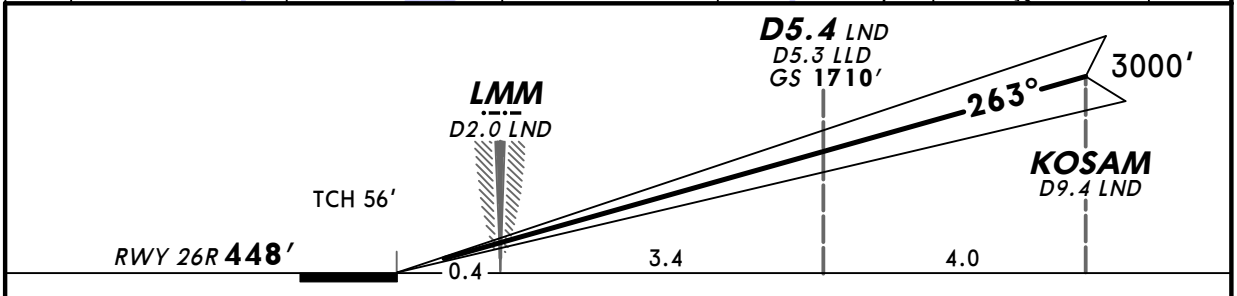
LOC	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev	RWY
ILNW 108.35	263°	D5.4 LND 1710′ (1262′)	Refer to Minimums	470′	448′

MISSED APCH: Climb on 263° to D1.2 LND or 900′, whichever is later, then turn RIGHT to intercept R-062 GOT. At D39.4 GOT turn RIGHT onto R-122 MAG to GOBAX, climbing to 5000′.

Alt Set: hPa (IN on req) Rwy Elev: 16 hPa Trans level: By ATC Trans alt: 5000′
1. Special Aircrew & Acft Certification Required. 2. **DME required.**

2500′
MSA
ZIG NDB





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

ALSF-II
REIL
PAPI

D1.2 LND 900′ whichever later

PANS OPS

Standard STRAIGHT-IN LANDING RWY **26R**

CAT IIIA ILS	CAT II ILS ABCD
DH 50′	RA 105′ DA(H) 548′ (100′)
RVR 200m	RVR 300m 1

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Bearings. Note.

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EDDP/LEJ LEIPZIG-HALLE, GERMANY

JEPPESEN 1 AUG 14 (12-1)

LEIPZIG-HALLE RNAV (GPS) Rwy 08L

BRIEFING STRIP™

D-ATIS	MUNICH Radar (APP)	LEIPZIG Director (APP)	LEIPZIG Tower		Ground
123.95	126.17	128.47	North 125.95	South 121.1	121.67

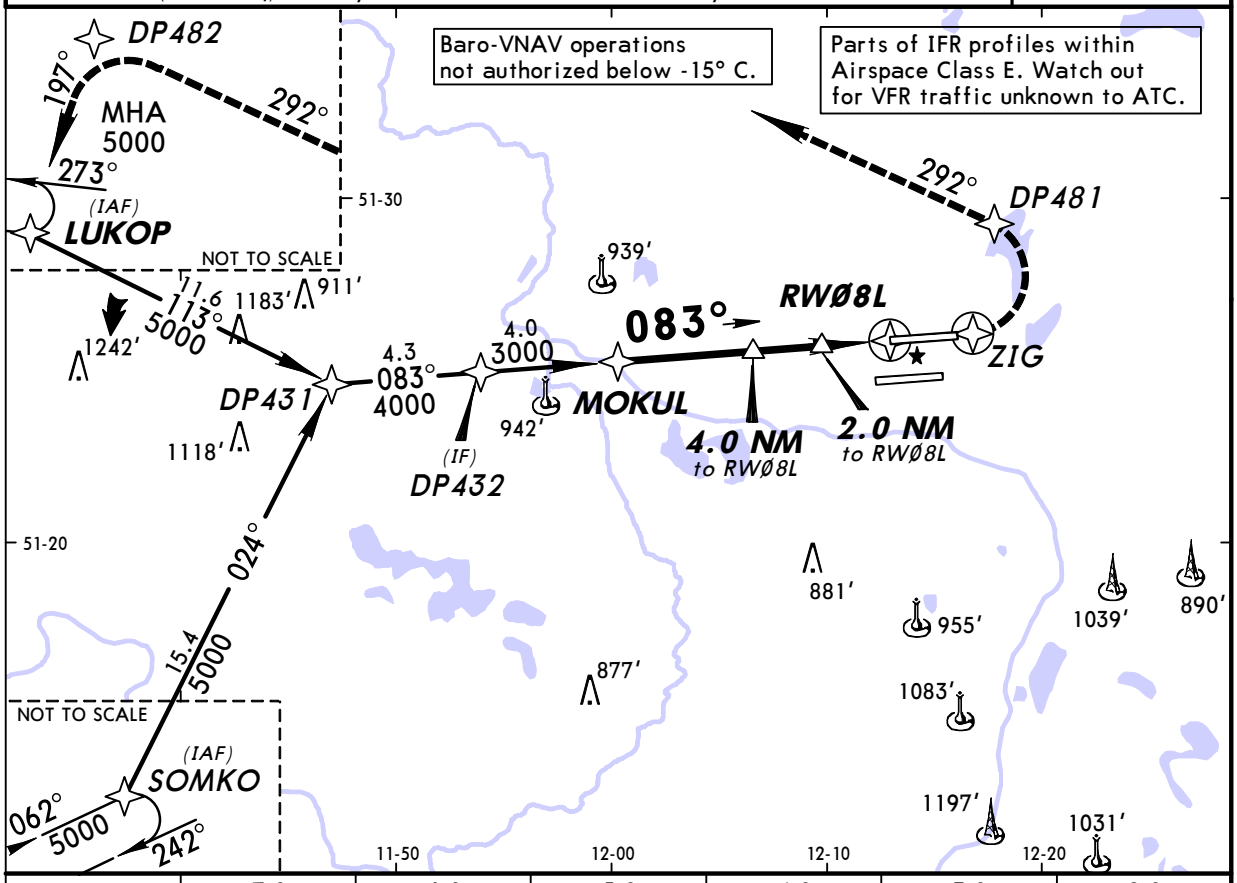
RNAV	Final Apch Crs	Minimum Alt MOKUL	LNAV/VNAV DA(H)	Apt Elev / RWY
	083°	3000′ (2582′)	870′ (452′)	Apt Elev 470′ / RWY 418′

MISSED APCH: Climb on 083° to ZIG or 900′, whichever is later, then turn LEFT via DP481 onto 292° to DP482. Turn LEFT onto 197° to LUKOP, climbing to 5000′.

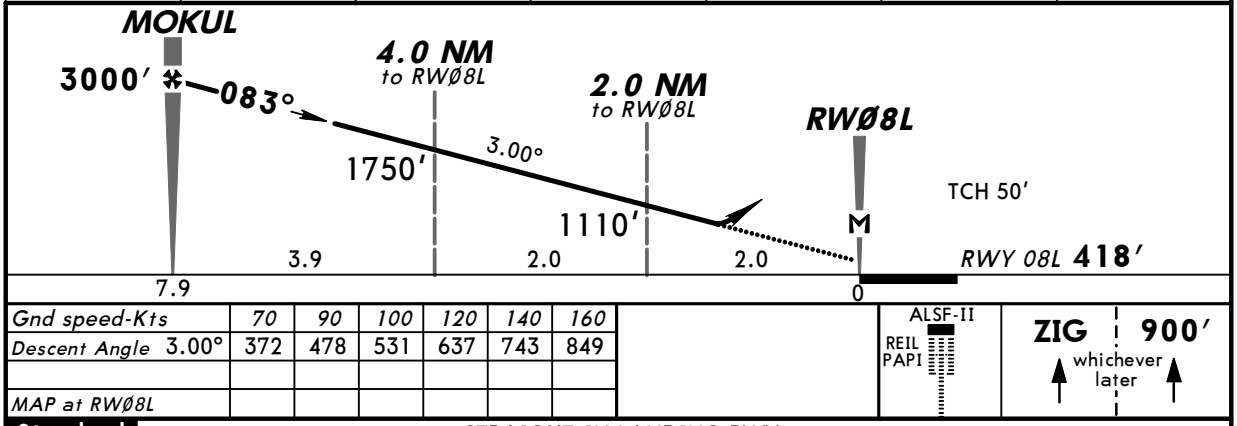
2500′

MSA ARP

Alt Set: hPa (IN on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 5000′



DIST to RWØ8L	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2700′	2380′	2060′	1750′	1430′	1110′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RWØ8L						

ALSF-II
REIL
PAPI

ZIG 900′ whichever later

PANS OPS

Standard STRAIGHT-IN LANDING RWY **08L**

	LNAV/VNAV DA(H) 870′ (452′)		LNAV DA(H) 920′ (502′)	
		ALS out		ALS out
A	RVR 1400m	RVR 1500m	RVR 1500m	
B				
C		CMV 2100m	RVR 1600m	CMV 2400m
D				

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EDDP/LEJ LEIPZIG-HALLE

JEPPESEN 1 AUG 14 (12-2)

LEIPZIG-HALLE, GERMANY RNAV (GPS) Rwy 08R

BRIEFING STRIP™

D-ATIS	MUNICH Radar (APP)	LEIPZIG Director (APP)	LEIPZIG Tower		Ground
123.95	126.17	128.47	South 121.1	North 125.95	121.67

RNAV	Final Apch Crs	Minimum Alt GAMKO	LNAV/VNAV DA(H)	Apt Elev / RWY
	083°	3000′ (2572′)	970′ (542′)	Apt Elev 470′ / RWY 428′

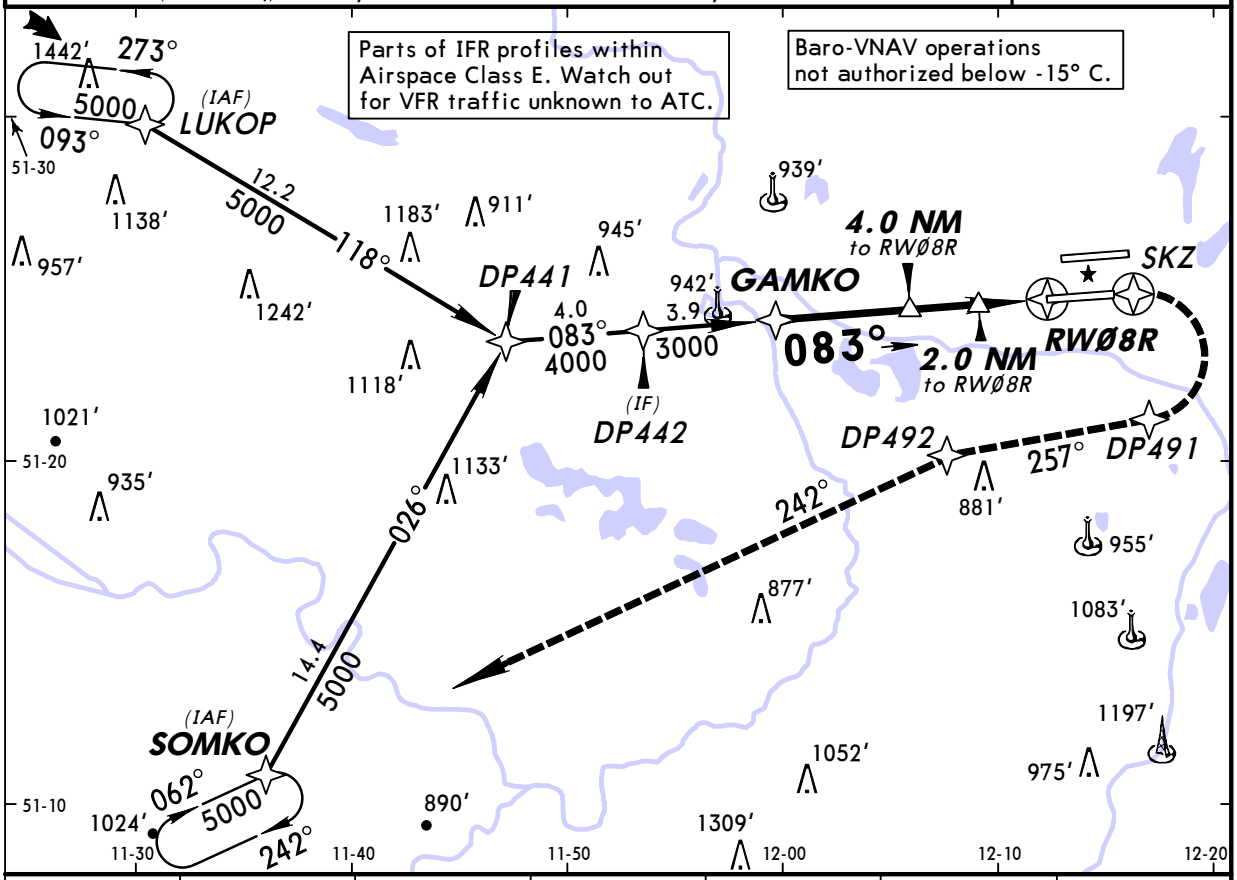
MISSED APCH: Climb on 083° to SKZ or 900′, whichever is later, then turn RIGHT via DP491 onto 257° to DP492. Turn LEFT onto 242° to SOMKO, climbing to 5000′.

2500′
MSA
ARP

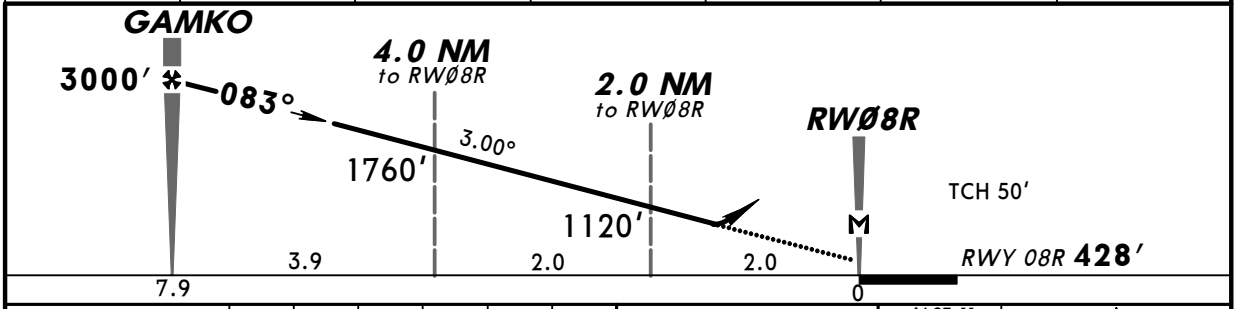
Alt Set: hPa (IN on req) Rwy Elev: 16 hPa Trans level: By ATC Trans alt: 5000′

Parts of IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC.

Baro-VNAV operations not authorized below -15° C.



DIST to RWØ8R	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2710′	2390′	2070′	1760′	1440′	1120′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RWØ8R						

ALSF-II
REIL
PAPI

SKZ 900′
whichever later

PANS OPS

Standard STRAIGHT-IN LANDING RWY **08R**

	LNAV/VNAV		LNAV	
	DA(H) 970′ (542′)		DA(H) 970′ (542′)	
		ALS out		ALS out
A	RVR 1500m		RVR 1500m	
B				
C	RVR 1800m	CMV 2400m	RVR 1800m	CMV 2400m
D				

CHANGES: LUKOP, SOMKO and SKZ waypoint depiction.

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EDDP/LEJ LEIPZIG-HALLE, GERMANY

JEPPESEN 17 OCT 14 (12-3)

RNAV (GPS) Rwy 26L

D-ATIS	MUNICH Radar (APP)	LEIPZIG Director (APP)	LEIPZIG Tower	Ground
123.95	126.17	128.47	South 121.1 / North 125.95	121.67

BRIEFING STRIP™

RNAV	Final Apch Crs	Minimum Alt TAKOR	LNAV/VNAV DA(H)	Apt Elev / RWY
	263°	3000′ (2530′)	870′ (400′)	470′ / RWY 470′

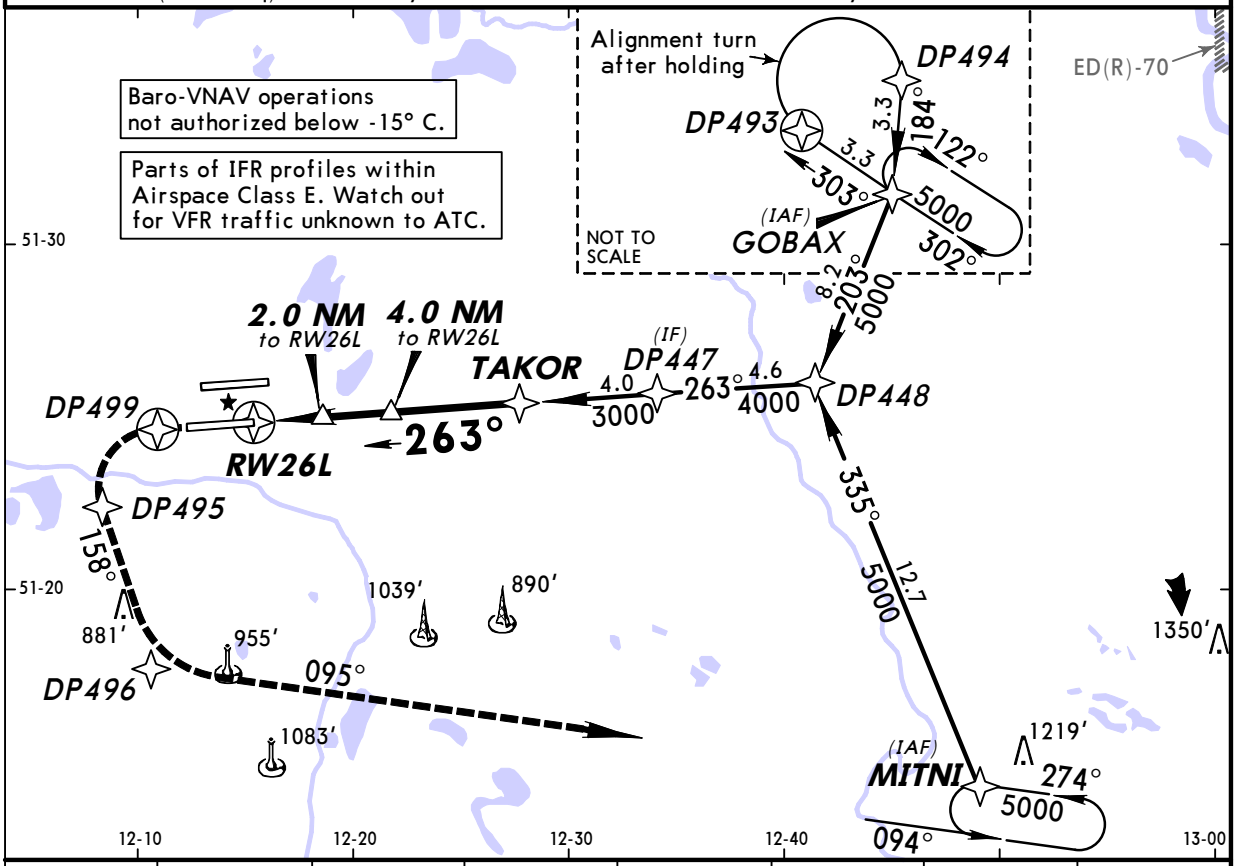
MISSED APCH: Climb on 263° to DP499 or 900′, whichever is later, then turn LEFT via DP495 onto 158° to DP496. Turn LEFT onto 095° to MITNI climbing to 5000′.

2500′ MSA ARP

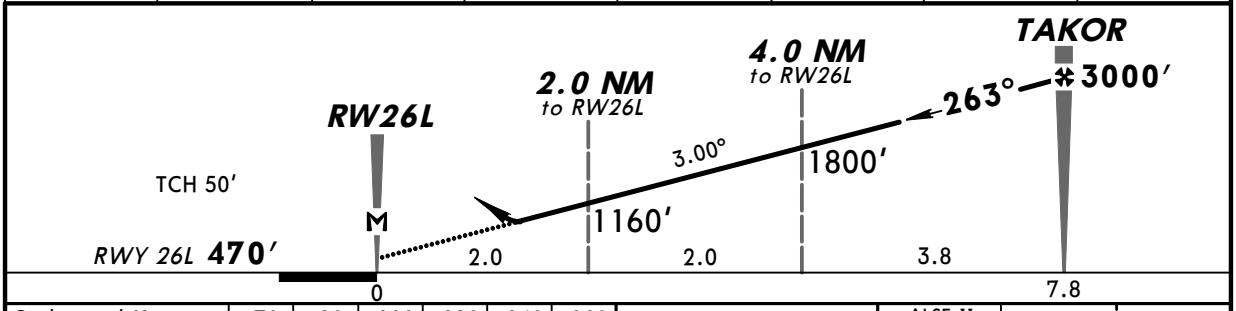
Alt Set: hPa (IN on req) | Rwy Elev: 17 hPa | Trans level: By ATC | Trans alt: 5000′

Baro-VNAV operations not authorized below -15° C.

Parts of IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC.



DIST to RW26L	1.0	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	840′	1160′	1480′	1800′	2120′	2440′	2750′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW26L						

ALSF-II
REIL
PAPI

DP499 900′ whichever later

PANS OPS

Standard STRAIGHT-IN LANDING RWY **26L**

	LNAV/VNAV DA(H) 870′ (400′)		LNAV DA(H) 980′ (510′)	
		ALS out		ALS out
A	RVR 1100m	RVR 1500m	RVR 1500m	
B				
C		RVR 1800m	RVR 1600m	CMV 2400m
D				

CHANGES: Minimums.

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EDDP/LEJ LEIPZIG-HALLE

JEPPESEN 17 OCT 14 (12-4)

LEIPZIG-HALLE, GERMANY RNAV (GPS) Rwy 26R

BRIEFING STRIP ™

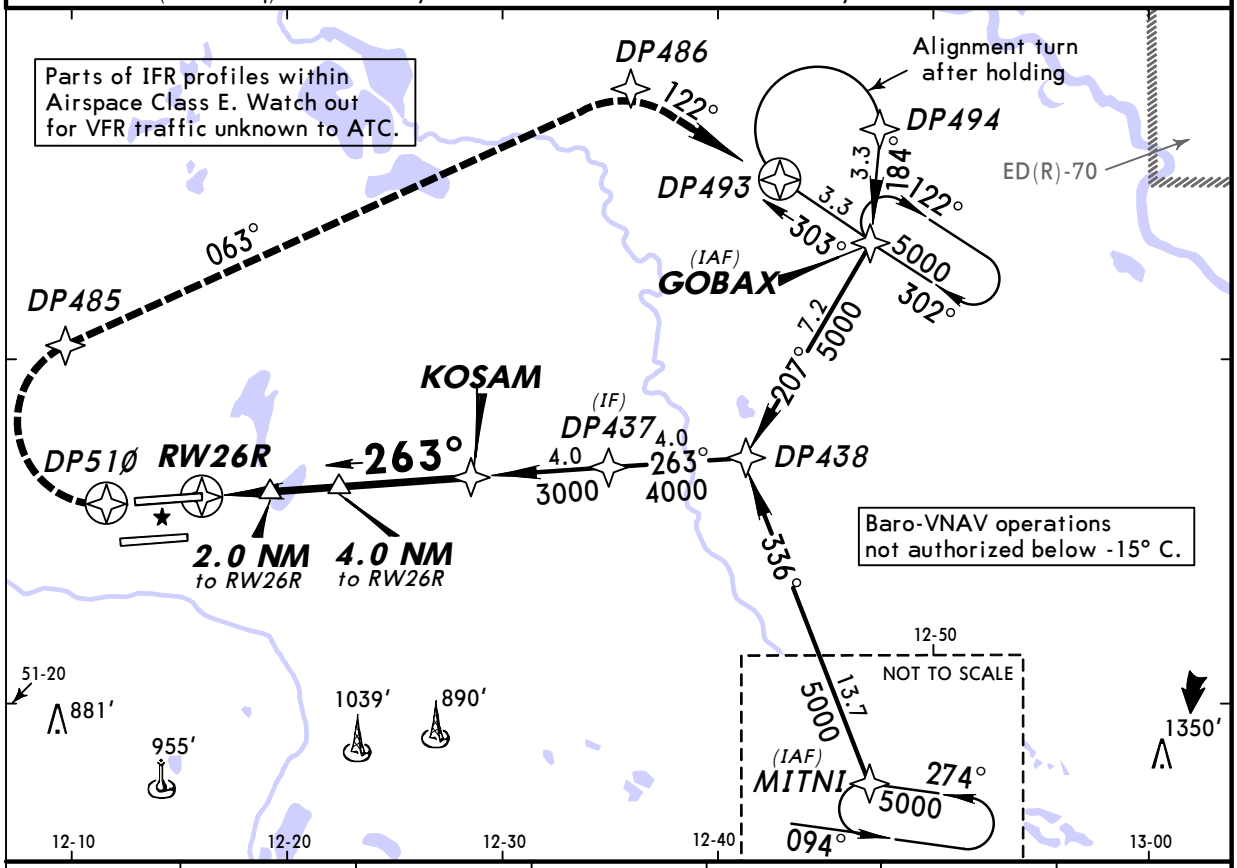
D-ATIS	MUNICH Radar (APP)	LEIPZIG Director (APP)	LEIPZIG Tower	Ground
123.95	126.17	128.47	North 125.95 South 121.1	121.67

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev / RWY
	263°	KOSAM 3000′ (2552′)	950′ (502′)	Apt Elev 470′ RWY 448′

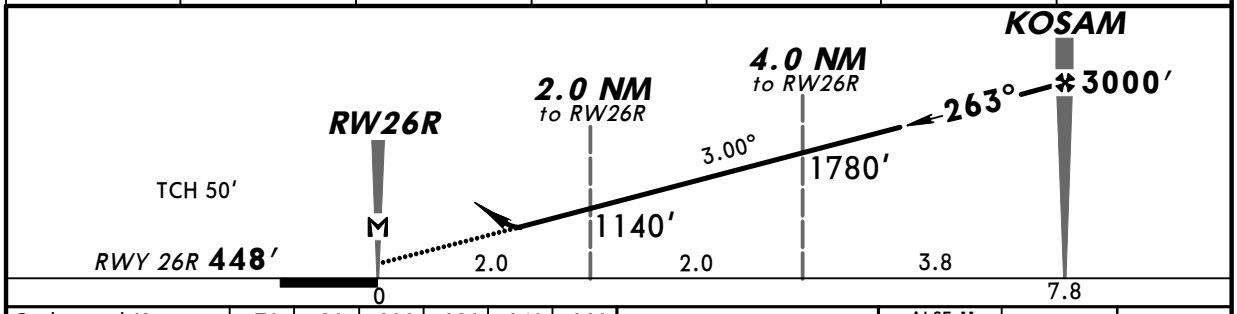
MISSED APCH: Climb on 263° to DP51Ø or 900′, whichever is later, then turn RIGHT via DP485 onto 063° to DP486. Turn RIGHT onto 122° to GOBAX, climbing to 5000′.

2500′ MSA ARP

Alt Set: hPa (IN on req) | Rwy Elev: 16 hPa | Trans level: By ATC | Trans alt: 5000′



DIST to RW26R	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1140′	1460′	1780′	2090′	2410′	2730′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW26R						

ALSF-II
REIL
PAPI

DP51Ø 900′ whichever later

PANS OPS

Standard STRAIGHT-IN LANDING RWY **26R**

	LNAV/VNAV DA(H) 950′ (502′)		LNAV DA(H) 950′ (502′)	
		ALS out		ALS out
A	RVR 1500m		RVR 1500m	
B				
C	RVR 1600m	CMV 2400m	RVR 1600m	CMV 2400m
D				

CHANGES: None.

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1. GENERAL

1.1. ATIS

D-ATIS 127.130
128.225 (French)

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RESTRICTIONS FOR JET ACFT AS DEFINED PER ICAO ANNEX 16, VOL I, PART II, CHAPTER 2 AND FOR CHAPTER 3 JET ACFT WITH ACCUMULATED MARGIN LESS THAN 5 EPNDB

These jet ACFT are banned, captains may deviate from this only if absolutely necessary for safety reasons.

1.2.2. NIGHTTIME RESTRICTIONS FOR JET ACFT AS DEFINED PER ICAO ANNEX 16, VOL I, PART II, CHAPTER 3 WITH ACCUMULATED MARGIN LESS THAN 8 EPNDB

These jet ACFT may not land or leave the parking stand for take-off 2200-0600LT. Captains may deviate from this only if absolutely necessary for safety reasons.

1.2.3. FROM MARCH 30, 2014: NIGHTTIME RESTRICTIONS FOR JET ACFT AS DEFINED PER ICAO ANNEX 16, VOL I, PART II, CHAPTER 3 WITH ACCUMULATED MARGIN LESS THAN 10 EPNDB

These jet ACFT may not land or leave the parking stand for take-off 2200-0600LT. Captains may deviate from this only if absolutely necessary for safety reasons.

1.2.4. BANNING OF UNSCHEDULED NIGHT TAKE-OFFS

Take-off 0000-0459LT off-blocks is prohibited unless subject to allocation of departure slot (COHOR) within given time segment.

1.2.5. NIGHT TIME RESTRICTIONS FOR ACFT EXCEEDING SPECIFIC NOISE LEVELS

ACFT for which the certified noise level at the overflight reference noise measuring point is more than 99 EPNdB are not permitted to take off 0000-0459LT off blocks, and ACFT with more than 104.5 EPNdb at 'approach point' are not allowed to land 0030-0529LT of arrival on the stand.

The authorization to operate movements during these time slots may be granted by the minister in charge of Civil Aviation, if a reproducible operating method provides an equivalent environmental impact.

1.2.6. EXEMPTIONS FROM REGULATIONS OF 1.2.1. THROUGH 1.2.5.

Following flights are exempted on an exceptional basis:

- Sanitary or humanitarian missions;
- Emergencies;
- ACFT mentioned in 2nd subparagraph of article L.6100-1 of the Transport code;
- Government flights.

1.2.7. RUN-UP TESTS

Engine run-ups above 5 min and above taxiing power may only be carried out at predetermined points and according to Procedures as defined by APTs de Paris.

Between 2200-0600LT run-ups are forbidden. Derogations can be granted between 2200-2300LT and 0500-0600LT under exceptional circumstances for safety reasons by the minister in charge of civil aviation, requested by the Flight supervisor, owner, technical or commercial operator of the ACFT.

1.2.8. AUXILIARY POWER UNITS (APUs)

Restrictions

Use of APU is restricted, except for duly justified safety reasons. The use of fixed alternative means (400 Hz or 50 Hz power supply and PCA) or when unavailable, alternative mobile means (GPU and ACU) provided to the operator is mandatory, except in case of system failure or technical incompatibility.

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1. GENERAL

- **Use of APU on stands when fixed or mobile alternative means are available**
  - **for arriving flights**
    5 minutes plus the time required to connect to these means, after the time of arrival on stand;
  - **for departing flights**
    10 min prior to scheduled start-up time.
- **Use of APU on stands when fixed or mobile alternative means are NOT available**
  - **for arriving flights**
    30 minutes or the required time to disembark all passengers, offload the cargo haul and perform all operations related to the arrival;
  - **for departing flights**
    60 minutes for ACFT with MTOW below 140t, 80 minutes for ACFT with MTOW 140t or above.

EXEMPTIONS

The captain may waive the durations specified above for safety reasons.

In case of air pollution alerts

Aeroports de Paris will inform all operators and handling agents so that the crew can limit the use of APU as much as possible.

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.3.1. USE OF MODE S TRANSPONDER ON THE GROUND

1.3.1.1. GENERAL

This system using Mode S transponder improves the accuracy and the reliability of the ground movement monitoring system.

1.3.1.2. ACFT EQUIPPED WITH MODE S TRANSPONDER

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

Outbound ACFT:

Upon request for push-back or taxiing from a parking stand whichever comes first:

- Enter, using either FMS mode or transponder control unit, the flight identification as specified in item 7 of the ICAO flight plan (ex.: BAW123, AFR456, SAS945) or enter in the absence of flight identification, the ACFT registration.
- Select XPNDR or its equivalent in relation to specifications on the installed model.
- Select AUTO mode if function is available.
- Do not select the OFF or STDBY functions.
- Set Mode A code assigned by ATC.

Inbound ACFT:

After landing and until complete standstill at parking stand:

- Maintain XPNDR or its equivalent in relation of specifications of the installed model.
- Maintain AUTO mode selected if function available.
- Do not select the OFF and STDBY functions.
- Maintain Mode A code assigned by ATC.

When ACFT is at standstill at parking stand, select OFF or STDBY.

Other cases of taxiing ACFT:

- Select XPNDR or its equivalent in relation to specifications of the installed model.
- Select AUTO mode if function is available.
- Do not select the OFF and STDBY functions.
- Set Mode A code to 2000.

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3. DEPARTURE

3.6.3.5. TSAT

TSAT is off-block departure approved time, calculated by PDS system taking into account available departure capacity at APT, flights program, TOBT and Network Manager Operation Center slots. TSAT are sorted in sequence according to reference times of flights (SOBT).

TSAT is the time the ACFT has to leave the block after receiving start-up and push-back or taxi clearance from ATS unit.

TSAT are calculated for every scheduled flight with departure taking place within the next 4 hours.

In order to optimize the off-block sequence, TSAT are constantly calculated and may therefore be improved or delayed at any time.

A flight may be put out of the sequence (blocked) if TSAT is not complied with. When a flight gets blocked by PDS, its TSAT is no longer valid and it is no longer cleared for departure (on-screen TSAT is not updated). The only way to get sequenced again is to send an ED, which will provide:

- A new priority time reference in PDS based on time of the ED reception;
- A new TOBT;
- A new TSAT.

Any flight may be blocked by ATS unit if not complying with current departure procedure.

Conditions for flight blocking are as follows:

- Flight has not received departure clearance at TSAT+3 min;
- Flight has not left parking stand after TSAT+5 min;
- Flight has been blocked manually at ATC request for non-compliance with procedure;
- Flight has been suspended by Network Manager Operation Center as a result, for example, of destination APT closure. (In this case the airline must send a DLA message.)

As long as airline informs of an ED change before flight is blocked by PDS, flight shall keep its priority in the sequence based upon SOBT. If information arrives after, flight shall lose its priority and its new reference is the ED reception time.

3.6.3.6. DEPARTURE PROCEDURE WITH ATC IN SEQUENCED MODE

TOBT and TSAT communication:

TOBT and TSAT for all flights are accessible at the following:

- CDM's website https://www.cdmcdg.net (access on request to ADP);
- Current professional TV monitor displays;
- Via PDS data flow for airlines and handlers with prior request (in this case, cost of use and visualization of PDS data is borne by applicant);
- On DMAN HMI (Departure Manager), specific interface for ATS unit, which supports controllers for departure sequence application.

Airline or handler shall make sure that TOBT is known by all stakeholders of ACFT turn-round at all times.

Any alteration to TSAT is to be communicated by airline or handler to flight crew (by physical contact, radio- or data-link). Communication of TSAT to crew shall be handled with same priority as Network Manager Operations Center slot, which is taken into account in TSAT calculation.

Status of blocked flight and various alarms issued from PDS will also be accessible on CDM's website.

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3. DEPARTURE

Start-up:
Pilot shall contact Clearance Delivery or perform RCD (Request for Departure Clearance Downlink) to request departure clearance at TOBT-15 min (or SOBT-15 if no TOBT). Pilot is supposed to know its current TSAT when contacting Clearance Delivery.

ATC will then give the pilot all parameters of Departure Clearance (Enroute clearance), will put the flight on hold and will ask the pilot to call back when fully ready to depart. When pilot calls back ready to depart, two options may arise in relation to flight's TSAT:

- If TSAT = TOBT, Clearance Delivery hands over the flight to Ground or Apron frequency where start-up and push-back clearances will be given via radio;
- If TSAT is greater than TOBT, Clearance Delivery controller informs he will call the pilot back when clock time gets closer to TSAT. The pilot shall keep monitoring the frequency as TSAT may improve at any time.

It is then via radio only that a few minutes before TSAT Clearance Delivery calls the pilot back to hand over the flight to Ground or Apron where start-up and push-back will be given.

It is implied that when controller approves start-up, this is issued for positive parking departure at TSAT.

Pilot shall not request start-up on Clearance Delivery again when he is put on hold as he would crowd frequency unnecessarily. If pilot is in doubt when no further call comes from Clearance Delivery frequency, he shall contact his operations or his handler first to confirm current TSAT and be advised of a possibly downgraded TSAT. Calling Clearance Delivery again is acceptable when current time gets later than TSAT.

All data are automatically transmitted to the network via DPI and REA message is no longer in use at CDG.

If first call takes place too early, Clearance Delivery will ask the pilot to call again at TOBT-15 min. In case of a RCD, no reply is to be expected before TOBT-15 min.

If pilot calls or performs RCD too late (after TSAT+3) flight will be blocked by CPDS and clearance will be denied. Flight shall not be unblocked until new ED (TOBT) has been sent by airline.

Push-back:
As well as for start-up approval, push-back will be given by Ground or Apron controller from TSAT-5 min, flight being ready for push-back/off-block departure. This contact should allow push-back/off-block departure at TSAT.

Push-back approval is valid for 1 min. Push-back is therefore to begin promptly after approval. Flight lays open to being blocked by ATC and having to redo whole of departure procedure if rule is not observed.

If off-block departure did not occur at TSAT+5 min, flight will be blocked by PDS until transmission of new TOBT (ED).

All through departure procedure, if after controller call, a flight on hold does not acknowledge or states it is not ready for start-up or push-back, this flight is blocked manually in PDS by controller. Flight is then to redo the whole departure procedure (transmission of new TOBT, Clearance Delivery call, etc.).

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3. DEPARTURE

3.6.3.7. DEPARTURE PROCEDURE IN NON-SEQUENCED MODE

Communicating off-block time:
In case technical or operational issues make it impossible to use off-block sequence calculated by PDS, APT may be led to switch to non-sequenced mode.

Alarm message is distributed via systems:
- On CDM website https://www.cdmcdg.net;
- On existing professional TV monitor displays.

In this case, on CDM web site and TV monitor TSAT display will be suspended
- Via CPDS data flow for airlines and handlers using it;
- On DMAN, specific interface for ATS unit.

Automatic calculation of departure sequence is no longer in force, but a departure procedure of same type is manually applied.

ED (TOBT) are still to be updated by airlines, as well as EOBT for flight plans in relation to those ED. ATS unit will calculate an off-block time, confirmed on frequency upon pilot's call at TOBT-15 min. It is equal to:
- EOBT of flight plan for a non-regulated flight;
- COBT (calculated off-block time = CTOT - local default taxiing time) for regulated flights.

Start-up in non-sequenced mode:
Pilot shall contact Clearance Delivery or perform RCD to request Departure Clearance at TOBT-15.

ATC will then give the pilot all parameters of Departure Clearance (Enroute Clearance) and will ask the pilot to call back when fully ready to depart. When pilot calls back ready to depart, two options may arise in relation to the flight's ATC off-block time:
- If off-block time is close, Clearance Delivery hands over the flight to Ground or Apron frequency where start-up and push-back clearances will be given via radio;
- If off-block time is much later, Clearance Delivery controller confirms expected off-block time and tells he will call the pilot back when clock time gets closer. The pilot shall keep monitoring the frequency.

It is then via radio only that a few minutes before off-block time Clearance Delivery calls the pilot back to hand over the flight to Ground or Apron where start-up and push-back will be given.

If pilots's call takes place too early, Clearance Delivery will ask him to call again at TOBT-15 min. In case of a RCD, no reply is to be expected before TOBT-15 min.

The call or RCD has to ensure that departure will occur at EOBT+/-15 min or before COBT+10 min, otherwise flight will be blocked by ATC until flight plan is updated by a DLA.

Push-back in non-sequenced mode:
As well as for start-up approval, push-back will be given by Ground or Apron controller, flight being ready for push-back/off-block departure. This contact should allow push-back/off-block departure at EOBT+/-15 or before COBT+10 if regulated.

Push-back approval is valid for 1 minute. Push-back is therefore to begin shortly after approval. Flight lays open to being blocked by ATS unit and having to redo the whole departure procedure if rule is not observed.

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1. GENERAL

1.3.1.3. ACFT NOT EQUIPPED WITH MODE S TRANSPONDER OR WITH AN UNSERVICEABLE MODE S TRANSPONDER

Outbound ACFT:
Maintain Mode A + C transponder in the OFF position until lining up.

Inbound ACFT:
Set Mode A + C transponder to OFF as soon as RWY is vacated.

Other cases of taxiing ACFT:
Maintain the Mode A + C transponder in the OFF position all through taxiing.

1.4. TAXI PROCEDURES

1.4.1. GENERAL

Crew's attention is drawn towards the importance of read-back, especially concerning RWY allocation and holding instructions before crossing RWY 08L/26R or RWY 09R/27L.

TWYs G, GE1 and E0 marked with blue and orange guidelines are restricted to MAX wingspan less than 118'/36m.

ACFT equipped with optional devices (winglets or sharklets) and exceed wingspan of basic model have to state their ACFT type at the first contact on apron frequencies.

TWY E limited to MAX speed 20 KT.

TWY FN4 prohibited for ACFT heavier than 80 tons.

1.4.2. CAUTION

Strictly follow RWY crossing clearance.
Read-back of all holding instructions before RWY crossing is mandatory.

It is recommended to the A340-600 and B777-300 pilot to taxi with CAUTION especially in the curve. It is recommended to use the oversteering technique.

1.4.3. TRAFFIC CONFIGURATION

1.4.3.1. EAST CONFIGURATION

Traffic on TWY T must give priority to arrival traffic leaving the South Parallel RWYs via TWYs T9, T10 and T11. Arrival traffic leaving the South Parallel RWYs via TWYs T9, T10 and T11 have priority over the traffic coming on TWY T. Traffic on TWY Q must give priority to arrival traffic leaving the North Parallel RWYs via TWYs Q2, Q3 and Q4. Arrival traffic leaving the North Parallel RWYs via TWYs Q2, Q3 and Q4 have priority over the traffic coming on TWY Q.

1.4.3.2. WEST CONFIGURATION

Traffic on TWY T must give priority to arrival traffic leaving the South Parallel RWYs via TWYs T4, T5 and T6. Arrival traffic leaving the South Parallel RWYs via TWYs T4, T5 and T6 have priority over the traffic coming on TWY T. Traffic on TWY D must give priority to arrival traffic leaving the North Parallel RWYs via TWYs D4, D5 and D6. Arrival traffic leaving the North Parallel RWYs via TWYs D4, D5 and D6 have priority over the traffic coming on TWY D.

1.5. OTHER INFORMATION

Permanent wildlife strike hazard.

For diversion to LFPO it is necessary to plan an additional amount of fuel, compared to the minimum required, to reflect increased waiting times.

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2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

Pilots must perform their approach so as to maintain the last assigned altitude by ATC until ILS glide slope interception. The final approach must then be performed without flying below GS.

RNAV initial approach OKIPA 3E not permitted when overflying MOSUD between 2220-0700LT.

Pilots can only derogate from the rule above mentioned if they consider it absolutely necessary for safety reasons or if they have received a clearance delivered by ATC for safety reasons.

2.2. CAT II/III OPERATIONS

All RWYs approved for CAT II/III operations, special aircrew and ACFT certification required.

2.3. RWY OPERATIONS

2.3.1. RWY USE

Outer RWYs 08R/26L and 09L/27R are mainly used for arrivals.

To minimize the risk of confusion between RWYs during final approach:

- The inner RWY ILS is "off" most of the time (except when RVR less than 400m, for the need of LVP departures);
- The inner RWY approach lighting system and TDZ are switched off.

2.3.2. MINIMUM RWY OCCUPANCY TIME

Pilots are requested to vacate the RWYs 08R/26L or 09L/27R in the shortest possible time, except in LVP conditions, by using the earliest high speed turn-off available in compliance with safety.

After fully vacating RWY, ACFT have to hold short of inner RWY at holding point allocated by Tower (hold short CAT III holding point in LVP and/or if requested).

Systematic and full read-back of instruction to hold before inner RWY is mandatory.

Arriving ACFT waiting before inner RWY must remain on Tower frequency.

ACFT vacating RWY 08R/26L or 09L/27R after landing must NEVER cross RWYs 08L/26R or 09R/27L without ATC clearance.

Once clear to do so, pilots should cross rapidly, perpendicular to the inner RWY.

Contact the Ground frequency only after the inner RWY has been crossed and vacated.

2.3.3. COMPULSORY RWY LEAVING PROCEDURE

RWY 08L via TWYs W4, W5, W6, T10, T11 and T12 only.
RWY 08R via TWYs V5, V6, V7 only.
RWY 09L via TWYs Z5, Z6, Z7 only.
RWY 09R via TWYs Y4, Y5, Y6 and Q4 only.
RWY 26L via TWYs V4, V3, V2 only.
RWY 26R via TWYs W3, W2, W1, T2 and T1 only.
RWY 27L via TWYs Y3, Y2, Y1, D2 and D1 only.
RWY 27R via TWYs Z3, Z2 only.

2.4. TAXI PROCEDURES

2.4.1. GENERAL

TWY T6: 3% slope between RWY 08L/26R and TWY T.

2.4.2. HOLDING POINTS

Some taxi holding points located at 295'/90m and 353'/107.5m from RWY axis are marked on way in and crossing TWYs. Except in LVP conditions, pilots shall taxi up to the 295'/90m holding point without any request on ATC frequencies.

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2. ARRIVAL

2.5. PARKING INFORMATION

Pilots should not enter a stand unless under instruction from marshaller or following indications from an operational visual docking guidance system. In the other situations, the ACFT should hold PSN on the TWY/taxilane centerline ahead of the parking stand lead-in line, notify Ground Movement Control and request assistance.

2.6. OTHER INFORMATION

2.6.1. GENERAL

Landing clearance on first radio contact with Tower, except in LVP conditions. Read-back of landing and RWY clearance.

2.6.2. PROCEDURE BY DEFAULT WITHOUT ATC INSTRUCTION

The lack of ATC clearance to perform the initial approach may be caused by a late ACC/APP handover (at or after the IAF), and/or by an overloaded frequency.

In such situation, on reaching the IAF, do not join the holding pattern, but perform by default the initial approach procedure, at the last assigned level which has been acknowledged.

This rule has to be followed in all configurations, for all arrivals going to LFPG and using the IAF MOPAR, MOBRO (propeller ACFT), LORNI, VEBEK (facing West at LFPG), OKIPA and BANOX handled by DE GAULLE Approach.

2.6.3. INDEPENDENT PARALLEL APPROACHES

Independent parallel approaches to RWYs 26L, 26R, 27L and 27R of PARIS-Charles de Gaulle and RWY 27 of PARIS-Le Bourget or RWYs 08L, 08R, 09L and 09R of PARIS-Charles de Gaulle take place in all weather conditions. According to the arrival or departure traffic from PARIS-Charles de Gaulle and PARIS-Le Bourget and in the event of missed approaches on RWYs 08L, 08R, 09L, 09R, 26L, 26R, 27L and 27R, ATC may issue non-standard missed approach instructions in order to turn at or above 800' and climb to 1500' minimum initially.

RWY allocation will be confirmed when intercepting the ILS.

Any excessive deviation from localizer centerline and/or malfunction of localizer or decision to initiate a missed approach must be relayed immediately to Approach Control. Pilots should maintain a rate of descent not less than 1300'/min until cleared altitude, except during speed reduction phases.

2.6.4. PROCEDURES TO GUARD AGAINST OVERSHOOTING OF THE RWY CENTERLINE WITHOUT ATC INSTRUCTION

After being issued a radar vector which intercepts 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 RWY centerline by ATC.

2.6.5. REDUCED RADAR SEPARATION ON FINAL APPROACH

The minimum radar separation on final approach can be reduced to 2.5NM under the following conditions:

- The leading ACFT's weight category according to the wake turbulence classification is the same or less than the category of the ACFT following it.
- Reduced separation does not apply, when following heavy ACFT, A380 or B757.

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2. ARRIVAL

2.6.6. VISUAL SEPARATIONS IN THE VICINITY OF AIRPORT

Separation minima may be reduced in the vicinity of APT if:

a) Adequate separation can be provided by the APT controller when each ACFT is continuously visible to this controller; or

b) Each ACFT is continuously visible to flight crews of other ACFT concerned and the pilots thereof report that they can maintain their own separation; or

c) In the case of one ACFT following another, the flight crew of the succeeding ACFT reports that the other is in sight and separation can be maintained.

Weather permitting, once the ACFT are established on the localizer and at less than 12NM from the threshold, if the separation between two ACFT on final is likely to fall below minima the controller might ask the crew of the second ACFT whether they accept a visual separation with the preceding ACFT.

If visual separation is accepted, the pilot becomes responsible for the separation with the ACFT concerned. ATC then issues a caution of possible wake turbulence.

In order to prevent incidents with an ACFT on a simultaneous parallel approach, the crew who maintain visual separation shall not deviate from the RWY centerline.

The pilot of the ACFT concerned shall be responsible for insuring that the spacing from the preceding ACFT in regard to wake turbulence is acceptable. If it is determined that additional spacing is required, the flight crew shall inform the ATC accordingly, stating their requirements.

2.6.7. CIRCLING ON CLOSE PARALLEL RWYS

The published circling minimums are to be considered only for axis changes between close parallel RWYs (08R to 08L or 08L to 08R or 09R to 09L or 09L to 09R or 26L to 26R or 26R to 26L or 27L to 27R or 27R to 27L). Do not overshoot landing RWY centerline.

2.6.8. TRAINING OF CAT III APPROACHES AND AUTOMATIC LANDINGS OUTSIDE THE LVP PROTECTION SCOPE

Pilots must mandatorily observe the requested procedure within the defined time frames and weather conditions; within these time frames, if so required by certain circumstances (safety, traffic...), ATC may however reject such request or interrupt the current procedure.

Training is possible and may be requested by crews only within the following time frames: 1300-1700LT, 2100-0700LT.

Training is possible only when the following meteorological conditions are met: horizontal visibility 5km, ceiling 600ft.

The pilot must check that meteorological conditions allow him to return to ACFT handling at any time.

2.7. SPEED RESTRICTIONS

Within PARIS class A TMA (parts 2 to 10), the speed is limited to MAX 250 KT below FL100 except with explicit clearance by ATC.

For ACFT which cannot maintain MAX 250 KT for technical reasons or flight quality, a higher speed is possible after ATC clearance.

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3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

De-icing request via Flight Data (Cpt) frequency.

3.1.2. ACCESS TO DE-ICING PADS

Access to de-icing pads is subject to clearance from the control unit, assigning the frequency and the name of the de-icing pad where the ACFT is to be de-iced. After instruction, the pilot contacts the de-icing operator on the radio frequency of the assigned station and complies with the information supplied by de-icing operator to place the ACFT on pad.

3.1.3. VISUAL AIDS

3.1.3.1. DE-ICING PAD ENTRY

Line of red flush lights for limited operation pad:

SWITCHED ON: Access prohibited.
SWITCHED OFF: Access permitted.

3.1.3.2. ACFT PARKING ON THE DE-ICING PADS

Information relating to positioning of ACFT shall be announced on frequency by de-icing operator (Taxiing, slow-down, Stopping). Taxiing is done after control instruction only.

3.1.4. SPECIAL INSTRUCTIONS

3.1.4.1. "AFTER DE-ICING/ANTI-ICING" CHECKLIST

To expedite the TWY traffic in the THR vicinity in order to optimize the de-icing capability, pilots are requested to complete their "After de-icing" checklist, after clearing the de-icing pad. As appropriate, pilot will report the time required for this checklist on the assigned pad exit ground frequency.

3.1.4.2. PAD ROMEO NORTH AND SOUTH

Entry: From TWY N by a single entry, follow the orange centerline (green centerline flashing light).
From TWY F by single entry, follow the orange centerline (without lighting).

Exit: The end of de-icing/anti-icing is announced on frequency by de-icing manager, then the ACFT is transferred to Ground frequency.
Taxiing is done after control instruction only.

3.1.4.3. PADS JULIETT NORTH AND SOUTH

Entry: From TWY P4, follow the orange centerline.
Juliett North: MAX wingspan 94.3'/28.75m, MAX length 127'/38.7m.
Juliett South: MAX wingspan 112'/34.15m, MAX length 123'/37.6m.

Exit: The end of de-icing/anti-icing is announced on frequency by de-icing manager, then the ACFT is transferred to APRON control frequency.
Taxiing is done after control instruction only.

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3. DEPARTURE

3.1.4.4. RWY AREA

RWY 08L de-icing pads access: De-icing holding point on TWY C, West of TWY UT1.

RWY 09R de-icing pads access: Three de-icing holding points on TWY B.

RWY 26R de-icing pads access: Two de-icing holding points on TWY P1, East of TWY E5.

RWY 27L de-icing pads access: Three de-icing holding points on TWY B.

The de-icing holding point in service is the holding point that is switched on (three yellow built-in lights). The ACFT going to de-icing pad must stop at the switched on de-icing holding point.

3.2. PUSH-BACK PROCEDURES

Push-back clearance is valid for one minute.

3.3. SPEED RESTRICTIONS

RNAV SID

Within PARIS class A TMA (parts 2 to 10), for RNAV SID departures, the speed is limited to MAX 250 KT below FL100 except with explicit clearance by ATC.

For ACFT which cannot maintain MAX 250 KT for technical reasons or flight quality, a higher speed is possible after ATC clearance.

At or above FL100, speed is limited to MAX 280 KT for AGOPA - ERIXU - LATRA - OKASI - PILUL departures, ACFT can increase speed without any clearance on other SIDs.

3.4. NOISE ABATEMENT PROCEDURES

Generally the flight must be performed so as to reach 3400' as fast as possible. Pilots of turbo jets must follow initial climb procedures as follows:

- Maintain a speed of V_2 + 10 KT, or as performance permits, up to 3400' with flaps in take-off configuration;
- Maintain take-off power up to 1900', then maximum climb power up to 3400';
- At 3400' return to normal climb power and flap retraction schedules to enroute climb.

Westbound take-offs in line with the RWY can only be used by ACFT belonging to chapter 3 and must adopt a minimum climb gradient of 6.5%.

If unable to comply advise DE GAULLE Preflight.

Westbound between 0000-0500LT time of departure from parking area, departures follow special tracks in order to reduce noise pollution.

Between 2315-0600LT of Departure from Parking Area

The noisy and the most noisy ACFT of Chapter 3 and ACFT not initially being certified to a noise level group or those being licensed according to ICAO Annex 16, Volume I, Chapter 2 re-certified according to Chapter 3 and equipped with jet engines whose by-pass ratio is less than 3 must:

- Be indicated as such to DE GAULLE Preflight during first radio contact;
- Follow '9Z' SID.

Captains may only derogate from these rules, if considered as absolutely necessary for safety reasons.

In addition, ATC can, for safety reasons, give clearances derogating from above mentioned rules.

3.5. RWY OPERATIONS

Inner RWYs 08L/26R and 09R/27L preferentially used for departures.

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3. DEPARTURE

3.6. OTHER INFORMATION

3.6.1. SIMULTANEOUS PARALLEL DEPARTURE PROCEDURE

Simultaneous parallel departure procedures are conducted from all RWYs. Pilots must adhere strictly to the published initial climb segments.

3.6.2. DATALINK DEPARTURE CLEARANCE (DCL)

The following time parameters apply:

t_i 10 min before start-up time

t_t 3 min before start-up time

t_l 10 min

3.6.3. DESCRIPTION OF DEPARTURE OPERATIONAL PROCEDURE

3.6.3.1. DEFINITIONS

APT is an A-CDM (APT-Collaborative Decision making) since November 2010. The departure procedure is based on a local system calculating and managing an off-block pre-departure sequence. This system is linked to Network Manager Operation Center.

At Charles-de-Gaulle, A-CDM system and associated procedures are called CPDS (Collaborative Pre-Departure Sequencing).

SOBT (Scheduled Off-Block Time) is that time relating to APT slot.

ED (Estimated Departure) is that target time set by airline itself as off-block departure time.

TOBT (Target Off-Block Time) is the translation by A-CDM system (PDS) of the ED.

TSAT (Target Start-up Approval Time) is off-block departure approved time, calculated by A-CDM system.

3.6.3.2. GENERAL

APT-CDM is based on flight information and constraints shared by partners (airport operators, aircraft operators/ground handlers and ATS unit) working together more efficiently and transparently.

PDS makes continuous calculation for best off-block departure sequence, providing for each flight an optimized off-block departure time based on TOBT.

TOBT and its updates improve predictability during the turn-round process of ACFT. By using variable taxi times, the link between off-block times and take-off times becomes transparent to all partners, and a proper prediction of take-off times is then communicated to the Network Manager Operation Center as an input for the management of European network.

For each flight, in nominal situations as well as in disrupted situations, the PDS calculates a TSAT, thus providing an off-block sequence, enabling ATS unit to optimize the use of available capacity.

At Charles-de-Gaulle PDS is directly connected with the Network Manager Operation Center for data exchange (Collaborative Management of Flight Updates). Data are automatically exchanged through DPI messages which include target take-off times, taken into account by Network Manager Operation Center for Enroute traffic prediction and for slot allocations. In sequenced mode management, the update of TOBT and/or EOBT is a benefit for airlines whose CTOT calculation gets better optimized, the priority order list in PDS still remaining based on APT schedule (SOBT).

DPI are of different types:

- Early Departure Planning Information (E-DPI);
- Target Departure Planning Information (T-DPI);
- ATC Departure Planning Information (A-DPI).

The REA message is no longer to be used, as it is replaced by DPI messages systematically and automatically sent.

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3. DEPARTURE

3.6.3.3. SOBT AND EOBT

SOBT serves as reference source to set flight priority when allocating position in off-block departure sequence.

Upon receipt of flight plan (normally 3 hours or more prior to EOBT), EOBT and SOBT should be coherent: EOBT must be greater or equal to SOBT, otherwise the airline must file a new flight plan.

3.6.3.4. TOBT

TOBT (Target Off-Block Time) is that target time set by airline itself as off-block departure time:

- ACFT doors closed;
- Boarding bridge removed;
- Push-back available (if required);
- ACFT ready to taxi/push-back upon clearance.

TOBT is the translation by PDS of the ED transmitted by the airline to the APT information system SARIA. It informs PDS system of time before which departure from block is not feasible.

Failing this and with no notice of TOBT from the airline, PDS shall consider that the earliest possible departure time is SOBT.

An ED shall be sent by the airline operation as soon as the flight is delayed from its SOBT scheduled time, or if its target time (TOBT) changes by 5 minutes or more (later or earlier). The ED shall be addressed to CDGSJXH. Whenever the flight is ahead of schedule, TOBT cannot be moved earlier than SOBT-15.

Any new ED shall be at least superior to current time and to SOBT-15. The updating time for a new ED is to be done not later than before previous ED value or before SOBT when no ED is available. There is no limitation on the number of EDs sent for one single flight.

The airline or handling agent is in charge of providing a flight ED.

ED is transmitted either thru direct link between airline systems and ADP, or by MVT message thru SITA network with allocation of delay code.

ED advising of delay due to ATC constraints shall not be sent to PDS system.

It is still mandatory, in sequenced or non-sequenced mode, to update flight plans with a DLA message when EOBT is modified by more than 15 minutes. When the difference between TOBT and EOBT is greater than 15 minutes, an alarm is triggered and displayed by PDS.

However, it must be underlined that ED and Flight Plans are processed differently: an ED can always be improved or delayed, whereas flight plan EOBT improvement is no longer possible once DLA has been sent to DNM. As a result, it is important that each airline manages its own procedure for flight plan updating according to ED.

Usual ICAO procedures for updating flight plans remain the same: transmission of DLA message when TOBT/SOBT is more than [EOBT+15 min]. Airline is still required to:

- Update flight plan by sending DLA to avoid FLS triggered by FAM process;
- Comply with CTOT.

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LFPG/CDG CHARLES-DE-GAULLE

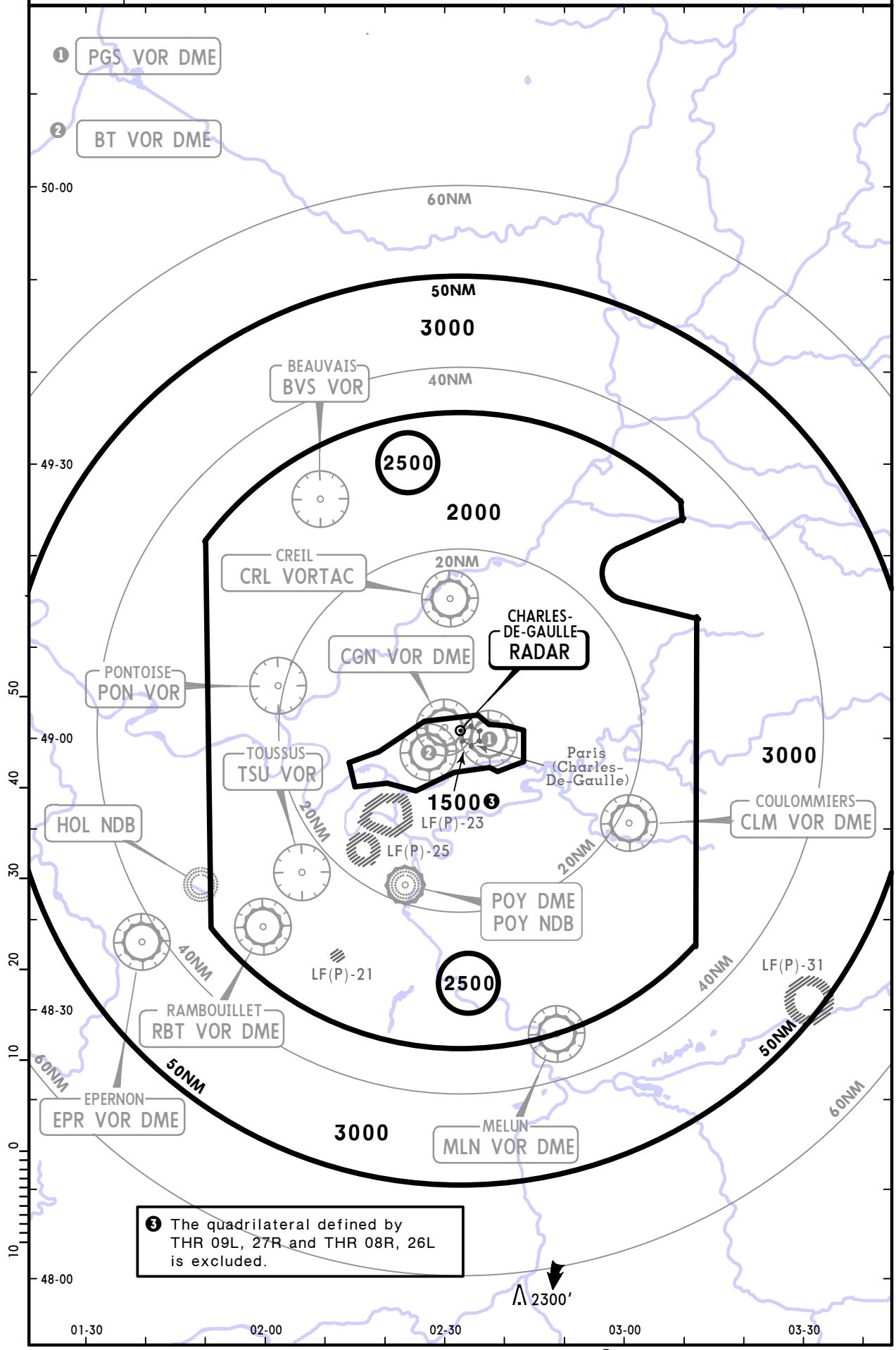
JEPPESEN 23 MAY 14 (20-1R)

PARIS, FRANCE

Eff 29 May **RADAR MINIMUM ALTITUDES**

Apt Elev 392′

Alt Set: hPa
Trans level: By ATC Trans alt: 5000′
The published minimum altitudes integrate a correction for low temperatures.



CHANGES: BSN & OL decommissioned; POY DME & NDB commissioned.

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RNAV STAR DESIGNATION	REFER TO CHART
KEPER 6E, KOVAK 6E, LATGO 6E	20-2B
ROMGO 6E, SABLE 6E	20-2C
KEPER 6P, 6W, KOVAK 6P, 6W LATGO 6W	20-2D
ROMGO 6P, 6W, SABLE 6P, 6W	20-2E
MATIX 6E, 6H, MOPIL 6E, 6H	20-2F
MATIX 6W, MOPIL 6W	20-2G
DINAN 6E, 6H, VEDUS 6E, 6H	20-2H
DINAN 6J, 6W, VEDUS 6J, 6W	20-2J
BIBAX 7D, 7E	20-2K
BIBAX 7V, 7W	20-2L
BIBAX 7P	20-2M
LUKIP 7D, 7E	20-2N
LUKIP 7V, 7W	20-2P
LUKIP 7P	20-2Q
EPINAL 7E, 7H, ROLAMPONT 7E, 7H	20-2S
EPINAL 7P, 7W, ROLAMPONT 7P, 7W	20-2T
DIJON 7E, 7H, TINIL 7E	20-2T1
DIJON 7P, 7W, TINIL 7W	20-2T2
MOULINS 7E, 7H, PIBAT 7E, 7H, TRO 7E, 7H	20-2T3
MOULINS 7P, 7W, PIBAT 7P, 7W, TRO 7P, 7W	20-2T4
DEVIM 3G RNAV INITIAL APCH (CDO)	20-2U
DEVIM 3H RNAV INITIAL APCH (CDO)	20-2V
BANOX 3E RNAV INITIAL APCH	20-2W
BANOX 3W RNAV INITIAL APCH	20-2X
LORNI 3E RNAV INITIAL APCH	20-2X1
LORNI 3W & VEBEK 3W RNAV INITIAL APCH	20-2X2
MOPAR 3E RNAV INITIAL APCH	20-2X3
MOBRO 3W & MOPAR 3W RNAV INITIAL APCH	20-2X4
OKIPA 3E, 3N RNAV INITIAL APCH	20-2X5
OKIPA 3W RNAV INITIAL APCH	20-2X6
CONVENTIONAL HOLDING INFO	20-2X7

CHANGES: RNAV STARs reindexed.

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RNAV ARRIVAL INSTRUCTIONS

1. Protection

RNAV arrivals are protected for RNAV 1 navigation based on GNSS and/or DME/DME sensors.

Enroute and 'IAF' holding patterns are mainly protected with RNAV 'manual mode' but also for conventional navigation between FL70 and FL110 when radionavigation infrastructure enables it.

2. Equipment

The equipment must be approved for RNAV operations based on GNSS and/or DME/DME sensors.

3. Operating procedure/Loss of RNAV capability

STAR published RNAV are to be flied with 'RNAV 1' navigation mode.

In case of loss of RNAV capability, the pilot must report 'NON RNAV 1' as soon as the required navigation precision is lost in order to get RADAR guidance.

Any change in speed or flight level shall be subject to clearance issued by ATC or on pilots request.

On STAR or radar guidance, the pilot shall adapt the descent profile in order to observe the published requirements. If unable inform ATC.

RNAV INITIAL APPROACH INSTRUCTIONS

1. Initial approaches RNAV & RADAR - by default without ATC instruction

When no clearance received at or after the IAF (e.g. due to late ACC/APP handover or overloaded frequency), on reaching the IAF do not join the holding pattern, but perform by default the initial approach procedure at the last assigned level which has been acknowledged.

This rule has to be followed in all configurations, for all arrivals going to LFPG and using IAF MOPAR, MOBRO (propeller ACFT), LORNI, VEBEK (facing WEST at LFPG), OKIPA and BANOX handled by CDG APP.

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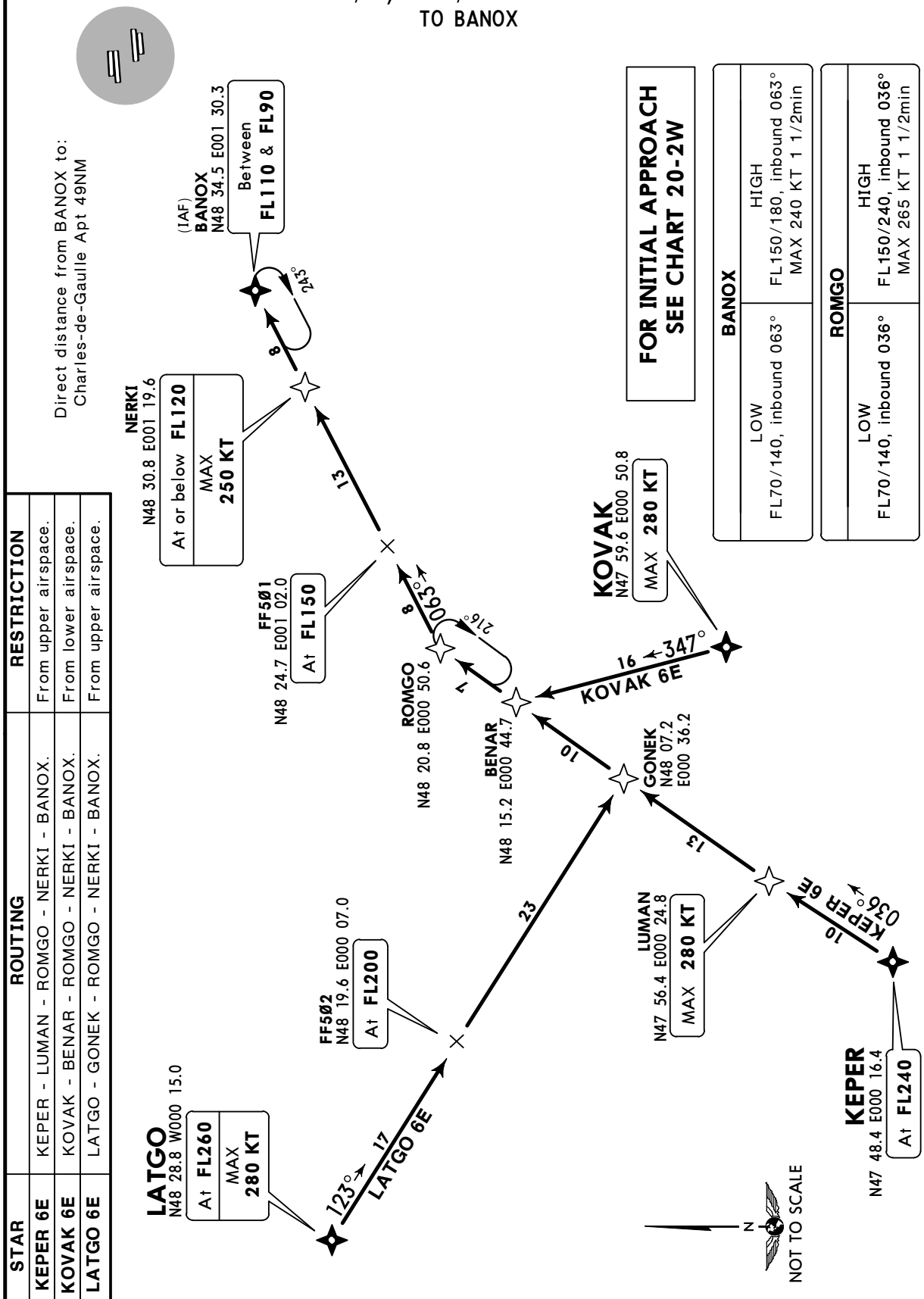
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

KEPER 6E [KEPE6E], KOVAK 6E [KOVA6E]
LATGO 6E [LATG6E]
RWYS 08L/R, 09L/R RNAV ARRIVALS
TO BANOX



STAR	ROUTING	RESTRICTION
KEPER 6E	KEPER - LUMAN - ROMGO - NERKI - BANOX.	From upper airspace.
KOVAK 6E	KOVAK - BENAR - ROMGO - NERKI - BANOX.	From lower airspace.
LATGO 6E	LATGO - GONEK - ROMGO - NERKI - BANOX.	From upper airspace.

CHANGES: ATIS; chart reindexed.

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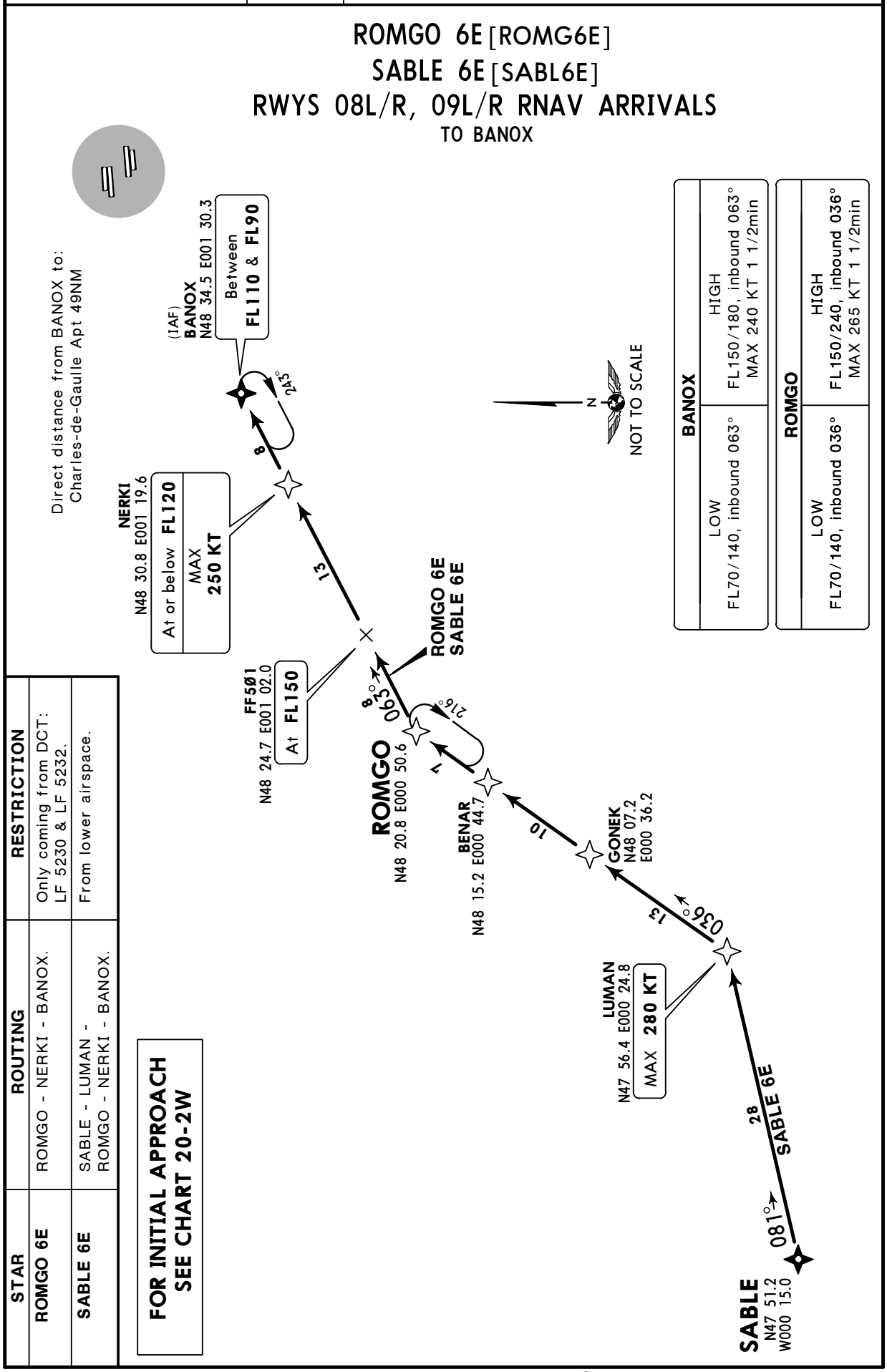
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (20-2C) Eff 2 Apr

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).	

ROMGO 6E [ROMG6E]
SABLE 6E [SABL6E]
RWYS 08L/R, 09L/R RNAV ARRIVALS
TO BANOX



STAR	ROUTING	RESTRICTION
ROMGO 6E	ROMGO - NERKI - BANOX.	Only coming from DCT: LF 5230 & LF 5232.
SABLE 6E	SABLE - LUMAN - ROMGO - NERKI - BANOX.	From lower airspace.

FOR INITIAL APPROACH SEE CHART 20-2W

CHANGES: ATIS; chart reindexed.

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CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130
ATIS (French 128.225)

Apt Elev 392′

Alt Set: hPa Trans level: By ATC Trans alt: 5000′
Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

KEPER 6P [KEPE6P] , KEPER 6W [KEPE6W]
KOVAK 6P [KOVA6P] , KOVAK 6W [KOVA6W]
LATGO 6W [LATG6W]
RWYS 26L/R, 27L/R RNAV ARRIVALS
TO BANOX

Direct distance from BANOX to: Charles-de-Gaulle Apt 49NM

STAR	ROUTING	RESTRICTION
KEPER 6P PROP ACFT KEPER 6W JET ACFT	KEPER - LUMAN - ROMGO - NERKI - BANOX.	From upper airspace.
KOVAK 6P PROP ACFT KOVAK 6W JET ACFT	KOVAK - BENAR - ROMGO - NERKI - BANOX.	From lower airspace.
LATGO 6W JET ACFT	LATGO - GONEK - ROMGO - NERKI - BANOX.	From upper airspace.

FOR INITIAL APPROACH SEE CHART 20-2X

BANOX	
LOW FL70/140, inbound 063°	HIGH FL150/180, inbound 063° MAX 240 KT 1 1/2min

ROMGO	
LOW FL70/140, inbound 036°	HIGH FL150/240, inbound 036° MAX 265 KT 1 1/2min

(IAF)
BANOX
N48 34.5 E001 30.3

Jets	Props
Between FL150 & FL140	At FL140

NERKI
N48 30.8 E001 19.6

Jets	Props
At or below FL160	At FL140

FF5Ø1
N48 24.7 E001 02.0
KEPER 6P, 6W
LATGO 6W
At FL190

ROMGO
N48 20.8 E000 50.6

BENAR
N48 15.2 E000 44.7

GONEK
N48 07.2 E000 36.2

KOVAK
N47 59.6 E000 50.8
MAX 280 KT

FF5Ø2
N48 19.6 E000 07.0
At FL240

LUMAN
N47 56.4 E000 24.8
MAX 280 KT

LATGO
N48 28.8 W000 15.0
At FL260
MAX 280 KT

KEPER
N47 48.4 E000 16.4
At FL280

090° 8
216° 1
347° 16 KOVAK 6P, 6W
10
13
23
036° 10 KEPER 6P, 6W
123° 17 LATGO 6W

NOT TO SCALE

CHANGES: ATIS; chart reindexed.

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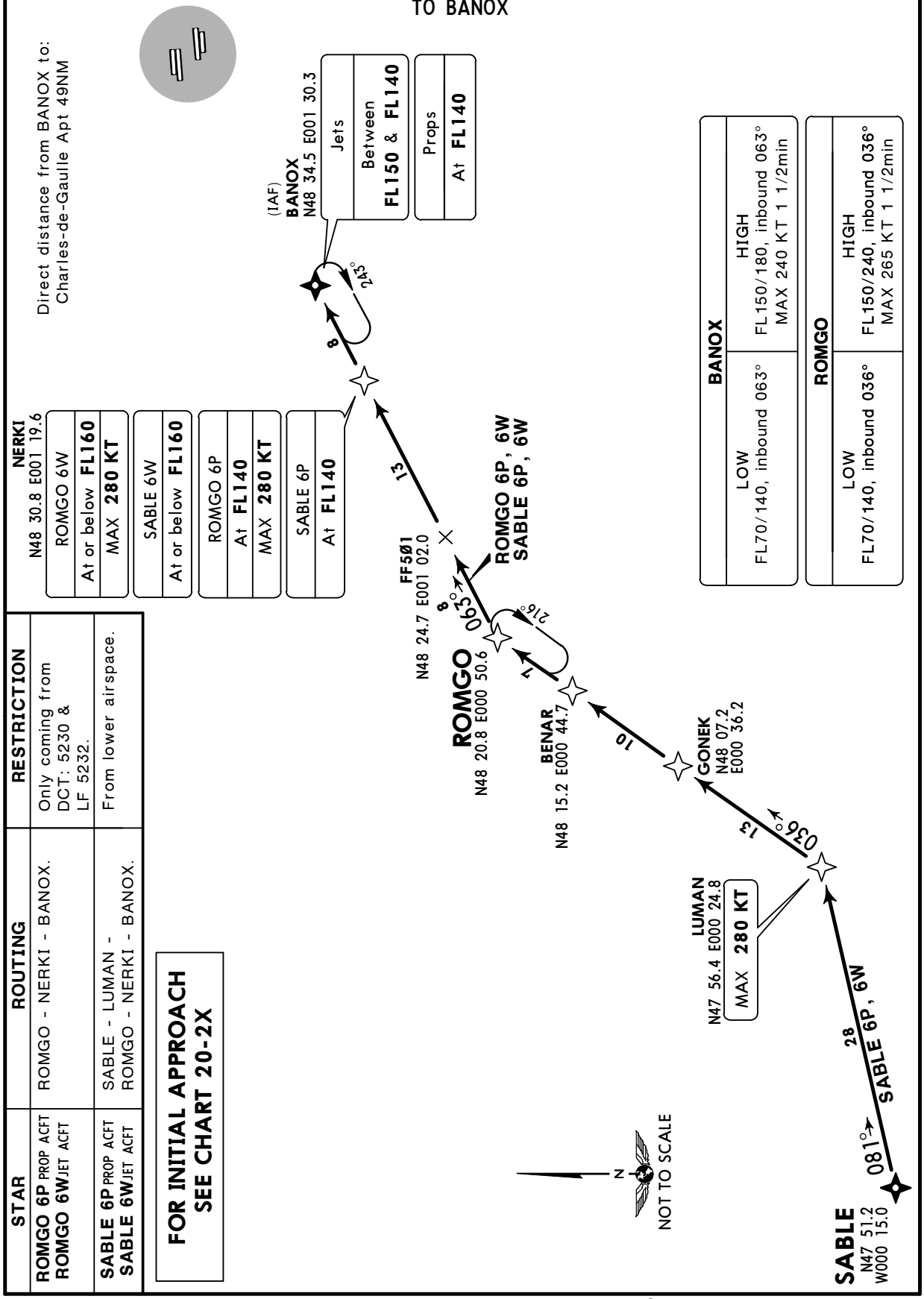
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

ROMGO 6P [ROMG6P], ROMGO 6W [ROMG6W]
SABLE 6P [SABL6P], SABLE 6W [SABL6W]
RWYS 26L/R, 27L/R RNAV ARRIVALS
TO BANOX



STAR	ROUTING	RESTRICTION
ROMGO 6P PROP ACFT ROMGO 6W JET ACFT	ROMGO - NERKI - BANOX.	Only coming from DCT: 5230 & LF 5232.
SABLE 6P PROP ACFT SABLE 6W JET ACFT	SABLE - LUMAN - ROMGO - NERKI - BANOX.	From lower airspace.

FOR INITIAL APPROACH SEE CHART 20-2X

CHANGES: ATIS; chart reindexed.

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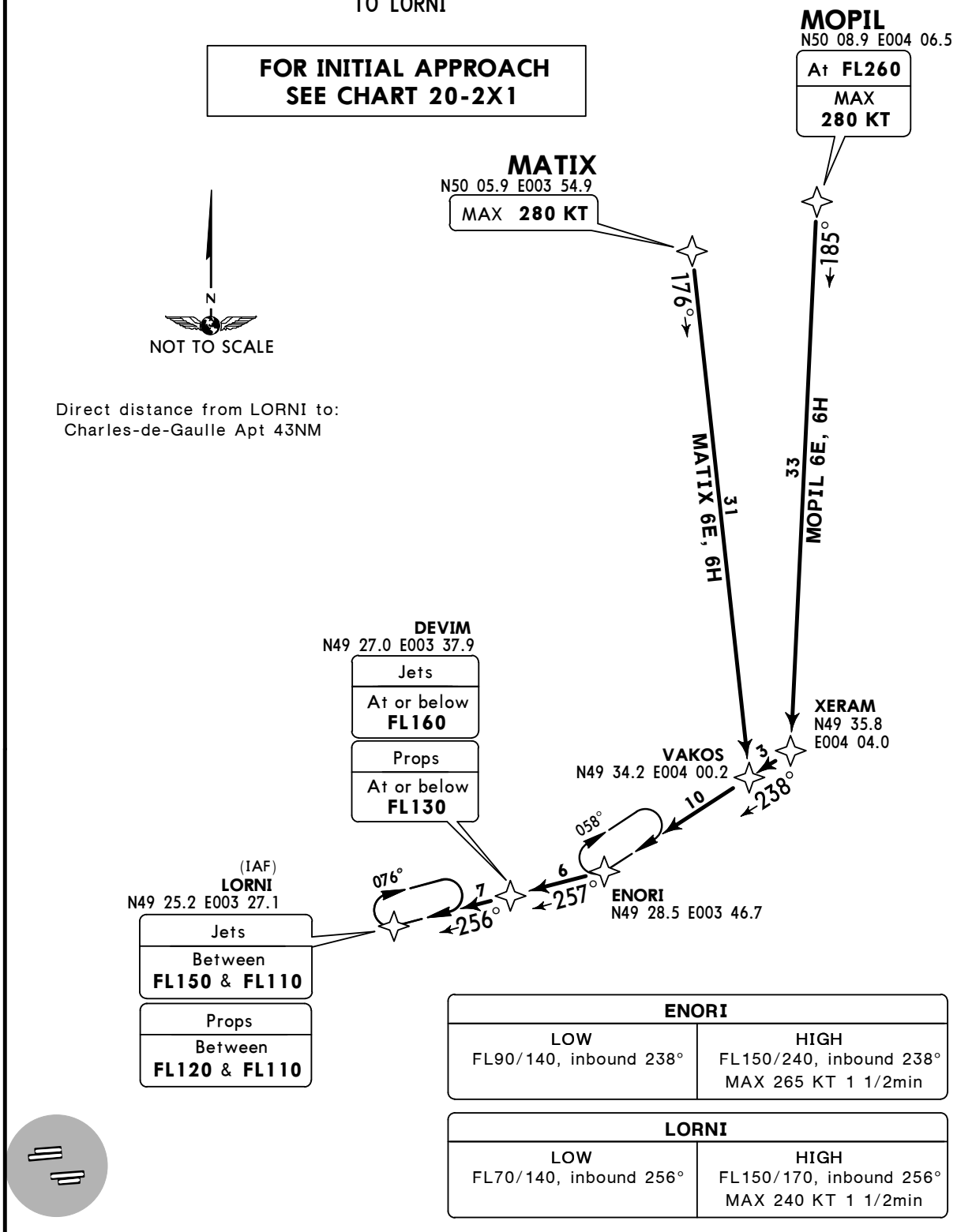
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

MATIX 6E [MATI6E], MATIX 6H [MATI6H]
MOPIL 6E [MOPI6E], MOPIL 6H [MOPI6H]
RWYS 08L/R, 09L/R RNAV ARRIVALS
TO LORNI



STAR	ROUTING	RESTRICTION
MATIX 6E JET ACFT **MATIX 6H** PROP ACFT	MATIX - VAKOS - ENORI - DEVIM - LORNI	From lower airspace.
MOPIL 6E JET ACFT **MOPIL 6H** PROP ACFT	MOPIL - XERAM - ENORI - DEVIM - LORNI	From upper airspace.

CHANGES: ATIS; chart reindexed.

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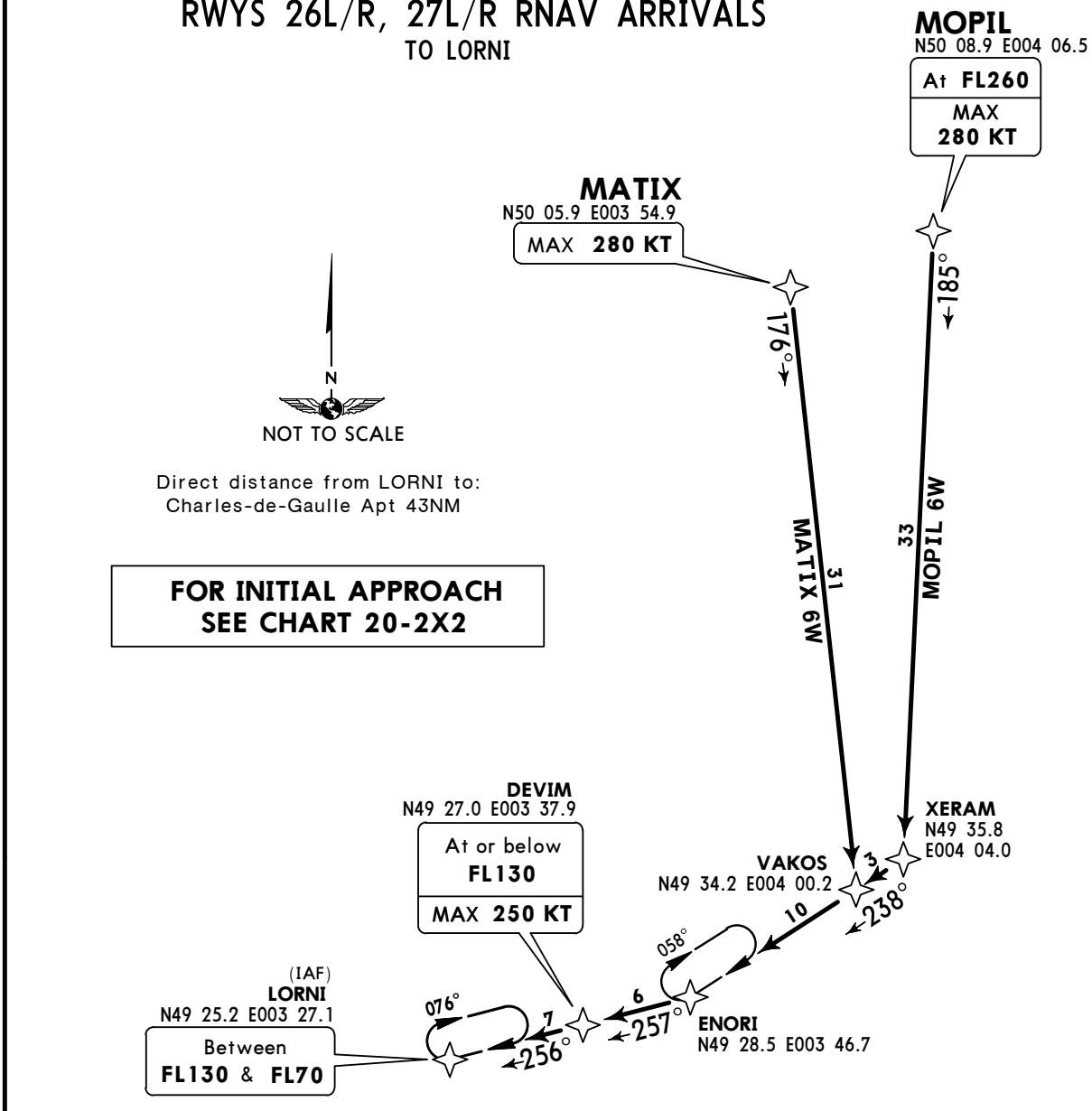
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

MATIX 6W [MATI6W]
MOPIL 6W [MOPI6W]
RWYS 26L/R, 27L/R RNAV ARRIVALS
TO LORNI



ENORI	
LOW FL90/140, inbound 238°	HIGH FL150/240, inbound 238° MAX 265 KT 1 1/2min

LORNI	
LOW FL70/140, inbound 256°	HIGH FL150/170, inbound 256° MAX 240 KT 1 1/2min

STAR	ROUTING	RESTRICTION
MATIX 6W	MATIX - VAKOS - ENORI - DEVIM - LORNI	From lower airspace.
MOPIL 6W	MOPIL - XERAM - ENORI - DEVIM - LORNI	From upper airspace.

CHANGES: ATIS; chart reindexed.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN 20 MAR 15 (20-2H) Eff 2 Apr

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

DINAN 6E [DINA6E], DINAN 6H [DINA6H]
VEDUS 6E [VEDU6E], VEDUS 6H [VEDU6H]
RWYS 08L/R, 09L/R RNAV ARRIVALS
FROM UPPER AIRSPACE
TO LORNI

FOR INITIAL APPROACH SEE CHART 20-2X1

DINAN
N49 49.9 E005 19.9

VEDUS
N49 35.7 E004 46.9
At **FL280**
MAX **280 KT**

FF101
N49 40.3 E004 27.5
At **FL240**
MAX **280 KT**

XERAM
N49 35.8 E004 04.0

ENORI
N49 28.5 E003 46.7

DEVIM
N49 27.0 E003 37.9
Jets: At or below **FL160**
Props: At or below **FL130**

(IAF) **LORNI**
N49 25.2 E003 27.1
Jets: Between **FL150 & FL110**
Props: Between **FL120 & FL110**

35 DINAN 6E, 6H By ATC 256°
27 VEDUS 6E, 6H 273°
16 238°
13 058°
6 257°
7 256°
076°

Direct distance from LORNI to: Charles-de-Gaulle Apt 43NM

NOT TO SCALE

ROUTING	
STAR	
DINAN 6E JET ACFT **DINAN 6H** PROP ACFT By ATC	DINAN - XERAM - ENORI - DEVIM - LORNI.
VEDUS 6E JET ACFT **VEDUS 6H** PROP ACFT	VEDUS - XERAM - ENORI - DEVIM - LORNI.

ENORI	
LOW FL90/140, inbound 238°	HIGH FL150/240, inbound 238° MAX 265 KT 1 1/2min

LORNI	
LOW FL70/140, inbound 256°	HIGH FL150/170, inbound 256° MAX 240 KT 1 1/2min

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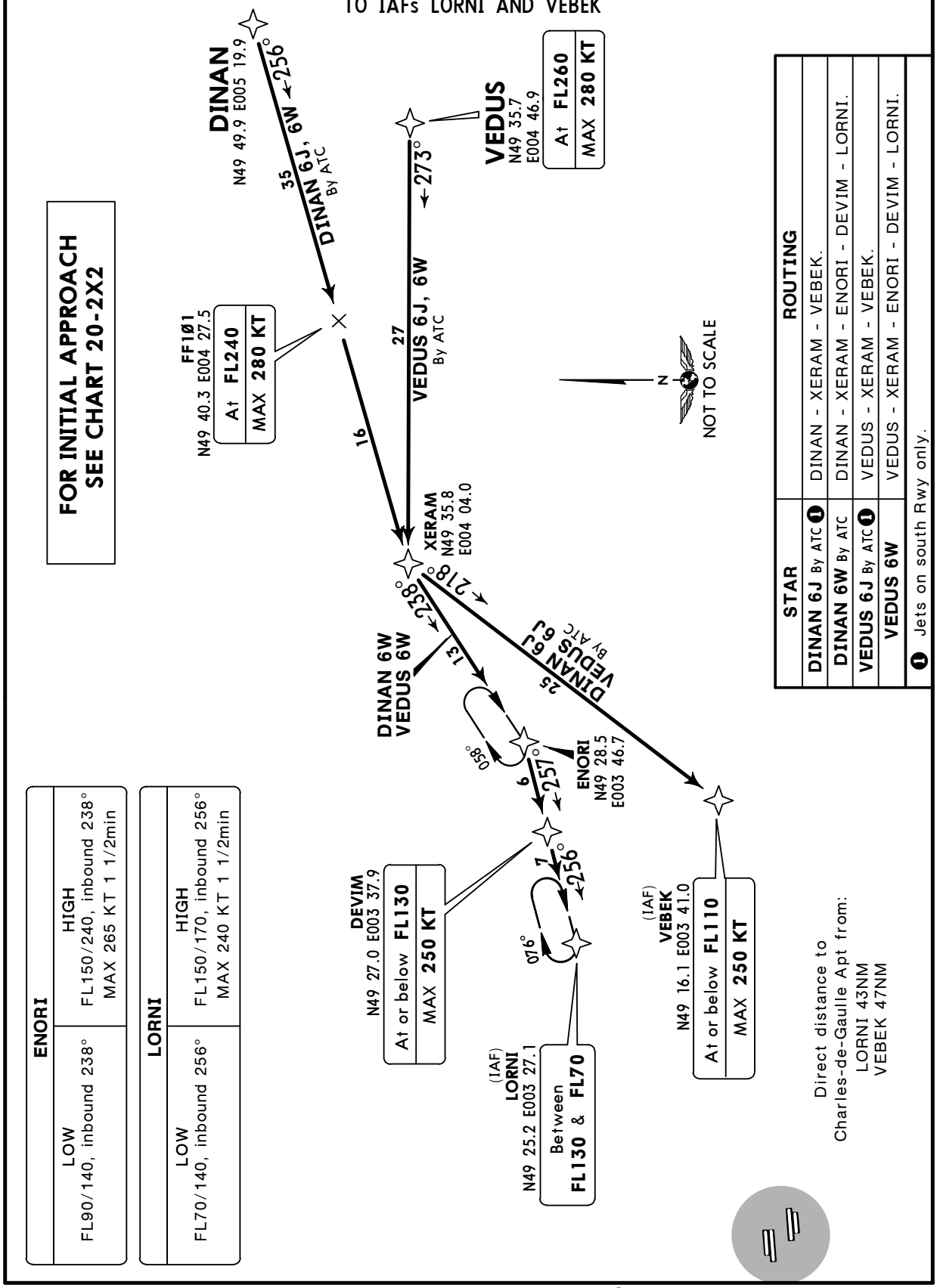
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

DINAN 6J [DINA6J], DINAN 6W [DINA6W]
VEDUS 6J [VEDU6J], VEDUS 6W [VEDU6W]
RWYS 26L/R, 27L/R RNAV ARRIVALS
FROM UPPER AIRSPACE
TO IAFs LORNI AND VEBEK



STAR	ROUTING
DINAN 6J By ATC ❶	DINAN - XERAM - VEBEK.
DINAN 6W By ATC	DINAN - XERAM - ENORI - DEVIM - LORNI.
VEDUS 6J By ATC ❶	VEDUS - XERAM - VEBEK.
VEDUS 6W	VEDUS - XERAM - ENORI - DEVIM - LORNI.

❶ Jets on south Rwy only.

CHANGES: ATIS; chart reindexed.

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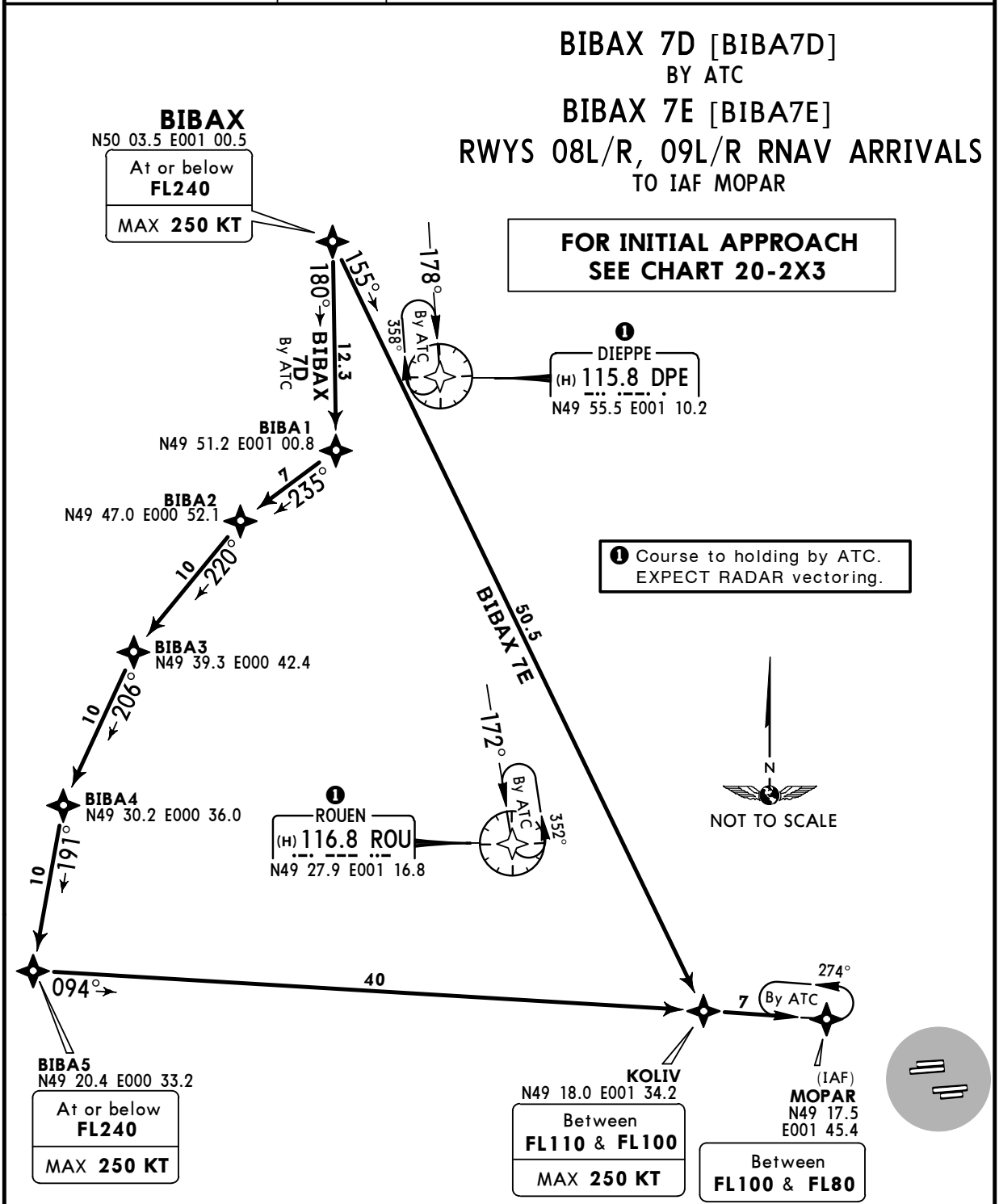
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (20-2K) Eff 2 Apr

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

BIBAX 7D [BIBA7D]
BY ATC
BIBAX 7E [BIBA7E]
RWYS 08L/R, 09L/R RNAV ARRIVALS
TO IAF MOPAR



DIEPPE	
LOW FL70/140, inbound 178°	HIGH FL150/240, inbound 178° MAX 265 KT 1 1/2 min

ROUEN	
LOW FL70/140, inbound 172°	HIGH FL150/190, inbound 172° MAX 240 KT 1 1/2min

MOPAR
FL70/140, inbound 094°

Direct distance to Charles-de-Gaulle Apt from:
MOPAR 35NM

STAR	ROUTING
BIBAX 7D	BIBAX - BIBA1 - BIBA2 - BIBA3 - BIBA4 - BIBA5 - KOLIV - MOPAR.
BIBAX 7E	BIBAX - KOLIV - MOPAR.

CHANGES: ATIS; chart reindexed.

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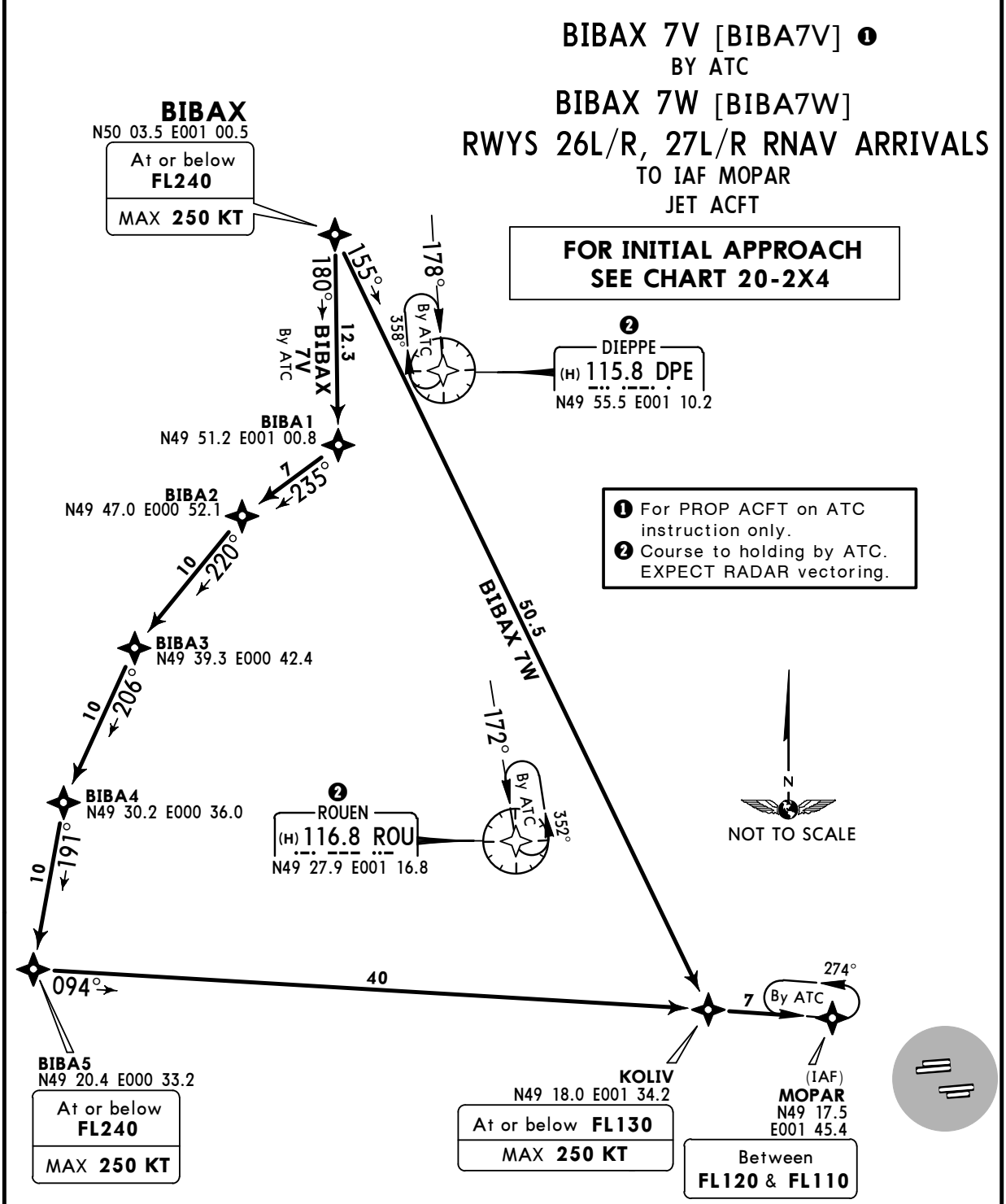
LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

BIBAX 7V [BIBA7V] ❶
BY ATC
BIBAX 7W [BIBA7W]
RWYS 26L/R, 27L/R RNAV ARRIVALS
TO IAF MOPAR
JET ACFT

FOR INITIAL APPROACH SEE CHART 20-2X4



DIEPPE	
LOW FL70/140, inbound 178°	HIGH FL150/240, inbound 178° MAX 265 KT 1 1/2 min

ROUEN	
LOW FL70/140, inbound 172°	HIGH FL150/190, inbound 172° MAX 240 KT 1 1/2min

MOPAR
FL70/140, inbound 094°

Direct distance to Charles-de-Gaulle Apt from:
MOPAR 35NM

STAR	ROUTING
BIBAX 7V	BIBAX - BIBA1 - BIBA2 - BIBA3 - BIBA4 - BIBA5 - KOLIV - MOPAR.
BIBAX 7W	BIBAX - KOLIV - MOPAR.

CHANGES: ATIS; chart reindexed.

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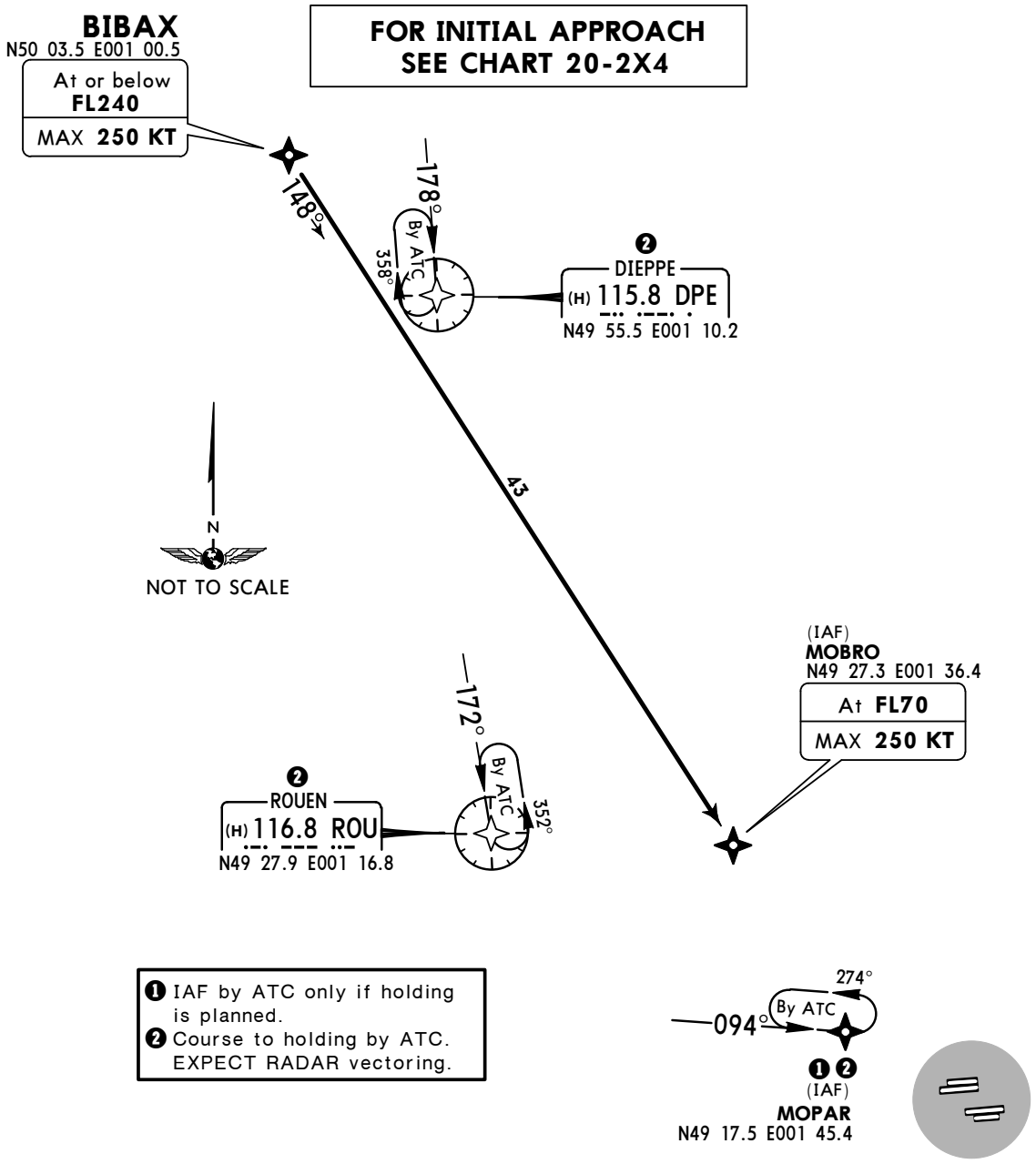
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

BIBAX 7P [BIBA7P]
RWYS 26L/R, 27L/R RNAV ARRIVAL
TO IAF MOBRO & MOPAR❶
PROP ACFT



❶ IAF by ATC only if holding is planned.
❷ Course to holding by ATC. EXPECT RADAR vectoring.

DIEPPE	
LOW FL70/140, inbound 178°	HIGH FL150/240, inbound 178° MAX 265 KT 1 1/2 min

ROUEN	
LOW FL70/140, inbound 172°	HIGH FL150/190, inbound 172° MAX 240 KT 1 1/2min

MOPAR
FL70/140, inbound 094°

Direct distance to Charles-de-Gaulle Apt from:
MOBRO 46NM
MOPAR 35NM

ROUTING
BIBAX - MOBRO.

CHANGES: ATIS; chart reindexed.

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LFPG/CDG
CHARLES-DE-GAULLE

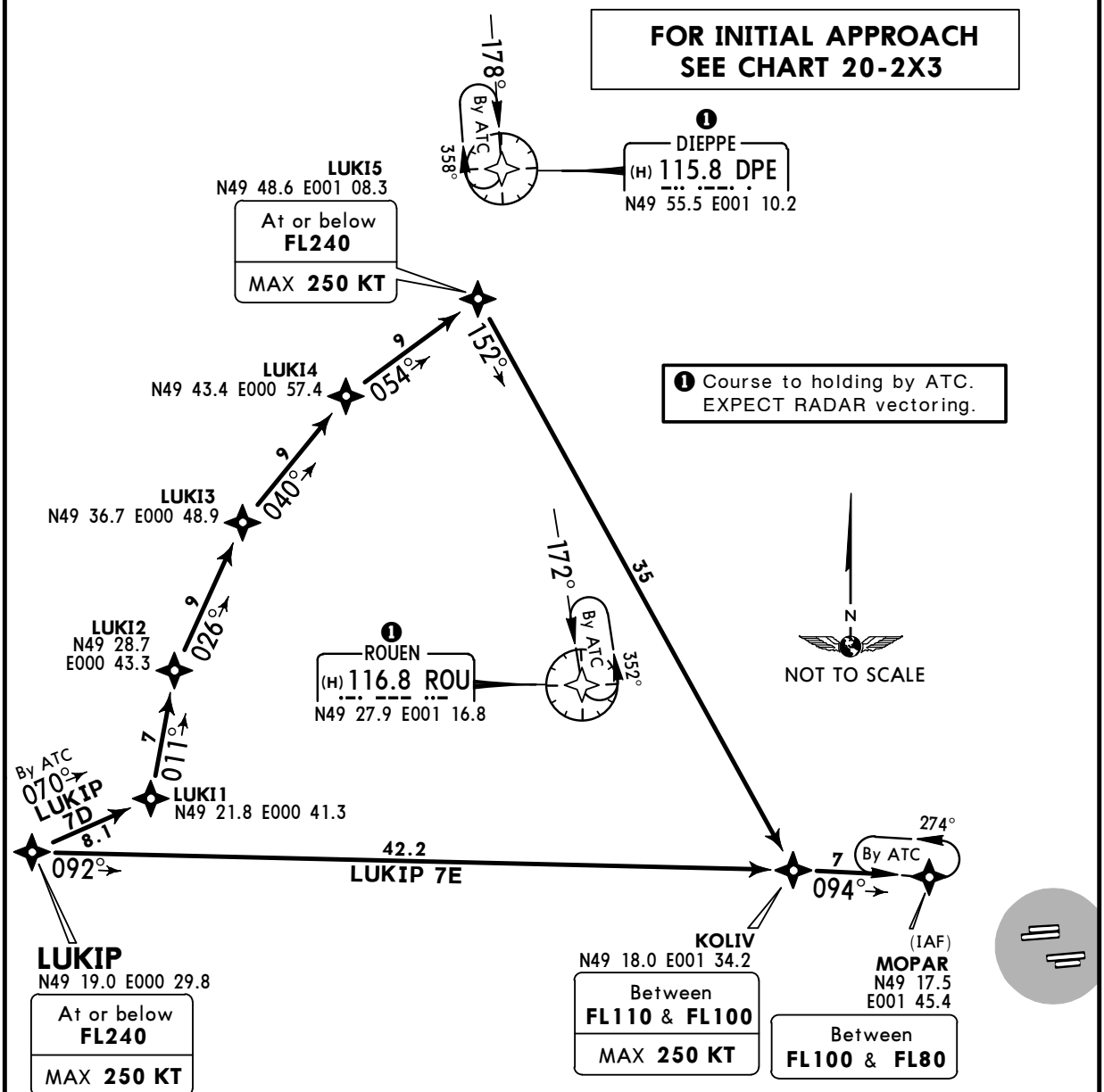
JEPPESEN
20 MAR 15 (20-2N) Eff 2 Apr

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

LUKIP 7D [LUKI7D]
BY ATC

LUKIP 7E [LUKI7E]
RWYS 08L/R, 09L/R RNAV ARRIVALS
TO IAF MOPAR



DIEPPE	
LOW FL70/140, inbound 178°	HIGH FL150/240, inbound 178° MAX 265 KT 1 1/2 min

ROUEN	
LOW FL70/140, inbound 172°	HIGH FL150/190, inbound 172° MAX 240 KT 1 1/2min

MOPAR
FL70/140, inbound 094°

Direct distance to
Charles-de-Gaulle Apt from:
MOPAR 35NM

STAR	ROUTING
LUKIP 7D	LUKIP - LUKI1 - LUKI2 - LUKI3 - LUKI4 - LUKI5 - KOLIV - MOPAR.
LUKIP 7E	LUKIP - KOLIV - MOPAR.

CHANGES: ATIS; chart reindexed.

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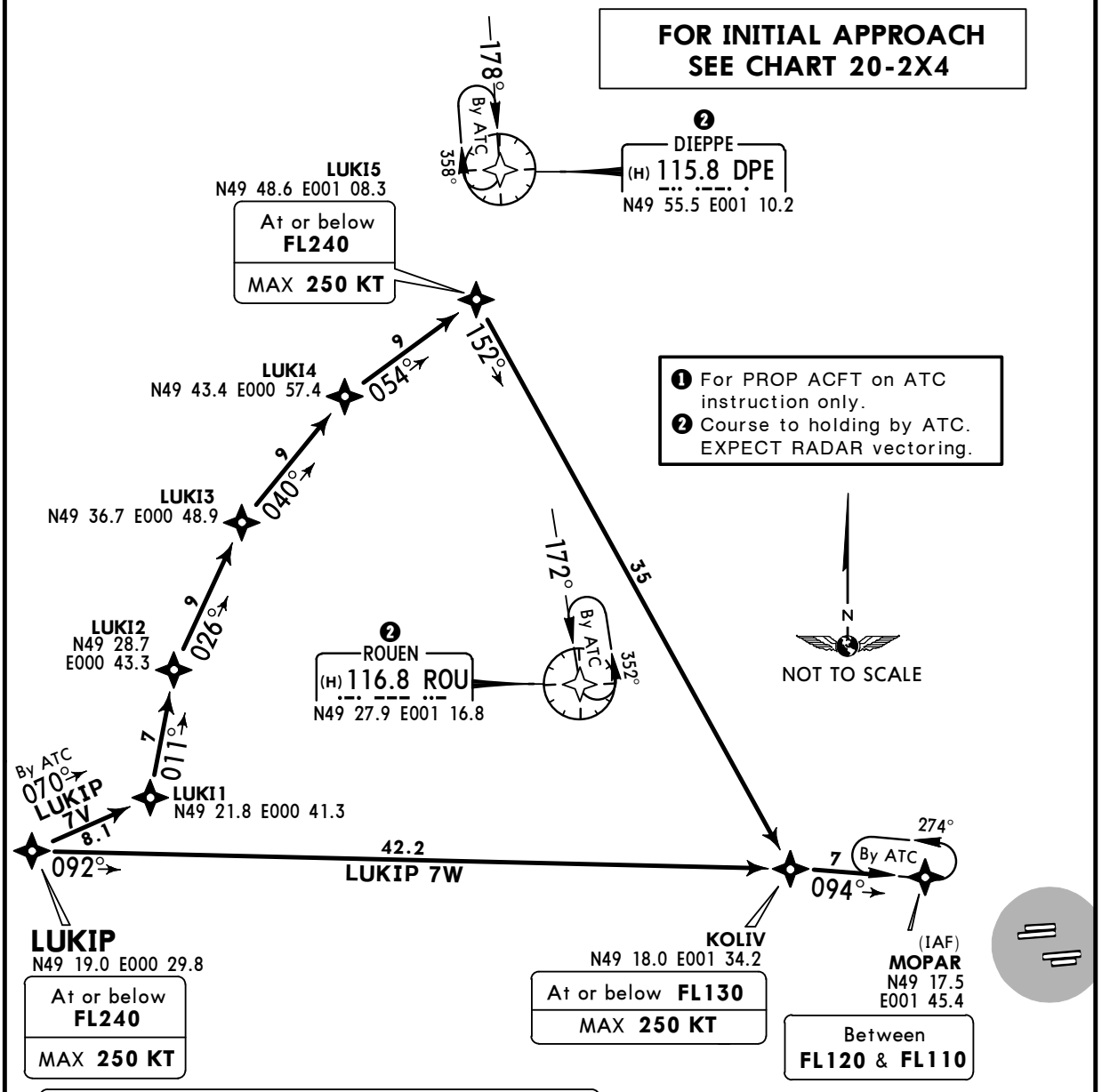
LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

LUKIP 7V [LUKI7V] ❶
BY ATC

LUKIP 7W [LUKI7W]
RWYS 26L/R, 27L/R RNAV ARRIVALS
TO IAF MOPAR
JET ACFT



DIEPPE	
LOW FL70/140, inbound 178°	HIGH FL150/240, inbound 178° MAX 265 KT 1 1/2 min

ROUEN	
LOW FL70/140, inbound 172°	HIGH FL150/190, inbound 172° MAX 240 KT 1 1/2min

MOPAR
FL70/140, inbound 094°

Direct distance to Charles-de-Gaulle Apt from:
MOPAR 35NM

STAR	ROUTING
LUKIP 7V	LUKIP - LUKI1 - LUKI2 - LUKI3 - LUKI4 - LUKI5 - KOLIV - MOPAR.
LUKIP 7W	LUKIP - KOLIV - MOPAR.

CHANGES: ATIS; chart reindexed.

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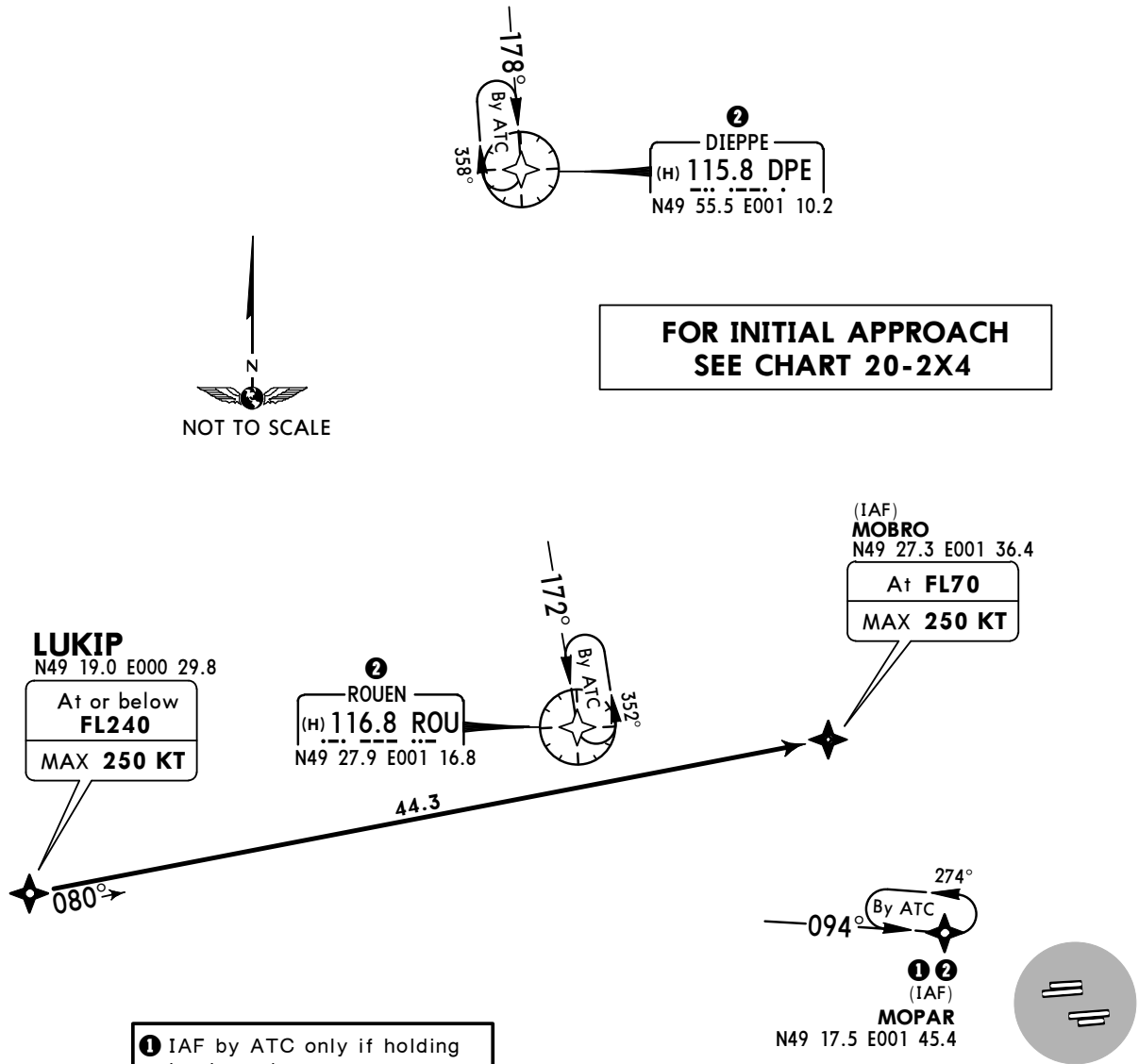
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

LUKIP 7P [LUKI7P]
RWYS 26L/R, 27L/R RNAV ARRIVAL
TO IAF MOBRO & MOPAR❶
PROP ACFT



❶ IAF by ATC only if holding is planned.
❷ Course to holding by ATC. EXPECT RADAR vectoring.

DIEPPE	
LOW FL70/140, inbound 178°	HIGH FL150/240, inbound 178° MAX 265 KT 1 1/2 min

ROUEN	
LOW FL70/140, inbound 172°	HIGH FL150/190, inbound 172° MAX 240 KT 1 1/2min

MOPAR
FL70/140, inbound 094°

Direct distance to Charles-de-Gaulle Apt from:
MOBRO 46NM
MOPAR 35NM

ROUTING
LUKIP - MOBRO.

CHANGES: ATIS; chart reindexed.

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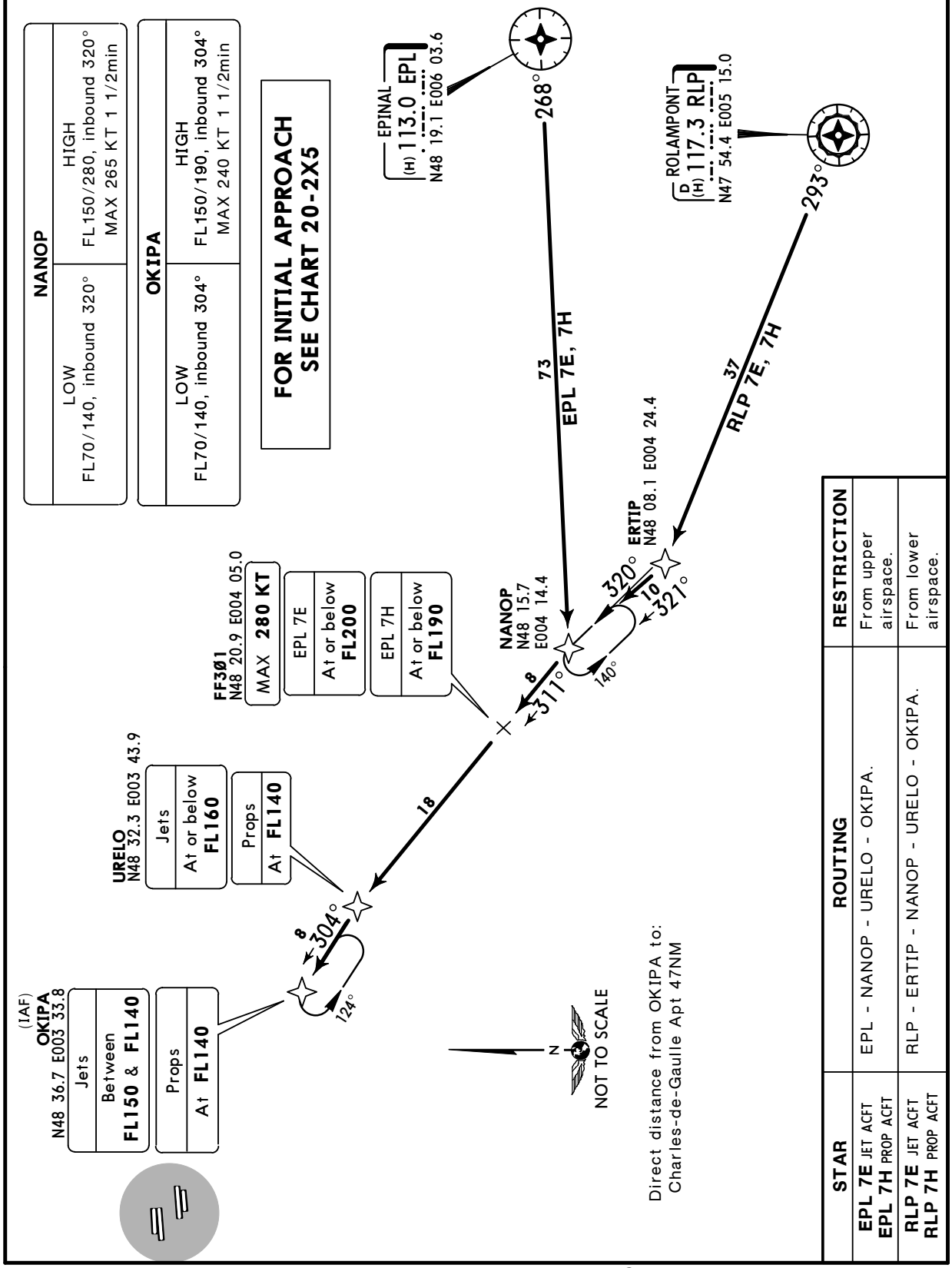
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (20-2S) Eff 2 Apr

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

EPINAL 7E (EPL 7E), EPINAL 7H (EPL 7H)
ROLAMPONT 7E (RLP 7E)
ROLAMPONT 7H (RLP 7H)
RWYS 08L/R, 09L/R RNAV ARRIVALS
TO IAF OKIPA



STAR	ROUTING	RESTRICTION
EPL 7E JET ACFT **EPL 7H** PROP ACFT	EPL - NANOP - URELO - OKIPA.	From upper airspace.
RLP 7E JET ACFT **RLP 7H** PROP ACFT	RLP - ERTIP - NANOP - URELO - OKIPA.	From lower airspace.

CHANGES: ATIS; chart reindexed.

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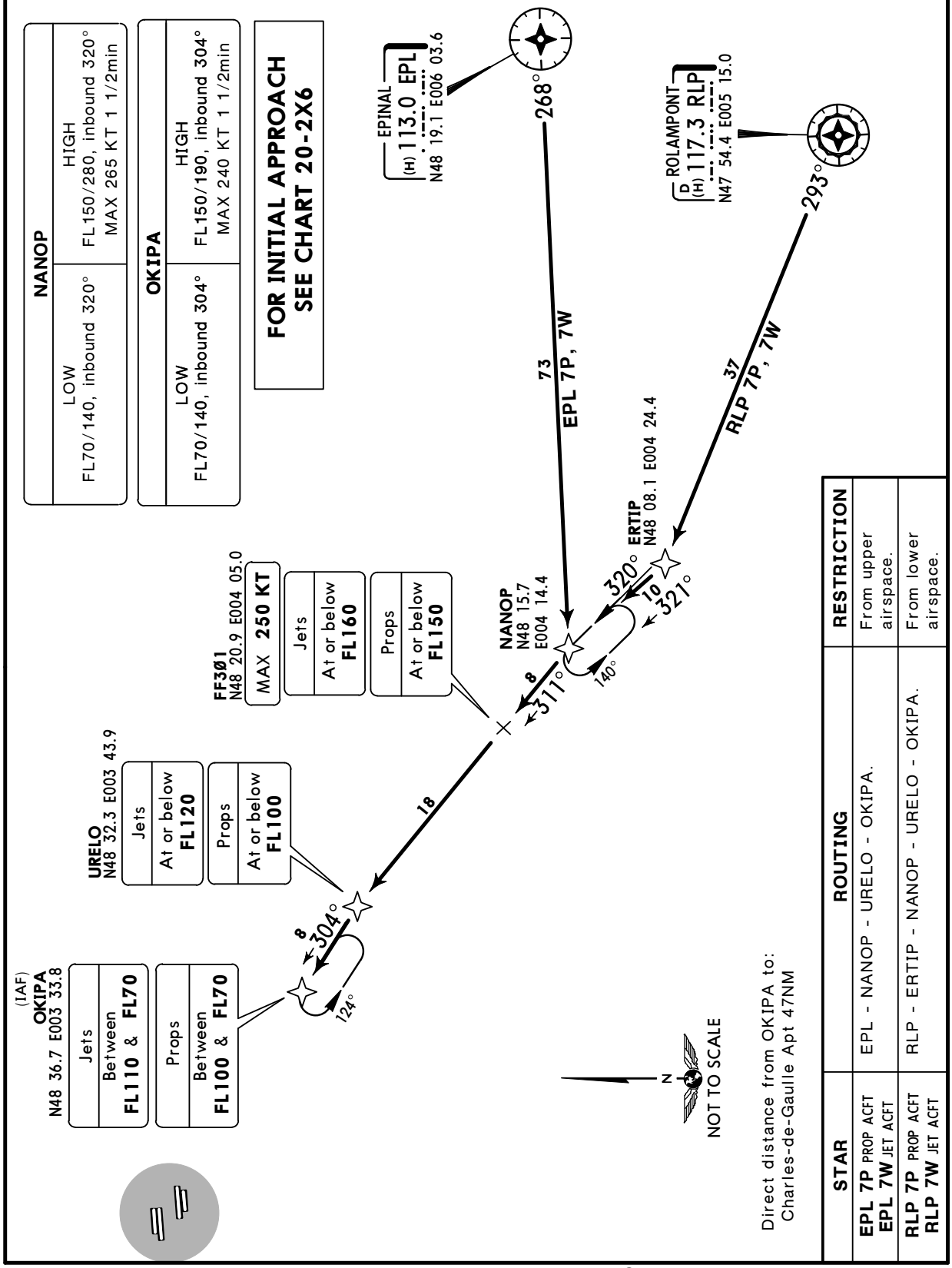
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

EPINAL 7P (EPL 7P), EPINAL 7W (EPL 7W)
ROLAMPONT 7P (RLP 7P)
ROLAMPONT 7W (RLP 7W)
RWYS 26L/R, 27L/R RNAV ARRIVALS
TO OKIPA



STAR	ROUTING	RESTRICTION
EPL 7P PROP ACFT **EPL 7W** JET ACFT	EPL - NANOP - URELO - OKIPA.	From upper airspace.
RLP 7P PROP ACFT **RLP 7W** JET ACFT	RLP - ERTIP - NANOP - URELO - OKIPA.	From lower airspace.

CHANGES: ATIS; chart reindexed.

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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

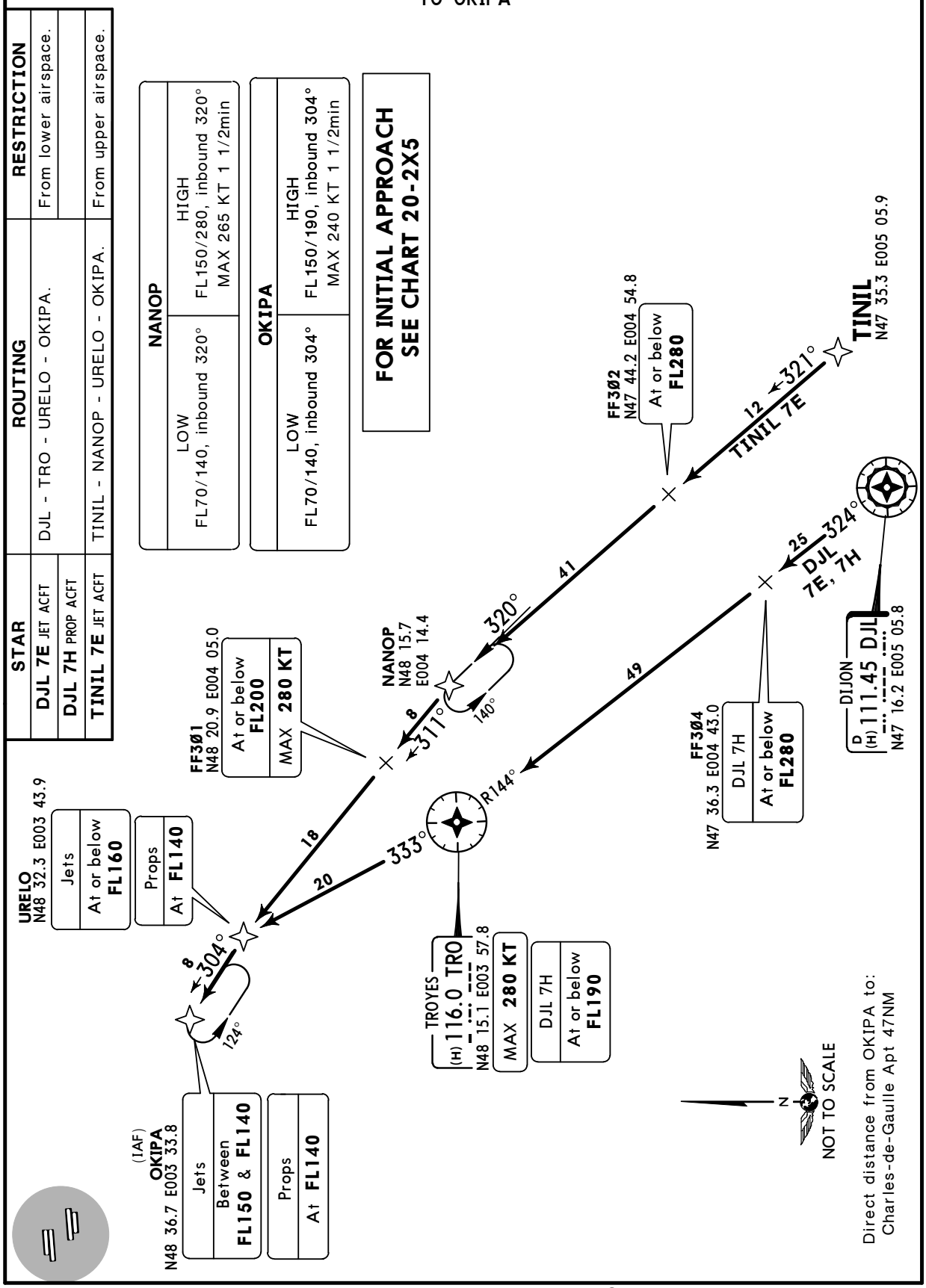
DIJON 7E (DJL 7E), DIJON 7H (DJL 7H)
TINIL 7E [TINI7E]
RWYS 08L/R, 09L/R RNAV ARRIVALS
TO OKIPA

STAR	ROUTING	RESTRICTION
DJL 7E JET ACFT	DJL - TRO - URELO - OKIPA.	From lower airspace.
DJL 7H PROP ACFT		
TINIL 7E JET ACFT	TINIL - NANOP - URELO - OKIPA.	From upper airspace.

NANOP
HIGH: FL150/280, inbound 320° MAX 265 KT 1 1/2min
LOW: FL70/140, inbound 320°

OKIPA
HIGH: FL150/190, inbound 304° MAX 240 KT 1 1/2min
LOW: FL70/140, inbound 304°

FOR INITIAL APPROACH SEE CHART 20-2X5



CHANGES: ATIS; chart reindexed.

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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

DIJON 7P (DJL 7P), DIJON 7W (DJL 7W)
TINIL 7W [TINI7W]
RWYS 26L/R, 27L/R RNAV ARRIVALS
TO OKIPA

STAR	ROUTING	RESTRICTION
DJL 7P PROP ACFT	DJL - TRO - URELO - OKIPA.	
DJL 7W JET ACFT		From lower airspace.
TINIL 7W JET ACFT	TINIL - NANOP - URELO - OKIPA.	From upper airspace.

NANOP
HIGH
FL150/280, inbound 320°
MAX 265 KT 1 1/2min
LOW
FL70/140, inbound 320°

OKIPA
HIGH
FL150/190, inbound 304°
MAX 240 KT 1 1/2min
LOW
FL70/140, inbound 304°

FOR INITIAL APPROACH SEE CHART 20-2X6

NOT TO SCALE

FF302
N47 44.2 E004 54.8
At or below **FL280**
MAX **280 KT**

TINIL
N47 35.3 E005 05.9

12 321° TINIL 7W

25 324° DJL 7P, 7W

41

320°

NANOP
N48 15.7
E004 14.4

8 311°

140°

FF301
N48 20.9 E004 05.0
At or below **FL160**
MAX **250 KT**

49

R144°

FF304
N47 36.3 E004 43.0
DJL 7P
At or below **FL280**

DIJON
(H) 111.45 DJL
N47 16.2 E005 05.8

URELO
N48 32.3 E003 43.9
Jets
At or below **FL120**
Props
At or below **FL100**

18

20

333°

TROYES
(H) 116.0 TRO
N48 15.1 E003 57.8
MAX **250 KT**
DJL 7P
At or below **FL150**
DJL 7W
At or below **FL160**

8 304°

124°

(IAF)
OKIPA
N48 36.7 E003 33.8
Jets
Between **FL110 & FL70**
Props
Between **FL100 & FL70**

Direct distance from OKIPA to:
Charles-de-Gaulle Apt 47NM

CHANGES: New chart (RNAV STARs transferred; ATIS).

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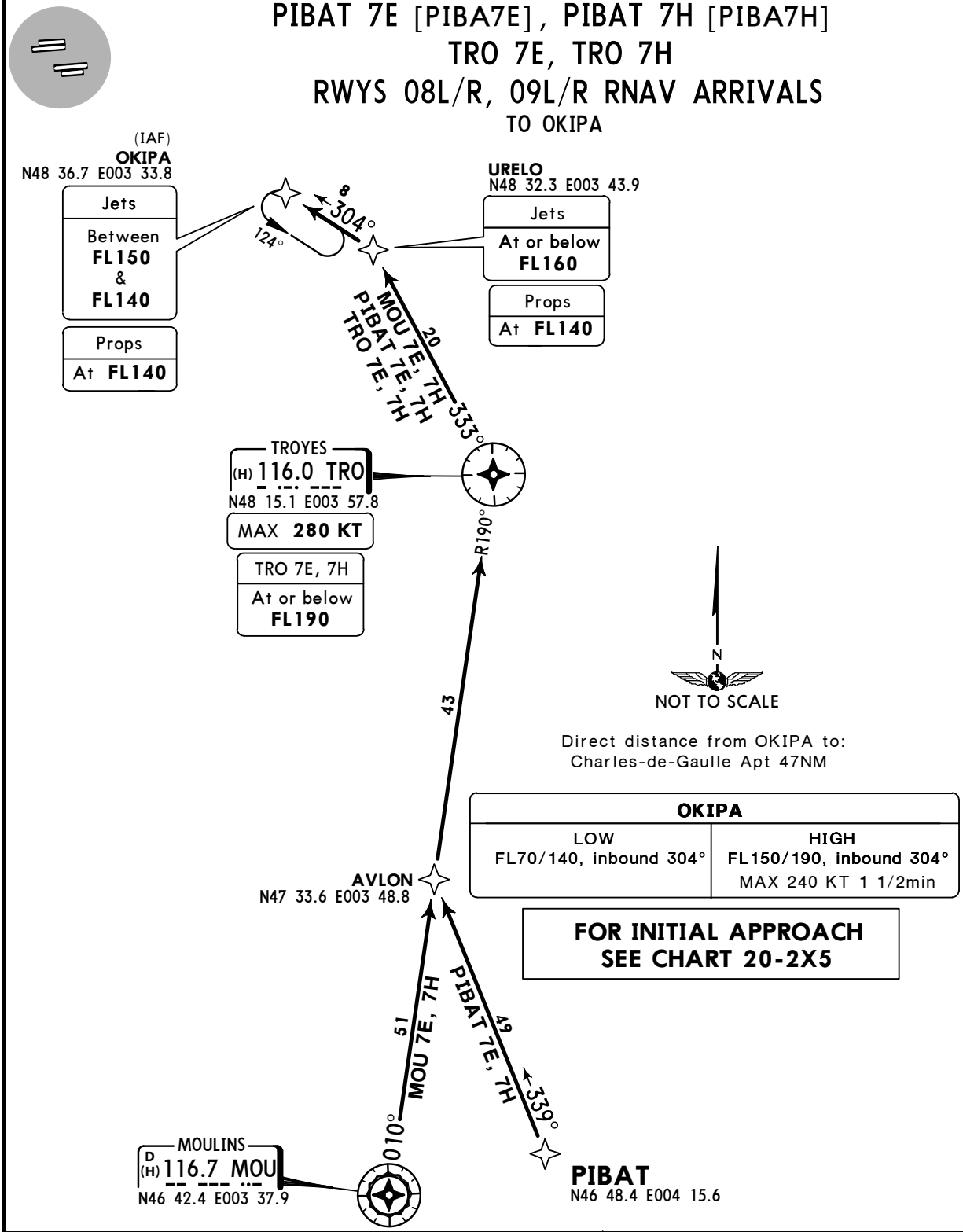
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

MOULINS 7E (MOU 7E), MOULINS 7H (MOU 7H)
PIBAT 7E [PIBA7E], PIBAT 7H [PIBA7H]
TRO 7E, TRO 7H
RWYS 08L/R, 09L/R RNAV ARRIVALS
TO OKIPA



STAR	ROUTING	RESTRICTION
MOU 7E JET ACFT **MOU 7H** PROP ACFT	MOU - TRO - URELO - OKIPA.	From lower airspace.
PIBAT 7E JET ACFT **PIBAT 7H** PROP ACFT	PIBAT - AVLON - TRO - URELO - OKIPA.	
TRO 7E JET ACFT **TRO 7H** PROP ACFT	TRO - URELO - OKIPA.	Only coming from night airways: UQ-204, UQ-213, UQ-236, UQ-238.

CHANGES: New chart (RNAV STARs transferred; ATIS).

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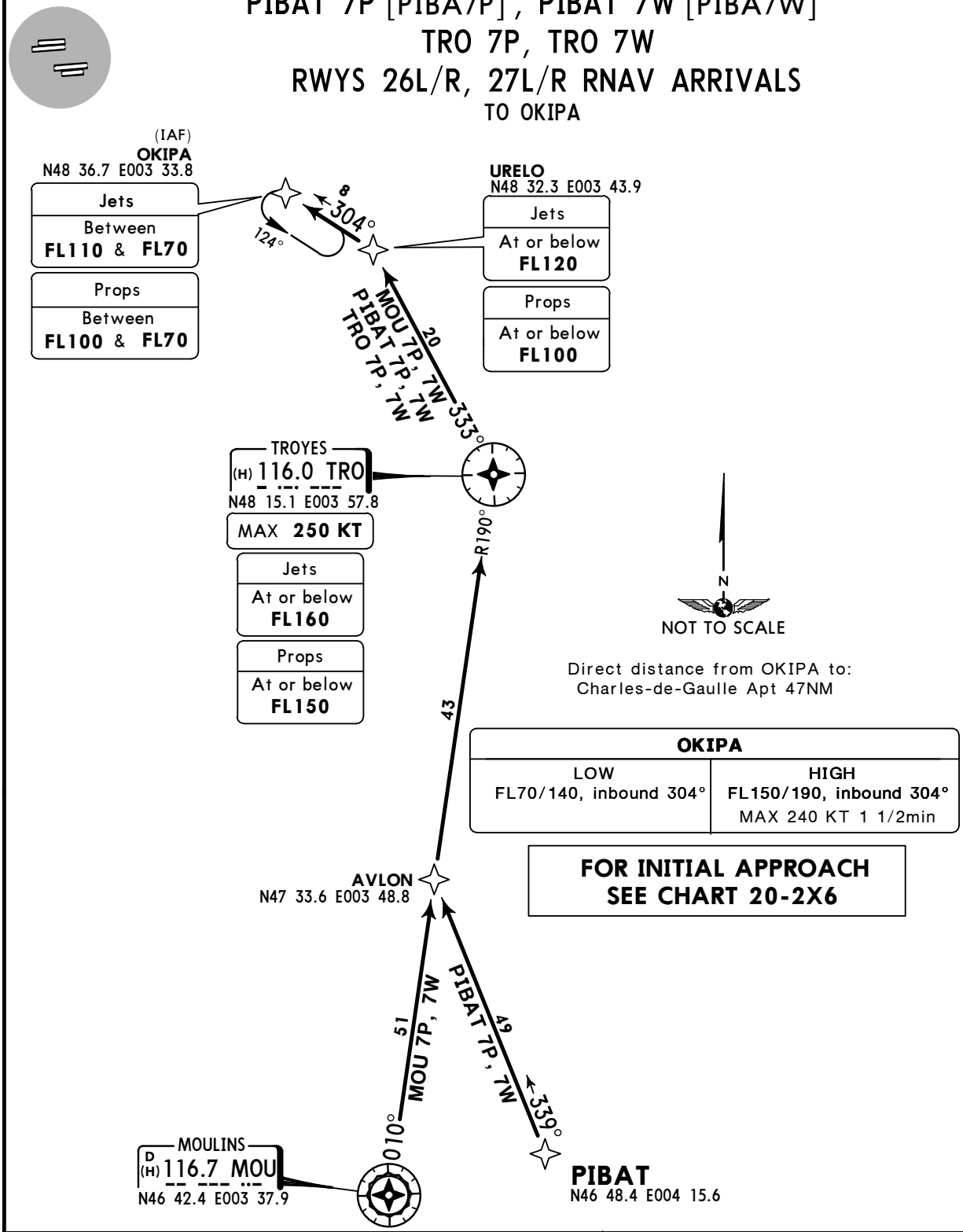
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

MOULINS 7P (MOU 7P), MOULINS 7W (MOU 7W)
PIBAT 7P [PIBA7P], PIBAT 7W [PIBA7W]
TRO 7P, TRO 7W
RWYS 26L/R, 27L/R RNAV ARRIVALS
TO OKIPA



STAR	ROUTING	RESTRICTION
MOU 7P PROP ACFT **MOU 7W** JET ACFT	MOU - TRO - URELO - OKIPA.	From lower airspace.
PIBAT 7P PROP ACFT **PIBAT 7W** JET ACFT	PIBAT - AVLON - TRO - URELO - OKIPA.	
TRO 7P PROP ACFT **TRO 7W** JET ACFT	TRO - URELO - OKIPA.	Only coming from night airways: UQ-204, UQ-213, UQ-236, UQ-238.

CHANGES: New chart (RNAV STARs transferred; ATIS).

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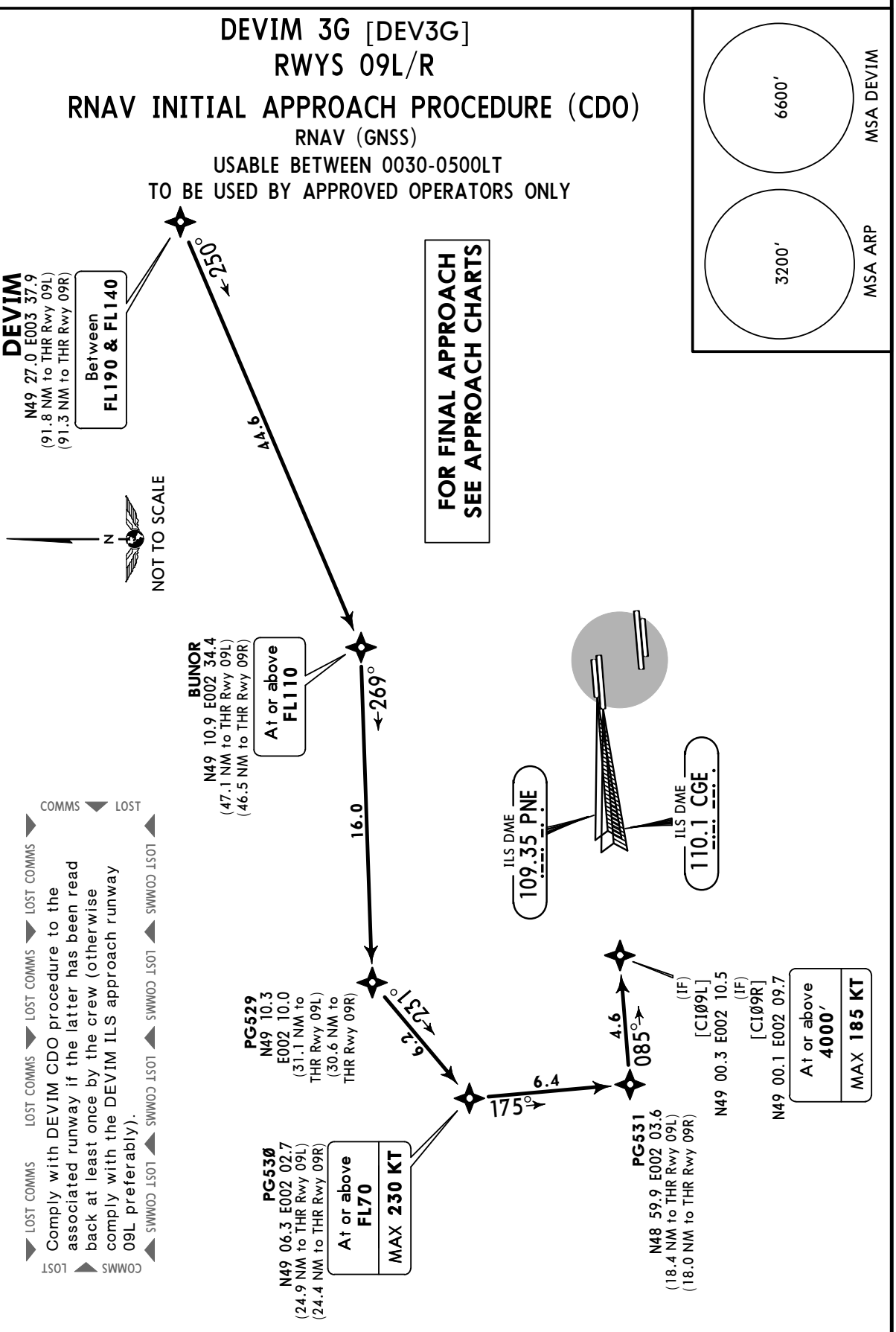
LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV INITIAL APPROACH

D-ATIS	DE GAULLE Approach	Apt Elev
127.130 (French 128.225)	121.155 125.830 119.850 126.430 118.155 136.275	392′

Alt Set: hPa
Trans level: By ATC Trans alt: 5000′
Approach will be performed at the request of the crews or ATC.

DEVIM 3G [DEV3G]
RWYS 09L/R
RNAV INITIAL APPROACH PROCEDURE (CDO)
RNAV (GNSS)
USABLE BETWEEN 0030-0500LT
TO BE USED BY APPROVED OPERATORS ONLY



CHANGES: Communications.

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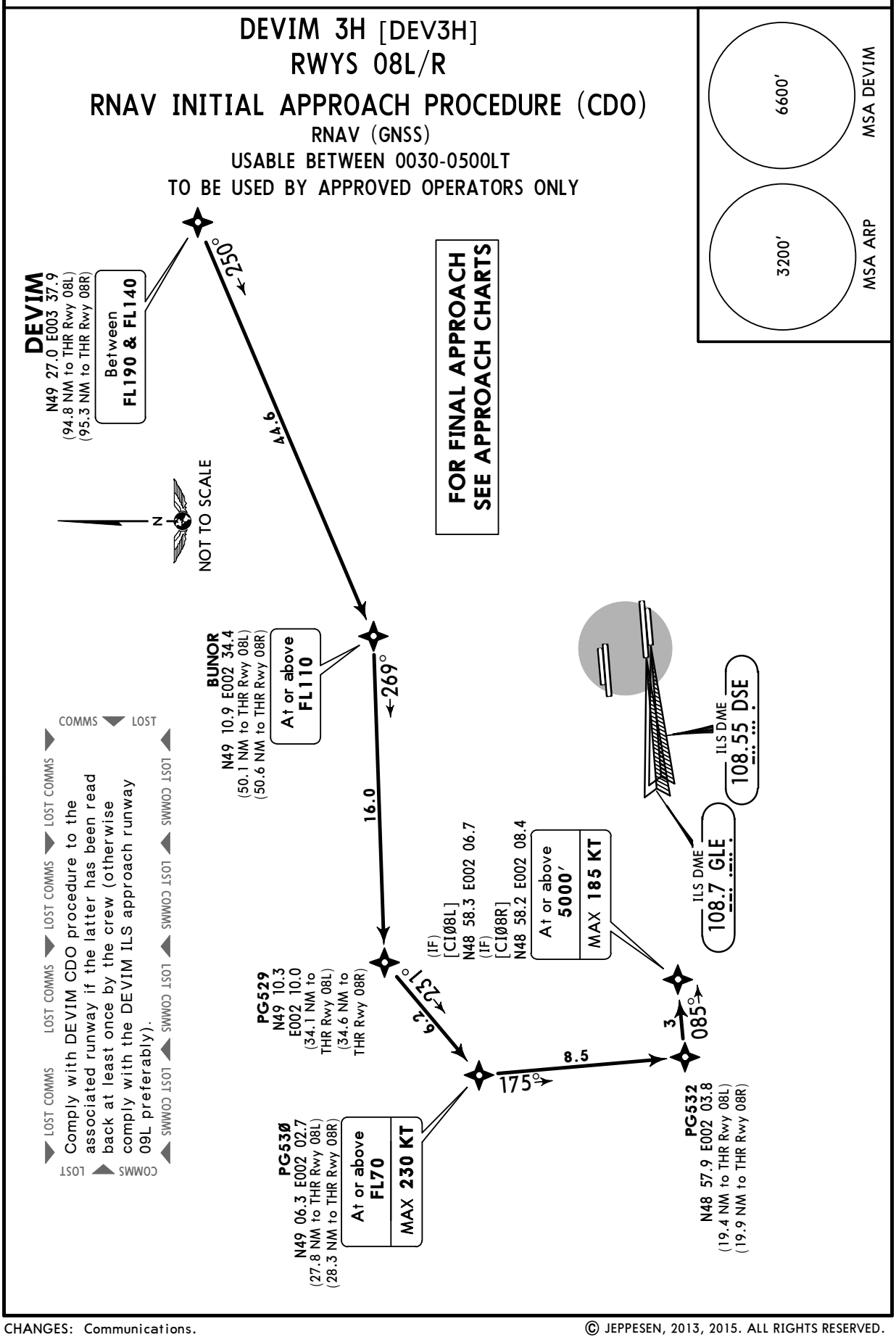
LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV INITIAL APPROACH

D-ATIS	DE GAULLE Approach			Apt Elev
127.130 (French 128.225)	121.155	125.830	119.850	392′
	126.430	118.155	136.275	

Alt Set: hPa
Trans level: By ATC Trans alt: 5000′
Approach will be performed at the request of the crews or ATC.

DEVIM 3H [DEV3H]
RWYS 08L/R
RNAV INITIAL APPROACH PROCEDURE (CDO)
RNAV (GNSS)
USABLE BETWEEN 0030-0500LT
TO BE USED BY APPROVED OPERATORS ONLY



CHANGES: Communications.

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LFPG/CDG
CHARLES-DE-GAULLE

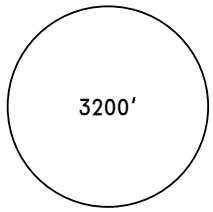
PARIS, FRANCE
RNAV INITIAL APPROACH

D-ATIS 127.130 ATIS (French 128.225)	DE GAULLE Approach 121.155 125.830 119.850 126.430 118.155 136.275

Apt Elev
392′

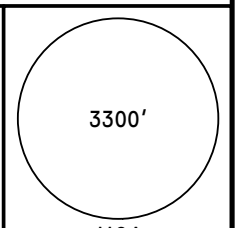
Alt Set: hPa Trans level: By ATC Trans alt: 5000′

1. Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).
2. In case of lost of RNAV capability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.



MSA
ARP

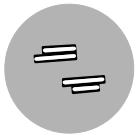
BANOX 3E [BAN3E]
RWYS 08L/R, 09L/R
RNAV INITIAL APPROACH
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED

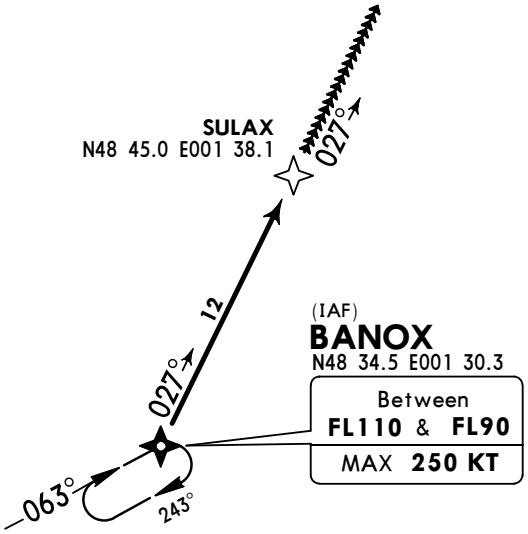


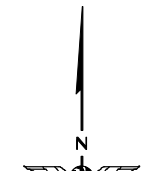
MSA
BANOX

FOR FINAL APPROACH
SEE APPROACH CHARTS

RWYs 09L/R
Maintain a rate of descent of not less than 1300′/min until cleared altitude, except during speed reduction phases.







BANOX	
LOW FL70/140, inbound 063°	HIGH FL150/180, inbound 063° MAX 240 KT 1 1/2min

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

At SULAX descend to 5000′, continue on 027° track, intercept final of last cleared and confirmed approach (otherwise ILS RWY 08R preferably).

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

CHANGES: Communications.

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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV INITIAL APPROACH

D-ATIS 127.130 ATIS (French 128.225)	DE GAULLE Approach 121.155 125.830 119.850 126.430 118.155 136.275
Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC). 2. In case of lost of RNAV capability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.

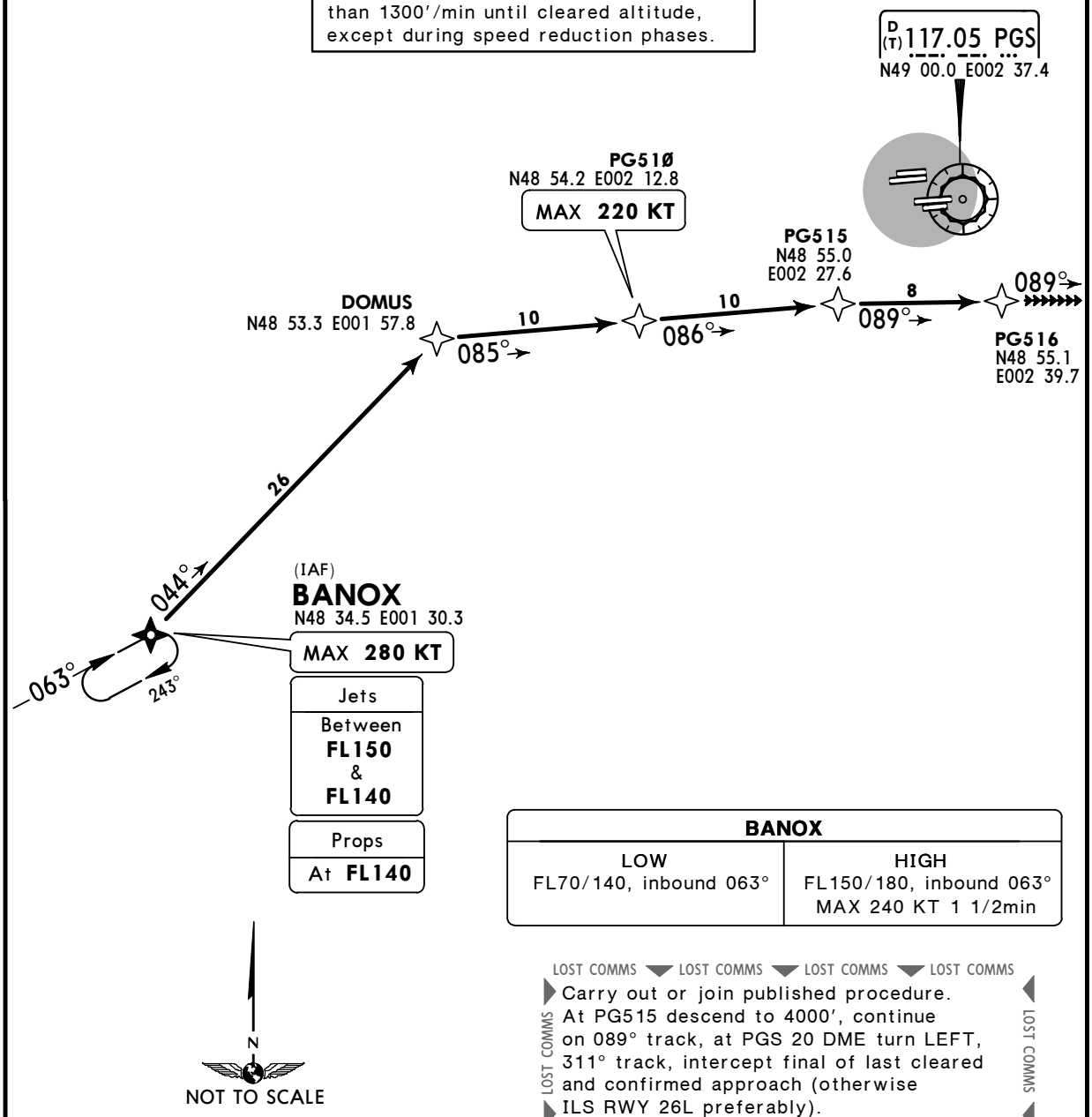
3200′
MSA
ARP

3300′
MSA
BANOX

BANOX 3W [BAN3W]
RWYS 26L/R, 27L/R
RNAV INITIAL APPROACH
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED

FOR FINAL APPROACH SEE APPROACH CHARTS

RWYs 26L/R
Maintain a rate of descent of not less than 1300′/min until cleared altitude, except during speed reduction phases.



BANOX	
LOW FL70/140, inbound 063°	HIGH FL150/180, inbound 063° MAX 240 KT 1 1/2min

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Carry out or join published procedure.
At PG515 descend to 4000′, continue on 089° track, at PGS 20 DME turn LEFT, 311° track, intercept final of last cleared and confirmed approach (otherwise ILS RWY 26L preferably).
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

CHANGES: Communications.

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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV INITIAL APPROACH

D-ATIS 127.130 ATIS (French 128.225)	DE GAULLE Approach 121.155 125.830 119.850 126.430 118.155 136.275
Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC). 2. In case of lost of RNAV capability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.

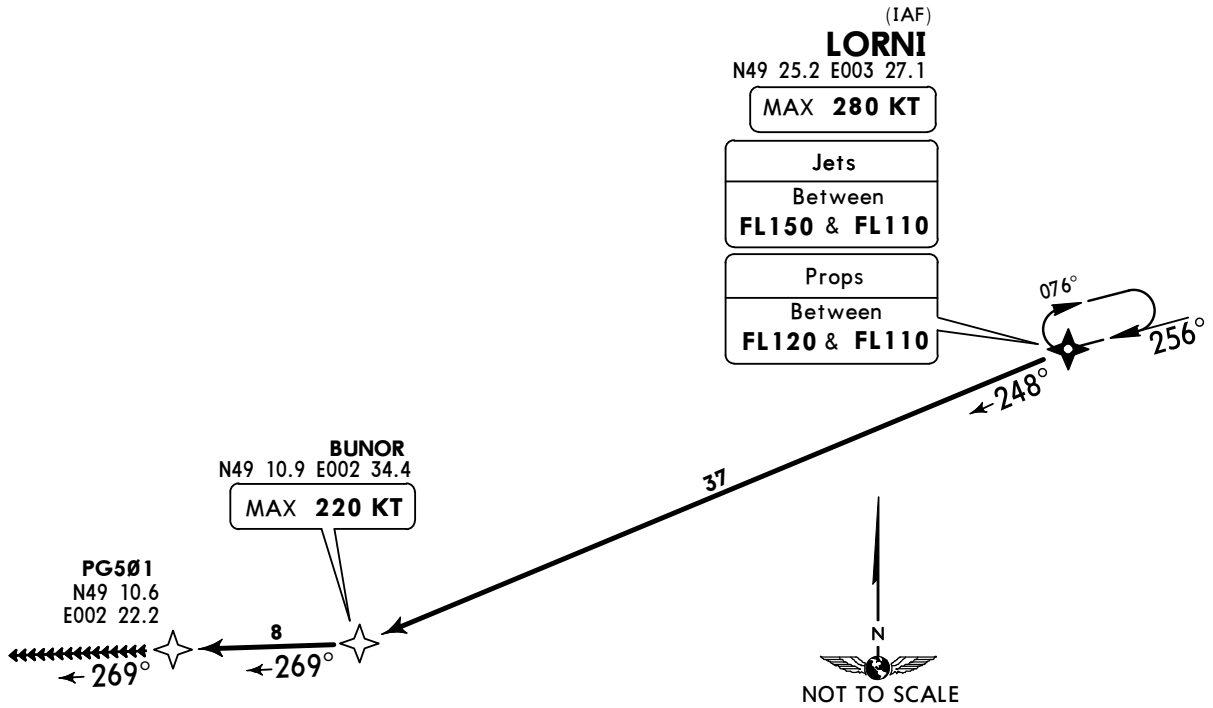
3200′
MSA
ARP

LORNI 3E [LOR3E]
RWYS 08L/R, 09L/R
RNAV INITIAL APPROACH
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED

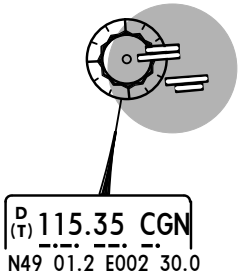
6600′
MSA
LORNI

FOR FINAL APPROACH SEE APPROACH CHARTS

RWYs 09L/R
Maintain a rate of descent of not less than 1300′/min until cleared altitude, except during speed reduction phases.



LORNI	
LOW FL70/140, inbound 256°	HIGH FL150/170, inbound 256° MAX 240 KT 1 1/2min



LOST COMMS
Carry out or join published procedure.
At BUNOR descend to 4000′, at CGN 26 DME turn LEFT, 131° track, intercept final of last cleared and confirmed approach (otherwise ILS RWY 09L preferably).

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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV INITIAL APPROACH

D-ATIS 127.130 ATIS (French 128.225)	DE GAULLE Approach 121.155 125.830 119.850 126.430 118.155 136.275

Apt Elev 392′

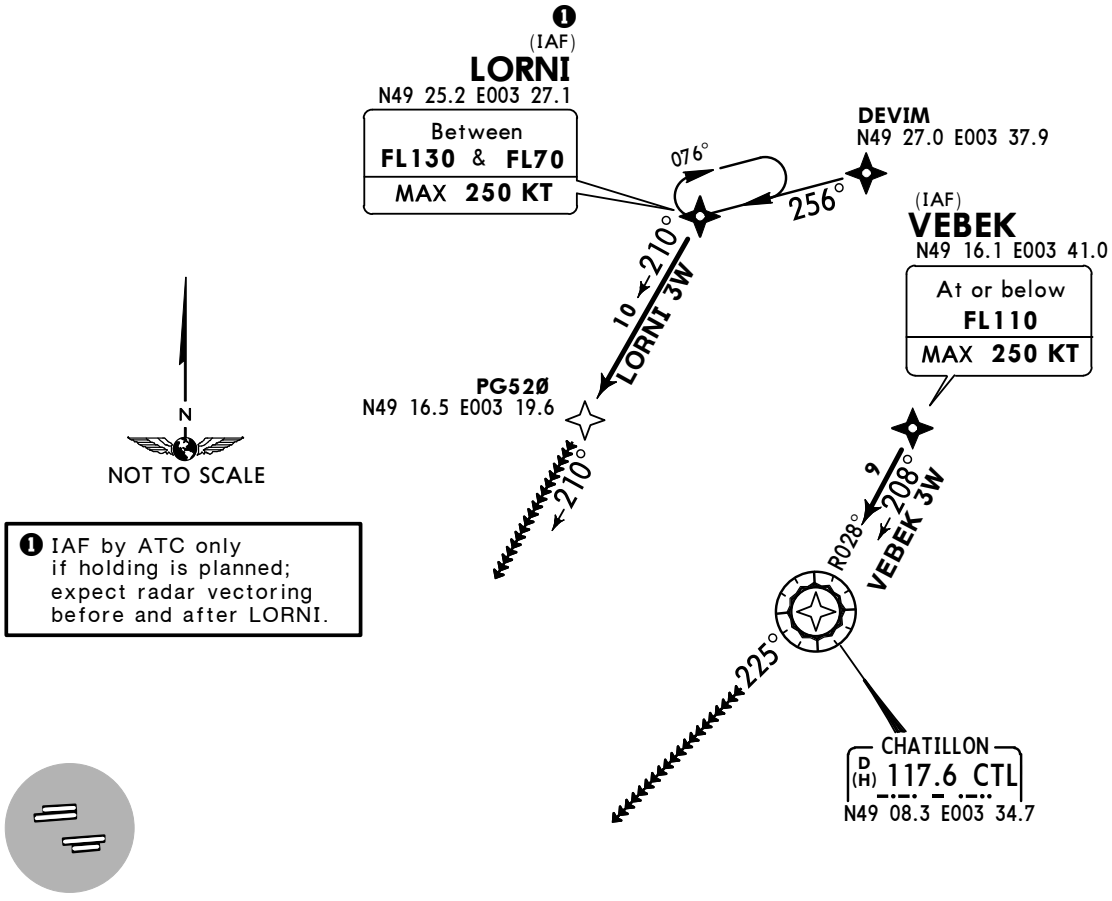
Alt Set: hPa Trans level: By ATC Trans alt: 5000′
1. Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC). 2. In case of lost of RNAV capability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.

3200′
MSA
ARP

LORNI 3W [LOR3W]
VEBEK 3W [VEB3W]
RWYS 26L/R, 27L/R
RNAV INITIAL APPROACHES
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED

6600′
MSA
LORNI/VEBEK

FOR FINAL APPROACH SEE APPROACH CHARTS



❶ IAF by ATC only if holding is planned; expect radar vectoring before and after LORNI.

RWYs 26L/R
Maintain a rate of descent of not less than 1300′/min until cleared altitude, except during speed reduction phases.

LORNI	
LOW FL70/140, inbound 256°	HIGH FL150/170, inbound 256° MAX 240 KT 1 1/2min

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

LORNI 3W
Carry out or join published procedure. At LORNI descend to 5000′, 210° track, intercept final of last cleared and confirmed approach (otherwise ILS RWY 27R preferably).

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

VEBEK 3W
Carry out or join published procedure. At VEBEK descend to 5000′, 208° track to CTL, CTL R-225, intercept final of last cleared and confirmed approach (otherwise ILS RWY 27R preferably).

CHANGES: Communications.

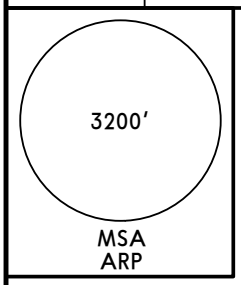
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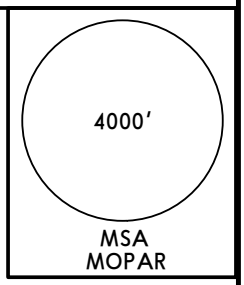
LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV INITIAL APPROACH

D-ATIS 127.130 ATIS (French 128.225)	DE GAULLE Approach 121.155 125.830 119.850 126.430 118.155 136.275
Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC). 2. In case of lost of RNAV capability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.

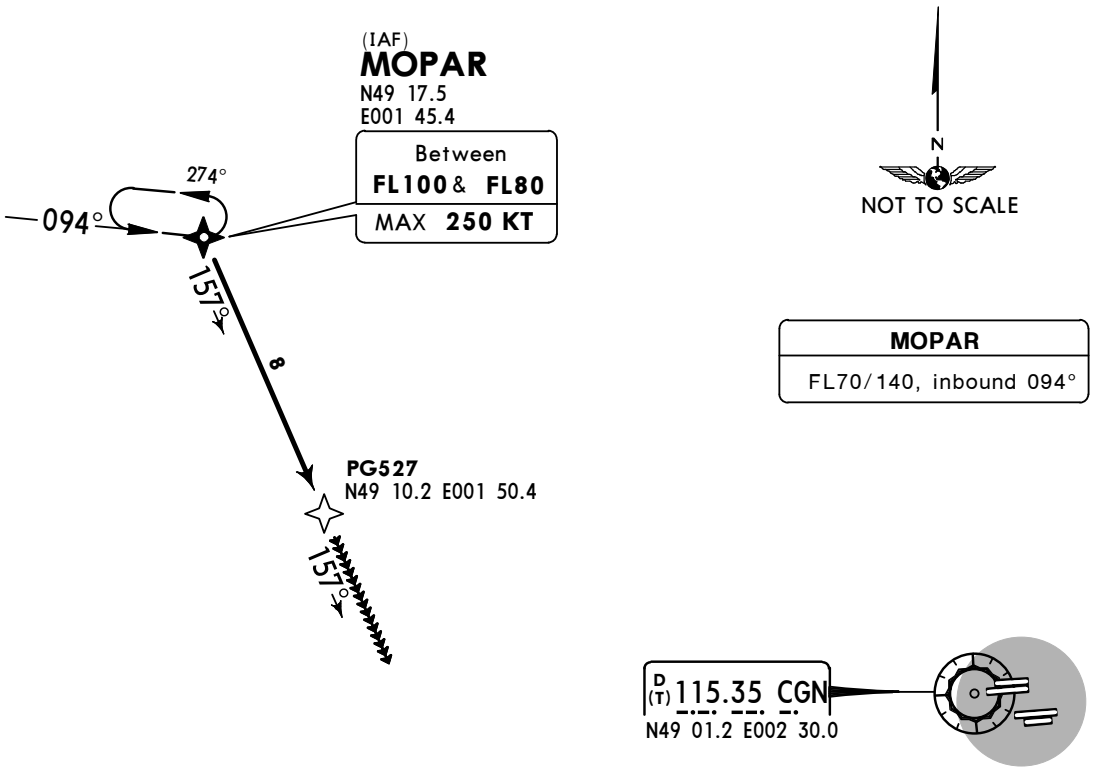


MOPAR 3E [MOP3E]
RWYS 08L/R, 09L/R
RNAV INITIAL APPROACH
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED



FOR FINAL APPROACH SEE APPROACH CHARTS

RWYs 09L/R
Maintain a rate of descent of not less than 1300′/min until cleared altitude, except during speed reduction phases.



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Carry out or join published procedure. At MOPAR descend to 4000′, continue on 157° track, at CGN R-287 turn LEFT, 131° track, intercept final of last cleared and confirmed approach (otherwise ILS RWY 09L preferably).

LOST COMMS

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

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LFPG/CDG CHARLES-DE-GAULLE

JEPPESEN 20 MAR 15 (20-2X4) Eff 2 Apr

PARIS, FRANCE

RNAV INITIAL APPROACH

D-ATIS 127.130
ATIS (French 128.225)

DE GAULLE Approach
121.155 125.830 119.850 126.430 118.155 136.275

Apt Elev 392′

Alt Set: hPa Trans level: By ATC Trans alt: 5000′
1. Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC). 2. In case of lost of RNAV capability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.

3200′
MSA
ARP

4000′
MSA
MOBRO/MOPAR

MOBRO 3W [MOB3W]
MOPAR 3W [MOP3W]
RWYS 26L/R, 27L/R
RNAV INITIAL APPROACHES
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED

FOR FINAL APPROACH SEE APPROACH CHARTS

N
NOT TO SCALE

(IAF)
MOBRO
N49 27.3 E001 36.4
At **FL70**
MAX **250 KT**

RWYs 26L/R
Maintain a rate of descent of not less than 1300′/min until cleared altitude, except during speed reduction phases.

093° 21 MOBRO 3W R273°

BEAUVAIS
(L) 115.9 BVS
N49 26.2 E002 09.2

108° 16

PG528
N49 21.5 E002 32.0
108° CTL R288° 117.6

KOLIV
N49 18.0
E001 34.2
274°
094°
094° 25 MOPAR 3W

❶ (IAF)
MOPAR
N49 17.5 E001 45.4
Between **FL120** & **FL110**
MAX **280 KT**

PG534
N49 15.7 E002 23.3
At **FL110**
MAX **220 KT**

5 R275° 095°
101° 8
PG536
N49 13.9
E002 42.9
101°

CREIL
D (H) 109.2 CRL
N49 15.3 E002 30.9
(Tacan not co-located)
N49 15.4 E002 31.0

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

MOBRO 3W
Carry out or join published procedure. At PG528 descend to 5000′, continue on CTL R-288 inbound. At D19.1 CTL turn RIGHT, intercept CLM R-015 inbound. At D14.4 CLM turn RIGHT, 240° track, intercept final of last cleared and confirmed approach (otherwise ILS RWY 27R preferably).

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

MOPAR 3W
Carry out or join published procedure. At CRL descend to 5000′, at D23.5 CRL turn RIGHT, 221° track, intercept final of last cleared and confirmed approach (otherwise ILS RWY 27R preferably).

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

COULOMMIERS
D (H) 112.9 CLM
N48 50.7 E003 00.8

MOPAR
FL70/140, inbound 094°

❶ IAF by ATC only if holding is planned; expect radar vectoring before and after MOPAR.

CHANGES: Communications.

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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV INITIAL APPROACH

D-ATIS 127.130 ATIS (French 128.225)	DE GAULLE Approach 121.155 125.830 119.850 126.430 118.155 136.275

Apt Elev 392′

Alt Set: hPa Trans level: By ATC Trans alt: 5000′
1. Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC). 2. In case of lost of RNAV capability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.

3200′ MSA ARP

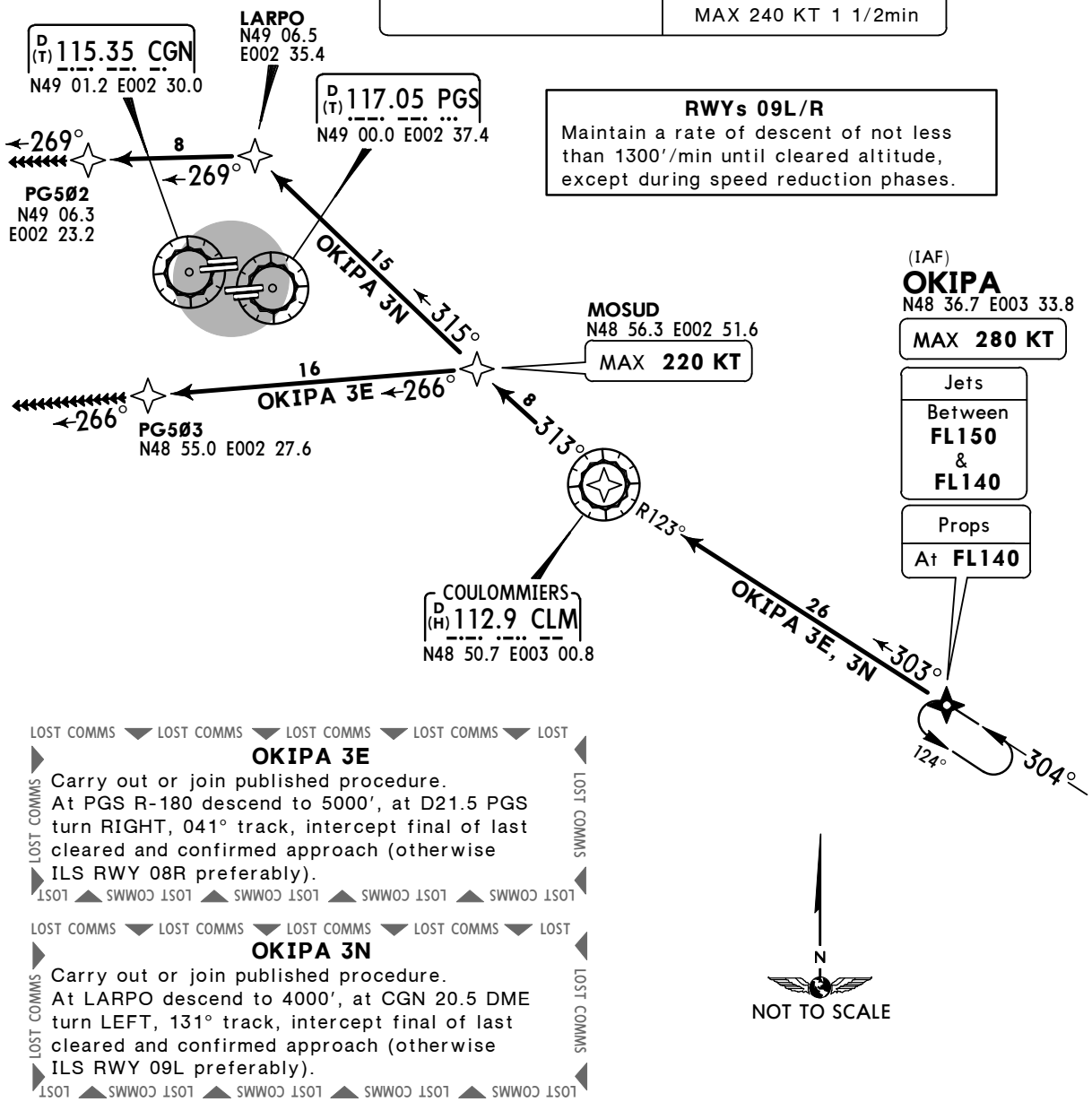
6600′ MSA OKIPA

OKIPA 3E [OKI3E]
OKIPA 3N [OKI3N]
RWYS 08L/R, 09L/R
RNAV INITIAL APPROACHES
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED

FOR FINAL APPROACH SEE APPROACH CHARTS

OKIPA	
LOW FL70/140, inbound 304°	HIGH FL150/190, inbound 304° MAX 240 KT 1 1/2min

RWYs 09L/R
Maintain a rate of descent of not less than 1300′/min until cleared altitude, except during speed reduction phases.



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

OKIPA 3E
Carry out or join published procedure.
At PGS R-180 descend to 5000′, at D21.5 PGS turn RIGHT, 041° track, intercept final of last cleared and confirmed approach (otherwise ILS RWY 08R preferably).

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

OKIPA 3N
Carry out or join published procedure.
At LARPO descend to 4000′, at CGN 20.5 DME turn LEFT, 131° track, intercept final of last cleared and confirmed approach (otherwise ILS RWY 09L preferably).

CHANGES: Communications.

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LFPG/CDG CHARLES-DE-GAULLE

PARIS, FRANCE

RNAV INITIAL APPROACH

D-ATIS 127.130 ATIS (French 128.225)	DE GAULLE Approach 121.155 125.830 119.850 126.430 118.155 136.275
Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC). 2. In case of lost of RNAV capability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.

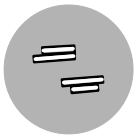
3200′
MSA
ARP

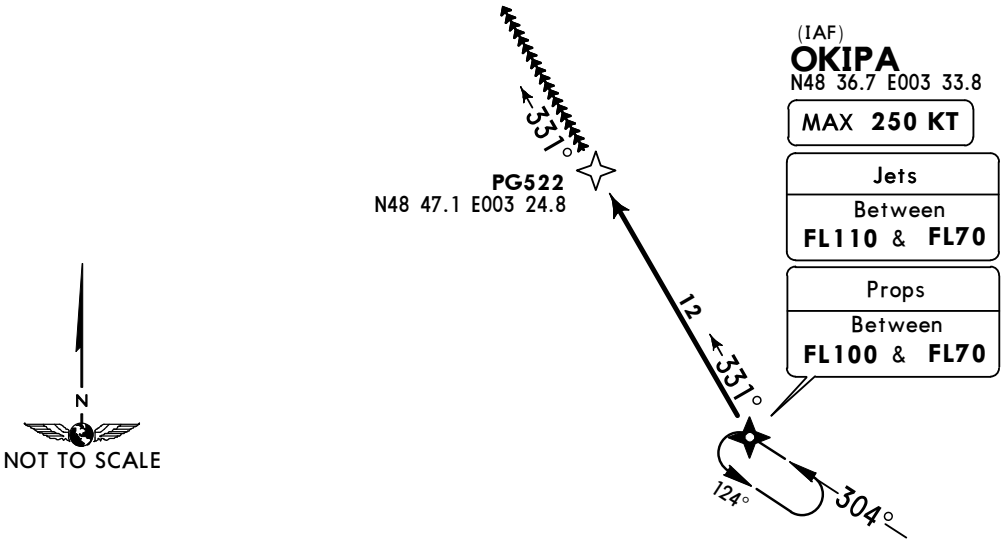
6600′
MSA
OKIPA

OKIPA 3W [OKI3W]
RWYS 26L/R, 27L/R
RNAV INITIAL APPROACH
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED

FOR FINAL APPROACH SEE APPROACH CHARTS

RWYs 26L/R
Maintain a rate of descent of not less than 1300′/min until cleared altitude, except during speed reduction phases.





OKIPA	
LOW FL70/140, inbound 304°	HIGH FL150/190, inbound 304° MAX 240 KT 1 1/2min

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

LOST COMMS ▶ Carry out or join published procedure. At OKIPA descend to 4000′ (at or above FL70 at PG522), at PG522 continue on 331° track, intercept final of last cleared and confirmed approach (otherwise ILS RWY 26L preferably). ◀ LOST COMMS

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

CHANGES: Communications.

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CONVENTIONAL HOLDING INFORMATION

Due to lack of conventional STARs and initial approaches, in case of holding procedure, NON-RNAV equipped ACFT will be RADAR vectored towards below-mentioned patterns.

Final approach axis joining up from IAF will be done by RADAR vectoring also.

Holding entries are not protected as they are carried out according to the inbound leg.

DIEPPE

FL70/110, inbound 178°
RIGHT turn

REIMS

FL90/110, inbound 239°
RIGHT turn

ROMGO

FL70/110, inbound 036°
115.2 CHW R-216 D10/16
RIGHT turn

ROUEN

FL70/110, inbound 172°
LEFT turn

BANOX

FL70/110, inbound 063°
115.6 EPR R-243 D7/13
RIGHT turn

LORNI

FL70/100, inbound 256°
109.2 CRL R-076 D38/43
RIGHT turn

OKIPA

FL70/110, inbound 304°
112.9 CLM R-123 D26/31
LEFT turn

MOPAR

FL70/110, inbound 094°
109.2 CRL R-274 D30/35
LEFT turn

CHANGES: New chart (holding track over BANOX & MOPAR updated.).

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RNAV SID DESIGNATION	REFER TO CHART
ATREX 9A, 9D, NURMO 9A, 9D OPALE 9A, 9D	20-3C
ATREX 9B, 9E, NURMO 9B, 9E OPALE 9B, 9E	20-3D
ATREX 9G, 9K, NURMO 9G, 9K OPALE 9G, 9K	20-3E
ATREX 9H, 9L, NURMO 9H, 9L OPALE 9H, 9L	20-3F
DIKOL 9A, 9D, RANUX 9A, 9D	20-3G
DIKOL 9B, 9E, RANUX 9B, 9E	20-3H
DIKOL 9G, 9K, RANUX 9G, 9K	20-3J
DIKOL 9H, 9L, RANUX 9H, 9L	20-3K
BAXIR 9A, 9D, BUBLI 9A, 9D, LANVI 9A, 9D	20-3L
BAXIR 9B, 9E, BUBLI 9B, 9E, LANVI 9B, 9E	20-3M
BAXIR 9G, 9K, BUBLI 9G, 9K, LANVI 9G, 9K	20-3N
BAXIR 9H, 9L, BUBLI 9H, 9L, LANVI 9H, 9L	20-3P
OKASI 9A, 9D, PILUL 9A, 9D	20-3Q
OKASI 9Z, PILUL 9Z	20-3Q1
OKASI 9B, 9E, PILUL 9B, 9E	20-3Q2
OKASI 9G, 9K, PILUL 9G, 9K	20-3Q3
OKASI 9H, 9L, PILUL 9H, 9L	20-3Q4
LATRA 9A, 9D	20-3Q5
LATRA 9Z	20-3Q6
LATRA 9B, 9E	20-3Q7
LATRA 9G, 9K	20-3Q8
LATRA 9H, 9L	20-3S
AGOPA 9A, 9D, ERIXU 9A, 9D	20-3T
AGOPA 9Z, ERIXU 9Z	20-3T1
AGOPA 9B, 9E, ERIXU 9B, 9E	20-3T2
AGOPA 9G, 9K, ERIXU 9G, 9K	20-3T3
AGOPA 9H, 9L, ERIXU 9H, 9L	20-3T4
EVX 9A, 9D, LGL 9A, 9D	20-3T5
EVX 9Z, LGL 9Z	20-3T6
EVX 9B, 9E, LGL 9B, 9E	20-3T7
EVX 9G, 9K, LGL 9G, 9K	20-3T8
EVX 9H, 9L, LGL 9H, 9L	20-3U

CHANGES: RNAV SIDs renumbered.

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SID DESIGNATION	REFER TO CHART
DORDI 9A, 9D	20-3V
DORDI 9Z	20-3V1
DORDI 9B, 9E	20-3V2
DORDI 9G, 9K	20-3V3
DORDI 9H, 9L	20-3V4
MONOT 9A, 9D	20-3V5
MONOT 9Z	20-3V6
MONOT 9B, 9E	20-3V7
MONOT 9G, 9K	20-3V8
MONOT 9H, 9L	20-3W
PITHIVIERS 9A, 9D	20-3X
PITHIVIERS 9Z	20-3X1
PITHIVIERS 9B, 9E	20-3X2
PITHIVIERS 9G, 9K	20-3X3
PITHIVIERS 9H, 9L, OMNIS	20-3X4
OB 9A, 9D, 9G, 9K (POGO)	20-3X5
PO 9B, 9E (POGO)	20-3X6
PO 9H, 9L (POGO)	20-3X7

CHANGES: SIDs renumbered.

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DEPARTURE INSTRUCTIONS

1. OPERATING PROCEDURES

If unable to fly the RNAV junction phase report 'Non-RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.

2. RNAV DEPARTURES

2.1. Protection

Initial departures are only protected in conventional navigation.
RNAV departures are protected only for RNAV 1 navigation based on GNSS and/or DME/DME sensors.

2.2. Equipment

The equipment must be approved for RNAV operations within Terminal Area (including SIDs) based on the following sensors:
GNSS and/or DME/DME.
ATC provides permanently radar services.

3. PARTICULAR RULES FOR DEPARTURES (CONVENTIONAL SID OR DIRECT PLAN)

Non RNAV equipped aircraft

Specify FPL item 15:
- to north sector: DCT MTD then DCT first point joining the en-route network.
- to east sector: DCT NIPOR or DCT ALIMO.
- to west sector: DCT EVX or DCT LGL.

After initial departure, depending on which runway and sector has been used for take-off:
- to north sector: radar guidance to MTD.
- to east sector: radar guidance to CGN R-085 to proceed NIPOR or
  radar guidance to CLM R-103 to proceed ALIMO.
- to west sector: radar guidance to proceed EVX or LGL.

Only south sector is provided with conventional SIDs.
PROP aircraft destination UIR via SIDs MONOT or PTV must indicate:
- after PTV: DCT AGOPA or DCT ERIXU.
- after MONOT: DCT LATRA, DCT OKASI or DCT PILUL.

VFR traffic unknown to ATC may occur below the requested FL115.

4. SID DESIGNATION

Letter **A & B** assigned when westerly take-offs/landings (same direction) in use at Orly.
Letter **D & E** assigned when easterly take-offs/landings (reverse direction) in use at Orly.
Letter **G & H** assigned when easterly take-offs/landings (same direction) in use at Orly.
Letter **K & L** assigned when westerly take-offs/landings (reverse direction) in use at Orly.

5. NIGHTTIME RESTRICTIONS

Westbound between 0000-0500LT of departure from parking area, departures follow special tracks in order to reduce noise pollution:
-departure from RWYs 27L/R westbound and southbound follow SID 9Z
-departures from RWYs 26L/R: climb on PGS R-266.
At D6.3 PGS turn RIGHT, intercept BT R-329° to join SID 9A (northbound and eastbound) or 9Z (southbound and westbound).
This procedure is announced by DE GAULLE PREFLIGHT as follows:
night initial departure to join SID... .

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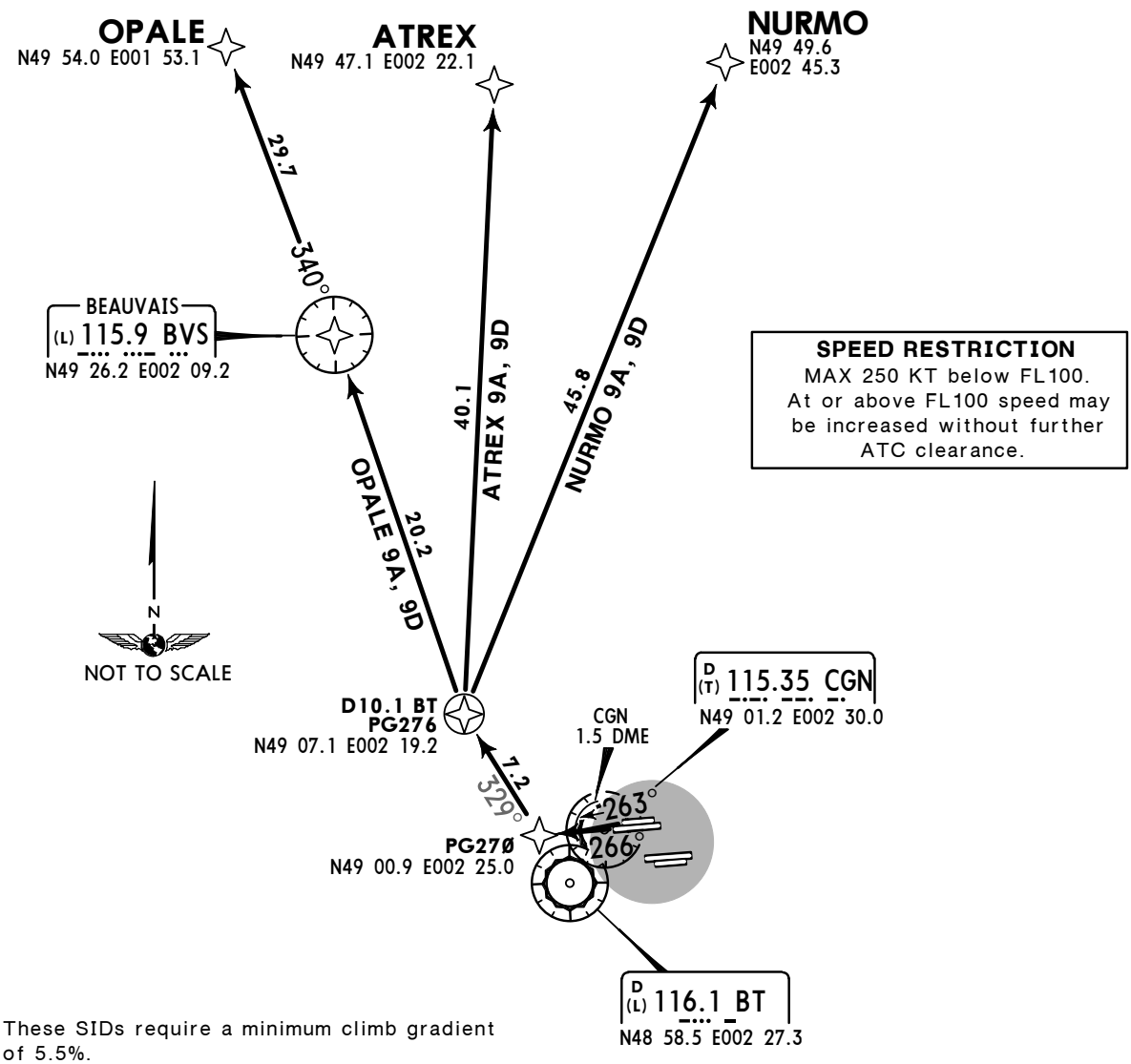
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (20-3C) Eff 2 Apr

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 124.355	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

ATREX, NURMO, OPALE
RWYS 27L/R RNAV DEPARTURES
JETS & PROPS ABOVE FL115



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100**/ PROP: **5000′**

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D10.1 BT. **RNAV:** PG270.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG270.

SID	ROUTING
ATREX 9A [ATRE9A] , **ATREX 9D** [ATRE9D] ❶	PG270 - PG276 - ATREX.
NURMO 9A [NURM9A] , **NURMO 9D** [NURM9D] ❷	PG270 - PG276 - NURMO.
OPALE 9A [OPAL9A] , **OPALE 9D** [OPAL9D] ❸	PG270 - PG276 - BVS - OPALE.

For flights to destinations specified via airways ❶ UT-225, ❷ UN-874, ❸ UT-425.

CHANGES: Communications.

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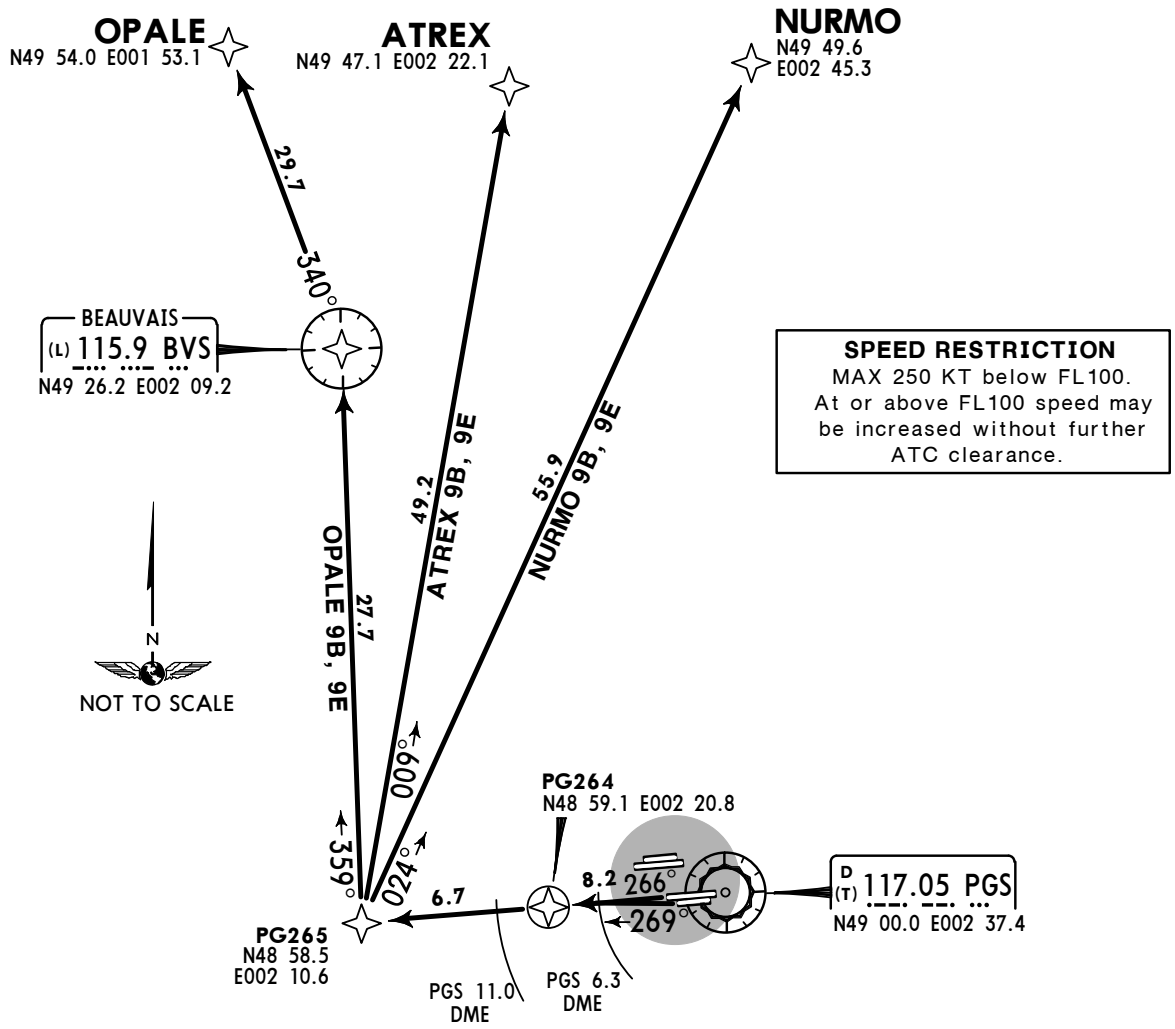
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 124.355	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

ATREX, NURMO, OPALE
RWYS 26L/R RNAV DEPARTURES
JETS & PROPS ABOVE FL115



These SIDs require a minimum climb gradient of
6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100**/ PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until PGS 11.0 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME join initial climb rwy 26R (do not overshoot PGS R-266 to north). **RNAV:** PG264 - PG265.
26R	Intercept PGS R-266 to PGS 11.0 DME. **RNAV:** PG264 - PG265.

SID	ROUTING
ATREX 9B [ATRE9B] , **ATREX 9E** [ATRE9E] ❶	PG264 - PG265 - ATREX.
NURMO 9B [NURM9B] , **NURMO 9E** [NURM9E] ❷	PG264 - PG265 - NURMO.
OPALE 9B [OPAL9B] , **OPALE 9E** [OPAL9E] ❸	PG264 - PG265 - BVS - OPALE.

For flights to destinations specified via airways ❶ UT-225, ❷ UN-874, ❸ UT-421.

CHANGES: Communications.

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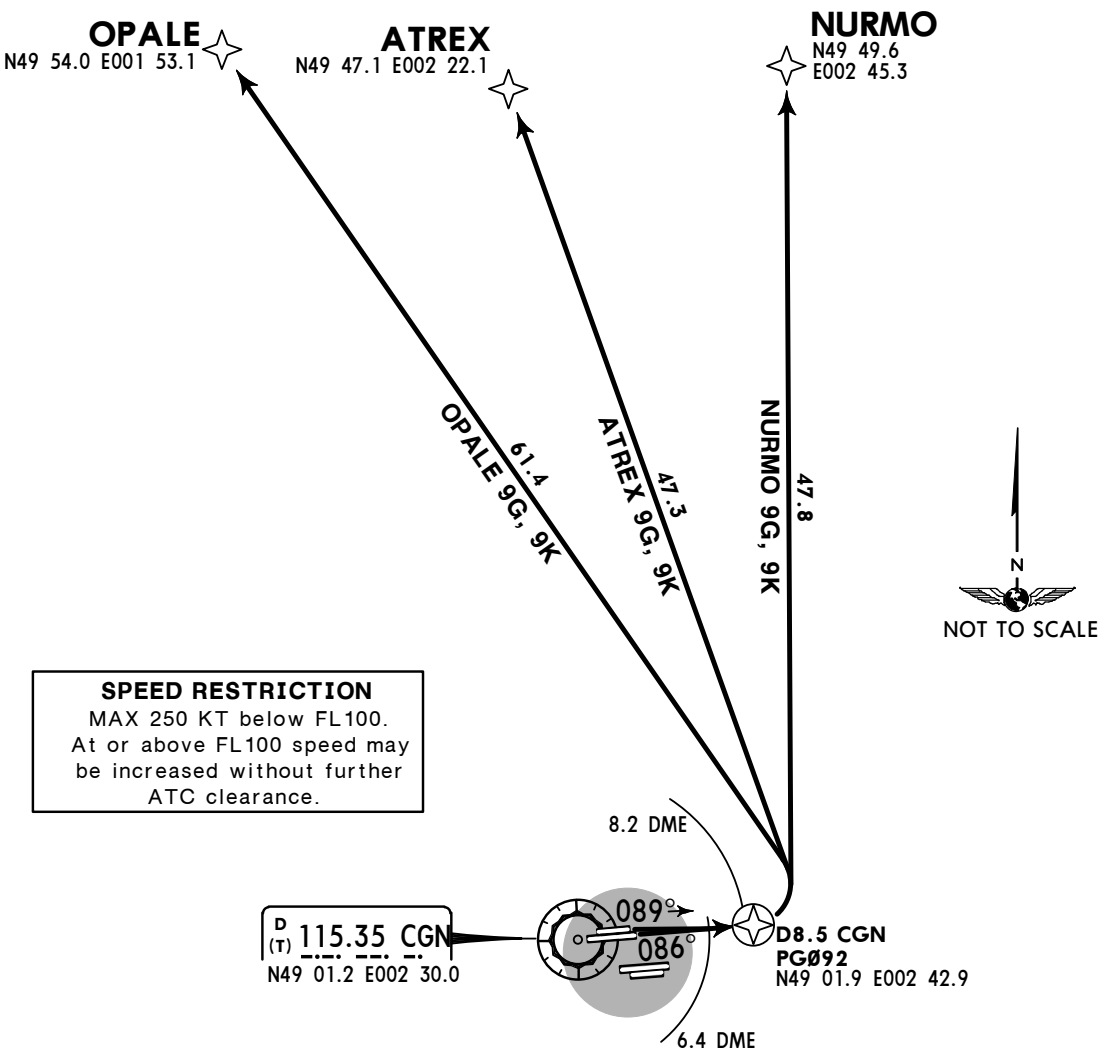
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 124.355	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

ATREX, NURMO, OPALE
RWYS 09L/R RNAV DEPARTURES
JETS & PROPS ABOVE FL115



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100**/ PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying CGN 8.2 DME, except for safety or control reasons. Do not commence any turn before overflight of CGN 8.2 DME in any case.

RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME join initial climb rwy 09R (do not overshoot CGN R-086 to south). **RNAV:** PG092.
09R	Intercept CGN R-086 to D8.5 CGN. **RNAV:** PG092.

SID	ROUTING
ATREX 9G [ATRE9G], **ATREX 9K** [ATRE9K] ❶	PG092 - ATREX.
NURMO 9G [NURM9G], **NURMO 9K** [NURM9K] ❷	PG092 - NURMO.
OPALE 9G [OPAL9G], **OPALE 9K** [OPAL9K] ❸	PG092 - OPALE.

For flights to destinations specified via airways ❶ UT-225, ❷ UN-874, ❸ UT-425.

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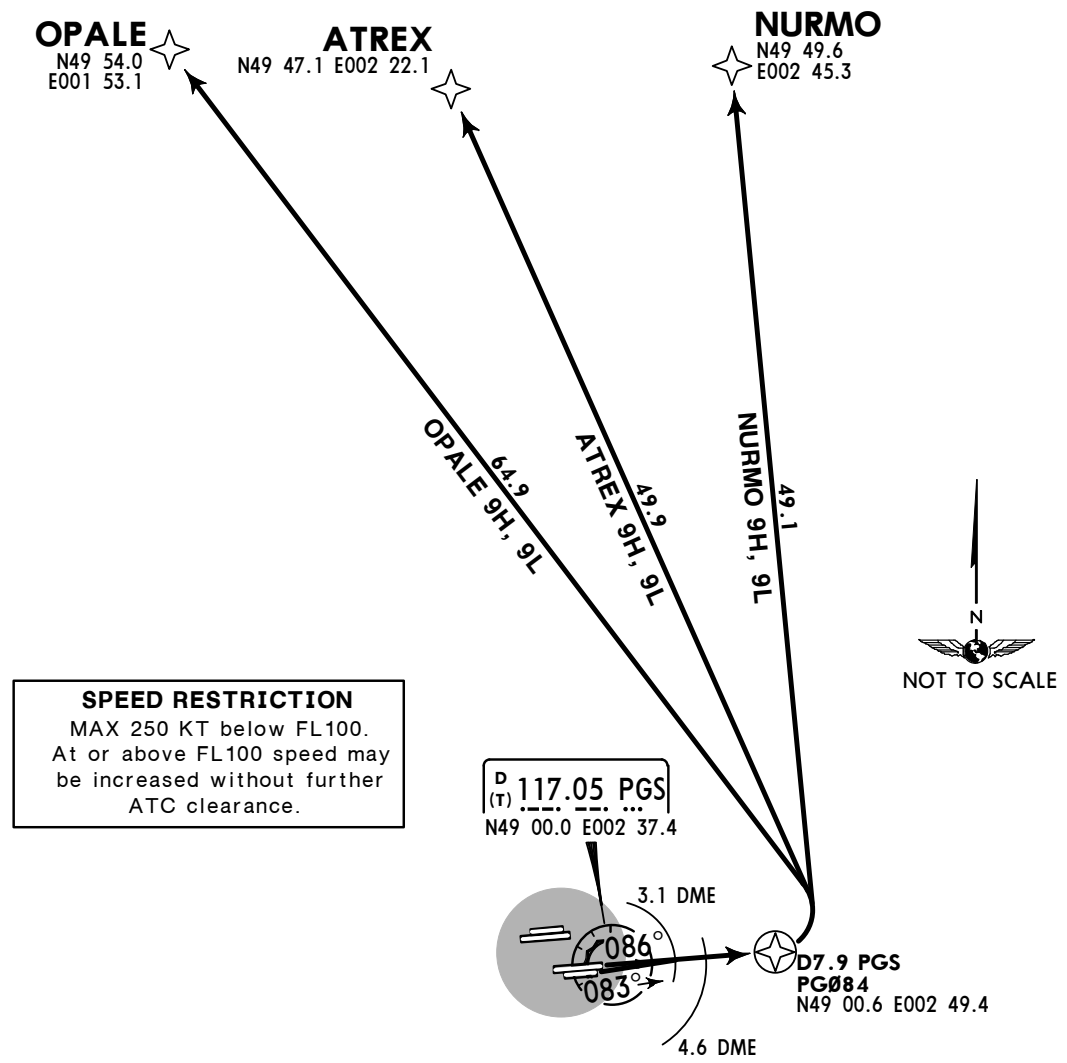
LFPG/CDG CHARLES-DE-GAULLE

PARIS, FRANCE

RNAV SID

DE GAULLE Departure 124.355	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

ATREX, NURMO, OPALE
RWYS 08L/R RNAV DEPARTURES
JETS & PROPS ABOVE FL115



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100**/ PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D7.9 PGS. **RNAV:** PG084.
08R	083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north). **RNAV:** PG084.

SID	ROUTING
ATREX 9H [ATRE9H] , **ATREX 9L** [ATRE9L] ❶	PG084 - ATREX.
NURMO 9H [NURM9H] , **NURMO 9L** [NURM9L] ❷	PG084 - NURMO.
OPALE 9H [OPAL9H] , **OPALE 9L** [OPAL9L] ❸	PG084 - OPALE.

For flights to destinations specified via airways ❶ UT-225, ❷ UN-874, ❸ UT-425.

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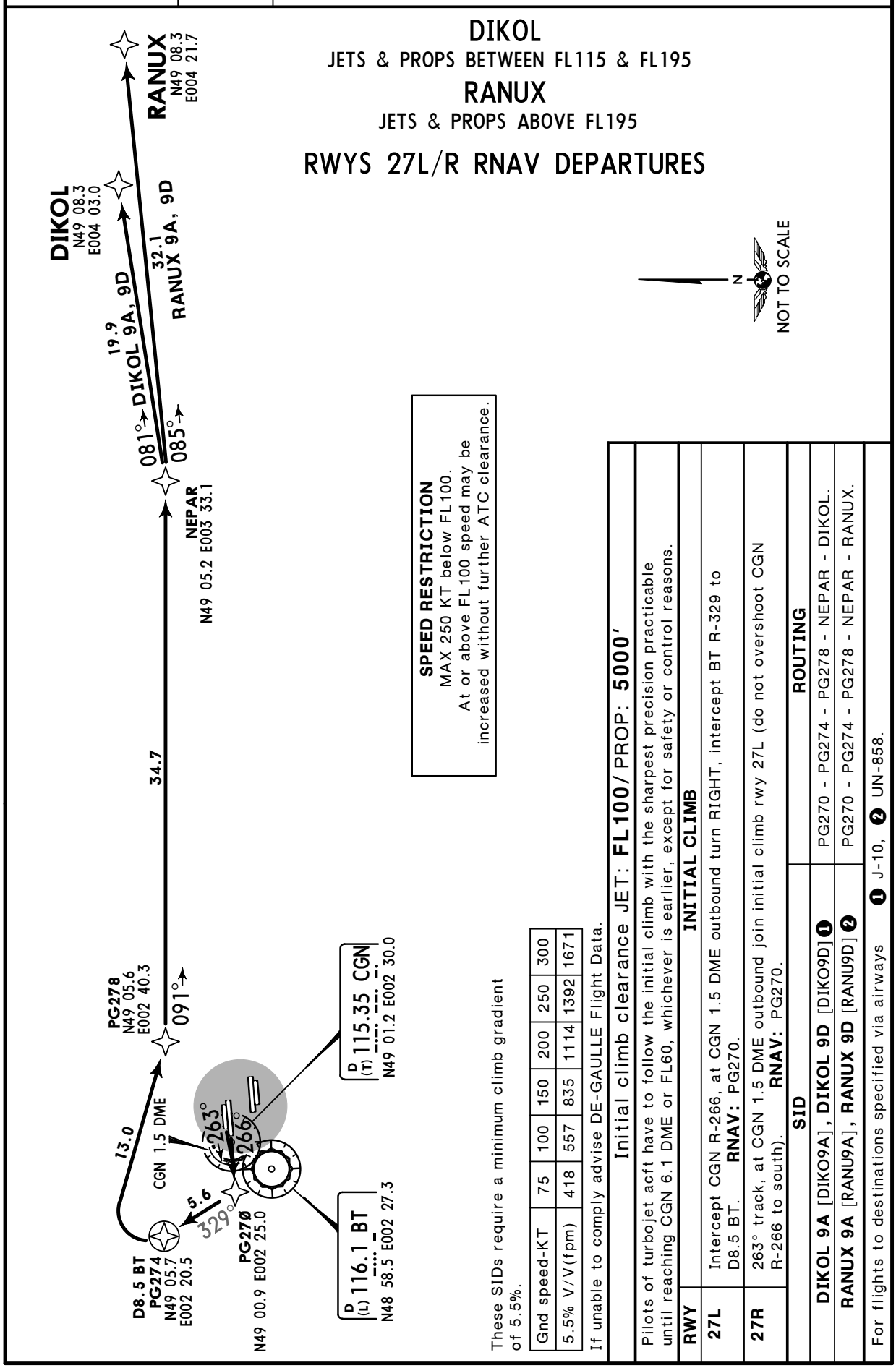
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV SID

DE GAULLE Departure	Apt Elev	Trans level: By ATC Trans alt: 5000′
124.355	392′	1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: FL100/PROP: 5000′

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D8.5 BT. **RNAV:** PG270.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG270.

SID	ROUTING
DIKOL 9A [DIKO9A], **DIKOL 9D** [DIKO9D] ❶	PG270 - PG274 - PG278 - NEPAR - DIKOL.
RANUX 9A [RANU9A], **RANUX 9D** [RANU9D] ❷	PG270 - PG274 - PG278 - NEPAR - RANUX.

For flights to destinations specified via airways ❶ J-10, ❷ UN-858.

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CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (20-3H) Eff 2 Apr

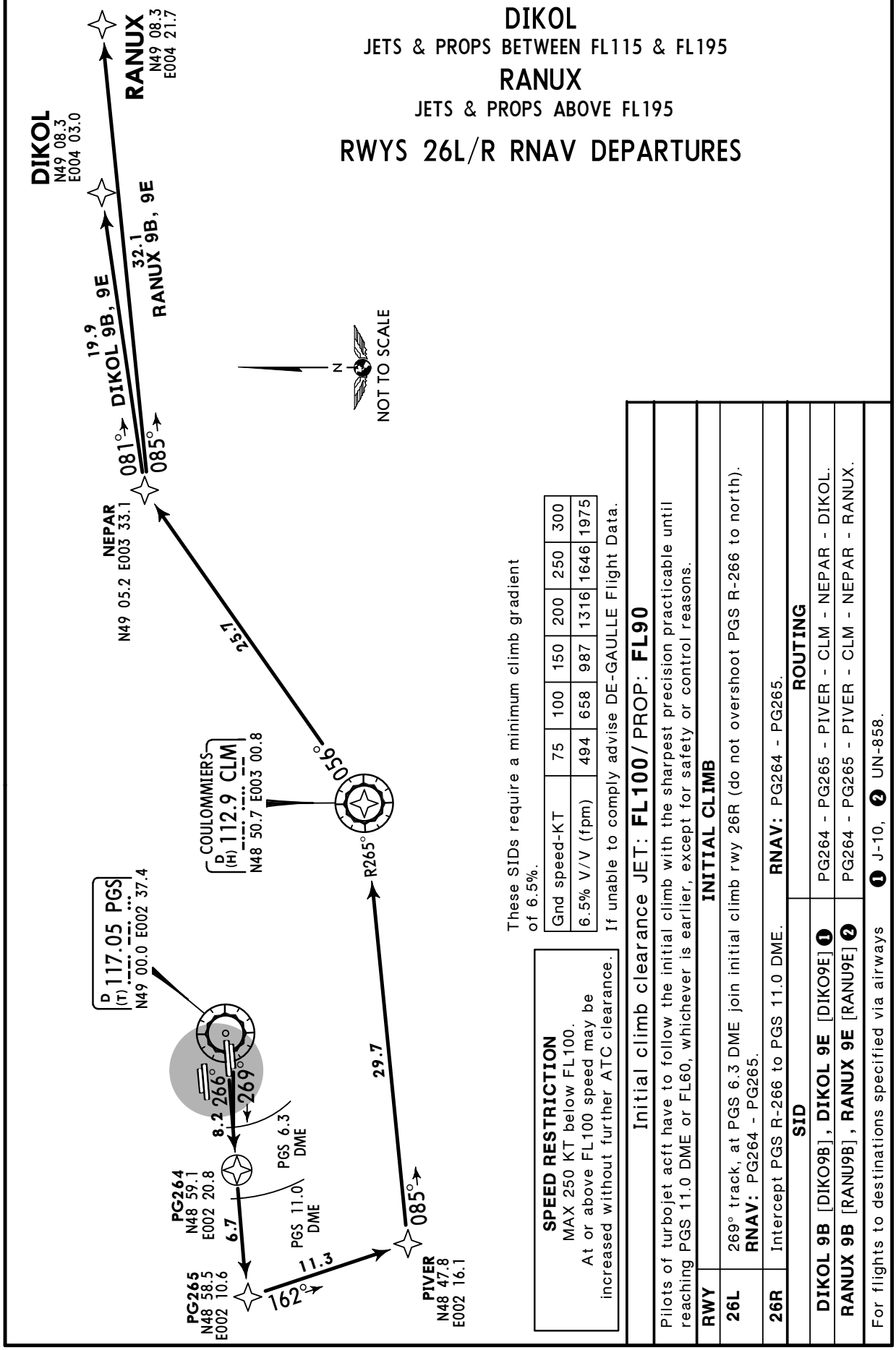
PARIS, FRANCE
RNAV SID

DE GAULLE Departure 124.355	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

DIKOL
JETS & PROPS BETWEEN FL115 & FL195

RANUX
JETS & PROPS ABOVE FL195

RWYS 26L/R RNAV DEPARTURES



These SIDs require a minimum climb gradient of 6.5%.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

SPEED RESTRICTION
MAX 250 KT below FL100.
At or above FL100 speed may be increased without further ATC clearance.

Initial climb clearance JET: **FL100**/PROP: **FL90**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching PGS 11.0 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME join initial climb rwy 26R (do not overshoot PGS R-266 to north). **RNAV:** PG264 - PG265.
26R	Intercept PGS R-266 to PGS 11.0 DME. **RNAV:** PG264 - PG265.

SID	ROUTING
DIKOL 9B [DIKO9B], **DIKOL 9E** [DIKO9E] ❶	PG264 - PG265 - PIVER - CLM - NEPAR - DIKOL.
RANUX 9B [RANU9B], **RANUX 9E** [RANU9E] ❷	PG264 - PG265 - PIVER - CLM - NEPAR - RANUX.

For flights to destinations specified via airways ❶ J-10, ❷ UN-858.

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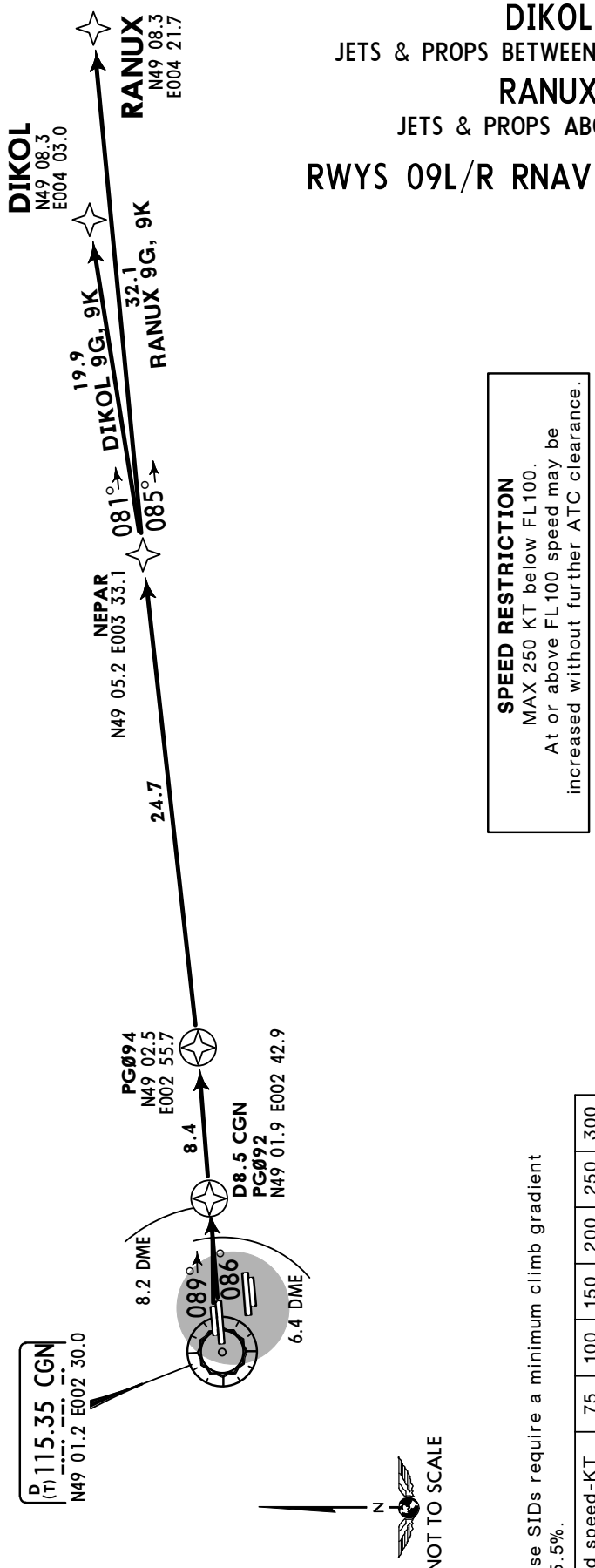
PARIS, FRANCE
RNAV SID

DE GAULLE Departure 124.355	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

DIKOL
JETS & PROPS BETWEEN FL115 & FL195

RANUX
JETS & PROPS ABOVE FL195

RWYS 09L/R RNAV DEPARTURES



SPEED RESTRICTION
MAX 250 KT below FL100.
At or above FL100 speed may be increased without further ATC clearance.

These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100**/PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying CGN 8.2 DME, except for safety or control reasons. Do not commence any turn before overflight of CGN 8.2 DME in any case.

RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME join initial climb rwy 09R (do not overshoot CGN R-086 to south). **RNAV:** PG092.
09R	Intercept CGN R-086 to D8.5 CGN. **RNAV:** PG092.

SID	ROUTING
DIKOL 9G [DIKO9G], **DIKOL 9K** [DIKO9K] ❶	PG092 - PG094 - NEPAR - DIKOL.
RANUX 9G [RANU9G], **RANUX 9K** [RANU9K] ❷	PG092 - PG094 - NEPAR - RANUX.

For flights to destinations specified via airways ❶ J-10, ❷ UN-858.

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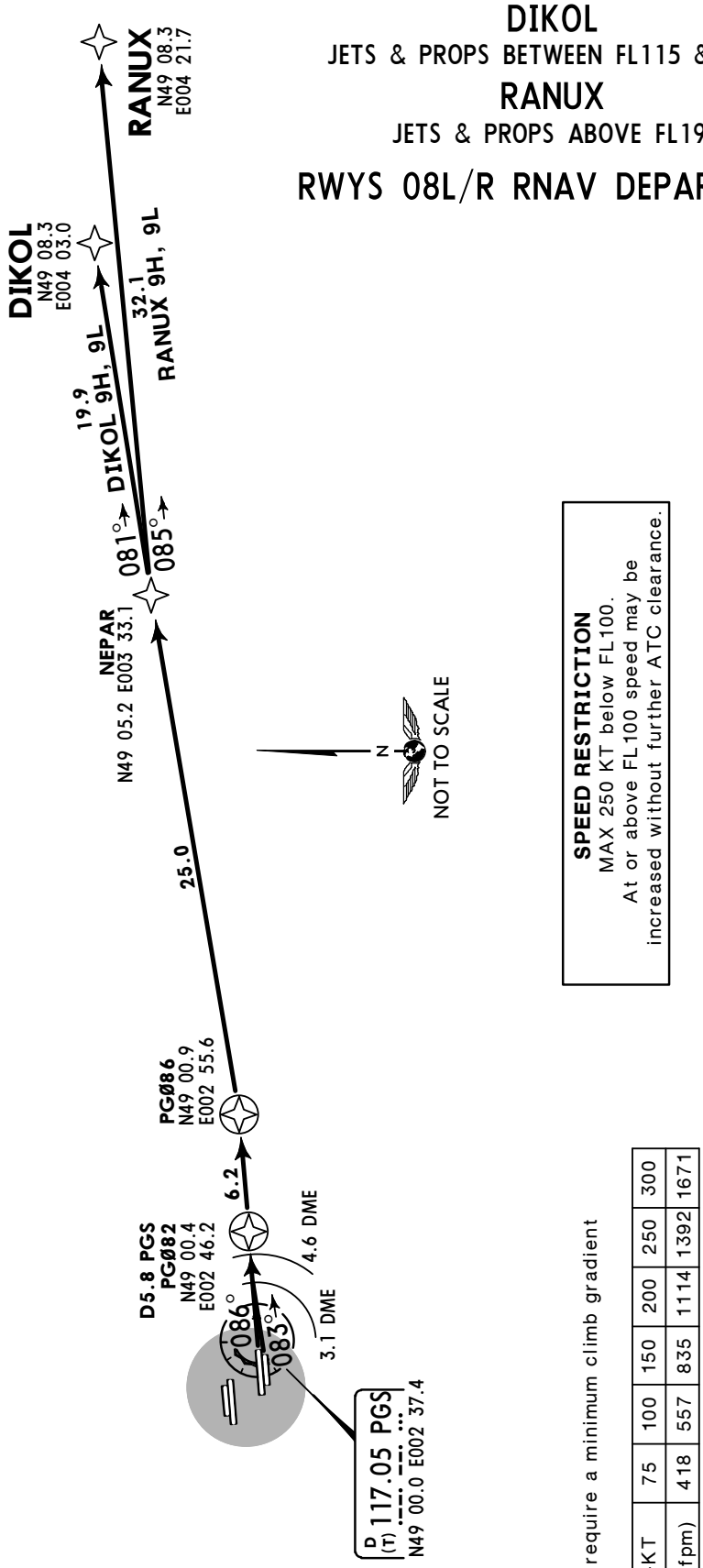
PARIS, FRANCE
RNAV SID

DE GAULLE Departure 124.355	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

DIKOL
JETS & PROPS BETWEEN FL115 & FL195

RANUX
JETS & PROPS ABOVE FL195

RWYS 08L/R RNAV DEPARTURES



SPEED RESTRICTION
MAX 250 KT below FL100.
At or above FL100 speed may be increased without further ATC clearance.

These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100**/PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D5.8 PGS. **RNAV:** PG082.
08R	083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north). **RNAV:** PG082.

SID	ROUTING
DIKOL 9H [DIKO9H], **DIKOL 9L** [DIKO9L] ❶	PG082 - PG086 - NEPAR - DIKOL.
RANUX 9H [RANU9H], **RANUX 9L** [RANU9L] ❷	PG082 - PG086 - NEPAR - RANUX.

For flights to destinations specified via airways ❶ J-10, ❷ UN-858.

CHANGES: Communications.

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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV SID

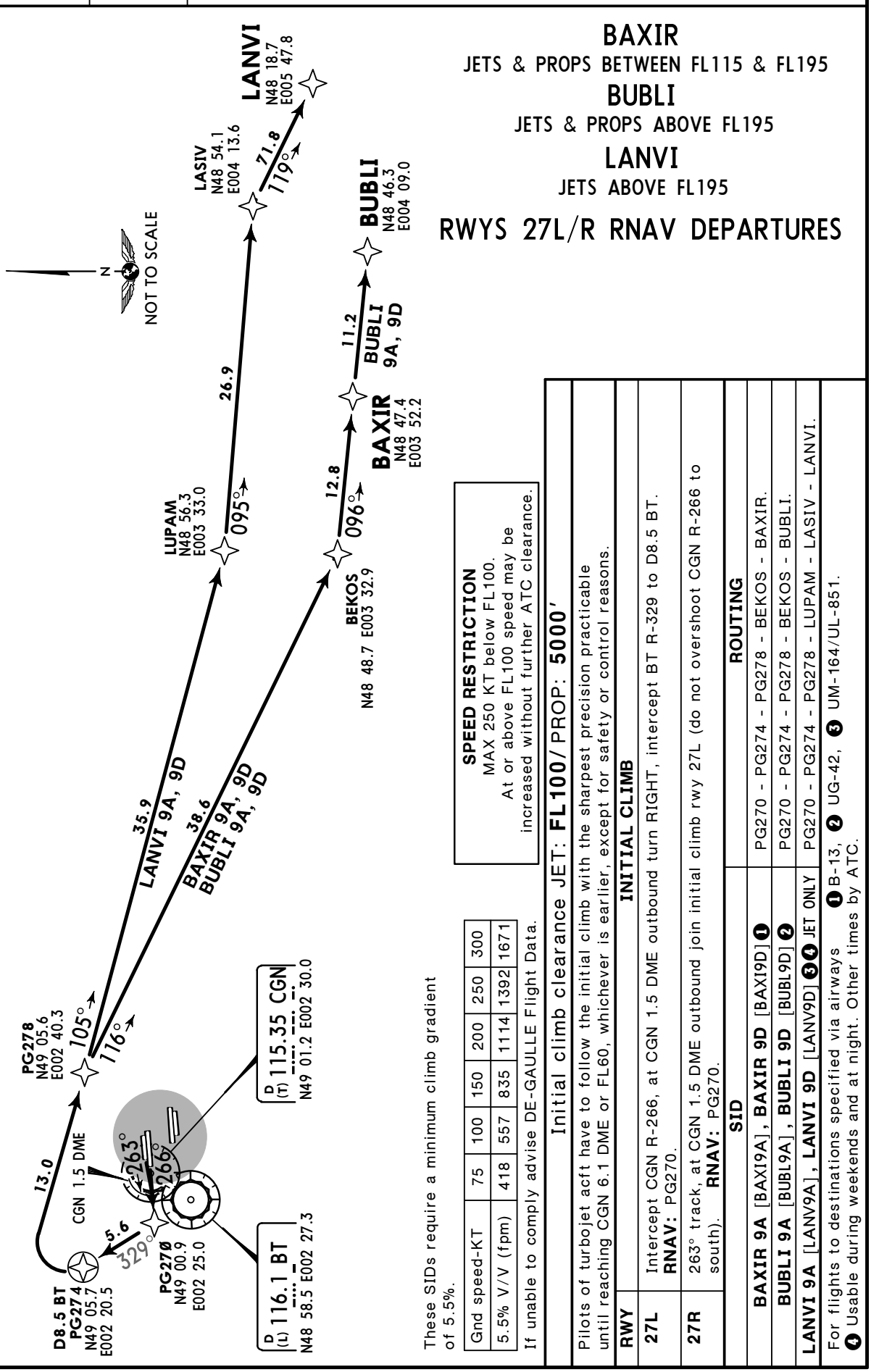
DE GAULLE Departure 131.2	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

BAXIR
JETS & PROPS BETWEEN FL115 & FL195

BUBLI
JETS & PROPS ABOVE FL195

LANVI
JETS ABOVE FL195

RWYS 27L/R RNAV DEPARTURES



SPEED RESTRICTION
MAX 250 KT below FL100.
At or above FL100 speed may be increased without further ATC clearance.

These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: FL100/PROP: 5000′

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D8.5 BT. **RNAV:** PG270.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG270.

SID	ROUTING
BAXIR 9A [BAXI9A], **BAXIR 9D** [BAXI9D] ❶	PG270 - PG274 - PG278 - BEKOS - BAXIR.
BUBLI 9A [BUBL9A], **BUBLI 9D** [BUBL9D] ❷	PG270 - PG274 - PG278 - BEKOS - BUBLI.
LANVI 9A [LANV9A], **LANVI 9D** [LANV9D] ❸❹ JET ONLY	PG270 - PG274 - PG278 - LUPAM - LASIV - LANVI.

For flights to destinations specified via airways ❶ B-13, ❷ UG-42, ❸ UM-164/UL-851.
❹ Usable during weekends and at night. Other times by ATC.

CHANGES: None.

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PARIS, FRANCE
RNAV SID

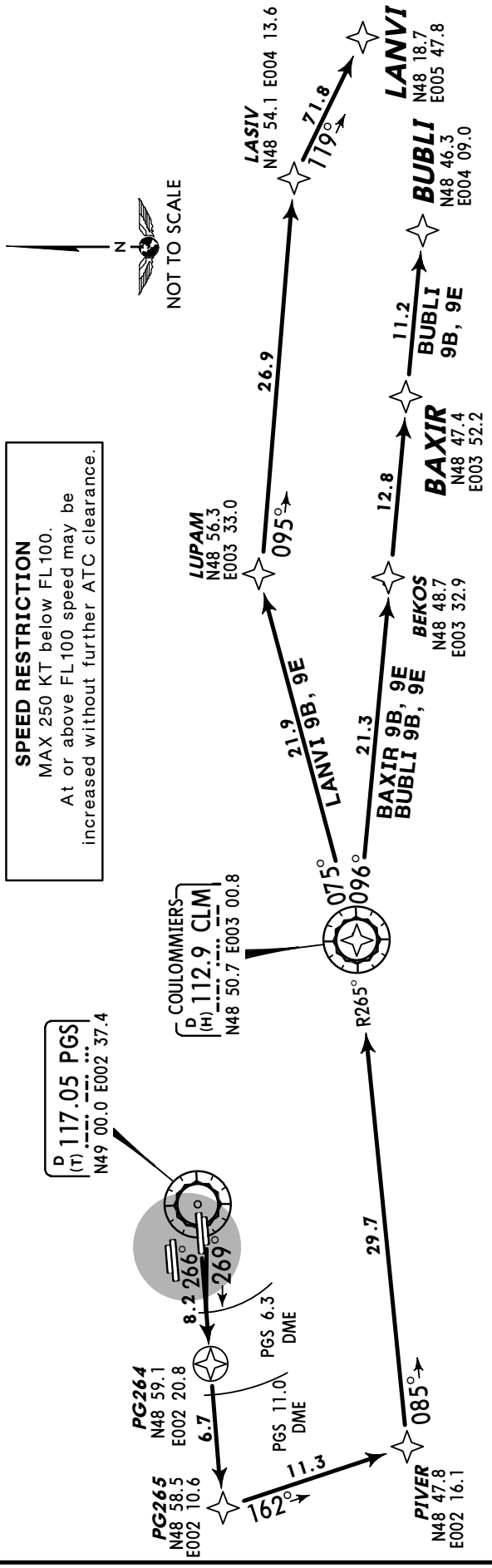
DE GAULLE Departure 131.2	*Apt Elev* 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

BAXIR
JETS & PROPS BETWEEN FL115 & FL195

BUBLI
JETS & PROPS ABOVE FL195

LANVI
JETS ABOVE FL195

RWYS 26L/R RNAV DEPARTURES



These SIDs require a minimum climb gradient of 6.5%.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100**/PROP: **FL90**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching PGS 11.0 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME join initial climb rwy 26R (do not overshoot PGS R-266 to north). **RNAV:** PG264 - PG265.
26R	Intercept PGS R-266 to PGS 11.0 DME. **RNAV:** PG264 - PG265.

SID	ROUTING
BAXIR 9B *[BAXI9B]*, **BAXIR 9E** *[BAXI9E]* ❶	PG264 - PG265 - PIVER - CLM - BEKOS - BAXIR.
BUBLI 9B *[BUBL9B]*, **BUBLI 9E** *[BUBL9E]* ❷	PG264 - PG265 - PIVER - CLM - BEKOS - BUBLI.
LANVI 9B *[LANV9B]*, **LANVI 9E** *[LANV9E]* ❸❹ JET ONLY	PG264 - PG265 - PIVER - CLM - LUPAM - LASIV - LANVI.

For flights to destinations specified via airways ❶ B-13, ❷ UG-42, ❸ UM-164/UL-851.
❹ Usable during weekends and at night. Other times by ATC.

CHANGES: RNAV SIDs renumbered, climb gradient raised, LAMIB renamed LUPAM.

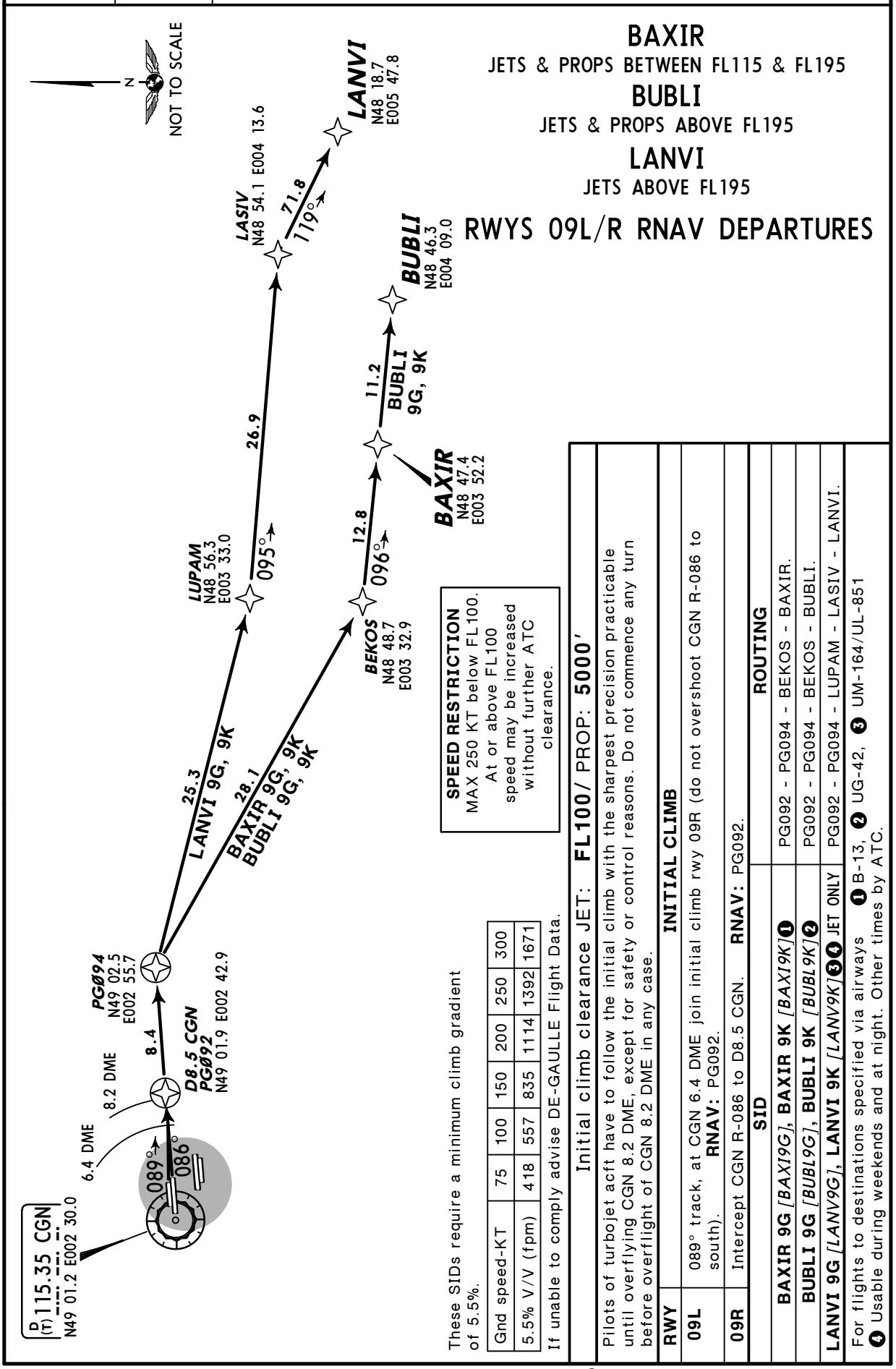
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CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 131.2	*Apt Elev* 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100**/ PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying CGN 8.2 DME, except for safety or control reasons. Do not commence any turn before overflight of CGN 8.2 DME in any case.

RWY	INITIAL CLIMB		
	SID		ROUTING
09L	089° track, at CGN 6.4 DME join initial climb rwy 09R (do not overshoot CGN R-086 to south). **RNAV:** PG092.	**BAXIR 9G** *[BAXI9G]*, **BAXIR 9K** *[BAXI9K]* ❶	PG092 - PG094 - BEKOS - BAXIR.
		BUBLI 9G *[BUBL9G]*, **BUBLI 9K** *[BUBL9K]* ❷	PG092 - PG094 - BEKOS - BUBLI.
09R	Intercept CGN R-086 to D8.5 CGN. **RNAV:** PG092.	**LANVI 9G** *[LANV9G]*, **LANVI 9K** *[LANV9K]* ❸❹ JET ONLY	PG092 - PG094 - LUPAM - LASIV - LANVI.

For flights to destinations specified via airways ❶ B-13, ❷ UG-42, ❸ UM-164/UL-851
❹ Usable during weekends and at night. Other times by ATC.

CHANGES: RNAV SIDs renumbered, LAMIB renamed LUPAM.

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CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV SID

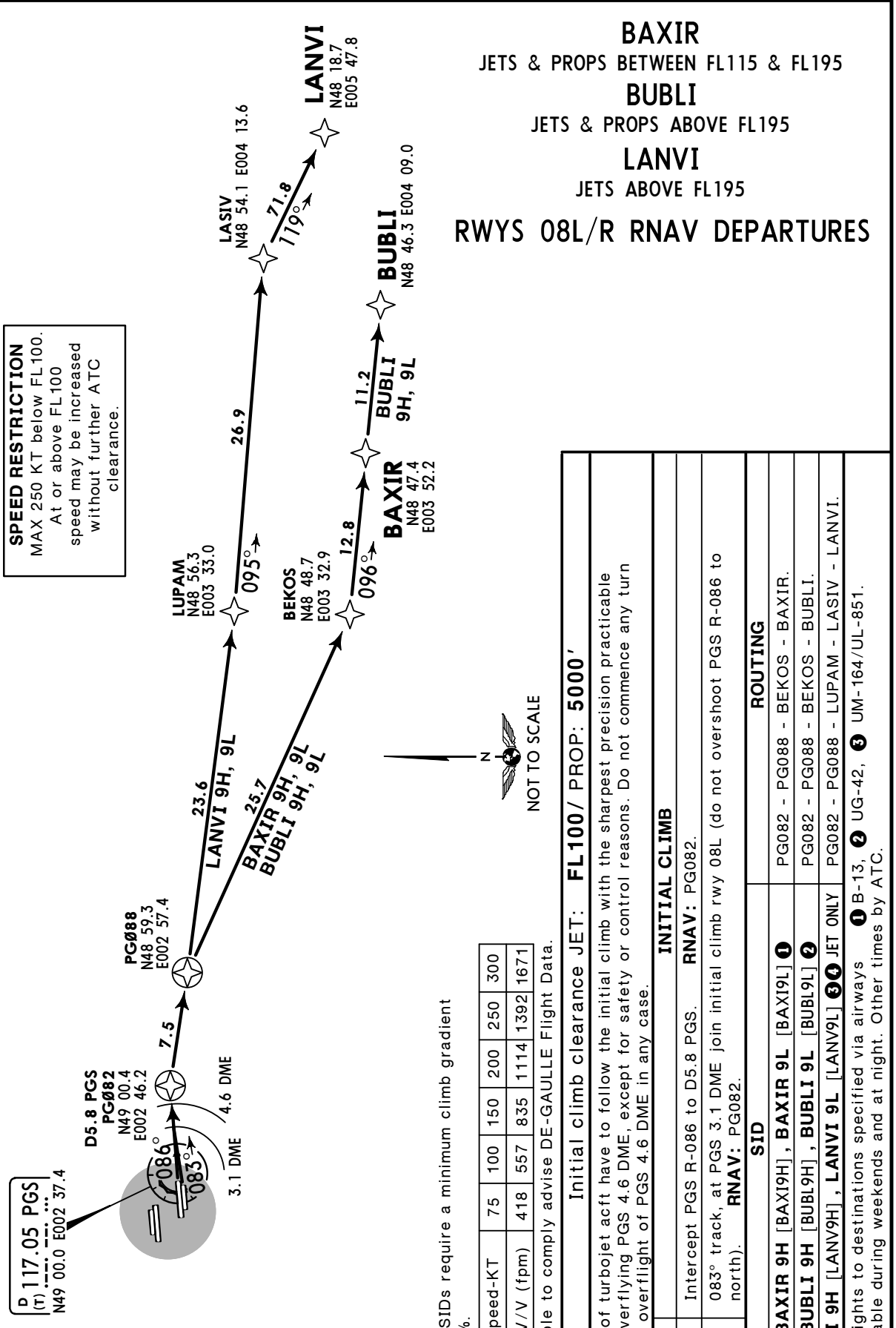
DE GAULLE Departure 131.2	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

BAXIR
JETS & PROPS BETWEEN FL115 & FL195

BUBLI
JETS & PROPS ABOVE FL195

LANVI
JETS ABOVE FL195

RWYS 08L/R RNAV DEPARTURES



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: FL100/ PROP: 5000′

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D5.8 PGS. **RNAV:** PG082.
08R	083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north). **RNAV:** PG082.

SID	ROUTING
BAXIR 9H [BAXI9H], **BAXIR 9L** [BAXI9L] ❶	PG082 - PG088 - BEKOS - BAXIR.
BUBLI 9H [BUBL9H], **BUBLI 9L** [BUBL9L] ❷	PG082 - PG088 - BEKOS - BUBLI.
LANVI 9H [LANV9H], **LANVI 9L** [LANV9L] ❸❹ JET ONLY	PG082 - PG088 - LUPAM - LASIV - LANVI.

For flights to destinations specified via airways ❶ B-13, ❷ UG-42, ❸ UM-164/UL-851.
❹ Usable during weekends and at night. Other times by ATC.

CHANGES: None.

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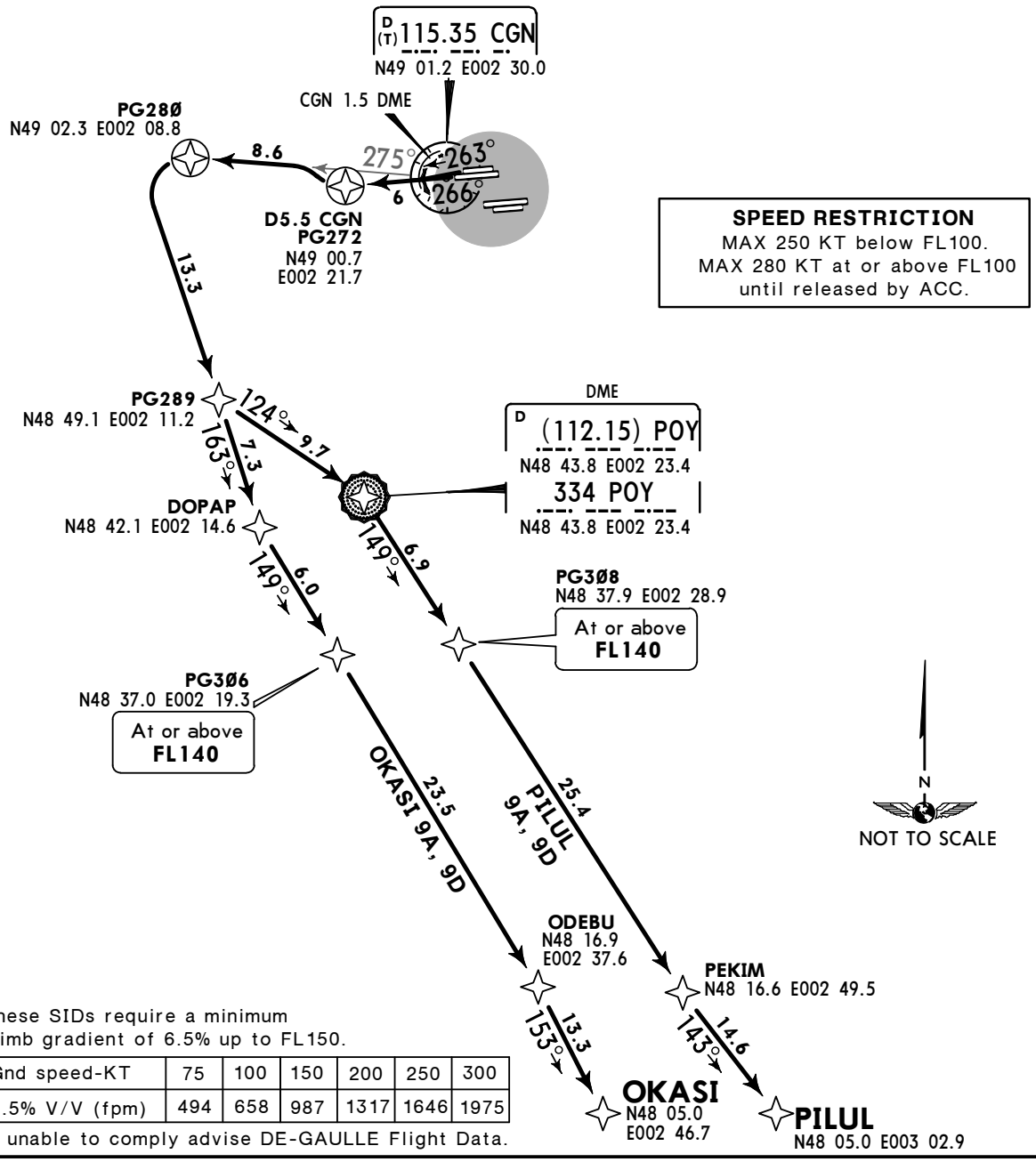
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (20-3Q) Eff 2 Apr

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

OKASI, PILUL
RWYS 27L/R RNAV DEPARTURES
JETS ABOVE FL195



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
27L	Intercept CGN R-266 to D5.5 CGN. **RNAV:** PG272.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG272.

SID	ROUTING
OKASI 9A [OKAS9A], **OKASI 9D** [OKAS9D] ❶	PG272 - PG280 - PG289 - DOPAP - PG306 - ODEBU - OKASI.
PILUL 9A [PILU9A], **PILUL 9D** [PILU9D] ❷	PG272 - PG280 - PG289 - POY - PG308 - PEKIM - PILUL.

For flights to destinations specified via airways ❶ UL-612, ❷ UM-975.

CHANGES: Communications.

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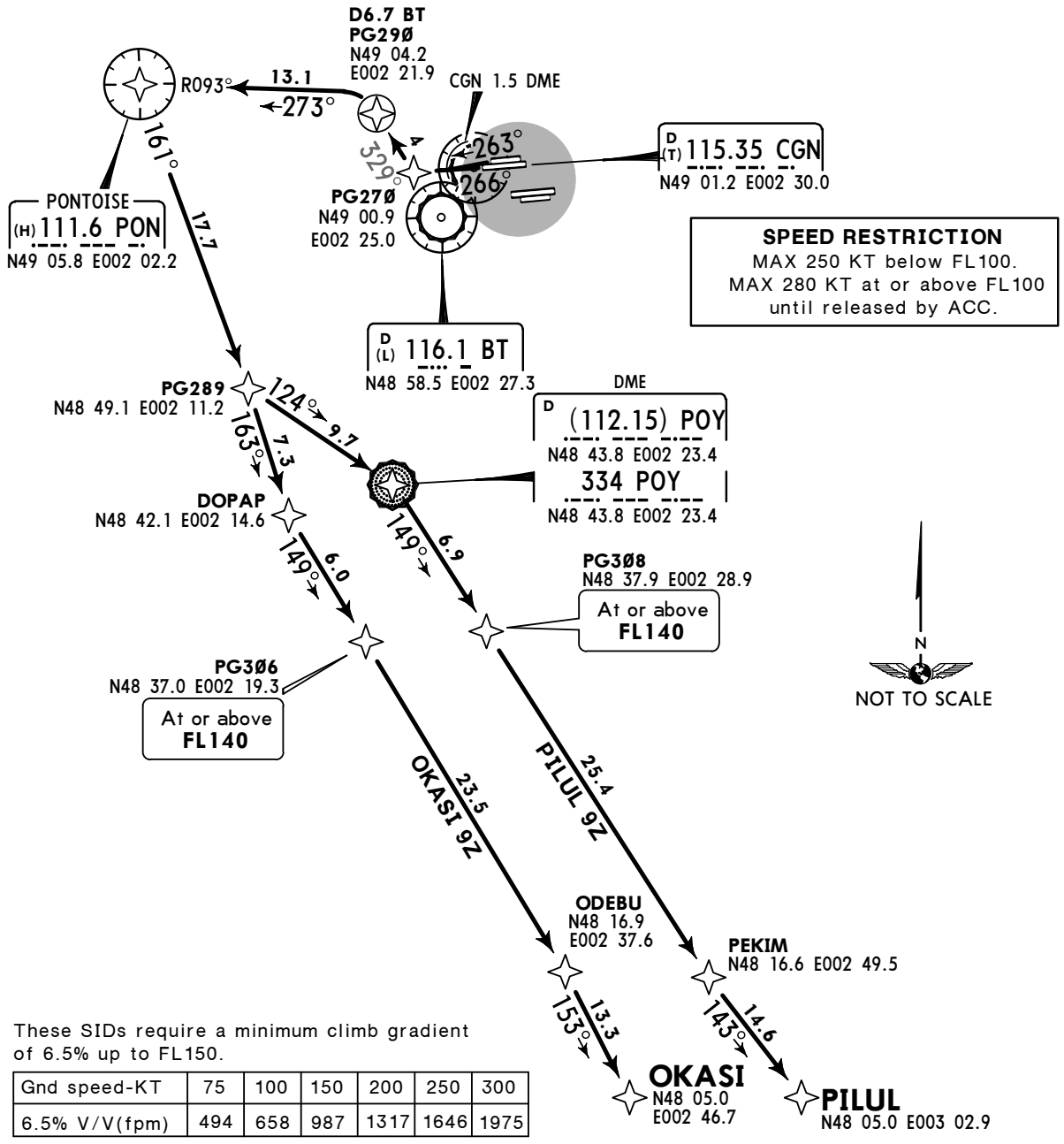
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (20-3Q1) Eff 2 Apr

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

OKASI, PILUL
RWYS 27L/R RNAV DEPARTURES
JETS ABOVE FL195



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

RWY	INITIAL CLIMB
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D6.7 BT. **RNAV:** PG270.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG270.

SID	ROUTING
OKASI 9Z [OKAS9Z] ❶	PG270 - PG290 - PON - PG289 - DOPAP - PG306 - ODEBU - OKASI.
PILUL 9Z [PILU9Z] ❷	PG270 - PG290 - PON - PG289 - POY - PG308 - PEKIM - PILUL.

For flights to destinations specified via airways ❶ UL-612, ❷ UM-975.

CHANGES: Communications.

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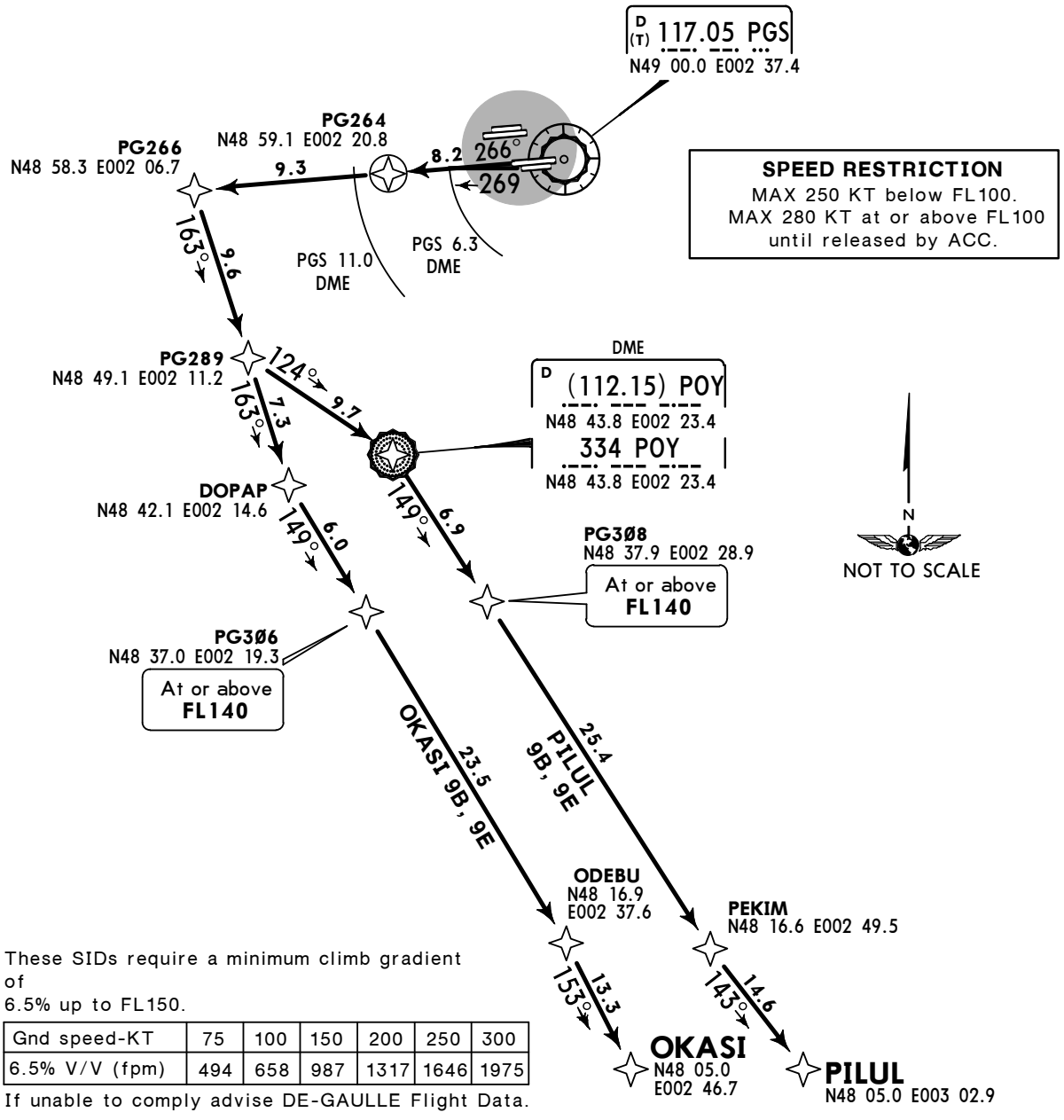
LFPG/CDG CHARLES-DE-GAULLE

PARIS, FRANCE

RNAV SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

OKASI, PILUL
RWYS 26L/R RNAV DEPARTURES
JETS ABOVE FL195



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance MAX FL120

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching PGS 11.0 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME join initial climb rwy 26R (do not overshoot PGS R-266 to north). **RNAV:** PG264 - PG266.
26R	Intercept PGS R-266 to PGS 11.0 DME. **RNAV:** PG264 - PG266.

SID	ROUTING
OKASI 9B [OKAS9B], **OKASI 9E** [OKAS9E] ❶	PG264 - PG266 - PG289 - DOPAP - PG306 - ODEBU - OKASI.
PILUL 9B [PILU9B], **PILUL 9E** [PILU9E] ❷	PG264 - PG266 - PG289 - POY - PG308 - PEKIM - PILUL.

For flights to destinations specified via airways ❶ UL-612, ❷ UM-975.

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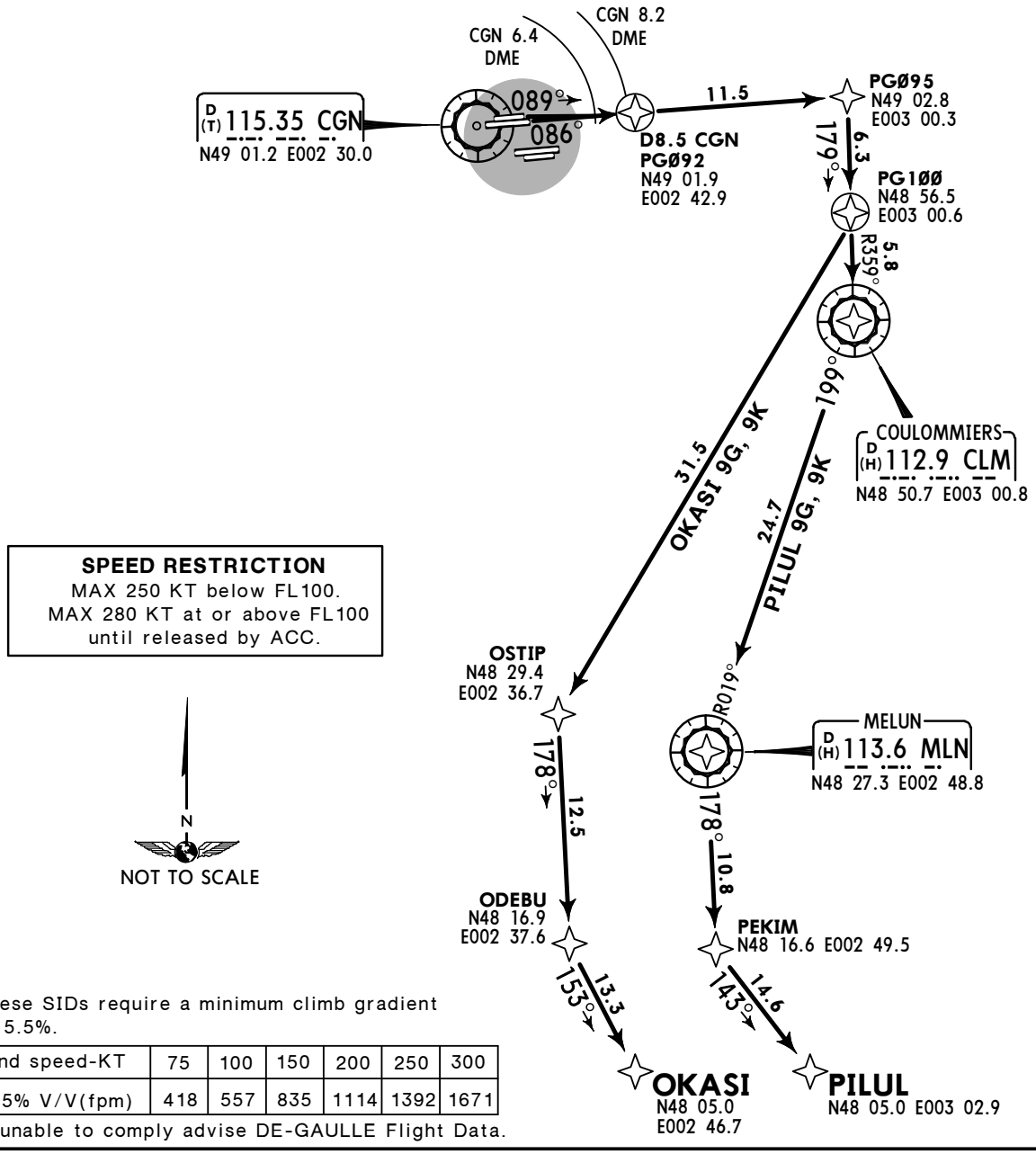
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CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (20-3Q3) Eff 2 Apr

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

OKASI, PILUL
RWYS 09L/R RNAV DEPARTURES
JETS ABOVE FL195



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying CGN 8.2 DME, except for safety or control reasons. Do not commence any turn before overflight of CGN 8.2 DME in any case.

RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME join initial climb rwy 09R (do not overshoot CGN R-086 to south). **RNAV:** PG092.
09R	Intercept CGN R-086 to D8.5 CGN. **RNAV:** PG092.

SID	ROUTING
OKASI 9G [OKAS9G], **OKASI 9K** [OKAS9K] ❶	PG092 - PG095 - PG100 - OSTIP - ODEBU - OKASI.
PILUL 9G [PILU9G], **PILUL 9K** [PILU9K] ❷	PG092 - PG095 - CLM - MLN - PEKIM - PILUL.
For flights to destinations specified via airways	❶ UL-612, ❷ UM-975.

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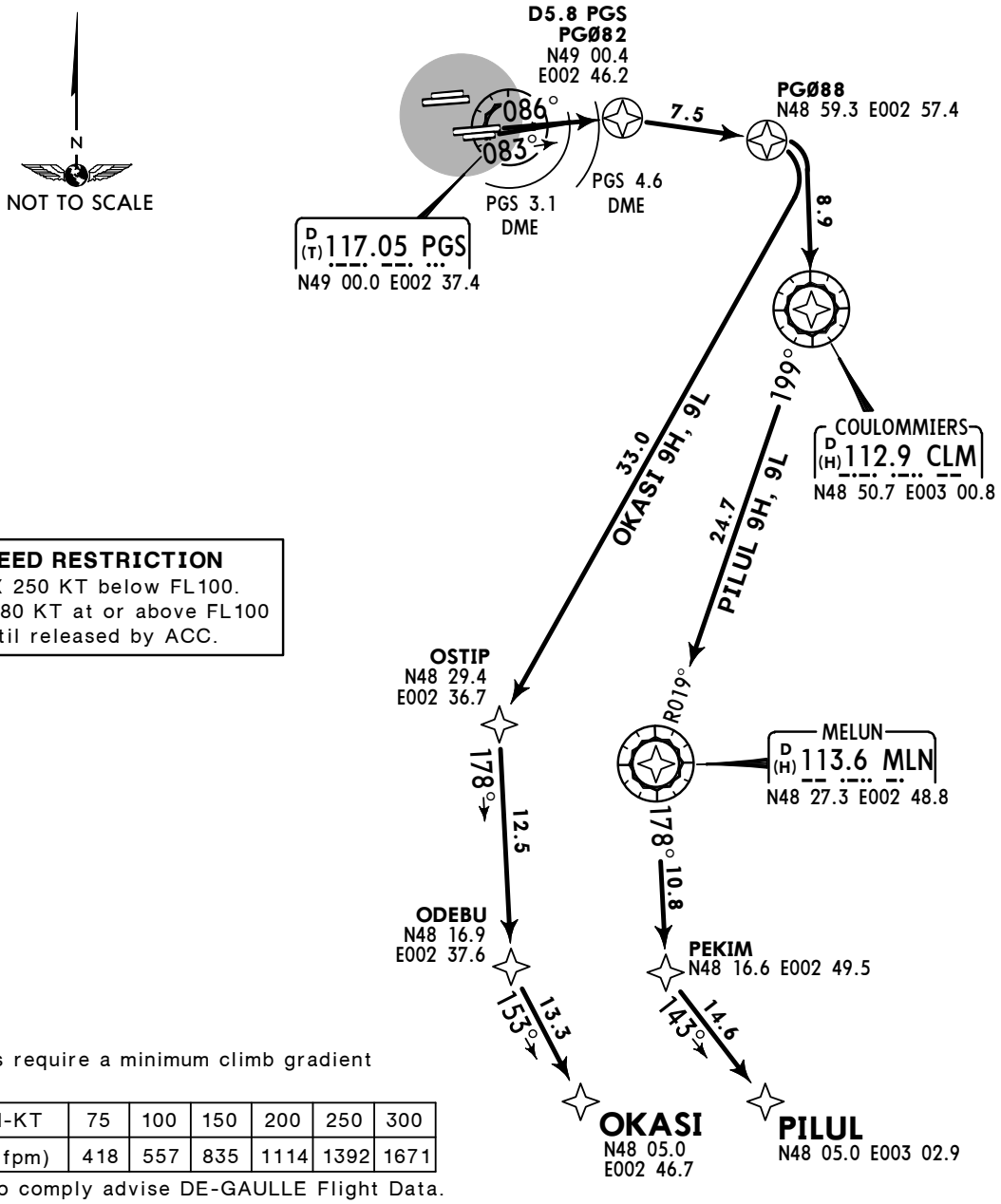
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JEPPESEN
20 MAR 15 (20-3Q4) Eff 2 Apr

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

OKASI, PILUL
RWYS 08L/R RNAV DEPARTURES
JETS ABOVE FL195



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D5.8 PGS. **RNAV:** PG082.
08R	083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north). **RNAV:** PG082.

SID	ROUTING
OKASI 9H [OKAS9H] , **OKASI 9L** [OKAS9L] ❶	PG082 - PG088 - OSTIP - ODEBU - OKASI.
PILUL 9H [PILU9H] , **PILUL 9L** [PILU9L] ❷	PG082 - PG088 - CLM - MLN - PEKIM - PILUL.
For flights to destinations specified via airways	❶ UL-612, ❷ UM-975.

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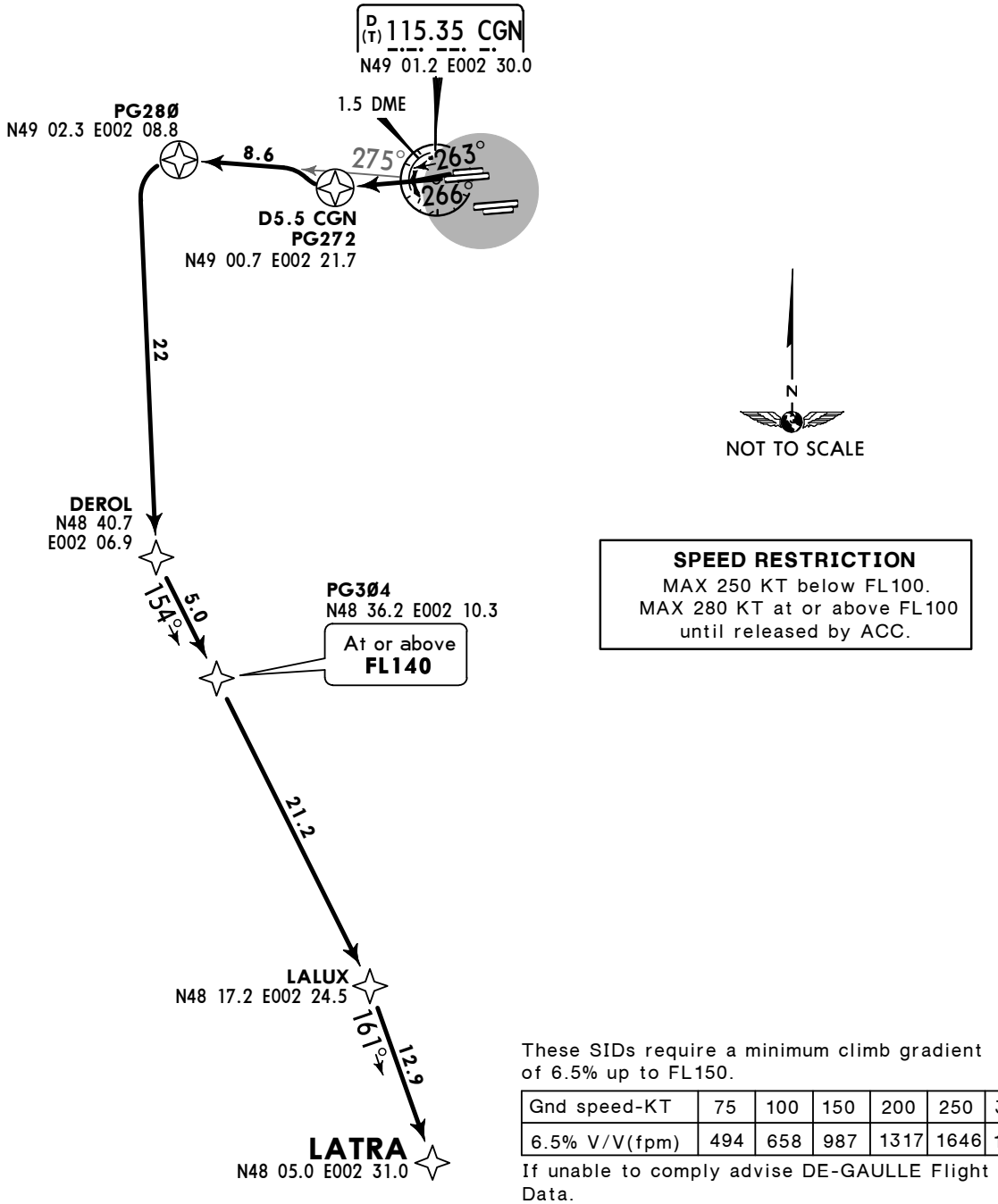
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JEPPESEN
20 MAR 15 (20-3Q5) Eff 2 Apr

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

LATRA
RWYS 27L/R RNAV DEPARTURES
JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 280 KT at or above FL100 until released by ACC.

These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
27L	Intercept CGN R-266 to D5.5 CGN. **RNAV:** PG272.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG272.

SID	ROUTING
LATRA 9A [LATR9A], **LATRA 9D** [LATR9D]	PG272 - PG280 - DEROL - PG304 - LALUX - LATRA.

CHANGES: Communications.

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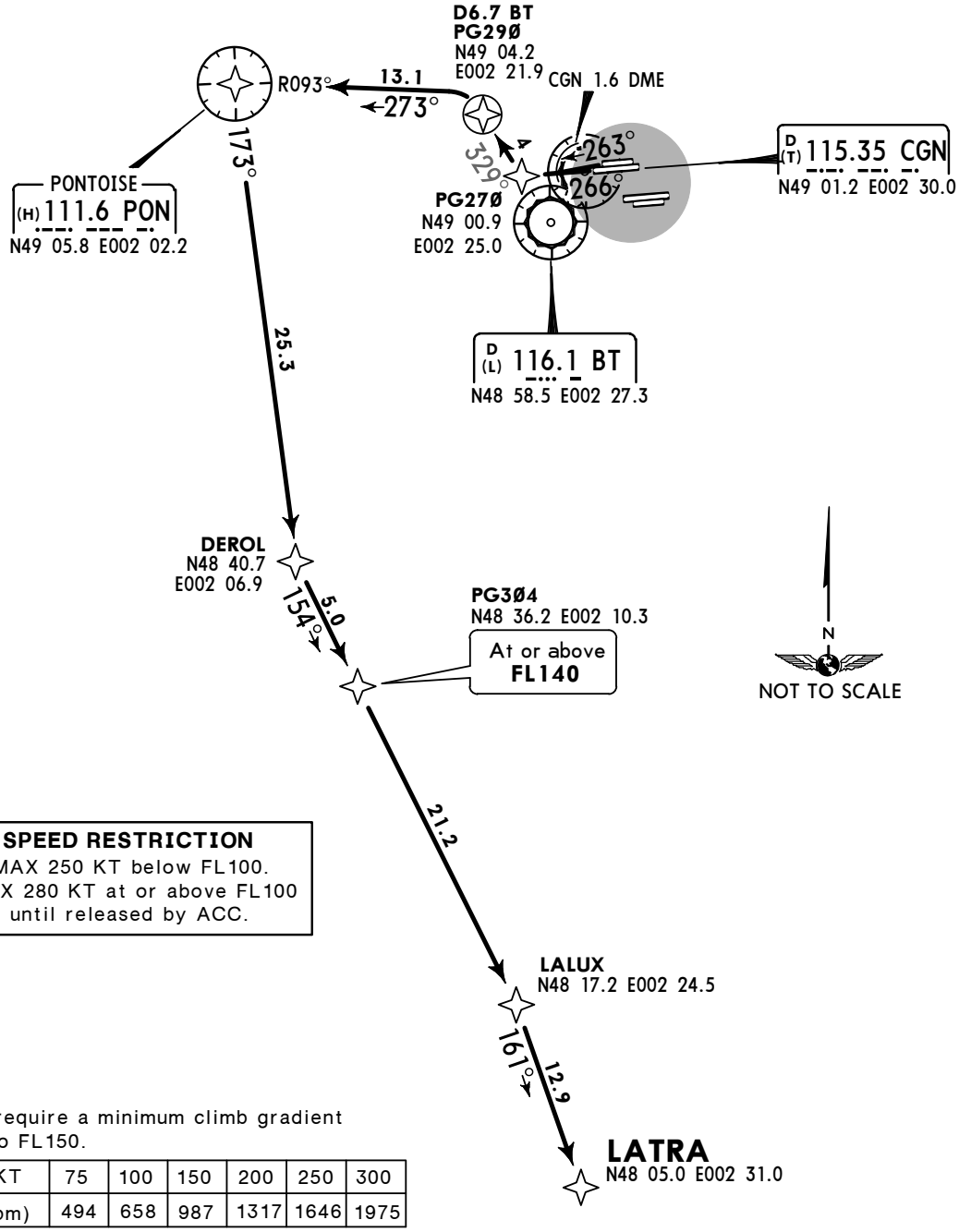
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

LATRA
RWYS 27L/R RNAV DEPARTURE
JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 280 KT at or above FL100 until released by ACC.

These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

RWY	INITIAL CLIMB
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D6.7 BT. **RNAV:** PG270.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG270.

SID	ROUTING
LATRA 9Z [LATR9Z]	PG270 - PG290 - PON - DEROL - PG304 - LALUX - LATRA.

CHANGES: Communications.

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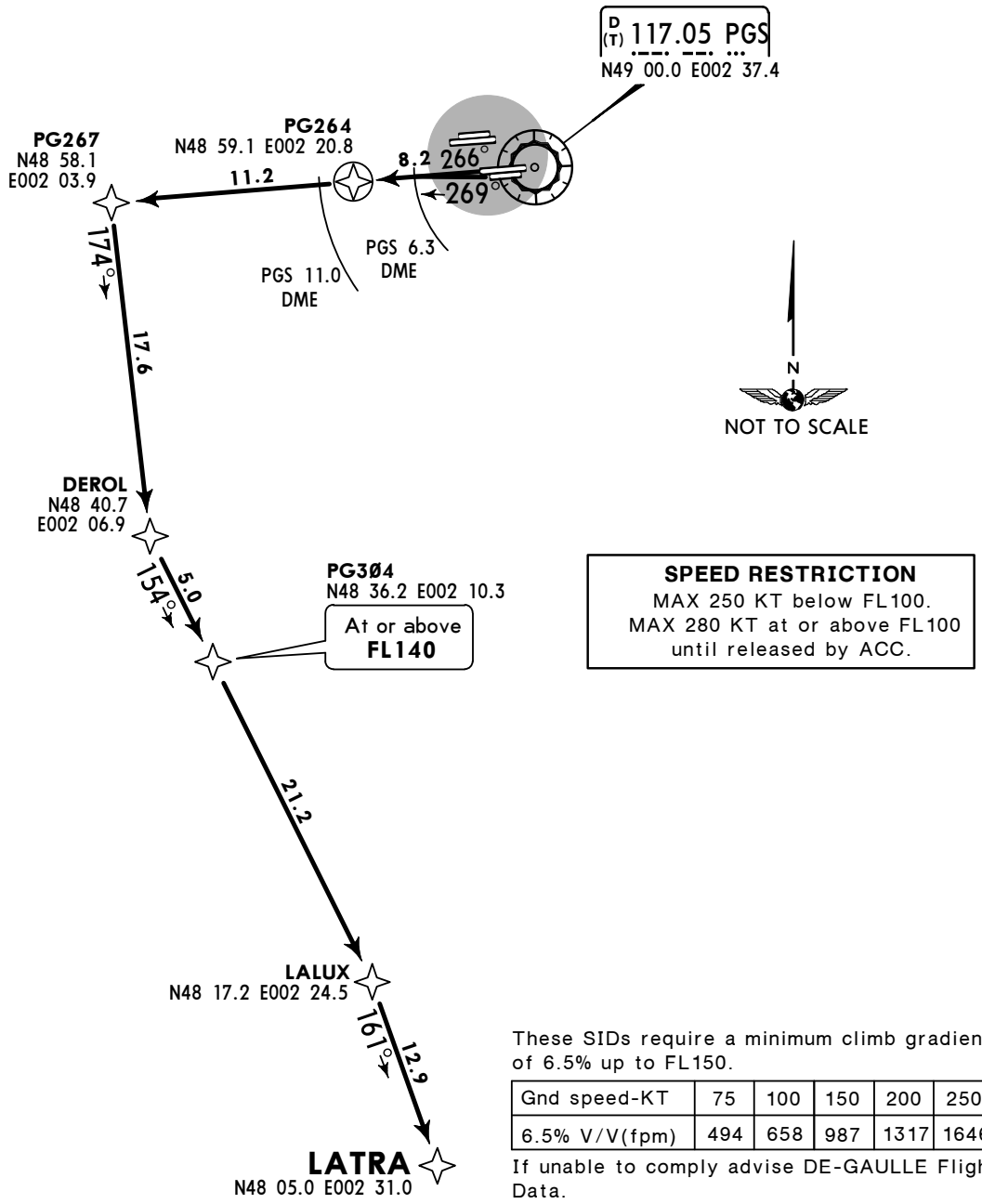
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (20-3Q7) Eff 2 Apr

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

LATRA
RWYS 26L/R RNAV DEPARTURES
JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching PGS 11.0 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME join initial climb rwy 26R (do not overshoot PGS R-266 to north). **RNAV:** PG264 - PG267.
26R	Intercept PGS R-266 to PGS 11.0 DME. **RNAV:** PG264 - PG267.

SID	ROUTING
LATRA 9B [LATR9B], **LATRA 9E** [LATR9E]	PG264 - PG267 - DEROL - PG304 - LALUX - LATRA.

CHANGES: Communications.

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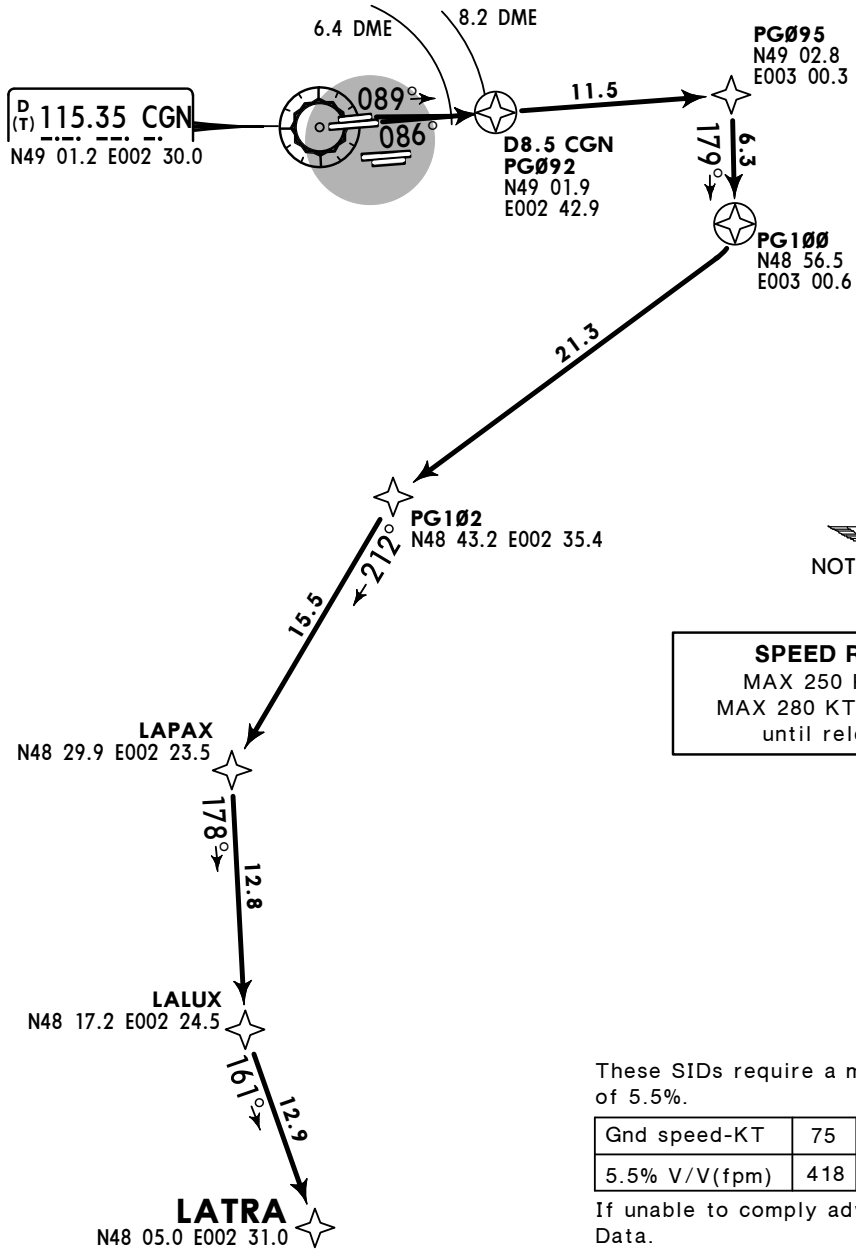
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (20-3Q8) Eff 2 Apr

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

LATRA
RWYS 09L/R RNAV DEPARTURES
JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 280 KT at or above FL100 until released by ACC.

These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying CGN 8.2 DME, except for safety or control reasons. Do not commence any turn before overflight of CGN 8.2 DME in any case.

RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME join initial climb rwy 09R (do not overshoot CGN R-086 to south). **RNAV:** PG092.
09R	Intercept CGN R-086 to D8.5 CGN. **RNAV:** PG092.

SID	ROUTING
LATRA 9G [LATR9G], **LATRA 9K** [LATR9K]	PG092 - PG095 - PG100 - PG102 - LAPAX - LALUX - LATRA.

CHANGES: Communications.

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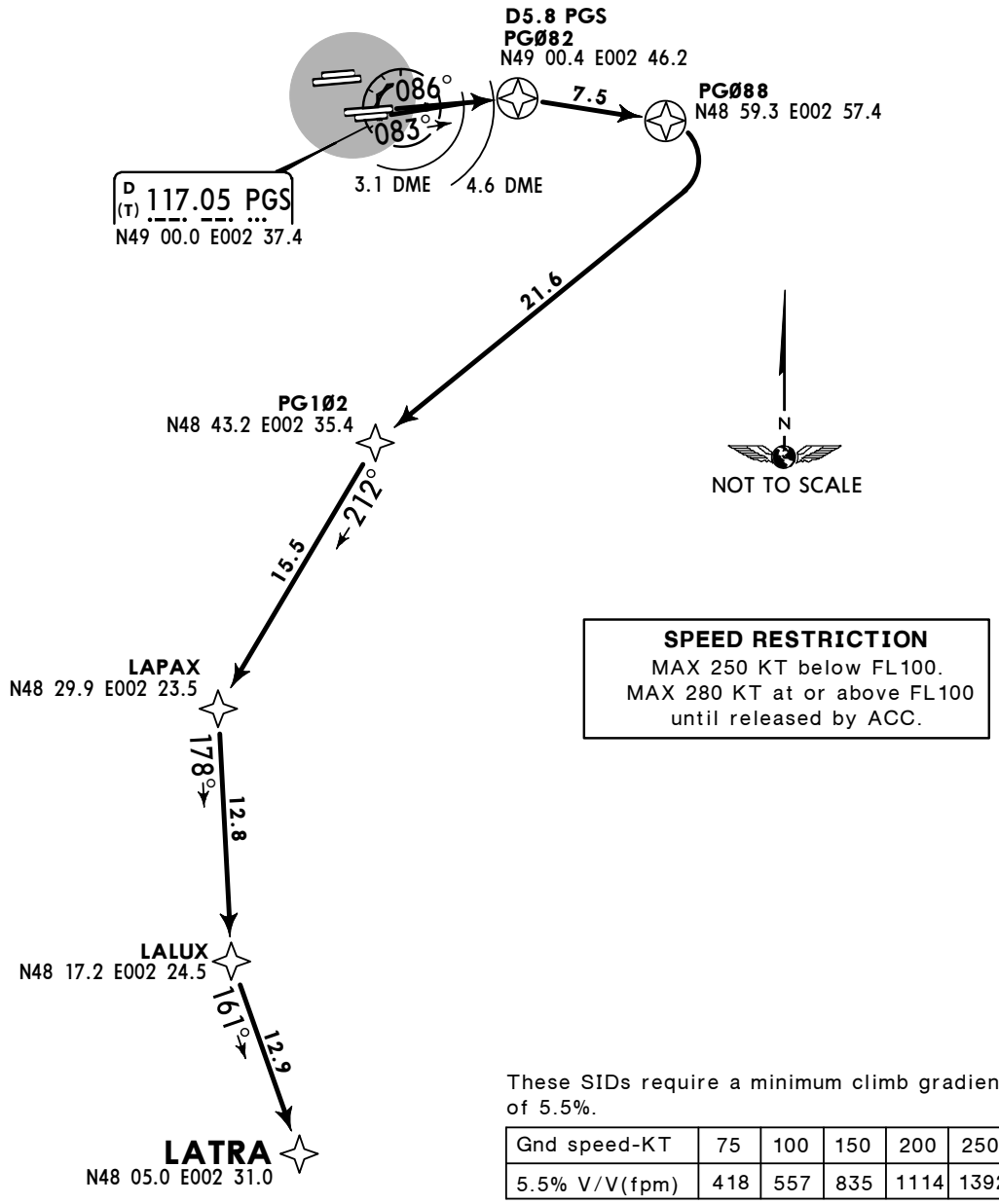
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

LATRA
RWYS 08L/R RNAV DEPARTURES
JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 280 KT at or above FL100 until released by ACC.

These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D5.8 PGS. **RNAV:** PG082.
08R	083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north). **RNAV:** PG082.

SID	ROUTING
LATRA 9H [LATR9H], **LATRA 9L** [LATR9L]	PG082 - PG088 - PG102 - LAPAX - LALUX - LATRA.

CHANGES: Communications.

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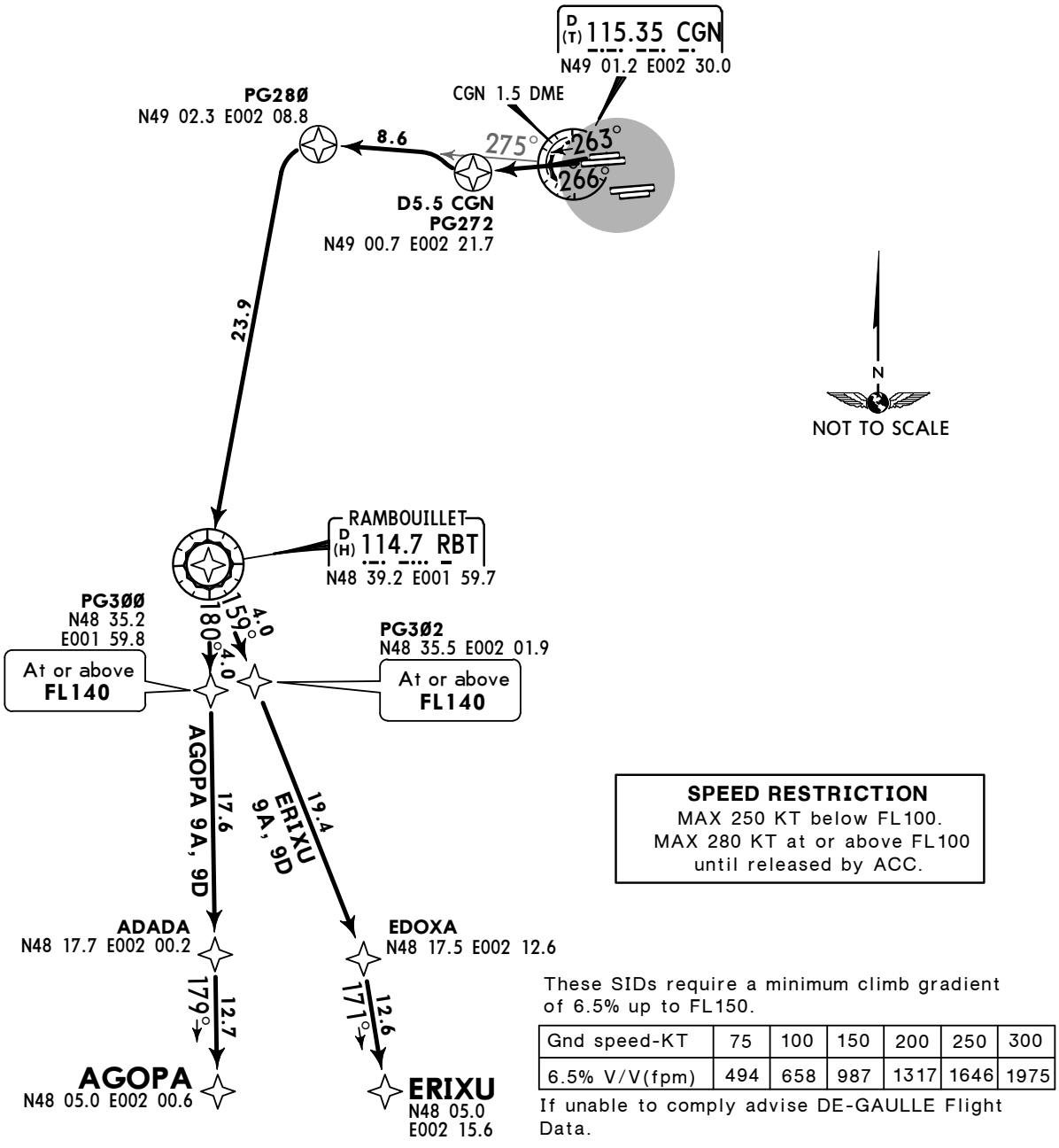
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (20-3T) Eff 2 Apr

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

AGOPA, ERIXU
RWYS 27L/R RNAV DEPARTURES
JETS ABOVE FL195



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 280 KT at or above FL100 until released by ACC.

These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
27L	Intercept CGN R-266 to D5.5 CGN. **RNAV:** PG272.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG272.

SID	ROUTING
AGOPA 9A [AGOP9A], **AGOPA 9D** [AGOP9D] ❶	PG272 - PG280 - RBT - PG300 - ADADA - AGOPA.
ERIXU 9A [ERIX9A], **ERIXU 9D** [ERIX9D] ❷	PG272 - PG280 - RBT - PG302 - EDOXA - ERIXU.

For flights to destinations specified via airways ❶ UL-167, ❷ UL-860.

CHANGES: Communications.

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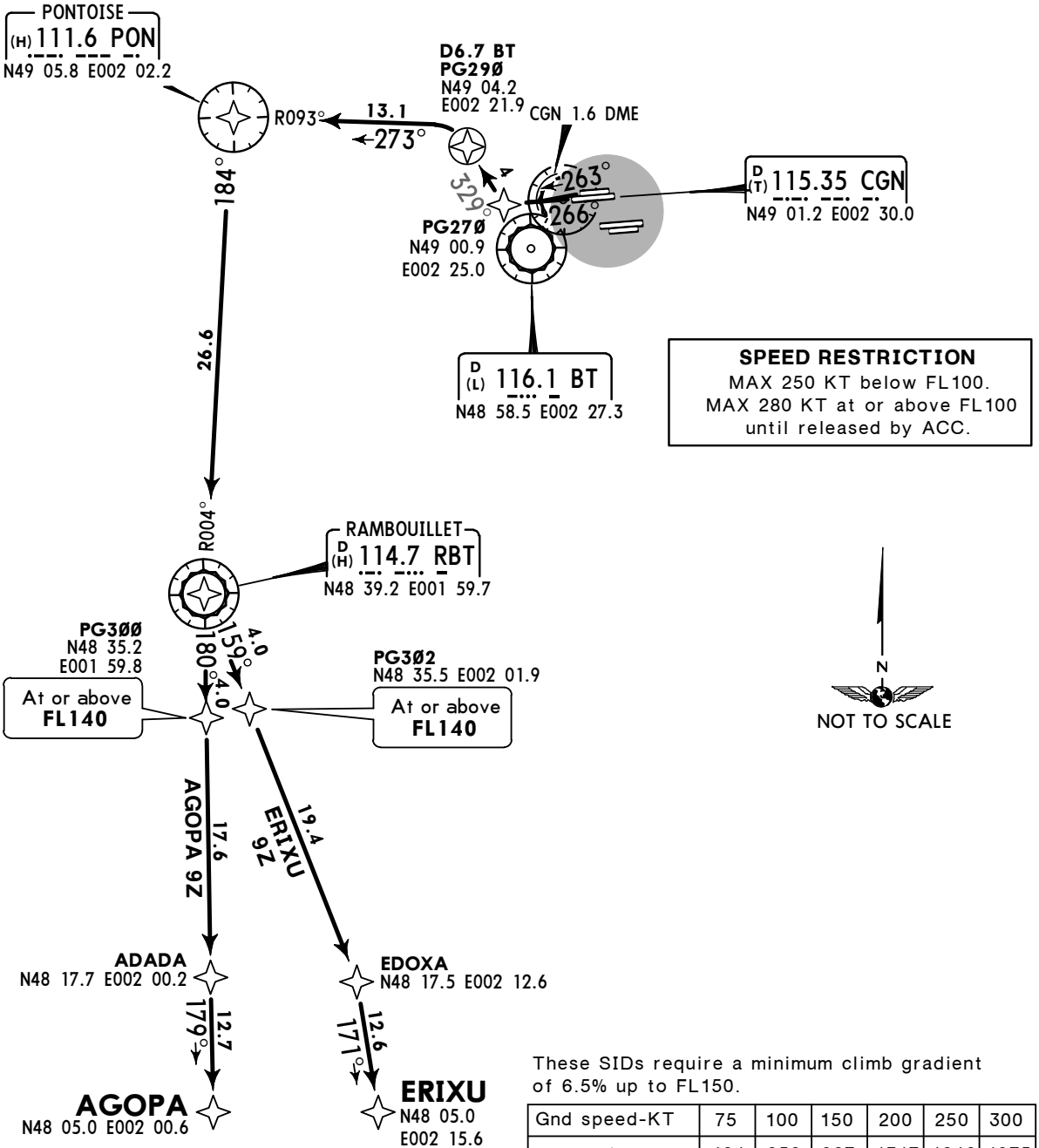
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (20-3T1) Eff 2 Apr

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

AGOPA, ERIXU
RWYS 27L/R RNAV DEPARTURES
JETS ABOVE FL195



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

RWY	INITIAL CLIMB
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D6.7 BT. **RNAV:** PG270.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG270.

SID	ROUTING
AGOPA 9Z [AGOP9Z] ❶	PG270 - PG290 - PON - RBT - PG300 - ADADA - AGOPA.
ERIXU 9Z [ERIX9Z] ❷	PG270 - PG290 - PON - RBT - PG302 - EDOXA - ERIXU.

For flights to destinations specified via airways ❶ UL-167, ❷ UL-860.

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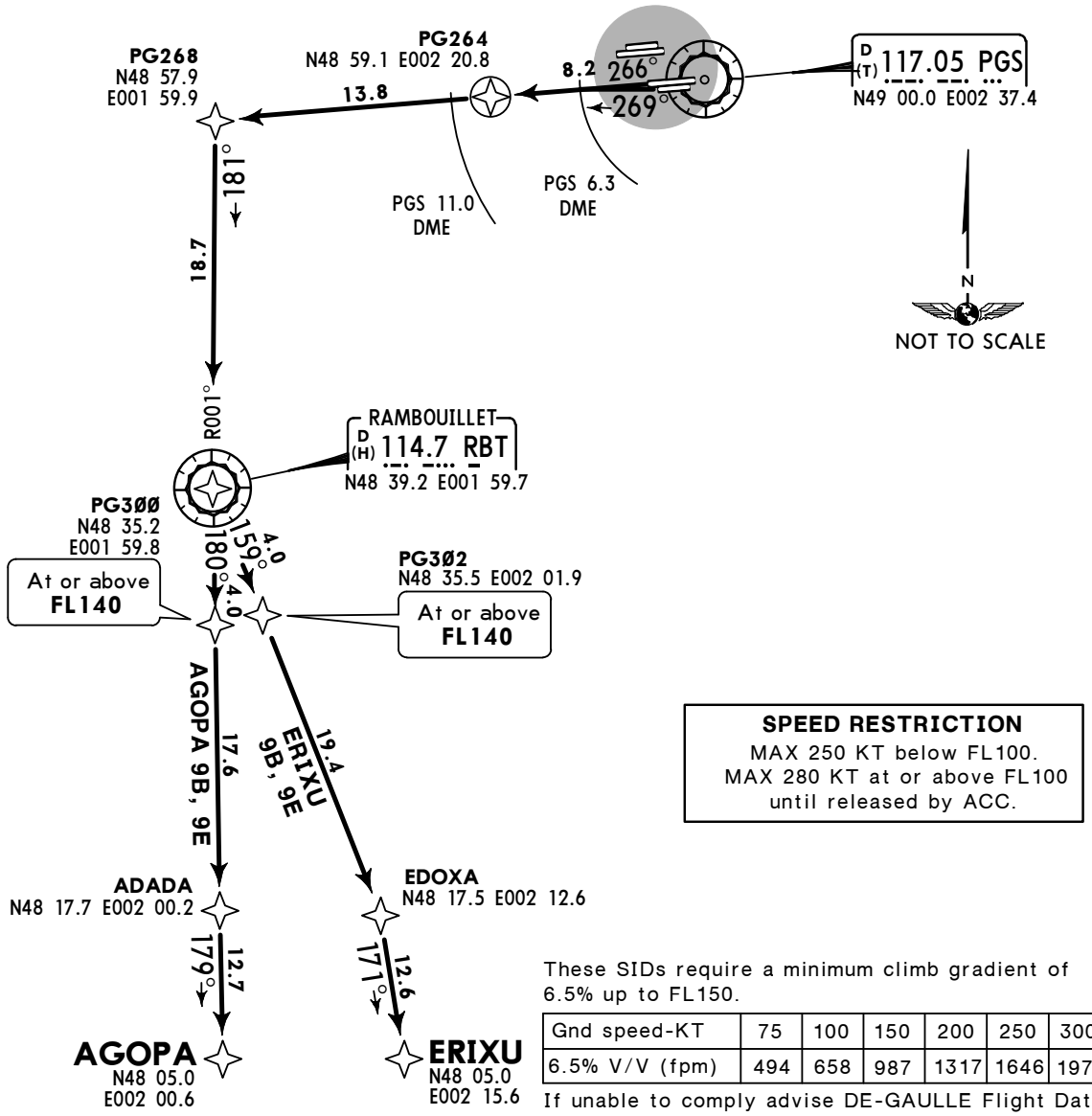
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

AGOPA, ERIXU
RWYS 26L/R RNAV DEPARTURES
JETS ABOVE FL195



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 280 KT at or above FL100 until released by ACC.

These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching PGS 11.0 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME join initial climb rwy 26R (do not overshoot PGS R-266 to north). **RNAV:** PG264 - PG268.
26R	Intercept PGS R-266 to PGS 11.0 DME. **RNAV:** PG264 - PG268.

SID	ROUTING
AGOPA 9B [AGOP9B], **AGOPA 9E** [AGOP9E] ❶	PG264 - PG268 - RBT - PG300 - ADADA - AGOPA.
ERIXU 9B [ERIX9B], **ERIXU 9E** [ERIX9E] ❷	PG264 - PG268 - RBT - PG302 - EDOXA - ERIXU.

For flights to destinations specified via airways ❶ UL-167, ❷ UL-860.

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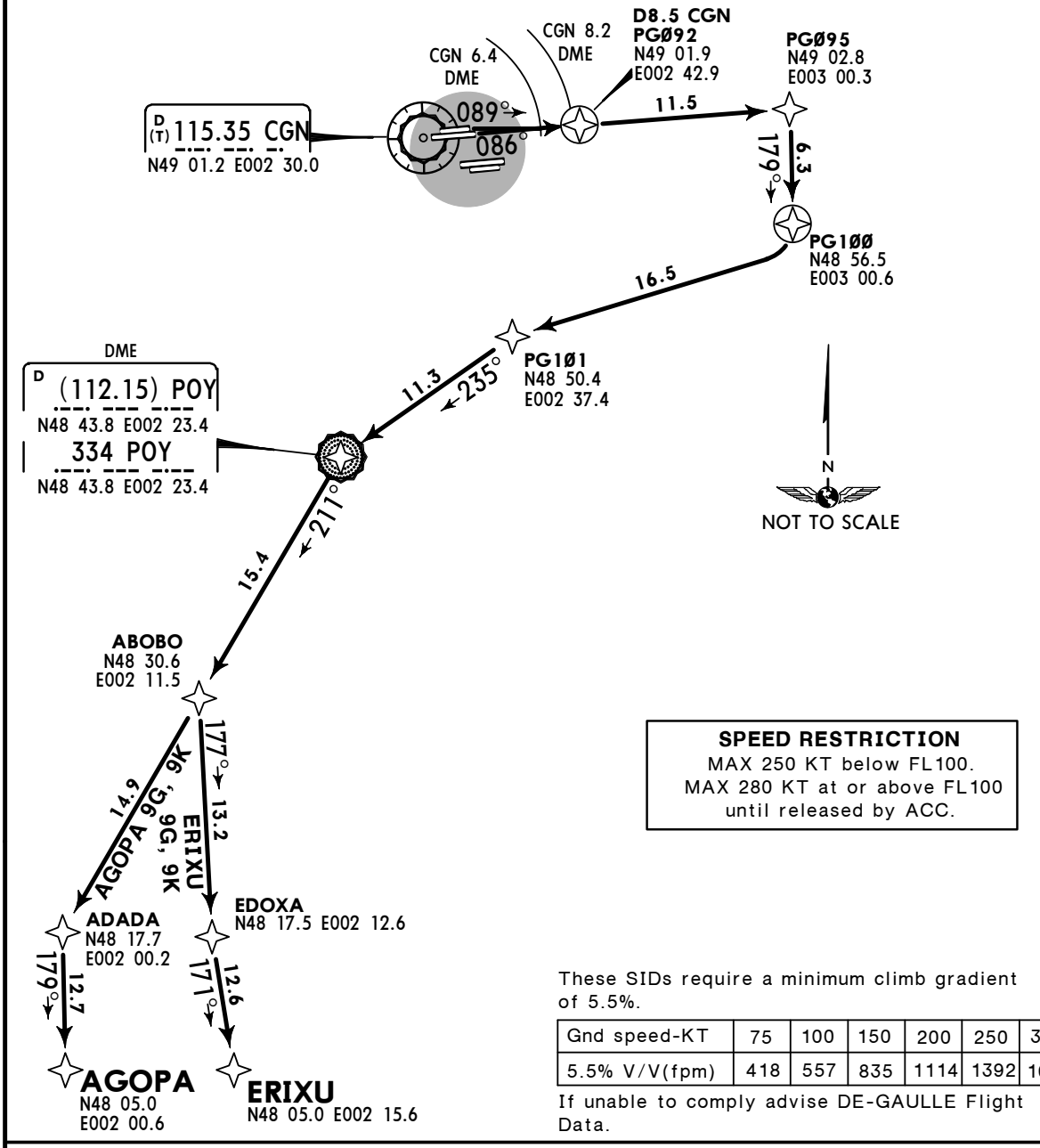
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

AGOPA, ERIXU
RWYS 09L/R RNAV DEPARTURES
JETS ABOVE FL195



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 280 KT at or above FL100 until released by ACC.

These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying CGN 8.2 DME, except for safety or control reasons. Do not commence any turn before overflight of CGN 8.2 DME in any case.

RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME join initial climb rwy 09R (do not overshoot CGN R-086 to south). **RNAV:** PG092.
09R	Intercept CGN R-086 to D8.5 CGN. **RNAV:** PG092.

SID	ROUTING
AGOPA 9G [AGOP9G], **AGOPA 9K** [AGOP9K] ❶	PG092 - PG095 - PG100 - PG101 - POY - ABOBO - ADADA - AGOPA.
ERIXU 9G [ERIX9G], **ERIXU 9K** [ERIX9K] ❷	PG092 - PG095 - PG100 - PG101 - POY - ABOBO - EDOXA - ERIXU.

For flights to destinations specified via airways ❶ UL-167, ❷ UL-860.

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LFPG/CDG CHARLES-DE-GAULLE

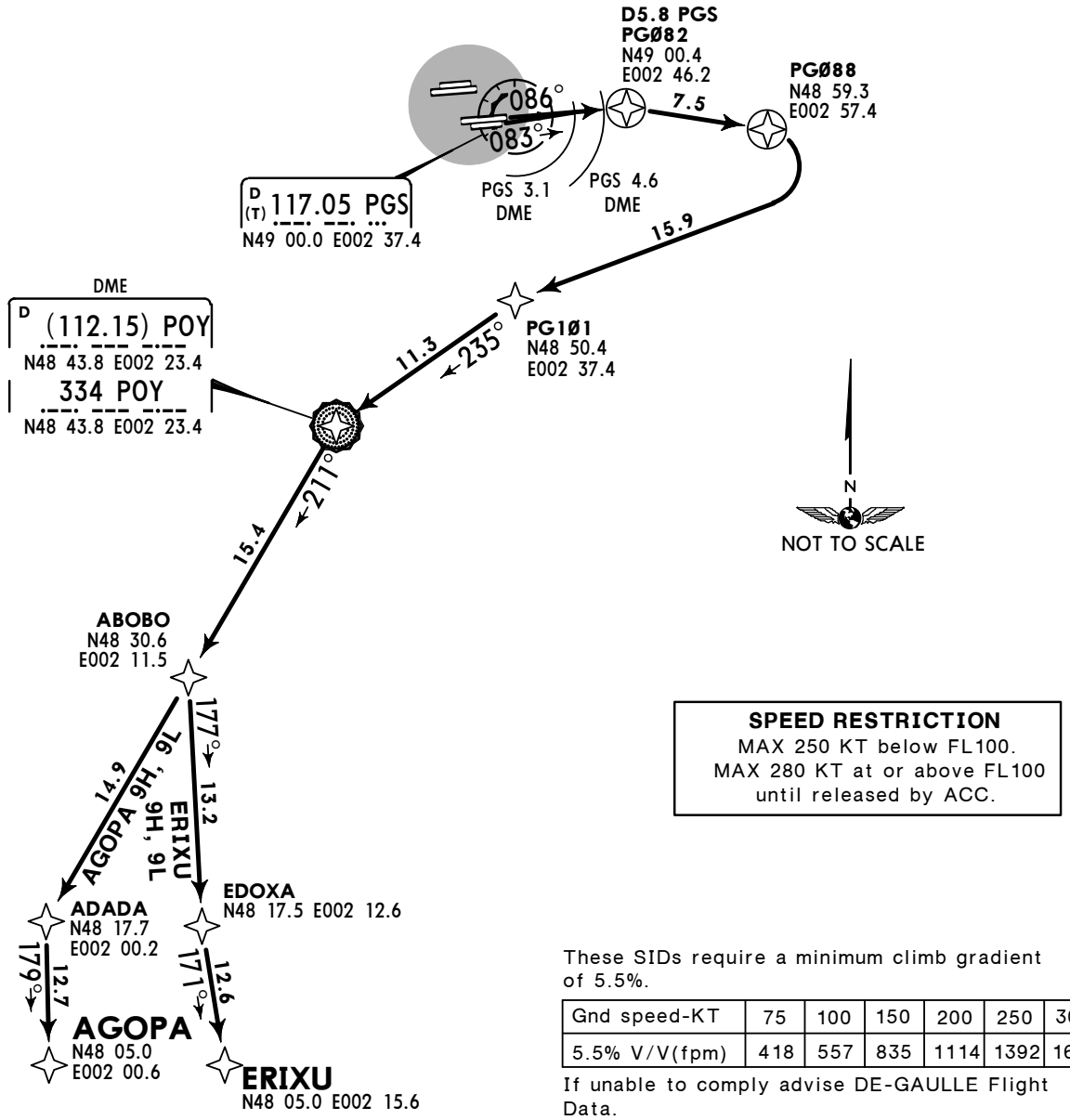
JEPPESEN
20 MAR 15 (20-3T4) Eff 2 Apr

PARIS, FRANCE

RNAV SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

AGOPA, ERIXU
RWYS 08L/R RNAV DEPARTURES
JETS ABOVE FL195



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 280 KT at or above FL100 until released by ACC.

These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D5.8 PGS. **RNAV:** PG082.
08R	083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north). **RNAV:** PG082.

SID	ROUTING
AGOPA 9H [AGOP9H], **AGOPA 9L** [AGOP9L] ❶	PG082 - PG088 - PG101 - POY - ABOBO - ADADA - AGOPA.
ERIXU 9H [ERIX9H], **ERIXU 9L** [ERIX9L] ❷	PG082 - PG088 - PG101 - POY - ABOBO - EDOXA - ERIXU.

For flights to destinations specified via airways ❶ UL-167, ❷ UL-860.

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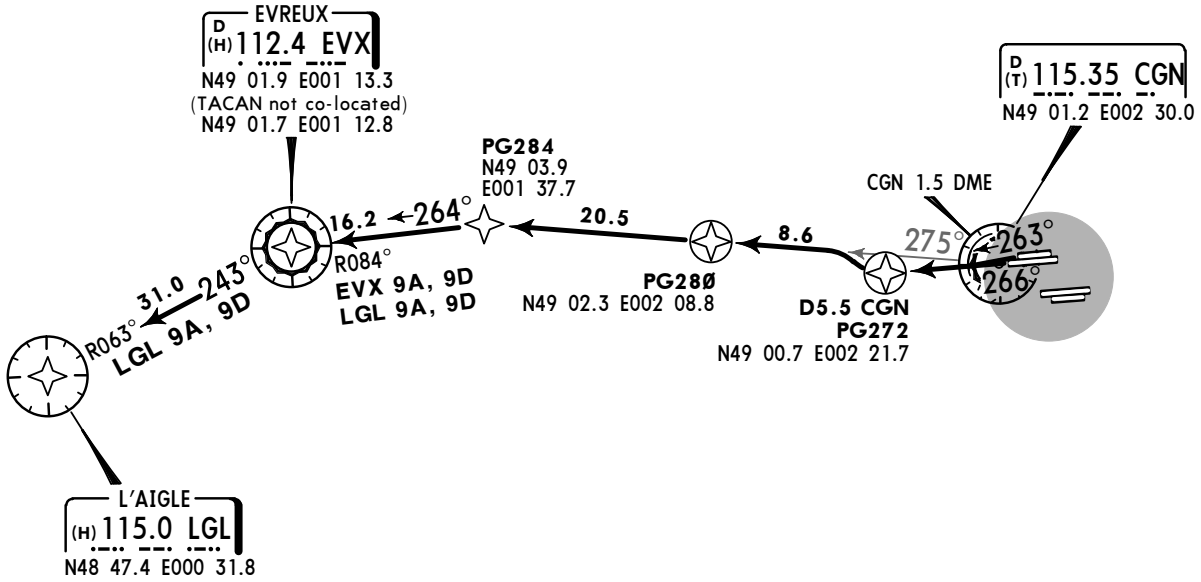
LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV SID

DE GAULLE Departure		Apt Elev	Trans level: By ATC Trans alt: 5000′
EVX 9A, 9D	LGL 9A, 9D	392′	1. SIDs are also minimum noise routings (refer to 20-4).
124.355	133.380		2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

EVX, LGL
RWYS 27L/R RNAV DEPARTURES
JETS & PROPS ABOVE FL115

SPEED RESTRICTION
MAX 250 KT below FL100.
At or above FL100 speed may be increased without further ATC clearance.



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

N
NOT TO SCALE

Initial climb clearance JET: **FL100** /PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
27L	Intercept CGN R-266 to D5.5 CGN. **RNAV:** PG272.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG272.

SID	ROUTING
EVX 9A, 9D ❶	PG272 - PG280 - PG284 - EVX.
LGL 9A, 9D ❷	PG272 - PG280 - PG284 - EVX - LGL.

For flights to destinations specified via airways ❶ UT-300, ❷ UN-502.

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CHARLES-DE-GAULLE

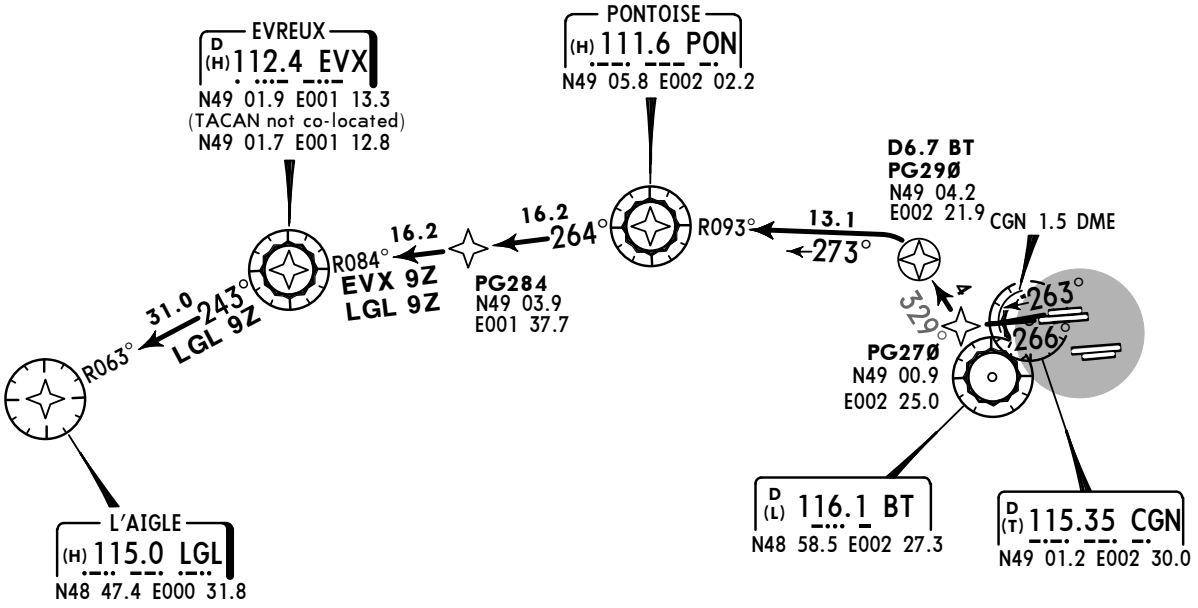
JEPPESEN
20 MAR 15 (20-3T6) Eff 2 Apr

PARIS, FRANCE
RNAV SID

DE GAULLE Departure		Apt Elev	Trans level: By ATC Trans alt: 5000′
EVX 9Z	LGL 9Z	392′	1. SIDs are also minimum noise routings (refer to 20-4).
124.355	133.380		2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

EVX, LGL
RWYS 27L/R RNAV DEPARTURES
JETS & PROPS ABOVE FL115

SPEED RESTRICTION
MAX 250 KT below FL100.
At or above FL100 speed may be increased without further ATC clearance.



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100** /PROP: **5000′**

RWY	INITIAL CLIMB
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D6.7 BT. **RNAV:** PG270.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG270.

SID	ROUTING
EVX 9Z ❶	PG270 - PG290 - PON - EVX.
LGL 9Z ❷	PG270 - PG290 - PON - EVX - LGL.

For flights to destinations specified via airways ❶ UT-300, ❷ UN-502.

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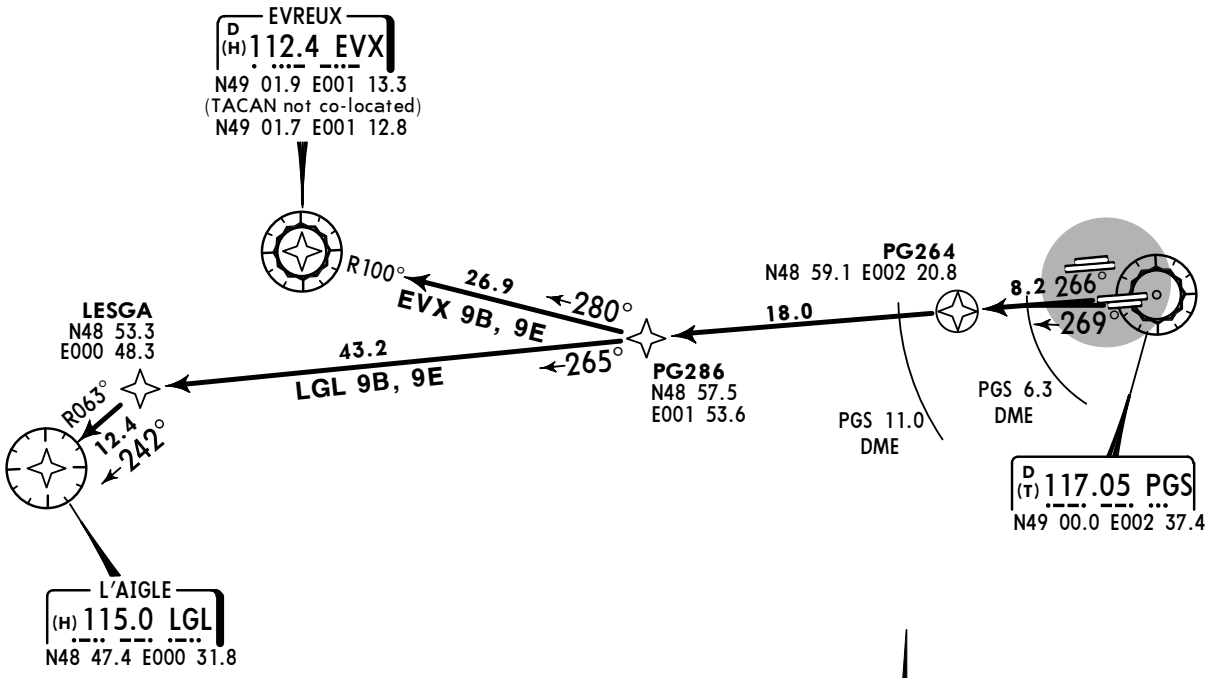
LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV SID

DE GAULLE Departure		Apt Elev	Trans level: By ATC Trans alt: 5000′
EVX 9B, 9E	LGL 9B, 9E	392′	1. SIDs are also minimum noise routings (refer to 20-4).
124.355	133.380		2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

EVX, LGL
RWYS 26L/R RNAV DEPARTURES
JETS & PROPS ABOVE FL115

SPEED RESTRICTION
MAX 250 KT below FL100.
At or above FL100 speed may be increased without further ATC clearance.



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100** /PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching D11.0 PGS or FL80, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME join initial climb rwy 26R (do not overshoot PGS R-266 to north). **RNAV:** PG264 - PG286.
26R	Intercept PGS R-266 to D11.0 PGS. **RNAV:** PG264 - PG286.

SID	ROUTING
EVX 9B, 9E ❶	PG264 - PG286 - EVX.
LGL 9B, 9E ❷	PG264 - PG286 - LESGA - LGL.

For flights to destinations specified via airways ❶ UT-300, ❷ UN-502.

CHANGES: Communications.

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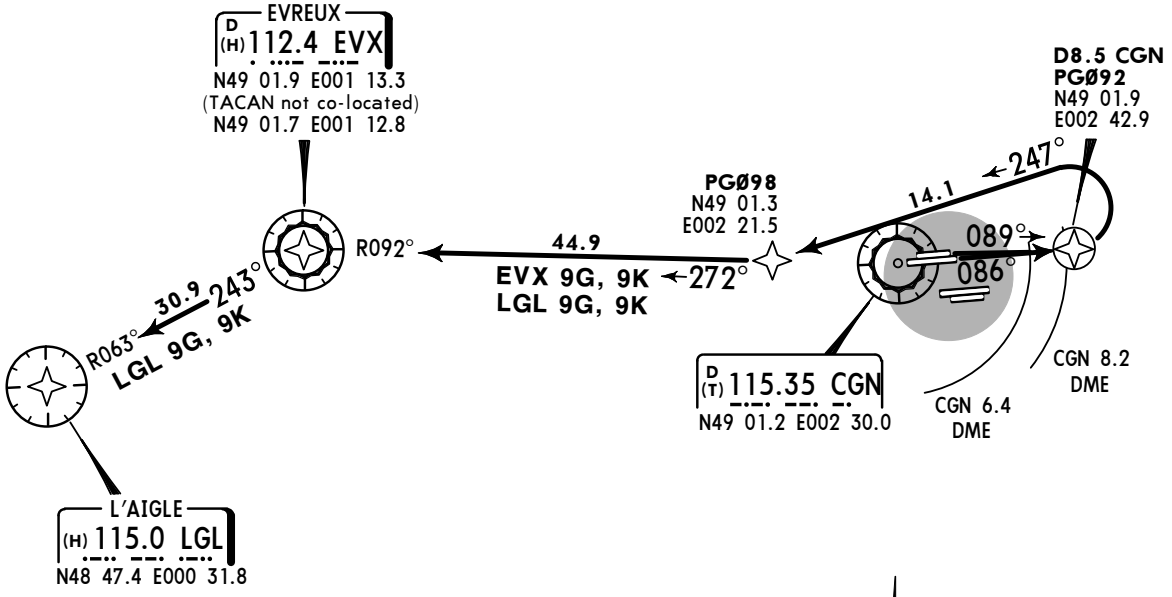
LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV SID

DE GAULLE Departure		Apt Elev	Trans level: By ATC Trans alt: 5000′
EVX 9G, 9K	LGL 9G, 9K	392′	1. SIDs are also minimum noise routings (refer to 20-4).
124.355	133.380		2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

EVX, LGL
RWYS 09L/R RNAV DEPARTURES
JETS & PROPS ABOVE FL115

SPEED RESTRICTION
MAX 250 KT below FL100.
At or above FL100 speed may be increased without further ATC clearance.



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100** /PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying CGN 8.2 DME, except for safety or control reasons. Do not commence any turn before overflight of CGN 8.2 DME in any case.

RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME join initial climb rwy 09R (do not overshoot CGN R-086 to south). **RNAV:** PG092.
09R	Intercept CGN R-086 to D8.5 CGN. **RNAV:** PG092.

SID	ROUTING
EVX 9G, 9K ❶	PG092 - PG098 - EVX.
LGL 9G, 9K ❷	PG092 - PG098 - EVX - LGL.

For flights to destinations specified via airways ❶ UT-300, ❷ UN-502.

CHANGES: Communications.

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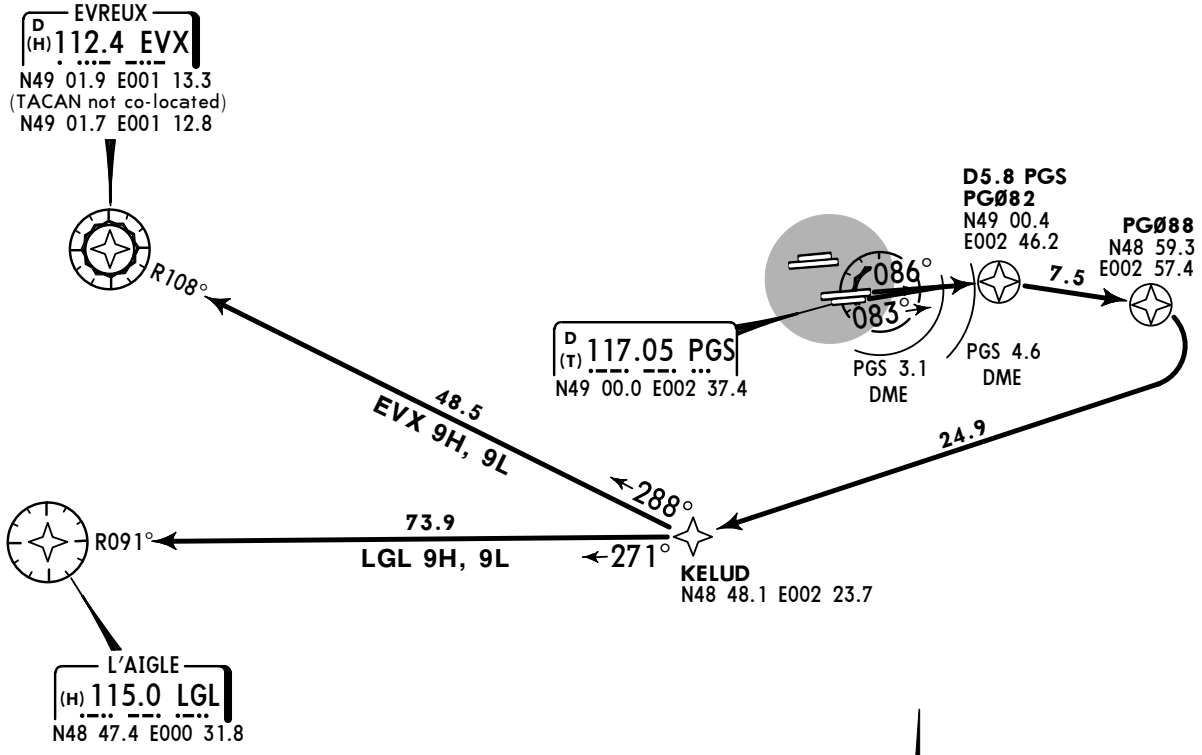
LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV SID

DE GAULLE Departure		Apt Elev	Trans level: By ATC Trans alt: 5000′
EVX 9H, 9L	LGL 9H, 9L	392′	1. SIDs are also minimum noise routings (refer to 20-4).
124.355	133.380		2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

EVX, LGL
RWYS 08L/R RNAV DEPARTURES
JETS & PROPS ABOVE FL115

SPEED RESTRICTION
MAX 250 KT below FL100.
At or above FL100 speed may be increased without further ATC clearance.



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100** /PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D5.8 PGS. **RNAV:** PG082.
08R	083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north). **RNAV:** PG082.

SID	ROUTING
EVX 9H, 9L ❶	PG082 - PG088 - KELUD - EVX.
LGL 9H, 9L ❷	PG082 - PG088 - KELUD - LGL.

For flights to destinations specified via airways ❶ UT-300, ❷ UN-502.

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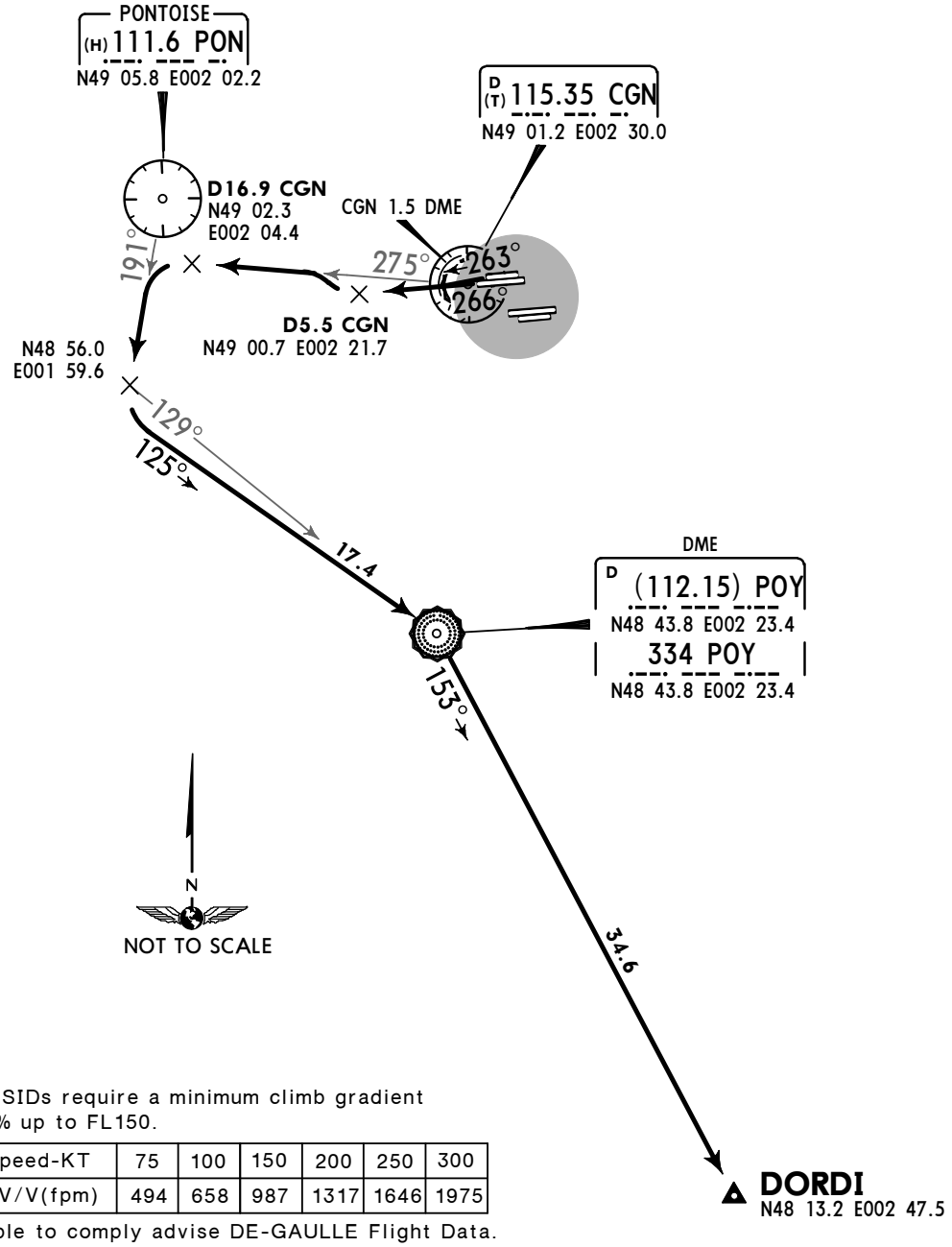
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

DORDI 9A [DORD9A] , DORDI 9D [DORD9D]
RWYS 27L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWYS G-40 - G-54 - J-301
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB/ROUTING
27L	Intercept CGN R-266 to D5.5 CGN, turn RIGHT, intercept CGN R-275 to D16.9 CGN, turn LEFT, intercept PON R-191, when passing 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, 153° bearing to DORDI.
27R	263° track, at CGN 1.5 DME outbound intercept CGN R-266 (do not overshoot to south) to D5.5 CGN, turn RIGHT, intercept CGN R-275 to D16.9 CGN, turn LEFT, intercept PON R-191, when passing 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, 153° bearing to DORDI.

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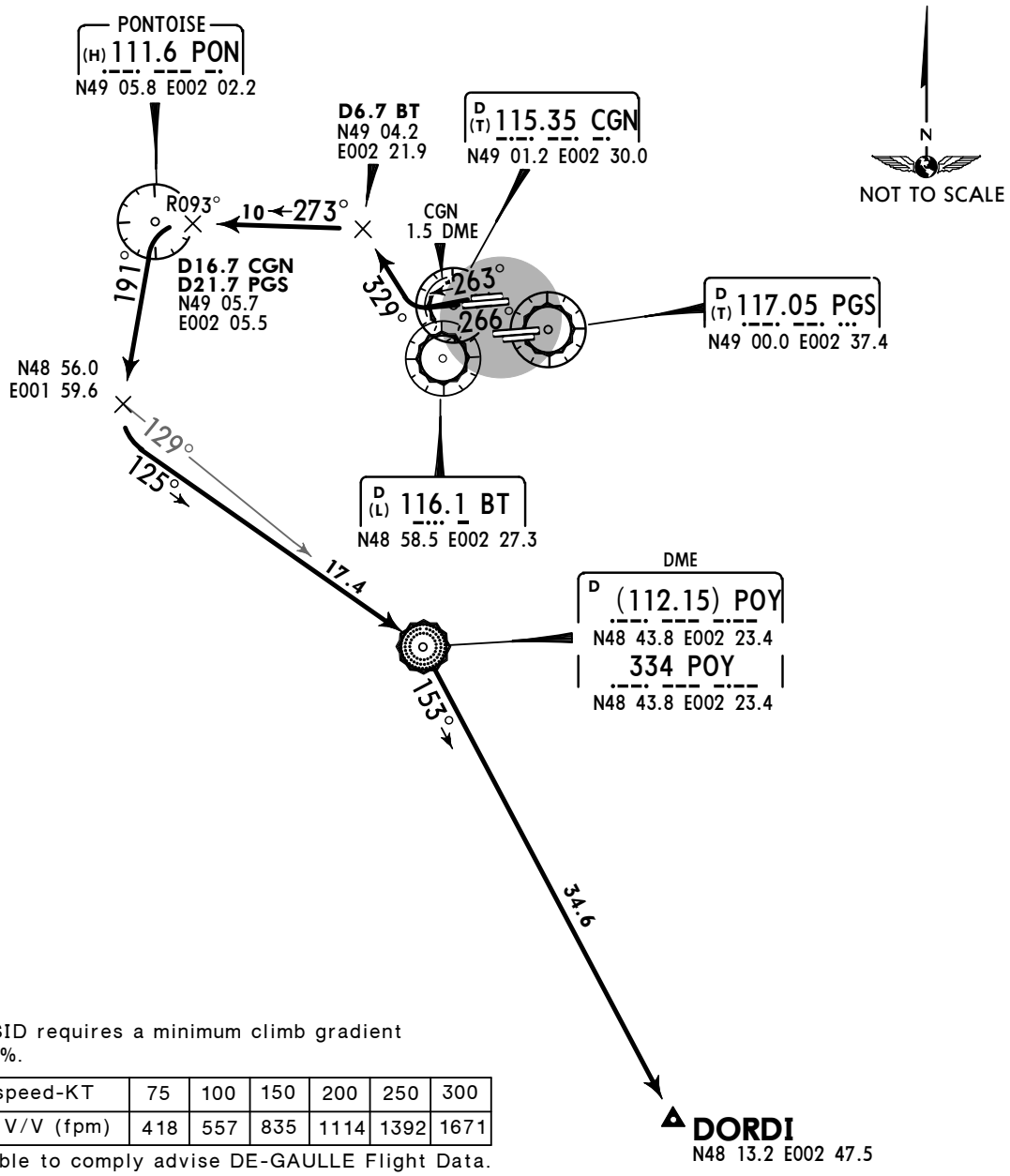
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

DORDI 9Z [DORD9Z]
RWYS 27L/R DEPARTURE
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWYS G-40 - G-54 - J-301
SPEED: MAX 220 KT



This SID requires a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

RWY	INITIAL CLIMB/ROUTING
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D6.7 BT, intercept PON R-093 inbound to D16.7 CGN, turn LEFT, intercept PON R-191, when passing 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, 153° bearing to DORDI.
27R	263° track, at CGN 1.5 DME outbound intercept CGN R-266 (do not overshoot to south), turn RIGHT, intercept BT R-329 to D6.7 BT, intercept PON R-093 inbound to D16.7 CGN, turn LEFT, intercept PON R-191, when passing 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, 153° bearing to DORDI.

CHANGES: Communications.

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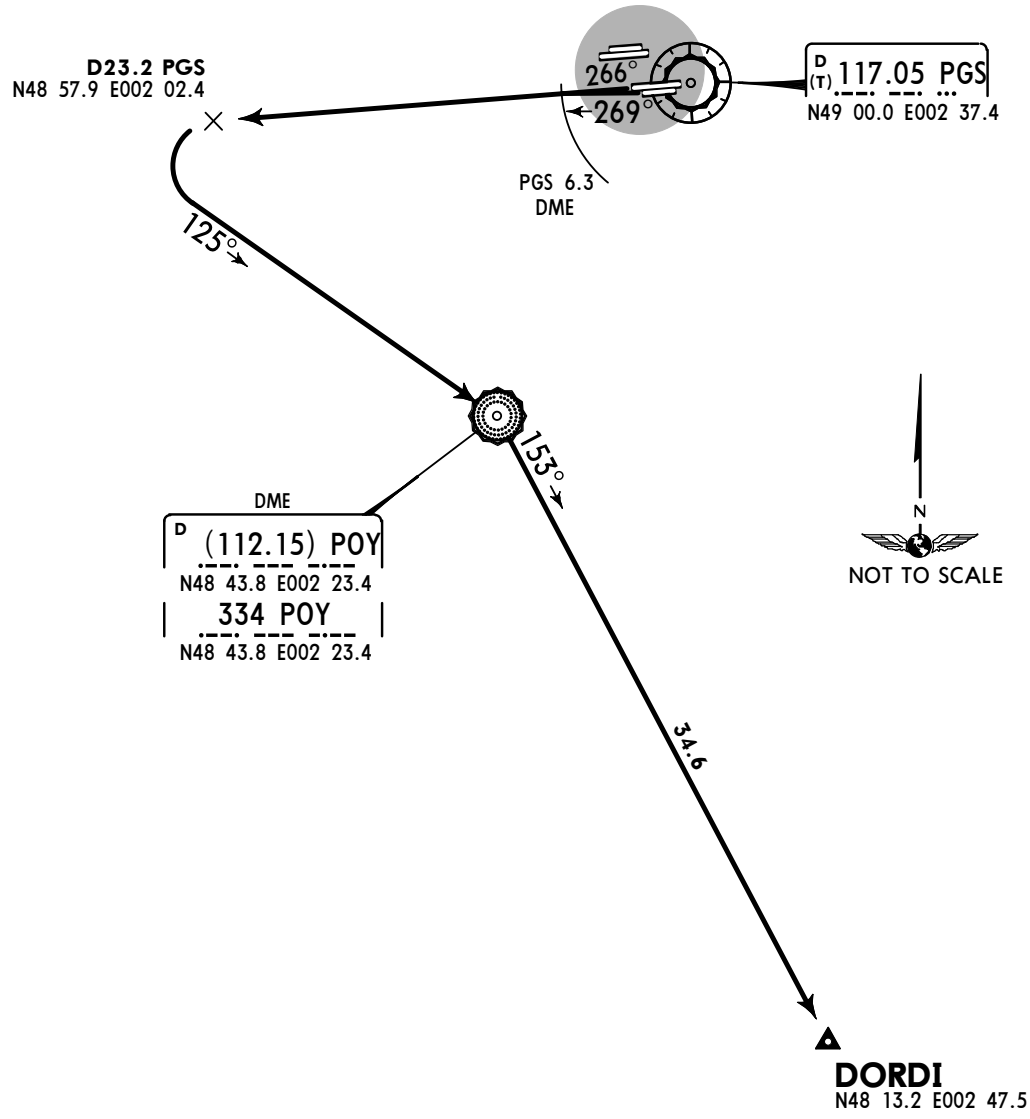
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

DORDI 9B [DORD9B], DORDI 9E [DORD9E]
RWYS 26L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWYS G-40 - G-54 - J-301
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching D11.0 PGS or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB/ROUTING
26L	269° track, at PGS 6.3 DME intercept PGS R-266 (do not overshoot to north) to D23.2 PGS, turn LEFT, intercept 125° bearing to POY NDB, 153° bearing to DORDI.
26R	Intercept PGS R-266 to D23.2 PGS, turn LEFT, intercept 125° bearing to POY NDB, 153° bearing to DORDI.

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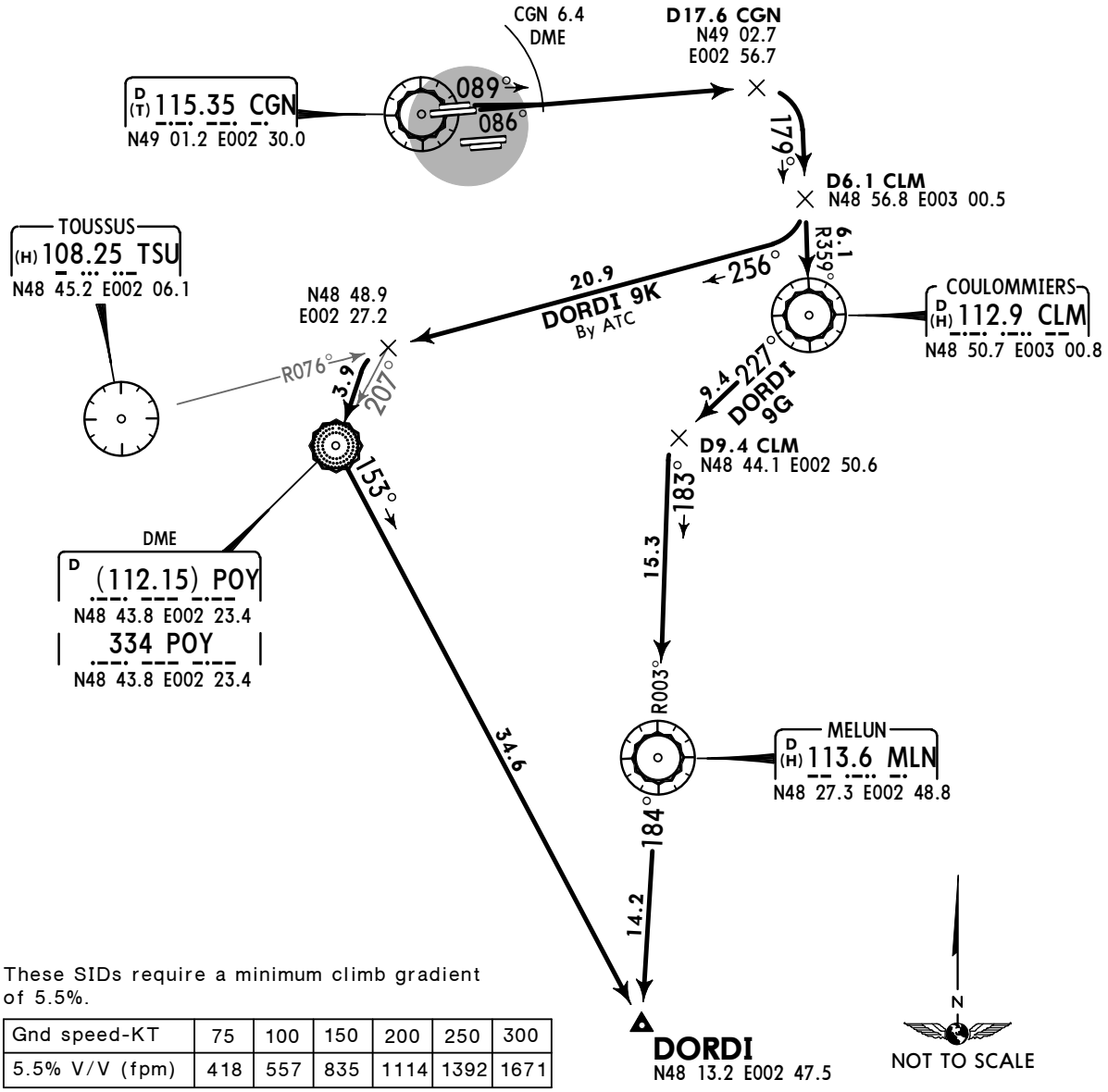
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CHARLES-DE-GAULLE

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

DORDI 9G [DORD9G], DORDI 9K [DORD9K]
RWYS 09L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWYS G-40 - G-54 - J-301
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance 3000′

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying CGN 8.2 DME, except for safety or control reasons. Do not commence any turn before overflight of CGN 8.2 DME in any case.

RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME intercept CGN R-086 (do not overshoot to south) to D17.6 CGN.
09R	Intercept CGN R-086 to D17.6 CGN.

SID	ROUTING
DORDI 9G	At D17.6 CGN turn RIGHT, intercept CLM R-359 inbound to CLM, CLM R-227 to D9.4 CLM, turn LEFT, intercept MLN R-003 inbound to MLN, MLN R-184 to DORDI.
DORDI 9K By ATC	At D17.6 CGN turn RIGHT, intercept CLM R-359 inbound to D6.1 CLM, turn RIGHT, intercept TSU R-076 inbound, when passing 207° bearing to POY NDB turn LEFT to POY NDB, 153° bearing to DORDI.

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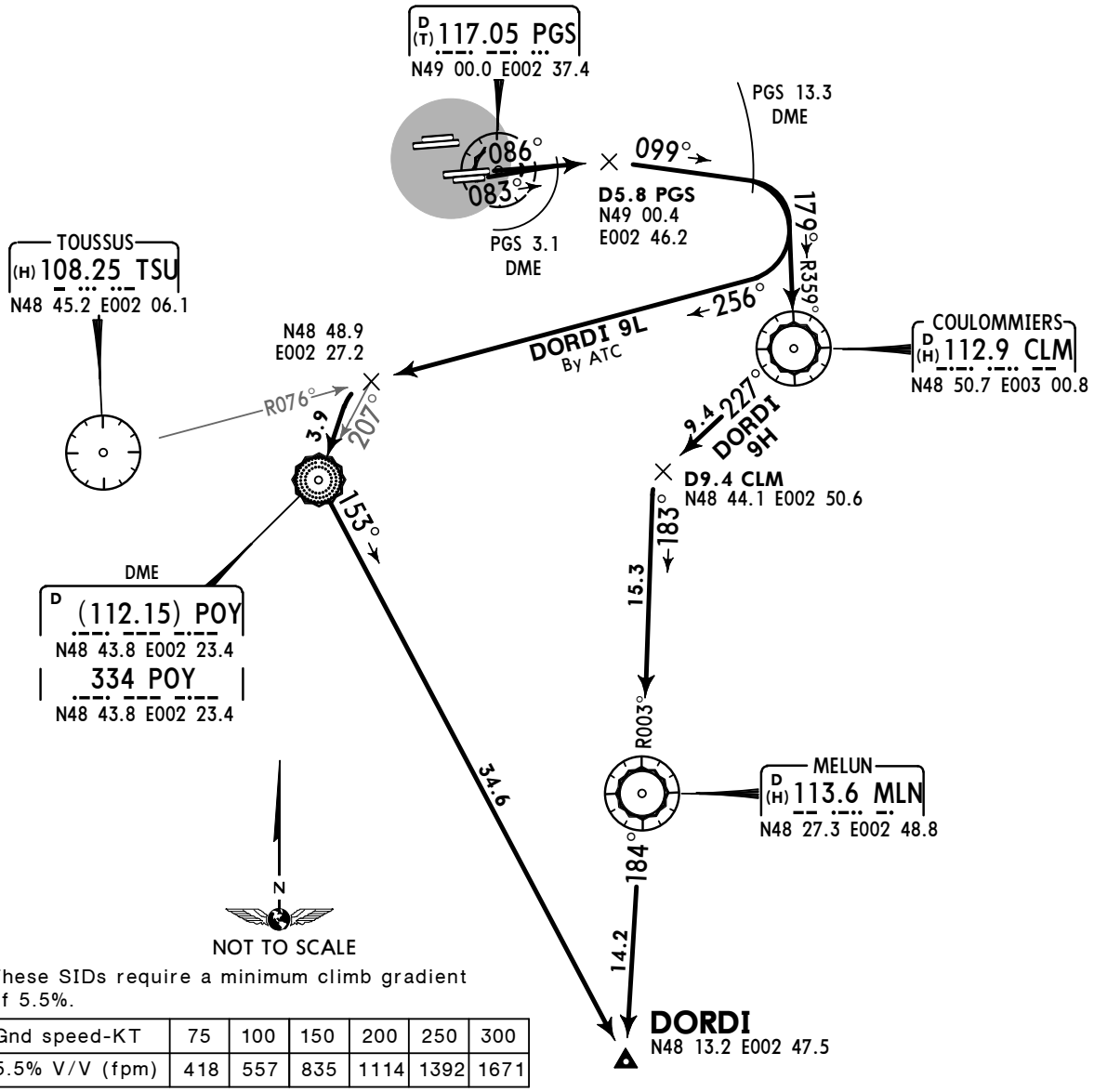
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CHARLES-DE-GAULLE

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

DORDI 9H [DORD9H], DORDI 9L [DORD9L]
RWYS 08L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWYS G-40 - G-54 - J-301
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D5.8 PGS.
08R	083° track, at PGS 3.1 DME intercept PGS R-086 (do not overshoot to north) to D5.8 PGS.

SID	ROUTING
DORDI 9H	At D5.8 PGS turn RIGHT, 099° track to PGS 13.3 DME, turn RIGHT, intercept CLM R-359 inbound to CLM, CLM R-227 to D9.4 CLM, turn LEFT, intercept MLN R-003 inbound to MLN, MLN R-184 to DORDI.
DORDI 9L By ATC	At D5.8 PGS turn RIGHT, 099° track to PGS 13.3 DME, turn RIGHT, intercept TSU R-076 inbound, when passing 207° bearing to POY NDB turn LEFT to POY NDB, 153° bearing to DORDI.

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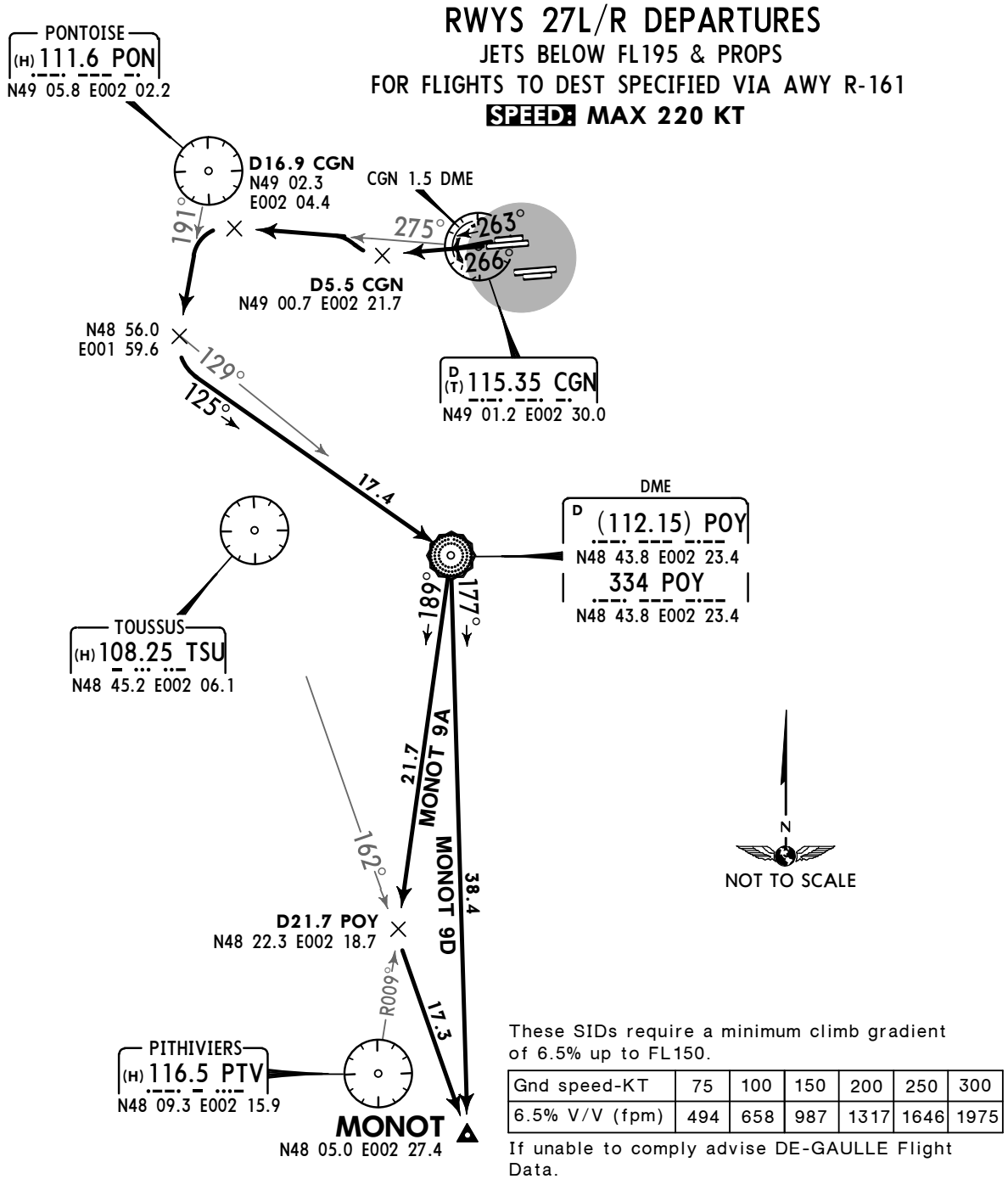
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CHARLES-DE-GAULLE

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

MONOT 9A [MONO9A], MONOT 9D [MONO9D]
RWYS 27L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY R-161
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
27L	Intercept CGN R-266 to D5.5 CGN, turn RIGHT, intercept CGN R-275 to D16.9 CGN.
27R	263° track, at CGN 1.5 DME outbound intercept CGN R-266 (do not overshoot to south) to D5.5 CGN, turn RIGHT, intercept CGN R-275 to D16.9 CGN.

SID	ROUTING
MONOT 9A	At D16.9 CGN, turn LEFT, intercept PON R-191, when passing 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, intercept PTV R-009 inbound to D21.7 POY, turn LEFT, intercept TSU R-162 to MONOT.
MONOT 9D	At D16.9 CGN turn LEFT, intercept PON R-191, when passing 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, turn RIGHT, 177° bearing to MONOT.

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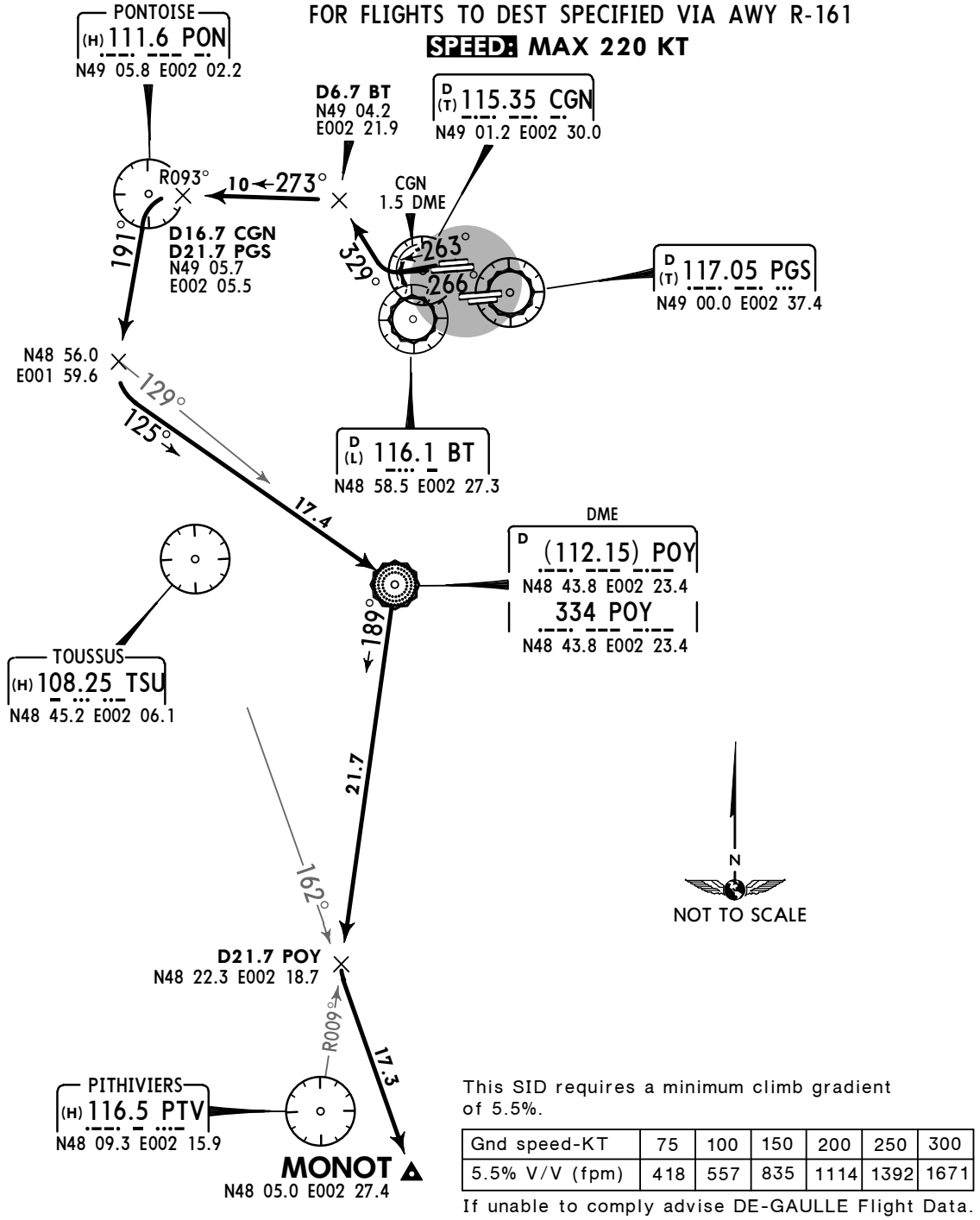
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (20-3V6) Eff 2 Apr

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

MONOT 9Z [MONO9Z]
RWYS 27L/R DEPARTURE
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY R-161
SPEED: MAX 220 KT



This SID requires a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

RWY	INITIAL CLIMB/ROUTING
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D6.7 BT, intercept PON R-093 inbound to D16.7 CGN, turn LEFT, intercept PON R-191, when passing 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, intercept PTV R-009 inbound to D21.7 POY, turn LEFT, intercept TSU R-162 to MONOT.
27R	263° track, at CGN 1.5 DME outbound intercept CGN R-266 (do not overshoot to south), turn RIGHT, intercept BT R-329 to D6.7 BT, intercept PON R-093 inbound to D16.7 CGN, turn LEFT, intercept PON R-191, when passing 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, intercept PTV R-009 inbound to D21.7 POY, turn LEFT, intercept TSU R-162 to MONOT.

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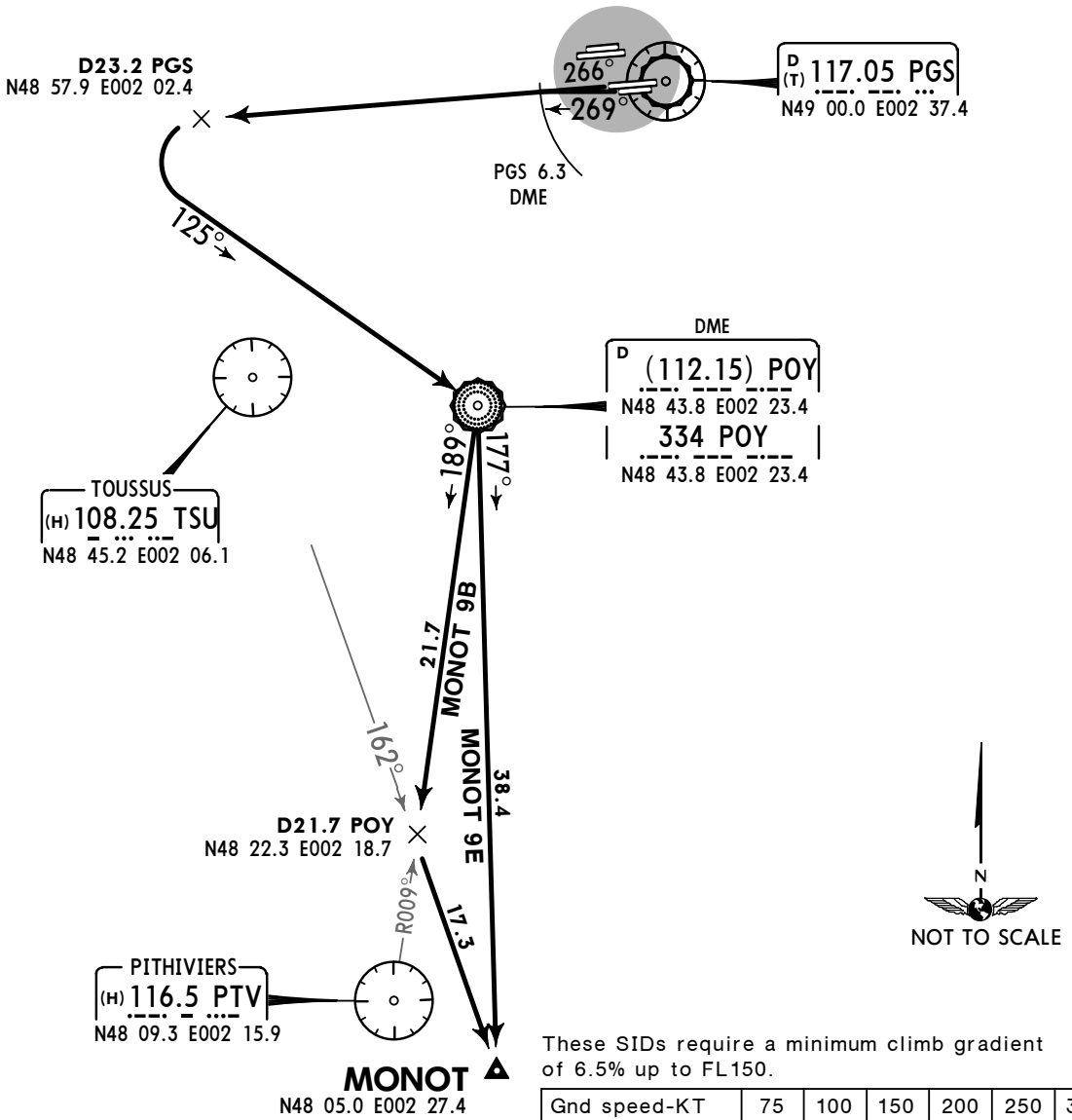
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (20-3V7) Eff 2 Apr

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

MONOT 9B [MONO9B], MONOT 9E [MONO9E]
RWYS 26L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY R-161
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching D11.0 PGS or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME intercept PGS R-266 (do not overshoot to north) to D23.2 PGS.
26R	Intercept PGS R-266 to D23.2 PGS.

SID	ROUTING
MONOT 9B	At D23.2 PGS, turn LEFT, intercept 125° bearing to POY NDB, intercept PTV R-009 inbound to D21.7 POY, turn LEFT, intercept TSU R-162 to MONOT.
MONOT 9E	At D23.2 PGS turn LEFT, intercept 125° bearing to POY NDB, turn RIGHT, 177° bearing to MONOT.

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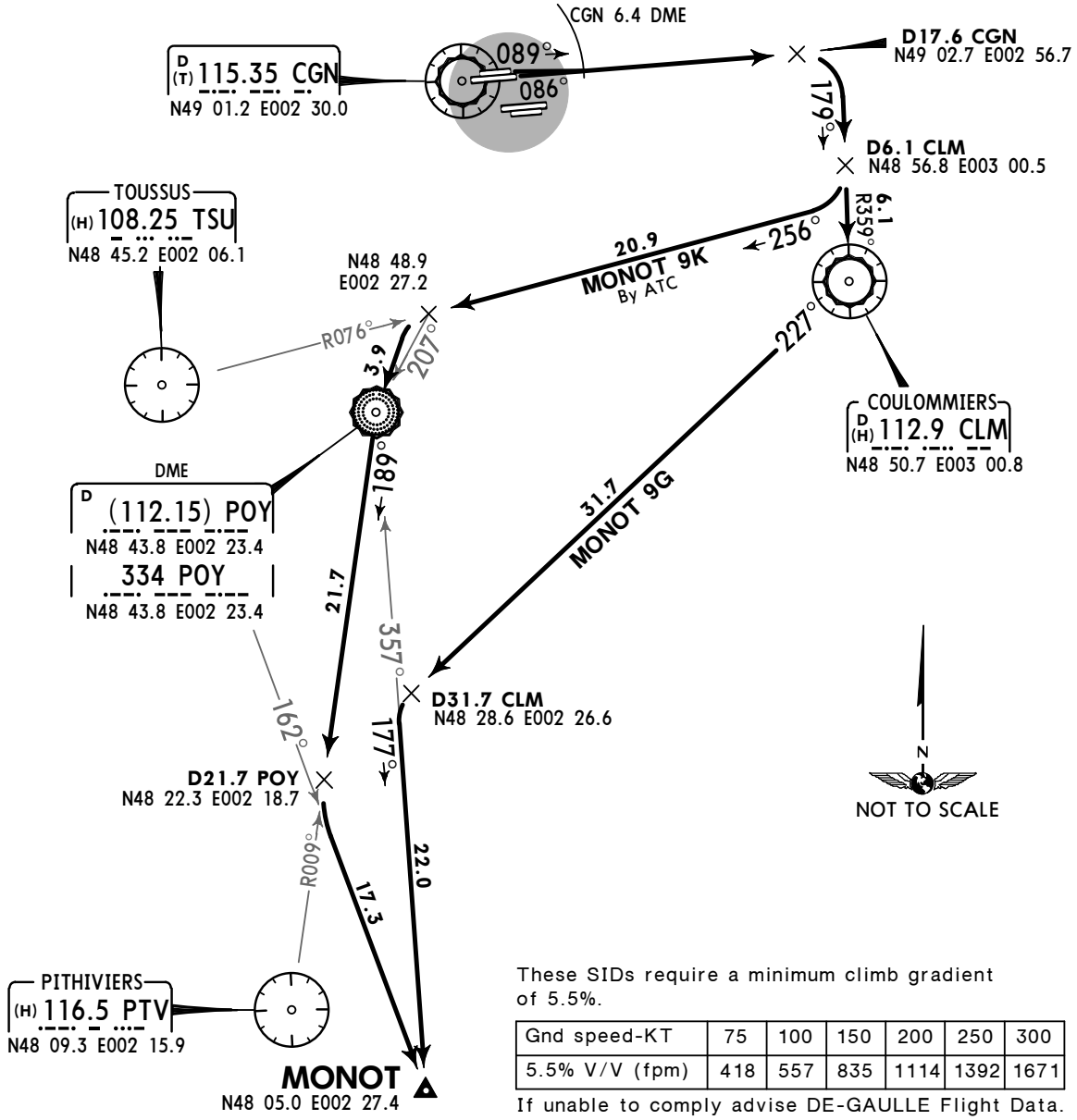
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

MONOT 9G [MONO9G] , MONOT 9K [MONO9K]
RWYS 09L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY R-161
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying CGN 8.2 DME, except for safety or control reasons. Do not commence any turn before overflight of CGN 8.2 DME in any case.

RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME intercept CGN R-086 (do not overshoot to south) to D17.6 CGN.
09R	Intercept CGN R-086 to D17.6 CGN.

SID	ROUTING
MONOT 9G	At D17.6 CGN turn RIGHT, intercept CLM R-359 inbound to CLM, CLM R-227 to D31.7 CLM, turn LEFT, intercept 177° bearing from POY NDB to MONOT.
MONOT 9K By ATC	At D17.6 CGN turn RIGHT, intercept CLM R-359 inbound to D6.1 CLM, turn RIGHT, intercept TSU R-076 inbound, when passing 207° bearing to POY NDB turn LEFT to POY NDB, 189° bearing to D21.7 POY, turn LEFT, intercept TSU R-162 to MONOT.

CHANGES: Communications.

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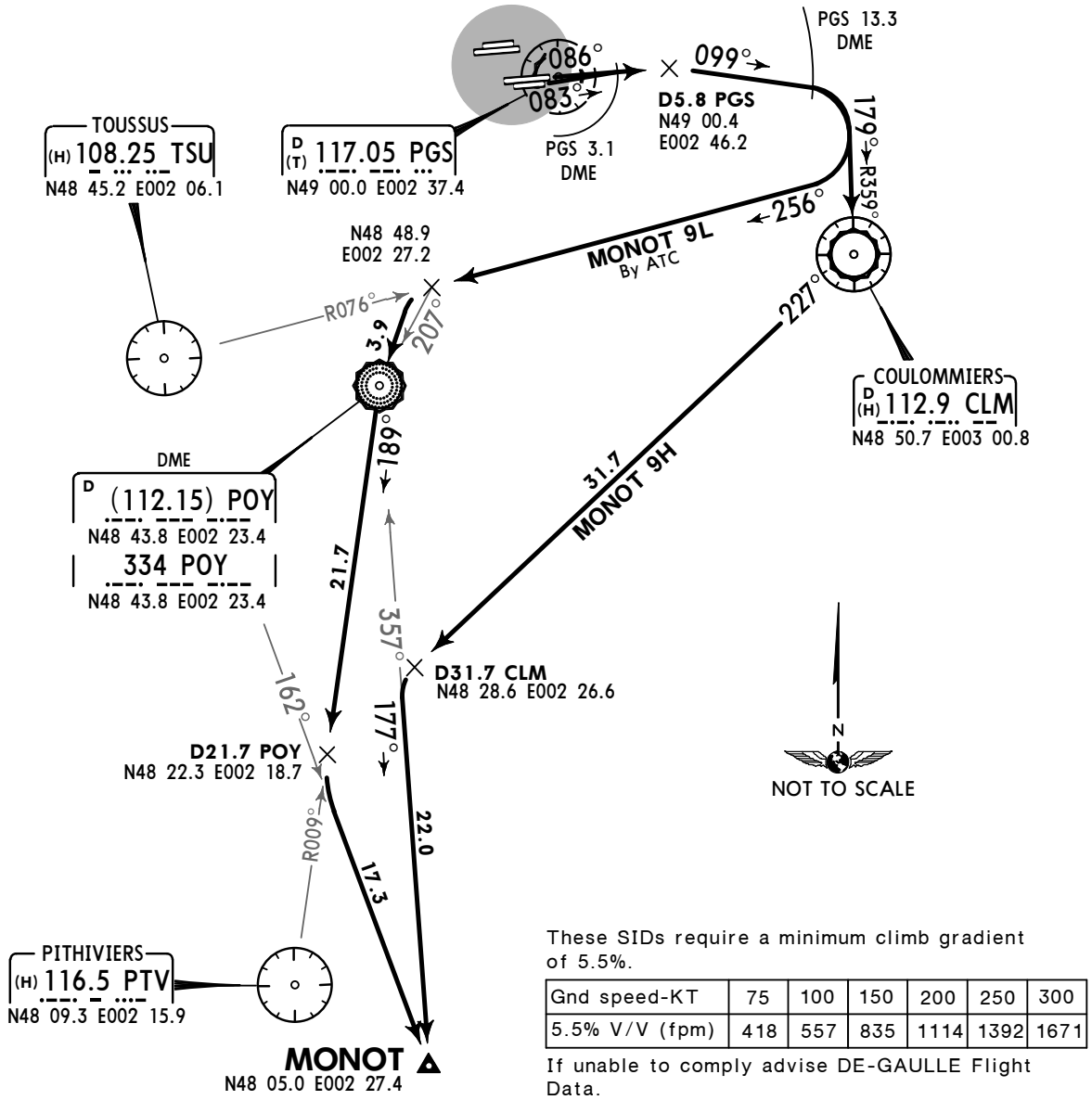
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

MONOT 9H [MONO9H], MONOT 9L [MONO9L]
RWYS 08L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY R-161
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance 3000′

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D5.8 PGS.
08R	083° track, at PGS 3.1 DME intercept PGS R-086 (do not overshoot to north) to D5.8 PGS.

SID	ROUTING
MONOT 9H	At D5.8 PGS turn RIGHT, 099° track to PGS 13.3 DME, turn RIGHT, intercept CLM R-359 inbound to CLM, CLM R-227 to D31.7 CLM, turn LEFT, intercept 177° bearing from POY NDB to MONOT.
MONOT 9L By ATC	At D5.8 PGS turn RIGHT, 099° track to PGS 13.3 DME, turn RIGHT, intercept TSU R-076 inbound, when passing 207° bearing to POY NDB turn LEFT to POY NDB, 189° bearing to D21.7 POY, turn LEFT, intercept TSU R-162 to MONOT.

CHANGES: Communications.

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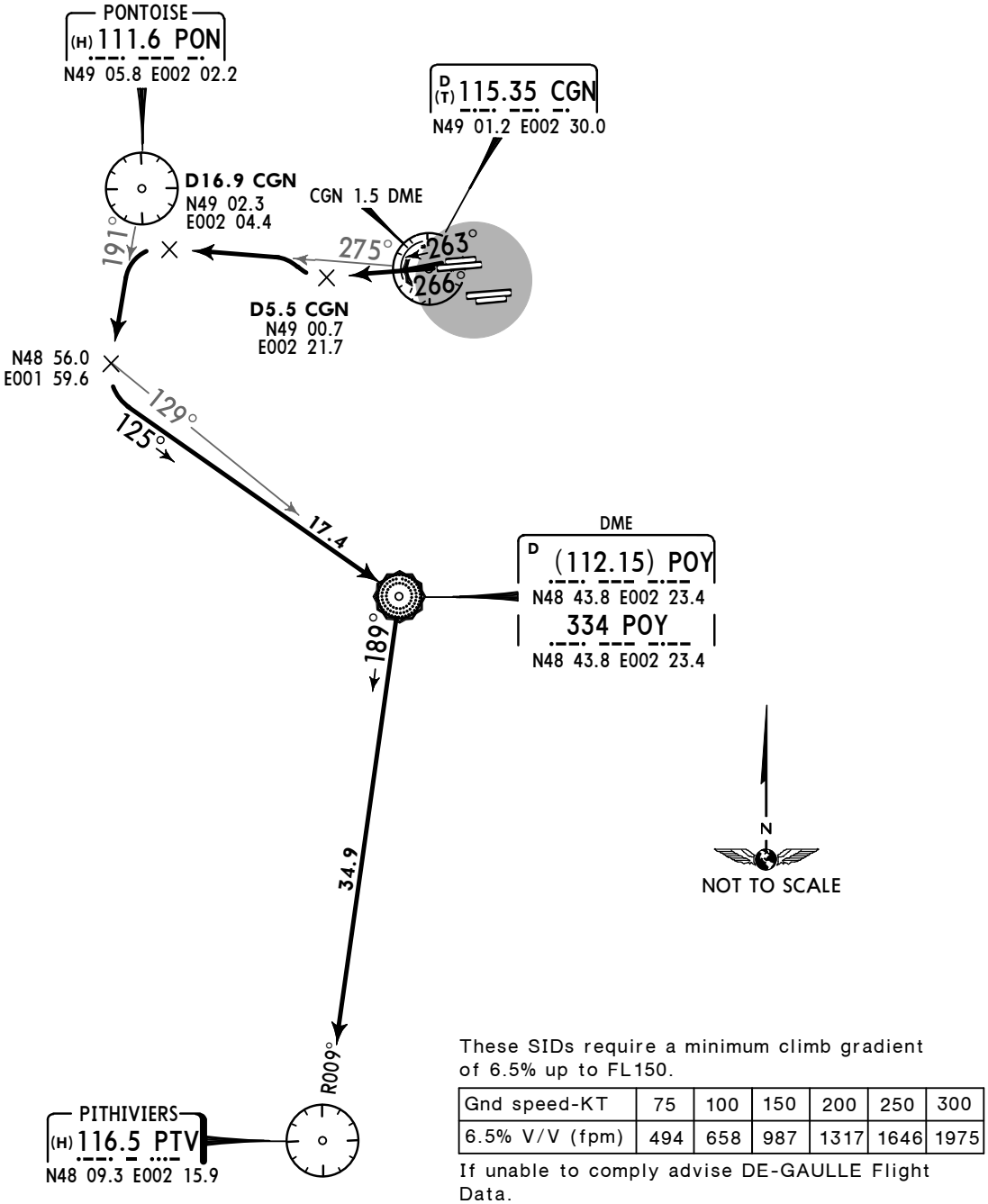
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (20-3X) Eff 2 Apr

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

PITHIVIERS 9A (PTV 9A), PITHIVIERS 9D (PTV 9D)
RWYS 27L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY B-31
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB/ROUTING
27L	Intercept CGN R-266 to D5.5 CGN, turn RIGHT, intercept CGN R-275 to D16.9 CGN, turn LEFT, intercept PON R-191, when passing 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, intercept PTV R-009 inbound to PTV.
27R	263° track, at CGN 1.5 DME outbound intercept CGN R-266 (do not overshoot to south) to D5.5 CGN, turn RIGHT, intercept CGN R-275 to D16.9 CGN, turn LEFT, intercept PON R-191, when passing 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, intercept PTV R-009 inbound to PTV.

CHANGES: Communications.

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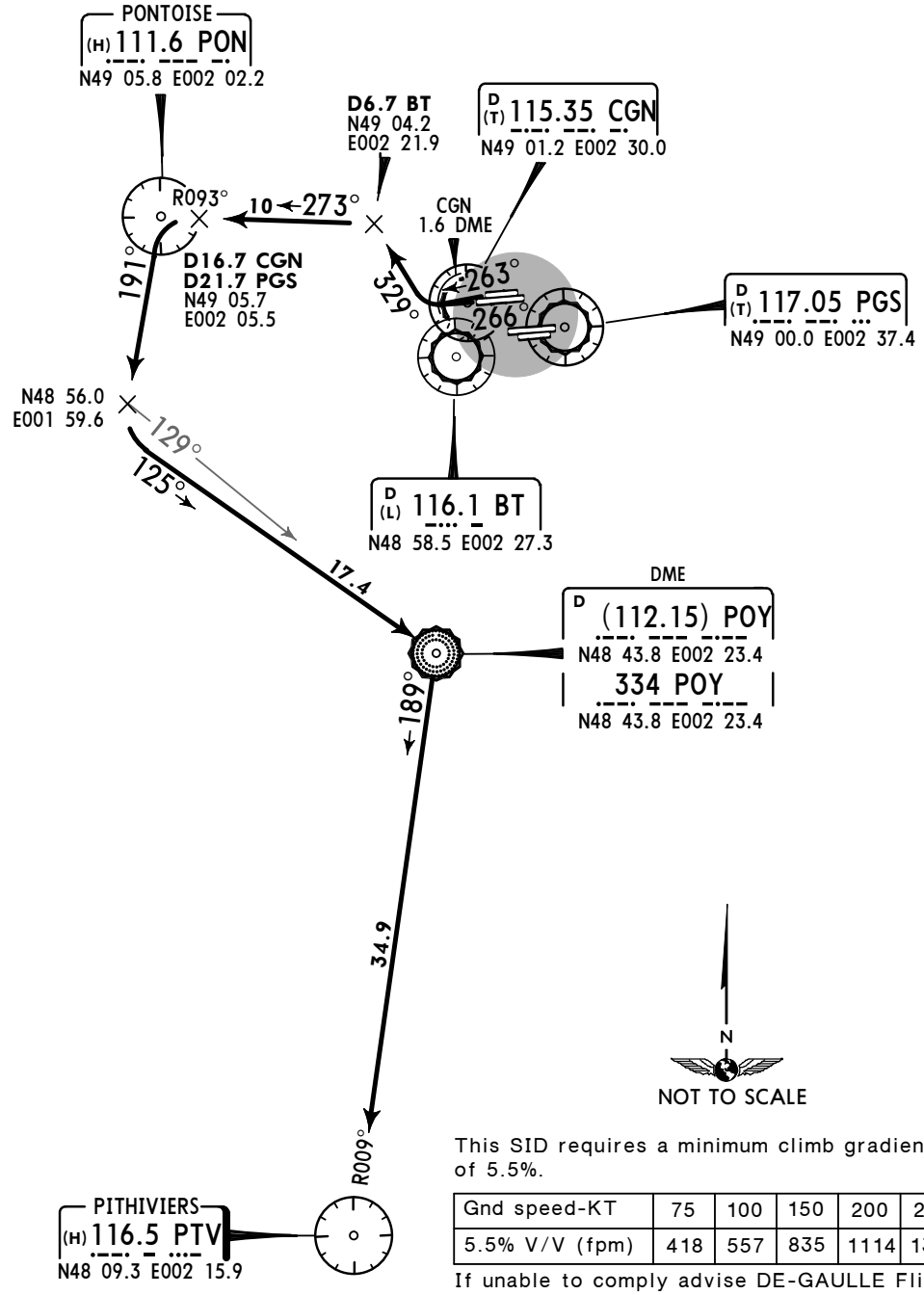
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (20-3X1) Eff 2 Apr

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

PITHIVIERS 9Z (PTV 9Z)
RWYS 27L/R DEPARTURE
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY B-31
SPEED: MAX 220 KT



This SID requires a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

RWY	INITIAL CLIMB/ROUTING
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D6.7 BT, intercept PON R-093 inbound to D16.7 CGN, turn LEFT, intercept PON R-191, when passing 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, intercept PTV R-009 inbound to PTV.
27R	263° track, at CGN 1.5 DME outbound intercept CGN R-266 (do not overshoot to south), turn RIGHT, intercept BT R-329 to D6.7 BT, intercept PON R-093 inbound to D16.7 CGN, turn LEFT, intercept PON R-191, when passing 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, intercept PTV R-009 inbound to PTV.

CHANGES: Communications.

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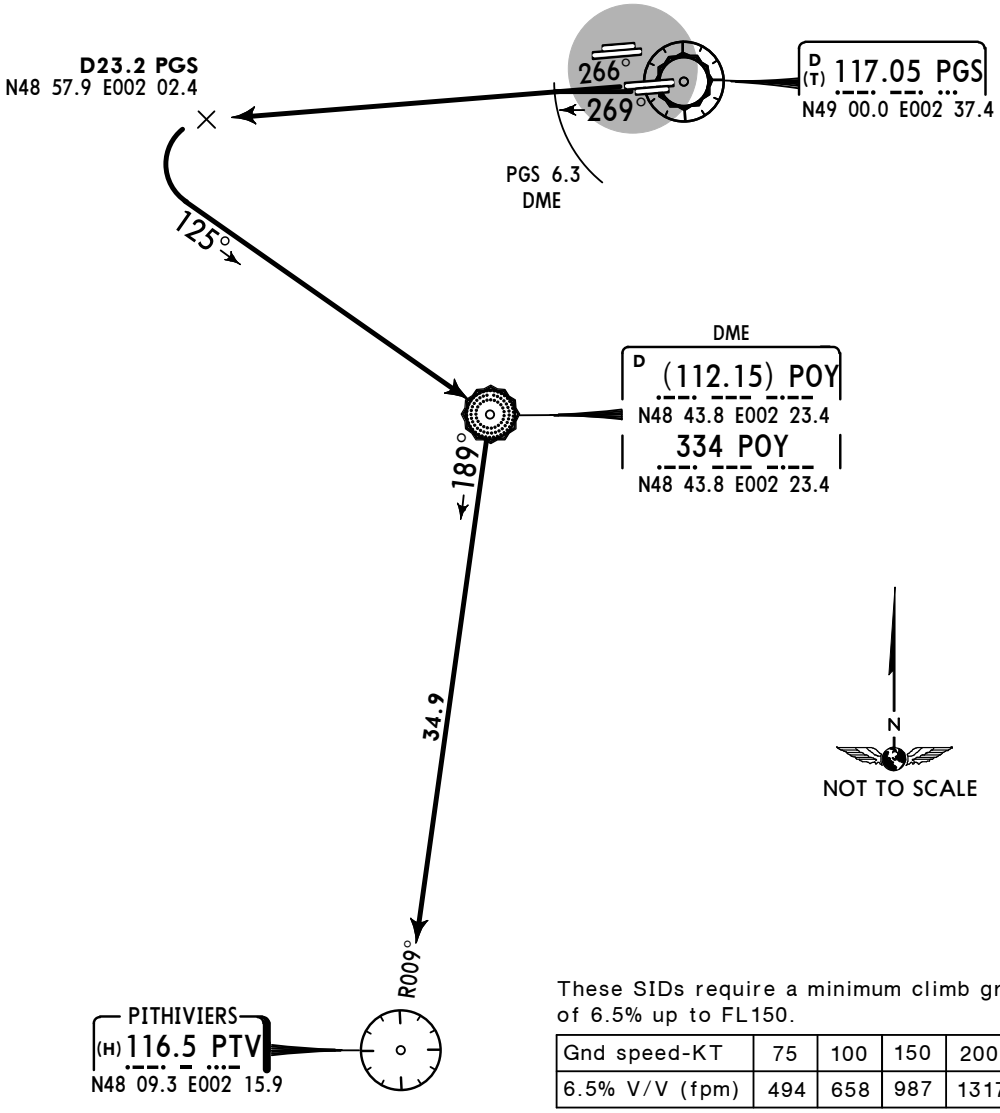
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

PITHIVIERS 9B (PTV 9B), PITHIVIERS 9E (PTV 9E)
RWYS 26L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY B-31
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until PGS 11.0 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB/ROUTING
26L	269° track, at PGS 6.3 DME intercept PGS R-266 (do not overshoot to north) to D23.2 PGS, turn LEFT, intercept 125° bearing to POY NDB, intercept PTV R-009 inbound to PTV.
26R	Intercept PGS R-266 to D23.2 PGS, turn LEFT, intercept 125° bearing to POY NDB, intercept PTV R-009 inbound to PTV.

CHANGES: Communications.

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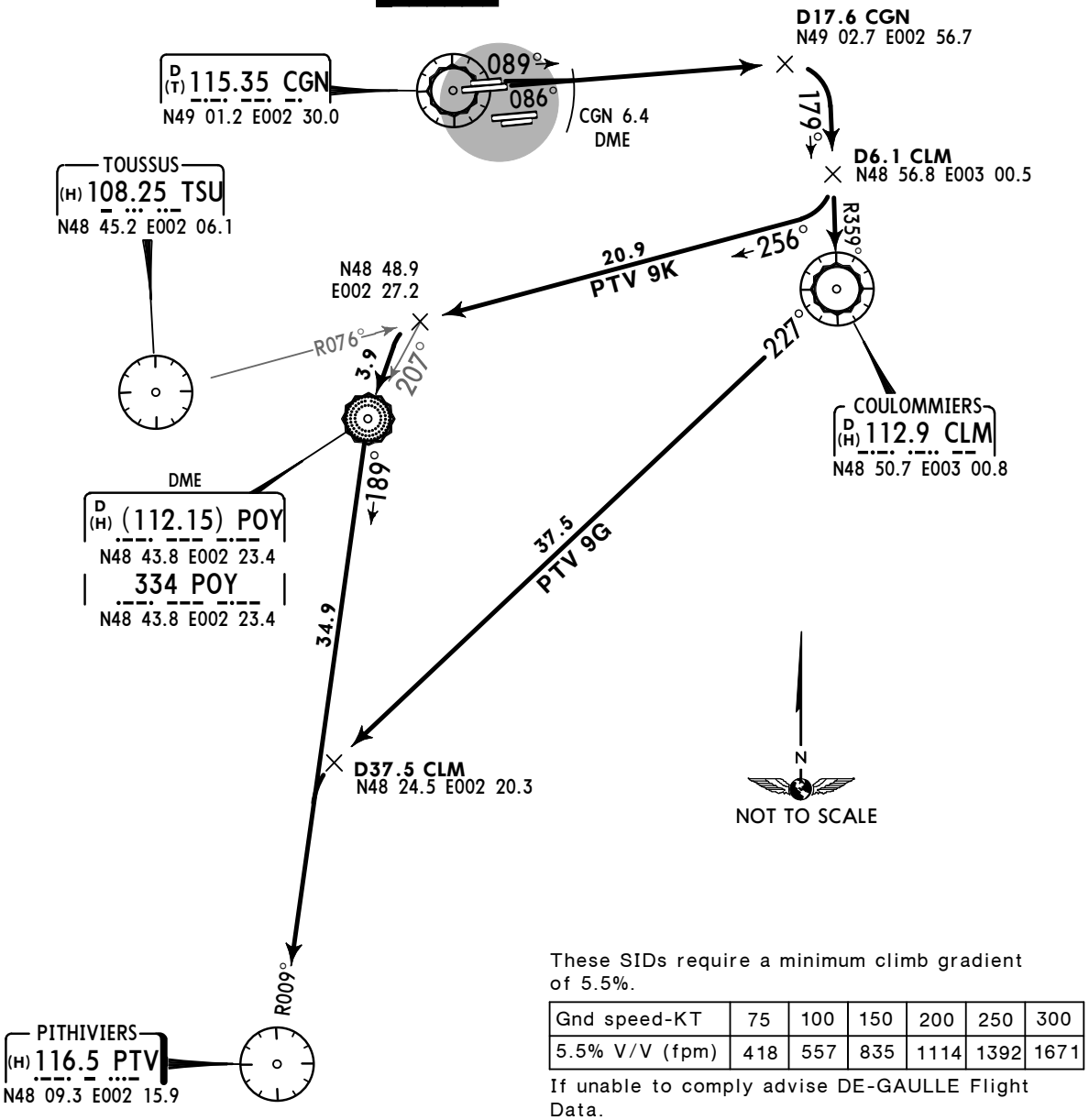
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

PITHIVIERS 9G (PTV 9G), PITHIVIERS 9K (PTV 9K)
RWYS 09L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY B-31
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until overflying CGN 8.2 DME, except for safety or control reasons. Do not commence any turn before overflight of CGN 8.2 DME in any case.

RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME intercept CGN R-086 (do not overshoot to south) to D17.6 CGN.
09R	Intercept CGN R-086 to D17.6 CGN.

SID	ROUTING
PTV 9G	At D17.6 CGN turn RIGHT, intercept CLM R-359 inbound to CLM, CLM R-227 to D37.5 CLM, turn LEFT, intercept PTV R-009 inbound to PTV.
PTV 9K	At D17.6 CGN turn RIGHT, intercept CLM R-359 inbound to D6.1 CLM, turn RIGHT, intercept TSU R-076 inbound, when passing 207° bearing to POY NDB turn LEFT to POY NDB, intercept PTV R-009 inbound to PTV.

CHANGES: Reissue.

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CHARLES-DE-GAULLE

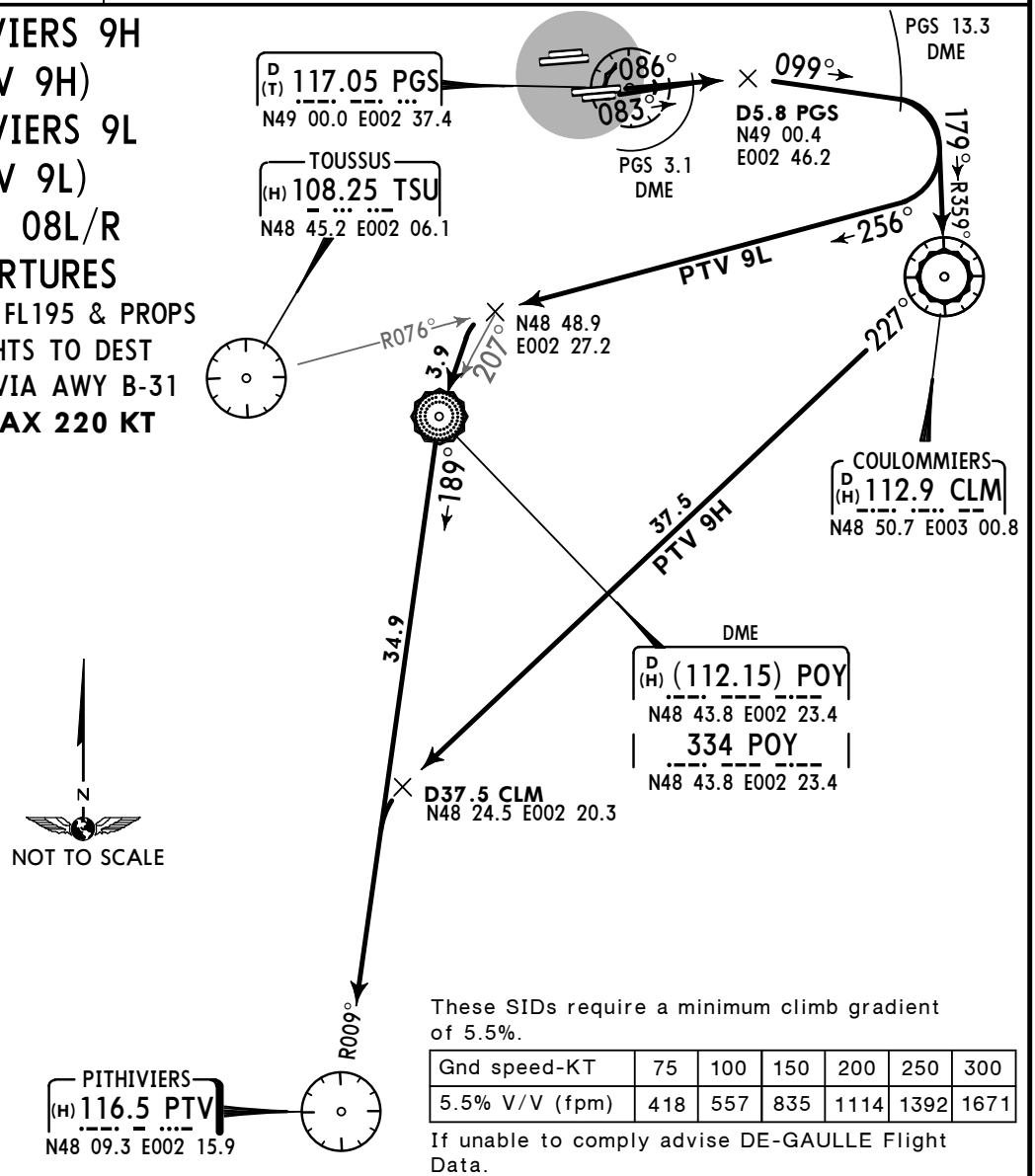
PARIS, FRANCE
SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

PITHIVIERS 9H (PTV 9H) PITHIVIERS 9L (PTV 9L) RWYS 08L/R DEPARTURES

JETS BELOW FL195 & PROPS FOR FLIGHTS TO DEST SPECIFIED VIA AWY B-31

SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D5.8 PGS.
08R	083° track, at PGS 3.1 DME intercept PGS R-086 (do not overshoot to north) to D5.8 PGS.

SID	ROUTING
PTV 9H	At D5.8 PGS turn RIGHT, 099° track to PGS 13.3 DME, turn RIGHT, intercept CLM R-359 inbound to CLM, CLM R-227 to D37.5 CLM, turn LEFT, intercept PTV R-009 inbound to PTV.
PTV 9L	At D5.8 PGS turn RIGHT, 099° track to PGS 13.3 DME, turn RIGHT, intercept TSU R-076 inbound, when passing 207° bearing to POY NDB turn LEFT to POY NDB, intercept PTV R-009 inbound to PTV.

RWYS 08L/R, 09L/R, 26L/R, 27L/R OMNIDIRECTIONAL DEPARTURES

PROP ACFT ONLY

RWY	ROUTING
08L/R, 26L/R	Turn at 900′ (early Northbound turn), at 800′ (early Southbound turn).
09L/R, 27L/R	Turn at 800′ (early Northbound turn), at 900′ (early Southbound turn).

CHANGES: Reissue.

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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
DEPARTURE POGO

Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R and 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments. 3. POGO departures do not include holding procedures. 4. Mention 'DCT' in item 15, 'POGO' in item 18 of flight plan.

OB 9A
WESTERLY OPERATIONS AT LFPG & LFPO

OB 9D
WESTERLY OPERATIONS AT LFPG/EASTERLY OPERATIONS AT LFPO

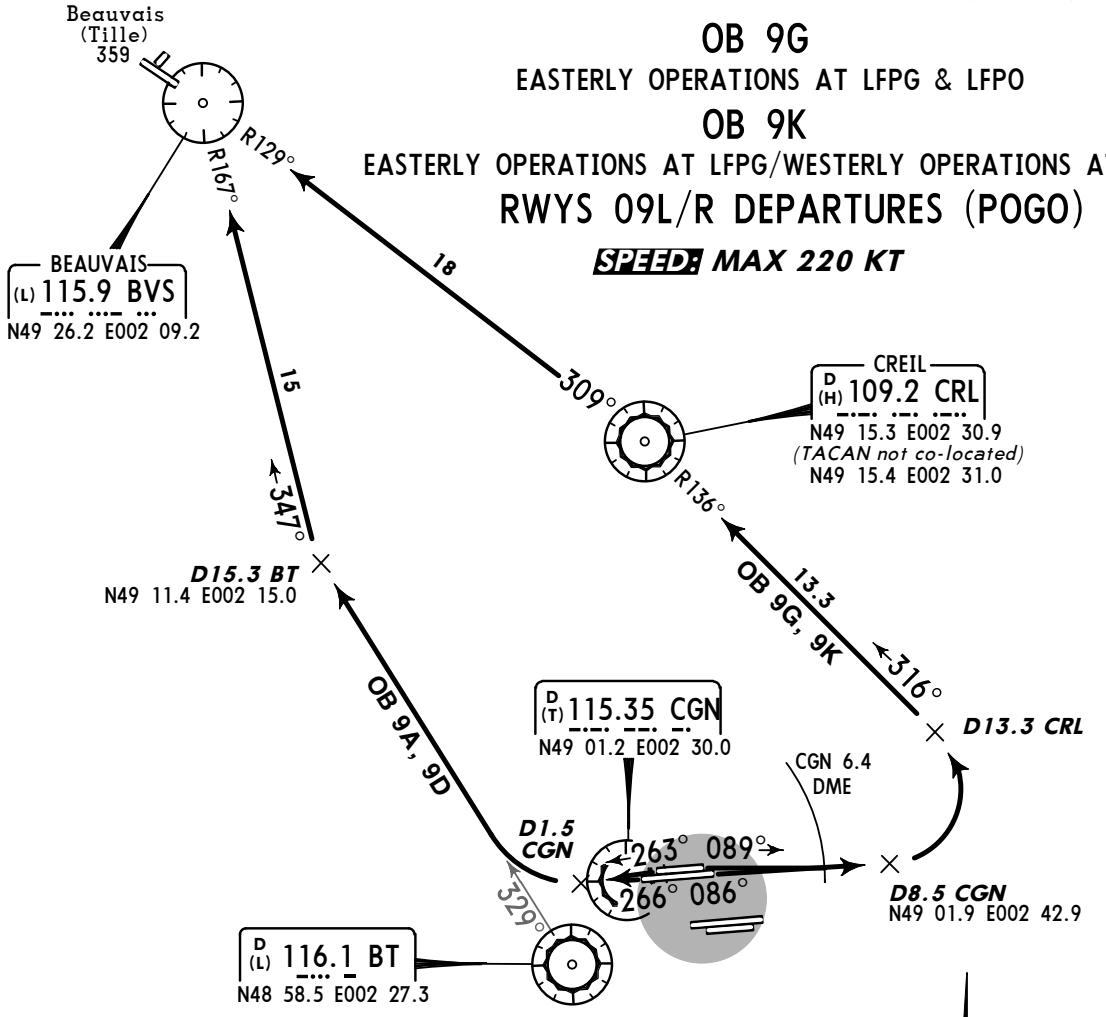
RWYS 27L/R DEPARTURES (POGO)

OB 9G
EASTERLY OPERATIONS AT LFPG & LFPO

OB 9K
EASTERLY OPERATIONS AT LFPG/WESTERLY OPERATIONS AT LFPO

RWYS 09L/R DEPARTURES (POGO)

SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **5000′**

RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME join initial climb RWY 09R (do not overshoot CGN R-086 to south).
09R	Intercept CGN R-086 to D8.5 CGN.
27L	Intercept CGN R-266 to D1.5 CGN.
27R	263° track, at CGN 1.5 DME outbound join initial climb RWY 27L (do not overshoot CGN R-266 to south).
SID	**ROUTING**
OB 9A, 9D	At D1.5 CGN turn RIGHT, intercept BT R-329, at D15.3 BT turn RIGHT, intercept BVS R-167 inbound to BVS, follow ATC instructions to join the final approach procedure.
OB 9G, 9K	At D8.5 CGN turn LEFT, intercept CRL R-136 inbound to CRL, BVS R-129 inbound to BVS, follow ATC instructions to join the final approach procedure.

CHANGES: POGO departures renamed & renumbered; procedure text established.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
2 JAN 15 (20-3X6) Eff 8 Jan

PARIS, FRANCE
DEPARTURE POGO

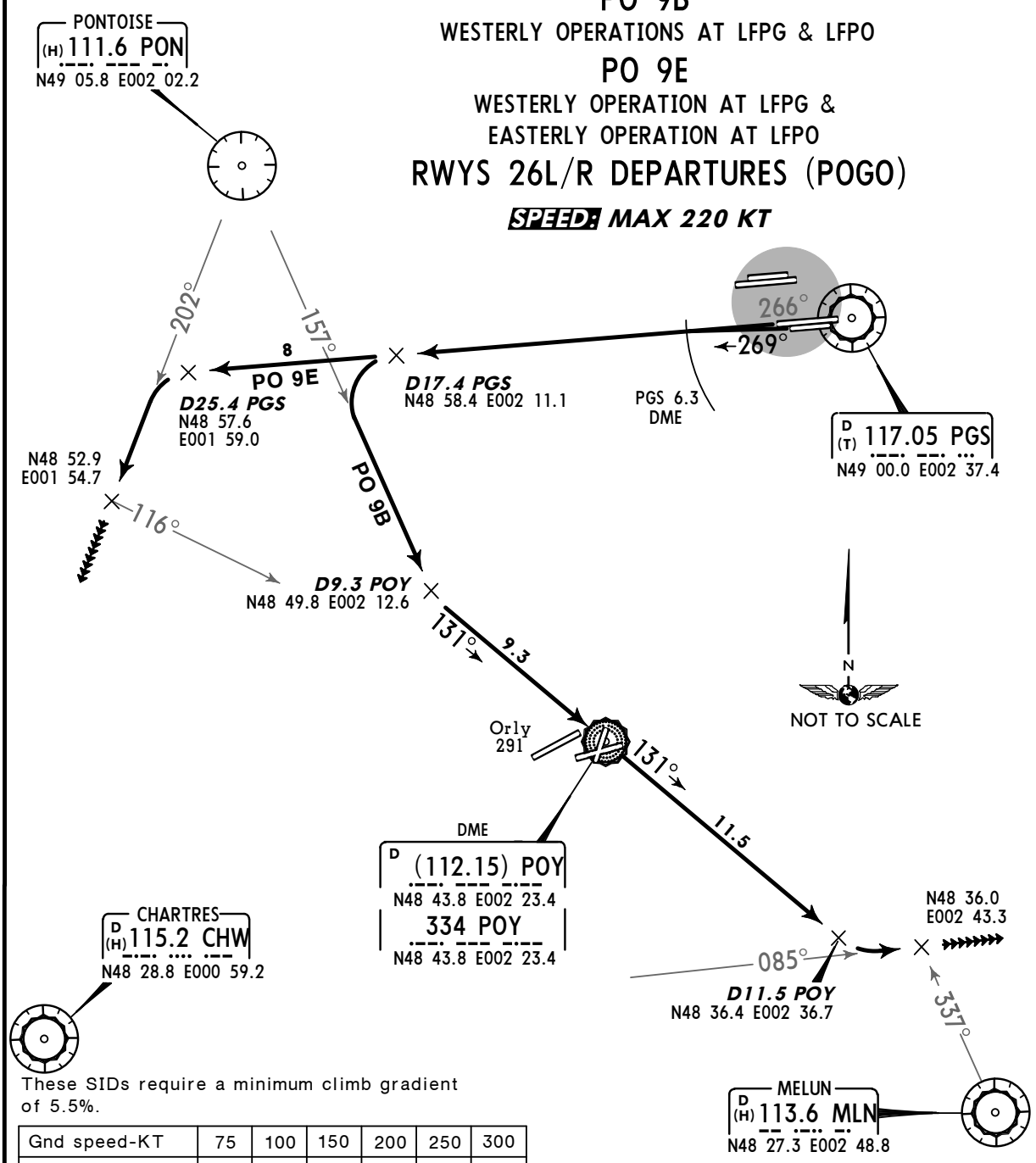
Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments. 3. POGO departures do not include holding procedures. 4. Mention 'DCT' in item 15, 'POGO' in item 18 of flight plan.

PO 9B
WESTERLY OPERATIONS AT LFPG & LFPO

PO 9E
WESTERLY OPERATION AT LFPG &
EASTERLY OPERATION AT LFPO

RWYS 26L/R DEPARTURES (POGO)

SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

PO 9B: Initial climb clearance **FL80**
PO 9E: Initial climb clearance **5000′**

RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME outbound join initial climb RWY 26R (do not overshoot PGS R-266 to south).
26R	Intercept CGN R-266 to D17.4 PGS (PO 9B) or D25.4 PGS (PO 9E).
SID	**ROUTING**
PO 9B	At D17.4 PGS turn LEFT, intercept PON R-157, at D9.3 POY turn LEFT, intercept 131° bearing to POY NDB, then to D11.5 POY, turn LEFT, intercept CHW R-085, at MLN R-337 EXPECT RADAR vectoring to join the final approach procedure.
PO 9E	At D25.4 PGS turn LEFT, intercept PON R-202, at 116° bearing to POY NDB EXPECT RADAR vectoring to join the final approach procedure.

CHANGES: POGO departures renamed & renumbered; procedure text established.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
2 JAN 15 (20-3X7) Eff 8 Jan

PARIS, FRANCE
DEPARTURE POGO

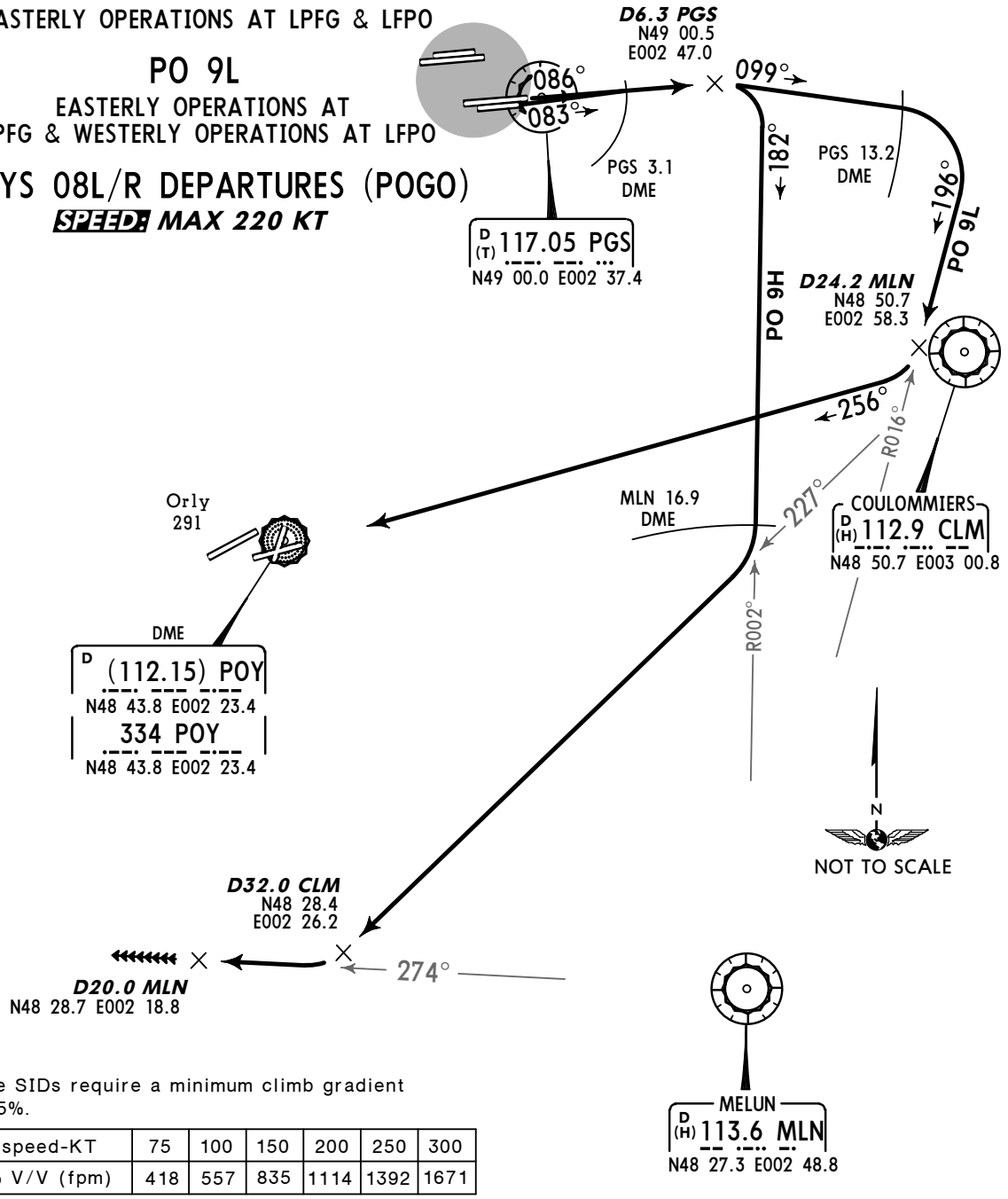
Apt Elev 392′

Trans level: By ATC Trans alt: 5000′
1. SIDs are also minimum noise routings (refer to 20-4).
2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.
3. POGO departures do not include holding procedures.
4. Mention 'DCT' in item 15, 'POGO' in item 18 of flight plan.

PO 9H
EASTERLY OPERATIONS AT LPFG & LFPO

PO 9L
EASTERLY OPERATIONS AT LPFG & WESTERLY OPERATIONS AT LFPO

RWYS 08L/R DEPARTURES (POGO)
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

PO 9H: Initial climb clearance **2000′**
PO 9L: Initial climb clearance **4000′**

RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D6.3 PGS.
08R	083° track, at PGS 3.1 DME join initial climb RWY 08L (do not overshoot PGS R-086 to south).
SID	**ROUTING**
PO 9H	At D6.3 PGS turn RIGHT, intercept MLN R-002 inbound towards MLN, at MLN 16.9 DME turn RIGHT, intercept CLM R-227, at D32.0 CLM turn RIGHT, intercept MLN R-274, at D20.0 MLN EXPECT RADAR vectoring to join the final approach procedure.
PO 9L	At D6.3 PGS turn RIGHT, 099° track, at PGS 13.2 DME turn RIGHT, intercept MLN R-016 inbound towards MLN, at D24.2 MLN turn RIGHT, 256° track and follow ATC instructions to join the final approach procedure.

CHANGES: POGO departures renamed & renumbered; procedure text established.

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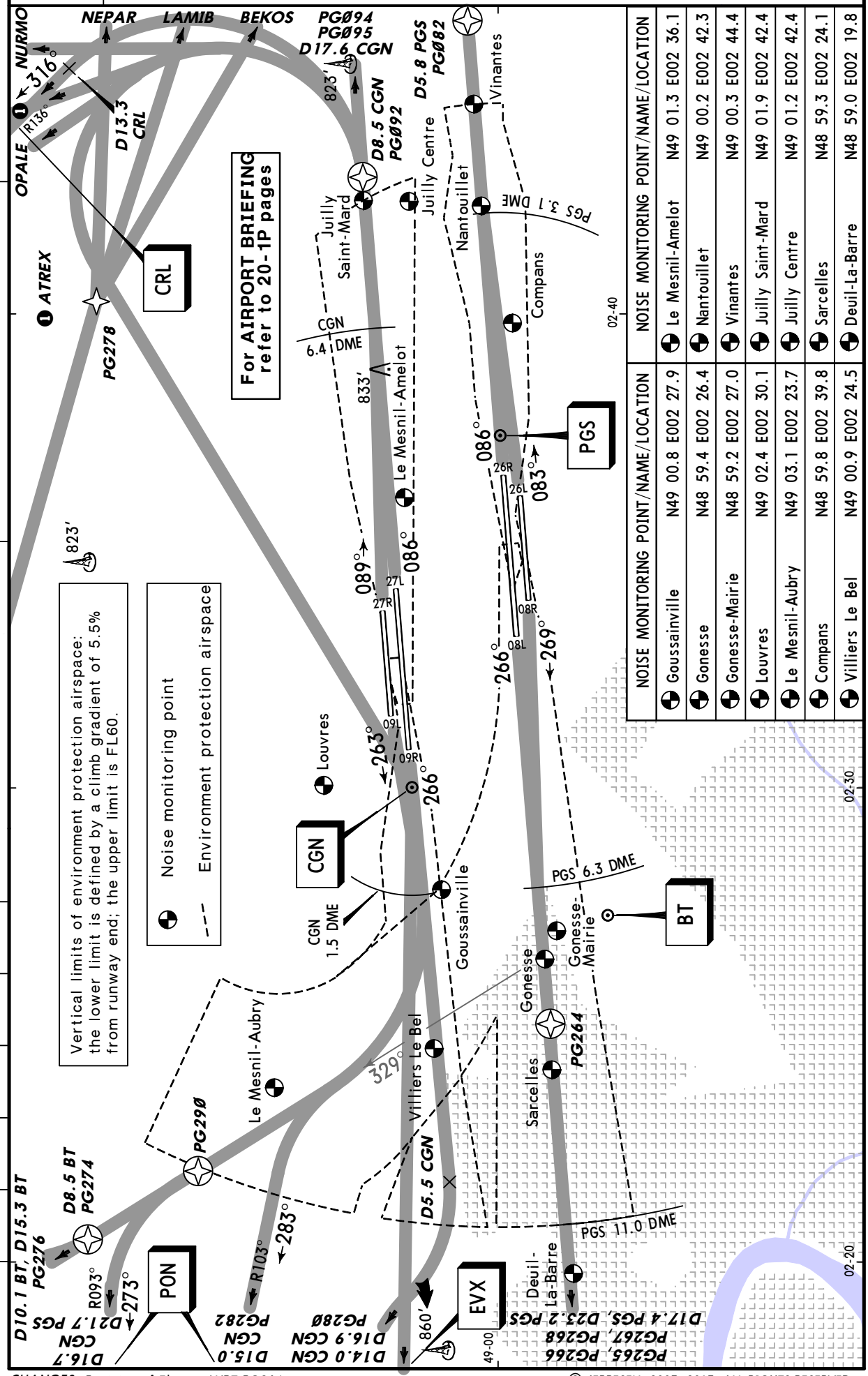
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
NOISE

Apt Elev 392'

NOISE ABATEMENT



NOISE MONITORING POINT/NAME/LOCATION		
Goussainville	N49 00.8	E002 27.9
Gonesse	N48 59.4	E002 26.4
Gonesse-Mairie	N48 59.2	E002 27.0
Louvres	N49 02.4	E002 30.1
Le Mesnil-Aubry	N49 03.1	E002 23.7
Compans	N48 59.8	E002 39.8
Villiers Le Bel	N49 00.9	E002 24.5

NOISE MONITORING POINT/NAME/LOCATION		
Le Mesnil-Amelot	N49 01.3	E002 36.1
Nantouillet	N49 00.2	E002 42.3
Vinantes	N49 00.3	E002 44.4
Juilly Saint-Mard	N49 01.9	E002 42.4
Juilly Centre	N49 01.2	E002 42.4
Sarcelles	N48 59.3	E002 24.1
Deuil-La-Barre	N48 59.0	E002 19.8

CHANGES: Position of Flyover WPT PG264.

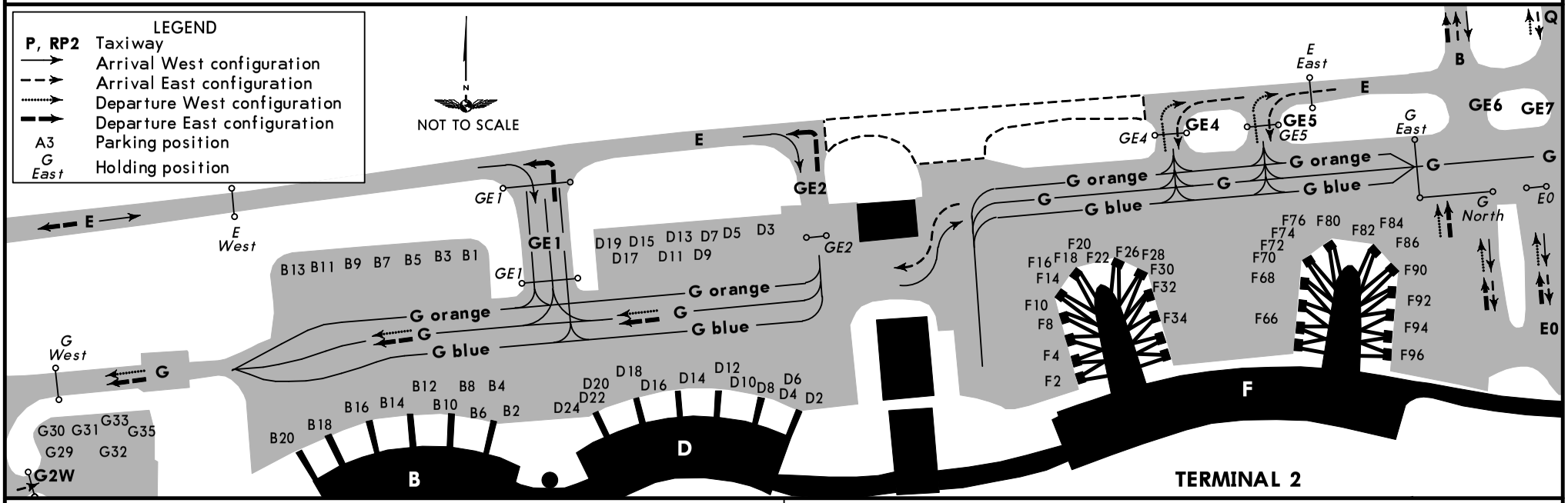
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CHANGES: Arrival and departure configuration.

CONSTRUCTION WORKS ON TUNNEL UNDER TWY E

REFER ALSO TO LATEST NOTAMS



Introduction:

The creation of a road tunnel under twy E requires a partial closure of twy E and a modification of the ground movements for arrivals and departures from stands B, D, F and K.

Description:

- Closure H24 of twy E between twy GE2 and GE4 both excluded.
- Creation of Intermediate Holding Point (PAI) E West located on twy E, West of GE1.
- Creation of PAI E East located on twy E, East of GE5.

Use restrictions:

- Taxiway E downgraded to "apron taxiway" between PAI E West and E East.
- Taxiway E and G are limited to acft with wingspan of less than 118'/36m between twy GE1 and GE6 both excluded.

Modification of ground movements:

- Arrivals on even stands B, D and F (East configuration):
  - Transfer at PAI E East to 121.58 for acft with wingspan less than 118'/36m.
- Arrivals on stand B (East configuration):
  - Transfer at PAI E West to 121.64 for acft with wingspan more than 118'/36m.
- Arrivals on even stands B, D and F (West configuration):
  - Transfer at PAI E West to 121.64.
- Arrivals on odd stands F (West configuration):
  - from rwys 27: twy B.
  - from rwys 26: twy R, E4 and G.
- Departures from stands B and D (East and West configurations):
  - Transfer of acft at PAI G West and GE1 to 121.81.
- Departures from odd stands F (East and West configuration):
  - Transfer of acft at PAI E0 to 121.98 then taxiing:
    - via twy B (for rwys 09).
    - via twy G, E4 and R (for rwys 08).
- Departures from stands K (East configuration):
  - Transfer of acft at PAI KG1 and KG2 to 121.98 then taxiing:
    - via twy G, E4 and R (rwys 08).

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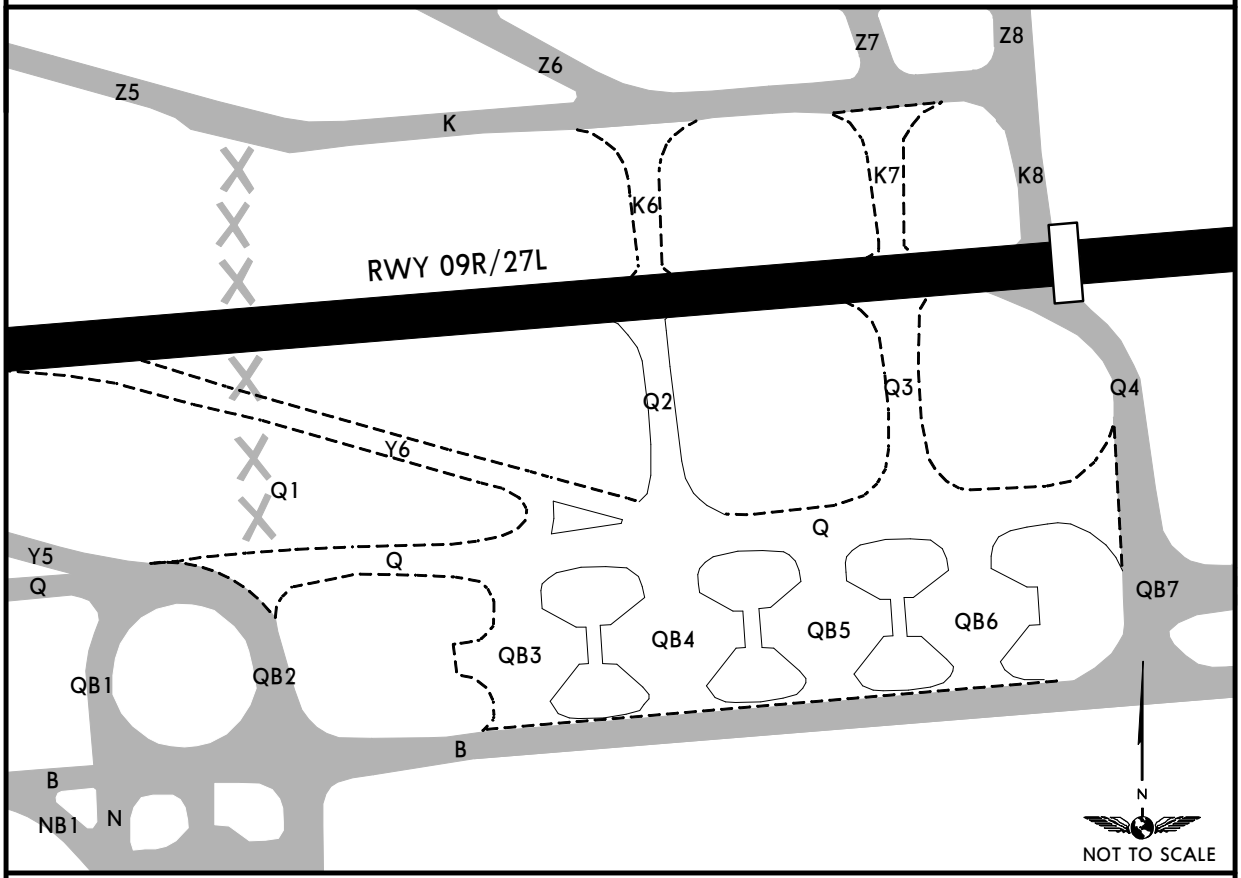
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REHABILITATION WORKS ON TWY Q

REFER ALSO TO LATEST NOTAMS

Works will take place with the H24 closure of the following taxiways:
- Q between QB2 and QB7 both excluded,
- Y6,
- QB3,
- QB4,
- QB5,
- QB6,
- Crossing K6 and Q2
- Crossing K7 and Q3

ACFT taxiing on TWY K must give priority to arriving ACFT clearing the RWY via TWY Z6, Z7 and Z8.



CHANGES: New temporary chart.

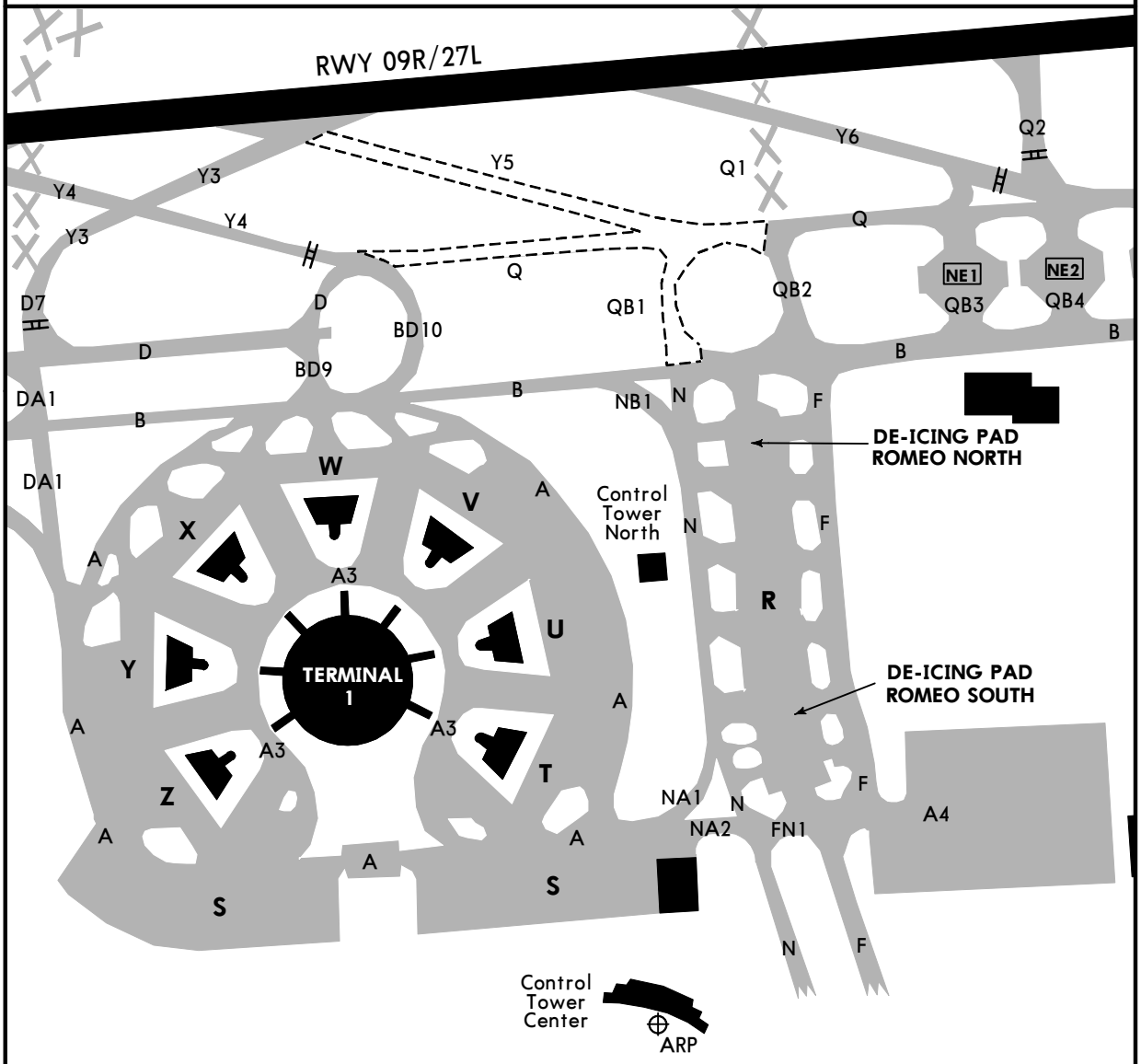
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OVERWIDTH WORKS ON TWY QB1

REFER ALSO TO LATEST NOTAMS

Works will take place with the H24 closure of the following taxiways:
- Y5,
- QB1 between taxiways Q included and B excluded,
- Q between taxiways BD10 excluded and taxiway QB2 excluded.



LEGEND	
B, D	Taxiway
W	Parking area
NE3	De-icing pad

CHANGES: New temporary chart.

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LFPG/CDG

Apt Elev 392′
N49 00.6 E002 32.9

JEPPESEN 20-9 17 JUL 15 Eff 23 Jul

PARIS, FRANCE
CHARLES-DE-GAULLE

ATIS	ACARS: D-ATIS DCL	DE GAULLE Flight Data (Cpt)	*DE GAULLE Traffic (GND)	DE GAULLE Ground North	DE GAULLE Ground South	Tower Rwys 09L/R & 27L/R	Tower Rwys 08L/R & 26L/R	DE GAULLE Departure
127.130 (French 128.225)		121.840 121.730	(Refer to table below)	121.610 121.780	121.810 121.980	119.250 123.605	120.9 118.655	124.355 133.380 131.2

*DE GAULLE Traffic (GND)

Parking Area	Frequency
B, D	121.640
F	121.580
K,L	121.680
J	121.880
A, C & E	121.930
I & EN	131.6

"HOT SPOTS"

Positions on the airport surface where runway/taxiway incursions have taken place.

For AIRPORT BRIEFING refer to 20-1P pages. For complete twy designation, holding points, de-icing pads and runway incursion hot spots refer to 20-9A/20-9B.

LEGEND
A, F Parking area
B, Q Taxiway
HOT SPOTS

10° W

09L 086° Elev 378′ 8858′ 2700m 27R 266° Elev 392′
09L/27R
09R 086° VOR Elev 370′ 13,780′ 4200m 27L 266° Elev 386′
09R/27L
08L 086° Elev 338′ 13,829′ 4215m 26R 266° Elev 315′
08L/26R
08R 086° Elev 336′ 8858′ 2700m 26L 266° Elev 316′
08R/26L

TERMINAL 3
TML 1
TML 2
TML S3
TML S4
TML 2G
MET
FIRE-STATION 1
Blast fences
Control Tower North
Control Tower Center
Control Tower East Apron
Control Tower South 614′
ARP

FOR DETAILS SEE 20-9A
FOR DETAILS SEE 20-9D
FOR DETAILS SEE 20-9E
FOR DETAILS SEE 20-9F
FOR DETAILS SEE 20-9G
FOR DETAILS SEE 20-9H
FOR DETAILS SEE 20-9J

DE-ICING PAD JN
DE-ICING PAD JS
DE-ICING PADS SE1 thru SE4

❶ DE-ICING PADS NW1 THRU NW4
❷ DE-ICING PADS ROMEO NORTH & SOUTH
❸ DE-ICING PADS NE1 THRU NE4
❹ DE-ICING PADS SW1 thru SW4
❺ Control Tower South 614′

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

CHANGES: None.

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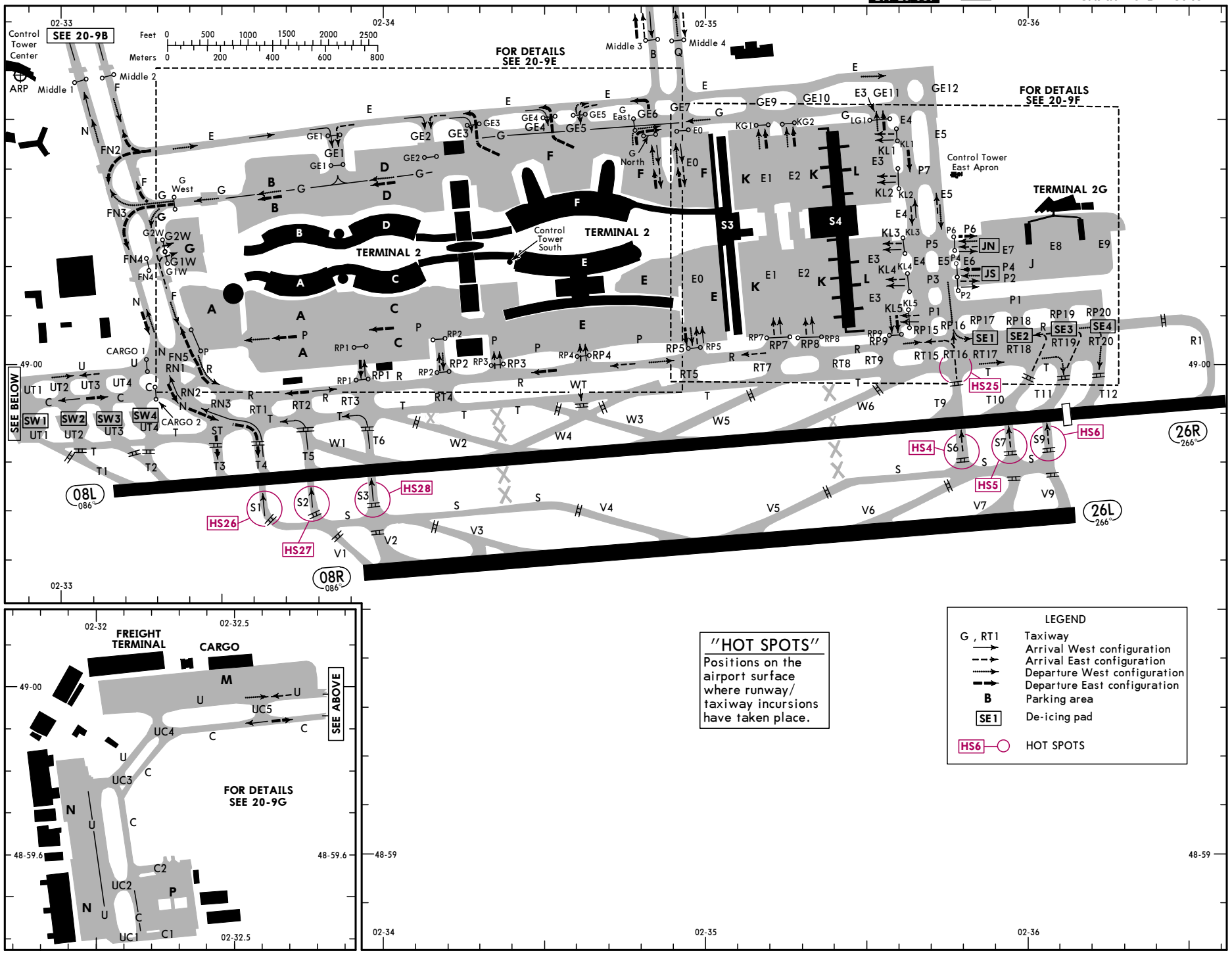
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JEPPESEN
17 JUL 15
Eff 23 Jul
20-9A

PARIS, FRANCE
CHARLES-DE-GAULLE



"HOT SPOTS"
Positions on the airport surface where runway/ taxiway incursions have taken place.

LEGEND
- G , RT1 — Taxiway
- Arrival West configuration
- Arrival East configuration
- Departure West configuration
- Departure East configuration
- B — Parking area
- SE1 — De-icing pad
- HS6 — HOT SPOTS

CHANGES: Routing for Arrival West configuration on RT2 and RT3 withdrawn.

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PARIS, FRANCE
CHARLES-DE-GAULLE

ADDITIONAL RUNWAY INFORMATION

RWY		RVR	USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
08L 26R	HIRL (60m) CL (15m) HIALS-II SFL TDZ REIL PAPI-L(angle 3.0°) HST		13,681′ 4170m	12,634′ 3851m	❶ ❸	148′ 45m
			11,860′ 3615m	10,804′ 3293m	❷ ❹	

❶ TORA RWY 08L: From rwy head 13,681′ (4170m)
twy T2 int 13,139′ (4005m)
twy T3 int 12,385′ (3775m)
twy T4 int 11,860′ (3615m)
twy T5 int 11,270′ (3435m)
twy T6 int 10,449′ (3185m)

❷ TORA RWY 26R: From rwy head 13,829′ (4215m)
twy T12 int 12,254′ (3735m)
twy T11 int 11,860′ (3615m)
twy T10 int 11,352′ (3460m)
twy T9 int 10,630′ (3240m)

❸ RWY 08L: Full length of 13,681′ (4170m) or twy T2 int 13,139′ (4005m) avbl only for long-range flights, (with 30 min PNR on first contacted freq), which performance requires TORA of more than 12,385′ (3775m), or when cleared by ATC.

❹ RWY 26R: Full length of 13,829′ (4215m) avbl only for long-range flights, (with 30 min PNR on first contacted freq), which performance requires TORA of more than 12,254′ (3735m), or when cleared by ATC.

08R 26L	HIRL (60m) CL (15m) HIALS-II SFL TDZ REIL PAPI-R(angle 3.0°) HST			7839′2389m	❺	197′ 60m
	HIRL (60m) CL (15m) HIALS-II SFL TDZ REIL PAPI-L(angle 3.0°) HST			7825′2385m	❻	

❺ TORA RWY 08R: From rwy head 8858′ (2700m)
twy V2 int 8596′ (2620m)
twy V3 int 7054′ (2150m)

❻ TORA RWY 26L: From rwy head 8858′ (2700m)
twy V7 int 8235′ (2510m)
twy V6 int 6693′ (2040m)

09L 27R	HIRL (60m) CL (15m) HIALS-II SFL TDZ REIL PAPI-L(angle 3.0°) HST			7869′2398m	❼	197′ 60m
				7709′2350m	❽	

❼ TORA RWY 09L: From rwy head 8858′ (2700m)
twy Z2 int 8399′ (2560m)
twy Z3 int 6890′ (2100m)

❽ TORA RWY 27R: From rwy head 8858′ (2700m)
twy Z7 int 8202′ (2500m)
twy Z6 int 6890′ (2100m)

09R 27L	HIRL (60m) CL (15m) HIALS-II SFL TDZ REIL PAPI-L(angle 3.0°) HST			12,697′ 3870m	❾ ⓫	148′ 45m
			11,811′ 3600m	10,681′ 3256m	❿ ⓬	

❾ TORA RWY 09R: From rwy head 13,780′ (4200m)
twy D2 int 13,025′ (3970m)
twy D3 int 11,909′ (3630m)
twy D4 int 11,352′ (3460m)
twy D5 int 10,433′ (3180m)
twy D6 int 9711′ (2960m)

❿ TORA RWY 27L: From rwy head 13,780′ (4200m)
twy Q5 int 12,730′ (3880m)
twy Q4 int 11,811′ (3600m)
twy Q3 int 11,286′ (3440m)
twy Q2 int 10,433′ (3180m)

⓫ RWY 09R: Full length of 13,780′ (4200m) or twy D2 int 13,025′ (3970m) avbl only for long-range flights, (with 30 min PNR on first contacted freq), which performance requires TORA of more than 11,909′ (3630m), or when cleared by ATC.

⓬ RWY 27L: Full length of 13,780′ (4200m) avbl only for long-range flights, (with 30 min PNR on first contacted freq), which performance requires TORA of more than 12,730′ (3880m), or when cleared by ATC.

Standard

TAKE-OFF [1]

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

[1] Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.
[2] With approved guidance system: ABCD 75m.

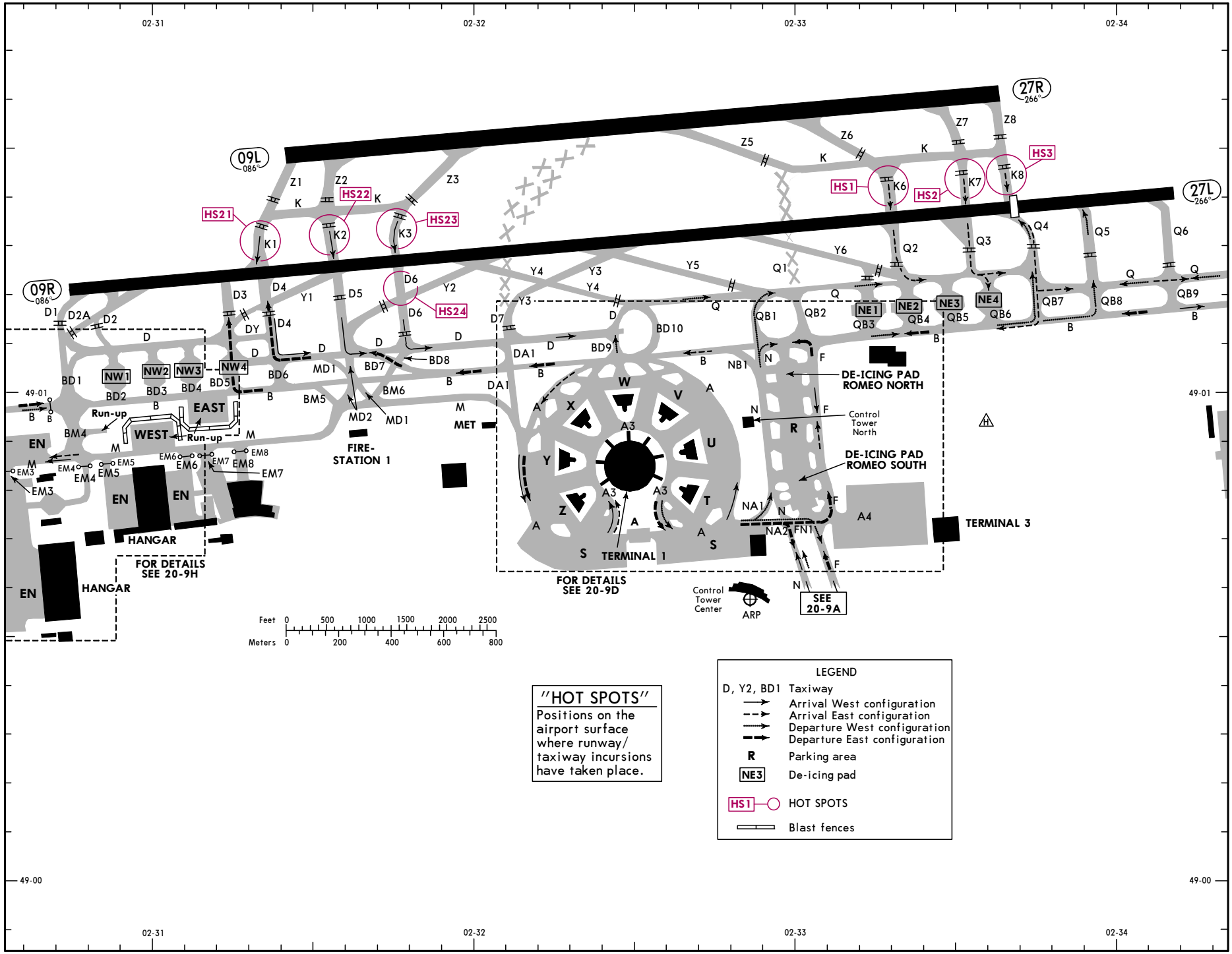
CHANGES: TORA-note wording.

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PARIS, FRANCE
CHARLES-DE-GAULLE



"HOT SPOTS"
Positions on the airport surface where runway/ taxiway incursions have taken place.

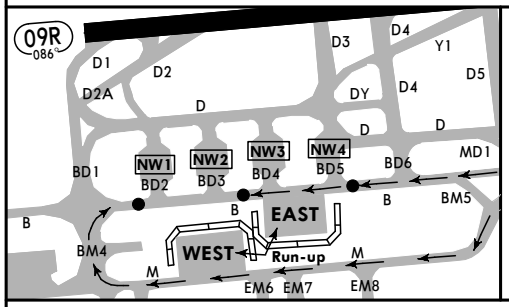
LEGEND
D, Y2, BD1 Taxiway
Arrival West configuration
Arrival East configuration
Departure West configuration
Departure East configuration
R Parking area
NE3 De-icing pad
HS1 HOT SPOTS
Blast fences

CHANGES: Routing for Arrival East configuration on QB4 withdrawn.

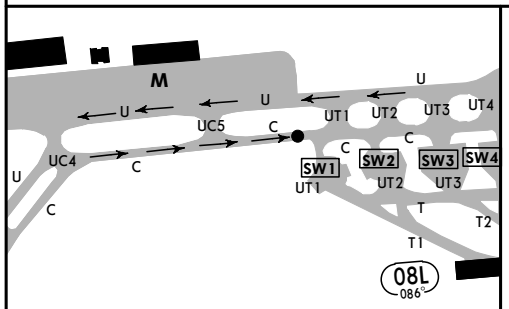
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DE-ICING PROCEDURES

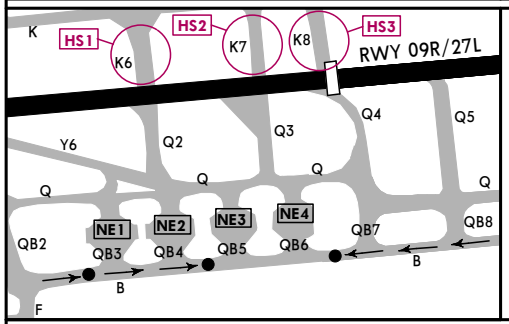


DE-ICING PADS NW1 THRU NW4

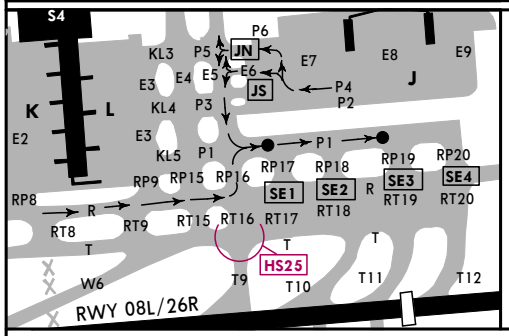


DE-ICING PADS SW1 thru SW4

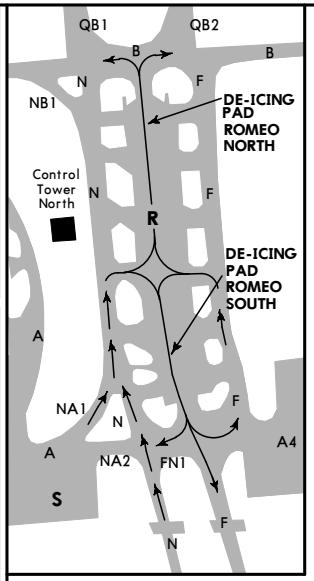
From 15 October to 15 May, subject to the activation of de-icing pads SW1, SW2, SW3 and SW4, twy T between twys T1 and T3 is forbidden for Acft with wingspan of more than 118'/36m.



DE-ICING PADS NE1 THRU NE4



DE-ICING PADS JN, JS & SE1 THRU SE4



LEGEND

C	Taxiway
→	One way
M	Parking area
SW1	De-icing pad
●	Stop point
▭	Blast fences
HS2 ○	HOT SPOTS

"HOT SPOTS"
Positions on the airport surface where runway/taxiway incursions have taken place.

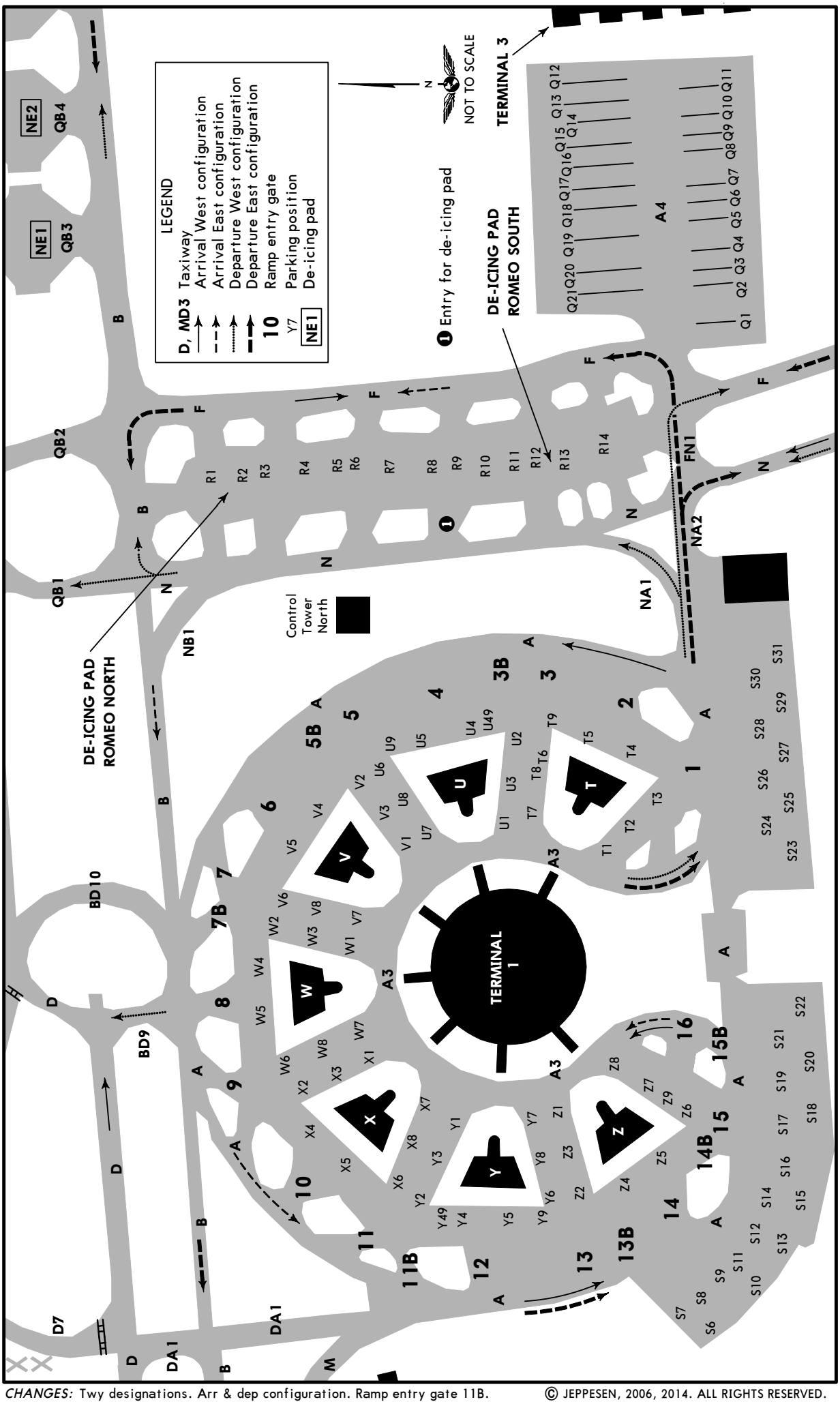
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JEPPESEN
28 NOV 14 (20-9D) Eff 11 Dec

PARIS, FRANCE
CHARLES-DE-GAULLE



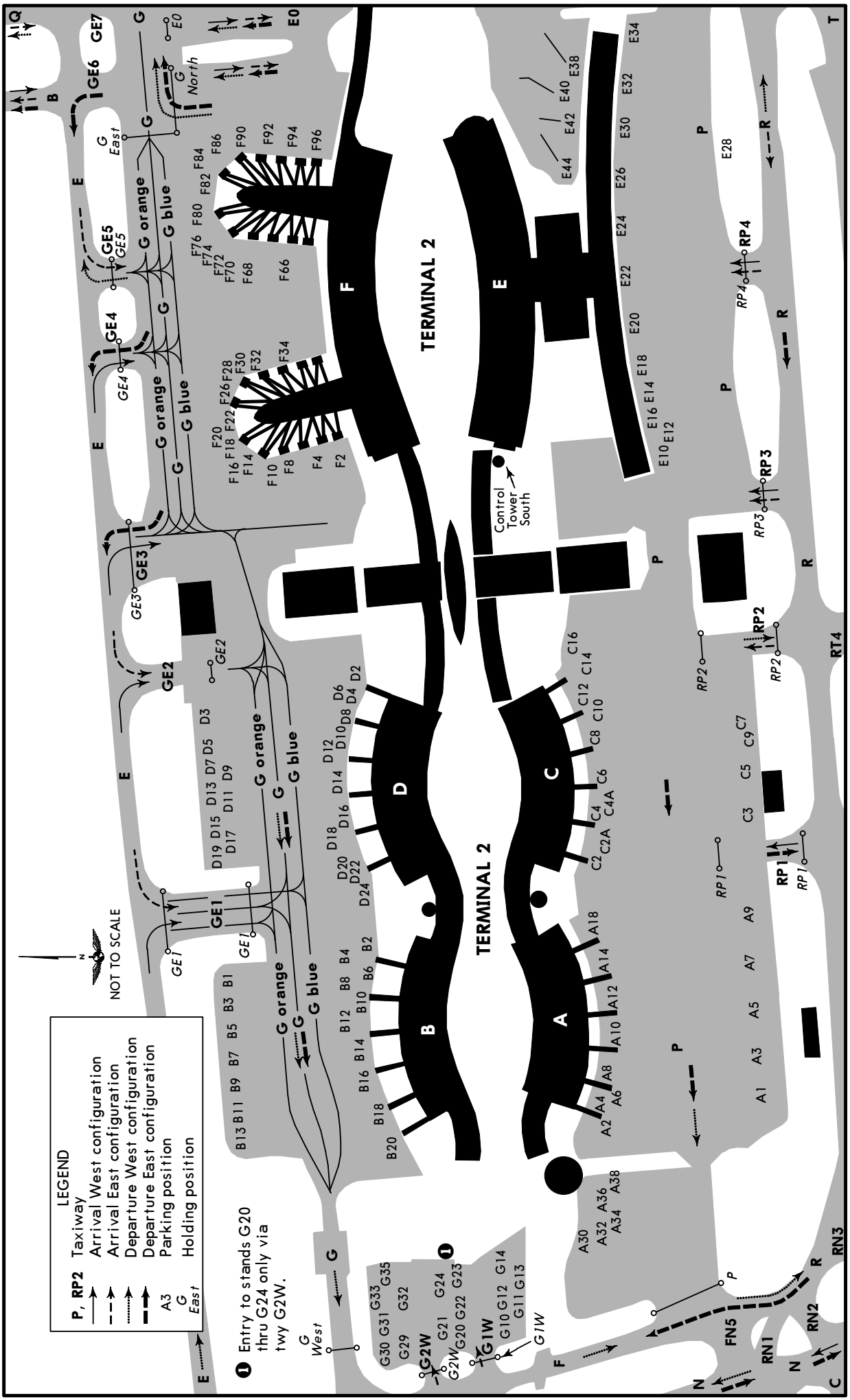
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JEPPESEN
28 NOV 14 (20-9E) Eff 11 Dec

PARIS, FRANCE
CHARLES-DE-GAULLE



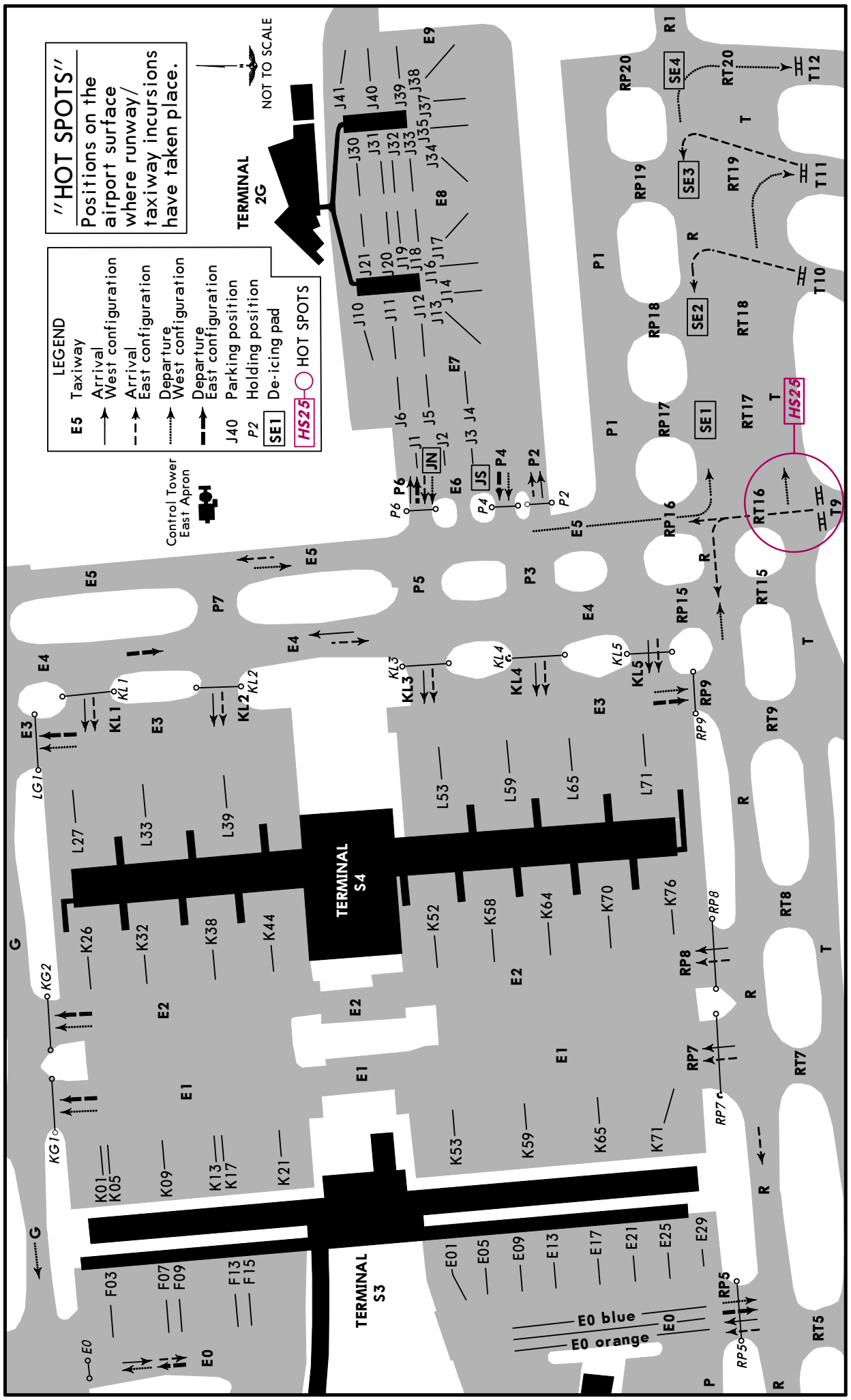
CHANGES: Arrival & departure configuration.

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PARIS, FRANCE
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CHANGES: Arrival & departure configuration.

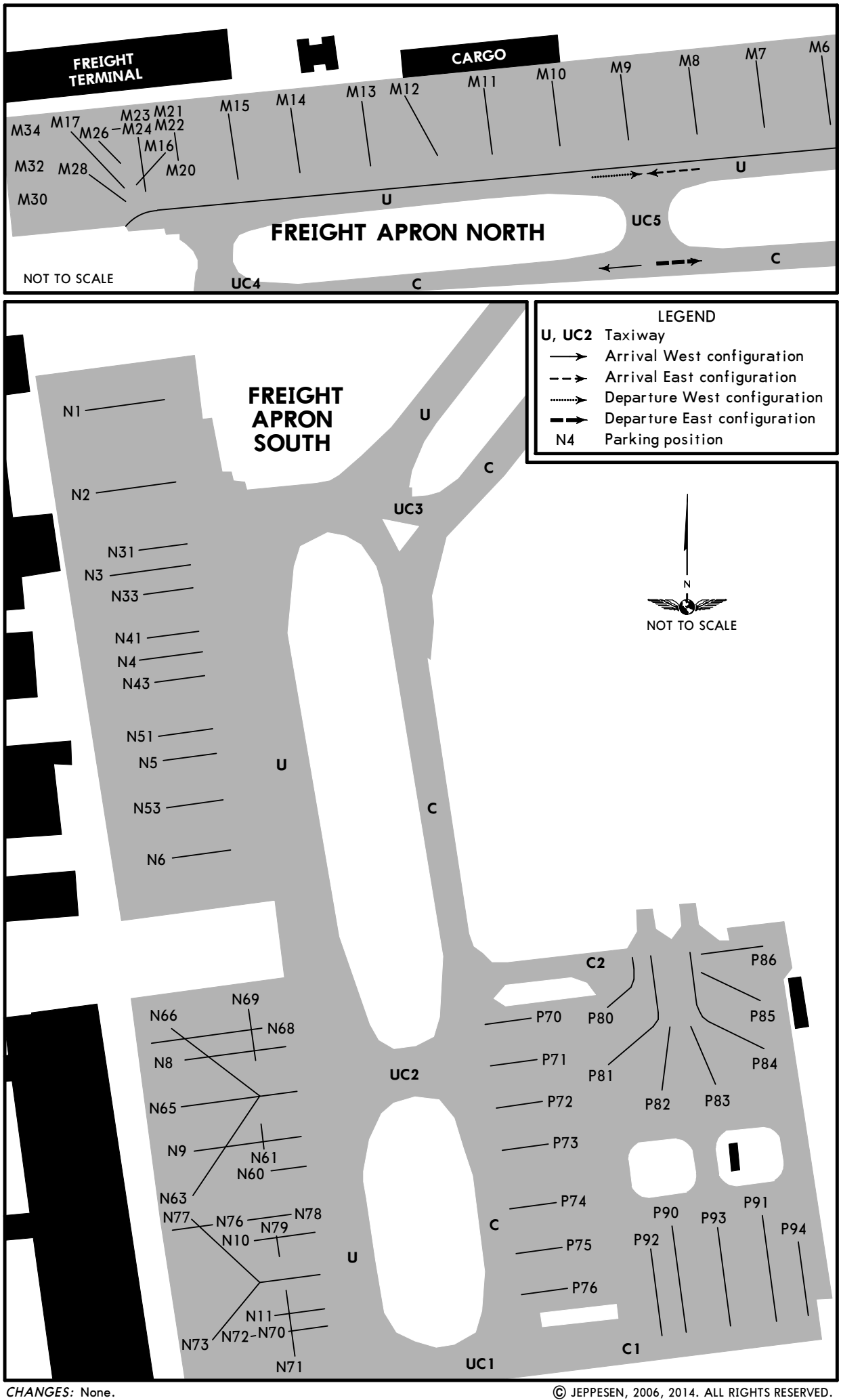
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JEPPESEN
28 NOV 14 (20-9G) Eff 11 Dec

PARIS, FRANCE
CHARLES-DE-GAULLE



CHANGES: None.

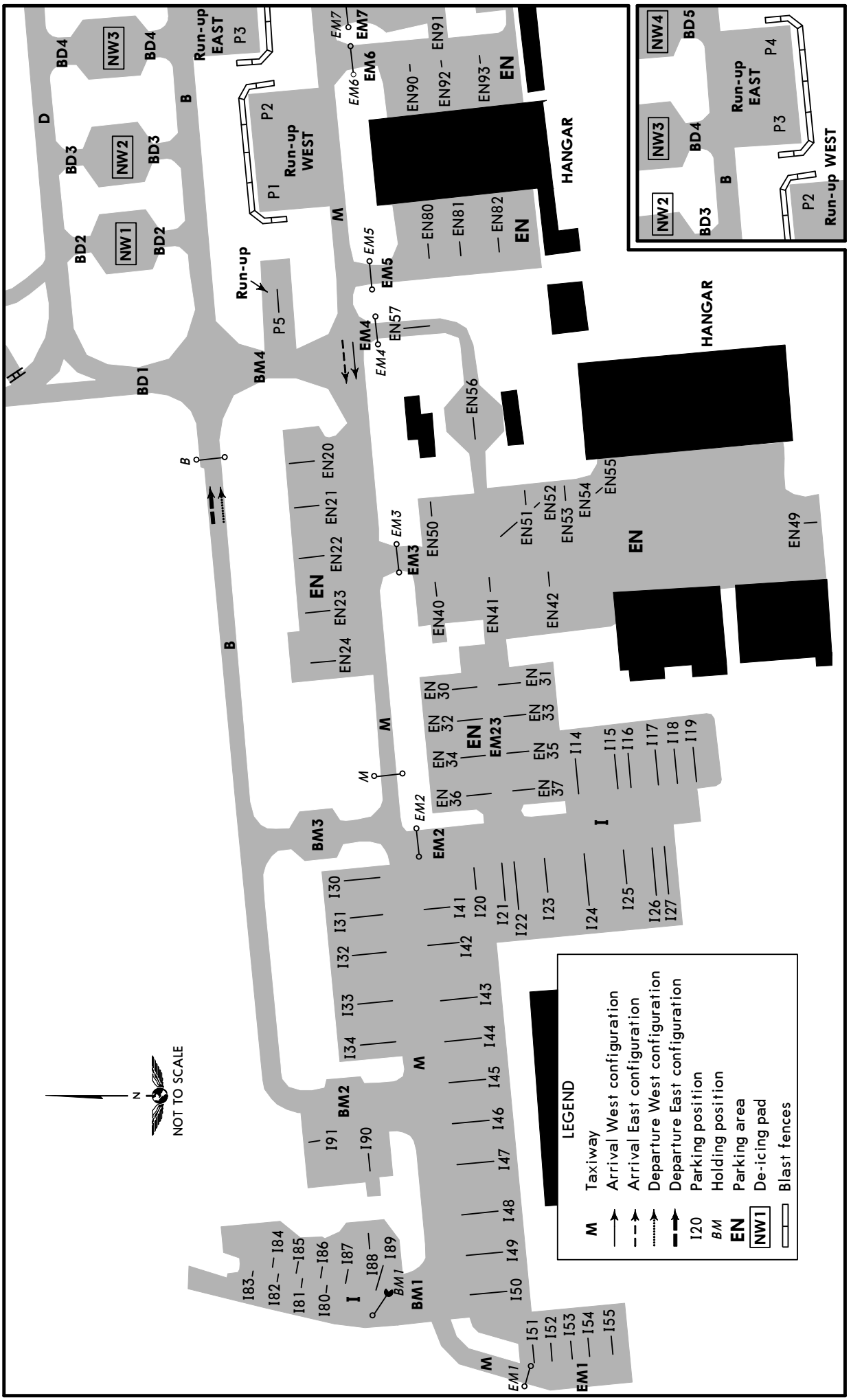
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JEPPESEN
28 NOV 14 (20-9H) Eff 11 Dec

PARIS, FRANCE
CHARLES-DE-GAULLE



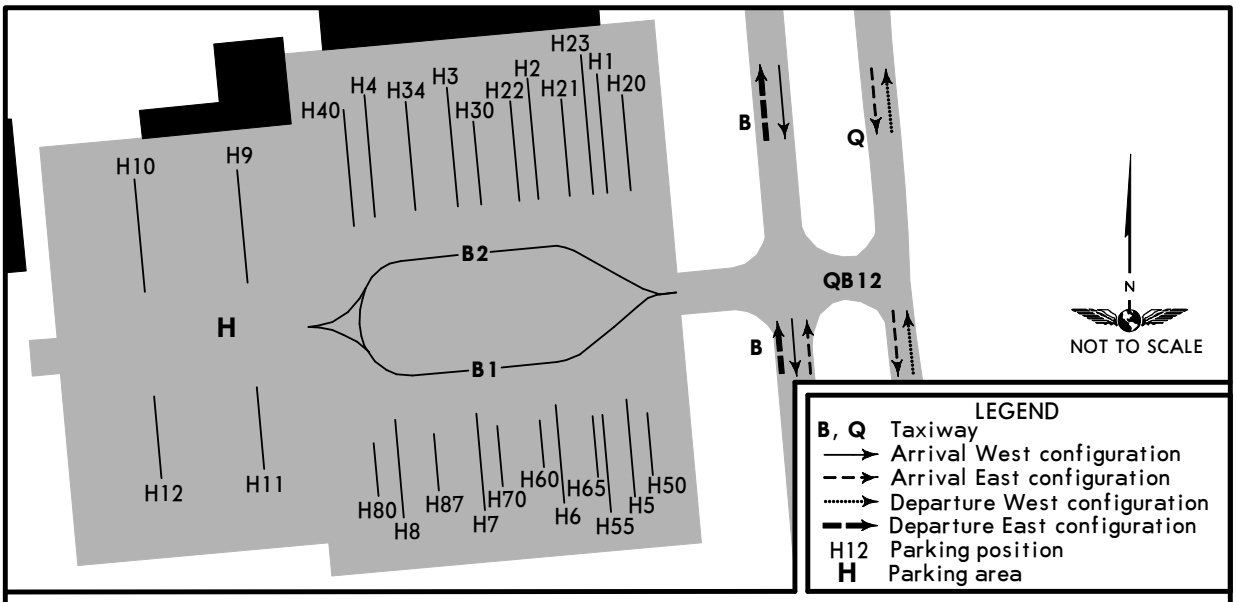
CHANGES: None.

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PARIS, FRANCE
CHARLES-DE-GAULLE



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A1	N49 00.0 E002 33.6	C3	N49 00.0 E002 34.0
A2	N49 00.1 E002 33.6	C4, C4A	N49 00.1 E002 34.0
A3	N49 00.0 E002 33.7	C5	N49 00.0 E002 34.1
A4	N49 00.1 E002 33.6	C6	N49 00.1 E002 34.0
A5	N49 00.0 E002 33.7	C7	N49 00.0 E002 34.1
A6	N49 00.1 E002 33.6	C8	N49 00.1 E002 34.1
A7	N49 00.0 E002 33.8	C9	N49 00.0 E002 34.1
A8	N49 00.1 E002 33.7	C10 thru C16	N49 00.1 E002 34.2
A9	N49 00.0 E002 33.9	D2	N49 00.3 E002 34.2
A10	N49 00.1 E002 33.7	D3	N49 00.4 E002 34.1
A12, A14	N49 00.1 E002 33.8	D4	N49 00.3 E002 34.1
A18	N49 00.1 E002 33.9	D5	N49 00.4 E002 34.1
A30 thru A38	N49 00.1 E002 33.5	D6	N49 00.3 E002 34.1
B1	N49 00.4 E002 33.8	D7	N49 00.4 E002 34.0
B2	N49 00.3 E002 33.8	D8	N49 00.3 E002 34.1
B3	N49 00.4 E002 33.8	D9	N49 00.4 E002 34.0
B4	N49 00.3 E002 33.8	D10	N49 00.3 E002 34.1
B5	N49 00.4 E002 33.7	D11	N49 00.4 E002 34.0
B6	N49 00.3 E002 33.8	D12	N49 00.3 E002 34.1
B7	N49 00.4 E002 33.7	D13	N49 00.4 E002 34.0
B8	N49 00.3 E002 33.8	D14	N49 00.3 E002 34.0
B9	N49 00.4 E002 33.7	D15	N49 00.4 E002 34.0
B10	N49 00.3 E002 33.7	D16	N49 00.3 E002 34.0
B11	N49 00.4 E002 33.6	D17	N49 00.4 E002 34.0
B12	N49 00.3 E002 33.7	D18	N49 00.3 E002 34.0
B13	N49 00.4 E002 33.6	D19	N49 00.4 E002 33.9
B14, B16	N49 00.3 E002 33.7	D20 thru D24	N49 00.3 E002 33.9
B18, B20	N49 00.3 E002 33.6	E01, E05	N49 00.2 E002 35.0
C2	N49 00.1 E002 33.9	E09	N49 00.2 E002 35.1
C2A	N49 00.1 E002 34.0	E10, E12	N49 00.1 E002 34.4

CHANGES: Twy designation.

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PARIS, FRANCE
CHARLES-DE-GAULLE

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
E13	N49 00.2 E002 35.1	G31 thru G35	N49 00.3 E002 33.4
E14, E16	N49 00.1 E002 34.5	H1, H2	N49 01.0 E002 34.7
E17	N49 00.1 E002 35.1	H3	N49 01.0 E002 34.6
E18	N49 00.1 E002 34.5	H4	N49 01.0 E002 34.5
E20	N49 00.1 E002 34.6	H5 ,H6	N49 00.8 E002 34.7
E21	N49 00.1 E002 35.1	H7, H8	N49 00.8 E002 34.6
E22	N49 00.1 E002 34.6	H9	N49 00.9 E002 34.5
E24	N49 00.1 E002 34.7	H10	N49 00.9 E002 34.4
E25	N49 00.1 E002 35.1	H11	N49 00.8 E002 34.5
E26	N49 00.1 E002 34.8	H12	N49 00.8 E002 34.4
E29	N49 00.1 E002 35.1	H20 thru H23	N49 01.0 E002 34.7
E30	N49 00.1 E002 34.8	H30, H34	N49 01.0 E002 34.6
E32 thru E38	N49 00.1 E002 34.9	H40	N49 01.0 E002 34.5
E40	N49 00.2 E002 34.8	H50 thru H65	N49 00.8 E002 34.7
E42	N49 00.1 E002 34.8	H70 thru H87	N49 00.8 E002 34.6
E44	N49 00.2 E002 34.8	I14, I15	N49 00.7 E002 30.3
EN20	N49 00.9 E002 30.7	I16	N49 00.7 E002 30.4
EN21, EN22	N49 00.9 E002 30.6	I17 thru I19	N49 00.6 E002 30.4
EN23, EN24	N49 00.9 E002 30.5	I20	N49 00.8 E002 30.2
EN30	N49 00.8 E002 30.4	I21	N49 00.8 E002 30.1
EN31	N49 00.7 E002 30.4	I22 thru I24	N49 00.7 E002 30.1
EN32	N49 00.8 E002 30.4	I25	N49 00.7 E002 30.2
EN33	N49 00.7 E002 30.4	I26, I27	N49 00.6 E002 30.1
EN34	N49 00.8 E002 30.3	I30	N49 00.9 E002 30.2
EN35	N49 00.7 E002 30.3	I31, I32	N49 00.9 E002 30.1
EN36	N49 00.8 E002 30.3	I33, I34	N49 00.9 E002 30.0
EN37	N49 00.7 E002 30.3	I41	N49 00.8 E002 30.2
EN40, EN41	N49 00.8 E002 30.5	I42, I43	N49 00.8 E002 30.1
EN42	N49 00.7 E002 30.5	I44, I45	N49 00.8 E002 30.0
EN49	N49 00.5 E002 30.6	I46, I47	N49 00.8 E002 29.9
EN50	N49 00.8 E002 30.6	I48, I49	N49 00.8 E002 29.8
EN51, EN52	N49 00.8 E002 30.6	I50	N49 00.8 E002 29.7
EN53 thru EN55	N49 00.7 E002 30.6	I51 thru I55	N49 00.7 E002 29.7
EN56	N49 00.8 E002 30.7	I80, I81	N49 00.9 E002 29.7
EN57	N49 00.9 E002 30.8	I82, I83	N49 01.0 E002 29.7
EN80 thru EN82	N49 00.8 E002 31.0	I84 thru I87	N49 00.9 E002 29.8
EN90 thru EN93	N49 00.8 E002 31.1	I88	N49 00.9 E002 29.7
F03, F07, F09	N49 00.4 E002 35.0	I89	N49 00.9 E002 29.8
F2, F4	N49 00.3 E002 34.4	I90, I91	N49 00.9 E002 29.9
F8, F10	N49 00.4 E002 34.4	J1	N49 00.3 E002 35.9
F13	N49 00.4 E002 35.0	J2 thru J5	N49 00.2 E002 35.9
F14	N49 00.4 E002 34.4	J6	N49 00.3 E002 35.9
F15	N49 00.4 E002 35.0	J10, J11	N49 00.3 E002 36.0
F16 thru F20	N49 00.4 E002 34.4	J12 thru J16	N49 00.2 E002 36.0
F22 thru F32	N49 00.4 E002 34.5	J17, J18	N49 00.2 E002 36.1
F34	N49 00.4 E002 34.6	J19 thru J21	N49 00.3 E002 36.1
F66 thru F82	N49 00.4 E002 34.7	J30 thru J33	N49 00.3 E002 36.2
F84 thru F96	N49 00.4 E002 34.8	J34 thru J38	N49 00.2 E002 36.2
G10 thru G24	N49 00.2 E002 33.4	J39 thru J41	N49 00.3 E002 36.2
G29, G30	N49 00.3 E002 33.3	K01	N49 00.5 E002 35.1

CHANGES: Coordinates.

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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
K05 thru K17	N49 00.4 E002 35.1	P85, P86	N48 59.6 E002 32.3
K21	N49 00.3 E002 35.1	P90	N48 59.5 E002 32.2
K26	N49 00.5 E002 35.4	P91	N48 59.5 E002 32.3
K32, K38	N49 00.4 E002 35.4	P92, P93	N48 59.5 E002 32.2
K44	N49 00.3 E002 35.4	P94	N48 59.5 E002 32.3
K52	N49 00.2 E002 35.4	Q1 thru Q3	N49 00.7 E002 33.2
K53	N49 00.2 E002 35.1	Q4 thru Q7	N49 00.7 E002 33.3
K58	N49 00.2 E002 35.4	Q8 thru Q11	N49 00.7 E002 33.4
K59	N49 00.2 E002 35.2	Q12 thru Q14	N49 00.8 E002 33.4
K64	N49 00.2 E002 35.4	Q15 thru Q18	N49 00.8 E002 33.3
K65	N49 00.1 E002 35.2	Q19 thru Q21	N49 00.8 E002 33.2
K70	N49 00.1 E002 35.4	R1	N49 01.1 E002 33.0
K71	N49 00.1 E002 35.2	R2 thru R6	N49 01.0 E002 33.0
K76	N49 00.1 E002 35.4	R7 thru R11	N49 00.9 E002 33.0
L27	N49 00.5 E002 35.5	R12 thru R14	N49 00.8 E002 33.0
L33, L39	N49 00.4 E002 35.5	S6 thru S11	N49 00.7 E002 32.2
L53, L59	N49 00.2 E002 35.5	S12	N49 00.7 E002 32.3
L65, L71	N49 00.1 E002 35.5	S13	N49 00.6 E002 32.3
M6	N49 00.0 E002 32.8	S14, S15	N49 00.7 E002 32.3
M7	N49 00.0 E002 32.7	S16	N49 00.6 E002 32.4
M8, M9	N49 00.0 E002 32.6	S17	N49 00.7 E002 32.4
M10, M11	N49 00.0 E002 32.5	S18	N49 00.6 E002 32.4
M12	N49 00.0 E002 32.4	S19	N49 00.7 E002 32.4
M13, M14	N49 00.0 E002 32.3	S20 thru S22	N49 00.7 E002 32.5
M15, M16	N49 00.0 E002 32.2	S23	N49 00.7 E002 32.6
M17	N49 00.0 E002 32.1	S24 thru S27	N49 00.7 E002 32.7
M20 thru M22	N49 00.0 E002 32.2	S28 thru S31	N49 00.7 E002 32.8
M23 thru M28	N49 00.0 E002 32.1	T1 thru T9	N49 00.8 E002 32.7
M30	N49 59.9 E002 32.0	U1	N49 00.9 E002 32.7
M32, M34	N49 00.0 E002 32.0	U2	N49 00.9 E002 32.8
N1, N2	N48 59.8 E002 31.9	U3	N49 00.9 E002 32.7
N3 thru N5	N48 59.7 E002 31.9	U4	N49 00.9 E002 32.8
N6	N48 59.6 E002 31.9	U5 thru U9	N49 00.9 E002 32.7
N8 thru N10	N48 59.5 E002 31.9	U49	N49 00.9 E002 32.8
N11	N48 59.4 E002 31.9	V1	N49 00.9 E002 32.7
N31 thru N51	N48 59.7 E002 31.9	V2 thru V4	N49 01.0 E002 32.7
N53	N48 59.6 E002 31.9	V5 thru V8	N49 01.0 E002 32.6
N60, N61	N48 59.5 E002 32.0	W1	N49 01.0 E002 32.5
N63 thru N66	N48 59.5 E002 31.9	W2	N49 01.0 E002 32.6
N68	N48 59.5 E002 32.0	W3 thru W5	N49 01.0 E002 32.5
N69	N48 59.6 E002 32.0	W6	N49 01.0 E002 32.4
N70, N71	N48 59.4 E002 32.0	W7	N49 01.0 E002 32.5
N72, N73	N48 59.4 E002 31.9	W8 thru X3	N49 01.0 E002 32.4
N76, N77	N48 59.5 E002 31.9	X4, X5	N49 01.0 E002 32.3
N78, N79	N48 59.5 E002 32.0	X6	N49 00.9 E002 32.3
P1	N49 00.9 E002 31.0	X7	N49 00.9 E002 32.4
P2	N49 00.9 E002 31.1	X8 thru Y5	N49 00.9 E002 32.3
P3, P4	N49 01.0 E002 31.2	Y6 thru Y9	N49 00.8 E002 32.3
P5	N49 00.9 E002 30.8	Y49	N49 00.9 E002 32.2
P70	N48 59.6 E002 32.2	Z1 thru Z5	N49 00.8 E002 32.3
P71 thru P75	N48 59.5 E002 32.2	Z6 thru Z9	N49 00.8 E002 32.4
P76	N48 59.4 E002 32.2		
P80	N48 59.6 E002 32.2		
P81, P82	N48 59.5 E002 32.2		
P83, P84	N48 59.5 E002 32.3		

CHANGES: Coordinates.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN 20 MAR 15 (21-1) Eff 2 Apr

PARIS, FRANCE
ILS or LOC Rwy 08L

BRIEFING STRIP™

D-ATIS	DE GAULLE Approach
127.130 (French 128.225)	121.155 125.830 119.850 126.430 118.155 136.275

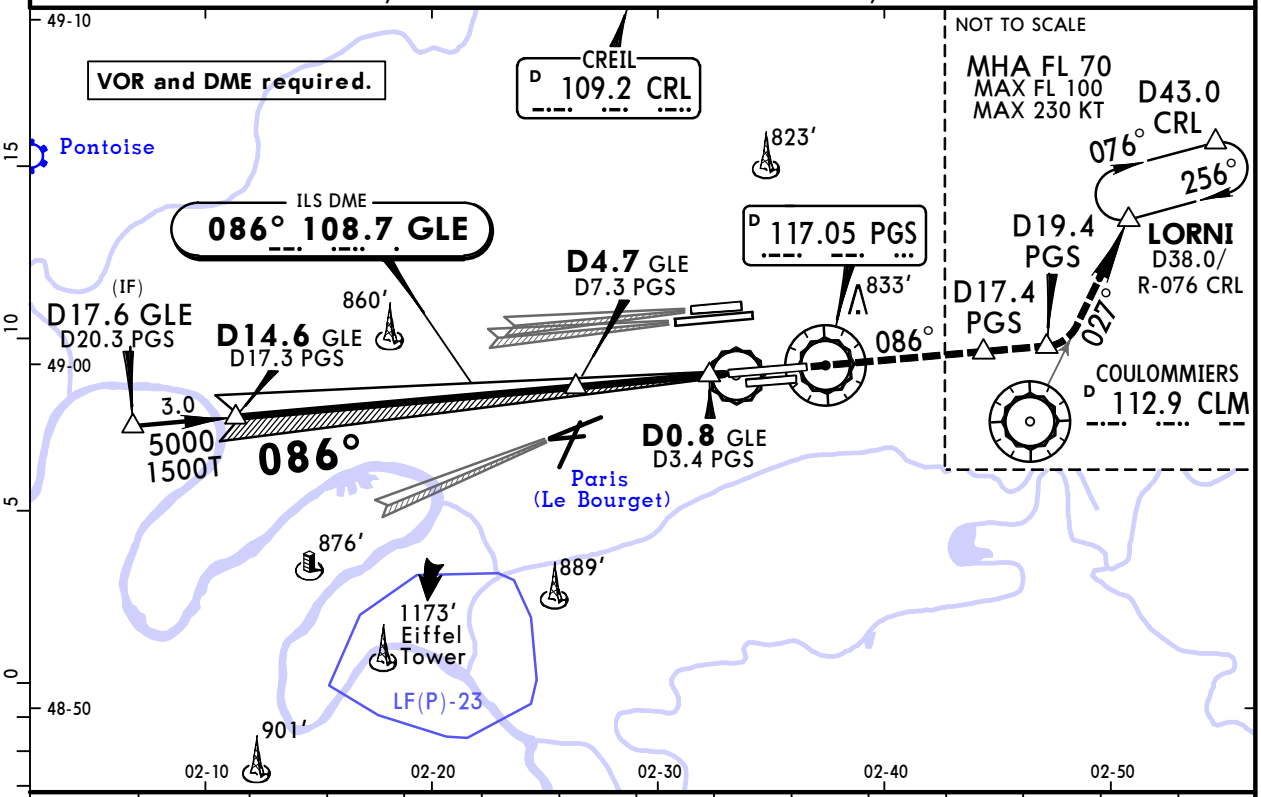
DE GAULLE Tower		Ground	
120.9	118.655	121.810	South 121.980

LOC GLE	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev / RWY
108.7	086°	D4.7 GLE 1830′ (1492′)		Apt Elev 392′ RWY 338′

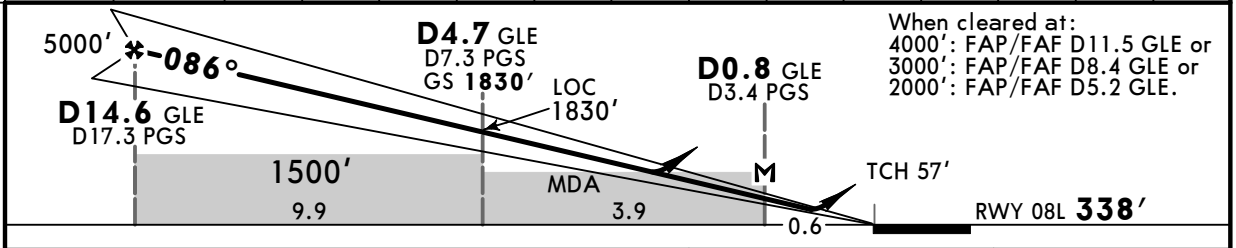
MISSED APCH: Climb STRAIGHT AHEAD to 5000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000′. Intercept and follow R-086 PGS. At D17.4 PGS climb to FL 70. At D19.4 PGS turn LEFT to intercept and follow R-027 CLM to LORNI. Climb to 1200′ prior to level acceleration.

3200′
MSA
ARP

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000′



LOC (GS out)	GLE DME	14.0	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	4800′	4480′	4160′	3840′	3520′	3200′	2890′	2570′	2250′	1930′	1610′	1290′	980′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.8 GLE/D3.4 PGS						

HIALS-II
REIL
PAPI
5000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 08L

	ILS 1			LOC (GS out) CDFA	
	DA(H) 538′ (200′)			DA/MDA(H) 2 670′ (332′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	RVR 1500m
B					
C					
D					

CIRCLE-TO-LAND 3

08L to 08R

Max Kts	MDA(H)	VIS
110	940′ (602′)	3000m
135		
180	1040′ (702′)	3500m
205	1100′ (762′)	4000m

1 LACFT: DA(H) 548′ (210′). 2 For add-on to the MDA(H), see ATC pages FRANCE.
3 Circling height based on rwy 08L thresh elev of 338′.

CHANGES: Communications.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15
Eff 2 Apr
21-1A

PARIS, FRANCE
CAT II/III ILS Rwy 08L

BRIEFING STRIP™

D-ATIS	DE GAULLE Approach				
127.130 (French 128.225)	121.155	125.830	119.850	126.430	118.155	136.275

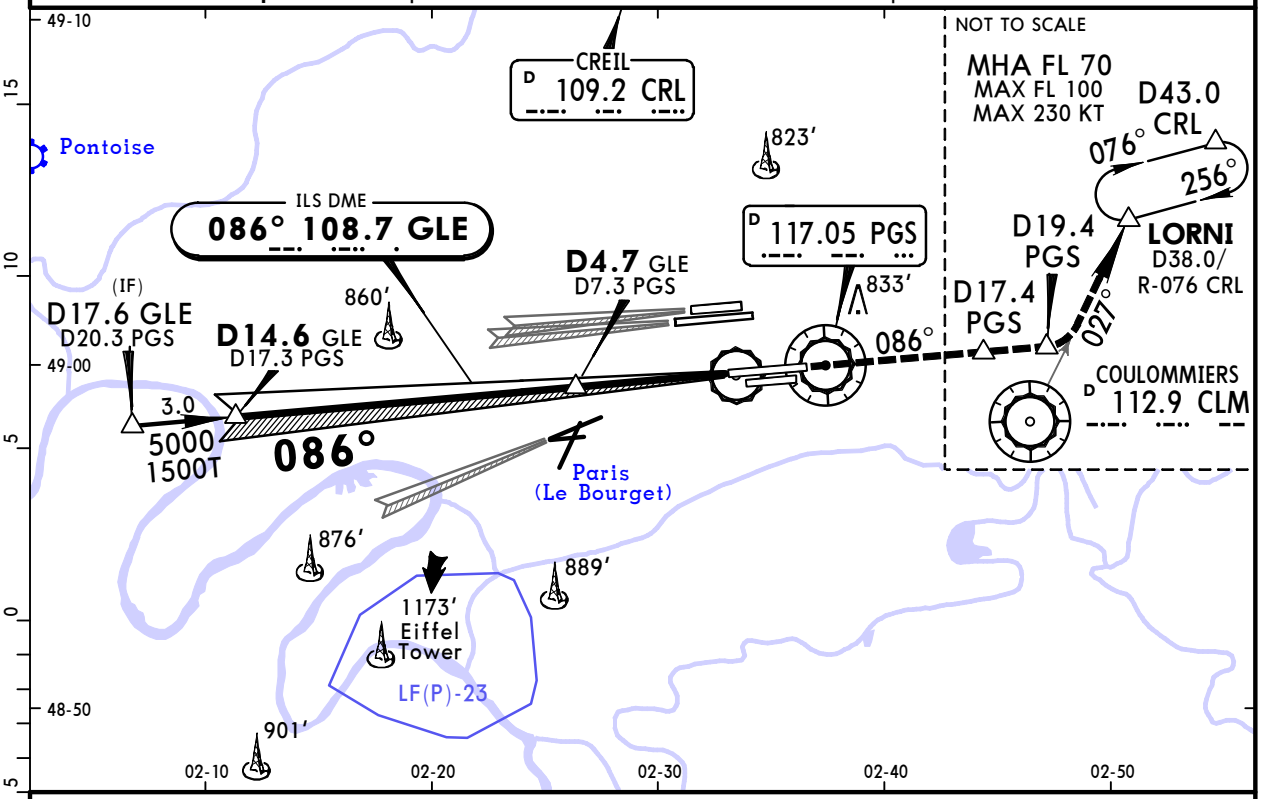
DE GAULLE Tower		Ground	
120.9	118.655	121.810	South 121.980

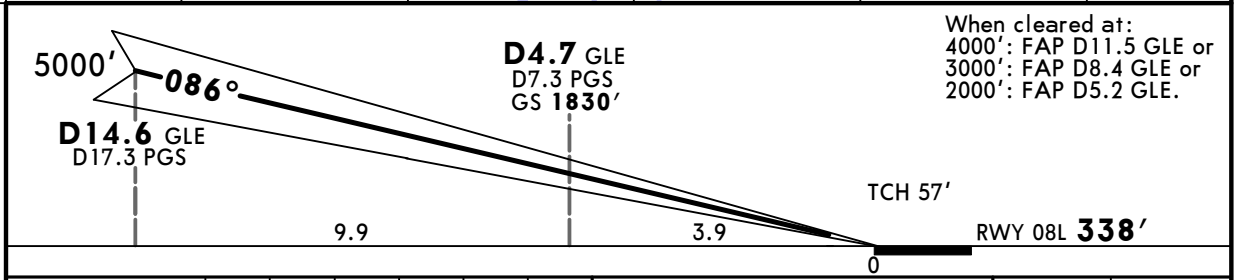
LOC GLE	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev / RWY
108.7	**086°**	**D4.7 GLE 1830′** (1492′)	Refer to Minimums	Apt Elev 392′ RWY **338′**

3200′
MSA
ARP

MISSED APCH: Climb STRAIGHT AHEAD to 5000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000′. Intercept and follow R-086 PGS. At D17.4 PGS climb to FL 70. At D19.4 PGS turn LEFT to intercept and follow R-027 CLM to LORNI. Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000′
1. **VOR and DME required.** 2. Special Aircrew & Aircraft Certification Required.





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

HIALS-II
REIL
PAPI
5000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **08L**

CAT IIIA ILS	CAT II ILS
DH **50′**	ABCD **RA 99′** DA(H) **438′** (100′)
RVR 200m	RVR 300m [1]

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Communications.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN 20 MAR 15 (21-2) Eff 2 Apr

PARIS, FRANCE
ILS or LOC Rwy 08R

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach
127.130 (French 128.225)	121.155 125.830 119.850 126.430 118.155 136.275

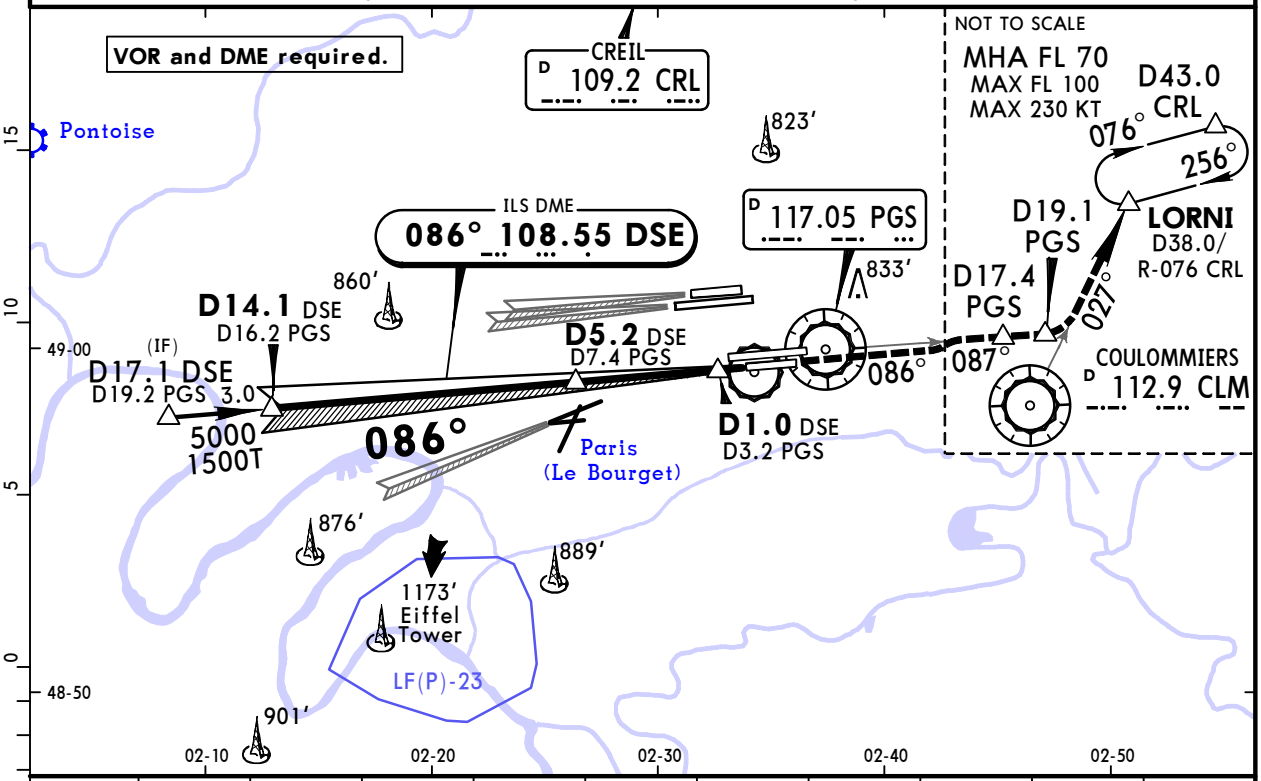
DE GAULLE Tower		Ground	
120.9	118.655	121.810	South 121.980

LOC DSE	Final Apch Crs	GS	ILS DA(H)	Apt Elev 392′
108.55	086°	D5.2 DSE 2010′ (1674′)	536′ (200′)	RWY 336′

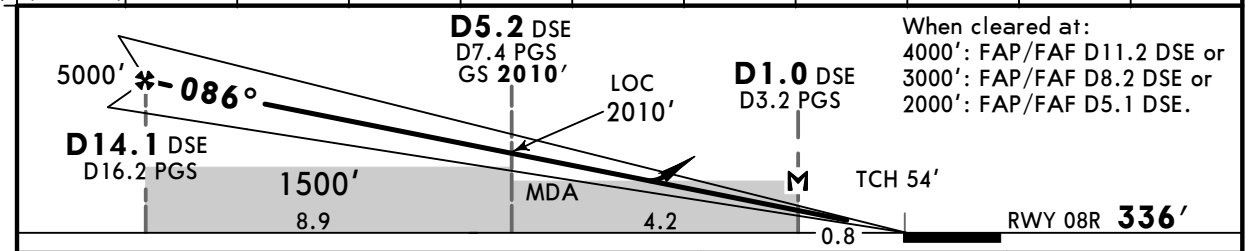
MISSED APCH: Climb STRAIGHT AHEAD to 5000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000′. Intercept and follow R-087 PGS. At D17.4 PGS climb to FL 70. At D19.1 PGS turn LEFT to intercept and follow R-027 CLM to LORNI. Climb to 1200′ prior to level acceleration.

3200′
MSA
ARP

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000′



LOC (GS out)	DSE DME	13.0	12.0	10.0	9.0	7.0	6.0	4.0	3.0	1.0
	ALTITUDE	4620′	4280′	3610′	3280′	2610′	2280′	1630′	1300′	660′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 DSE/D3.2 PGS						

HIALS-II
REIL PAPI
5000′

PANS OPS

Standard — STRAIGHT-IN LANDING RWY 08R

	ILS			LOC (GS out) CDFA	
	DA(H) 536′ (200′)			DA/MDA(H) [1] 660′ (324′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1400m
B					
C					
D					

CIRCLE-TO-LAND [2]
08R to 08L

Max Kts	MDA(H)	VIS
110	1090′ (754′)	3000m
135		
180	1140′ (804′)	3500m
205	1240′ (904′)	4000m

[1] For add-on to the MDA(H), see ATC pages FRANCE.
[2] Circling height based on rwy 08R thresh elev of 336′.

CHANGES: Communications.

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LFPG/CDG CHARLES-DE-GAULLE

PARIS, FRANCE
CAT II/III ILS Rwy 08R

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach				
127.130 (French 128.225)	121.155	125.830	119.850	126.430	118.155	136.275

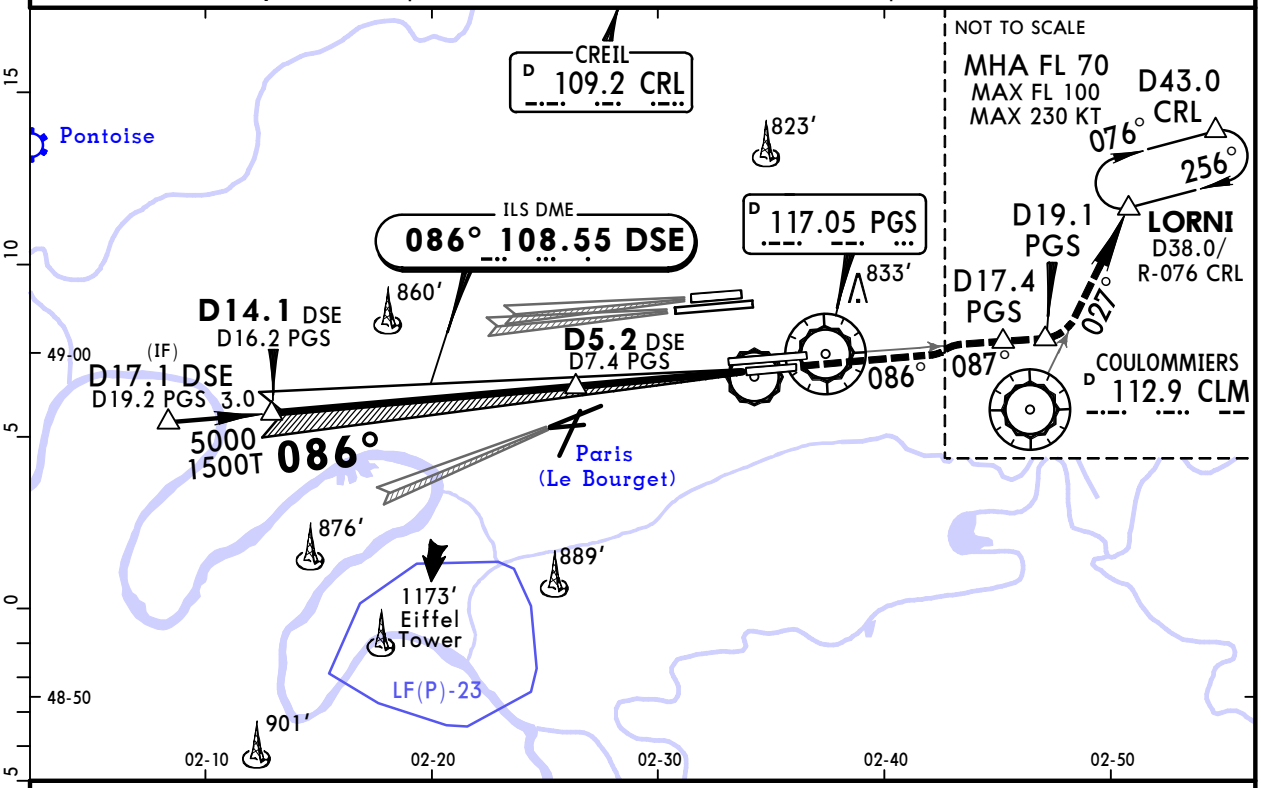
DE GAULLE Tower		Ground		
120.9	118.655	121.810	South	121.980

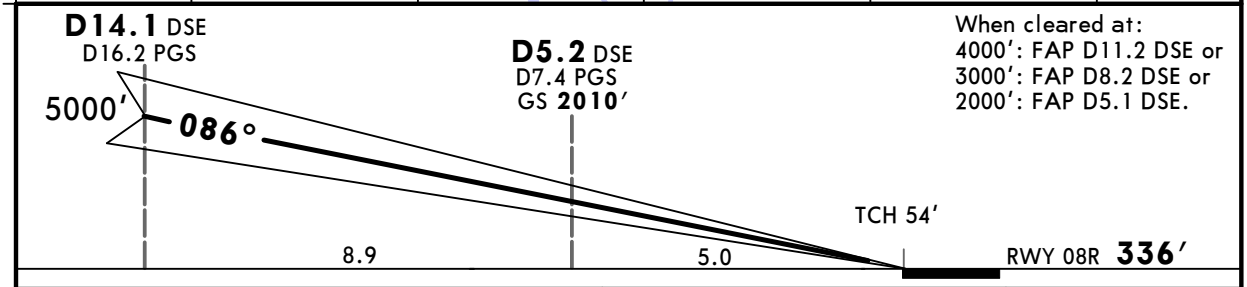
LOC DSE	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev / RWY
108.55	**086°**	**D5.2 DSE 2010′** (1674′)		392′ / RWY **336′**

MISSED APCH: Climb STRAIGHT AHEAD to 5000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000′. Intercept and follow R-087 PGS. At D17.4 PGS climb to FL 70. At D19.1 PGS turn LEFT to intercept and follow R-027 CLM to LORNI. Climb to 1200′ prior to level acceleration.

3200′
MSA
ARP

Alt Set: hPa
1. **VOR and DME required.**
Rwy Elev: 12 hPa
2. Special Aircrew & Aircraft Certification Required.
Trans level: By ATC
Trans alt: 5000′





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

HIALS-II
REIL PAPI
5000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **08R**

CAT IIIA ILS	CAT II ILS
DH **50′**	ABCD **RA 103′** DA(H) **436′** (100′)
RVR 200m	RVR 300m 1

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Communications.

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LFPG/CDG CHARLES-DE-GAULLE

JEPPESEN 20 MAR 15 (21-3) Eff 2 Apr

PARIS, FRANCE ILS or LOC Rwy 09L

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach					
127.130 (French 128.225)	121.155	125.830	119.850	126.430	118.155	136.275

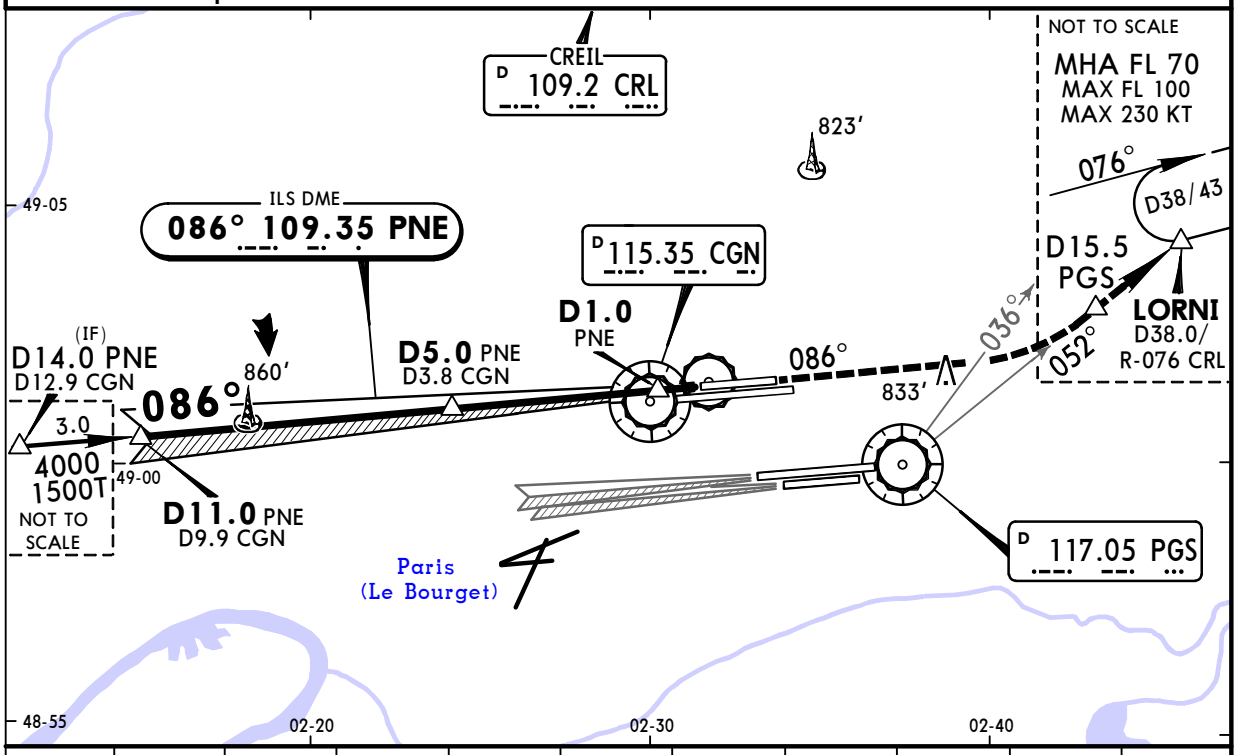
DE GAULLE Tower		Ground North	
119.250	123.605	121.610	121.780

LOC PNE	Final Apch Crs	GS D5.0 PNE	ILS DA(H)	Apt Elev 392′ RWY 378′
109.35	086°	1990′ (1612′)	578′ (200′)	

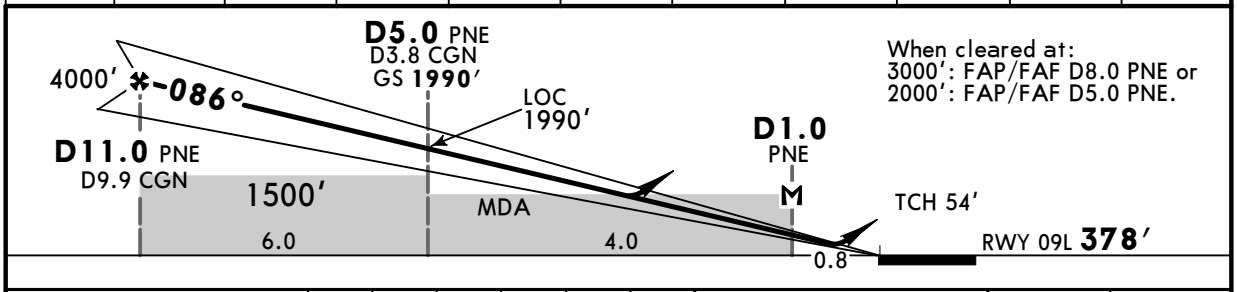
MISSED APCH: Climb STRAIGHT AHEAD to 4000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000′. Crossing R-036 PGS turn LEFT to intercept and follow R-052 PGS to LORNI. At D15.5 PGS climb to FL 70. Climb to 1200′ prior to level acceleration.

3200′
MSA ARP

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000′
VOR and DME required.



LOC (GS out)	PNE DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3650′	3320′	2980′	2650′	2320′	1990′	1670′	1340′	1020′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0 PNE							

HIALS-II
REIL
PAPI
4000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 09L

	ILS DA(H) 578′ (200′)			LOC (GS out) CDFA DA/MDA(H) [1] 720′ (342′)		CIRCLE-TO-LAND [2] 09L to 09R		
	FULL	Limited	ALS out		ALS out	Max Kts	MDA(H)	VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	RVR 1500m	110	1130′ (752′)	3000m
B						135		
C						180	1180′ (802′)	3500m
D						205	1280′ (902′)	4000m

[1] For add-on to the MDA(H), see ATC pages FRANCE.
[2] Circling height based on rwy 09L thresh elev of 378′.

CHANGES: Communications.

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LFPG/CDG CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15
Eff 2 Apr
21-3A

PARIS, FRANCE
CAT II/III ILS Rwy 09L

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach
127.130 (French 128.225)	121.155 125.830 119.850 126.430 118.155 136.275

DE GAULLE Tower		Ground North	
119.250	123.605	121.610	121.780

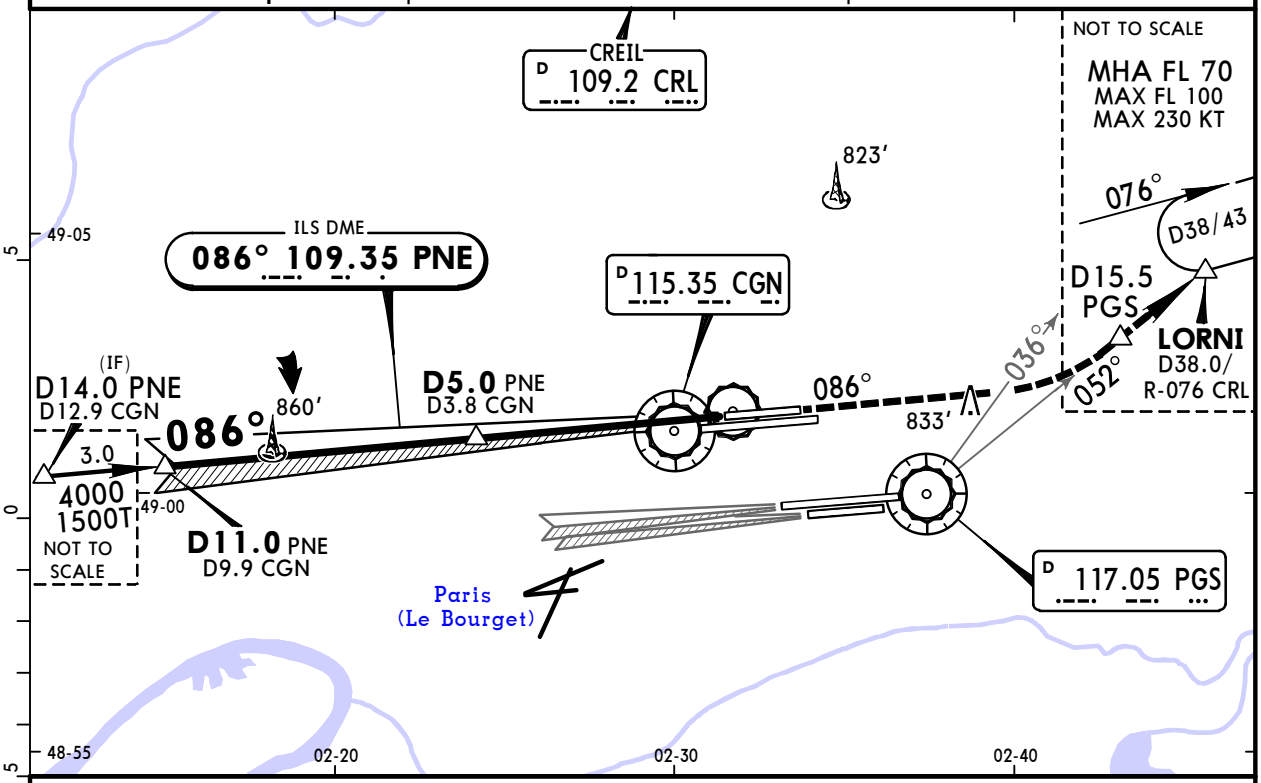
LOC PNE	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 392′
109.35	086°	D5.0 PNE 1990′(1612′)		RWY 378′

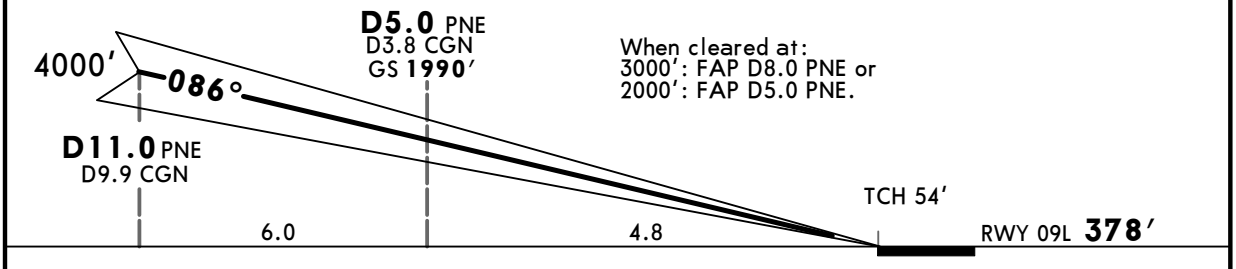
3200′
MSA ARP

MISSED APCH: Climb STRAIGHT AHEAD to 4000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000′. Crossing R-036 PGS turn LEFT to intercept and follow R-052 PGS to LORNI. At D15.5 PGS climb to FL 70. Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000′

1. **VOR and DME required.** 2. Special Aircrew & Acft Certification Required.





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

HIALS-II
REIL
PAPI
4000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **09L**

CAT IIIA ILS	CAT II ILS ABCD
DH **50′**	**RA 104′** DA(H) **478′**(100′)
RVR 200m	RVR 300m [1]

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Communications.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN 20 MAR 15 (21-4) Eff 2 Apr

PARIS, FRANCE
ILS or LOC Rwy 09R

BRIEFING STRIP™

D-ATIS	DE GAULLE Approach
127.130 (French 128.225)	121.155 125.830 119.850 126.430 118.155 136.275

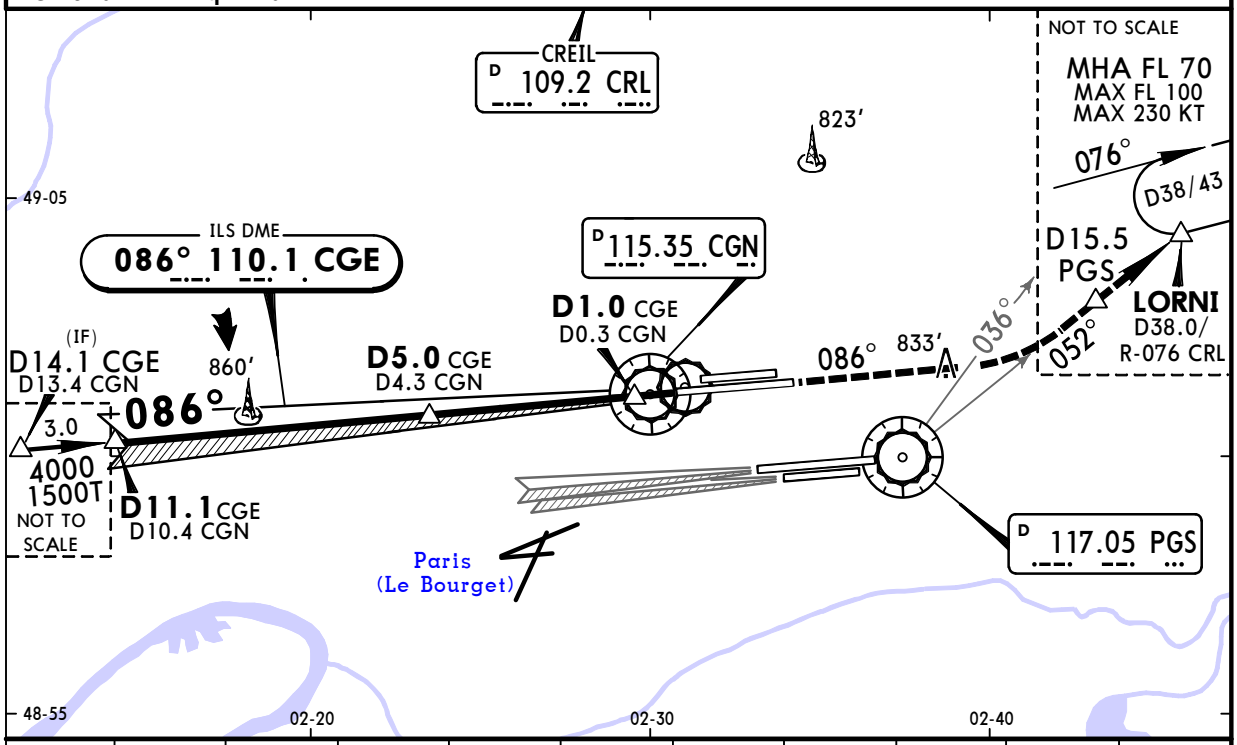
DE GAULLE Tower		Ground North	
119.250	123.605	121.610	121.780

LOC CGE	Final Apch Crs	GS	ILS DA(H)	Apt Elev 392′
110.1	086°	D5.0 CGE 1980′(1610′)	570′(200′)	RWY 370′

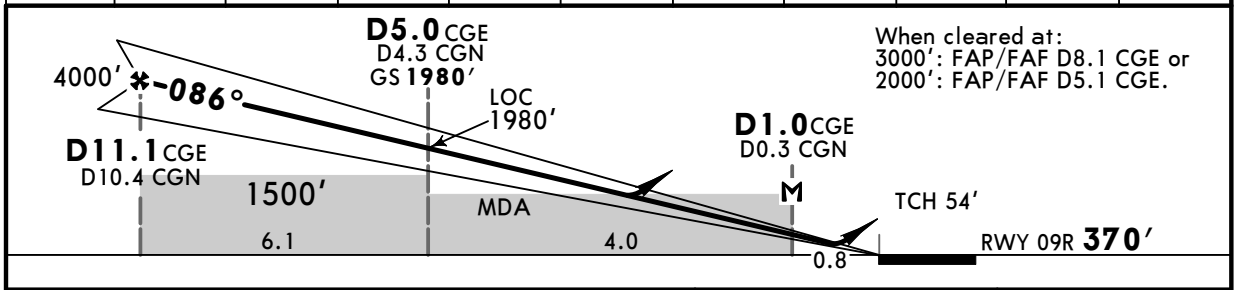
MISSED APCH: Climb STRAIGHT AHEAD to 4000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000′. Crossing R-036 PGS turn LEFT to intercept and follow R-052 PGS to LORNI. At D15.5 PGS climb to FL 70. Climb to 1200′ prior to level acceleration.

3200′ MSA ARP

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000′
VOR and DME required.



LOC (GS out)	CGE DME	11.0	10.0	9.0	8.0	7.0	6.0	4.0	3.0	2.0
	ALTITUDE	3970′	3640′	3300′	2970′	2640′	2310′	1660′	1330′	1010′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 CGE/D0.3 CGN						

HIALS-II
REIL
PAPI
4000′

Standard STRAIGHT-IN LANDING RWY 09R

	ILS DA(H) 570′(200′)			LOC (GS out) CDFA DA/MDA(H) 1 720′(350′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR 1500m
B					
C					RVR 1600m
D					

CIRCLE-TO-LAND 2
09R to 09L

Max Kts	MDA(H)	VIS
110	1020′(650′)	3000m
135		
180	1120′(750′)	3500m
205	1120′(750′)	4000m

PANS OPS

1 For add-on to the MDA(H), see ATC pages FRANCE.
2 Circling height based on rwy 09R thresh elev of 370′.

CHANGES: Communications.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15
Eff 2 Apr
21-4A

PARIS, FRANCE
CAT II/III ILS Rwy 09R

BRIEFING STRIP™

D-ATIS	DE GAULLE Approach
127.130 (French 128.225)	121.155 125.830 119.850 126.430 118.155 136.275

DE GAULLE Tower		Ground North	
119.250	123.605	121.610	121.780

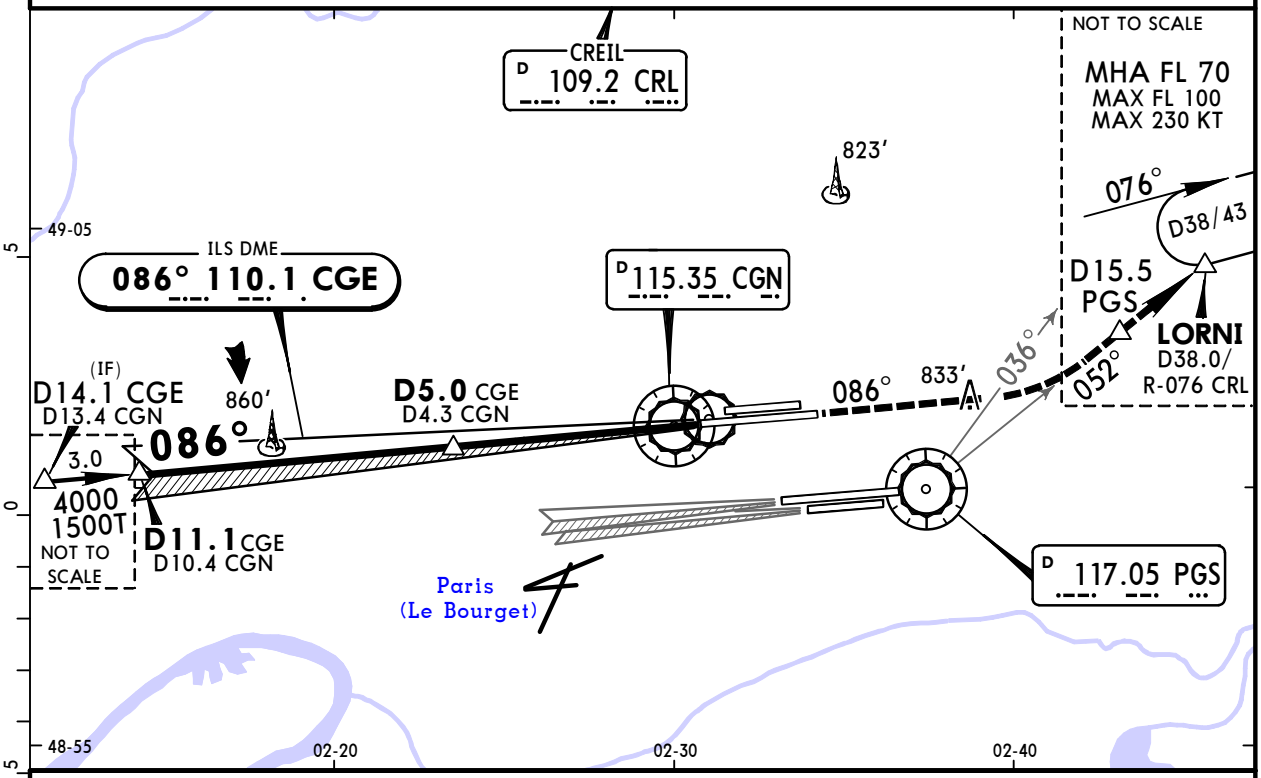
LOC CGE	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 392′ RWY 370′
110.1	086°	D5.0 CGE 1980′(1610′)		

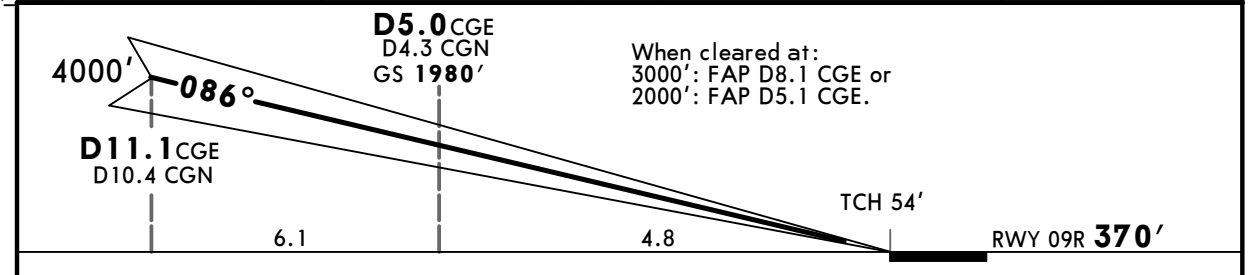
3200′
MSA ARP

MISSED APCH: Climb STRAIGHT AHEAD to 4000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000′. Crossing R-036 PGS turn LEFT to intercept and follow R-052 PGS to LORNI. At D15.5 PGS climb to FL 70. Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000′

1. **VOR and DME required.** 2. Special Aircrew & Acft Certification Required.





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

HIALS-II
REIL
PAPI

4000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **09R**

CAT IIIA ILS	CAT II ILS ABCD
DH 50′	RA 105′ DA(H) 470′(100′)
RVR 200m	RVR 300m [1]

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Communications.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN 20 MAR 15 (21-5) Eff 2 Apr

PARIS, FRANCE
ILS or LOC Rwy 26L

BRIEFING STRIP™

D-ATIS		DE GAULLE Approach					
127.130	(French 128.225)	121.155	125.830	119.850	126.430	118.155	136.275

DE GAULLE Tower		Ground South	
120.9	118.655	121.810	121.980

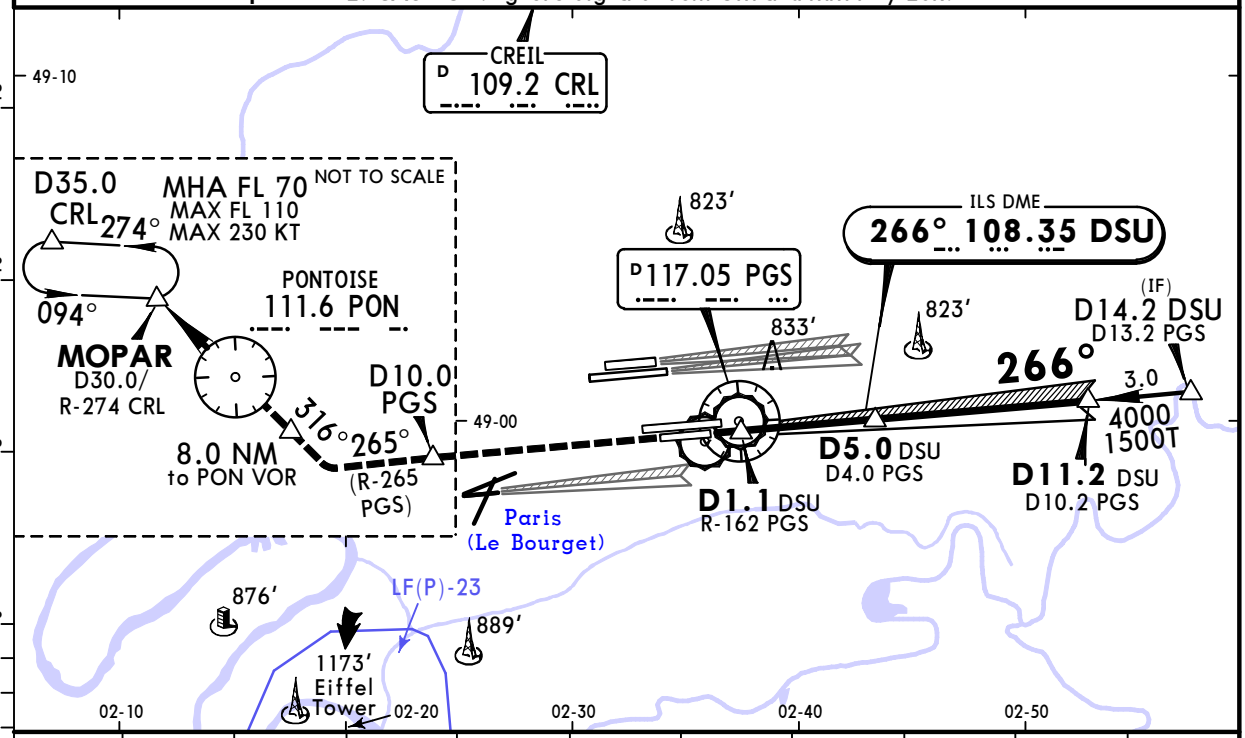
LOC DSU	Final Apch Crs	GS D5.0 DSU	ILS DA(H)	Apt Elev / RWY
108.35	266°	1930′ (1614′)	516′ (200′)	392′ / RWY 316′

MISSED APCH: Climb STRAIGHT AHEAD to 4000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000′. At D10.0 PGS follow R-265 PGS to intercept R-136 PON inbound. At 8.0 NM before PON VOR climb to FL 70. At PON VOR proceed to MOPAR.
Climb to 1200′ prior to level acceleration.

3200′
MSA ARP

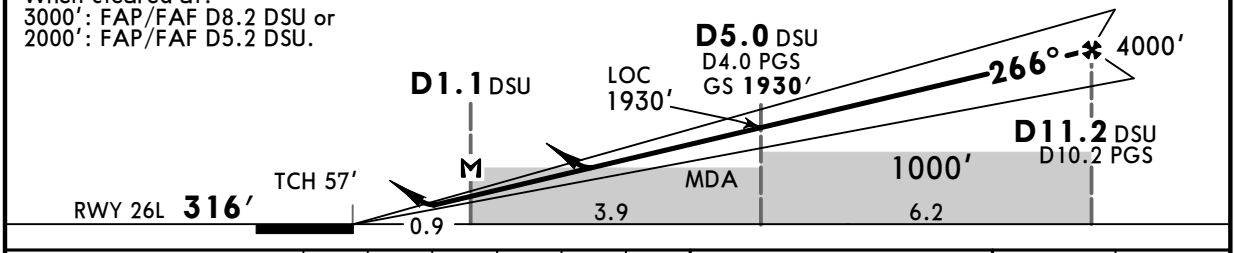
Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000′

1. **VOR and DME required.** 2. CAUTION: Ignore signals from OM and MM rwy 26R.



LOC (GS out)	DSU DME	2.0	3.0	4.0	6.0	7.0	8.0	9.0	10.0	11.0
	ALTITUDE	960′	1280′	1600′	2260′	2590′	2920′	3260′	3590′	3930′

When cleared at:
3000′: FAP/FAF D8.2 DSU or
2000′: FAP/FAF D5.2 DSU.



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	484	538	646	753	861
MAP at D1.1 DSU							

HIALS-II
REIL
PAPI
4000′

PANS OPS

Standard — STRAIGHT-IN LANDING RWY 26L

	ILS DA(H) 516′ (200′)			LOC (GS out) CDFA DA/MDA(H) [1] 710′ (394′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

CIRCLE-TO-LAND [2]
26L to 26R

Max Kts	MDA(H)	VIS
110	920′ (604′)	3000m
135		
180	1020′ (704′)	3500m
205	1100′ (784′)	4000m

[1] For add-on to the MDA(H), see ATC pages FRANCE.
[2] Circling height based on rwy 26L thresh elev of 316′.

CHANGES: Communications.

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LFPG/CDG CHARLES-DE-GAULLE

JEPPESEN 20 MAR 15 Eff 2 Apr (21-5A)

PARIS, FRANCE CAT II/III ILS Rwy 26L

BRIEFING STRIP™

D-ATIS	DE GAULLE Approach				
127.130 (French 128.225)	121.155	125.830	119.850	126.430	118.155	136.275

DE GAULLE Tower		Ground South	
120.9	118.655	121.810	121.980

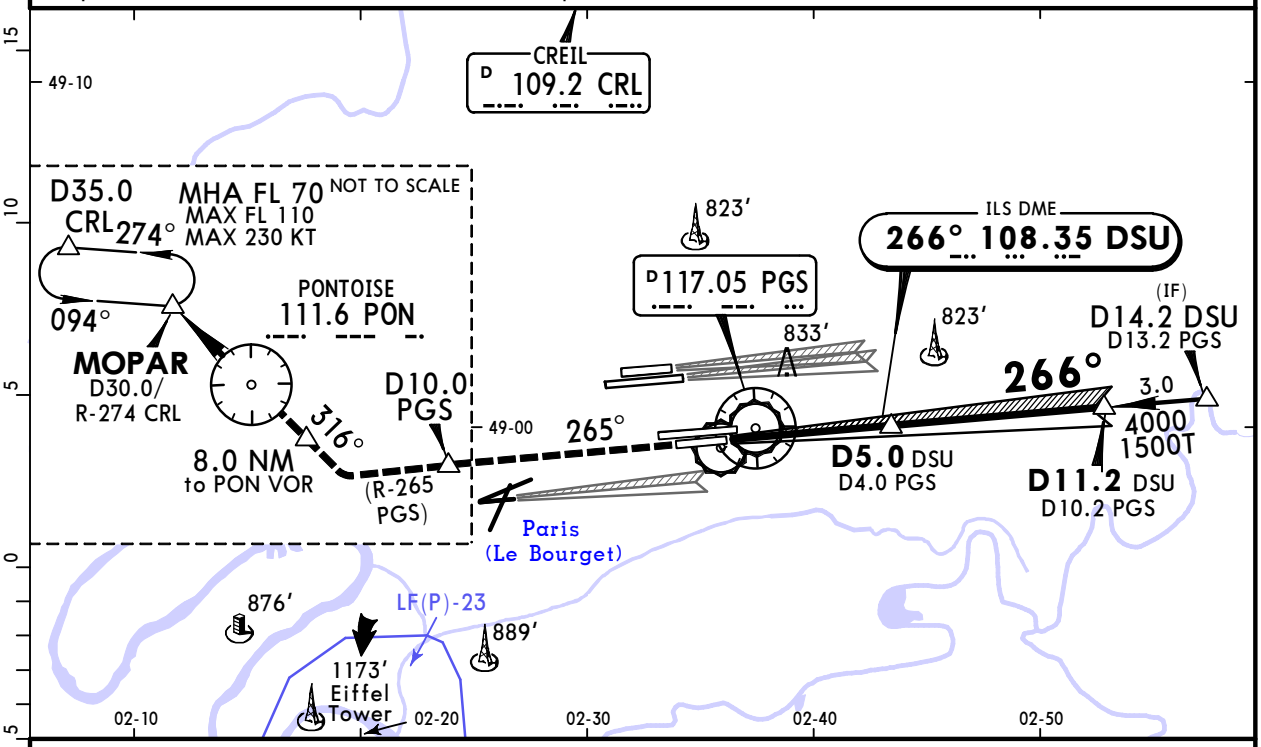
LOC DSU	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev / RWY
108.35	**266°**	**D5.0 DSU** **1930′** (1614′)		392′ / **316′**

3200′
MSA ARP

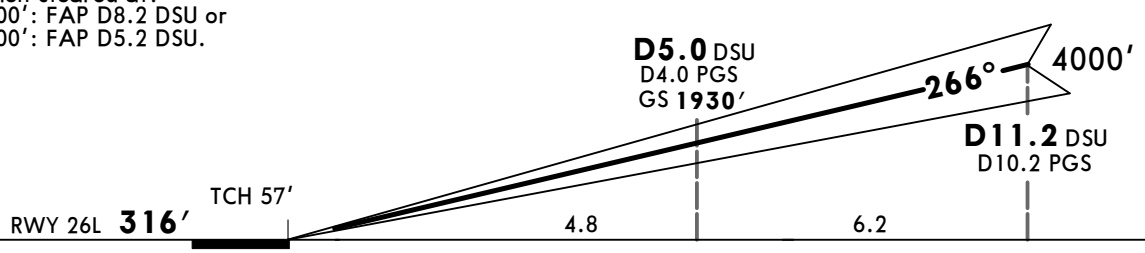
MISSED APCH: Climb STRAIGHT AHEAD to 4000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000′. At D10.0 PGS follow R-265 PGS to intercept R-136 PON inbound. At 8.0 NM before PON VOR climb to FL 70. At PON VOR proceed to MOPAR.
Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000′

1. **VOR and DME required.** 2. CAUTION: Ignore signals from OM and MM rwy 26R.
3. Special Aircrew & Aircraft Certification Required.



When cleared at:
3000′: FAP D8.2 DSU or
2000′: FAP D5.2 DSU.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS-II
REIL
PAPI

4000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **26L**

CAT IIIA ILS	CAT II ILS
DH **50′**	ABCD **RA 104′** DA(H) **416′** (100′)
RVR 200m	RVR 300m 1

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Communications.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN 20 MAR 15 (21-6) Eff 2 Apr

PARIS, FRANCE
ILS or LOC Rwy 26R

BRIEFING STRIP ™

D-ATIS		DE GAULLE Approach					
127.130	(French 128.225)	121.155	125.830	119.850	126.430	118.155	136.275

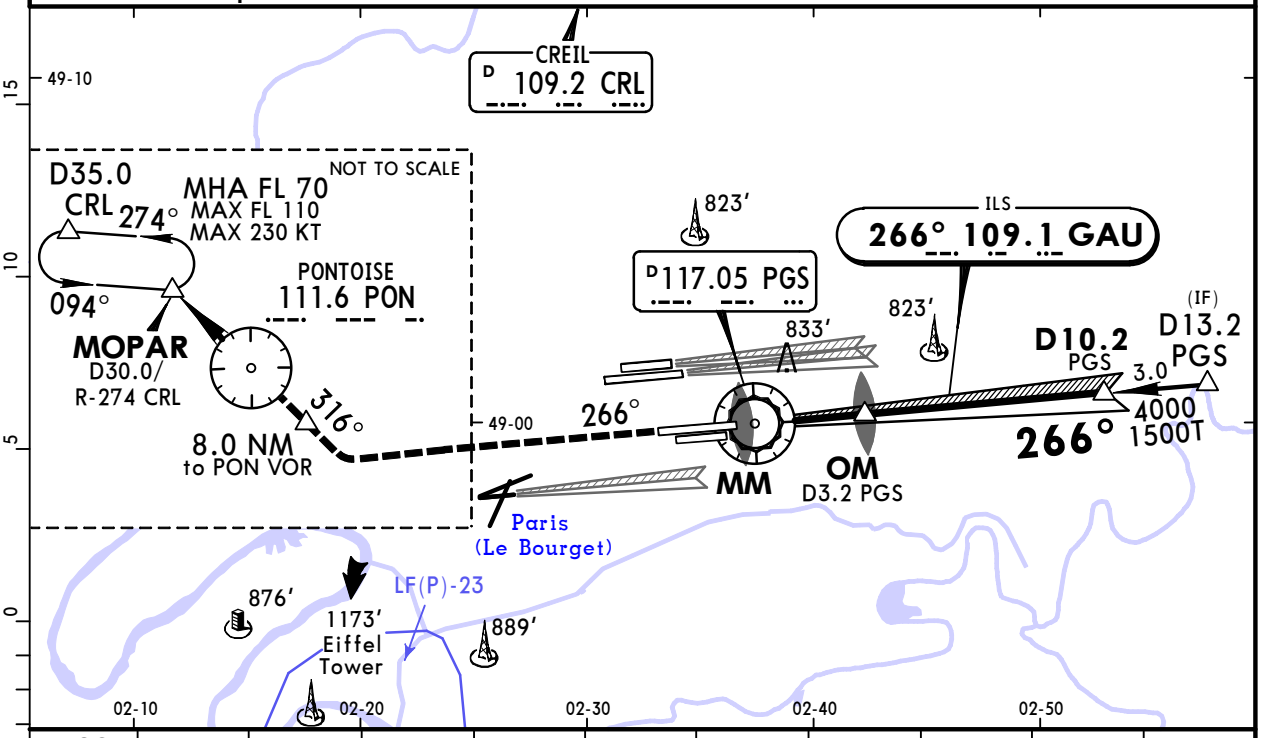
DE GAULLE Tower		Ground South	
120.9	118.655	121.810	121.980

LOC GAU	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev / RWY
109.1	266°	1680′ (1362′)	518′ (200′)	392′ / 318′

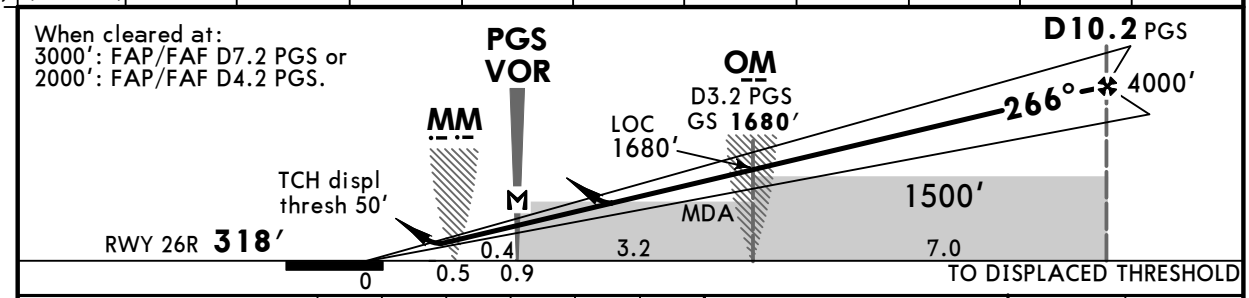
MISSED APCH: Climb STRAIGHT AHEAD to 4000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000′ and follow R-266 PGS to intercept R-136 PON inbound. At 8.0 NM before PON VOR climb to FL 70. At PON VOR proceed to MOPAR.
Climb to 1200′ prior to level acceleration.

3200′
MSA ARP

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000′
VOR and DME required.



LOC (GS out)	PGS DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	970′	1290′	1610′	1940′	2270′	2600′	2930′	3260′	3600′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	484	538	646	753	861
MAP at PGS VOR							

HIALS-II
REIL
PAPI
4000′

Standard STRAIGHT-IN LANDING RWY 26R

	ILS DA(H) 518′ (200′)			LOC (GS out) CDFA DA/MDA(H) [1] 710′ (392′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

CIRCLE-TO-LAND [2]
26R to 26L

Max Kts	MDA(H)	VIS
110	920′ (602′)	3000m
135		
180	1020′ (702′)	3500m
205	1100′ (782′)	4000m

PANS OPS

[1] For add-on to the MDA(H), see ATC pages FRANCE.
[2] Circling height based on rwy 26R displ thresh elev of 318′.

CHANGES: Communications.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15
Eff 2 Apr
21-6A

PARIS, FRANCE
CAT II/III ILS Rwy 26R

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach
127.130 (French 128.225)	121.155 125.830 119.850 126.430 118.155 136.275

DE GAULLE Tower		Ground	
120.9	118.655	121.810 South	121.980

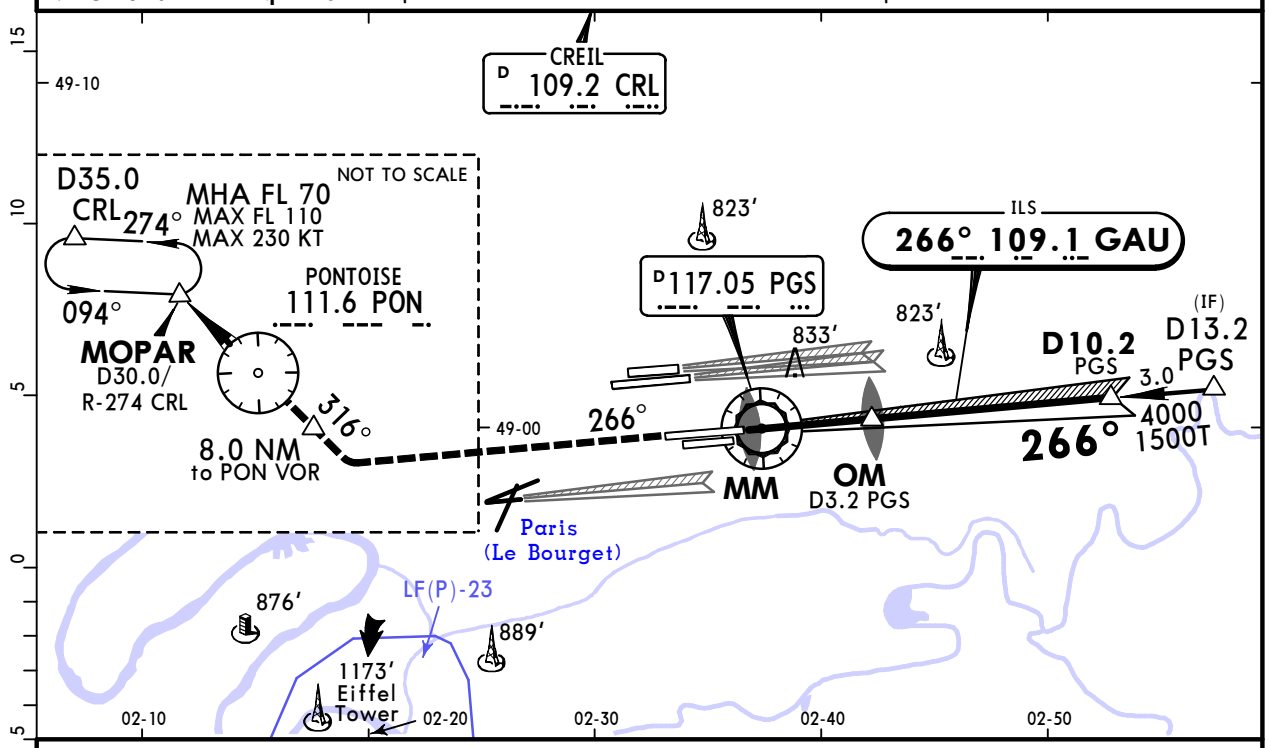
LOC GAU	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev / RWY
109.1	266°	OM 1680′ (1362′)		Apt Elev 392′ RWY 318′

3200′
MSA ARP

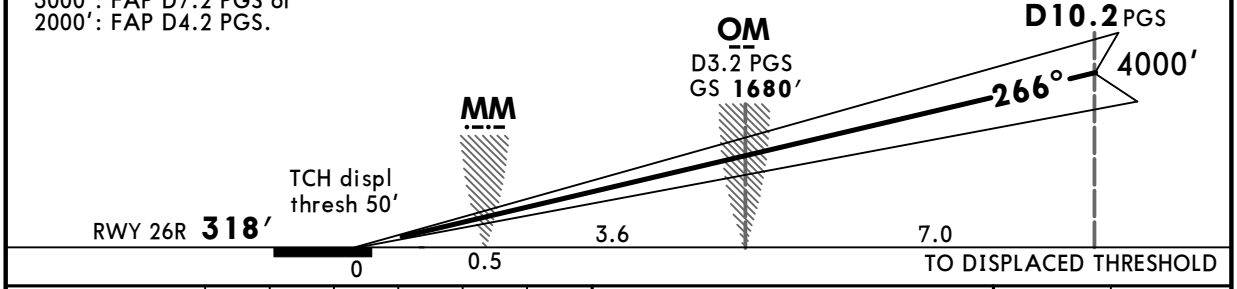
MISSED APCH: Climb STRAIGHT AHEAD to 4000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000′ and follow R-266 PGS to intercept R-136 PON inbound. At 8.0 NM before PON VOR climb to FL 70. At PON VOR proceed to MOPAR.
Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000′

1. **VOR and DME required.** 2. Special Aircrew & Aircraft Certification Required.



When cleared at:
3000′: FAP D7.2 PGS or
2000′: FAP D4.2 PGS.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS-II
REIL
PAPI
4000′

Standard STRAIGHT-IN LANDING RWY **26R**

CAT IIIA ILS	CAT II ILS ABCD
DH **50′**	**RA 102′** DA(H) **418′** (100′)
RVR 200m	RVR 300m 1

PANS OPS

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Communications.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN 20 MAR 15 (21-7) Eff 2 Apr

PARIS, FRANCE
ILS or LOC Rwy 27L

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach					
127.130 (French 128.225)	121.155	125.830	119.850	126.430	118.155	136.275

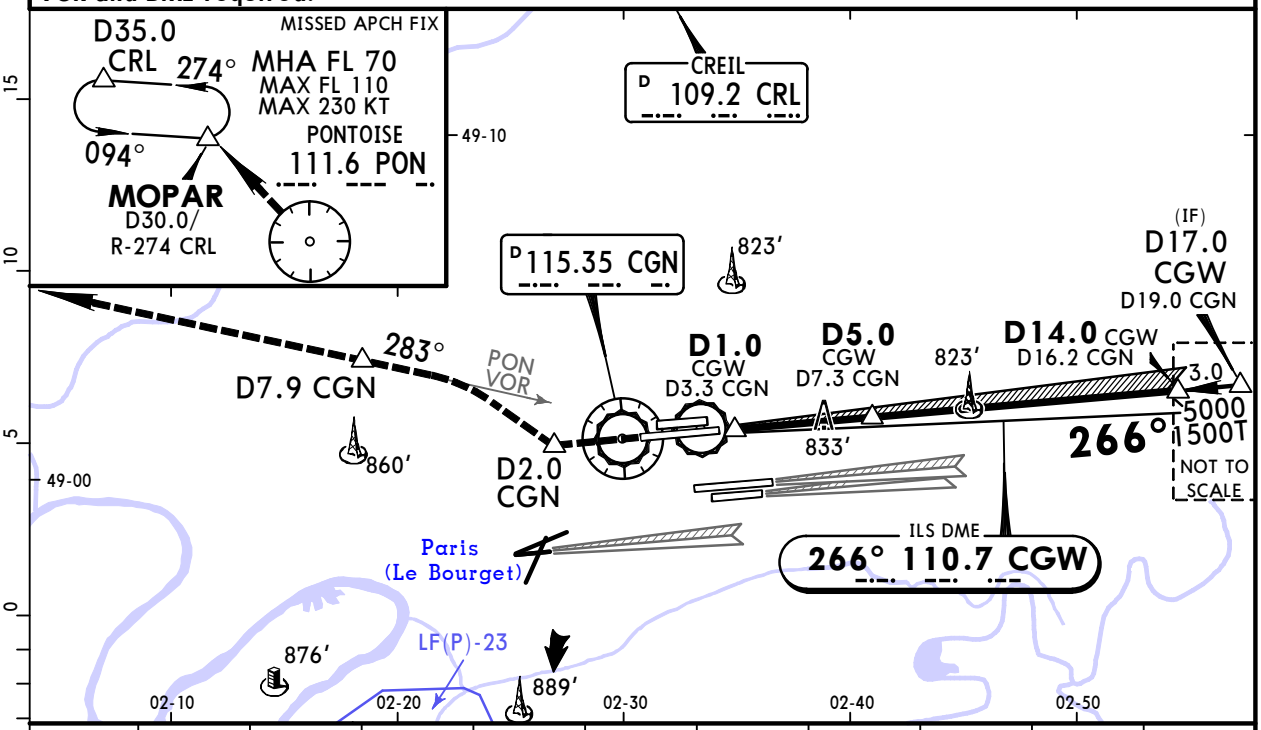
DE GAULLE Tower		Ground	
119.250	123.605	121.610	North 121.780

LOC CGW	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
110.7	266°	D5.0 CGW 2000′ (1613′)	587′ (200′)	Apt Elev 392′ RWY 387′

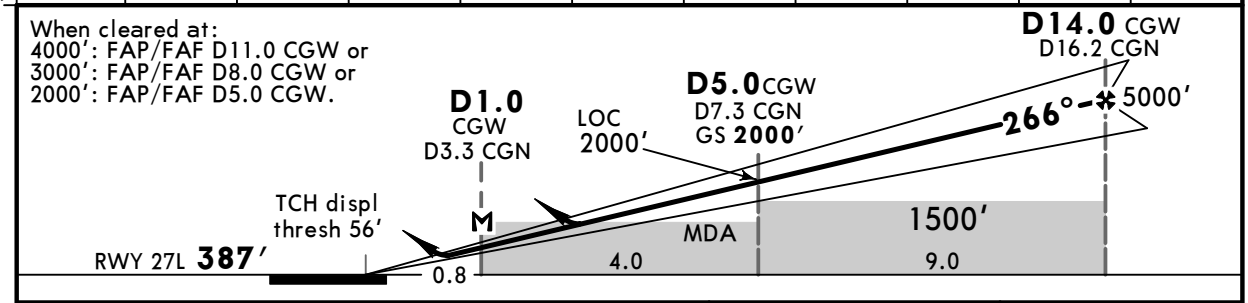
MISSED APCH: Climb STRAIGHT AHEAD to 5000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000′. At D2.0 after CGN turn RIGHT to intercept R-103 PON inbound. At D7.9 after CGN VOR climb to FL 70. At PON VOR proceed to MOPAR.
Climb to 1200′ prior to level acceleration.

3200′
MSA ARP

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000′
VOR and DME required.



LOC (GS out)	CGW DME	2.0	3.0	4.0	6.0	7.0	9.0	10.0	12.0	13.0
	ALTITUDE	1020′	1350′	1670′	2320′	2650′	3320′	3650′	4330′	4670′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 CGW/D3.3 CGN						

HIALS-II
REIL
PAPI
5000′

PANS OPS

Standard — STRAIGHT-IN LANDING RWY27L

	ILS DA(H) 587′ (200′)			LOC (GS out) CDFA DA/MDA(H) 1 770′ (383′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1500m
B					
C					RVR 1700m
D					

CIRCLE-TO-LAND 2

27L to 27R

Max Kts	MDA(H)	VIS
110	1000′ (613′)	3000m
135		
180	1100′ (713′)	3500m
205	1150′ (763′)	4000m

1 For add-on to the MDA(H), see ATC pages FRANCE.
2 Circling height based on rwy 27L displ thresh elev of 387′.

CHANGES: Communications.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15
Eff 2 Apr
21-7A

PARIS, FRANCE
CAT II/III ILS Rwy 27L

BRIEFING STRIP™

D-ATIS	DE GAULLE Approach					
127.130 (French 128.225)	121.155	125.830	119.850	126.430	118.155	136.275

DE GAULLE Tower		Ground	
119.250	123.605	121.610	North 121.780

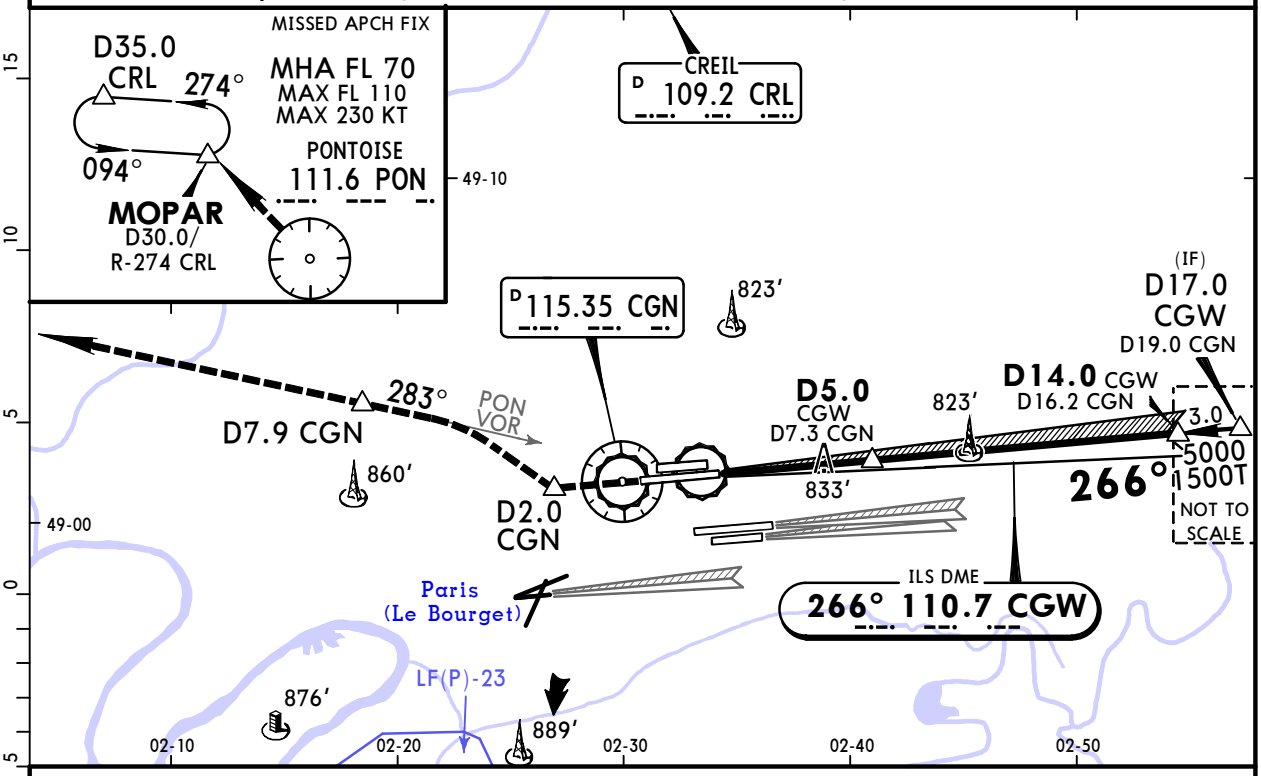
LOC CGW	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev / RWY
110.7	266°	D5.0 CGW 2000′ (1613′)		Apt Elev 392′ RWY 387′

3200′
MSA ARP

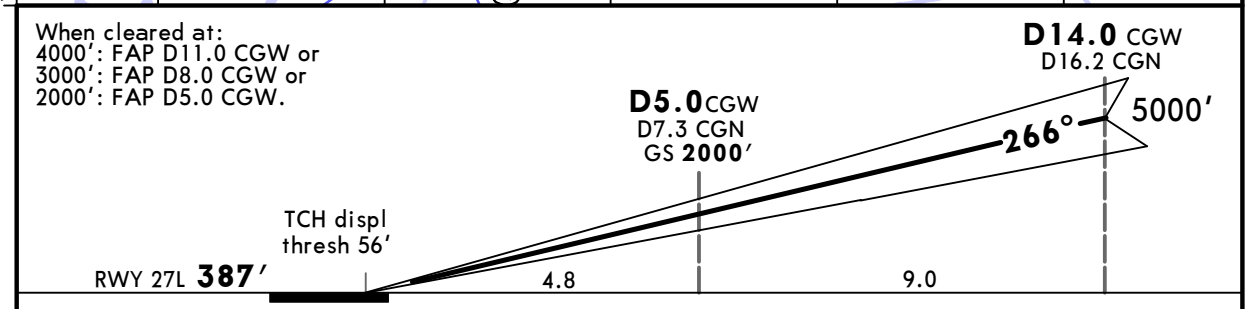
MISSED APCH: Climb STRAIGHT AHEAD to 5000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000′. At D2.0 after CGN turn RIGHT to intercept R-103 PON inbound. At D7.9 after CGN VOR climb to FL 70. At PON VOR proceed to MOPAR.
Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000′

1. **VOR and DME required.** 2. Special Aircrew & Acft Certification Required.



When cleared at:
4000′: FAP D11.0 CGW or
3000′: FAP D8.0 CGW or
2000′: FAP D5.0 CGW.



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

HIALS-II
REIL
PAPI
5000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **27L**

CAT IIIA ILS	CAT II ILS
DH 50′	ABCD RA 100′ DA(H) 487′ (100′)
RVR 200m	RVR 300m 1

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Communications.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN 20 MAR 15 (21-8) Eff 2 Apr

PARIS, FRANCE
ILS or LOC Rwy 27R

BRIEFING STRIP™

D-ATIS	DE GAULLE Approach					
127.130 (French 128.225)	121.155	125.830	119.850	126.430	118.155	136.275

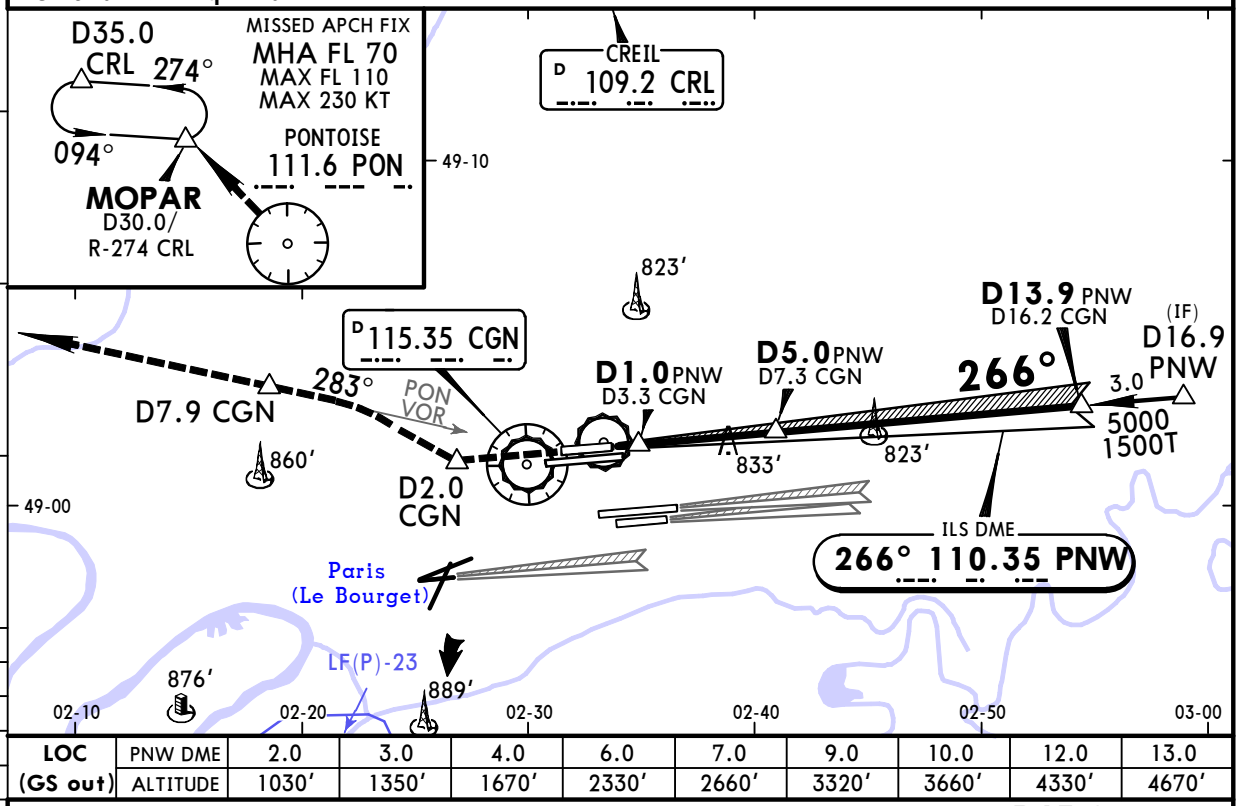
DE GAULLE Tower		Ground	
119.250	123.605	121.610	North 121.780

LOC PNW	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
110.35	266°	D5.0 PNW 2000′ (1608′)	592′ (200′)	Apt Elev 392′ RWY 392′

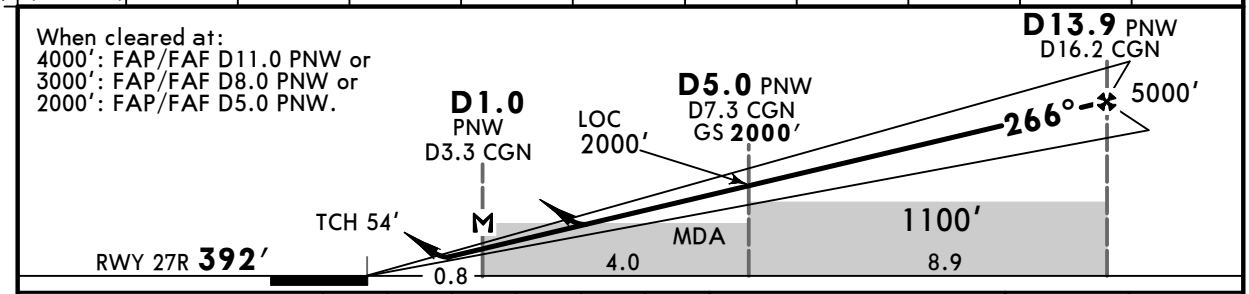
MISSED APCH: Climb STRAIGHT AHEAD to 5000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000′. At D2.0 after CGN turn RIGHT to intercept R-103 PON inbound. At D7.9 after CGN VOR climb to FL 70. At PON VOR proceed to MOPAR.
Climb to 1200′ prior to level acceleration.

3200′
MSA ARP

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000′
VOR and DME required.



LOC (GS out)	PNW DME	2.0	3.0	4.0	6.0	7.0	9.0	10.0	12.0	13.0
	ALTITUDE	1030′	1350′	1670′	2330′	2660′	3320′	3660′	4330′	4670′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 PNW/D3.3 CGN						

HIALS-II
REIL
PAPI
5000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY27R

	ILS DA(H) 592′ (200′)			LOC (GS out) CDFA DA/MDA(H) 1 770′ (378′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1500m
B					
C					RVR 1700m
D					

CIRCLE-TO-LAND
27R to 27L

Max Kts	MDA(H)	VIS
110	1000′ (608′)	3000m
135		
180	1100′ (708′)	3500m
205	1140′ (748′)	4000m

1 For add-on to the MDA(H), see ATC pages FRANCE.

CHANGES: Communications.

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LFPG/CDG CHARLES-DE-GAULLE

PARIS, FRANCE
CAT II/III ILS Rwy 27R

D-ATIS	DE GAULLE Approach				
127.130 (French 128.225)	121.155	125.830	119.850	126.430	118.155	136.275

DE GAULLE Tower		Ground	
119.250	123.605	121.610	North 121.780

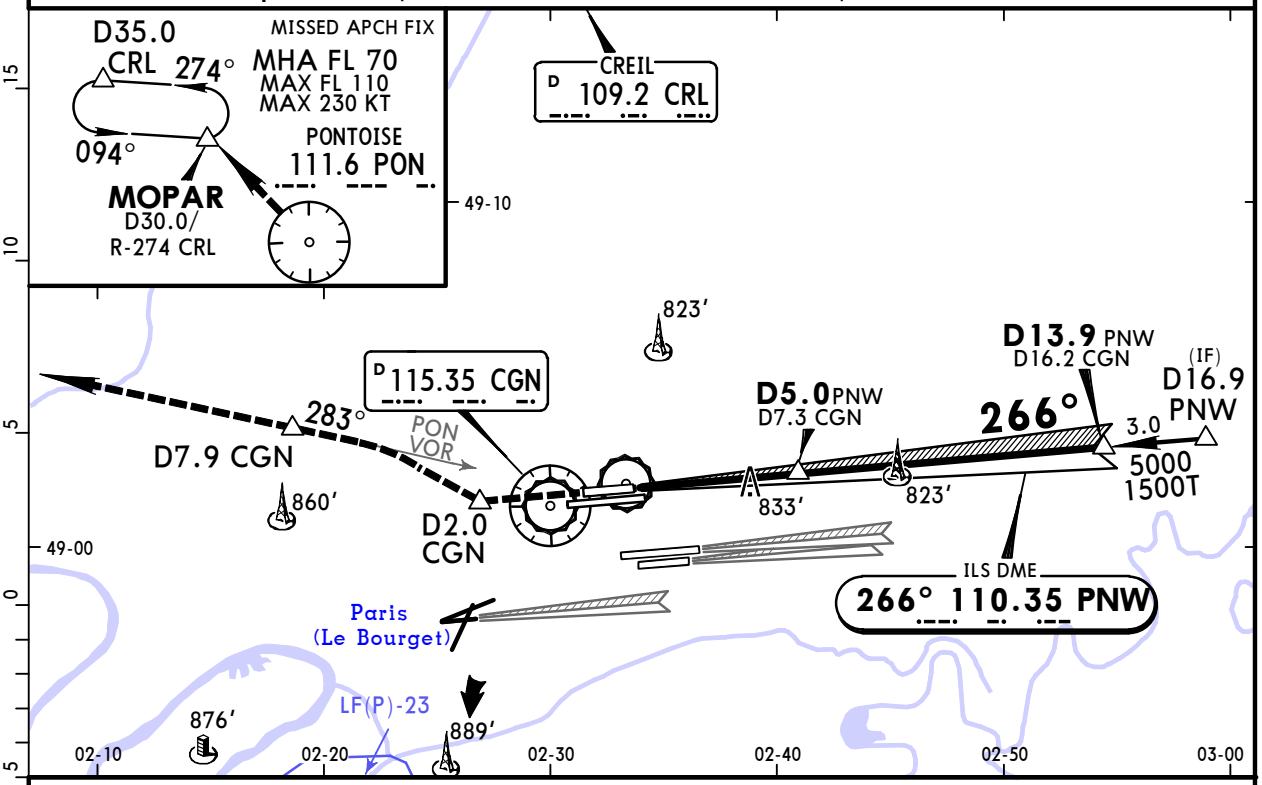
LOC PNW	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev / RWY
110.35	266°	D5.0 PNW 2000′ (1608′)		Apt Elev 392′ RWY 392′

MISSED APCH: Climb STRAIGHT AHEAD to 5000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000′. At D2.0 after CGN turn RIGHT to intercept R-103 PON inbound. At D7.9 after CGN VOR climb to FL 70. At PON VOR proceed to MOPAR.
Climb to 1200′ prior to level acceleration.

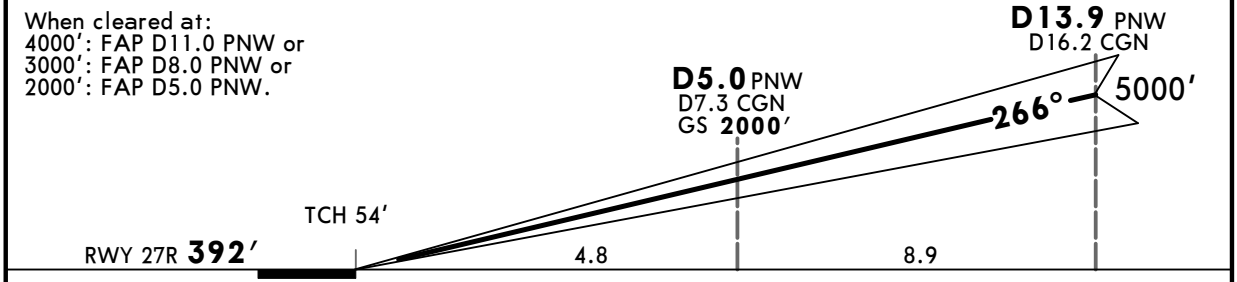
3200′
MSA ARP

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000′

1. **VOR and DME required.** 2. Special Aircrew & Acft Certification Required.



When cleared at:
4000′: FAP D11.0 PNW or
3000′: FAP D8.0 PNW or
2000′: FAP D5.0 PNW.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	538	637	743	849

HIALS-II
REIL
PAPI
5000′

Standard STRAIGHT-IN LANDING RWY **27R**

CAT IIIA ILS	CAT II ILS
DH 50′	ABCD RA 103′ DA(H) 492′ (100′)
RVR 200m	RVR 300m 1

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Communications.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
19 JUN 15 (23-1)

PARIS, FRANCE
VOR Rwy 08L

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach				
127.130 (French 128.225)	121.155	125.830	119.850	126.430	118.155	136.275

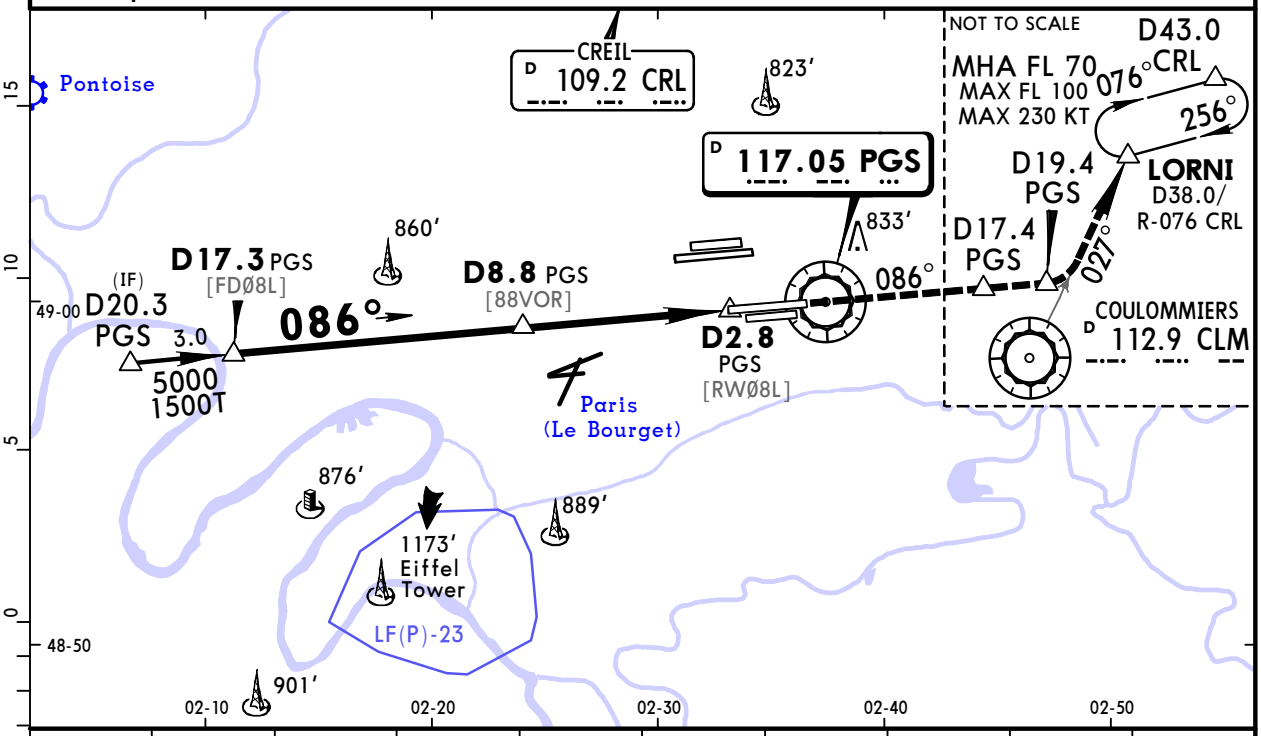
DE GAULLE Tower		Ground South	
120.9	118.655	121.810	121.980

VOR PGS	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev / Rwy
117.05	086°	D17.3 PGS 5000′ (4662′)	830′ (492′)	392′ / 338′

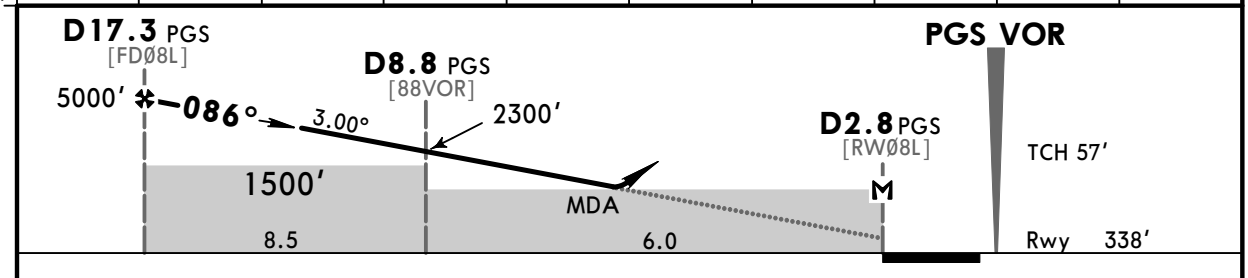
3200′
MSA
ARP

MISSED APCH: Climb on R-086 PGS to 4000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb on R-086 PGS to 4000′. At D17.4 PGS climb to FL 70. At D19.4 PGS turn LEFT to intercept and follow R-027 CLM to LORNI.
Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000′
DME required.



PGS DME	16.0	15.0	13.0	12.0	10.0	9.0	7.0	6.0	5.0
ALTITUDE	4590′	4270′	3630′	3310′	2670′	2350′	1720′	1400′	1080′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.8 PGS							

HIALS-II
REIL
PAPI

4000′ on PGS 117.05 R-086

PANS OPS

Standard — STRAIGHT-IN LANDING RWY 08L
CDFA

DA/MDA(H) 830′ (492′)
ALS out

			Max Kts	MDA(H)	VIS
A	RVR 1500m		110	940′ (602′)	3000m
B			135		
C	RVR 1500m	CMV 2300m	180	1040′ (702′)	3500m
D			205	1100′ (762′)	4000m

CIRCLE-TO-LAND 1
08L to 08R

1 Circling height based on rwy 08L thresh elev of 338′.

CHANGES: Missed apch.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
19 JUN 15 (23-2)

PARIS, FRANCE
VOR Rwy 09R

BRIEFING STRIP™

D-ATIS	DE GAULLE Approach				
127.130 (French 128.225)	121.155	125.830	119.850	126.430	118.155	136.275

DE GAULLE Tower		Ground North	
119.250	123.605	121.610	121.780

VOR CGN	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev / Rwy
115.35	086°	D10.7 CGN 4000′ (3630′)	760′ (390′)	Apt Elev 392′ / Rwy 370′

MISSED APCH: Climb on R-086 CGN to 3000′, then as directed.

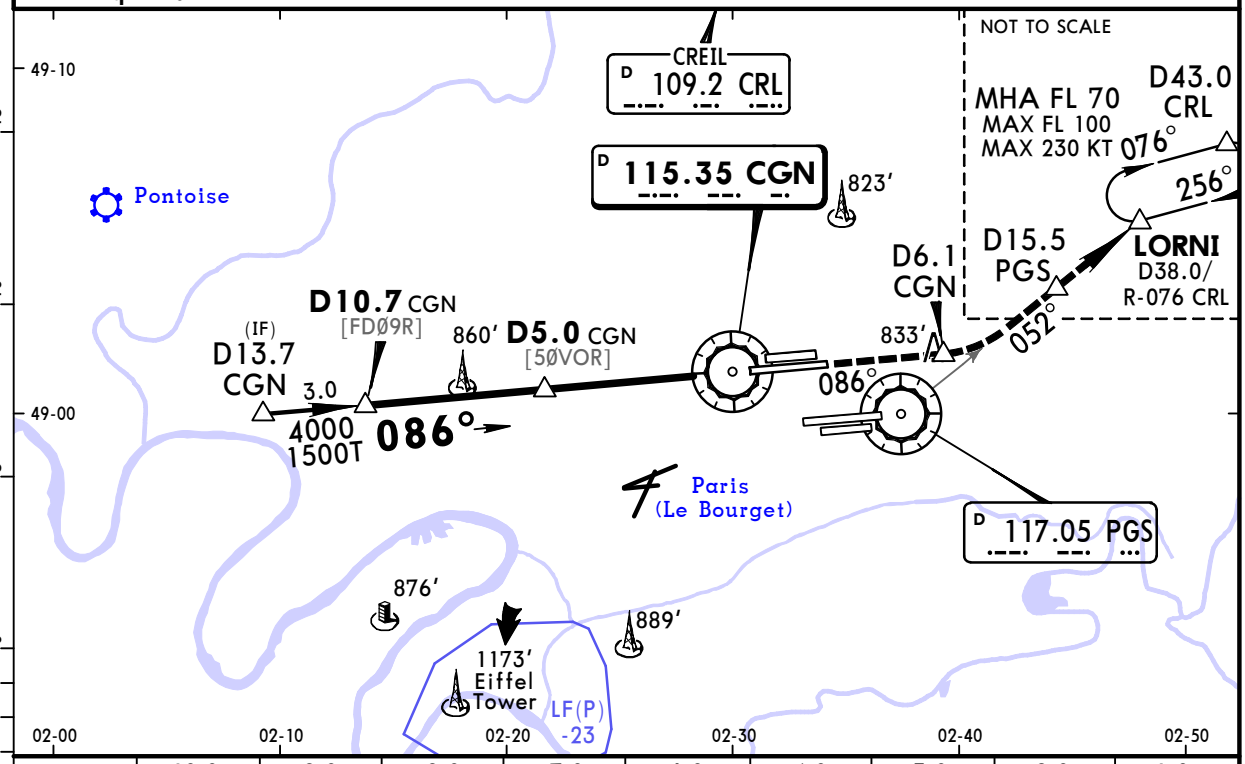
MISSED APCH WITH COMM FAILURE: Climb on R-086 CGN to 3000′. At D6.1 CGN turn LEFT to intercept and follow R-052 PGS to LORNI. At D15.5 PGS climb to FL 70.

Climb to 1200′ prior to level acceleration.

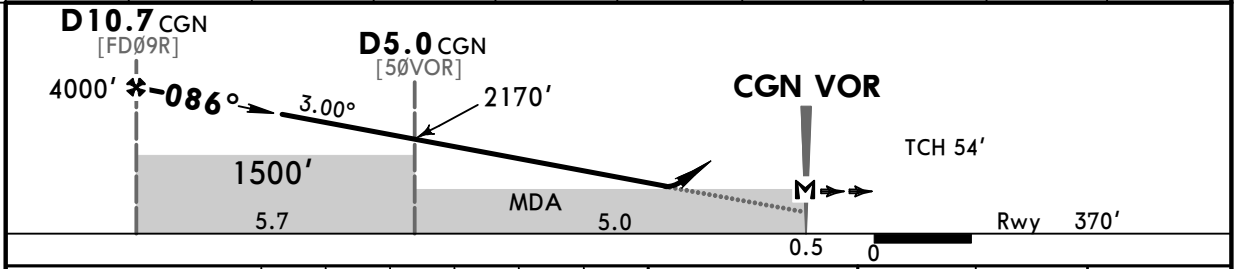
3200′
MSA
ARP

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000′

DME required.



CGN DME	10.0	9.0	8.0	7.0	6.0	4.0	3.0	2.0	1.0
ALTITUDE	3770′	3450′	3130′	2810′	2490′	1860′	1540′	1220′	900′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at CGN VOR							

HIALS-II
REIL
PAPI

3000′ on CGN 115.35 R-086

PANS OPS

Standard — STRAIGHT-IN LANDING RWY09R — CDFA

DA/MDA(H) [1] 760′ (390′)

		ALS out
A	RVR 1100m	RVR 1500m
B		
C		RVR 1800m
D		

CIRCLE-TO-LAND [2] 09R to 09L

Max Kts	MDA(H)	VIS
110	1020′ (650′)	3000m
135		
180	1120′ (750′)	3500m
205	1120′ (750′)	4000m

[1] For add-on to the MDA(H), see ATC pages FRANCE.
[2] Circling height based on rwy 09R thresh elev of 370′.

CHANGES: Missed apch.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (23-3) Eff 2 Apr

PARIS, FRANCE
VOR Rwy 26R

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach				
127.130 (French 128.225)	121.155	125.830	119.850	126.430	118.155	136.275

DE GAULLE Tower		Ground South	
120.9	118.655	121.810	121.980

VOR PGS	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev / RWY
117.05	266°	D10.5 PGS 4000′ (3682′)	Refer to Minimums	Apt Elev 392′ RWY 318′

MISSED APCH: Climb on R-266 PGS to 4000′, then as directed.

MISSED APCH WITH COMM FAILURE: Climb on R-266 PGS to 4000′. Intercept and follow R-136 PON inbound. At 8.0 NM before PON VOR climb to FL 70. At PON VOR proceed to MOPAR.

Climb to 1200′ prior to level acceleration.

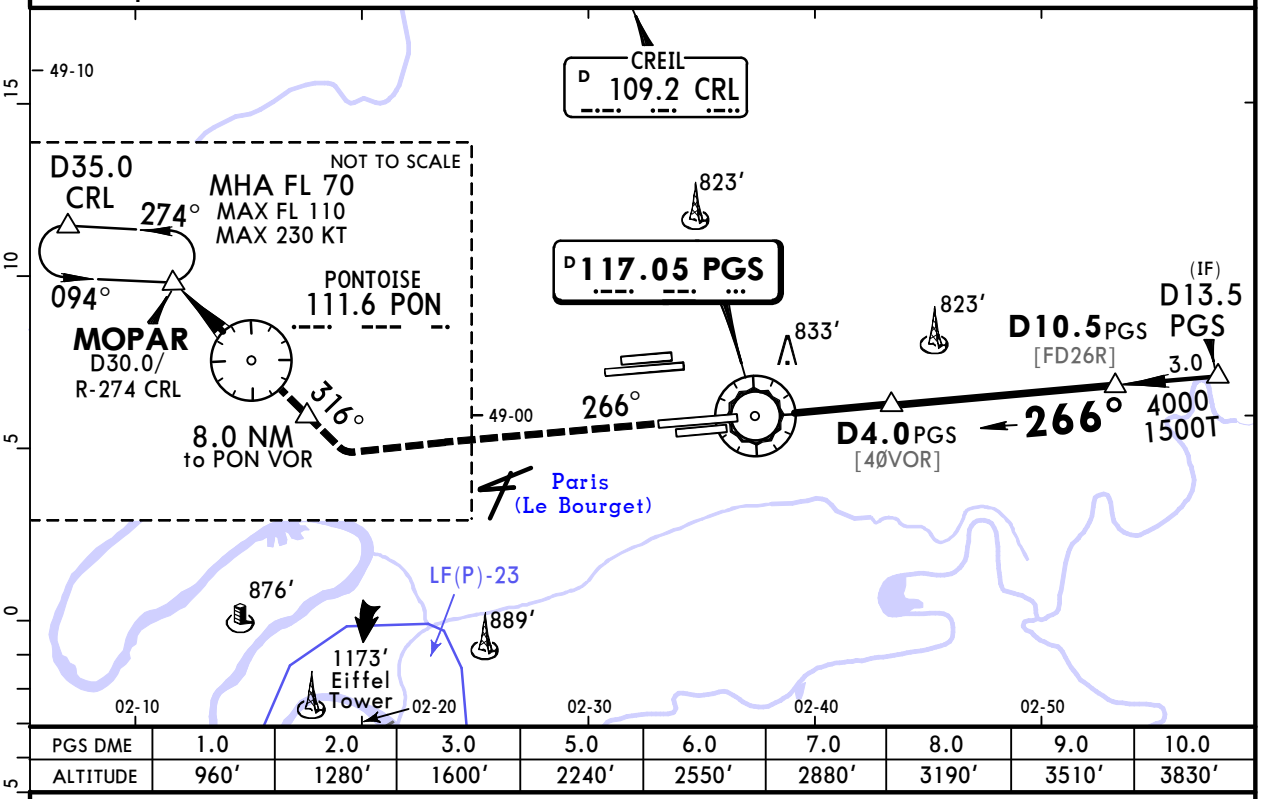
3200′
MSA
ARP

Alt Set: hPa
DME required.

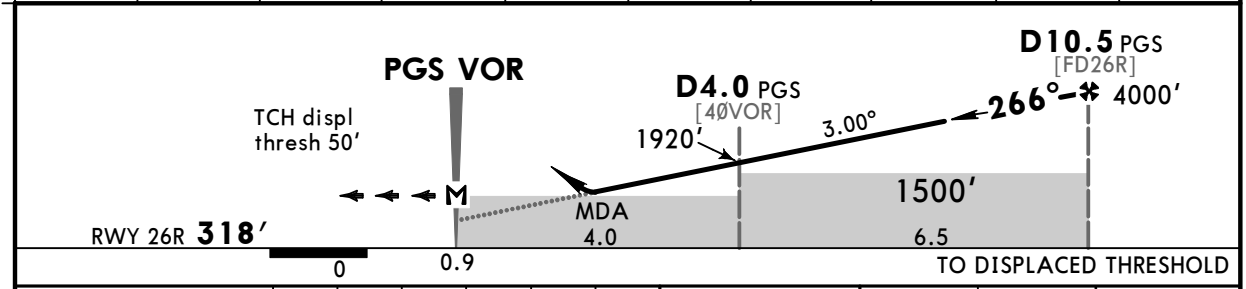
Rwy Elev: 12 hPa

Trans level: By ATC

Trans alt: 5000′



PGS DME	1.0	2.0	3.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	960′	1280′	1600′	2240′	2550′	2880′	3190′	3510′	3830′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at PGS VOR							

HIALS-II
REIL
PAPI

4000′ on PGS 117.05 R-266

Standard STRAIGHT-IN LANDING RWY **26R**
CDFA

DA/MDA(H) [1] ABC: **710′** (392′) D: **730′** (412′)

	ALS out		Max Kts	MDA(H)	VIS
A	RVR 1100m	RVR 1500m	110	920′ (602′)	3000m
B			135		
C		RVR 1800m	180	1020′ (702′)	3500m
D	RVR 1200m	RVR 1900m	205	1100′ (782′)	4000m

CIRCLE-TO-LAND [2]
26R to 26L

PANS OPS

[1] For add-on to the MDA(H), see ATC pages FRANCE.
[2] Circling height based on rwy 26R displ thresh elev of 318′.

CHANGES: Communications.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN 20 MAR 15 (23-4) Eff 2 Apr

PARIS, FRANCE
VOR Rwy 27L

BRIEFING STRIP™

D-ATIS	DE GAULLE Approach
127.130 (French 128.225)	121.155 125.830 119.850 126.430 118.155 136.275

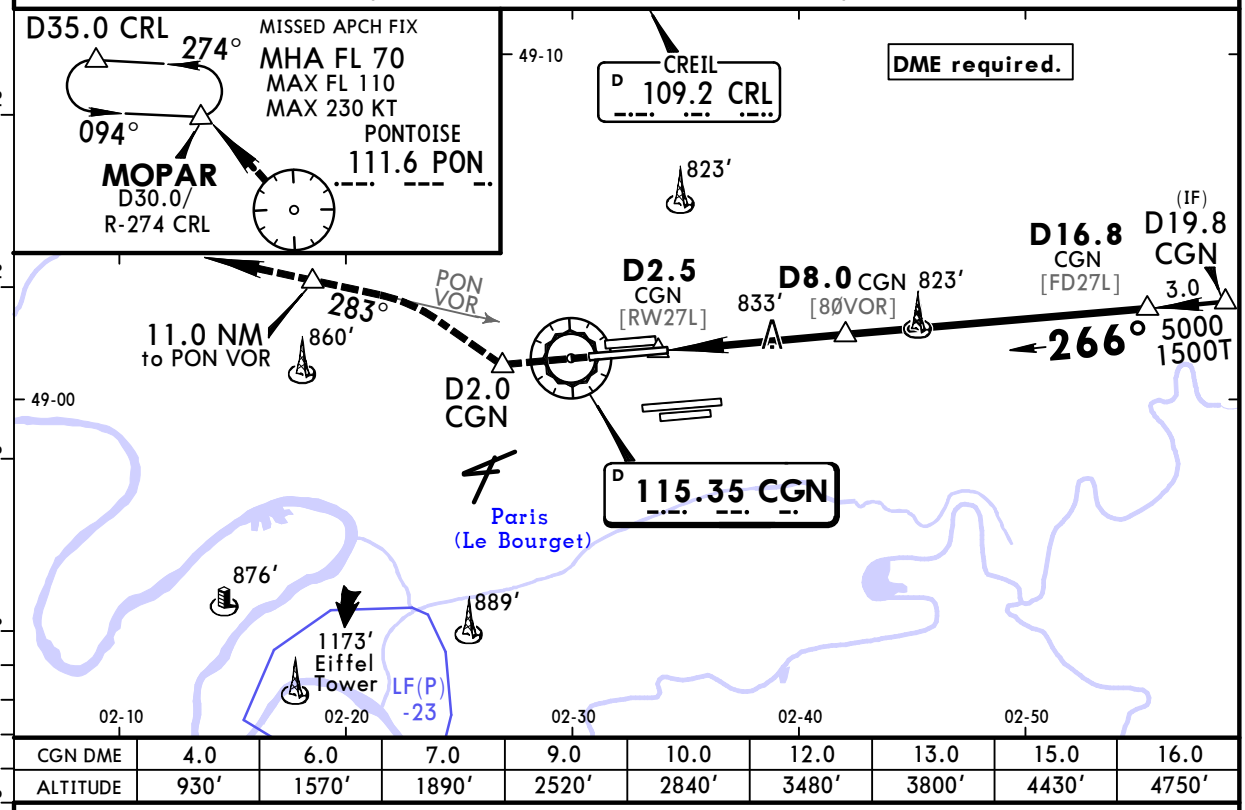
DE GAULLE Tower		Ground North	
119.250	123.605	121.610	121.780

VOR CGN	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev / RWY
115.35	266°	D16.8 CGN 5000′ (4613′)	Refer to Minimums	Apt Elev 392′ RWY 387′

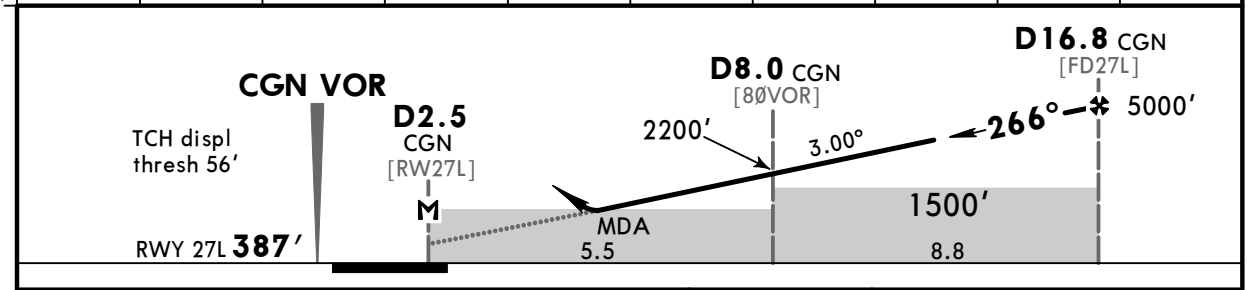
3200′ MSA ARP

MISSED APCH: Climb on R-266 CGN to 3000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb on R-266 CGN to 3000′. At D2.0 after CGN turn RIGHT to intercept R-103 PON inbound. At 11 NM before PON VOR climb to FL 70. At PON VOR proceed to MOPAR.
Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000′



CGN DME	4.0	6.0	7.0	9.0	10.0	12.0	13.0	15.0	16.0
ALTITUDE	930′	1570′	1890′	2520′	2840′	3480′	3800′	4430′	4750′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.5 CGN							

HIALS-II
REIL
PAPI

3000′ on CGN 115.35 R-266

Standard — STRAIGHT-IN LANDING RWY27L CDFA

DA/MDA(H) A: 840′ (453′) C: 900′ (513′) B: 870′ (483′) D: 920′ (533′)

	ALS out	ALS out
A	RVR 1400m	RVR 1500m
B	RVR 1500m	
C	RVR 1600m	CMV 2400m
D	RVR 1700m	

CIRCLE-TO-LAND 1

27L to 27R

Max Kts	MDA(H)	VIS
110	1000′ (613′)	3000m
135		
180	1100′ (713′)	3500m
205	1150′ (763′)	4000m

PANS OPS

1 Circling height based on rwy 27L displ thresh elev of 387′.

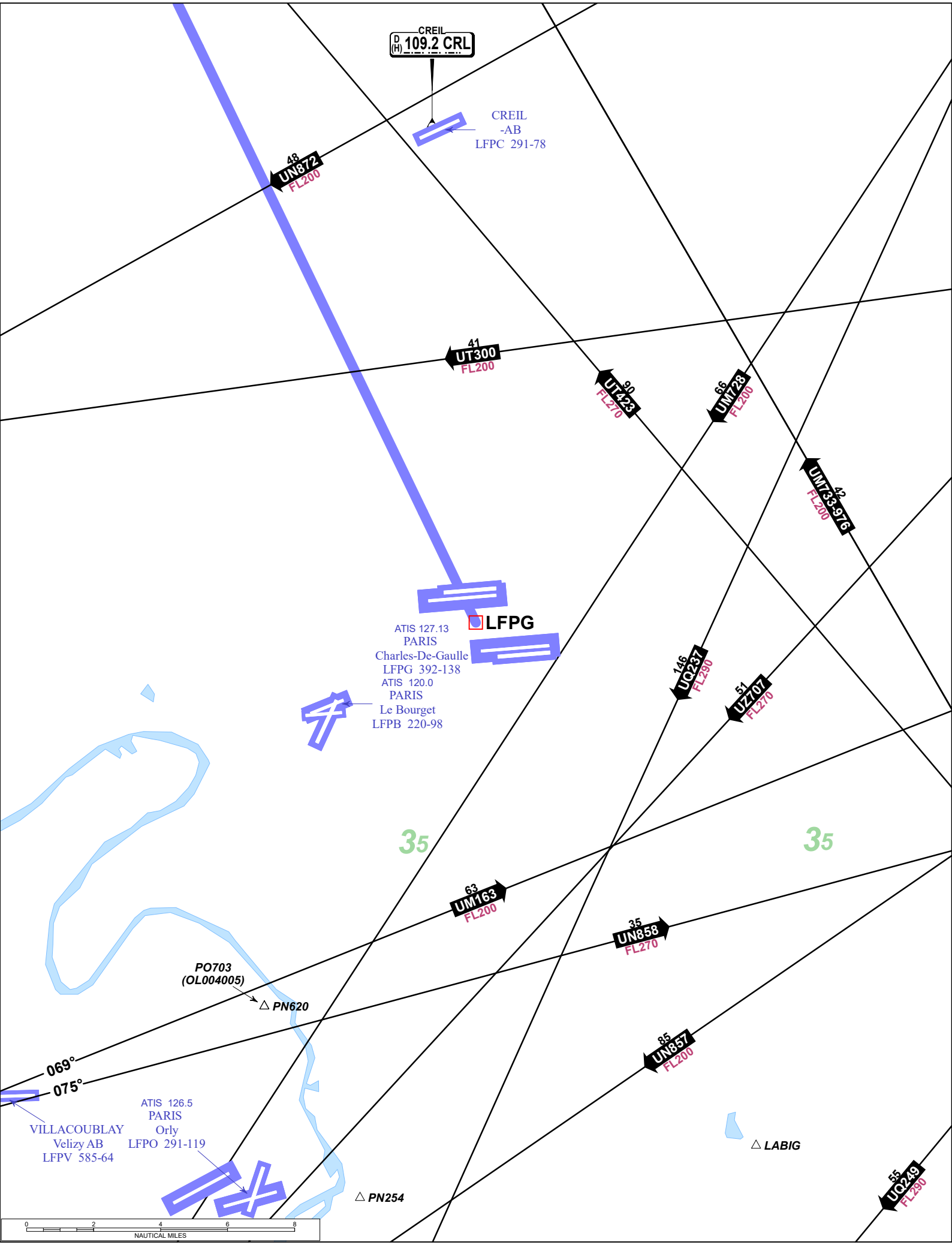
CHANGES: Communications.

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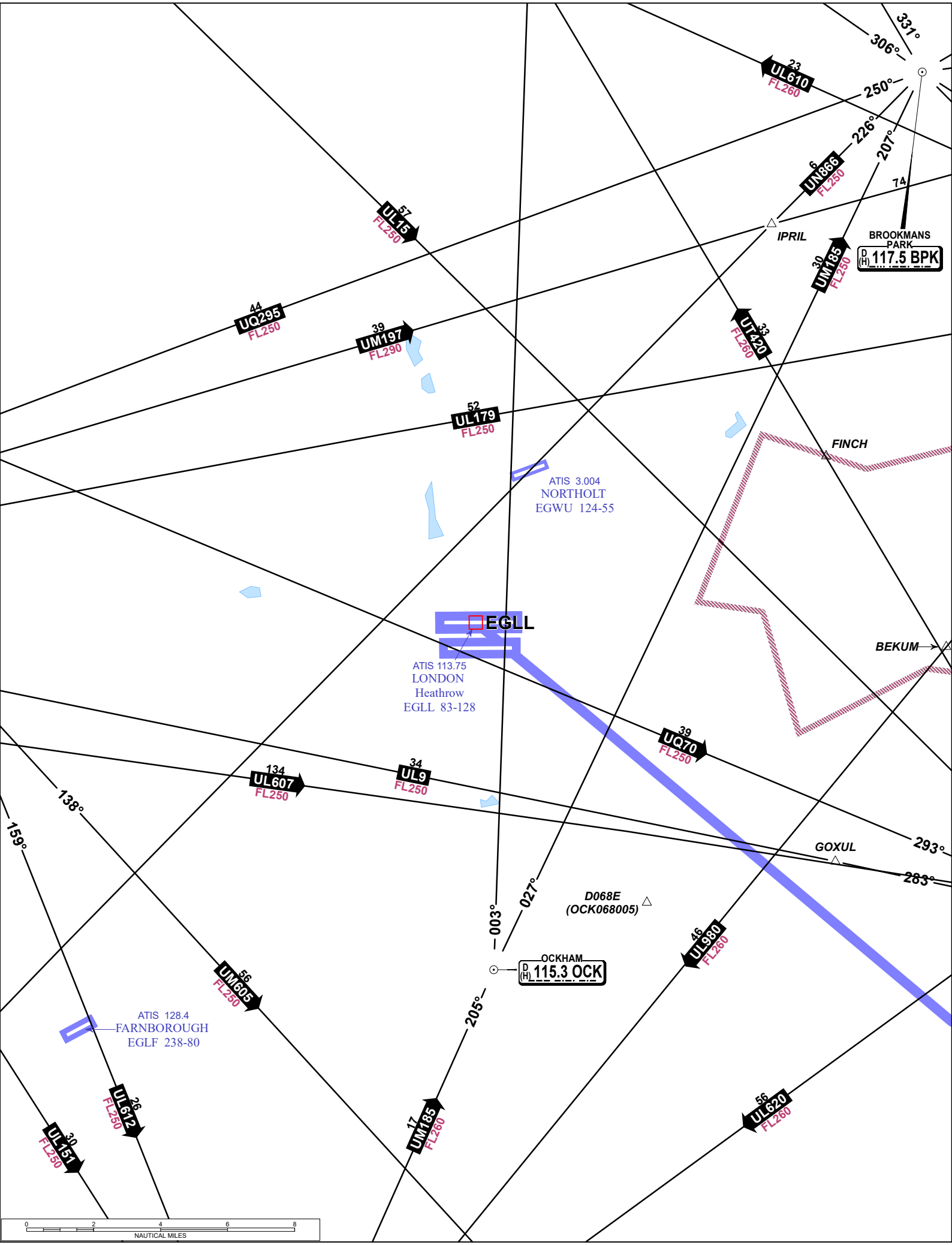
DEPARTURE (LFPG -> EGLL): LFPG (Charles-De-Gaulle)

NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 08 Sep 2015

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LFPG -> EGLL (Page 1 of 1)
NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:9430424 (1 inch = 129.34 naut mi). Printed on 08 Sep 2015

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1. GENERAL

1.1. ATIS

D-ATIS 127.130
128.225 (French)

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RESTRICTIONS FOR JET ACFT AS DEFINED PER ICAO ANNEX 16, VOL I, PART II, CHAPTER 2 AND FOR CHAPTER 3 JET ACFT WITH ACCUMULATED MARGIN LESS THAN 5 EPNDB

These jet ACFT are banned, captains may deviate from this only if absolutely necessary for safety reasons.

1.2.2. NIGHTTIME RESTRICTIONS FOR JET ACFT AS DEFINED PER ICAO ANNEX 16, VOL I, PART II, CHAPTER 3 WITH ACCUMULATED MARGIN LESS THAN 8 EPNDB

These jet ACFT may not land or leave the parking stand for take-off 2200-0600LT. Captains may deviate from this only if absolutely necessary for safety reasons.

1.2.3. FROM MARCH 30, 2014: NIGHTTIME RESTRICTIONS FOR JET ACFT AS DEFINED PER ICAO ANNEX 16, VOL I, PART II, CHAPTER 3 WITH ACCUMULATED MARGIN LESS THAN 10 EPNDB

These jet ACFT may not land or leave the parking stand for take-off 2200-0600LT. Captains may deviate from this only if absolutely necessary for safety reasons.

1.2.4. BANNING OF UNSCHEDULED NIGHT TAKE-OFFS

Take-off 0000-0459LT off-blocks is prohibited unless subject to allocation of departure slot (COHOR) within given time segment.

1.2.5. NIGHT TIME RESTRICTIONS FOR ACFT EXCEEDING SPECIFIC NOISE LEVELS

ACFT for which the certified noise level at the overflight reference noise measuring point is more than 99 EPNdB are not permitted to take off 0000-0459LT off blocks, and ACFT with more than 104.5 EPNdb at 'approach point' are not allowed to land 0030-0529LT of arrival on the stand.

The authorization to operate movements during these time slots may be granted by the minister in charge of Civil Aviation, if a reproducible operating method provides an equivalent environmental impact.

1.2.6. EXEMPTIONS FROM REGULATIONS OF 1.2.1. THROUGH 1.2.5.

Following flights are exempted on an exceptional basis:

- Sanitary or humanitarian missions;
- Emergencies;
- ACFT mentioned in 2nd subparagraph of article L.6100-1 of the Transport code;
- Government flights.

1.2.7. RUN-UP TESTS

Engine run-ups above 5 min and above taxiing power may only be carried out at predetermined points and according to Procedures as defined by APTs de Paris.

Between 2200-0600LT run-ups are forbidden. Derogations can be granted between 2200-2300LT and 0500-0600LT under exceptional circumstances for safety reasons by the minister in charge of civil aviation, requested by the Flight supervisor, owner, technical or commercial operator of the ACFT.

1.2.8. AUXILIARY POWER UNITS (APUs)

Restrictions

Use of APU is restricted, except for duly justified safety reasons. The use of fixed alternative means (400 Hz or 50 Hz power supply and PCA) or when unavailable, alternative mobile means (GPU and ACU) provided to the operator is mandatory, except in case of system failure or technical incompatibility.

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1. GENERAL

- **Use of APU on stands when fixed or mobile alternative means are available**
  - **for arriving flights**
    5 minutes plus the time required to connect to these means, after the time of arrival on stand;
  - **for departing flights**
    10 min prior to scheduled start-up time.
- **Use of APU on stands when fixed or mobile alternative means are NOT available**
  - **for arriving flights**
    30 minutes or the required time to disembark all passengers, offload the cargo haul and perform all operations related to the arrival;
  - **for departing flights**
    60 minutes for ACFT with MTOW below 140t, 80 minutes for ACFT with MTOW 140t or above.

EXEMPTIONS

The captain may waive the durations specified above for safety reasons.

In case of air pollution alerts

Aeroports de Paris will inform all operators and handling agents so that the crew can limit the use of APU as much as possible.

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.3.1. USE OF MODE S TRANSPONDER ON THE GROUND

1.3.1.1. GENERAL

This system using Mode S transponder improves the accuracy and the reliability of the ground movement monitoring system.

1.3.1.2. ACFT EQUIPPED WITH MODE S TRANSPONDER

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

Outbound ACFT:

Upon request for push-back or taxiing from a parking stand whichever comes first:

- Enter, using either FMS mode or transponder control unit, the flight identification as specified in item 7 of the ICAO flight plan (ex.: BAW123, AFR456, SAS945) or enter in the absence of flight identification, the ACFT registration.
- Select XPNDR or its equivalent in relation to specifications on the installed model.
- Select AUTO mode if function is available.
- Do not select the OFF or STDBY functions.
- Set Mode A code assigned by ATC.

Inbound ACFT:

After landing and until complete standstill at parking stand:

- Maintain XPNDR or its equivalent in relation of specifications of the installed model.
- Maintain AUTO mode selected if function available.
- Do not select the OFF and STDBY functions.
- Maintain Mode A code assigned by ATC.

When ACFT is at standstill at parking stand, select OFF or STDBY.

Other cases of taxiing ACFT:

- Select XPNDR or its equivalent in relation to specifications of the installed model.
- Select AUTO mode if function is available.
- Do not select the OFF and STDBY functions.
- Set Mode A code to 2000.

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3. DEPARTURE

3.6.3.5. TSAT

TSAT is off-block departure approved time, calculated by PDS system taking into account available departure capacity at APT, flights program, TOBT and Network Manager Operation Center slots. TSAT are sorted in sequence according to reference times of flights (SOBT).

TSAT is the time the ACFT has to leave the block after receiving start-up and push-back or taxi clearance from ATS unit.

TSAT are calculated for every scheduled flight with departure taking place within the next 4 hours.

In order to optimize the off-block sequence, TSAT are constantly calculated and may therefore be improved or delayed at any time.

A flight may be put out of the sequence (blocked) if TSAT is not complied with. When a flight gets blocked by PDS, its TSAT is no longer valid and it is no longer cleared for departure (on-screen TSAT is not updated). The only way to get sequenced again is to send an ED, which will provide:

- A new priority time reference in PDS based on time of the ED reception;
- A new TOBT;
- A new TSAT.

Any flight may be blocked by ATS unit if not complying with current departure procedure.

Conditions for flight blocking are as follows:

- Flight has not received departure clearance at TSAT+3 min;
- Flight has not left parking stand after TSAT+5 min;
- Flight has been blocked manually at ATC request for non-compliance with procedure;
- Flight has been suspended by Network Manager Operation Center as a result, for example, of destination APT closure. (In this case the airline must send a DLA message.)

As long as airline informs of an ED change before flight is blocked by PDS, flight shall keep its priority in the sequence based upon SOBT. If information arrives after, flight shall lose its priority and its new reference is the ED reception time.

3.6.3.6. DEPARTURE PROCEDURE WITH ATC IN SEQUENCED MODE

TOBT and TSAT communication:

TOBT and TSAT for all flights are accessible at the following:

- CDM's website https://www.cdmcdg.net (access on request to ADP);
- Current professional TV monitor displays;
- Via PDS data flow for airlines and handlers with prior request (in this case, cost of use and visualization of PDS data is borne by applicant);
- On DMAN HMI (Departure Manager), specific interface for ATS unit, which supports controllers for departure sequence application.

Airline or handler shall make sure that TOBT is known by all stakeholders of ACFT turn-round at all times.

Any alteration to TSAT is to be communicated by airline or handler to flight crew (by physical contact, radio- or data-link). Communication of TSAT to crew shall be handled with same priority as Network Manager Operations Center slot, which is taken into account in TSAT calculation.

Status of blocked flight and various alarms issued from PDS will also be accessible on CDM's website.

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3. DEPARTURE

Start-up:
Pilot shall contact Clearance Delivery or perform RCD (Request for Departure Clearance Downlink) to request departure clearance at TOBT-15 min (or SOBT-15 if no TOBT). Pilot is supposed to know its current TSAT when contacting Clearance Delivery.

ATC will then give the pilot all parameters of Departure Clearance (Enroute clearance), will put the flight on hold and will ask the pilot to call back when fully ready to depart. When pilot calls back ready to depart, two options may arise in relation to flight's TSAT:

- If TSAT = TOBT, Clearance Delivery hands over the flight to Ground or Apron frequency where start-up and push-back clearances will be given via radio;
- If TSAT is greater than TOBT, Clearance Delivery controller informs he will call the pilot back when clock time gets closer to TSAT. The pilot shall keep monitoring the frequency as TSAT may improve at any time.

It is then via radio only that a few minutes before TSAT Clearance Delivery calls the pilot back to hand over the flight to Ground or Apron where start-up and push-back will be given.

It is implied that when controller approves start-up, this is issued for positive parking departure at TSAT.

Pilot shall not request start-up on Clearance Delivery again when he is put on hold as he would crowd frequency unnecessarily. If pilot is in doubt when no further call comes from Clearance Delivery frequency, he shall contact his operations or his handler first to confirm current TSAT and be advised of a possibly downgraded TSAT. Calling Clearance Delivery again is acceptable when current time gets later than TSAT.

All data are automatically transmitted to the network via DPI and REA message is no longer in use at CDG.

If first call takes place too early, Clearance Delivery will ask the pilot to call again at TOBT-15 min. In case of a RCD, no reply is to be expected before TOBT-15 min.

If pilot calls or performs RCD too late (after TSAT+3) flight will be blocked by CPDS and clearance will be denied. Flight shall not be unblocked until new ED (TOBT) has been sent by airline.

Push-back:
As well as for start-up approval, push-back will be given by Ground or Apron controller from TSAT-5 min, flight being ready for push-back/off-block departure. This contact should allow push-back/off-block departure at TSAT.

Push-back approval is valid for 1 min. Push-back is therefore to begin promptly after approval. Flight lays open to being blocked by ATC and having to redo whole of departure procedure if rule is not observed.

If off-block departure did not occur at TSAT+5 min, flight will be blocked by PDS until transmission of new TOBT (ED).

All through departure procedure, if after controller call, a flight on hold does not acknowledge or states it is not ready for start-up or push-back, this flight is blocked manually in PDS by controller. Flight is then to redo the whole departure procedure (transmission of new TOBT, Clearance Delivery call, etc.).

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3. DEPARTURE

3.6.3.7. DEPARTURE PROCEDURE IN NON-SEQUENCED MODE

Communicating off-block time:
In case technical or operational issues make it impossible to use off-block sequence calculated by PDS, APT may be led to switch to non-sequenced mode.

Alarm message is distributed via systems:
- On CDM website https://www.cdmcdg.net;
- On existing professional TV monitor displays.

In this case, on CDM web site and TV monitor TSAT display will be suspended
- Via CPDS data flow for airlines and handlers using it;
- On DMAN, specific interface for ATS unit.

Automatic calculation of departure sequence is no longer in force, but a departure procedure of same type is manually applied.

ED (TOBT) are still to be updated by airlines, as well as EOBT for flight plans in relation to those ED. ATS unit will calculate an off-block time, confirmed on frequency upon pilot's call at TOBT-15 min. It is equal to:
- EOBT of flight plan for a non-regulated flight;
- COBT (calculated off-block time = CTOT - local default taxiing time) for regulated flights.

Start-up in non-sequenced mode:
Pilot shall contact Clearance Delivery or perform RCD to request Departure Clearance at TOBT-15.

ATC will then give the pilot all parameters of Departure Clearance (Enroute Clearance) and will ask the pilot to call back when fully ready to depart. When pilot calls back ready to depart, two options may arise in relation to the flight's ATC off-block time:
- If off-block time is close, Clearance Delivery hands over the flight to Ground or Apron frequency where start-up and push-back clearances will be given via radio;
- If off-block time is much later, Clearance Delivery controller confirms expected off-block time and tells he will call the pilot back when clock time gets closer. The pilot shall keep monitoring the frequency.

It is then via radio only that a few minutes before off-block time Clearance Delivery calls the pilot back to hand over the flight to Ground or Apron where start-up and push-back will be given.

If pilots's call takes place too early, Clearance Delivery will ask him to call again at TOBT-15 min. In case of a RCD, no reply is to be expected before TOBT-15 min.

The call or RCD has to ensure that departure will occur at EOBT+/-15 min or before COBT+10 min, otherwise flight will be blocked by ATC until flight plan is updated by a DLA.

Push-back in non-sequenced mode:
As well as for start-up approval, push-back will be given by Ground or Apron controller, flight being ready for push-back/off-block departure. This contact should allow push-back/off-block departure at EOBT+/-15 or before COBT+10 if regulated.

Push-back approval is valid for 1 minute. Push-back is therefore to begin shortly after approval. Flight lays open to being blocked by ATS unit and having to redo the whole departure procedure if rule is not observed.

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1. GENERAL

1.3.1.3. ACFT NOT EQUIPPED WITH MODE S TRANSPONDER OR WITH AN UNSERVICEABLE MODE S TRANSPONDER

Outbound ACFT:
Maintain Mode A + C transponder in the OFF position until lining up.

Inbound ACFT:
Set Mode A + C transponder to OFF as soon as RWY is vacated.

Other cases of taxiing ACFT:
Maintain the Mode A + C transponder in the OFF position all through taxiing.

1.4. TAXI PROCEDURES

1.4.1. GENERAL

Crew's attention is drawn towards the importance of read-back, especially concerning RWY allocation and holding instructions before crossing RWY 08L/26R or RWY 09R/27L.

TWYs G, GE1 and E0 marked with blue and orange guidelines are restricted to MAX wingspan less than 118'/36m.

ACFT equipped with optional devices (winglets or sharklets) and exceed wingspan of basic model have to state their ACFT type at the first contact on apron frequencies.

TWY E limited to MAX speed 20 KT.

TWY FN4 prohibited for ACFT heavier than 80 tons.

1.4.2. CAUTION

Strictly follow RWY crossing clearance.
Read-back of all holding instructions before RWY crossing is mandatory.

It is recommended to the A340-600 and B777-300 pilot to taxi with CAUTION especially in the curve. It is recommended to use the oversteering technique.

1.4.3. TRAFFIC CONFIGURATION

1.4.3.1. EAST CONFIGURATION

Traffic on TWY T must give priority to arrival traffic leaving the South Parallel RWYs via TWYs T9, T10 and T11. Arrival traffic leaving the South Parallel RWYs via TWYs T9, T10 and T11 have priority over the traffic coming on TWY T. Traffic on TWY Q must give priority to arrival traffic leaving the North Parallel RWYs via TWYs Q2, Q3 and Q4. Arrival traffic leaving the North Parallel RWYs via TWYs Q2, Q3 and Q4 have priority over the traffic coming on TWY Q.

1.4.3.2. WEST CONFIGURATION

Traffic on TWY T must give priority to arrival traffic leaving the South Parallel RWYs via TWYs T4, T5 and T6. Arrival traffic leaving the South Parallel RWYs via TWYs T4, T5 and T6 have priority over the traffic coming on TWY T. Traffic on TWY D must give priority to arrival traffic leaving the North Parallel RWYs via TWYs D4, D5 and D6. Arrival traffic leaving the North Parallel RWYs via TWYs D4, D5 and D6 have priority over the traffic coming on TWY D.

1.5. OTHER INFORMATION

Permanent wildlife strike hazard.

For diversion to LFPO it is necessary to plan an additional amount of fuel, compared to the minimum required, to reflect increased waiting times.

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2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

Pilots must perform their approach so as to maintain the last assigned altitude by ATC until ILS glide slope interception. The final approach must then be performed without flying below GS.

RNAV initial approach OKIPA 3E not permitted when overflying MOSUD between 2220-0700LT.

Pilots can only derogate from the rule above mentioned if they consider it absolutely necessary for safety reasons or if they have received a clearance delivered by ATC for safety reasons.

2.2. CAT II/III OPERATIONS

All RWYs approved for CAT II/III operations, special aircrew and ACFT certification required.

2.3. RWY OPERATIONS

2.3.1. RWY USE

Outer RWYs 08R/26L and 09L/27R are mainly used for arrivals.

To minimize the risk of confusion between RWYs during final approach:

- The inner RWY ILS is "off" most of the time (except when RVR less than 400m, for the need of LVP departures);
- The inner RWY approach lighting system and TDZ are switched off.

2.3.2. MINIMUM RWY OCCUPANCY TIME

Pilots are requested to vacate the RWYs 08R/26L or 09L/27R in the shortest possible time, except in LVP conditions, by using the earliest high speed turn-off available in compliance with safety.

After fully vacating RWY, ACFT have to hold short of inner RWY at holding point allocated by Tower (hold short CAT III holding point in LVP and/or if requested).

Systematic and full read-back of instruction to hold before inner RWY is mandatory.

Arriving ACFT waiting before inner RWY must remain on Tower frequency.

ACFT vacating RWY 08R/26L or 09L/27R after landing must NEVER cross RWYs 08L/26R or 09R/27L without ATC clearance.

Once clear to do so, pilots should cross rapidly, perpendicular to the inner RWY.

Contact the Ground frequency only after the inner RWY has been crossed and vacated.

2.3.3. COMPULSORY RWY LEAVING PROCEDURE

RWY 08L via TWYs W4, W5, W6, T10, T11 and T12 only.
RWY 08R via TWYs V5, V6, V7 only.
RWY 09L via TWYs Z5, Z6, Z7 only.
RWY 09R via TWYs Y4, Y5, Y6 and Q4 only.
RWY 26L via TWYs V4, V3, V2 only.
RWY 26R via TWYs W3, W2, W1, T2 and T1 only.
RWY 27L via TWYs Y3, Y2, Y1, D2 and D1 only.
RWY 27R via TWYs Z3, Z2 only.

2.4. TAXI PROCEDURES

2.4.1. GENERAL

TWY T6: 3% slope between RWY 08L/26R and TWY T.

2.4.2. HOLDING POINTS

Some taxi holding points located at 295'/90m and 353'/107.5m from RWY axis are marked on way in and crossing TWYs. Except in LVP conditions, pilots shall taxi up to the 295'/90m holding point without any request on ATC frequencies.

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2. ARRIVAL

2.5. PARKING INFORMATION

Pilots should not enter a stand unless under instruction from marshaller or following indications from an operational visual docking guidance system. In the other situations, the ACFT should hold PSN on the TWY/taxilane centerline ahead of the parking stand lead-in line, notify Ground Movement Control and request assistance.

2.6. OTHER INFORMATION

2.6.1. GENERAL

Landing clearance on first radio contact with Tower, except in LVP conditions. Read-back of landing and RWY clearance.

2.6.2. PROCEDURE BY DEFAULT WITHOUT ATC INSTRUCTION

The lack of ATC clearance to perform the initial approach may be caused by a late ACC/APP handover (at or after the IAF), and/or by an overloaded frequency.

In such situation, on reaching the IAF, do not join the holding pattern, but perform by default the initial approach procedure, at the last assigned level which has been acknowledged.

This rule has to be followed in all configurations, for all arrivals going to LFPG and using the IAF MOPAR, MOBRO (propeller ACFT), LORNI, VEBEK (facing West at LFPG), OKIPA and BANOX handled by DE GAULLE Approach.

2.6.3. INDEPENDENT PARALLEL APPROACHES

Independent parallel approaches to RWYs 26L, 26R, 27L and 27R of PARIS-Charles de Gaulle and RWY 27 of PARIS-Le Bourget or RWYs 08L, 08R, 09L and 09R of PARIS-Charles de Gaulle take place in all weather conditions. According to the arrival or departure traffic from PARIS-Charles de Gaulle and PARIS-Le Bourget and in the event of missed approaches on RWYs 08L, 08R, 09L, 09R, 26L, 26R, 27L and 27R, ATC may issue non-standard missed approach instructions in order to turn at or above 800' and climb to 1500' minimum initially.

RWY allocation will be confirmed when intercepting the ILS.

Any excessive deviation from localizer centerline and/or malfunction of localizer or decision to initiate a missed approach must be relayed immediately to Approach Control. Pilots should maintain a rate of descent not less than 1300'/min until cleared altitude, except during speed reduction phases.

2.6.4. PROCEDURES TO GUARD AGAINST OVERSHOOTING OF THE RWY CENTERLINE WITHOUT ATC INSTRUCTION

After being issued a radar vector which intercepts 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 RWY centerline by ATC.

2.6.5. REDUCED RADAR SEPARATION ON FINAL APPROACH

The minimum radar separation on final approach can be reduced to 2.5NM under the following conditions:

- The leading ACFT's weight category according to the wake turbulence classification is the same or less than the category of the ACFT following it.
- Reduced separation does not apply, when following heavy ACFT, A380 or B757.

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2. ARRIVAL

2.6.6. VISUAL SEPARATIONS IN THE VICINITY OF AIRPORT

Separation minima may be reduced in the vicinity of APT if:

a) Adequate separation can be provided by the APT controller when each ACFT is continuously visible to this controller; or

b) Each ACFT is continuously visible to flight crews of other ACFT concerned and the pilots thereof report that they can maintain their own separation; or

c) In the case of one ACFT following another, the flight crew of the succeeding ACFT reports that the other is in sight and separation can be maintained.

Weather permitting, once the ACFT are established on the localizer and at less than 12NM from the threshold, if the separation between two ACFT on final is likely to fall below minima the controller might ask the crew of the second ACFT whether they accept a visual separation with the preceding ACFT.

If visual separation is accepted, the pilot becomes responsible for the separation with the ACFT concerned. ATC then issues a caution of possible wake turbulence.

In order to prevent incidents with an ACFT on a simultaneous parallel approach, the crew who maintain visual separation shall not deviate from the RWY centerline.

The pilot of the ACFT concerned shall be responsible for insuring that the spacing from the preceding ACFT in regard to wake turbulence is acceptable. If it is determined that additional spacing is required, the flight crew shall inform the ATC accordingly, stating their requirements.

2.6.7. CIRCLING ON CLOSE PARALLEL RWYS

The published circling minimums are to be considered only for axis changes between close parallel RWYs (08R to 08L or 08L to 08R or 09R to 09L or 09L to 09R or 26L to 26R or 26R to 26L or 27L to 27R or 27R to 27L). Do not overshoot landing RWY centerline.

2.6.8. TRAINING OF CAT III APPROACHES AND AUTOMATIC LANDINGS OUTSIDE THE LVP PROTECTION SCOPE

Pilots must mandatorily observe the requested procedure within the defined time frames and weather conditions; within these time frames, if so required by certain circumstances (safety, traffic...), ATC may however reject such request or interrupt the current procedure.

Training is possible and may be requested by crews only within the following time frames: 1300-1700LT, 2100-0700LT.

Training is possible only when the following meteorological conditions are met: horizontal visibility 5km, ceiling 600ft.

The pilot must check that meteorological conditions allow him to return to ACFT handling at any time.

2.7. SPEED RESTRICTIONS

Within PARIS class A TMA (parts 2 to 10), the speed is limited to MAX 250 KT below FL100 except with explicit clearance by ATC.

For ACFT which cannot maintain MAX 250 KT for technical reasons or flight quality, a higher speed is possible after ATC clearance.

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3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

De-icing request via Flight Data (Cpt) frequency.

3.1.2. ACCESS TO DE-ICING PADS

Access to de-icing pads is subject to clearance from the control unit, assigning the frequency and the name of the de-icing pad where the ACFT is to be de-iced. After instruction, the pilot contacts the de-icing operator on the radio frequency of the assigned station and complies with the information supplied by de-icing operator to place the ACFT on pad.

3.1.3. VISUAL AIDS

3.1.3.1. DE-ICING PAD ENTRY

Line of red flush lights for limited operation pad:

SWITCHED ON: Access prohibited.
SWITCHED OFF: Access permitted.

3.1.3.2. ACFT PARKING ON THE DE-ICING PADS

Information relating to positioning of ACFT shall be announced on frequency by de-icing operator (Taxiing, slow-down, Stopping). Taxiing is done after control instruction only.

3.1.4. SPECIAL INSTRUCTIONS

3.1.4.1. "AFTER DE-ICING/ANTI-ICING" CHECKLIST

To expedite the TWY traffic in the THR vicinity in order to optimize the de-icing capability, pilots are requested to complete their "After de-icing" checklist, after clearing the de-icing pad. As appropriate, pilot will report the time required for this checklist on the assigned pad exit ground frequency.

3.1.4.2. PAD ROMEO NORTH AND SOUTH

Entry: From TWY N by a single entry, follow the orange centerline (green centerline flashing light).
From TWY F by single entry, follow the orange centerline (without lighting).

Exit: The end of de-icing/anti-icing is announced on frequency by de-icing manager, then the ACFT is transferred to Ground frequency.
Taxiing is done after control instruction only.

3.1.4.3. PADS JULIETT NORTH AND SOUTH

Entry: From TWY P4, follow the orange centerline.
Juliett North: MAX wingspan 94.3'/28.75m, MAX length 127'/38.7m.
Juliett South: MAX wingspan 112'/34.15m, MAX length 123'/37.6m.

Exit: The end of de-icing/anti-icing is announced on frequency by de-icing manager, then the ACFT is transferred to APRON control frequency.
Taxiing is done after control instruction only.

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3. DEPARTURE

3.1.4.4. RWY AREA

RWY 08L de-icing pads access: De-icing holding point on TWY C, West of TWY UT1.

RWY 09R de-icing pads access: Three de-icing holding points on TWY B.

RWY 26R de-icing pads access: Two de-icing holding points on TWY P1, East of TWY E5.

RWY 27L de-icing pads access: Three de-icing holding points on TWY B.

The de-icing holding point in service is the holding point that is switched on (three yellow built-in lights). The ACFT going to de-icing pad must stop at the switched on de-icing holding point.

3.2. PUSH-BACK PROCEDURES

Push-back clearance is valid for one minute.

3.3. SPEED RESTRICTIONS

RNAV SID

Within PARIS class A TMA (parts 2 to 10), for RNAV SID departures, the speed is limited to MAX 250 KT below FL100 except with explicit clearance by ATC.

For ACFT which cannot maintain MAX 250 KT for technical reasons or flight quality, a higher speed is possible after ATC clearance.

At or above FL100, speed is limited to MAX 280 KT for AGOPA - ERIXU - LATRA - OKASI - PILUL departures, ACFT can increase speed without any clearance on other SIDs.

3.4. NOISE ABATEMENT PROCEDURES

Generally the flight must be performed so as to reach 3400' as fast as possible. Pilots of turbo jets must follow initial climb procedures as follows:

- Maintain a speed of V_2 + 10 KT, or as performance permits, up to 3400' with flaps in take-off configuration;
- Maintain take-off power up to 1900', then maximum climb power up to 3400';
- At 3400' return to normal climb power and flap retraction schedules to enroute climb.

Westbound take-offs in line with the RWY can only be used by ACFT belonging to chapter 3 and must adopt a minimum climb gradient of 6.5%.

If unable to comply advise DE GAULLE Preflight.

Westbound between 0000-0500LT time of departure from parking area, departures follow special tracks in order to reduce noise pollution.

Between 2315-0600LT of Departure from Parking Area

The noisy and the most noisy ACFT of Chapter 3 and ACFT not initially being certified to a noise level group or those being licensed according to ICAO Annex 16, Volume I, Chapter 2 re-certified according to Chapter 3 and equipped with jet engines whose by-pass ratio is less than 3 must:

- Be indicated as such to DE GAULLE Preflight during first radio contact;
- Follow '9Z' SID.

Captains may only derogate from these rules, if considered as absolutely necessary for safety reasons.

In addition, ATC can, for safety reasons, give clearances derogating from above mentioned rules.

3.5. RWY OPERATIONS

Inner RWYs 08L/26R and 09R/27L preferentially used for departures.

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3. DEPARTURE

3.6. OTHER INFORMATION

3.6.1. SIMULTANEOUS PARALLEL DEPARTURE PROCEDURE

Simultaneous parallel departure procedures are conducted from all RWYs. Pilots must adhere strictly to the published initial climb segments.

3.6.2. DATALINK DEPARTURE CLEARANCE (DCL)

The following time parameters apply:

t_i 10 min before start-up time

t_t 3 min before start-up time

t_l 10 min

3.6.3. DESCRIPTION OF DEPARTURE OPERATIONAL PROCEDURE

3.6.3.1. DEFINITIONS

APT is an A-CDM (APT-Collaborative Decision making) since November 2010. The departure procedure is based on a local system calculating and managing an off-block pre-departure sequence. This system is linked to Network Manager Operation Center.

At Charles-de-Gaulle, A-CDM system and associated procedures are called CPDS (Collaborative Pre-Departure Sequencing).

SOBT (Scheduled Off-Block Time) is that time relating to APT slot.

ED (Estimated Departure) is that target time set by airline itself as off-block departure time.

TOBT (Target Off-Block Time) is the translation by A-CDM system (PDS) of the ED.

TSAT (Target Start-up Approval Time) is off-block departure approved time, calculated by A-CDM system.

3.6.3.2. GENERAL

APT-CDM is based on flight information and constraints shared by partners (airport operators, aircraft operators/ground handlers and ATS unit) working together more efficiently and transparently.

PDS makes continuous calculation for best off-block departure sequence, providing for each flight an optimized off-block departure time based on TOBT.

TOBT and its updates improve predictability during the turn-round process of ACFT. By using variable taxi times, the link between off-block times and take-off times becomes transparent to all partners, and a proper prediction of take-off times is then communicated to the Network Manager Operation Center as an input for the management of European network.

For each flight, in nominal situations as well as in disrupted situations, the PDS calculates a TSAT, thus providing an off-block sequence, enabling ATS unit to optimize the use of available capacity.

At Charles-de-Gaulle PDS is directly connected with the Network Manager Operation Center for data exchange (Collaborative Management of Flight Updates). Data are automatically exchanged through DPI messages which include target take-off times, taken into account by Network Manager Operation Center for Enroute traffic prediction and for slot allocations. In sequenced mode management, the update of TOBT and/or EOBT is a benefit for airlines whose CTOT calculation gets better optimized, the priority order list in PDS still remaining based on APT schedule (SOBT).

DPI are of different types:

- Early Departure Planning Information (E-DPI);
- Target Departure Planning Information (T-DPI);
- ATC Departure Planning Information (A-DPI).

The REA message is no longer to be used, as it is replaced by DPI messages systematically and automatically sent.

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3. DEPARTURE

3.6.3.3. SOBT AND EOBT

SOBT serves as reference source to set flight priority when allocating position in off-block departure sequence.

Upon receipt of flight plan (normally 3 hours or more prior to EOBT), EOBT and SOBT should be coherent: EOBT must be greater or equal to SOBT, otherwise the airline must file a new flight plan.

3.6.3.4. TOBT

TOBT (Target Off-Block Time) is that target time set by airline itself as off-block departure time:

- ACFT doors closed;
- Boarding bridge removed;
- Push-back available (if required);
- ACFT ready to taxi/push-back upon clearance.

TOBT is the translation by PDS of the ED transmitted by the airline to the APT information system SARIA. It informs PDS system of time before which departure from block is not feasible.

Failing this and with no notice of TOBT from the airline, PDS shall consider that the earliest possible departure time is SOBT.

An ED shall be sent by the airline operation as soon as the flight is delayed from its SOBT scheduled time, or if its target time (TOBT) changes by 5 minutes or more (later or earlier). The ED shall be addressed to CDGSJXH. Whenever the flight is ahead of schedule, TOBT cannot be moved earlier than SOBT-15.

Any new ED shall be at least superior to current time and to SOBT-15. The updating time for a new ED is to be done not later than before previous ED value or before SOBT when no ED is available. There is no limitation on the number of EDs sent for one single flight.

The airline or handling agent is in charge of providing a flight ED.

ED is transmitted either thru direct link between airline systems and ADP, or by MVT message thru SITA network with allocation of delay code.

ED advising of delay due to ATC constraints shall not be sent to PDS system.

It is still mandatory, in sequenced or non-sequenced mode, to update flight plans with a DLA message when EOBT is modified by more than 15 minutes. When the difference between TOBT and EOBT is greater than 15 minutes, an alarm is triggered and displayed by PDS.

However, it must be underlined that ED and Flight Plans are processed differently: an ED can always be improved or delayed, whereas flight plan EOBT improvement is no longer possible once DLA has been sent to DNM. As a result, it is important that each airline manages its own procedure for flight plan updating according to ED.

Usual ICAO procedures for updating flight plans remain the same: transmission of DLA message when TOBT/SOBT is more than [EOBT+15 min]. Airline is still required to:

- Update flight plan by sending DLA to avoid FLS triggered by FAM process;
- Comply with CTOT.

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LFPG/CDG CHARLES-DE-GAULLE

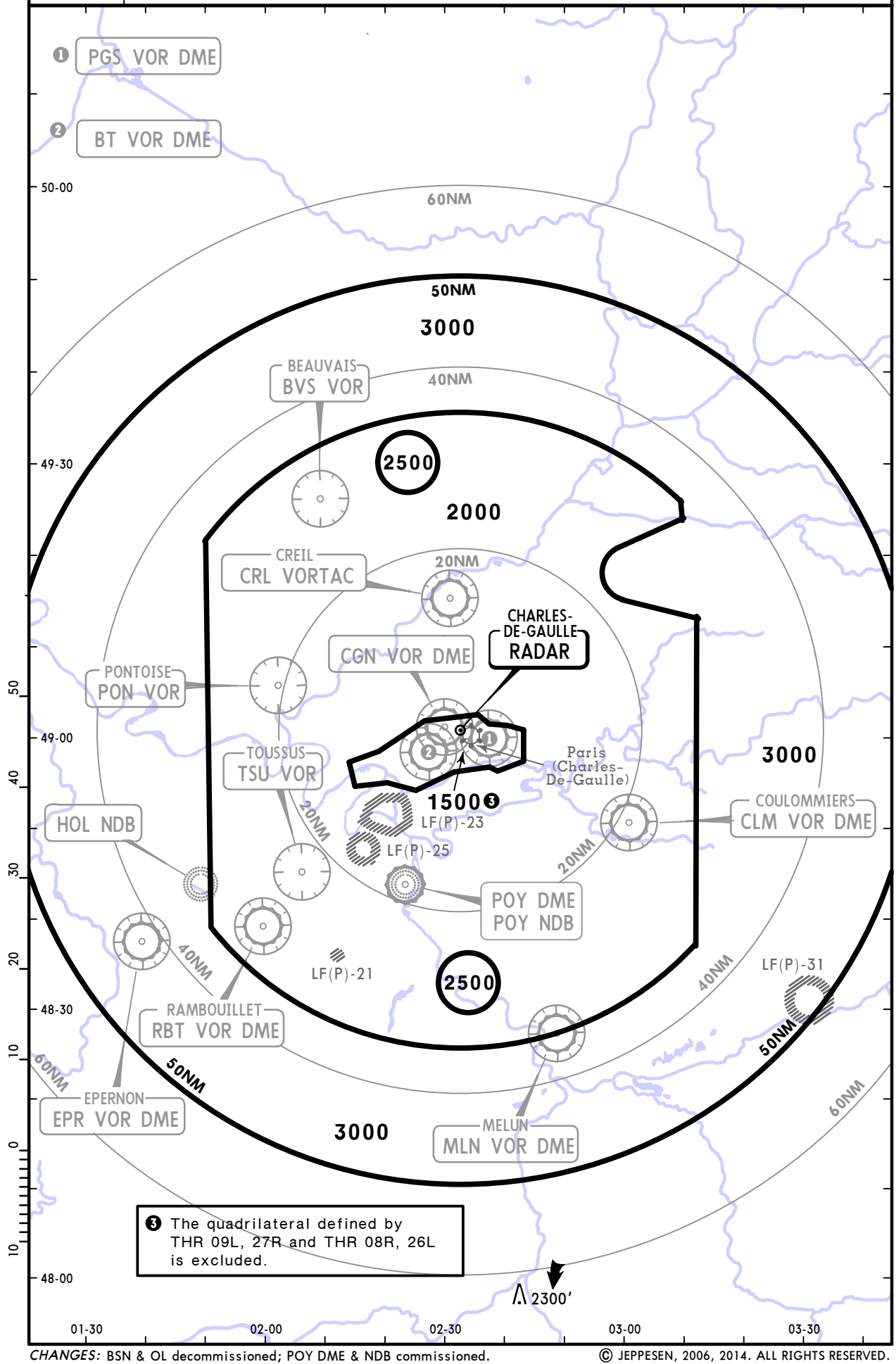
JEPPESEN 23 MAY 14 (20-1R)

PARIS, FRANCE

Eff 29 May **RADAR MINIMUM ALTITUDES**

Apt Elev 392′

Alt Set: hPa
Trans level: By ATC Trans alt: 5000′
The published minimum altitudes integrate a correction for low temperatures.



CHANGES: BSN & OL decommissioned; POY DME & NDB commissioned.

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RNAV STAR DESIGNATION	REFER TO CHART
KEPER 6E, KOVAK 6E, LATGO 6E	20-2B
ROMGO 6E, SABLE 6E	20-2C
KEPER 6P, 6W, KOVAK 6P, 6W LATGO 6W	20-2D
ROMGO 6P, 6W, SABLE 6P, 6W	20-2E
MATIX 6E, 6H, MOPIL 6E, 6H	20-2F
MATIX 6W, MOPIL 6W	20-2G
DINAN 6E, 6H, VEDUS 6E, 6H	20-2H
DINAN 6J, 6W, VEDUS 6J, 6W	20-2J
BIBAX 7D, 7E	20-2K
BIBAX 7V, 7W	20-2L
BIBAX 7P	20-2M
LUKIP 7D, 7E	20-2N
LUKIP 7V, 7W	20-2P
LUKIP 7P	20-2Q
EPINAL 7E, 7H, ROLAMPONT 7E, 7H	20-2S
EPINAL 7P, 7W, ROLAMPONT 7P, 7W	20-2T
DIJON 7E, 7H, TINIL 7E	20-2T1
DIJON 7P, 7W, TINIL 7W	20-2T2
MOULINS 7E, 7H, PIBAT 7E, 7H, TRO 7E, 7H	20-2T3
MOULINS 7P, 7W, PIBAT 7P, 7W, TRO 7P, 7W	20-2T4
DEVIM 3G RNAV INITIAL APCH (CDO)	20-2U
DEVIM 3H RNAV INITIAL APCH (CDO)	20-2V
BANOX 3E RNAV INITIAL APCH	20-2W
BANOX 3W RNAV INITIAL APCH	20-2X
LORNI 3E RNAV INITIAL APCH	20-2X1
LORNI 3W & VEBEK 3W RNAV INITIAL APCH	20-2X2
MOPAR 3E RNAV INITIAL APCH	20-2X3
MOBRO 3W & MOPAR 3W RNAV INITIAL APCH	20-2X4
OKIPA 3E, 3N RNAV INITIAL APCH	20-2X5
OKIPA 3W RNAV INITIAL APCH	20-2X6
CONVENTIONAL HOLDING INFO	20-2X7

CHANGES: RNAV STARs reindexed.

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RNAV ARRIVAL INSTRUCTIONS

1. Protection

RNAV arrivals are protected for RNAV 1 navigation based on GNSS and/or DME/DME sensors.

Enroute and 'IAF' holding patterns are mainly protected with RNAV 'manual mode' but also for conventional navigation between FL70 and FL110 when radionavigation infrastructure enables it.

2. Equipment

The equipment must be approved for RNAV operations based on GNSS and/or DME/DME sensors.

3. Operating procedure/Loss of RNAV capability

STAR published RNAV are to be flied with 'RNAV 1' navigation mode.

In case of loss of RNAV capability, the pilot must report 'NON RNAV 1' as soon as the required navigation precision is lost in order to get RADAR guidance.

Any change in speed or flight level shall be subject to clearance issued by ATC or on pilots request.

On STAR or radar guidance, the pilot shall adapt the descent profile in order to observe the published requirements. If unable inform ATC.

RNAV INITIAL APPROACH INSTRUCTIONS

1. Initial approaches RNAV & RADAR - by default without ATC instruction

When no clearance received at or after the IAF (e.g. due to late ACC/APP handover or overloaded frequency), on reaching the IAF do not join the holding pattern, but perform by default the initial approach procedure at the last assigned level which has been acknowledged.

This rule has to be followed in all configurations, for all arrivals going to LFPG and using IAF MOPAR, MOBRO (propeller ACFT), LORNI, VEBEK (facing WEST at LFPG), OKIPA and BANOX handled by CDG APP.

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LFPG/CDG
CHARLES-DE-GAULLE

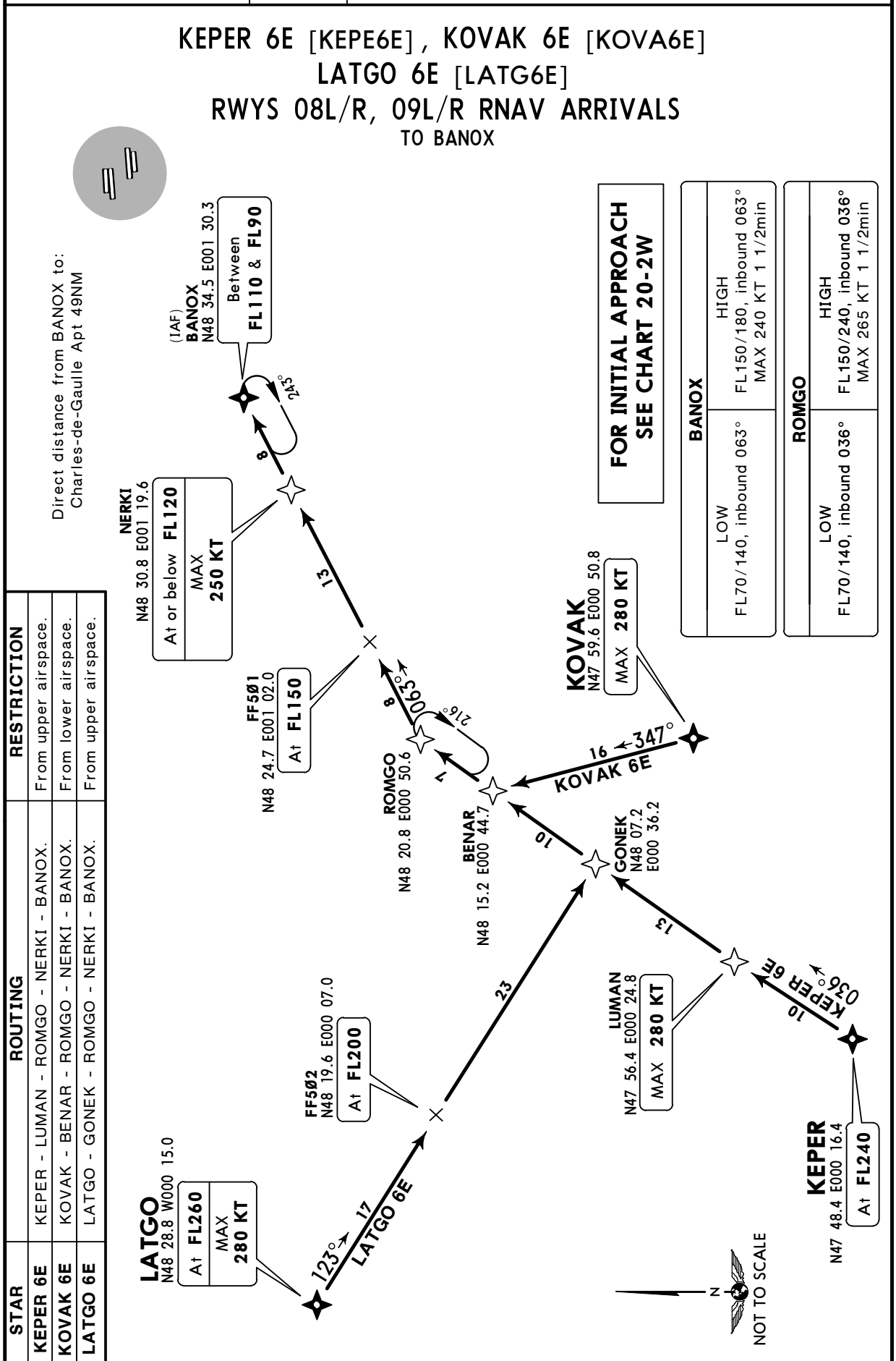
PARIS, FRANCE
RNAV STAR

D-ATIS 127.130
ATIS (French 128.225)

Apt Elev 392′

Alt Set: hPa Trans level: By ATC Trans alt: 5000′
Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

KEPER 6E [KEPE6E], KOVAK 6E [KOVA6E]
LATGO 6E [LATG6E]
RWYS 08L/R, 09L/R RNAV ARRIVALS
TO BANOX



STAR	ROUTING	RESTRICTION
KEPER 6E	KEPER - LUMAN - ROMGO - NERKI - BANOX.	From upper airspace.
KOVAK 6E	KOVAK - BENAR - ROMGO - NERKI - BANOX.	From lower airspace.
LATGO 6E	LATGO - GONEK - ROMGO - NERKI - BANOX.	From upper airspace.

CHANGES: ATIS; chart reindexed.

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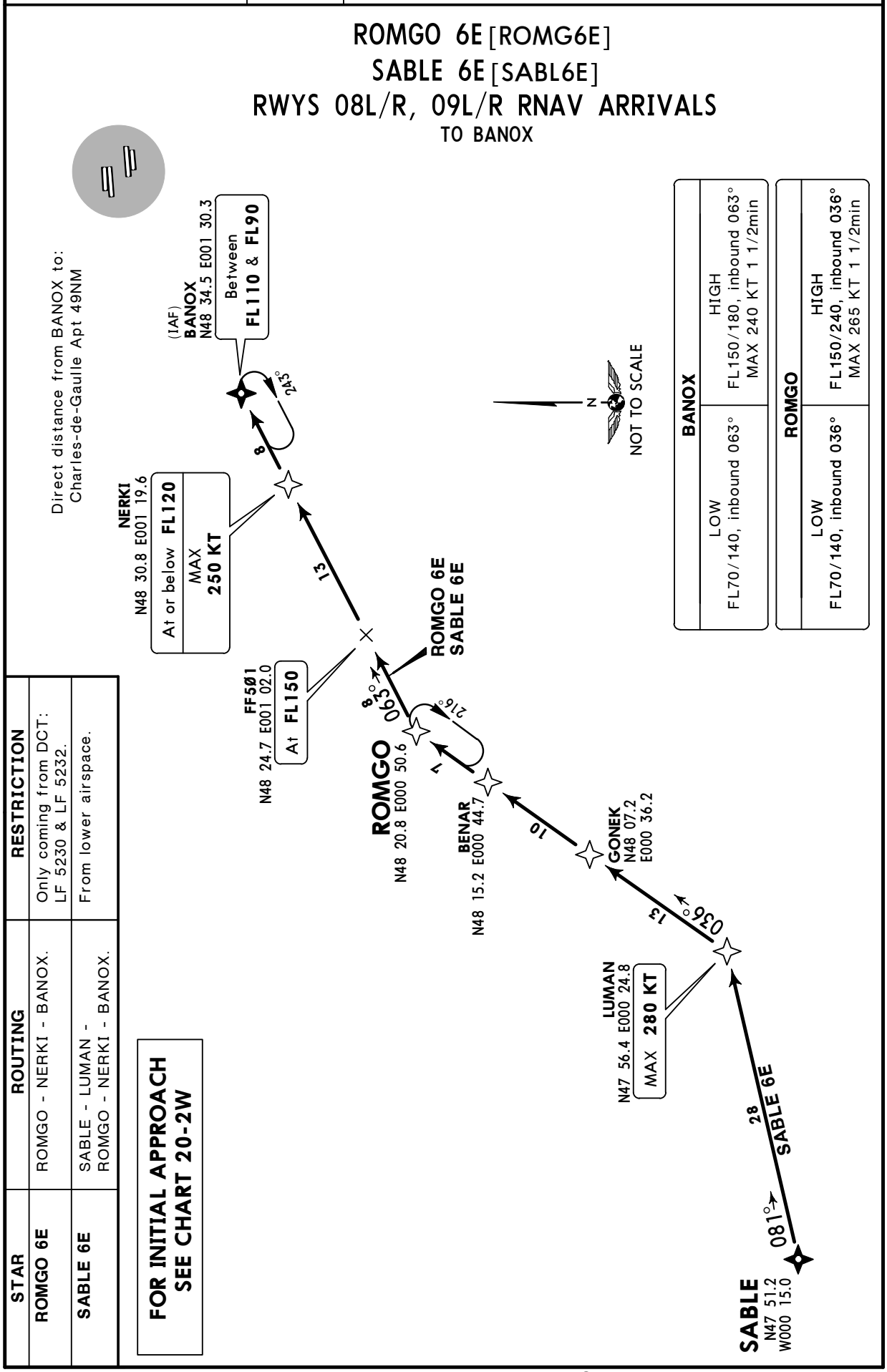
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CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (20-2C) Eff 2 Apr

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

ROMGO 6E [ROMG6E]
SABLE 6E [SABL6E]
RWYS 08L/R, 09L/R RNAV ARRIVALS
TO BANOX



STAR	ROUTING	RESTRICTION
ROMGO 6E	ROMGO - NERKI - BANOX.	Only coming from DCT: LF 5230 & LF 5232.
SABLE 6E	SABLE - LUMAN - ROMGO - NERKI - BANOX.	From lower airspace.

FOR INITIAL APPROACH SEE CHART 20-2W

CHANGES: ATIS; chart reindexed.

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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130
ATIS (French 128.225)

Apt Elev 392′

Alt Set: hPa Trans level: By ATC Trans alt: 5000′
Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

KEPER 6P [KEPE6P] , KEPER 6W [KEPE6W]
KOVAK 6P [KOVA6P] , KOVAK 6W [KOVA6W]
LATGO 6W [LATG6W]
RWYS 26L/R, 27L/R RNAV ARRIVALS
TO BANOX

Direct distance from BANOX to: Charles-de-Gaulle Apt 49NM

STAR	ROUTING	RESTRICTION
KEPER 6P PROP ACFT KEPER 6W JET ACFT	KEPER - LUMAN - ROMGO - NERKI - BANOX.	From upper airspace.
KOVAK 6P PROP ACFT KOVAK 6W JET ACFT	KOVAK - BENAR - ROMGO - NERKI - BANOX.	From lower airspace.
LATGO 6W JET ACFT	LATGO - GONEK - ROMGO - NERKI - BANOX.	From upper airspace.

FOR INITIAL APPROACH SEE CHART 20-2X

BANOX	
LOW FL70/140, inbound 063°	HIGH FL150/180, inbound 063° MAX 240 KT 1 1/2min

ROMGO	
LOW FL70/140, inbound 036°	HIGH FL150/240, inbound 036° MAX 265 KT 1 1/2min

(IAF)
BANOX
N48 34.5 E001 30.3
Jets: Between FL150 & FL140
Props: At FL140

NERKI
N48 30.8 E001 19.6
Jets: At or below FL160
Props: At FL140

FF5Ø1
N48 24.7 E001 02.0
KEPER 6P, 6W
LATGO 6W
At FL190

ROMGO
N48 20.8 E000 50.6

BENAR
N48 15.2 E000 44.7

GONEK
N48 07.2 E000 36.2

KOVAK
N47 59.6 E000 50.8
MAX 280 KT

FF5Ø2
N48 19.6 E000 07.0
At FL240

LUMAN
N47 56.4 E000 24.8
MAX 280 KT

KEPER
N47 48.4 E000 16.4
At FL280

LATGO
N48 28.8 W000 15.0
At FL260
MAX 280 KT

NOT TO SCALE

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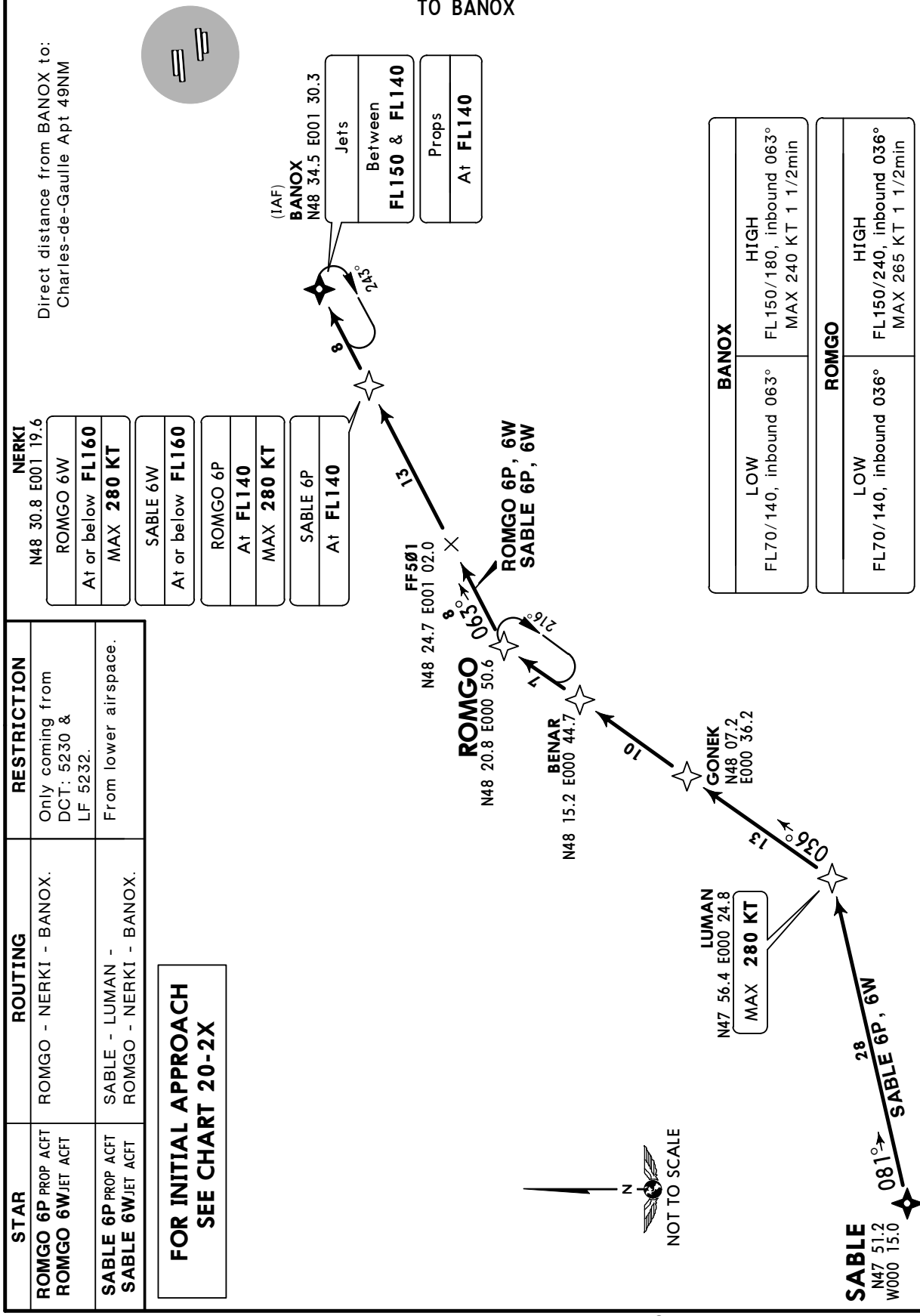
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

ROMGO 6P [ROMG6P], ROMGO 6W [ROMG6W]
SABLE 6P [SABL6P], SABLE 6W [SABL6W]
RWYS 26L/R, 27L/R RNAV ARRIVALS
TO BANOX



STAR	ROUTING	RESTRICTION
ROMGO 6P PROP ACFT ROMGO 6W JET ACFT	ROMGO - NERKI - BANOX.	Only coming from DCT: 5230 & LF 5232.
SABLE 6P PROP ACFT SABLE 6W JET ACFT	SABLE - LUMAN - ROMGO - NERKI - BANOX.	From lower airspace.

FOR INITIAL APPROACH SEE CHART 20-2X

CHANGES: ATIS; chart reindexed.

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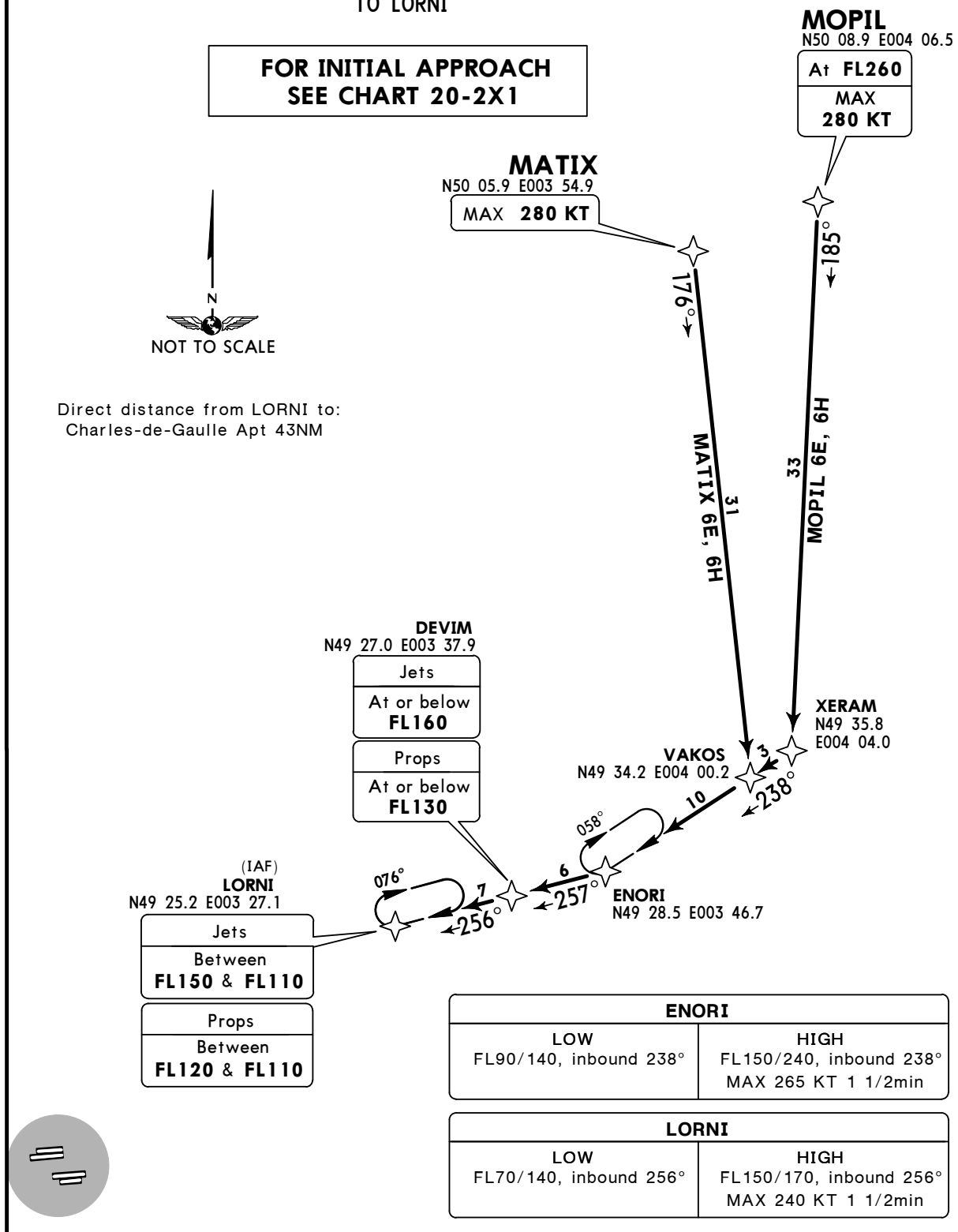
LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

MATIX 6E [MATI6E], MATIX 6H [MATI6H]
MOPIL 6E [MOPI6E], MOPIL 6H [MOPI6H]
RWYS 08L/R, 09L/R RNAV ARRIVALS
TO LORNI

FOR INITIAL APPROACH
SEE CHART 20-2X1



ENORI	
LOW FL90/140, inbound 238°	HIGH FL150/240, inbound 238° MAX 265 KT 1 1/2min

LORNI	
LOW FL70/140, inbound 256°	HIGH FL150/170, inbound 256° MAX 240 KT 1 1/2min

STAR	ROUTING	RESTRICTION
MATIX 6E JET ACFT **MATIX 6H** PROP ACFT	MATIX - VAKOS - ENORI - DEVIM - LORNI	From lower airspace.
MOPIL 6E JET ACFT **MOPIL 6H** PROP ACFT	MOPIL - XERAM - ENORI - DEVIM - LORNI	From upper airspace.

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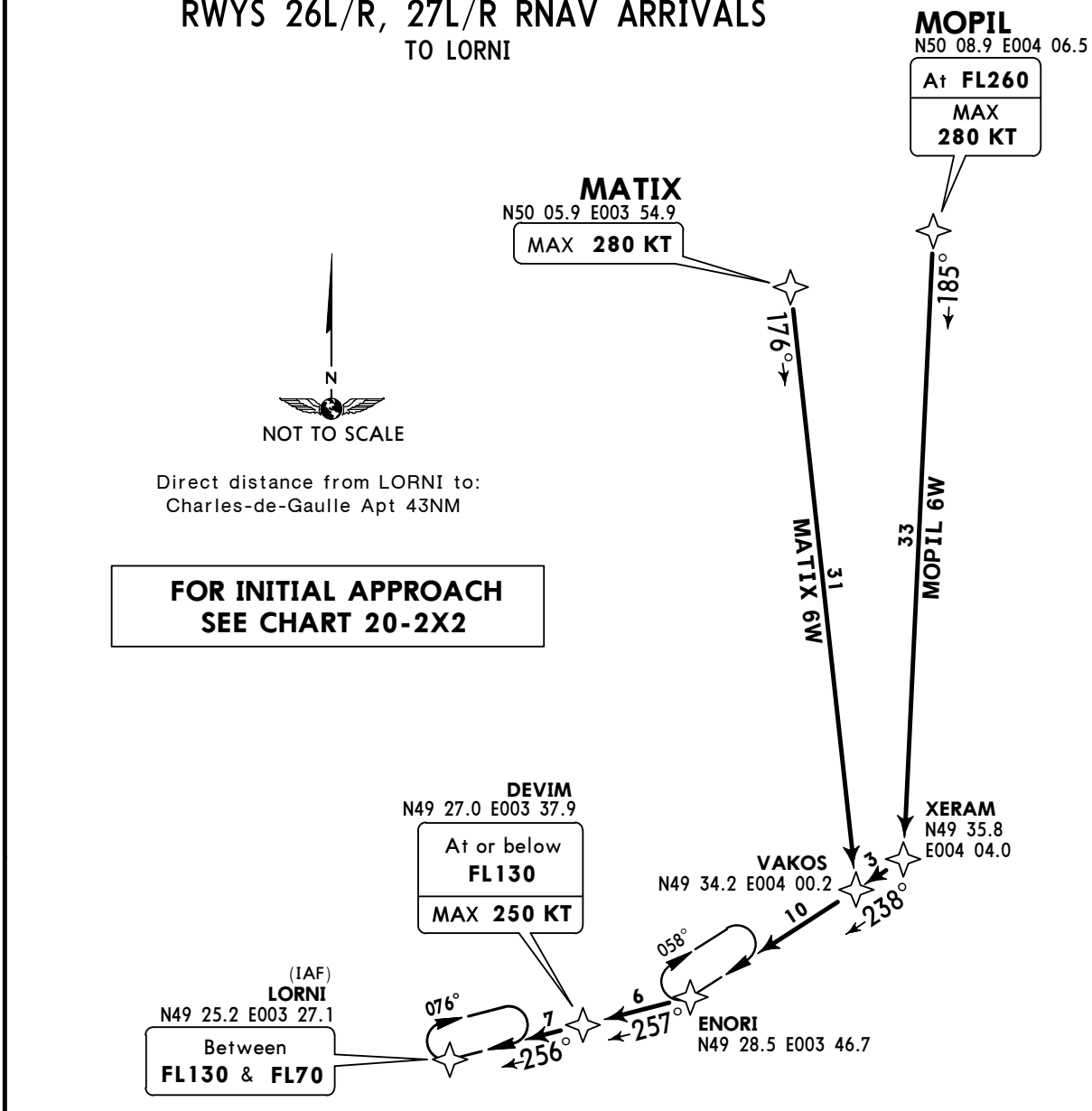
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CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

MATIX 6W [MATI6W]
MOPIL 6W [MOPI6W]
RWYS 26L/R, 27L/R RNAV ARRIVALS
TO LORNI



ENORI	
LOW FL90/140, inbound 238°	HIGH FL150/240, inbound 238° MAX 265 KT 1 1/2min

LORNI	
LOW FL70/140, inbound 256°	HIGH FL150/170, inbound 256° MAX 240 KT 1 1/2min

STAR	ROUTING	RESTRICTION
MATIX 6W	MATIX - VAKOS - ENORI - DEVIM - LORNI	From lower airspace.
MOPIL 6W	MOPIL - XERAM - ENORI - DEVIM - LORNI	From upper airspace.

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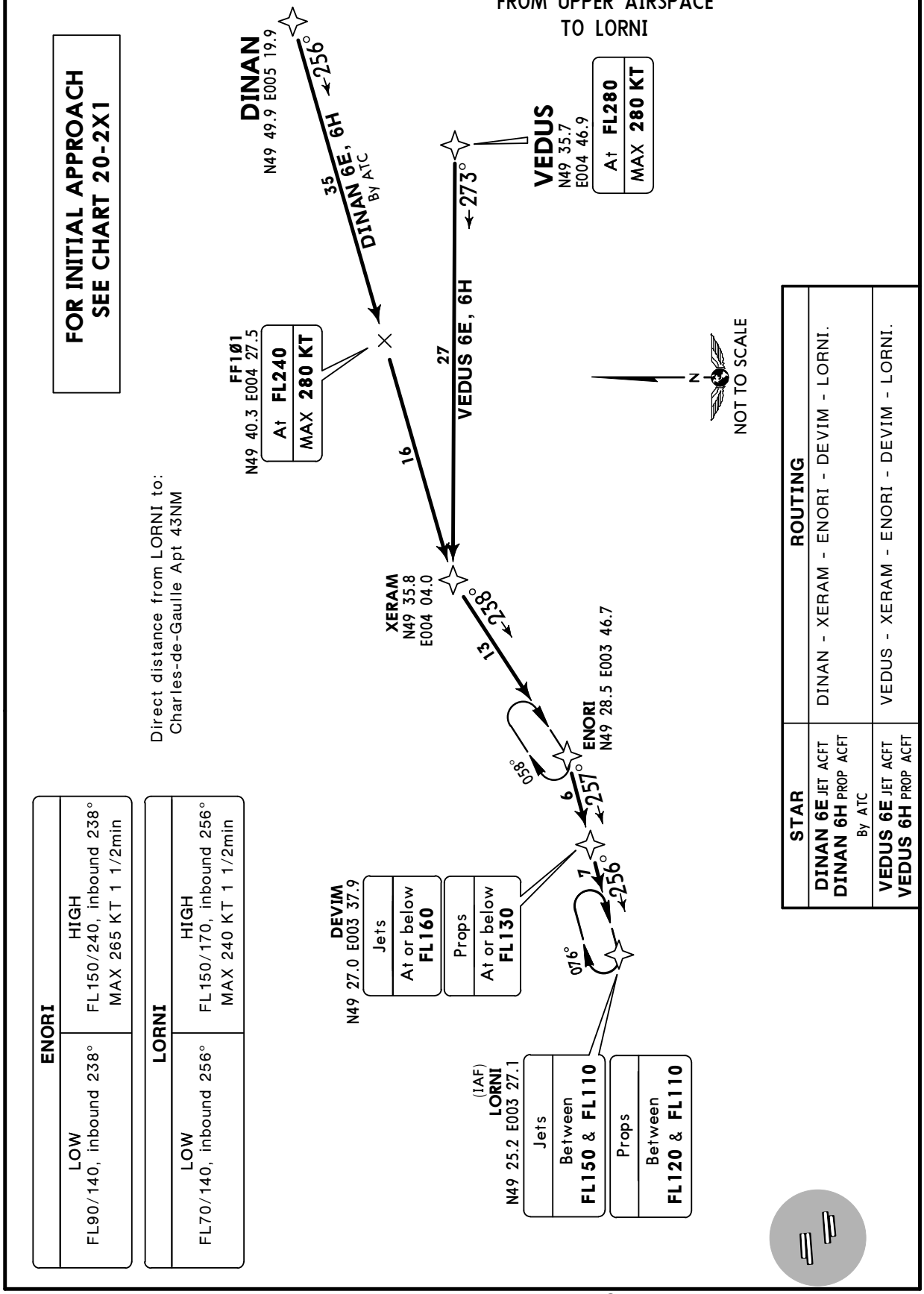
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

DINAN 6E [DINA6E], DINAN 6H [DINA6H]
VEDUS 6E [VEDU6E], VEDUS 6H [VEDU6H]
RWYS 08L/R, 09L/R RNAV ARRIVALS
FROM UPPER AIRSPACE
TO LORNI



CHANGES: ATIS; chart reindexed.

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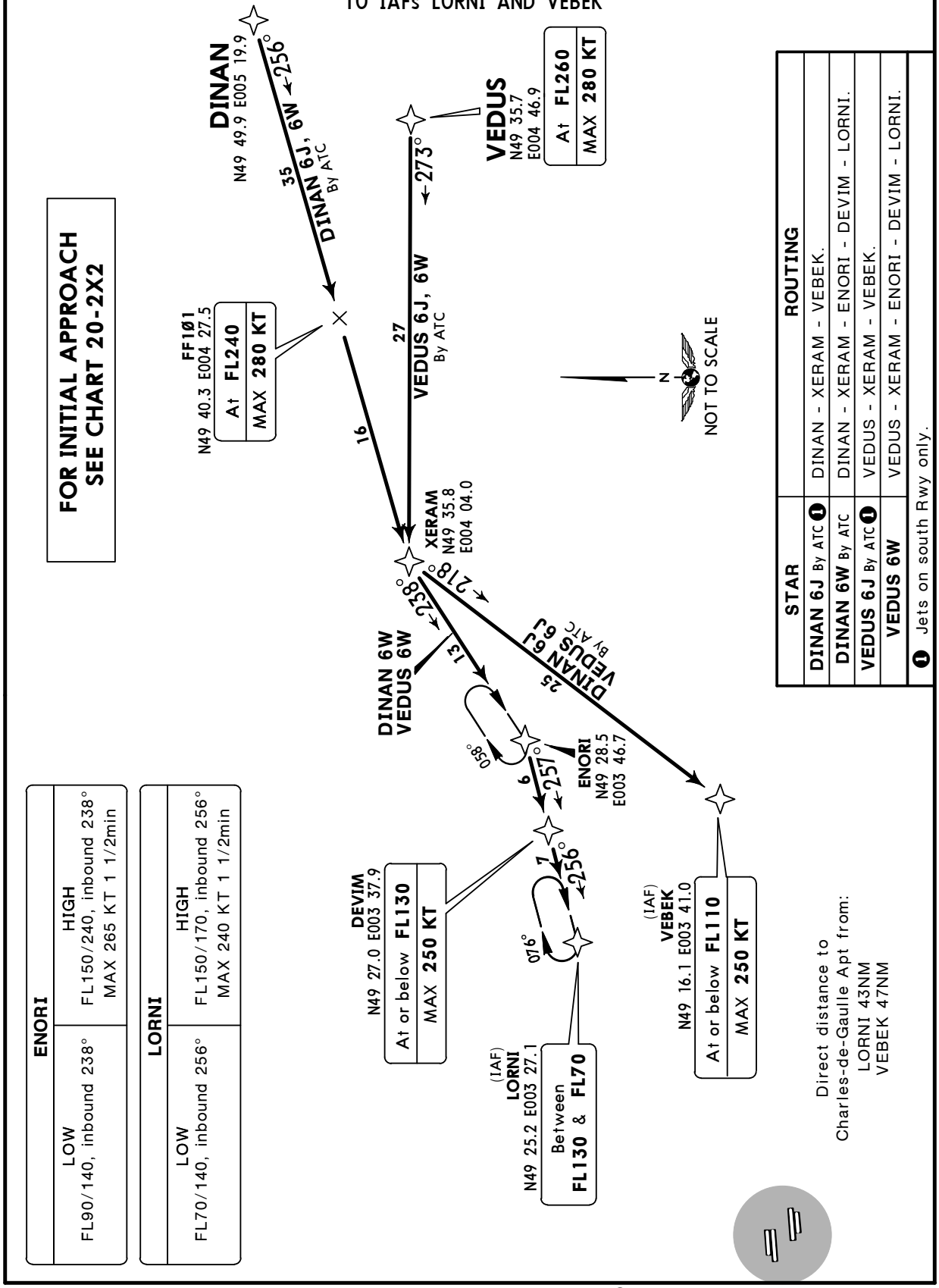
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

DINAN 6J [DINA6J], DINAN 6W [DINA6W]
VEDUS 6J [VEDU6J], VEDUS 6W [VEDU6W]
RWYS 26L/R, 27L/R RNAV ARRIVALS
FROM UPPER AIRSPACE
TO IAFs LORNI AND VEBEK



STAR	ROUTING
DINAN 6J By ATC ❶	DINAN - XERAM - VEBEK.
DINAN 6W By ATC	DINAN - XERAM - ENORI - DEVIM - LORNI.
VEDUS 6J By ATC ❶	VEDUS - XERAM - VEBEK.
VEDUS 6W	VEDUS - XERAM - ENORI - DEVIM - LORNI.

❶ Jets on south Rwy only.

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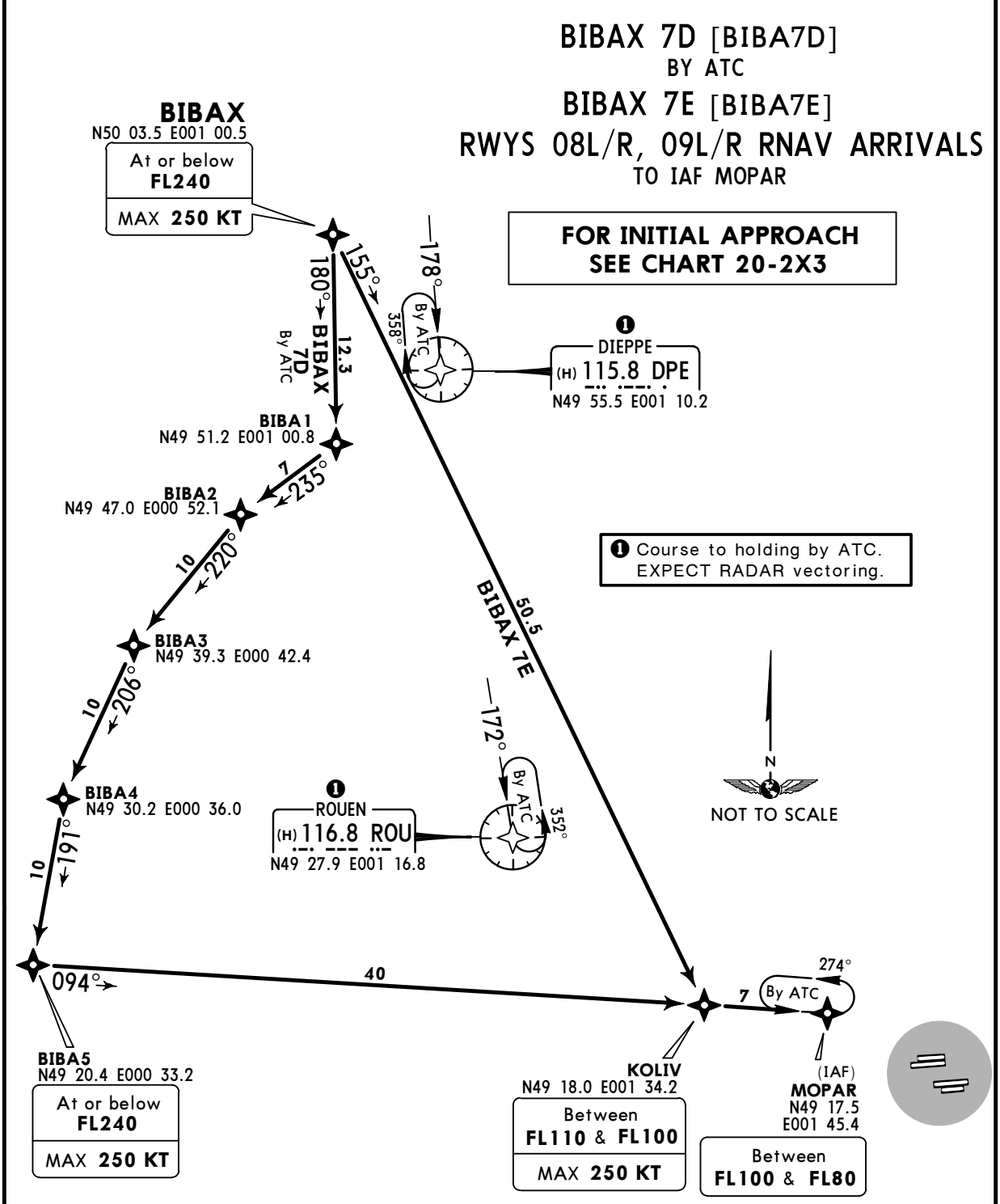
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (20-2K) Eff 2 Apr

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

BIBAX 7D [BIBA7D]
BY ATC
BIBAX 7E [BIBA7E]
RWYS 08L/R, 09L/R RNAV ARRIVALS
TO IAF MOPAR



DIEPPE	
LOW FL70/140, inbound 178°	HIGH FL150/240, inbound 178° MAX 265 KT 1 1/2 min

ROUEN	
LOW FL70/140, inbound 172°	HIGH FL150/190, inbound 172° MAX 240 KT 1 1/2min

MOPAR
FL70/140, inbound 094°

Direct distance to Charles-de-Gaulle Apt from:
MOPAR 35NM

STAR	ROUTING
BIBAX 7D	BIBAX - BIBA1 - BIBA2 - BIBA3 - BIBA4 - BIBA5 - KOLIV - MOPAR.
BIBAX 7E	BIBAX - KOLIV - MOPAR.

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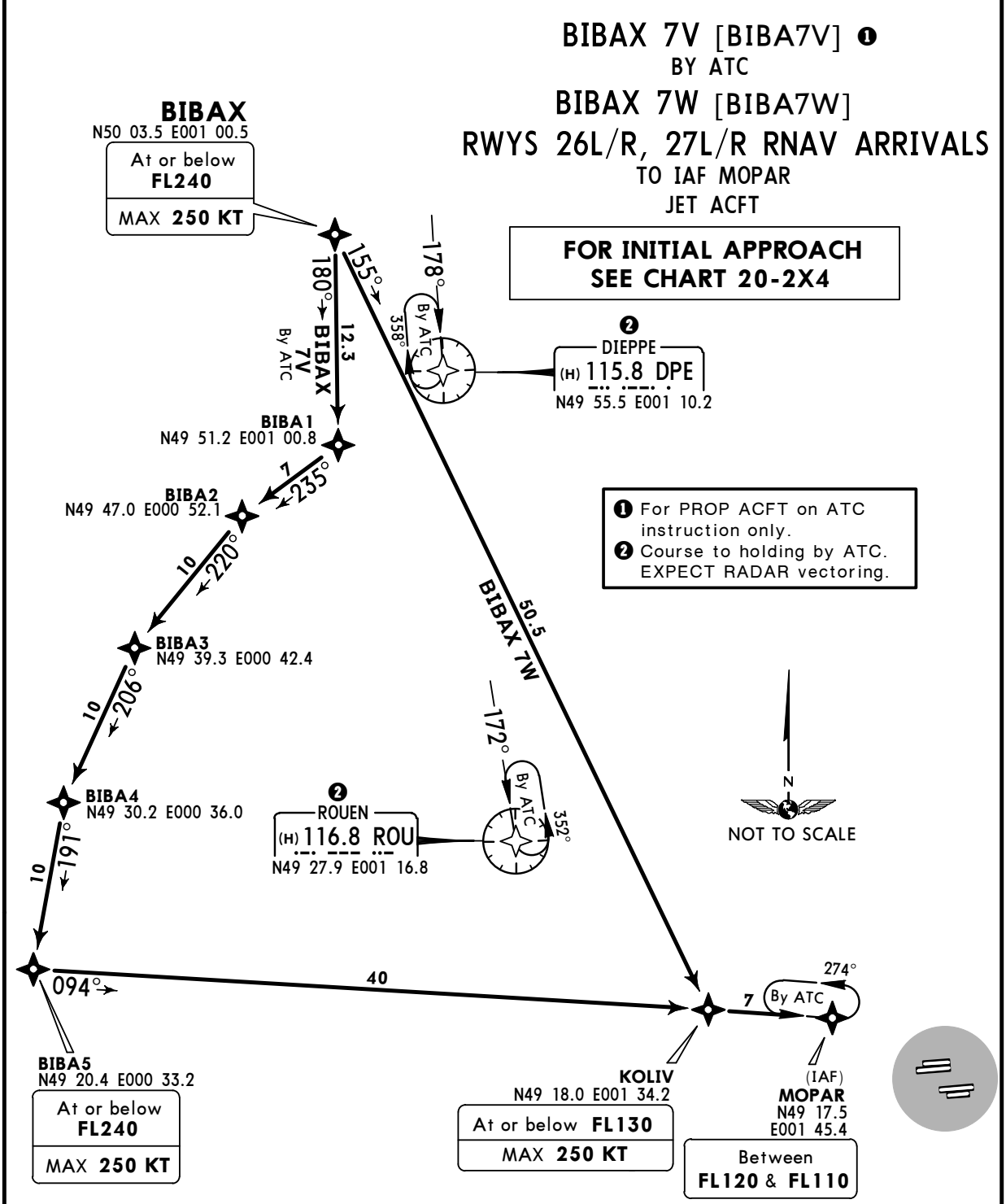
LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

BIBAX 7V [BIBA7V] ❶
BY ATC
BIBAX 7W [BIBA7W]
RWYS 26L/R, 27L/R RNAV ARRIVALS
TO IAF MOPAR
JET ACFT

FOR INITIAL APPROACH SEE CHART 20-2X4



DIEPPE	
LOW FL70/140, inbound 178°	HIGH FL150/240, inbound 178° MAX 265 KT 1 1/2 min

ROUEN	
LOW FL70/140, inbound 172°	HIGH FL150/190, inbound 172° MAX 240 KT 1 1/2min

MOPAR
FL70/140, inbound 094°

Direct distance to Charles-de-Gaulle Apt from:
MOPAR 35NM

STAR	ROUTING
BIBAX 7V	BIBAX - BIBA1 - BIBA2 - BIBA3 - BIBA4 - BIBA5 - KOLIV - MOPAR.
BIBAX 7W	BIBAX - KOLIV - MOPAR.

CHANGES: ATIS; chart reindexed.

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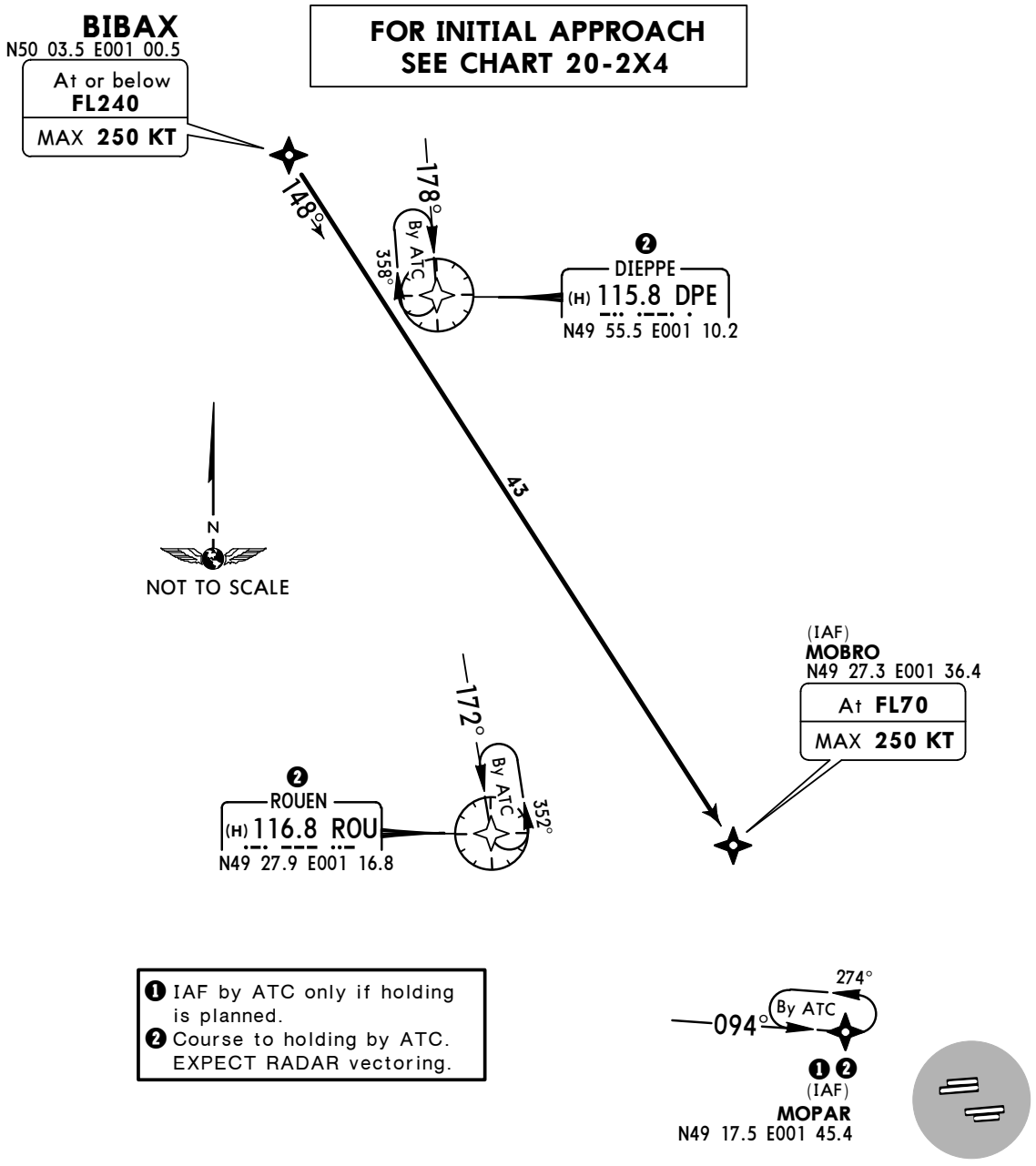
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

BIBAX 7P [BIBA7P]
RWYS 26L/R, 27L/R RNAV ARRIVAL
TO IAF MOBRO & MOPAR❶
PROP ACFT



❶ IAF by ATC only if holding is planned.
❷ Course to holding by ATC. EXPECT RADAR vectoring.

DIEPPE	
LOW FL70/140, inbound 178°	HIGH FL150/240, inbound 178° MAX 265 KT 1 1/2 min

ROUEN	
LOW FL70/140, inbound 172°	HIGH FL150/190, inbound 172° MAX 240 KT 1 1/2min

MOPAR
FL70/140, inbound 094°

Direct distance to Charles-de-Gaulle Apt from:
MOBRO 46NM
MOPAR 35NM

ROUTING
BIBAX - MOBRO.

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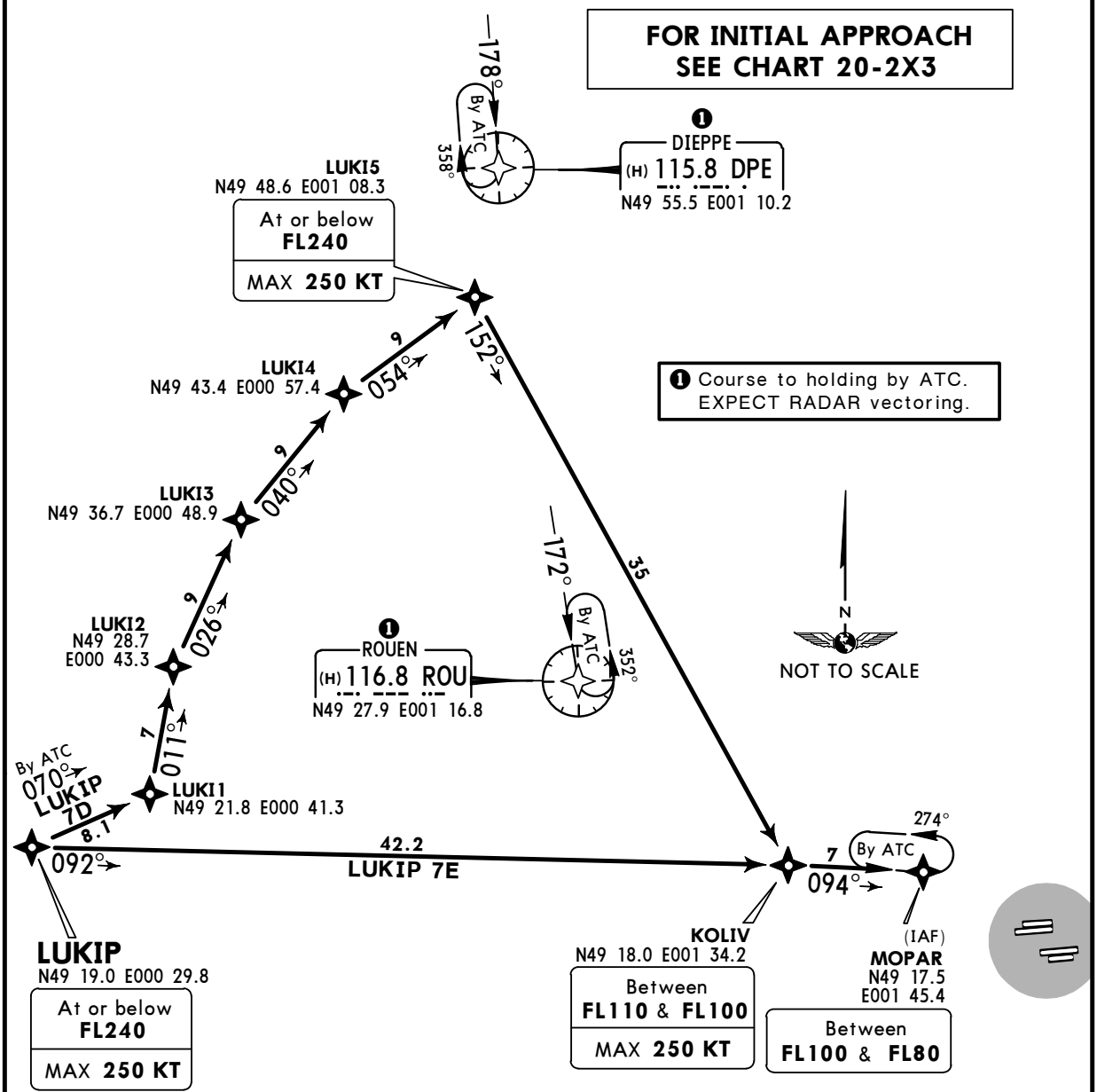
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (20-2N) Eff 2 Apr

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

LUKIP 7D [LUKI7D]
BY ATC
LUKIP 7E [LUKI7E]
RWYS 08L/R, 09L/R RNAV ARRIVALS
TO IAF MOPAR



DIEPPE	
LOW FL70/140, inbound 178°	HIGH FL150/240, inbound 178° MAX 265 KT 1 1/2 min

ROUEN	
LOW FL70/140, inbound 172°	HIGH FL150/190, inbound 172° MAX 240 KT 1 1/2min

MOPAR
FL70/140, inbound 094°

Direct distance to Charles-de-Gaulle Apt from:
MOPAR 35NM

STAR	ROUTING
LUKIP 7D	LUKIP - LUKI1 - LUKI2 - LUKI3 - LUKI4 - LUKI5 - KOLIV - MOPAR.
LUKIP 7E	LUKIP - KOLIV - MOPAR.

CHANGES: ATIS; chart reindexed.

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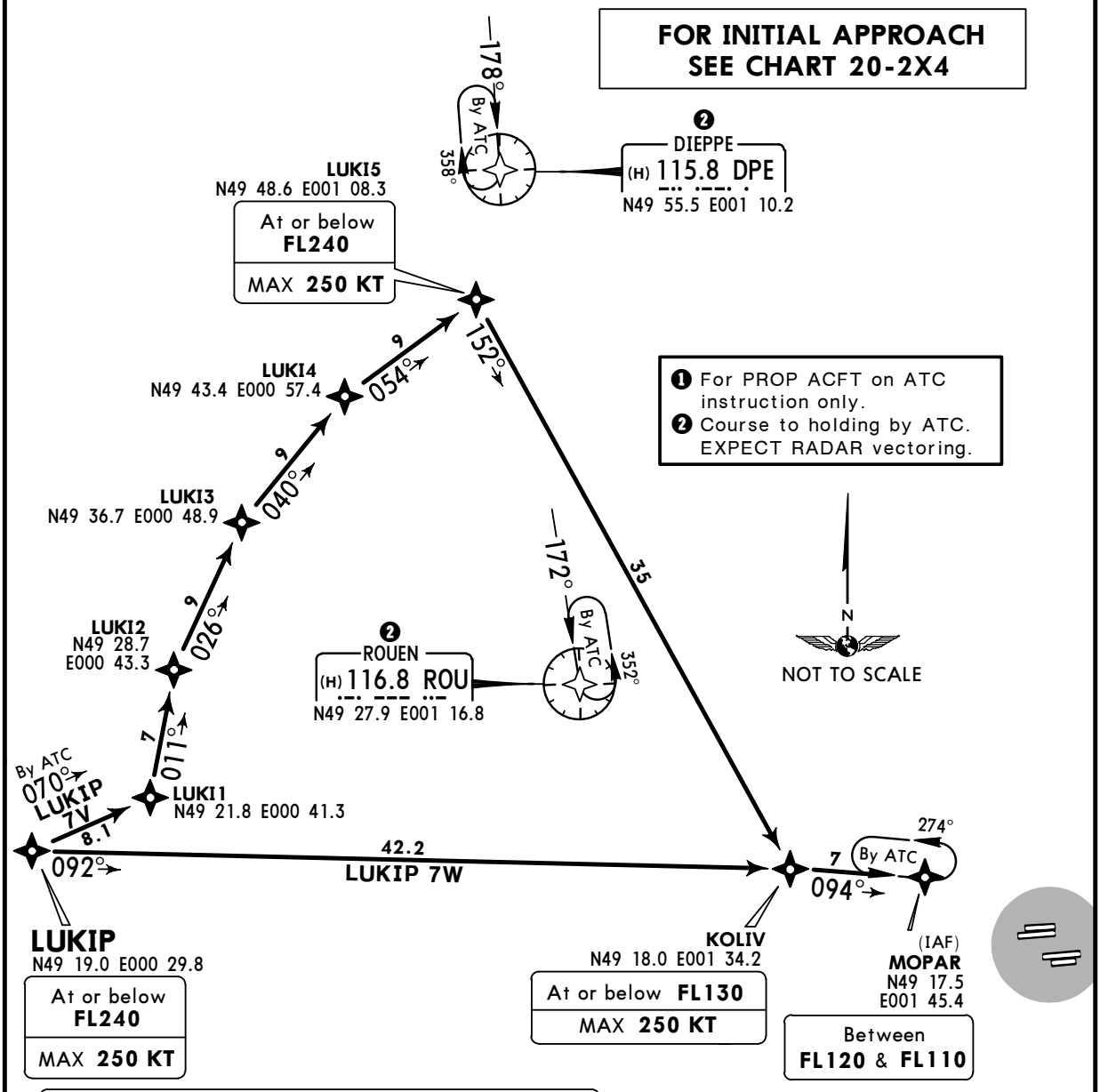
LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

LUKIP 7V [LUKI7V] ❶
BY ATC

LUKIP 7W [LUKI7W]
RWYS 26L/R, 27L/R RNAV ARRIVALS
TO IAF MOPAR
JET ACFT



STAR	ROUTING
LUKIP 7V	LUKIP - LUKI1 - LUKI2 - LUKI3 - LUKI4 - LUKI5 - KOLIV - MOPAR.
LUKIP 7W	LUKIP - KOLIV - MOPAR.

CHANGES: ATIS; chart reindexed.

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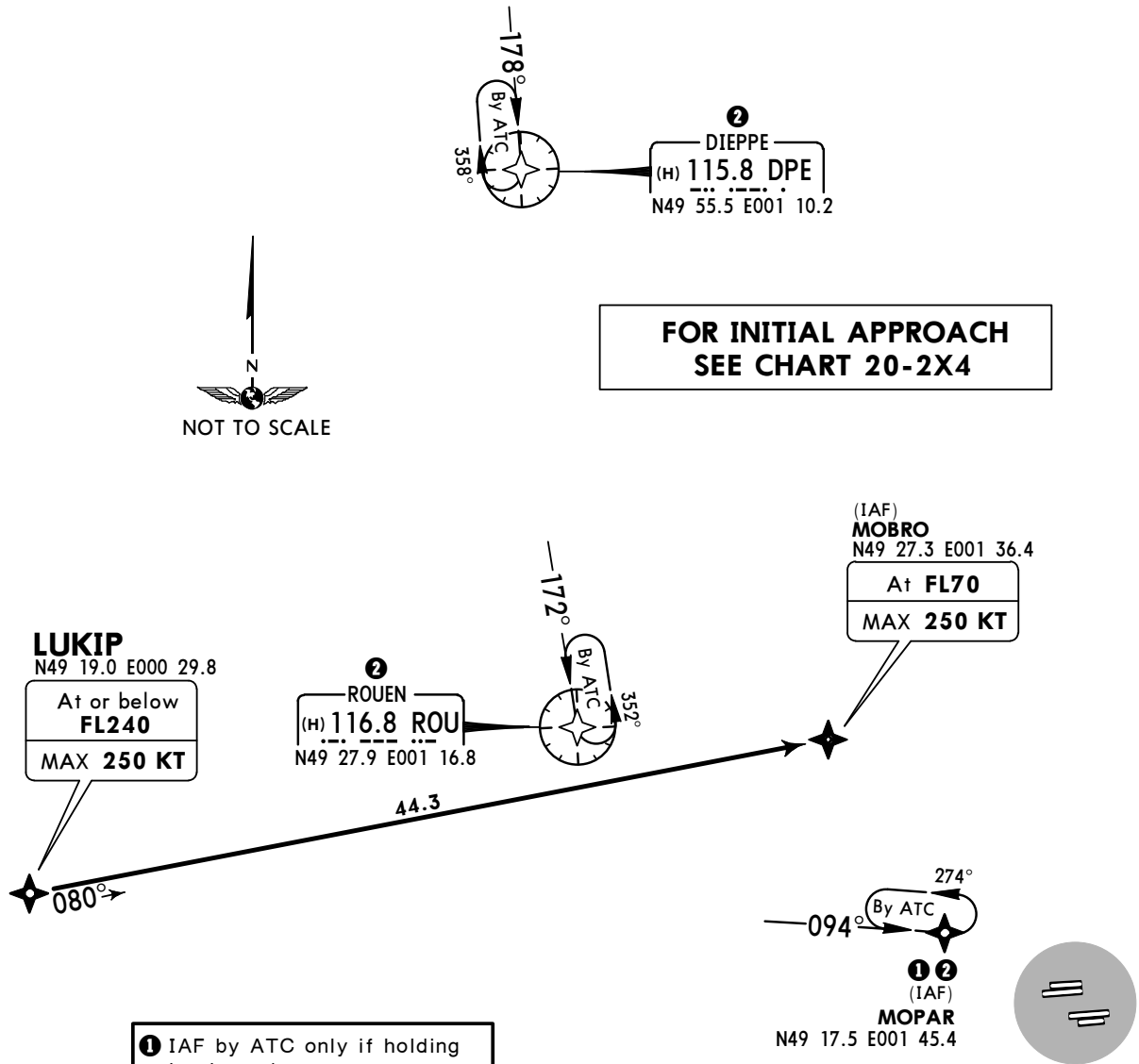
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

LUKIP 7P [LUKI7P]
RWYS 26L/R, 27L/R RNAV ARRIVAL
TO IAF MOBRO & MOPAR❶
PROP ACFT



❶ IAF by ATC only if holding is planned.
❷ Course to holding by ATC. EXPECT RADAR vectoring.

DIEPPE	
LOW FL70/140, inbound 178°	HIGH FL150/240, inbound 178° MAX 265 KT 1 1/2 min

ROUEN	
LOW FL70/140, inbound 172°	HIGH FL150/190, inbound 172° MAX 240 KT 1 1/2min

Direct distance to Charles-de-Gaulle Apt from:
MOBRO 46NM
MOPAR 35NM

MOPAR
FL70/140, inbound 094°

ROUTING

LUKIP - MOBRO.

CHANGES: ATIS; chart reindexed.

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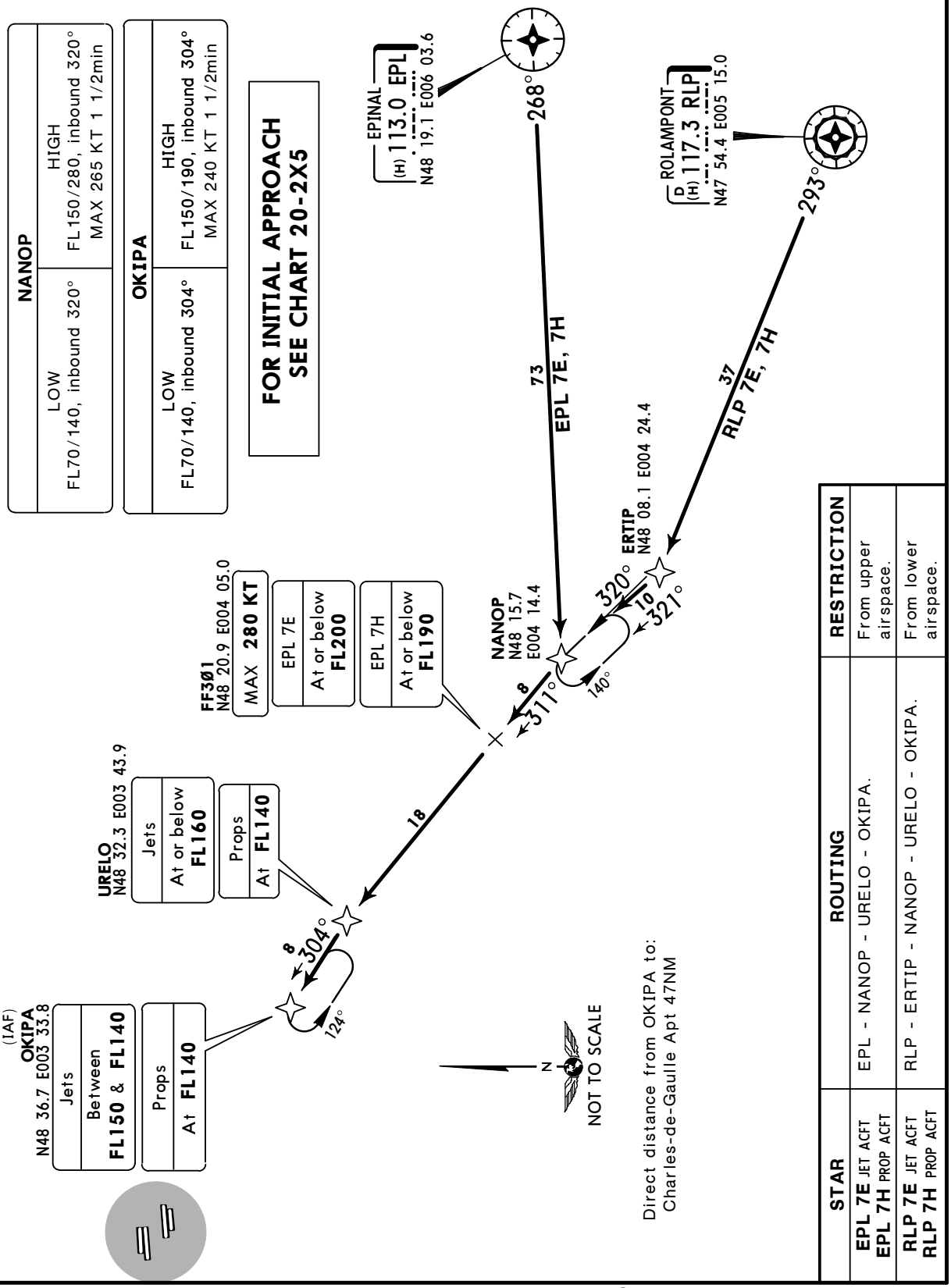
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

EPINAL 7E (EPL 7E), EPINAL 7H (EPL 7H)
ROLAMPONT 7E (RLP 7E)
ROLAMPONT 7H (RLP 7H)
RWYS 08L/R, 09L/R RNAV ARRIVALS
TO IAF OKIPA



STAR	ROUTING	RESTRICTION
EPL 7E JET ACFT **EPL 7H** PROP ACFT	EPL - NANOP - URELO - OKIPA.	From upper airspace.
RLP 7E JET ACFT **RLP 7H** PROP ACFT	RLP - ERTIP - NANOP - URELO - OKIPA.	From lower airspace.

CHANGES: ATIS; chart reindexed.

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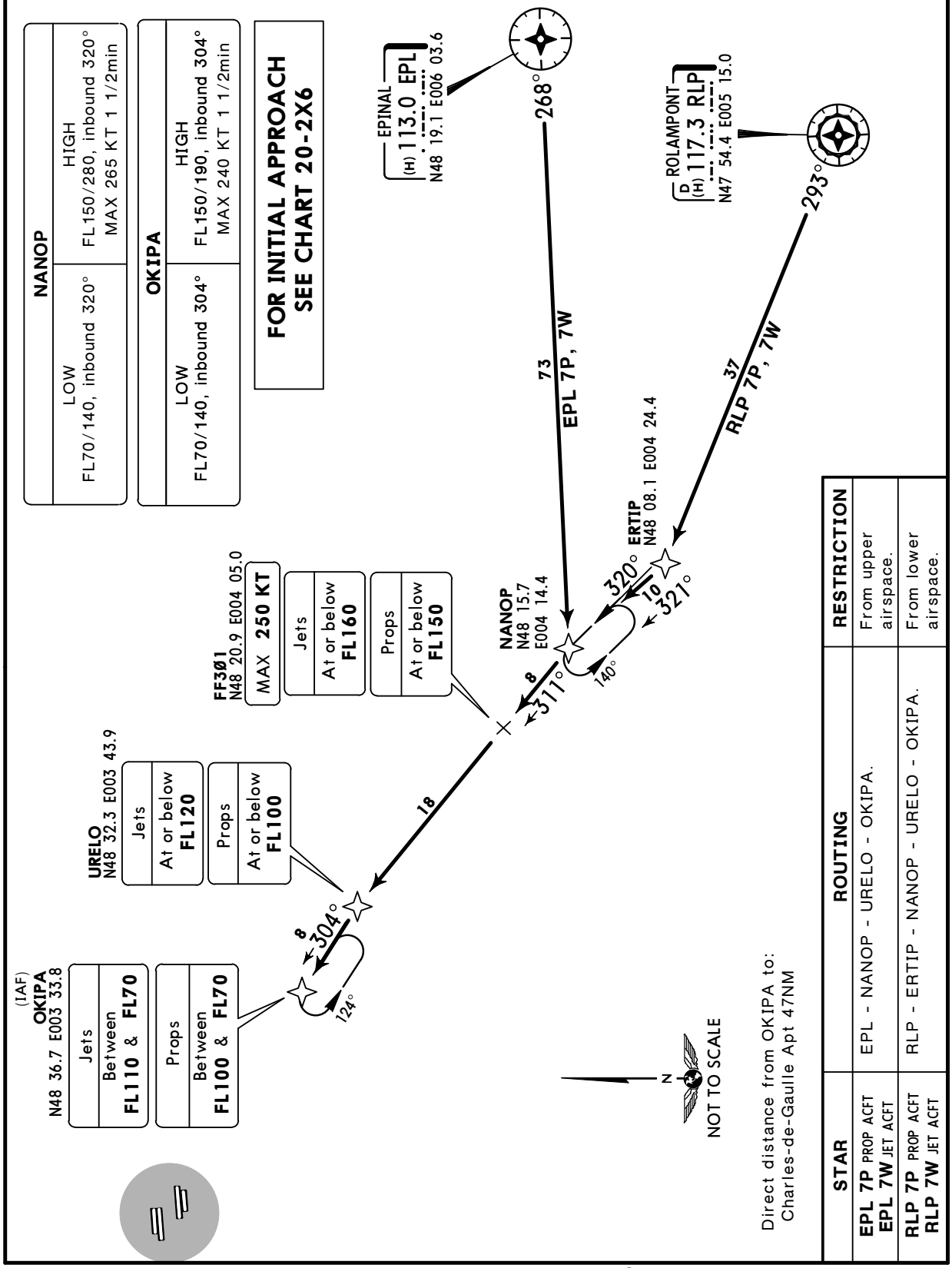
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

EPINAL 7P (EPL 7P), EPINAL 7W (EPL 7W)
ROLAMPONT 7P (RLP 7P)
ROLAMPONT 7W (RLP 7W)
RWYS 26L/R, 27L/R RNAV ARRIVALS
TO OKIPA



STAR	ROUTING	RESTRICTION
EPL 7P PROP ACFT EPL 7W JET ACFT	EPL - NANOP - URELO - OKIPA.	From upper airspace.
RLP 7P PROP ACFT RLP 7W JET ACFT	RLP - ERTIP - NANOP - URELO - OKIPA.	From lower airspace.

CHANGES: ATIS; chart reindexed.

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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

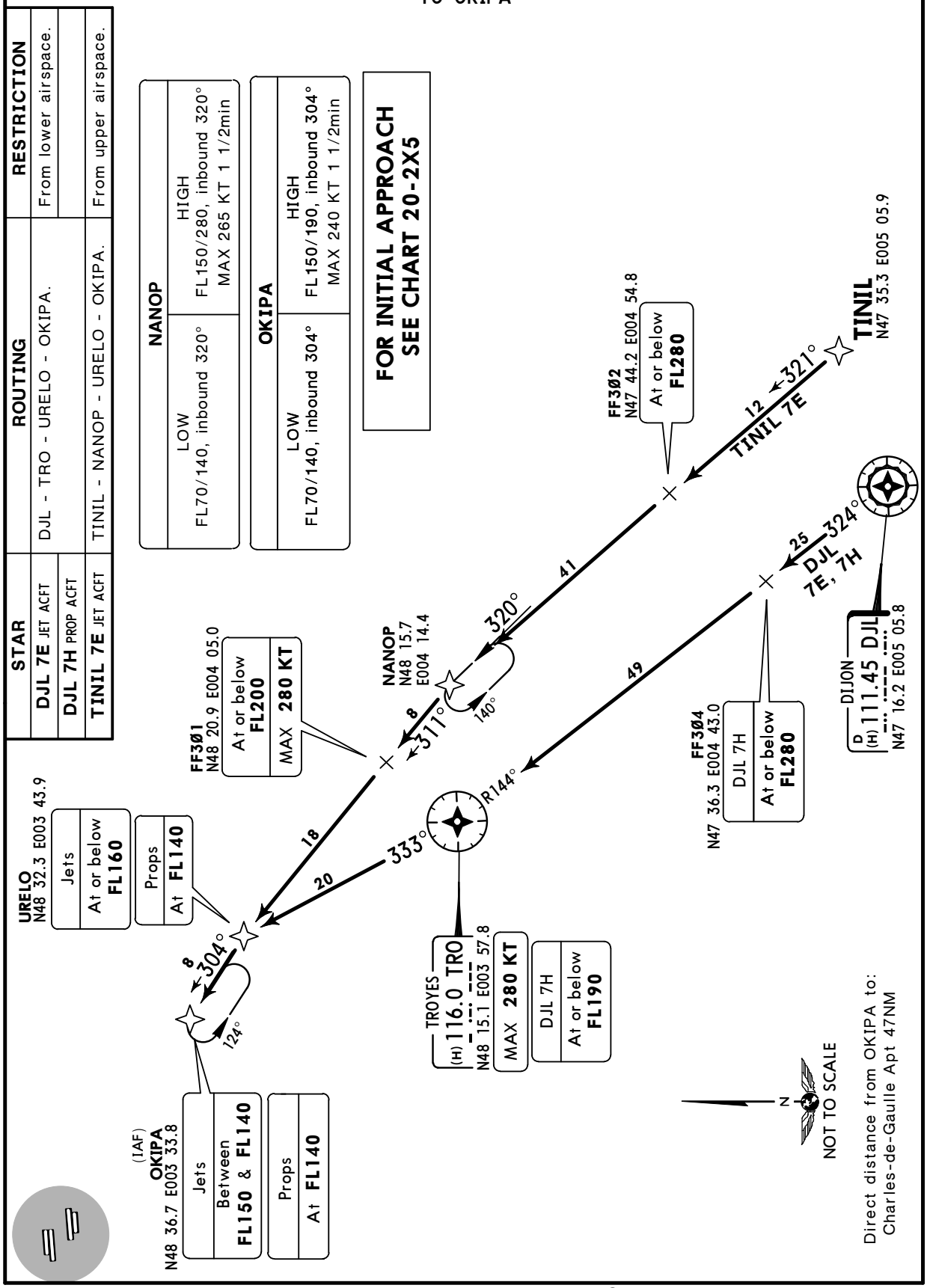
DIJON 7E (DJL 7E), DIJON 7H (DJL 7H)
TINIL 7E [TINI7E]
RWYS 08L/R, 09L/R RNAV ARRIVALS
TO OKIPA

STAR	ROUTING	RESTRICTION
DJL 7E JET ACFT	DJL - TRO - URELO - OKIPA.	From lower airspace.
DJL 7H PROP ACFT		
TINIL 7E JET ACFT	TINIL - NANOP - URELO - OKIPA.	From upper airspace.

NANOP
HIGH: FL150/280, inbound 320° MAX 265 KT 1 1/2min
LOW: FL70/140, inbound 320°

OKIPA
HIGH: FL150/190, inbound 304° MAX 240 KT 1 1/2min
LOW: FL70/140, inbound 304°

FOR INITIAL APPROACH SEE CHART 20-2X5



CHANGES: ATIS; chart reindexed.

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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

DIJON 7P (DJL 7P), DIJON 7W (DJL 7W)
TINIL 7W [TINI7W]
RWYS 26L/R, 27L/R RNAV ARRIVALS
TO OKIPA

STAR	ROUTING	RESTRICTION
DJL 7P PROP ACFT	DJL - TRO - URELO - OKIPA.	
DJL 7W JET ACFT		From lower airspace.
TINIL 7W JET ACFT	TINIL - NANOP - URELO - OKIPA.	From upper airspace.

NANOP
HIGH: FL150/280, inbound 320° MAX 265 KT 1 1/2min
LOW: FL70/140, inbound 320°

OKIPA
HIGH: FL150/190, inbound 304° MAX 240 KT 1 1/2min
LOW: FL70/140, inbound 304°

FOR INITIAL APPROACH SEE CHART 20-2X6

N NOT TO SCALE

FF302 N47 44.2 E004 54.8: At or below FL280, MAX 280 KT

TINIL N47 35.3 E005 05.9

12 321° TINIL 7W

41 320°

FF301 N48 20.9 E004 05.0: At or below FL160, MAX 250 KT

NANOP N48 15.7 E004 14.4

8 311° 140°

25 324° DJL 7P, 7W

49

FF304 N47 36.3 E004 43.0: DJL 7P At or below FL280

DIJON (D)(H) 111.45 DJL N47 16.2 E005 05.8

R144°

URELO N48 32.3 E003 43.9: Jets At or below FL120; Props At or below FL100

18

20 333°

8 304° 124°

TROYES (H) 116.0 TRO N48 15.1 E003 57.8: MAX 250 KT; DJL 7P At or below FL150; DJL 7W At or below FL160

(IAF) **OKIPA** N48 36.7 E003 33.8: Jets Between FL110 & FL70; Props Between FL100 & FL70

Direct distance from OKIPA to: Charles-de-Gaulle Apt 47NM

CHANGES: New chart (RNAV STARs transferred; ATIS).

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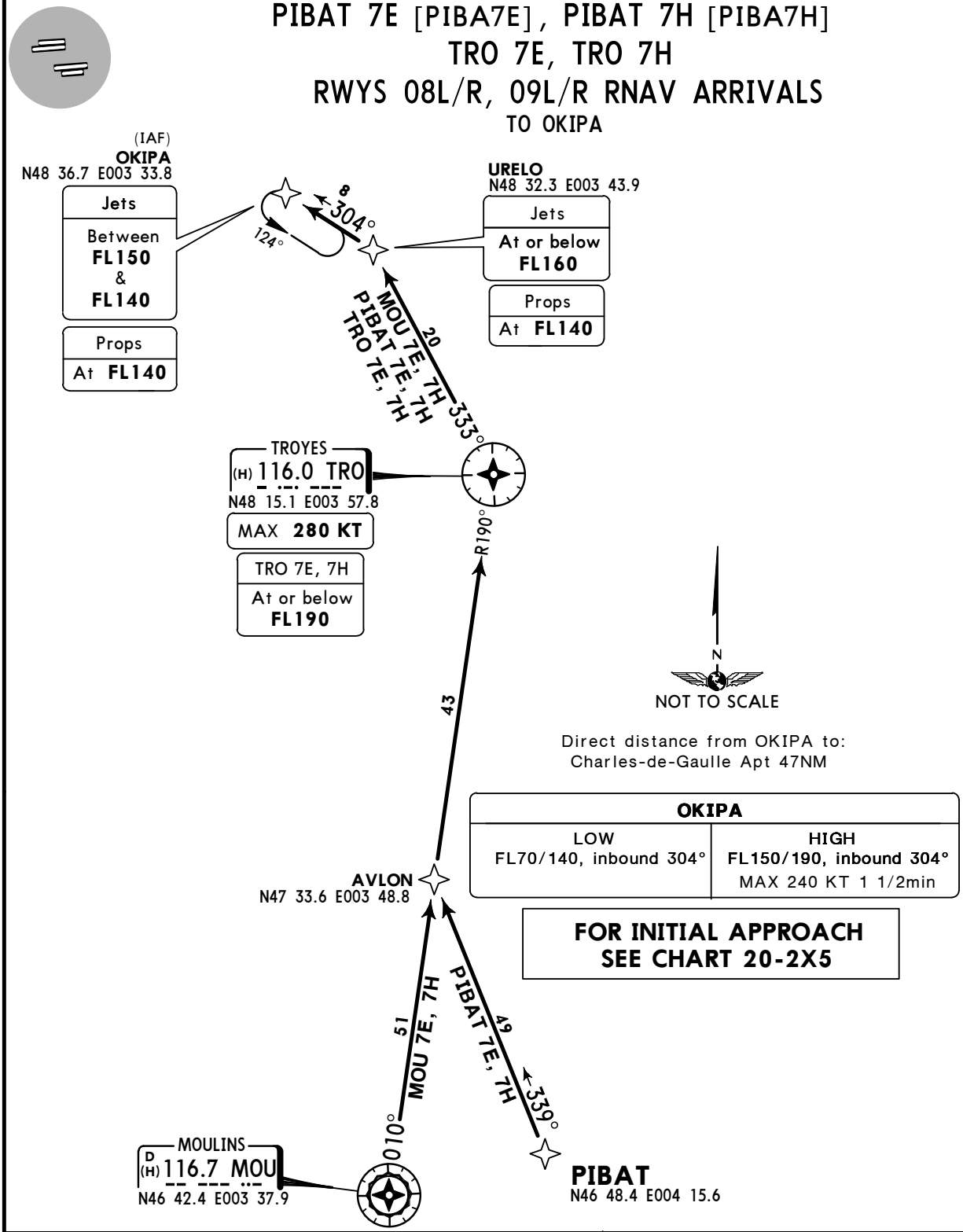
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

MOULINS 7E (MOU 7E), MOULINS 7H (MOU 7H)
PIBAT 7E [PIBA7E], PIBAT 7H [PIBA7H]
TRO 7E, TRO 7H
RWYS 08L/R, 09L/R RNAV ARRIVALS
TO OKIPA



STAR	ROUTING	RESTRICTION
MOU 7E JET ACFT **MOU 7H** PROP ACFT	MOU - TRO - URELO - OKIPA.	From lower airspace.
PIBAT 7E JET ACFT **PIBAT 7H** PROP ACFT	PIBAT - AVLON - TRO - URELO - OKIPA.	
TRO 7E JET ACFT **TRO 7H** PROP ACFT	TRO - URELO - OKIPA.	Only coming from night airways: UQ-204, UQ-213, UQ-236, UQ-238.

CHANGES: New chart (RNAV STARs transferred; ATIS).

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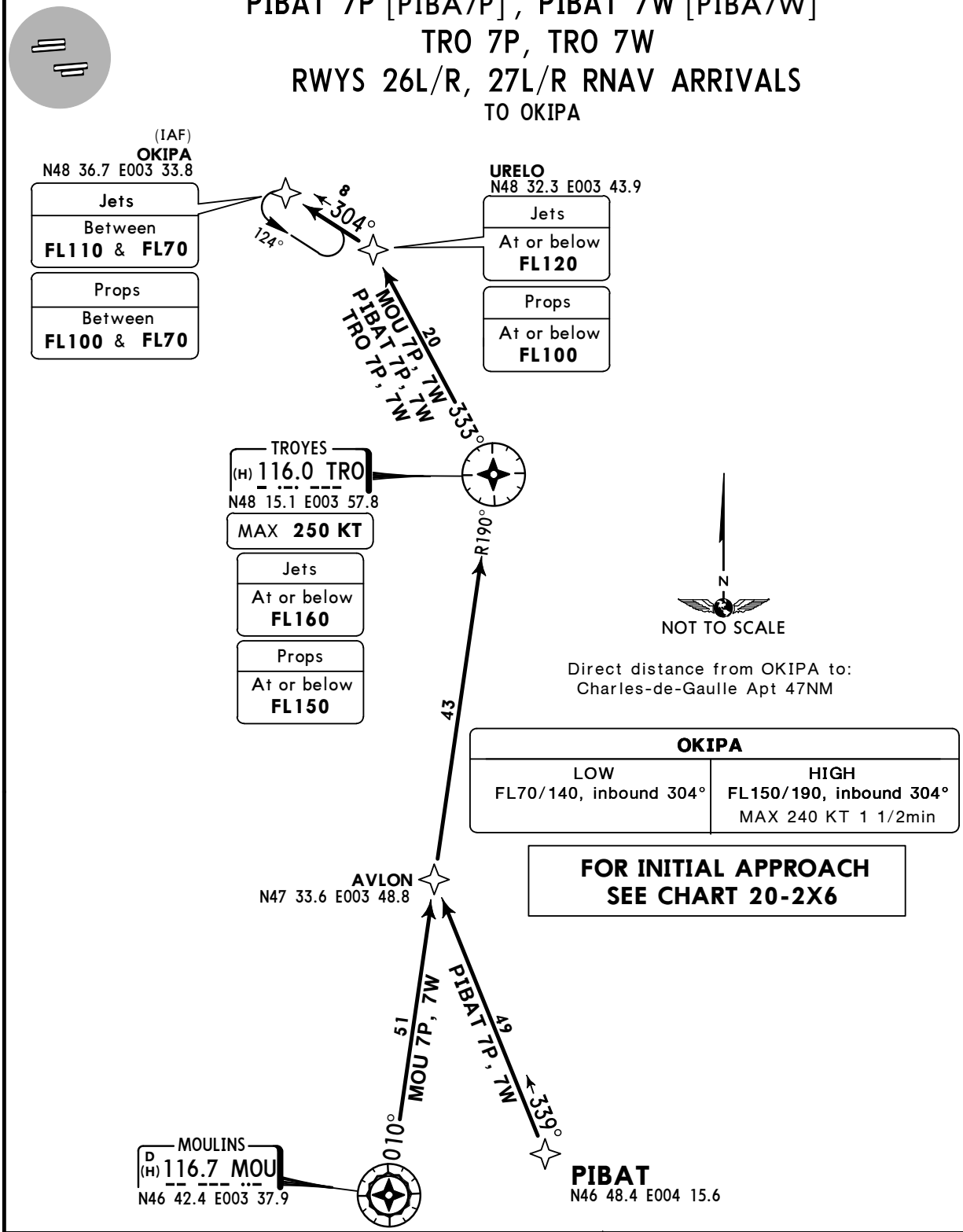
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

MOULINS 7P (MOU 7P), MOULINS 7W (MOU 7W)
PIBAT 7P [PIBA7P], PIBAT 7W [PIBA7W]
TRO 7P, TRO 7W
RWYS 26L/R, 27L/R RNAV ARRIVALS
TO OKIPA



STAR	ROUTING	RESTRICTION
MOU 7P PROP ACFT **MOU 7W** JET ACFT	MOU - TRO - URELO - OKIPA.	From lower airspace.
PIBAT 7P PROP ACFT **PIBAT 7W** JET ACFT	PIBAT - AVLON - TRO - URELO - OKIPA.	
TRO 7P PROP ACFT **TRO 7W** JET ACFT	TRO - URELO - OKIPA.	Only coming from night airways: UQ-204, UQ-213, UQ-236, UQ-238.

CHANGES: New chart (RNAV STARs transferred; ATIS).

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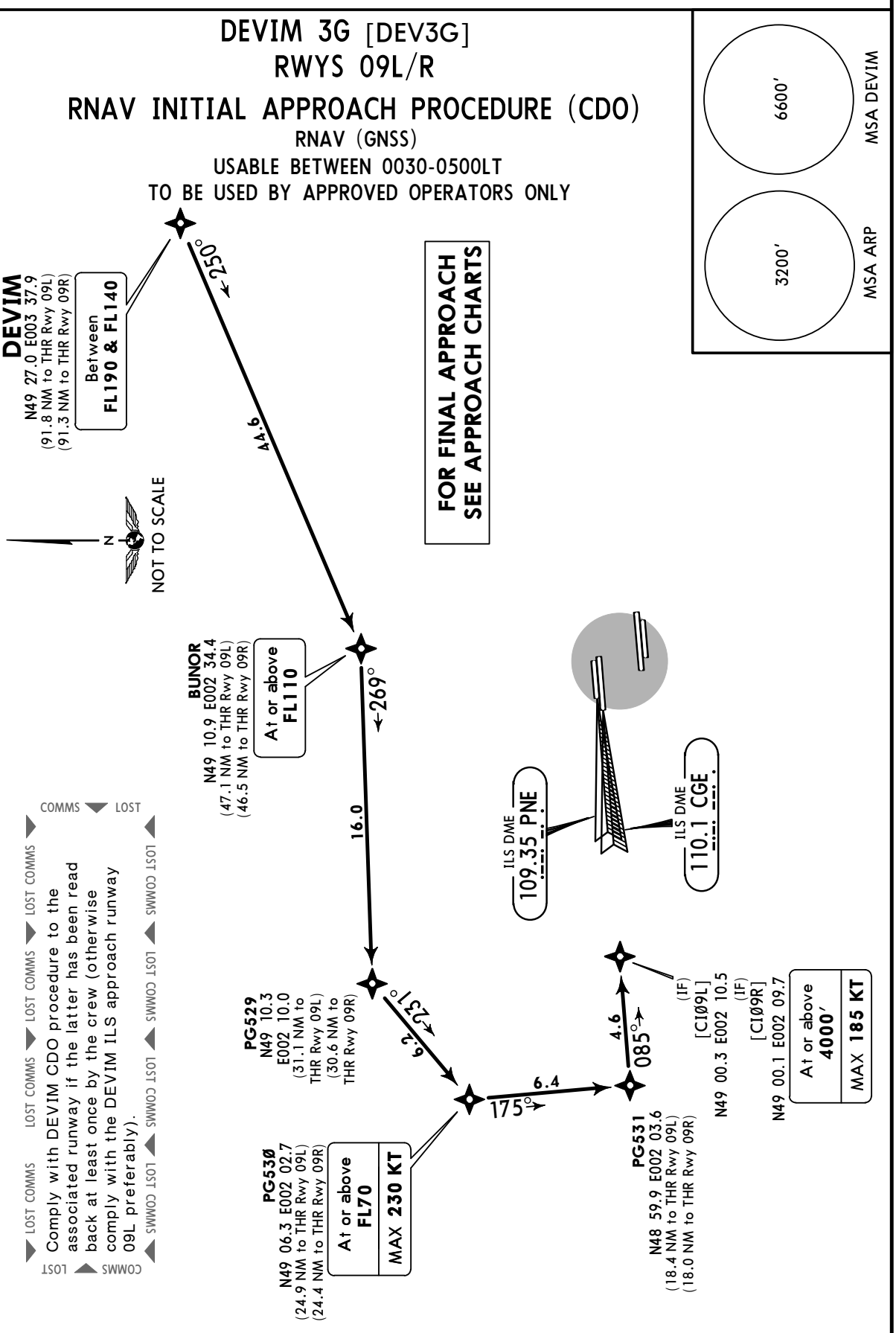
LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV INITIAL APPROACH

D-ATIS	DE GAULLE Approach	Apt Elev
127.130 (French 128.225)	121.155 125.830 119.850 126.430 118.155 136.275	392′

Alt Set: hPa
Trans level: By ATC Trans alt: 5000′
Approach will be performed at the request of the crews or ATC.

DEVIM 3G [DEV3G]
RWYS 09L/R
RNAV INITIAL APPROACH PROCEDURE (CDO)
RNAV (GNSS)
USABLE BETWEEN 0030-0500LT
TO BE USED BY APPROVED OPERATORS ONLY



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LFPG/CDG
CHARLES-DE-GAULLE

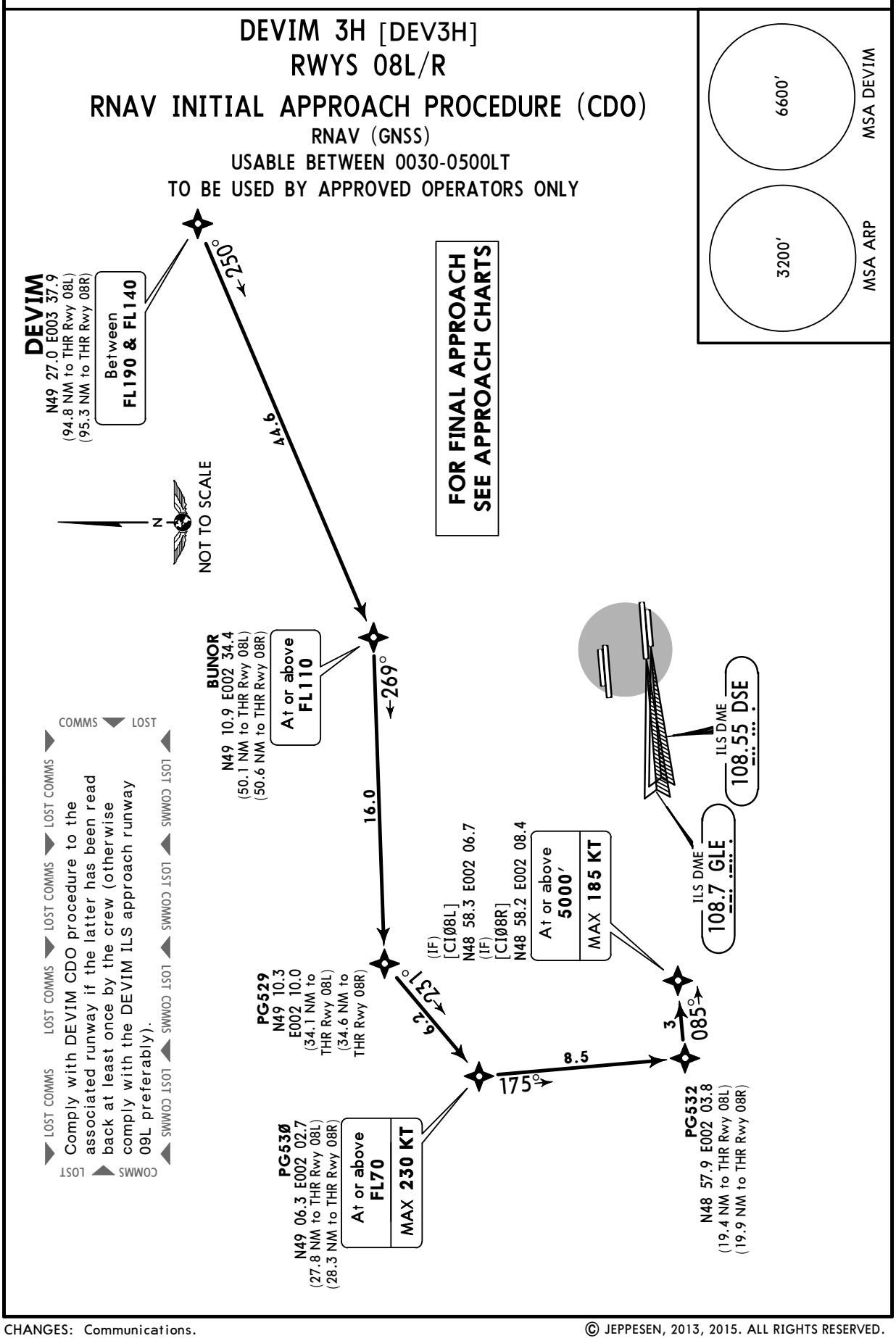
JEPPESEN 20 MAR 15 (20-2V) Eff 2 Apr

PARIS, FRANCE
RNAV INITIAL APPROACH

D-ATIS	DE GAULLE Approach			Apt Elev
127.130 (French 128.225)	121.155	125.830	119.850	392′
	126.430	118.155	136.275	

Alt Set: hPa
Trans level: By ATC Trans alt: 5000′
Approach will be performed at the request of the crews or ATC.

DEVIM 3H [DEV3H]
RWYS 08L/R
RNAV INITIAL APPROACH PROCEDURE (CDO)
RNAV (GNSS)
USABLE BETWEEN 0030-0500LT
TO BE USED BY APPROVED OPERATORS ONLY



CHANGES: Communications.

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LFPG/CDG
CHARLES-DE-GAULLE

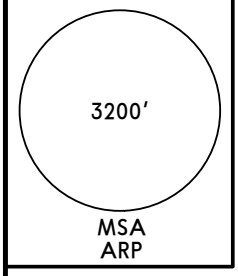
PARIS, FRANCE
RNAV INITIAL APPROACH

D-ATIS 127.130 ATIS (French 128.225)	DE GAULLE Approach 121.155 125.830 119.850 126.430 118.155 136.275

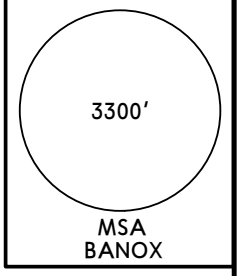
Apt Elev 392′

Alt Set: hPa Trans level: By ATC Trans alt: 5000′

1. Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).
2. In case of lost of RNAV capability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.

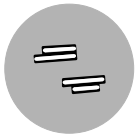


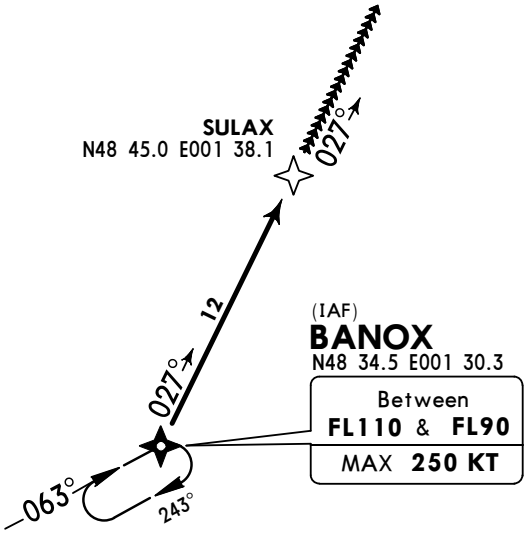
BANOX 3E [BAN3E]
RWYS 08L/R, 09L/R
RNAV INITIAL APPROACH
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED



FOR FINAL APPROACH SEE APPROACH CHARTS

RWYs 09L/R
Maintain a rate of descent of not less than 1300′/min until cleared altitude, except during speed reduction phases.







BANOX	
LOW FL70/140, inbound 063°	HIGH FL150/180, inbound 063° MAX 240 KT 1 1/2min

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

At SULAX descend to 5000′, continue on 027° track, intercept final of last cleared and confirmed approach (otherwise ILS RWY 08R preferably).

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

CHANGES: Communications.

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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV INITIAL APPROACH

D-ATIS 127.130 ATIS (French 128.225)	DE GAULLE Approach 121.155 125.830 119.850 126.430 118.155 136.275

Apt Elev 392′

Alt Set: hPa Trans level: By ATC Trans alt: 5000′
1. Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC). 2. In case of lost of RNAV capability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.

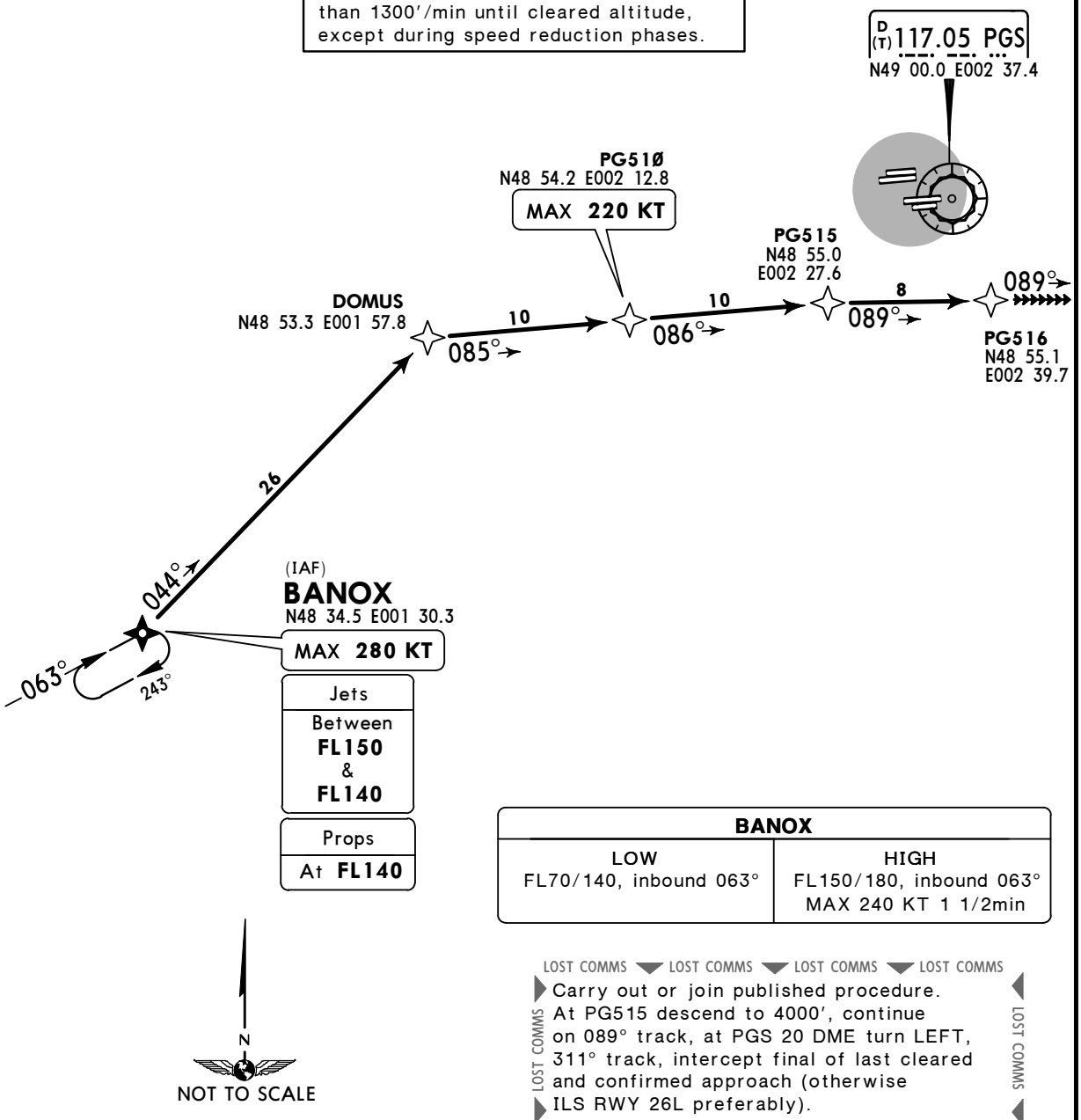
3200′
MSA
ARP

3300′
MSA
BANOX

BANOX 3W [BAN3W]
RWYS 26L/R, 27L/R
RNAV INITIAL APPROACH
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED

FOR FINAL APPROACH SEE APPROACH CHARTS

RWYs 26L/R
Maintain a rate of descent of not less than 1300′/min until cleared altitude, except during speed reduction phases.



BANOX	
LOW FL70/140, inbound 063°	HIGH FL150/180, inbound 063° MAX 240 KT 1 1/2min

N
NOT TO SCALE

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Carry out or join published procedure.
At PG515 descend to 4000′, continue on 089° track, at PGS 20 DME turn LEFT, 311° track, intercept final of last cleared and confirmed approach (otherwise ILS RWY 26L preferably).
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

CHANGES: Communications.

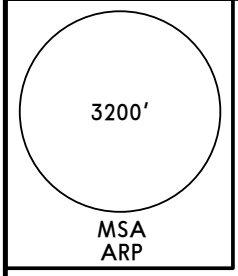
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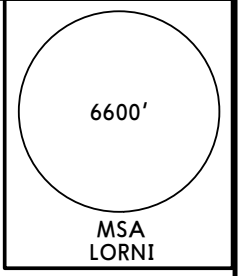
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV INITIAL APPROACH

D-ATIS 127.130 ATIS (French 128.225)	DE GAULLE Approach 121.155 125.830 119.850 126.430 118.155 136.275
Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC). 2. In case of lost of RNAV capability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.

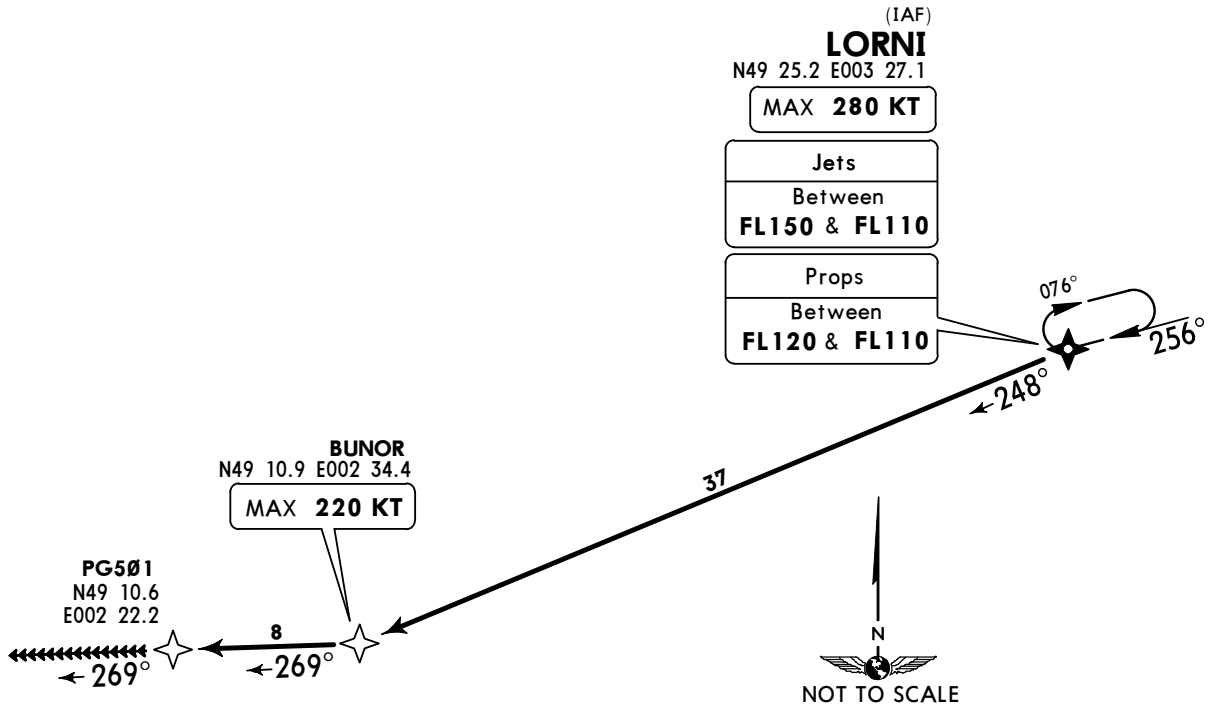




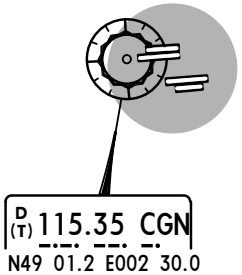
LORNI 3E [LOR3E]
RWYS 08L/R, 09L/R
RNAV INITIAL APPROACH
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED

FOR FINAL APPROACH SEE APPROACH CHARTS

RWYs 09L/R
Maintain a rate of descent of not less than 1300′/min until cleared altitude, except during speed reduction phases.



LORNI	
LOW FL70/140, inbound 256°	HIGH FL150/170, inbound 256° MAX 240 KT 1 1/2min



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Carry out or join published procedure.
At BUNOR descend to 4000′, at CGN 26 DME turn LEFT, 131° track, intercept final of last cleared and confirmed approach (otherwise ILS RWY 09L preferably).
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

CHANGES: Communications.

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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV INITIAL APPROACH

D-ATIS 127.130 ATIS (French 128.225)	DE GAULLE Approach 121.155 125.830 119.850 126.430 118.155 136.275

Apt Elev 392′

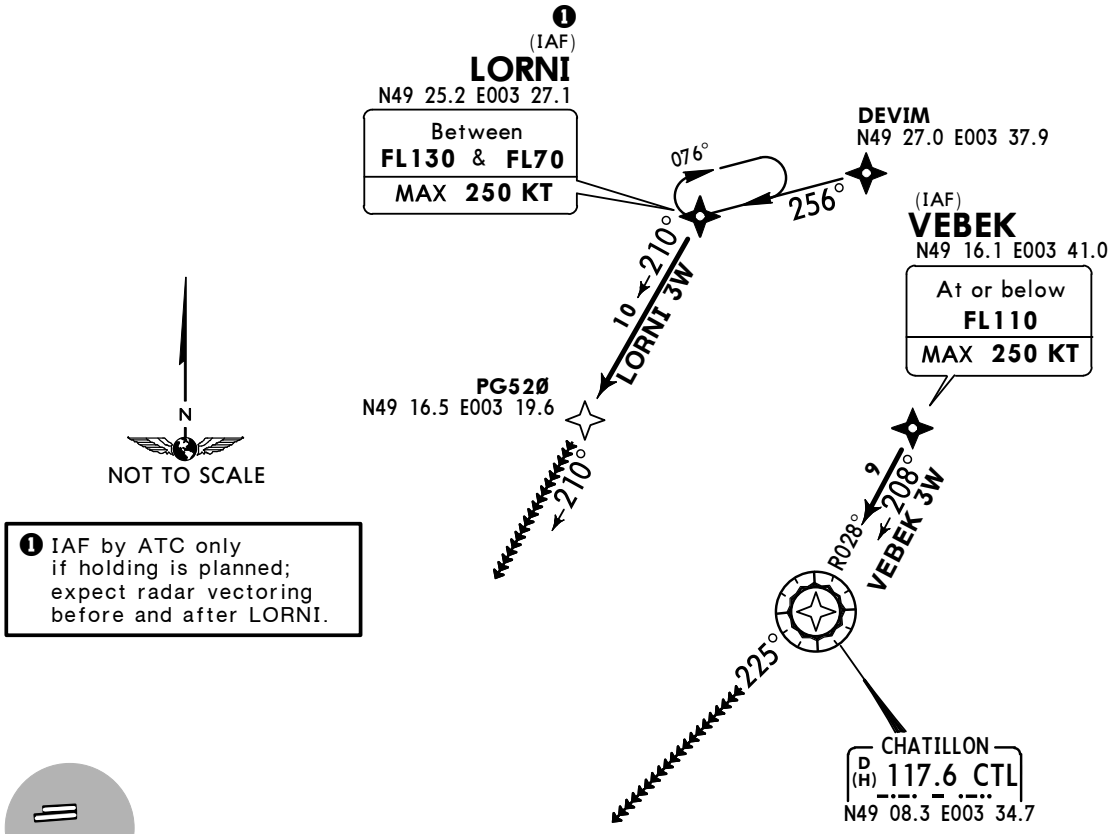
Alt Set: hPa Trans level: By ATC Trans alt: 5000′
1. Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC). 2. In case of lost of RNAV capability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.

3200′
MSA
ARP

6600′
MSA
LORNI/VEBEK

LORNI 3W [LOR3W]
VEBEK 3W [VEB3W]
RWYS 26L/R, 27L/R
RNAV INITIAL APPROACHES
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED

FOR FINAL APPROACH SEE APPROACH CHARTS



❶ IAF by ATC only if holding is planned; expect radar vectoring before and after LORNI.

RWYs 26L/R
Maintain a rate of descent of not less than 1300′/min until cleared altitude, except during speed reduction phases.

LORNI	
LOW FL70/140, inbound 256°	HIGH FL150/170, inbound 256° MAX 240 KT 1 1/2min

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

LORNI 3W
Carry out or join published procedure. At LORNI descend to 5000′, 210° track, intercept final of last cleared and confirmed approach (otherwise ILS RWY 27R preferably).

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

VEBEK 3W
Carry out or join published procedure. At VEBEK descend to 5000′, 208° track to CTL, CTL R-225, intercept final of last cleared and confirmed approach (otherwise ILS RWY 27R preferably).

CHANGES: Communications.

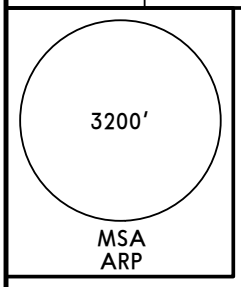
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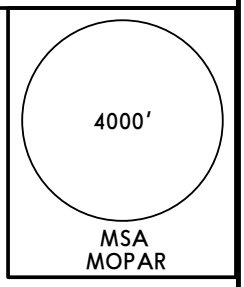
LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV INITIAL APPROACH

D-ATIS 127.130 ATIS (French 128.225)	DE GAULLE Approach 121.155 125.830 119.850 126.430 118.155 136.275
Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC). 2. In case of lost of RNAV capability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.

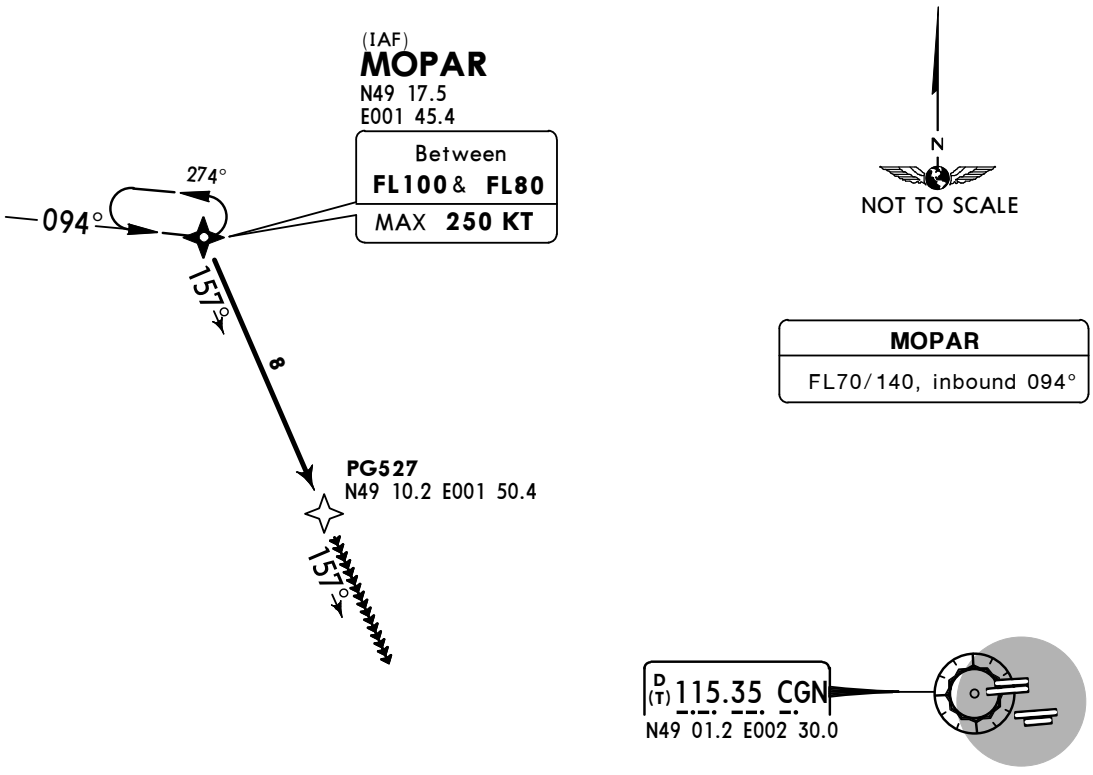


MOPAR 3E [MOP3E]
RWYS 08L/R, 09L/R
RNAV INITIAL APPROACH
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED



FOR FINAL APPROACH SEE APPROACH CHARTS

RWYs 09L/R
Maintain a rate of descent of not less than 1300′/min until cleared altitude, except during speed reduction phases.



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Carry out or join published procedure. At MOPAR descend to 4000′, continue on 157° track, at CGN R-287 turn LEFT, 131° track, intercept final of last cleared and confirmed approach (otherwise ILS RWY 09L preferably).

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

CHANGES: Communications.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN 20 MAR 15 (20-2X4) Eff 2 Apr

PARIS, FRANCE
RNAV INITIAL APPROACH

D-ATIS 127.130 ATIS (French 128.225)	DE GAULLE Approach 121.155 125.830 119.850 126.430 118.155 136.275
Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC). 2. In case of lost of RNAV capability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.

3200′
MSA
ARP

4000′
MSA
MOBRO/MOPAR

MOBRO 3W [MOB3W]
MOPAR 3W [MOP3W]
RWYS 26L/R, 27L/R
RNAV INITIAL APPROACHES
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED

FOR FINAL APPROACH SEE APPROACH CHARTS

N
NOT TO SCALE

(IAF)
MOBRO
N49 27.3 E001 36.4
At **FL70**
MAX **250 KT**

RWYs 26L/R
Maintain a rate of descent of not less than 1300′/min until cleared altitude, except during speed reduction phases.

093° 21 MOBRO 3W R273°

BEAUVAIS
(L) 115.9 BVS
N49 26.2 E002 09.2

108° 16

PG528
N49 21.5 E002 32.0
108° CTL R288° 117.6

KOLIV
N49 18.0
E001 34.2
274°
094°
094° 25 MOPAR 3W

❶ (IAF)
MOPAR
N49 17.5 E001 45.4
Between
FL120 & **FL110**
MAX **280 KT**

PG534
N49 15.7 E002 23.3
At **FL110**
MAX **220 KT**

5 R275° 095°
101° 8
PG536
N49 13.9
E002 42.9
101°

CREIL
D (H) 109.2 CRL
N49 15.3 E002 30.9
(Tacan not co-located)
N49 15.4 E002 31.0

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

MOBRO 3W
Carry out or join published procedure. At PG528 descend to 5000′, continue on CTL R-288 inbound. At D19.1 CTL turn RIGHT, intercept CLM R-015 inbound. At D14.4 CLM turn RIGHT, 240° track, intercept final of last cleared and confirmed approach (otherwise ILS RWY 27R preferably).

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

MOPAR 3W
Carry out or join published procedure. At CRL descend to 5000′, at D23.5 CRL turn RIGHT, 221° track, intercept final of last cleared and confirmed approach (otherwise ILS RWY 27R preferably).

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

COULOMMIERS
D (H) 112.9 CLM
N48 50.7 E003 00.8

MOPAR
FL70/140, inbound 094°

❶ IAF by ATC only if holding is planned; expect radar vectoring before and after MOPAR.

CHANGES: Communications.

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LFPG/CDG CHARLES-DE-GAULLE

PARIS, FRANCE

RNAV INITIAL APPROACH

D-ATIS 127.130 ATIS (French 128.225)	DE GAULLE Approach 121.155 125.830 119.850 126.430 118.155 136.275

Apt Elev 392′

Alt Set: hPa Trans level: By ATC Trans alt: 5000′
1. Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC). 2. In case of lost of RNAV capability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.

3200′ MSA ARP

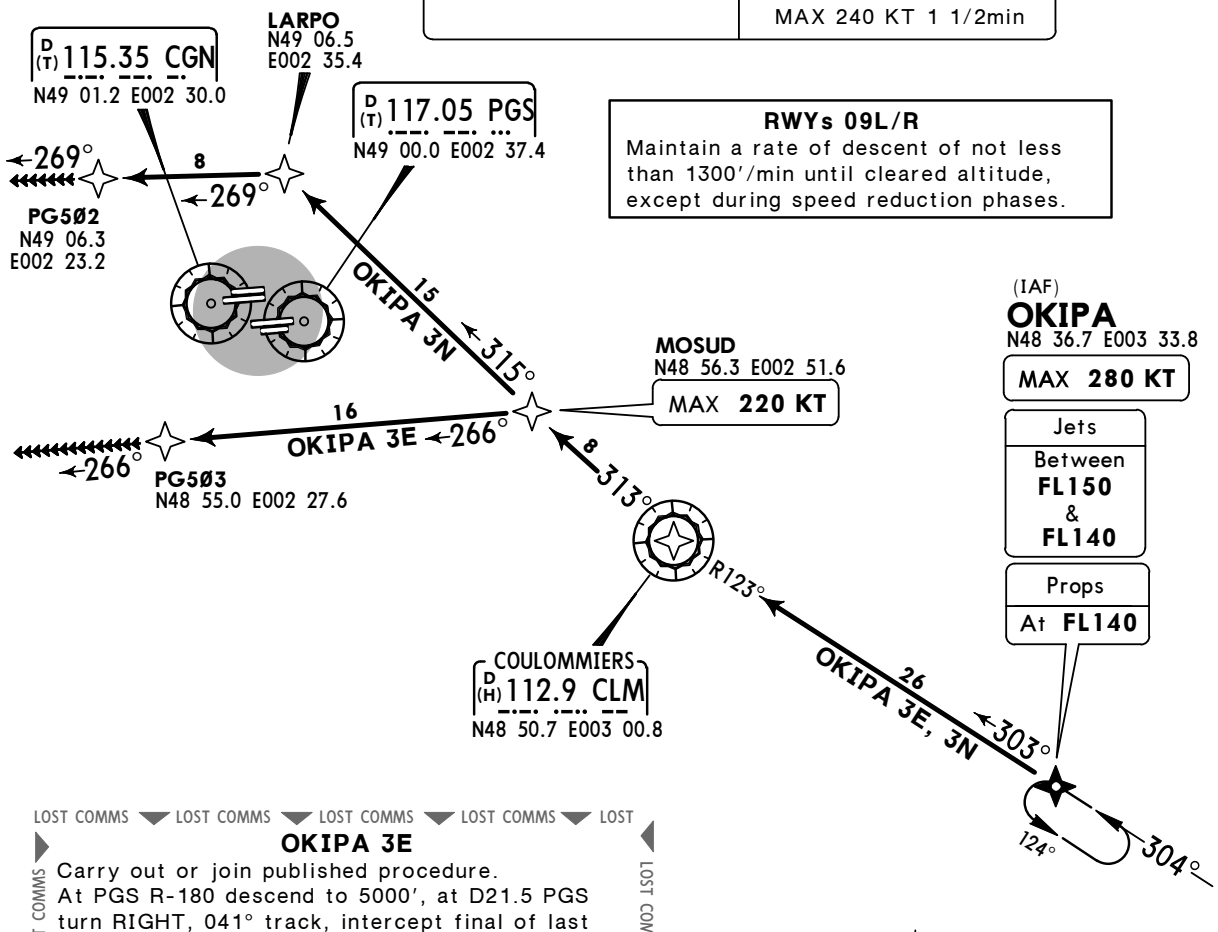
6600′ MSA OKIPA

OKIPA 3E [OKI3E]
OKIPA 3N [OKI3N]
RWYS 08L/R, 09L/R
RNAV INITIAL APPROACHES
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED

FOR FINAL APPROACH SEE APPROACH CHARTS

OKIPA	
LOW FL70/140, inbound 304°	HIGH FL150/190, inbound 304° MAX 240 KT 1 1/2min

RWYs 09L/R
Maintain a rate of descent of not less than 1300′/min until cleared altitude, except during speed reduction phases.



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

OKIPA 3E
Carry out or join published procedure.
At PGS R-180 descend to 5000′, at D21.5 PGS turn RIGHT, 041° track, intercept final of last cleared and confirmed approach (otherwise ILS RWY 08R preferably).

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

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

OKIPA 3N
Carry out or join published procedure.
At LARPO descend to 4000′, at CGN 20.5 DME turn LEFT, 131° track, intercept final of last cleared and confirmed approach (otherwise ILS RWY 09L preferably).

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

N
NOT TO SCALE

CHANGES: Communications.

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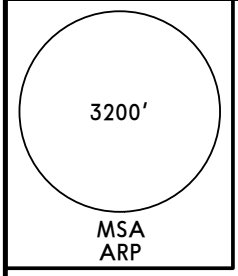
LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV INITIAL APPROACH

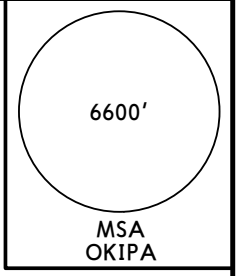
D-ATIS 127.130 ATIS (French 128.225)	DE GAULLE Approach 121.155 125.830 119.850 126.430 118.155 136.275

Apt Elev 392′

Alt Set: hPa Trans level: By ATC Trans alt: 5000′
1. Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC). 2. In case of lost of RNAV capability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.

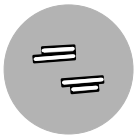


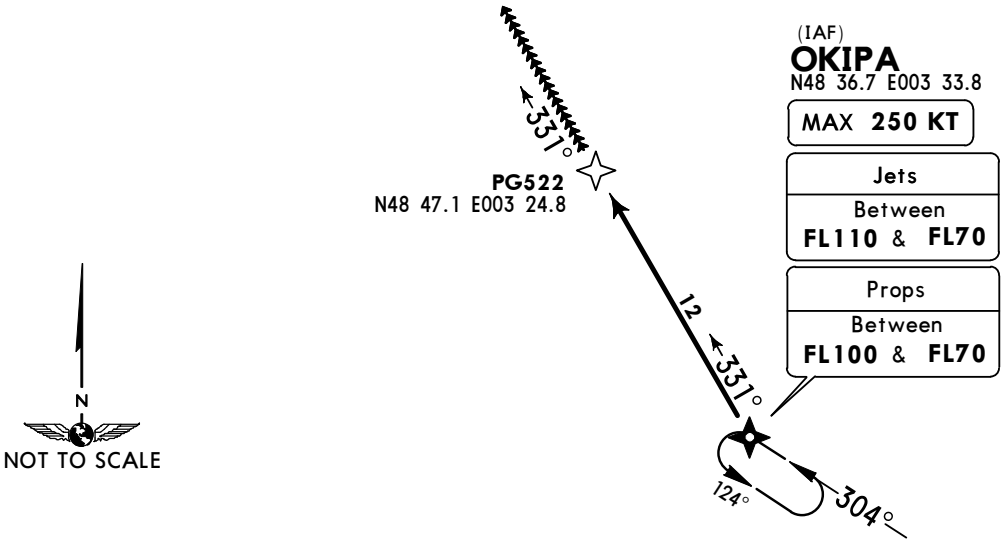
OKIPA 3W [OKI3W]
RWYS 26L/R, 27L/R
RNAV INITIAL APPROACH
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED



FOR FINAL APPROACH SEE APPROACH CHARTS

RWYs 26L/R
Maintain a rate of descent of not less than 1300′/min until cleared altitude, except during speed reduction phases.





OKIPA	
LOW FL70/140, inbound 304°	HIGH FL150/190, inbound 304° MAX 240 KT 1 1/2min

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Carry out or join published procedure. At OKIPA descend to 4000′ (at or above FL70 at PG522), at PG522 continue on 331° track, intercept final of last cleared and confirmed approach (otherwise ILS RWY 26L preferably).

LOST COMMS

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

CHANGES: Communications.

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CONVENTIONAL HOLDING INFORMATION

Due to lack of conventional STARs and initial approaches, in case of holding procedure, NON-RNAV equipped ACFT will be RADAR vectored towards below-mentioned patterns.

Final approach axis joining up from IAF will be done by RADAR vectoring also.

Holding entries are not protected as they are carried out according to the inbound leg.

DIEPPE

FL70/110, inbound 178°
RIGHT turn

REIMS

FL90/110, inbound 239°
RIGHT turn

ROMGO

FL70/110, inbound 036°
115.2 CHW R-216 D10/16
RIGHT turn

ROUEN

FL70/110, inbound 172°
LEFT turn

BANOX

FL70/110, inbound 063°
115.6 EPR R-243 D7/13
RIGHT turn

LORNI

FL70/100, inbound 256°
109.2 CRL R-076 D38/43
RIGHT turn

OKIPA

FL70/110, inbound 304°
112.9 CLM R-123 D26/31
LEFT turn

MOPAR

FL70/110, inbound 094°
109.2 CRL R-274 D30/35
LEFT turn

CHANGES: New chart (holding track over BANOX & MOPAR updated.).

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RNAV SID DESIGNATION	REFER TO CHART
ATREX 9A, 9D, NURMO 9A, 9D OPALE 9A, 9D	20-3C
ATREX 9B, 9E, NURMO 9B, 9E OPALE 9B, 9E	20-3D
ATREX 9G, 9K, NURMO 9G, 9K OPALE 9G, 9K	20-3E
ATREX 9H, 9L, NURMO 9H, 9L OPALE 9H, 9L	20-3F
DIKOL 9A, 9D, RANUX 9A, 9D	20-3G
DIKOL 9B, 9E, RANUX 9B, 9E	20-3H
DIKOL 9G, 9K, RANUX 9G, 9K	20-3J
DIKOL 9H, 9L, RANUX 9H, 9L	20-3K
BAXIR 9A, 9D, BUBLI 9A, 9D, LANVI 9A, 9D	20-3L
BAXIR 9B, 9E, BUBLI 9B, 9E, LANVI 9B, 9E	20-3M
BAXIR 9G, 9K, BUBLI 9G, 9K, LANVI 9G, 9K	20-3N
BAXIR 9H, 9L, BUBLI 9H, 9L, LANVI 9H, 9L	20-3P
OKASI 9A, 9D, PILUL 9A, 9D	20-3Q
OKASI 9Z, PILUL 9Z	20-3Q1
OKASI 9B, 9E, PILUL 9B, 9E	20-3Q2
OKASI 9G, 9K, PILUL 9G, 9K	20-3Q3
OKASI 9H, 9L, PILUL 9H, 9L	20-3Q4
LATRA 9A, 9D	20-3Q5
LATRA 9Z	20-3Q6
LATRA 9B, 9E	20-3Q7
LATRA 9G, 9K	20-3Q8
LATRA 9H, 9L	20-3S
AGOPA 9A, 9D, ERIXU 9A, 9D	20-3T
AGOPA 9Z, ERIXU 9Z	20-3T1
AGOPA 9B, 9E, ERIXU 9B, 9E	20-3T2
AGOPA 9G, 9K, ERIXU 9G, 9K	20-3T3
AGOPA 9H, 9L, ERIXU 9H, 9L	20-3T4
EVX 9A, 9D, LGL 9A, 9D	20-3T5
EVX 9Z, LGL 9Z	20-3T6
EVX 9B, 9E, LGL 9B, 9E	20-3T7
EVX 9G, 9K, LGL 9G, 9K	20-3T8
EVX 9H, 9L, LGL 9H, 9L	20-3U

CHANGES: RNAV SIDs renumbered.

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SID DESIGNATION	REFER TO CHART
DORDI 9A, 9D	20-3V
DORDI 9Z	20-3V1
DORDI 9B, 9E	20-3V2
DORDI 9G, 9K	20-3V3
DORDI 9H, 9L	20-3V4
MONOT 9A, 9D	20-3V5
MONOT 9Z	20-3V6
MONOT 9B, 9E	20-3V7
MONOT 9G, 9K	20-3V8
MONOT 9H, 9L	20-3W
PITHIVIERS 9A, 9D	20-3X
PITHIVIERS 9Z	20-3X1
PITHIVIERS 9B, 9E	20-3X2
PITHIVIERS 9G, 9K	20-3X3
PITHIVIERS 9H, 9L, OMNIS	20-3X4
OB 9A, 9D, 9G, 9K (POGO)	20-3X5
PO 9B, 9E (POGO)	20-3X6
PO 9H, 9L (POGO)	20-3X7

CHANGES: SIDs renumbered.

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DEPARTURE INSTRUCTIONS

1. OPERATING PROCEDURES

If unable to fly the RNAV junction phase report 'Non-RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.

2. RNAV DEPARTURES

2.1. Protection

Initial departures are only protected in conventional navigation.
RNAV departures are protected only for RNAV 1 navigation based on GNSS and/or DME/DME sensors.

2.2. Equipment

The equipment must be approved for RNAV operations within Terminal Area (including SIDs) based on the following sensors:
GNSS and/or DME/DME.
ATC provides permanently radar services.

3. PARTICULAR RULES FOR DEPARTURES (CONVENTIONAL SID OR DIRECT PLAN)

Non RNAV equipped aircraft

Specify FPL item 15:
- to north sector: DCT MTD then DCT first point joining the en-route network.
- to east sector: DCT NIPOR or DCT ALIMO.
- to west sector: DCT EVX or DCT LGL.

After initial departure, depending on which runway and sector has been used for take-off:
- to north sector: radar guidance to MTD.
- to east sector: radar guidance to CGN R-085 to proceed NIPOR or
  radar guidance to CLM R-103 to proceed ALIMO.
- to west sector: radar guidance to proceed EVX or LGL.

Only south sector is provided with conventional SIDs.
PROP aircraft destination UIR via SIDs MONOT or PTV must indicate:
- after PTV: DCT AGOPA or DCT ERIXU.
- after MONOT: DCT LATRA, DCT OKASI or DCT PILUL.

VFR traffic unknown to ATC may occur below the requested FL115.

4. SID DESIGNATION

Letter **A & B** assigned when westerly take-offs/landings (same direction) in use at Orly.
Letter **D & E** assigned when easterly take-offs/landings (reverse direction) in use at Orly.
Letter **G & H** assigned when easterly take-offs/landings (same direction) in use at Orly.
Letter **K & L** assigned when westerly take-offs/landings (reverse direction) in use at Orly.

5. NIGHTTIME RESTRICTIONS

Westbound between 0000-0500LT of departure from parking area, departures follow special tracks in order to reduce noise pollution:
-departure from RWYs 27L/R westbound and southbound follow SID 9Z
-departures from RWYs 26L/R: climb on PGS R-266.
At D6.3 PGS turn RIGHT, intercept BT R-329° to join SID 9A (northbound and eastbound) or 9Z (southbound and westbound).
This procedure is announced by DE GAULLE PREFLIGHT as follows:
night initial departure to join SID... .

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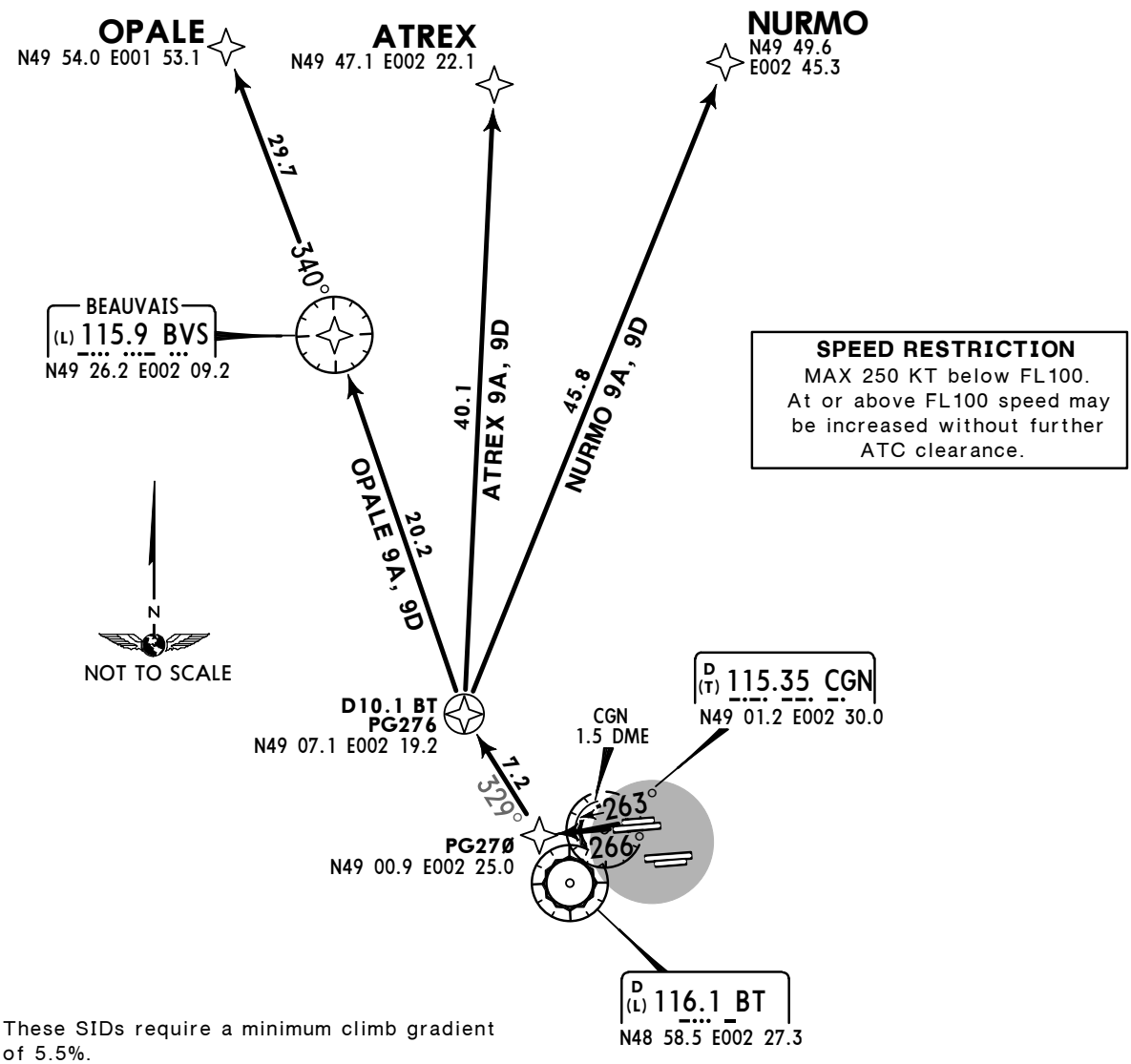
LFPG/CDG CHARLES-DE-GAULLE

PARIS, FRANCE

RNAV SID

DE GAULLE Departure 124.355	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

ATREX, NURMO, OPALE
RWYS 27L/R RNAV DEPARTURES
JETS & PROPS ABOVE FL115



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100**/ PROP: **5000′**

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D10.1 BT. **RNAV:** PG270.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG270.

SID	ROUTING
ATREX 9A [ATRE9A] , **ATREX 9D** [ATRE9D] ❶	PG270 - PG276 - ATREX.
NURMO 9A [NURM9A] , **NURMO 9D** [NURM9D] ❷	PG270 - PG276 - NURMO.
OPALE 9A [OPAL9A] , **OPALE 9D** [OPAL9D] ❸	PG270 - PG276 - BVS - OPALE.

For flights to destinations specified via airways ❶ UT-225, ❷ UN-874, ❸ UT-425.

CHANGES: Communications.

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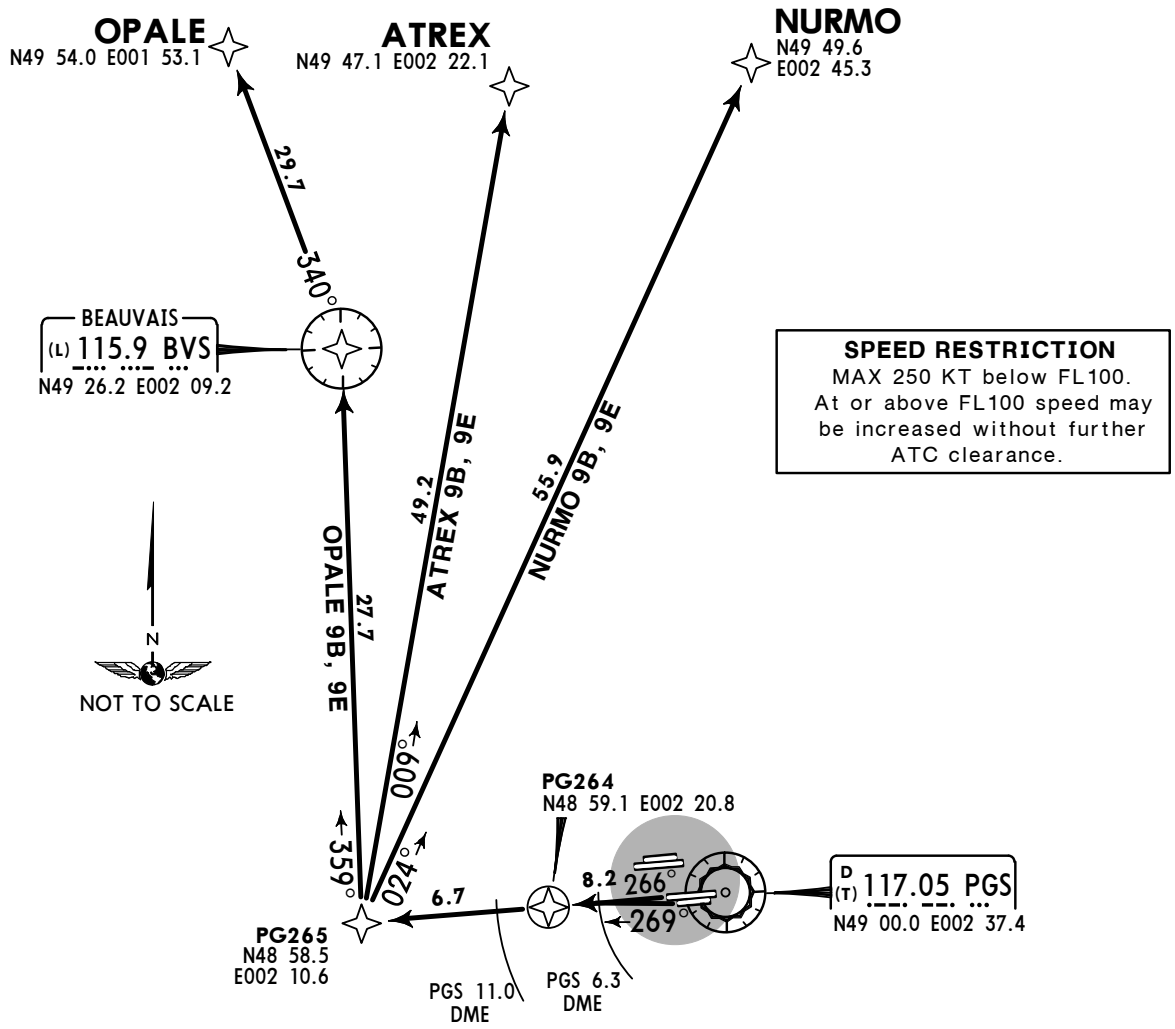
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 124.355	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

ATREX, NURMO, OPALE
RWYS 26L/R RNAV DEPARTURES
JETS & PROPS ABOVE FL115



These SIDs require a minimum climb gradient of
6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100**/ PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until PGS 11.0 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME join initial climb rwy 26R (do not overshoot PGS R-266 to north). **RNAV:** PG264 - PG265.
26R	Intercept PGS R-266 to PGS 11.0 DME. **RNAV:** PG264 - PG265.

SID	ROUTING
ATREX 9B [ATRE9B] , **ATREX 9E** [ATRE9E] ❶	PG264 - PG265 - ATREX.
NURMO 9B [NURM9B] , **NURMO 9E** [NURM9E] ❷	PG264 - PG265 - NURMO.
OPALE 9B [OPAL9B] , **OPALE 9E** [OPAL9E] ❸	PG264 - PG265 - BVS - OPALE.

For flights to destinations specified via airways ❶ UT-225, ❷ UN-874, ❸ UT-421.

CHANGES: Communications.

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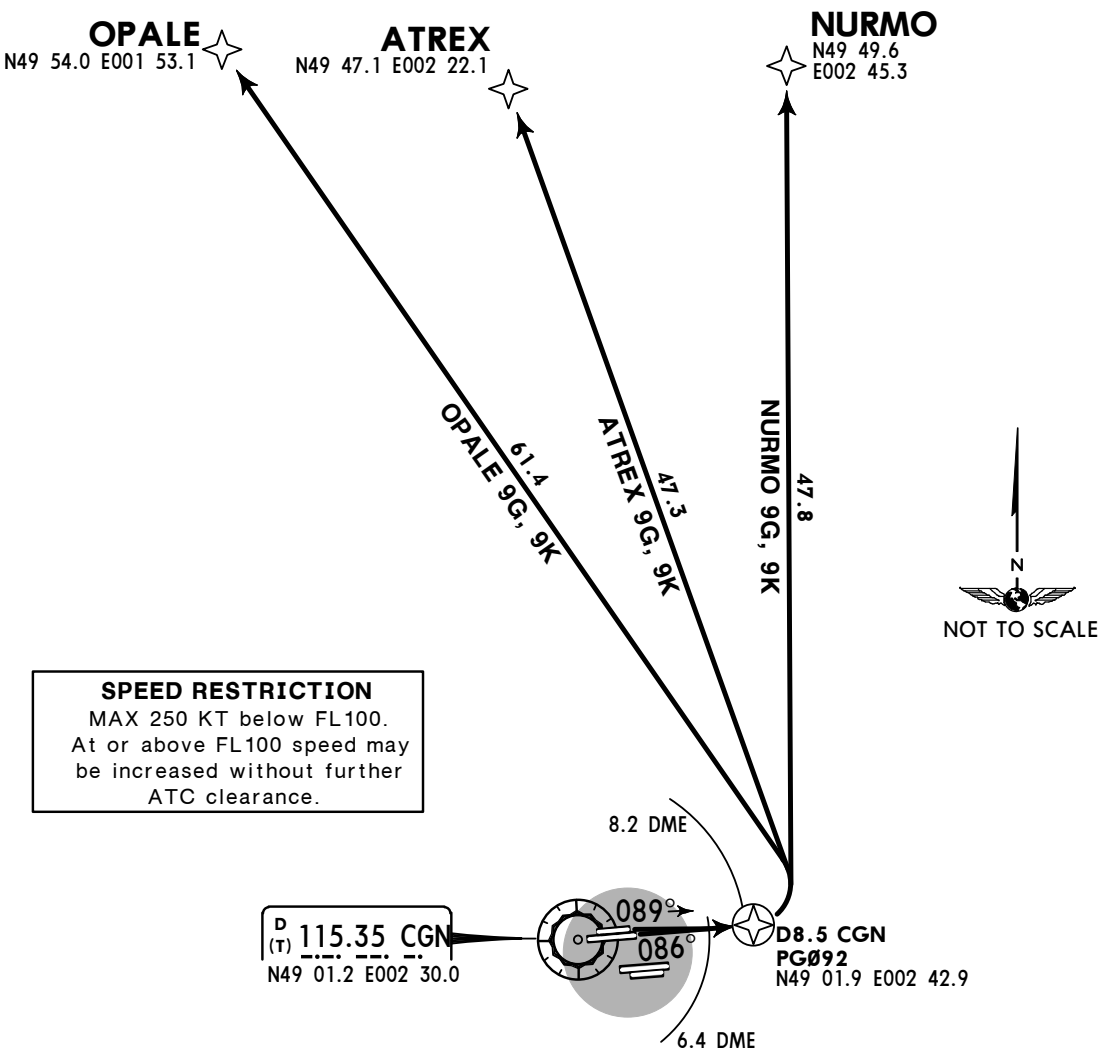
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 124.355	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

ATREX, NURMO, OPALE
RWYS 09L/R RNAV DEPARTURES
JETS & PROPS ABOVE FL115



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100**/ PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying CGN 8.2 DME, except for safety or control reasons. Do not commence any turn before overflight of CGN 8.2 DME in any case.

RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME join initial climb rwy 09R (do not overshoot CGN R-086 to south). **RNAV:** PG092.
09R	Intercept CGN R-086 to D8.5 CGN. **RNAV:** PG092.

SID	ROUTING
ATREX 9G [ATRE9G], **ATREX 9K** [ATRE9K] ❶	PG092 - ATREX.
NURMO 9G [NURM9G], **NURMO 9K** [NURM9K] ❷	PG092 - NURMO.
OPALE 9G [OPAL9G], **OPALE 9K** [OPAL9K] ❸	PG092 - OPALE.
For flights to destinations specified via airways	❶ UT-225, ❷ UN-874, ❸ UT-425.

CHANGES: Communications.

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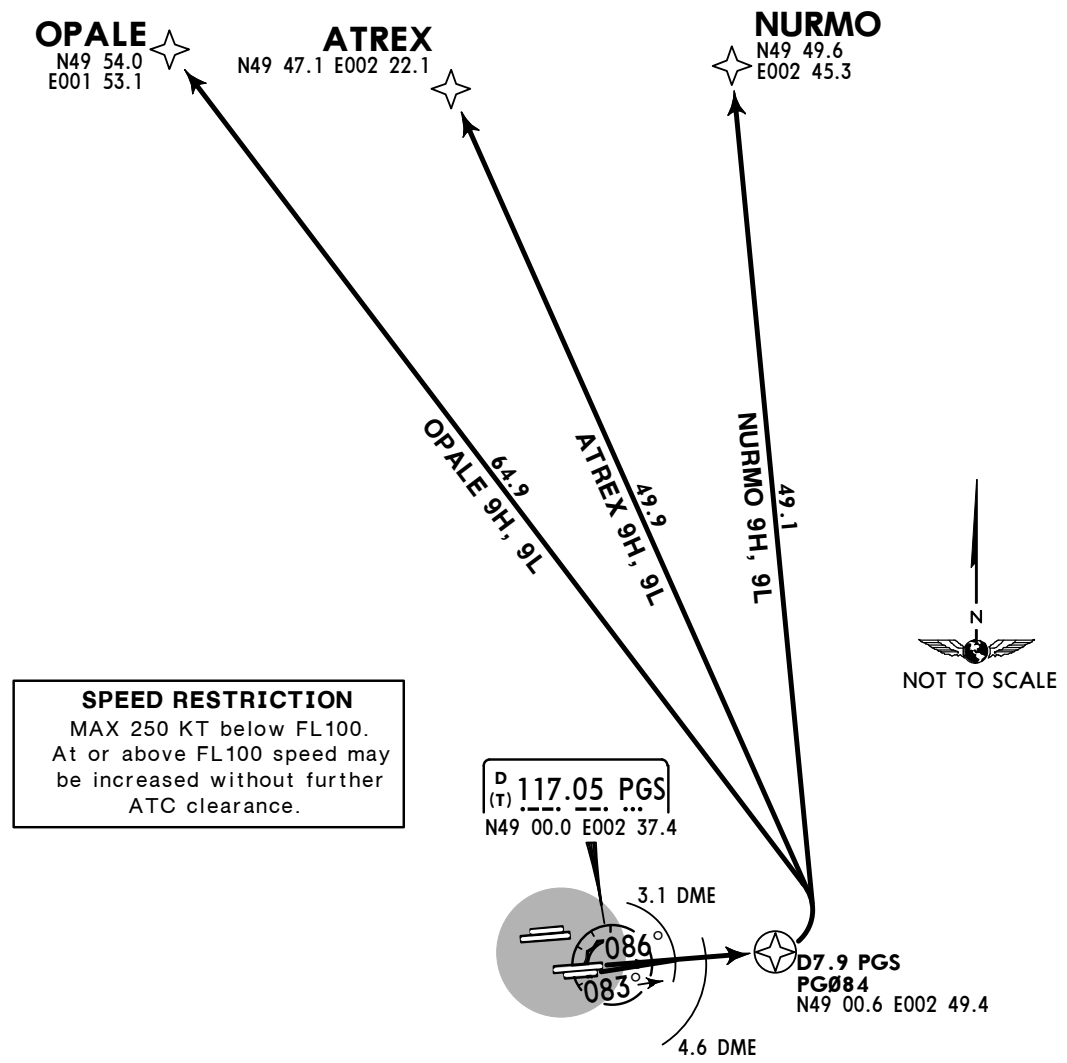
LFPG/CDG CHARLES-DE-GAULLE

PARIS, FRANCE

RNAV SID

DE GAULLE Departure 124.355	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

ATREX, NURMO, OPALE
RWYS 08L/R RNAV DEPARTURES
JETS & PROPS ABOVE FL115



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100**/ PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D7.9 PGS. **RNAV:** PG084.
08R	083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north). **RNAV:** PG084.

SID	ROUTING
ATREX 9H [ATRE9H] , **ATREX 9L** [ATRE9L] ❶	PG084 - ATREX.
NURMO 9H [NURM9H] , **NURMO 9L** [NURM9L] ❷	PG084 - NURMO.
OPALE 9H [OPAL9H] , **OPALE 9L** [OPAL9L] ❸	PG084 - OPALE.

For flights to destinations specified via airways ❶ UT-225, ❷ UN-874, ❸ UT-425.

CHANGES: Communications.

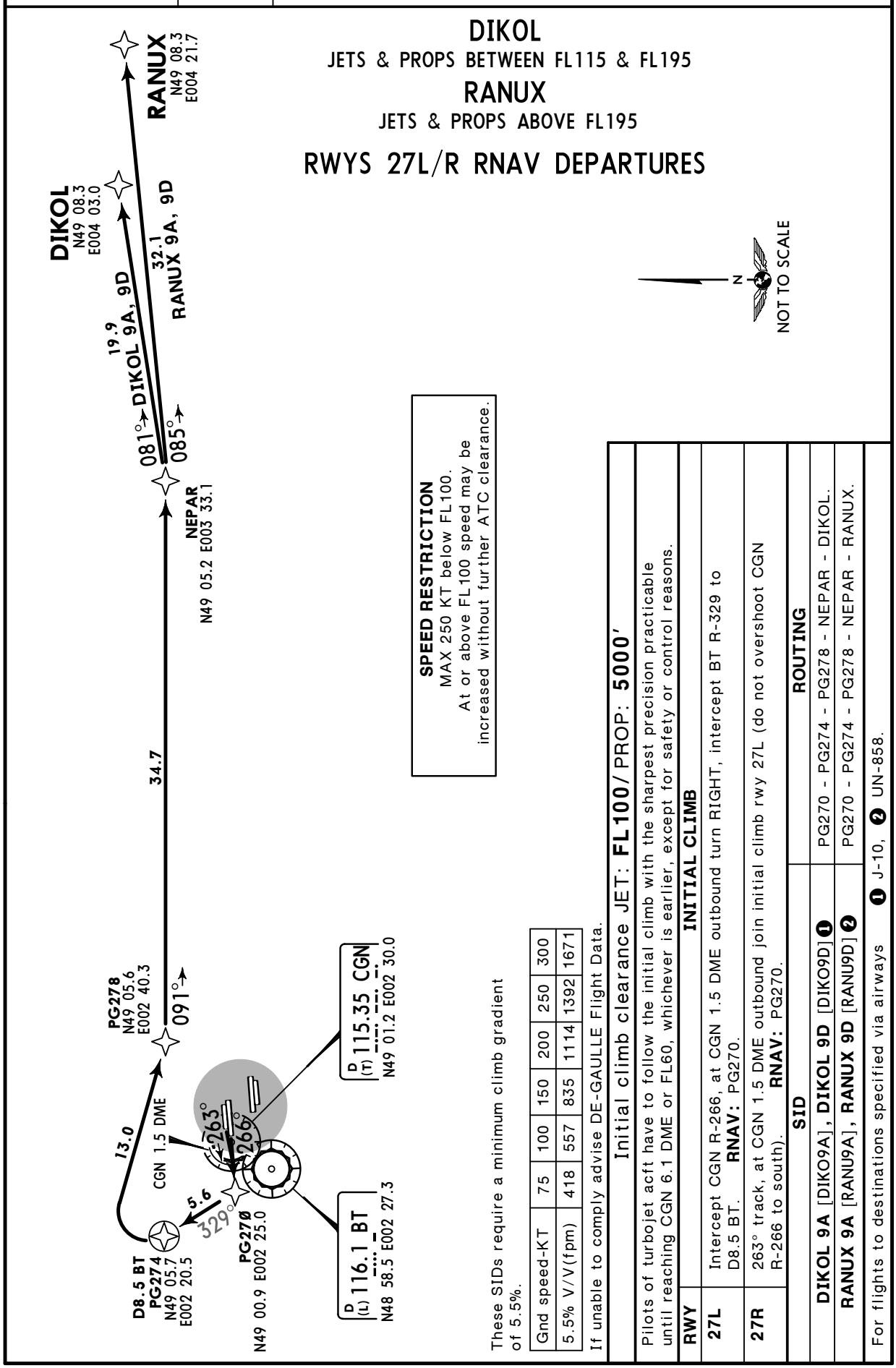
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV SID

DE GAULLE Departure	Apt Elev	Trans level: By ATC Trans alt: 5000′
124.355	392′	1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.



CHANGES: Communications.

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LFPG/CDG
CHARLES-DE-GAULLE

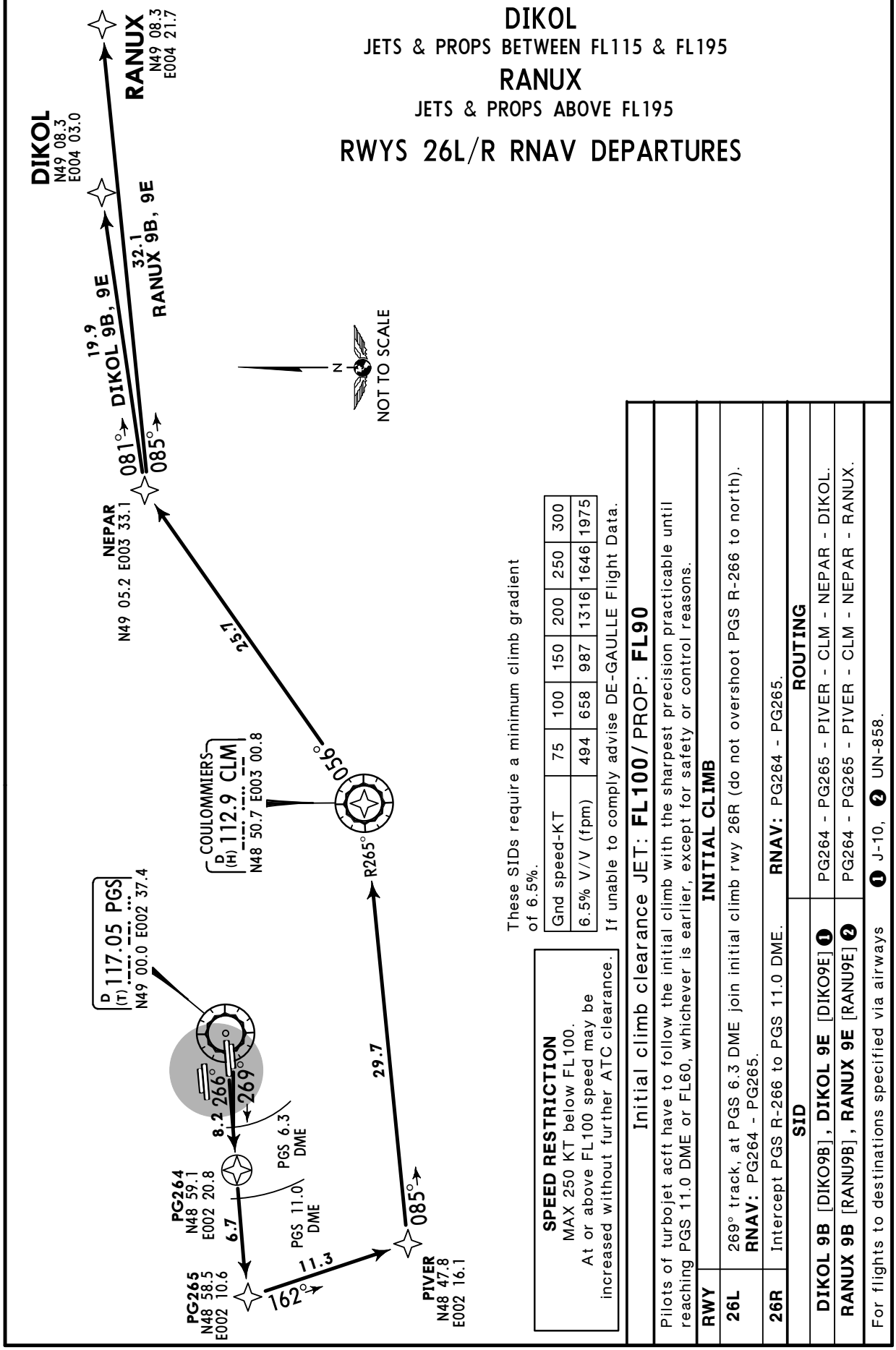
PARIS, FRANCE
RNAV SID

DE GAULLE Departure 124.355	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

DIKOL
JETS & PROPS BETWEEN FL115 & FL195

RANUX
JETS & PROPS ABOVE FL195

RWYS 26L/R RNAV DEPARTURES



These SIDs require a minimum climb gradient of 6.5%.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

SPEED RESTRICTION
MAX 250 KT below FL100.
At or above FL100 speed may be increased without further ATC clearance.

Initial climb clearance JET: **FL100**/PROP: **FL90**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching PGS 11.0 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME join initial climb rwy 26R (do not overshoot PGS R-266 to north). **RNAV:** PG264 - PG265.
26R	Intercept PGS R-266 to PGS 11.0 DME. **RNAV:** PG264 - PG265.

SID	ROUTING
DIKOL 9B [DIKO9B], **DIKOL 9E** [DIKO9E] ❶	PG264 - PG265 - PIVER - CLM - NEPAR - DIKOL.
RANUX 9B [RANU9B], **RANUX 9E** [RANU9E] ❷	PG264 - PG265 - PIVER - CLM - NEPAR - RANUX.

For flights to destinations specified via airways ❶ J-10, ❷ UN-858.

CHANGES: Communications.

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CHARLES-DE-GAULLE

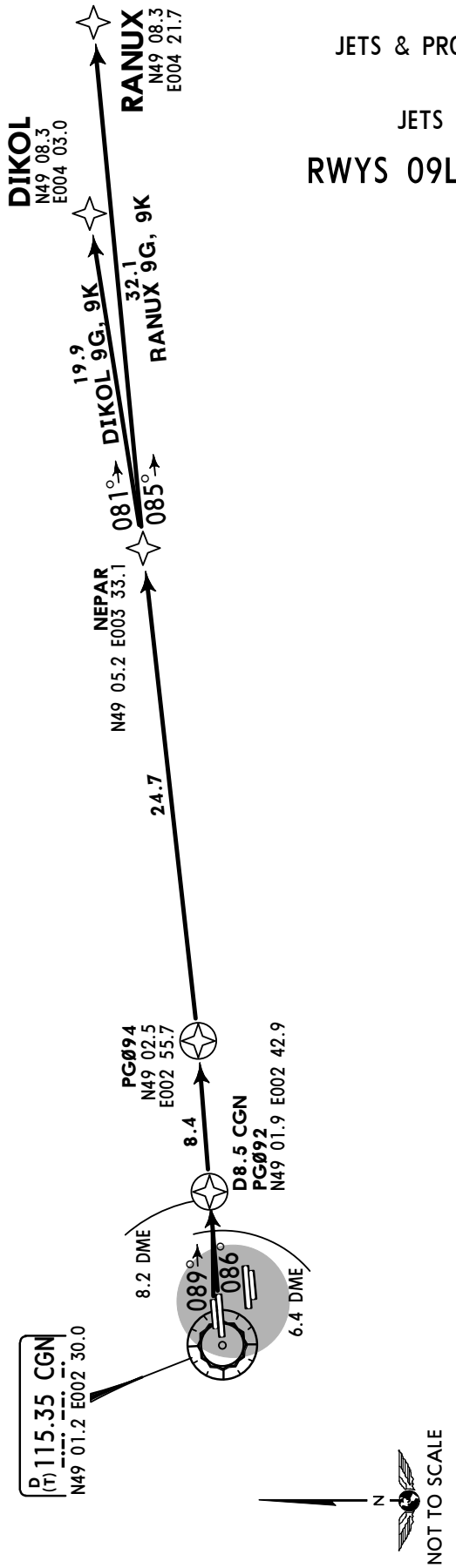
PARIS, FRANCE
RNAV SID

DE GAULLE Departure 124.355	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

DIKOL
JETS & PROPS BETWEEN FL115 & FL195

RANUX
JETS & PROPS ABOVE FL195

RWYS 09L/R RNAV DEPARTURES



SPEED RESTRICTION
MAX 250 KT below FL100.
At or above FL100 speed may be increased without further ATC clearance.

These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100**/PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying CGN 8.2 DME, except for safety or control reasons. Do not commence any turn before overflight of CGN 8.2 DME in any case.

RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME join initial climb rwy 09R (do not overshoot CGN R-086 to south). **RNAV:** PG092.
09R	Intercept CGN R-086 to D8.5 CGN. **RNAV:** PG092.

SID	ROUTING
DIKOL 9G [DIKO9G], **DIKOL 9K** [DIKO9K] ❶	PG092 - PG094 - NEPAR - DIKOL.
RANUX 9G [RANU9G], **RANUX 9K** [RANU9K] ❷	PG092 - PG094 - NEPAR - RANUX.

For flights to destinations specified via airways ❶ J-10, ❷ UN-858.

CHANGES: Communications.

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CHARLES-DE-GAULLE

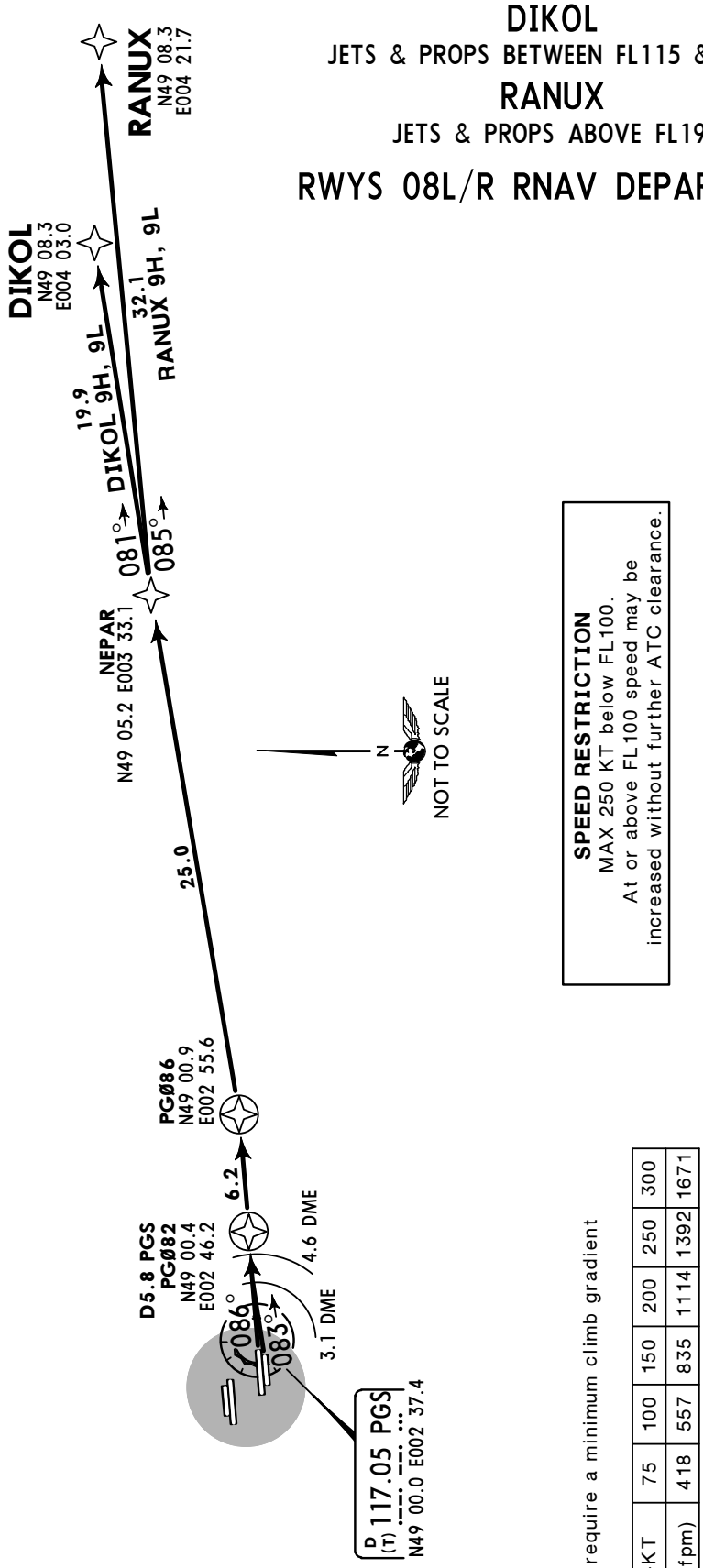
PARIS, FRANCE
RNAV SID

DE GAULLE Departure 124.355	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

DIKOL
JETS & PROPS BETWEEN FL115 & FL195

RANUX
JETS & PROPS ABOVE FL195

RWYS 08L/R RNAV DEPARTURES



SPEED RESTRICTION
MAX 250 KT below FL100.
At or above FL100 speed may be increased without further ATC clearance.

These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100**/PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D5.8 PGS. **RNAV:** PG082.
08R	083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north). **RNAV:** PG082.

SID	ROUTING
DIKOL 9H [DIKO9H], **DIKOL 9L** [DIKO9L] ❶	PG082 - PG086 - NEPAR - DIKOL.
RANUX 9H [RANU9H], **RANUX 9L** [RANU9L] ❷	PG082 - PG086 - NEPAR - RANUX.

For flights to destinations specified via airways ❶ J-10, ❷ UN-858.

CHANGES: Communications.

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CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV SID

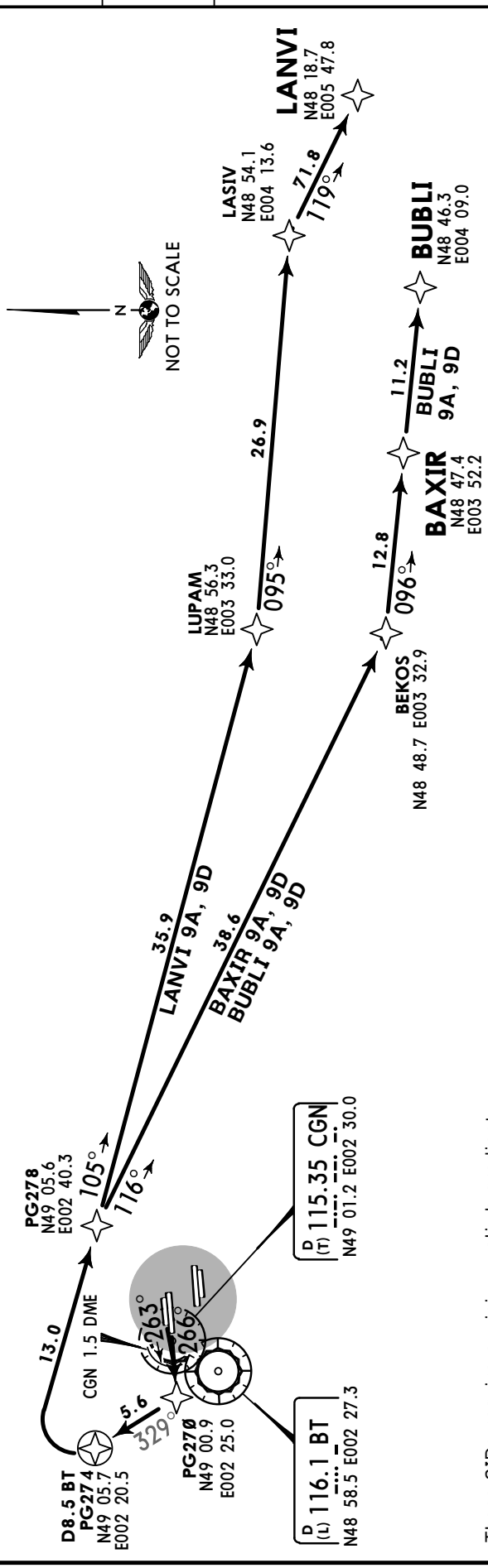
DE GAULLE Departure 131.2	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

BAXIR
JETS & PROPS BETWEEN FL115 & FL195

BUBLI
JETS & PROPS ABOVE FL195

LANVI
JETS ABOVE FL195

RWYS 27L/R RNAV DEPARTURES



SPEED RESTRICTION
MAX 250 KT below FL100.
At or above FL100 speed may be increased without further ATC clearance.

These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: FL100/PROP: 5000′

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D8.5 BT. **RNAV:** PG270.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG270.

SID	ROUTING
BAXIR 9A [BAXI9A], **BAXIR 9D** [BAXI9D] ❶	PG270 - PG274 - PG278 - BEKOS - BAXIR.
BUBLI 9A [BUBL9A], **BUBLI 9D** [BUBL9D] ❷	PG270 - PG274 - PG278 - BEKOS - BUBLI.
LANVI 9A [LANV9A], **LANVI 9D** [LANV9D] ❸❹ JET ONLY	PG270 - PG274 - PG278 - LUPAM - LASIV - LANVI.

For flights to destinations specified via airways ❶ B-13, ❷ UG-42, ❸ UM-164/UL-851.
❹ Usable during weekends and at night. Other times by ATC.

CHANGES: None.

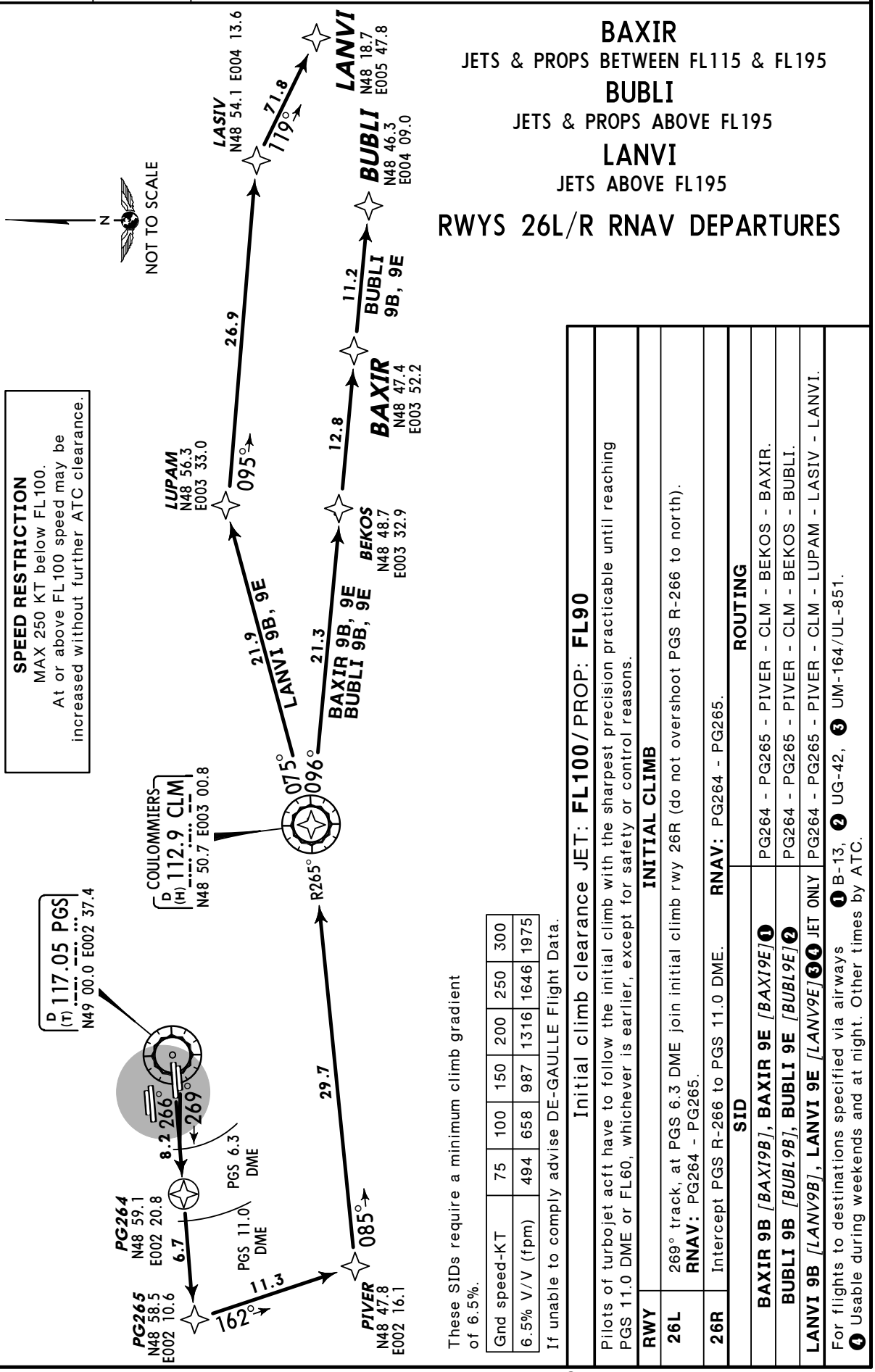
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 131.2	*Apt Elev* 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.



These SIDs require a minimum climb gradient of 6.5%.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: FL100/PROP: FL90

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching PGS 11.0 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME join initial climb rwy 26R (do not overshoot PGS R-266 to north). **RNAV:** PG264 - PG265.
26R	Intercept PGS R-266 to PGS 11.0 DME. **RNAV:** PG264 - PG265.

SID	ROUTING
BAXIR 9B *[BAXI9B]*, **BAXIR 9E** *[BAXI9E]* ❶	PG264 - PG265 - PIVER - CLM - BEKOS - BAXIR.
BUBLI 9B *[BUBL9B]*, **BUBLI 9E** *[BUBL9E]* ❷	PG264 - PG265 - PIVER - CLM - BEKOS - BUBLI.
LANVI 9B *[LANV9B]*, **LANVI 9E** *[LANV9E]* ❸❹ JET ONLY	PG264 - PG265 - PIVER - CLM - LUPAM - LASIV - LANVI.

For flights to destinations specified via airways ❶ B-13, ❷ UG-42, ❸ UM-164/UL-851.
❹ Usable during weekends and at night. Other times by ATC.

CHANGES: RNAV SIDs renumbered, climb gradient raised, LAMIB renamed LUPAM.

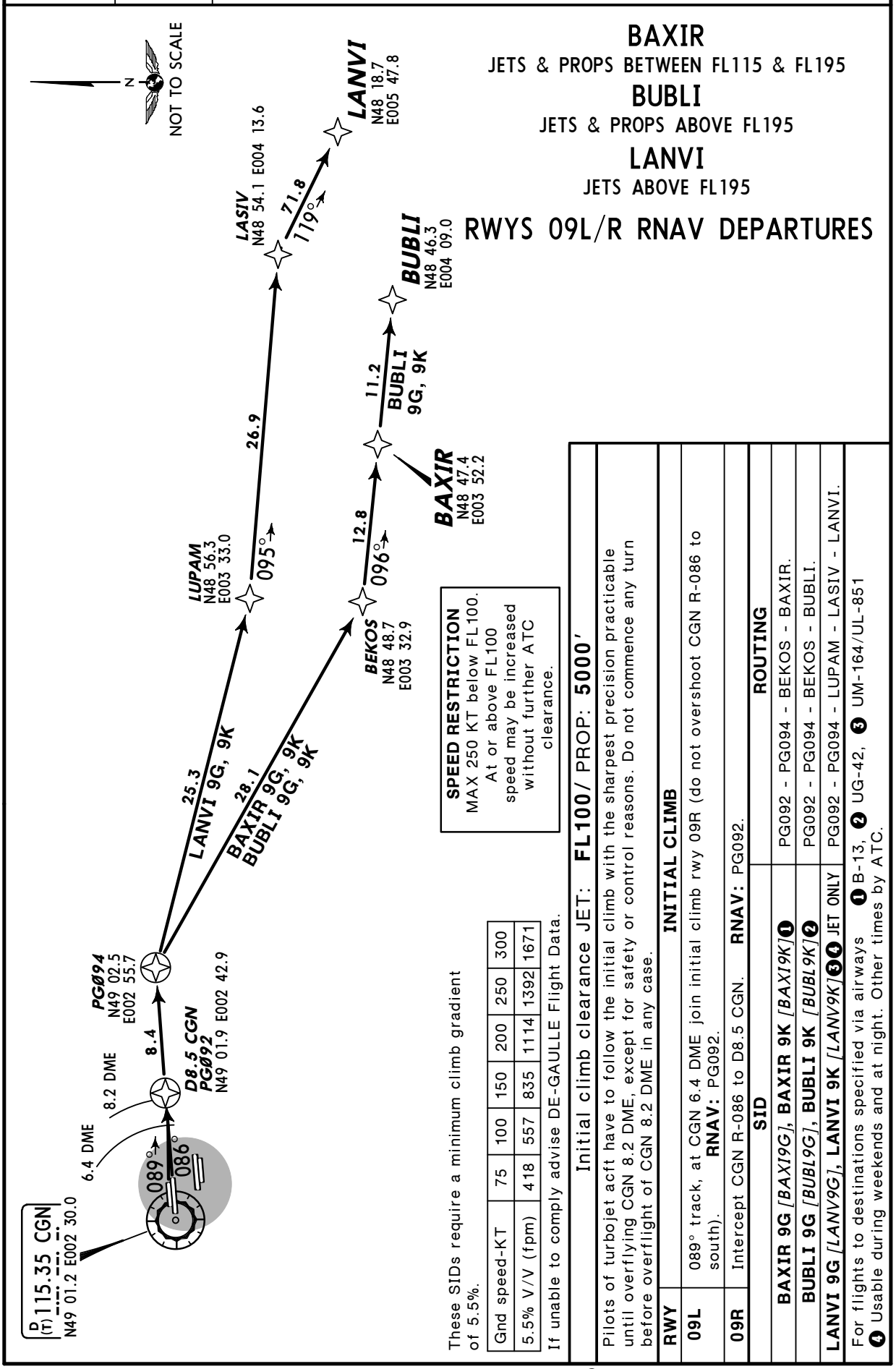
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CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 131.2	*Apt Elev* 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.



SPEED RESTRICTION
MAX 250 KT below FL100.
At or above FL100 speed may be increased without further ATC clearance.

These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100**/ PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying CGN 8.2 DME, except for safety or control reasons. Do not commence any turn before overflight of CGN 8.2 DME in any case.

RWY	INITIAL CLIMB		
	SID	ROUTING	
09L	089° track, at CGN 6.4 DME join initial climb rwy 09R (do not overshoot CGN R-086 to south). **RNAV:** PG092.	**BAXIR 9G** *[BAXI9G]*, **BAXIR 9K** *[BAXI9K]* ❶	PG092 - PG094 - BEKOS - BAXIR.
		BUBLI 9G *[BUBL9G]*, **BUBLI 9K** *[BUBL9K]* ❷	PG092 - PG094 - BEKOS - BUBLI.
09R	Intercept CGN R-086 to D8.5 CGN. **RNAV:** PG092.	**LANVI 9G** *[LANV9G]*, **LANVI 9K** *[LANV9K]* ❸❹ JET ONLY	PG092 - PG094 - LUPAM - LASIV - LANVI.

For flights to destinations specified via airways ❶ B-13, ❷ UG-42, ❸ UM-164/UL-851
❹ Usable during weekends and at night. Other times by ATC.

CHANGES: RNAV SIDs renumbered, LAMIB renamed LUPAM.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (20-3P) Eff 2 Apr

PARIS, FRANCE
RNAV SID

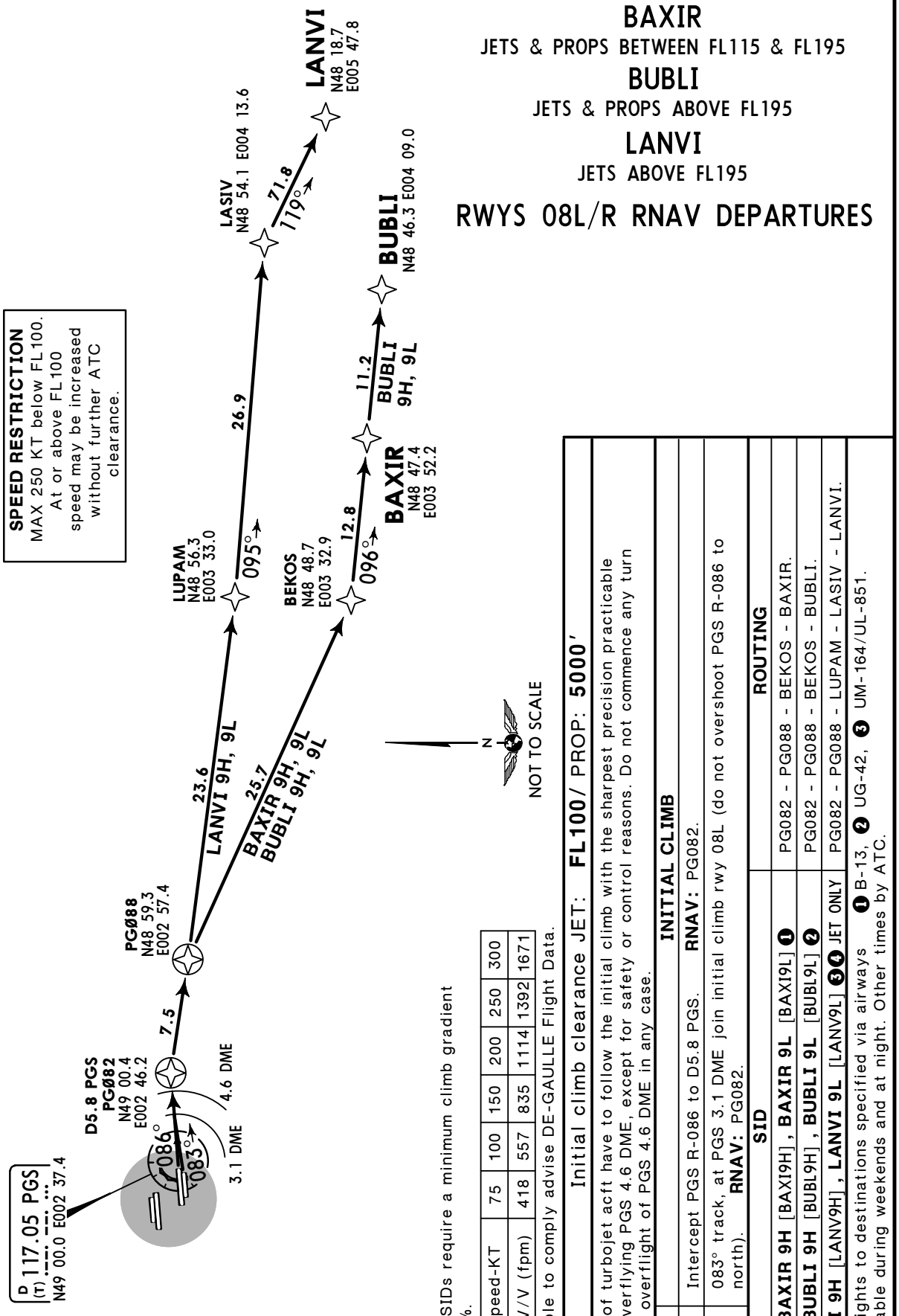
DE GAULLE Departure 131.2	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

BAXIR
JETS & PROPS BETWEEN FL115 & FL195

BUBLI
JETS & PROPS ABOVE FL195

LANVI
JETS ABOVE FL195

RWYS 08L/R RNAV DEPARTURES



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: FL100/ PROP: 5000′

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D5.8 PGS. **RNAV:** PG082.
08R	083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north). **RNAV:** PG082.

SID	ROUTING
BAXIR 9H [BAXI9H], **BAXIR 9L** [BAXI9L] ❶	PG082 - PG088 - BEKOS - BAXIR.
BUBLI 9H [BUBL9H], **BUBLI 9L** [BUBL9L] ❷	PG082 - PG088 - BEKOS - BUBLI.
LANVI 9H [LANV9H], **LANVI 9L** [LANV9L] ❸❹ JET ONLY	PG082 - PG088 - LUPAM - LASIV - LANVI.

For flights to destinations specified via airways ❶ B-13, ❷ UG-42, ❸ UM-164/UL-851.
❹ Usable during weekends and at night. Other times by ATC.

CHANGES: None.

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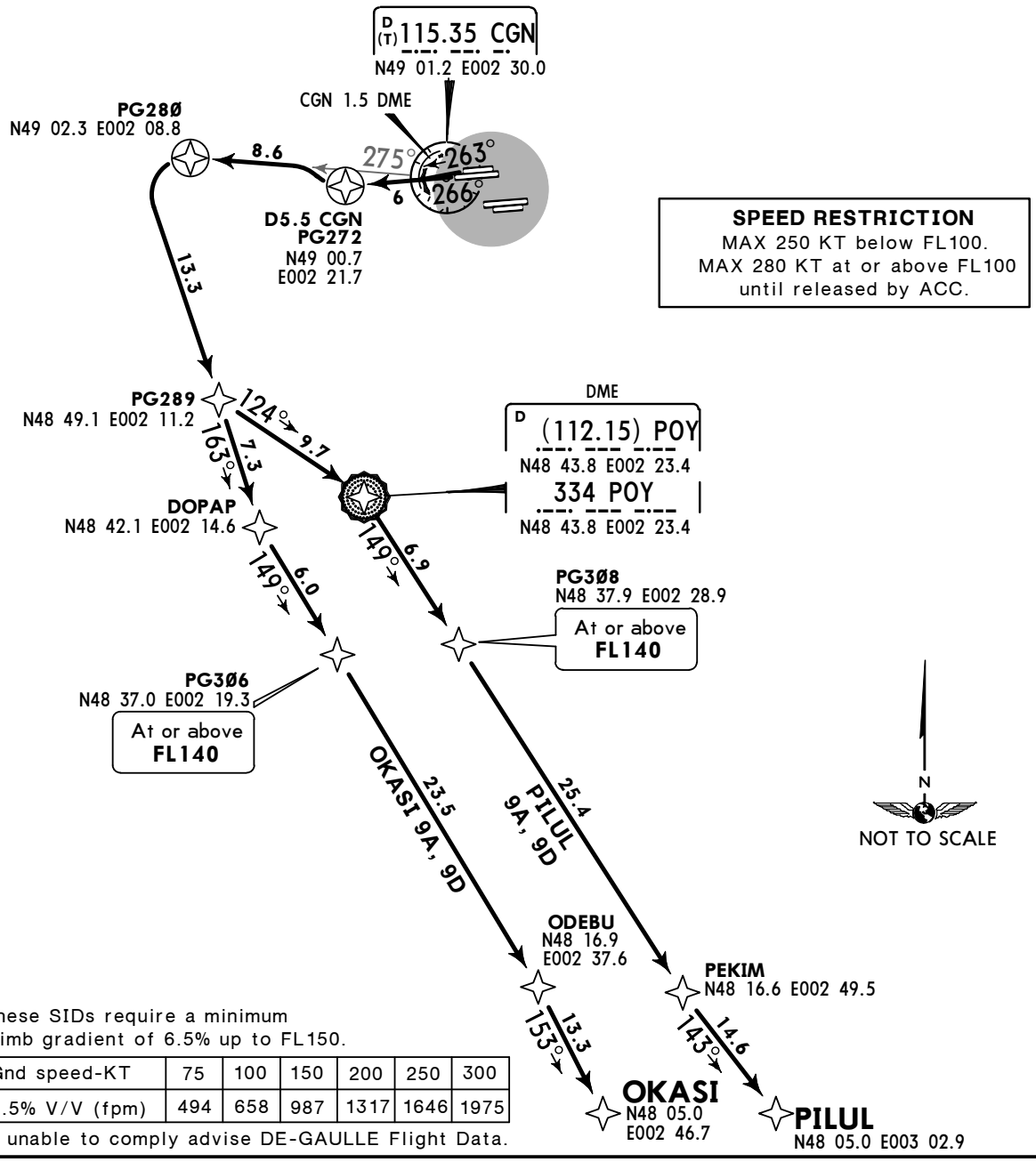
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (20-3Q) Eff 2 Apr

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

OKASI, PILUL
RWYS 27L/R RNAV DEPARTURES
JETS ABOVE FL195



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
27L	Intercept CGN R-266 to D5.5 CGN. **RNAV:** PG272.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG272.

SID	ROUTING
OKASI 9A [OKAS9A], **OKASI 9D** [OKAS9D] ❶	PG272 - PG280 - PG289 - DOPAP - PG306 - ODEBU - OKASI.
PILUL 9A [PILU9A], **PILUL 9D** [PILU9D] ❷	PG272 - PG280 - PG289 - POY - PG308 - PEKIM - PILUL.

For flights to destinations specified via airways ❶ UL-612, ❷ UM-975.

CHANGES: Communications.

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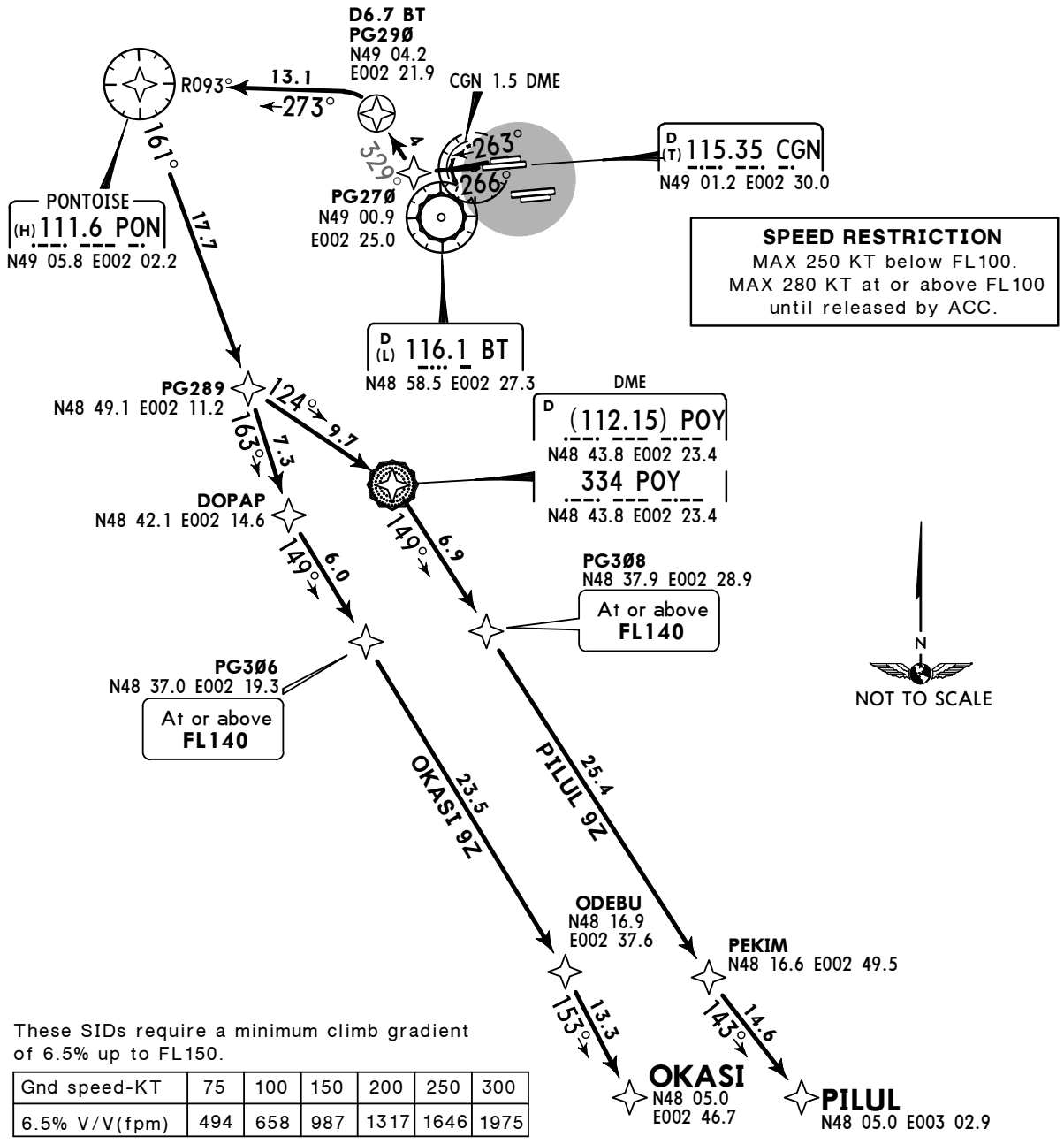
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (20-3Q1) Eff 2 Apr

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

OKASI, PILUL
RWYS 27L/R RNAV DEPARTURES
JETS ABOVE FL195



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

RWY	INITIAL CLIMB
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D6.7 BT. **RNAV:** PG270.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG270.

SID	ROUTING
OKASI 9Z [OKAS9Z] ❶	PG270 - PG290 - PON - PG289 - DOPAP - PG306 - ODEBU - OKASI.
PILUL 9Z [PILU9Z] ❷	PG270 - PG290 - PON - PG289 - POY - PG308 - PEKIM - PILUL.

For flights to destinations specified via airways ❶ UL-612, ❷ UM-975.

CHANGES: Communications.

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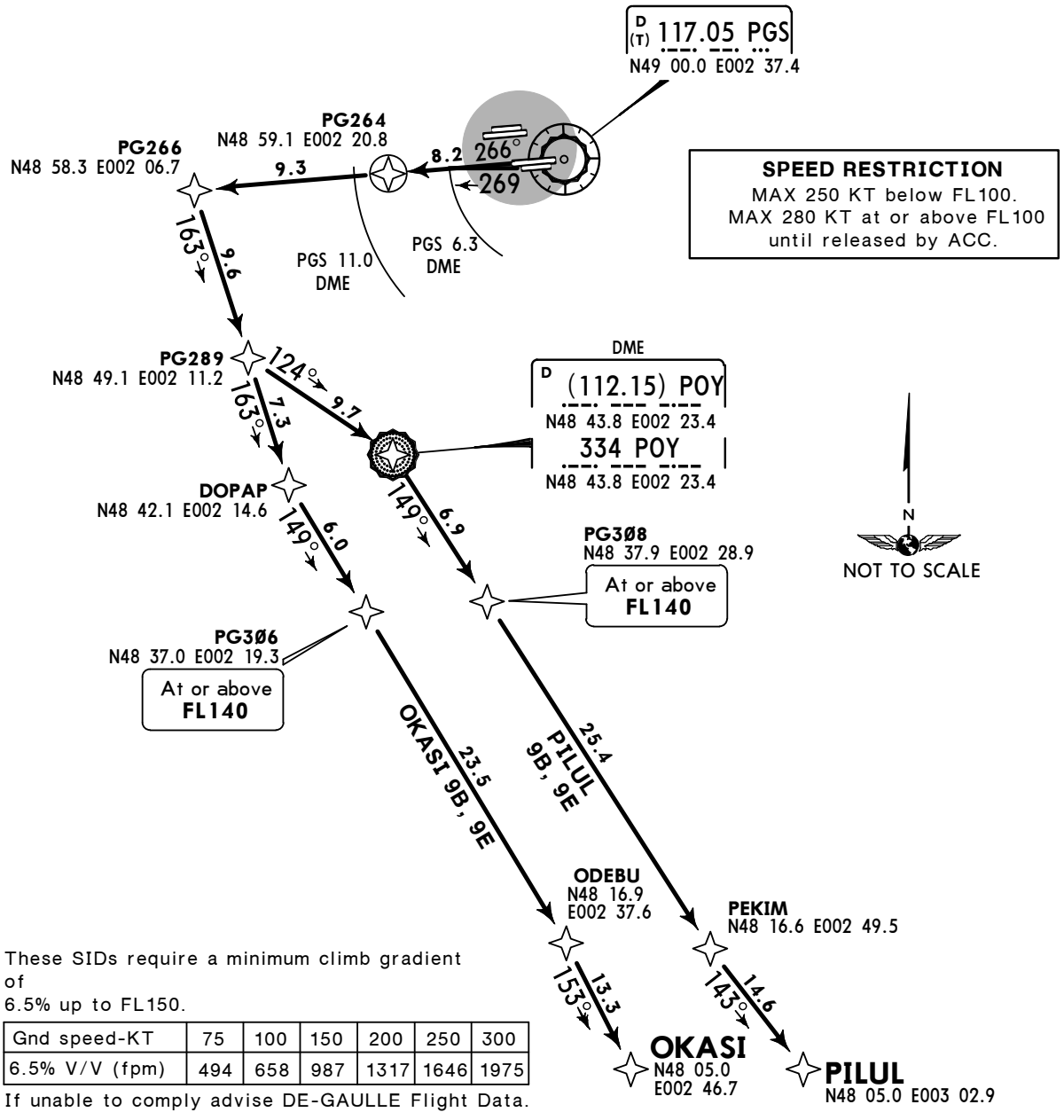
LFPG/CDG CHARLES-DE-GAULLE

PARIS, FRANCE

RNAV SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

OKASI, PILUL
RWYS 26L/R RNAV DEPARTURES
JETS ABOVE FL195



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance MAX FL120

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching PGS 11.0 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME join initial climb rwy 26R (do not overshoot PGS R-266 to north). **RNAV:** PG264 - PG266.
26R	Intercept PGS R-266 to PGS 11.0 DME. **RNAV:** PG264 - PG266.

SID	ROUTING
OKASI 9B [OKAS9B], **OKASI 9E** [OKAS9E] ❶	PG264 - PG266 - PG289 - DOPAP - PG306 - ODEBU - OKASI.
PILUL 9B [PILU9B], **PILUL 9E** [PILU9E] ❷	PG264 - PG266 - PG289 - POY - PG308 - PEKIM - PILUL.

For flights to destinations specified via airways ❶ UL-612, ❷ UM-975.

CHANGES: Communications.

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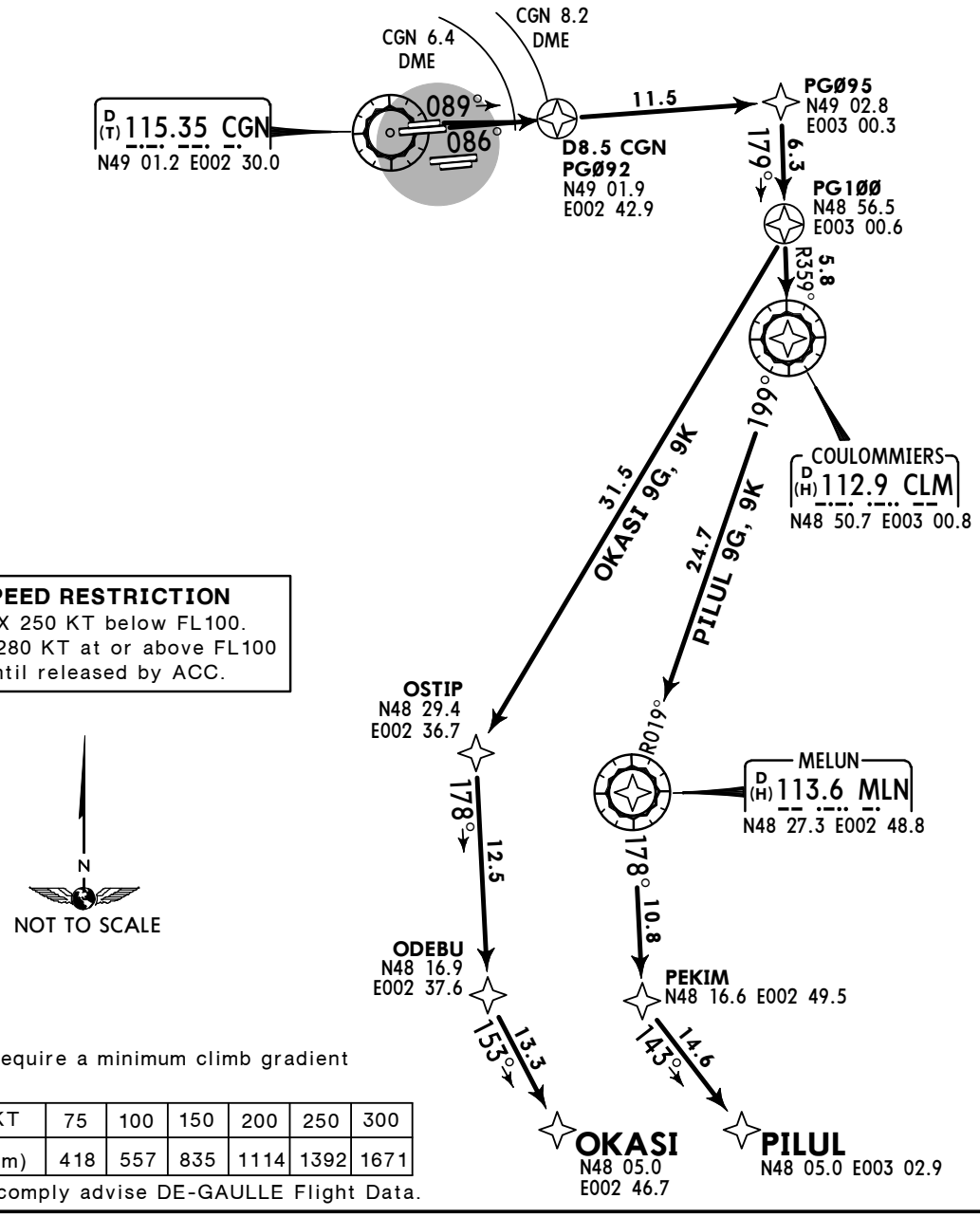
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

OKASI, PILUL
RWYS 09L/R RNAV DEPARTURES
JETS ABOVE FL195



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying CGN 8.2 DME, except for safety or control reasons. Do not commence any turn before overflight of CGN 8.2 DME in any case.

RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME join initial climb rwy 09R (do not overshoot CGN R-086 to south). **RNAV:** PG092.
09R	Intercept CGN R-086 to D8.5 CGN. **RNAV:** PG092.

SID	ROUTING
OKASI 9G [OKAS9G], **OKASI 9K** [OKAS9K] ❶	PG092 - PG095 - PG100 - OSTIP - ODEBU - OKASI.
PILUL 9G [PILU9G], **PILUL 9K** [PILU9K] ❷	PG092 - PG095 - CLM - MLN - PEKIM - PILUL.
For flights to destinations specified via airways	❶ UL-612, ❷ UM-975.

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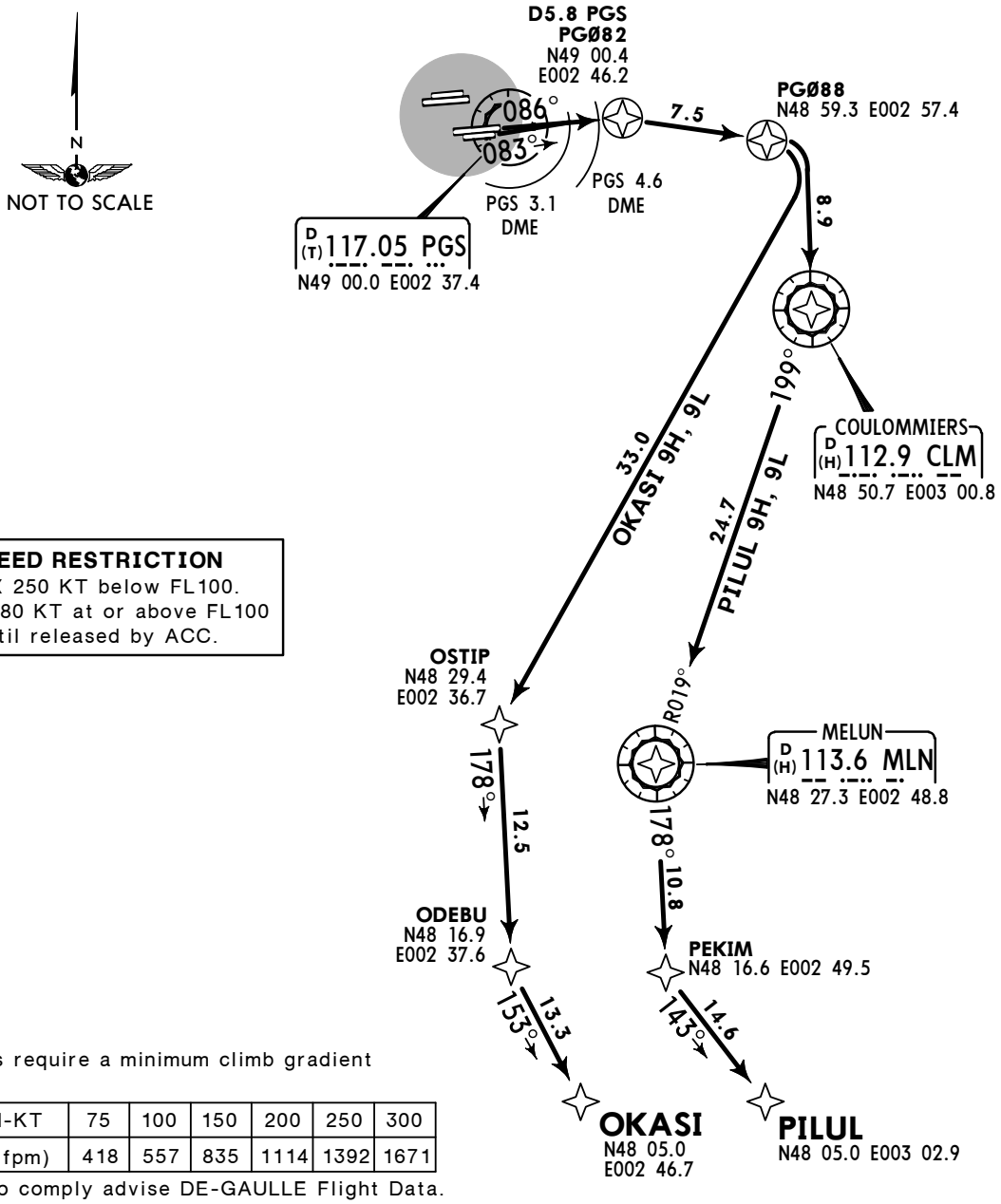
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CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (20-3Q4) Eff 2 Apr

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

OKASI, PILUL
RWYS 08L/R RNAV DEPARTURES
JETS ABOVE FL195



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D5.8 PGS. **RNAV:** PG082.
08R	083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north). **RNAV:** PG082.

SID	ROUTING
OKASI 9H [OKAS9H] , **OKASI 9L** [OKAS9L] ❶	PG082 - PG088 - OSTIP - ODEBU - OKASI.
PILUL 9H [PILU9H] , **PILUL 9L** [PILU9L] ❷	PG082 - PG088 - CLM - MLN - PEKIM - PILUL.
For flights to destinations specified via airways	❶ UL-612, ❷ UM-975.

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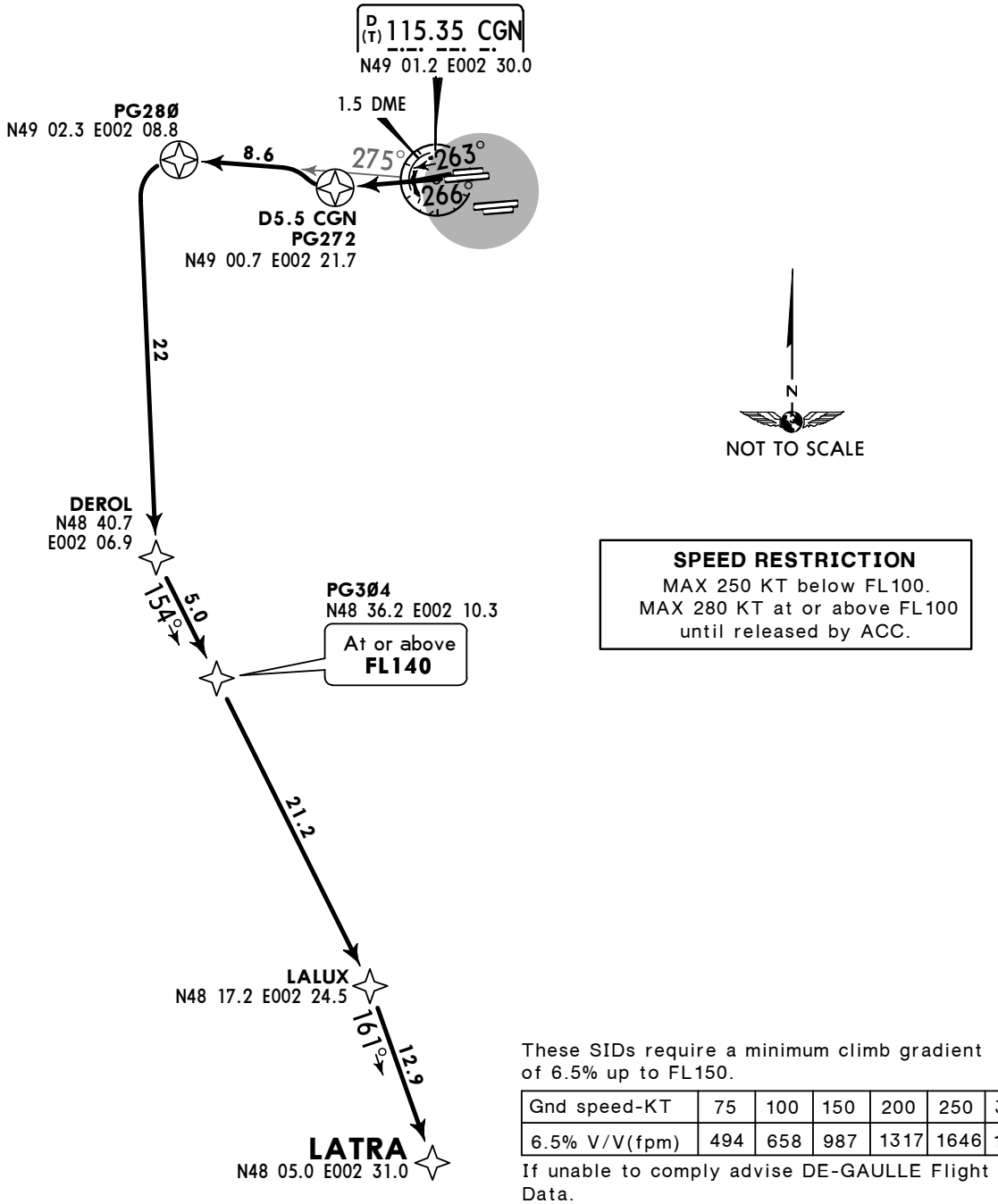
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (20-3Q5) Eff 2 Apr

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

LATRA
RWYS 27L/R RNAV DEPARTURES
JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 280 KT at or above FL100 until released by ACC.

These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
27L	Intercept CGN R-266 to D5.5 CGN. **RNAV:** PG272.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG272.

SID	ROUTING
LATRA 9A [LATR9A], **LATRA 9D** [LATR9D]	PG272 - PG280 - DEROL - PG304 - LALUX - LATRA.

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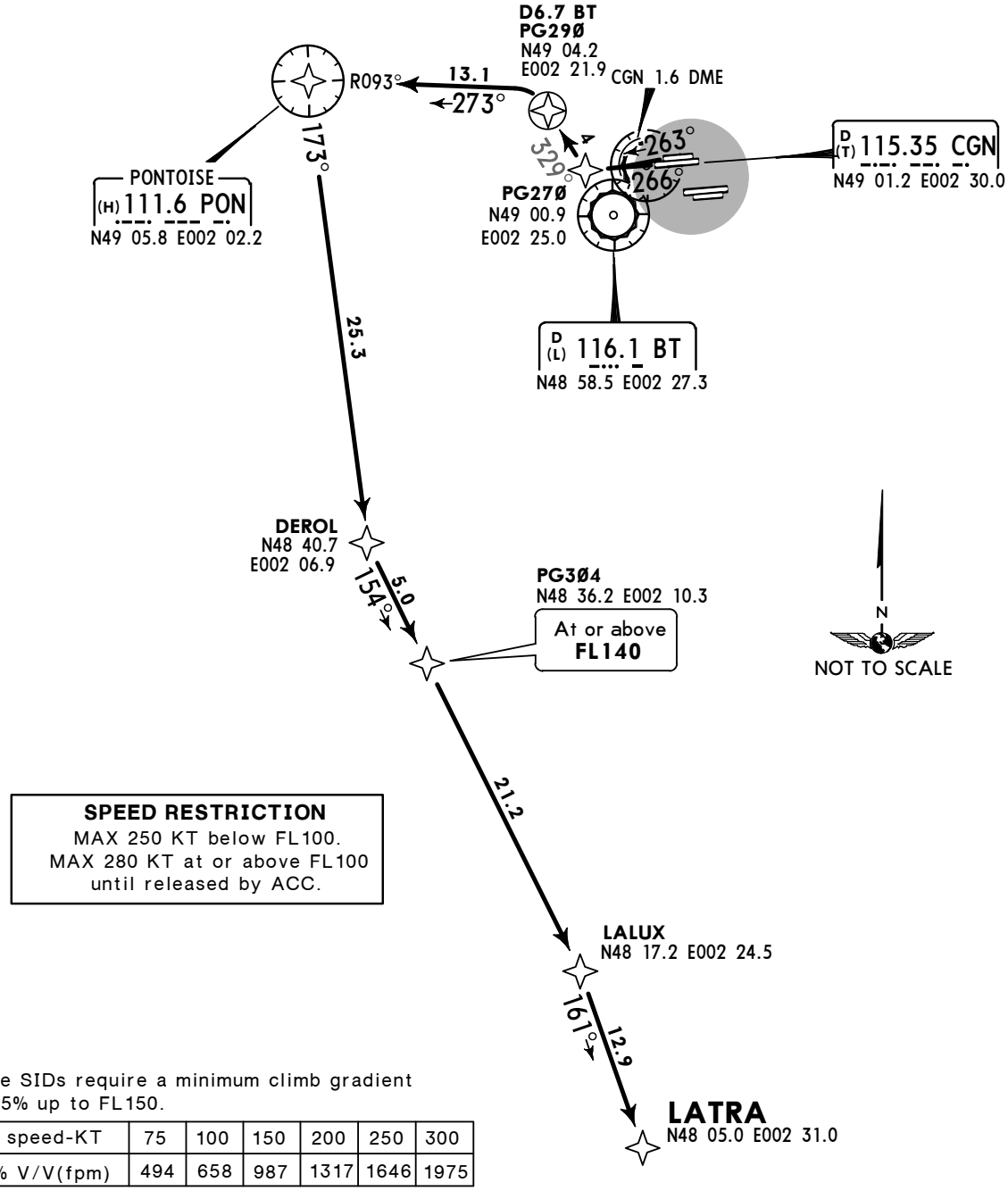
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CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (20-3Q6) Eff 2 Apr

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

LATRA
RWYS 27L/R RNAV DEPARTURE
JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 280 KT at or above FL100 until released by ACC.

These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

RWY	INITIAL CLIMB
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D6.7 BT. **RNAV:** PG270.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG270.

SID	ROUTING
LATRA 9Z [LATR9Z]	PG270 - PG290 - PON - DEROL - PG304 - LALUX - LATRA.

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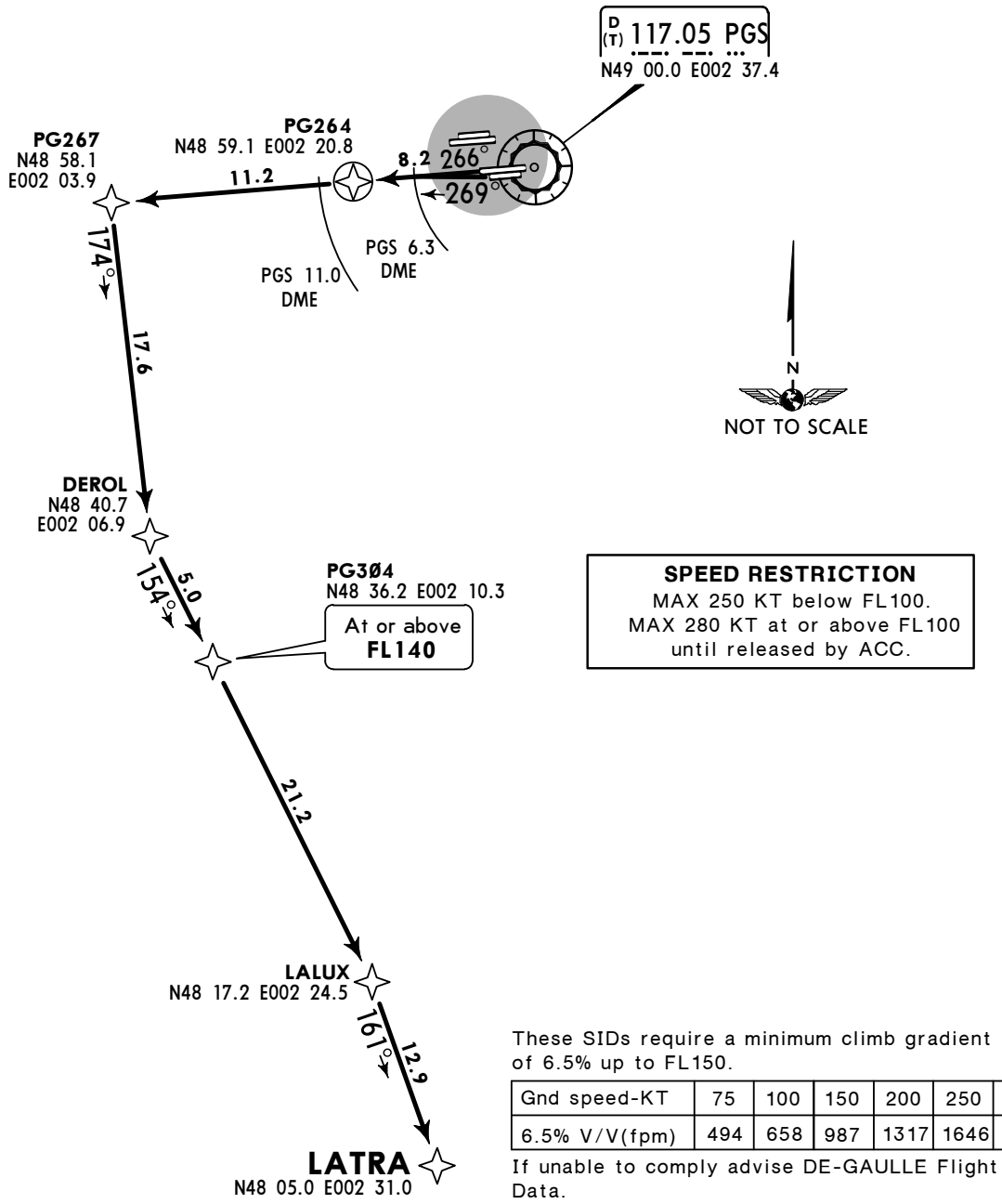
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JEPPESEN
20 MAR 15 (20-3Q7) Eff 2 Apr

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

LATRA
RWYS 26L/R RNAV DEPARTURES
JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 280 KT at or above FL100 until released by ACC.

These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching PGS 11.0 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME join initial climb rwy 26R (do not overshoot PGS R-266 to north). **RNAV:** PG264 - PG267.
26R	Intercept PGS R-266 to PGS 11.0 DME. **RNAV:** PG264 - PG267.

SID	ROUTING
LATRA 9B [LATR9B], **LATRA 9E** [LATR9E]	PG264 - PG267 - DEROL - PG304 - LALUX - LATRA.

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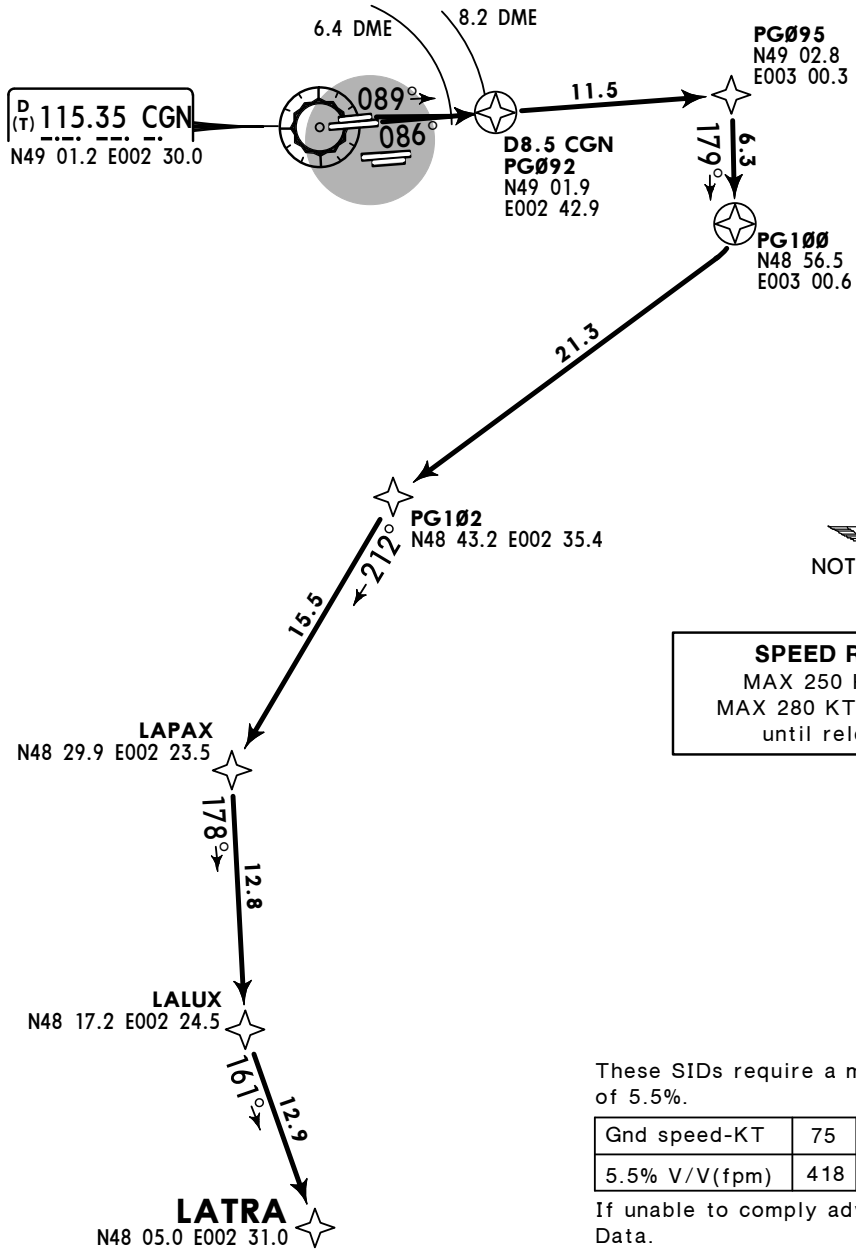
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JEPPESEN
20 MAR 15 (20-3Q8) Eff 2 Apr

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

LATRA
RWYS 09L/R RNAV DEPARTURES
JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 280 KT at or above FL100 until released by ACC.

These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying CGN 8.2 DME, except for safety or control reasons. Do not commence any turn before overflight of CGN 8.2 DME in any case.

RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME join initial climb rwy 09R (do not overshoot CGN R-086 to south). **RNAV:** PG092.
09R	Intercept CGN R-086 to D8.5 CGN. **RNAV:** PG092.

SID	ROUTING
LATRA 9G [LATR9G], **LATRA 9K** [LATR9K]	PG092 - PG095 - PG100 - PG102 - LAPAX - LALUX - LATRA.

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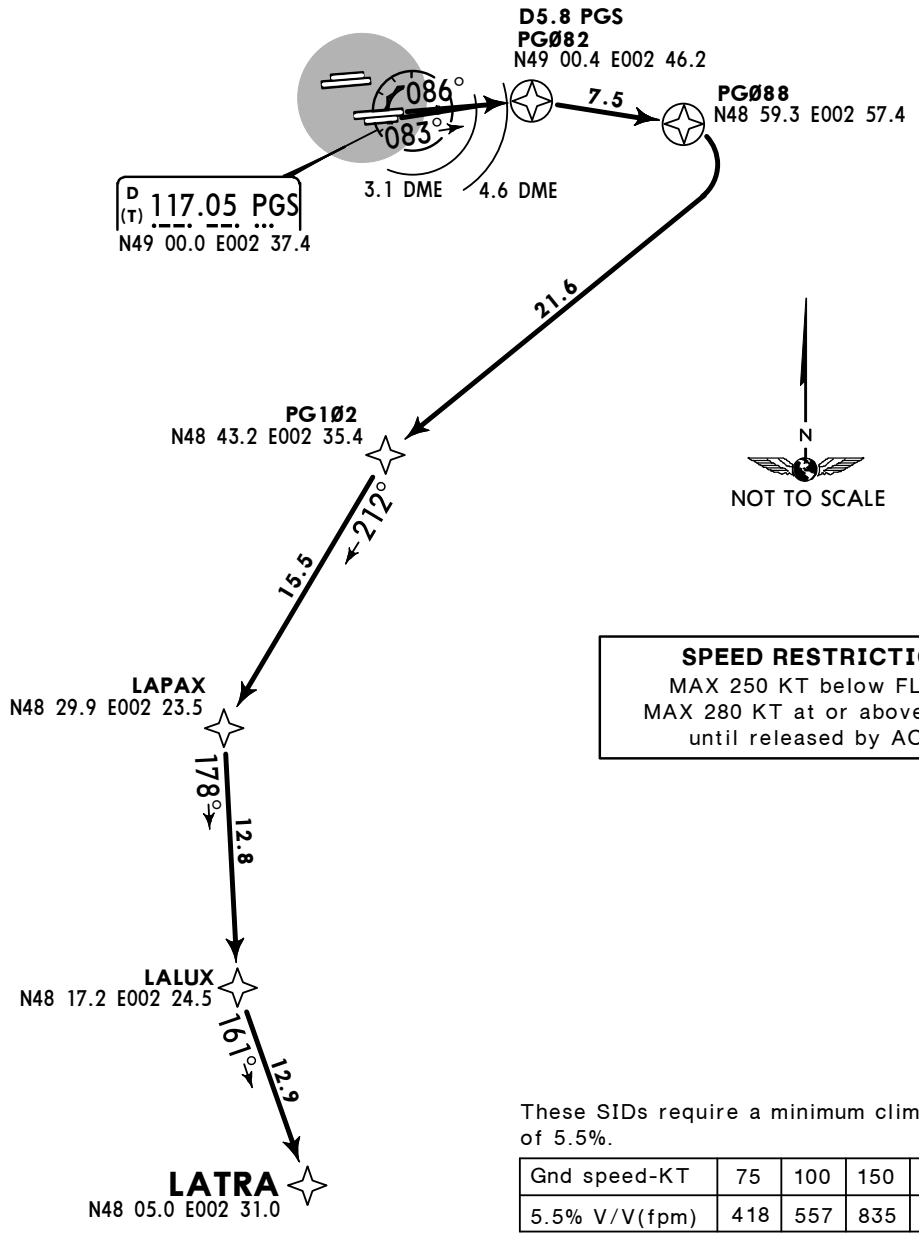
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CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

LATRA
RWYS 08L/R RNAV DEPARTURES
JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 280 KT at or above FL100 until released by ACC.

These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D5.8 PGS. **RNAV:** PG082.
08R	083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north). **RNAV:** PG082.

SID	ROUTING
LATRA 9H [LATR9H], **LATRA 9L** [LATR9L]	PG082 - PG088 - PG102 - LAPAX - LALUX - LATRA.

CHANGES: Communications.

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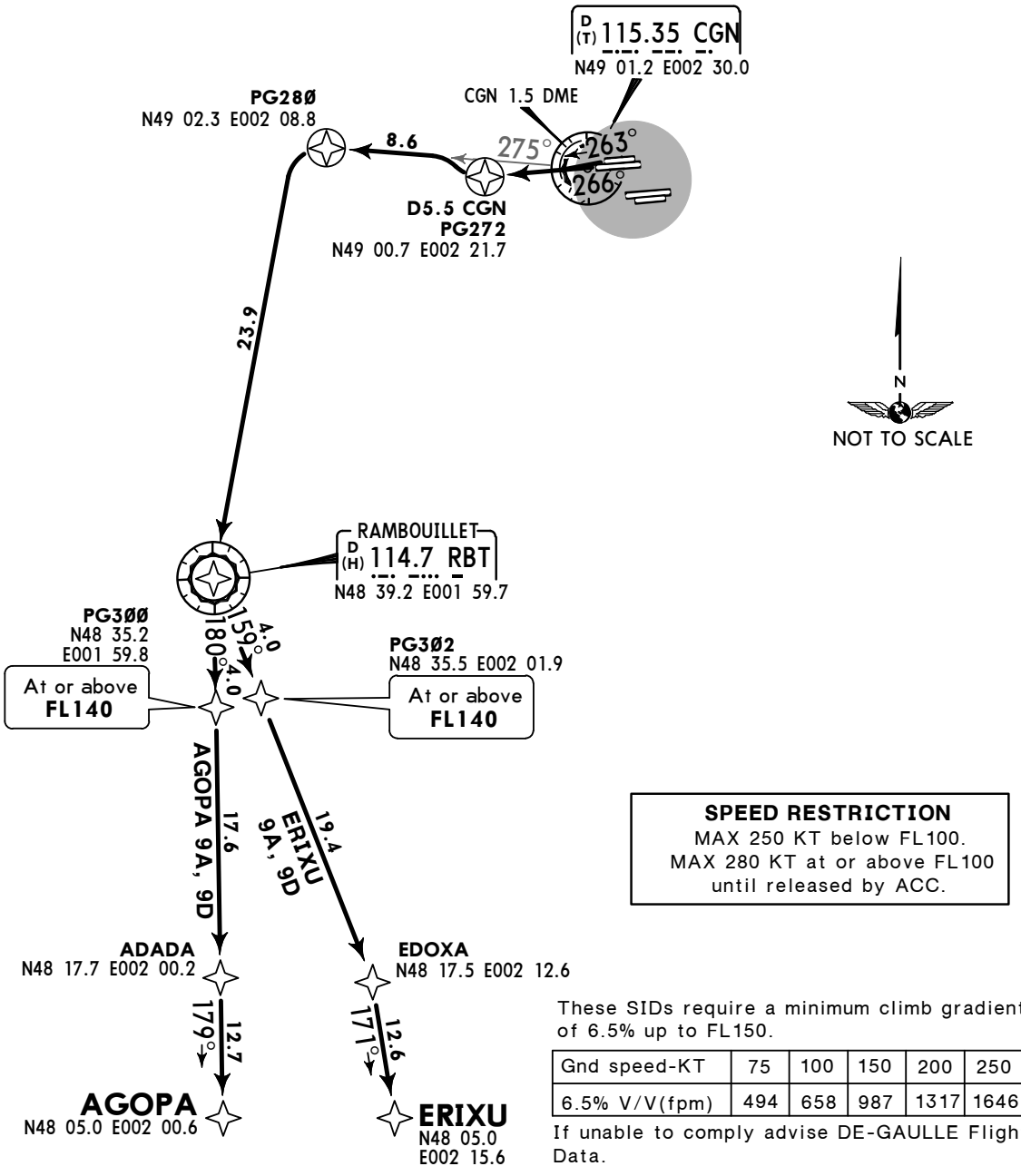
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CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

AGOPA, ERIXU
RWYS 27L/R RNAV DEPARTURES
JETS ABOVE FL195



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 280 KT at or above FL100 until released by ACC.

These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
27L	Intercept CGN R-266 to D5.5 CGN. **RNAV:** PG272.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG272.

SID	ROUTING
AGOPA 9A [AGOP9A], **AGOPA 9D** [AGOP9D] ❶	PG272 - PG280 - RBT - PG300 - ADADA - AGOPA.
ERIXU 9A [ERIX9A], **ERIXU 9D** [ERIX9D] ❷	PG272 - PG280 - RBT - PG302 - EDOXA - ERIXU.

For flights to destinations specified via airways ❶ UL-167, ❷ UL-860.

CHANGES: Communications.

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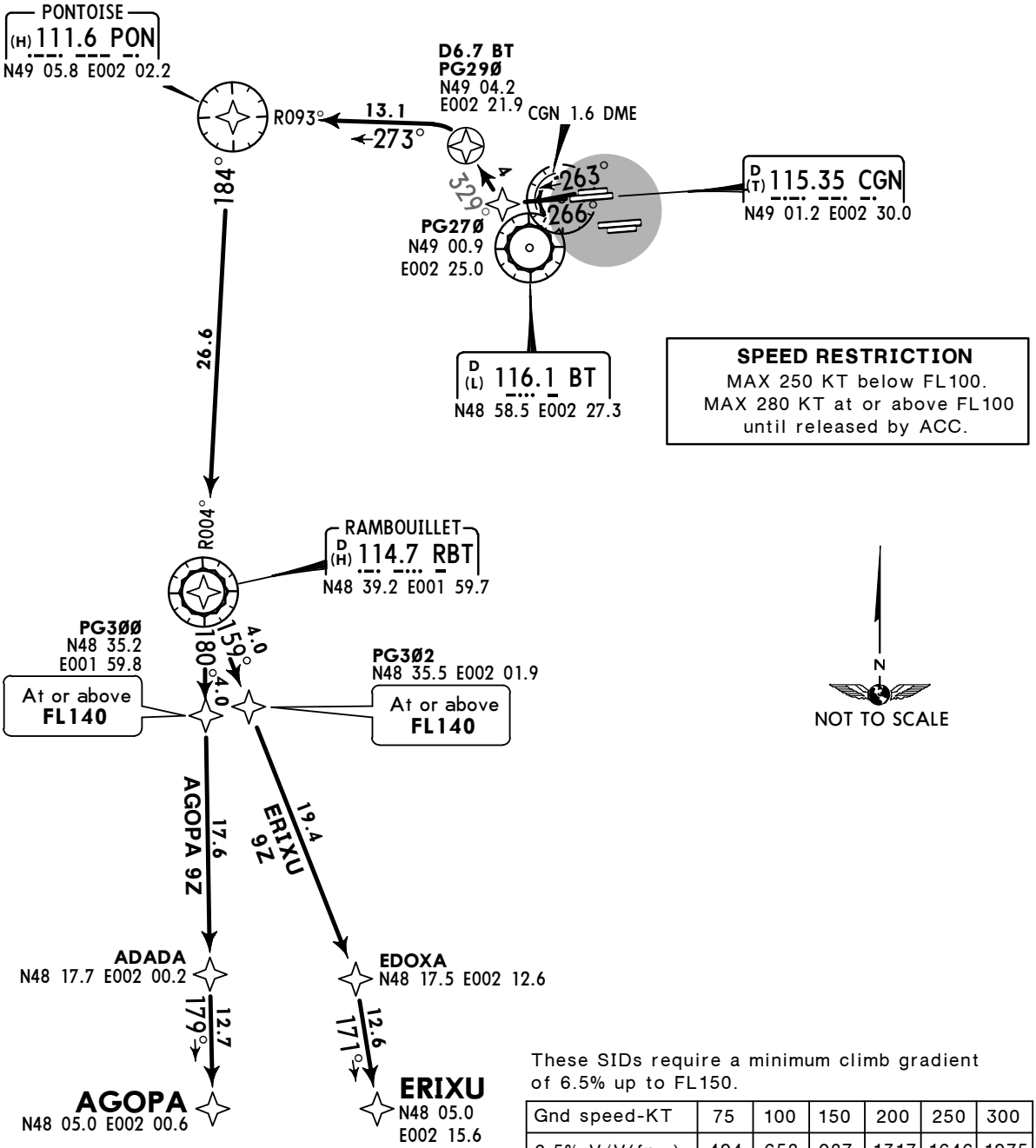
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (20-3T1) Eff 2 Apr

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

AGOPA, ERIXU
RWYS 27L/R RNAV DEPARTURES
JETS ABOVE FL195



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

RWY	INITIAL CLIMB
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D6.7 BT. **RNAV:** PG270.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG270.

SID	ROUTING
AGOPA 9Z [AGOP9Z] ❶	PG270 - PG290 - PON - RBT - PG300 - ADADA - AGOPA.
ERIXU 9Z [ERIX9Z] ❷	PG270 - PG290 - PON - RBT - PG302 - EDOXA - ERIXU.

For flights to destinations specified via airways ❶ UL-167, ❷ UL-860.

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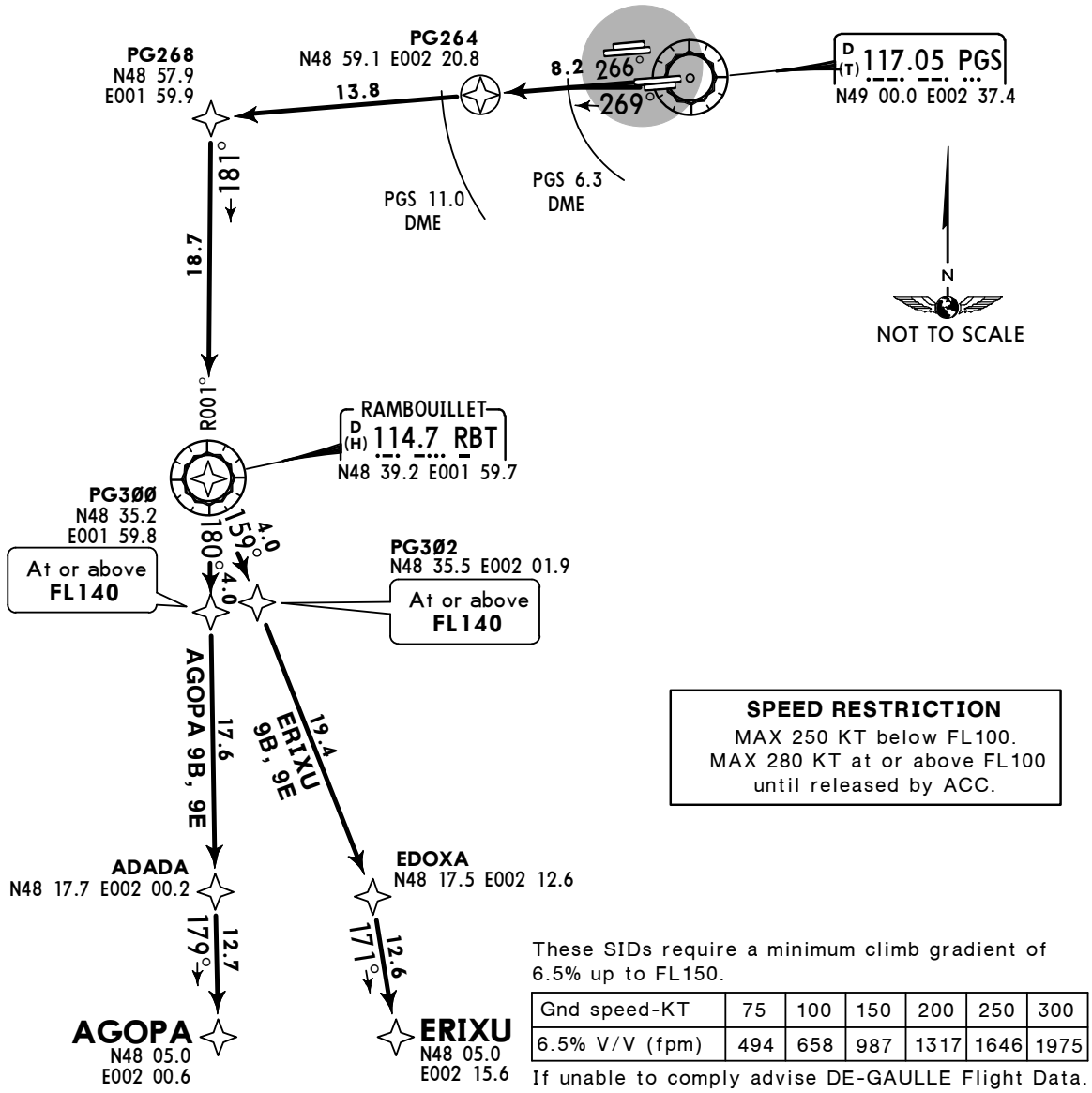
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CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

AGOPA, ERIXU
RWYS 26L/R RNAV DEPARTURES
JETS ABOVE FL195



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 280 KT at or above FL100 until released by ACC.

These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching PGS 11.0 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME join initial climb rwy 26R (do not overshoot PGS R-266 to north). **RNAV:** PG264 - PG268.
26R	Intercept PGS R-266 to PGS 11.0 DME. **RNAV:** PG264 - PG268.

SID	ROUTING
AGOPA 9B [AGOP9B], **AGOPA 9E** [AGOP9E] ❶	PG264 - PG268 - RBT - PG300 - ADADA - AGOPA.
ERIXU 9B [ERIX9B], **ERIXU 9E** [ERIX9E] ❷	PG264 - PG268 - RBT - PG302 - EDOXA - ERIXU.

For flights to destinations specified via airways ❶ UL-167, ❷ UL-860.

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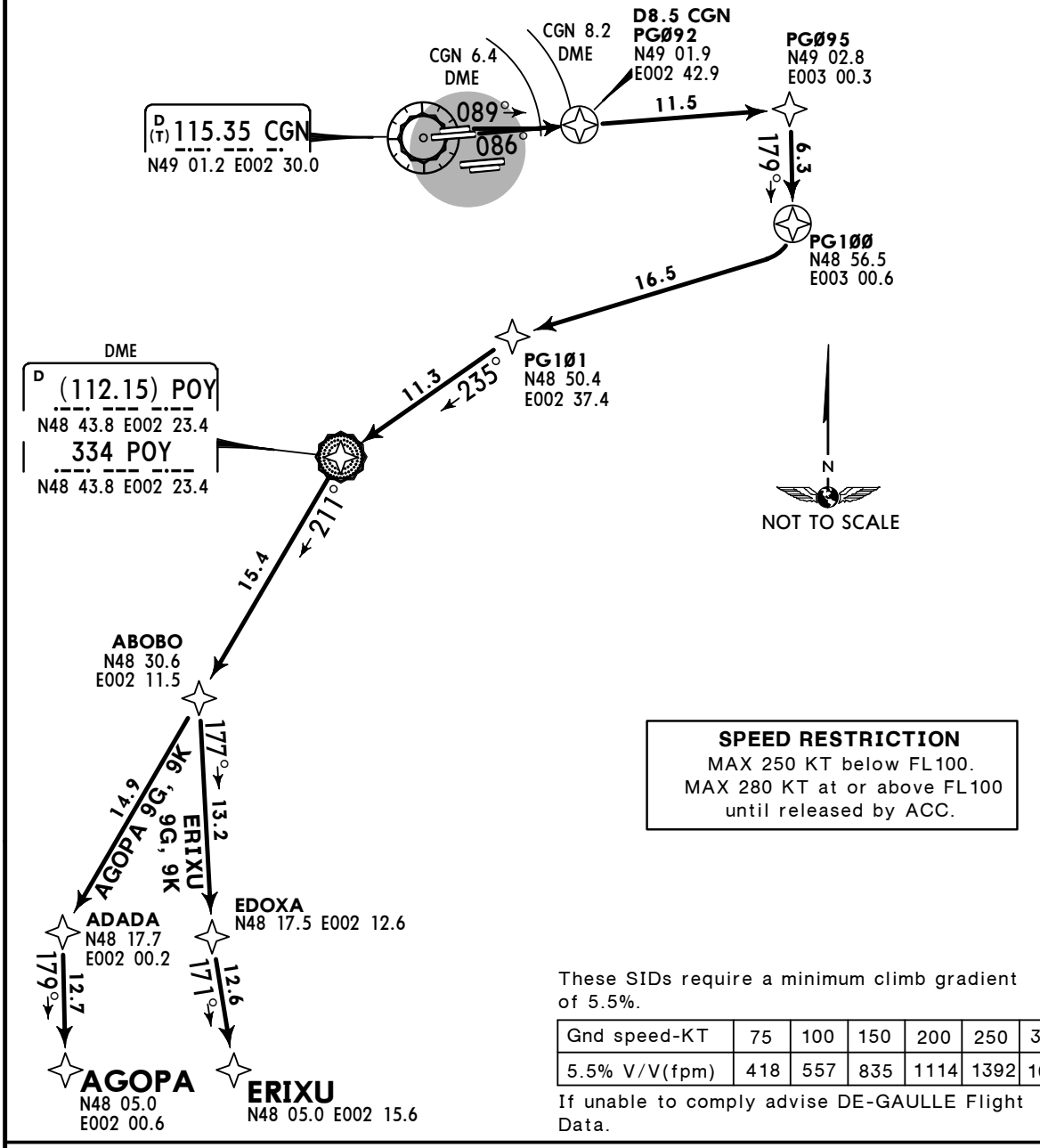
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CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

AGOPA, ERIXU
RWYS 09L/R RNAV DEPARTURES
JETS ABOVE FL195



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 280 KT at or above FL100 until released by ACC.

These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying CGN 8.2 DME, except for safety or control reasons. Do not commence any turn before overflight of CGN 8.2 DME in any case.

RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME join initial climb rwy 09R (do not overshoot CGN R-086 to south). **RNAV:** PG092.
09R	Intercept CGN R-086 to D8.5 CGN. **RNAV:** PG092.

SID	ROUTING
AGOPA 9G [AGOP9G], **AGOPA 9K** [AGOP9K] ❶	PG092 - PG095 - PG100 - PG101 - POY - ABOBO - ADADA - AGOPA.
ERIXU 9G [ERIX9G], **ERIXU 9K** [ERIX9K] ❷	PG092 - PG095 - PG100 - PG101 - POY - ABOBO - EDOXA - ERIXU.

For flights to destinations specified via airways ❶ UL-167, ❷ UL-860.

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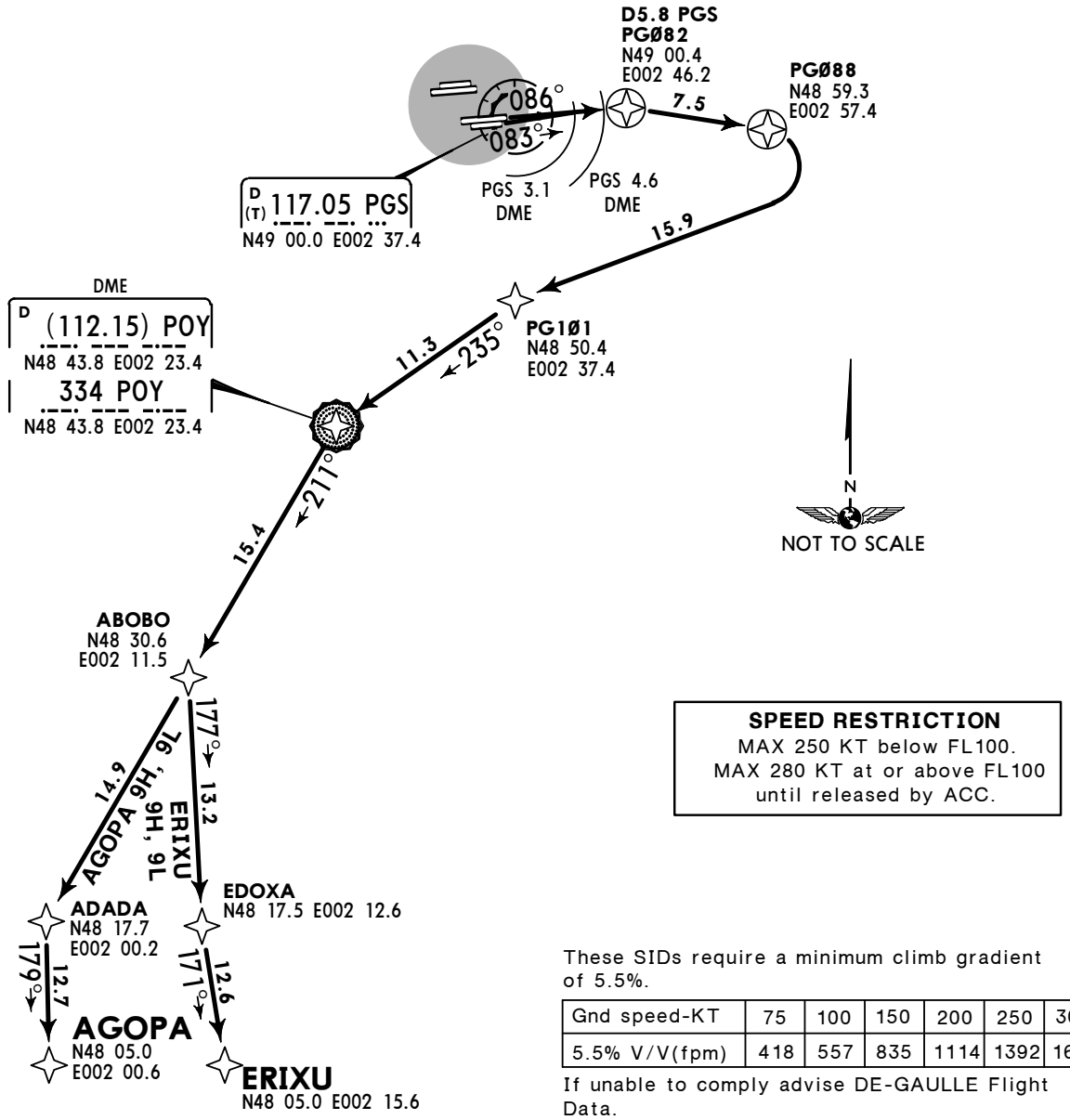
JEPPESEN
20 MAR 15 (20-3T4) Eff 2 Apr

PARIS, FRANCE

RNAV SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

AGOPA, ERIXU
RWYS 08L/R RNAV DEPARTURES
JETS ABOVE FL195



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 280 KT at or above FL100 until released by ACC.

These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D5.8 PGS. **RNAV:** PG082.
08R	083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north). **RNAV:** PG082.

SID	ROUTING
AGOPA 9H [AGOP9H], **AGOPA 9L** [AGOP9L] ❶	PG082 - PG088 - PG101 - POY - ABOBO - ADADA - AGOPA.
ERIXU 9H [ERIX9H], **ERIXU 9L** [ERIX9L] ❷	PG082 - PG088 - PG101 - POY - ABOBO - EDOXA - ERIXU.

For flights to destinations specified via airways ❶ UL-167, ❷ UL-860.

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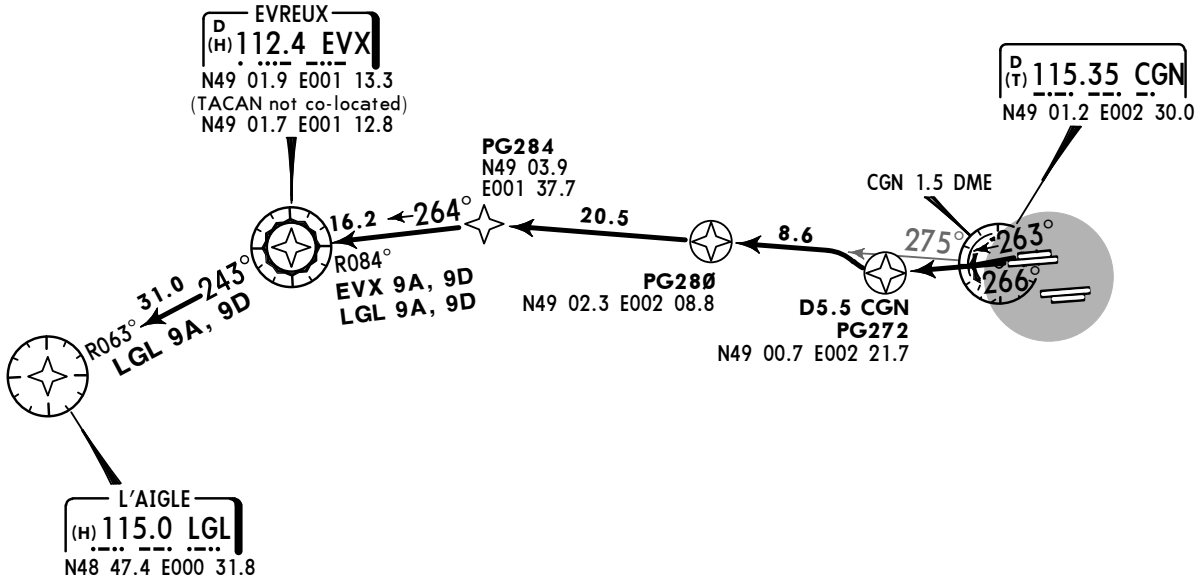
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CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV SID

DE GAULLE Departure		Apt Elev	Trans level: By ATC Trans alt: 5000′
EVX 9A, 9D	LGL 9A, 9D	392′	1. SIDs are also minimum noise routings (refer to 20-4).
124.355	133.380		2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

EVX, LGL
RWYS 27L/R RNAV DEPARTURES
JETS & PROPS ABOVE FL115

SPEED RESTRICTION
MAX 250 KT below FL100.
At or above FL100 speed may be increased without further ATC clearance.



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

N
NOT TO SCALE

Initial climb clearance JET: **FL100** /PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
27L	Intercept CGN R-266 to D5.5 CGN. **RNAV:** PG272.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG272.

SID	ROUTING
EVX 9A, 9D ❶	PG272 - PG280 - PG284 - EVX.
LGL 9A, 9D ❷	PG272 - PG280 - PG284 - EVX - LGL.

For flights to destinations specified via airways ❶ UT-300, ❷ UN-502.

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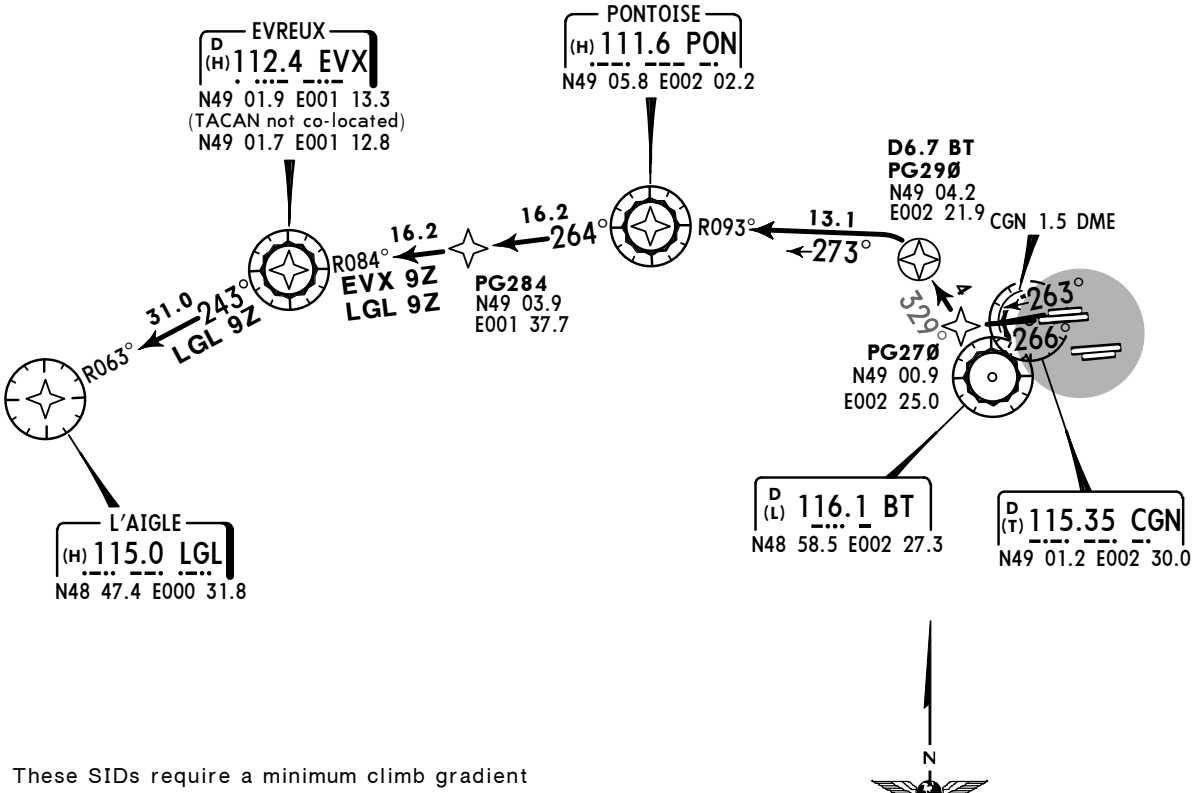
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CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV SID

DE GAULLE Departure		Apt Elev	Trans level: By ATC Trans alt: 5000′
EVX 9Z	LGL 9Z	392′	1. SIDs are also minimum noise routings (refer to 20-4).
124.355	133.380		2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

EVX, LGL
RWYS 27L/R RNAV DEPARTURES
JETS & PROPS ABOVE FL115

SPEED RESTRICTION
MAX 250 KT below FL100.
At or above FL100 speed may be increased without further ATC clearance.



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100** /PROP: **5000′**

RWY	INITIAL CLIMB
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D6.7 BT. **RNAV:** PG270.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG270.

SID	ROUTING
EVX 9Z ❶	PG270 - PG290 - PON - EVX.
LGL 9Z ❷	PG270 - PG290 - PON - EVX - LGL.

For flights to destinations specified via airways ❶ UT-300, ❷ UN-502.

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LFPG/CDG CHARLES-DE-GAULLE

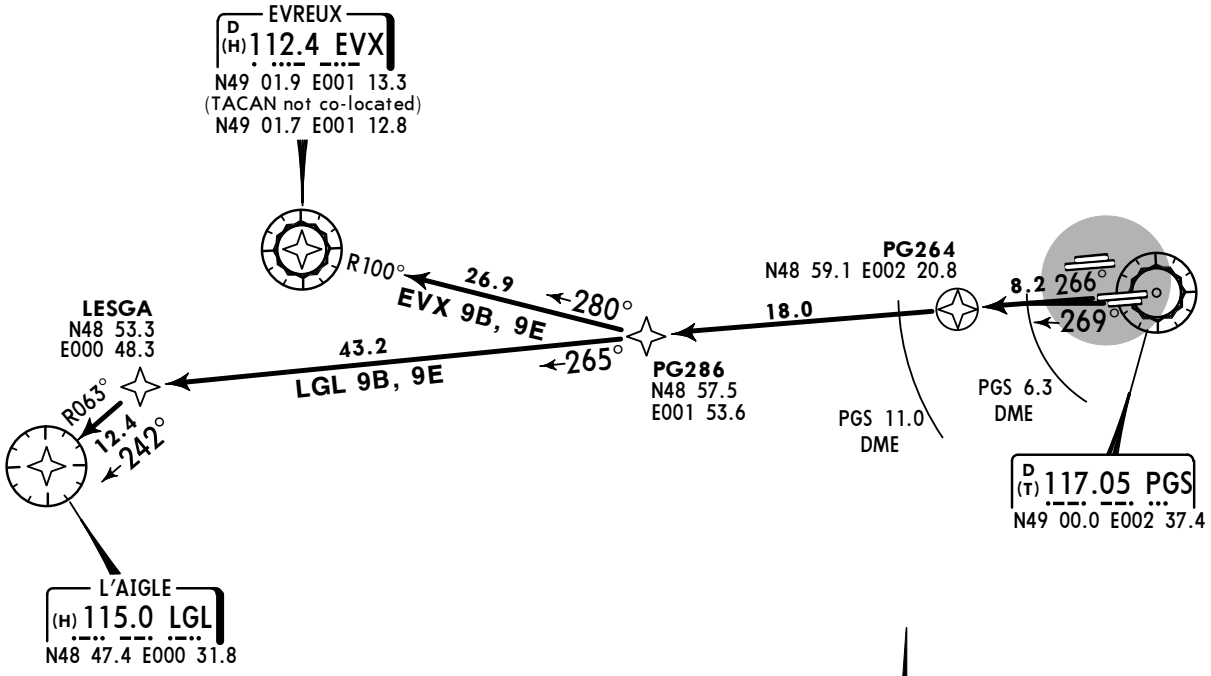
PARIS, FRANCE

RNAV SID

DE GAULLE Departure		Apt Elev	Trans level: By ATC Trans alt: 5000′
EVX 9B, 9E	LGL 9B, 9E	392′	1. SIDs are also minimum noise routings (refer to 20-4).
124.355	133.380		2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

EVX, LGL
RWYS 26L/R RNAV DEPARTURES
JETS & PROPS ABOVE FL115

SPEED RESTRICTION
MAX 250 KT below FL100.
At or above FL100 speed may be increased without further ATC clearance.



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100** /PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching D11.0 PGS or FL80, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME join initial climb rwy 26R (do not overshoot PGS R-266 to north). **RNAV:** PG264 - PG286.
26R	Intercept PGS R-266 to D11.0 PGS. **RNAV:** PG264 - PG286.

SID	ROUTING
EVX 9B, 9E ❶	PG264 - PG286 - EVX.
LGL 9B, 9E ❷	PG264 - PG286 - LESGA - LGL.

For flights to destinations specified via airways ❶ UT-300, ❷ UN-502.

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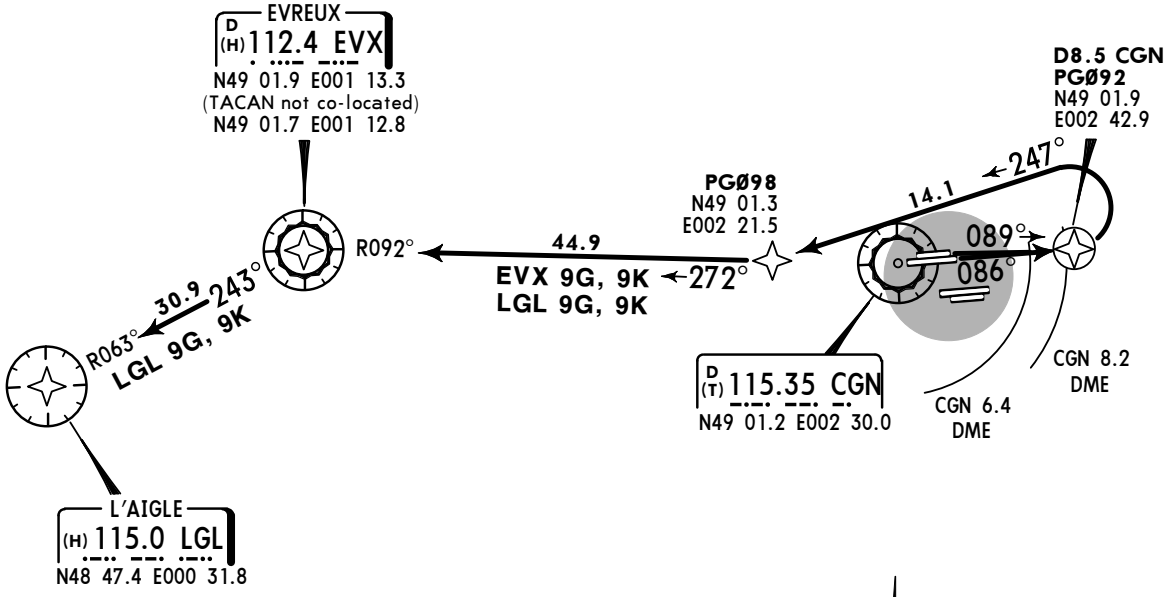
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CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV SID

DE GAULLE Departure		Apt Elev	Trans level: By ATC Trans alt: 5000′
EVX 9G, 9K	LGL 9G, 9K	392′	1. SIDs are also minimum noise routings (refer to 20-4).
124.355	133.380		2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

EVX, LGL
RWYS 09L/R RNAV DEPARTURES
JETS & PROPS ABOVE FL115

SPEED RESTRICTION
MAX 250 KT below FL100.
At or above FL100 speed may be increased without further ATC clearance.



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100** /PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying CGN 8.2 DME, except for safety or control reasons. Do not commence any turn before overflight of CGN 8.2 DME in any case.

RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME join initial climb rwy 09R (do not overshoot CGN R-086 to south). **RNAV:** PG092.
09R	Intercept CGN R-086 to D8.5 CGN. **RNAV:** PG092.

SID	ROUTING
EVX 9G, 9K ❶	PG092 - PG098 - EVX.
LGL 9G, 9K ❷	PG092 - PG098 - EVX - LGL.

For flights to destinations specified via airways ❶ UT-300, ❷ UN-502.

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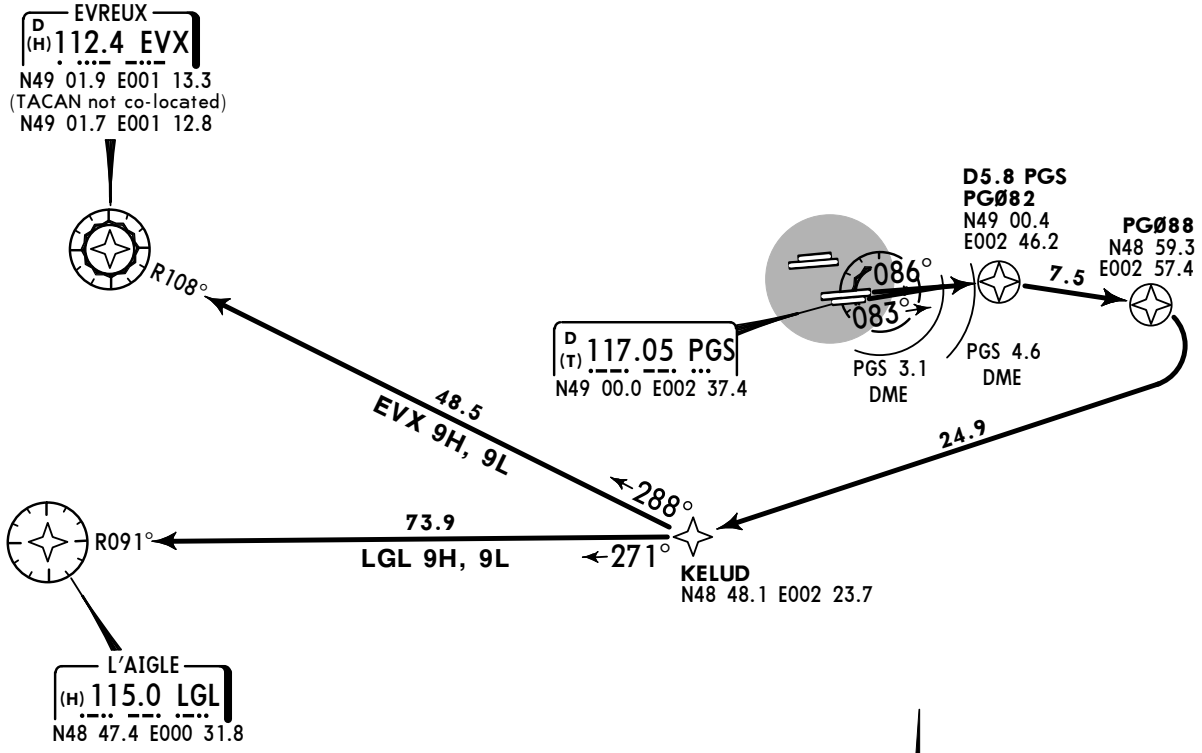
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CHARLES-DE-GAULLE

PARIS, FRANCE
RNAV SID

DE GAULLE Departure		Apt Elev	Trans level: By ATC Trans alt: 5000′
EVX 9H, 9L	LGL 9H, 9L	392′	1. SIDs are also minimum noise routings (refer to 20-4).
124.355	133.380		2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

EVX, LGL
RWYS 08L/R RNAV DEPARTURES
JETS & PROPS ABOVE FL115

SPEED RESTRICTION
MAX 250 KT below FL100.
At or above FL100 speed may be increased without further ATC clearance.



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100** /PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D5.8 PGS. **RNAV:** PG082.
08R	083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north). **RNAV:** PG082.

SID	ROUTING
EVX 9H, 9L ❶	PG082 - PG088 - KELUD - EVX.
LGL 9H, 9L ❷	PG082 - PG088 - KELUD - LGL.

For flights to destinations specified via airways ❶ UT-300, ❷ UN-502.

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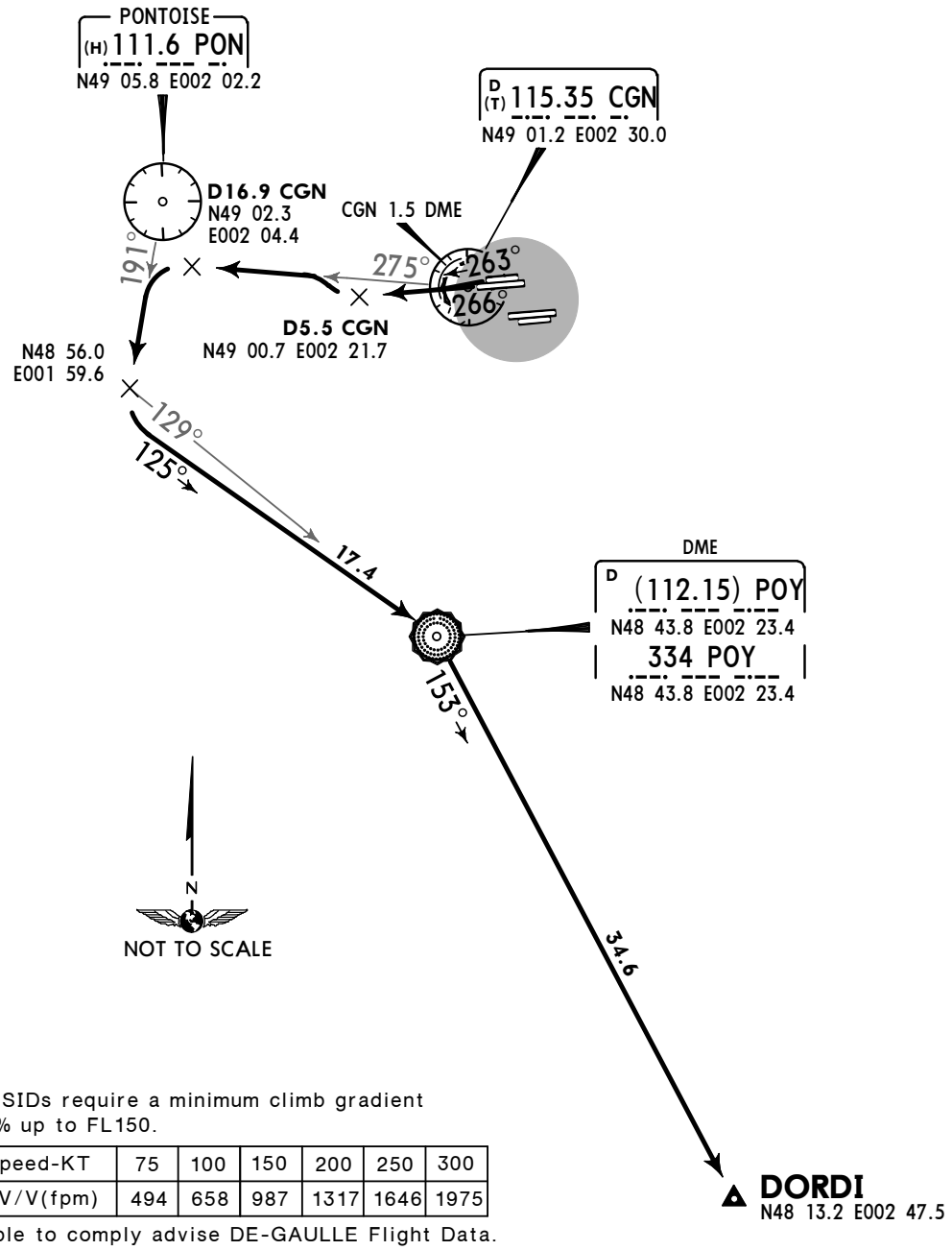
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CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (20-3V) Eff 2 Apr

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

DORDI 9A [DORD9A] , DORDI 9D [DORD9D]
RWYS 27L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWYS G-40 - G-54 - J-301
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB/ROUTING
27L	Intercept CGN R-266 to D5.5 CGN, turn RIGHT, intercept CGN R-275 to D16.9 CGN, turn LEFT, intercept PON R-191, when passing 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, 153° bearing to DORDI.
27R	263° track, at CGN 1.5 DME outbound intercept CGN R-266 (do not overshoot to south) to D5.5 CGN, turn RIGHT, intercept CGN R-275 to D16.9 CGN, turn LEFT, intercept PON R-191, when passing 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, 153° bearing to DORDI.

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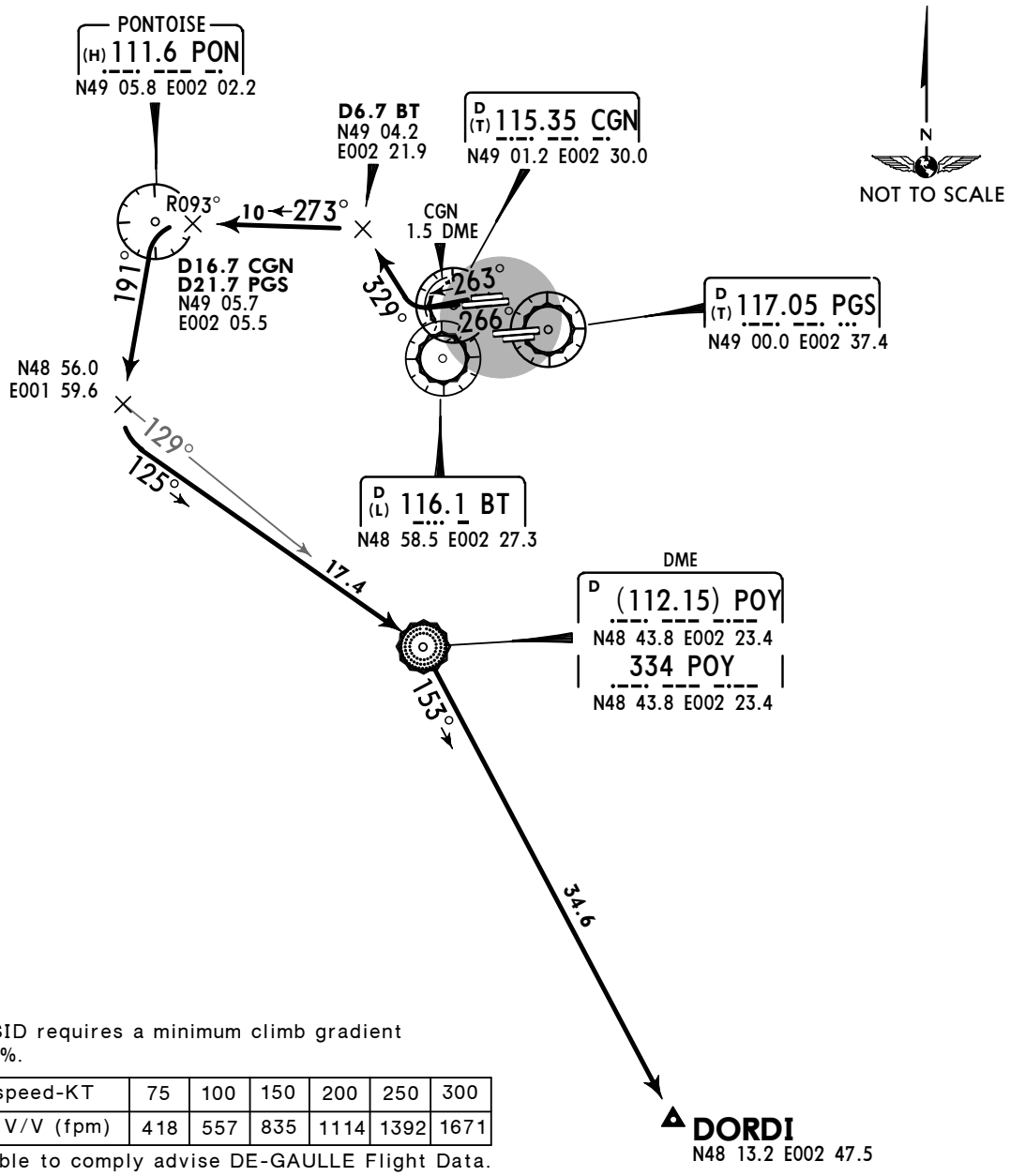
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CHARLES-DE-GAULLE

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

DORDI 9Z [DORD9Z]
RWYS 27L/R DEPARTURE
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWYS G-40 - G-54 - J-301
SPEED: MAX 220 KT



This SID requires a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

RWY	INITIAL CLIMB/ROUTING
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D6.7 BT, intercept PON R-093 inbound to D16.7 CGN, turn LEFT, intercept PON R-191, when passing 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, 153° bearing to DORDI.
27R	263° track, at CGN 1.5 DME outbound intercept CGN R-266 (do not overshoot to south), turn RIGHT, intercept BT R-329 to D6.7 BT, intercept PON R-093 inbound to D16.7 CGN, turn LEFT, intercept PON R-191, when passing 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, 153° bearing to DORDI.

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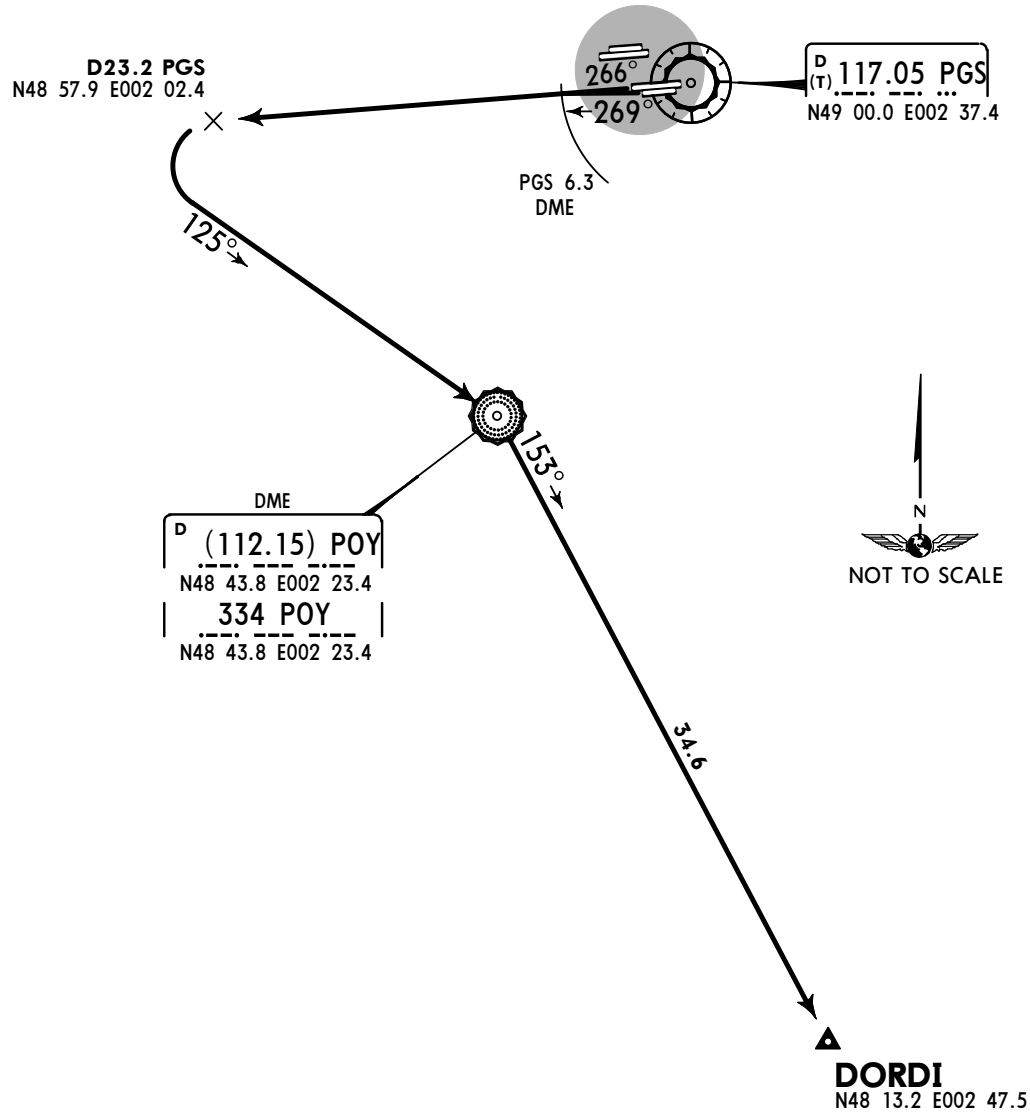
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CHARLES-DE-GAULLE

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

DORDI 9B [DORD9B], DORDI 9E [DORD9E]
RWYS 26L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWYS G-40 - G-54 - J-301
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching D11.0 PGS or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB/ROUTING
26L	269° track, at PGS 6.3 DME intercept PGS R-266 (do not overshoot to north) to D23.2 PGS, turn LEFT, intercept 125° bearing to POY NDB, 153° bearing to DORDI.
26R	Intercept PGS R-266 to D23.2 PGS, turn LEFT, intercept 125° bearing to POY NDB, 153° bearing to DORDI.

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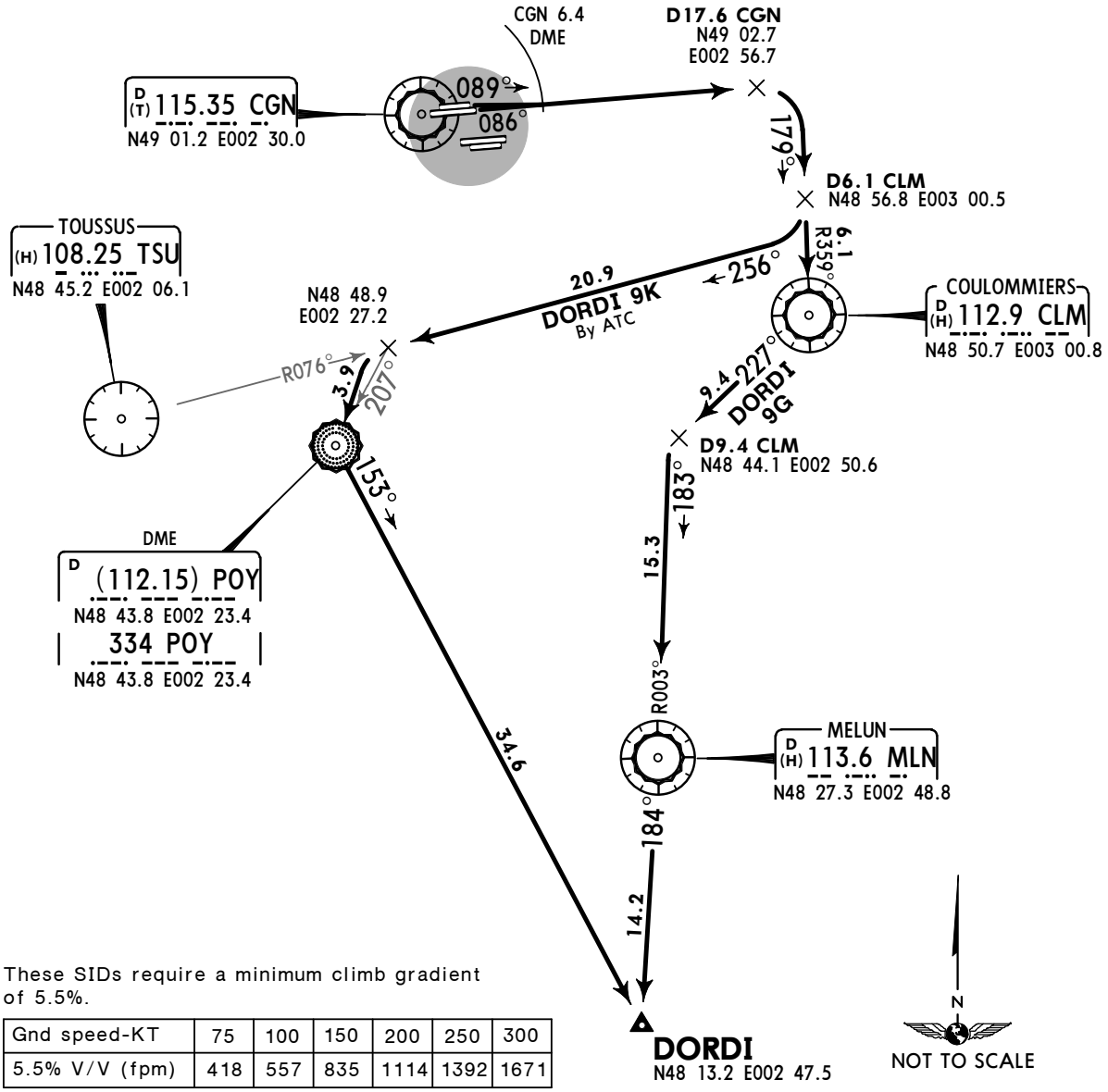
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CHARLES-DE-GAULLE

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

DORDI 9G [DORD9G], DORDI 9K [DORD9K]
RWYS 09L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWYS G-40 - G-54 - J-301
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance 3000′

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying CGN 8.2 DME, except for safety or control reasons. Do not commence any turn before overflight of CGN 8.2 DME in any case.

RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME intercept CGN R-086 (do not overshoot to south) to D17.6 CGN.
09R	Intercept CGN R-086 to D17.6 CGN.

SID	ROUTING
DORDI 9G	At D17.6 CGN turn RIGHT, intercept CLM R-359 inbound to CLM, CLM R-227 to D9.4 CLM, turn LEFT, intercept MLN R-003 inbound to MLN, MLN R-184 to DORDI.
DORDI 9K By ATC	At D17.6 CGN turn RIGHT, intercept CLM R-359 inbound to D6.1 CLM, turn RIGHT, intercept TSU R-076 inbound, when passing 207° bearing to POY NDB turn LEFT to POY NDB, 153° bearing to DORDI.

CHANGES: Communications.

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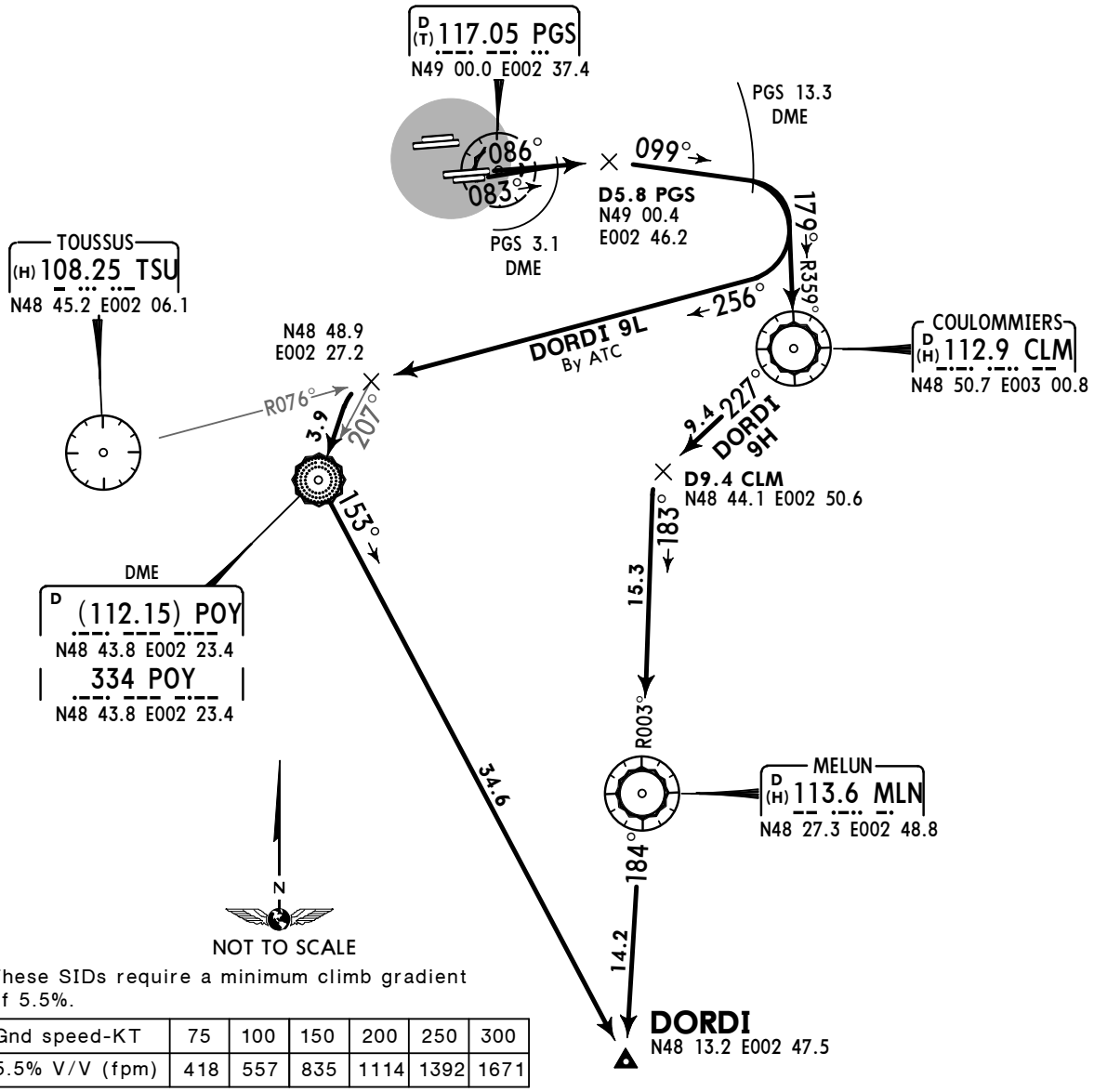
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CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (20-3V4) Eff 2 Apr

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

DORDI 9H [DORD9H], DORDI 9L [DORD9L]
RWYS 08L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWYS G-40 - G-54 - J-301
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance 3000′

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D5.8 PGS.
08R	083° track, at PGS 3.1 DME intercept PGS R-086 (do not overshoot to north) to D5.8 PGS.

SID	ROUTING
DORDI 9H	At D5.8 PGS turn RIGHT, 099° track to PGS 13.3 DME, turn RIGHT, intercept CLM R-359 inbound to CLM, CLM R-227 to D9.4 CLM, turn LEFT, intercept MLN R-003 inbound to MLN, MLN R-184 to DORDI.
DORDI 9L By ATC	At D5.8 PGS turn RIGHT, 099° track to PGS 13.3 DME, turn RIGHT, intercept TSU R-076 inbound, when passing 207° bearing to POY NDB turn LEFT to POY NDB, 153° bearing to DORDI.

CHANGES: Communications.

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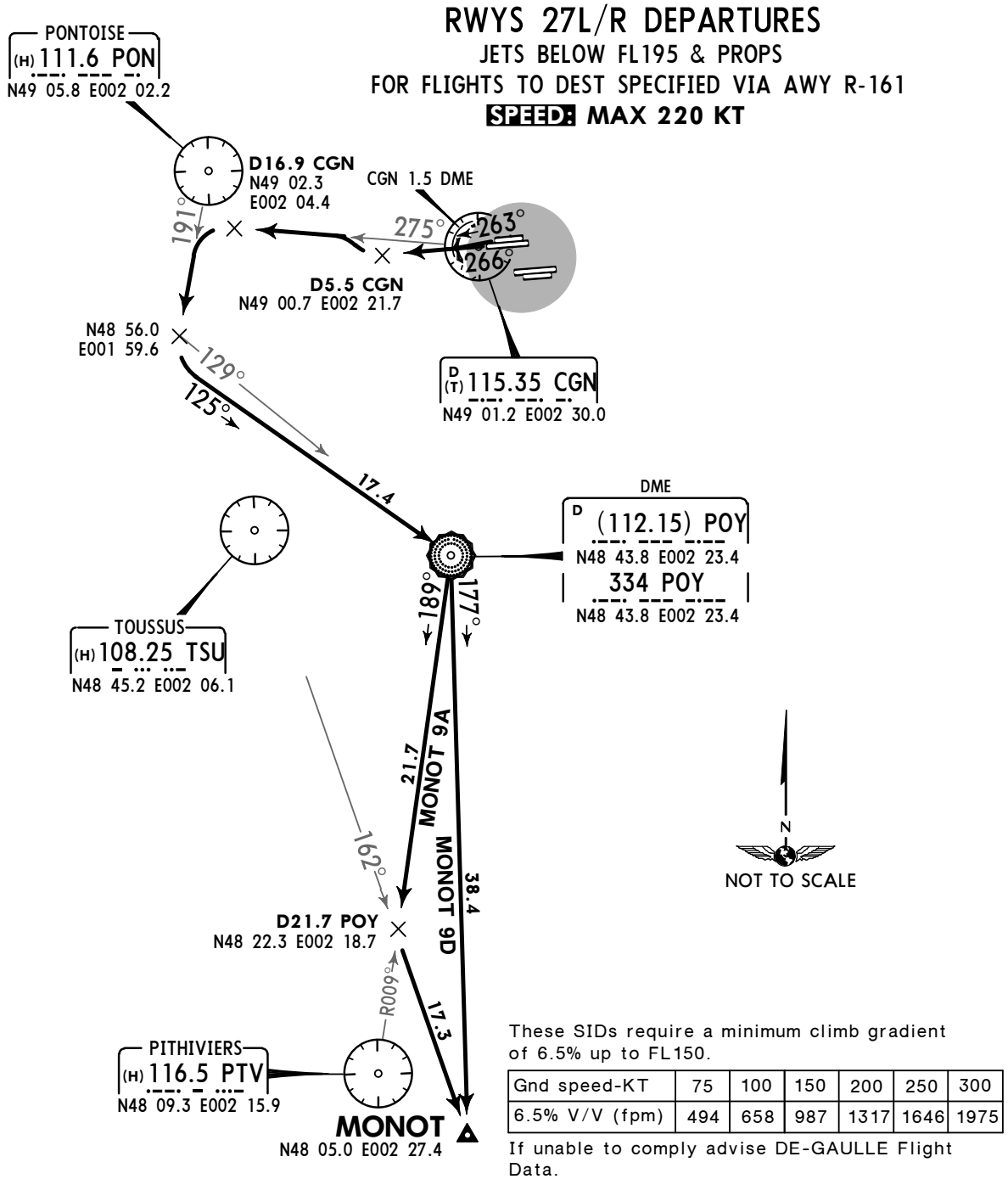
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CHARLES-DE-GAULLE

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

MONOT 9A [MONO9A], MONOT 9D [MONO9D]
RWYS 27L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY R-161
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
27L	Intercept CGN R-266 to D5.5 CGN, turn RIGHT, intercept CGN R-275 to D16.9 CGN.
27R	263° track, at CGN 1.5 DME outbound intercept CGN R-266 (do not overshoot to south) to D5.5 CGN, turn RIGHT, intercept CGN R-275 to D16.9 CGN.

SID	ROUTING
MONOT 9A	At D16.9 CGN, turn LEFT, intercept PON R-191, when passing 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, intercept PTV R-009 inbound to D21.7 POY, turn LEFT, intercept TSU R-162 to MONOT.
MONOT 9D	At D16.9 CGN turn LEFT, intercept PON R-191, when passing 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, turn RIGHT, 177° bearing to MONOT.

CHANGES: Communications.

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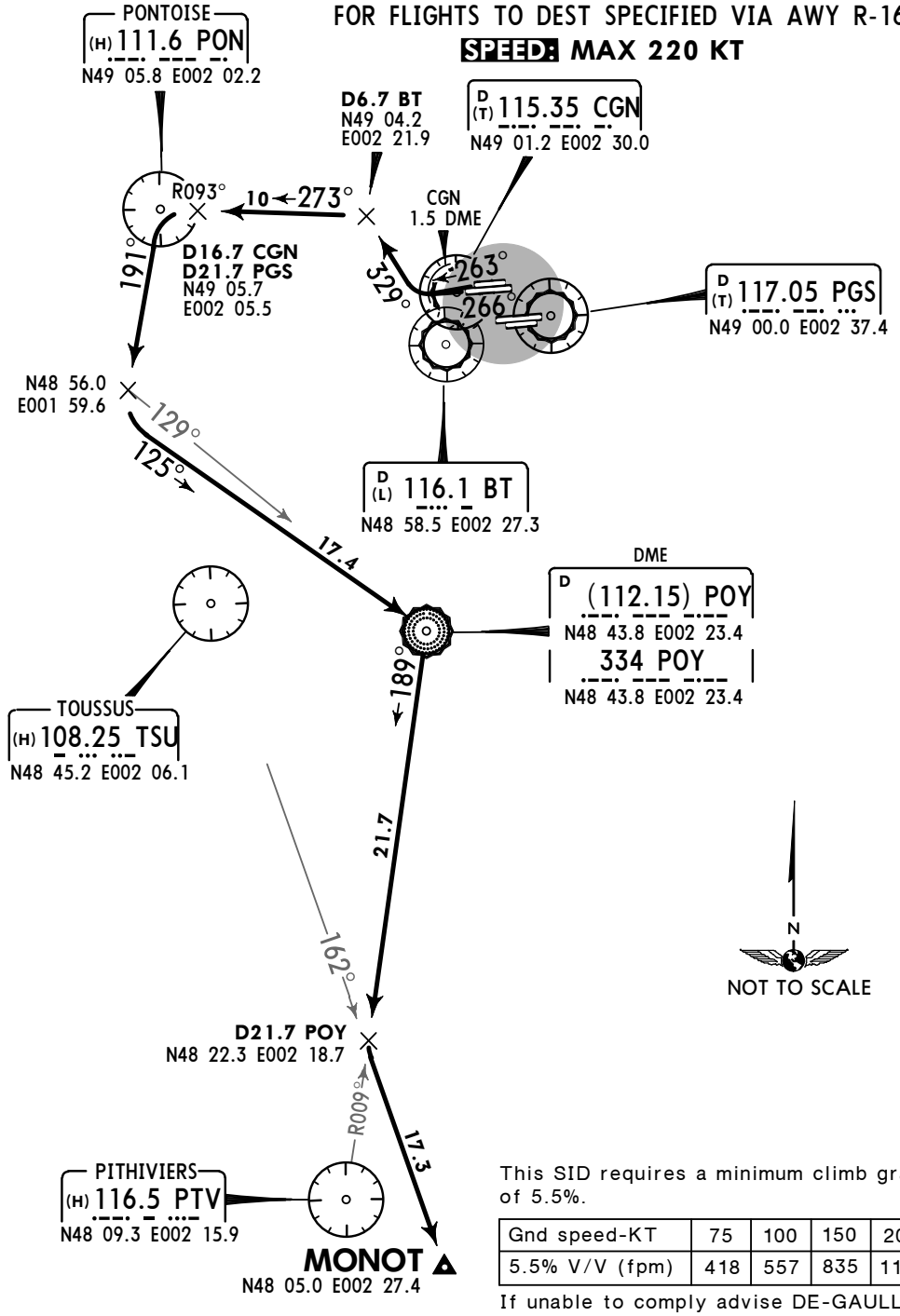
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

MONOT 9Z [MONO9Z]
RWYS 27L/R DEPARTURE
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY R-161
SPEED: MAX 220 KT



This SID requires a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

RWY	INITIAL CLIMB/ROUTING
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D6.7 BT, intercept PON R-093 inbound to D16.7 CGN, turn LEFT, intercept PON R-191, when passing 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, intercept PTV R-009 inbound to D21.7 POY, turn LEFT, intercept TSU R-162 to MONOT.
27R	263° track, at CGN 1.5 DME outbound intercept CGN R-266 (do not overshoot to south), turn RIGHT, intercept BT R-329 to D6.7 BT, intercept PON R-093 inbound to D16.7 CGN, turn LEFT, intercept PON R-191, when passing 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, intercept PTV R-009 inbound to D21.7 POY, turn LEFT, intercept TSU R-162 to MONOT.

CHANGES: Communications.

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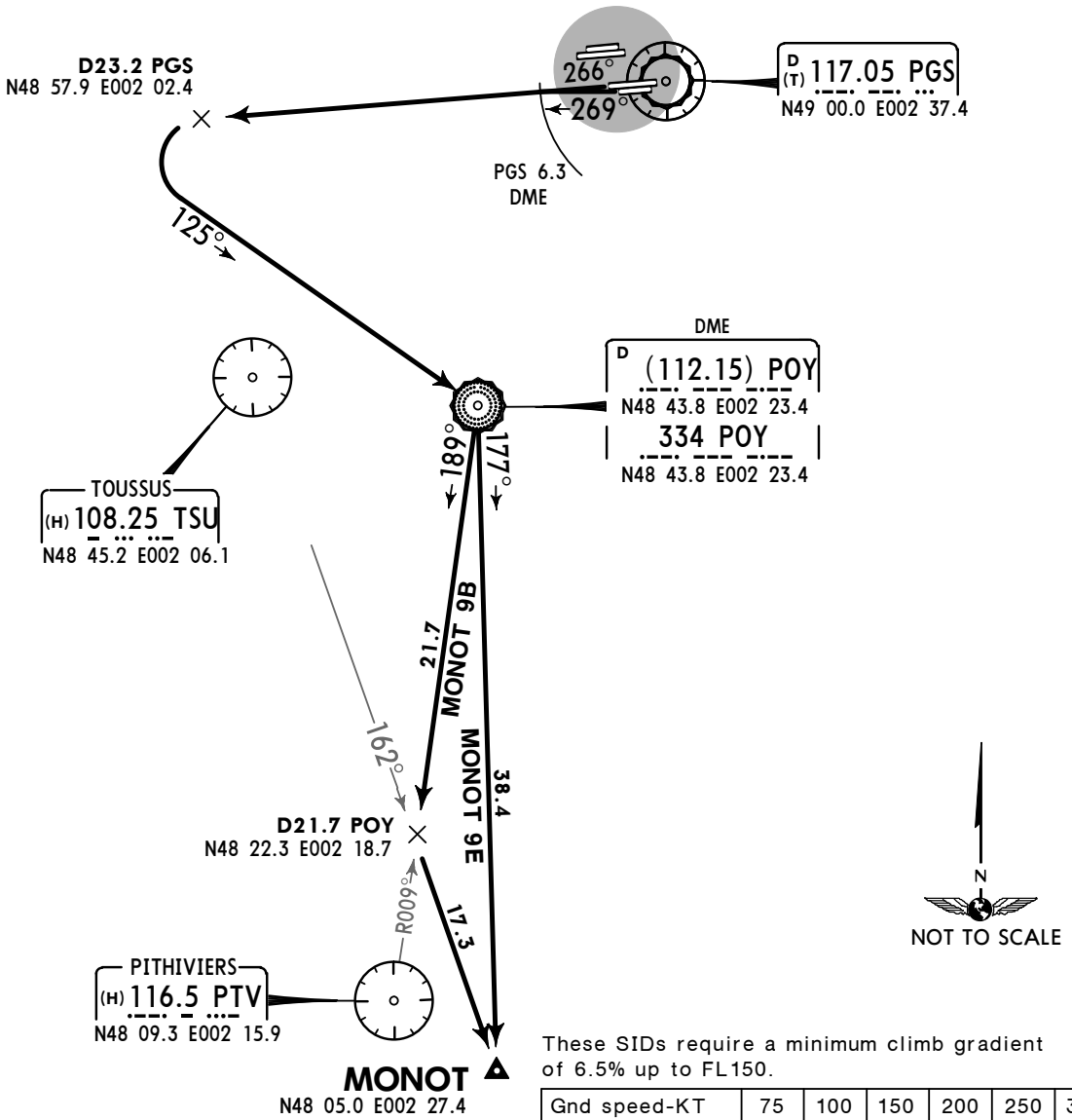
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (20-3V7) Eff 2 Apr

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

MONOT 9B [MONO9B], MONOT 9E [MONO9E]
RWYS 26L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY R-161
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching D11.0 PGS or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME intercept PGS R-266 (do not overshoot to north) to D23.2 PGS.
26R	Intercept PGS R-266 to D23.2 PGS.

SID	ROUTING
MONOT 9B	At D23.2 PGS, turn LEFT, intercept 125° bearing to POY NDB, intercept PTV R-009 inbound to D21.7 POY, turn LEFT, intercept TSU R-162 to MONOT.
MONOT 9E	At D23.2 PGS turn LEFT, intercept 125° bearing to POY NDB, turn RIGHT, 177° bearing to MONOT.

CHANGES: Communications.

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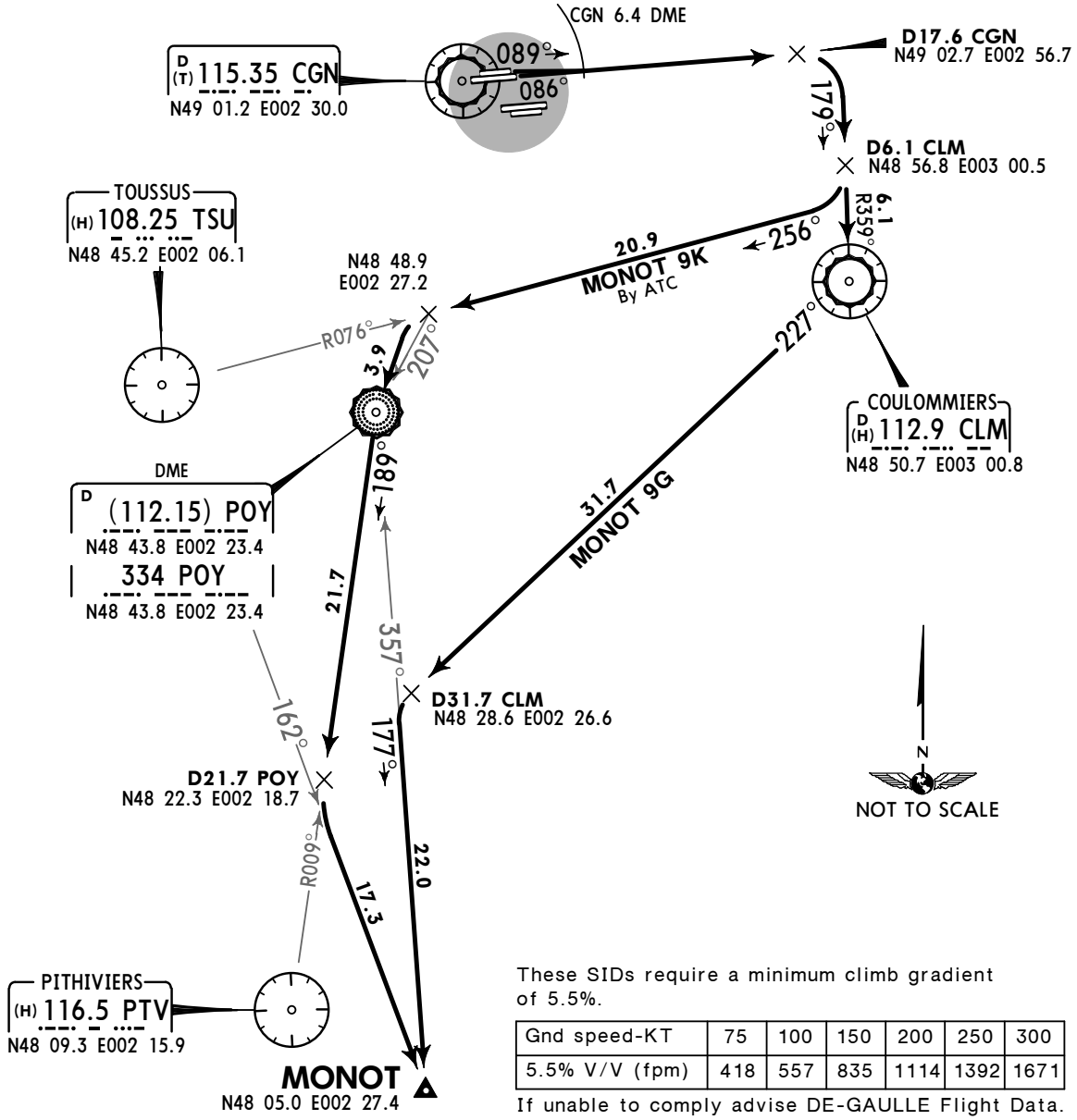
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

MONOT 9G [MONO9G] , MONOT 9K [MONO9K]
RWYS 09L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY R-161
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying CGN 8.2 DME, except for safety or control reasons. Do not commence any turn before overflight of CGN 8.2 DME in any case.

RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME intercept CGN R-086 (do not overshoot to south) to D17.6 CGN.
09R	Intercept CGN R-086 to D17.6 CGN.

SID	ROUTING
MONOT 9G	At D17.6 CGN turn RIGHT, intercept CLM R-359 inbound to CLM, CLM R-227 to D31.7 CLM, turn LEFT, intercept 177° bearing from POY NDB to MONOT.
MONOT 9K By ATC	At D17.6 CGN turn RIGHT, intercept CLM R-359 inbound to D6.1 CLM, turn RIGHT, intercept TSU R-076 inbound, when passing 207° bearing to POY NDB turn LEFT to POY NDB, 189° bearing to D21.7 POY, turn LEFT, intercept TSU R-162 to MONOT.

CHANGES: Communications.

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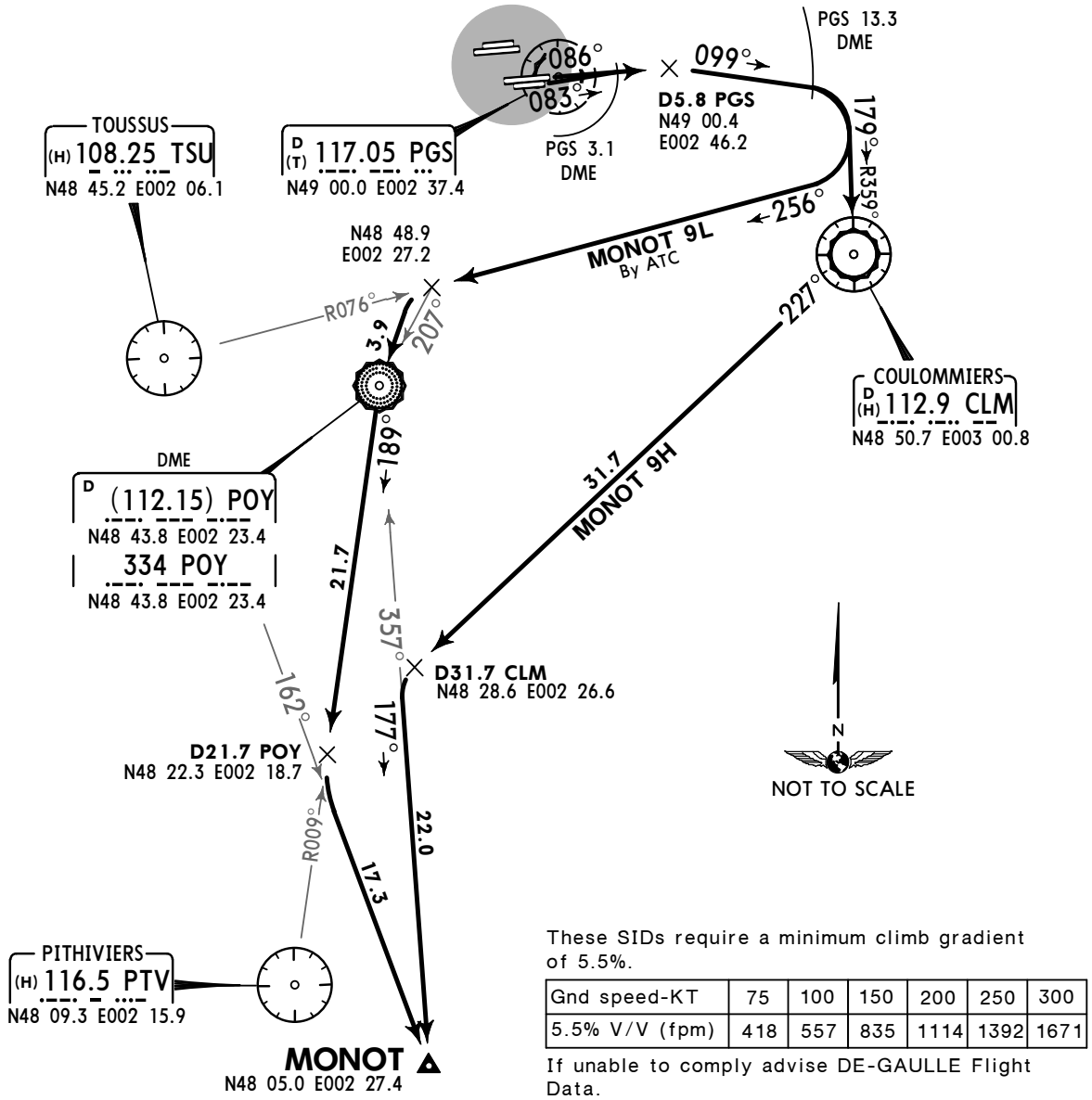
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

MONOT 9H [MONO9H], MONOT 9L [MONO9L]
RWYS 08L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY R-161
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D5.8 PGS.
08R	083° track, at PGS 3.1 DME intercept PGS R-086 (do not overshoot to north) to D5.8 PGS.

SID	ROUTING
MONOT 9H	At D5.8 PGS turn RIGHT, 099° track to PGS 13.3 DME, turn RIGHT, intercept CLM R-359 inbound to CLM, CLM R-227 to D31.7 CLM, turn LEFT, intercept 177° bearing from POY NDB to MONOT.
MONOT 9L By ATC	At D5.8 PGS turn RIGHT, 099° track to PGS 13.3 DME, turn RIGHT, intercept TSU R-076 inbound, when passing 207° bearing to POY NDB turn LEFT to POY NDB, 189° bearing to D21.7 POY, turn LEFT, intercept TSU R-162 to MONOT.

CHANGES: Communications.

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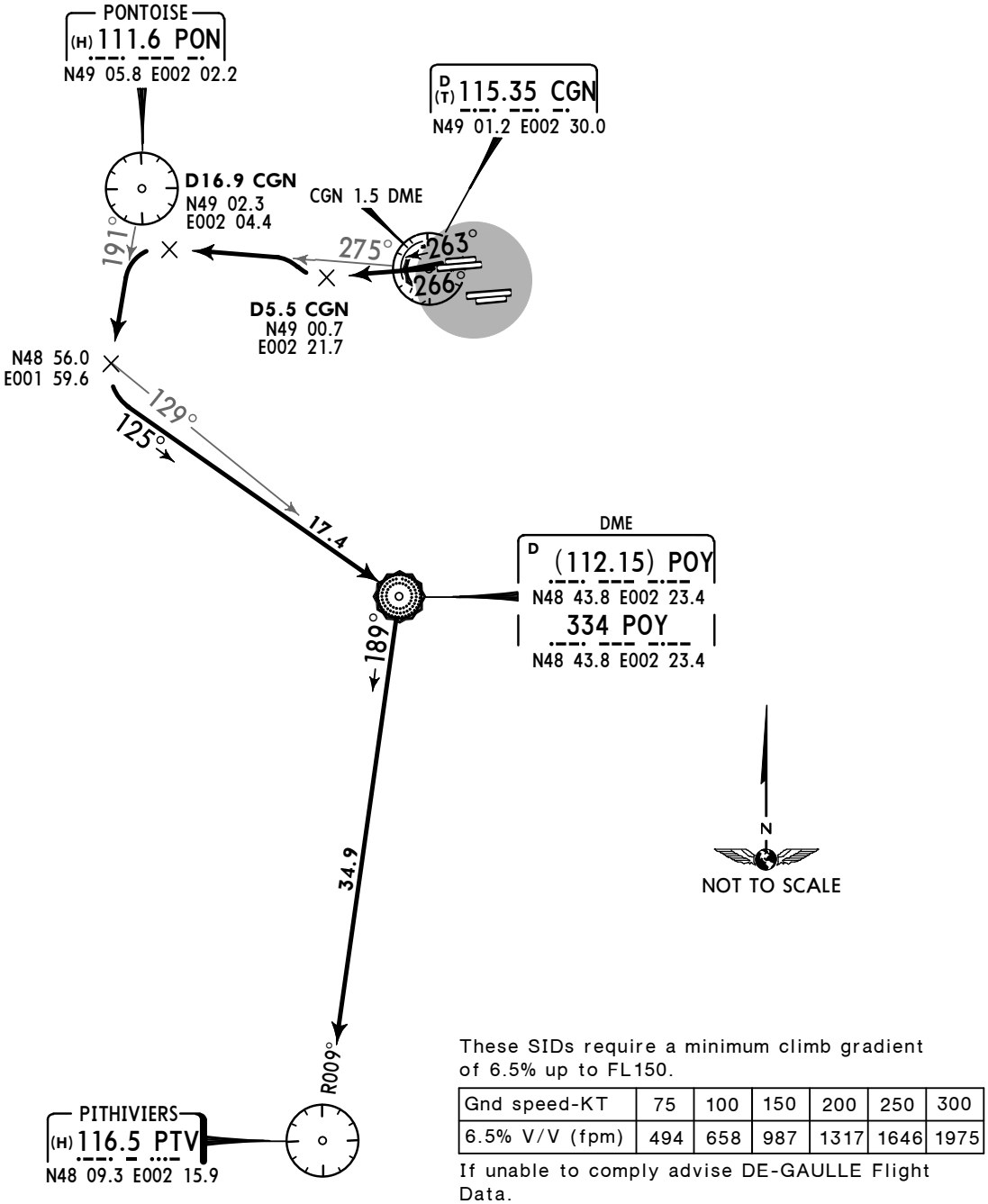
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CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (20-3X) Eff 2 Apr

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

PITHIVIERS 9A (PTV 9A), PITHIVIERS 9D (PTV 9D)
RWYS 27L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY B-31
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB/ROUTING
27L	Intercept CGN R-266 to D5.5 CGN, turn RIGHT, intercept CGN R-275 to D16.9 CGN, turn LEFT, intercept PON R-191, when passing 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, intercept PTV R-009 inbound to PTV.
27R	263° track, at CGN 1.5 DME outbound intercept CGN R-266 (do not overshoot to south) to D5.5 CGN, turn RIGHT, intercept CGN R-275 to D16.9 CGN, turn LEFT, intercept PON R-191, when passing 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, intercept PTV R-009 inbound to PTV.

CHANGES: Communications.

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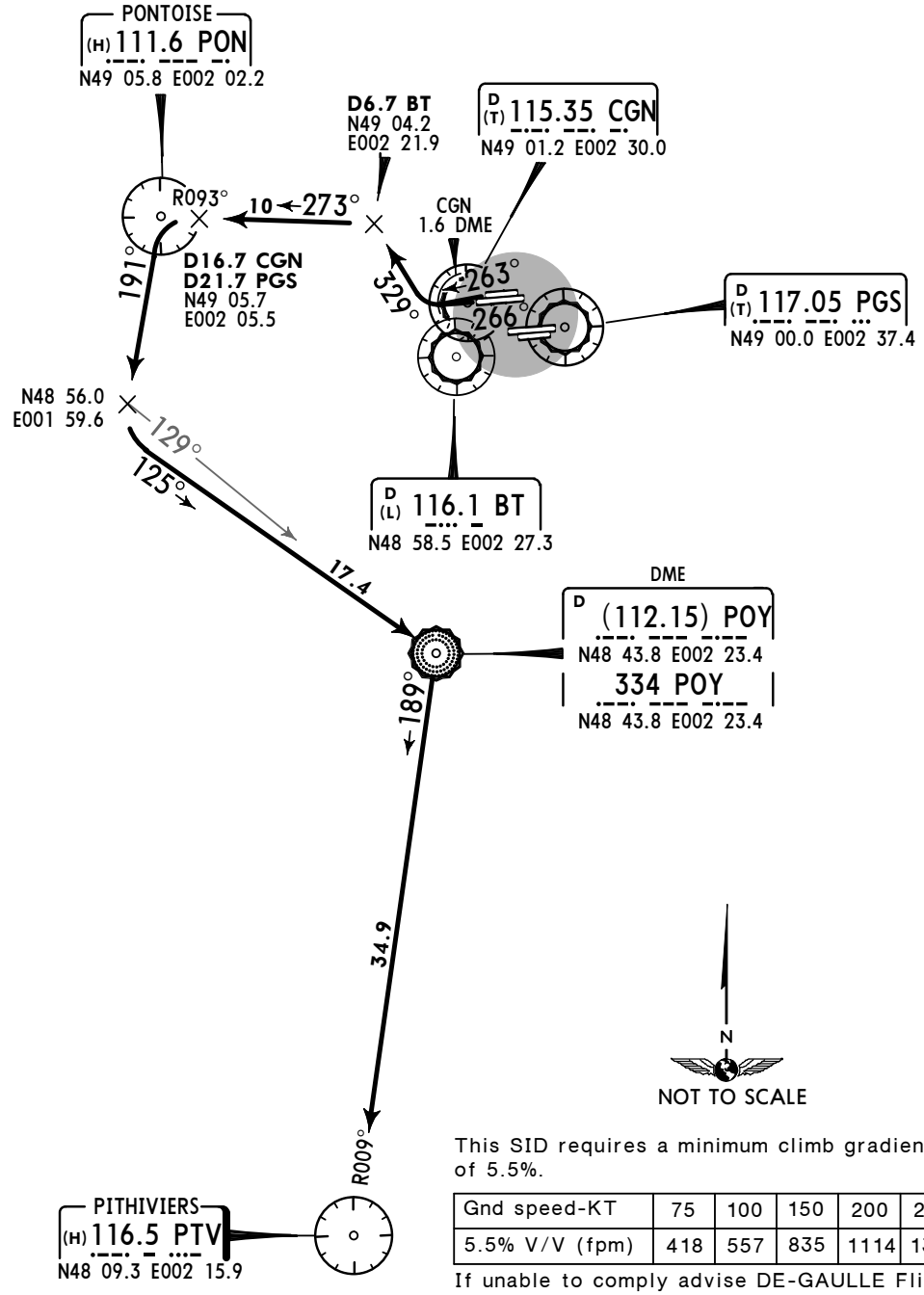
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (20-3X1) Eff 2 Apr

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

PITHIVIERS 9Z (PTV 9Z)
RWYS 27L/R DEPARTURE
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY B-31
SPEED: MAX 220 KT



This SID requires a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

RWY	INITIAL CLIMB/ROUTING
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D6.7 BT, intercept PON R-093 inbound to D16.7 CGN, turn LEFT, intercept PON R-191, when passing 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, intercept PTV R-009 inbound to PTV.
27R	263° track, at CGN 1.5 DME outbound intercept CGN R-266 (do not overshoot to south), turn RIGHT, intercept BT R-329 to D6.7 BT, intercept PON R-093 inbound to D16.7 CGN, turn LEFT, intercept PON R-191, when passing 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, intercept PTV R-009 inbound to PTV.

CHANGES: Communications.

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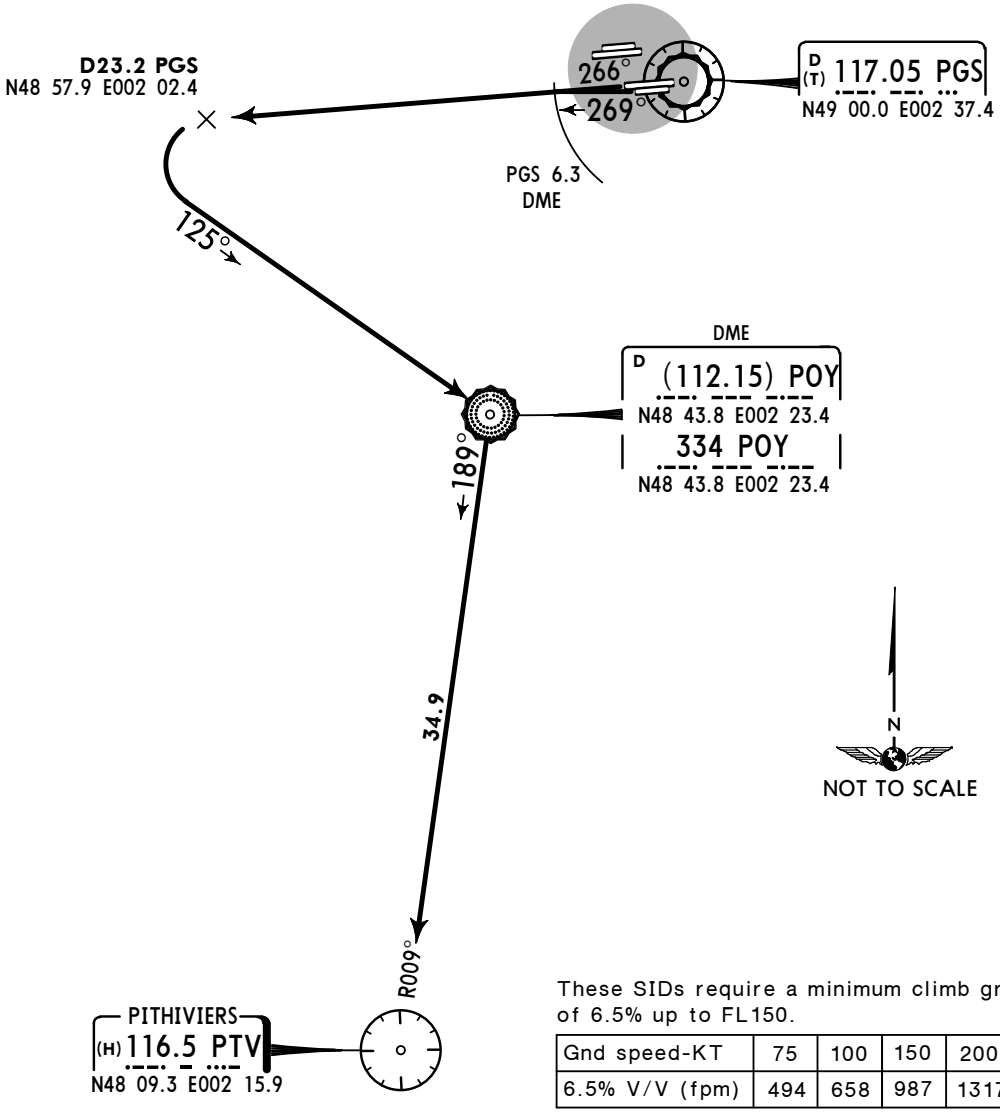
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

PITHIVIERS 9B (PTV 9B), PITHIVIERS 9E (PTV 9E)
RWYS 26L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY B-31
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until PGS 11.0 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB/ROUTING
26L	269° track, at PGS 6.3 DME intercept PGS R-266 (do not overshoot to north) to D23.2 PGS, turn LEFT, intercept 125° bearing to POY NDB, intercept PTV R-009 inbound to PTV.
26R	Intercept PGS R-266 to D23.2 PGS, turn LEFT, intercept 125° bearing to POY NDB, intercept PTV R-009 inbound to PTV.

CHANGES: Communications.

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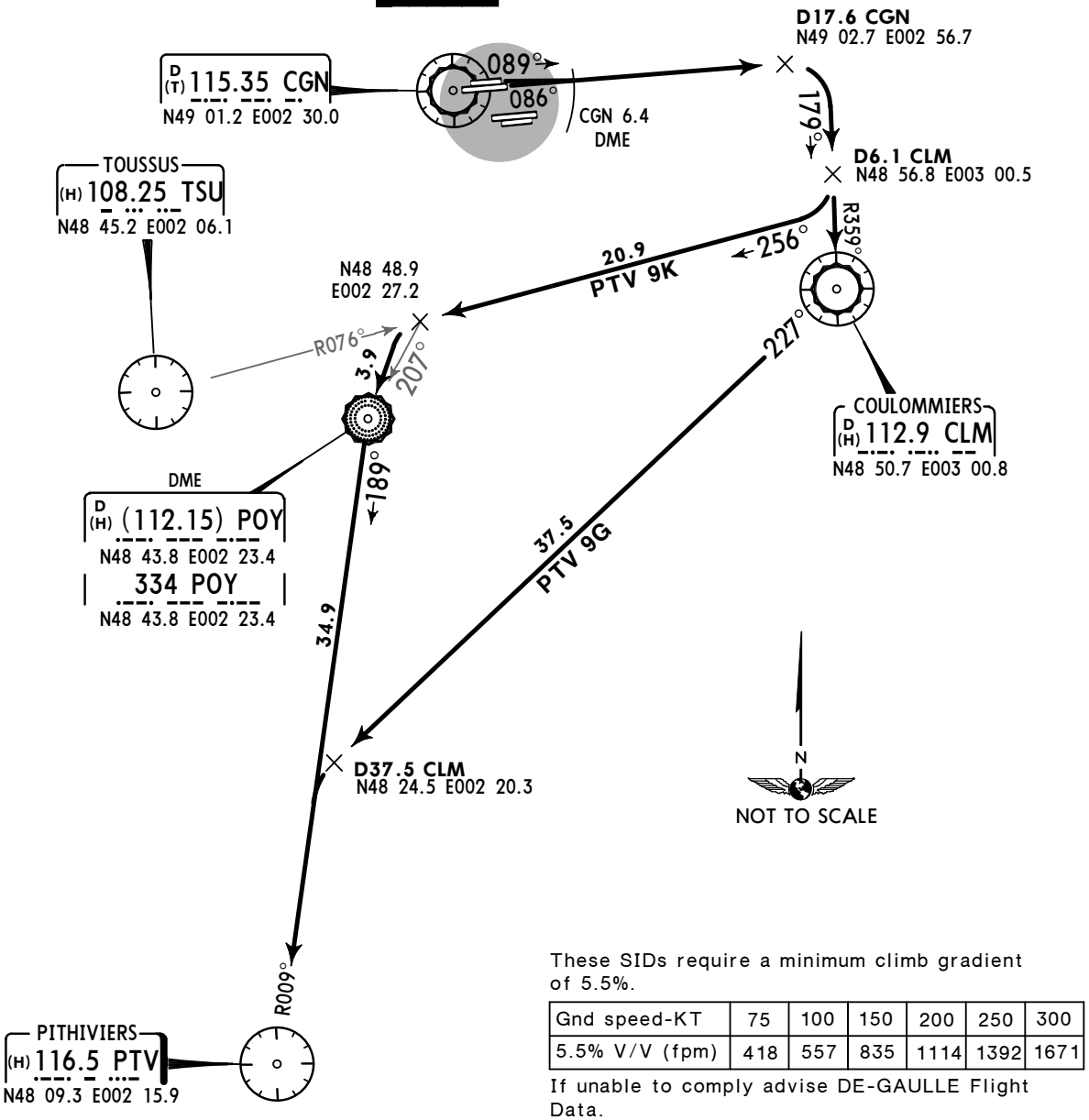
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

PITHIVIERS 9G (PTV 9G), PITHIVIERS 9K (PTV 9K)
RWYS 09L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY B-31
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until overflying CGN 8.2 DME, except for safety or control reasons. Do not commence any turn before overflight of CGN 8.2 DME in any case.

RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME intercept CGN R-086 (do not overshoot to south) to D17.6 CGN.
09R	Intercept CGN R-086 to D17.6 CGN.

SID	ROUTING
PTV 9G	At D17.6 CGN turn RIGHT, intercept CLM R-359 inbound to CLM, CLM R-227 to D37.5 CLM, turn LEFT, intercept PTV R-009 inbound to PTV.
PTV 9K	At D17.6 CGN turn RIGHT, intercept CLM R-359 inbound to D6.1 CLM, turn RIGHT, intercept TSU R-076 inbound, when passing 207° bearing to POY NDB turn LEFT to POY NDB, intercept PTV R-009 inbound to PTV.

CHANGES: Reissue.

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JEPPESEN
8 MAY 15 (20-3X4)

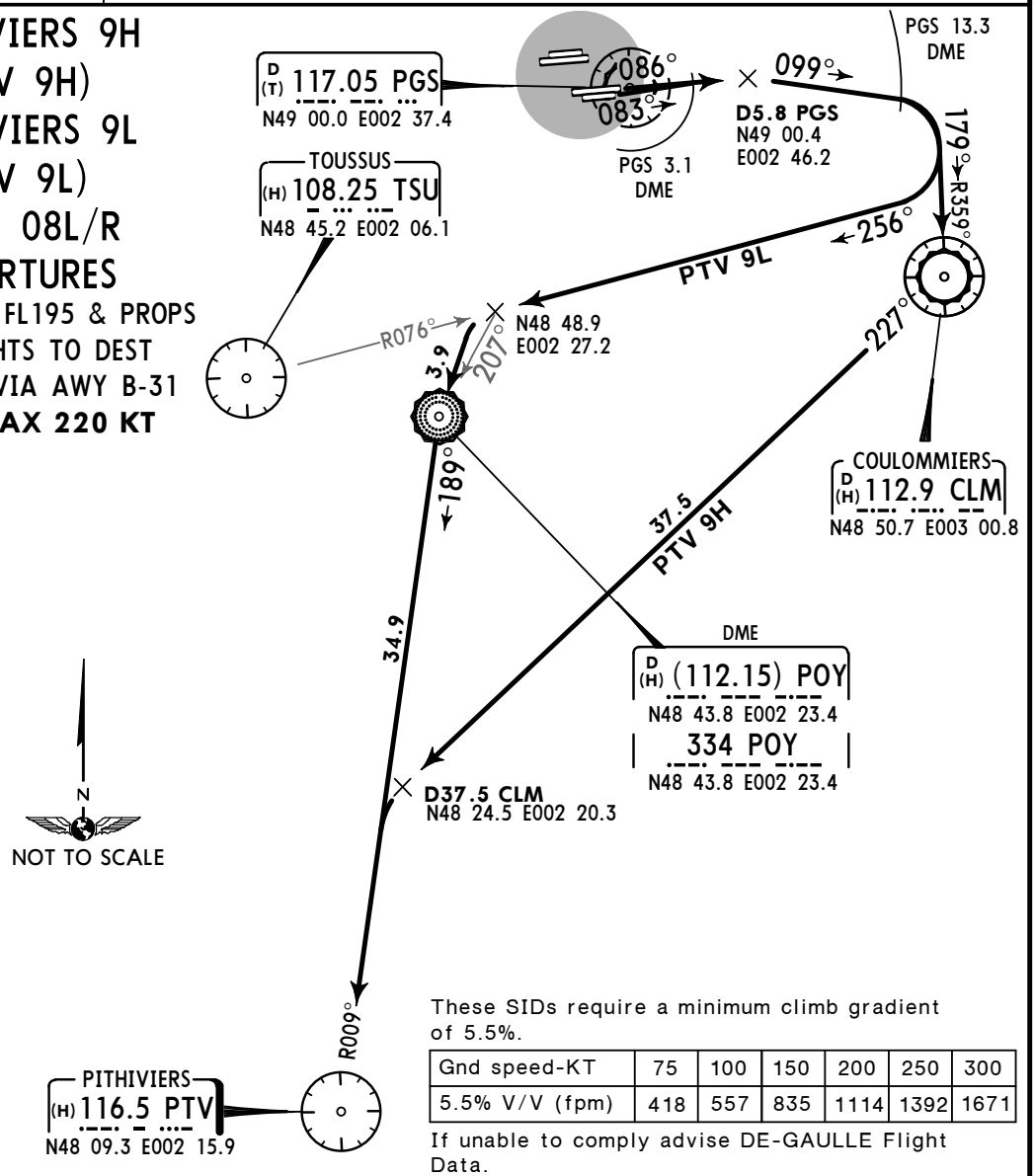
PARIS, FRANCE
SID

DE GAULLE Departure 133.380	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

PITHIVIERS 9H (PTV 9H) PITHIVIERS 9L (PTV 9L) RWYS 08L/R DEPARTURES

JETS BELOW FL195 & PROPS FOR FLIGHTS TO DEST SPECIFIED VIA AWY B-31

SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D5.8 PGS.
08R	083° track, at PGS 3.1 DME intercept PGS R-086 (do not overshoot to north) to D5.8 PGS.

SID	ROUTING
PTV 9H	At D5.8 PGS turn RIGHT, 099° track to PGS 13.3 DME, turn RIGHT, intercept CLM R-359 inbound to CLM, CLM R-227 to D37.5 CLM, turn LEFT, intercept PTV R-009 inbound to PTV.
PTV 9L	At D5.8 PGS turn RIGHT, 099° track to PGS 13.3 DME, turn RIGHT, intercept TSU R-076 inbound, when passing 207° bearing to POY NDB turn LEFT to POY NDB, intercept PTV R-009 inbound to PTV.

RWYS 08L/R, 09L/R, 26L/R, 27L/R OMNIDIRECTIONAL DEPARTURES

PROP ACFT ONLY

RWY	ROUTING
08L/R, 26L/R	Turn at 900′ (early Northbound turn), at 800′ (early Southbound turn).
09L/R, 27L/R	Turn at 800′ (early Northbound turn), at 900′ (early Southbound turn).

CHANGES: Reissue.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
2 JAN 15 (20-3X5) Eff 8 Jan

PARIS, FRANCE
DEPARTURE POGO

Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R and 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments. 3. POGO departures do not include holding procedures. 4. Mention 'DCT' in item 15, 'POGO' in item 18 of flight plan.

OB 9A
WESTERLY OPERATIONS AT LFPG & LFPO

OB 9D
WESTERLY OPERATIONS AT LFPG/EASTERLY OPERATIONS AT LFPO

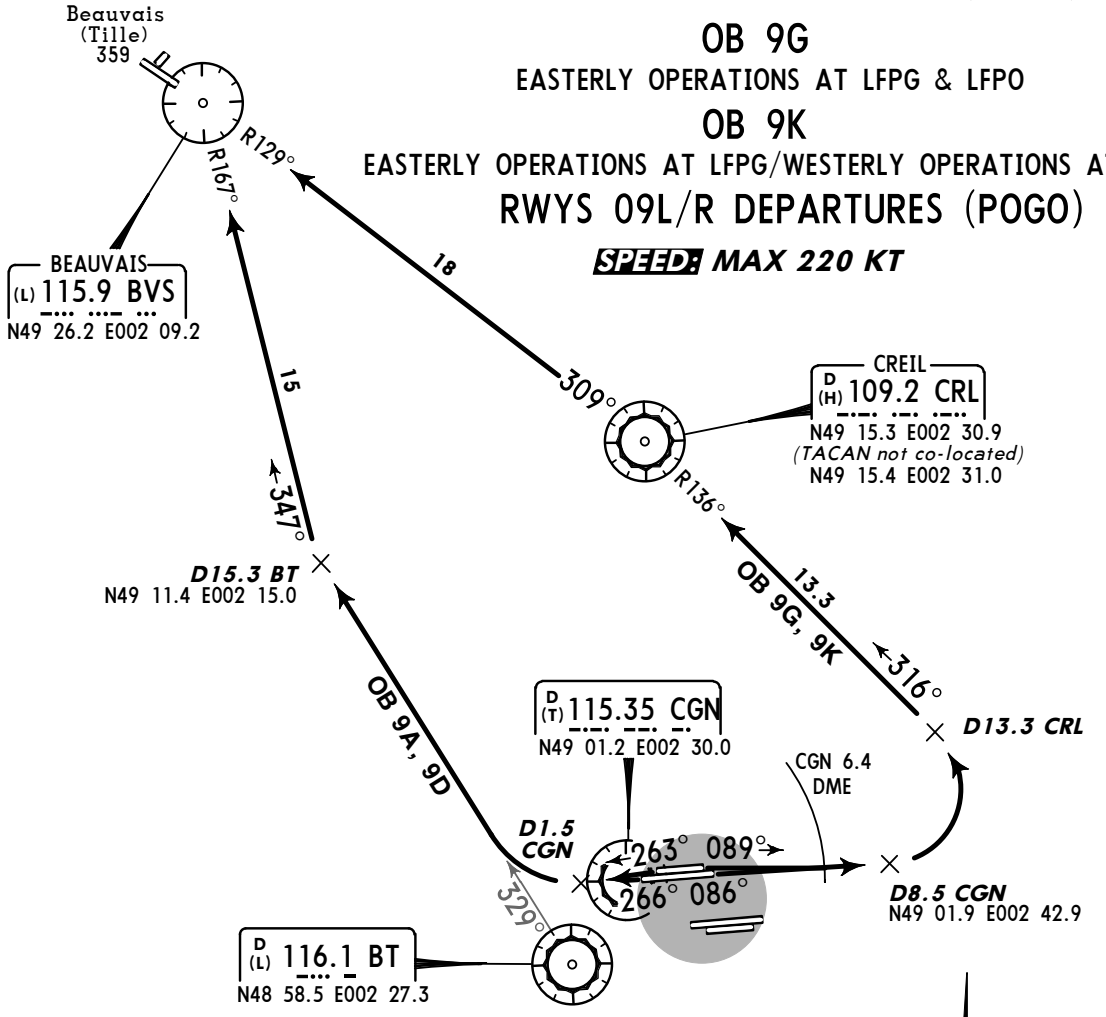
RWYS 27L/R DEPARTURES (POGO)

OB 9G
EASTERLY OPERATIONS AT LFPG & LFPO

OB 9K
EASTERLY OPERATIONS AT LFPG/WESTERLY OPERATIONS AT LFPO

RWYS 09L/R DEPARTURES (POGO)

SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **5000′**

RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME join initial climb RWY 09R (do not overshoot CGN R-086 to south).
09R	Intercept CGN R-086 to D8.5 CGN.
27L	Intercept CGN R-266 to D1.5 CGN.
27R	263° track, at CGN 1.5 DME outbound join initial climb RWY 27L (do not overshoot CGN R-266 to south).
SID	**ROUTING**
OB 9A, 9D	At D1.5 CGN turn RIGHT, intercept BT R-329, at D15.3 BT turn RIGHT, intercept BVS R-167 inbound to BVS, follow ATC instructions to join the final approach procedure.
OB 9G, 9K	At D8.5 CGN turn LEFT, intercept CRL R-136 inbound to CRL, BVS R-129 inbound to BVS, follow ATC instructions to join the final approach procedure.

CHANGES: POGO departures renamed & renumbered; procedure text established.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
2 JAN 15 (20-3X6) Eff 8 Jan

PARIS, FRANCE
DEPARTURE POGO

Apt Elev
392′

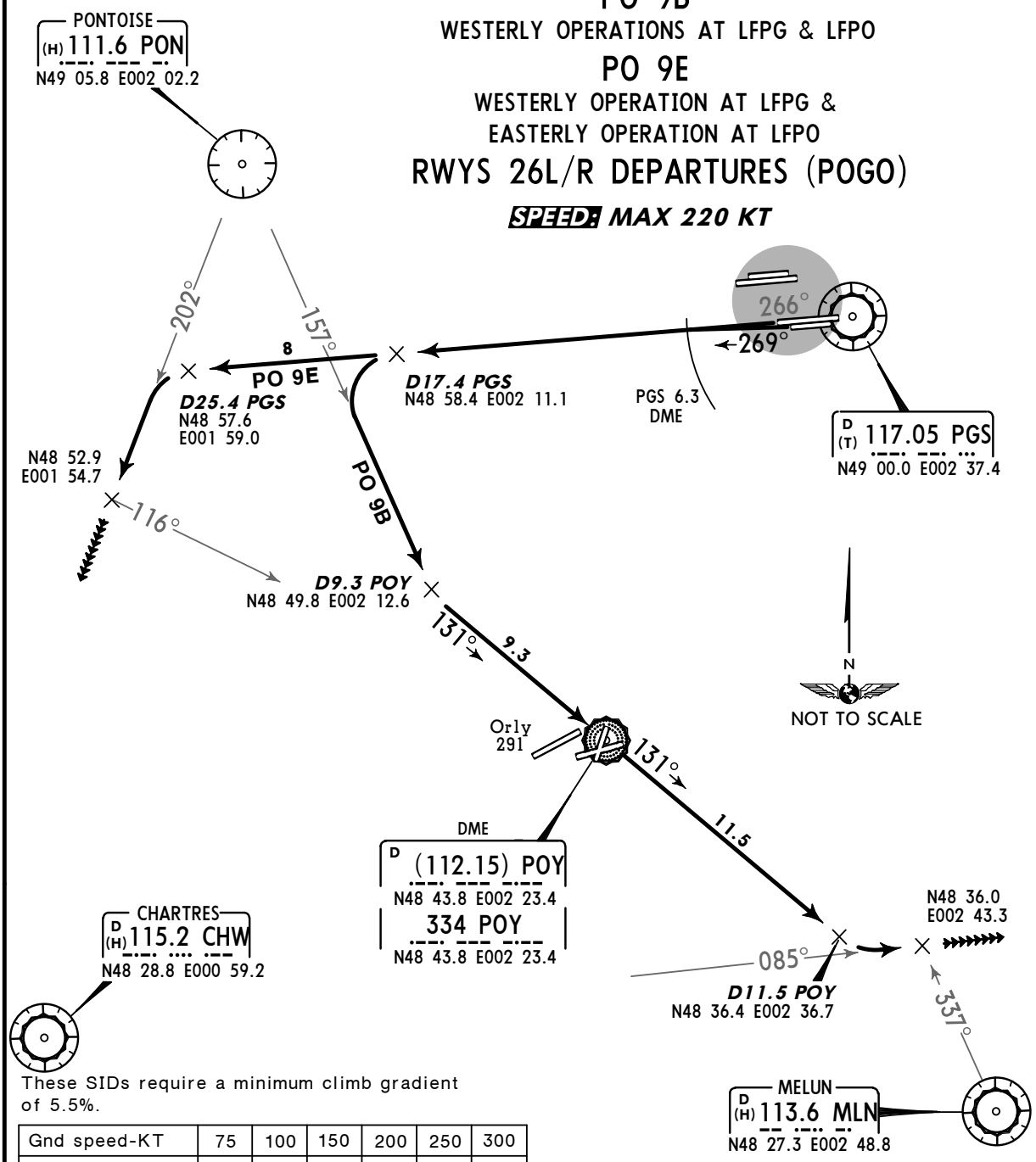
Trans level: By ATC Trans alt: 5000′
1. SIDs are also minimum noise routings (refer to 20-4).
2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.
3. POGO departures do not include holding procedures.
4. Mention 'DCT' in item 15, 'POGO' in item 18 of flight plan.

PO 9B
WESTERLY OPERATIONS AT LFPG & LFPO

PO 9E
WESTERLY OPERATION AT LFPG &
EASTERLY OPERATION AT LFPO

RWYS 26L/R DEPARTURES (POGO)

SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

PO 9B: Initial climb clearance **FL80**
PO 9E: Initial climb clearance **5000′**

RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME outbound join initial climb RWY 26R (do not overshoot PGS R-266 to south).
26R	Intercept CGN R-266 to D17.4 PGS (PO 9B) or D25.4 PGS (PO 9E).
SID	**ROUTING**
PO 9B	At D17.4 PGS turn LEFT, intercept PON R-157, at D9.3 POY turn LEFT, intercept 131° bearing to POY NDB, then to D11.5 POY, turn LEFT, intercept CHW R-085, at MLN R-337 EXPECT RADAR vectoring to join the final approach procedure.
PO 9E	At D25.4 PGS turn LEFT, intercept PON R-202, at 116° bearing to POY NDB EXPECT RADAR vectoring to join the final approach procedure.

CHANGES: POGO departures renamed & renumbered; procedure text established.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
2 JAN 15 (20-3X7) Eff 8 Jan

PARIS, FRANCE
DEPARTURE POGO

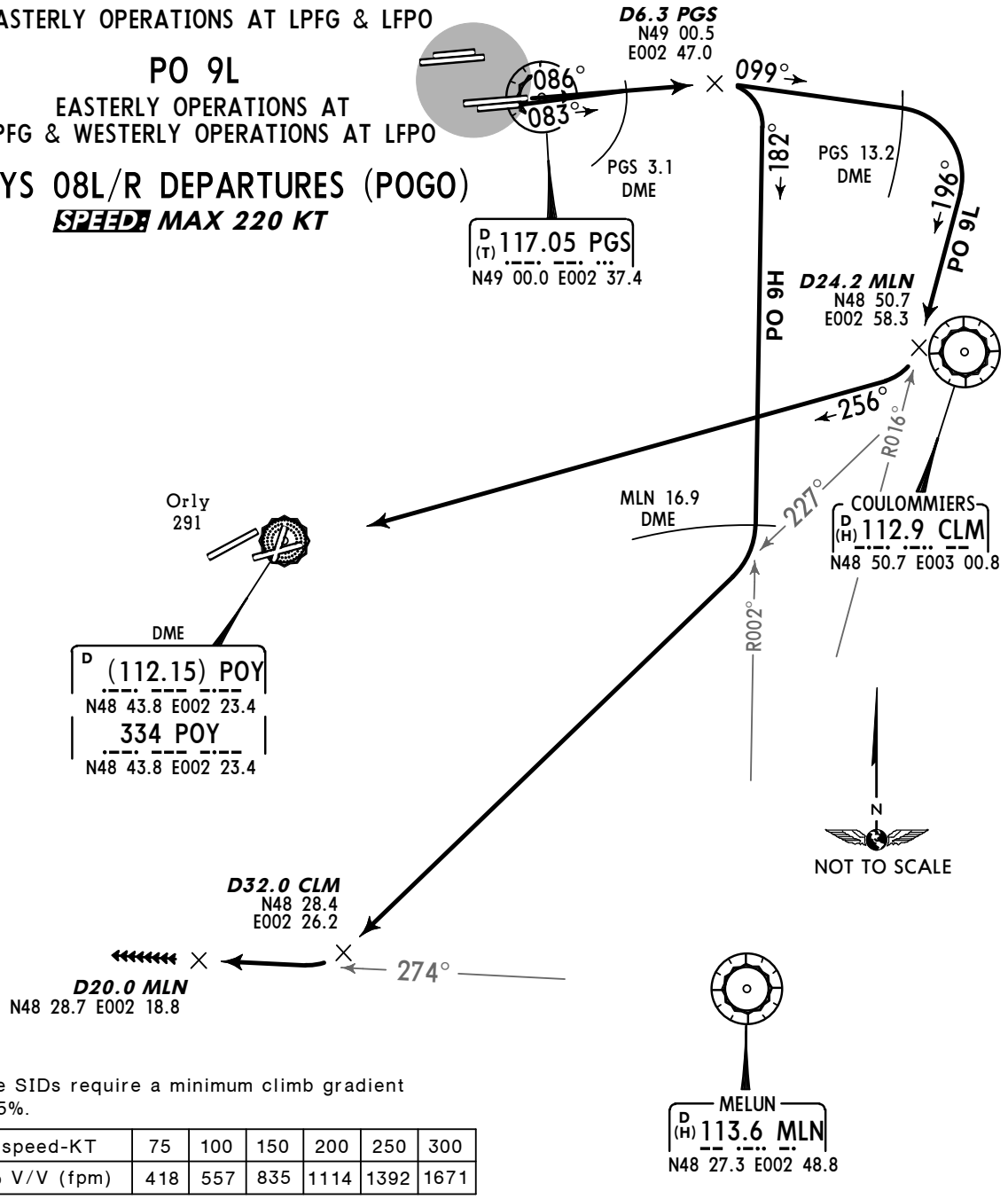
Apt Elev 392′

Trans level: By ATC Trans alt: 5000′
1. SIDs are also minimum noise routings (refer to 20-4).
2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.
3. POGO departures do not include holding procedures.
4. Mention 'DCT' in item 15, 'POGO' in item 18 of flight plan.

PO 9H
EASTERLY OPERATIONS AT LPFG & LFPO

PO 9L
EASTERLY OPERATIONS AT LPFG & WESTERLY OPERATIONS AT LFPO

RWYS 08L/R DEPARTURES (POGO)
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

PO 9H: Initial climb clearance **2000′**
PO 9L: Initial climb clearance **4000′**

RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D6.3 PGS.
08R	083° track, at PGS 3.1 DME join initial climb RWY 08L (do not overshoot PGS R-086 to south).
SID	**ROUTING**
PO 9H	At D6.3 PGS turn RIGHT, intercept MLN R-002 inbound towards MLN, at MLN 16.9 DME turn RIGHT, intercept CLM R-227, at D32.0 CLM turn RIGHT, intercept MLN R-274, at D20.0 MLN EXPECT RADAR vectoring to join the final approach procedure.
PO 9L	At D6.3 PGS turn RIGHT, 099° track, at PGS 13.2 DME turn RIGHT, intercept MLN R-016 inbound towards MLN, at D24.2 MLN turn RIGHT, 256° track and follow ATC instructions to join the final approach procedure.

CHANGES: POGO departures renamed & renumbered; procedure text established.

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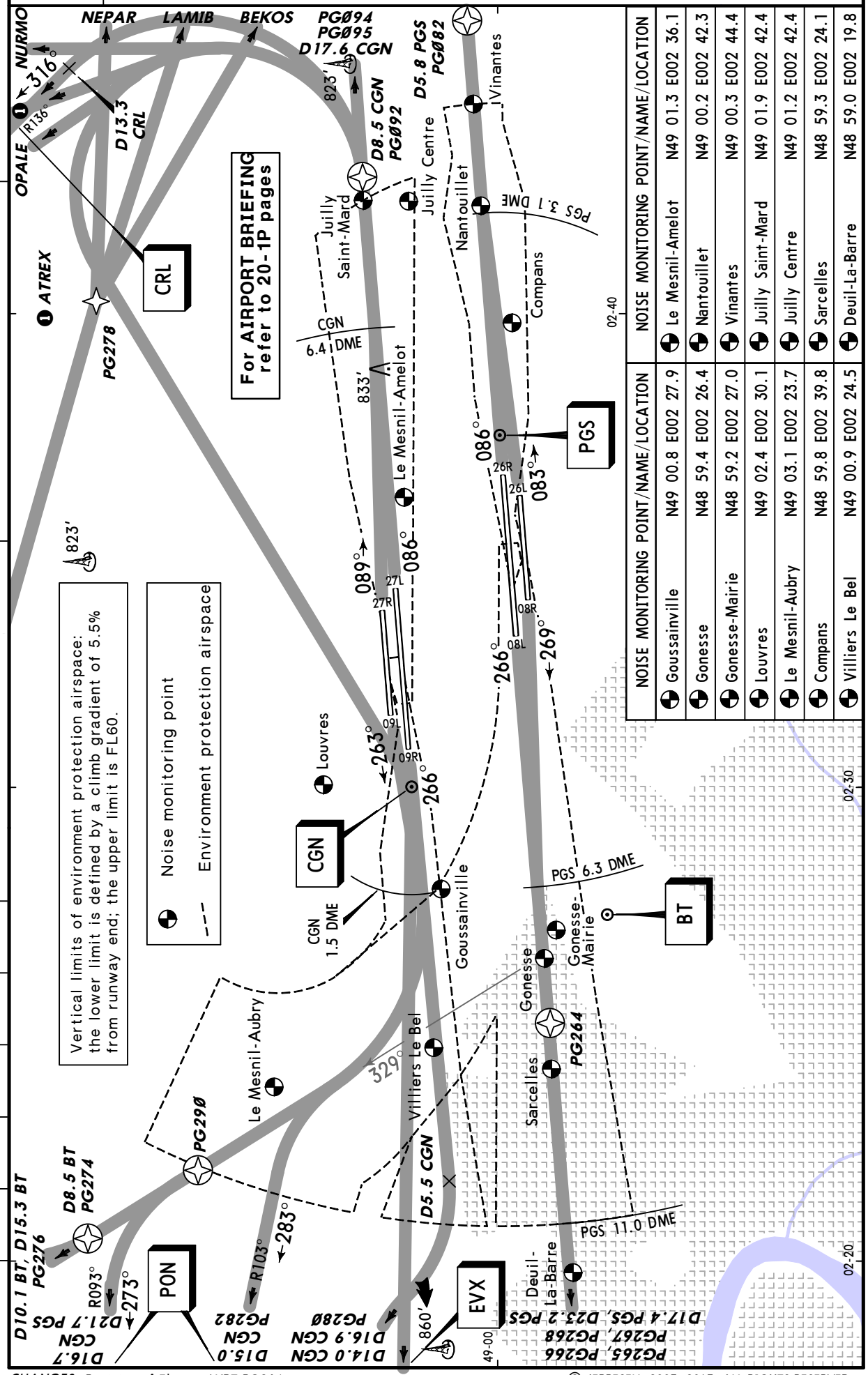
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LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
NOISE

Apt Elev 392'

NOISE ABATEMENT



NOISE MONITORING POINT/NAME/LOCATION		
Goussainville	N49 00.8	E002 27.9
Gonesse	N48 59.4	E002 26.4
Gonesse-Mairie	N48 59.2	E002 27.0
Louvres	N49 02.4	E002 30.1
Le Mesnil-Aubry	N49 03.1	E002 23.7
Compans	N48 59.8	E002 39.8
Villiers Le Bel	N49 00.9	E002 24.5

NOISE MONITORING POINT/NAME/LOCATION		
Le Mesnil-Amelot	N49 01.3	E002 36.1
Nantouillet	N49 00.2	E002 42.3
Vinantes	N49 00.3	E002 44.4
Juilly Saint-Mard	N49 01.9	E002 42.4
Juilly Centre	N49 01.2	E002 42.4
Sarcelles	N48 59.3	E002 24.1
Deuil-La-Barre	N48 59.0	E002 19.8

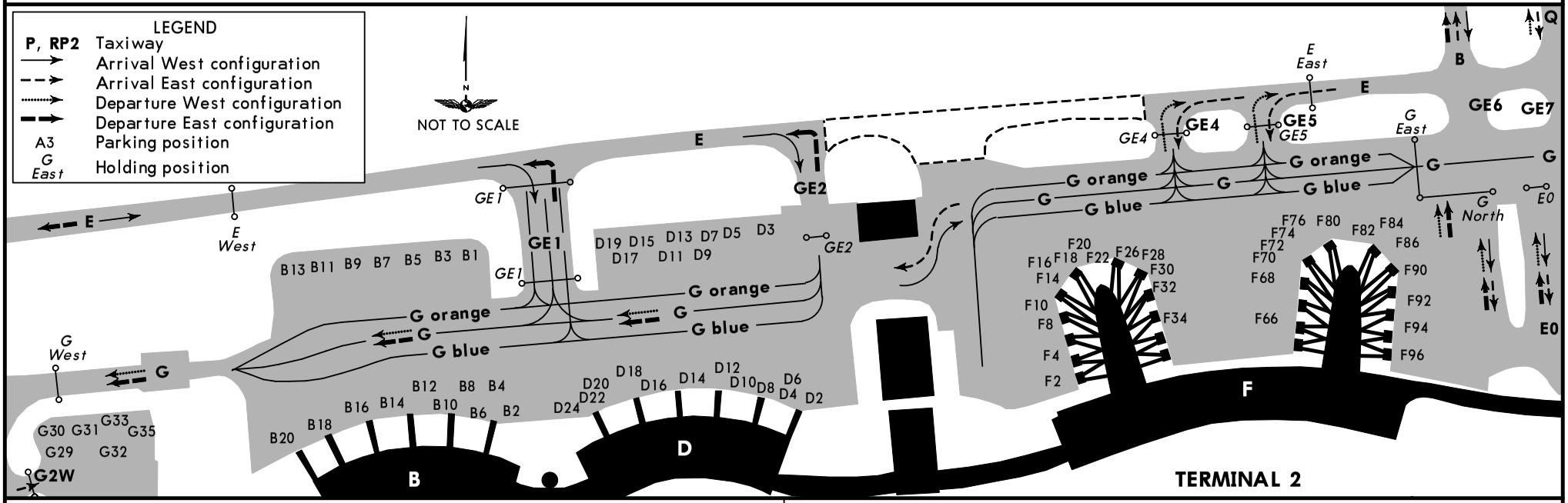
CHANGES: Position of Flyover WPT PG264.

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CHANGES: Arrival and departure configuration.

CONSTRUCTION WORKS ON TUNNEL UNDER TWY E

REFER ALSO TO LATEST NOTAMS



Introduction:

The creation of a road tunnel under twy E requires a partial closure of twy E and a modification of the ground movements for arrivals and departures from stands B, D, F and K.

Description:

- Closure H24 of twy E between twy GE2 and GE4 both excluded.
- Creation of Intermediate Holding Point (PAI) E West located on twy E, West of GE1.
- Creation of PAI E East located on twy E, East of GE5.

Use restrictions:

- Taxiway E downgraded to "apron taxiway" between PAI E West and E East.
- Taxiway E and G are limited to acft with wingspan of less than 118'/36m between twy GE1 and GE6 both excluded.

Modification of ground movements:

- Arrivals on even stands B, D and F (East configuration):
  - Transfer at PAI E East to 121.58 for acft with wingspan less than 118'/36m.
- Arrivals on stand B (East configuration):
  - Transfer at PAI E West to 121.64 for acft with wingspan more than 118'/36m.
- Arrivals on even stands B, D and F (West configuration):
  - Transfer at PAI E West to 121.64.
- Arrivals on odd stands F (West configuration):
  - from rwys 27: twy B.
  - from rwys 26: twy R, E4 and G.
- Departures from stands B and D (East and West configurations):
  - Transfer of acft at PAI G West and GE1 to 121.81.
- Departures from odd stands F (East and West configuration):
  - Transfer of acft at PAI E0 to 121.98 then taxiing:
    - via twy B (for rwys 09).
    - via twy G, E4 and R (for rwys 08).
- Departures from stands K (East configuration):
  - Transfer of acft at PAI KG1 and KG2 to 121.98 then taxiing:
    - via twy G, E4 and R (rwys 08).

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LFPG/CDG

JEPPESEN

28 NOV 14 (20-08) Eff 11 Dec

PARIS, FRANCE

CHARLES-DE-GAULLE

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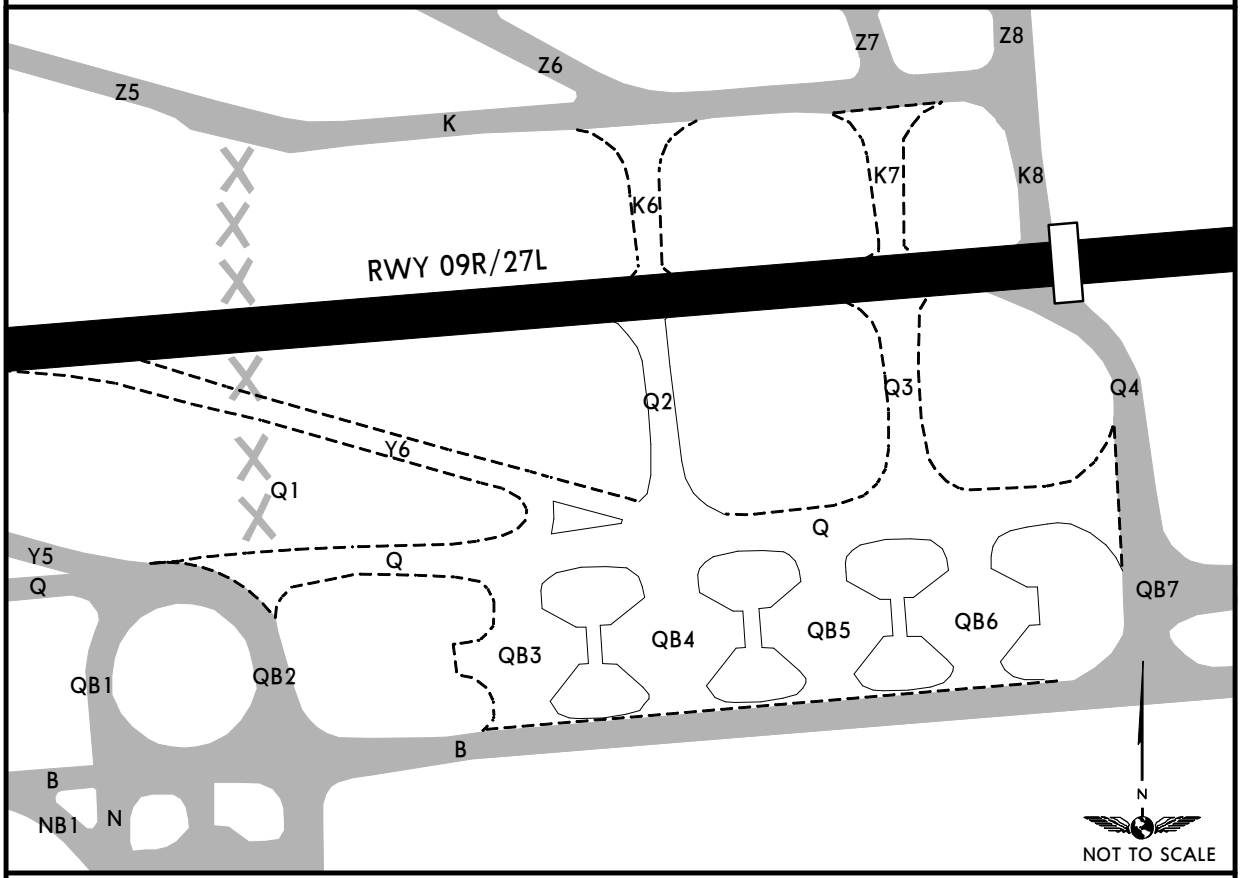
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REHABILITATION WORKS ON TWY Q

REFER ALSO TO LATEST NOTAMS

Works will take place with the H24 closure of the following taxiways:
- Q between QB2 and QB7 both excluded,
- Y6,
- QB3,
- QB4,
- QB5,
- QB6,
- Crossing K6 and Q2
- Crossing K7 and Q3

ACFT taxiing on TWY K must give priority to arriving ACFT clearing the RWY via TWY Z6, Z7 and Z8.



CHANGES: New temporary chart.

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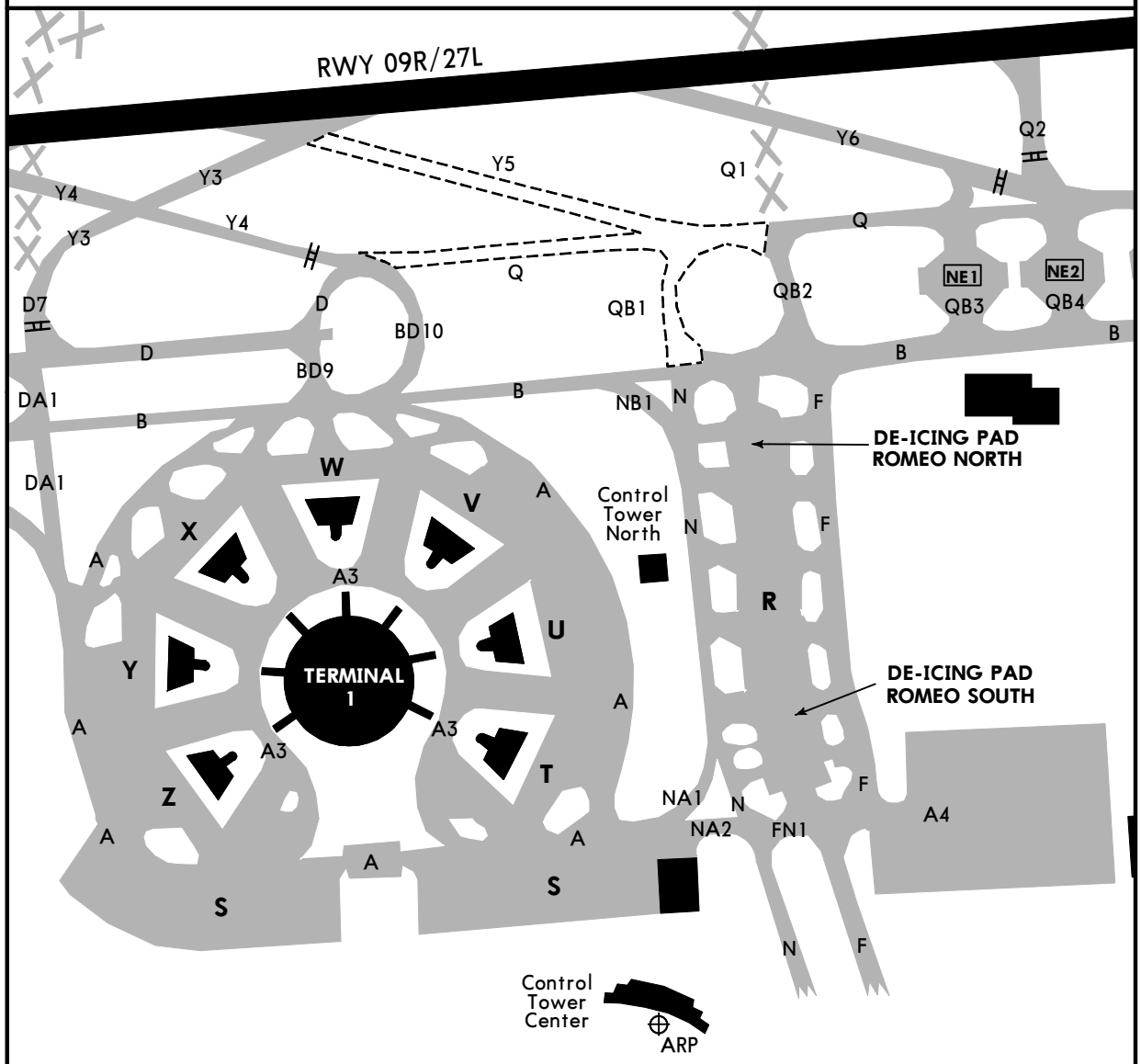
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PARIS, FRANCE
CHARLES-DE-GAULLE

OVERWIDTH WORKS ON TWY QB1

REFER ALSO TO LATEST NOTAMS

Works will take place with the H24 closure of the following taxiways:
- Y5,
- QB1 between taxiways Q included and B excluded,
- Q between taxiways BD10 excluded and taxiway QB2 excluded.



LEGEND

B, D	Taxiway
W	Parking area
NE3	De-icing pad

CHANGES: New temporary chart.

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Apt Elev 392′
N49 00.6 E002 32.9

JEPPESEN 20-9 17 JUL 15 Eff 23 Jul

PARIS, FRANCE
CHARLES-DE-GAULLE

ATIS	ACARS: D-ATIS DCL	DE GAULLE Flight Data (Cpt)	*DE GAULLE Traffic (GND)	DE GAULLE Ground North	DE GAULLE Ground South	Tower Rwys 09L/R & 27L/R	Tower Rwys 08L/R & 26L/R	DE GAULLE Departure
127.130 (French 128.225)		121.840 121.730	(Refer to table below)	121.610 121.780	121.810 121.980	119.250 123.605	120.9 118.655	124.355 133.380 131.2

*DE GAULLE Traffic (GND)

Parking Area	Frequency
B, D	121.640
F	121.580
K,L	121.680
J	121.880
A, C & E	121.930
I & EN	131.6

"HOT SPOTS"
Positions on the airport surface where runway/taxiway incursions have taken place.

For AIRPORT BRIEFING refer to 20-1P pages. For complete twy designation, holding points, de-icing pads and runway incursion hot spots refer to 20-9A/20-9B.

LEGEND
A, F Parking area
B, Q Taxiway
HOT SPOTS

10° W

09L 086° Elev 378′ 8858′ 2700m Elev 392′ 27R 266°
09L/27L 13,780′ 4200m
09R 086° Elev 370′ 27L 266° Elev 386′
VOR
26R 266° Elev 315′
26L 266° Elev 316′
13,829′ 4215m
08L 086° Elev 338′
08R 086° Elev 336′ 8858′ 2700m

TERMINAL 3
TML 1
TML 2
TML S3
TML S4
TML 2G
Control Tower North
Control Tower Center
Control Tower East Apron
Control Tower South 614′
MET
FIRE-STATION 1
Blast fences
ARP

FOR DETAILS SEE 20-9A
FOR DETAILS SEE 20-9B
FOR DETAILS SEE 20-9D
FOR DETAILS SEE 20-9E
FOR DETAILS SEE 20-9F
FOR DETAILS SEE 20-9G
FOR DETAILS SEE 20-9H
FOR DETAILS SEE 20-9J

DE-ICING PAD JN
DE-ICING PAD JS
DE-ICING PADS SE1 thru SE4

❶ DE-ICING PADS NW1 THRU NW4
❷ DE-ICING PADS ROMEO NORTH & SOUTH
❸ DE-ICING PADS NE1 THRU NE4
❹ DE-ICING PADS SW1 thru SW4
❺ Control Tower South 614′

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

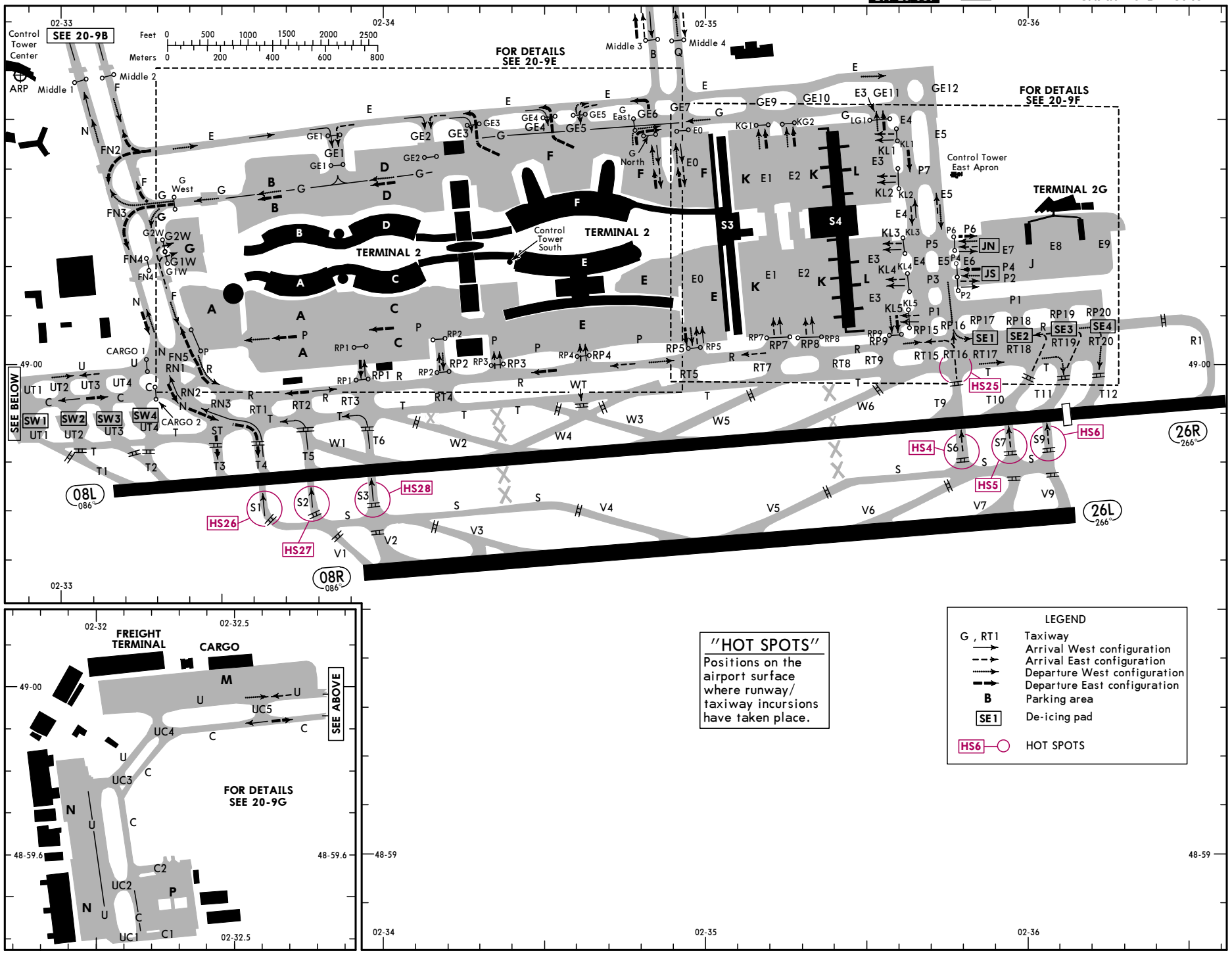
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JEPPESEN
17 JUL 15
Eff 23 Jul
20-9A

PARIS, FRANCE
CHARLES-DE-GAULLE



"HOT SPOTS"

Positions on the airport surface where runway/ taxiway incursions have taken place.

LEGEND

- G , RT1 — Taxiway
- Arrival West configuration
- Arrival East configuration
- Departure West configuration
- Departure East configuration
- B — Parking area
- SE1 — De-icing pad
- HS6 — HOT SPOTS

CHANGES: Routing for Arrival West configuration on RT2 and RT3 withdrawn.

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ADDITIONAL RUNWAY INFORMATION

RWY		RVR	USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
08L 26R	HIRL (60m) CL (15m) HIALS-II SFL TDZ REIL PAPI-L(angle 3.0°) HST	RVR	13,681' 4170m	12,634' 3851m	❶ ❸	148' 45m
			11,860' 3615m	10,804' 3293m	❷ ❹	

❶ TORA RWY 08L: From rwy head 13,681' (4170m)
twy T2 int 13,139' (4005m)
twy T3 int 12,385' (3775m)
twy T4 int 11,860' (3615m)
twy T5 int 11,270' (3435m)
twy T6 int 10,449' (3185m)

❷ TORA RWY 26R: From rwy head 13,829' (4215m)
twy T12 int 12,254' (3735m)
twy T11 int 11,860' (3615m)
twy T10 int 11,352' (3460m)
twy T9 int 10,630' (3240m)

❸ RWY 08L: Full length of 13,681' (4170m) or twy T2 int 13,139' (4005m) avbl only for long-range flights, (with 30 min PNR on first contacted freq), which performance requires TORA of more than 12,385' (3775m), or when cleared by ATC.

❹ RWY 26R: Full length of 13,829' (4215m) avbl only for long-range flights, (with 30 min PNR on first contacted freq), which performance requires TORA of more than 12,254' (3735m), or when cleared by ATC.

08R 26L	HIRL (60m) CL (15m) HIALS-II SFL TDZ REIL PAPI-R(angle 3.0°) HST	RVR		7839'2389m	❺	197' 60m
	HIRL (60m) CL (15m) HIALS-II SFL TDZ REIL PAPI-L(angle 3.0°) HST	RVR		7825'2385m	❻	

❺ TORA RWY 08R: From rwy head 8858' (2700m)
twy V2 int 8596' (2620m)
twy V3 int 7054' (2150m)

❻ TORA RWY 26L: From rwy head 8858' (2700m)
twy V7 int 8235' (2510m)
twy V6 int 6693' (2040m)

09L 27R	HIRL (60m) CL (15m) HIALS-II SFL TDZ REIL PAPI-L(angle 3.0°) HST	RVR		7869'2398m	❼	197' 60m
				7709'2350m	❽	

❼ TORA RWY 09L: From rwy head 8858' (2700m)
twy Z2 int 8399' (2560m)
twy Z3 int 6890' (2100m)

❽ TORA RWY 27R: From rwy head 8858' (2700m)
twy Z7 int 8202' (2500m)
twy Z6 int 6890' (2100m)

09R 27L	HIRL (60m) CL (15m) HIALS-II SFL TDZ REIL PAPI-L(angle 3.0°) HST	RVR		12,697' 3870m	❾ ⓫	148' 45m
			11,811' 3600m	10,681' 3256m	❿ ⓬	

❾ TORA RWY 09R: From rwy head 13,780' (4200m)
twy D2 int 13,025' (3970m)
twy D3 int 11,909' (3630m)
twy D4 int 11,352' (3460m)
twy D5 int 10,433' (3180m)
twy D6 int 9711' (2960m)

❿ TORA RWY 27L: From rwy head 13,780' (4200m)
twy Q5 int 12,730' (3880m)
twy Q4 int 11,811' (3600m)
twy Q3 int 11,286' (3440m)
twy Q2 int 10,433' (3180m)

⓫ RWY 09R: Full length of 13,780' (4200m) or twy D2 int 13,025' (3970m) avbl only for long-range flights, (with 30 min PNR on first contacted freq), which performance requires TORA of more than 11,909' (3630m), or when cleared by ATC.

⓬ RWY 27L: Full length of 13,780' (4200m) avbl only for long-range flights, (with 30 min PNR on first contacted freq), which performance requires TORA of more than 12,730' (3880m), or when cleared by ATC.

Standard

TAKE-OFF [1]

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

[1] Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.
[2] With approved guidance system: ABCD 75m.

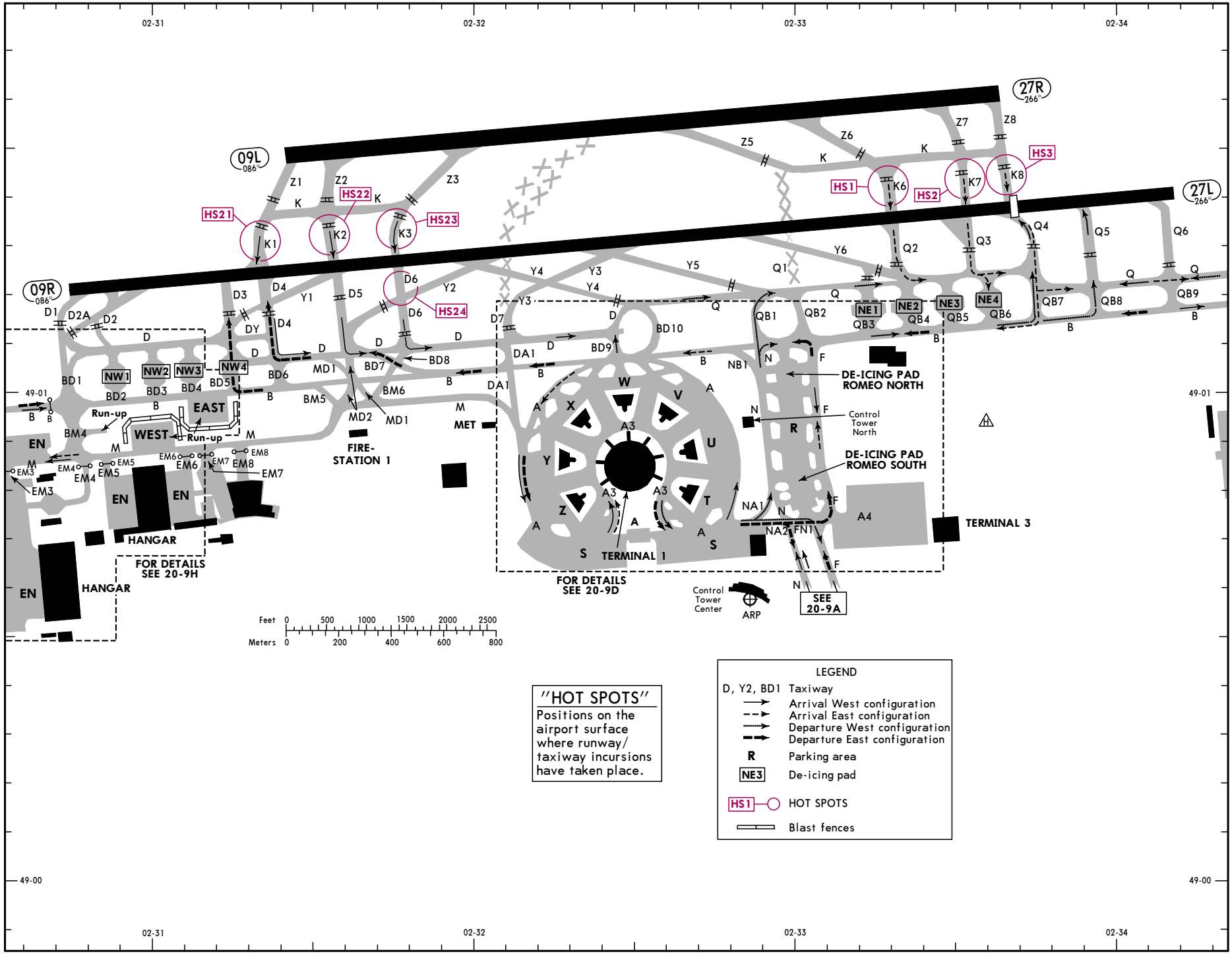
CHANGES: TORA-note wording.

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PARIS, FRANCE
CHARLES-DE-GAULLE



"HOT SPOTS"
Positions on the airport surface where runway/ taxiway incursions have taken place.

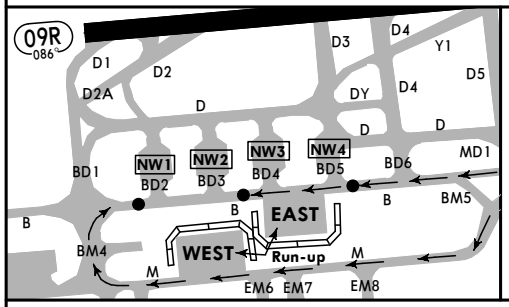
LEGEND
D, Y2, BD1 Taxiway
Arrival West configuration
Arrival East configuration
Departure West configuration
Departure East configuration
R Parking area
NE3 De-icing pad
HS1 HOT SPOTS
Blast fences

CHANGES: Routing for Arrival East configuration on QB4 withdrawn.

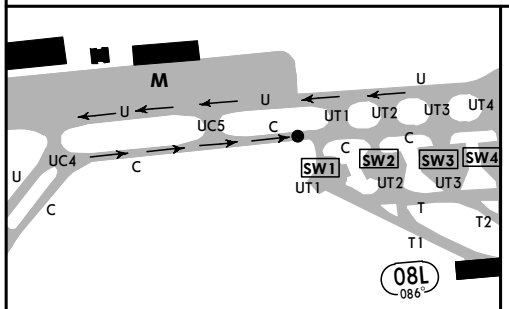
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DE-ICING PROCEDURES

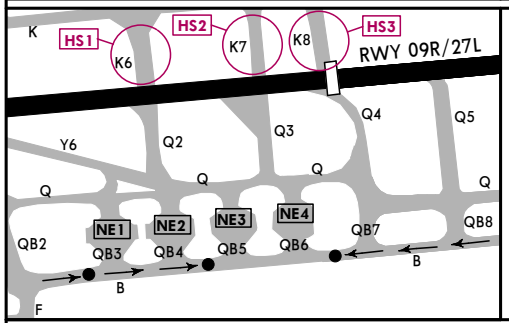


DE-ICING PADS NW1 THRU NW4

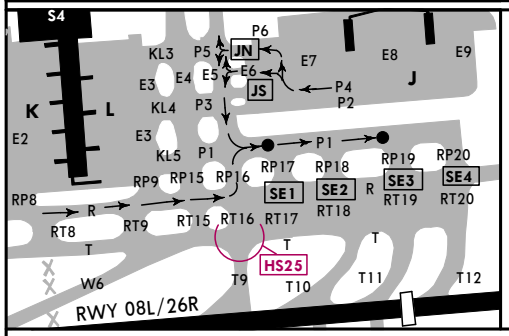


DE-ICING PADS SW1 thru SW4

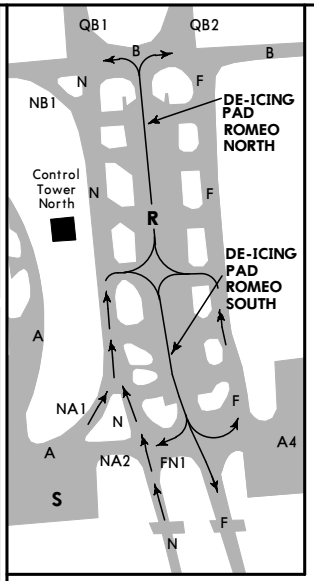
From 15 October to 15 May, subject to the activation of de-icing pads SW1, SW2, SW3 and SW4, twy T between twys T1 and T3 is forbidden for Acft with wingspan of more than 118'/36m.

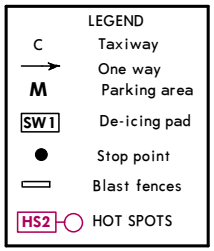


DE-ICING PADS NE1 THRU NE4



DE-ICING PADS JN, JS & SE1 THRU SE4





"HOT SPOTS"

Positions on the airport surface where runway/taxiway incursions have taken place.

CHANGES: None.

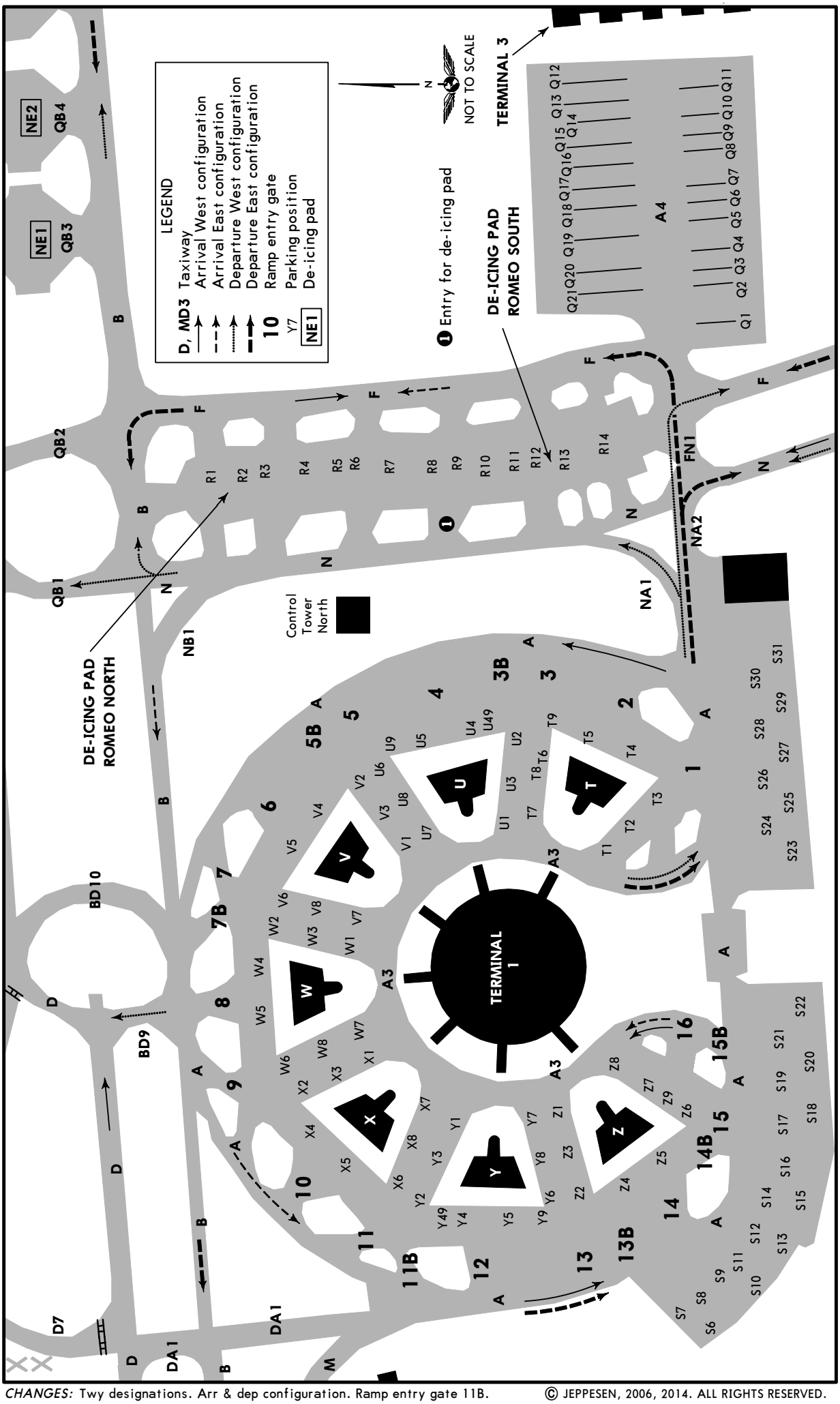
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JEPPESEN
28 NOV 14 (20-9D) Eff 11 Dec

PARIS, FRANCE
CHARLES-DE-GAULLE



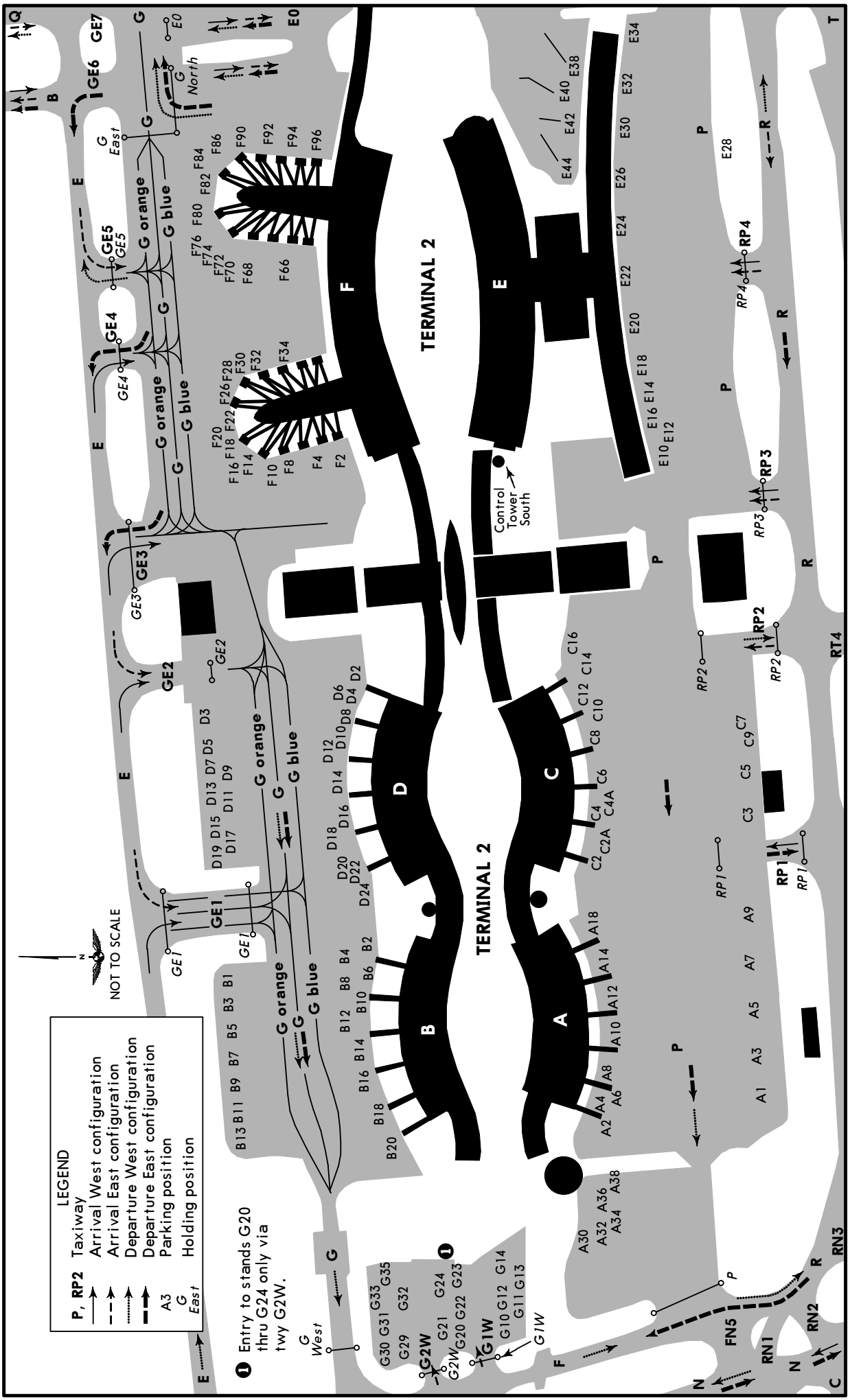
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JEPPESEN
28 NOV 14 (20-9E) Eff 11 Dec

PARIS, FRANCE
CHARLES-DE-GAULLE

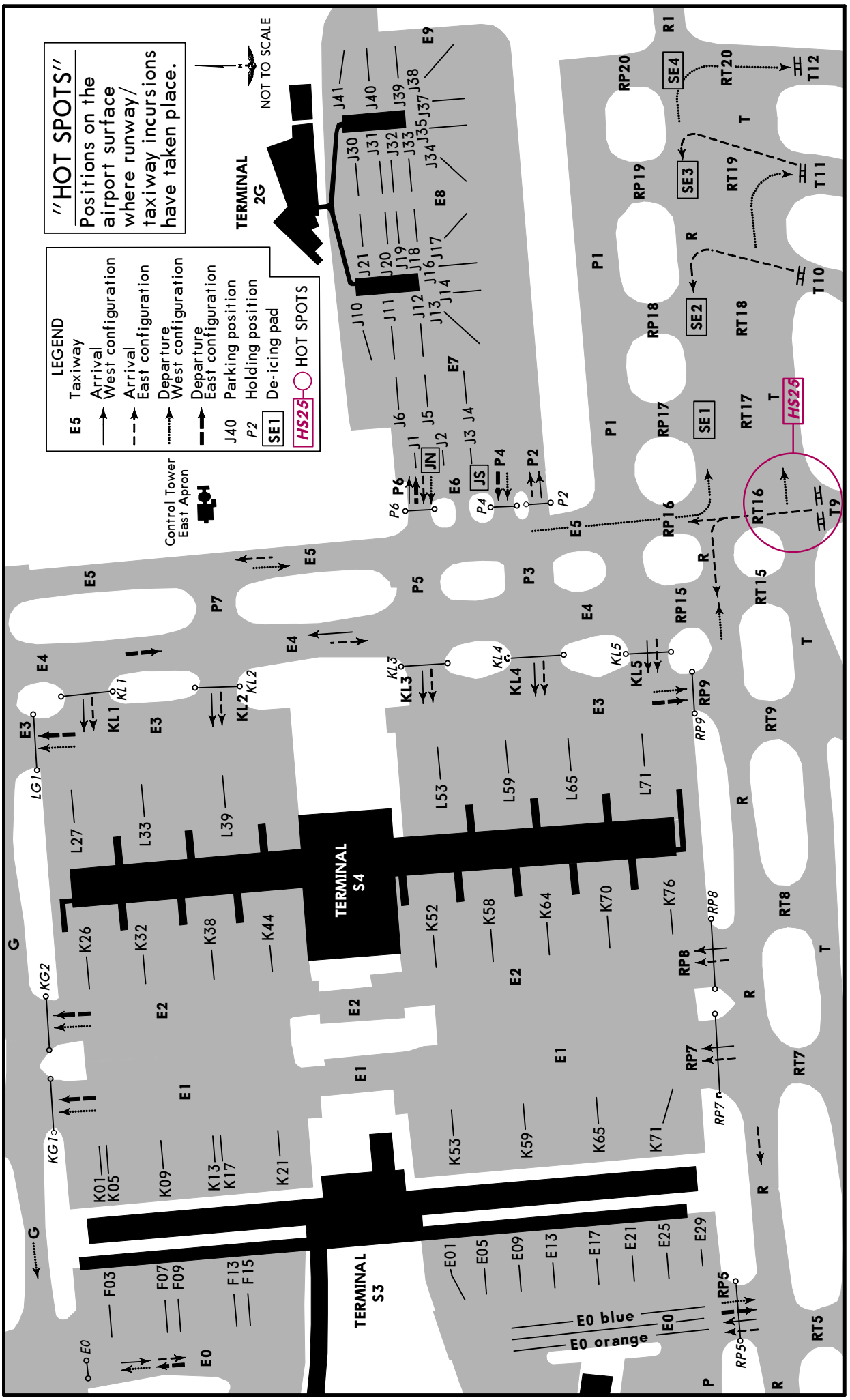


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CHARLES-DE-GAULLE



CHANGES: Arrival & departure configuration.

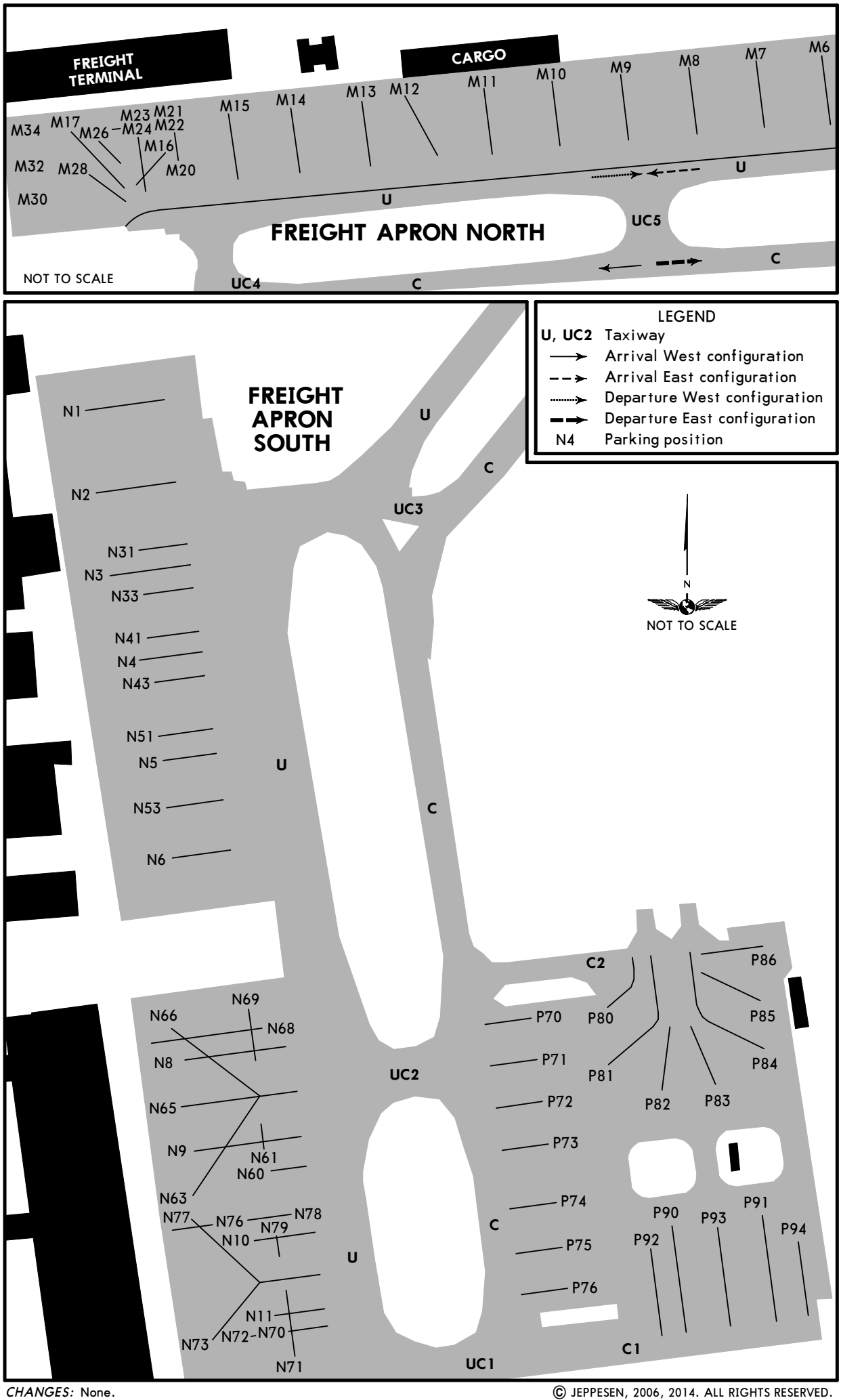
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LFPG/CDG

JEPPESEN
28 NOV 14 (20-9G) Eff 11 Dec

PARIS, FRANCE
CHARLES-DE-GAULLE



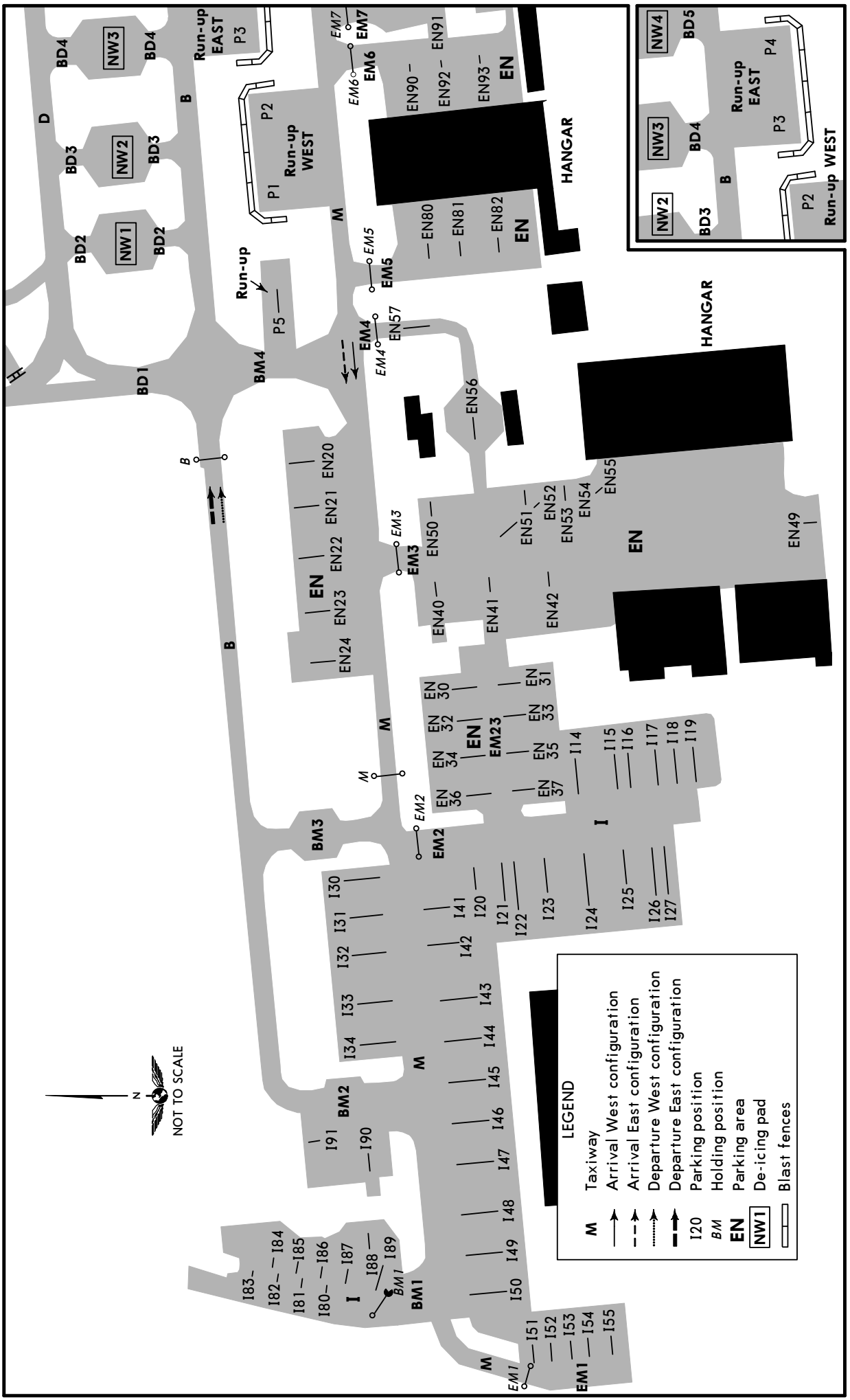
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LFPG/CDG

JEPPESEN
28 NOV 14 (20-9H) Eff 11 Dec

PARIS, FRANCE
CHARLES-DE-GAULLE

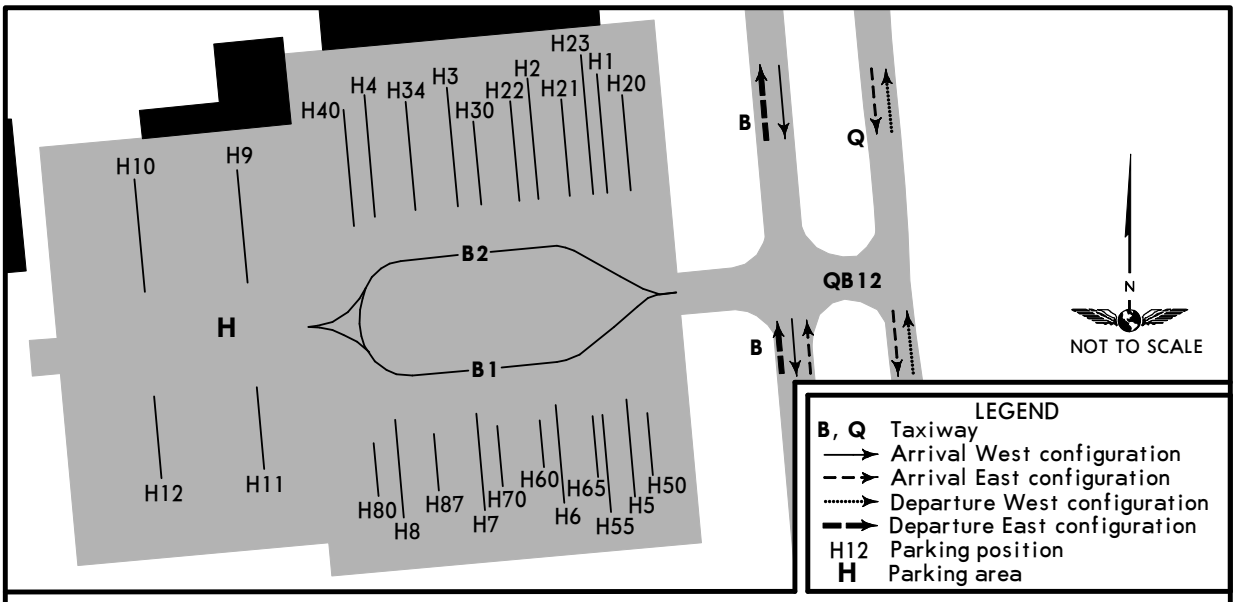


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LFPG/CDG

PARIS, FRANCE
CHARLES-DE-GAULLE



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A1	N49 00.0 E002 33.6	C3	N49 00.0 E002 34.0
A2	N49 00.1 E002 33.6	C4, C4A	N49 00.1 E002 34.0
A3	N49 00.0 E002 33.7	C5	N49 00.0 E002 34.1
A4	N49 00.1 E002 33.6	C6	N49 00.1 E002 34.0
A5	N49 00.0 E002 33.7	C7	N49 00.0 E002 34.1
A6	N49 00.1 E002 33.6	C8	N49 00.1 E002 34.1
A7	N49 00.0 E002 33.8	C9	N49 00.0 E002 34.1
A8	N49 00.1 E002 33.7	C10 thru C16	N49 00.1 E002 34.2
A9	N49 00.0 E002 33.9	D2	N49 00.3 E002 34.2
A10	N49 00.1 E002 33.7	D3	N49 00.4 E002 34.1
A12, A14	N49 00.1 E002 33.8	D4	N49 00.3 E002 34.1
A18	N49 00.1 E002 33.9	D5	N49 00.4 E002 34.1
A30 thru A38	N49 00.1 E002 33.5	D6	N49 00.3 E002 34.1
B1	N49 00.4 E002 33.8	D7	N49 00.4 E002 34.0
B2	N49 00.3 E002 33.8	D8	N49 00.3 E002 34.1
B3	N49 00.4 E002 33.8	D9	N49 00.4 E002 34.0
B4	N49 00.3 E002 33.8	D10	N49 00.3 E002 34.1
B5	N49 00.4 E002 33.7	D11	N49 00.4 E002 34.0
B6	N49 00.3 E002 33.8	D12	N49 00.3 E002 34.1
B7	N49 00.4 E002 33.7	D13	N49 00.4 E002 34.0
B8	N49 00.3 E002 33.8	D14	N49 00.3 E002 34.0
B9	N49 00.4 E002 33.7	D15	N49 00.4 E002 34.0
B10	N49 00.3 E002 33.7	D16	N49 00.3 E002 34.0
B11	N49 00.4 E002 33.6	D17	N49 00.4 E002 34.0
B12	N49 00.3 E002 33.7	D18	N49 00.3 E002 34.0
B13	N49 00.4 E002 33.6	D19	N49 00.4 E002 33.9
B14, B16	N49 00.3 E002 33.7	D20 thru D24	N49 00.3 E002 33.9
B18, B20	N49 00.3 E002 33.6	E01, E05	N49 00.2 E002 35.0
C2	N49 00.1 E002 33.9	E09	N49 00.2 E002 35.1
C2A	N49 00.1 E002 34.0	E10, E12	N49 00.1 E002 34.4

CHANGES: Twy designation.

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LFPG/CDG

PARIS, FRANCE
CHARLES-DE-GAULLE

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
E13	N49 00.2 E002 35.1	G31 thru G35	N49 00.3 E002 33.4
E14, E16	N49 00.1 E002 34.5	H1, H2	N49 01.0 E002 34.7
E17	N49 00.1 E002 35.1	H3	N49 01.0 E002 34.6
E18	N49 00.1 E002 34.5	H4	N49 01.0 E002 34.5
E20	N49 00.1 E002 34.6	H5 ,H6	N49 00.8 E002 34.7
E21	N49 00.1 E002 35.1	H7, H8	N49 00.8 E002 34.6
E22	N49 00.1 E002 34.6	H9	N49 00.9 E002 34.5
E24	N49 00.1 E002 34.7	H10	N49 00.9 E002 34.4
E25	N49 00.1 E002 35.1	H11	N49 00.8 E002 34.5
E26	N49 00.1 E002 34.8	H12	N49 00.8 E002 34.4
E29	N49 00.1 E002 35.1	H20 thru H23	N49 01.0 E002 34.7
E30	N49 00.1 E002 34.8	H30, H34	N49 01.0 E002 34.6
E32 thru E38	N49 00.1 E002 34.9	H40	N49 01.0 E002 34.5
E40	N49 00.2 E002 34.8	H50 thru H65	N49 00.8 E002 34.7
E42	N49 00.1 E002 34.8	H70 thru H87	N49 00.8 E002 34.6
E44	N49 00.2 E002 34.8	I14, I15	N49 00.7 E002 30.3
EN20	N49 00.9 E002 30.7	I16	N49 00.7 E002 30.4
EN21, EN22	N49 00.9 E002 30.6	I17 thru I19	N49 00.6 E002 30.4
EN23, EN24	N49 00.9 E002 30.5	I20	N49 00.8 E002 30.2
EN30	N49 00.8 E002 30.4	I21	N49 00.8 E002 30.1
EN31	N49 00.7 E002 30.4	I22 thru I24	N49 00.7 E002 30.1
EN32	N49 00.8 E002 30.4	I25	N49 00.7 E002 30.2
EN33	N49 00.7 E002 30.4	I26, I27	N49 00.6 E002 30.1
EN34	N49 00.8 E002 30.3	I30	N49 00.9 E002 30.2
EN35	N49 00.7 E002 30.3	I31, I32	N49 00.9 E002 30.1
EN36	N49 00.8 E002 30.3	I33, I34	N49 00.9 E002 30.0
EN37	N49 00.7 E002 30.3	I41	N49 00.8 E002 30.2
EN40, EN41	N49 00.8 E002 30.5	I42, I43	N49 00.8 E002 30.1
EN42	N49 00.7 E002 30.5	I44, I45	N49 00.8 E002 30.0
EN49	N49 00.5 E002 30.6	I46, I47	N49 00.8 E002 29.9
EN50	N49 00.8 E002 30.6	I48, I49	N49 00.8 E002 29.8
EN51, EN52	N49 00.8 E002 30.6	I50	N49 00.8 E002 29.7
EN53 thru EN55	N49 00.7 E002 30.6	I51 thru I55	N49 00.7 E002 29.7
EN56	N49 00.8 E002 30.7	I80, I81	N49 00.9 E002 29.7
EN57	N49 00.9 E002 30.8	I82, I83	N49 01.0 E002 29.7
EN80 thru EN82	N49 00.8 E002 31.0	I84 thru I87	N49 00.9 E002 29.8
EN90 thru EN93	N49 00.8 E002 31.1	I88	N49 00.9 E002 29.7
F03, F07, F09	N49 00.4 E002 35.0	I89	N49 00.9 E002 29.8
F2, F4	N49 00.3 E002 34.4	I90, I91	N49 00.9 E002 29.9
F8, F10	N49 00.4 E002 34.4	J1	N49 00.3 E002 35.9
F13	N49 00.4 E002 35.0	J2 thru J5	N49 00.2 E002 35.9
F14	N49 00.4 E002 34.4	J6	N49 00.3 E002 35.9
F15	N49 00.4 E002 35.0	J10, J11	N49 00.3 E002 36.0
F16 thru F20	N49 00.4 E002 34.4	J12 thru J16	N49 00.2 E002 36.0
F22 thru F32	N49 00.4 E002 34.5	J17, J18	N49 00.2 E002 36.1
F34	N49 00.4 E002 34.6	J19 thru J21	N49 00.3 E002 36.1
F66 thru F82	N49 00.4 E002 34.7	J30 thru J33	N49 00.3 E002 36.2
F84 thru F96	N49 00.4 E002 34.8	J34 thru J38	N49 00.2 E002 36.2
G10 thru G24	N49 00.2 E002 33.4	J39 thru J41	N49 00.3 E002 36.2
G29, G30	N49 00.3 E002 33.3	K01	N49 00.5 E002 35.1

CHANGES: Coordinates.

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LFPG/CDG

PARIS, FRANCE
CHARLES-DE-GAULLE

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
K05 thru K17	N49 00.4 E002 35.1	P85, P86	N48 59.6 E002 32.3
K21	N49 00.3 E002 35.1	P90	N48 59.5 E002 32.2
K26	N49 00.5 E002 35.4	P91	N48 59.5 E002 32.3
K32, K38	N49 00.4 E002 35.4	P92, P93	N48 59.5 E002 32.2
K44	N49 00.3 E002 35.4	P94	N48 59.5 E002 32.3
K52	N49 00.2 E002 35.4	Q1 thru Q3	N49 00.7 E002 33.2
K53	N49 00.2 E002 35.1	Q4 thru Q7	N49 00.7 E002 33.3
K58	N49 00.2 E002 35.4	Q8 thru Q11	N49 00.7 E002 33.4
K59	N49 00.2 E002 35.2	Q12 thru Q14	N49 00.8 E002 33.4
K64	N49 00.2 E002 35.4	Q15 thru Q18	N49 00.8 E002 33.3
K65	N49 00.1 E002 35.2	Q19 thru Q21	N49 00.8 E002 33.2
K70	N49 00.1 E002 35.4	R1	N49 01.1 E002 33.0
K71	N49 00.1 E002 35.2	R2 thru R6	N49 01.0 E002 33.0
K76	N49 00.1 E002 35.4	R7 thru R11	N49 00.9 E002 33.0
L27	N49 00.5 E002 35.5	R12 thru R14	N49 00.8 E002 33.0
L33, L39	N49 00.4 E002 35.5	S6 thru S11	N49 00.7 E002 32.2
L53, L59	N49 00.2 E002 35.5	S12	N49 00.7 E002 32.3
L65, L71	N49 00.1 E002 35.5	S13	N49 00.6 E002 32.3
M6	N49 00.0 E002 32.8	S14, S15	N49 00.7 E002 32.3
M7	N49 00.0 E002 32.7	S16	N49 00.6 E002 32.4
M8, M9	N49 00.0 E002 32.6	S17	N49 00.7 E002 32.4
M10, M11	N49 00.0 E002 32.5	S18	N49 00.6 E002 32.4
M12	N49 00.0 E002 32.4	S19	N49 00.7 E002 32.4
M13, M14	N49 00.0 E002 32.3	S20 thru S22	N49 00.7 E002 32.5
M15, M16	N49 00.0 E002 32.2	S23	N49 00.7 E002 32.6
M17	N49 00.0 E002 32.1	S24 thru S27	N49 00.7 E002 32.7
M20 thru M22	N49 00.0 E002 32.2	S28 thru S31	N49 00.7 E002 32.8
M23 thru M28	N49 00.0 E002 32.1	T1 thru T9	N49 00.8 E002 32.7
M30	N49 59.9 E002 32.0	U1	N49 00.9 E002 32.7
M32, M34	N49 00.0 E002 32.0	U2	N49 00.9 E002 32.8
N1, N2	N48 59.8 E002 31.9	U3	N49 00.9 E002 32.7
N3 thru N5	N48 59.7 E002 31.9	U4	N49 00.9 E002 32.8
N6	N48 59.6 E002 31.9	U5 thru U9	N49 00.9 E002 32.7
N8 thru N10	N48 59.5 E002 31.9	U49	N49 00.9 E002 32.8
N11	N48 59.4 E002 31.9	V1	N49 00.9 E002 32.7
N31 thru N51	N48 59.7 E002 31.9	V2 thru V4	N49 01.0 E002 32.7
N53	N48 59.6 E002 31.9	V5 thru V8	N49 01.0 E002 32.6
N60, N61	N48 59.5 E002 32.0	W1	N49 01.0 E002 32.5
N63 thru N66	N48 59.5 E002 31.9	W2	N49 01.0 E002 32.6
N68	N48 59.5 E002 32.0	W3 thru W5	N49 01.0 E002 32.5
N69	N48 59.6 E002 32.0	W6	N49 01.0 E002 32.4
N70, N71	N48 59.4 E002 32.0	W7	N49 01.0 E002 32.5
N72, N73	N48 59.4 E002 31.9	W8 thru X3	N49 01.0 E002 32.4
N76, N77	N48 59.5 E002 31.9	X4, X5	N49 01.0 E002 32.3
N78, N79	N48 59.5 E002 32.0	X6	N49 00.9 E002 32.3
P1	N49 00.9 E002 31.0	X7	N49 00.9 E002 32.4
P2	N49 00.9 E002 31.1	X8 thru Y5	N49 00.9 E002 32.3
P3, P4	N49 01.0 E002 31.2	Y6 thru Y9	N49 00.8 E002 32.3
P5	N49 00.9 E002 30.8	Y49	N49 00.9 E002 32.2
P70	N48 59.6 E002 32.2	Z1 thru Z5	N49 00.8 E002 32.3
P71 thru P75	N48 59.5 E002 32.2	Z6 thru Z9	N49 00.8 E002 32.4
P76	N48 59.4 E002 32.2		
P80	N48 59.6 E002 32.2		
P81, P82	N48 59.5 E002 32.2		
P83, P84	N48 59.5 E002 32.3		

CHANGES: Coordinates.

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LFPG/CDG CHARLES-DE-GAULLE

JEPPESEN 20 MAR 15 (21-1) Eff 2 Apr

PARIS, FRANCE ILS or LOC Rwy 08L

BRIEFING STRIP™

D-ATIS	DE GAULLE Approach
127.130 (French 128.225)	121.155 125.830 119.850 126.430 118.155 136.275

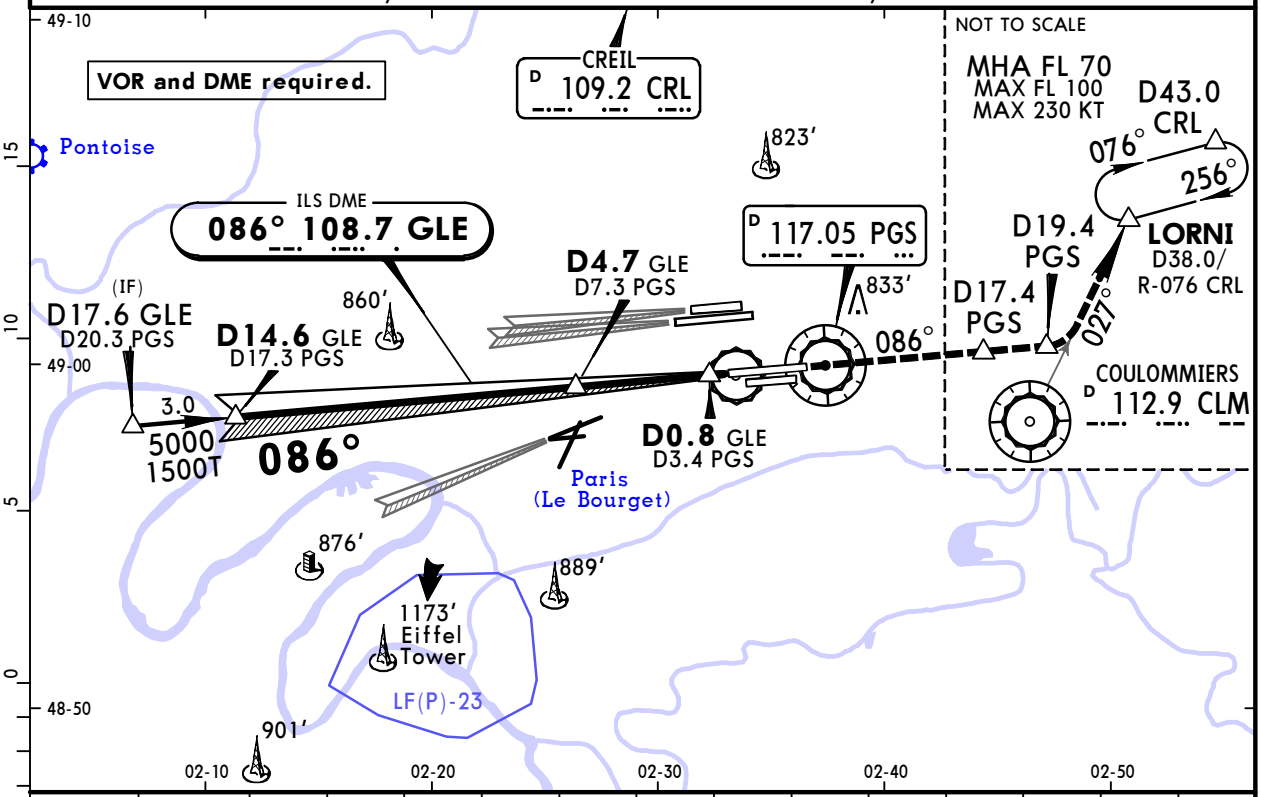
DE GAULLE Tower		Ground	
120.9	118.655	121.810	South 121.980

LOC GLE	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev / RWY
108.7	086°	D4.7 GLE 1830′ (1492′)		Apt Elev 392′ RWY 338′

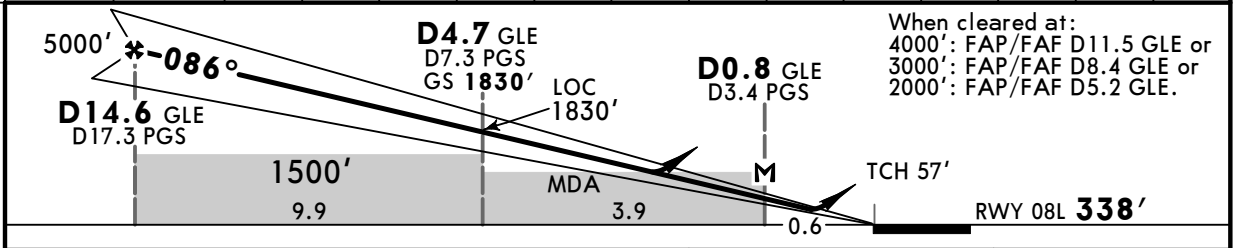
MISSED APCH: Climb STRAIGHT AHEAD to 5000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000′. Intercept and follow R-086 PGS. At D17.4 PGS climb to FL 70. At D19.4 PGS turn LEFT to intercept and follow R-027 CLM to LORNI. Climb to 1200′ prior to level acceleration.

3200′
MSA
ARP

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000′



LOC (GS out)	GLE DME	14.0	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	4800′	4480′	4160′	3840′	3520′	3200′	2890′	2570′	2250′	1930′	1610′	1290′	980′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.8 GLE/D3.4 PGS						

HIALS-II
REIL
PAPI
5000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 08L

	ILS 1			LOC (GS out) CDFA	
	DA(H) 538′ (200′)			DA/MDA(H) 2 670′ (332′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	RVR 1500m
B					
C					
D					

CIRCLE-TO-LAND 3

08L to 08R

Max Kts	MDA(H)	VIS
110	940′ (602′)	3000m
135		
180	1040′ (702′)	3500m
205	1100′ (762′)	4000m

1 LACFT: DA(H) 548′(210′). 2 For add-on to the MDA(H), see ATC pages FRANCE.
3 Circling height based on rwy 08L thresh elev of 338′.

CHANGES: Communications.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15
Eff 2 Apr
21-1A

PARIS, FRANCE
CAT II/III ILS Rwy 08L

BRIEFING STRIP™

D-ATIS	DE GAULLE Approach				
127.130 (French 128.225)	121.155	125.830	119.850	126.430	118.155	136.275

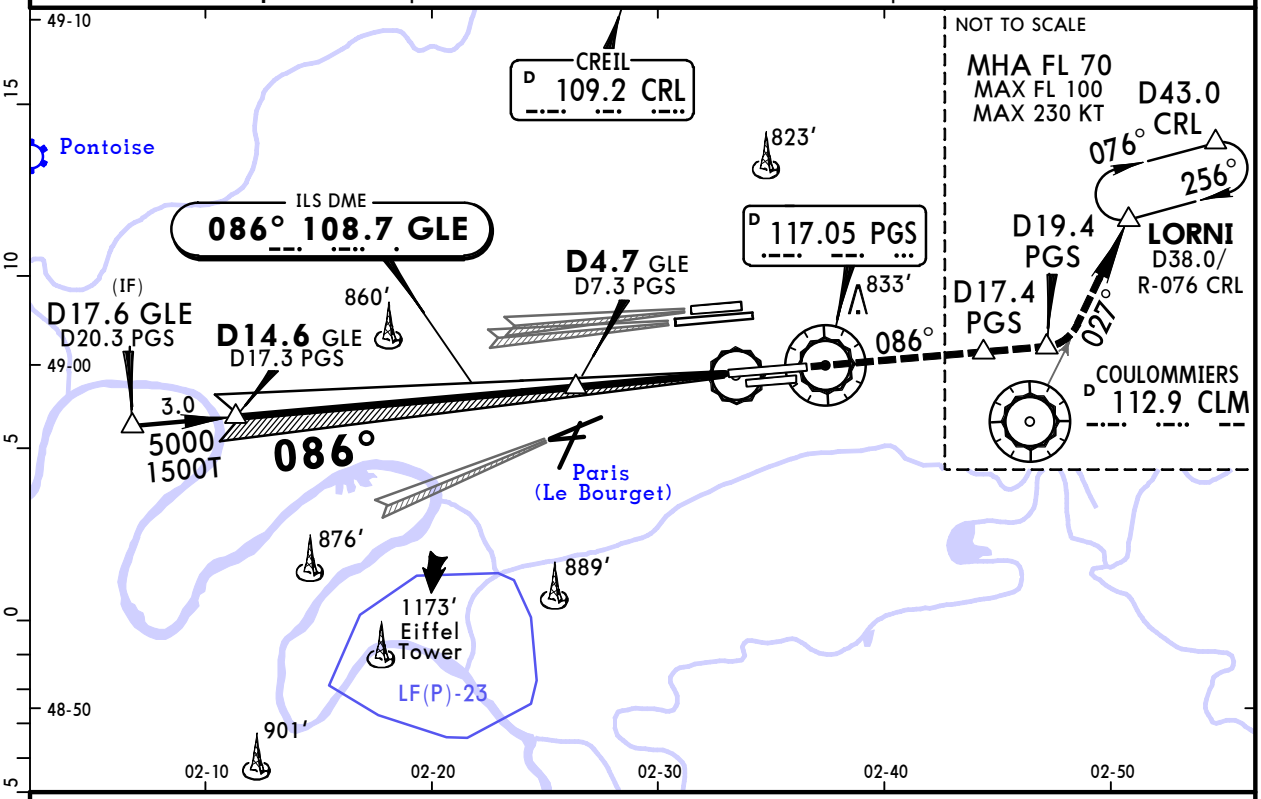
DE GAULLE Tower		Ground	
120.9	118.655	121.810	South 121.980

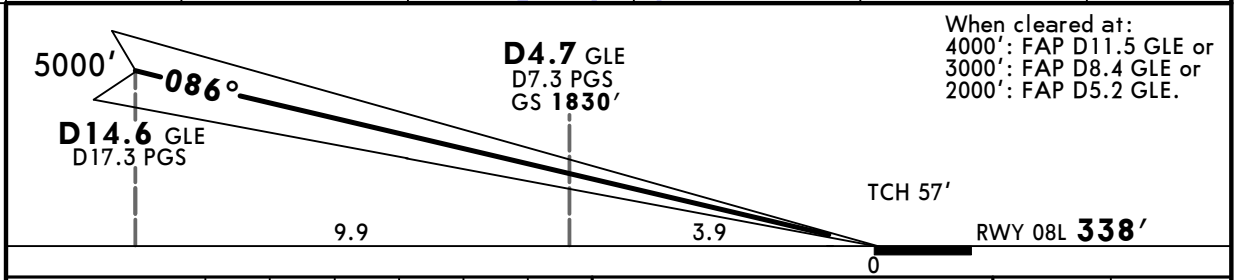
LOC GLE	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev / RWY
108.7	**086°**	**D4.7 GLE 1830′** (1492′)	Refer to Minimums	Apt Elev 392′ RWY **338′**

MISSED APCH: Climb STRAIGHT AHEAD to 5000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000′. Intercept and follow R-086 PGS. At D17.4 PGS climb to FL 70. At D19.4 PGS turn LEFT to intercept and follow R-027 CLM to LORNI. Climb to 1200′ prior to level acceleration.

3200′
MSA
ARP

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000′
1. **VOR and DME required.** 2. Special Aircrew & Aircraft Certification Required.





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

HIALS-II
REIL
PAPI

5000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **08L**

CAT IIIA ILS	CAT II ILS
DH **50′**	ABCD **RA 99′** DA(H) **438′** (100′)
RVR 200m	RVR 300m [1]

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Communications.

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LFPG/CDG CHARLES-DE-GAULLE

JEPPESEN 20 MAR 15 (21-2) Eff 2 Apr

PARIS, FRANCE ILS or LOC Rwy 08R

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach
127.130 (French 128.225)	121.155 125.830 119.850 126.430 118.155 136.275

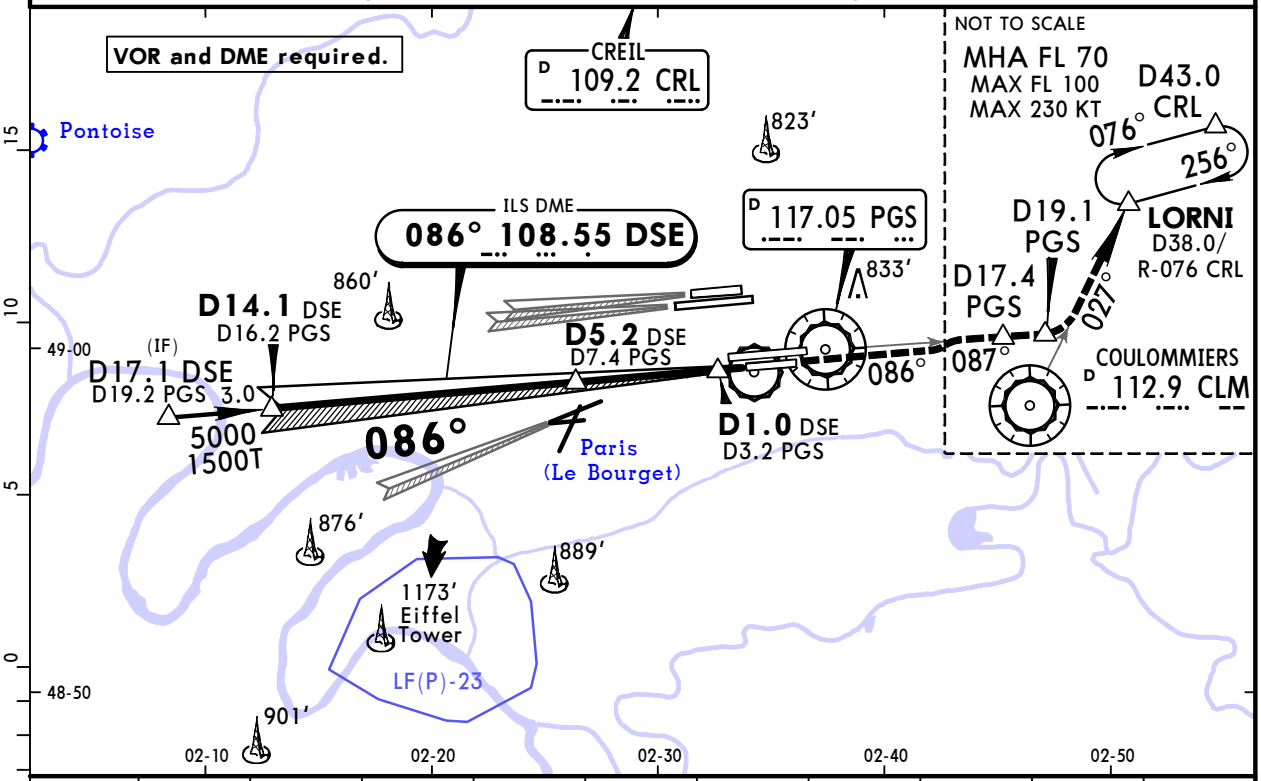
DE GAULLE Tower		Ground	
120.9	118.655	121.810	South 121.980

LOC DSE	Final Apch Crs	GS	ILS DA(H)	Apt Elev 392′
108.55	086°	D5.2 DSE 2010′ (1674′)	536′ (200′)	RWY 336′

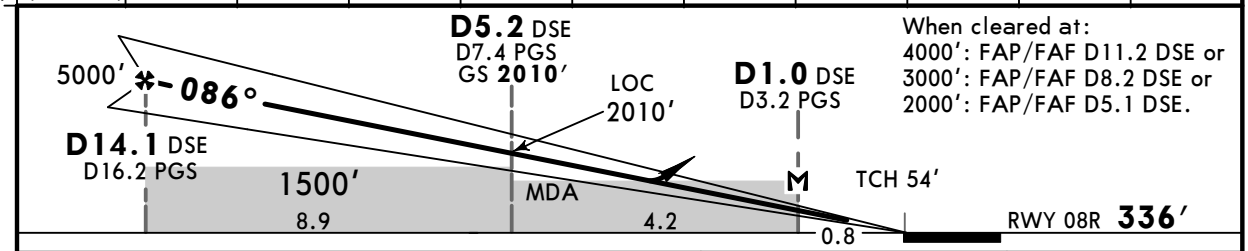
MISSED APCH: Climb STRAIGHT AHEAD to 5000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000′. Intercept and follow R-087 PGS. At D17.4 PGS climb to FL 70. At D19.1 PGS turn LEFT to intercept and follow R-027 CLM to LORNI. Climb to 1200′ prior to level acceleration.

3200′
MSA
ARP

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000′



LOC (GS out)	DSE DME	13.0	12.0	10.0	9.0	7.0	6.0	4.0	3.0	1.0
	ALTITUDE	4620′	4280′	3610′	3280′	2610′	2280′	1630′	1300′	660′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 DSE/D3.2 PGS						

HIALS-II REIL PAPI

5000′

Standard STRAIGHT-IN LANDING RWY 08R

	ILS			LOC (GS out) CDFA	
	DA(H) 536′ (200′)			DA/MDA(H) [1] 660′ (324′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1400m
B					
C					
D					

CIRCLE-TO-LAND [2]
08R to 08L

Max Kts	MDA(H)	VIS
110	1090′ (754′)	3000m
135		
180	1140′ (804′)	3500m
205	1240′ (904′)	4000m

PANS OPS

[1] For add-on to the MDA(H), see ATC pages FRANCE.
[2] Circling height based on rwy 08R thresh elev of 336′.

CHANGES: Communications.

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LFPG/CDG CHARLES-DE-GAULLE

JEPPESEN 20 MAR 15 Eff 2 Apr (21-2A)

PARIS, FRANCE CAT II/III ILS Rwy 08R

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach				
127.130 (French 128.225)	121.155	125.830	119.850	126.430	118.155	136.275

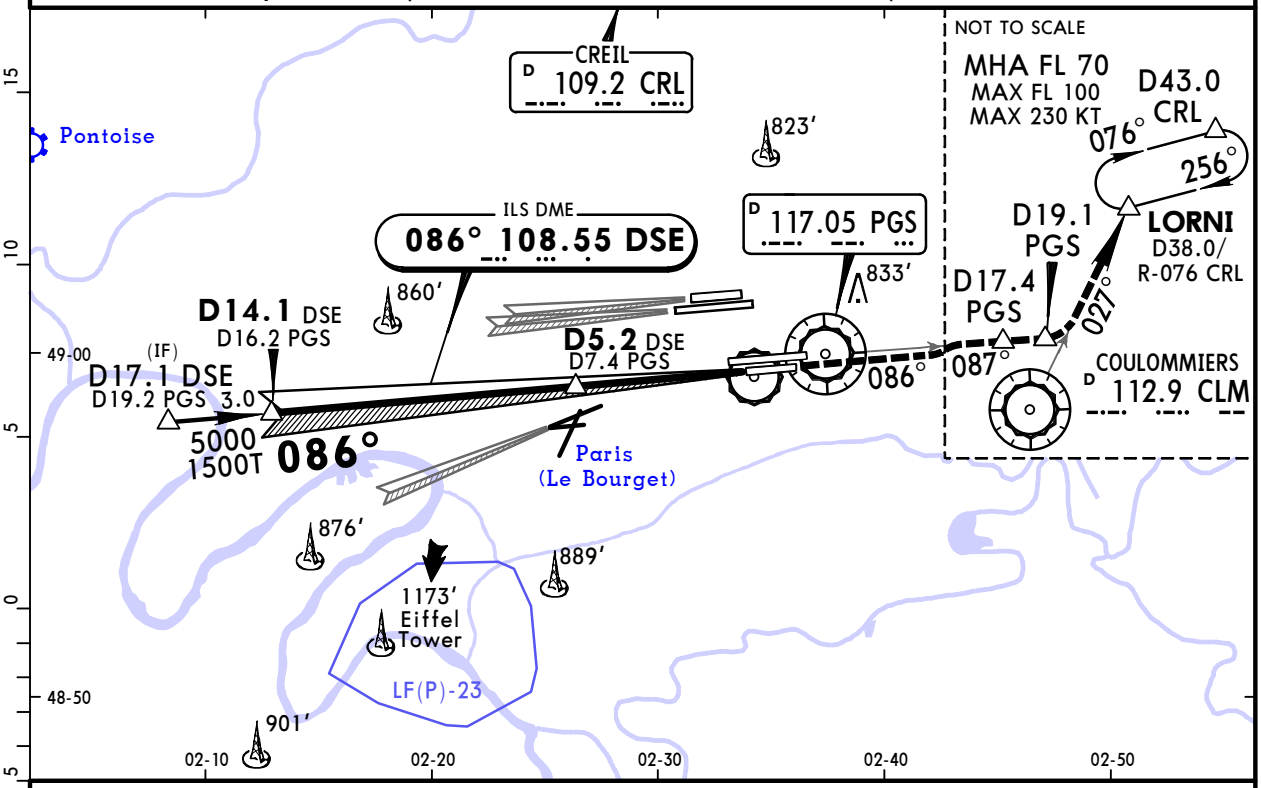
DE GAULLE Tower		Ground		
120.9	118.655	121.810	South	121.980

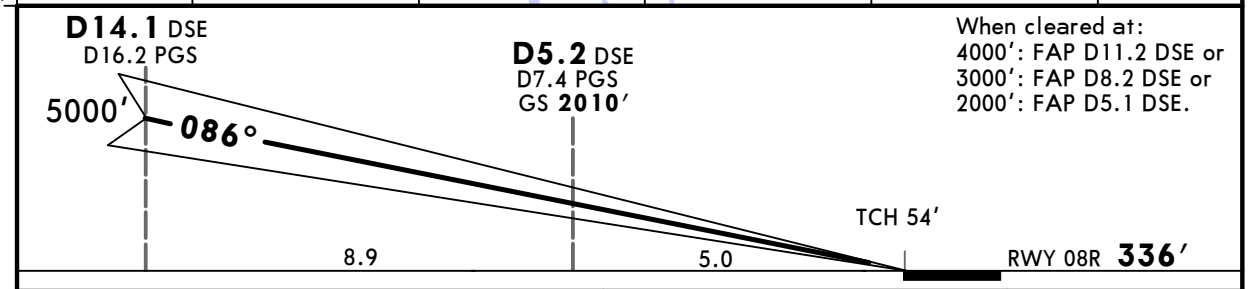
LOC DSE	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev / RWY
108.55	**086°**	**D5.2 DSE 2010′** (1674′)		392′ / **336′**

MISSED APCH: Climb STRAIGHT AHEAD to 5000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000′. Intercept and follow R-087 PGS. At D17.4 PGS climb to FL 70. At D19.1 PGS turn LEFT to intercept and follow R-027 CLM to LORNI. Climb to 1200′ prior to level acceleration.

3200′
MSA
ARP

Alt Set: hPa
1. **VOR and DME required.**
Rwy Elev: 12 hPa
2. Special Aircrew & Aircraft Certification Required.
Trans level: By ATC
Trans alt: 5000′





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

HIALS-II REIL PAPI

5000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **08R**

CAT IIIA ILS	CAT II ILS
DH **50′**	ABCD **RA 103′** DA(H) **436′** (100′)
RVR 200m	RVR 300m [1]

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Communications.

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LFPG/CDG CHARLES-DE-GAULLE

JEPPESEN 20 MAR 15 (21-3) Eff 2 Apr

PARIS, FRANCE ILS or LOC Rwy 09L

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach					
127.130 (French 128.225)	121.155	125.830	119.850	126.430	118.155	136.275

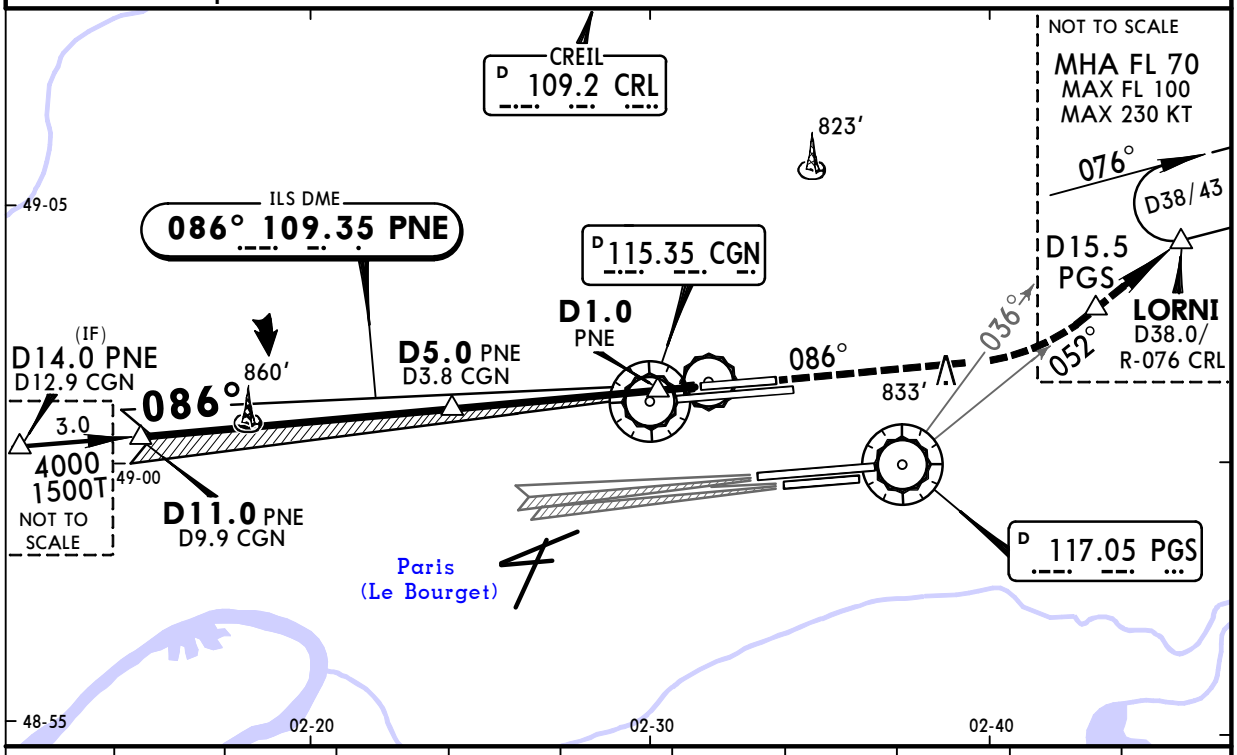
DE GAULLE Tower		Ground		
119.250	123.605	121.610	North	121.780

LOC PNE	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
109.35	086°	D5.0 PNE 1990′ (1612′)	578′ (200′)	Apt Elev 392′ RWY 378′

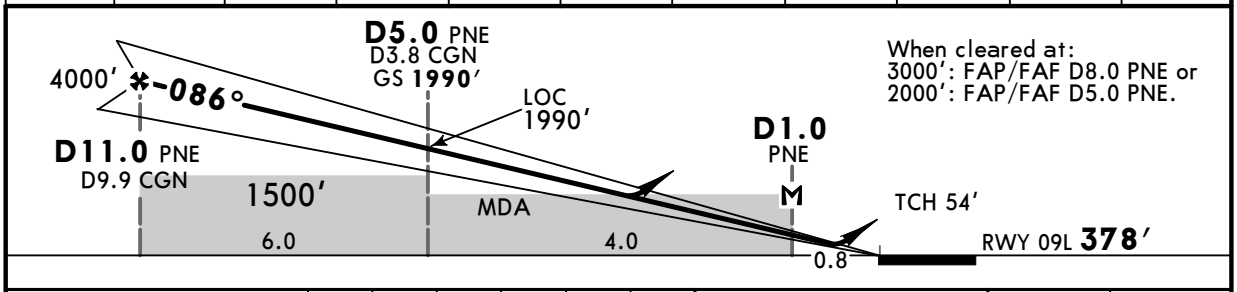
MISSED APCH: Climb STRAIGHT AHEAD to 4000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000′. Crossing R-036 PGS turn LEFT to intercept and follow R-052 PGS to LORNI. At D15.5 PGS climb to FL 70. Climb to 1200′ prior to level acceleration.

3200′
MSA ARP

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000′
VOR and DME required.



LOC (GS out)	PNE DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3650′	3320′	2980′	2650′	2320′	1990′	1670′	1340′	1020′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0 PNE							

HIALS-II
REIL
PAPI
4000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY09L

	ILS DA(H) 578′ (200′) FULL	ILS DA(H) 578′ (200′) Limited	ILS DA(H) 578′ (200′) ALS out	LOC (GS out) CDFA DA/MDA(H) 1 720′ (342′)	LOC (GS out) CDFA DA/MDA(H) 1 720′ (342′) ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	RVR 1500m
B					
C					
D					

CIRCLE-TO-LAND 2
09L to 09R

Max Kts	MDA(H)	VIS
110	1130′ (752′)	3000m
135		
180	1180′ (802′)	3500m
205	1280′ (902′)	4000m

1 For add-on to the MDA(H), see ATC pages FRANCE.
2 Circling height based on rwy 09L thresh elev of 378′.

CHANGES: Communications.

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LFPG/CDG CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15
Eff 2 Apr
21-3A

PARIS, FRANCE
CAT II/III ILS Rwy 09L

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach
127.130 (French 128.225)	121.155 125.830 119.850 126.430 118.155 136.275

DE GAULLE Tower		Ground North	
119.250	123.605	121.610	121.780

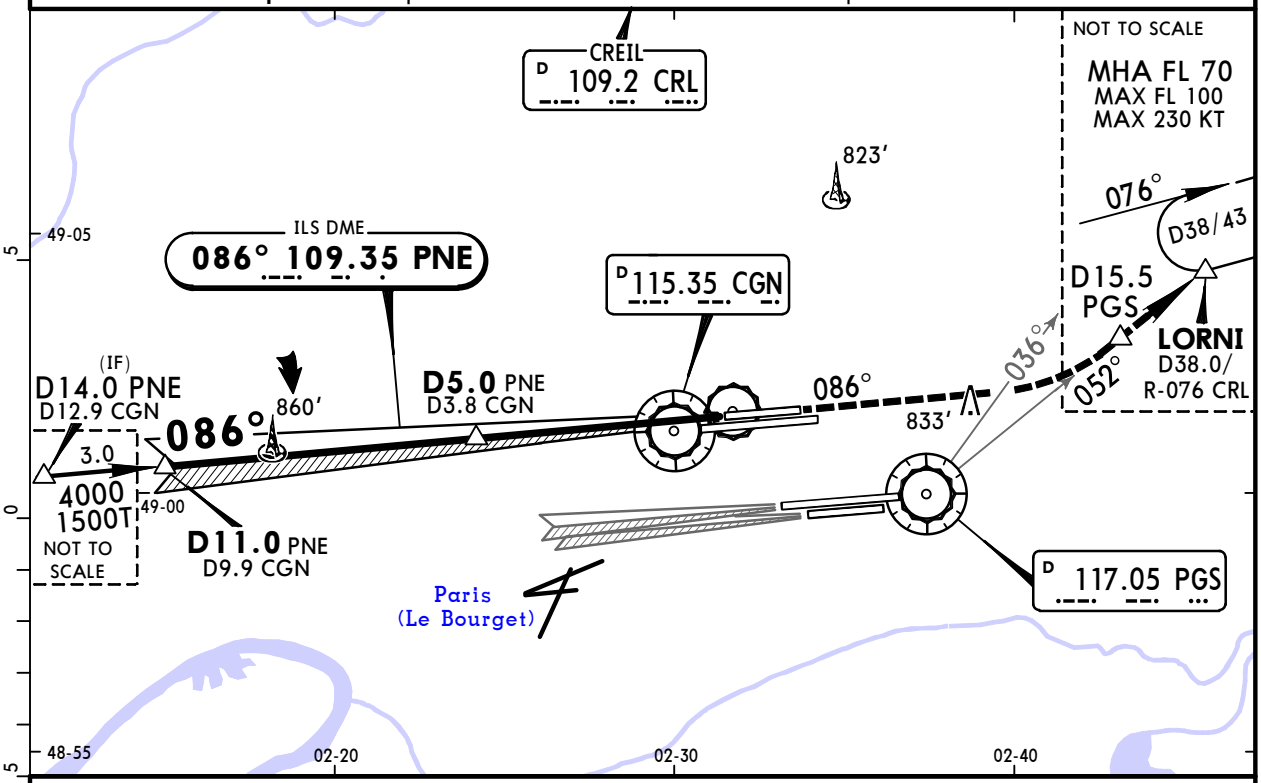
LOC PNE	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 392′
109.35	086°	D5.0 PNE 1990′(1612′)		RWY 378′

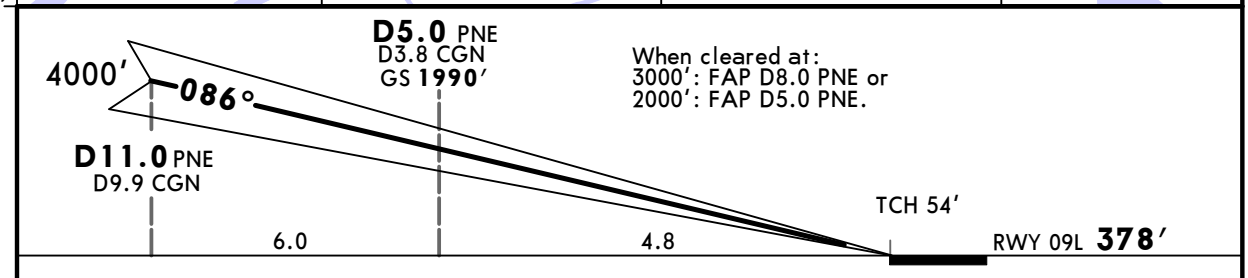
MISSED APCH: Climb STRAIGHT AHEAD to 4000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000′. Crossing R-036 PGS turn LEFT to intercept and follow R-052 PGS to LORNI. At D15.5 PGS climb to FL 70. Climb to 1200′ prior to level acceleration.

3200′
MSA ARP

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000′

1. **VOR and DME required.** 2. Special Aircrew & Acft Certification Required.





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

HIALS-II
REIL
PAPI
4000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **09L**

CAT IIIA ILS	CAT II ILS ABCD
DH **50′**	**RA 104′** DA(H) **478′**(100′)
RVR 200m	RVR 300m [1]

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Communications.

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LFPG/CDG CHARLES-DE-GAULLE

PARIS, FRANCE ILS or LOC Rwy 09R

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach
127.130 (French 128.225)	121.155 125.830 119.850 126.430 118.155 136.275

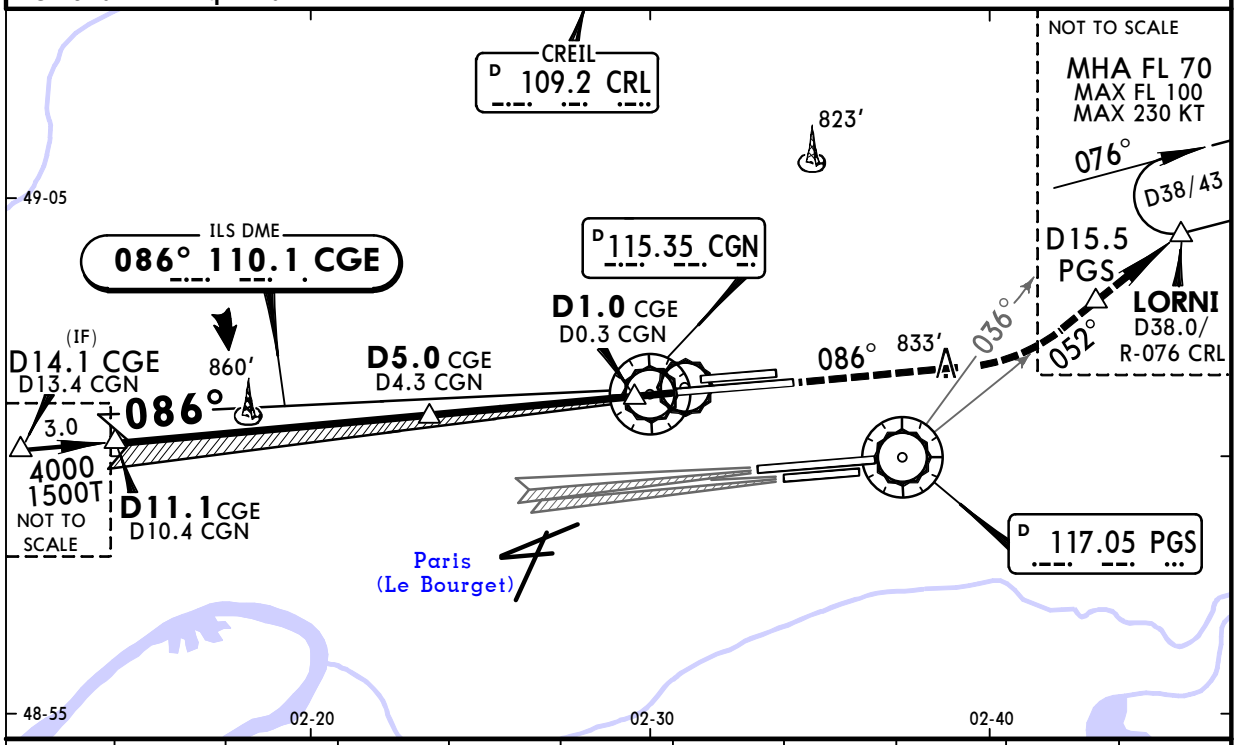
DE GAULLE Tower		Ground North	
119.250	123.605	121.610	121.780

LOC CGE	Final Apch Crs	GS	ILS DA(H)	Apt Elev 392′
110.1	086°	D5.0 CGE 1980′(1610′)	570′(200′)	RWY 370′

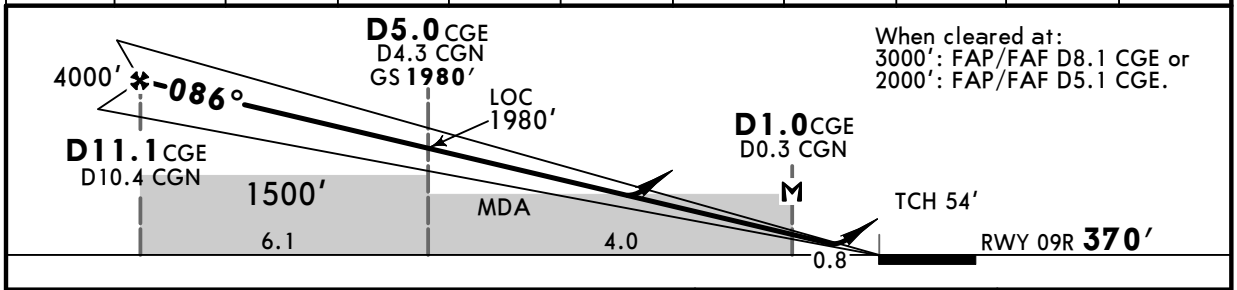
MISSED APCH: Climb STRAIGHT AHEAD to 4000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000′. Crossing R-036 PGS turn LEFT to intercept and follow R-052 PGS to LORNI. At D15.5 PGS climb to FL 70. Climb to 1200′ prior to level acceleration.

3200′ MSA ARP

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000′
VOR and DME required.



LOC (GS out)	CGE DME	11.0	10.0	9.0	8.0	7.0	6.0	4.0	3.0	2.0
	ALTITUDE	3970′	3640′	3300′	2970′	2640′	2310′	1660′	1330′	1010′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 CGE/D0.3 CGN						

HIALS-II
REIL
PAPI
4000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 09R

	ILS DA(H) 570′(200′)			LOC (GS out) CDFA DA/MDA(H) 1 720′(350′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR 1500m
B					
C					RVR 1600m
D					

CIRCLE-TO-LAND 2
09R to 09L

Max Kts	MDA(H)	VIS
110	1020′(650′)	3000m
135		
180	1120′(750′)	3500m
205	1120′(750′)	4000m

1 For add-on to the MDA(H), see ATC pages FRANCE.
2 Circling height based on rwy 09R thresh elev of 370′.

CHANGES: Communications.

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LFPG/CDG CHARLES-DE-GAULLE

JEPPESEN 20 MAR 15 Eff 2 Apr (21-4A)

PARIS, FRANCE CAT II/III ILS Rwy 09R

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach
127.130 (French 128.225)	121.155 125.830 119.850 126.430 118.155 136.275

DE GAULLE Tower		Ground North	
119.250	123.605	121.610	121.780

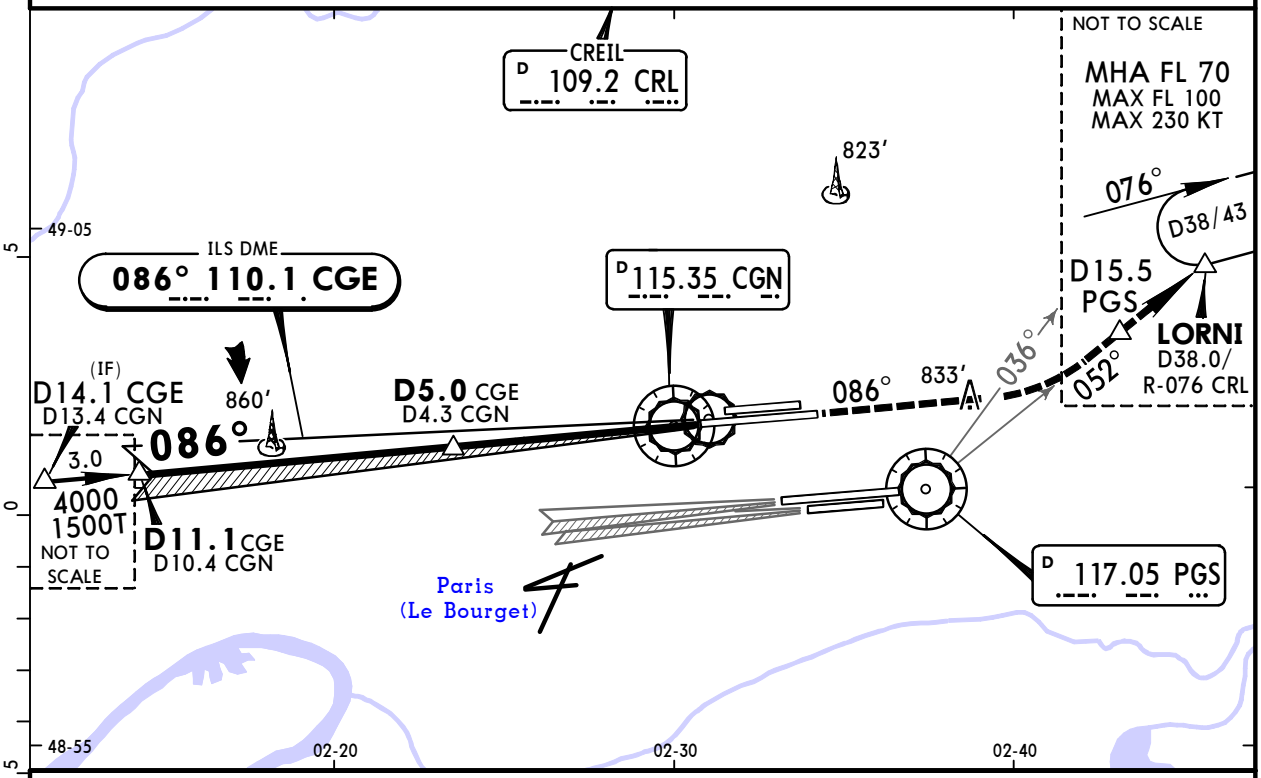
LOC CGE	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 392′
110.1	086°	D5.0 CGE 1980′(1610′)		RWY 370′

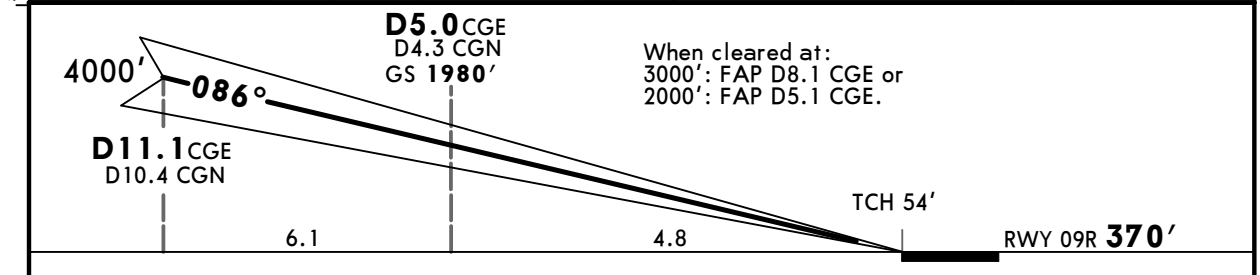
3200′ MSA ARP

MISSED APCH: Climb STRAIGHT AHEAD to 4000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000′. Crossing R-036 PGS turn LEFT to intercept and follow R-052 PGS to LORNI. At D15.5 PGS climb to FL 70. Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000′

1. **VOR and DME required.** 2. Special Aircrew & Acft Certification Required.





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

HIALS-II REIL PAPI

4000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **09R**

CAT IIIA ILS	CAT II ILS ABCD
DH 50′	RA 105′ DA(H) 470′(100′)
RVR 200m	RVR 300m [1]

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Communications.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN 20 MAR 15 (21-5) Eff 2 Apr

PARIS, FRANCE
ILS or LOC Rwy 26L

BRIEFING STRIP™

D-ATIS		DE GAULLE Approach					
127.130	(French 128.225)	121.155	125.830	119.850	126.430	118.155	136.275

DE GAULLE Tower			Ground South	
120.9	118.655	121.810		121.980

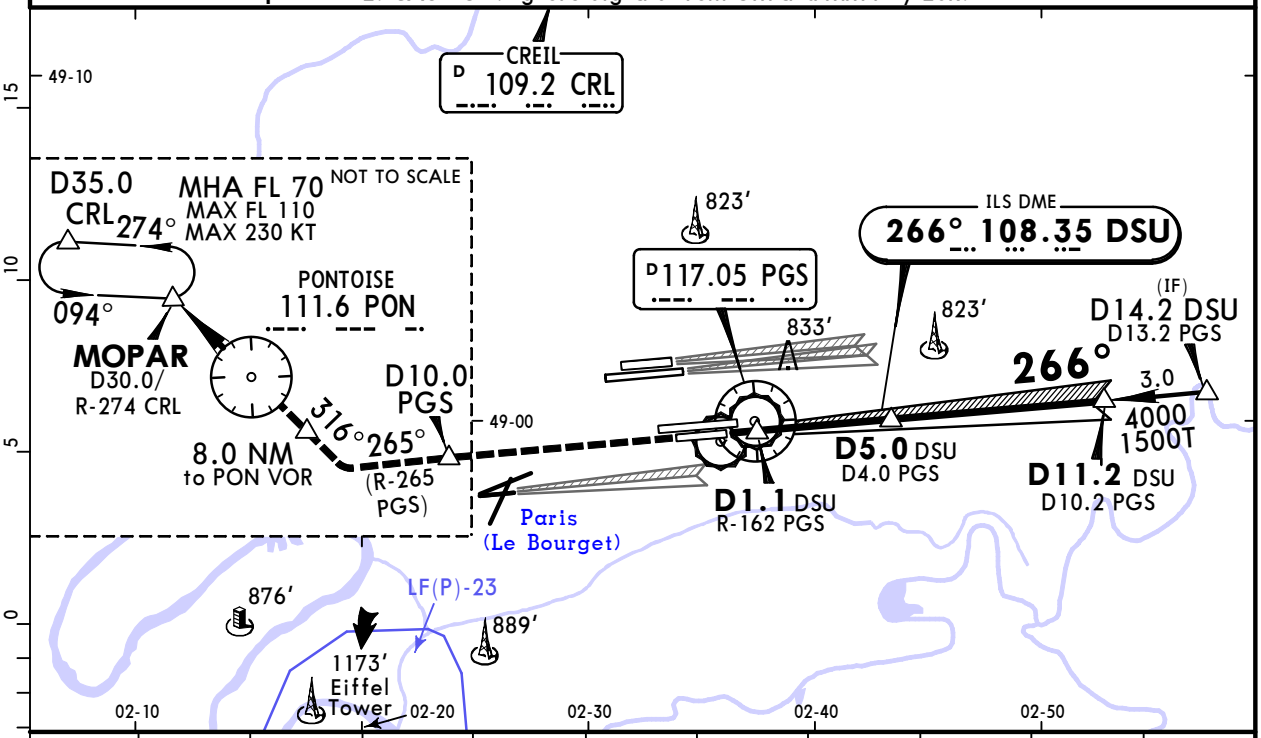
LOC DSU	Final Apch Crs	GS D5.0 DSU	ILS DA(H)	Apt Elev / RWY
108.35	**266°**	**1930′** (1614′)	**516′** (200′)	392′ / **316′**

3200′
MSA ARP

MISSED APCH: Climb STRAIGHT AHEAD to 4000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000′. At D10.0 PGS follow R-265 PGS to intercept R-136 PON inbound. At 8.0 NM before PON VOR climb to FL 70. At PON VOR proceed to MOPAR.
Climb to 1200′ prior to level acceleration.

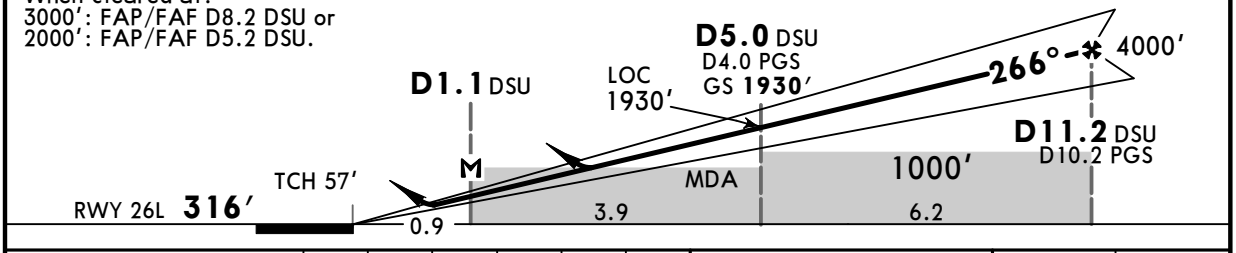
Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000′

1. **VOR and DME required.** 2. CAUTION: Ignore signals from OM and MM rwy 26R.



LOC (GS out)	DSU DME	2.0	3.0	4.0	6.0	7.0	8.0	9.0	10.0	11.0
	ALTITUDE	960′	1280′	1600′	2260′	2590′	2920′	3260′	3590′	3930′

When cleared at:
3000′: FAP/FAF D8.2 DSU or
2000′: FAP/FAF D5.2 DSU.



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	484	538	646	753	861
MAP at D1.1 DSU							

HIALS-II
REIL
PAPI
4000′

Standard STRAIGHT-IN LANDING RWY **26L**

ILS DA(H) 516′ (200′)			LOC (GS out) CDFA DA/MDA(H) 1 710′ (394′)		CIRCLE-TO-LAND 2 26L to 26R		
FULL	Limited	ALS out		ALS out	Max Kts	MDA(H)	VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m	110	920′ (604′)	3000m
B						135		
C					RVR 1800m	180	1020′ (704′)	3500m
D						205	1100′ (784′)	4000m

PANS OPS

1 For add-on to the MDA(H), see ATC pages FRANCE.
2 Circling height based on rwy 26L thresh elev of 316′.

CHANGES: Communications.

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LFPG/CDG CHARLES-DE-GAULLE

JEPPESEN 20 MAR 15 Eff 2 Apr (21-5A)

PARIS, FRANCE CAT II/III ILS Rwy 26L

BRIEFING STRIP™

D-ATIS	DE GAULLE Approach
127.130 (French 128.225)	121.155 125.830 119.850 126.430 118.155 136.275

DE GAULLE Tower		Ground South	
120.9	118.655	121.810	121.980

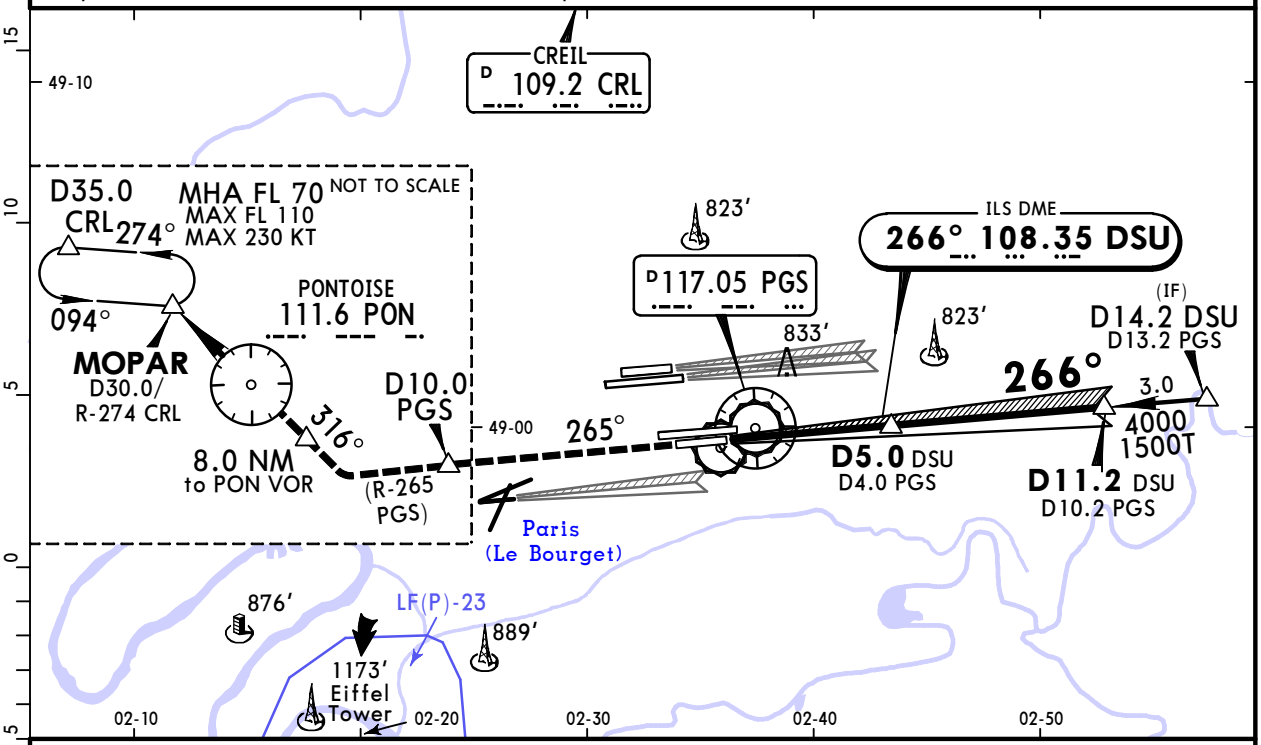
LOC DSU	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev / RWY
108.35	**266°**	**D5.0 DSU** **1930′** (1614′)		Apt Elev 392′ RWY **316′**

MISSED APCH: Climb STRAIGHT AHEAD to 4000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000′. At D10.0 PGS follow R-265 PGS to intercept R-136 PON inbound. At 8.0 NM before PON VOR climb to FL 70. At PON VOR proceed to MOPAR. Climb to 1200′ prior to level acceleration.

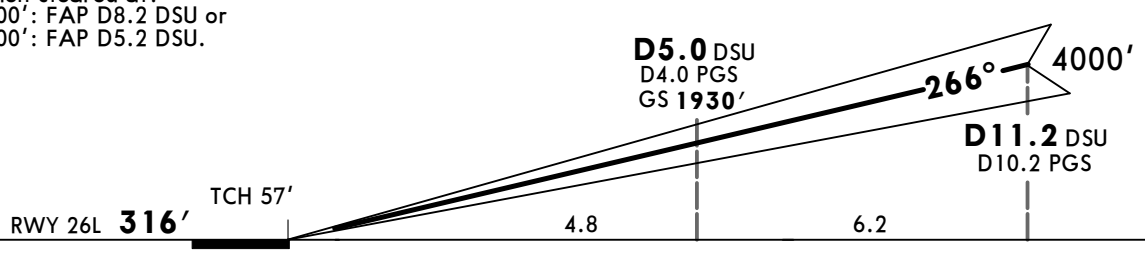
3200′ MSA ARP

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000′

1. **VOR and DME required.** 2. CAUTION: Ignore signals from OM and MM rwy 26R.
3. Special Aircrew & Aircraft Certification Required.



When cleared at:
3000′: FAP D8.2 DSU or
2000′: FAP D5.2 DSU.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS-II
REIL
PAPI

4000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **26L**

CAT IIIA ILS	CAT II ILS
DH **50′**	ABCD **RA 104′** DA(H) **416′** (100′)
RVR 200m	RVR 300m 1

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Communications.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (21-6) Eff 2 Apr

PARIS, FRANCE
ILS or LOC Rwy 26R

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach					
127.130 (French 128.225)	121.155	125.830	119.850	126.430	118.155	136.275

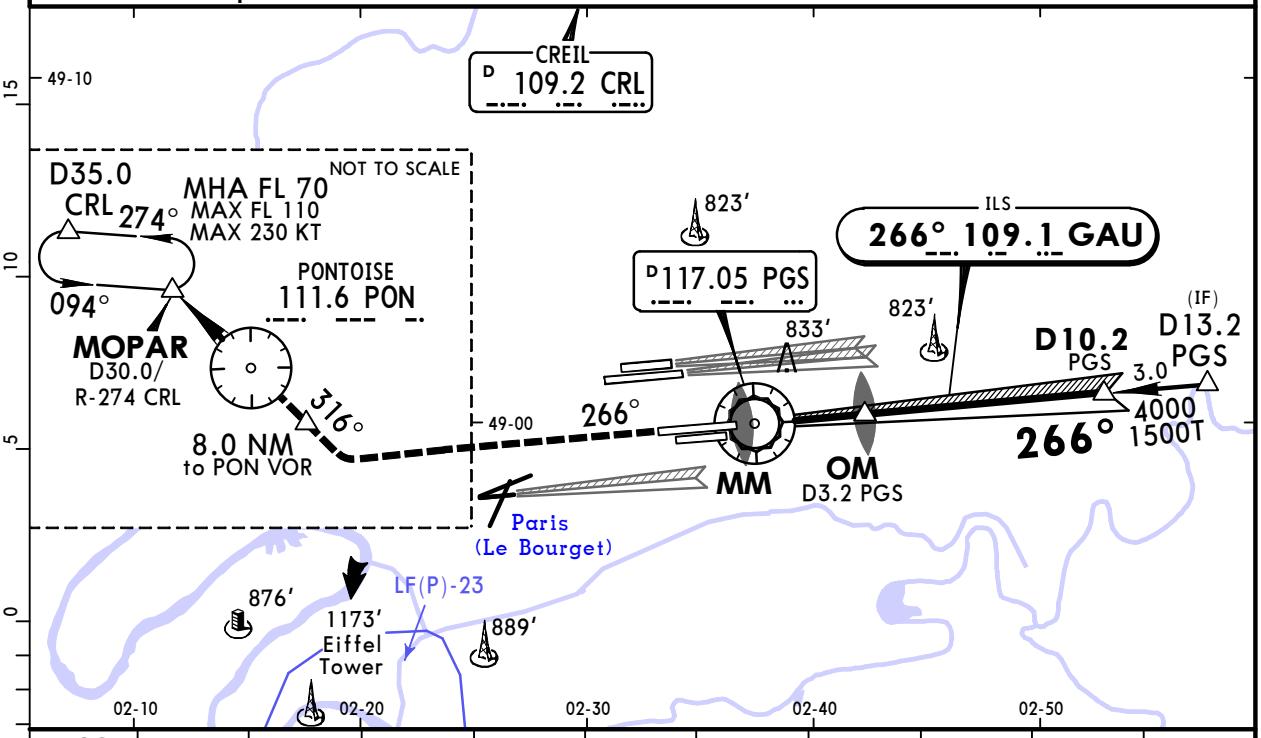
DE GAULLE Tower		Ground South	
120.9	118.655	121.810	121.980

LOC GAU	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev / RWY
109.1	266°	1680′ (1362′)	518′ (200′)	392′ / 318′

MISSED APCH: Climb STRAIGHT AHEAD to 4000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000′ and follow R-266 PGS to intercept R-136 PON inbound. At 8.0 NM before PON VOR climb to FL 70. At PON VOR proceed to MOPAR.
Climb to 1200′ prior to level acceleration.

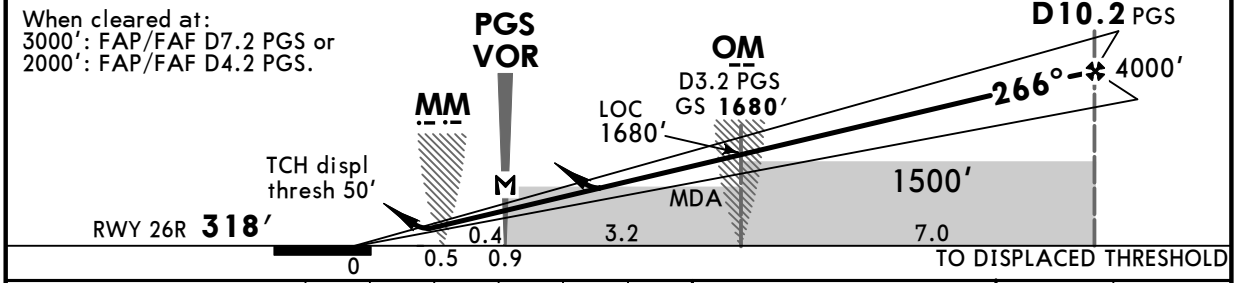
3200′
MSA ARP

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000′
VOR and DME required.



LOC (GS out)	PGS DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	970′	1290′	1610′	1940′	2270′	2600′	2930′	3260′	3600′

When cleared at:
3000′: FAP/FAF D7.2 PGS or
2000′: FAP/FAF D4.2 PGS.



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	484	538	646	753	861
MAP at PGS VOR							

HIALS-II
REIL
PAPI
4000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 26R

	ILS DA(H) 518′ (200′)			LOC (GS out) CDFA DA/MDA(H) [1] 710′ (392′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

CIRCLE-TO-LAND [2]
26R to 26L

Max Kts	MDA(H)	VIS
110	920′ (602′)	3000m
135		
180	1020′ (702′)	3500m
205	1100′ (782′)	4000m

[1] For add-on to the MDA(H), see ATC pages FRANCE.
[2] Circling height based on rwy 26R displ thresh elev of 318′.

CHANGES: Communications.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15
Eff 2 Apr
21-6A

PARIS, FRANCE
CAT II/III ILS Rwy 26R

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach
127.130 (French 128.225)	121.155 125.830 119.850 126.430 118.155 136.275

DE GAULLE Tower		Ground	
120.9	118.655	121.810 South	121.980

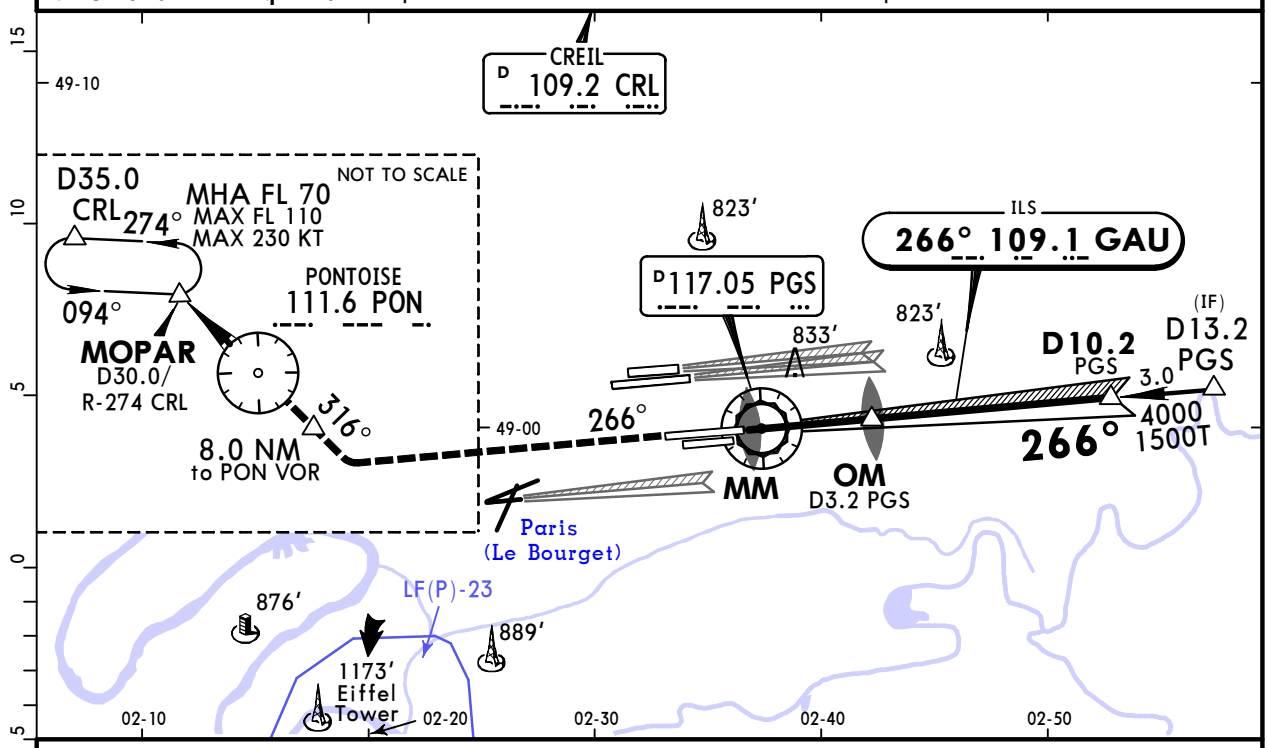
LOC GAU	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev / RWY
109.1	266°	OM 1680′ (1362′)		Apt Elev 392′ RWY 318′

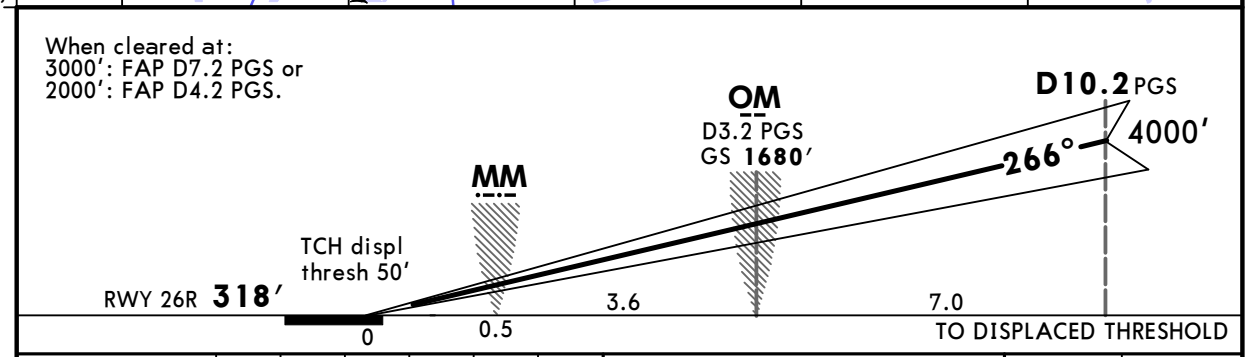
3200′
MSA ARP

MISSED APCH: Climb STRAIGHT AHEAD to 4000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000′ and follow R-266 PGS to intercept R-136 PON inbound. At 8.0 NM before PON VOR climb to FL 70. At PON VOR proceed to MOPAR.
Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000′

1. **VOR and DME required.** 2. Special Aircrew & Aircraft Certification Required.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS-II
REIL
PAPI
4000′

Standard STRAIGHT-IN LANDING RWY **26R**

CAT IIIA ILS	CAT II ILS ABCD
DH **50′**	**RA 102′** DA(H) **418′** (100′)
RVR 200m	RVR 300m 1

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

PANS OPS

CHANGES: Communications.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN 20 MAR 15 (21-7) Eff 2 Apr

PARIS, FRANCE
ILS or LOC Rwy 27L

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach					
127.130 (French 128.225)	121.155	125.830	119.850	126.430	118.155	136.275

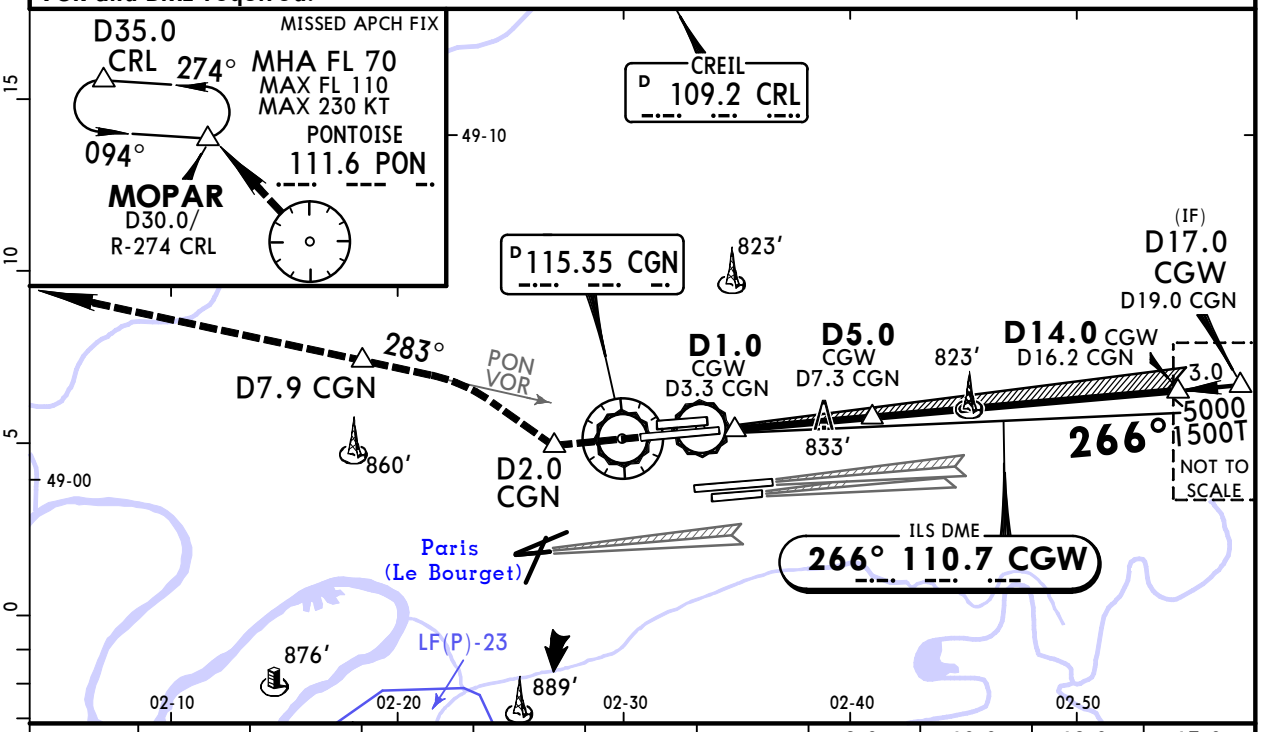
DE GAULLE Tower		Ground	
119.250	123.605	121.610	North 121.780

LOC CGW	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
110.7	266°	D5.0 CGW 2000′ (1613′)	587′ (200′)	Apt Elev 392′ RWY 387′

3200′
MSA ARP

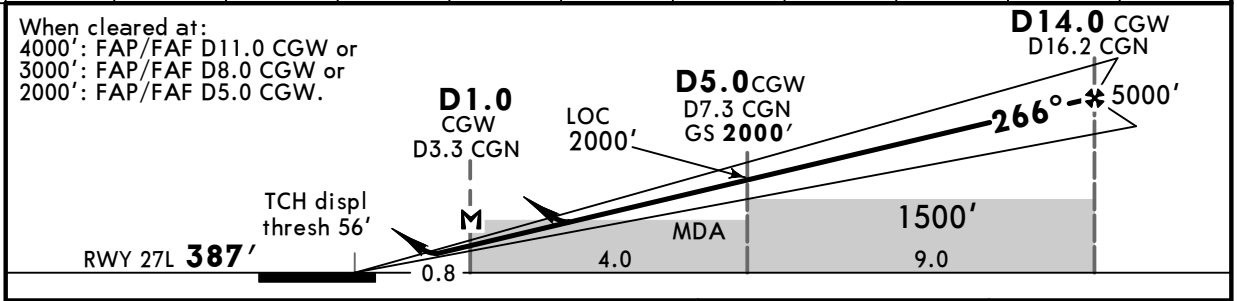
MISSED APCH: Climb STRAIGHT AHEAD to 5000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000′. At D2.0 after CGN turn RIGHT to intercept R-103 PON inbound. At D7.9 after CGN VOR climb to FL 70. At PON VOR proceed to MOPAR.
Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000′
VOR and DME required.



LOC (GS out)	CGW DME	2.0	3.0	4.0	6.0	7.0	9.0	10.0	12.0	13.0
	ALTITUDE	1020′	1350′	1670′	2320′	2650′	3320′	3650′	4330′	4670′

When cleared at:
4000′: FAP/FAF D11.0 CGW or
3000′: FAP/FAF D8.0 CGW or
2000′: FAP/FAF D5.0 CGW.



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 CGW/D3.3 CGN						

HIALS-II
REIL
PAPI
5000′

PANS OPS

Standard — STRAIGHT-IN LANDING RWY27L

	ILS DA(H) 587′ (200′)			LOC (GS out) CDFA DA/MDA(H) [1] 770′ (383′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1500m
B					
C					RVR 1700m
D					

CIRCLE-TO-LAND [2]
27L to 27R

Max Kts	MDA(H)	VIS
110	1000′ (613′)	3000m
135		
180	1100′ (713′)	3500m
205	1150′ (763′)	4000m

[1] For add-on to the MDA(H), see ATC pages FRANCE.
[2] Circling height based on rwy 27L displ thresh elev of 387′.

CHANGES: Communications.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15
Eff 2 Apr
21-7A

PARIS, FRANCE
CAT II/III ILS Rwy 27L

BRIEFING STRIP™

D-ATIS	DE GAULLE Approach					
127.130 (French 128.225)	121.155	125.830	119.850	126.430	118.155	136.275

DE GAULLE Tower		Ground	
119.250	123.605	121.610	North 121.780

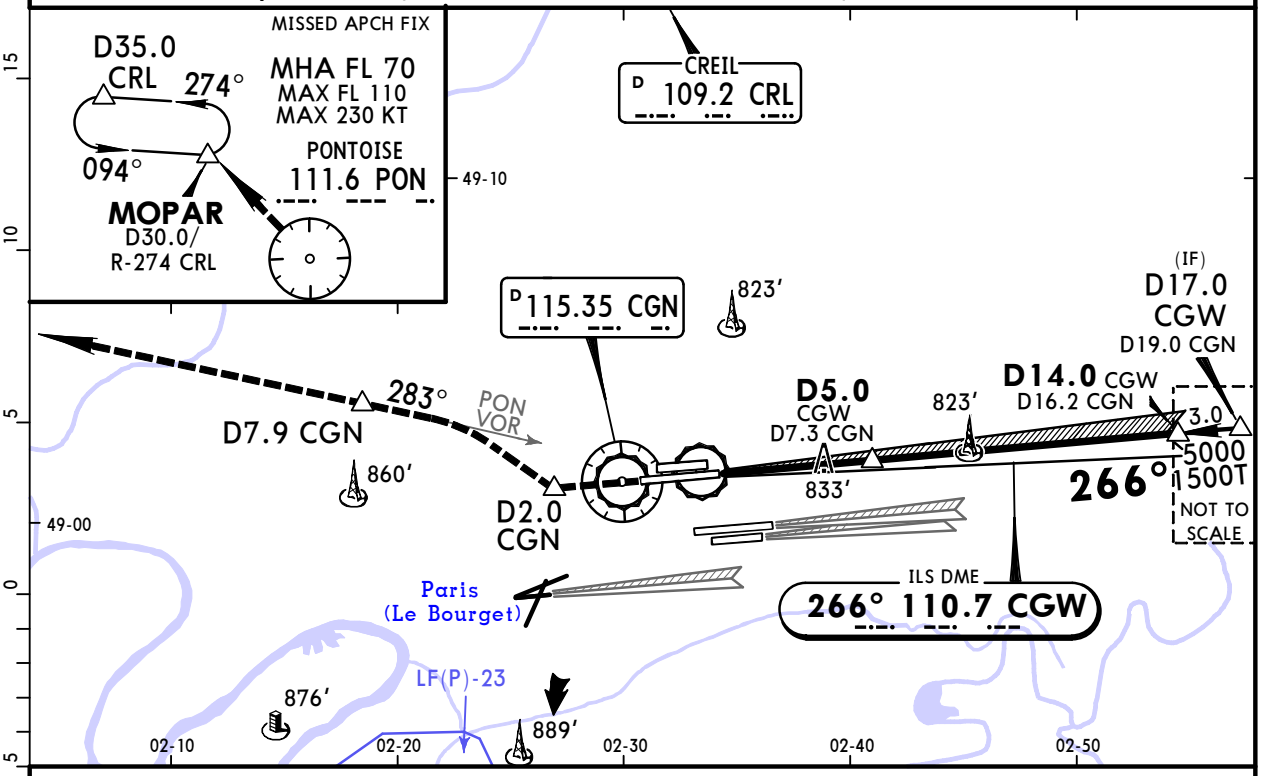
LOC CGW	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev / RWY
110.7	266°	D5.0 CGW 2000′ (1613′)		Apt Elev 392′ RWY 387′

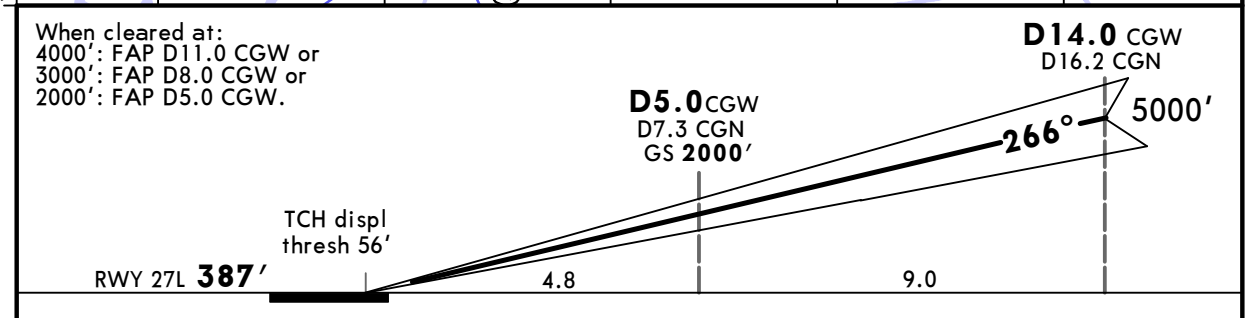
3200′
MSA ARP

MISSED APCH: Climb STRAIGHT AHEAD to 5000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000′. At D2.0 after CGN turn RIGHT to intercept R-103 PON inbound. At D7.9 after CGN VOR climb to FL 70. At PON VOR proceed to MOPAR.
Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000′

1. **VOR and DME required.** 2. Special Aircrew & Acft Certification Required.





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

HIALS-II
REIL
PAPI
5000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **27L**

CAT IIIA ILS	CAT II ILS
DH **50′**	ABCD **RA 100′** DA(H) **487′** (100′)
RVR 200m	RVR 300m [1]

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Communications.

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LFPG/CDG CHARLES-DE-GAULLE

JEPPESEN 20 MAR 15 (21-8) Eff 2 Apr

PARIS, FRANCE ILS or LOC Rwy 27R

BRIEFING STRIP™

D-ATIS	DE GAULLE Approach					
127.130 (French 128.225)	121.155	125.830	119.850	126.430	118.155	136.275

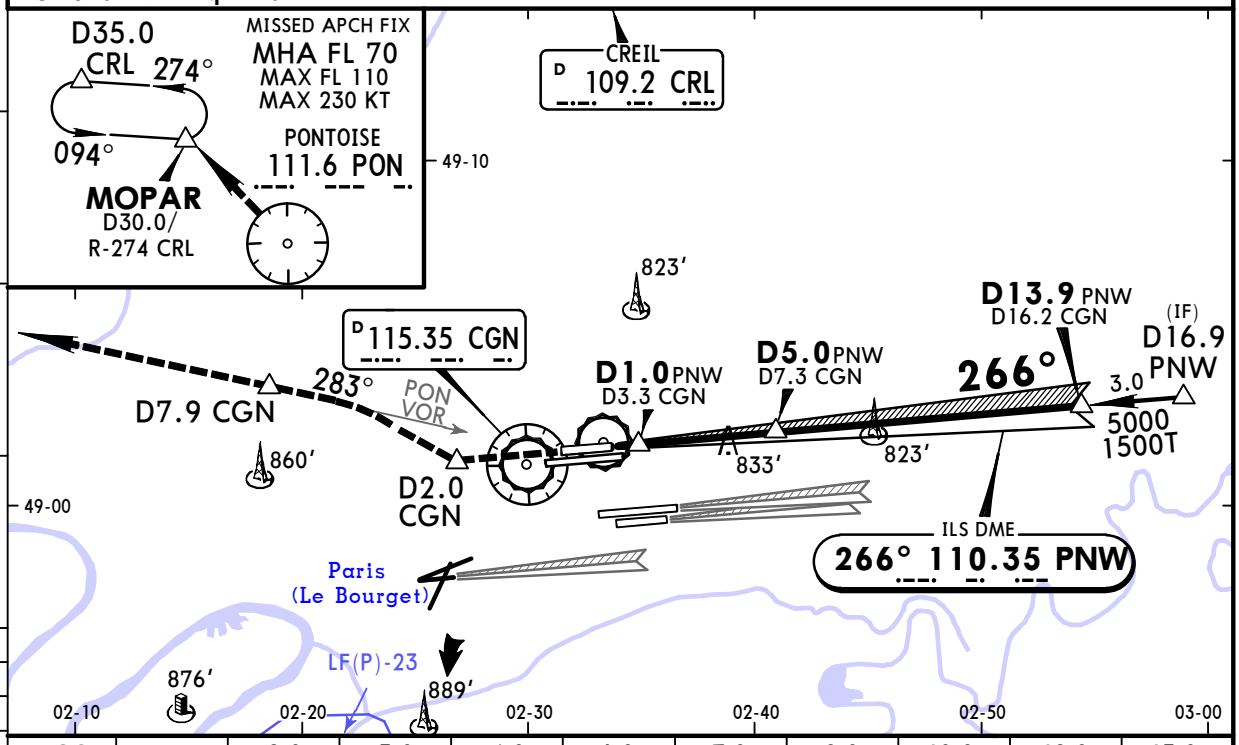
DE GAULLE Tower		Ground	
119.250	123.605	121.610	North 121.780

LOC PNW	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
110.35	266°	D5.0 PNW 2000′ (1608′)	592′ (200′)	Apt Elev 392′ RWY 392′

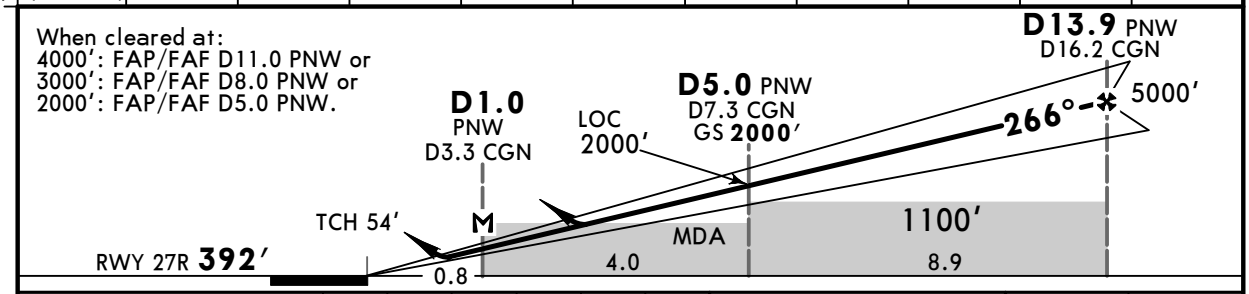
MISSED APCH: Climb STRAIGHT AHEAD to 5000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000′. At D2.0 after CGN turn RIGHT to intercept R-103 PON inbound. At D7.9 after CGN VOR climb to FL 70. At PON VOR proceed to MOPAR.
Climb to 1200′ prior to level acceleration.

3200′
MSA ARP

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000′
VOR and DME required.



LOC (GS out)	PNW DME	2.0	3.0	4.0	6.0	7.0	9.0	10.0	12.0	13.0
	ALTITUDE	1030′	1350′	1670′	2330′	2660′	3320′	3660′	4330′	4670′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 PNW/D3.3 CGN						

HIALS-II
REIL
PAPI
5000′

Standard STRAIGHT-IN LANDING RWY27R

	ILS DA(H) 592′ (200′)			LOC (GS out) CDFA DA/MDA(H) 1 770′ (378′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1500m
B					
C					RVR 1700m
D					

CIRCLE-TO-LAND
27R to 27L

Max Kts	MDA(H)	VIS
110	1000′ (608′)	3000m
135		
180	1100′ (708′)	3500m
205	1140′ (748′)	4000m

PANS OPS

1 For add-on to the MDA(H), see ATC pages FRANCE.

CHANGES: Communications.

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LFPG/CDG CHARLES-DE-GAULLE

JEPPESEN 20 MAR 15 Eff 2 Apr (21-8A)

PARIS, FRANCE CAT II/III ILS Rwy 27R

BRIEFING STRIP™

D-ATIS	DE GAULLE Approach				
127.130 (French 128.225)	121.155	125.830	119.850	126.430	118.155	136.275

DE GAULLE Tower		Ground North	
119.250	123.605	121.610	121.780

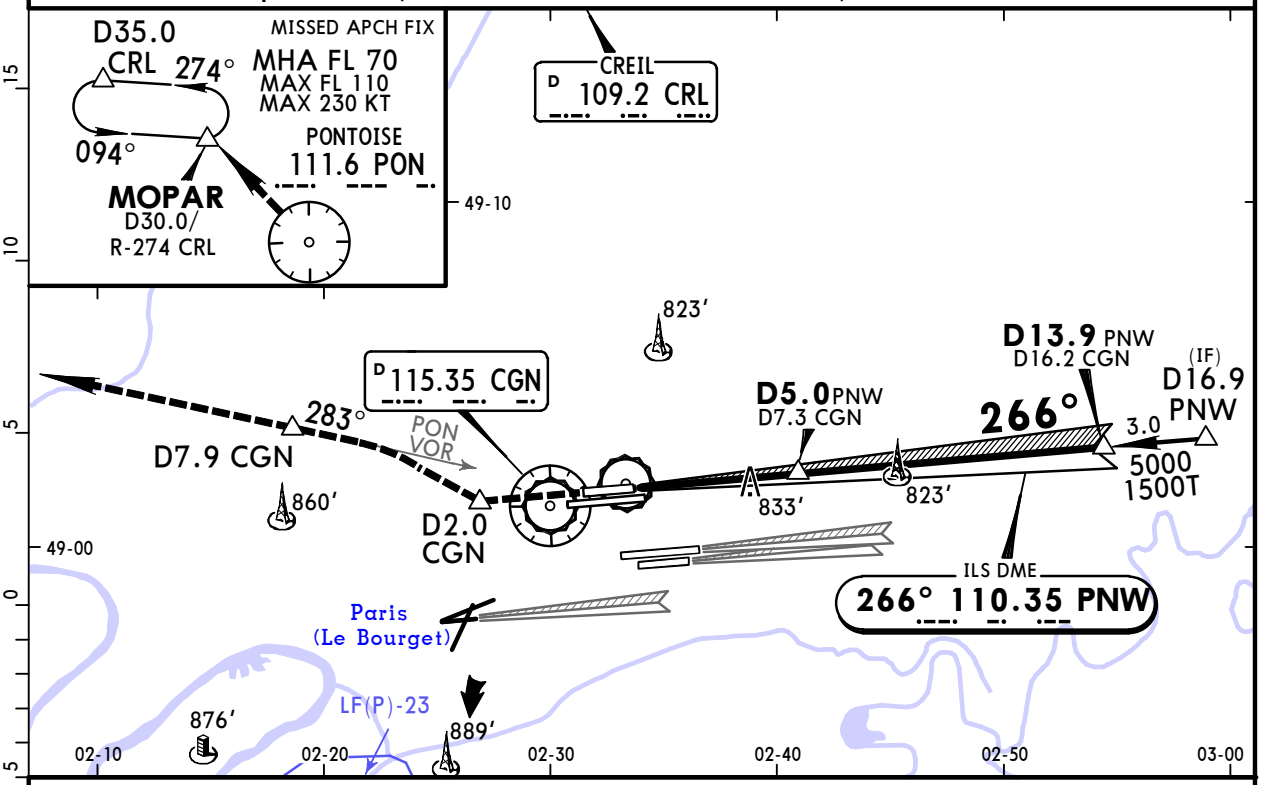
LOC PNW	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev / RWY
110.35	266°	D5.0 PNW 2000′ (1608′)		392′ / 392′

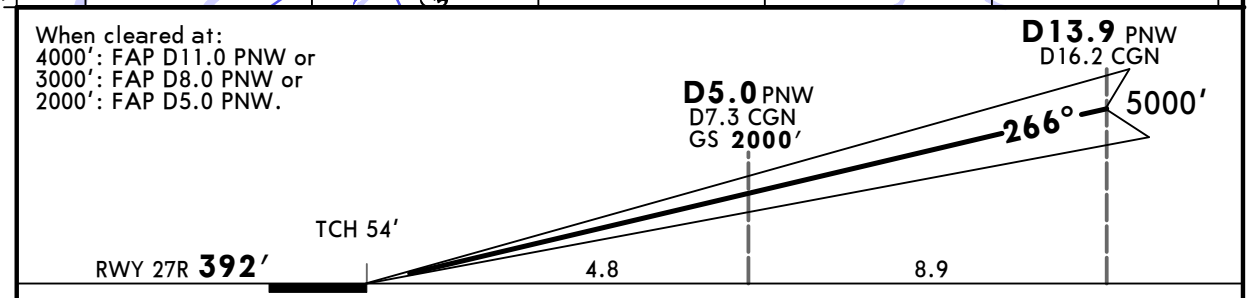
3200′ MSA ARP

MISSED APCH: Climb STRAIGHT AHEAD to 5000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000′. At D2.0 after CGN turn RIGHT to intercept R-103 PON inbound. At D7.9 after CGN VOR climb to FL 70. At PON VOR proceed to MOPAR.
Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000′

1. **VOR and DME required.** 2. Special Aircrew & Acft Certification Required.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	538	637	743	849

HIALS-II
REIL
PAPI
5000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **27R**

CAT IIIA ILS	CAT II ILS
DH 50′	ABCD RA 103′ DA(H) 492′ (100′)
RVR 200m	RVR 300m 1

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Communications.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
19 JUN 15 (23-1)

PARIS, FRANCE
VOR Rwy 08L

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach				
127.130 (French 128.225)	121.155	125.830	119.850	126.430	118.155	136.275

DE GAULLE Tower		Ground South	
120.9	118.655	121.810	121.980

VOR PGS	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev / Rwy
117.05	086°	D17.3 PGS 5000′ (4662′)	830′ (492′)	392′ / 338′

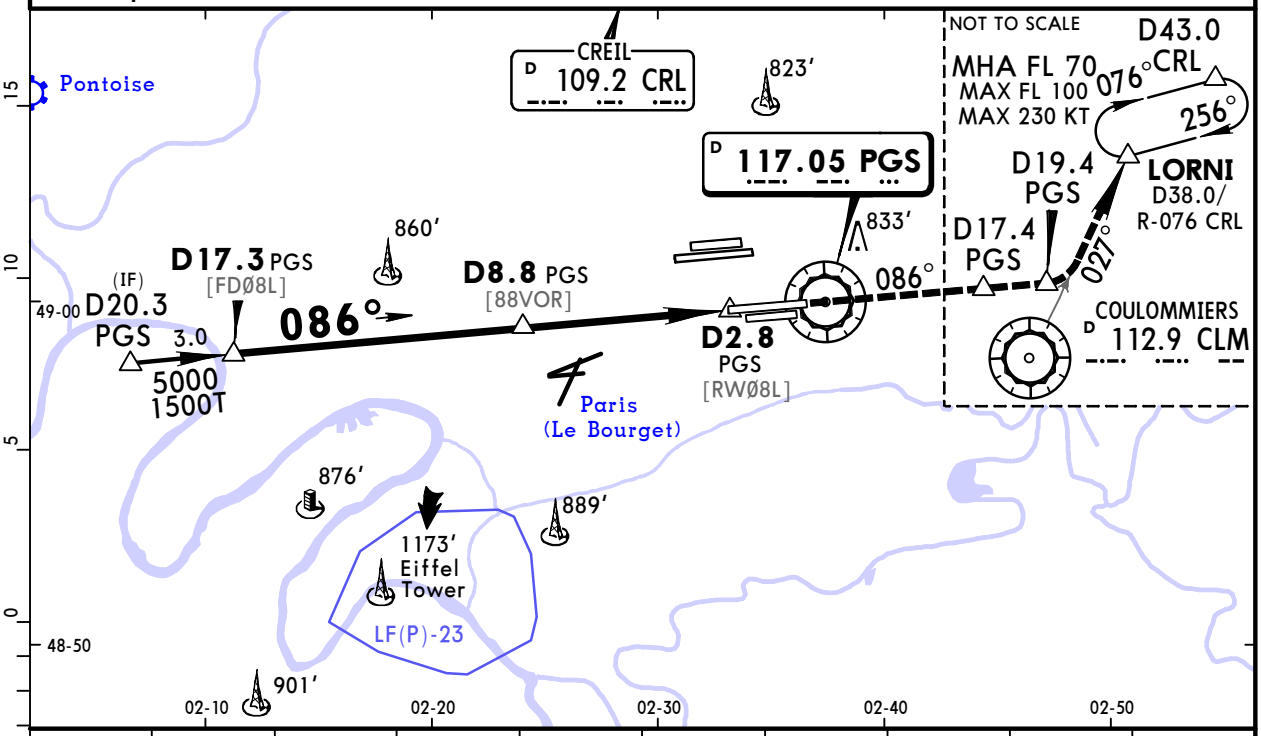
MISSED APCH: Climb on R-086 PGS to 4000′, then as directed.

MISSED APCH WITH COMM FAILURE: Climb on R-086 PGS to 4000′. At D17.4 PGS climb to FL 70. At D19.4 PGS turn LEFT to intercept and follow R-027 CLM to LORNI.

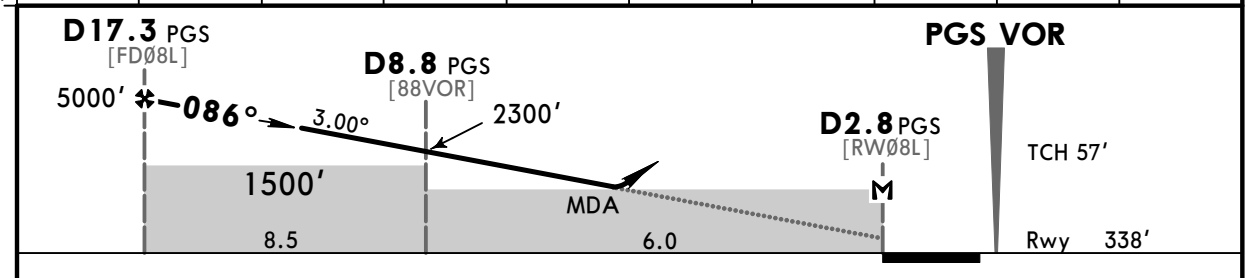
Climb to 1200′ prior to level acceleration.

3200′
MSA
ARP

Alt Set: hPa
DME required.
Rwy Elev: 12 hPa
Trans level: By ATC
Trans alt: 5000′



PGS DME	16.0	15.0	13.0	12.0	10.0	9.0	7.0	6.0	5.0
ALTITUDE	4590′	4270′	3630′	3310′	2670′	2350′	1720′	1400′	1080′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.8 PGS							

HIALS-II
REIL
PAPI

4000′ on PGS 117.05 R-086

PANS OPS

Standard — STRAIGHT-IN LANDING RWY **08L** **CDFA**

DA/MDA(H) **830′** (492′) — ALS out

			Max Kts	MDA(H)	VIS
A	RVR 1500m		110	940′ (602′)	3000m
B			135		
C	RVR 1500m	CMV 2300m	180	1040′ (702′)	3500m
D			205	1100′ (762′)	4000m

CIRCLE-TO-LAND 1
08L to 08R

Max Kts	MDA(H)	VIS
110	940′ (602′)	3000m
135		
180	1040′ (702′)	3500m
205	1100′ (762′)	4000m

1 Circling height based on rwy 08L thresh elev of 338′.

CHANGES: Missed apch.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
19 JUN 15 (23-2)

PARIS, FRANCE
VOR Rwy 09R

BRIEFING STRIP™

D-ATIS	DE GAULLE Approach				
127.130 (French 128.225)	121.155	125.830	119.850	126.430	118.155	136.275

DE GAULLE Tower		Ground North	
119.250	123.605	121.610	121.780

VOR CGN	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev / Rwy
115.35	086°	D10.7 CGN 4000′ (3630′)	760′ (390′)	Apt Elev 392′ / Rwy 370′

3200′
MSA
ARP

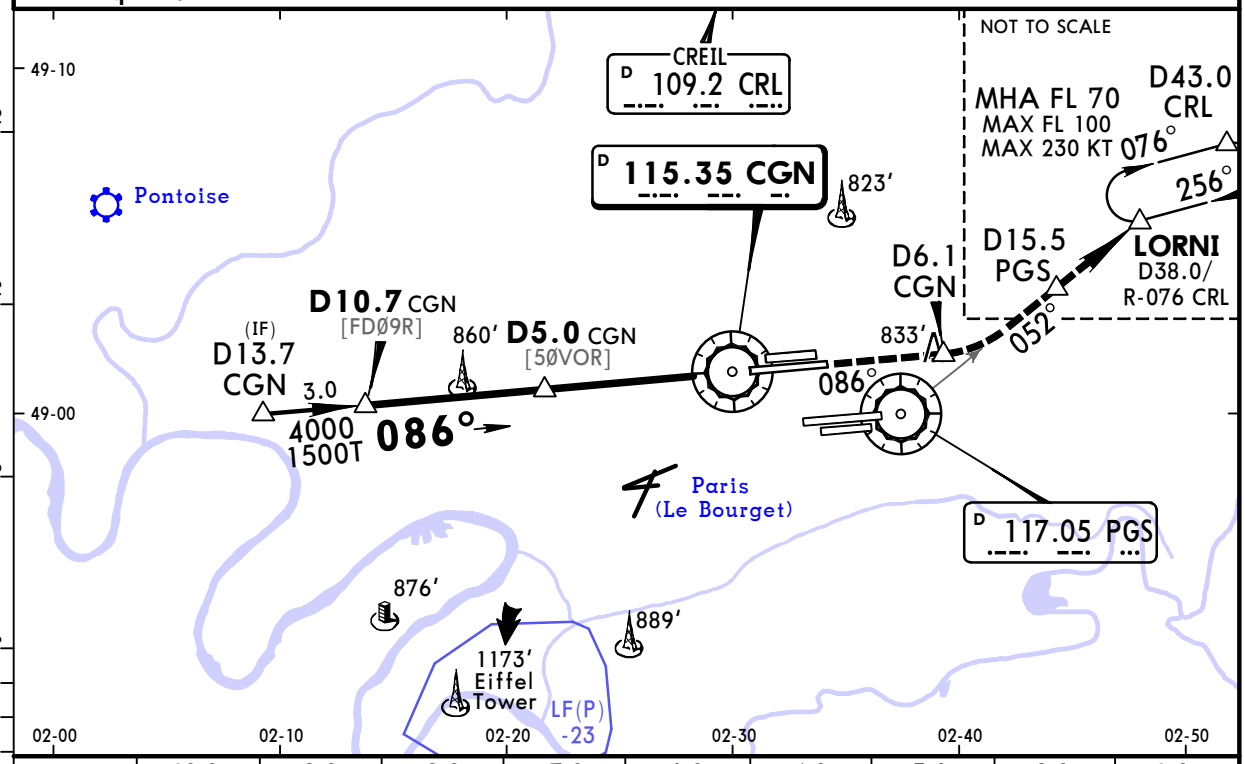
MISSED APCH: Climb on R-086 CGN to 3000′, then as directed.

MISSED APCH WITH COMM FAILURE: Climb on R-086 CGN to 3000′. At D6.1 CGN turn LEFT to intercept and follow R-052 PGS to LORNI. At D15.5 PGS climb to FL 70.

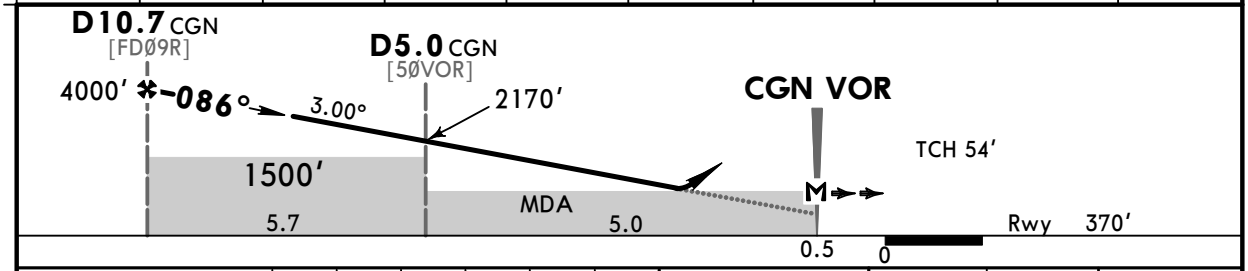
Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000′

DME required.



CGN DME	10.0	9.0	8.0	7.0	6.0	4.0	3.0	2.0	1.0
ALTITUDE	3770′	3450′	3130′	2810′	2490′	1860′	1540′	1220′	900′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at CGN VOR							

HIALS-II
REIL
PAPI

3000′ on CGN 115.35 R-086

PANS OPS

Standard — STRAIGHT-IN LANDING RWY09R — CDFA

DA/MDA(H) [1] 760′ (390′)

	ALS out	Max Kts	MDA(H)	VIS
A	RVR 1100m	110	1020′ (650′)	3000m
B		135		
C		180	1120′ (750′)	3500m
D		205	1120′ (750′)	4000m

CIRCLE-TO-LAND [2]
09R to 09L

[1] For add-on to the MDA(H), see ATC pages FRANCE.
[2] Circling height based on rwy 09R thresh elev of 370′.

CHANGES: Missed apch.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 (23-3) Eff 2 Apr

PARIS, FRANCE
VOR Rwy 26R

BRIEFING STRIP™

D-ATIS	DE GAULLE Approach				
127.130 (French 128.225)	121.155	125.830	119.850	126.430	118.155	136.275

DE GAULLE Tower		Ground South	
120.9	118.655	121.810	121.980

VOR PGS	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev / RWY
117.05	266°	D10.5 PGS 4000′ (3682′)	Refer to Minimums	Apt Elev 392′ RWY 318′

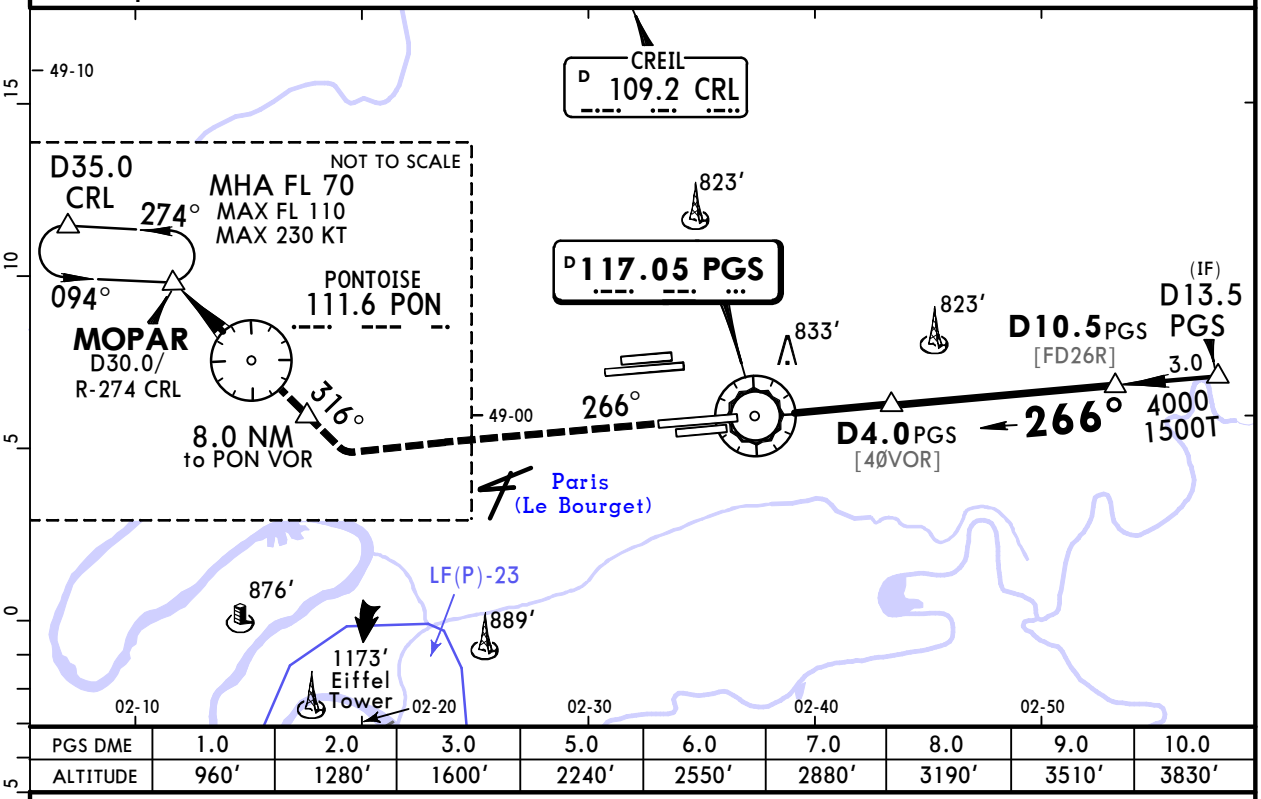
MISSED APCH: Climb on R-266 PGS to 4000′, then as directed.

MISSED APCH WITH COMM FAILURE: Climb on R-266 PGS to 4000′. Intercept and follow R-136 PON inbound. At 8.0 NM before PON VOR climb to FL 70. At PON VOR proceed to MOPAR.

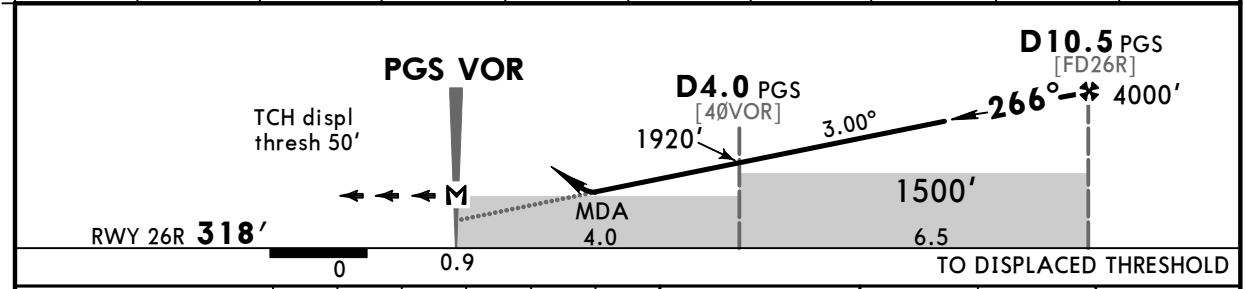
Climb to 1200′ prior to level acceleration.

3200′
MSA
ARP

Alt Set: hPa
DME required.
Rwy Elev: 12 hPa
Trans level: By ATC
Trans alt: 5000′



PGS DME	1.0	2.0	3.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	960′	1280′	1600′	2240′	2550′	2880′	3190′	3510′	3830′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at PGS VOR							

HIALS-II
REIL
PAPI

4000′ on PGS 117.05 R-266

PANS OPS

Standard STRAIGHT-IN LANDING RWY**26R**
CDFA

DA/MDA(H) [1] ABC: **710′** (392′) D: **730′** (412′)

	ALS out		Max Kts	MDA(H)	VIS
A	RVR 1100m	RVR 1500m	110	920′ (602′)	3000m
B			135		
C		RVR 1800m	180	1020′ (702′)	3500m
D	RVR 1200m	RVR 1900m	205	1100′ (782′)	4000m

CIRCLE-TO-LAND [2]
26R to 26L

[1] For add-on to the MDA(H), see ATC pages FRANCE.
[2] Circling height based on rwy 26R displ thresh elev of 318′.

CHANGES: Communications.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN 20 MAR 15 (23-4) Eff 2 Apr

PARIS, FRANCE
VOR Rwy 27L

BRIEFING STRIP™

D-ATIS	DE GAULLE Approach
127.130 (French 128.225)	121.155 125.830 119.850 126.430 118.155 136.275

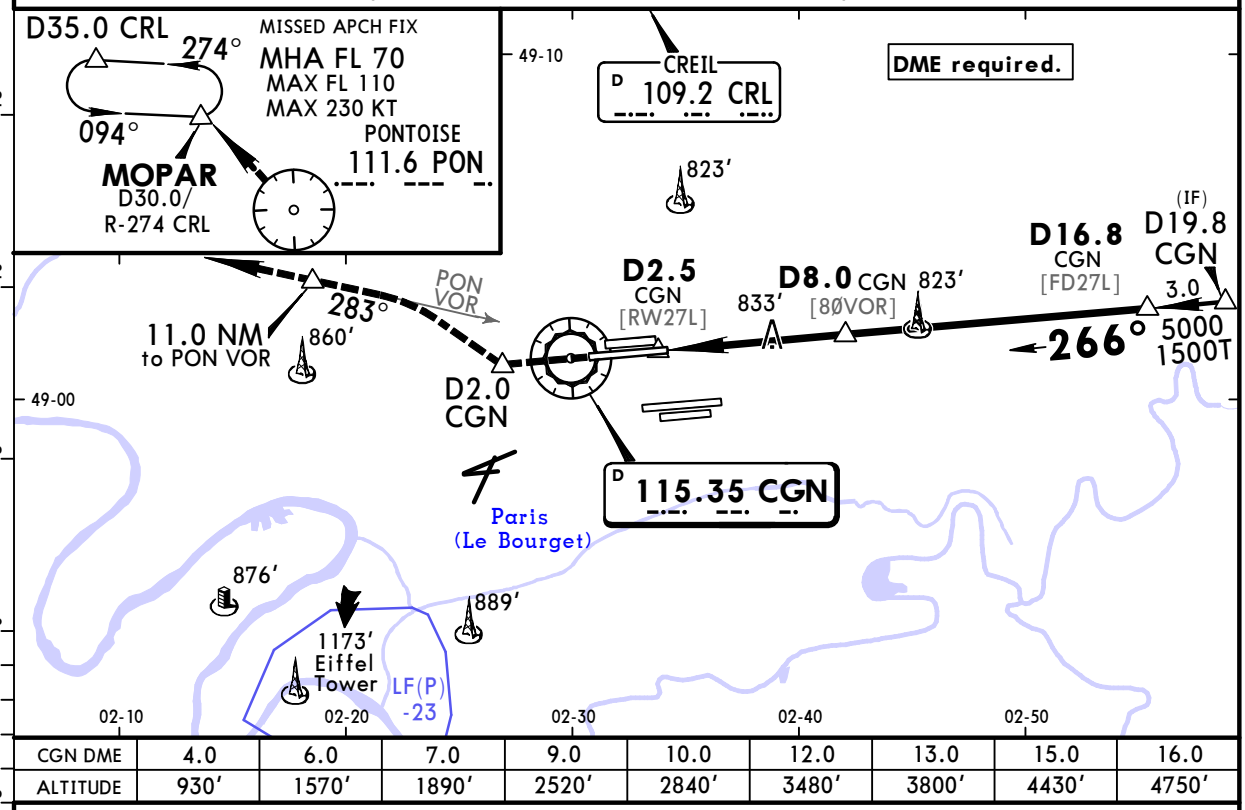
DE GAULLE Tower		Ground North	
119.250	123.605	121.610	121.780

VOR CGN	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev / RWY
115.35	266°	D16.8 CGN 5000′ (4613′)	Refer to Minimums	Apt Elev 392′ RWY 387′

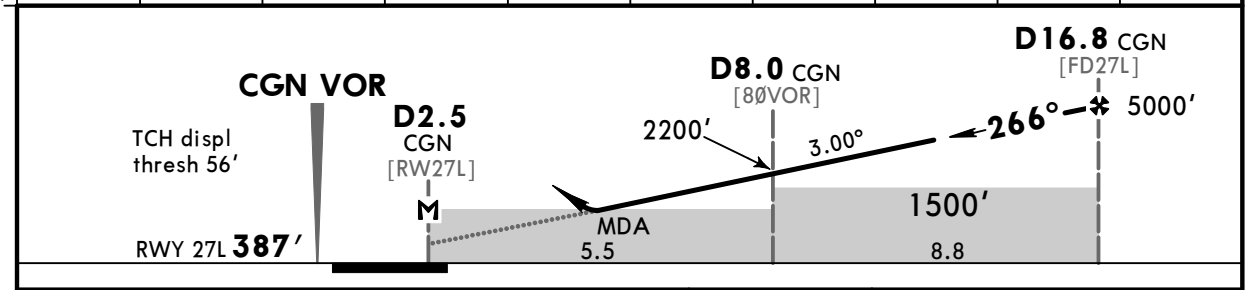
3200′ MSA ARP

MISSED APCH: Climb on R-266 CGN to 3000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb on R-266 CGN to 3000′. At D2.0 after CGN turn RIGHT to intercept R-103 PON inbound. At 11 NM before PON VOR climb to FL 70. At PON VOR proceed to MOPAR.
Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000′



CGN DME	4.0	6.0	7.0	9.0	10.0	12.0	13.0	15.0	16.0
ALTITUDE	930′	1570′	1890′	2520′	2840′	3480′	3800′	4430′	4750′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.5 CGN							

HIALS-II
REIL
PAPI

3000′ on CGN 115.35 R-266

Standard STRAIGHT-IN LANDING RWY27L
CDFA

DA/MDA(H) A: 840′ (453′) C: 900′ (513′)
B: 870′ (483′) D: 920′ (533′)

	RVR	ALS out	Max Kts	MDA(H)	VIS
A	RVR 1400m	RVR 1500m	110	1000′ (613′)	3000m
B	RVR 1500m		135		
C	RVR 1600m	CMV 2400m	180	1100′ (713′)	3500m
D	RVR 1700m		205	1150′ (763′)	4000m

CIRCLE-TO-LAND 1
27L to 27R

Max Kts	MDA(H)	VIS
110	1000′ (613′)	3000m
135		
180	1100′ (713′)	3500m
205	1150′ (763′)	4000m

1 Circling height based on rwy 27L displ thresh elev of 387′.

PANS OPS

CHANGES: Communications.

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1. GENERAL

1.1. ATIS

* D-ATIS Arrival	113.750	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.

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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.

  Use minimum power when manoeuvring at Terminal 4.
- 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 TULLA turning RIGHT onto Link 41 to face West.

  Eastbound on TWY S, at NESSY 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.

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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 and 105 are equipped with a single, fixed, rail passenger boarding bridge which have no lateral movement.

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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'.

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2. ARRIVAL

CONTINUOUS DESCENT APPROACH

Headings and flight levels/altitudes by ATC. ACFT will be radar-vectored. 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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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.

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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.

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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

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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.

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EGLL/LHR HEATHROW

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3 FEB 12 (10-1R) Eff 9 Feb

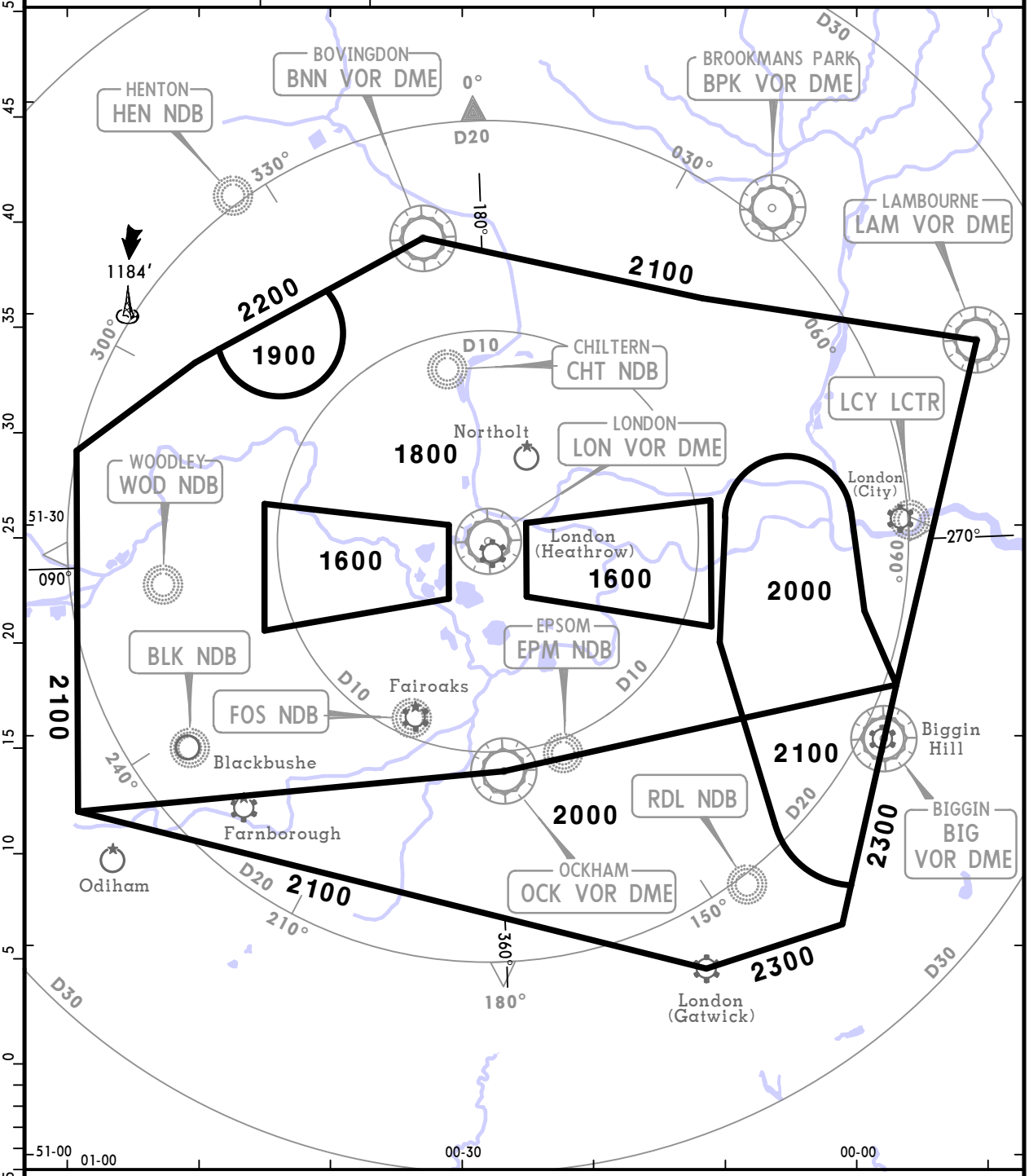
LONDON, UK

RADAR MINIMUM ALTITUDES

HEATHROW Radar
*125.62 127.52

Apt Elev
83′

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



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 ❶ of the aircraft and
- within the sector 15 NM ❷ ahead of and within 20° either side of the aircraft's track.

3 NM ❶ or 10 NM ❷ 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 Approach Radio Failure Procedures on charts 11-5/11-6.

CHANGES: Northeast sector revised.

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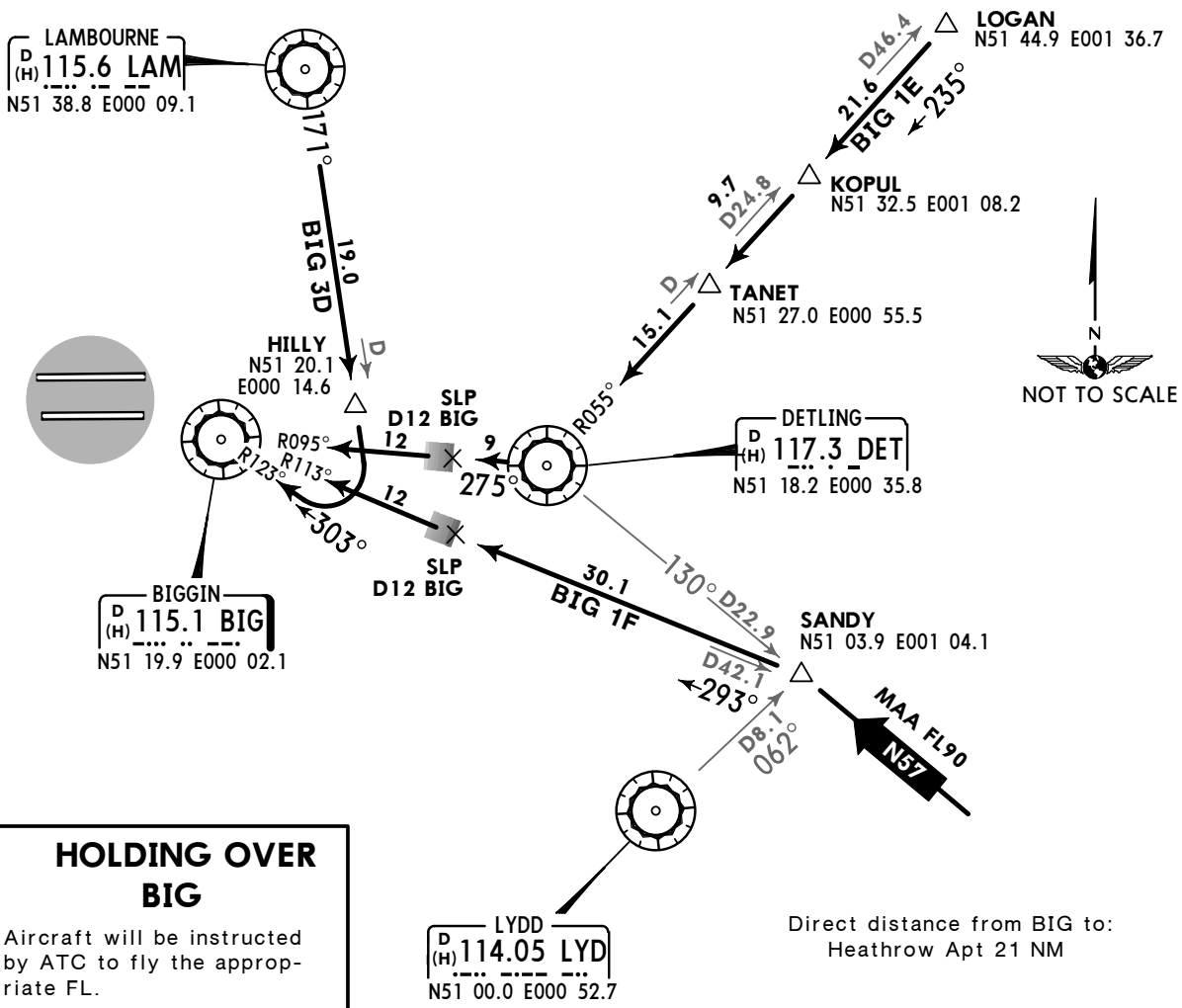
*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	83′	Trans level: By ATC Trans alt: 6000′

BIG 3D, BIG 1E, BIG 1F
ARRIVALS

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

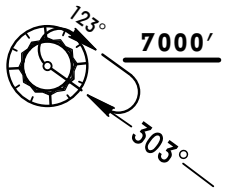
SPEED RESTRICTION
Cross SLP or 3 MIN before holding facility at 250 KT or less.
SLP Speed Limit Point

WARNING
Do not proceed beyond BIG without ATC clearance.



HOLDING OVER BIG

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



Direct distance from BIG to:
Heathrow Apt 21 NM

DESCENT PLANNING
Pilots should plan for possible descent clearance as as directed by ATC.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

STAR	ROUTING
BIG 3D ❶	At LAM, LAM R-171 to HILLY, turn onto inbound holding, 303° track to BIG.
BIG 1E ❶	At LOGAN, intercept DET R-055 inbound via KOPUL and TANET to DET, turn RIGHT, intercept BIG R-095 inbound to BIG.
BIG 1F	At SANDY, intercept BIG R-113 inbound to BIG.

❶ As directed by ATC. Not to be used for flight planning purposes.

CHANGES: STARs BIG 3B, 3C & 1G transferred.

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EGLL/LHR HEATHROW

LONDON, UK

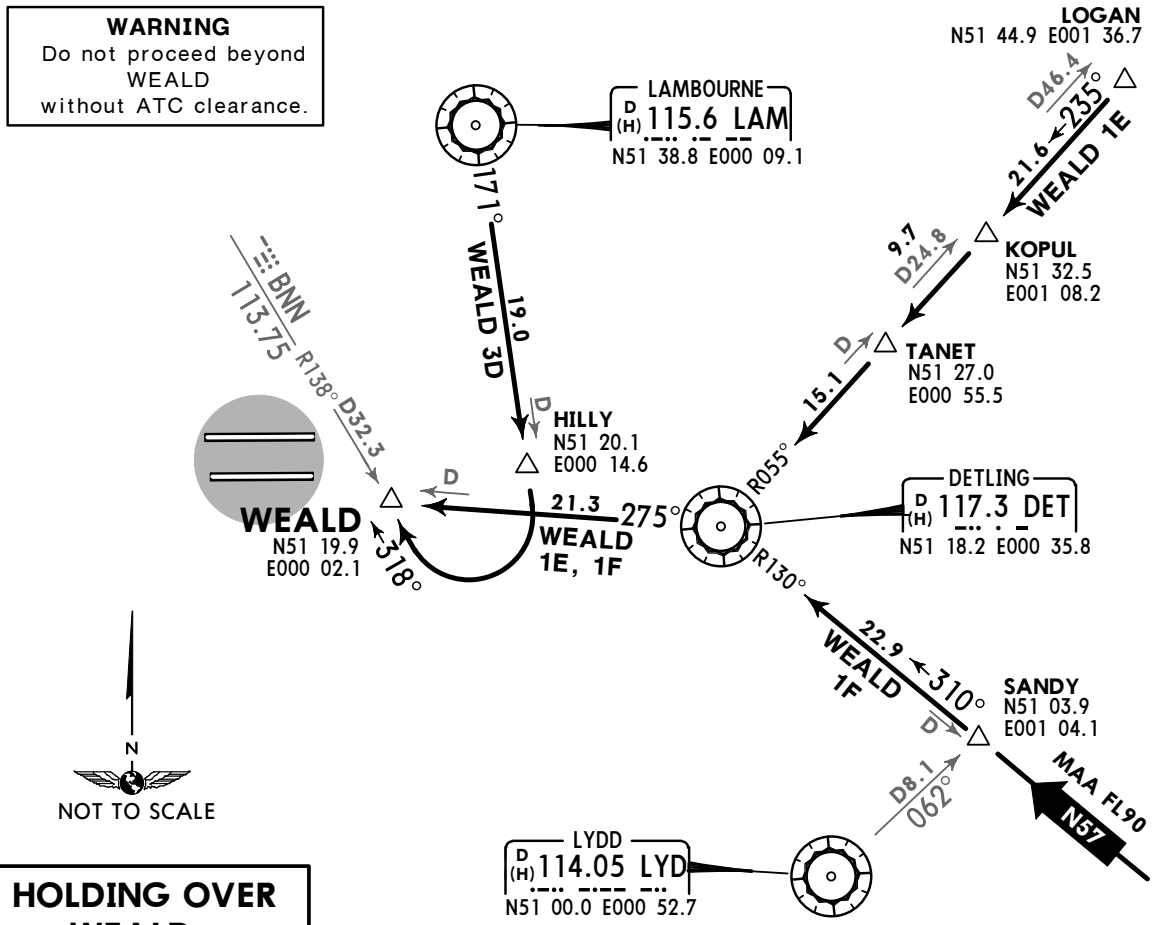
STAR

*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	83′	Trans level: By ATC Trans alt: 6000′

WEALD 3D [WEAL3D]
WEALD 1E [WEAL1E]
WEALD 1F [WEAL1F]
ARRIVALS

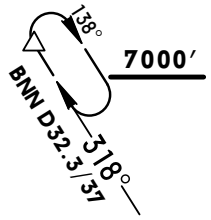
TO BE USED WHEN BIG VOR UNSERVICEABLE
DURING PERIODS OF CONGESTION TRAFFIC MAY BE ROUTED
VIA OCK 1G AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES
SPEED: CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS

WARNING
Do not proceed beyond WEALD without ATC clearance.



HOLDING OVER WEALD

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



Direct distance from WEALD to:
Heathrow Apt 21 NM

DESCENT PLANNING
Pilots should plan for possible descent clearance as as directed by ATC.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

STAR	ROUTING
WEALD 3D❶	At LAM, LAM R-171 to HILLY, turn onto inbound holding, 318° track to WEALD.
WEALD 1E❶	At LOGAN, intercept DET R-055 inbound via KOPUL and TANET to DET, turn RIGHT, DET R-275 to WEALD.
WEALD 1F	At SANDY, intercept DET R-130 inbound to DET, turn LEFT, DET R-275 to WEALD.

❶ As directed by ATC. Not to be used for flight planning purposes.

CHANGES: STARs transferred.

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EGLL/LHR HEATHROW

LONDON, UK

STAR

*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	83′	Trans level: By ATC Trans alt: 6000′

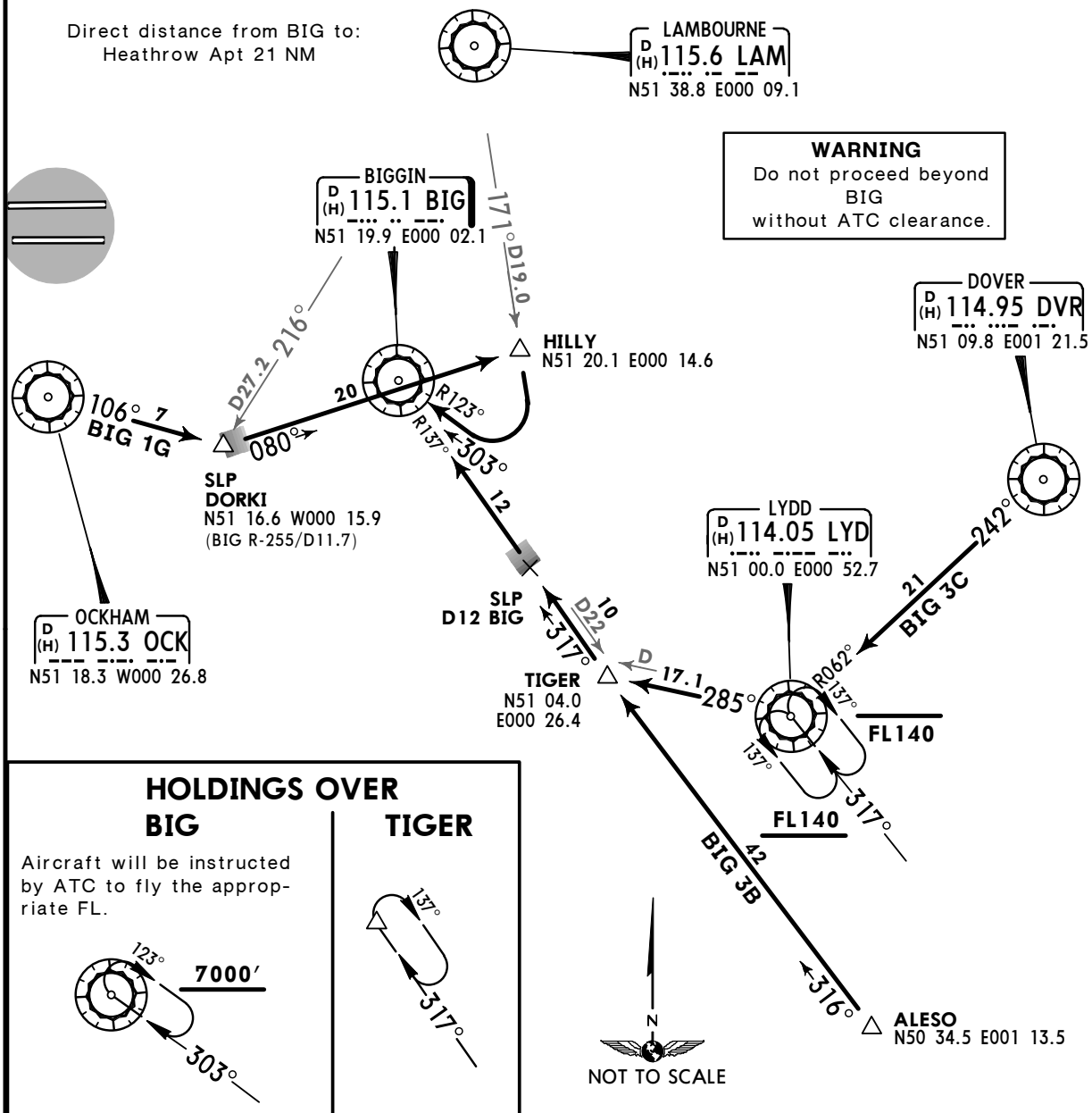
BIG 3B, BIG 3C, BIG 1G
ARRIVALS

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

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
BIG 3B: FL150 by TIGER,
BIG 3C, 1G: As directed by ATC.
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

WARNING
Do not proceed beyond BIG without ATC clearance.



HOLDINGS OVER

BIG

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

TIGER

STAR	ROUTING
BIG 3B	At ALESO, 316° track to TIGER, intercept BIG R-137 inbound to BIG.
BIG 3C	At DVR, intercept LYD R-062 inbound to LYD, turn RIGHT, LYD R-285 to TIGER, turn RIGHT, intercept BIG R-137 inbound to BIG.
BIG 1G❶	At OCK, OCK R-106 to DORKI, turn LEFT, 080° track to HILLY, turn RIGHT to BIG.

❶ As directed by ATC. Not to be used for flight planning purposes.

CHANGES: Tracks updated; STARs transferred.

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EGLL/LHR HEATHROW

JEPPESEN
6 MAR 15 (10-2C)

LONDON, UK

STAR

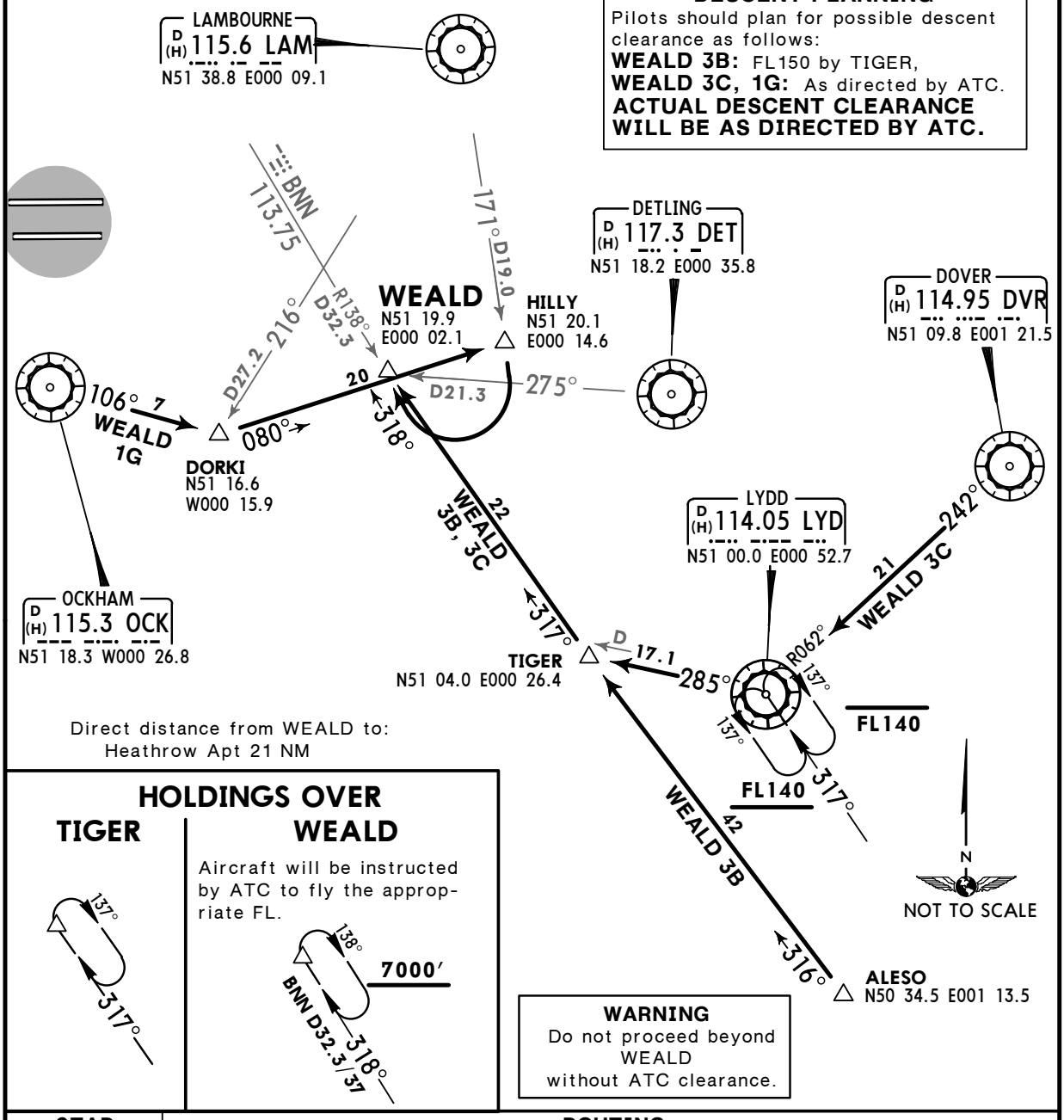
*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	83′	Trans level: By ATC Trans alt: 6000′

WEALD 3B [WEAL3B]
WEALD 3C [WEAL3C]
WEALD 1G [WEAL1G]
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

SPEED: CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS

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



STAR	ROUTING
WEALD 3B	At ALESO, 316° track to TIGER, 317° track to WEALD.
WEALD 3C	At DVR, intercept LYD R-062 inbound to LYD, turn RIGHT, LYD R-285 to TIGER, turn RIGHT, 317° track to WEALD.
WEALD 1G ❶	At OCK, OCK R-106 to DORKI, turn LEFT, 080° track to HILLY.

❶ As directed by ATC. Not to be used for flight planning purposes.

CHANGES: Tracks updated; STARs transferred.

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EGLL/LHR HEATHROW

JEPPESEN
6 MAR 15 (10-2D)

LONDON, UK

STAR

*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	83′	Trans level: By ATC Trans alt: 6000′

BNN 4A, BNN 1B, BNN 1C
BNN 1D ❶, BNN 1E ❶
ARRIVALS

NOT TO SCALE

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

MEA FL200
UY53
Y53 FL200
NUGRA
N53 01.8 W002 18.2
149°
58
BNN 1B
147°
L612 FL90-FL140
MAA FL140
L10
L15 FL150-FL190
FL200
FL200
327°
327°
AT FL70
M603
DAVENTRY
D (H) 116.4 DTY
N52 10.8 W001 06.8
329°
149°
141°
11.1
D
HONILEY
D (H) 113.65 HON
N52 21.4 W001 39.8
❸
TOBID
N52 13.0
W001 28.0
BNN 4A, 1B
20.5
D31.6
166°
20
BNN 1C
SOPIT
N51 57.5 W001 06.4
8
WESTCOTT
335 WCO
N51 51.2 W000 57.7
SLP

HOLDING OVER BNN
118°
❷ 7000′
298°

HOLDINGS OVER WCO
FL150
189°
600
154°
BNN 27 DME
FL160
334°
Do not exceed BNN 27 DME

BOVINGDON
D (H) 113.75 BNN
N51 43.6 W000 33.0
LAMBOURNE
D (H) 115.6 LAM
N51 38.8 E000 09.1
118°
17
R298°
DONNA
N51 42.0 W000 44.6
33.6
277°
❶ BNN 1E
SLP
D12 BNN
12
R252°
D
24
❶ BNN 1D
D36.0
KENET
N51 31.2 W001 27.3
072°

Direct distance from BNN to Heathrow Apt 15NM

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

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 (holding track) to BNN.

CHANGES: Holdings revised; chart reindexed.

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EGLL/LHR HEATHROW

JEPPESEN
6 MAR 15 (10-2E)

LONDON, UK

STAR

*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	83′	Trans level: By ATC Trans alt: 6000′

BOVVA 4A [BOVA4A], BOVVA 1B [BOVA1B] BOVVA 1C [BOVA1C], BOVVA 1D [BOVA1D] ❶ BOVVA 1E [BOVA1E] ❶

ARRIVALS

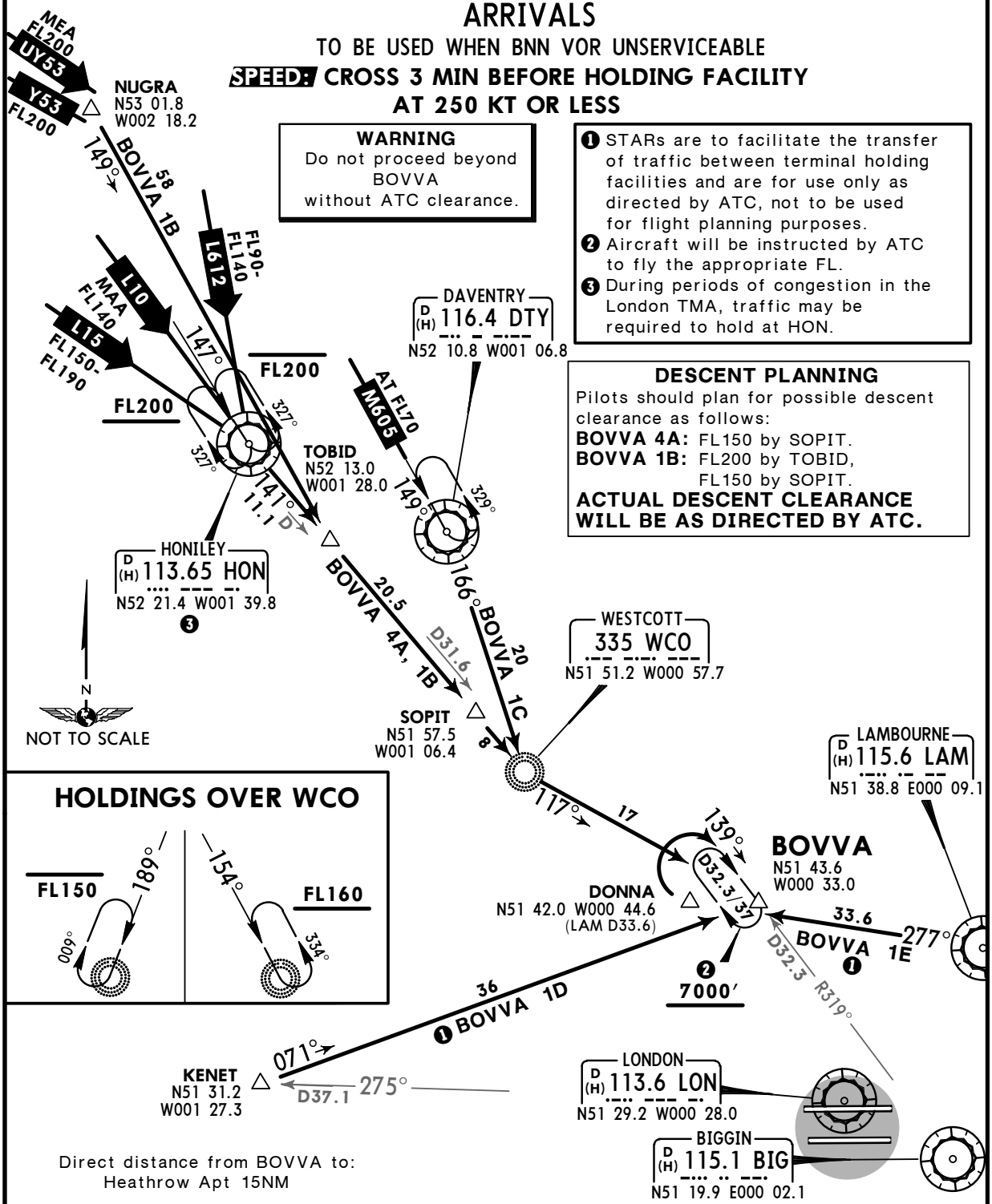
TO BE USED WHEN BNN VOR UNSERVICEABLE

SPEED: CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS

WARNING
Do not proceed beyond BOVVA without ATC clearance.

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



Direct distance from BOVVA to:
Heathrow Apt 15NM

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 (holding track) to BOVVA.

CHANGES: Holdings revised; chart reindexed.

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EGLL/LHR HEATHROW

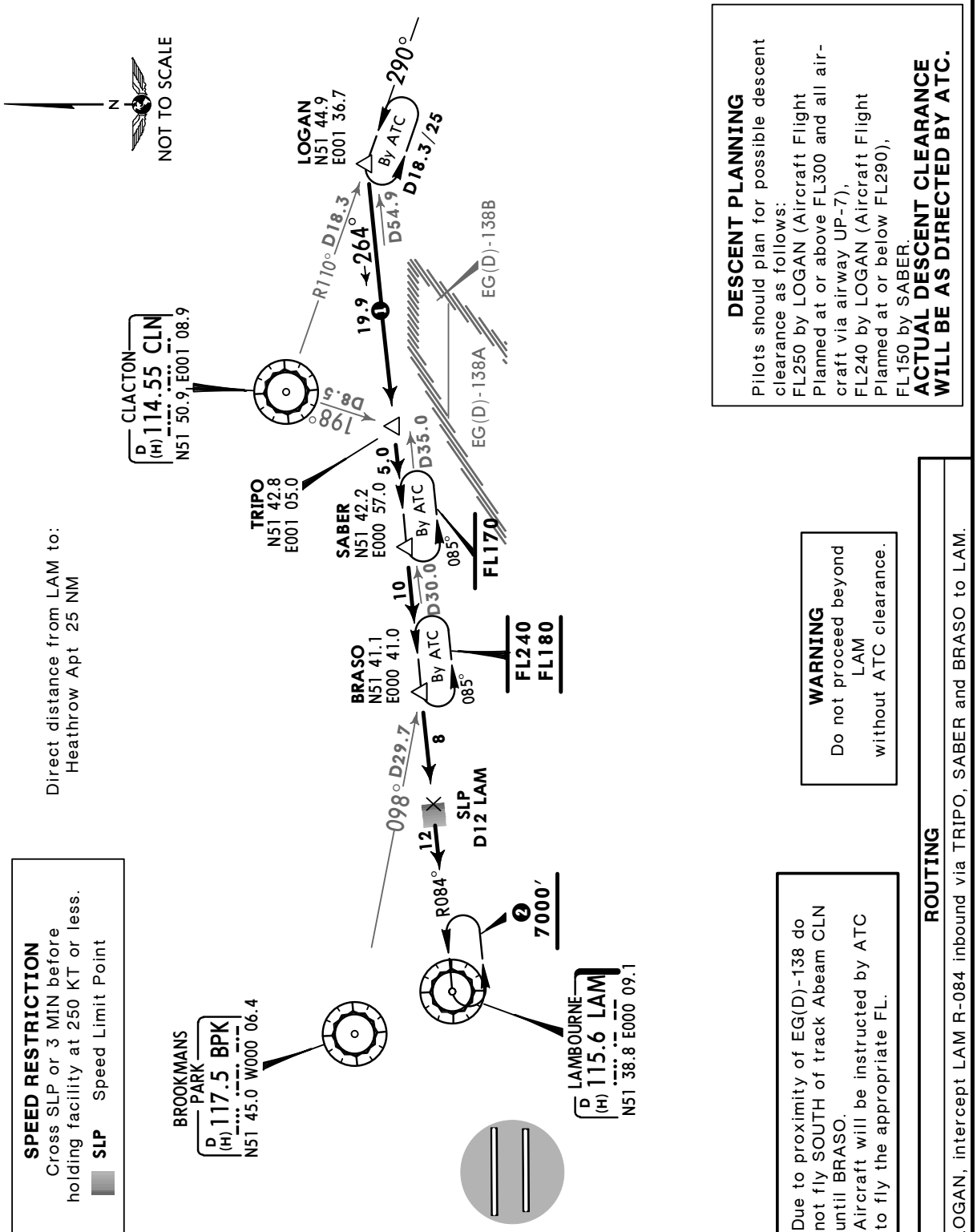
LONDON, UK

STAR

*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	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



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.

WARNING
Do not proceed beyond LAM without ATC clearance.

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

❶ Due to proximity of EG(D)-138 do not fly SOUTH of track Abeam CLN until BRASO.
❷ Aircraft will be instructed by ATC to fly the appropriate FL.

ROUTING
At LOGAN, intercept LAM R-084 inbound via TRIPO, SABER and BRASO to LAM.

CHANGES: Chart reindexed.

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EGLL/LHR HEATHROW

JEPPESEN
6 MAR 15 (10-2G)

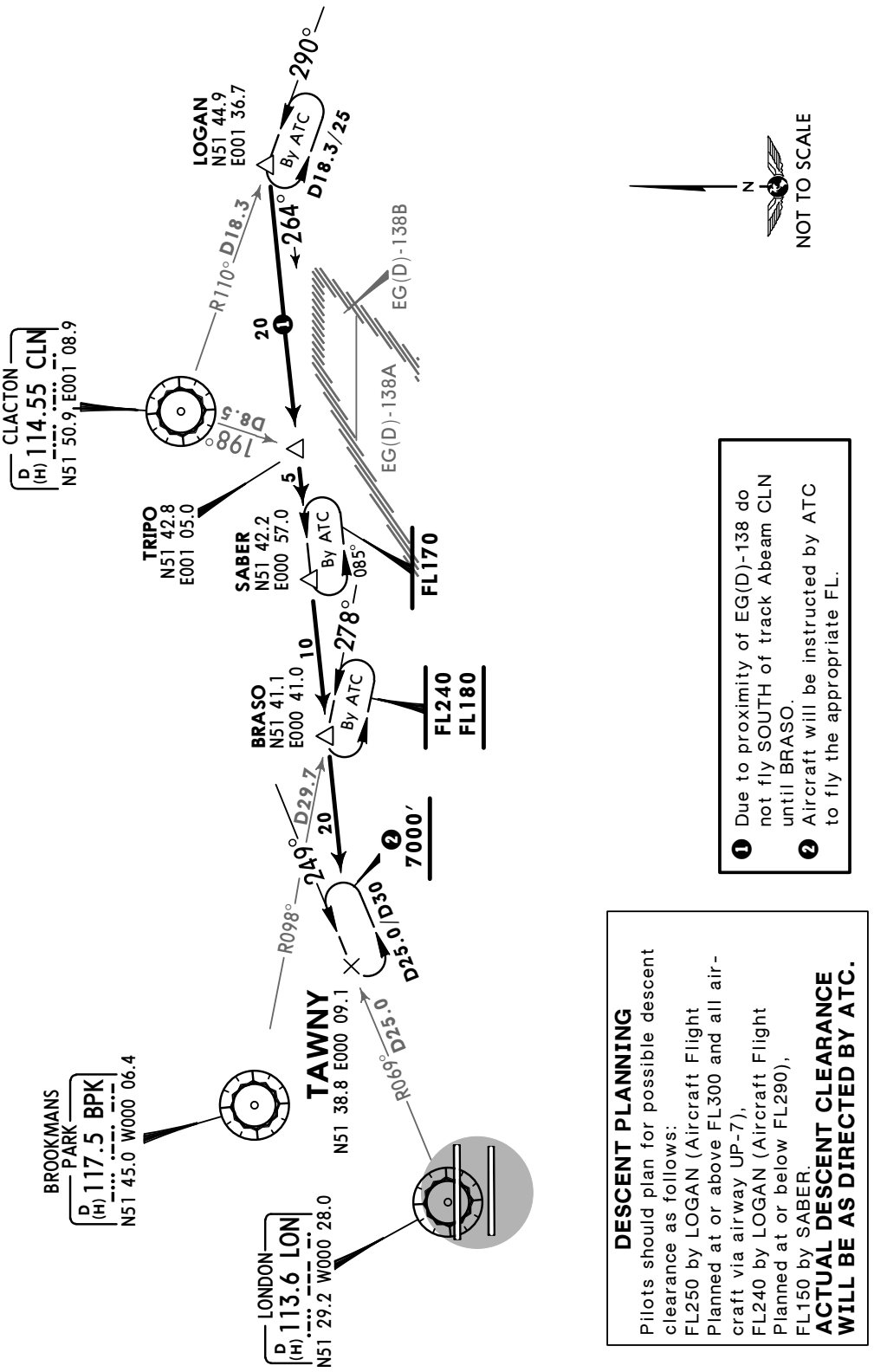
LONDON, UK

STAR

*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	83′	Trans level: By ATC Trans alt: 6000′

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
SPEED: 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 Abeam 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.

CHANGES: Chart reindexed.

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EGLL/LHR HEATHROW

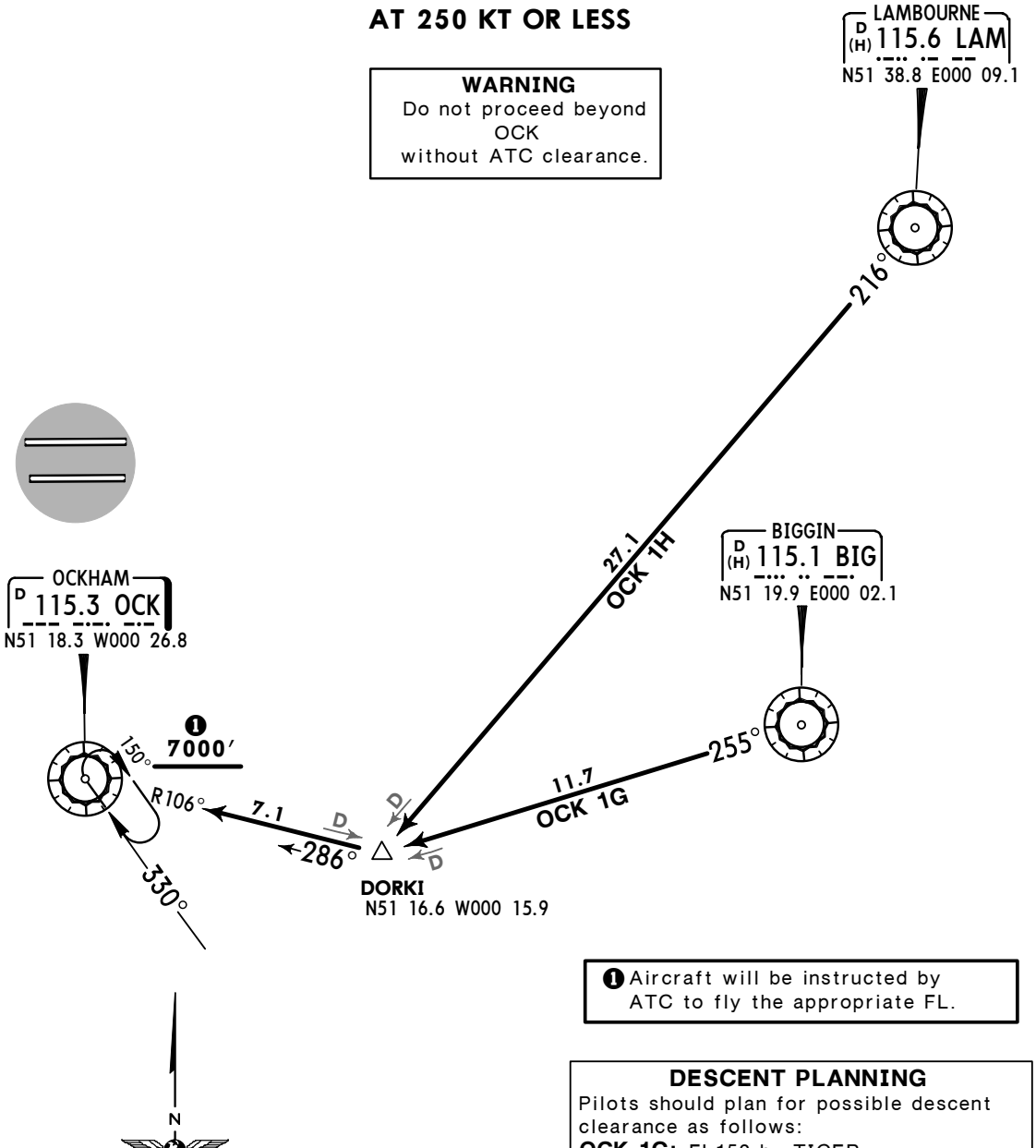
LONDON, UK

STAR

*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	83′	Trans level: By ATC Trans alt: 6000′

OCK 1G, OCK 1H
ARRIVALS
FROM EAST

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
DURING PERIODS OF CONGESTION TRAFFIC MAY BE ROUTED VIA BIG 1G AS DIRECTED BY ATC
SPEED: CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS



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.

Direct distance from OCK to:
Heathrow Apt 10NM

STAR	ROUTING
OCK 1G	At BIG, intercept BIG R-255 to DORKI, turn RIGHT, intercept OCK R-106 inbound to OCK.
OCK 1H	At LAM, intercept LAM R-216 to DORKI, turn RIGHT, intercept OCK R-106 inbound to OCK.

CHANGES: Tracks updated; chart reindexed.

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EGLL/LHR HEATHROW

LONDON, UK

STAR

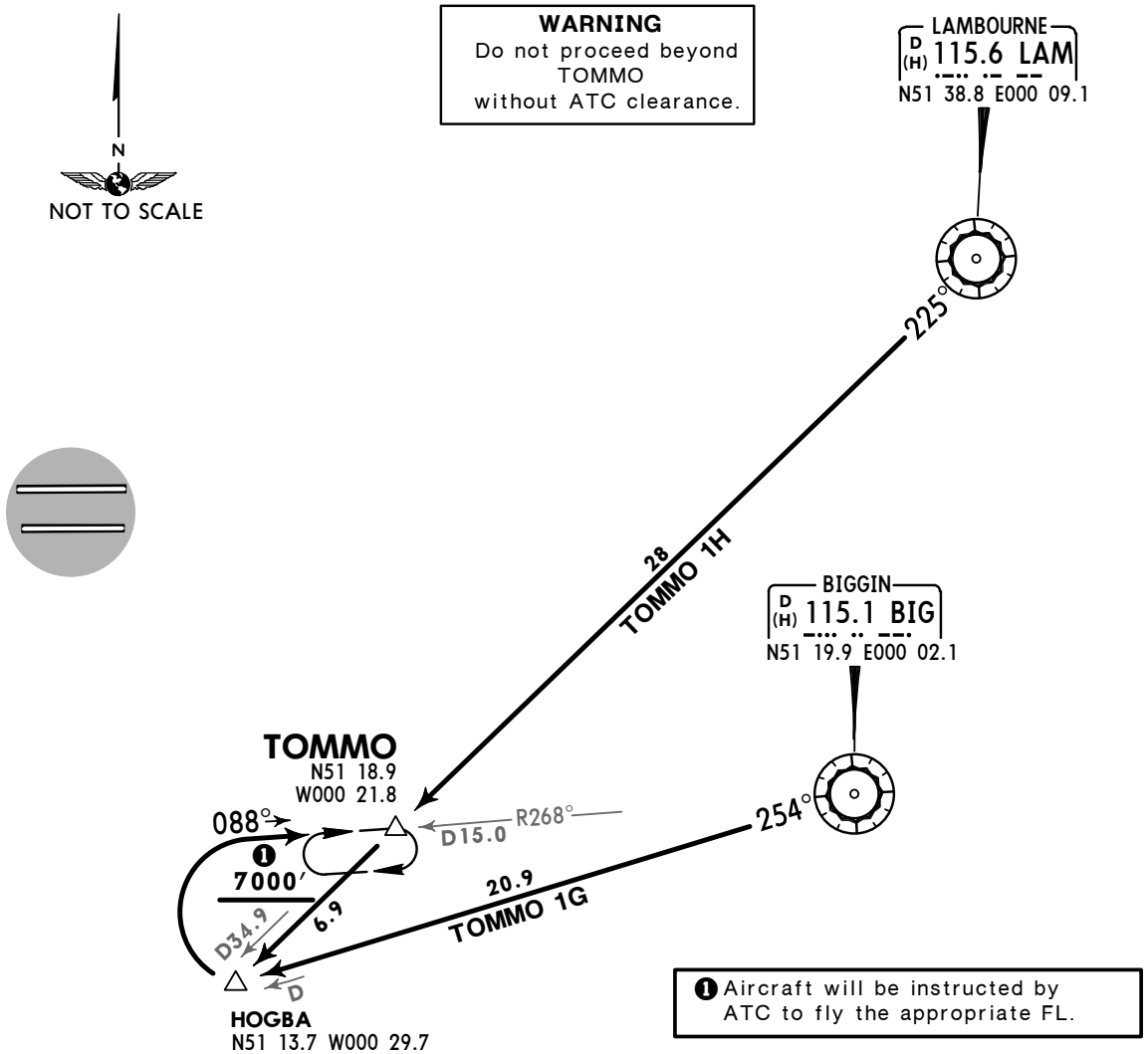
*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	83′	Trans level: By ATC Trans alt: 6000′

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

FROM EAST

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
DURING PERIODS OF CONGESTION TRAFFIC MAY
BE ROUTED VIA BIG 1G AS DIRECTED BY ATC

SPEED: CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS



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

Direct distance from TOMMO to:
Heathrow Apt 10NM

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-254 to HOGBA, turn RIGHT, 088° track to TOMMO.
TOMMO 1H	At LAM, intercept LAM R-225 to HOGBA, turn RIGHT, 088° track to TOMMO.

CHANGES: Tracks updated; chart reindexed.

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EGLL/LHR HEATHROW

JEPPESEN
3 APR 15 (10-2K)

LONDON, UK

STAR

*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	83′	Trans level: By ATC Trans alt: 6000′

OCK 4B ❶
OCK 3E ❶
ARRIVALS
FROM SOUTH

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

ROUTING

STAR	
OCK 4B	At DOMUT, intercept MID R-221 inbound to KATHY, turn LEFT, 025° track to HAZEL, turn RIGHT, intercept OCK R-230 inbound to OCK.
OCK 3E	At BILNI, 108° track to KUMIL, turn LEFT, intercept GWC R-244 inbound to ELDER, turn LEFT, intercept LON R-215 inbound to HAZEL, turn RIGHT, intercept OCK R-230 inbound to OCK.

TRIAL RNAV HOLDING OVER OCK
RNAV 1
(DME/DME AND INS/IRU OR GNSS)
ONLY FOR AUTHORIZED CARRIERS EQUIPPED & APPROVED ACCORDING JAA TGL-10 OR EQUIVALENT
5 NM outbound MAX 220 KT
150° 330°
FL150 FL70

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

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

❶ When OCK VOR is u/s, the route will be to TOMMO.

Direct distance from OCK to: Heathrow Apt 10NM

NOT TO SCALE

WARNING
Do not proceed beyond OCK without ATC clearance.

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
OCK 4B: FL180 by KATHY, FL130 by HAZEL.
OCK 3E: FL270 by 15NM before BILNI, FL180 by KUMIL, FL130 by HAZEL.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

LONDON D (H) 113.6 LON N51 29.2 W000 28.0
OCKHAM D (H) 115.3 OCK N51 18.3 W000 26.8
MIDHURST D (H) 114.0 MID N51 03.2 W000 37.5
GOODWOOD D (H) 114.75 GWC N50 51.3 W000 45.4
SOUTHAMPTON D (H) 113.35 SAM N50 57.3 W001 20.7
HAZEL N51 00.3 W000 59.1 FL130
BEGTO N50 45.8 W001 14.1
ELDER N50 39.8 W001 20.2 (SAM D17.5) (LON D59.5)
KATHY N50 31.2 W001 20.0 FL180
DOMUT N50 15.7 W001 40.2 FL200
KUMIL N50 34.5 W001 36.7 FL160
BILNI N50 40.5 W002 07.6 FL200
SLP D12 OCK
R230° 12 D34.9 R215° 15.1 D27.1 050° D14.0 079° 17.4 D52.3 32 035° 025° R244° MID R221° 180° D26.1 090° D36.7 12 041° D62.1 20 OCK 4B 041° 21 OCK 3E 108° 288° By ATC UM17 FL200 108° By ATC By ATC FL200

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EGLL/LHR HEATHROW

JEPPESEN
3 APR 15 (10-2L)

LONDON, UK

STAR

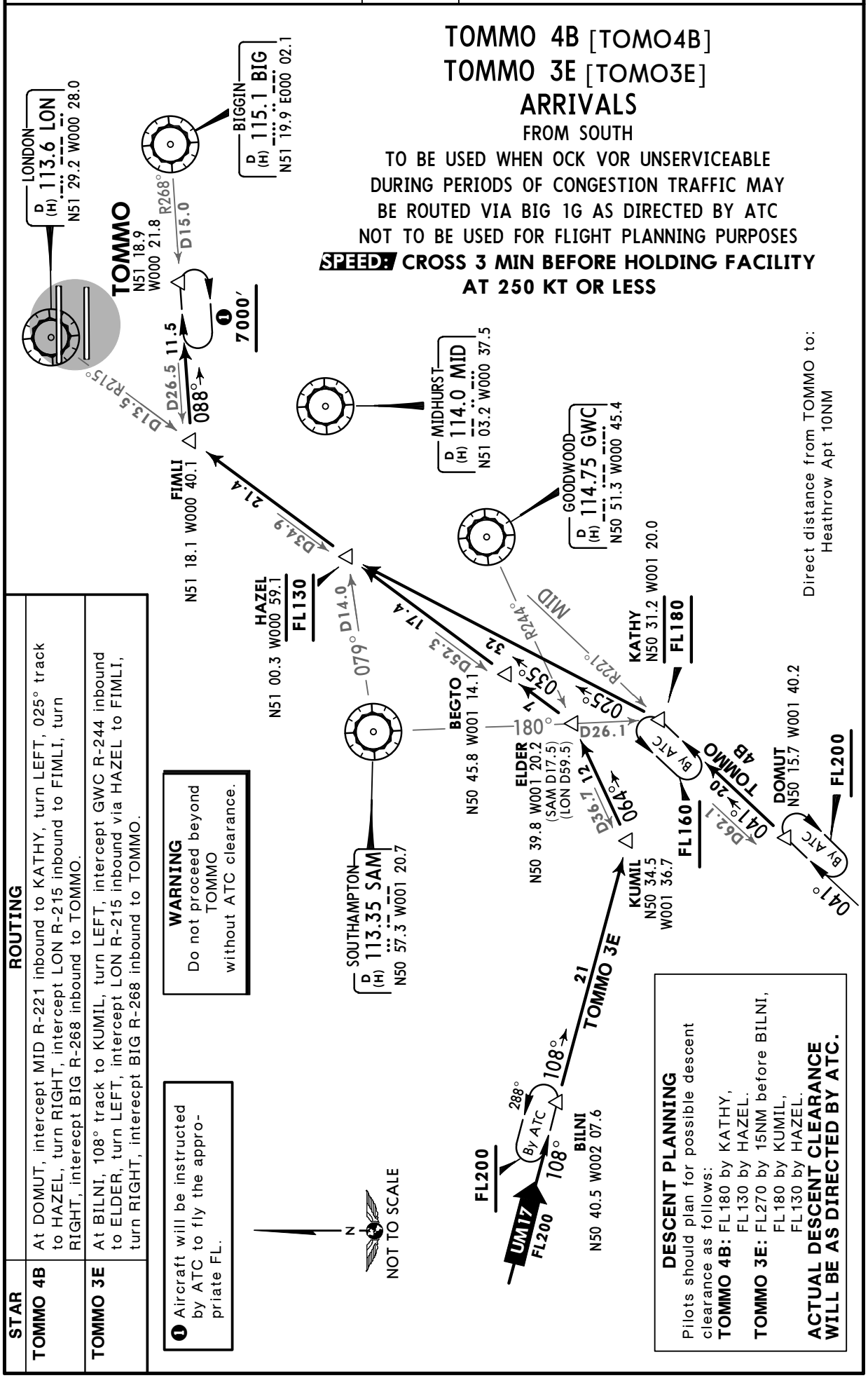
*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	83′	Trans level: By ATC Trans alt: 6000′

TOMMO 4B [TOMO4B]
TOMMO 3E [TOMO3E]
ARRIVALS
FROM SOUTH

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

NOT TO BE USED FOR FLIGHT PLANNING PURPOSES

SPEED: CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS



WARNING
Do not proceed beyond TOMMO without ATC clearance.

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
TOMMO 4B: FL180 by KATHY, FL130 by HAZEL.
TOMMO 3E: FL270 by 15NM before BILNI, FL180 by KUMIL, FL130 by HAZEL.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

STAR	ROUTING
TOMMO 4B	At DOMUT, intercept MID R-221 inbound to KATHY, turn LEFT, 025° track to HAZEL, turn RIGHT, intercept LON R-215 inbound to FIMLI, turn RIGHT, interecpt BIG R-268 inbound to TOMMO.
TOMMO 3E	At BILNI, 108° track to KUMIL, turn LEFT, intercept GWC R-244 inbound to ELDER, turn LEFT, intercept LON R-215 inbound via HAZEL to FIMLI, turn RIGHT, interecpt BIG R-268 inbound to TOMMO.

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

CHANGES: None.

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EGLL/LHR HEATHROW

JEPPESEN
3 APR 15 (10-2M)

LONDON, UK

STAR

*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	83′	Trans level: By ATC Trans alt: 6000′

OCK 2C ❶
OCK 3J
ARRIVALS

FROM SOUTHWEST
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.

Direct distance from OCK to: Heathrow Apt 10NM

LONDON D (H) 113.6 LON N51 29.2 W000 28.0

OCKHAM D (H) 115.3 OCK N51 18.3 W000 26.8

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

SOUTHAMPTON D (H) 113.35 SAM N50 57.3 W001 20.7

HAZEL N51 00.3 W000 59.1 FL130

BEGTO N50 45.8 W001 14.1

BEWLI N50 45.5 W001 48.6

UN514 FL200

MAA FL190 L620

MAA FL100 Q41

OCK 3J 22

079° 14.0 OCK 2C

090°

035° 17.4 D52.3

050° 15.1 D27.1

D34.9 R215°

SLP D12 OCK 12 R230°

150° 330° ❷ 7000′

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

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
OCK 2C: FL130 by HAZEL.
OCK 3J: FL270 by 27NM before BEWLI, FL130 by HAZEL.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

N NOT TO SCALE

TRIAL RNAV HOLDING OVER OCK
RNAV 1
(DME/DME AND INS/IRU OR GNSS)
ONLY FOR AUTHORIZED CARRIERS EQUIPPED & APPROVED ACCORDING JAA TGL-10 OR EQUIVALENT

150° 330° 5 NM outbound MAX 220 KT
FL150 FL70

❶ When OCK VOR is u/s, the route will be to TOMMO.

STAR	ROUTING
OCK 2C	At SAM, intercept SAM R-079 to HAZEL, turn LEFT, intercept OCK R-230 inbound to OCK.
OCK 3J ❸	At BEWLI, 090° track to BEGTO, turn LEFT, intercept LON R-215 inbound to HAZEL, turn RIGHT, intercept OCK R-230 inbound to OCK.

❸ Not available for flight planning between 0600-2200LT.

CHANGES: OCK trial holding established.

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EGLL/LHR HEATHROW

LONDON, UK

STAR

*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	83′	Trans level: By ATC Trans alt: 6000′

TOMMO 2C [TOMO2C]
TOMMO 3J [TOMO3J]
ARRIVALS

FROM SOUTHWEST
TO BE USED WHEN OCK VOR UNSERVICEABLE
DURING PERIODS OF CONGESTION TRAFFIC MAY
BE ROUTED VIA BIG 1G AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES
SPEED: CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS

WARNING
Do not proceed beyond TOMMO without ATC clearance.

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
TOMMO 2C: FL130 by HAZEL.
TOMMO 3J: FL270 by 27NM before BEWLI, FL130 by HAZEL.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

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

Direct distance from TOMMO to:
Heathrow Apt 10NM

BIGGIN D (H) 115.1 BIG
N51 19.9 E000 02.1
R268° D15.0
LONDON D (H) 113.6 LON
N51 29.2 W000 28.0
TOMMO
N51 18.9
W000 21.8
❶ 7000′
D13.5 R215°
D26.5 11.5
088°
FIMLI
N51 18.1
W000 40.1
D34.9 21.4
HAZEL
N51 00.3 W000 59.1
FL130
D
079° 14.0 TOMMO 2C 17.4
035°
D52.3
BEGTO
N50 45.8 W001 14.1
SOUTHAMPTON D (H) 113.35 SAM
N50 57.3 W001 20.7
MAA FL100
Q41
MAA FL190
L620
090° TOMMO 3J 22
BEWLI
N50 45.5
W001 48.6
UN514
FL200

NOT TO SCALE

STAR	ROUTING
TOMMO 2C	At SAM, intercept SAM R-079 to HAZEL, turn LEFT, intercept LON R-215 inbound to FIMLI, turn RIGHT, interecpt BIG R-268 inbound to TOMMO.
TOMMO 3J ❷	At BEWLI, 090° track to BEGTO, turn LEFT, intercept LON R-215 inbound via HAZEL to FIMLI, turn RIGHT, intercept BIG R-268 inbound to TOMMO.

❷ Not available for flight planning between 0600-2200LT.

CHANGES: None.

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EGLL/LHR HEATHROW

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STAR

*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	83′	Trans level: By ATC Trans alt: 6000′

OCK 1A❶ , OCK 1D, OCK 2F❶
ARRIVALS

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

N
NOT TO SCALE

WARNING
Do not proceed beyond OCK without ATC clearance.

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

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

Direct distance from OCK to Heathrow Apt 10 NM

TRIAL RNAV HOLDING OVER OCK
RNAV 1
(DME/DME AND INS/IRU OR GNSS)
ONLY FOR AUTHORIZED CARRIERS EQUIPPED & APPROVED ACCORDING JAA TGL-10 OR EQUIVALENT

150° 5 NM outbound MAX 220 KT 330°
FL150
FL70

HONILEY
D (H) 113.65 HON
N52 21.4 W001 39.8

153° 62 OCK 1D

COMPTON
D (H) 114.35 CPT
N51 29.5 W001 13.2

KENET
N51 31.2
W001 27.3
FL140

D37.1 275° 111° D40.0 267° D31.7 106° 286° 1½

OKESI❶
N51 26.6
W002 03.7

WOODLEY
352 WOD
N51 27.2 W000 52.7

LONDON
D (H) 113.6 LON
N51 29.2 W000 28.0

120° 6 28 OCK 1A

OCKHAM
D (H) 115.3 OCK
N51 18.3 W000 26.8

SLP D12 OCK

12 R300° R291° R273° 150° 330°

7000′❷

BEDEK
N51 22.3
W001 33.5

104° 15 OCK 2F

NIGIT
N51 18.8
W001 10.3

D27.2 15.2 093° 12 SLP D12 OCK

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.

STAR	ROUTING
OCK 1A	At KENET, intercept OCK R-291 inbound to OCK.
OCK 1D ❸	At HON, HON R-153 to WOD, turn LEFT, intercept OCK R-300 inbound to OCK.
OCK 2F	At BEDEK, 104° track to NIGIT, turn LEFT, intercept OCK R-273 inbound to OCK.

❸ By ATC. Not to be used for flight planning purposes.

CHANGES: OCK trial holding established.

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JEPPESEN
3 APR 15 (10-2Q)

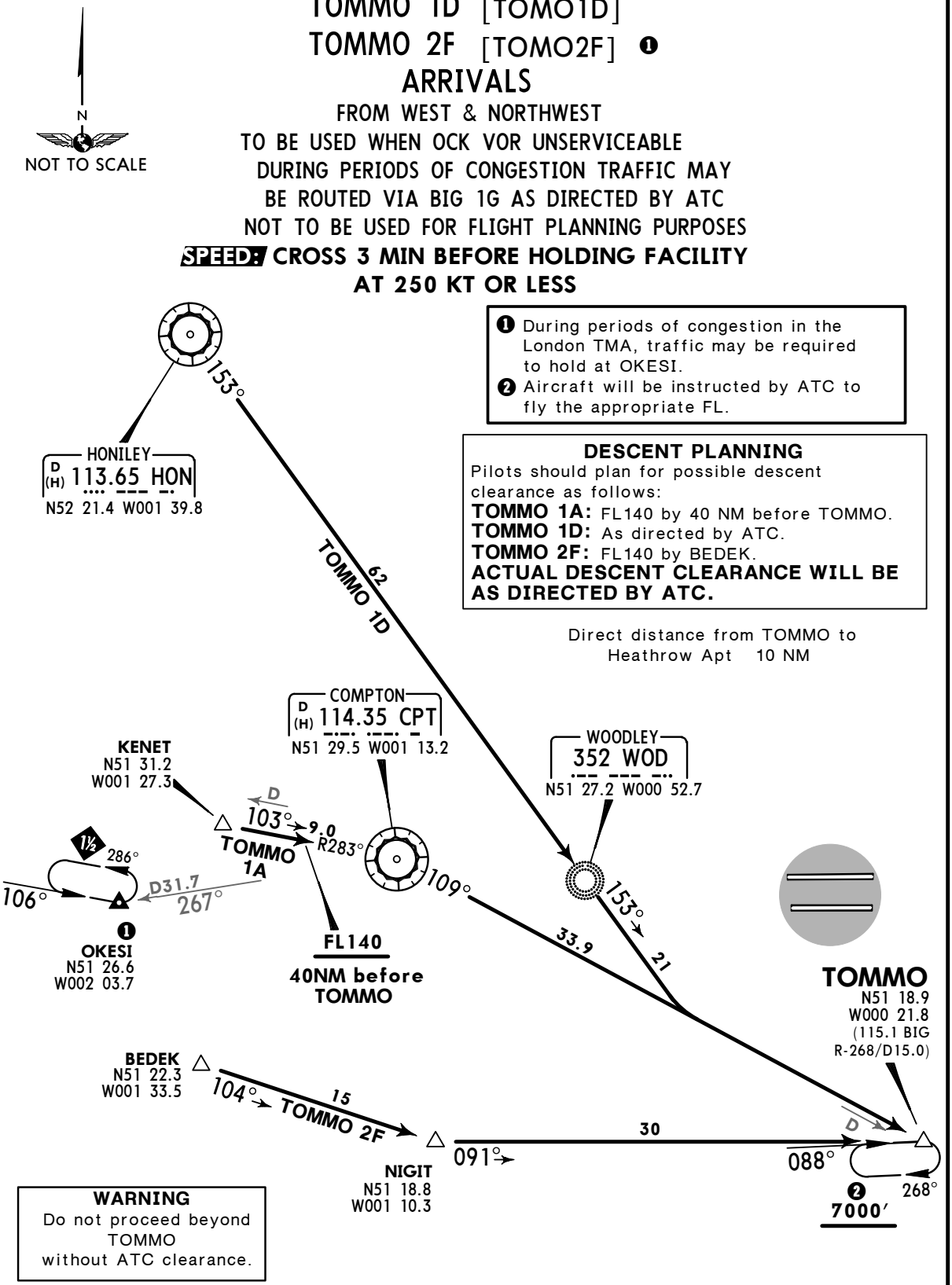
LONDON, UK

STAR

*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	83′	Trans level: By ATC Trans alt: 6000′

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

FROM WEST & NORTHWEST
TO BE USED WHEN OCK VOR UNSERVICEABLE
DURING PERIODS OF CONGESTION TRAFFIC MAY
BE ROUTED VIA BIG 1G AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES
SPEED: CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS



STAR	ROUTING
TOMMO 1A	At KENET, intercept CPT R-283 inbound to CPT, turn RIGHT, CPT R-109 to TOMMO.
TOMMO 1D ❸	At HON, HON R-153 to WOD, turn LEFT, intercept CPT R-109 to TOMMO.
TOMMO 2F	At BEDEK, 104° track to NIGIT, turn LEFT, 091° track to TOMMO.

❸ By ATC. Not to be used for flight planning purposes.

CHANGES: None.

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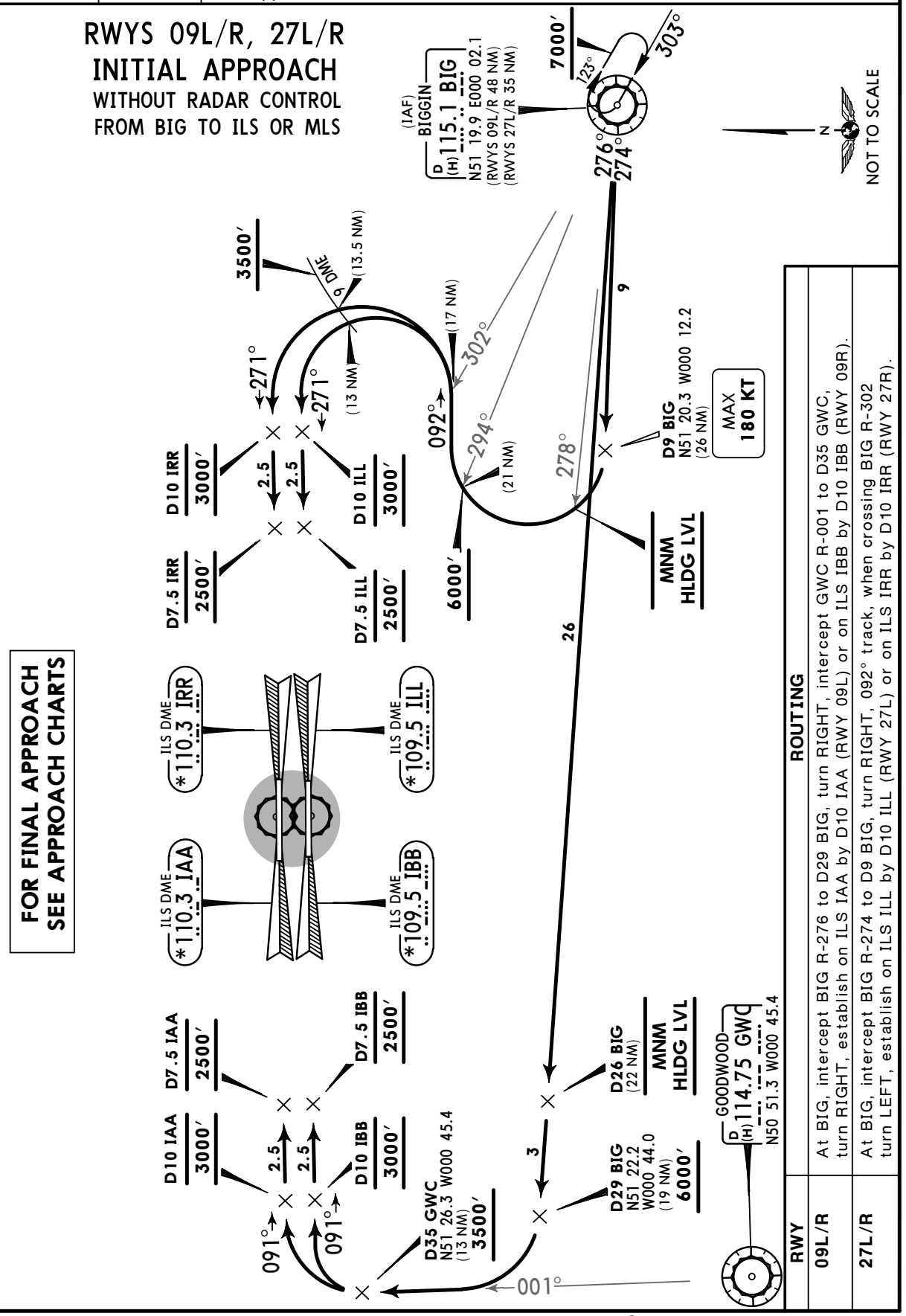
INITIAL APPROACH

*D-ATIS	Apt Elev
113.75 115.1 128.075	83′

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

1. Minimum holding level (Flight Level equivalent of 7000′) is above TA and will be allocated by ATC.
2. Initial approach procedures are designed for manoeuvring speeds up to 220 KT and assume acft can maintain a descent gradient of approximately 320′ per NM.
3. Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3° descent path from 6000′.
4. Approximate distances to touchdown are indicated in brackets.

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



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, 092° 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).

CHANGES: New chart (initial approach transferred).

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INITIAL APPROACH

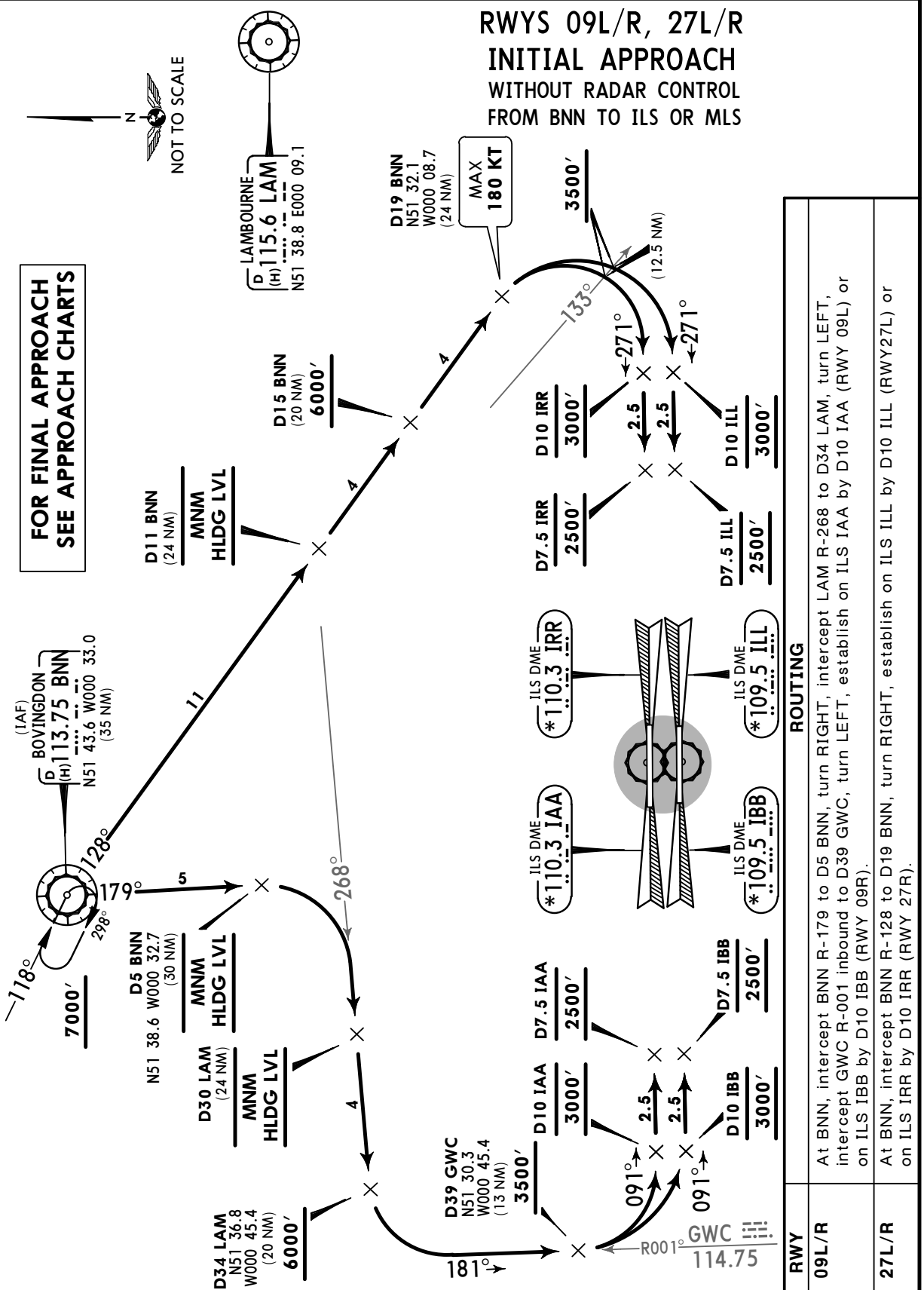
*D-ATIS	Apt Elev
113.75 115.1 128.075	83′

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

1. Minimum holding level (Flight Level equivalent of 7000′) is above TA and will be allocated by ATC.
2. Initial approach procedures are designed for manoeuvring speeds up to 220 KT and assume acft can maintain a descent gradient of approximately 320′ per NM.
3. Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3° descent path from 6000′.
4. Approximate distances to touchdown are indicated in brackets.

RWYS 09L/R, 27L/R INITIAL APPROACH

WITHOUT RADAR CONTROL
FROM BNN TO ILS OR MLS



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 09L) or on ILS IBB by D10 IBB (RWY 09R).
27L/R	At BNN, intercept BNN R-128 to D19 BNN, turn RIGHT, establish on ILS ILL by D10 ILL (RWY27L) or on ILS IRR by D10 IRR (RWY 27R).

CHANGES: New chart (initial approach transferred).

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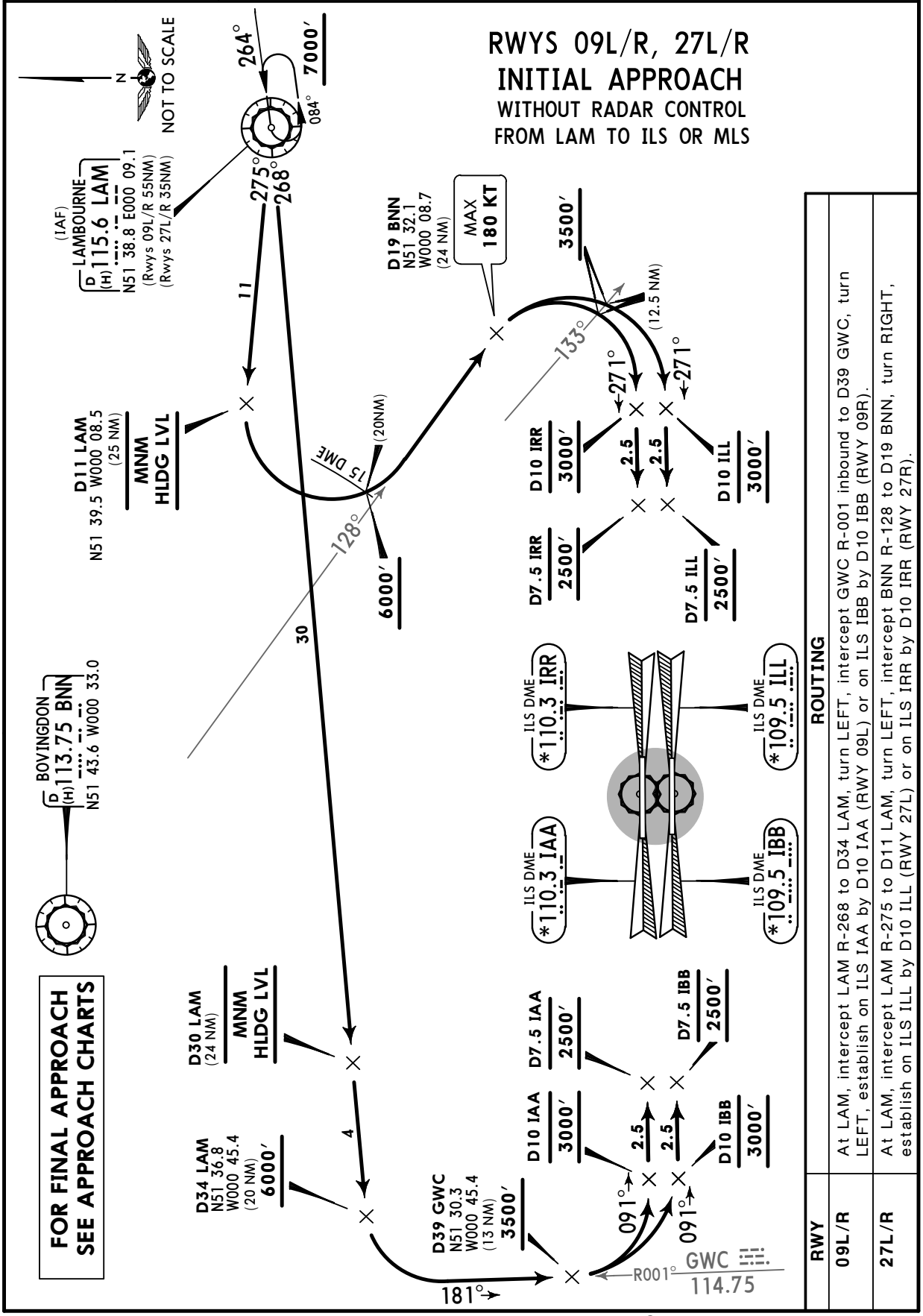
EGLL/LHR HEATHROW

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INITIAL APPROACH

*D-ATIS	Apt Elev
113.75 115.1 128.075	83′

Alt Set: hPa Trans level: By ATC Trans alt: 6000′
1. Minimum holding level (Flight Level equivalent of 7000′) is above TA and will be allocated by ATC.
2. Initial approach procedures are designed for manoeuvring speeds up to 220 KT and assume acft can maintain a descent gradient of approximately 320′ per NM.
3. Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3° descent path from 6000′.
4. Approximate distances to touchdown are indicated in brackets.



RWY	ROUTING
09L/R	At LAM, 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 09L) or on ILS IBB by D10 IBB (RWY 09R).
27L/R	At LAM, intercept LAM R-275 to D11 LAM, turn LEFT, 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).

CHANGES: LAM distance to touchdown.

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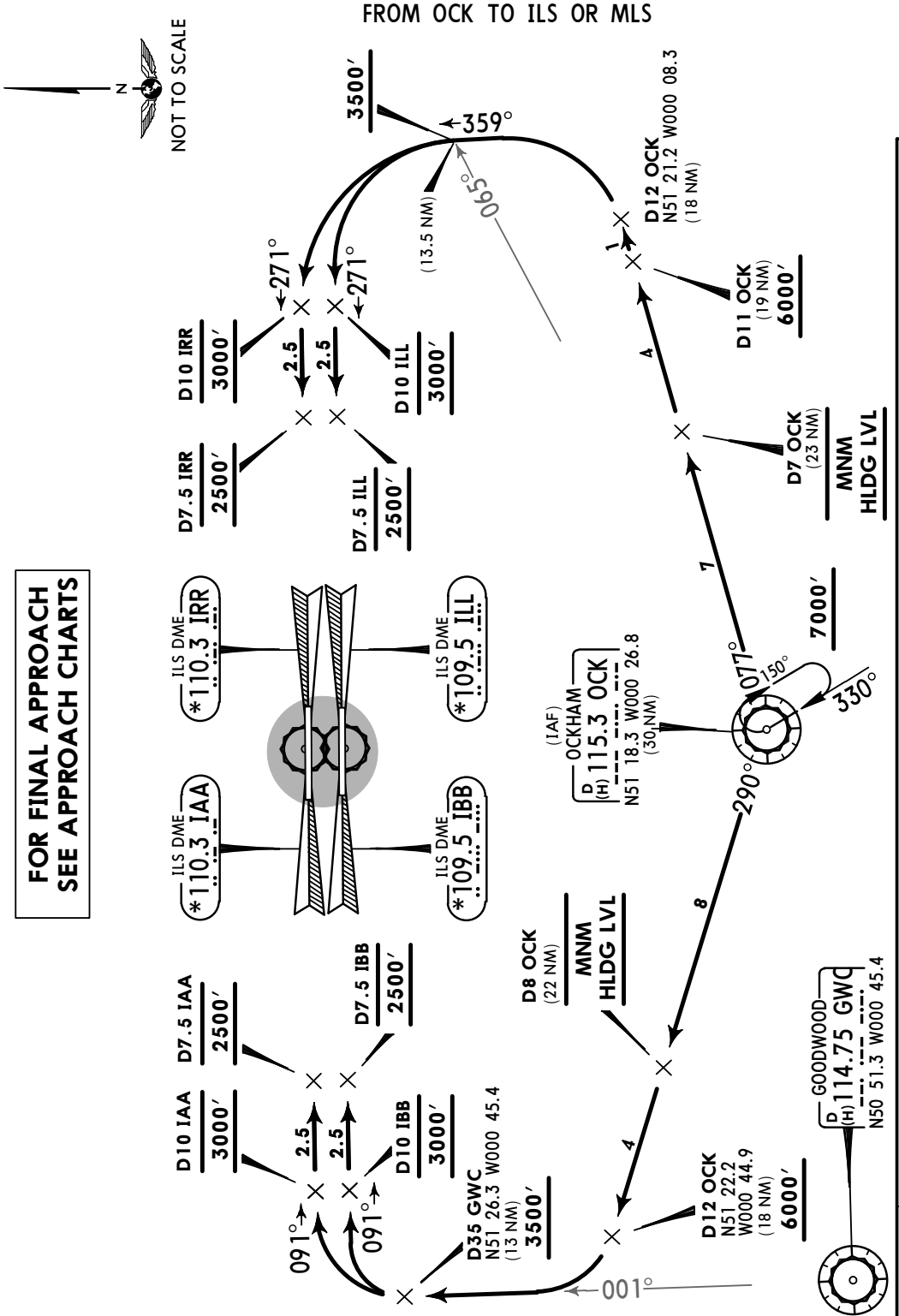
LONDON, UK

*D-ATIS	Apt Elev
113.75 115.1 128.075	83′

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

1. Minimum holding level (Flight Level equivalent of 7000′) is above TA and will be allocated by ATC.
2. Initial approach procedures are designed for manoeuvring speeds up to 220 KT and assume acft can maintain a descent gradient of approximately 320′ per NM.
3. Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3° descent path from 6000′.
4. Approximate distances to touchdown are indicated in brackets.

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



RWY	ROUTING
09L/R	At OCK, intercept OCK R-290 to D12 OCK, 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 OCK, intercept OCK R-077 to D12 OCK, turn LEFT, 359° track, when crossing OCK R-065 turn LEFT, establish on ILS ILL by D10 ILL (RWY 27L) or on ILS IRR by D10 IRR (RWY 27R).

CHANGES: None.

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EGLL/LHR HEATHROW

LONDON, UK

SID

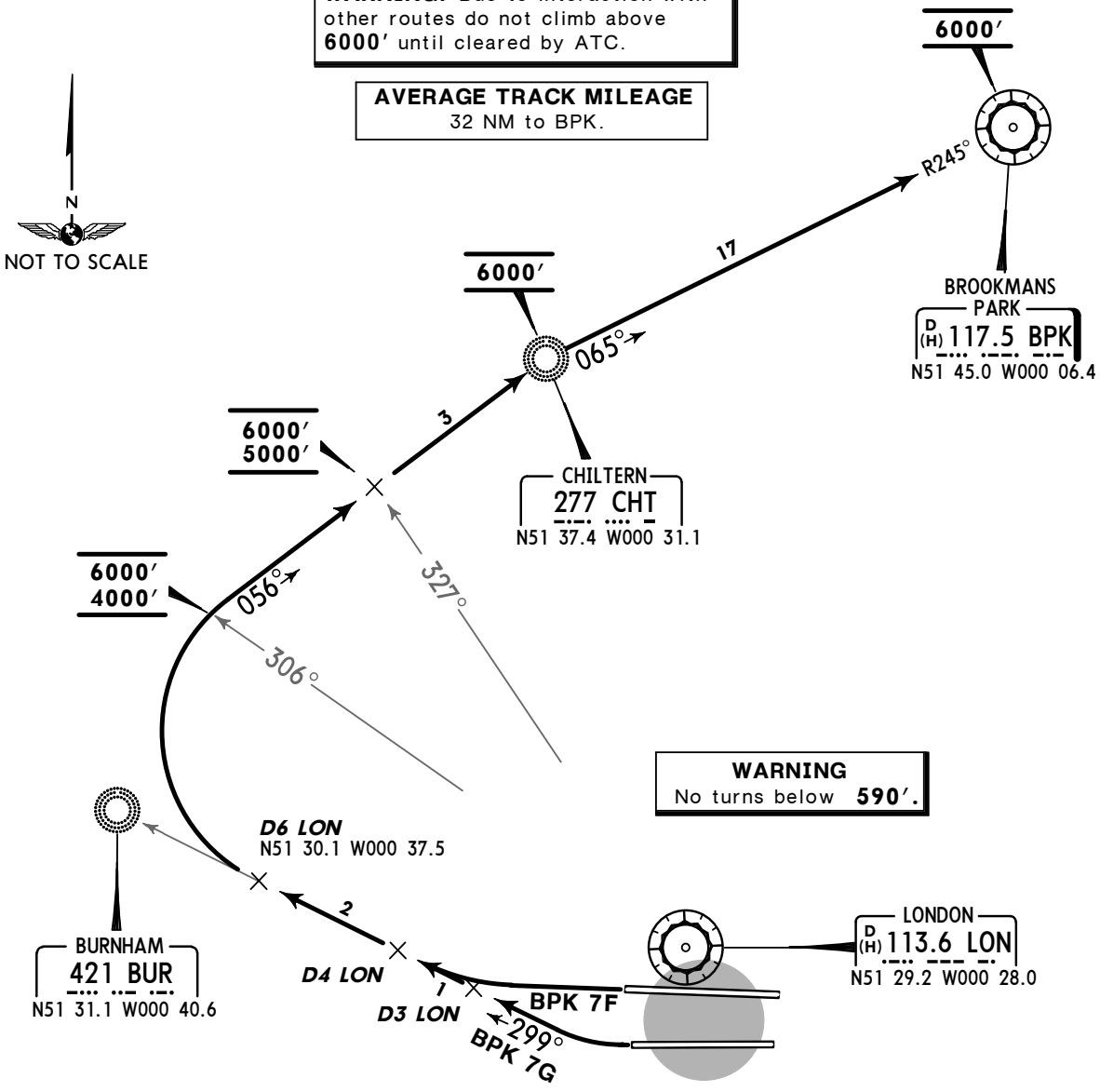
LONDON Control	*Apt Elev*	
118.82	83′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 10-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID levels until instructed by ATC.

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′), to CHT at 6000′ turn RIGHT, intercept BPK R-245 inbound to BPK.

CHANGES: Turn restriction note improved; crossing at BPK.

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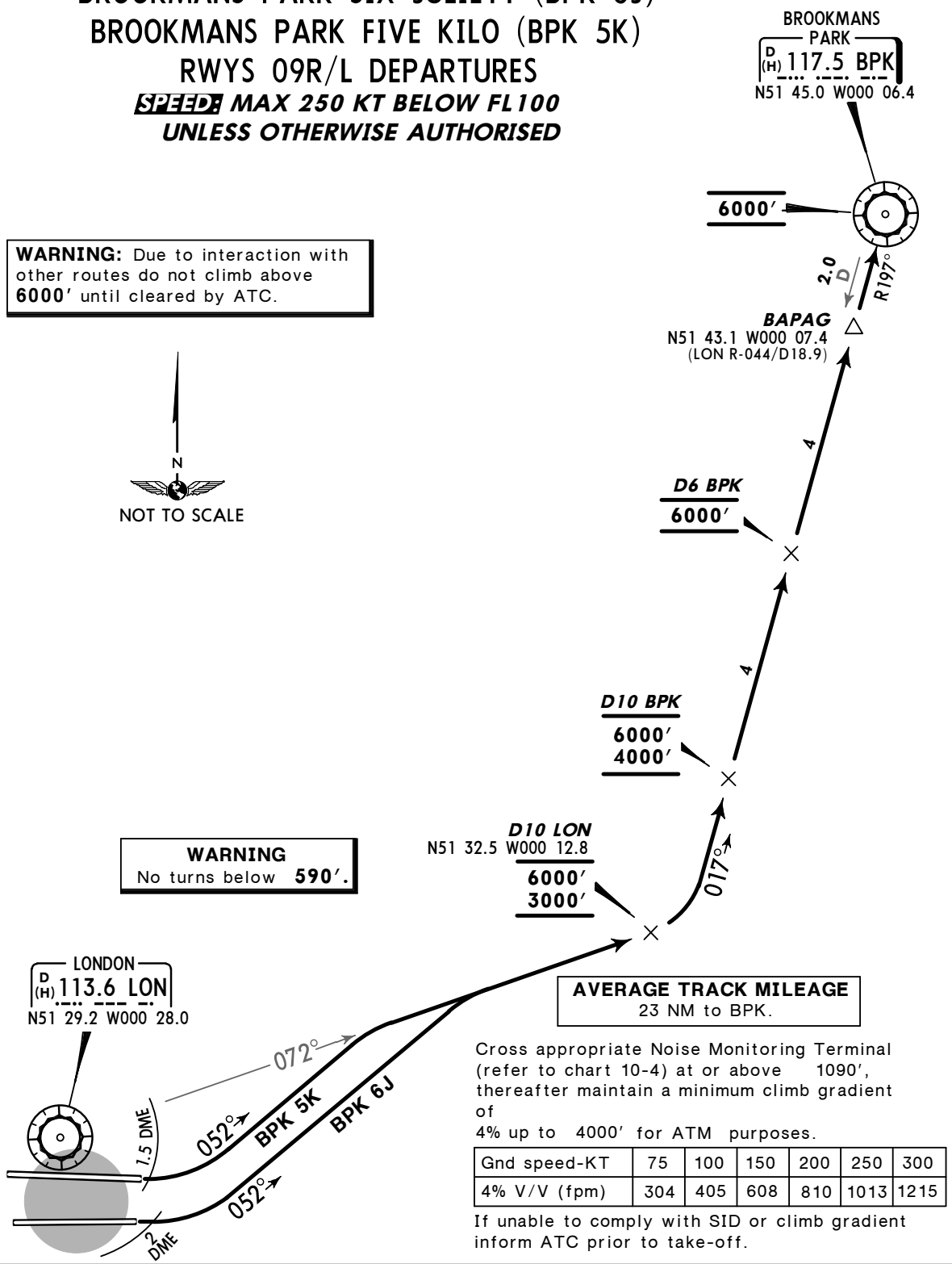
LONDON, UK

SID

LONDON Control	Apt Elev	
118.82	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



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 BAPAG to BPK.

CHANGES: Turn restriction note improved; crossing at BPK.

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EGLL/LHR HEATHROW

LONDON, UK

SID

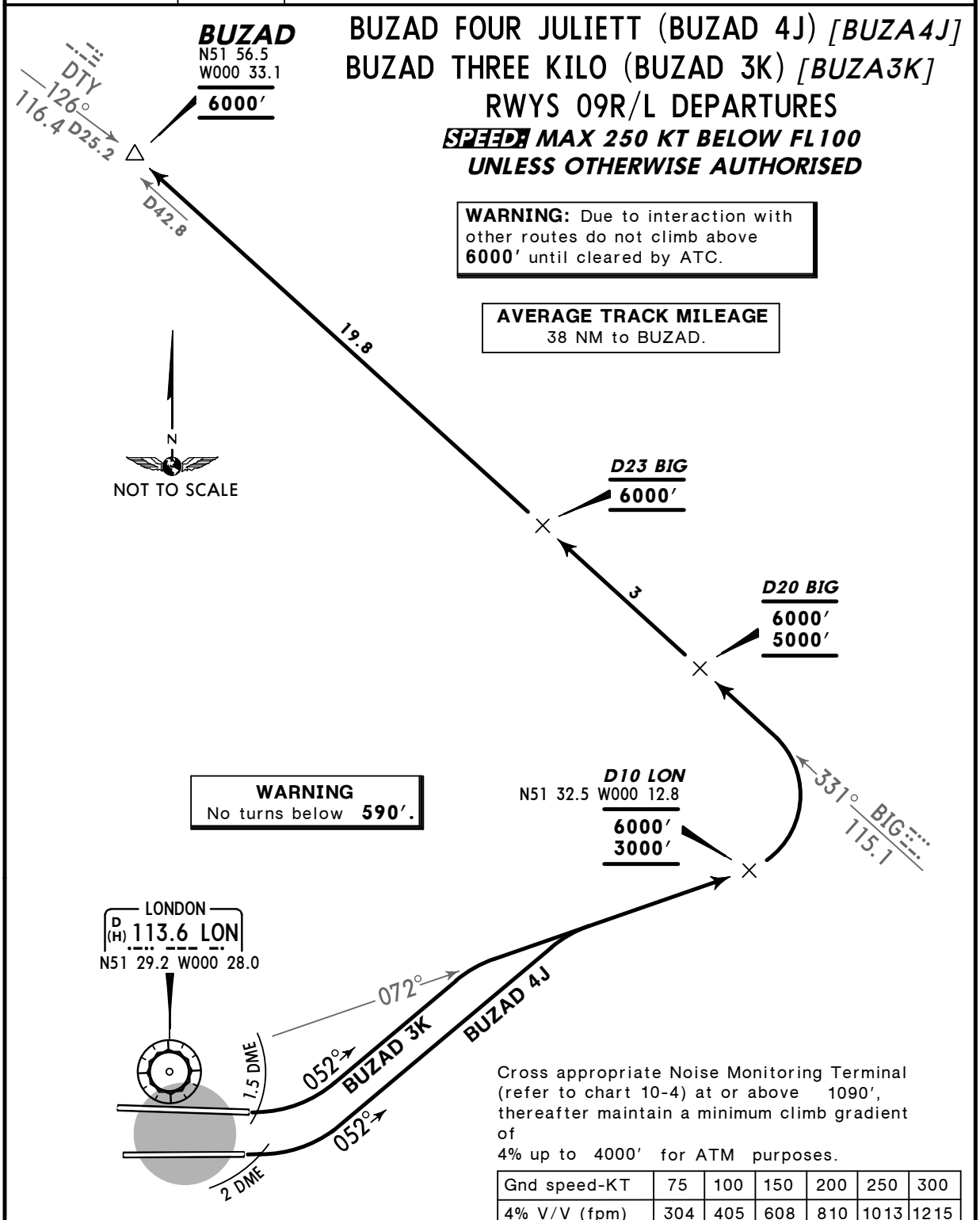
LONDON Control	Apt Elev	
119.77	83′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 10-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID levels until instructed by ATC.

BUZAD FOUR JULIETT (BUZAD 4J) *[BUZA4J]*
BUZAD THREE KILO (BUZAD 3K) *[BUZA3K]*
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.

AVERAGE TRACK MILEAGE
38 NM to BUZAD.



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
BUZAD 4J	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 BIG R-331, cross D20 BIG at or above 5000′ (MAX 6000′), D23 BIG at 6000′, to BUZAD.
BUZAD 3K	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 BIG R-331, cross D20 BIG at or above 5000′ (MAX 6000′), D23 BIG at 6000′, to BUZAD.

CHANGES: Turn restriction note improved; crossing at BUZAD.

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EGLL/LHR HEATHROW

LONDON, UK

SID

LONDON Control	Apt Elev	
134.12	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.

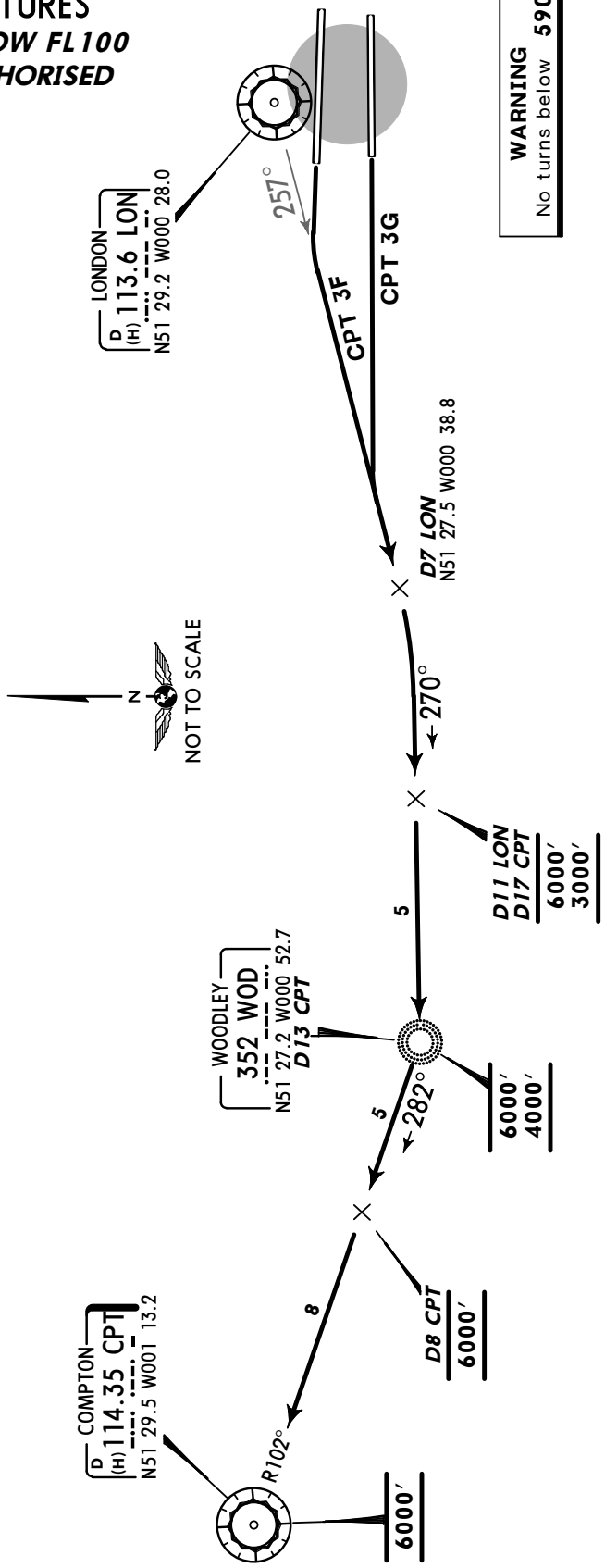
SID	RWY	ROUTING / ALTITUDE
CPT 3F	27R	Straight ahead, intercept LON R-257 to D7 LON, turn RIGHT, intercept 270° bearing towards WOD (D13 CPT), cross D11 LON (D17 CPT) above 3000′ (MAX 6000′), cross WOD (D13 CPT) above 4000′ (MAX 6000′), then to CPT, cross D8 CPT at 6000′.
CPT 3G	27L	

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 a minimum climb gradient of 5% until D8 CPT 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% 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.



CHANGES: Turn restriction note improved; crossing at CPT.

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EGLL/LHR HEATHROW

LONDON, UK

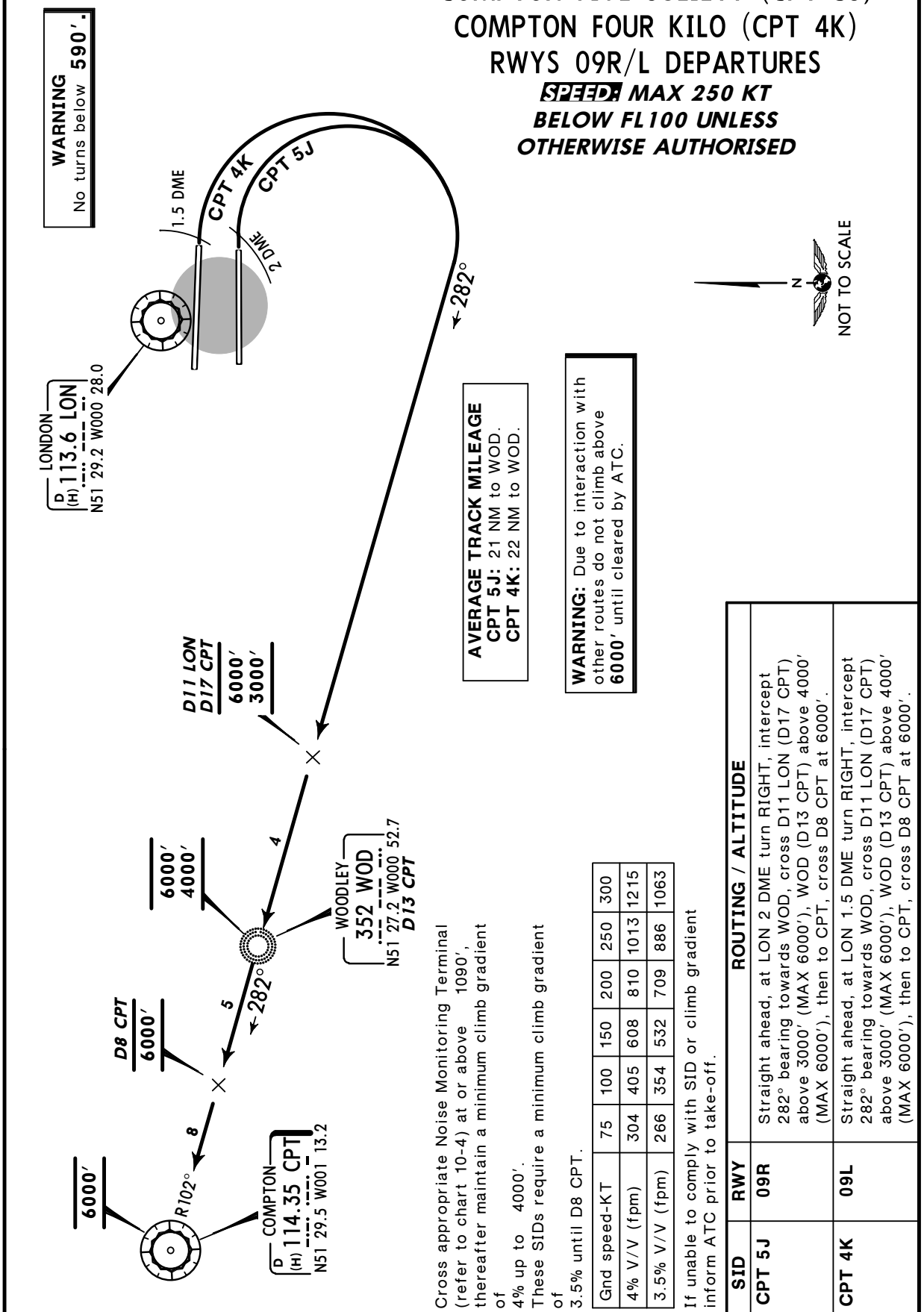
SID

*HEATHROW Director 134.975	Apt Elev 83′

Trans level: By ATC Trans alt: 6000′
1. When instructed contact HEATHROW Director after take-off, report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferiental 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.

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

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′.
These SIDs require a minimum climb gradient of 3.5% until D8 CPT.

Gnd 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

If 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′.

CHANGES: None.

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EGLL/LHR HEATHROW

LONDON, UK

SID

LONDON Control	*Apt Elev*
120.525	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 preferiental 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.

DETLING TWO FOXTROT (DET 2F)
DETLING TWO GOLF (DET 2G)
RWYS 27R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED

N

NOT TO SCALE

SID	RWY	ROUTING / ALTITUDE
DET 2F	27R	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.
DET 2G	27L	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 interceptDET R-272 inbound, cross D32 DET at or above 5000′ (MAX 6000′), D29 DET at 6000′, D5 DET at 6000′, then to DET.

WARNING
No turns below **590′.**

AVERAGE TRACK MILEAGE
DET 2F: 50 NM to DET.
DET 2G: 49 NM to DET.

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
4.6% until EPM.

DET 2G
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.

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

LONDON
D (H) 113.6 LON
N51 29.2 W000 28.0

ILS DME
HEATHROW
D * (109.5) ILL
N51 27.8 W000 27.5

ILL 1 DME

LON 2 DME

DET 2F

DET 2G

138°

D10 LON

6000′
4000′

D32 DET
6000′
5000′

D29 DET
6000′

D5 DET
6000′

6000′

5

3

24

5

092°

R272°

DETLING
D (H) 117.3 DET
N51 18.2 E000 35.8

EPSOM
316 EPM
N51 19.2 W000 22.3

CHANGES: DVR SIDs withdrawn.

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EGLL/LHR HEATHROW

LONDON, UK

SID

LONDON Control	Apt Elev
120.525	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 preferiental 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.

DETLING ONE JULIETT (DET 1J)
DETLING ONE KILO (DET 1K)
RWYS 09R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED

NOT TO SCALE

SID	RWY	ROUTING / ALTITUDE
DET 1J	09R	Straight ahead, at LON 2 DME turn RIGHT, 122° track, at LON 4 DME turn LEFT, intercept DET R-284 inbound by D34 DET, cross D29 DET at or above 3000′ (MAX 6000′), D20 DET at or above 5000′ (MAX 6000′), D16 DET at 6000′, D5 DET at 6000′, then to DET.
DET 1K	09L	Straight ahead, at LON 1.5 DME turn RIGHT, 122° track, at LON 4 DME turn LEFT, intercept DET R-284 inbound by D34 DET, cross D29 DET at or above 3000′ (MAX 6000′), D20 DET at or above 5000′ (MAX 6000′), D16 DET at 6000′, D5 DET at 6000′, then to DET.

AVERAGE TRACK MILEAGE
41 NM to DET.

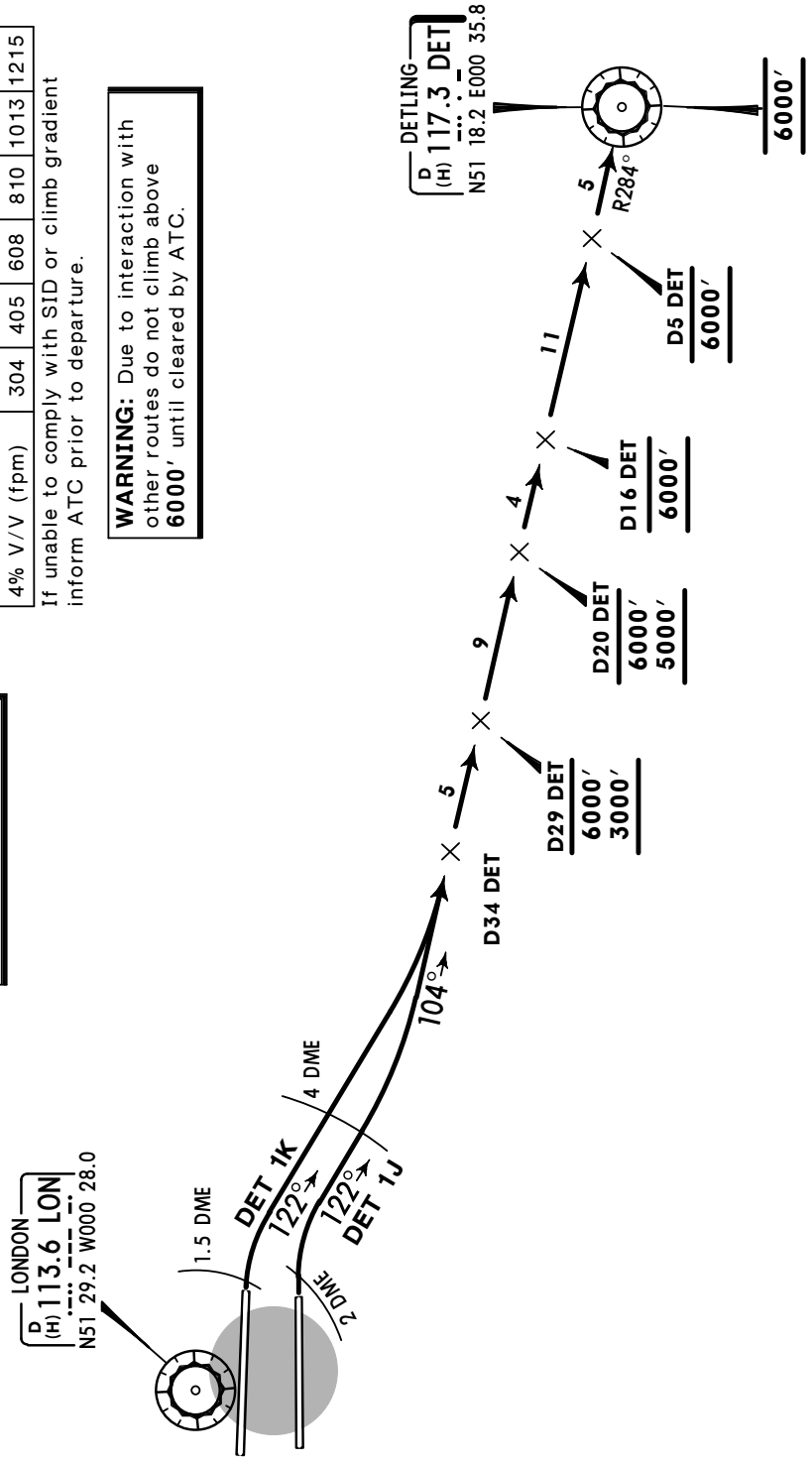
WARNING
No turns below **590′.**

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 departure.

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



CHANGES: None.

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EGLL/LHR HEATHROW

LONDON, UK

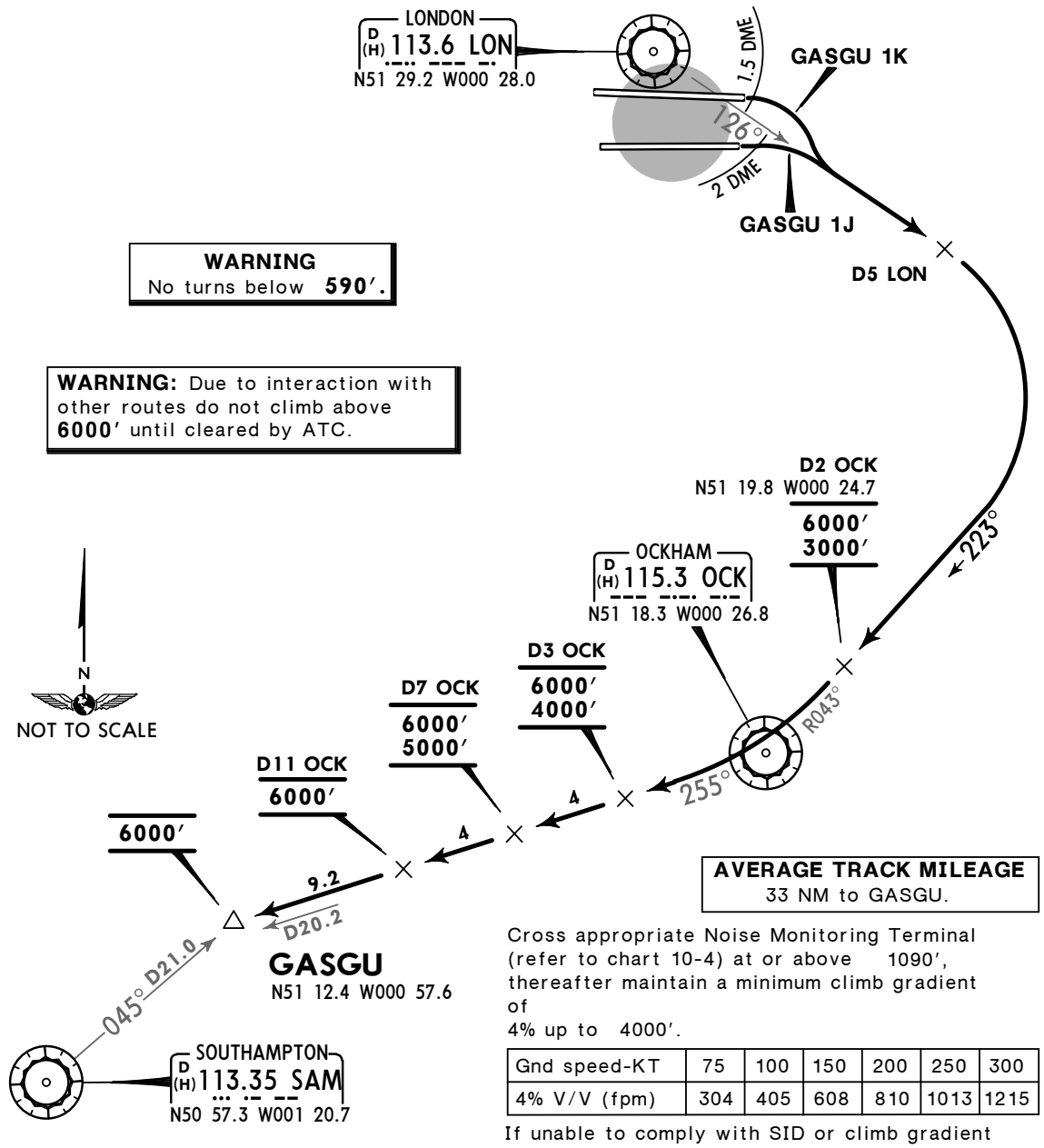
SID

LONDON Control	Apt Elev
134.125	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 (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.

GASGU ONE JULIETT (GASGU 1J) [GASG1J]
GASGU ONE KILO (GASGU 1K [GASG1K]
RWYS 09R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORISED



AVERAGE TRACK MILEAGE
33 NM to GASGU.

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 departure.

SID	RWY	ROUTING / ALTITUDE
GASGU 1J	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′ to GASGU.
GASGU 1K	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′ to GASGU.

CHANGES: New procedures at this airport.

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LONDON, UK

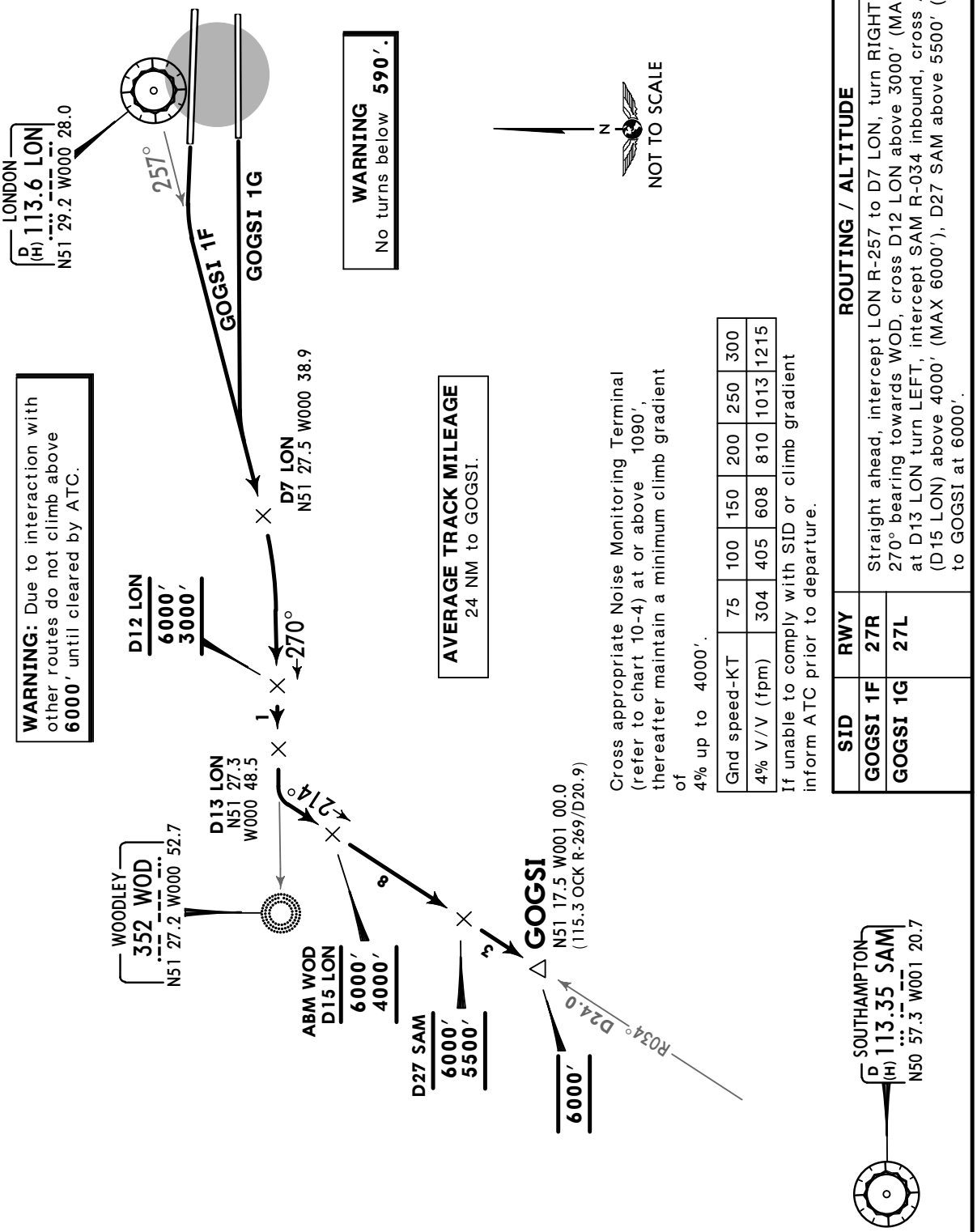
SID

LONDON Control	Apt Elev
134.125	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 (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.

GOGSI ONE FOXTROT (GOGSI 1F) [GOGS1F]
GOGSI ONE GOLF (GOGSI 1G) [GOGS1G]
RWYS 27R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORISED



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

SID	RWY	ROUTING / ALTITUDE
GOGSI 1F	27R	Straight ahead, intercept LON R-257 to D7 LON, turn RIGHT, intercept 270° bearing towards WOD, cross D12 LON above 3000′ (MAX 6000′), at D13 LON turn LEFT, intercept SAM R-034 inbound, cross ABM WOD (D15 LON) above 4000′ (MAX 6000′), D27 SAM above 5500′ (MAX 6000′), to GOGSI at 6000′.
GOGSI 1G	27L	

CHANGES: New procedures at this airport.

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EGLL/LHR HEATHROW

LONDON, UK

SID

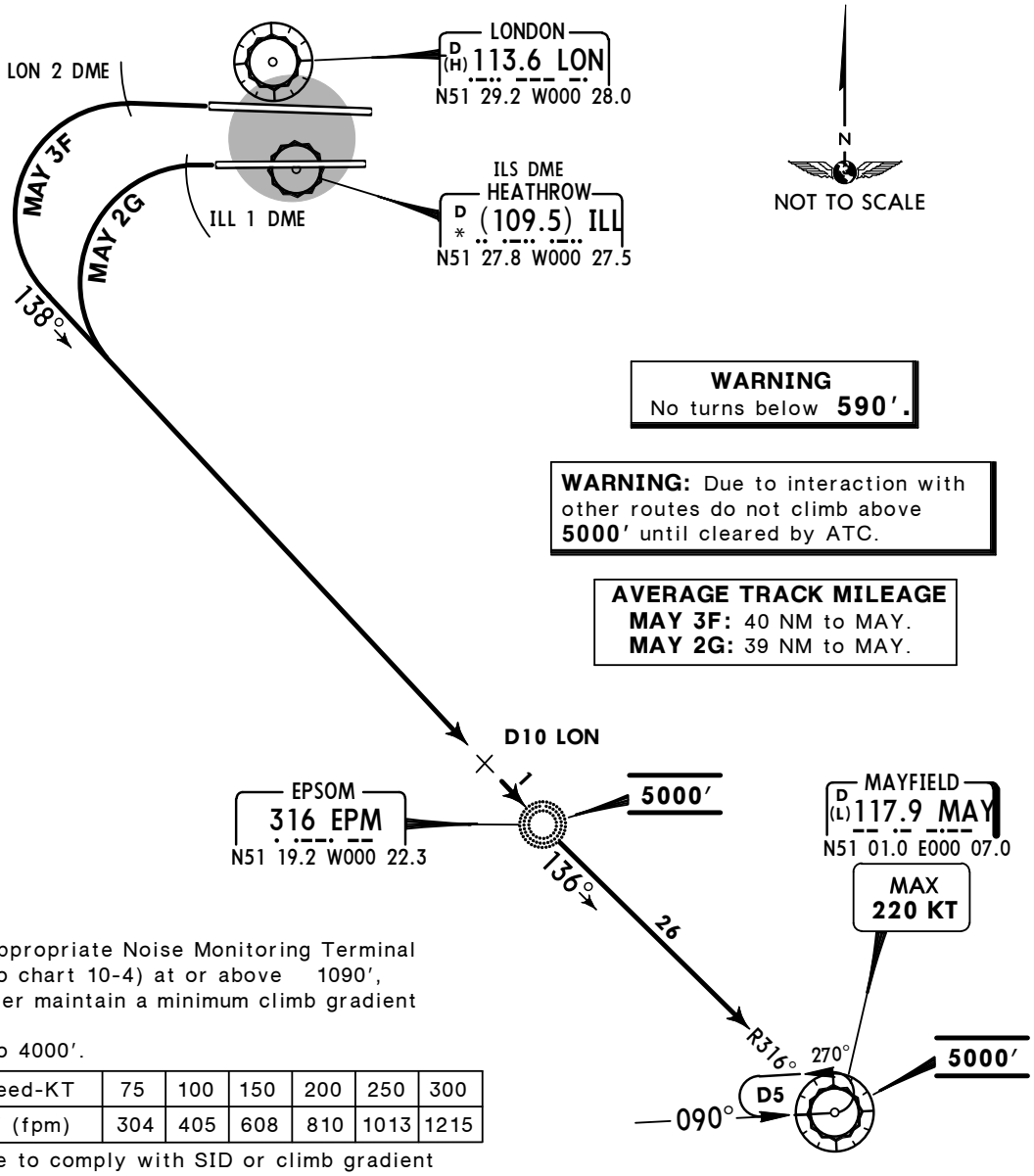
LONDON Control	Apt Elev
126.825	83′

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 (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



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 departure.

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 intercept MAY R-316 inbound to MAY at 5000′.

CHANGES: Chart reindexed.

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EGLL/LHR HEATHROW

LONDON, UK

SID

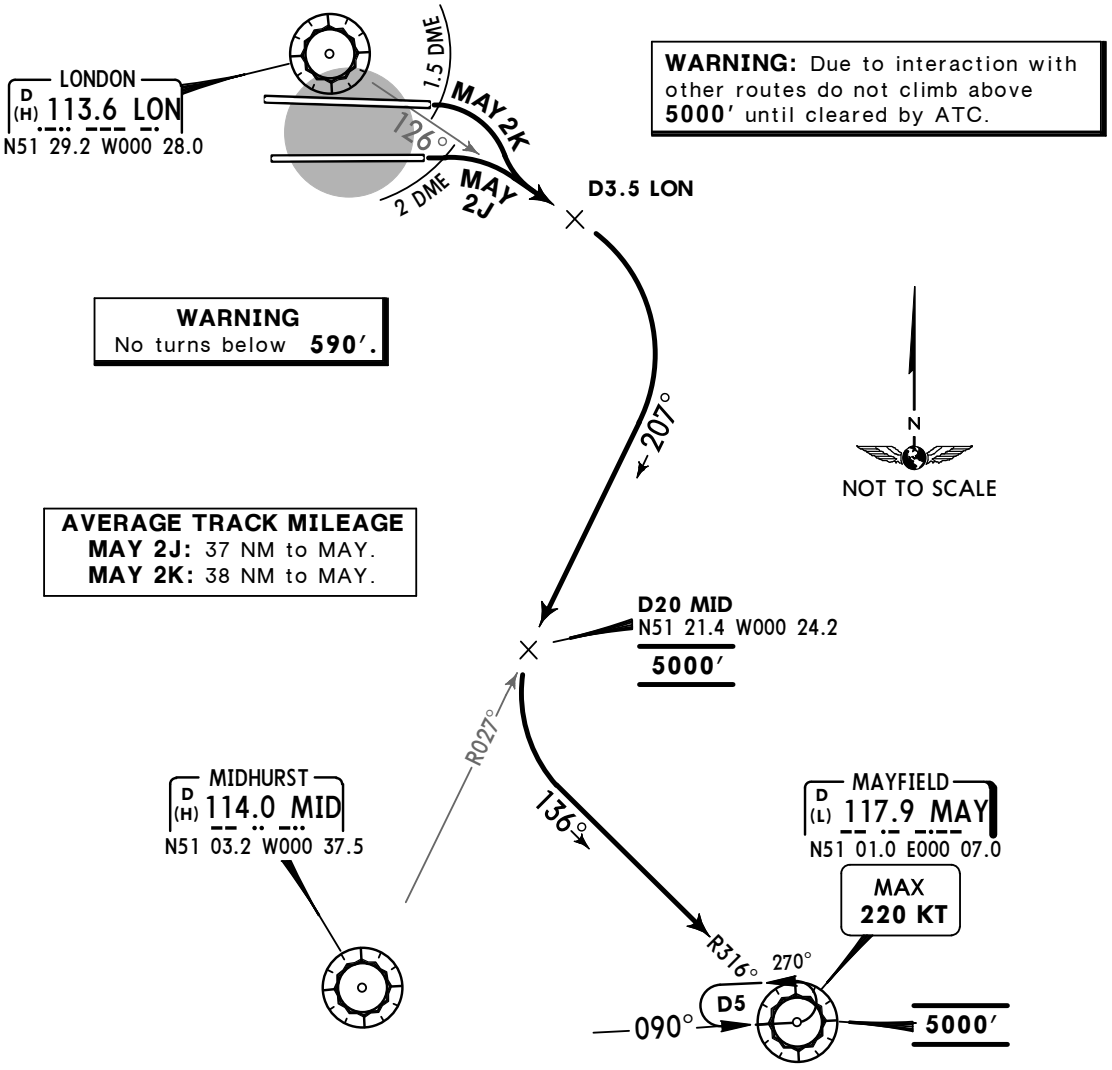
LONDON Control	Apt Elev
126.825	83′

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 (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 departure.

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′, turn LEFT, intercept MAY R-316 inbound to MAY at 5000′.

CHANGES: Chart reindexed.

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EGLL/LHR HEATHROW

LONDON, UK

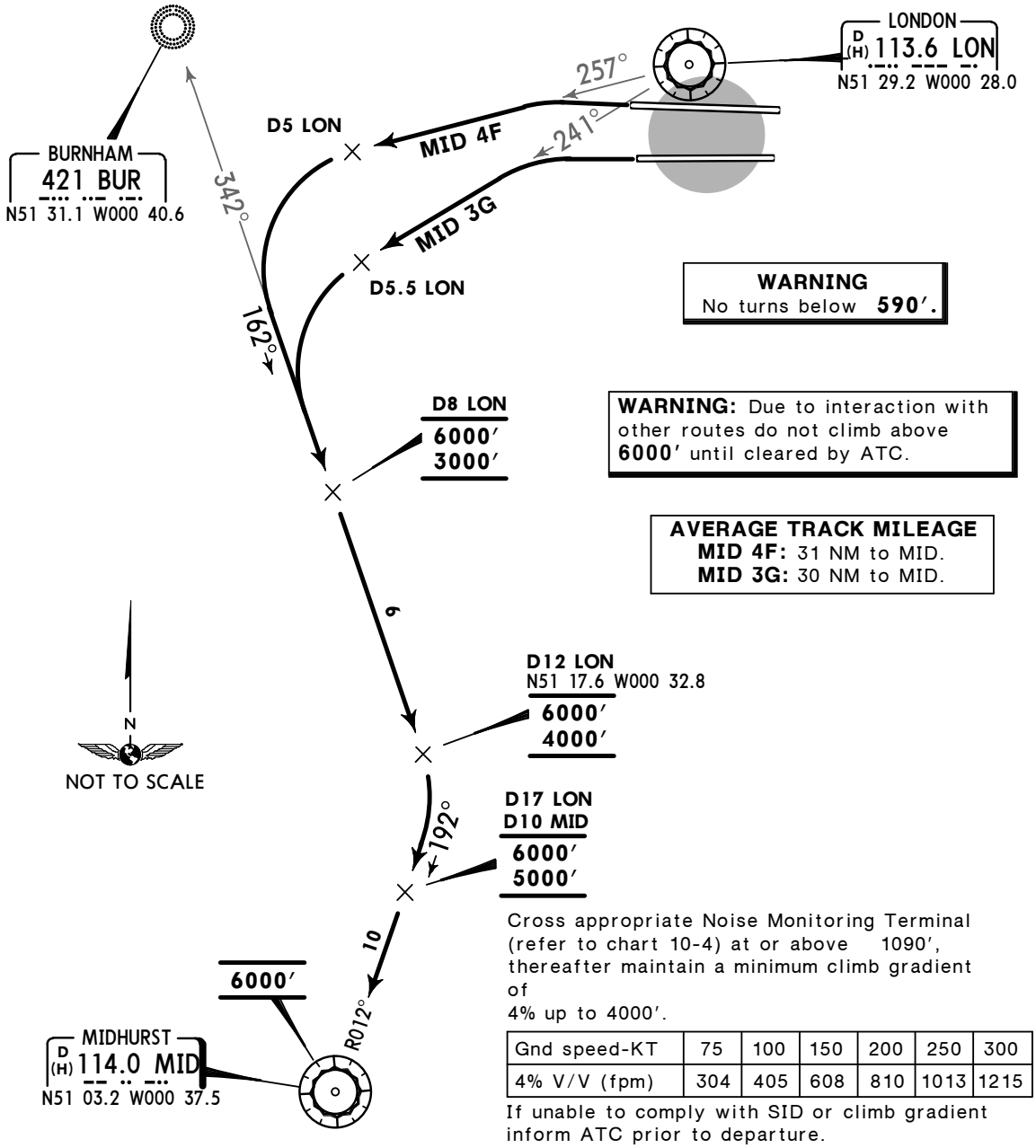
SID

LONDON Control	Apt Elev
133.175	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 (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



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 departure.

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-012 inbound, cross D17 LON (D10 MID) above 5000′ (MAX 6000′), then to 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-012 inbound, cross D17 LON (D10 MID) above 5000′ (MAX 6000′), then to MID at 6000′.

CHANGES: Chart reindexed.

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EGLL/LHR HEATHROW

LONDON, UK

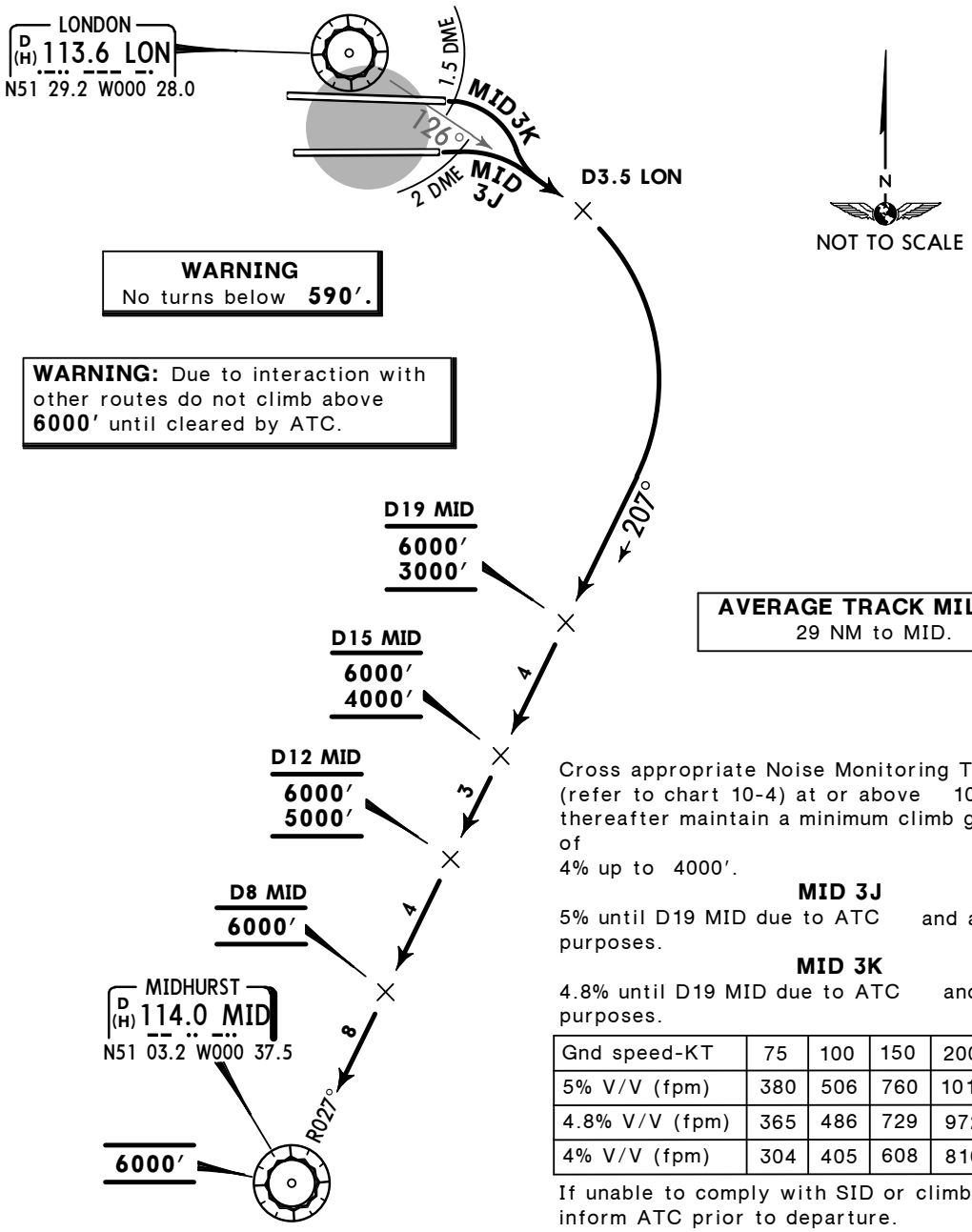
SID

LONDON Control	Apt Elev
133.175	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 (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



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 departure.

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 above 5000′ (MAX 6000′), D8 MID at 6000′, then to MID at 6000′.

CHANGES: Chart reindexed.

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LONDON, UK

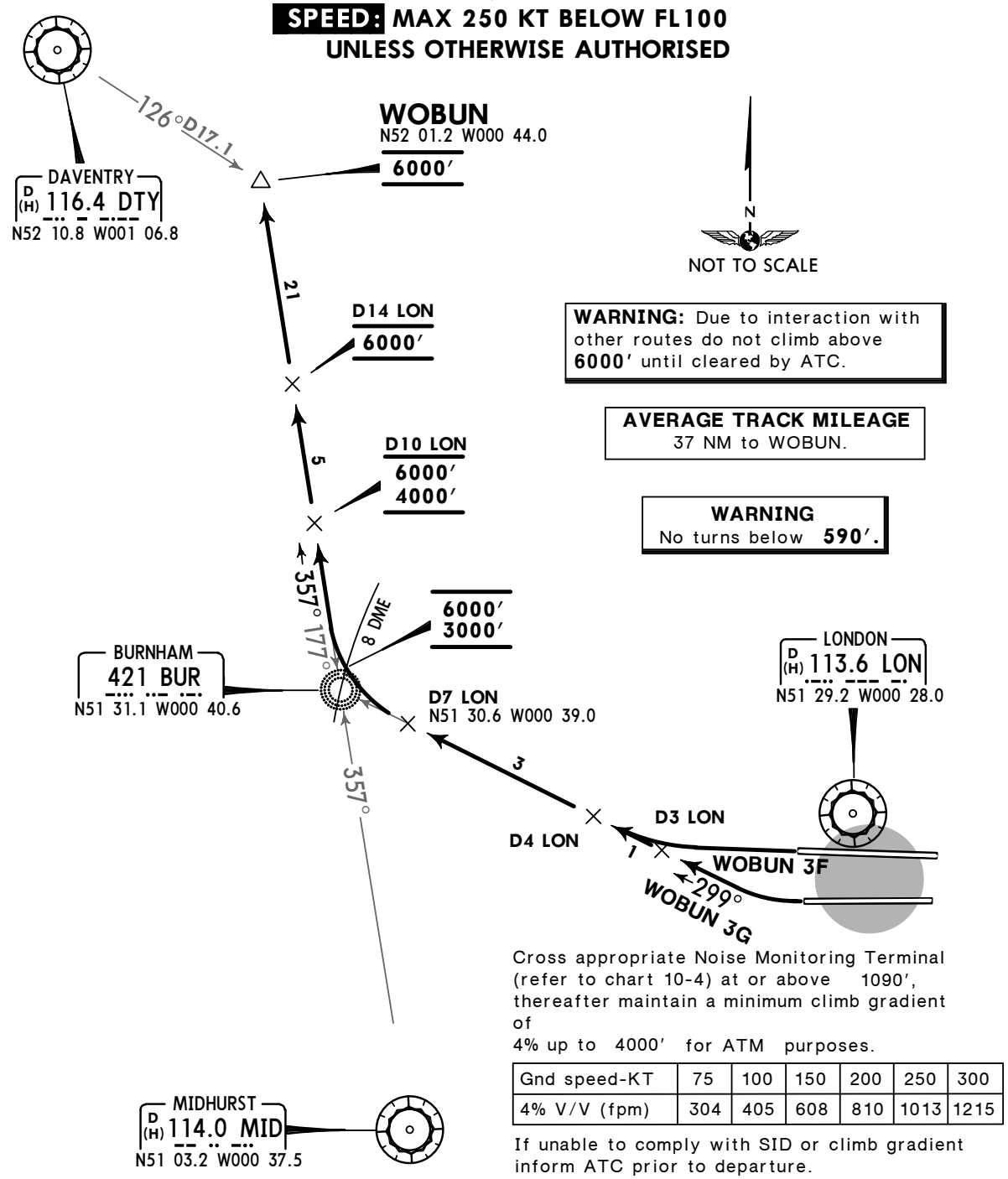
SID

LONDON Control	Apt Elev
119.775	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 (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) [WOBU3F]
WOBUN THREE GOLF (WOBUN 3G) [WOBU3G]
RWYS 27R/L DEPARTURES

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′ 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 departure.

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 6000′), D14 LON at 6000′ to WOBUN.

CHANGES: None.

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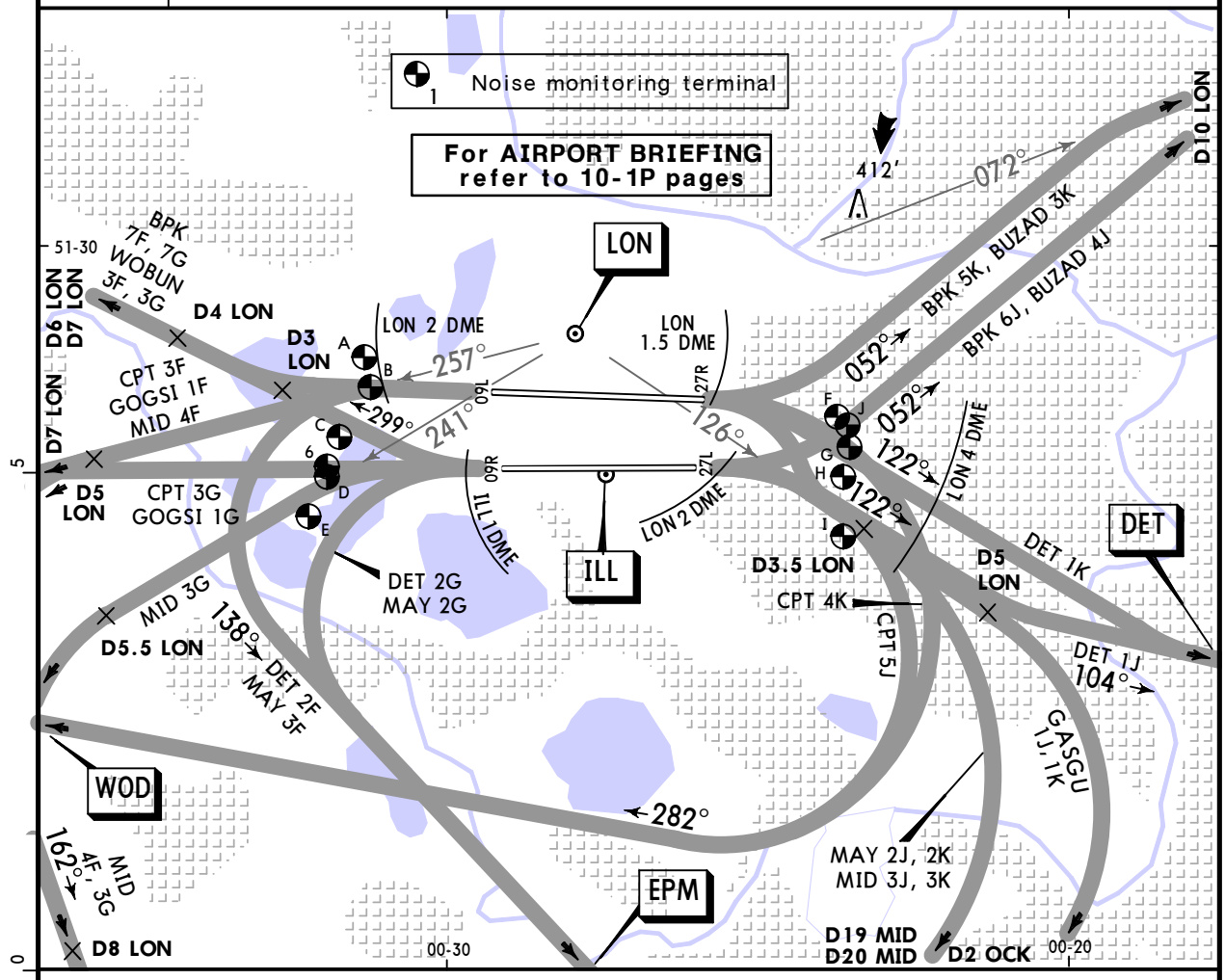
EGLL/LHR HEATHROW

LONDON, UK

NOISE

Apt Elev 83'

NOISE ABATEMENT



The operation limits as specified in para 3.2.1 (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

CHANGES: SAM SIDs replaced by GASGU & GOGSI SIDs.

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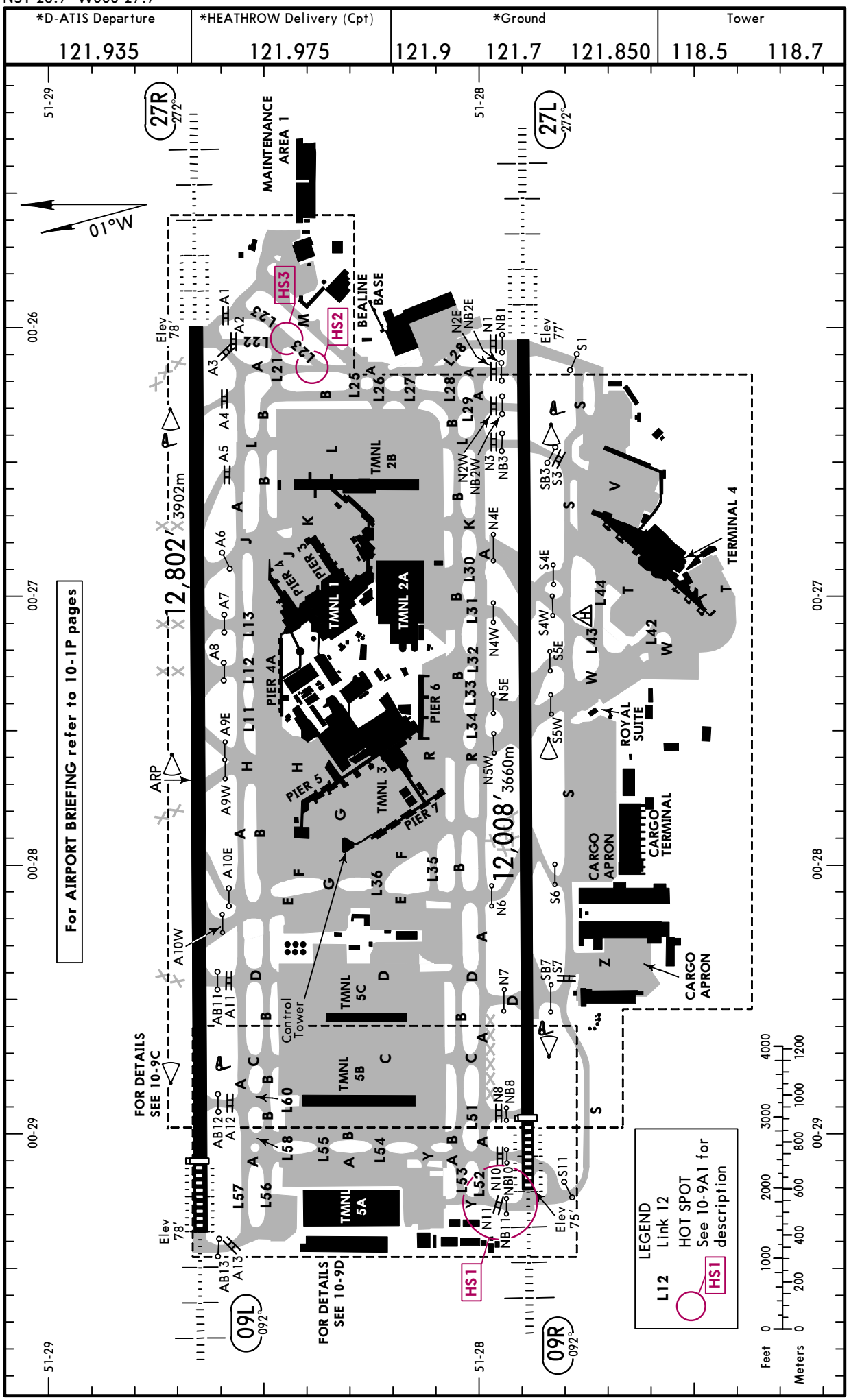
EGLL/LHR

Apt Elev 83′
N51 28.7 W000 27.7

JEPPESEN
22 MAY 15 (10-9)

LONDON, UK
HEATHROW

*D-ATIS Departure	*HEATHROW Delivery (Cpt)	*Ground			Tower	
121.935	121.975	121.9	121.7	121.850	118.5	118.7



CHANGES: Holding points redesignation.

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HEATHROW

ADDITIONAL RUNWAY INFORMATION

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

❶ RWY grooved.

❷ TAKE-OFF RUN AVAILABLE

RWY 09L:

From rwy head	12,802′ (3902m)
twy A12 int	11,037′ (3364m)
twy A11 int	9318′ (2840m)
twy A10W int	8734′ (2662m)
twy A10E int (not avbl during hours of darkness)	7726′ (2355m)
twy A9W int	6542′ (1994m)
twy A9E int	5873′ (1790m)

RWY 27R:

From rwy head	12,743′ (3884m)
twy A4 int	11,614′ (3540m)
twy A5 int	10,289′ (3136m)
twy A6 int	9390′ (2862m)
twy A7 int	8586′ (2617m)
twy A8 int	7920′ (2414m)
twy A9E int	7028′ (2142m)
twy A9W int	6388′ (1947m)

09R ❸ 27L	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) RVR	11,001′ 3353m	9968′ 3038m	❺	164′ 50m
	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) ❹ RVR		10,914′ 3327m		

❸ RWY grooved.

❹ HST - N6

❺ TAKE-OFF RUN AVAILABLE

RWY 09R:

From rwy head	12,008′ (3660m)
twy N10 int	11,578′ (3529m)
twy N8 int	11,001′ (3353m)
twy N7, SB7 int	9360′ (2853m)
twy N6 int	7635′ (2327m)
twy S6 int	7369′ (2246m)
twy N5W int	5597′ (1706m)

RWY 27L:

From rwy head	12,008′ (3660m)
twy N2E int	11,601′ (3536m)
twy N2W int	11,089′ (3380m)
twy N3 int	10,577′ (3224m)
twy S3 int	10,538′ (3212m)
twy N4E int	8865′ (2702m)
twy S4W int	8550′ (2606m)
twy S4E int	8494′ (2589m)
twy S5E int	7290′ (2222m)
twy N5E int	6860′ (2091m)
twy S5W int	6827′ (2081m)

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 HS3 Pilots are to maintain a good lookout at all times and are responsible for wing tip clearance.

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

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

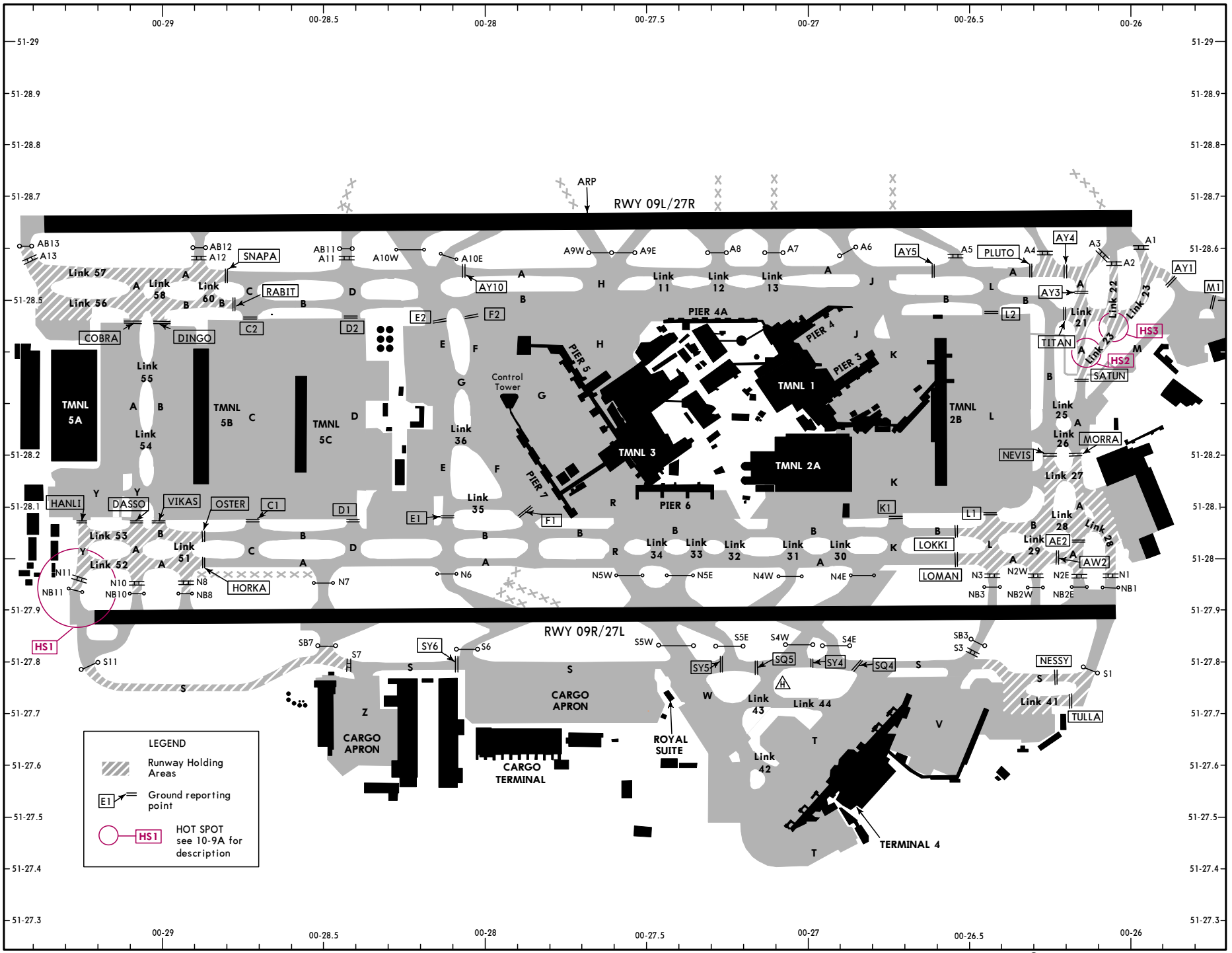
CHANGES: None.

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HEATHROW



CHANGES: Holding points redesignated.

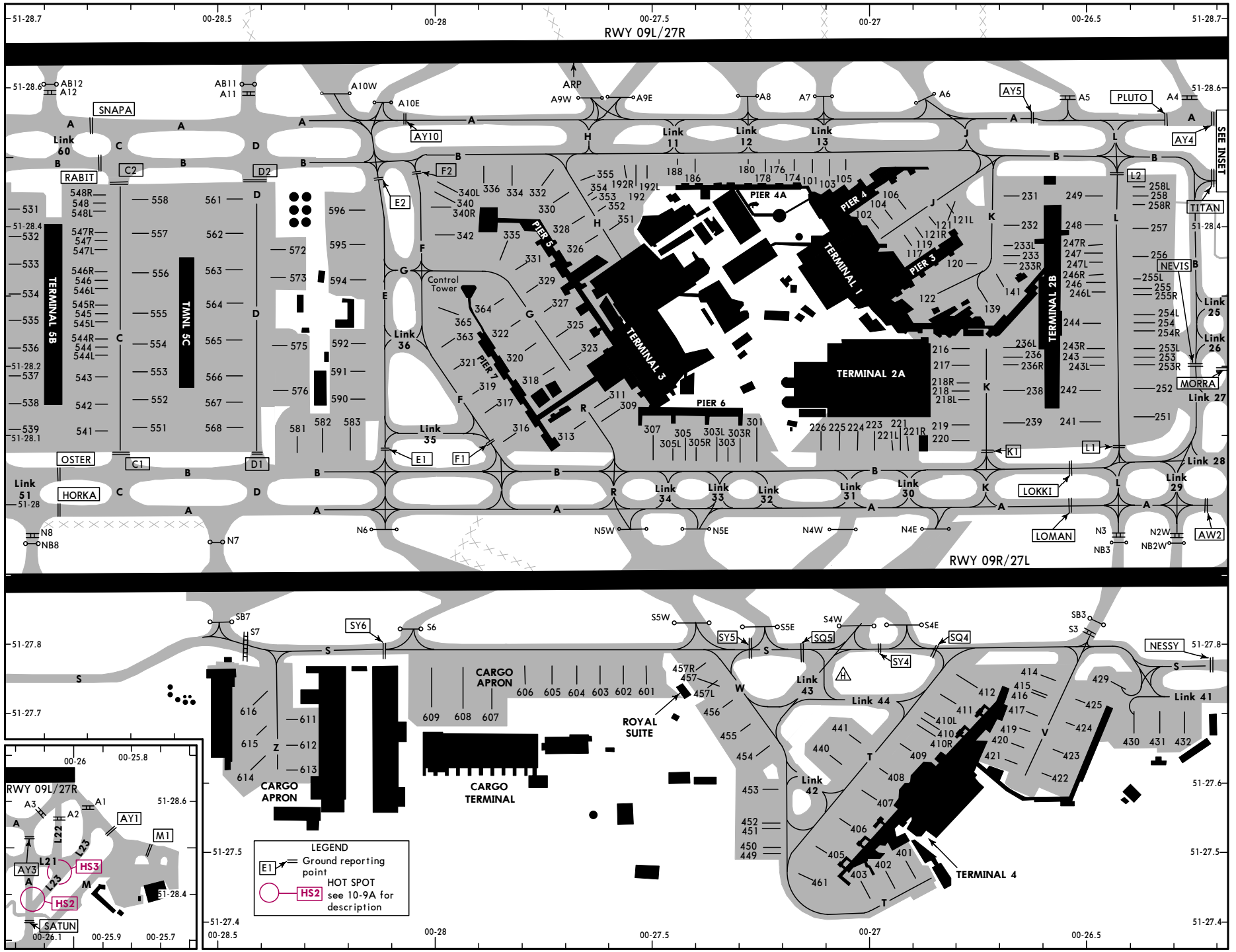
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JEPPESEN
22 MAY 15 (10-9C)

LONDON, UK
HEATHROW



CHANGES: Holding points redesignation.

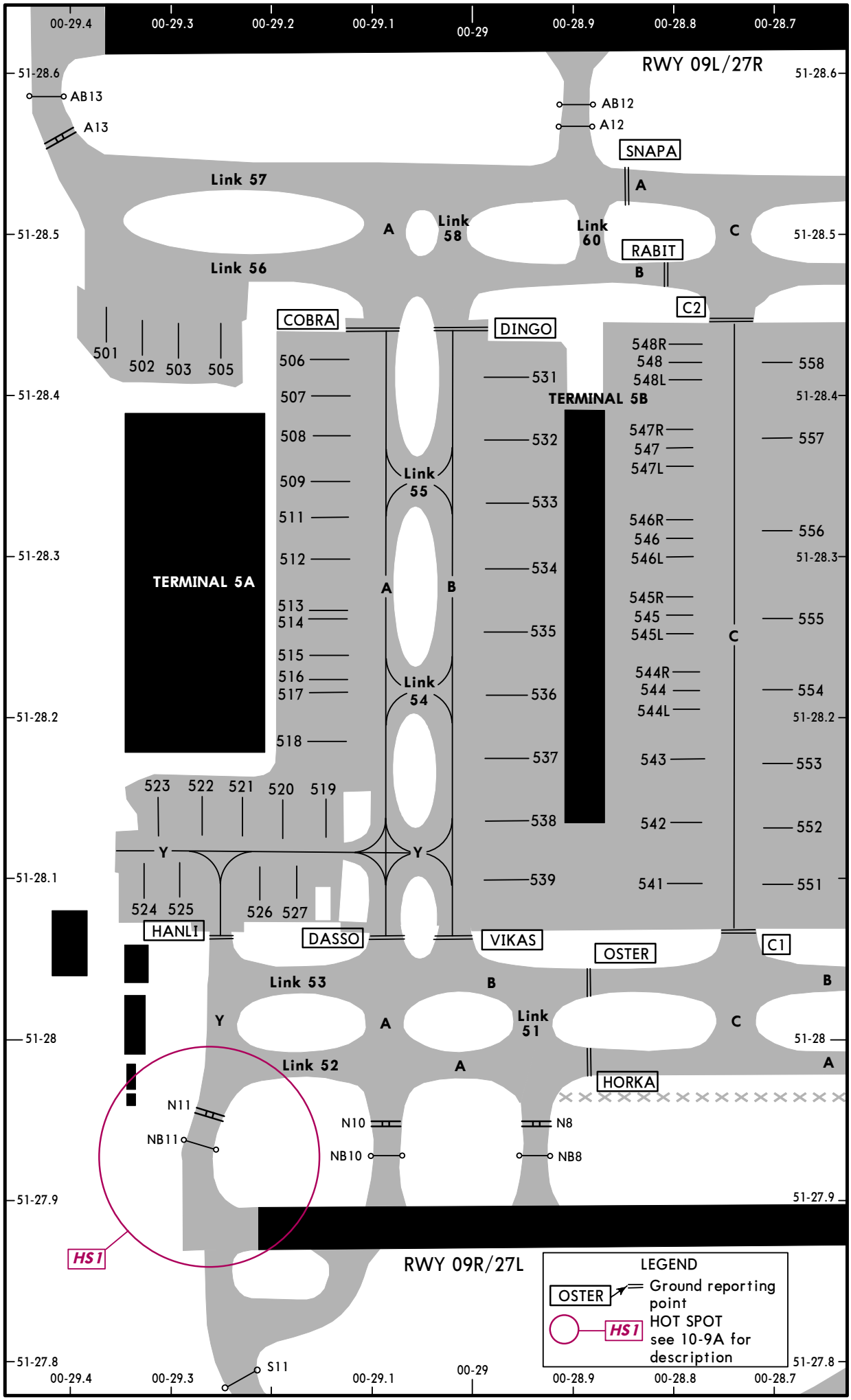
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JEPPESEN
20 FEB 15 (10-9D) Eff 5 Mar

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LONDON, UK
HEATHROW

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
101	N51 28.5 W000 27.1	258R	N51 28.4 W000 26.4
102	N51 28.4 W000 27.0	301	N51 28.1 W000 27.3
103	N51 28.5 W000 27.1	303L	N51 28.1 W000 27.4
104	N51 28.4 W000 27.0	303, 303R	N51 28.1 W000 27.3
105	N51 28.5 W000 27.0	305, 305L/R	N51 28.1 W000 27.4
106	N51 28.4 W000 26.9	307	N51 28.1 W000 27.5
117, 119	N51 28.4 W000 26.9	309	N51 28.1 W000 27.6
120, 121, 121L	N51 28.4 W000 26.8	311	N51 28.2 W000 27.6
121R	N51 28.4 W000 26.9	313	N51 28.1 W000 27.7
122	N51 28.3 W000 26.8	316	N51 28.1 W000 27.8
139, 141	N51 28.3 W000 26.7	317	N51 28.1 W000 27.9
174, 176	N51 28.5 W000 27.2	318	N51 28.2 W000 27.7
178, 180	N51 28.5 W000 27.3	319	N51 28.2 W000 27.9
186, 188	N51 28.5 W000 27.4	320	N51 28.2 W000 27.8
192, 192L	N51 28.5 W000 27.5	321	N51 28.2 W000 28.0
192R	N51 28.5 W000 27.6	322	N51 28.3 W000 27.8
216 thru 218R	N51 28.2 W000 26.8	323	N51 28.2 W000 27.7
219, 220	N51 28.1 W000 26.8	325	N51 28.3 W000 27.7
221, 221R	N51 28.1 W000 26.9	326	N51 28.4 W000 27.6
221L, 223, 224	N51 28.1 W000 27.0	327	N51 28.3 W000 27.7
225, 226	N51 28.1 W000 27.1	328	N51 28.4 W000 27.7
231 thru 233R	N51 28.4 W000 26.7	329	N51 28.3 W000 27.8
236 thru 238	N51 28.2 W000 26.6	330	N51 28.4 W000 27.7
239	N51 28.1 W000 26.6	331	N51 28.3 W000 27.8
241	N51 28.1 W000 26.5	332, 334	N51 28.5 W000 27.8
242 thru 243R	N51 28.2 W000 26.5	335	N51 28.4 W000 27.9
244 thru 246R	N51 28.3 W000 26.5	336	N51 28.5 W000 27.9
247	N51 28.4 W000 26.5	340, 340L/R	N51 28.5 W000 28.0
247L	N51 28.3 W000 26.5	342	N51 28.4 W000 28.0
247R thru 249	N51 28.4 W000 26.5	350 thru 354	N51 28.4 W000 27.6
251	N51 28.1 W000 26.4	355	N51 28.5 W000 27.6
252 thru 253R	N51 28.2 W000 26.4	363	N51 28.2 W000 28.0
254 thru 255R	N51 28.3 W000 26.4	364	N51 28.3 W000 27.9
256 thru 258	N51 28.4 W000 26.4	365	N51 28.3 W000 28.0
258L	N51 28.5 W000 26.4		

CHANGES: Stands 108 & 110 withdrawn.

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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 thru 410R	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
449 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
457L	N51 27.7 W000 27.4	608, 609	N51 27.8 W000 28.0
457, 457R	N51 27.8 W000 27.4	611, 612	N51 27.7 W000 28.3
461	N51 27.5 W000 27.2	613	N51 27.6 W000 28.3
501	N51 28.5 W000 29.4	614	N51 27.6 W000 28.4
502, 503, 505	N51 28.5 W000 29.3	615, 616	N51 27.7 W000 28.4
506 thru 509	N51 28.4 W000 29.1		
511 thru 515	N51 28.3 W000 29.1		
516 thru 518	N51 28.2 W000 29.1		
519	N51 28.1 W000 29.1		
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		

CHANGES: Stands.

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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.

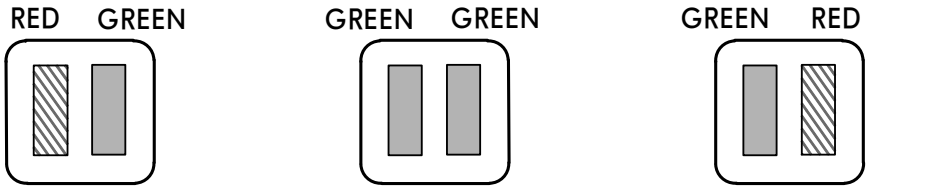
EMERGENCY STOP

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

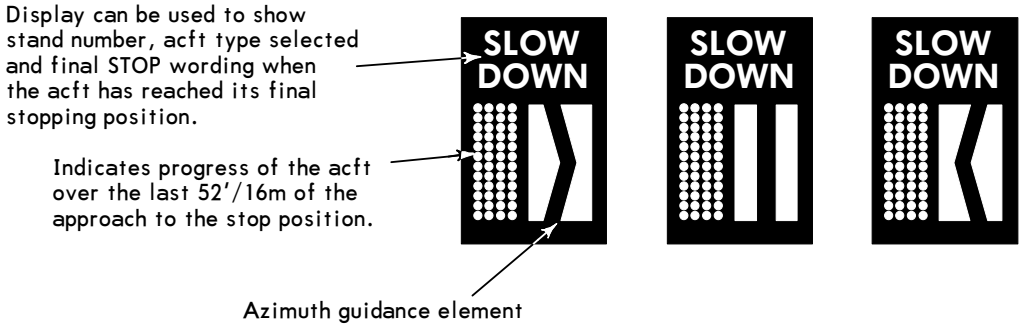
1. AGNIS - AZIMUTH GUIDANCE FOR NOSE-IN STANDS

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.

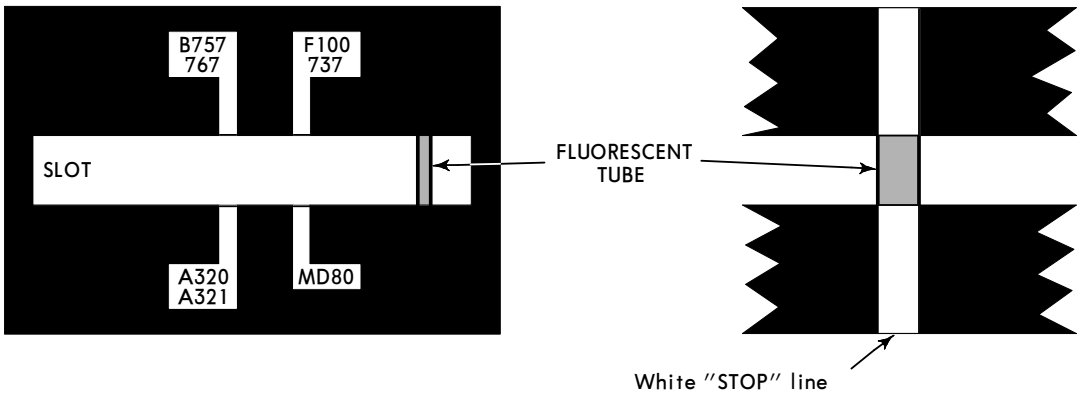


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3. PAPA - PARALLAX AIRCRAFT PARKING AID

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 he extended centerline. It is angled to give the pilot in the left hand seat view of the aircaft'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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JEPPESEN
13 JUL 12 (10-9Y) Eff 26 Jul

JAA COPTER MINIMUMS

LONDON, UK
HEATHROW

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 ❶				
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 ❷	800m

❶ Without LVP 400m are stipulated.

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

CHANGES: RNAV added.

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EGLL/LHR HEATHROW

JEPPESEN 2 SEP 11 (11-1)

LONDON, UK
❶ILS DME Rwy 09L

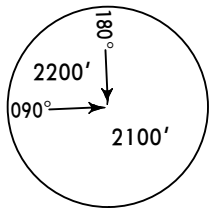
BRIEFING STRIP ™

*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

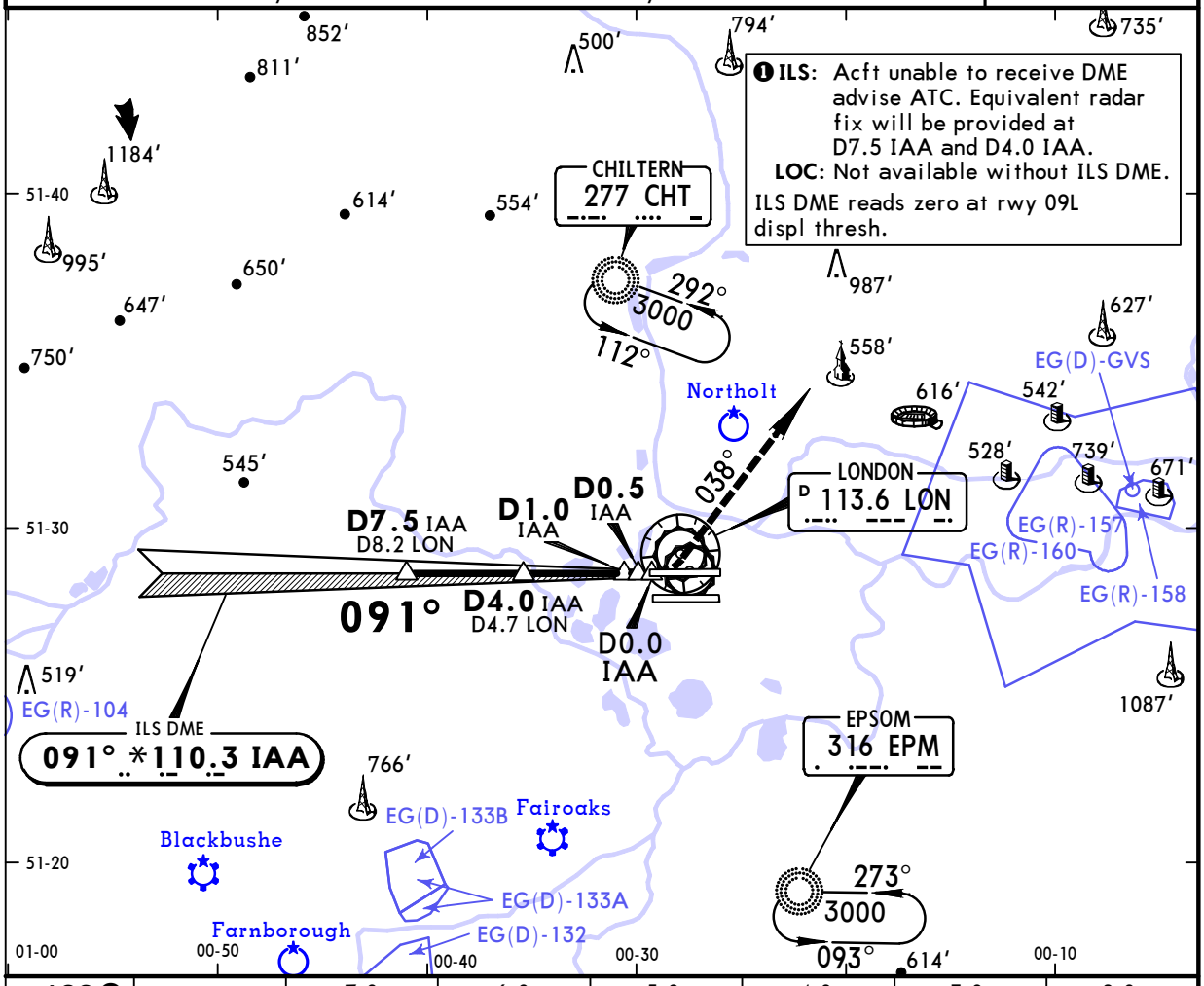
LOC IAA	Final Apch Crs	GS	ILS DA(H)	Apt Elev 83′
*110.3	091°	D4.0 IAA 1400′(1321′)	279′(200′)	Rwy 79′

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.

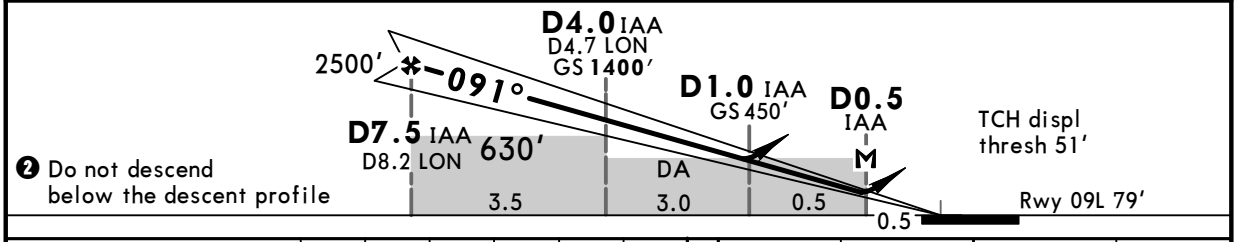
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 6000′



MSA
LON VOR



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



❷ Do not descend below the descent profile

Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.5 IAA							

HIALS-II
PAPI

1580′ whichever later | D0.0 IAA | 038° LT

PANS OPS

Standard STRAIGHT-IN LANDING RWY 09L — CIRCLE-TO-LAND

	ILS DA(H) 279′(200′) FULL	ILS DA(H) 279′(200′) Limited	ILS DA(H) 279′(200′) ALS out	LOC (GS out) CDFA DA/MDA(H) 470′(391′)	LOC (GS out) CDFA DA/MDA(H) 470′(391′) ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

Max Kts	MDA(H)	VIS
100	750′ (667′)	1500m
135	750′ (667′)	1600m
180	850′ (767′)	2400m
205	850′ (767′)	3600m

CHANGES: Minimums.

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EGLL/LHR HEATHROW

JEPPESEN 2 SEP 11 (11-1A) ❶CAT II/III ILS DME Rwy 09L

LONDON, UK

BRIEFING STRIP ™

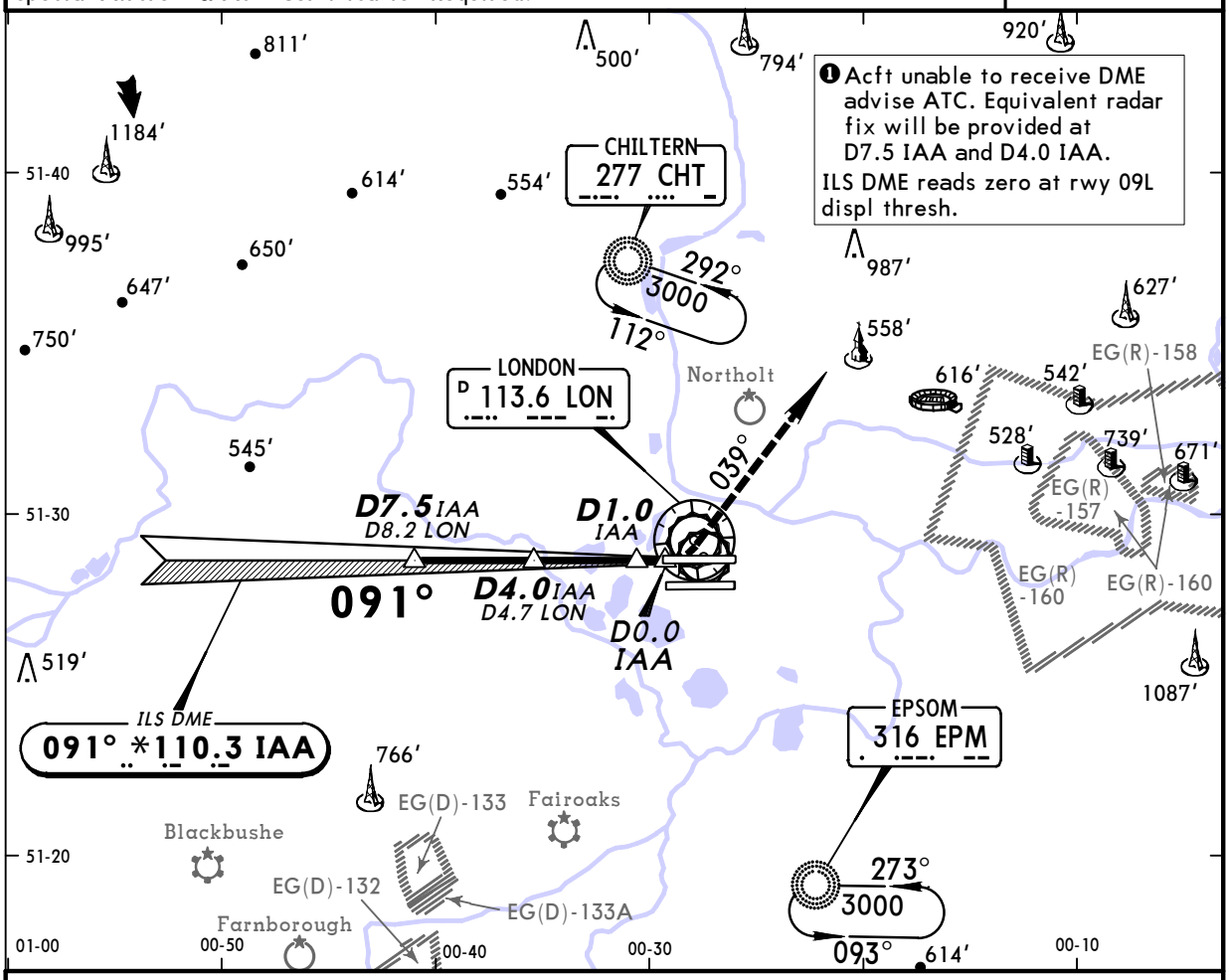
*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.9 121.7 121.85

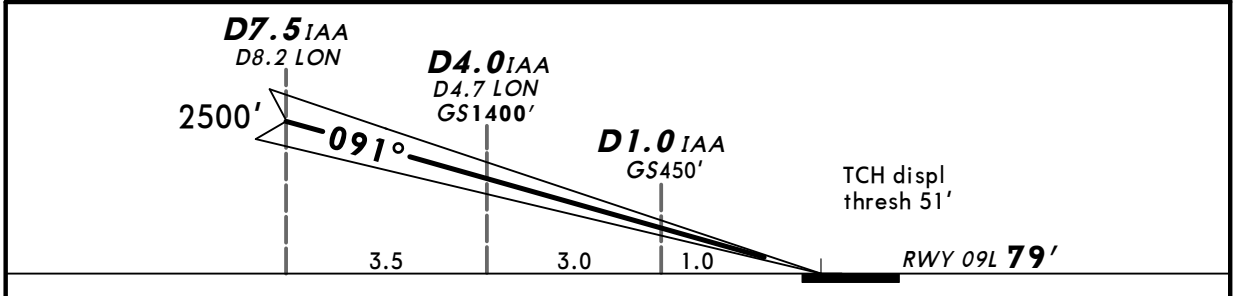
LOC IAA	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 83′
*110.3	091°	D4.0 IAA 1400′ (1321′)	Refer to Minimums	RWY 79′

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.

180° 2200′ 090° 2100′
MSA LON VOR





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

HIALS-II PAPI

1580′ whichever later | D0.0 IAA | 038° LT

Standard STRAIGHT-IN LANDING RWY **09L**

CAT IIIA ILS	CAT II ILS ABCD
DH 50′	RA 100′ DA(H) 179′ (100′)
RVR 200m	RVR 300m ❶

❶ Operators applying U.S. Specs: Autoland or HUD required below RVR 350m.

PANS OPS 4

CHANGES: Minimums.

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JEPPESEN
JeppView 3.6.2.0

EGLL/LHR HEATHROW

JEPPESEN 2 SEP 11 (11-2)

LONDON, UK
❶ILS 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

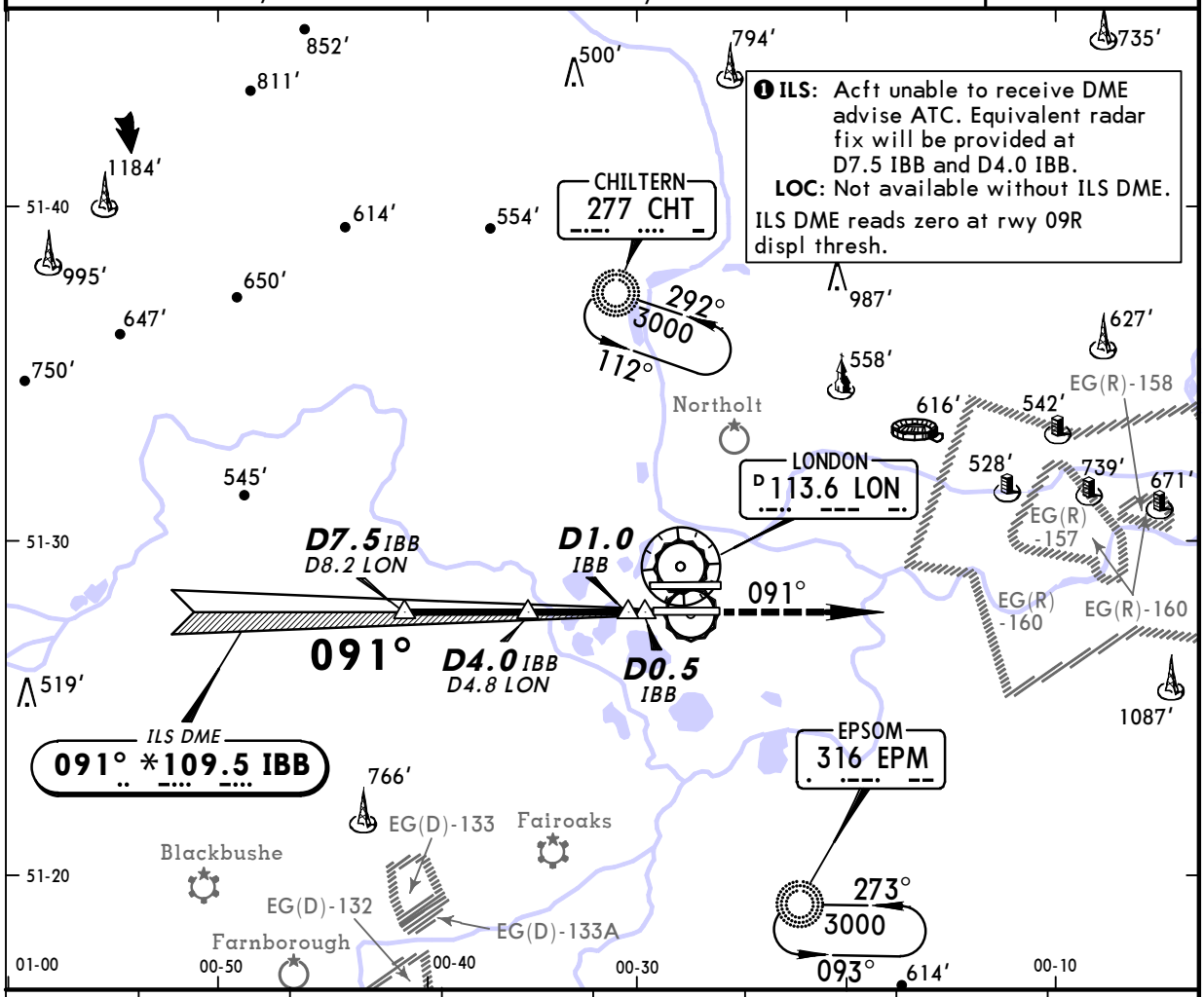
LOC IBB	Final Apch Crs	GS	ILS DA(H)	Apt Elev 83′
*109.5	091°	D4.0 IBB 1400′ (1325′)	275′ (200′)	RWY 75′

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

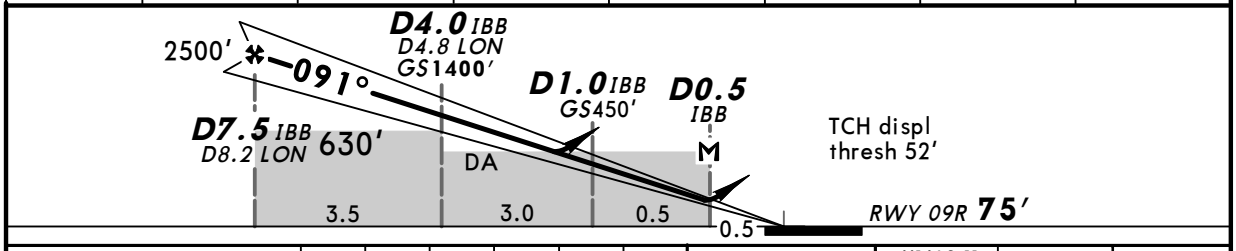
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 6000′

MSA
LON VOR
180°
2200′
090°
2100′

❶ **ILS:** Acft unable to receive DME advise ATC. Equivalent radar fix will be provided at D7.5 IBB and D4.0 IBB.
LOC: Not available without ILS DME.
ILS DME reads zero at rwy 09R displ thresh.



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							

HIALS-II
PAPI
3000′ on 091°

Standard STRAIGHT-IN LANDING RWY 09R

	ILS DA(H) 275′ (200′)			LOC (GS out) CDFA DA/MDA(H) 480′ (405′)	
	FULL	Limited	ALS out		
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m
B					
C					RVR 1900m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	750′ (667′)	1500m
135	750′ (667′)	1600m
180	850′ (767′)	2400m
205	850′ (767′)	3600m

PANS OPS 4

CHANGES: Minimums.

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EGLL/LHR HEATHROW

JEPPESEN 2 SEP 11 (11-2A)

LONDON, UK

❶CAT II/III ILS DME Rwy 09R

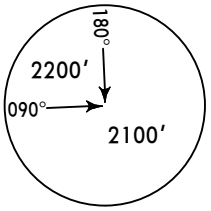
*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.9 121.7 121.85

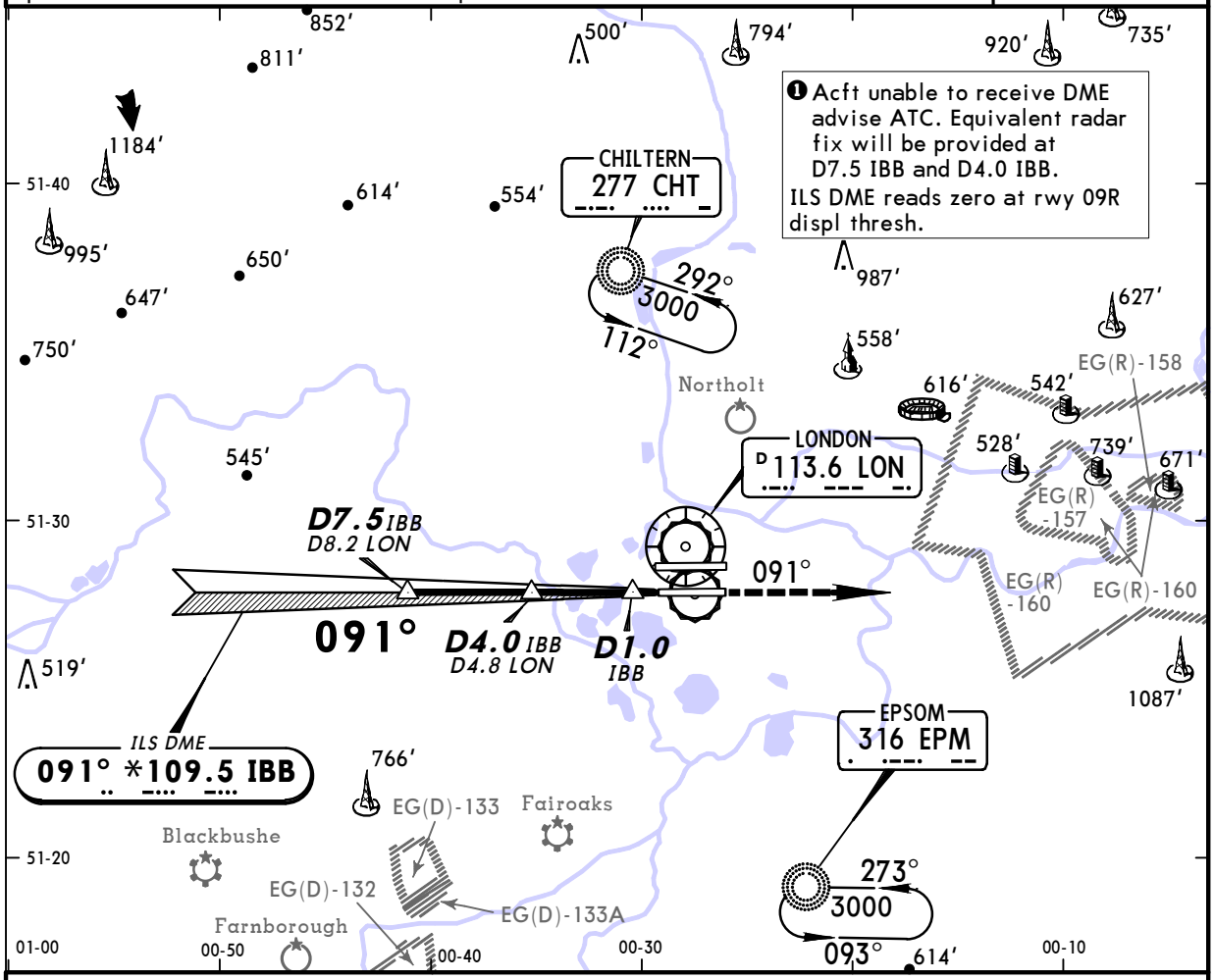
LOC	Final	GS	CAT II & IIIA ILS	Apt Elev 83′
IBB	Apch Crs	D4.0 IBB	Refer to	RWY 75′
*109.5	091°	1400′ (1325′)	Minimums	

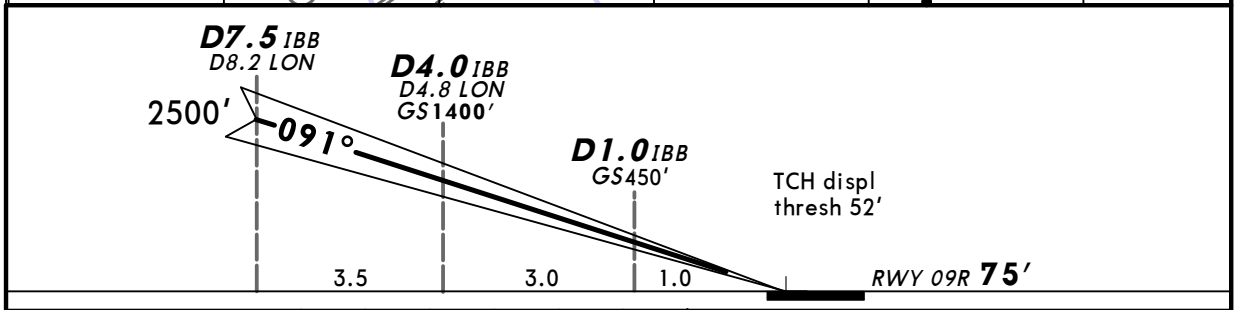
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.
In event of radio failure see 11-5.

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

MSA
LON VOR







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

HIALS-II
PAPI
3000′ on 091°

Standard STRAIGHT-IN LANDING RWY **09R**

CAT IIIA ILS	CAT II ILS
	ABCD
DH 50′	RA 100′
	DA(H) 175′ (100′)
RVR 200m	RVR 300m ❶

❶ Operators applying U.S. Specs: Autoland or HUD required below RVR 350m.

BRIEFING STRIP™

PANS OPS 4

CHANGES: Minimums.

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EGLL/LHR HEATHROW

JEPPESEN 2 SEP 11 (11-3)

LONDON, UK
ILS DME Rwy 27L

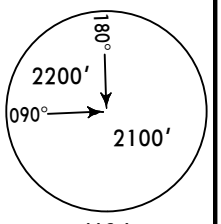
*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.9 121.7 121.85

BRIEFING STRIP™

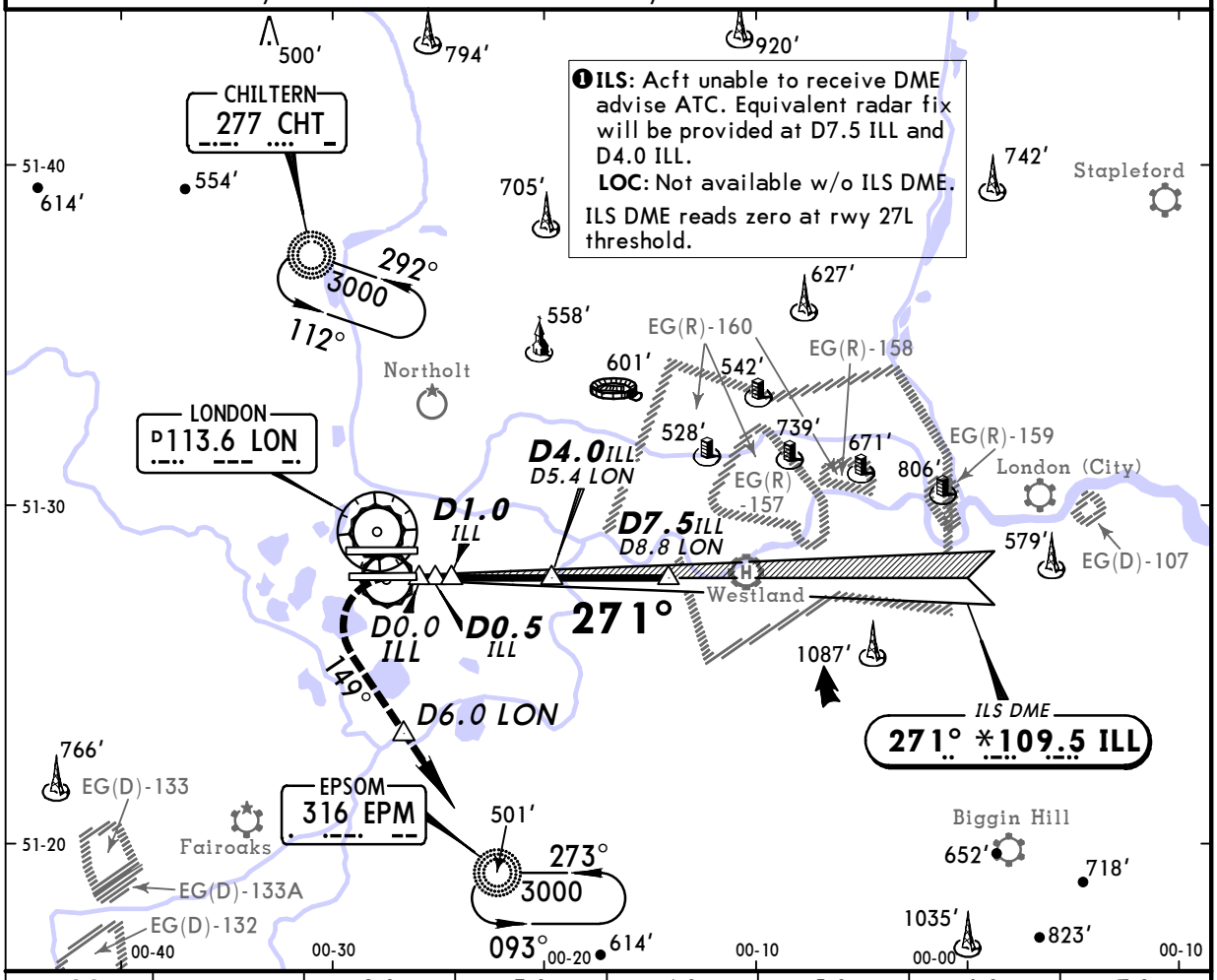
LOC ILL	Final Apch Crs	GS	ILS DA(H)	Apt Elev 83′
*109.5	271°	D4.0 ILL 1400′ (1323′)	277′ (200′)	RWY 77′

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.

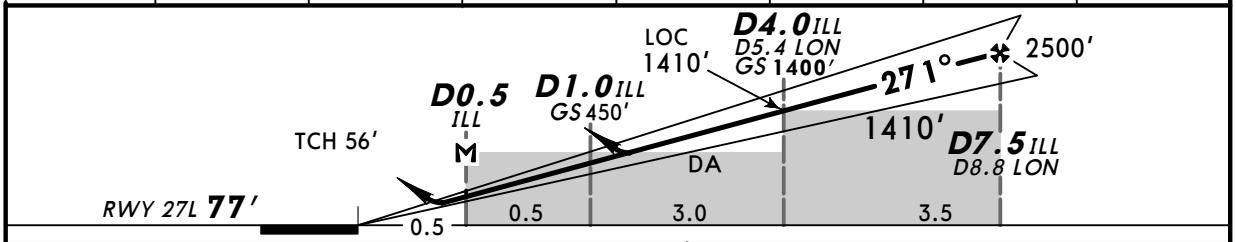
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 6000′



MSA
LON VOR



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						

HIALS-II
PAPI

1080′ whichever later | D0.0 ILL | 149° LT

PANS OPS 4

Standard — STRAIGHT-IN LANDING RWY 27L

	ILS DA(H) 277′ (200′) FULL	ILS DA(H) 277′ (200′) Limited	ILS DA(H) 277′ (200′) ALS out	LOC (GS out) CDFA DA/MDA(H) 460′ (383′)	LOC (GS out) CDFA DA/MDA(H) 460′ (383′) ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	750′ (667′)	1500m
135	750′ (667′)	1600m
180	850′ (767′)	2400m
205	850′ (767′)	3600m

CHANGES: Minimums.

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EGLL/LHR HEATHROW

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

LONDON, UK

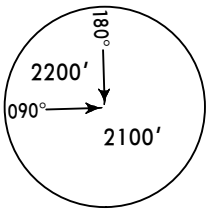
BRIEFING STRIP ™

*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

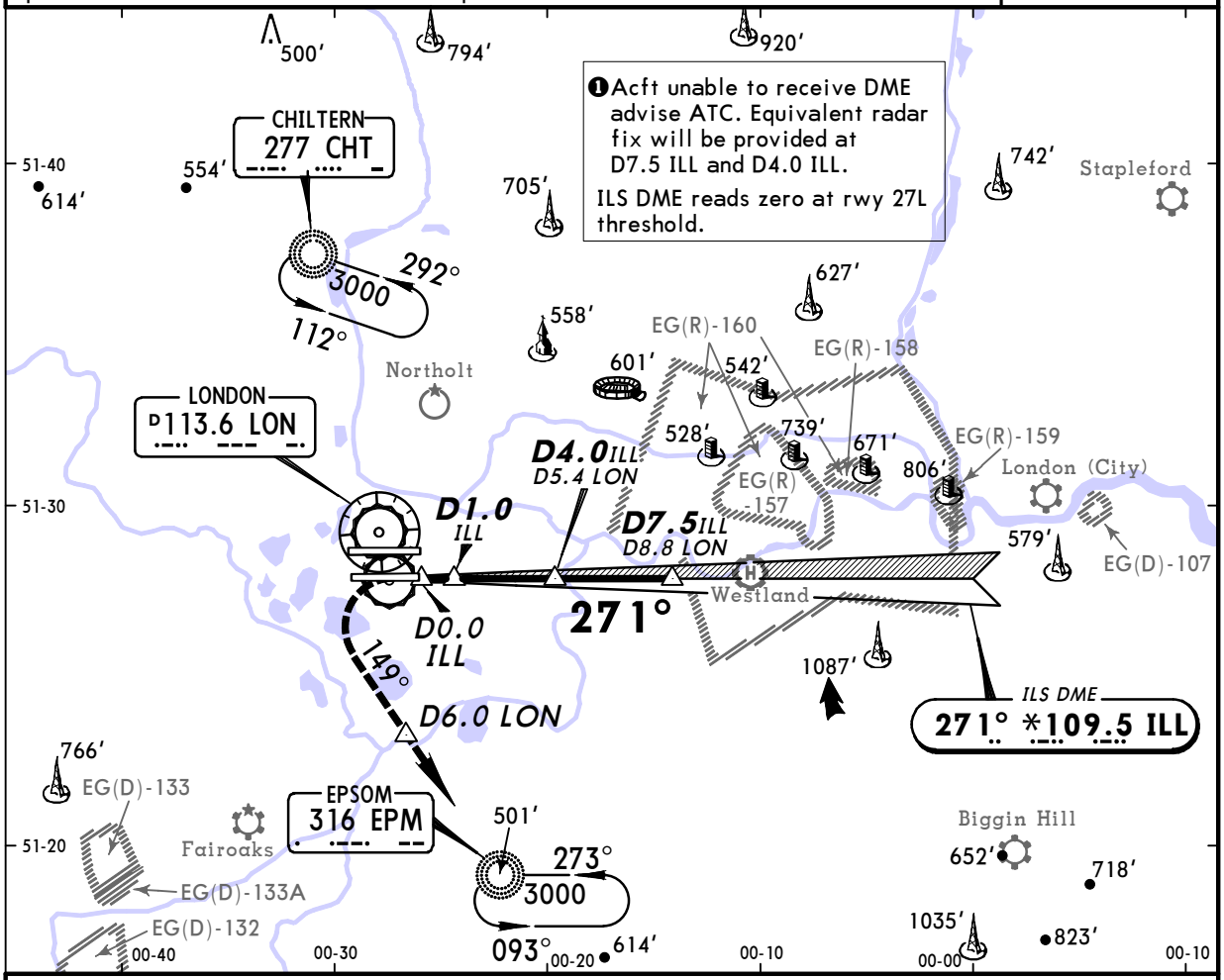
LOC	Final	GS	CAT II & IIIA ILS	Apt Elev 83′
ILL	Apch Crs	D4.0 ILL	Refer to Minimums	RWY 77′
*109.5	271°	1400′ (1323′)		

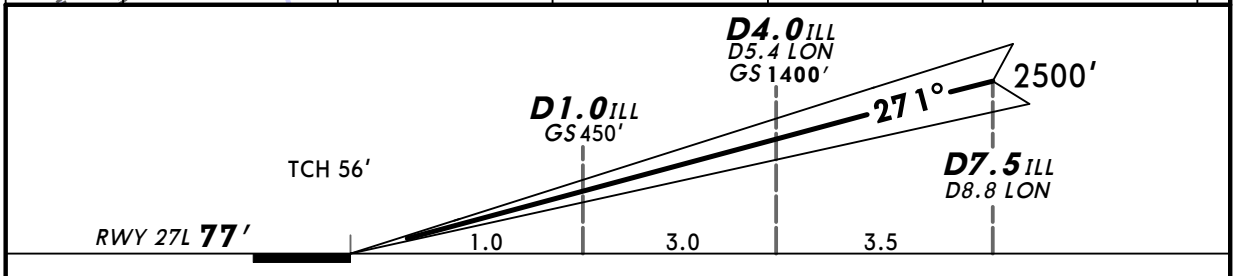
MISSED APCH: Climb STRAIGHT AHEAD, when passing 1080′ or D0.0 ILL, whichever is later, climbing turn LEFT on track 149° to 2000′. When passing D6.0 LON climb without delay to 3000′, then as directed.
In event of radio failure see 11-6.

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



MSA
LON VOR





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

HIALS-II
PAPI

1080′ whichever later
D0.0 ILL

149° LT

Standard STRAIGHT-IN LANDING RWY 27L

CAT IIIA ILS	CAT II ILS ABCD
DH 50′	RA 102′ DA(H) 177′ (100′)
RVR 200m	RVR 300m ❶

❶Operators applying U.S. Specs: Autoland or HUD required below RVR 350m.

PANS OPS 4

CHANGES: Minimums.

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EGLL/LHR HEATHROW

JEPPESEN 2 SEP 11 (11-4)

LONDON, UK
❶ ILS DME Rwy 27R

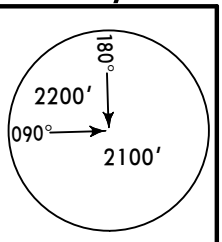
BRIEFING STRIP ™

*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

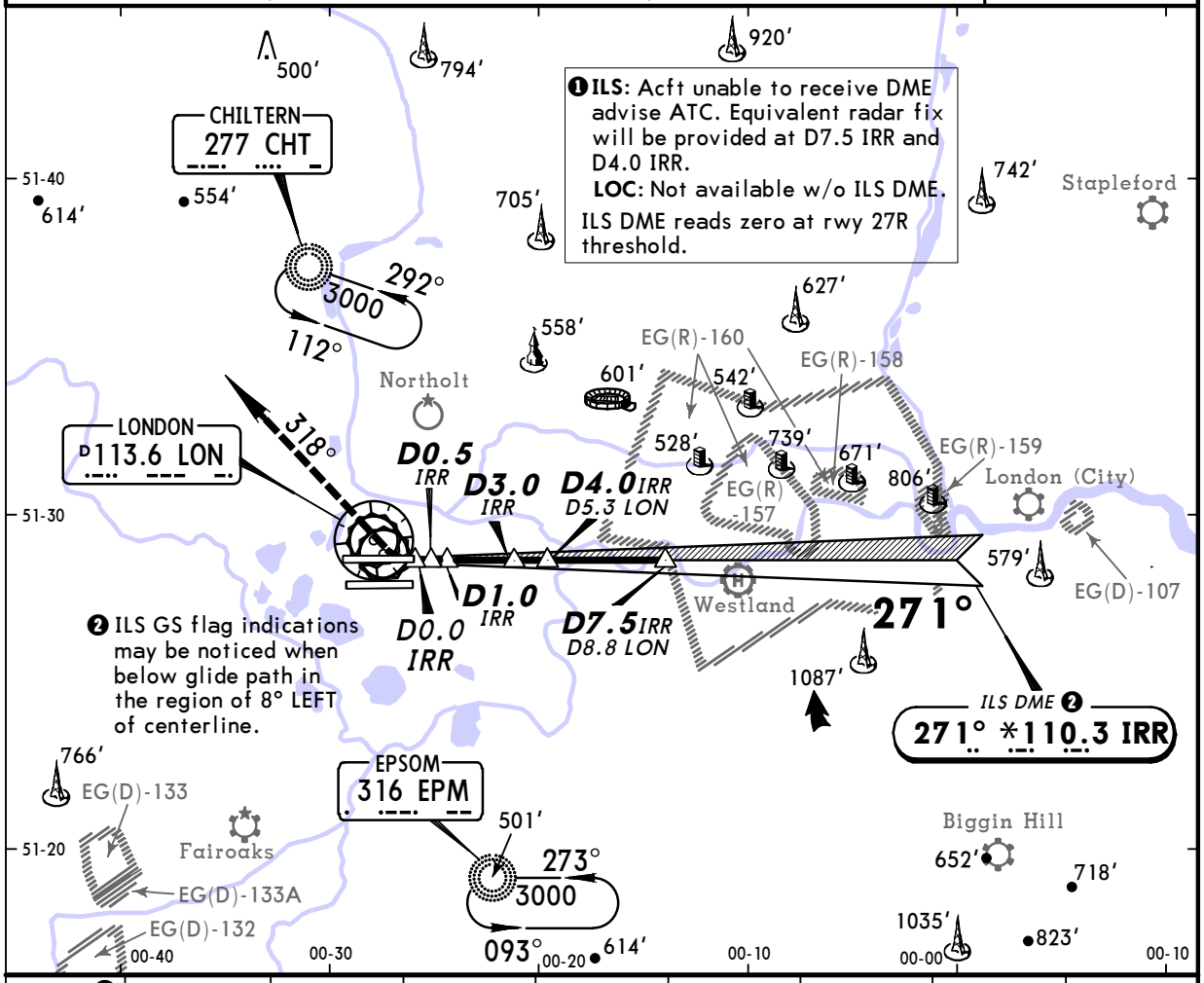
LOC IRR	Final Apch Crs	GS	ILS DA(H)	Apt Elev 83′
*110.3	271°	D4.0 IRR 1410′ (1332′)	278′ (200′)	RWY 78′

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′

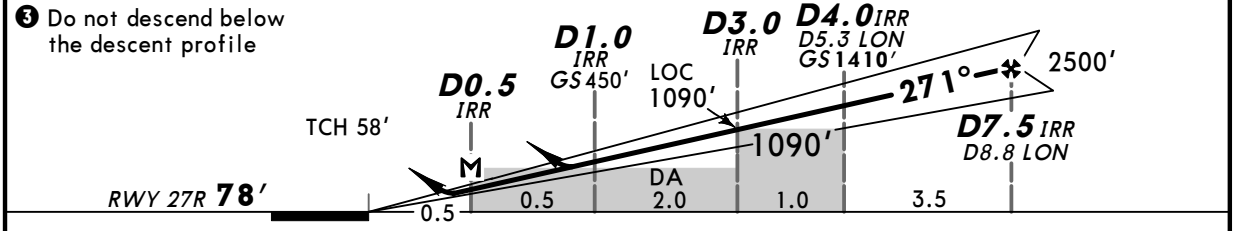


MSA
LON VOR



LOC ❸ (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′

❸ 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							

HIALS-II
PAPI

1580′ whichever later | D0.0 IRR | 318° RT

Standard — STRAIGHT-IN LANDING RWY 27R

	ILS DA(H) 278′ (200′)			LOC (GS out) CDFA DA/MDA(H) 430′ (352′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR 1500m
B					
C					RVR 1600m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	750′ (667′)	1500m
135	750′ (667′)	1600m
180	850′ (767′)	2400m
205	850′ (767′)	3600m

PANS OPS 4

CHANGES: Minimums.

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EGLL/LHR HEATHROW

JEPPESEN 2 SEP 11 (11-4A)

LONDON, UK

❶CAT II/III ILS DME Rwy 27R

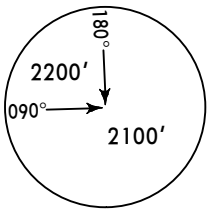
*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.9 121.7 121.85

BRIEFING STRIP™

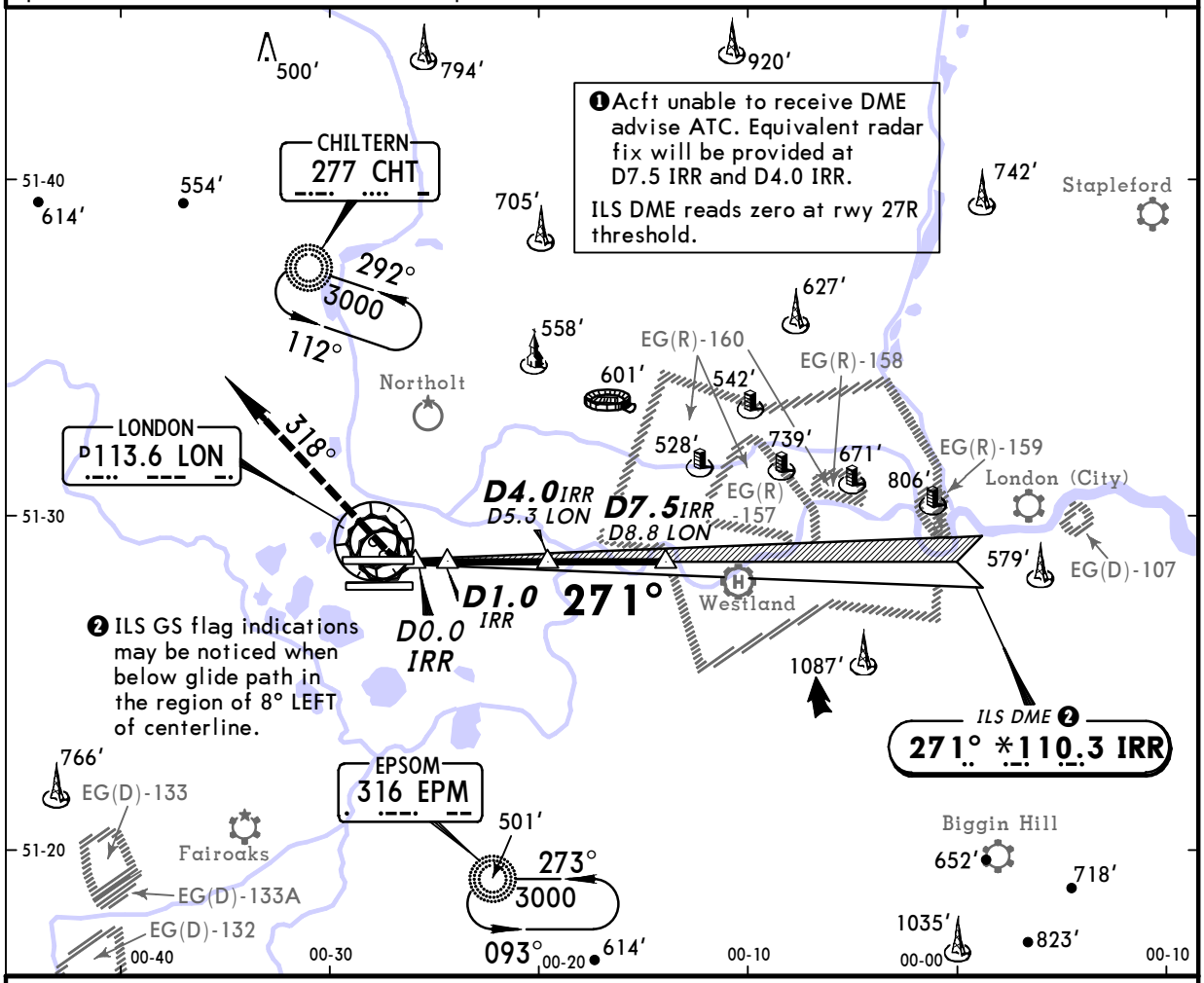
LOC IRR	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 83′
*110.3	271°	D4.0 IRR 1410′ (1332′)	Refer to Minimums	RWY 78′

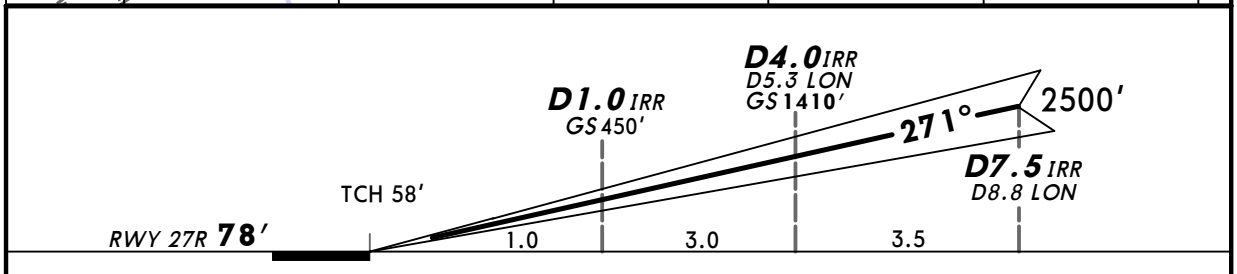
MISSED APCH: Climb STRAIGHT AHEAD when passing 1580′ or D0.0 IRR, whichever is later, climbing turn RIGHT on track 318° to 3000′, then as directed. In event of radio failure see 11-6.

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

HIALS-II
PAPI

1580′ whichever later | D0.0 IRR

318° RT

PANS OPS 4

Standard STRAIGHT-IN LANDING RWY **27R**

CAT IIIA ILS	CAT II ILS ABCD
DH 50′	RA 102′ DA(H) 178′ (100′)
RVR 200m	RVR 300m ❶

❶Operators applying U.S. Specs: Autoland or HUD required below RVR 350m.

CHANGES: Minimums.

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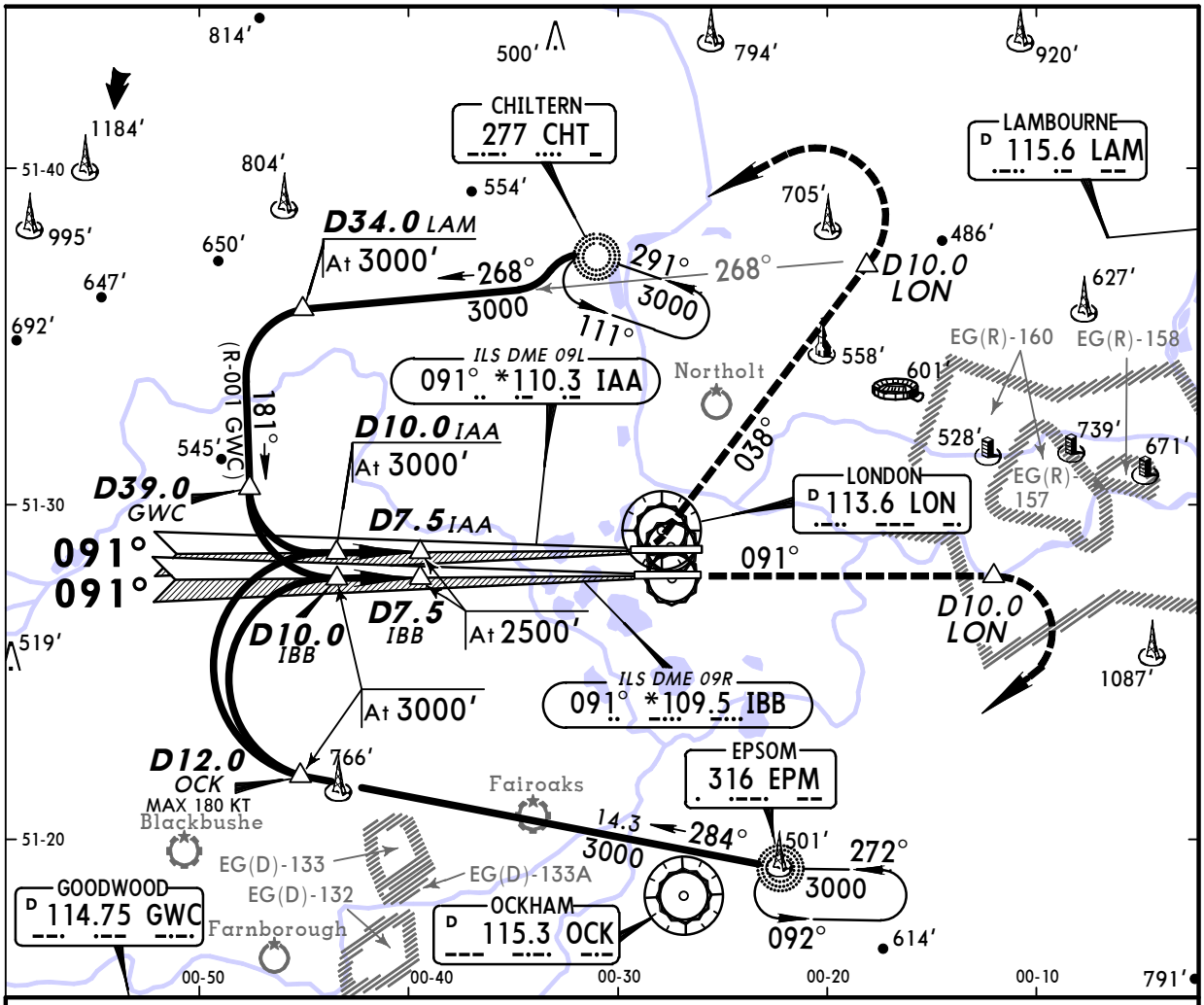
EGLL/LHR
Apt Elev 83′

JEPPESEN
18 APR 14 (11-5)

LONDON, UK
HEATHROW

PROCEDURES 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.

PANS OPS

CHANGES: Holding bearings.

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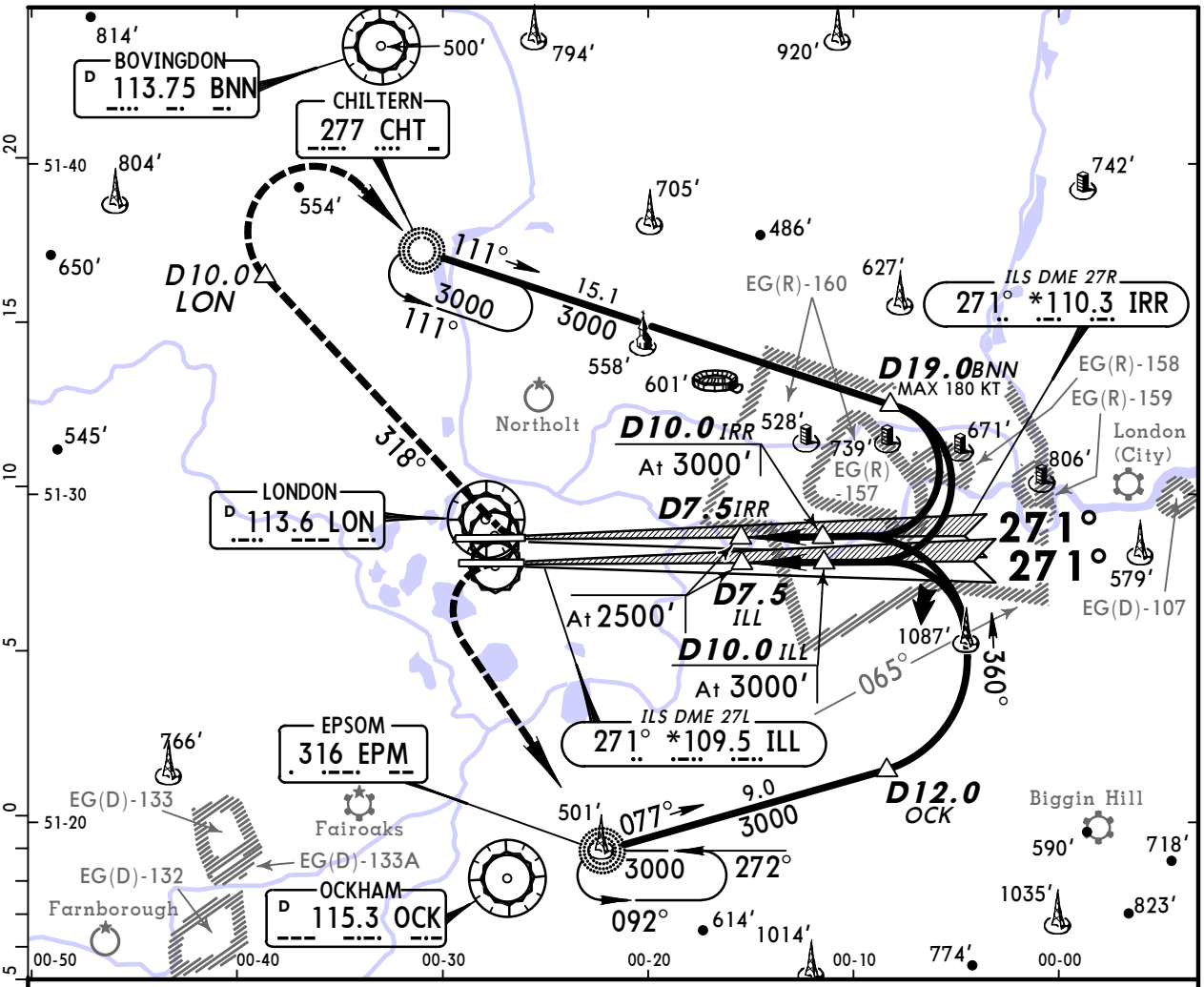
EGLL/LHR
Apt Elev 83′

JEPPESEN
18 APR 14 (11-6)

LONDON, UK
HEATHROW

PROCEDURES 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.

PANS OPS

CHANGES: Holding bearings.

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EGLL/LHR HEATHROW

JEPPESEN
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

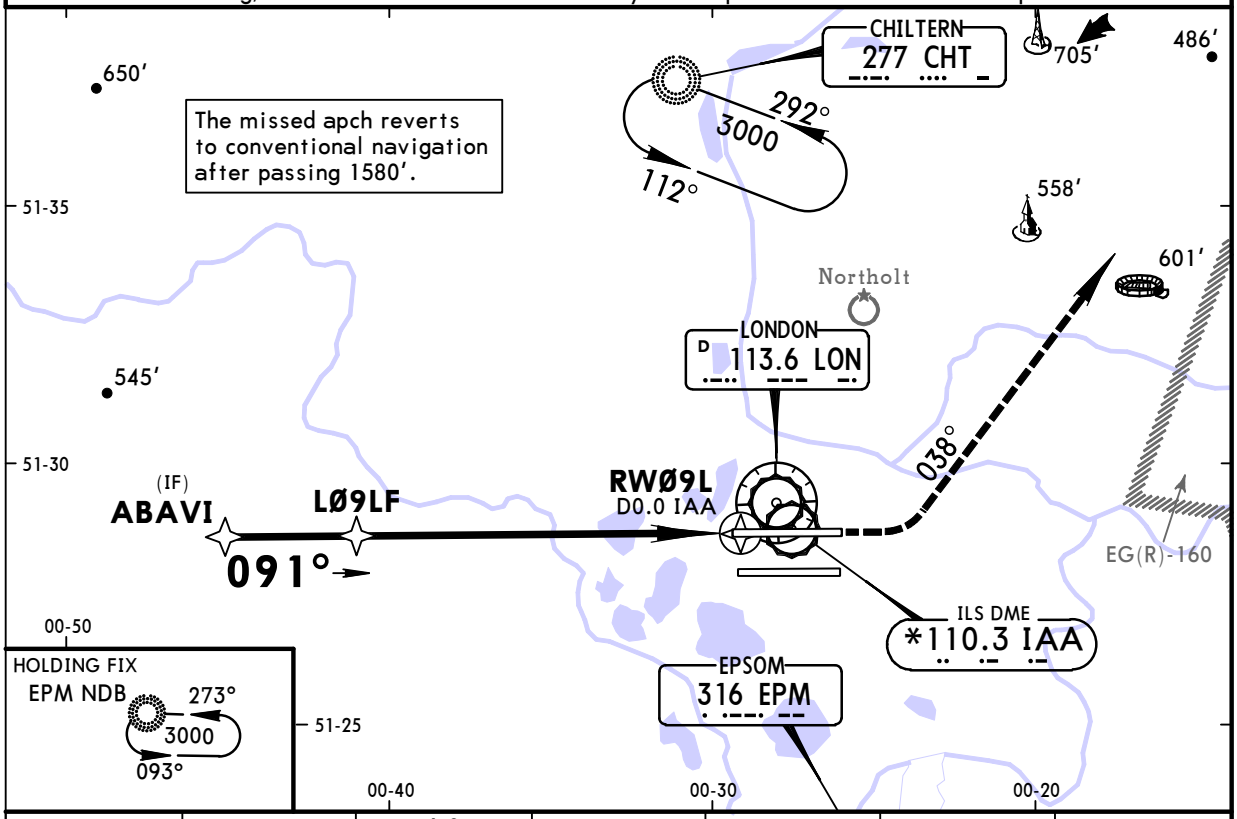
RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev / RWY
	091°	LØ9LF 2500′ (2421′)	570′ (491′)	83′ / 79′

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.

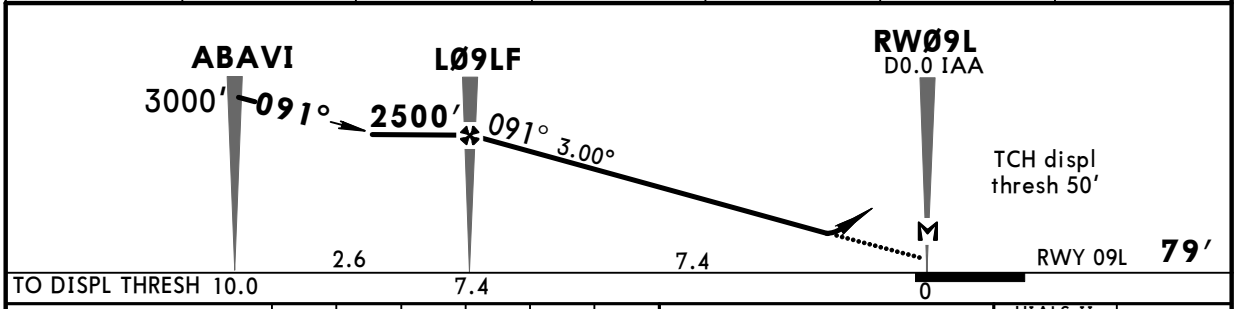
2300′
MSA ARP

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 RWØ9L	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 RWØ9L/D0.0 IAA							

HIALS-II
PAPI
3000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **09L**

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

CHANGES: New procedure.

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EGLL/LHR HEATHROW

JEPPESEN
13 JUL 12
Eff 26 Jul
12-2

LONDON, UK
RNAV (GNSS) Rwy 09R

*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

BRIEFING STRIP™

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev / RWY
	091°	LØ9RF 2500′ (2425′)	500′ (425′)	Apt Elev 83′ RWY 75′

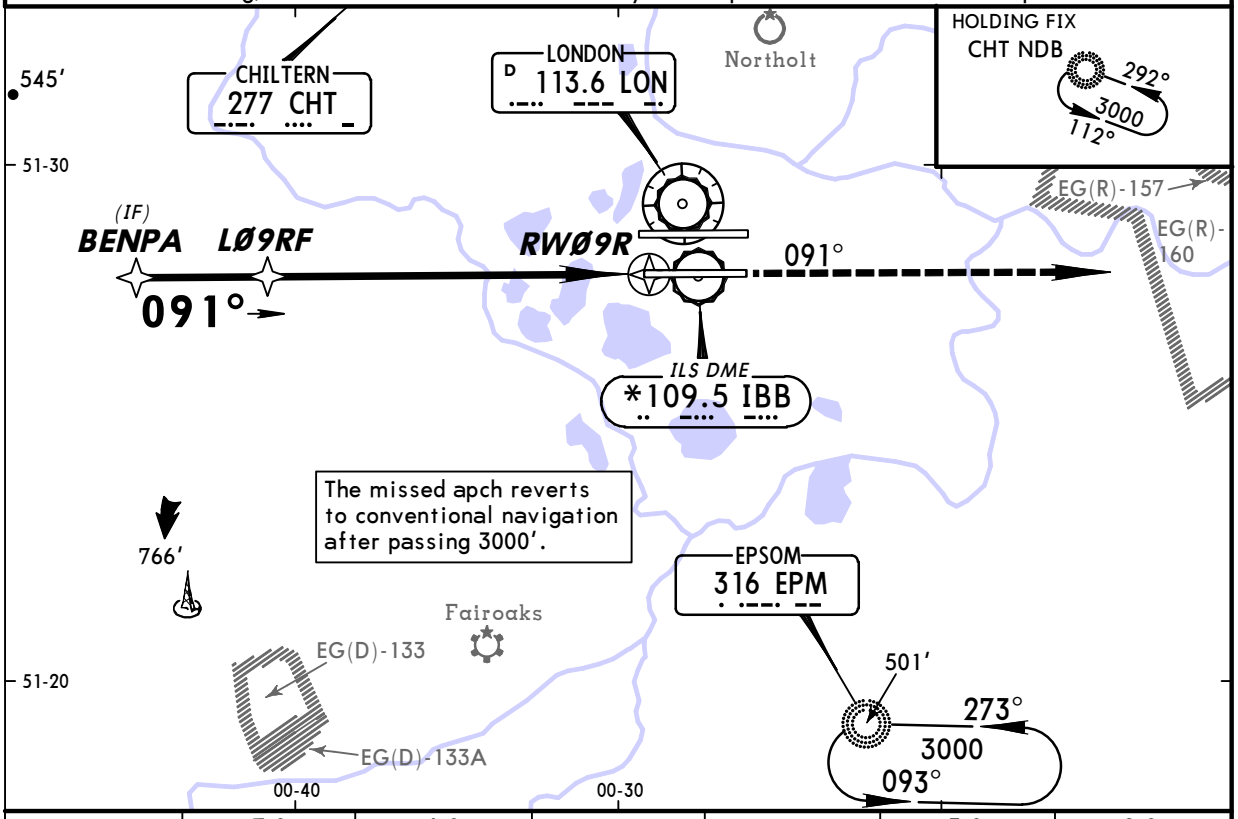
MISSED APCH: Climb STRAIGHT AHEAD to 3000′ and as directed.

In event of radio failure see 11-5.

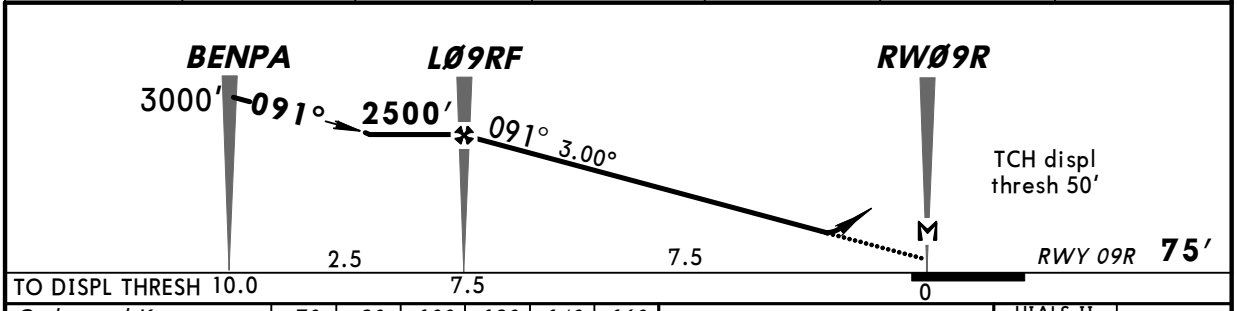
2300′
MSA ARP

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 09R displ thresh. 4. Minimum temperature -10°C.



DIST to RWØ9R	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2360′	2040′	1720′	1400′	1090′	770′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWØ9R							

HIALS-II
PAPI
3000′

Standard STRAIGHT-IN LANDING RWY **09R**

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

PANS OPS

CHANGES: New procedure.

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EGLL/LHR HEATHROW

JEPPESEN
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

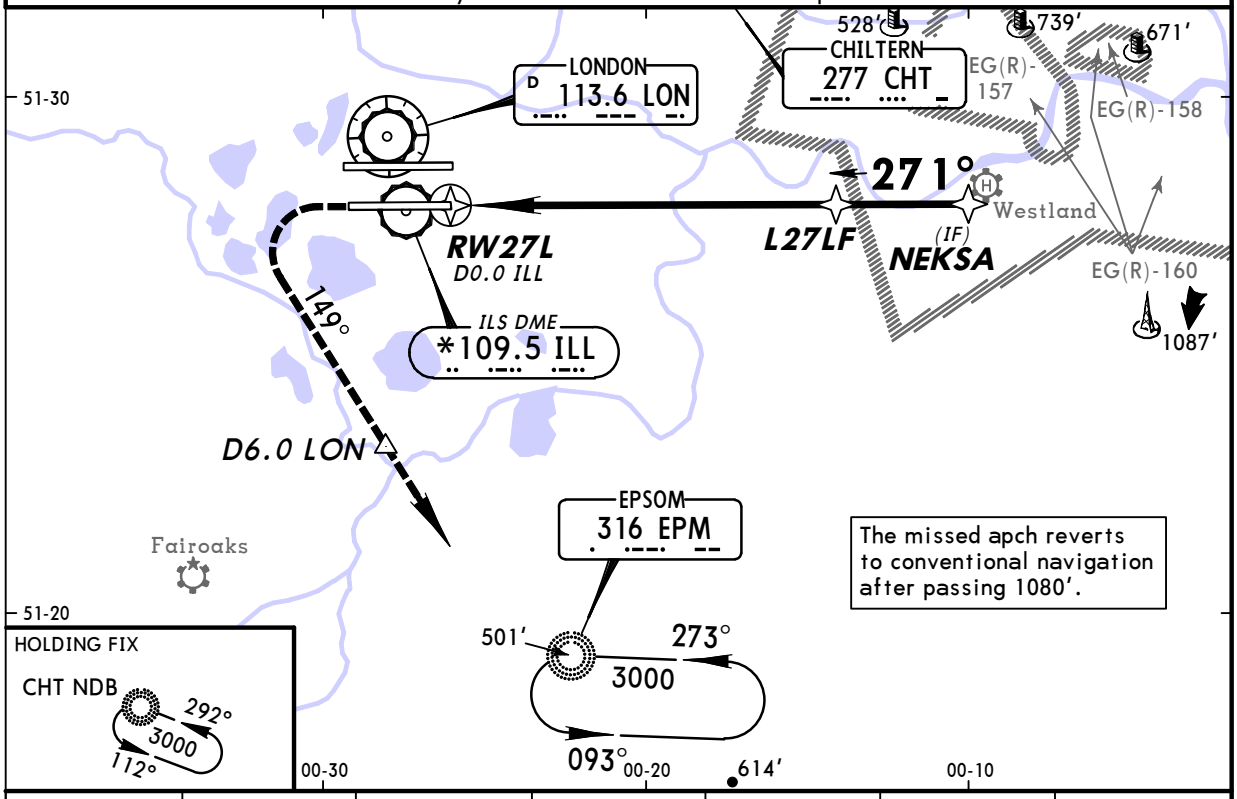
RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev / RWY
	271°	L27LF 2500′ (2423′)	510′ (433′)	Apt Elev 83′ RWY 77′

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.

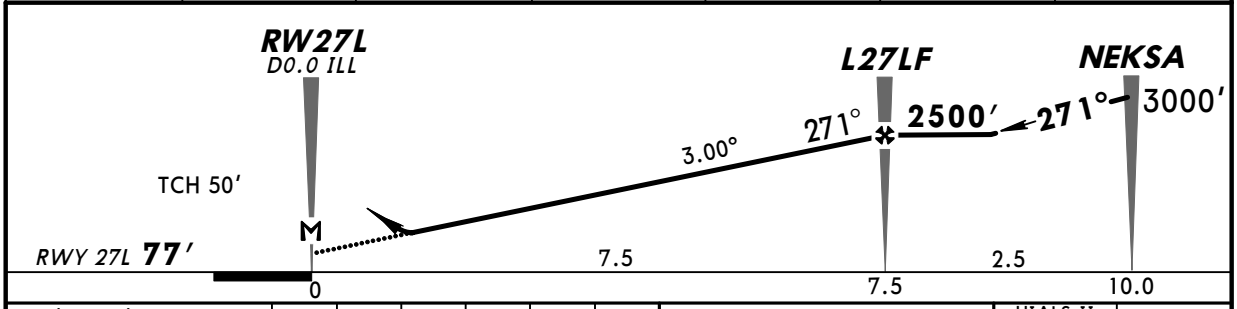
2300′
MSA ARP

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. 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	849
MAP at RW27L/D0.0 ILL							

HIALS-II
PAPI
2000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **27L**

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

CHANGES: Chart reindexed. Recommended alt. Minimums.

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EGLL/LHR HEATHROW

JEPPESEN
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

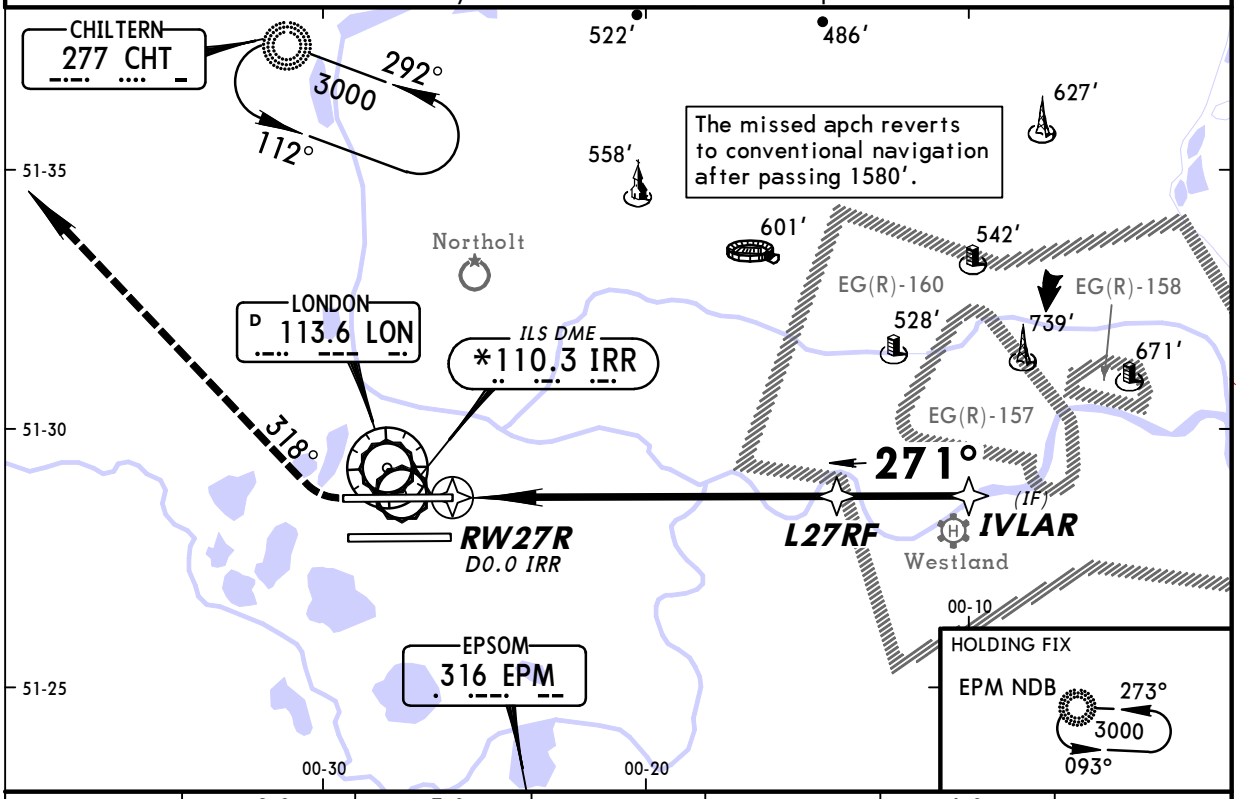
RNAV	Final Apch Crs	Minimum Alt L27RF	LNAV/VNAV DA(H)	Apt Elev / RWY
	271°	2500′ (2422′)	510′ (432′)	83′ / RWY 78′

MISSED APCH: Climb to 3000′. STRAIGHT AHEAD until passing 1580′ or D0.0 IRR inbound, whichever is later, then turn RIGHT onto 318° and as directed.
In event of radio failure see 11-6.

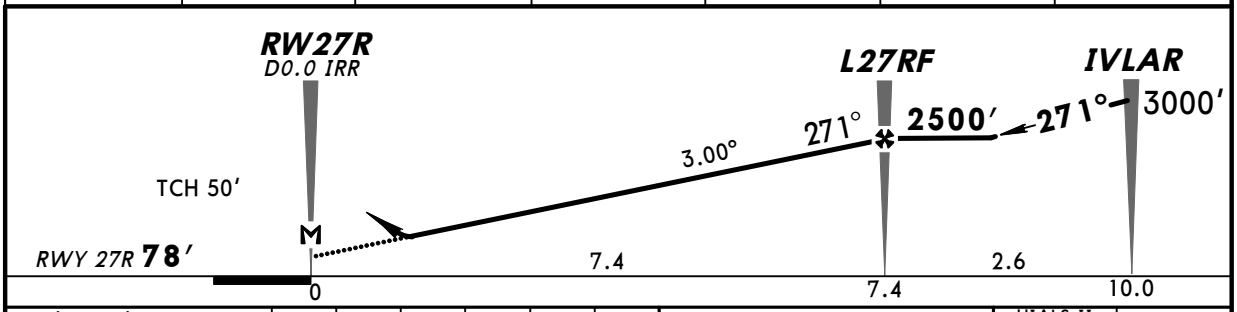
2300′
MSA ARP

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. 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	849
MAP at RW27R/D0.0 IRR							

HIALS-II
PAPI
3000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **27R**

	LNAV/VNAV DA(H) 510′(432′)		LNAV CDFA DA/MDA(H) 530′(452′)	
		ALS out		ALS out
A	RVR 1300m	RVR 1500m	RVR 1400m	RVR 1500m
B				
C		RVR 2000m		CMV 2100m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	750′(667′)	1500m
135	750′(667′)	1600m
180	850′(767′)	2400m
205	850′(767′)	3600m

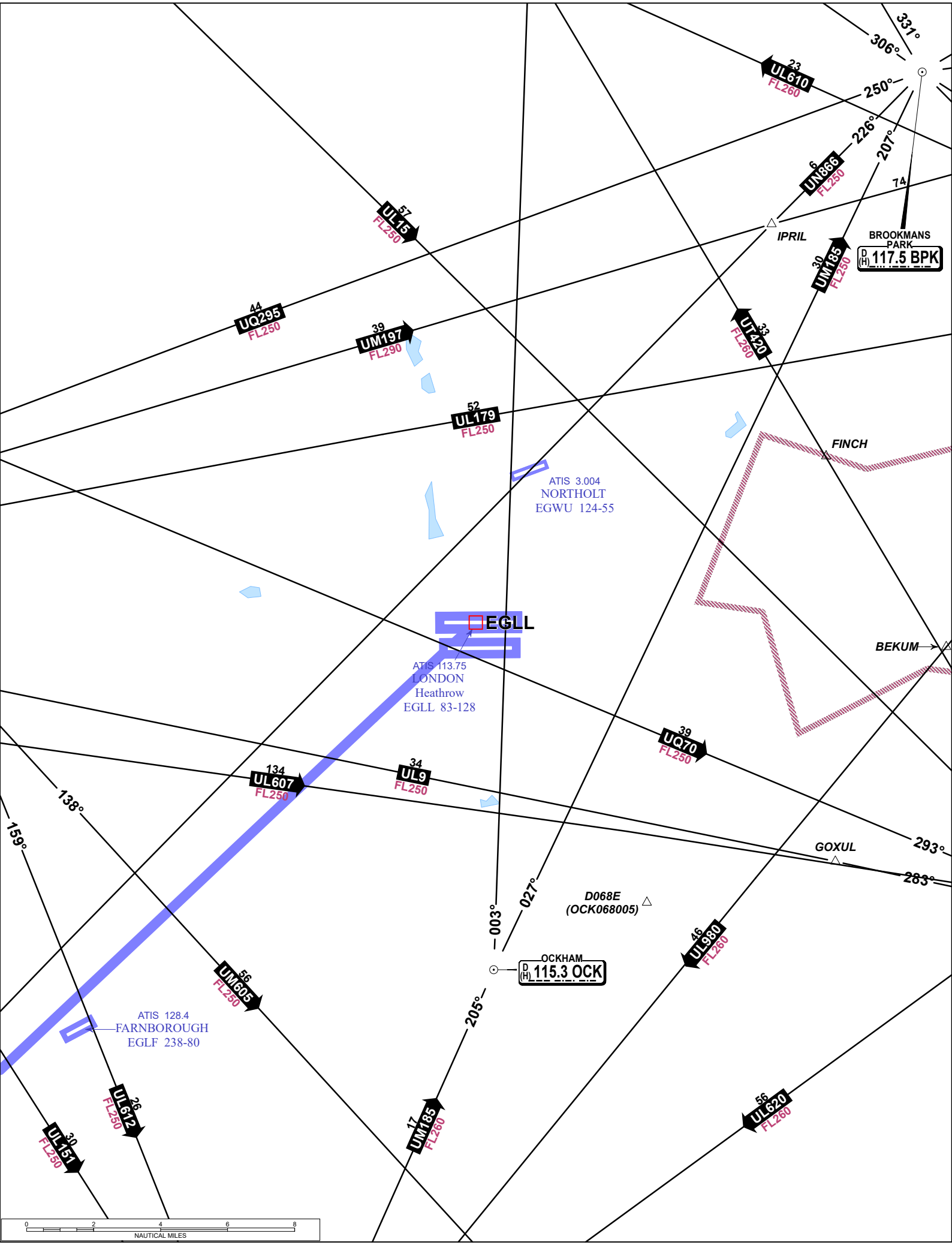
CHANGES: New procedure.

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

NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 08 Sep 2015

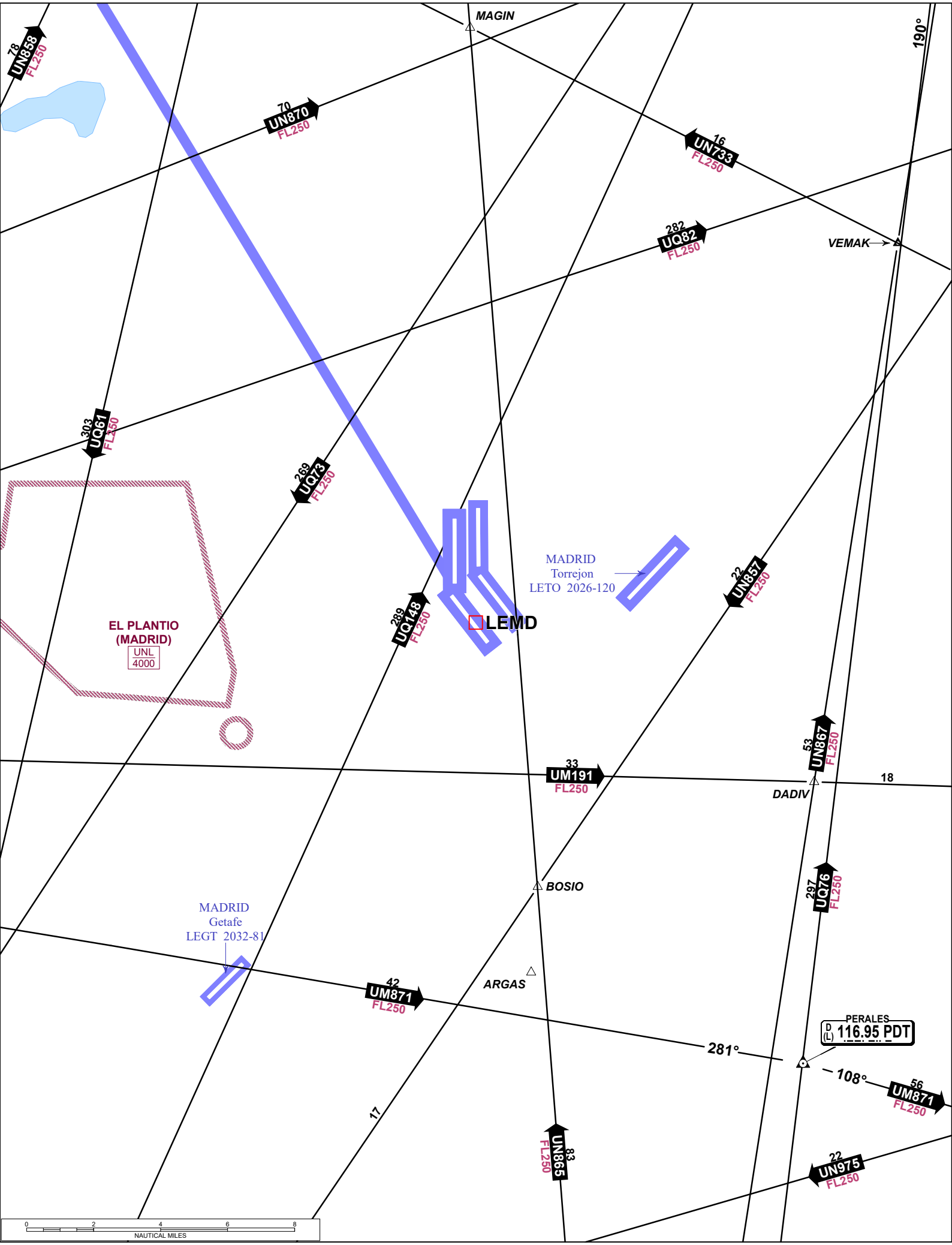
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DESTINATION (EGLL -> LEMD): LEMD (Adolfo Suarez Madrid-Barajas)
NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 08 Sep 2015

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EGLL -> LEMD (Page 1 of 1)

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1. GENERAL

1.1. ATIS

* D-ATIS Arrival	113.750	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.

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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.

  Use minimum power when manoeuvring at Terminal 4.
- 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 TULLA turning RIGHT onto Link 41 to face West.

  Eastbound on TWY S, at NESSY 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.

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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 and 105 are equipped with a single, fixed, rail passenger boarding bridge which have no lateral movement.

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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'.

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2. ARRIVAL

CONTINUOUS DESCENT APPROACH

Headings and flight levels/altitudes by ATC. ACFT will be radar-vectored. 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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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.

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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.

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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

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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.

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EGLL/LHR HEATHROW

JEPPESEN
3 FEB 12 (10-1R) Eff 9 Feb

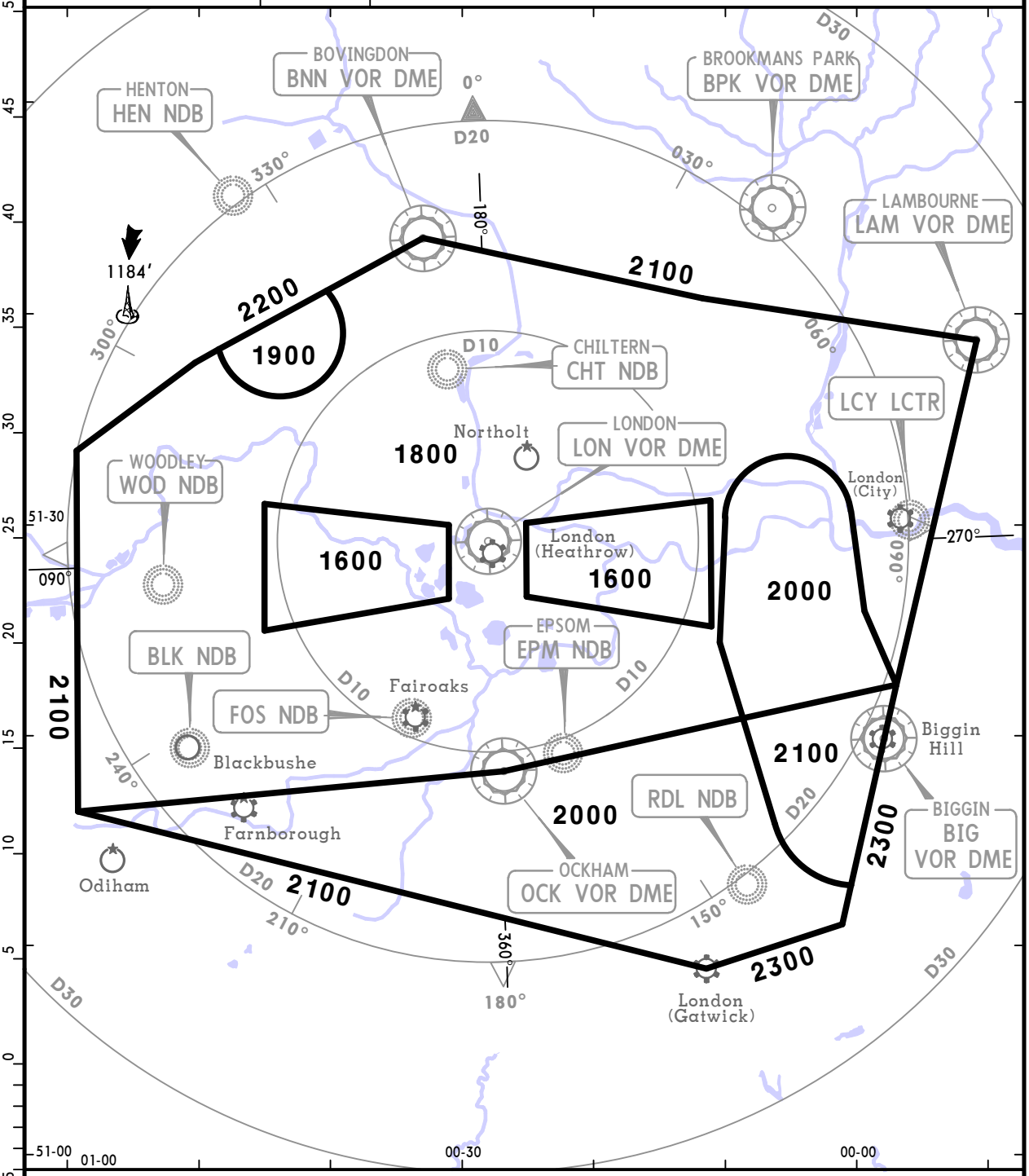
LONDON, UK

RADAR MINIMUM ALTITUDES

HEATHROW Radar
*125.62 127.52

Apt Elev
83′

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



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 ❶ of the aircraft and
- within the sector 15 NM ❷ ahead of and within 20° either side of the aircraft's track.

3 NM ❶ or 10 NM ❷ 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 Approach Radio Failure Procedures on charts 11-5/11-6.

CHANGES: Northeast sector revised.

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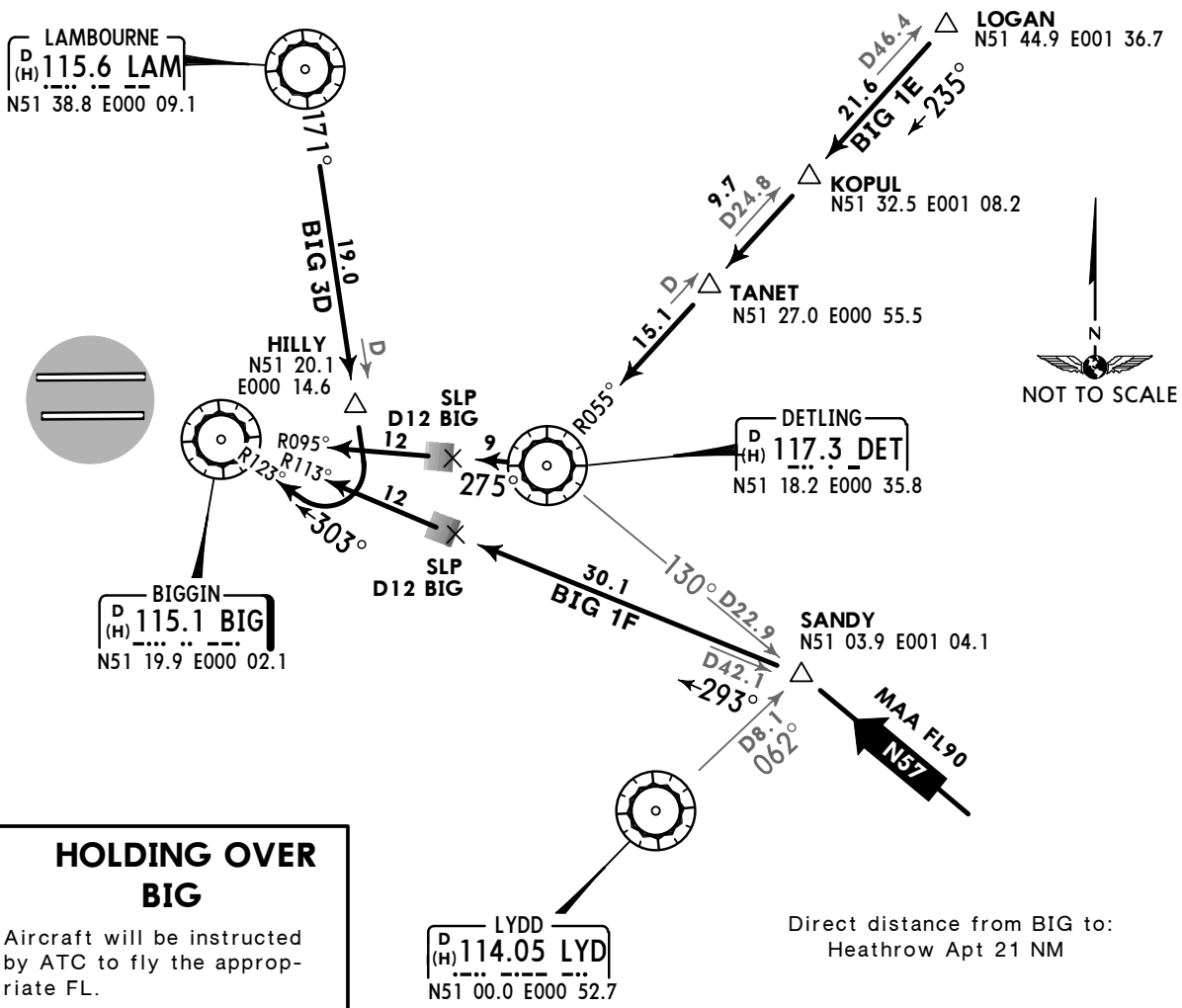
*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	83′	Trans level: By ATC Trans alt: 6000′

BIG 3D, BIG 1E, BIG 1F
ARRIVALS

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

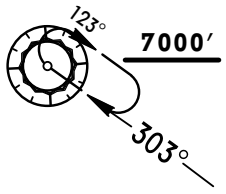
SPEED RESTRICTION
Cross SLP or 3 MIN before holding facility at 250 KT or less.
SLP Speed Limit Point

WARNING
Do not proceed beyond BIG without ATC clearance.



HOLDING OVER BIG

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



Direct distance from BIG to:
Heathrow Apt 21 NM

DESCENT PLANNING
Pilots should plan for possible descent clearance as as directed by ATC.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

STAR	ROUTING
BIG 3D ❶	At LAM, LAM R-171 to HILLY, turn onto inbound holding, 303° track to BIG.
BIG 1E ❶	At LOGAN, intercept DET R-055 inbound via KOPUL and TANET to DET, turn RIGHT, intercept BIG R-095 inbound to BIG.
BIG 1F	At SANDY, intercept BIG R-113 inbound to BIG.

❶ As directed by ATC. Not to be used for flight planning purposes.

CHANGES: STARs BIG 3B, 3C & 1G transferred.

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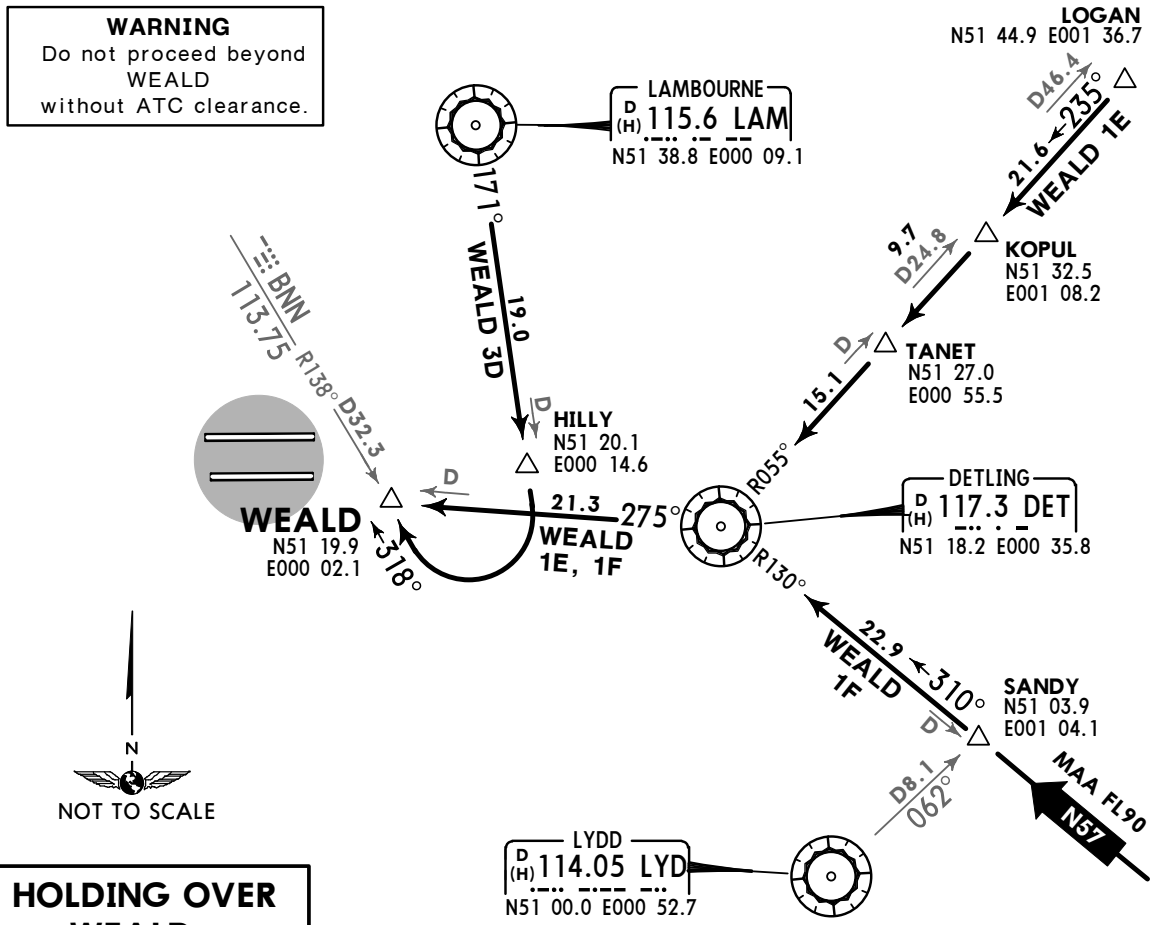
STAR

*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	83′	Trans level: By ATC Trans alt: 6000′

WEALD 3D [WEAL3D]
WEALD 1E [WEAL1E]
WEALD 1F [WEAL1F]
ARRIVALS

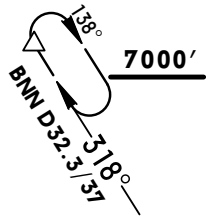
TO BE USED WHEN BIG VOR UNSERVICEABLE
DURING PERIODS OF CONGESTION TRAFFIC MAY BE ROUTED
VIA OCK 1G AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES
SPEED: CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS

WARNING
Do not proceed beyond WEALD without ATC clearance.



HOLDING OVER WEALD

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



Direct distance from WEALD to:
Heathrow Apt 21 NM

DESCENT PLANNING
Pilots should plan for possible descent clearance as as directed by ATC.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

STAR	ROUTING
WEALD 3D❶	At LAM, LAM R-171 to HILLY, turn onto inbound holding, 318° track to WEALD.
WEALD 1E❶	At LOGAN, intercept DET R-055 inbound via KOPUL and TANET to DET, turn RIGHT, DET R-275 to WEALD.
WEALD 1F	At SANDY, intercept DET R-130 inbound to DET, turn LEFT, DET R-275 to WEALD.

❶ As directed by ATC. Not to be used for flight planning purposes.

CHANGES: STARs transferred.

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EGLL/LHR HEATHROW

LONDON, UK

STAR

*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	83′	Trans level: By ATC Trans alt: 6000′

BIG 3B, BIG 3C, BIG 1G ARRIVALS

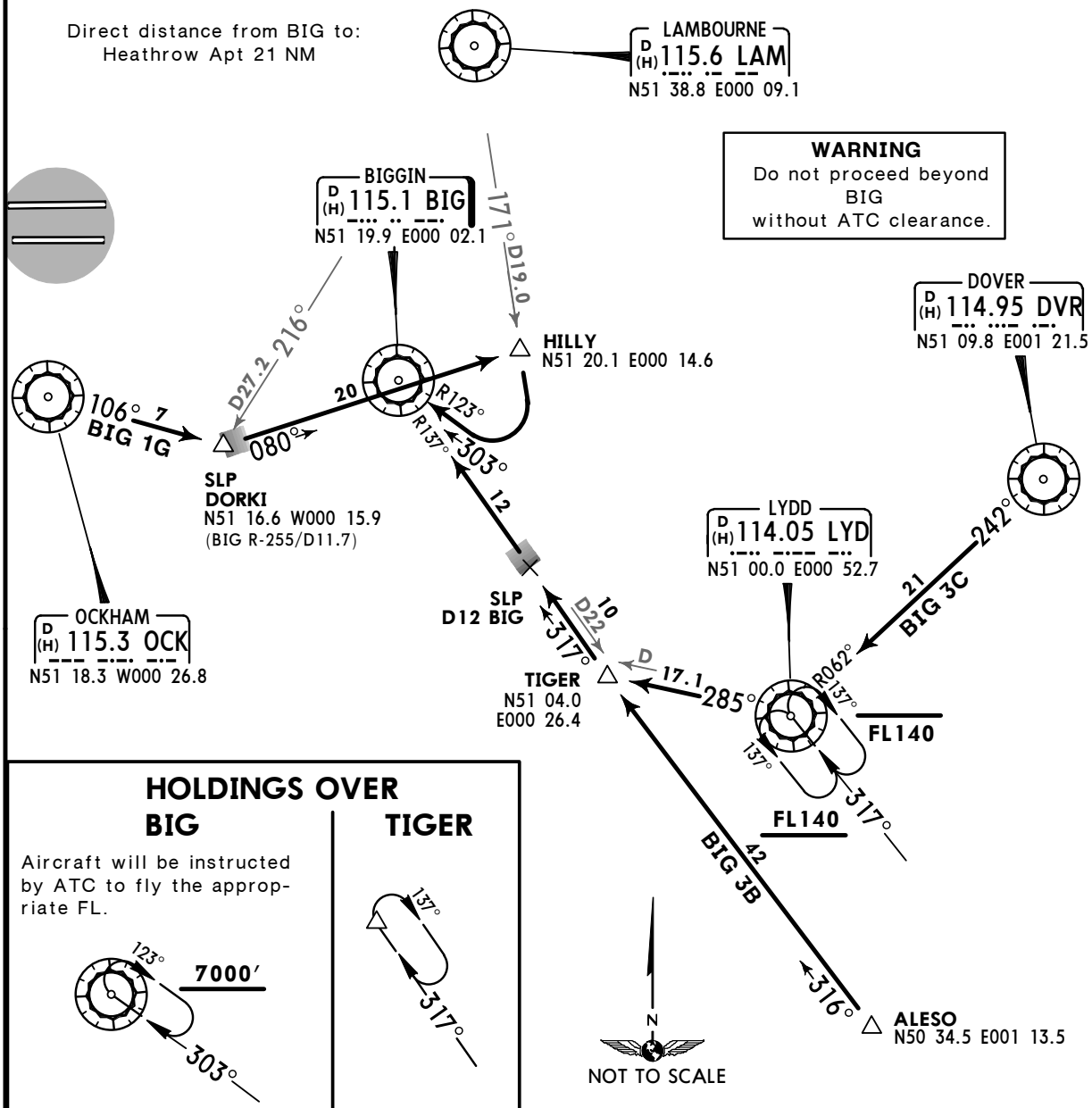
DURING PERIODS OF CONGESTION TRAFFIC MAY BE ROUTED VIA OCK 1G AS DIRECTED BY ATC

NOT TO BE USED FOR FLIGHT PLANNING PURPOSES

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
BIG 3B: FL150 by TIGER,
BIG 3C, 1G: As directed by ATC.
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

WARNING
Do not proceed beyond BIG without ATC clearance.



HOLDINGS OVER

BIG

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

TIGER

STAR	ROUTING
BIG 3B	At ALESO, 316° track to TIGER, intercept BIG R-137 inbound to BIG.
BIG 3C	At DVR, intercept LYD R-062 inbound to LYD, turn RIGHT, LYD R-285 to TIGER, turn RIGHT, intercept BIG R-137 inbound to BIG.
BIG 1G❶	At OCK, OCK R-106 to DORKI, turn LEFT, 080° track to HILLY, turn RIGHT to BIG.

❶ As directed by ATC. Not to be used for flight planning purposes.

CHANGES: Tracks updated; STARs transferred.

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EGLL/LHR HEATHROW

LONDON, UK

STAR

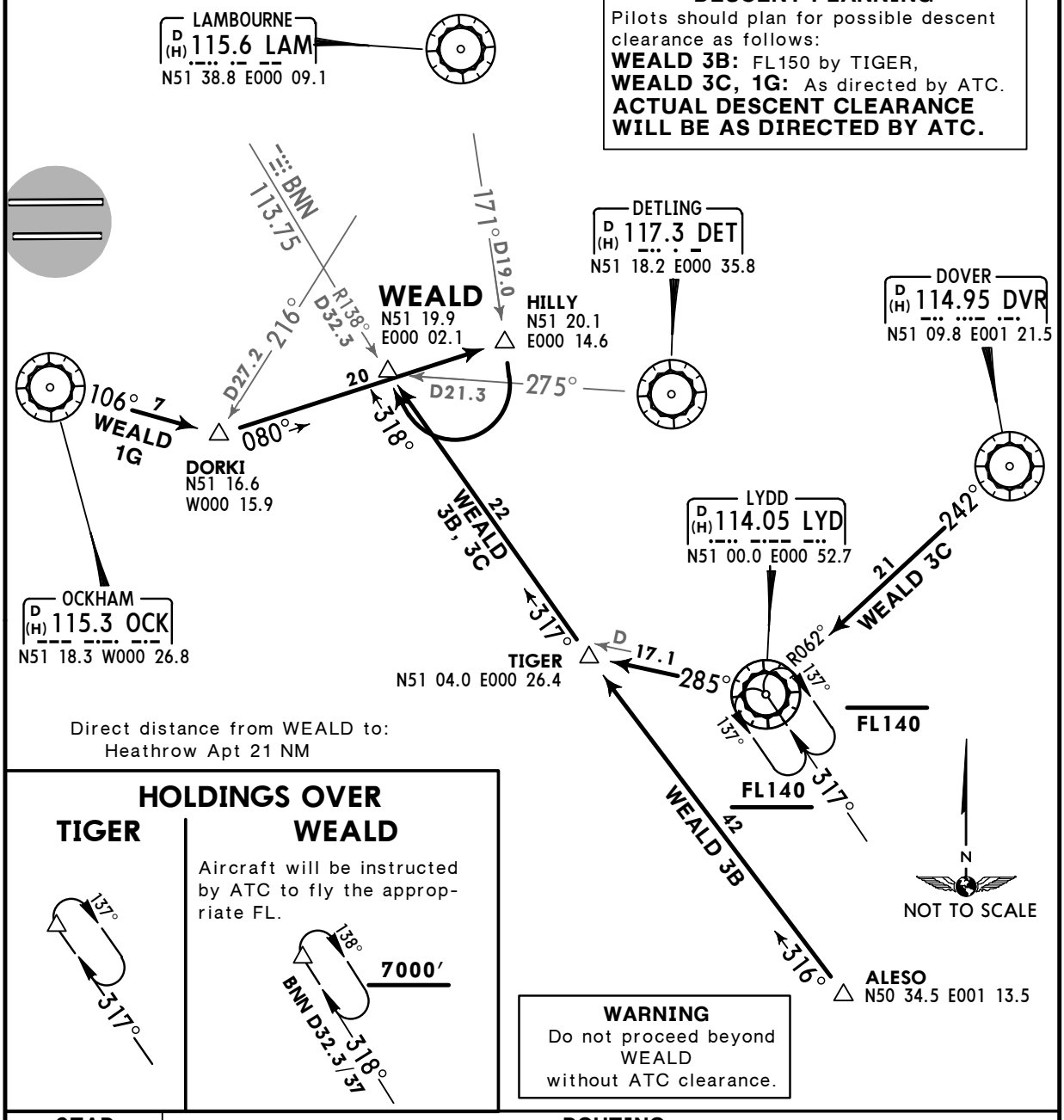
*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	83′	Trans level: By ATC Trans alt: 6000′

WEALD 3B [WEAL3B]
WEALD 3C [WEAL3C]
WEALD 1G [WEAL1G]
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

SPEED: CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS

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



HOLDINGS OVER

TIGER

137°
317°

WEALD

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

138°
7000′
BNN D32.3/37
318°

WARNING
Do not proceed beyond WEALD without ATC clearance.

STAR	ROUTING
WEALD 3B	At ALESO, 316° track to TIGER, 317° track to WEALD.
WEALD 3C	At DVR, intercept LYD R-062 inbound to LYD, turn RIGHT, LYD R-285 to TIGER, turn RIGHT, 317° track to WEALD.
WEALD 1G ❶	At OCK, OCK R-106 to DORKI, turn LEFT, 080° track to HILLY.

❶ As directed by ATC. Not to be used for flight planning purposes.

CHANGES: Tracks updated; STARs transferred.

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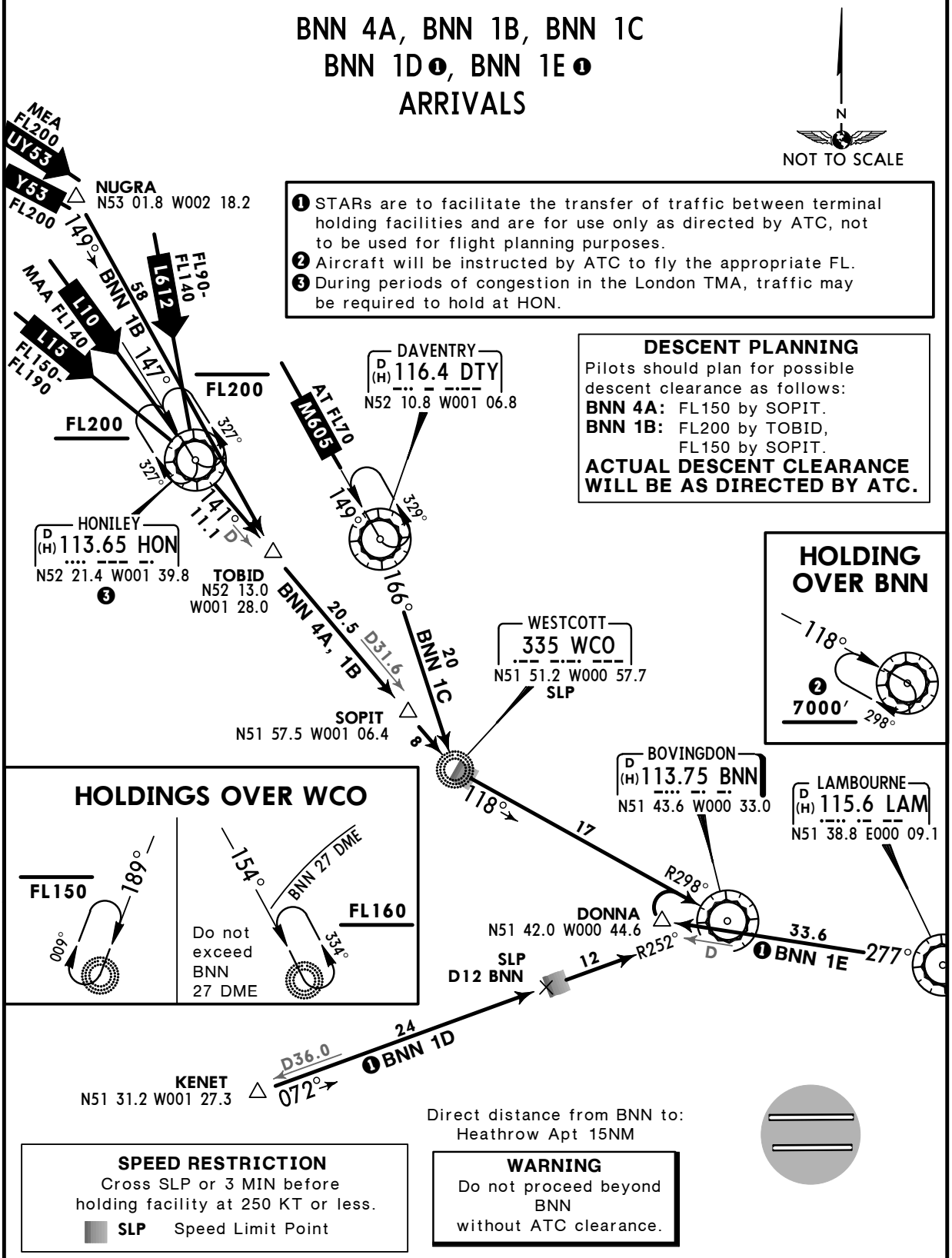
JEPPESEN 6 MAR 15 (10-2D)

LONDON, UK

STAR

*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	83′	Trans level: By ATC Trans alt: 6000′

BNN 4A, BNN 1B, BNN 1C BNN 1D ❶, BNN 1E ❶ ARRIVALS



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 (holding track) to BNN.

CHANGES: Holdings revised; chart reindexed.

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EGLL/LHR HEATHROW

JEPPESEN
6 MAR 15 (10-2E)

LONDON, UK

STAR

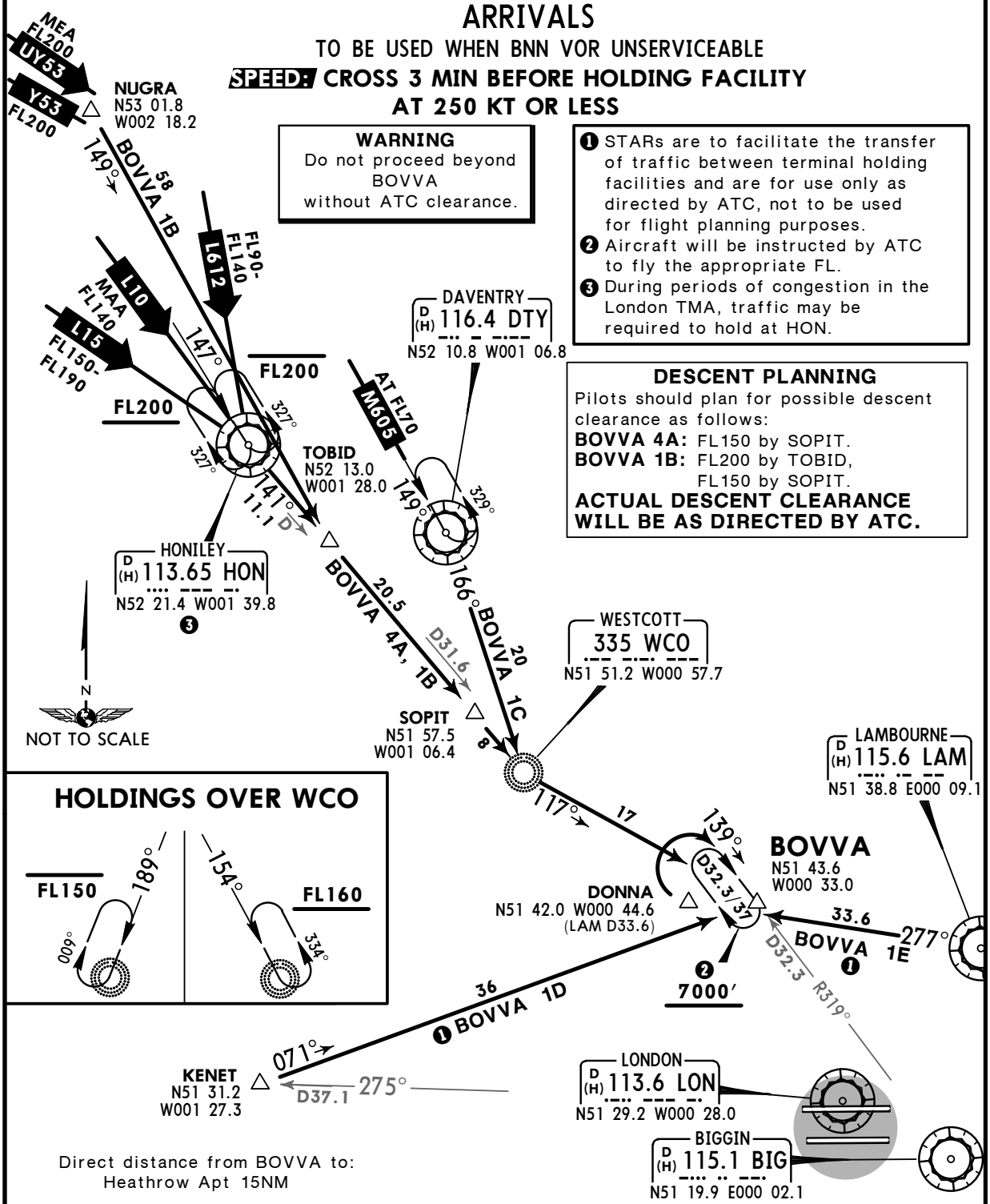
*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	83′	Trans level: By ATC Trans alt: 6000′

BOVVA 4A [BOVA4A], BOVVA 1B [BOVA1B] BOVVA 1C [BOVA1C], BOVVA 1D [BOVA1D] ❶ BOVVA 1E [BOVA1E] ❶

ARRIVALS

TO BE USED WHEN BNN VOR UNSERVICEABLE

SPEED: CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS



WARNING
Do not proceed beyond BOVVA without ATC clearance.

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

HOLDINGS OVER WCO

Direct distance from BOVVA to:
Heathrow Apt 15NM

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 (holding track) to BOVVA.

CHANGES: Holdings revised; chart reindexed.

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EGLL/LHR HEATHROW

JEPPESEN
6 MAR 15 (10-2F)

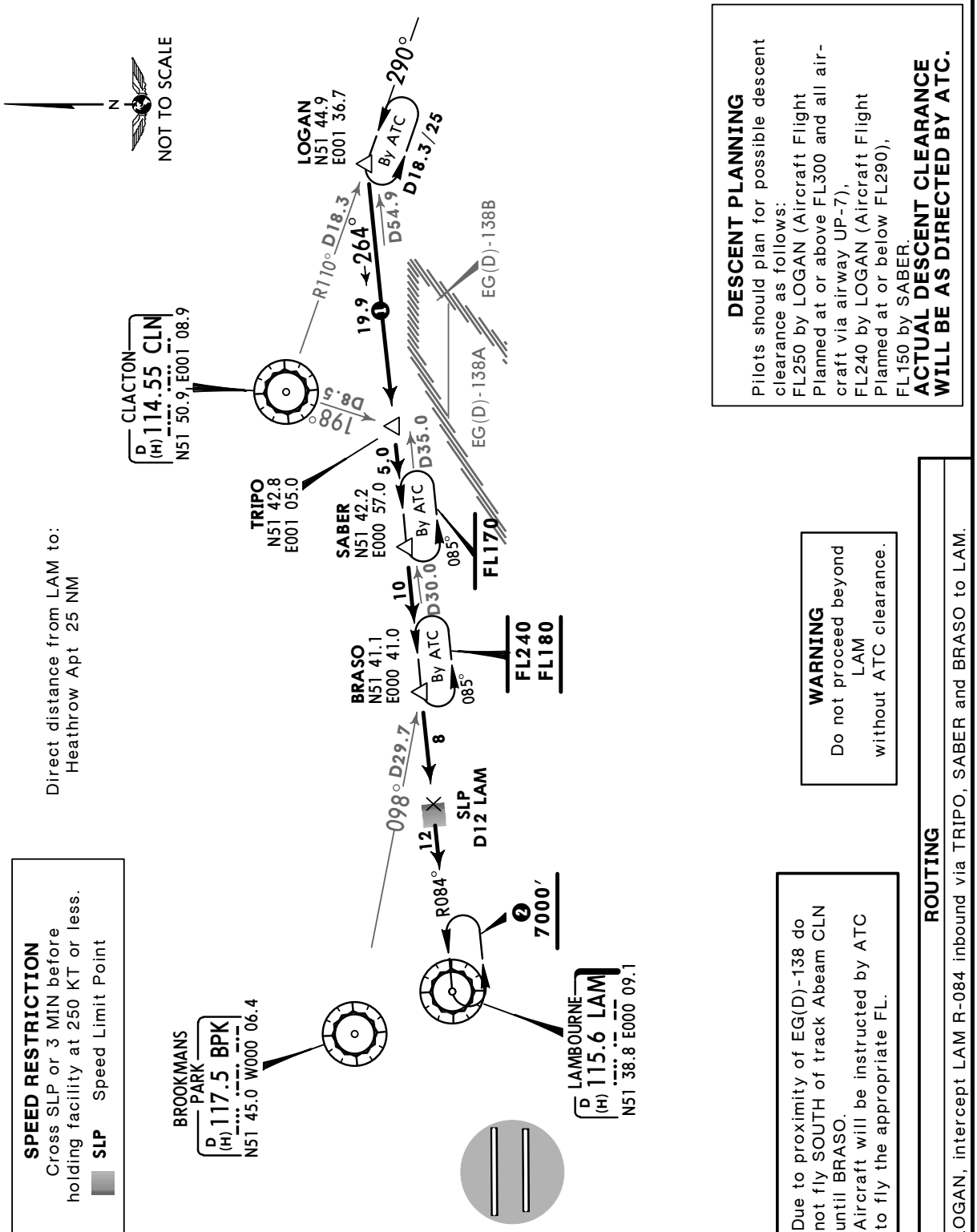
LONDON, UK

STAR

*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	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 SCALE



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.

WARNING
Do not proceed beyond LAM without ATC clearance.

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

❶ Due to proximity of EG(D)-138 do not fly SOUTH of track Abeam CLN until BRASO.
❷ Aircraft will be instructed by ATC to fly the appropriate FL.

ROUTING
At LOGAN, intercept LAM R-084 inbound via TRIPO, SABER and BRASO to LAM.

CHANGES: Chart reindexed.

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EGLL/LHR HEATHROW

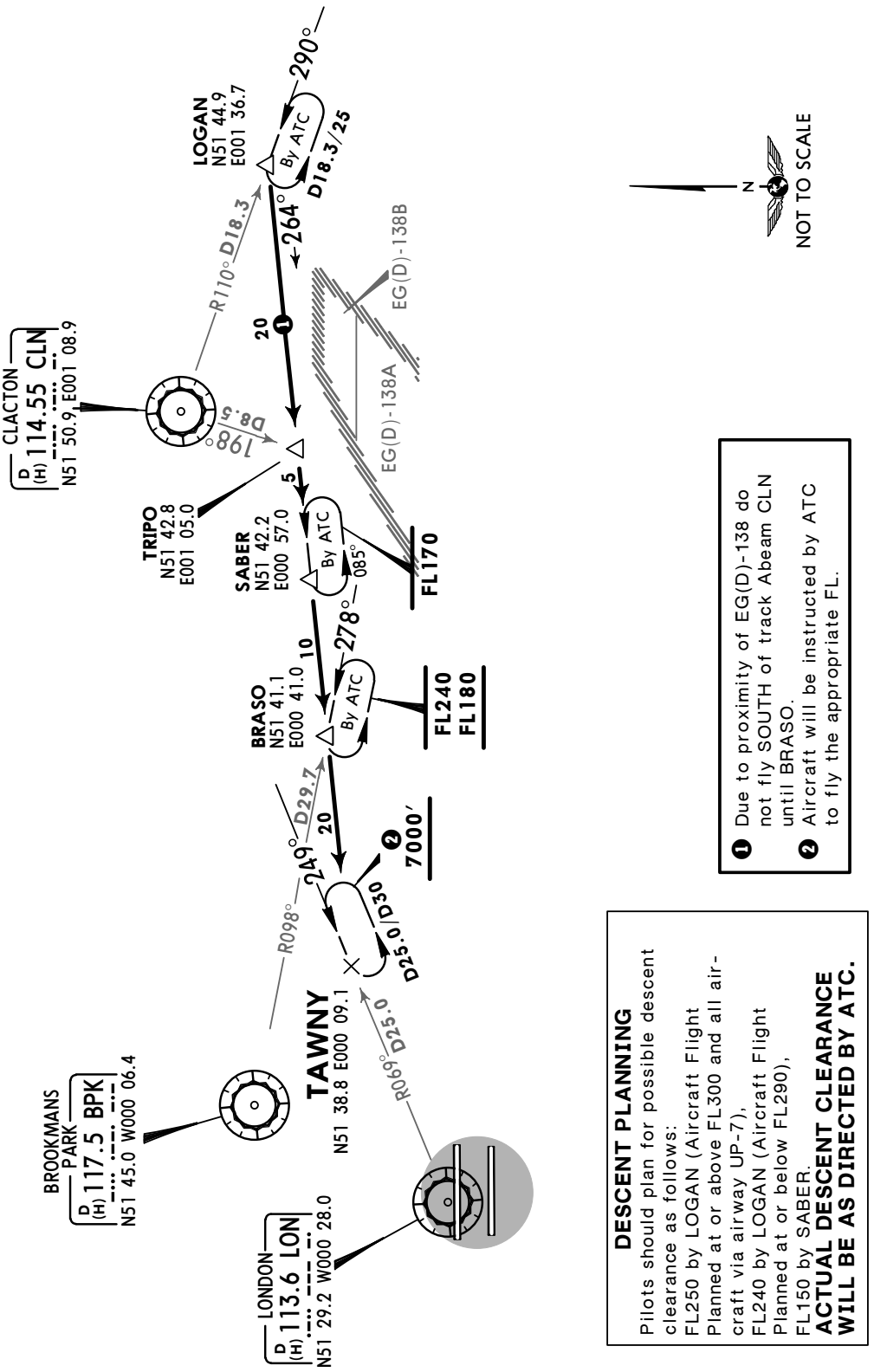
LONDON, UK

STAR

*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	83′	Trans level: By ATC Trans alt: 6000′

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
SPEED: 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 Abeam 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.

CHANGES: Chart reindexed.

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EGLL/LHR HEATHROW

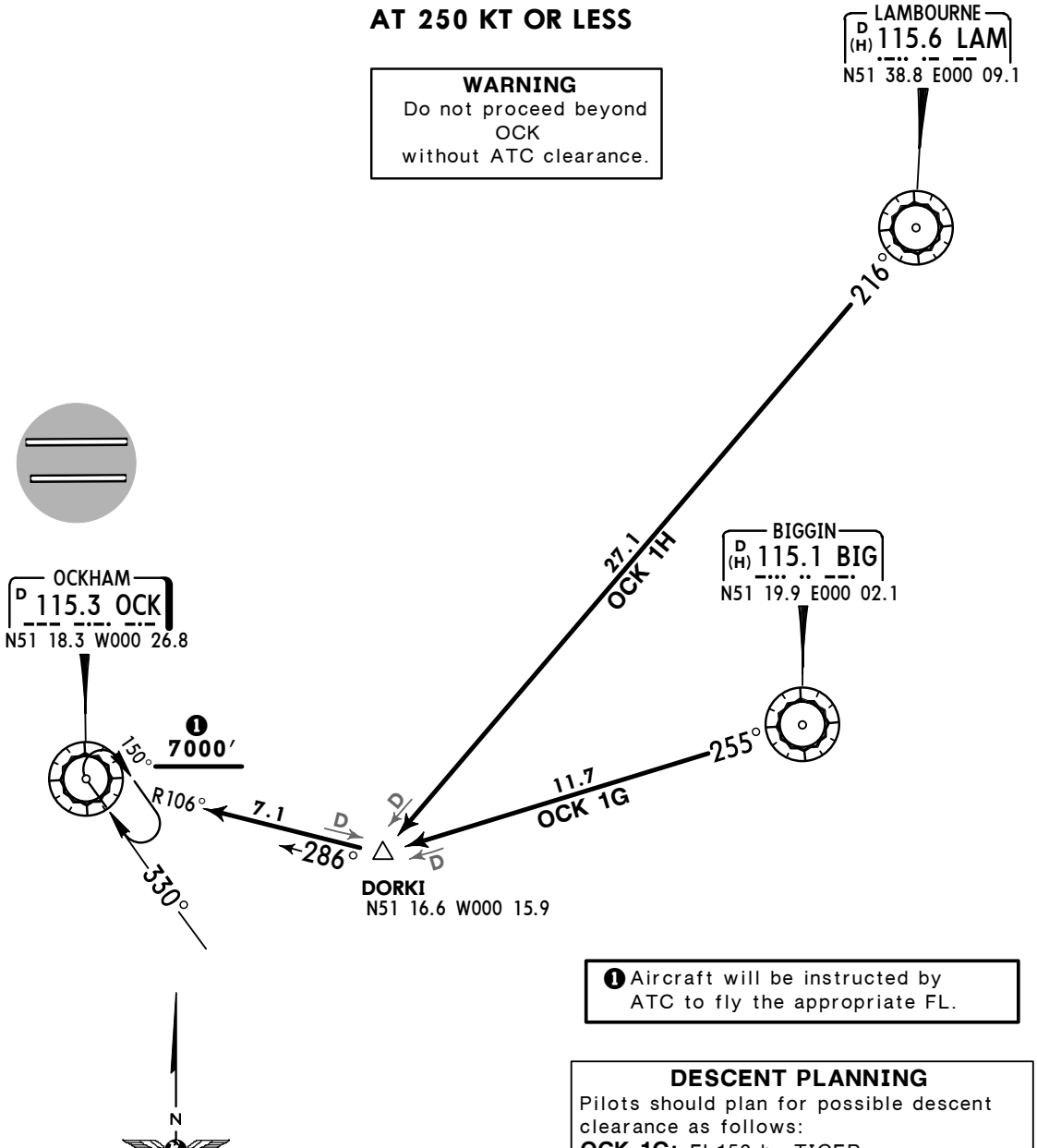
LONDON, UK

STAR

*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	83′	Trans level: By ATC Trans alt: 6000′

OCK 1G, OCK 1H
ARRIVALS
FROM EAST

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
DURING PERIODS OF CONGESTION TRAFFIC MAY BE ROUTED VIA BIG 1G AS DIRECTED BY ATC
SPEED: CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS



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.

Direct distance from OCK to:
Heathrow Apt 10NM

STAR	ROUTING
OCK 1G	At BIG, intercept BIG R-255 to DORKI, turn RIGHT, intercept OCK R-106 inbound to OCK.
OCK 1H	At LAM, intercept LAM R-216 to DORKI, turn RIGHT, intercept OCK R-106 inbound to OCK.

CHANGES: Tracks updated; chart reindexed.

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EGLL/LHR HEATHROW

LONDON, UK

STAR

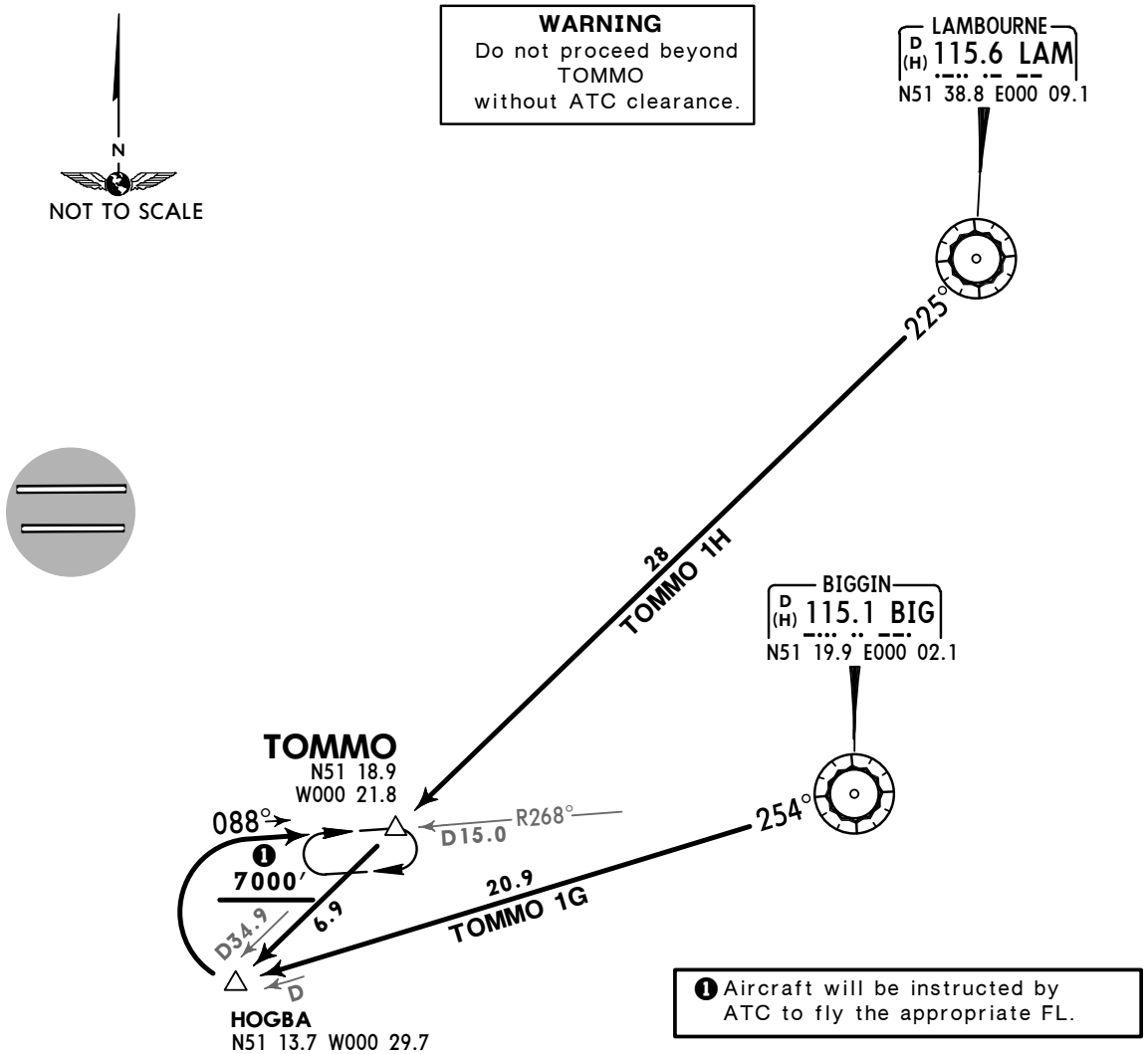
*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	83′	Trans level: By ATC Trans alt: 6000′

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

FROM EAST

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
DURING PERIODS OF CONGESTION TRAFFIC MAY
BE ROUTED VIA BIG 1G AS DIRECTED BY ATC

SPEED: CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS



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

Direct distance from TOMMO to:
Heathrow Apt 10NM

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-254 to HOGBA, turn RIGHT, 088° track to TOMMO.
TOMMO 1H	At LAM, intercept LAM R-225 to HOGBA, turn RIGHT, 088° track to TOMMO.

CHANGES: Tracks updated; chart reindexed.

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EGLL/LHR HEATHROW

JEPPESEN
3 APR 15 (10-2K)

LONDON, UK

STAR

*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	83′	Trans level: By ATC Trans alt: 6000′

OCK 4B ❶
OCK 3E ❶
ARRIVALS
FROM SOUTH

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

ROUTING

STAR	
OCK 4B	At DOMUT, intercept MID R-221 inbound to KATHY, turn LEFT, 025° track to HAZEL, turn RIGHT, intercept OCK R-230 inbound to OCK.
OCK 3E	At BILNI, 108° track to KUMIL, turn LEFT, intercept GWC R-244 inbound to ELDER, turn LEFT, intercept LON R-215 inbound to HAZEL, turn RIGHT, intercept OCK R-230 inbound to OCK.

TRIAL RNAV HOLDING OVER OCK
RNAV 1
(DME/DME AND INS/IRU OR GNSS)
ONLY FOR AUTHORIZED CARRIERS EQUIPPED & APPROVED ACCORDING JAA TGL-10 OR EQUIVALENT
5 NM outbound MAX 220 KT
150° 330°
FL150 FL70

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

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

❶ When OCK VOR is u/s, the route will be to TOMMO.

Direct distance from OCK to: Heathrow Apt 10NM

NOT TO SCALE

WARNING
Do not proceed beyond OCK without ATC clearance.

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
OCK 4B: FL180 by KATHY, FL130 by HAZEL.
OCK 3E: FL270 by 15NM before BILNI, FL180 by KUMIL, FL130 by HAZEL.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

LONDON D (H) 113.6 LON N51 29.2 W000 28.0
OCKHAM D (H) 115.3 OCK N51 18.3 W000 26.8
MIDHURST D (H) 114.0 MID N51 03.2 W000 37.5
GOODWOOD D (H) 114.75 GWC N50 51.3 W000 45.4
SOUTHAMPTON D (H) 113.35 SAM N50 57.3 W001 20.7
HAZEL N51 00.3 W000 59.1 FL130
BEGTO N50 45.8 W001 14.1
ELDER N50 39.8 W001 20.2 (SAM D17.5) (LON D59.5)
KATHY N50 31.2 W001 20.0 FL180
DOMUT N50 15.7 W001 40.2 FL200
KUMIL N50 34.5 W001 36.7 FL160
BILNI N50 40.5 W002 07.6 FL200
SLP D12 OCK
UM17 FL200
OCK 3E
OCK 4B
330° 150° 7000′
R230° 12
D34.9 R215° 15.1
050° D27.1
079° D14.0
17.4 D52.3 32
R244° MID
R221° 025° 035° 4.2
180° D26.1
090° D36.7 12
041° D62.1 20
108° 21
288° By ATC
By ATC
Z

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EGLL/LHR HEATHROW

JEPPESEN
3 APR 15 (10-2L)

LONDON, UK

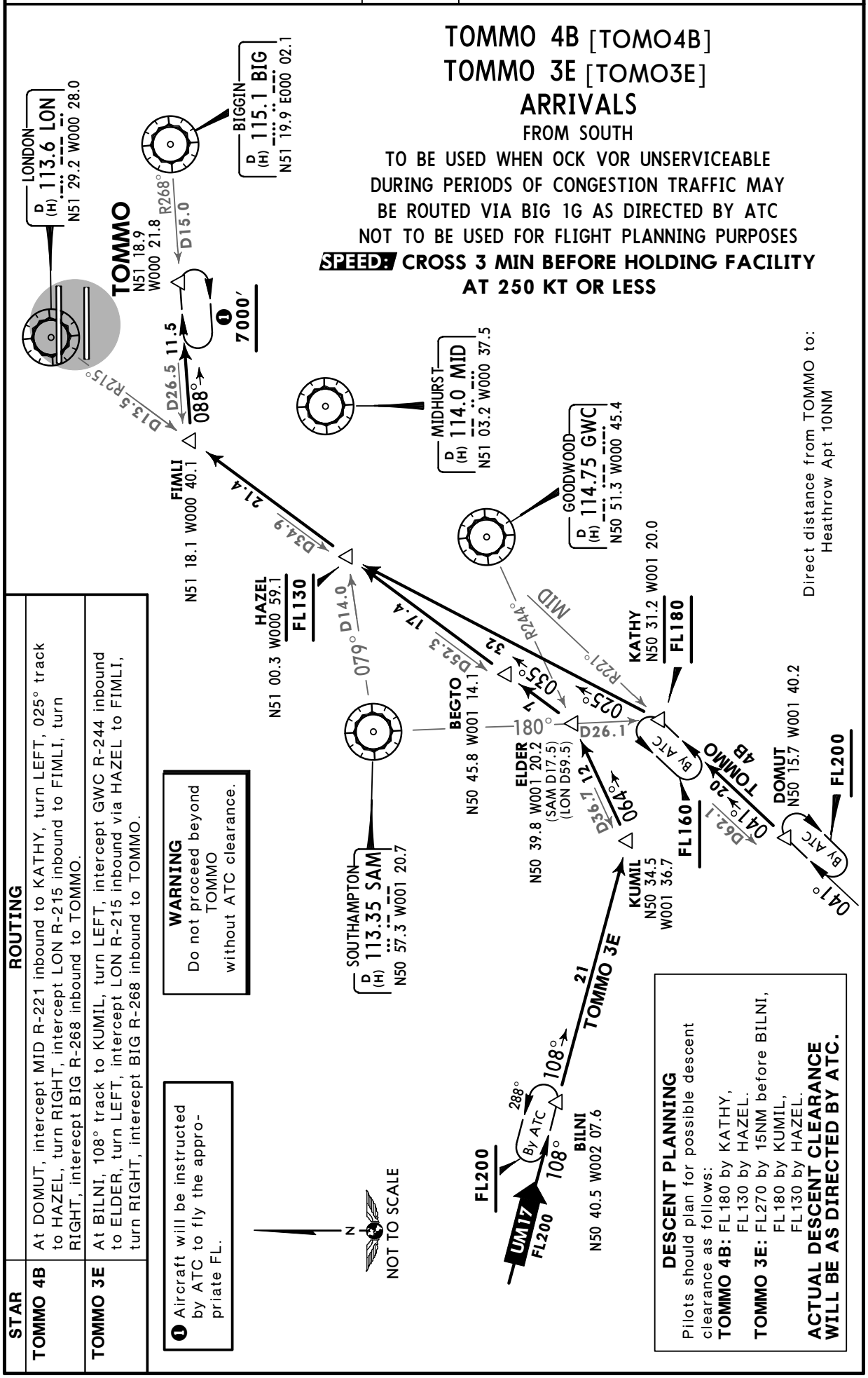
STAR

*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	83′	Trans level: By ATC Trans alt: 6000′

TOMMO 4B [TOMO4B]
TOMMO 3E [TOMO3E]
ARRIVALS
FROM SOUTH

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

SPEED: CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS



WARNING
Do not proceed beyond TOMMO without ATC clearance.

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

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
TOMMO 4B: FL180 by KATHY, FL130 by HAZEL.
TOMMO 3E: FL270 by 15NM before BILNI, FL180 by KUMIL, FL130 by HAZEL.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

STAR	ROUTING
TOMMO 4B	At DOMUT, intercept MID R-221 inbound to KATHY, turn LEFT, 025° track to HAZEL, turn RIGHT, intercept LON R-215 inbound to FIMLI, turn RIGHT, interecpt BIG R-268 inbound to TOMMO.
TOMMO 3E	At BILNI, 108° track to KUMIL, turn LEFT, intercept GWC R-244 inbound to ELDER, turn LEFT, intercept LON R-215 inbound via HAZEL to FIMLI, turn RIGHT, interecpt BIG R-268 inbound to TOMMO.

CHANGES: None.

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EGLL/LHR HEATHROW

JEPPESEN
3 APR 15 (10-2M)

LONDON, UK

STAR

*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	83′	Trans level: By ATC Trans alt: 6000′

OCK 2C ❶
OCK 3J
ARRIVALS

FROM SOUTHWEST
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.

Direct distance from OCK to: Heathrow Apt 10NM

LONDON D (H) 113.6 LON N51 29.2 W000 28.0

OCKHAM D (H) 115.3 OCK N51 18.3 W000 26.8

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

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

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
OCK 2C: FL130 by HAZEL.
OCK 3J: FL270 by 27NM before BEWLI, FL130 by HAZEL.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

NOT TO SCALE

SOUTHAMPTON D (H) 113.35 SAM N50 57.3 W001 20.7

HAZEL N51 00.3 W000 59.1 FL130

BEGTO N50 45.8 W001 14.1

BEWLI N50 45.5 W001 48.6

SLP D12 OCK

R230° 12

330° 7000′ 150°

D34.9 R215° 15.1 050° D27.1

079° 14.0 OCK 2C D

035° 17.4 D52.3

090° OCK 3J 22

MAA FL190 L620

MAA FL100 Q41

UN514 FL200

TRIAL RNAV HOLDING OVER OCK
RNAV 1
(DME/DME AND INS/IRU OR GNSS)
ONLY FOR AUTHORIZED CARRIERS EQUIPPED & APPROVED ACCORDING JAA TGL-10 OR EQUIVALENT

150° 5 NM outbound MAX 220 KT 330°
FL150 FL70

❶ When OCK VOR is u/s, the route will be to TOMMO.

STAR	ROUTING
OCK 2C	At SAM, intercept SAM R-079 to HAZEL, turn LEFT, intercept OCK R-230 inbound to OCK.
OCK 3J ❸	At BEWLI, 090° track to BEGTO, turn LEFT, intercept LON R-215 inbound to HAZEL, turn RIGHT, intercept OCK R-230 inbound to OCK.

❸ Not available for flight planning between 0600-2200LT.

CHANGES: OCK trial holding established.

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EGLL/LHR HEATHROW

LONDON, UK

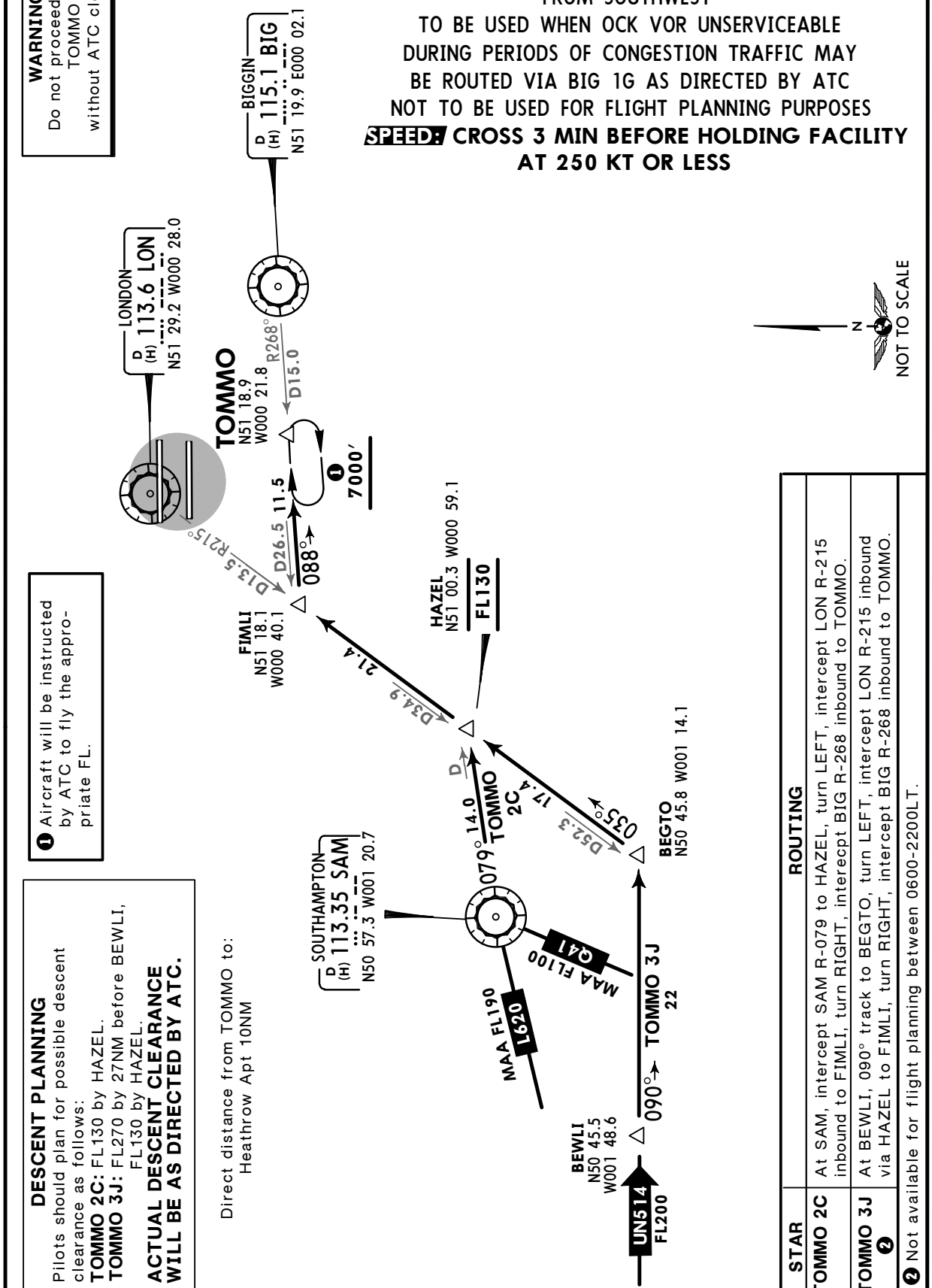
STAR

*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	83′	Trans level: By ATC Trans alt: 6000′

TOMMO 2C [TOMO2C]
TOMMO 3J [TOMO3J]
ARRIVALS

FROM SOUTHWEST
TO BE USED WHEN OCK VOR UNSERVICEABLE
DURING PERIODS OF CONGESTION TRAFFIC MAY
BE ROUTED VIA BIG 1G AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES
SPEED: CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS

WARNING
Do not proceed beyond TOMMO without ATC clearance.



DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
TOMMO 2C: FL130 by HAZEL.
TOMMO 3J: FL270 by 27NM before BEWLI, FL130 by HAZEL.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

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

Direct distance from TOMMO to:
Heathrow Apt 10NM

STAR	ROUTING
TOMMO 2C	At SAM, intercept SAM R-079 to HAZEL, turn LEFT, intercept LON R-215 inbound to FIMLI, turn RIGHT, interecpt BIG R-268 inbound to TOMMO.
TOMMO 3J ❷	At BEWLI, 090° track to BEGTO, turn LEFT, intercept LON R-215 inbound via HAZEL to FIMLI, turn RIGHT, intercept BIG R-268 inbound to TOMMO.

❷ Not available for flight planning between 0600-2200LT.

CHANGES: None.

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EGLL/LHR HEATHROW

JEPPESEN
3 APR 15 (10-2P)

LONDON, UK

STAR

*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	83′	Trans level: By ATC Trans alt: 6000′

OCK 1A❶ , OCK 1D, OCK 2F❶
ARRIVALS

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

N
NOT TO SCALE

WARNING
Do not proceed beyond OCK without ATC clearance.

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

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

Direct distance from OCK to Heathrow Apt 10 NM

TRIAL RNAV HOLDING OVER OCK
RNAV 1
(DME/DME AND INS/IRU OR GNSS)
ONLY FOR AUTHORIZED CARRIERS EQUIPPED & APPROVED ACCORDING JAA TGL-10 OR EQUIVALENT

150° 5 NM outbound MAX 220 KT 330°
FL150
FL70

HONILEY
D (H) 113.65 HON
N52 21.4 W001 39.8

153° 62 OCK 1D

COMPTON
D (H) 114.35 CPT
N51 29.5 W001 13.2

KENET
N51 31.2
W001 27.3
FL140

D37.1 275° 111° D40.0 267° D31.7 106° 286° 1½

OKESI
N51 26.6
W002 03.7

WOODLEY
352 WOD
N51 27.2 W000 52.7

120° 6

LONDON
D (H) 113.6 LON
N51 29.2 W000 28.0

28 OCK 1A

OCKHAM
D (H) 115.3 OCK
N51 18.3 W000 26.8

SLP D12 OCK

12 R300° R291° R273° 150° 330°

7000′❷

BEDEK
N51 22.3
W001 33.5

104° 15 OCK 2F

SLP D12 OCK

D27.2 15.2 093°

NIGIT
N51 18.8
W001 10.3

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.

STAR	ROUTING
OCK 1A	At KENET, intercept OCK R-291 inbound to OCK.
OCK 1D ❸	At HON, HON R-153 to WOD, turn LEFT, intercept OCK R-300 inbound to OCK.
OCK 2F	At BEDEK, 104° track to NIGIT, turn LEFT, intercept OCK R-273 inbound to OCK.

❸ By ATC. Not to be used for flight planning purposes.

CHANGES: OCK trial holding established.

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EGLL/LHR HEATHROW

JEPPESEN
3 APR 15 (10-2Q)

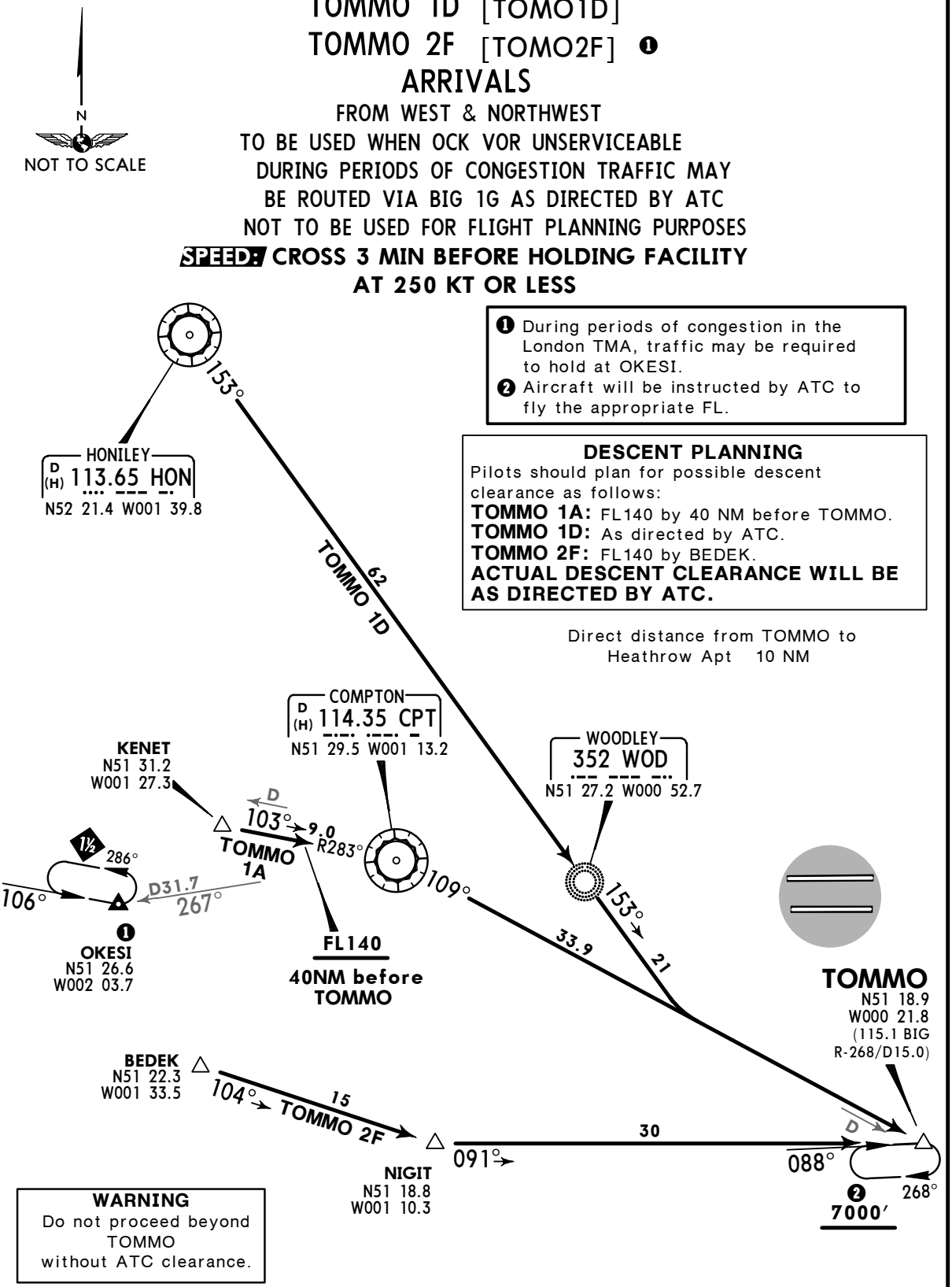
LONDON, UK

STAR

*D-ATIS			Apt Elev	Alt Set: hPa
113.750	115.1	128.075	83′	Trans level: By ATC Trans alt: 6000′

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

FROM WEST & NORTHWEST
TO BE USED WHEN OCK VOR UNSERVICEABLE
DURING PERIODS OF CONGESTION TRAFFIC MAY
BE ROUTED VIA BIG 1G AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES
SPEED: CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS



STAR	ROUTING
TOMMO 1A	At KENET, intercept CPT R-283 inbound to CPT, turn RIGHT, CPT R-109 to TOMMO.
TOMMO 1D ❸	At HON, HON R-153 to WOD, turn LEFT, intercept CPT R-109 to TOMMO.
TOMMO 2F	At BEDEK, 104° track to NIGIT, turn LEFT, 091° track to TOMMO.

❸ By ATC. Not to be used for flight planning purposes.

CHANGES: None.

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EGLL/LHR HEATHROW

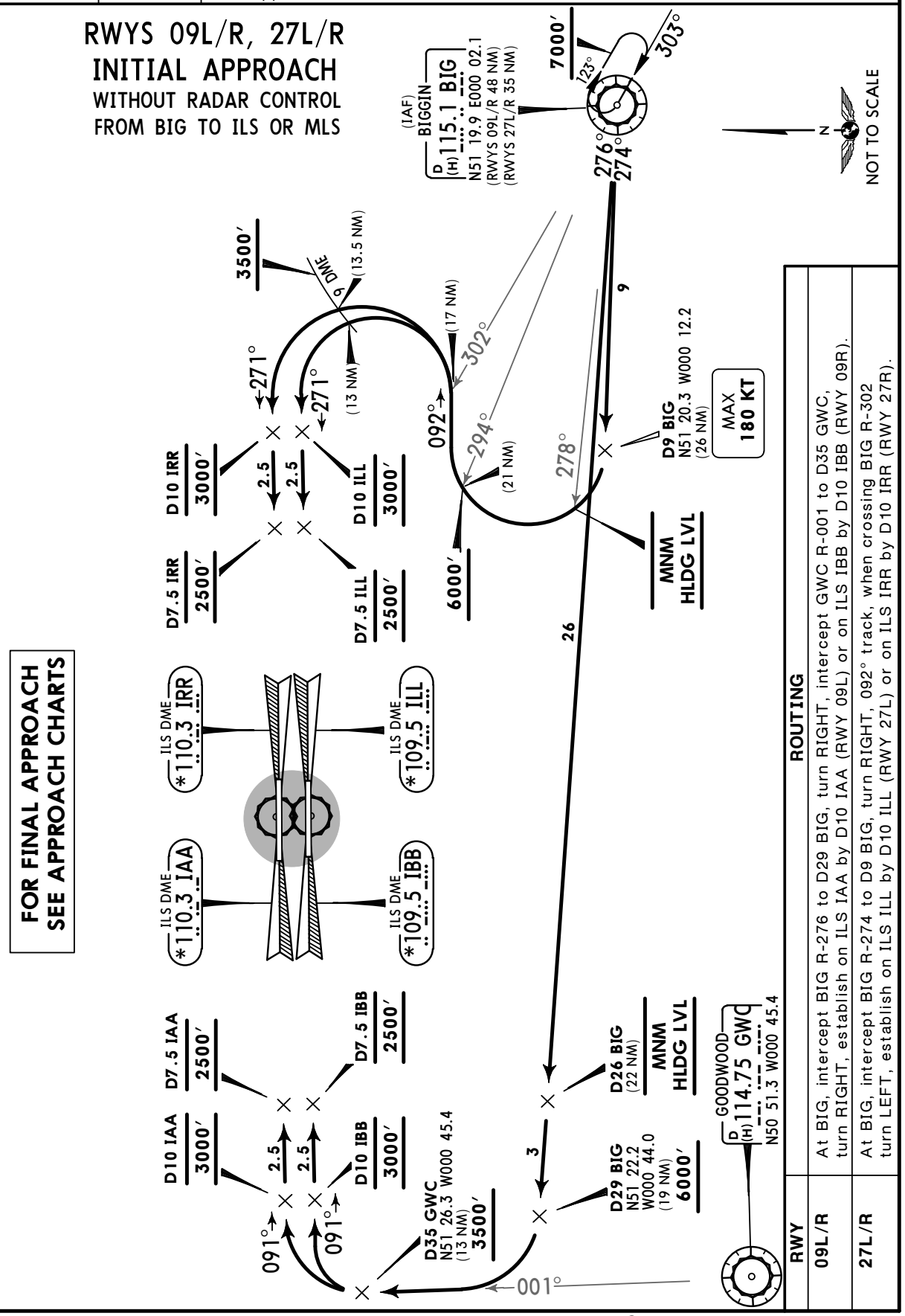
LONDON, UK

INITIAL APPROACH

*D-ATIS	Apt Elev
113.75 115.1 128.075	83′

Alt Set: hPa Trans level: By ATC Trans alt: 6000′
1. Minimum holding level (Flight Level equivalent of 7000′) is above TA and will be allocated by ATC.
2. Initial approach procedures are designed for manoeuvring speeds up to 220 KT and assume acft can maintain a descent gradient of approximately 320′ per NM.
3. Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3° descent path from 6000′.
4. Approximate distances to touchdown are indicated in brackets.

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



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, 092° 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).

CHANGES: New chart (initial approach transferred).

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EGLL/LHR HEATHROW

LONDON, UK

INITIAL APPROACH

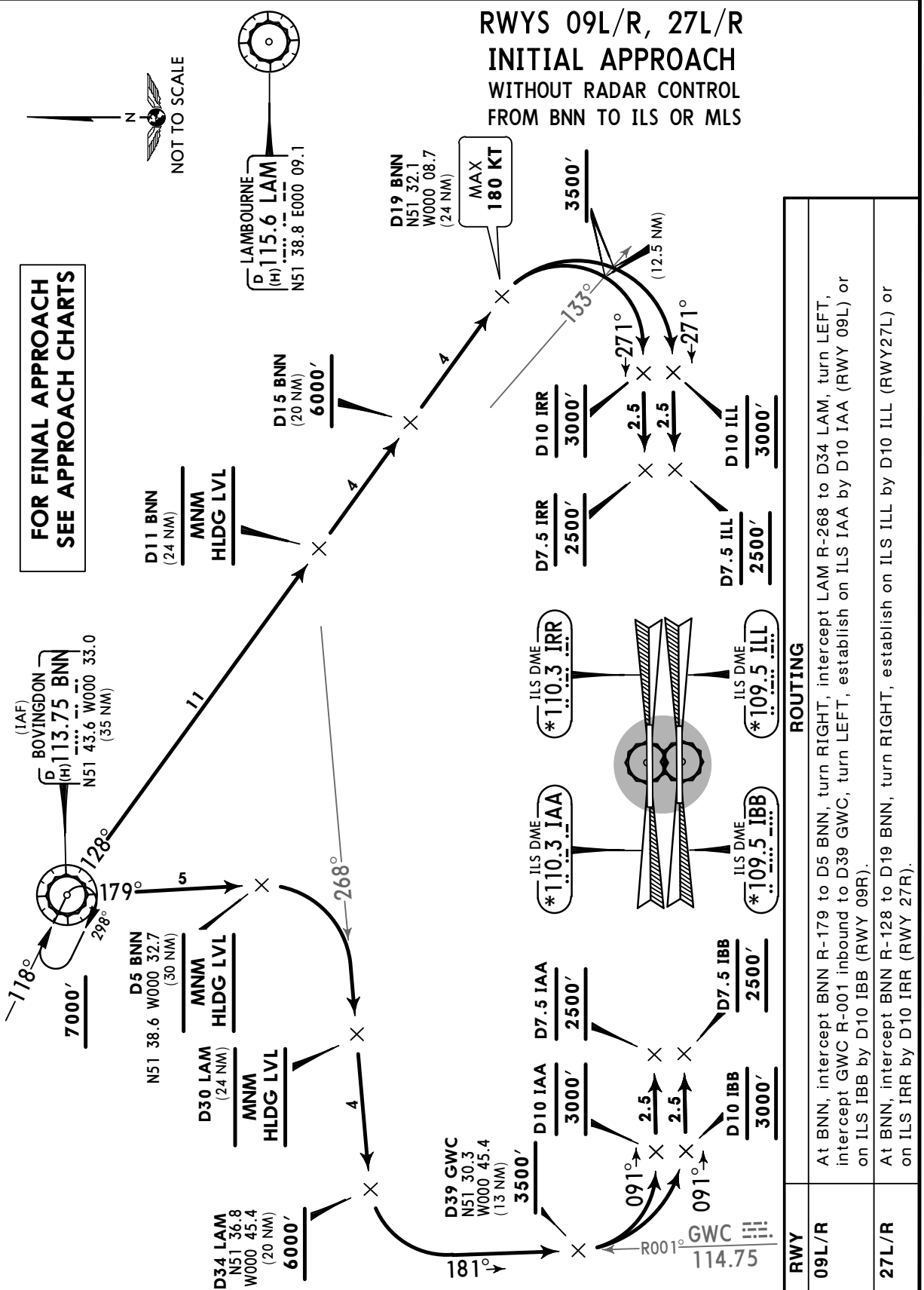
*D-ATIS	Apt Elev
113.75 115.1 128.075	83′

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

1. Minimum holding level (Flight Level equivalent of 7000′) is above TA and will be allocated by ATC.
2. Initial approach procedures are designed for manoeuvring speeds up to 220 KT and assume acft can maintain a descent gradient of approximately 320′ per NM.
3. Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3° descent path from 6000′.
4. Approximate distances to touchdown are indicated in brackets.

RWYS 09L/R, 27L/R INITIAL APPROACH

WITHOUT RADAR CONTROL
FROM BNN TO ILS OR MLS



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 09L) or on ILS IBB by D10 IBB (RWY 09R).
27L/R	At BNN, intercept BNN R-128 to D19 BNN, turn RIGHT, establish on ILS ILL by D10 ILL (RWY27L) or on ILS IRR by D10 IRR (RWY 27R).

CHANGES: New chart (initial approach transferred).

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EGLL/LHR HEATHROW

LONDON, UK

INITIAL APPROACH

*D-ATIS	Apt Elev
113.75 115.1 128.075	83′

Alt Set: hPa Trans level: By ATC Trans alt: 6000′
1. Minimum holding level (Flight Level equivalent of 7000′) is above TA and will be allocated by ATC.
2. Initial approach procedures are designed for manoeuvring speeds up to 220 KT and assume acft can maintain a descent gradient of approximately 320′ per NM.
3. Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3° descent path from 6000′.
4. Approximate distances to touchdown are indicated in brackets.

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

NOT TO SCALE

(IAF) LAMBOURNE D (H) 115.6 LAM
N51 38.8 E000 09.1
(Rwys 09L/R 55NM)
(Rwys 27L/R 35NM)

264° 7000′ 084° 275° 268° 11

D11 LAM
N51 39.5 W000 08.5
(25 NM)
MNM HLDG LVL

15 DME (20NM) 128° 6000′ 30

D19 BNN
N51 32.1
W000 08.7
(24 NM)
MAX 180 KT

3500′ (12.5 NM) 133° 271° 271°

D10 IRR 3000′ 2.5 2.5 D10 ILL 3000′
D7.5 IRR 2500′ D7.5 ILL 2500′

BOVINGDON D (H) 113.75 BNN
N51 43.6 W000 33.0

ILS DME *110.3 IRR
ILS DME *109.5 ILL
ILS DME *110.3 IAA
ILS DME *109.5 IBB

FOR FINAL APPROACH SEE APPROACH CHARTS

D30 LAM
(24 NM)
MNM HLDG LVL

D34 LAM
N51 36.8
W000 45.4
(20 NM)
6000′

4

D7.5 IAA 2500′ D7.5 IBB 2500′
D10 IAA 3000′ 2.5 2.5 D10 IBB 3000′

D39 GWC
N51 30.3
W000 45.4
(13 NM)
3500′

091° 091°
181°
R001° GWC 114.75

RWY	ROUTING
09L/R	At LAM, 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 09L) or on ILS IBB by D10 IBB (RWY 09R).
27L/R	At LAM, intercept LAM R-275 to D11 LAM, turn LEFT, 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).

CHANGES: LAM distance to touchdown.

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EGLL/LHR HEATHROW

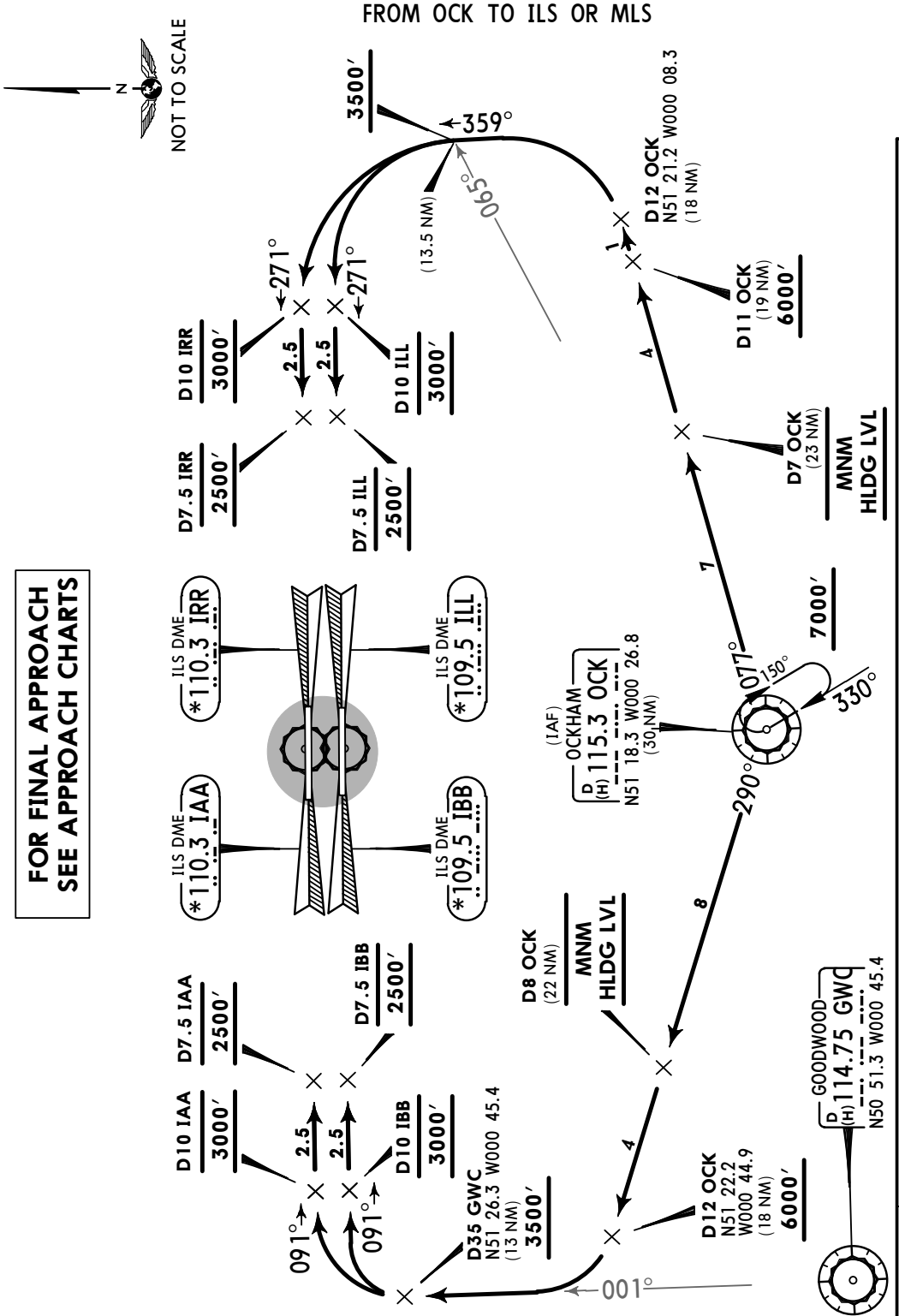
LONDON, UK

*D-ATIS	Apt Elev
113.75 115.1 128.075	83′

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

1. Minimum holding level (Flight Level equivalent of 7000′) is above TA and will be allocated by ATC.
2. Initial approach procedures are designed for manoeuvring speeds up to 220 KT and assume acft can maintain a descent gradient of approximately 320′ per NM.
3. Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3° descent path from 6000′.
4. Approximate distances to touchdown are indicated in brackets.

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



RWY	ROUTING
09L/R	At OCK, intercept OCK R-290 to D12 OCK, 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 OCK, intercept OCK R-077 to D12 OCK, turn LEFT, 359° track, when crossing OCK R-065 turn LEFT, establish on ILS ILL by D10 ILL (RWY 27L) or on ILS IRR by D10 IRR (RWY 27R).

CHANGES: None.

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EGLL/LHR HEATHROW

LONDON, UK

SID

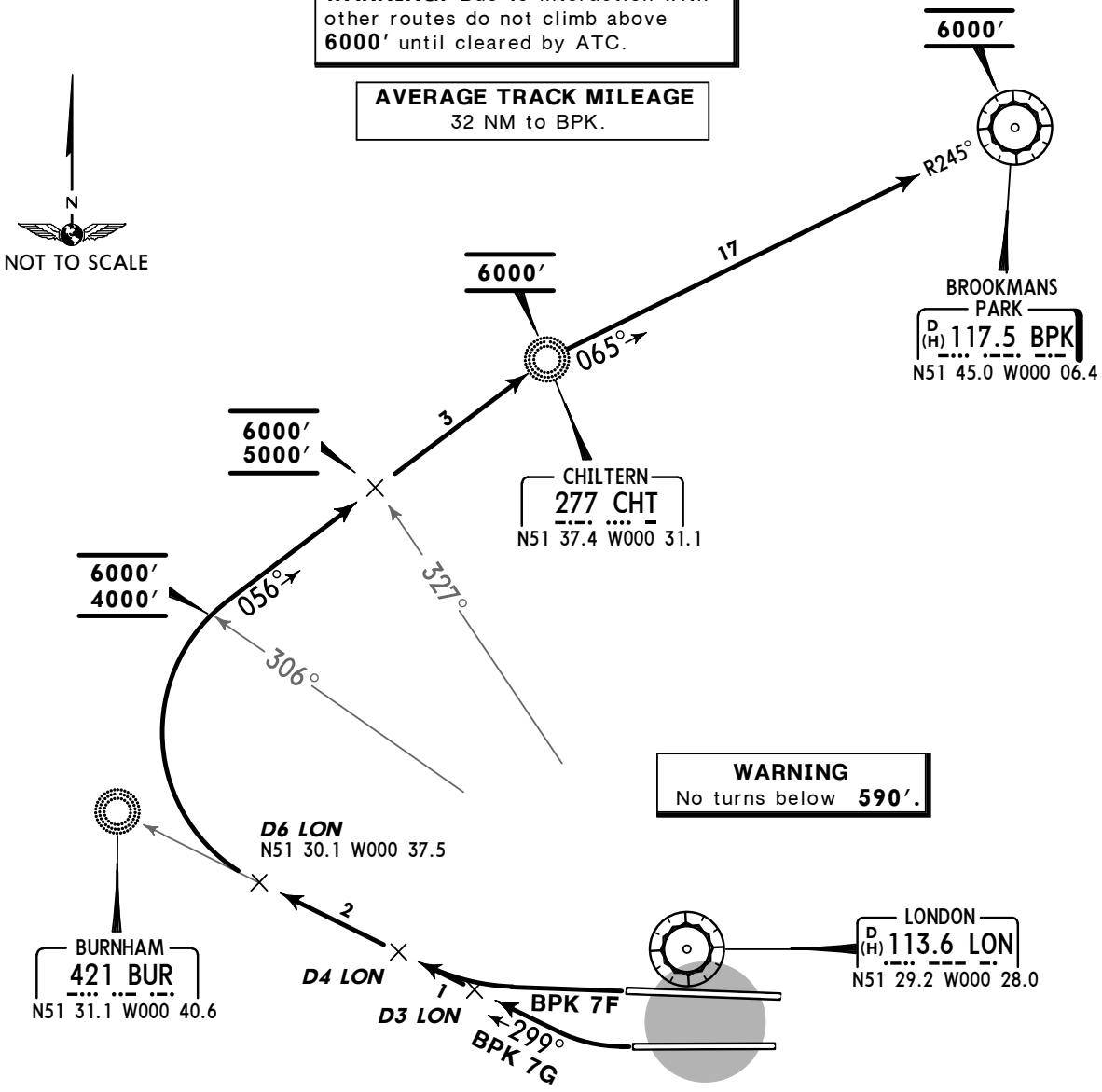
LONDON Control	*Apt Elev*	
118.82	83′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 10-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID levels until instructed by ATC.

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′), to CHT at 6000′ turn RIGHT, intercept BPK R-245 inbound to BPK.

CHANGES: Turn restriction note improved; crossing at BPK.

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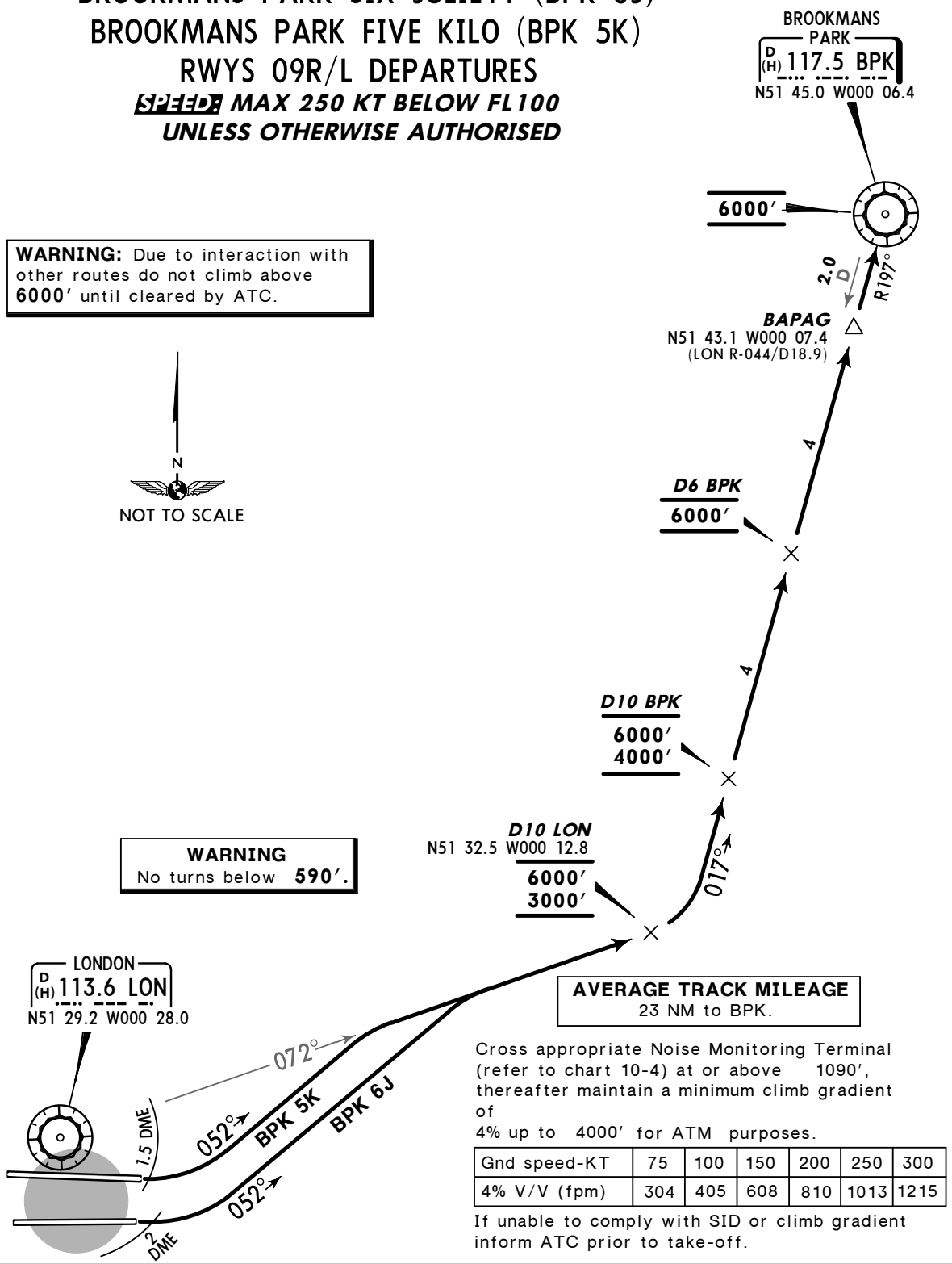
LONDON, UK

SID

LONDON Control	*Apt Elev*	
118.82	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



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 BAPAG to BPK.

CHANGES: Turn restriction note improved; crossing at BPK.

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LONDON, UK

SID

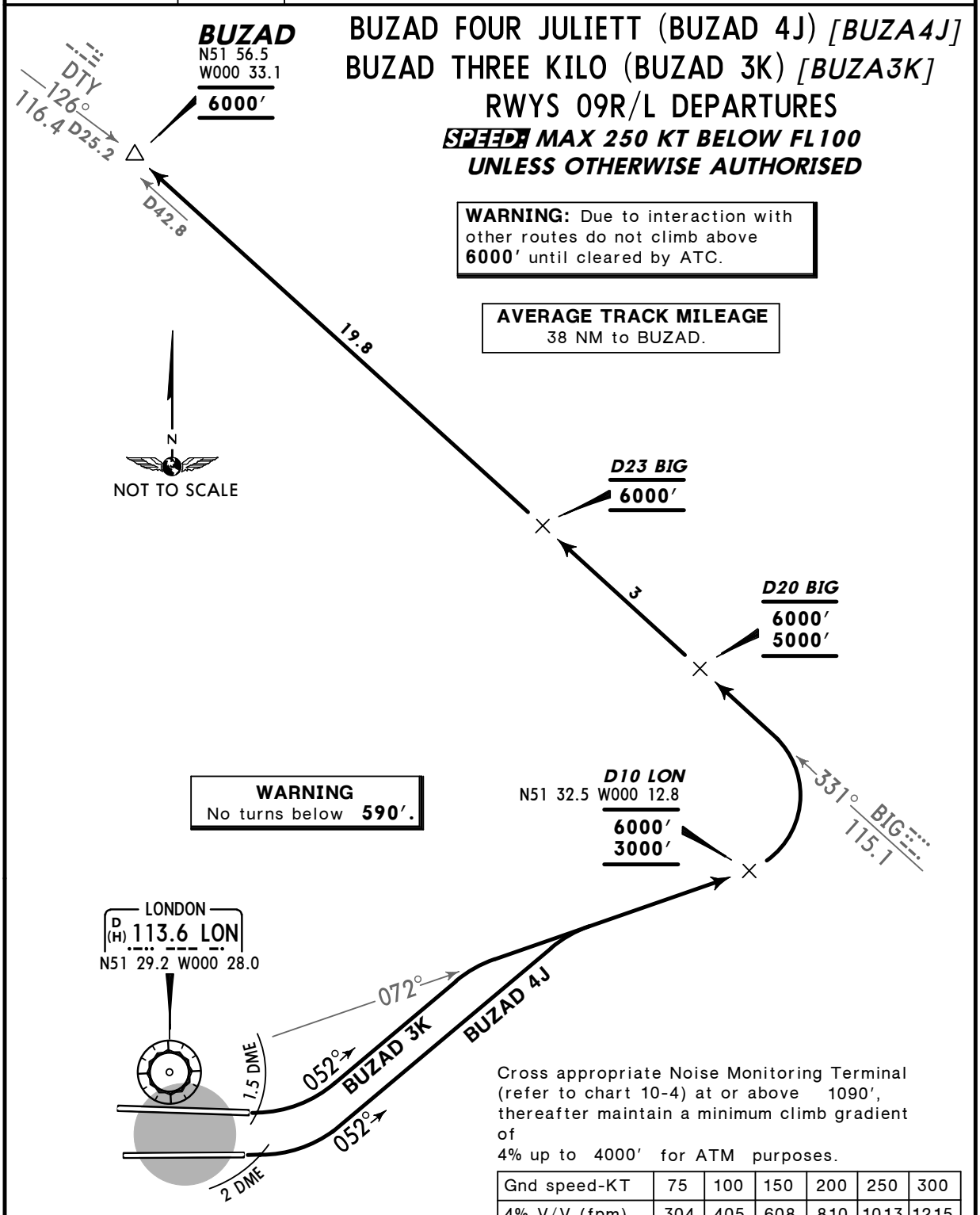
LONDON Control	Apt Elev	
119.77	83′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 10-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID levels until instructed by ATC.

BUZAD FOUR JULIETT (BUZAD 4J) *[BUZA4J]*
BUZAD THREE KILO (BUZAD 3K) *[BUZA3K]*
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.

AVERAGE TRACK MILEAGE
38 NM to BUZAD.



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
BUZAD 4J	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 BIG R-331, cross D20 BIG at or above 5000′ (MAX 6000′), D23 BIG at 6000′, to BUZAD.
BUZAD 3K	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 BIG R-331, cross D20 BIG at or above 5000′ (MAX 6000′), D23 BIG at 6000′, to BUZAD.

CHANGES: Turn restriction note improved; crossing at BUZAD.

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EGLL/LHR HEATHROW

LONDON, UK

SID

LONDON Control	Apt Elev	
134.12	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.

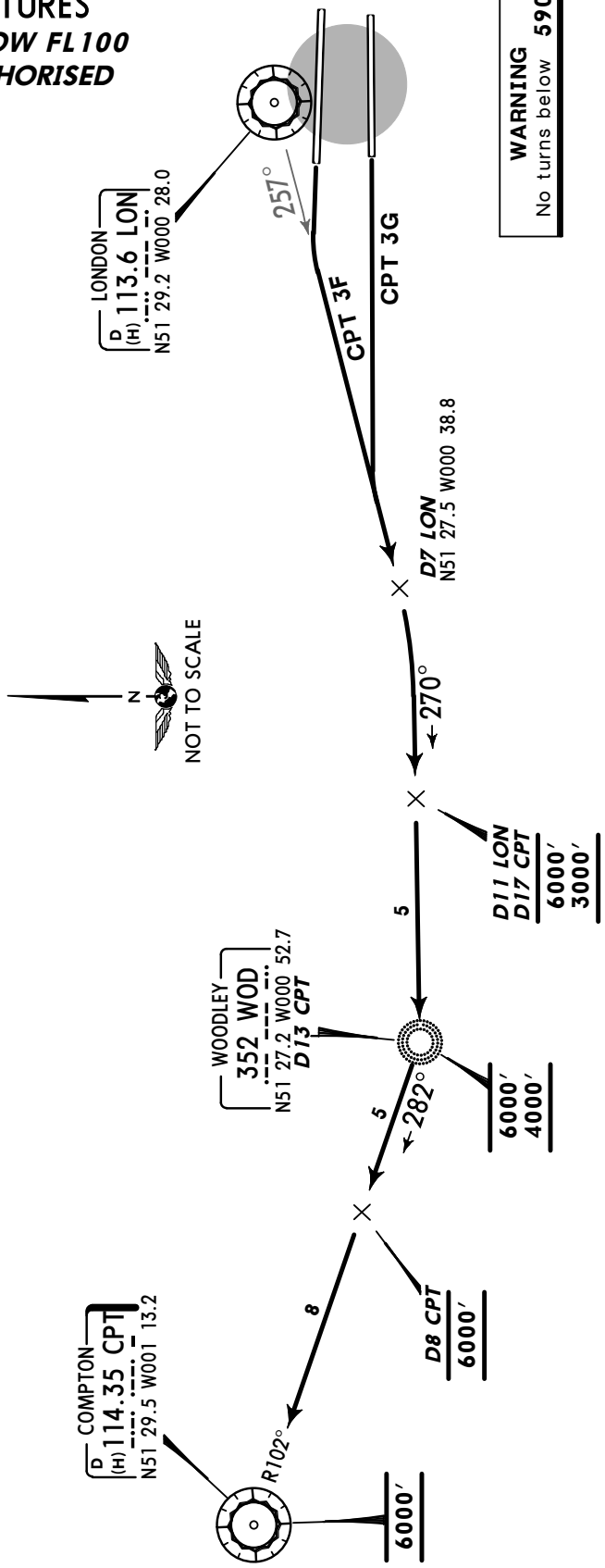
SID	RWY	ROUTING / ALTITUDE
CPT 3F	27R	Straight ahead, intercept LON R-257 to D7 LON, turn RIGHT, intercept 270° bearing towards WOD (D13 CPT), cross D11 LON (D17 CPT) above 3000′ (MAX 6000′), cross WOD (D13 CPT) above 4000′ (MAX 6000′), then to CPT, cross D8 CPT at 6000′.
CPT 3G	27L	

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 a minimum climb gradient of 5% until D8 CPT 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% 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.



CHANGES: Turn restriction note improved; crossing at CPT.

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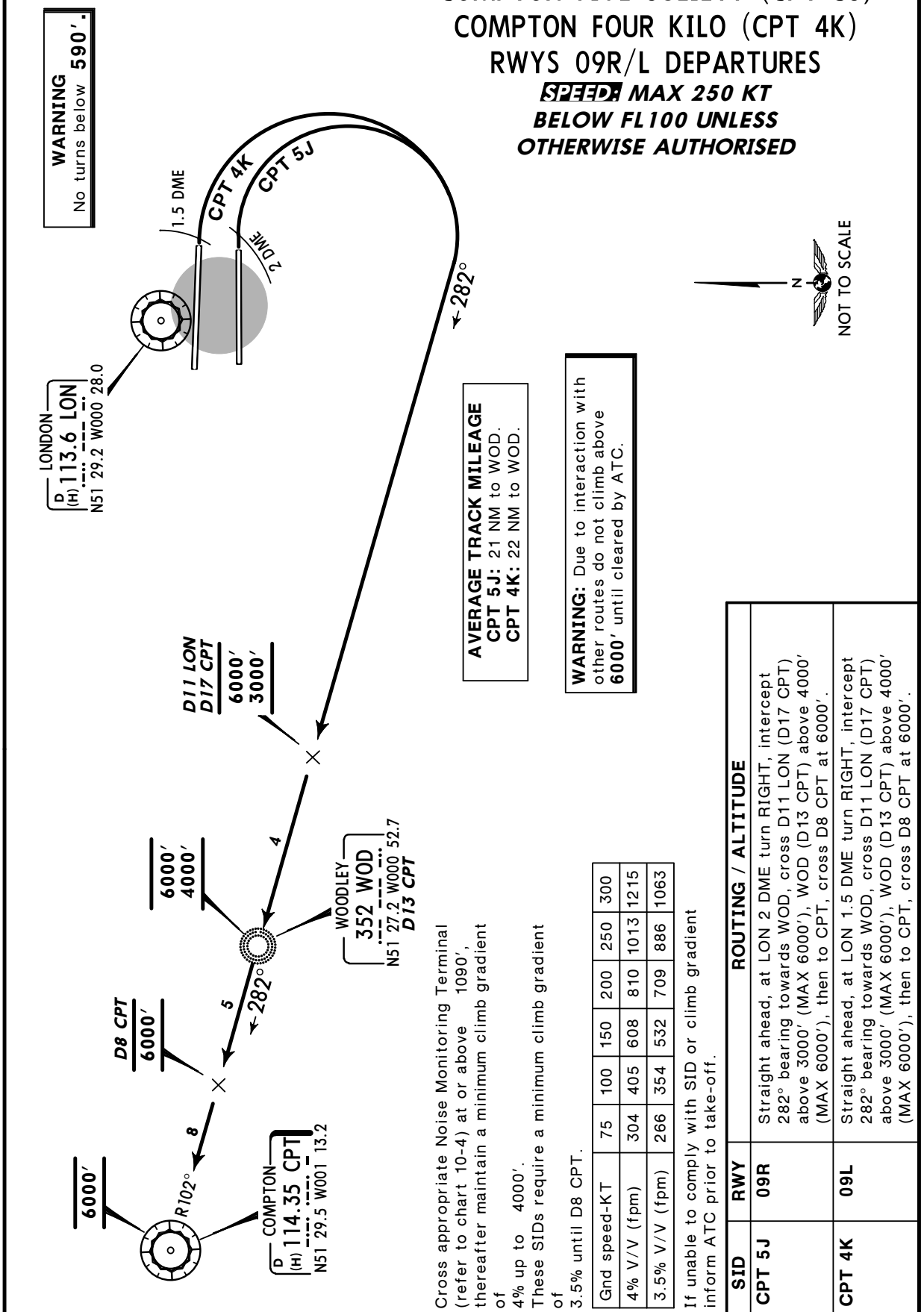
SID

*HEATHROW Director 134.975	Apt Elev 83′

Trans level: By ATC Trans alt: 6000′
1. When instructed contact HEATHROW Director after take-off, report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferiental 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.

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

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′.
These SIDs require a minimum climb gradient of 3.5% until D8 CPT.

Gnd 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

If 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′.

CHANGES: None.

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EGLL/LHR HEATHROW

LONDON, UK

SID

LONDON Control	*Apt Elev*
120.525	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 preferiental 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.

DETLING TWO FOXTROT (DET 2F)
DETLING TWO GOLF (DET 2G)
RWYS 27R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED

NOT TO SCALE

SID	RWY	ROUTING / ALTITUDE
DET 2F	27R	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.
DET 2G	27L	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 interceptDET R-272 inbound, cross D32 DET at or above 5000′ (MAX 6000′), D29 DET at 6000′, D5 DET at 6000′, then to DET.

WARNING
No turns below **590′.**

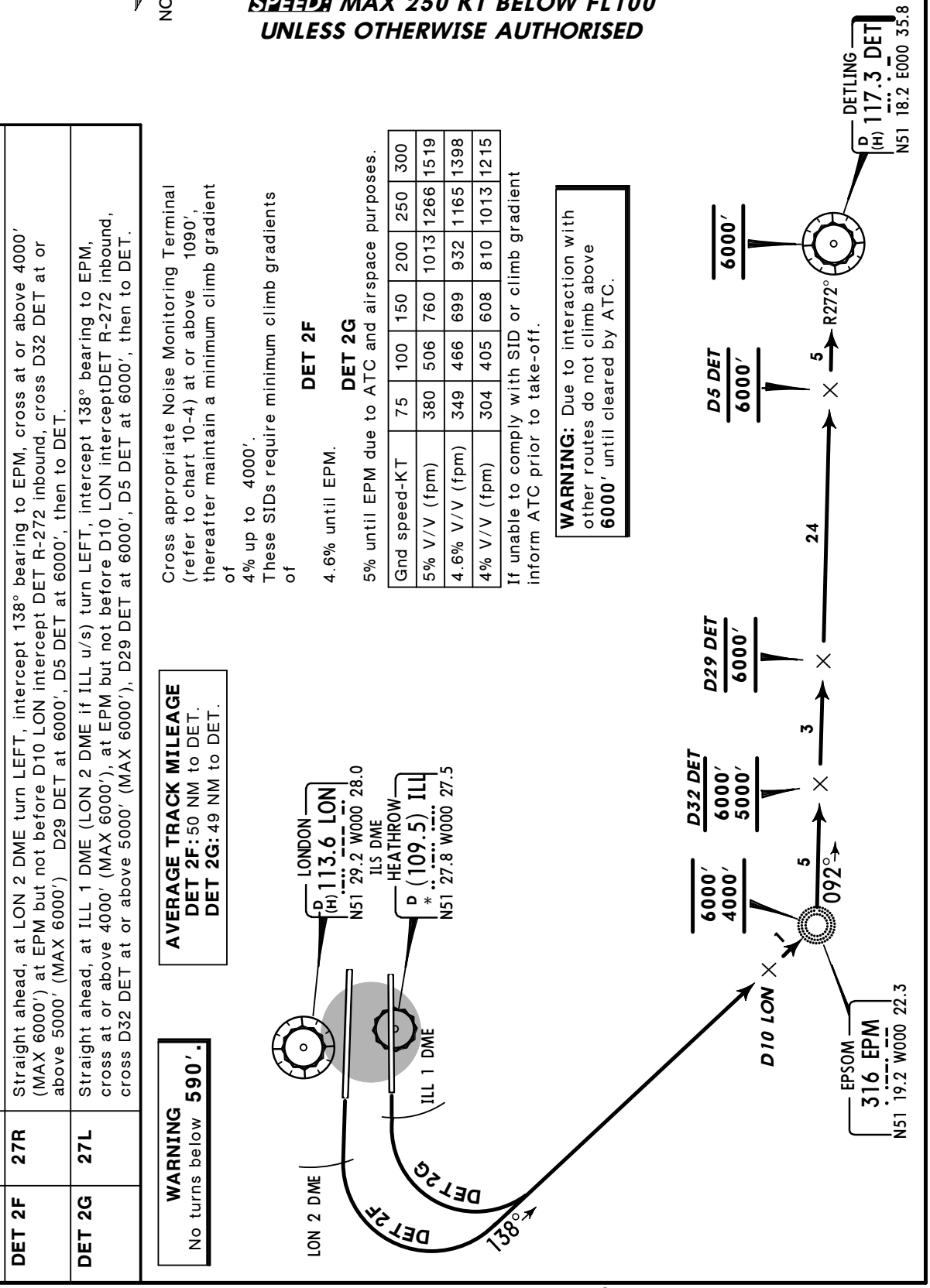
AVERAGE TRACK MILEAGE
DET 2F: 50 NM to DET.
DET 2G: 49 NM to DET.

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
4.6% until EPM.
DET 2G
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.

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



CHANGES: DVR SIDs withdrawn.

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EGLL/LHR HEATHROW

LONDON, UK

SID

LONDON Control	Apt Elev
120.525	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 preferiental 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.

DETLING ONE JULIETT (DET 1J)
DETLING ONE KILO (DET 1K)
RWYS 09R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORISED

NOT TO SCALE

SID	RWY	ROUTING / ALTITUDE
DET 1J	09R	Straight ahead, at LON 2 DME turn RIGHT, 122° track, at LON 4 DME turn LEFT, intercept DET R-284 inbound by D34 DET, cross D29 DET at or above 3000′ (MAX 6000′), D20 DET at or above 5000′ (MAX 6000′), D16 DET at 6000′, D5 DET at 6000′, then to DET.
DET 1K	09L	Straight ahead, at LON 1.5 DME turn RIGHT, 122° track, at LON 4 DME turn LEFT, intercept DET R-284 inbound by D34 DET, cross D29 DET at or above 3000′ (MAX 6000′), D20 DET at or above 5000′ (MAX 6000′), D16 DET at 6000′, D5 DET at 6000′, then to DET.

AVERAGE TRACK MILEAGE
41 NM to DET.

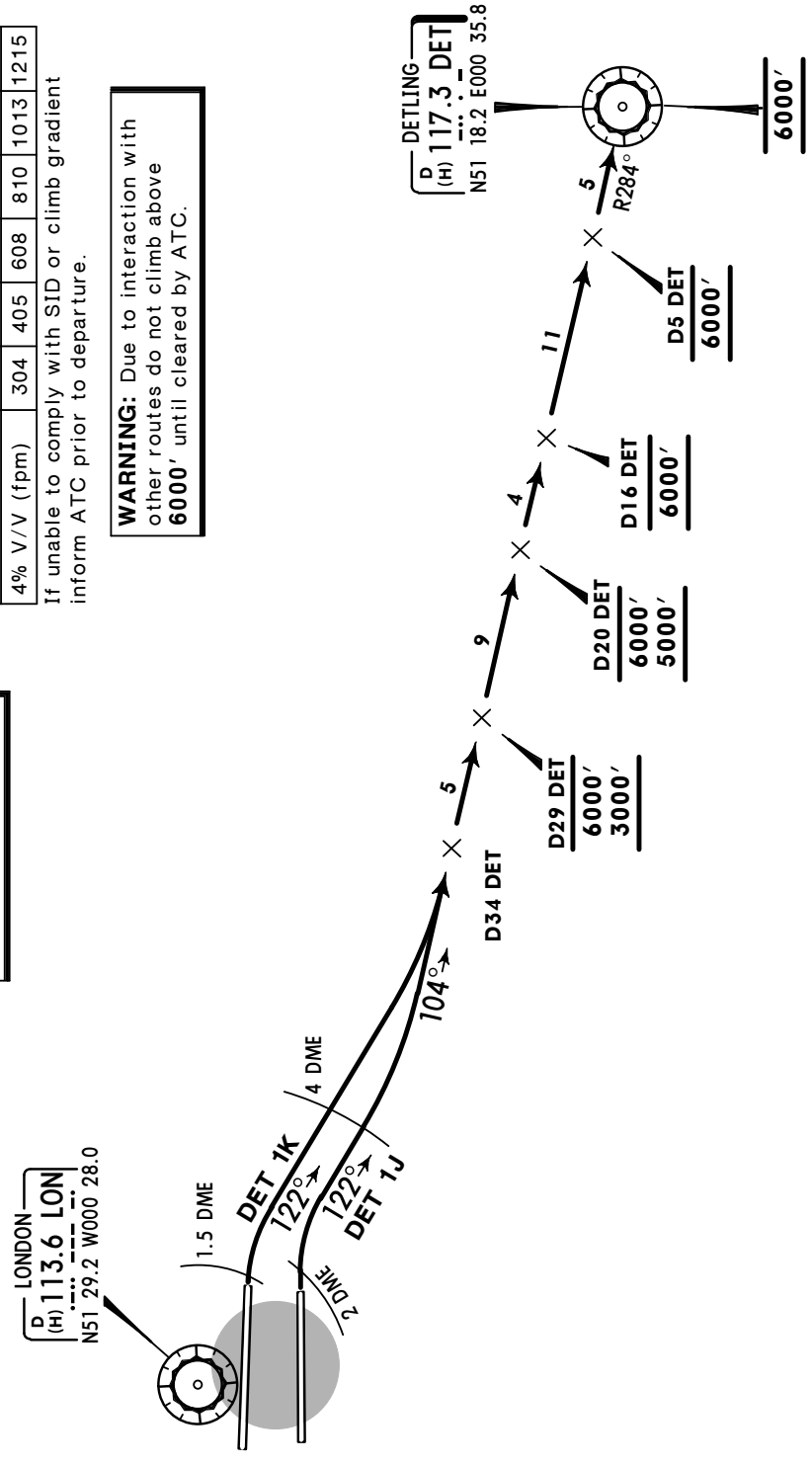
WARNING
No turns below **590′.**

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 departure.

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



CHANGES: None.

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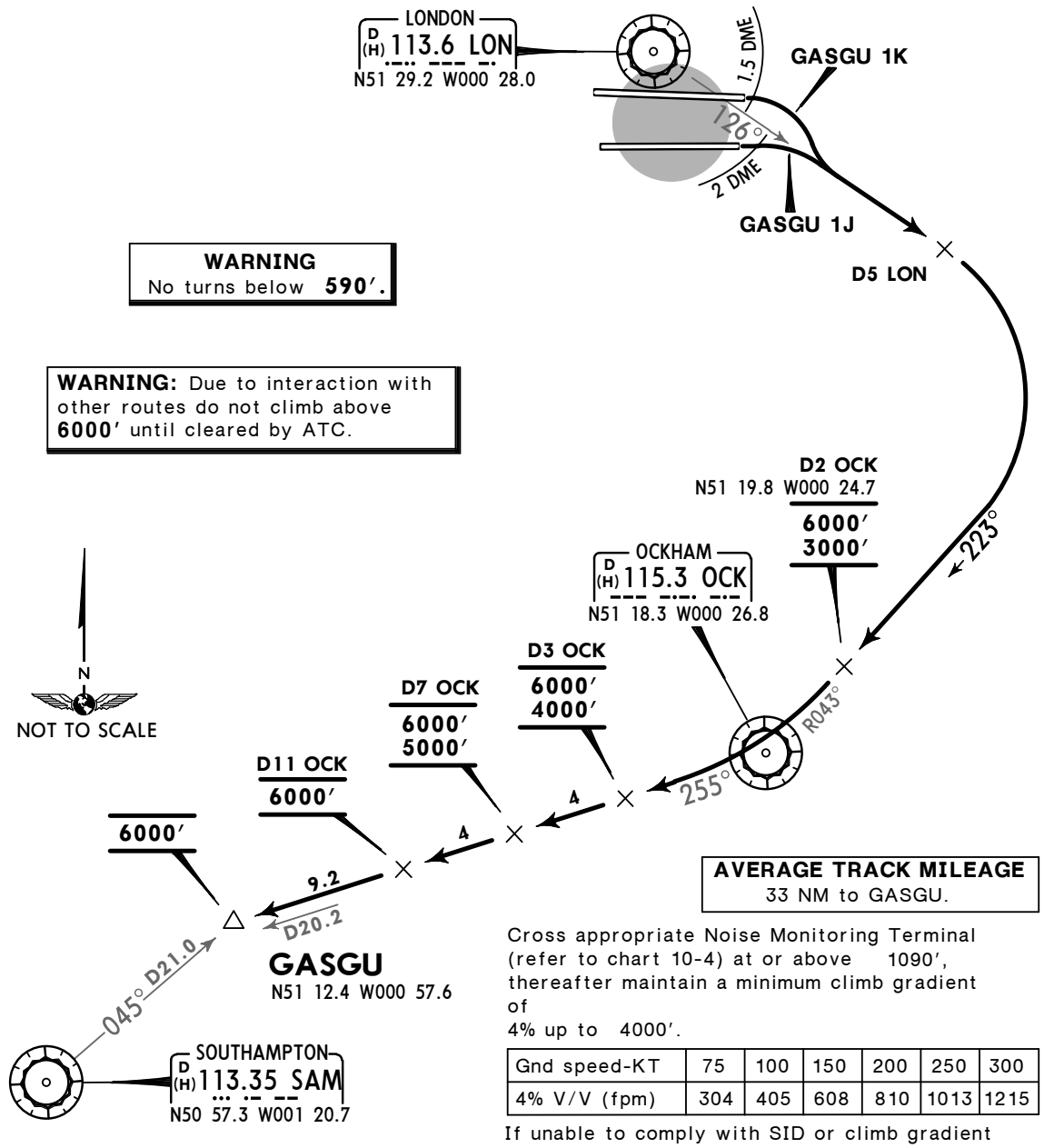
SID

LONDON Control	Apt Elev
134.125	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 (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.

GASGU ONE JULIETT (GASGU 1J) [GASG1J]
GASGU ONE KILO (GASGU 1K [GASG1K]
RWYS 09R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORISED



AVERAGE TRACK MILEAGE
33 NM to GASGU.

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 departure.

SID	RWY	ROUTING / ALTITUDE
GASGU 1J	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′ to GASGU.
GASGU 1K	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′ to GASGU.

CHANGES: New procedures at this airport.

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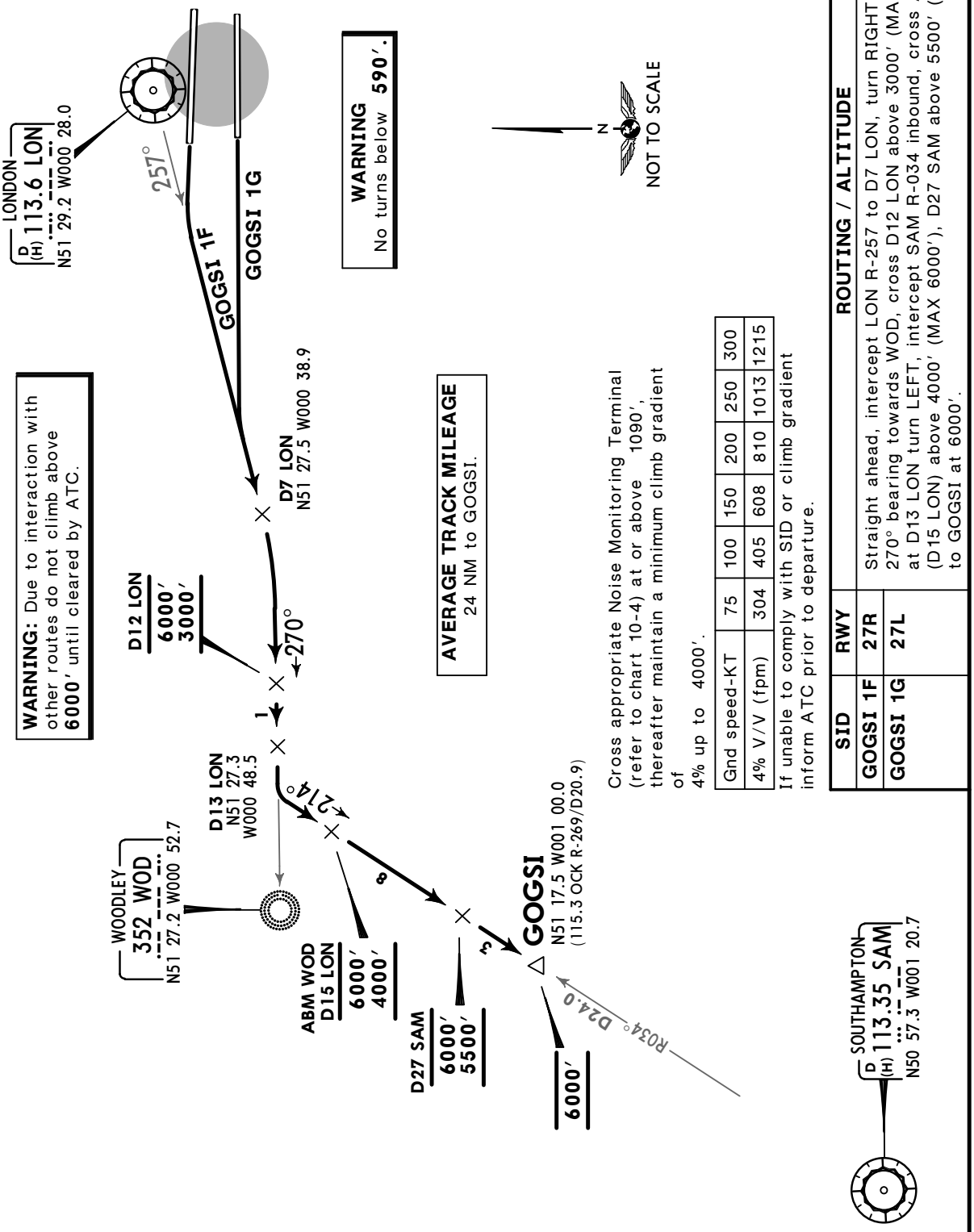
SID

LONDON Control	Apt Elev
134.125	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 (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.

GOGSI ONE FOXTROT (GOGSI 1F) [GOGS1F]
GOGSI ONE GOLF (GOGSI 1G) [GOGS1G]
RWYS 27R/L DEPARTURES

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 departure.

SID	RWY	ROUTING / ALTITUDE
GOGSI 1F	27R	Straight ahead, intercept LON R-257 to D7 LON, turn RIGHT, intercept 270° bearing towards WOD, cross D12 LON above 3000′ (MAX 6000′), at D13 LON turn LEFT, intercept SAM R-034 inbound, cross ABM WOD (D15 LON) above 4000′ (MAX 6000′), D27 SAM above 5500′ (MAX 6000′), to GOGSI at 6000′.
GOGSI 1G	27L	

CHANGES: New procedures at this airport.

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LONDON, UK

SID

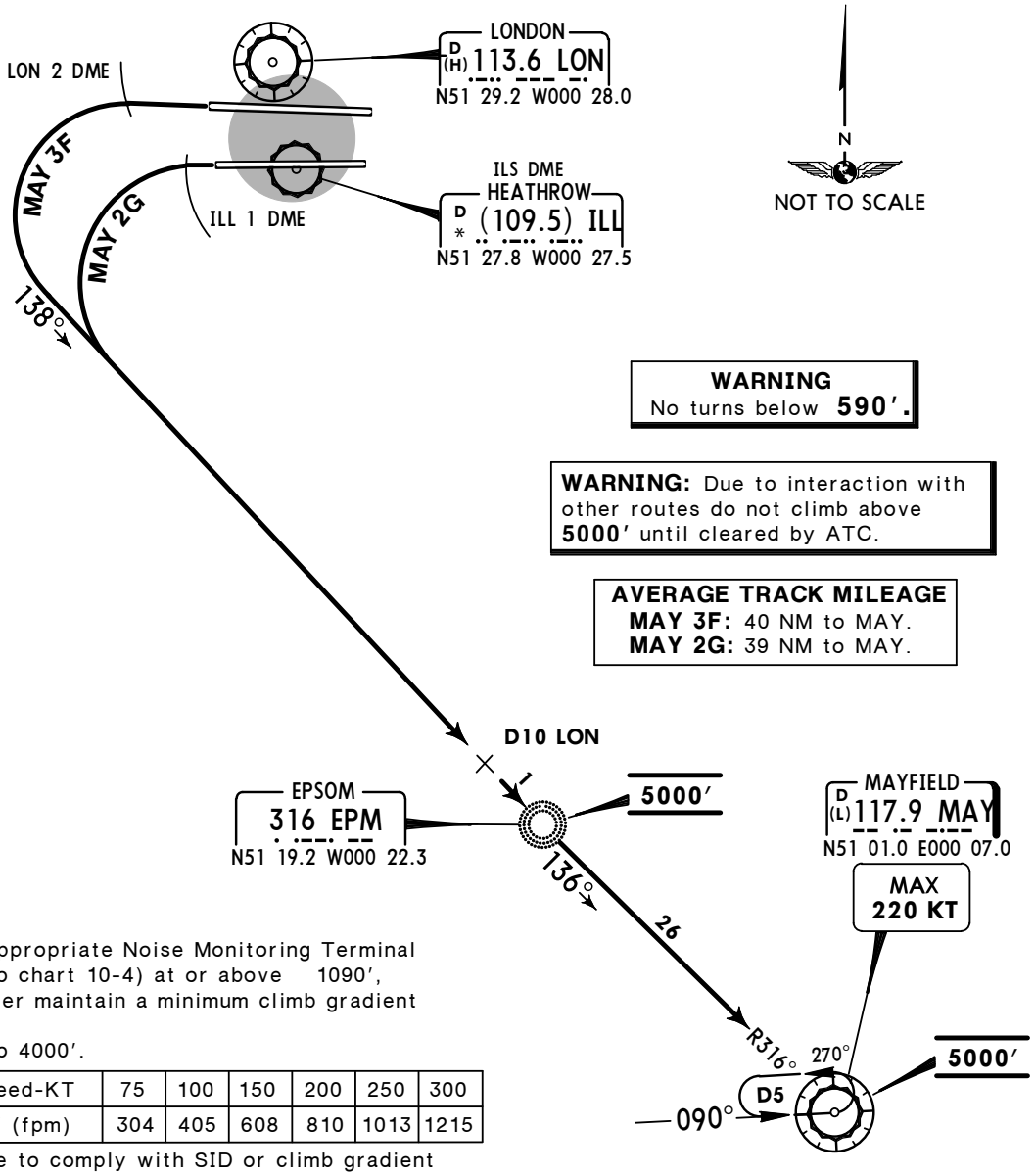
LONDON Control	Apt Elev
126.825	83′

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 (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



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 departure.

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 intercept MAY R-316 inbound to MAY at 5000′.

CHANGES: Chart reindexed.

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LONDON, UK

SID

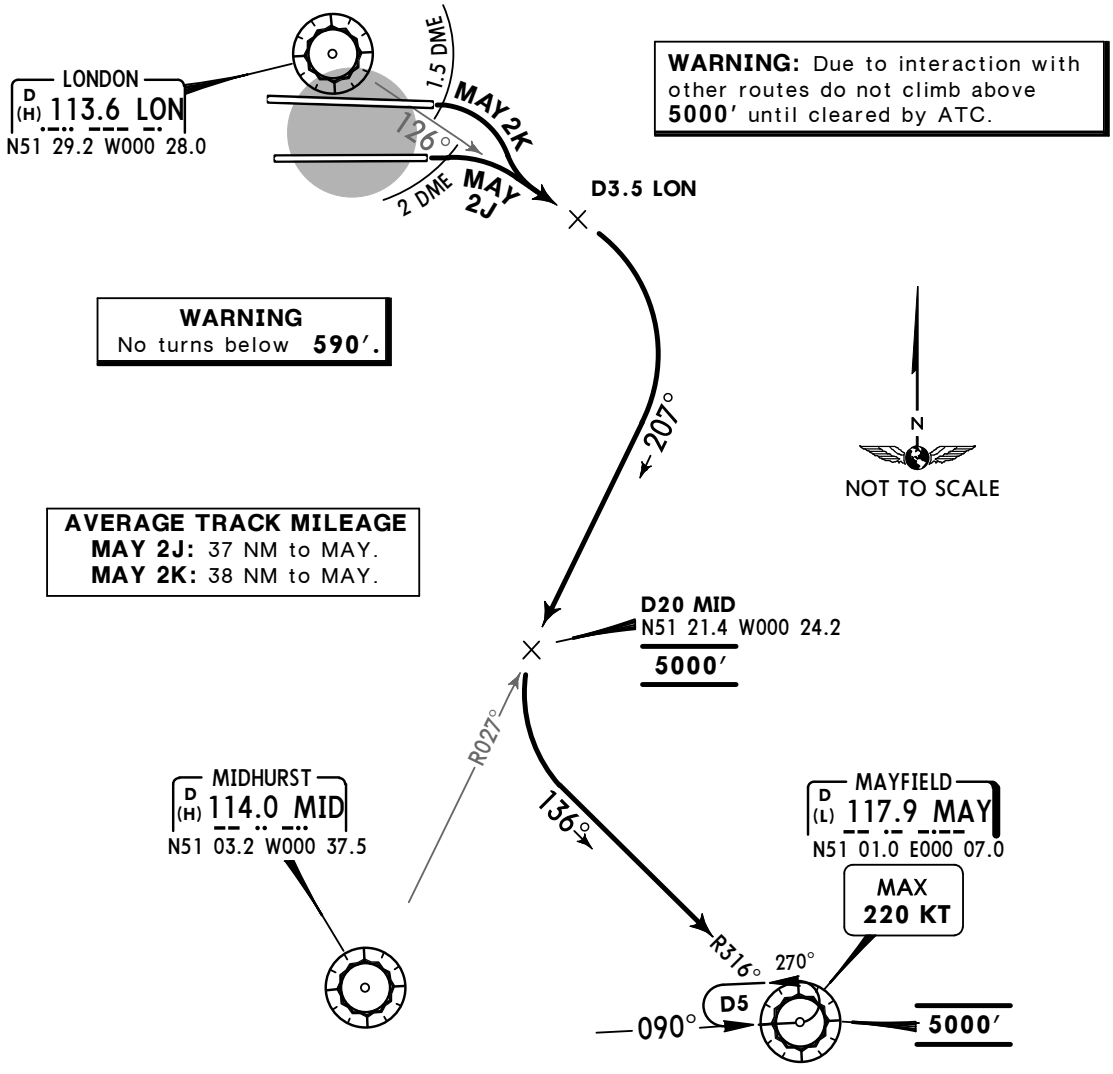
LONDON Control	Apt Elev
126.825	83′

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 (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 departure.

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′, turn LEFT, intercept MAY R-316 inbound to MAY at 5000′.

CHANGES: Chart reindexed.

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EGLL/LHR HEATHROW

LONDON, UK

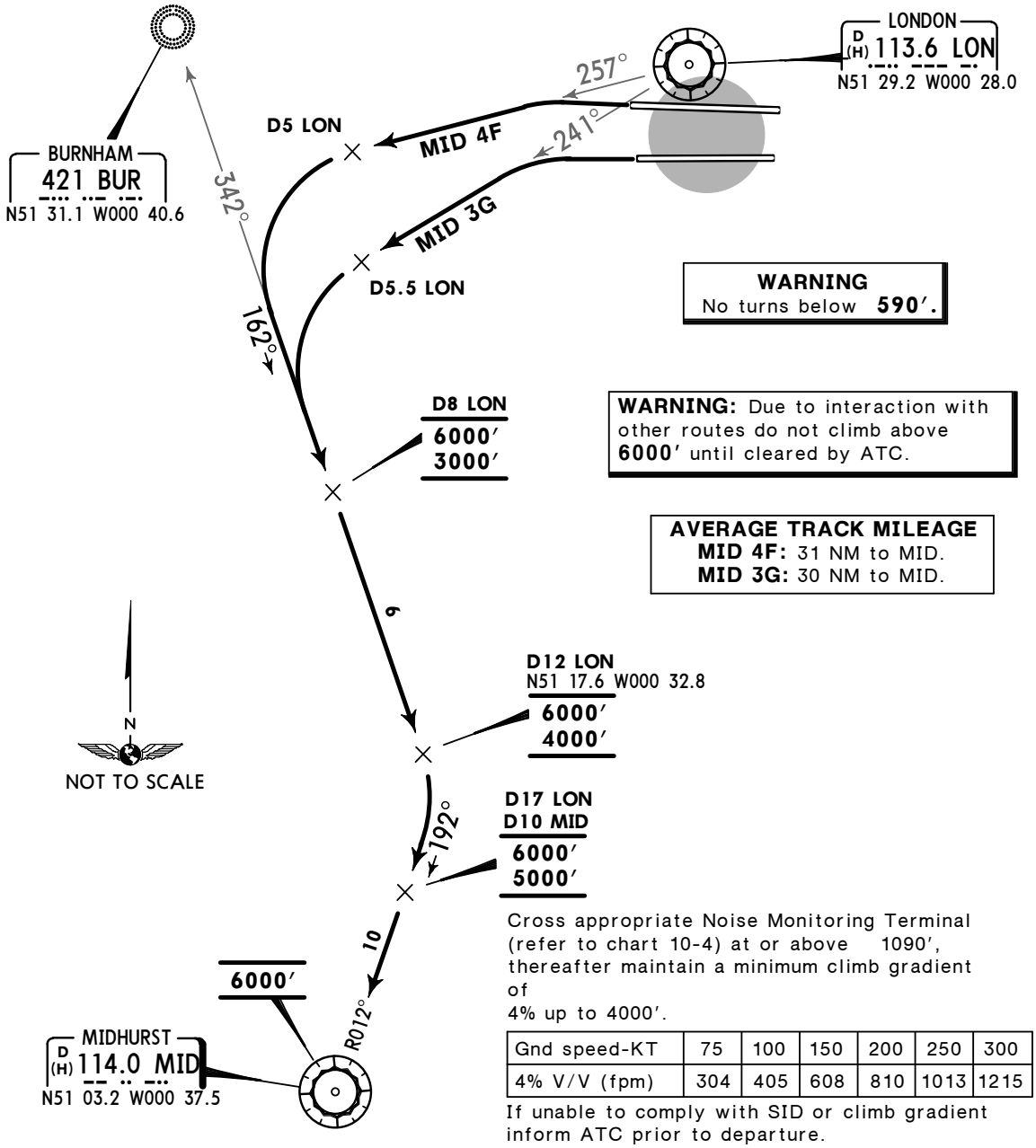
SID

LONDON Control	Apt Elev
133.175	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 (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



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 departure.

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-012 inbound, cross D17 LON (D10 MID) above 5000′ (MAX 6000′), then to 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-012 inbound, cross D17 LON (D10 MID) above 5000′ (MAX 6000′), then to MID at 6000′.

CHANGES: Chart reindexed.

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LONDON, UK

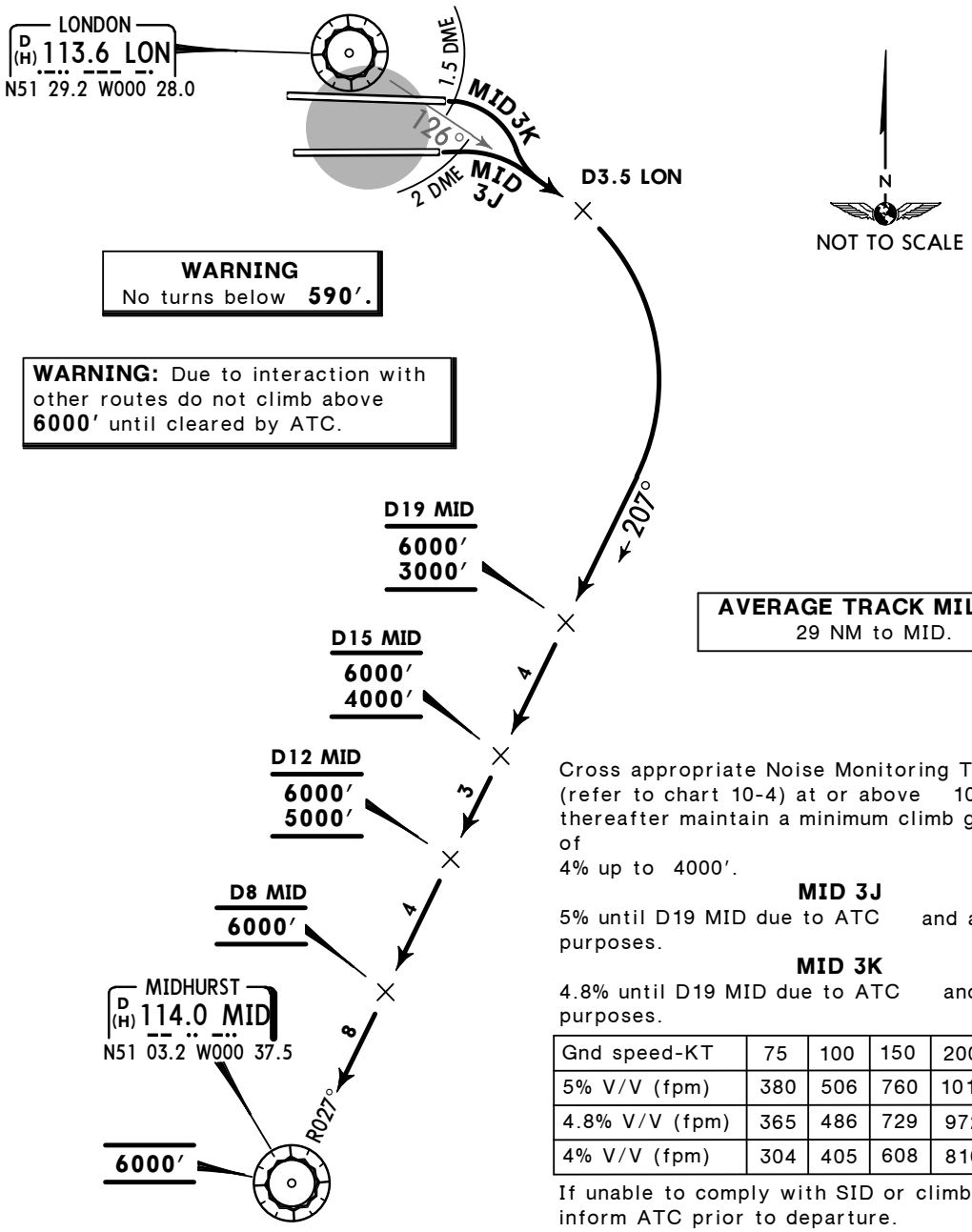
SID

LONDON Control	Apt Elev
133.175	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 (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



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 departure.

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 above 5000′ (MAX 6000′), D8 MID at 6000′, then to MID at 6000′.

CHANGES: Chart reindexed.

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LONDON, UK

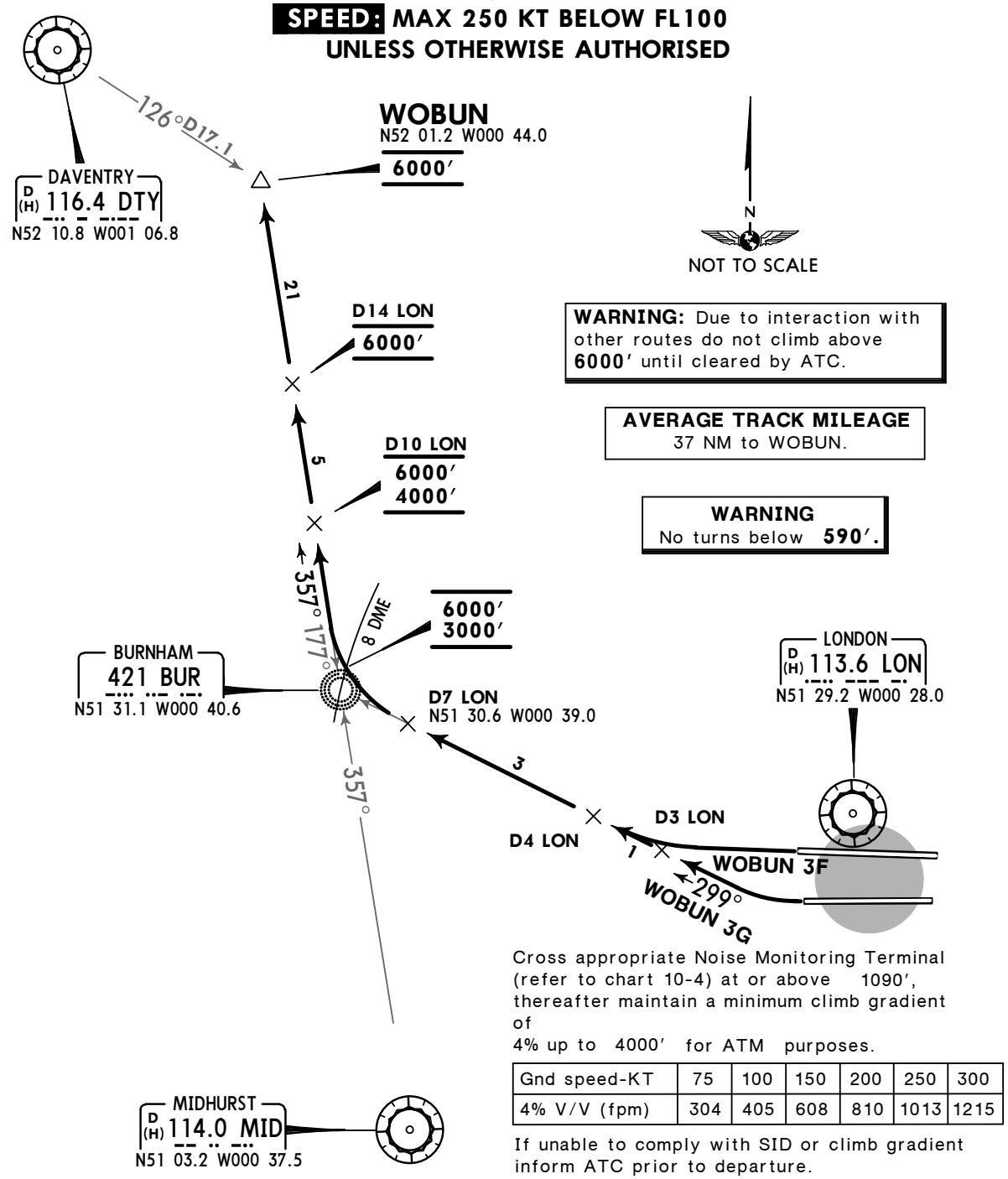
SID

LONDON Control	Apt Elev
119.775	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 (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) [WOBU3F]
WOBUN THREE GOLF (WOBUN 3G) [WOBU3G]
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
37 NM to WOBUN.

WARNING
No turns below **590′.**

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 departure.

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 6000′), D14 LON at 6000′ to WOBUN.

CHANGES: None.

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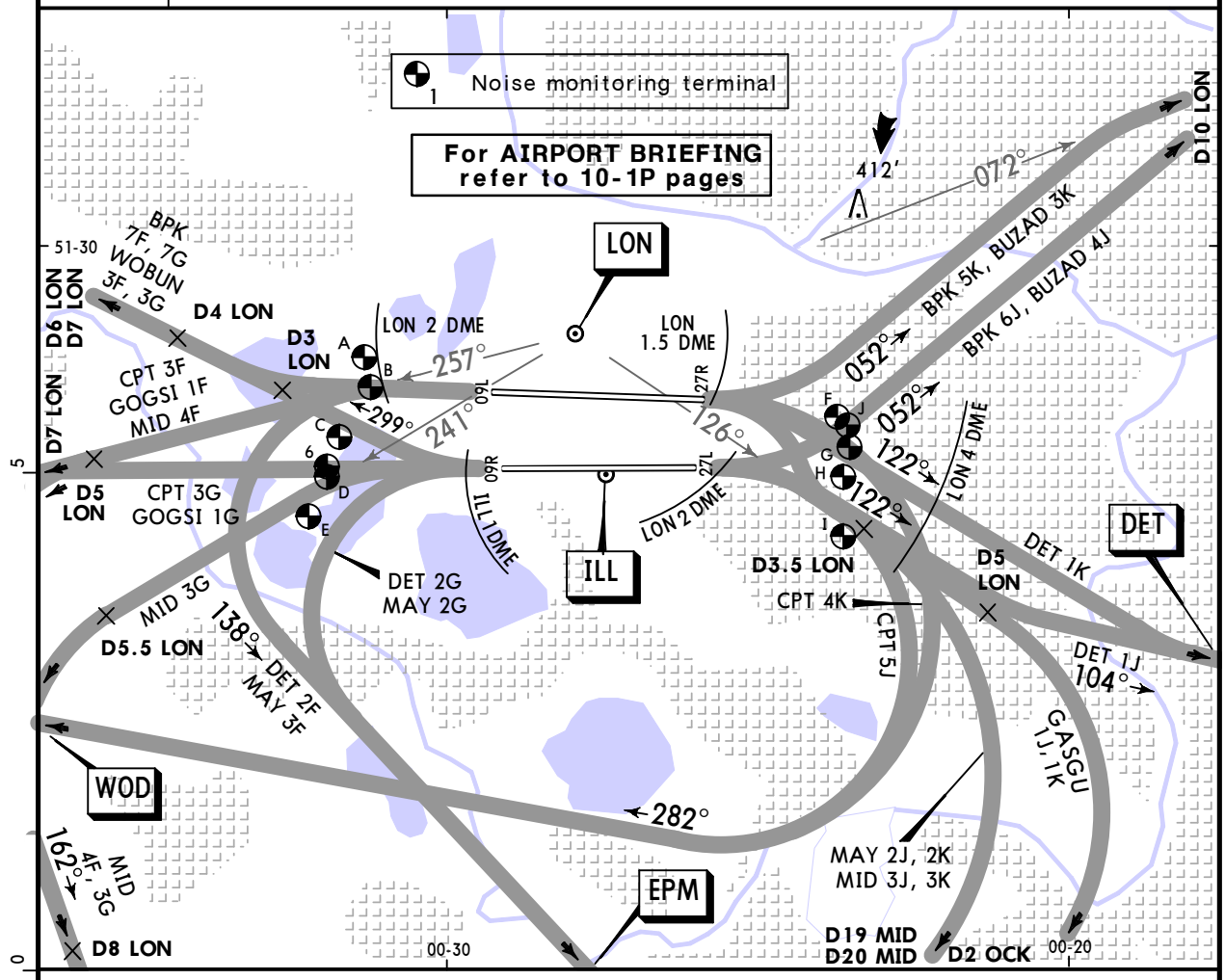
EGLL/LHR HEATHROW

LONDON, UK

NOISE

Apt Elev 83'

NOISE ABATEMENT



The operation limits as specified in para 3.2.1 (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

CHANGES: SAM SIDs replaced by GASGU & GOGSI SIDs.

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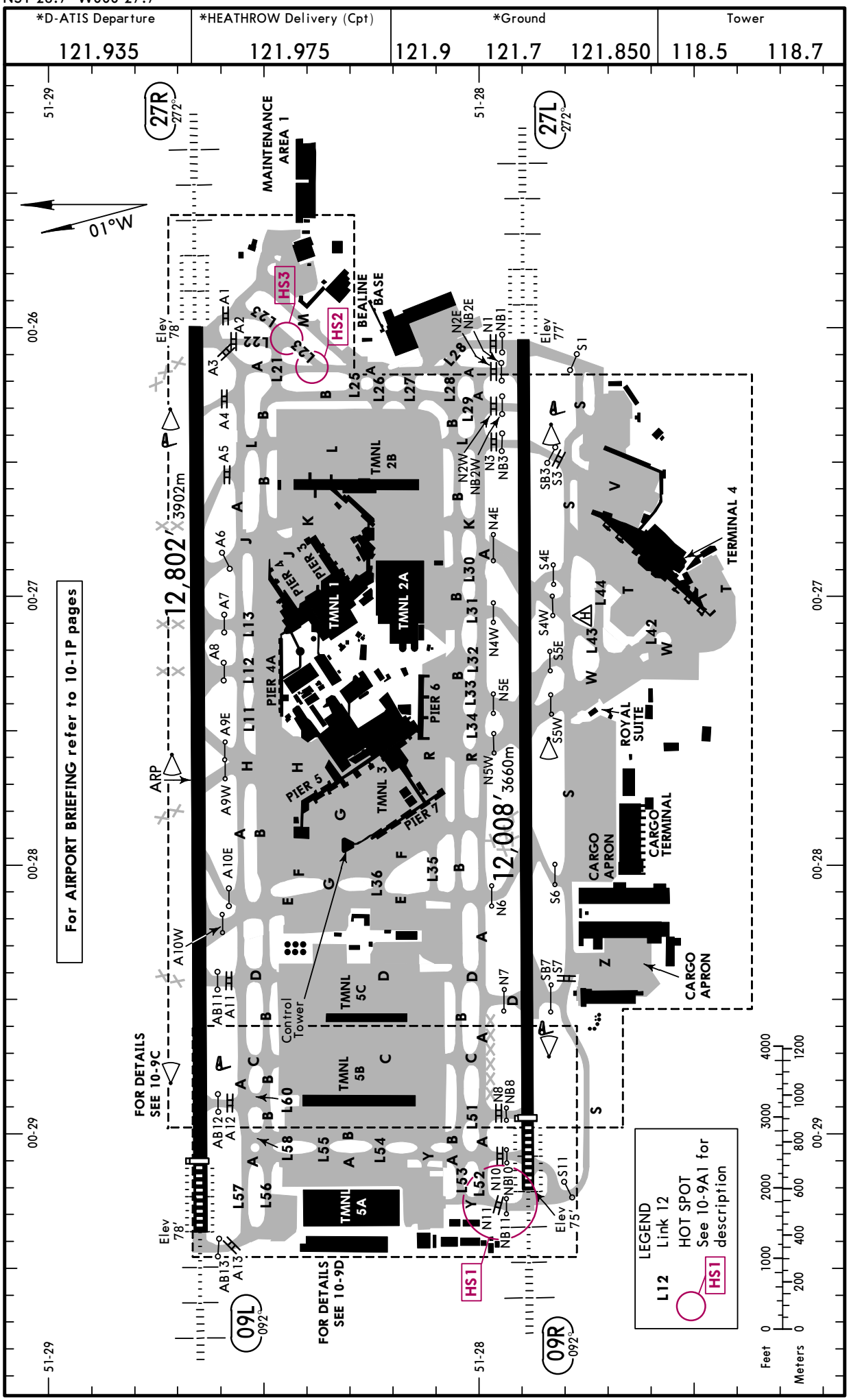
EGLL/LHR

Apt Elev 83′
N51 28.7 W000 27.7

JEPPESEN
22 MAY 15 (10-9)

LONDON, UK
HEATHROW

*D-ATIS Departure	*HEATHROW Delivery (Cpt)	*Ground			Tower	
121.935	121.975	121.9	121.7	121.850	118.5	118.7



CHANGES: Holding points redesignation.

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HEATHROW

ADDITIONAL RUNWAY INFORMATION

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

❶ RWY grooved.

❷ TAKE-OFF RUN AVAILABLE

RWY 09L:

From rwy head	12,802′ (3902m)
twy A12 int	11,037′ (3364m)
twy A11 int	9318′ (2840m)
twy A10W int	8734′ (2662m)
twy A10E int (not avbl during hours of darkness)	7726′ (2355m)
twy A9W int	6542′ (1994m)
twy A9E int	5873′ (1790m)

RWY 27R:

From rwy head	12,743′ (3884m)
twy A4 int	11,614′ (3540m)
twy A5 int	10,289′ (3136m)
twy A6 int	9390′ (2862m)
twy A7 int	8586′ (2617m)
twy A8 int	7920′ (2414m)
twy A9E int	7028′ (2142m)
twy A9W int	6388′ (1947m)

09R ❸ 27L	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) RVR	11,001′ 3353m	9968′ 3038m	❺	164′ 50m
	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) ❹ RVR		10,914′ 3327m		

❸ RWY grooved.

❹ HST - N6

❺ TAKE-OFF RUN AVAILABLE

RWY 09R:

From rwy head	12,008′ (3660m)
twy N10 int	11,578′ (3529m)
twy N8 int	11,001′ (3353m)
twy N7, SB7 int	9360′ (2853m)
twy N6 int	7635′ (2327m)
twy S6 int	7369′ (2246m)
twy N5W int	5597′ (1706m)

RWY 27L:

From rwy head	12,008′ (3660m)
twy N2E int	11,601′ (3536m)
twy N2W int	11,089′ (3380m)
twy N3 int	10,577′ (3224m)
twy S3 int	10,538′ (3212m)
twy N4E int	8865′ (2702m)
twy S4W int	8550′ (2606m)
twy S4E int	8494′ (2589m)
twy S5E int	7290′ (2222m)
twy N5E int	6860′ (2091m)
twy S5W int	6827′ (2081m)

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 HS3 Pilots are to maintain a good lookout at all times and are responsible for wing tip clearance.

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

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

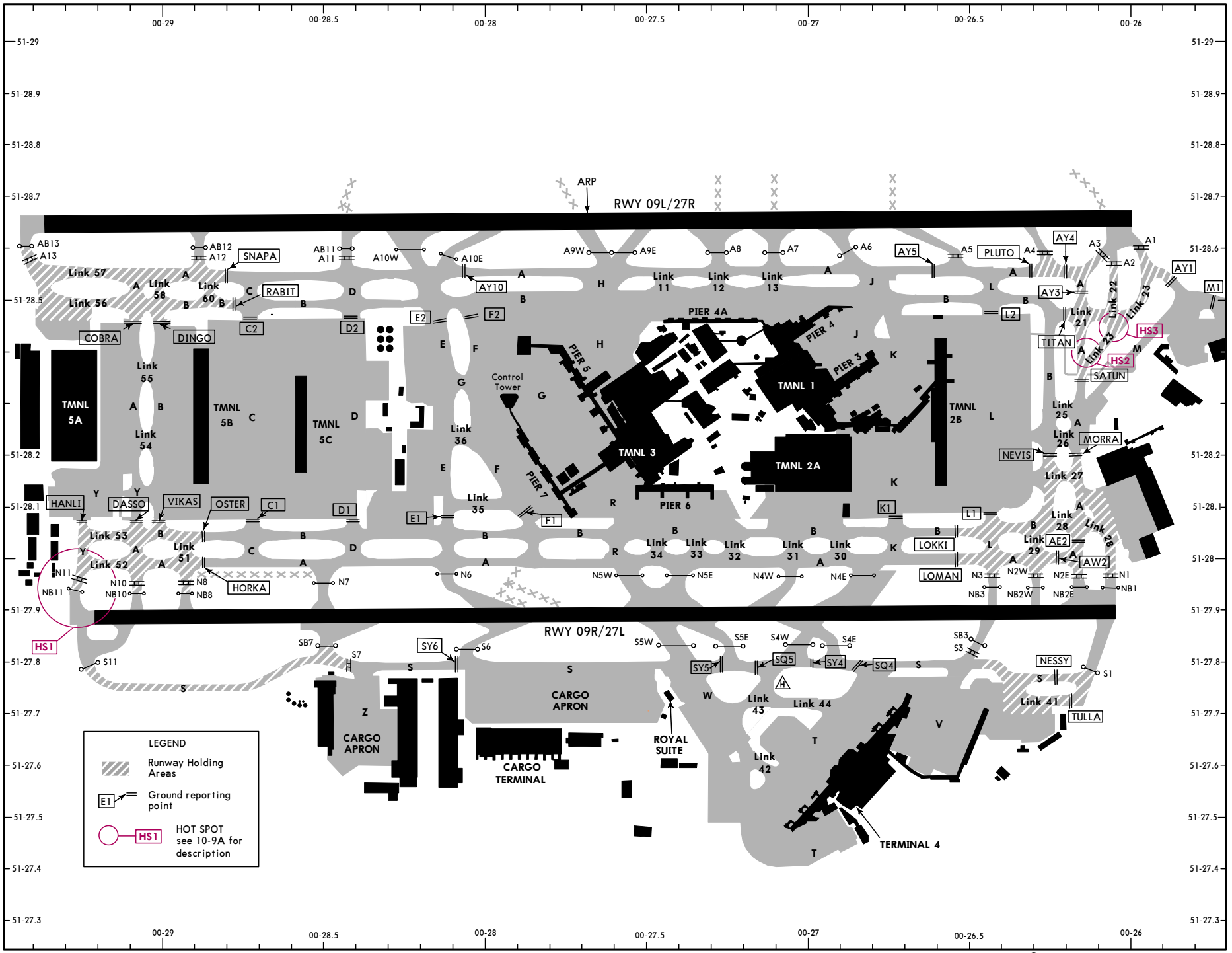
CHANGES: None.

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HEATHROW



CHANGES: Holding points redesignated.

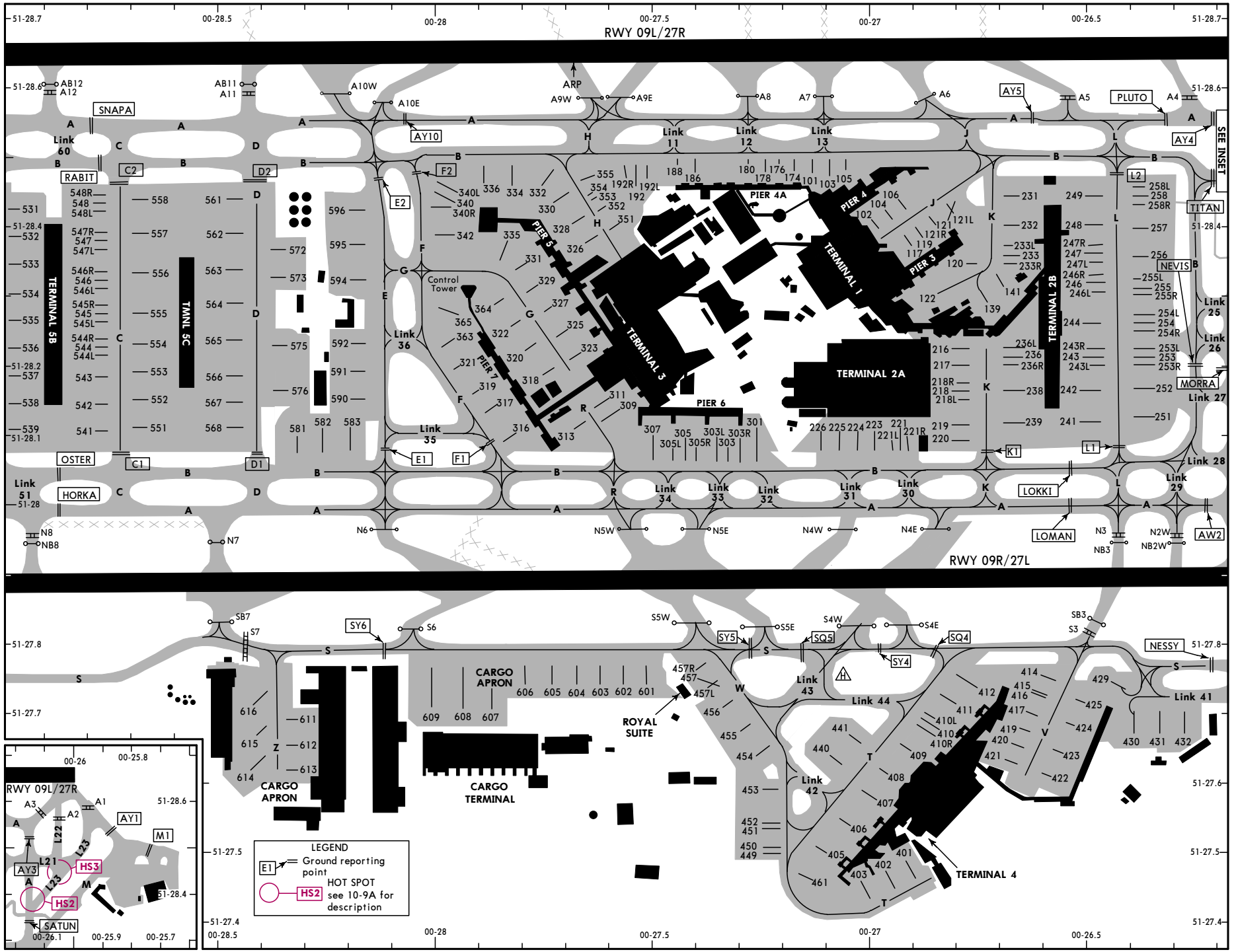
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JEPPESEN
22 MAY 15 (10-9C)

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HEATHROW



CHANGES: Holding points redesignation.

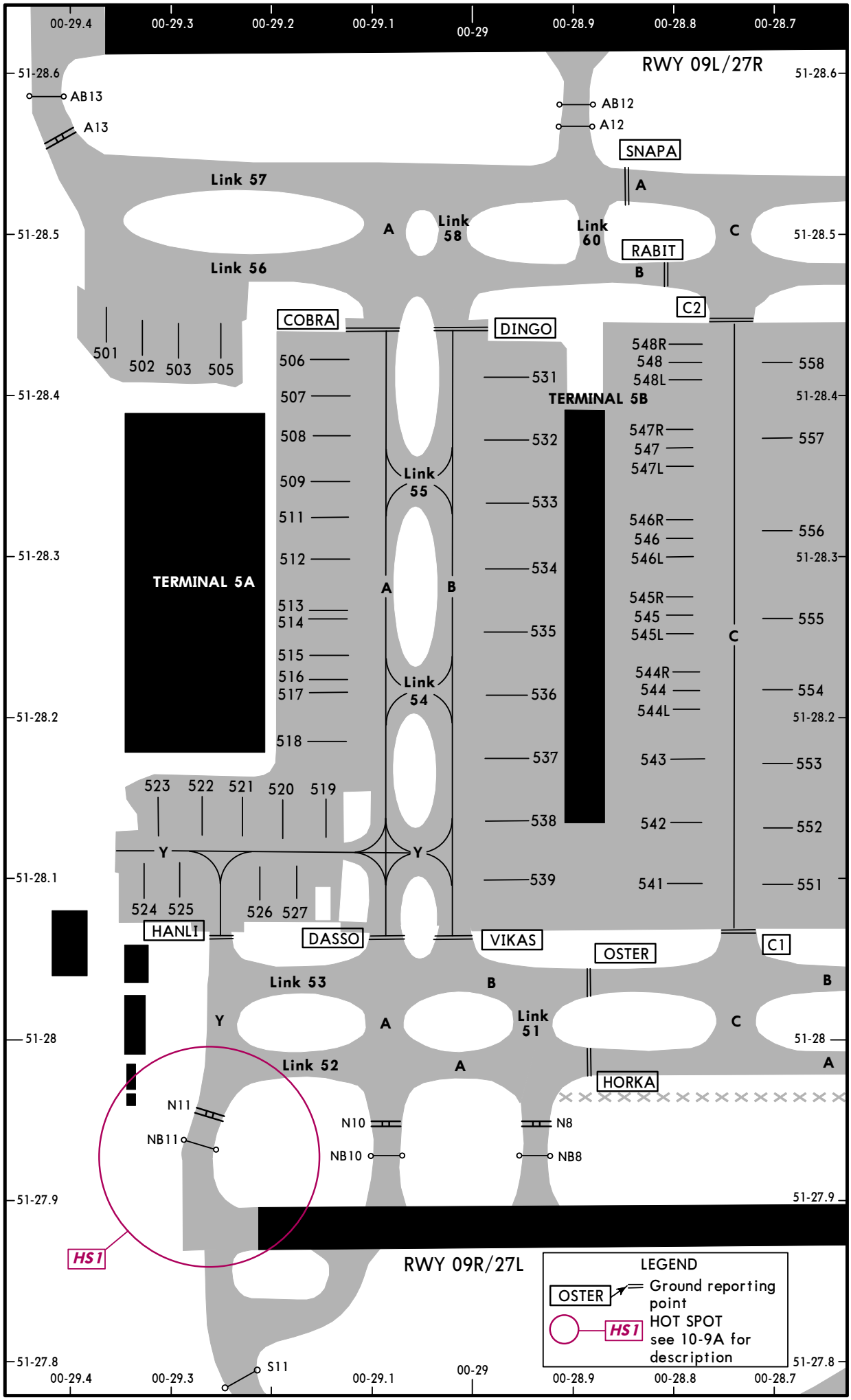
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JEPPESEN
20 FEB 15 (10-9D) Eff 5 Mar

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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
101	N51 28.5 W000 27.1	258R	N51 28.4 W000 26.4
102	N51 28.4 W000 27.0	301	N51 28.1 W000 27.3
103	N51 28.5 W000 27.1	303L	N51 28.1 W000 27.4
104	N51 28.4 W000 27.0	303, 303R	N51 28.1 W000 27.3
105	N51 28.5 W000 27.0	305, 305L/R	N51 28.1 W000 27.4
106	N51 28.4 W000 26.9	307	N51 28.1 W000 27.5
117, 119	N51 28.4 W000 26.9	309	N51 28.1 W000 27.6
120, 121, 121L	N51 28.4 W000 26.8	311	N51 28.2 W000 27.6
121R	N51 28.4 W000 26.9	313	N51 28.1 W000 27.7
122	N51 28.3 W000 26.8	316	N51 28.1 W000 27.8
139, 141	N51 28.3 W000 26.7	317	N51 28.1 W000 27.9
174, 176	N51 28.5 W000 27.2	318	N51 28.2 W000 27.7
178, 180	N51 28.5 W000 27.3	319	N51 28.2 W000 27.9
186, 188	N51 28.5 W000 27.4	320	N51 28.2 W000 27.8
192, 192L	N51 28.5 W000 27.5	321	N51 28.2 W000 28.0
192R	N51 28.5 W000 27.6	322	N51 28.3 W000 27.8
216 thru 218R	N51 28.2 W000 26.8	323	N51 28.2 W000 27.7
219, 220	N51 28.1 W000 26.8	325	N51 28.3 W000 27.7
221, 221R	N51 28.1 W000 26.9	326	N51 28.4 W000 27.6
221L, 223, 224	N51 28.1 W000 27.0	327	N51 28.3 W000 27.7
225, 226	N51 28.1 W000 27.1	328	N51 28.4 W000 27.7
231 thru 233R	N51 28.4 W000 26.7	329	N51 28.3 W000 27.8
236 thru 238	N51 28.2 W000 26.6	330	N51 28.4 W000 27.7
239	N51 28.1 W000 26.6	331	N51 28.3 W000 27.8
241	N51 28.1 W000 26.5	332, 334	N51 28.5 W000 27.8
242 thru 243R	N51 28.2 W000 26.5	335	N51 28.4 W000 27.9
244 thru 246R	N51 28.3 W000 26.5	336	N51 28.5 W000 27.9
247	N51 28.4 W000 26.5	340, 340L/R	N51 28.5 W000 28.0
247L	N51 28.3 W000 26.5	342	N51 28.4 W000 28.0
247R thru 249	N51 28.4 W000 26.5	350 thru 354	N51 28.4 W000 27.6
251	N51 28.1 W000 26.4	355	N51 28.5 W000 27.6
252 thru 253R	N51 28.2 W000 26.4	363	N51 28.2 W000 28.0
254 thru 255R	N51 28.3 W000 26.4	364	N51 28.3 W000 27.9
256 thru 258	N51 28.4 W000 26.4	365	N51 28.3 W000 28.0
258L	N51 28.5 W000 26.4		

CHANGES: Stands 108 & 110 withdrawn.

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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 thru 410R	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
449 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
457L	N51 27.7 W000 27.4	608, 609	N51 27.8 W000 28.0
457, 457R	N51 27.8 W000 27.4	611, 612	N51 27.7 W000 28.3
461	N51 27.5 W000 27.2	613	N51 27.6 W000 28.3
501	N51 28.5 W000 29.4	614	N51 27.6 W000 28.4
502, 503, 505	N51 28.5 W000 29.3	615, 616	N51 27.7 W000 28.4
506 thru 509	N51 28.4 W000 29.1		
511 thru 515	N51 28.3 W000 29.1		
516 thru 518	N51 28.2 W000 29.1		
519	N51 28.1 W000 29.1		
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		

CHANGES: Stands.

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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.

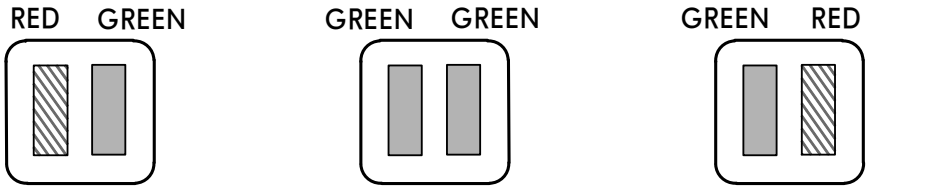
EMERGENCY STOP

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

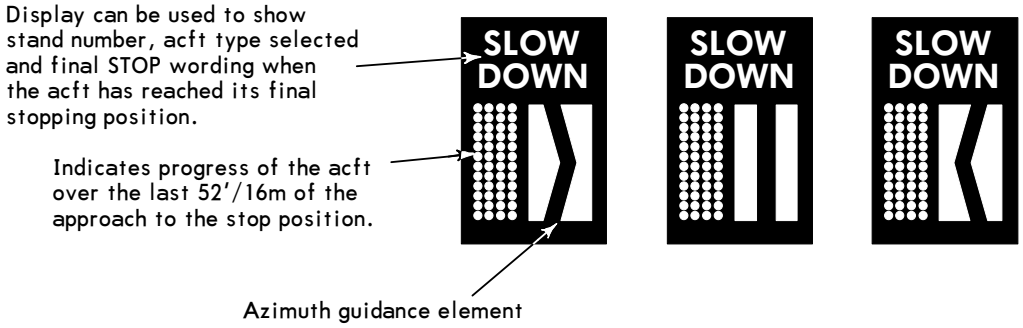
1. AGNIS - AZIMUTH GUIDANCE FOR NOSE-IN STANDS

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.

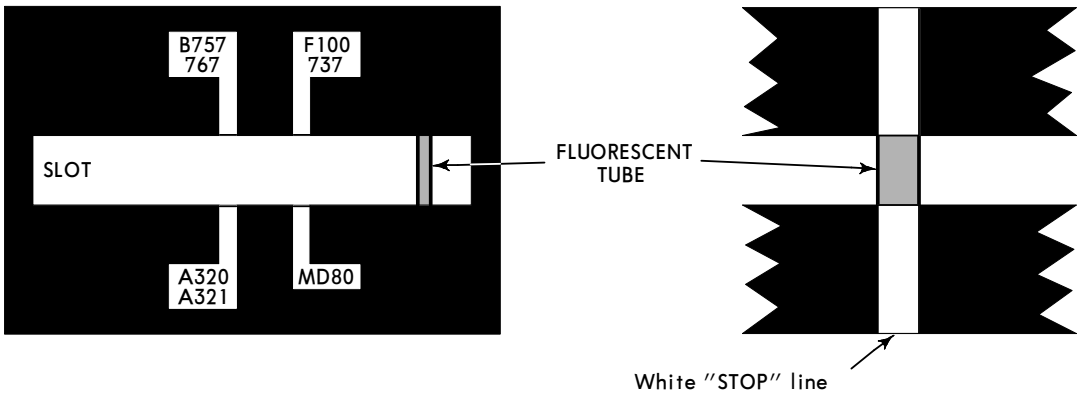


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3. PAPA - PARALLAX AIRCRAFT PARKING AID

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 he extended centerline. It is angled to give the pilot in the left hand seat view of the aircaft'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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EGLL/LHR

JEPPESEN
13 JUL 12 (10-9Y) Eff 26 Jul

JAA COPTER MINIMUMS

LONDON, UK
HEATHROW

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 ❶				
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 ❷	800m

❶ Without LVP 400m are stipulated.

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

CHANGES: RNAV added.

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EGLL/LHR HEATHROW

JEPPESEN 2 SEP 11 (11-1)

LONDON, UK
❶ILS DME Rwy 09L

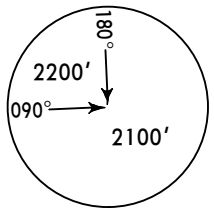
*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.9 121.7 121.85

BRIEFING STRIP ™

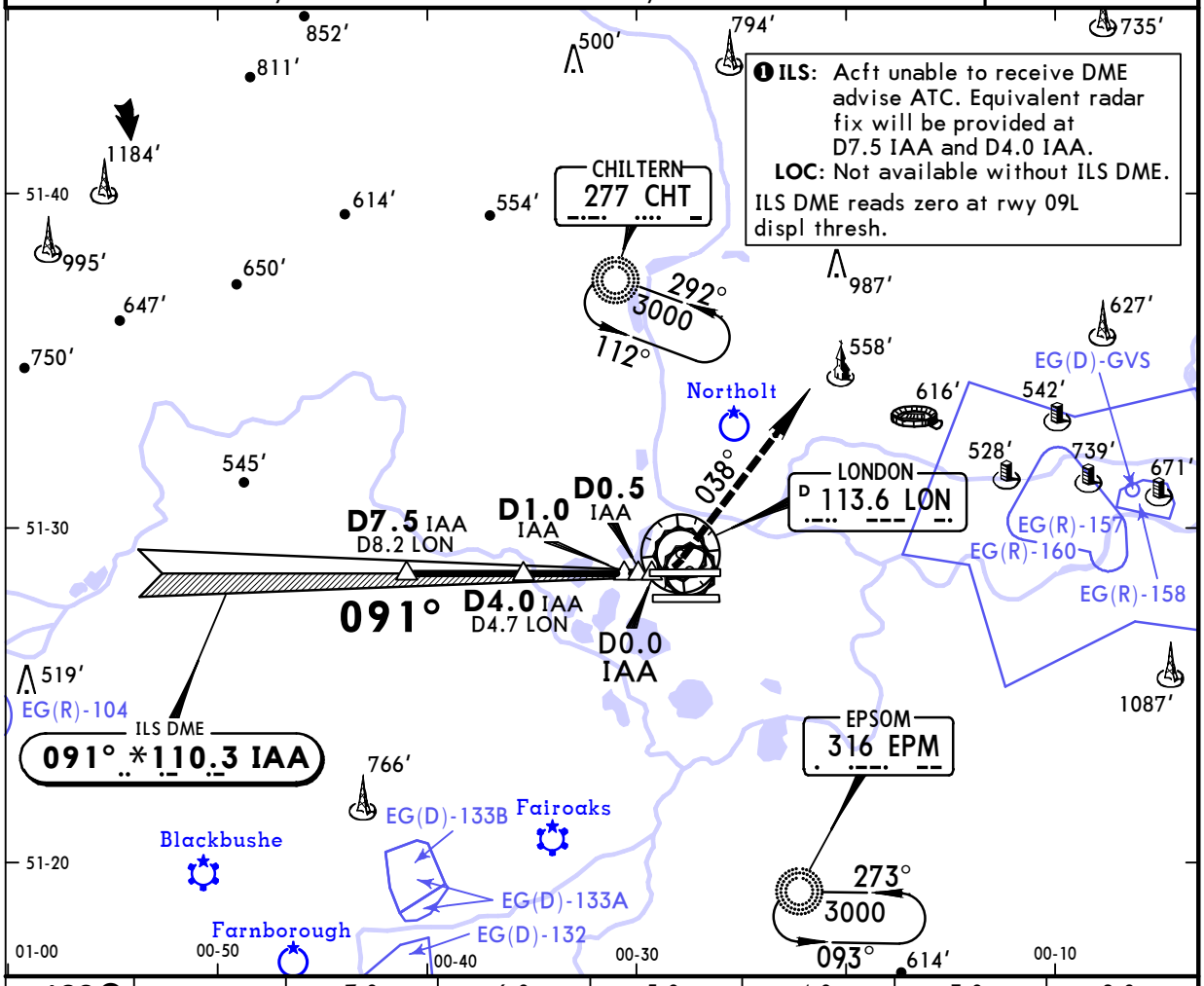
LOC IAA	Final Apch Crs	GS	ILS DA(H)	Apt Elev 83′
*110.3	091°	D4.0 IAA 1400′(1321′)	279′(200′)	Rwy 79′

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.

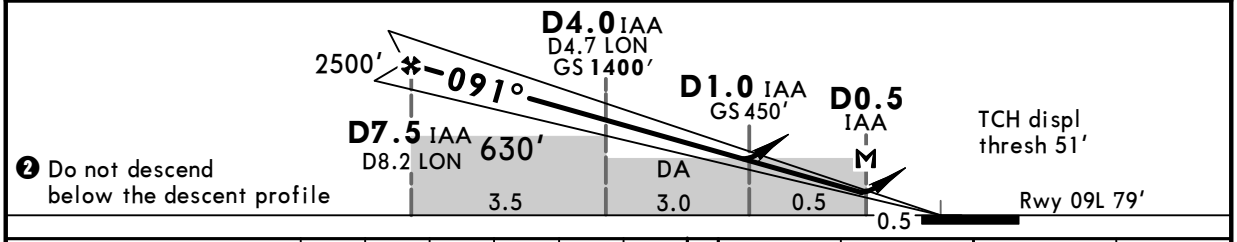
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 6000′



MSA
LON VOR



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



❷ Do not descend below the descent profile

Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.5 IAA							

HIALS-II
PAPI

1580′ whichever later | D0.0 IAA | 038° LT

PANS OPS

Standard STRAIGHT-IN LANDING RWY 09L

	ILS DA(H) 279′(200′) FULL	ILS DA(H) 279′(200′) Limited	ILS DA(H) 279′(200′) ALS out	LOC (GS out) CDFA DA/MDA(H) 470′(391′)	LOC (GS out) CDFA DA/MDA(H) 470′(391′) ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	750′ (667′)	1500m
135	750′ (667′)	1600m
180	850′ (767′)	2400m
205	850′ (767′)	3600m

CHANGES: Minimums.

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EGLL/LHR HEATHROW

JEPPESEN 2 SEP 11 (11-1A) ❶CAT II/III ILS DME Rwy 09L

LONDON, UK

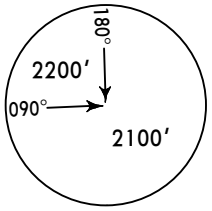
BRIEFING STRIP ™

*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

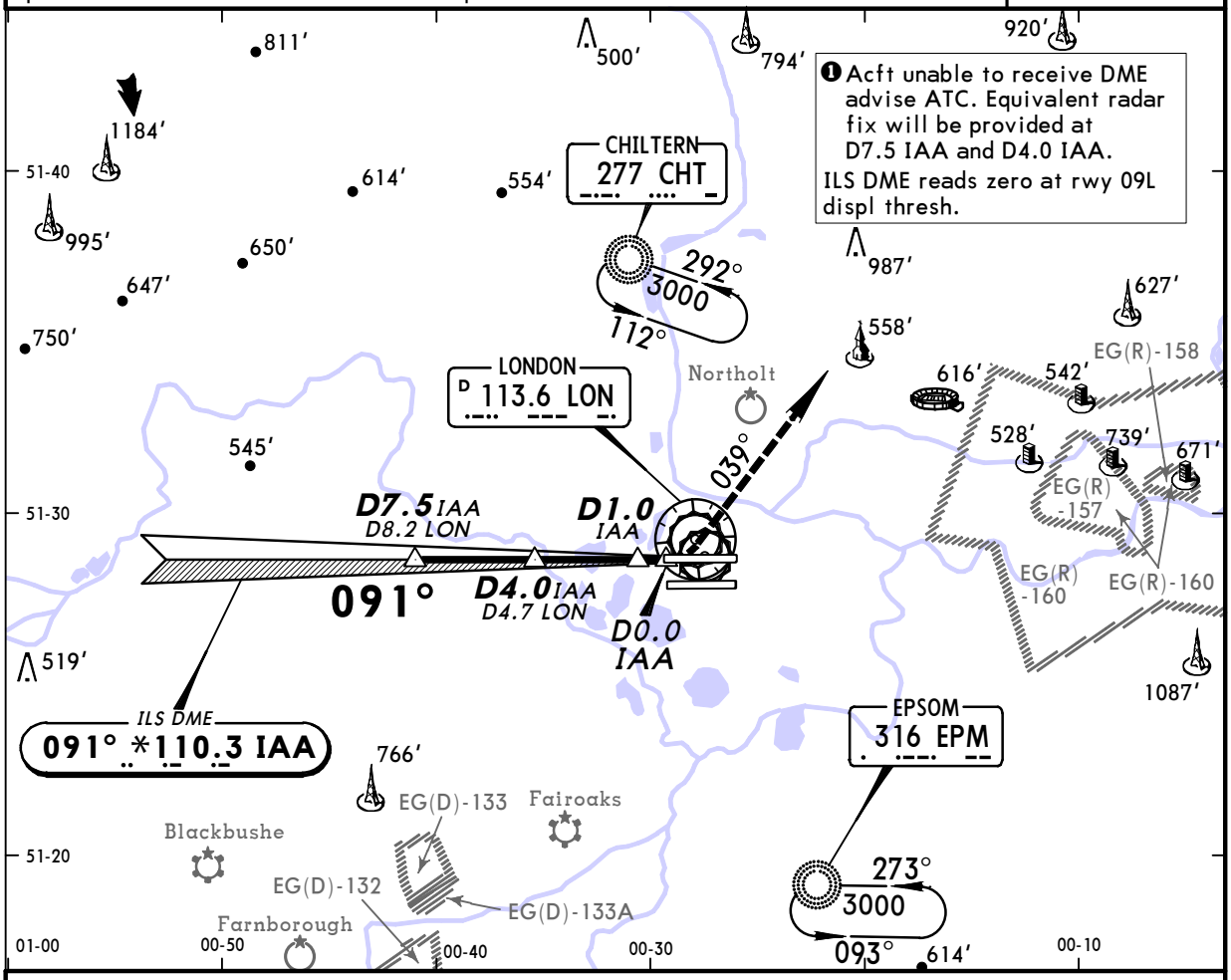
LOC IAA	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 83′
*110.3	091°	D4.0 IAA 1400′ (1321′)	Refer to Minimums	RWY 79′

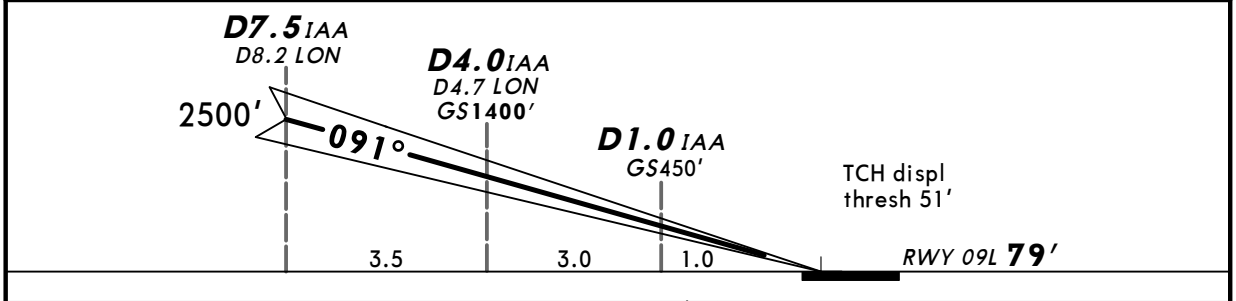
MISSED APCH: Climb STRAIGHT AHEAD, when passing 1580′ or D0.0 IAA, whichever is later, climbing turn LEFT on track 038° to 3000′, then as directed. In event of radio failure see 11-5.

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



MSA
LON VOR





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

HIALS-II
PAPI

1580′ whichever later | D0.0 IAA

038° LT

Standard STRAIGHT-IN LANDING RWY **09L**

CAT IIIA ILS	CAT II ILS ABCD
DH 50′	RA 100′ DA(H) 179′ (100′)
RVR 200m	RVR 300m ❶

❶ Operators applying U.S. Specs: Autoland or HUD required below RVR 350m.

PANS OPS 4

CHANGES: Minimums.

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EGLL/LHR HEATHROW

JEPPESEN 2 SEP 11 (11-2)

LONDON, UK
❶ILS DME Rwy 09R

*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	Final	GS	ILS	Apt Elev 83′
IBB	Apch Crs	D4.0 IBB	DA(H)	RWY 75′
*109.5	091°	1400′ (1325′)	275′ (200′)	

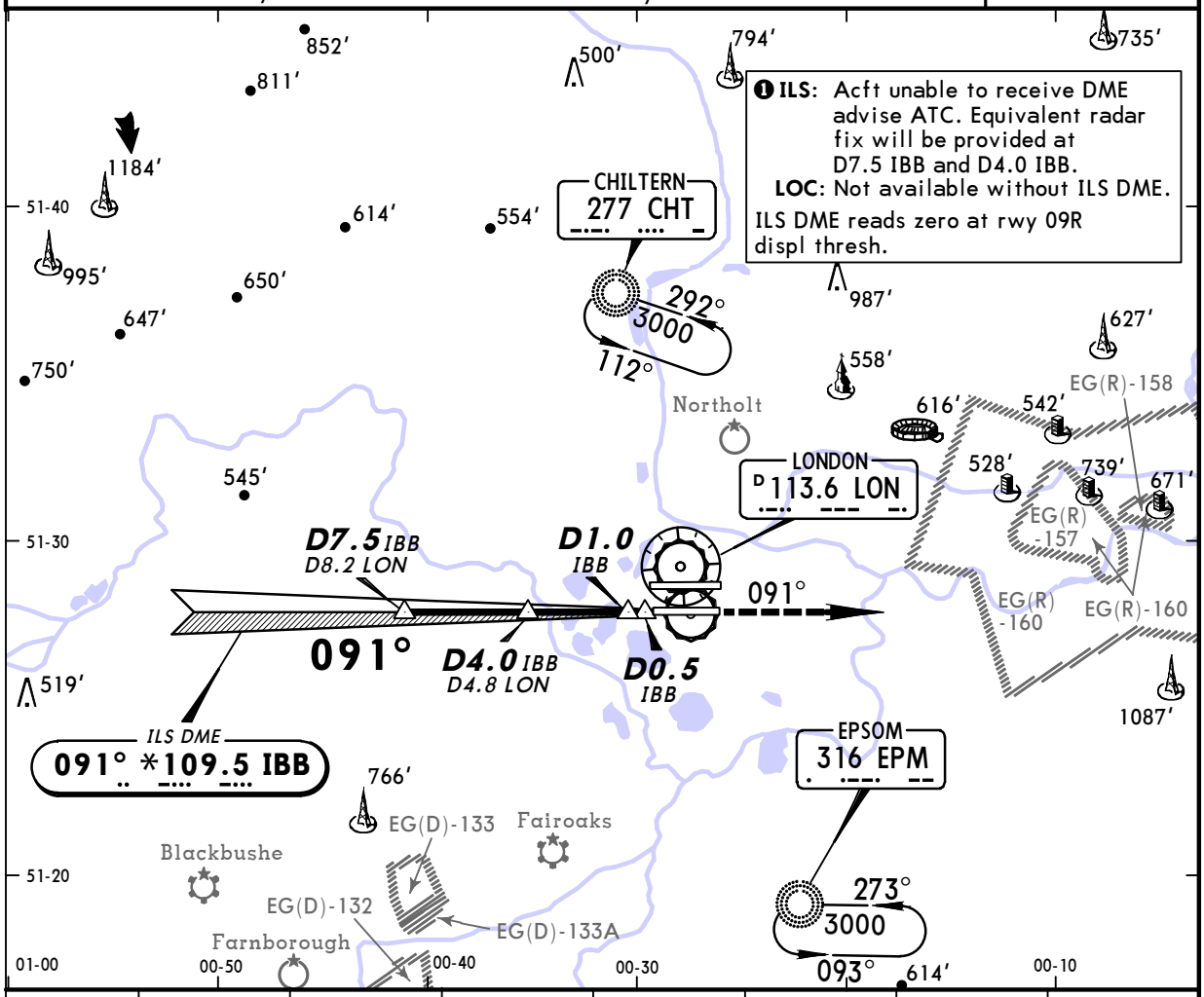
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.
In event of radio failure see 11-5.

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

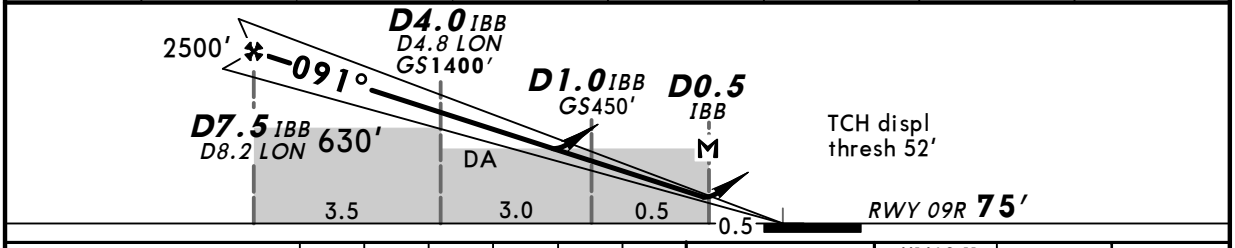
MSA
LON VOR
180°
2200′
090°
2100′

BRIEFING STRIP™

❶ **ILS:** Acft unable to receive DME advise ATC. Equivalent radar fix will be provided at D7.5 IBB and D4.0 IBB.
LOC: Not available without ILS DME.
ILS DME reads zero at rwy 09R displ thresh.



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							

HIALS-II
PAPI
3000′ on 091°

Standard STRAIGHT-IN LANDING RWY 09R

	ILS DA(H) 275′ (200′)			LOC (GS out) CDFA DA/MDA(H) 480′ (405′)	
	FULL	Limited	ALS out		
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m
B					
C					RVR 1900m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	750′ (667′)	1500m
135	750′ (667′)	1600m
180	850′ (767′)	2400m
205	850′ (767′)	3600m

PANS OPS 4

CHANGES: Minimums.

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EGLL/LHR HEATHROW

JEPPESEN 2 SEP 11 (11-2A)

LONDON, UK

❶CAT II/III ILS DME Rwy 09R

*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	Final	GS	CAT II & IIIA ILS	Apt Elev 83′
IBB	Apch Crs	D4.0 IBB	Refer to Minimums	RWY 75′
*109.5	091°	1400′ (1325′)		

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.

MSA
LON VOR
180°
2200′
090°
2100′

BRIEFING STRIP ™

❶ Acft unable to receive DME advise ATC. Equivalent radar fix will be provided at D7.5 IBB and D4.0 IBB.
ILS DME reads zero at rwy 09R displ thresh.

CHILTERN 277 CHT
292°
3000
112°

LONDON 113.6 LON

D7.5 IBB
D8.2 LON

D4.0 IBB
D4.8 LON

D1.0 IBB

091°

ILS DME
091° *109.5 IBB

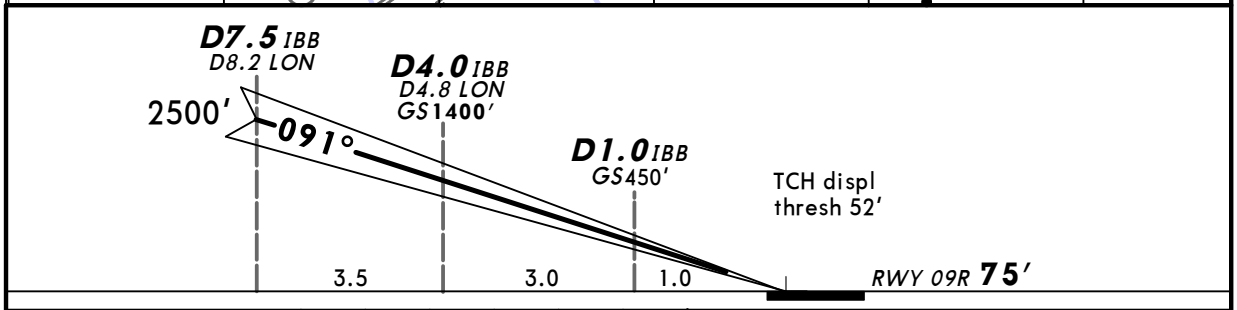
EPSOM 316 EPM
273°
3000
093°

Northolt
Blackbushe
Fairoaks
Farnborough
EG(D)-133
EG(D)-132
EG(D)-133A
EG(R)-158
EG(R)-157
EG(R)-160
EG(R)-160

852′ 811′ 500′ 794′ 920′ 735′ 1184′ 614′ 554′ 995′ 650′ 647′ 750′ 987′ 627′ 558′ 616′ 542′ 528′ 739′ 671′ 545′ 519′ 766′ 1087′

51-40 51-30 51-20

01-00 00-50 00-40 00-30 00-10



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

HIALS-II
PAPI
3000′ on 091°

Standard STRAIGHT-IN LANDING RWY **09R**

CAT IIIA ILS	CAT II ILS ABCD
DH 50′	RA 100′ DA(H) 175′ (100′)
RVR 200m	RVR 300m ❶

❶ Operators applying U.S. Specs: Autoland or HUD required below RVR 350m.

PANS OPS 4

CHANGES: Minimums.

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EGLL/LHR HEATHROW

JEPPESEN 2 SEP 11 (11-3)

LONDON, UK
ILS DME Rwy 27L

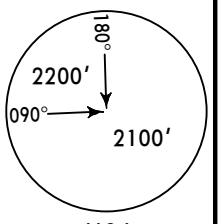
*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.9 121.7 121.85

BRIEFING STRIP™

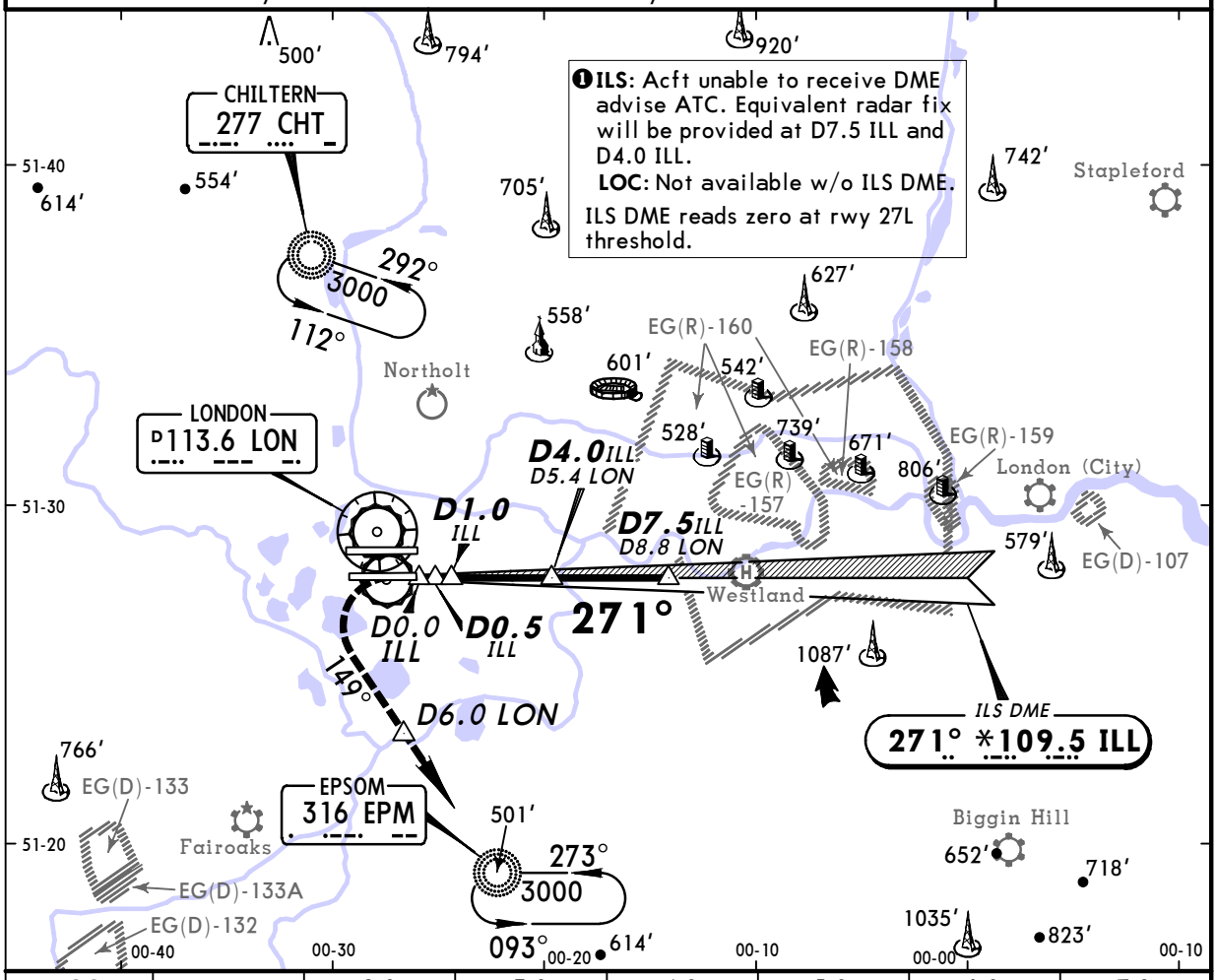
LOC ILL	Final Apch Crs	GS D4.0 ILL	ILS DA(H)	Apt Elev 83'
*109.5	271°	1400' (1323')	277' (200')	RWY 77'

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.

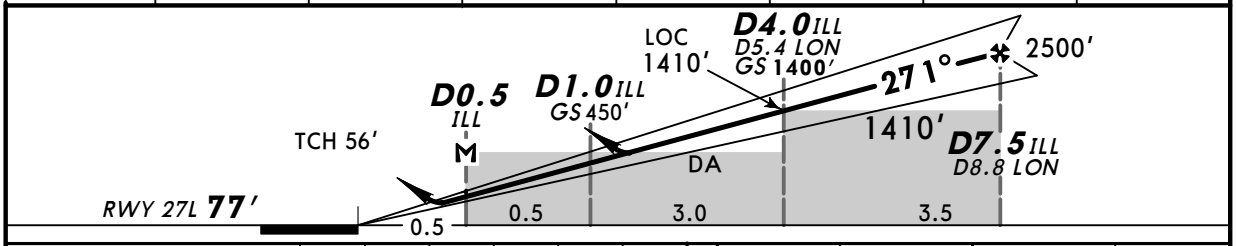
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 6000'



MSA
LON VOR



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						

HIALS-II
PAPI

1080' whichever later | D0.0 ILL | 149° LT

Standard STRAIGHT-IN LANDING RWY 27L

	ILS DA(H) 277' (200')			LOC (GS out) CDFA DA/MDA(H) 460' (383')	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	750' (667')	1500m
135	750' (667')	1600m
180	850' (767')	2400m
205	850' (767')	3600m

PANS OPS 4

CHANGES: Minimums.

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EGLL/LHR HEATHROW

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

LONDON, UK

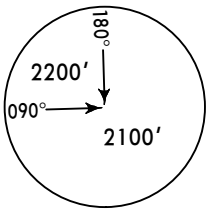
BRIEFING STRIP ™

*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

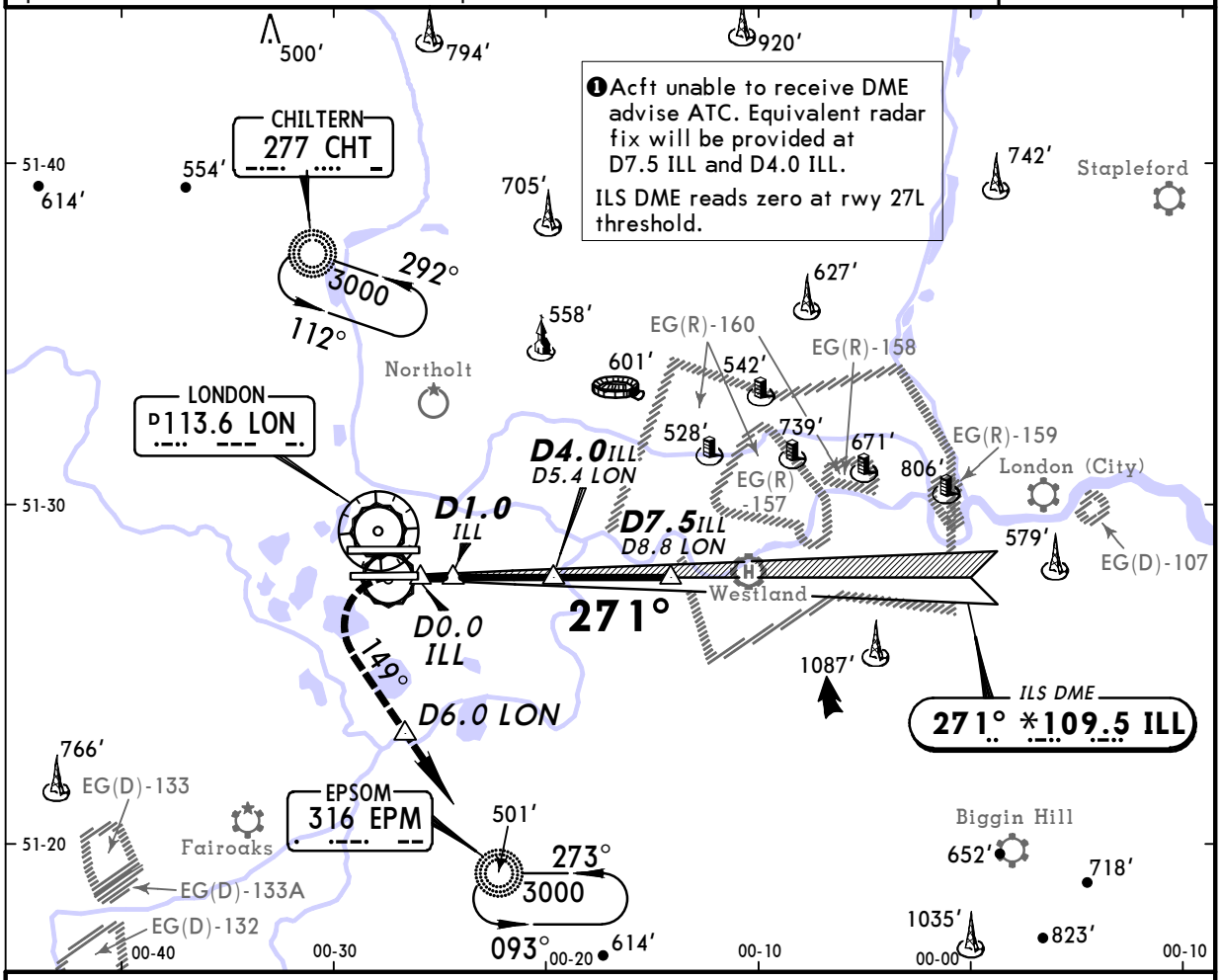
LOC ILL	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 83′
*109.5	271°	D4.0 ILL 1400′ (1323′)	Refer to Minimums	RWY 77′

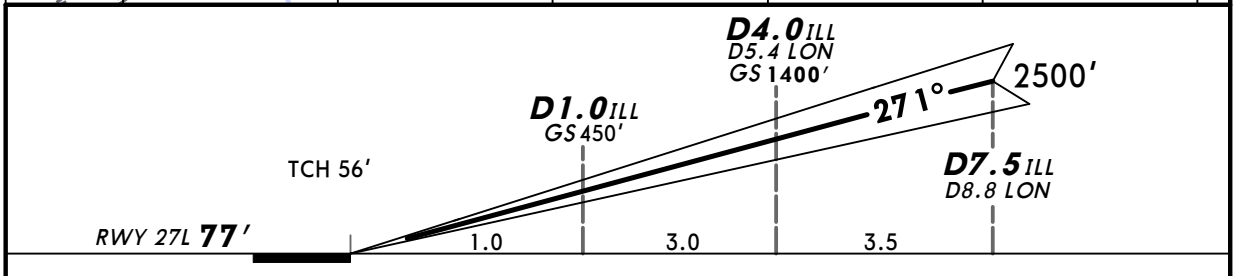
MISSED APCH: Climb STRAIGHT AHEAD, when passing 1080′ or D0.0 ILL, whichever is later, climbing turn LEFT on track 149° to 2000′. When passing D6.0 LON climb without delay to 3000′, then as directed.
In event of radio failure see 11-6.

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



MSA
LON VOR





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

HIALS-II
PAPI

1080′ whichever later
D0.0 ILL

149° LT

Standard STRAIGHT-IN LANDING RWY 27L

CAT IIIA ILS	CAT II ILS ABCD
DH 50′	RA 102′ DA(H) 177′ (100′)
RVR 200m	RVR 300m ❶

❶Operators applying U.S. Specs: Autoland or HUD required below RVR 350m.

PANS OPS 4

CHANGES: Minimums.

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EGLL/LHR HEATHROW

JEPPESEN 2 SEP 11 (11-4)

LONDON, UK
❶ ILS DME Rwy 27R

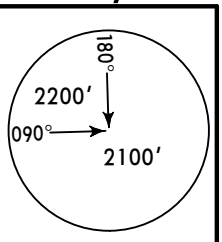
BRIEFING STRIP ™

*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

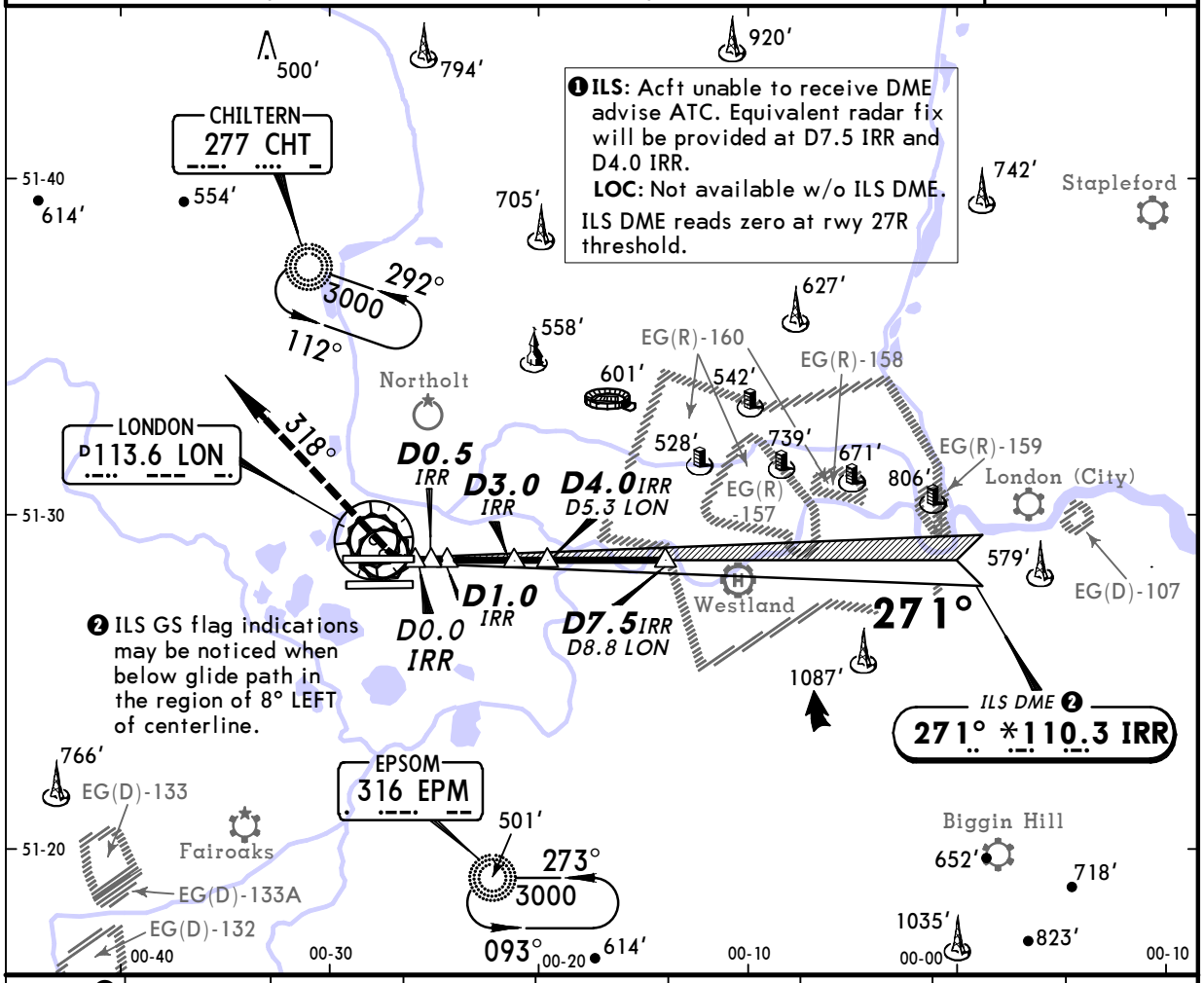
LOC IRR	Final Apch Crs	GS	ILS DA(H)	Apt Elev 83′
*110.3	271°	D4.0 IRR 1410′ (1332′)	278′ (200′)	RWY 78′

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′

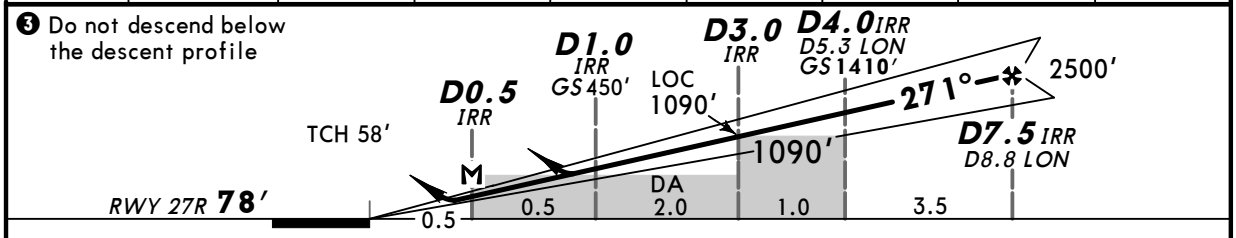


MSA
LON VOR



LOC ❸ (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′

❸ 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							

HIALS-II
PAPI

1580′ whichever later | D0.0 IRR | 318° RT

Standard STRAIGHT-IN LANDING RWY 27R

	ILS DA(H) 278′ (200′)			LOC (GS out) CDFA DA/MDA(H) 430′ (352′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR 1500m
B					
C					RVR 1600m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	750′ (667′)	1500m
135	750′ (667′)	1600m
180	850′ (767′)	2400m
205	850′ (767′)	3600m

PANS OPS 4

CHANGES: Minimums.

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EGLL/LHR HEATHROW

JEPPESEN 2 SEP 11 (11-4A)

LONDON, UK

❶CAT II/III ILS DME Rwy 27R

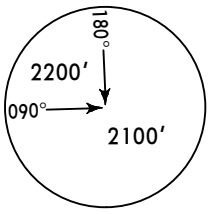
*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.9 121.7 121.85

BRIEFING STRIP ™

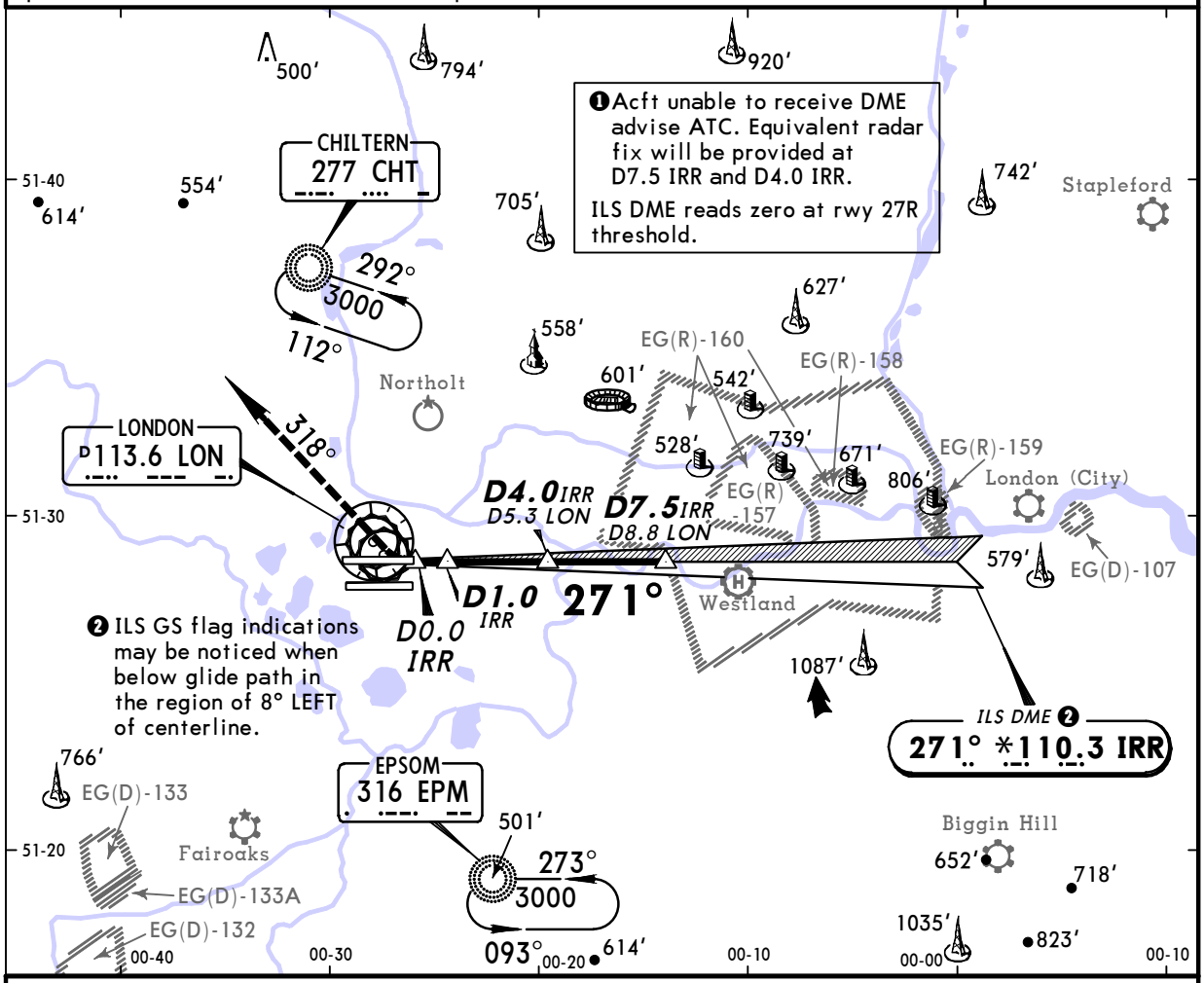
LOC IRR	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 83′
*110.3	271°	D4.0 IRR 1410′ (1332′)	Refer to Minimums	RWY 78′

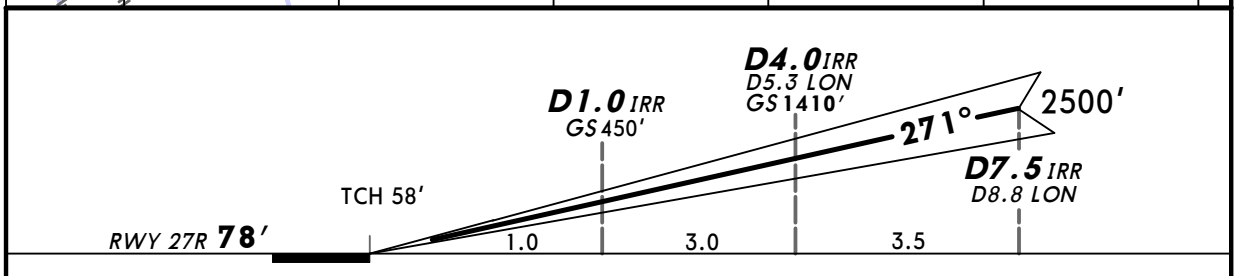
MISSED APCH: Climb STRAIGHT AHEAD when passing 1580′ or D0.0 IRR, whichever is later, climbing turn RIGHT on track 318° to 3000′, then as directed. In event of radio failure see 11-6.

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

HIALS-II
PAPI

1580′ whichever later | D0.0 IRR

318° RT

PANS OPS 4

Standard STRAIGHT-IN LANDING RWY **27R**

CAT IIIA ILS	CAT II ILS ABCD
DH 50′	RA 102′ DA(H) 178′ (100′)
RVR 200m	RVR 300m ❶

❶Operators applying U.S. Specs: Autoland or HUD required below RVR 350m.

CHANGES: Minimums.

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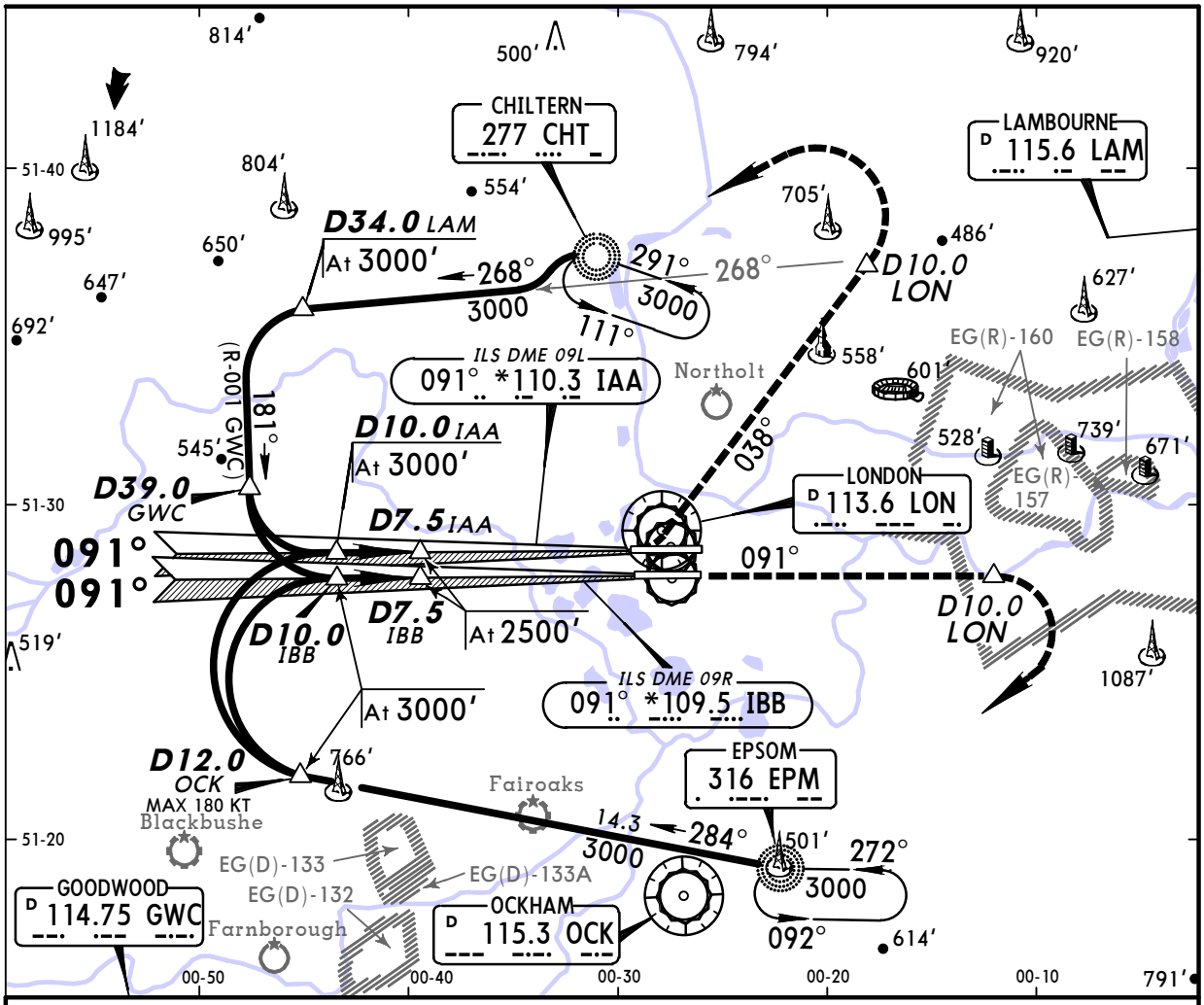
EGLL/LHR
Apt Elev 83′

JEPPESEN
18 APR 14 (11-5)

LONDON, UK
HEATHROW

PROCEDURES 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.

PANS OPS

CHANGES: Holding bearings.

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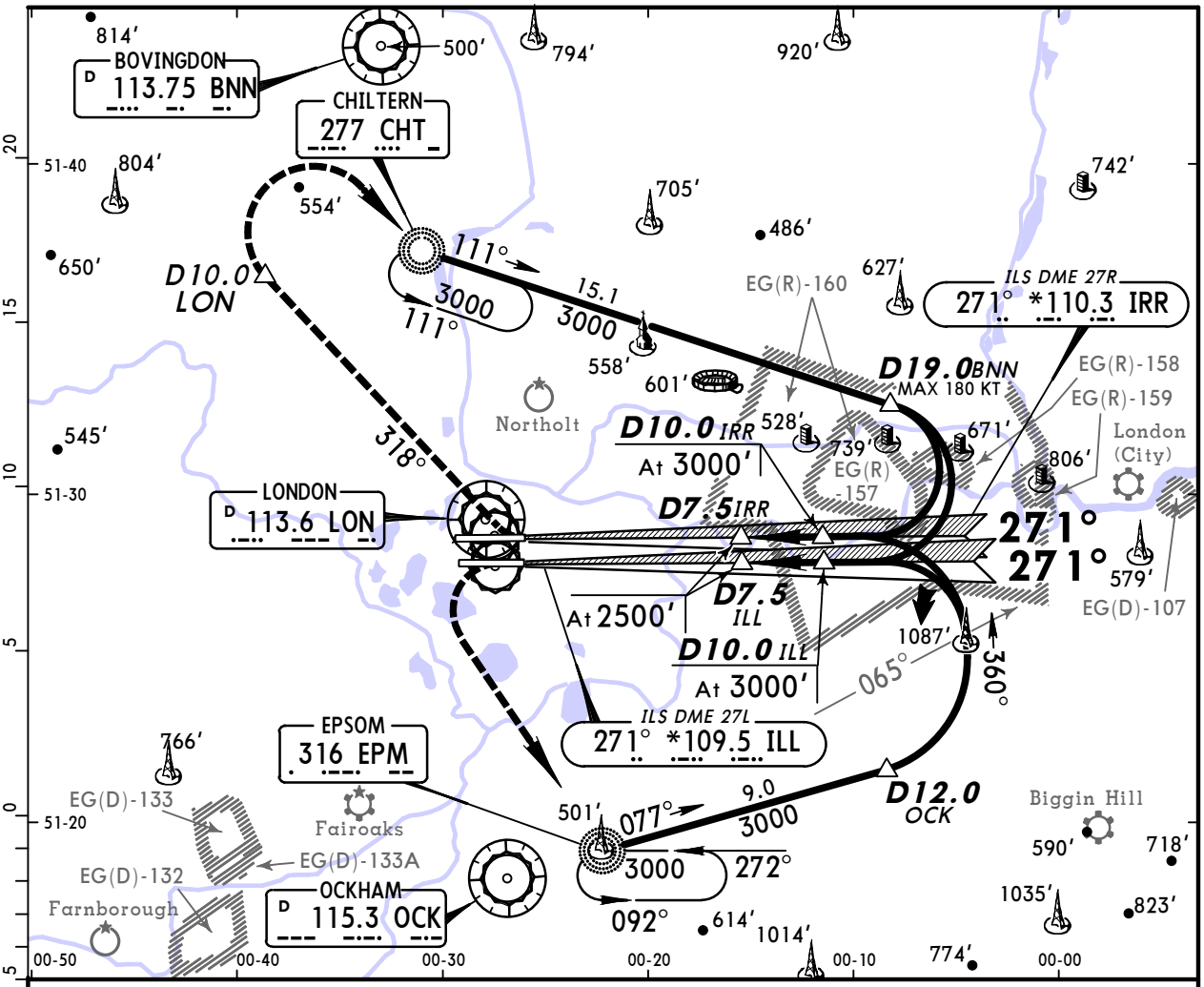
EGLL/LHR
Apt Elev 83′

JEPPESEN
18 APR 14 (11-6)

LONDON, UK
HEATHROW

PROCEDURES 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.

PANS OPS

CHANGES: Holding bearings.

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EGLL/LHR HEATHROW

JEPPESEN
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

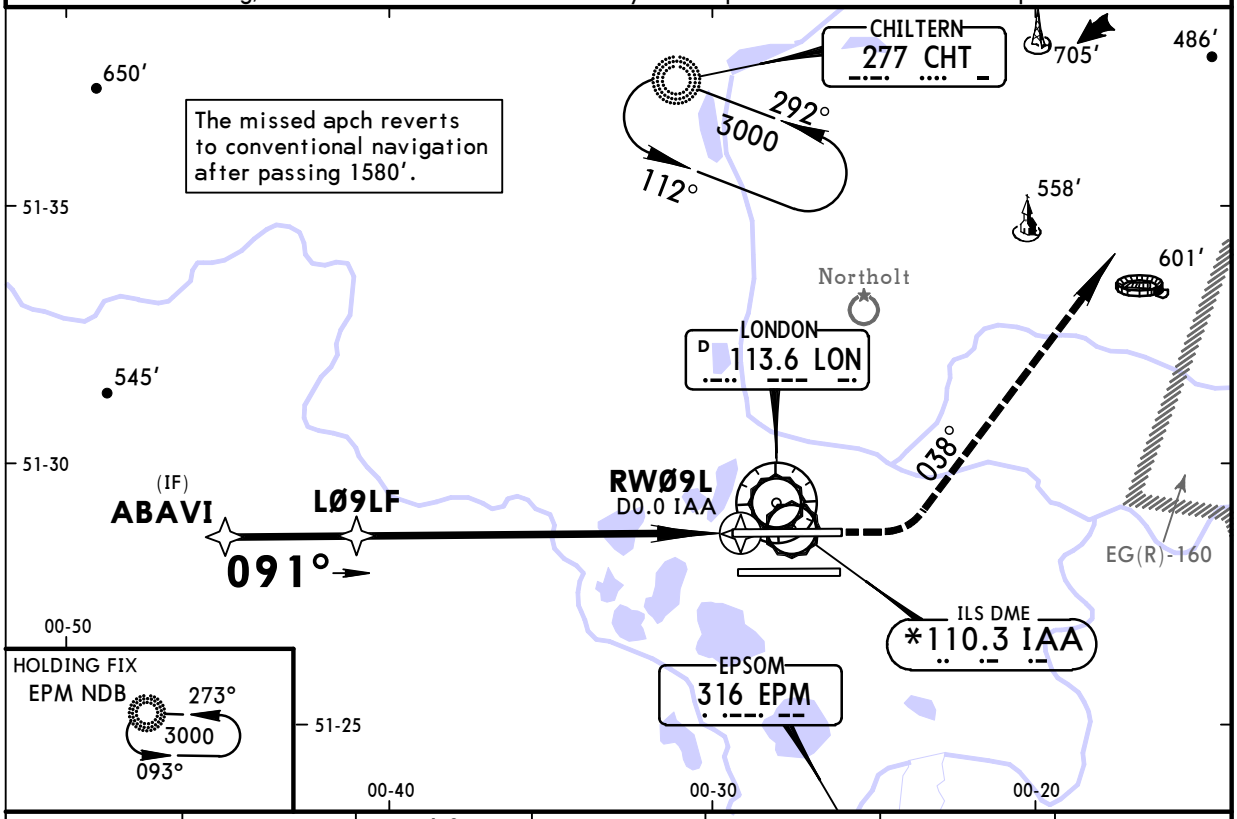
RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev / RWY
	091°	LØ9LF 2500′(2421′)	570′(491′)	83′ / RWY 79′

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.

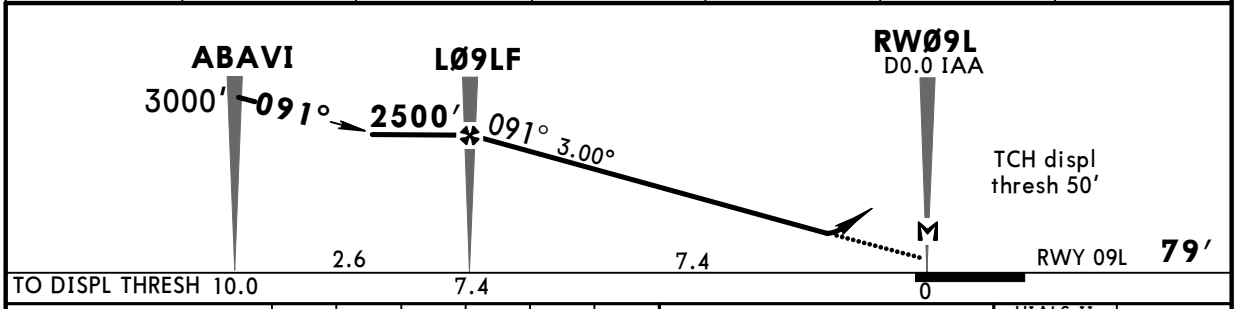
2300′
MSA ARP

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 RWØ9L	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 RWØ9L/D0.0 IAA							

HIALS-II
PAPI
3000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **09L**

	LNAV/VNAV DA(H) 570′(491′)		LNAV CDFA DA/MDA(H) 630′(551′)	
		ALS out		ALS out
A	RVR 1500m		RVR 1500m	
B				
C	RVR 1500m	CMV 2300m	RVR 1800m	CMV 2400m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	750′(667′)	1500m
135	750′(667′)	1600m
180	850′(767′)	2400m
205	850′(767′)	3600m

CHANGES: New procedure.

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EGLL/LHR HEATHROW

JEPPESEN
13 JUL 12
Eff 26 Jul
12-2

LONDON, UK
RNAV (GNSS) Rwy 09R

*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

BRIEFING STRIP™

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev / RWY
	091°	LØ9RF 2500′ (2425′)	500′ (425′)	Apt Elev 83′ RWY 75′

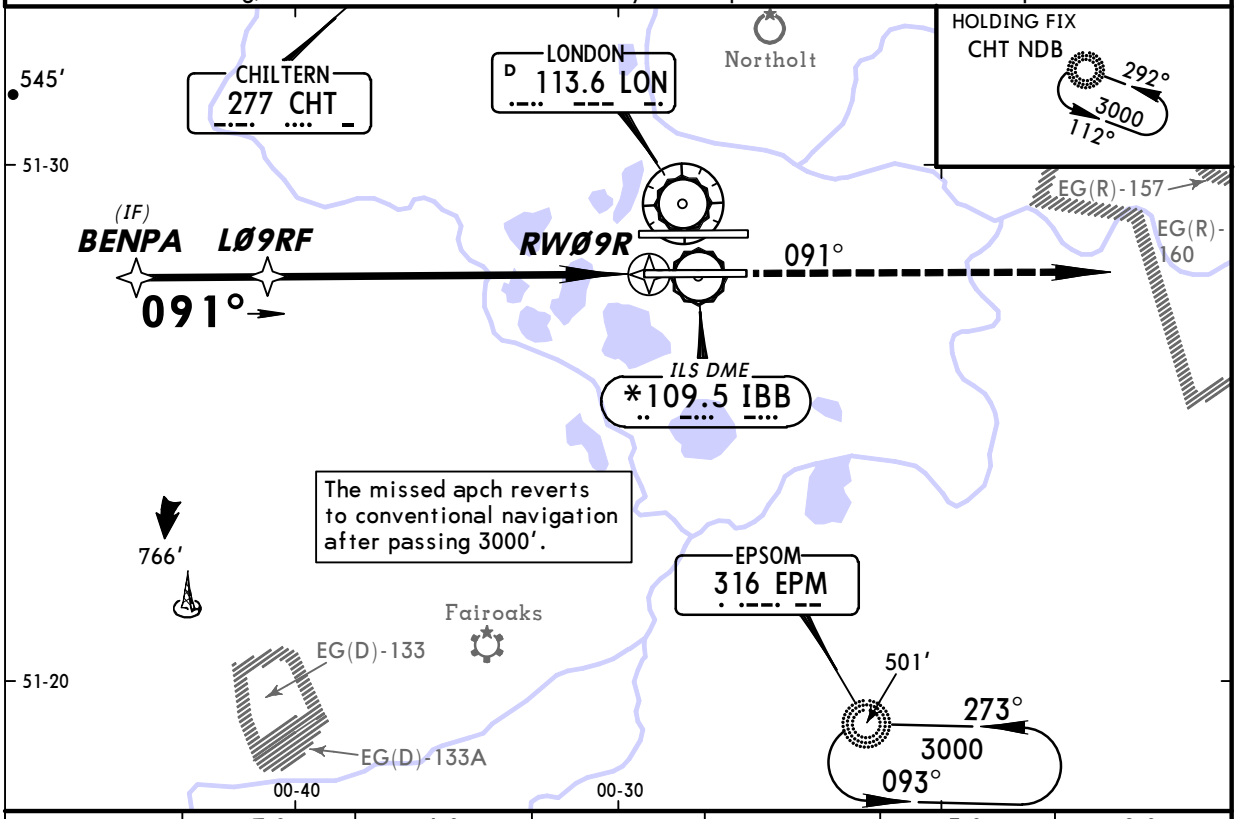
MISSED APCH: Climb STRAIGHT AHEAD to 3000′ and as directed.

In event of radio failure see 11-5.

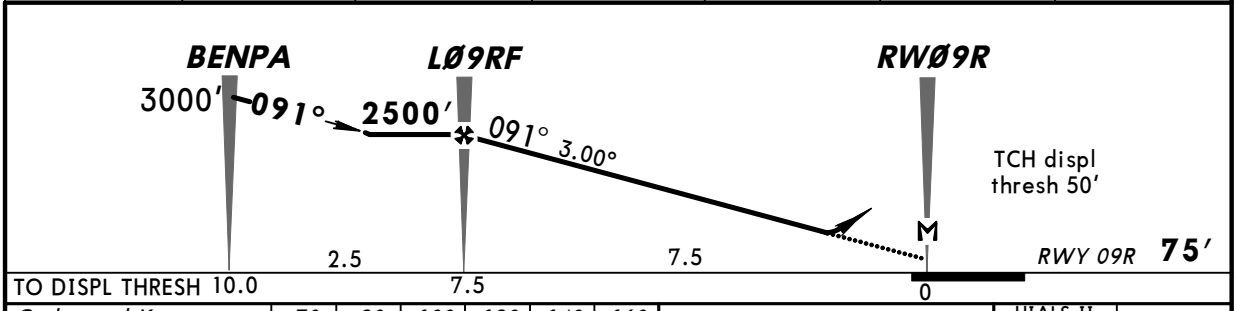
2300′
MSA ARP

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 09R displ thresh. 4. Minimum temperature -10°C.



DIST to RWØ9R	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2360′	2040′	1720′	1400′	1090′	770′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWØ9R							

HIALS-II
PAPI
3000′

Standard STRAIGHT-IN LANDING RWY **09R**

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

PANS OPS

CHANGES: New procedure.

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EGLL/LHR HEATHROW

JEPPESEN
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

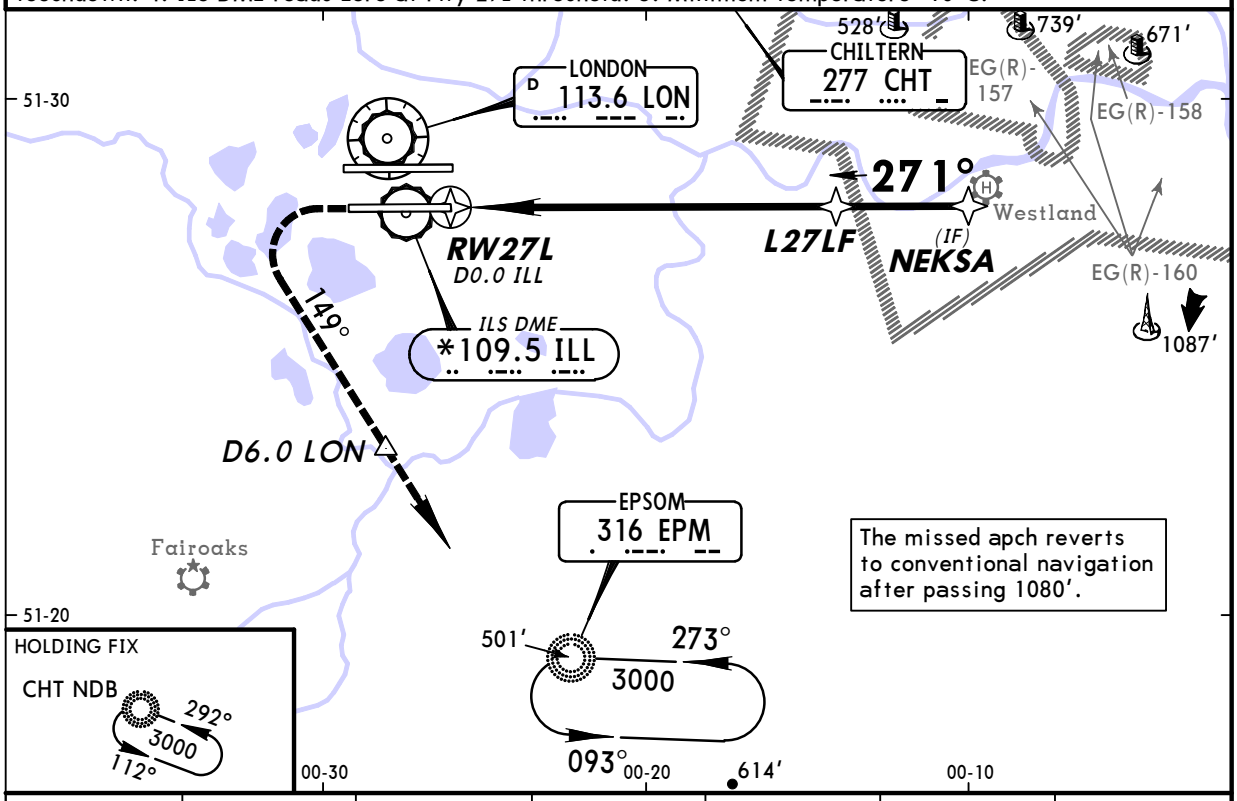
RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev / RWY
	271°	L27LF 2500′ (2423′)	510′ (433′)	Apt Elev 83′ RWY 77′

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.

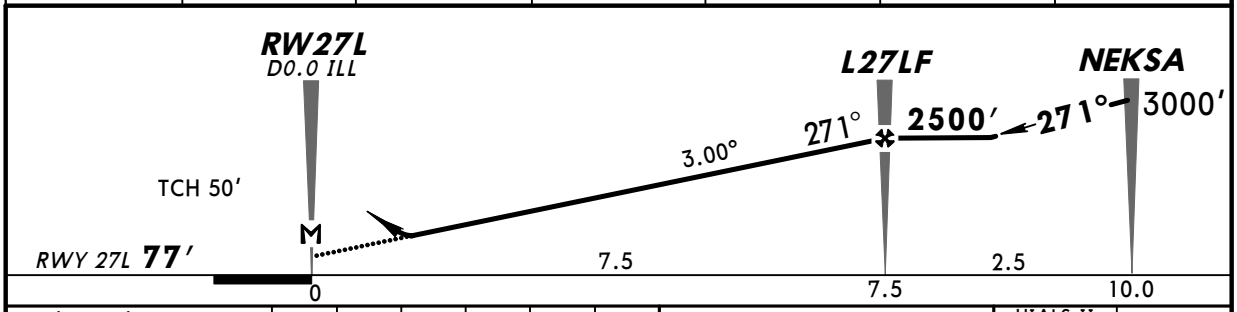
2300′
MSA ARP

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. 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	849
MAP at RW27L/D0.0 ILL							

HIALS-II
PAPI
2000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **27L**

	LNAV/VNAV DA(H) 510′(433′)		LNAV CDFA DA/MDA(H) 560′(483′)	
		ALS out		ALS out
A	RVR 1300m	RVR 1500m	RVR 1500m	
B				
C		RVR 2000m	RVR 1500m	CMV 2300m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	750′(667′)	1500m
135	750′(667′)	1600m
180	850′(767′)	2400m
205	850′(767′)	3600m

CHANGES: Chart reindexed. Recommended alt. Minimums.

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EGLL/LHR HEATHROW

JEPPESEN
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

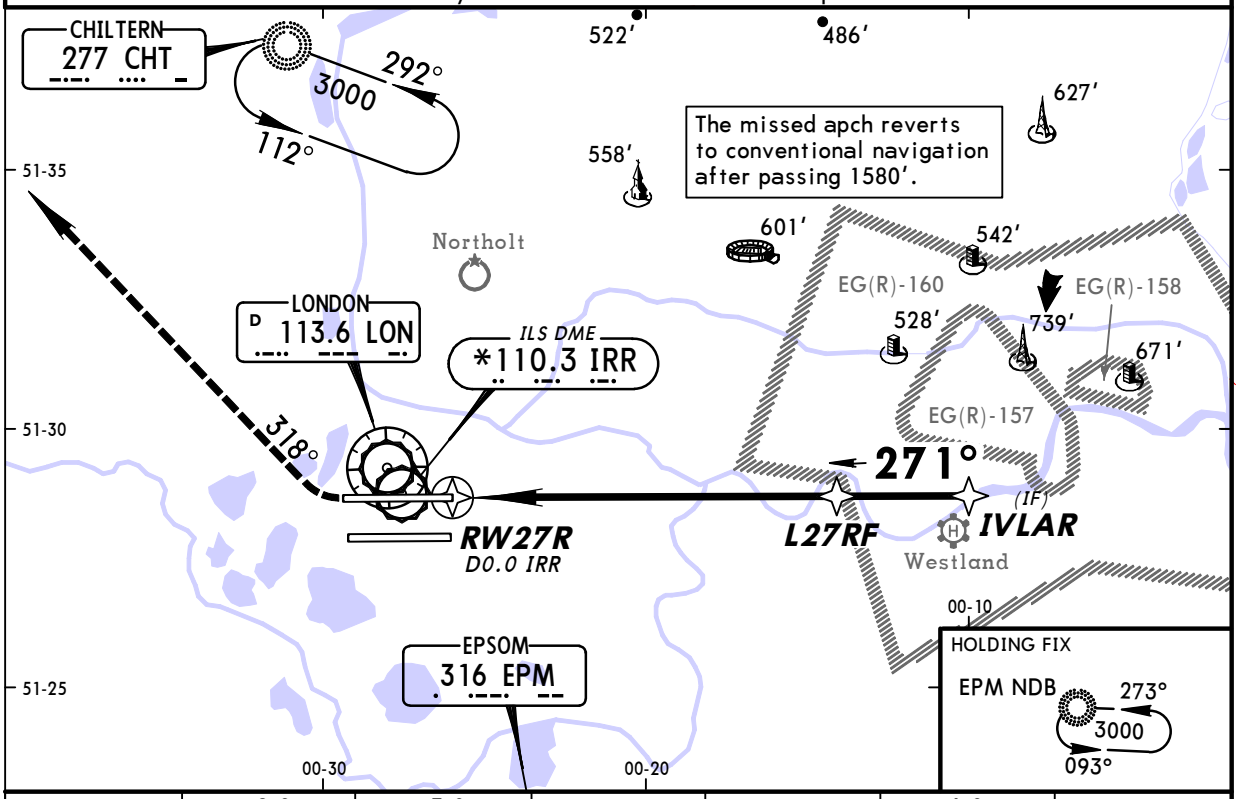
RNAV	Final Apch Crs	Minimum Alt L27RF	LNAV/VNAV DA(H)	Apt Elev / RWY
	271°	2500′ (2422′)	510′ (432′)	83′ / 78′

MISSED APCH: Climb to 3000′. STRAIGHT AHEAD until passing 1580′ or D0.0 IRR inbound, whichever is later, then turn RIGHT onto 318° and as directed.
In event of radio failure see 11-6.

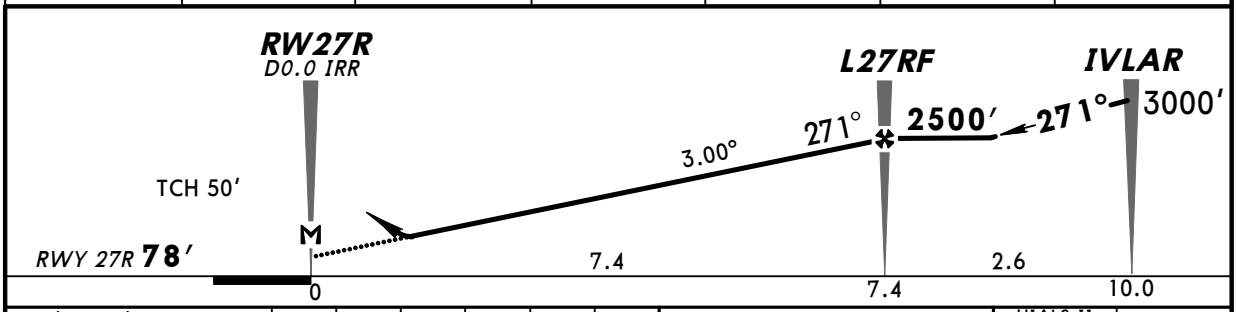
2300′
MSA ARP

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. 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	849
MAP at RW27R/D0.0 IRR							

HIALS-II
PAPI
3000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **27R**

CIRCLE-TO-LAND

	LNAV/VNAV DA(H) 510′(432′)		LNAV CDFA DA/MDA(H) 530′(452′)		Max Kts	MDA(H)	VIS
		ALS out		ALS out			
A	RVR 1300m	RVR 1500m	RVR 1400m	RVR 1500m	100	750′(667′)	1500m
B					135	750′(667′)	1600m
C		RVR 2000m		CMV 2100m	180	850′(767′)	2400m
D					205	850′(767′)	3600m

CHANGES: New procedure.

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1. GENERAL

1.1. ATIS

ATIS Arrival 118.25
ATIS Departure 130.85

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

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

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

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

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

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

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

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

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

1.2.2. PREFERENTIAL RWYS

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

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

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

Between 0700 and 2300LT

Preferential: North Configuration

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

Non-preferential: South Configuration

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

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1. GENERAL

Between 2300 and 0700LT

Preferential: North Configuration

- Arrivals: 32R
- Departures: 36L.

Non-preferential: South Configuration

- Arrivals: 18L
- Departures: 14L.

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

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

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

ATIS messages shall broadcast configuration in use information.

1.2.3. RUN-UP TESTS

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

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

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

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

1.2.4. NIGHT OPERATING RESTRICTION DUE TO NOISE QUOTA

1.2.4.1. OPERATING RESTRICTIONS

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

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

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

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

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2. ARRIVAL

Terminal 4	
Follow ATC instructions to leave RWY. 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 WI6. 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 N10.

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2. ARRIVAL

2.5.1.2. SOUTH CONFIGURATION

From RWY 18L to:	
Terminal 1, 2 or 3	
Y5 to AY to BY13 to M34 until M12 or 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 WI6. 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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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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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.

If the ACFT has already received a taxiing clearance, it shall continue along the assigned route to the clearance limit, taking special caution where it shall hold position and wait for the arrival of a Follow-me car to be guided to the assigned stand.

2.6. OTHER INFORMATION

2.6.1. PROCEDURE AGAINST OVERSHOOTING RWY CENTERLINE

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

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3. DEPARTURE

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

3.1.1. TARGET OFF-BLOCK TIME (TOBT)

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

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

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

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

3.1.2. TARGET START-UP APPROVAL TIME (TSAT)

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

ATC sequences the departures based on confirmed TOBT.

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

3.1.3. TARGET TAKE-OFF TIME (TTOT)

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

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

3.1.4. START-UP

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

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

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

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

3.1.5. PUSH-BACK

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

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

3.1.6. REGULATED FLIGHTS

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

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

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3. DEPARTURE

3.2. DE-ICING PROCEDURE

3.2.1. OPERATION ON DE-ICING AREAS

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

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

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

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

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

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

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

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

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

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

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

Type and registration of ACFT shall be mentioned.

3.2.2. PROHIBITIONS

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

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3. DEPARTURE

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

3.3.1. GENERAL

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

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

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

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

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

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

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

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

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

3.3.2. RAMP 5 & 6

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

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

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

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3. DEPARTURE

3.3.3. PUSH-BACK DIRECTIONS

STANDS	PUSH-BACK WITH NOSE TO
31 thru 34	SW
35	SE
36	NE
37	N
44, 45	N
70, 71	NE
72 thru 74	SW
80 thru 97, 100 thru 126	SE
131, 133	NE
135	SE
136 thru 162	NE
163	North Configuration: SW on TWY A6 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	S
T18	SE
T19 thru T21	SE
T22 thru T25	NW
T26, T27	N
T28, T29	SE
T30 thru T35	N
T36 thru T40	E

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3. DEPARTURE

3.3.4. STANDARD TAXI ROUTES

3.3.4.1. NORTH CONFIGURATION

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

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3. DEPARTURE

To RWY 36L from: (cont'd)	
Terminal 4 (cont'd)	
R-11:	Stands 342 thru 346: DI4 to R4, then standard route. 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.
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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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 144 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 or EC2 to EC7 to N12 to N13 to Y2.
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 or EC2 to EC7 to N12 to N13 to Y2.
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 or EC6 to EC7 to N12 to N13 to Y2.
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.
Stands 22 thru 27: M8 to G1 to A8 until A10, then standard route.	
R-2:	I8 or I9 to Gate 2 to G2 to A9 to A10, then standard route.
R-1:	Stands 7 thru 9: Straight to M10 to G5 to A11 to A12 to RWY holding position LA/LB. Stands 10 thru 13 and T22 thru T29: I9 or I10 to Gate 4 to G4 to A10, then standard route. Stands T30 thru T40: I12 to I11 to Gate 6 (transfer point) to A12 to RWY holding position LA/LB.
R-0:	Stands 1 thru 5: I11 to Gate 6 (transfer point) to A12 to RWY holding position LA/LB. Stand 6: Straight to G5 to A11 to A12 to RWY holding position LA/LB.

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3. DEPARTURE

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

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3. DEPARTURE

3.3.5. COMMUNICATION FAILURE

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

3.4. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4 Noise Abatement Charts.

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, IL96, L101, MD11, SBR1, T134, YK42.

South Configuration

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

3.5. RWY OPERATIONS

3.5.1. MINIMUM RWY OCCUPANCY TIME

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

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1. GENERAL

1.3. LOW VISIBILITY PROCEDURES

1.3.1. GENERAL

Low Visibility Procedure will be in force when:

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

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

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

Low Visibility Procedure will be cancelled when:

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

Apron
- VIS is higher than 400m.

1.3.2. ARRIVAL

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

Landing RWY	Exit
18L	Y5, Y4, Y3 (traffic intending to vacate via Y3 shall notify ATC as soon as possible)
18R	Z10, Z8, Z7
32L	L5, L4, L3, L2 (for arrivals to Terminal 4 prefer L2 and L4.)
32R	K5, K4, K3 (traffic intending to vacate via K3 shall notify ATC as soon as possible)

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

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

1.3.3. DEPARTURE

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

Unless otherwise instructed:

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

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1. GENERAL

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

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

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

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

Select STBY when ACFT is fully parked.

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

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

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

1.5. TAXI PROCEDURES

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

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

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

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

Limited to MAX ACFT with code letter D for:
- TWYs DI3, DI4, I8 thru I11 (except TWY I9 section between service road SV7 and Gate 3), Gate 4 and Gate 5.
- TWY I11 (except segment between stands 1 thru 5, which is limited to MAX wingspan 125'/38m).

Limited to MAX ACFT with code letter E for:
- TWYs A1 thru A17, I8 and I9 section between Gate 2 and service road SV7, E1 thru E4, F1 thru F4, M1 thru M17, M27 thru M34, Gate 1, Gate 2 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, EC6, EC8, EC9, KA8.

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

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1. GENERAL

In case of any doubt about the position of the ACFT or in case of difficulties, stop, notify (including last known position) ATC or the Apron Management Service (SDP) in its responsibility area and request Follow-me car. If in doubt about the ACFT position relative to the manoeuvring area but recognizing that the ACFT is on a RWY, notify ATC immediately including the last known position. If an appropriate nearby TWY can be located, vacate the RWY as soon as possible and afterwards stop the ACFT, or as directed.

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

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

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

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

1.5.1. NO ENTRIES

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

1.6. PARKING INFORMATION

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

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

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

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

1.6.1. RAMP 5 & 6

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

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

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

1.7. OTHER INFORMATION

1.7.1. GENERAL

Birds.

1.7.2. WAKE VORTEX CATEGORIES

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

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

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2. ARRIVAL

2.1. SPEED RESTRICTIONS

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

RWY 18L/18R		
POSITION	**SPEED**	**ALTITUDE**
TAGOM or equivalent position	220 KT	10,000'
LALPI or equivalent position	220 KT	11,000' or above
When intercepting LOC	200 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
When intercepting LOC	200 KT	-
6 DME ILS or equivalent position	160 KT	-
4 DME ILS or equivalent position	160 KT	-

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

2.1.1. ADJUSTMENT OF VERTICAL SPEED IN MADRID TMA

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

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. GENERAL

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

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

South Configuration

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

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

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

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

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2. ARRIVAL

2.2.2. REVERSE THRUST

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

2.3. CAT II/III OPERATIONS

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

2.4. RWY OPERATIONS

2.4.1. MINIMUM REDUCED SEPARATION ON THE SAME RWY

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

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

These minimums will be applied only under the following conditions:

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

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

2.4.2. MINIMUM RWY OCCUPANCY TIME

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

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

North Configuration

RWY	Rapid Exit	ACFT	Dist from THR	TWY
32L	L7 [1]	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

[1] HSTIL-L7 will automatically turn-off when RVR below 800m.

South Configuration

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

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2. ARRIVAL

2.5. TAXI PROCEDURES

2.5.1. STANDARD TAXI ROUTES

2.5.1.1. NORTH CONFIGURATION

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

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2. ARRIVAL

From RWY 32L to:	
Terminal 4	
Follow ATC instructions to leave by the LEFT of RWY. Standard route: L7, L5 or L3 to TWY A, incorporate to TWY M by the first possible TWY, follow to TWY M13 to J3 (transfer point J3-2).	
R-10:	Stands 364 thru 374: Standard route to J4 to D1 to D2 to D3. Stands 372 thru 377: Standard route to J4 to D1 to D2. Stand 378: Standard route to J4 to J5. Stands 380 thru 394: Standard route to J4 until J6. Stands 444 and 446: Standard route to J4 to D1 until D3 to R4 to X3. Stand 448: Standard route to J4 to D1 to D2 to S4 to X2.
R-11:	Stands 342 thru 362: Standard route to J4 to D1 until D4. Stands 430 and 432: Standard route to J4 to D1 until D5 to W4 to X5 to X4. Stands 434 thru 442: Standard route to J4 to D1 until D3 to R4 to X3.
R-12:	Stands 300 thru 312: Standard route to J4 to D1 until D5 to W5 to WI6. Stands 320 thru 329: Standard route to J4 to D1 until D5 to W5. Stands 330 thru 340: Standard route to J4 to D1 until D4. Stands 420 thru 428: Standard route to J4 to D1 until D5 to W4 to X5 to X4.
R-13:	Stands 400 thru 411: Standard route to J4 to D1 until D5 to W5. Stands 412 thru 419: Standard route to J4 to D1 until D5 to W5 to WN1 to WA.
Terminal 4S	
Follow ATC instructions to leave to the RIGHT side of RWY. Standard route: L4 to L42 to L2 to B1 or L2 to B1.	
R-20:	Stands 568 thru 580: Standard route to M21 until M24 to EB2. Stands 582 thru 586: Standard route to M21 to EA2. Stands 620 thru 628: Standard route to M21 until M27.
R-21:	Stands 556 thru 566: Standard route to M21 until M23 to EB2 to EB6. Stands 608 thru 618: Standard route to M21 until M30.
R-22:	Stands 540 thru 554: Standard route to M21 until M23 to EB2 to EB6. Stands 600 thru 606: Standard route to M21 until M31.
R-23:	Stands 500 thru 526: Standard route to B2 until B5 to Gate 13 to EA5. Stands 528 thru 530: Standard route to B2 until B5 to Gate 13. Stands 532 thru 536: Standard route to B1 until B9 to EA7 to EA6. Stand 538: Standard route to B1 until B9 to EA7 to N10.
From RWY 32R to:	
Terminal 1, 2 or 3	
K5 to KA4 to KA3 to KB2 to TWY A to TWY A10 or K5 to KA4 to KC3 to KC2 to TWY A to TWY A10 or K4 to KC3 to KC2 to TWY A to TWY A10 or K3 to KB2 to TWY A to TWY A10, then same route as for RWY 32L.	

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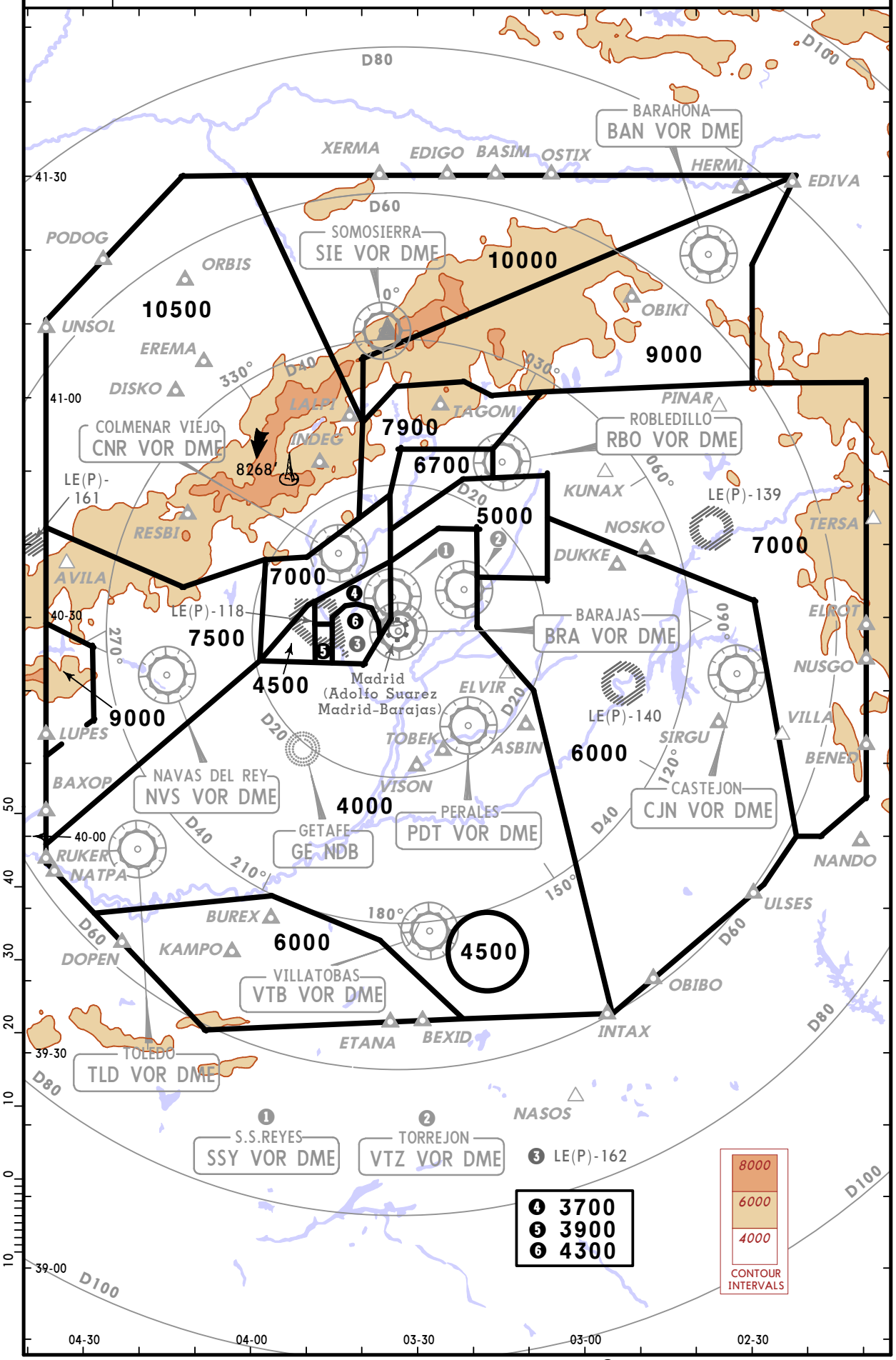
LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN
30 MAY 14 (10-1R)

MADRID, SPAIN
RADAR MINIMUM ALTITUDES

Apt Elev 1998'

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



CHANGES: Sectors & sector altitudes; Apt name.

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LEMD/MAD BARAJAS

MADRID, SPAIN

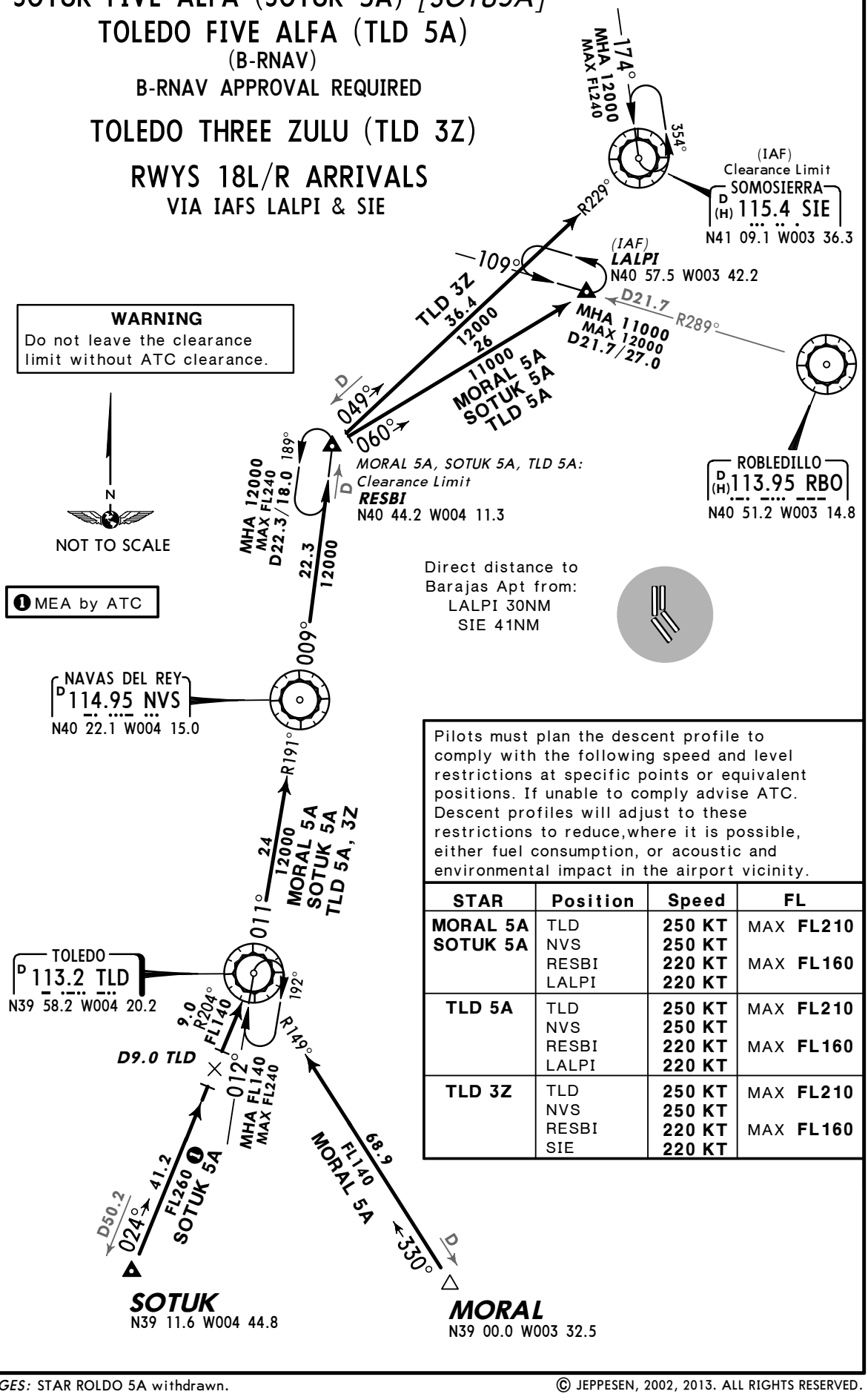
STAR

ATIS	Apt Elev	Alt Set: hPa	Trans level: By ATC	Trans alt: 13000′
118.25	1998′			

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

TOLEDO THREE ZULU (TLD 3Z)

RWYS 18L/R ARRIVALS
VIA IAFS LALPI & SIE



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

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

CHANGES: STAR ROLDO 5A withdrawn.

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LEMD/MAD BARAJAS

MADRID, SPAIN

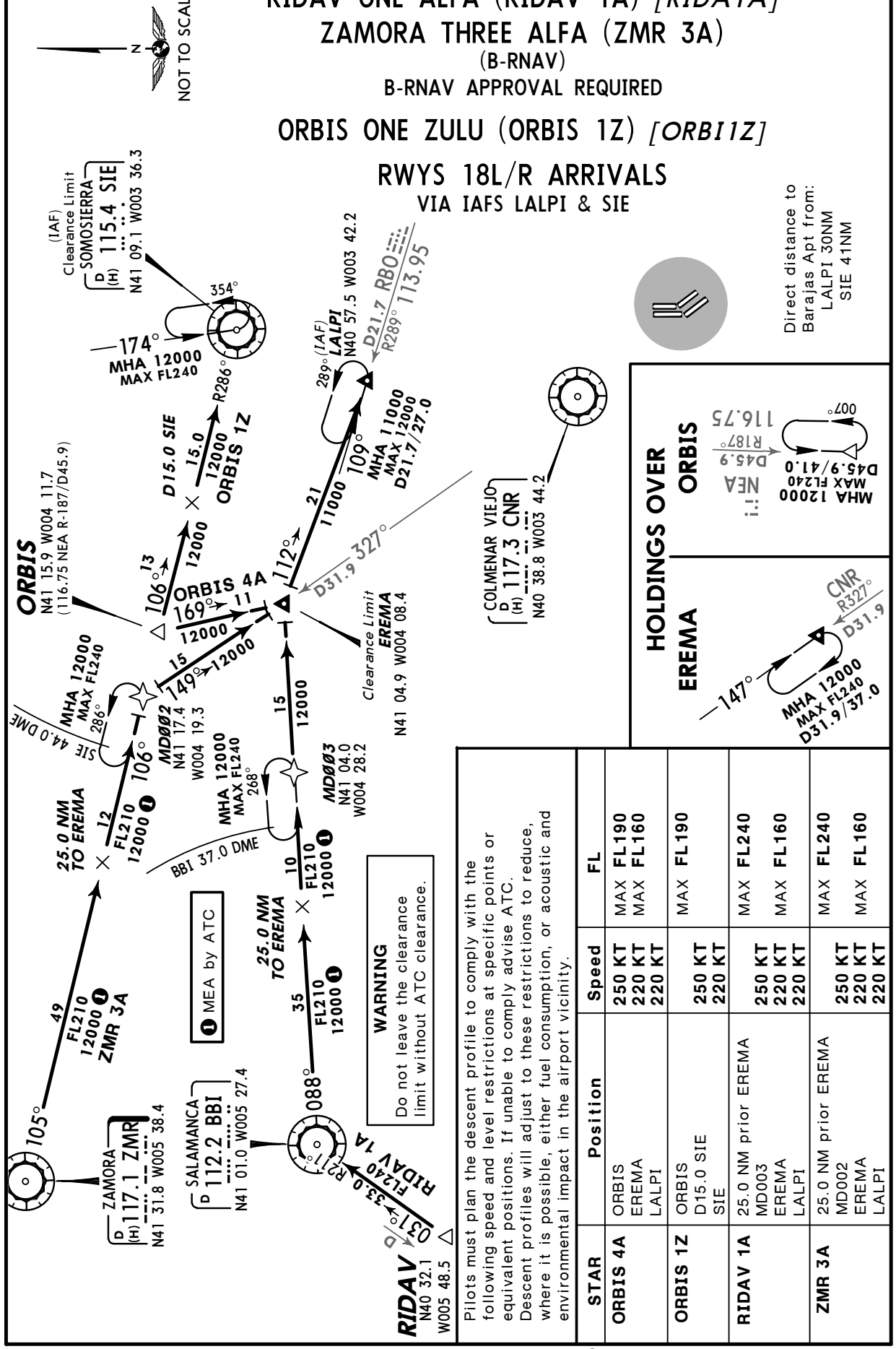
STAR

ATIS	Apt Elev	Alt Set: hPa	Trans level: By ATC	Trans alt: 13000′
118.25	1998′			

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

ORBIS ONE ZULU (ORBIS 1Z) *[ORBI1Z]*

RWYS 18L/R ARRIVALS
VIA IAFS LALPI & SIE



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

STAR	Position	Speed	FL
ORBIS 4A	ORBIS	250 KT	MAX FL190
	EREMA	220 KT	MAX FL160
	LALPI	220 KT	
ORBIS 1Z	ORBIS	250 KT	MAX FL190
	D15.0 SIE	220 KT	
	SIE		
RIDAV 1A	25.0 NM prior EREMA	250 KT	MAX FL240
	MD003	220 KT	MAX FL160
	EREMA	220 KT	
	LALPI		
ZMR 3A	25.0 NM prior EREMA	250 KT	MAX FL240
	MD002	220 KT	MAX FL160
	EREMA	220 KT	
	LALPI		

CHANGES: None.

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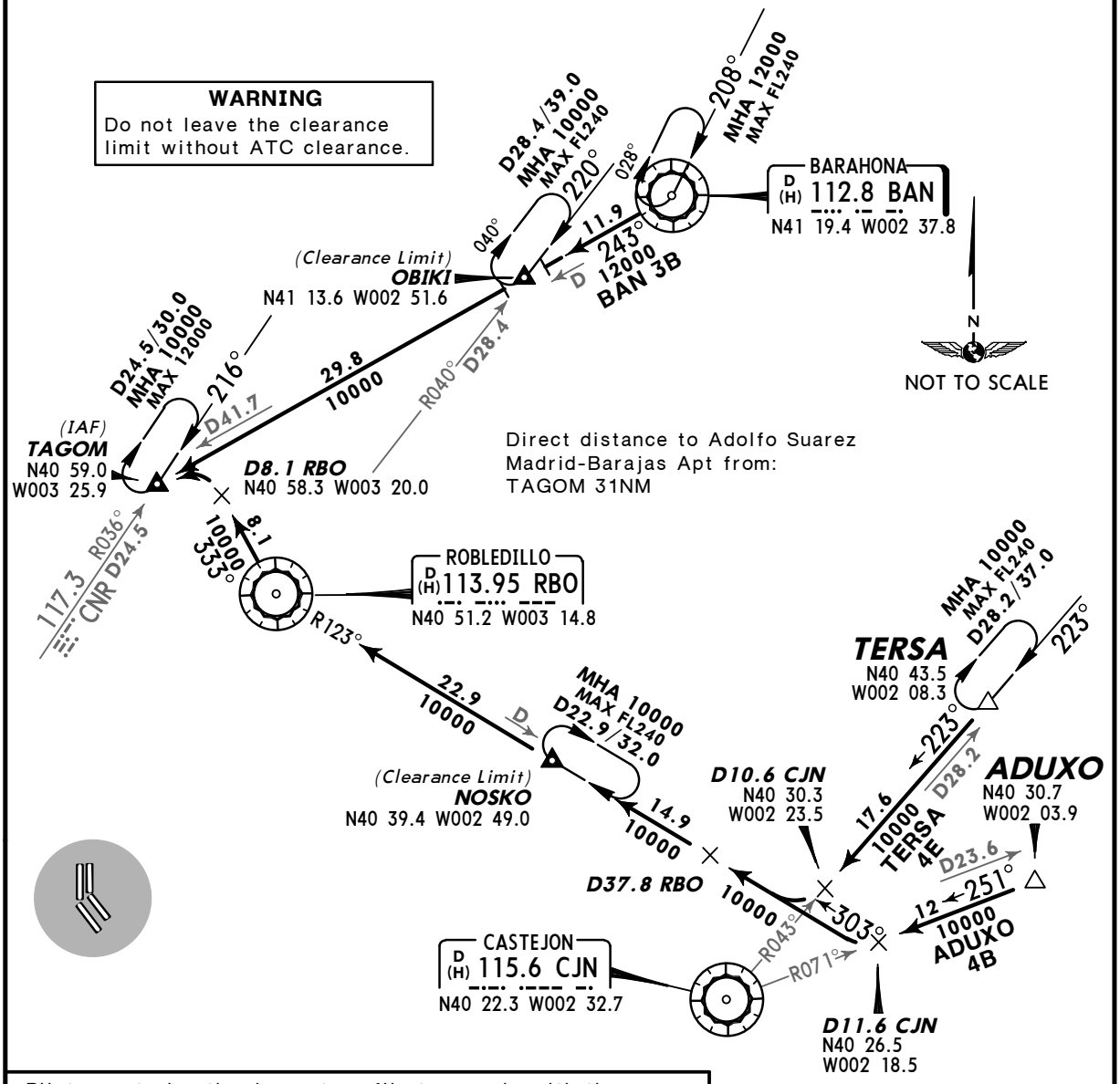
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LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

MADRID, SPAIN
STAR

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

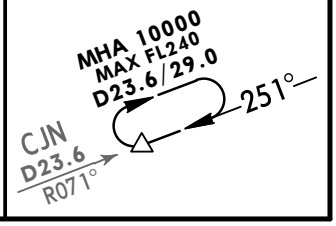
ADUXO FOUR BRAVO (ADUXO 4B) *[ADUX4B]*
BARAHONA THREE BRAVO (BAN 3B)
TERSA FOUR ECHO (TERSA 4E) *[TERS4E]*
RWYS 18L/R ARRIVALS
VIA IAF TAGOM



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

STAR	Position	Speed	FL/Altitude
ADUXO 4B	ADUXO		MAX **FL210**
	D37.8 RBO	**250 KT**	
	NOSKO	**220 KT**	MAX **FL160**
	TAGOM	**220 KT**	**10000′**
BAN 3B	BAN	**250 KT**	MAX **FL190**
	OBIKI	**220 KT**	MAX **FL160**
	TAGOM	**220 KT**	**10000′**
TERSA 4E	TERSA		MAX **FL210**
	D37.8 RBO	**250 KT**	
	NOSKO	**220 KT**	MAX **FL160**
	TAGOM	**220 KT**	**10000′**

HOLDING OVER ADUXO



CHANGES: Reissue.

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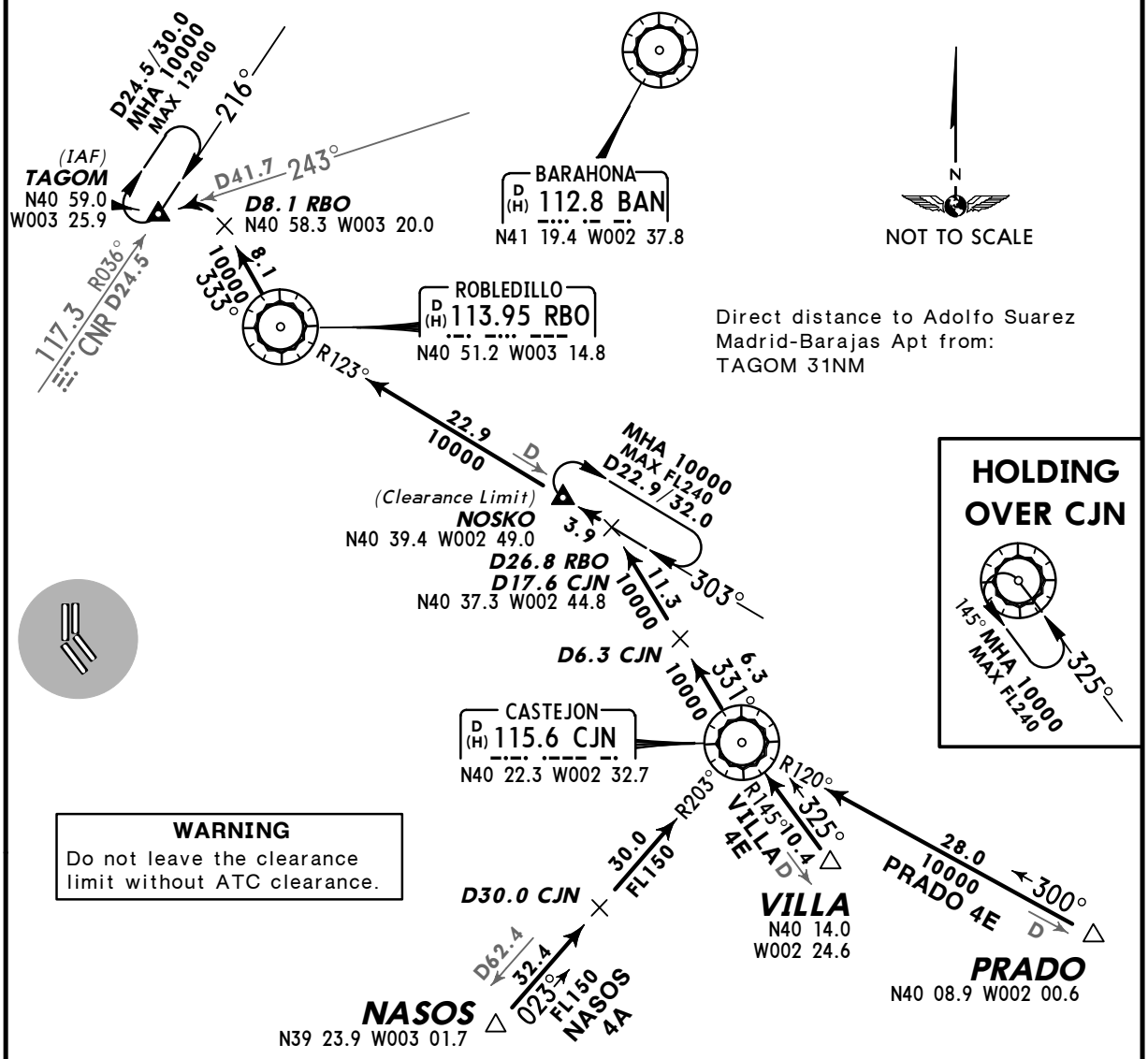
LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
19 DEC 14 (10-2C)

MADRID, SPAIN
STAR

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

NASOS FOUR ALFA (NASOS 4A) *[NASO4A]*
PRADO FOUR ECHO (PRADO 4E) *[PRAD4E]*
VILLA FOUR ECHO (VILLA 4E) *[VILA4E]*
RWYS 18L/R ARRIVALS
VIA IAF TAGOM

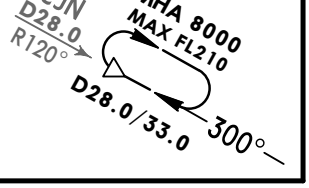


WARNING
Do not leave the clearance limit without ATC clearance.

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

STAR	Position	Speed	FL/Altitude
NASOS 4A	D30.0 CJN		MAX **FL210**
	D6.3 CJN	**250 KT**	
	NOSKO	**220 KT**	MAX **FL160**
	TAGOM	**220 KT**	**10000′**
PRADO 4E	PRADO		MAX **FL210**
	D6.3 CJN	**250 KT**	
	NOSKO	**220 KT**	MAX **FL160**
	TAGOM	**220 KT**	**10000′**
VILLA 4E	VILLA		MAX **FL210**
	D6.3 CJN	**250 KT**	
	NOSKO	**220 KT**	MAX **FL160**
	TAGOM	**220 KT**	**10000′**

HOLDING OVER PRADO



CHANGES: Reissue.

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LEMD/MAD BARAJAS

MADRID, SPAIN

STAR

ATIS	Apt Elev	
118.25	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.

ADUXO ONE DELTA (ADUXO 1D) *[ADUX1D]*

(B-RNAV)

B-RNAV APPROVAL REQUIRED

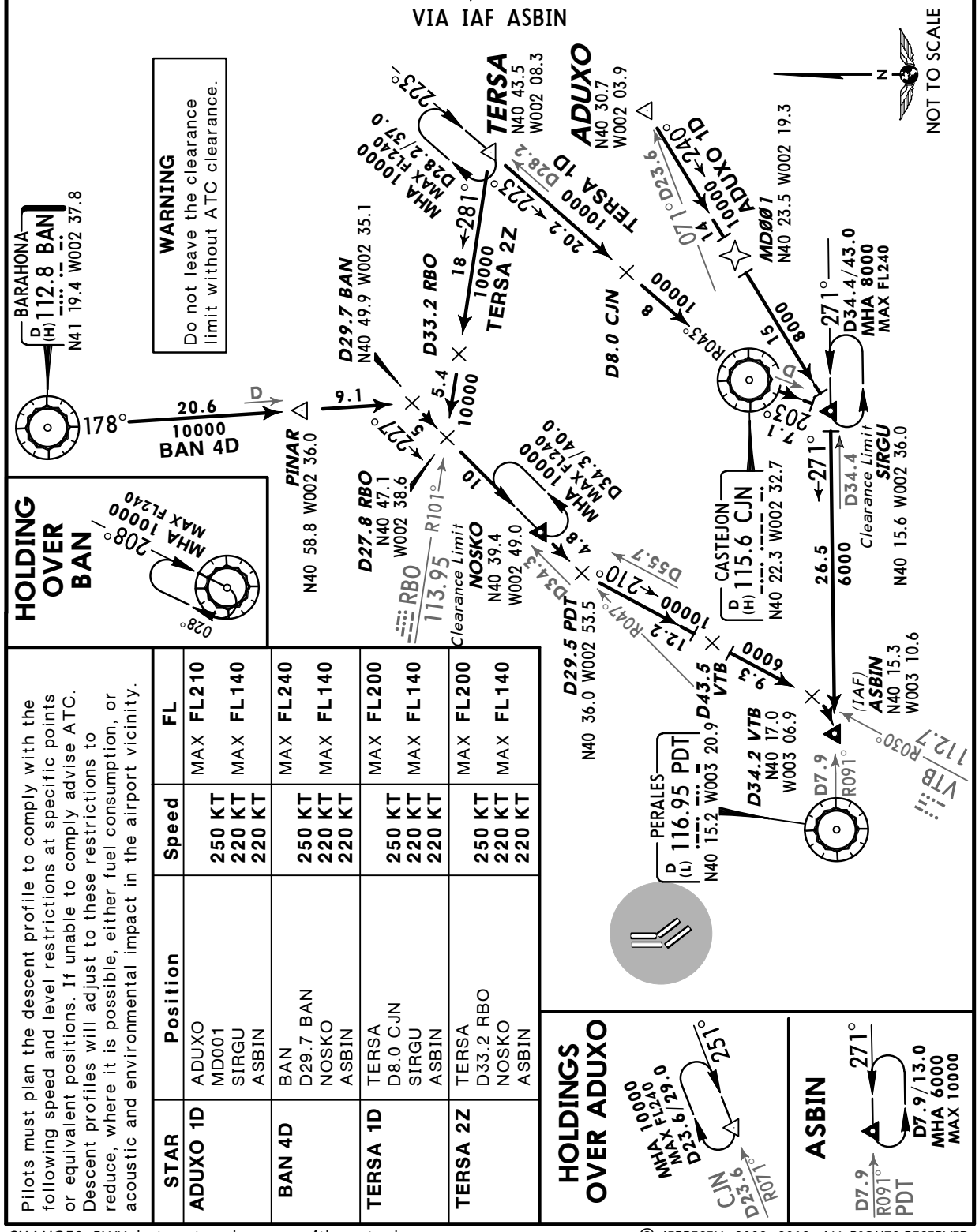
BARAHONA FOUR DELTA (BAN 4D)

TERSA ONE DELTA (TERSA 1D) *[TERS1D]*

TERSA TWO ZULU (TERSA 2Z) *[TERS2Z]*

RWYS 32L/R ARRIVALS

VIA IAF ASBIN



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

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

CHANGES: RWY designation; descent profile revised.

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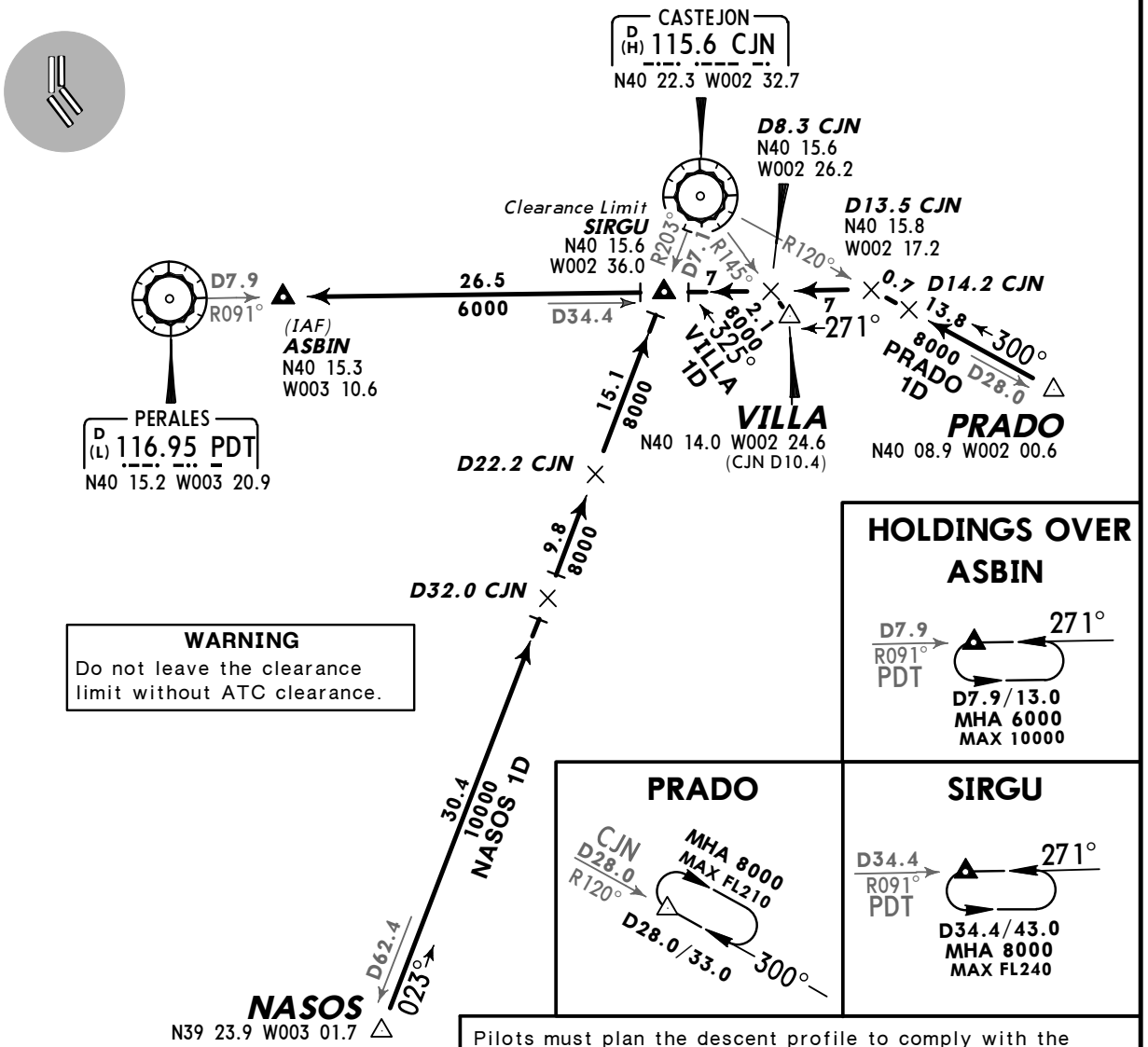
LEMD/MAD BARAJAS

MADRID, SPAIN

STAR

ATIS	Apt Elev	
118.25	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



WARNING
Do not leave the clearance limit without ATC clearance.

HOLDINGS OVER ASBIN

PRADO

SIRGU

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

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



CHANGES: RWY designation; descent profile revised.

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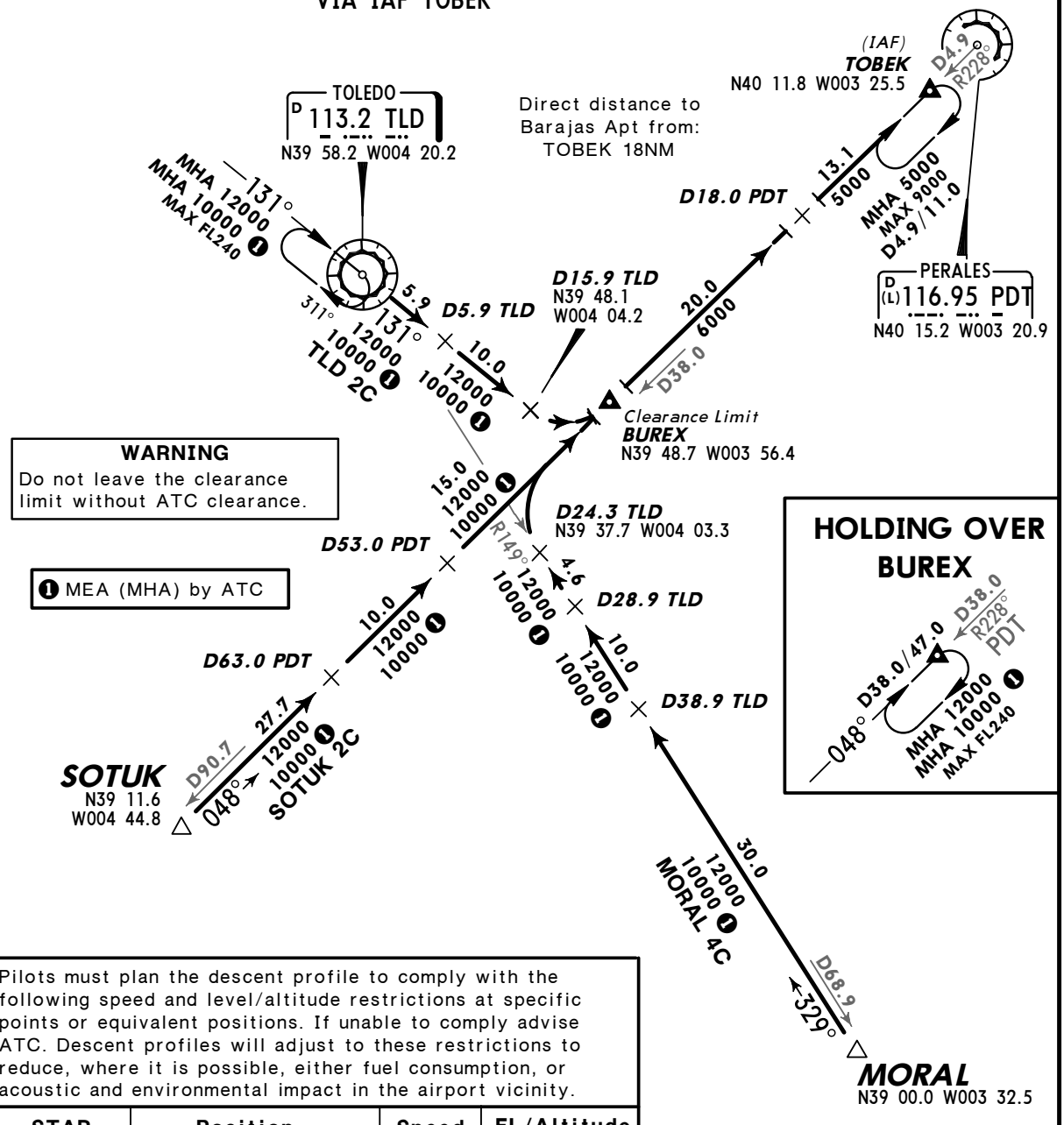
MADRID, SPAIN

STAR

ATIS	Apt Elev
118.25	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



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

STAR	Position	Speed	FL/Altitude
MORAL 4C	D38.9 TLD		MAX **FL210**
	D28.9 TLD	**250 KT**	
	BUREX	**220 KT**	MAX **FL140**
	TOBEK	**220 KT**	**5000′**
SOTUK 2C	D63.0 PDT		MAX **FL210**
	D53.0 PDT	**250 KT**	
	BUREX	**220 KT**	MAX **FL140**
	TOBEK	**220 KT**	**5000′**
TLD 2C	TLD		MAX **FL210**
	D5.9 TLD	**250 KT**	
	BUREX	**220 KT**	MAX **FL140**
	TOBEK	**220 KT**	**5000′**

CHANGES: STAR ROLDO 4C withdrawn.

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LEMD/MAD BARAJAS

MADRID, SPAIN

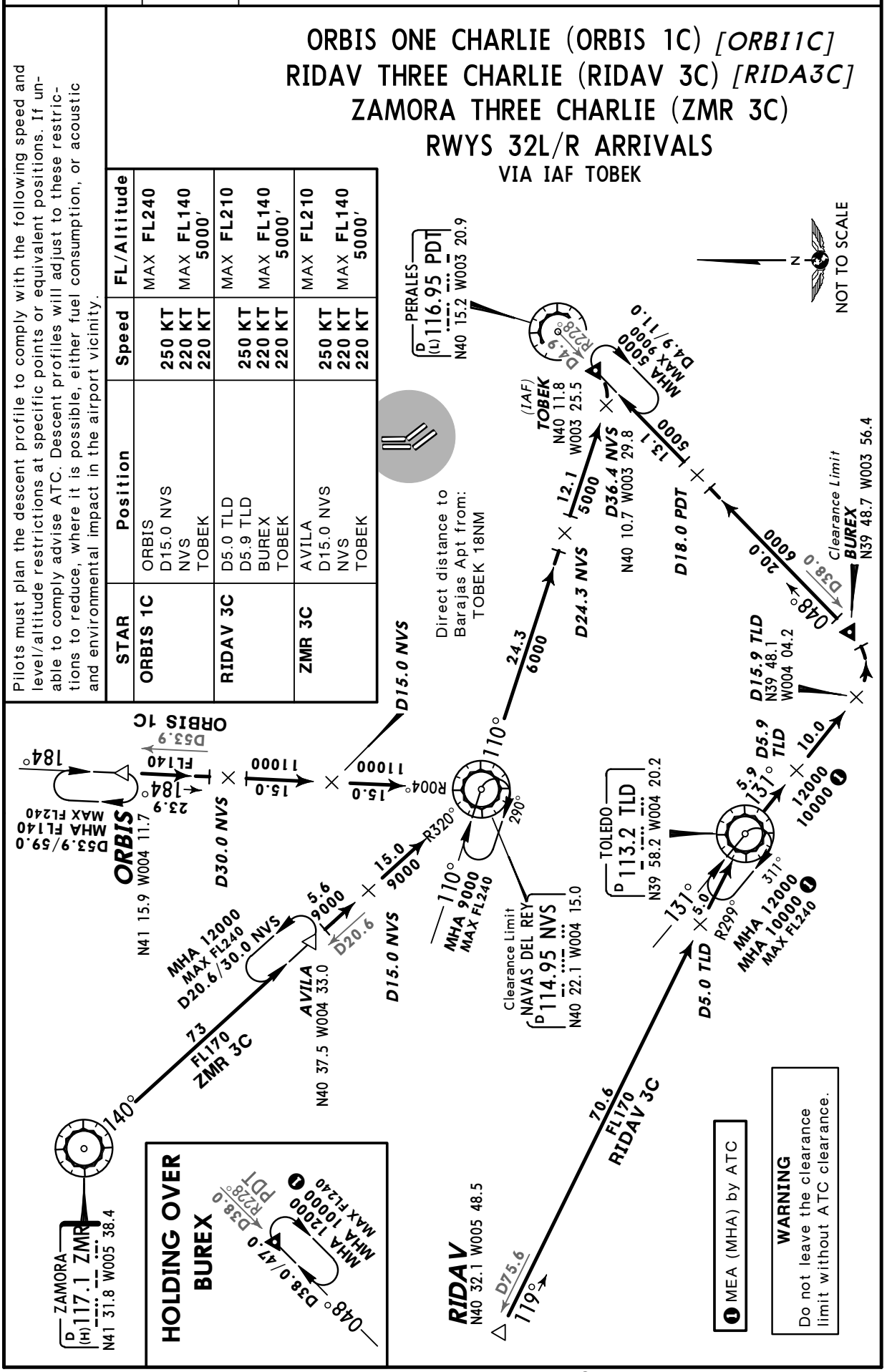
STAR

ATIS	Apt Elev	
118.25	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

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

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



CHANGES: None.

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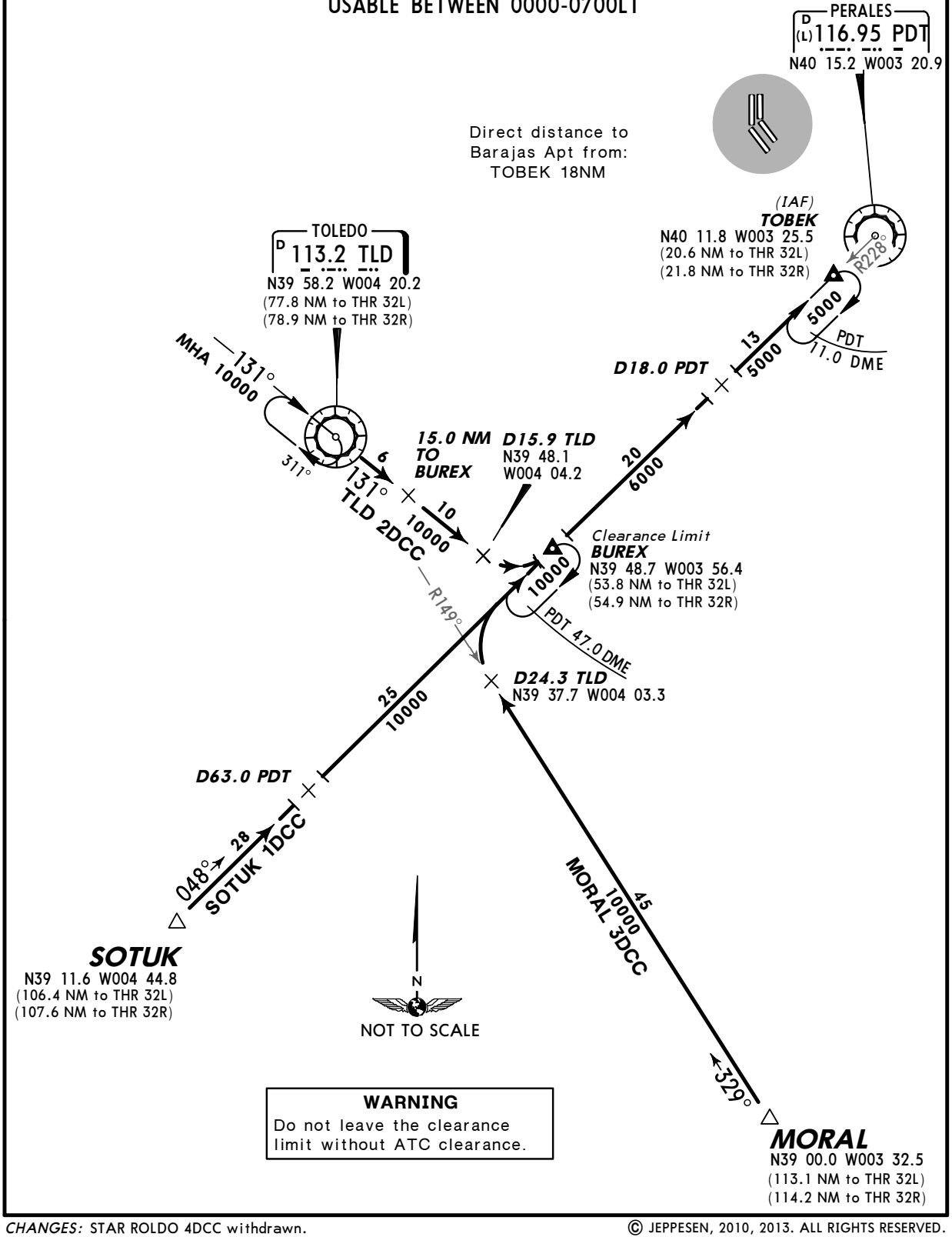
MADRID, SPAIN

STAR

ATIS	Apt Elev	
118.25	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



WARNING
Do not leave the clearance limit without ATC clearance.

CHANGES: STAR ROLDO 4DCC withdrawn.

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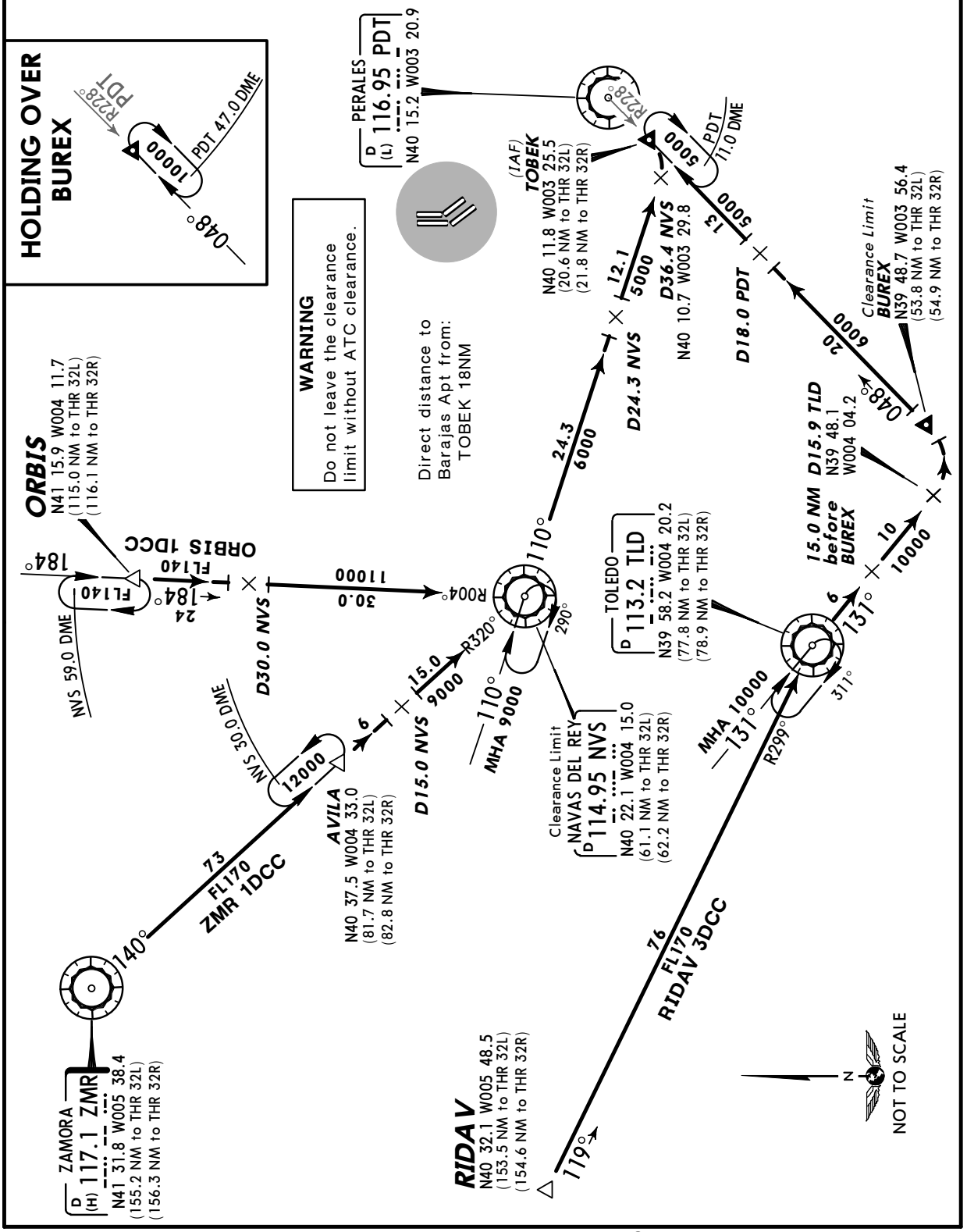
MADRID, SPAIN

STAR

ATIS	Apt Elev	
118.25	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 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



CHANGES: None.

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LEMD/MAD BARAJAS

MADRID, SPAIN

STAR

ATIS	Apt Elev	
118.25	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.

ADUXO ONE DELTA CHARLIE DELTA (ADUXO 1DCD) *[AD1DCD]*

(B-RNAV)

B-RNAV APPROVAL REQUIRED

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

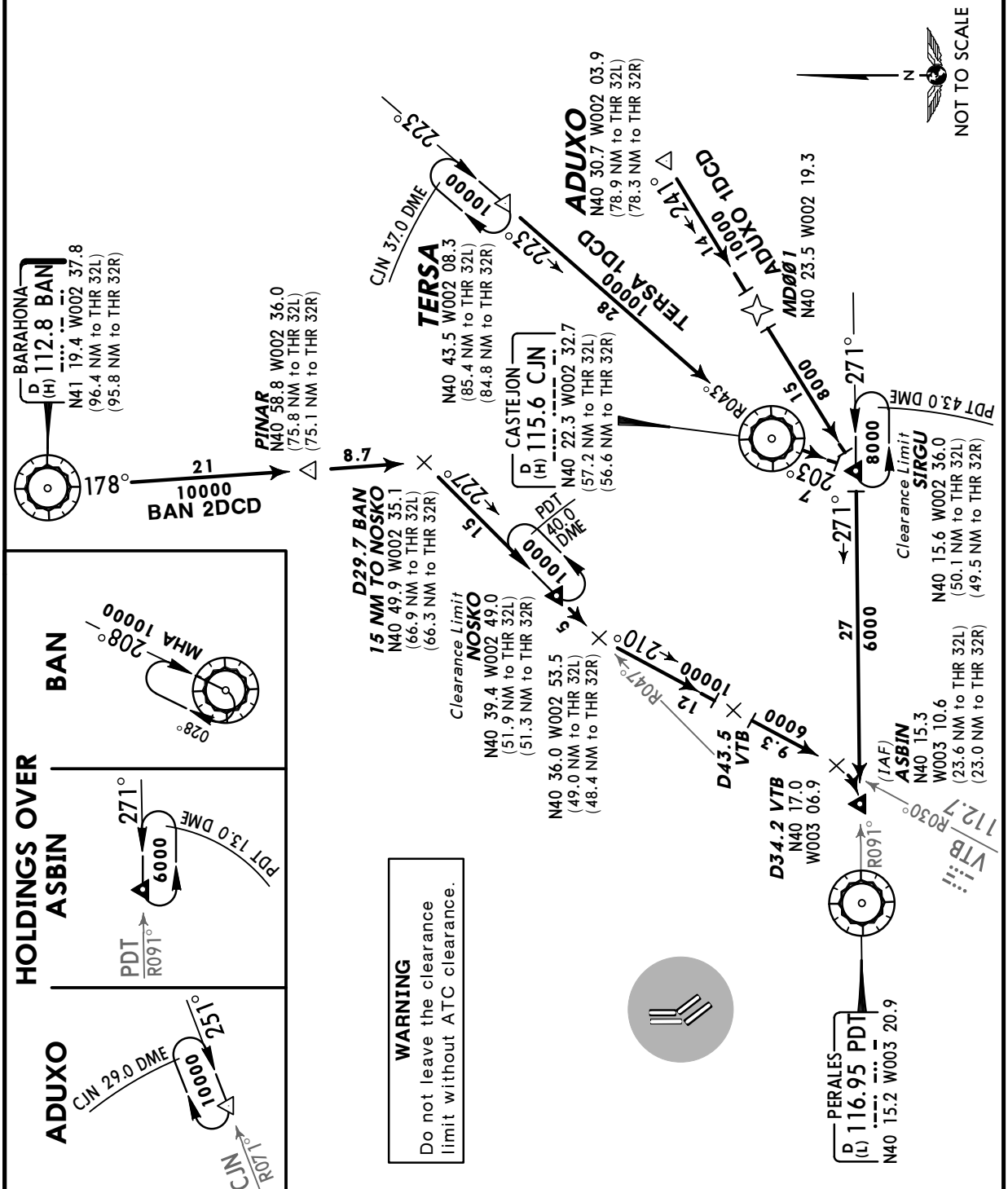
TERSA ONE DELTA CHARLIE DELTA (TERSA 1DCD) *[TE1DCD]*

RWYS 32L/R CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC

VIA IAF ASBIN

USABLE BETWEEN 0000LT-0700LT



CHANGES: RWY designation; STARs reindexed.

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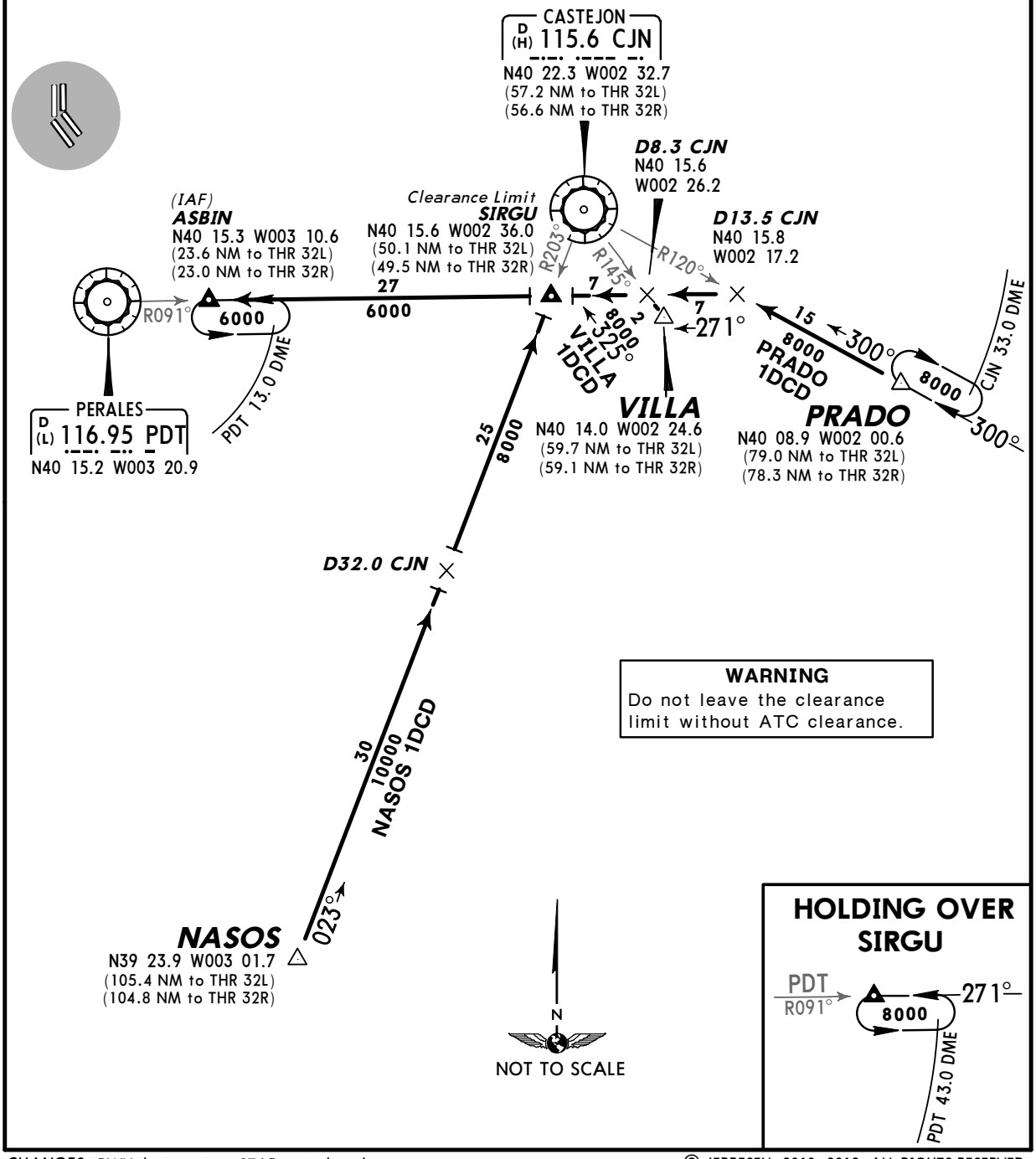
MADRID, SPAIN

STAR

ATIS	Apt Elev	
118.25	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



CHANGES: RWY designation; STARs reindexed.

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LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

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
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

FOR FURTHER SID DESIGNATION
REFER TO PAGE 10-3A

CHANGES: Revised.

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LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

MADRID, SPAIN
SID

SID DESIGNATION	REFER TO CHART
BARDI 1B, 1S, 1V	10-3M
BARDI 1X, 1Y	10-3N
BARDI 1N, 3W	10-3N1
CACERES 2B, 2S, 2V	10-3N2
CACERES 3W	10-3N3
CACERES 3N	10-3N4
CACERES 1X, 1Y	10-3N5
NANDO 1B	10-3N6
NANDO 2N	10-3P
NANDO 4R, 4W	10-3Q
NANDO 1UV, 1VX	10-3S
PINAR 2B	10-3T
PINAR 2N	10-3T1
PINAR 2R, 4W	10-3T2
PINAR 1UV, 1VX	10-3T3
ROBLEDILLO 1B	10-3T4
ROBLEDILLO 1N	10-3T5
ROBLEDILLO 1R, 3W	10-3U
ROBLEDILLO 1UV, 1VX	10-3V
SOMOSIERRA 2B	10-3V1
SOMOSIERRA 2L, 1NQ	10-3V2
SOMOSIERRA 1W, 1X	10-3V3
SOMOSIERRA 2S	10-3V4
SOMOSIERRA 2V	10-3V5
VILLATOBAS 1B, 2S, 1V	10-3V6
VILLATOBAS 1XE, 1YD	10-3V7
VILLATOBAS 2NF	10-3W
VILLATOBAS 1R, 5W	10-3X
ZAMORA 1BJ, 1SK, 1V	10-3X1
ZAMORA 2L, 1NZ, 1XN	10-3X2
ZAMORA 1W	10-3X3
CONTINGENCY DEPS	10-3X4

CHANGES: SIDs renumbered.

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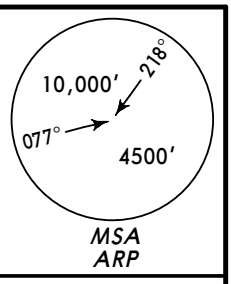
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LEMD/MAD BARAJAS

MADRID, SPAIN

RNAV SID

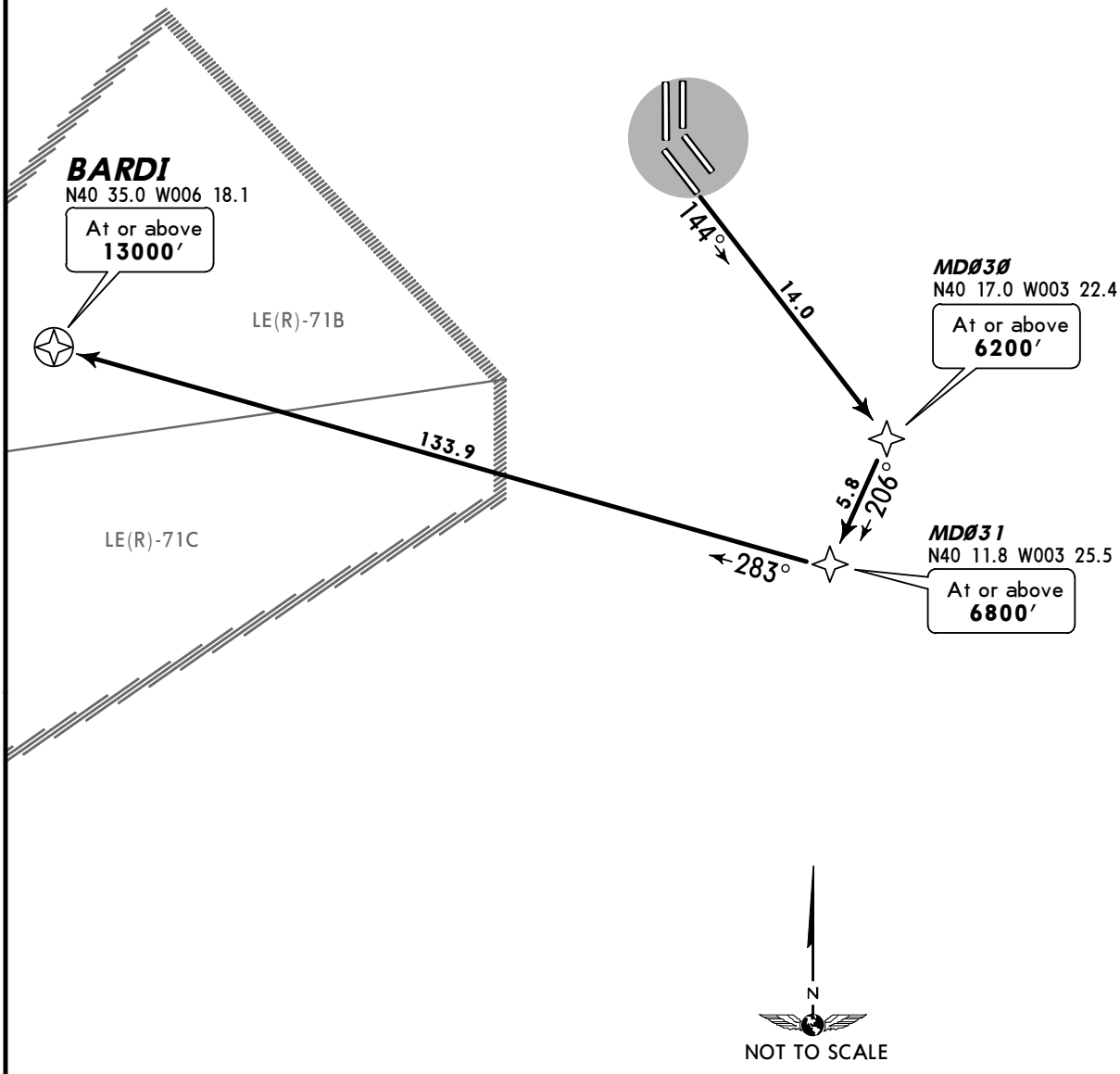
Apt Elev	
1998′	Trans level: By ATC Trans alt: 13000′ SIDs are also noise abatement procedures (refer to 10-4).



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

(2400′+) - MD030 (6200′+) - MD031 (6800′+) - BARDI (13000′+).

CHANGES: None.

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LEMD/MAD BARAJAS

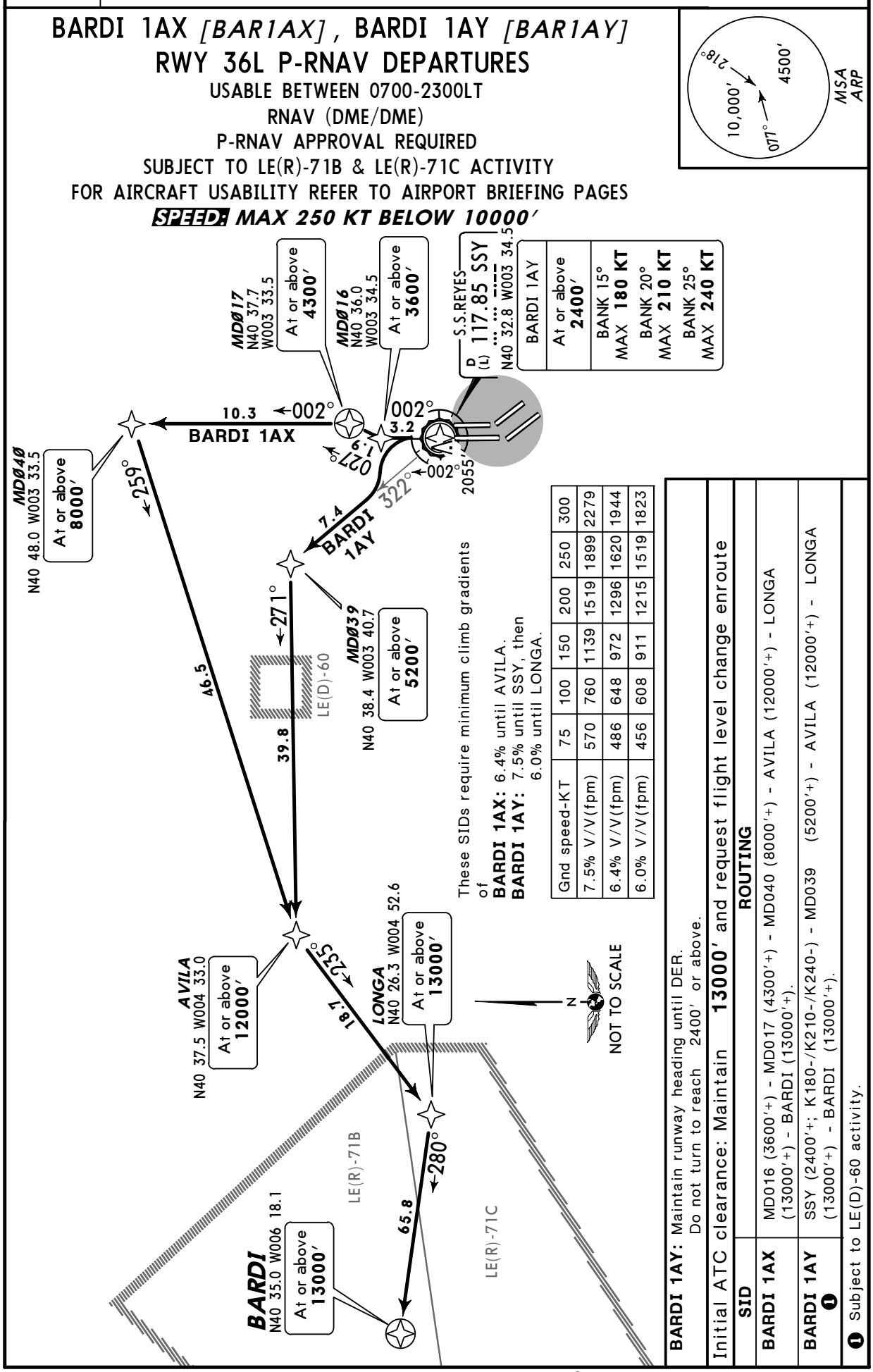
MADRID, SPAIN

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′



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

❶ Subject to LE(D)-60 activity.

CHANGES: RNAV SID availability.

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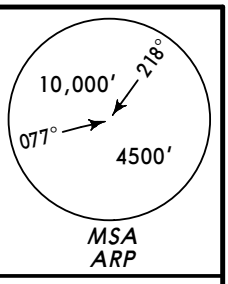
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LEMD/MAD BARAJAS

MADRID, SPAIN

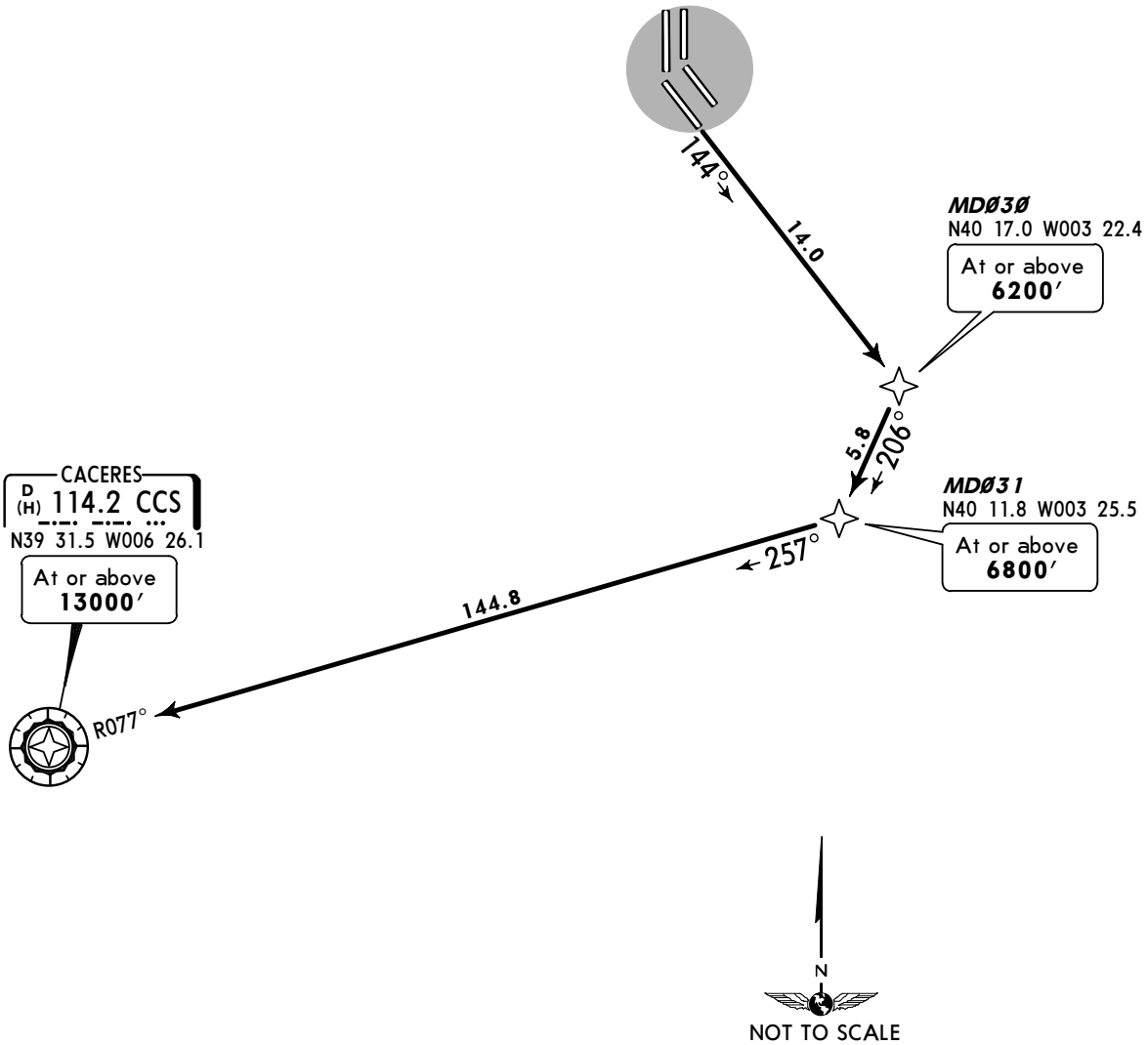
RNAV SID

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

(2400′+) - MD030 (6200′+) - MD031 (6800′+) - CCS (13000′+).

CHANGES: RWY designation; RNAV SID renumbered & revised.

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LEMD/MAD BARAJAS

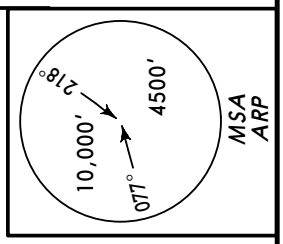
MADRID, SPAIN

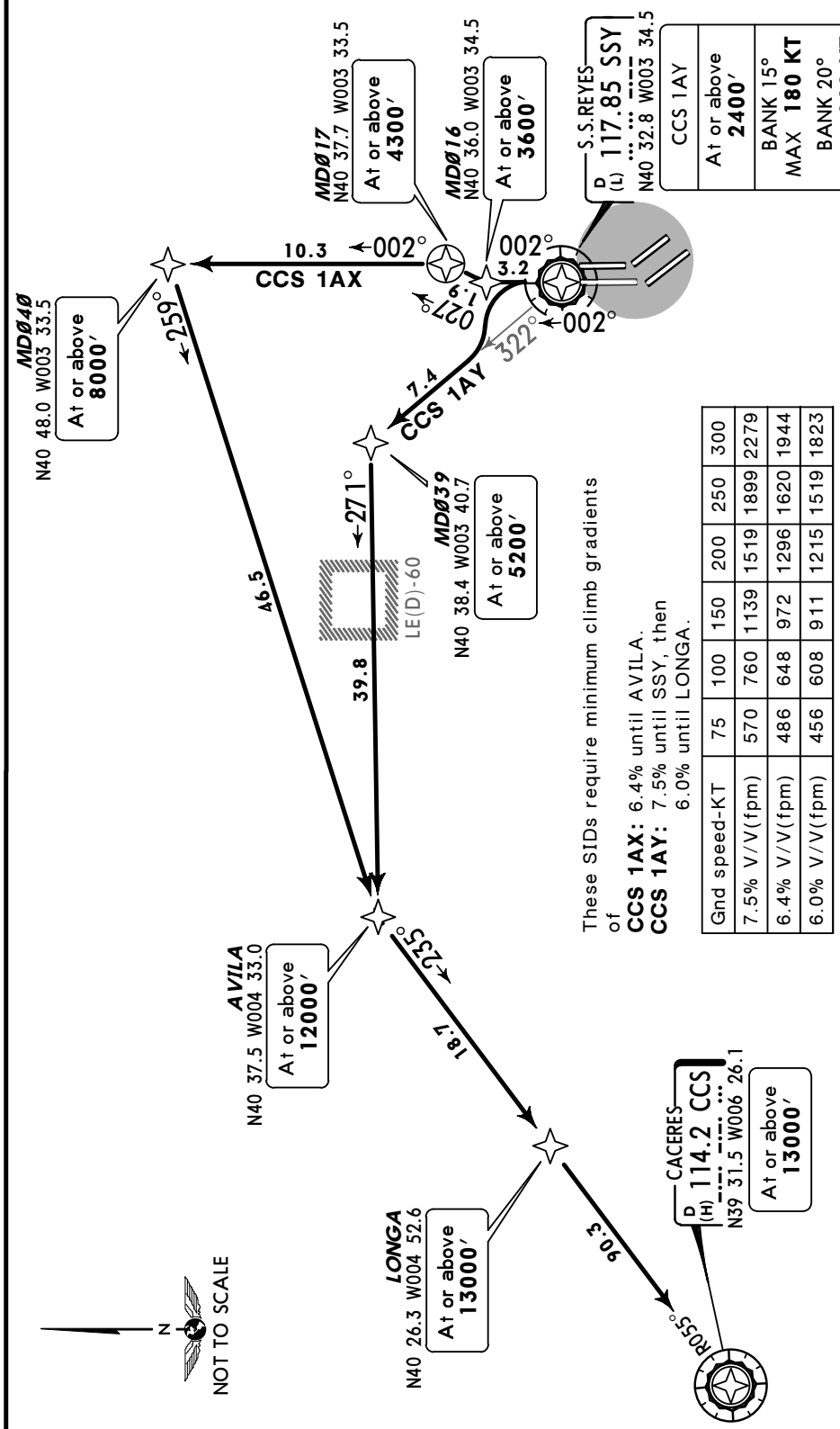
RNAV SID

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

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

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





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

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

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

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

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

❶ Subject to LE(D)-60 activity.

CHANGES: RNAV SIDs availability.

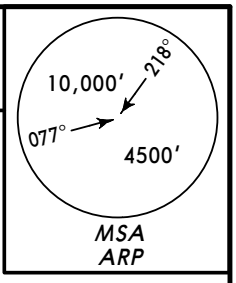
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LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

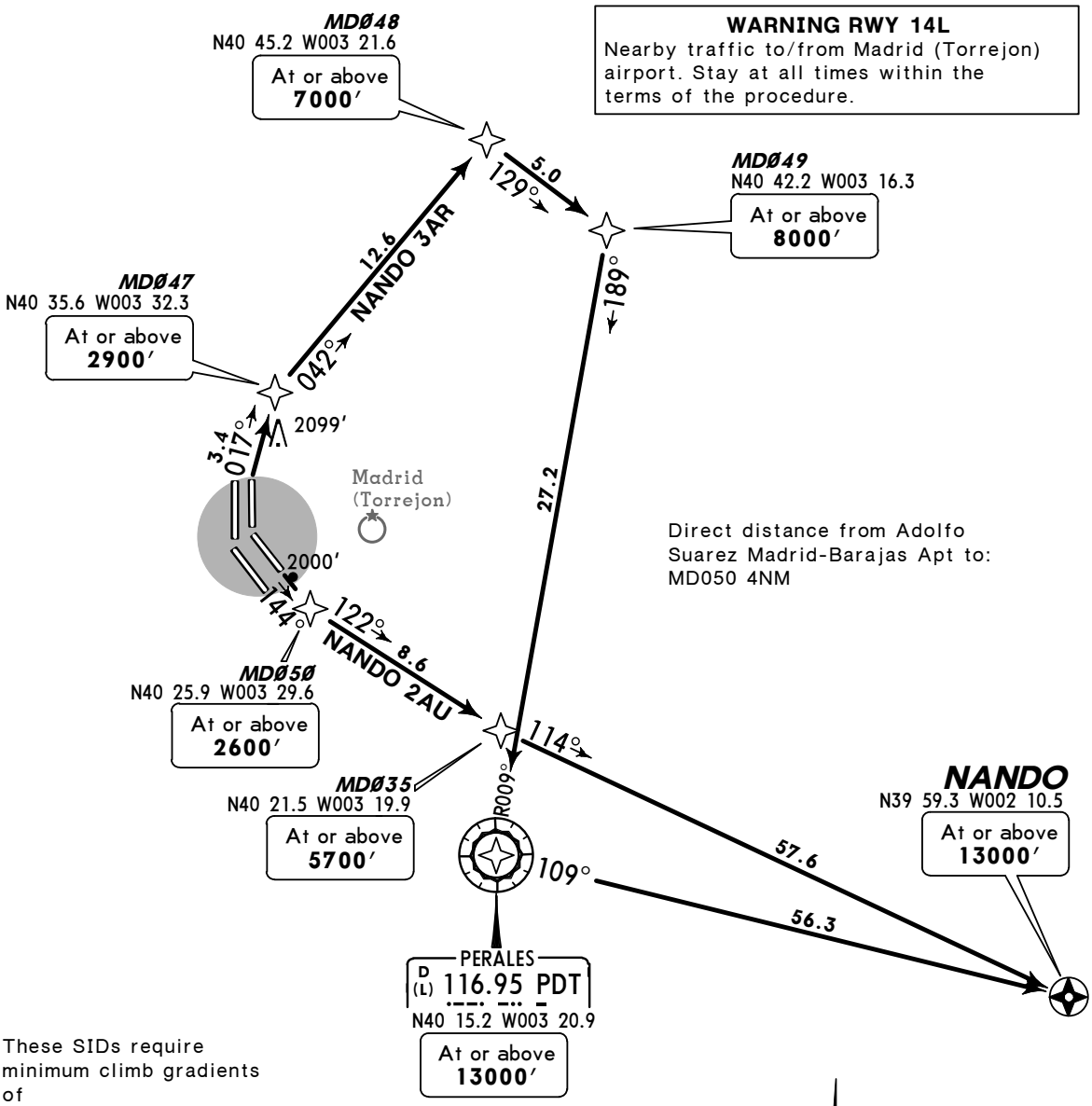
MADRID, SPAIN
RNAV SID

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′



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

Direct distance from Adolfo Suarez Madrid-Barajas Apt to:
MD050 4NM

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

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

N
NOT TO SCALE

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

SID	RWY	ROUTING
NANDO 3AR	**36R**	MD047 (2900′+) - MD048 (7000′+) - MD049 (8000′+) - PDT (13000′+) - NANDO (13000′+).
NANDO 2AU	**14L**	MD050 (2600′+) - MD035 (5700′+) - NANDO (13000′+).

CHANGES: Airport name & revised.

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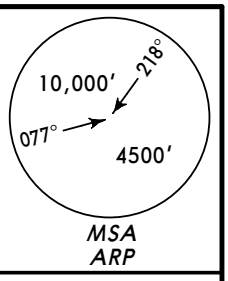
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LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

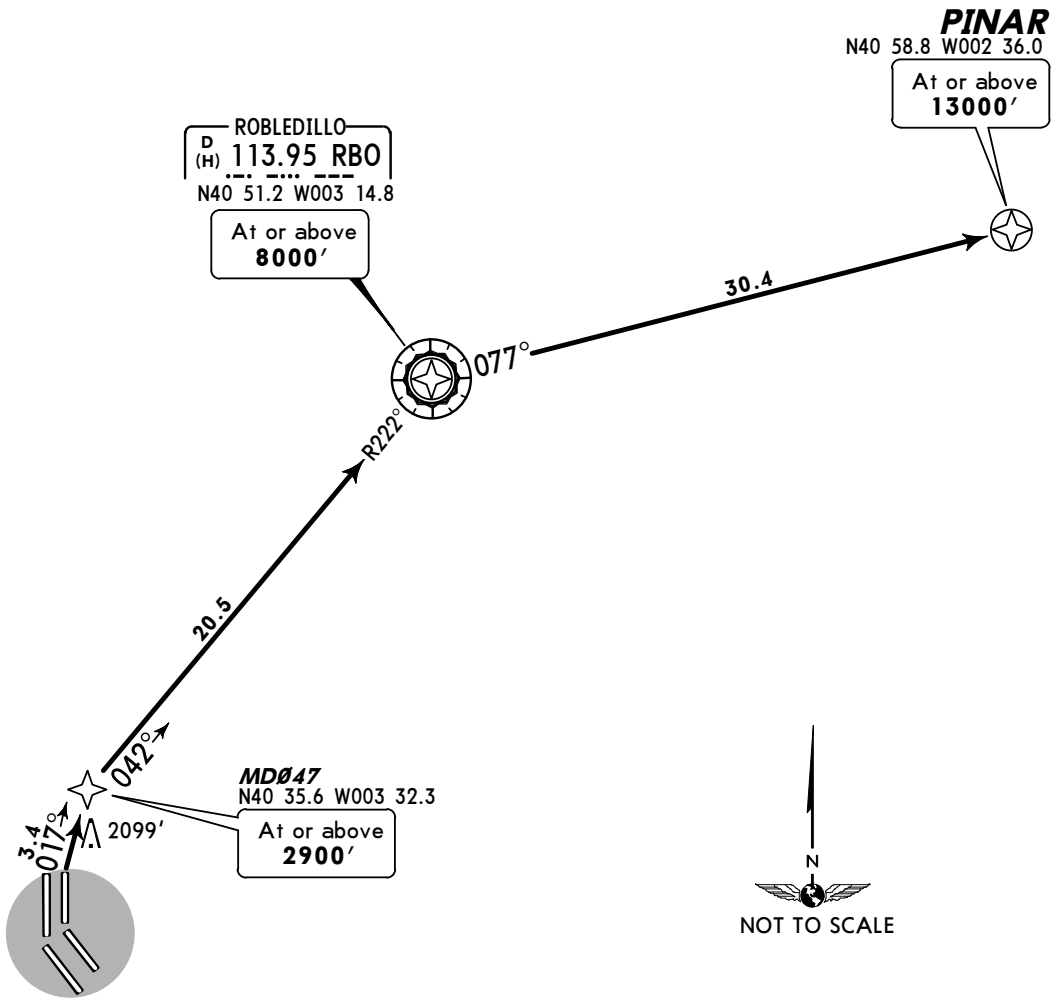
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12 DEC 14 (10-3G)

MADRID, SPAIN
RNAV SID

Apt Elev	Trans level: By ATC Trans alt: 13000′
1998′	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

MD047 (2900′+) - RBO (8000′+) - PINAR (13000′+).

CHANGES: Airport name.

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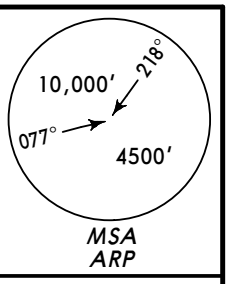
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LEMD/MAD BARAJAS

MADRID, SPAIN

RNAV SID

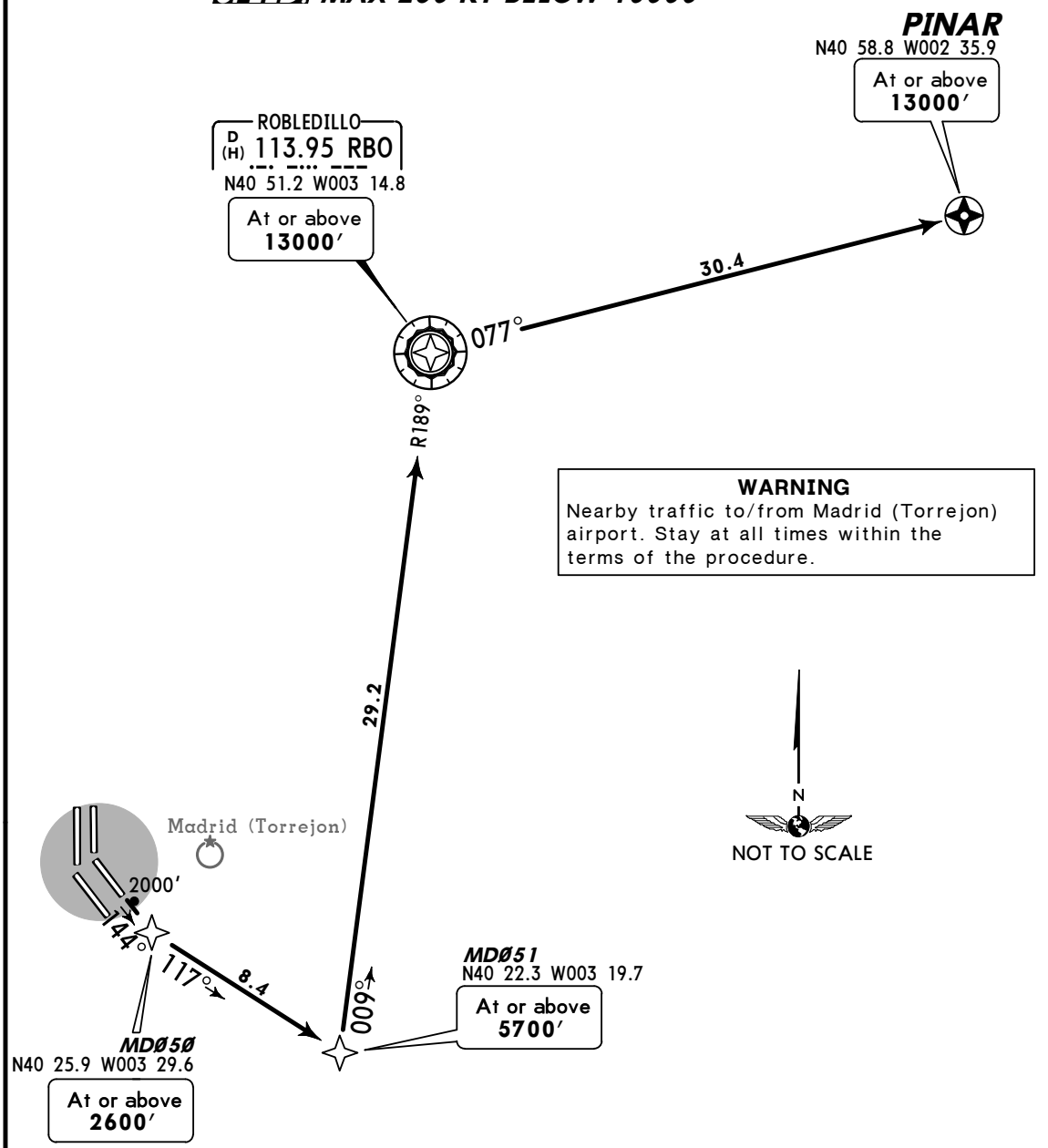
Apt Elev	
1998′	Trans level: By ATC Trans alt: 13000′ 1. SIDs are also noise abatement procedures (refer to 10-4). 2. EXPECT close-in obstacles



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

MD050 (2600′+) - MD051 (5700′+) - RBO (13000′+) - PINAR (13000′+).

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

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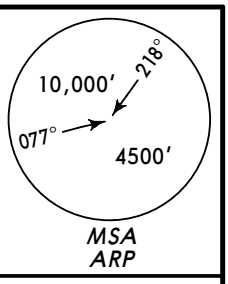
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LEMD/MAD BARAJAS

MADRID, SPAIN

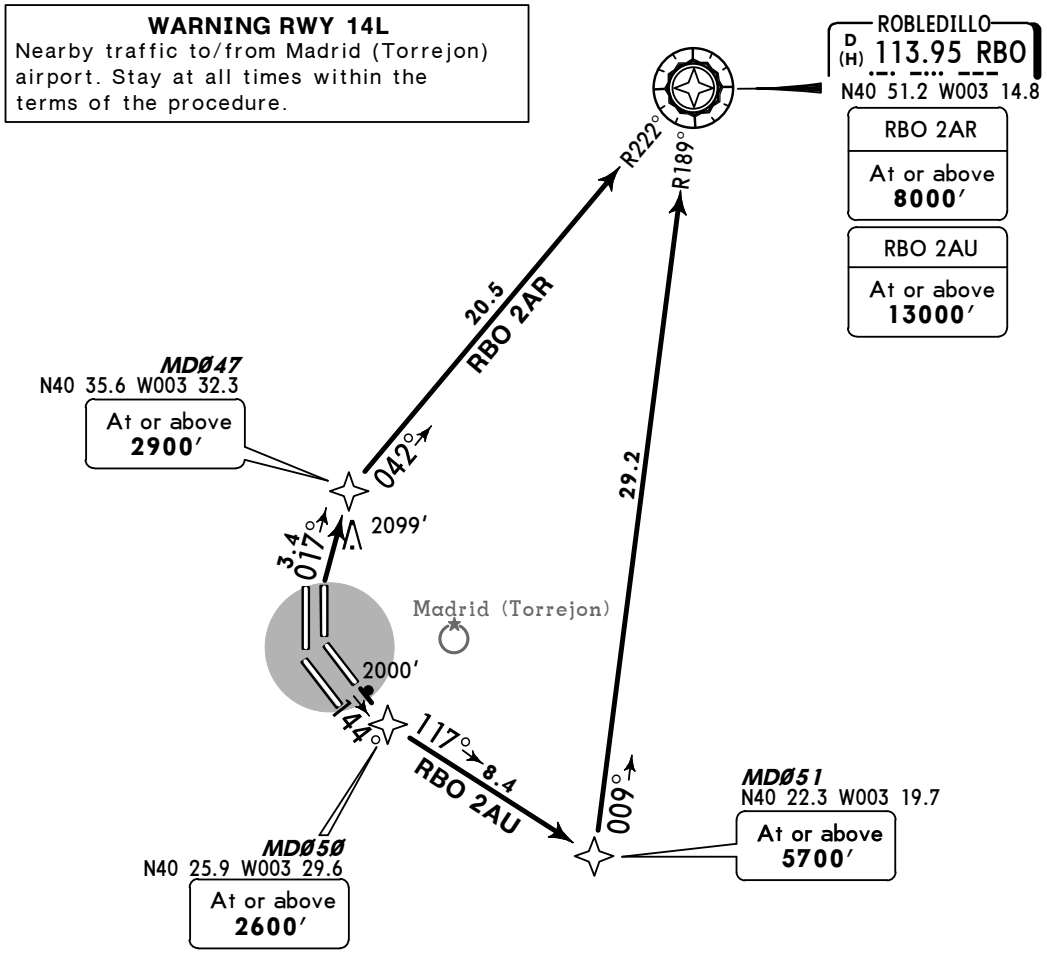
RNAV SID

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′





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′+).
RBO 2AU	**14L**	MD050 (2600′+) - MD051 (5700′+) - RBO (13000′+).

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

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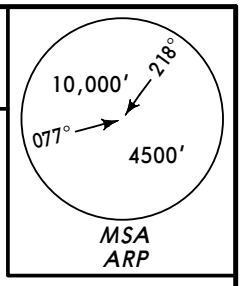
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LEMD/MAD BARAJAS

MADRID, SPAIN

RNAV SID

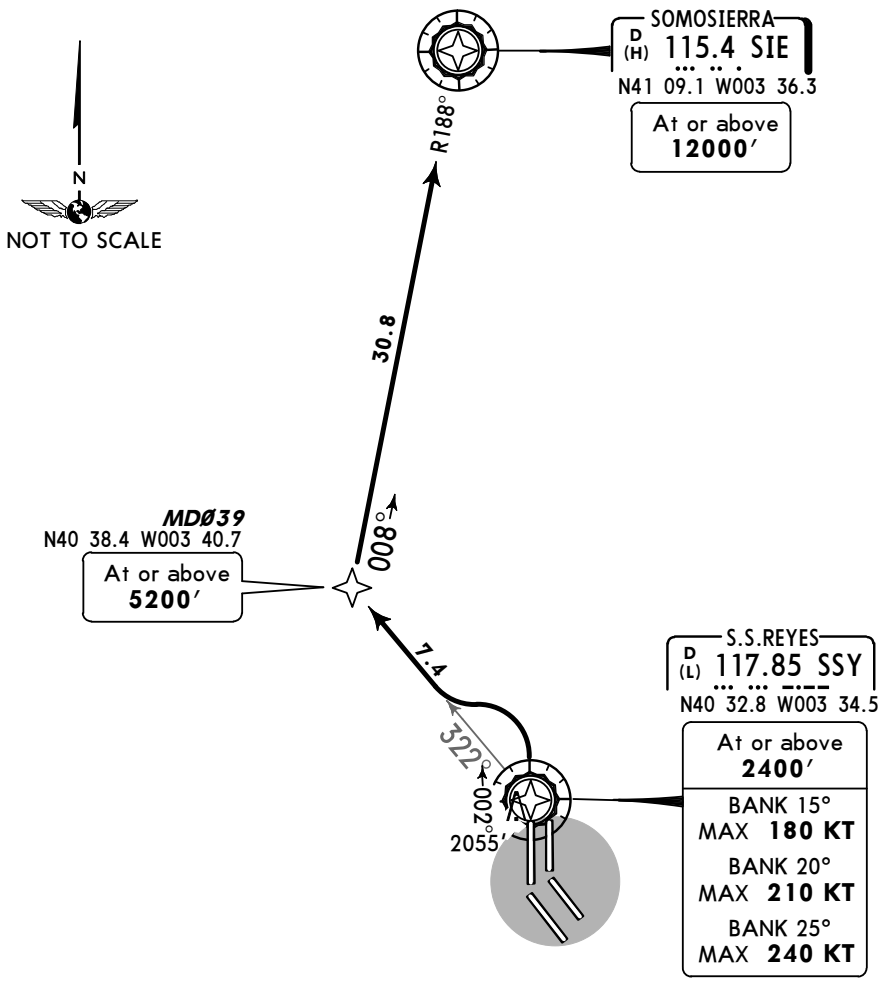
Apt Elev	
1998′	Trans level: By ATC Trans alt: 13000′ 1. SIDs are also noise abatement procedures (refer to 10-4). 2. EXPECT close-in obstacles.



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

SSY (2400′+; K180-/K210-/K240-) - MD039 (5200′+) - SIE (12000′+).

CHANGES: Chart reindexed.

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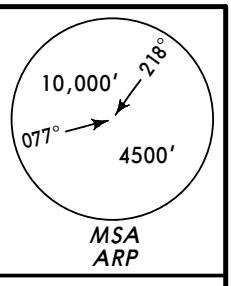
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LEMD/MAD BARAJAS

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

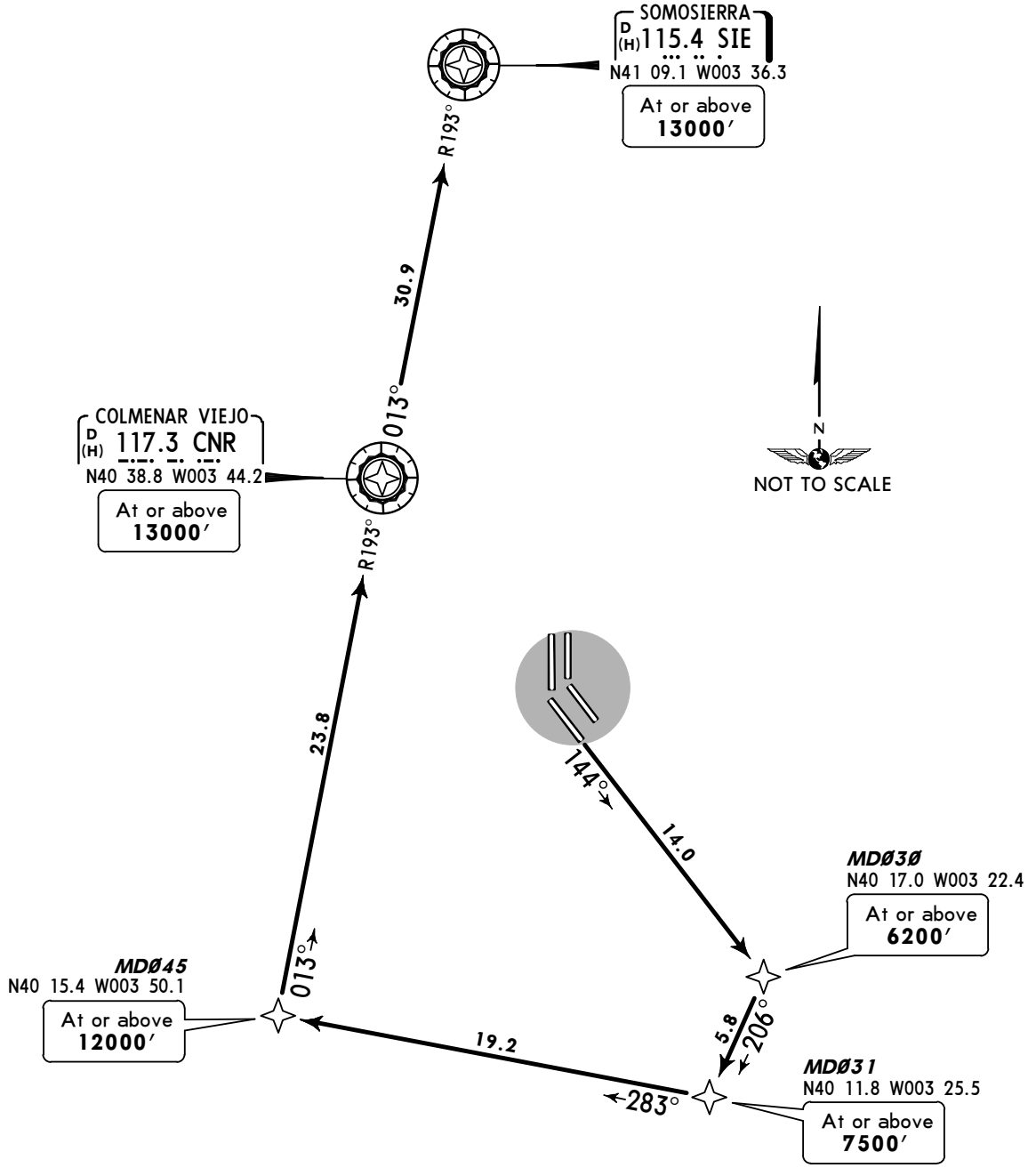
RWY 14R P-RNAV DEPARTURE

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

(2400′+) - MD030 (6200′+) - MD031 (7500′+) - MD045 (12000′+) - CNR (13000′+) - SIE (13000′+).

CHANGES: Chart reindexed.

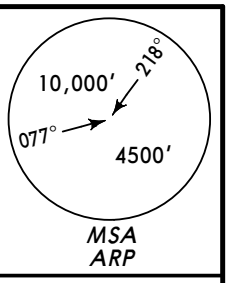
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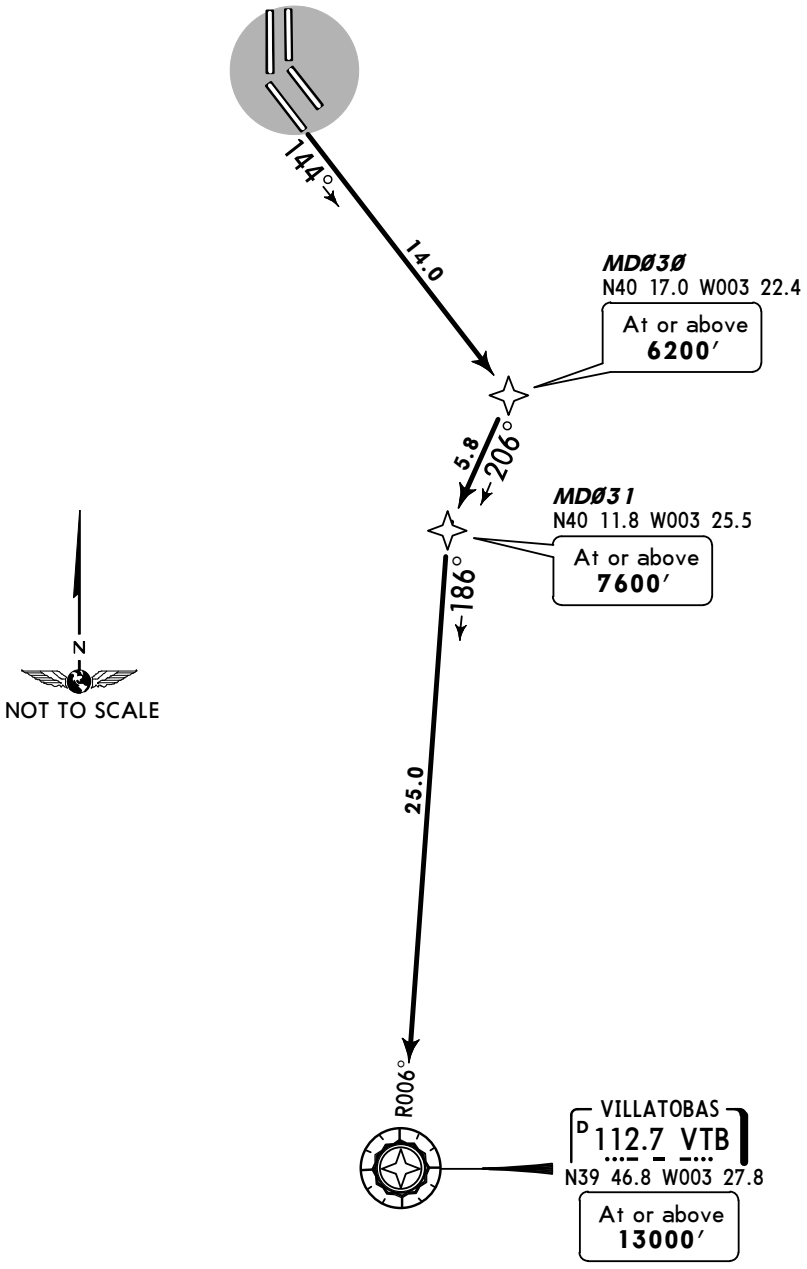
LEMD/MAD
BARAJAS

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

(2400′+) - MD030 (6200′+) - MD031 (7600′+) - VTB (13000′+).

CHANGES: Chart reindexed.

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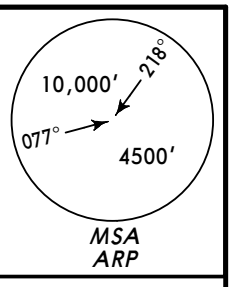
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LEMD/MAD BARAJAS

MADRID, SPAIN

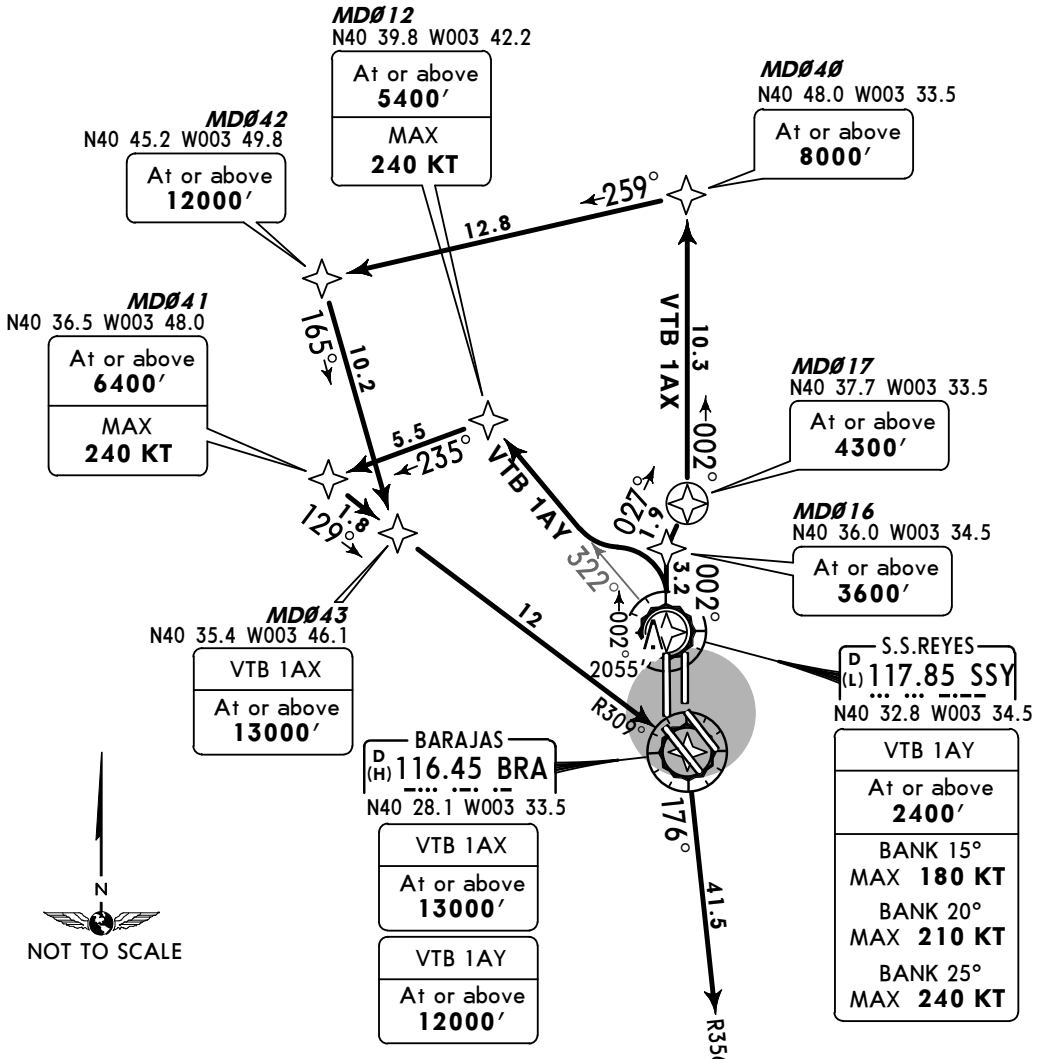
RNAV SID

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′+; K240-) - BRA (12000′+) - VTB (13000′+).

CHANGES: Chart reindexed.

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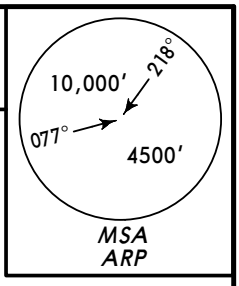
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LEMD/MAD BARAJAS

MADRID, SPAIN

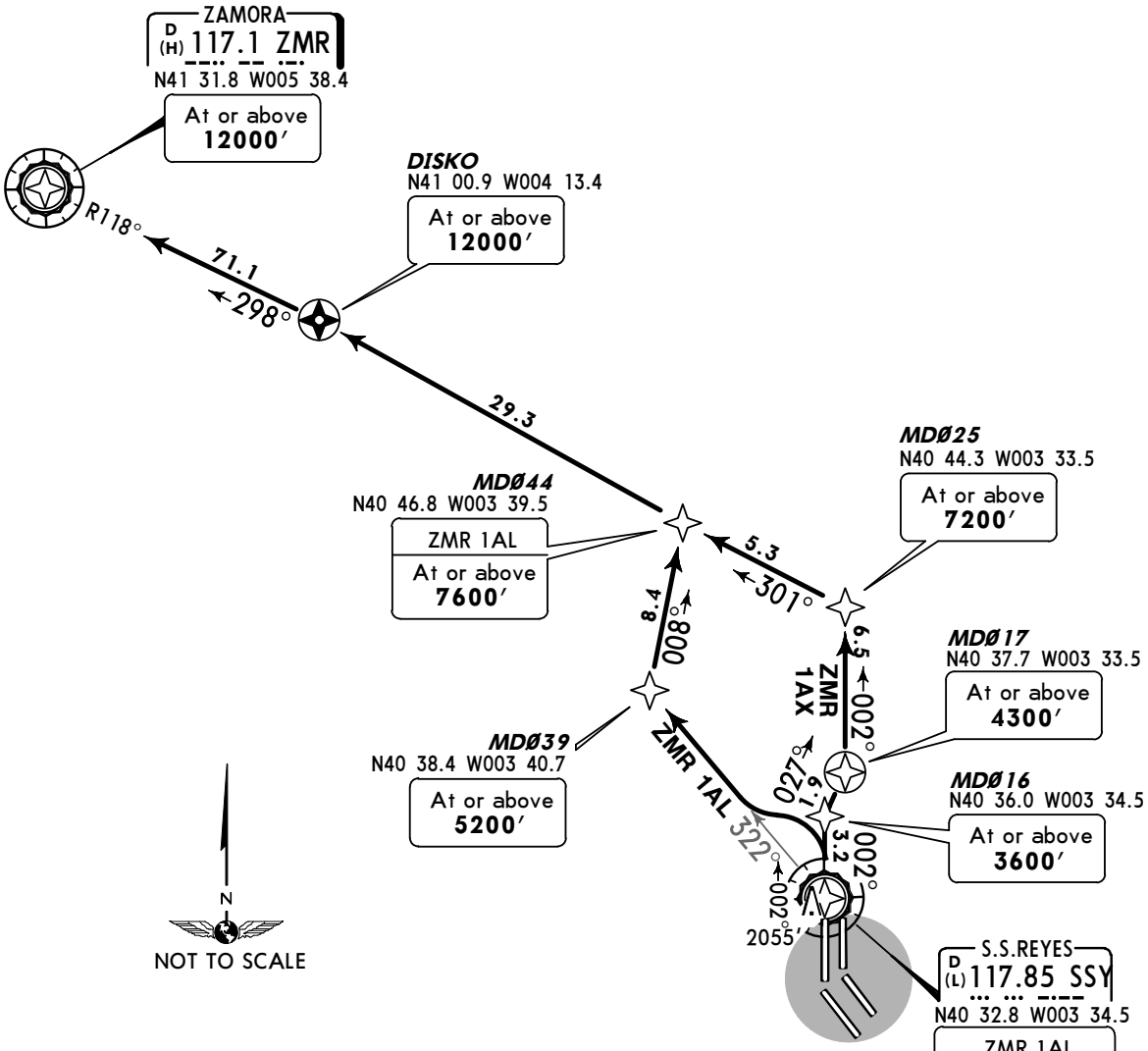
RNAV SID

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

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 (12000′+).

CHANGES: Chart reindexed.

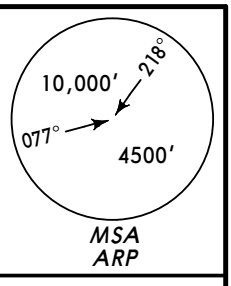
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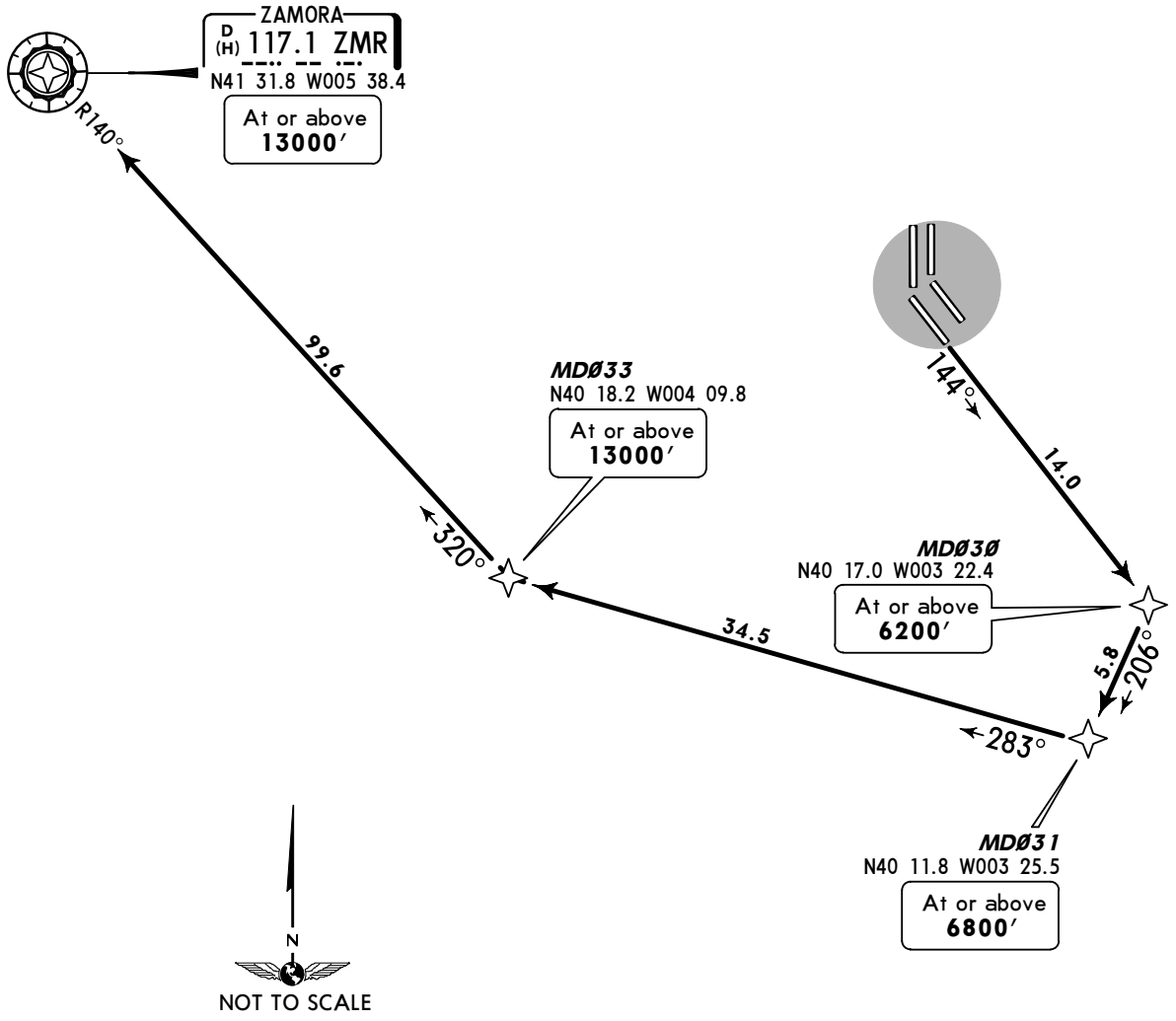
LEMD/MAD
BARAJAS

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

(2400′+) - MD030 (6200′+) - MD031 (6800′+) - MD033 (13000′+) - ZMR (13000′+).

CHANGES: Chart reindexed.

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LEMD/MAD BARAJAS

MADRID, SPAIN

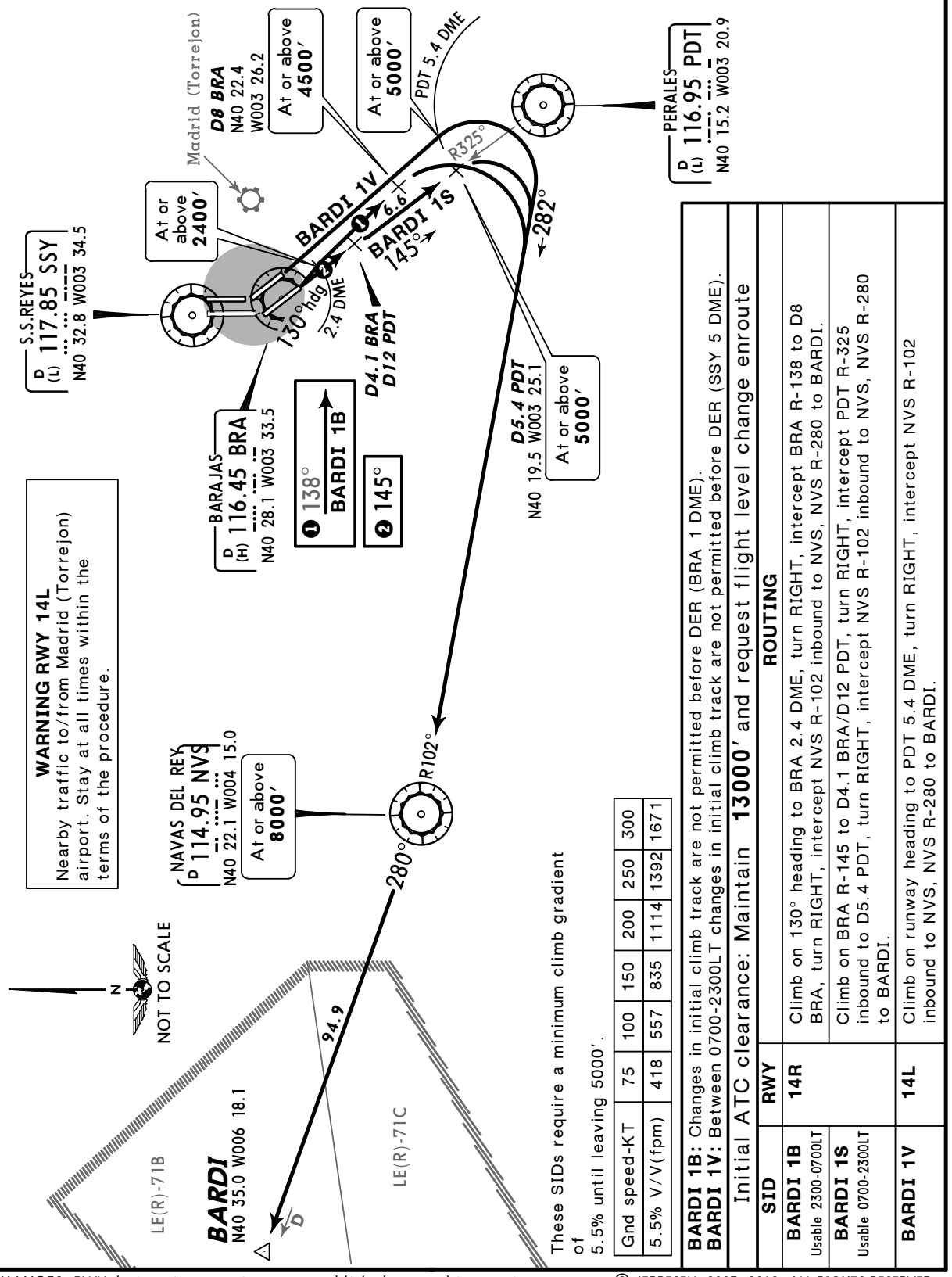
SID

Apt Elev	Trans level: By ATC Trans alt: 13000′
1998′	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 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 NVS R-102 inbound to NVS, NVS R-280 to BARDI.
BARDI 1S Usable 0700-2300LT		Climb on BRA R-145 to D4.1 BRA/D12 PDT, turn RIGHT, intercept PDT R-325 inbound to D5.4 PDT, turn RIGHT, intercept NVS R-102 inbound to NVS, NVS R-280 to BARDI.
BARDI 1V	**14L**	Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept NVS R-102 inbound to NVS, NVS R-280 to BARDI.

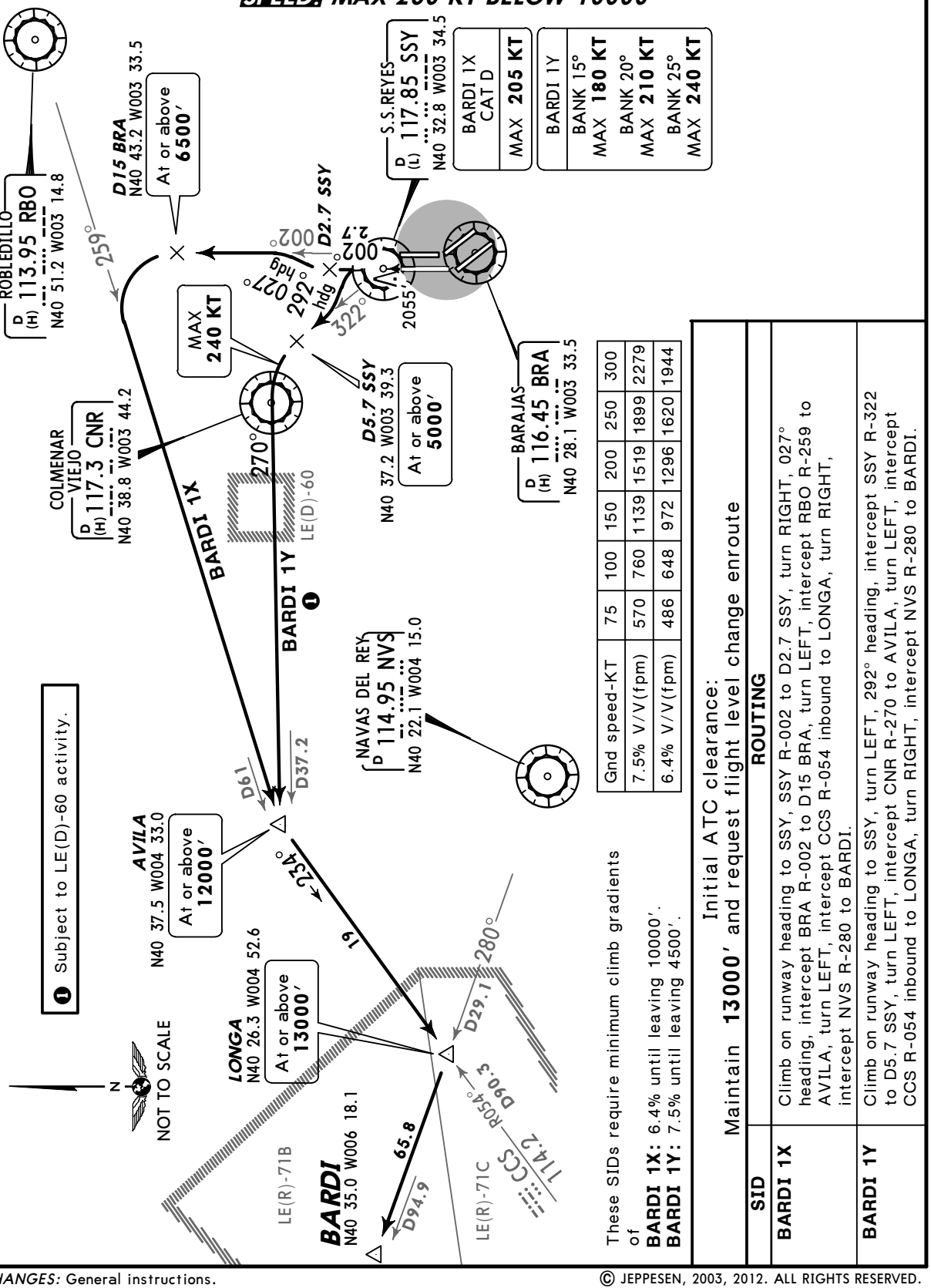
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Apt Elev	
1998′	Trans level: By ATC Trans alt: 13000′ 1. SIDs are also noise abatement procedures (refer to 10-4A). 2. EXPECT close-in obstacles.

BARDI ONE X-RAY (BARDI 1X) *[BARD1X]*
BARDI ONE YANKEE (BARDI 1Y) *[BARD1Y]* ❶
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

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

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

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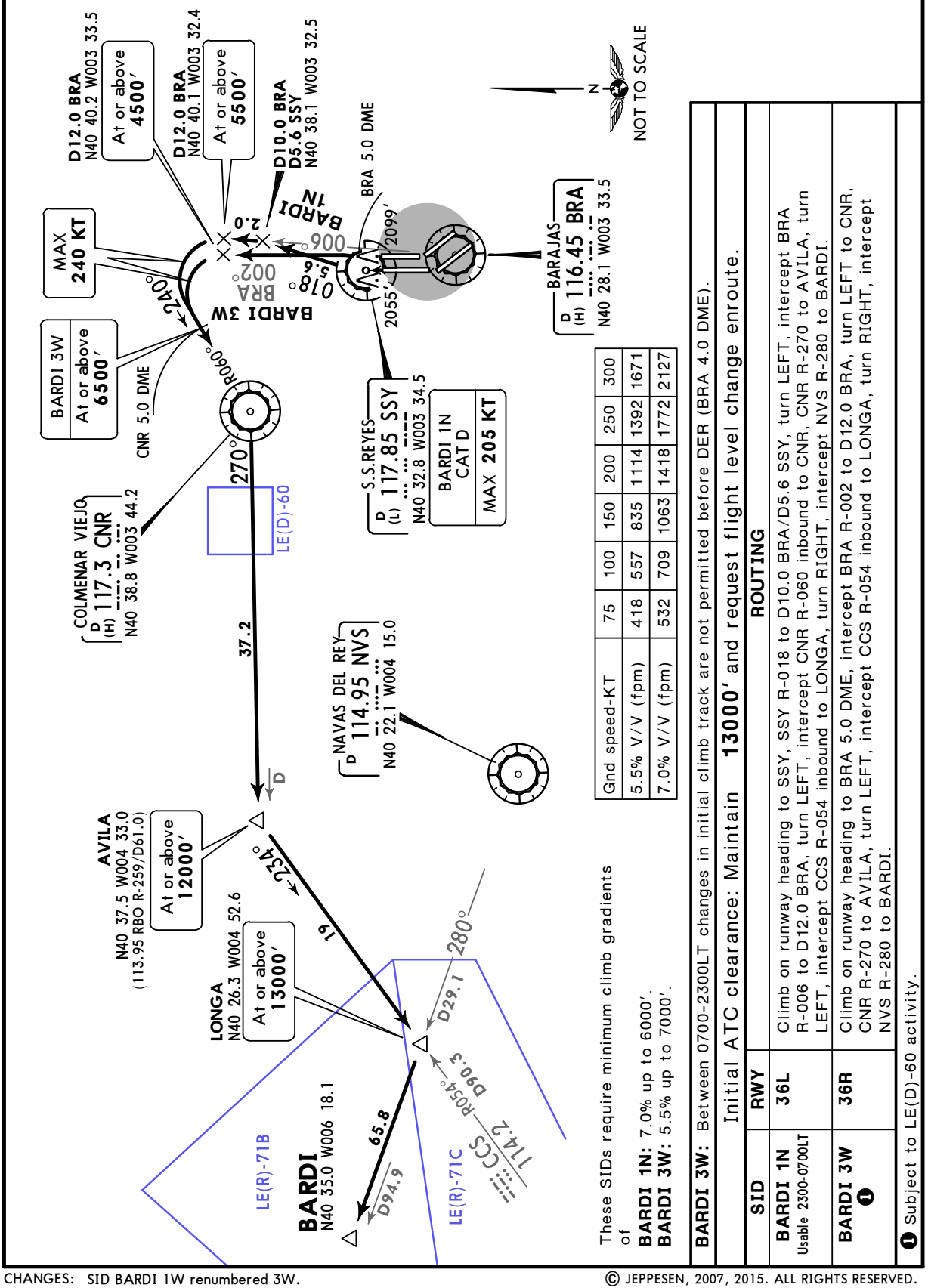
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LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

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 THREE WHISKEY (BARDI 3W) [BARD3W]
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
5.5% V/V (fpm)	418	557	835	1114	1392	1671
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

These SIDs require minimum climb gradients of
BARDI 1N: 7.0% up to 6000′.
BARDI 3W: 5.5% up to 7000′.

BARDI 3W: Between 0700-2300LT changes in initial climb track are not permitted before DER (BRA 4.0 DME).

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

SID	RWY	ROUTING
BARDI 1N Usable 2300-0700LT	**36L**	Climb on runway heading to SSY, SSY R-018 to D10.0 BRA/D5.6 SSY, turn LEFT, intercept BRA R-006 to D12.0 BRA, turn LEFT, intercept CNR R-060 inbound to CNR, CNR R-270 to AVILA, turn LEFT, intercept CCS R-054 inbound to LONGA, turn RIGHT, intercept NVS R-280 to BARDI.
BARDI 3W ❶	**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, turn LEFT, intercept CCS R-054 inbound to LONGA, turn RIGHT, intercept NVS R-280 to BARDI.

❶ Subject to LE(D)-60 activity.

CHANGES: SID BARDI 1W renumbered 3W.

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ADOLFO SUAREZ
MADRID-BARAJAS

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15 MAY 15 (10-3N2) Eff 28 May

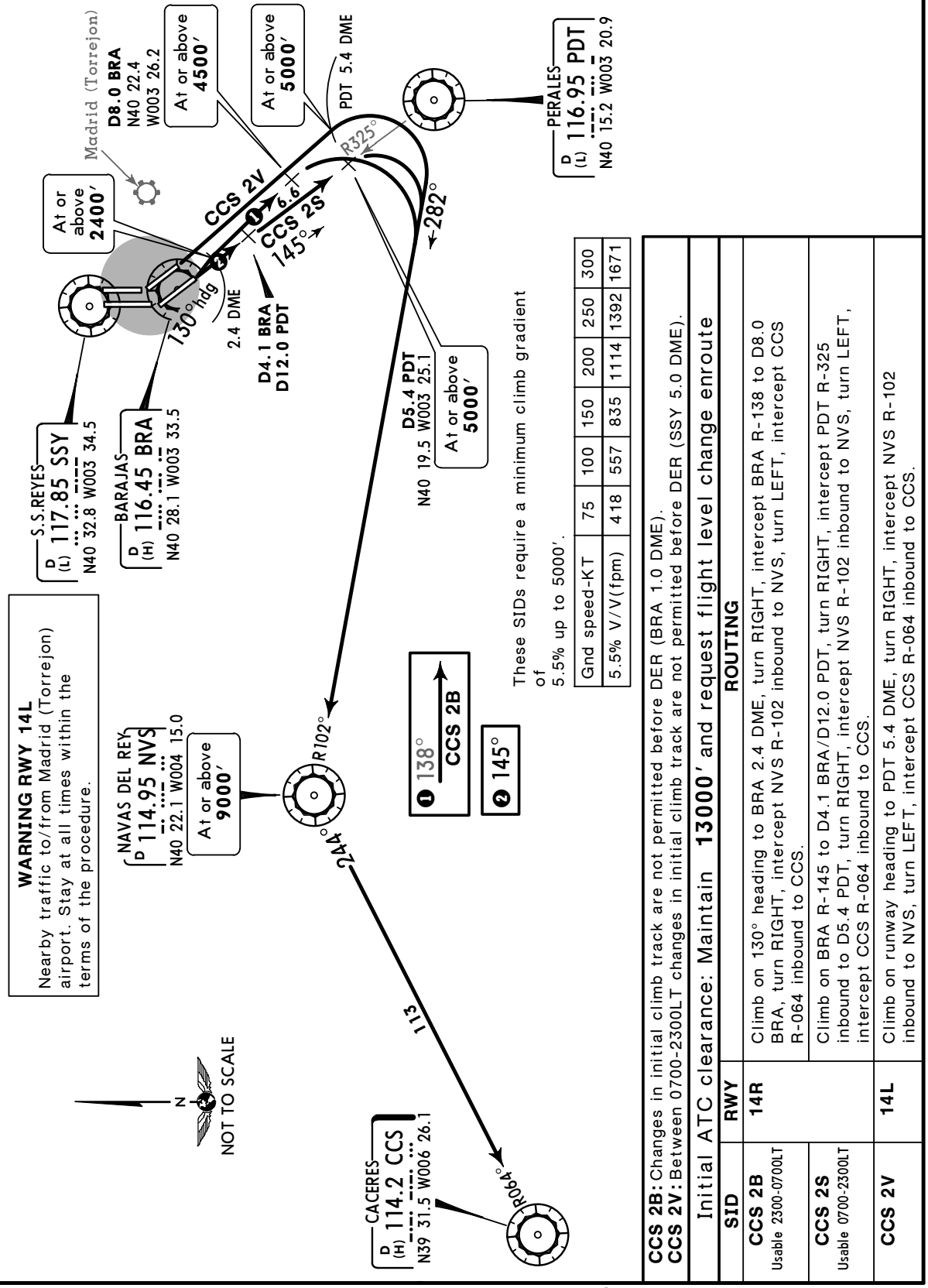
MADRID, SPAIN
SID

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 TWO BRAVO (CCS 2B)
CACERES TWO SIERRA (CCS 2S)
CACERES TWO VICTOR (CCS 2V)
RWYS 14R/L DEPARTURES

SPEED: MAX 250 KT BELOW 10000′



These SIDs require a minimum climb gradient of 5.5% up to 5000′.

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

CCS 2B: Changes in initial climb track are not permitted before DER (BRA 1.0 DME).
CCS 2V: Between 0700-2300LT changes in initial climb track are not permitted before DER (SSY 5.0 DME).

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

SID	RWY	ROUTING
CCS 2B Usable 2300-0700LT	14R	Climb on 130° heading to BRA 2.4 DME, turn RIGHT, intercept BRA R-138 to D8.0 BRA, turn RIGHT, intercept NVS R-102 inbound to NVS, turn LEFT, intercept CCS R-064 inbound to CCS.
CCS 2S Usable 0700-2300LT		Climb on BRA R-145 to D4.1 BRA/D12.0 PDT, turn RIGHT, intercept PDT R-325 inbound to D5.4 PDT, turn RIGHT, intercept NVS R-102 inbound to NVS, turn LEFT, intercept CCS R-064 inbound to CCS.
CCS 2V	14L	Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept NVS R-102 inbound to NVS, turn LEFT, intercept CCS R-064 inbound to CCS.

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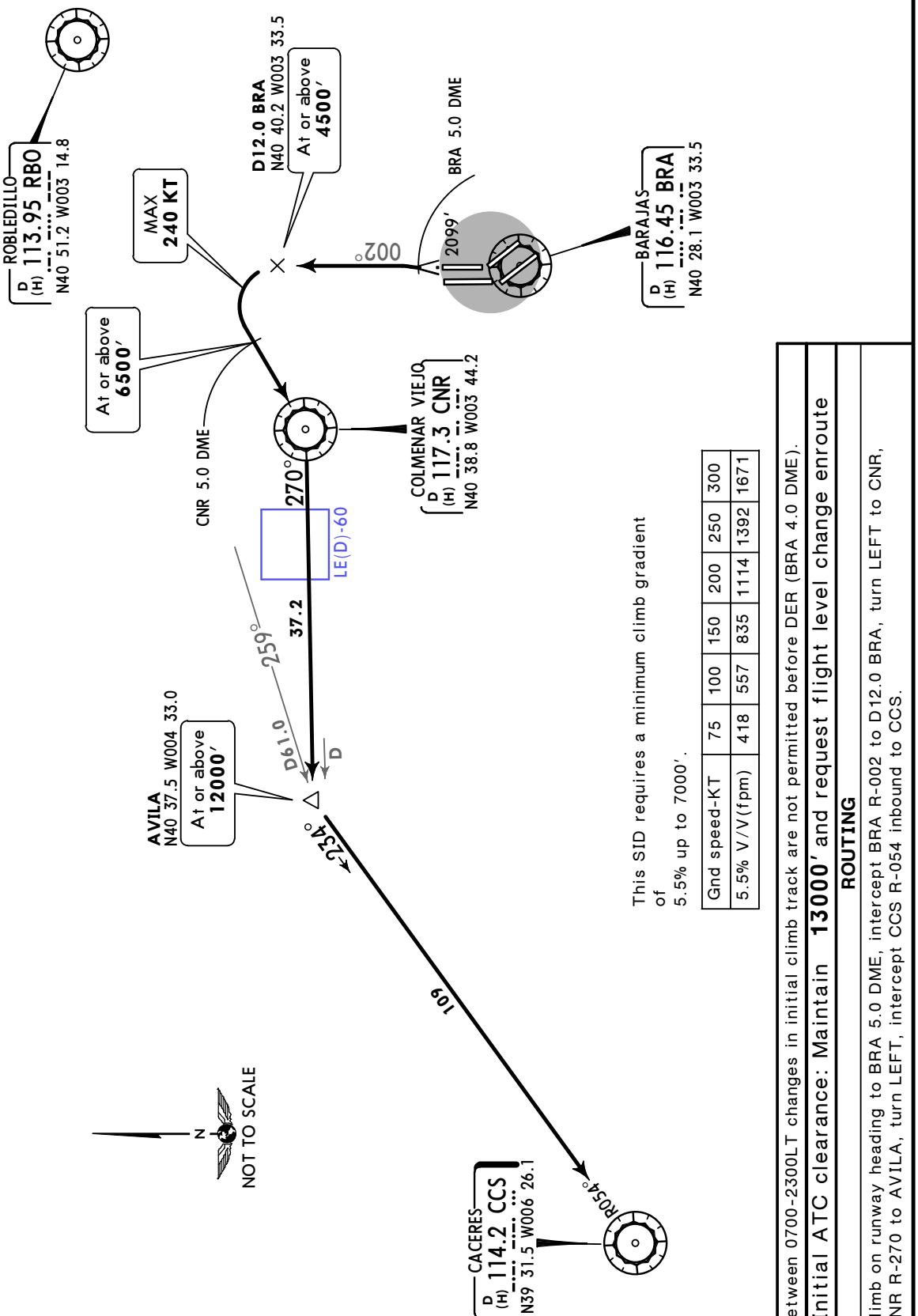
LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

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 WHISKEY (CCS 3W)
RWY 36R DEPARTURE
SUBJECT TO LE(D)-60 ACTIVITY
SPEED: MAX 250 KT BELOW 10000′



This SID requires a minimum climb gradient of 5.5% up to 7000′.

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

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

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

ROUTING

Climb on runway heading to BRA 5.0 DME, intercept BRA R-002 to D12.0 BRA, turn LEFT to CNR, CNR R-270 to AVILA, turn LEFT, intercept CCS R-054 inbound to CCS.

CHANGES: Aiport name; SID CCS 1W renumbered 3W.

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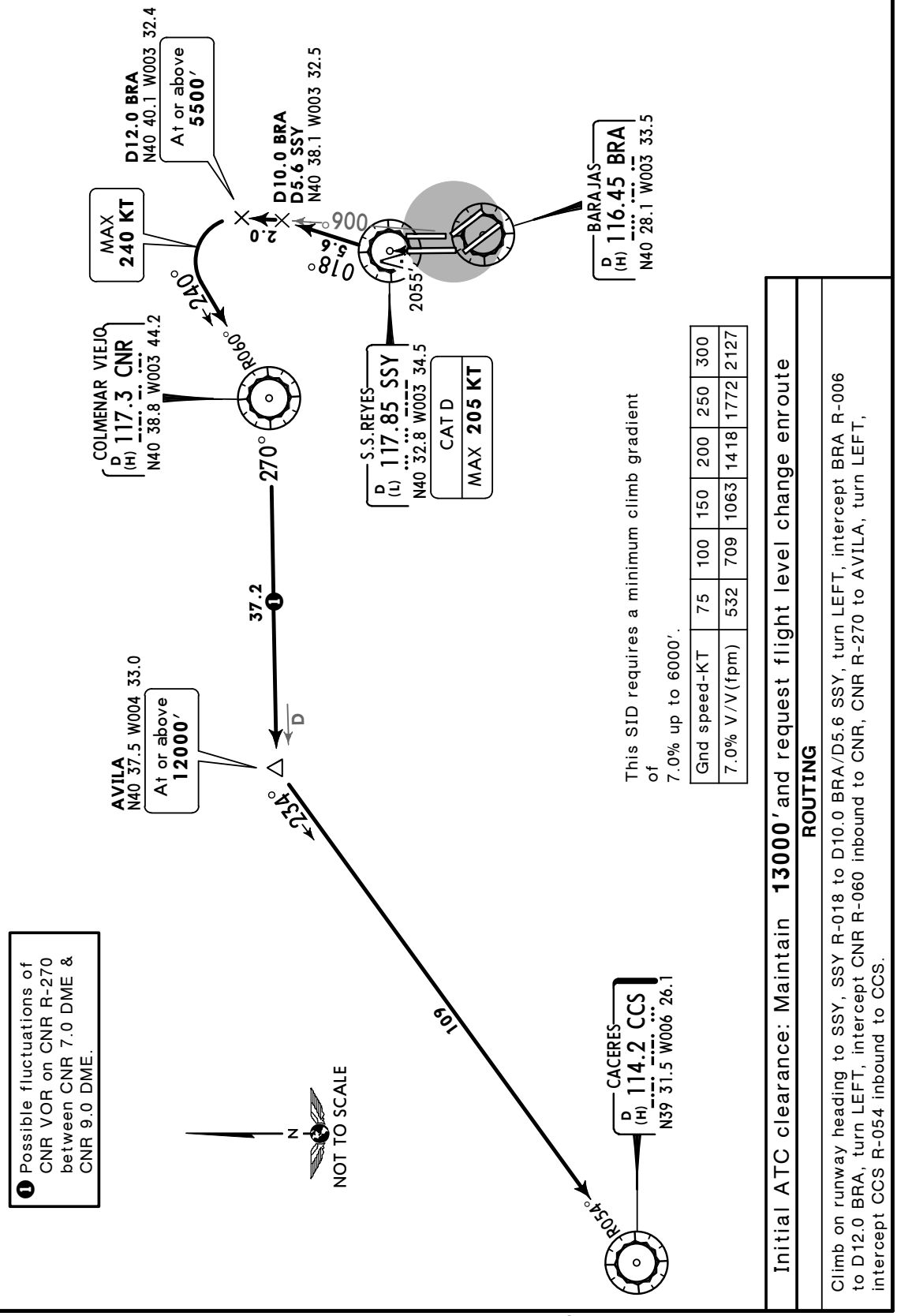
LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

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′



CHANGES: Airport name.

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LEMD/MAD BARAJAS

MADRID, SPAIN

SID

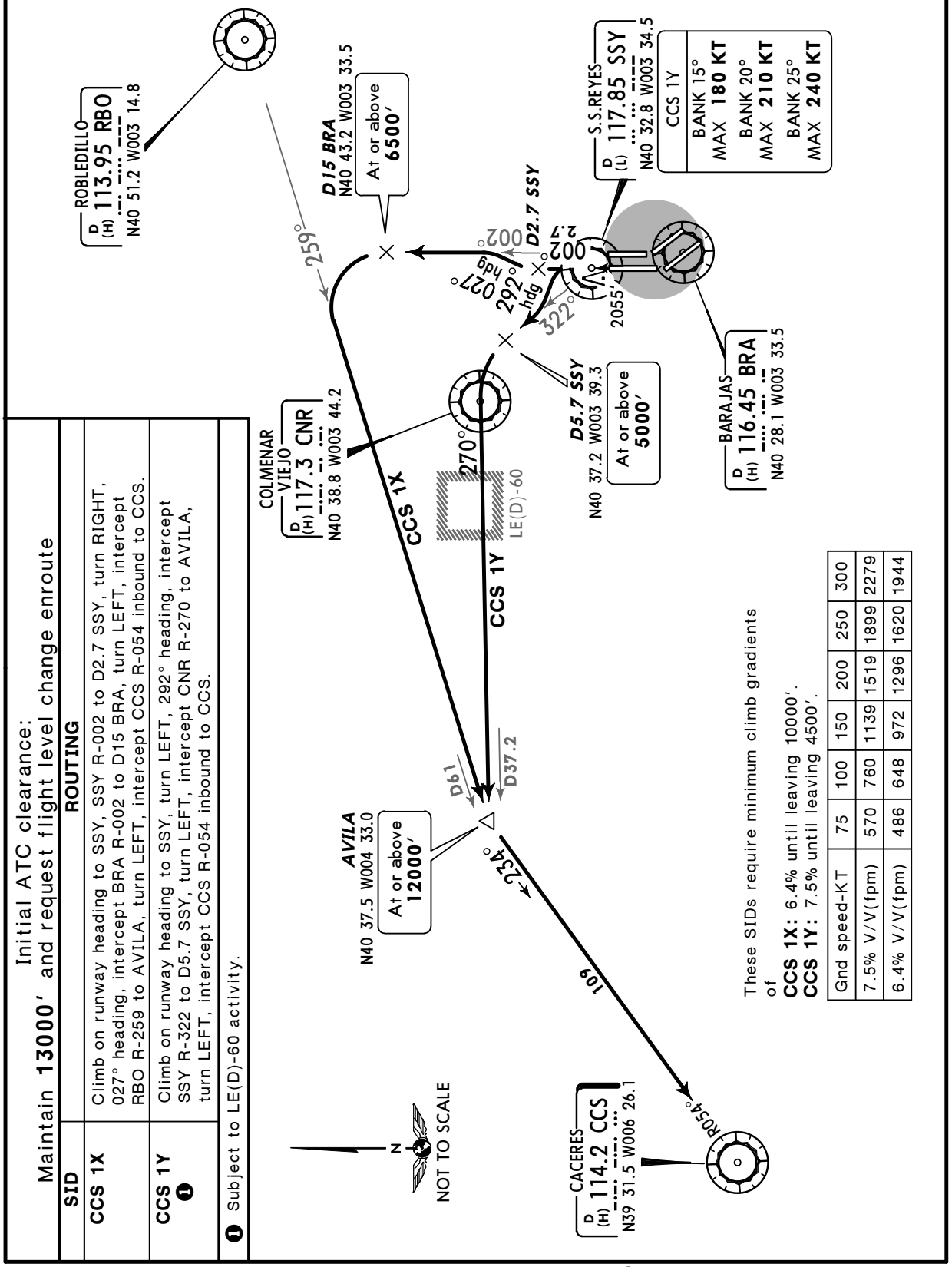
Apt Elev	
1998′	Trans level: By ATC Trans alt: 13000′ 1. SIDs are also noise abatement procedures (refer to 10-4A). 2. EXPECT close-in obstacles.

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′



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

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

❶ Subject to LE(D)-60 activity.

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

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

CHANGES: None.

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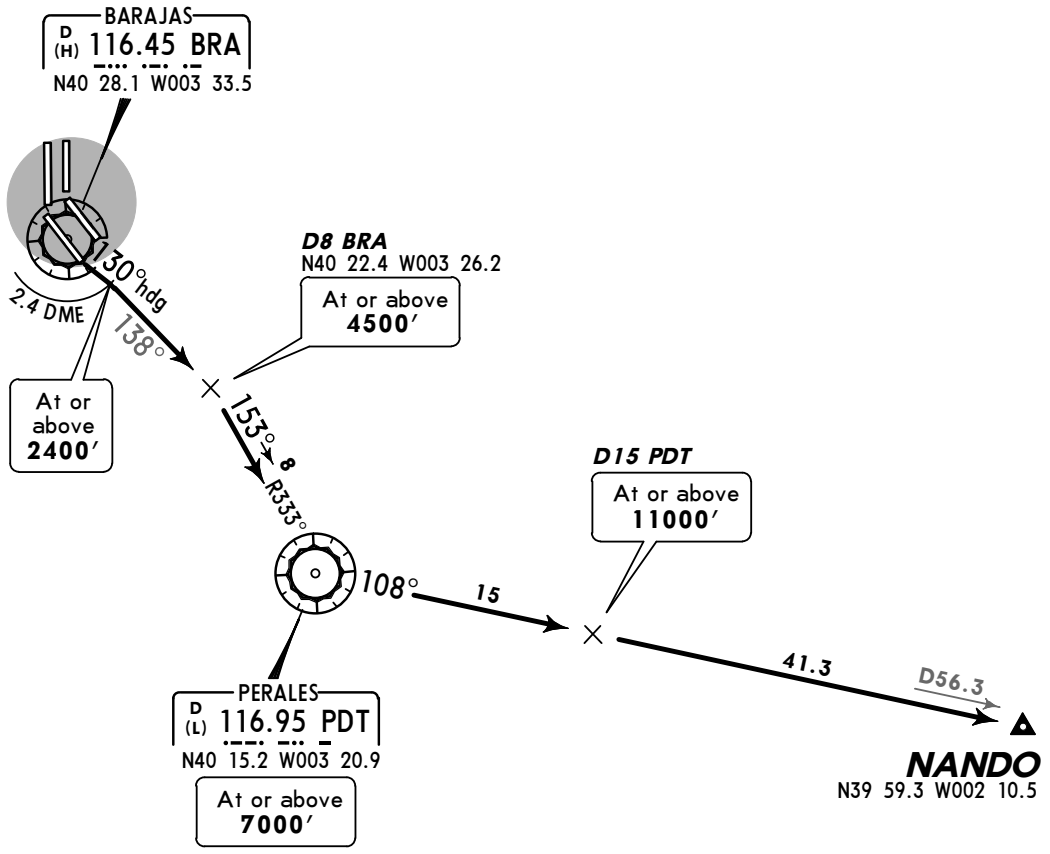
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LEMD/MAD
BARAJAS

MADRID, SPAIN
SID

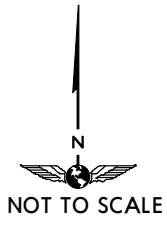
Apt Elev	
1998′	Trans level: By ATC Trans alt: 13000′ 1. SIDs are also noise abatement procedures (refer to 10-4A). 2. EXPECT close-in obstacles

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 RIGHT, intercept PDT R-333 inbound to PDT, PDT R-108 to NANDO.

CHANGES: Chart reindexed.

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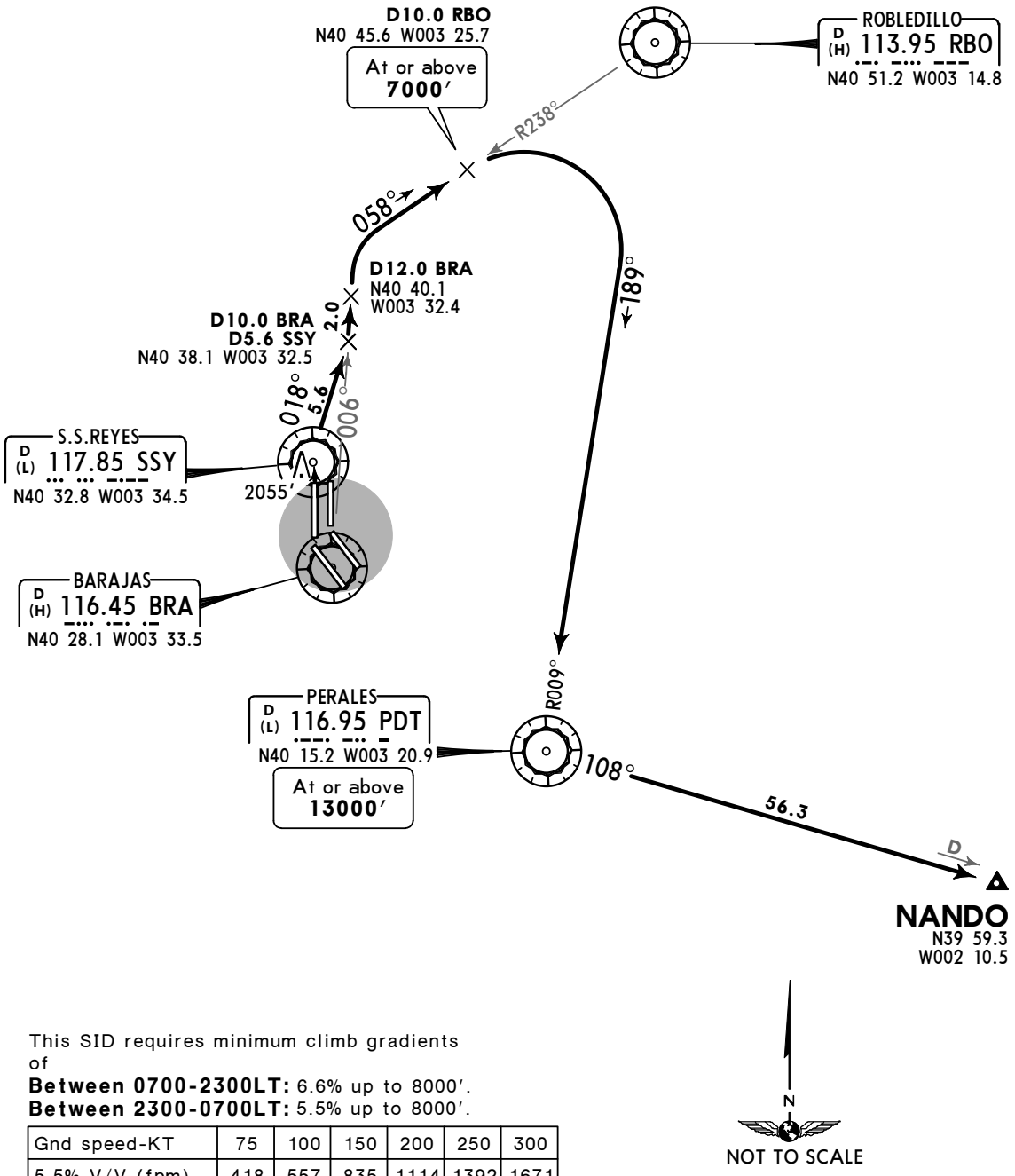
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LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

MADRID, SPAIN
SID

Apt Elev	Trans level: By ATC Trans alt: 13000′
1998′	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% up to 8000′.
Between 2300-0700LT: 5.5% up to 8000′.

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

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

ROUTING

Climb on runway heading to SSY, SSY R-018 to D10.0 BRA/D5.6 SSY, turn LEFT, intercept BRA R-006 to D12.0 BRA, turn RIGHT, intercept RBO R-238 inbound to D10.0 RBO, turn RIGHT, intercept PDT R-009 inbound to PDT, PDT R-108 to NANDO.

CHANGES: Airport name.

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ADOLFO SUAREZ
MADRID-BARAJAS

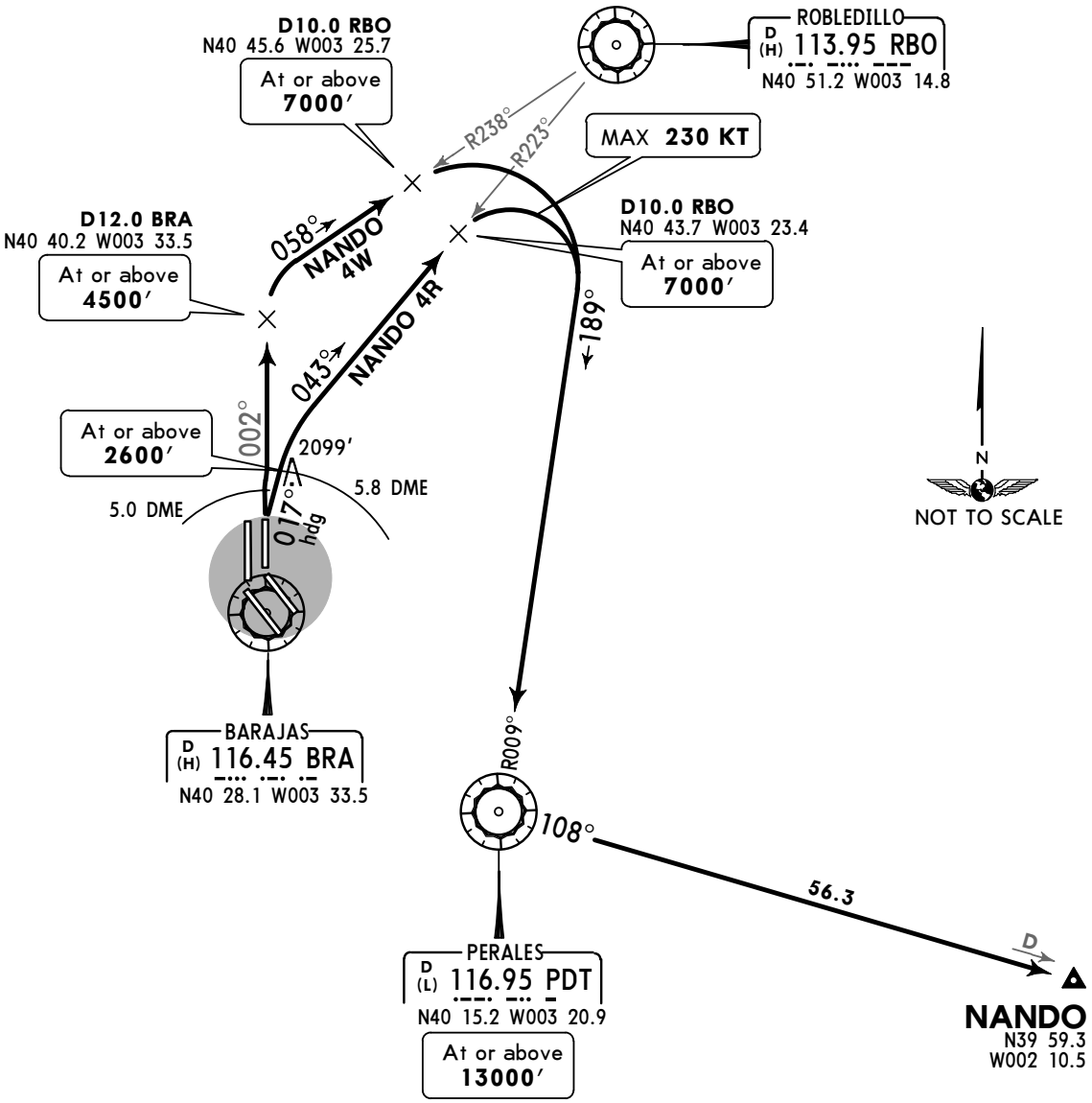
JEPPESEN
15 MAY 15 (10-3Q) Eff 28 May

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 FOUR WHISKEY (NANDO 4W) [NAND4W]
RWY 36R DEPARTURES

SPEED: MAX 250 KT BELOW 10000′



These SIDs require minimum climb gradients of
6.0% up to 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 D10.0 RBO, turn RIGHT, intercept PDT R-009 inbound to PDT, PDT R-108 to NANDO.
NANDO 4W Usable 2300-0700LT	Climb on runway heading to BRA 5.0 DME, intercept BRA R-002 to D12.0 BRA, turn RIGHT, intercept RBO R-238 inbound to D10.0 RBO, turn RIGHT, intercept PDT R-009 inbound to PDT, PDT R-108 to NANDO.

CHANGES: Airport name; SID NANDO 3W renumbered 4W.

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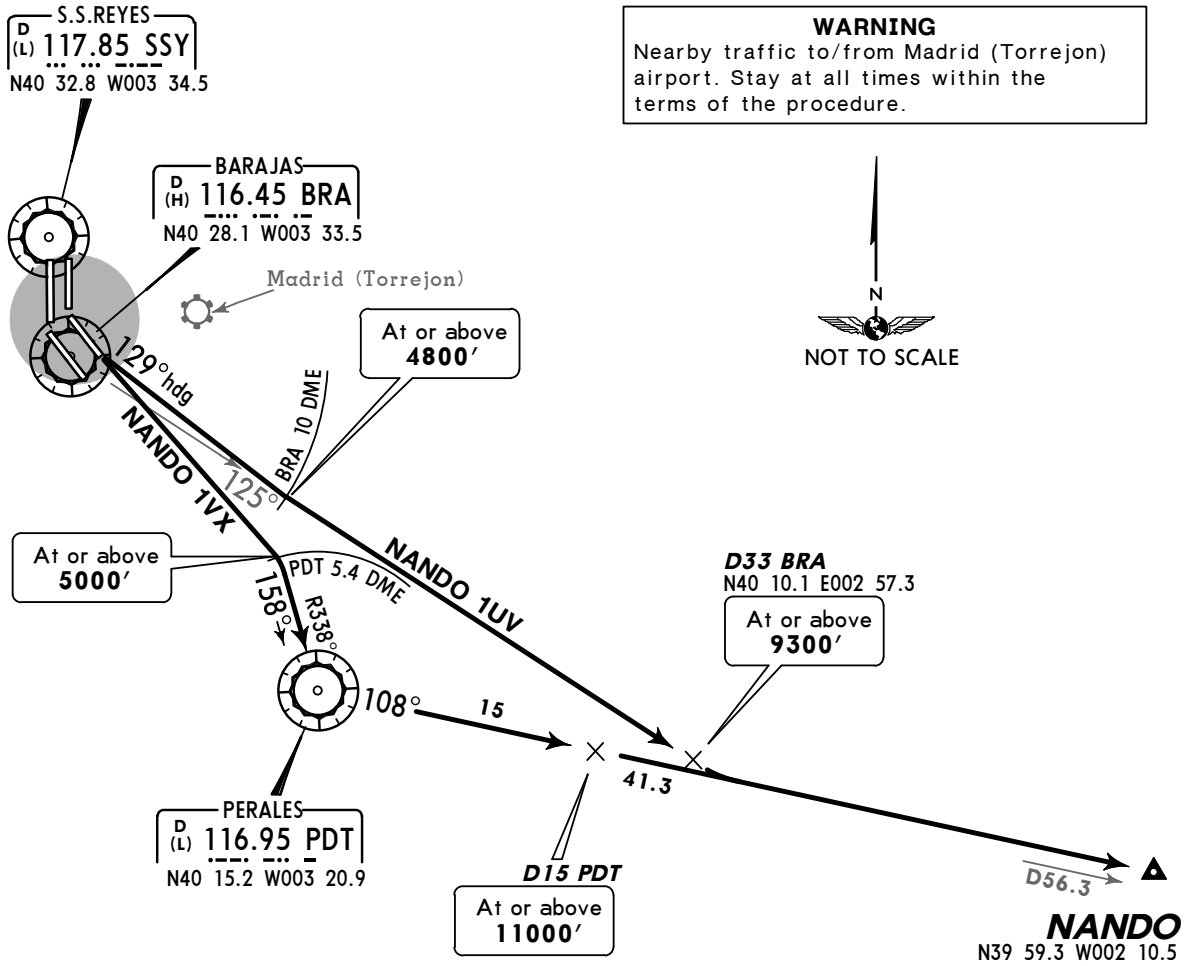
MADRID, SPAIN

SID

Apt Elev	Trans level: By ATC Trans alt: 13000′
1998′	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 Usable 2300-0700LT	Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept PDT R-338 inbound to PDT, PDT R-108 to NANDO.

CHANGES: None.

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LEMD/MAD BARAJAS

MADRID, SPAIN

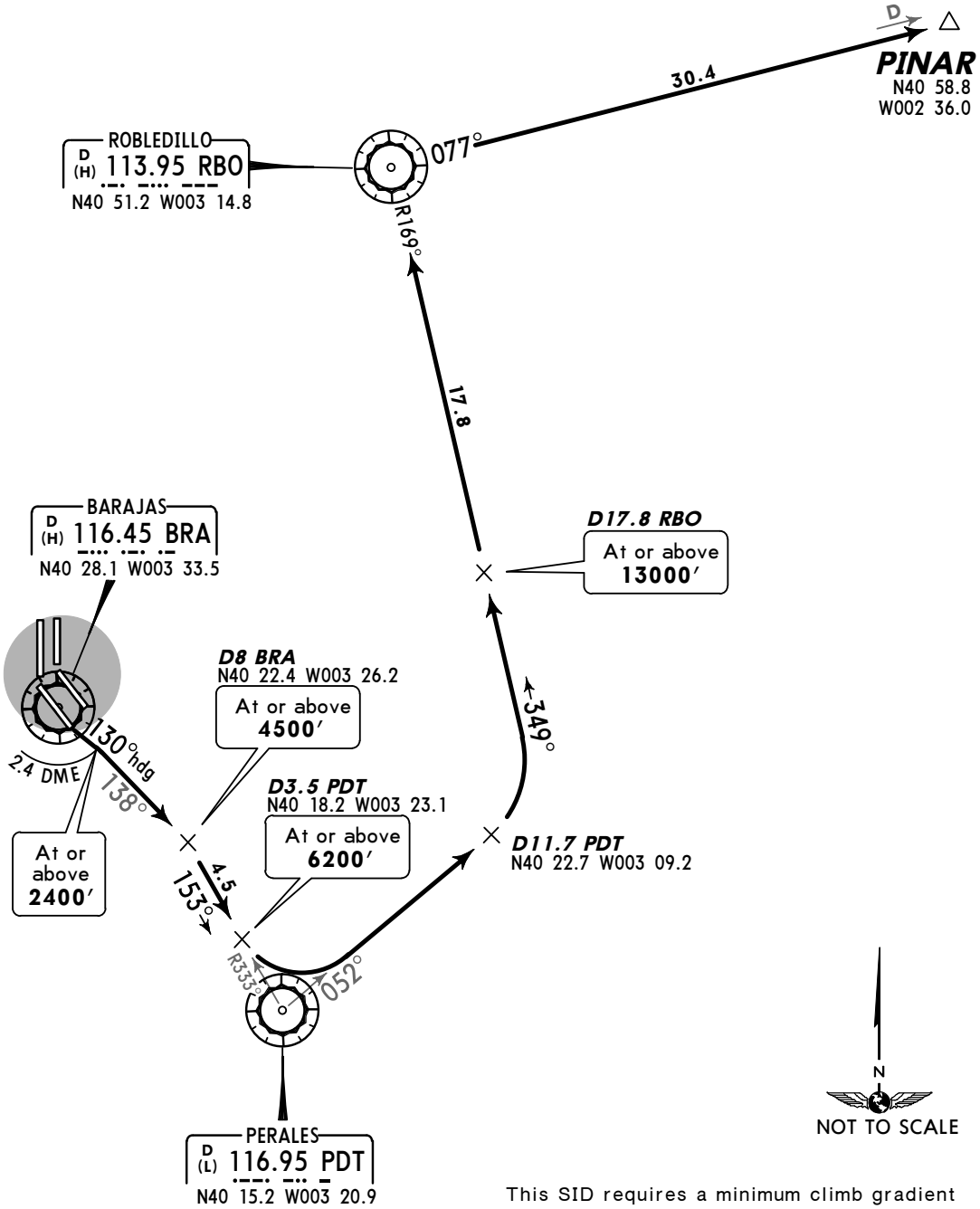
SID

Apt Elev	Trans level: By ATC Trans alt: 13000′
1998′	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 PDT, turn LEFT, intercept RBO R-169 inbound to RBO, RBO R-077 to PINAR.

CHANGES: Chart reindexed.

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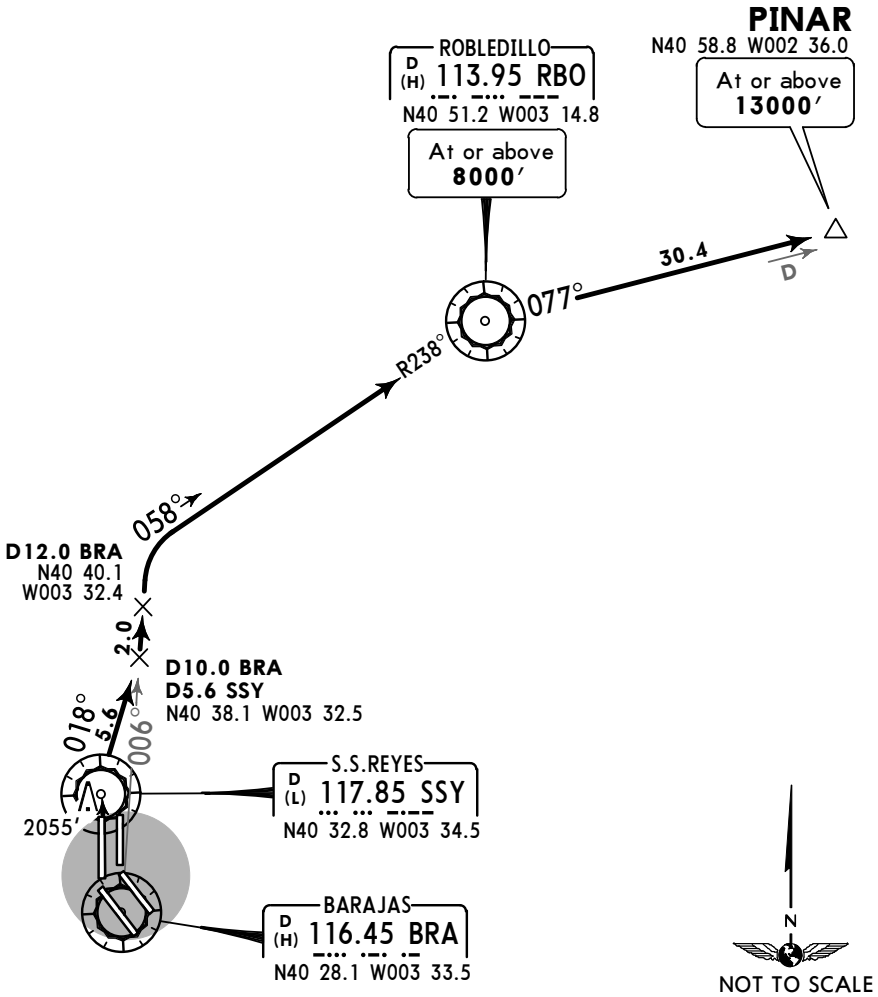
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LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

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% up to 8000′.
Between 2300-0700LT: 5.5% up to 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 D10.0 BRA/D5.6 SSY, turn LEFT, intercept BRA R-006 to D12.0 BRA, turn RIGHT, intercept RBO R-238 inbound to RBO, RBO R-077 to PINAR.

CHANGES: Airport name.

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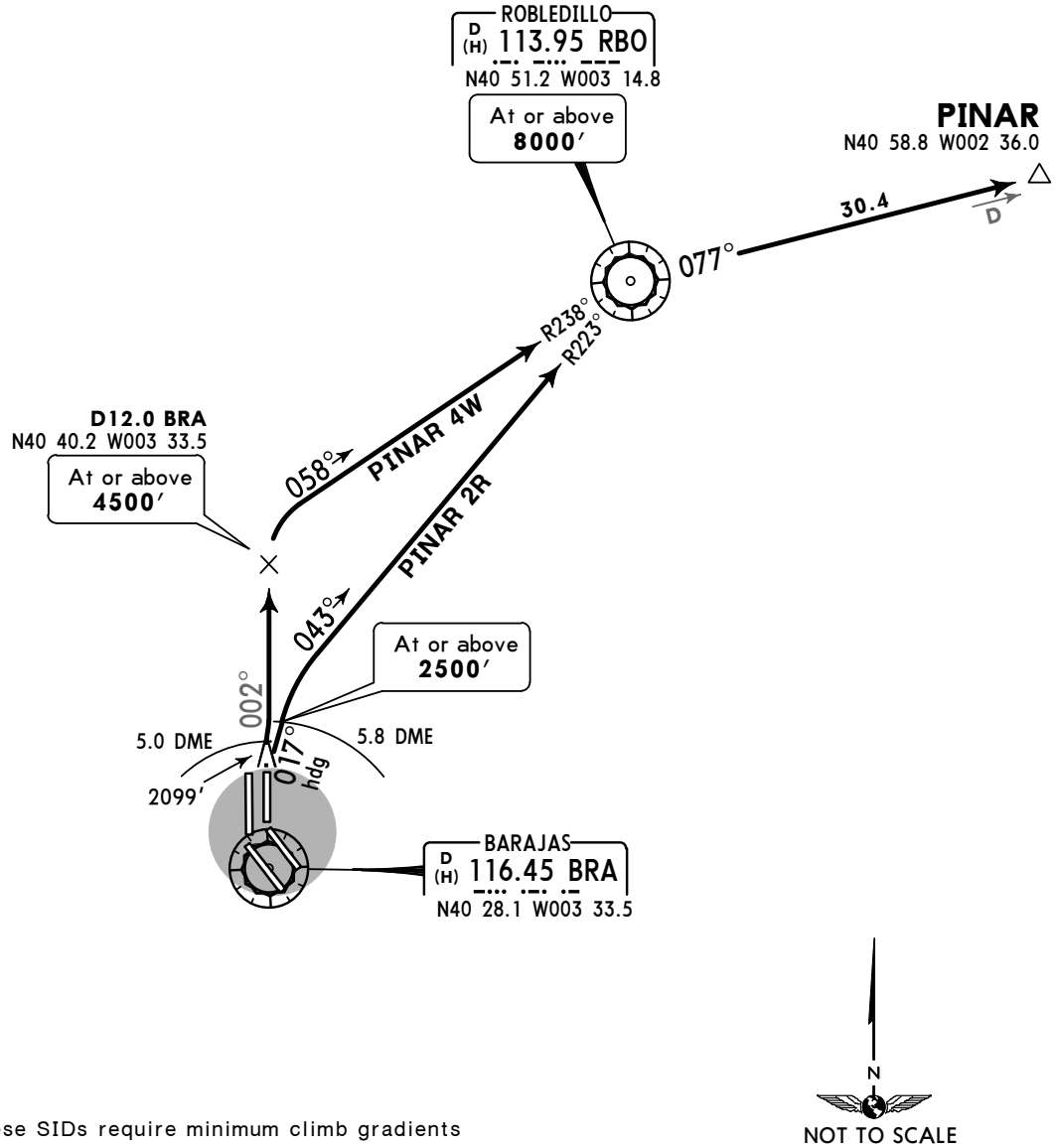
LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

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 FOUR WHISKEY (PINAR 4W) [PINA4W]
RWY 36R DEPARTURES

SPEED: MAX 250 KT BELOW 10000′



These SIDs require minimum climb gradients of
PINAR 2R: 5.0% up to 8000′.
PINAR 4W: 5.5% up to 8000′.

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

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 4W Usable 2300-0700LT	Climb on runway heading to BRA 5.0 DME, intercept BRA R-002 to D12.0 BRA, turn RIGHT, intercept RBO R-238 inbound to RBO, RBO R-077 to PINAR.

CHANGES: Airport name; SID PINAR 2W renumbered 4W.

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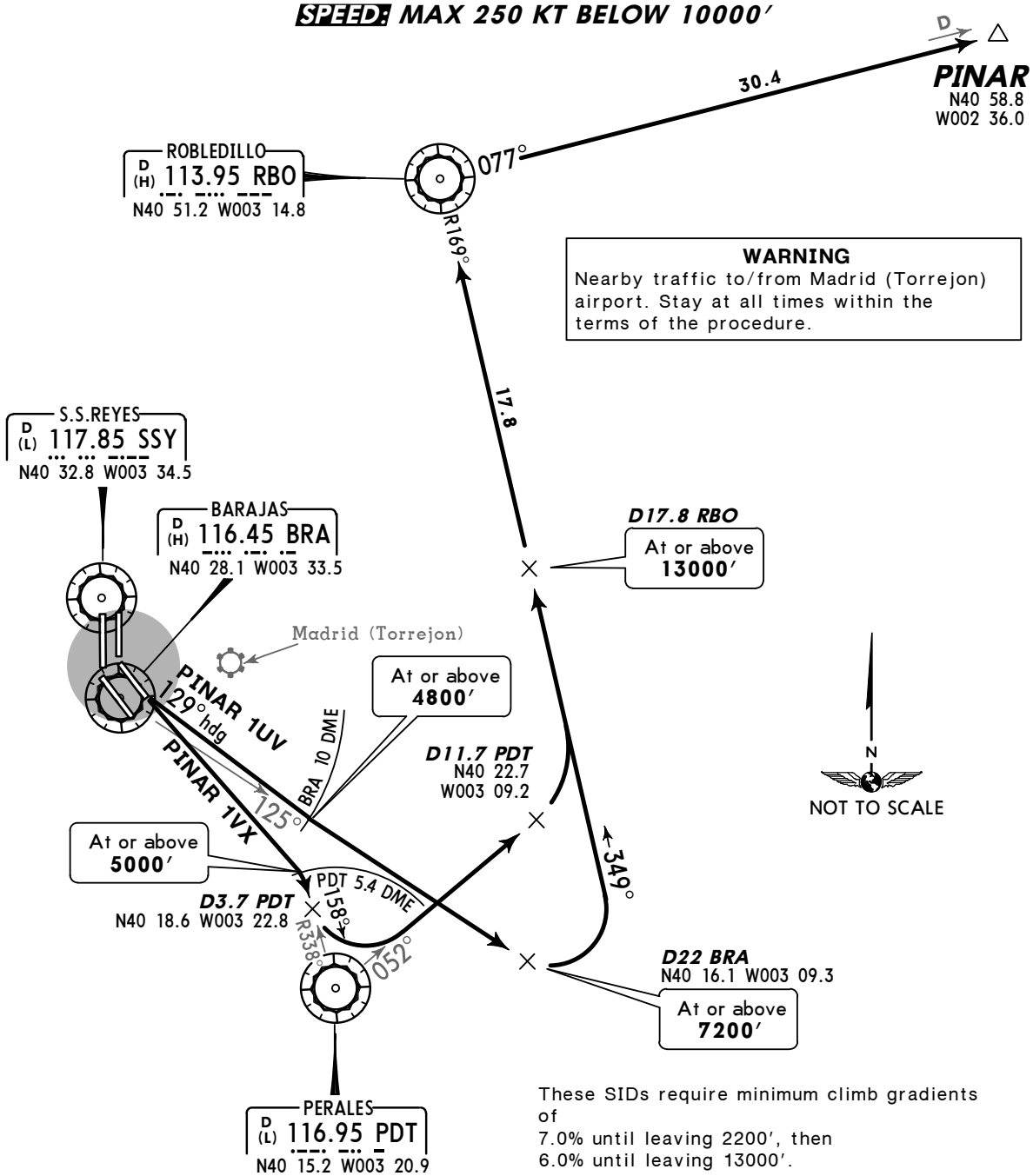
MADRID, SPAIN

SID

Apt Elev	Trans level: By ATC Trans alt: 13000′
1998′	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′



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

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

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

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

SID	ROUTING
PINAR 1UV 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, intercept RBO R-169 inbound to RBO, RBO R-077 to PINAR.

CHANGES: Chart reindexed.

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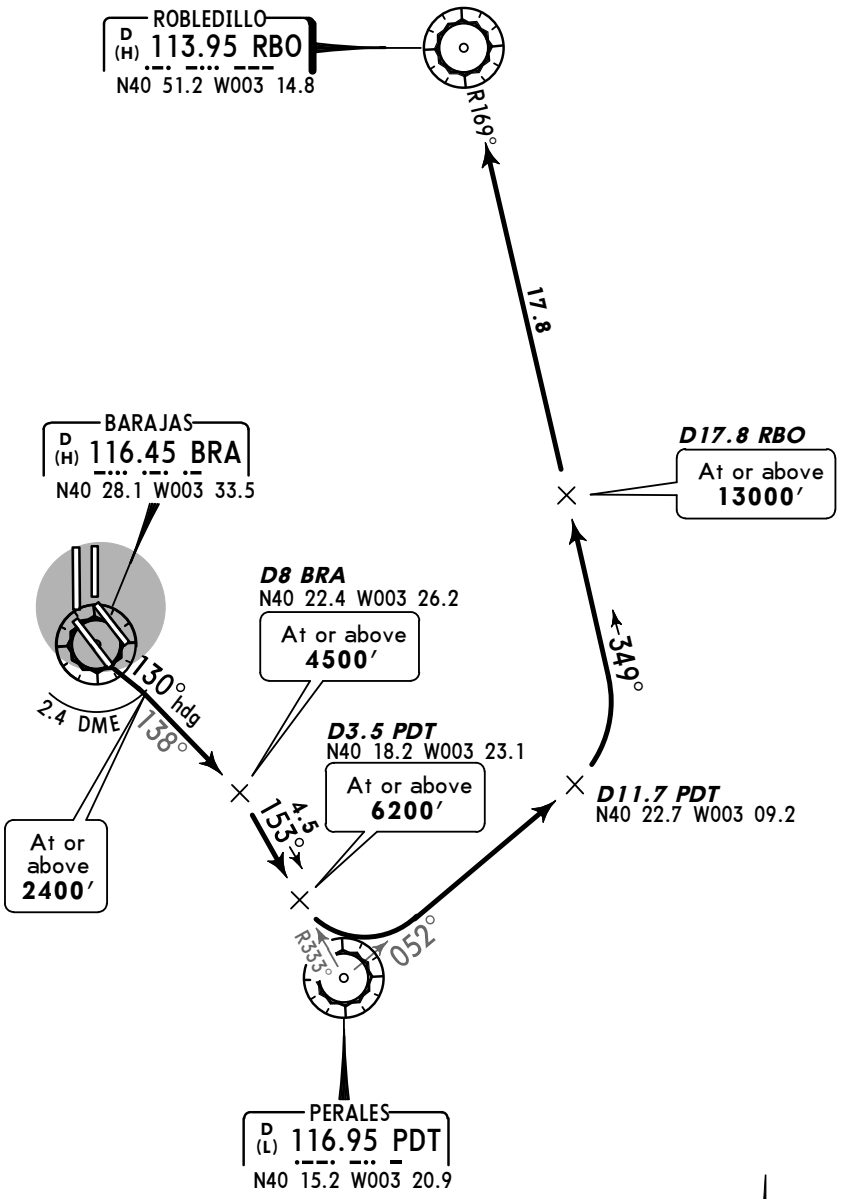
LEMD/MAD BARAJAS

MADRID, SPAIN

SID

Apt Elev	Trans level: By ATC Trans alt: 13000′
1998′	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

N

NOT TO SCALE

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

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

ROUTING

Climb on 130° heading to BRA 2.4 DME, turn RIGHT, intercept BRA R-138 to D8 BRA, turn RIGHT, intercept PDT R-333 inbound to D3.5 PDT, turn LEFT, intercept PDT R-052 to D11.7 PDT, turn LEFT, intercept RBO R-169 inbound to RBO.

CHANGES: Chart reindexed.

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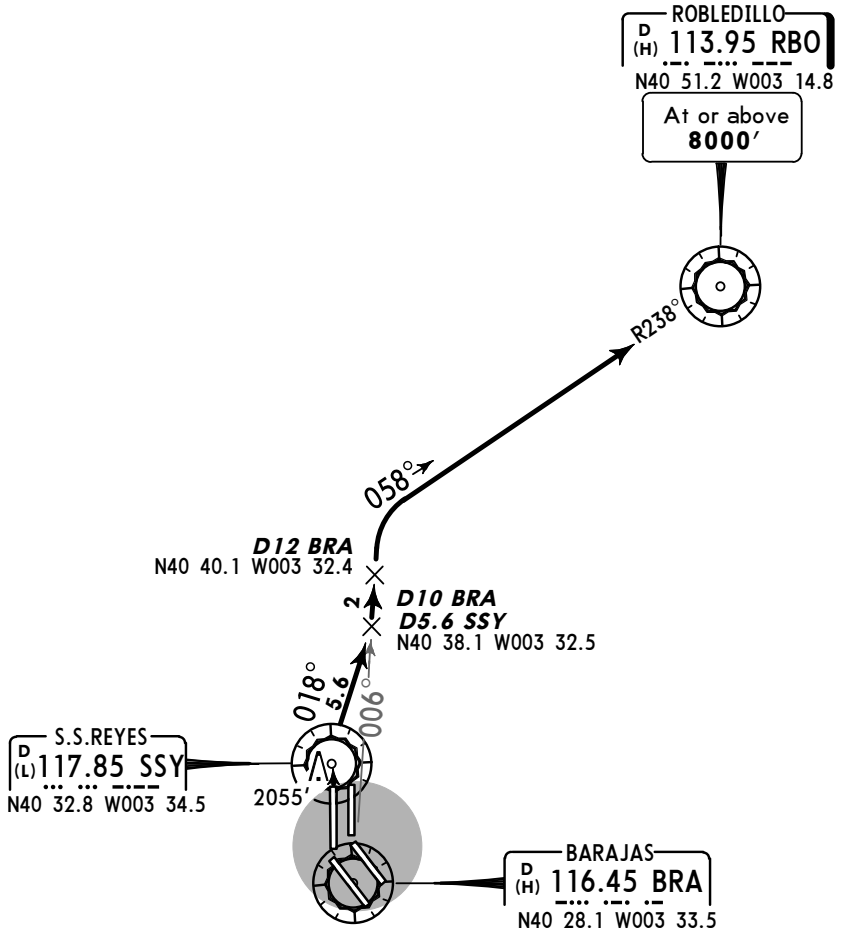
LEMD/MAD BARAJAS

MADRID, SPAIN

SID

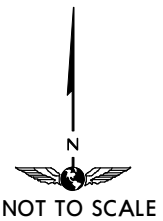
Apt Elev	
1998′	Trans level: By ATC Trans alt: 13000′ 1. EXPECT close-in obstacles. 2. SIDs are also noise abatement procedures (refer to 10-4A).

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 BRA R-006 to D12 BRA, turn RIGHT, intercept RBO R-238 inbound to RBO.

CHANGES: Chart reindexed; climb gradient.

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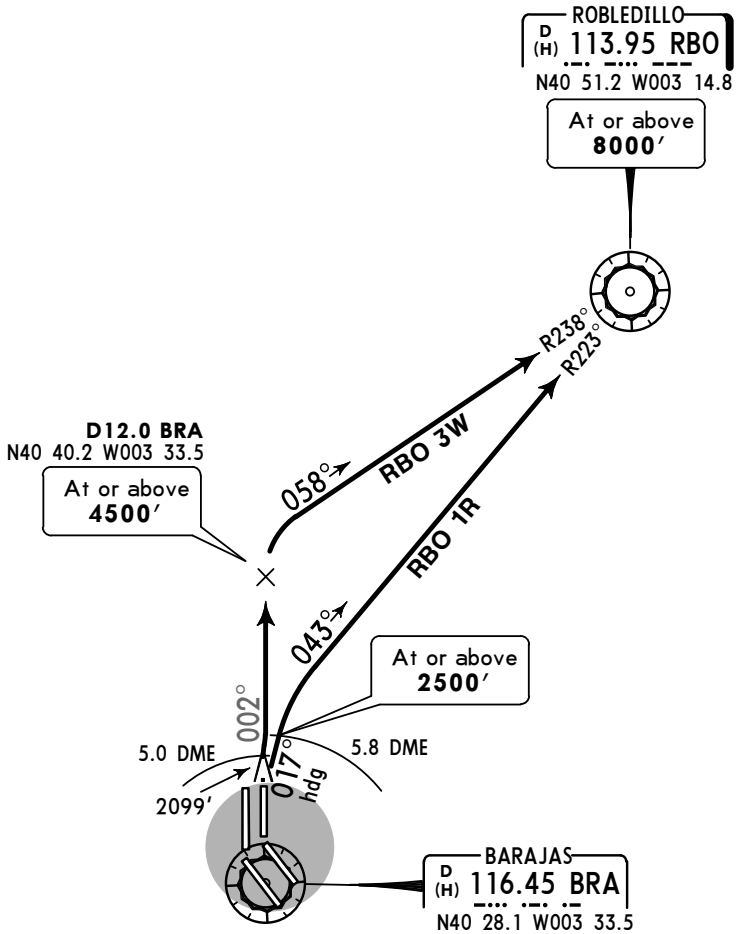
LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

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 THREE WHISKEY (RBO 3W)
RWY 36R DEPARTURES

SPEED: MAX 250 KT BELOW 10000′



These SIDs require minimum climb gradients of
RBO 1R: 5.0% up to 8000′.
RBO 3W: 5.5% up to 8000′.

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

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 3W Usable 2300-0700LT	Climb on runway heading to BRA 5.0 DME, intercept BRA R-002 to D12.0 BRA, turn RIGHT, intercept RBO R-238 inbound to RBO.

CHANGES: Airport name; SID RBO 1W renumbered 3W.

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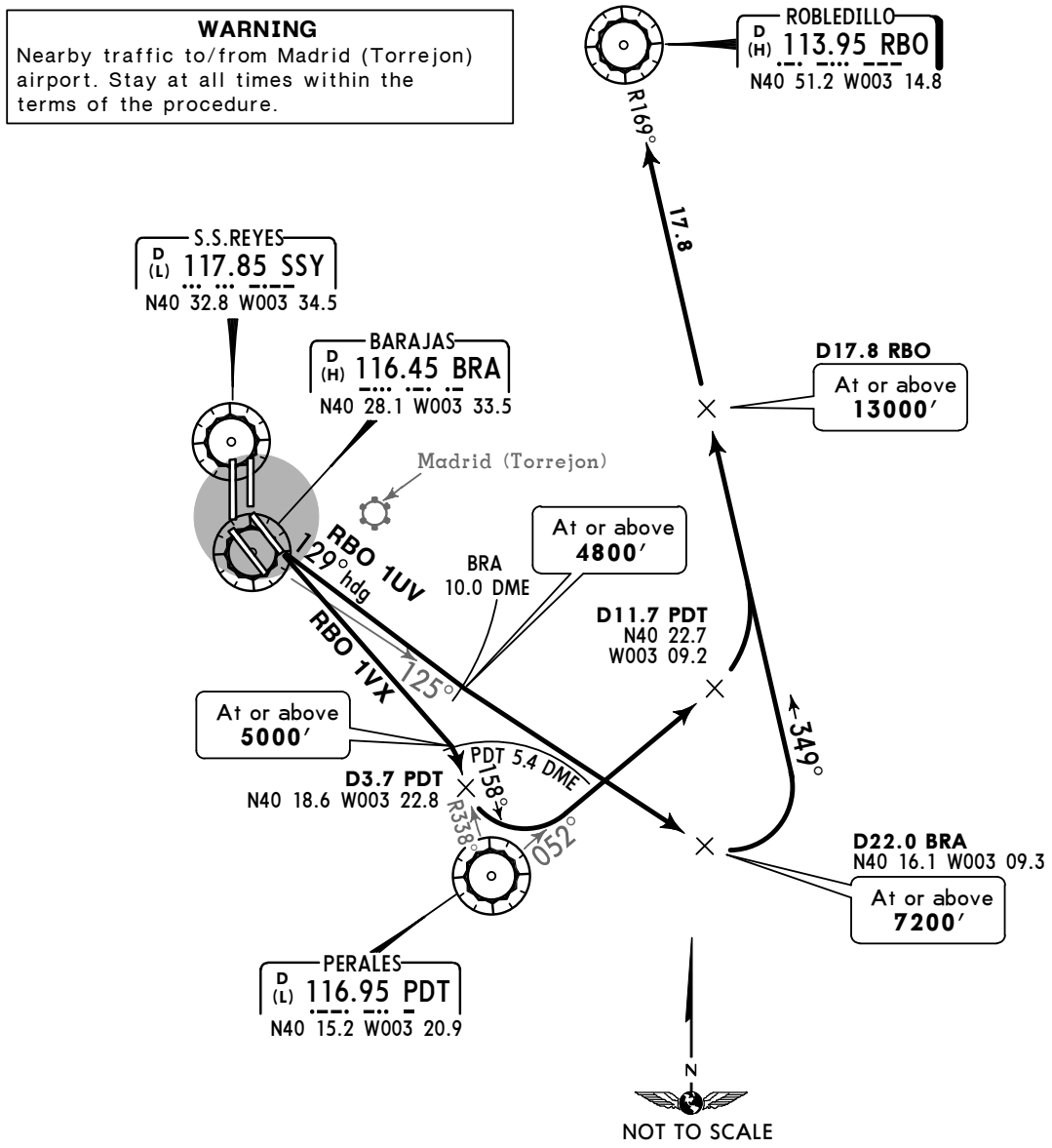
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ADOLFO SUAREZ
MADRID-BARAJAS

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′



These SIDs require minimum climb gradients of
7.0% up to 2200′, then
RBO 1UV: 6.0% up to 13000′.
RBO 1VX: 5.0% up to 13000′.

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

RBO 1UV: Changes in initial climb track are not permitted before DER (SSY 5.0 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 10.0 DME, turn LEFT, intercept BRA R-125 to D22.0 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, intercept RBO R-169 inbound to RBO.

CHANGES: Airport name.

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LEMD/MAD BARAJAS

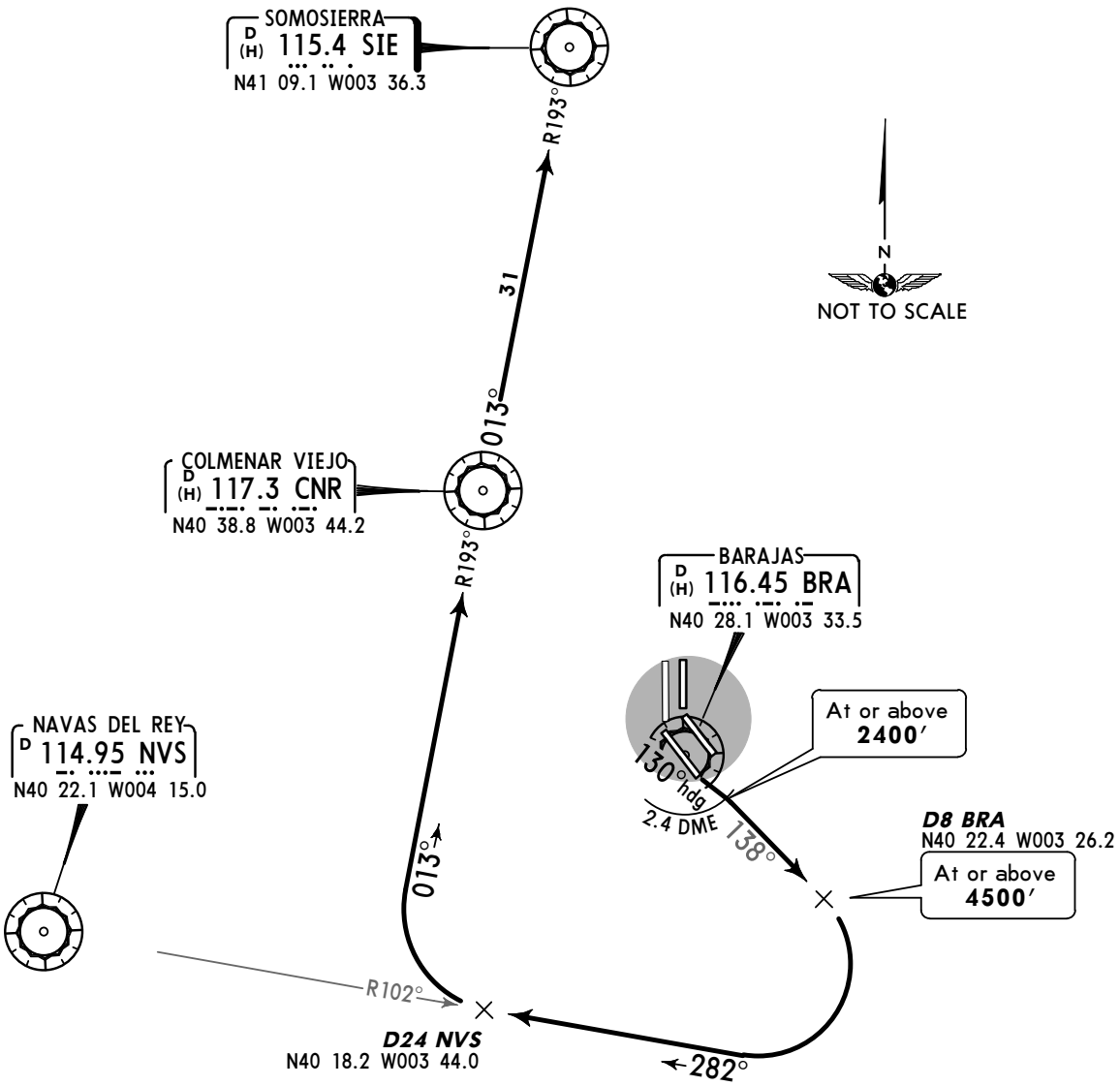
MADRID, SPAIN

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 to CNR, intercept SIE R-193 inbound to SIE.

CHANGES: RWY designation; general instructions.

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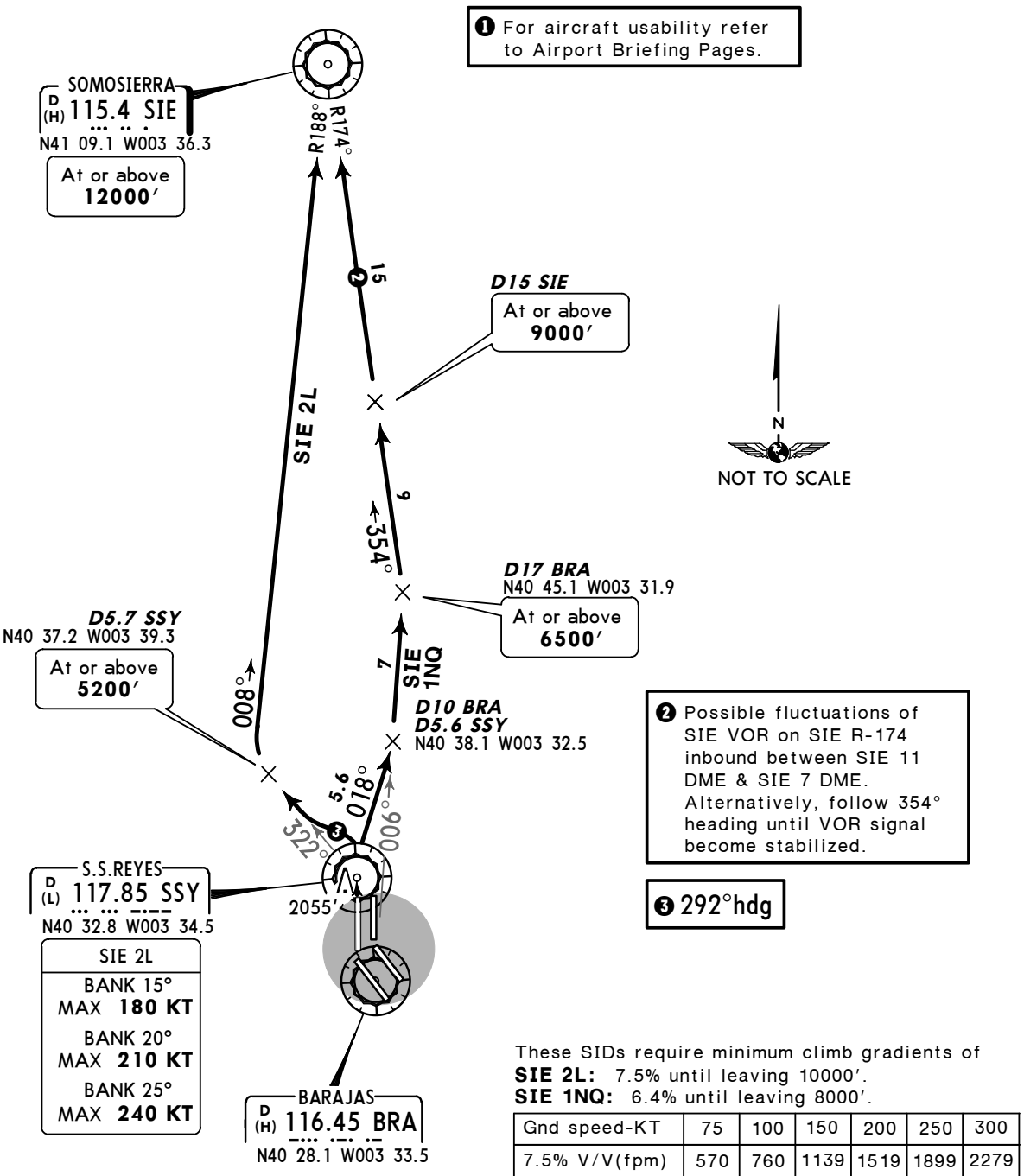
MADRID, SPAIN

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)❶
SOMOSIERRA ONE NOVEMBER QUEBEC (SIE 1NQ)
RWY 36L DEPARTURES

SPEED: MAX 250 KT BELOW 10000′



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

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

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

SID	ROUTING
SIE 2L 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 SIE.

CHANGES: None.

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LEMD/MAD BARAJAS

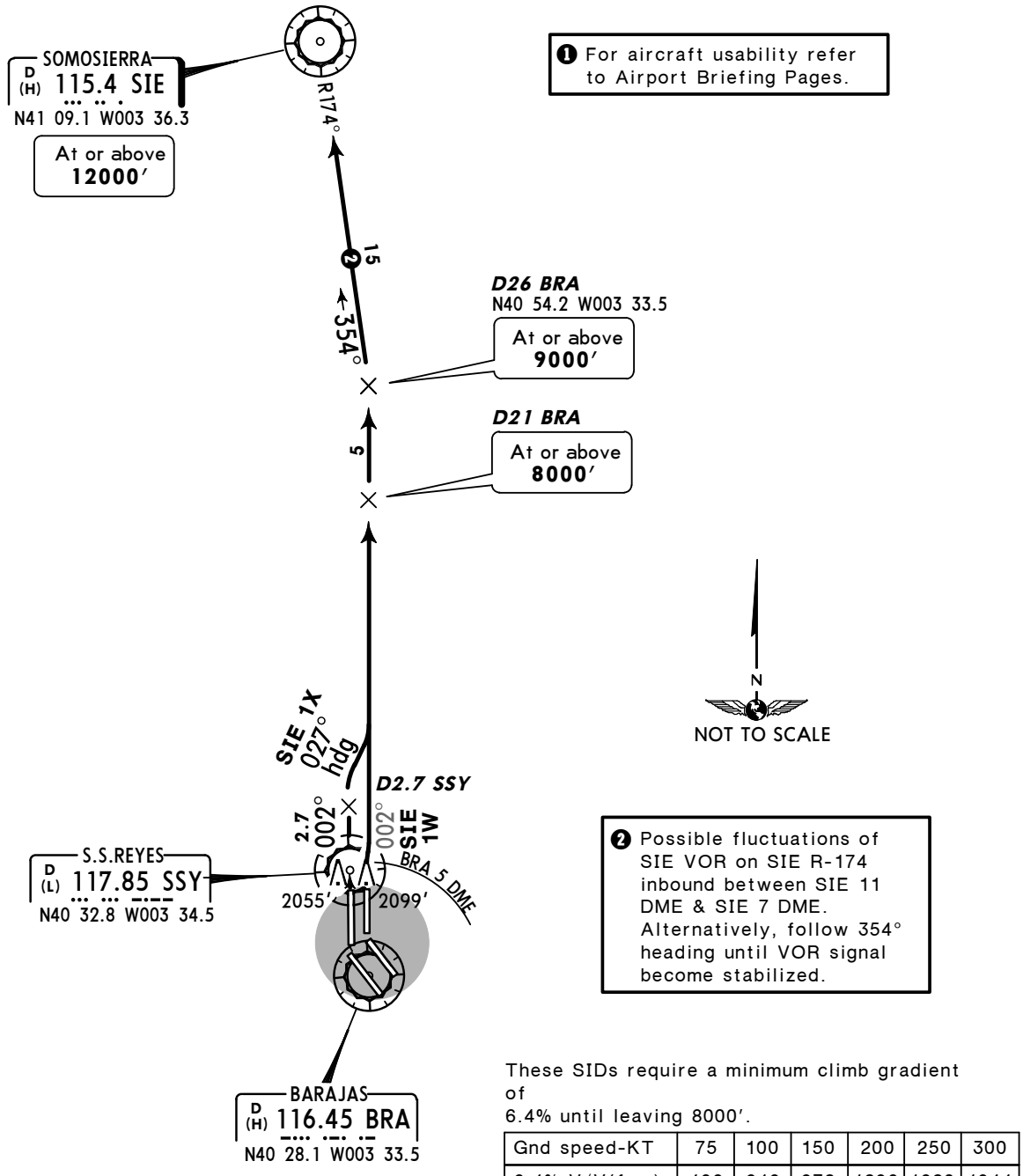
MADRID, SPAIN

SID

Apt Elev	Trans level: By ATC Trans alt: 13000′
1998′	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)❶
RWYS 36L/R DEPARTURES

SPEED: MAX 250 KT BELOW 10000′



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

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

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

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

SID	RWY	ROUTING
SIE 1W	**36R**	Climb on runway heading to BRA 5 DME, intercept BRA R-002 to D26 BRA, turn LEFT, intercept SIE R-174 inbound to SIE.
SIE 1X 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 R-174 inbound to SIE.

CHANGES: Initial climb.

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LEMD/MAD BARAJAS

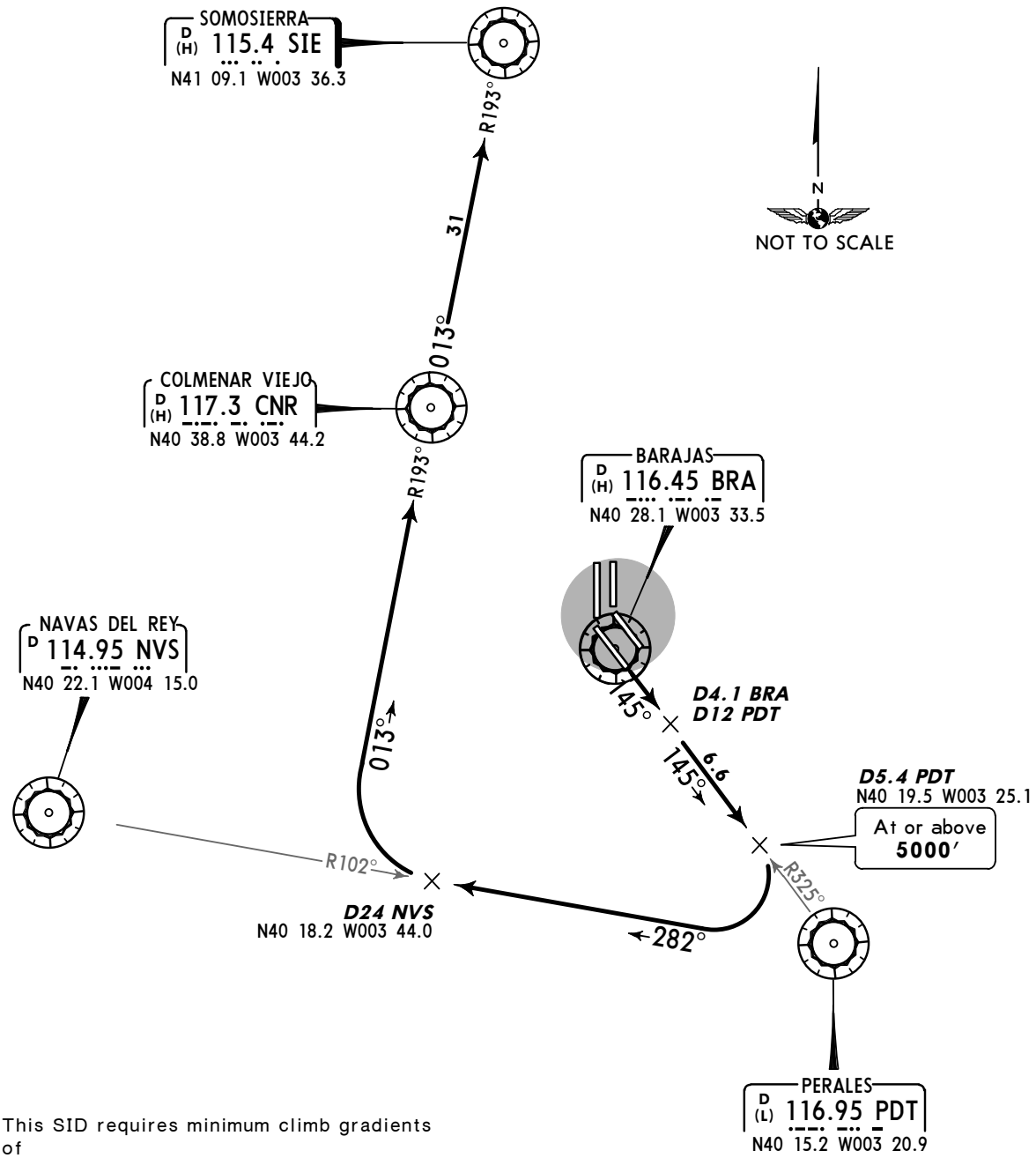
MADRID, SPAIN

SID

Apt Elev	Trans level: By ATC Trans alt: 13000′
1998′	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 CNR R-193 inbound to CNR, intercept SIE R-193 inbound to SIE.

CHANGES: None.

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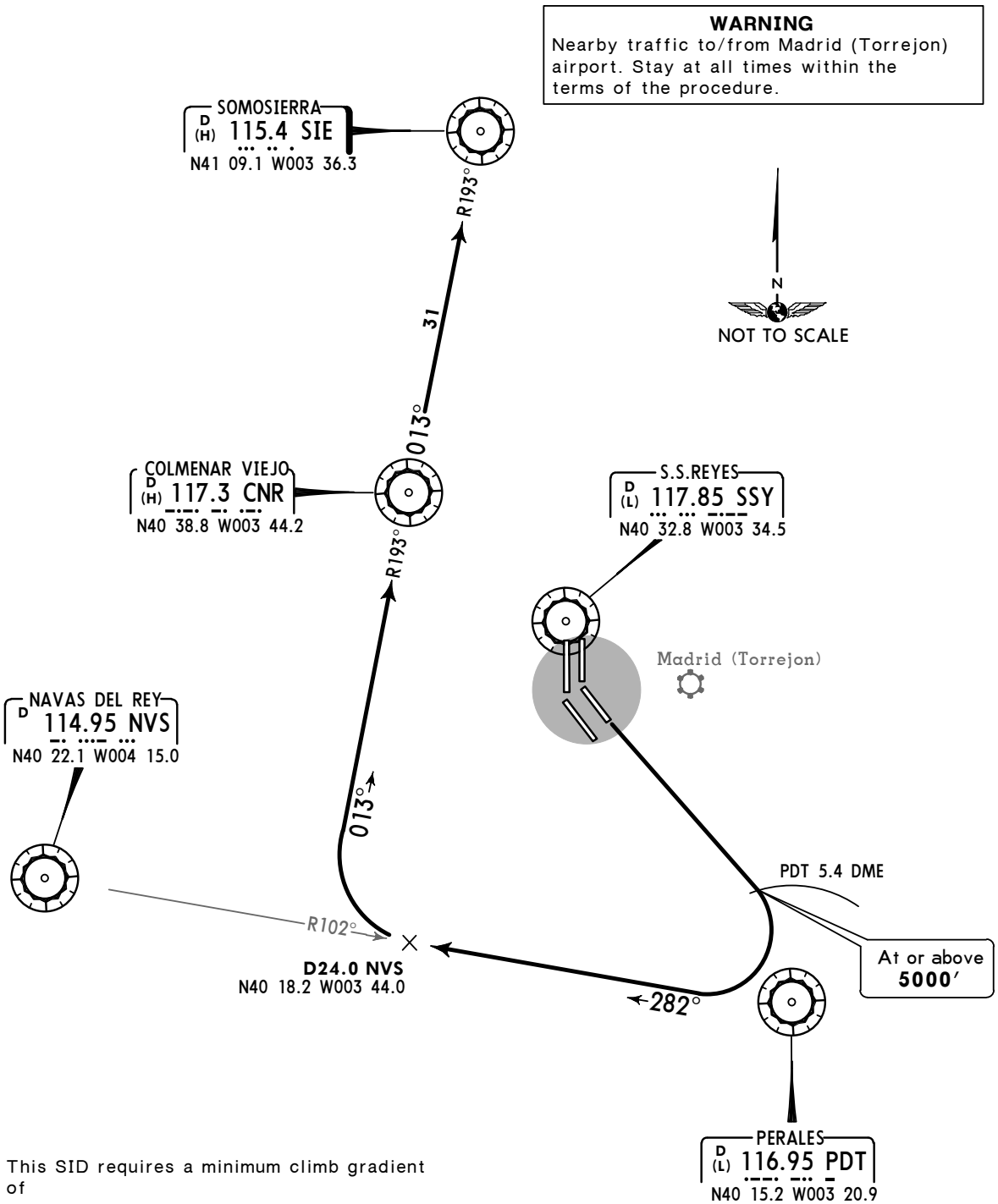
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LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

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′



This SID requires a minimum climb gradient of
5.5% up to 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 5.0 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 D24.0 NVS, turn RIGHT, intercept CNR R-193 inbound to CNR, intercept SIE R-193 inbound to SIE.

CHANGES: Reindexed.

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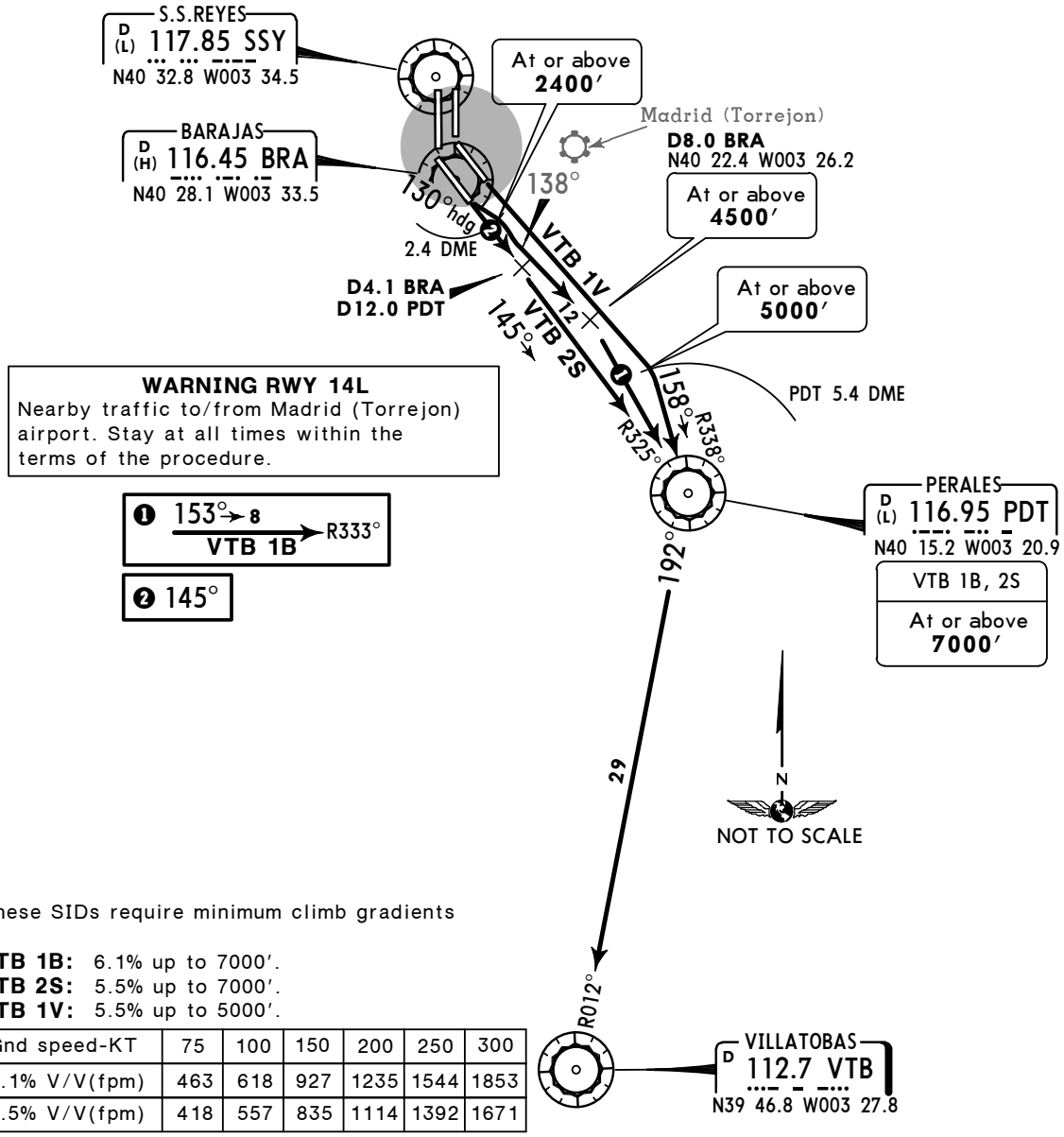
JEPPESEN
15 MAY 15 (10-3V6) Eff 28 May

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′



These SIDs require minimum climb gradients of
VTB 1B: 6.1% up to 7000′.
VTB 2S: 5.5% up to 7000′.
VTB 1V: 5.5% up to 5000′.

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

VTB 1B: Changes in initial climb track are not permitted before DER (BRA 1.0 DME).
VTB 1V: Between 0700-2300LT changes in initial climb track are not permitted before DER (SSY 5.0 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 D8.0 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/D12.0 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 R-338 inbound to PDT, turn RIGHT, intercept VTB R-012 inbound to VTB.

CHANGES: Reindexed.

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ADOLFO SUAREZ
MADRID-BARAJAS

MADRID, SPAIN
SID

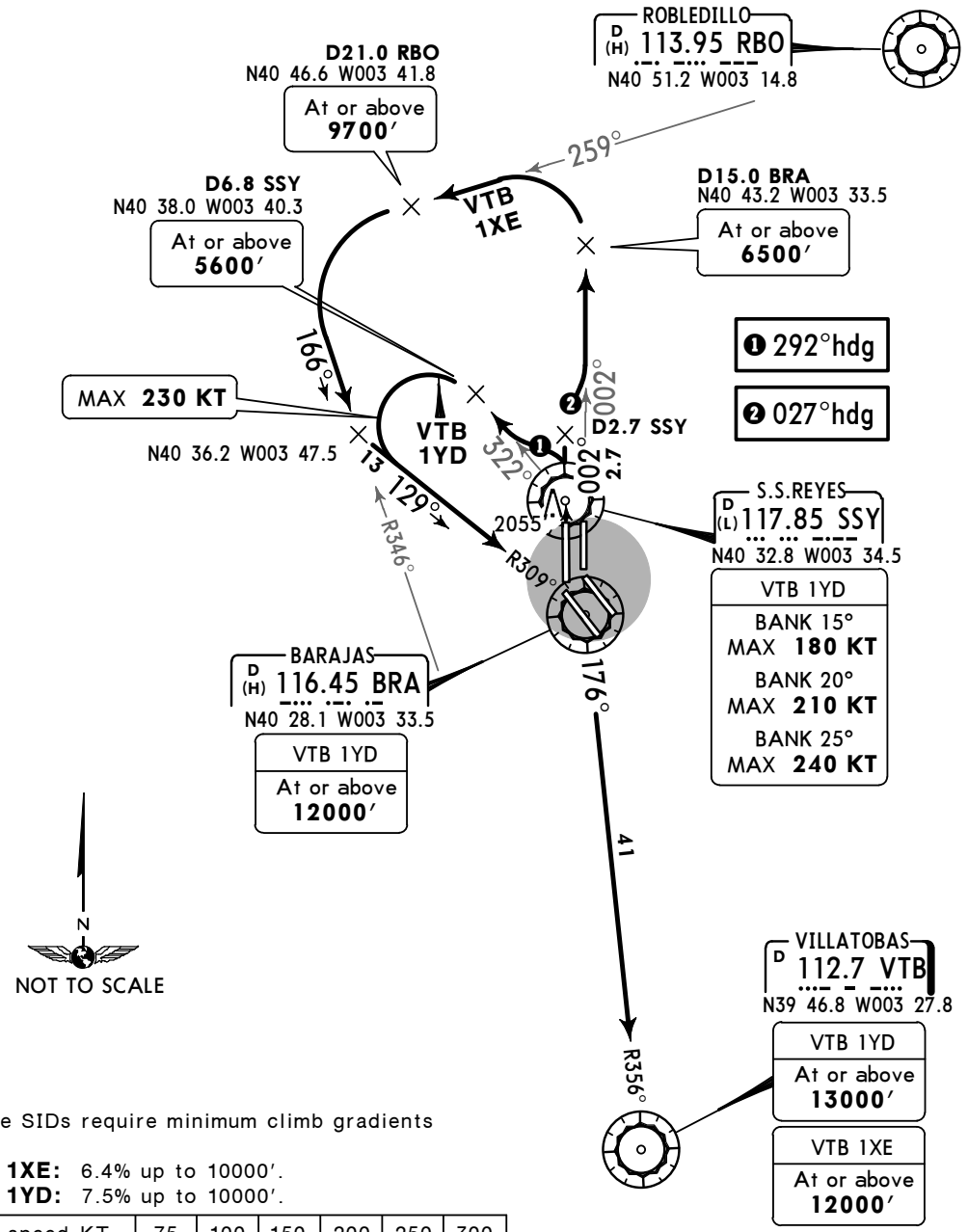
Apt Elev 1998′	Trans level: By ATC Trans alt: 13000′ 1. SIDs are also noise abatement procedures (refer to 10-4A). 2. EXPECT close-in obstacles.

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% up to 10000′.
VTB 1YD: 7.5% up to 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 D15.0 BRA, turn LEFT, intercept RBO R-259 to D21.0 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, intercept VTB R-356 inbound to VTB.

CHANGES: Reindexed.

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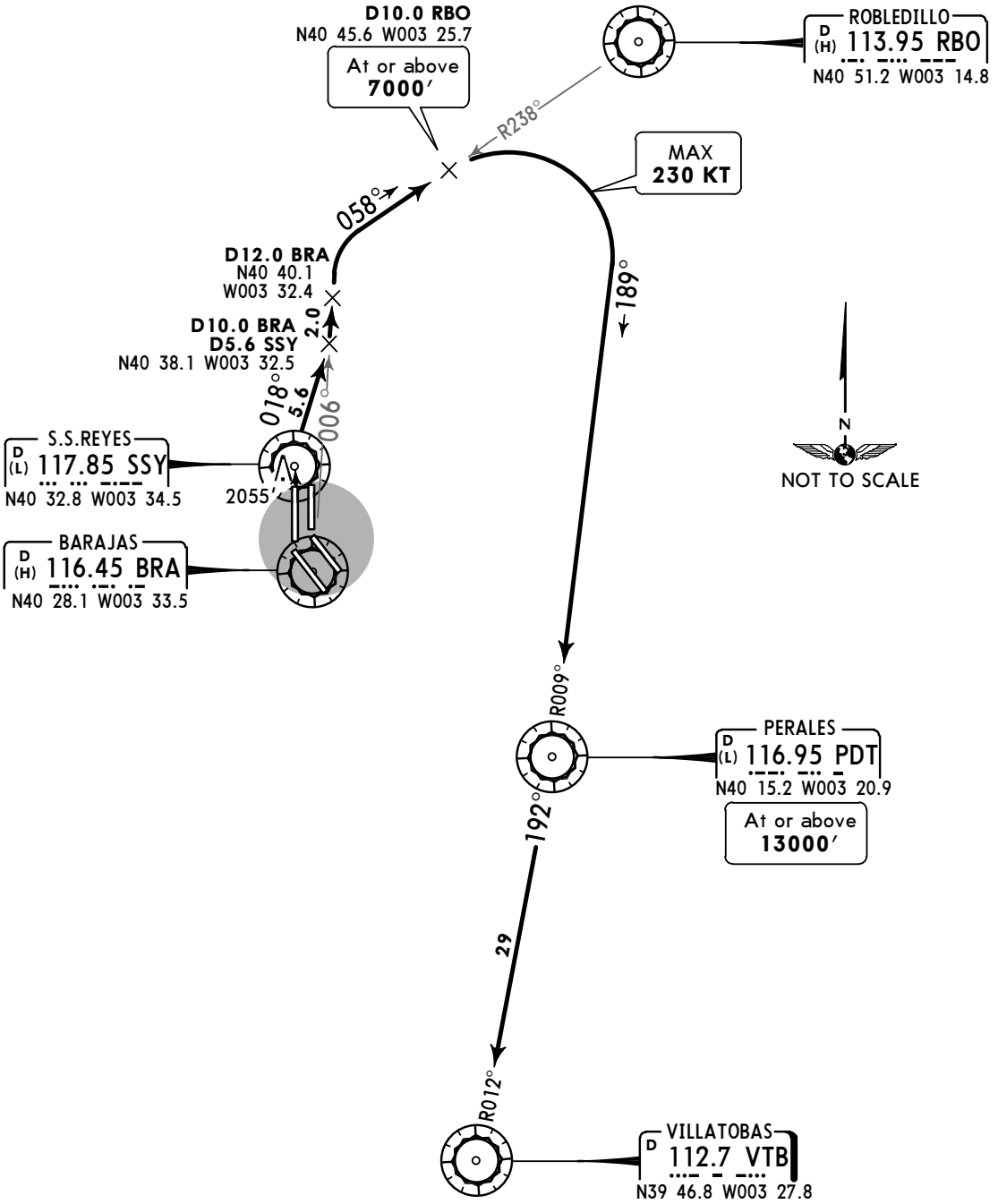
LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

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% up to 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 D10.0 BRA/D5.6 SSY, turn LEFT, intercept BRA R-006 to D12.0 BRA, turn RIGHT, intercept RBO R-238 inbound to D10.0 RBO, turn RIGHT, intercept PDT R-009 inbound to PDT, VTB R-012 inbound to VTB.

CHANGES: Airport name.

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MADRID-BARAJAS

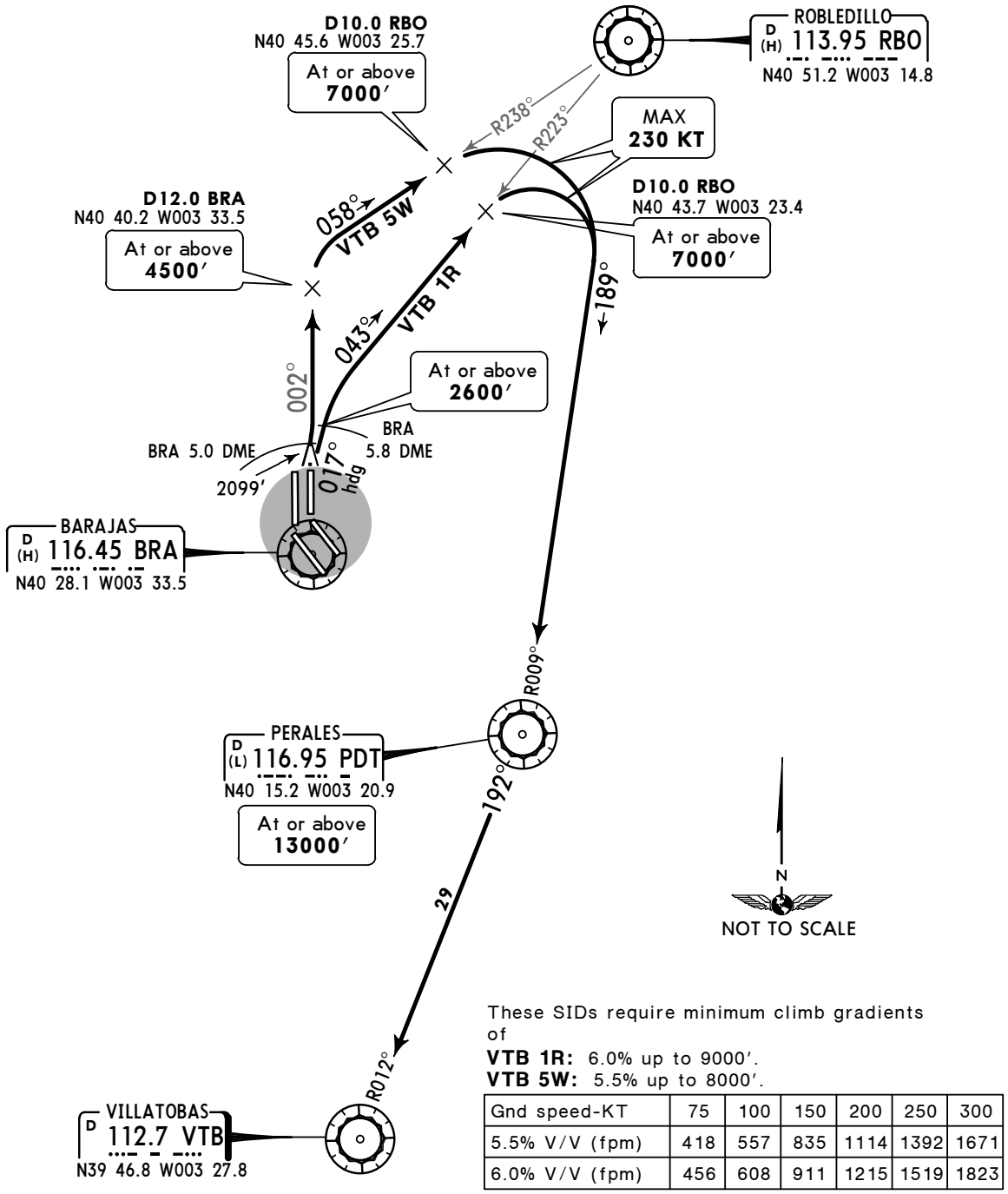
JEPPESEN
15 MAY 15 (10-3X) Eff 28 May

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 ROMEO (VTB 1R)
VILLATOBAS FIVE WHISKEY (VTB 5W)
RWY 36R DEPARTURES

SPEED: MAX 250 KT BELOW 10000′



These SIDs require minimum climb gradients of
VTB 1R: 6.0% up to 9000′.
VTB 5W: 5.5% up to 8000′.

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

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 5W Usable 2300-0700LT	Climb on runway heading to BRA 5.0 DME, intercept BRA R-002 to D12.0 BRA, turn RIGHT, intercept RBO R-238 inbound to D10.0 RBO, turn RIGHT, intercept PDT R-009 inbound to PDT, VTB R-012 inbound to VTB.

CHANGES: Airport name; SID VTB 3W renumbered 5W.

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ADOLFO SUAREZ
MADRID-BARAJAS

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′

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

❶ 138° ZMR 1BJ
❷ 145°

Madrid (Torrejon)
D8.0 BRA
N40 22.4 W003 26.2

At or above 4500′
At or above 5000′
PDT 5.4 DME
At or above 2400′
At or above 8000′
At or above 5000′

ZMR 1V
ZMR 1SK
145°
130° hdg
2.4 DME
D4.1 BRA
D12.0 PDT
D5.4 PDT
N40 19.5 W003 25.1
R325°
282°
R102°
319°
94
R139°

S.S.REYES
D (L) 117.85 SSY
N40 32.8 W003 34.5

BARAJAS
D (H) 116.45 BRA
N40 28.1 W003 33.5

NAVAS DEL REY
D 114.95 NVS
N40 22.1 W004 15.0

ZAMORA
D (H) 117.1 ZMR
N41 31.8 W005 38.4

PERALES
D (L) 116.95 PDT
N40 15.2 W003 20.9

N
NOT TO SCALE

These SIDs require a minimum climb gradient of 5.5% up to 5000′.

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

ZMR 1BJ: Changes in initial climb track are not permitted before DER (BRA 1.0 DME).
ZMR 1V: Between 0700-2300LT changes in initial climb track are not permitted before DER (SSY 5.0 DME).

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

SID	RWY	ROUTING
ZMR 1BJ Usable 2300-0700LT	14R	Climb on 130° heading to BRA 2.4 DME, turn RIGHT, intercept BRA R-138 to D8.0 BRA, turn RIGHT, intercept NVS R-102 inbound to NVS, turn RIGHT, intercept ZMR R-139 inbound to ZMR.
ZMR 1SK Usable 0700-2300LT		Climb on BRA R-145 to D4.1 BRA/D12.0 PDT, turn RIGHT, intercept PDT R-325 inbound to D5.4 PDT, turn RIGHT, intercept NVS R-102 inbound to NVS, 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.

CHANGES: Reindexed.

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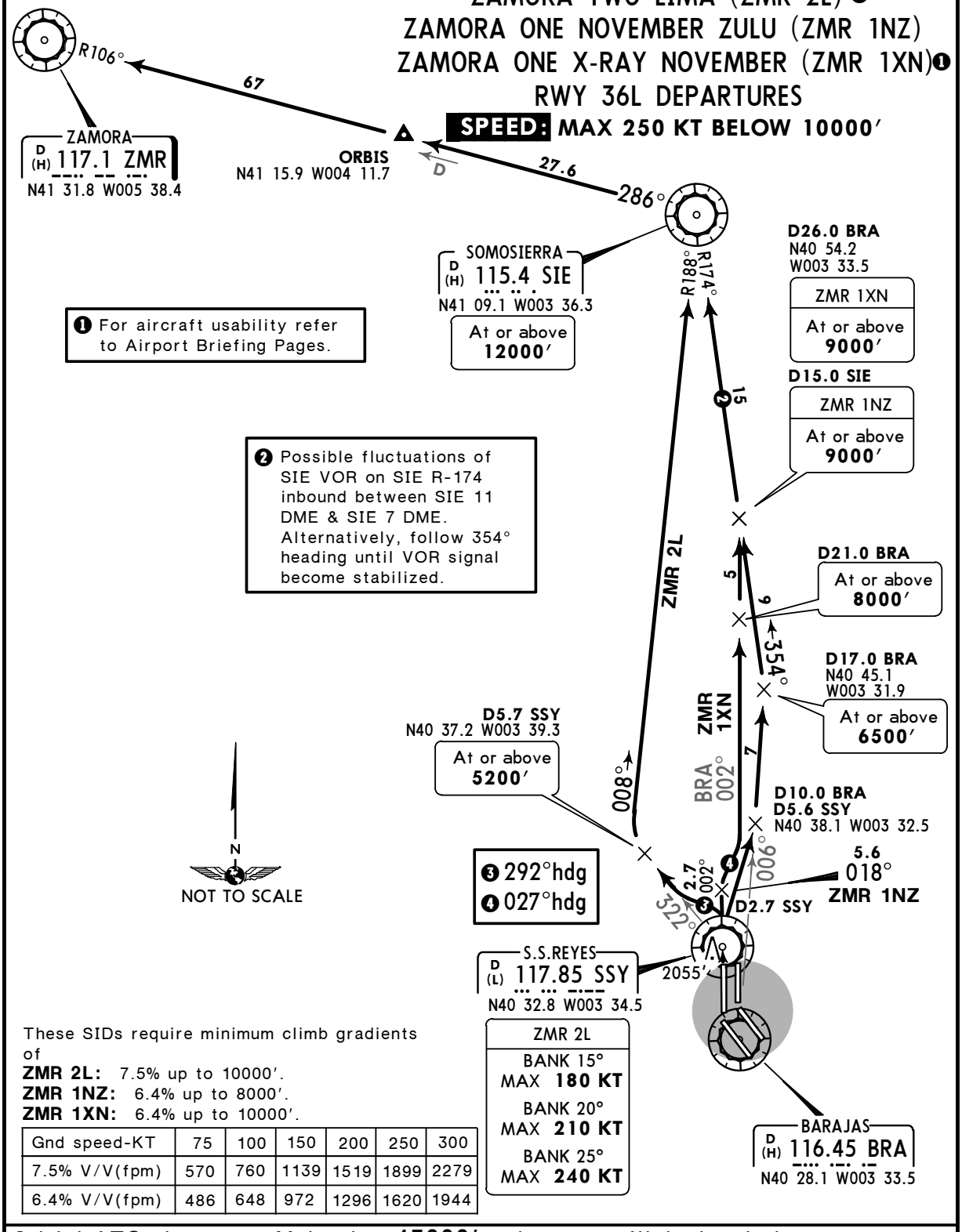
JEPPESEN
15 MAY 15 (10-3X2) Eff 28 May

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

SPEED: MAX 250 KT BELOW 10000′



❶ For aircraft usability refer to Airport Briefing Pages.

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

❸ 292°hdg
❹ 027°hdg

ZMR 2L
BANK 15° MAX **180 KT**
BANK 20° MAX **210 KT**
BANK 25° MAX **240 KT**

These SIDs require minimum climb gradients of
ZMR 2L: 7.5% up to 10000′.
ZMR 1NZ: 6.4% up to 8000′.
ZMR 1XN: 6.4% up to 10000′.

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

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

SID	ROUTING
ZMR 2L 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 D10.0 BRA/D5.6 SSY, turn LEFT, intercept BRA R-006 to D17.0 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 D26.0 BRA, turn LEFT, intercept SIE R-174 inbound to SIE, SIE R-286 via ORBIS to ZMR.

CHANGES: Reindexed.

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JEPPESEN
15 MAY 15 (10-3X3) Eff 28 May

MADRID, SPAIN
SID

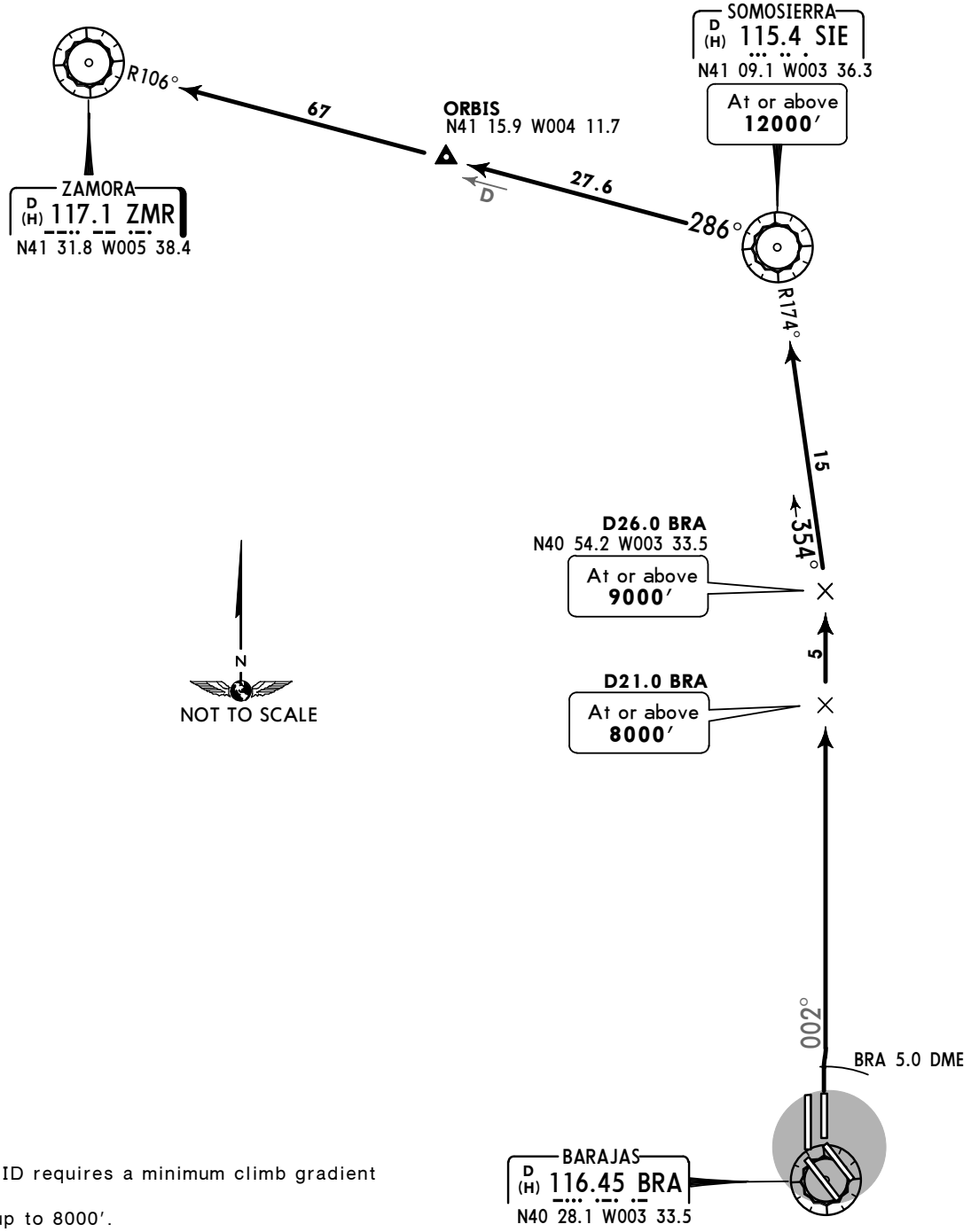
Apt Elev	Trans level: By ATC Trans alt: 13000′
1998′	1. SIDs are also noise abatement procedures (refer to 10-4A). 2. EXPECT close-in obstacles.

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

USABLE 0700-2300LT

FOR AIRCRAFT USABILITY REFER TO AIRPORT BRIEFING PAGES

SPEED: MAX 250 KT BELOW 10000′



This SID requires a minimum climb gradient of
6.4% up to 8000′.

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

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

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

ROUTING

Climb on runway heading to BRA 5.0 DME, intercept BRA R-002 to D26.0 BRA, turn LEFT, intercept SIE R-174 inbound to SIE, turn LEFT, SIE R-286 via ORBIS to ZMR.

CHANGES: Reindexed.

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RWYS 14L, 36L CONTINGENCY DEPARTURES

Verify take-off frequency before starting take-off.

In the event of failure of BRA or PDT VORDME used for the departures from runways 14L, 36L the following procedures shall be carried out:

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

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

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

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

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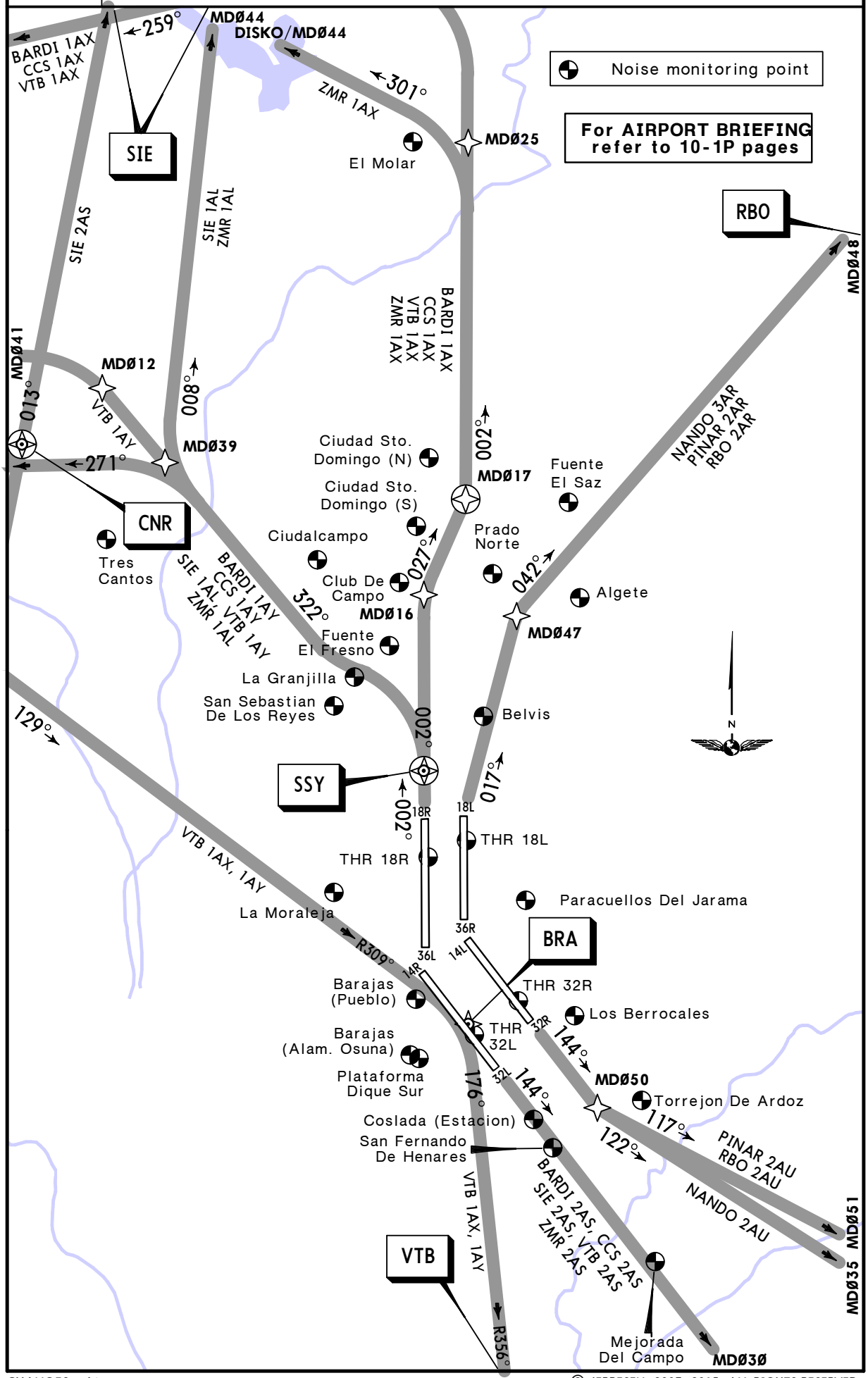
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LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

MADRID, SPAIN
NOISE

Apt Elev
1998'

NOISE ABATEMENT - P-RNAV SID



CHANGES: Airport name.

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LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

MADRID, SPAIN
NOISE

Apt Elev
1998'

NOISE ABATEMENT - SID

AVILA
SIE
R193°
259° RBO
R188°
SIE
BARDI 1X
CCS 1X
VTB 1XE
SIE
El Molar
D26.0 BRA
R174°
354°
D17.0 BRA
SIE 1W, 1X
ZMR 1XN, 1W
SIE 1NQ
ZMR 1NZ
RBO
R238°
D10.0 RBO
NANDO 2N, 4W
PINAR 2N, 4W
RBO 1N, 3W
VTB 2NF, 5W
SIE 2B, 2S, 2V
SIE 2L, ZMR 2L
D15.0 BRA
058°
240°
R223°
CNR
008°
BARDI 1N, 3W
CCS 3N, 3W
013°
R060°
D12.0 BRA
D12.0 BRA
NANDO 4R
PINAR 2R
RBO 1R
VTB 1R
Ciudad Sto.
Domingo (N)
D10.0 BRA
D5.6 SSY
BARDI 1Y
CCS 1Y
D6.8 SSY
Ciudad Sto.
Domingo (S)
D5.7 SSY
Fuente
El Saz
043°
Tres
Cantos
Ciudalcampo
027° hdg
Club De
Campo
Prado Norte
Algete
D2.7 SSY
Fuente El Fresno
La Granjilla
292° hdg
129°
San Sebastian
De Los Reyes
322°
002°
018°
Belvis
017° hdg
BRA
5.8 DME
BRA
5.0 DME
SSY
090°
18R
18L
002°
THR 18R
THR 18L
VTB
1XE, 1YD
La
Moraleja
Paracuellos Del Jarama
36R
14L
36L
14R
BRA
Barajas
(Pueblo)
R309°
THR 32R
Los Berrocales
Barajas
(Alam. Osuna)
THR
32L
176°
32R
129° hdg
Plataforma
Dique Sur
130° hdg
145°
138°
Torrejon De Ardoz
Coslada (Estacion)
NANDO 1UV
PINAR 1UV
RBO 1UV
San Fernando
De Henares
BRA
2.4
DME
VTB 1XE, 1YD
D4.1 BRA
D12.0 PDT
VTB
Mejorada
Del Campo
D8 BRA
R356°
D5.4 PDT

❶ VTB 1YD

❷ BARDI 1V, CCS 2V
NANDO 1VX
PINAR 1VX
RBO 1VX, SIE 2V
VTB 1V, ZMR 1V

❸ BARDI 1B, CCS 2B
NANDO 1B
PINAR 2B
RBO 1B, SIE 2B
VTB 1B, ZMR 1BJ

❹ BARDI 1S
CCS 2S, SIE 2S
VTB 2S, ZMR 1SK

N

Noise monitoring point

For AIRPORT BRIEFING refer to 10-1P pages

CHANGES: Airport name; SIDs renumbered.

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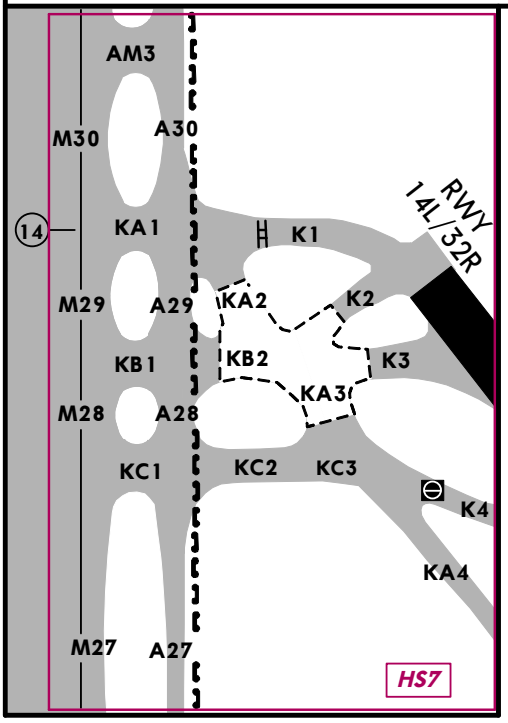
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MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

WORKS ON TWY K2

REFER ALSO TO LATEST NOTAMS



PHASE 1 K2:
Area with impact to TWY K3, KA and KB

During this phase TWY K2, K3, KA2, KA3 and KB2 are closed to traffic in continued schedule, due to the presence of a drop in the affected section of TWY K2 of about 70 cm deep within the RWY strip at a distance from the RWY centre line of 120 m aproximately.

Works will be realized at NIGHT with the RWY closed.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION:
ARRIVAL

From RWY 32R to:
Terminal 1, 2 or 3
K5, KA4, or K4, KC3, KC2 from TWY A to A10 (transfer point A10-2) and the same routes for RWY 32L.

Terminal 4
Follow ATC instructions to leave RWY 32R.
Standard route: K5, KA4, or K4, KC3, KC2, TWY A, H2, H3 (transfer point H3-2).

Terminal 4S
Follow ATC instructions to leave RWY 32R.
Standard route: K5, KA4 or K4, KC3, KC2.

Ramp 20
Stands 582-586: Standard route, TWY A, A23, EA1, EA2.
Stands 568-580: Standard route, TWY A, A25, EC1, EC2.
Stands 620-628: Standard route, TWY A, A26, M1, M27.

Ramp 21:
Stands 556-558: Standard route, KC1, M28, M29, Gate 14, G14.
Stands 562-566: Standard route, TWY A, A25, EC1, EC2.
Stands 612: Standard route, KC1, M28, M29.
Stands 614-616: Standard route, KC1, M28.
Stands 618: Standard route, KC1.
Stands 608: Standard route, KC1, M28 until M30.

Ramp 22:
Stands 540-556: Standard route, KC1, M28, M29, Gate 14, EC6.
Stands 600-606: Standard route, KC1, M28 until M31.

Ramp 23:
Stands 500-530: Standard route, KC1, M28, M29, Gate 14, EC6, EC7, N11, N10, EA6, EA5.
Stands 532-536: Standard route, KC1, M28, M29, Gate 14, EC6, EC7, N11, N10, EA6.
Stands 538: Standard route, KC1, M28, M29, Gate 14, EC6, EC7, N11, N10.

DEPARTURE
Routes are not modified.

SOUTH CONFIGURATION
ARRIVAL
Routes are not modified.

DEPARTURE

To RWY 14L from Terminal 1, 2 or 3:
The same routes toward RWY 14R to A12.
From A12 to A27, A28, A29, K1, runway-holding position.

To RWY 14L from Terminal 4:
Standard route: S3 (transfer point S3-2), S2, A17 until A28, A29, K1, runway-holding position.

To RWY 14L from Terminal 4S:
Departure routes are not modified.

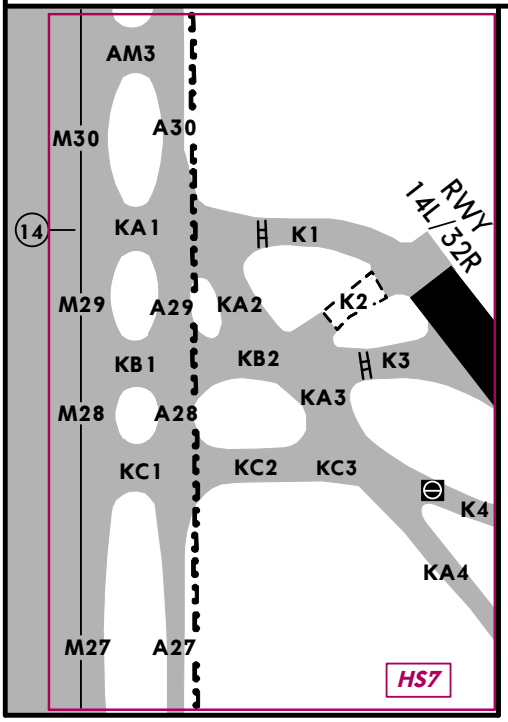
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WORKS ON TWY K2 (Continued)

REFER ALSO TO LATEST NOTAMS



PHASE 2 K2:
Area without impact to KA and KB

During this phase, due to the presence of a drop in the affected section of TWY K2 of approximately 70 cm deep, within the RWY strip approximately to 75 m of the RWY centre line and within the strip of TWY K3 to about 44 m from the TWY K3 centre line, the following restrictions are established:

- Closure to the traffic in continued hours of TWY K2.
- TWY K3 limited on continued hours to ICAO aircraft code letter E (Chapter 1, Annex 14) maximum.

Works will be done at NIGHT hours with the RWY closed.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION:
Routes are not modified.

SOUTH CONFIGURATION
ARRIVAL
Routes are not modified.

DEPARTURE

To RWY 14L from Terminal 1, 2 or 3:
The same routes toward RWY 14R to A12.
To A12 to A27, A28, KB2, K3, runway-holding position or A29, K1, runway-holding position.

To RWY 14L from Terminal 4:
Standard routes: S3 (transfer point S3-2), S2, A17 until A28, A29, K1, runway-holding position or A28, KB2, K3, runway-holding position.

To RWY 14L from Terminal 4S:
Departure routes are not modified.

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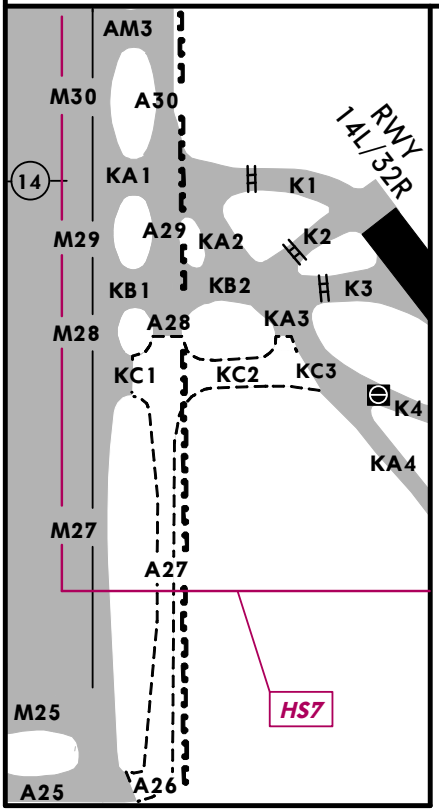
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ADOLFO SUAREZ MADRID-BARAJAS

WORKS ON TWY A28

REFER ALSO TO LATEST NOTAMS



PHASE 1 A28:
Area with impact to TWY KC and without impact to TWY KB

During this phase, due to the presence of a drop in the affected section of TWY A28 of about 70 cm deep, the following restrictions are established:

- Closure to the traffic in continued hours of TWY A28, A27, A26, KC1, KC2 and KC3.
- Section from M28 to AM1 bidirectional.
- Bend between KB1 and M28, bend between KA1 and M29, and bend between KB1 and A29 without lighting in the TWY centre line.

Works will be done at continued hours in DAY and NIGHT.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION
ARRIVAL

From RWY 32R or 32L to Terminal 1, 2 or 3:
K5, KA4, KA3, KB2, or K4, KA3, KB2, or K3, KB2, KB1, M28, M27, AM1, A25 from TWY A to A10 (transfer point A10-2) and the same routes for RWY 32L; or K5, KA4, KA3, KA2, KA1, or K4, KA3, KA2, KA1, or K3, KA2, KA1, M30 until M32, N11 until N1, A21 from TWY A to A10 (transfer point A10-2) and the same routes for RWY 32L.

From RWY 32R to Terminal 4:
Follow ATC instructions to leave RWY 32R.
K5, KA4, KA3, KB2, or K4, KA3, KB2, or K3, KB2, KB1, M28, M27, AM1, A25 to TWY A, H2, H3 (transfer point H3-2); or K5, KA4, KA3, KA2, KA1, or K4, KA3, KA2, KA1, or K3, KA2, KA1, M30 until M32, N11 until N1, A21 to TWY A, H2, H3 (transfer point H3-2).

From RWY 32R to Terminal 4S:
Follow ATC instructions to leave RWY 32R.
Standard routes: K5, KA4, KA3, KB2, KB1 or K4, KA3, KB2, KB1 or K3, KB2, KB1 or K5, KA4 until KA1, or K4, KA3 until KA1 or K3, KA2, KA1.

Ramp 20:
Stands 582-586: Standard route, KB1, M28, M27, AM1, A25 until A23, EA1, EA2 or M30 until M32, N11 until N2, M22, EA2.
Stands 568-580: Standard route, KB1, M28, M27, AM1, A25, EC1, EC2 or M30 until M32, N11 until N2, M22 until M24, EC2.
Stands 620-628: Standard route, KB1, M28, M27.

Ramp 21:
Stands 556-558: Standard route, Gate 14, G14.
Stands 562-566: Standard route, KB1, M28, M27, AM1, A25, EC1, EC2 or M30 until M32, N11 until N2, M22 until M24, EC2.
Stands 612: Standard route, KB1, M29.
Stands 614: Standard route, KB1.
Stands 616-618: Standard route, KB1, M28.
Stands 608: Standard route, M30.

Ramp 22:
Stands 540-556: Standard route, Gate 14, EC6.
Stands 600-606: Standard route, M30, M31.

NORTH CONFIGURATION
ARRIVAL (Continued)

Ramp 23:
Stands 500-530: Standard route, Gate 14, EC6, EC7, N11, N10, EA6, EA5.
Stands 532-536: Standard route, Gate 14, EC6, EC7, N11, N10, EA6.
Stands 538: Standard route, Gate 14, EC6, EC7, N11, N10.

DEPARTURE

Routes are not modified.

SOUTH CONFIGURATION
ARRIVAL

Routes are not modified.

DEPARTURE

To RWY 14L from Terminal 1, 2 or 3:
The same routes toward RWY 14R to A12.
From A12 to A25, AM1, M27 until M28, KB1, KB2, K3, runway-holding position or
K2, runway-holding position or
KB1, A29, K1, runway-holding position; or
from A12 to A20, B1 until B12, M33 until M30, KA1, K1, runway-holding position, or
M29, KB1, KB2, K2, runway-holding position or
K3, runway-holding position.

To RWY 14L from Terminal 4:
Standard route: S3 (transfer point S3-2), S2, A17 until A25, AM1, M27 until M28, KB1, KB2, K3, runway-holding position or K2, runway-holding position or
KB1, A29, K1, runway-holding position; or
from A17 to A20, B1 until B12, M33 until M30, KA1, K1, runway-holding position, or
M29, KB1, KB2, K2, runway-holding position or
K3, runway-holding position.

To RWY 14L from Terminal 4S:
Departure routes are not modified.

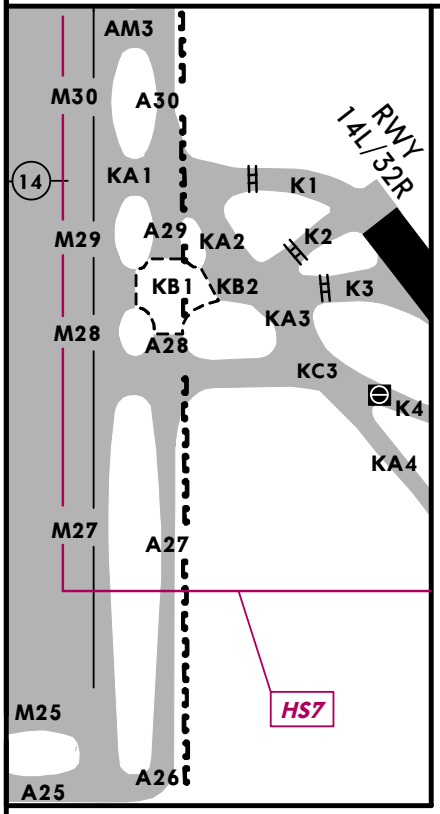
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WORKS ON TWY A28 (Continued)

REFER ALSO TO LATEST NOTAMS



PHASE 2 A28: Area with impact to TWY KB and without impact to KC

During this phase, due to the presence of a drop in the affected section of TWY A28 of about 70 cm deep, the following restrictions are established:

- Closure to the traffic in continued hours of TWY A28, A29, KB1 and KB2.
- Section from M28 to M29 bidirectional.
- Bend between A29 and KC1 and bend between KA1 and M29 without lighting in the TWY centre line.

Works will be done at continued hours in DAY and NIGHT.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION
ARRIVAL

From RWY 32R to Terminal 1, 2 or 3::
K5, KA4, KC3, KC2, or K4,KC3, KC2 to TWY A to A10 (transfer point A10-2) and the same routes for RWY 32L or K3, KA2, KA1, M29, M28, KC1, A27 until M27, AM1, to TWY A to A10 (transfer point A10-2) and the same routes for RWY 32L, or K3, KA2, KA1, M30 until M32, N11 until N1, A21 to TWY A to A10 (transfer point A10-2) and the same routes for RWY 32L.

From RWY 32R to Terminal 4:
Follow ATC instructions to leave RWY 32R.
Standard route: K5, KA4, KC3, KC2, or K4,KC3, KC2 to TWY A, H2, H3 (transfer point H3-2), or K3, KA2, KA1, M29, M28, KC1, A27 until M27, AM1, to TWY A, H2, H3 (transfer point H3-2), or K3, KA2, KA1, M30 until M32, N11 until N1, A21 to TWY A, H2, H3 (transfer point H3-2).

From RWY 32R to Terminal 4S:
Follow ATC instructions to leave RWY 32R.
Standard route: K5, KA4, KC3, KC2, TWY A or K4, KC3, KC2, TWY A or K5, KA4 until KA1, or K4, KA3 until KA1 or K3, KA2, KA1.

Ramp 20:
Stands 582-586: Standard route, A23, EA1, EA2 or M30 until M32, N11 until N2, M22, EA2.
Stands 568-580: Standard route, A25, EC1, EC2 or M30 until M32, N11 until N2, M22 until M24, EC2.
Stands 620-628: Standard route, A26, AM1, M27 or M29 until M27.

Ramp 21:
Stands 556-558: Standard route, Gate 14, G14.
Stands 562-566: Standard route, A25, EC1, EC2 o M30 until M32, N11 until N2, M22 until M24, EC2.
Stands 612: KC1, M28, M29 or KA1, M29, M28.
Stands 614-616: KC1, M28, or KA1, M29, M28.
Stands 618: KC1 or KA1, M29, M28.
Stands 608: Standard route, M30.

Ramp 22:
Stands 540-556: Standard route, Gate 14, EC6.
Stands 600-606: Standard route, M30, M31.

NORTH CONFIGURATION
ARRIVAL (Continued)

Ramp 23:
Stands 500-530: Standard route, Gate 14, EC6, EC7, N11, N10, EA6, EA5.
Stands 532-536: Standard route, Gate 14, EC6, EC7, N11, N10, EA6.
Stands 538: Standard route, Gate 14, EC6, EC7, N11, N10.

DEPARTURE

Routes are not modified.

SOUTH CONFIGURATION
ARRIVAL

Routes are not modified.

DEPARTURE

To RWY 14L from Terminal 1, 2 or 3:
The same routes toward RWY 14R to A12.
From A12 to A27, KC1, M28, M29, KA1, K1 or KA2, K3, runway-holding position or
from A12 to A20, B1 until B12, M33 until M30, KA1, K1, runway-holding position, or
KA2, K3, runway-holding position.

To RWY 14L from Terminal 4:
Standard route: S3 (transfer point S3-2), S2, A17 until A27, KC1, M28, M29, KA1, K1, runway-holding position or
KA2, K3, runway-holding position or
from A12 to A20, B1 until B12, M33 until M30, KA1, K1, runway-holding position, or
KA2, K3, runway-holding position.

To RWY 14L from Terminal 4S:
Departure routes are not modified.

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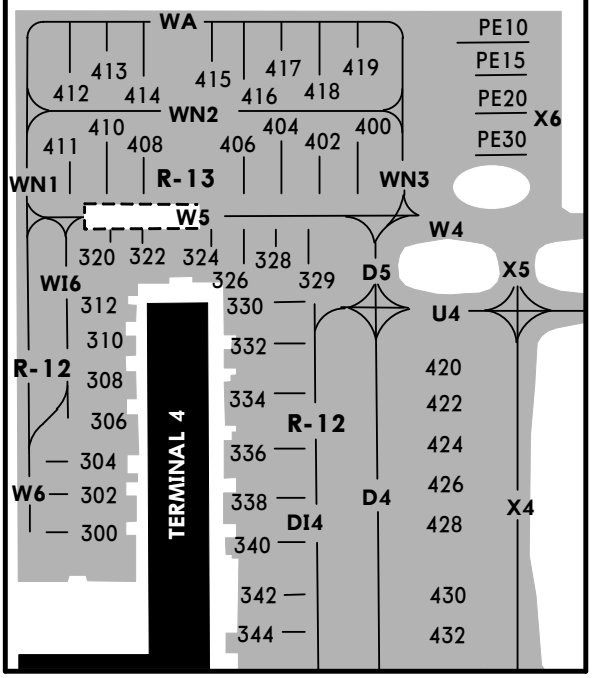
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ADOLFO SUAREZ MADRID-BARAJAS

WORKS ON TWY W5

REFER ALSO TO LATEST NOTAMS



PHASE 1: TWY W5 West

During this phase the following changes will apply:

- TWY W5 between the access to stand 324 and 85'/26 m from TWY WN1 centre line approx, will be continuously closed to traffic.
- Two-way traffic will be permitted in TWYs WN2, WA and all other sections of TWY W5.
- Stands 320 to 324 will not be usable.
- ACFT shall access stands 408 to 411 from WN2, nosing to South. Exit from stands 408 to 411 shall be carried out towing the ACFT, nosing to East.
- Push-back from stand 326 shall be carried out towing the ACFT to stand 328 entry marking and releasing. Subsequent ACFT start shall be performed at minimum power.
- Access to TWY WI6 from W5 and to/from WN1 will be closed, so access to and push-back from stands 300 to 312 shall be carried out from/to TWY W6.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION: ARRIVAL

From RWY 32L to Terminal 4:
Ramp 12:
Stands 300 to 312: Standard route, J3 (transfer point J3-2), J4, D1 until D5, WN3, WN2, WN1, W6.

Ramp 13:
Stands 408 to 411: Standard route, J3 (transfer point J3-2), J4, D1 until D5, WN3, WN2.
Stands 412 to 419: Standard route, J3 (transfer point J3-2), J4, D1 until D5, WN3, WA.

From RWY 32R to Terminal 4:
Ramp 12:
Stands 300 to 312: Standard route, H3 (transfer point H3-2), H4, D2 until D5, WN3, WN2, WN1, W6.

Ramp 13:
Stands 408 to 411: Standard route, J3 (transfer point J3-2), J4, D1 until D5, WN3, WN2.
Stands 412 to 419: Standard route, J3 (transfer point J3-2), J4, D1 until D5, WN3, WA.

From RWY 18R to Terminal 4:
Ramp 12:
Stands 300 to 312: Standard route W3 (transfer point W3-2), X5, U4, D5, WN3, WN2, WN1, W6.

Ramp 13:
Stands 408 to 411: Standard route W3 (transfer point W3-2), X5, U4, D5, WN3, WN2.
Stands 412 to 419: Standard route W3 (transfer point W3-2), X5, U4, D5, WN3, WA.

From RWY 18L to Terminal 4:
Ramp 12:
Stands 300 to 312: Standard route, H3 (transfer point H3-2), H4, D2 until D5, WN3, WN2, WN1, W6.

Ramp 13:
Stands 408 to 411: Standard route W3 (transfer point W3-2), X5, U4, D5, WN3, WN2.
Stands 412 to 419: Standard route W3 (transfer point W3-2), X5, U4, D5, WN3, WA.

NORTH CONFIGURATION: DEPARTURE

To RWY 36L from Terminal 4:
Ramp 12:
Stands 326 to 328: W5, W4, X5, X4, R3 (transfer point R3-2), standard route.

To RWY 36L from Terminal 4S:
Ramp 12:
Stands 326 to 328: W5, W4, X5 until X3, S3 (transfer point S3-2), standard route.

To RWY 14R or 14L from Terminal 4:
Ramp 12:
Stands 326 to 328: W5, W4, X5 until X3, S3, (transfer point S3-2), standard route.

To RWY 14L from Terminal 4:
Ramp 12:
Stands 326 to 328: W5, W4, X5 until X3, S3, (transfer point S3-2), standard route.

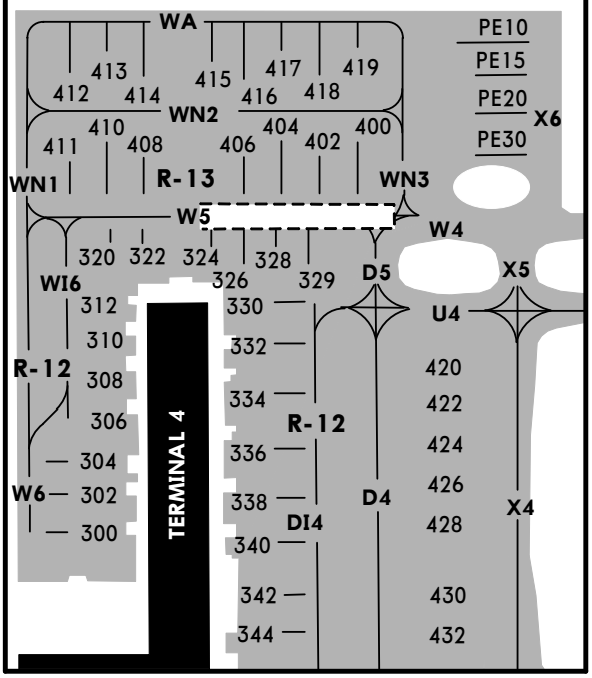
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WORKS ON TWY W5 (Continued)

REFER ALSO TO LATEST NOTAMS



PHASE 2: TWY W5 East

During this phase the following changes will apply:

- TWY W5 between the access to stand 324 and 88'/26.75 m from TWY WN3 centre line approx, and taxiway D5 will be continuously closed to traffic.
- Two-way traffic will be permitted in TWYs U4, W4, WN2 and all other sections of TWY W5.
- TWY WN3 section between W4 and WN2 is restricted to ACFT with code letter C or below.
- Stands 324 to 329 will not be usable.
- ACFT shall access stands 400 to 406 from WN2, nosing to South. Exit from stands 400 to 406 shall be carried out towing the ACFT nosing to East.
- Push-back from stand 322 shall be carried out towing the ACFT to stand 320 entry marking and releasing. Subsequent ACFT start shall be performed at minimum power.
- Code letter D or above ACFT access to stand PE30 shall be carried out through X6, and they shall exit the stand following the RWY and apron service guidance via WN3 to the North and then cross stand PE15 to reach X6.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION: ARRIVAL

From RWY 32L to Terminal 4:

Ramp 11:
Stands 430 to 432: Standard route, J3 (transfer point J3-2), J4, D1 until D4, U4, X4.

Ramp 12:
Stands 300 to 312: Standard route, J3 (transfer point J3-2), J4, D1 until D4, U4, X5, W4, WN3, WN2, WN1, WI6.
Stands 320 to 322: Standard route, J3 (transfer point J3-2), J4, D1 until D4, U4, X5, W4, WN3, WN2, WN1, W5.
Stands 420 to 428: Standard route, J3 (transfer point J3-2), J4, D1 until D4, U4, X4.

Ramp 13:
Stands 400 to 406: Standard route, J3 (transfer point J3-2); J4, D1 until D4, U4, X5, W4, WN3, WN2.
Stands 408 to 411: Standard route, J3 (transfer point J3-2), J4, D1 until D4, U4, X5, W4, WN3, WN2, WN1, W5.
Stands 412 to 419: Standard route, J3 (transfer point J3-2), J4, D1 until D4, U4, X5, W4, WN3, WA.

From RWY 32R to Terminal 4:

Ramp 11:
Stands 430 to 432: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X4.

Ramp 12:
Stands 300 to 312: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X5, W4, WN3, WN2, WN1, WI6.
Stands 320 to 322: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X5, W4, WN3, WN2, WN1, W5.
Stands 420 to 428: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X4.

Ramp 13:
Stands 400 to 406: Standard route, H3 (transfer point H3-2); H4, D2 until D4, U4, X5, W4, WN3, WN2.
Stands 408 to 411: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X5, W4, WN3, WN2, WN1, W5.

NORTH CONFIGURATION: ARRIVAL (Continued)

Ramp 13 (Continued):
Stands 412 to 419: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X5, W4, WN3, WA.

NORTH CONFIGURATION: DEPARTURE

To RWY 36L from Terminal 4:

Ramp 11:
Stands 430 to 432: D4, U4, X4, R3 (transfer point R3-2), standard route.

Ramp 12:
Stands 330 to 334: DI4, U4, X4, R3 (transfer point R3-2), standard route.
Stands 420 to 428: D4, U4, X4, R3 (transfer point R3-2), standard route.

To RWY 36R from Terminal 4:

Ramp 11:
Stands 430 to 432: D4, U4, X4, X3, S3 (transfer point S3-2), standard route.

Ramp 12:
Stands 330 to 334: DI4, U4, X4, X3, S3 (transfer point S3-2), standard route.
Stands 420 to 428: D4, U4, X4, X3, S3 (transfer point S3-2), standard route.

SOUTH CONFIGURATION: ARRIVAL

From RWY 18R from Terminal 4:

Ramp 12:
Stands 300 to 312: Standard route W3 (transfer point W3-2), W4, WN3, WN2, WN1, WI6.
Stands 320 to 322: Standard route W3 (transfer point W3-2), W4, WN3, WN2, WN1, W5.

To be continued on the following page.

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WORKS ON TWY W5 (Continued)

REFER ALSO TO LATEST NOTAMS

SOUTH CONFIGURATION:
ARRIVAL (Continued)

Ramp 13:
Stands 400 to 406: Standard route W3 (transfer point W3-2), W4, WN3, WN2.
Stands 408 to 411: Standard route W3 (transfer point W3-2), W4, WN3, WN2, WN1, W5.
Stands 412 to 419: Standard route, W3 (transfer point W3-2), W4, WN3, WA.

From RWY 18L to Terminal 4:
Ramp 11:
Stands 430 to 432: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X4.

Ramp 12:
Stands 300 to 312: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X5, W4, WN3, WN2, WN1, WI6.
Stands 320 to 322: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X5, W4, WN3, WN2, WN1, W5.
Stands 420 to 428: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X4.

Ramp 13:
Stands 400 to 406: Standard route, H3 (transfer point H3-2); H4, D2 until D4, U4, X5, W4, WN3, WN2.
Stands 408 to 411: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X5, W4, WN3, WN2, WN1, W5.
Stands 412 to 419: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X5, W4, WN3, WA.

SOUTH CONFIGURATION:
DEPARTURE

To RWY 14R from Terminal 4:
Ramp 11:
Stands 430 to 432: D4, U4, X4, X3, S3 (transfer point S3-2), standard route.

Ramp 12:
Stands 330 to 334: DI4, U4, X4, X3, S3 (transfer point S3-2), standard route.
Stands 420 to 428: D4, U4, X4, X3, S3 (transfer point S3-2), standard route.

To RWY 14L from Terminal 4:
Ramp 11:
Stands 430 to 432: D4, U4, X4, X3, S3 (transfer point S3-2), standard route.

Ramp 12:
Stands 330 to 334: DI4, U4, X4, X3, S3 (transfer point S3-2), standard route.
Stands 420 to 428: D4, U4, X4, X3, S3 (transfer point S3-2), standard route.

CHANGES: New temporary chart.

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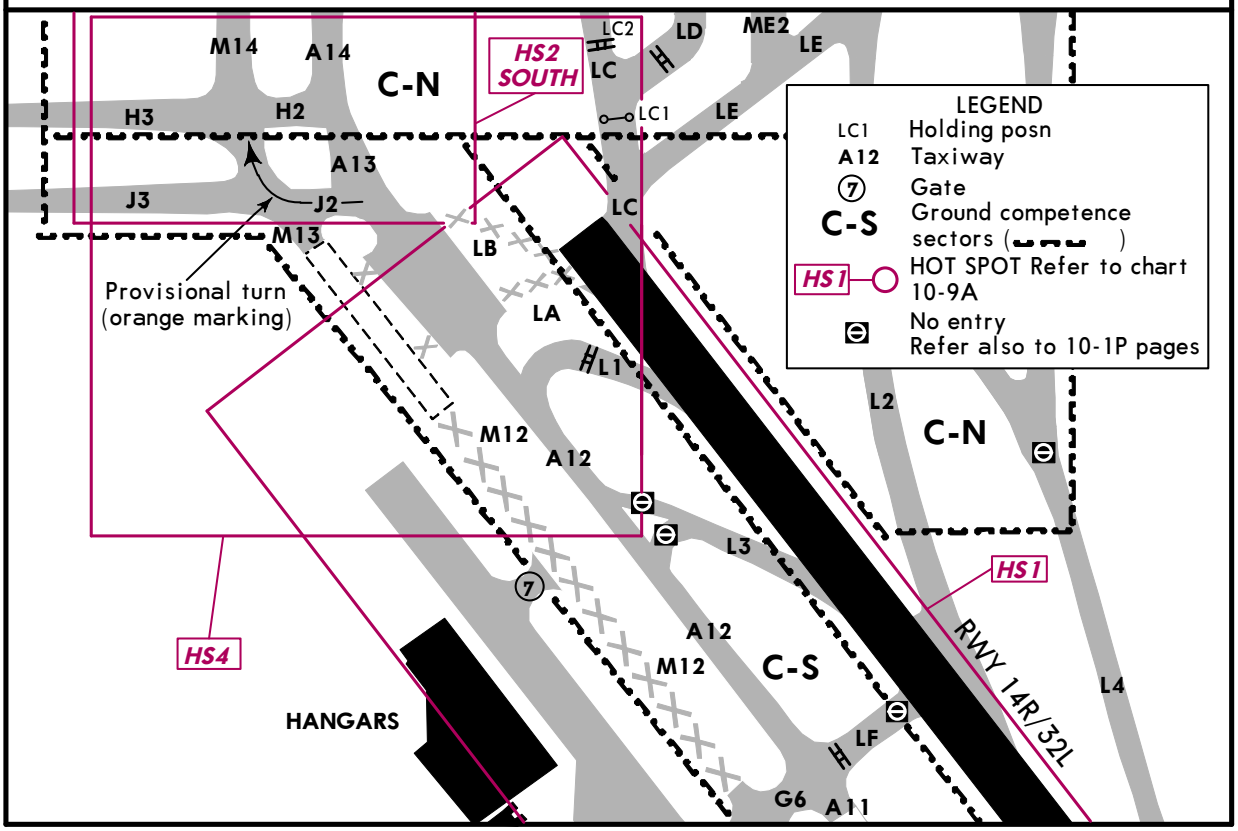
(10-8G)

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

WORKS ON TWYS M12 and M13

REFER ALSO TO LATEST NOTAMS



PHASE 1:

Works will be carried out during NIGHT.

During this phase the centerline of the turn from J2 to M14 will be provisionally marked with orange paint.

The area will be affected as follows:
During non-working periods:
- There is a 2 inch/5 cm deep floor unevenness in the affected area in TWYs M12 and M13.
- Possible affects on the centerline lighting of Twys M12 and M13 will be announed by NOTAM. In this case ACFT will be guided by RWY and Apron Service during NIGHT, and during DAY when LVP in force.

During working periods:
- TWYs M12, M13, LA and LB will be closed.
- Two-way traffic permitted in TWY A between J2 and G6.
- TWY centerline lighting in turns M14 - J2 - A13 and G6 - M11 u/s in both directions.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION:

ARRIVAL

Routes are not modified.

DEPARTURE

To RWY 36L from Terminal 1, 2 or 3:
Standard route: (From TWY) M10 (transfer point M10-2), M11, G6, A12, A13, J2, M14 until M17, R5 or R6 or R7, R8, Z2.

To RWY 36R from Terminal 1, 2 or 3:
Standard route: (From TWY) M10 (transfer point M10-2), M11, G6, A12, A13, J2, M14 until M31, NY13, Y1 or M14 until M32, N13, Y2 or M14 until M33, B13, Y3.

SOUTH CONFIGURATION

ARRIVAL

From RWY 18L to Terminal 1, 2 or 3:
Standard route: Y5 to AY to BY13 to M34 until M14 or
Y4 to BY13 to M34 until M14 or
Y3 to A33, to N13 to M32 until M14 to J2 to A13 to A12 to G6 to M11 to M10 (transfer point M10-2).

To RWY 18R from Terminal 1, 2 or 3:
Standard route: Z10 to ZW3 to W1 to W2 to MZ6 until MZ3 or
Z8 to W1 to W2 to MZ6 until MZ3 or
Z4 to ZW1 to V1 to V2 to MZ4 to MZ3 to M15 to M14 to J2 to A13 to A12 to G6 to M11 to M10 (transfer point M10-2).

DEPARTURE

Routes are not modified.

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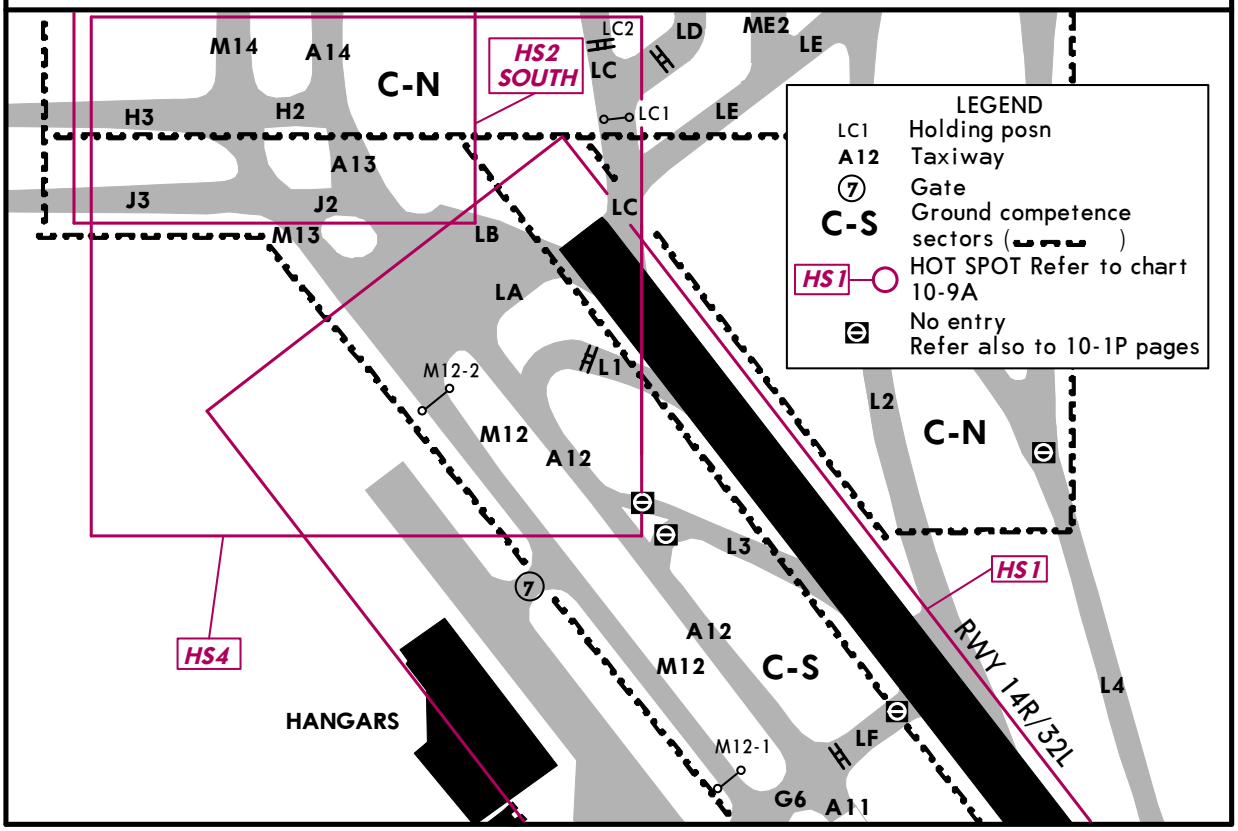
LEMD/MAD

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

WORKS ON TWYS M12 and M13 (Continued)

REFER ALSO TO LATEST NOTAMS



PHASE 2:

Intermediate holding position in M12 short of G6 is renamed M12-1.

Intermediate holding position in M12 short of LA is renamed M12-2.

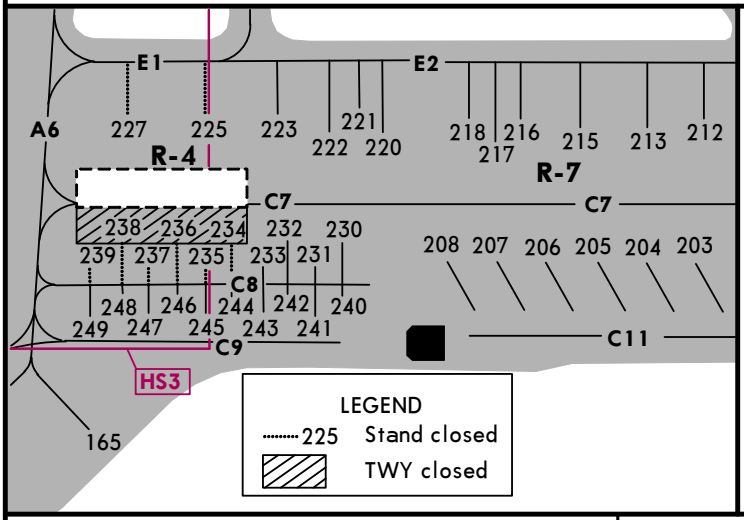
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WORKS ON TWYS C7, C11, E3 & E4

REFER ALSO TO LATEST NOTAMS - EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY



PHASE 1:
TWY C7 area 1.

Installation of centre line lighting in the segment of TWY C7 in front of stands 225, 227 and 234 thru 239. Works will be preferably conducted during DAY.

Restrictions:
- TWY C7 closed in front of stands 225, 227 and 234 thru 239.
- TWYs E1, E2 and E3 shall be used in a bidirectional way.
- Stands 225, 227 and 234 thru 239 out of service.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION
ARRIVAL

From RWY 32L to Terminal 1, 2 or 3:
R-7:
Stands 200 thru 223 and 230 thru 233: Standard route, A10 (transfer point A10-2) until A8, F2 until F4, E3, C7.

From RWY 32R to Terminal 1, 2 or 3:
R-7:
Stands 200 thru 223 and 230 thru 233: Standard route, A10 (transfer point A10-2) until A8, F2 until F4, E3, C7.

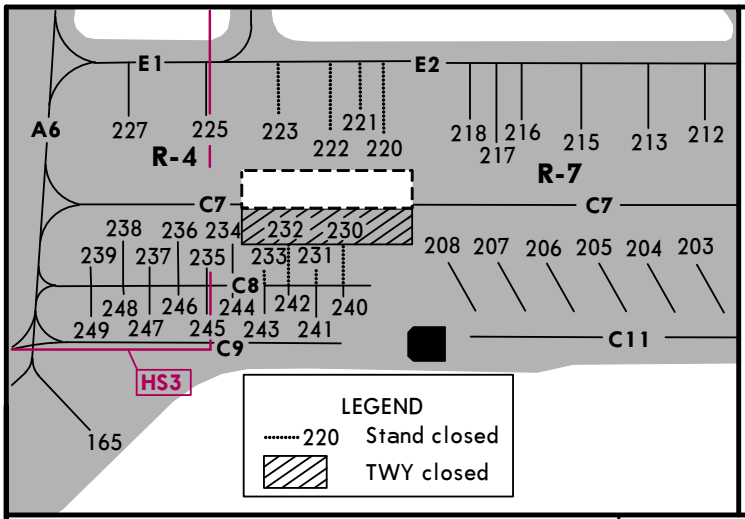
DEPARTURE
Routes are not modified.

SOUTH CONFIGURATION
ARRIVAL

From RWY 18L to Terminal 1, 2 or 3:
Standard route: Y5, AY, BY13, M34 until M10; or Y4, BY13, M34 until M10; or Y3, A33, N13, M32 until M10.
R-7:
Stands 200 to 223 and 230 to 233: Standard route, M10 (transfer point M10-2) until M8, G1, F2 until F4, E3, C7.

From RWY 18R to Terminal 1, 2 or 3:
R-7:
Stands 200 thru 223 and 230 thru 233: Standard route, M10 (transfer point M10-2) until M8, G1, F2 until F4, E3, C7.

DEPARTURE
Routes are not modified.



PHASE 2:
TWY C7 area 2.

Installation of centre line lighting in the segment of TWY C7 in front of stands 220 thru 223 and 230 thru 233. Works will be preferably conducted during DAY.

Restrictions:
- TWY C7 closed in front of stands 220 thru 223 and 230 thru 233.
- TWYs E1, E2 and E3 shall be used in a bidirectional way.
- Stands 220 thru 223 and 230 thru 233 out of service.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION
ARRIVAL

From RWY 32L to Terminal 1, 2 or 3:
R-7:
Stands 200 thru 218: Standard route, A10 (transfer point A10-2) until A8, F2 until F4, E3, C7.

From RWY 32R to Terminal 1, 2 or 3:
R-7:
Stands 200 thru 218: Standard route, A10 (transfer point A10-2) until A8, F2 until F4, E3, C7.

DEPARTURE
Routes are not modified.

SOUTH CONFIGURATION
ARRIVAL

From RWY 18L to Terminal 1, 2 or 3:
Standard route: Y5, AY, BY13, M34 until M10; or Y4, BY13, M34 until M10; or Y3, A33, N13, M32 until M10.
R-7:
Stands 200 to 218: Standard route, M10 (transfer point M10-2) until M8, G1, F2 until F4, E3, C7.

From RWY 18R to Terminal 1, 2 or 3:
R-7:
Stands 200 thru 218: Standard route, M10 (transfer point M10-2) until M8, G1, F2 until F4, E3, C7.

DEPARTURE
Routes are not modified.

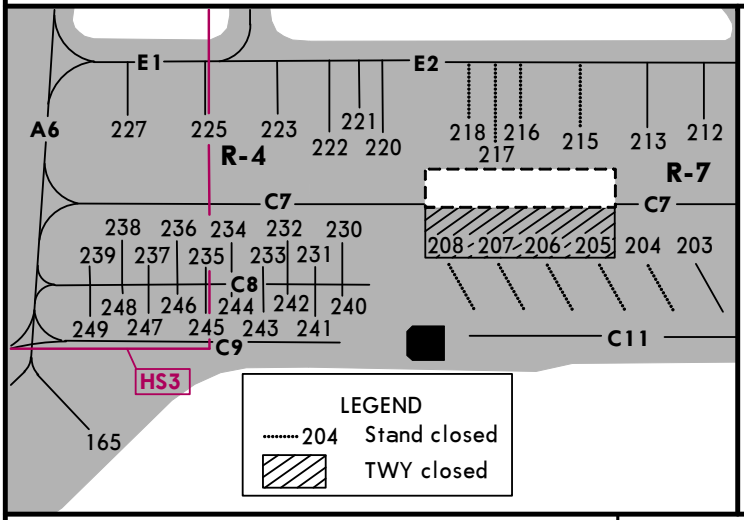
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WORKS ON TWYS C7, C11, E3 & E4 (Continued)

REFER ALSO TO LATEST NOTAMS - EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY



PHASE 3:
TWY C7 area 3.

Installation of centre line lighting in the segment of TWY C7 in front of stands 204 thru 208 and 215 thru 218. Works will be preferably conducted during DAY.

Restrictions:
- TWY C7 closed in front of stands 204 thru 208 and 215 thru 218.
- TWYs E1, E2 and E3 shall be used in a bidirectional way.
- Stands 204 thru 208 and 215 thru 218 out of service.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION

ARRIVAL

From RWY 32L to Terminal 1, 2 or 3:
R-7:
Stands 200 thru 203 and 210 thru 213: Standard route, A10 (transfer point A10-2) until A8, F2 until F4, E3, C7.

From RWY 32R to Terminal 1, 2 or 3:
R-7:
Stands 200 thru 203 and 210 thru 213: Standard route, A10 (transfer point A10-2) until A8, F2 until F4, E3, C7.

DEPARTURE

Routes are not modified.

SOUTH CONFIGURATION

ARRIVAL

From RWY 18L to Terminal 1, 2 or 3:
Standard route: Y5, AY, BY13, M34 until M10; or Y4, BY13, M34 until M10; or Y3, A33, N13, M32 until M10.
R-7:
Stands 200 to 203 and 210 to 213: Standard route, M10 (transfer point M10-2) until M8, G1, F2 until F4, E3, C7.

From RWY 18R to Terminal 1, 2 or 3:
R-7:
Stands 200 thru 203 and 210 thru 213: Standard route, M10 (transfer point M10-2) until M8, G1, F2 until F4, E3, C7.

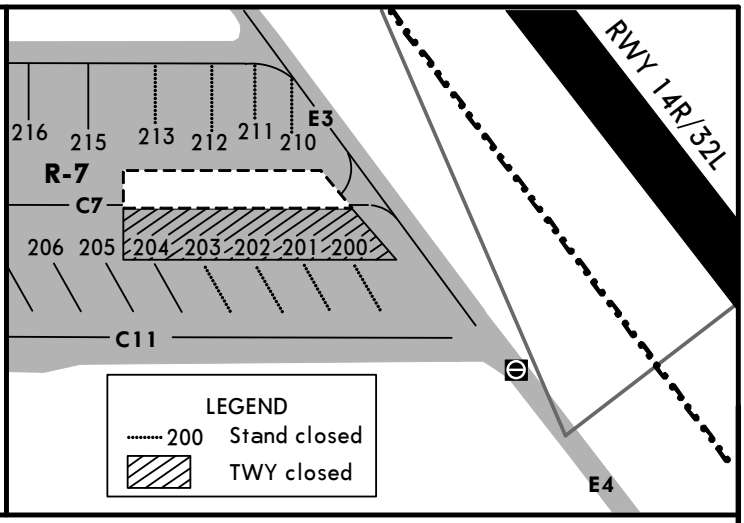
DEPARTURE

Routes are not modified.

PHASE 4:
TWY C7 area 4.

Installation of centre line lighting in the segment of TWY C7 in front of stands 200 thru 203 and 210 thru 213. Works will be preferably conducted during DAY.

Restrictions:
- TWY C7 closed in front of stands 200 thru 203 and 210 thru 213.
- TWYs E1, E2 and E3 shall be used in a bidirectional way.
- Stands 200 thru 203 and 210 thru 213 out of service.



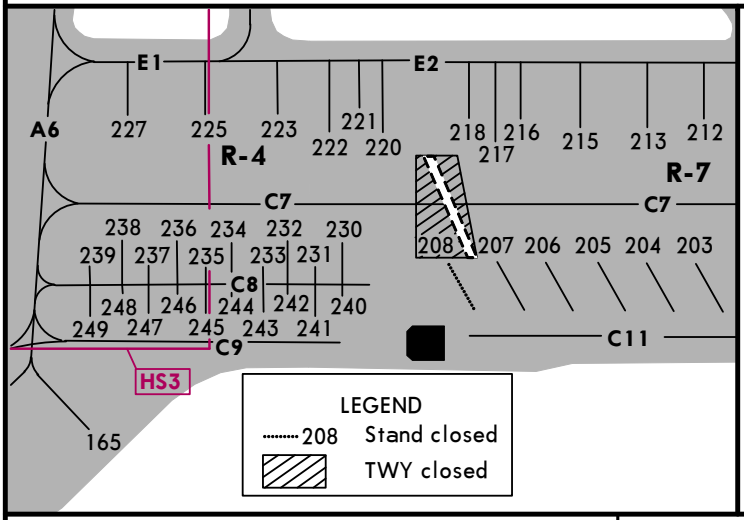
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WORKS ON TWYS C7, C11, E3 & E4 (Continued)

REFER ALSO TO LATEST NOTAMS - EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY



PHASE 5:
TWY C7 area 5.

Performing of a pipe for the lighting that shall cross TWY C7.

Restrictions:
- TWY C7 closed in front of stand 208.
- TWYs E1, E2 and E3 shall be used in a bidirectional way.
- Stand 208 out of service.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION
ARRIVAL

From RWY 32L to Terminal 1, 2 or 3:
R-7:
Stands 200 thru 207 and 210 thru 218: Standard route, A10 (transfer point A10-2) until A8, F2 until F4, E3, C7.

From RWY 32R to Terminal 1, 2 or 3:
R-7:
Stands 200 thru 207 and 210 thru 218: Standard route, A10 (transfer point A10-2) until A8, F2 until F4, E3, C7.

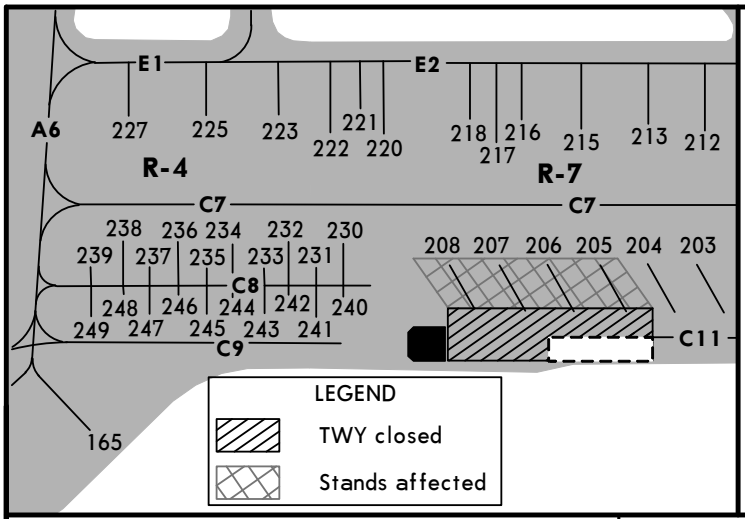
DEPARTURE
Routes are not modified.

SOUTH CONFIGURATION
ARRIVAL

From RWY 18L to Terminal 1, 2 or 3:
Standard route: Y5, AY, BY13, M34 until M10; or Y4, BY13, M34 until M10; or Y3, A33, N13, M32 until M10.
R-7:
Stands 200 to 207 and 210 to 218: Standard route, M10 (transfer point M10-2) until M8, G1, F2 until F4, E3, C7.

From RWY 18R to Terminal 1, 2 or 3:
R-7:
Stands 200 thru 207 and 210 thru 218: Standard route, M10 (transfer point M10-2) until M8, G1, F2 until F4, E3, C7.

DEPARTURE
Routes are not modified.



PHASE 6A:
TWY C11 area 1.

Installation of centre line lighting in the segment of TWY C11 in front of stands 205 thru 208.
Works will be preferably conducted during DAY.

Restrictions:
- TWY C11 closed in front of stands 205 thru 208.
- Exit from stands 205 thru 208 by towing the ACFT into TWY C7, nosing East.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION
ARRIVAL
Routes are not modified.

DEPARTURE

To RWY 36L from Terminal 1, 2 or 3:
R-7:
Stands 205 to 208: C7, E3 until E1, A7, G1, M8, M10 (transfer point M10-2), standard route or A7 until A5, C6, M6 until M10 (transfer point M10-2), standard route.

To RWY 36R from Terminal 1, 2 or 3:
R-7:
Stands 205 to 208: C7, E3 until E1, A7, G1, M8, M10 (transfer point M10-2), standard route or A7 until A5, C6, M6 until M10 (transfer point M10-2), standard route.

SOUTH CONFIGURATION
ARRIVAL
Routes are not modified.

DEPARTURE

To RWY 14R from Terminal 1, 2 or 3:
R-7:
Stands 205 to 208: C7, E3 until E1, A7 until A10 (transfer point A10-2), standard route.

To RWY 36R from Terminal 1, 2 or 3:
R-7:
Stands 205 to 208: C7, E3 until E1, A7 until A10 (transfer point A10-2), standard route.

CHANGES: New temporary chart.

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WORKS ON TWYS C7, C11, E3 & E4 (Continued)

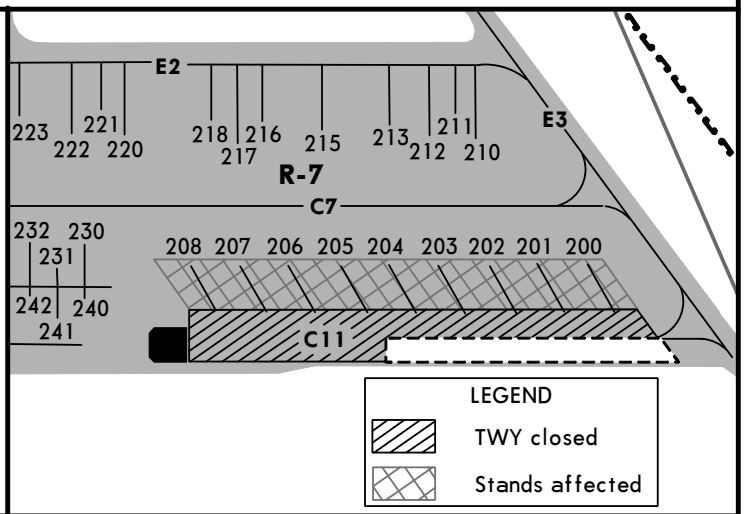
REFER ALSO TO LATEST NOTAMS - EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY

PHASE 6B:
TWY C11 area 2.

Installation of centre line lighting in the segment of TWY C11 in front of stands 200 thru 204.
Works will be preferably conducted during DAY.

Restrictions:
- TWY C11 closed.
- Exit from stands 200 thru 208 by towing the ACFT into TWY C7, nosing East.

Standard taxiing routes shown on 10-1P pages will be modified as follows:



NORTH CONFIGURATION

ARRIVAL

Routes are not modified.

DEPARTURE

To RWY 36L from Terminal 1, 2 or 3:
R-7:
Stands 200 to 208: C7, E3 until E1, A7, G1, M8, M10 (transfer point M10-2), standard route or A7 until A5, C6, M6 until M10 (transfer point M10-2), standard route.

To RWY 36R from Terminal 1, 2 or 3:
R-7:
Stands 200 to 208: C7, E3 until E1, A7, G1, M8, M10 (transfer point M10-2), standard route or A7 until A5, C6, M6 until M10 (transfer point M10-2), standard route.

SOUTH CONFIGURATION

ARRIVAL

Routes are not modified.

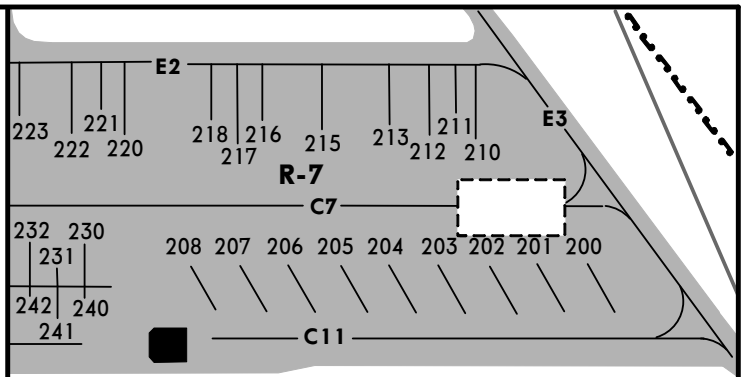
DEPARTURE

To RWY 14R from Terminal 1, 2 or 3:
R-7:
Stands 200 to 208: C7, E3 until E1, A7 until A10 (transfer point A10-2), standard route.

To RWY 36R from Terminal 1, 2 or 3:
R-7:
Stands 200 to 208: C7, E3 until E1, A7 until A10 (transfer point A10-2), standard route.

PHASE 7:
TWY C7: Installation of a new lighted intermediate holding position.

Commissioning of a new intermediate holding position with bidirectional lighting and signs associated with it in C7 short of E3.



CHANGES: New temporary chart.

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WORKS ON TWYS C7, C11, E3 & E4 (Continued)

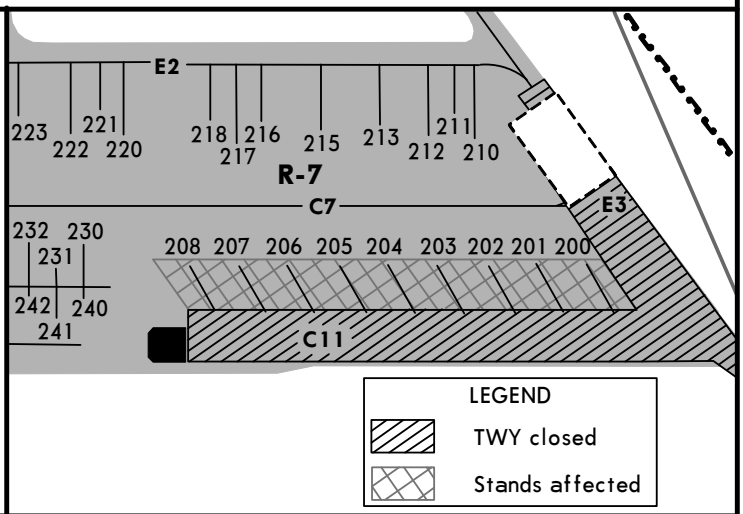
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PHASE 8: Taxiway E3.

Installation of centre line lighting in the turn from C7 to E7.
Works will be preferably conducted during DAY.

Restrictions:
- TWYs C11, E3 and E4 closed.
- TWY C7 shall be used in a bidirectional way.
- Exit from stands 200 thru 208 by towing the ACFT into TWY C7, nosing West.

Standard taxiing routes shown on 10-1P pages will be modified as follows:



NORTH CONFIGURATION
ARRIVAL

Routes are not modified.

DEPARTURE

To RWY 36L from Terminal 1, 2 or 3:
R-7:
Stands 200 to 208: C7, A6, A7, G1, M8, M10 (transfer point M10-2), standard route or C7, A6, A5, C6, M6 until M10 (transfer point M10-2), standard route.

To RWY 36R from Terminal 1, 2 or 3:
R-7:
Stands 200 to 208: C7, A6, A7, G1, M8, M10 (transfer point M10-2), standard route or C7, A6, A5, C6, M6 until M10 (transfer point M10-2), standard route.

SOUTH CONFIGURATION
ARRIVAL

Routes are not modified.

DEPARTURE

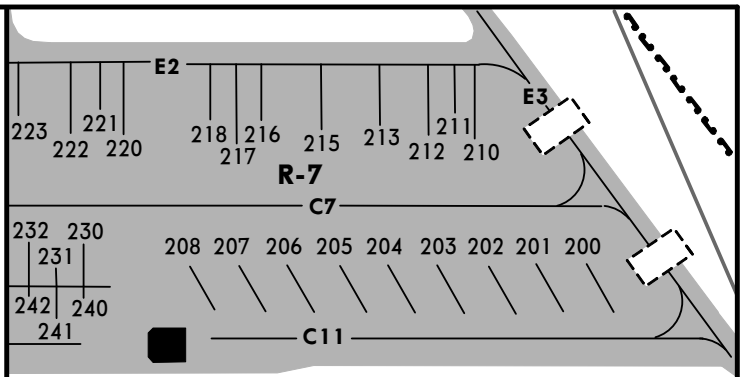
To RWY 14R from Terminal 1, 2 or 3:
R-7:
Stands 200 to 208: C7, A6, A7 until A10 (transfer point A10-2), standard route.

To RWY 36R from Terminal 1, 2 or 3:
R-7:
Stands 200 to 208: C7, A6, A7 until A10 (transfer point A10-2), standard route.

PHASE 9: TWY E3: Installation of signs and intermediate holding position lights in E3.

Commissioning of bidirectional holding position lights and signs associated with a new designation just as intermediate holding position as one in a new installation of E3:

- New intermediate holding position on TWY E3 between TWYs C11 and C7, lighting unidirectionally to TWY C7 with designation E3-1.
- Intermediate holding position on TWY E3 short of TWY E2: with bidirectional lighting and new designation E3-2.



CHANGES: New temporary chart.

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WORKS ON TWYS C7, C11, E3 & E4 (Continued)

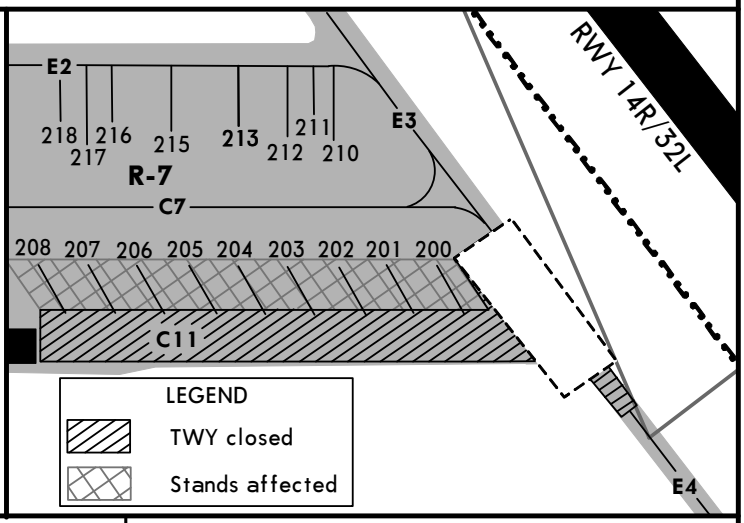
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PHASE 10: TWY E4.

Installation of centre line lighting in the turn from TWY C11 to TWY E3. Works will be preferably conducted during DAY.

Restrictions:
- TWYs C11 and E4 closed.
- Exit from stands 200 thru 208 by towing the ACFT into TWY C7, nosing East.

Standard taxiing routes shown on 10-1P pages will be modified as follows:



NORTH CONFIGURATION
ARRIVAL

Routes are not modified.

DEPARTURE

To RWY 36L from Terminal 1, 2 or 3:
R-7:
Stands 200 to 208: C7, E3 until E1, A7, G1, M8, M10 (transfer point M10-2), standard route or A7 until A5, C6, M6 until M10 (transfer point M10-2), standard route.

To RWY 36R from Terminal 1, 2 or 3:
R-7:
Stands 200 to 208: C7, E3 until E1, A7, G1, M8, M10 (transfer point M10-2), standard route or A7 until A5, C6, M6 until M10 (transfer point M10-2), standard route.

SOUTH CONFIGURATION
ARRIVAL

Routes are not modified.

DEPARTURE

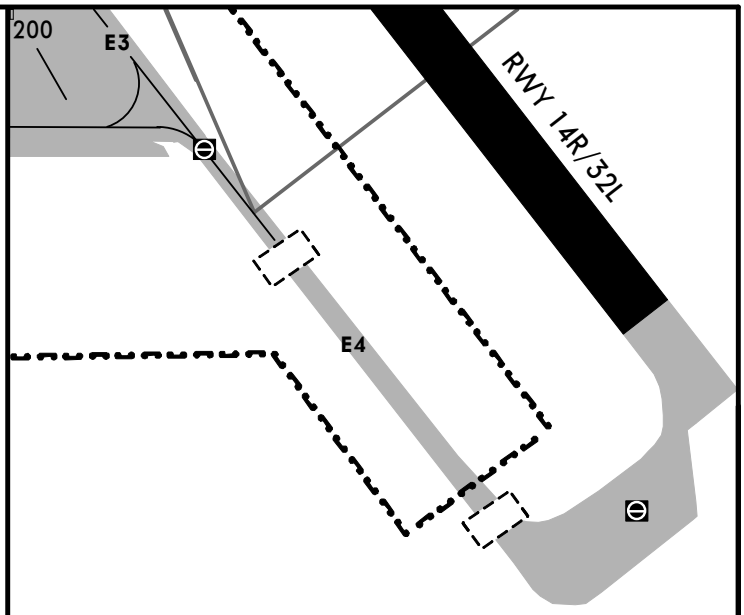
To RWY 14R from Terminal 1, 2 or 3:
R-7:
Stands 200 to 208: C7, E3 until E1, A7 until A10 (transfer point A10-2), standard route.

To RWY 36R from Terminal 1, 2 or 3:
R-7:
Stands 200 to 208: C7, E3 until E1, A7 until A10 (transfer point A10-2), standard route.

PHASE 11: TWY E4. Installation of signs and intermediate holding position lights on TWY E4.

Commissioning of a new intermediate holding position on TWY E4, short of TWY C11, with unidirectional lighting and placement of signs associated with E4-1 and E4-2 points.

- Intermediate holding position at the Southeast end of TWY E4: New designation E4-1.
- Intermediate holding position on TWY E4 short of TWY C11: New designation E4-2.



CHANGES: New temporary chart.

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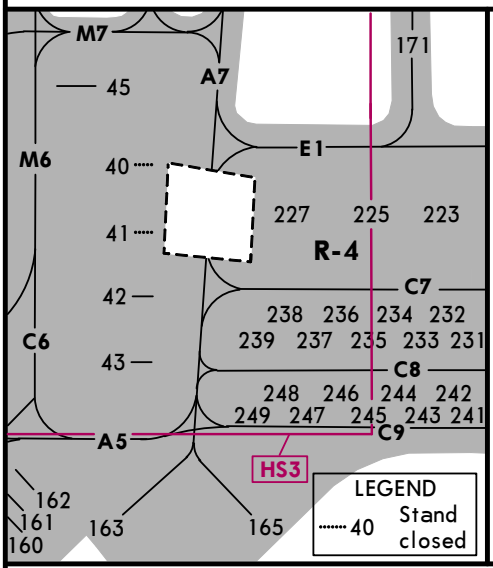
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WORKS ON TWYS A6

REFER ALSO TO LATEST NOTAMS - EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY



PHASE 1:

Installation of the centre line lighting in segment of TWY A6, in front of stands 40 and 41.

Works will be preferably conducted during NIGHT.

Restrictions:
- TWY A6 in front of stands 40 and 41 closed.
- TWYs A5, C6, M1, M2, M3, M4, M5, M6 and M7 to be used in a bidirectional way.
- Turn TWY M7 into TWY A8 to be used in South configuration is not lighted.
- Stands 40 and 41 closed.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION

ARRIVAL

From RWY 32L to Terminal 1, 2 or 3:

R-7:
Standard route, A10 (transfer point A10-2) until A8, F2 until F4, E3, C7 straight to stands 200 thru 239; or A8, G1, Gate 1, I8, M6, C6, A5, A6, C9 straight to stands 240 thru 249.

R-6:
Stand 75: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M4, C4, I6.
Stands 80 thru 85: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M3, C3.
Stands 90 thru 110: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M2, C2.
Stands 111 thru 126: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M1, C1.
Stands 130 thru 135: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M1, C1, CA.
Stands 136 thru 140: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M1, C1, A1.
Stands 144 thru 148: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M1, C1, A1.

R-5:
Stands 50 thru 74: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M4, C4.
Stands 150 thru 162: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M4, C4, A4; or M3, C3, A3; or M2, C2, A2.

R-4:
Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6, C6, A5, A6, straight to stands 42 and 43; or A5, straight to stands 163 and 165; or M6 straight to stands 44 and 45; or M5, straight to stands 36 and 37; or C5, straight to stand 35; or I7, straight to stands 30 thru 34.

R-3:
Entry to stands T1, T2 and T3: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6, M5, C5.

From RWY 32R to Terminal 1, 2 or 3:

TWY A to A10 (transfer point A10-2) and the same routes for RWY 32L.

DEPARTURE

Routes are not modified.

SOUTH CONFIGURATION

ARRIVAL

Routes are not modified.

DEPARTURE

To RWY 14R from Terminal 1, 2 or 3:

R-7:
Stands 230 thru 249: Straight to C8, A6, A5, C6, M6, M7, A8 until A10 (transfer point A10-2), standard route.

R-6:
Stands 80 thru 85, 98 and 99: C3, M3 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 75, 90 thru 97 and 100 thru 110: C2, M2 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 111 thru 126: C1, M1 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 130 thru 135: CA, C1, M1 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 136 thru 140: CB, C1, M1 until M7, A8 until A10 (transfer point A10-2), standard route.

R-5:
Stands 50 thru 59: C5, M5 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 60 thru 69: C3, M3 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 72, 73 and 74: I6, C3, M3 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 70 and 71: I6, C5, M5 until M7, A8 until A10 (transfer point A10-2), standard route.

In Ramp 6 and Ramp 5, ACFT which need push-back to leave the stands and are parked in stands 145 thru 162 (inclusive), shall proceed nosing to SW on TWY A, taxiing by the first intersection available towards the TWY M, taxiing on it to M7 and joining to A8.

R-4:
From stands 30 thru 37: I7, C5, M5 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 42 thru 45: M6, M7, A8 until A10 (transfer point A10-2), standard route.
Stands 163 and 165: A5, C6, M6, M7, A8 until A10 (transfer point A10-2), standard route.

R-3:
I8, Gate 1, G1, A8 until A10 (transfer point A10-2), standard route.

To RWY 14L from Terminal 1, 2 or 3:

The same routes toward RWY 14R to A12. From A12 until A27, A28, A29, K1, RWY-holding position or A28, KB2, K2, or K3, RWY-holding position.

CHANGES: New temporary chart.

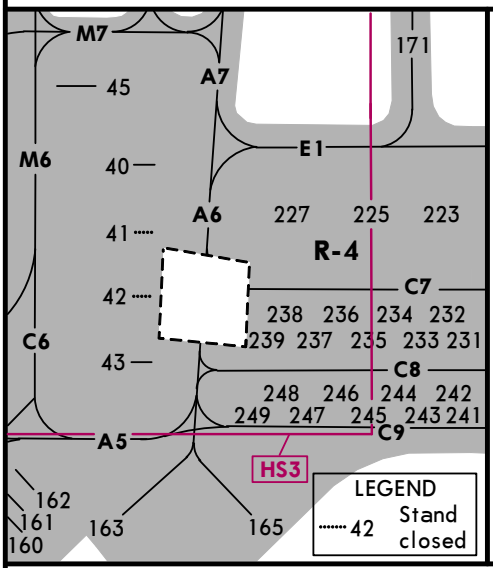
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WORKS ON TWYS A6 (Continued)

REFER ALSO TO LATEST NOTAMS - EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY



PHASE 2:

Installation of the centre line lighting in segment of TWY A6, in front of stands 41 and 42.

Works will be preferably conducted during NIGHT.

Restrictions:
- TWY A6 in front of stands 41 and 42 closed.
- TWYs A5, C6, M1, M2, M3, M4, M5, M6 and M7 to be used in a bidirectional way.
- Turn TWY M7 into TWY A8 to be used in South configuration is not lighted.
- Stands 41 and 42 closed.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION

ARRIVAL

From RWY 32L to Terminal 1, 2 or 3:

R-7:
Standard route, A10 (transfer point A10-2) until A8, F2 until F4, E3, C7 straight to stands 200 thru 239, or A8, G1, Gate 1, I8, M6, C6, A5, A6, C9 straight to stands 240 thru 249.

R-6:
Stand 75: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M4, C4, I6.
Stands 80 thru 85: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M3, C3.
Stands 90 thru 110: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M2, C2.
Stands 111 thru 126: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M1, C1.
Stands 130 thru 135: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M1, C1, CA.
Stands 136 thru 140: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M1, C1, A1.
Stands 144 thru 148: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M1, C1, A1.

R-5:
Stands 50 thru 74: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M4, C4.
Stands 150 thru 162: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M4, C4, A4; or M3, C3, A3; or M2, C2, A2.

R-4:
Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6, C6, A5, A6, straight to stands 43; or A5, straight to stands 163 and 165; or M6 straight to stands 44 and 45; or M5, straight to stands 36 and 37; or C5, straight to stand 35; or I7, straight to stands 30 thru 34.

R-3:
Entry to stands T1, T2 and T3: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6, M5, C5.

From RWY 32R to Terminal 1, 2 or 3:

TWY A until A10 (transfer point A10-2) and the same routes for RWY 32L.

DEPARTURE

Routes are not modified.

SOUTH CONFIGURATION

ARRIVAL

Routes are not modified.

DEPARTURE

To RWY 14R from Terminal 1, 2 or 3:

R-7:
Stands 230 thru 249: Straight to C8, A6, A5, C6, M6, M7, A8 until A10 (transfer point A10-2), standard route.

R-6:
Stands 80 thru 85, 98 and 99: C3, M3 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 75, 90 thru 97 and 100 thru 110: C2, M2 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 111 thru 126: C1, M1 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 130 thru 135: CA, C1, M1 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 136 thru 140: CB, C1, M1 until M7, A8 until A10 (transfer point A10-2), standard route.

R-5:
Stands 50 thru 59: C5, M5 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 60 thru 69: C3, M3 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 72, 73 and 74: I6, C3, M3 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 70 and 71: I6, C5, M5 until M7, A8 until A10 (transfer point A10-2), standard route.

In Ramp 6 and Ramp 5, ACFT which need push-back to leave the stands and are parked in stands 145 thru 162 (inclusive), shall proceed nosing to SW on TWY A, taxiing by the first intersection available towards the TWY M, taxiing on it to M7 and joining to A8.

R-4:
From stands 30 thru 37: I7, C5, M5 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 40 and 43 thru 45: M6, M7, A8 until A10 (transfer point A10-2), standard route.
Stands 163 and 165: A5, C6, M6, M7, A8 until A10 (transfer point A10-2), standard route.

R-3:
I8, Gate 1, G1, A8 until A10 (transfer point A10-2), standard route.

To RWY 14L from Terminal 1, 2 or 3:

The same routes toward RWY 14R to A12. From A12 until A27, A28, A29, K1, RWY-holding position or A28, KB2, K2, or K3, RWY-holding position.

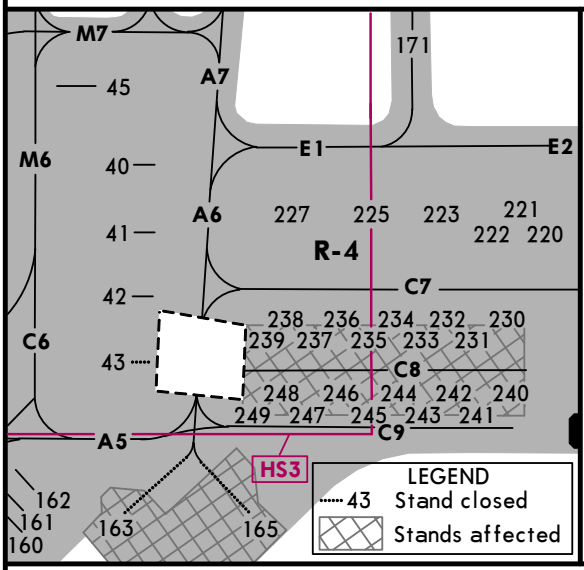
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WORKS ON TWYS A6 (Continued)

REFER ALSO TO LATEST NOTAMS - EXCERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY



PHASE 3:

Installation of the centre line lighting in segment of TWY A6, in front of stand 43.

Works will be preferably conducted during NIGHT.

Restrictions:
- TWY A6 in front of stand 43 closed.
- TWYs A5, C6, C9, M1, M2, M3, M4, M5, M6 and M7 to be used in a bidirectional way.
- Turn TWY M7 into TWY A8 to be used in South configuration is not lighted.
- Stands 43, 163 and 165 closed.
- Exit from stands 230 thru 239 by towing the ACFT into TWY C7, nosing East.
- Exit from stands 240 thru 249 by towing the ACFT into TWY C9, nosing West.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION

ARRIVAL

From RWY 32L to Terminal 1, 2 or 3:

R-7:
Stands 240 thru 249: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6, C6, A5, A6, C9.

R-6:
Stand 75: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M4, C4, I6.
Stands 80 thru 85: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M3, C3.
Stands 90 thru 110: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M2, C2.
Stands 111 thru 126: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M1, C1.
Stands 130 thru 135: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M1, C1, CA.
Stands 136 thru 140: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M1, C1, A1.
Stands 144 thru 148: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M1, C1, A1.

R-5:
Stands 50 thru 74: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M4, C4.
Stands 150 thru 162: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M4, C4, A4; or M3, C3, A3; or M2, C2, A2.

R-4:
Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6, C6, A5, A6, straight to stand 43; or M6 straight to stands 44 and 45; or M5, straight to stands 36 and 37; or C5, straight to stand 35; or I7, straight to stands 30 thru 34.

R-3:
Entry to stands T1, T2 and T3: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6, M5, C5.

From RWY 32R to Terminal 1, 2 or 3:

TWY A until A10 (transfer point A10-2) and the same routes for RWY 32L.

DEPARTURE

Routes are not modified.

SOUTH CONFIGURATION

ARRIVAL

Routes are not modified.

DEPARTURE

To RWY 14R from Terminal 1, 2 or 3:

R-7:
Stands 230 thru 239: C7, E3 until E1, A7 until A10 (transfer point A10-2), standard route.
Stands 240 thru 249: C9, A5, C6, M6, M7, A8 until A10 (transfer point A10-2), standard route.

R-6:
Stands 80 thru 85, 98 and 99: C3, M3 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 75, 90 thru 97 and 100 thru 110: C2, M2 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 111 thru 126: C1, M1 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 130 thru 135: CA, C1, M1 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 136 thru 140: CB, C1, M1 until M7, A8 until A10 (transfer point A10-2), standard route.

R-5:
Stands 50 thru 59: C5, M5 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 60 thru 69: C3, M3 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 72, 73 and 74: I6, C3, M3 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 70 and 71: I6, C5, M5 until M7, A8 until A10 (transfer point A10-2), standard route.

In Ramp 6 and Ramp 5, ACFT which need push-back to leave the stands and are parked in stands 145 thru 162 (inclusive), shall proceed nosing to SW on TWY A, taxiing by the first intersection available towards the TWY M, taxiing on it to M7 and joining to A8.

R-4:
From stands 30 thru 37: I7, C5, M5 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 40 thru 42, 44 and 45: M6, M7, A8 until A10 (transfer point A10-2), standard route.

R-3:
I8, Gate 1, G1, A8 until A10 (transfer point A10-2), standard route.

To RWY 14L from Terminal 1, 2 or 3:

The same routes toward RWY 14R to A12. From A12 until A27, A28, A29, K1, RWY-holding position or A28, KB2, K2, or K3, RWY-holding position.

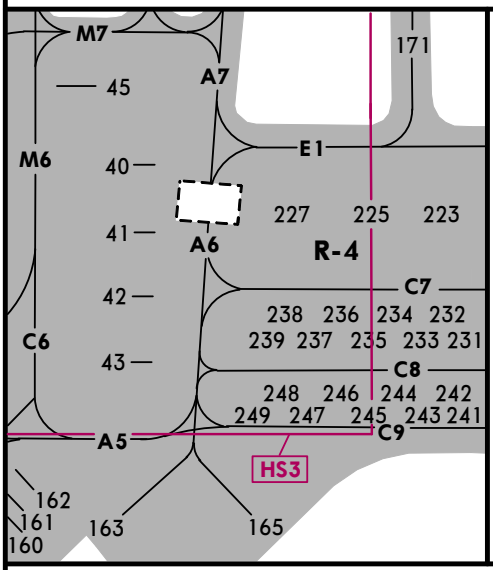
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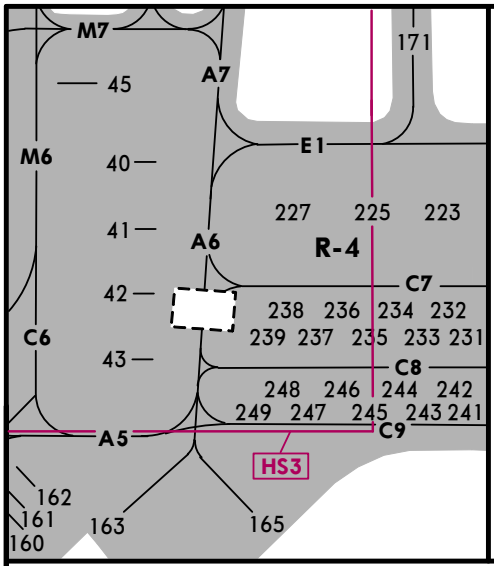
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PHASE 4:
Installation of boards and intermediate holding position lights on TWY A6.

Putting into service both intermediate holding position bidirectional lights as boards associated with renaming of existing intermediate holding position on TWY A6 short of TWY E1:

- Intermediate holding position on TWY A6 short of TWY A1: With bidirectional lighting and new name A6-1.



PHASE 5:
Installation of signals and renaming of intermediate holding position on TWY A6.

Putting into service the horizontal signals and renaming of existing intermediate holding position on TWY A6 short of TWY C7:

- Intermediate holding position on TWY A6 short of TWY C7, without lighting: New name A6-2.

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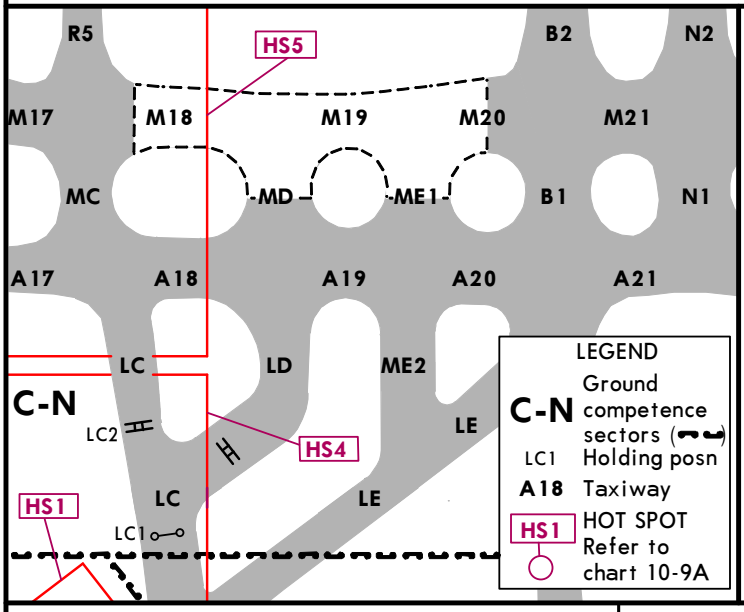
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WORKS ON TWYS A18, A19, A20, M18, M19 and M20

REFER ALSO TO LATEST NOTAMS - EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY



PHASE 1:
Works on TWYs M18, M19 and M20.

Paving the TWYs M18, M19 and M20 and modification of current holding position in TWY M18, becoming bidirectional, adapting the associated lighting and signs.

Restrictions:
- Closure to the traffic of TWYs M18, M19, M20, MD and ME1.
- TWYs A18, A19 and A20 will be used in a bidirectional way.
- TWY M18 degraded to maximum AFCT code letter E.
- Curved segments between TWYs A18 and MC, MC and M17, A20 and B1 without lighting in TWY centre line.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION
ARRIVAL

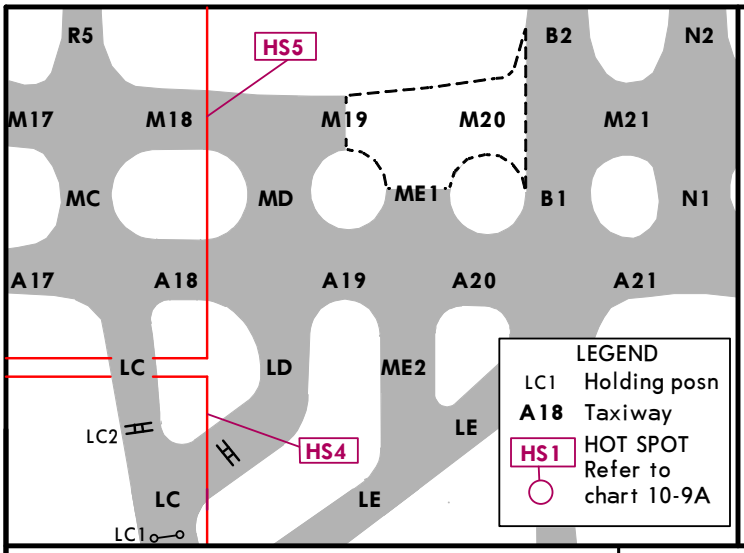
Routes are not modified.

DEPARTURE

To RWY 36R from Terminal 1, 2, 3 and 4:
Standard route to TWY M17 until MC, A18, A19, A20, B1, M21, M22 and following standard route RWY 36R.

SOUTH CONFIGURATION
ARRIVAL

From RWY 18L to Terminal 1, 2, 3 and 4:
Standard route to TWY M17 until M21, B1, A20, A19, A18, MC, M17 and following standard route.



PHASE 2:
Works on TWY M20.

Paving on TWY M20 and installation of new lighting signs.

Restrictions:
- Closure to the traffic of TWYs M19, M20 and ME1.
- TWYs B1, B2 and M21 degraded to maximum ACFT code letter C.
- TWYs A19, A20 and A21 will be used in a bidirectional way.
- Curved segments between TWYs M18 and MD, MD and A19, N1 and M22, A21 and LE, G11 and B3 without lighting in TWY centre line.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION
ARRIVAL

From RWY 32L to Terminal 4S:
Entry routes for aircraft with code letter lower or equal type C are not modified.
For other aircraft:
Route: L4, A22, N1, or L42, L2, or L2, A21, N1.
Ramps 20 to 22: via L4, M23 and L2, A21, N1, M22 and following standard route.
Ramp 23: via N1, N2, G11, B3 and following standard route.

DEPARTURE

To RWY 36R from Terminal 1, 2, 3 and 4:
Standard route to M18, following via MD, A19, A20, A21, N1, M22 and following standard route.

SOUTH CONFIGURATION
ARRIVAL

From RWY 18L to Terminal 1, 2, 3 and 4:
Standard route to M22, following via N1, A21, A20, A19, MD, M18 and following standard route.

DEPARTURE

To RWY 14R from Terminal 4S:
Departure routes for ACFT with code letter lower or equal C are not modified.

The rest of ACFT will taxi via standard route to N2, following via N1, A21, LE, runway-holding position LE.

CHANGES: New temporary chart.

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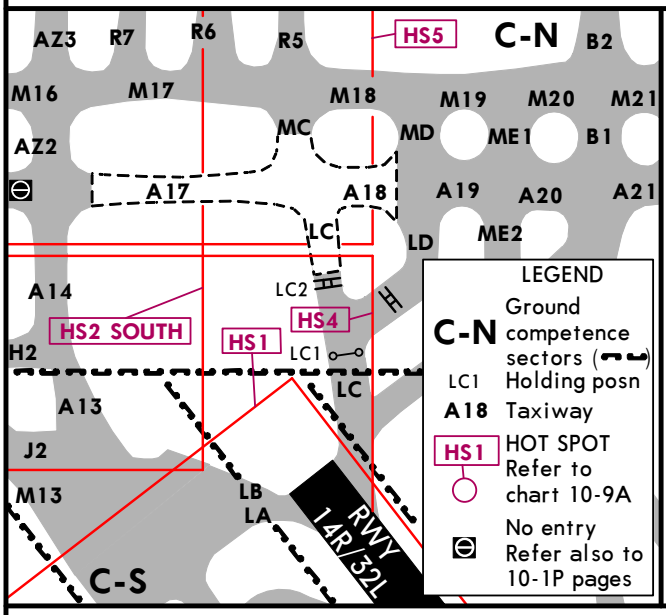
LEMD/MAD

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

WORKS ON TWYS A18, A19, A20, M18, M19 and M20 (Continued)

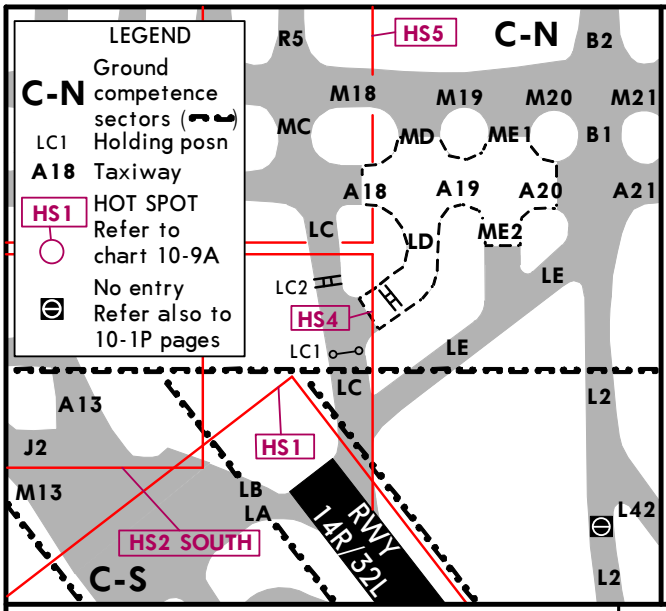
REFER ALSO TO LATEST NOTAMS - EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY



PHASE 3:
Works on TWY A18.

Installation of a new unidirectional intermediate holding point in TWY A18, located at 0.03NM/57.5m of the centre line of TWY LD, with visible lighting to TWY LC.

Restrictions:
- Closure to the traffic of TWYs A17, A18, MC and until holding point LC-2.
- TWYs M18 and MD degraded to maximum ACFT code letter E.
- TWYs M17 and M18 will be used in a bidirectional way.
- Curved segments between TWYs AZ2 and M17, M18 and MD, MD and A19, without centre line TWY lighting.



PHASE 4:
Works on TWYs A18, A19 and A20.

Paving TWYs A18, A19 and A20 and the installation of new lighting signs.

Restrictions:
- Closure to the traffic of TWYs A18, A19, A20, MD, LD, ME1 and ME2.
- TWYs M18, M19, M20 and B1 degraded to maximum ACFT code letter E.
- TWYs M18, M19 and M20 will be used in a bidirectional way.
- Curved segments between TWYs A17 and MC, MC and M18, M20 and B1 without centre line TWY lighting.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION
ARRIVAL

From RWY 32R to Terminal 1, 2, 3 and 4:
Standard route to A21, following via B1, M20, M19, M18, MC, A17 and following standard route.

SOUTH CONFIGURATION
DEPARTURE

To RWY 14R from Terminal 4:
Standard route: S3 (transfer point S3-2), S2, A17, RWY holding position LC or S2, A17, MC, M18, M19, M20, B1, LE.

To RWY 14L from Terminal 1, 2, 3 and 4:
Standard route to A17, following via MC, M18, M19, M20, B1, A21 and following standard route.

CHANGES: New temporary chart.

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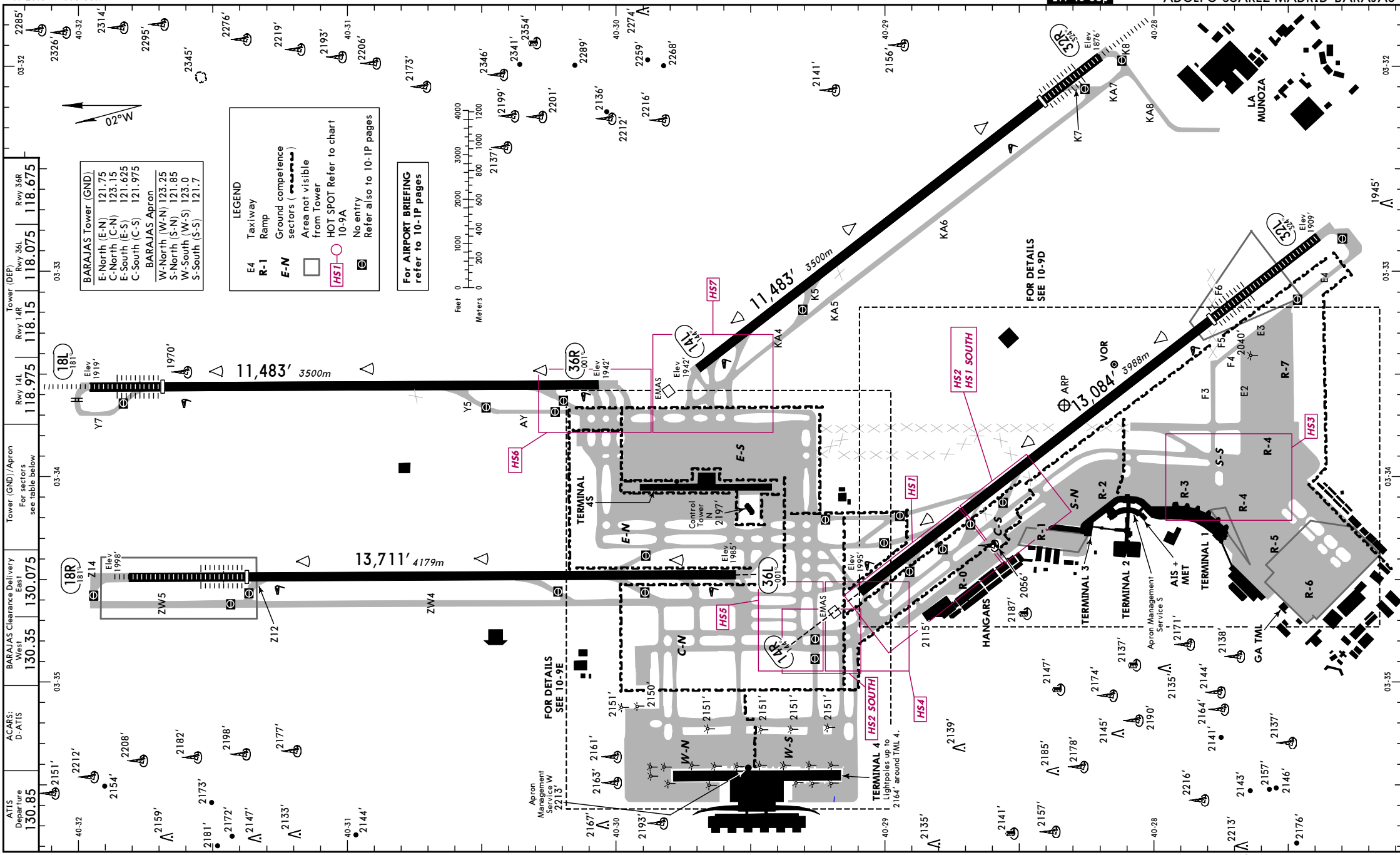
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LEMD/MAD

Apt Elev 1998′
N40 28.3 W003 33.7

JEPPESEN
12 SEP 14
Eff 18 Sep
10-9

MADRID, SPAIN
ADOLFO SUAREZ MADRID-BARAJAS



CHANGES: None.

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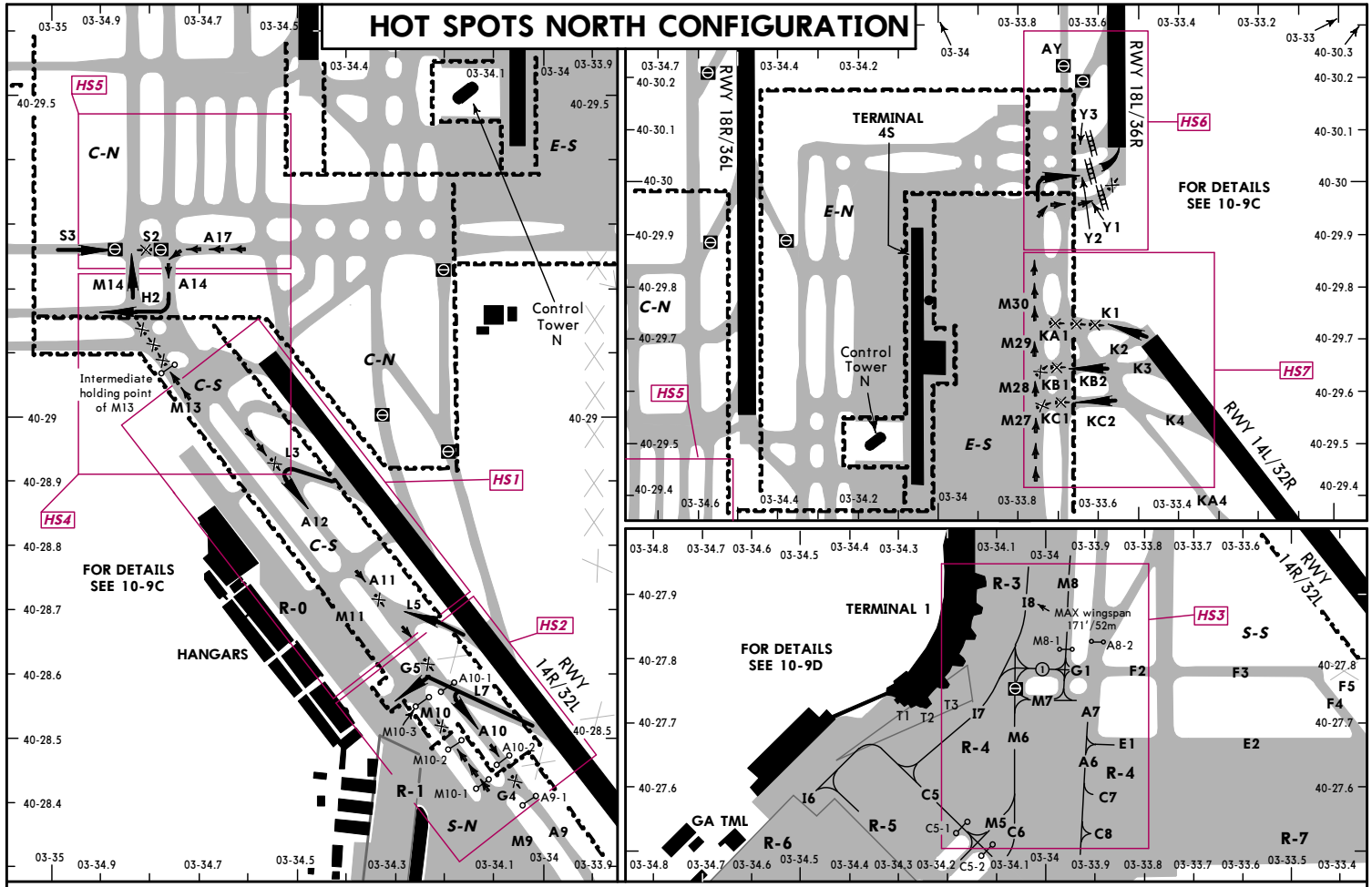
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LEMD/MAD

JEPPESEN
12 SEP 14
Eff 18 Sep
10-9A

MADRID, SPAIN
ADOLFO SUAREZ MADRID-BARAJAS

HOT SPOTS NORTH CONFIGURATION



HS1: West area RWY 14R/32L. TWYs M10, M11, A10, A11 and A12.
Aircraft along TWY A **MUST GIVE WAY** to aircraft vacating runway via rapid exits L3, L5 and L7.

HS2: West area RWY 14R/32L. Apron-Tower transfer points (A10-2 and M10-2).
Aircraft taxiing along TWYs M10 and A10 w/o contact with the next unit **MUST STOP** at transfer points M10-2 and A10-2.

HS3: West area RWY 14R/32L. TWYs M6, M7, INNER and GATE 1.
CAUTION: Area of possible disorientation. Special heed must be paid to BARAJAS Apron instructions and signaling (especially to NO ENTRY and MAX Span).
Access to parking stands T1, T2 and T3 from TWY I7 is forbidden.

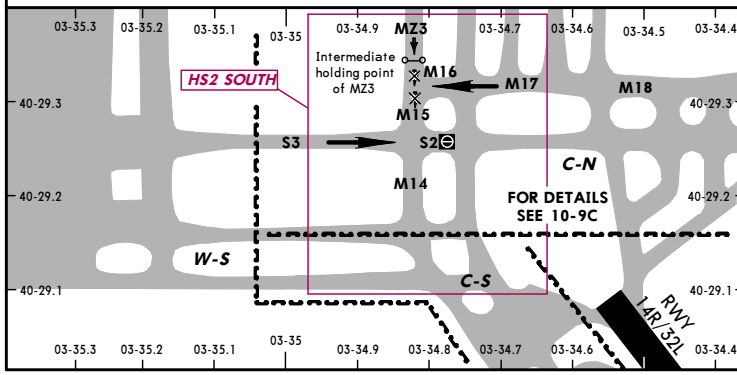
HS4: West area near threshold RWY 14R/32L. TWY M13.
Aircraft taxiing via TWY M13 instructed to stop must do so **AT THE INTERMEDIATE HOLDING POINT OF M13,** to avoid conflict with traffic taxiing via TWY H towards Terminal T4.

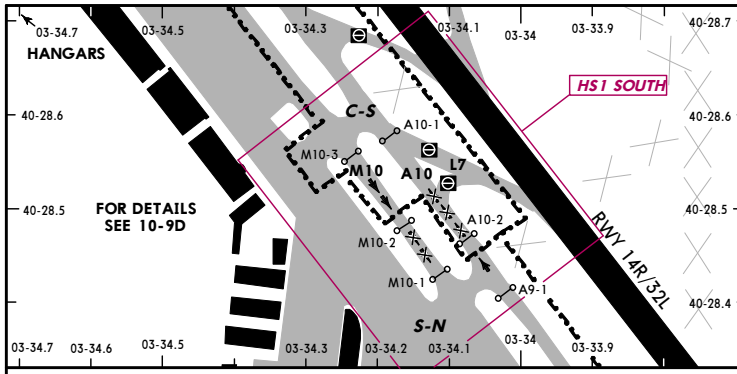
HS5: Northwest area near threshold RWY 14R/32L. Close to TWYs A17 and S2.
Aircraft taxiing via TWY A17 **MUST TURN LEFT ON TWY A14** and NOT go STRAIGHT AHEAD to avoid conflict with aircraft taxiing from TWYs S3 and M.

HS6: Area near threshold RWY 36R. TWYs Y1, Y2 and Y3.
Aircraft aligned on TWY Y1, Y2 or Y3 **MUST NOT ACCESS RUNWAY WITHOUT CLEARANCE** due to confusion in the take-off sequence.

HS7: Area near threshold RWY 14L. TWY M.
Aircraft taxiing via TWY M heading towards RWY 36R **MUST CONTINUE STRAIGHT AND NOT TURN RIGHT,** in order to avoid conflict with aircraft vacating RWY 32R and possible runway incursion.

HOT SPOTS SOUTH CONFIGURATION





HS1 SOUTH: West area RWY 14R/32L.
TWYs M10 and A10 (Apron - Tower transfer points M10-2 and A10-2)
Aircraft taxiing via TWYs M10 and A10 w/o contact with the next unit **MUST STOP** at transfer points M10-2 and A10-2.

HS2 SOUTH: West area near threshold RWY 14R. TWYs MZ3 and M.
Aircraft coming from RWY 18R via TWY MZ instructed to hold short of TWY M **MUST STOP AT THE INTERMEDIATE HOLDING POINT OF MZ3** to avoid conflict with aircraft coming from TWYs M and S.

LEGEND

M8-1	Holding posn
T1	Parking stand
①	Gate
	Area not visible from Tower
C-S	Ground competence sectors ( )
	Correct manoeuvre
	Incorrect manoeuvre
	Other traffic in conflict
A8	Taxiway
R-0	Ramp
	No entry Refer also to 10-1P pages

BARAJAS Tower (GND)	
E-North (E-N)	121.75
C-North (C-N)	123.15
E-South (E-S)	121.625
C-South (C-S)	121.975
BARAJAS Apron	
S-North (S-N)	121.85
W-South (W-S)	123.0
S-South (S-S)	121.7

CHANGES: Holding positions.

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LEMD/MAD JEPPESEN MADRID, SPAIN

 ADOLFO SUAREZ MADRID-BARAJAS

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
14L	HIRL *(60m)* CL *(15m)*	RVR	NA		❷	197′ *60m*
32R	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI(3.0°) ❶	RVR	9843′ *3000m*	8932′ *2722m*	NA	

❶ HSTIL-K5 & K4
❷ TORA RWY 14L: From rwy head 11,483′(3500m)
twy K3 int 10,761′(3280m)

14R	HIRL *(60m)* CL *(15m)*	RVR	NA		❹	197′ *60m*
32L	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI(3.0°) ❸	RVR	10,039′ *3060m*	9067′ *2764m*	NA	

❸ HSTIL-L7, L5, L4, L3 & L2
❹ TORA RWY 14R: From rwy head 13,084′(3988m)
twy L1 int 11,995′(3656m)
twy LF int 10,860′(3310m)

18L	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI(3.0°) ❻	RVR	9843′ *3000m*	8871′ *2704m*	NA	197′ *60m*
❺ 36R	HIRL *(60m)* CL *(15m)*	RVR	NA		❼	

❺ RWY with antiskid layer.
❻ HSTIL-Y5 & Y4
❼ TORA RWY 36R: From rwy head 11,483′(3500m)
twy Y2 int 11,302′(3445m)
twy Y3 int 10,974′(3345m)

18R	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI(3.0°) ❾	RVR	11,040′ *3365m*	9962′ *3036m*	NA	197′ *60m*
❽ 36L	HIRL *(60m)* CL *(15m)*	RVR	NA		❿	

❽ RWY with antiskid layer.
❾ HSTIL-Z10, Z8 & Z7
❿ TORA RWY 36L: From rwy head 13,711′(4179m)
twy Z4 int 13,166′(4013m)
twy Z6 int 12,205′(3720m)

Standard

TAKE-OFF 1

Rwys 14L/R, 36L/R

LVP must be in Force

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

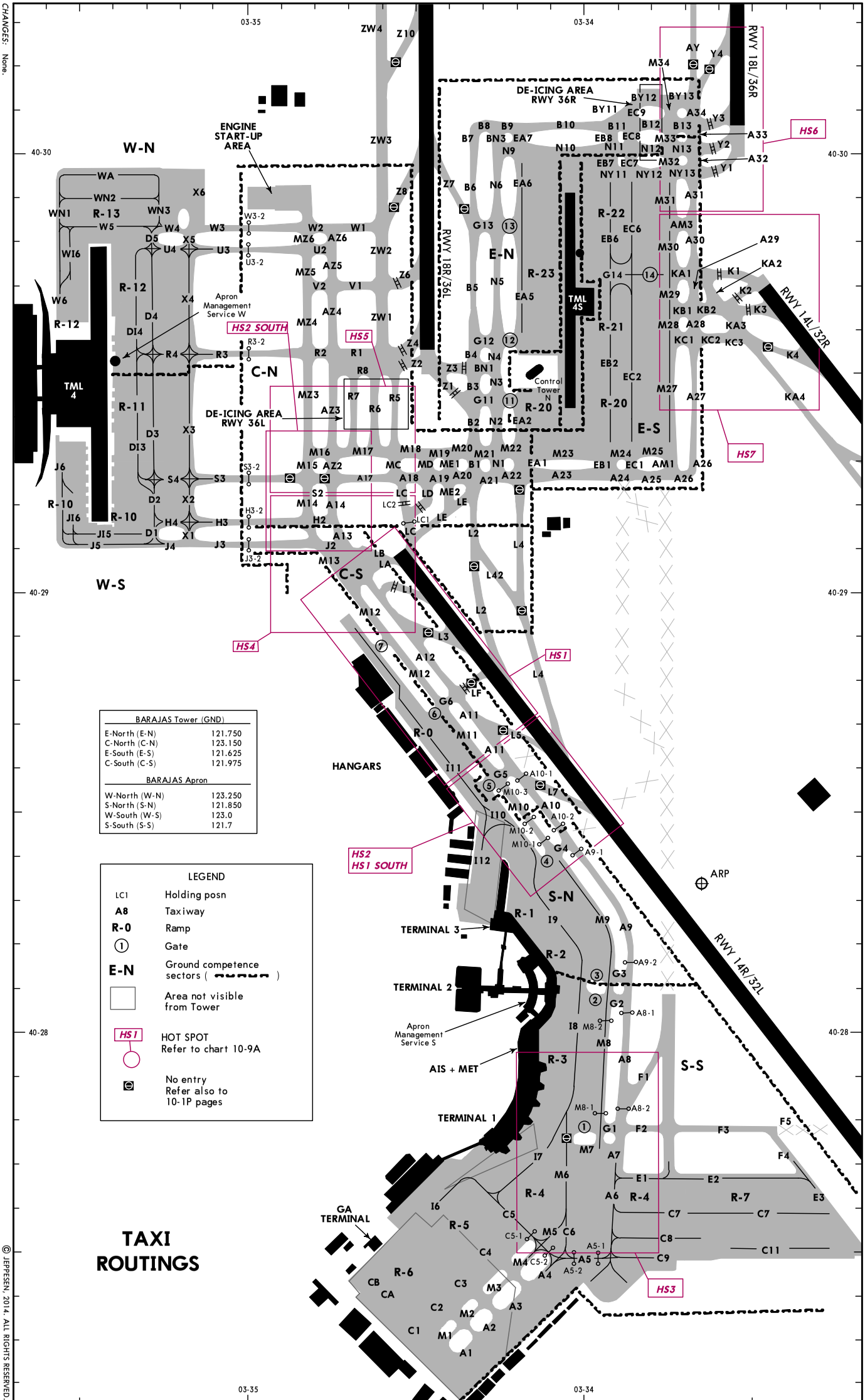
1 Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

CHANGES: Chart index. Airport name. Intersection TORA RWY 36L added.

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CHANGES: None.



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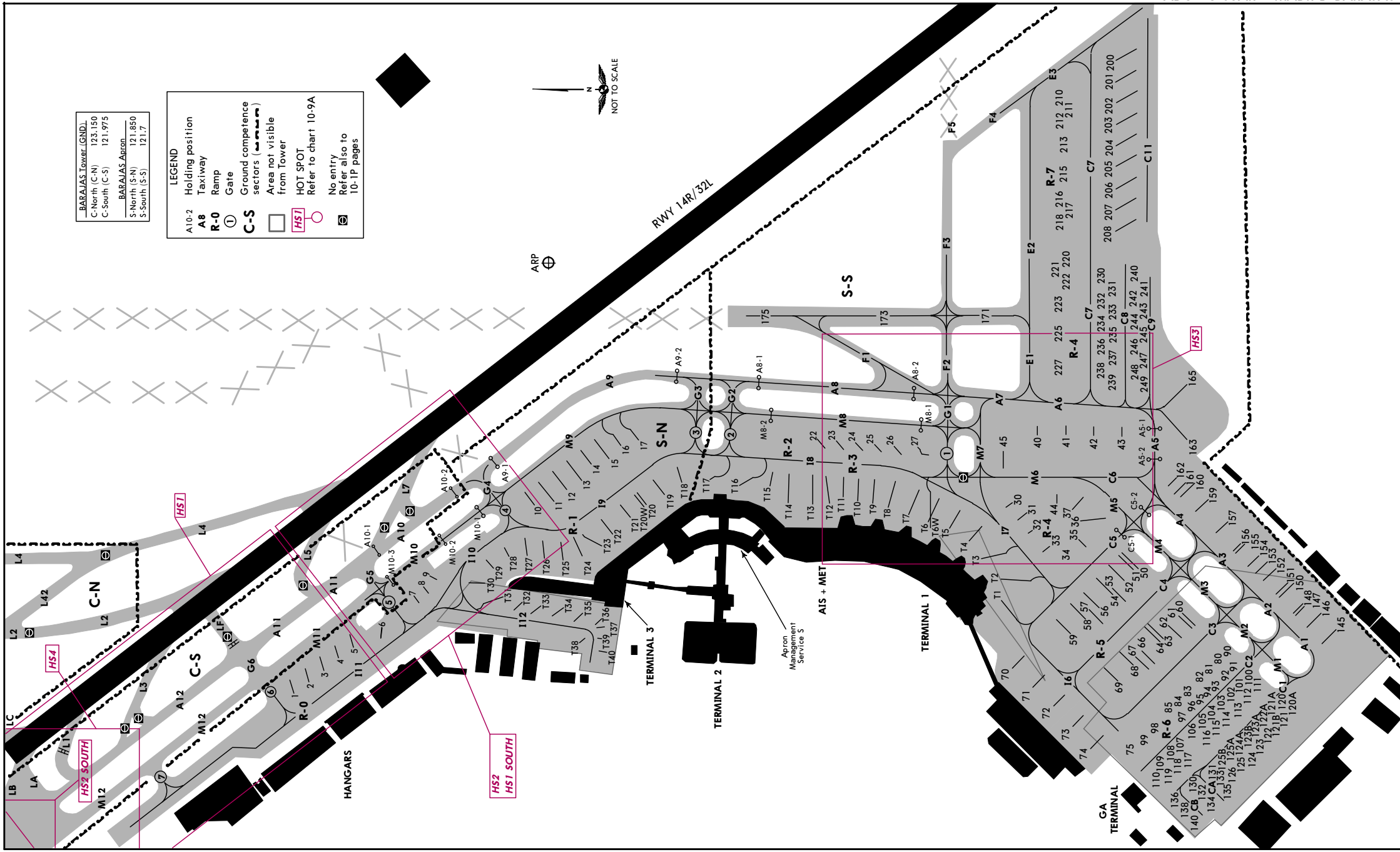
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LEMD/MAD

JEPPESEN 13 FEB 15 (10-9D)

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS



CHANGES: Parkings stands T6W and T20W added.

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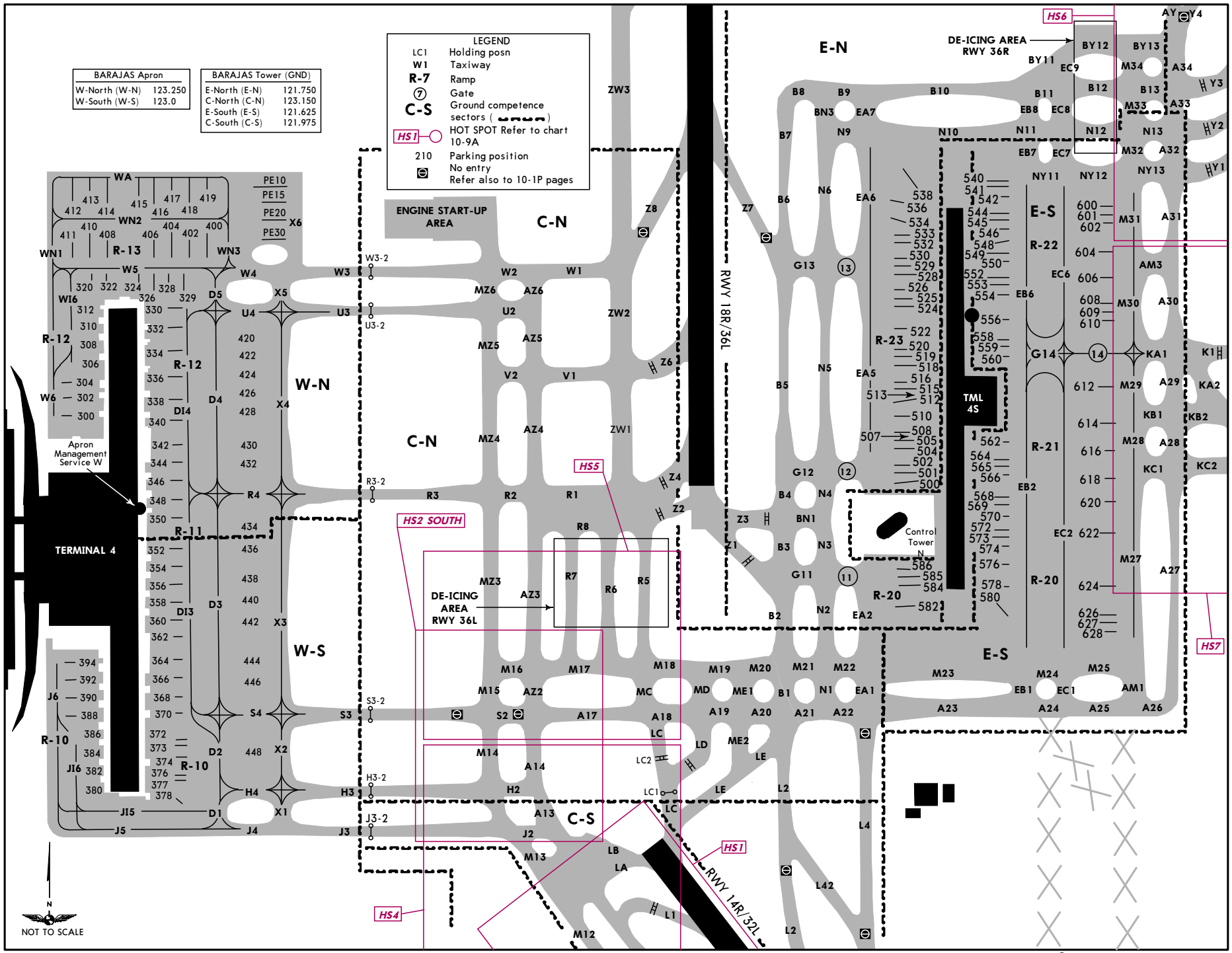
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JEPPESEN 13 FEB 15 (10-9E)

MADRID, SPAIN

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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 thru 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 thru 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		
146 thru 148	N40 27.3 W003 34.3	530 thru 538	N40 29.9 W003 34.1		
150 thru 156	N40 27.3 W003 34.2	540	N40 30.0 W003 34.0		

CHANGES: INS coordinates.

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VISUAL DOCKING GUIDANCE SYSTEM

A. GENERAL

This system contains information about azimuth guidance (shows the aircraft position with relation to the centerline of the parking area) and distance to the stop position by means, in both cases, of the achieve of images by an optical sensor that sends the sign to a computer in order to process them and to provide the information to the pilot by a display unit, in front of the cockpit.

B. DISPLAY UNIT

The display unit to the pilot is designed by 5 modules LCD in 2 sections. As a consequence of the pixel technology, each module allows to show letters, numbers and also symbols. The size of the characters of the display allows the reading from a distance of approximately 328′/100m. If the aircraft is seeded, the situation of the aircraft respect of the docking centerline is indicated by means of the symbol of a plane in the low section of the unit. The lateral diversion with regard to the docking centerline of guided and the remaining distance to the stop point are also presented in a clear and unequivocal way. Beginning from a distance of 98′/30m to the stop point, the remaining distance is shown in an additional way in the top section of the unit. When the blocks are placed, the unit presents in an optional way the message "CHOCK ON" using the special push-button installed in the apron area.

C. PILOT INSTRUCTIONS

The following sequence of events identifies how a pilot would use this system to dock an aircraft at this gate.



1. GATE READY FOR DOCKING.
Aircraft type and gate number are alternated in a flashing sequence across the top of display board.



2. AIRCRAFT DETECTED.
When the aircraft is detected, only the aircraft type is displayed steady across the top of the display. At this point, the symbol of a plane is shown across the bottom of the display and the pilot will obtain information about the remaining distance to the stop point as a consequence of passing by fixed distances from stop point as well as azimuth guidance with regard to the centerline:

98′/30m to 66′/20m	16′/5m steps
66′/20m to 33′/10m	7′/2m steps
33′/10m to 3′/1m	3′/1m steps
3′/1m to STOP	0.7′/0.2m steps

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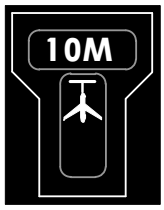
VISUAL DOCKING GUIDANCE SYSTEM



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



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



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



6. AIRCRAFT IS ON CENTERLINE.
It is 1.3′/0.4m to final stop position.
Prepare to stop the aircraft.



7. STOP.
Stop now, docking point reached.



8. OK.
Successful docking.

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VISUAL DOCKING GUIDANCE SYSTEM



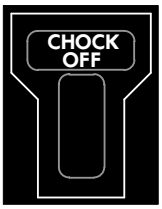
9. TOO FAR.
Aircraft has gone beyond docking position.



10. ESTOP (EMERGENCY STOP).
Stop aircraft immediately,
wait for docking instructions from
TWR to resume docking procedure.



11. CHOCKS INSERTED AND CHOCKS REMOVED.
When the chocks are inserted, the docking guidance presents the message CHOCK-ON during 5 minutes.



12. When the chocks are removed, the docking guidance presents the message CHOCK-OFF and it stays during 10 seconds.

If the following events occur, the pilot must stop the docking procedure, report problem to TWR and wait for further instructions:

- Displayed aircraft type is not the incoming aircraft.
- Display board becomes unreadable (loss of display).
- ESTOP message is displayed.
- Pilot believes system is transmitting erroneous docking data.
- Display board illuminates error messages.

If the system does not detect the aircraft and the pilot does not get a steady aircraft type read out on the top of display until the aircraft nose reached the passengers boarding bridge, pilot should contact TWR and wait for a marshall guidance.

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LEMD/MAD ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 27 MAR 15 Eff 2 Apr (11-1)

MADRID, SPAIN ILS Z or LOC Rwy 18L

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	118.675	

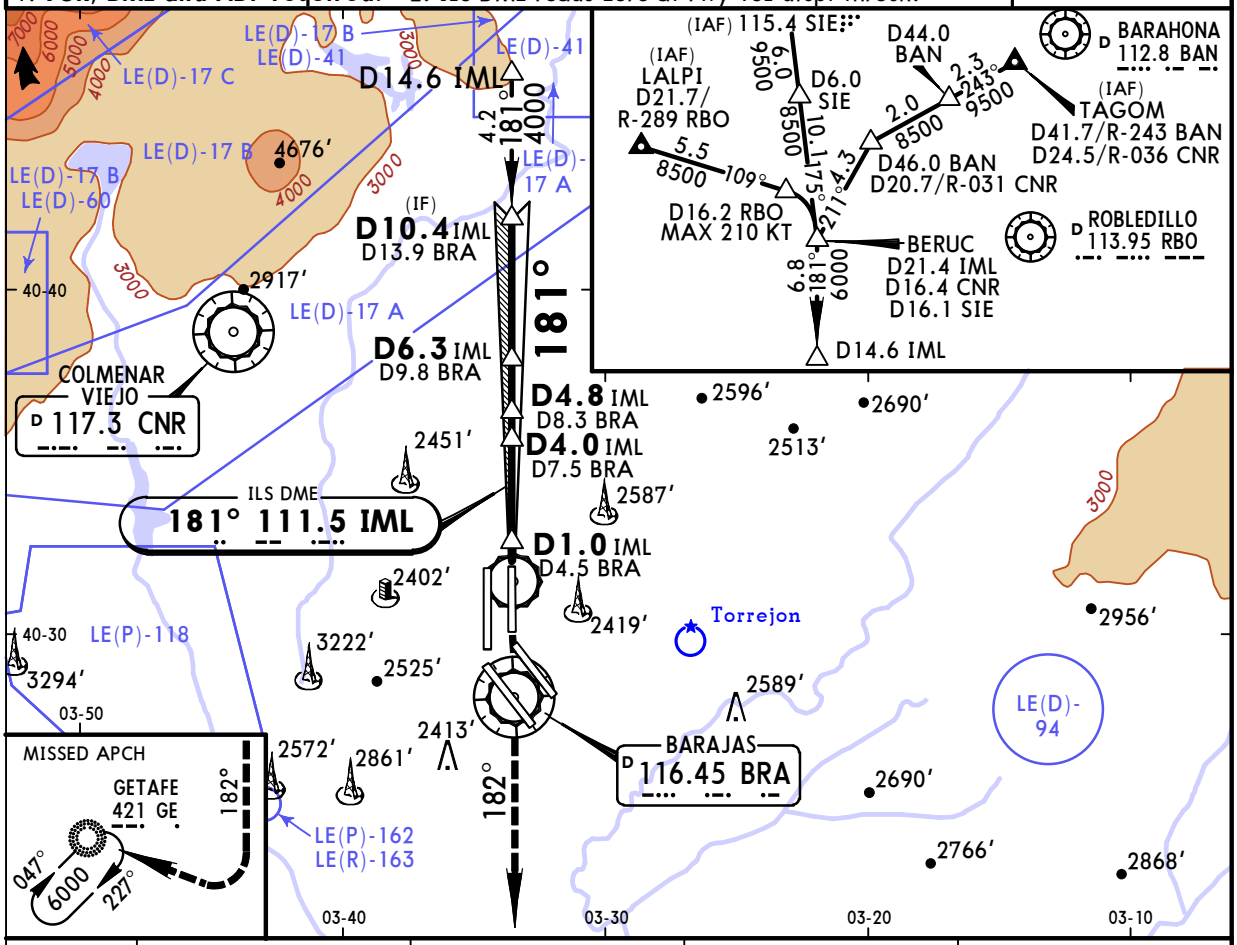
LOC IML	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 1998′ RWY 1922′
111.5	181°	D4.0 IML 3264′ (1342′)		

MISSED APCH: Climb on rwy heading to BRA VOR. Continue on R-182 BRA until reaching 6000′, then turn RIGHT to GE NDB to join holding at 6000′. Do not climb above 6000′.

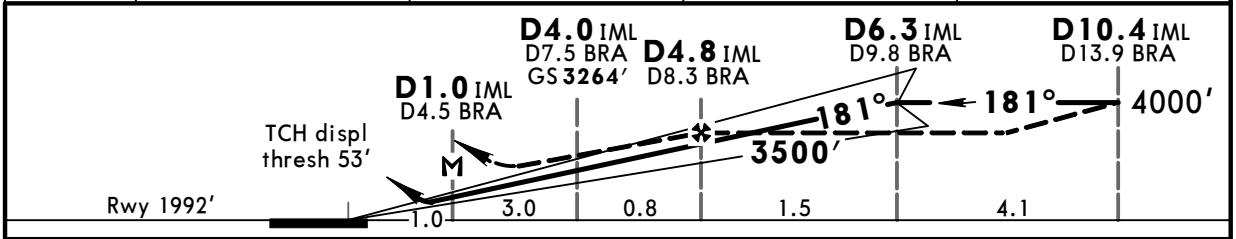
10,000′ 219° 078° 4500′ MSA BRA VOR

Alt Set: hPa Rwy Elev: 68 hPa Trans level: By ATC Trans alt: 13000′

1. **VOR, DME and ADF required.** 2. ILS DME reads zero at rwy 18L displ thresh.



LOC (GS out)	IML DME	2.0	3.0	4.0
	ALTITUDE	2640′	2970′	3300′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.10°	384	494	548	658	768	878
MAP at D1.0 IML							

HIALS-II PAPI PAPI BRA 116.45 on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY **18L**

ILS

DA(H) AB: **2122′** (200′) C: **2129′** (207′) D: **2140′** (218′)

LOC (GS out)

DA(H) **2410′** (488′)

	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	
B					
C				RVR 1500m	CMV 2300m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	2720′ (722′)	1500m
135	2860′ (862′)	1600m
180	3280′ (1282′)	2400m
205	3620′ (1622′)	3600m

CHANGES: GS altitude. Distances to BRA added.

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LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
27 MAR 15
Eff 2 Apr
11-1A

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

BRIEFING STRIP ™

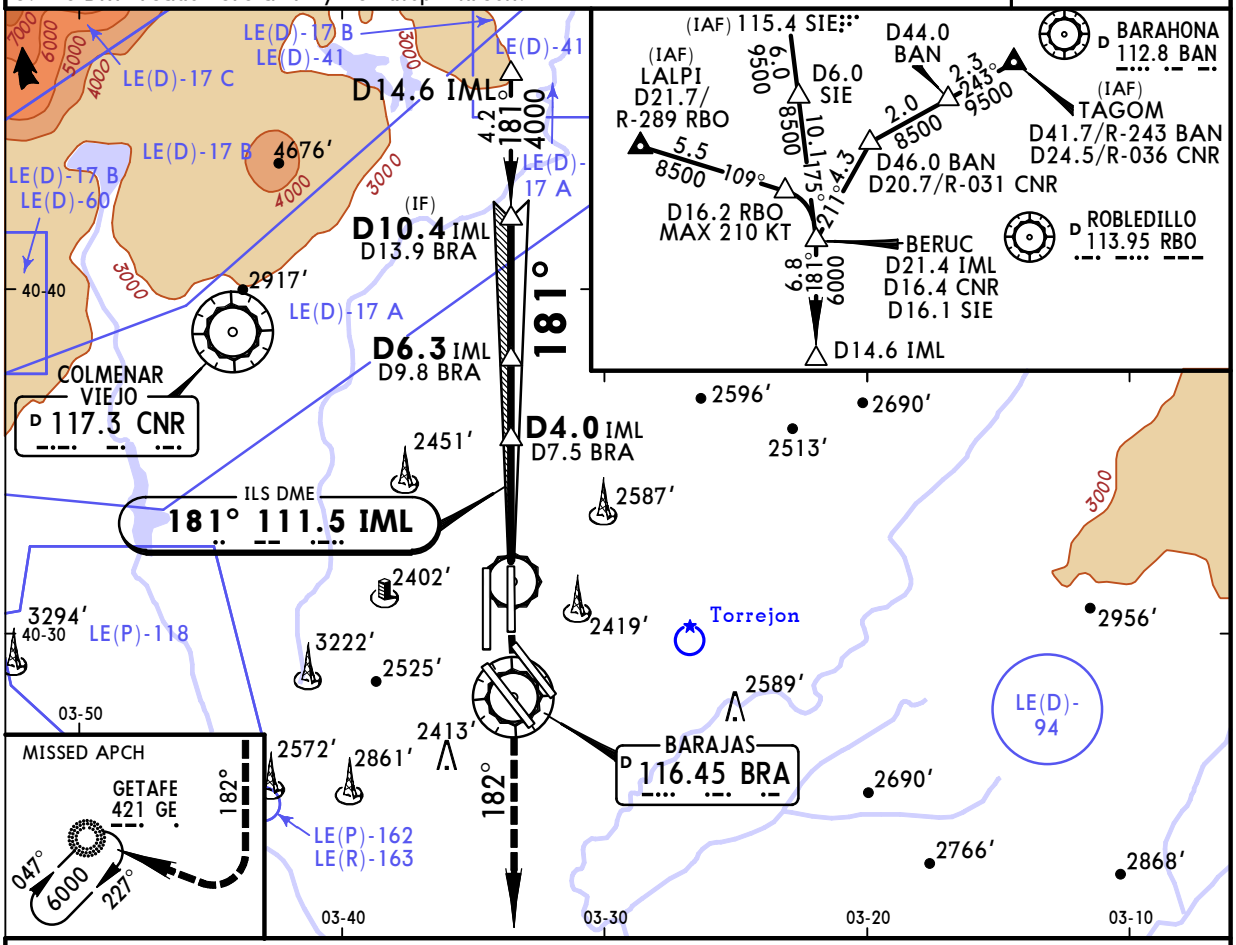
D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground frequencies refer to 10-9
118.250	127.1	127.5	128.7	134.950	118.675	

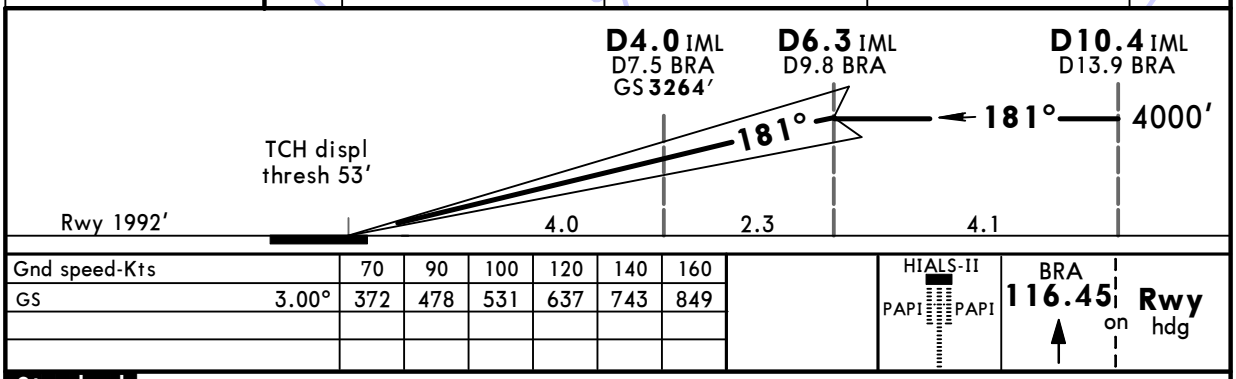
LOC IML	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 1998′
111.5	181°	D4.0 IML 3264′ (1342′)		RWY 1922′

MSA
10,000′ 219° 078° 4500′
BRA VOR

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
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI PAPI
BRA 116.45 on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY **18L**

CAT IIIA ILS	CAT II ILS	
	AB	C	D
DH 50′	RA 104′ DA(H) 2022′(100′)	RA 114′ DA(H) 2032′(110′)	RA 129′ DA(H) 2046′(124′)
RVR 200m	RVR 300m 1		RVR 400m

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: GS altitude. Distances to BRA added.

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LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 10 JUL 15 Eff 23 Jul (11-2)

MADRID, SPAIN
ILS Y Rwy 18L

BRIEFING STRIP™

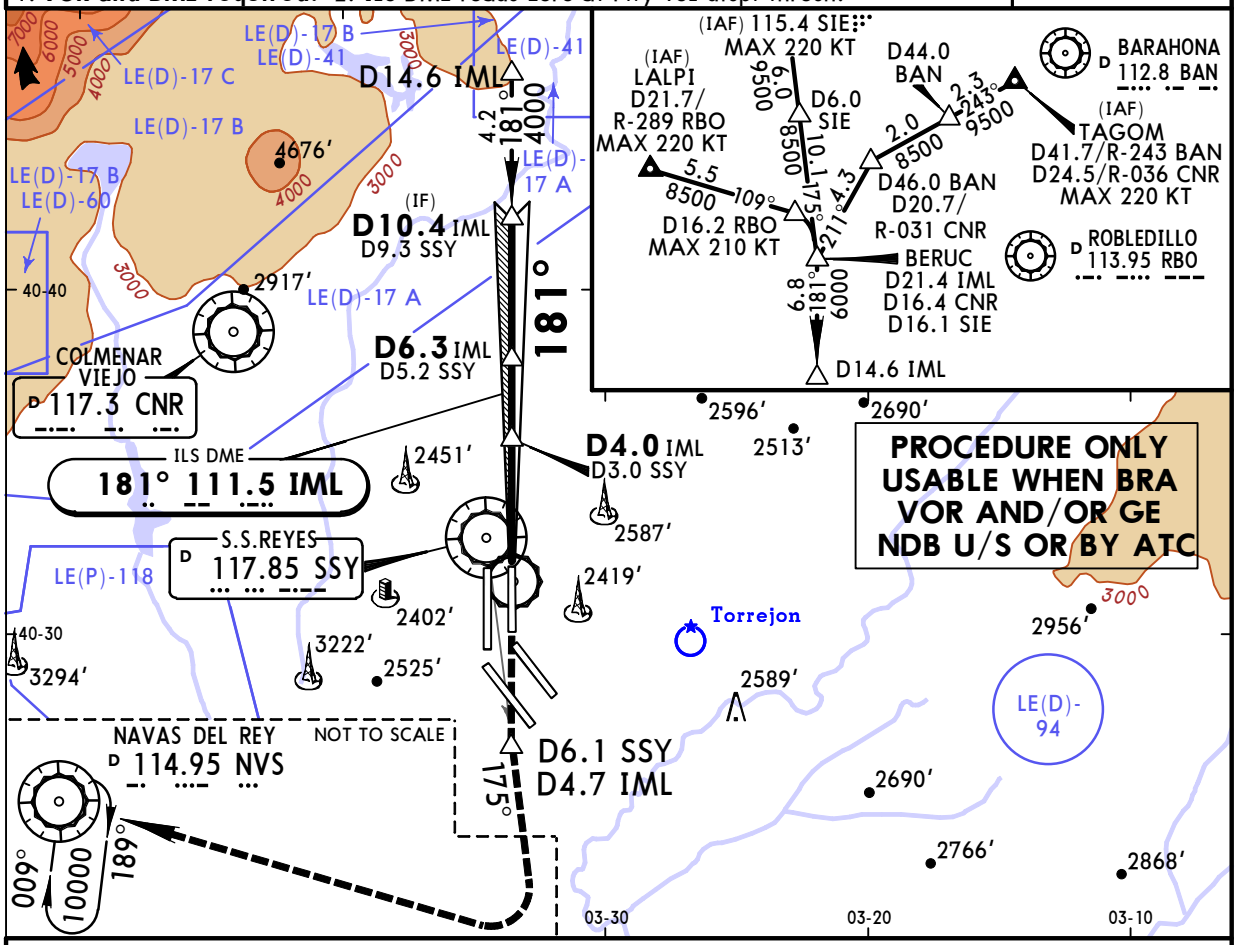
D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground frequencies refer to 10-9
118.250	127.1	127.5	128.7	134.950	118.675	

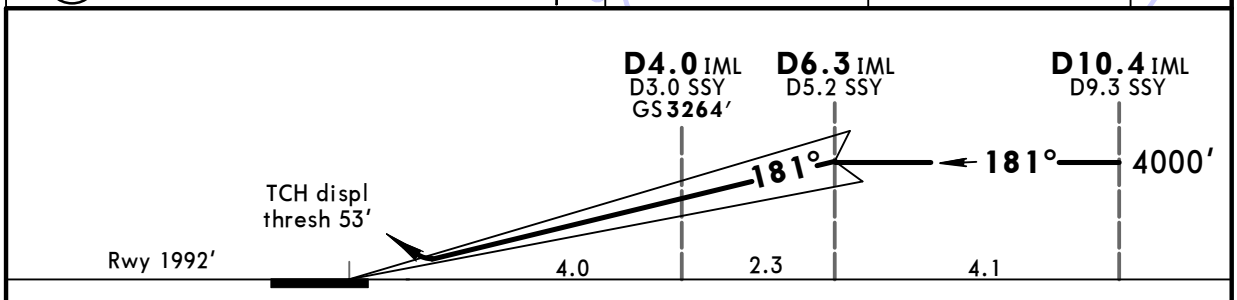
LOC IML	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 1998′ Rwy 1922′
111.5	181°	D4.0 IML 3264′ (1342′)		

MISSED APCH: Climb on rwy heading to D6.1 SSY/D4.7 IML, then continue on R-175 SSY climbing to 6000′, then turn RIGHT to NVS VOR and join holding at 10000′.

10,000′ 219° 078° 4500′
MSA SSY VOR

Alt Set: hPa Rwy Elev: 68 hPa Trans level: By ATC Trans alt: 13000′
1. **VOR and DME required.** 2. ILS DME reads zero at rwy 18L displ thresh.





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

HIALS-II PAPI PAPI D6.1 SSY D4.7 IML on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY **18L** CIRCLE-TO-LAND

DA(H) AB: **2122′** (200′) C: **2129′** (207′) D: **2140′** (218′)

	FULL	Limited	ALS out
A	RVR 550m	RVR 750m	RVR 1200m
B			
C			
D			

Max Kts	MDA(H)	VIS
100	2720′ (722′)	1500m
135	2860′ (862′)	1600m
180	3280′ (1282′)	2400m
205	3620′ (1622′)	3600m

CHANGES: Speed restrictions at IAF. Note.

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LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
10 JUL 15
Eff 23 Jul
11-2A

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

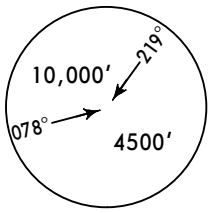
BRIEFING STRIP ™

D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground frequencies refer to 10-9
118.250	127.1	127.5	128.7	134.950	118.675	

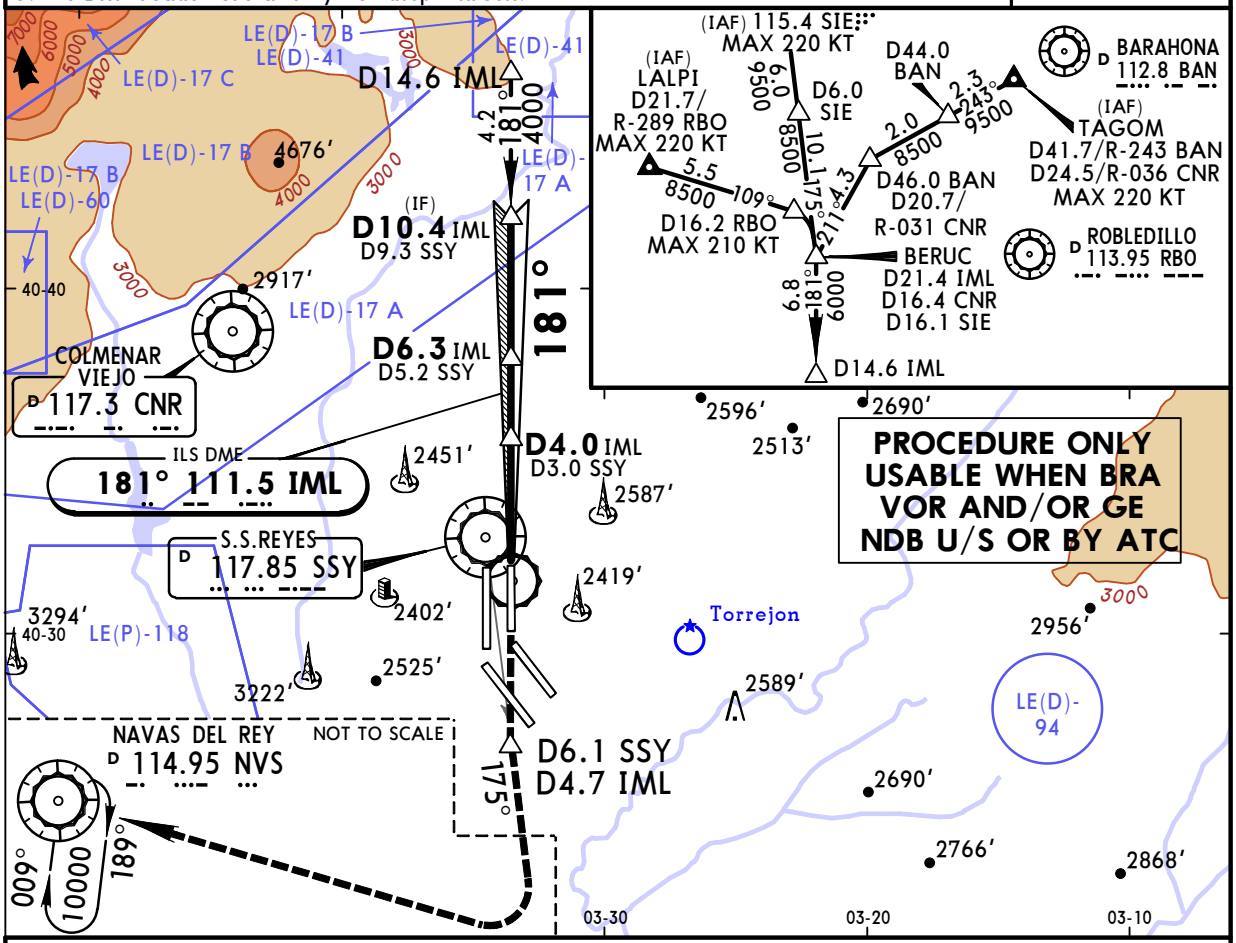
LOC IML	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 1998′
111.5	181°	D4.0 IML 3264′ (1342′)		RWY 1922′

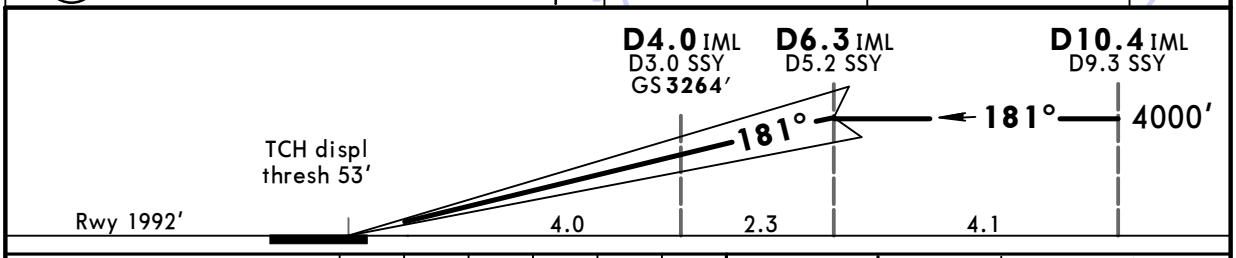
MISSED APCH: Climb on rwy heading to D6.1 SSY/D4.7 IML, then continue on R-175 SSY climbing to 6000′, then turn RIGHT to NVS VOR and join holding at 10000′.

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.
3. 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

HIALS-II
PAPI PAPI
D6.1 SSY
D4.7 IML
on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY 18L

CAT IIIA ILS	CAT II ILS	
	AB	C	D
DH 50′	RA 104′ DA(H) 2022′(100′)	RA 114′ DA(H) 2032′(110′)	RA 129′ DA(H) 2046′(124′)
RVR 200m	RVR 300m 1		RVR 400m

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Speed restrictions at IAF. Note.

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LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 27 MAR 15 Eff 2 Apr (11-3)

MADRID, SPAIN
ILS Z or LOC Rwy 18R

D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground frequencies refer to 10-9
118.250	127.1	127.5	128.7	134.950	118.075	

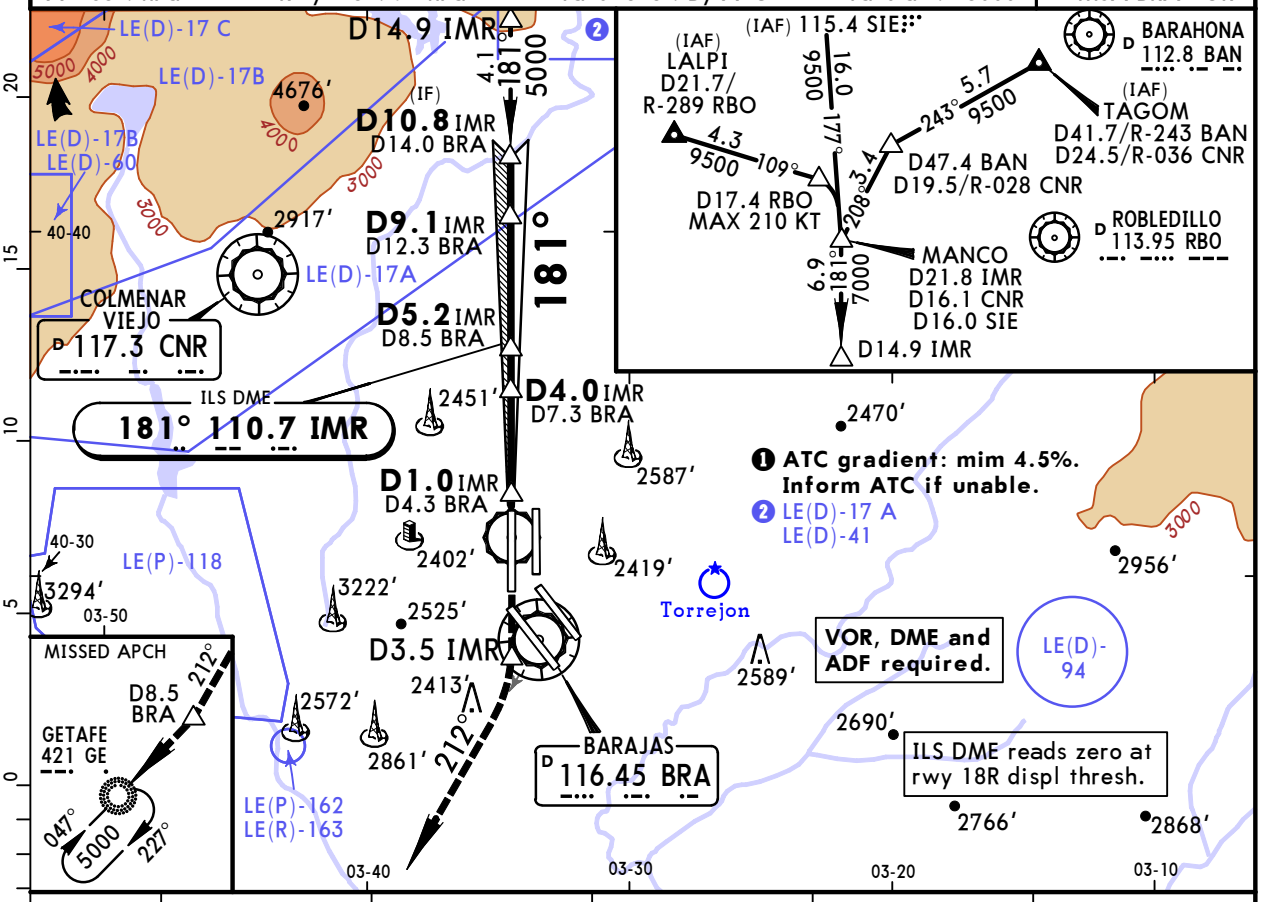
BRIEFING STRIP™

LOC IMR	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1998'
110.7	181°	D4.0 IMR 3333' (1342')	2191' (200')	RWY 1991'

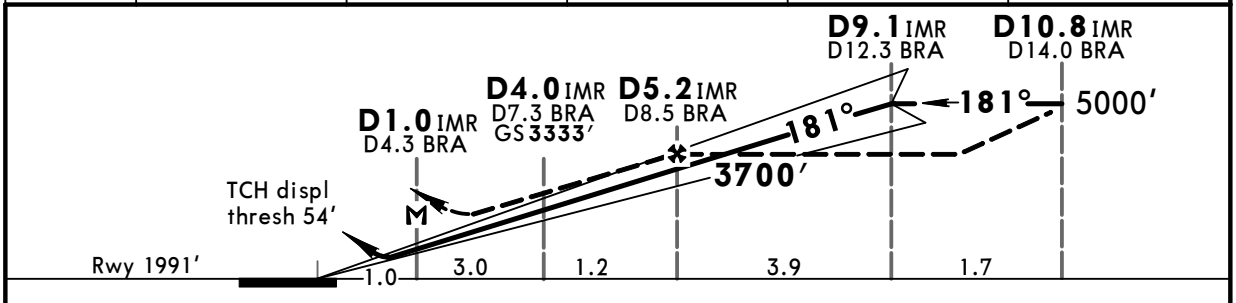
MISSED APCH: Climb on rwy heading to D3.5 IMR, then turn RIGHT (MAX 220 KT) to intercept R-212 BRA. Cross D8.5 BRA at 5000', then turn RIGHT (MAX 220 KT) to GE NDB to join holding at 5000'. Do not climb above 5000'. ❶

MSA BRA VOR: 10,000' (078°–219°), 4500'

Alt Set: hPa | Rwy Elev: 71 hPa | Trans level: By ATC | Trans alt: 13000'



LOC (GS out)	IMR DME	2.0	3.0	4.0	5.0
	ALTITUDE	2700'	3030'	3360'	3690'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.10°	384	494	548	658	768	878
MAP at D1.0 IMR							

HIALS-II PAPI PAPI — D3.5 IMR on Rwy hdg

Standard — STRAIGHT-IN LANDING RWY 18R

	ILS			LOC (GS out)	
	DA(H) 2191' (200')			DA(H) 2480' (489')	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	
B					
C				RVR 1500m	CMV 2300m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	2720' (722')	1500m
135	2860' (862')	1600m
180	3280' (1282')	2400m
205	3620' (1622')	3600m

PANS OPS

CHANGES: GS altitude. Distances to BRA added.

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LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
27 MAR 15
Eff 2 Apr
11-3A

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

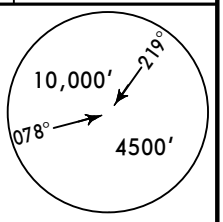
BRIEFING STRIP™

D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground frequencies refer to 10-9
118.250	127.1	127.5	128.7	134.950	118.075	

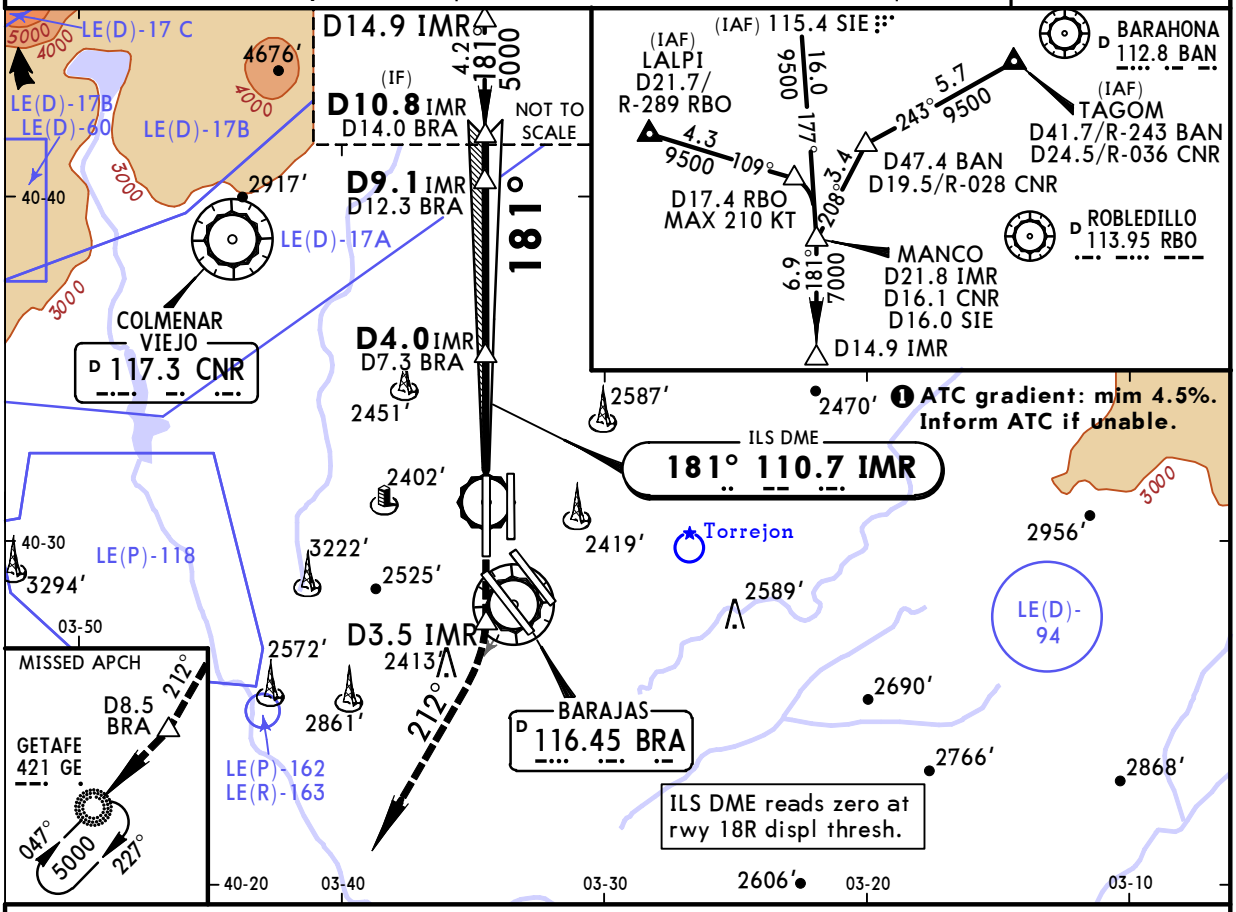
LOC IMR	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 1998′
110.7	181°	D4.0 IMR 3333′ (1342′)		RWY 1991′

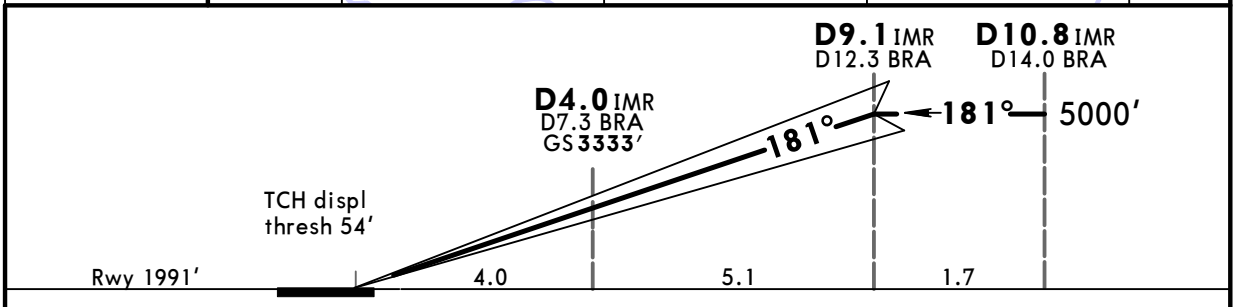
MISSED APCH: Climb on rwy heading to D3.5 IMR, then turn RIGHT (MAX 220 KT) to intercept R-212 BRA. Cross D8.5 BRA at 5000′, then turn RIGHT (MAX 220 KT) to GE NDB to join holding at 5000′. Do not climb above 5000′. ❶

Alt Set: hPa Rwy Elev: 71 hPa Trans level: By ATC Trans alt: 13000′
1. **VOR, DME and ADF required.** 2. Special Aircrew & Acft Certification Required.



MSA
BRA VOR





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

HIALS-II PAPI PAPI
D3.5 IMR on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY **18R**

CAT IIIA ILS	CAT II ILS	
	ABC	D
DH **50′**	**RA 98′**	**RA 110′**
	DA(H) **2091′** (100′)	DA(H) **2104′** (113′)
RVR 200m	RVR 300m ❶	

❶ Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m

CHANGES: GS altitude. Distances to BRA added.

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LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 10 JUL 15 (11-4) Eff 23 Jul

MADRID, SPAIN
ILS Y Rwy 18R

D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For GND frequencies
118.250	127.1	127.5	128.7	134.950	118.075	refer to 10-9

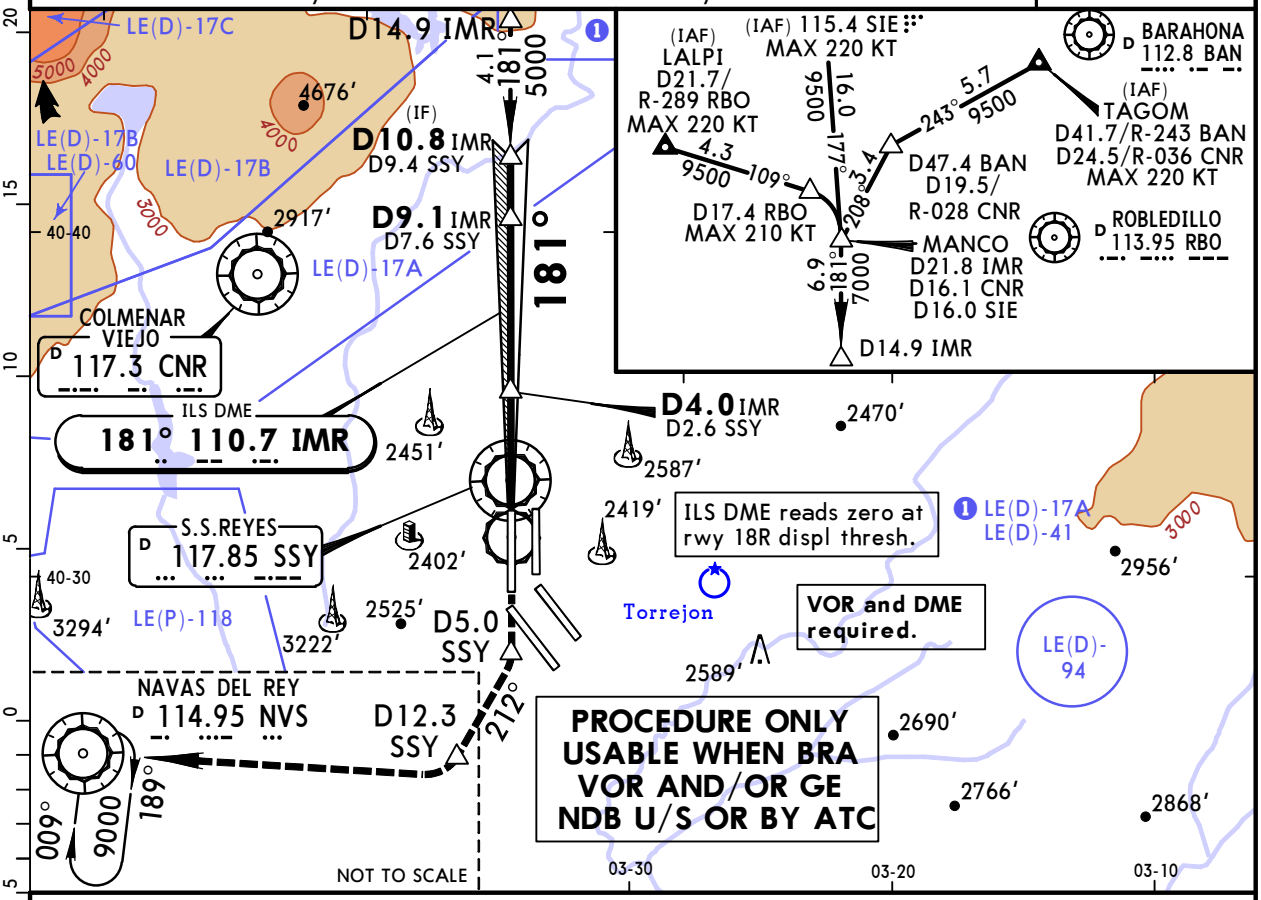
LOC IMR	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1998'
110.7	181°	D4.0 IMR 3333' (1342')	2191' (200')	Rwy 1991'

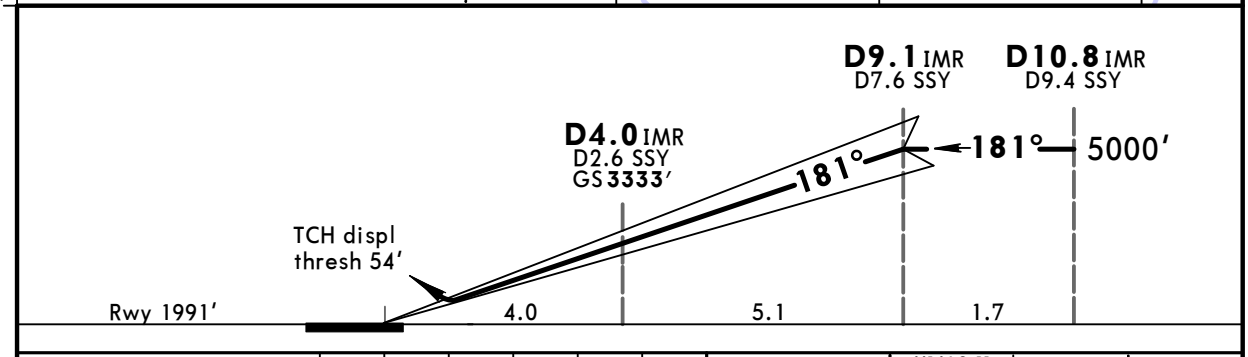
MISSED APCH: Climb on rwy heading to D5.0 SSY, then turn RIGHT (MAX 220 KT) onto 212° to D12.3 SSY to be crossed at 5000'. Turn RIGHT (MAX 220 KT) to NVS VOR to join holding at 9000'.
ATC gradient: mim 4.5% up to 5000'. Inform ATC if unable.

MSA
SSY VOR
10,000' 219° 078° 4500'

Alt Set: hPa | Rwy Elev: 71 hPa | Trans level: By ATC | Trans alt: 13000'

BRIEFING STRIP™





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

HIALS-II PAPI PAPI
D5.0 SSY on Rwy hdg

Standard STRAIGHT-IN LANDING RWY **18R** | CIRCLE-TO-LAND

DA(H) **2191'** (200')

	FULL	Limited	ALS out
A	RVR 550m	RVR 750m	RVR 1200m
B			
C			
D			

Max Kts	MDA(H)	VIS
100	2720' (722')	1500m
135	2860' (862')	1600m
180	3280' (1282')	2400m
205	3620' (1622')	3600m

PANS OPS

CHANGES: Speed restrictions at IAF. Note.

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LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
10 JUL 15
Eff 23 Jul
11-4A

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

BRIEFING STRIP ™

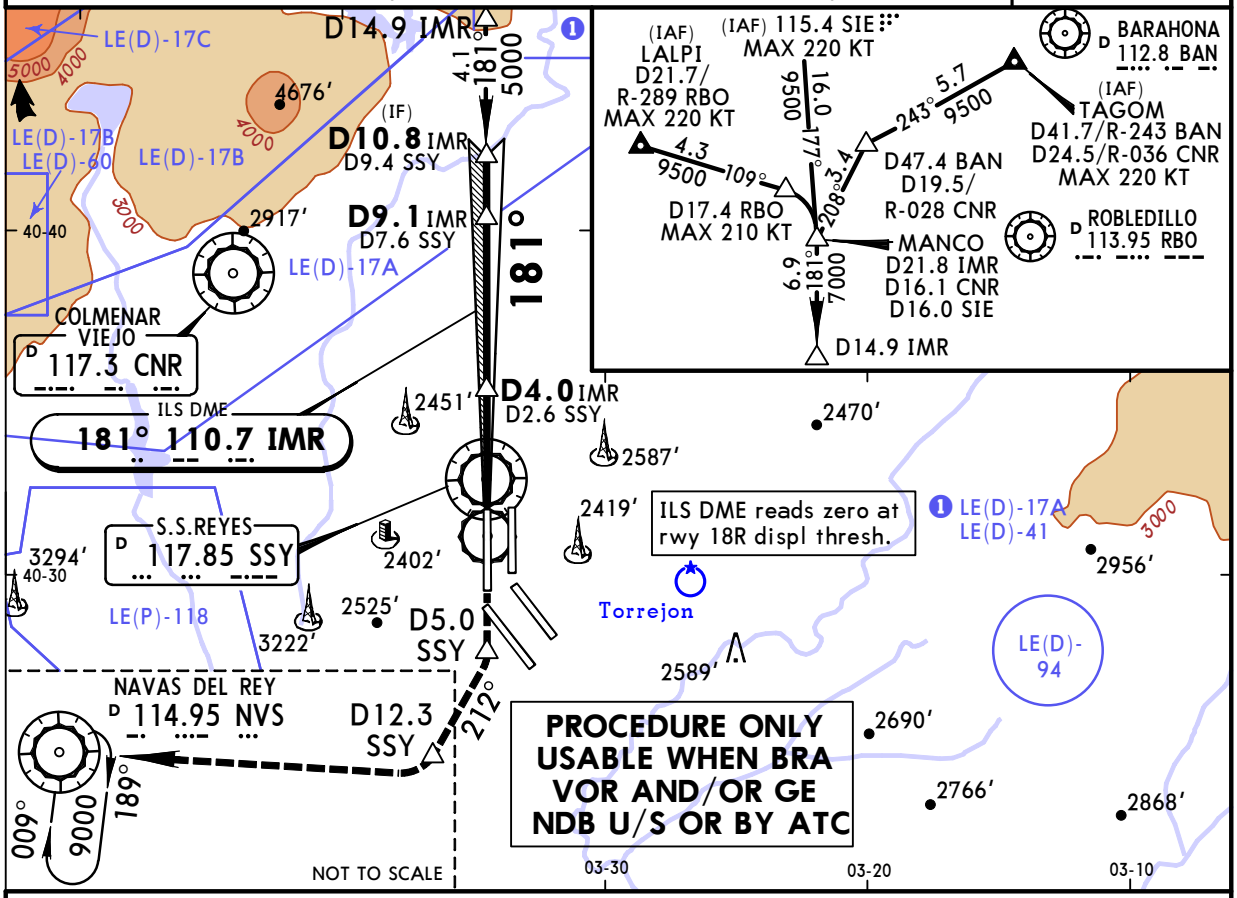
D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For GND frequencies
118.250	127.1	127.5	128.7	134.950	118.075	refer to 10-9

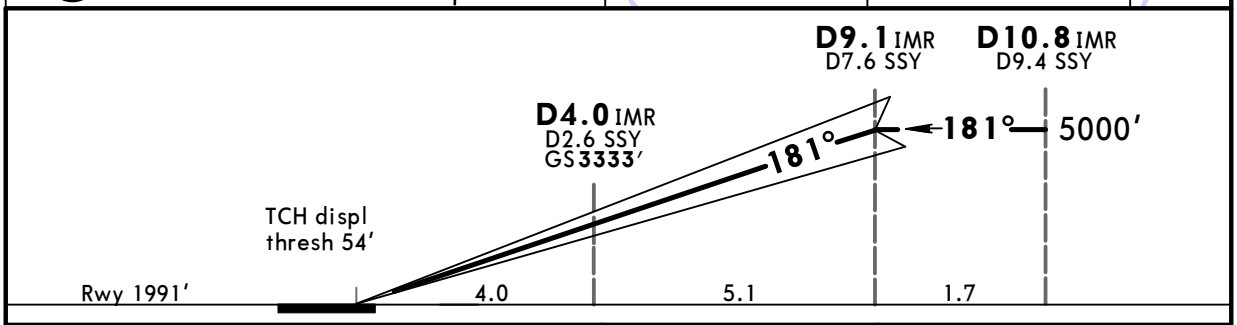
LOC IMR	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 1998′
110.7	181°	D4.0 IMR 3333′ (1342′)	Refer to Minimums	RWY 1991′

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: mim 4.5% up to 5000′. Inform ATC if unable.

MSA
SSY VOR
10,000′ 219° 078° 4500′

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
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI PAPI
D5.0 SSY on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY **18R**

CAT IIIA ILS	CAT II ILS	
	ABC	D
DH **50′**	**RA 98′** DA(H) **2091′** (100′)	**RA 110′** DA(H) **2104′** (113′)
RVR 200m	RVR 300m 1	

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Speed restrictions at IAF. Note.

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LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 27 MAR 15 Eff 2 Apr (11-5)

MADRID, SPAIN
ILS Z or LOC Rwy 32L

D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground freq
118.250	127.1	127.5	128.7	134.950	118.150	refer to 10-9

BRIEFING STRIP™

LOC MAA	Final Apch Crs	GS D4.7 MAA	ILS DA(H) Refer to Minimums	Apt Elev 1998′ RWY 1933′
109.9	324°	3503′ (1570′)		

MISSED APCH: Climb on rwy heading to D2.9 BRA/D19.0 PDT/D10.5 CNR at or above 2500′ (LOC: 2700′). Turn LEFT (MAX 185 KT) onto 288° to D5.7 BRA/D3.9 SSY at or above 3000′. Turn LEFT (MAX 185 KT) to intercept R-258 SSY. Pass D13.5 SSY at or above 4400′, then turn LEFT (MAX 220 KT) onto 170° GE NDB to join holding at 5000′. Do not climb above 5000′.

MSA PDT VOR: 161° 5000′ 4300′ 003°

Alt Set: hPa | Rwy Elev: 69 hPa | Trans level: By ATC | Trans alt: 13000′

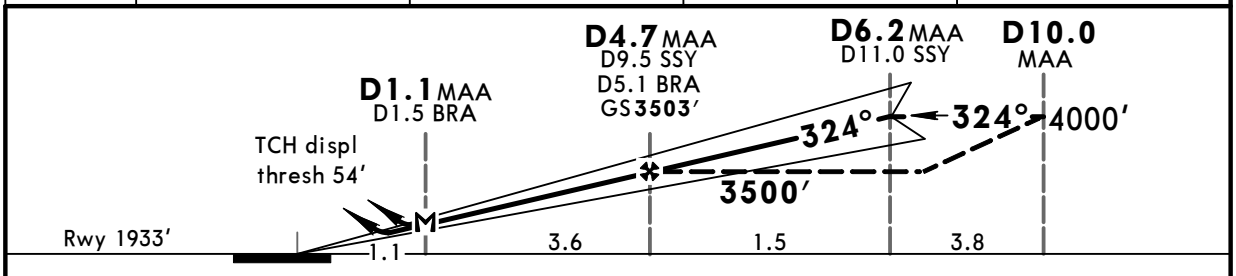
VOR, DME and ADF required.

COLMENAR VIEJO D 117.3 CNR
S.S.REYES D 117.85 SSY
D5.7 BRA D3.9 SSY
D13.5 SSY
258°
288°
D2.9 BRA D19.0 PDT D10.5 CNR
170°
MISSED APCH
GETAFE 421 GE
047° 5000 227°
LE(P)-118
2572′
2861′
BARAJAS D 116.45 BRA
LE(P)-162
LE(R)-163
2416′
40-30
2419′
Torrejon
2589′
D1.1 MAA D1.5 BRA
D4.0 MAA D8.9 SSY D4.4 BRA CRP during LVP
2690′
D4.7 MAA D9.5 SSY D5.1 BRA
D6.2 MAA D11.0 SSY
D10.0 MAA 2606′
ILS DME 324° 109.9 MAA
324° 5.7 4000
40-20
03-30
03-20
NOT TO SCALE
(IF) PERALES D 116.95 PDT
7.9 271° 5000
(IAF) TOBEK D4.9/ R-228 PDT
3.2° 048° 5000
D1.7 PDT
(IAF) ASBIN D7.9/ R-091 PDT
03-40
Getafe

Within 10 NM radius of PDT VOR between R-250 and R-074 between 4000′ and 5000′ false alarm indication at Ground Proximity Warning System (GPWS) may occur.

ILS DME reads zero at rwy 32L displaced threshold. LOC may provide false signals on last 3000′/914m of rwy.

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



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.10°	384	494	548	658	768	878
MAP at D1.1 MAA							

HIALS-II PAPI PAPI

D2.9 BRA D19.0 PDT D10.5 CNR on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY 32L

	ILS		LOC (GS out)
DA(H)	A: 2183′ (250′)	C: 2203′ (270′)	DA(H) 2350′ (417′)
	B: 2195′ (262′)	D: 2214′ (281′)	

	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1300m	RVR 1200m	RVR 1500m
B	RVR 600m				
C					RVR 1900m
D	RVR 650m		RVR 1400m		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	2720′ (722′)	1500m
135	2860′ (862′)	1600m
180	3280′ (1282′)	2400m
205	3620′ (1622′)	3600m

CHANGES: Locator withdrawn. Distances to SSY and BRA added.

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MADRID-BARAJAS

JEPPESEN
27 MAR 15
Eff 2 Apr
11-5A

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

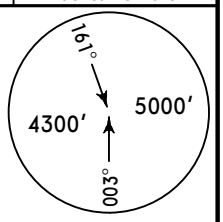
BRIEFING STRIP ™

D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground freq frequencies refer to 10-9
118.250	127.1	127.5	128.7	134.950	118.150	

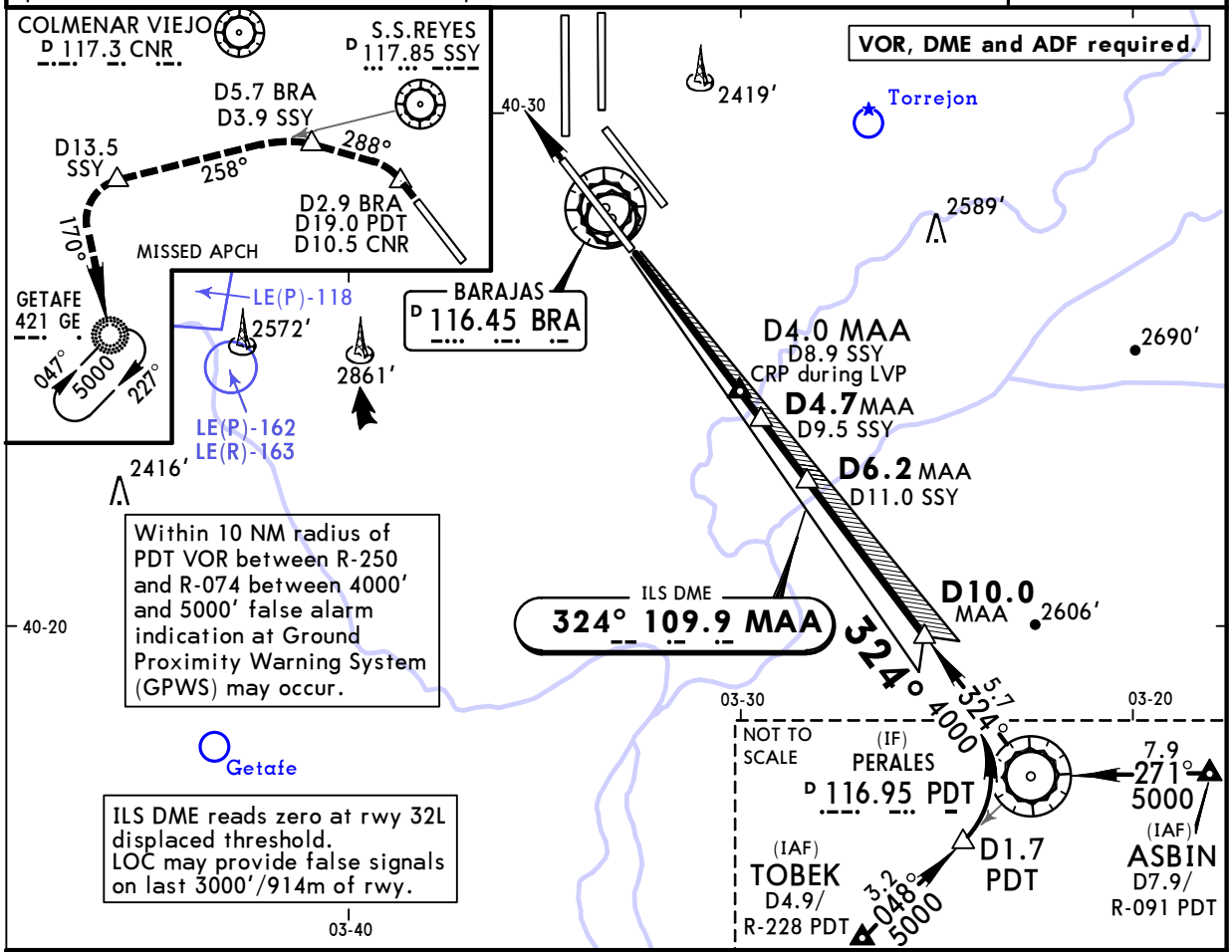
LOC MAA	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 1998′
109.9	**324°**	**D4.7 MAA** **3503′** (1570′)	Refer to Minimums	RWY 1933′

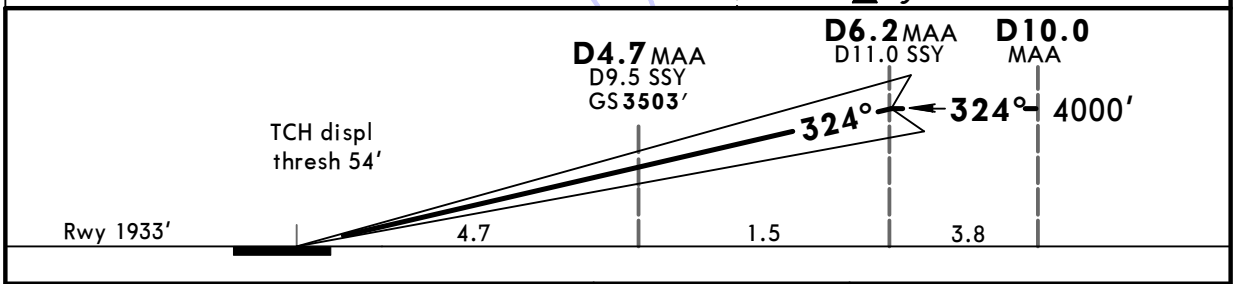
MISSED APCH: Climb on rwy hdg to D2.9 BRA/D19.0 PDT/D10.5 CNR at or above 2500′. Turn LEFT (MAX 185 KT) onto 288° to D5.7 BRA/D3.9 SSY at or above 3000′. Turn LEFT (MAX 185 KT) to intercept R-258 SSY. Pass D13.5 SSY at or above 4400′, then turn LEFT (MAX 220 KT) onto 170° GE NDB to join holding at 5000′. Do not climb above 5000′.

Alt Set: hPa Rwy Elev: 69 hPa Trans level: By ATC Trans alt: 13000′
Special Aircrew & Acft Certification Required.



MSA
PDT VOR





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

HIALS-II
PAPI PAPI

D2.9 BRA
D19.0 PDT
D10.5 CNR on

Rwy hdg

Standard STRAIGHT-IN LANDING RWY 32L

CAT IIIA ILS	CAT II ILS			
	A	B	C	D
DH 50′	RA 161′ DA(H) 2081′ (148′)	RA 180′ DA(H) 2098′ (165′)	RA 195′ DA(H) 2110′ (177′)	RA 211′ DA(H) 2124′ (191′)
RVR 200m	RVR 450m			

PANS OPS

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ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 10 JUL 15 Eff 23 Jul (11-6)

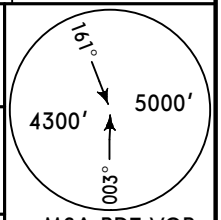
MADRID, SPAIN
ILS W Rwy 32L

BRIEFING STRIP™

D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground frequencies refer to 10-9
118.250	127.1	127.5	128.7	134.950	118.150	

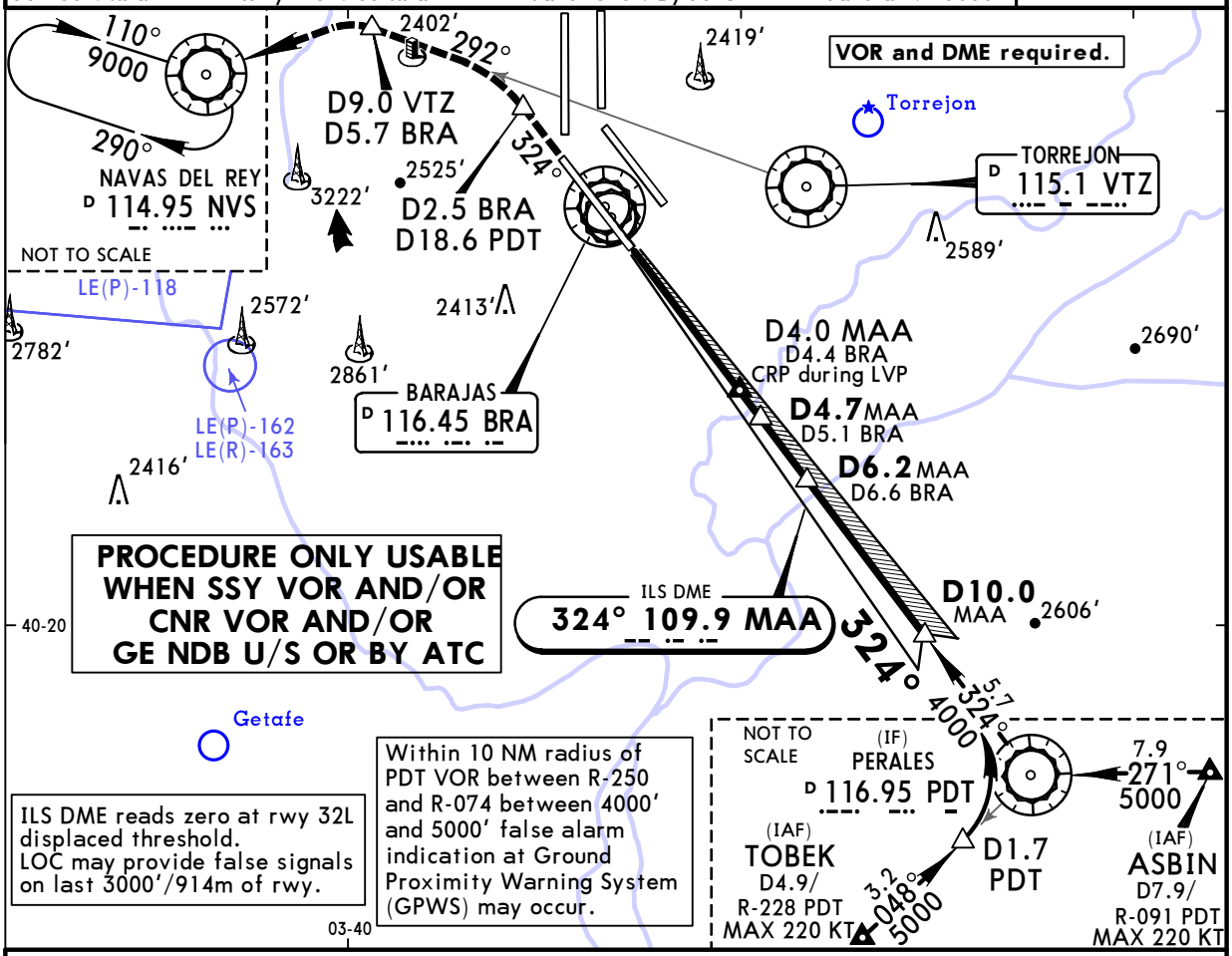
LOC MAA	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1998′
109.9	**324°**	**D4.7 MAA** **3503′** (1570′)	Refer to Minimums	RWY 1933′

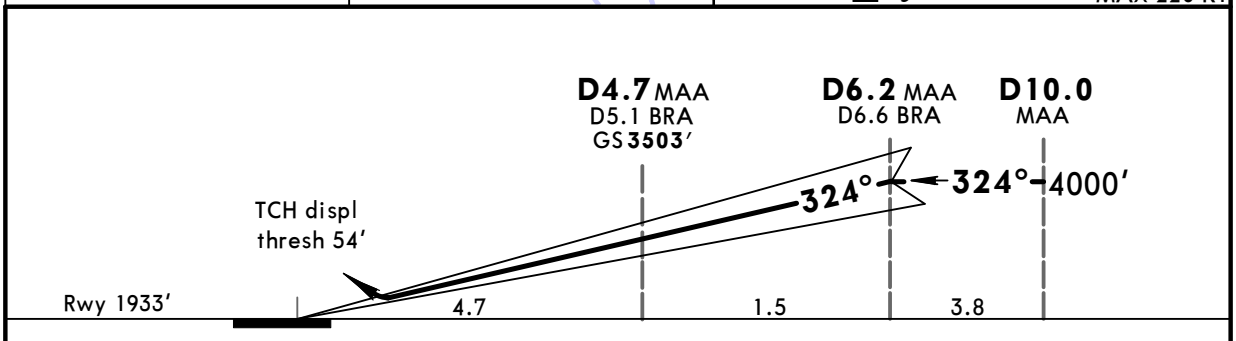
MISSED APCH: Climb on rwy heading to D2.5 BRA/D18.6 PDT to be crossed at or above 2400′. Turn LEFT (MAX 185 KT) to intercept and follow R-292 VTZ to cross D9.0 VTZ (D5.7 BRA) at or above 3000′. Turn LEFT (MAX 185 KT) to NVS VOR to join holding at 9000′. Contact ATC before reaching 4000′ and follow instructions.



MSA PDT VOR

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

HIALS-II
PAPI PAPI

D2.5 BRA
D18.6 PDT on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY **32L**

ILS
DA(H) A: **2183′** (250′) C: **2203′** (270′)
B: **2195′** (262′) D: **2214′** (281′)

	FULL	Limited	ALS out
A	RVR 550m	RVR 750m	RVR 1300m
B	RVR 600m		
C			
D	RVR 650m		RVR 1400m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	2720′ (722′)	1500m
135	2860′ (862′)	1600m
180	3280′ (1282′)	2400m
205	3620′ (1622′)	3600m

CHANGES: Speed restrictions at IAF. Note.

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ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
10 JUL 15
Eff 23 Jul
11-6A

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

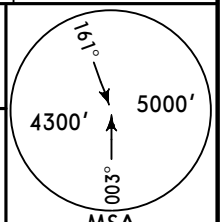
BRIEFING STRIP™

D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground freq
118.250	127.1	127.5	128.7	134.950	118.150	refer to 10-9

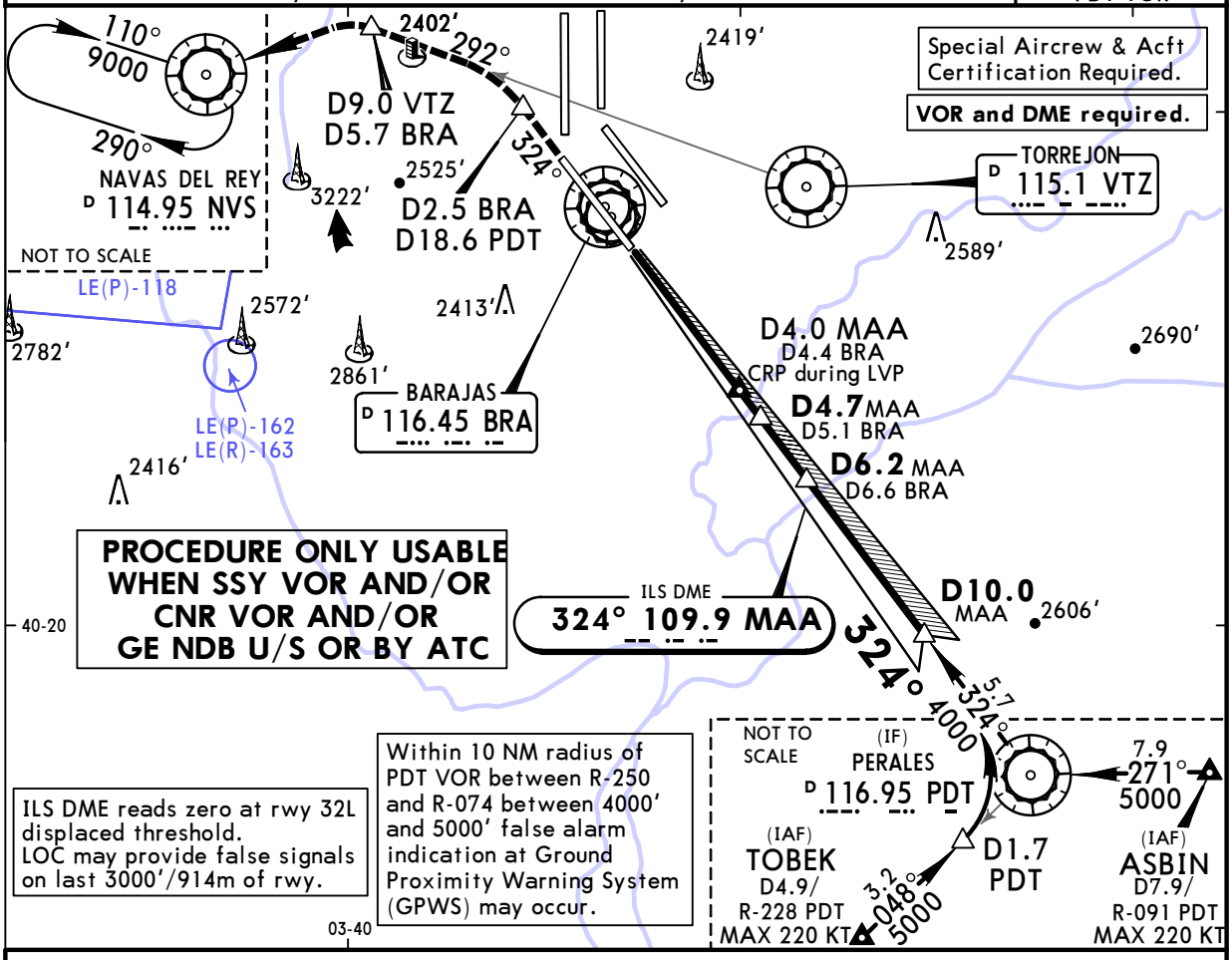
LOC MAA	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 1998′
109.9	**324°**	**D4.7 MAA** **3503′** (1570′)	Refer to Minimums	RWY 1933′

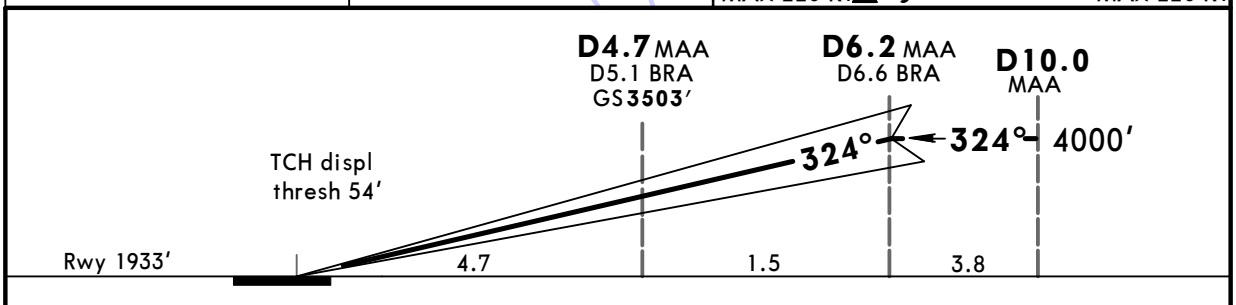
MISSED APCH: Climb on rwy heading to D2.5 BRA/D18.6 PDT to be crossed at or above 2400′. Turn LEFT (MAX 185 KT) to intercept and follow R-292 VTZ to cross D9.0 VTZ (D5.7 BRA) at or above 3000′. Turn LEFT (MAX 185 KT) to NVS VOR to join holding at 9000′. Contact ATC before reaching 4000′ and follow instructions.

Alt Set: hPa | Rwy Elev: 69 hPa | Trans level: By ATC | Trans alt: 13000′



MSA
PDT VOR





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

HIALS-II
PAPI PAPI
D2.5 BRA
D18.6 PDT on
Rwy hdg

Standard STRAIGHT-IN LANDING RWY **32L**

CAT IIIA ILS	CAT II ILS			
	A	B	C	D
DH **50′**	**RA 161′**	**RA 180′**	**RA 195′**	**RA 211′**
	DA(H) **2081′** (148′)	DA(H) **2098′** (165′)	DA(H) **2110′** (177′)	DA(H) **2124′** (191′)

PANS OPS

RVR 200m	RVR 450m

CHANGES: Speed restrictions at IAF. Note.

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ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 10 JUL 15 (11-7) Eff 23 Jul

MADRID, SPAIN
ILS Z Rwy 32R

BRIEFING STRIP™

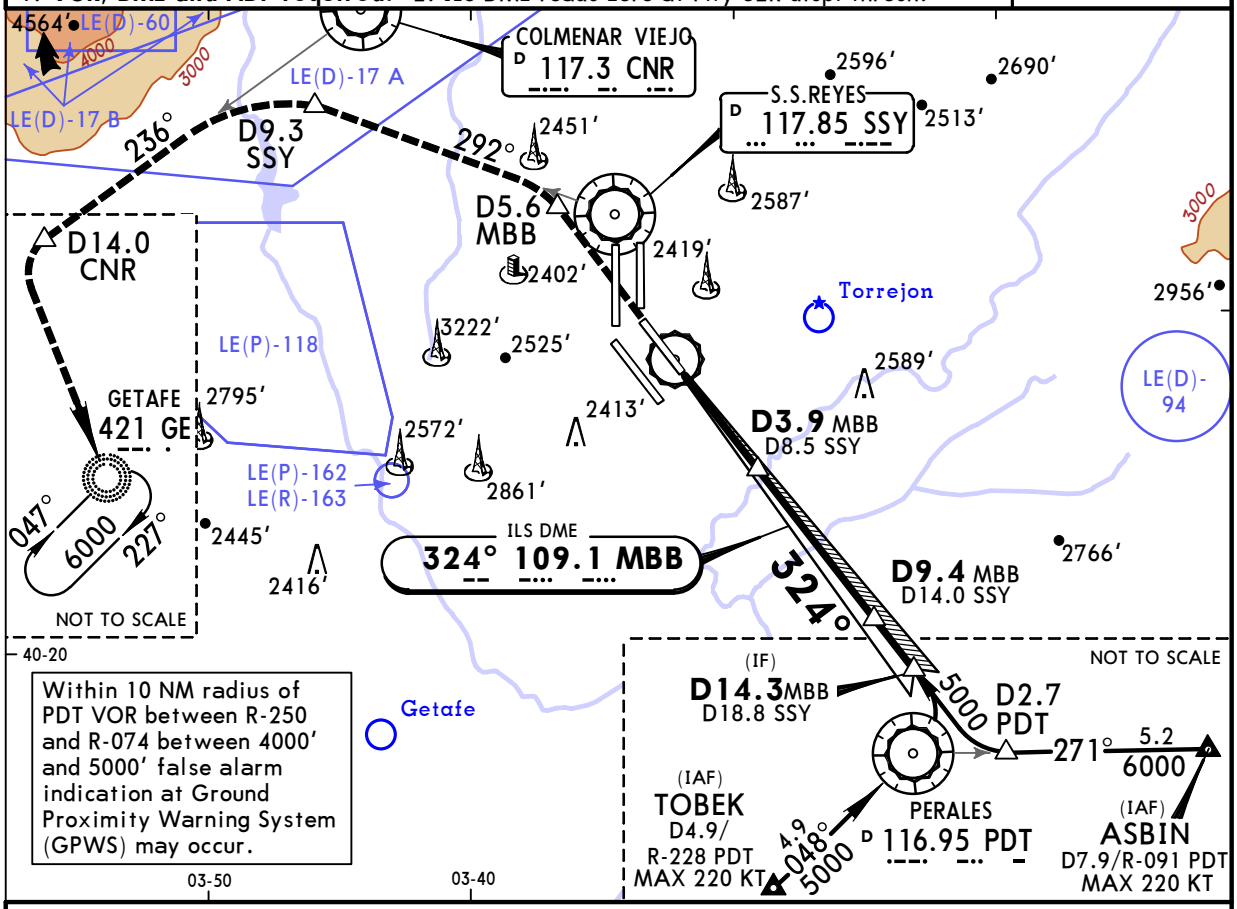
D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground frequencies refer to 10-9
118.250	127.1	127.5	128.7	134.950	118.975	

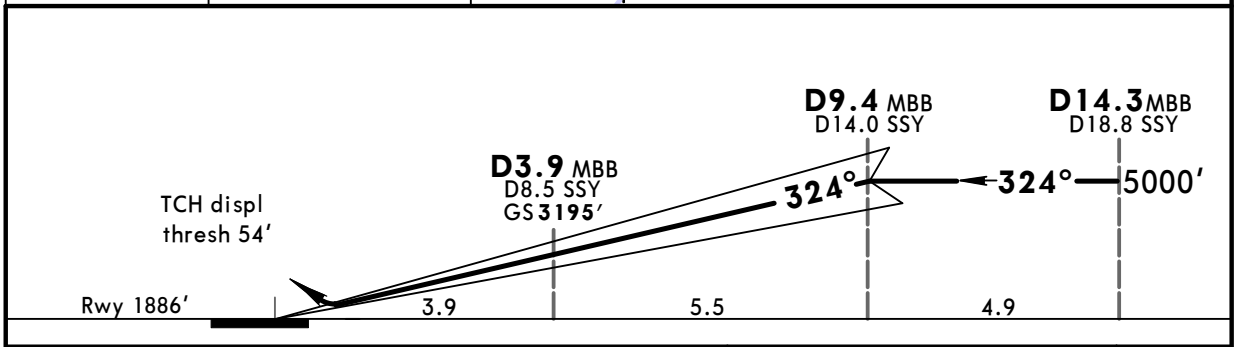
LOC MBB	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 1998′ RWY 1886′
109.1	324°	D3.9 MBB 3195′ (1309′)		

MISSED APCH: Climb on rwy heading to D5.6 MBB. Turn LEFT (MAX 185 KT) to intercept R-292 SSY to D9.3 SSY at or above 4000′. Turn LEFT (MAX 220 KT) to intercept R-236 CNR. Cross D14.0 CNR at 6000′, then turn LEFT (MAX 220 KT) to GE NDB to join holding at 6000′. Do not climb above 6000′.

MSA
PDT VOR
161° 5000′ 4300′ 003°

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.





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

HIALS-II PAPI PAPI
D5.6 MBB on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY **32R**

DA(H)
AB: **2086′** (200′) C: **2094′** (208′)
D: **2105′** (219′)

	FULL	Limited	ALS out
A	RVR 550m	RVR 750m	RVR 1200m
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	2720′ (722′)	1500m
135	2860′ (862′)	1600m
180	3280′ (1282′)	2400m
205	3620′ (1622′)	3600m

CHANGES: LOC Procedure transfered to 11-9.

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MADRID-BARAJAS

JEPPESEN
10 JUL 15
Eff 23 Jul
11-7A

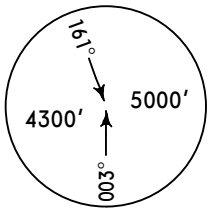
MADRID, SPAIN
CAT II/III ILS Z Rwy 32R

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	

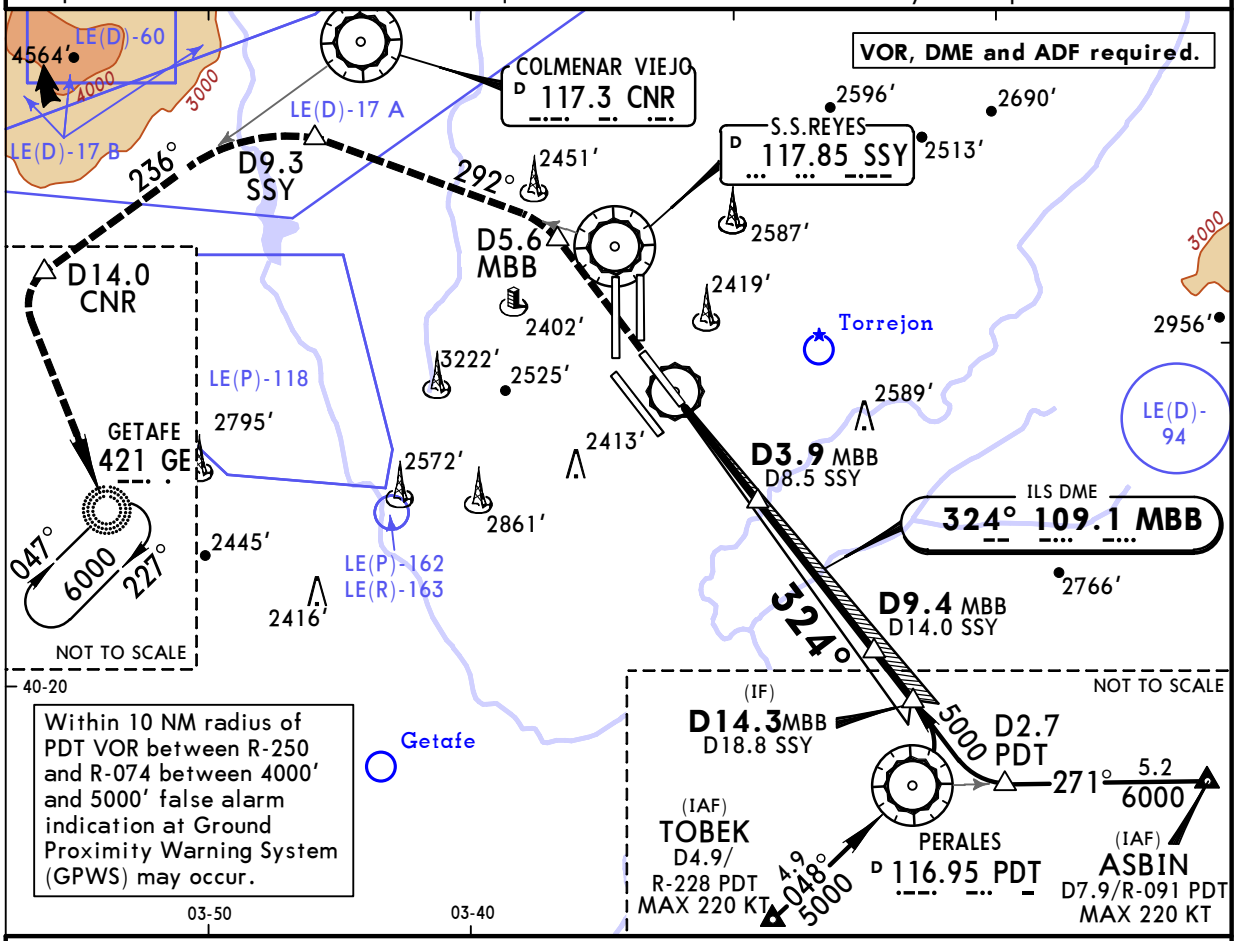
LOC MBB	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 1998′
109.1	324°	D3.9 MBB 3195′ (1309′)	Refer to Minimums	RWY 1886′

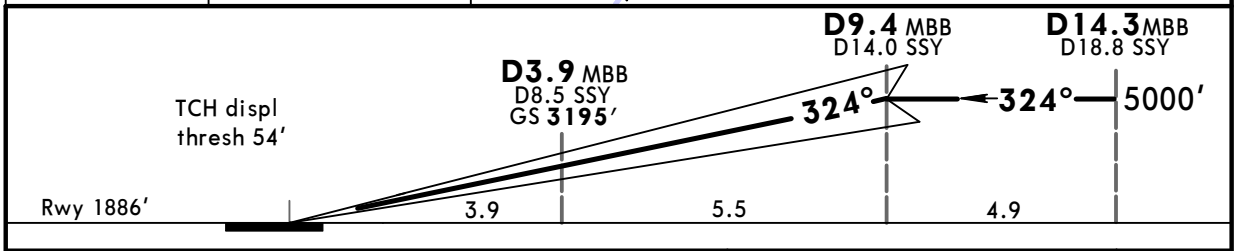
MISSED APCH: Climb on rwy heading to D5.6 MBB. Turn LEFT (MAX 185 KT) to intercept R-292 SSY to D9.3 SSY at or above 4000′. Turn LEFT (MAX 220 KT) to intercept R-236 CNR. Cross D14.0 CNR at 6000′, then turn LEFT (MAX 220 KT) to GE NDB to join holding at 6000′.
Do not climb above 6000′.



Alt Set: hPa | Rwy Elev: 67 hPa | Trans level: By ATC | Trans alt: 13000′

1. Special Aircrew & Acft Certification Required. 2. ILS DME reads zero at rwy 32R displ thresh.





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

HIALS-II PAPI PAPI

D5.6 MBB on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY **32R**

CAT IIIA ILS	CAT II ILS	
	AB	C	D
DH **50′**	**RA 109′** DA(H) **1986′** (100′)	**RA 124′** DA(H) **1998′** (112′)	**RA 141′** DA(H) **2012′** (126′)
RVR 200m	RVR 300m [1]		RVR 400m

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Speed restrictions at IAF.

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ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 10 JUL 15 Eff 23 Jul (11-8)

MADRID, SPAIN
ILS W Rwy 32R

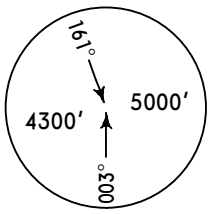
BRIEFING STRIP™

D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground frequencies refer to 10-9
118.250	127.1	127.5	128.7	134.950	118.975	

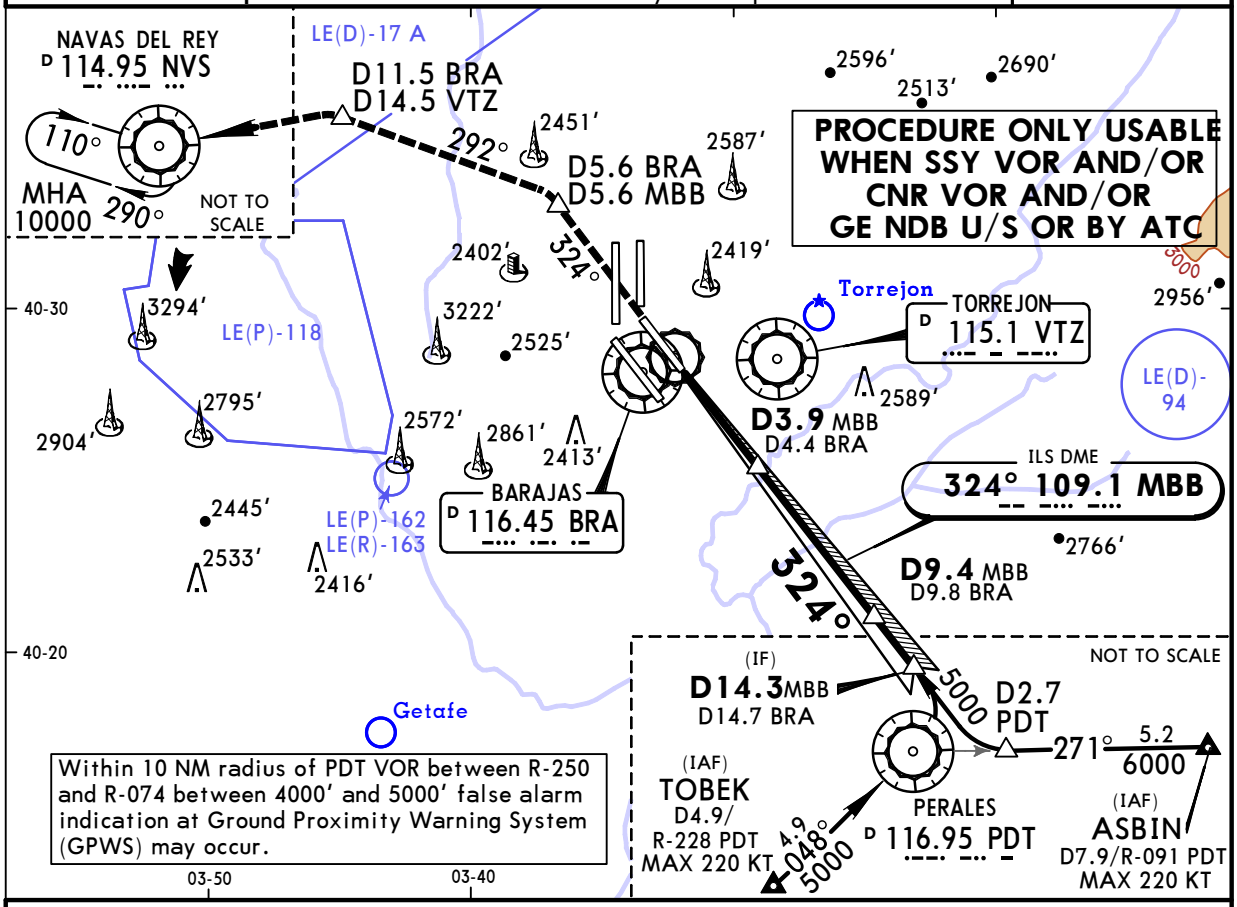
LOC MBB	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 1998′
109.1	324°	D3.9 MBB 3195′ (1309′)		RWY 1886′

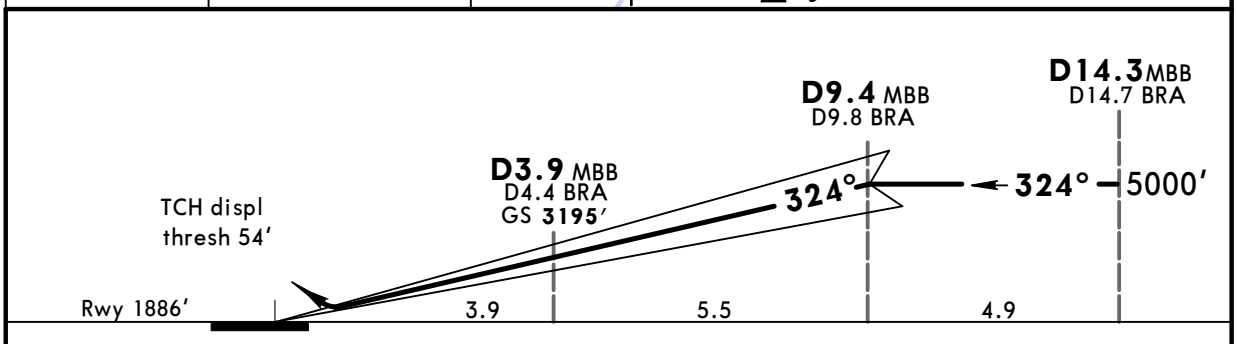
MISSED APCH: Climb on rwy heading to D5.6 BRA/D5.6 MBB, then turn LEFT (MAX 185 KT) onto 292° to cross D11.5 BRA/D14.5 VTZ at or above 4000′. Turn LEFT (MAX 220 KT) to NVS VOR to join holding at 10000′. Contact ATC before reaching 4000′ and follow instructions.

Alt Set: hPa Rwy Elev: 67 hPa Trans level: By ATC Trans alt: 13000′
1. **VOR and DME required.** 2. ILS DME reads zero at rwy 32R displ thresh.



MSA
PDT VOR





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

HIALS-II PAPI PAPI D5.6 BRA D5.6 MBB on Rwy hdg

Standard STRAIGHT-IN LANDING RWY **32R**

DA(H) AB: **2086′**(200′) C: **2094′**(208′) D: **2105′**(219′)

	FULL	Limited	ALS out
A	RVR 550m	RVR 750m	RVR 1200m
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	2720′ (722′)	1500m
135	2860′ (862′)	1600m
180	3280′(1282′)	2400m
205	3620′(1622′)	3600m

PANS OPS

CHANGES: Speed restrictions at IAF. Missed apch. Note.

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LEMD/MAD ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN
10 JUL 15
Eff 23 Jul
11-8A

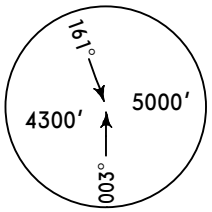
MADRID, SPAIN CAT II/III ILS W Rwy 32R

BRIEFING STRIP ™

D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground frequencies refer to 10-9
118.250	127.1	127.5	128.7	134.950	118.975	

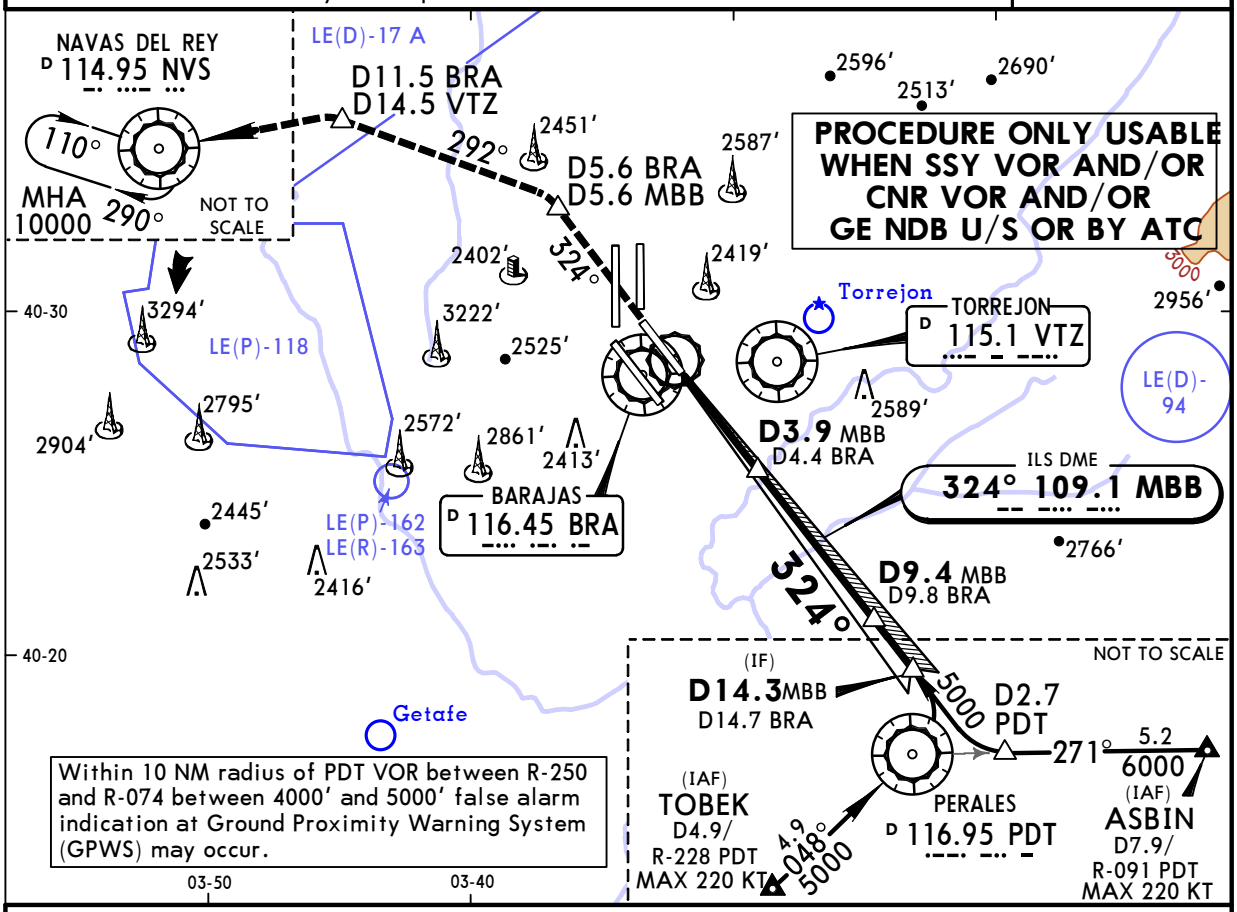
LOC MBB	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 1998′
109.1	324°	D3.9 MBB 3195′ (1309′)		RWY 1886′

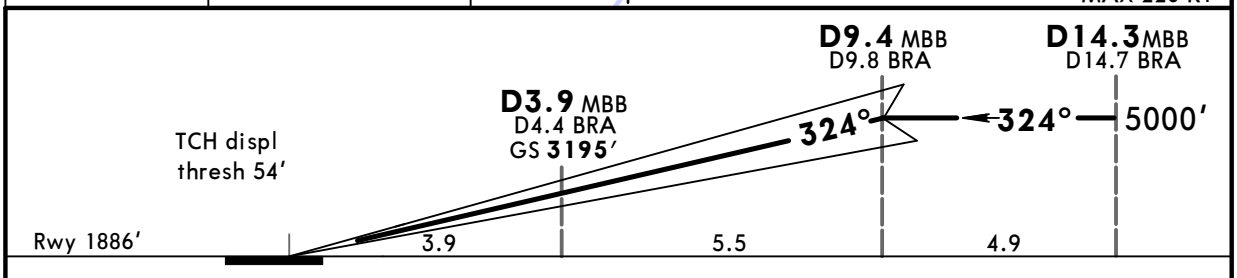
MISSED APCH: Climb on rwy heading to D5.6 BRA/D5.6 MBB, then turn LEFT (MAX 185 KT) onto 292° to cross D11.5 BRA/D14.5 VTZ at or above 4000′. Turn LEFT (MAX 220 KT) to NVS VOR to join holding at 10000′. Contact ATC before reaching 4000′ and follow instructions.



MSA
PDT VOR

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
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI PAPI
D5.6 BRA D5.6 MBB on Rwy hdg

Standard STRAIGHT-IN LANDING RWY **32R**

CAT IIIA ILS	CAT II ILS	
	AB	C	D
DH 50′	RA 109′ DA(H) 1986′(100′)	RA 124′ DA(H) 1998′(112′)	RA 141′ DA(H) 2012′(126′)
RVR 200m	RVR 300m [1]		RVR 400m

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

PANS OPS

CHANGES: Speed restrictions at IAF. Missed apch. Note.

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LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 10 JUL 15 (11-9) Eff 23 Jul

MADRID, SPAIN
LOC Rwy 32R

BRIEFING STRIP ™

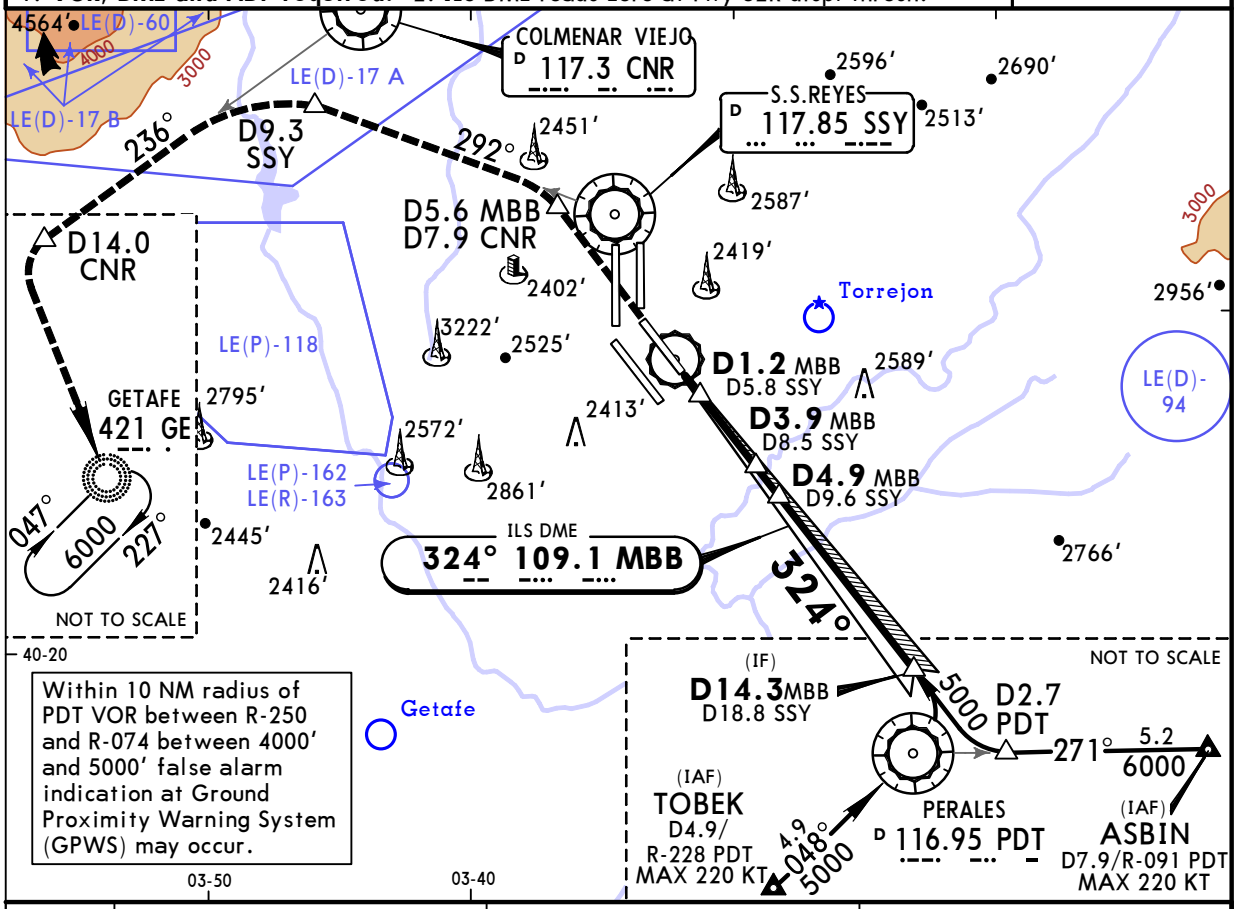
D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground frequencies refer to 10-9
118.250	127.1	127.5	128.7	134.950	118.975	

LOC MBB	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 1998′
109.1	324°	D4.9 MBB 3500′ (1614′)	2340′ (454′)	RWY 1886′

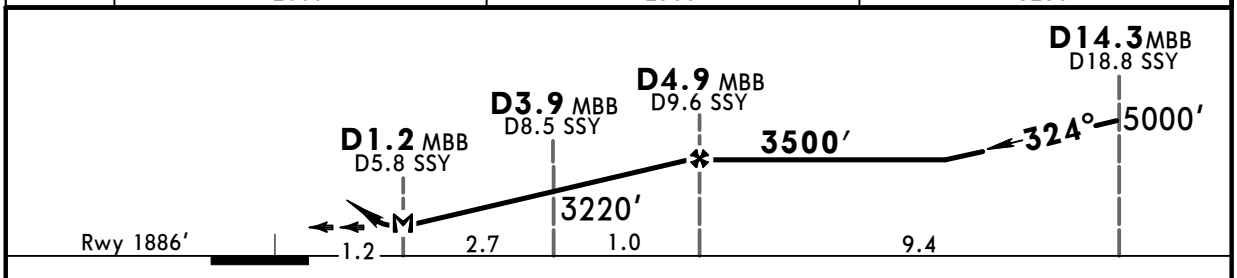
MISSED APCH: Climb on rwy heading to D5.6 MBB/D7.9 CNR. Turn LEFT (MAX 185 KT) to intercept R-292 SSY to D9.3 SSY at or above 4300′. Turn LEFT (MAX 220 KT) to intercept R-236 CNR. Cross D14.0 CNR at 6000′, then turn LEFT (MAX 220 KT) to GE NDB to join holding at 6000′. Do not climb above 6000′.

MSA
PDT VOR

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.



MBB DME	2.0	3.0	4.0
ALTITUDE	2600′	2930′	3250′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.10°	384	494	548	658	768	878
MAP at D1.2 MBB/D5.8 SSY							

HIALS-II
PAPI PAPI
D5.6 MBB
D7.9 CNR
on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY **32R** CIRCLE-TO-LAND

DA(H) **2340′** (454′)

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1400m	RVR 1500m	100	2720′ (722′)	1500m
B			135	2860′ (862′)	1600m
C		CMV 2100m	180	3280′ (1282′)	2400m
D			205	3620′ (1622′)	3600m

CHANGES: Procedure transfered from 11-7. Missed apch.

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LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 5 DEC 14 Eff 11 Dec (13-1)

MADRID, SPAIN
VOR Rwy 18L

D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground frequencies refer to 10-9
118.250	127.1	127.5	128.7	134.950	118.675	

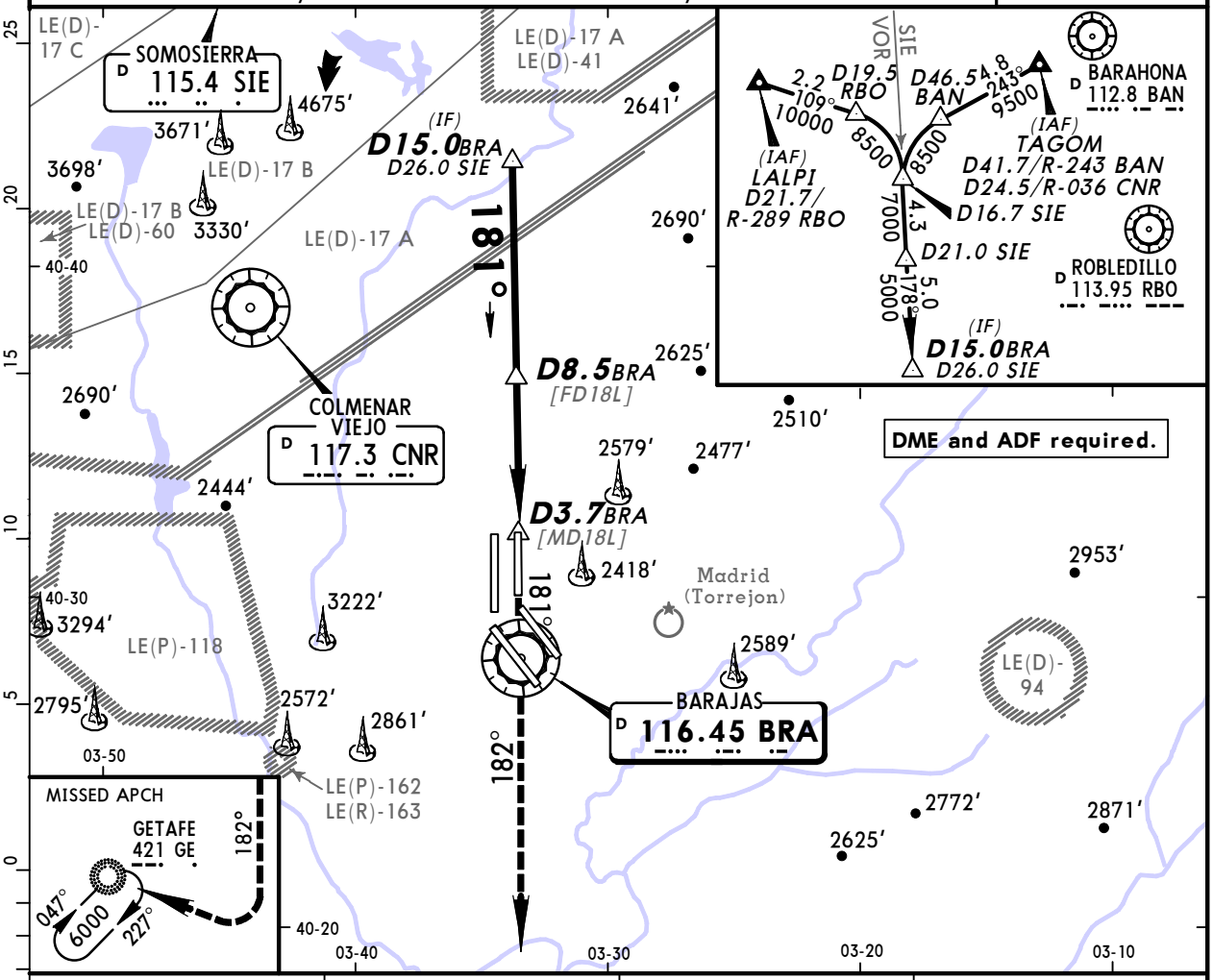
BRIEFING STRIP™

VOR BRA	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
116.45	181°	D8.5 BRA 3500′ (1578′)	2500′ (578′)	1998′ / 1922′

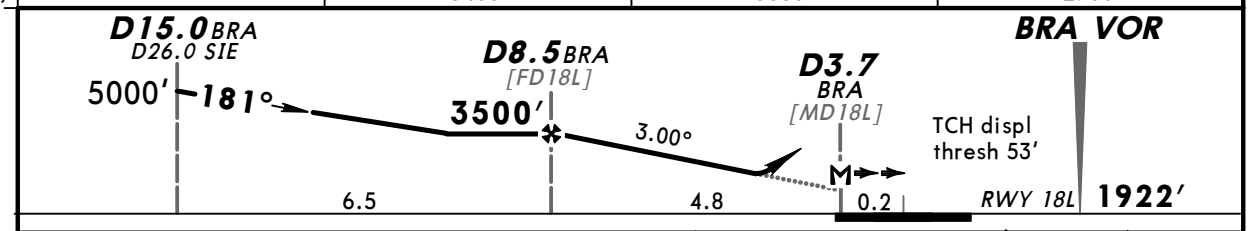
MISSED APCH: Climb to BRA VOR. Continue on R-182 BRA until reaching 6000′, then turn RIGHT to GE NDB to join holding at 6000′. Do not climb above 6000′.

10,000′ 219° 078° 4500′
MSA BRA VOR

Alt Set: hPa | Rwy Elev: 68 hPa | Trans level: By ATC | Trans alt: 13000′



BRA DME	8.0	7.0	6.0
ALTITUDE	3400′	3080′	2760′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D3.7 BRA							

HIALS-II PAPI PAPI BRA 116.45

PANS OPS

Standard STRAIGHT-IN LANDING RWY 18L

DA(H) 2500′ (578′)

	ALS out	
A	RVR 1500m	
B		
C	RVR 1900m	CMV 2400m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	2720′ (722′)	1500m
135	2860′ (862′)	1600m
180	3280′ (1282′)	2400m
205	3620′ (1622′)	3600m

CHANGES: Initial apch.

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LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 5 DEC 14 Eff 11 Dec (13-2)

MADRID, SPAIN
VOR Rwy 18R

D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground frequencies refer to 10-9
118.250	127.1	127.5	128.7	134.950	118.075	

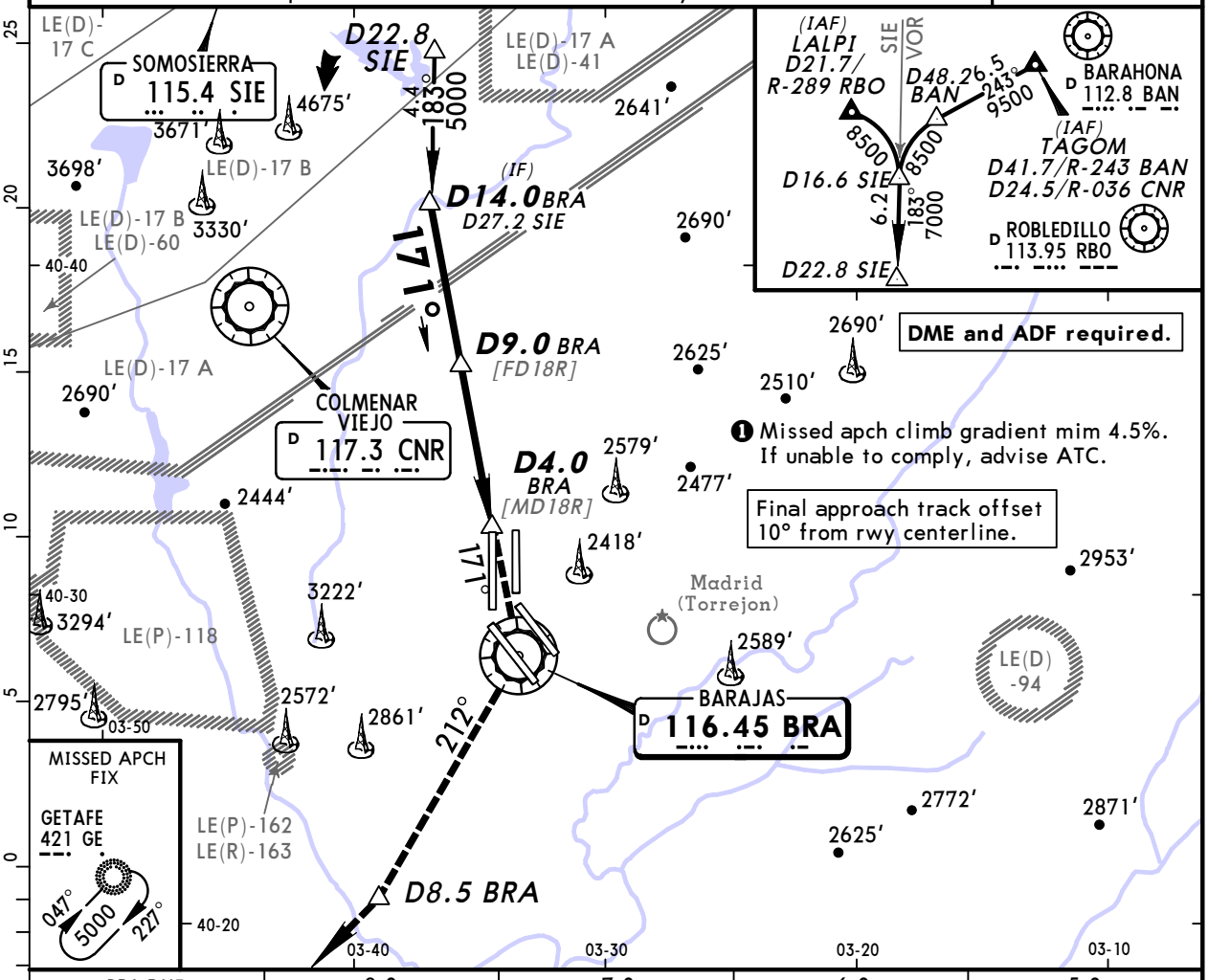
BRIEFING STRIP™

VOR BRA	Final Apch Crs	Minimum Alt D9.0 BRA	DA(H)	Apt Elev
116.45	171°	3900′ (1902′)	2550′ (552′)	1998′

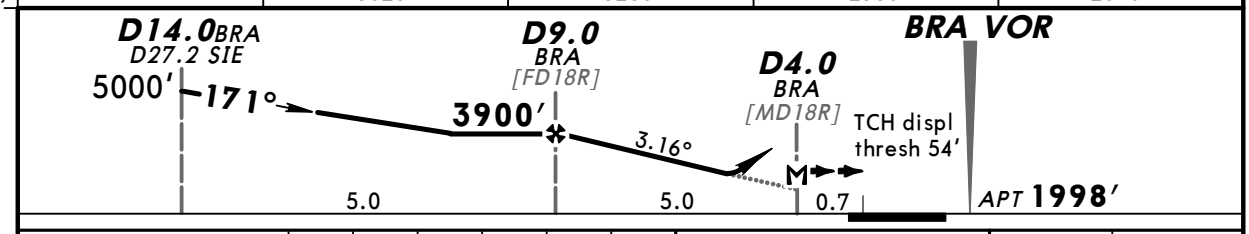
MISSED APCH: Climb to BRA VOR, then turn RIGHT (MAX 220 KT) to intercept R-212 BRA. Cross D8.5 BRA at 5000′, then turn RIGHT (MAX 220 KT) to GE NDB to join holding at 5000′. Do not climb above 5000′. ❶

10,000′ 219° 078° 4500′
MSA BRA VOR

Alt Set: hPa | Apt Elev: 71 hPa | Trans level: By ATC | Trans alt: 13000′



BRA DME	8.0	7.0	6.0	5.0
ALTITUDE	3620′	3280′	2950′	2610′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.16°	391	503	559	671	783	895
MAP at D4.0 BRA							

HIALS-II PAPI PAPI
BRA 116.45

PANS OPS

Standard STRAIGHT-IN LANDING RWY **18R**

DA(H) **2550′** (552′)

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1500m		100	2720′ (722′)	1500m
B			135	2860′ (862′)	1600m
C	RVR 1800m	CMV 2500m	180	3280′ (1282′)	2500m
D			205	3620′ (1622′)	3600m

CIRCLE-TO-LAND

CHANGES: Initial apch.

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ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 27 MAR 15 Eff 2 Apr (13-3)

MADRID, SPAIN
VOR Rwy 32L

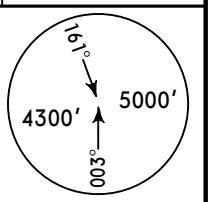
BRIEFING STRIP ™

D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground frequencies refer to 10-9
118.250	127.1	127.5	128.7	134.950	118.150	

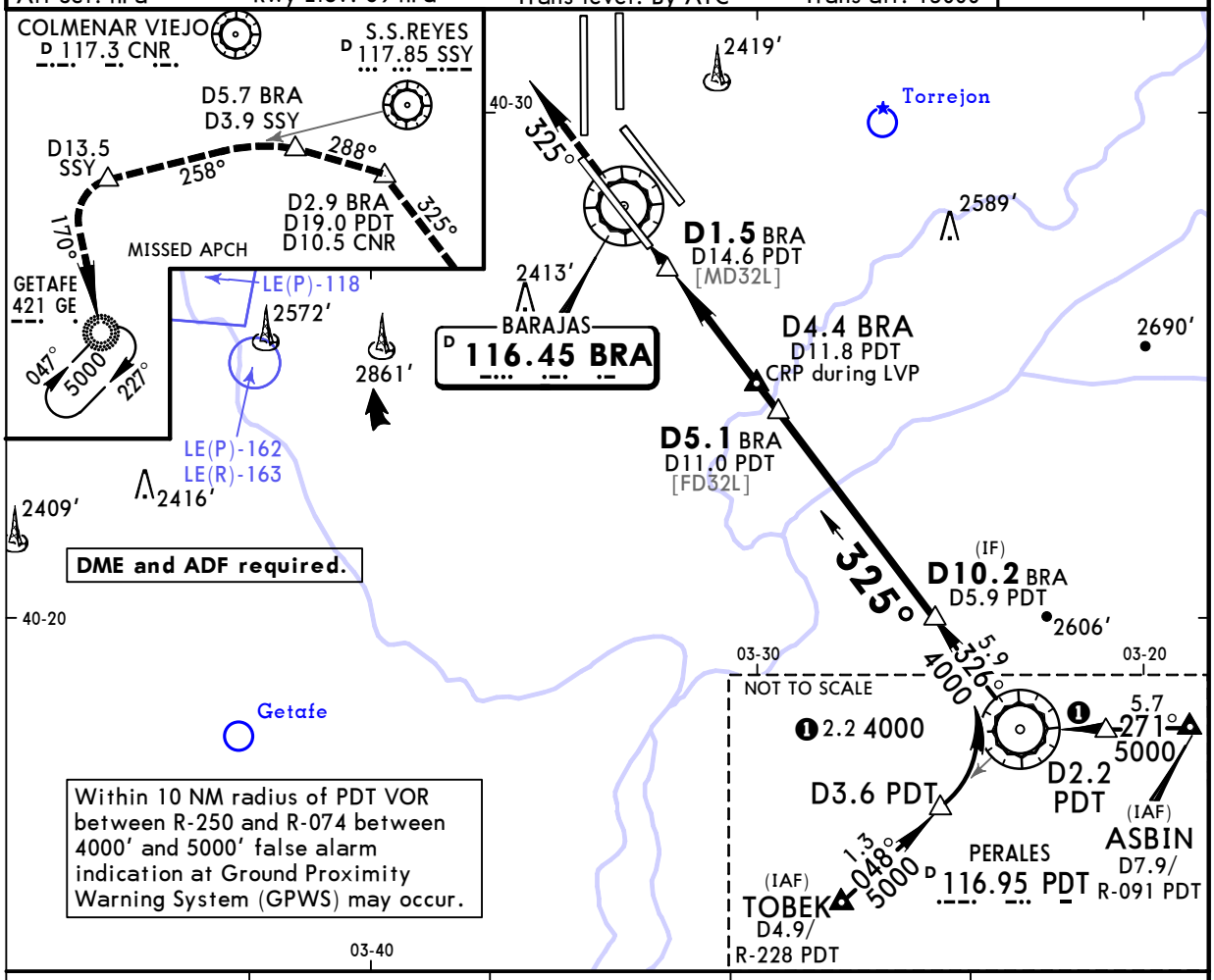
VOR BRA	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 1998′
116.45	325°	D5.1 BRA 3400′(1467′)	2420′(487′)	RWY 1933′

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′.

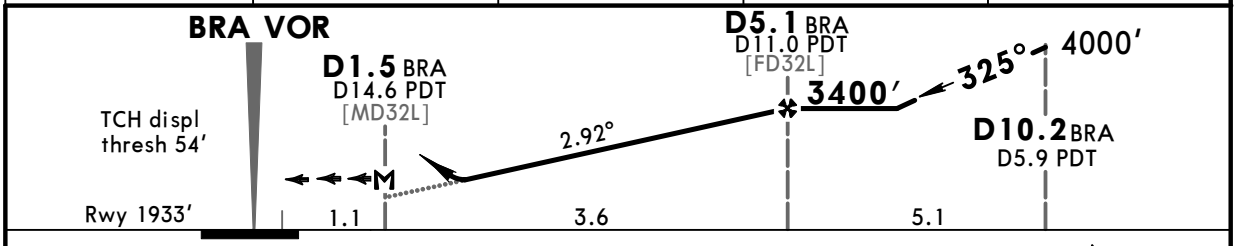
Alt Set: hPa | Rwy Elev: 69 hPa | Trans level: By ATC | Trans alt: 13000′



MSA PDT VOR



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



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.92°	362	465	517	620	723	826
MAP at D1.5 BRA/D14.6 PDT						

HIALS-II PAPI PAPI

D2.9 BRA D19.0 PDT D10.5 CNR on BRA 116.45 R-325

PANS OPS

Standard STRAIGHT-IN LANDING RWY **32L**

DA(H) **2420′**(487′)

	ALS out		Max Kts	MDA(H)	VIS
A	RVR 1500m		100	2720′ (722′)	1500m
B			135	2860′ (862′)	1600m
C	RVR 1500m	CMV 2300m	180	3280′(1282′)	2400m
D			205	3620′(1622′)	3600m

CIRCLE-TO-LAND

CHANGES: FAF. Distances to IAFs added.

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ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 27 MAR 15 Eff 2 Apr (13-4)

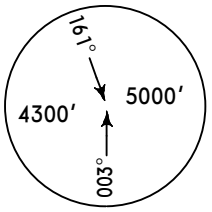
MADRID, SPAIN
VOR Rwy 32R

BRIEFING STRIP™

D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground frequencies refer to 10-9
118.250	127.1	127.5	128.7	134.950	118.975	

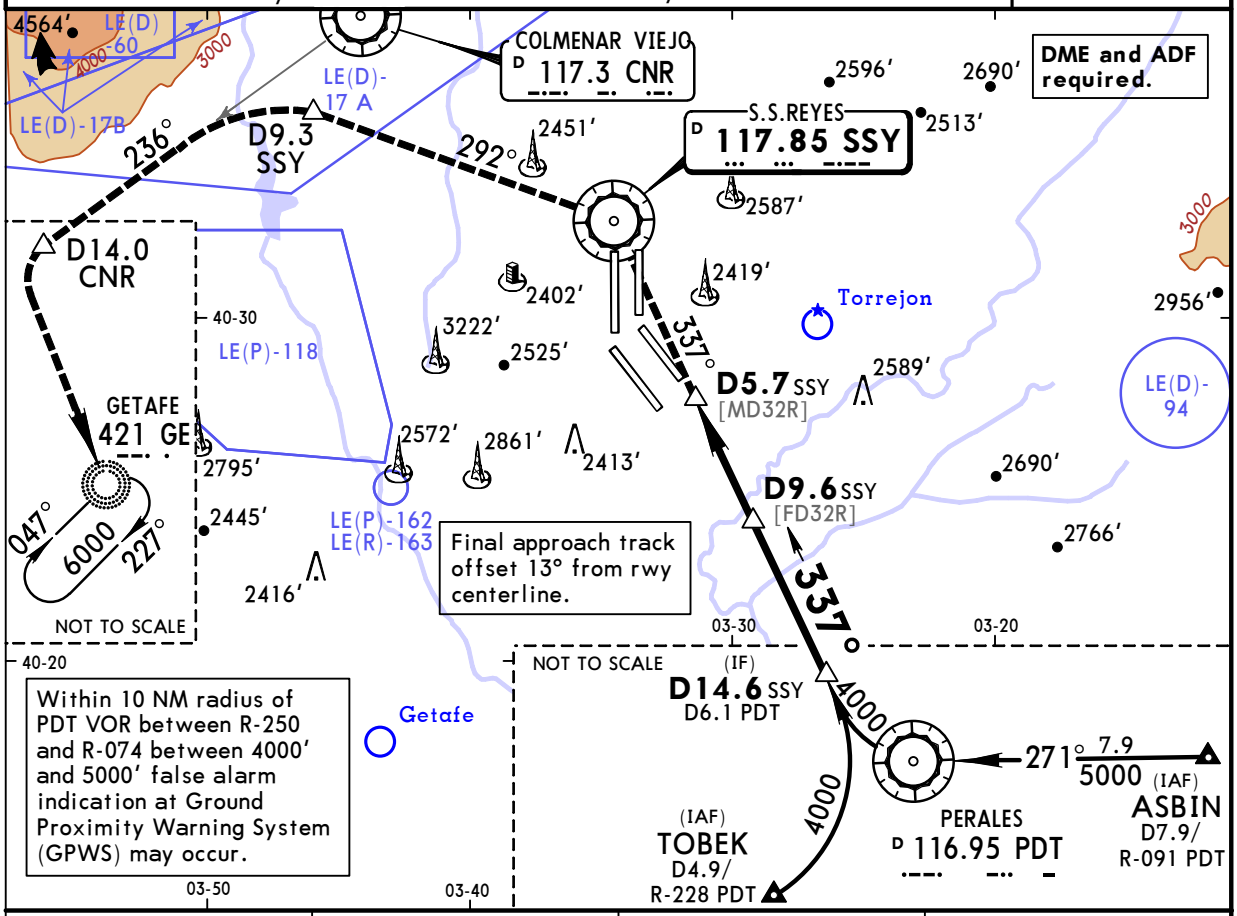
VOR SSY	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 1998′
117.85	337°	D9.6 SSY 3400′ (1514′)	2490′ (604′)	RWY 1886′

MISSED APCH: Climb to SSY VOR, then turn LEFT (MAX 185 KT) to intercept R-292 SSY to D9.3 SSY at or above 4500′. Turn LEFT (MAX 220 KT) to intercept R-236 CNR. Cross D14.0 CNR at 6000′, then turn LEFT (MAX 220 KT) to GE NDB to join holding at 6000′. Do not climb above 6000′.

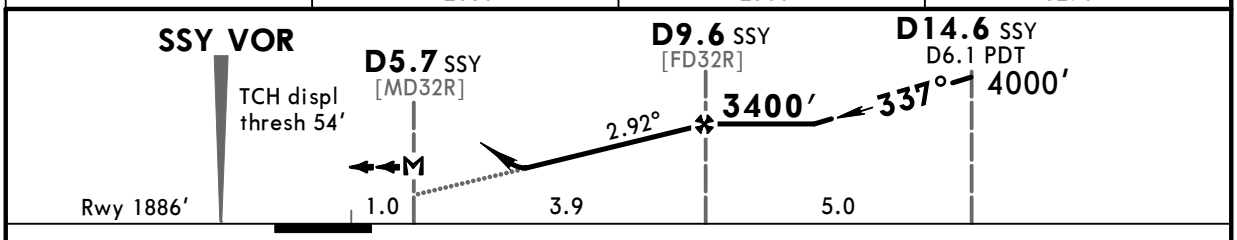


MSA PDT VOR

Alt Set: hPa | Rwy Elev: 67 hPa | Trans level: By ATC | Trans alt: 13000′



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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.92°	362	465	517	620	723	826
MAP at D5.7 SSY							

HIALS-II PAPI PAPI SSY 117.85

PANS OPS

Standard STRAIGHT-IN LANDING RWY **32R**

DA(H) **2490′** (604′)

	ALS out		Max Kts	MDA(H)	VIS
A	RVR 1500m		100	2720′ (722′)	1500m
B			135	2860′ (862′)	1600m
C	CMV 2100m	CMV 2800m	180	3280′ (1282′)	2800m
D			205	3620′ (1622′)	3600m

CIRCLE-TO-LAND

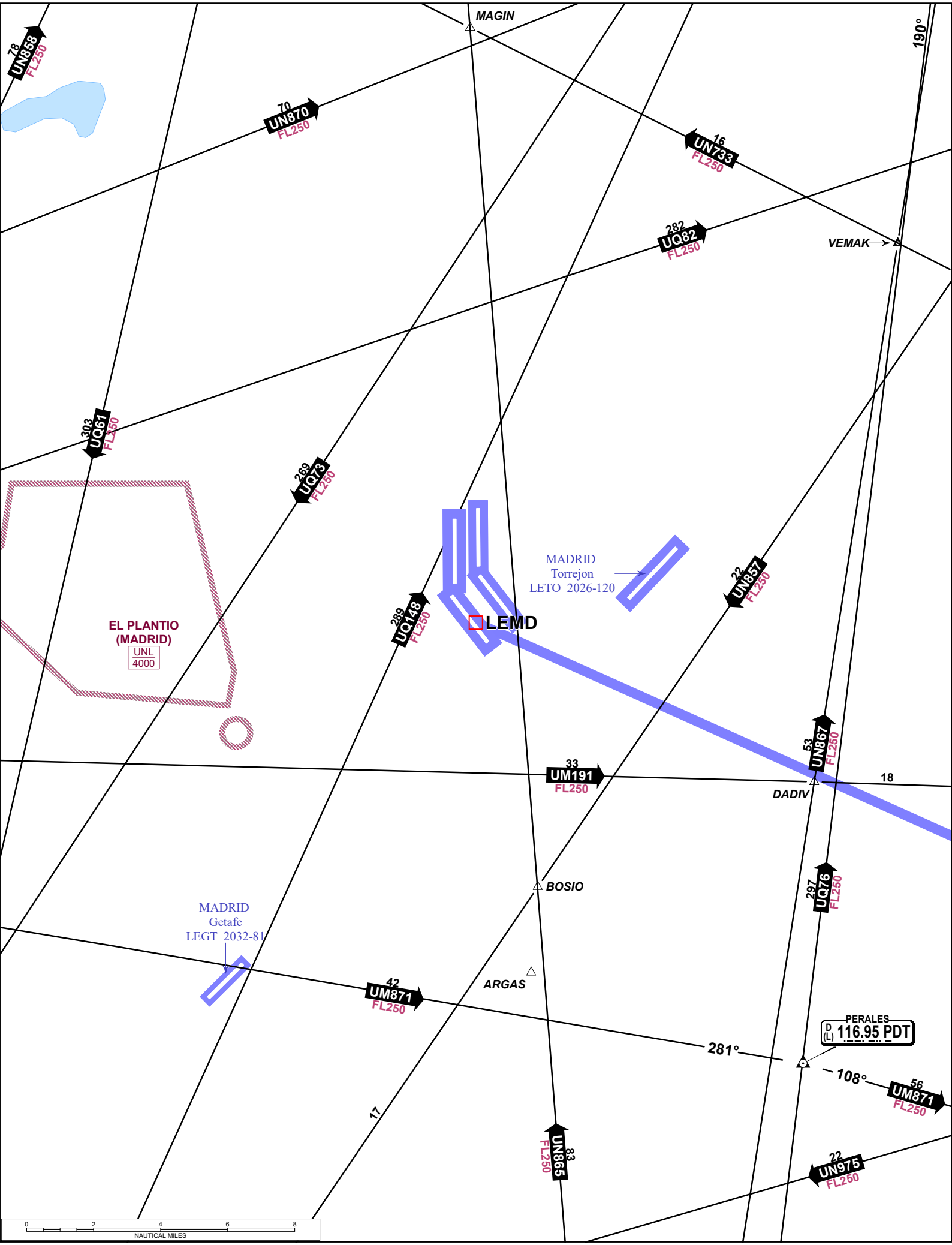
CHANGES: Distances to IAFs added.

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

NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 08 Sep 2015

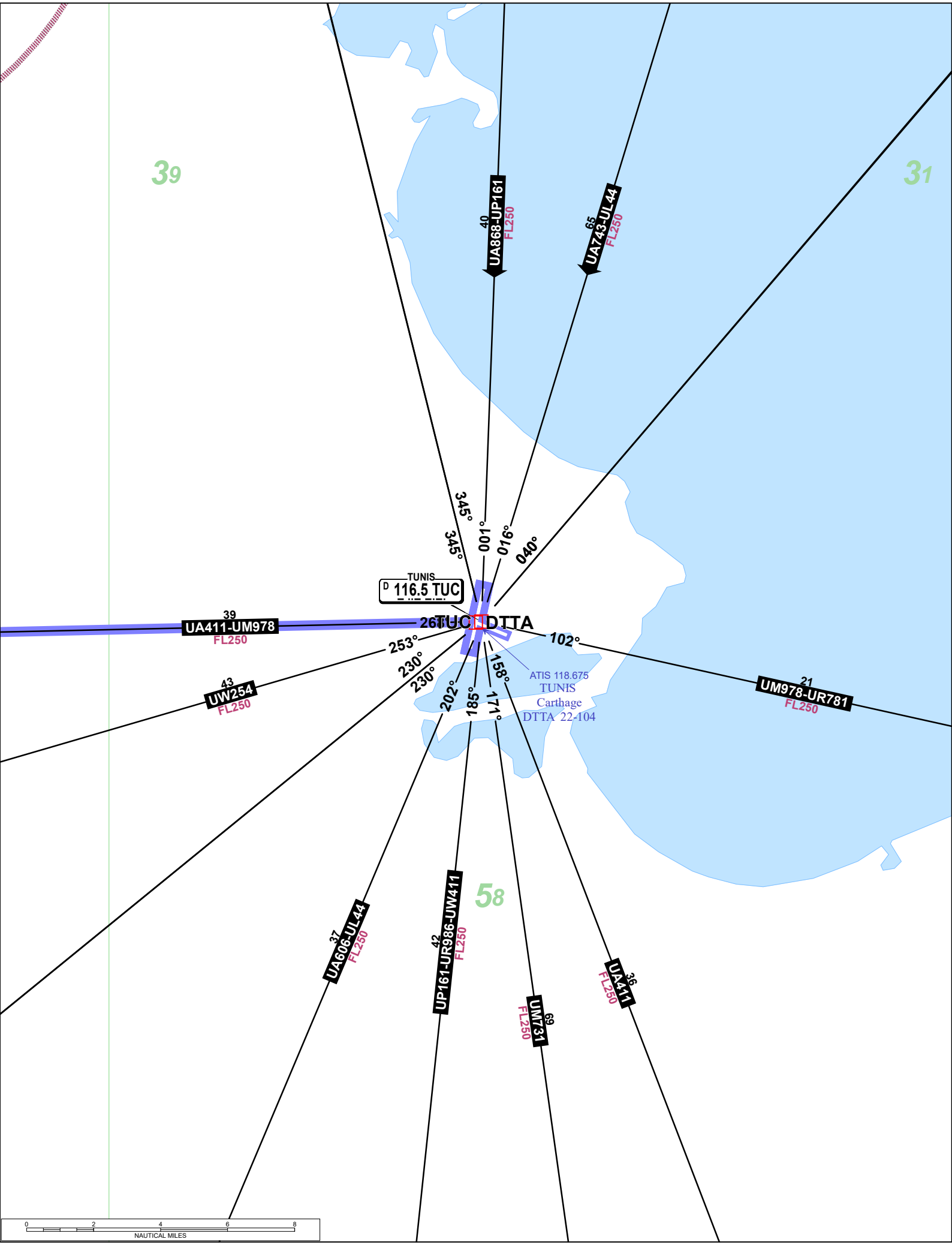
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DESTINATION (LEMD -> DTTA): DTTA (Carthage)
NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 08 Sep 2015

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LEMD -> DTTA (Page 1 of 1)
NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:9430424 (1 inch = 129.34 naut mi). Printed on 08 Sep 2015

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1. GENERAL

1.1. ATIS

ATIS Arrival 118.25
ATIS Departure 130.85

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

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

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

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

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

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

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

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

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

1.2.2. PREFERENTIAL RWYS

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

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

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

Between 0700 and 2300LT

Preferential: North Configuration

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

Non-preferential: South Configuration

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

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1. GENERAL

Between 2300 and 0700LT

Preferential: North Configuration

- Arrivals: 32R
- Departures: 36L.

Non-preferential: South Configuration

- Arrivals: 18L
- Departures: 14L.

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

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

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

ATIS messages shall broadcast configuration in use information.

1.2.3. RUN-UP TESTS

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

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

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

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

1.2.4. NIGHT OPERATING RESTRICTION DUE TO NOISE QUOTA

1.2.4.1. OPERATING RESTRICTIONS

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

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

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

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

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2. ARRIVAL

Terminal 4	
Follow ATC instructions to leave RWY. 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 WI6. 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 N10.

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2. ARRIVAL

2.5.1.2. SOUTH CONFIGURATION

From RWY 18L to:	
Terminal 1, 2 or 3	
Y5 to AY to BY13 to M34 until M12 or 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 WI6. 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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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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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.

If the ACFT has already received a taxiing clearance, it shall continue along the assigned route to the clearance limit, taking special caution where it shall hold position and wait for the arrival of a Follow-me car to be guided to the assigned stand.

2.6. OTHER INFORMATION

2.6.1. PROCEDURE AGAINST OVERSHOOTING RWY CENTERLINE

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

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3. DEPARTURE

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

3.1.1. TARGET OFF-BLOCK TIME (TOBT)

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

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

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

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

3.1.2. TARGET START-UP APPROVAL TIME (TSAT)

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

ATC sequences the departures based on confirmed TOBT.

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

3.1.3. TARGET TAKE-OFF TIME (TTOT)

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

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

3.1.4. START-UP

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

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

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

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

3.1.5. PUSH-BACK

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

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

3.1.6. REGULATED FLIGHTS

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

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

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3. DEPARTURE

3.2. DE-ICING PROCEDURE

3.2.1. OPERATION ON DE-ICING AREAS

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

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

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

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

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

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

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

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

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

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

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

Type and registration of ACFT shall be mentioned.

3.2.2. PROHIBITIONS

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

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3. DEPARTURE

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

3.3.1. GENERAL

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

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

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

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

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

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

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

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

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

3.3.2. RAMP 5 & 6

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

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

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

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3. DEPARTURE

3.3.3. PUSH-BACK DIRECTIONS

STANDS	PUSH-BACK WITH NOSE TO
31 thru 34	SW
35	SE
36	NE
37	N
44, 45	N
70, 71	NE
72 thru 74	SW
80 thru 97, 100 thru 126	SE
131, 133	NE
135	SE
136 thru 162	NE
163	North Configuration: SW on TWY A6 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	S
T18	SE
T19 thru T21	SE
T22 thru T25	NW
T26, T27	N
T28, T29	SE
T30 thru T35	N
T36 thru T40	E

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3. DEPARTURE

3.3.4. STANDARD TAXI ROUTES

3.3.4.1. NORTH CONFIGURATION

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

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3. DEPARTURE

To RWY 36L from: (cont'd)	
Terminal 4 (cont'd)	
R-11:	Stands 342 thru 346: DI4 to R4, then standard route. 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.
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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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 144 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 or EC2 to EC7 to N12 to N13 to Y2.
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 or EC2 to EC7 to N12 to N13 to Y2.
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 or EC6 to EC7 to N12 to N13 to Y2.
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.
Stands 22 thru 27: M8 to G1 to A8 until A10, then standard route.	
R-2:	I8 or I9 to Gate 2 to G2 to A9 to A10, then standard route.
R-1:	Stands 7 thru 9: Straight to M10 to G5 to A11 to A12 to RWY holding position LA/LB. Stands 10 thru 13 and T22 thru T29: I9 or I10 to Gate 4 to G4 to A10, then standard route. Stands T30 thru T40: I12 to I11 to Gate 6 (transfer point) to A12 to RWY holding position LA/LB.
R-0:	Stands 1 thru 5: I11 to Gate 6 (transfer point) to A12 to RWY holding position LA/LB. Stand 6: Straight to G5 to A11 to A12 to RWY holding position LA/LB.

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3. DEPARTURE

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

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3. DEPARTURE

3.3.5. COMMUNICATION FAILURE

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

3.4. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4 Noise Abatement Charts.

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, IL96, L101, MD11, SBR1, T134, YK42.

South Configuration

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

3.5. RWY OPERATIONS

3.5.1. MINIMUM RWY OCCUPANCY TIME

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

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1. GENERAL

1.3. LOW VISIBILITY PROCEDURES

1.3.1. GENERAL

Low Visibility Procedure will be in force when:

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

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

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

Low Visibility Procedure will be cancelled when:

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

Apron
- VIS is higher than 400m.

1.3.2. ARRIVAL

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

Landing RWY	Exit
18L	Y5, Y4, Y3 (traffic intending to vacate via Y3 shall notify ATC as soon as possible)
18R	Z10, Z8, Z7
32L	L5, L4, L3, L2 (for arrivals to Terminal 4 prefer L2 and L4.)
32R	K5, K4, K3 (traffic intending to vacate via K3 shall notify ATC as soon as possible)

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

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

1.3.3. DEPARTURE

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

Unless otherwise instructed:

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

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1. GENERAL

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

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

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

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

Select STBY when ACFT is fully parked.

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

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

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

1.5. TAXI PROCEDURES

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

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

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

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

Limited to MAX ACFT with code letter D for:
- TWYs DI3, DI4, I8 thru I11 (except TWY I9 section between service road SV7 and Gate 3), Gate 4 and Gate 5.
- TWY I11 (except segment between stands 1 thru 5, which is limited to MAX wingspan 125'/38m).

Limited to MAX ACFT with code letter E for:
- TWYs A1 thru A17, I8 and I9 section between Gate 2 and service road SV7, E1 thru E4, F1 thru F4, M1 thru M17, M27 thru M34, Gate 1, Gate 2 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, EC6, EC8, EC9, KA8.

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

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1. GENERAL

In case of any doubt about the position of the ACFT or in case of difficulties, stop, notify (including last known position) ATC or the Apron Management Service (SDP) in its responsibility area and request Follow-me car. If in doubt about the ACFT position relative to the manoeuvring area but recognizing that the ACFT is on a RWY, notify ATC immediately including the last known position. If an appropriate nearby TWY can be located, vacate the RWY as soon as possible and afterwards stop the ACFT, or as directed.

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

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

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

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

1.5.1. NO ENTRIES

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

1.6. PARKING INFORMATION

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

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

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

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

1.6.1. RAMP 5 & 6

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

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

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

1.7. OTHER INFORMATION

1.7.1. GENERAL

Birds.

1.7.2. WAKE VORTEX CATEGORIES

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

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

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2. ARRIVAL

2.1. SPEED RESTRICTIONS

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

RWY 18L/18R		
POSITION	**SPEED**	**ALTITUDE**
TAGOM or equivalent position	220 KT	10,000'
LALPI or equivalent position	220 KT	11,000' or above
When intercepting LOC	200 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
When intercepting LOC	200 KT	-
6 DME ILS or equivalent position	160 KT	-
4 DME ILS or equivalent position	160 KT	-

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

2.1.1. ADJUSTMENT OF VERTICAL SPEED IN MADRID TMA

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

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. GENERAL

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

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

South Configuration

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

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

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

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

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2. ARRIVAL

2.2.2. REVERSE THRUST

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

2.3. CAT II/III OPERATIONS

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

2.4. RWY OPERATIONS

2.4.1. MINIMUM REDUCED SEPARATION ON THE SAME RWY

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

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

These minimums will be applied only under the following conditions:

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

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

2.4.2. MINIMUM RWY OCCUPANCY TIME

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

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

North Configuration

RWY	Rapid Exit	ACFT	Dist from THR	TWY
32L	L7 [1]	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

[1] HSTIL-L7 will automatically turn-off when RVR below 800m.

South Configuration

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

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2. ARRIVAL

2.5. TAXI PROCEDURES

2.5.1. STANDARD TAXI ROUTES

2.5.1.1. NORTH CONFIGURATION

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

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2. ARRIVAL

From RWY 32L to:	
Terminal 4	
Follow ATC instructions to leave by the LEFT of RWY. Standard route: L7, L5 or L3 to TWY A, incorporate to TWY M by the first possible TWY, follow to TWY M13 to J3 (transfer point J3-2).	
R-10:	Stands 364 thru 374: Standard route to J4 to D1 to D2 to D3. Stands 372 thru 377: Standard route to J4 to D1 to D2. Stand 378: Standard route to J4 to J5. Stands 380 thru 394: Standard route to J4 until J6. Stands 444 and 446: Standard route to J4 to D1 until D3 to R4 to X3. Stand 448: Standard route to J4 to D1 to D2 to S4 to X2.
R-11:	Stands 342 thru 362: Standard route to J4 to D1 until D4. Stands 430 and 432: Standard route to J4 to D1 until D5 to W4 to X5 to X4. Stands 434 thru 442: Standard route to J4 to D1 until D3 to R4 to X3.
R-12:	Stands 300 thru 312: Standard route to J4 to D1 until D5 to W5 to WI6. Stands 320 thru 329: Standard route to J4 to D1 until D5 to W5. Stands 330 thru 340: Standard route to J4 to D1 until D4. Stands 420 thru 428: Standard route to J4 to D1 until D5 to W4 to X5 to X4.
R-13:	Stands 400 thru 411: Standard route to J4 to D1 until D5 to W5. Stands 412 thru 419: Standard route to J4 to D1 until D5 to W5 to WN1 to WA.
Terminal 4S	
Follow ATC instructions to leave to the RIGHT side of RWY. Standard route: L4 to L42 to L2 to B1 or L2 to B1.	
R-20:	Stands 568 thru 580: Standard route to M21 until M24 to EB2. Stands 582 thru 586: Standard route to M21 to EA2. Stands 620 thru 628: Standard route to M21 until M27.
R-21:	Stands 556 thru 566: Standard route to M21 until M23 to EB2 to EB6. Stands 608 thru 618: Standard route to M21 until M30.
R-22:	Stands 540 thru 554: Standard route to M21 until M23 to EB2 to EB6. Stands 600 thru 606: Standard route to M21 until M31.
R-23:	Stands 500 thru 526: Standard route to B2 until B5 to Gate 13 to EA5. Stands 528 thru 530: Standard route to B2 until B5 to Gate 13. Stands 532 thru 536: Standard route to B1 until B9 to EA7 to EA6. Stand 538: Standard route to B1 until B9 to EA7 to N10.
From RWY 32R to:	
Terminal 1, 2 or 3	
K5 to KA4 to KA3 to KB2 to TWY A to TWY A10 or K5 to KA4 to KC3 to KC2 to TWY A to TWY A10 or K4 to KC3 to KC2 to TWY A to TWY A10 or K3 to KB2 to TWY A to TWY A10, then same route as for RWY 32L.	

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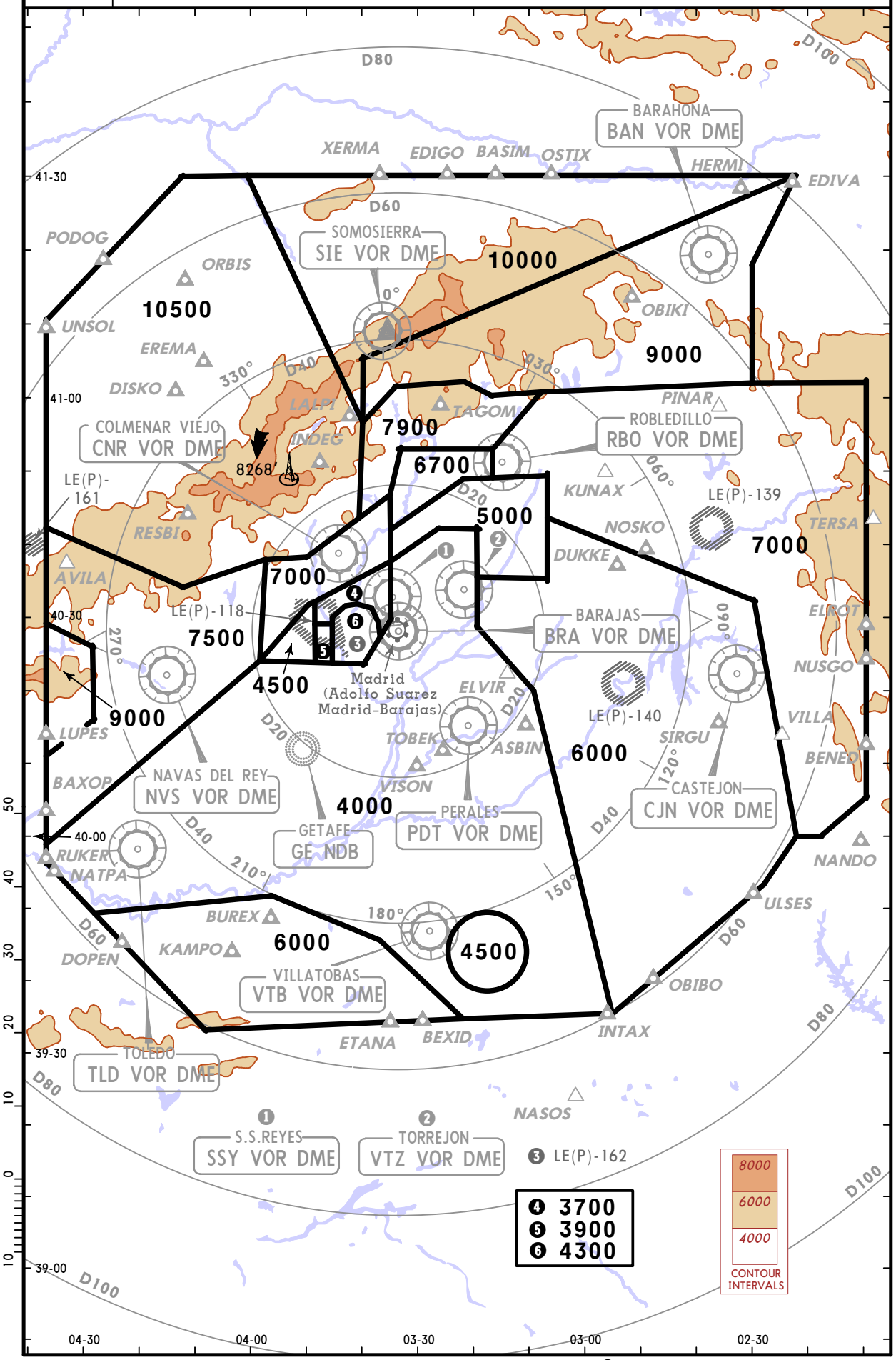
LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN
30 MAY 14 (10-1R)

MADRID, SPAIN
RADAR MINIMUM ALTITUDES

Apt Elev 1998'

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



CHANGES: Sectors & sector altitudes; Apt name.

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MADRID, SPAIN

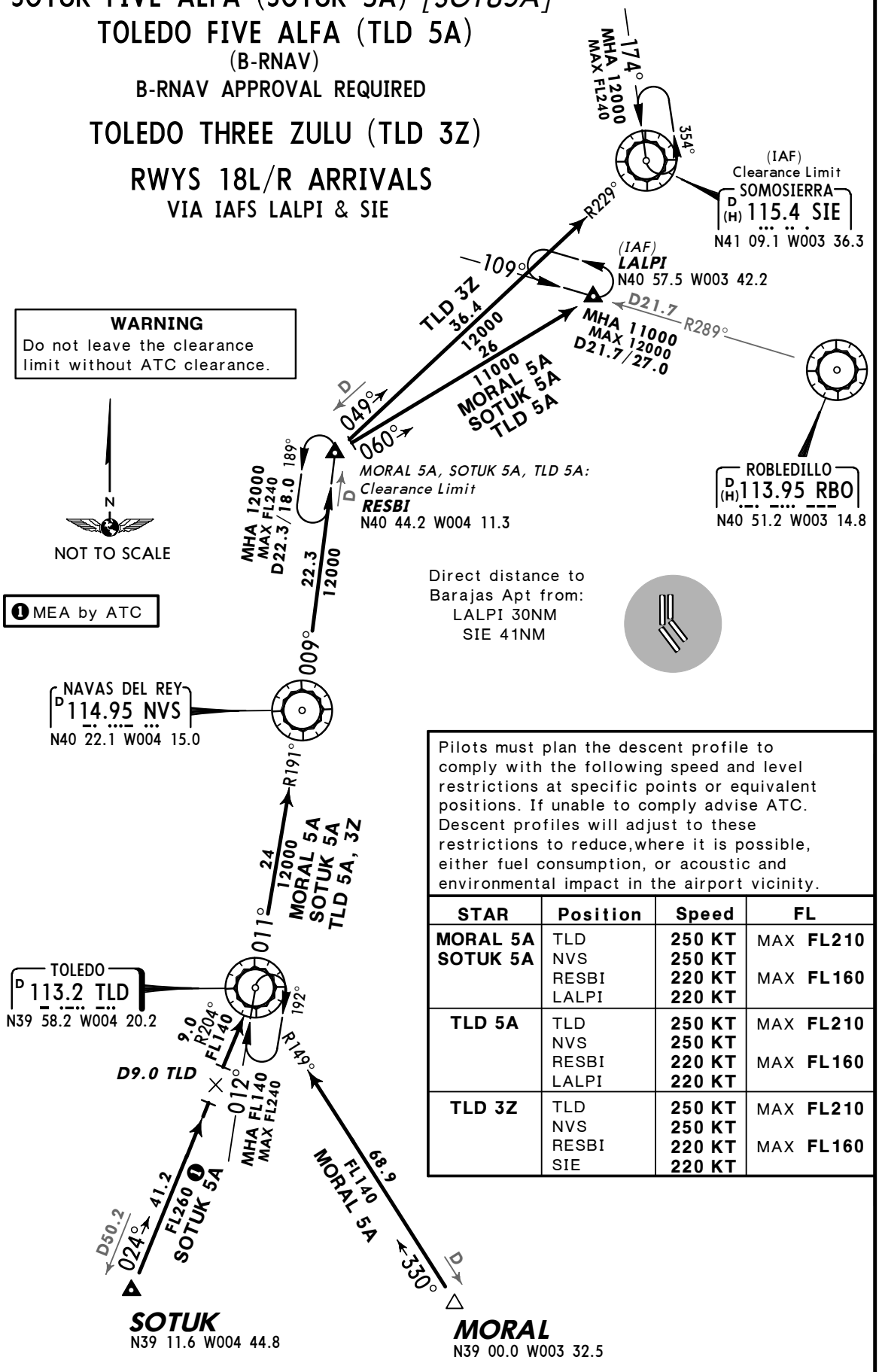
STAR

ATIS	Apt Elev	Alt Set: hPa	Trans level: By ATC	Trans alt: 13000′
118.25	1998′			

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

TOLEDO THREE ZULU (TLD 3Z)

RWYS 18L/R ARRIVALS
VIA IAFS LALPI & SIE



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

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

CHANGES: STAR ROLDO 5A withdrawn.

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LEMD/MAD BARAJAS

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

MADRID, SPAIN

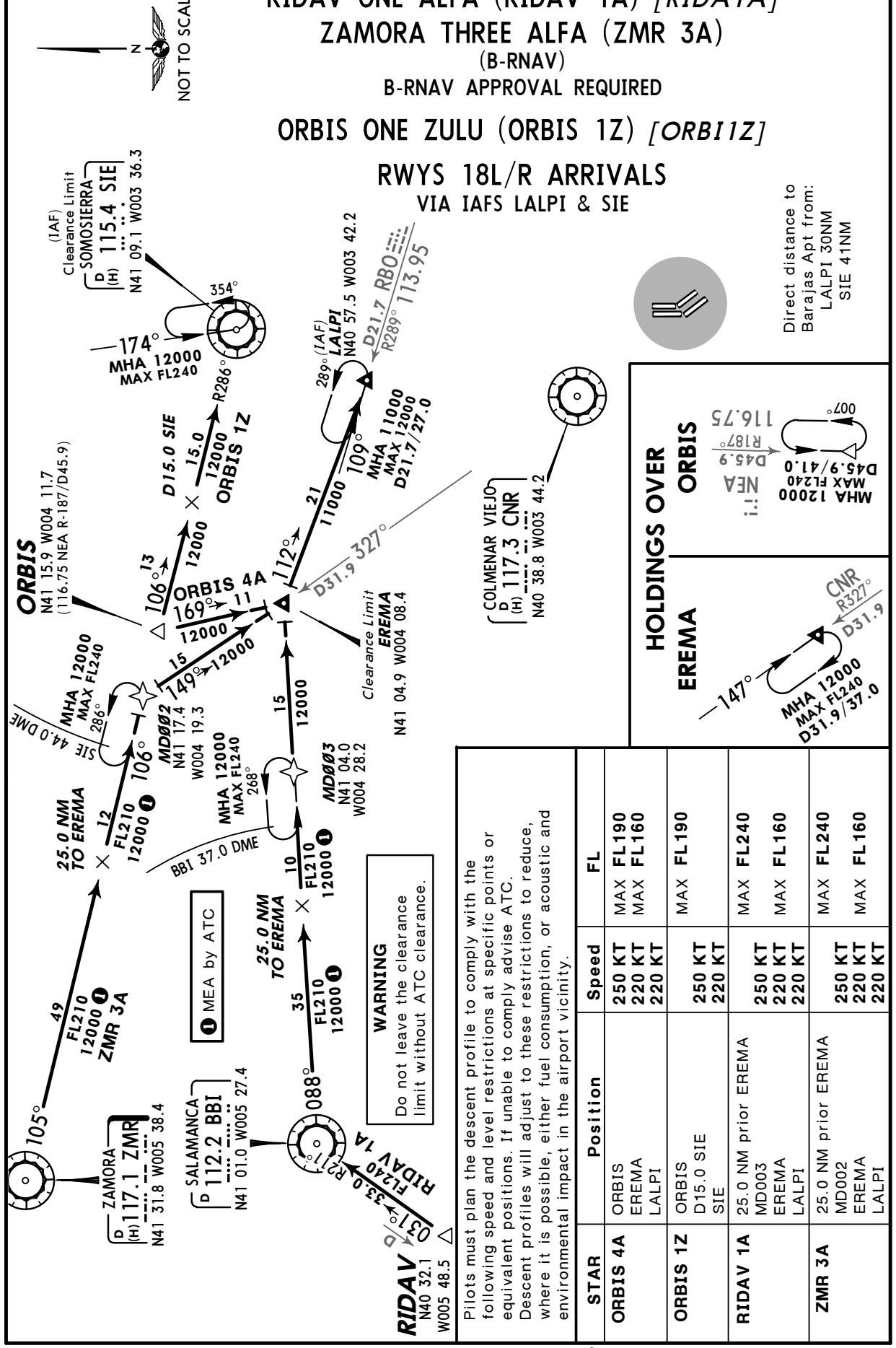
STAR

ATIS	Apt Elev	Alt Set: hPa	Trans level: By ATC	Trans alt: 13000′
118.25	1998′			

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

ORBIS ONE ZULU (ORBIS 1Z) *[ORBI1Z]*

RWYS 18L/R ARRIVALS
VIA IAFS LALPI & SIE



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

STAR	Position	Speed	FL
ORBIS 4A	ORBIS	250 KT	MAX FL190
	EREMA	220 KT	MAX FL160
	LALPI	220 KT	
ORBIS 1Z	ORBIS	250 KT	MAX FL190
	D15.0 SIE	220 KT	
	SIE		
RIDAV 1A	25.0 NM prior EREMA	250 KT	MAX FL240
	MD003	220 KT	
	EREMA	220 KT	MAX FL160
	LALPI		
ZMR 3A	25.0 NM prior EREMA	250 KT	MAX FL240
	MD002	220 KT	
	EREMA	220 KT	MAX FL160
	LALPI		

CHANGES: None.

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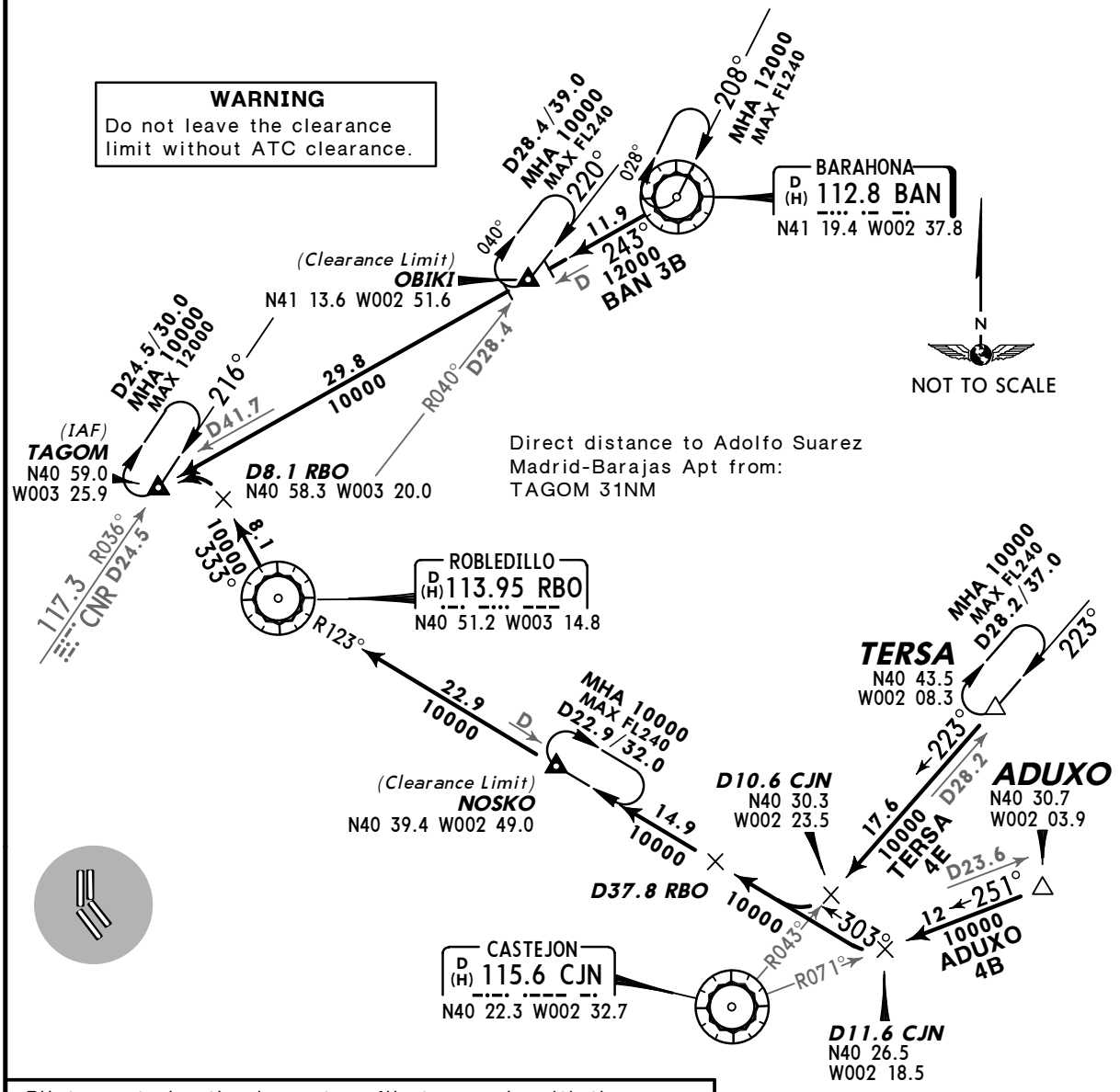
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LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

MADRID, SPAIN
STAR

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

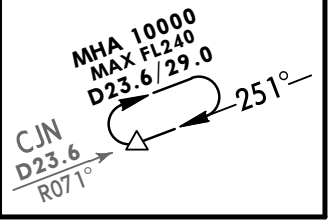
ADUXO FOUR BRAVO (ADUXO 4B) *[ADUX4B]*
BARAHONA THREE BRAVO (BAN 3B)
TERSA FOUR ECHO (TERSA 4E) *[TERS4E]*
RWYS 18L/R ARRIVALS
VIA IAF TAGOM



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

STAR	Position	Speed	FL/Altitude
ADUXO 4B	ADUXO		MAX **FL210**
	D37.8 RBO	**250 KT**	
	NOSKO	**220 KT**	MAX **FL160**
	TAGOM	**220 KT**	**10000′**
BAN 3B	BAN	**250 KT**	MAX **FL190**
	OBIKI	**220 KT**	MAX **FL160**
	TAGOM	**220 KT**	**10000′**
TERSA 4E	TERSA		MAX **FL210**
	D37.8 RBO	**250 KT**	
	NOSKO	**220 KT**	MAX **FL160**
	TAGOM	**220 KT**	**10000′**

HOLDING OVER ADUXO



CHANGES: Reissue.

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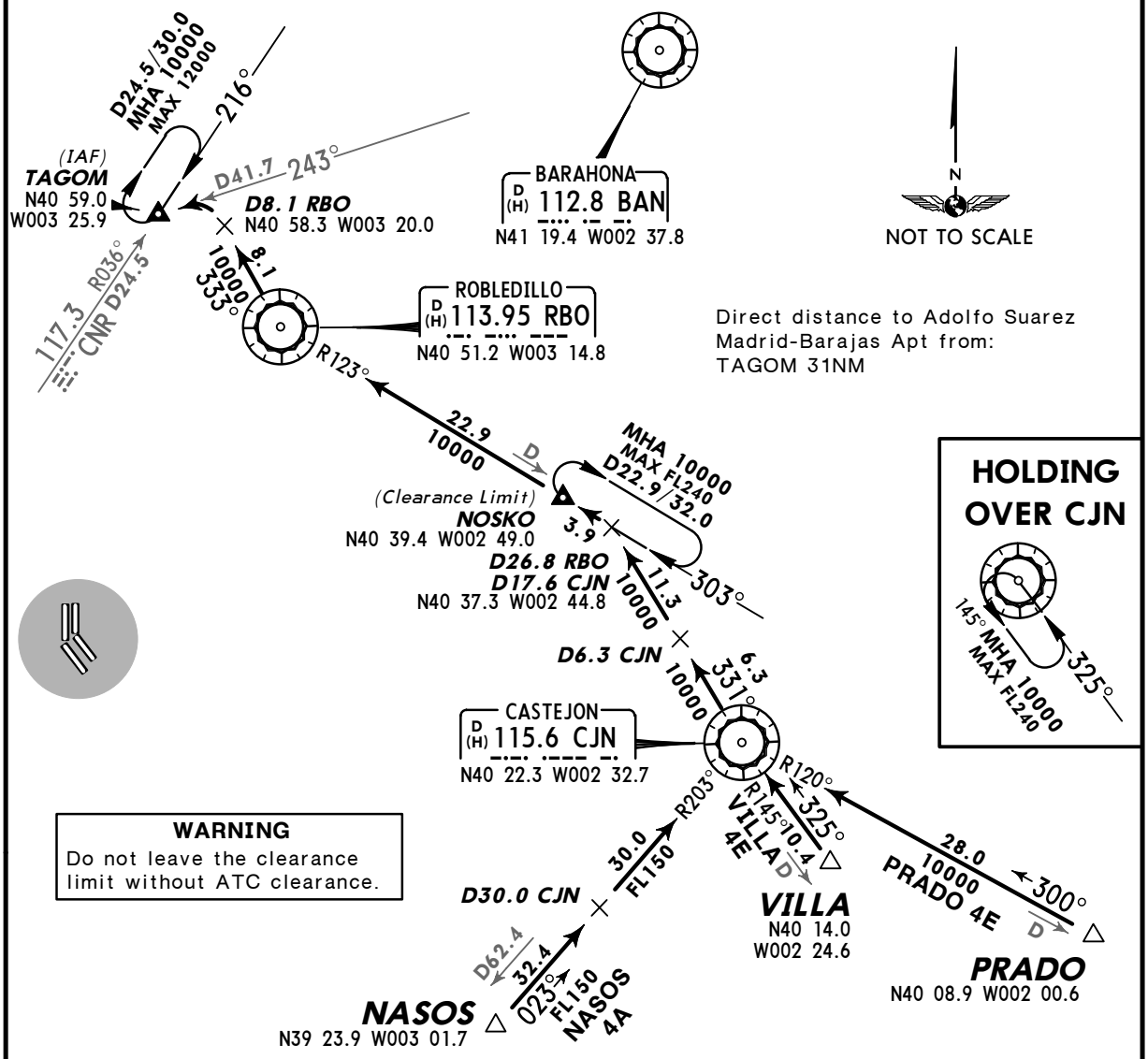
LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
19 DEC 14 (10-2C)

MADRID, SPAIN
STAR

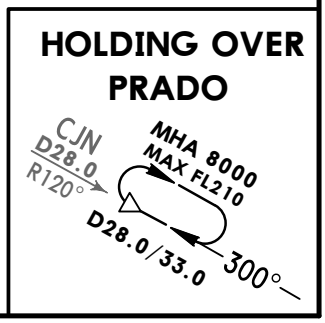
D-ATIS	Apt Elev	
118.25	1998′	Alt Set: hPa Trans level: By ATC Trans alt: 13000′

NASOS FOUR ALFA (NASOS 4A) *[NASO4A]*
PRADO FOUR ECHO (PRADO 4E) *[PRAD4E]*
VILLA FOUR ECHO (VILLA 4E) *[VILA4E]*
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 4A	D30.0 CJN		MAX **FL210**
	D6.3 CJN	**250 KT**	
	NOSKO	**220 KT**	MAX **FL160**
	TAGOM	**220 KT**	**10000′**
PRADO 4E	PRADO		MAX **FL210**
	D6.3 CJN	**250 KT**	
	NOSKO	**220 KT**	MAX **FL160**
	TAGOM	**220 KT**	**10000′**
VILLA 4E	VILLA		MAX **FL210**
	D6.3 CJN	**250 KT**	
	NOSKO	**220 KT**	MAX **FL160**
	TAGOM	**220 KT**	**10000′**



CHANGES: Reissue.

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LEMD/MAD BARAJAS

MADRID, SPAIN

STAR

ATIS	Apt Elev	
118.25	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.

ADUXO ONE DELTA (ADUXO 1D) *[ADUX1D]*

(B-RNAV)

B-RNAV APPROVAL REQUIRED

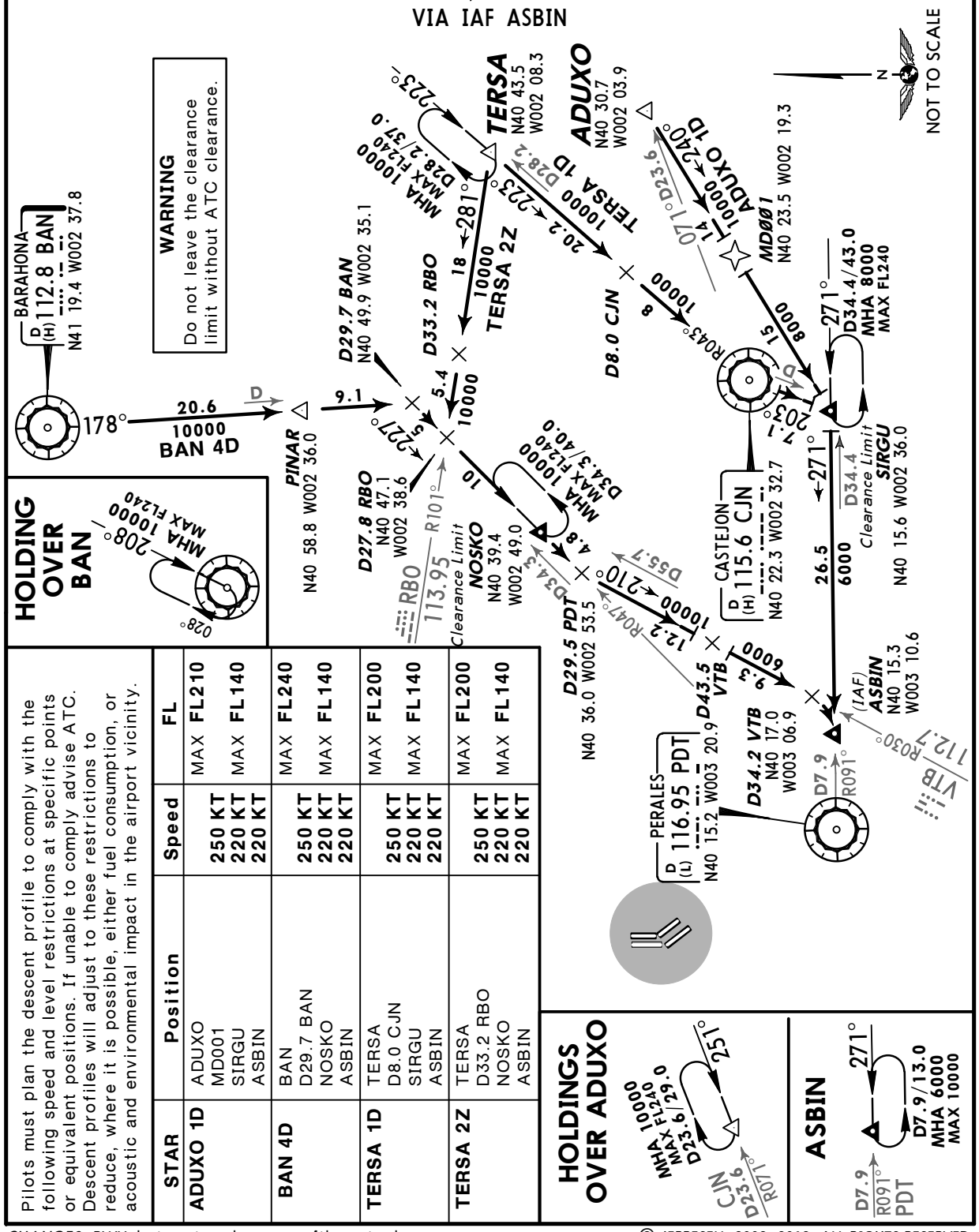
BARAHONA FOUR DELTA (BAN 4D)

TERSA ONE DELTA (TERSA 1D) *[TERS1D]*

TERSA TWO ZULU (TERSA 2Z) *[TERS2Z]*

RWYS 32L/R ARRIVALS

VIA IAF ASBIN



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

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

CHANGES: RWY designation; descent profile revised.

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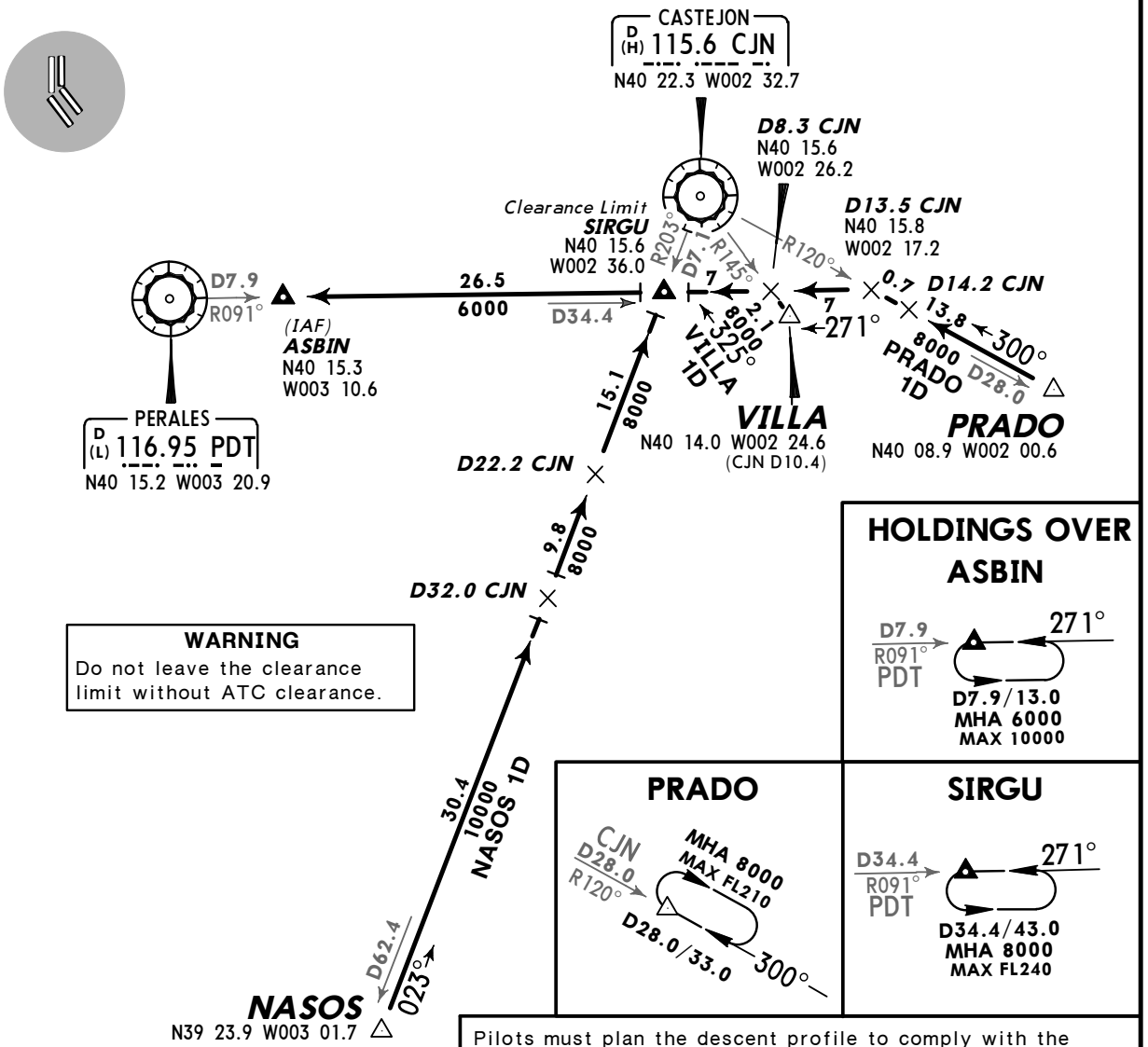
LEMD/MAD BARAJAS

MADRID, SPAIN

STAR

ATIS	Apt Elev	
118.25	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



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

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

CHANGES: RWY designation; descent profile revised.

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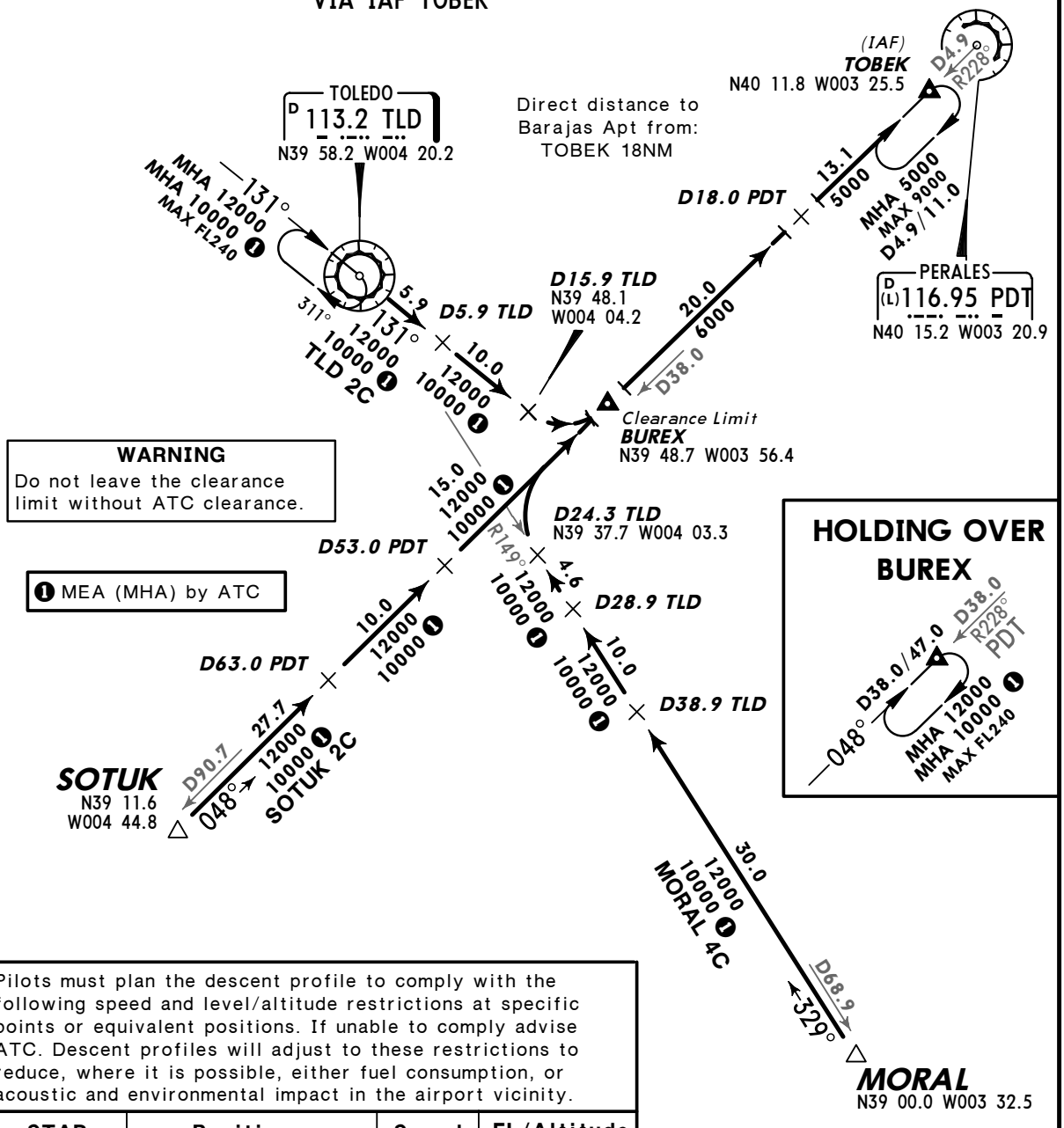
MADRID, SPAIN

STAR

ATIS	Apt Elev
118.25	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



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

STAR	Position	Speed	FL/Altitude
MORAL 4C	D38.9 TLD		MAX **FL210**
	D28.9 TLD	**250 KT**	
	BUREX	**220 KT**	MAX **FL140**
	TOBEK	**220 KT**	**5000′**
SOTUK 2C	D63.0 PDT		MAX **FL210**
	D53.0 PDT	**250 KT**	
	BUREX	**220 KT**	MAX **FL140**
	TOBEK	**220 KT**	**5000′**
TLD 2C	TLD		MAX **FL210**
	D5.9 TLD	**250 KT**	
	BUREX	**220 KT**	MAX **FL140**
	TOBEK	**220 KT**	**5000′**

CHANGES: STAR ROLDO 4C withdrawn.

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LEMD/MAD BARAJAS

MADRID, SPAIN

STAR

ATIS	Apt Elev	
118.25	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

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

STAR	Position	Speed	FL/Altitude
ORBIS 1C	ORBIS 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′

NOT TO SCALE

PERALES
D (L) 116.95 PDT
N40 15.2 W003 20.9

TOBEK (IAF)
N40 11.8 W003 25.5

D36.4 NVS
N40 10.7 W003 29.8

D18.0 PDT

Clearance Limit
BUREX
N39 48.7 W003 56.4

D15.9 TLD
N39 48.1 W004 04.2

TOLEDO
D 113.2 TLD
N39 58.2 W004 20.2

Clearance Limit
NAVAS DEL REY
D 114.95 NVS
N40 22.1 W004 15.0

Direct distance to Barajas Apt from: TOBEK 18NM

D15.0 NVS

D24.3 NVS

ORBIS
N41 15.9 W004 11.7

D30.0 NVS

AVILA
N40 37.5 W004 33.0

D15.0 NVS

D5.0 TLD

RIDAV
N40 32.1 W005 48.5

ZAMORA
D (H) 117.1 ZMR
N41 31.8 W005 38.4

HOLDING OVER BUREX

MEA (MHA) by ATC

WARNING
Do not leave the clearance limit without ATC clearance.

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LEMD/MAD BARAJAS

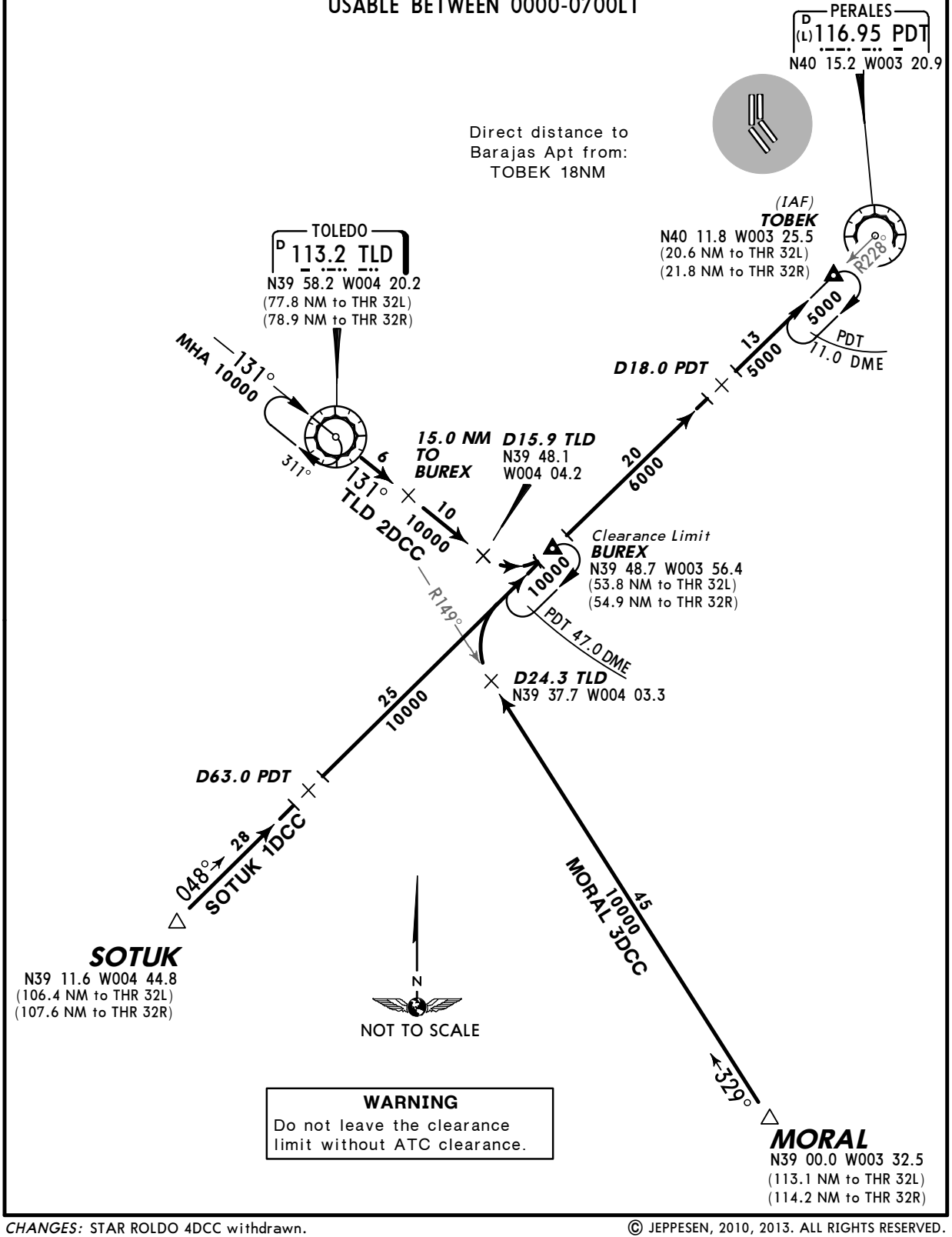
MADRID, SPAIN

STAR

ATIS	Apt Elev	
118.25	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



WARNING
Do not leave the clearance limit without ATC clearance.

CHANGES: STAR ROLDO 4DCC withdrawn.

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LEMD/MAD BARAJAS

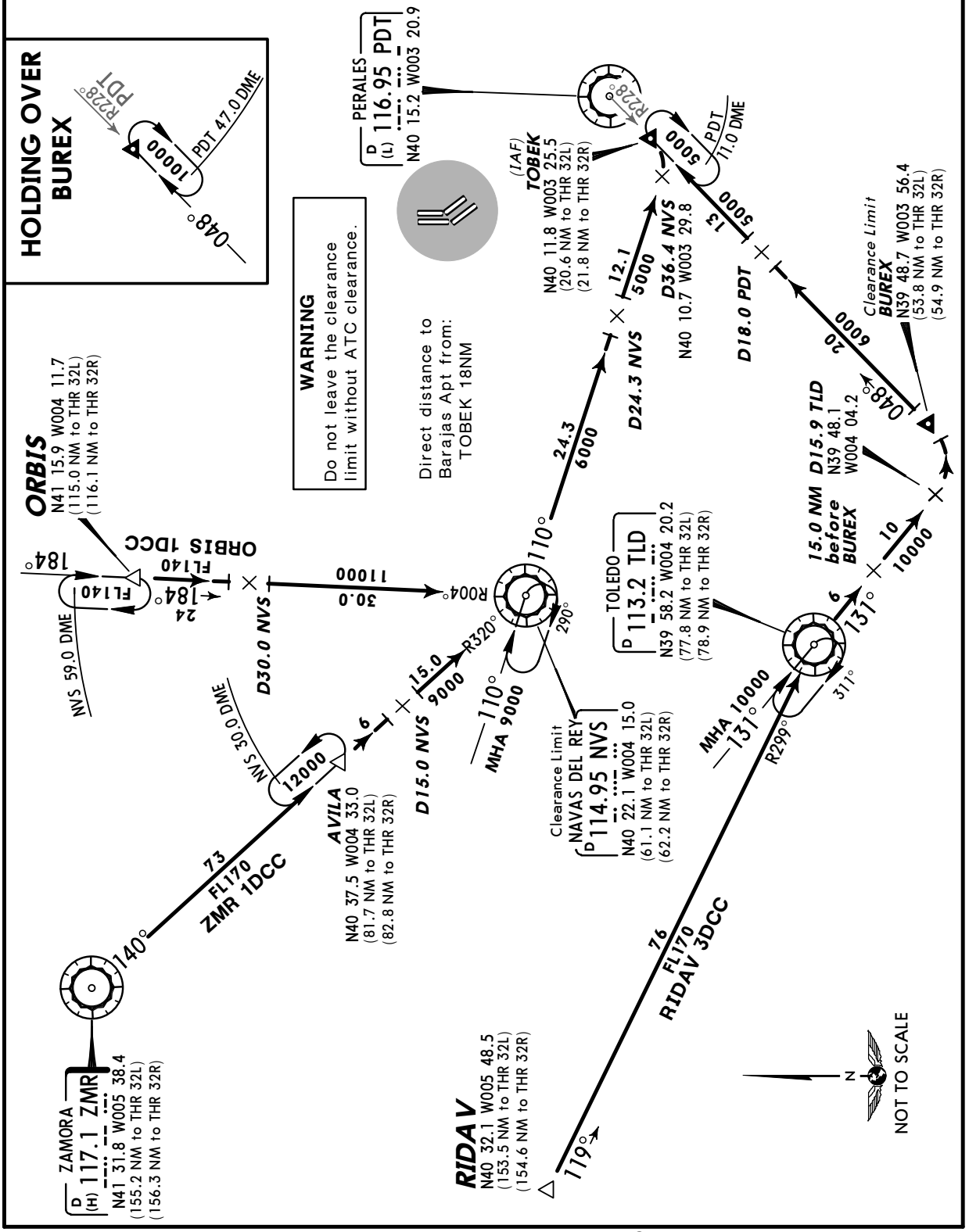
MADRID, SPAIN

STAR

ATIS	Apt Elev	
118.25	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 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



CHANGES: None.

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LEMD/MAD BARAJAS

MADRID, SPAIN

STAR

ATIS	Apt Elev	
118.25	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.

ADUXO ONE DELTA CHARLIE DELTA (ADUXO 1DCD) *[AD1DCD]*

(B-RNAV)

B-RNAV APPROVAL REQUIRED

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

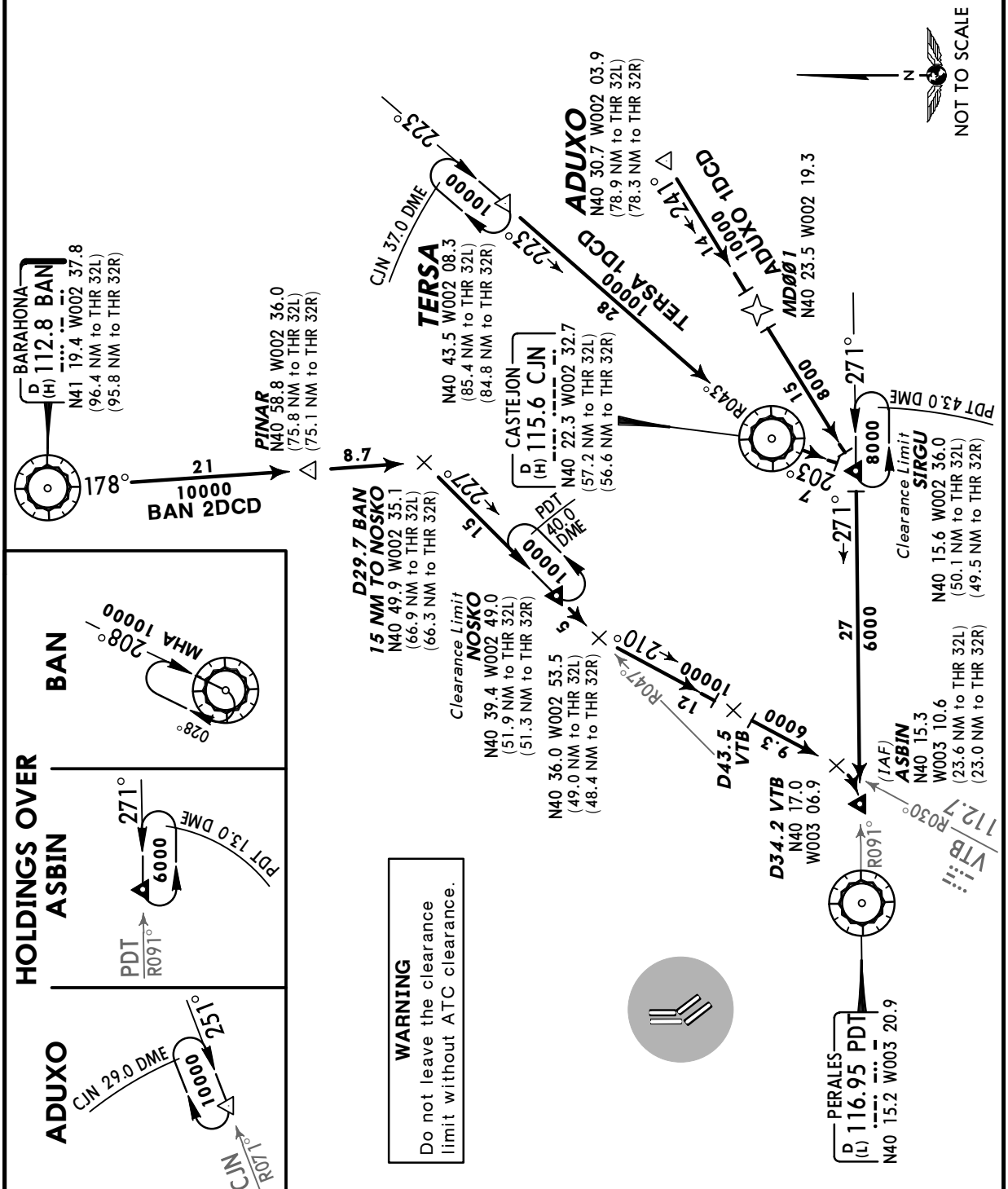
TERSA ONE DELTA CHARLIE DELTA (TERSA 1DCD) *[TE1DCD]*

RWYS 32L/R CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC

VIA IAF ASBIN

USABLE BETWEEN 0000LT-0700LT



CHANGES: RWY designation; STARs reindexed.

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LEMD/MAD BARAJAS

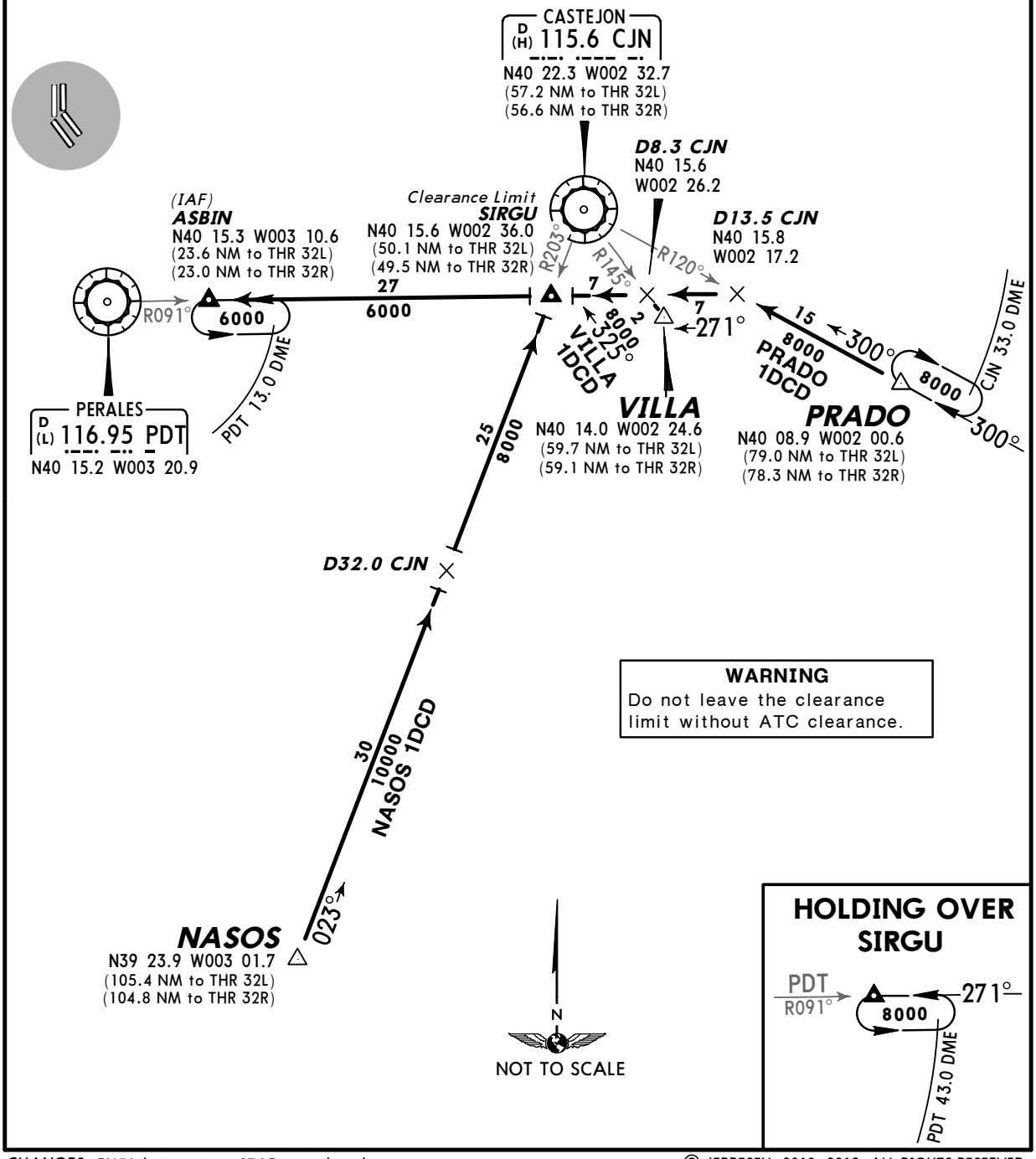
MADRID, SPAIN

STAR

ATIS	Apt Elev	
118.25	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



CHANGES: RWY designation; STARs reindexed.

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LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

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
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

FOR FURTHER SID DESIGNATION
REFER TO PAGE 10-3A

CHANGES: Revised.

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LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

MADRID, SPAIN
SID

SID DESIGNATION	REFER TO CHART
BARDI 1B, 1S, 1V	10-3M
BARDI 1X, 1Y	10-3N
BARDI 1N, 3W	10-3N1
CACERES 2B, 2S, 2V	10-3N2
CACERES 3W	10-3N3
CACERES 3N	10-3N4
CACERES 1X, 1Y	10-3N5
NANDO 1B	10-3N6
NANDO 2N	10-3P
NANDO 4R, 4W	10-3Q
NANDO 1UV, 1VX	10-3S
PINAR 2B	10-3T
PINAR 2N	10-3T1
PINAR 2R, 4W	10-3T2
PINAR 1UV, 1VX	10-3T3
ROBLEDILLO 1B	10-3T4
ROBLEDILLO 1N	10-3T5
ROBLEDILLO 1R, 3W	10-3U
ROBLEDILLO 1UV, 1VX	10-3V
SOMOSIERRA 2B	10-3V1
SOMOSIERRA 2L, 1NQ	10-3V2
SOMOSIERRA 1W, 1X	10-3V3
SOMOSIERRA 2S	10-3V4
SOMOSIERRA 2V	10-3V5
VILLATOBAS 1B, 2S, 1V	10-3V6
VILLATOBAS 1XE, 1YD	10-3V7
VILLATOBAS 2NF	10-3W
VILLATOBAS 1R, 5W	10-3X
ZAMORA 1BJ, 1SK, 1V	10-3X1
ZAMORA 2L, 1NZ, 1XN	10-3X2
ZAMORA 1W	10-3X3
CONTINGENCY DEPS	10-3X4

CHANGES: SIDs renumbered.

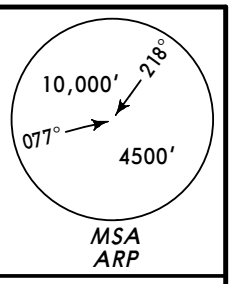
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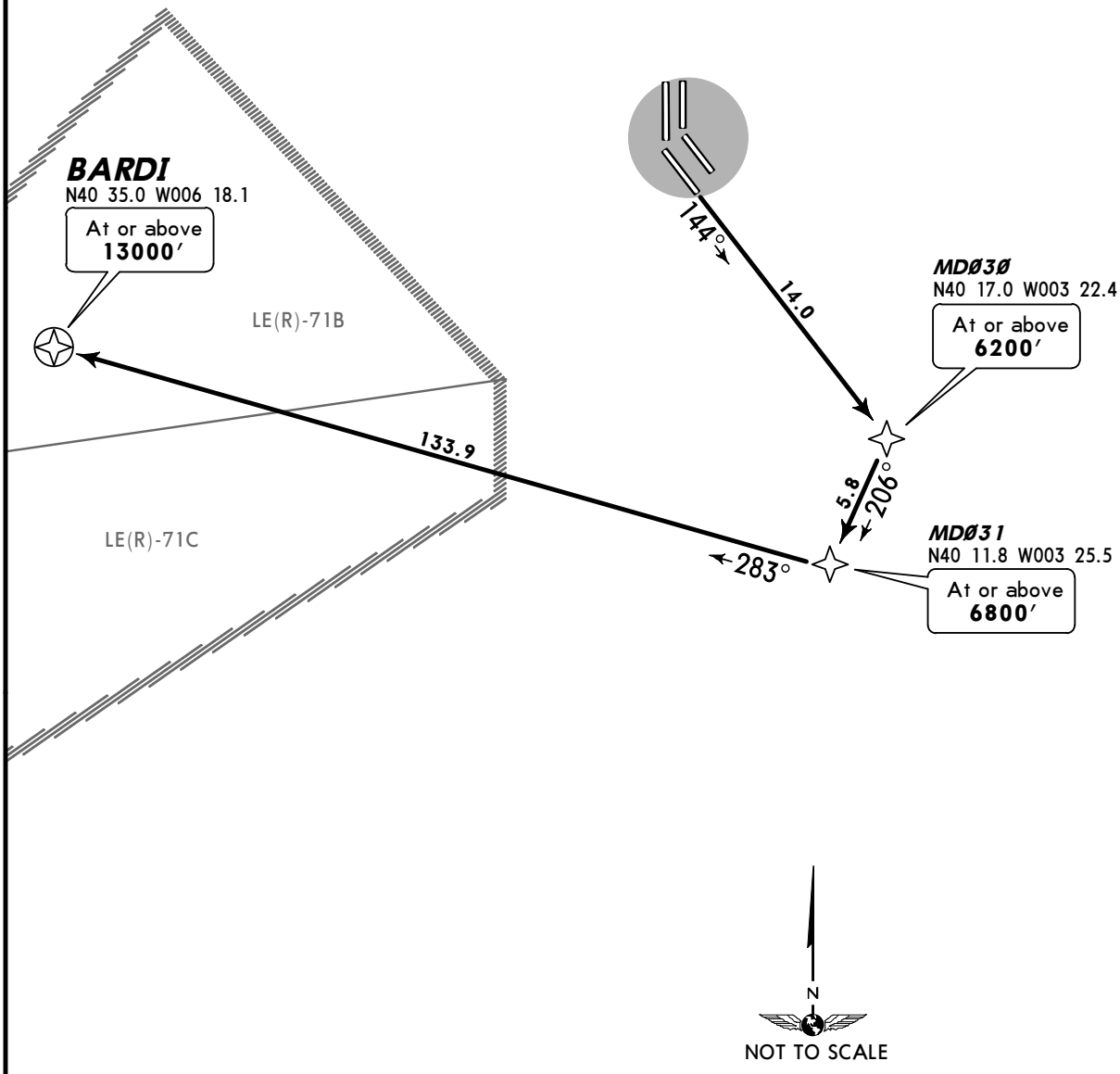
LEMD/MAD
BARAJAS

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

(2400′+) - MD030 (6200′+) - MD031 (6800′+) - BARDI (13000′+).

CHANGES: None.

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LEMD/MAD BARAJAS

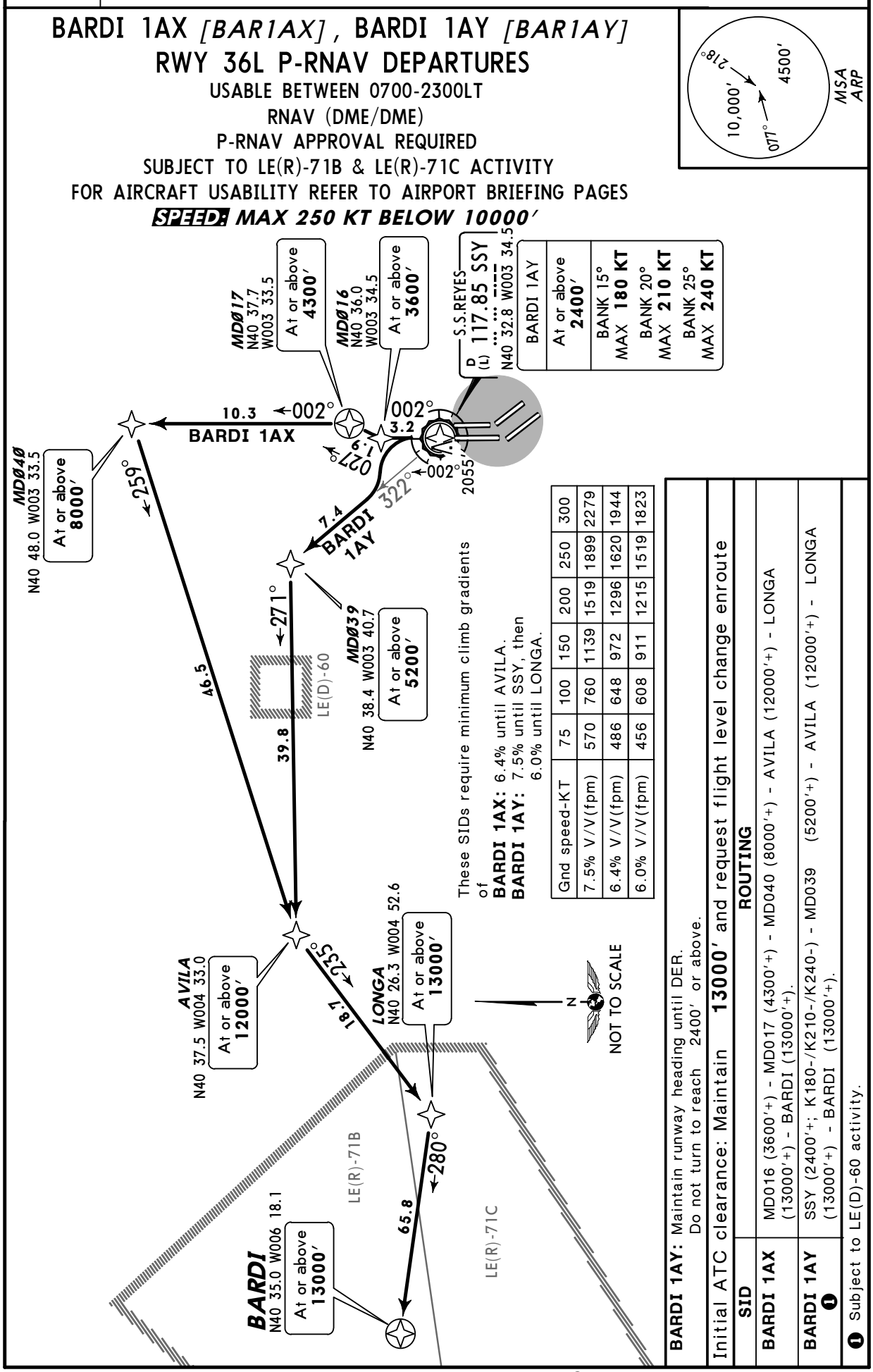
MADRID, SPAIN

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′



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

❶ Subject to LE(D)-60 activity.

CHANGES: RNAV SID availability.

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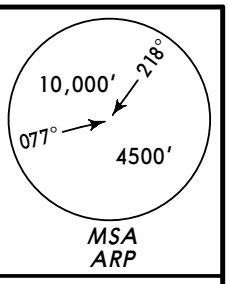
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LEMD/MAD BARAJAS

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

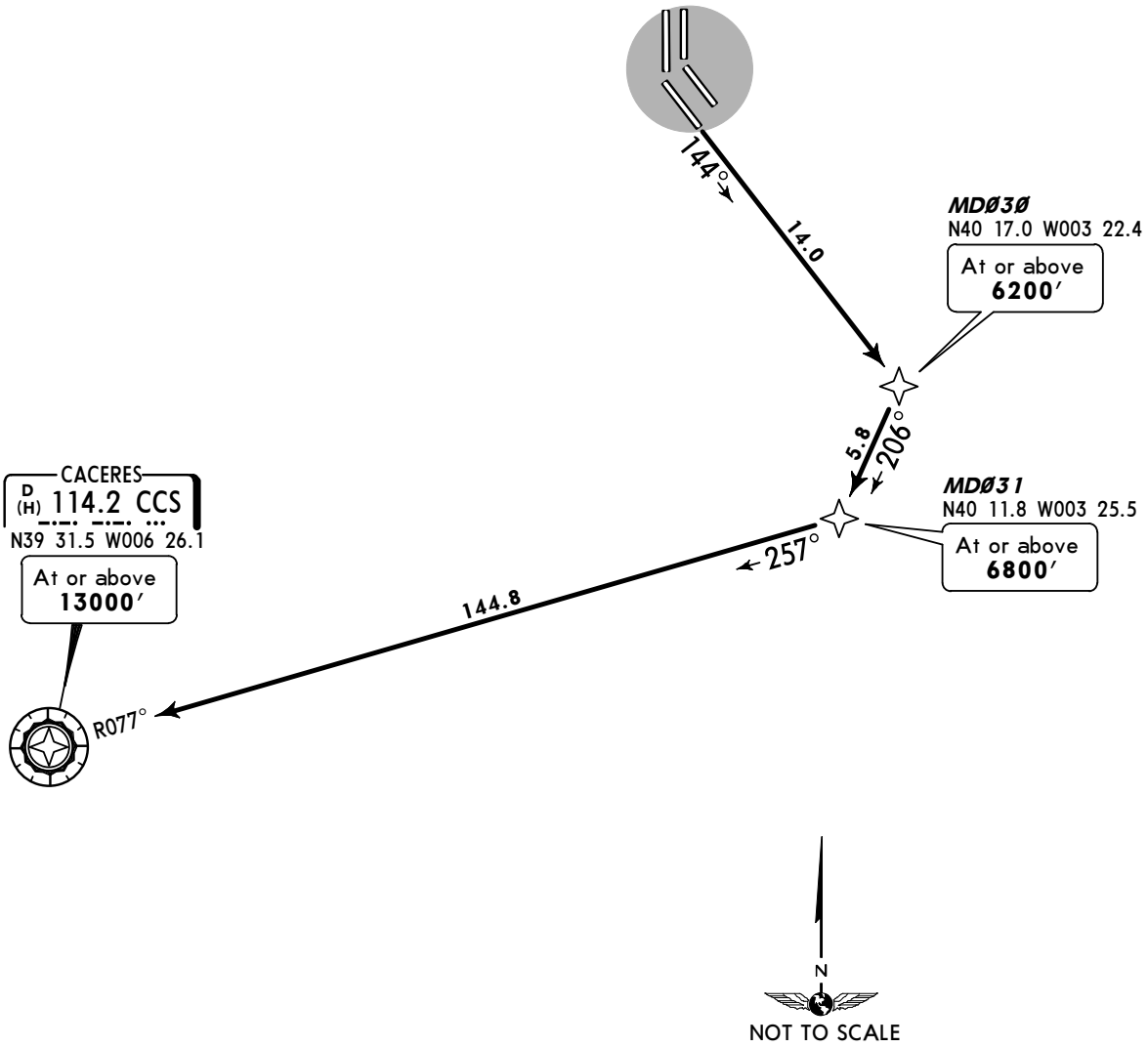
RWY 14R P-RNAV DEPARTURE

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

(2400′+) - MD030 (6200′+) - MD031 (6800′+) - CCS (13000′+).

CHANGES: RWY designation; RNAV SID renumbered & revised.

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LEMD/MAD BARAJAS

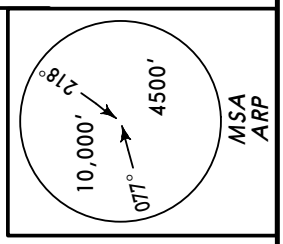
MADRID, SPAIN

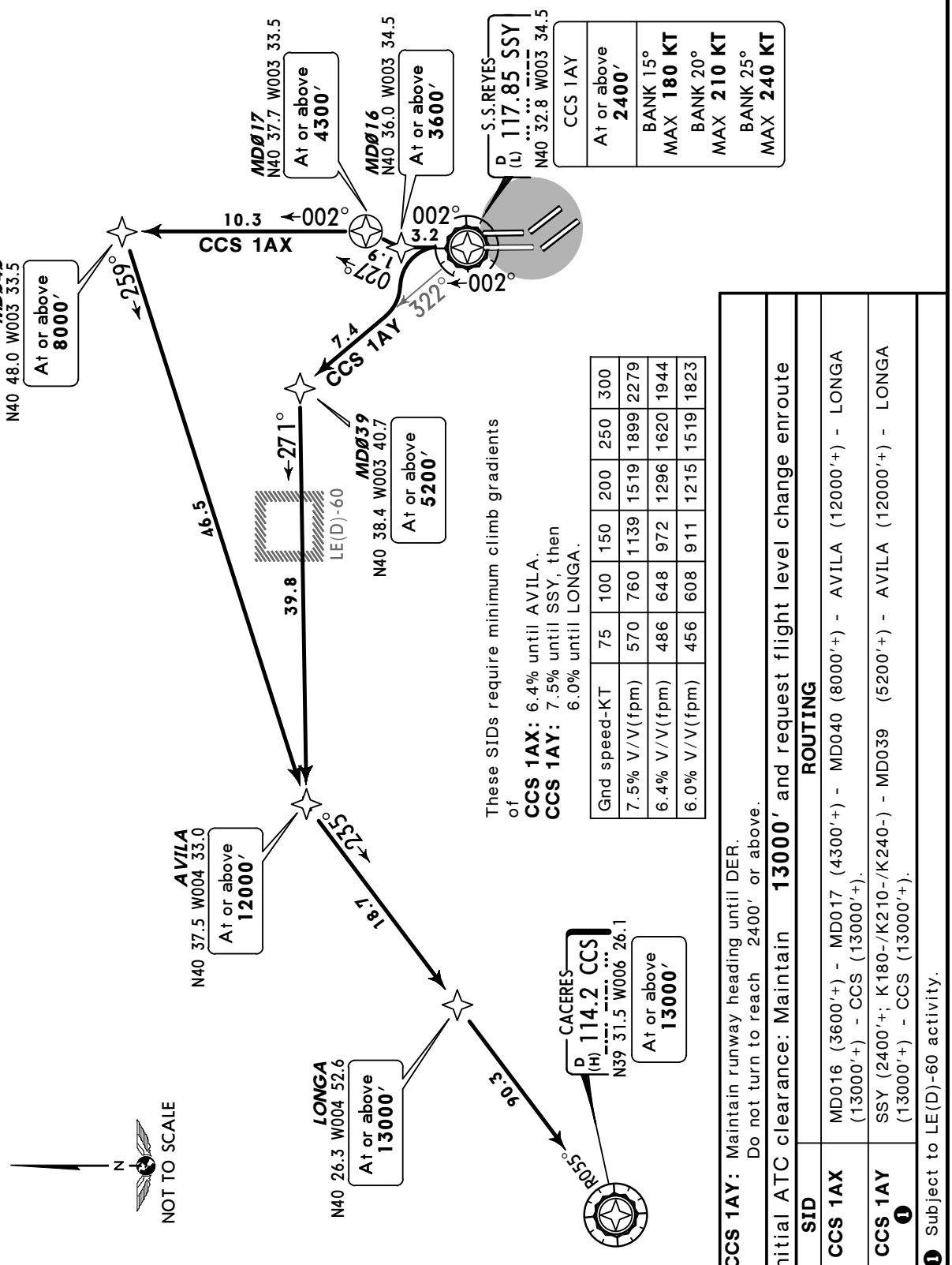
RNAV SID

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

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

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





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

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

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

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

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

❶ Subject to LE(D)-60 activity.

CHANGES: RNAV SIDs availability.

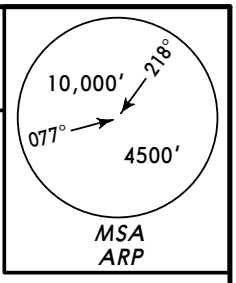
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LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

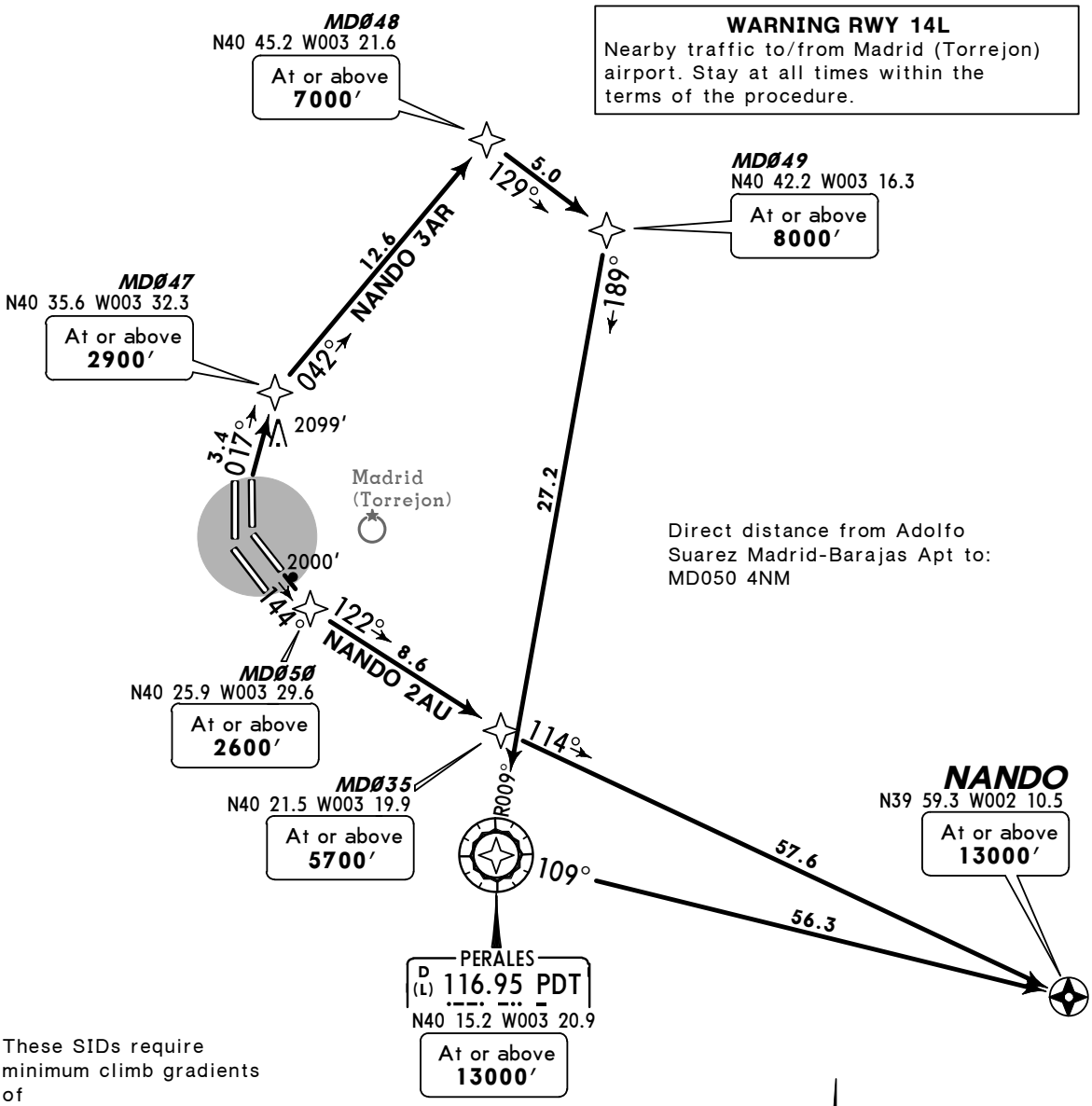
MADRID, SPAIN
RNAV SID

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′



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

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

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

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′+).
NANDO 2AU	**14L**	MD050 (2600′+) - MD035 (5700′+) - NANDO (13000′+).

CHANGES: Airport name & revised.

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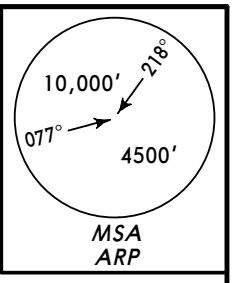
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LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

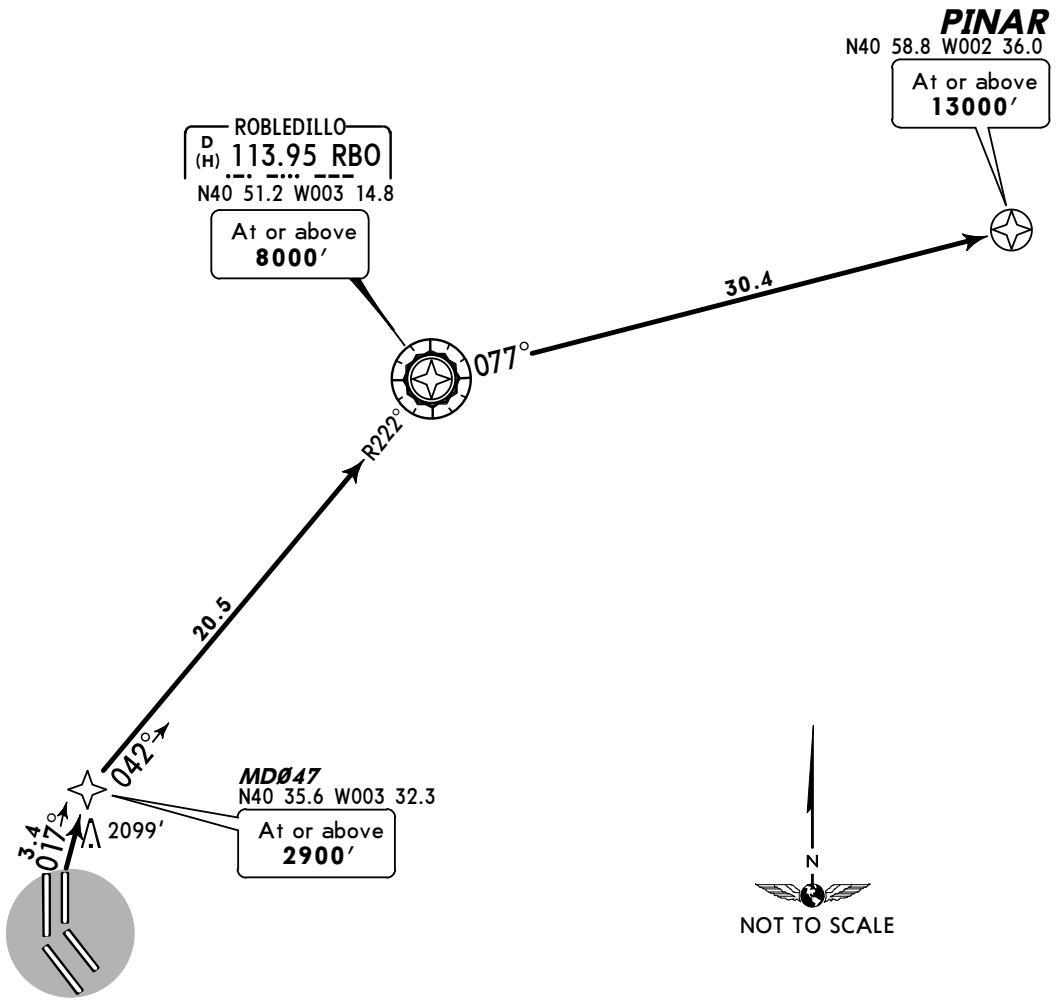
JEPPESEN
12 DEC 14 (10-3G)

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

MD047 (2900′+) - RBO (8000′+) - PINAR (13000′+).

CHANGES: Airport name.

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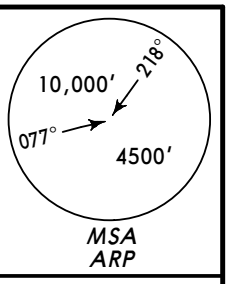
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LEMD/MAD BARAJAS

MADRID, SPAIN

RNAV SID

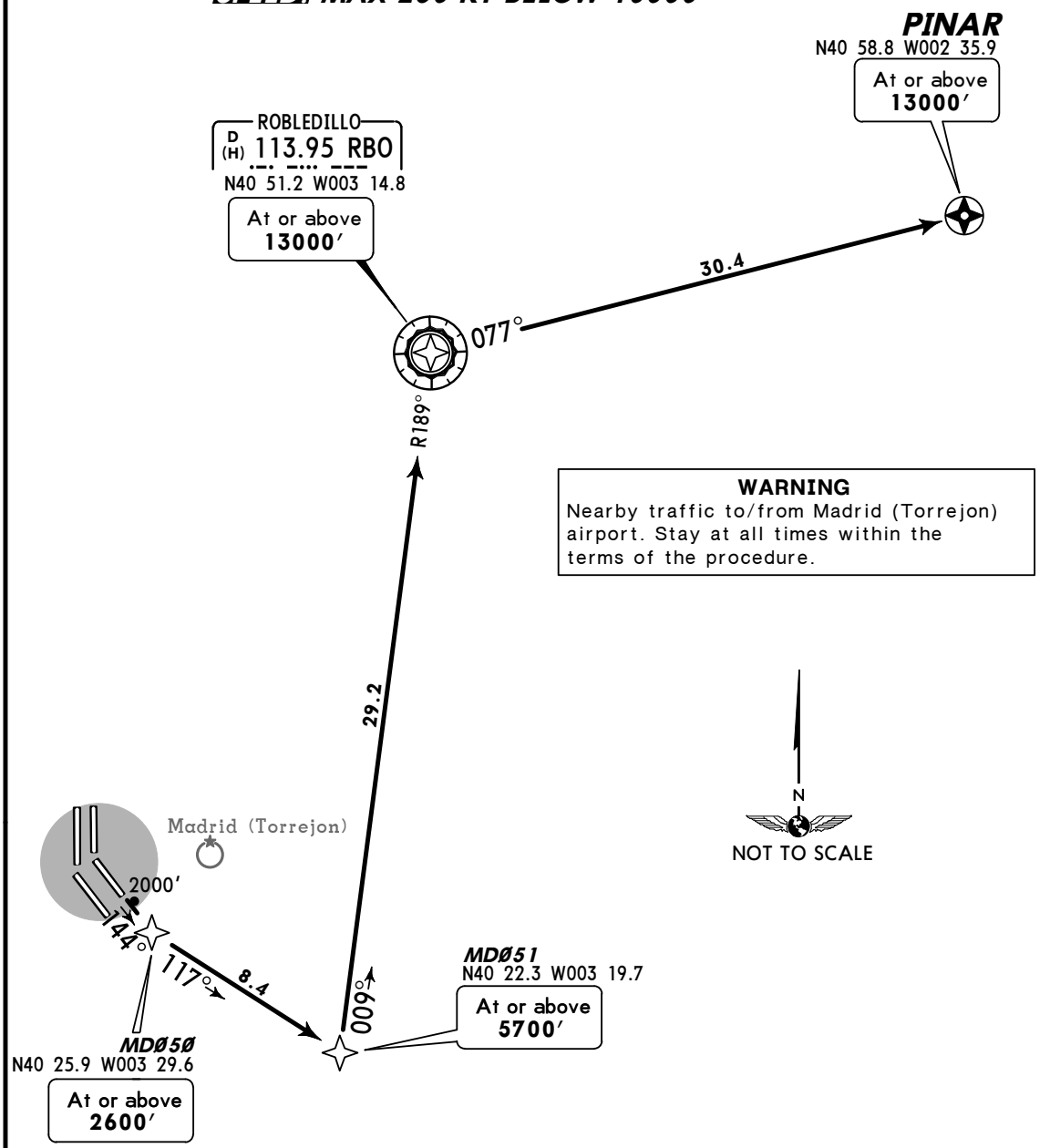
Apt Elev	
1998′	Trans level: By ATC Trans alt: 13000′ 1. SIDs are also noise abatement procedures (refer to 10-4). 2. EXPECT close-in obstacles



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

MD050 (2600′+) - MD051 (5700′+) - RBO (13000′+) - PINAR (13000′+).

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

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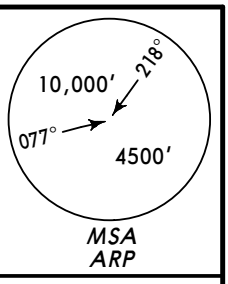
LEMD/MAD BARAJAS

MADRID, SPAIN

RNAV SID

Apt Elev 1998′

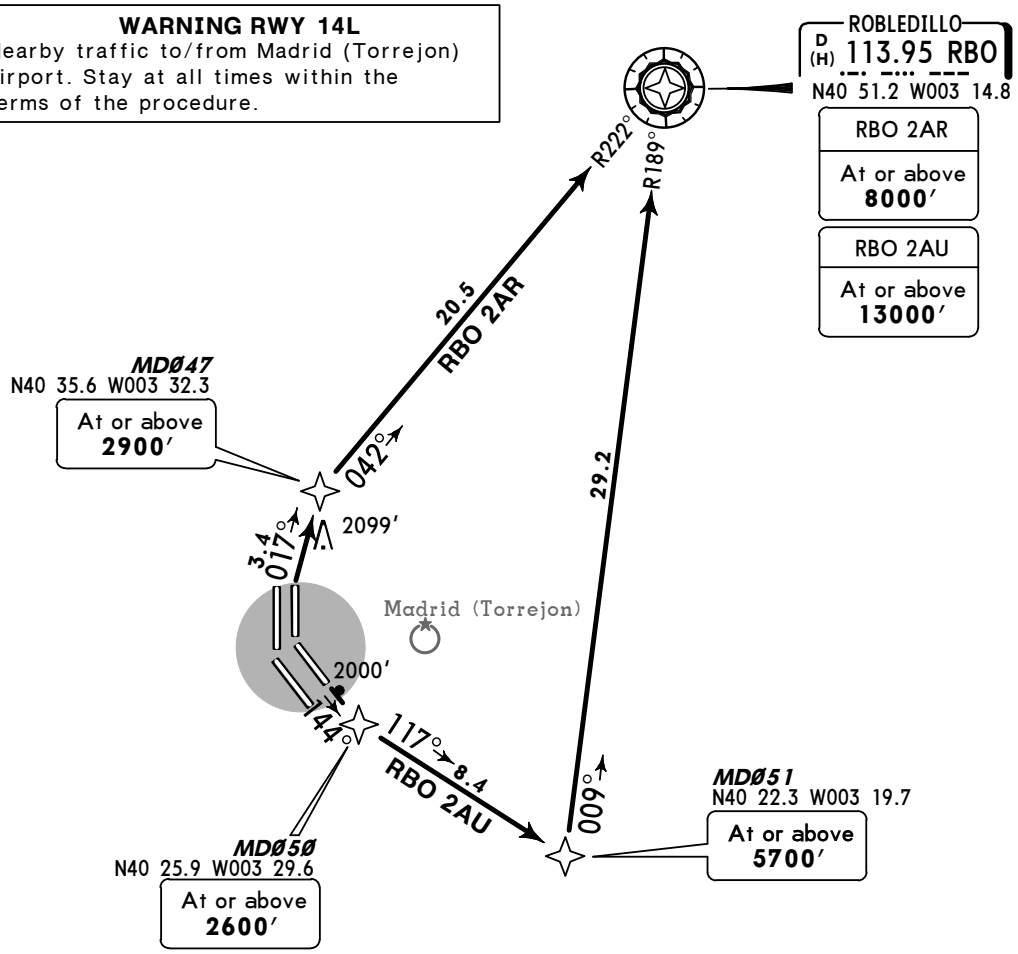
Trans level: By ATC Trans alt: 13000′
1. SIDs are also noise abatement procedures (refer to 10-4).
2. EXPECT close-in obstacles



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.





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′+).
RBO 2AU	**14L**	MD050 (2600′+) - MD051 (5700′+) - RBO (13000′+).

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

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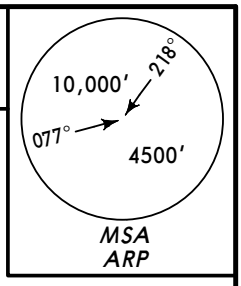
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LEMD/MAD BARAJAS

MADRID, SPAIN

RNAV SID

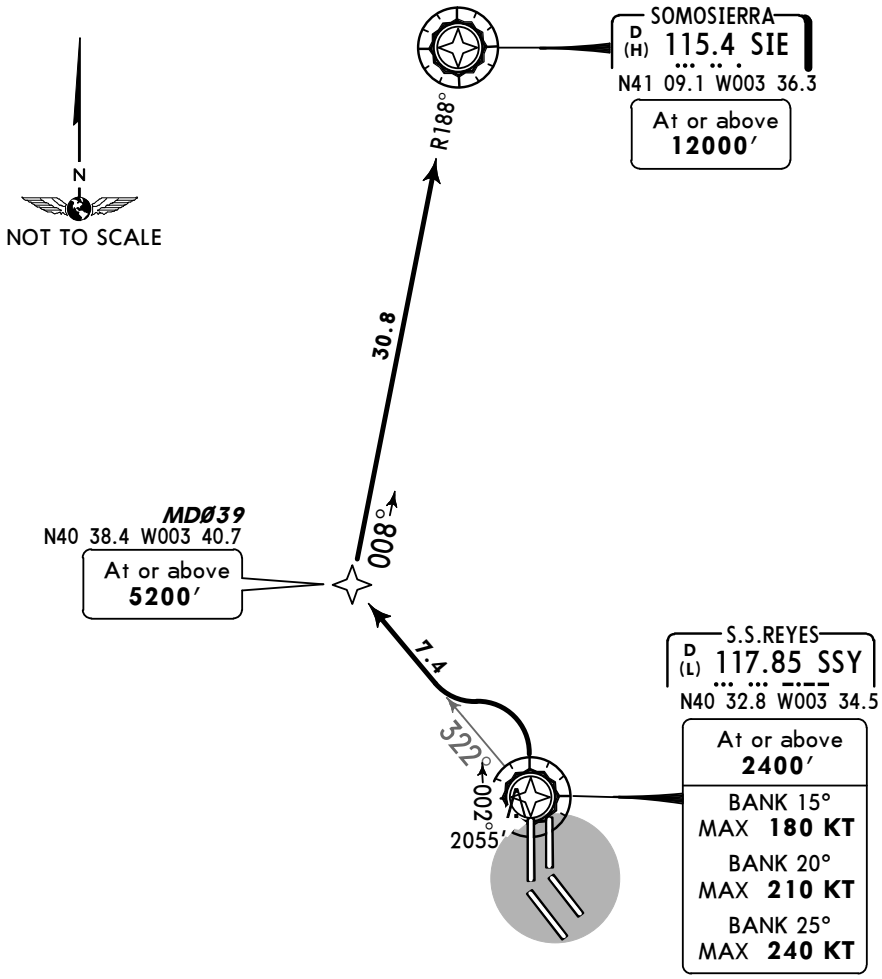
Apt Elev	
1998′	Trans level: By ATC Trans alt: 13000′ 1. SIDs are also noise abatement procedures (refer to 10-4). 2. EXPECT close-in obstacles.



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

SSY (2400′+; K180-/K210-/K240-) - MD039 (5200′+) - SIE (12000′+).

CHANGES: Chart reindexed.

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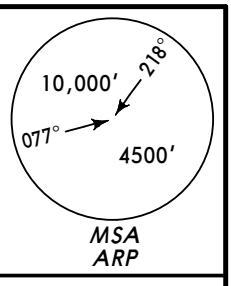
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LEMD/MAD BARAJAS

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

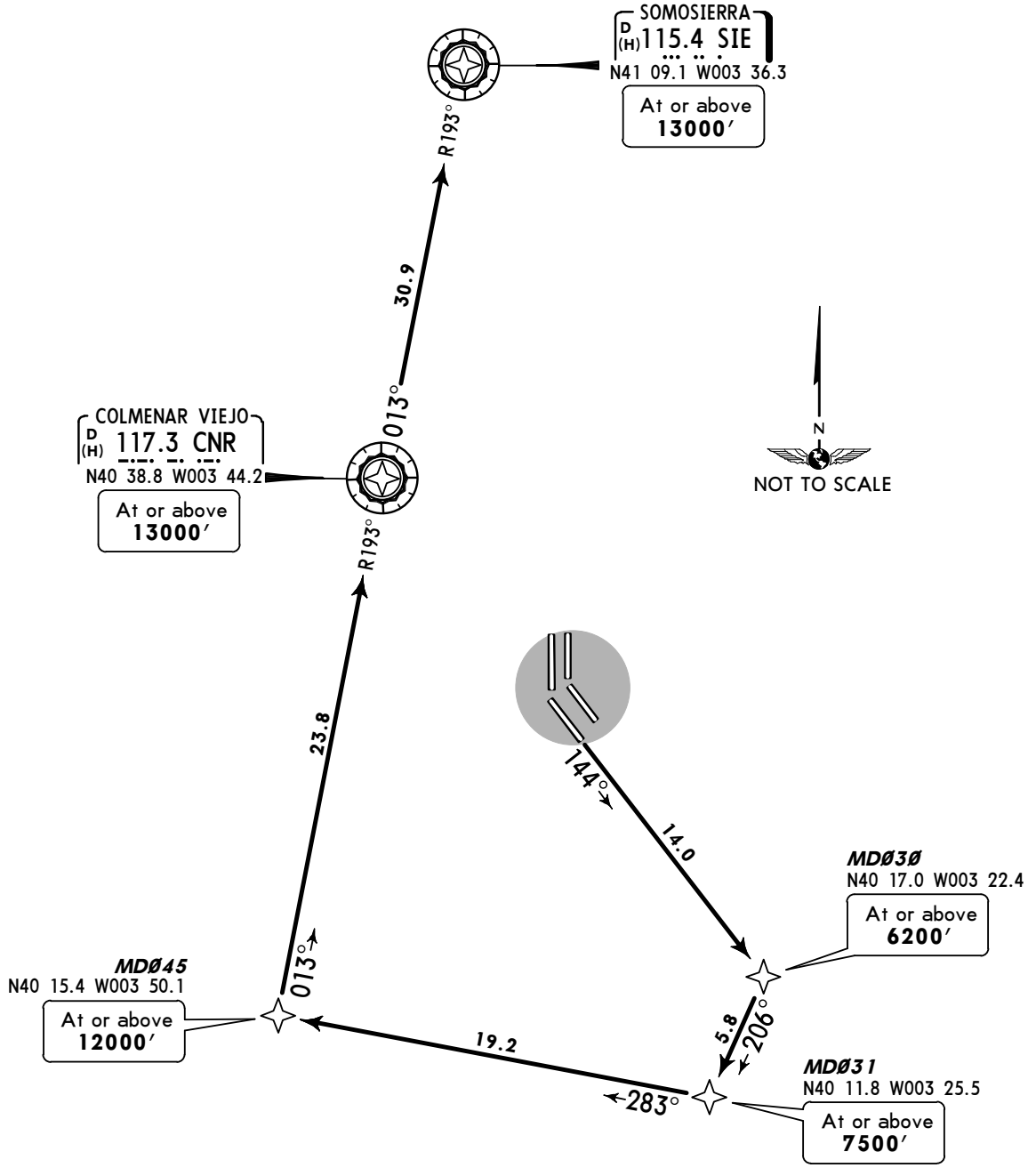
RWY 14R P-RNAV DEPARTURE

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

(2400′+) - MD030 (6200′+) - MD031 (7500′+) - MD045 (12000′+) - CNR (13000′+) - SIE (13000′+).

CHANGES: Chart reindexed.

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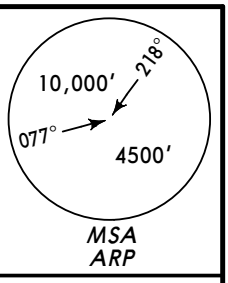
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LEMD/MAD
BARAJAS

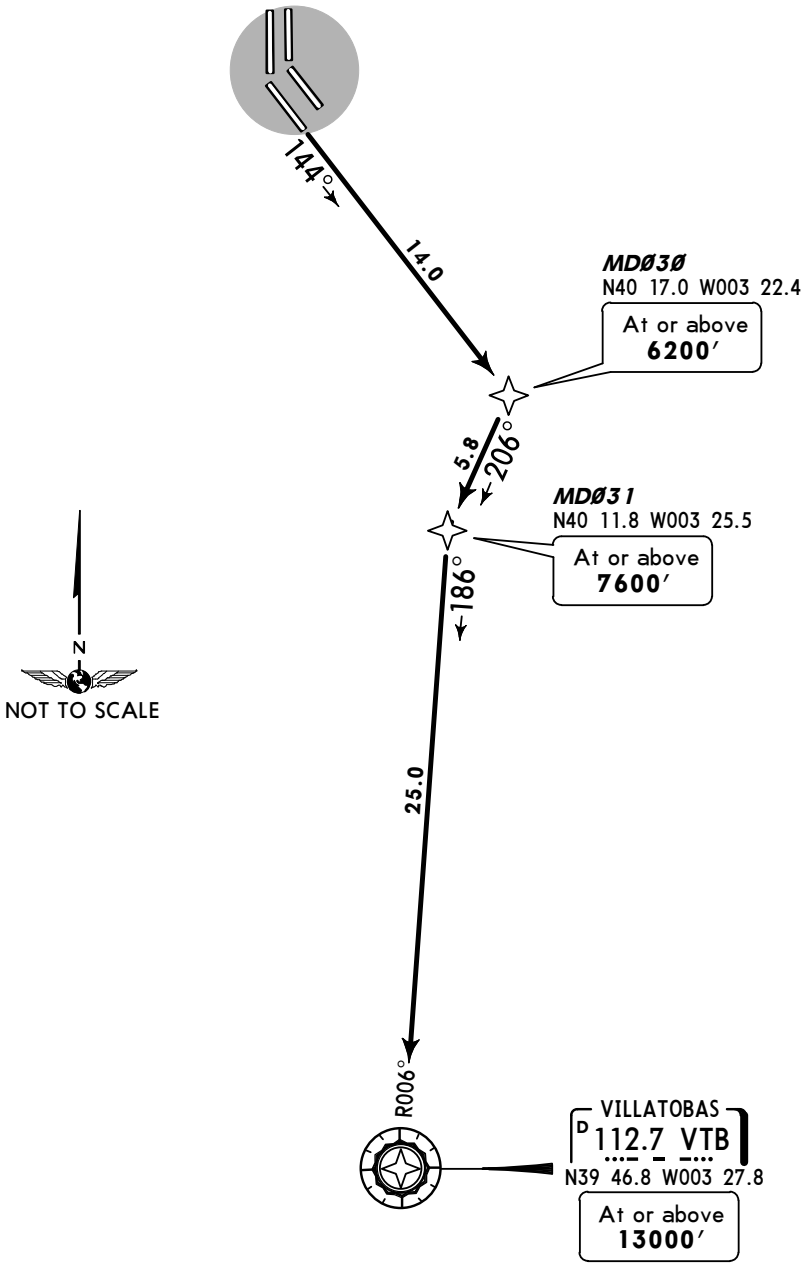
JEPPESEN
9 AUG 13 (10-3L1) Eff 22 Aug

MADRID, SPAIN
RNAV SID

Apt Elev	Trans level: By ATC Trans alt: 13000′
1998′	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

(2400′+) - MD030 (6200′+) - MD031 (7600′+) - VTB (13000′+).

CHANGES: Chart reindexed.

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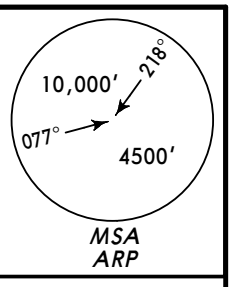
LEMD/MAD BARAJAS

JEPPESEN
9 AUG 13 (10-3L2) Eff 22 Aug

MADRID, SPAIN

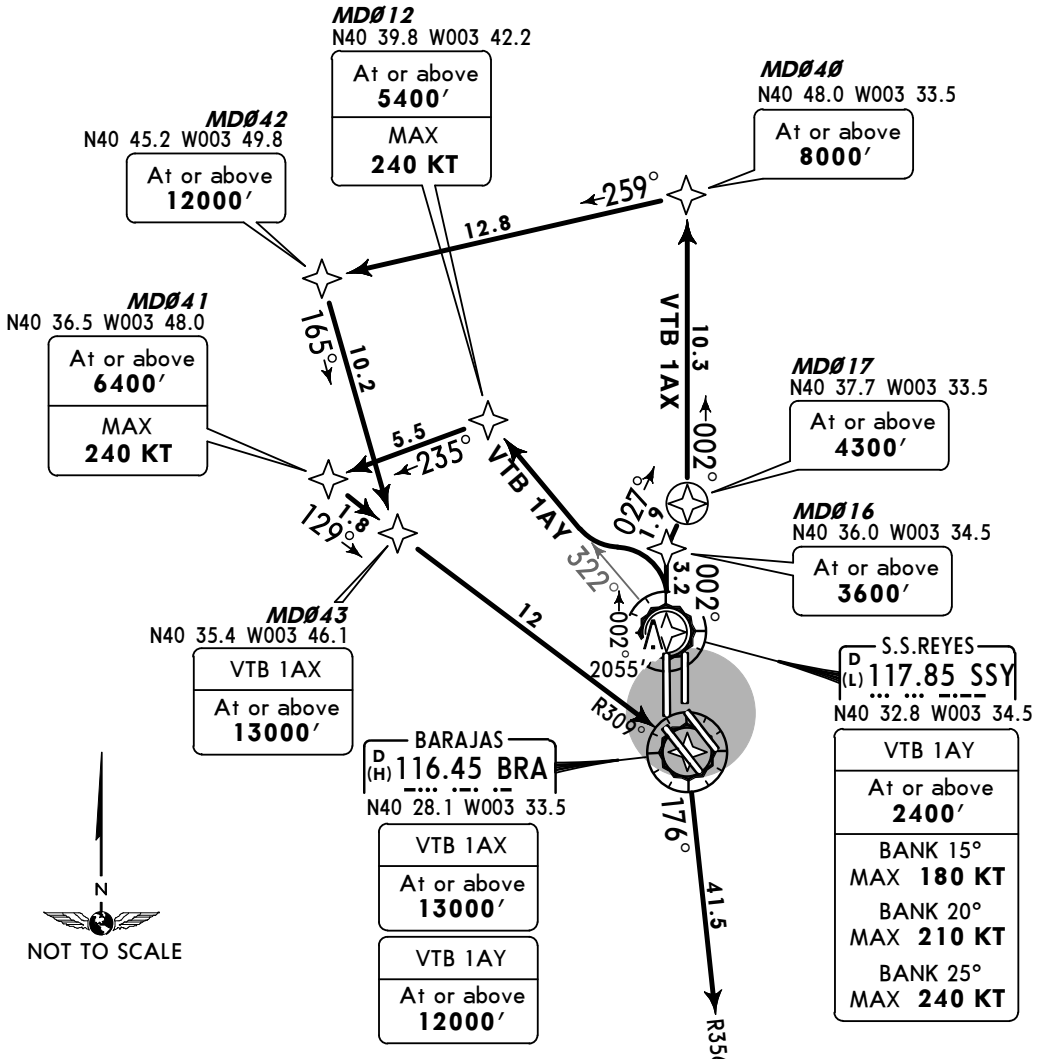
RNAV SID

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′+; K240-) - BRA (12000′+) - VTB (13000′+).

CHANGES: Chart reindexed.

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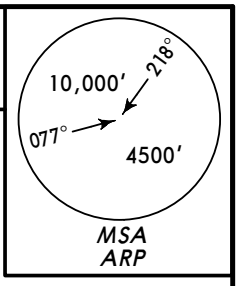
LEMD/MAD BARAJAS

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

MADRID, SPAIN

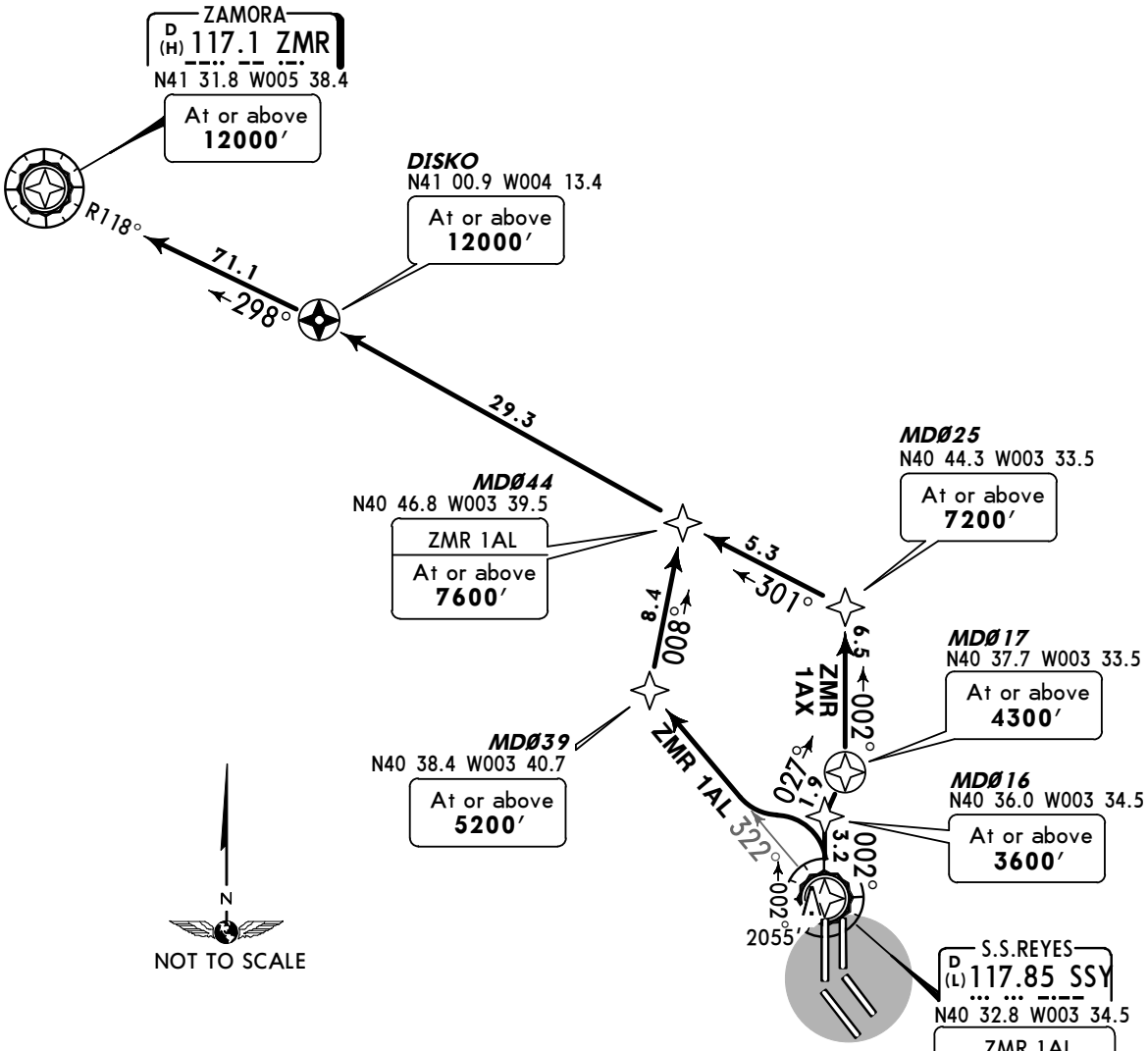
RNAV SID

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

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 (12000′+).

CHANGES: Chart reindexed.

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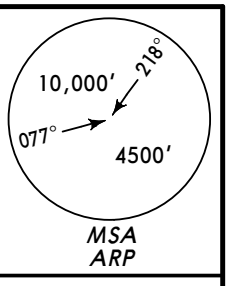
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BARAJAS

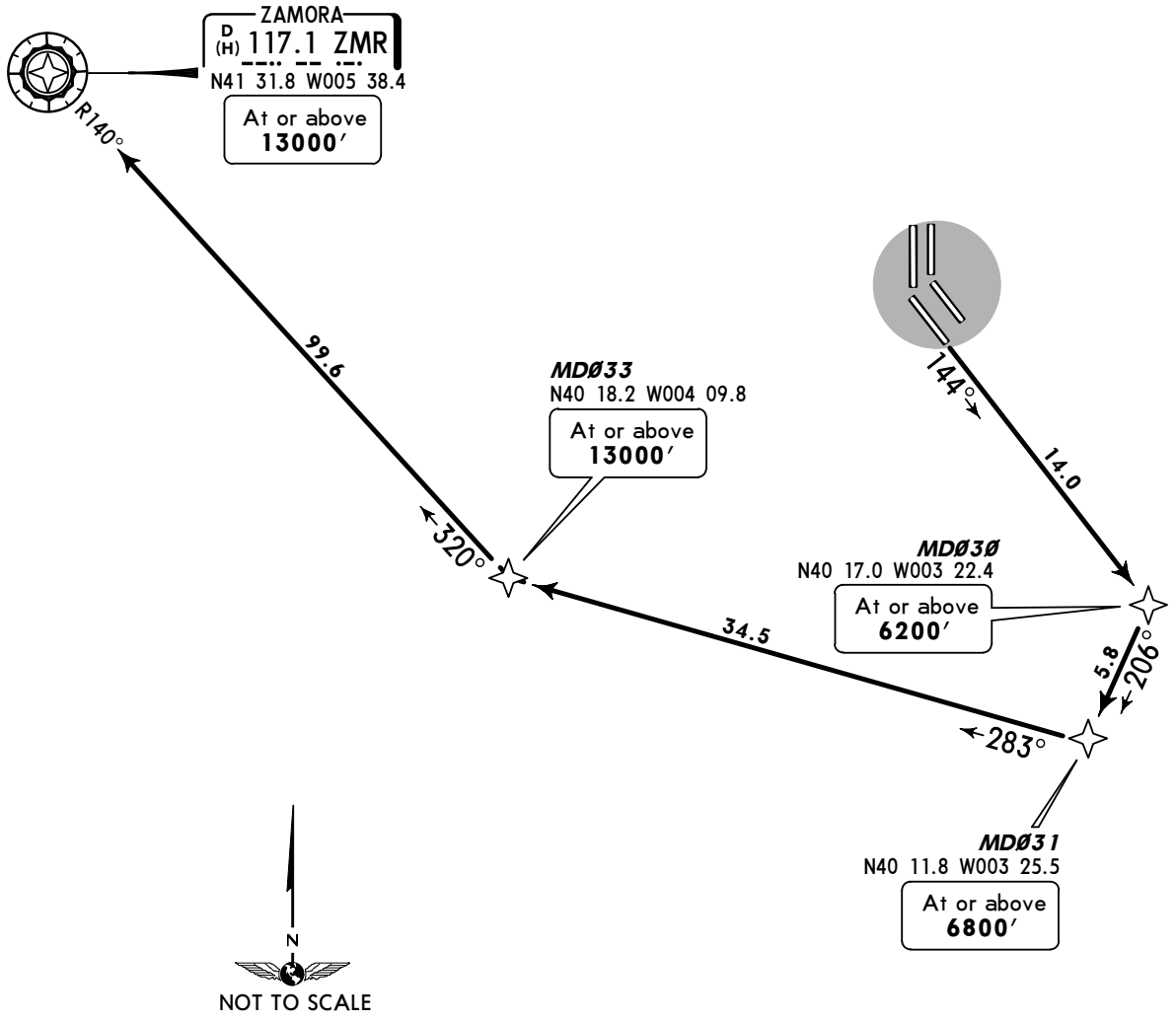
MADRID, SPAIN
RNAV SID

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

(2400′+) - MD030 (6200′+) - MD031 (6800′+) - MD033 (13000′+) - ZMR (13000′+).

CHANGES: Chart reindexed.

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LEMD/MAD BARAJAS

MADRID, SPAIN

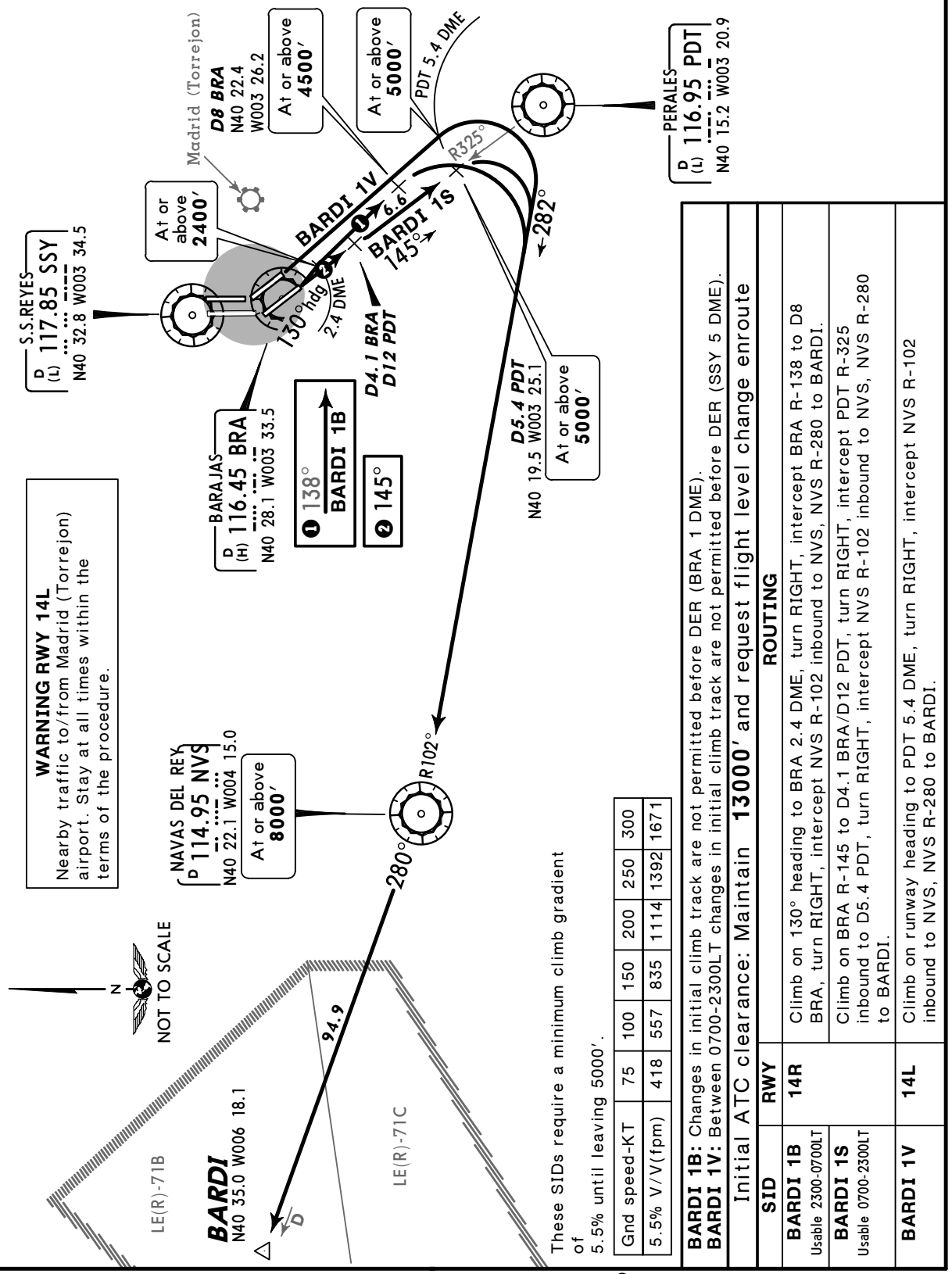
SID

Apt Elev	Trans level: By ATC Trans alt: 13000′
1998′	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 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 NVS R-102 inbound to NVS, NVS R-280 to BARDI.
BARDI 1S Usable 0700-2300LT		Climb on BRA R-145 to D4.1 BRA/D12 PDT, turn RIGHT, intercept PDT R-325 inbound to D5.4 PDT, turn RIGHT, intercept NVS R-102 inbound to NVS, NVS R-280 to BARDI.
BARDI 1V	**14L**	Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept NVS R-102 inbound to NVS, NVS R-280 to BARDI.

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LEMD/MAD BARAJAS

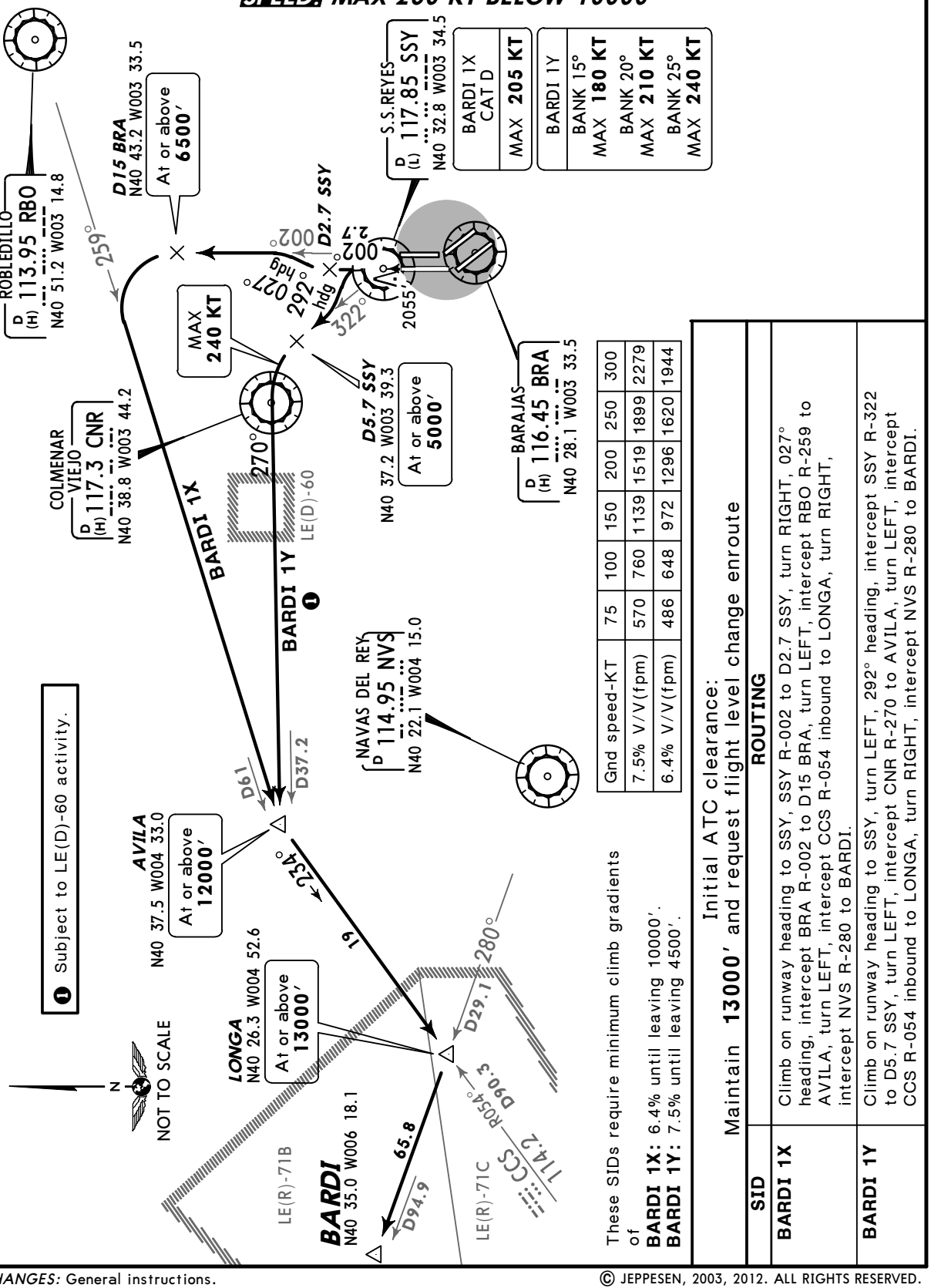
MADRID, SPAIN

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]* ❶
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

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

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

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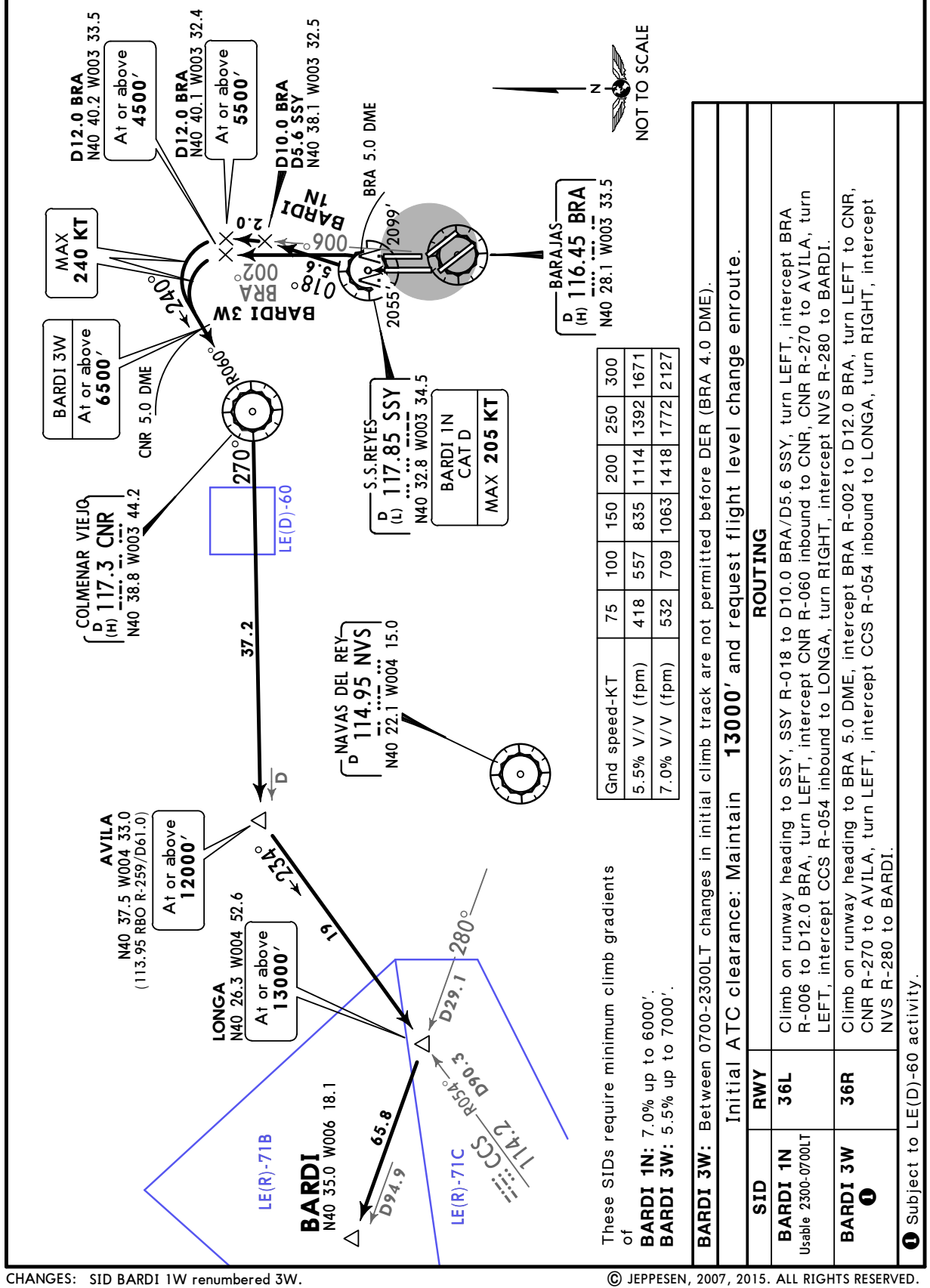
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LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

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 THREE WHISKEY (BARDI 3W) [BARD3W]
RWYS 36L/R DEPARTURES
SUBJECT TO LE(R)-71B & LE(R)-71C ACTIVITY
SPEED: MAX 250 KT BELOW 10000′



BARDI 3W: Between 0700-2300LT changes in initial climb track are not permitted before DER (BRA 4.0 DME).

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

SID	RWY	ROUTING
BARDI 1N Usable 2300-0700LT	**36L**	Climb on runway heading to SSY, SSY R-018 to D10.0 BRA/D5.6 SSY, turn LEFT, intercept BRA R-006 to D12.0 BRA, turn LEFT, intercept CNR R-060 inbound to CNR, CNR R-270 to AVILA, turn LEFT, intercept CCS R-054 inbound to LONGA, turn RIGHT, intercept NVS R-280 to BARDI.
BARDI 3W ❶	**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, turn LEFT, intercept CCS R-054 inbound to LONGA, turn RIGHT, intercept NVS R-280 to BARDI.

❶ Subject to LE(D)-60 activity.

CHANGES: SID BARDI 1W renumbered 3W.

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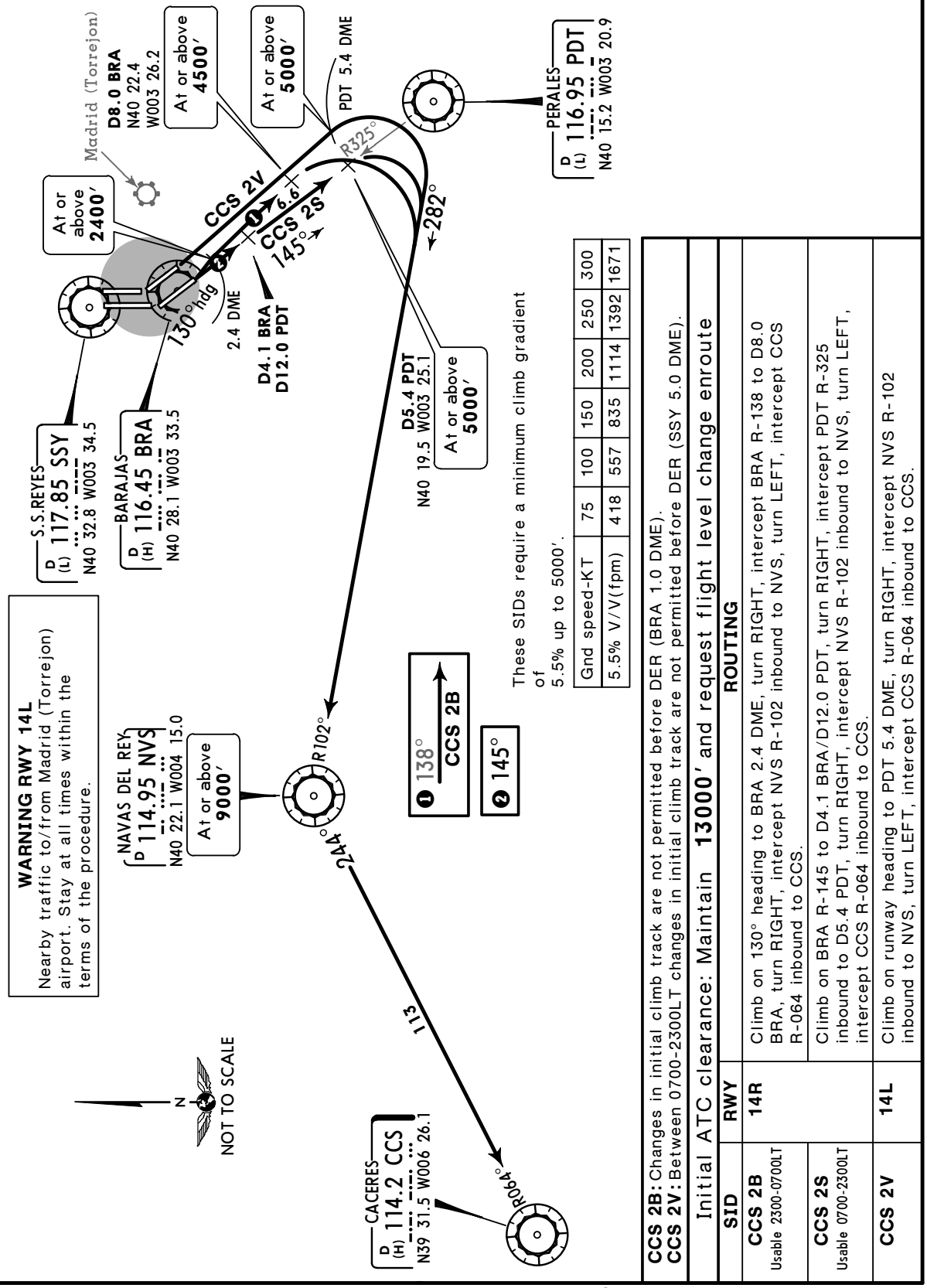
MADRID, SPAIN
SID

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 TWO BRAVO (CCS 2B)
CACERES TWO SIERRA (CCS 2S)
CACERES TWO VICTOR (CCS 2V)
RWYS 14R/L DEPARTURES

SPEED: MAX 250 KT BELOW 10000′



CCS 2B: Changes in initial climb track are not permitted before DER (BRA 1.0 DME).
CCS 2V: Between 0700-2300LT changes in initial climb track are not permitted before DER (SSY 5.0 DME).

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

SID	RWY	ROUTING
CCS 2B Usable 2300-0700LT	14R	Climb on 130° heading to BRA 2.4 DME, turn RIGHT, intercept BRA R-138 to D8.0 BRA, turn RIGHT, intercept NVS R-102 inbound to NVS, turn LEFT, intercept CCS R-064 inbound to CCS.
CCS 2S Usable 0700-2300LT		Climb on BRA R-145 to D4.1 BRA/D12.0 PDT, turn RIGHT, intercept PDT R-325 inbound to D5.4 PDT, turn RIGHT, intercept NVS R-102 inbound to NVS, turn LEFT, intercept CCS R-064 inbound to CCS.
CCS 2V	14L	Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept NVS R-102 inbound to NVS, turn LEFT, intercept CCS R-064 inbound to CCS.

CHANGES: None.

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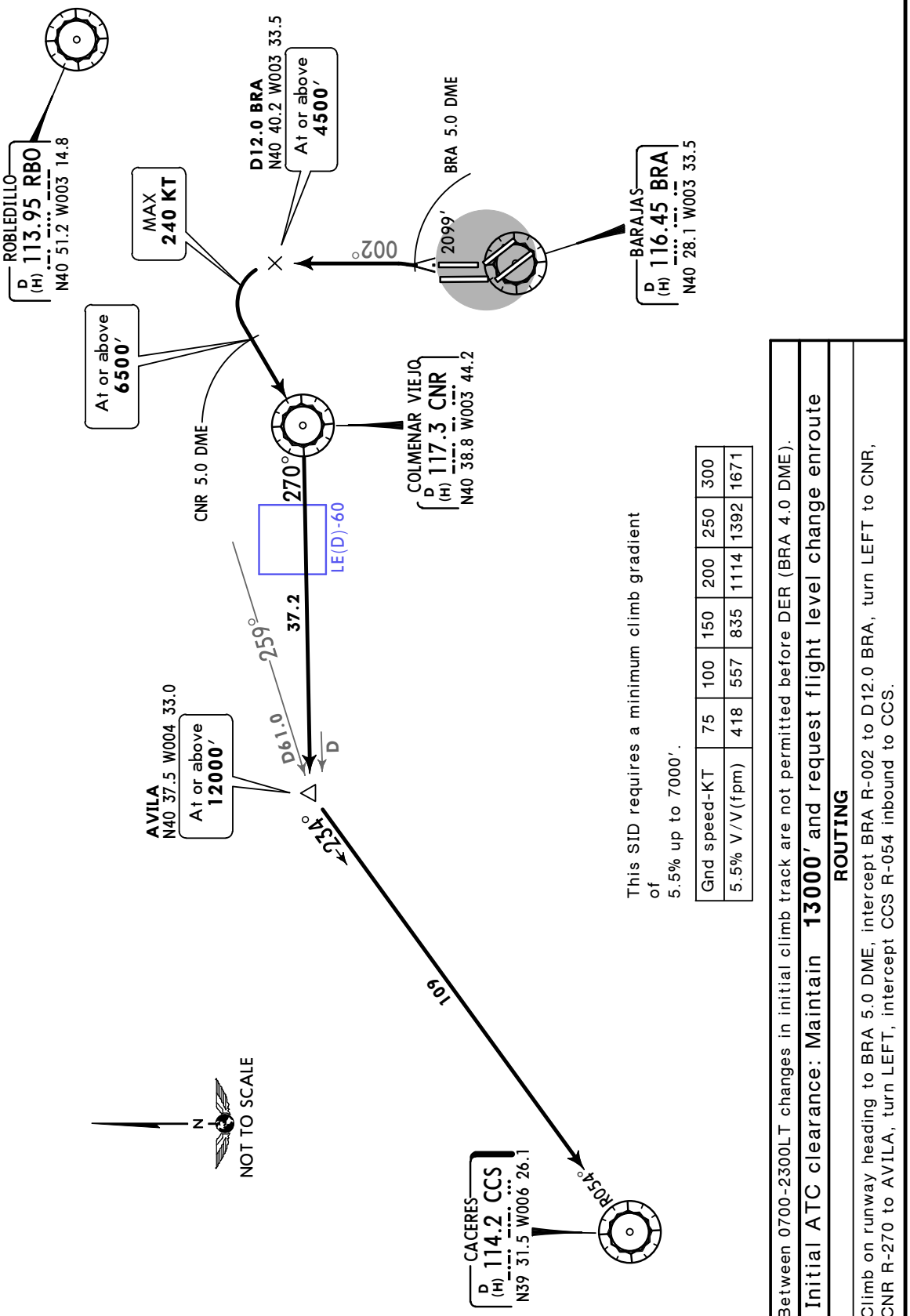
LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

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 WHISKEY (CCS 3W)
RWY 36R DEPARTURE
SUBJECT TO LE(D)-60 ACTIVITY
SPEED: MAX 250 KT BELOW 10000′



This SID requires a minimum climb gradient of 5.5% up to 7000′.

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

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

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

ROUTING

Climb on runway heading to BRA 5.0 DME, intercept BRA R-002 to D12.0 BRA, turn LEFT to CNR, CNR R-270 to AVILA, turn LEFT, intercept CCS R-054 inbound to CCS.

CHANGES: Aiport name; SID CCS 1W renumbered 3W.

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LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

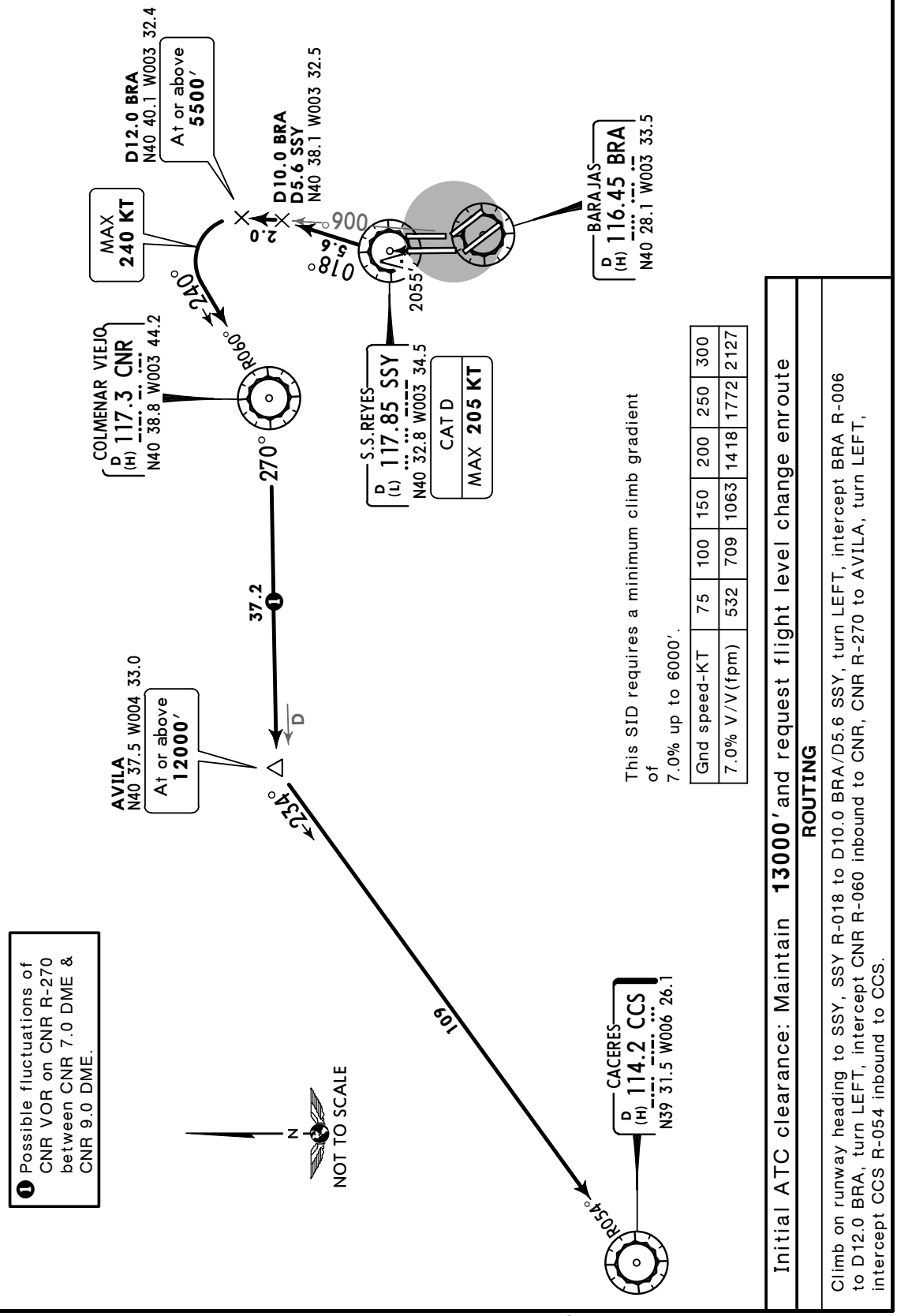
JEPPESEN
15 MAY 15 (10-3N4) Eff 28 May

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′



This SID requires a minimum climb gradient of 7.0% up to 6000′.

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

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

ROUTING

Climb on runway heading to SSY, SSY R-018 to D10.0 BRA/D5.6 SSY, turn LEFT, intercept BRA R-006 to D12.0 BRA, turn LEFT, intercept CNR R-060 inbound to CNR, CNR R-270 to AVILA, turn LEFT, intercept CCS R-054 inbound to CCS.

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LEMD/MAD BARAJAS

MADRID, SPAIN

SID

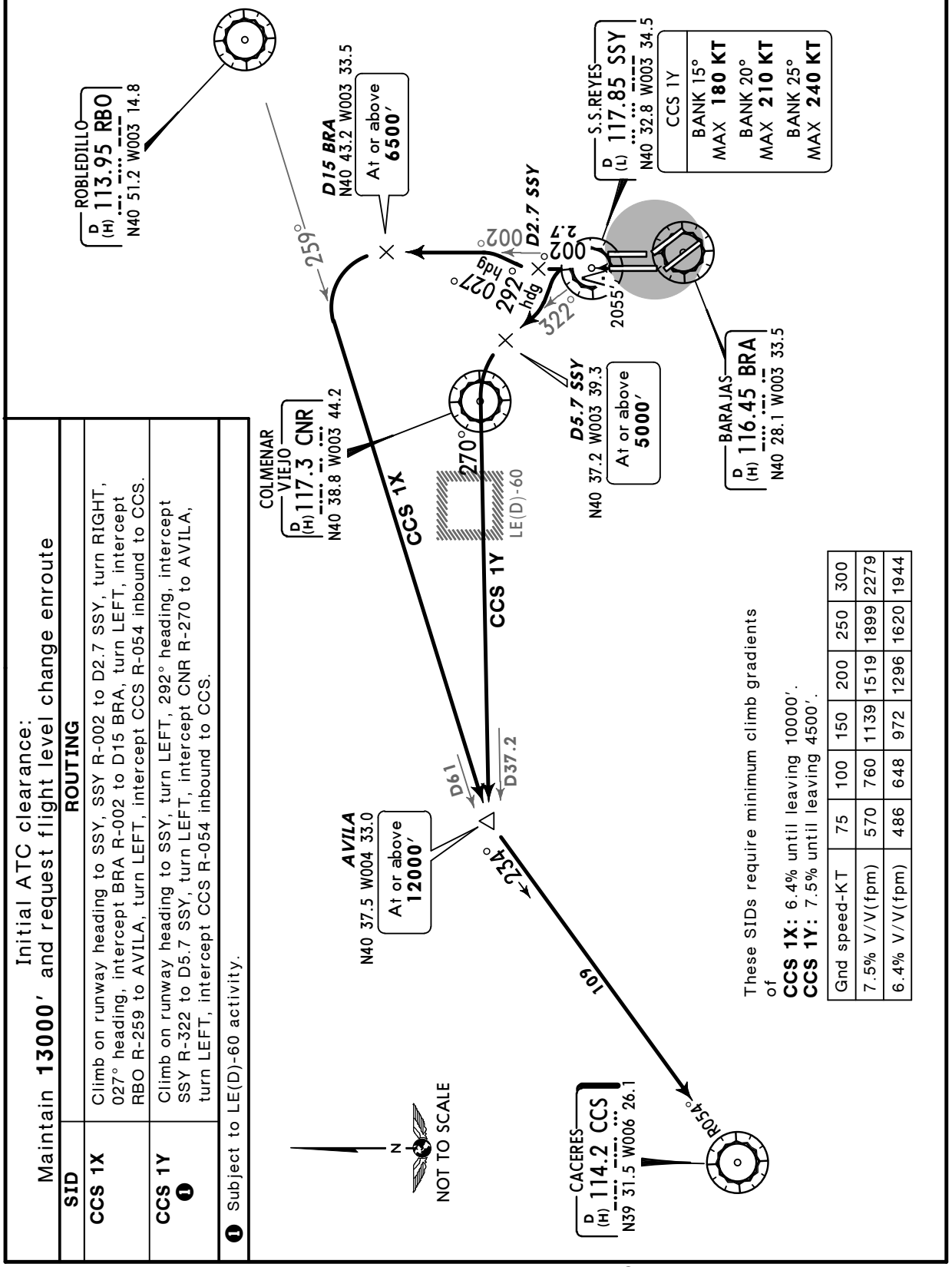
Apt Elev	
1998′	Trans level: By ATC Trans alt: 13000′ 1. SIDs are also noise abatement procedures (refer to 10-4A). 2. EXPECT close-in obstacles.

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′



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

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

❶ Subject to LE(D)-60 activity.

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

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

CHANGES: None.

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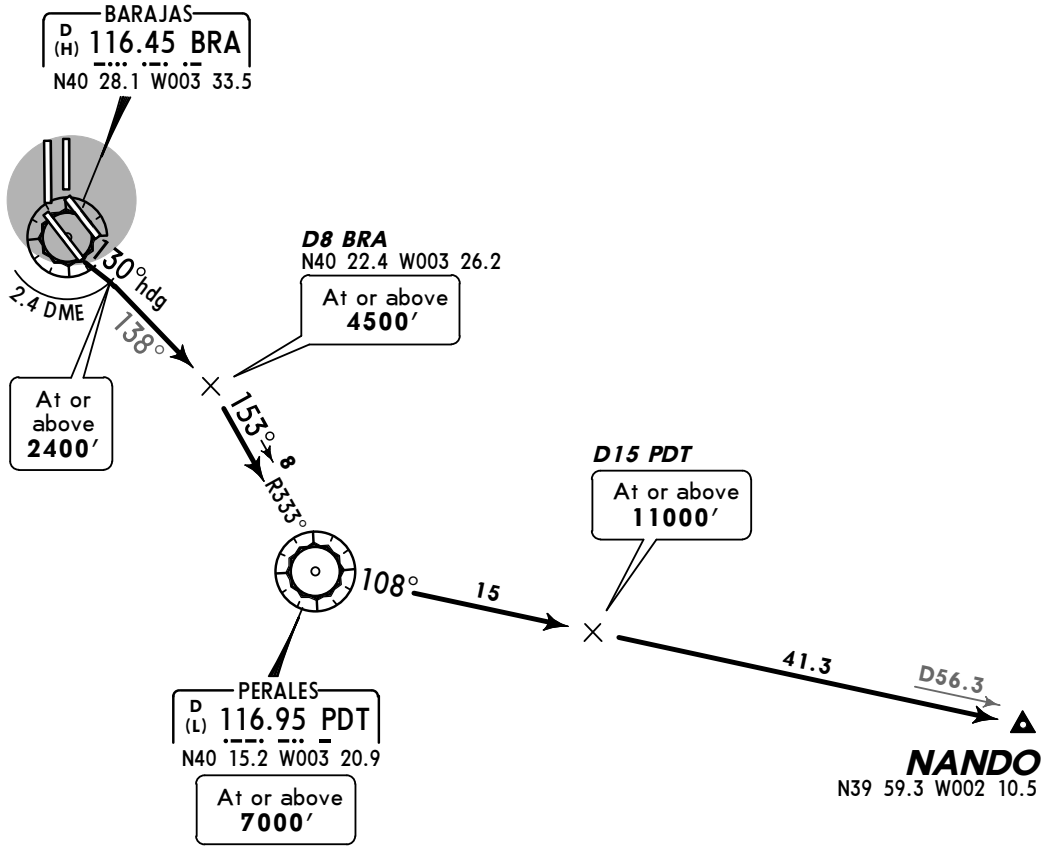
LEMD/MAD
BARAJAS

JEPPESEN
9 AUG 13 (10-3N6) Eff 22 Aug

MADRID, SPAIN
SID

Apt Elev	
1998′	Trans level: By ATC Trans alt: 13000′ 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 RIGHT, intercept PDT R-333 inbound to PDT, PDT R-108 to NANDO.

CHANGES: Chart reindexed.

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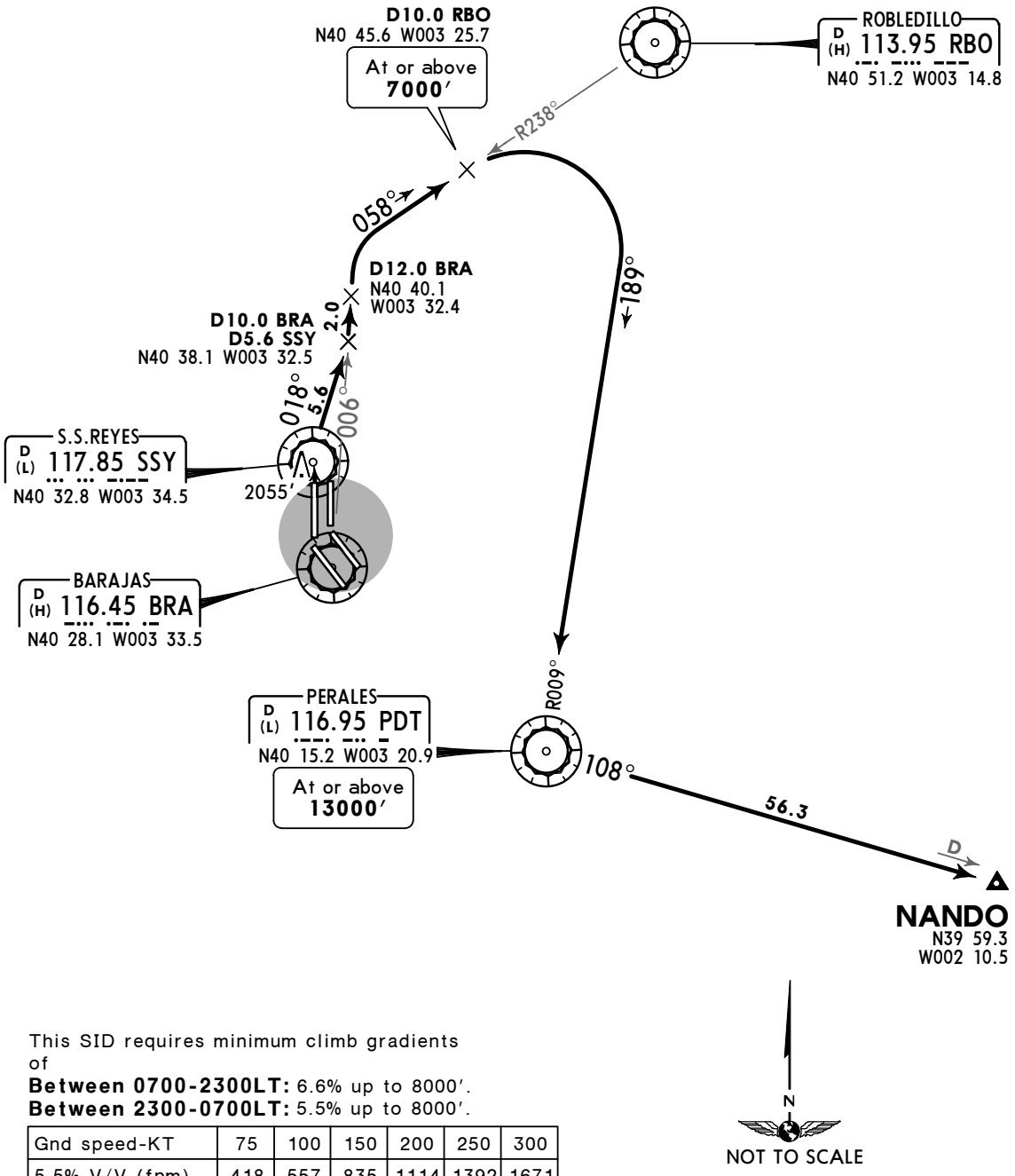
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LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

MADRID, SPAIN
SID

Apt Elev	Trans level: By ATC Trans alt: 13000′
1998′	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% up to 8000′.
Between 2300-0700LT: 5.5% up to 8000′.

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

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

ROUTING

Climb on runway heading to SSY, SSY R-018 to D10.0 BRA/D5.6 SSY, turn LEFT, intercept BRA R-006 to D12.0 BRA, turn RIGHT, intercept RBO R-238 inbound to D10.0 RBO, turn RIGHT, intercept PDT R-009 inbound to PDT, PDT R-108 to NANDO.

CHANGES: Airport name.

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ADOLFO SUAREZ
MADRID-BARAJAS

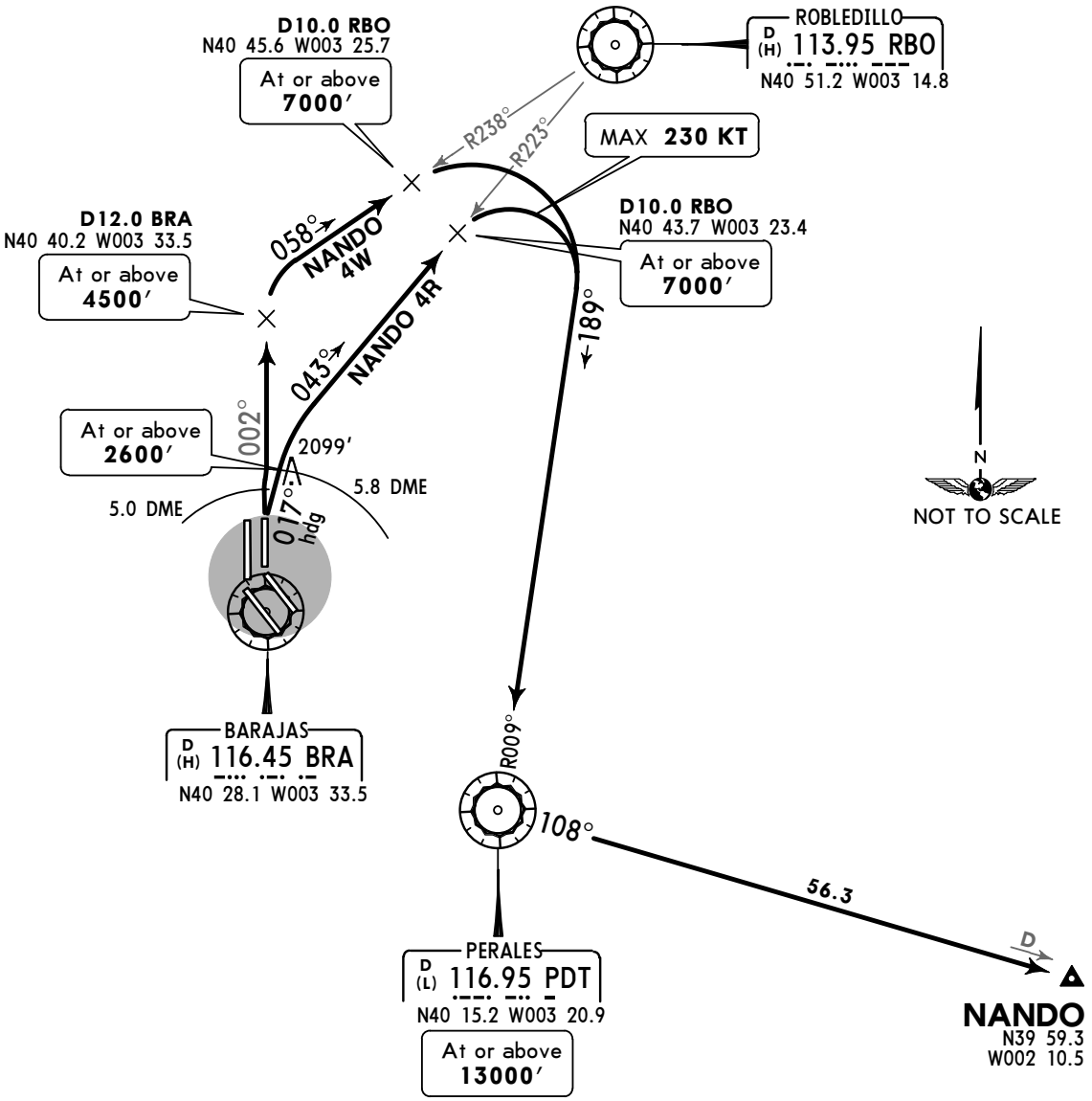
JEPPESEN
15 MAY 15 (10-3Q) Eff 28 May

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 FOUR WHISKEY (NANDO 4W) [NAND4W]
RWY 36R DEPARTURES

SPEED: MAX 250 KT BELOW 10000′



These SIDs require minimum climb gradients of
6.0% up to 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 D10.0 RBO, turn RIGHT, intercept PDT R-009 inbound to PDT, PDT R-108 to NANDO.
NANDO 4W Usable 2300-0700LT	Climb on runway heading to BRA 5.0 DME, intercept BRA R-002 to D12.0 BRA, turn RIGHT, intercept RBO R-238 inbound to D10.0 RBO, turn RIGHT, intercept PDT R-009 inbound to PDT, PDT R-108 to NANDO.

CHANGES: Airport name; SID NANDO 3W renumbered 4W.

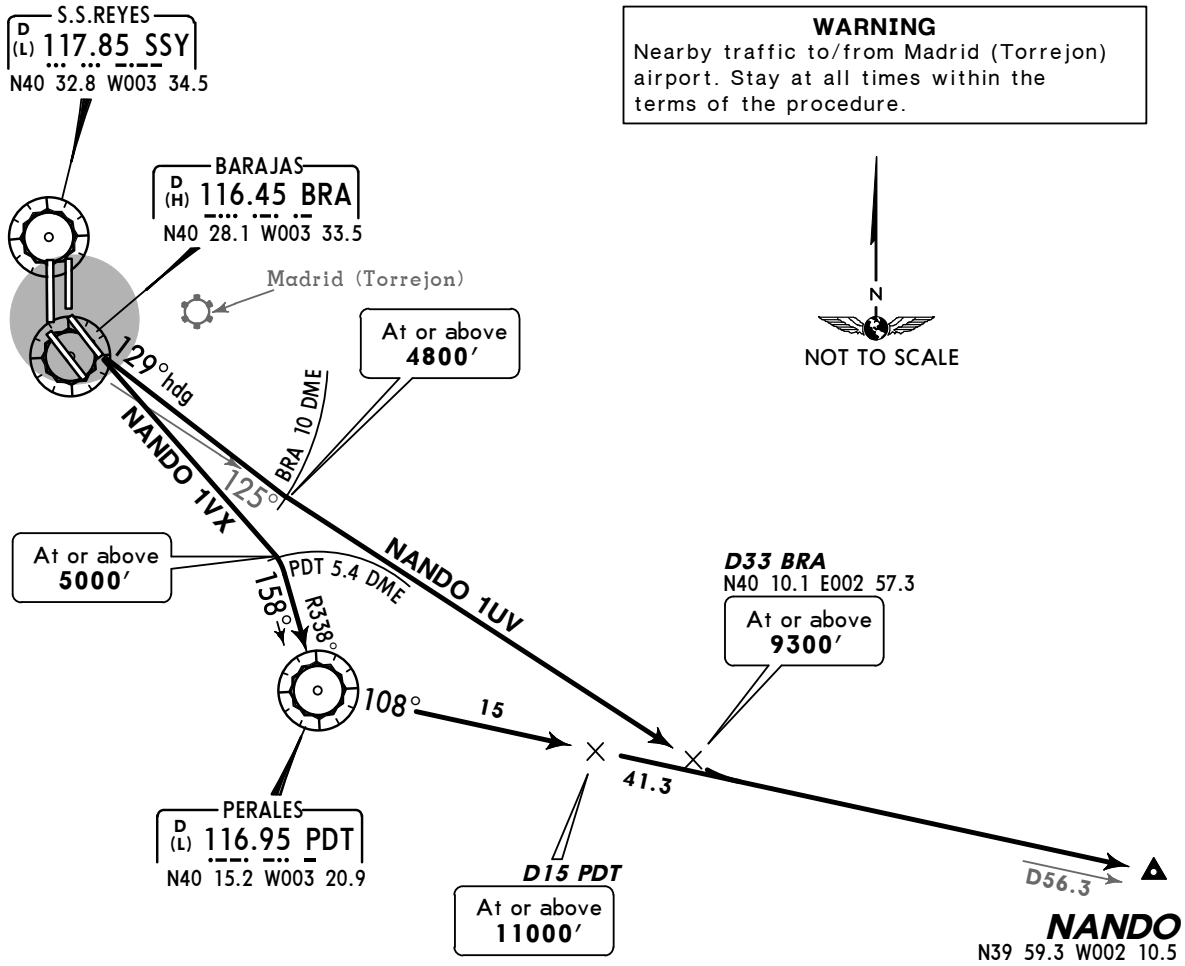
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Apt Elev	
1998′	Trans level: By ATC Trans alt: 13000′ 1. SIDs are also noise abatement procedures (refer to 10-4A). 2. EXPECT close-in obstacles

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 Usable 2300-0700LT	Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept PDT R-338 inbound to PDT, PDT R-108 to NANDO.

CHANGES: None.

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LEMD/MAD BARAJAS

MADRID, SPAIN

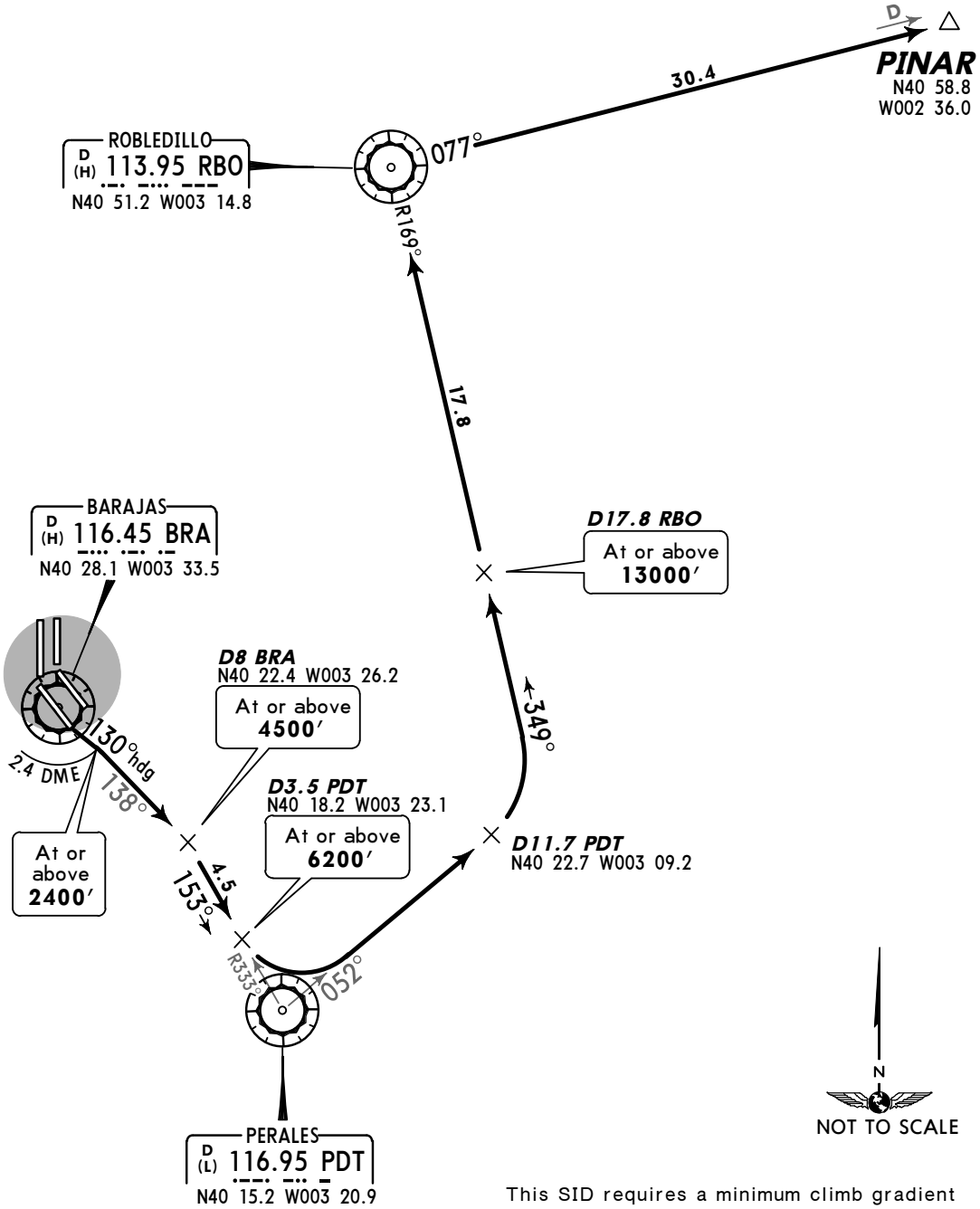
SID

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 PDT, turn LEFT, intercept RBO R-169 inbound to RBO, RBO R-077 to PINAR.

CHANGES: Chart reindexed.

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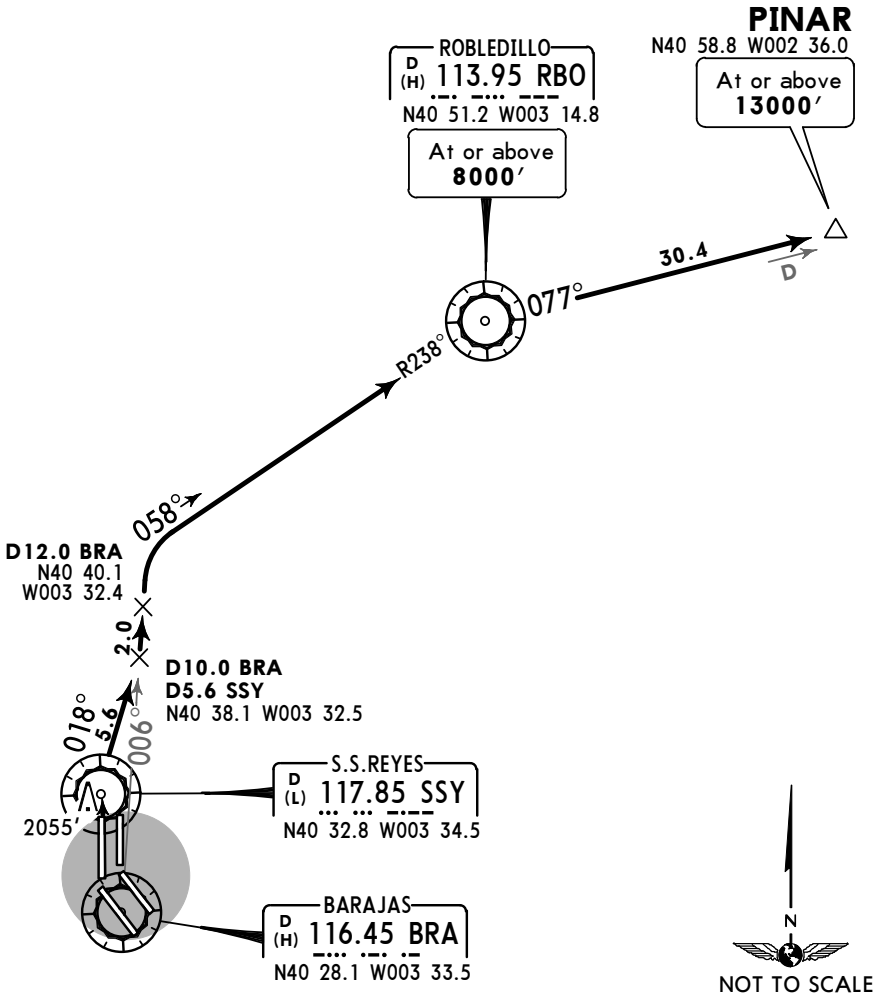
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ADOLFO SUAREZ
MADRID-BARAJAS

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% up to 8000′.
Between 2300-0700LT: 5.5% up to 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 D10.0 BRA/D5.6 SSY, turn LEFT, intercept BRA R-006 to D12.0 BRA, turn RIGHT, intercept RBO R-238 inbound to RBO, RBO R-077 to PINAR.

CHANGES: Airport name.

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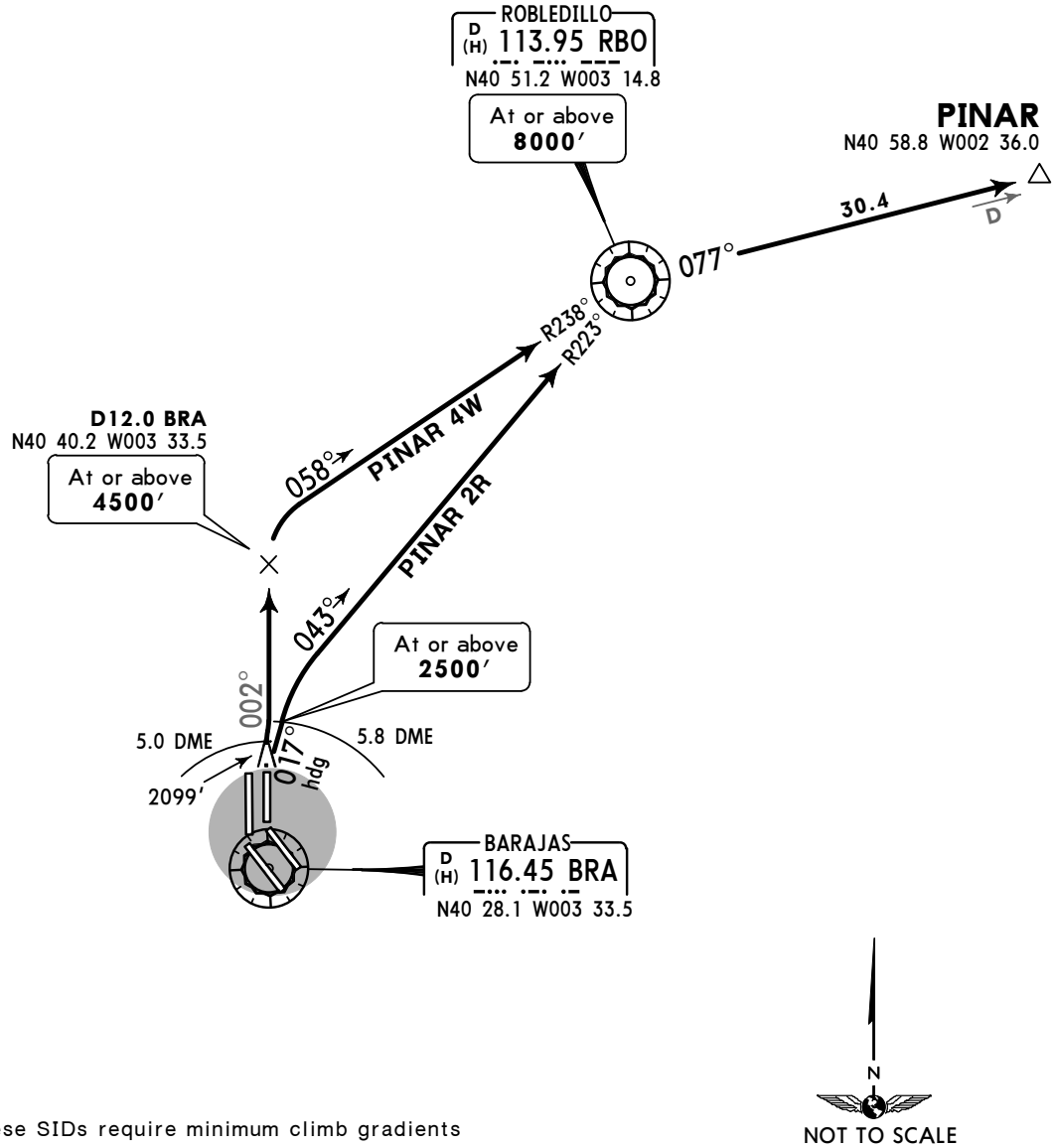
JEPPESEN
15 MAY 15 (10-3T2) Eff 28 May

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 FOUR WHISKEY (PINAR 4W) [PINA4W]
RWY 36R DEPARTURES

SPEED: MAX 250 KT BELOW 10000′



These SIDs require minimum climb gradients of
PINAR 2R: 5.0% up to 8000′.
PINAR 4W: 5.5% up to 8000′.

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

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 4W Usable 2300-0700LT	Climb on runway heading to BRA 5.0 DME, intercept BRA R-002 to D12.0 BRA, turn RIGHT, intercept RBO R-238 inbound to RBO, RBO R-077 to PINAR.

CHANGES: Airport name; SID PINAR 2W renumbered 4W.

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

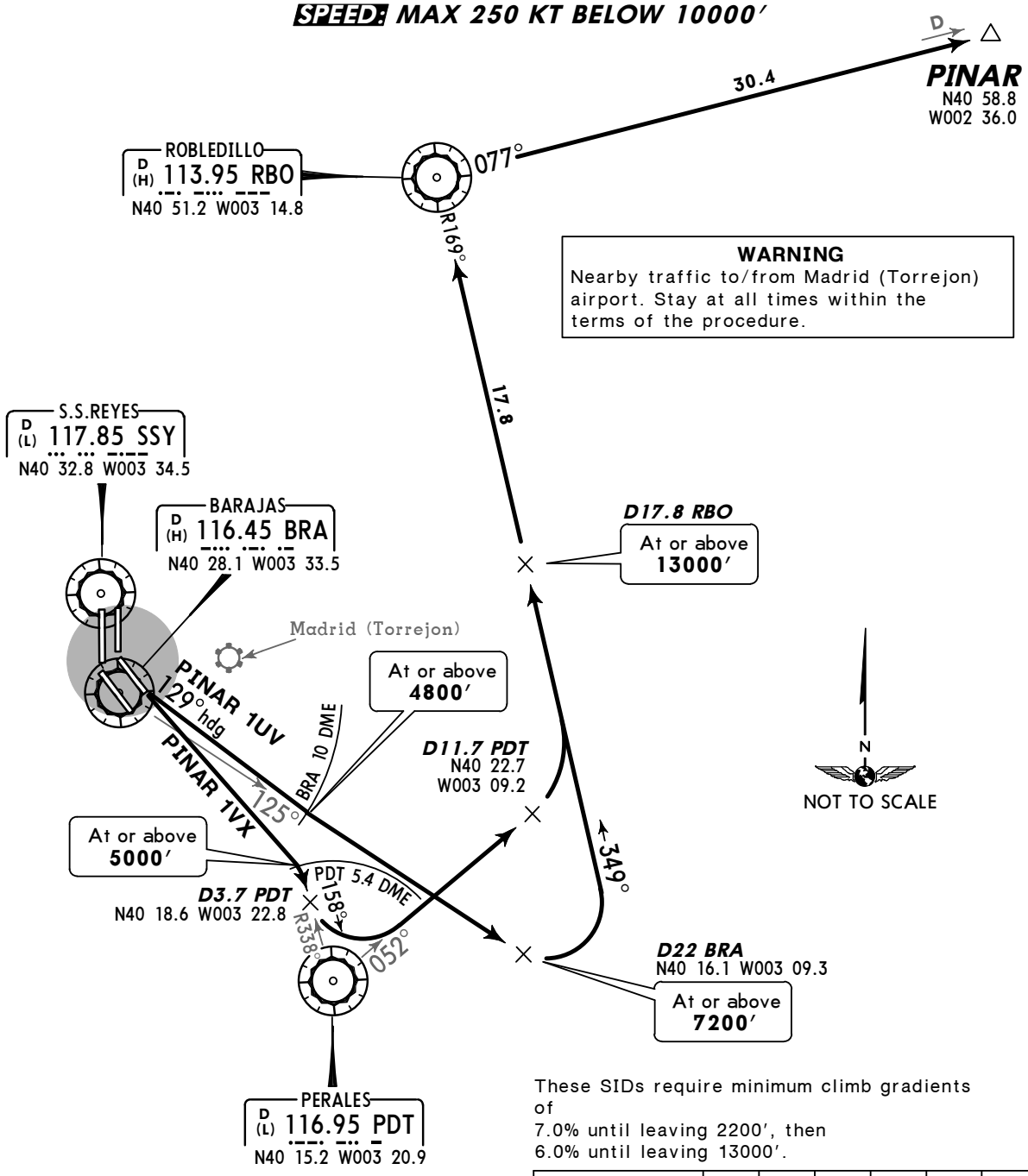
MADRID, SPAIN

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′



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

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

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

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

SID	ROUTING
PINAR 1UV 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, intercept RBO R-169 inbound to RBO, RBO R-077 to PINAR.

CHANGES: Chart reindexed.

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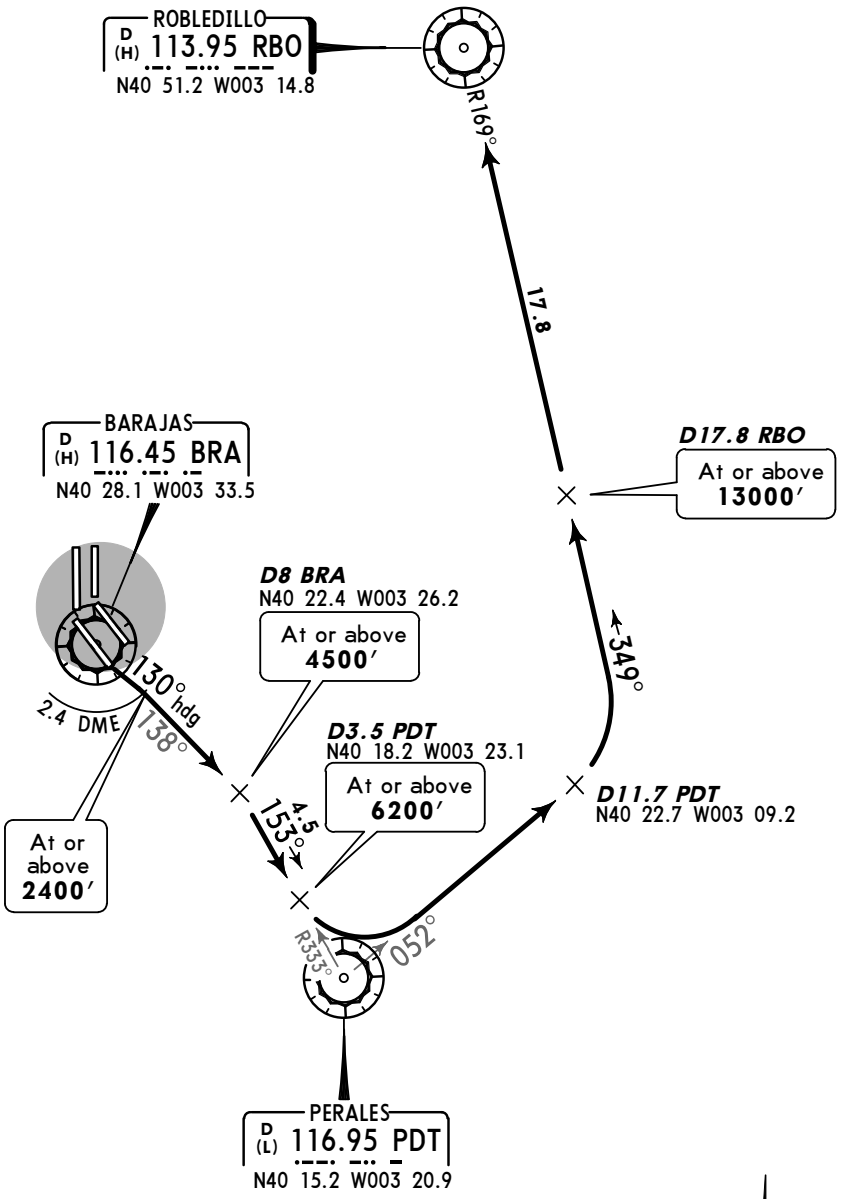
LEMD/MAD BARAJAS

MADRID, SPAIN

SID

Apt Elev	Trans level: By ATC Trans alt: 13000′
1998′	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

N

NOT TO SCALE

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

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

ROUTING

Climb on 130° heading to BRA 2.4 DME, turn RIGHT, intercept BRA R-138 to D8 BRA, turn RIGHT, intercept PDT R-333 inbound to D3.5 PDT, turn LEFT, intercept PDT R-052 to D11.7 PDT, turn LEFT, intercept RBO R-169 inbound to RBO.

CHANGES: Chart reindexed.

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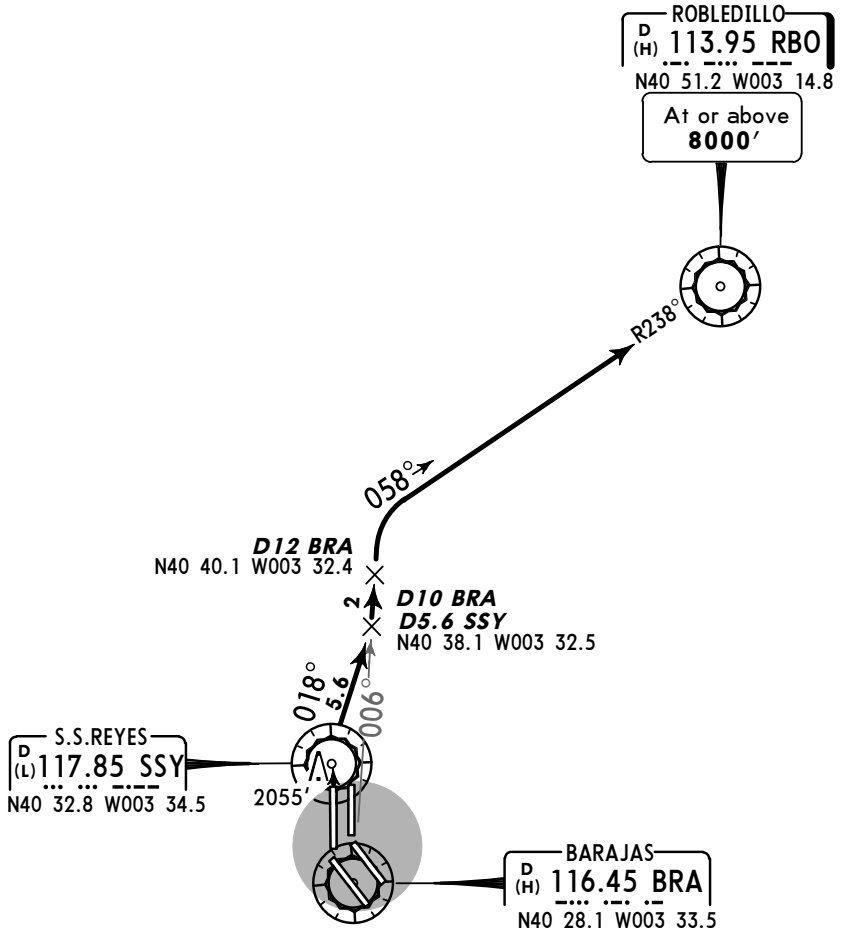
LEMD/MAD
BARAJAS

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

MADRID, SPAIN
SID

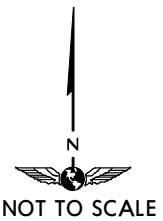
Apt Elev	
1998′	Trans level: By ATC Trans alt: 13000′ 1. EXPECT close-in obstacles. 2. SIDs are also noise abatement procedures (refer to 10-4A).

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 BRA R-006 to D12 BRA, turn RIGHT, intercept RBO R-238 inbound to RBO.

CHANGES: Chart reindexed; climb gradient.

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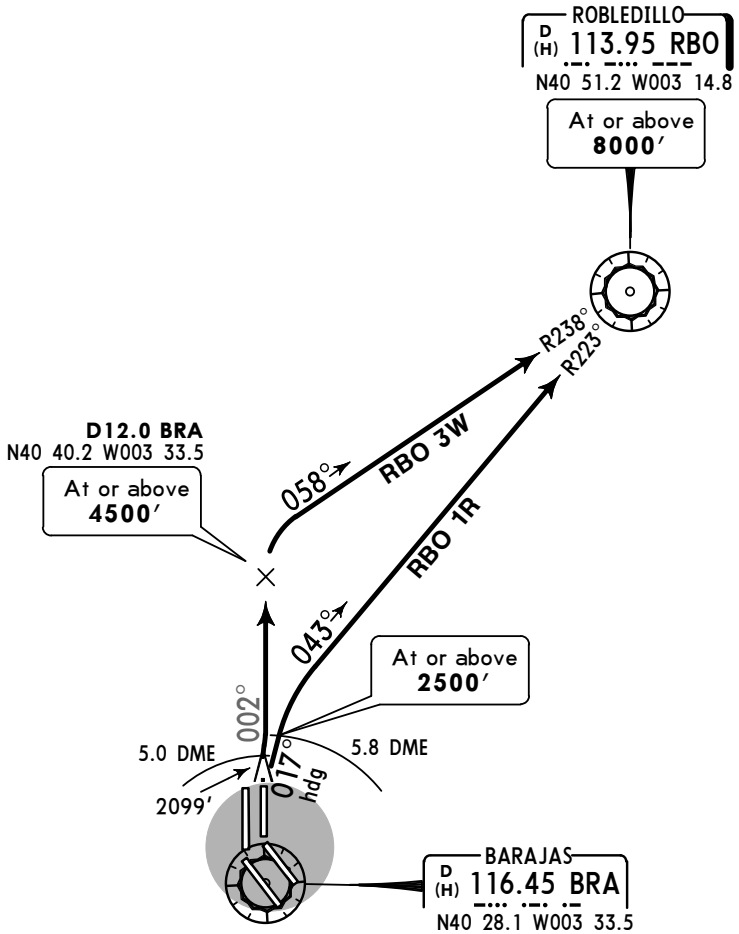
LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

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 THREE WHISKEY (RBO 3W)
RWY 36R DEPARTURES

SPEED: MAX 250 KT BELOW 10000′



These SIDs require minimum climb gradients of
RBO 1R: 5.0% up to 8000′.
RBO 3W: 5.5% up to 8000′.

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

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 3W Usable 2300-0700LT	Climb on runway heading to BRA 5.0 DME, intercept BRA R-002 to D12.0 BRA, turn RIGHT, intercept RBO R-238 inbound to RBO.

CHANGES: Airport name; SID RBO 1W renumbered 3W.

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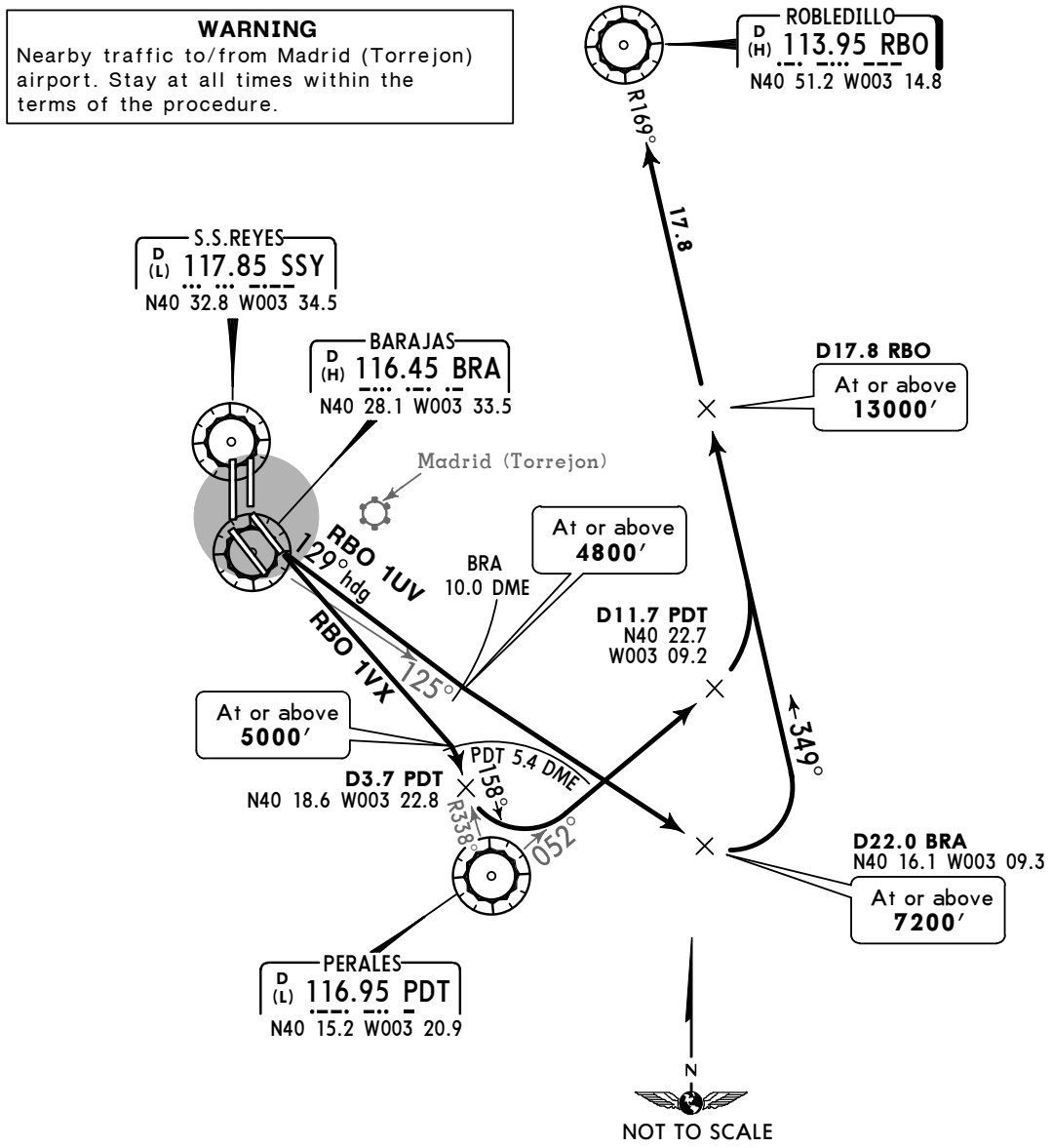
LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

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′



These SIDs require minimum climb gradients of
7.0% up to 2200′, then
RBO 1UV: 6.0% up to 13000′.
RBO 1VX: 5.0% up to 13000′.

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

RBO 1UV: Changes in initial climb track are not permitted before DER (SSY 5.0 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 10.0 DME, turn LEFT, intercept BRA R-125 to D22.0 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, intercept RBO R-169 inbound to RBO.

CHANGES: Airport name.

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LEMD/MAD BARAJAS

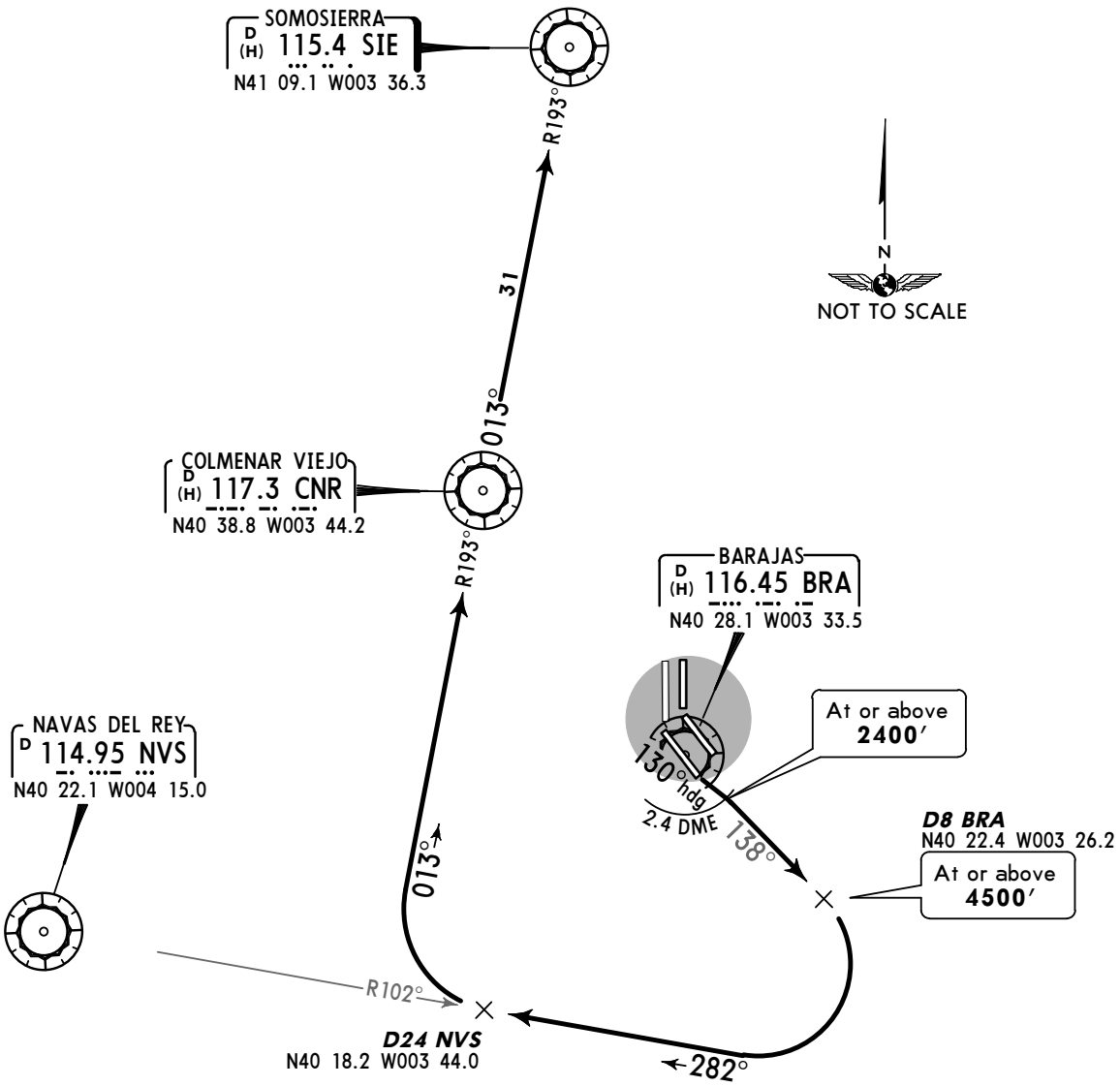
MADRID, SPAIN

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 to CNR, intercept SIE R-193 inbound to SIE.

CHANGES: RWY designation; general instructions.

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LEMD/MAD BARAJAS

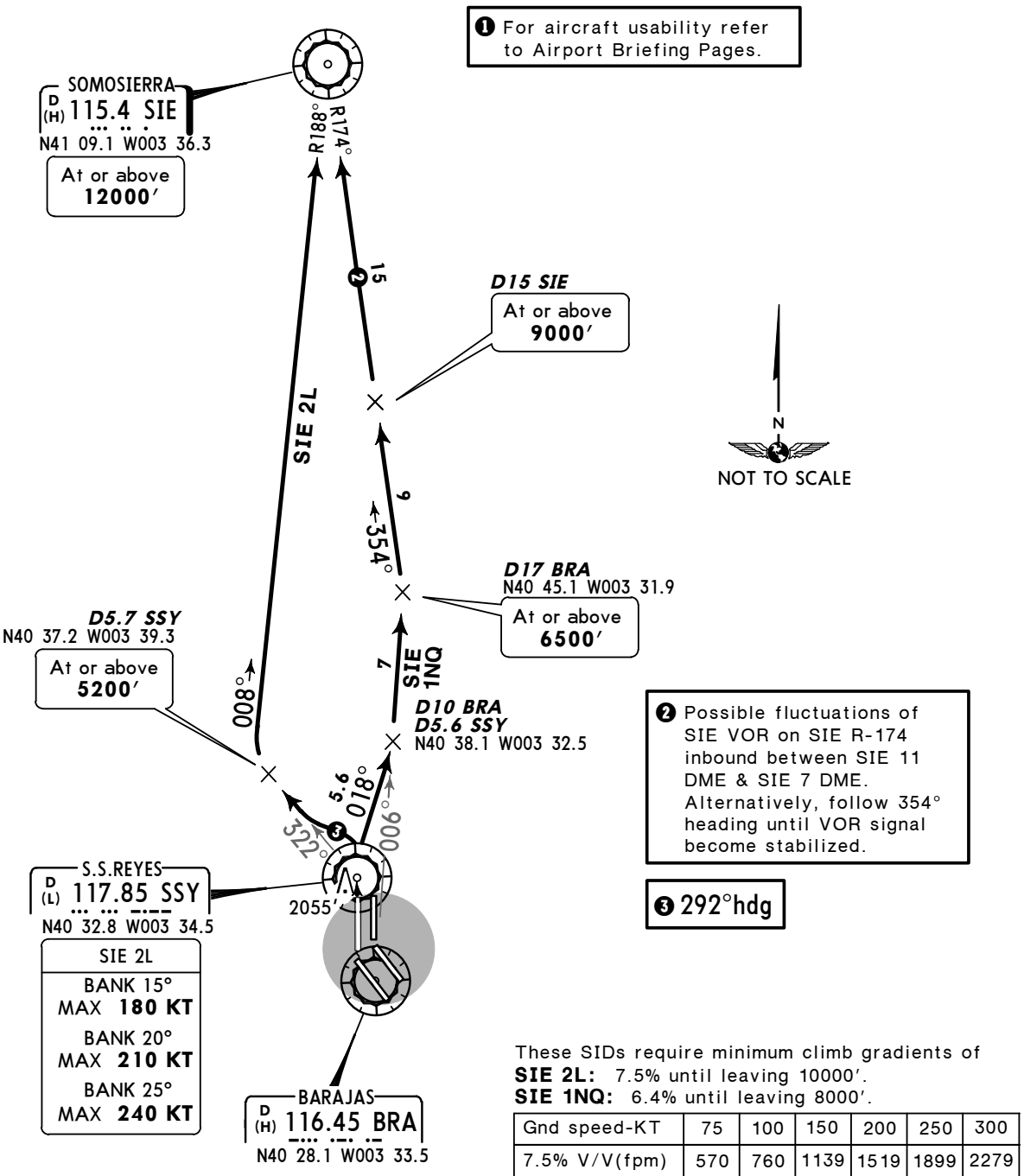
MADRID, SPAIN

SID

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

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

SPEED: MAX 250 KT BELOW 10000′



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

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

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

SID	ROUTING
SIE 2L 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 SIE.

CHANGES: None.

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LEMD/MAD BARAJAS

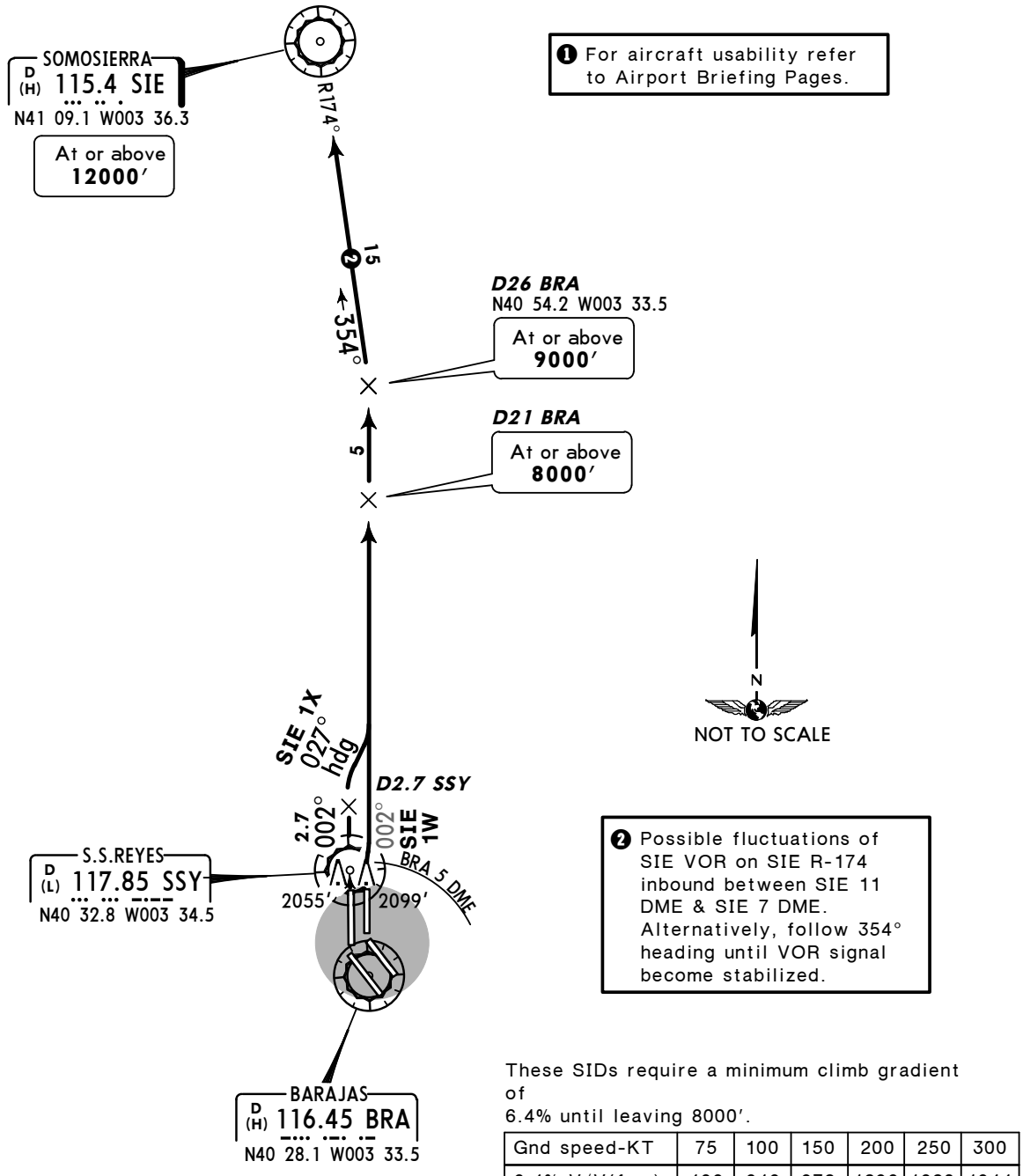
MADRID, SPAIN

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)❶
RWYS 36L/R DEPARTURES

SPEED: MAX 250 KT BELOW 10000′



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

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

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

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

SID	RWY	ROUTING
SIE 1W	**36R**	Climb on runway heading to BRA 5 DME, intercept BRA R-002 to D26 BRA, turn LEFT, intercept SIE R-174 inbound to SIE.
SIE 1X 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 R-174 inbound to SIE.

CHANGES: Initial climb.

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LEMD/MAD BARAJAS

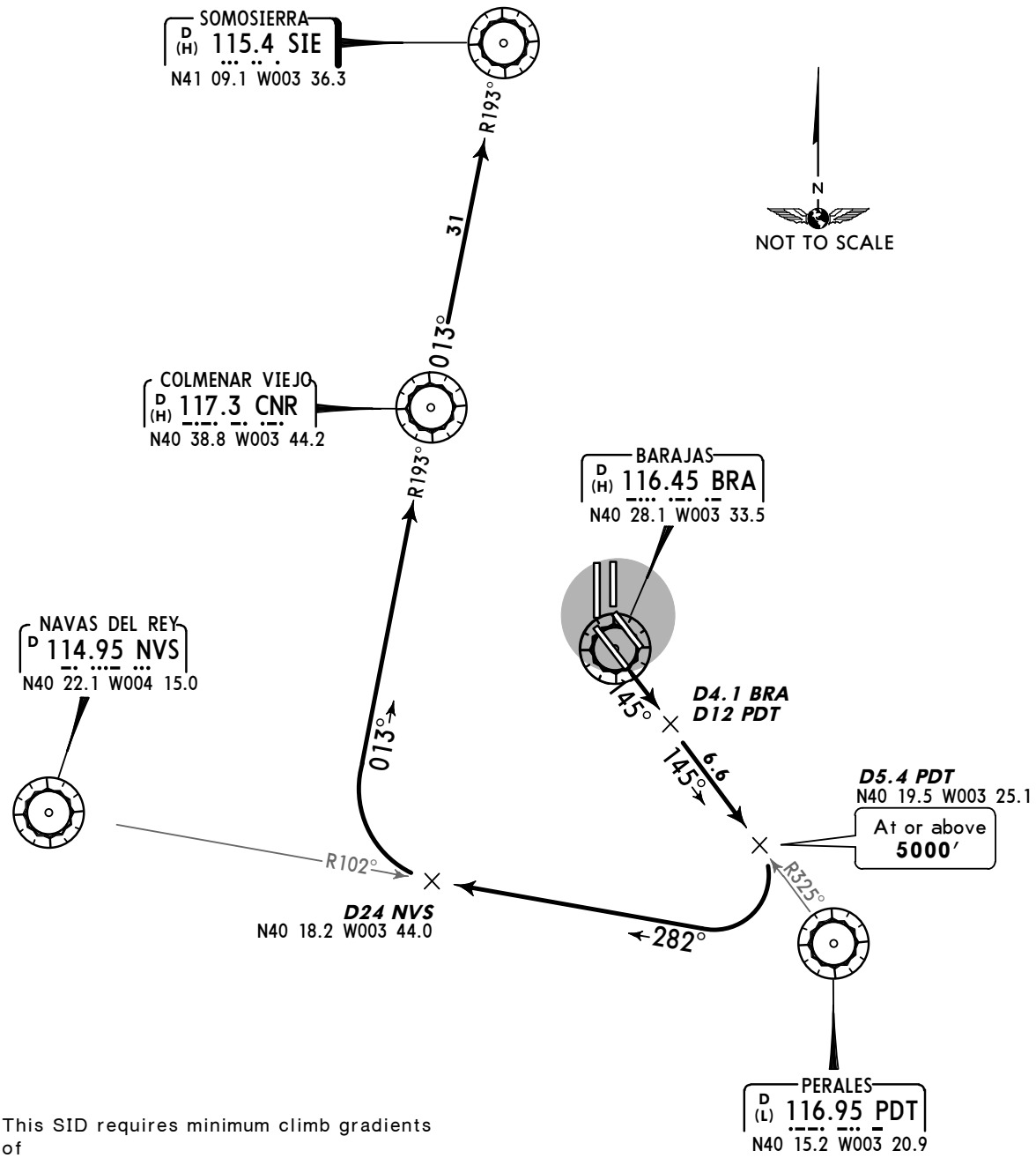
MADRID, SPAIN

SID

Apt Elev	Trans level: By ATC Trans alt: 13000′
1998′	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 CNR R-193 inbound to CNR, intercept SIE R-193 inbound to SIE.

CHANGES: None.

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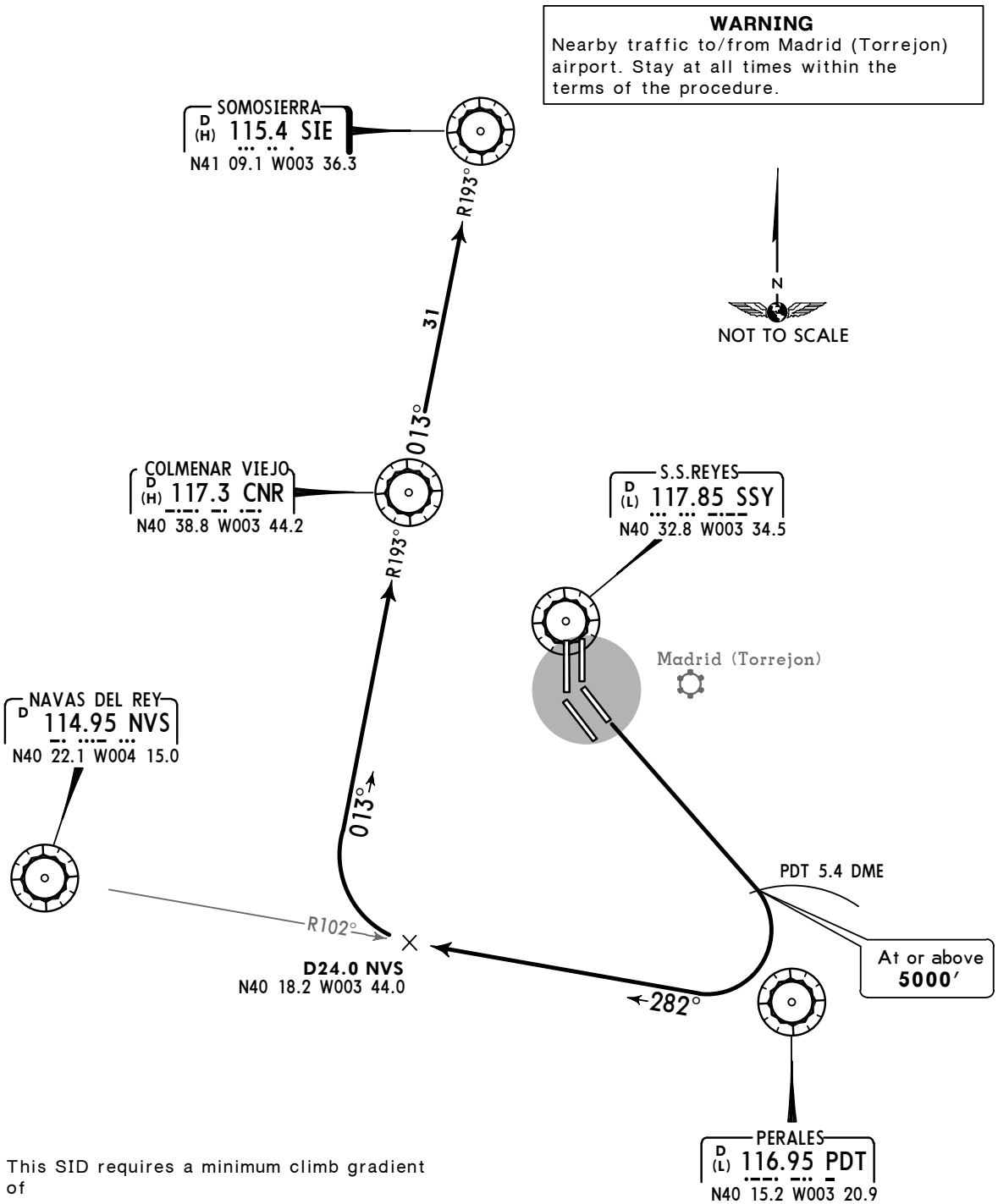
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LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

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′



This SID requires a minimum climb gradient of
5.5% up to 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 5.0 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 D24.0 NVS, turn RIGHT, intercept CNR R-193 inbound to CNR, intercept SIE R-193 inbound to SIE.

CHANGES: Reindexed.

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LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

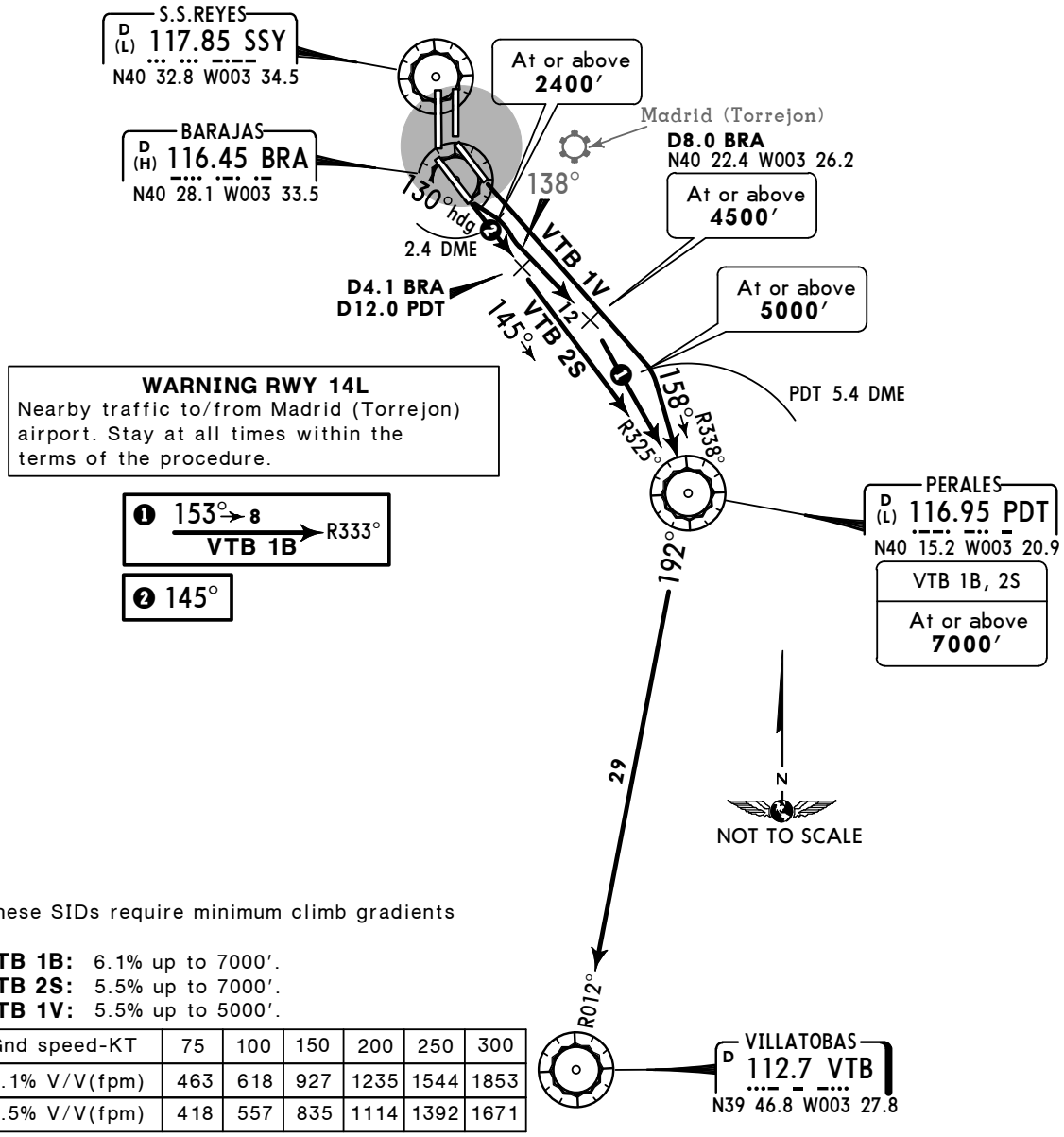
JEPPESEN
15 MAY 15 (10-3V6) Eff 28 May

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′



These SIDs require minimum climb gradients of
VTB 1B: 6.1% up to 7000′.
VTB 2S: 5.5% up to 7000′.
VTB 1V: 5.5% up to 5000′.

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

VTB 1B: Changes in initial climb track are not permitted before DER (BRA 1.0 DME).
VTB 1V: Between 0700-2300LT changes in initial climb track are not permitted before DER (SSY 5.0 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 D8.0 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/D12.0 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 R-338 inbound to PDT, turn RIGHT, intercept VTB R-012 inbound to VTB.

CHANGES: Reindexed.

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MADRID, SPAIN
SID

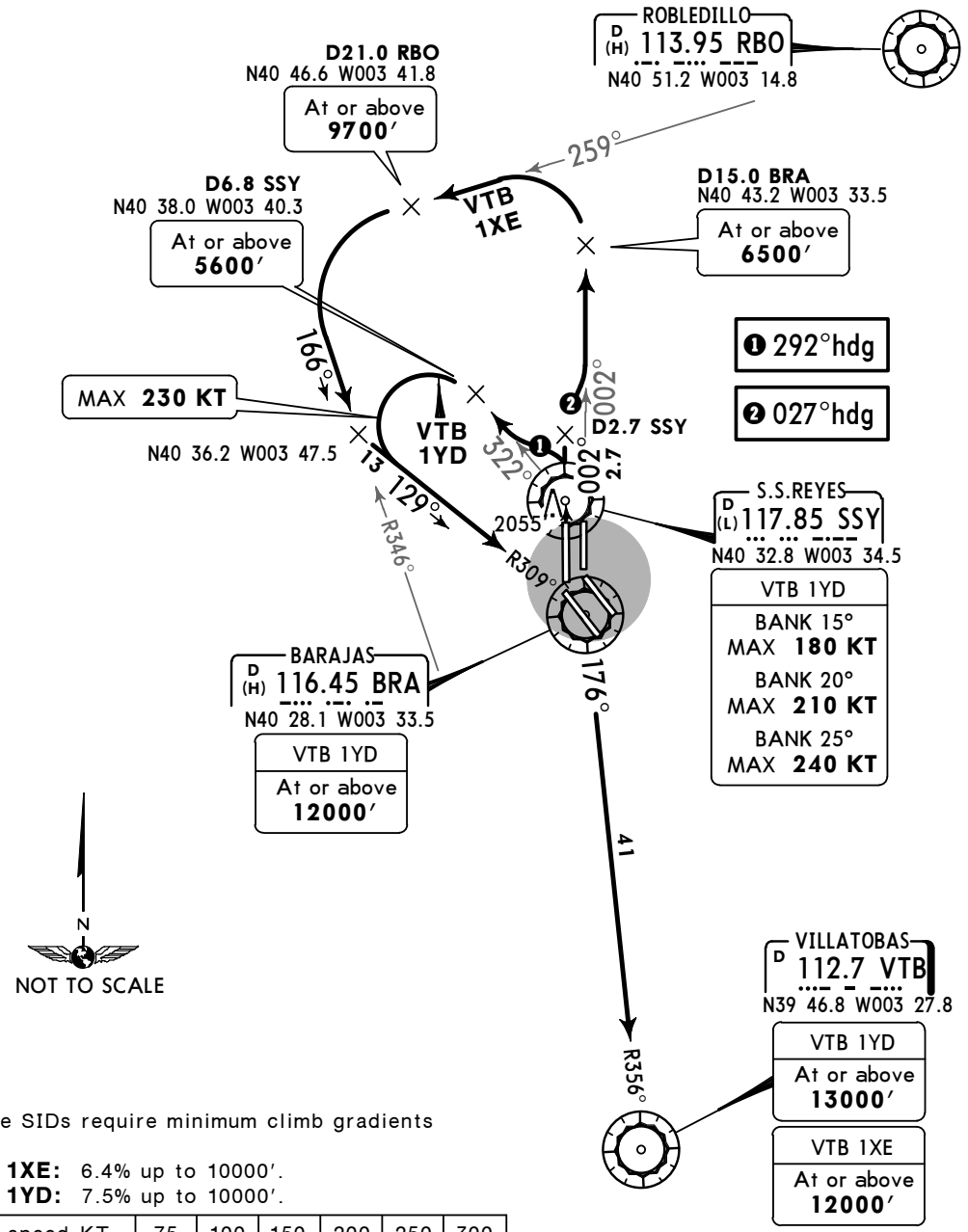
Apt Elev 1998′	Trans level: By ATC Trans alt: 13000′ 1. SIDs are also noise abatement procedures (refer to 10-4A). 2. EXPECT close-in obstacles.

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% up to 10000′.
VTB 1YD: 7.5% up to 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 D15.0 BRA, turn LEFT, intercept RBO R-259 to D21.0 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, intercept VTB R-356 inbound to VTB.

CHANGES: Reindexed.

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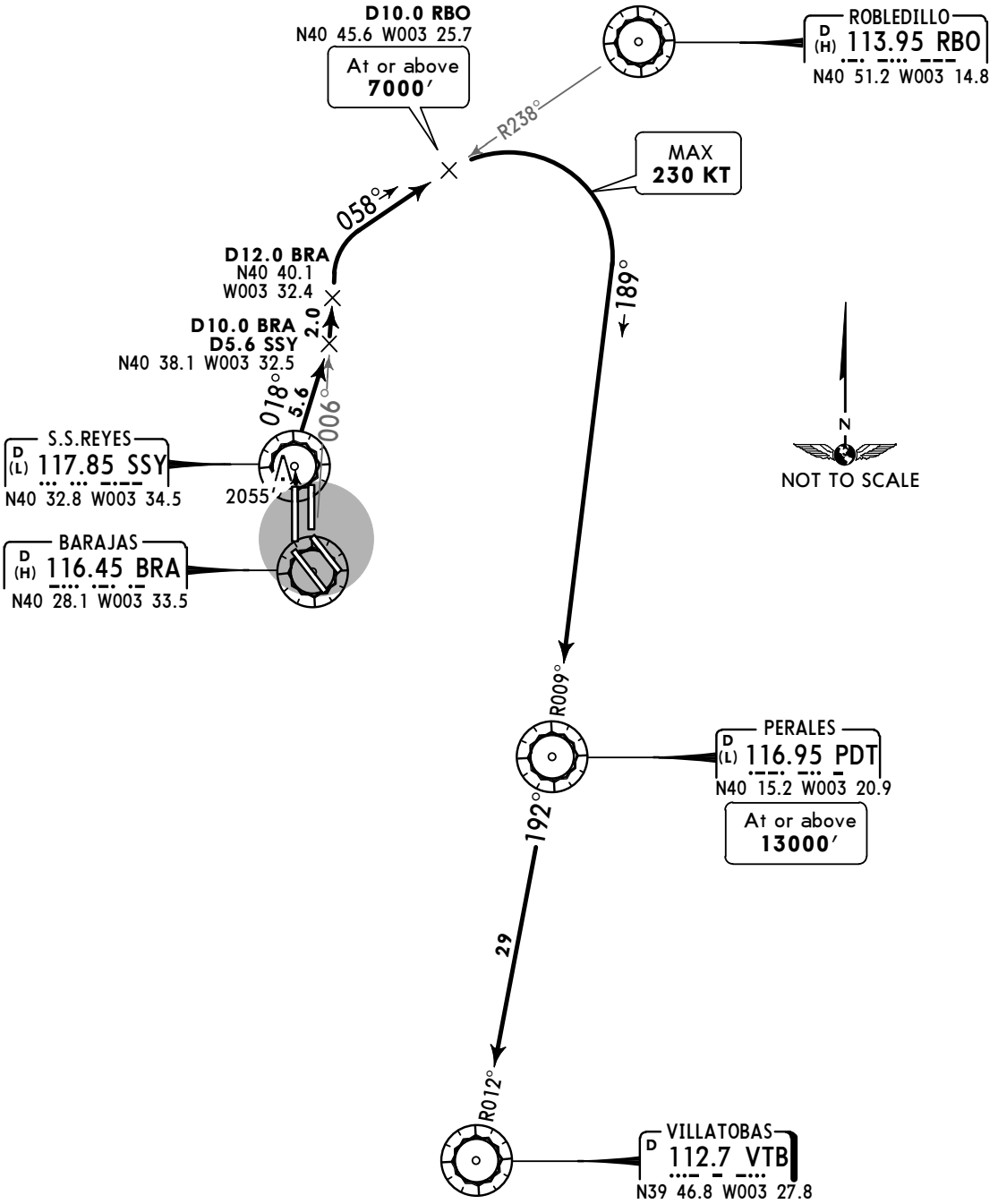
LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

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% up to 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 D10.0 BRA/D5.6 SSY, turn LEFT, intercept BRA R-006 to D12.0 BRA, turn RIGHT, intercept RBO R-238 inbound to D10.0 RBO, turn RIGHT, intercept PDT R-009 inbound to PDT, VTB R-012 inbound to VTB.

CHANGES: Airport name.

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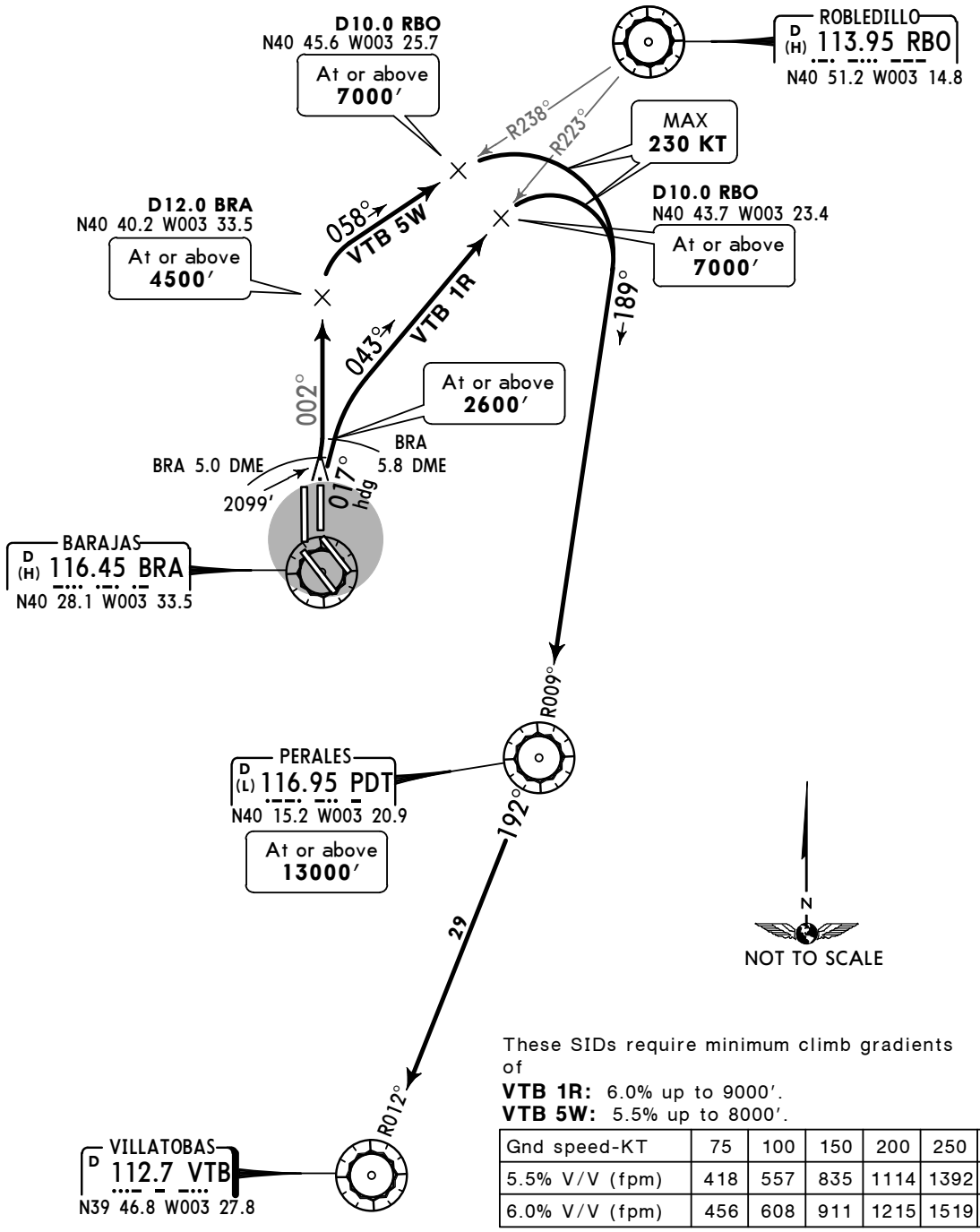
JEPPESEN
15 MAY 15 (10-3X) Eff 28 May

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 ROMEO (VTB 1R)
VILLATOBAS FIVE WHISKEY (VTB 5W)
RWY 36R DEPARTURES

SPEED: MAX 250 KT BELOW 10000′



These SIDs require minimum climb gradients of
VTB 1R: 6.0% up to 9000′.
VTB 5W: 5.5% up to 8000′.

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

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 5W Usable 2300-0700LT	Climb on runway heading to BRA 5.0 DME, intercept BRA R-002 to D12.0 BRA, turn RIGHT, intercept RBO R-238 inbound to D10.0 RBO, turn RIGHT, intercept PDT R-009 inbound to PDT, VTB R-012 inbound to VTB.

CHANGES: Airport name; SID VTB 3W renumbered 5W.

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ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
15 MAY 15 (10-3X1) Eff 28 May

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′

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

❶ 138° ZMR 1BJ
❷ 145°

Madrid (Torrejon)
D8.0 BRA
N40 22.4 W003 26.2

At or above 4500′
At or above 5000′
PDT 5.4 DME
At or above 2400′
ZMR 1V
ZMR 1SK
145°
6.6
130° hdg
2.4 DME
D4.1 BRA
D12.0 PDT
R325°
282°
PERALES
D (L) 116.95 PDT
N40 15.2 W003 20.9
S.S.REYES
D (L) 117.85 SSY
N40 32.8 W003 34.5
BARAJAS
D (H) 116.45 BRA
N40 28.1 W003 33.5
D5.4 PDT
N40 19.5 W003 25.1
At or above 5000′
NAVAS DEL REY
D 114.95 NVS
N40 22.1 W004 15.0
At or above 8000′
R102°
319°
ZAMORA
D (H) 117.1 ZMR
N41 31.8 W005 38.4
94
R139°
N
NOT TO SCALE

These SIDs require a minimum climb gradient of 5.5% up to 5000′.

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

ZMR 1BJ: Changes in initial climb track are not permitted before DER (BRA 1.0 DME).
ZMR 1V: Between 0700-2300LT changes in initial climb track are not permitted before DER (SSY 5.0 DME).

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

SID	RWY	ROUTING
ZMR 1BJ Usable 2300-0700LT	14R	Climb on 130° heading to BRA 2.4 DME, turn RIGHT, intercept BRA R-138 to D8.0 BRA, turn RIGHT, intercept NVS R-102 inbound to NVS, turn RIGHT, intercept ZMR R-139 inbound to ZMR.
ZMR 1SK Usable 0700-2300LT		Climb on BRA R-145 to D4.1 BRA/D12.0 PDT, turn RIGHT, intercept PDT R-325 inbound to D5.4 PDT, turn RIGHT, intercept NVS R-102 inbound to NVS, 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.

CHANGES: Reindexed.

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JEPPESEN
15 MAY 15 (10-3X2) Eff 28 May

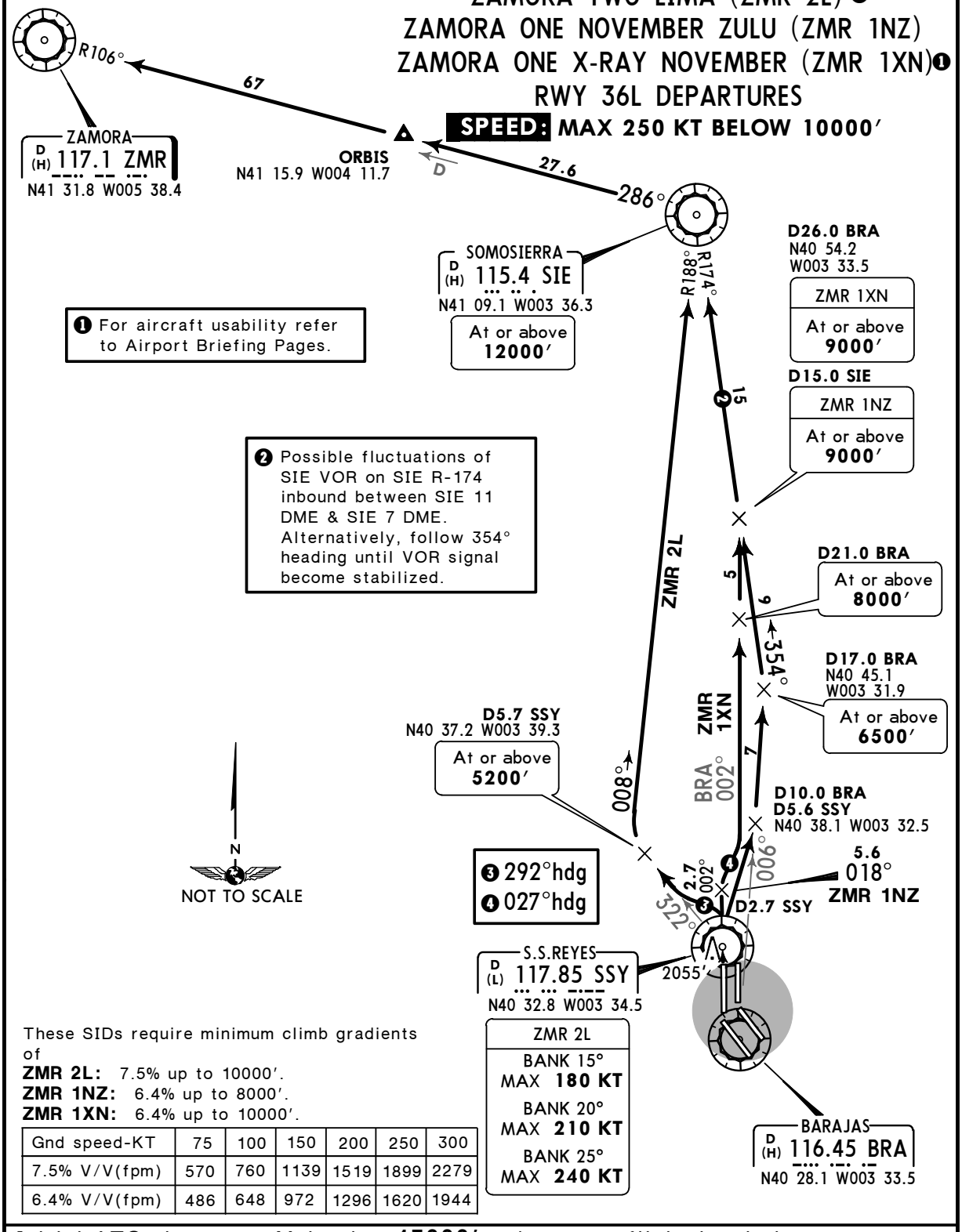
MADRID, SPAIN
SID

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

SPEED: MAX 250 KT BELOW 10000′



❶ For aircraft usability refer to Airport Briefing Pages.

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

❸ 292°hdg
❹ 027°hdg

ZMR 2L
BANK 15° MAX **180 KT**
BANK 20° MAX **210 KT**
BANK 25° MAX **240 KT**

These SIDs require minimum climb gradients of
ZMR 2L: 7.5% up to 10000′.
ZMR 1NZ: 6.4% up to 8000′.
ZMR 1XN: 6.4% up to 10000′.

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

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

SID	ROUTING
ZMR 2L 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 D10.0 BRA/D5.6 SSY, turn LEFT, intercept BRA R-006 to D17.0 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 D26.0 BRA, turn LEFT, intercept SIE R-174 inbound to SIE, SIE R-286 via ORBIS to ZMR.

CHANGES: Reindexed.

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MADRID-BARAJAS

JEPPESEN
15 MAY 15 (10-3X3) Eff 28 May

MADRID, SPAIN
SID

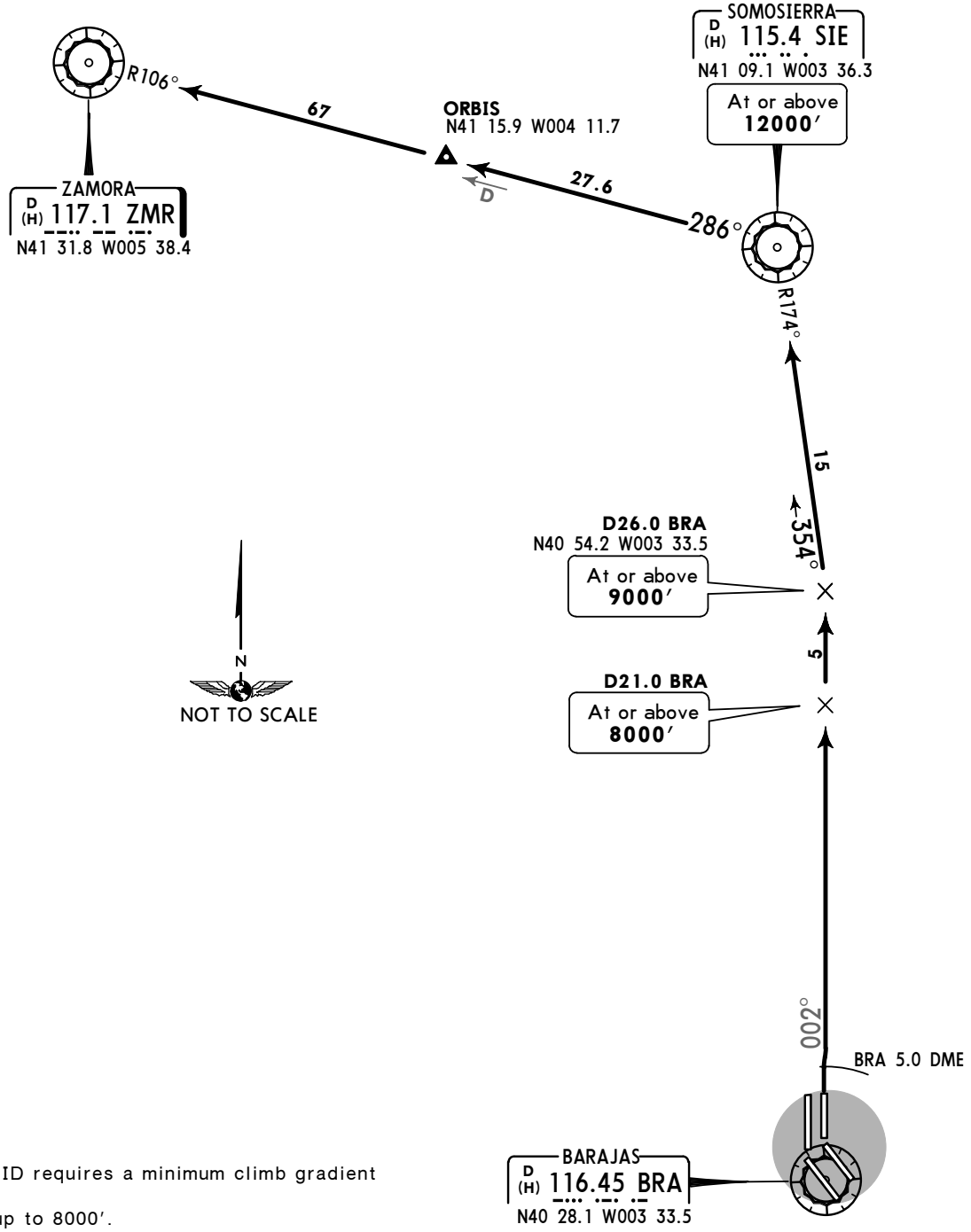
Apt Elev	
1998′	Trans level: By ATC Trans alt: 13000′ 1. SIDs are also noise abatement procedures (refer to 10-4A). 2. EXPECT close-in obstacles.

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

USABLE 0700-2300LT

FOR AIRCRAFT USABILITY REFER TO AIRPORT BRIEFING PAGES

SPEED: MAX 250 KT BELOW 10000′



This SID requires a minimum climb gradient of 6.4% up to 8000′.

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

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

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

ROUTING

Climb on runway heading to BRA 5.0 DME, intercept BRA R-002 to D26.0 BRA, turn LEFT, intercept SIE R-174 inbound to SIE, turn LEFT, SIE R-286 via ORBIS to ZMR.

CHANGES: Reindexed.

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RWYS 14L, 36L CONTINGENCY DEPARTURES

Verify take-off frequency before starting take-off.

In the event of failure of BRA or PDT VORDME used for the departures from runways 14L, 36L the following procedures shall be carried out:

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

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

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

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

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MADRID-BARAJAS

MADRID, SPAIN
NOISE

Apt Elev
1998'

NOISE ABATEMENT - P-RNAV SID

Noise monitoring point

For AIRPORT BRIEFING refer to 10-1P pages

BARDI 1AX
CCS 1AX
VTB 1AX
259°
MD044
DISKO/MD044
301°
ZMR 1AX
SIE
El Molar
MD025
RBO
MD048
SIE 2AS
SIE 1AL
ZMR 1AL
BARDI 1AX
CCS 1AX
VTB 1AX
ZMR 1AX
MD041
013°
MD012
VTB 1AY
008°
271°
MD039
CNR
Tres Cantos
Ciudad Sto. Domingo (N)
Ciudad Sto. Domingo (S)
MD017
002°
Fuente El Saz
NANDO 3AR
PINAR 2AR
RBO 2AR
Ciudalcampo
Prado Norte
027°
042°
Club De Campo
MD016
322°
MD047
Algete
Fuente El Fresno
SIE 1AL, ZMR 1AL
BARDI 1AY
CCS 1AY
VTB 1AY
La Granjilla
San Sebastian De Los Reyes
Belvis
129°
002°
SSY
017°
18R
18L
THR 18L
THR 18R
VTB 1AX, 1AY
La Moraleja
Paracuellos Del Jarama
36R
BRA
36L
14L
14R
R309°
Barajas (Pueblo)
THR 32R
Los Berrocales
Barajas (Alam. Osuna)
THR 32L
32R
32L
144°
Plataforma Dique Sur
176°
MD050
Torrejon De Ardoz
Coslada (Estacion)
117°
San Fernando De Henares
122°
PINAR 2AU
RBO 2AU
NANDO 2AU
VTB 1AX, 1AY
BARDI 2AS, CCS 2AS
SIE 2AS, VTB 2AS
ZMR 2AS
VTB
MD035
MD051
R356°
Mejorada Del Campo
MD030

CHANGES: Airport name.

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LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

MADRID, SPAIN
NOISE

Apt Elev
1998'

NOISE ABATEMENT - SID

AVILA
R193°
259° RBO
R188°
SIE
SIE
BARDI 1X
CCS 1X
VTB 1XE
SIE
El Molar
D26.0 BRA
R174°
354°
D17.0 BRA
SIE 1W, 1X
ZMR 1XN, 1W
SIE 1NQ
ZMR 1NZ
RBO
R238°
D10.0 RBO
NANDO 2N, 4W
PINAR 2N, 4W
RBO 1N, 3W
VTB 2NF, 5W
SIE 2B, 2S, 2V
SIE 2L, ZMR 2L
D15.0 BRA
058°
240°
R223°
CNR
008°
BARDI 1N, 3W
CCS 3N, 3W
013°
R060°
D12.0 BRA
D12.0 BRA
NANDO 4R
PINAR 2R
RBO 1R
VTB 1R
Ciudad Sto.
Domingo (N)
D10.0 BRA
D5.6 SSY
BARDI 1Y
CCS 1Y
D6.8 SSY
Ciudad Sto.
Domingo (S)
Fuente
El Saz
043°
D5.7 SSY
Ciudalcampo
Tres
Cantos
027° hdg
Club De
Campo
Prado Norte
Algete
D2.7 SSY
Fuente El Fresno
La Granjilla
292° hdg
129°
San Sebastian
De Los Reyes
002
018°
Belvis
017° hdg
BRA
5.8 DME
BRA
5.0 DME
322°
SSY
900
18R
002°
18L
THR 18R
THR 18L
VTB
1XE, 1YD
La
Moraleja
Paracuellos Del Jarama
BRA
36R
14L
36L
14R
THR 32R
Barajas
(Pueblo)
R309°
Los Berrocales
Barajas
(Alam. Osuna)
THR
32L
176°
32R
129° hdg
Plataforma
Dique Sur
130° hdg
145°
138°
Torrejon De Ardoz
Coslada (Estacion)
NANDO 1UV
PINAR 1UV
RBO 1UV
San Fernando
De Henares
BRA
2.4
DME
VTB 1XE, 1YD
D4.1 BRA
D12.0 PDT
VTB
Mejorada
Del Campo
D8 BRA
R356°
D5.4 PDT

❶ VTB 1YD

❷ BARDI 1V, CCS 2V
NANDO 1VX
PINAR 1VX
RBO 1VX, SIE 2V
VTB 1V, ZMR 1V

❸ BARDI 1B, CCS 2B
NANDO 1B
PINAR 2B
RBO 1B, SIE 2B
VTB 1B, ZMR 1BJ

❹ BARDI 1S
CCS 2S, SIE 2S
VTB 2S, ZMR 1SK

N

Noise monitoring point

For AIRPORT BRIEFING refer to 10-1P pages

CHANGES: Airport name; SIDs renumbered.

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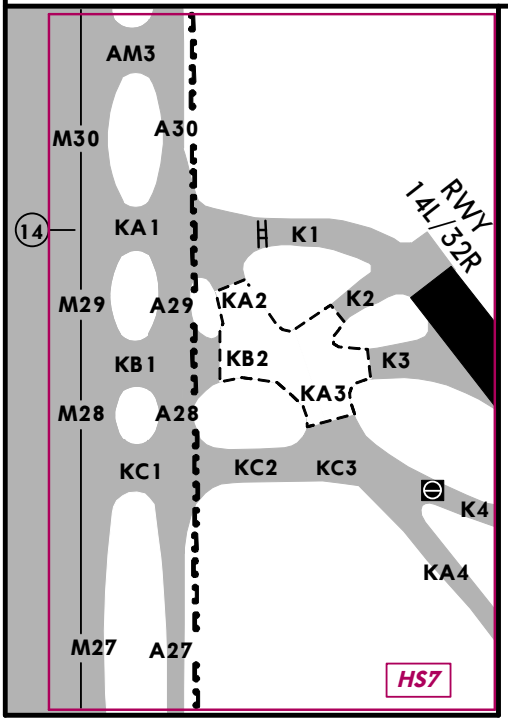
LEMD/MAD

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

WORKS ON TWY K2

REFER ALSO TO LATEST NOTAMS



PHASE 1 K2:
Area with impact to TWY K3, KA and KB

During this phase TWY K2, K3, KA2, KA3 and KB2 are closed to traffic in continued schedule, due to the presence of a drop in the affected section of TWY K2 of about 70 cm deep within the RWY strip at a distance from the RWY centre line of 120 m aproximately.

Works will be realized at NIGHT with the RWY closed.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION:
ARRIVAL

From RWY 32R to:
Terminal 1, 2 or 3
K5, KA4, or K4, KC3, KC2 from TWY A to A10 (transfer point A10-2) and the same routes for RWY 32L.

Terminal 4
Follow ATC instructions to leave RWY 32R.
Standard route: K5, KA4, or K4, KC3, KC2, TWY A, H2, H3 (transfer point H3-2).

Terminal 4S
Follow ATC instructions to leave RWY 32R.
Standard route: K5, KA4 or K4, KC3, KC2.

Ramp 20
Stands 582-586: Standard route, TWY A, A23, EA1, EA2.
Stands 568-580: Standard route, TWY A, A25, EC1, EC2.
Stands 620-628: Standard route, TWY A, A26, M1, M27.

Ramp 21:
Stands 556-558: Standard route, KC1, M28, M29, Gate 14, G14.
Stands 562-566: Standard route, TWY A, A25, EC1, EC2.
Stands 612: Standard route, KC1, M28, M29.
Stands 614-616: Standard route, KC1, M28.
Stands 618: Standard route, KC1.
Stands 608: Standard route, KC1, M28 until M30.

Ramp 22:
Stands 540-556: Standard route, KC1, M28, M29, Gate 14, EC6.
Stands 600-606: Standard route, KC1, M28 until M31.

Ramp 23:
Stands 500-530: Standard route, KC1, M28, M29, Gate 14, EC6, EC7, N11, N10, EA6, EA5.
Stands 532-536: Standard route, KC1, M28, M29, Gate 14, EC6, EC7, N11, N10, EA6.
Stands 538: Standard route, KC1, M28, M29, Gate 14, EC6, EC7, N11, N10.

DEPARTURE
Routes are not modified.

SOUTH CONFIGURATION
ARRIVAL
Routes are not modified.

DEPARTURE

To RWY 14L from Terminal 1, 2 or 3:
The same routes toward RWY 14R to A12.
From A12 to A27, A28, A29, K1, runway-holding position.

To RWY 14L from Terminal 4:
Standard route: S3 (transfer point S3-2), S2, A17 until A28, A29, K1, runway-holding position.

To RWY 14L from Terminal 4S:
Departure routes are not modified.

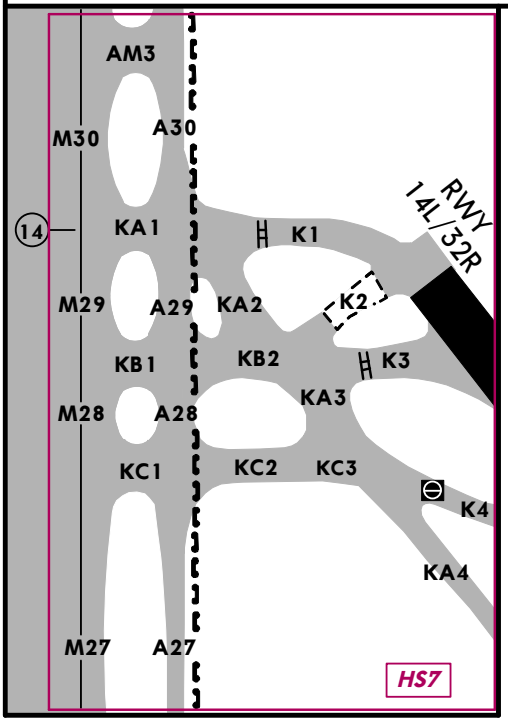
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WORKS ON TWY K2 (Continued)

REFER ALSO TO LATEST NOTAMS



PHASE 2 K2:
Area without impact to KA and KB

During this phase, due to the presence of a drop in the affected section of TWY K2 of approximately 70 cm deep, within the RWY strip approximately to 75 m of the RWY centre line and within the strip of TWY K3 to about 44 m from the TWY K3 centre line, the following restrictions are established:

- Closure to the traffic in continued hours of TWY K2.
- TWY K3 limited on continued hours to ICAO aircraft code letter E (Chapter 1, Annex 14) maximum.

Works will be done at NIGHT hours with the RWY closed.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION:

Routes are not modified.

SOUTH CONFIGURATION

ARRIVAL

Routes are not modified.

DEPARTURE

To RWY 14L from Terminal 1, 2 or 3:
The same routes toward RWY 14R to A12.
To A12 to A27, A28, KB2, K3, runway-holding position or A29, K1, runway-holding position.

To RWY 14L from Terminal 4:
Standard routes: S3 (transfer point S3-2), S2, A17 until A28, A29, K1, runway-holding position or A28, KB2, K3, runway-holding position.

To RWY 14L from Terminal 4S:
Departure routes are not modified.

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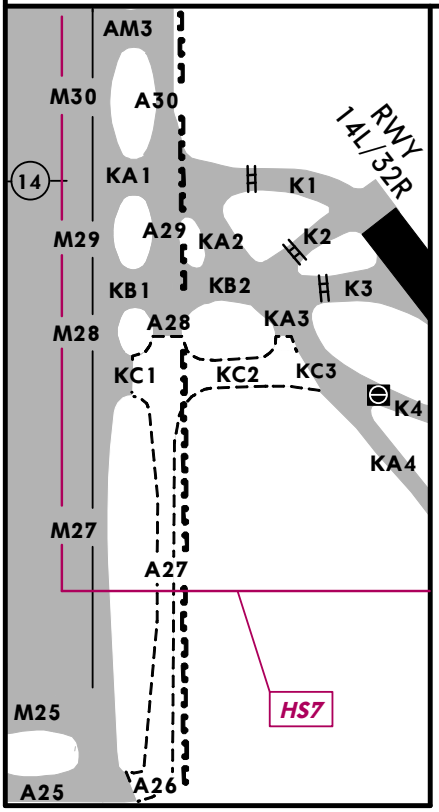
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ADOLFO SUAREZ MADRID-BARAJAS

WORKS ON TWY A28

REFER ALSO TO LATEST NOTAMS



PHASE 1 A28:
Area with impact to TWY KC and without impact to TWY KB

During this phase, due to the presence of a drop in the affected section of TWY A28 of about 70 cm deep, the following restrictions are established:

- Closure to the traffic in continued hours of TWY A28, A27, A26, KC1, KC2 and KC3.
- Section from M28 to AM1 bidirectional.
- Bend between KB1 and M28, bend between KA1 and M29, and bend between KB1 and A29 without lighting in the TWY centre line.

Works will be done at continued hours in DAY and NIGHT.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION
ARRIVAL

From RWY 32R or 32L to Terminal 1, 2 or 3:
K5, KA4, KA3, KB2, or K4, KA3, KB2, or K3, KB2, KB1, M28, M27, AM1, A25 from TWY A to A10 (transfer point A10-2) and the same routes for RWY 32L; or K5, KA4, KA3, KA2, KA1, or K4, KA3, KA2, KA1, or K3, KA2, KA1, M30 until M32, N11 until N1, A21 from TWY A to A10 (transfer point A10-2) and the same routes for RWY 32L.

From RWY 32R to Terminal 4:
Follow ATC instructions to leave RWY 32R.
K5, KA4, KA3, KB2, or K4, KA3, KB2, or K3, KB2, KB1, M28, M27, AM1, A25 to TWY A, H2, H3 (transfer point H3-2); or K5, KA4, KA3, KA2, KA1, or K4, KA3, KA2, KA1, or K3, KA2, KA1, M30 until M32, N11 until N1, A21 to TWY A, H2, H3 (transfer point H3-2).

From RWY 32R to Terminal 4S:
Follow ATC instructions to leave RWY 32R.
Standard routes: K5, KA4, KA3, KB2, KB1 or K4, KA3, KB2, KB1 or K3, KB2, KB1 or K5, KA4 until KA1, or K4, KA3 until KA1 or K3, KA2, KA1.

Ramp 20:
Stands 582-586: Standard route, KB1, M28, M27, AM1, A25 until A23, EA1, EA2 or M30 until M32, N11 until N2, M22, EA2.
Stands 568-580: Standard route, KB1, M28, M27, AM1, A25, EC1, EC2 or M30 until M32, N11 until N2, M22 until M24, EC2.
Stands 620-628: Standard route, KB1, M28, M27.

Ramp 21:
Stands 556-558: Standard route, Gate 14, G14.
Stands 562-566: Standard route, KB1, M28, M27, AM1, A25, EC1, EC2 or M30 until M32, N11 until N2, M22 until M24, EC2.
Stands 612: Standard route, KB1, M29.
Stands 614: Standard route, KB1.
Stands 616-618: Standard route, KB1, M28.
Stands 608: Standard route, M30.

Ramp 22:
Stands 540-556: Standard route, Gate 14, EC6.
Stands 600-606: Standard route, M30, M31.

NORTH CONFIGURATION
ARRIVAL (Continued)

Ramp 23:
Stands 500-530: Standard route, Gate 14, EC6, EC7, N11, N10, EA6, EA5.
Stands 532-536: Standard route, Gate 14, EC6, EC7, N11, N10, EA6.
Stands 538: Standard route, Gate 14, EC6, EC7, N11, N10.

DEPARTURE

Routes are not modified.

SOUTH CONFIGURATION
ARRIVAL

Routes are not modified.

DEPARTURE

To RWY 14L from Terminal 1, 2 or 3:
The same routes toward RWY 14R to A12.
From A12 to A25, AM1, M27 until M28, KB1, KB2, K3, runway-holding position or
K2, runway-holding position or
KB1, A29, K1, runway-holding position; or
from A12 to A20, B1 until B12, M33 until M30, KA1, K1, runway-holding position, or
M29, KB1, KB2, K2, runway-holding position or
K3, runway-holding position.

To RWY 14L from Terminal 4:
Standard route: S3 (transfer point S3-2), S2, A17 until A25, AM1, M27 until M28, KB1, KB2, K3, runway-holding position or K2, runway-holding position or
KB1, A29, K1, runway-holding position; or
from A17 to A20, B1 until B12, M33 until M30, KA1, K1, runway-holding position, or
M29, KB1, KB2, K2, runway-holding position or
K3, runway-holding position.

To RWY 14L from Terminal 4S:
Departure routes are not modified.

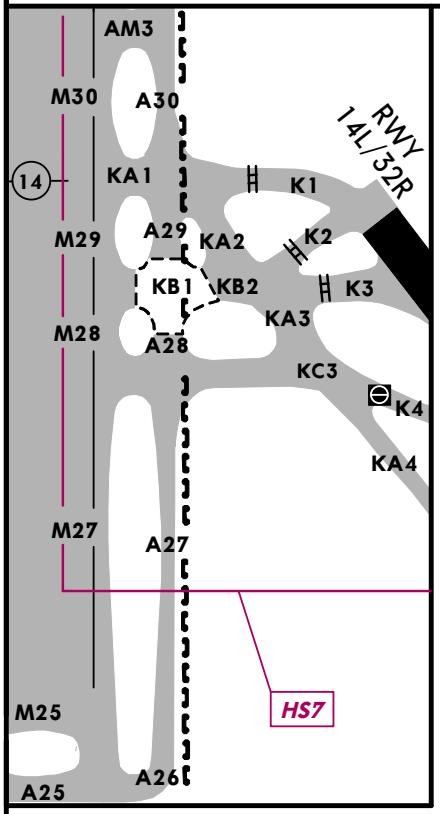
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WORKS ON TWY A28 (Continued)

REFER ALSO TO LATEST NOTAMS



PHASE 2 A28: Area with impact to TWY KB and without impact to KC

During this phase, due to the presence of a drop in the affected section of TWY A28 of about 70 cm deep, the following restrictions are established:

- Closure to the traffic in continued hours of TWY A28, A29, KB1 and KB2.
- Section from M28 to M29 bidirectional.
- Bend between A29 and KC1 and bend between KA1 and M29 without lighting in the TWY centre line.

Works will be done at continued hours in DAY and NIGHT.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION
ARRIVAL

From RWY 32R to Terminal 1, 2 or 3::
K5, KA4, KC3, KC2, or K4,KC3, KC2 to TWY A to A10 (transfer point A10-2) and the same routes for RWY 32L or K3, KA2, KA1, M29, M28, KC1, A27 until M27, AM1, to TWY A to A10 (transfer point A10-2) and the same routes for RWY 32L, or K3, KA2, KA1, M30 until M32, N11 until N1, A21 to TWY A to A10 (transfer point A10-2) and the same routes for RWY 32L.

From RWY 32R to Terminal 4:
Follow ATC instructions to leave RWY 32R.
Standard route: K5, KA4, KC3, KC2, or K4,KC3, KC2 to TWY A, H2, H3 (transfer point H3-2), or K3, KA2, KA1, M29, M28, KC1, A27 until M27, AM1, to TWY A, H2, H3 (transfer point H3-2), or K3, KA2, KA1, M30 until M32, N11 until N1, A21 to TWY A, H2, H3 (transfer point H3-2).

From RWY 32R to Terminal 4S:
Follow ATC instructions to leave RWY 32R.
Standard route: K5, KA4, KC3, KC2, TWY A or K4, KC3, KC2, TWY A or K5, KA4 until KA1, or K4, KA3 until KA1 or K3, KA2, KA1.

Ramp 20:
Stands 582-586: Standard route, A23, EA1, EA2 or M30 until M32, N11 until N2, M22, EA2.
Stands 568-580: Standard route, A25, EC1, EC2 or M30 until M32, N11 until N2, M22 until M24, EC2.
Stands 620-628: Standard route, A26, AM1, M27 or M29 until M27.

Ramp 21:
Stands 556-558: Standard route, Gate 14, G14.
Stands 562-566: Standard route, A25, EC1, EC2 o M30 until M32, N11 until N2, M22 until M24, EC2.
Stands 612: KC1, M28, M29 or KA1, M29, M28.
Stands 614-616: KC1, M28, or KA1, M29, M28.
Stands 618: KC1 or KA1, M29, M28.
Stands 608: Standard route, M30.

Ramp 22:
Stands 540-556: Standard route, Gate 14, EC6.
Stands 600-606: Standard route, M30, M31.

NORTH CONFIGURATION
ARRIVAL (Continued)

Ramp 23:
Stands 500-530: Standard route, Gate 14, EC6, EC7, N11, N10, EA6, EA5.
Stands 532-536: Standard route, Gate 14, EC6, EC7, N11, N10, EA6.
Stands 538: Standard route, Gate 14, EC6, EC7, N11, N10.

DEPARTURE

Routes are not modified.

SOUTH CONFIGURATION
ARRIVAL

Routes are not modified.

DEPARTURE

To RWY 14L from Terminal 1, 2 or 3:
The same routes toward RWY 14R to A12.
From A12 to A27, KC1, M28, M29, KA1, K1 or KA2, K3, runway-holding position or
from A12 to A20, B1 until B12, M33 until M30, KA1, K1, runway-holding position, or
KA2, K3, runway-holding position.

To RWY 14L from Terminal 4:
Standard route: S3 (transfer point S3-2), S2, A17 until A27, KC1, M28, M29, KA1, K1, runway-holding position or
KA2, K3, runway-holding position or
from A12 to A20, B1 until B12, M33 until M30, KA1, K1, runway-holding position, or
KA2, K3, runway-holding position.

To RWY 14L from Terminal 4S:
Departure routes are not modified.

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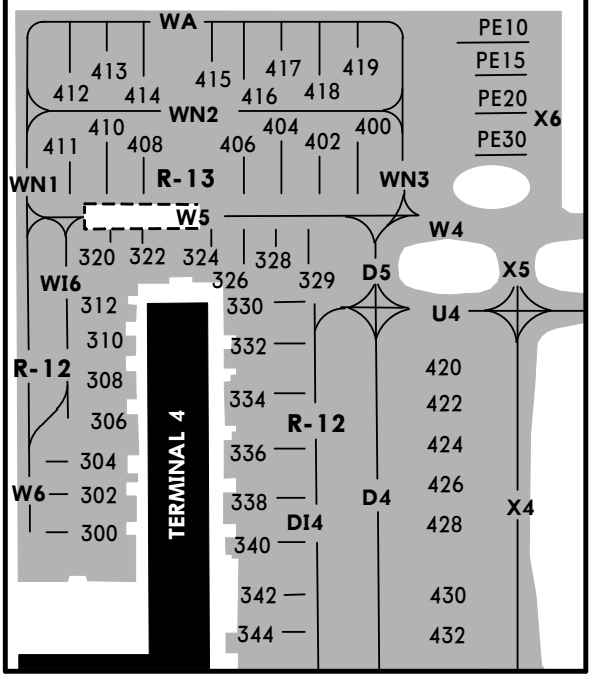
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MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

WORKS ON TWY W5

REFER ALSO TO LATEST NOTAMS



PHASE 1: TWY W5 West

During this phase the following changes will apply:

- TWY W5 between the access to stand 324 and 85'/26 m from TWY WN1 centre line approx, will be continuously closed to traffic.
- Two-way traffic will be permitted in TWYs WN2, WA and all other sections of TWY W5.
- Stands 320 to 324 will not be usable.
- ACFT shall access stands 408 to 411 from WN2, nosing to South. Exit from stands 408 to 411 shall be carried out towing the ACFT, nosing to East.
- Push-back from stand 326 shall be carried out towing the ACFT to stand 328 entry marking and releasing. Subsequent ACFT start shall be performed at minimum power.
- Access to TWY WI6 from W5 and to/from WN1 will be closed, so access to and push-back from stands 300 to 312 shall be carried out from/to TWY W6.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION: ARRIVAL

From RWY 32L to Terminal 4:
Ramp 12:
Stands 300 to 312: Standard route, J3 (transfer point J3-2), J4, D1 until D5, WN3, WN2, WN1, W6.

Ramp 13:
Stands 408 to 411: Standard route, J3 (transfer point J3-2), J4, D1 until D5, WN3, WN2.
Stands 412 to 419: Standard route, J3 (transfer point J3-2), J4, D1 until D5, WN3, WA.

From RWY 32R to Terminal 4:
Ramp 12:
Stands 300 to 312: Standard route, H3 (transfer point H3-2), H4, D2 until D5, WN3, WN2, WN1, W6.

Ramp 13:
Stands 408 to 411: Standard route, J3 (transfer point J3-2), J4, D1 until D5, WN3, WN2.
Stands 412 to 419: Standard route, J3 (transfer point J3-2), J4, D1 until D5, WN3, WA.

From RWY 18R to Terminal 4:
Ramp 12:
Stands 300 to 312: Standard route W3 (transfer point W3-2), X5, U4, D5, WN3, WN2, WN1, W6.

Ramp 13:
Stands 408 to 411: Standard route W3 (transfer point W3-2), X5, U4, D5, WN3, WN2.
Stands 412 to 419: Standard route W3 (transfer point W3-2), X5, U4, D5, WN3, WA.

From RWY 18L to Terminal 4:
Ramp 12:
Stands 300 to 312: Standard route, H3 (transfer point H3-2), H4, D2 until D5, WN3, WN2, WN1, W6.

Ramp 13:
Stands 408 to 411: Standard route W3 (transfer point W3-2), X5, U4, D5, WN3, WN2.
Stands 412 to 419: Standard route W3 (transfer point W3-2), X5, U4, D5, WN3, WA.

NORTH CONFIGURATION: DEPARTURE

To RWY 36L from Terminal 4:
Ramp 12:
Stands 326 to 328: W5, W4, X5, X4, R3 (transfer point R3-2), standard route.

To RWY 36L from Terminal 4S:
Ramp 12:
Stands 326 to 328: W5, W4, X5 until X3, S3 (transfer point S3-2), standard route.

To RWY 14R or 14L from Terminal 4:
Ramp 12:
Stands 326 to 328: W5, W4, X5 until X3, S3, (transfer point S3-2), standard route.

To RWY 14L from Terminal 4:
Ramp 12:
Stands 326 to 328: W5, W4, X5 until X3, S3, (transfer point S3-2), standard route.

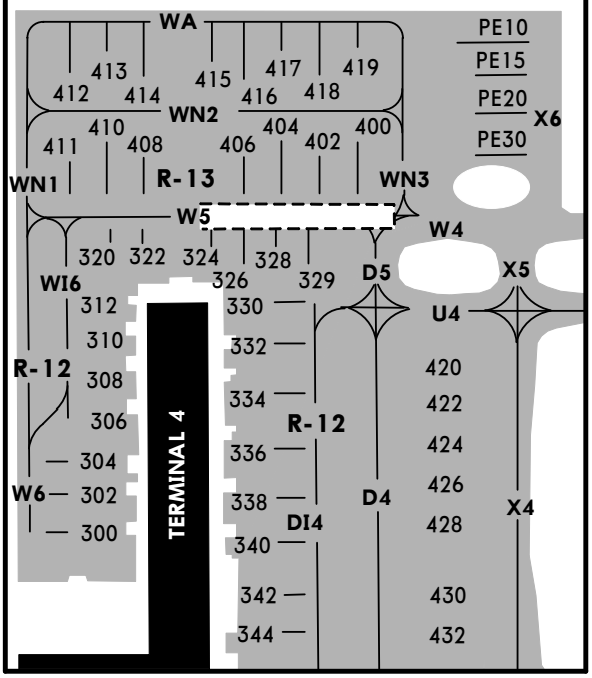
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WORKS ON TWY W5 (Continued)

REFER ALSO TO LATEST NOTAMS



PHASE 2: TWY W5 East

During this phase the following changes will apply:

- TWY W5 between the access to stand 324 and 88'/26.75 m from TWY WN3 centre line approx, and taxiway D5 will be continuously closed to traffic.
- Two-way traffic will be permitted in TWYs U4, W4, WN2 and all other sections of TWY W5.
- TWY WN3 section between W4 and WN2 is restricted to ACFT with code letter C or below.
- Stands 324 to 329 will not be usable.
- ACFT shall access stands 400 to 406 from WN2, nosing to South. Exit from stands 400 to 406 shall be carried out towing the ACFT nosing to East.
- Push-back from stand 322 shall be carried out towing the ACFT to stand 320 entry marking and releasing. Subsequent ACFT start shall be performed at minimum power.
- Code letter D or above ACFT access to stand PE30 shall be carried out through X6, and they shall exit the stand following the RWY and apron service guidance via WN3 to the North and then cross stand PE15 to reach X6.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION: ARRIVAL

From RWY 32L to Terminal 4:

Ramp 11:
Stands 430 to 432: Standard route, J3 (transfer point J3-2), J4, D1 until D4, U4, X4.

Ramp 12:
Stands 300 to 312: Standard route, J3 (transfer point J3-2), J4, D1 until D4, U4, X5, W4, WN3, WN2, WN1, WI6.
Stands 320 to 322: Standard route, J3 (transfer point J3-2), J4, D1 until D4, U4, X5, W4, WN3, WN2, WN1, W5.
Stands 420 to 428: Standard route, J3 (transfer point J3-2), J4, D1 until D4, U4, X4.

Ramp 13:
Stands 400 to 406: Standard route, J3 (transfer point J3-2); J4, D1 until D4, U4, X5, W4, WN3, WN2.
Stands 408 to 411: Standard route, J3 (transfer point J3-2), J4, D1 until D4, U4, X5, W4, WN3, WN2, WN1, W5.
Stands 412 to 419: Standard route, J3 (transfer point J3-2), J4, D1 until D4, U4, X5, W4, WN3, WA.

From RWY 32R to Terminal 4:

Ramp 11:
Stands 430 to 432: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X4.

Ramp 12:
Stands 300 to 312: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X5, W4, WN3, WN2, WN1, WI6.
Stands 320 to 322: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X5, W4, WN3, WN2, WN1, W5.
Stands 420 to 428: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X4.

Ramp 13:
Stands 400 to 406: Standard route, H3 (transfer point H3-2); H4, D2 until D4, U4, X5, W4, WN3, WN2.
Stands 408 to 411: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X5, W4, WN3, WN2, WN1, W5.

NORTH CONFIGURATION: ARRIVAL (Continued)

Ramp 13 (Continued):
Stands 412 to 419: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X5, W4, WN3, WA.

NORTH CONFIGURATION: DEPARTURE

To RWY 36L from Terminal 4:

Ramp 11:
Stands 430 to 432: D4, U4, X4, R3 (transfer point R3-2), standard route.

Ramp 12:
Stands 330 to 334: DI4, U4, X4, R3 (transfer point R3-2), standard route.
Stands 420 to 428: D4, U4, X4, R3 (transfer point R3-2), standard route.

To RWY 36R from Terminal 4:

Ramp 11:
Stands 430 to 432: D4, U4, X4, X3, S3 (transfer point S3-2), standard route.

Ramp 12:
Stands 330 to 334: DI4, U4, X4, X3, S3 (transfer point S3-2), standard route.
Stands 420 to 428: D4, U4, X4, X3, S3 (transfer point S3-2), standard route.

SOUTH CONFIGURATION: ARRIVAL

From RWY 18R from Terminal 4:

Ramp 12:
Stands 300 to 312: Standard route W3 (transfer point W3-2), W4, WN3, WN2, WN1, WI6.
Stands 320 to 322: Standard route W3 (transfer point W3-2), W4, WN3, WN2, WN1, W5.

To be continued on the following page.

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WORKS ON TWY W5 (Continued)

REFER ALSO TO LATEST NOTAMS

SOUTH CONFIGURATION:
ARRIVAL (Continued)

Ramp 13:
Stands 400 to 406: Standard route W3 (transfer point W3-2), W4, WN3, WN2.
Stands 408 to 411: Standard route W3 (transfer point W3-2), W4, WN3, WN2, WN1, W5.
Stands 412 to 419: Standard route, W3 (transfer point W3-2), W4, WN3, WA.

From RWY 18L to Terminal 4:
Ramp 11:
Stands 430 to 432: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X4.

Ramp 12:
Stands 300 to 312: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X5, W4, WN3, WN2, WN1, WI6.
Stands 320 to 322: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X5, W4, WN3, WN2, WN1, W5.
Stands 420 to 428: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X4.

Ramp 13:
Stands 400 to 406: Standard route, H3 (transfer point H3-2); H4, D2 until D4, U4, X5, W4, WN3, WN2.
Stands 408 to 411: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X5, W4, WN3, WN2, WN1, W5.
Stands 412 to 419: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X5, W4, WN3, WA.

SOUTH CONFIGURATION:
DEPARTURE

To RWY 14R from Terminal 4:
Ramp 11:
Stands 430 to 432: D4, U4, X4, X3, S3 (transfer point S3-2), standard route.

Ramp 12:
Stands 330 to 334: DI4, U4, X4, X3, S3 (transfer point S3-2), standard route.
Stands 420 to 428: D4, U4, X4, X3, S3 (transfer point S3-2), standard route.

To RWY 14L from Terminal 4:
Ramp 11:
Stands 430 to 432: D4, U4, X4, X3, S3 (transfer point S3-2), standard route.

Ramp 12:
Stands 330 to 334: DI4, U4, X4, X3, S3 (transfer point S3-2), standard route.
Stands 420 to 428: D4, U4, X4, X3, S3 (transfer point S3-2), standard route.

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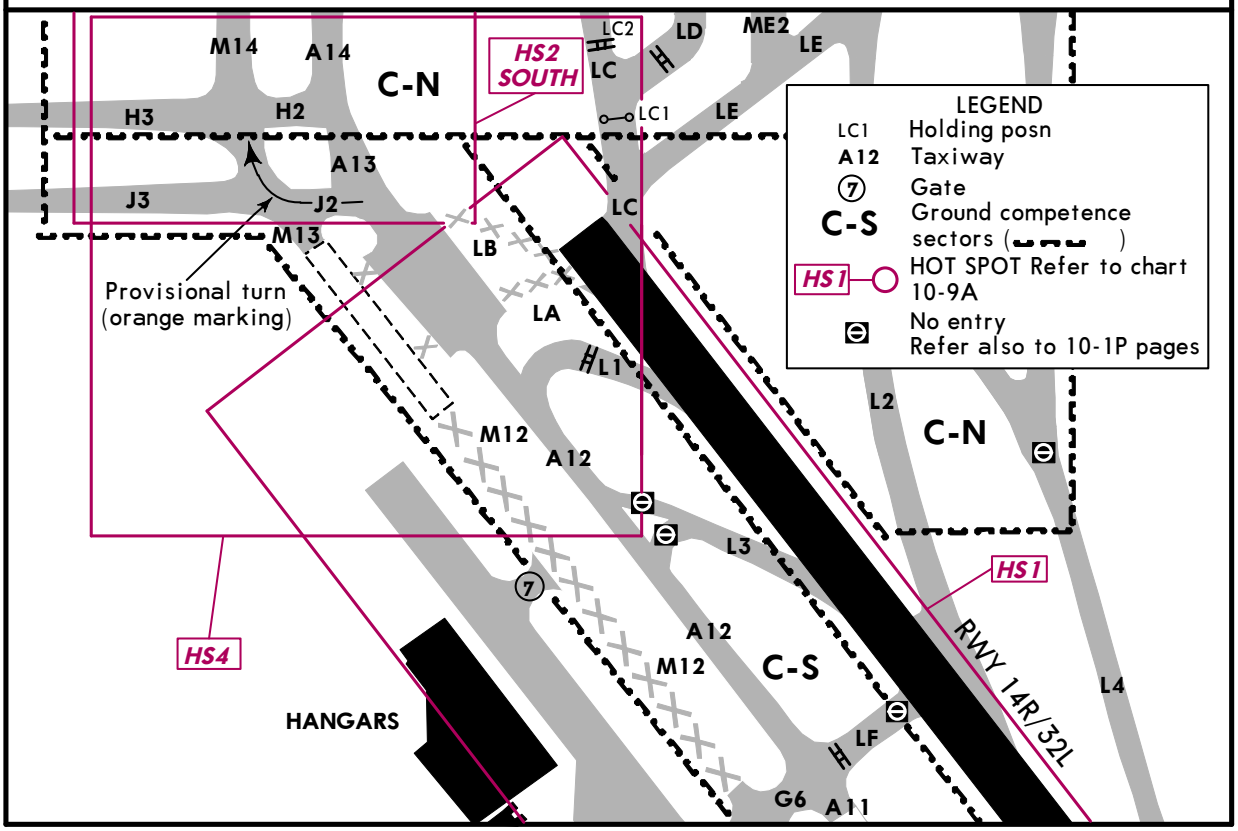
LEMD/MAD

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

WORKS ON TWYS M12 and M13

REFER ALSO TO LATEST NOTAMS



PHASE 1:

Works will be carried out during NIGHT.

During this phase the centerline of the turn from J2 to M14 will be provisionally marked with orange paint.

The area will be affected as follows:
During non-working periods:
- There is a 2 inch/5 cm deep floor unevenness in the affected area in TWYs M12 and M13.
- Possible affects on the centerline lighting of Twys M12 and M13 will be announed by NOTAM. In this case ACFT will be guided by RWY and Apron Service during NIGHT, and during DAY when LVP in force.

During working periods:
- TWYs M12, M13, LA and LB will be closed.
- Two-way traffic permitted in TWY A between J2 and G6.
- TWY centerline lighting in turns M14 - J2 - A13 and G6 - M11 u/s in both directions.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION:

ARRIVAL

Routes are not modified.

DEPARTURE

To RWY 36L from Terminal 1, 2 or 3:
Standard route: (From TWY) M10 (transfer point M10-2), M11, G6, A12, A13, J2, M14 until M17, R5 or R6 or R7, R8, Z2.

To RWY 36R from Terminal 1, 2 or 3:
Standard route: (From TWY) M10 (transfer point M10-2), M11, G6, A12, A13, J2, M14 until M31, NY13, Y1 or M14 until M32, N13, Y2 or M14 until M33, B13, Y3.

SOUTH CONFIGURATION

ARRIVAL

From RWY 18L to Terminal 1, 2 or 3:
Standard route: Y5 to AY to BY13 to M34 until M14 or
Y4 to BY13 to M34 until M14 or
Y3 to A33, to N13 to M32 until M14 to J2 to A13 to A12 to G6 to M11 to M10 (transfer point M10-2).

To RWY 18R from Terminal 1, 2 or 3:
Standard route: Z10 to ZW3 to W1 to W2 to MZ6 until MZ3 or
Z8 to W1 to W2 to MZ6 until MZ3 or
Z4 to ZW1 to V1 to V2 to MZ4 to MZ3 to M15 to M14 to J2 to A13 to A12 to G6 to M11 to M10 (transfer point M10-2).

DEPARTURE

Routes are not modified.

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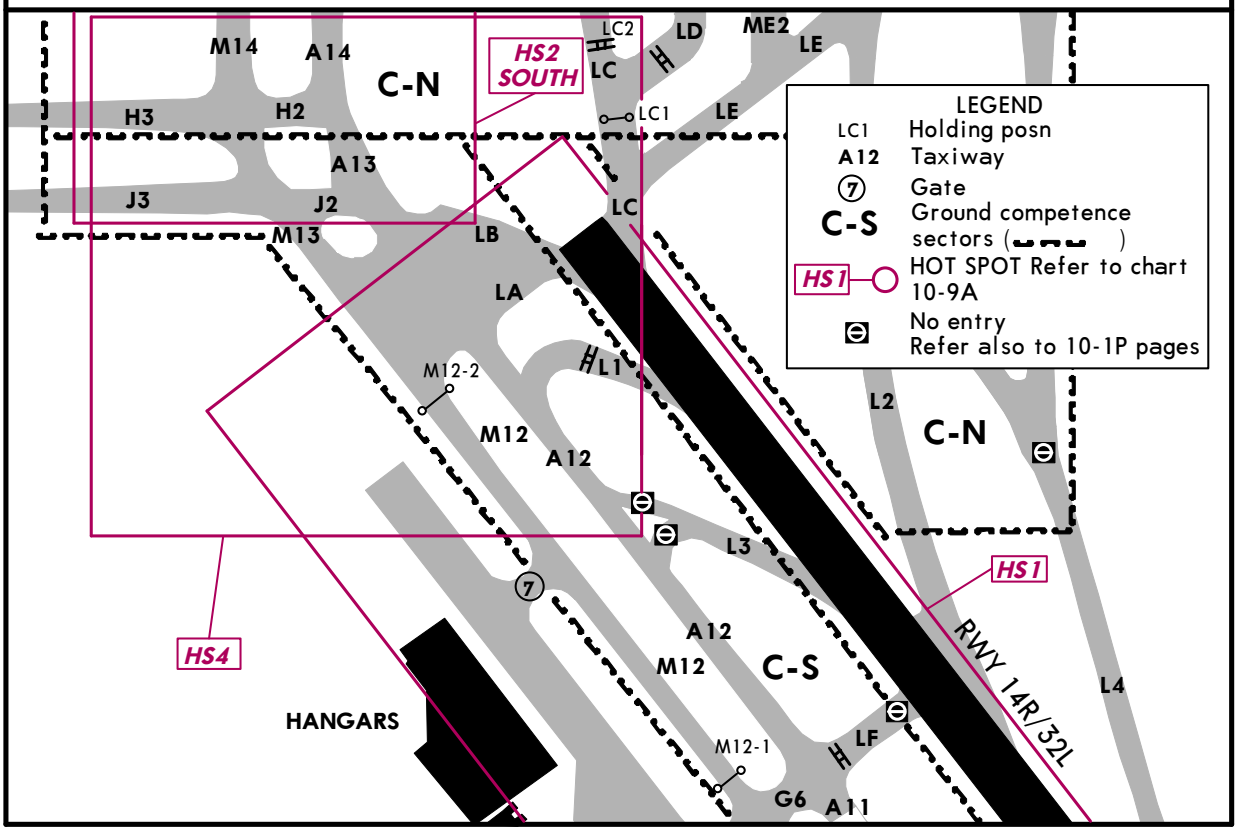
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WORKS ON TWYS M12 and M13 (Continued)

REFER ALSO TO LATEST NOTAMS



PHASE 2:

Intermediate holding position in M12 short of G6 is renamed M12-1.

Intermediate holding position in M12 short of LA is renamed M12-2.

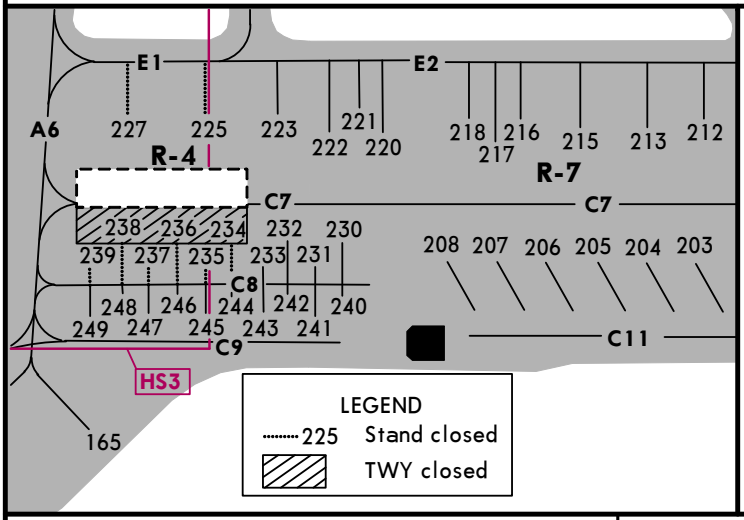
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WORKS ON TWYS C7, C11, E3 & E4

REFER ALSO TO LATEST NOTAMS - EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY



PHASE 1:
TWY C7 area 1.

Installation of centre line lighting in the segment of TWY C7 in front of stands 225, 227 and 234 thru 239. Works will be preferably conducted during DAY.

Restrictions:
- TWY C7 closed in front of stands 225, 227 and 234 thru 239.
- TWYs E1, E2 and E3 shall be used in a bidirectional way.
- Stands 225, 227 and 234 thru 239 out of service.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION
ARRIVAL

From RWY 32L to Terminal 1, 2 or 3:
R-7:
Stands 200 thru 223 and 230 thru 233: Standard route, A10 (transfer point A10-2) until A8, F2 until F4, E3, C7.

From RWY 32R to Terminal 1, 2 or 3:
R-7:
Stands 200 thru 223 and 230 thru 233: Standard route, A10 (transfer point A10-2) until A8, F2 until F4, E3, C7.

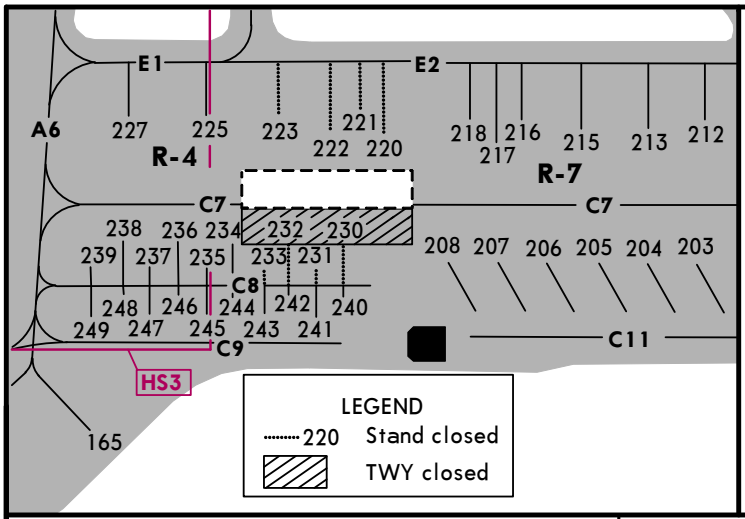
DEPARTURE
Routes are not modified.

SOUTH CONFIGURATION
ARRIVAL

From RWY 18L to Terminal 1, 2 or 3:
Standard route: Y5, AY, BY13, M34 until M10; or Y4, BY13, M34 until M10; or Y3, A33, N13, M32 until M10.
R-7:
Stands 200 to 223 and 230 to 233: Standard route, M10 (transfer point M10-2) until M8, G1, F2 until F4, E3, C7.

From RWY 18R to Terminal 1, 2 or 3:
R-7:
Stands 200 thru 223 and 230 thru 233: Standard route, M10 (transfer point M10-2) until M8, G1, F2 until F4, E3, C7.

DEPARTURE
Routes are not modified.



PHASE 2:
TWY C7 area 2.

Installation of centre line lighting in the segment of TWY C7 in front of stands 220 thru 223 and 230 thru 233. Works will be preferably conducted during DAY.

Restrictions:
- TWY C7 closed in front of stands 220 thru 223 and 230 thru 233.
- TWYs E1, E2 and E3 shall be used in a bidirectional way.
- Stands 220 thru 223 and 230 thru 233 out of service.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION
ARRIVAL

From RWY 32L to Terminal 1, 2 or 3:
R-7:
Stands 200 thru 218: Standard route, A10 (transfer point A10-2) until A8, F2 until F4, E3, C7.

From RWY 32R to Terminal 1, 2 or 3:
R-7:
Stands 200 thru 218: Standard route, A10 (transfer point A10-2) until A8, F2 until F4, E3, C7.

DEPARTURE
Routes are not modified.

SOUTH CONFIGURATION
ARRIVAL

From RWY 18L to Terminal 1, 2 or 3:
Standard route: Y5, AY, BY13, M34 until M10; or Y4, BY13, M34 until M10; or Y3, A33, N13, M32 until M10.
R-7:
Stands 200 to 218: Standard route, M10 (transfer point M10-2) until M8, G1, F2 until F4, E3, C7.

From RWY 18R to Terminal 1, 2 or 3:
R-7:
Stands 200 thru 218: Standard route, M10 (transfer point M10-2) until M8, G1, F2 until F4, E3, C7.

DEPARTURE
Routes are not modified.

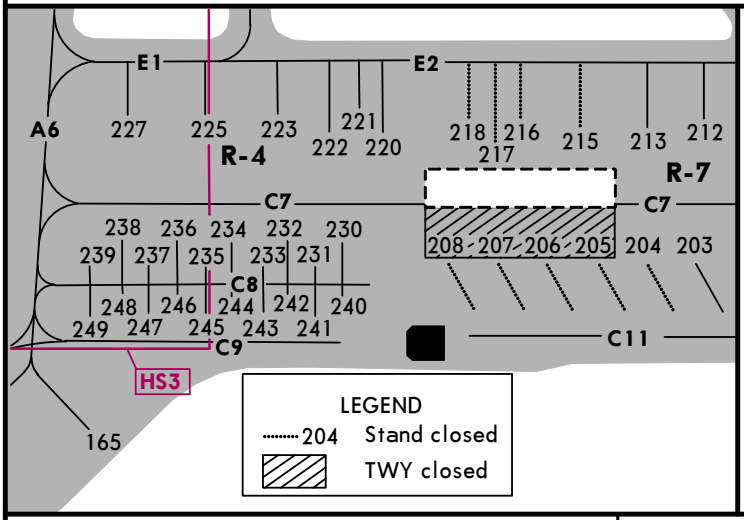
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WORKS ON TWYS C7, C11, E3 & E4 (Continued)

REFER ALSO TO LATEST NOTAMS - EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY



PHASE 3:
TWY C7 area 3.

Installation of centre line lighting in the segment of TWY C7 in front of stands 204 thru 208 and 215 thru 218. Works will be preferably conducted during DAY.

Restrictions:
- TWY C7 closed in front of stands 204 thru 208 and 215 thru 218.
- TWYs E1, E2 and E3 shall be used in a bidirectional way.
- Stands 204 thru 208 and 215 thru 218 out of service.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION

ARRIVAL

From RWY 32L to Terminal 1, 2 or 3:
R-7:
Stands 200 thru 203 and 210 thru 213: Standard route, A10 (transfer point A10-2) until A8, F2 until F4, E3, C7.

From RWY 32R to Terminal 1, 2 or 3:
R-7:
Stands 200 thru 203 and 210 thru 213: Standard route, A10 (transfer point A10-2) until A8, F2 until F4, E3, C7.

DEPARTURE

Routes are not modified.

SOUTH CONFIGURATION

ARRIVAL

From RWY 18L to Terminal 1, 2 or 3:
Standard route: Y5, AY, BY13, M34 until M10; or Y4, BY13, M34 until M10; or Y3, A33, N13, M32 until M10.
R-7:
Stands 200 to 203 and 210 to 213: Standard route, M10 (transfer point M10-2) until M8, G1, F2 until F4, E3, C7.

From RWY 18R to Terminal 1, 2 or 3:
R-7:
Stands 200 thru 203 and 210 thru 213: Standard route, M10 (transfer point M10-2) until M8, G1, F2 until F4, E3, C7.

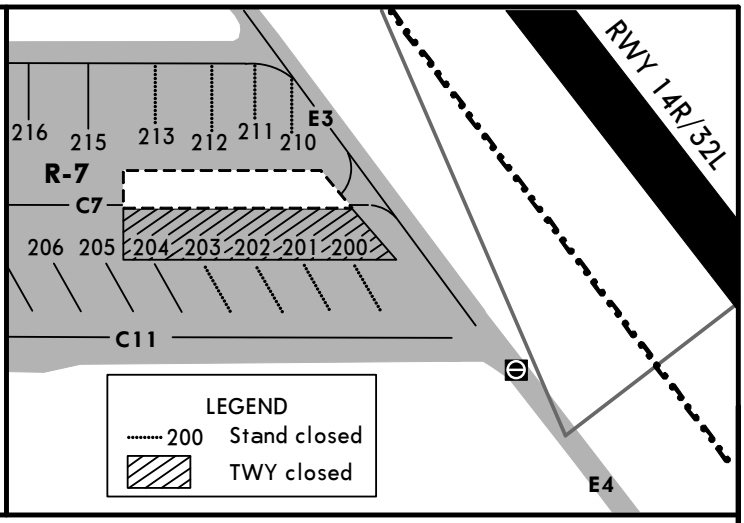
DEPARTURE

Routes are not modified.

PHASE 4:
TWY C7 area 4.

Installation of centre line lighting in the segment of TWY C7 in front of stands 200 thru 203 and 210 thru 213. Works will be preferably conducted during DAY.

Restrictions:
- TWY C7 closed in front of stands 200 thru 203 and 210 thru 213.
- TWYs E1, E2 and E3 shall be used in a bidirectional way.
- Stands 200 thru 203 and 210 thru 213 out of service.



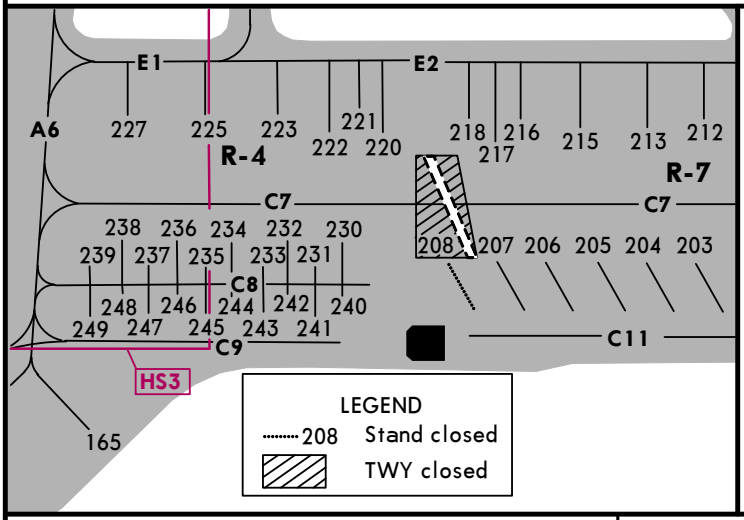
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WORKS ON TWYS C7, C11, E3 & E4 (Continued)

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PHASE 5:
TWY C7 area 5.

Performing of a pipe for the lighting that shall cross TWY C7.

Restrictions:
- TWY C7 closed in front of stand 208.
- TWYs E1, E2 and E3 shall be used in a bidirectional way.
- Stand 208 out of service.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION
ARRIVAL

From RWY 32L to Terminal 1, 2 or 3:
R-7:
Stands 200 thru 207 and 210 thru 218: Standard route, A10 (transfer point A10-2) until A8, F2 until F4, E3, C7.

From RWY 32R to Terminal 1, 2 or 3:
R-7:
Stands 200 thru 207 and 210 thru 218: Standard route, A10 (transfer point A10-2) until A8, F2 until F4, E3, C7.

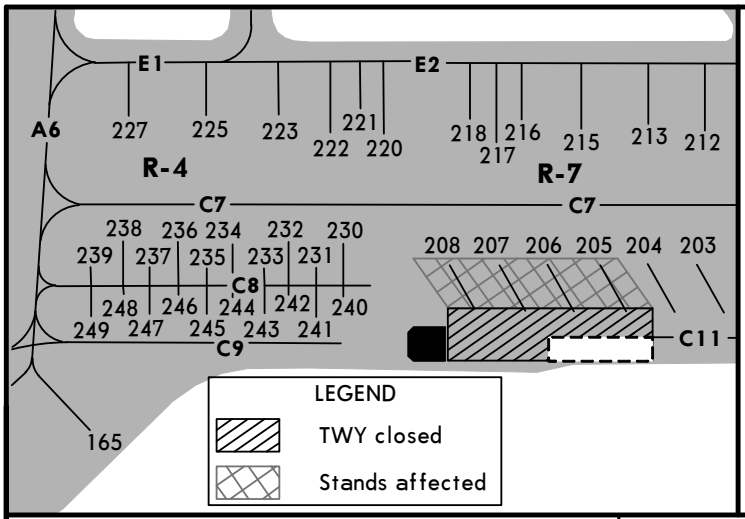
DEPARTURE
Routes are not modified.

SOUTH CONFIGURATION
ARRIVAL

From RWY 18L to Terminal 1, 2 or 3:
Standard route: Y5, AY, BY13, M34 until M10; or Y4, BY13, M34 until M10; or Y3, A33, N13, M32 until M10.
R-7:
Stands 200 to 207 and 210 to 218: Standard route, M10 (transfer point M10-2) until M8, G1, F2 until F4, E3, C7.

From RWY 18R to Terminal 1, 2 or 3:
R-7:
Stands 200 thru 207 and 210 thru 218: Standard route, M10 (transfer point M10-2) until M8, G1, F2 until F4, E3, C7.

DEPARTURE
Routes are not modified.



PHASE 6A:
TWY C11 area 1.

Installation of centre line lighting in the segment of TWY C11 in front of stands 205 thru 208.
Works will be preferably conducted during DAY.

Restrictions:
- TWY C11 closed in front of stands 205 thru 208.
- Exit from stands 205 thru 208 by towing the ACFT into TWY C7, nosing East.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION
ARRIVAL
Routes are not modified.

DEPARTURE

To RWY 36L from Terminal 1, 2 or 3:
R-7:
Stands 205 to 208: C7, E3 until E1, A7, G1, M8, M10 (transfer point M10-2), standard route or A7 until A5, C6, M6 until M10 (transfer point M10-2), standard route.

To RWY 36R from Terminal 1, 2 or 3:
R-7:
Stands 205 to 208: C7, E3 until E1, A7, G1, M8, M10 (transfer point M10-2), standard route or A7 until A5, C6, M6 until M10 (transfer point M10-2), standard route.

SOUTH CONFIGURATION
ARRIVAL
Routes are not modified.

DEPARTURE

To RWY 14R from Terminal 1, 2 or 3:
R-7:
Stands 205 to 208: C7, E3 until E1, A7 until A10 (transfer point A10-2), standard route.

To RWY 36R from Terminal 1, 2 or 3:
R-7:
Stands 205 to 208: C7, E3 until E1, A7 until A10 (transfer point A10-2), standard route.

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WORKS ON TWYS C7, C11, E3 & E4 (Continued)

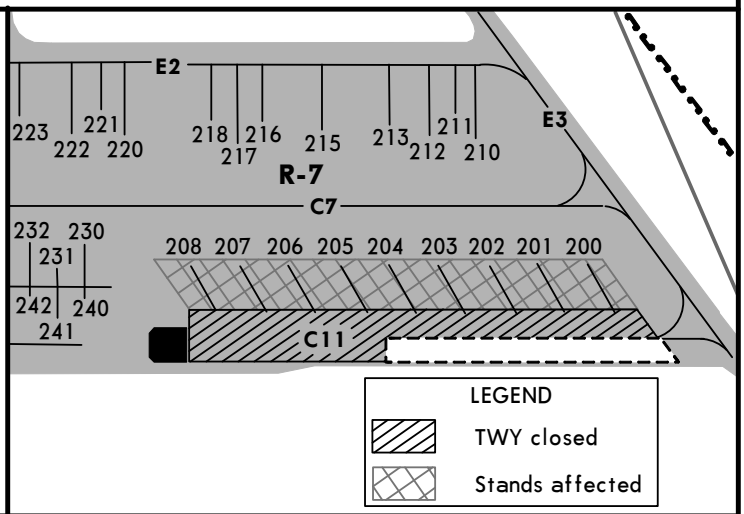
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PHASE 6B:
TWY C11 area 2.

Installation of centre line lighting in the segment of TWY C11 in front of stands 200 thru 204.
Works will be preferably conducted during DAY.

Restrictions:
- TWY C11 closed.
- Exit from stands 200 thru 208 by towing the ACFT into TWY C7, nosing East.

Standard taxiing routes shown on 10-1P pages will be modified as follows:



NORTH CONFIGURATION

ARRIVAL

Routes are not modified.

DEPARTURE

To RWY 36L from Terminal 1, 2 or 3:
R-7:
Stands 200 to 208: C7, E3 until E1, A7, G1, M8, M10 (transfer point M10-2), standard route or A7 until A5, C6, M6 until M10 (transfer point M10-2), standard route.

To RWY 36R from Terminal 1, 2 or 3:
R-7:
Stands 200 to 208: C7, E3 until E1, A7, G1, M8, M10 (transfer point M10-2), standard route or A7 until A5, C6, M6 until M10 (transfer point M10-2), standard route.

SOUTH CONFIGURATION

ARRIVAL

Routes are not modified.

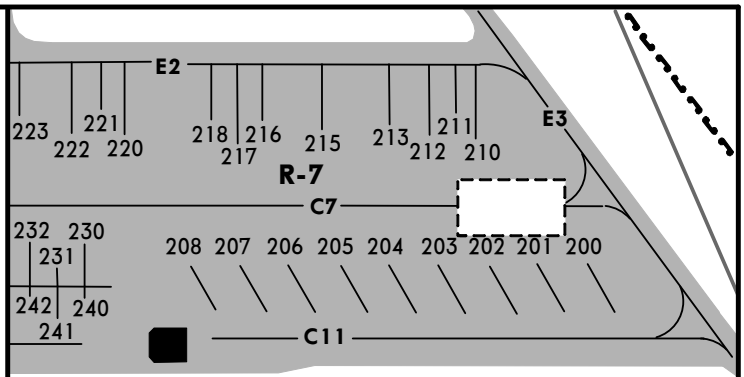
DEPARTURE

To RWY 14R from Terminal 1, 2 or 3:
R-7:
Stands 200 to 208: C7, E3 until E1, A7 until A10 (transfer point A10-2), standard route.

To RWY 36R from Terminal 1, 2 or 3:
R-7:
Stands 200 to 208: C7, E3 until E1, A7 until A10 (transfer point A10-2), standard route.

PHASE 7:
TWY C7: Installation of a new lighted intermediate holding position.

Commissioning of a new intermediate holding position with bidirectional lighting and signs associated with it in C7 short of E3.



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WORKS ON TWYS C7, C11, E3 & E4 (Continued)

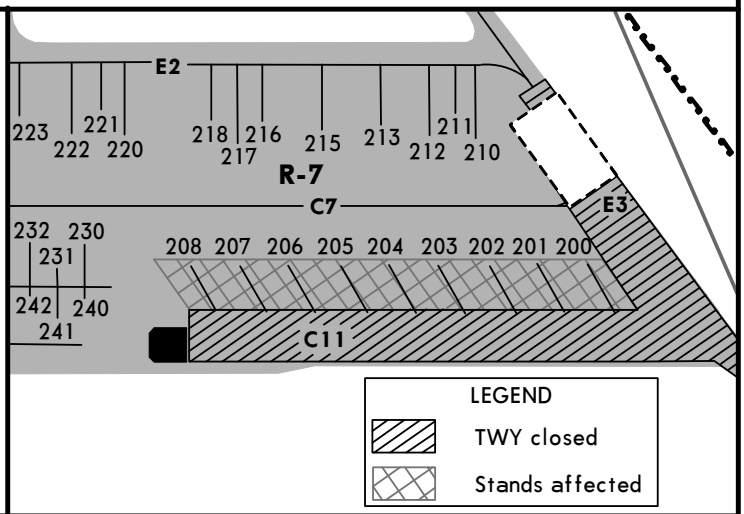
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PHASE 8: Taxiway E3.

Installation of centre line lighting in the turn from C7 to E7.
Works will be preferably conducted during DAY.

Restrictions:
- TWYs C11, E3 and E4 closed.
- TWY C7 shall be used in a bidirectional way.
- Exit from stands 200 thru 208 by towing the ACFT into TWY C7, nosing West.

Standard taxiing routes shown on 10-1P pages will be modified as follows:



NORTH CONFIGURATION
ARRIVAL

Routes are not modified.

DEPARTURE

To RWY 36L from Terminal 1, 2 or 3:
R-7:
Stands 200 to 208: C7, A6, A7, G1, M8, M10 (transfer point M10-2), standard route or C7, A6, A5, C6, M6 until M10 (transfer point M10-2), standard route.

To RWY 36R from Terminal 1, 2 or 3:
R-7:
Stands 200 to 208: C7, A6, A7, G1, M8, M10 (transfer point M10-2), standard route or C7, A6, A5, C6, M6 until M10 (transfer point M10-2), standard route.

SOUTH CONFIGURATION
ARRIVAL

Routes are not modified.

DEPARTURE

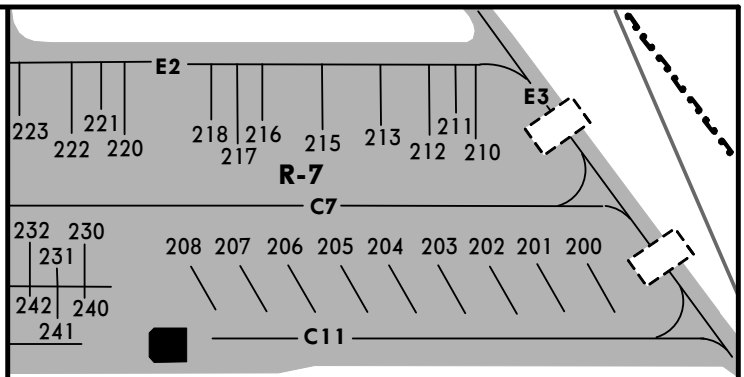
To RWY 14R from Terminal 1, 2 or 3:
R-7:
Stands 200 to 208: C7, A6, A7 until A10 (transfer point A10-2), standard route.

To RWY 36R from Terminal 1, 2 or 3:
R-7:
Stands 200 to 208: C7, A6, A7 until A10 (transfer point A10-2), standard route.

PHASE 9: TWY E3: Installation of signs and intermediate holding position lights in E3.

Commissioning of bidirectional holding position lights and signs associated with a new designation just as intermediate holding position as one in a new installation of E3:

- New intermediate holding position on TWY E3 between TWYs C11 and C7, lighting unidirectionally to TWY C7 with designation E3-1.
- Intermediate holding position on TWY E3 short of TWY E2: with bidirectional lighting and new designation E3-2.



CHANGES: New temporary chart.

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WORKS ON TWYS C7, C11, E3 & E4 (Continued)

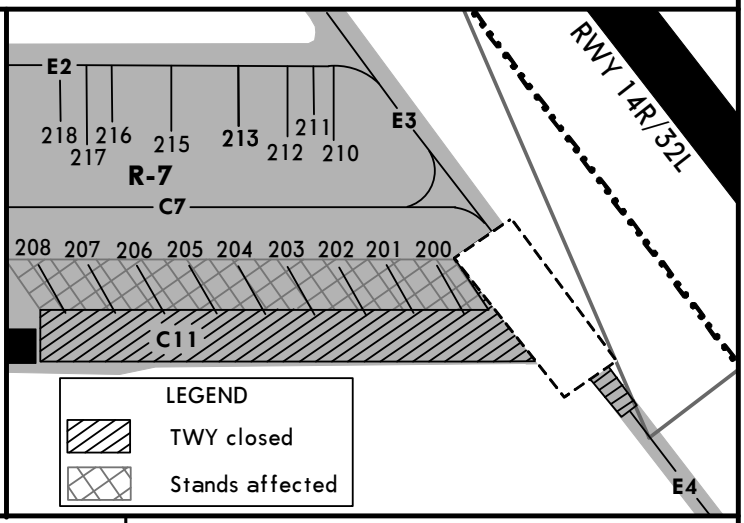
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PHASE 10:
TWY E4.

Installation of centre line lighting in the turn from TWY C11 to TWY E3. Works will be preferably conducted during DAY.

Restrictions:
- TWYs C11 and E4 closed.
- Exit from stands 200 thru 208 by towing the ACFT into TWY C7, nosing East.

Standard taxiing routes shown on 10-1P pages will be modified as follows:



NORTH CONFIGURATION
ARRIVAL

Routes are not modified.

DEPARTURE

To RWY 36L from Terminal 1, 2 or 3:
R-7:
Stands 200 to 208: C7, E3 until E1, A7, G1, M8, M10 (transfer point M10-2), standard route or A7 until A5, C6, M6 until M10 (transfer point M10-2), standard route.
To RWY 36R from Terminal 1, 2 or 3:
R-7:
Stands 200 to 208: C7, E3 until E1, A7, G1, M8, M10 (transfer point M10-2), standard route or A7 until A5, C6, M6 until M10 (transfer point M10-2), standard route.

SOUTH CONFIGURATION
ARRIVAL

Routes are not modified.

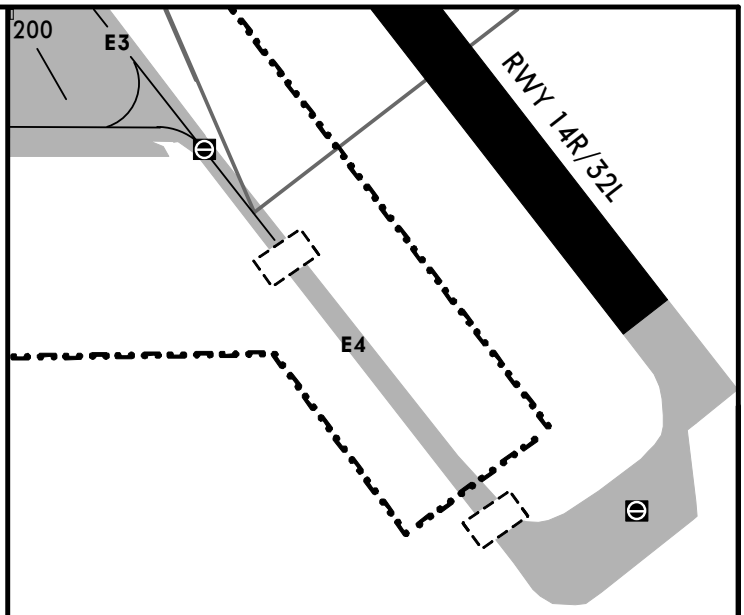
DEPARTURE

To RWY 14R from Terminal 1, 2 or 3:
R-7:
Stands 200 to 208: C7, E3 until E1, A7 until A10 (transfer point A10-2), standard route.
To RWY 36R from Terminal 1, 2 or 3:
R-7:
Stands 200 to 208: C7, E3 until E1, A7 until A10 (transfer point A10-2), standard route.

PHASE 11:
TWY E4. Installation of signs and intermediate holding position lights on TWY E4.

Commissioning of a new intermediate holding position on TWY E4, short of TWY C11, with unidirectional lighting and placement of signs associated with E4-1 and E4-2 points.

- Intermediate holding position at the Southeast end of TWY E4: New designation E4-1.
- Intermediate holding position on TWY E4 short of TWY C11: New designation E4-2.



CHANGES: New temporary chart.

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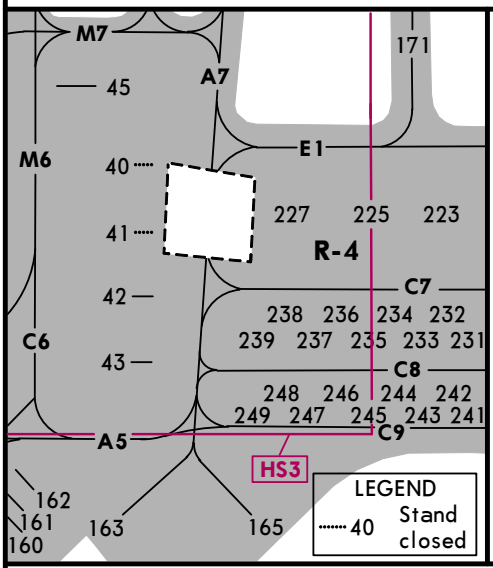
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WORKS ON TWYS A6

REFER ALSO TO LATEST NOTAMS - EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY



PHASE 1:

Installation of the centre line lighting in segment of TWY A6, in front of stands 40 and 41.

Works will be preferably conducted during NIGHT.

Restrictions:
- TWY A6 in front of stands 40 and 41 closed.
- TWYs A5, C6, M1, M2, M3, M4, M5, M6 and M7 to be used in a bidirectional way.
- Turn TWY M7 into TWY A8 to be used in South configuration is not lighted.
- Stands 40 and 41 closed.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION

ARRIVAL

From RWY 32L to Terminal 1, 2 or 3:

R-7:
Standard route, A10 (transfer point A10-2) until A8, F2 until F4, E3, C7 straight to stands 200 thru 239; or A8, G1, Gate 1, I8, M6, C6, A5, A6, C9 straight to stands 240 thru 249.

R-6:
Stand 75: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M4, C4, I6.
Stands 80 thru 85: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M3, C3.
Stands 90 thru 110: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M2, C2.
Stands 111 thru 126: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M1, C1.
Stands 130 thru 135: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M1, C1, CA.
Stands 136 thru 140: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M1, C1, A1.
Stands 144 thru 148: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M1, C1, A1.

R-5:
Stands 50 thru 74: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M4, C4.
Stands 150 thru 162: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M4, C4, A4; or M3, C3, A3; or M2, C2, A2.

R-4:
Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6, C6, A5, A6, straight to stands 42 and 43; or A5, straight to stands 163 and 165; or M6 straight to stands 44 and 45; or M5, straight to stands 36 and 37; or C5, straight to stand 35; or I7, straight to stands 30 thru 34.

R-3:
Entry to stands T1, T2 and T3: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6, M5, C5.

From RWY 32R to Terminal 1, 2 or 3:

TWY A to A10 (transfer point A10-2) and the same routes for RWY 32L.

DEPARTURE

Routes are not modified.

SOUTH CONFIGURATION

ARRIVAL

Routes are not modified.

DEPARTURE

To RWY 14R from Terminal 1, 2 or 3:

R-7:
Stands 230 thru 249: Straight to C8, A6, A5, C6, M6, M7, A8 until A10 (transfer point A10-2), standard route.

R-6:
Stands 80 thru 85, 98 and 99: C3, M3 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 75, 90 thru 97 and 100 thru 110: C2, M2 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 111 thru 126: C1, M1 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 130 thru 135: CA, C1, M1 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 136 thru 140: CB, C1, M1 until M7, A8 until A10 (transfer point A10-2), standard route.

R-5:
Stands 50 thru 59: C5, M5 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 60 thru 69: C3, M3 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 72, 73 and 74: I6, C3, M3 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 70 and 71: I6, C5, M5 until M7, A8 until A10 (transfer point A10-2), standard route.

In Ramp 6 and Ramp 5, ACFT which need push-back to leave the stands and are parked in stands 145 thru 162 (inclusive), shall proceed nosing to SW on TWY A, taxiing by the first intersection available towards the TWY M, taxiing on it to M7 and joining to A8.

R-4:
From stands 30 thru 37: I7, C5, M5 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 42 thru 45: M6, M7, A8 until A10 (transfer point A10-2), standard route.
Stands 163 and 165: A5, C6, M6, M7, A8 until A10 (transfer point A10-2), standard route.

R-3:
I8, Gate 1, G1, A8 until A10 (transfer point A10-2), standard route.

To RWY 14L from Terminal 1, 2 or 3:

The same routes toward RWY 14R to A12. From A12 until A27, A28, A29, K1, RWY-holding position or A28, KB2, K2, or K3, RWY-holding position.

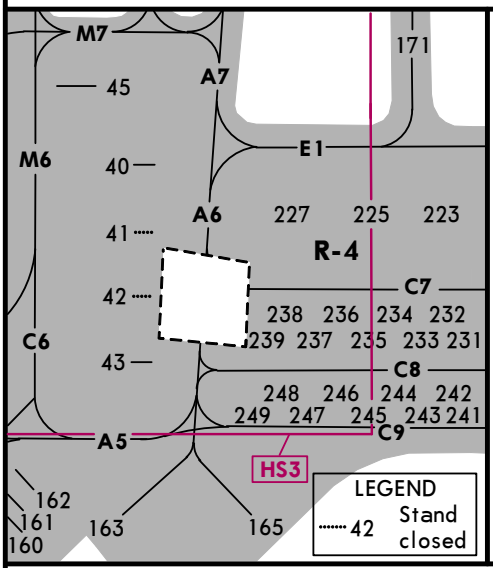
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WORKS ON TWYS A6 (Continued)

REFER ALSO TO LATEST NOTAMS - EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY



PHASE 2:

Installation of the centre line lighting in segment of TWY A6, in front of stands 41 and 42.

Works will be preferably conducted during NIGHT.

Restrictions:
- TWY A6 in front of stands 41 and 42 closed.
- TWYs A5, C6, M1, M2, M3, M4, M5, M6 and M7 to be used in a bidirectional way.
- Turn TWY M7 into TWY A8 to be used in South configuration is not lighted.
- Stands 41 and 42 closed.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION

ARRIVAL

From RWY 32L to Terminal 1, 2 or 3:

R-7:
Standard route, A10 (transfer point A10-2) until A8, F2 until F4, E3, C7 straight to stands 200 thru 239, or A8, G1, Gate 1, I8, M6, C6, A5, A6, C9 straight to stands 240 thru 249.

R-6:
Stand 75: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M4, C4, I6.
Stands 80 thru 85: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M3, C3.
Stands 90 thru 110: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M2, C2.
Stands 111 thru 126: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M1, C1.
Stands 130 thru 135: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M1, C1, CA.
Stands 136 thru 140: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M1, C1, A1.
Stands 144 thru 148: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M1, C1, A1.

R-5:
Stands 50 thru 74: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M4, C4.
Stands 150 thru 162: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M4, C4, A4; or M3, C3, A3; or M2, C2, A2.

R-4:
Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6, C6, A5, A6, straight to stands 43; or A5, straight to stands 163 and 165; or M6 straight to stands 44 and 45; or M5, straight to stands 36 and 37; or C5, straight to stand 35; or I7, straight to stands 30 thru 34.

R-3:
Entry to stands T1, T2 and T3: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6, M5, C5.

From RWY 32R to Terminal 1, 2 or 3:

TWY A until A10 (transfer point A10-2) and the same routes for RWY 32L.

DEPARTURE

Routes are not modified.

SOUTH CONFIGURATION

ARRIVAL

Routes are not modified.

DEPARTURE

To RWY 14R from Terminal 1, 2 or 3:

R-7:
Stands 230 thru 249: Straight to C8, A6, A5, C6, M6, M7, A8 until A10 (transfer point A10-2), standard route.

R-6:
Stands 80 thru 85, 98 and 99: C3, M3 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 75, 90 thru 97 and 100 thru 110: C2, M2 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 111 thru 126: C1, M1 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 130 thru 135: CA, C1, M1 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 136 thru 140: CB, C1, M1 until M7, A8 until A10 (transfer point A10-2), standard route.

R-5:
Stands 50 thru 59: C5, M5 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 60 thru 69: C3, M3 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 72, 73 and 74: I6, C3, M3 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 70 and 71: I6, C5, M5 until M7, A8 until A10 (transfer point A10-2), standard route.

In Ramp 6 and Ramp 5, ACFT which need push-back to leave the stands and are parked in stands 145 thru 162 (inclusive), shall proceed nosing to SW on TWY A, taxiing by the first intersection available towards the TWY M, taxiing on it to M7 and joining to A8.

R-4:
From stands 30 thru 37: I7, C5, M5 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 40 and 43 thru 45: M6, M7, A8 until A10 (transfer point A10-2), standard route.
Stands 163 and 165: A5, C6, M6, M7, A8 until A10 (transfer point A10-2), standard route.

R-3:
I8, Gate 1, G1, A8 until A10 (transfer point A10-2), standard route.

To RWY 14L from Terminal 1, 2 or 3:

The same routes toward RWY 14R to A12. From A12 until A27, A28, A29, K1, RWY-holding position or A28, KB2, K2, or K3, RWY-holding position.

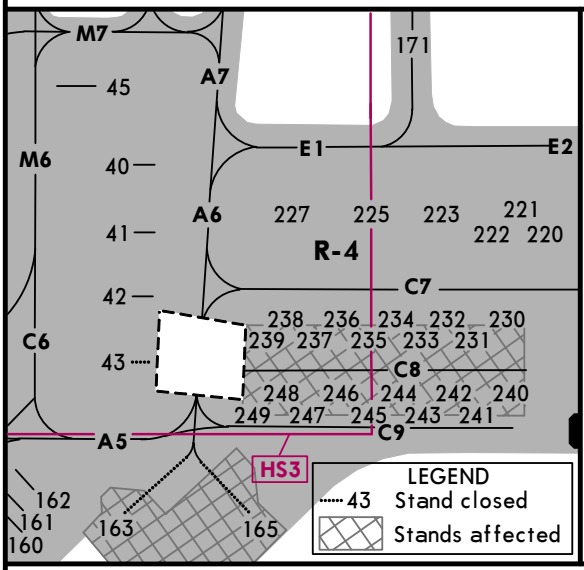
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WORKS ON TWYS A6 (Continued)

REFER ALSO TO LATEST NOTAMS - EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY



PHASE 3:

Installation of the centre line lighting in segment of TWY A6, in front of stand 43.

Works will be preferably conducted during NIGHT.

Restrictions:
- TWY A6 in front of stand 43 closed.
- TWYs A5, C6, C9, M1, M2, M3, M4, M5, M6 and M7 to be used in a bidirectional way.
- Turn TWY M7 into TWY A8 to be used in South configuration is not lighted.
- Stands 43, 163 and 165 closed.
- Exit from stands 230 thru 239 by towing the ACFT into TWY C7, nosing East.
- Exit from stands 240 thru 249 by towing the ACFT into TWY C9, nosing West.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION

ARRIVAL

From RWY 32L to Terminal 1, 2 or 3:

R-7:
Stands 240 thru 249: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6, C6, A5, A6, C9.

R-6:
Stand 75: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M4, C4, I6.
Stands 80 thru 85: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M3, C3.
Stands 90 thru 110: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M2, C2.
Stands 111 thru 126: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M1, C1.
Stands 130 thru 135: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M1, C1, CA.
Stands 136 thru 140: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M1, C1, A1.
Stands 144 thru 148: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M1, C1, A1.

R-5:
Stands 50 thru 74: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M4, C4.
Stands 150 thru 162: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6 until M4, C4, A4; or M3, C3, A3; or M2, C2, A2.

R-4:
Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6, C6, A5, A6, straight to stand 43; or M6 straight to stands 44 and 45; or M5, straight to stands 36 and 37; or C5, straight to stand 35; or I7, straight to stands 30 thru 34.

R-3:
Entry to stands T1, T2 and T3: Standard route, A10 (transfer point A10-2) until A8, G1, Gate 1, I8, M6, M5, C5.

From RWY 32R to Terminal 1, 2 or 3:

TWY A until A10 (transfer point A10-2) and the same routes for RWY 32L.

DEPARTURE

Routes are not modified.

SOUTH CONFIGURATION

ARRIVAL

Routes are not modified.

DEPARTURE

To RWY 14R from Terminal 1, 2 or 3:

R-7:
Stands 230 thru 239: C7, E3 until E1, A7 until A10 (transfer point A10-2), standard route.
Stands 240 thru 249: C9, A5, C6, M6, M7, A8 until A10 (transfer point A10-2), standard route.

R-6:
Stands 80 thru 85, 98 and 99: C3, M3 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 75, 90 thru 97 and 100 thru 110: C2, M2 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 111 thru 126: C1, M1 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 130 thru 135: CA, C1, M1 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 136 thru 140: CB, C1, M1 until M7, A8 until A10 (transfer point A10-2), standard route.

R-5:
Stands 50 thru 59: C5, M5 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 60 thru 69: C3, M3 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 72, 73 and 74: I6, C3, M3 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 70 and 71: I6, C5, M5 until M7, A8 until A10 (transfer point A10-2), standard route.

In Ramp 6 and Ramp 5, ACFT which need push-back to leave the stands and are parked in stands 145 thru 162 (inclusive), shall proceed nosing to SW on TWY A, taxiing by the first intersection available towards the TWY M, taxiing on it to M7 and joining to A8.

R-4:
From stands 30 thru 37: I7, C5, M5 until M7, A8 until A10 (transfer point A10-2), standard route.
Stands 40 thru 42, 44 and 45: M6, M7, A8 until A10 (transfer point A10-2), standard route.

R-3:
I8, Gate 1, G1, A8 until A10 (transfer point A10-2), standard route.

To RWY 14L from Terminal 1, 2 or 3:

The same routes toward RWY 14R to A12. From A12 until A27, A28, A29, K1, RWY-holding position or A28, KB2, K2, or K3, RWY-holding position.

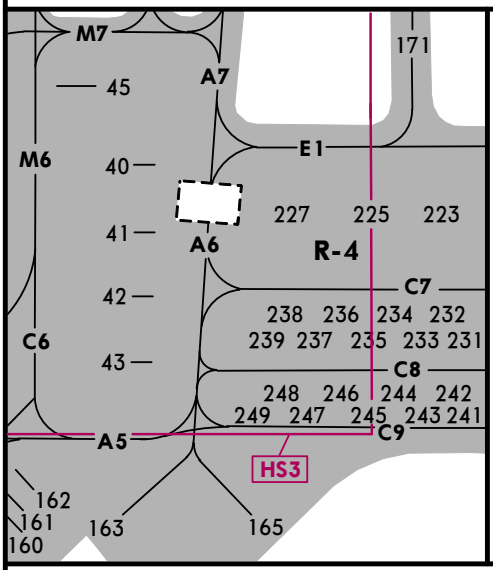
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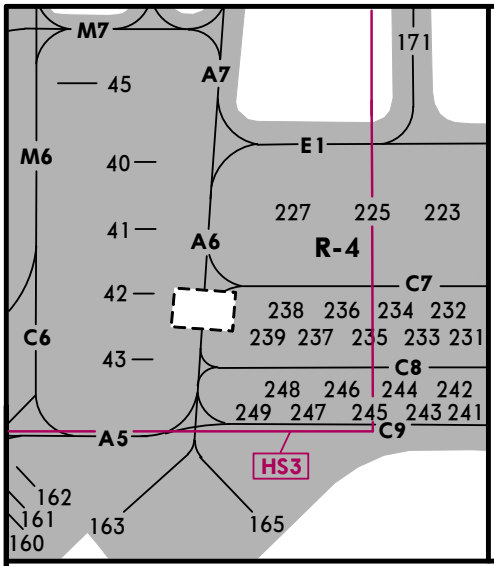
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PHASE 4:
Installation of boards and intermediate holding position lights on TWY A6.

Putting into service both intermediate holding position bidirectional lights as boards associated with renaming of existing intermediate holding position on TWY A6 short of TWY E1:

- Intermediate holding position on TWY A6 short of TWY A1: With bidirectional lighting and new name A6-1.



PHASE 5:
Installation of signals and renaming of intermediate holding position on TWY A6.

Putting into service the horizontal signals and renaming of existing intermediate holding position on TWY A6 short of TWY C7:

- Intermediate holding position on TWY A6 short of TWY C7, without lighting: New name A6-2.

CHANGES: New temporary chart.

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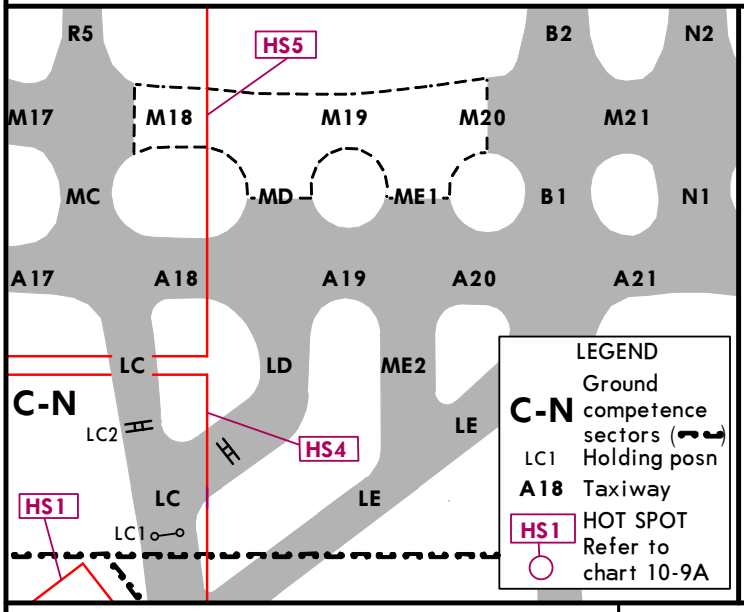
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WORKS ON TWYS A18, A19, A20, M18, M19 and M20

REFER ALSO TO LATEST NOTAMS - EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY



PHASE 1:
Works on TWYs M18, M19 and M20.

Paving the TWYs M18, M19 and M20 and modification of current holding position in TWY M18, becoming bidirectional, adapting the associated lighting and signs.

Restrictions:
- Closure to the traffic of TWYs M18, M19, M20, MD and ME1.
- TWYs A18, A19 and A20 will be used in a bidirectional way.
- TWY M18 degraded to maximum AFCT code letter E.
- Curved segments between TWYs A18 and MC, MC and M17, A20 and B1 without lighting in TWY centre line.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION
ARRIVAL

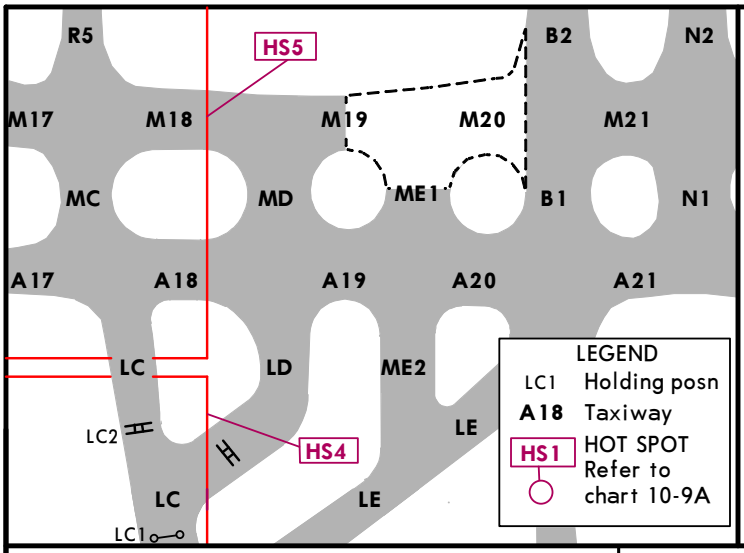
Routes are not modified.

DEPARTURE

To RWY 36R from Terminal 1, 2, 3 and 4:
Standard route to TWY M17 until MC, A18, A19, A20, B1, M21, M22 and following standard route RWY 36R.

SOUTH CONFIGURATION
ARRIVAL

From RWY 18L to Terminal 1, 2, 3 and 4:
Standard route to TWY M17 until M21, B1, A20, A19, A18, MC, M17 and following standard route.



PHASE 2:
Works on TWY M20.

Paving on TWY M20 and installation of new lighting signs.

Restrictions:
- Closure to the traffic of TWYs M19, M20 and ME1.
- TWYs B1, B2 and M21 degraded to maximum ACFT code letter C.
- TWYs A19, A20 and A21 will be used in a bidirectional way.
- Curved segments between TWYs M18 and MD, MD and A19, N1 and M22, A21 and LE, G11 and B3 without lighting in TWY centre line.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION
ARRIVAL

From RWY 32L to Terminal 4S:
Entry routes for aircraft with code letter lower or equal type C are not modified.
For other aircraft:
Route: L4, A22, N1, or L42, L2, or L2, A21, N1.
Ramps 20 to 22: via L4, M23 and L2, A21, N1, M22 and following standard route.
Ramp 23: via N1, N2, G11, B3 and following standard route.

DEPARTURE

To RWY 36R from Terminal 1, 2, 3 and 4:
Standard route to M18, following via MD, A19, A20, A21, N1, M22 and following standard route.

SOUTH CONFIGURATION
ARRIVAL

From RWY 18L to Terminal 1, 2, 3 and 4:
Standard route to M22, following via N1, A21, A20, A19, MD, M18 and following standard route.

DEPARTURE

To RWY 14R from Terminal 4S:
Departure routes for ACFT with code letter lower or equal C are not modified.

The rest of ACFT will taxi via standard route to N2, following via N1, A21, LE, runway-holding position LE.

CHANGES: New temporary chart.

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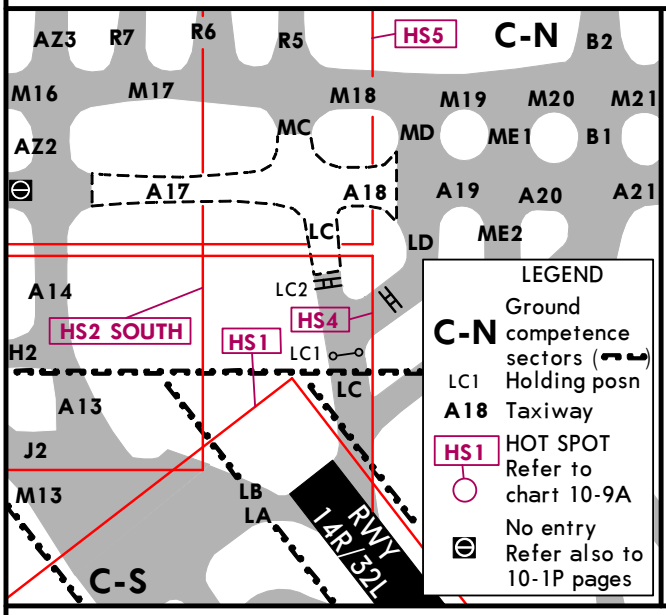
LEMD/MAD

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

WORKS ON TWYS A18, A19, A20, M18, M19 and M20 (Continued)

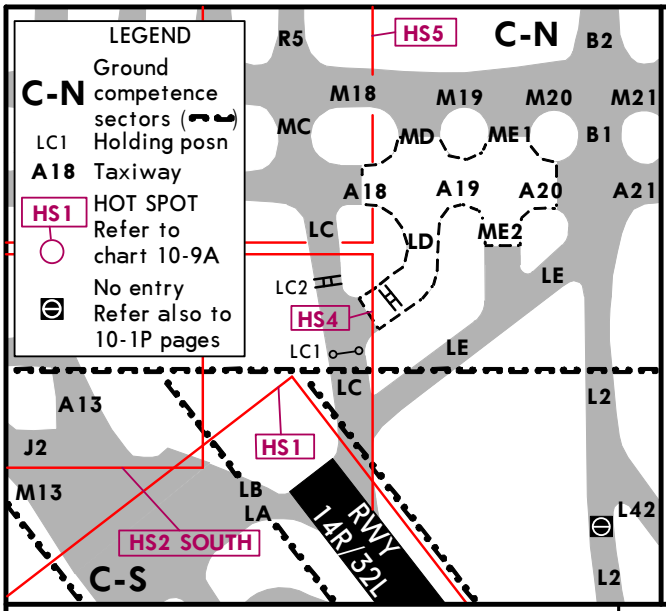
REFER ALSO TO LATEST NOTAMS - EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY



PHASE 3:
Works on TWY A18.

Installation of a new unidirectional intermediate holding point in TWY A18, located at 0.03NM/57.5m of the centre line of TWY LD, with visible lighting to TWY LC.

Restrictions:
- Closure to the traffic of TWYs A17, A18, MC and until holding point LC-2.
- TWYs M18 and MD degraded to maximum ACFT code letter E.
- TWYs M17 and M18 will be used in a bidirectional way.
- Curved segments between TWYs AZ2 and M17, M18 and MD, MD and A19, without centre line TWY lighting.



PHASE 4:
Works on TWYs A18, A19 and A20.

Paving TWYs A18, A19 and A20 and the installation of new lighting signs.

Restrictions:
- Closure to the traffic of TWYs A18, A19, A20, MD, LD, ME1 and ME2.
- TWYs M18, M19, M20 and B1 degraded to maximum ACFT code letter E.
- TWYs M18, M19 and M20 will be used in a bidirectional way.
- Curved segments between TWYs A17 and MC, MC and M18, M20 and B1 without centre line TWY lighting.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

NORTH CONFIGURATION
ARRIVAL

From RWY 32R to Terminal 1, 2, 3 and 4:
Standard route to A21, following via B1, M20, M19, M18, MC, A17 and following standard route.

SOUTH CONFIGURATION
DEPARTURE

To RWY 14R from Terminal 4:
Standard route: S3 (transfer point S3-2), S2, A17, RWY holding position LC or S2, A17, MC, M18, M19, M20, B1, LE.

To RWY 14L from Terminal 1, 2, 3 and 4:
Standard route to A17, following via MC, M18, M19, M20, B1, A21 and following standard route.

CHANGES: New temporary chart.

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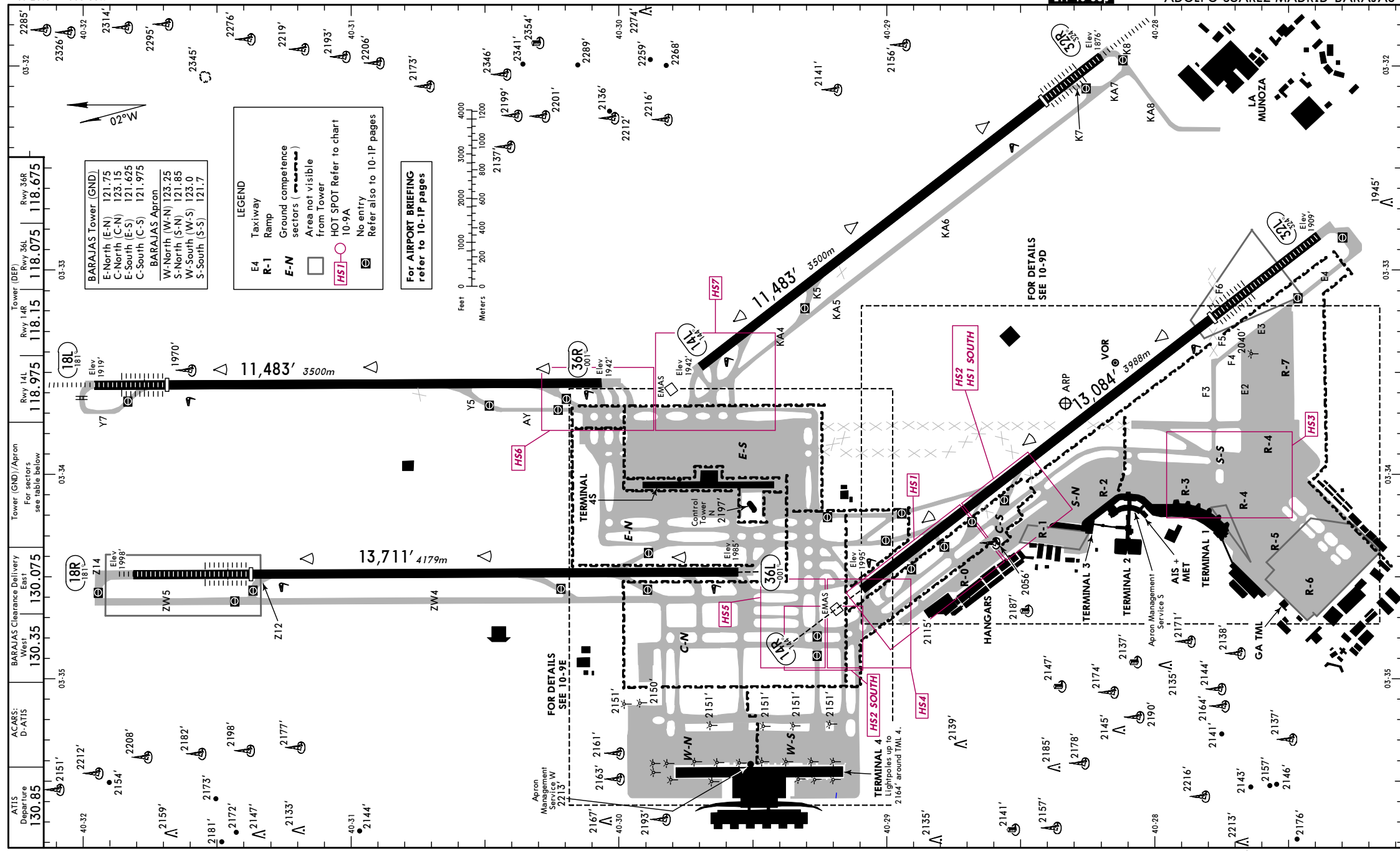
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LEMD/MAD

Apt Elev 1998′
N40 28.3 W003 33.7

JEPPESEN
12 SEP 14
Eff 18 Sep
10-9

MADRID, SPAIN
ADOLFO SUAREZ MADRID-BARAJAS



CHANGES: None.

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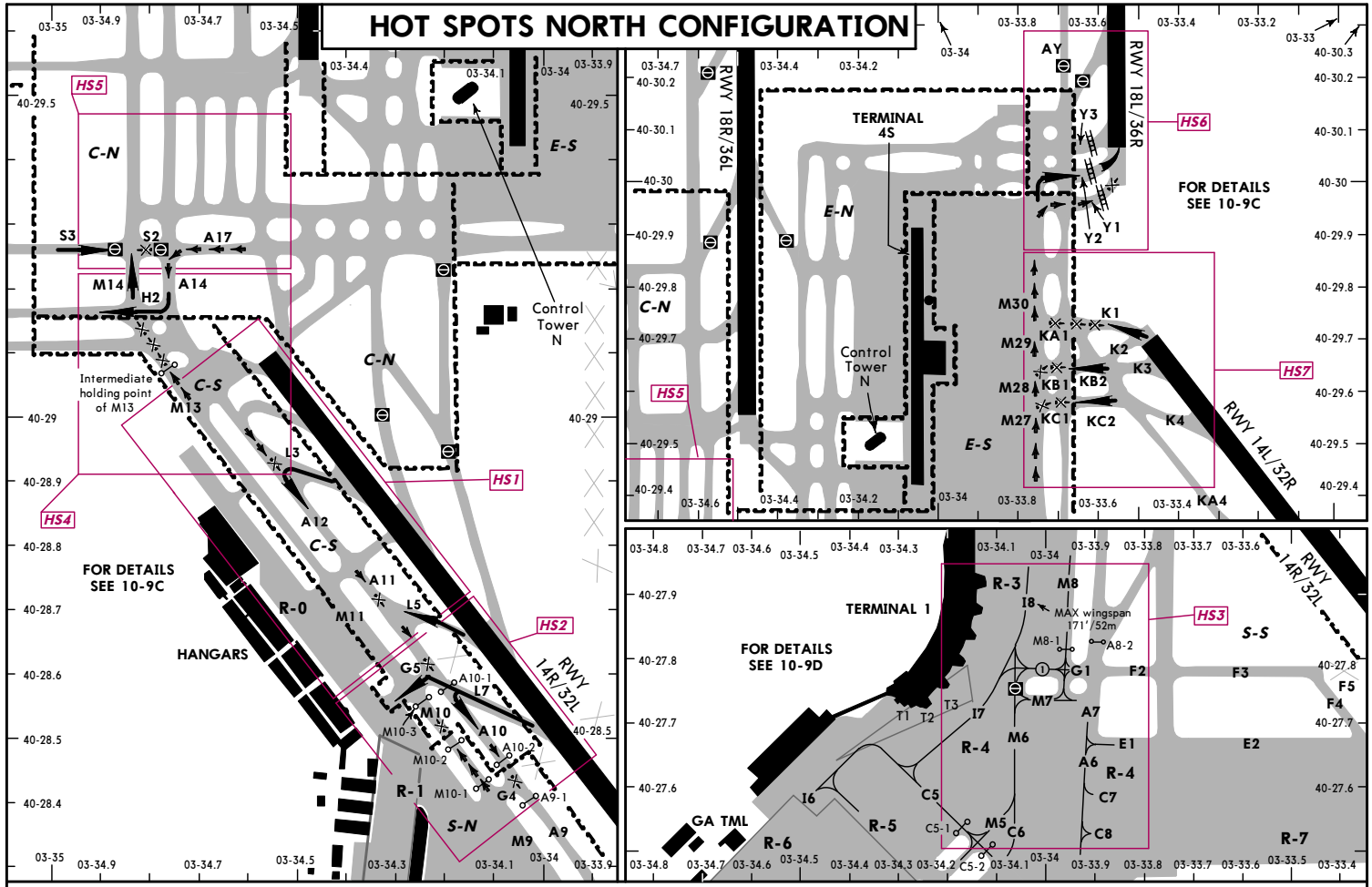
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LEMD/MAD

JEPPESEN
12 SEP 14
Eff 18 Sep
10-9A

MADRID, SPAIN
ADOLFO SUAREZ MADRID-BARAJAS

HOT SPOTS NORTH CONFIGURATION



HS1: West area RWY 14R/32L. TWYs M10, M11, A10, A11 and A12.
Aircraft along TWY A **MUST GIVE WAY** to aircraft vacating runway via rapid exits L3, L5 and L7.

HS2: West area RWY 14R/32L. Apron-Tower transfer points (A10-2 and M10-2).
Aircraft taxiing along TWYs M10 and A10 w/o contact with the next unit **MUST STOP** at transfer points M10-2 and A10-2.

HS3: West area RWY 14R/32L. TWYs M6, M7, INNER and GATE 1.
CAUTION: Area of possible disorientation. Special heed must be paid to BARAJAS Apron instructions and signaling (especially to NO ENTRY and MAX Span).
Access to parking stands T1, T2 and T3 from TWY I7 is forbidden.

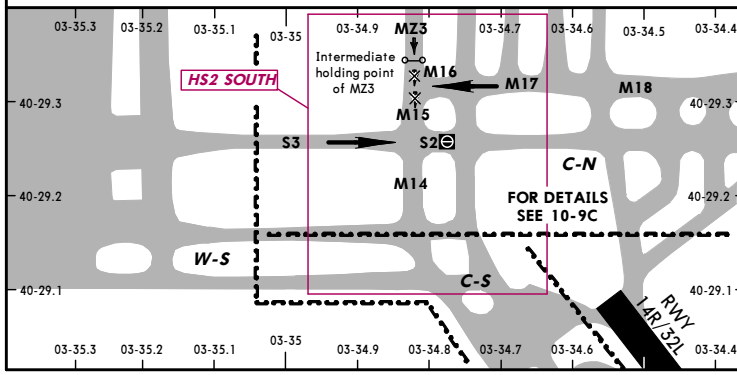
HS4: West area near threshold RWY 14R/32L. TWY M13.
Aircraft taxiing via TWY M13 instructed to stop must do so **AT THE INTERMEDIATE HOLDING POINT OF M13,** to avoid conflict with traffic taxiing via TWY H towards Terminal T4.

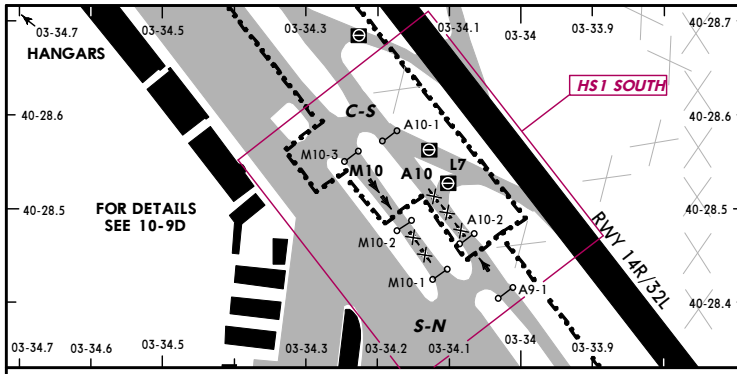
HS5: Northwest area near threshold RWY 14R/32L. Close to TWYs A17 and S2.
Aircraft taxiing via TWY A17 **MUST TURN LEFT ON TWY A14** and NOT go STRAIGHT AHEAD to avoid conflict with aircraft taxiing from TWYs S3 and M.

HS6: Area near threshold RWY 36R. TWYs Y1, Y2 and Y3.
Aircraft aligned on TWY Y1, Y2 or Y3 **MUST NOT ACCESS RUNWAY WITHOUT CLEARANCE** due to confusion in the take-off sequence.

HS7: Area near threshold RWY 14L. TWY M.
Aircraft taxiing via TWY M heading towards RWY 36R **MUST CONTINUE STRAIGHT AND NOT TURN RIGHT,** in order to avoid conflict with aircraft vacating RWY 32R and possible runway incursion.

HOT SPOTS SOUTH CONFIGURATION





HS1 SOUTH: West area RWY 14R/32L.
TWYs M10 and A10 (Apron - Tower transfer points M10-2 and A10-2)
Aircraft taxiing via TWYs M10 and A10 w/o contact with the next unit **MUST STOP** at transfer points M10-2 and A10-2.

HS2 SOUTH: West area near threshold RWY 14R. TWYs MZ3 and M.
Aircraft coming from RWY 18R via TWY MZ instructed to hold short of TWY M **MUST STOP AT THE INTERMEDIATE HOLDING POINT OF MZ3** to avoid conflict with aircraft coming from TWYs M and S.

LEGEND

M8-1	Holding posn
T1	Parking stand
①	Gate
	Area not visible from Tower
C-S	Ground competence sectors ( )
	Correct manoeuvre
	Incorrect manoeuvre
	Other traffic in conflict
A8	Taxiway
R-0	Ramp
	No entry Refer also to 10-1P pages

BARAJAS Tower (GND)	
E-North (E-N)	121.75
C-North (C-N)	123.15
E-South (E-S)	121.625
C-South (C-S)	121.975
BARAJAS Apron	
S-North (S-N)	121.85
W-South (W-S)	123.0
S-South (S-S)	121.7

CHANGES: Holding positions.

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LEMD/MAD JEPPESEN MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
14L	HIRL *(60m)* CL *(15m)*	RVR	NA		❷	197′ *60m*
32R	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI(3.0°) ❶	RVR	9843′ *3000m*	8932′ *2722m*	NA	

❶ HSTIL-K5 & K4
❷ TORA RWY 14L: From rwy head 11,483′(3500m)
twy K3 int 10,761′(3280m)

14R	HIRL *(60m)* CL *(15m)*	RVR	NA		❹	197′ *60m*
32L	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI(3.0°) ❸	RVR	10,039′ *3060m*	9067′ *2764m*	NA	

❸ HSTIL-L7, L5, L4, L3 & L2
❹ TORA RWY 14R: From rwy head 13,084′(3988m)
twy L1 int 11,995′(3656m)
twy LF int 10,860′(3310m)

18L	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI(3.0°) ❻	RVR	9843′ *3000m*	8871′ *2704m*	NA	197′ *60m*
❺ 36R	HIRL *(60m)* CL *(15m)*	RVR	NA		❼	

❺ RWY with antiskid layer.
❻ HSTIL-Y5 & Y4
❼ TORA RWY 36R: From rwy head 11,483′(3500m)
twy Y2 int 11,302′(3445m)
twy Y3 int 10,974′(3345m)

18R	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI(3.0°) ❾	RVR	11,040′ *3365m*	9962′ *3036m*	NA	197′ *60m*
❽ 36L	HIRL *(60m)* CL *(15m)*	RVR	NA		❿	

❽ RWY with antiskid layer.
❾ HSTIL-Z10, Z8 & Z7
❿ TORA RWY 36L: From rwy head 13,711′(4179m)
twy Z4 int 13,166′(4013m)
twy Z6 int 12,205′(3720m)

Standard

TAKE-OFF ❶

Rwys 14L/R, 36L/R

LVP must be in Force

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

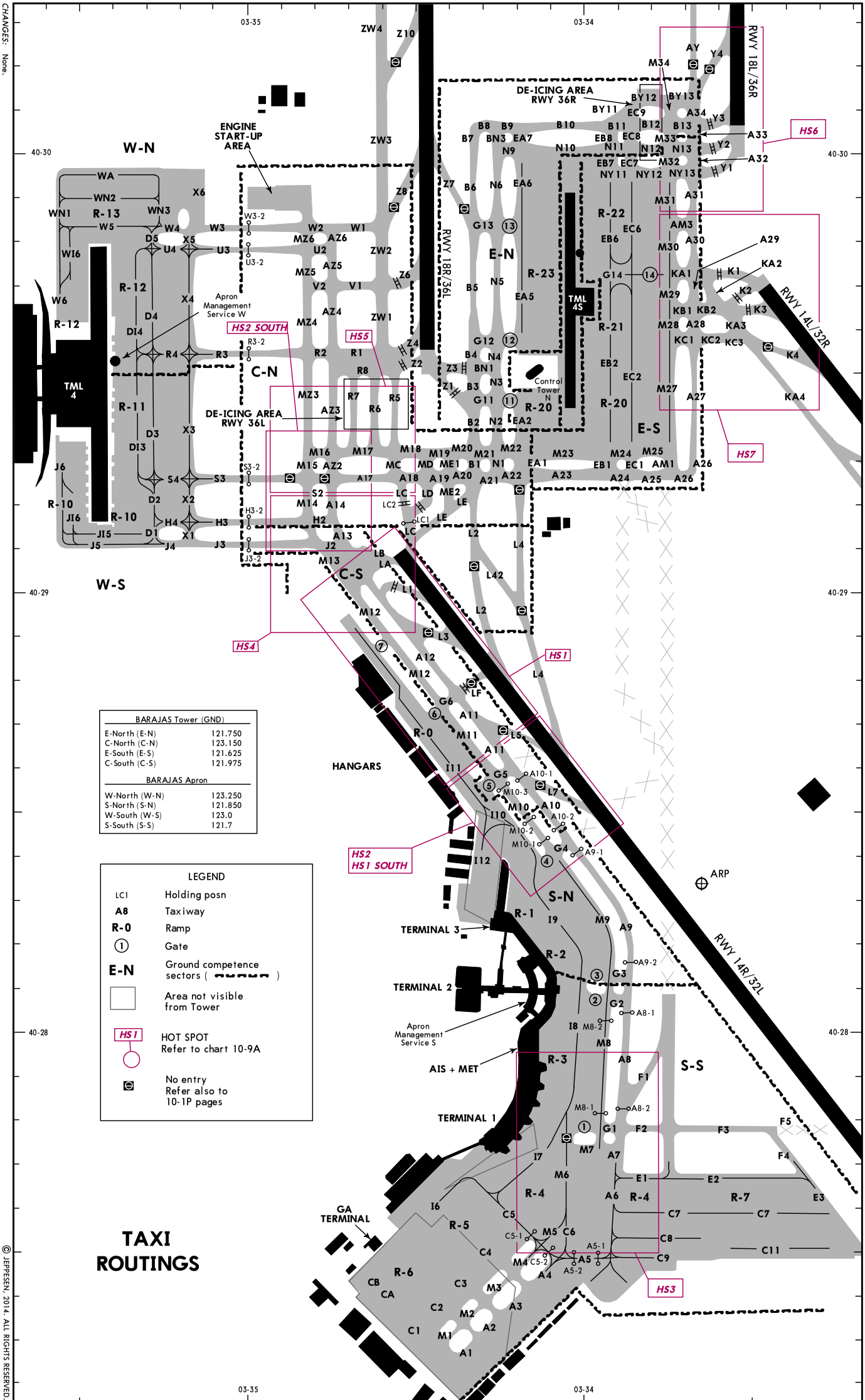
❶ Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

CHANGES: Chart index. Airport name. Intersection TORA RWY 36L added.

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CHANGES: None.



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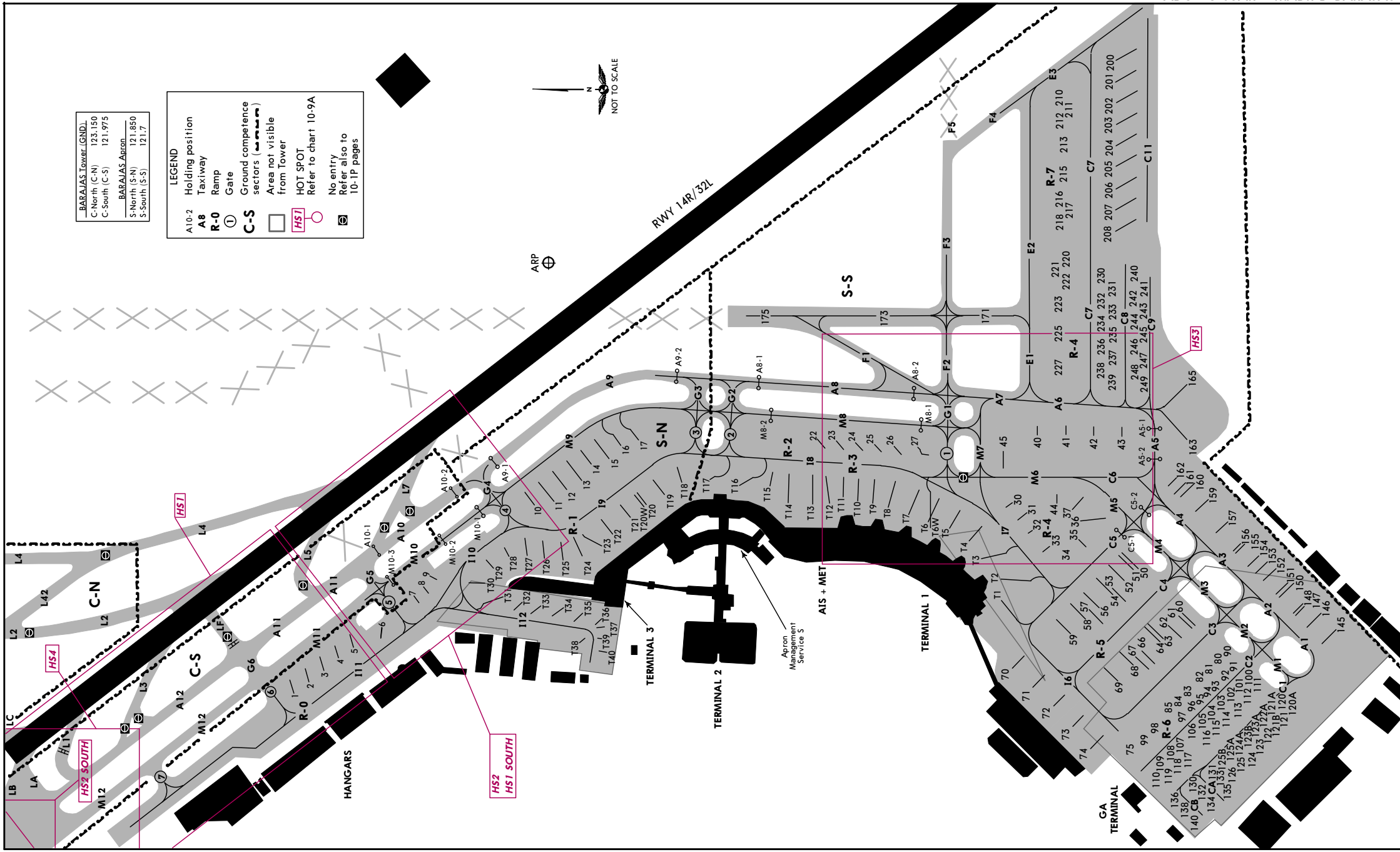
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LEMD/MAD

JEPPESEN 13 FEB 15 (10-9D)

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS



CHANGES: Parkings stands T6W and T20W added.

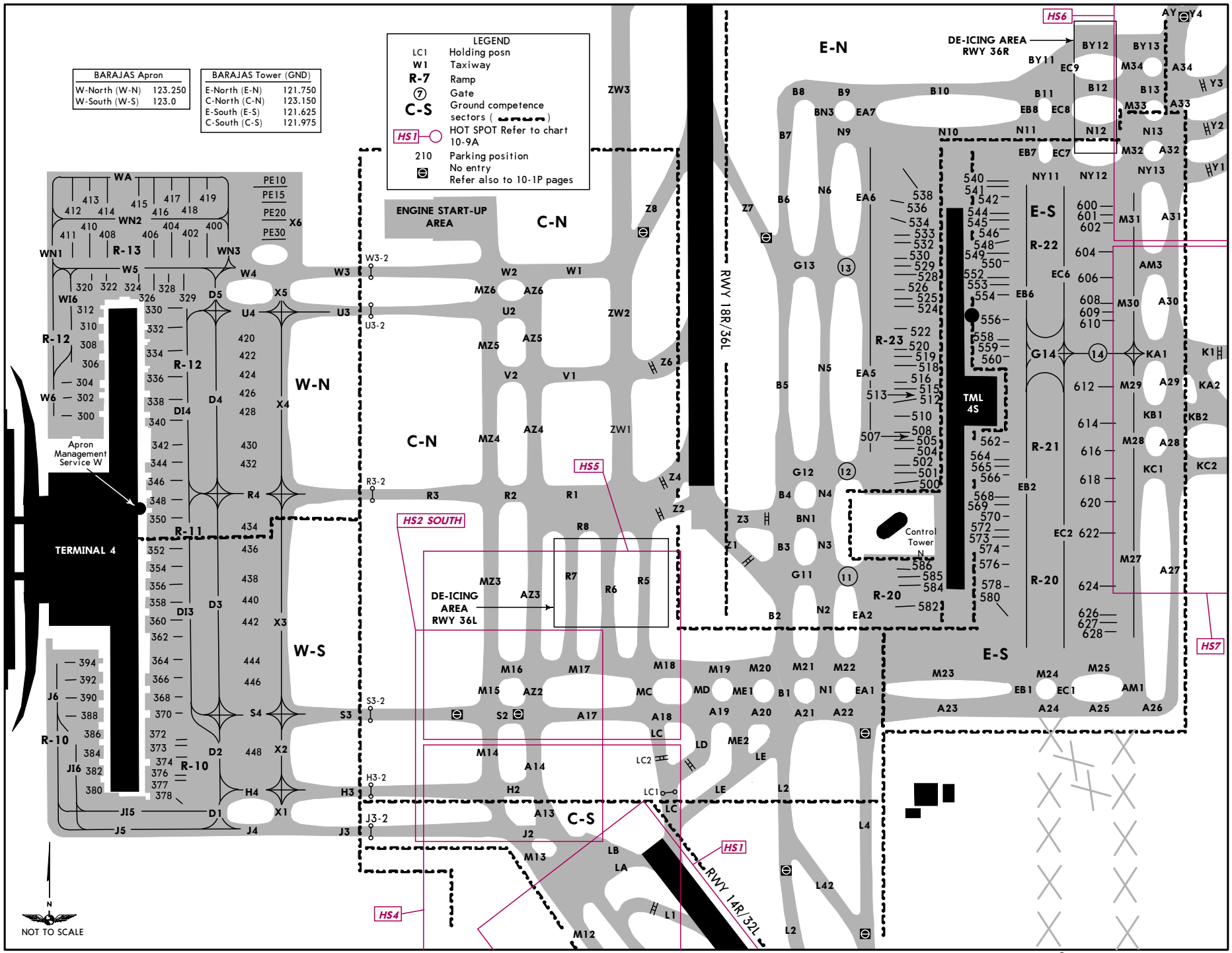
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JEPPESEN 13 FEB 15 (10-9E)

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LEMD/MAD

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 thru 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 thru 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		
146 thru 148	N40 27.3 W003 34.3	530 thru 538	N40 29.9 W003 34.1		
150 thru 156	N40 27.3 W003 34.2	540	N40 30.0 W003 34.0		

CHANGES: INS coordinates.

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VISUAL DOCKING GUIDANCE SYSTEM

A. GENERAL

This system contains information about azimuth guidance (shows the aircraft position with relation to the centerline of the parking area) and distance to the stop position by means, in both cases, of the achieve of images by an optical sensor that sends the sign to a computer in order to process them and to provide the information to the pilot by a display unit, in front of the cockpit.

B. DISPLAY UNIT

The display unit to the pilot is designed by 5 modules LCD in 2 sections. As a consequence of the pixel technology, each module allows to show letters, numbers and also symbols. The size of the characters of the display allows the reading from a distance of approximately 328′/100m. If the aircraft is seeded, the situation of the aircraft respect of the docking centerline is indicated by means of the symbol of a plane in the low section of the unit. The lateral diversion with regard to the docking centerline of guided and the remaining distance to the stop point are also presented in a clear and unequivocal way. Beginning from a distance of 98′/30m to the stop point, the remaining distance is shown in an additional way in the top section of the unit. When the blocks are placed, the unit presents in an optional way the message "CHOCK ON" using the special push-button installed in the apron area.

C. PILOT INSTRUCTIONS

The following sequence of events identifies how a pilot would use this system to dock an aircraft at this gate.



1. GATE READY FOR DOCKING.
Aircraft type and gate number are alternated in a flashing sequence across the top of display board.



2. AIRCRAFT DETECTED.
When the aircraft is detected, only the aircraft type is displayed steady across the top of the display. At this point, the symbol of a plane is shown across the bottom of the display and the pilot will obtain information about the remaining distance to the stop point as a consequence of passing by fixed distances from stop point as well as azimuth guidance with regard to the centerline:

98′/30m to 66′/20m	16′/5m steps
66′/20m to 33′/10m	7′/2m steps
33′/10m to 3′/1m	3′/1m steps
3′/1m to STOP	0.7′/0.2m steps

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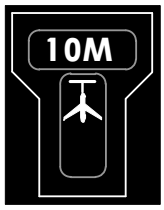
VISUAL DOCKING GUIDANCE SYSTEM



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



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



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



6. AIRCRAFT IS ON CENTERLINE.
It is 1.3′/0.4m to final stop position.
Prepare to stop the aircraft.



7. STOP.
Stop now, docking point reached.



8. OK.
Successful docking.

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VISUAL DOCKING GUIDANCE SYSTEM



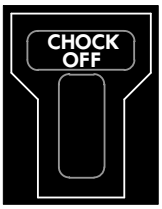
9. TOO FAR.
Aircraft has gone beyond docking position.



10. ESTOP (EMERGENCY STOP).
Stop aircraft immediately,
wait for docking instructions from
TWR to resume docking procedure.



11. CHOCKS INSERTED AND CHOCKS REMOVED.
When the chocks are inserted, the docking guidance presents the message CHOCK-ON during 5 minutes.



12. When the chocks are removed, the docking guidance presents the message CHOCK-OFF and it stays during 10 seconds.

If the following events occur, the pilot must stop the docking procedure, report problem to TWR and wait for further instructions:

- Displayed aircraft type is not the incoming aircraft.
- Display board becomes unreadable (loss of display).
- ESTOP message is displayed.
- Pilot believes system is transmitting erroneous docking data.
- Display board illuminates error messages.

If the system does not detect the aircraft and the pilot does not get a steady aircraft type read out on the top of display until the aircraft nose reached the passengers boarding bridge, pilot should contact TWR and wait for a marshall guidance.

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LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 27 MAR 15 Eff 2 Apr (11-1)

MADRID, SPAIN
ILS Z or LOC Rwy 18L

D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground frequencies refer to 10-9
118.250	127.1	127.5	128.7	134.950	118.675	

BRIEFING STRIP™

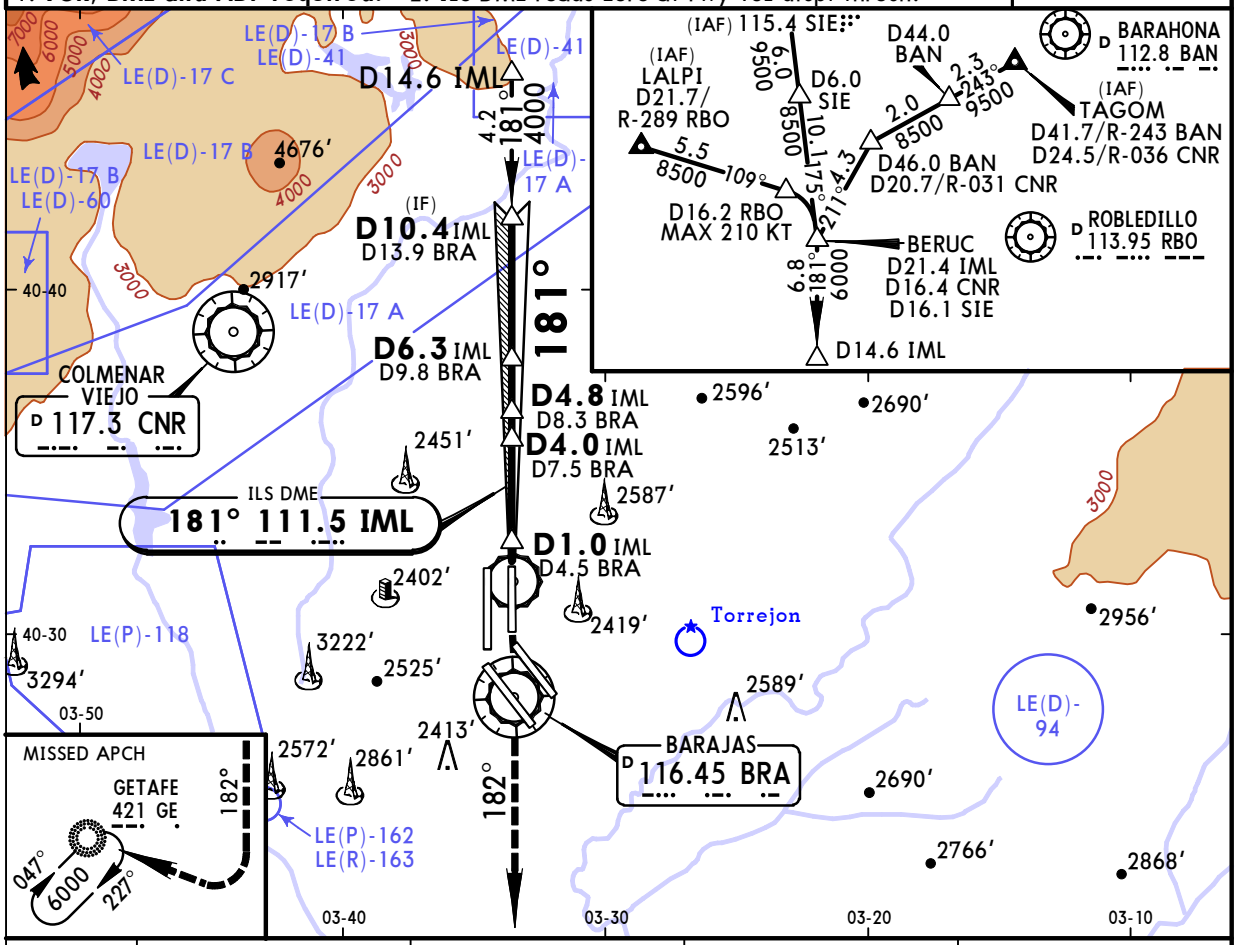
LOC IML	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 1998′ RWY 1922′
111.5	181°	D4.0 IML 3264′ (1342′)		

MISSED APCH: Climb on rwy heading to BRA VOR. Continue on R-182 BRA until reaching 6000′, then turn RIGHT to GE NDB to join holding at 6000′. Do not climb above 6000′.

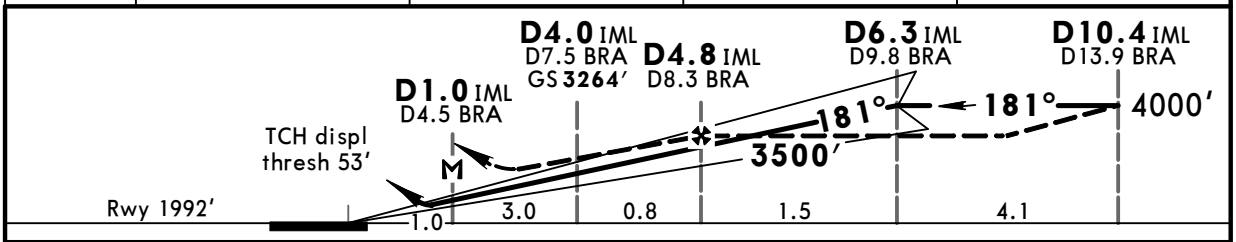
10,000′ 219° 078° 4500′ MSA BRA VOR

Alt Set: hPa Rwy Elev: 68 hPa Trans level: By ATC Trans alt: 13000′

1. **VOR, DME and ADF required.** 2. ILS DME reads zero at rwy 18L displ thresh.



LOC (GS out)	IML DME	2.0	3.0	4.0
	ALTITUDE	2640′	2970′	3300′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.10°	384	494	548	658	768	878
MAP at D1.0 IML							

HIALS-II PAPI PAPI BRA 116.45 on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY **18L**

ILS

DA(H) AB: **2122′** (200′) C: **2129′** (207′) D: **2140′** (218′)

LOC (GS out)

DA(H) **2410′** (488′)

	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	
B					
C				RVR 1500m	CMV 2300m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	2720′ (722′)	1500m
135	2860′ (862′)	1600m
180	3280′ (1282′)	2400m
205	3620′ (1622′)	3600m

CHANGES: GS altitude. Distances to BRA added.

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LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
27 MAR 15
Eff 2 Apr
11-1A

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

BRIEFING STRIP ™

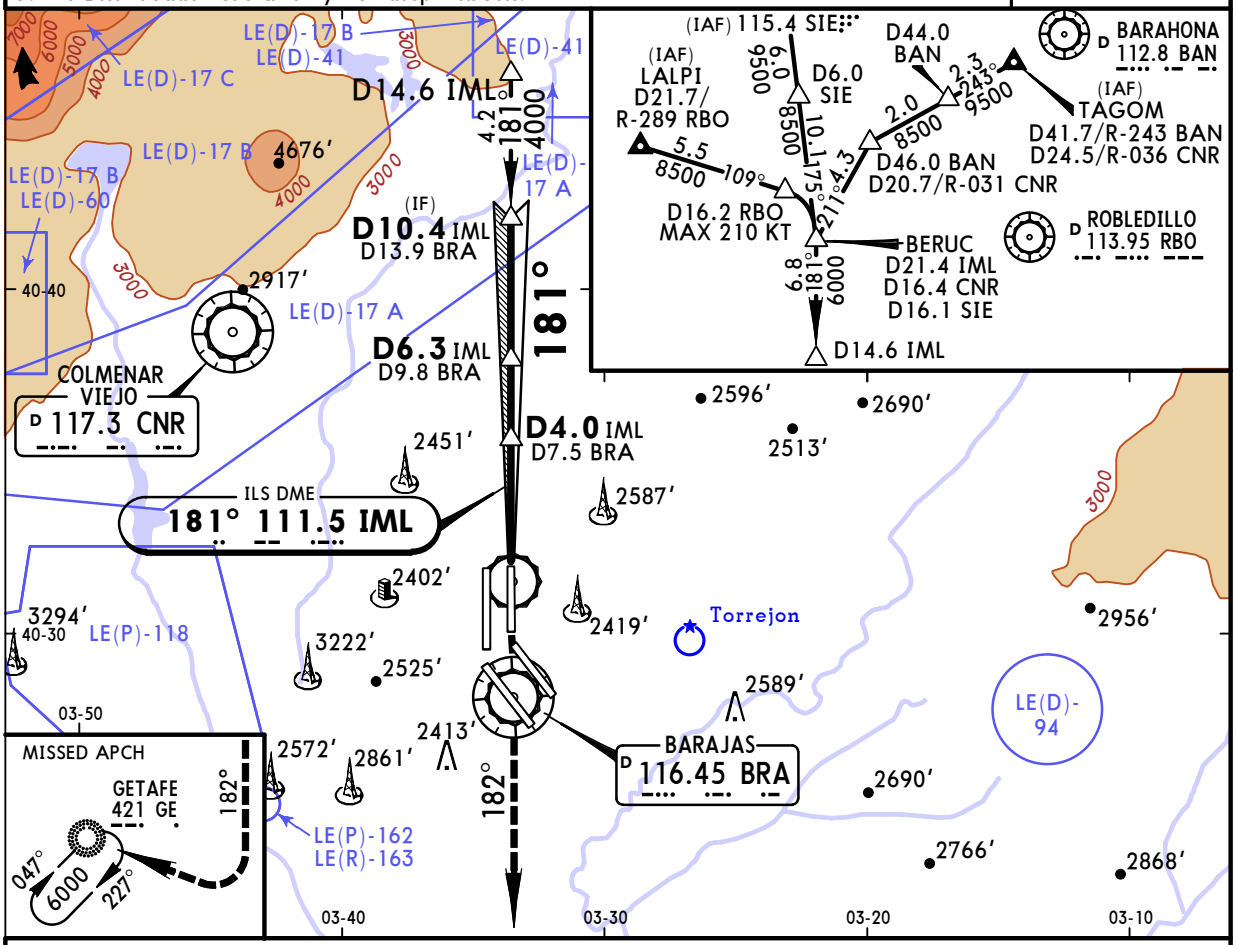
D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground frequencies refer to 10-9
118.250	127.1	127.5	128.7	134.950	118.675	

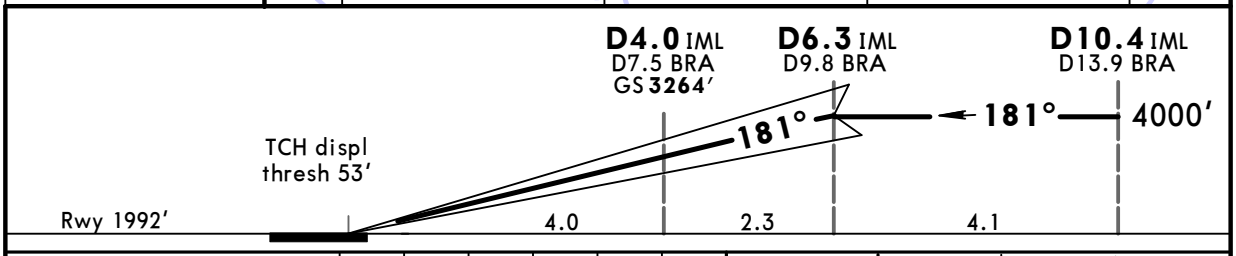
LOC IML	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 1998′
111.5	181°	D4.0 IML 3264′ (1342′)		RWY 1922′

MISSED APCH: Climb on rwy heading to BRA VOR. Continue on R-182 BRA until reaching 6000′, then turn RIGHT to GE NDB to join holding at 6000′. Do not climb above 6000′.

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.

10,000′ 219° 078° 4500′
MSA
BRA VOR





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

HIALS-II PAPI PAPI
BRA 116.45 on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY **18L**

CAT IIIA ILS	CAT II ILS	
	AB	C	D
DH 50′	RA 104′ DA(H) 2022′(100′)	RA 114′ DA(H) 2032′(110′)	RA 129′ DA(H) 2046′(124′)
RVR 200m	RVR 300m 1		RVR 400m

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: GS altitude. Distances to BRA added.

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LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 10 JUL 15 Eff 23 Jul (11-2)

MADRID, SPAIN
ILS Y Rwy 18L

BRIEFING STRIP™

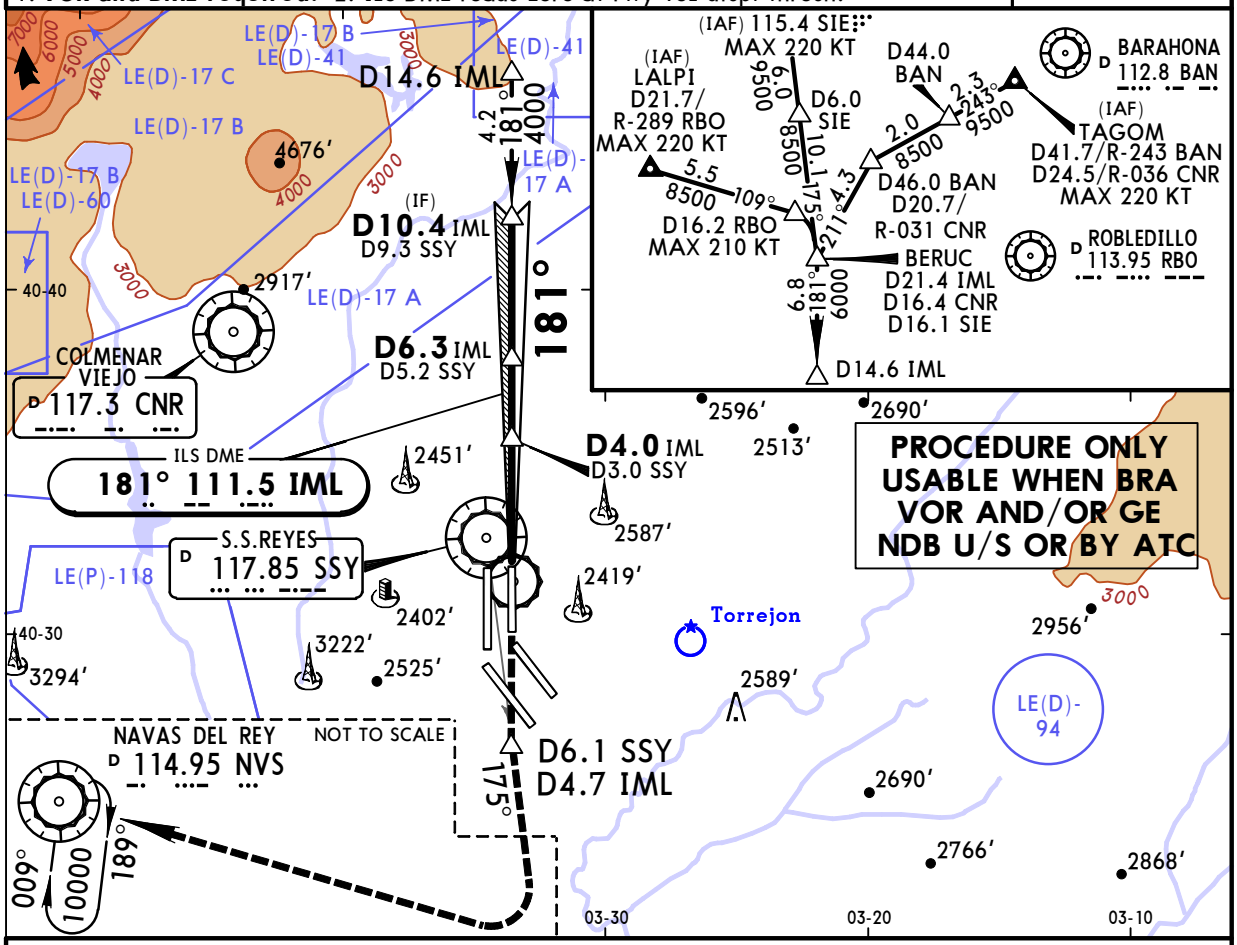
D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground frequencies refer to 10-9
118.250	127.1	127.5	128.7	134.950	118.675	

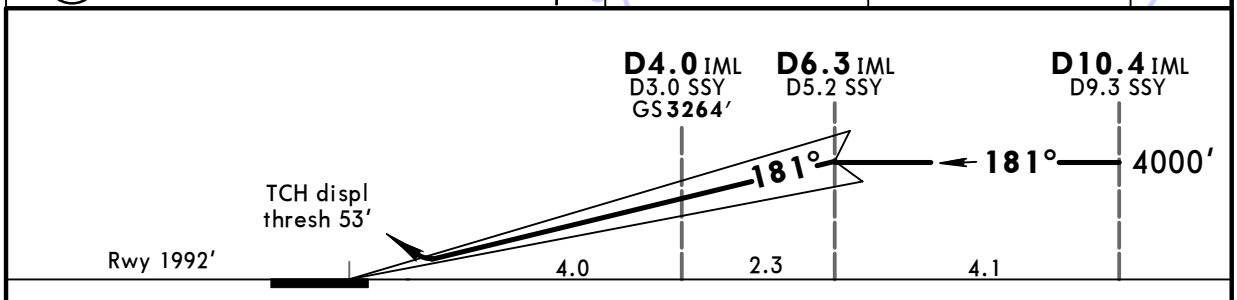
LOC IML	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 1998′ Rwy 1922′
111.5	181°	D4.0 IML 3264′ (1342′)		

MISSED APCH: Climb on rwy heading to D6.1 SSY/D4.7 IML, then continue on R-175 SSY climbing to 6000′, then turn RIGHT to NVS VOR and join holding at 10000′.

10,000′ 219° 078° 4500′
MSA SSY VOR

Alt Set: hPa Rwy Elev: 68 hPa Trans level: By ATC Trans alt: 13000′
1. **VOR and DME required.** 2. ILS DME reads zero at rwy 18L displ thresh.





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

HIALS-II PAPI PAPI
D6.1 SSY
D4.7 IML
on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY **18L** CIRCLE-TO-LAND

DA(H) AB: **2122′** (200′) C: **2129′** (207′) D: **2140′** (218′)

	FULL	Limited	ALS out
A	RVR 550m	RVR 750m	RVR 1200m
B			
C			
D			

Max Kts	MDA(H)	VIS
100	2720′ (722′)	1500m
135	2860′ (862′)	1600m
180	3280′ (1282′)	2400m
205	3620′ (1622′)	3600m

CHANGES: Speed restrictions at IAF. Note.

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ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
10 JUL 15
Eff 23 Jul
11-2A

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

BRIEFING STRIP ™

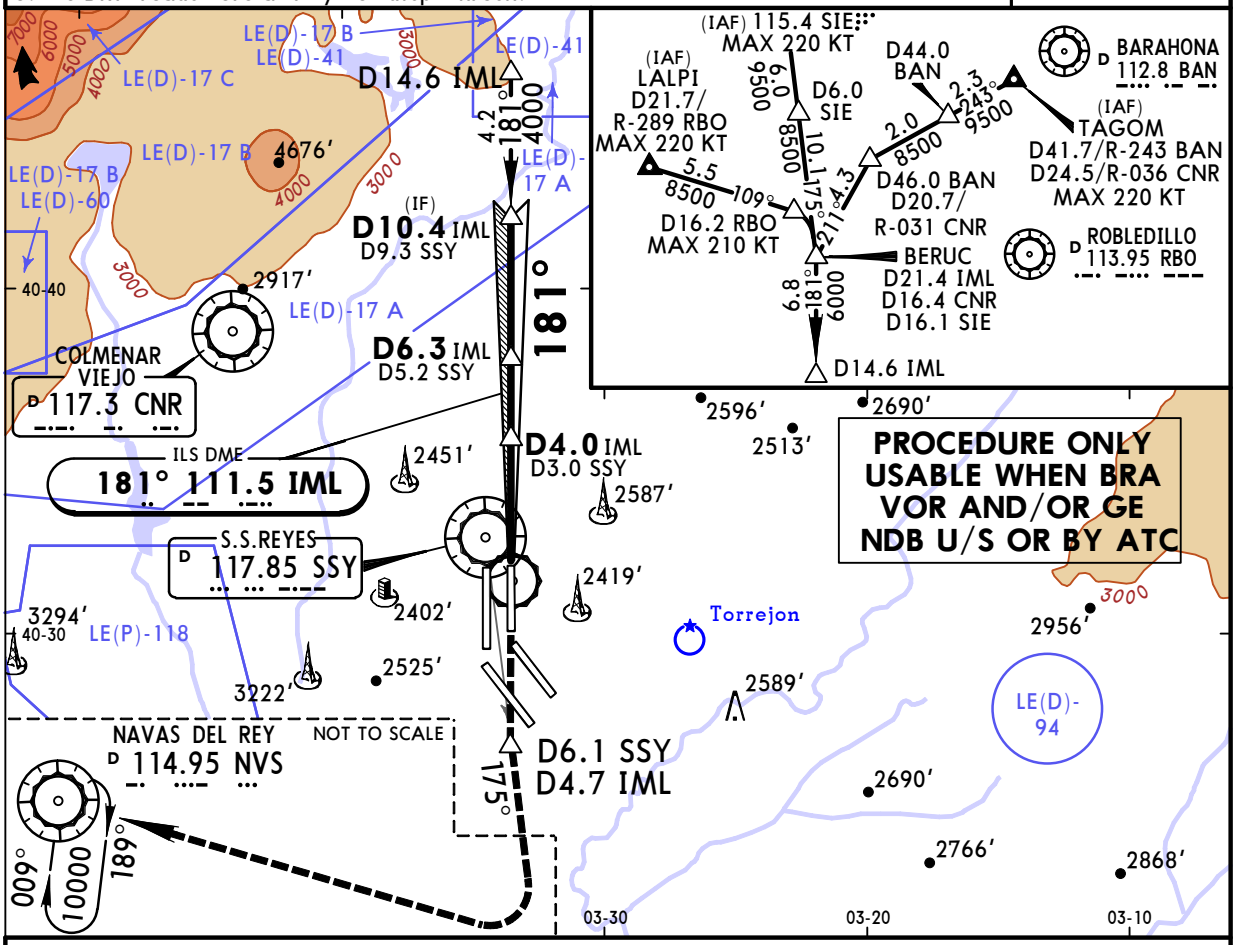
D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground frequencies refer to 10-9
118.250	127.1	127.5	128.7	134.950	118.675	

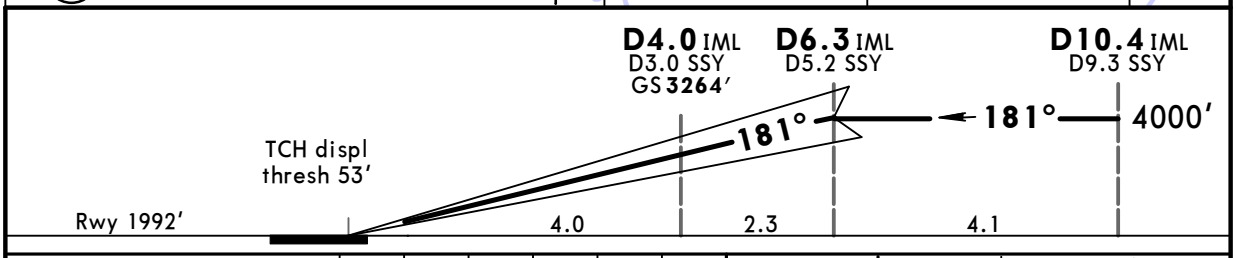
LOC IML	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 1998′
111.5	181°	D4.0 IML 3264′ (1342′)		RWY 1922′

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′.

MSA
SSY VOR
10,000′ 219° 078° 4500′

Alt Set: hPa Rwy Elev: 68 hPa Trans level: By ATC Trans alt: 13000′
1. **VOR and DME required.** 2 Special Aircrew & Acft Certification Required.
3. ILS DME reads zero at rwy 18L displ thresh.





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

HIALS-II PAPI PAPI
D6.1 SSY
D4.7 IML
on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY **18L**

CAT IIIA ILS	CAT II ILS	
	AB	C	D
DH **50′**	RA 104′ DA(H) 2022′(100′)	RA 114′ DA(H) 2032′(110′)	RA 129′ DA(H) 2046′(124′)
RVR 200m	RVR 300m 1		RVR 400m

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Speed restrictions at IAF. Note.

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LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 27 MAR 15 Eff 2 Apr (11-3)

MADRID, SPAIN
ILS Z or LOC Rwy 18R

D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground frequencies refer to 10-9
118.250	127.1	127.5	128.7	134.950	118.075	

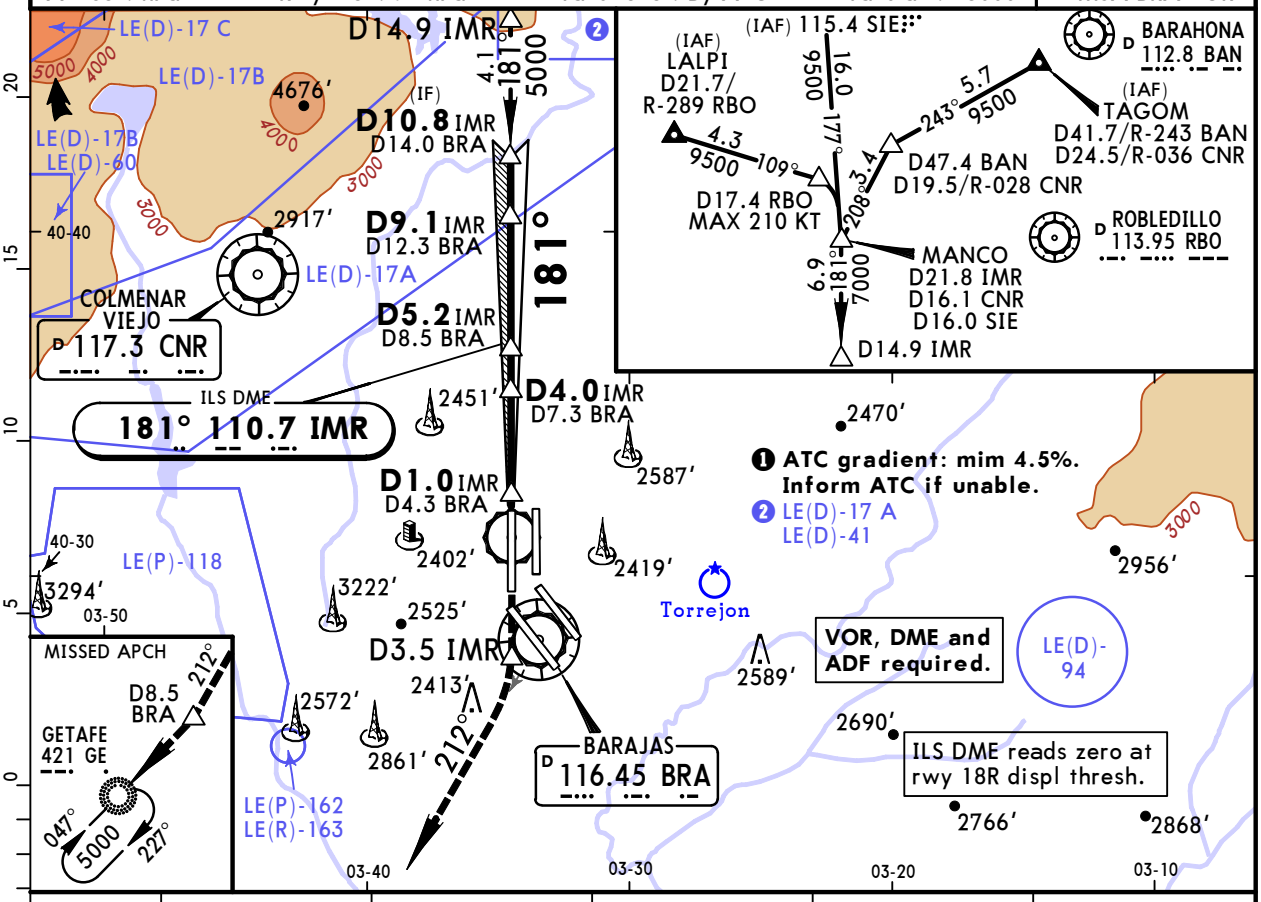
BRIEFING STRIP™

LOC IMR	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1998'
110.7	181°	D4.0 IMR 3333' (1342')	2191' (200')	RWY 1991'

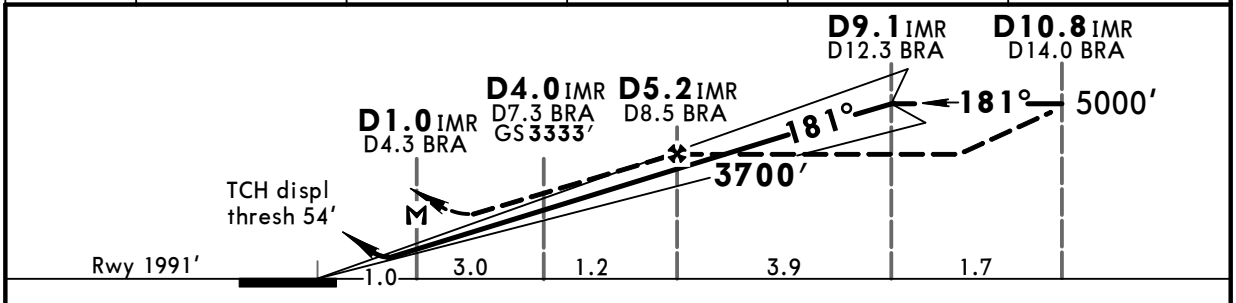
MISSED APCH: Climb on rwy heading to D3.5 IMR, then turn RIGHT (MAX 220 KT) to intercept R-212 BRA. Cross D8.5 BRA at 5000', then turn RIGHT (MAX 220 KT) to GE NDB to join holding at 5000'. Do not climb above 5000'. ❶

MSA BRA VOR: 10,000' (078°–219°), 4500'

Alt Set: hPa | Rwy Elev: 71 hPa | Trans level: By ATC | Trans alt: 13000'



LOC (GS out)	IMR DME	2.0	3.0	4.0	5.0
	ALTITUDE	2700'	3030'	3360'	3690'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.10°	384	494	548	658	768	878
MAP at D1.0 IMR							

HIALS-II PAPI PAPI — D3.5 IMR on Rwy hdg

PANS OPS

Standard — STRAIGHT-IN LANDING RWY 18R

	ILS DA(H) 2191' (200')			LOC (GS out) DA(H) 2480' (489')		CIRCLE-TO-LAND		
	FULL	Limited	ALS out		ALS out	Max Kts	MDA(H)	VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m		100	2720' (722')	1500m
B						135	2860' (862')	1600m
C				RVR 1500m	CMV 2300m	180	3280' (1282')	2400m
D						205	3620' (1622')	3600m

CHANGES: GS altitude. Distances to BRA added.

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LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
27 MAR 15
Eff 2 Apr
11-3A

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

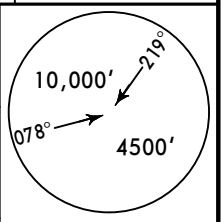
BRIEFING STRIP™

D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground frequencies refer to 10-9
118.250	127.1	127.5	128.7	134.950	118.075	

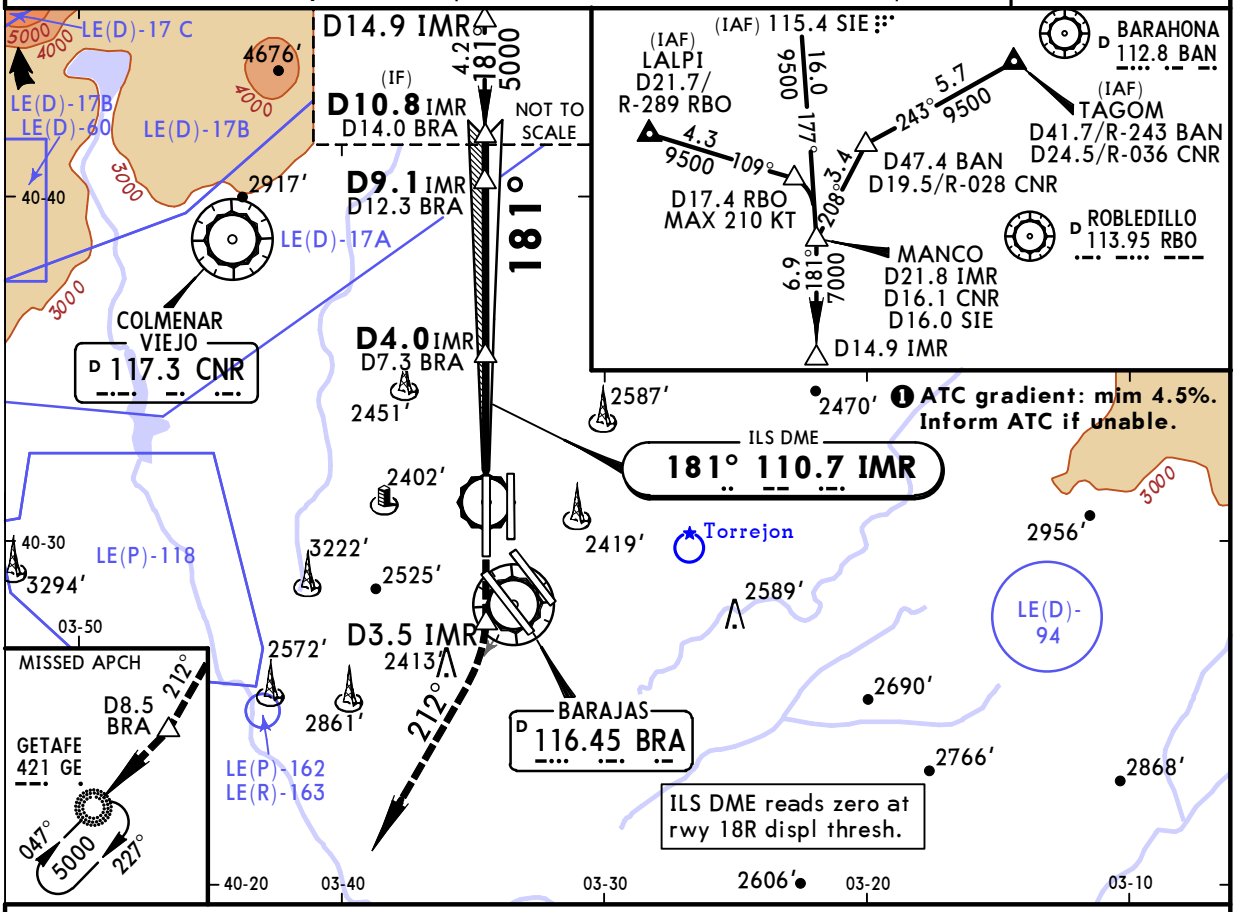
LOC IMR	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 1998′
110.7	181°	D4.0 IMR 3333′ (1342′)		RWY 1991′

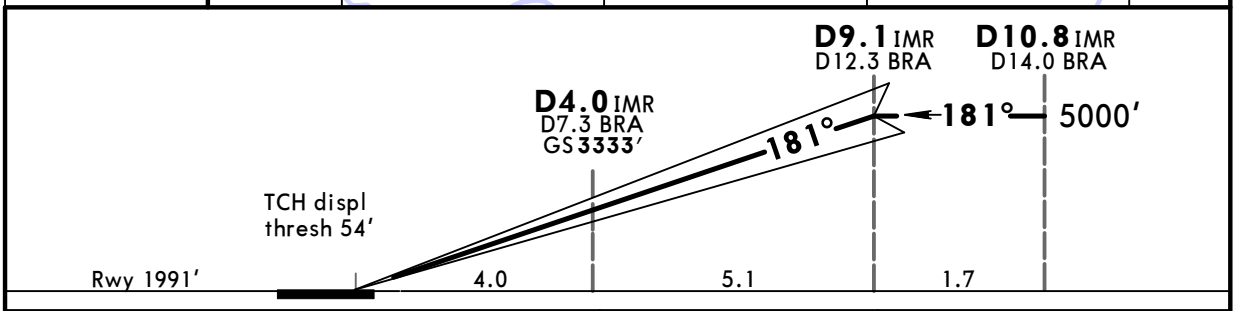
MISSED APCH: Climb on rwy heading to D3.5 IMR, then turn RIGHT (MAX 220 KT) to intercept R-212 BRA. Cross D8.5 BRA at 5000′, then turn RIGHT (MAX 220 KT) to GE NDB to join holding at 5000′. Do not climb above 5000′. ❶

Alt Set: hPa Rwy Elev: 71 hPa Trans level: By ATC Trans alt: 13000′
1. **VOR, DME and ADF required.** 2. Special Aircrew & Acft Certification Required.



MSA
BRA VOR





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

HIALS-II PAPI PAPI
D3.5 IMR on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY **18R**

CAT IIIA ILS	CAT II ILS	
	ABC	D
DH **50′**	**RA 98′**	**RA 110′**
	DA(H) **2091′** (100′)	DA(H) **2104′** (113′)
RVR 200m	RVR 300m ❶	

❶ Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m

CHANGES: GS altitude. Distances to BRA added.

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LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 10 JUL 15 (11-4) Eff 23 Jul

MADRID, SPAIN
ILS Y Rwy 18R

D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For GND frequencies
118.250	127.1	127.5	128.7	134.950	118.075	refer to 10-9

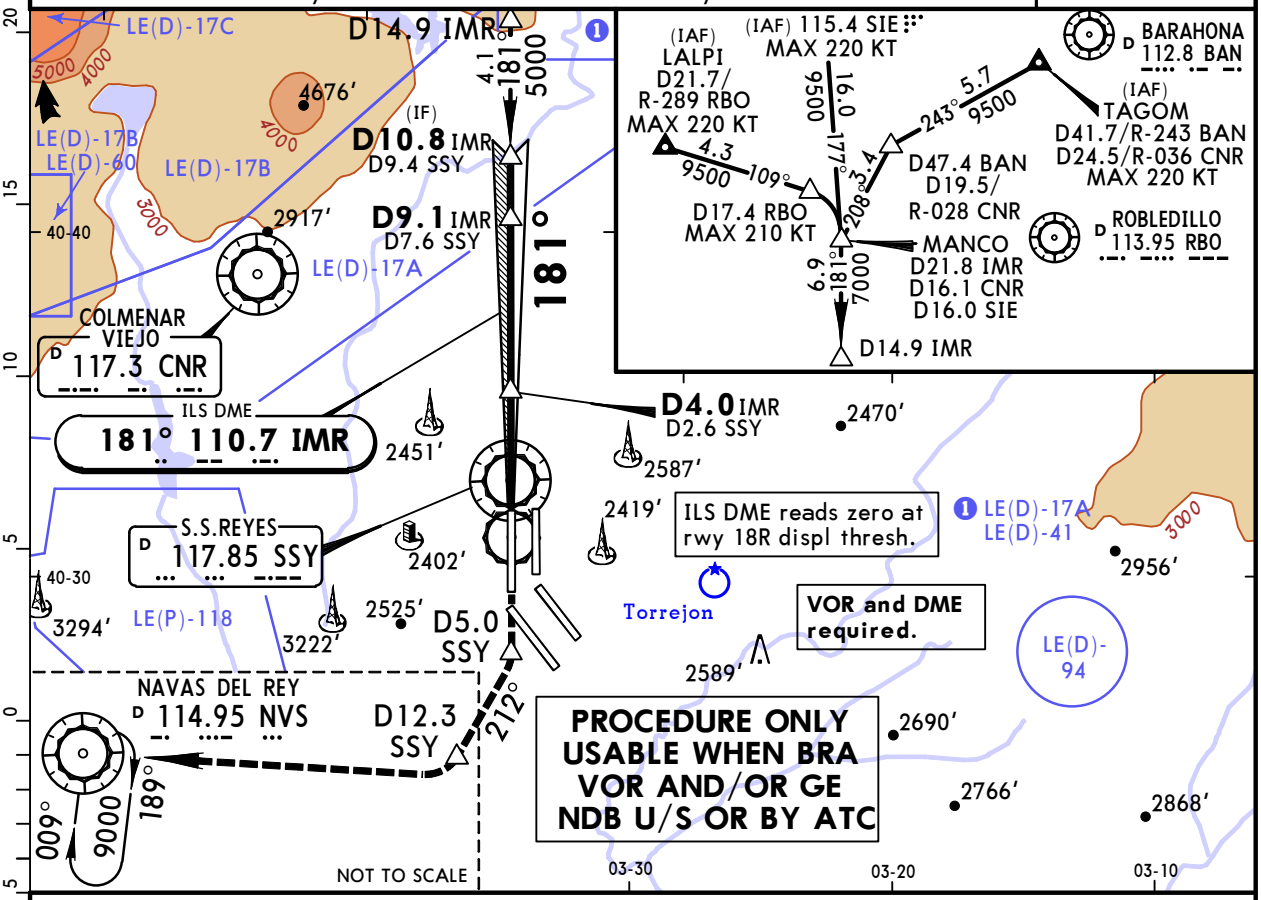
LOC	Final	GS	ILS	Apt Elev 1998′
IMR	Apch Crs	**D4.0 IMR**	DA(H)	
110.7	**181°**	**3333′** (1342′)	**2191′** (200′)	Rwy 1991′

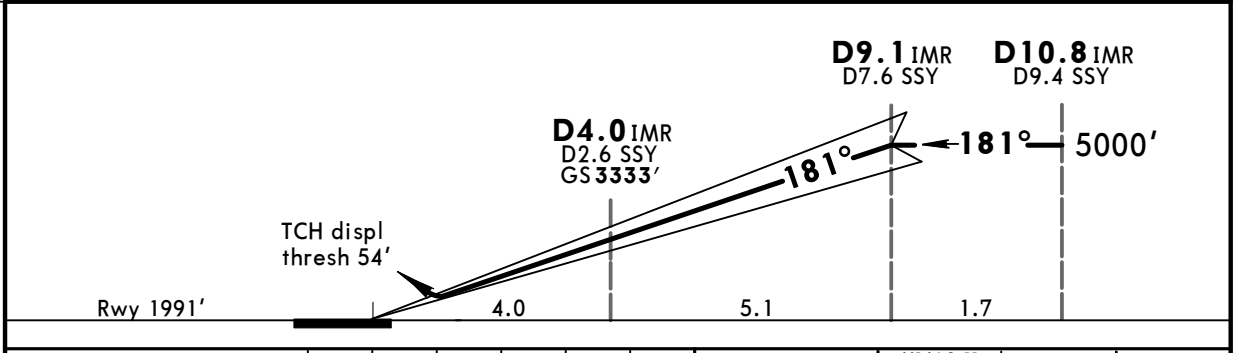
MISSED APCH: Climb on rwy heading to D5.0 SSY, then turn RIGHT (MAX 220 KT) onto 212° to D12.3 SSY to be crossed at 5000′. Turn RIGHT (MAX 220 KT) to NVS VOR to join holding at 9000′.
ATC gradient: mim 4.5% up to 5000′. Inform ATC if unable.

MSA
SSY VOR
10,000′ 219° 078° 4500′

Alt Set: hPa | Rwy Elev: 71 hPa | Trans level: By ATC | Trans alt: 13000′

BRIEFING STRIP™





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

HIALS-II PAPI PAPI
D5.0 SSY on Rwy hdg

Standard STRAIGHT-IN LANDING RWY **18R** | CIRCLE-TO-LAND

DA(H) **2191′** (200′)

	FULL	Limited	ALS out
A	RVR 550m	RVR 750m	RVR 1200m
B			
C			
D			

Max Kts	MDA(H)	VIS
100	2720′ (722′)	1500m
135	2860′ (862′)	1600m
180	3280′ (1282′)	2400m
205	3620′ (1622′)	3600m

PANS OPS

CHANGES: Speed restrictions at IAF. Note.

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LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
10 JUL 15
Eff 23 Jul
11-4A

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

BRIEFING STRIP ™

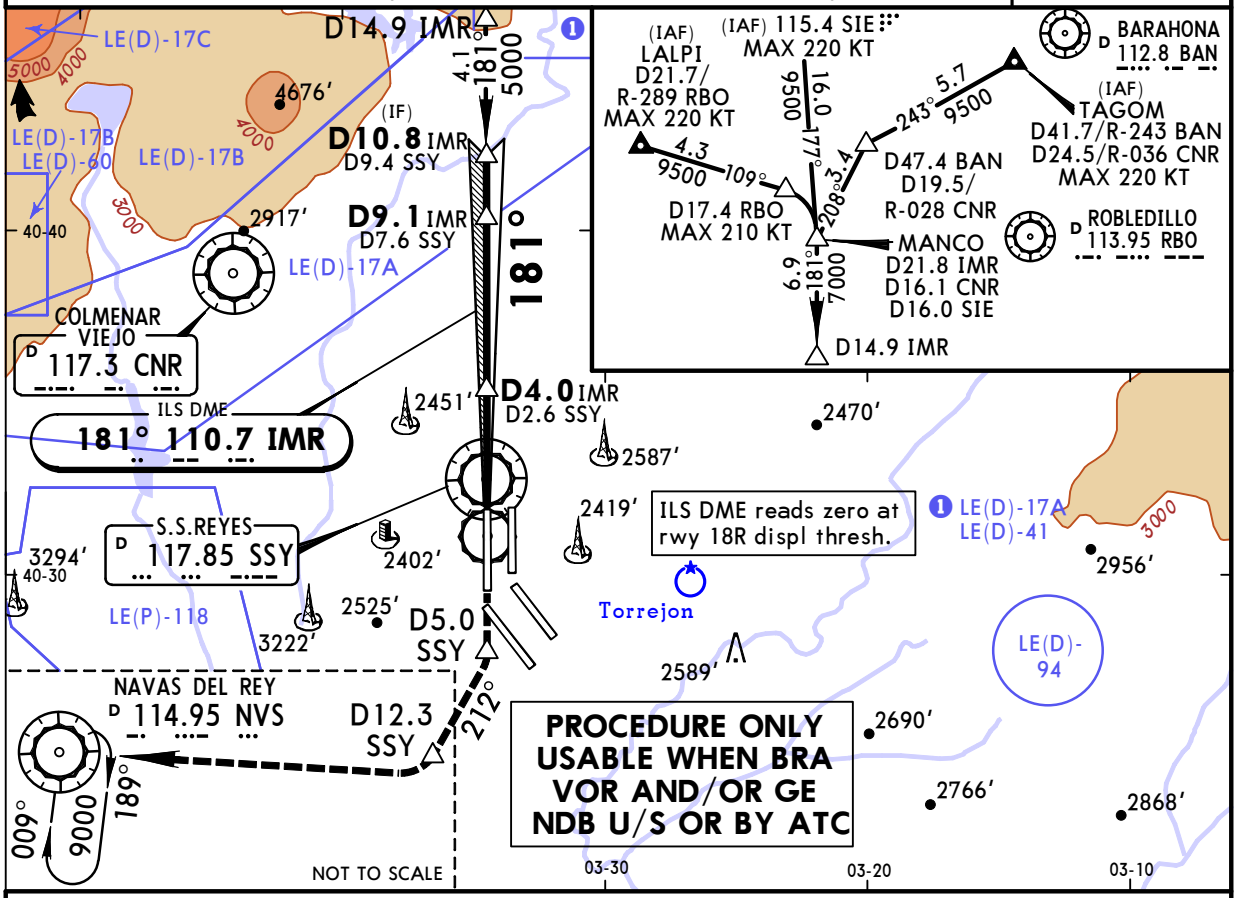
D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For GND frequencies
118.250	127.1	127.5	128.7	134.950	118.075	refer to 10-9

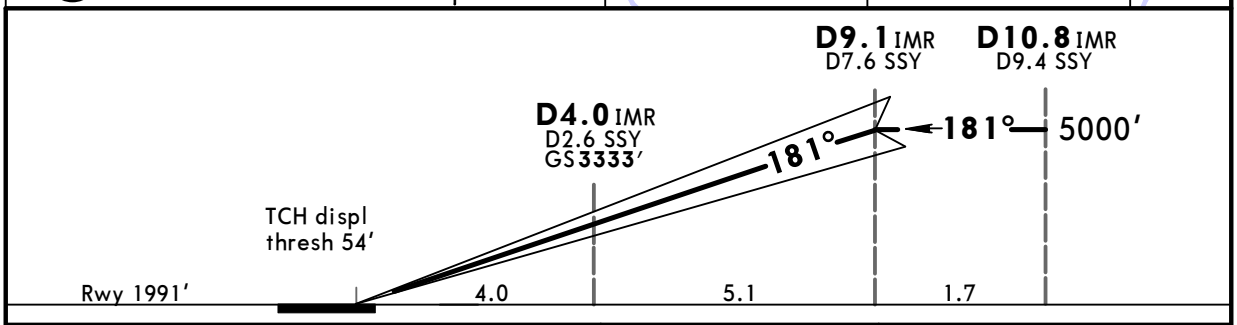
LOC IMR	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 1998′
110.7	181°	D4.0 IMR 3333′ (1342′)	Refer to Minimums	RWY 1991′

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: mim 4.5% up to 5000′. Inform ATC if unable.

MSA
SSY VOR
10,000′ 219° 078° 4500′

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
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI PAPI D5.0 SSY on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY **18R**

CAT IIIA ILS	CAT II ILS	
	ABC	D
DH 50′	RA 98′	RA 110′
	DA(H) 2091′ (100′)	DA(H) 2104′ (113′)
RVR 200m	RVR 300m 1	

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Speed restrictions at IAF. Note.

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LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN
27 MAR 15
Eff 2 Apr

MADRID, SPAIN
(11-5) ILS Z or LOC Rwy 32L

D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground freq
118.250	127.1	127.5	128.7	134.950	118.150	refer to 10-9

BRIEFING STRIP ™

LOC MAA	Final Apch Crs	GS D4.7 MAA	ILS DA(H) Refer to Minimums	Apt Elev 1998′ RWY 1933′
109.9	324°	3503′ (1570′)		

MISSED APCH: Climb on rwy heading to D2.9 BRA/D19.0 PDT/D10.5 CNR at or above 2500′ (LOC: 2700′). Turn LEFT (MAX 185 KT) onto 288° to D5.7 BRA/D3.9 SSY at or above 3000′. Turn LEFT (MAX 185 KT) to intercept R-258 SSY. Pass D13.5 SSY at or above 4400′, then turn LEFT (MAX 220 KT) onto 170° GE NDB to join holding at 5000′. Do not climb above 5000′.

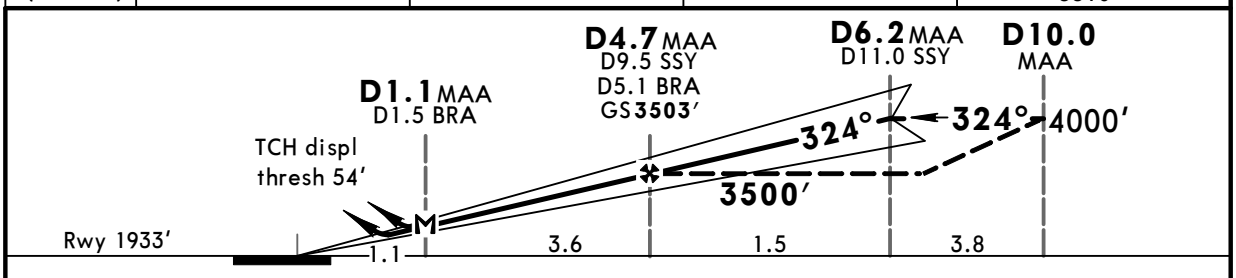
MSA PDT VOR: 161° 5000′ 4300′ 003°

Alt Set: hPa | Rwy Elev: 69 hPa | Trans level: By ATC | Trans alt: 13000′

VOR, DME and ADF required.

COLMENAR VIEJO D 117.3 CNR
S.S.REYES D 117.85 SSY
D5.7 BRA D3.9 SSY
D13.5 SSY
258°
288°
D2.9 BRA D19.0 PDT D10.5 CNR
170°
MISSED APCH
GETAFE 421 GE
047° 5000 227°
LE(P)-118
2572′
LE(P)-162
LE(R)-163
2861′
2416′
BARAJAS D 116.45 BRA
40-30
2419′
Torrejon
D1.1 MAA D1.5 BRA
2589′
D4.0 MAA D8.9 SSY D4.4 BRA CRP during LVP
2690′
D4.7 MAA D9.5 SSY D5.1 BRA
D6.2 MAA D11.0 SSY
D10.0 MAA 2606′
ILS DME 324° 109.9 MAA
324° 5.7 4000
40-20
Within 10 NM radius of PDT VOR between R-250 and R-074 between 4000′ and 5000′ false alarm indication at Ground Proximity Warning System (GPWS) may occur.
Getafe
ILS DME reads zero at rwy 32L displaced threshold. LOC may provide false signals on last 3000′/914m of rwy.
03-40
03-30
03-20
NOT TO SCALE
(IF) PERALES D 116.95 PDT
7.9 271° 5000
(IAF) TOBEK D4.9/ R-228 PDT
3.2° 048° 5000
D1.7 PDT
(IAF) ASBIN D7.9/ R-091 PDT

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



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.10°	384	494	548	658	768	878
MAP at D1.1 MAA							

HIALS-II PAPI PAPI
D2.9 BRA D19.0 PDT D10.5 CNR on Rwy hdg

Standard STRAIGHT-IN LANDING RWY 32L

ILS
DA(H) A: 2183′ (250′) C: 2203′ (270′)
B: 2195′ (262′) D: 2214′ (281′)

LOC (GS out)
DA(H) 2350′ (417′)

	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1300m	RVR 1200m	RVR 1500m
B	RVR 600m				
C					RVR 1900m
D	RVR 650m		RVR 1400m		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	2720′ (722′)	1500m
135	2860′ (862′)	1600m
180	3280′ (1282′)	2400m
205	3620′ (1622′)	3600m

PANS OPS

CHANGES: Locator withdrawn. Distances to SSY and BRA added.

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ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
27 MAR 15
Eff 2 Apr
11-5A

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

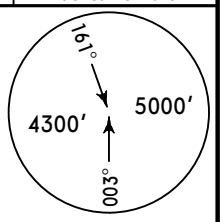
BRIEFING STRIP ™

D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground freq frequencies refer to 10-9
118.250	127.1	127.5	128.7	134.950	118.150	

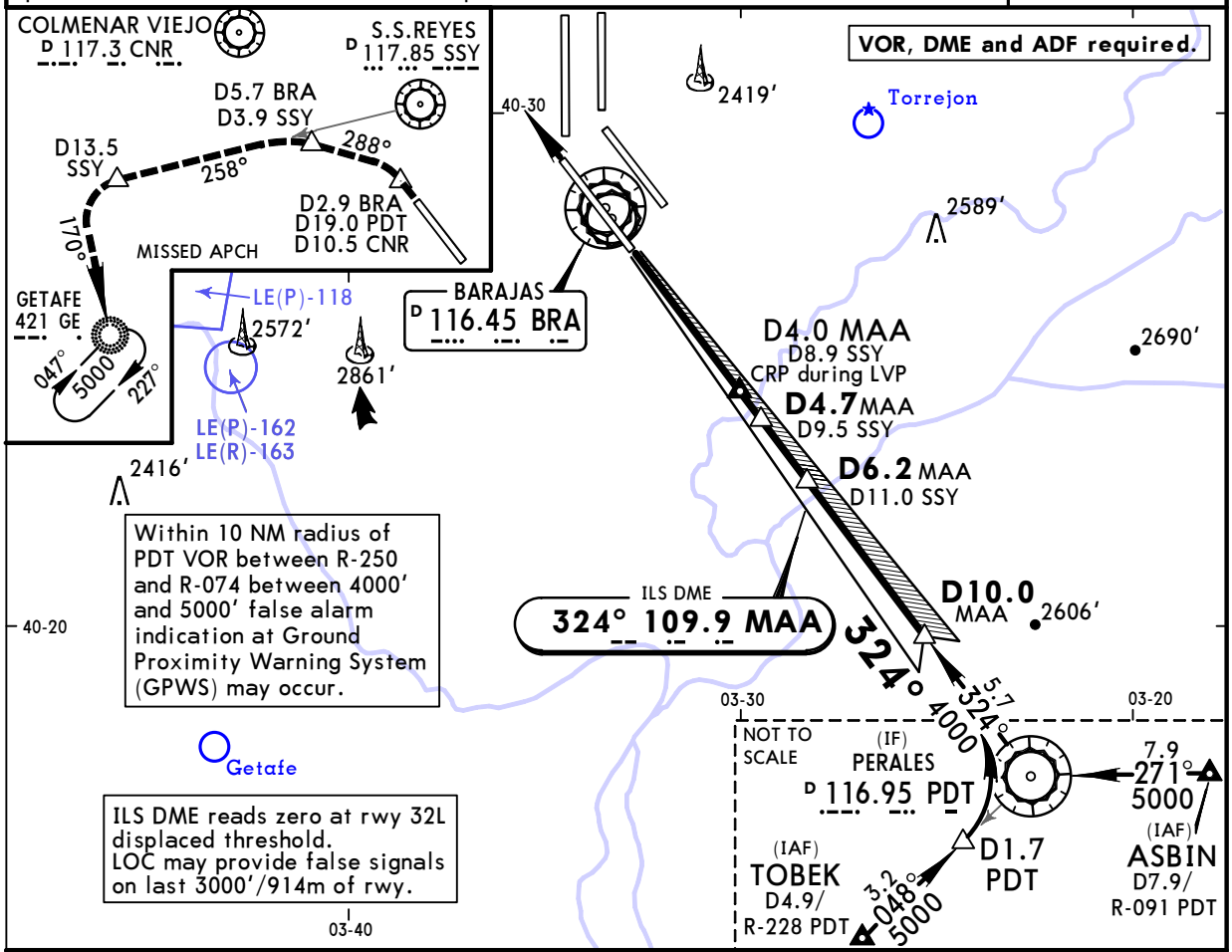
LOC MAA	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 1998′
109.9	**324°**	**D4.7 MAA** **3503′** (1570′)	Refer to Minimums	RWY 1933′

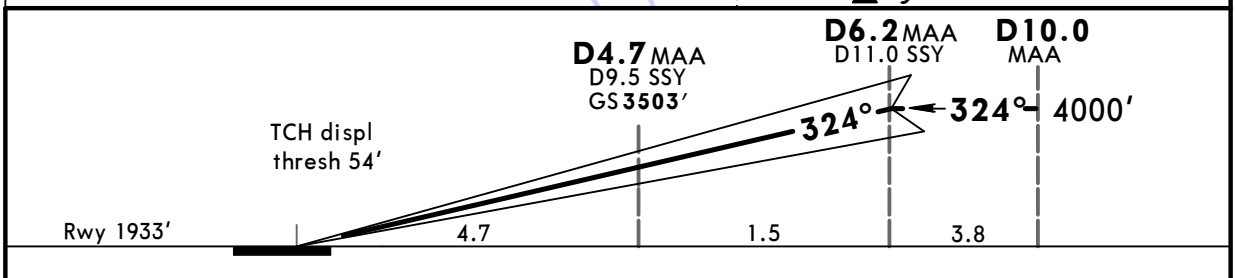
MISSED APCH: Climb on rwy hdg to D2.9 BRA/D19.0 PDT/D10.5 CNR at or above 2500′. Turn LEFT (MAX 185 KT) onto 288° to D5.7 BRA/D3.9 SSY at or above 3000′. Turn LEFT (MAX 185 KT) to intercept R-258 SSY. Pass D13.5 SSY at or above 4400′, then turn LEFT (MAX 220 KT) onto 170° GE NDB to join holding at 5000′. Do not climb above 5000′.

Alt Set: hPa Rwy Elev: 69 hPa Trans level: By ATC Trans alt: 13000′
Special Aircrew & Acft Certification Required.



MSA
PDT VOR





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

HIALS-II
PAPI PAPI
D2.9 BRA
D19.0 PDT
D10.5 CNR on
Rwy hdg

Standard STRAIGHT-IN LANDING RWY **32L**

CAT IIIA ILS	CAT II ILS			
	A	B	C	D
DH **50′**	**RA 161′** DA(H) **2081′** (148′)	**RA 180′** DA(H) **2098′** (165′)	**RA 195′** DA(H) **2110′** (177′)	**RA 211′** DA(H) **2124′** (191′)
RVR 200m	RVR 450m			

PANS OPS

CHANGES: Airport name. D-ATIS. Locator withdrawn. Distances to SSY added.

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ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 10 JUL 15 Eff 23 Jul (11-6)

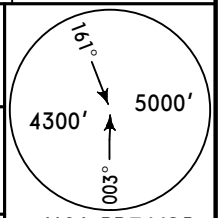
MADRID, SPAIN
ILS W Rwy 32L

BRIEFING STRIP™

D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground frequencies refer to 10-9
118.250	127.1	127.5	128.7	134.950	118.150	

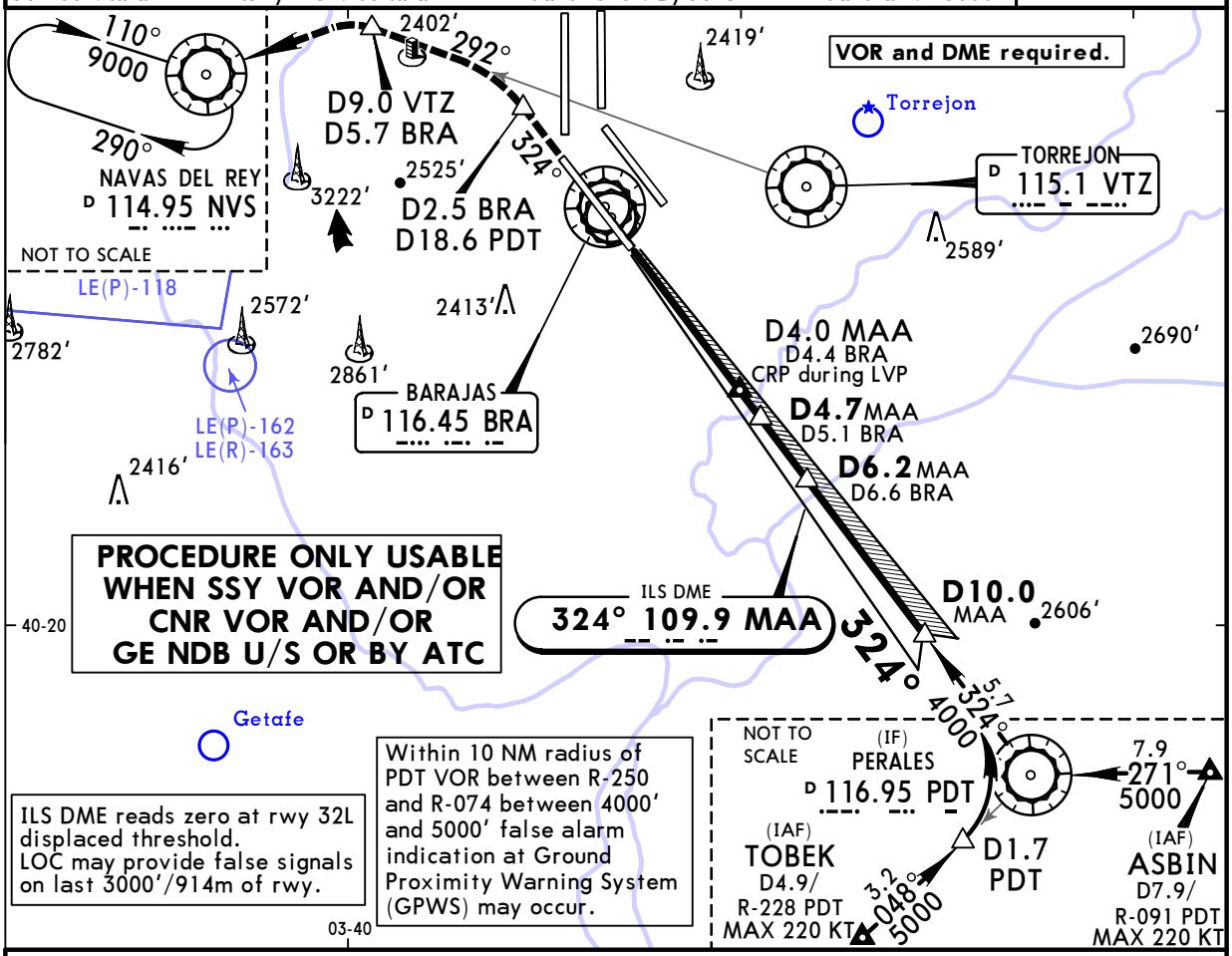
LOC MAA	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1998′
109.9	**324°**	**D4.7 MAA** **3503′** (1570′)	Refer to Minimums	RWY 1933′

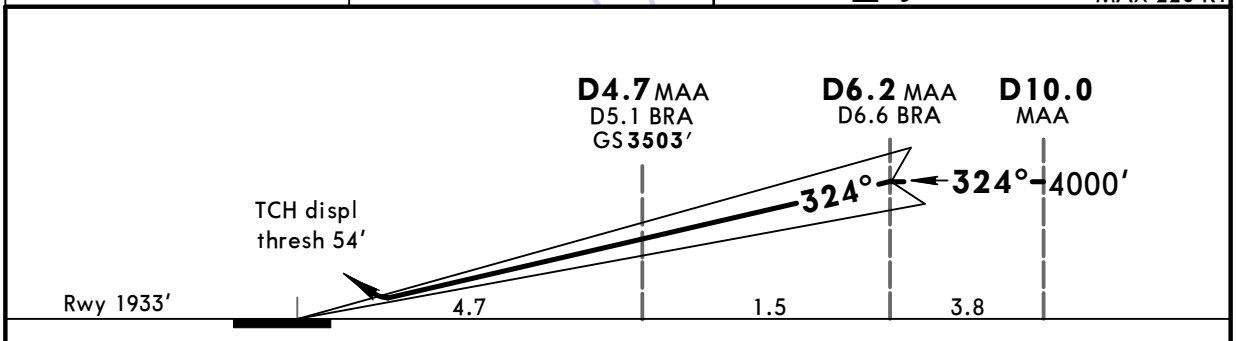
MISSED APCH: Climb on rwy heading to D2.5 BRA/D18.6 PDT to be crossed at or above 2400′. Turn LEFT (MAX 185 KT) to intercept and follow R-292 VTZ to cross D9.0 VTZ (D5.7 BRA) at or above 3000′. Turn LEFT (MAX 185 KT) to NVS VOR to join holding at 9000′. Contact ATC before reaching 4000′ and follow instructions.



MSA PDT VOR

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

HIALS-II
PAPI PAPI

D2.5 BRA
D18.6 PDT on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY **32L**

ILS
DA(H) A: **2183′** (250′) C: **2203′** (270′)
B: **2195′** (262′) D: **2214′** (281′)

	FULL	Limited	ALS out
A	RVR 550m	RVR 750m	RVR 1300m
B	RVR 600m		
C			
D	RVR 650m		RVR 1400m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	2720′ (722′)	1500m
135	2860′ (862′)	1600m
180	3280′ (1282′)	2400m
205	3620′ (1622′)	3600m

CHANGES: Speed restrictions at IAF. Note.

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ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
10 JUL 15
Eff 23 Jul
11-6A

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

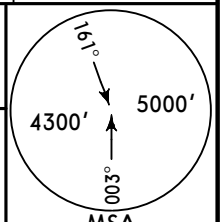
BRIEFING STRIP™

D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground freq
118.250	127.1	127.5	128.7	134.950	118.150	refer to 10-9

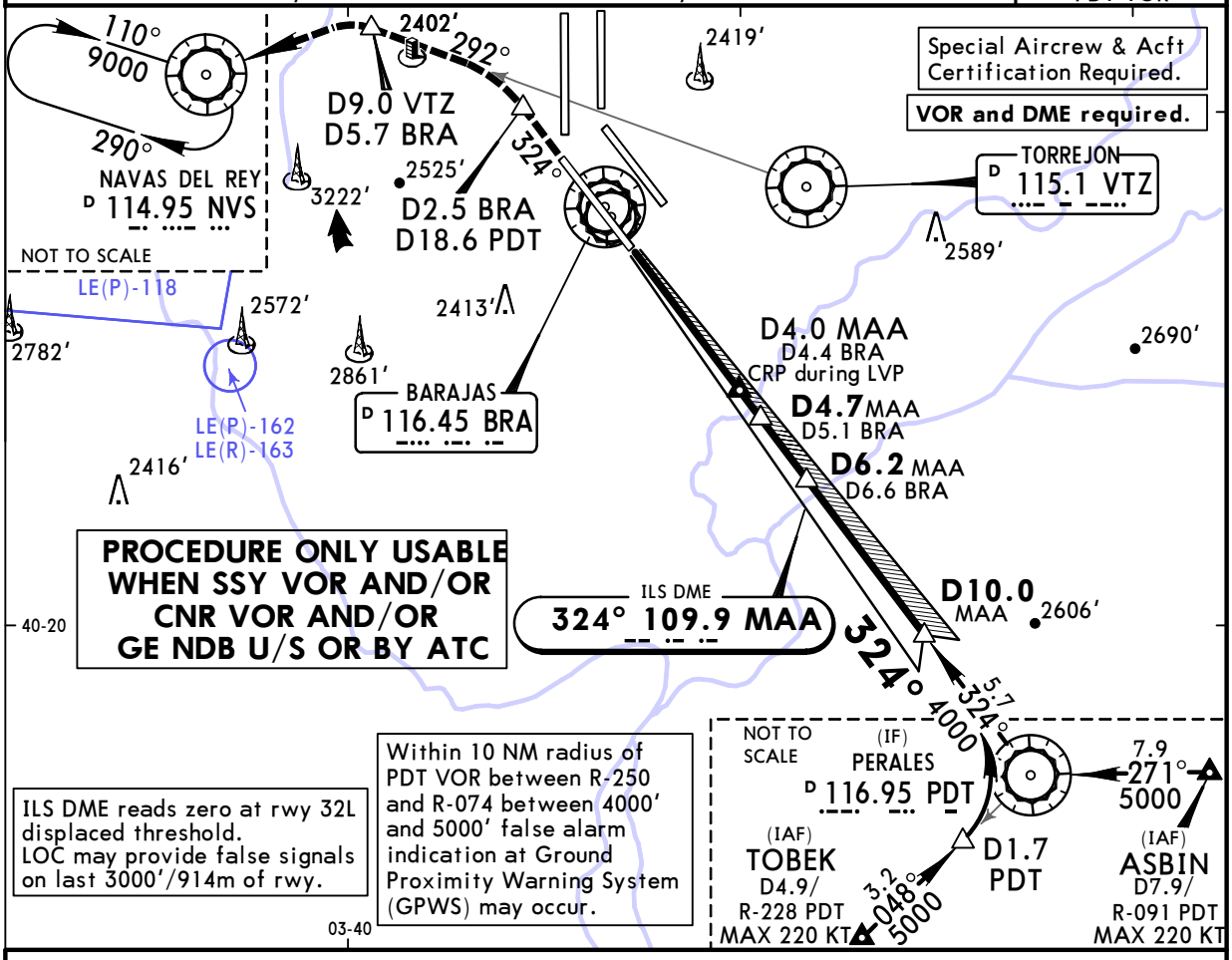
LOC MAA	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 1998′
109.9	**324°**	**D4.7 MAA** **3503′** (1570′)	Refer to Minimums	RWY 1933′

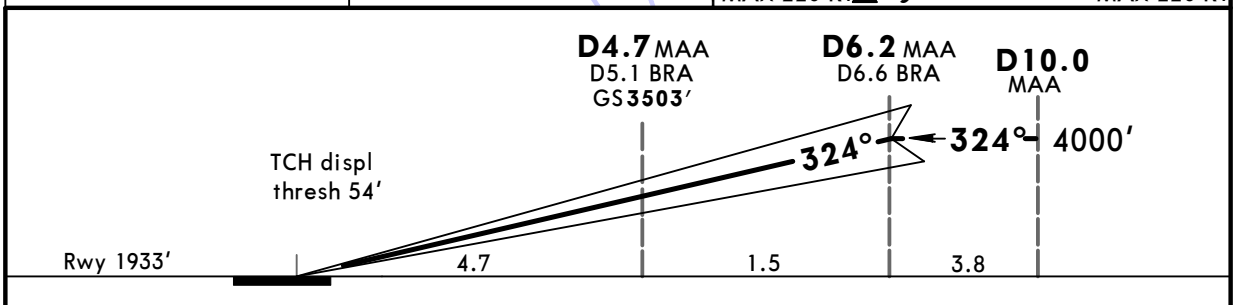
MISSED APCH: Climb on rwy heading to D2.5 BRA/D18.6 PDT to be crossed at or above 2400′. Turn LEFT (MAX 185 KT) to intercept and follow R-292 VTZ to cross D9.0 VTZ (D5.7 BRA) at or above 3000′. Turn LEFT (MAX 185 KT) to NVS VOR to join holding at 9000′. Contact ATC before reaching 4000′ and follow instructions.

Alt Set: hPa | Rwy Elev: 69 hPa | Trans level: By ATC | Trans alt: 13000′



MSA
PDT VOR





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

HIALS-II
PAPI PAPI
D2.5 BRA
D18.6 PDT on
Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY **32L**

CAT IIIA ILS	CAT II ILS			
	A	B	C	D
DH **50′**	**RA 161′**	**RA 180′**	**RA 195′**	**RA 211′**
	DA(H) **2081′** (148′)	DA(H) **2098′** (165′)	DA(H) **2110′** (177′)	DA(H) **2124′** (191′)
RVR 200m	RVR 450m			

CHANGES: Speed restrictions at IAF. Note.

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LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 10 JUL 15 (11-7) Eff 23 Jul

MADRID, SPAIN
ILS Z Rwy 32R

BRIEFING STRIP™

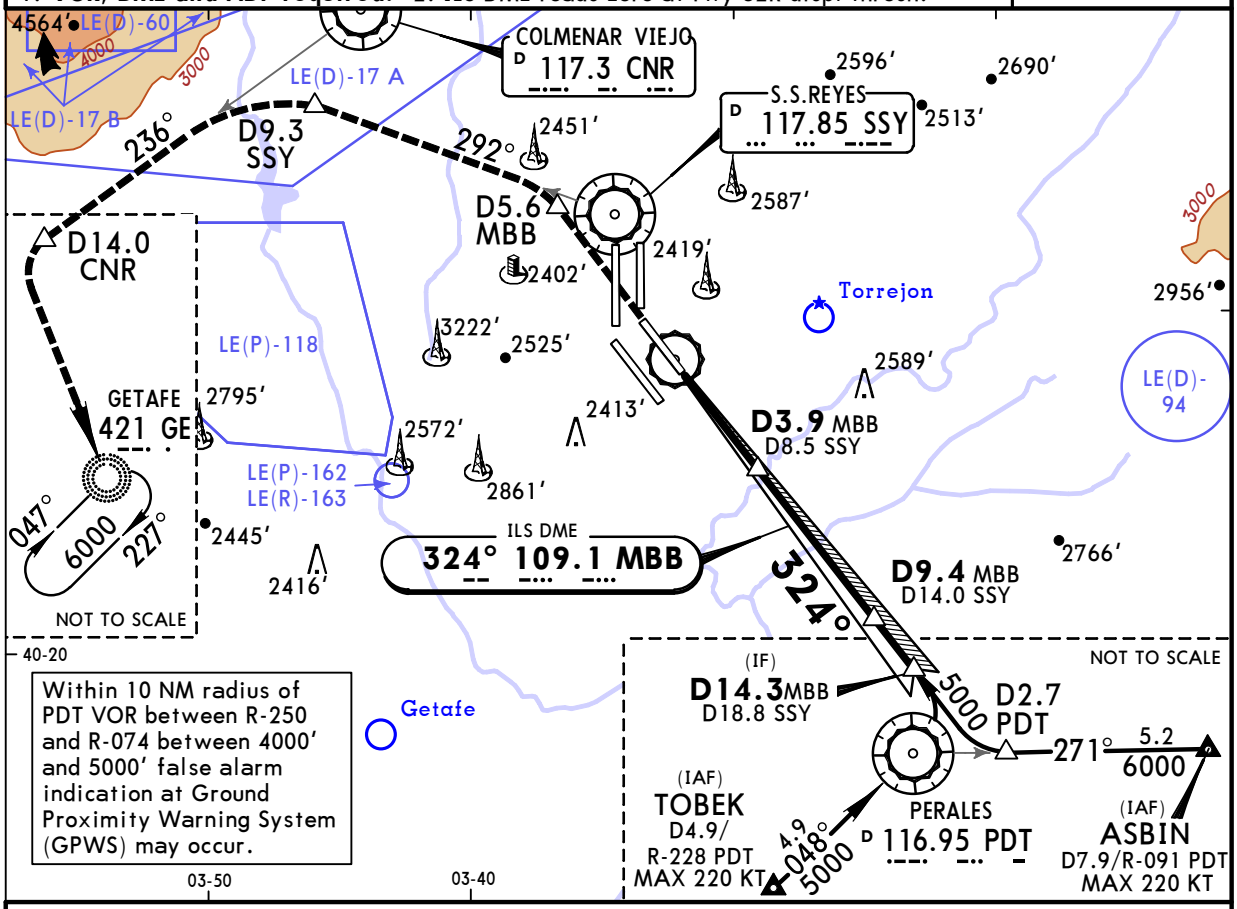
D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground frequencies refer to 10-9
118.250	127.1	127.5	128.7	134.950	118.975	

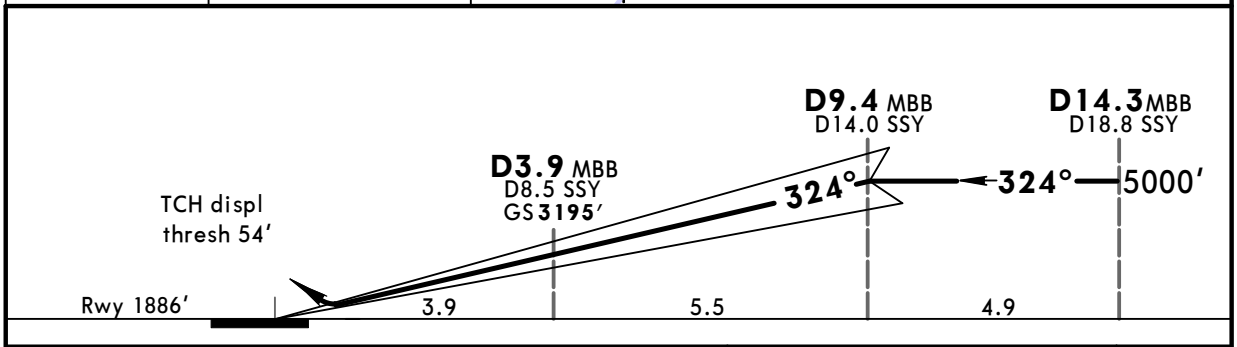
LOC MBB	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 1998′
109.1	324°	D3.9 MBB 3195′ (1309′)		RWY 1886′

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′.

MSA
PDT VOR

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.





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

HIALS-II PAPI PAPI

D5.6 MBB on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY **32R**

DA(H)
AB: **2086′** (200′) C: **2094′** (208′)
D: **2105′** (219′)

	FULL	Limited	ALS out
A	RVR 550m	RVR 750m	RVR 1200m
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	2720′ (722′)	1500m
135	2860′ (862′)	1600m
180	3280′ (1282′)	2400m
205	3620′ (1622′)	3600m

CHANGES: LOC Procedure transfered to 11-9.

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MADRID-BARAJAS

JEPPESEN
10 JUL 15
Eff 23 Jul
11-7A

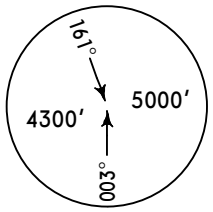
MADRID, SPAIN
CAT II/III ILS Z Rwy 32R

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	

LOC MBB	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 1998′
109.1	**324°**	**D3.9 MBB** **3195′** (1309′)	Refer to Minimums	RWY 1886′

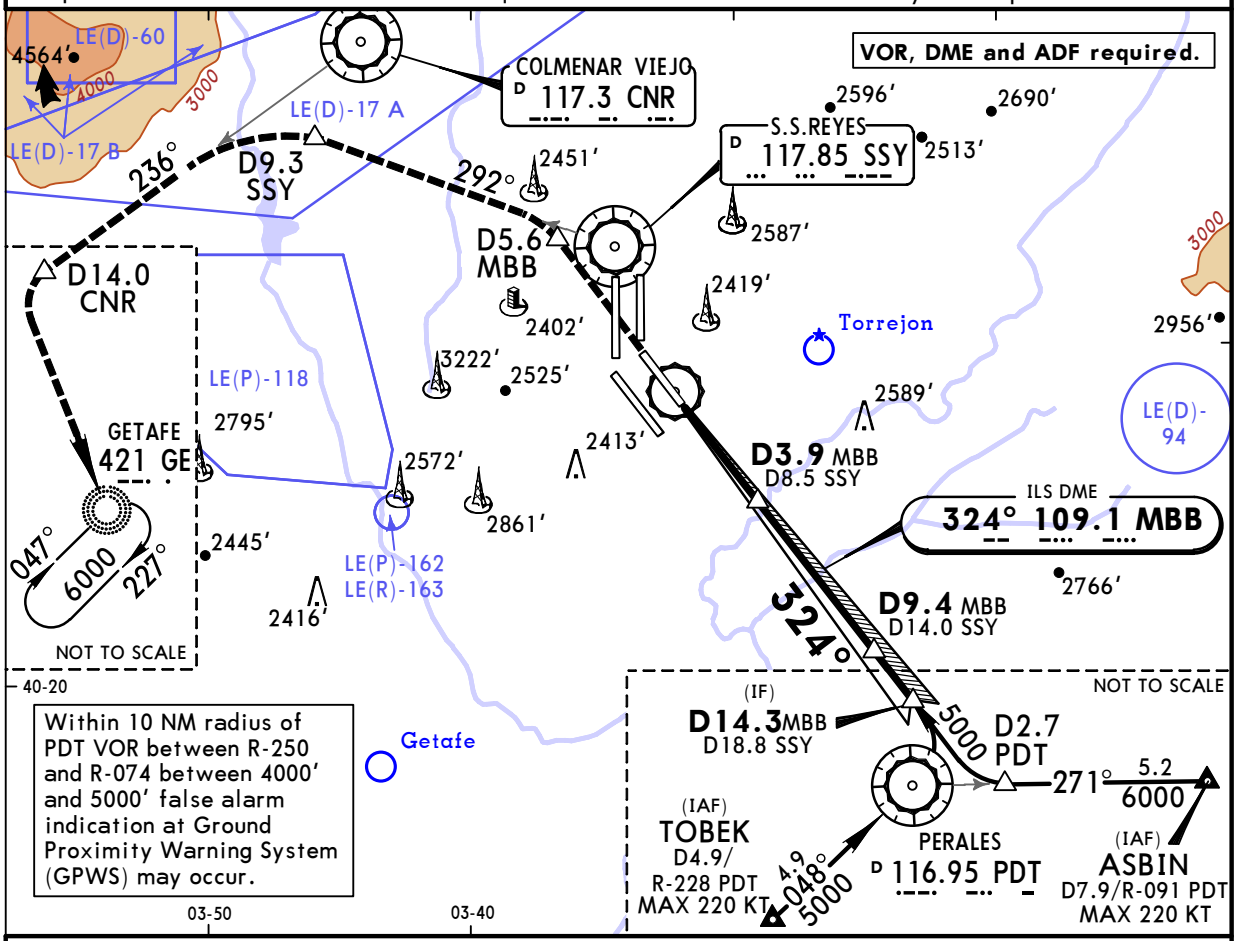
MISSED APCH: Climb on rwy heading to D5.6 MBB. Turn LEFT (MAX 185 KT) to intercept R-292 SSY to D9.3 SSY at or above 4000′. Turn LEFT (MAX 220 KT) to intercept R-236 CNR. Cross D14.0 CNR at 6000′, then turn LEFT (MAX 220 KT) to GE NDB to join holding at 6000′.
Do not climb above 6000′.

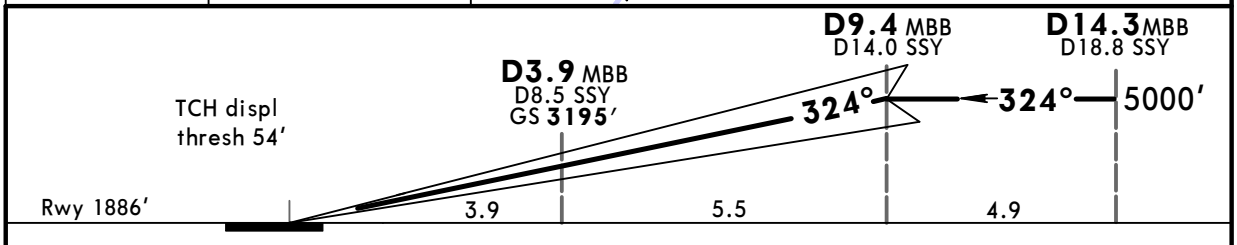


MSA PDT VOR

Alt Set: hPa | Rwy Elev: 67 hPa | Trans level: By ATC | Trans alt: 13000′

1. Special Aircrew & Acft Certification Required. 2. ILS DME reads zero at rwy 32R displ thresh.





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

HIALS-II
PAPI PAPI

D5.6 MBB on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY **32R**

CAT IIIA ILS	CAT II ILS	
	AB	C	D
DH **50′**	**RA 109′** DA(H) **1986′** (100′)	**RA 124′** DA(H) **1998′** (112′)	**RA 141′** DA(H) **2012′** (126′)
RVR 200m	RVR 300m [1]		RVR 400m

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Speed restrictions at IAF.

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JEPPESEN 10 JUL 15 Eff 23 Jul (11-8)

MADRID, SPAIN
ILS W Rwy 32R

BRIEFING STRIP™

D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground frequencies refer to 10-9
118.250	127.1	127.5	128.7	134.950	118.975	

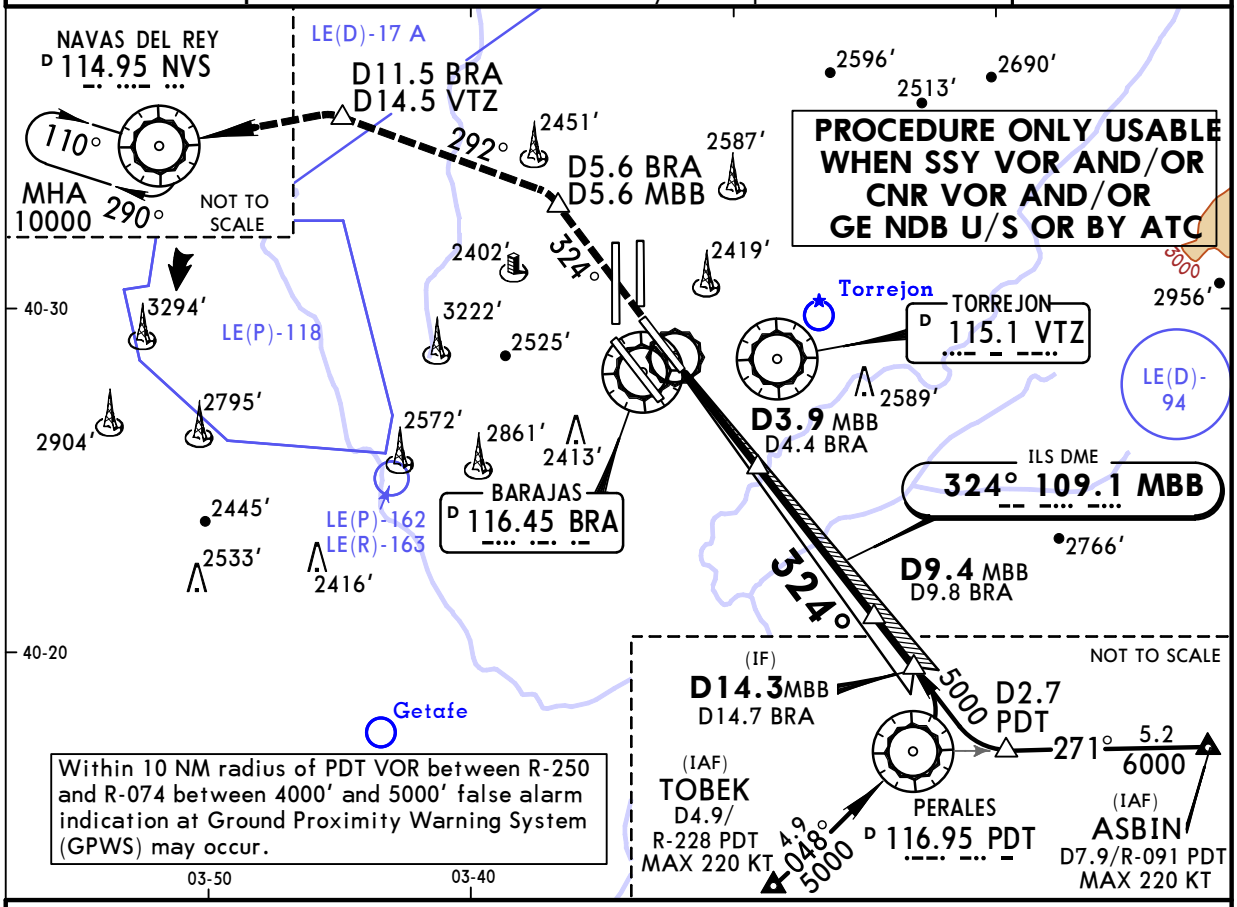
LOC MBB	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 1998′
109.1	324°	D3.9 MBB 3195′ (1309′)		RWY 1886′

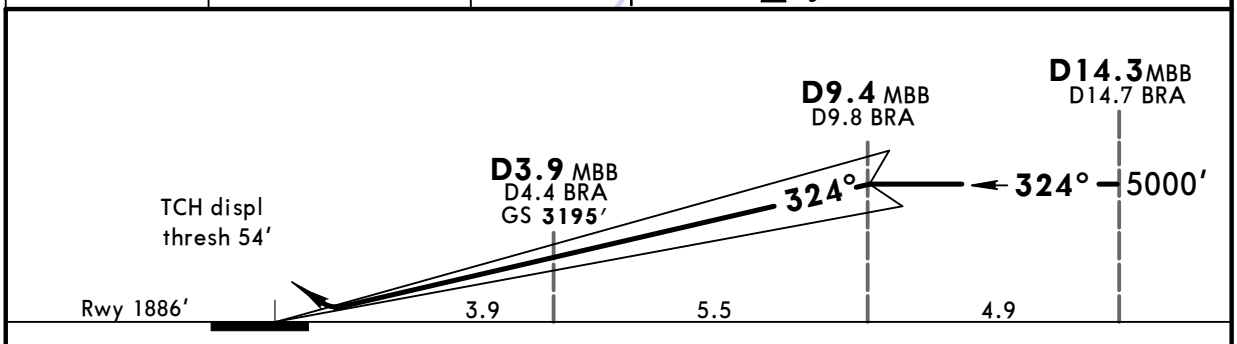
MISSED APCH: Climb on rwy heading to D5.6 BRA/D5.6 MBB, then turn LEFT (MAX 185 KT) onto 292° to cross D11.5 BRA/D14.5 VTZ at or above 4000′. Turn LEFT (MAX 220 KT) to NVS VOR to join holding at 10000′. Contact ATC before reaching 4000′ and follow instructions.

MSA PDT VOR: 161° 5000′, 4300′, 003° 5000′

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
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI PAPI D5.6 BRA D5.6 MBB on Rwy hdg

Standard STRAIGHT-IN LANDING RWY **32R** CIRCLE-TO-LAND

DA(H) AB: **2086′**(200′) C: **2094′**(208′) D: **2105′**(219′)

	FULL	Limited	ALS out
A	RVR 550m	RVR 750m	RVR 1200m
B			
C			
D			

Max Kts	MDA(H)	VIS
100	2720′ (722′)	1500m
135	2860′ (862′)	1600m
180	3280′(1282′)	2400m
205	3620′(1622′)	3600m

PANS OPS

CHANGES: Speed restrictions at IAF. Missed apch. Note.

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MADRID-BARAJAS

JEPPESEN
10 JUL 15
Eff 23 Jul
11-8A

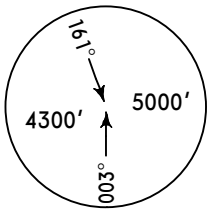
MADRID, SPAIN
CAT II/III ILS W Rwy 32R

BRIEFING STRIP ™

D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground frequencies refer to 10-9
118.250	127.1	127.5	128.7	134.950	118.975	

LOC MBB	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 1998′
109.1	324°	D3.9 MBB 3195′ (1309′)		RWY 1886′

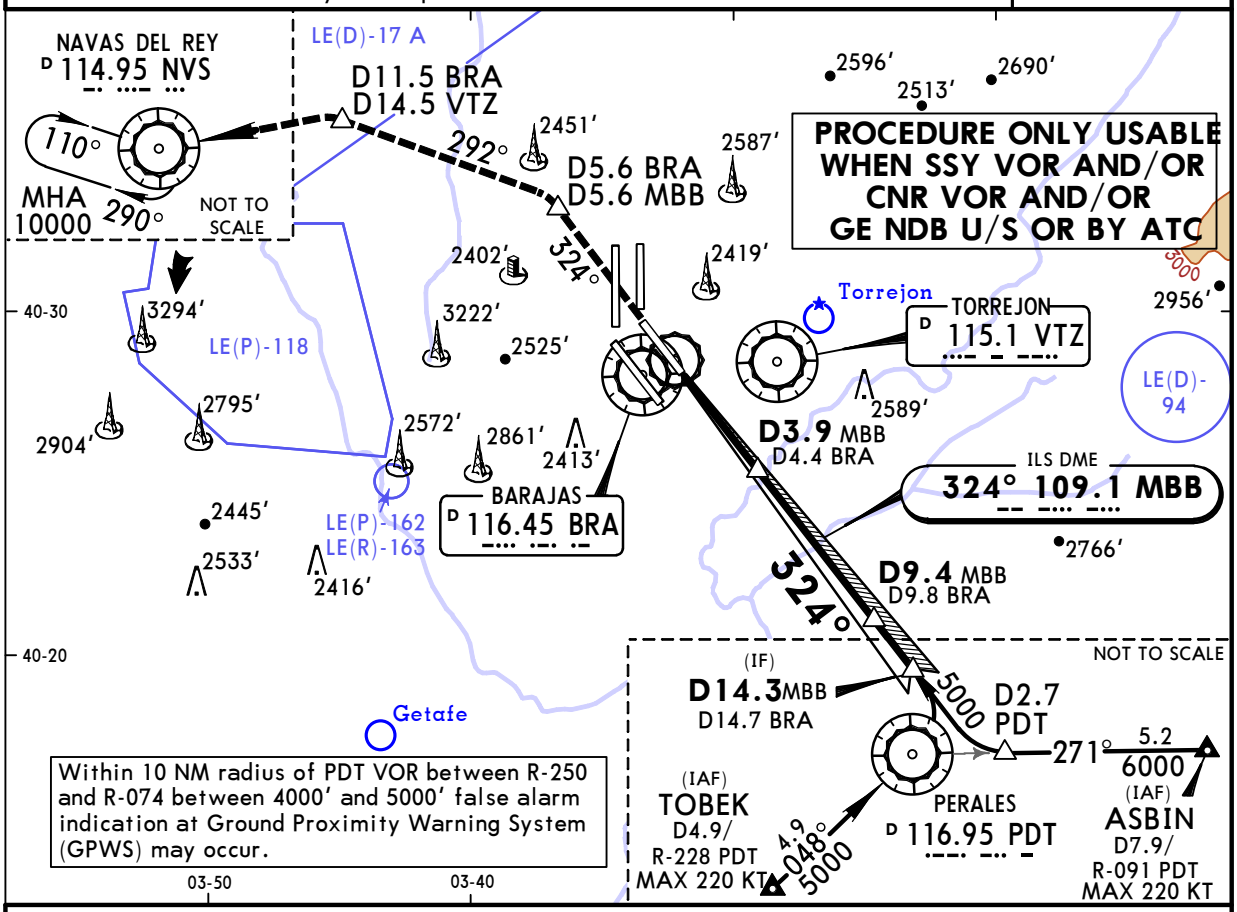
MISSED APCH: Climb on rwy heading to D5.6 BRA/D5.6 MBB, then turn LEFT (MAX 185 KT) onto 292° to cross D11.5 BRA/D14.5 VTZ at or above 4000′. Turn LEFT (MAX 220 KT) to NVS VOR to join holding at 10000′. Contact ATC before reaching 4000′ and follow instructions.

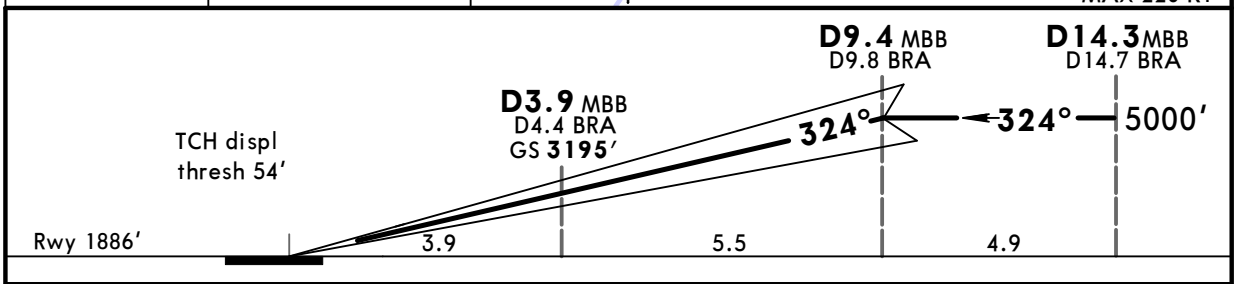


MSA
PDT VOR

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
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI PAPI
D5.6 BRA
D5.6 MBB
on Rwy hdg

Standard STRAIGHT-IN LANDING RWY **32R**

CAT IIIA ILS	CAT II ILS	
	AB	C	D
DH 50′	RA 109′ DA(H) 1986′(100′)	RA 124′ DA(H) 1998′(112′)	RA 141′ DA(H) 2012′(126′)
RVR 200m	RVR 300m [1]		RVR 400m

PANS OPS

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Speed restrictions at IAF. Missed apch. Note.

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LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 10 JUL 15 (11-9) Eff 23 Jul

MADRID, SPAIN
LOC Rwy 32R

BRIEFING STRIP™

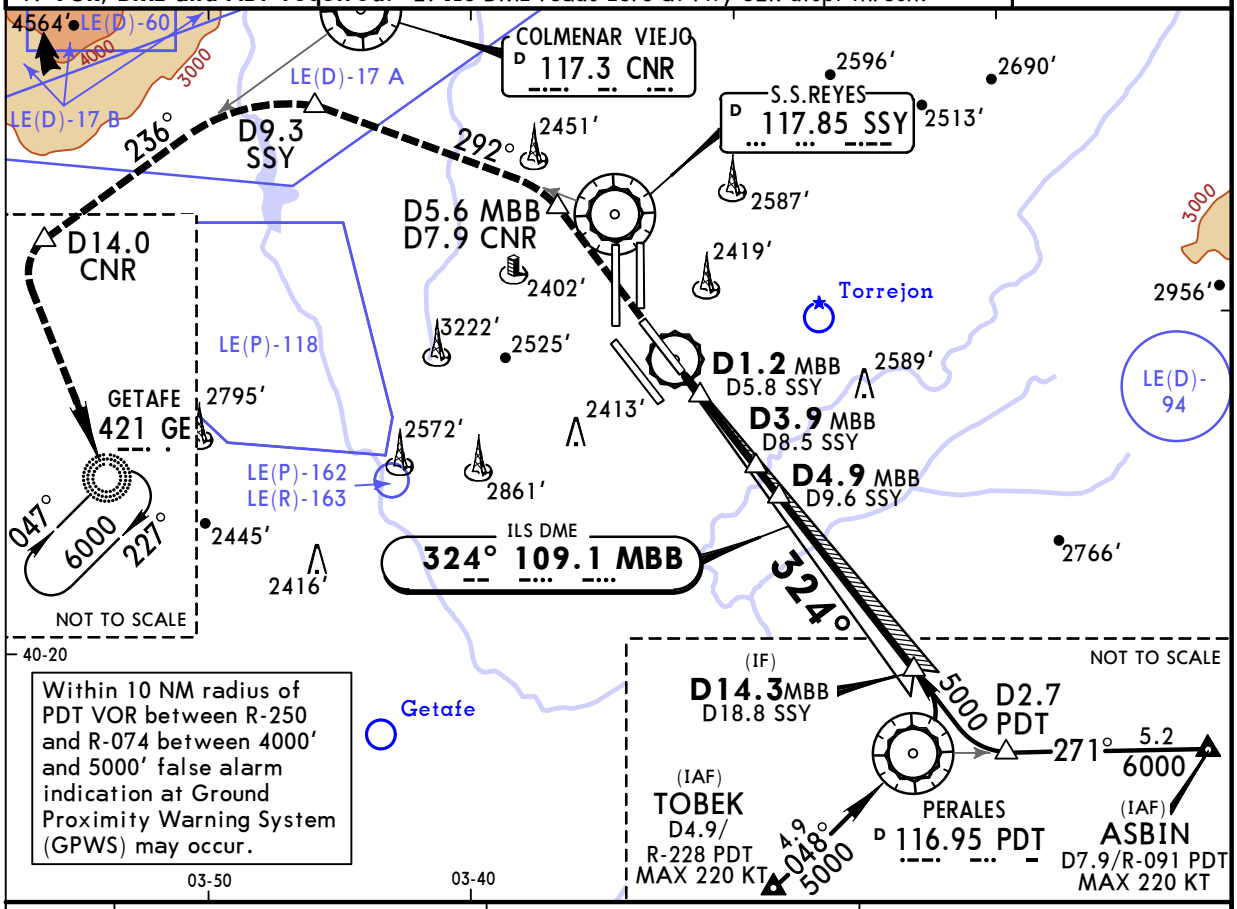
D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground frequencies refer to 10-9
118.250	127.1	127.5	128.7	134.950	118.975	

LOC MBB	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 1998′
109.1	324°	D4.9 MBB 3500′ (1614′)	2340′ (454′)	RWY 1886′

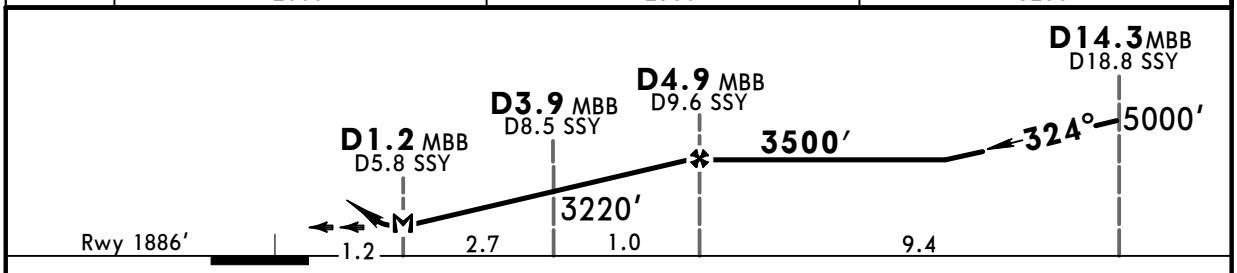
MISSED APCH: Climb on rwy heading to D5.6 MBB/D7.9 CNR. Turn LEFT (MAX 185 KT) to intercept R-292 SSY to D9.3 SSY at or above 4300′. Turn LEFT (MAX 220 KT) to intercept R-236 CNR. Cross D14.0 CNR at 6000′, then turn LEFT (MAX 220 KT) to GE NDB to join holding at 6000′. Do not climb above 6000′.

MSA
PDT VOR

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.



MBB DME	2.0	3.0	4.0
ALTITUDE	2600′	2930′	3250′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.10°	384	494	548	658	768	878
MAP at D1.2 MBB/D5.8 SSY							

HIALS-II PAPI PAPI
D5.6 MBB
D7.9 CNR
on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY **32R** CIRCLE-TO-LAND

DA(H) **2340′** (454′)

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1400m	RVR 1500m	100	2720′ (722′)	1500m
B			135	2860′ (862′)	1600m
C		CMV 2100m	180	3280′ (1282′)	2400m
D			205	3620′ (1622′)	3600m

CHANGES: Procedure transfered from 11-7. Missed apch.

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LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN
5 DEC 14
Eff 11 Dec
13-1

MADRID, SPAIN
VOR Rwy 18L

D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground frequencies refer to 10-9
118.250	127.1	127.5	128.7	134.950	118.675	

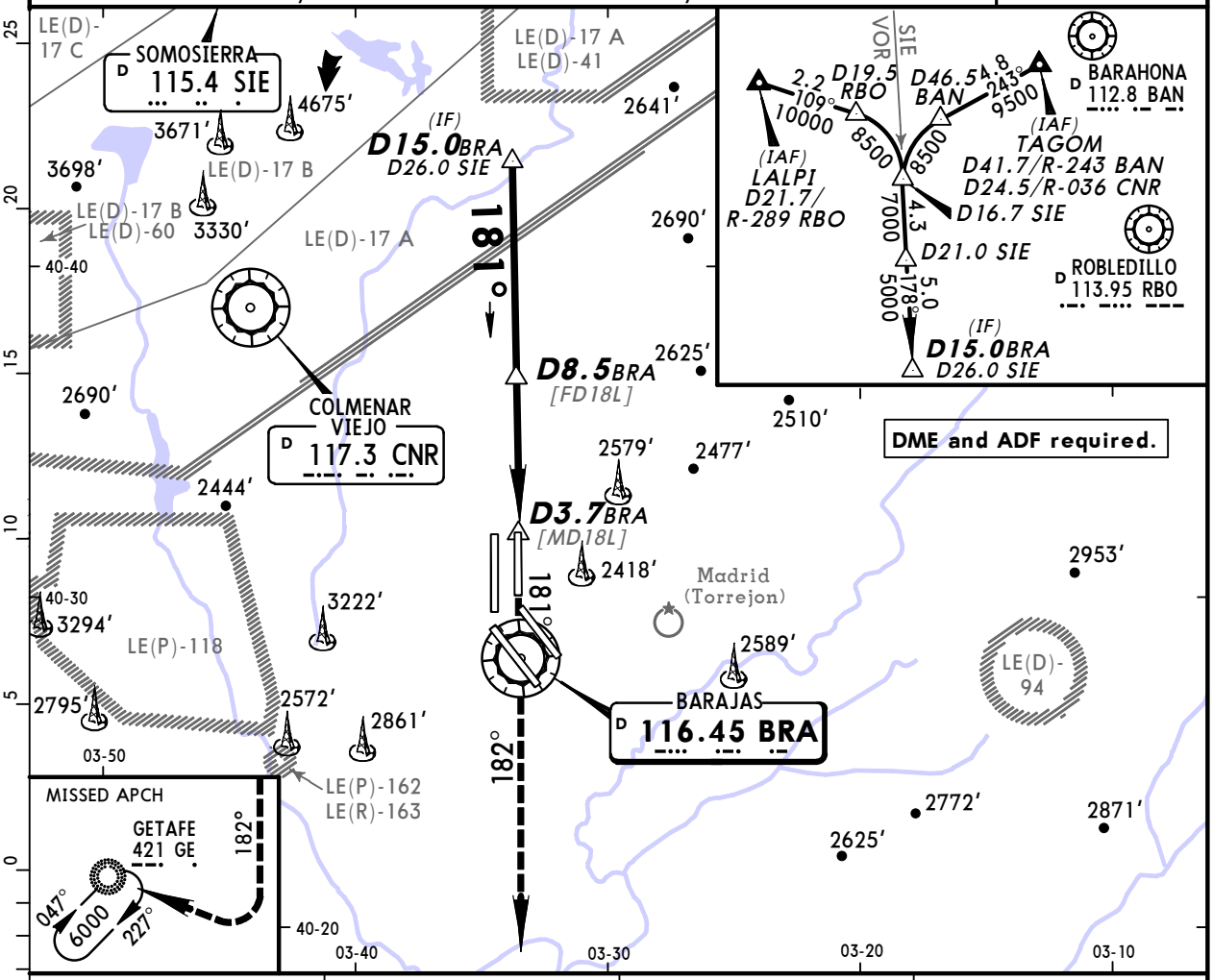
BRIEFING STRIP™

VOR BRA	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 1998′
116.45	181°	D8.5 BRA 3500′ (1578′)	2500′ (578′)	RWY 1922′

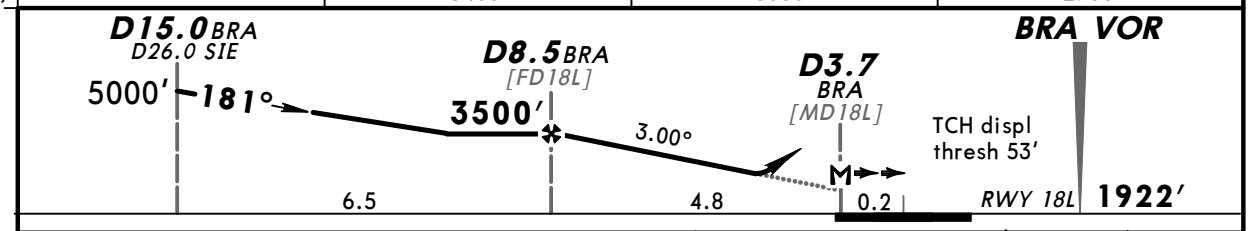
MISSED APCH: Climb to BRA VOR. Continue on R-182 BRA until reaching 6000′, then turn RIGHT to GE NDB to join holding at 6000′. Do not climb above 6000′.

10,000′ 219° 078° 4500′
MSA BRA VOR

Alt Set: hPa	Rwy Elev: 68 hPa	Trans level: By ATC	Trans alt: 13000′



BRA DME	8.0	7.0	6.0
ALTITUDE	3400′	3080′	2760′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D3.7 BRA							

HIALS-II PAPI PAPI
BRA 116.45

PANS OPS

Standard STRAIGHT-IN LANDING RWY 18L

DA(H) 2500′ (578′)

	ALS out		Max Kts	MDA(H)	VIS
A	RVR 1500m		100	2720′ (722′)	1500m
B			135	2860′ (862′)	1600m
C	RVR 1900m	CMV 2400m	180	3280′ (1282′)	2400m
D			205	3620′ (1622′)	3600m

CIRCLE-TO-LAND

CHANGES: Initial apch.

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LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 5 DEC 14 Eff 11 Dec (13-2)

MADRID, SPAIN
VOR Rwy 18R

D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground frequencies refer to 10-9
118.250	127.1	127.5	128.7	134.950	118.075	

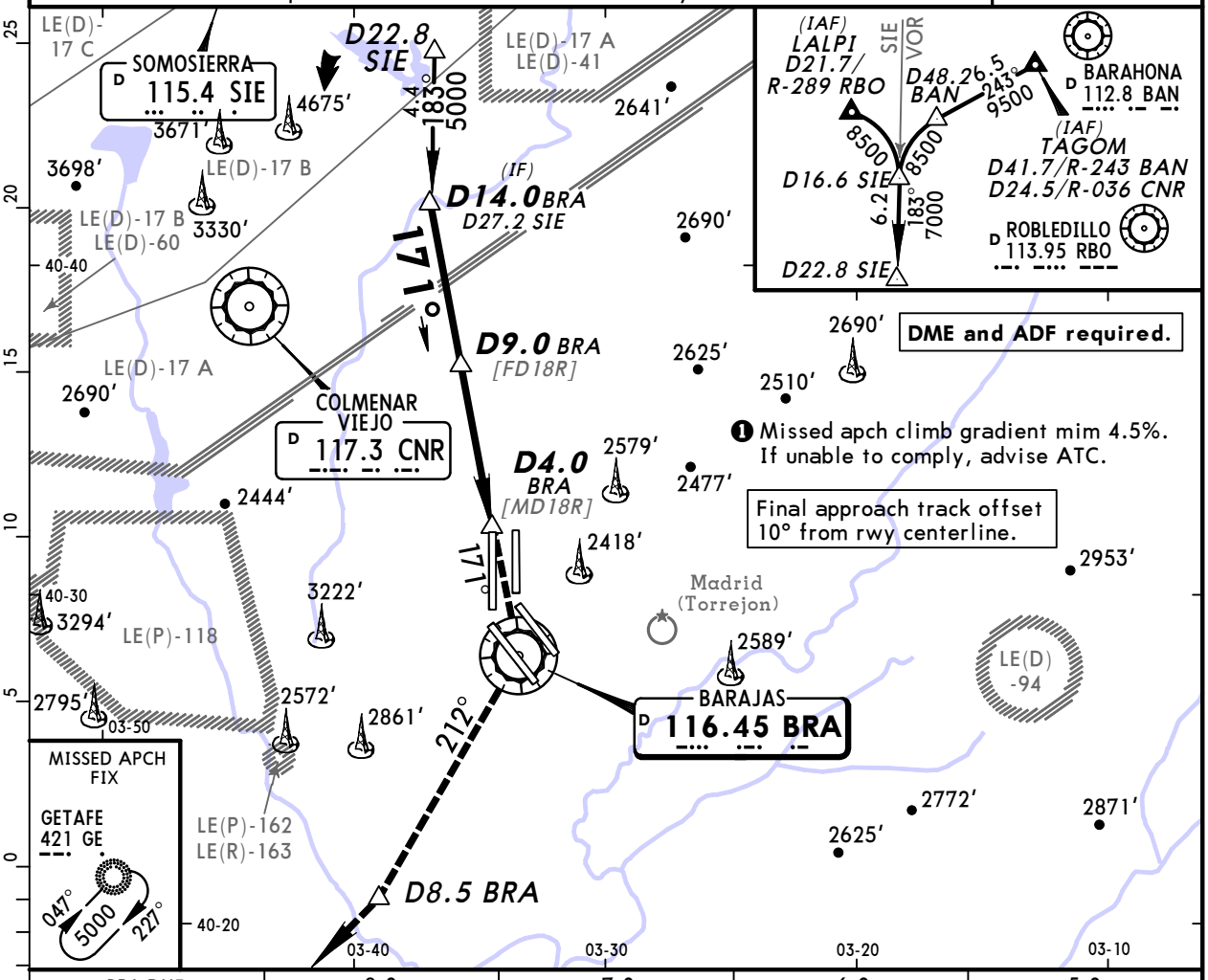
BRIEFING STRIP™

VOR BRA	Final Apch Crs	Minimum Alt D9.0 BRA	DA(H)	Apt Elev
116.45	171°	3900′ (1902′)	2550′ (552′)	1998′

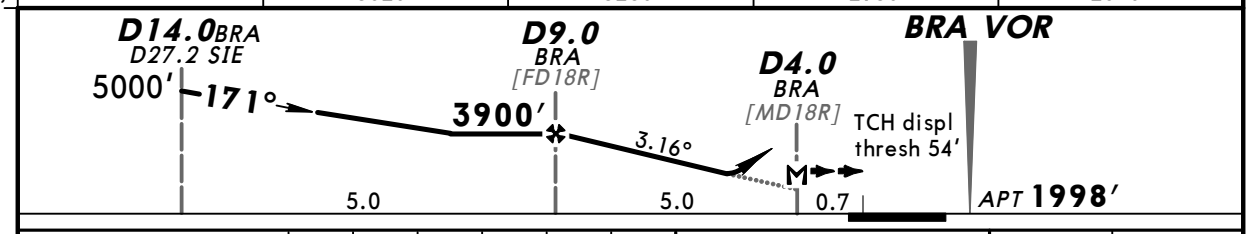
MISSED APCH: Climb to BRA VOR, then turn RIGHT (MAX 220 KT) to intercept R-212 BRA. Cross D8.5 BRA at 5000′, then turn RIGHT (MAX 220 KT) to GE NDB to join holding at 5000′. Do not climb above 5000′. ❶

10,000′ 219° 078° 4500′
MSA BRA VOR

Alt Set: hPa | Apt Elev: 71 hPa | Trans level: By ATC | Trans alt: 13000′



BRA DME	8.0	7.0	6.0	5.0
ALTITUDE	3620′	3280′	2950′	2610′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.16°	391	503	559	671	783	895
MAP at D4.0 BRA							

HIALS-II PAPI PAPI
BRA 116.45

PANS OPS

Standard STRAIGHT-IN LANDING RWY **18R**

DA(H) **2550′** (552′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1800m	CMV 2500m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	2720′ (722′)	1500m
135	2860′ (862′)	1600m
180	3280′ (1282′)	2500m
205	3620′ (1622′)	3600m

CHANGES: Initial apch.

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ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 27 MAR 15 Eff 2 Apr (13-3)

MADRID, SPAIN
VOR Rwy 32L

BRIEFING STRIP ™

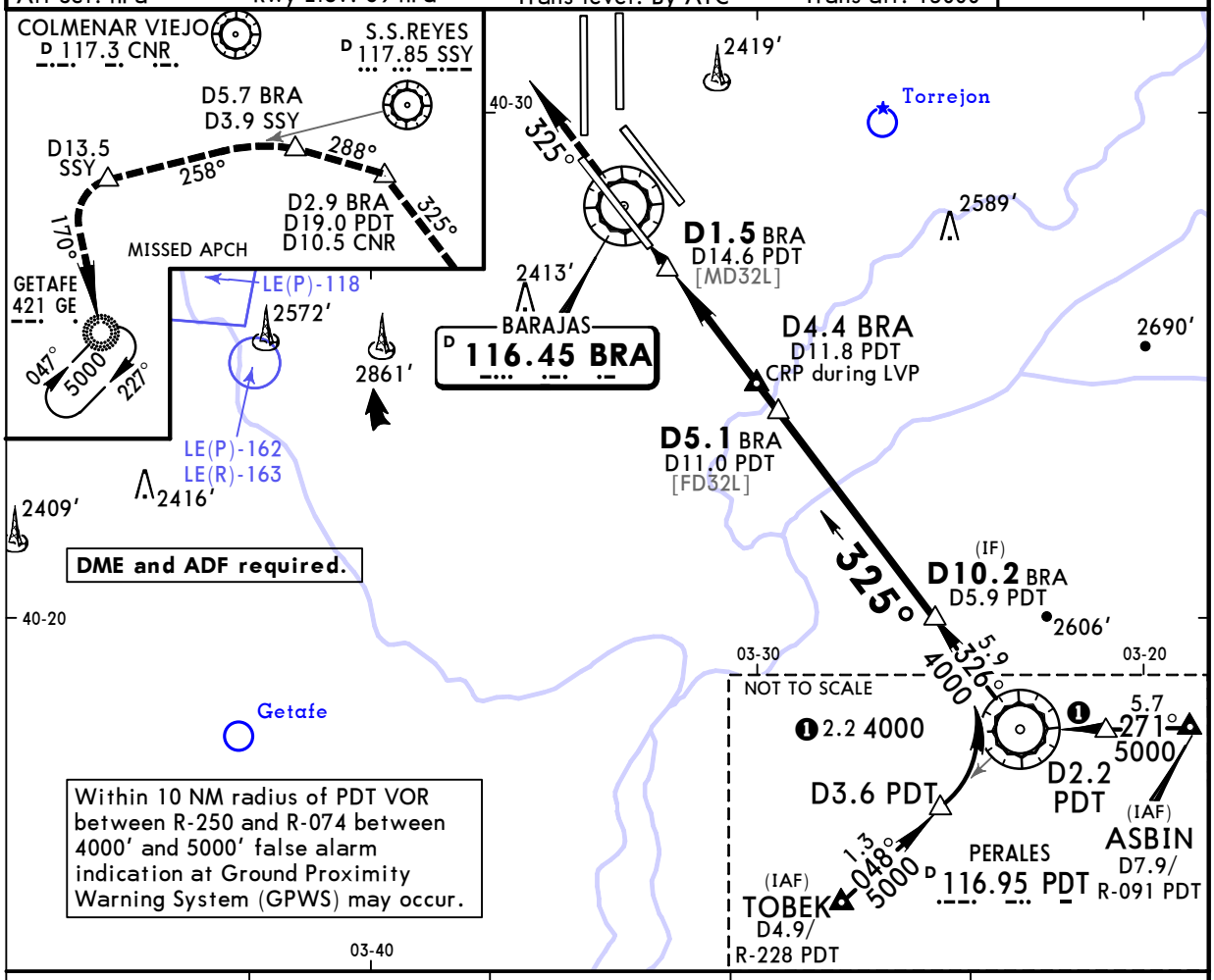
D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground frequencies refer to 10-9
118.250	127.1	127.5	128.7	134.950	118.150	

VOR BRA	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 1998′
116.45	325°	D5.1 BRA 3400′(1467′)	2420′(487′)	RWY 1933′

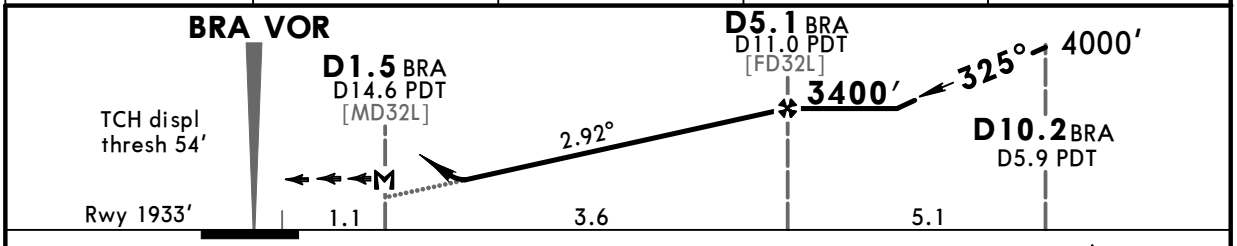
MISSED APCH: Climb on R-325 BRA to D2.9 BRA/D19.0 PDT/D10.5 CNR at or above 2700′. Turn LEFT (MAX 185 KT) onto 288° to D5.7 BRA/D3.9 SSY at or above 3000′. Turn LEFT (MAX 185 KT) to intercept R-258 SSY. Pass D13.5 SSY at or above 4400′, then turn LEFT (MAX 220 KT) onto 170° GE NDB to join holding at 5000′. Do not climb above 5000′.

MSA PDT VOR: 161°–003° 4300′ 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
Descent Angle 2.92°	362	465	517	620	723	826
MAP at D1.5 BRA/D14.6 PDT						

HIALS-II PAPI PAPI

D2.9 BRA D19.0 PDT D10.5 CNR on BRA 116.45 R-325

PANS OPS

Standard STRAIGHT-IN LANDING RWY **32L**

DA(H) **2420′**(487′)

	ALS out		Max Kts	MDA(H)	VIS
A	RVR 1500m		100	2720′ (722′)	1500m
B			135	2860′ (862′)	1600m
C	RVR 1500m	CMV 2300m	180	3280′(1282′)	2400m
D			205	3620′(1622′)	3600m

CIRCLE-TO-LAND

CHANGES: FAF. Distances to IAFs added.

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ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 27 MAR 15 Eff 2 Apr (13-4)

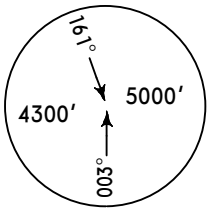
MADRID, SPAIN
VOR Rwy 32R

BRIEFING STRIP ™

D-ATIS Arrival	MADRID Approach				BARAJAS Tower	For Ground frequencies refer to 10-9
118.250	127.1	127.5	128.7	134.950	118.975	

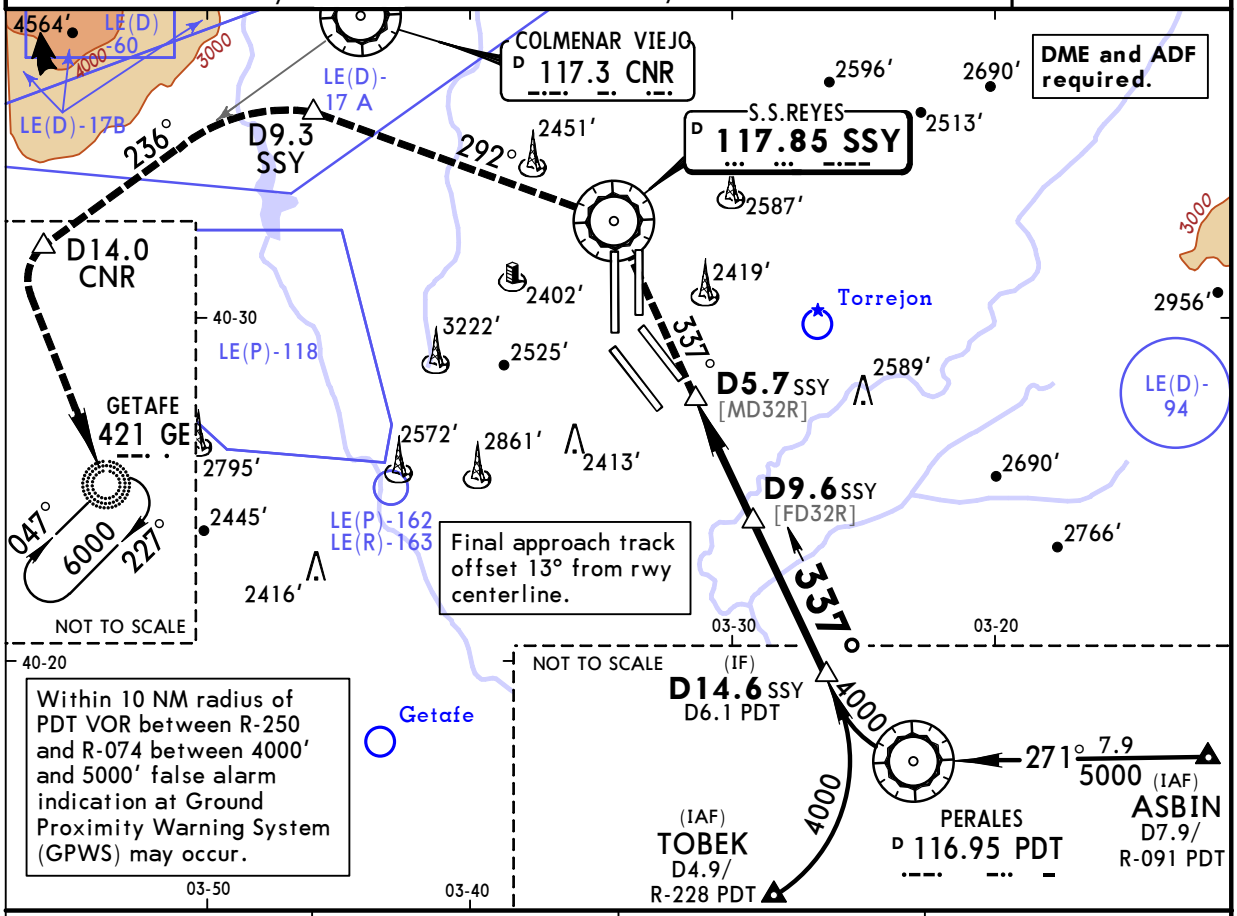
VOR SSY	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 1998′
117.85	337°	D9.6 SSY 3400′ (1514′)	2490′ (604′)	RWY 1886′

MISSED APCH: Climb to SSY VOR, then turn LEFT (MAX 185 KT) to intercept R-292 SSY to D9.3 SSY at or above 4500′. Turn LEFT (MAX 220 KT) to intercept R-236 CNR. Cross D14.0 CNR at 6000′, then turn LEFT (MAX 220 KT) to GE NDB to join holding at 6000′. Do not climb above 6000′.

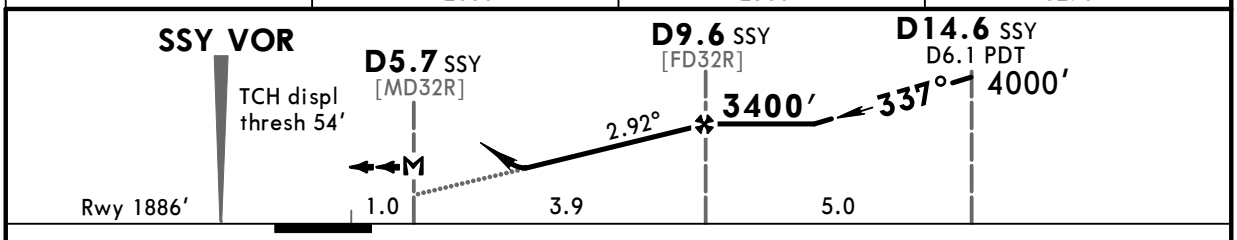


MSA PDT VOR

Alt Set: hPa | Rwy Elev: 67 hPa | Trans level: By ATC | Trans alt: 13000′



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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.92°	362	465	517	620	723	826
MAP at D5.7 SSY							

HIALS-II PAPI PAPI

SSY 117.85

PANS OPS

Standard STRAIGHT-IN LANDING RWY **32R**

DA(H) **2490′** (604′)

	ALS out	Max Kts	MDA(H)	VIS
A	RVR 1500m	100	2720′ (722′)	1500m
B		135	2860′ (862′)	1600m
C	CMV 2100m	180	3280′ (1282′)	2800m
D	CMV 2800m	205	3620′ (1622′)	3600m

CIRCLE-TO-LAND

CHANGES: Distances to IAFs added.

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1. GENERAL

1.1. ATIS

D-ATIS 118.67

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

The following procedures are intended to prevent excessive noise on and around the APT. As the pilots' contribution is essential for reaching the aim of the conceived noise abatement procedures, they are highly requested to stick to these procedures aiming at reducing the embarrassment due to the airplanes noise around APT.

1.2.2. PREFERENTIAL RUNWAY SYSTEM

RWY 29 is normally used for landings and RWY 01 for take-offs, provided:
- RWY surface conditions are not compromised (e.g. snow, slush, ice or water, mud, rubber, oil, etc.);
- ceiling is more than 500'/150m AAL for landings or horizontal visibility is more than 1.9km for take-offs and landings;
- crosswind component (including gusts) does not exceed 15 KT if RWY is dry or 10 KT if RWY is wet or contaminated;
- tailwind component (including gusts) does not exceed 5 KT;
- wind shear or thunderstorms are not reported or expected.

When RWY 01/19 is not usable and if meteorological conditions permit, take-off will be permitted on RWY 11 and landing on RWY 29.

1.3. PARKING INFORMATION

Push-back required on stands CP18 and P1 thru P58.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

Operators must keep respect of approach procedures at minimum noise and drag as defined in operations manual.

On final approach do not descend below ILS GS of 3° or PAPI "on glide slope" indication.
Landing on RWY 11 will be operated as much as possible using ARC DME instrument approach procedures.

In case a visual approach is permitted on RWY 11, the clearance will be attended by the following conditions:
The ACFT must be aligned on the RWY centerline at minimum 10 NM of the RWY threshold with minimum overflight altitude of 3000'.

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3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

ALL TYPE OF ACFT

Select a climb procedure to reach 3030' as soon as possible.

TURBOJET ACFT

In addition to the preceding provisions, pilots are to comply with the following procedures:

Initiate noise abatement procedure at or above 830'. Climbing speed to noise abatement initiation point shall be at least V_2 + 10 KT.

At or above 830'	Adjust and maintain engine power/thrust in accordance with noise abatement power/thrust schedule Take-off flaps V_2 + 10 to 20 KT
At 3030'	Accelerate smoothly to enroute climb speed with flaps/slats retraction on schedule.

3.2. OTHER INFORMATION

3.2.1. DATALINK DEPARTURE CLEARANCE (DCL)

Pilot sends a departure clearance request (RCD: Request for Clearance delivery) 25 min before the start-up time taking into account the take-off time slot, if any.

If the pilot accepts the content of the departure clearance, he will send to the ground system, as soon as possible, the acknowledge message (CDA: Clearance Delivery Acknowledge) including the whole content of the departure clearance received on-board.

If the pilot cannot accept the content of the departure clearance received, he will then contact the controller through VHF voice channel and will continue the departure clearance request using the same mean.

In case of not receiving the departure clearance within 5 min of the request the pilot will contact the controller through VHF voice channel and will continue the departure clearance request procedure using the same mean.

If the ground system does not receive the acknowledgement message for the transmitted clearance within 3 min after the departure clearance has been transmitted, or if an invalid message is received, the ground system inform the pilot to contact the controller through VHF voice channel and will continue the departure clearance request procedure using the same mean.

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DTTA/TUN CARTHAGE

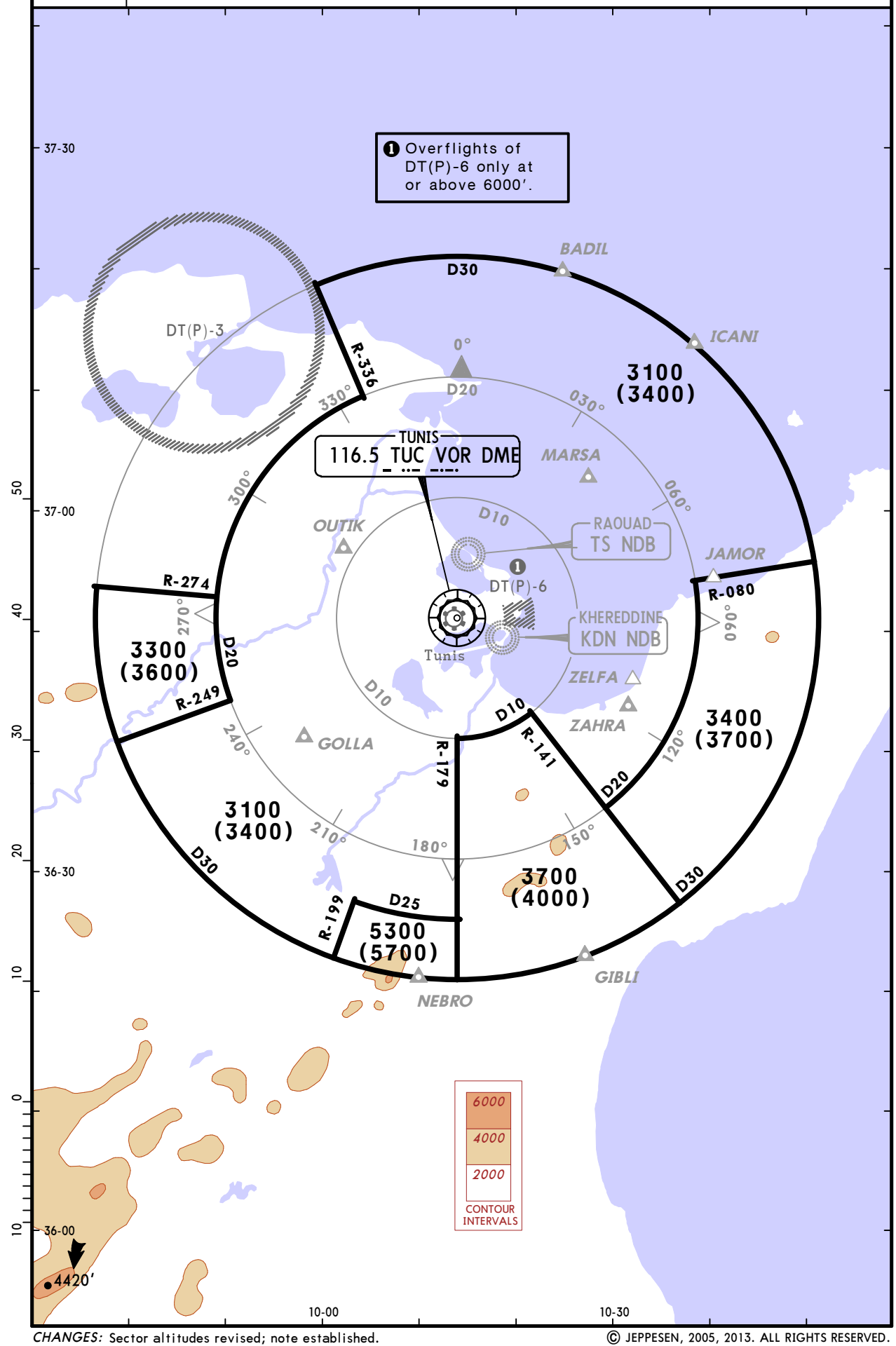
TUNIS, TUNISIA

RADAR MINIMUM ALTITUDES

Apt Elev 22′

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

1. When established under radar vectoring on runway centerline 01, 19 or 29 minimum safe altitude between 15 NM and 6 NM from THR is 2000′.
2. Altitudes between parentheses are applicable to a temperature between 5°C and -5°C.



CHANGES: Sector altitudes revised; note established.

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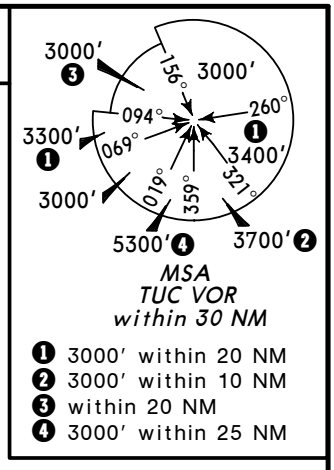
DTTA/TUN CARTHAGE

TUNIS, TUNISIA

ARRIVAL

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 6000′
118.67	22′	

ARRIVALS
FROM NORTH & EAST



MSA
TUC VOR
within 30 NM

1. 3000′ within 20 NM
2. 3000′ within 10 NM
3. within 20 NM
4. 3000′ within 25 NM

DOPEL
N38 31.7 E008 53.0

24
132°

ELKIS
N38 15.7 E009 15.2

23

SAMEK
N38 00.1 E009 36.6

21

TANIT
N37 45.3
E009 56.9

21

NOLSI
N38 02.3 E010 17.2

181°
31

ABDAB
N37 53.4 E010 37.7

196°
35

SUSIP
N37 40.4
E011 06.8

220°
18

SIRVI
N37 26.6 E010 51.8

16

MEDAR
N37 31.2 E010 15.7

40

BADIL
N37 19.8
E010 24.8

30

ICANI
N37 14.2 E010 38.4

30

TUPAL
N37 11.4
E011 30.0

26
227°

CAP BON
112.7 CBN
N36 53.7 E011 05.3

R001°
R016°
R040°
R047°

(IAF)
TUNIS
D 116.5 TUC
N36 51.1 E010 13.8

R085°
R102°

41
265°

40

DIDON
N36 42.4 E011 01.9

23
282°

SONAK
N36 37.2 E011 30.0

N

NOT TO SCALE

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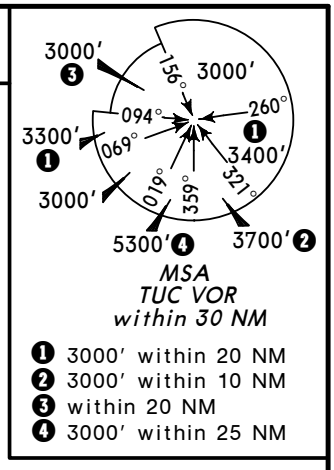
DTTA/TUN
CARTHAGE

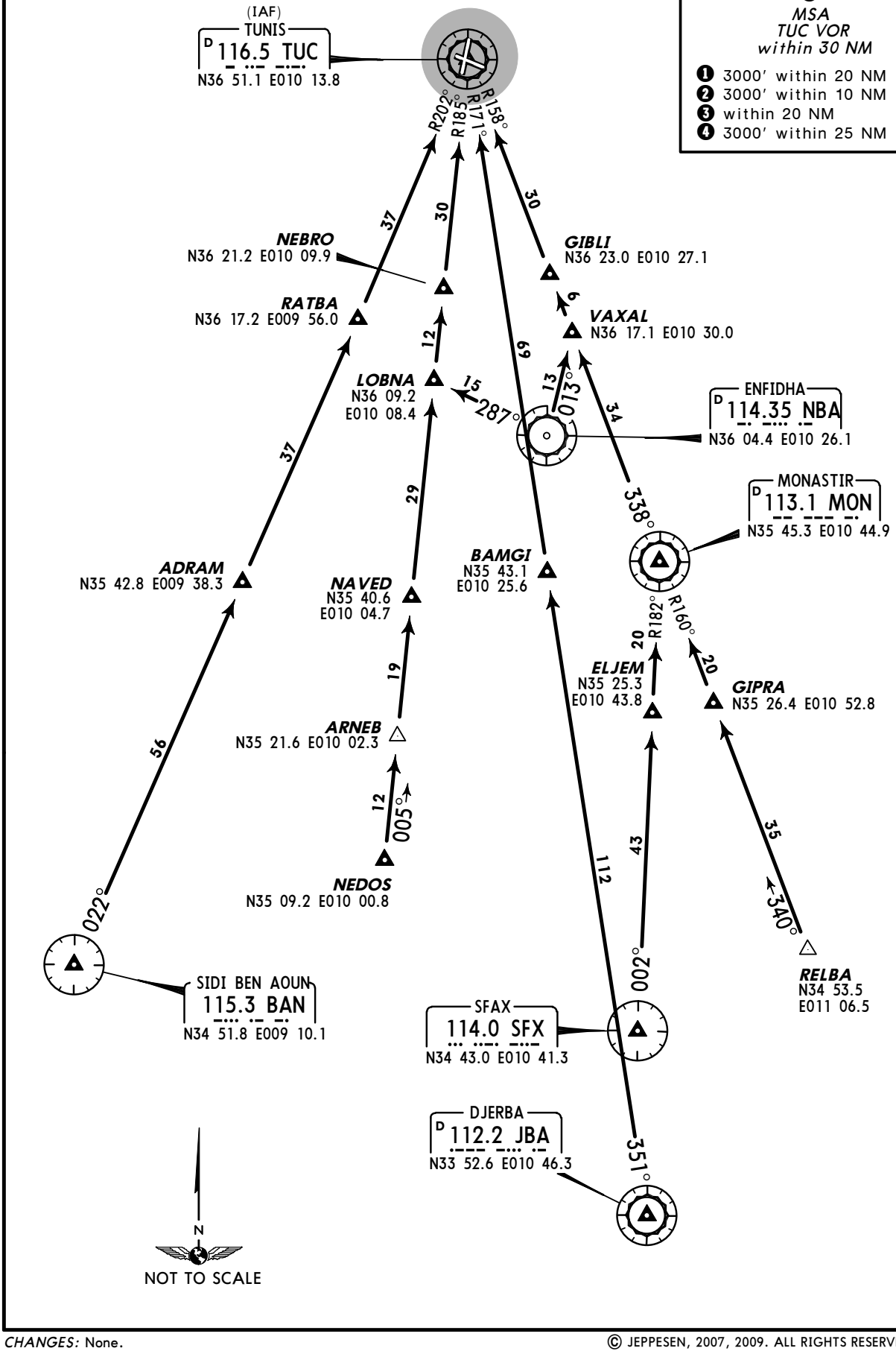
JEPPESEN
26 FEB 10 (10-2A) Eff 11 Mar

TUNIS, TUNISIA
ARRIVAL

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 6000′
118.67	22′	

ARRIVALS
FROM SOUTH





CHANGES: None.

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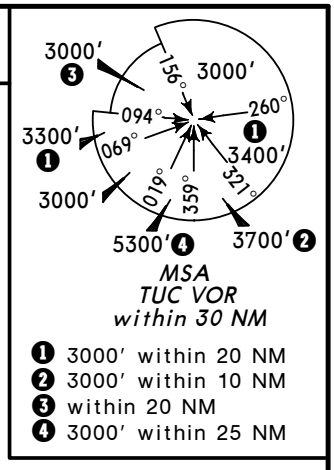
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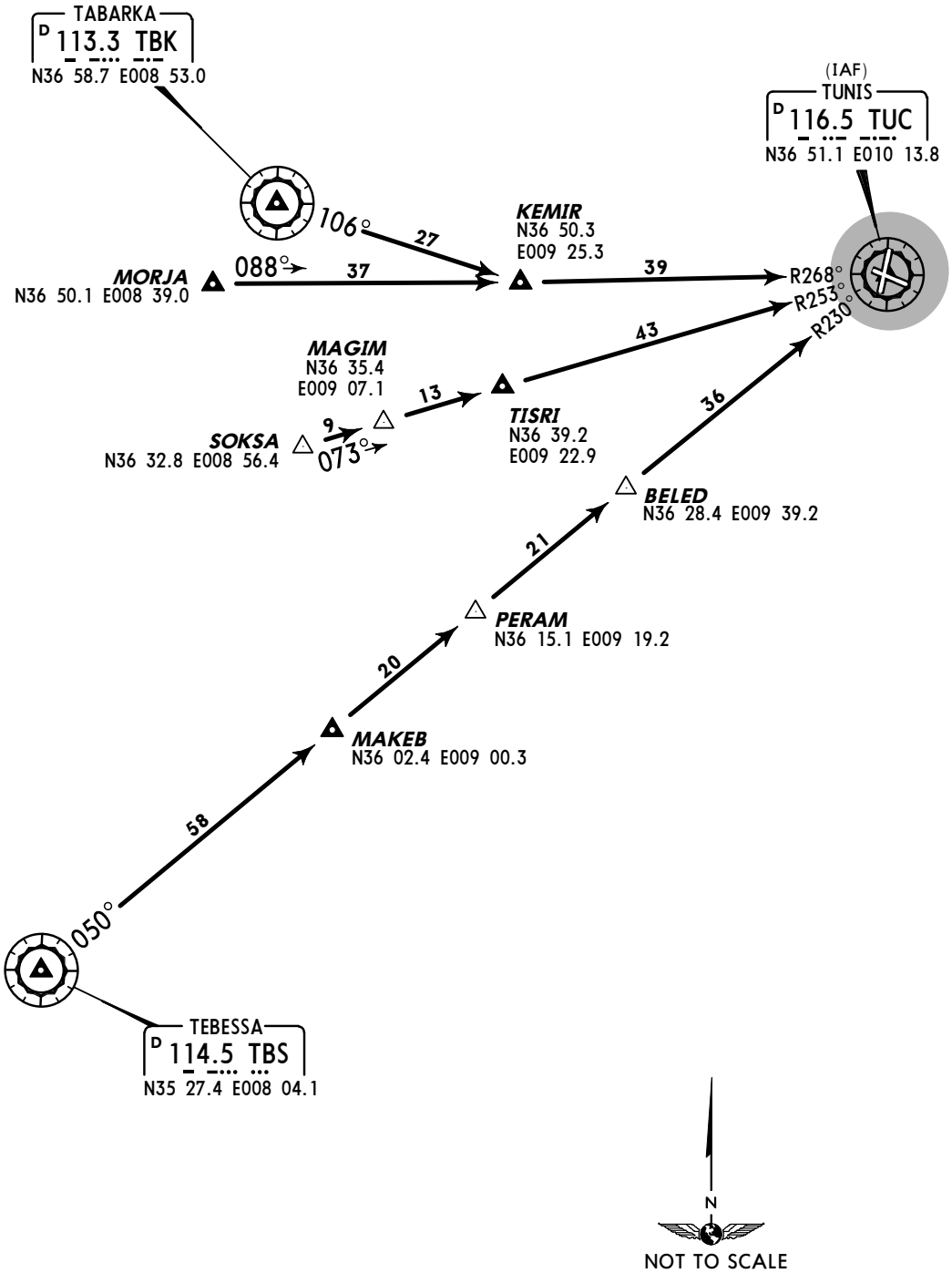
DTTA/TUN
CARTHAGE

TUNIS, TUNISIA
ARRIVAL

*D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 6000′
118.67	22′	

ARRIVALS
FROM WEST





CHANGES: New chart.

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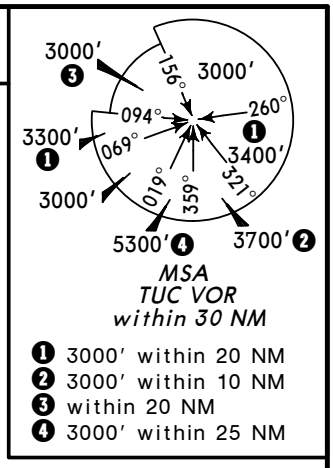
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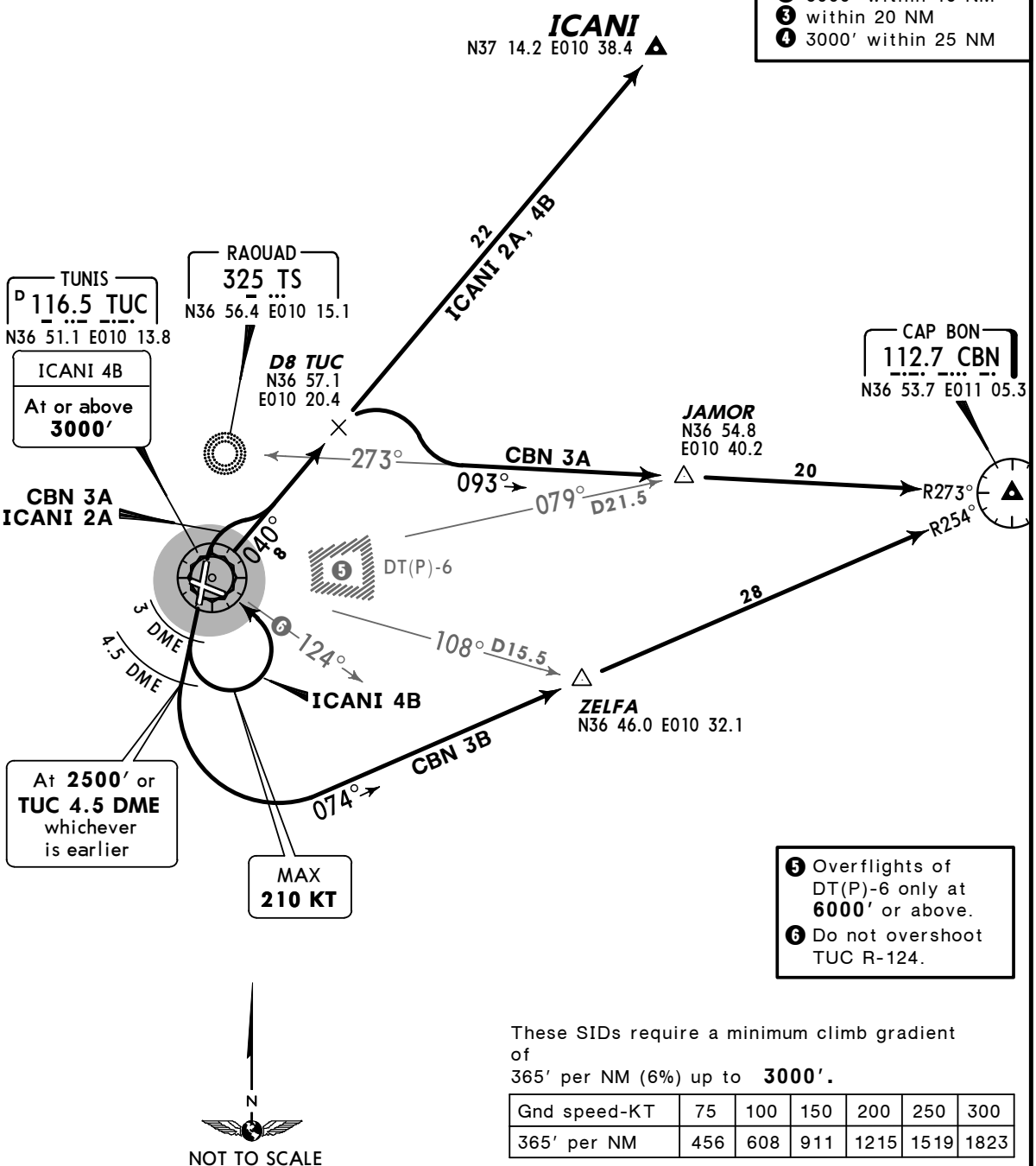
DTTA/TUN
CARTHAGE

TUNIS, TUNISIA
SID

Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.

CBN 3A, CBN 3B
ICANI 2A *[ICAN2A]*, ICANI 4B *[ICAN4B]*
RWYS 01, 19 DEPARTURES
TO NORTHEAST & EAST
SPEED: MAX 250 KT BELOW FL100





These SIDs require a minimum climb gradient of
365′ per NM (6%) up to **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.**

SID	RWY	ROUTING
CBN 3A	**01**	Turn RIGHT as soon as possible, intercept TUC R-040 to D8 TUC, turn RIGHT, intercept 093° bearing from TS (CBN R-273 inbound) to CBN.
CBN 3B	**19**	Climb straight ahead, at **2500′** or TUC 4.5 DME, whichever is earlier, turn LEFT, intercept CBN R-254 inbound to CBN.
ICANI 2A	**01**	Turn RIGHT as soon as possible, intercept TUC R-040 to ICANI.
ICANI 4B	**19**	Climb straight ahead, at TUC 3 DME turn LEFT to TUC, TUC R-040 to ICANI.

CHANGES: ZEMBA SIDs withdrawn.

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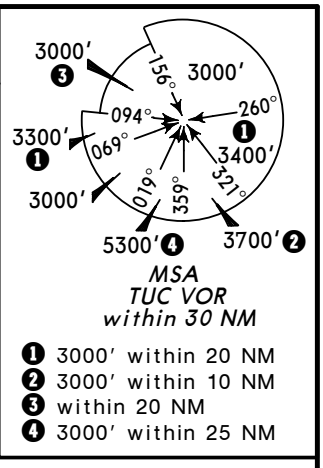
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DTTA/TUN CARTHAGE

TUNIS, TUNISIA

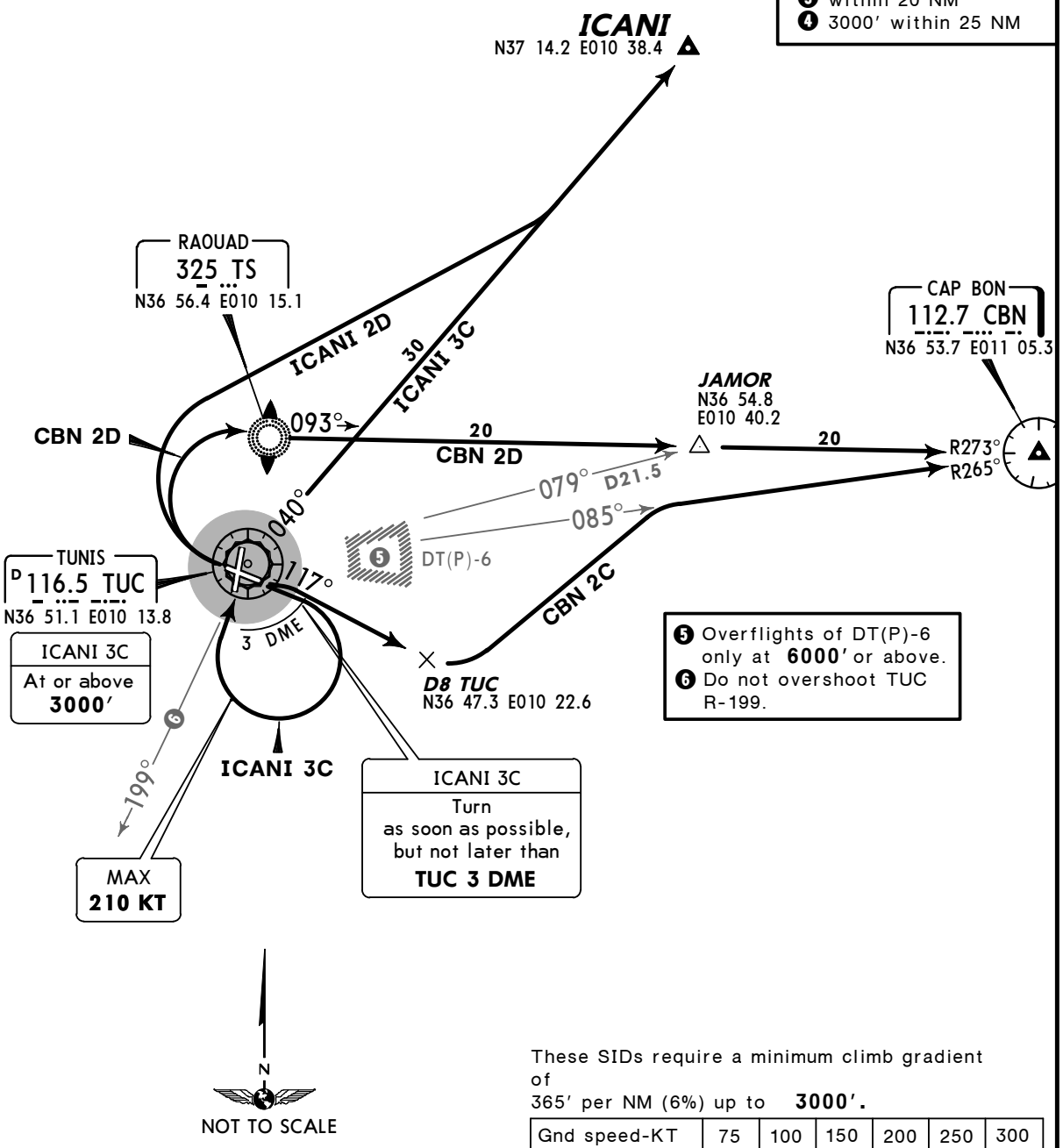
SID

Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.



❶ 3000′ within 20 NM
❷ 3000′ within 10 NM
❸ within 20 NM
❹ 3000′ within 25 NM

CBN 2C, CBN 2D
ICANI 3C *[ICAN3C]*, ICANI 2D *[ICAN2D]*
RWYS 11, 29 DEPARTURES
TO NORTHEAST & EAST
SPEED: MAX 250 KT BELOW FL100



❺ Overflights of DT(P)-6 only at **6000′** or above.
❻ Do not overshoot TUC R-199.

These SIDs require a minimum climb gradient of
365′ per NM (6%) up to **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.**

SID	RWY	ROUTING
CBN 2C	**11**	Intercept TUC R-117 to D8 TUC, turn LEFT, intercept TUC R-085 to CBN.
CBN 2D	**29**	Turn RIGHT to TS, 093° bearing (CBN R-273 inbound) to CBN.
ICANI 3C	**11**	As soon as possible, but not later than TUC 3 DME turn RIGHT to TUC, TUC R-040 to ICANI.
ICANI 2D	**29**	Turn RIGHT, intercept TUC R-040 to ICANI.

CHANGES: ZEMBA SIDs withdrawn.

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DTTA/TUN CARTHAGE

JEPPESEN
1 JUL 05 (10-3B)

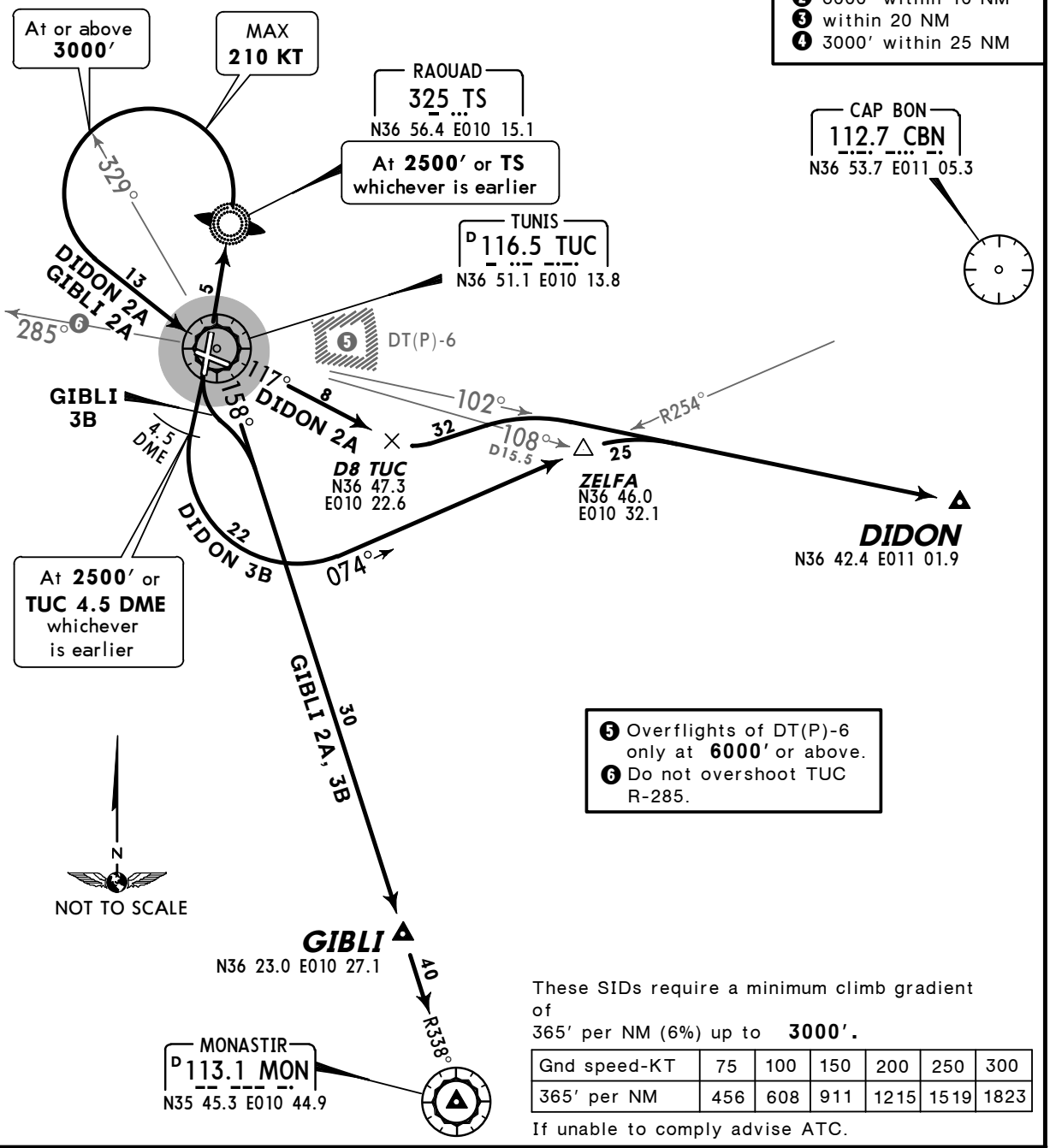
TUNIS, TUNISIA

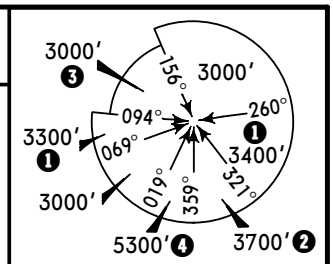
SID

Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.

DIDON 2A, DIDON 3B
GIBLI 2A *[GIBL2A]*, GIBLI 3B *[GIBL3B]*
RWYS 01, 19 DEPARTURES
TO SOUTHEAST

SPEED: MAX 250 KT BELOW FL100





MSA
TUC VOR
within 30 NM

1 3000′ within 20 NM
2 3000′ within 10 NM
3 within 20 NM
4 3000′ within 25 NM

5 Overflights of DT(P)-6 only at **6000′** or above.
6 Do not overshoot TUC R-285.

These SIDs require a minimum climb gradient of
365′ per NM (6%) up to **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.**

SID	RWY	ROUTING
DIDON 2A	**01**	Climb straight ahead, at **2500′** or TS, whichever is earlier, turn LEFT to TUC, TUC R-117 to D8 TUC, turn LEFT, intercept TUC R-102 to DIDON.
DIDON 3B	**19**	Climb straight ahead, at **2500′** or TUC 4.5 DME, whichever is earlier, turn LEFT, intercept CBN R-254 inbound to ZELFA, turn RIGHT, intercept TUC R-102 to DIDON.
GIBLI 2A	**01**	Climb straight ahead, at **2500′** or TS, whichever is earlier, turn LEFT to TUC, TUC R-158 to GIBLI.
GIBLI 3B	**19**	Turn LEFT as soon as possible, intercept TUC R-158 to GIBLI.

CHANGES: DIDON SIDs NavData idents.

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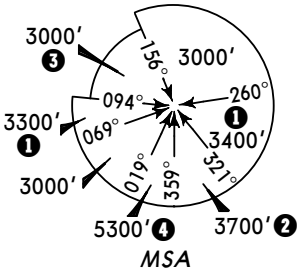
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DTTA/TUN CARTHAGE

JEPPESEN 1 JUL 05 (10-3C)

TUNIS, TUNISIA

SID

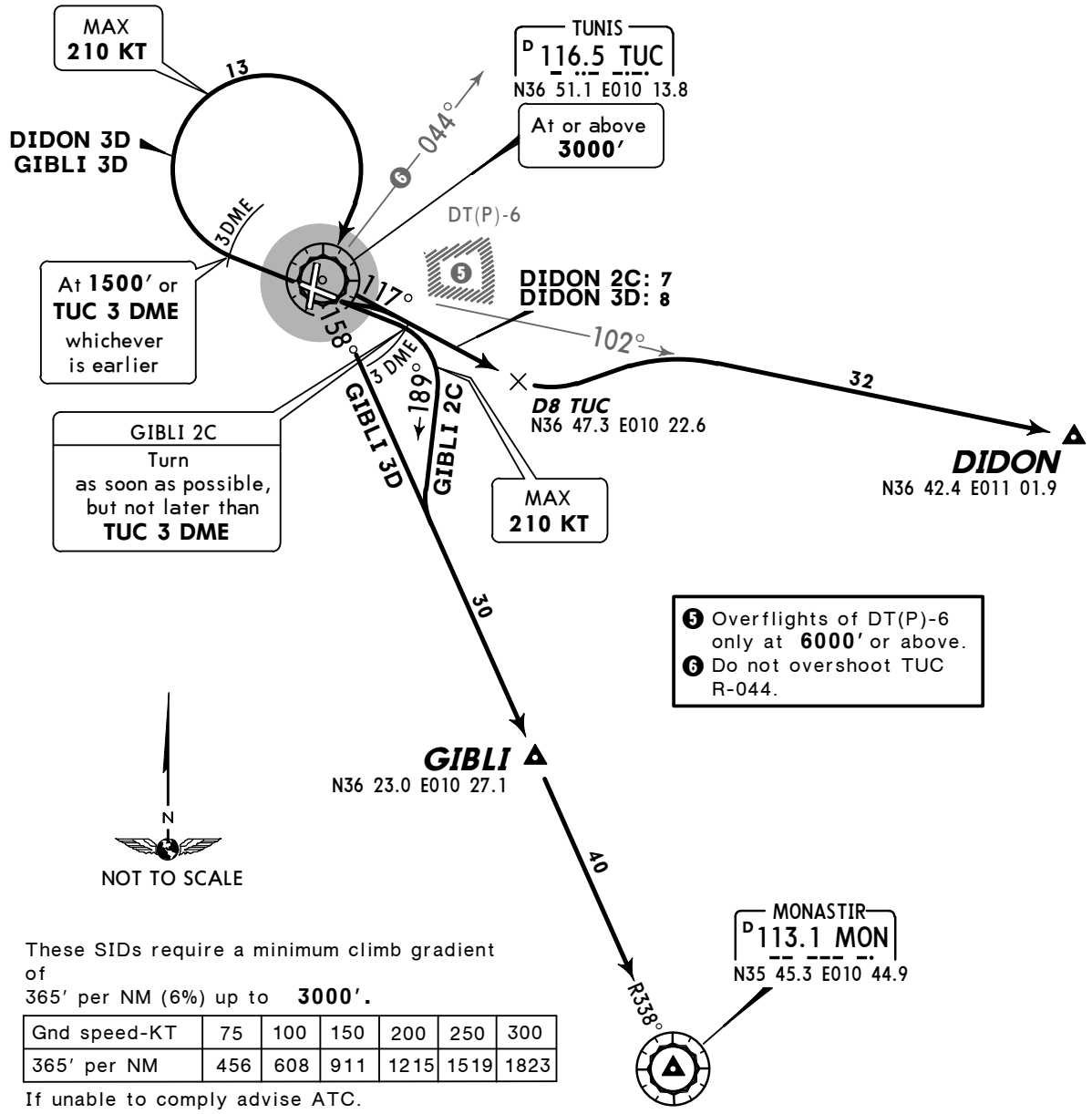


❶ 3000′ within 20 NM
❷ 3000′ within 10 NM
❸ within 20 NM
❹ 3000′ within 25 NM

Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.

DIDON 2C, DIDON 3D
GIBLI 2C *[GIBL2C]*, GIBLI 3D *[GIBL3D]*
RWYS 11, 29 DEPARTURES
TO SOUTHEAST

SPEED: MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of 365′ per NM (6%) up to **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.**

SID	RWY	ROUTING
DIDON 2C	**11**	Intercept TUC R-117 to D8 TUC, turn LEFT, intercept TUC R-102 to DIDON.
DIDON 3D	**29**	Climb straight ahead, at **1500′** or TUC 3 DME, whichever is earlier, turn RIGHT to TUC, TUC R-117 to D8 TUC, turn LEFT, intercept TUC R-102 to DIDON.
GIBLI 2C	**11**	As soon as possible, but not later than TUC 3 DME turn RIGHT, 189° track, intercept TUC R-158 to GIBLI.
GIBLI 3D	**29**	Climb straight ahead, at **1500′** or TUC 3 DME, whichever is earlier, turn RIGHT to TUC, TUC R-158 to GIBLI.

CHANGES: DIDON SIDs NavData idents.

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DTTA/TUN CARTHAGE

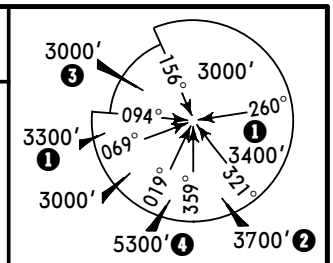
TUNIS, TUNISIA

SID

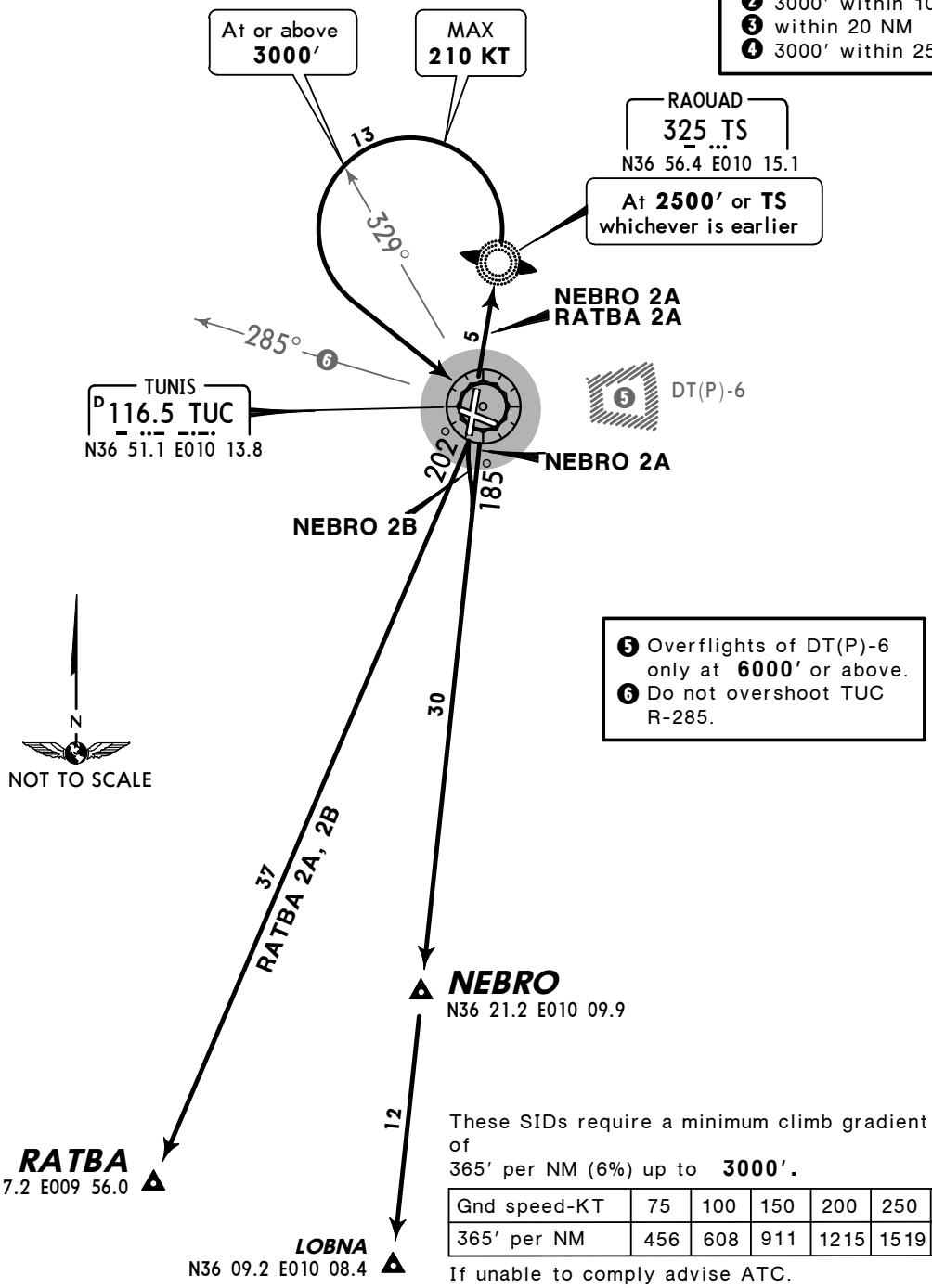
Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.

NEBRO 2A *[NEBR2A]*, NEBRO 2B *[NEBR2B]*
RATBA 2A *[RATB2A]*, RATBA 2B *[RATB2B]*
RWYS 01, 19 DEPARTURES
TO SOUTH

SPEED: MAX 250 KT BELOW FL100



1 3000′ within 20 NM
2 3000′ within 10 NM
3 within 20 NM
4 3000′ within 25 NM



5 Overflights of DT(P)-6 only at **6000′** or above.
6 Do not overshoot TUC R-285.

These SIDs require a minimum climb gradient of
365′ per NM (6%) up to **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.**

SID	RWY	ROUTING
NEBRO 2A	**01**	Climb straight ahead, at **2500′** or TS, whichever is earlier, turn LEFT to TUC, TUC R-185 to NEBRO.
NEBRO 2B	**19**	Turn LEFT as soon as possible, intercept TUC R-185 to NEBRO.
RATBA 2A	**01**	Climb straight ahead, at **2500′** or TS, whichever is earlier, turn LEFT to TUC, TUC R-202 to RATBA.
RATBA 2B	**19**	Turn RIGHT as soon as possible, intercept TUC R-202 to RATBA.

CHANGES: LOBNA SIDs replaced by NEBRO SIDs.

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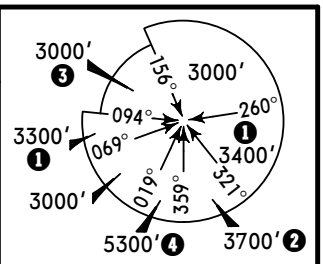
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DTTA/TUN
CARTHAGE

JEPPESEN
29 APR 05 (10-3E) Eff 12 May

TUNIS, TUNISIA
SID

Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.

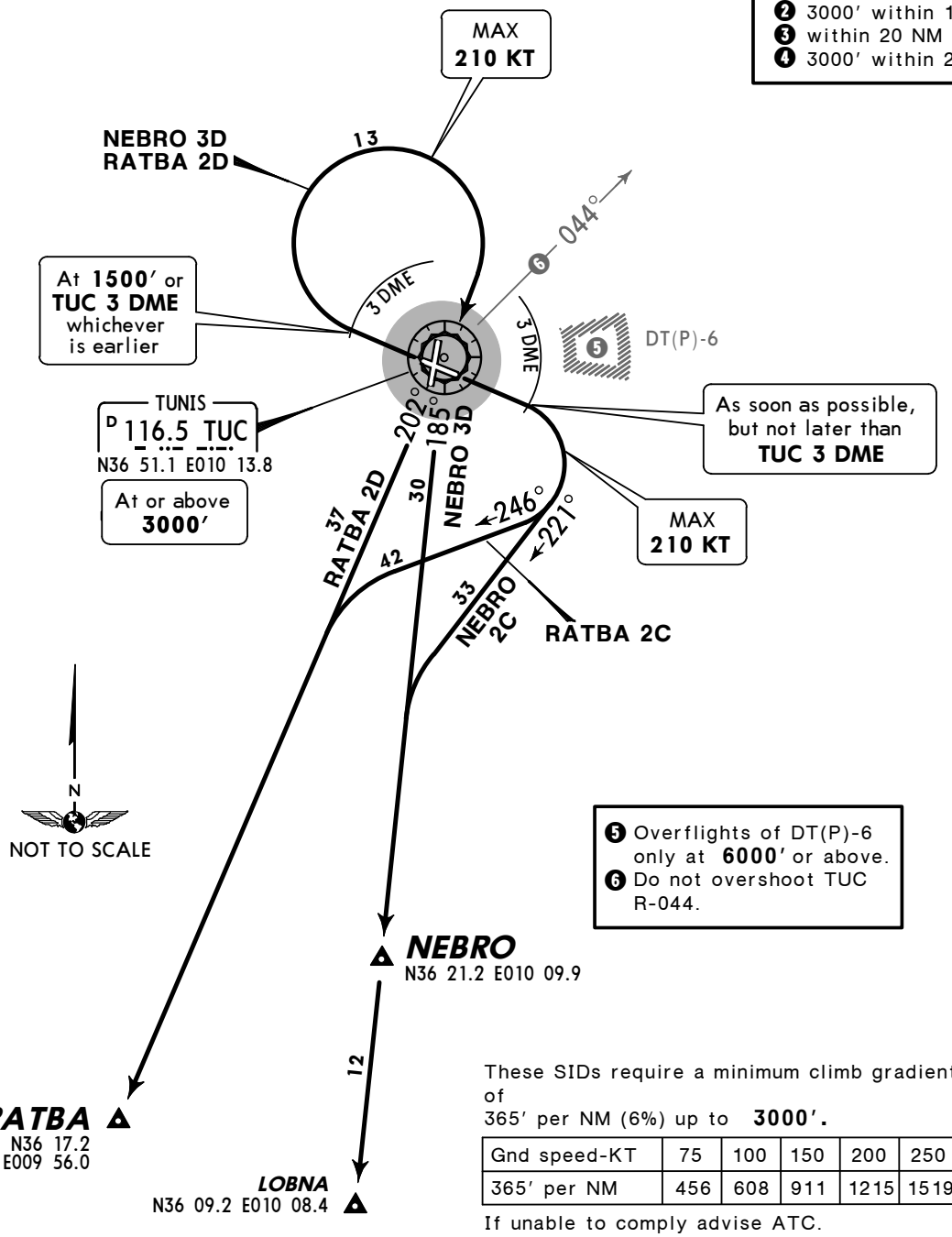


MSA
TUC VOR
within 30 NM

1 3000′ within 20 NM
2 3000′ within 10 NM
3 within 20 NM
4 3000′ within 25 NM

NEBRO 2C *[NEBR2C]*, NEBRO 3D *[NEBR3D]*
RATBA 2C *[RATB2C]*, RATBA 2D *[RATB2D]*
RWYS 11, 29 DEPARTURES
TO SOUTH

SPEED: MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of
365′ per NM (6%) up to **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.**

SID	RWY	ROUTING
NEBRO 2C	**11**	As soon as possible, but not later than TUC 3 DME turn RIGHT, 221° track, intercept TUC R-185 to NEBRO.
NEBRO 3D	**29**	Climb straight ahead, at **1500′** or TUC 3 DME, whichever is earlier, turn RIGHT to TUC, TUC R-185 to NEBRO.
RATBA 2C	**11**	As soon as possible, but not later than TUC 3 DME turn RIGHT, 246° track, intercept TUC R-202 to RATBA.
RATBA 2D	**29**	Climb straight ahead, at **1500′** or TUC 3 DME, whichever is earlier, turn RIGHT to TUC, TUC R-202 to RATBA.

CHANGES: LOBNA SIDs replaced by NEBRO SIDs.

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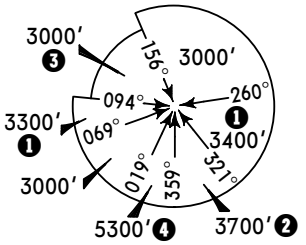
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DTTA/TUN CARTHAGE

JEPPESEN
23 DEC 05 (10-3F)

TUNIS, TUNISIA

SID



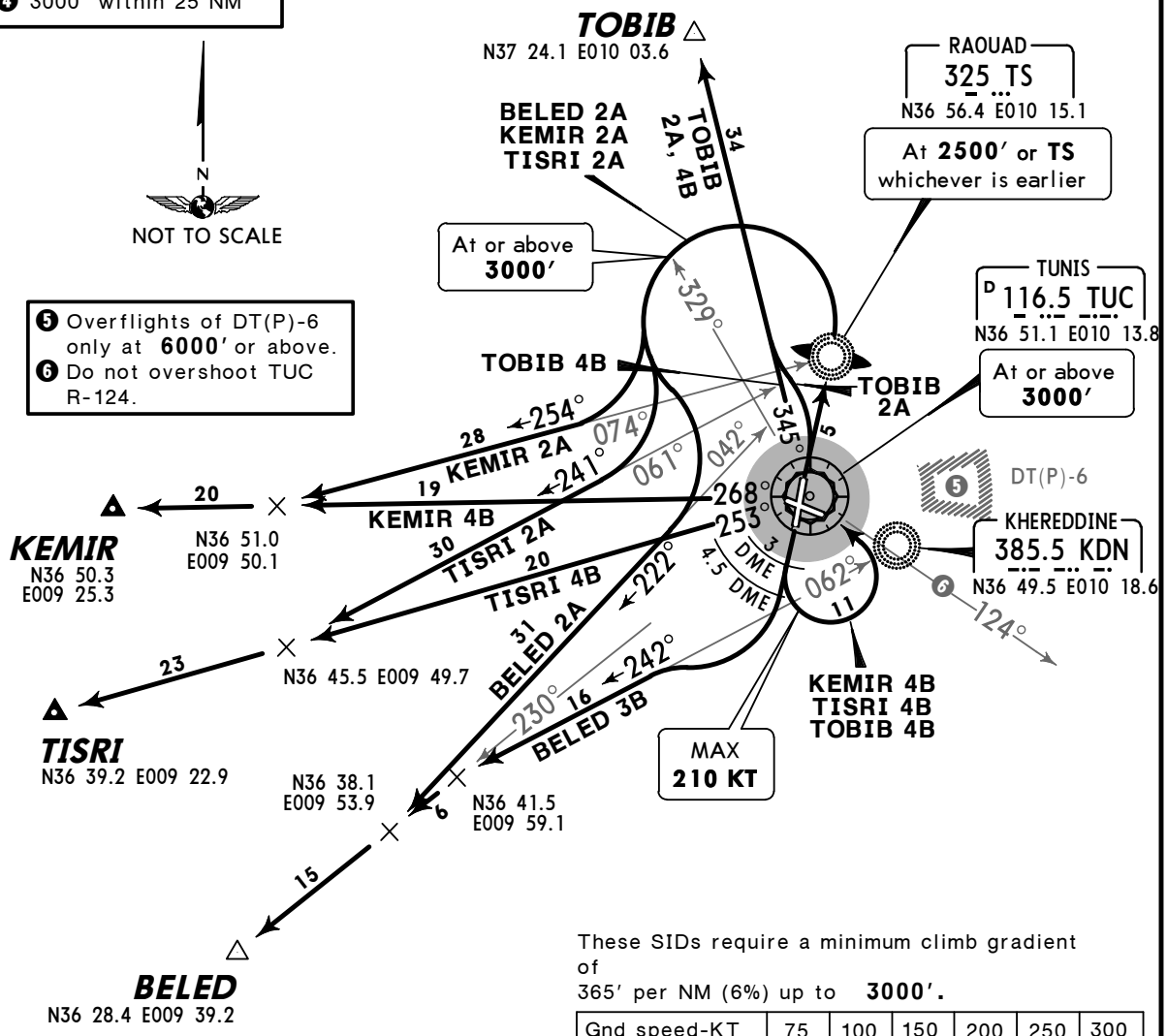
MSA
TUC VOR
within 30 NM

1 3000′ within 20 NM
2 3000′ within 10 NM
3 within 20 NM
4 3000′ within 25 NM

Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.

BELED 2A *[BELE2A]*, BELED 3B *[BELE3B]*
KEMIR 2A *[KEMI2A]*, KEMIR 4B *[KEMI4B]*
TISRI 2A *[TISR2A]*, TISRI 4B *[TISR4B]*
TOBIB 2A *[TOBI2A]*, TOBIB 4B *[TOBI4B]*
RWYS 01, 19 DEPARTURES
TO SOUTHWEST, WEST & NORTH

SPEED: MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of
365′ per NM (6%) up to **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.**

SID	RWY	ROUTING
BELED 2A	**01**	Climb straight ahead, at **2500′** or TS, whichever is earlier, turn LEFT, intercept 222° bearing from TS, intercept TUC R-230 to BELED.
BELED 3B	**19**	Straight ahead, at TUC 4.5 DME turn RIGHT, intercept 242° bearing from KDN, intercept TUC R-230 to BELED.
KEMIR 2A	**01**	Climb straight ahead, at **2500′** or TS, whichever is earlier, turn LEFT, intercept 254° bearing from TS, intercept TUC R-268 to KEMIR.
KEMIR 4B	**19**	Straight ahead, at TUC 3 DME turn LEFT to TUC, TUC R-268 to KEMIR.
TISRI 2A	**01**	Climb straight ahead, at **2500′** or TS, whichever is earlier, turn LEFT, intercept 241° bearing from TS, intercept TUC R-253 to TISRI.
TISRI 4B	**19**	Straight ahead, at TUC 3 DME turn LEFT to TUC, TUC R-253 to TISRI.
TOBIB 2A	**01**	Turn LEFT as soon as possible, intercept TUC R-345 to TOBIB.
TOBIB 4B	**19**	Straight ahead, at TUC 3 DME turn LEFT to TUC, TUC R-345 to TOBIB.

CHANGES: KEMIR INS coordinates.

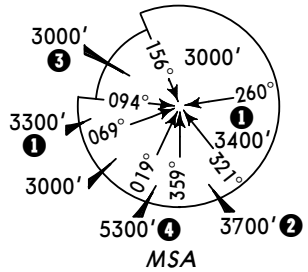
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DTTA/TUN
CARTHAGE

JEPPESEN
23 DEC 05 (10-3G)

TUNIS, TUNISIA
SID

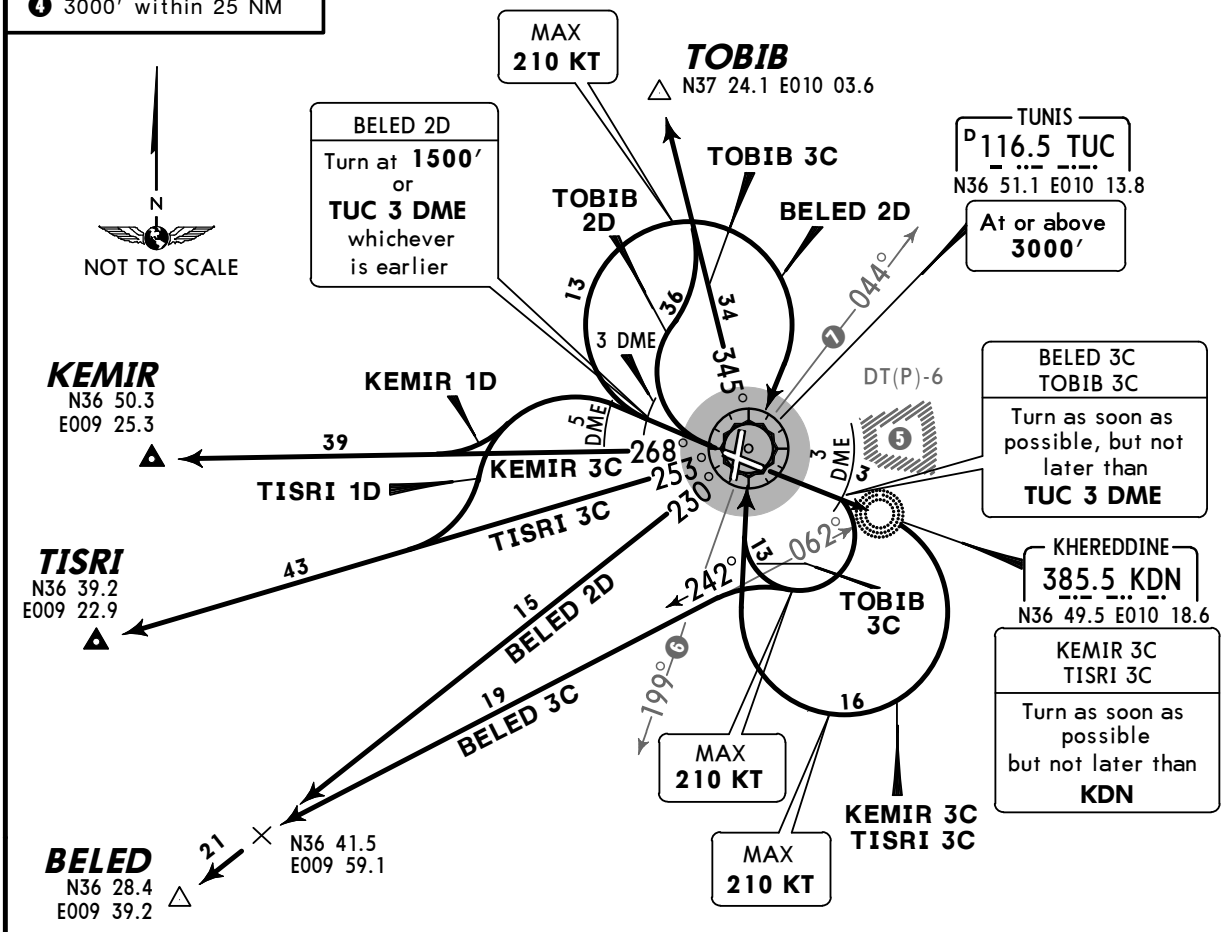


❶ 3000′ within 20 NM
❷ 3000′ within 10 NM
❸ within 20 NM
❹ 3000′ within 25 NM

Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.

BELED 3C *[BELE3C]*, BELED 2D *[BELE2D]*
KEMIR 3C *[KEMI3C]*, KEMIR 1D *[KEMI1D]*
TISRI 3C *[TISR3C]*, TISRI 1D *[TISR1D]*
TOBIB 3C *[TOBI3C]*, TOBIB 2D *[TOBI2D]*
RWYS 11, 29 DEPARTURES
TO SOUTHWEST, WEST & NORTH

SPEED: MAX 250 KT BELOW FL100



❺ Overflights of DT(P)-6 only at **6000′** or above.
❻ Do not overshoot TUC R-199.
❼ Do not overshoot TUC R-044.

These SIDs require a minimum climb gradient of
365′ per NM (6%) up to **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.**

SID	RWY	ROUTING
BELED 3C	**11**	As soon as possible, but not later than TUC 3 DME turn RIGHT, intercept 242° bearing from KDN, intercept TUC R-230 to BELED.
BELED 2D	**29**	Climb straight ahead, at **1500′** or TUC 3 DME, whichever is earlier, turn RIGHT to TUC, TUC R-230 to BELED.
KEMIR 3C	**11**	Straight ahead, as soon as possible, but not later than KDN turn RIGHT to TUC, TUC R-268 to KEMIR.
KEMIR 1D	**29**	Straight ahead to TUC 5 DME, turn LEFT, intercept TUC R-268 to KEMIR.
TISRI 3C	**11**	Straight ahead, as soon as possible, but not later than KDN turn RIGHT to TUC, TUC R-253 to TISRI.
TISRI 1D	**29**	Straight ahead to TUC 5 DME, turn LEFT, intercept TUC R-253 to TISRI.
TOBIB 3C	**11**	As soon as possible, but not later than TUC 3 DME turn RIGHT to TUC, TUC R-345 to TOBIB.
TOBIB 2D	**29**	Turn RIGHT, intercept TUC R-345 to TOBIB.

CHANGES: KEMIR INS coordinates.

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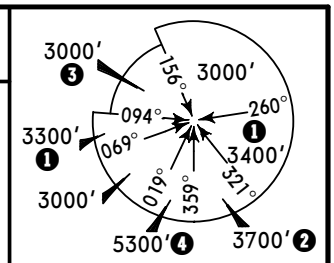
DTTA/TUN
CARTHAGE

JEPPESEN
11 SEP 09 (10-3H) Eff 24 Sep

TUNIS, TUNISIA
RNAV SID

Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.

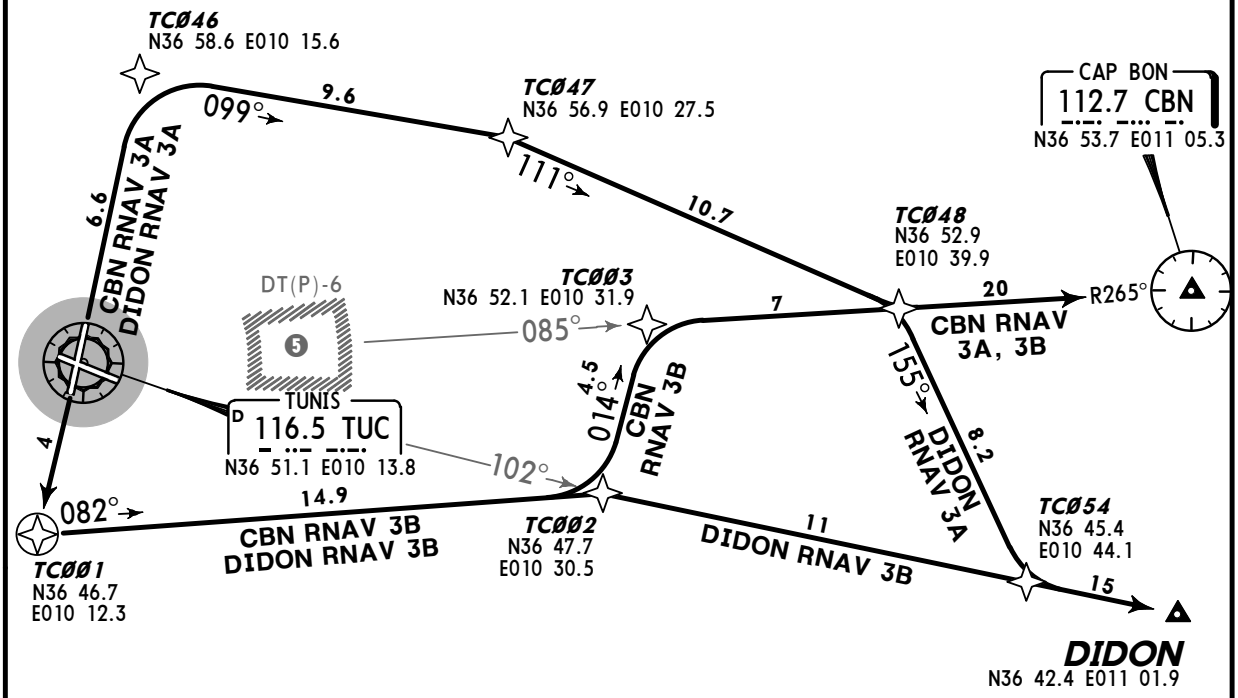
CBN RNAV 3A *[RCBN3A]*
CBN RNAV 3B *[RCBN3B]*
DIDON RNAV 3A *[RDID3A]*
DIDON RNAV 3B *[RDID3B]*
RWYS 01, 19 RNAV DEPARTURES
TO NORTH & EAST
ON REQUEST
SPEED: MAX 250 KT BELOW FL100



MSA
TUC VOR
within 30 NM

❶ 3000′ within 20 NM
❷ 3000′ within 10 NM
❸ within 20 NM
❹ 3000′ within 25 NM

❺ Overflights of DT(P)-6 only at **6000**′or above.





NOT TO SCALE

These SIDs require a minimum climb gradient of
365′ per NM (6%) until **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.** Turns after take-off MAX 205 KT.

SID	RWY	ROUTING
CBN RNAV 3A	**01**	TC046 - TC047 - TC048 - CBN.
CBN RNAV 3B	**19**	TC001 - TC002 - TC003 - CBN.
DIDON RNAV 3A	**01**	TC046 - TC047 - TC048 - TC054 - DIDON.
DIDON RNAV 3B	**19**	TC001 - TC002 - DIDON.

CHANGES: Chart reindexed.

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DTTA/TUN
CARTHAGE

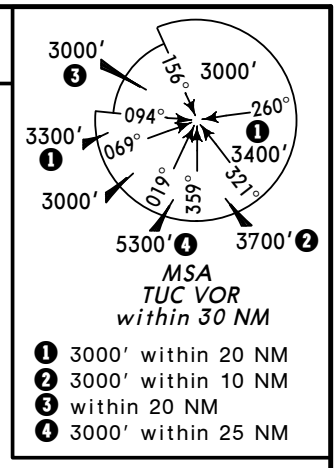
JEPPESEN
11 SEP 09 (10-3J) Eff 24 Sep

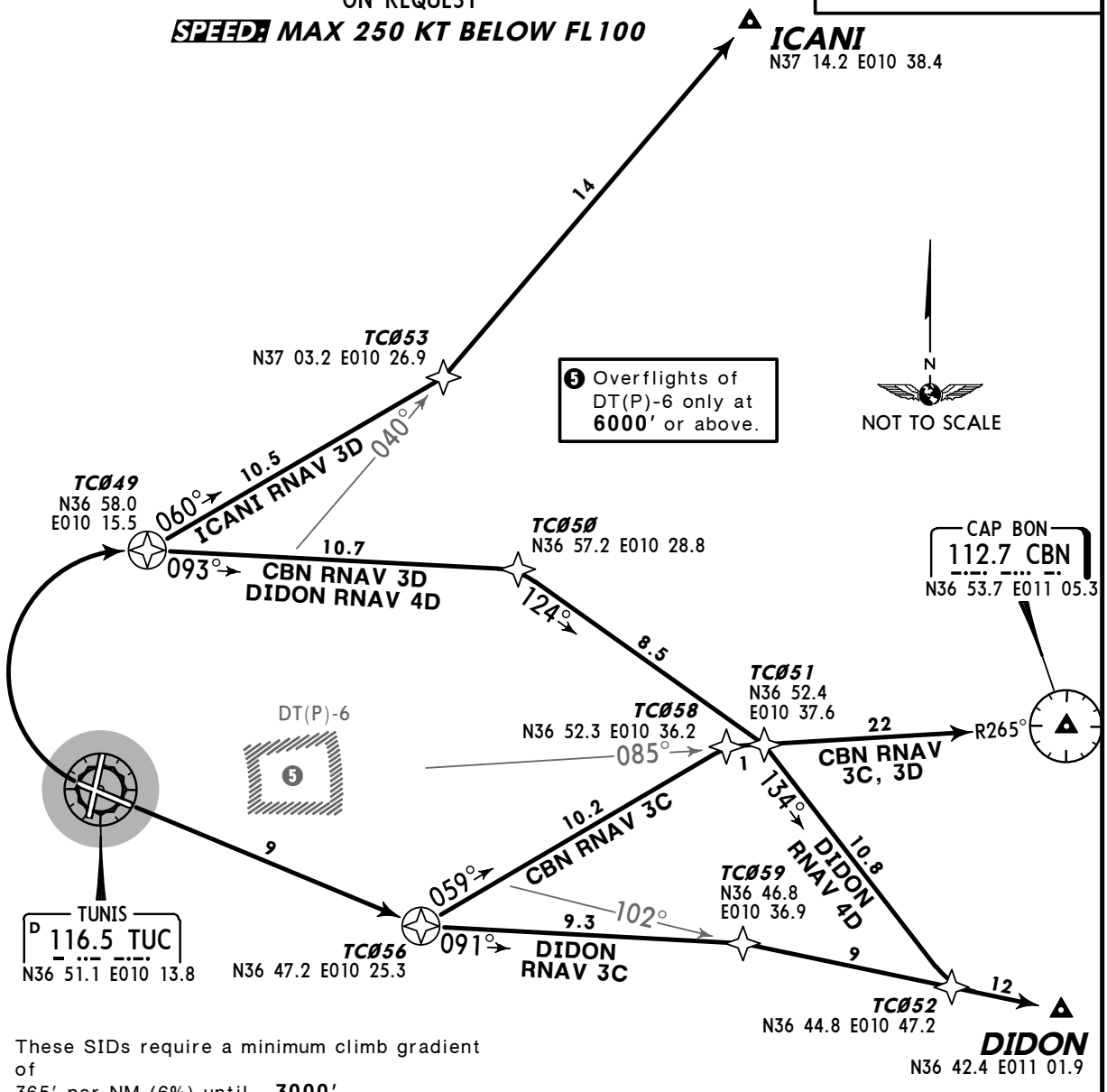
TUNIS, TUNISIA
RNAV SID

Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.

CBN RNAV 3C *[RCBN3C]*
CBN RNAV 3D *[RCBN3D]*
DIDON RNAV 3C *[RDID3C]*
DIDON RNAV 4D *[RDID4D]*
ICANI RNAV 3D *[RICA3D]*
RWYS 11, 29 RNAV DEPARTURES
TO NORTH & EAST
ON REQUEST

SPEED: MAX 250 KT BELOW FL100





These SIDs require a minimum climb gradient of
365′ per NM (6%) until **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.** Turns after take-off MAX 205 KT.

SID	RWY	ROUTING
CBN RNAV 3C	**11**	TC056 - TC058 - CBN.
CBN RNAV 3D	**29**	TC049 - TC050 - TC051 - CBN.
DIDON RNAV 3C	**11**	TC056 - TC059 - DIDON.
DIDON RNAV 4D	**29**	TC049 - TC050 - TC051 - TC052 - DIDON.
ICANI RNAV 3D		TC049 - TC053 - ICANI.

CHANGES: Chart reindexed; SIDs transferred.

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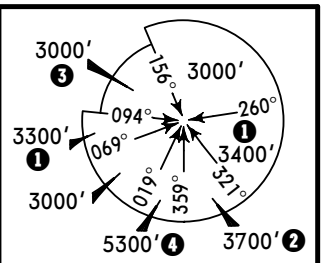
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CARTHAGE

JEPPESEN
11 SEP 09 (10-3K) Eff 24 Sep

TUNIS, TUNISIA
RNAV SID

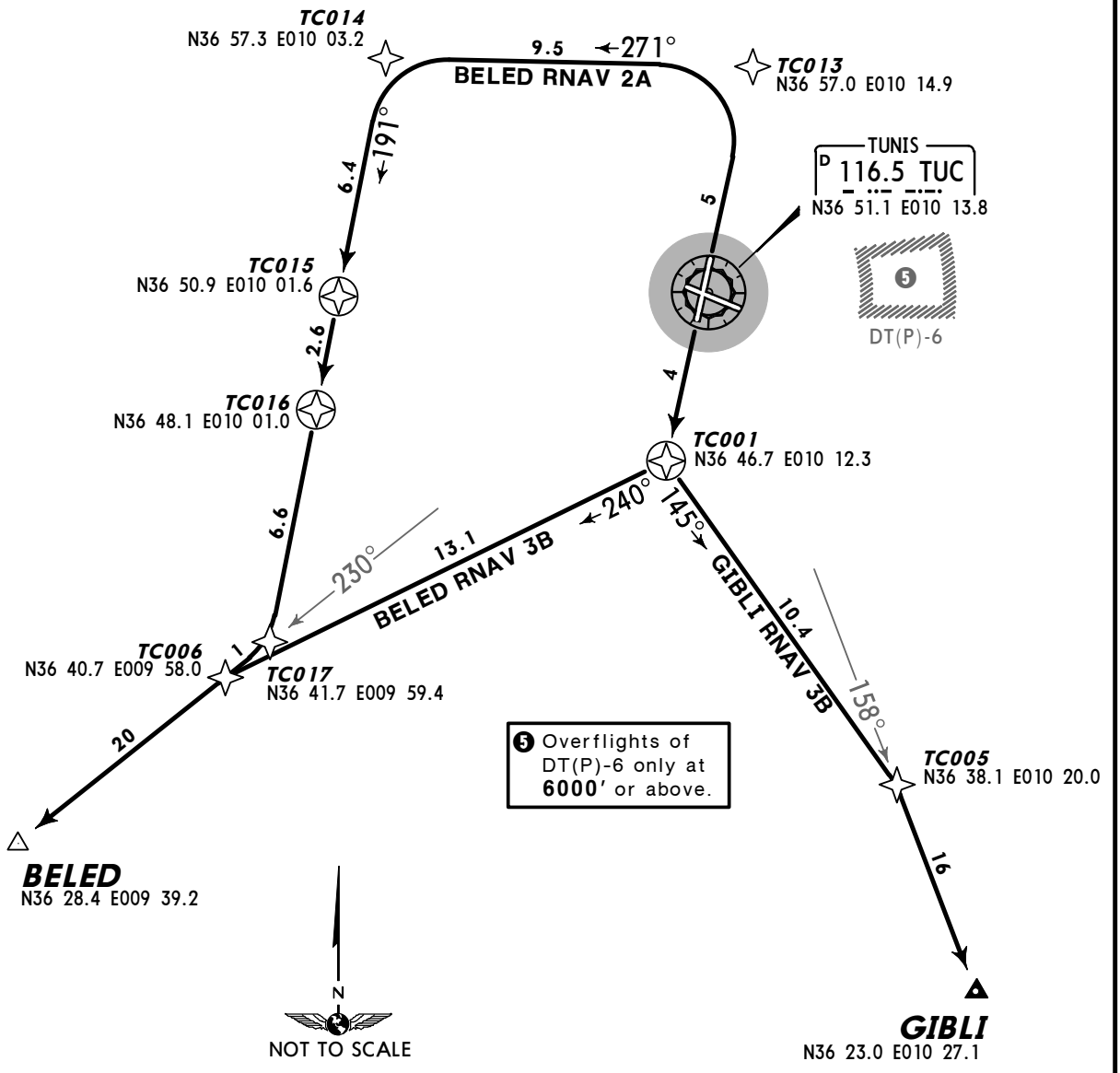
Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.



MSA
TUC VOR
within 30 NM

❶ 3000′ within 20 NM
❷ 3000′ within 10 NM
❸ within 20 NM
❹ 3000′ within 25 NM

BELED RNAV 2A *[RBEL2A]*
BELED RNAV 3B *[RBEL3B]*
GIBLI RNAV 3B *[RGIB3B]*
RWYS 01, 19 RNAV DEPARTURES
TO SOUTH
ON REQUEST
SPEED: MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of
365′ per NM (6%) until **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.** Turns after take-off MAX 205 KT.

SID	RWY	ROUTING
BELED RNAV 2A	**01**	TC013 - TC014 - TC015 - TC016 - TC017 - BELED.
BELED RNAV 3B	**19**	TC001 - TC006 - BELED.
GIBLI RNAV 3B		TC001 - TC005 - GIBLI.

CHANGES: Chart reindexed.

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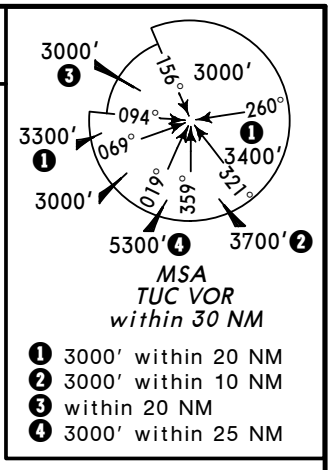
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CARTHAGE

JEPPESEN
11 SEP 09 (10-3L) Eff 24 Sep

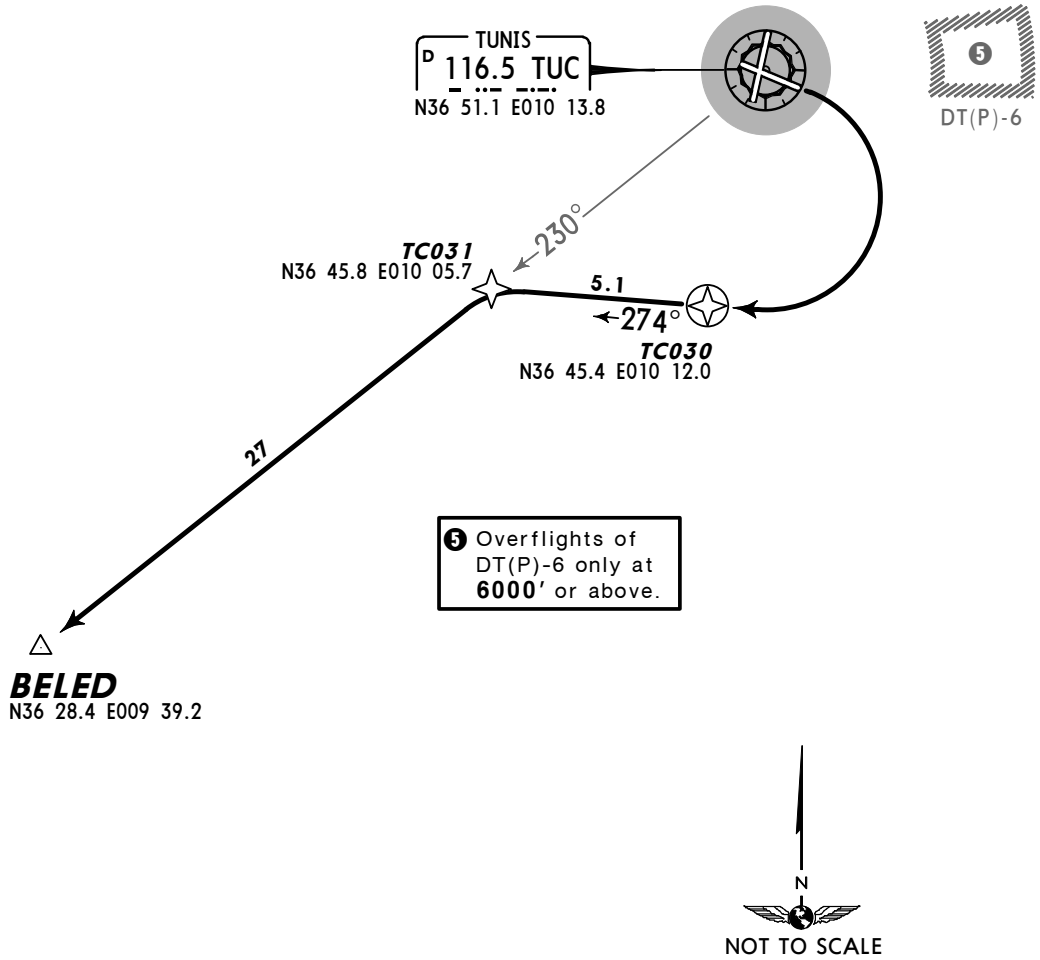
TUNIS, TUNISIA
RNAV SID

Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.



❶ 3000′ within 20 NM
❷ 3000′ within 10 NM
❸ within 20 NM
❹ 3000′ within 25 NM

BELED RNAV 3C *[RBEL3C]*
RWY 11 RNAV DEPARTURE
TO SOUTH
ON REQUEST
SPEED: MAX 250 KT BELOW FL100



This SID requires a minimum climb gradient of
365′ per NM (6%) until **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.** Turns after take-off MAX 205 KT.

ROUTING

TC030 - TC031 - BELED.

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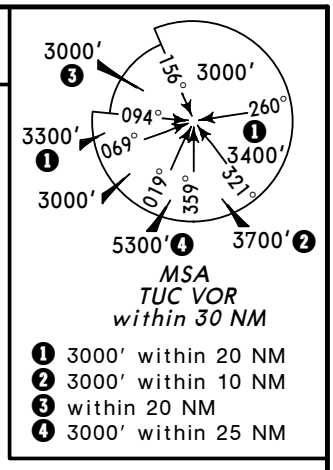
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CARTHAGE

JEPPESEN
11 SEP 09 (10-3M) Eff 24 Sep

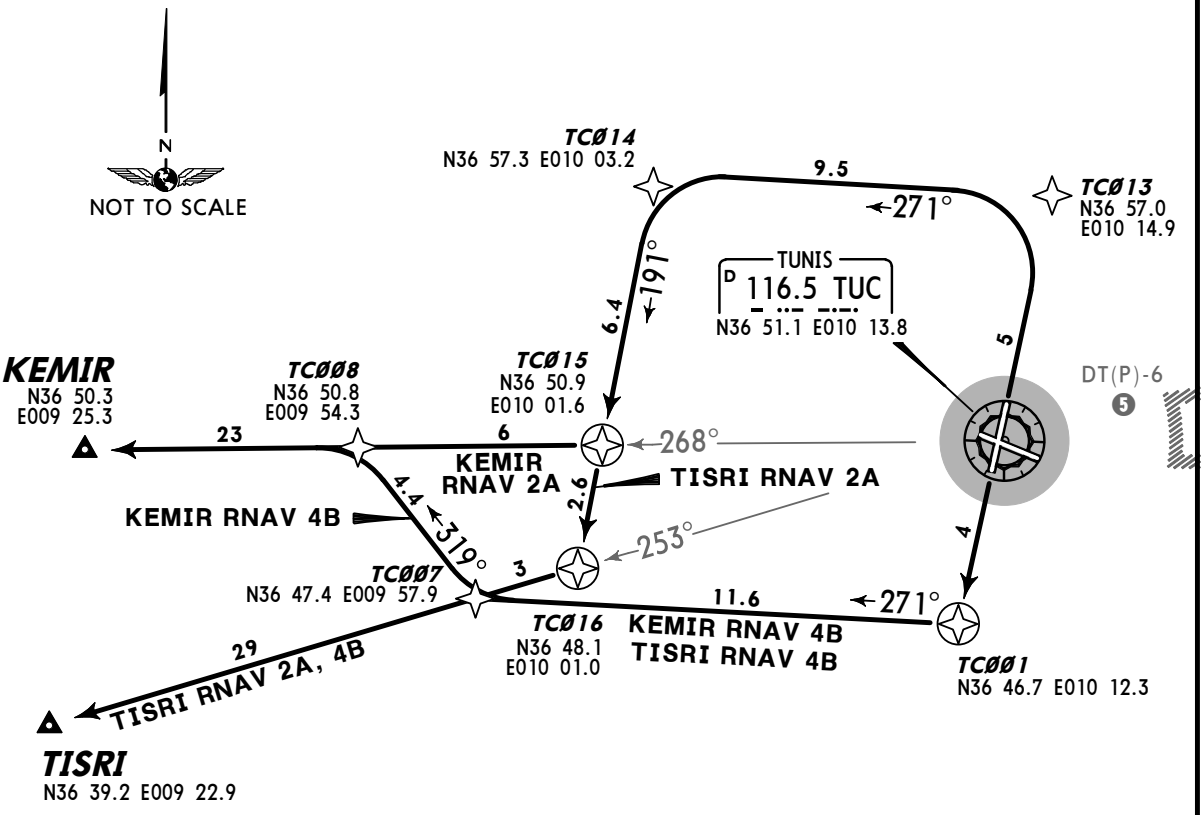
TUNIS, TUNISIA
RNAV SID

Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.

KEMIR RNAV 2A *[RKEM2A]*
KEMIR RNAV 4B *[RKEM4B]*
TISRI RNAV 2A *[RTIS2A]*
TISRI RNAV 4B *[RTIS4B]*
RWYS 01, 19 RNAV DEPARTURES
TO WEST
ON REQUEST
SPEED: MAX 250 KT BELOW FL100



1 3000′ within 20 NM
2 3000′ within 10 NM
3 within 20 NM
4 3000′ within 25 NM



5 Overflights of DT(P)-6 only at **6000′** or above.

These SIDs require a minimum climb gradient of
365′ per NM (6%) until **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.** Turns after take-off MAX 205 KT.

SID	RWY	ROUTING
KEMIR RNAV 2A	**01**	TC013 - TC014 - TC015 - KEMIR.
KEMIR RNAV 4B	**19**	TC001 - TC007 - TC008 - KEMIR.
TISRI RNAV 2A	**01**	TC013 - TC014 - TC015 - TC016 - TISRI.
TISRI RNAV 4B	**19**	TC001 - TC007 - TISRI.

CHANGES: Chart reindexed.

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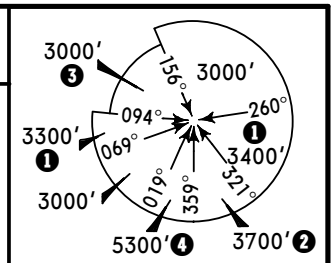
DTTA/TUN
CARTHAGE

JEPPESEN
11 SEP 09 (10-3N) Eff 24 Sep

TUNIS, TUNISIA
RNAV SID

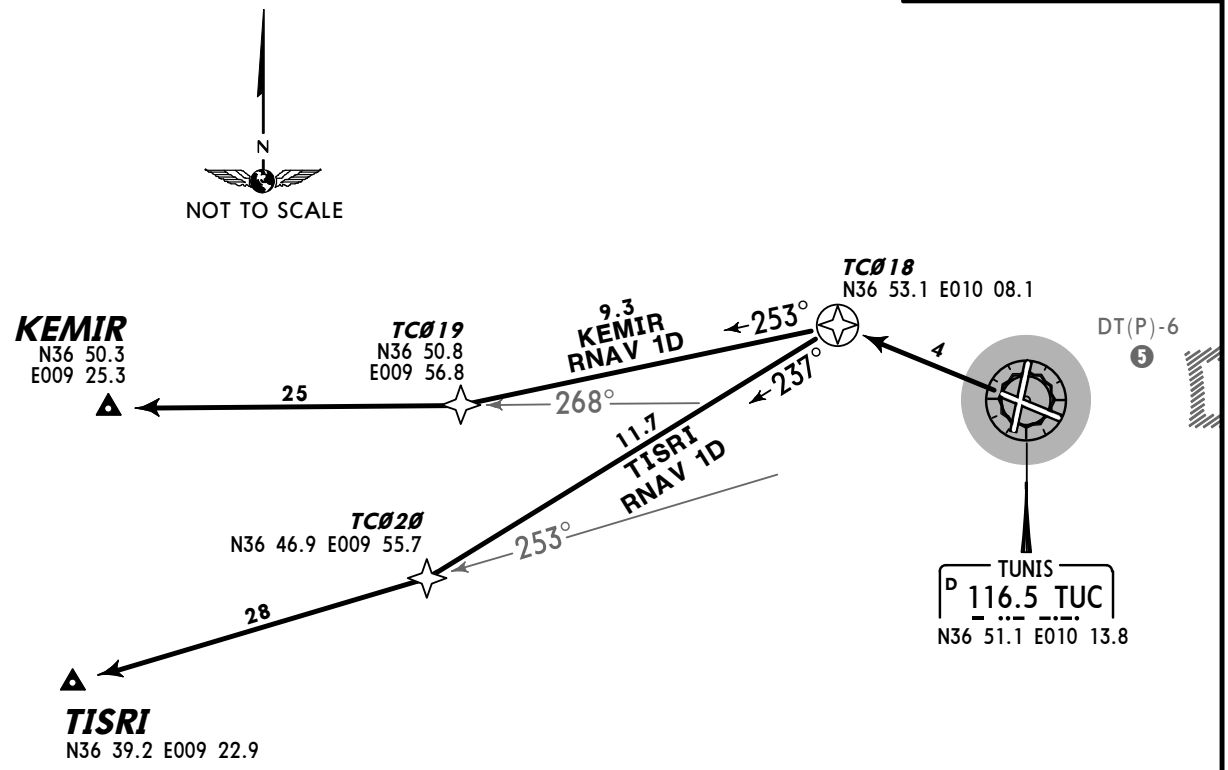
Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.

KEMIR RNAV 1D *[RKEM1D]*
TISRI RNAV 1D *[RTIS1D]*
RWY 29 RNAV DEPARTURES
TO WEST
ON REQUEST
SPEED: MAX 250 KT BELOW FL100



MSA
TUC VOR
within 30 NM

❶ 3000′ within 20 NM
❷ 3000′ within 10 NM
❸ within 20 NM
❹ 3000′ within 25 NM



❺ Overflights of DT(P)-6 only at **6000′** or above.

These SIDs require a minimum climb gradient of
365′ per NM (6%) until **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.** Turns after take-off MAX 205 KT.

SID	ROUTING
KEMIR RNAV 1D	TC018 - TC019 - KEMIR.
TISRI RNAV 1D	TC018 - TC020 - TISRI.

RADAR VECTORING DEPARTURE
SPEED: MAX 250 KT BELOW FL100

This radar vectoring departure requires a minimum climb gradient of
365′ per NM (6%) until **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **3100′.**

ROUTING

Climb on runway heading, when passing **3100′** expect radar vectoring.

CHANGES: Chart reindexed.

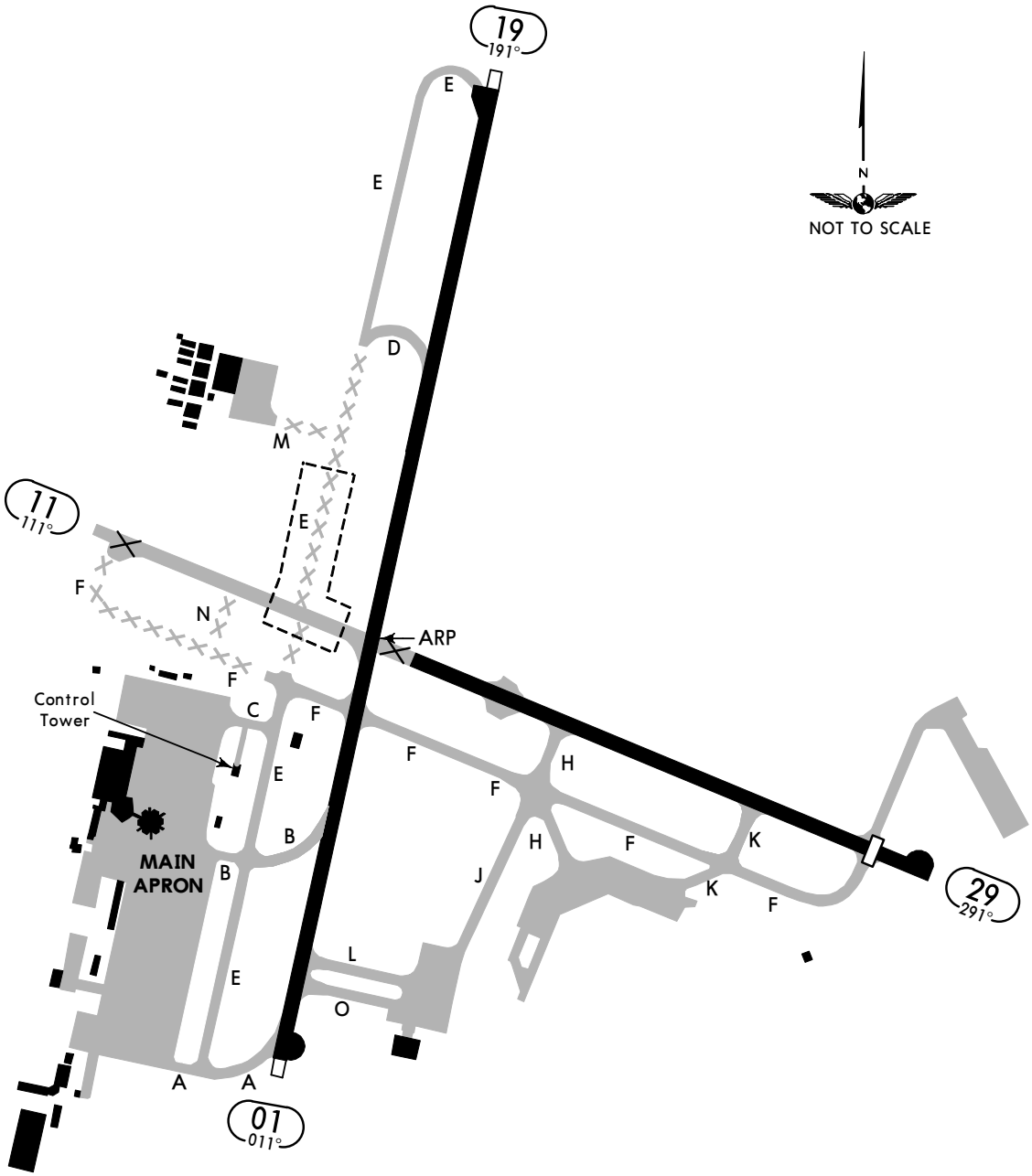
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TUNIS, TUNISIA
CARTHAGE

TEMPORARY CONSTRUCTION WORKS
REFER ALSO TO LATEST NOTAMS



RESTRICTIONS RWY 11/29

Threshold 11 displaced by 3445'/1050m with elev of 17'.
Rwy 11 TORA and LDA 5906' (1800m).
Rwy 29 TORA 5906' (1800m) and LDA 5249' (1600m).
Twy F portion between Twy E and threshold 11 closed.
Twy E portion between Twy D and Rwy 11/29 closed.
Twy N closed.
Twy M closed.
PAPI Rwy 11 unusable.
LOC and GP Rwy 29 unusable.
Only aircraft capable of performing a half-turn on the Rwy are allowed to use Rwy 11/29.

CHANGES: Usable lengths. Twy restrictions.

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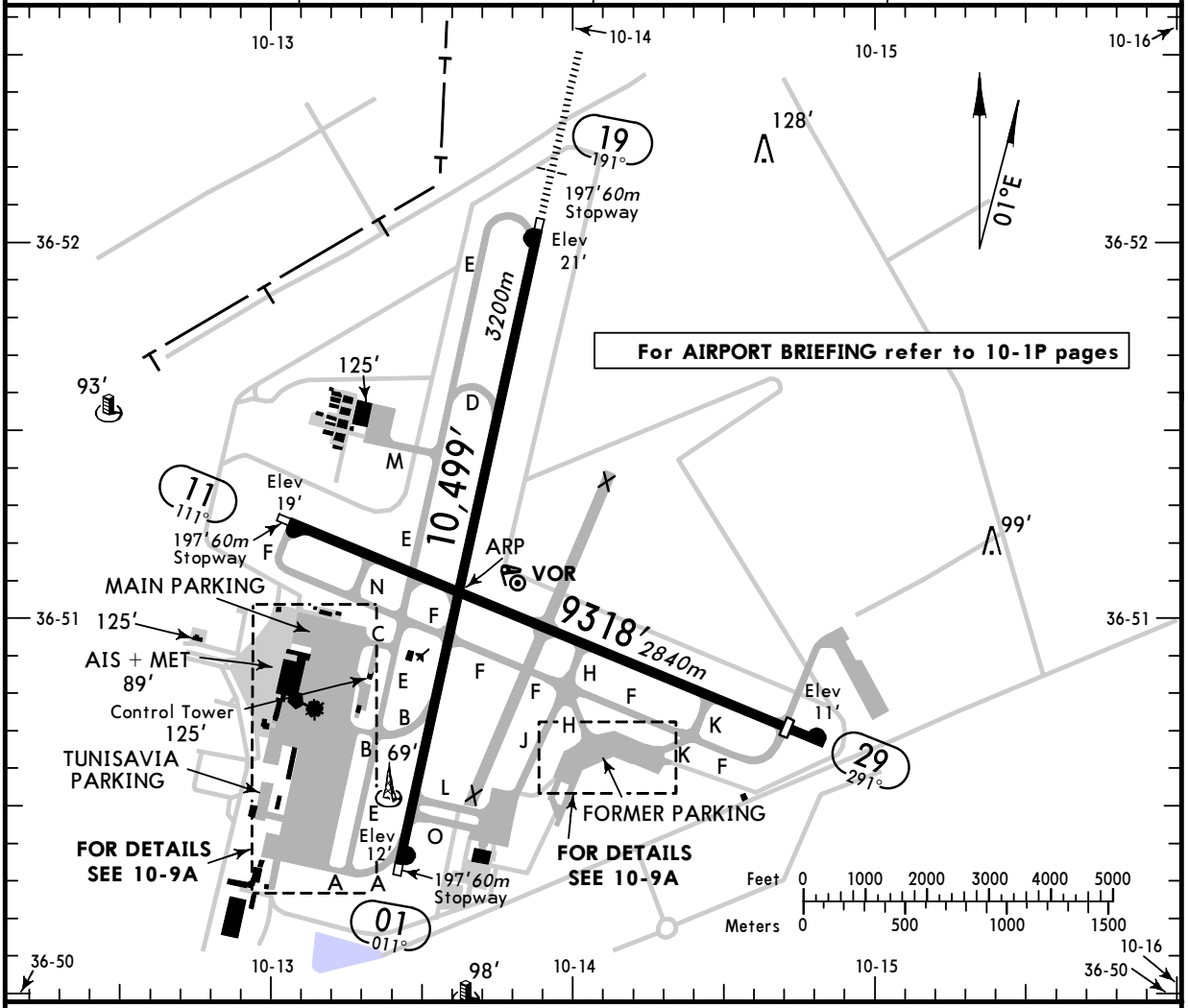
DTTA/TUN

Apt Elev **22′**
N36 51.1 E010 13.6

JEPPESEN
22 AUG 14 (10-9)

TUNIS, TUNISIA
CARTHAGE

D-ATIS	ACARS:	TUNIS Ground	Airport (TWR)
118.67	DCL	121.9	118.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
01	HIRL *(50m)* CL *(18m)* PAPI-L (3.0°)		6691′ *2039m*		148′ *45m*
19	HIRL *(50m)* CL *(18m)* HIALS PAPI-L (3.0°)				
11	HIRL *(50m)* PAPI-L (3.5°)			8661′ *2640m*	148′ *45m*
29	HIRL *(50m)* PAPI-L (3.0°)	8661′ *2640m*	7628′ *2325m*		

JAR-OPS TAKE-OFF **1**

	Rwys 01/19 LVP must be in force RL & CL	Rwys 01/19 LVP must be in force RCLM (DAY only) or RL	All Rwys RCLM (DAY only) or RL	All Rwys NIL (DAY only)
A	*200m*	*250m*	*400m*	*500m*
B				
C				
D	*250m*	*300m*		

1 Operators applying U.S. Ops Specs: CL required below 300m.

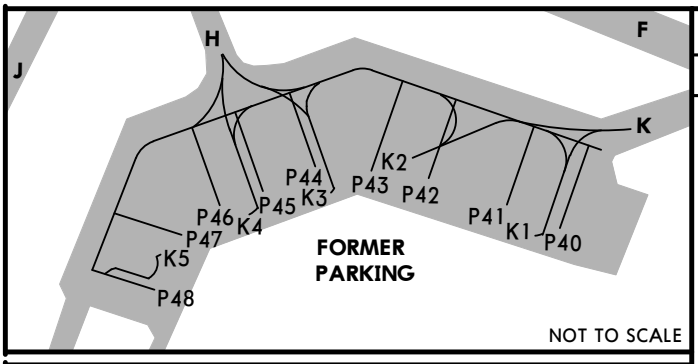
CHANGES: Turnpad rwy 19 established.

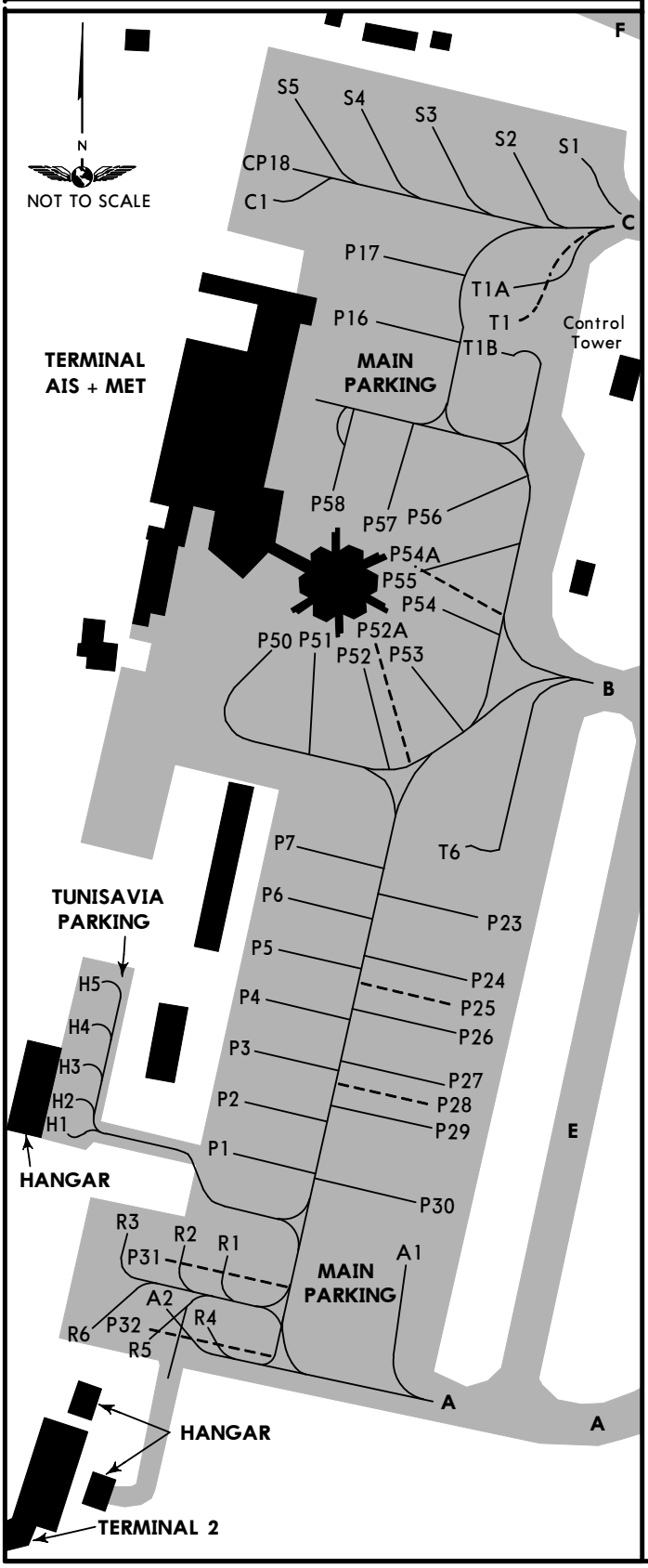
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TUNIS, TUNISIA
CARTHAGE





INS COORDINATES

STAND No.	COORDINATES
A1	N36 50.4 E010 13.2
A2	N36 50.4 E010 13.0
C1	N36 50.9 E010 13.1
CP18	N36 51.0 E010 13.1
H1 thru H5	N36 50.5 E010 13.0
K1	N36 50.6 E010 14.2
K2 thru K4	N36 50.6 E010 14.1
K5	N36 50.6 E010 14.0
P1 thru P4	N36 50.5 E010 13.1
P5 thru P7	N36 50.6 E010 13.1
P16, P17	N36 50.9 E010 13.2
P23	N36 50.6 E010 13.2
P24 thru P29	N36 50.5 E010 13.2
P30	N36 50.4 E010 13.2
P31, P32	N36 50.4 E010 13.0
P40	N36 50.6 E010 14.3
P41, P42	N36 50.6 E010 14.2
P43 thru P45	N36 50.6 E010 14.1
P46 thru P48	N36 50.6 E010 14.0
P50, P51	N36 50.7 E010 13.1
P52, P52A, P53	N36 50.7 E010 13.2
P54	N36 50.9 E010 13.3
P54A thru P57	N36 50.8 E010 13.2
P58	N36 50.8 E010 13.1
R1	N36 50.4 E010 13.1
R2 thru R6	N36 50.4 E010 13.0
S1	N36 51.0 E010 13.3
S2, S3	N36 51.0 E010 13.2
S4, S5	N36 51.0 E010 13.1
T1, T1A, T1B	N36 50.9 E010 13.2
T6	N36 50.6 E010 13.2

CHANGES: None.

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TUNIS, TUNISIA
CARTHAGE

STRAIGHT-IN RWY		A	B	C	D
01	ILS	**230**′(218′) **R1200m**	**240**′(228′) **R1200m**	**250**′(238′) **R1200m**	**260**′(248′) **R1300m**
	LOC ❶	**390**′(378′) **R1500m**	**390**′(378′) **R1500m**	**390**′(378′) **R1800m**	**390**′(378′) **R2000m**
	VOR DME ❶	**390**′(378′) **R1500m**	**390**′(378′) **R1500m**	**390**′(378′) **R1800m**	**390**′(378′) **R2000m**
	VOR ❶	**810**′(798′) **R1500m**	**810**′(798′) **R1500m**	**810**′(798′) **C2400m**	**810**′(798′) **C2400m**
	VOR	**810**′(798′) **C3800m**	**810**′(798′) **C3800m**	**810**′(798′) **C4000m**	**810**′(798′) **C4000m**
11	VOR ❶	**680**′(658′) **R1500m**	**680**′(658′) **R1500m**	**680**′(658′) **C2400m**	**680**′(658′) **C2400m**
	VOR ❶ w/o D3.0	**1080**′(1058′) **R1500m**	**1080**′(1058′) **R1500m**	**1080**′(1058′) **C2400m**	**1080**′(1058′) **C2400m**
19	ILS	**281**′(260′)	**291**′(270′)	**301**′(280′)	**311**′(290′)
	FULL	**R650m**	**R650m**	**R650m**	**R650m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1300m	R1300m	R1300m	R1400m
	LOC ❶	**410**′(388′)	**410**′(388′)	**410**′(388′)	**410**′(388′)
		R1100m	**R1100m**	**R1100m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	VOR DME ❶	**410**′(388′)	**410**′(388′)	**410**′(388′)	**410**′(388′)
		R1100m	**R1100m**	**R1100m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R1800m
29	VOR DME ❶	**540**′(529′) **R1500m**	**540**′(529′) **R1500m**	**540**′(529′) **C2400m**	**540**′(529′) **C2400m**

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	560′(538′)	**740**′(718′)	**1240**′(1218′)	**1240**′(1218′)
After VOR DME 29	**580**′(558′)	**740**′(718′)	**1240**′(1218′)	**1240**′(1218′)
After VOR 01	**820**′(798′)	**820**′(798′)	**1240**′(1218′)	**1240**′(1218′)
After VOR 11	**680**′(658′)	**730**′(708′)	**1230**′(1208′)	**1230**′(1208′)
After VOR 11 w/o D3.1	**1080**′(1058′)	**1080**′(1058′)	**1230**′(1208′)	**1230**′(1208′)
	V1500m❷	V1600m❷	V2400m❷	V3600m❷

❷ or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 01, 11, 19, 29

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

CHANGES: Temporary minimums rwy 11.

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TUNIS, TUNISIA
CARTHAGE

STRAIGHT-IN RWY		A	B	C	D
01	ILS	**230**′(218′) **R1200m**	**240**′(228′) **R1200m**	**250**′(238′) **R1200m**	**260**′(248′) **R1300m**
	LOC ❶	**390**′(378′) **R1500m**	**390**′(378′) **R1500m**	**390**′(378′) **R1800m**	**390**′(378′) **R2000m**
	VOR DME ❶	**390**′(378′) **R1500m**	**390**′(378′) **R1500m**	**390**′(378′) **R1800m**	**390**′(378′) **R2000m**
	VOR ❶	**810**′(798′) **R1500m**	**810**′(798′) **R1500m**	**810**′(798′) **C2400m**	**810**′(798′) **C2400m**
	VOR	**810**′(798′) **C3800m**	**810**′(798′) **C3800m**	**810**′(798′) **C4000m**	**810**′(798′) **C4000m**
11	VOR DME ❶	**850**′(828′) **R1500m**	**850**′(828′) **R1500m**	**850**′(828′) **C2400m**	**850**′(828′) **C2400m**
19	ILS	**281**′(260′)	**291**′(270′)	**301**′(280′)	**311**′(290′)
	FULL	**R650m**	**R650m**	**R650m**	**R650m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1300m	R1300m	R1300m	R1400m
	LOC ❶	**410**′(388′) **R1100m**	**410**′(388′) **R1100m**	**410**′(388′) **R1100m**	**410**′(388′) **R1400m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	VOR DME ❶	**410**′(388′) **R1100m**	**410**′(388′) **R1100m**	**410**′(388′) **R1100m**	**410**′(388′) **R1400m**
	ALS out	R1500m	R1500m	R1800m	R1800m
29	ILS	**241**′(230′) **R1200m**	**251**′(240′) **R1200m**	**261**′(250′) **R1300m**	**271**′(260′) **R1300m**
	LOC ❶	**540**′(529′) **R1500m**	**540**′(529′) **R1500m**	**540**′(529′) **C2400m**	**540**′(529′) **C2400m**
	VOR DME ❶	**540**′(529′) **R1500m**	**540**′(529′) **R1500m**	**540**′(529′) **C2400m**	**540**′(529′) **C2400m**

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	560′(538′)	**740**′(718′)	**1240**′(1218′)	**1240**′(1218′)
After ILS or LOC or VOR DME 29	**580**′(558′)	**740**′(718′)	**1240**′(1218′)	**1240**′(1218′)
After VOR 01	**820**′(798′)	**820**′(798′)	**1240**′(1218′)	**1240**′(1218′)
After VOR DME 11	**850**′(828′)	**850**′(828′)	**1240**′(1218′)	**1240**′(1218′)
	V1500m❷	V1600m❷	V2400m❷	V3600m❷

❷ or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 01, 11, 19, 29

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

CHANGES: Minimums.

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JEPPESEN
21 MAR 14 (11-1)

TUNIS, TUNISIA
VOR DME ILS Rwy 01

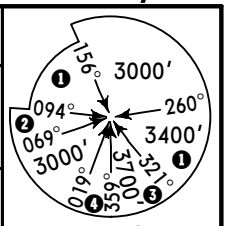
BRIEFING STRIP ™

D-ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

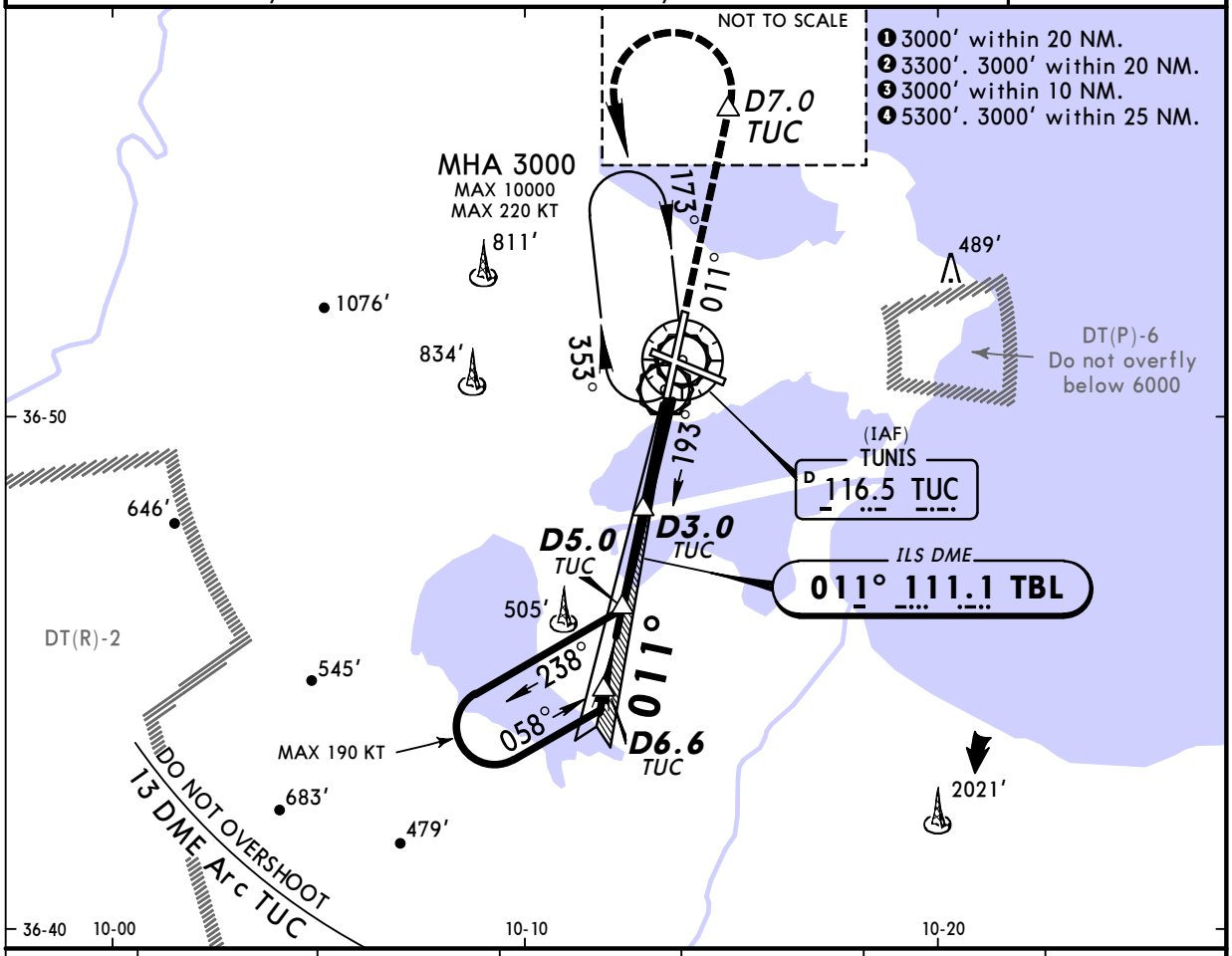
LOC TBL	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
111.1	011°	D6.6 TUC 1900′ (1888′)	Refer to Minimums	Apt Elev 22′ RWY 12′

MISSED APCH: Climb STRAIGHT AHEAD to D7.0 TUC, then turn LEFT to join TUC VOR at 3000′. MAX 220 KT.

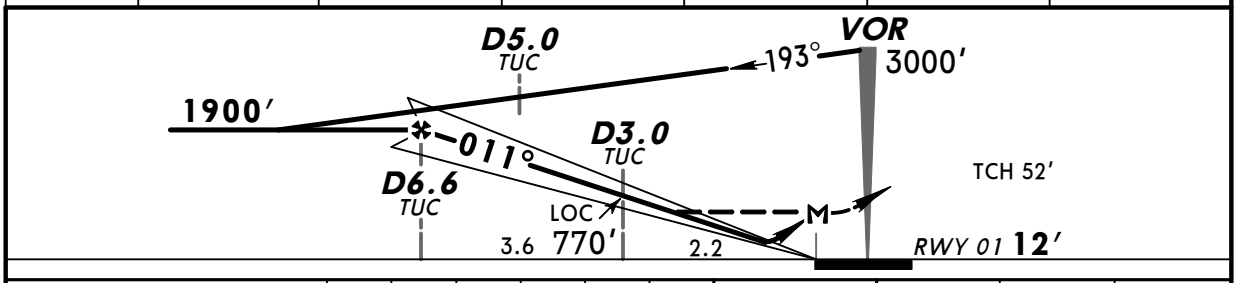
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′



MSA TUC VOR within 30 NM



LOC (GS out)	TUC DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	1720′	1400′	1080′	770′	450′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
D6.6 TUC to MAP	5.8	4:58	3:52	3:29	2:54	2:29	2:11

PAPI-L | 220 KT MAX | D7.0 TUC

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 01

ILS	LOC (GS out)
DA(H) A: 230′ (218′) C: 250′ (238′) B: 240′ (228′) D: 260′ (248′)	MDA(H) 390′ (378′)

	ILS	LOC (GS out)
A	RVR 1000m	RVR 1500m
B		
C		RVR 1800m
D		RVR 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	560′ (538′)	1500m
135	740′ (718′)	1600m
180	1240′ (1218′)	2400m
205	1240′ (1218′)	3600m

CHANGES: Minimums.

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DTTA/TUN CARTHAGE

JEPPESEN 21 MAR 14 (11-2)

TUNIS, TUNISIA via MARSA or ZAHRA VOR DME ILS Rwy 01

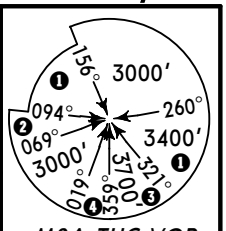
D-ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

BRIEFING STRIP™

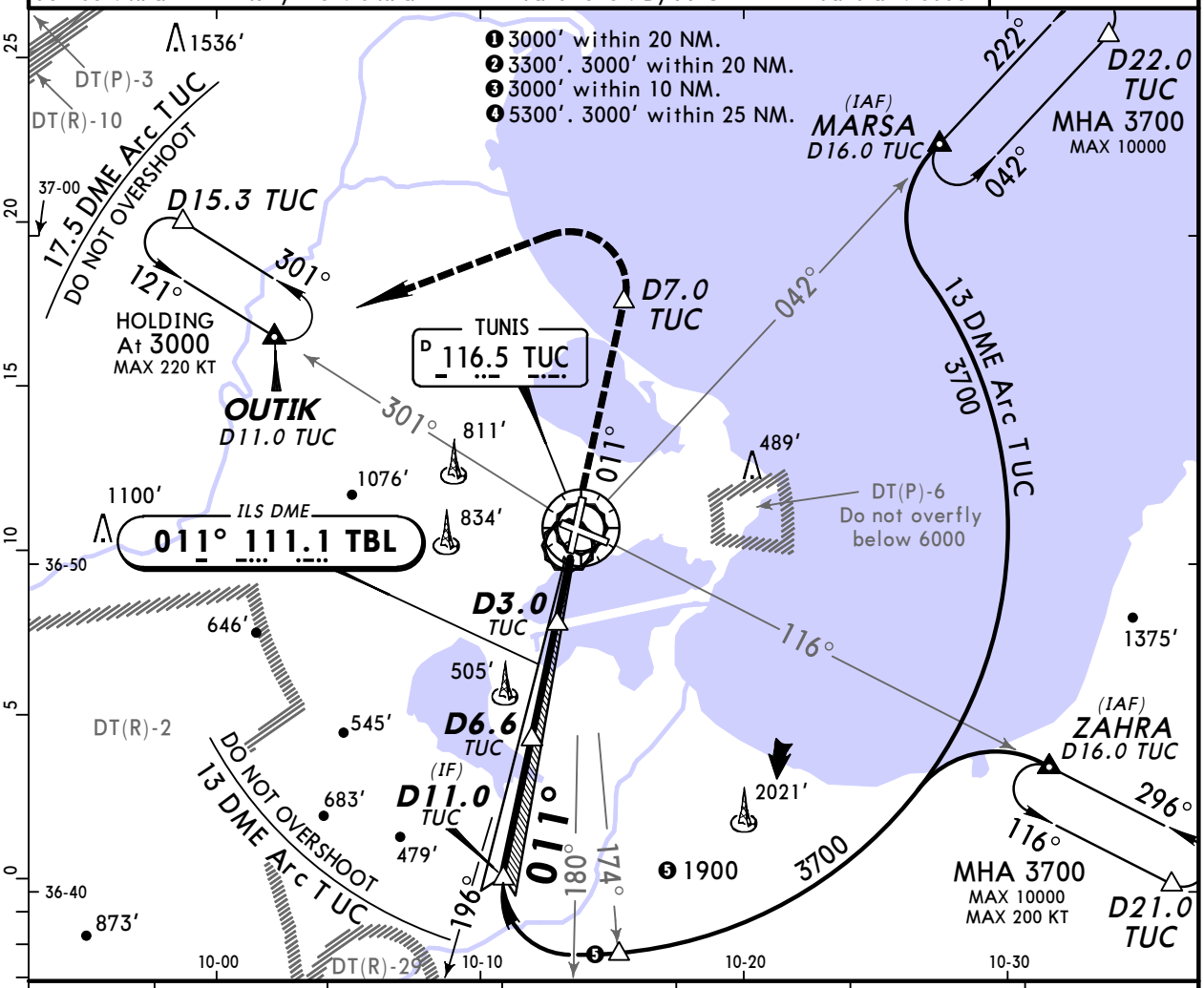
LOC TBL	Final Apch Crs	GS	ILS DA(H)	Apt Elev 22′
111.1	011°	D6.6 TUC 1900′ (1888′)	Refer to Minimums	RWY 12′

MISSED APCH: Climb STRAIGHT AHEAD to D7.0 TUC, then turn LEFT to join OUTIK holding pattern at 3000′. MAX 220 KT.

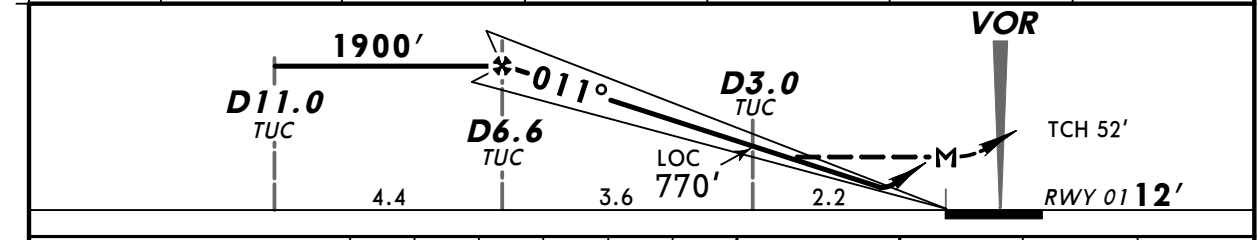
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′



MSA TUC VOR within 30 NM



LOC (GS out)	TUC DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	1720′	1400′	1080′	770′	450′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
D6.6 TUC to MAP	5.8	4:58	3:52	3:29	2:54	2:29	2:11

PAPI-L | 220 KT MAX | D7.0 TUC

JAR-OPS STRAIGHT-IN LANDING RWY 01

	ILS	LOC (GS out)
DA(H)	A: 230′ (218′) C: 250′ (238′) B: 240′ (228′) D: 260′ (248′)	MDA(H) 390′ (378′)

CIRCLE-TO-LAND

			Max Kts	MDA(H)	VIS
PANS OPS A	RVR 1000m	RVR 1500m	100	560′ (538′)	1500m
B			135	740′ (718′)	1600m
C		RVR 1800m	180	1240′ (1218′)	2400m
D		RVR 2000m	205	1240′ (1218′)	3600m

CHANGES: Minimums.

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DTTA/TUN
CARTHAGE

JEPPESEN 21 MAR 14 (11-3)

TUNIS, TUNISIA
VOR DME ILS Rwy 19

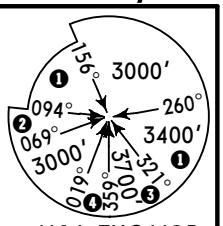
BRIEFING STRIP ™

D-ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

LOC TSI	Final Apch Crs	GS OM	ILS DA(H) Refer to Minimums	Apt Elev / RWY
110.3	191°	1496′ (1475′)		22′ / 21′

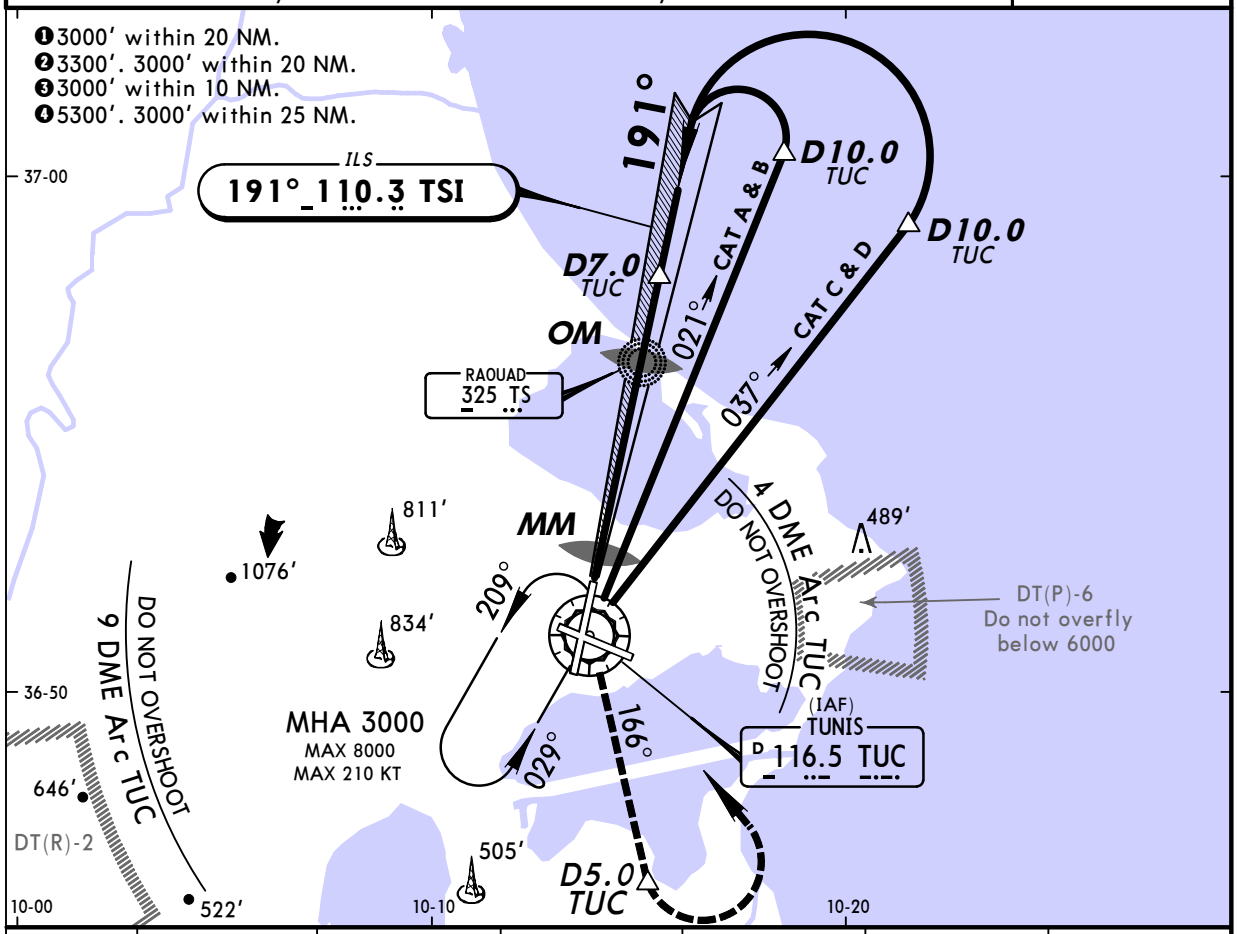
MISSED APCH: As soon as possible climbing turn LEFT on R-166 to D5.0 TUC, then turn LEFT (MAX 190 KT) to join VOR at 3000′.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′

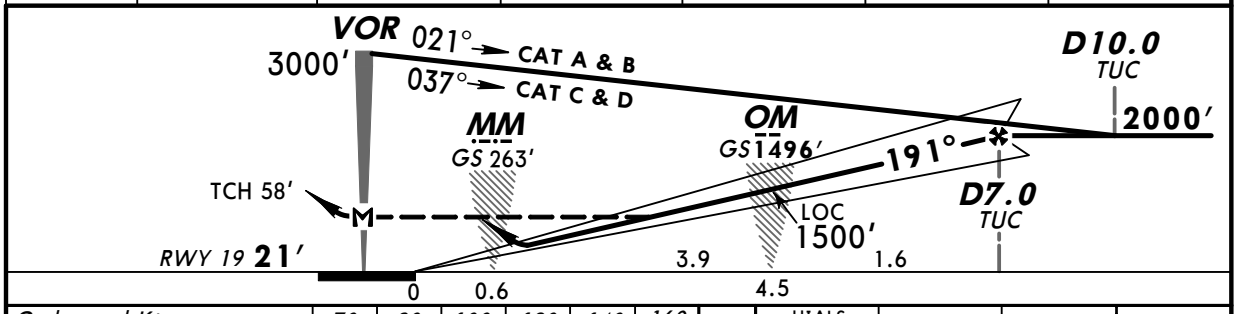


MSA TUC VOR within 30 NM

❶3000′ within 20 NM.
❷3300′. 3000′ within 20 NM.
❸3000′ within 10 NM.
❹5300′. 3000′ within 25 NM.



LOC (GS out)	TUC DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	430′	740′	1060′	1380′	1700′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

HIALS
PAPI

As soon as possible

D5.0 TUC LT

TUC on 116.5 R-166

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 19

CIRCLE-TO-LAND

	ILS DA(H)	LOC (GS out) MDA(H)		Max Kts	MDA(H)	VIS
	FULL	ALS out		ALS out				
A	A: 281′ (260′) C: 301′ (280′)		RVR 900m	RVR 1500m	100	560′ (538′)	1500m
B	B: 291′ (270′) D: 311′ (290′)				135	740′ (718′)	1600m
C	RVR 650m	RVR 1200m	RVR 1000m	RVR 1800m	180	1240′ (1218′)	2400m
D			RVR 1400m	RVR 2000m	205	1240′ (1218′)	3600m

CHANGES: Minimums.

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DTTA/TUN CARTHAGE

JEPPESEN 21 MAR 14 (11-4)

TUNIS, TUNISIA VOR DME ILS Rwy 19

via ZAHRA, MARSA or GOLLA

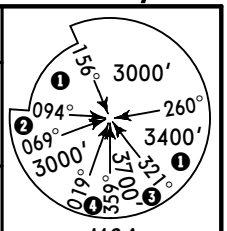
D-ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

BRIEFING STRIP™

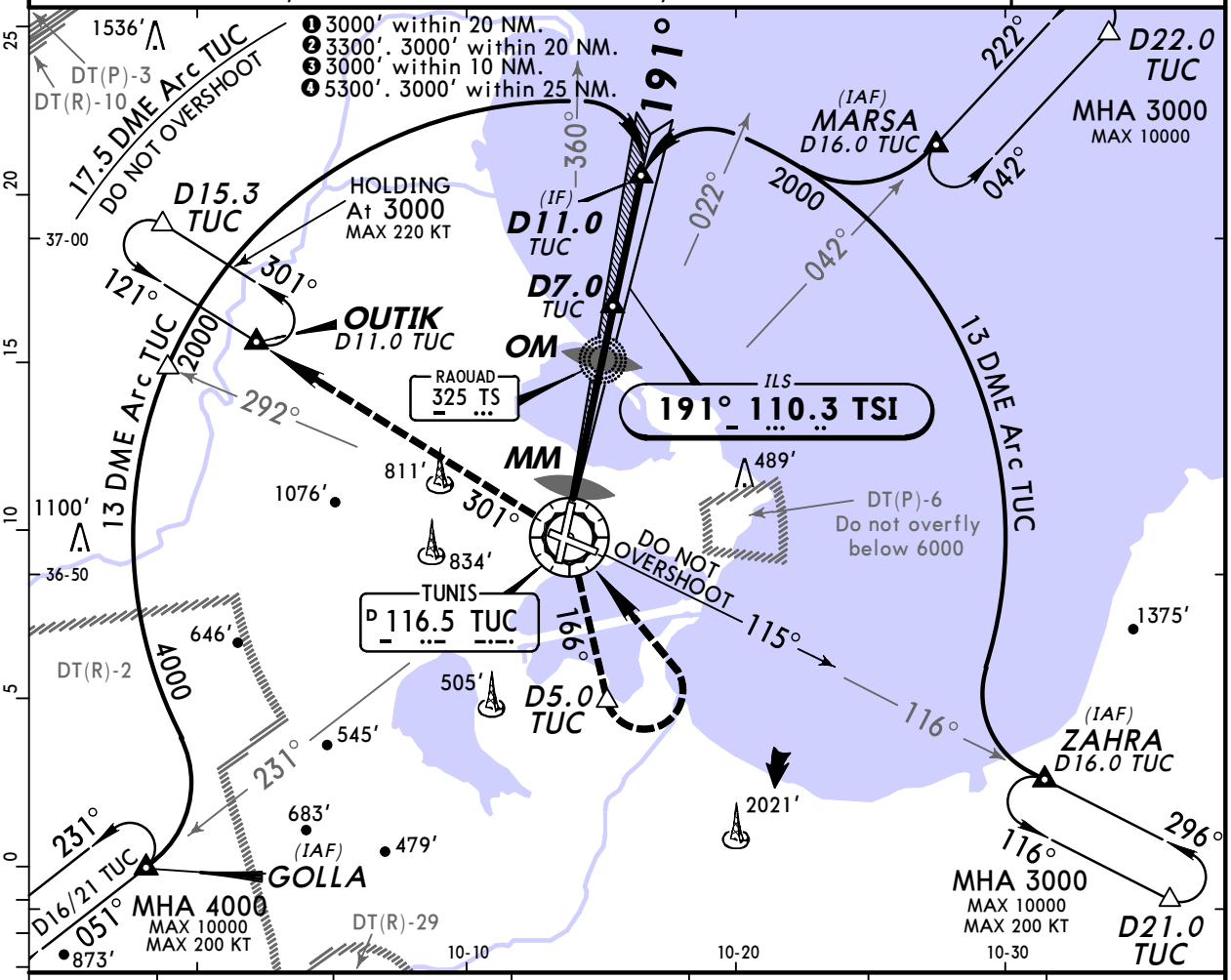
LOC	Final	GS	ILS	Apt Elev 22′
TSI	Apch Crs	OM	DA(H)	RWY 21′
110.3	191°	1496′ (1475′)	Refer to Minimums	

MISSED APCH: As soon as possible climbing turn LEFT on R-166 to D5.0 TUC, then turn LEFT to VOR. Follow R-301 to join OUTIK holding at 3000′ and as directed. MAX 220 KT.

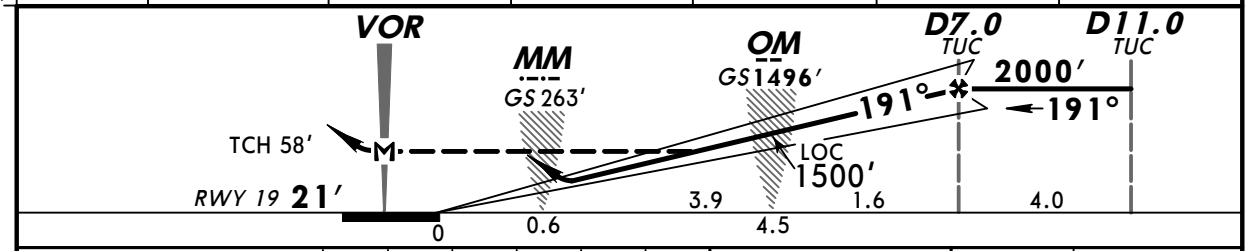
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000′



MSA
TUC VOR
within 30 NM



LOC (GS out)	TUC DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	430′	750′	1060′	1380′	1700′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

HIALS
PAPI

Refer to Missed Apch above

JAR-OPS

STRAIGHT-IN LANDING RWY 19

DA(H)	ILS	LOC (GS out)
	A: 281′ (260′) C: 301′ (280′)	MDA(H) 410′ (389′)
	B: 291′ (270′) D: 311′ (290′)	

PANS OPS

	FULL	ALS out		ALS out
A	RVR 650m	RVR 1200m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	560′ (538′)	1500m
135	740′ (718′)	1600m
180	1240′ (1218′)	2400m
205	1240′ (1218′)	3600m

CHANGES: Minimums.

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DTTA/TUN
CARTHAGE

JEPPESEN
21 MAR 14 (11-5)

TUNIS, TUNISIA
Lctr ILS Rwy 19

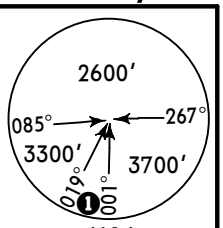
BRIEFING STRIP ™

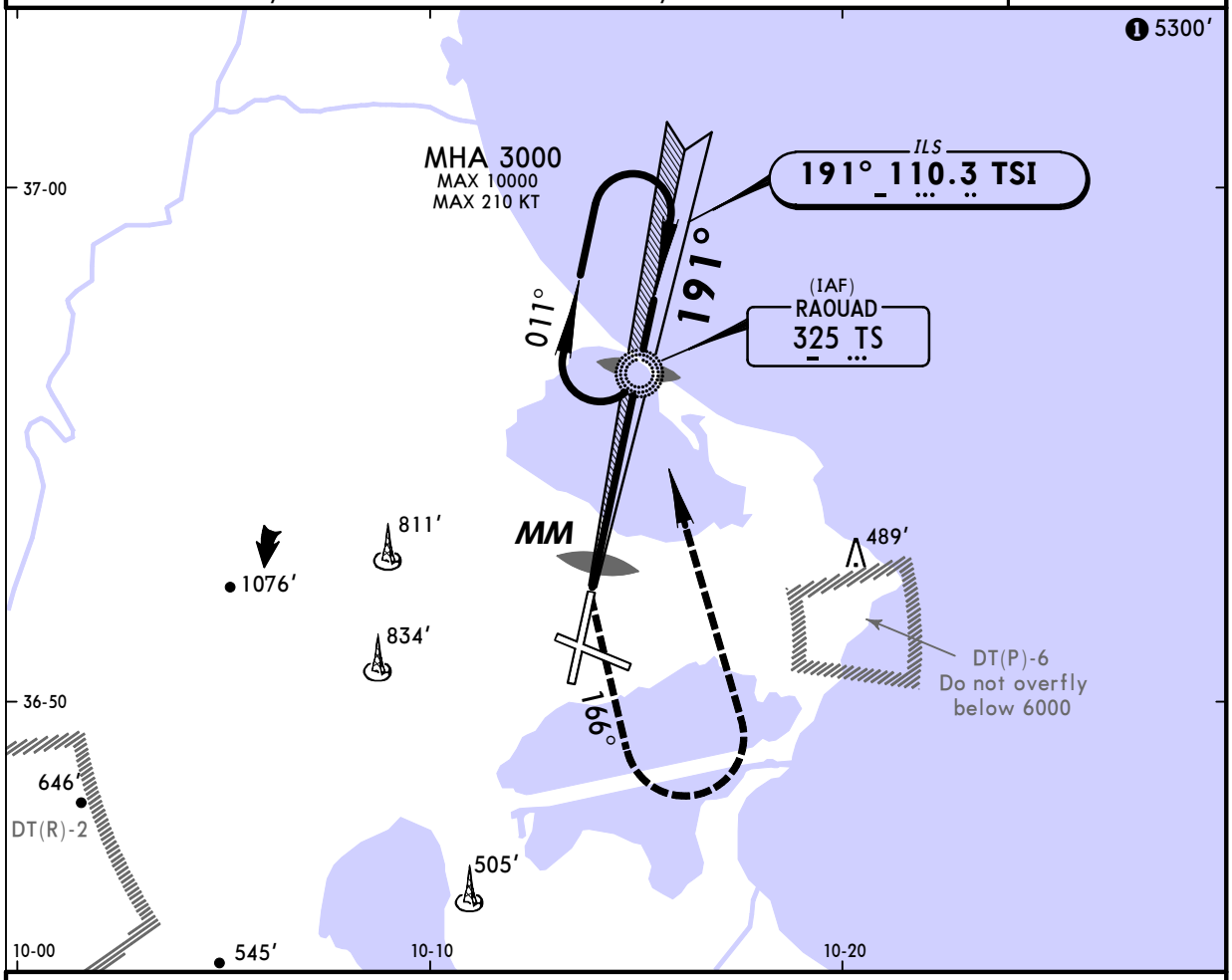
D-ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

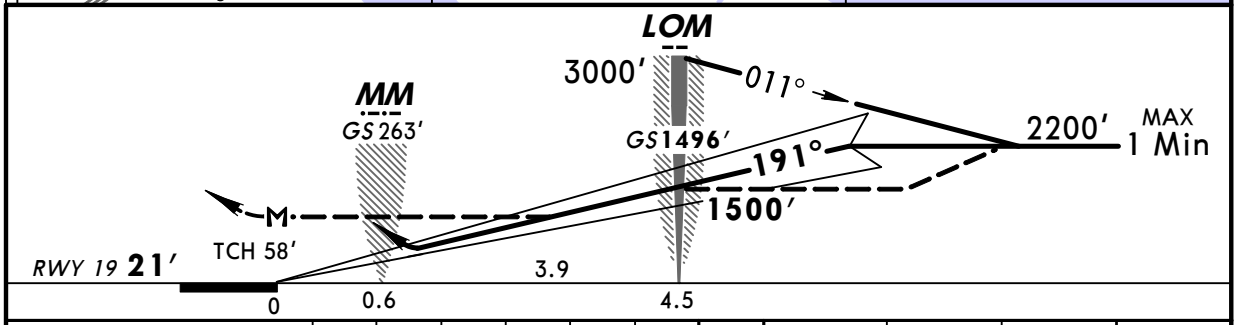
LOC TSI	Final Apch Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev / RWY
110.3	191°	1496′ (1475′)		22′ / 21′

MISSED APCH: As soon as possible climbing turn LEFT onto 166° to 1000′, then turn LEFT (MAX 190 KT) to join Lctr at 3000′.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′







Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
LOM to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41

HIALS
PAPI

As soon as possible

1000′ onto 166°
LT

JAR-OPS

STRAIGHT-IN LANDING RWY 19

ILS
DA(H) A: 281′ (260′) C: 301′ (280′)
B: 291′ (270′) D: 311′ (290′)

LOC (GS out)
MDA(H) 410′ (389′)

	ILS FULL	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
A	RVR 650m	RVR 1200m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	560′ (538′)	1500m
135	740′ (718′)	1600m
180	1240′ (1218′)	2400m
205	1240′ (1218′)	3600m

PANS OPS

CHANGES: Minimums.

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DTTA/TUN
CARTHAGE

JEPPESEN
21 MAR 14 (11-6)

TUNIS, TUNISIA
VOR DME ILS Rwy 29

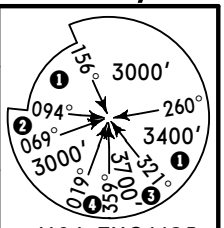
BRIEFING STRIP™

D-ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

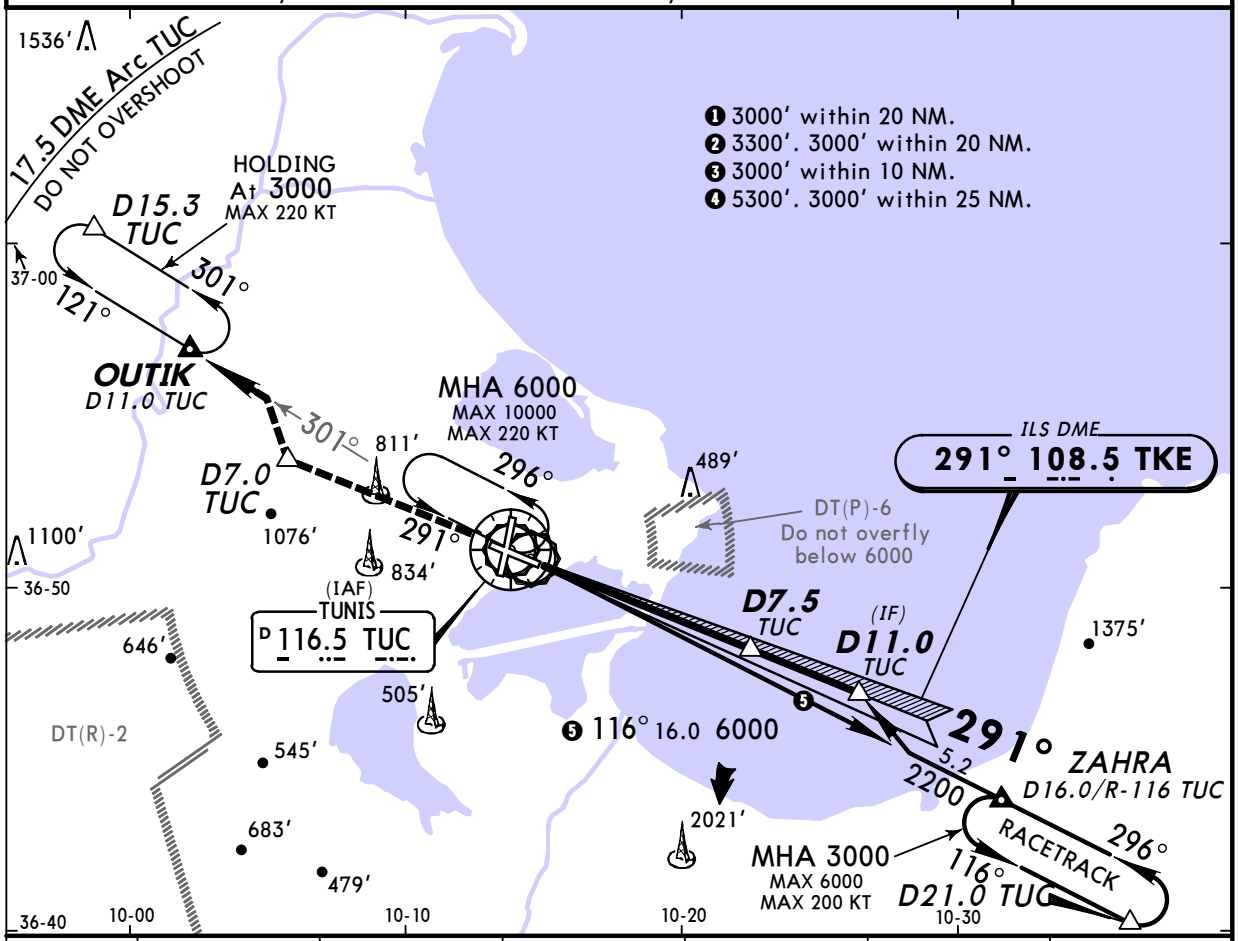
LOC	Final	GS	ILS	Apt Elev 22′
TKE	Apch Crs	D7.5 TUC	DA(H)	RWY 11′
108.5	291°	2200′ (2189′)	Refer to Minimums	

MISSED APCH: Climb STRAIGHT AHEAD to D7.0 TUC, then turn RIGHT to intercept R-301 TUC and join holding at 3000′ . MAX 220 KT.

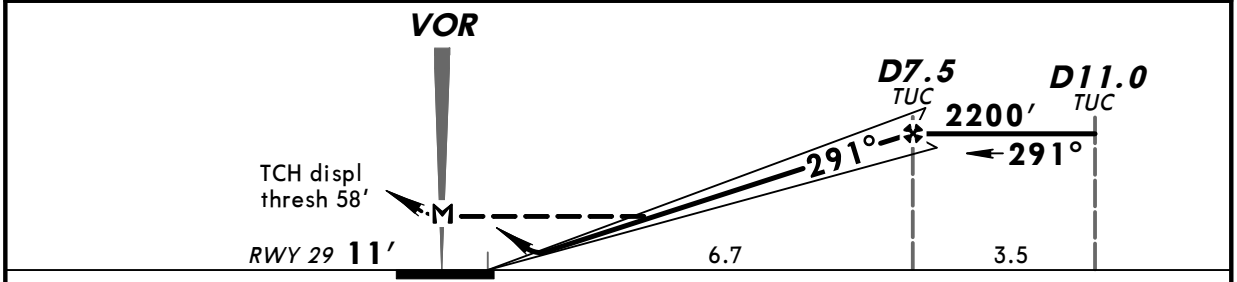
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′



MSA TUC VOR within 30 NM



LOC (GS out)	TUC DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	440′	760′	1080′	1390′	1710′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	478	531	637	743	849
MAP at VOR							

PAPI-L | 220 KT MAX | D7.0 TUC

PANS OPS

JAR-OPS

STRAIGHT-IN LANDING RWY 29

	ILS DA(H)	LOC (GS out) MDA(H)
A	241′ (230′)	540′ (529′)
B	251′ (240′)	
C	261′ (250′)	
D	271′ (260′)	

	ILS	LOC (GS out)
A	RVR 1000m	RVR 1500m
B		
C		RVR 2000m
D	RVR 1200m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	580′ (558′)	1500m
135	740′ (718′)	1600m
180	1240′ (1218′)	2400m
205	1240′ (1218′)	3600m

CHANGES: Minimums.

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DTTA/TUN CARTHAGE

JEPPESEN 21 MAR 14 (11-7)

TUNIS, TUNISIA VOR DME ILS Rwy 29

via ZAHRA or MARSA

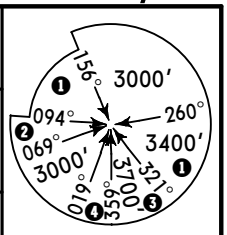
BRIEFING STRIP™

D-ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

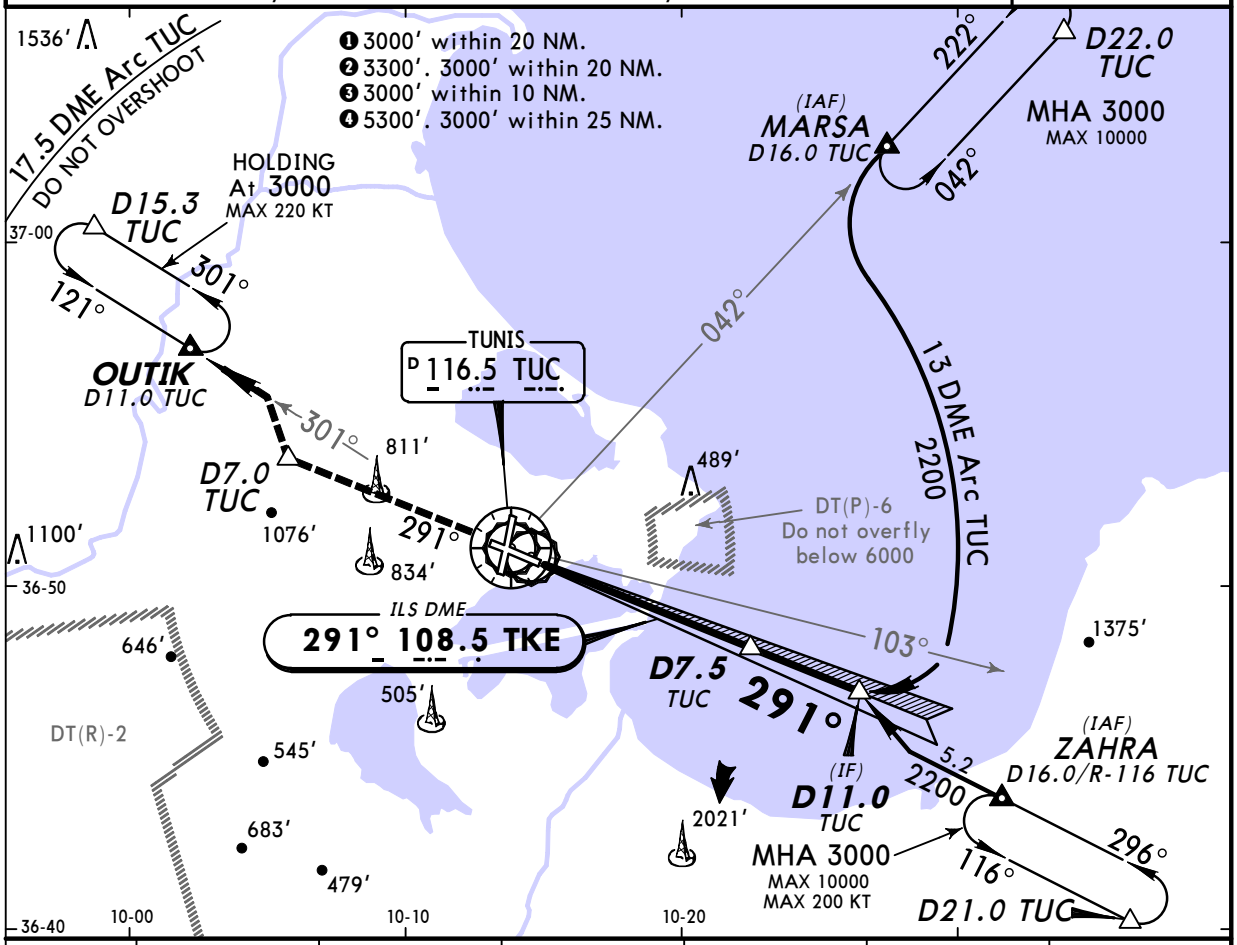
LOC TKE	Final Apch Crs	GS	ILS DA(H)	Apt Elev 22′
108.5	291°	D7.5 TUC 2200′ (2189′)	Refer to Minimums	RWY 11′

MISSED APCH: Climb STRAIGHT AHEAD to D7.0 TUC, then turn RIGHT to intercept R-301 TUC and join holding at 3000′.
MAX 220 KT.

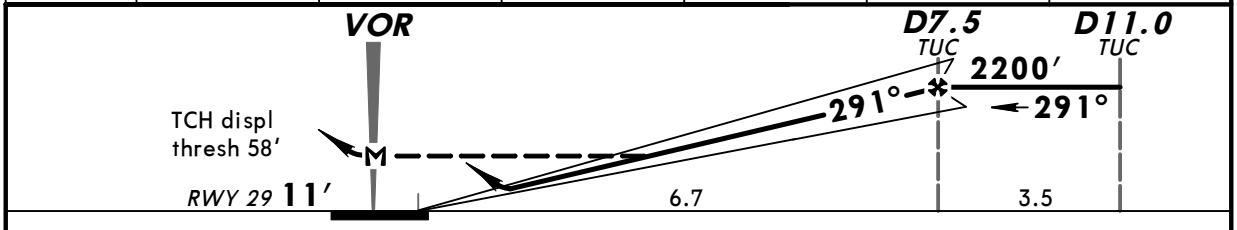
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000′



MSA
TUC VOR
within 30 NM



LOC (GS out)	TUC DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	450′	770′	1090′	1410′	1730′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

PAPI-L | 220 KT MAX | D7.0 TUC

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 29

ILS	LOC (GS out)
DA(H) A: 241′ (230′) C: 261′ (250′) B: 251′ (240′) D: 271′ (260′)	MDA(H) 540′ (529′)

	ILS	LOC (GS out)
A	RVR 1000m	RVR 1500m
B		
C	RVR 2000m	
D	RVR 1200m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	580′ (558′)	1500m
135	740′ (718′)	1600m
180	1240′ (1218′)	2400m
205	1240′ (1218′)	3600m

CHANGES: Minimums.

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DTTA/TUN
CARTHAGE

JEPPESEN
17 APR 15 (13-01) Eff 30 Apr

TUNIS, TUNISIA
VOR Rwy 11

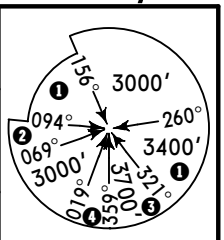
BRIEFING STRIP ™

D-ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.675	121.2	118.1	121.9

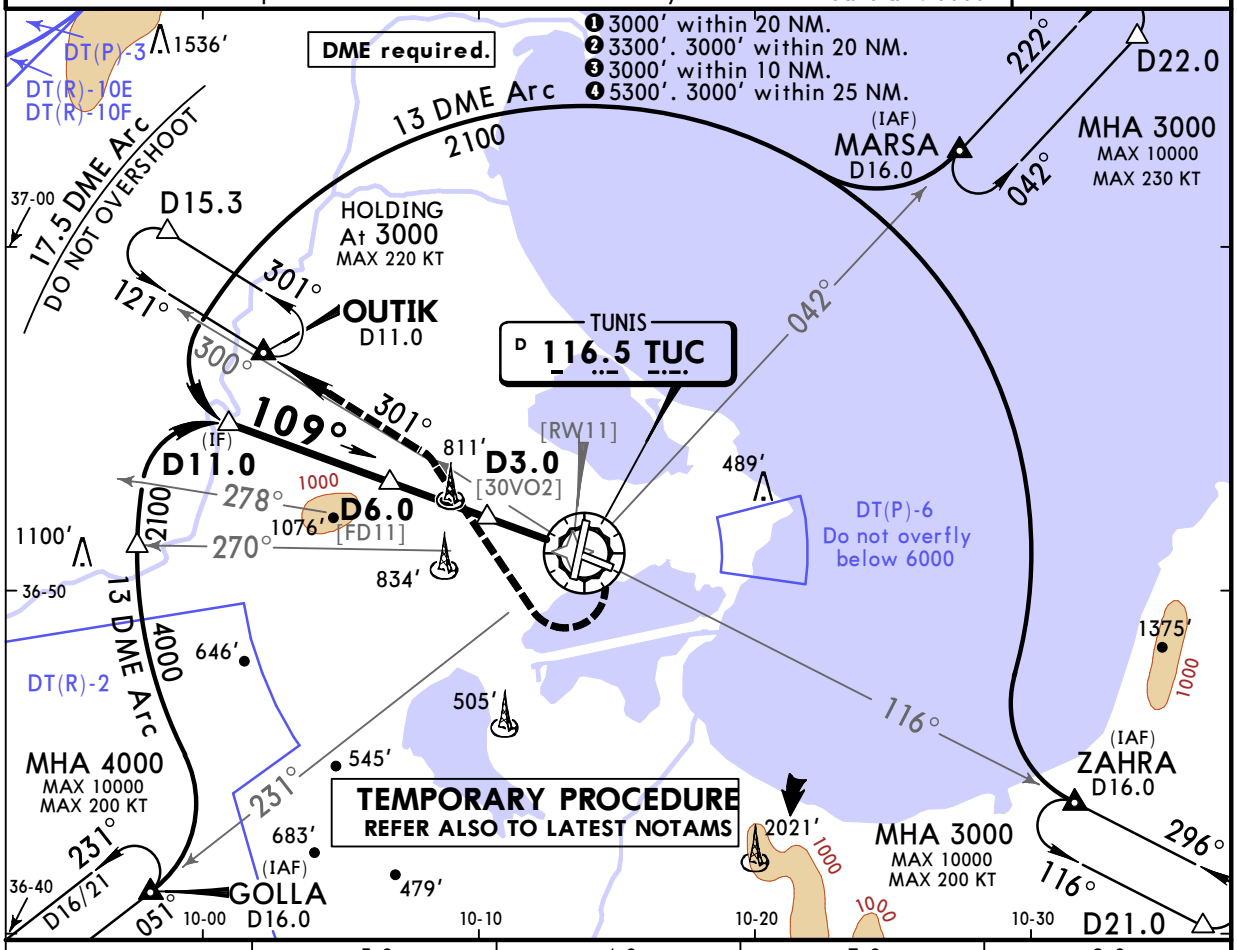
VOR TUC	Final Apch Crs	Procedure Alt D6.0	MDA(H) (CONDITIONAL)	Apt Elev 22′
116.5	109°	2100′ (2078′)	680′ (658′)	

MISSED APCH: Turn RIGHT to intercept and follow R-301 to join OUTIK holding at 3000′ and as directed.
MAX 220 KT. Do not turn before MAP.

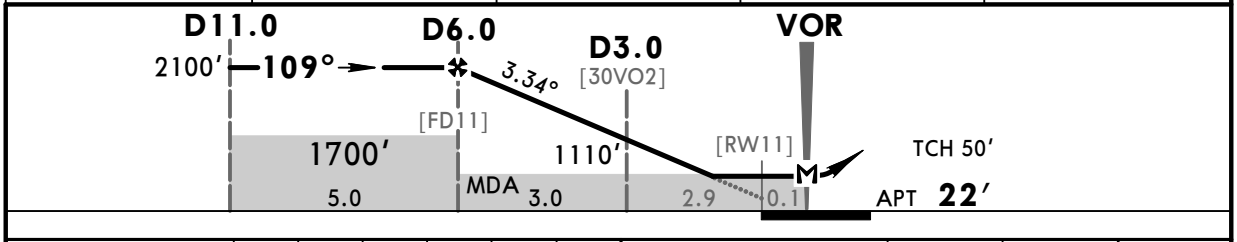
Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′



MSA
TUC VOR
within 30 NM



TUC DME	5.0	4.0	3.0	2.0
ALTITUDE	1810′	1460′	1110′	760′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.34°	414	532	591	709	827	946
MAP at VOR						

220 KT MAX

3000′ RT on TUC 116.5 R-301

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 11

	MDA(H) 680′ (658′)	W/o D3.0 MDA(H) 1080′ (1058′)
A	RVR 1500m	RVR 1500m
B		
C	RVR 2000m	RVR 2000m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)		VIS
100	680′ (658′)	1	1500m
135	730′ (708′)	1	1600m
180	1230′ (1208′)		2400m
205	1230′ (1208′)		3600m

1 After apch W/o D3.0: MDA(H) 1080′(1058′).

CHANGES: SDF. Minimums.

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DTTA/TUN
CARTHAGE

JEPPESEN
21 MAR 14 (13-1)

TUNIS, TUNISIA
VOR DME Rwy 01

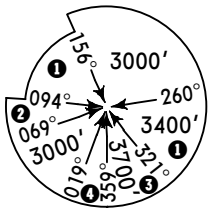
BRIEFING STRIP ™

D-ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

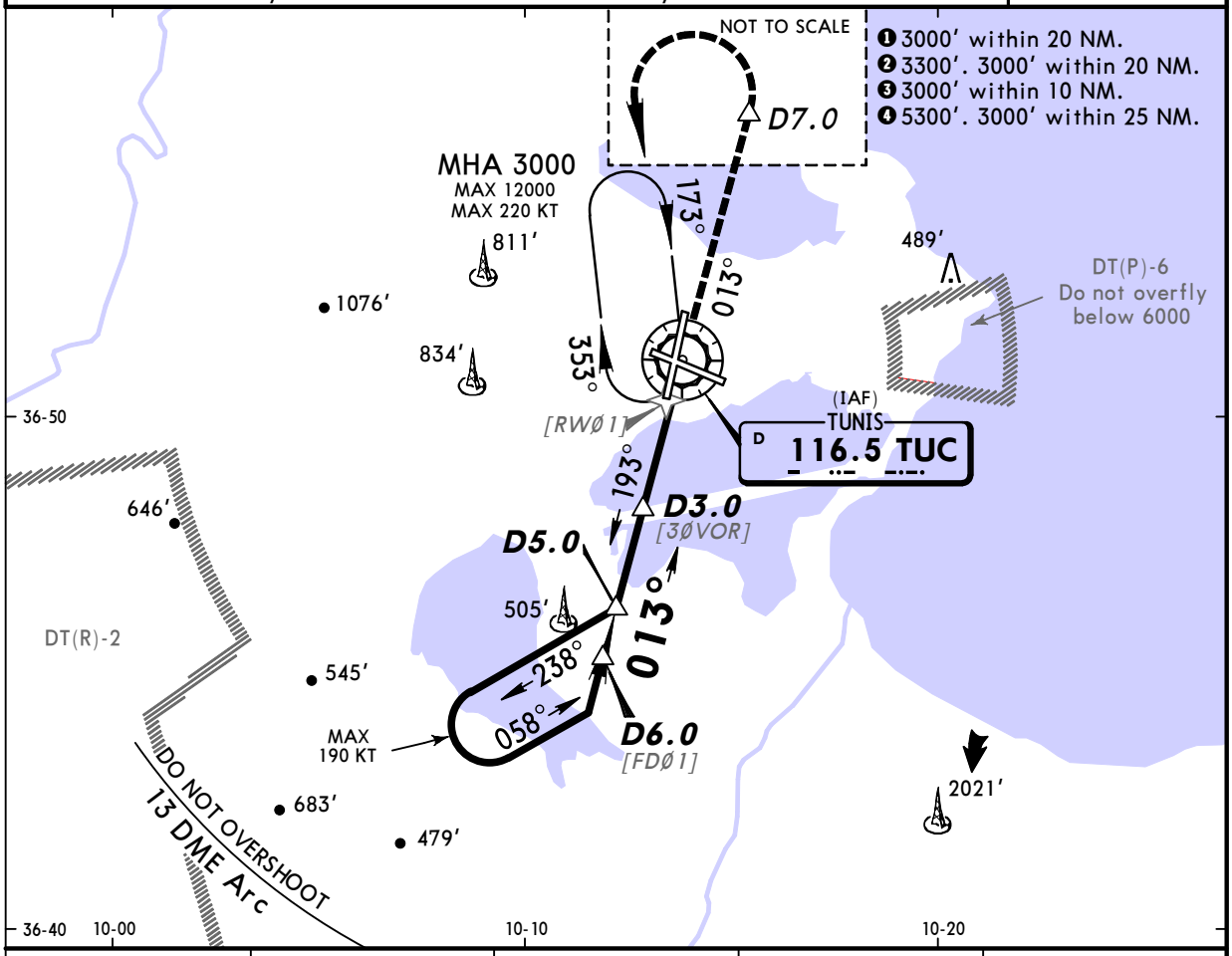
VOR	Final	Minimum Alt	MDA(H)	Apt Elev 22′
TUC	Apch Crs	D6.0		RWY 12′
116.5	013°	1700′ (1688′)	390′ (378′)	

MISSED APCH: Climb on R-013 to D7.0, then turn LEFT to join VOR at 3000′.

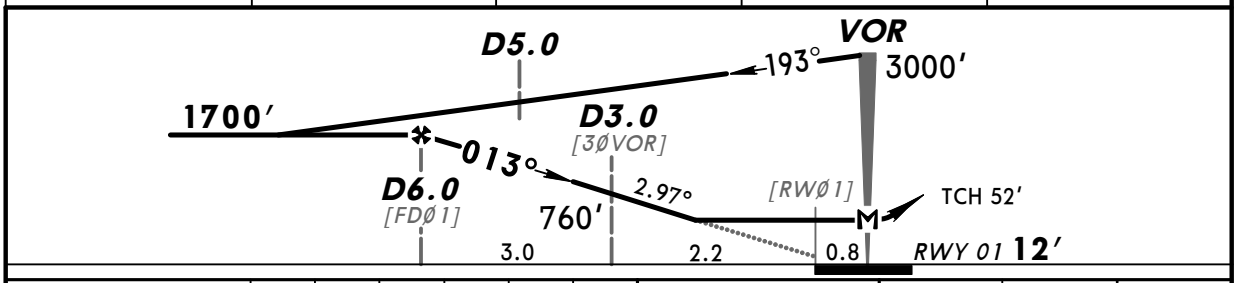
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′



MSA TUC VOR within 30 NM



TUC DME	5.0	4.0	3.0	2.0
ALTITUDE	1390′	1080′	760′	450′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.97°	368	473	525	630	736	841
MAP at VOR						

PAPI-L

D7.0 ↑ TUC on 116.5 R-013

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 01

MDA(H) 390′ (378′)

		Max Kts	MDA(H)	VIS
A	RVR 1500m	100	560′ (538′)	1500m
B		135	740′ (718′)	1600m
C	RVR 1800m	180	1240′ (1218′)	2400m
D	RVR 2000m	205	1240′ (1218′)	3600m

CIRCLE-TO-LAND

CHANGES: Minimums.

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DTTA/TUN
CARTHAGE

JEPPESEN
21 MAR 14 (13-2)

TUNIS, TUNISIA
VOR Rwy 01

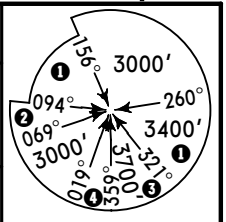
BRIEFING STRIP ™

D-ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

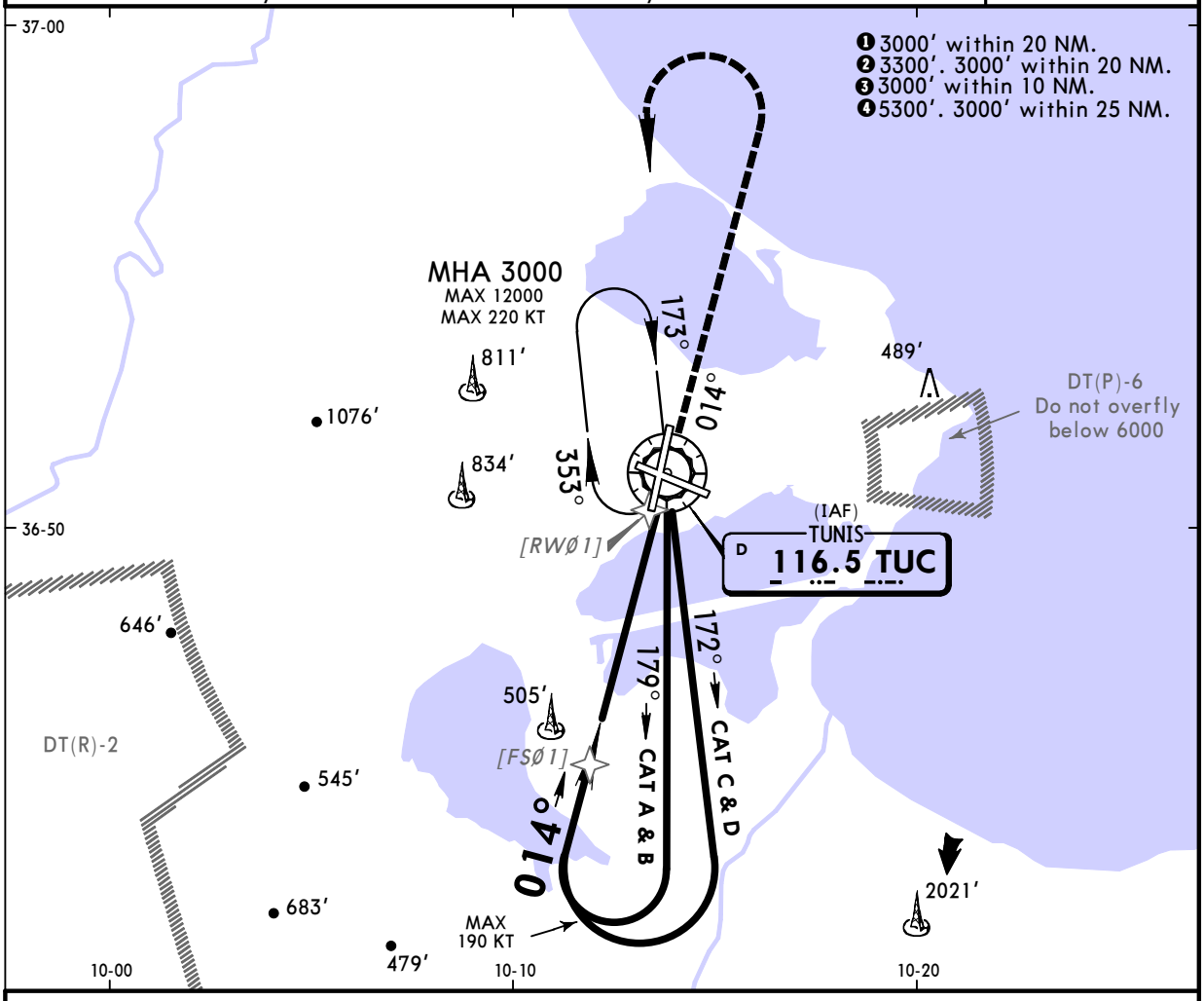
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 22′
TUC 116.5	014°	No FAF	810′ (798′)	RWY 12′

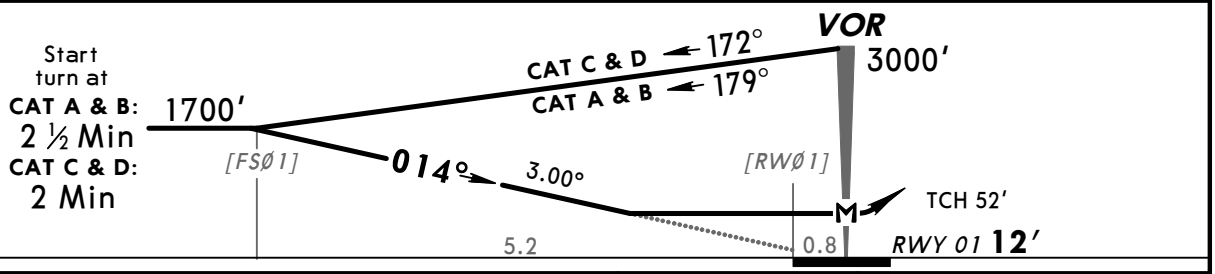
MISSED APCH: Climb on R-014 to 2000′, then turn LEFT to join VOR at 3000′. Do not turn before MAP.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′



MSA TUC VOR within 30 NM





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

PAPI-L | 2000′ | TUC on 116.5 R-014

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 01

MDA(H) 810′ (798′)

A	RVR 1500m
B	
C	RVR 2000m
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	820′ (798′)	1500m
135	820′ (798′)	1600m
180	1240′ (1218′)	2400m
205	1240′ (1218′)	3600m

CHANGES: None.

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DTTA/TUN CARTHAGE

JEPPESEN 21 MAR 14 (13-3)

TUNIS, TUNISIA VOR DME Rwy 11

via ZAHRA, MARSA or GOLLA

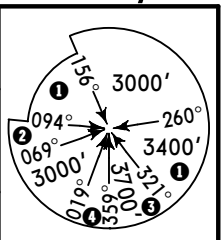
BRIEFING STRIP ™

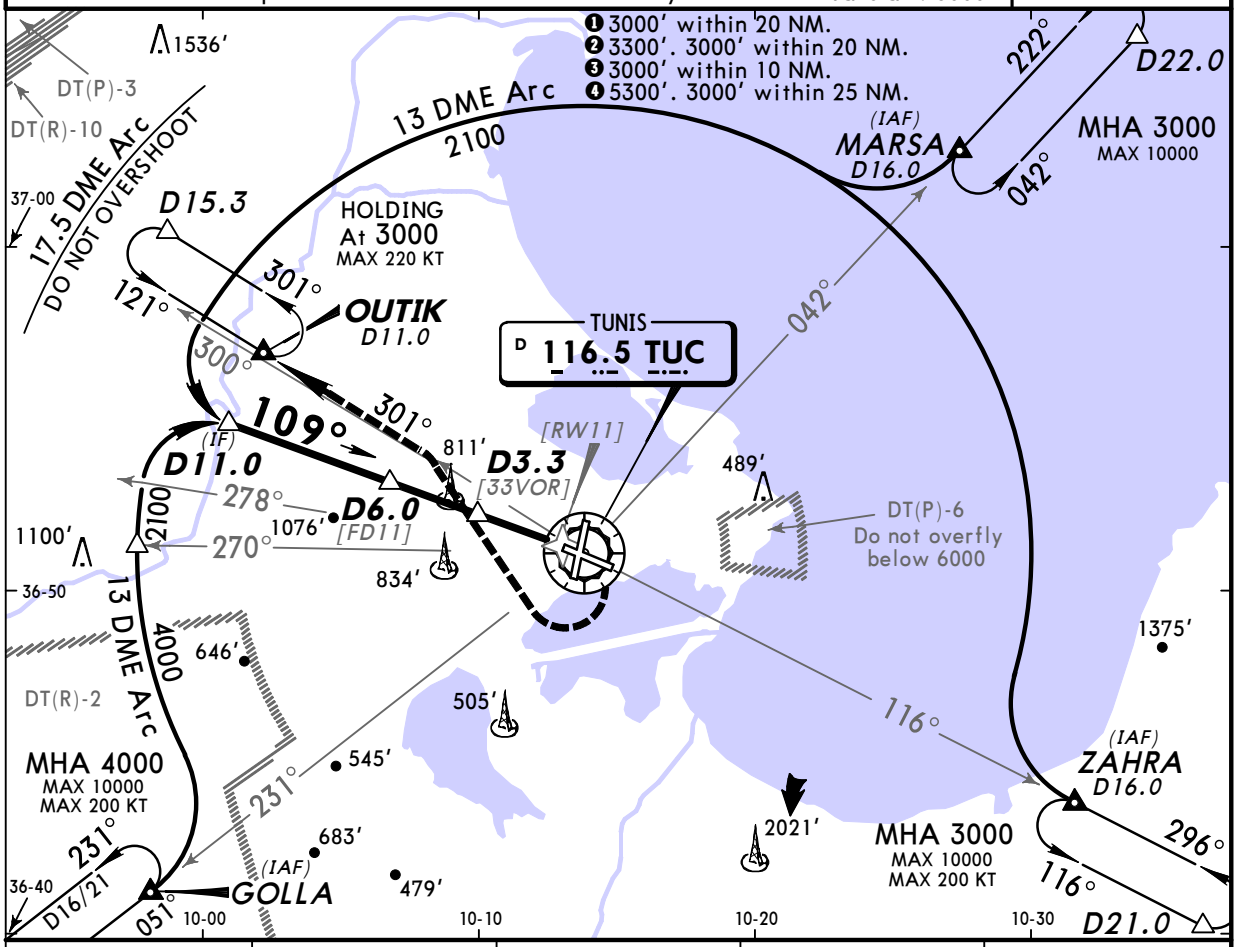
D-ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
TUC 116.5	109°	D6.0 2100′ (2078′)	850′ (828′)	22′

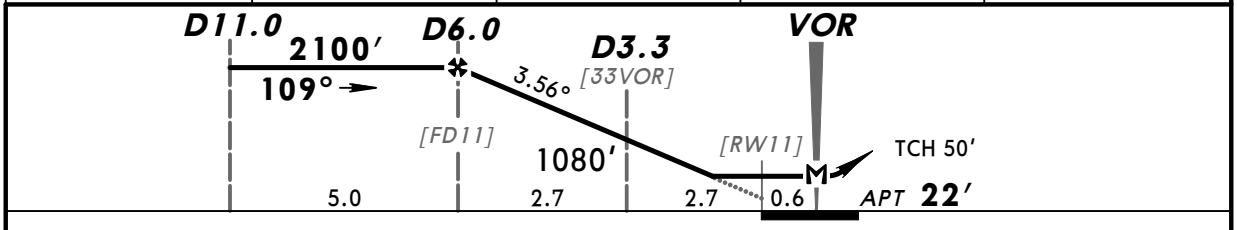
MISSED APCH: Turn RIGHT to intercept and follow R-301 to join OUTIK holding at 3000′ and as directed. MAX 220 KT.

Alt Set: hPa	Apt Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000′





TUC DME	5.0	4.0	3.0	2.0
ALTITUDE	1710′	1340′	970′	600′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.56°	441	567	630	756	882	1008
MAP at VOR							

PAPI-L | 220 KT MAX | 3000′ RT | TUC on 116.5 R-301

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 11

MDA(H) 850′ (828′)

A	RVR 1500m
B	
C	RVR 2000m
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	850′ (828′)	1500m
135	850′ (828′)	1600m
180	1240′ (1218′)	2400m
205	1240′ (1218′)	3600m

CHANGES: Procedure.

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DTTA/TUN CARTHAGE

JEPPESEN 21 MAR 14 (13-4)

TUNIS, TUNISIA VOR DME Rwy 19

via ZAHRA, MARSA or GOLLA

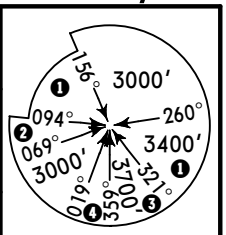
BRIEFING STRIP™

D-ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

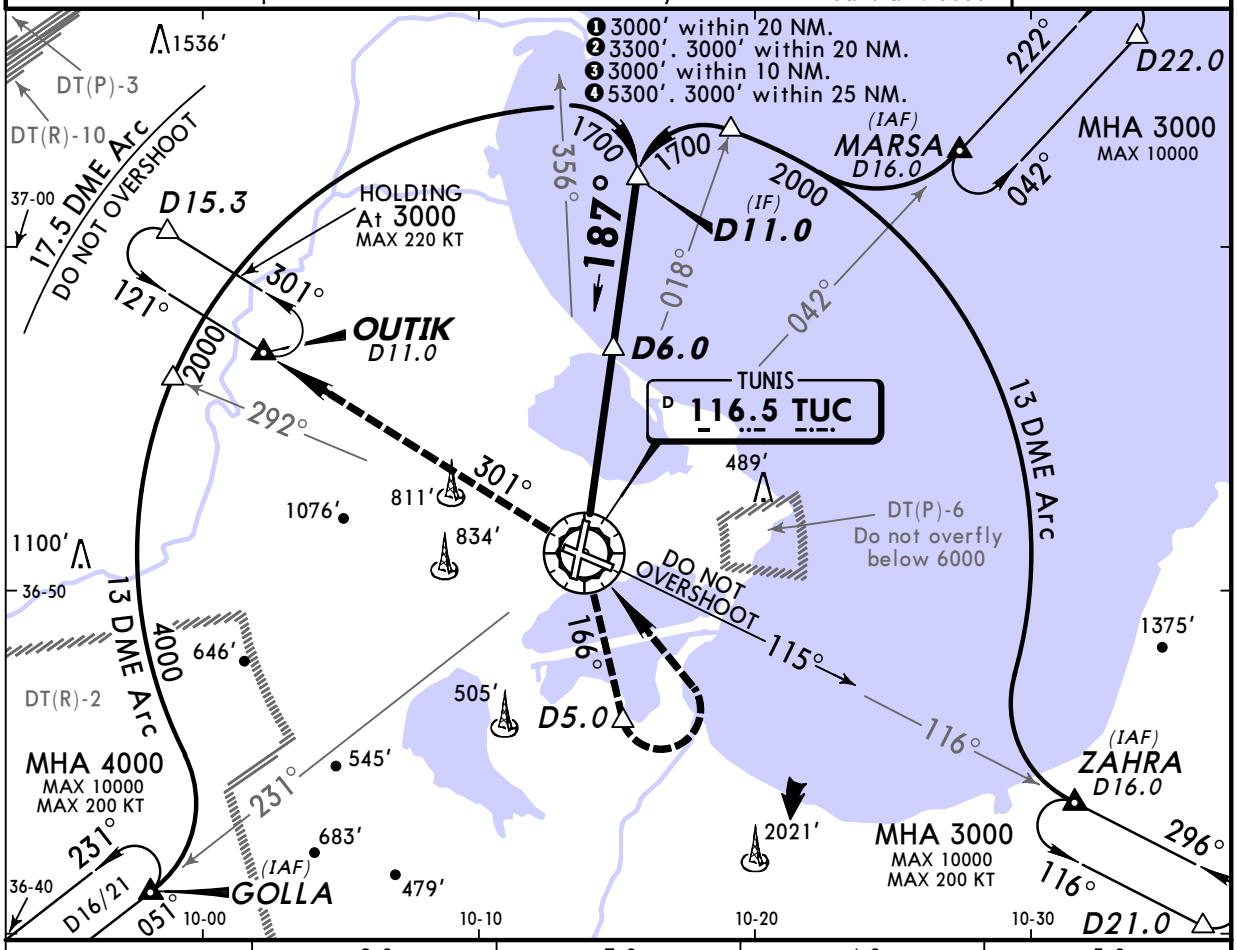
VOR TUC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
116.5	187°	D6.0 1700′ (1678′)	410′ (388′)	22′

MISSED APCH: As soon as possible climbing turn LEFT on R-166 to D5.0, then turn LEFT to VOR. Follow R-301 to join OUTIK holding at 3000′ and as directed. MAX 220 KT.

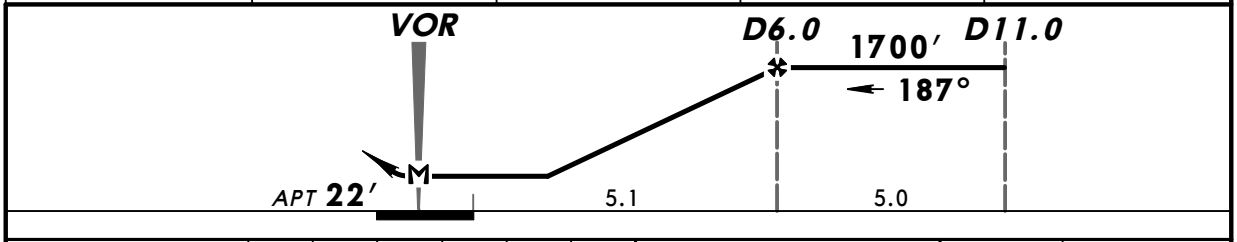
Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′



MSA
TUC VOR
within 30 NM



TUC DME	2.0	3.0	4.0	5.0
ALTITUDE	430′	740′	1060′	1390′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.03°	376	483	537	644	751	859
MAP at VOR							

HIALS
PAPI

Refer to Missed Apch above

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 19

MDA(H) 410′ (388′)

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 900m	RVR 1500m	100	560′ (538′)	1500m
B	RVR 1000m		135	740′ (718′)	1600m
C		RVR 1800m	180	1240′ (1218′)	2400m
D	RVR 1400m	RVR 2000m	205	1240′ (1218′)	3600m

CIRCLE-TO-LAND

CHANGES: Minimums.

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DTTA/TUN CARTHAGE

JEPPESEN 21 MAR 14 (13-5)

TUNIS, TUNISIA VOR DME Rwy 29

via ZAHRA or MARSA

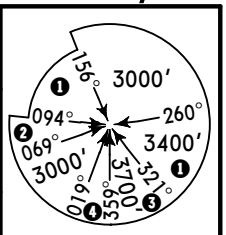
BRIEFING STRIP ™

D-ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

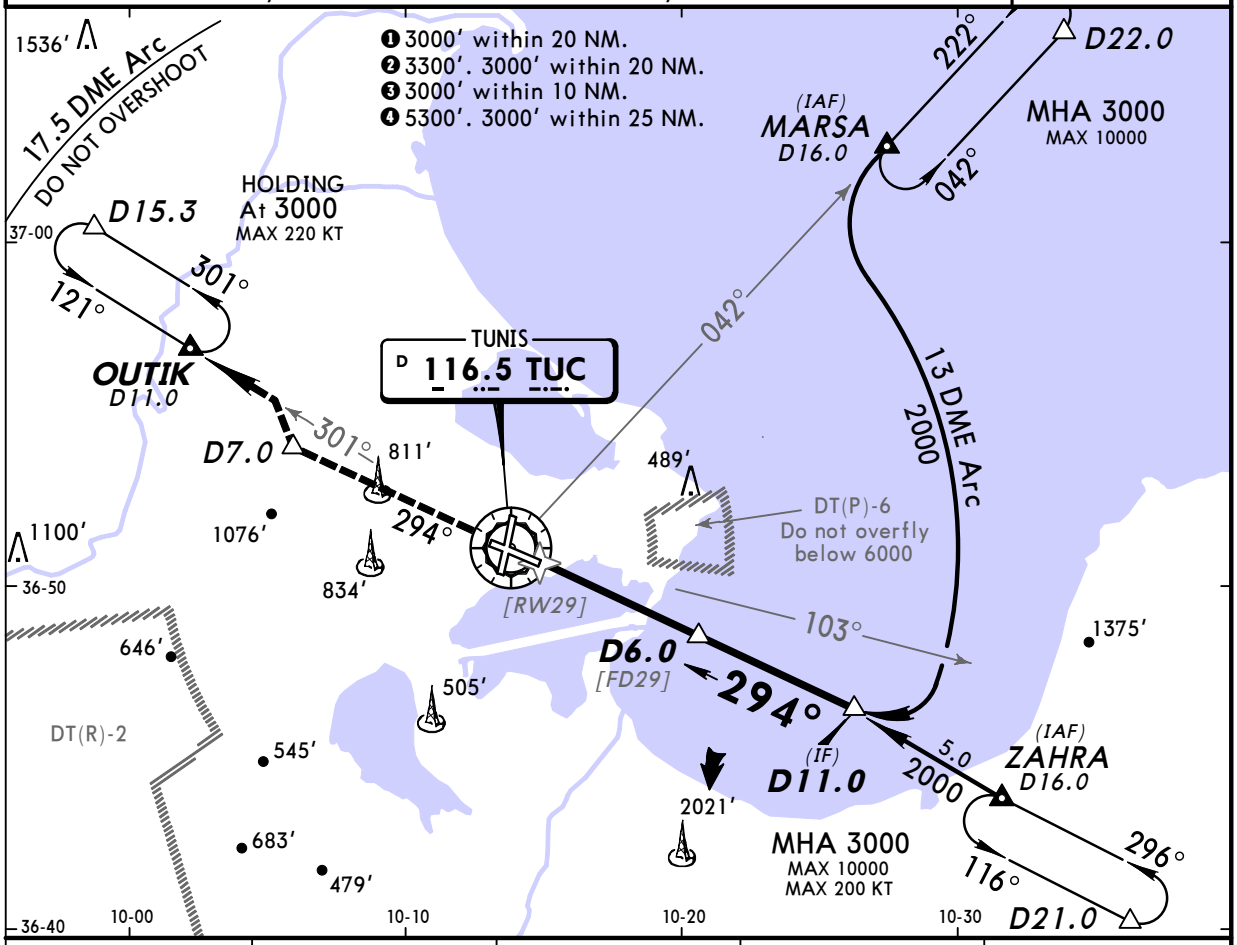
VOR TUC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 22′
116.5	294°	D6.0 1700′ (1689′)	540′ (529′)	RWY 11′

MISSED APCH: Climb STRAIGHT AHEAD to D7.0, then turn RIGHT to intercept R-301 and join holding at 3000′. MAX 220 KT.

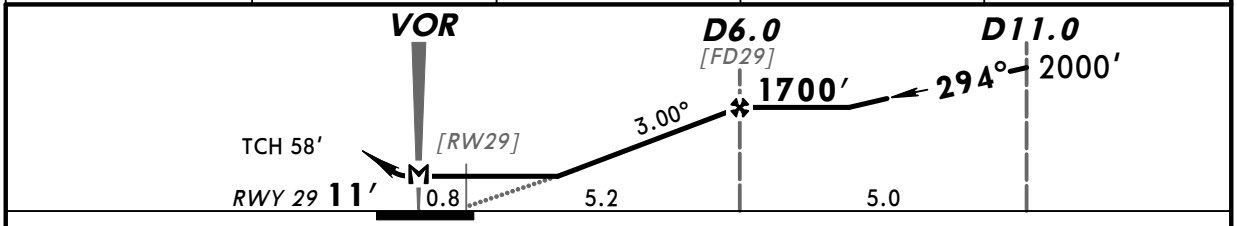
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000′



MSA
TUC VOR
within 30 NM



TUC DME	3.0	4.0	5.0	6.0
ALTITUDE	760′	1080′	1390′	1700′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

PAPI-L

220 KT MAX

D7.0

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 29

MDA(H) 540′ (529′)

A	RVR 1500m
B	
C	RVR 2000m
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	580′ (558′)	1500m
135	740′ (718′)	1600m
180	1240′ (1218′)	2400m
205	1240′ (1218′)	3600m

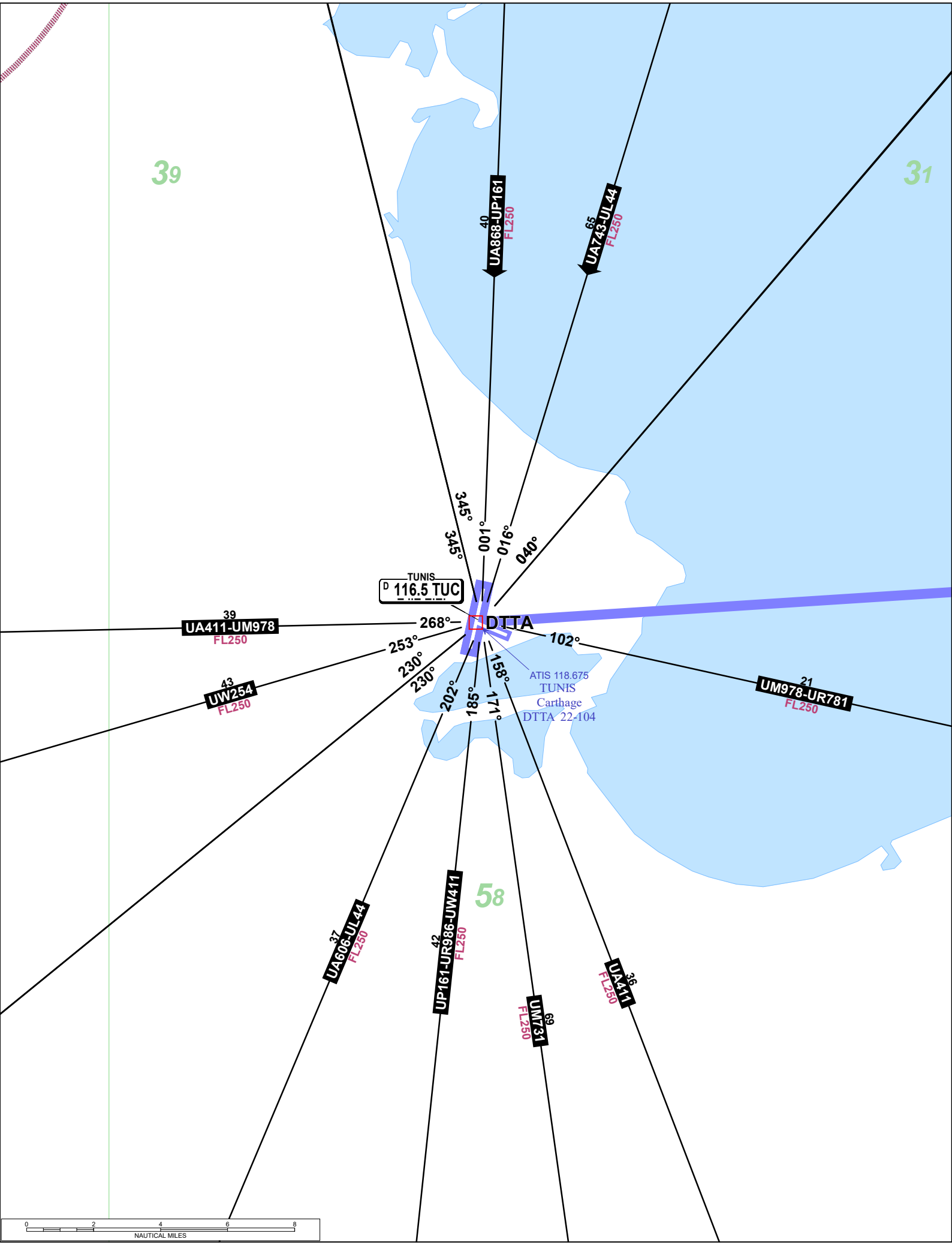
CHANGES: Minimums.

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DEPARTURE (DTTA -> LGAV): DTTA (Carthage)

NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 08 Sep 2015

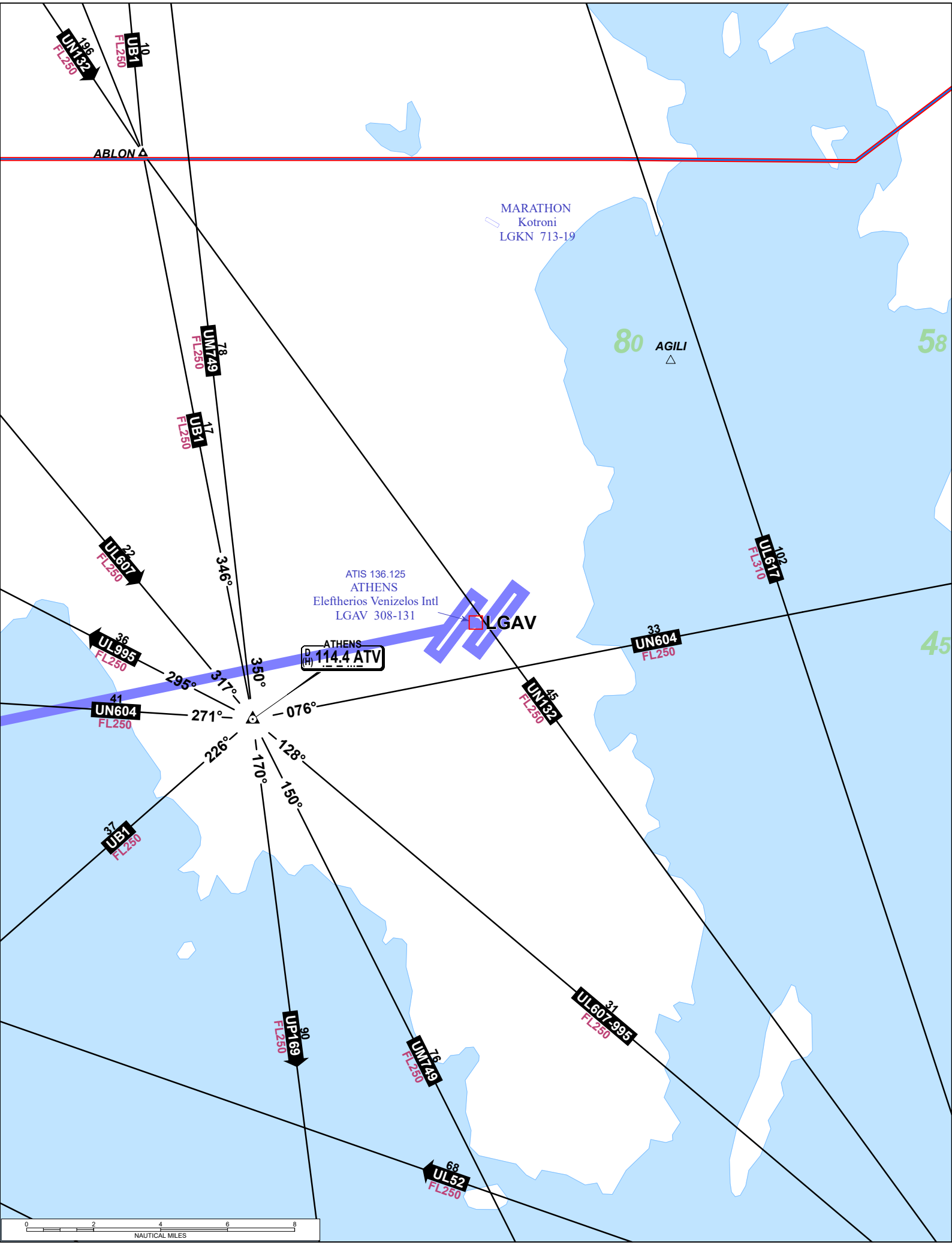
JEPPESEN
JeppView 3.6.2.0



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DESTINATION (DTTA -> LGAV): LGAV (Eleftherios Venizelos Intl)
NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 08 Sep 2015

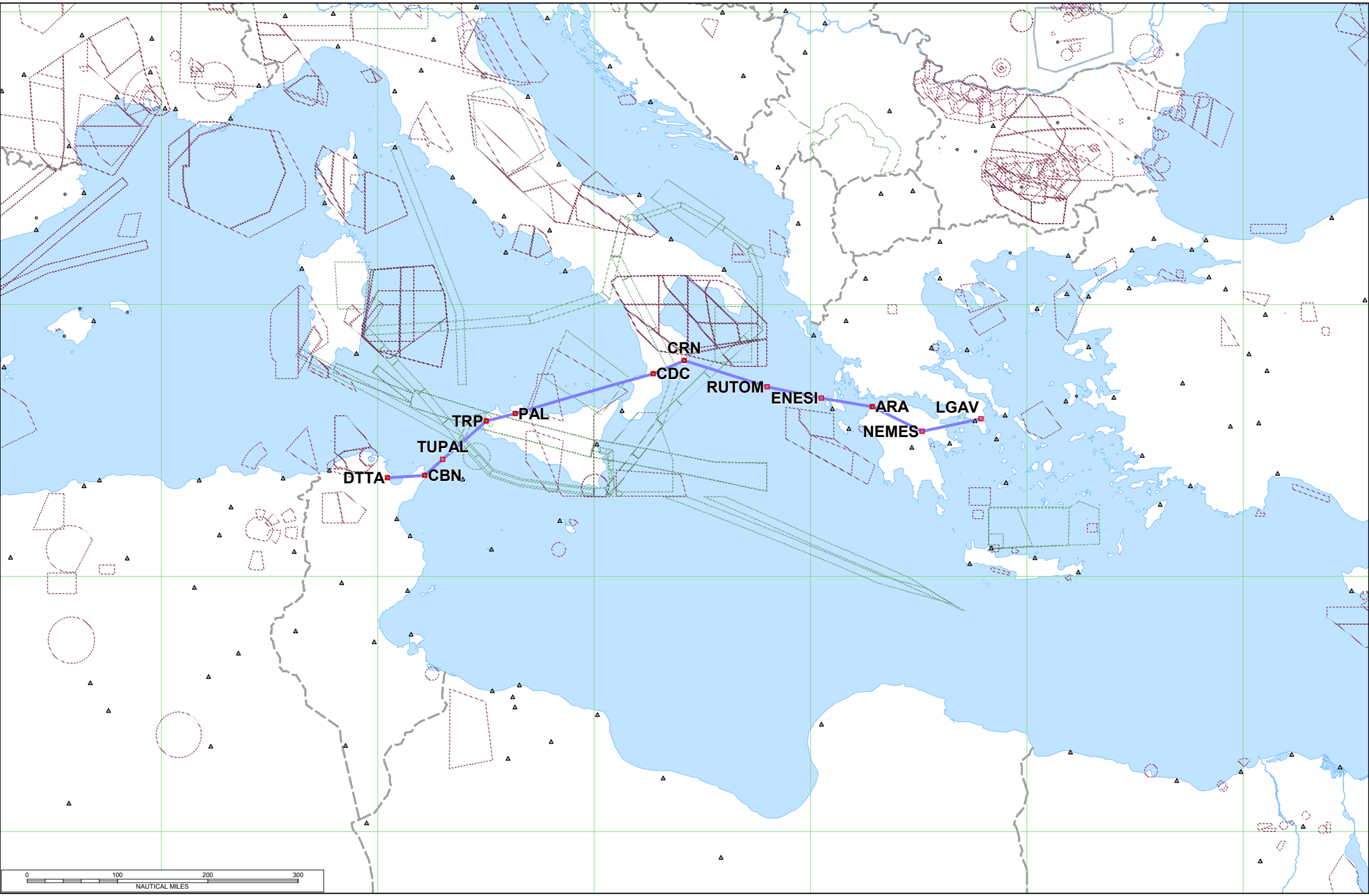
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DTTA -> LGAV (Page 1 of 1)
NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
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1. GENERAL

1.1. ATIS

D-ATIS 118.67

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

The following procedures are intended to prevent excessive noise on and around the APT. As the pilots' contribution is essential for reaching the aim of the conceived noise abatement procedures, they are highly requested to stick to these procedures aiming at reducing the embarrassment due to the airplanes noise around APT.

1.2.2. PREFERENTIAL RUNWAY SYSTEM

RWY 29 is normally used for landings and RWY 01 for take-offs, provided:
- RWY surface conditions are not compromised (e.g. snow, slush, ice or water, mud, rubber, oil, etc.);
- ceiling is more than 500'/150m AAL for landings or horizontal visibility is more than 1.9km for take-offs and landings;
- crosswind component (including gusts) does not exceed 15 KT if RWY is dry or 10 KT if RWY is wet or contaminated;
- tailwind component (including gusts) does not exceed 5 KT;
- wind shear or thunderstorms are not reported or expected.

When RWY 01/19 is not usable and if meteorological conditions permit, take-off will be permitted on RWY 11 and landing on RWY 29.

1.3. PARKING INFORMATION

Push-back required on stands CP18 and P1 thru P58.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

Operators must keep respect of approach procedures at minimum noise and drag as defined in operations manual.

On final approach do not descend below ILS GS of 3° or PAPI "on glide slope" indication.
Landing on RWY 11 will be operated as much as possible using ARC DME instrument approach procedures.

In case a visual approach is permitted on RWY 11, the clearance will be attended by the following conditions:
The ACFT must be aligned on the RWY centerline at minimum 10 NM of the RWY threshold with minimum overflight altitude of 3000'.

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3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

ALL TYPE OF ACFT

Select a climb procedure to reach 3030' as soon as possible.

TURBOJET ACFT

In addition to the preceding provisions, pilots are to comply with the following procedures:

Initiate noise abatement procedure at or above 830'. Climbing speed to noise abatement initiation point shall be at least V_2 + 10 KT.

At or above 830'	Adjust and maintain engine power/thrust in accordance with noise abatement power/thrust schedule Take-off flaps V_2 + 10 to 20 KT
At 3030'	Accelerate smoothly to enroute climb speed with flaps/slats retraction on schedule.

3.2. OTHER INFORMATION

3.2.1. DATALINK DEPARTURE CLEARANCE (DCL)

Pilot sends a departure clearance request (RCD: Request for Clearance delivery) 25 min before the start-up time taking into account the take-off time slot, if any.

If the pilot accepts the content of the departure clearance, he will send to the ground system, as soon as possible, the acknowledge message (CDA: Clearance Delivery Acknowledge) including the whole content of the departure clearance received on-board.

If the pilot cannot accept the content of the departure clearance received, he will then contact the controller through VHF voice channel and will continue the departure clearance request using the same mean.

In case of not receiving the departure clearance within 5 min of the request the pilot will contact the controller through VHF voice channel and will continue the departure clearance request procedure using the same mean.

If the ground system does not receive the acknowledgement message for the transmitted clearance within 3 min after the departure clearance has been transmitted, or if an invalid message is received, the ground system inform the pilot to contact the controller through VHF voice channel and will continue the departure clearance request procedure using the same mean.

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DTTA/TUN CARTHAGE

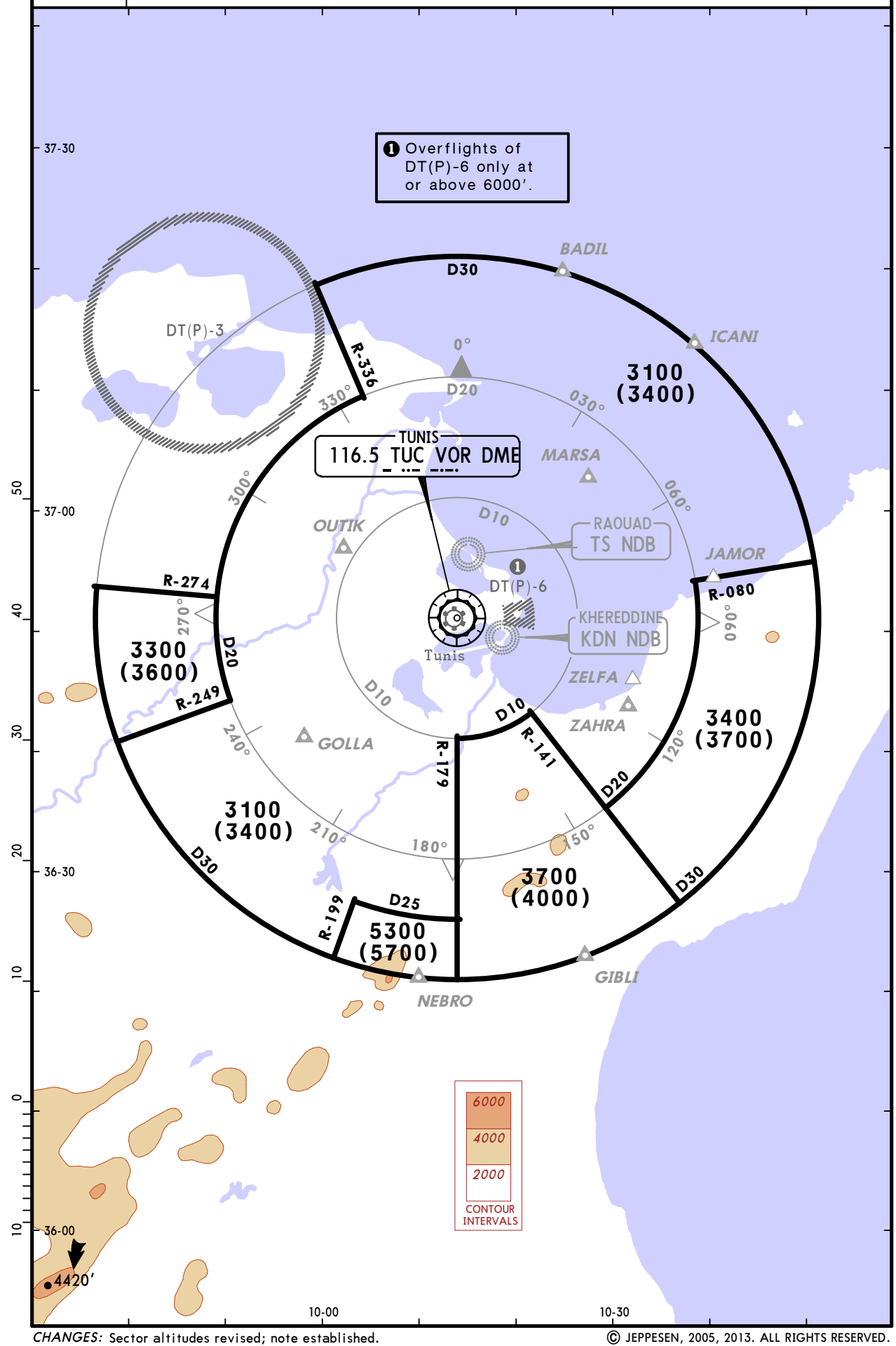
TUNIS, TUNISIA

RADAR MINIMUM ALTITUDES

Apt Elev 22′

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

1. When established under radar vectoring on runway centerline 01, 19 or 29 minimum safe altitude between 15 NM and 6 NM from THR is 2000′.
2. Altitudes between parentheses are applicable to a temperature between 5°C and -5°C.



CHANGES: Sector altitudes revised; note established.

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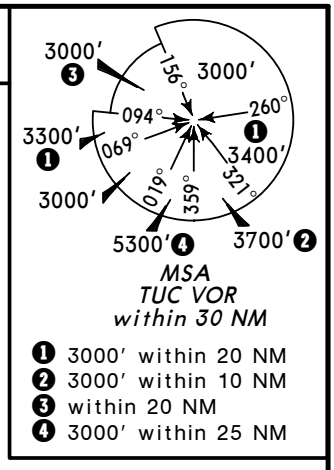
DTTA/TUN
CARTHAGE

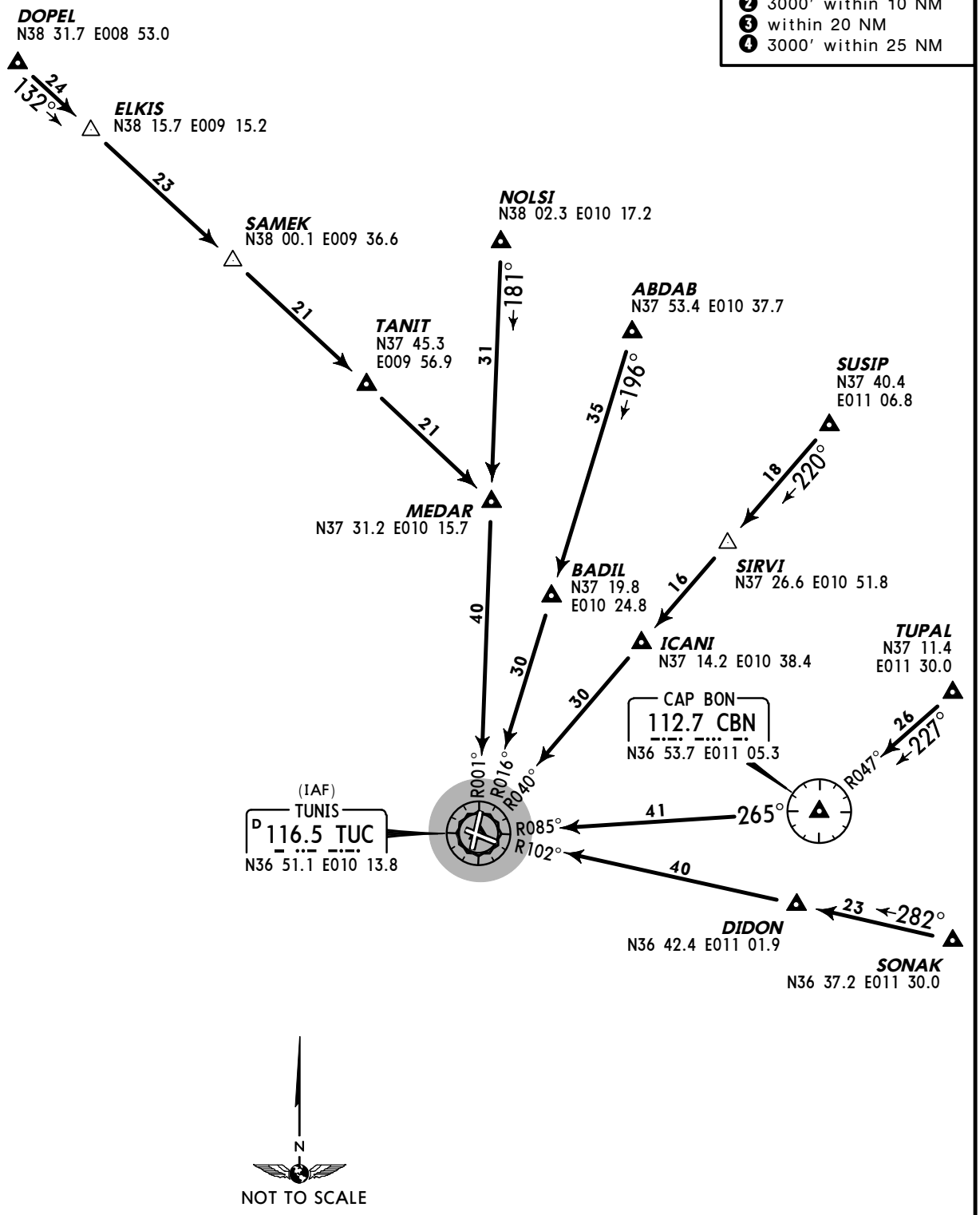
JEPPESEN
26 FEB 10 (10-2) Eff 11 Mar

TUNIS, TUNISIA
ARRIVAL

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 6000′
118.67	22′	

ARRIVALS
FROM NORTH & EAST





CHANGES: Arrival from DERIV withdrawn; arrival from DOPEL revised.

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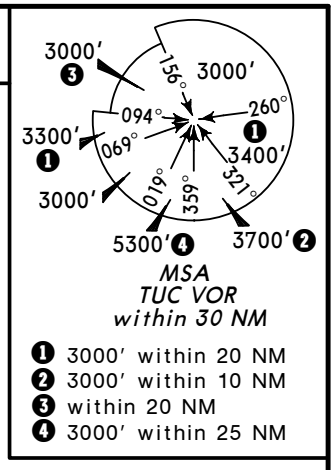
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DTTA/TUN
CARTHAGE

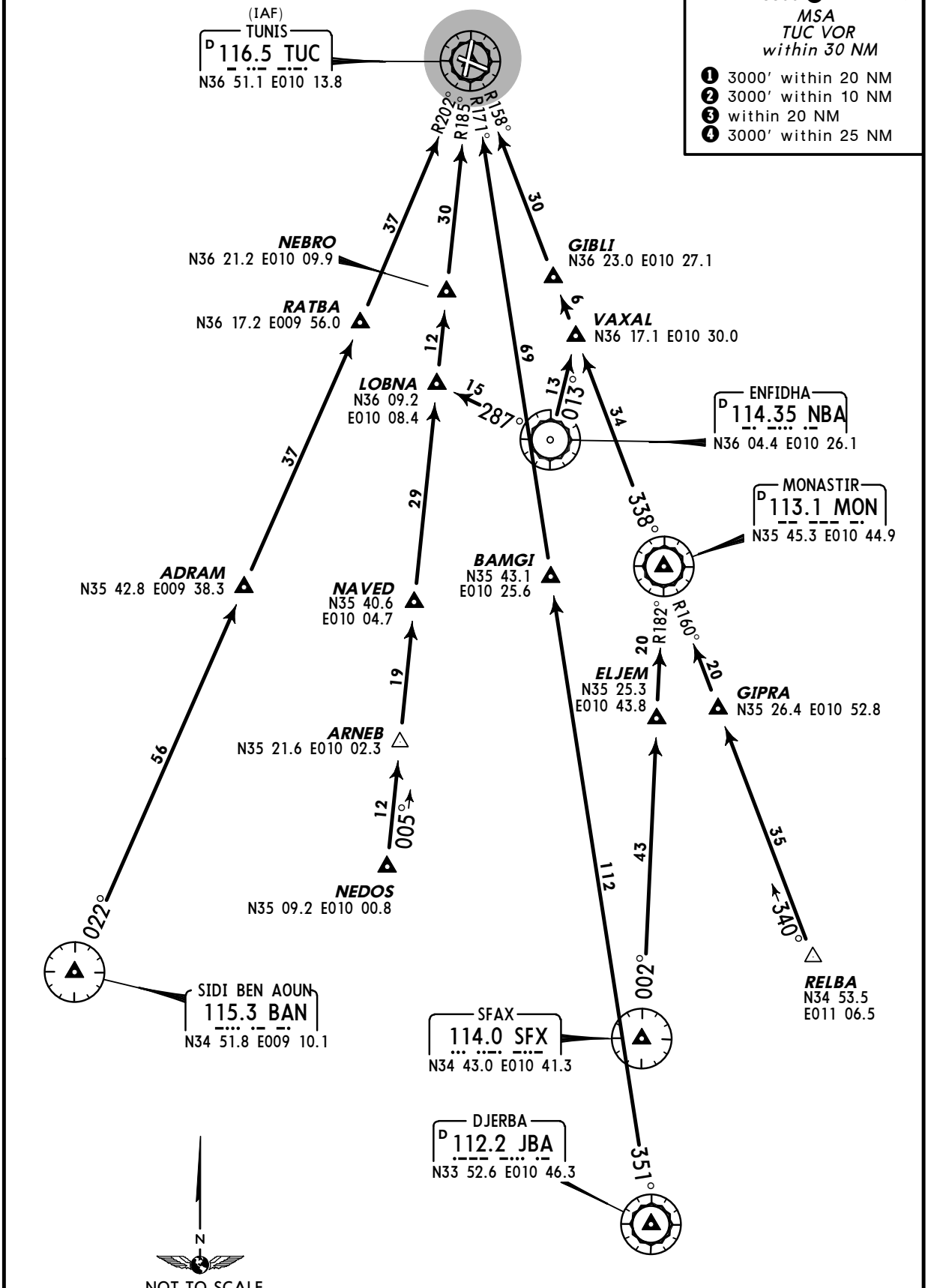
JEPPESEN
26 FEB 10 (10-2A) Eff 11 Mar

TUNIS, TUNISIA
ARRIVAL

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 6000′
118.67	22′	



ARRIVALS
FROM SOUTH



CHANGES: None.

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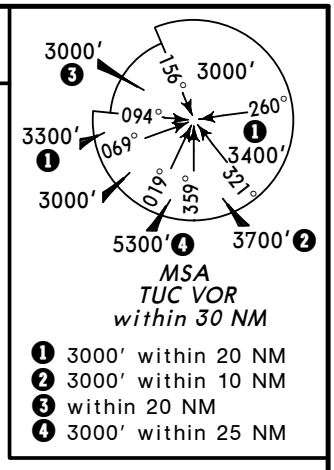
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DTTA/TUN
CARTHAGE

TUNIS, TUNISIA
ARRIVAL

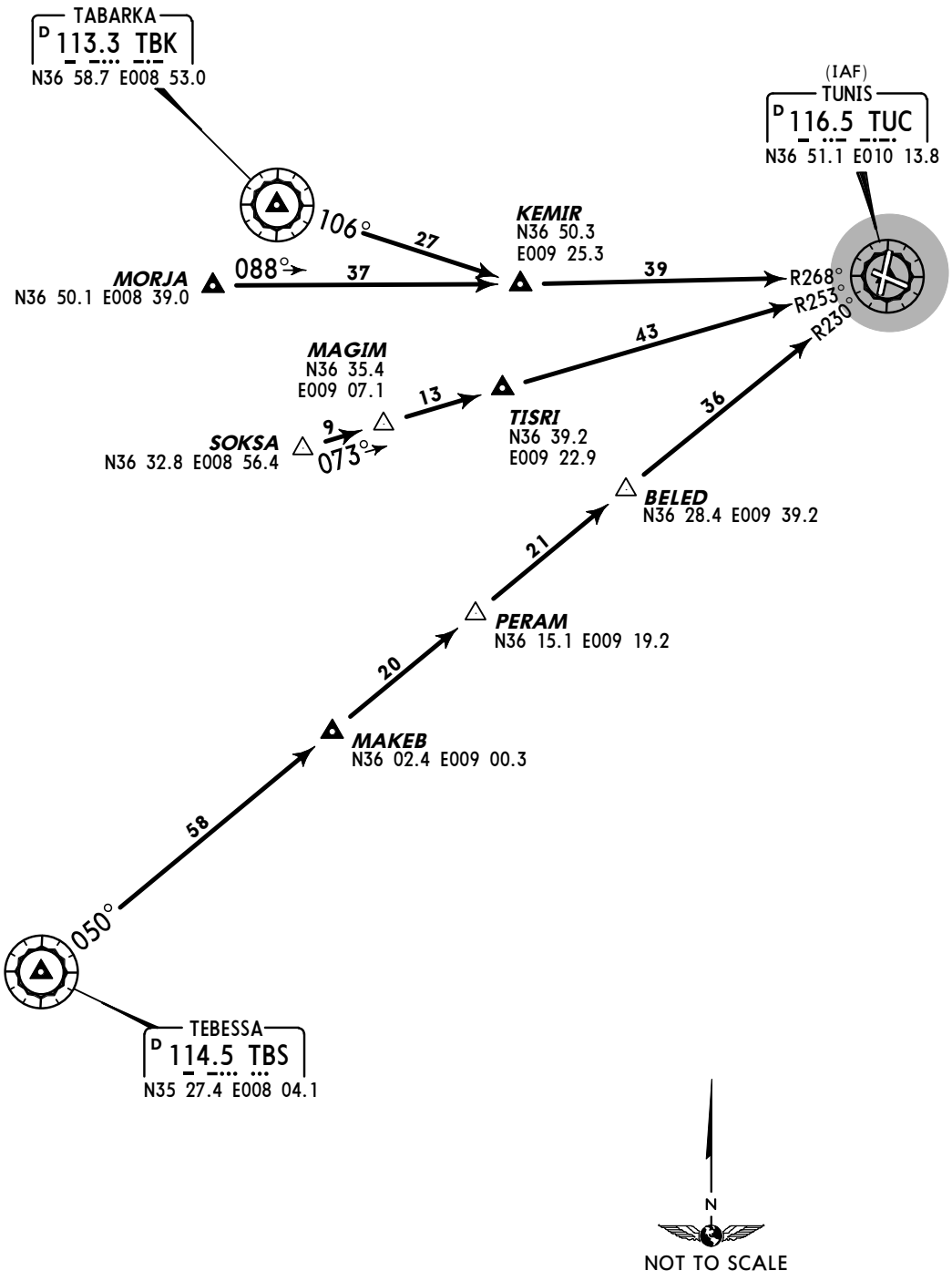
*D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 6000′
118.67	22′	

ARRIVALS
FROM WEST



MSA
TUC VOR
within 30 NM

1 3000′ within 20 NM
2 3000′ within 10 NM
3 within 20 NM
4 3000′ within 25 NM



CHANGES: New chart.

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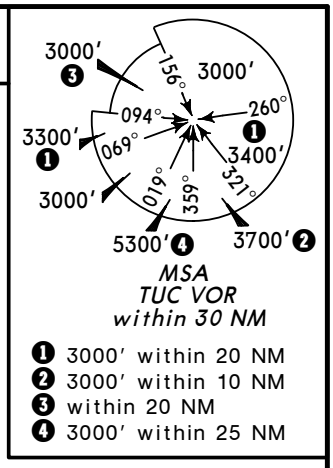
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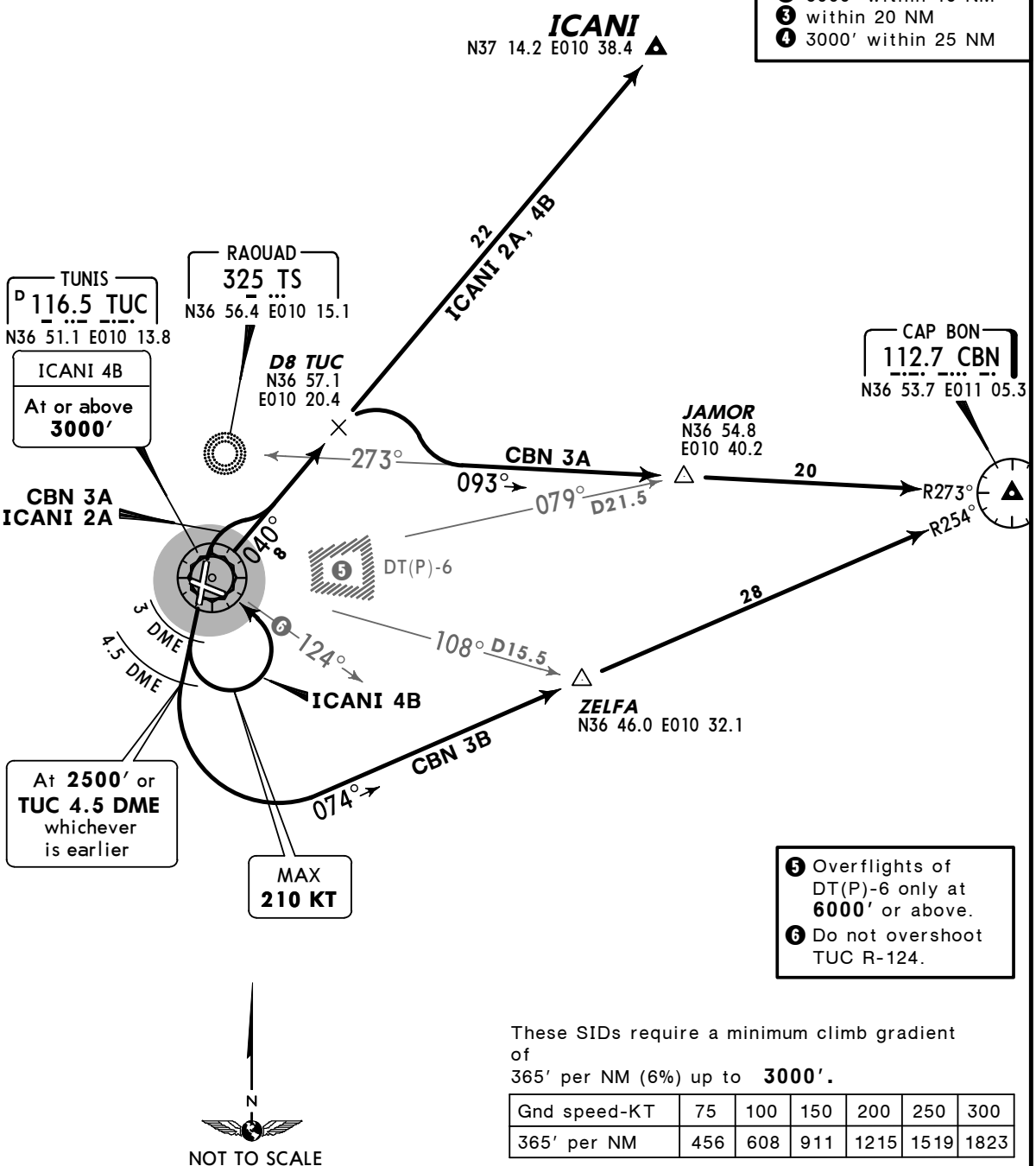
DTTA/TUN
CARTHAGE

TUNIS, TUNISIA
SID

Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.

CBN 3A, CBN 3B
ICANI 2A *[ICAN2A]*, ICANI 4B *[ICAN4B]*
RWYS 01, 19 DEPARTURES
TO NORTHEAST & EAST
SPEED: MAX 250 KT BELOW FL100





These SIDs require a minimum climb gradient of
365′ per NM (6%) up to **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.**

SID	RWY	ROUTING
CBN 3A	**01**	Turn RIGHT as soon as possible, intercept TUC R-040 to D8 TUC, turn RIGHT, intercept 093° bearing from TS (CBN R-273 inbound) to CBN.
CBN 3B	**19**	Climb straight ahead, at **2500′** or TUC 4.5 DME, whichever is earlier, turn LEFT, intercept CBN R-254 inbound to CBN.
ICANI 2A	**01**	Turn RIGHT as soon as possible, intercept TUC R-040 to ICANI.
ICANI 4B	**19**	Climb straight ahead, at TUC 3 DME turn LEFT to TUC, TUC R-040 to ICANI.

CHANGES: ZEMBA SIDs withdrawn.

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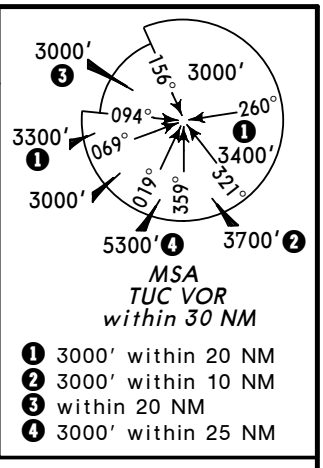
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DTTA/TUN CARTHAGE

TUNIS, TUNISIA

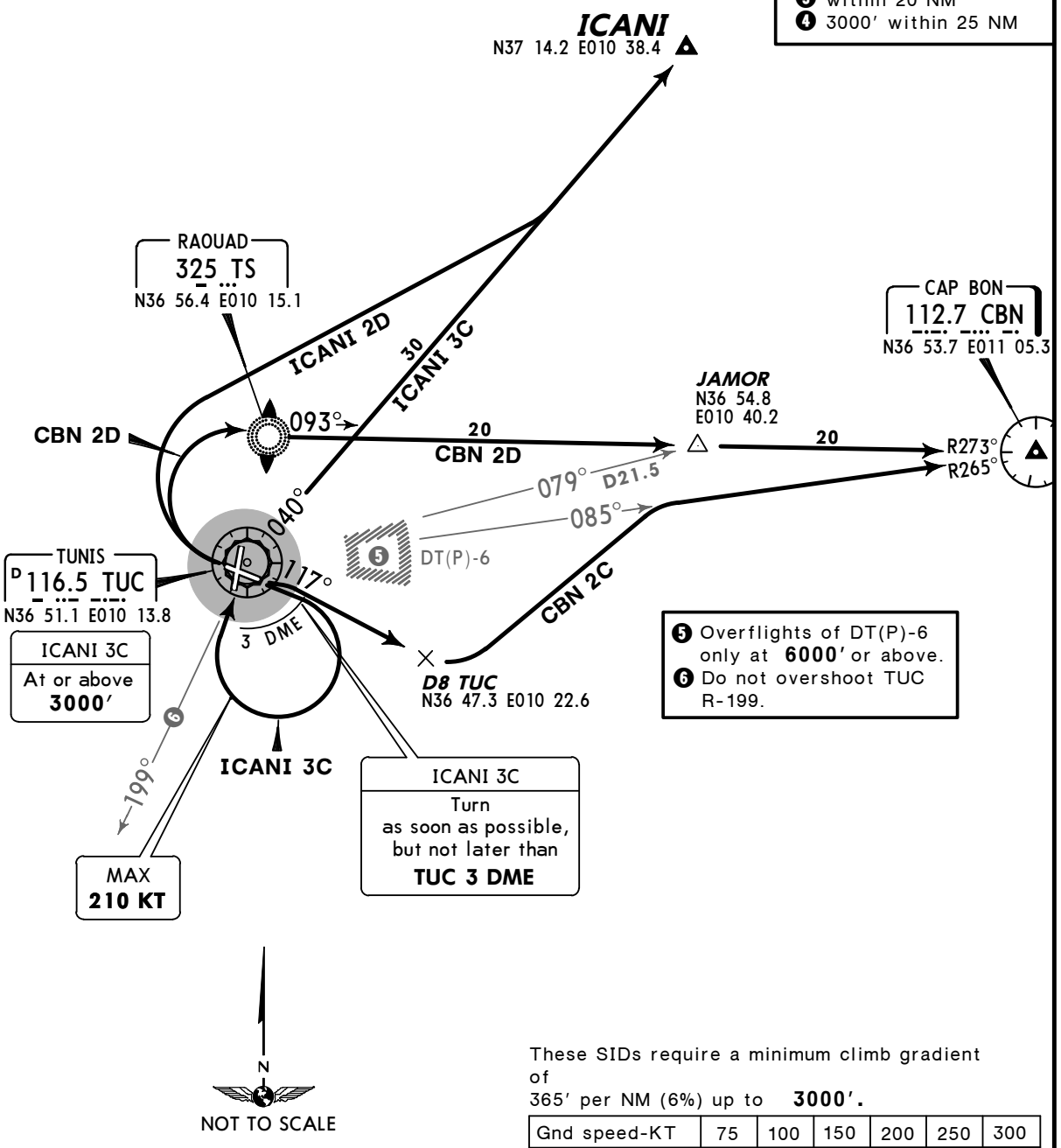
SID

Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.



1 3000′ within 20 NM
2 3000′ within 10 NM
3 within 20 NM
4 3000′ within 25 NM

CBN 2C, CBN 2D
ICANI 3C *[ICAN3C]*, ICANI 2D *[ICAN2D]*
RWYS 11, 29 DEPARTURES
TO NORTHEAST & EAST
SPEED: MAX 250 KT BELOW FL100



5 Overflights of DT(P)-6 only at **6000′** or above.
6 Do not overshoot TUC R-199.

These SIDs require a minimum climb gradient of
365′ per NM (6%) up to **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.**

SID	RWY	ROUTING
CBN 2C	**11**	Intercept TUC R-117 to D8 TUC, turn LEFT, intercept TUC R-085 to CBN.
CBN 2D	**29**	Turn RIGHT to TS, 093° bearing (CBN R-273 inbound) to CBN.
ICANI 3C	**11**	As soon as possible, but not later than TUC 3 DME turn RIGHT to TUC, TUC R-040 to ICANI.
ICANI 2D	**29**	Turn RIGHT, intercept TUC R-040 to ICANI.

CHANGES: ZEMBA SIDs withdrawn.

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DTTA/TUN CARTHAGE

JEPPESEN
1 JUL 05 (10-3B)

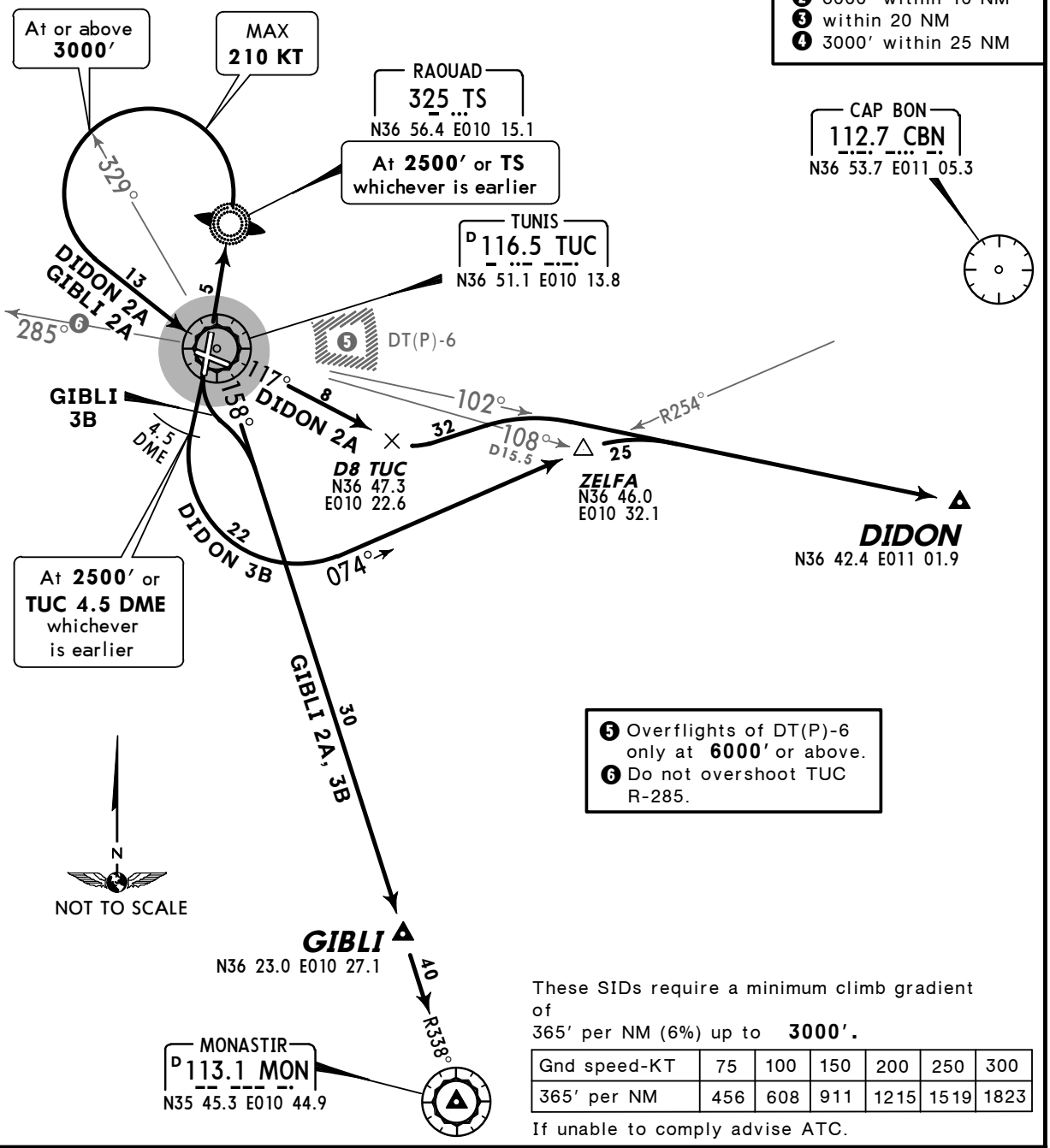
TUNIS, TUNISIA

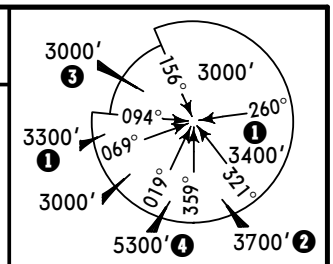
SID

Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.

DIDON 2A, DIDON 3B
GIBLI 2A *[GIBL2A]*, GIBLI 3B *[GIBL3B]*
RWYS 01, 19 DEPARTURES
TO SOUTHEAST

SPEED: MAX 250 KT BELOW FL100





MSA
TUC VOR
within 30 NM

1 3000′ within 20 NM
2 3000′ within 10 NM
3 within 20 NM
4 3000′ within 25 NM

5 Overflights of DT(P)-6 only at **6000′** or above.
6 Do not overshoot TUC R-285.

These SIDs require a minimum climb gradient of
365′ per NM (6%) up to **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.**

SID	RWY	ROUTING
DIDON 2A	**01**	Climb straight ahead, at **2500′** or TS, whichever is earlier, turn LEFT to TUC, TUC R-117 to D8 TUC, turn LEFT, intercept TUC R-102 to DIDON.
DIDON 3B	**19**	Climb straight ahead, at **2500′** or TUC 4.5 DME, whichever is earlier, turn LEFT, intercept CBN R-254 inbound to ZELFA, turn RIGHT, intercept TUC R-102 to DIDON.
GIBLI 2A	**01**	Climb straight ahead, at **2500′** or TS, whichever is earlier, turn LEFT to TUC, TUC R-158 to GIBLI.
GIBLI 3B	**19**	Turn LEFT as soon as possible, intercept TUC R-158 to GIBLI.

CHANGES: DIDON SIDs NavData idents.

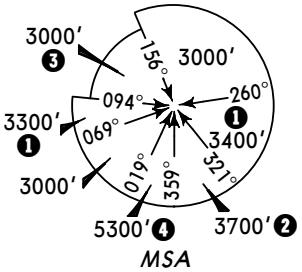
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DTTA/TUN
CARTHAGE

JEPPESEN
1 JUL 05 (10-3C)

TUNIS, TUNISIA
SID



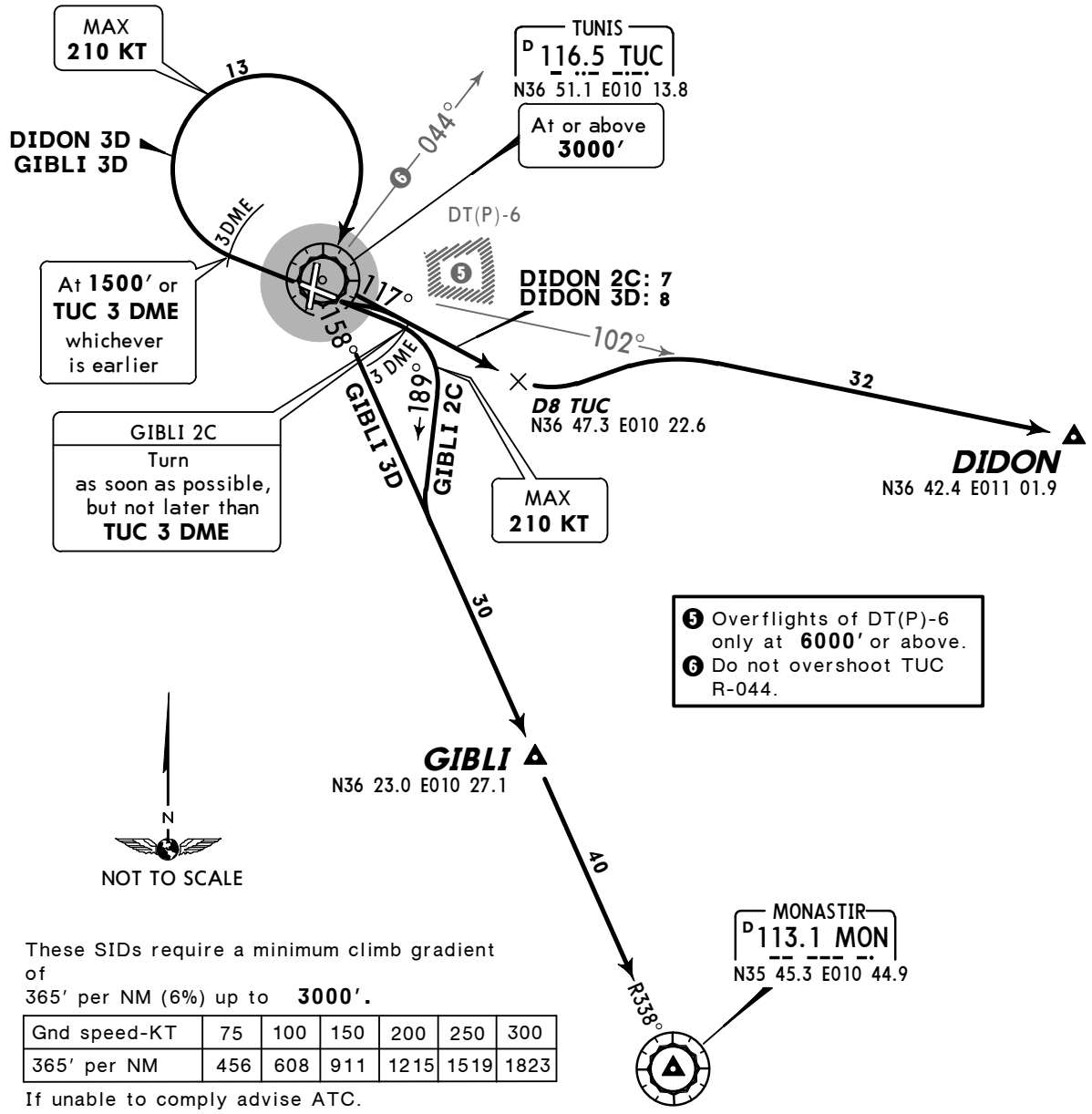
MSA
TUC VOR
within 30 NM

❶ 3000′ within 20 NM
❷ 3000′ within 10 NM
❸ within 20 NM
❹ 3000′ within 25 NM

Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.

DIDON 2C, DIDON 3D
GIBLI 2C *[GIBL2C]*, GIBLI 3D *[GIBL3D]*
RWYS 11, 29 DEPARTURES
TO SOUTHEAST

SPEED: MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of
365′ per NM (6%) up to **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.**

SID	RWY	ROUTING
DIDON 2C	**11**	Intercept TUC R-117 to D8 TUC, turn LEFT, intercept TUC R-102 to DIDON.
DIDON 3D	**29**	Climb straight ahead, at **1500′** or TUC 3 DME, whichever is earlier, turn RIGHT to TUC, TUC R-117 to D8 TUC, turn LEFT, intercept TUC R-102 to DIDON.
GIBLI 2C	**11**	As soon as possible, but not later than TUC 3 DME turn RIGHT, 189° track, intercept TUC R-158 to GIBLI.
GIBLI 3D	**29**	Climb straight ahead, at **1500′** or TUC 3 DME, whichever is earlier, turn RIGHT to TUC, TUC R-158 to GIBLI.

CHANGES: DIDON SIDs NavData idents.

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DTTA/TUN CARTHAGE

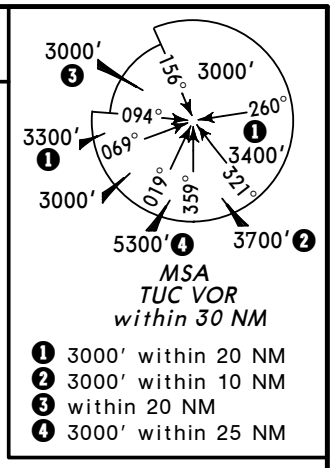
TUNIS, TUNISIA

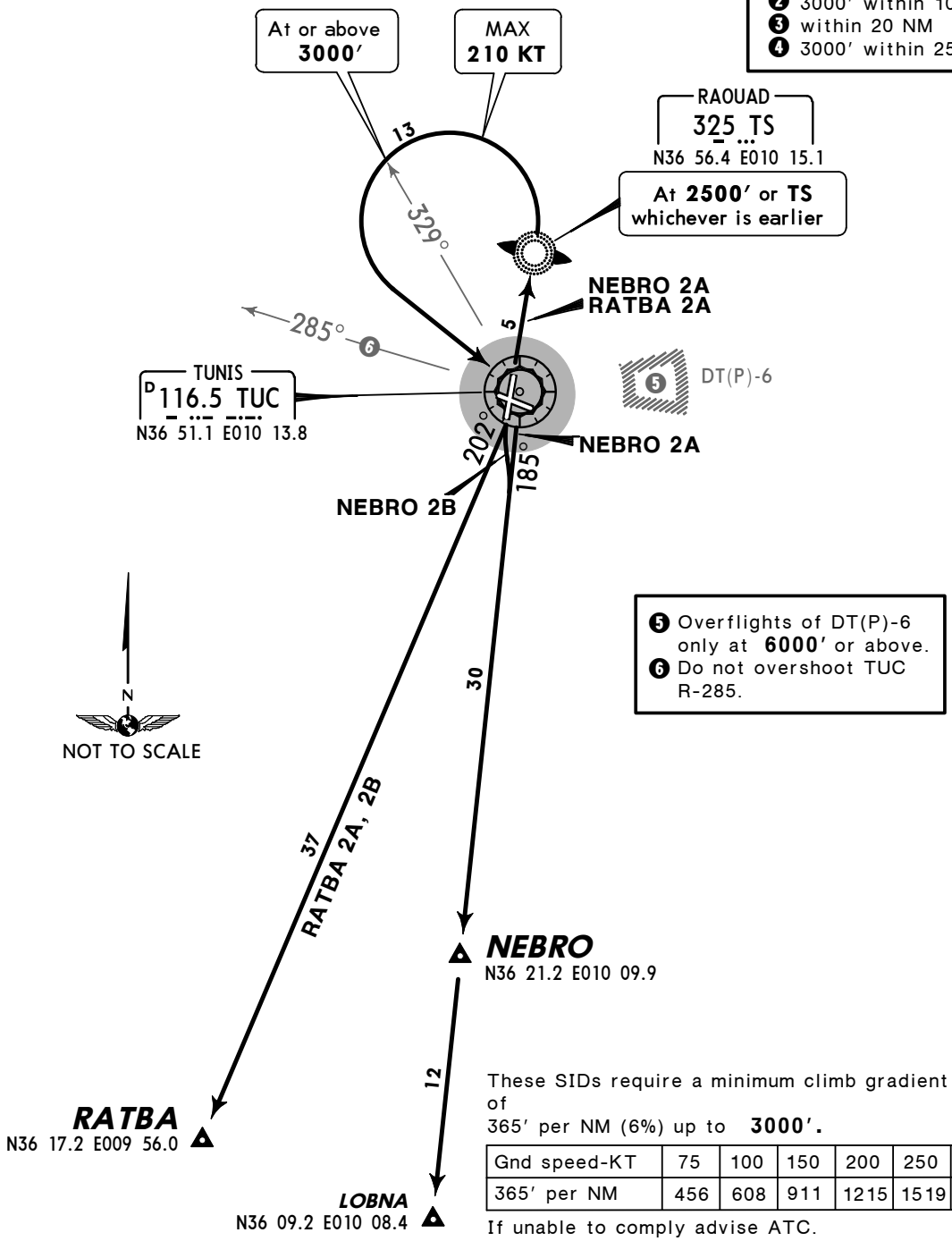
SID

Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.

NEBRO 2A *[NEBR2A]*, NEBRO 2B *[NEBR2B]*
RATBA 2A *[RATB2A]*, RATBA 2B *[RATB2B]*
RWYS 01, 19 DEPARTURES
TO SOUTH

SPEED: MAX 250 KT BELOW FL100





These SIDs require a minimum climb gradient of
365′ per NM (6%) up to **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.**

SID	RWY	ROUTING
NEBRO 2A	**01**	Climb straight ahead, at **2500′** or TS, whichever is earlier, turn LEFT to TUC, TUC R-185 to NEBRO.
NEBRO 2B	**19**	Turn LEFT as soon as possible, intercept TUC R-185 to NEBRO.
RATBA 2A	**01**	Climb straight ahead, at **2500′** or TS, whichever is earlier, turn LEFT to TUC, TUC R-202 to RATBA.
RATBA 2B	**19**	Turn RIGHT as soon as possible, intercept TUC R-202 to RATBA.

CHANGES: LOBNA SIDs replaced by NEBRO SIDs.

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DTTA/TUN CARTHAGE

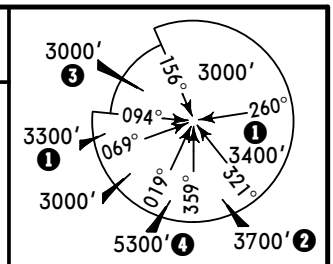
TUNIS, TUNISIA

SID

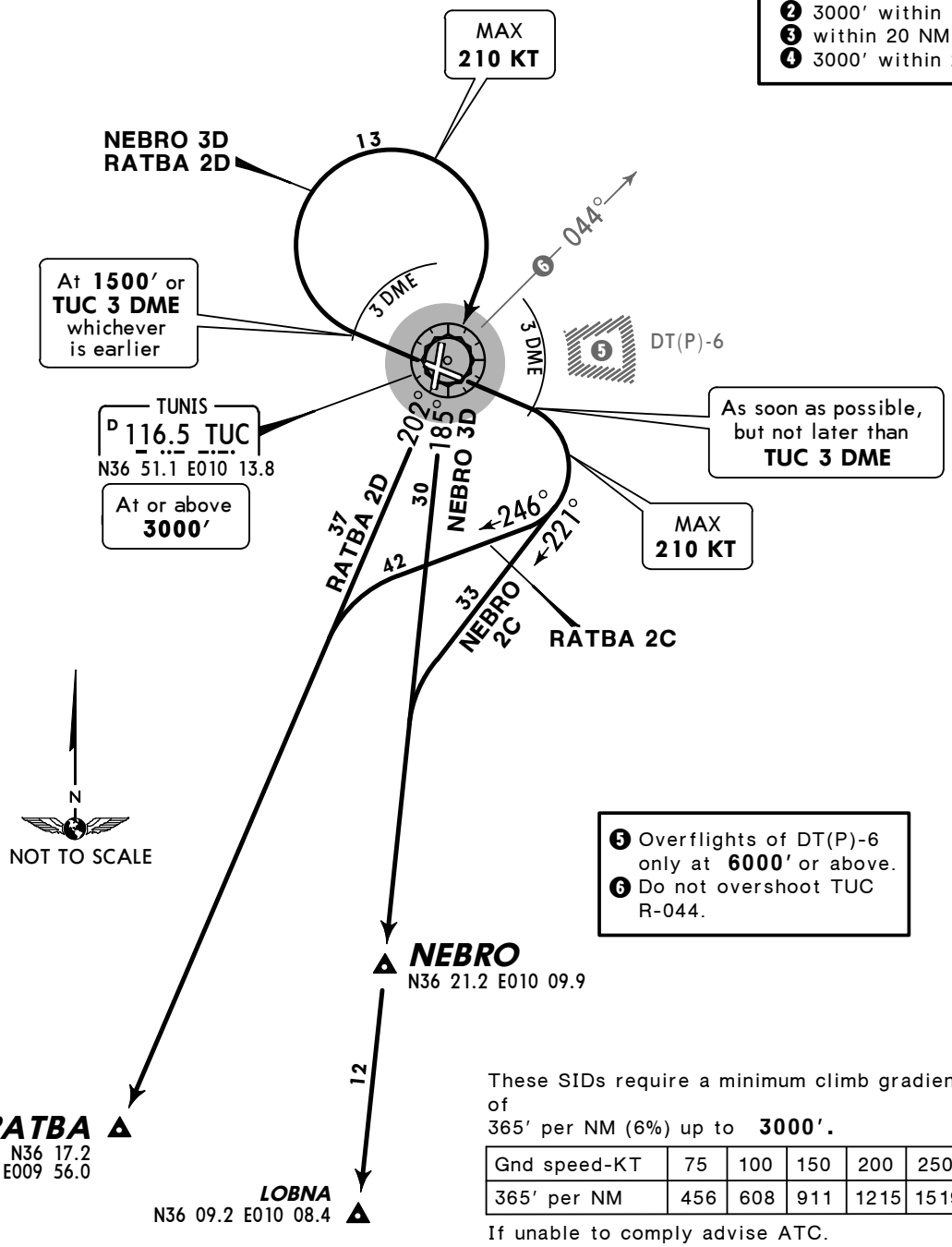
Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.

NEBRO 2C *[NEBR2C]*, NEBRO 3D *[NEBR3D]*
RATBA 2C *[RATB2C]*, RATBA 2D *[RATB2D]*
RWYS 11, 29 DEPARTURES
TO SOUTH

SPEED: MAX 250 KT BELOW FL100



1 3000′ within 20 NM
2 3000′ within 10 NM
3 within 20 NM
4 3000′ within 25 NM



5 Overflights of DT(P)-6 only at **6000′** or above.
6 Do not overshoot TUC R-044.

These SIDs require a minimum climb gradient of
365′ per NM (6%) up to **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.**

SID	RWY	ROUTING
NEBRO 2C	**11**	As soon as possible, but not later than TUC 3 DME turn RIGHT, 221° track, intercept TUC R-185 to NEBRO.
NEBRO 3D	**29**	Climb straight ahead, at **1500′** or TUC 3 DME, whichever is earlier, turn RIGHT to TUC, TUC R-185 to NEBRO.
RATBA 2C	**11**	As soon as possible, but not later than TUC 3 DME turn RIGHT, 246° track, intercept TUC R-202 to RATBA.
RATBA 2D	**29**	Climb straight ahead, at **1500′** or TUC 3 DME, whichever is earlier, turn RIGHT to TUC, TUC R-202 to RATBA.

CHANGES: LOBNA SIDs replaced by NEBRO SIDs.

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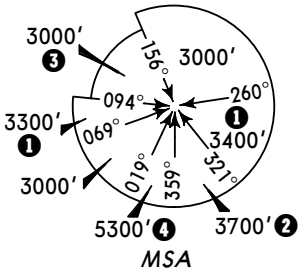
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DTTA/TUN CARTHAGE

JEPPESEN
23 DEC 05 (10-3F)

TUNIS, TUNISIA

SID

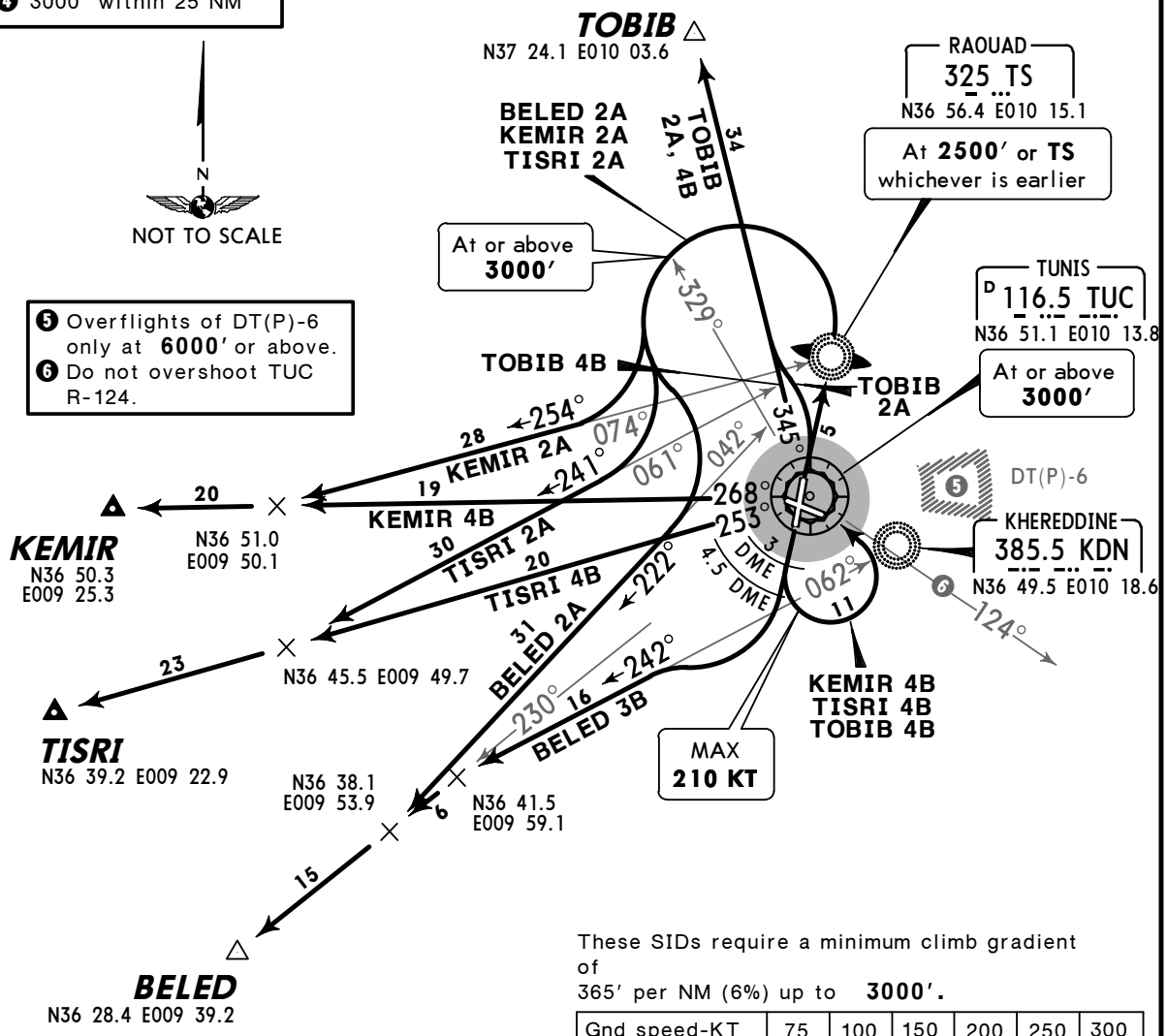


1 3000′ within 20 NM
2 3000′ within 10 NM
3 within 20 NM
4 3000′ within 25 NM

Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.

BELED 2A *[BELE2A]*, BELED 3B *[BELE3B]*
KEMIR 2A *[KEMI2A]*, KEMIR 4B *[KEMI4B]*
TISRI 2A *[TISR2A]*, TISRI 4B *[TISR4B]*
TOBIB 2A *[TOBI2A]*, TOBIB 4B *[TOBI4B]*
RWYS 01, 19 DEPARTURES
TO SOUTHWEST, WEST & NORTH

SPEED: MAX 250 KT BELOW FL100



NOT TO SCALE

These SIDs require a minimum climb gradient of
365′ per NM (6%) up to **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.**

SID	RWY	ROUTING
BELED 2A	**01**	Climb straight ahead, at **2500′** or TS, whichever is earlier, turn LEFT, intercept 222° bearing from TS, intercept TUC R-230 to BELED.
BELED 3B	**19**	Straight ahead, at TUC 4.5 DME turn RIGHT, intercept 242° bearing from KDN, intercept TUC R-230 to BELED.
KEMIR 2A	**01**	Climb straight ahead, at **2500′** or TS, whichever is earlier, turn LEFT, intercept 254° bearing from TS, intercept TUC R-268 to KEMIR.
KEMIR 4B	**19**	Straight ahead, at TUC 3 DME turn LEFT to TUC, TUC R-268 to KEMIR.
TISRI 2A	**01**	Climb straight ahead, at **2500′** or TS, whichever is earlier, turn LEFT, intercept 241° bearing from TS, intercept TUC R-253 to TISRI.
TISRI 4B	**19**	Straight ahead, at TUC 3 DME turn LEFT to TUC, TUC R-253 to TISRI.
TOBIB 2A	**01**	Turn LEFT as soon as possible, intercept TUC R-345 to TOBIB.
TOBIB 4B	**19**	Straight ahead, at TUC 3 DME turn LEFT to TUC, TUC R-345 to TOBIB.

CHANGES: KEMIR INS coordinates.

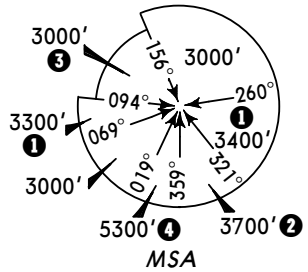
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DTTA/TUN
CARTHAGE

JEPPESEN
23 DEC 05 (10-3G)

TUNIS, TUNISIA
SID

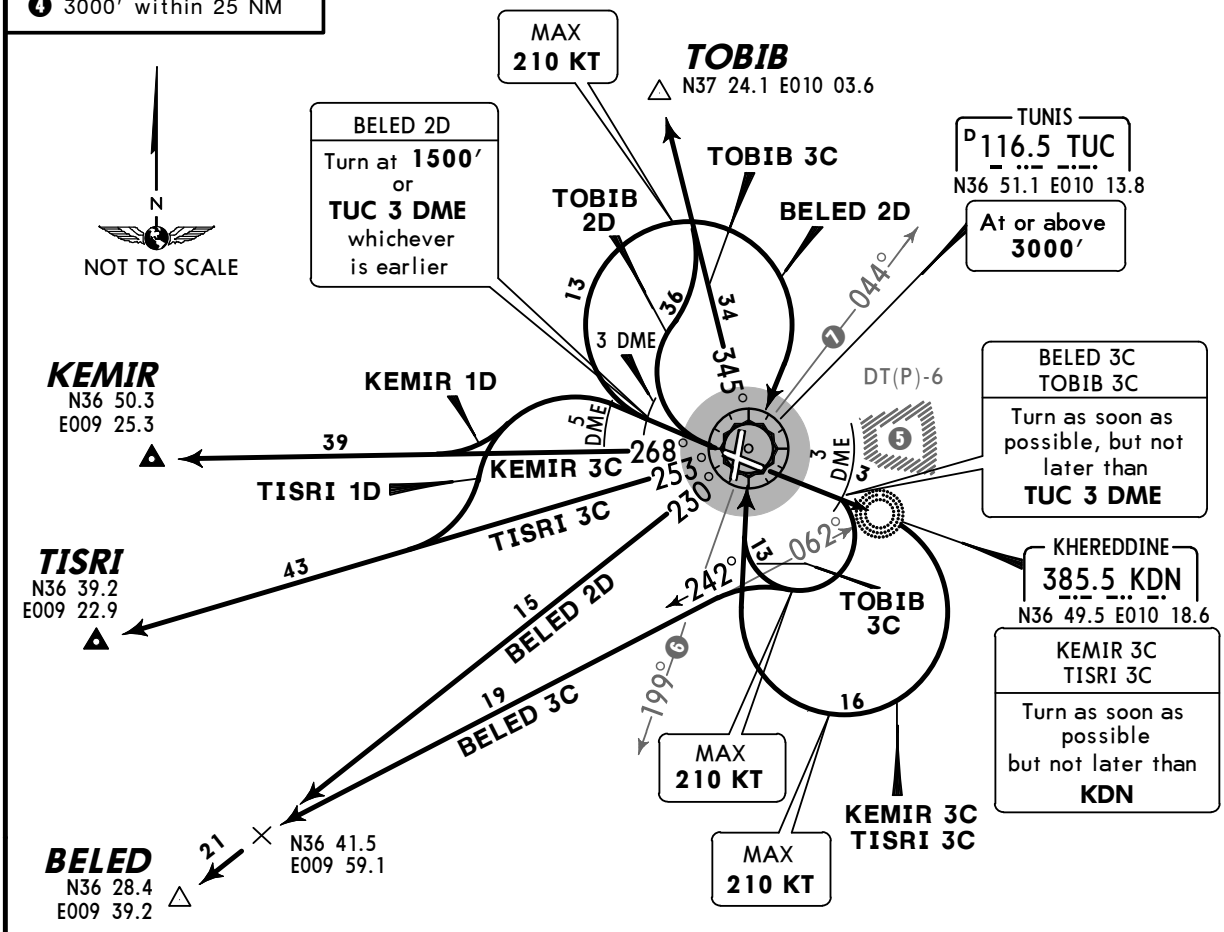


❶ 3000′ within 20 NM
❷ 3000′ within 10 NM
❸ within 20 NM
❹ 3000′ within 25 NM

Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.

BELED 3C *[BELE3C]*, BELED 2D *[BELE2D]*
KEMIR 3C *[KEMI3C]*, KEMIR 1D *[KEMI1D]*
TISRI 3C *[TISR3C]*, TISRI 1D *[TISR1D]*
TOBIB 3C *[TOBI3C]*, TOBIB 2D *[TOBI2D]*
RWYS 11, 29 DEPARTURES
TO SOUTHWEST, WEST & NORTH

SPEED: MAX 250 KT BELOW FL100



❺ Overflights of DT(P)-6 only at **6000′** or above.
❻ Do not overshoot TUC R-199.
❼ Do not overshoot TUC R-044.

These SIDs require a minimum climb gradient of
365′ per NM (6%) up to **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.**

SID	RWY	ROUTING
BELED 3C	**11**	As soon as possible, but not later than TUC 3 DME turn RIGHT, intercept 242° bearing from KDN, intercept TUC R-230 to BELED.
BELED 2D	**29**	Climb straight ahead, at **1500′** or TUC 3 DME, whichever is earlier, turn RIGHT to TUC, TUC R-230 to BELED.
KEMIR 3C	**11**	Straight ahead, as soon as possible, but not later than KDN turn RIGHT to TUC, TUC R-268 to KEMIR.
KEMIR 1D	**29**	Straight ahead to TUC 5 DME, turn LEFT, intercept TUC R-268 to KEMIR.
TISRI 3C	**11**	Straight ahead, as soon as possible, but not later than KDN turn RIGHT to TUC, TUC R-253 to TISRI.
TISRI 1D	**29**	Straight ahead to TUC 5 DME, turn LEFT, intercept TUC R-253 to TISRI.
TOBIB 3C	**11**	As soon as possible, but not later than TUC 3 DME turn RIGHT to TUC, TUC R-345 to TOBIB.
TOBIB 2D	**29**	Turn RIGHT, intercept TUC R-345 to TOBIB.

CHANGES: KEMIR INS coordinates.

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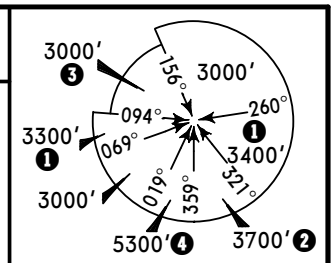
DTTA/TUN
CARTHAGE

JEPPESEN
11 SEP 09 (10-3H) Eff 24 Sep

TUNIS, TUNISIA
RNAV SID

Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.

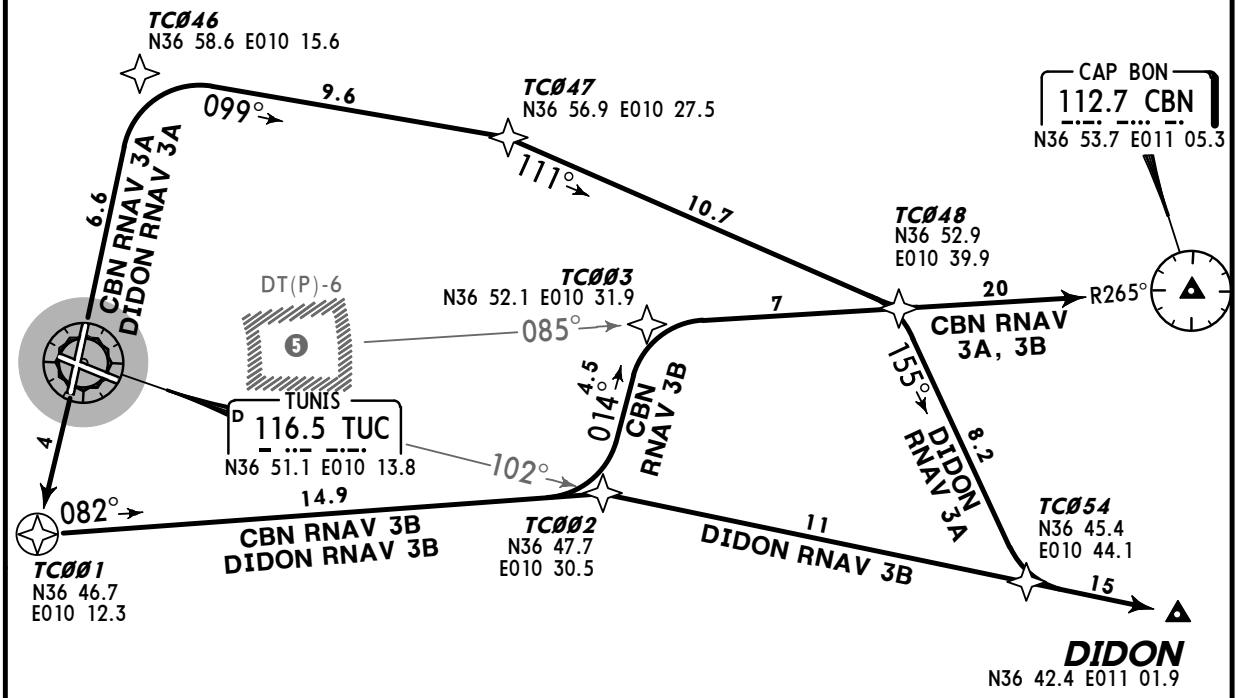
CBN RNAV 3A *[RCBN3A]*
CBN RNAV 3B *[RCBN3B]*
DIDON RNAV 3A *[RDID3A]*
DIDON RNAV 3B *[RDID3B]*
RWYS 01, 19 RNAV DEPARTURES
TO NORTH & EAST
ON REQUEST
SPEED: MAX 250 KT BELOW FL100



MSA
TUC VOR
within 30 NM

❶ 3000′ within 20 NM
❷ 3000′ within 10 NM
❸ within 20 NM
❹ 3000′ within 25 NM

❺ Overflights of DT(P)-6 only at **6000**′or above.





NOT TO SCALE

These SIDs require a minimum climb gradient of
365′ per NM (6%) until **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.** Turns after take-off MAX 205 KT.

SID	RWY	ROUTING
CBN RNAV 3A	**01**	TC046 - TC047 - TC048 - CBN.
CBN RNAV 3B	**19**	TC001 - TC002 - TC003 - CBN.
DIDON RNAV 3A	**01**	TC046 - TC047 - TC048 - TC054 - DIDON.
DIDON RNAV 3B	**19**	TC001 - TC002 - DIDON.

CHANGES: Chart reindexed.

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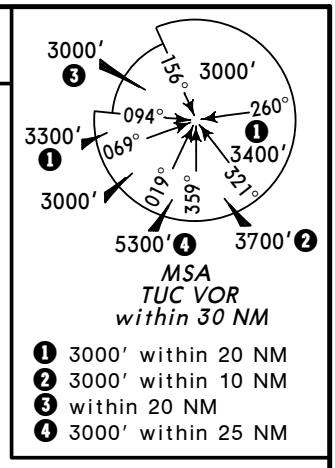
DTTA/TUN
CARTHAGE

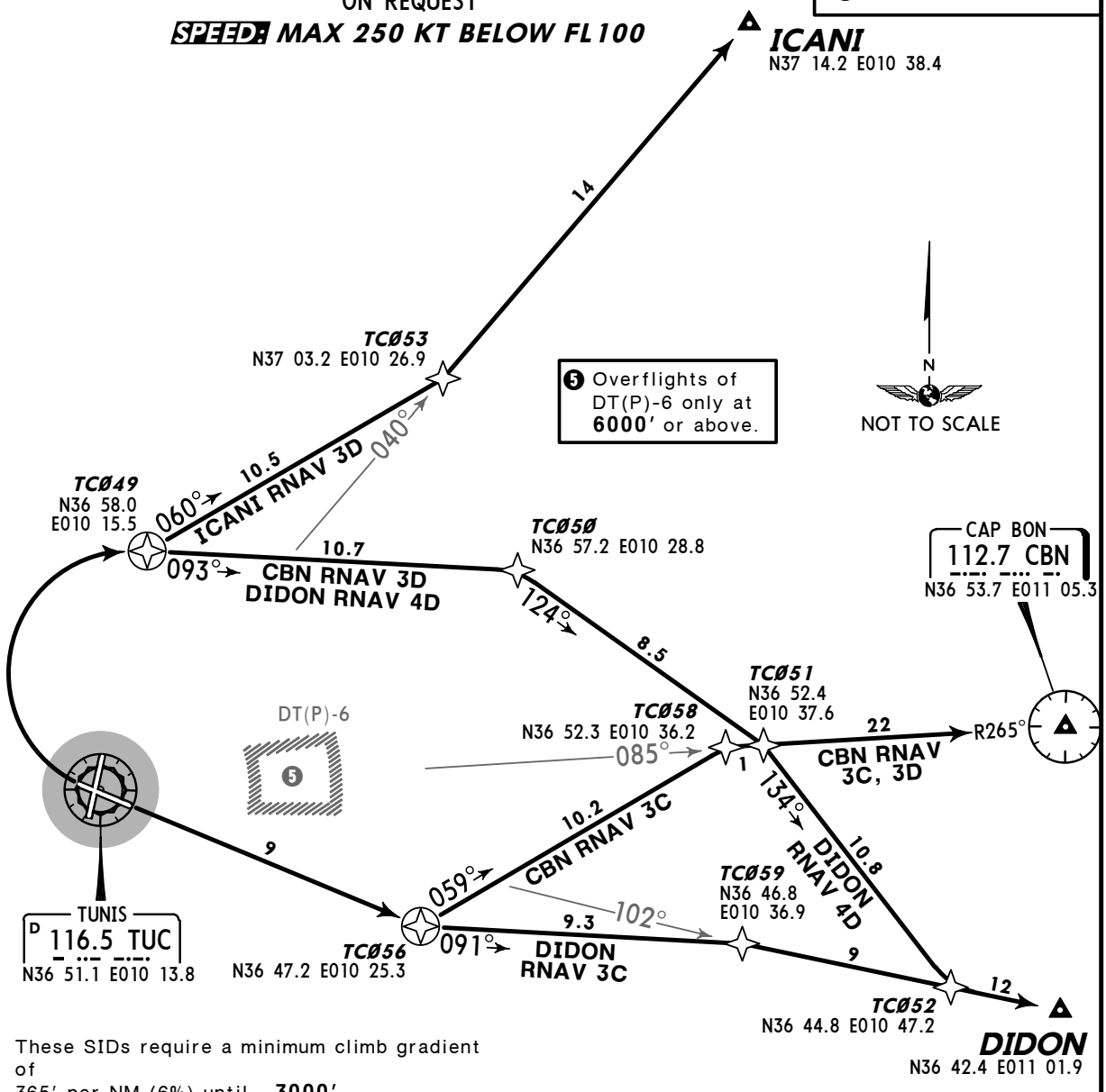
JEPPESEN
11 SEP 09 (10-3J) Eff 24 Sep

TUNIS, TUNISIA
RNAV SID

Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.

CBN RNAV 3C *[RCBN3C]*
CBN RNAV 3D *[RCBN3D]*
DIDON RNAV 3C *[RDID3C]*
DIDON RNAV 4D *[RDID4D]*
ICANI RNAV 3D *[RICA3D]*
RWYS 11, 29 RNAV DEPARTURES
TO NORTH & EAST
ON REQUEST
SPEED: MAX 250 KT BELOW FL100





These SIDs require a minimum climb gradient of
365′ per NM (6%) until **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.** Turns after take-off MAX 205 KT.

SID	RWY	ROUTING
CBN RNAV 3C	**11**	TC056 - TC058 - CBN.
CBN RNAV 3D	**29**	TC049 - TC050 - TC051 - CBN.
DIDON RNAV 3C	**11**	TC056 - TC059 - DIDON.
DIDON RNAV 4D	**29**	TC049 - TC050 - TC051 - TC052 - DIDON.
ICANI RNAV 3D		TC049 - TC053 - ICANI.

CHANGES: Chart reindexed; SIDs transferred.

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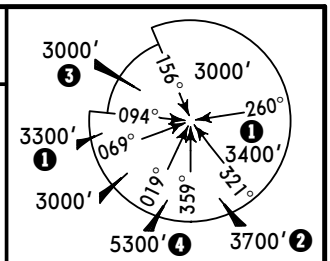
DTTA/TUN
CARTHAGE

JEPPESEN
11 SEP 09 (10-3K) Eff 24 Sep

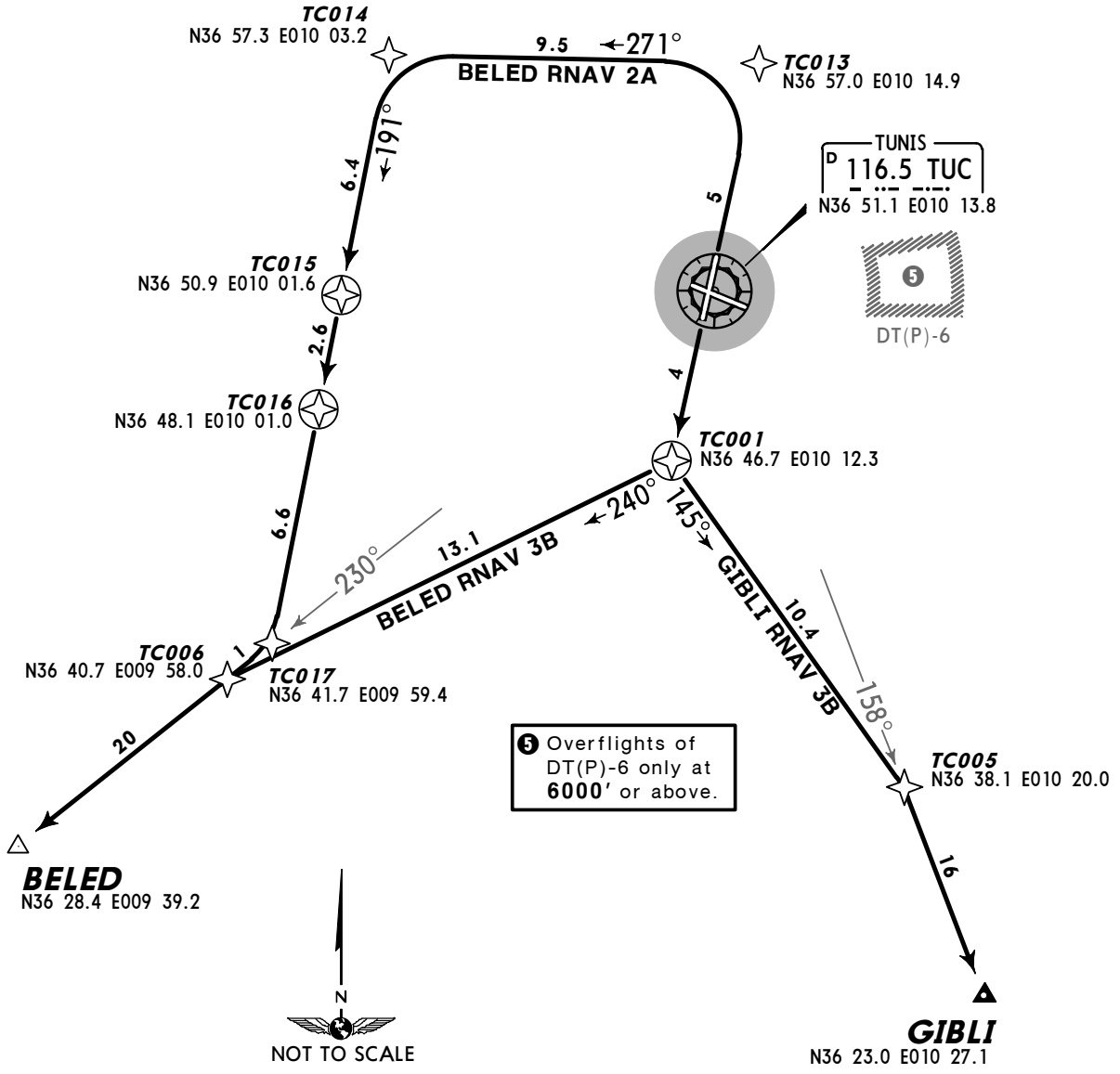
TUNIS, TUNISIA
RNAV SID

Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.

BELED RNAV 2A *[RBEL2A]*
BELED RNAV 3B *[RBEL3B]*
GIBLI RNAV 3B *[RGIB3B]*
RWYS 01, 19 RNAV DEPARTURES
TO SOUTH
ON REQUEST
SPEED: MAX 250 KT BELOW FL100



❶ 3000′ within 20 NM
❷ 3000′ within 10 NM
❸ within 20 NM
❹ 3000′ within 25 NM



These SIDs require a minimum climb gradient of
365′ per NM (6%) until **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.** Turns after take-off MAX 205 KT.

SID	RWY	ROUTING
BELED RNAV 2A	**01**	TC013 - TC014 - TC015 - TC016 - TC017 - BELED.
BELED RNAV 3B	**19**	TC001 - TC006 - BELED.
GIBLI RNAV 3B		TC001 - TC005 - GIBLI.

CHANGES: Chart reindexed.

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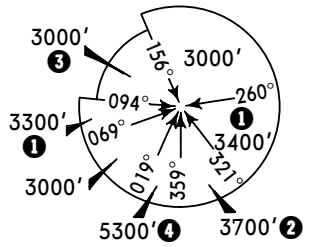
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CARTHAGE

JEPPESEN
11 SEP 09 (10-3L) Eff 24 Sep

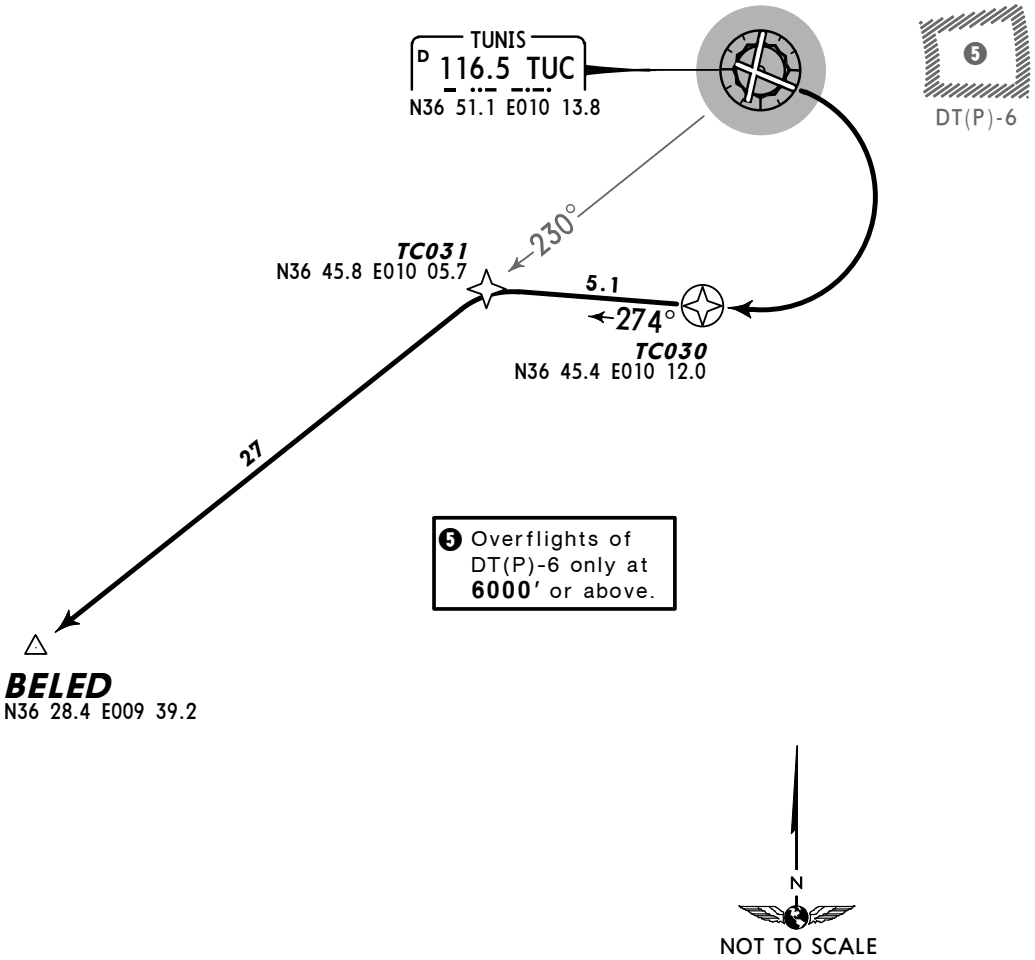
TUNIS, TUNISIA
RNAV SID

Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.



1 3000′ within 20 NM
2 3000′ within 10 NM
3 within 20 NM
4 3000′ within 25 NM

BELED RNAV 3C *[RBEL3C]*
RWY 11 RNAV DEPARTURE
TO SOUTH
ON REQUEST
SPEED: MAX 250 KT BELOW FL100



This SID requires a minimum climb gradient of
365′ per NM (6%) until **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.** Turns after take-off MAX 205 KT.

ROUTING

TC030 - TC031 - BELED.

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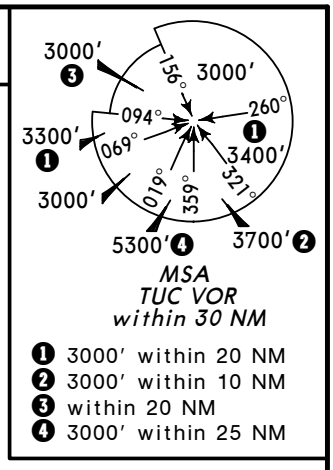
DTTA/TUN
CARTHAGE

JEPPESEN
11 SEP 09 (10-3M) Eff 24 Sep

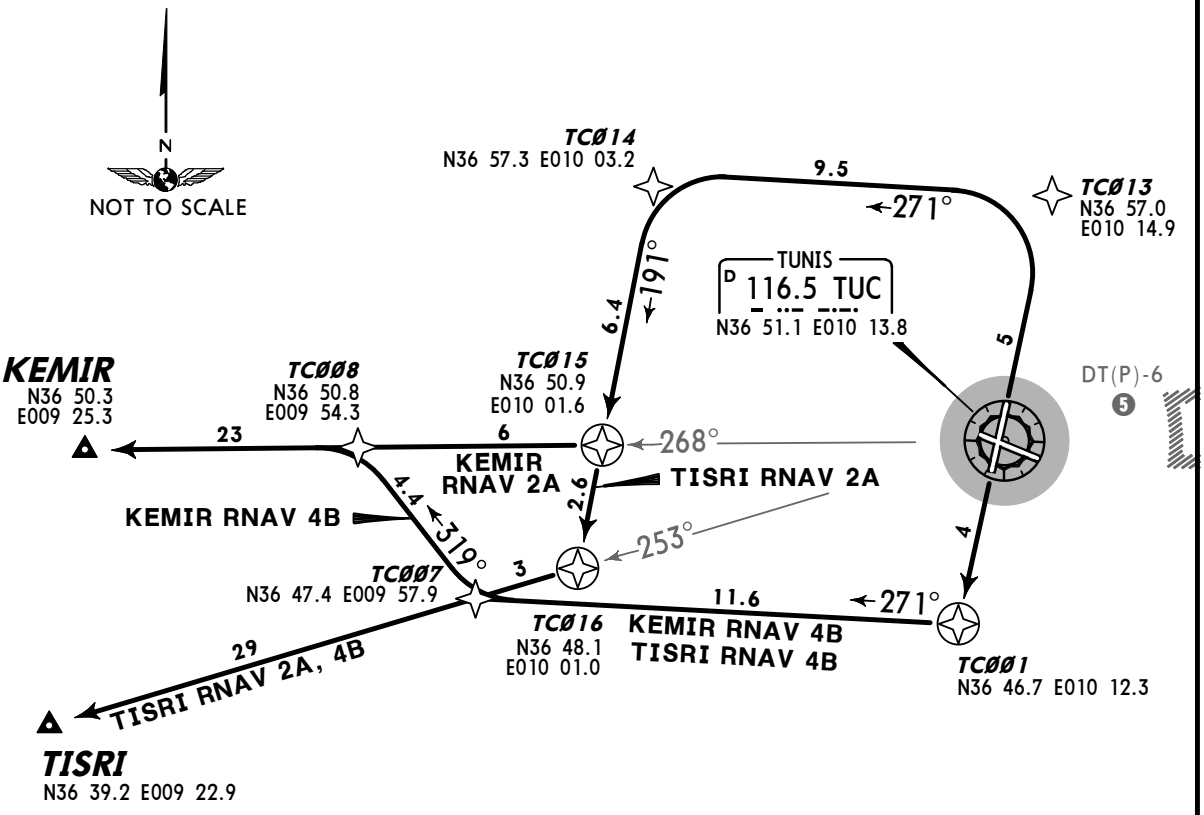
TUNIS, TUNISIA
RNAV SID

Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.

KEMIR RNAV 2A *[RKEM2A]*
KEMIR RNAV 4B *[RKEM4B]*
TISRI RNAV 2A *[RTIS2A]*
TISRI RNAV 4B *[RTIS4B]*
RWYS 01, 19 RNAV DEPARTURES
TO WEST
ON REQUEST
SPEED: MAX 250 KT BELOW FL100



1 3000′ within 20 NM
2 3000′ within 10 NM
3 within 20 NM
4 3000′ within 25 NM



5 Overflights of DT(P)-6 only at **6000′** or above.

These SIDs require a minimum climb gradient of
365′ per NM (6%) until **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.** Turns after take-off MAX 205 KT.

SID	RWY	ROUTING
KEMIR RNAV 2A	**01**	TC013 - TC014 - TC015 - KEMIR.
KEMIR RNAV 4B	**19**	TC001 - TC007 - TC008 - KEMIR.
TISRI RNAV 2A	**01**	TC013 - TC014 - TC015 - TC016 - TISRI.
TISRI RNAV 4B	**19**	TC001 - TC007 - TISRI.

CHANGES: Chart reindexed.

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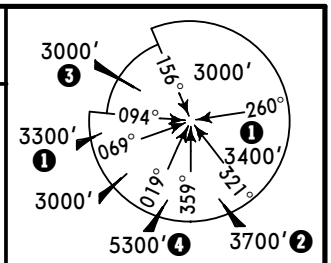
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CARTHAGE

JEPPESEN
11 SEP 09 (10-3N) Eff 24 Sep

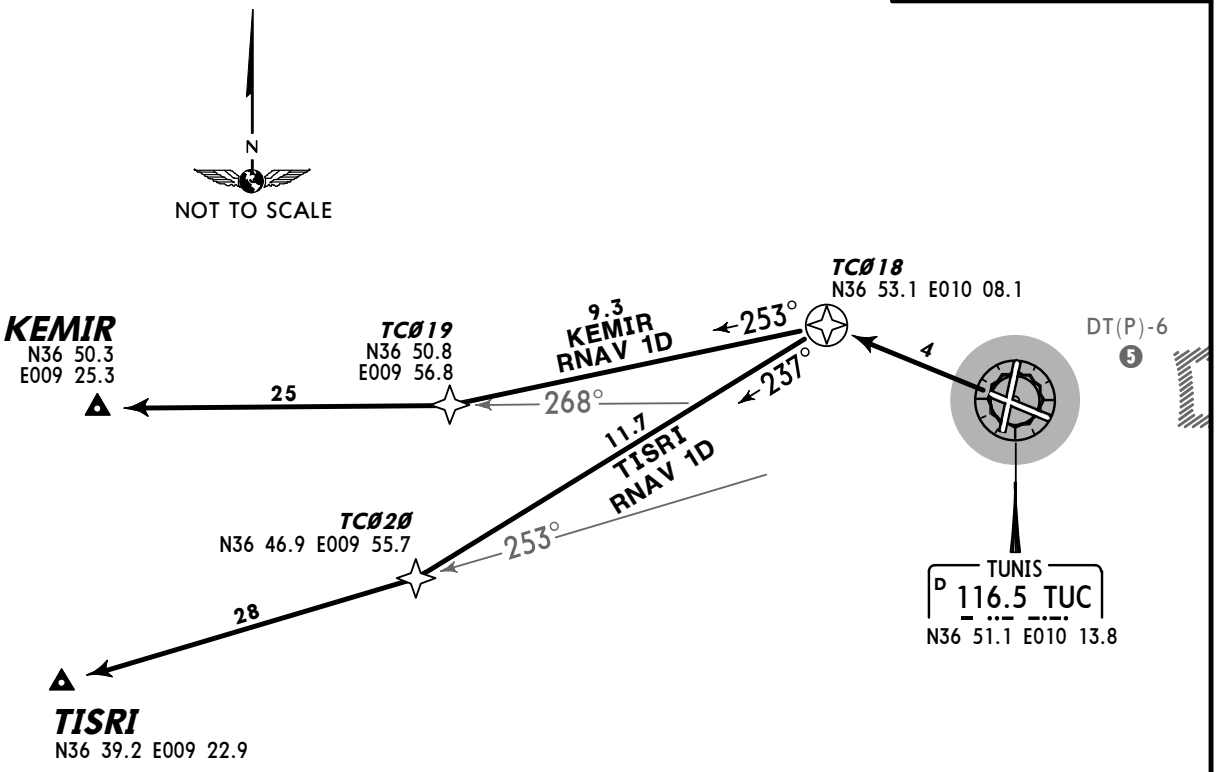
TUNIS, TUNISIA
RNAV SID

Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.



1 3000′ within 20 NM
2 3000′ within 10 NM
3 within 20 NM
4 3000′ within 25 NM

KEMIR RNAV 1D *[RKEM1D]*
TISRI RNAV 1D *[RTIS1D]*
RWY 29 RNAV DEPARTURES
TO WEST
ON REQUEST
SPEED: MAX 250 KT BELOW FL100



5 Overflights of DT(P)-6 only at **6000′** or above.

These SIDs require a minimum climb gradient of
365′ per NM (6%) until **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.** Turns after take-off MAX 205 KT.

SID	ROUTING
KEMIR RNAV 1D	TC018 - TC019 - KEMIR.
TISRI RNAV 1D	TC018 - TC020 - TISRI.

RADAR VECTORING DEPARTURE
SPEED: MAX 250 KT BELOW FL100

This radar vectoring departure requires a minimum climb gradient of
365′ per NM (6%) until **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **3100′.**

ROUTING

Climb on runway heading, when passing **3100′** expect radar vectoring.

CHANGES: Chart reindexed.

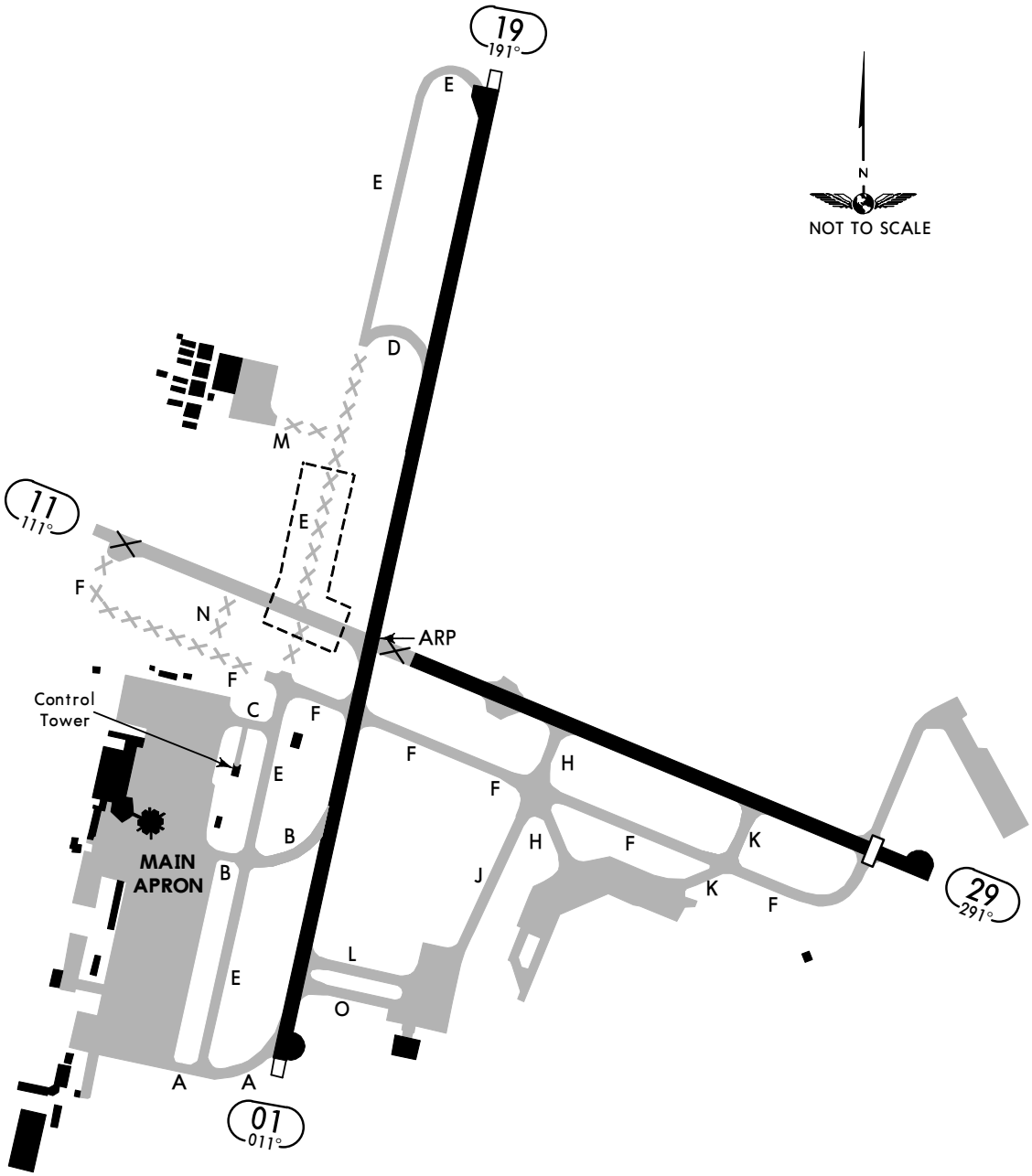
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TUNIS, TUNISIA
CARTHAGE

TEMPORARY CONSTRUCTION WORKS
REFER ALSO TO LATEST NOTAMS



RESTRICTIONS RWY 11/29

Threshold 11 displaced by 3445'/1050m with elev of 17'.
Rwy 11 TORA and LDA 5906' (1800m).
Rwy 29 TORA 5906' (1800m) and LDA 5249' (1600m).
Twy F portion between Twy E and threshold 11 closed.
Twy E portion between Twy D and Rwy 11/29 closed.
Twy N closed.
Twy M closed.
PAPI Rwy 11 unusable.
LOC and GP Rwy 29 unusable.
Only aircraft capable of performing a half-turn on the Rwy are allowed to use Rwy 11/29.

CHANGES: Usable lengths. Twy restrictions.

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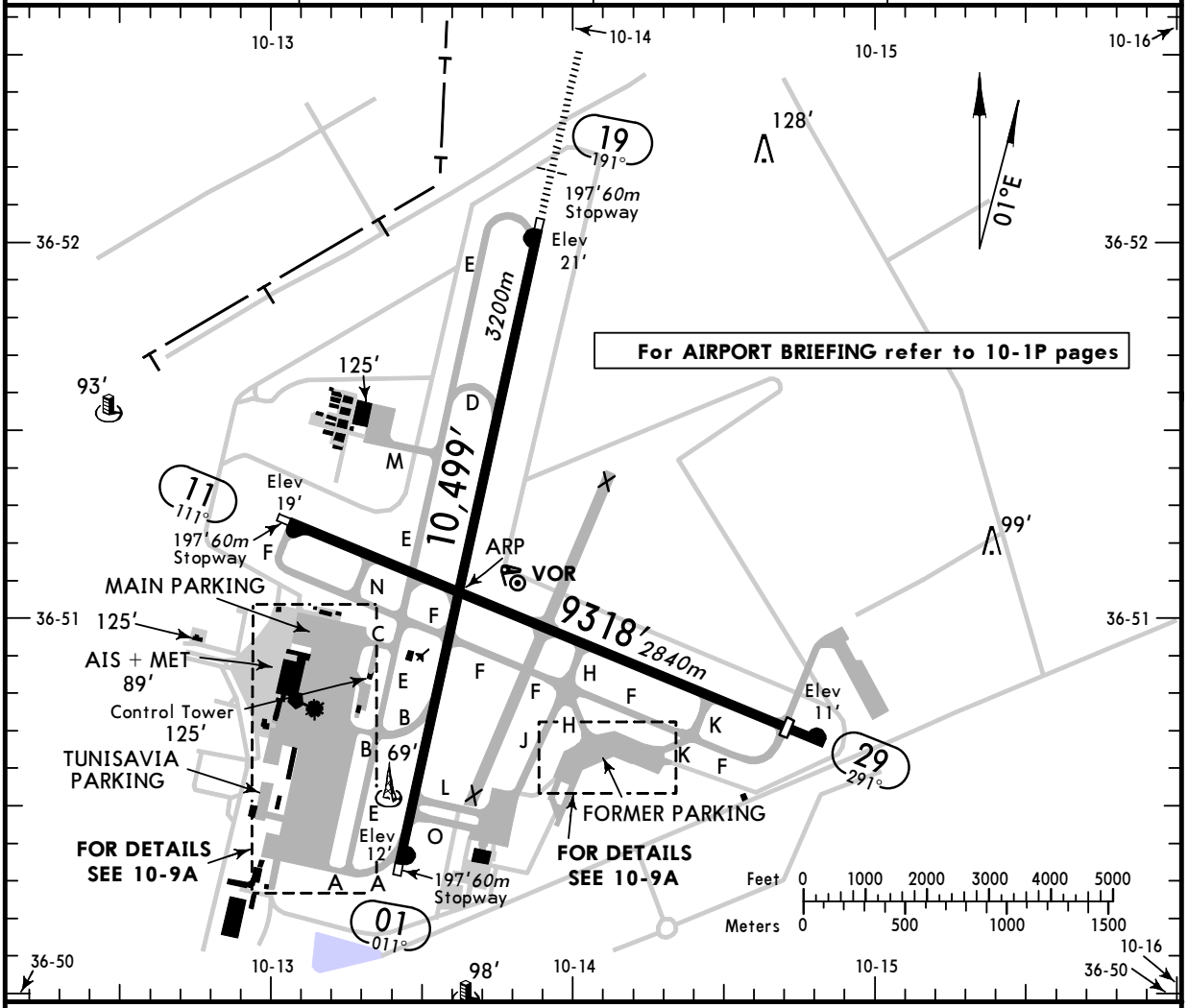
DTTA/TUN

Apt Elev **22′**
N36 51.1 E010 13.6

JEPPESEN
22 AUG 14 (10-9)

TUNIS, TUNISIA
CARTHAGE

D-ATIS	ACARS:	TUNIS Ground	Airport (TWR)
118.67	DCL	121.9	118.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
01	HIRL *(50m)* CL *(18m)* PAPI-L (3.0°)		6691′ *2039m*		148′ *45m*
19	HIRL *(50m)* CL *(18m)* HIALS PAPI-L (3.0°)				
11	HIRL *(50m)* PAPI-L (3.5°)			8661′ *2640m*	148′ *45m*
29	HIRL *(50m)* PAPI-L (3.0°)	8661′ *2640m*	7628′ *2325m*		

JAR-OPS TAKE-OFF **1**

	Rwys 01/19 LVP must be in force RL & CL	Rwys 01/19 LVP must be in force RCLM (DAY only) or RL	All Rwys RCLM (DAY only) or RL	All Rwys NIL (DAY only)
A	*200m*	*250m*	*400m*	*500m*
B				
C				
D	*250m*	*300m*		

1 Operators applying U.S. Ops Specs: CL required below 300m.

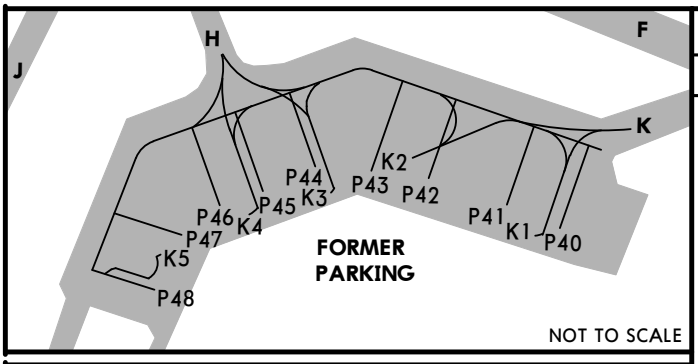
CHANGES: Turnpad rwy 19 established.

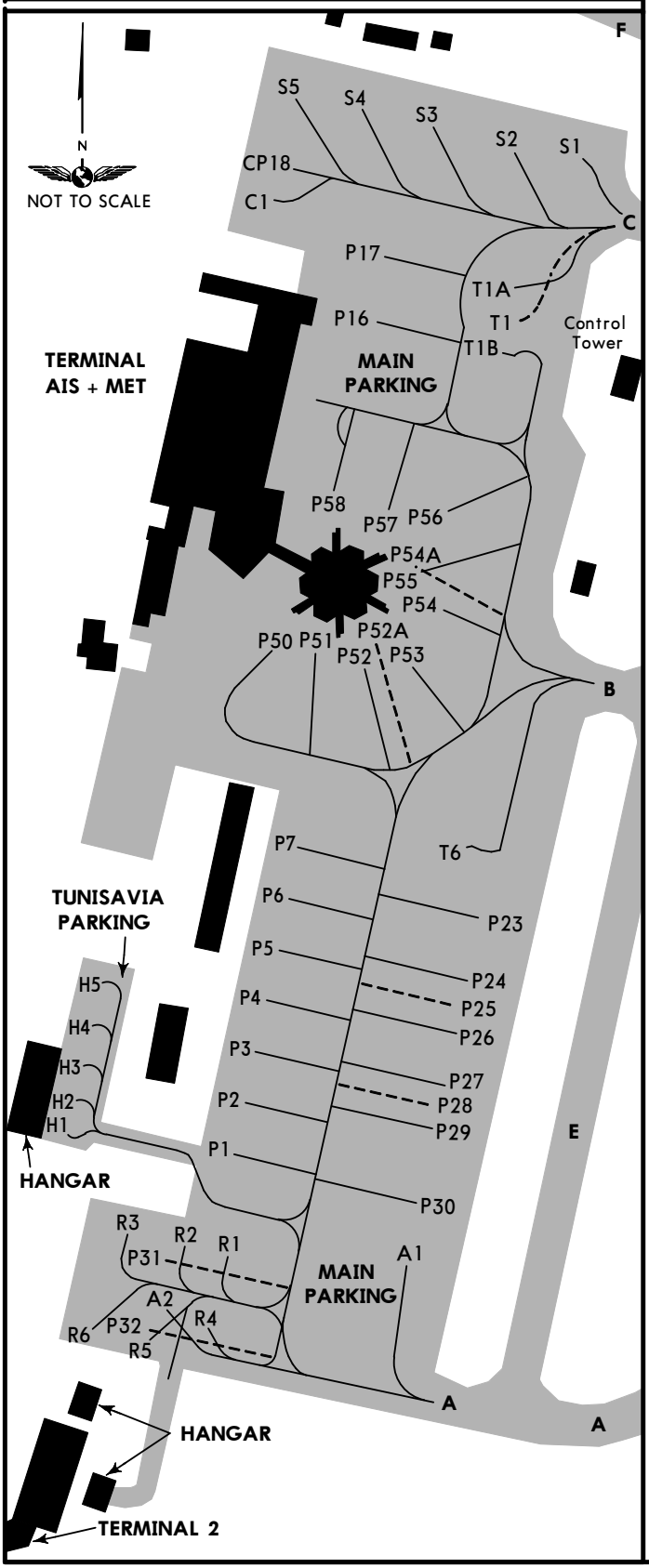
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TUNIS, TUNISIA
CARTHAGE





INS COORDINATES

STAND No.	COORDINATES
A1	N36 50.4 E010 13.2
A2	N36 50.4 E010 13.0
C1	N36 50.9 E010 13.1
CP18	N36 51.0 E010 13.1
H1 thru H5	N36 50.5 E010 13.0
K1	N36 50.6 E010 14.2
K2 thru K4	N36 50.6 E010 14.1
K5	N36 50.6 E010 14.0
P1 thru P4	N36 50.5 E010 13.1
P5 thru P7	N36 50.6 E010 13.1
P16, P17	N36 50.9 E010 13.2
P23	N36 50.6 E010 13.2
P24 thru P29	N36 50.5 E010 13.2
P30	N36 50.4 E010 13.2
P31, P32	N36 50.4 E010 13.0
P40	N36 50.6 E010 14.3
P41, P42	N36 50.6 E010 14.2
P43 thru P45	N36 50.6 E010 14.1
P46 thru P48	N36 50.6 E010 14.0
P50, P51	N36 50.7 E010 13.1
P52, P52A, P53	N36 50.7 E010 13.2
P54	N36 50.9 E010 13.3
P54A thru P57	N36 50.8 E010 13.2
P58	N36 50.8 E010 13.1
R1	N36 50.4 E010 13.1
R2 thru R6	N36 50.4 E010 13.0
S1	N36 51.0 E010 13.3
S2, S3	N36 51.0 E010 13.2
S4, S5	N36 51.0 E010 13.1
T1, T1A, T1B	N36 50.9 E010 13.2
T6	N36 50.6 E010 13.2

CHANGES: None.

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TUNIS, TUNISIA
CARTHAGE

STRAIGHT-IN RWY		A	B	C	D
01	ILS	**230**′(218′) **R1200m**	**240**′(228′) **R1200m**	**250**′(238′) **R1200m**	**260**′(248′) **R1300m**
	LOC ❶	**390**′(378′) **R1500m**	**390**′(378′) **R1500m**	**390**′(378′) **R1800m**	**390**′(378′) **R2000m**
	VOR DME ❶	**390**′(378′) **R1500m**	**390**′(378′) **R1500m**	**390**′(378′) **R1800m**	**390**′(378′) **R2000m**
	VOR ❶	**810**′(798′) **R1500m**	**810**′(798′) **R1500m**	**810**′(798′) **C2400m**	**810**′(798′) **C2400m**
	VOR	**810**′(798′) **C3800m**	**810**′(798′) **C3800m**	**810**′(798′) **C4000m**	**810**′(798′) **C4000m**
11	VOR ❶	**680**′(658′) **R1500m**	**680**′(658′) **R1500m**	**680**′(658′) **C2400m**	**680**′(658′) **C2400m**
	VOR ❶ w/o D3.0	**1080**′(1058′) **R1500m**	**1080**′(1058′) **R1500m**	**1080**′(1058′) **C2400m**	**1080**′(1058′) **C2400m**
19	ILS	**281**′(260′)	**291**′(270′)	**301**′(280′)	**311**′(290′)
	FULL	**R650m**	**R650m**	**R650m**	**R650m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1300m	R1300m	R1300m	R1400m
	LOC ❶	**410**′(388′)	**410**′(388′)	**410**′(388′)	**410**′(388′)
		R1100m	**R1100m**	**R1100m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	VOR DME ❶	**410**′(388′)	**410**′(388′)	**410**′(388′)	**410**′(388′)
		R1100m	**R1100m**	**R1100m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R1800m
29	VOR DME ❶	**540**′(529′) **R1500m**	**540**′(529′) **R1500m**	**540**′(529′) **C2400m**	**540**′(529′) **C2400m**

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	560′(538′)	**740**′(718′)	**1240**′(1218′)	**1240**′(1218′)
After VOR DME 29	**580**′(558′)	**740**′(718′)	**1240**′(1218′)	**1240**′(1218′)
After VOR 01	**820**′(798′)	**820**′(798′)	**1240**′(1218′)	**1240**′(1218′)
After VOR 11	**680**′(658′)	**730**′(708′)	**1230**′(1208′)	**1230**′(1208′)
After VOR 11 w/o D3.1	**1080**′(1058′)	**1080**′(1058′)	**1230**′(1208′)	**1230**′(1208′)
	V1500m❷	V1600m❷	V2400m❷	V3600m❷

❷ or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 01, 11, 19, 29

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

CHANGES: Temporary minimums rwy 11.

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TUNIS, TUNISIA
CARTHAGE

STRAIGHT-IN RWY		A	B	C	D
01	ILS	**230**′(218′) **R1200m**	**240**′(228′) **R1200m**	**250**′(238′) **R1200m**	**260**′(248′) **R1300m**
	LOC ❶	**390**′(378′) **R1500m**	**390**′(378′) **R1500m**	**390**′(378′) **R1800m**	**390**′(378′) **R2000m**
	VOR DME ❶	**390**′(378′) **R1500m**	**390**′(378′) **R1500m**	**390**′(378′) **R1800m**	**390**′(378′) **R2000m**
	VOR ❶	**810**′(798′) **R1500m**	**810**′(798′) **R1500m**	**810**′(798′) **C2400m**	**810**′(798′) **C2400m**
	VOR	**810**′(798′) **C3800m**	**810**′(798′) **C3800m**	**810**′(798′) **C4000m**	**810**′(798′) **C4000m**
11	VOR DME ❶	**850**′(828′) **R1500m**	**850**′(828′) **R1500m**	**850**′(828′) **C2400m**	**850**′(828′) **C2400m**
19	ILS	**281**′(260′)	**291**′(270′)	**301**′(280′)	**311**′(290′)
	FULL	**R650m**	**R650m**	**R650m**	**R650m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1300m	R1300m	R1300m	R1400m
	LOC ❶	**410**′(388′) **R1100m**	**410**′(388′) **R1100m**	**410**′(388′) **R1100m**	**410**′(388′) **R1400m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	VOR DME ❶	**410**′(388′) **R1100m**	**410**′(388′) **R1100m**	**410**′(388′) **R1100m**	**410**′(388′) **R1400m**
	ALS out	R1500m	R1500m	R1800m	R1800m
29	ILS	**241**′(230′) **R1200m**	**251**′(240′) **R1200m**	**261**′(250′) **R1300m**	**271**′(260′) **R1300m**
	LOC ❶	**540**′(529′) **R1500m**	**540**′(529′) **R1500m**	**540**′(529′) **C2400m**	**540**′(529′) **C2400m**
	VOR DME ❶	**540**′(529′) **R1500m**	**540**′(529′) **R1500m**	**540**′(529′) **C2400m**	**540**′(529′) **C2400m**

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	560′(538′)	**740**′(718′)	**1240**′(1218′)	**1240**′(1218′)
After ILS or LOC or VOR DME 29	**580**′(558′)	**740**′(718′)	**1240**′(1218′)	**1240**′(1218′)
After VOR 01	**820**′(798′)	**820**′(798′)	**1240**′(1218′)	**1240**′(1218′)
After VOR DME 11	**850**′(828′)	**850**′(828′)	**1240**′(1218′)	**1240**′(1218′)
	V1500m❷	V1600m❷	V2400m❷	V3600m❷

❷ or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 01, 11, 19, 29

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

CHANGES: Minimums.

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JEPPESEN
21 MAR 14 (11-1)

TUNIS, TUNISIA
VOR DME ILS Rwy 01

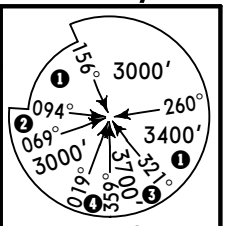
BRIEFING STRIP ™

D-ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

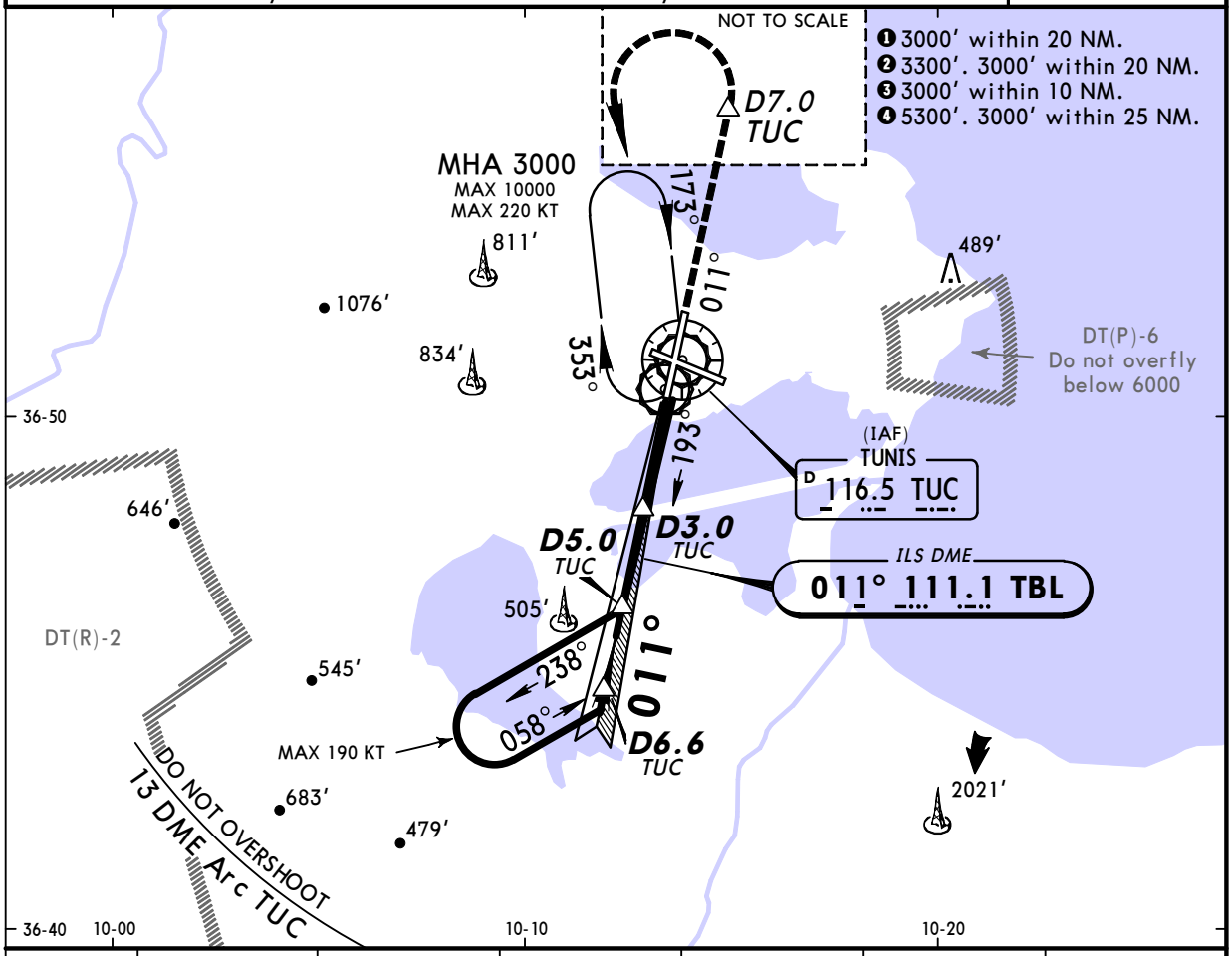
LOC TBL	Final Apch Crs	GS	ILS DA(H)	Apt Elev 22′
111.1	011°	D6.6 TUC 1900′ (1888′)	Refer to Minimums	RWY 12′

MISSED APCH: Climb STRAIGHT AHEAD to D7.0 TUC, then turn LEFT to join TUC VOR at 3000′. MAX 220 KT.

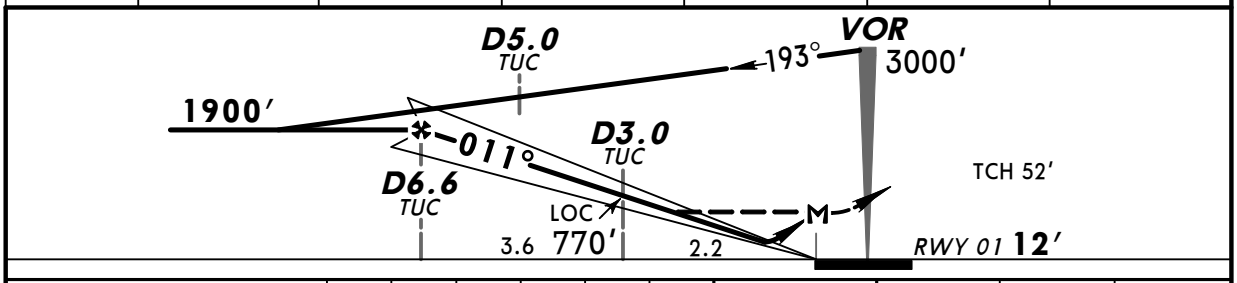
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′



MSA TUC VOR within 30 NM



LOC (GS out)	TUC DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	1720′	1400′	1080′	770′	450′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
D6.6 TUC to MAP	5.8	4:58	3:52	3:29	2:54	2:29	2:11

PAPI-L | 220 KT MAX | D7.0 TUC

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 01

ILS		LOC (GS out)	CIRCLE-TO-LAND		
DA(H) A: 230′ (218′) C: 250′ (238′) B: 240′ (228′) D: 260′ (248′)		MDA(H) 390′ (378′)	Max Kts	MDA(H)	VIS
A	RVR 1000m	RVR 1500m	100	560′ (538′)	1500m
B			135	740′ (718′)	1600m
C		RVR 1800m	180	1240′ (1218′)	2400m
D		RVR 2000m	205	1240′ (1218′)	3600m

CHANGES: Minimums.

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DTTA/TUN CARTHAGE

JEPPESEN 21 MAR 14 (11-2)

TUNIS, TUNISIA

via MARSA or ZAHRA VOR DME ILS Rwy 01

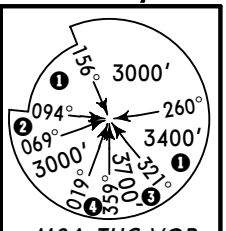
D-ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

BRIEFING STRIP™

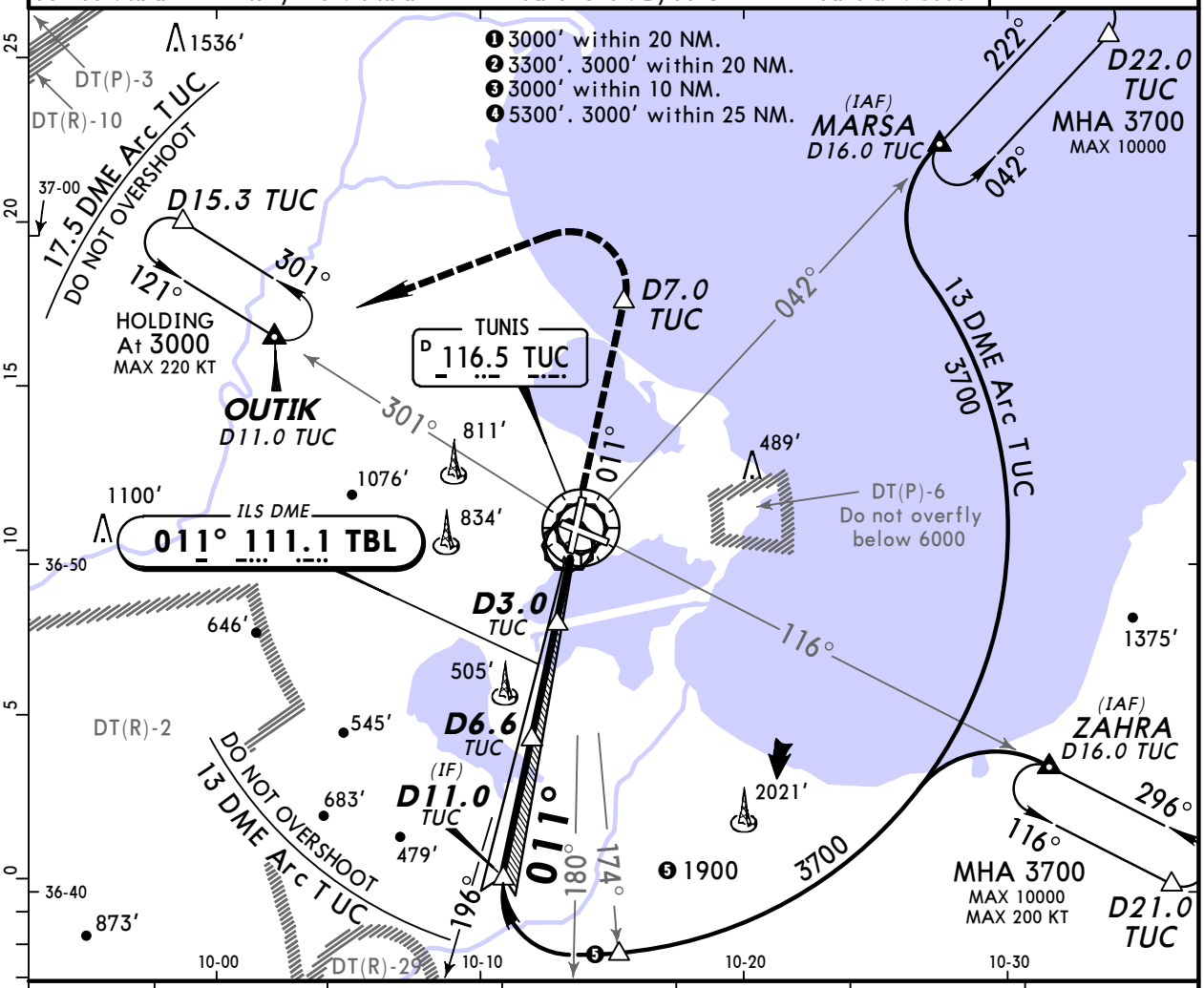
LOC TBL	Final Apch Crs	GS	ILS DA(H)	Apt Elev 22′
111.1	011°	D6.6 TUC 1900′ (1888′)	Refer to Minimums	RWY 12′

MISSED APCH: Climb STRAIGHT AHEAD to D7.0 TUC, then turn LEFT to join OUTIK holding pattern at 3000′. MAX 220 KT.

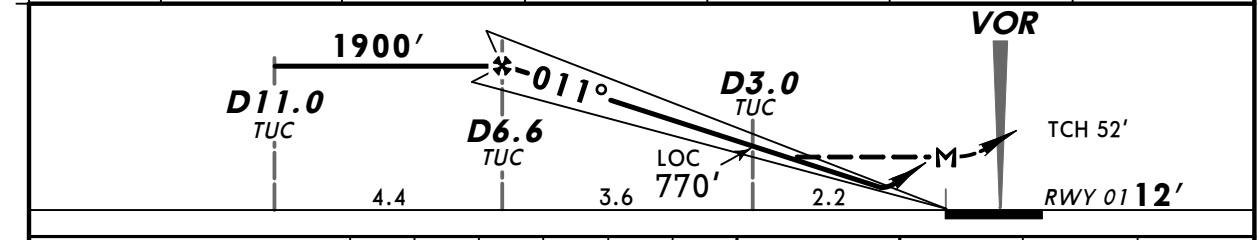
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′



MSA TUC VOR within 30 NM



LOC (GS out)	TUC DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	1720′	1400′	1080′	770′	450′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
D6.6 TUC to MAP	5.8	4:58	3:52	3:29	2:54	2:29	2:11

PAPI-L | 220 KT MAX | D7.0 TUC

JAR-OPS STRAIGHT-IN LANDING RWY 01

	ILS	LOC (GS out)
DA(H)	A: 230′ (218′) C: 250′ (238′) B: 240′ (228′) D: 260′ (248′)	
MDA(H)		390′ (378′)

CIRCLE-TO-LAND

			Max Kts	MDA(H)	VIS
A	RVR 1000m	RVR 1500m	100	560′ (538′)	1500m
B			135	740′ (718′)	1600m
C		RVR 1800m	180	1240′ (1218′)	2400m
D		RVR 2000m	205	1240′ (1218′)	3600m

PANS OPS

CHANGES: Minimums.

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DTTA/TUN
CARTHAGE

JEPPESEN
21 MAR 14 (11-3)

TUNIS, TUNISIA
VOR DME ILS Rwy 19

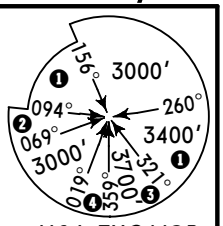
BRIEFING STRIP ™

D-ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

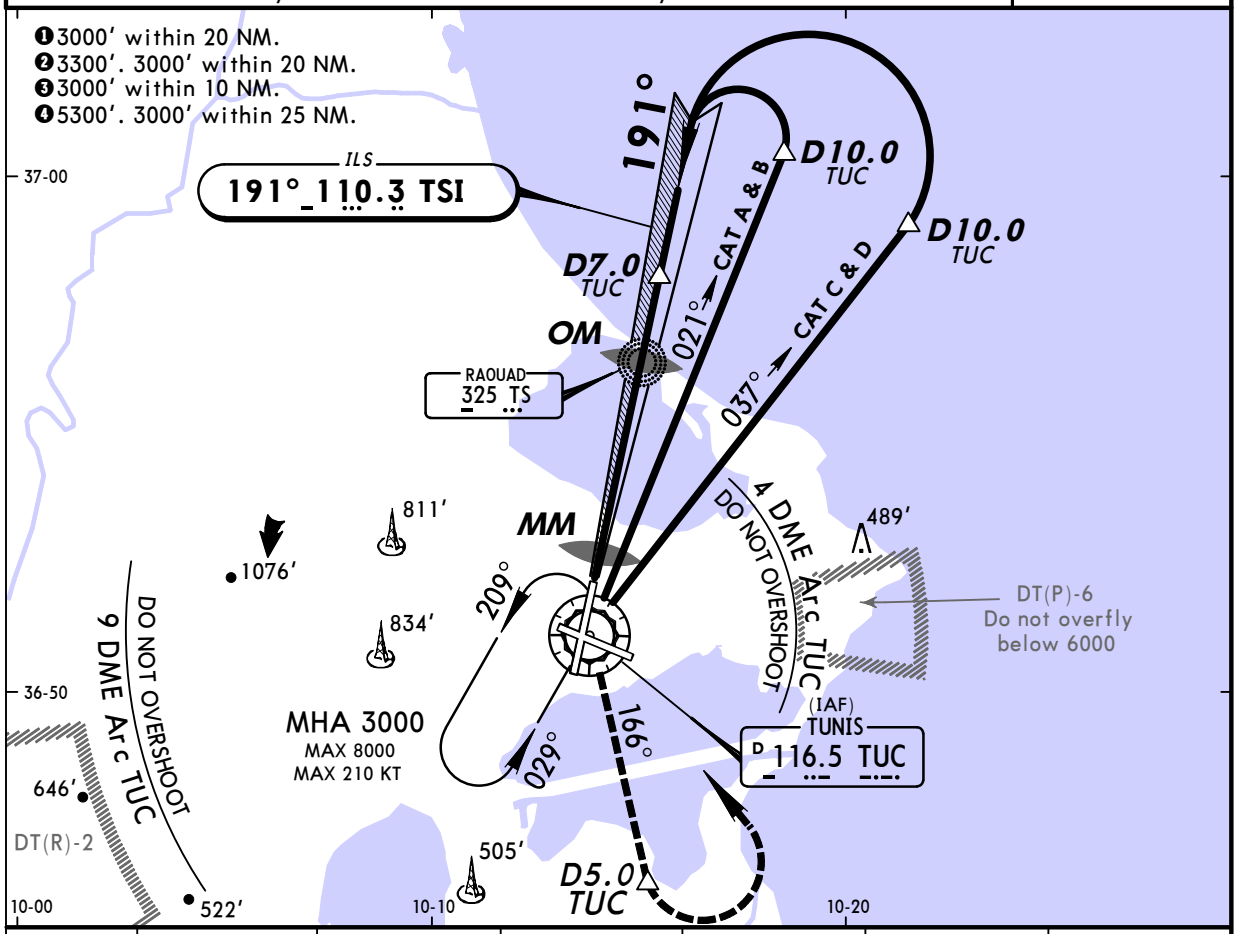
LOC	Final	GS	ILS	Apt Elev	22′
TSI	Apch Crs	OM	DA(H)	RWY	21′
110.3	191°	1496′ (1475′)	Refer to Minimums		

MISSED APCH: As soon as possible climbing turn LEFT on R-166 to D5.0 TUC, then turn LEFT (MAX 190 KT) to join VOR at 3000′.

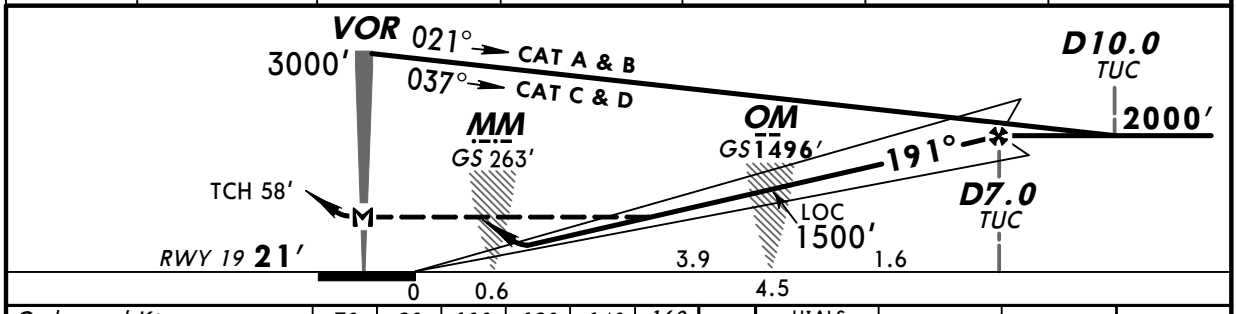
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′



MSA TUC VOR within 30 NM



LOC (GS out)	TUC DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	430′	740′	1060′	1380′	1700′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

HIALS
PAPI

As soon as possible

D5.0 TUC LT

TUC on 116.5 R-166

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 19

CIRCLE-TO-LAND

	ILS DA(H)	LOC (GS out) MDA(H)		Max Kts	MDA(H)	VIS
	FULL	ALS out		ALS out				
A	A: 281′ (260′) C: 301′ (280′)		RVR 900m	RVR 1500m	100	560′ (538′)	1500m
B	B: 291′ (270′) D: 311′ (290′)				135	740′ (718′)	1600m
C	RVR 650m	RVR 1200m	RVR 1000m	RVR 1800m	180	1240′ (1218′)	2400m
D			RVR 1400m	RVR 2000m	205	1240′ (1218′)	3600m

CHANGES: Minimums.

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DTTA/TUN CARTHAGE

JEPPESEN 21 MAR 14 (11-4)

TUNIS, TUNISIA VOR DME ILS Rwy 19

via ZAHRA, MARSA or GOLLA

D-ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

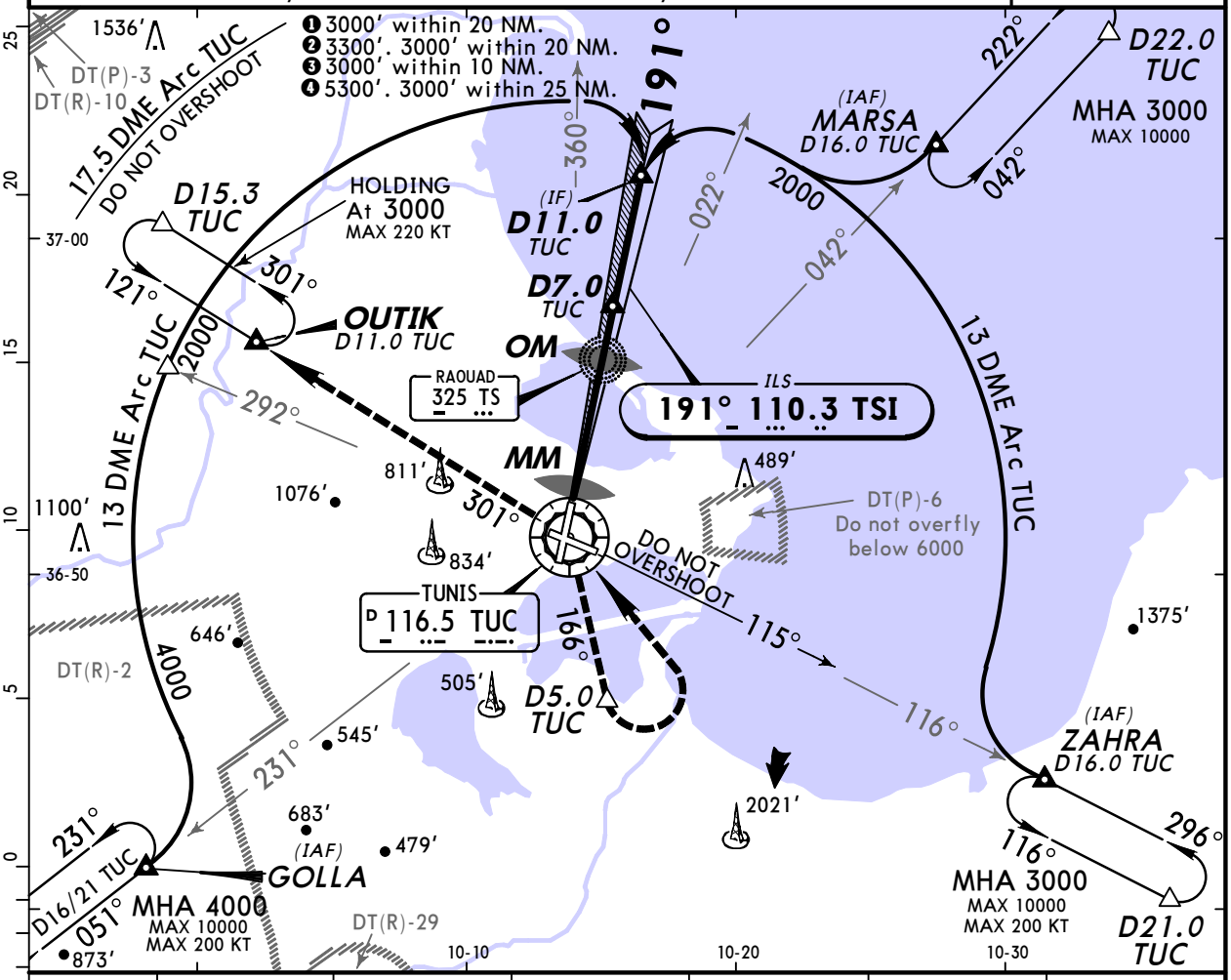
BRIEFING STRIP™

LOC	Final	GS	ILS	Apt Elev 22′
TSI	Apch Crs	OM	DA(H)	RWY 21′
110.3	191°	1496′ (1475′)	Refer to Minimums	

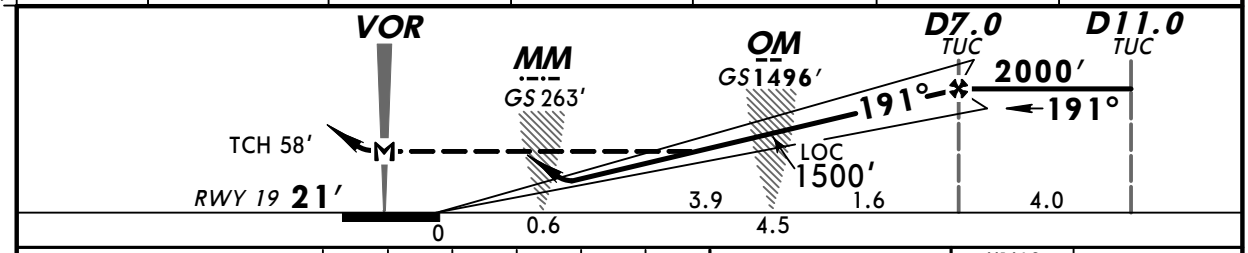
MISSED APCH: As soon as possible climbing turn LEFT on R-166 to D5.0 TUC, then turn LEFT to VOR. Follow R-301 to join OUTIK holding at 3000′ and as directed. MAX 220 KT.

Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000′

MSA
TUC VOR
within 30 NM



LOC (GS out)	TUC DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	430′	750′	1060′	1380′	1700′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

HIALS
PAPI

Refer to Missed Apch above

JAR-OPS

STRAIGHT-IN LANDING RWY 19

ILS
DA(H) A: 281′ (260′) C: 301′ (280′)
B: 291′ (270′) D: 311′ (290′)

LOC (GS out)
MDA(H) 410′ (389′)

	FULL	ALS out		ALS out
A	RVR 650m	RVR 1200m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	560′ (538′)	1500m
135	740′ (718′)	1600m
180	1240′ (1218′)	2400m
205	1240′ (1218′)	3600m

PANS OPS

CHANGES: Minimums.

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DTTA/TUN
CARTHAGE

JEPPESEN
21 MAR 14 (11-5)

TUNIS, TUNISIA
Lctr ILS Rwy 19

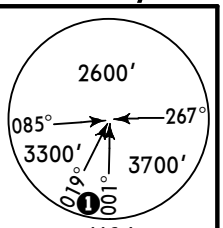
BRIEFING STRIP ™

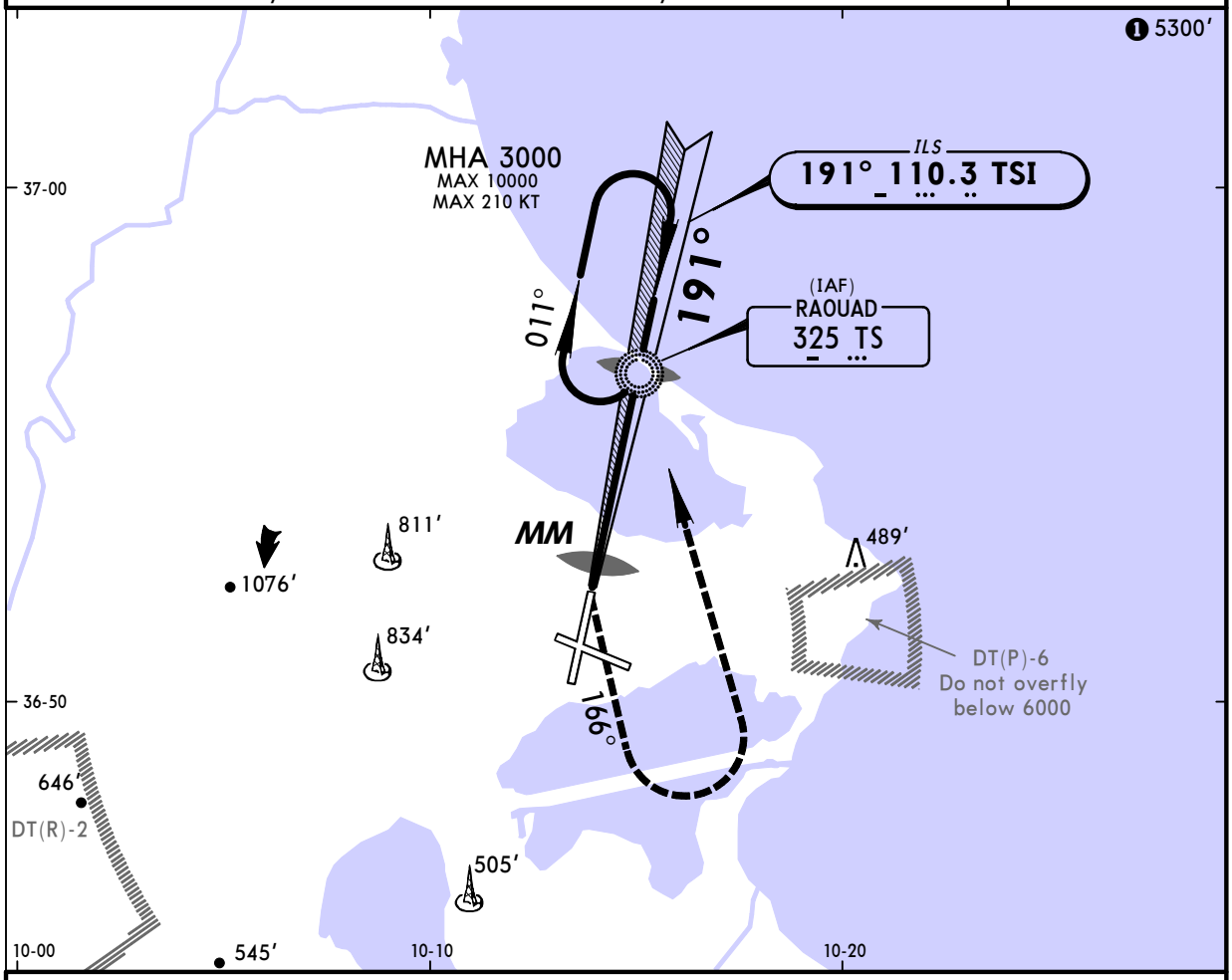
D-ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

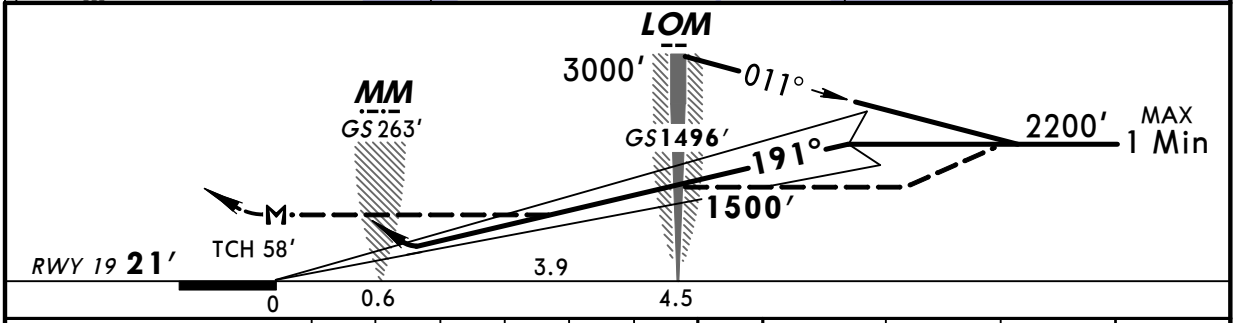
LOC TSI	Final Apch Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev 22′ RWY 21′
110.3	191°	1496′ (1475′)		

MISSED APCH: As soon as possible climbing turn LEFT onto 166° to 1000′, then turn LEFT (MAX 190 KT) to join Lctr at 3000′.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′







Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
LOM to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41

HIALS
PAPI

As soon as possible

1000′ LT onto 166°

JAR-OPS

STRAIGHT-IN LANDING RWY 19

ILS
DA(H) A: 281′ (260′) C: 301′ (280′)
B: 291′ (270′) D: 311′ (290′)

LOC (GS out)
MDA(H) 410′ (389′)

	FULL	ALS out		ALS out
A	RVR 650m	RVR 1200m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	560′ (538′)	1500m
135	740′ (718′)	1600m
180	1240′ (1218′)	2400m
205	1240′ (1218′)	3600m

PANS OPS

CHANGES: Minimums.

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DTTA/TUN
CARTHAGE

JEPPESEN
21 MAR 14 (11-6)

TUNIS, TUNISIA
VOR DME ILS Rwy 29

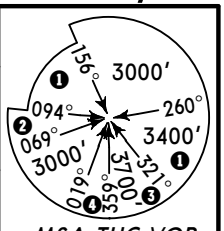
BRIEFING STRIP™

D-ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

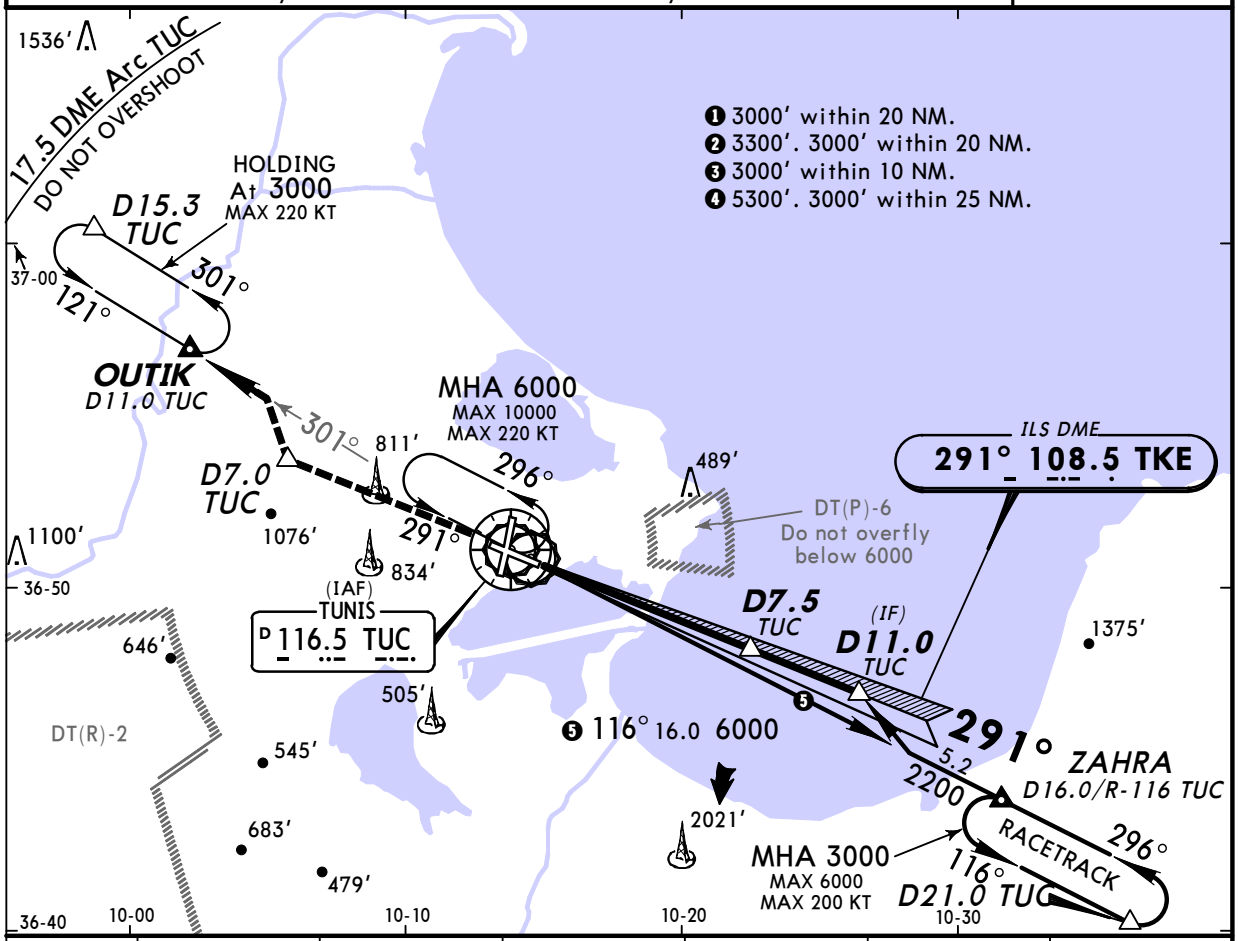
LOC	Final	GS	ILS	Apt Elev 22′
TKE	Apch Crs	D7.5 TUC	DA(H)	RWY 11′
108.5	291°	2200′ (2189′)	Refer to Minimums	

MISSED APCH: Climb STRAIGHT AHEAD to D7.0 TUC, then turn RIGHT to intercept R-301 TUC and join holding at 3000′ . MAX 220 KT.

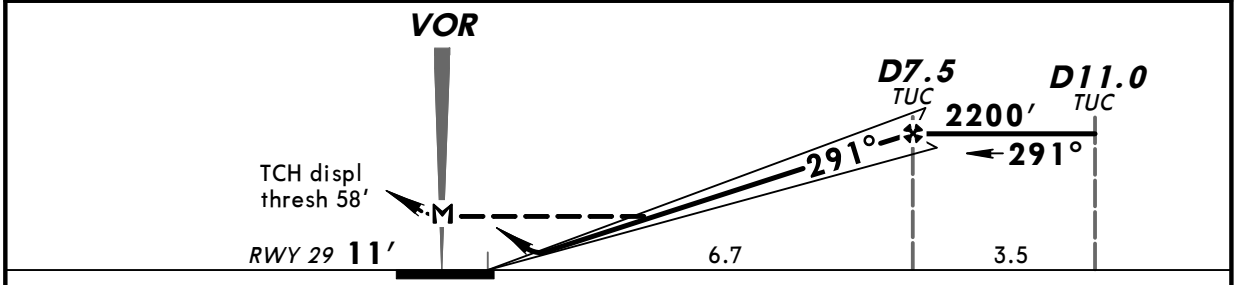
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′



MSA TUC VOR within 30 NM



LOC (GS out)	TUC DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	440′	760′	1080′	1390′	1710′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	478	531	637	743	849
MAP at VOR							

PAPI-L | 220 KT MAX | D7.0 TUC

PANS OPS

JAR-OPS

STRAIGHT-IN LANDING RWY 29

	ILS DA(H)	LOC (GS out) MDA(H)
A	241′ (230′)	540′ (529′)
B	251′ (240′)	
C	261′ (250′)	
D	271′ (260′)	

	ILS	LOC (GS out)
A	RVR 1000m	RVR 1500m
B		
C		RVR 2000m
D	RVR 1200m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	580′ (558′)	1500m
135	740′ (718′)	1600m
180	1240′ (1218′)	2400m
205	1240′ (1218′)	3600m

CHANGES: Minimums.

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DTTA/TUN CARTHAGE

JEPPESEN 21 MAR 14 (11-7)

TUNIS, TUNISIA
via ZAHRA or MARSA VOR DME ILS Rwy 29

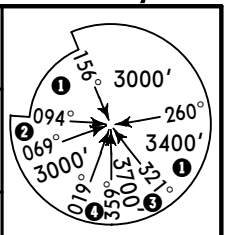
BRIEFING STRIP™

D-ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

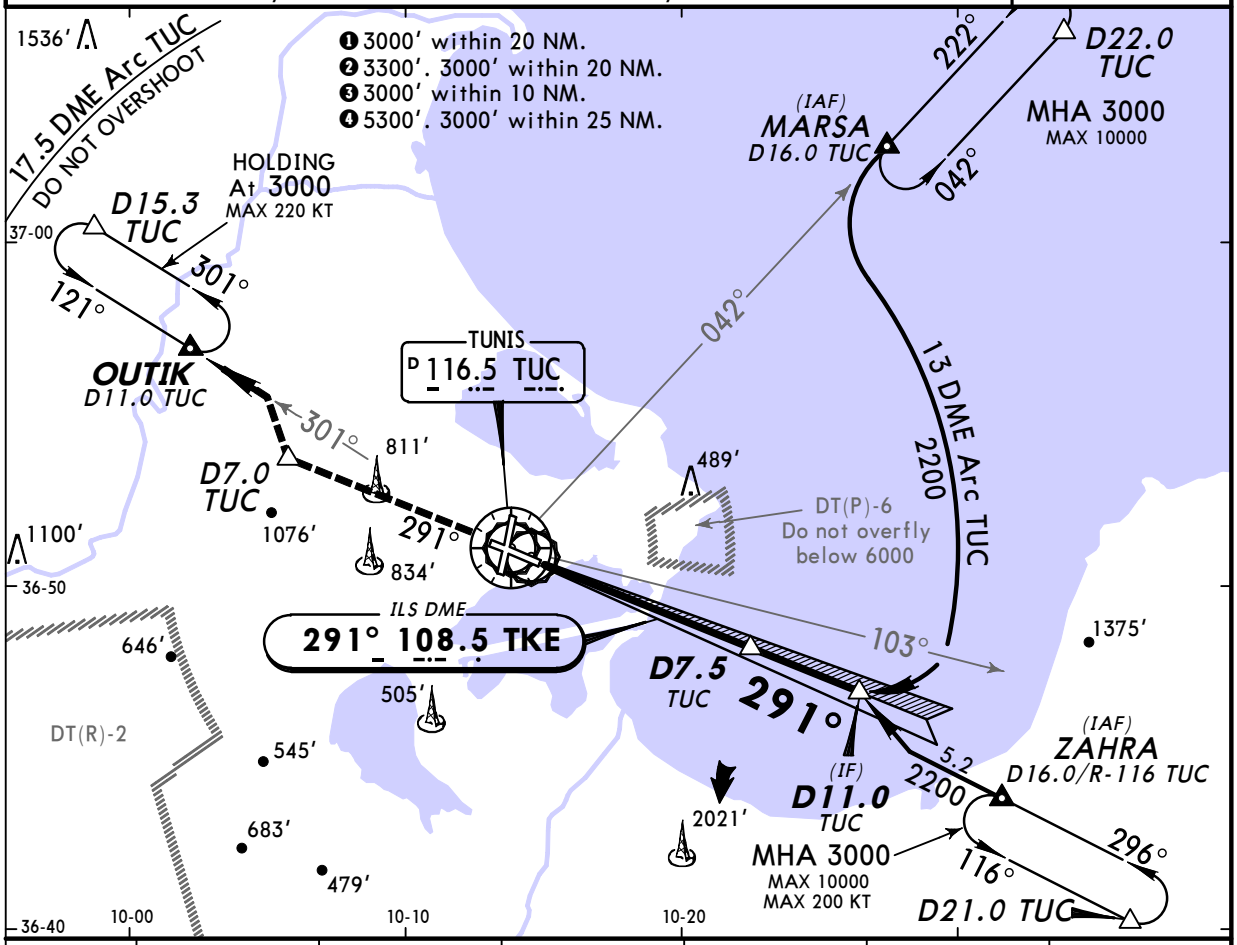
LOC TKE	Final Apch Crs	GS	ILS DA(H)	Apt Elev 22′
108.5	291°	D7.5 TUC 2200′ (2189′)	Refer to Minimums	RWY 11′

MISSED APCH: Climb STRAIGHT AHEAD to D7.0 TUC, then turn RIGHT to intercept R-301 TUC and join holding at 3000′.
MAX 220 KT.

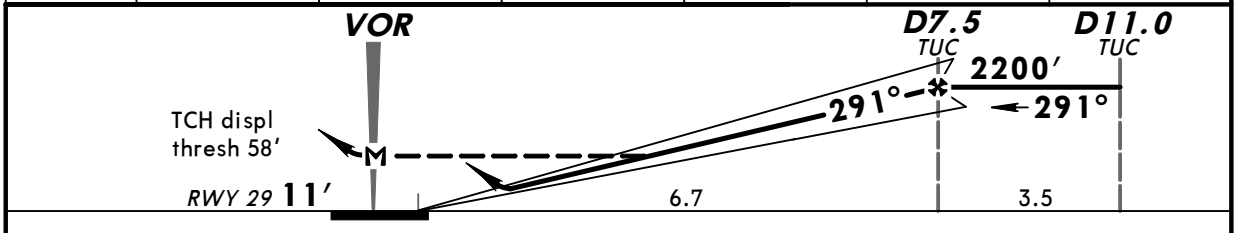
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000′



MSA
TUC VOR
within 30 NM



LOC (GS out)	TUC DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	450′	770′	1090′	1410′	1730′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

PAPI-L | 220 KT MAX | D7.0 TUC

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 29

ILS	LOC (GS out)
DA(H) A: 241′ (230′) C: 261′ (250′) B: 251′ (240′) D: 271′ (260′)	MDA(H) 540′ (529′)

	ILS	LOC (GS out)
A	RVR 1000m	RVR 1500m
B		
C	RVR 2000m	
D	RVR 1200m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	580′ (558′)	1500m
135	740′ (718′)	1600m
180	1240′ (1218′)	2400m
205	1240′ (1218′)	3600m

CHANGES: Minimums.

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DTTA/TUN
CARTHAGE

JEPPESEN
17 APR 15 (13-01) Eff 30 Apr

TUNIS, TUNISIA
VOR Rwy 11

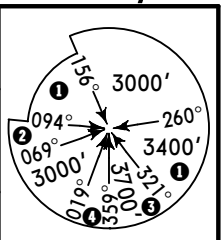
BRIEFING STRIP ™

D-ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.675	121.2	118.1	121.9

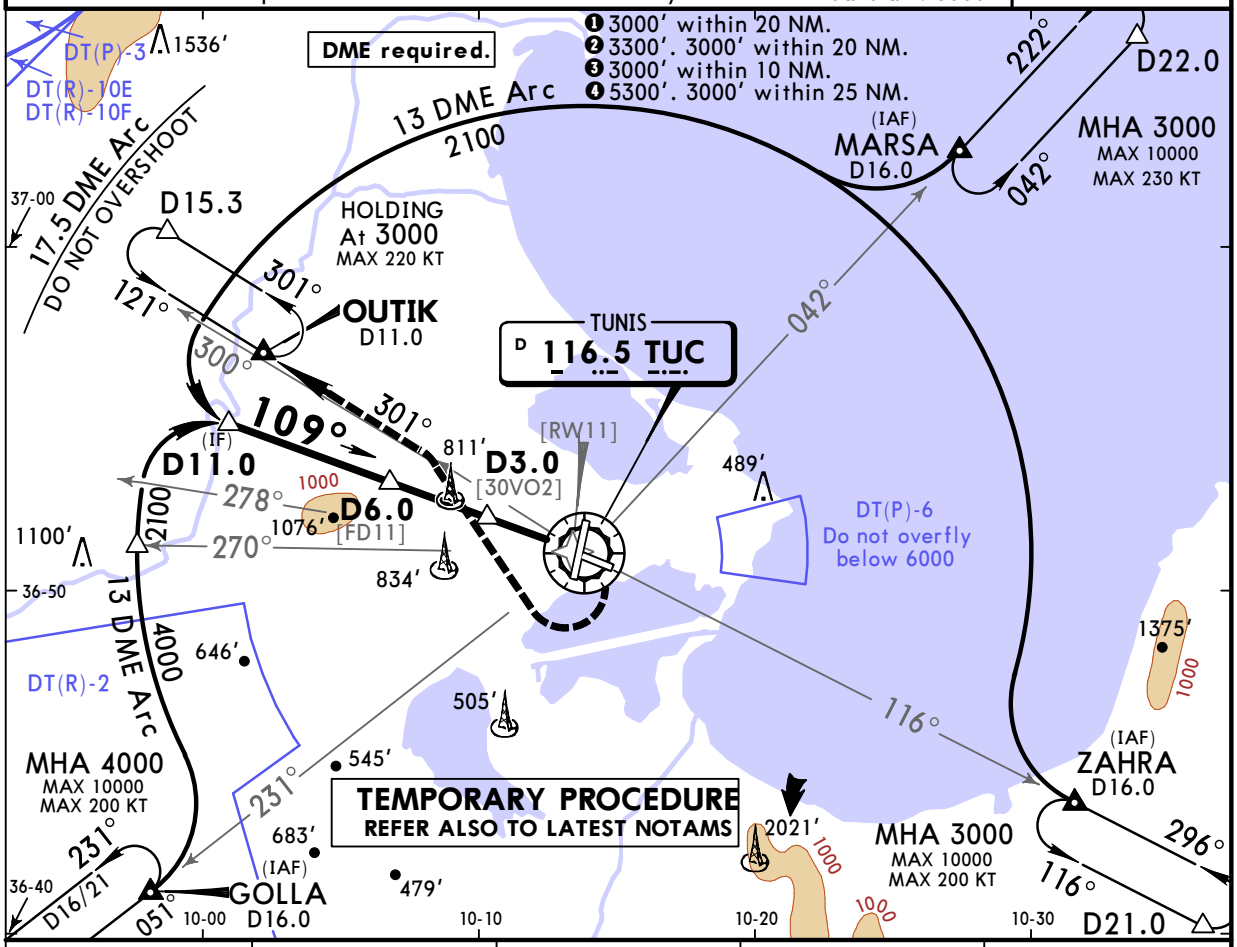
VOR TUC	Final Apch Crs	Procedure Alt D6.0	MDA(H) (CONDITIONAL)	Apt Elev 22′
116.5	109°	2100′ (2078′)	680′ (658′)	

MISSED APCH: Turn RIGHT to intercept and follow R-301 to join OUTIK holding at 3000′ and as directed.
MAX 220 KT. Do not turn before MAP.

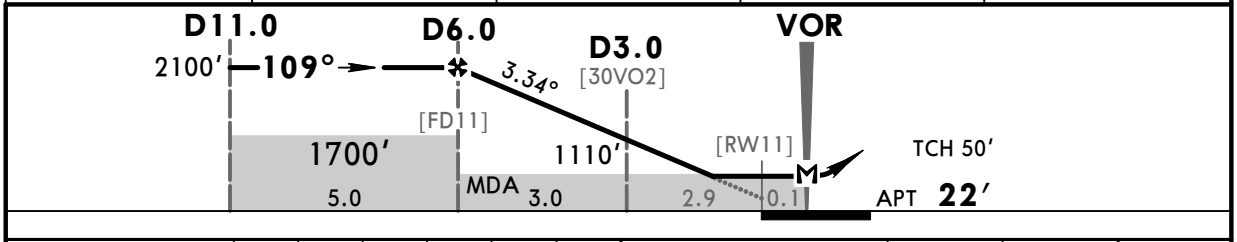
Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′



MSA
TUC VOR
within 30 NM



TUC DME	5.0	4.0	3.0	2.0
ALTITUDE	1810′	1460′	1110′	760′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.34°	414	532	591	709	827	946
MAP at VOR						

220 KT MAX

3000′ RT on TUC 116.5 R-301

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 11

	MDA(H) 680′ (658′)	W/o D3.0 MDA(H) 1080′ (1058′)
A	RVR 1500m	RVR 1500m
B		
C	RVR 2000m	RVR 2000m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)		VIS
100	680′ (658′)	1	1500m
135	730′ (708′)	1	1600m
180	1230′ (1208′)		2400m
205	1230′ (1208′)		3600m

1 After apch W/o D3.0: MDA(H) 1080′(1058′).

CHANGES: SDF. Minimums.

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DTTA/TUN
CARTHAGE

JEPPESEN
21 MAR 14 (13-1)

TUNIS, TUNISIA
VOR DME Rwy 01

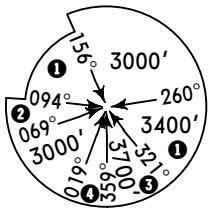
BRIEFING STRIP ™

D-ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

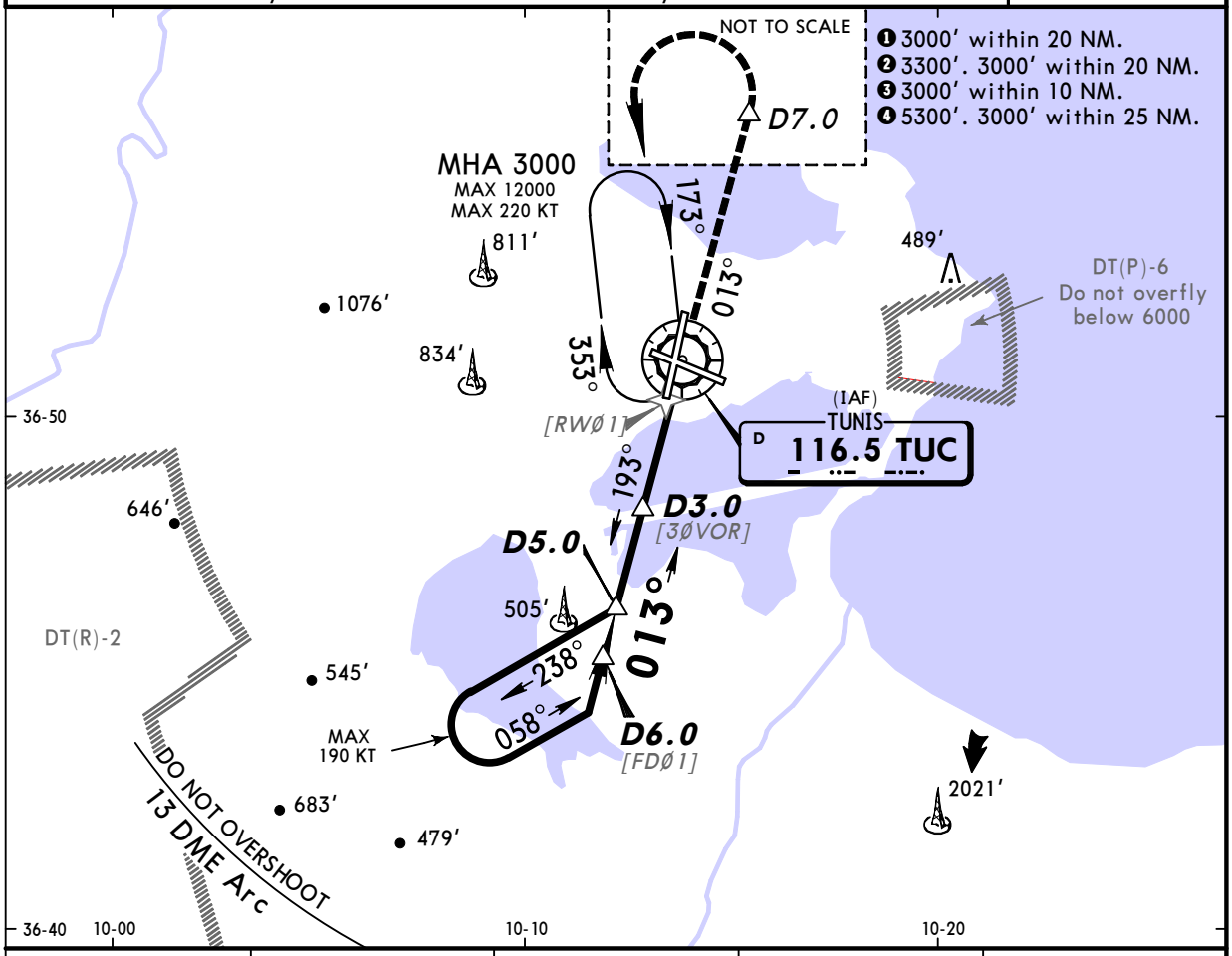
VOR	Final	Minimum Alt	MDA(H)	Apt Elev 22′
TUC	Apch Crs	D6.0	390′ (378′)	RWY 12′
116.5	013°	1700′ (1688′)		

MISSED APCH: Climb on R-013 to D7.0, then turn LEFT to join VOR at 3000′.

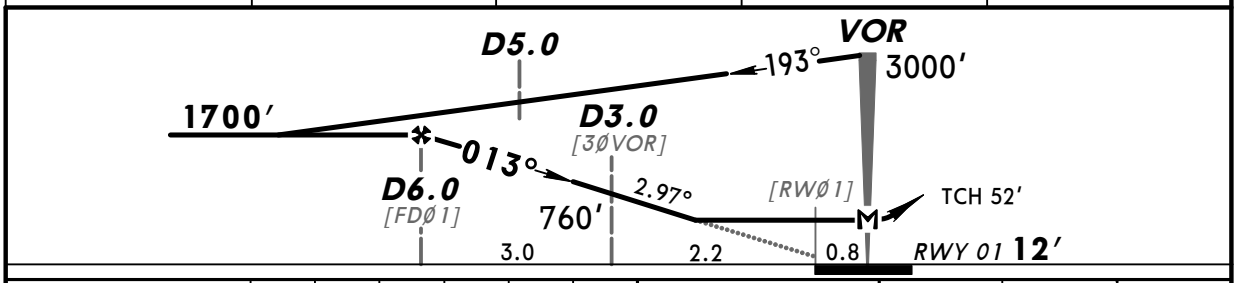
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′



MSA TUC VOR within 30 NM



TUC DME	5.0	4.0	3.0	2.0
ALTITUDE	1390′	1080′	760′	450′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.97°	368	473	525	630	736	841
MAP at VOR						

PAPI-L

D7.0 ↑ TUC on 116.5 R-013

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 01

MDA(H) 390′ (378′)

		Max Kts	MDA(H)	VIS
A	RVR 1500m	100	560′ (538′)	1500m
B		135	740′ (718′)	1600m
C	RVR 1800m	180	1240′ (1218′)	2400m
D	RVR 2000m	205	1240′ (1218′)	3600m

CIRCLE-TO-LAND

CHANGES: Minimums.

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DTTA/TUN
CARTHAGE

JEPPESEN
21 MAR 14 (13-2)

TUNIS, TUNISIA
VOR Rwy 01

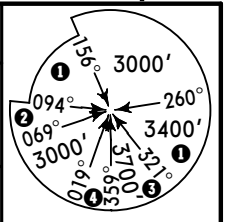
BRIEFING STRIP ™

D-ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

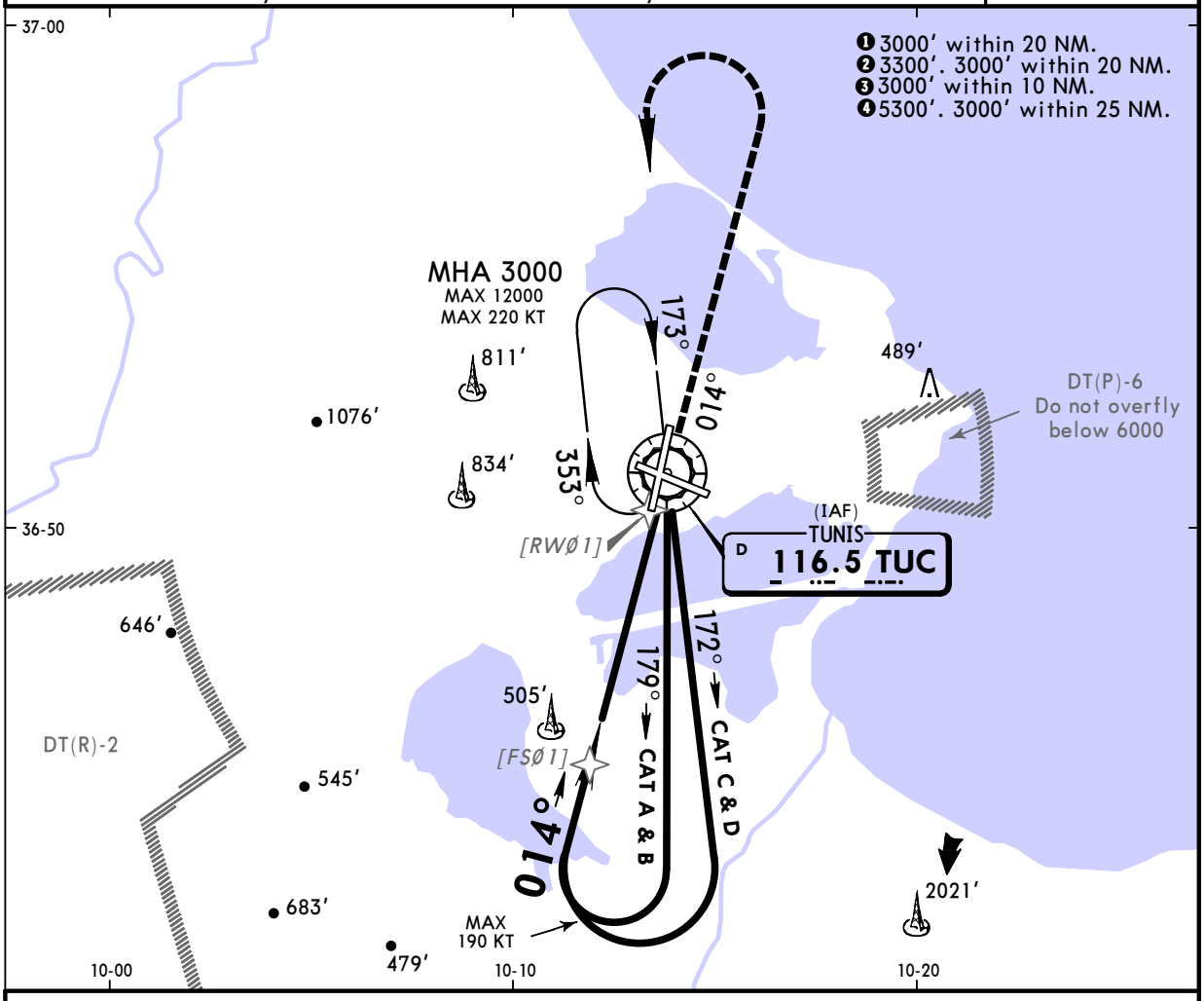
VOR	Final	Minimum Alt	MDA(H)	Apt Elev 22′
TUC	Apch Crs	No FAF	810′ (798′)	RWY 12′
116.5	014°			

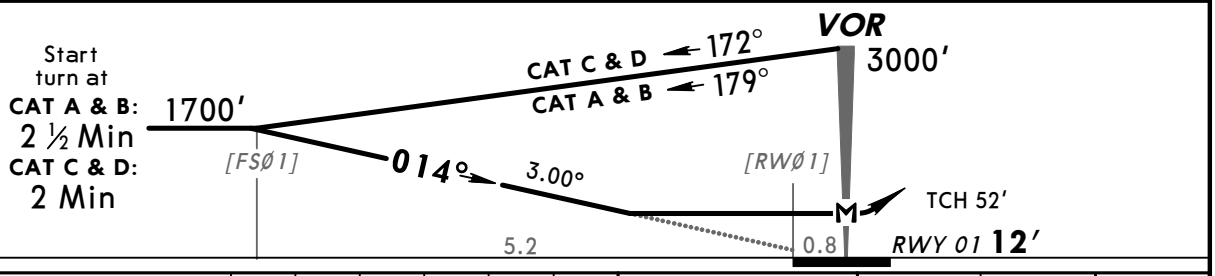
MISSED APCH: Climb on R-014 to 2000′, then turn LEFT to join VOR at 3000′. Do not turn before MAP.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′



MSA TUC VOR within 30 NM





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

PAPI-L

2000′ ↑ TUC on 116.5 R-014

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 01

MDA(H) 810′ (798′)

A	RVR 1500m
B	
C	RVR 2000m
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	820′ (798′)	1500m
135	820′ (798′)	1600m
180	1240′ (1218′)	2400m
205	1240′ (1218′)	3600m

CHANGES: None.

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DTTA/TUN
CARTHAGE

JEPPESEN
21 MAR 14 (13-3)

TUNIS, TUNISIA
via ZAHRA, MARSA or GOLLA
VOR DME Rwy 11

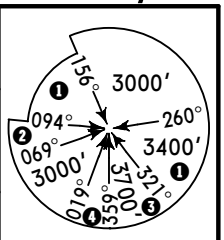
BRIEFING STRIP ™

D-ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

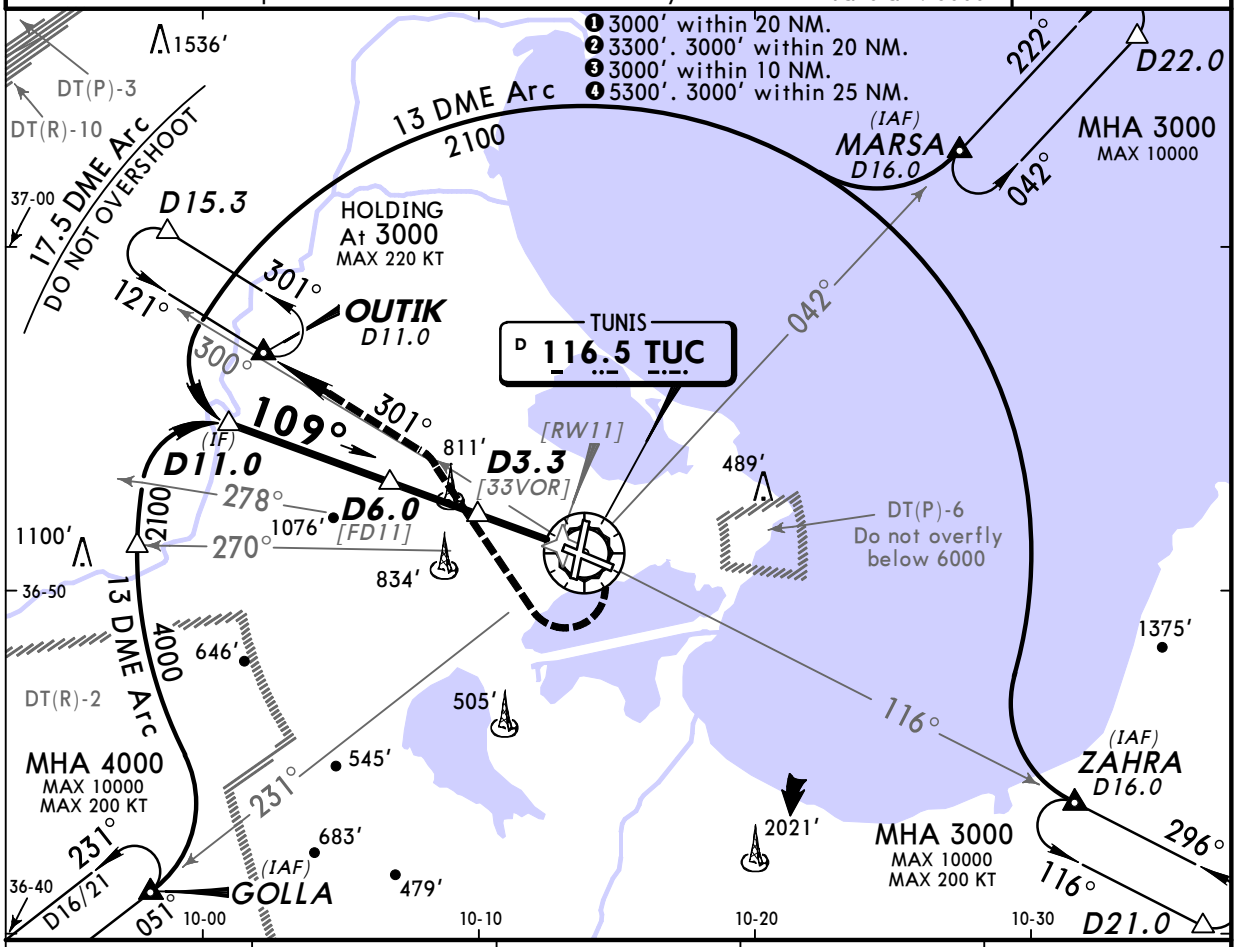
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
TUC 116.5	109°	D6.0 2100′ (2078′)	850′ (828′)	22′

MISSED APCH: Turn RIGHT to intercept and follow R-301 to join OUTIK holding at 3000′ and as directed. MAX 220 KT.

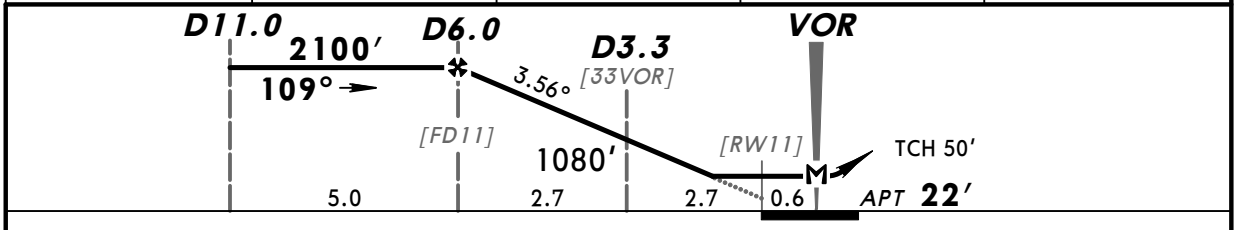
Alt Set: hPa	Apt Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000′



MSA
TUC VOR
within 30 NM



TUC DME	5.0	4.0	3.0	2.0
ALTITUDE	1710′	1340′	970′	600′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.56°	441	567	630	756	882	1008
MAP at VOR							

PAPI-L | 220 KT MAX | 3000′ RT | TUC on 116.5 R-301

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 11

MDA(H) 850′ (828′)

A	RVR 1500m
B	
C	RVR 2000m
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	850′ (828′)	1500m
135	850′ (828′)	1600m
180	1240′ (1218′)	2400m
205	1240′ (1218′)	3600m

CHANGES: Procedure.

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DTTA/TUN CARTHAGE

JEPPESEN 21 MAR 14 (13-4)

TUNIS, TUNISIA VOR DME Rwy 19

via ZAHRA, MARSA or GOLLA

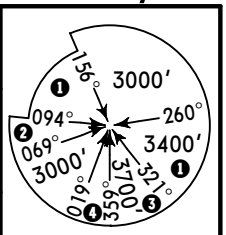
BRIEFING STRIP™

D-ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

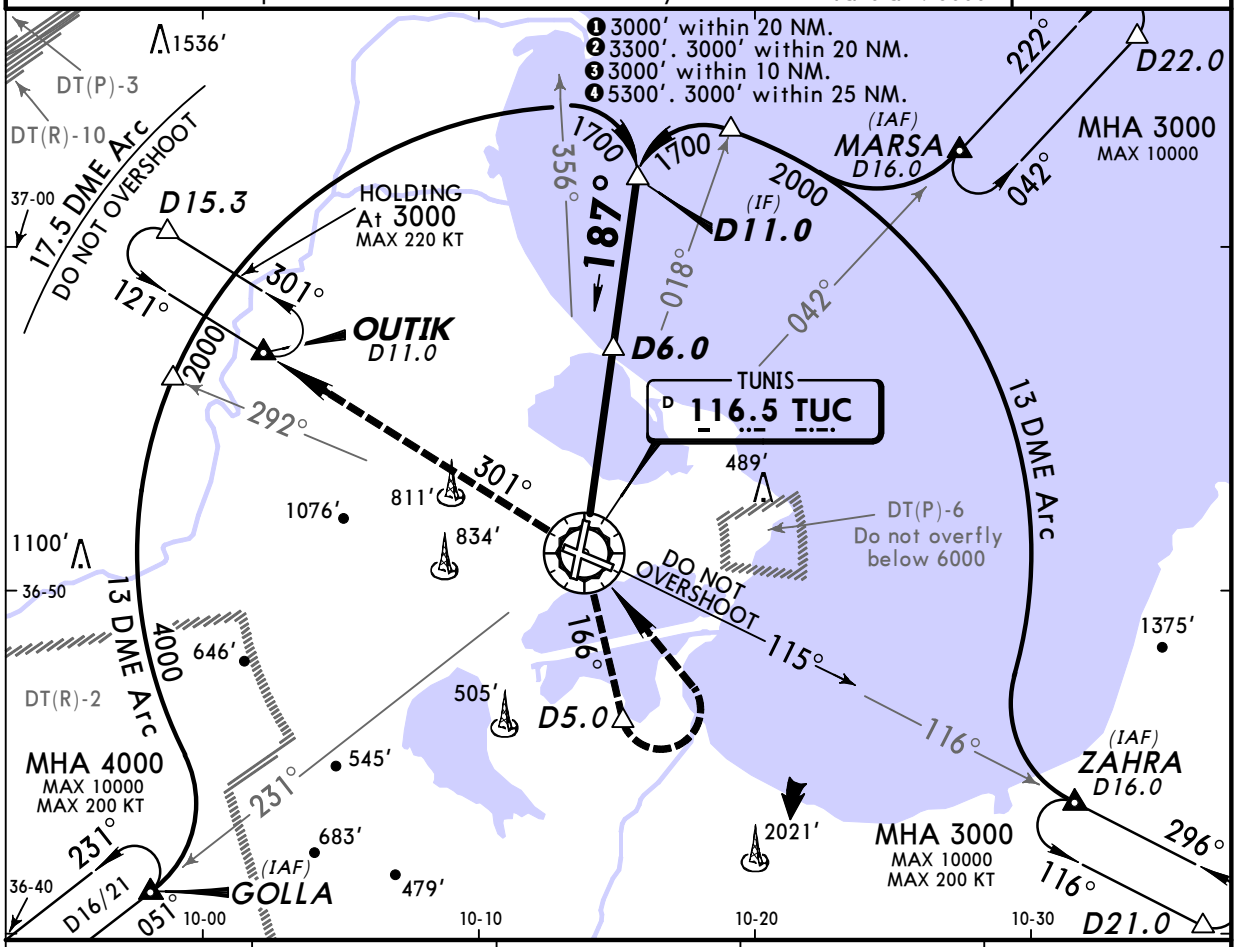
VOR TUC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
116.5	187°	D6.0 1700′ (1678′)	410′ (388′)	22′

MISSED APCH: As soon as possible climbing turn LEFT on R-166 to D5.0, then turn LEFT to VOR. Follow R-301 to join OUTIK holding at 3000′ and as directed. MAX 220 KT.

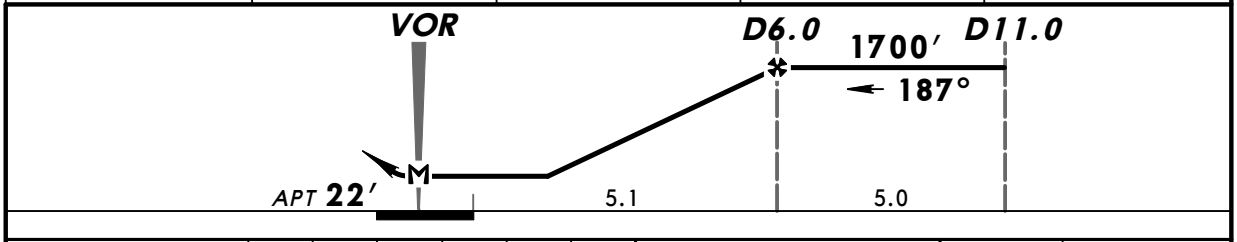
Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′



MSA
TUC VOR
within 30 NM



TUC DME	2.0	3.0	4.0	5.0
ALTITUDE	430′	740′	1060′	1390′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.03°	376	483	537	644	751	859
MAP at VOR							

HIALS
PAPI

Refer to Missed Apch above

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 19

MDA(H) 410′ (388′)

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 900m	RVR 1500m	100	560′ (538′)	1500m
B	RVR 1000m		135	740′ (718′)	1600m
C		RVR 1800m	180	1240′ (1218′)	2400m
D	RVR 1400m	RVR 2000m	205	1240′ (1218′)	3600m

CIRCLE-TO-LAND

CHANGES: Minimums.

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DTTA/TUN CARTHAGE

JEPPESEN 21 MAR 14 (13-5)

TUNIS, TUNISIA VOR DME Rwy 29

via ZAHRA or MARSA

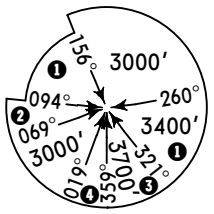
BRIEFING STRIP ™

D-ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

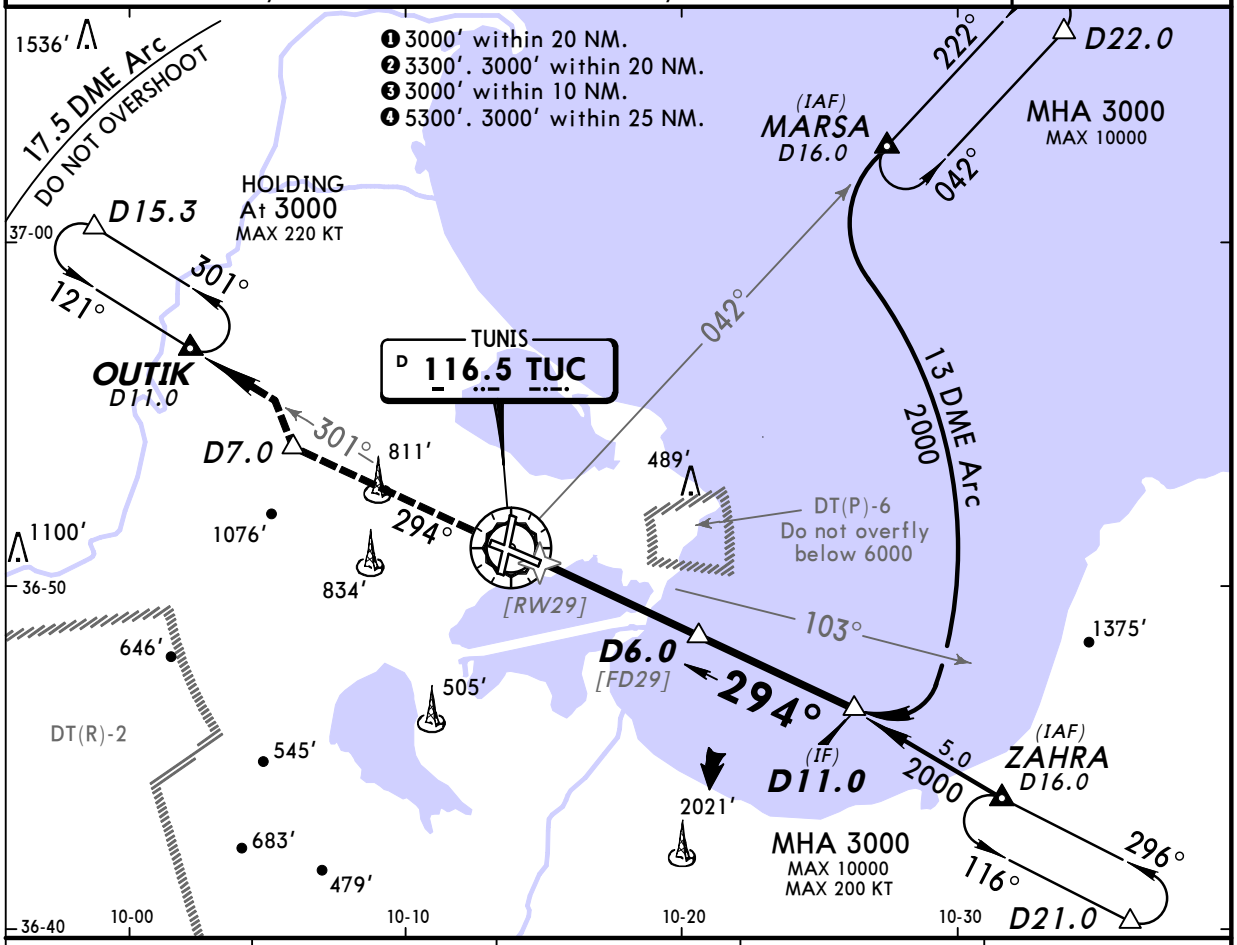
VOR TUC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
116.5	294°	D6.0 1700′ (1689′)	540′ (529′)	Apt Elev 22′ RWY 11′

MISSED APCH: Climb STRAIGHT AHEAD to D7.0, then turn RIGHT to intercept R-301 and join holding at 3000′. MAX 220 KT.

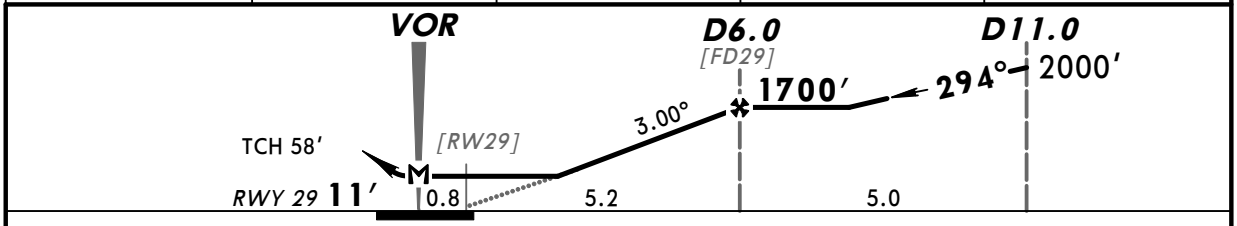
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000′



MSA
TUC VOR
within 30 NM



TUC DME	3.0	4.0	5.0	6.0
ALTITUDE	760′	1080′	1390′	1700′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

PAPI-L

220 KT MAX

D7.0

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 29

MDA(H) 540′ (529′)

A	RVR 1500m
B	
C	RVR 2000m
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	580′ (558′)	1500m
135	740′ (718′)	1600m
180	1240′ (1218′)	2400m
205	1240′ (1218′)	3600m

CHANGES: Minimums.

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1. GENERAL

1.1. ATIS

ATIS 136.12

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

The following procedures are defined in order to minimize ACFT noise in the areas adjacent to the APT.
Arriving or departing ACFT should avoid overflying the residential areas of Artemis, Rafina, Markopoulo, Koropi and Spata. If unable to comply ACFT shall overfly these areas for the minimum required time while maintaining the minimum safe height.
ACFT not intending to land at Eleftherios Venizelos APT are not permitted to overfly these residential areas below 3000'.
For noise abatement purposes a permanent noise monitoring system has been installed in residential areas in the vicinity of the APT.
Rapid changes in engine power should be avoided unless for safety reasons.

1.2.2. RUNWAY USAGE

Between 2300-0700LT:
- RWY 21L should not be used for landing
- RWY 03R should not be used for take-off

Chapter 2 ACFT are not allowed to use RWY 03R for take-off, pilots shall inform ATC unit of their status, upon start up clearance request.
Following ACFT types shall not depart from RWY 03R or land on RWY 21L:
AN-124, BAC 1-11-200/400, B707, B727, B737-200, B747-200/300, BAE-125-1000, DC-8, DC-9, DC-10, IL 62, IL 76/IL 78-82, IL 96, L1011, TU-134A, TU-154M, YAK-40 and YAK-42.
All military ACFT shall not depart from RWY 03R or land on RWY 21L. Military ACFT of a type equivalent to a civil ACFT type not included in the above mentioned list are not subject to this restriction.
Deviations may be accepted if capacity demand requires or during extreme weather and if operational restrictions apply.

1.2.3. NIGHTTIME RESTRICTIONS

Between 2300-0700LT all ad-hoc flights require the prior approval of the APT Duty Officer.

EXCEPTIONS:
Airmail service flights, government flights, ambulance flights, police helicopter flights, other humanitarian aid service flights and emergency flights.

1.2.4. REVERSE THRUST

Reverse thrust is to be used minimal and in accordance with safe operating procedures.

1.2.5. AUXILIARY POWER UNITS (APUs)

The use of APUs shall be avoided/not exceeding 15 minutes after arrival or 15 minutes before departure from the ACFT stand.

1.2.6. RUN-UP TESTS

Maintenance run-up tests above idle are permitted only between 0700-2300LT in designated areas.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

Pilots will be informed by ATIS or RTF when LVP are in operation.
LVP will be commenced when RVR falls to 600m and/or ceiling is at or below 200'.
LVP will be terminated, when RVR is greater than 600m and ceiling is greater than 200' and a continuing improvement in these conditions is anticipated.
During LVP one RWY will be used exclusively for landings while the other one will be used for departures.
Pilots will not be refused permission to land or take-off on 'pilots discretion', solely because of bad weather conditions.

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1. GENERAL

1.3.2. ARRIVING ACFT

All appropriate RWY exits are illuminated, and pilots should use the first convenient exit. RWY vacation will be assessed when the ACFT has passed the last of the alternate yellow and green centerline lights. These lights denote the extent of the ILS sensitive area.
Landed ACFT shall report clear of the color coded centerline lights to indicate that the ACFT has vacated the ILS sensitive area and upon arrival at the Parking stand.

1.3.3. DEPARTING ACFT

Departing ACFT are required to use the following CAT II holding points:
RWY 03L: A1, A2
RWY 03R: D1, D2
RWY 21L: D12, D13
RWY 21R: A13, A14

1.4. SURFACE MOVEMENT GUIDANCE

The TWY centerline lights within the ILS sensitive area from RWY 03R/21L towards TWY D and from RWY 03L/21R towards TWY A are color coded (yellow/green).
Landed ACFT are requested to report clear of the colour coded centerline lights to indicate that the ACFT has vacated the ILS sensitive area.

Intermediate TWY holding position lights operate together with the centerline lighting and consist of 3 unidirectional surface lights showing amber in the direction of approach to the intersection.
If the traffic situation requires, ACFT may be instructed to hold at a specific intermediate holding position. If no such instruction is given, ACFT may taxi across the intermediate holding position marking without a specific clearance.

Stop bars are operated independently of the centerline lighting and consist of unidirectional surface lights showing red in the direction of approach to a taxi holding position or an intersection. Taxiing across stop bars is strictly prohibited when they are switched on. Clearances of any kind do not cover permission for taxiing across an operating stop bar.

1.5. TAXI PROCEDURES

1.5.1. GENERAL

TWY E is an ACFT stand taxilane with reduced minimum separation distances between taxi centerline and objects. The separation distance between the centerline and objects is a minimum of 139'/42.5m.
Due to reduced wingtip-clearance adhere strictly to the yellow TWY centerlines. Taxi speed to be adjusted accordingly.

1.5.2. GROUND MOVEMENT

All taxiing ACFT shall follow the yellow taxi centerline or the ACFT stand lead-in line. No deviations or short-cuts are permitted unless guided by a Follow-me car.
ACFT are permitted to taxi only if permanent radio contact with ATC can be maintained during the entire taxi manoeuvre, unless guided by a Follow-me car.
The pilot shall always adhere to the signals of the Follow-me car.
ACFT are permitted to taxi only at the indispensable minimum engine speed.
In order to avoid any damage, ACFT types L-1011, DC-10 and MD-11 are not allowed to increase the power of engine number 2 beyond its idle motion speed when taxiing in the vicinity of buildings.
B773, A345 and A346: In order to keep the required minimum edge clearance, judgemental oversteer shall be used.

1.5.3. ACFT TOWING

Towing of ACFT requires the prior permission of ATC. Towed ACFT should always be guided by a Follow-me car.
During NIGHT or when LVP in operation, towed ACFT should be illuminated.

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1. GENERAL

1.5.4. A380-800 Ground Operations

Engines 1 and 4 should be shut-down when vacating the RWY after landing and started-up for departure on the RWY. Taxiing shall be performed on engines 2 and 3.
Alternatively, in order to minimize RWY occupancy, engines 1 and 4 may be started-up on TWY D facing South, abeam link D2 for departure from RWY 03R, or on link D13 facing East for departure from RWY 21L. If engines 1 and 4 are started-up before entering the RWY they should be kept at ground idle until lined-up for take-off.
A380-800 ACFT taxiing over TWY K and H bridges are limited to Maximum Landing Weight.
Taxilanes E, I, J, Y1 and Y2 are not available for A380 traffic.
When holding short of a RWY stop at CAT II holding points.
In order to keep the required minimum edge clearances, judgmental oversteer shall be used.
For braking away and during taxi use minimum power, taxi only under follow-me guidance and at low speed.
A380 can be parked on contact stands A09, A11, A13, A33, A35, A37, B05 using the AGNIS/PAPA system for guidance and on remote parking positions A42 and B17 by a Marshaller. Alternatively, in case of unavailability of towbar on board TWY G can accommodate the aircraft facing North or South.
Due to height limitations of the GSE equipment the top of the ACFT tail fin can not be fully de-iced.

1.6. PARKING INFORMATION

AGNIS/PAPA available at stands A01 thru A39 and B03 thru B15.
If the crew realizes, when taxiing into a nose-in position equipped with AGNIS/PAPA, that the latter is switched-off or out of order, the ACFT shall be stopped immediately. Malfunctioning shall be reported to Ground, waiting for instructions.
Parking of ACFT at stands not provided with AGNIS/PAPA is only permitted under the instruction of a marshaller.

1.7. OTHER INFORMATION

Birds in vicinity of APT.
RWYs 03L/21R and 03R/21L with antiskid layer.
On approaches and departures overflying of other ACFT at low heights is prohibited for helicopters.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

MAX 240 KT for Jet ACFT.
MAX 180 KT for Conventional ACFT when entering Athens TMA below FL220.

2.2. NOISE ABATEMENT PROCEDURES

STARs are also noise abatement routings and should be strictly followed.
Use delayed gear and flap extension and low power/drag configuration consistent with safe operating procedures.

2.3. CAT II OPERATIONS

RWYs 03L/21R and 03R/21L approved for CAT II operations, special aircrew and ACFT certification required.

2.4. TAXI PROCEDURES

2.4.1. USE OF GA APRON

Arriving ACFT taxiing on the GA Apron, will be guided by a Follow-me car.

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3. DEPARTURE

3.1. DE-ICING

ACFT de/anti-icing activities are performed under the responsibility of the ACFT operator and/or Ground handler. ACFT de/anti-icing is allowed at all parking stands. Prior coordination with the APT company (Airport Services Operations Center) is necessary.

3.2. START-UP, PUSH-BACK & TAXI PROCEDURES

3.2.1. START-UP & ATC CLEARANCE

Pilots shall request clearance for starting the engines and ATC clearance from Delivery. Request for ATC clearance may take place at the earliest 10 minutes prior to engine start-up. Upon receiving start-up and ATC clearance, pilots will be instructed to contact the appropriate frequency (VENIZELOS Ground North or South) for push-back and taxi or for taxi clearance (where push-back is not necessary). Pilots shall inform Delivery, if unable to be ready to taxi within 10 minutes from start-up time.

3.2.2. ENGINE RUN-UP

Run-ups require the prior permission by the APT Duty Officer (ADO) and should be performed between 0700LT-2300LT.
Engine run-up on more than ground idle shall be conducted on TWY B between Links A2-A4 and A11-A13 provided that:

- Prior approval is obtained from APT Duty Officer (ADO).
- The ACFT heading will be at the discretion of ATC, based on the prevailing wind conditions and to avoid interference with ACFT operations.
- ACFT had to be towed from/to that location under the escort of a Follow-me car.

3.2.3. PUSH-BACK & TAXI OUT

ACFT may leave nose-in stands only by the aid of towing trucks. Reverse thrust or variable pitch propellers shall not be used. ACFT operators shall make suitable arrangements.

Push-back or taxi clearance from a position may only be requested if the pilot can perform the manoeuvre immediately.
When pilots request push-back and/or taxi, they shall indicate their ACFT parking stand.
During push-back procedure, ACFT from any parking position is aligned on the TWY and positioned with the nose gear abeam the lead-in line of its stand.
Upon completing this procedure, movement of other ACFT from/to other adjacent parking positions can be performed, according of the rules of tables 1 & 2.

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3. DEPARTURE

All stands except B30 thru B45 :

ACFT code	Simultaneous push-back from adjacent parking positions	Limitations to the adjacent parking position in front of the push-back ACFT	Limitations to the adjacent parking position behind the push-back ACFT	Limitations to the second adjacent parking position behind the push-back ACFT
C	Not allowed	ACFT movement is allowed (except ACFT of ICAO code E to parking positions B13/ B15).	ACFT movement is not allowed.	None
D				ACFT movement is not allowed.
E		ACFT movement is allowed (except ACFT of ICAO code D and E to parking positions B13/ B15).		

Stands B30 thru B45:

ACFT code	Simultaneous push-back from adjacent parking positions	Limitations to the adjacent parking position in front of the push-back ACFT	Limitations to the adjacent parking and the second adjacent parking position behind the push-back ACFT	Limitations to the third adjacent parking position behind the push-back ACFT
C	Not allowed	ACFT movement is allowed.	ACFT movement is not allowed.	None
D				ACFT movement is not allowed.

Apart from these rules, and in order to expedite traffic whenever operational conditions permit, air traffic controllers can request from ACFT to perform extended push-back with the nose gear abeam the lead-in line of an adjacent parking position.
Starting up engines for ACFT requiring push-back is commenced when the ACFT is aligned on the TWY centerline or when clearing the apron service road, in order to protect personnel and equipment from the jet blast.
In cases where push-back is not necessary or in exceptional cases when a pilot wishes to start at least one engine on the stand, the safeguarding of the ACFT is responsibility of the airline and the ground handler. In these cases they shall take the appropriate measures in order of the safeguard the area and to prevent any personnel or vehicle to pass behind running engines, and to ensure that jet blast during this procedure does not affect ACFT taxiing on the TWY behind.

3.2.4. USE OF GA APRON

After receiving an ATC clearance, departing ACFT taxiing out of the GA Apron is performed on pilot's own responsibility.

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3. DEPARTURE

3.3. NOISE ABATEMENT PROCEDURES

Thrust reduction-acceleration RWYs 03L and 03R unless for safety reasons all Turbo-Prop and Jet powered ACFT shall not reduce take-off thrust until a minimum altitude of 1800' MSL has been reached and shall not accelerate above initial climb speed (V2+10) or change take-off flap and slat configuration until minimum altitude of 3300' MSL has been reached.

3.4. Departure of A380-800

For take-off use the Flight Crew Operating Manual supplementary procedure: "Operation on Runway + Shoulders less than 58 m wide".
When taking-off from RWY 03L/21R, the weight limitation for taxiing over the bridges of TWY's H & K must be taken into consideration in take-off weight calculations.
The existing ILS procedures have been designed taking into consideration the collision risk model.

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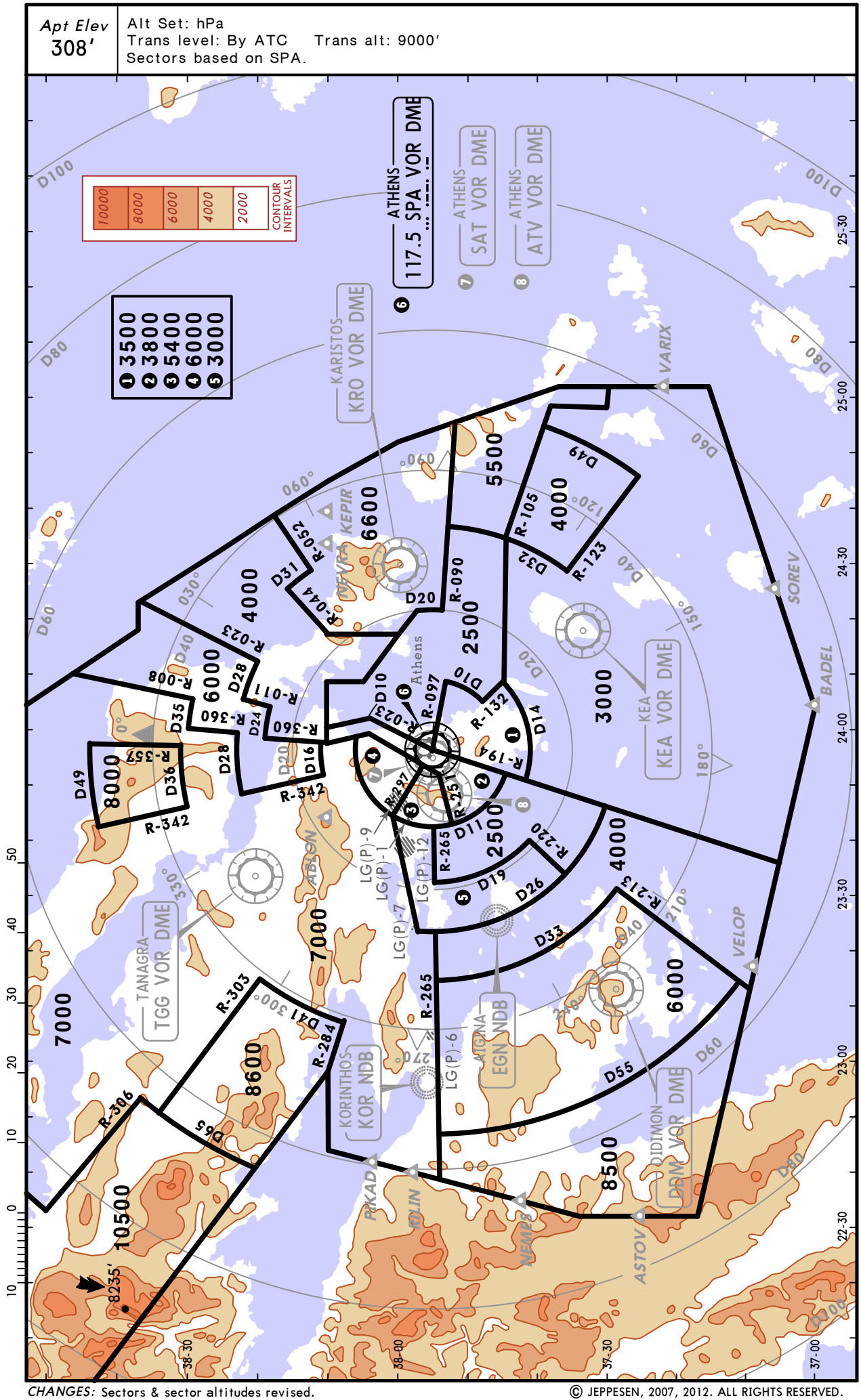
LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

13 JUL 12
Eff 26 Jul

JEPPESEN
10-1R

ATHENS, GREECE
RADAR MINIMUM ALTITUDES

Apt Elev	
308′	Alt Set: hPa Trans level: By ATC Trans alt: 9000′ Sectors based on SPA.



CHANGES: Sectors & sector altitudes revised.

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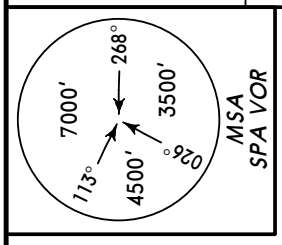
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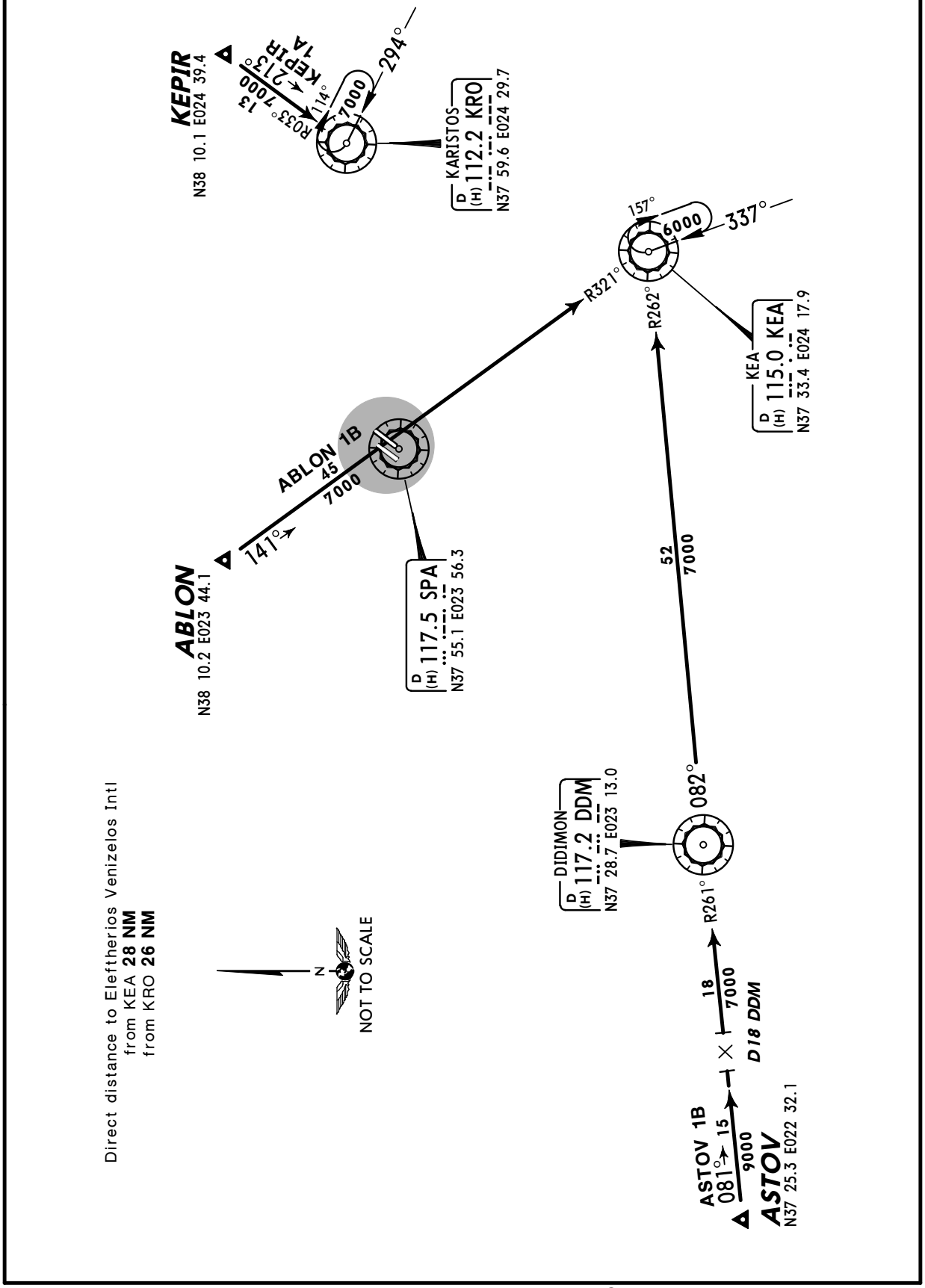
JEPPESEN 18 NOV 11 (10-2)

ATHENS, GREECE
STAR

ATIS	Apt Elev	
136.12	308′	Alt Set: hPa Trans level: By ATC Trans alt: 9000′



ABLON 1B *[ABLO1B]*
ASTOV 1B *[ASTO1B]*, KEPIR 1A *[KEPI1A]*
RWYS 21L/R ARRIVALS



CHANGES: MEA between KEPIR-KRO & MHA at KRO holding revised.

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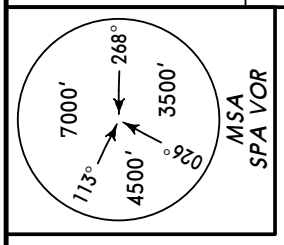
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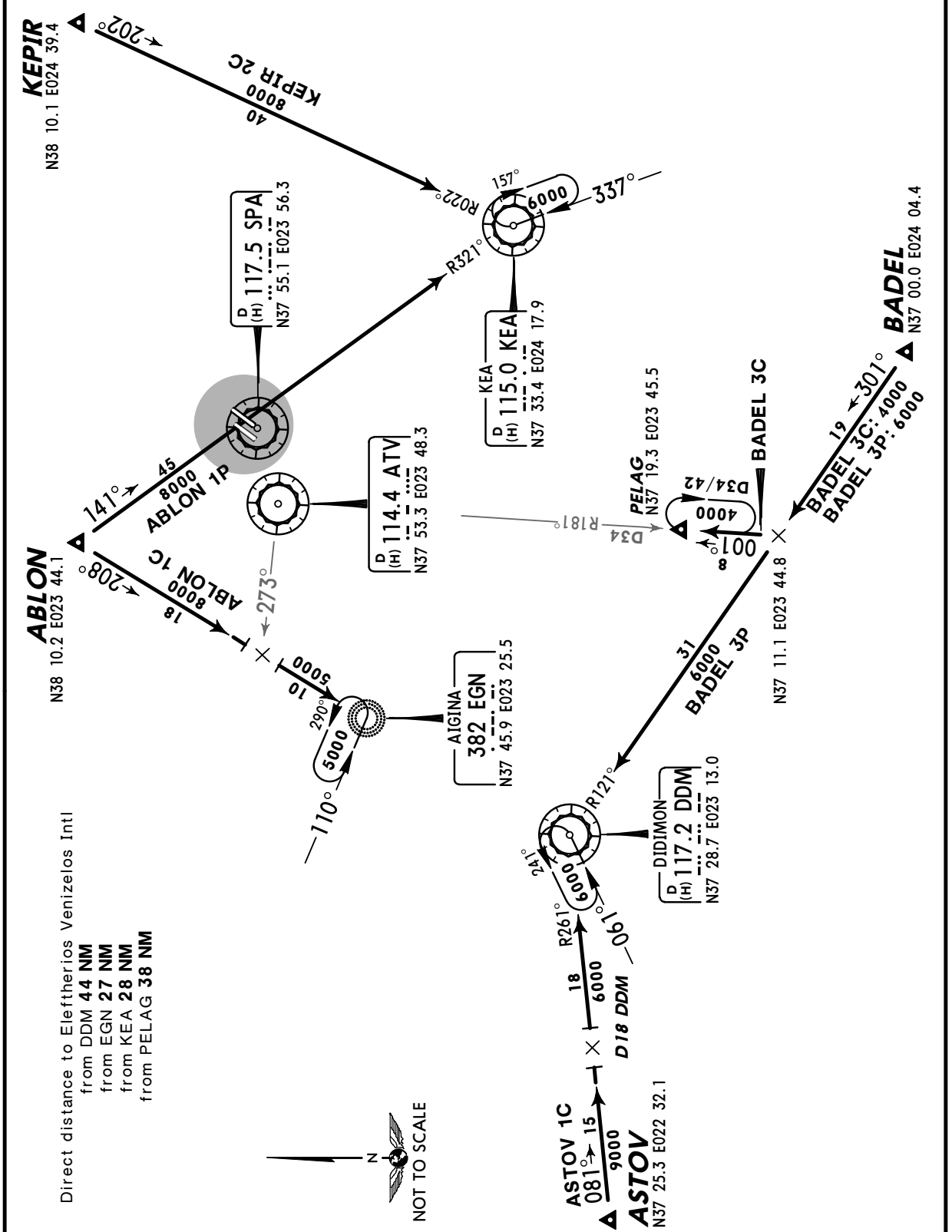
JEPPESEN 18 NOV 11 (10-2A)

ATHENS, GREECE
STAR

ATIS	Apt Elev	
136.12	308′	Alt Set: hPa Trans level: By ATC Trans alt: 9000′



ABLON 1C *[ABLO1C]*, ABLON 1P *[ABLO1P]*
ASTOV 1C *[ASTO1C]*
BADEL 3C *[BADE3C]*, BADEL 3P *[BADE3P]*
KEPIR 2C *[KEPI2C]*
RWYS 03L/R ARRIVALS



CHANGES: None.

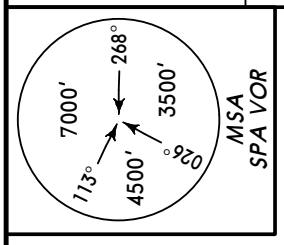
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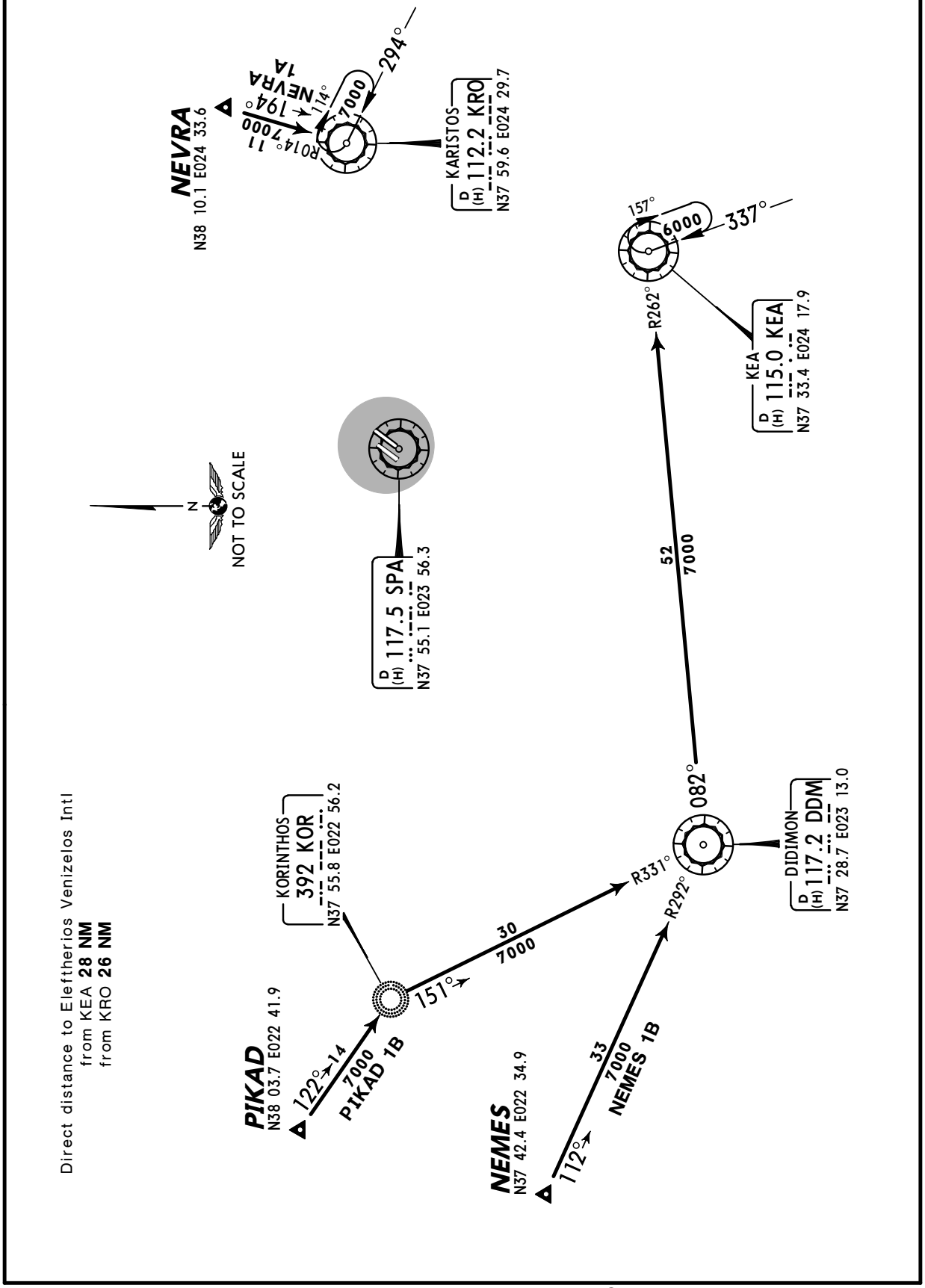
LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

ATHENS, GREECE
STAR

ATIS	Apt Elev	
136.12	308′	Alt Set: hPa Trans level: By ATC Trans alt: 9000′



NEMES 1B *[NEME1B]*
NEVRA 1A *[NEVR1A]*, PIKAD 1B *[PIKA1B]*
RWYS 21L/R ARRIVALS



CHANGES: MEA between NEVRA-KRO & MHA at KRO holding revised.

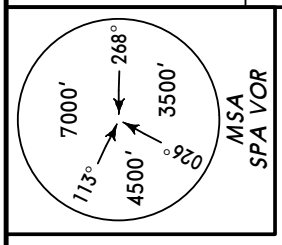
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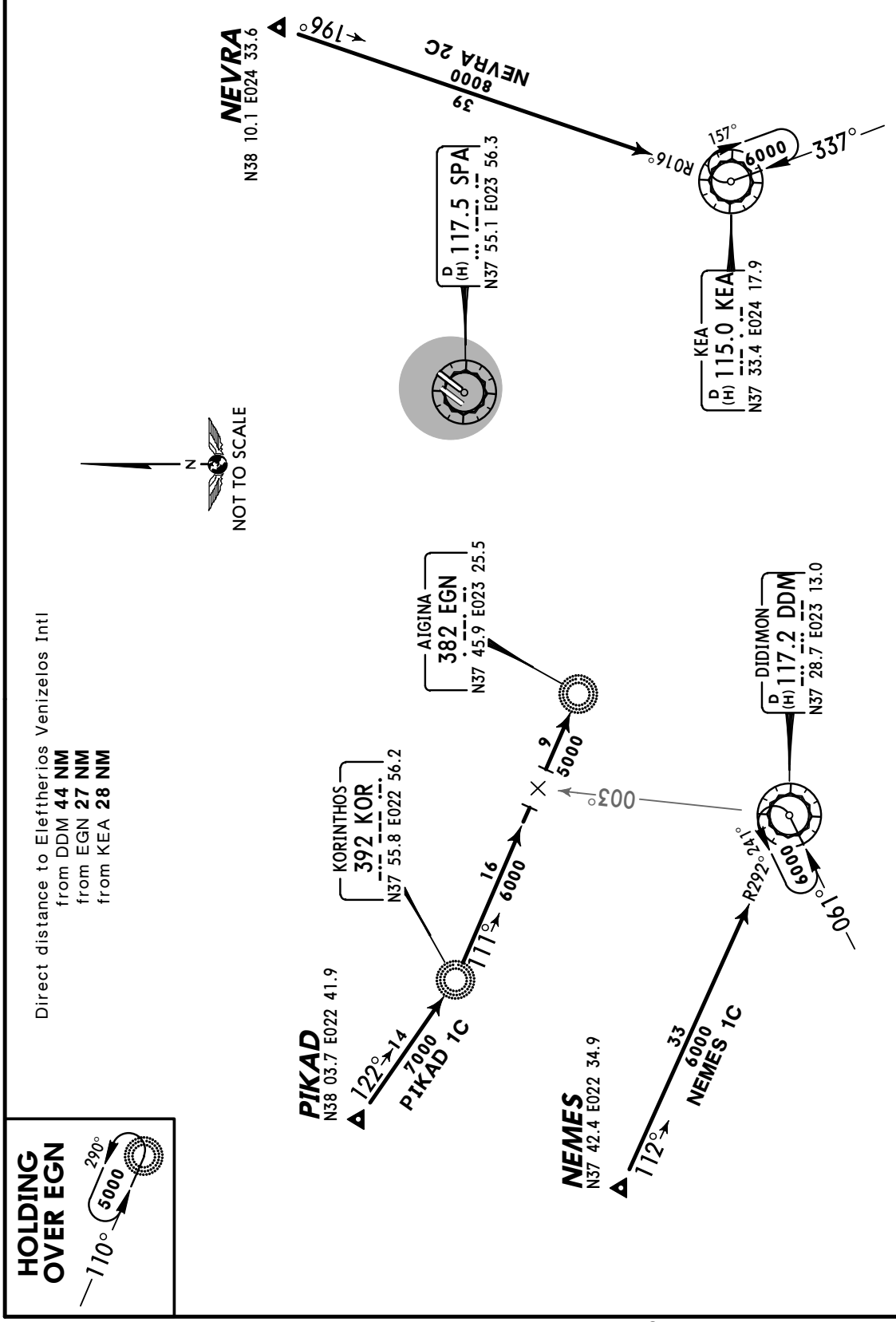
LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

ATHENS, GREECE
STAR

ATIS	Apt Elev	
136.12	308′	Alt Set: hPa Trans level: By ATC Trans alt: 9000′



NEMES 1C *[NEME1C]*, NEVRA 2C *[NEVR2C]*
PIKAD 1C *[PIKA1C]*
RWYS 03L/R ARRIVALS



CHANGES: None.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 18 NOV 11 (10-2D)

ATHENS, GREECE
STAR

ATIS	Apt Elev	
136.12	308′	Alt Set: hPa Trans level: By ATC Trans alt: 9000′

RILIN 1B *[RILI1B]*
SOREV 1B *[SORE1B]*
VARIX 1A *[VARI1A]*
VARIX 1B *[VARI1B]*
VELOP 1B *[VELO1B]*
XORKI 2B *[XORK2B]*
RWYS 21L/R ARRIVALS

MSA
SPA VOR
7000′ 268° 3500′ 026° 4500′ 113°

VARIX
N37 21.8 E025 02.1

45 7000 VARIX 1A
323°
285°
37 7000 VARIX 1B

KARISTOS
D (H) 112.2 KRO
N37 59.6 E024 29.7
294° 114° 7000 R145°

SOREV
N37 05.8 E024 25.5

28 7000 SOREV 1B
345°
337°
157° R105°
6000 R165°

KEA
D (H) 115.0 KEA
N37 33.4 E024 17.9
R312° R262° R240°

D (H) 117.5 SPA
N37 55.1 E023 56.3

29 6000
D29 KEA

24 8000 XORKI 2B
132°

XORKI
N38 10.2 E023 30.6

52 7000
54 7000 VELOP 1B

Direct distance to Eleftherios Venizelos Intl
from KEA **28 NM**
from KRO **26 NM**

082°
090°

DIDIMON
D (H) 117.2 DDM
N37 28.7 E023 13.0

VELOP
N37 09.0 E023 17.2

KORINTHOS
392 KOR
N37 55.8 E022 56.2

30 7000
151°
R331°

RILIN
N37 57.9 E022 40.0
096° 13 7000 RILIN 1B

N
NOT TO SCALE

CHANGES: MEA between VARIX-KRO & MHA at KRO holding revised.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

ATHENS, GREECE
STAR

ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 9000′
136.12	308′	

RILIN 1C *[RILI1C]*
SOREV 1C *[SORE1C]*
VARIX 2C *[VARI2C]*
VELOP 1C *[VELO1C]*
XORKI 1C *[XORK1C]*
XORKI 1P *[XORK1P]*
RWYS 03L/R ARRIVALS

Direct distance to Eleftherios Venizelos Intl
from DDM **44 NM**
from EGN **27 NM**
from KEA **28 NM**

VARIX N37 21.8 E025 02.1
285° 37 8000 VARIX 2C

SOREV N37 05.8 E024 25.5
345° 28 8000 SOREV 1C

KEA D (H) 115.0 KEA N37 33.4 E024 17.9
157° R105° 6000 R165° 337°
R312°

D (H) 117.5 SPA N37 55.1 E023 56.3

D (H) 114.4 ATV N37 53.3 E023 48.3

XORKI N38 10.2 E023 30.6
132° 53 8000 XORKI 1P
284°

XORKI 1C 186° 13 8000
12 5000

AIGINA 382 EGN N37 45.9 E023 25.5

DIDIMON D (H) 117.2 DDM N37 28.7 E023 13.0

VELOP N37 09.0 E023 17.2
347° 20 6000 VELOP 1C
R167° 141° 6000 091°

003°
9 5000

KORINTHOS 392 KOR N37 55.8 E022 56.2
111° 16 6000

RILIN N37 57.9 E022 40.0
096° 13 7000 RILIN 1C

MSA SPA VOR
268° 3500′ 026° 4500′ 113° 7000′

NOT TO SCALE

HOLDING OVER EGN
290° 5000 110°

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

ATHENS, GREECE
SID

SID DESIGNATION	REFER TO CHART
KEPIR 1L, NEVRA 1L, 1M, VARIX 1L	10-3B
KEPIR 1K, NEVRA 1N	10-3C
KEPIR 1E, NEVRA 1Y, VARIX 1E	10-3D
KEPIR 1J, NEVRA 1J, 1K, VARIX 1J	10-3E
KEPIR 1T, NEVRA 1T, VARIX 1T	10-3E1
KEPIR 1F, NEVRA 2F, 1H	10-3E2
KEPIR 1G, NEVRA 1E, 2G	10-3F
GENDO 1L, KEA 1L, SOREV 1L	10-3G
KEA 1K, SOREV 1K, 1N, VARIX 1K	10-3H
BIBEX 1E, GENDO 1E, KEA 1E, SOREV 1E	10-3J
BIBEX 1J, GENDO 1J, KEA 1J, SOREV 2J	10-3J1
BIBEX 1T, GENDO 1T, KEA 1T, SOREV 1T	10-3J2
BIBEX 1F, GENDO 1F, KEA 1F, SOREV 1F, VARIX 1F	10-3K
GENDO 1G, KEA 1G, SOREV 1G, VARIX 1G	10-3L
ASTOV 2D, VELOP 2D	10-3M
ASTOV 2L, VELOP 2L	10-3N
ASTOV 1K, VELOP 1K	10-3P
ASTOV 1E, VELOP 1E	10-3Q
ASTOV 2J, VELOP 2J	10-3S
ASTOV 1T, VELOP 1T	10-3T
ASTOV 1F, VELOP 2F	10-3U
ASTOV 1G, VELOP 2G	10-3V
PIKAD 2D, RILIN 2D, RIMAX 1D	10-3V1
PIKAD 2L, RILIN 2L, RIMAX 1L	10-3V2
PIKAD 1K, RILIN 1K, RIMAX 1K	10-3V3
PIKAD 1E, RILIN 1E, RIMAX 1E	10-3V4
PIKAD 1T, RILIN 1T, RIMAX 1T	10-3V5
PIKAD 2J, RILIN 2J, RIMAX 1J	10-3V6
PIKAD 2F, RILIN 2F, RIMAX 1F	10-3W
PIKAD 2G, RILIN 2G, RIMAX 1G	10-3X
ABLON 2D, 1K, 2L	10-3X1
ABLON 1E	10-3X2
ABLON 2J	10-3X3
ABLON 1T	10-3X4
ABLON 3F	10-3X5
ABLON 1G	10-3X6

CHANGES: Completely revised.

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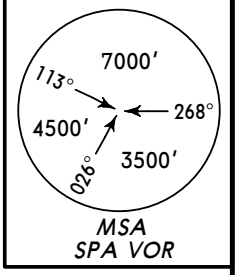
LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

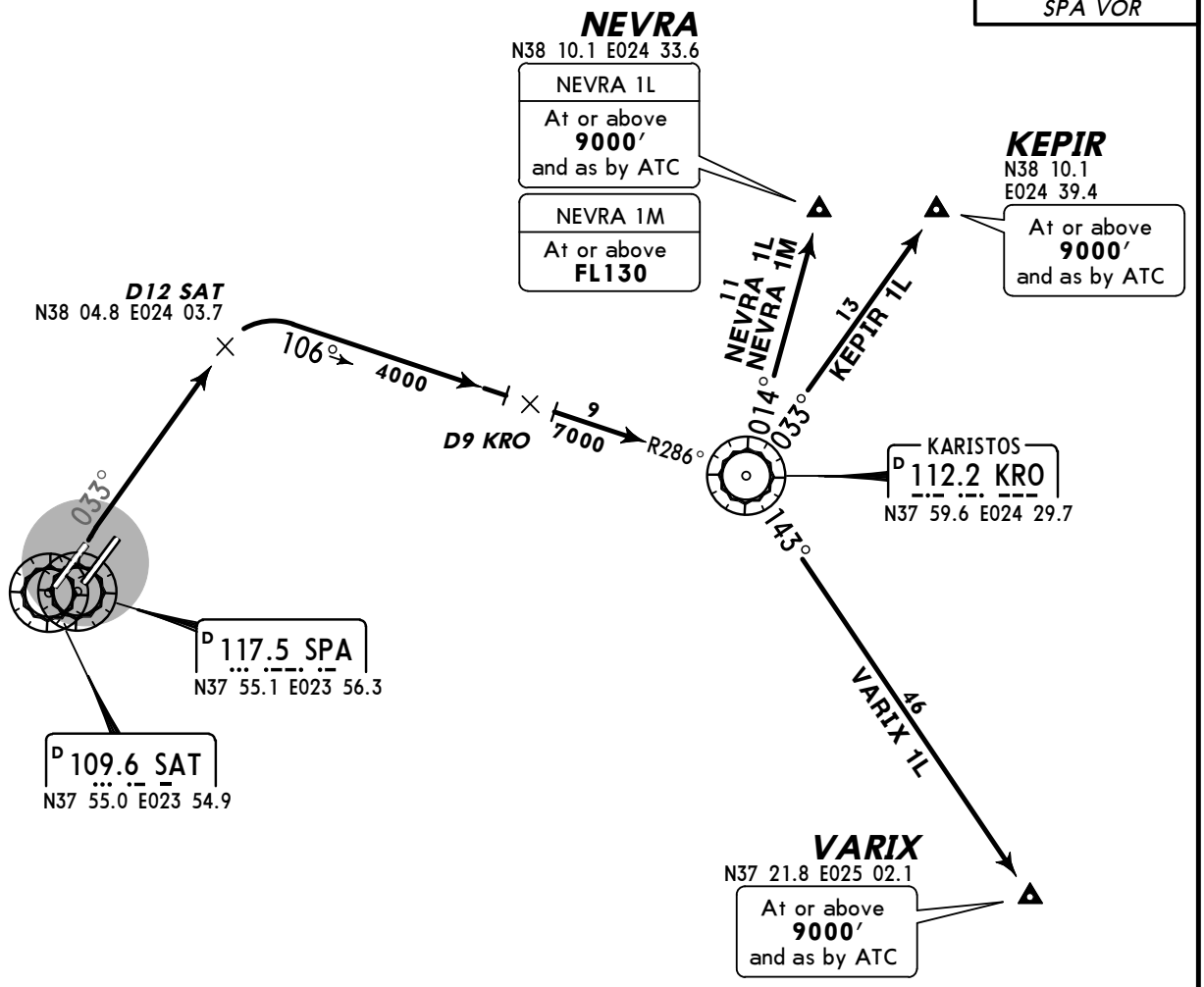
JEPPESEN 11 DEC 09 (10-3B)

ATHENS, GREECE
SID

ATHENS Departure	Apt Elev	
128.95	308′	Trans level: By ATC Trans alt: 9000′ Restrictions in climb to a maximum altitude are applied in case of RADAR failure, lost comms, and, if not otherwise instructed by ATC, in order to obtain vertical separation with simultaneous departure from RWY 03R.

KEPIR 1L *[KEPI1L]*
NEVRA 1L *[NEVR1L]*, NEVRA 1M *[NEVR1M]*
VARIX 1L *[VARI1L]*
RWY 03L DEPARTURES
TO NORTHEAST & EAST





These SIDs require a minimum climb gradient of
304′ per NM (5%)
KEPIR 1L, NEVRA 1L, VARIX 1L
up to **7000′** for ATC purposes.
NEVRA 1M
up to **FL130** for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

MAX 210 KT for initial turns. Bank angle 15°.

KEPIR 1L, NEVRA 1L, VARIX 1L: Initial climb clearance **7000′**
NEVRA 1M: Initial climb clearance **FL130**

INITIAL CLIMB

Climb on **SAT** R-033, at D12 **SAT** turn RIGHT, intercept KRO R-286 inbound to KRO.

SID	ROUTING
KEPIR 1L	At KRO turn LEFT, KRO R-033 to KEPIR.
NEVRA 1L, 1M	At KRO turn LEFT, KRO R-014 to NEVRA.
VARIX 1L	At KRO turn RIGHT, KRO R-143 to VARIX.

CHANGES: Initial climb altitude SID NEVRA 1M raised to FL130.

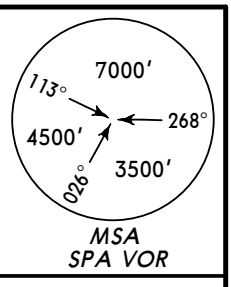
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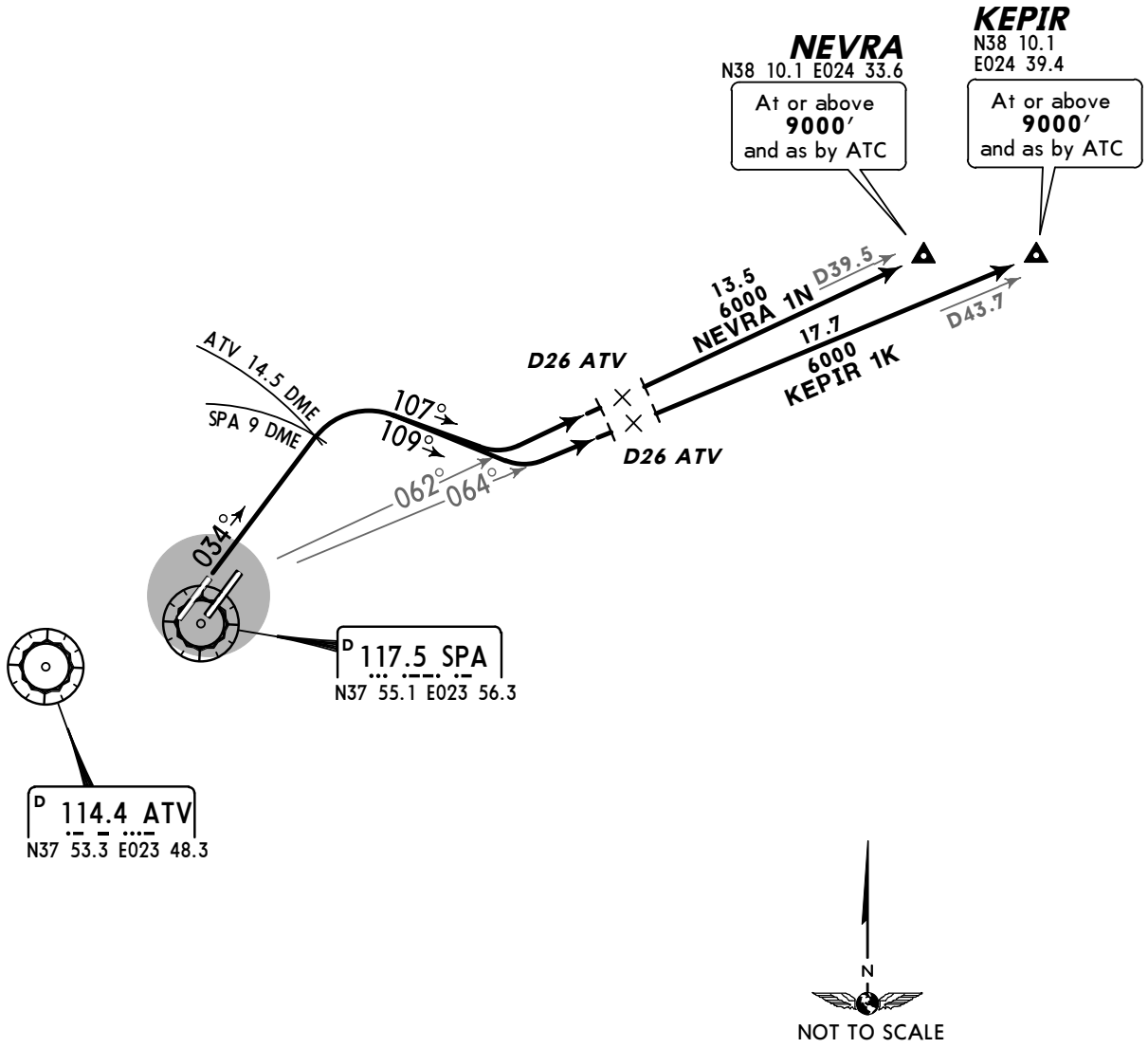
LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

ATHENS, GREECE
SID

ATHENS Departure	Apt Elev	Trans level: By ATC Trans alt: 9000′
128.95	308′	



KEPIR 1K *[KEPI1K]*, NEVRA 1N *[NEVR1N]*
RWY 03L DEPARTURES
TO NORTHEAST
BASED ON SPA - ATV



These SIDs require a minimum climb gradient of
365′ per NM (6%) up to **9000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

MAX 210 KT for initial turns. Bank angle 15°.

Initial climb clearance **9000′**

SID	INITIAL CLIMB/ROUTING
KEPIR 1K	Climb on 034° track to SPA 9 DME (ATV 14.5 DME), turn RIGHT, 109° track, intercept ATV R-064 to KEPIR.
NEVRA 1N	Climb on 034° track to SPA 9 DME (ATV 14.5 DME), turn RIGHT, 107° track, intercept ATV R-062 to NEVRA.

CHANGES: None.

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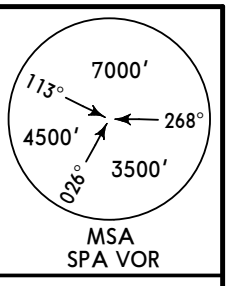
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JEPPESEN 17 JUL 15 (10-3D)

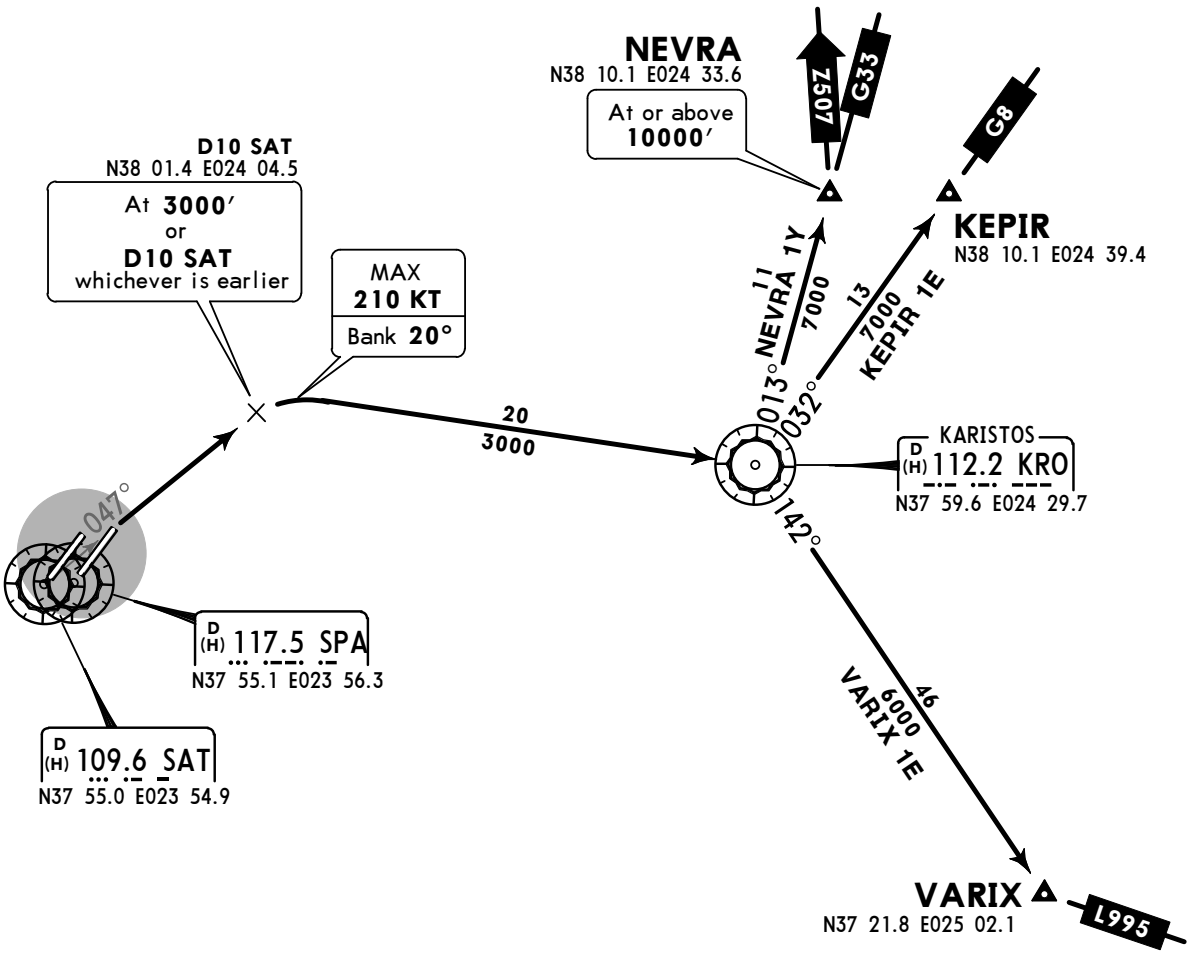
ATHENS, GREECE
SID

ATHENS Departure 128.950	Apt Elev 308′

Trans level: By ATC Trans alt: 9000′
1. No turns permitted before intercepting SAT R-047.
2. When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.



KEPIR 1E [KEPI1E]
NEVRA 1Y [NEVR1Y], VARIX 1E [VARI1E]
RWY 03R DEPARTURES



These SIDs require minimum climb gradients of
407′ per NM (6.7%) up to 3000′, then
231′ per NM (3.8%)
KEPIR 1E: up to 8000′.
NEVRA 1Y: up to 10000′.
VARIX 1E: up to 6000′.

Gnd speed-KT	75	100	150	200	250	300
231′ per NM	289	385	578	770	963	1155
407′ per NM	509	678	1018	1357	1696	2035



SID	INITIAL CLIMB/ROUTING
KEPIR 1E	Climb on **SAT** R-047, at 3000′ or D10 **SAT** whichever is earlier, turn RIGHT to KRO, turn LEFT, KRO R-032 to KEPIR, join airway G-8.
NEVRA 1Y	Climb on **SAT** R-047, at 3000′ or D10 **SAT** whichever is earlier, turn RIGHT to KRO, turn LEFT, KRO R-013 to NEVRA, join airways G-33 or Z-507.
VARIX 1E	Climb on **SAT** R-047, at 3000′ or D10 **SAT** whichever is earlier, turn RIGHT to KRO, turn RIGHT, KRO R-142 to VARIX, join airway L-995.

CHANGES: SID KRO 1E withdrawn.

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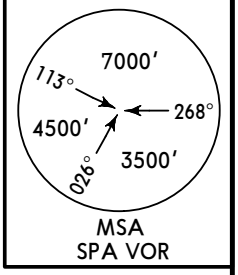
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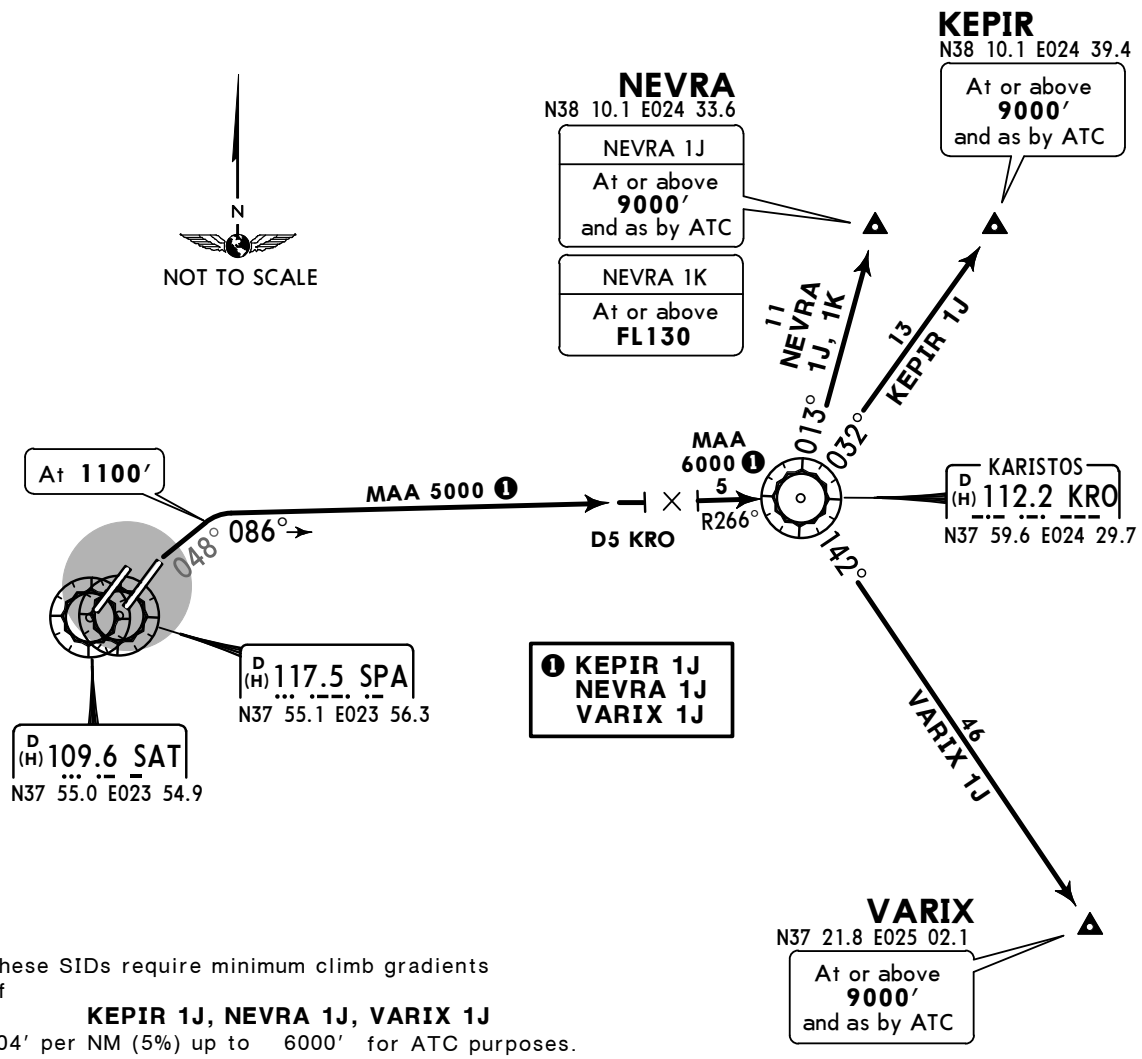
LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

ATHENS, GREECE
SID

ATHENS Departure	Apt Elev	
128.950	308′	Trans level: By ATC Trans alt: 9000′ Restrictions in climb to a maximum altitude are applied in case of RADAR failure, lost comms, and, if not otherwise instructed by ATC, in order to obtain vertical separation with simultaneous departure from RWY 03L.

KEPIR 1J [KEPI1J]
NEVRA 1J [NEVR1J], NEVRA 1K [NEVR1K]
VARIX 1J [VARI1J]
RWY 03R DEPARTURES





These SIDs require minimum climb gradients of

KEPIR 1J, NEVRA 1J, VARIX 1J

304′ per NM (5%) up to 6000′ for ATC purposes.

NEVRA 1K

352′ per NM (5.8%) up to FL130 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	507	760	1013	1267	1520
352′ per NM	440	587	880	1173	1467	1760

MAX 210 KT for initial turns. Bank angle 15°.

KEPIR 1J, NEVRA 1J, VARIX 1J: Initial climb clearance **6000′**
NEVRA 1K: Initial climb clearance **FL130**

INITIAL CLIMB

Climb on **SAT** R-048 to 1100′, turn RIGHT, intercept KRO R-266 inbound to KRO.

SID	ROUTING
KEPIR 1J	At KRO turn LEFT, KRO R-032 to KEPIR.
NEVRA 1J, 1K	At KRO turn LEFT, KRO R-013 to NEVRA.
VARIX 1J	At KRO turn RIGHT, KRO R-142 to VARIX.

CHANGES: None.

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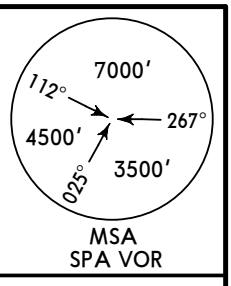
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ELEFTHERIOS VENIZELOS INTL

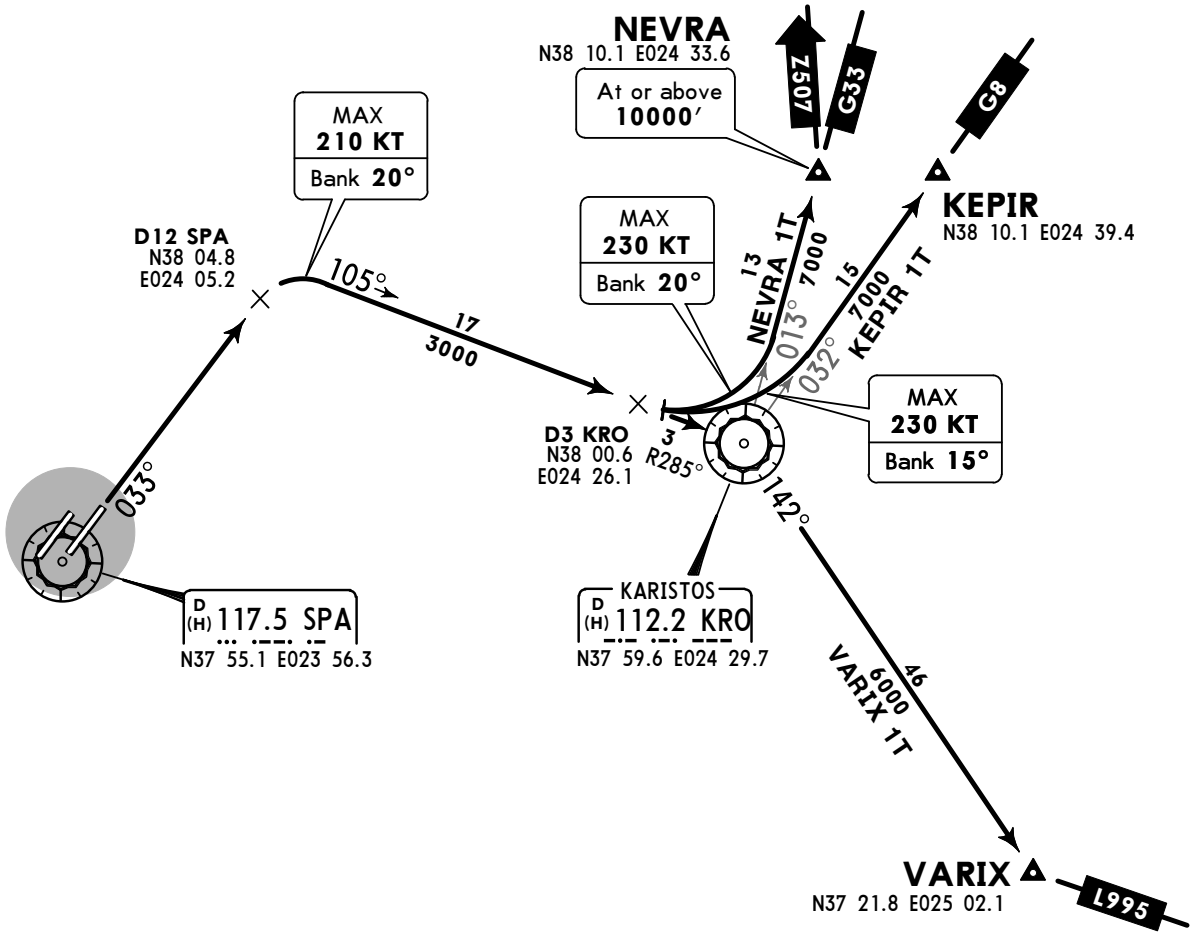
JEPPESEN 17 JUL 15 (10-3E1)

ATHENS, GREECE
SID

ATHENS Departure	Apt Elev	Trans level: By ATC Trans alt: 9000′
128.950	308′	When an altitude higher than TA is designated an equivalent FL shall be specified by ATC.



KEPIR 1T [KEPI1T]
NEVRA 1T [NEVR1T], VARIX 1T [VARI1T]
RWY 03R DEPARTURES



These SIDs require minimum climb gradients of

KEPIR 1T, NEVRA 1T, VARIX 1T

304′ per NM (5%) up to 3000′, then
237′ per NM (3.9%)

KEPIR 1T: up to 8000′.
NEVRA 1T: up to 10000′.
VARIX 1T: up to 6000′.

Gnd speed-KT	75	100	150	200	250	300
237′ per NM	296	395	593	790	988	1185
304′ per NM	380	507	760	1013	1267	1520



SID	INITIAL CLIMB/ROUTING
KEPIR 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT, intercept KRO R-285 inbound to D3 KRO, turn LEFT, intercept KRO R-032 to KEPIR, join airway G-8.
NEVRA 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT, intercept KRO R-285 inbound to D3 KRO, turn LEFT, intercept KRO R-013 to NEVRA, join airway G-33 or Z-507.
VARIX 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT, intercept KRO R-285 inbound to KRO, turn RIGHT, KRO R-142 to VARIX, join airway L-995.

CHANGES: SID KRO 1T withdrawn.

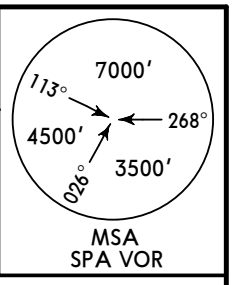
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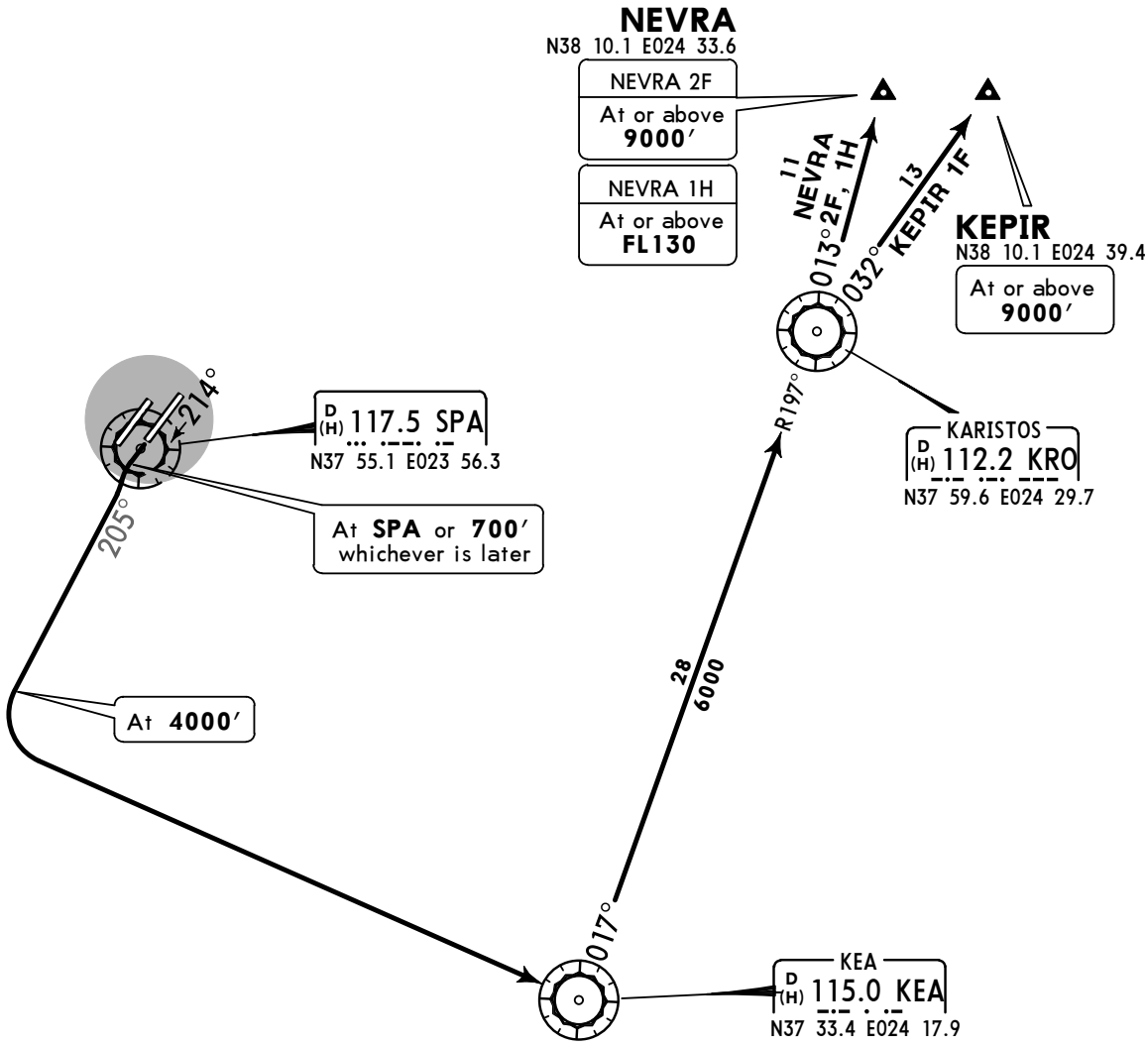
LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

ATHENS, GREECE
SID

ATHENS Departure	Apt Elev	Trans level: By ATC Trans alt: 9000′ When an altitude higher than TA is designated an equivalent FL shall be specified by ATC.
128.950	308′	



KEPIR 1F [KEPI1F]
NEVRA 2F [NEVR2F], NEVRA 1H [NEVR1H]
RWY 21L DEPARTURES



These SIDs require a minimum climb gradient of

KEPIR 1F, NEVRA 2F

243′ per NM (4%).

NEVRA 1H

243′ per NM (4%) up to 4000′, then to FL130 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215



MAX 210 KT for initial turns. Bank angle 15°.

KEPIR 1F, NEVRA 2F: Initial climb clearance **6000′**
NEVRA 1H: Initial climb clearance **FL130**

INITIAL CLIMB

Climb on 214° track to SPA or 700′, whichever is later, intercept SPA R-205, at 4000′ turn LEFT to KEA climbing to 6000′, at KEA turn LEFT, KEA R-017 to KRO.

SID	ROUTING
KEPIR 1F	At KRO, KRO R-032 to KEPIR.
NEVRA 2F, 1H	At KRO, KRO R-013 to NEVRA.

CHANGES: VMC departures note withdrawn.

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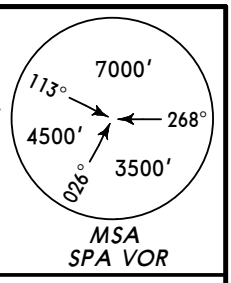
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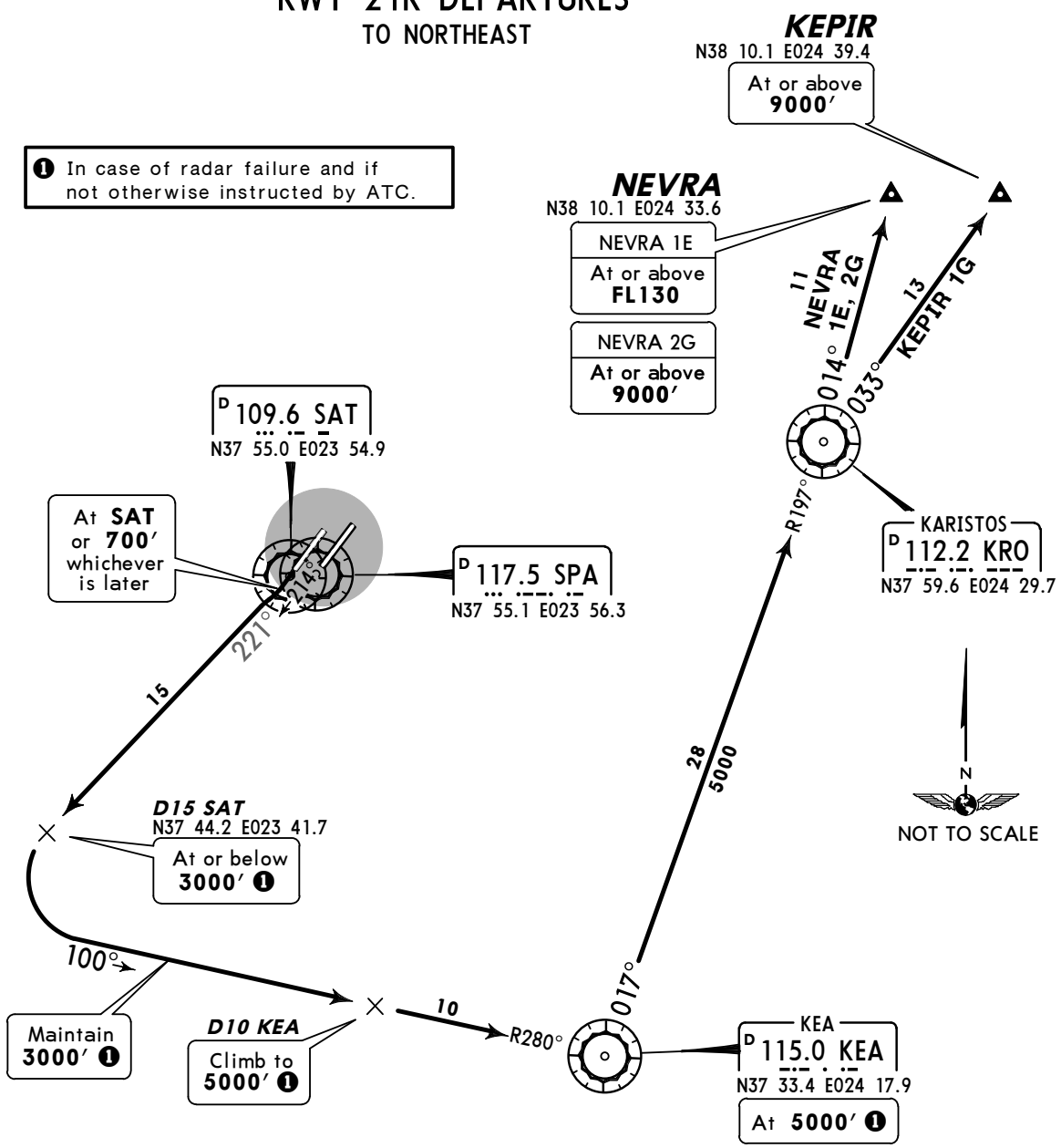
JEPPESEN 11 DEC 09 (10-3F)

ATHENS, GREECE
SID

ATHENS Departure	Apt Elev	Trans level: By ATC Trans alt: 9000′
128.95	308′	When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.



KEPIR 1G *[KEPI1G]*
NEVRA 1E *[NEVR1E]*, NEVRA 2G *[NEVR2G]*
RWY 21R DEPARTURES
TO NORTHEAST



These SIDs require a minimum climb gradient of

KEPIR 1G, NEVRA 2G

304′ per NM (5%).

NEVRA 1E

304′ per NM (5%) up to **3000′**, then to **FL130** for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

MAX 210 KT for initial turns. Bank angle 15°.

KEPIR 1G, NEVRA 2G: Initial climb clearance **5000′**
NEVRA 1E: Initial climb clearance **FL130**

INITIAL CLIMB

Climb on 214° track to **SAT** or **700′**, whichever is later, intercept **SAT** R-221 to D15 **SAT**, turn LEFT, intercept KEA R-280 inbound to KEA, turn LEFT, KEA R-017 to KRO.

SID	ROUTING
KEPIR 1G	At KRO, KRO R-033 to KEPIR.
NEVRA 1E, 2G	At KRO, KRO R-014 to NEVRA.

CHANGES: Initial climb altitude SID NEVRA 1E raised to FL130.

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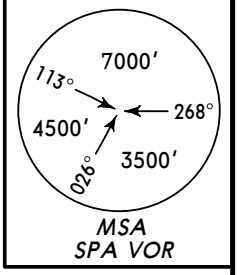
LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

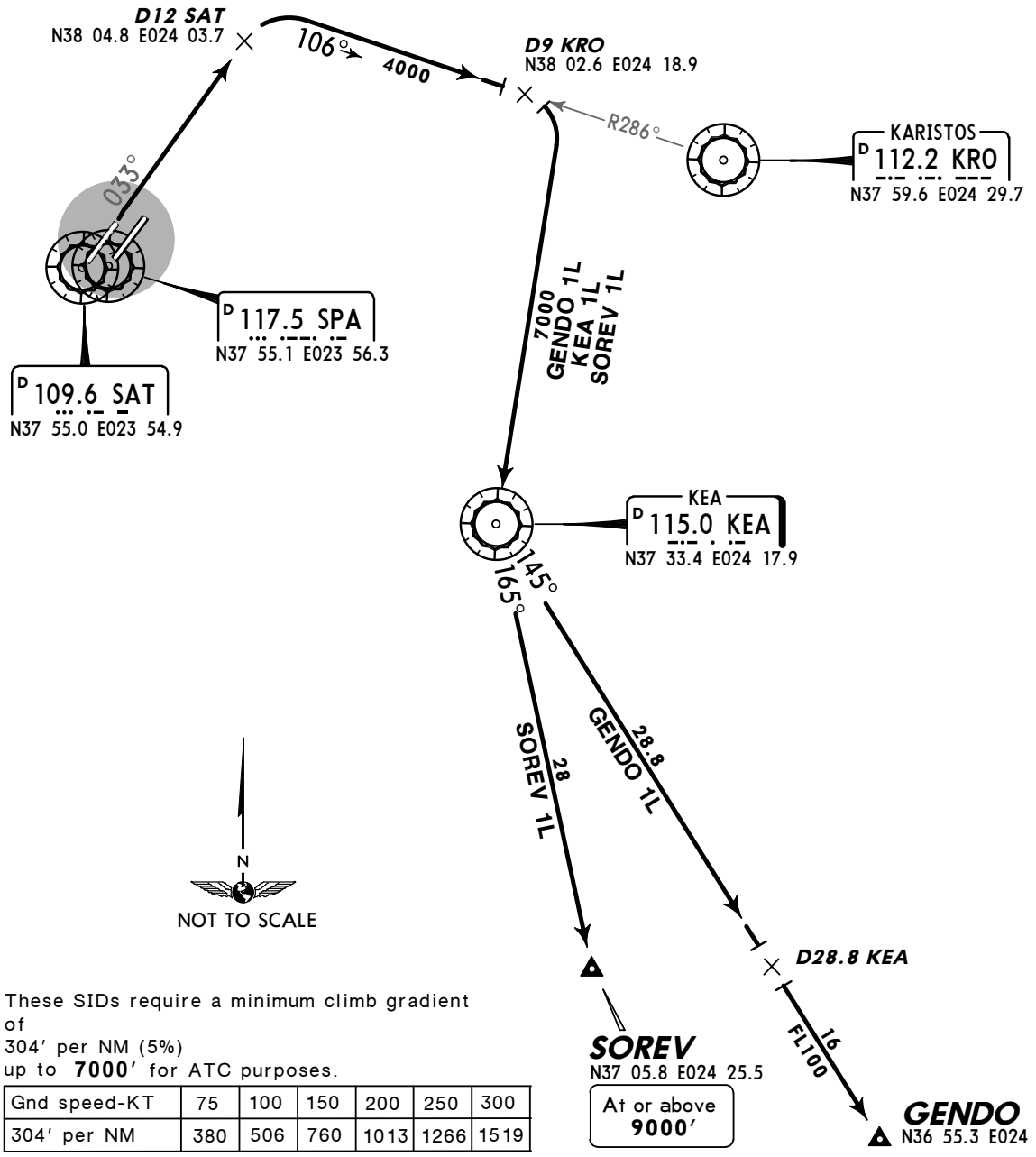
JEPPESEN 11 DEC 09 (10-3G)

ATHENS, GREECE
SID

ATHENS Departure	Apt Elev	
128.95	308′	Trans level: By ATC Trans alt: 9000′ Restrictions in climb to a maximum altitude are applied in case of RADAR failure, lost comms, and, if not otherwise instructed by ATC, in order to obtain vertical separation with simultaneous departure from RWY 03R.

GENDO 1L *[GEND1L]*
KEA 1L
SOREV 1L *[SORE1L]*
RWY 03L DEPARTURES
TO SOUTHEAST





These SIDs require a minimum climb gradient of
304′ per NM (5%)
up to **7000′** for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

MAX 210 KT for initial turns. Bank angle 15°.

Initial climb clearance **7000′**

INITIAL CLIMB

Climb on **SAT** R-033, at D12 **SAT** turn RIGHT, intercept KRO R-286 inbound D9 KRO, turn RIGHT to KEA.

SID	ROUTING
GENDO 1L	At KEA, KEA R-145 to GENDO.
KEA 1L	At KEA then by ATC.
SOREV 1L	At KEA, KEA R-165 to SOREV.

CHANGES: None.

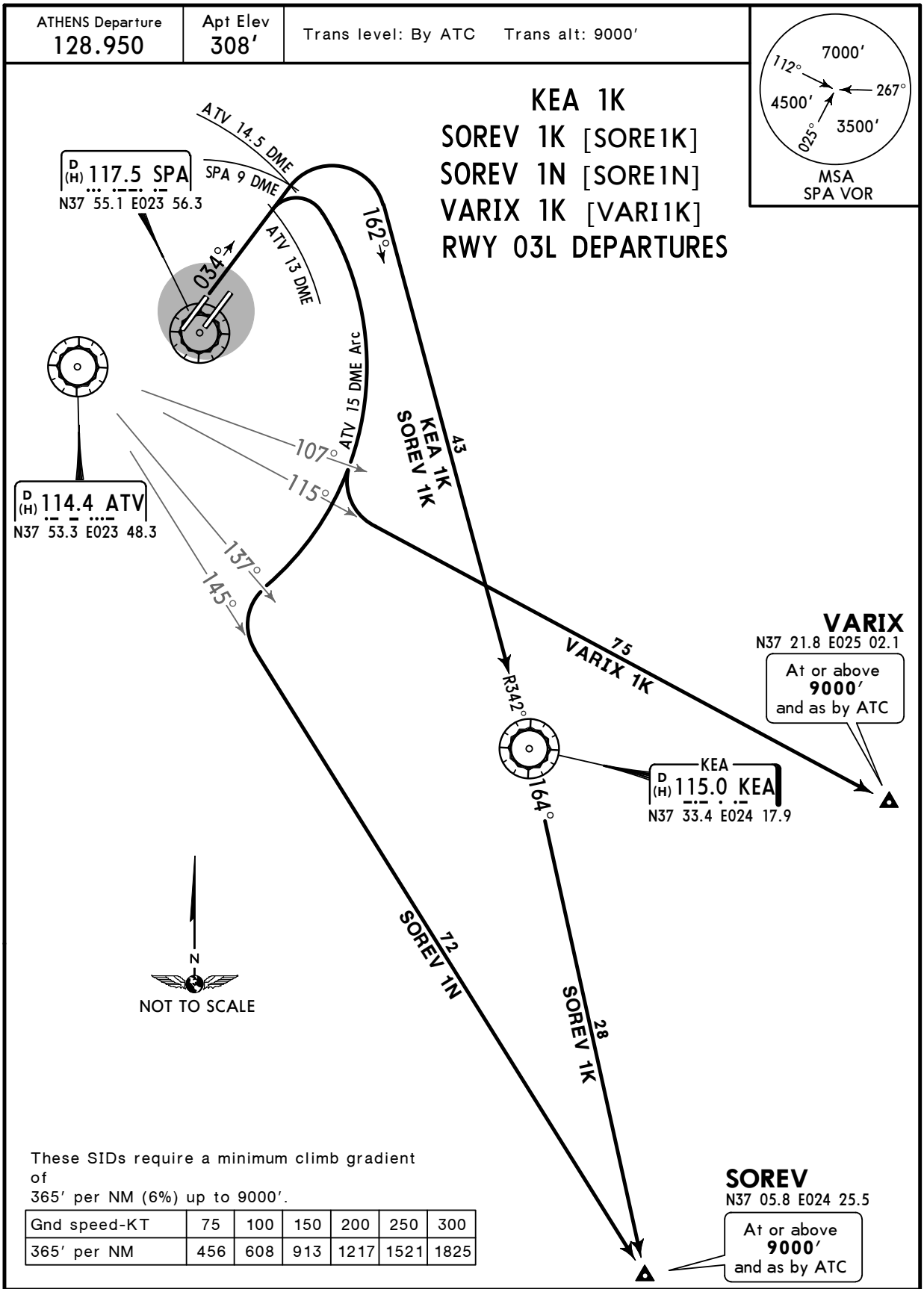
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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 17 JUL 15 (10-3H)

ATHENS, GREECE
SID

ATHENS Departure	Apt Elev	Trans level: By ATC Trans alt: 9000′
128.950	308′	



These SIDs require a minimum climb gradient of
365′ per NM (6%) up to 9000′.

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	913	1217	1521	1825

Initial climb clearance **9000′**

SID	INITIAL CLIMB/ROUTING
KEA 1K	Climb on 034° track to SPA 9 DME (ATV 14.5 DME), turn RIGHT, intercept KEA R-342 inbound to KEA and then by ATC.
SOREV 1K	Climb on 034° track to SPA 9 DME (ATV 14.5 DME), turn RIGHT, intercept KEA R-342 inbound to KEA, KEA R-164 to SOREV.
SOREV 1N	Climb on 034° track to ATV 13 DME, turn RIGHT, along ATV 15 DME arc, when passing ATV R-137 turn LEFT, intercept ATV R-145 to SOREV.
VARIX 1K	Climb on 034° track to ATV 13 DME, turn RIGHT, along ATV 15 DME arc, when passing ATV R-107 turn LEFT, intercept ATV R-115 to VARIX.

CHANGES: None.

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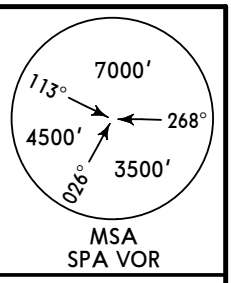
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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

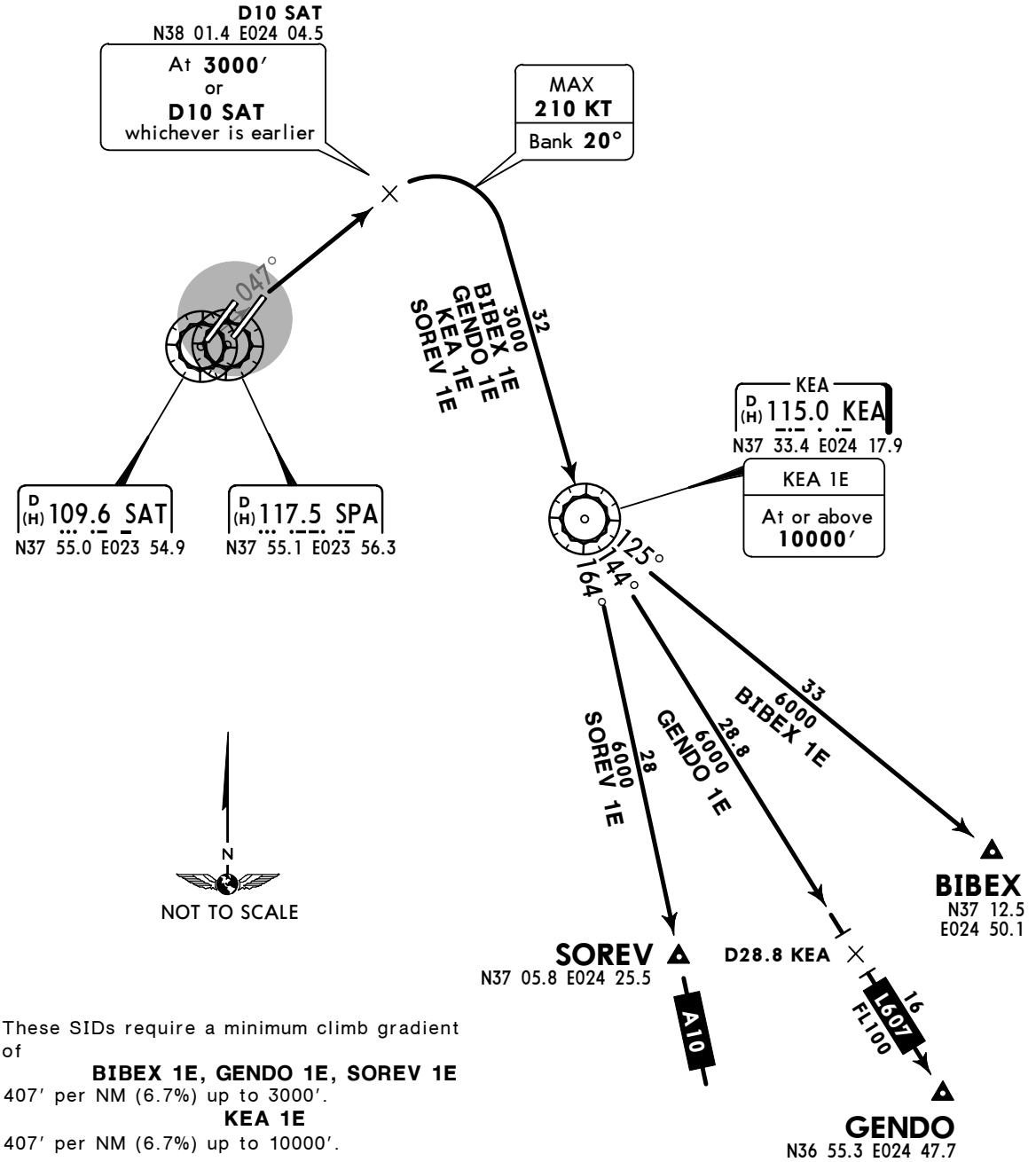
ATHENS, GREECE
SID

ATHENS Departure 128.950	Apt Elev 308′

Trans level: By ATC Trans alt: 9000′
1. No turns permitted before intercepting SAT R-047.
2. When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.



BIBEX 1E [BIBE1E], GENDO 1E [GEND1E]
KEA 1E, SOREV 1E [SORE1E]
RWY 03R DEPARTURES



These SIDs require a minimum climb gradient of

BIBEX 1E, GENDO 1E, SOREV 1E
407′ per NM (6.7%) up to 3000′.

KEA 1E
407′ per NM (6.7%) up to 10000′.

Gnd speed-KT	75	100	150	200	250	300
407′ per NM	509	678	1018	1357	1696	2035

SID	INITIAL CLIMB/ROUTING
BIBEX 1E	Climb on **SAT** R-047, at 3000′ or D10 **SAT** whichever is earlier, turn RIGHT to KEA, turn LEFT, KEA R-125 to BIBEX.
GENDO 1E	Climb on **SAT** R-047, at 3000′ or D10 **SAT** whichever is earlier, turn RIGHT to KEA, turn LEFT, KEA R-144 to join airway L-607 to GENDO.
KEA 1E	Climb on **SAT** R-047, at 3000′ or D10 **SAT** whichever is earlier, turn RIGHT to KEA, then as directed by ATC.
SOREV 1E	Climb on **SAT** R-047, at 3000′ or D10 **SAT** whichever is earlier, turn RIGHT to KEA, KEA R-164 to SOREV, join airway A-10.

CHANGES: SID MANOK 1E withdrawn.

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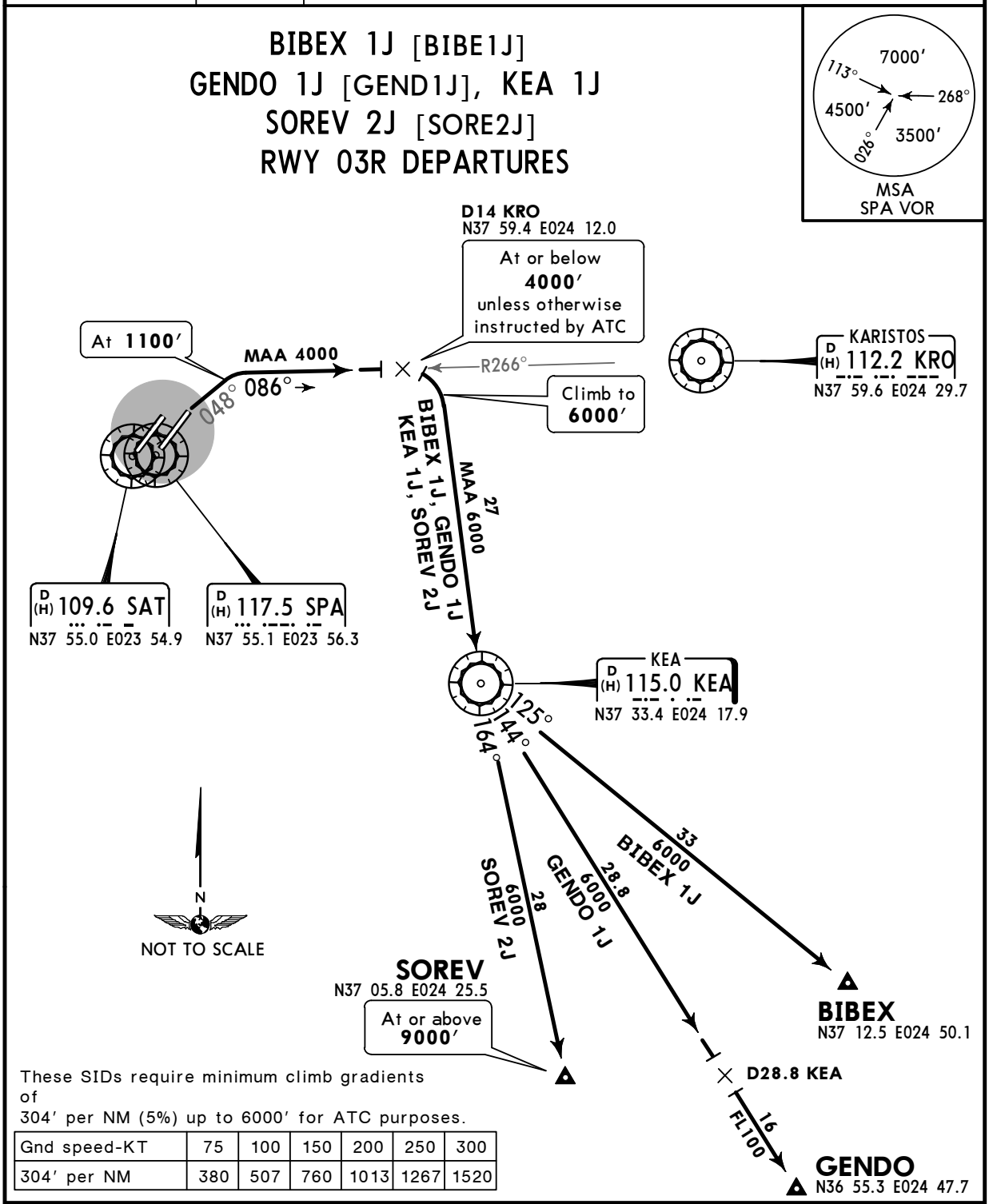
LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 17 JUL 15 (10-3J1)

ATHENS, GREECE
SID

ATHENS Departure	Apt Elev	
128.950	308′	Trans level: By ATC Trans alt: 9000′ Restrictions in climb to a maximum altitude are applied in case of RADAR failure, lost comms, and, if not otherwise instructed by ATC, in order to obtain vertical separation with simultaneous departure from RWY 03L.

BIBEX 1J [BIBE1J]
GENDO 1J [GEND1J], KEA 1J
SOREV 2J [SORE2J]
RWY 03R DEPARTURES



These SIDs require minimum climb gradients of
304′ per NM (5%) up to 6000′ for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	507	760	1013	1267	1520

MAX 210 KT for initial turns. Bank angle 15°.

Initial climb clearance **6000′**

INITIAL CLIMB

Climb on **SAT** R-048 to 1100′, turn RIGHT, intercept KRO R-266 inbound to D14 KRO, turn RIGHT to KEA climbing to 6000′.

SID	ROUTING
BIBEX 1J ❶	At KEA, KEA R-125 to BIBEX.
GENDO 1J	At KEA, KEA R-144 to GENDO.
KEA 1J	At KEA then by ATC.
SOREV 2J	At KEA, KEA R-164 to SOREV.

❶ To be used for destination to LGPA.

CHANGES: None.

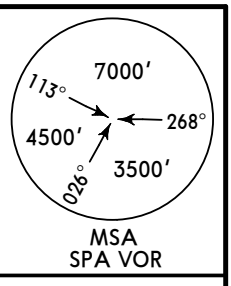
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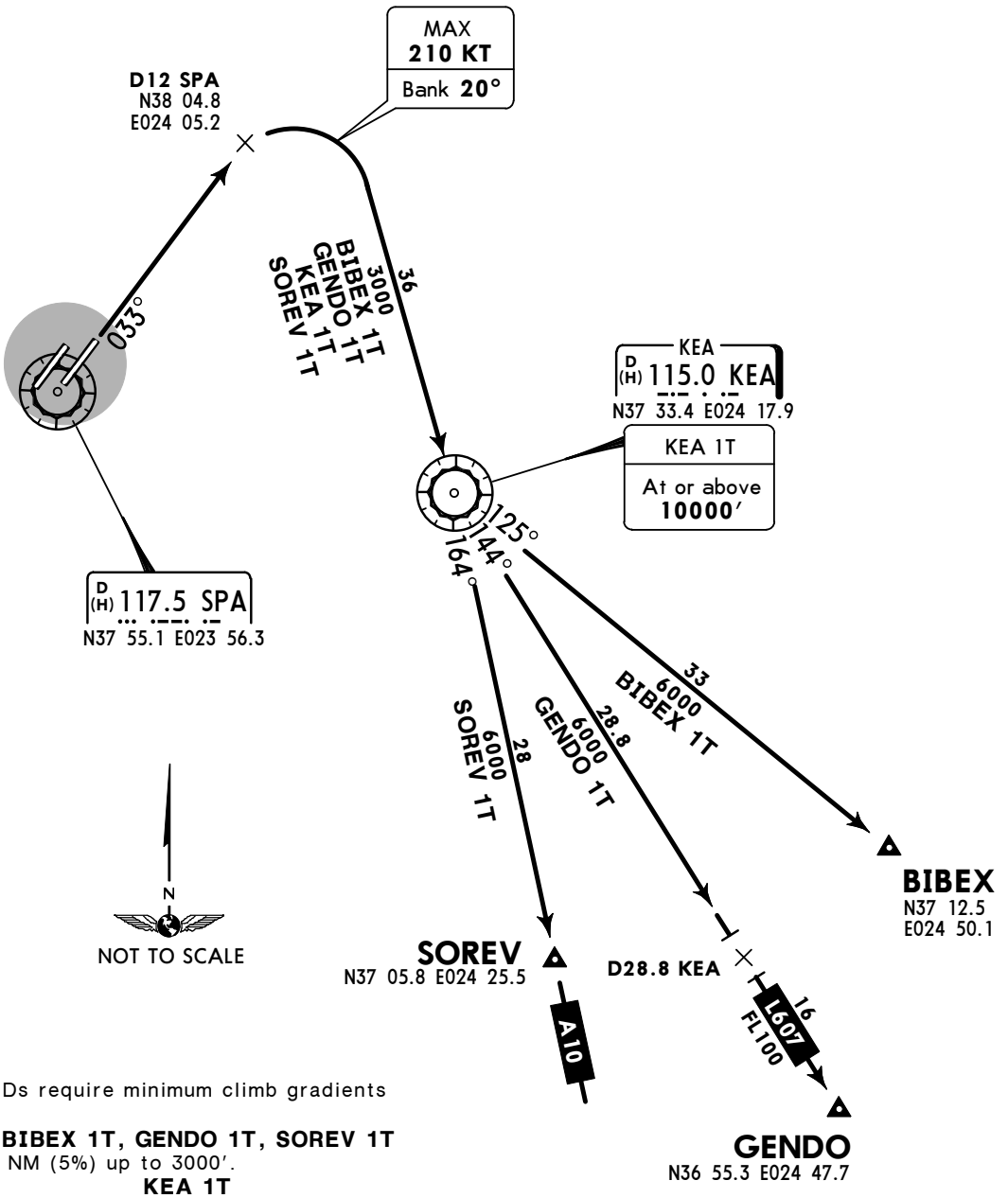
LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

ATHENS, GREECE
SID

ATHENS Departure	Apt Elev	Trans level: By ATC Trans alt: 9000′
128.950	308′	When an altitude higher than TA is designated an equivalent FL shall be specified by ATC.



BIBEX 1T [BIBE1T], GENDO 1T [GEND1T]
KEA 1T, SOREV 1T [SORE1T]
RWY 03R DEPARTURES



These SIDs require minimum climb gradients of

BIBEX 1T, GENDO 1T, SOREV 1T
304′ per NM (5%) up to 3000′.

KEA 1T
304′ per NM (5%) up to 3000′, then
219′ per NM (3.6%) up to 10000′.

Gnd speed-KT	75	100	150	200	250	300
219′ per NM	274	365	548	730	913	1095
304′ per NM	380	507	760	1013	1267	1520

SID	INITIAL CLIMB/ROUTING
BIBEX 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT to KEA, turn LEFT, KEA R-125 to BIBEX.
GENDO 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT to KEA, turn LEFT, KEA R-144 to join airway L-607 to GENDO.
KEA 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT to KEA, then as directed by ATC.
SOREV 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT to KEA, KEA R-164 to SOREV, join airway A-10.

CHANGES: SID MANOK 1T withdrawn.

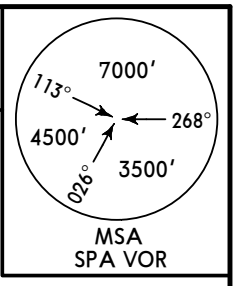
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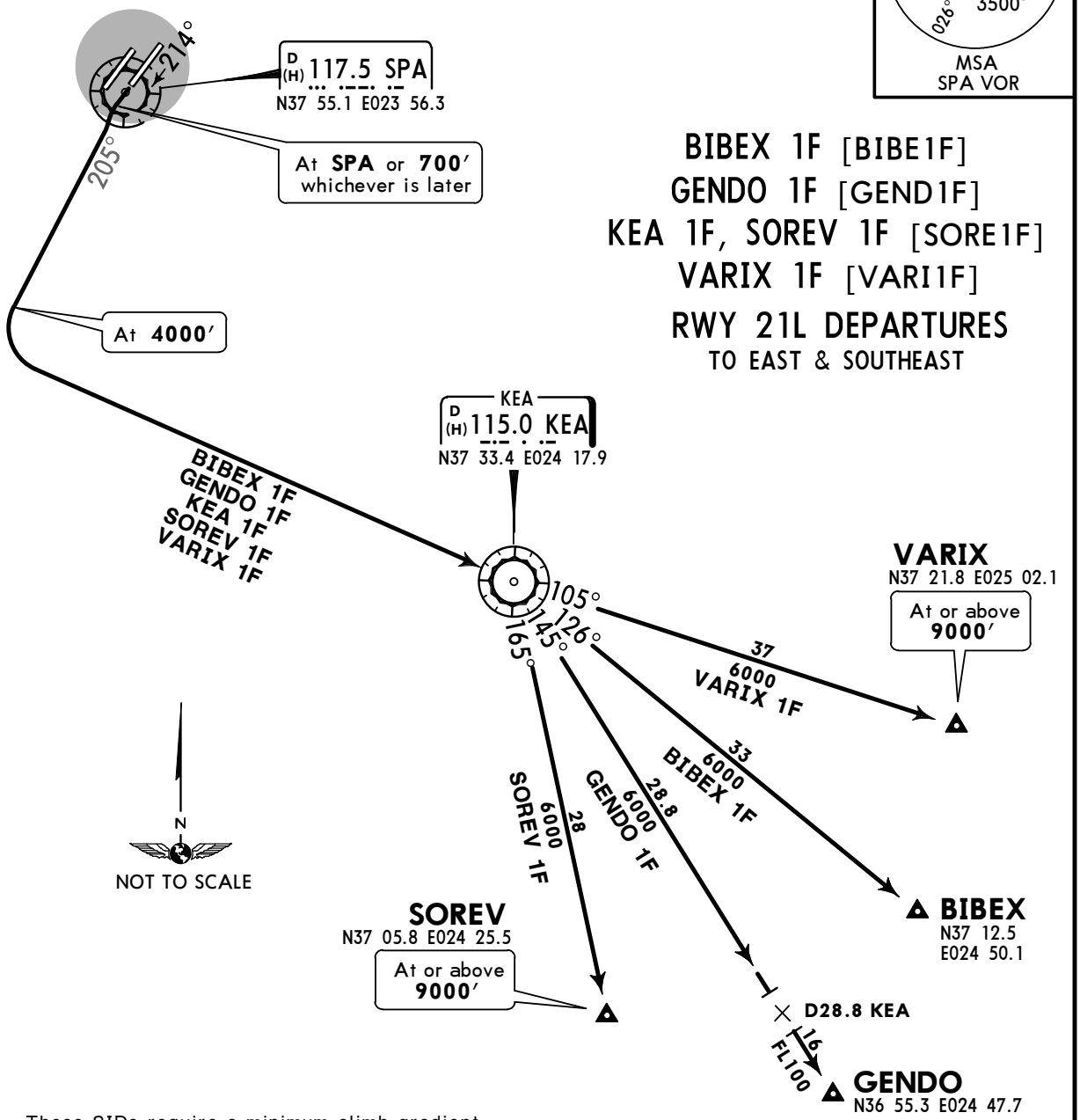
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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

ATHENS, GREECE
SID

ATHENS Departure	Apt Elev	Trans level: By ATC Trans alt: 9000′ When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.
128.95	308′	





These SIDs require a minimum climb gradient of
243′ per NM (4%) up to 6000′.

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

MAX 210 KT for initial turns. Bank angle 15°.

Initial climb clearance **6000′**

INITIAL CLIMB

Climb on 214° track tp SPA or 700′, whichever is later, intercept SPA R-205, at 4000′ turn LEFT to KEA climbing to 6000′.

SID	ROUTING
BIBEX 1F ❶	At KEA, KEA R-126 to BIBEX.
GENDO 1F	At KEA, KEA R-145 to GENDO.
KEA 1F	At KEA then by ATC.
SOREV 1F	At KEA, KEA R-165 to SOREV.
VARIX 1F	At KEA, KEA R-105 to VARIX.

❶ To be used for destination to LGPR.

CHANGES: VMC departures note withdrawn.

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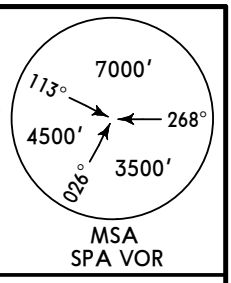
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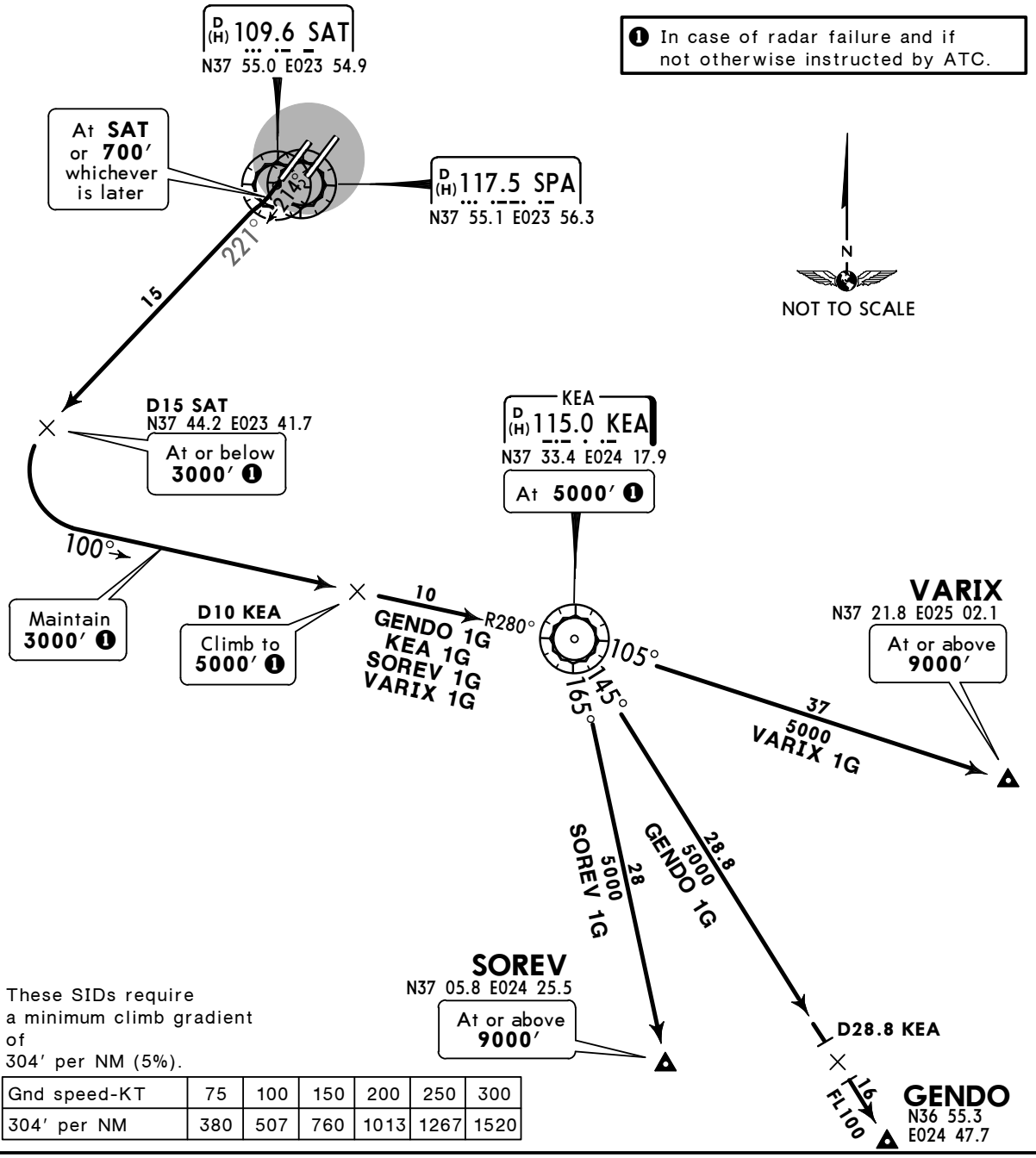
JEPPESEN 17 JUL 15 (10-3L)

ATHENS, GREECE
SID

ATHENS Departure	Apt Elev	Trans level: By ATC Trans alt: 9000′
128.95	308′	When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.



GENDO 1G [GEND1G]
KEA 1G
SOREV 1G [SORE1G], VARIX 1G [VARI1G]
RWY 21R DEPARTURES
TO EAST & SOUTHEAST



These SIDs require a minimum climb gradient of 304′ per NM (5%).

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	507	760	1013	1267	1520

MAX 210 KT for initial turns. Bank angle 15°.

Initial climb clearance **5000′**

INITIAL CLIMB

Climb on 214° track to **SAT** or 700′, whichever is later, intercept **SAT** R-221 to D15 **SAT**, turn LEFT, intercept KEA R-280 inbound to KEA.

SID	ROUTING
GENDO 1G	At KEA turn RIGHT, KEA R-145 to GENDO.
KEA 1G	At KEA then by ATC.
SOREV 1G	At KEA turn RIGHT, KEA R-165 to SOREV.
VARIX 1G	At KEA, KEA R-105 to VARIX.

CHANGES: None.

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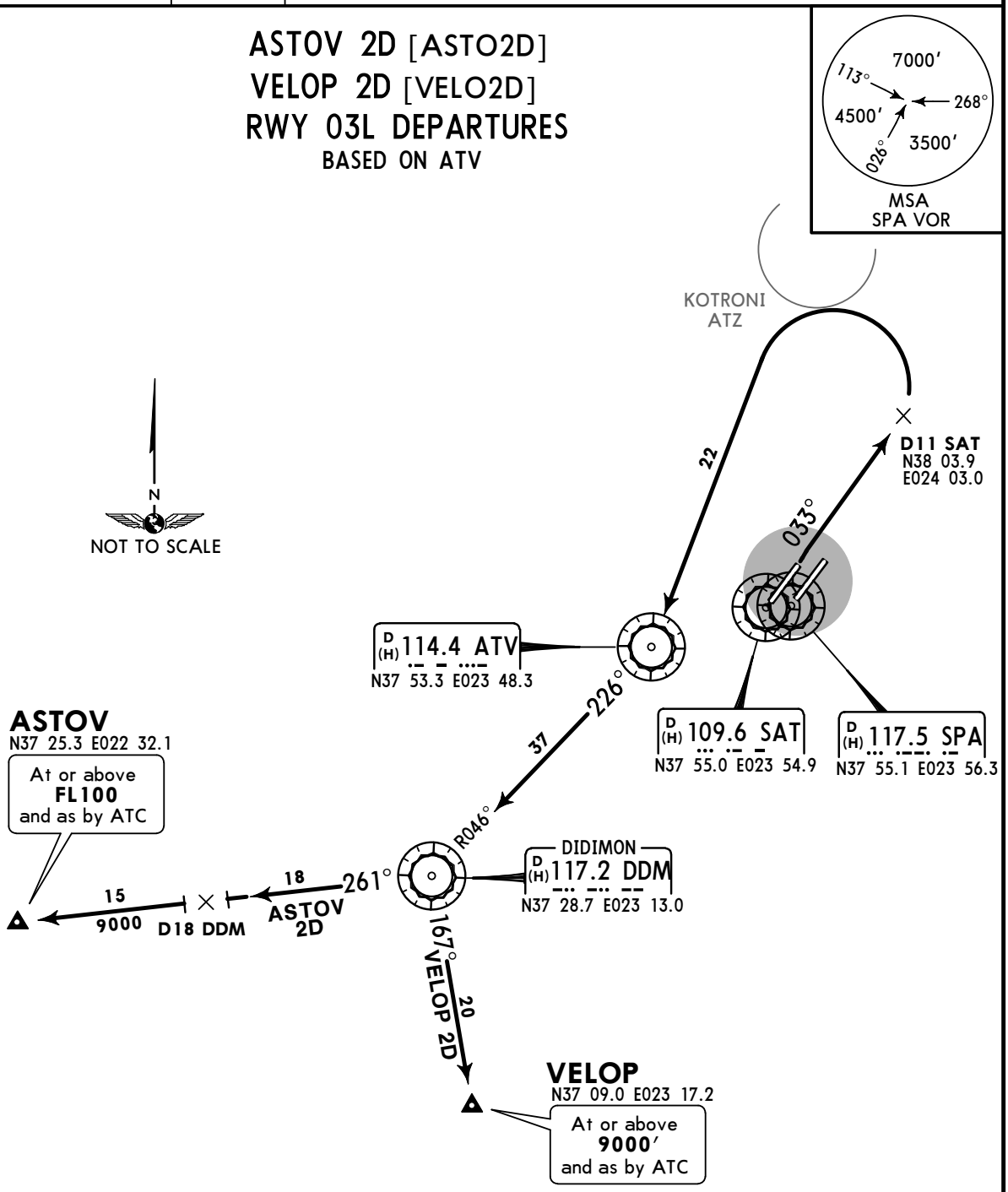
LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 17 JUL 15 (10-3M)

ATHENS, GREECE
SID

ATHENS Departure	Apt Elev	
128.950	308′	Trans level: By ATC Trans alt: 9000′ When RWYs 03L/R in use expect to depart from RWY 03L with a clearance to follow SID with a LEFT turn out.Flights unable to comply with the required climb gradient shall inform ATC as soon as possible, a departure from RWY 03R can be expected.

ASTOV 2D [ASTO2D]
VELOP 2D [VELO2D]
RWY 03L DEPARTURES
BASED ON ATV



These SIDs require minimum climb gradients of
346′ per NM (5.7%) up to 5200′,
425′ per NM (7%) up to 6000′ when
NW quadrant of KOTRONI ATZ is active.

Gnd speed-KT	75	100	150	200	250	300
346′ per NM	433	577	865	1153	1442	1730
425′ per NM	531	708	1063	1417	1771	2125

MAX 240 KT for turns. Bank angle 25°.

ASTOV 2D: Initial climb clearance **FL100**
VELOP 2D: Initial climb clearance **9000′**

SID	INITIAL CLIMB/ROUTING
ASTOV 2D	Climb on **SAT** R-033, at D11 **SAT** turn LEFT to ATV, ATV R-226 to DDM, turn RIGHT, DDM R-261 to ASTOV.
VELOP 2D	Climb on **SAT** R-033, at D11 **SAT** turn LEFT to ATV, ATV R-226 to DDM, turn LEFT, DDM R-167 to VELOP.

CHANGES: None.

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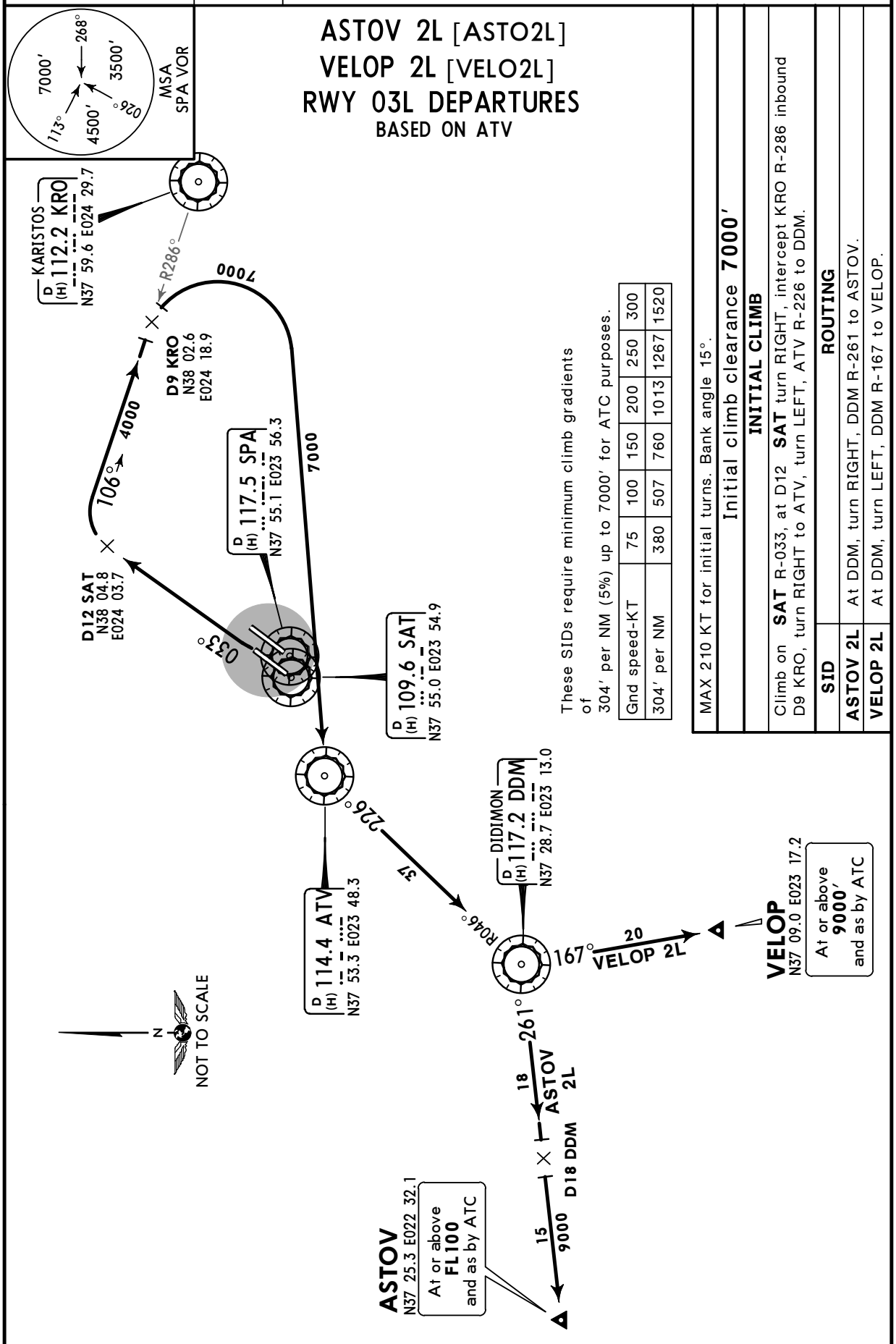
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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

ATHENS, GREECE
SID

ATHENS Departure	Apt Elev	
128.950	308′	Trans level: By ATC Trans alt: 9000′ Restrictions in climb to a maximum altitude are applied in case of RADAR failure, lost comms, and, if not otherwise instructed by ATC, in order to obtain vertical separation with simultaneous departure from RWY 03R.

ASTOV 2L [ASTO2L]
VELOP 2L [VELO2L]
RWY 03L DEPARTURES
BASED ON ATV



These SIDs require minimum climb gradients of 304′ per NM (5%) up to 7000′ for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	507	760	1013	1267	1520

MAX 210 KT for initial turns. Bank angle 15°.

Initial climb clearance 7000′

INITIAL CLIMB

Climb on **SAT** R-033, at D12 **SAT** turn RIGHT, intercept KRO R-286 inbound D9 KRO, turn RIGHT to ATV, turn LEFT, ATV R-226 to DDM.

SID	ROUTING
ASTOV 2L	At DDM, turn RIGHT, DDM R-261 to ASTOV.
VELOP 2L	At DDM, turn LEFT, DDM R-167 to VELOP.

CHANGES: SID NEMES 3L withdrawn.

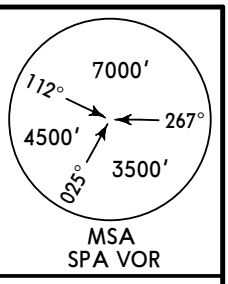
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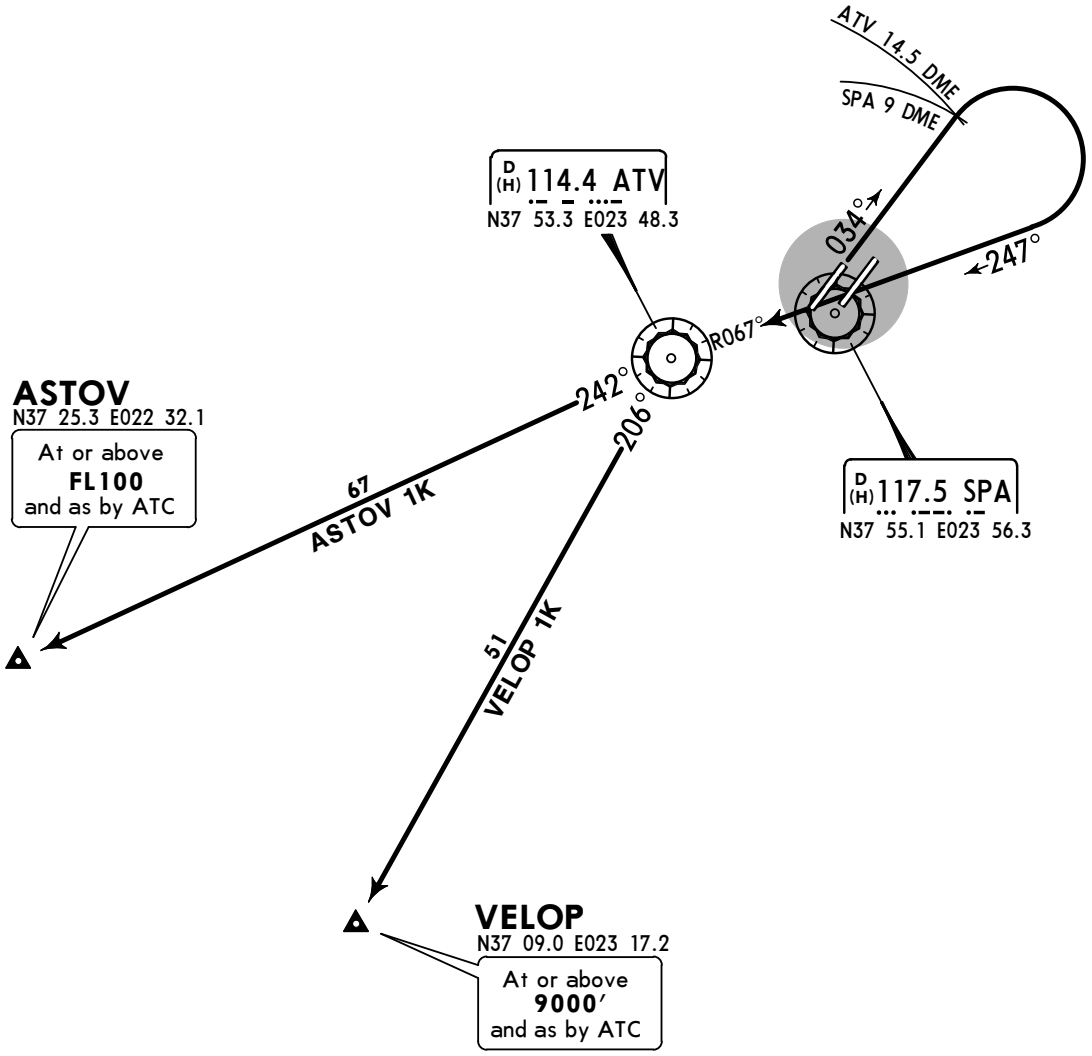
LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

ATHENS, GREECE
SID

ATHENS Departure	Apt Elev	Trans level: By ATC Trans alt: 9000′
128.950	308′	

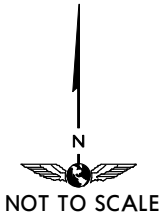


ASTOV 1K [ASTO1K]
VELOP 1K [VELO1K]
RWY 03L DEPARTURES



These SIDs require a minimum climb gradient of
365′ per NM (6%)
ASTOV 1K: up to FL100.
VELOP 1K: up to 9000′.

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	913	1217	1521	1825



MAX 210 KT for initial turns. Bank angle 15°.

ASTOV 1K: Initial climb clearance **FL100**
VELOP 1K: Initial climb clearance **9000′**

SID	INITIAL CLIMB/ROUTING
ASTOV 1K	Climb on 034° track to SPA 9 DME (ATV 14.5 DME), turn RIGHT, intercept ATV R-067 inbound to ATV, turn LEFT, ATV R-242 to ASTOV.
VELOP 1K	Climb on 034° track to SPA 9 DME (ATV 14.5 DME), turn RIGHT, intercept ATV R-067 inbound to ATV, turn LEFT, ATV R-206 to VELOP.

CHANGES: SID NEMES 1K withdrawn.

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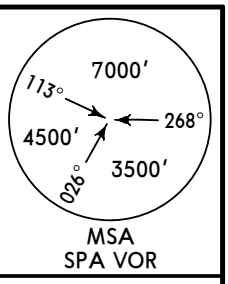
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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

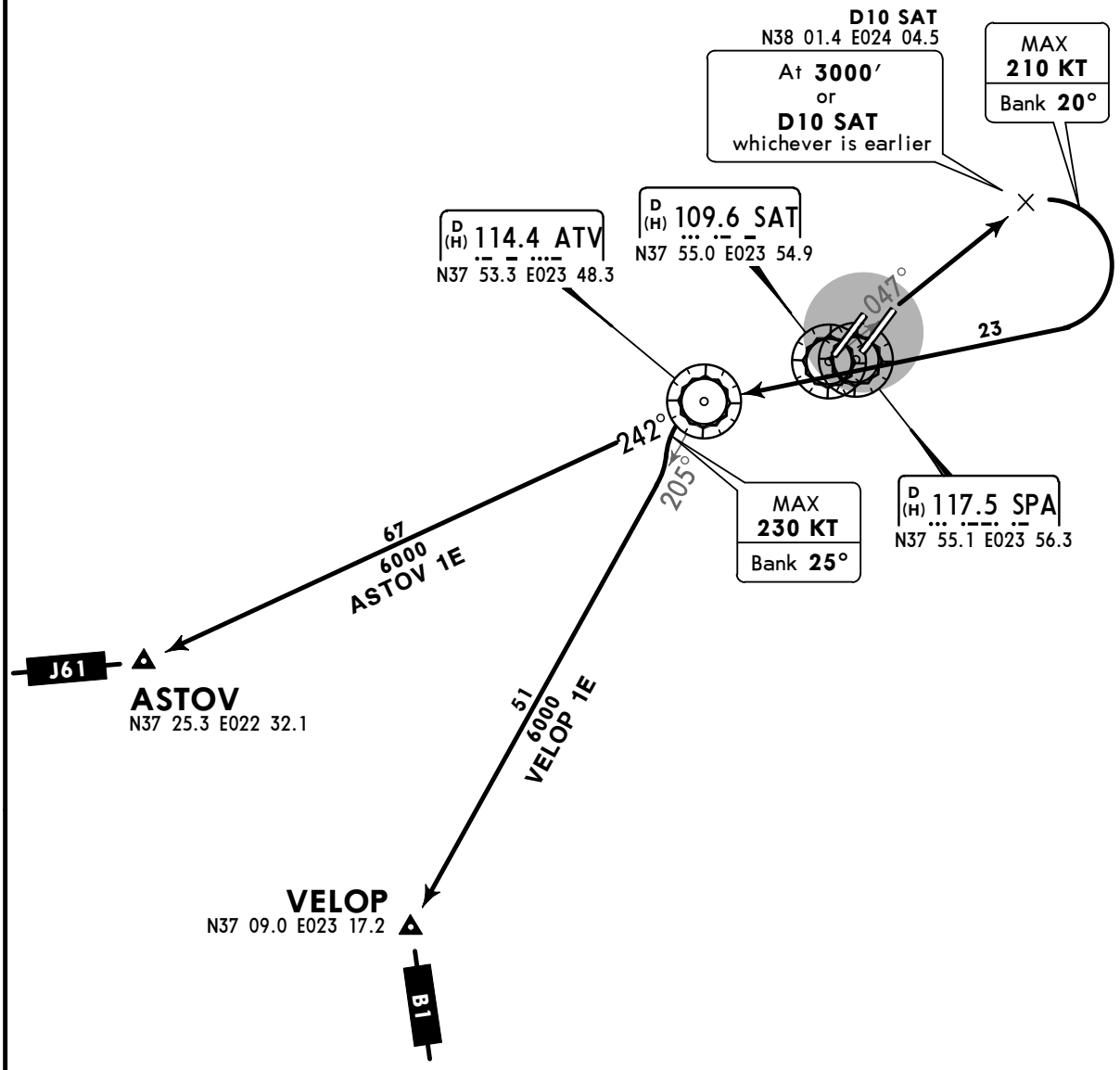
ATHENS, GREECE
SID

ATHENS Departure	Apt Elev
128.950	308′

Trans level: By ATC Trans alt: 9000′
1. No turns permitted before intercepting SAT R-047.
2. When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.



ASTOV 1E [ASTO1E]
VELOP 1E [VELO1E]
RWY 03R DEPARTURES



These SIDs require minimum climb gradients of
407′ per NM (6.7%) up to 3000′, then
237′ per NM (3.9%) up to 6000′.

Gnd speed-KT	75	100	150	200	250	300
237′ per NM	296	395	593	790	988	1185
407′ per NM	509	678	1018	1357	1696	2035



NOT TO SCALE

SID	INITIAL CLIMB/ROUTING
ASTOV 1E	Climb on **SAT** R-047, at 3000′ or D10 **SAT** whichever is earlier, turn RIGHT to ATV, turn LEFT, ATV R-242 to ASTOV, join airway J-61.
VELOP 1E	Climb on **SAT** R-047, at 3000′ or D10 **SAT** whichever is earlier, turn RIGHT to ATV, turn LEFT, intercept ATV R-205 to VELOP, join airway B-1.

CHANGES: SIDs ATV 1E & NEMES 1E withdrawn.

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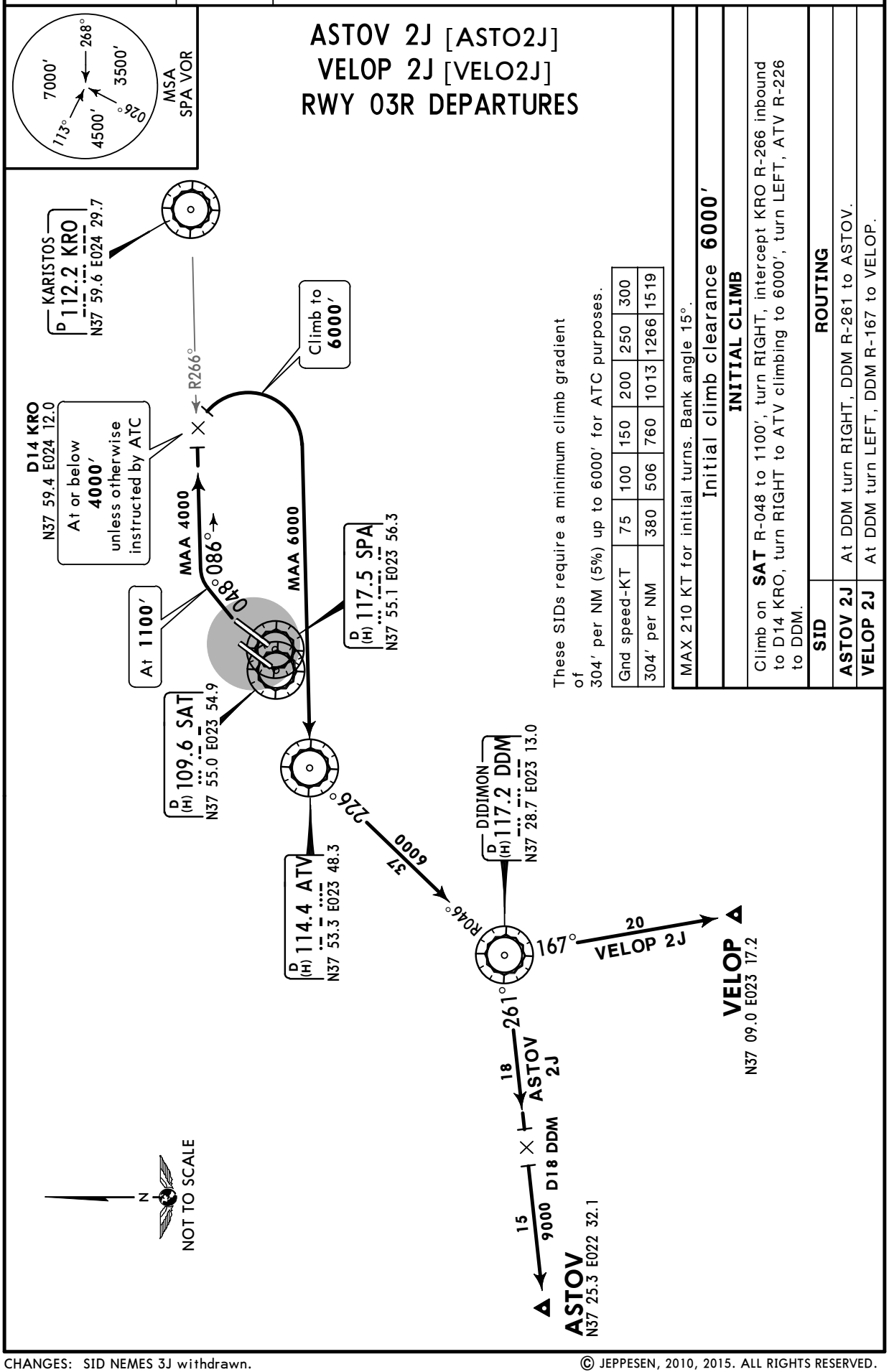
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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

ATHENS, GREECE
SID

ATHENS Departure	Apt Elev	
128.950	308′	Trans level: By ATC Trans alt: 9000′ Restrictions in climb to a maximum altitude are applied in case of RADAR failure, lost comms, and, if not otherwise instructed by ATC, in order to obtain vertical separation with simultaneous departure from RWY 03L.

ASTOV 2J [ASTO2J]
VELOP 2J [VELO2J]
RWY 03R DEPARTURES



These SIDs require a minimum climb gradient of 304′ per NM (5%) up to 6000′ for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

MAX 210 KT for initial turns. Bank angle 15°.

Initial climb clearance 6000′

INITIAL CLIMB

Climb on **SAT** R-048 to 1100′, turn RIGHT, intercept KRO R-266 inbound to D14 KRO, turn RIGHT to ATV climbing to 6000′, turn LEFT, ATV R-226 to DDM.

SID	ROUTING
ASTOV 2J	At DDM turn RIGHT, DDM R-261 to ASTOV.
VELOP 2J	At DDM turn LEFT, DDM R-167 to VELOP.

CHANGES: SID NEMES 3J withdrawn.

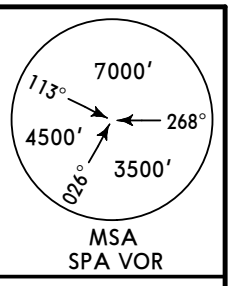
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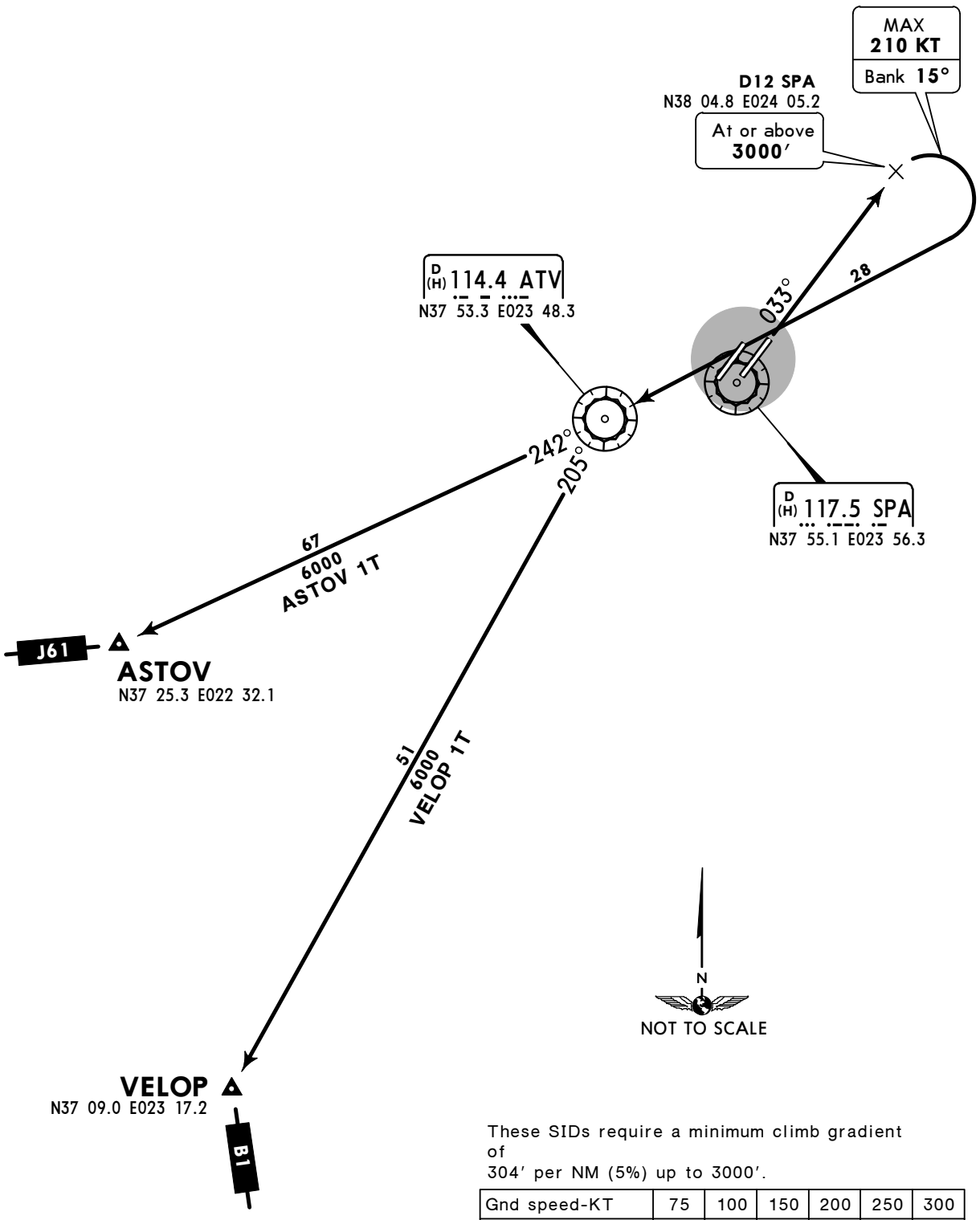
LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

ATHENS, GREECE
SID

ATHENS Departure	Apt Elev	Trans level: By ATC Trans alt: 9000′
128.950	308′	When an altitude higher than TA is designated an equivalent FL shall be specified by ATC.



ASTOV 1T [ASTO1T]
VELOP 1T [VELO1T]
RWY 03R DEPARTURES



These SIDs require a minimum climb gradient of
304′ per NM (5%) up to 3000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	507	760	1013	1267	1520

SID	INITIAL CLIMB/ROUTING
ASTOV 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT to ATV, ATV R-242 to ASTOV, join airway J-61.
VELOP 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT to ATV, turn LEFT, ATV R-205 to VELOP, join airway B-1.

CHANGES: SIDs ATV 1T & NEMES 1T withdrawn.

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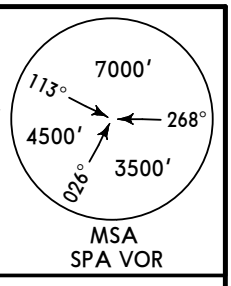
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ELEFTHERIOS VENIZELOS INTL

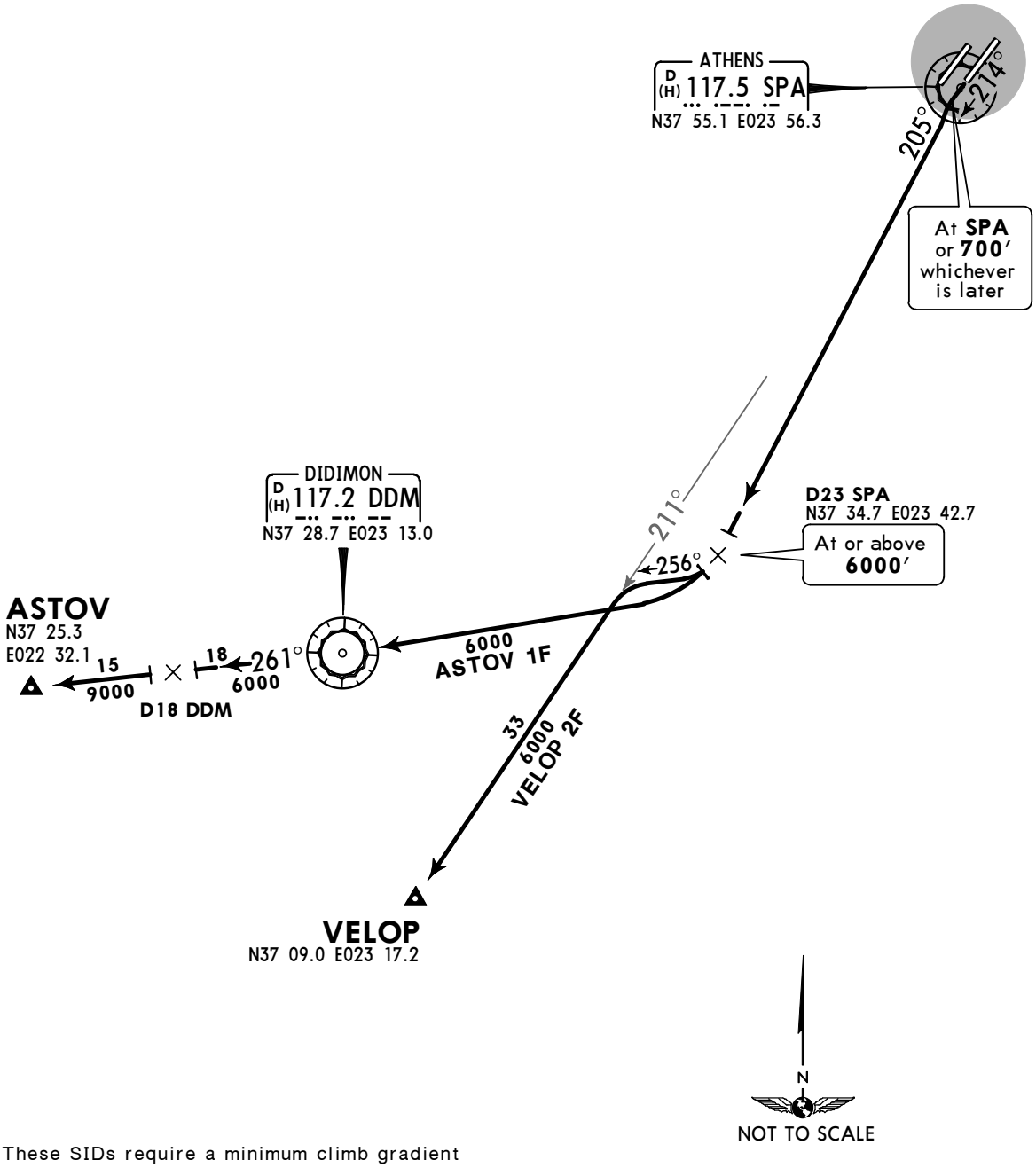
JEPPESEN 17 JUL 15 (10-3U)

ATHENS, GREECE
SID

ATHENS Departure	Apt Elev	Trans level: By ATC Trans alt: 9000′
128.950	308′	When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.



ASTOV 1F [ASTO1F]
VELOP 2F [VELO2F]
RWY 21L DEPARTURES



These SIDs require a minimum climb gradient of
243′ per NM (4%).

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

MAX 210 KT for initial turns. Bank angle 15°.

Initial climb clearance **6000′**

INITIAL CLIMB

Climb on 214° track to SPA or 700′, whichever is later, intercept SPA R-205 to D23 SPA.

SID	ROUTING
ASTOV 1F	At D23 SPA turn RIGHT to DDM, DDM R-261 to ASTOV.
VELOP 2F	At D23 SPA turn RIGHT, 256° track, intercept SPA R-211 to VELOP.

CHANGES: SID NEMES 3F withdrawn.

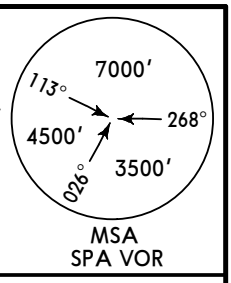
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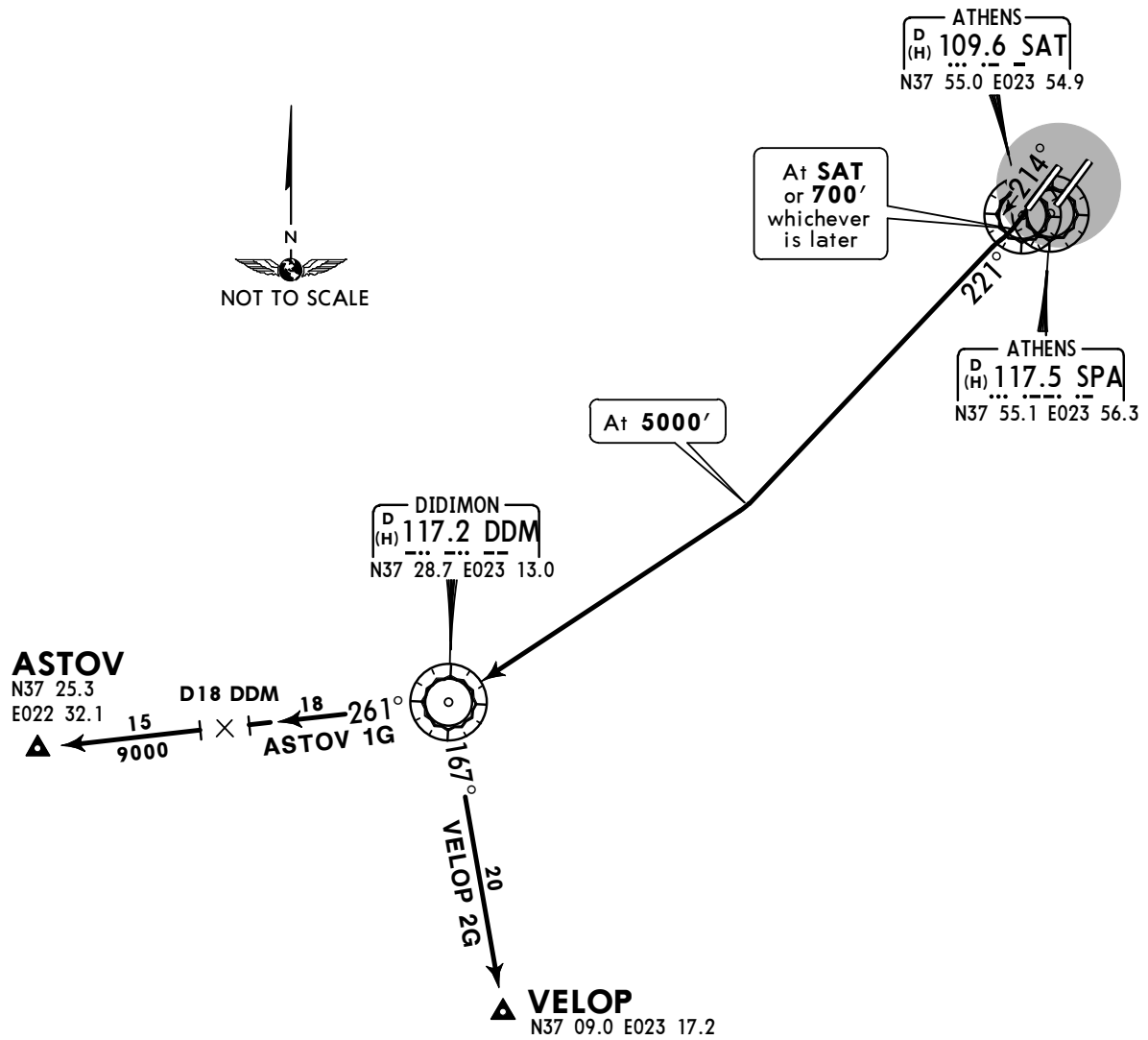
LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

ATHENS, GREECE
SID

ATHENS Departure	Apt Elev	Trans level: By ATC Trans alt: 9000′
128.950	308′	When an altitude higher than TA is designated an equivalent FL shall be specified by ATC.



ASTOV 1G [ASTO1G]
VELOP 2G [VELO2G]
RWY 21R DEPARTURES



These SIDs require a minimum climb gradient of
304′ per NM (5%).

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	507	760	1013	1267	1520

MAX 210 KT for initial turns. Bank angle 15°.

Initial climb clearance **5000′**

INITIAL CLIMB

Climb on 214° track to **SAT** or 700′, whichever is later, intercept **SAT** R-221, at 5000′ turn RIGHT to DDM or as by ATC.

SID	ROUTING
ASTOV 1G	At DDM, DDM R-261 to ASTOV.
VELOP 2G	At DDM, turn LEFT, DDM R-167 to VELOP.

CHANGES: SID NEMES 3G withdrawn.

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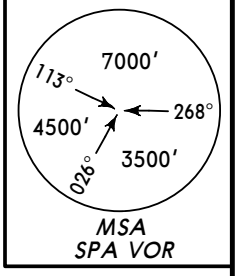
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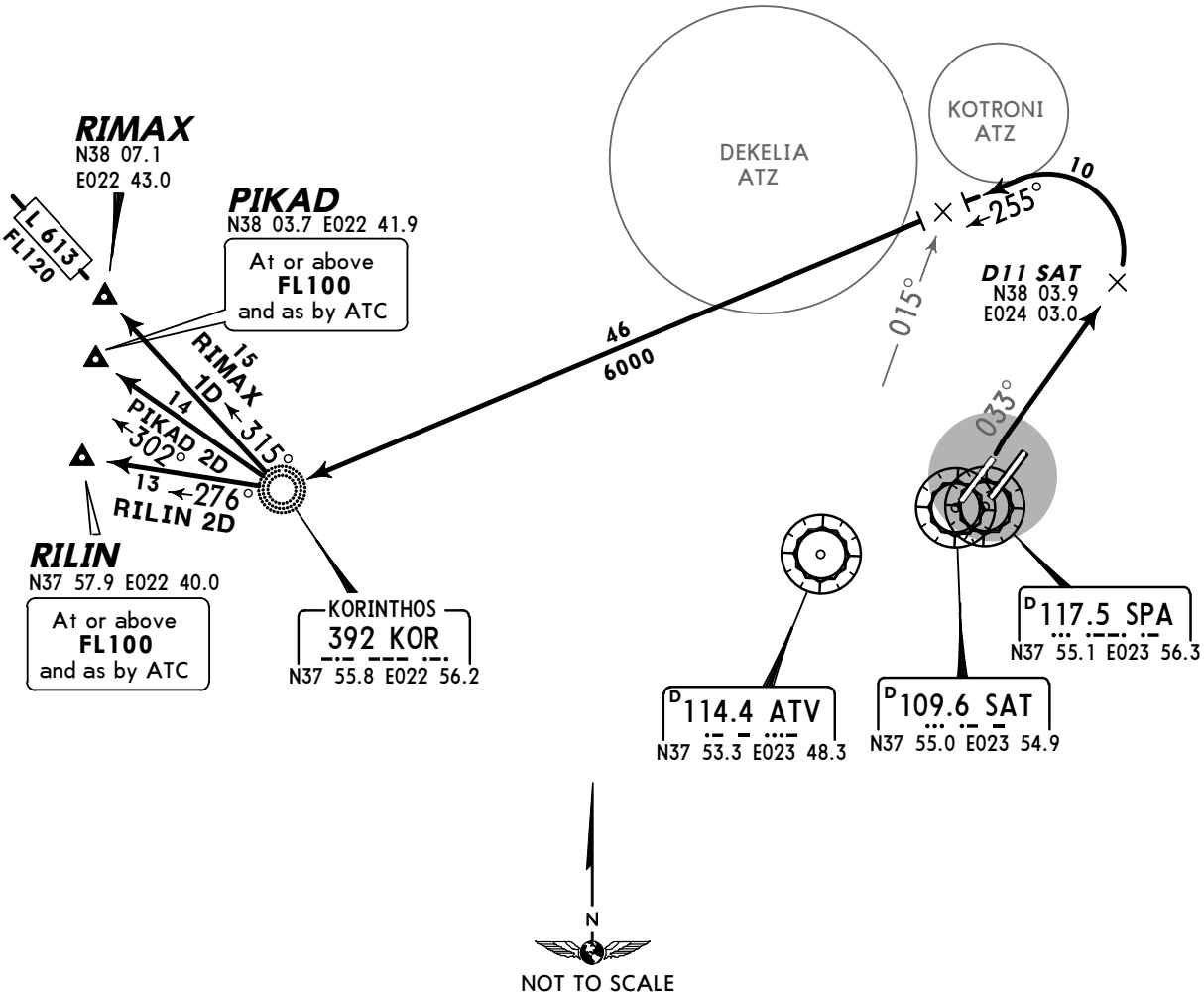
LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

ATHENS, GREECE
SID

ATHENS Departure 128.95	Apt Elev 308′	Trans level: By ATC Trans alt: 9000′ When RWYs 03L/R in use expect to depart from RWY 03L with a clearance to follow SID with a LEFT turn out. Flights unable to comply with the required climb gradient shall inform ATC as soon as possible, a departure from RWY 03R can be expected.

PIKAD 2D *[PIKA2D]*
RILIN 2D *[RILI2D]*
RIMAX 1D *[RIMA1D]*
RWY 03L DEPARTURES
TO NORTHWEST
BASED ON ATV





These SIDs require minimum climb gradients of
346′ per NM (5.7%) up to **5200′**,
425′ per NM (7%) up to **6000′** when
NW quadrant of KOTRONI ATZ is active.

Gnd speed-KT	75	100	150	200	250	300
346′ per NM	433	577	866	1155	1443	1732
425′ per NM	532	709	1063	1418	1772	2127

MAX 240 KT for initial turns. Bank angle 25°.

PIKAD 2D, RILIN 2D: Initial climb clearance **FL100**
RIMAX 1D: Initial climb clearance **FL120**

INITIAL CLIMB

Climb on **SAT** R-033, at D11 **SAT** turn LEFT to KOR.

SID	ROUTING
PIKAD 2D	At KOR, 302° bearing to PIKAD.
RILIN 2D	At KOR, 276° bearing to RILIN.
RIMAX 1D	At KOR, turn RIGHT, 315° bearing to RIMAX to join airway **L 613.**

CHANGES: New chart.

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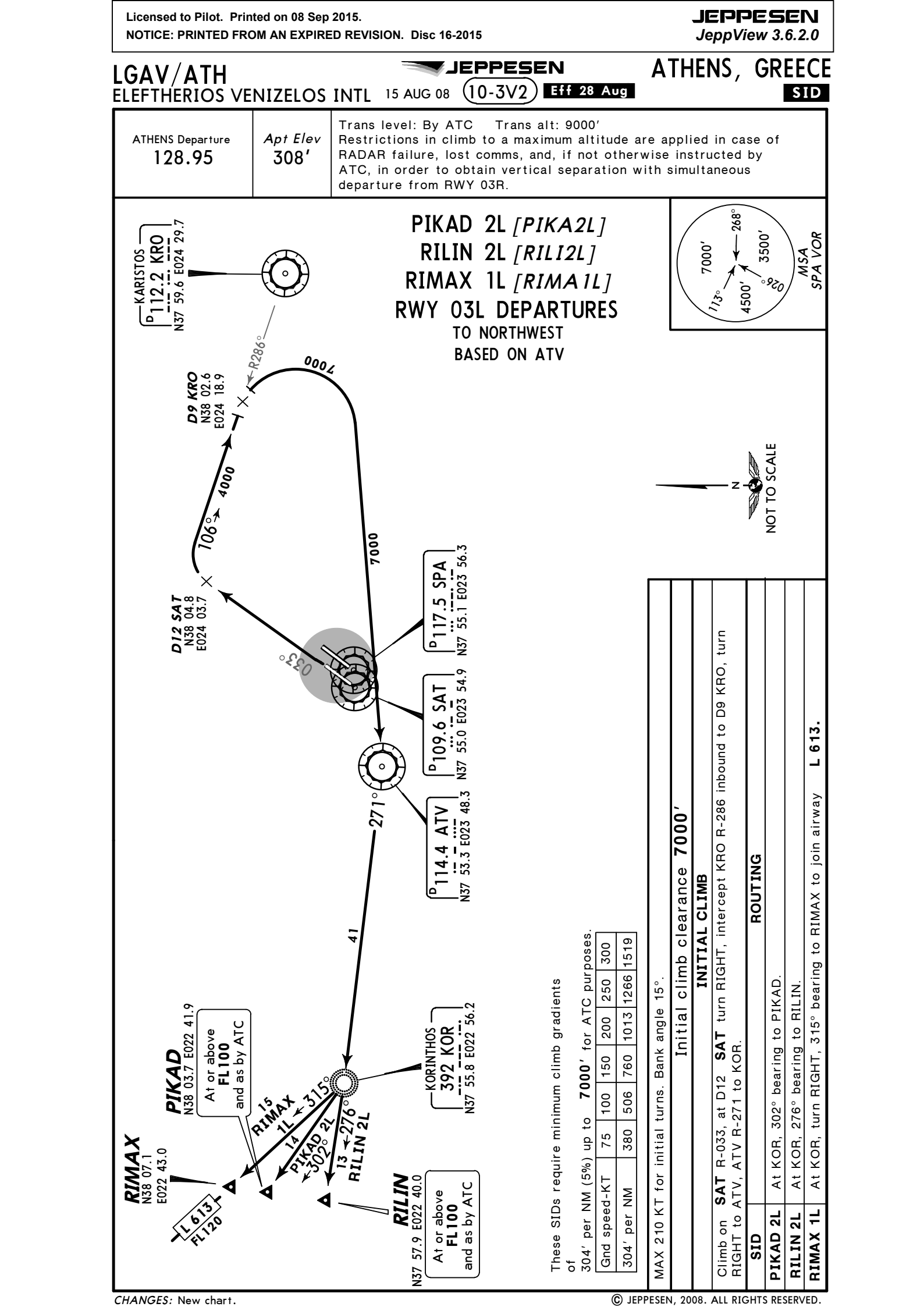
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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

ATHENS, GREECE
SID

ATHENS Departure	Apt Elev	
128.95	308′	Trans level: By ATC Trans alt: 9000′ Restrictions in climb to a maximum altitude are applied in case of RADAR failure, lost comms, and, if not otherwise instructed by ATC, in order to obtain vertical separation with simultaneous departure from RWY 03R.

PIKAD 2L *[PIKA2L]*
RILIN 2L *[RILI2L]*
RIMAX 1L *[RIMA1L]*
RWY 03L DEPARTURES
TO NORTHWEST
BASED ON ATV



These SIDs require minimum climb gradients of 304′ per NM (5%) up to **7000′** for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

MAX 210 KT for initial turns. Bank angle 15°.

Initial climb clearance **7000′**

INITIAL CLIMB

Climb on **SAT** R-033, at D12 **SAT** turn RIGHT, intercept KRO R-286 inbound to D9 KRO, turn RIGHT to ATV, ATV R-271 to KOR.

SID	ROUTING
PIKAD 2L	At KOR, 302° bearing to PIKAD.
RILIN 2L	At KOR, 276° bearing to RILIN.
RIMAX 1L	At KOR, turn RIGHT, 315° bearing to RIMAX to join airway **L 613.**

CHANGES: New chart.

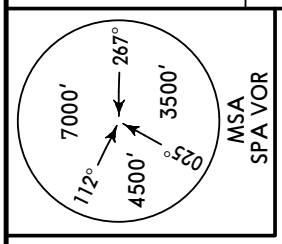
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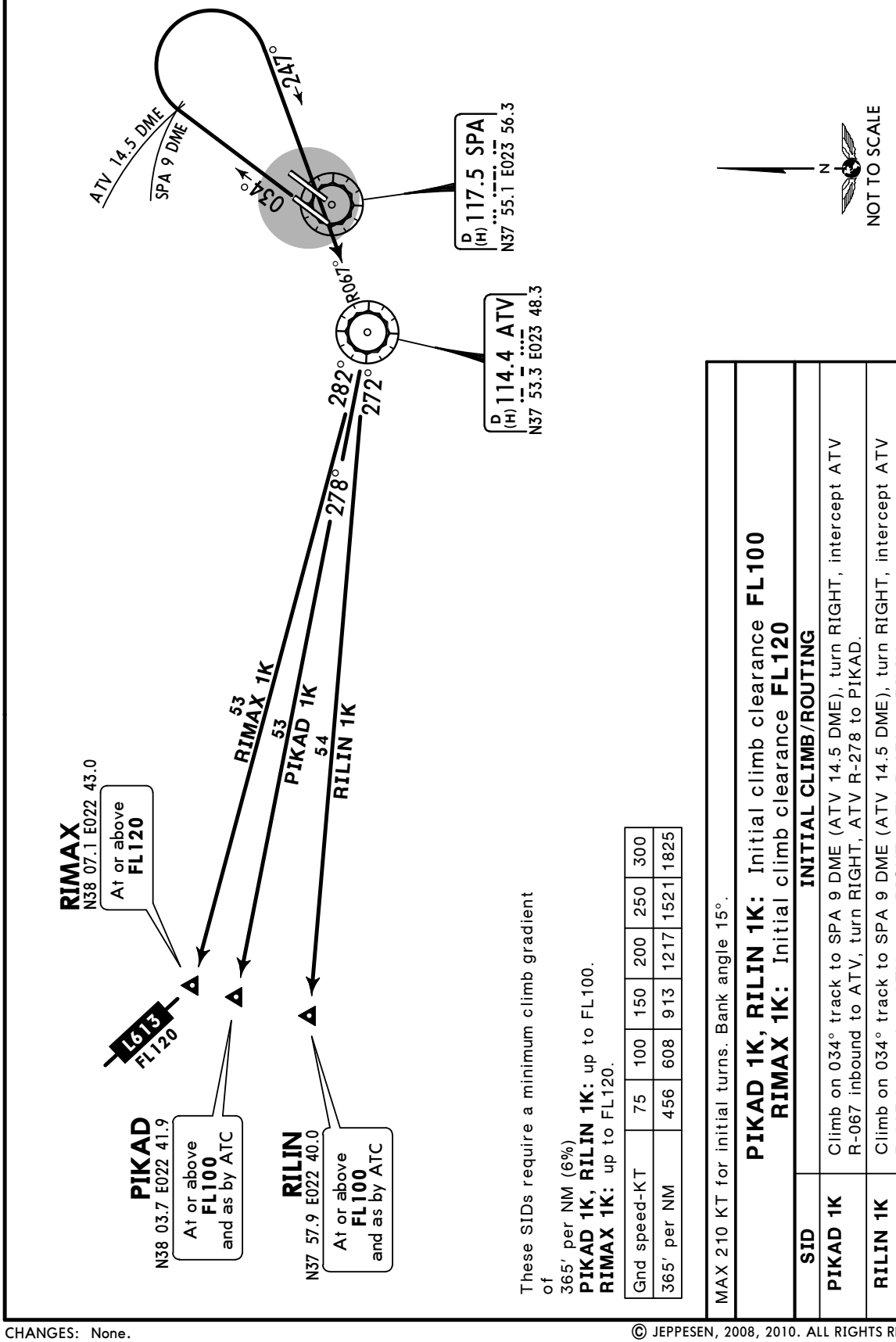
LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

ATHENS, GREECE
SID

ATHENS Departure	Apt Elev	Trans level: By ATC	Trans alt: 9000′
128.950	308′		



PIKAD 1K [PIKA1K]
RILIN 1K [RILI1K]
RIMAX 1K [RIMA1K]
RWY 03L DEPARTURES



These SIDs require a minimum climb gradient of 365′ per NM (6%)
PIKAD 1K, RILIN 1K: up to FL100.
RIMAX 1K: up to FL120.

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	913	1217	1521	1825

MAX 210 KT for initial turns. Bank angle 15°.

PIKAD 1K, RILIN 1K: Initial climb clearance **FL100**
RIMAX 1K: Initial climb clearance **FL120**

SID	INITIAL CLIMB/ROUTING
PIKAD 1K	Climb on 034° track to SPA 9 DME (ATV 14.5 DME), turn RIGHT, intercept ATV R-067 inbound to ATV, turn RIGHT, ATV R-278 to PIKAD.
RILIN 1K	Climb on 034° track to SPA 9 DME (ATV 14.5 DME), turn RIGHT, intercept ATV R-067 inbound to ATV, turn RIGHT, ATV R-272 to RILIN.
RIMAX 1K	Climb on 034° track to SPA 9 DME (ATV 14.5 DME), turn RIGHT, intercept ATV R-067 inbound to ATV, turn RIGHT, ATV R-282 to RIMAX to join airway L-613.

CHANGES: None.

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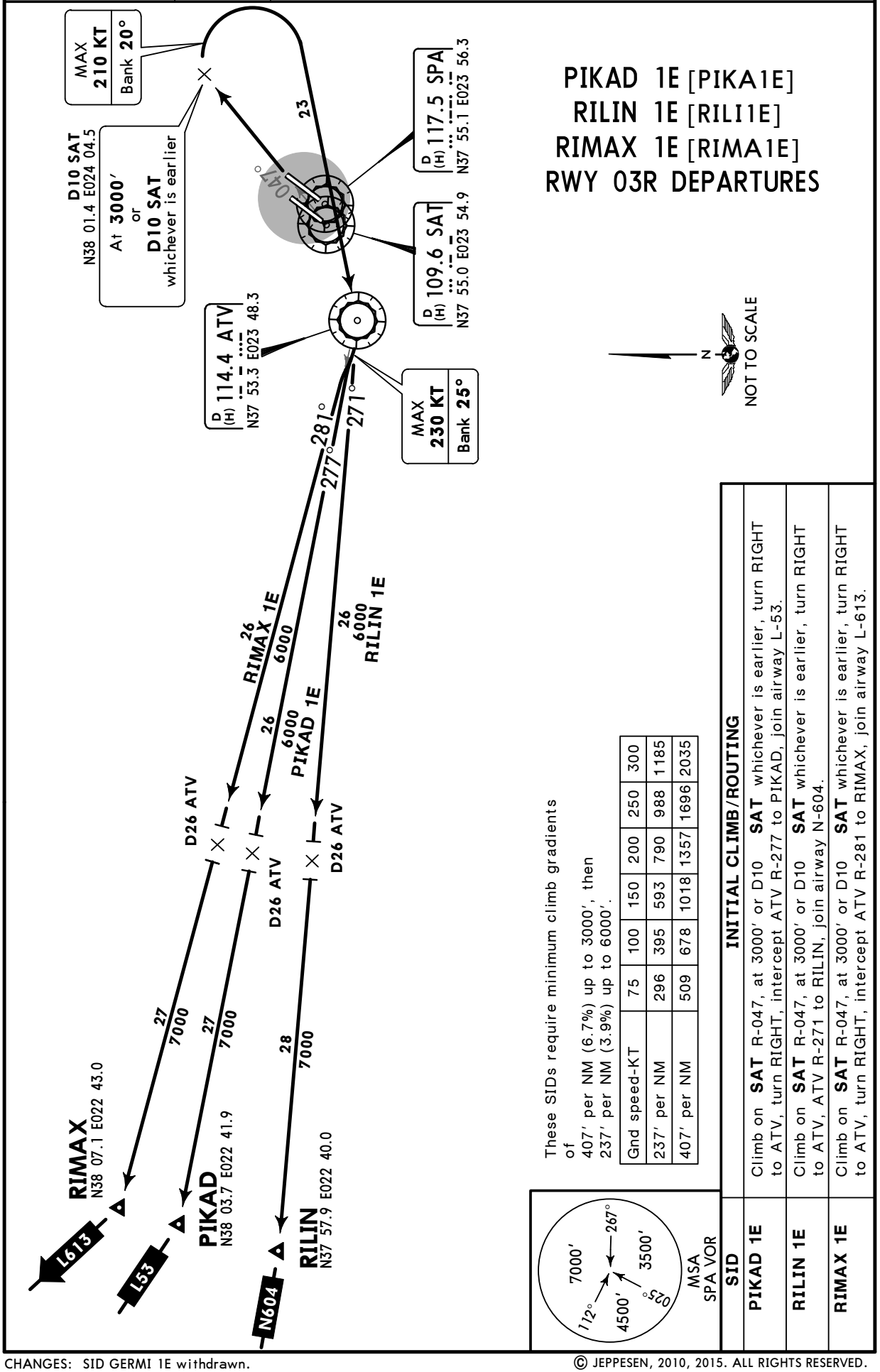
JEPPESEN 17 JUL 15 (10-3V4)

ATHENS, GREECE
SID

ATHENS Departure	Apt Elev
128.95	308′

Trans level: By ATC Trans alt: 9000′
1. No turns permitted before intercepting SAT R-047.
2. When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.

PIKAD 1E [PIKA1E]
RILIN 1E [RILI1E]
RIMAX 1E [RIMA1E]
RWY 03R DEPARTURES



These SIDs require minimum climb gradients of
407′ per NM (6.7%) up to 3000′, then
237′ per NM (3.9%) up to 6000′.

Gnd speed-KT	75	100	150	200	250	300
237′ per NM	296	395	593	790	988	1185
407′ per NM	509	678	1018	1357	1696	2035

SID	INITIAL CLIMB/ROUTING
PIKAD 1E	Climb on **SAT** R-047, at 3000′ or D10 **SAT** whichever is earlier, turn RIGHT to ATV, turn RIGHT, intercept ATV R-277 to PIKAD, join airway L-53.
RILIN 1E	Climb on **SAT** R-047, at 3000′ or D10 **SAT** whichever is earlier, turn RIGHT to ATV, ATV R-271 to RILIN, join airway N-604.
RIMAX 1E	Climb on **SAT** R-047, at 3000′ or D10 **SAT** whichever is earlier, turn RIGHT to ATV, turn RIGHT, intercept ATV R-281 to RIMAX, join airway L-613.

CHANGES: SID GERMI 1E withdrawn.

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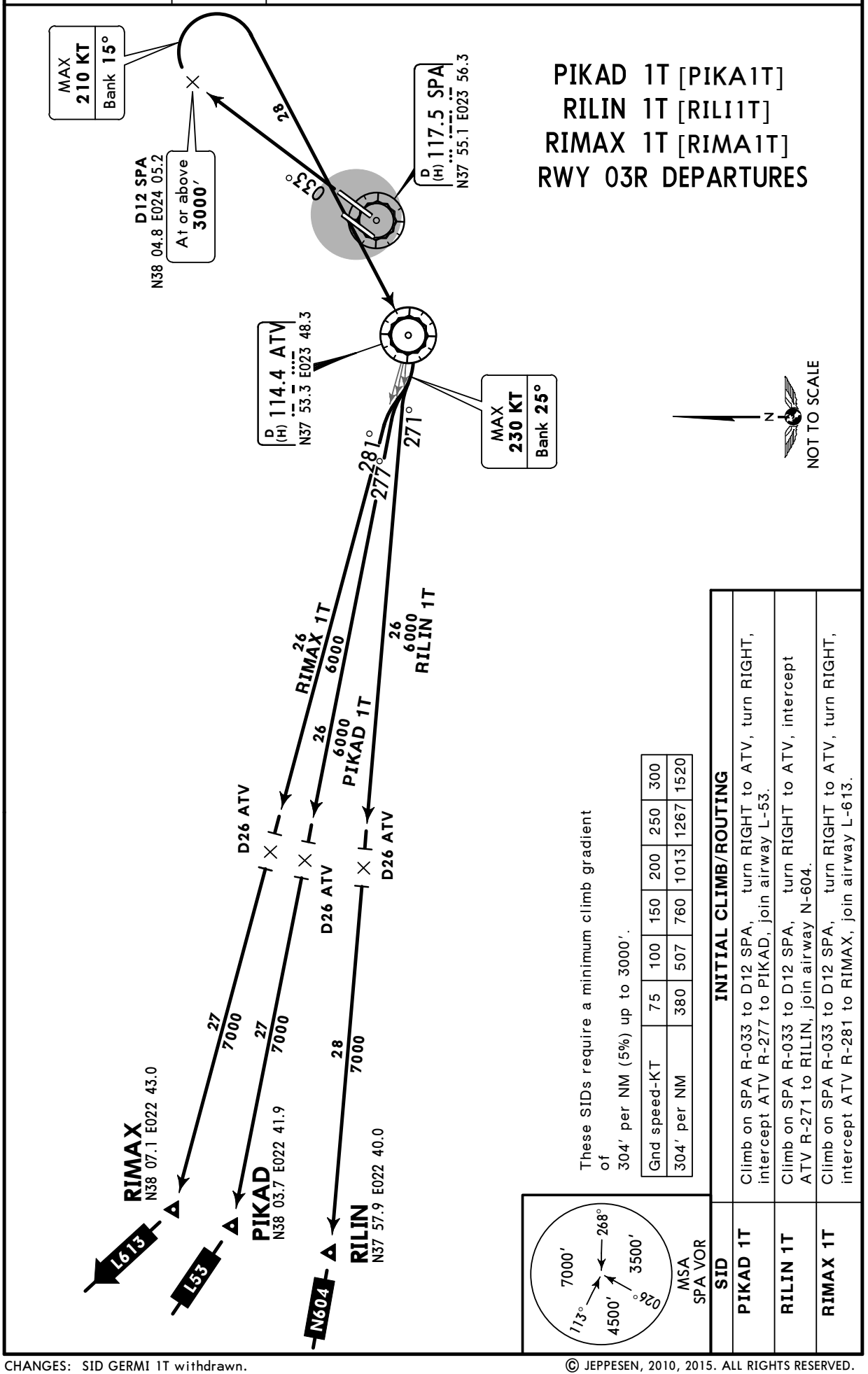
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ELEFTHERIOS VENIZELOS INTL

ATHENS, GREECE
SID

ATHENS Departure	Apt Elev	Trans level: By ATC Trans alt: 9000′
128.950	308′	When an altitude higher than TA is designated an equivalent FL shall be specified by ATC.

PIKAD 1T [PIKA1T]
RILIN 1T [RILI1T]
RIMAX 1T [RIMA1T]
RWY 03R DEPARTURES



SID	INITIAL CLIMB/ROUTING
PIKAD 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT to ATV, turn RIGHT, intercept ATV R-277 to PIKAD, join airway L-53.
RILIN 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT to ATV, intercept ATV R-271 to RILIN, join airway N-604.
RIMAX 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT to ATV, turn RIGHT, intercept ATV R-281 to RIMAX, join airway L-613.

CHANGES: SID GERMI 1T withdrawn.

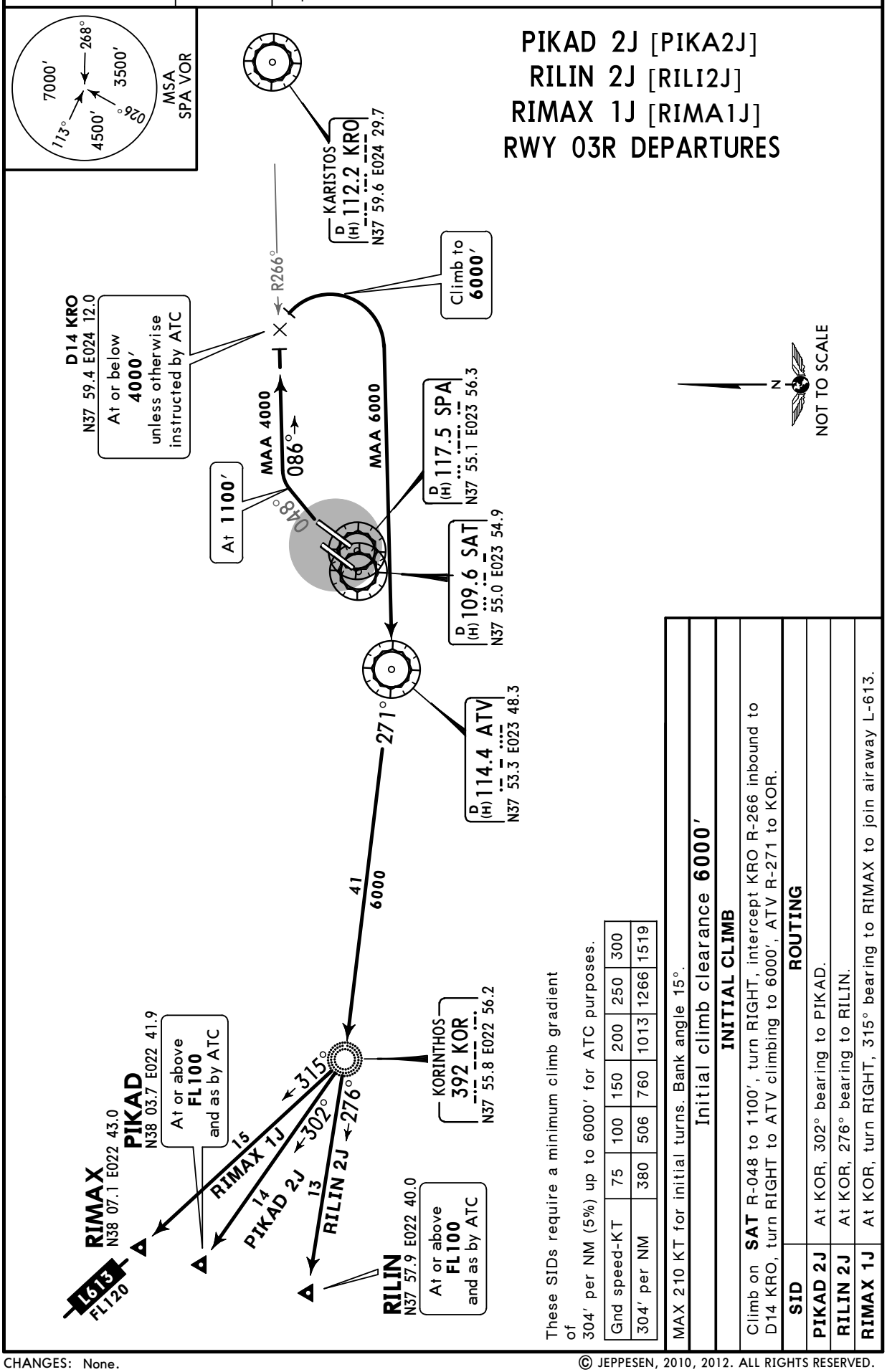
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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

ATHENS, GREECE
SID

ATHENS Departure	Apt Elev	
128.950	308′	Trans level: By ATC Trans alt: 9000′ Restrictions in climb to a maximum altitude are applied in case of RADAR failure, lost comms, and, if not otherwise instructed by ATC, in order to obtain vertical separation with simultaneous departure from RWY 03L.



CHANGES: None.

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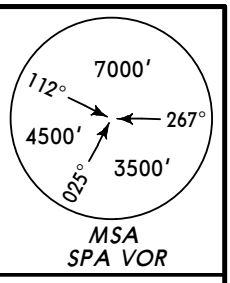
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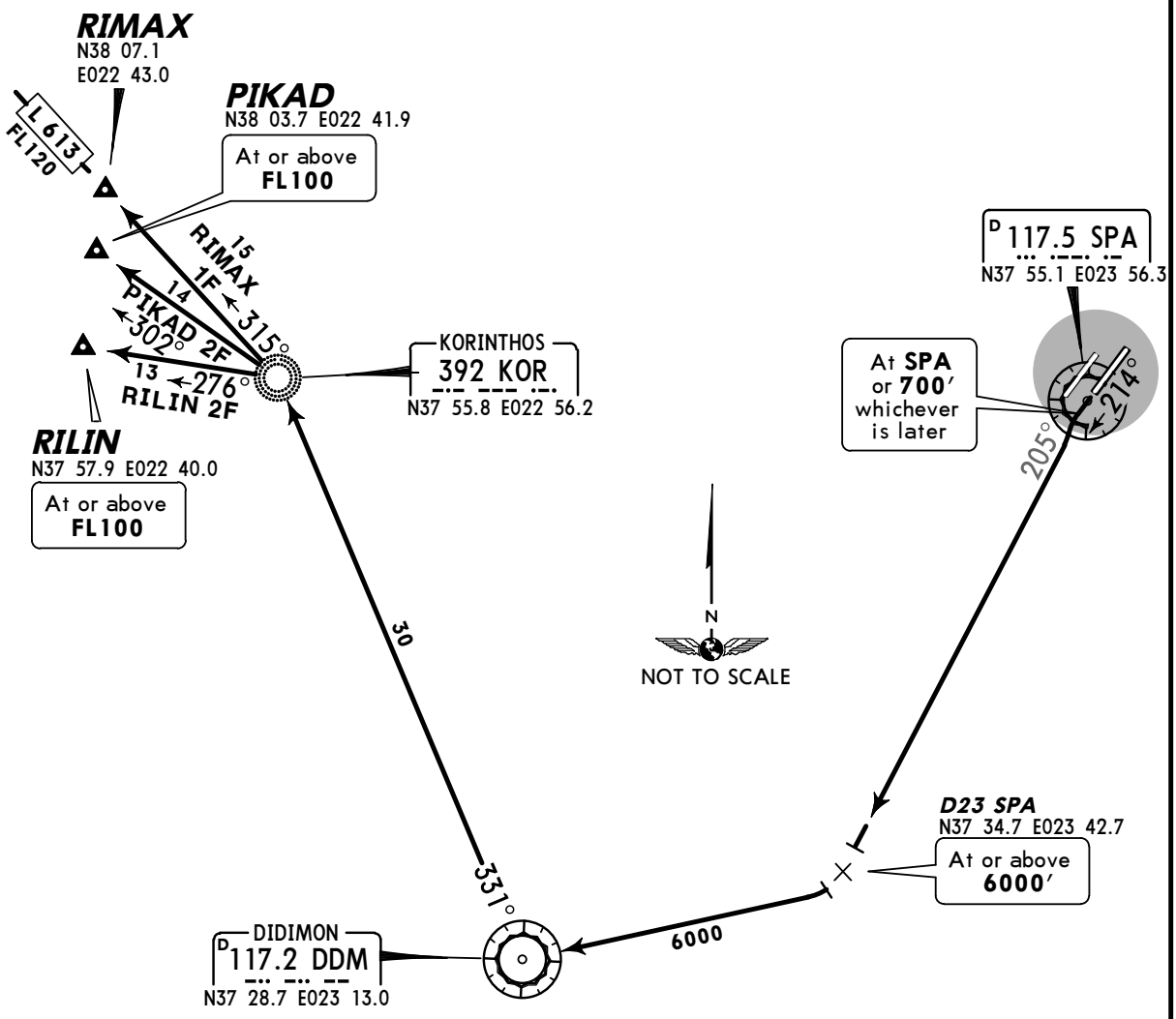
JEPPESEN 20 AUG 10 (10-3W) Eff 26 Aug

ATHENS, GREECE
SID

ATHENS Departure	Apt Elev	
128.95	308′	Trans level: By ATC Trans alt: 9000′ When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.



PIKAD 2F *[PIKA2F]*
RILIN 2F *[RILI2F]*
RIMAX 1F *[RIMA1F]*
RWY 21L DEPARTURES
TO NORTHWEST



These SIDs require a minimum climb gradient of 243′ per NM (4%) up to **6000′.**

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

MAX 210 KT for initial turns. Bank angle 15°.

Initial climb clearance **6000′**

INITIAL CLIMB

Climb on 214° track to SPA or **700′,** whichever is later, intercept SPA R-205 to D23 SPA, turn RIGHT to DDM, turn RIGHT, DDM R-331 to KOR.

SID	ROUTING
PIKAD 2F	At KOR, turn LEFT, 302° bearing to PIKAD.
RILIN 2F	At KOR, turn LEFT, 276° bearing to RILIN.
RIMAX 1F	At KOR, turn LEFT, 315° bearing to RIMAX to join airway **L 613.**

CHANGES: SIDs transferred.

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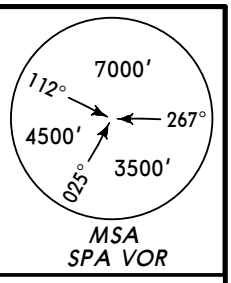
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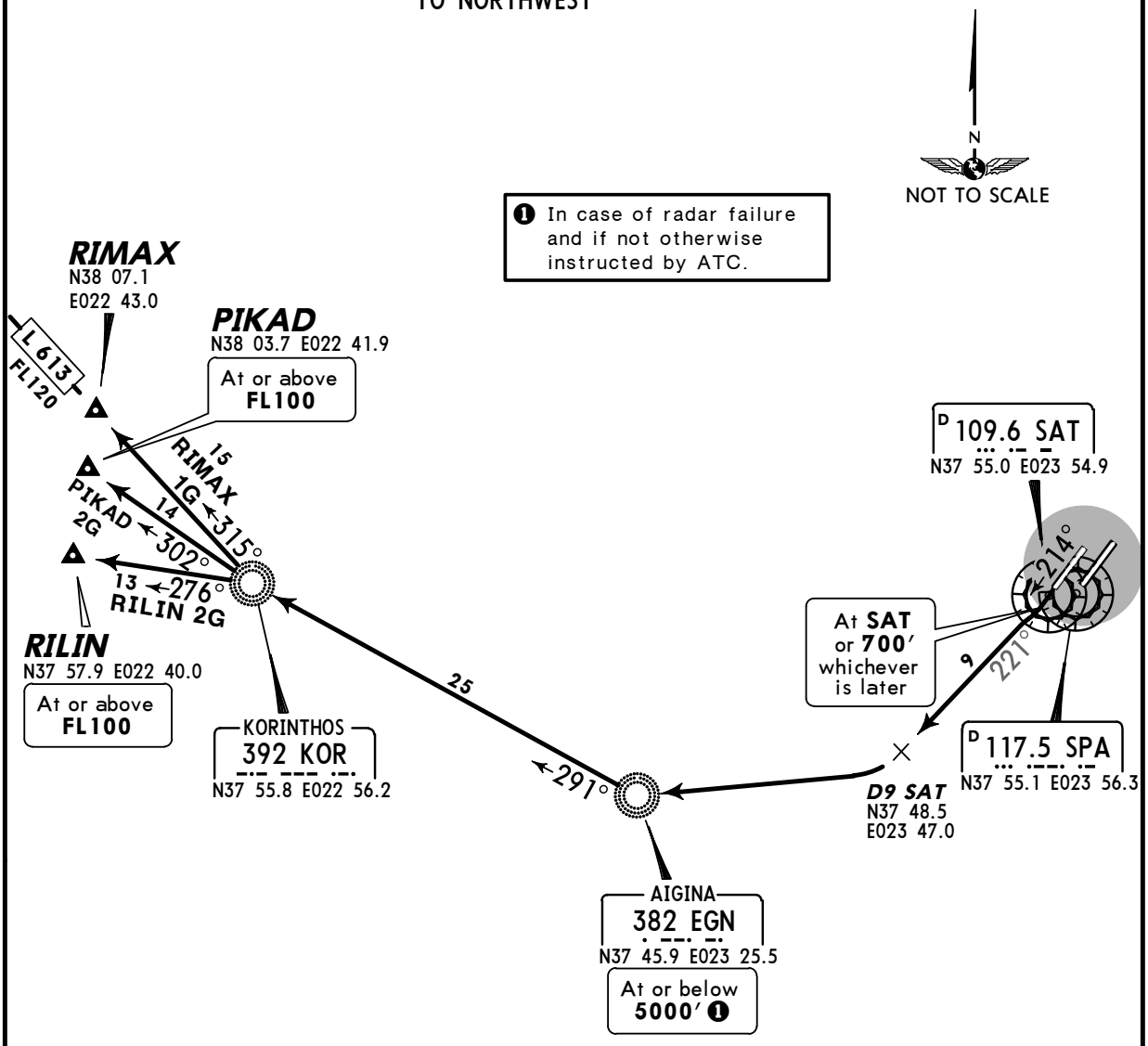
JEPPESEN 20 AUG 10 (10-3X) Eff 26 Aug

ATHENS, GREECE
SID

ATHENS Departure	Apt Elev	Trans level: By ATC Trans alt: 9000′
128.95	308′	When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.



PIKAD 2G *[PIKA2G]*
RILIN 2G *[RILI2G]*
RIMAX 1G *[RIMA1G]*
RWY 21R DEPARTURES
TO NORTHWEST



These SIDs require a minimum climb gradient of
304′ per NM (5%).

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

MAX 210 KT for initial turns. Bank angle 15°.

Initial climb clearance **5000′**

INITIAL CLIMB

Climb on 214° track to **SAT** or **700′,** whichever is later, intercept **SAT** R-221 to D9 **SAT,** turn RIGHT to EGN, turn RIGHT, 291° bearing to KOR.

SID	ROUTING
PIKAD 2G	At KOR, 302° bearing to PIKAD.
RILIN 2G	At KOR, 276° bearing to RILIN.
RIMAX 1G	At KOR, 315° bearing to RIMAX to join airway **L 613.**

CHANGES: SIDs transferred.

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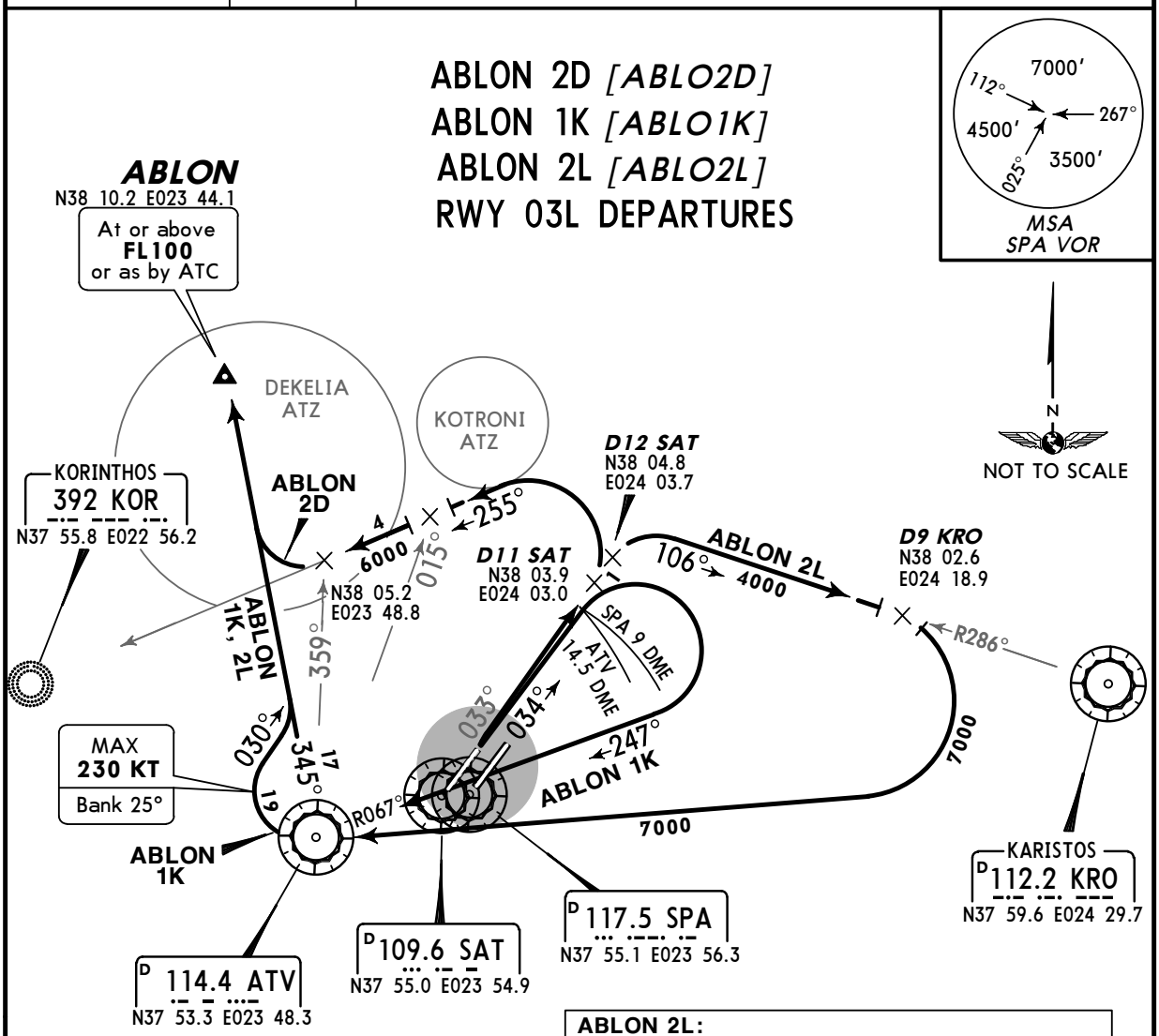
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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

ATHENS, GREECE
SID

ATHENS Departure	*Apt Elev*	
128.95	308′	Trans level: By ATC Trans alt: 9000′ ABLON 2D: When RWYs 03L/R in use expect to depart from RWY 03L with a clearance to follow SID with a LEFT turn out. Flights unable to comply with the required climb gradient shall inform ATC as soon as possible, a departure from RWY 03R can be expected.

ABLON 2D *[ABLO2D]*
ABLON 1K *[ABLO1K]*
ABLON 2L *[ABLO2L]*
RWY 03L DEPARTURES



ABLON 2L:
Restrictions in climb to a maximum altitude are applied in case of RADAR failure, lost comms, and, if not otherwise instructed by ATC, in order to obtain vertical separation with simultaneous departure from RWY 03R.

These SIDs require minimum climb gradients of

ABLON 2D
346′ per NM (5.7%) up to **5200′**,
425′ per NM (7%) up to **6000′** when NW quadrant of KOTRONI ATZ is active.

ABLON 1K
365′ per NM (6%) up to **FL100.**

ABLON 2L
304′ per NM (5%) up to **7000′** for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127
365′ per NM	456	608	911	1215	1519	1823
346′ per NM	433	577	866	1155	1443	1732
304′ per NM	380	506	760	1013	1266	1519

ABLON 2D: MAX 240 KT for turns. Bank angle 25°.
ABLON 1K, 2L: MAX 210 KT for initial turns. Bank angle 15°.

ABLON 2D, 1K: Initial climb clearance **FL100**
ABLON 2L: Initial climb clearance **7000′**

SID	INITIAL CLIMB/ROUTING
ABLON 2D	Climb on **SAT** R-033, at D11 **SAT** turn LEFT, intercept 255° bearing towards KOR, at ATV R-359 turn RIGHT, intercept ATV R-345 to ABLON.
ABLON 1K	Climb on 034° track to SPA 9 DME (ATV 14.5 DME), turn RIGHT, intercept ATV R-067 inbound to ATV, turn RIGHT, 030° track, intercept ATV R-345 to ABLON.
ABLON 2L	Climb on **SAT** R-033, at D12 **SAT** turn RIGHT, intercept KRO R-286 inbound to D9 KRO, turn RIGHT to ATV, turn RIGHT, ATV R-345 to ABLON.

CHANGES: None.

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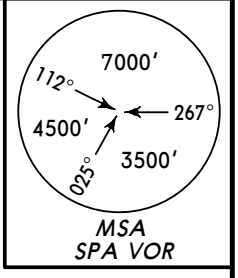
LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

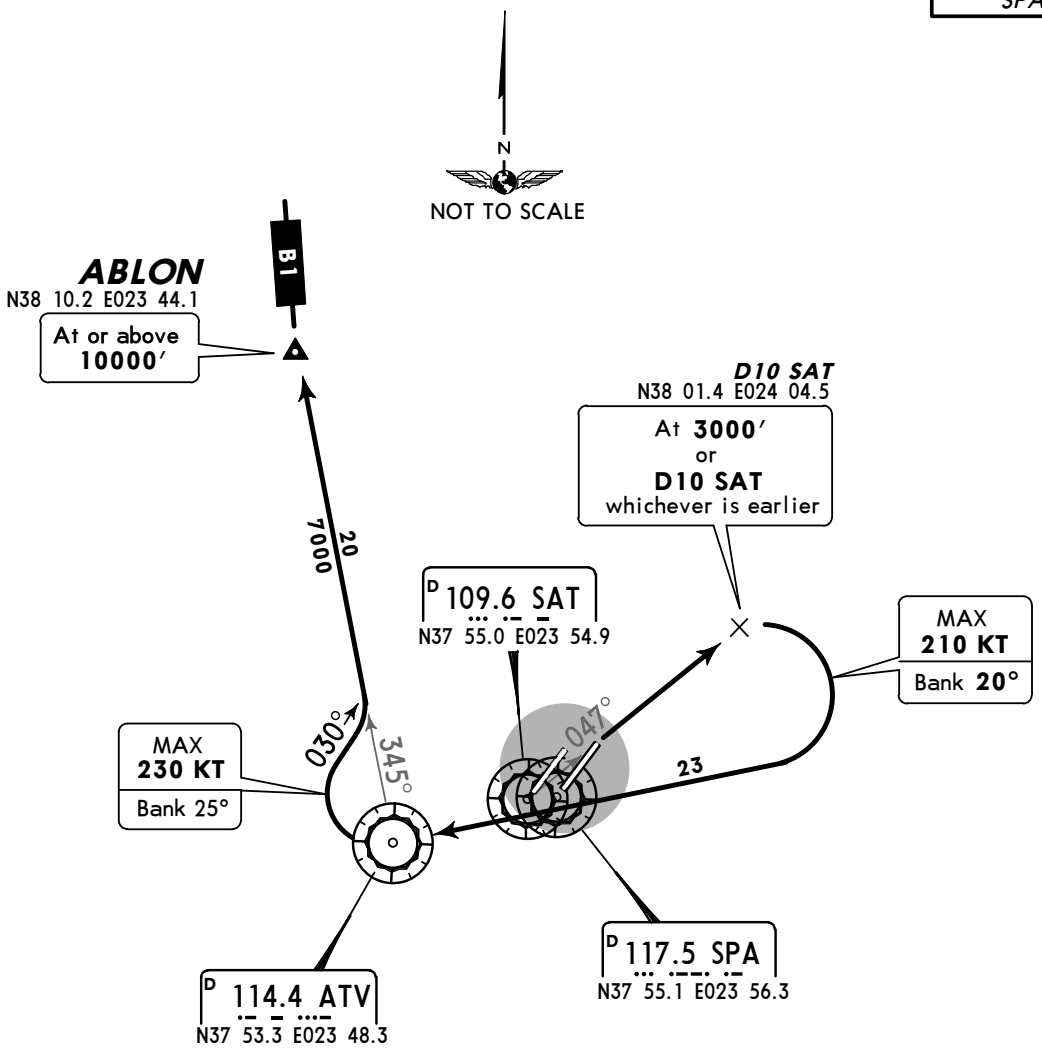
JEPPESEN 22 OCT 10 (10-3X2)

ATHENS, GREECE
SID

ATHENS Departure	*Apt Elev*	
128.95	308′	Trans level: By ATC Trans alt: 9000′ 1. No turns permitted before intercepting SAT R-047. 2. When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.

ABLON 1E *[ABLO1E]*
RWY 03R DEPARTURE





This SID requires minimum climb gradients of
407′ per NM (6.7%) up to **3000′**, then
237′ per NM (3.9%) up to **7000′**.

Gnd speed-KT	75	100	150	200	250	300
407′ per NM	509	679	1018	1357	1696	2036
237′ per NM	296	395	592	790	987	1185

INITIAL CLIMB/ROUTING

Climb on **SAT** R-047, at **3000′** or D10 **SAT** whichever is earlier, turn RIGHT to ATV, turn RIGHT, 030° track, intercept ATV R-345 to ABLON, join airway B-1.

CHANGES: Chart reindexed.

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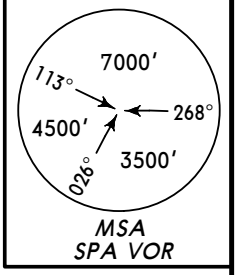
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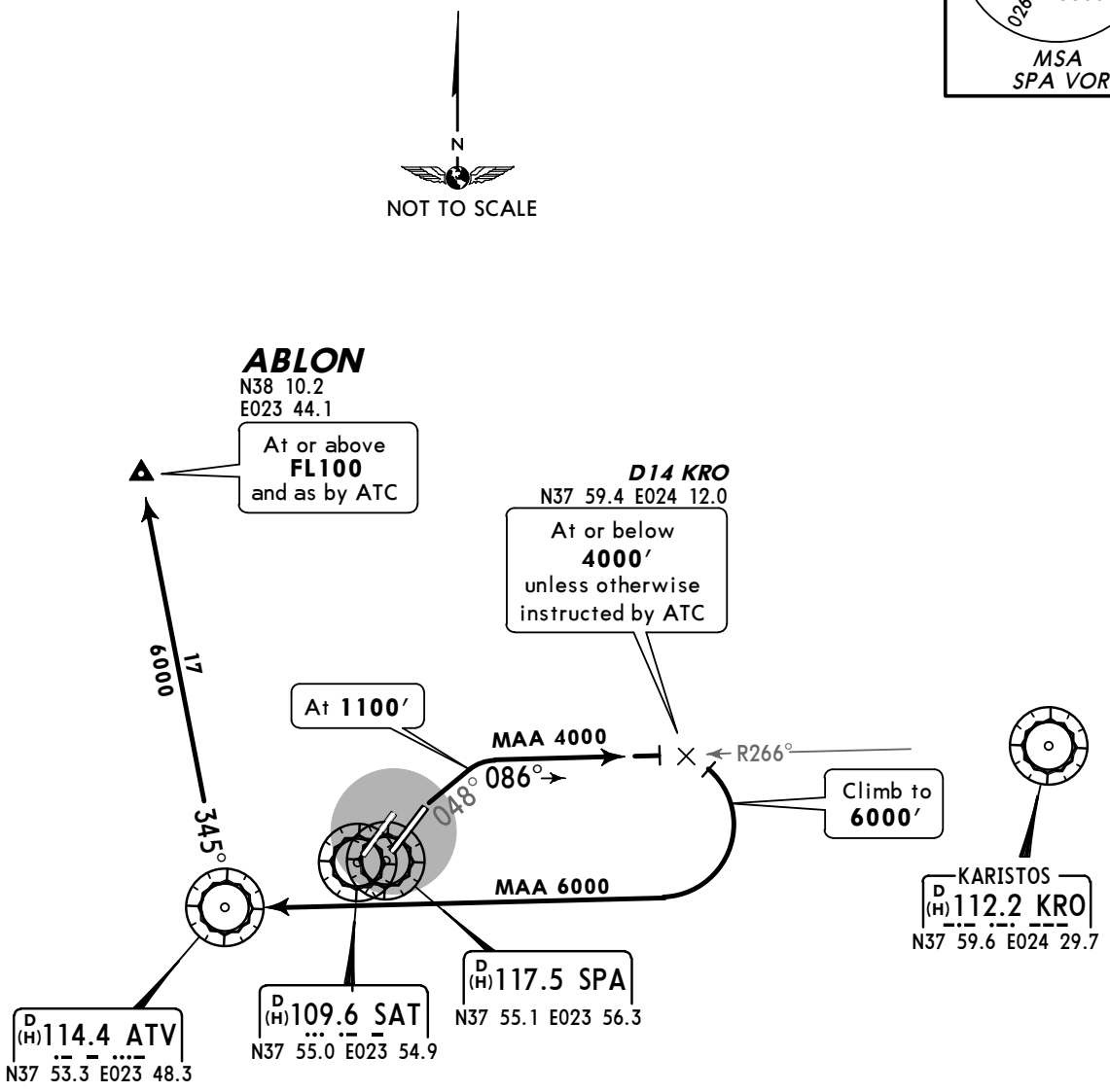
LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

ATHENS, GREECE
SID

ATHENS Departure	*Apt Elev*	
128.950	308′	Trans level: By ATC Trans alt: 9000′ Restrictions in climb to a maximum altitude are applied in case of RADAR failure, lost comms, and, if not otherwise instructed by ATC, in order to obtain vertical separation with simultaneous departure from RWY 03L.

ABLON 2J *[ABLO2J]*
RWY 03R DEPARTURE





This SID requires a minimum climb gradient of
304′ per NM (5%) up to 6000′ for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

MAX 210 KT for initial turns. Bank angle 15°.

Initial climb clearance **6000′**

INITIAL CLIMB/ROUTING

Climb on **SAT** R-048 to 1100′, turn RIGHT, intercept KRO R-266 inbound climbing to D14 KRO, turn RIGHT to ATV climbing to 6000′, turn RIGHT, ATV R-345 to ABLON.

CHANGES: Initial climb out revised; restriction note withdrawn.

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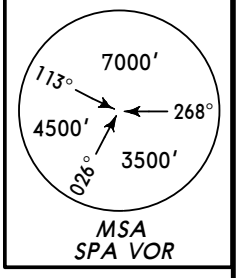
LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

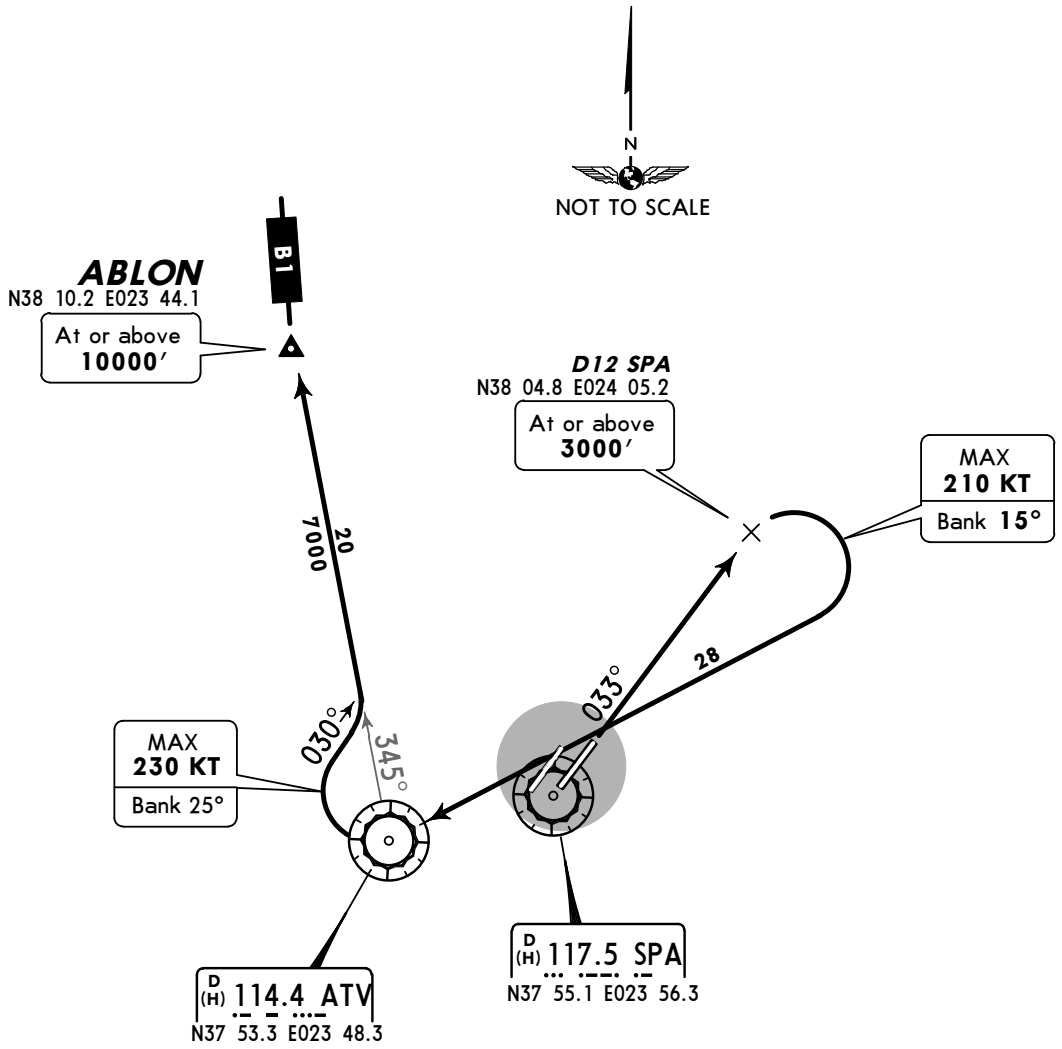
JEPPESEN 2 MAR 12 (10-3X4)

ATHENS, GREECE
SID

ATHENS Departure	*Apt Elev*	Trans level: By ATC Trans alt: 9000′ When an altitude higher than TA is designated an equivalent FL shall be specified by ATC.
128.950	308′	

ABLON 1T *[ABLO1T]*
RWY 03R DEPARTURE





This SID requires a minimum climb gradient of
304′ per NM (5%) up to 3000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

INITIAL CLIMB/ROUTING

Climb on SPA R-033 to D12 SPA, turn RIGHT to ATV, turn RIGHT, 030° track, intercept ATV R-345 to ABLON, join airway B-1.

CHANGES: None.

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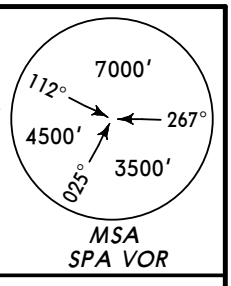
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ELEFTHERIOS VENIZELOS INTL

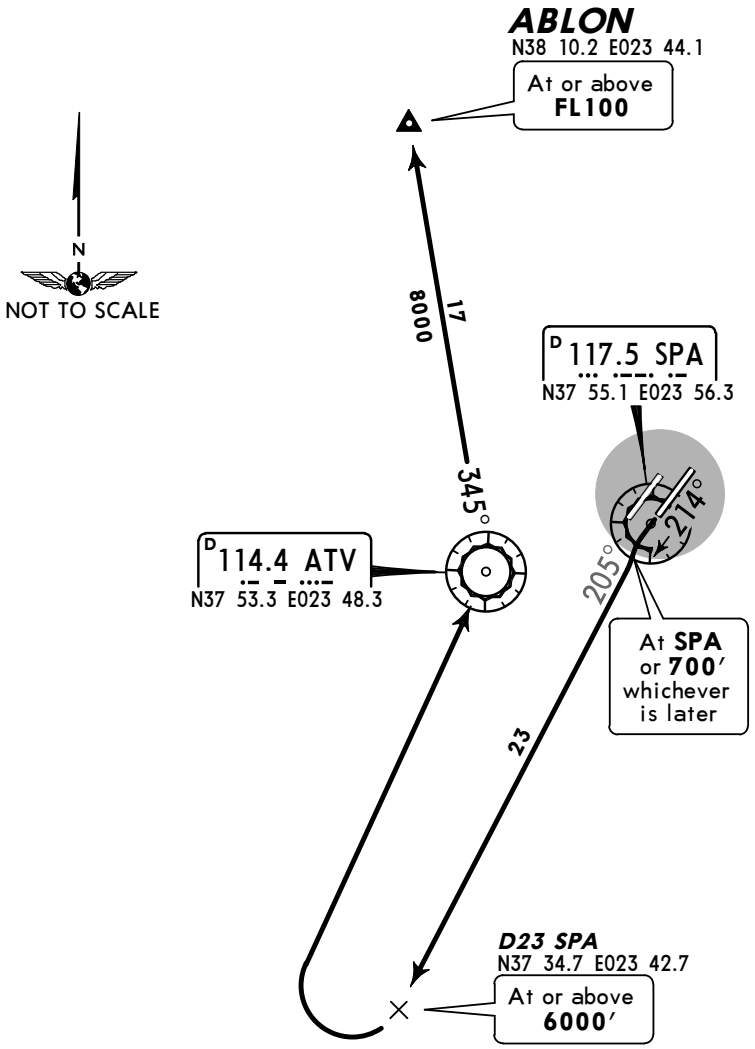
JEPPESEN 22 OCT 10 (10-3X5)

ATHENS, GREECE
SID

ATHENS Departure	Apt Elev	Trans level: By ATC Trans alt: 9000′
128.95	308′	When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.



ABLON 3F *[ABLO3F]*
RWY 21L DEPARTURE



This SID requires a minimum climb gradient of
243′ per NM (4%) up to **6000′.**

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

MAX 210 KT for initial turns. Bank angle 15°.

Initial climb clearance **6000′**

INITIAL CLIMB/ROUTING

Climb on 214° track to SPA or **700′,** whichever is later, intercept SPA R-205 to D23 SPA, turn RIGHT to ATV, ATV R-345 to ABLON.

CHANGES: Chart reindexed; SID OMIRO 1F withdrawn.

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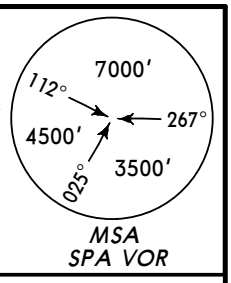
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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

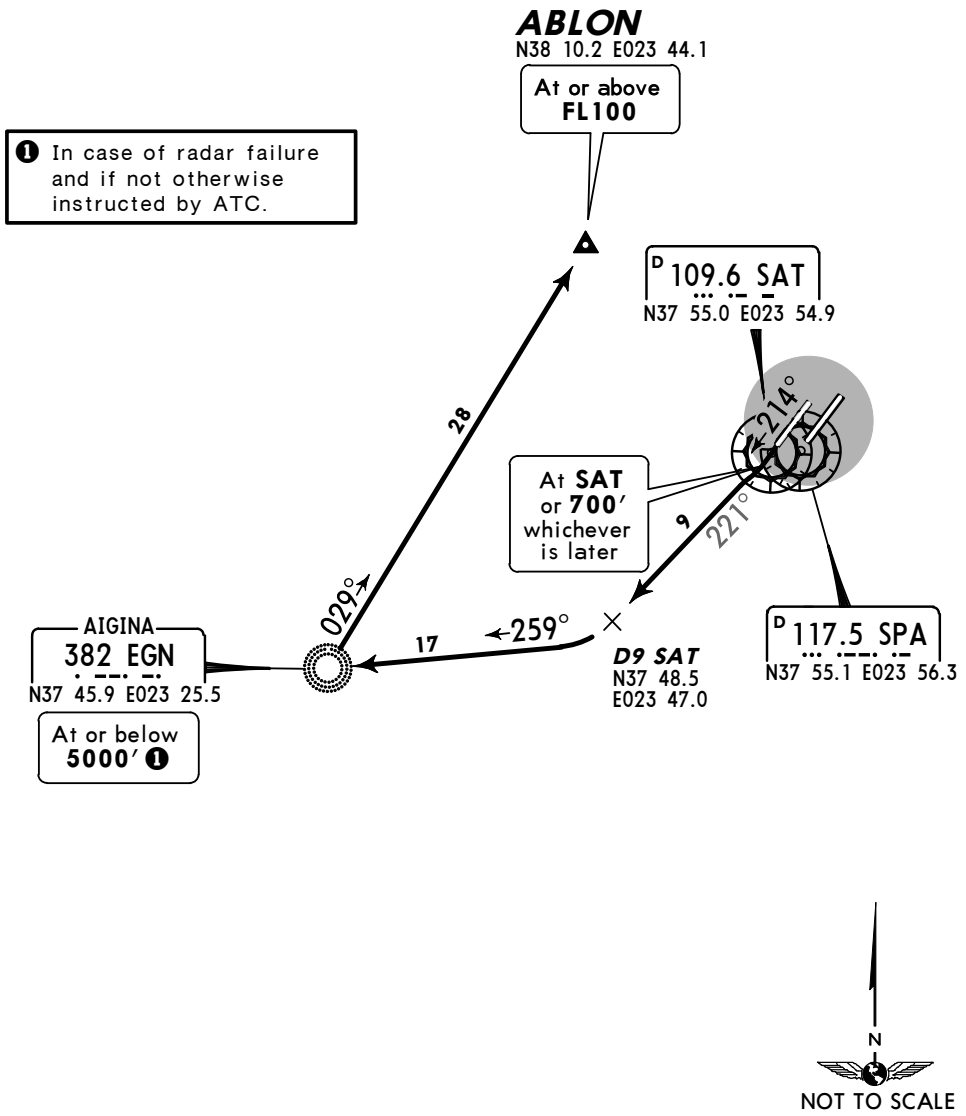
JEPPESEN 22 OCT 10 (10-3X6)

ATHENS, GREECE
SID

ATHENS Departure	Apt Elev	Trans level: By ATC Trans alt: 9000′
128.95	308′	When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.



ABLON 1G *[ABLO1G]*
RWY 21R DEPARTURE



This SID requires a minimum climb gradient of
304′ per NM (5%).

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

MAX 210 KT for initial turns. Bank angle 15°.

Initial climb clearance **5000′**

INITIAL CLIMB/ROUTING

Climb on 214° track to **SAT** or **700′,** whichever is later, intercept **SAT** R-221 to D9 **SAT,** turn RIGHT to EGN, turn RIGHT, 029° bearing to ABLON.

CHANGES: Chart reindexed; SID OMIRO 1E withdrawn.

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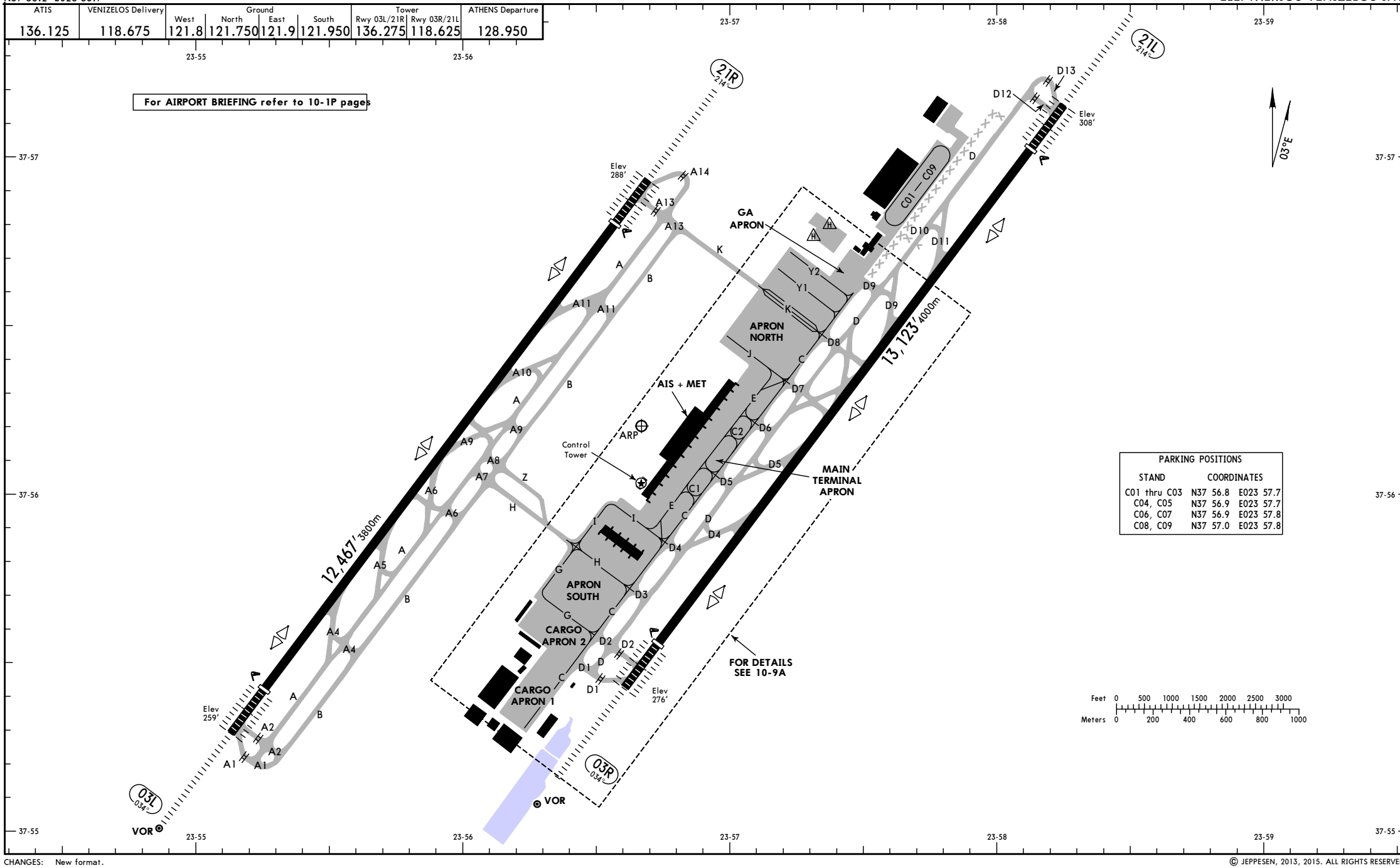
LGAV/ATH

Apt Elev **308′**
N37 56.2 E023 56.7

ATHENS, GREECE
ELEFTHERIOS VENIZELOS INTL

ATIS	VENIZELOS Delivery	Ground				Tower		ATHENS Departure
		West	North	East	South	Rwy 03L/21R	Rwy 03R/21L	
136.125	118.675	121.8	121.750	121.9	121.950	136.275	118.625	128.950

For AIRPORT BRIEFING refer to 10-1P pages



PARKING POSITIONS	
STAND	COORDINATES
C01 thru C03	N37 56.8 E023 57.7
C04, C05	N37 56.9 E023 57.7
C06, C07	N37 56.9 E023 57.8
C08, C09	N37 57.0 E023 57.8

Feet 0 500 1000 1500 2000 2500 3000
Meters 0 200 400 600 800 1000

CHANGES: New format.

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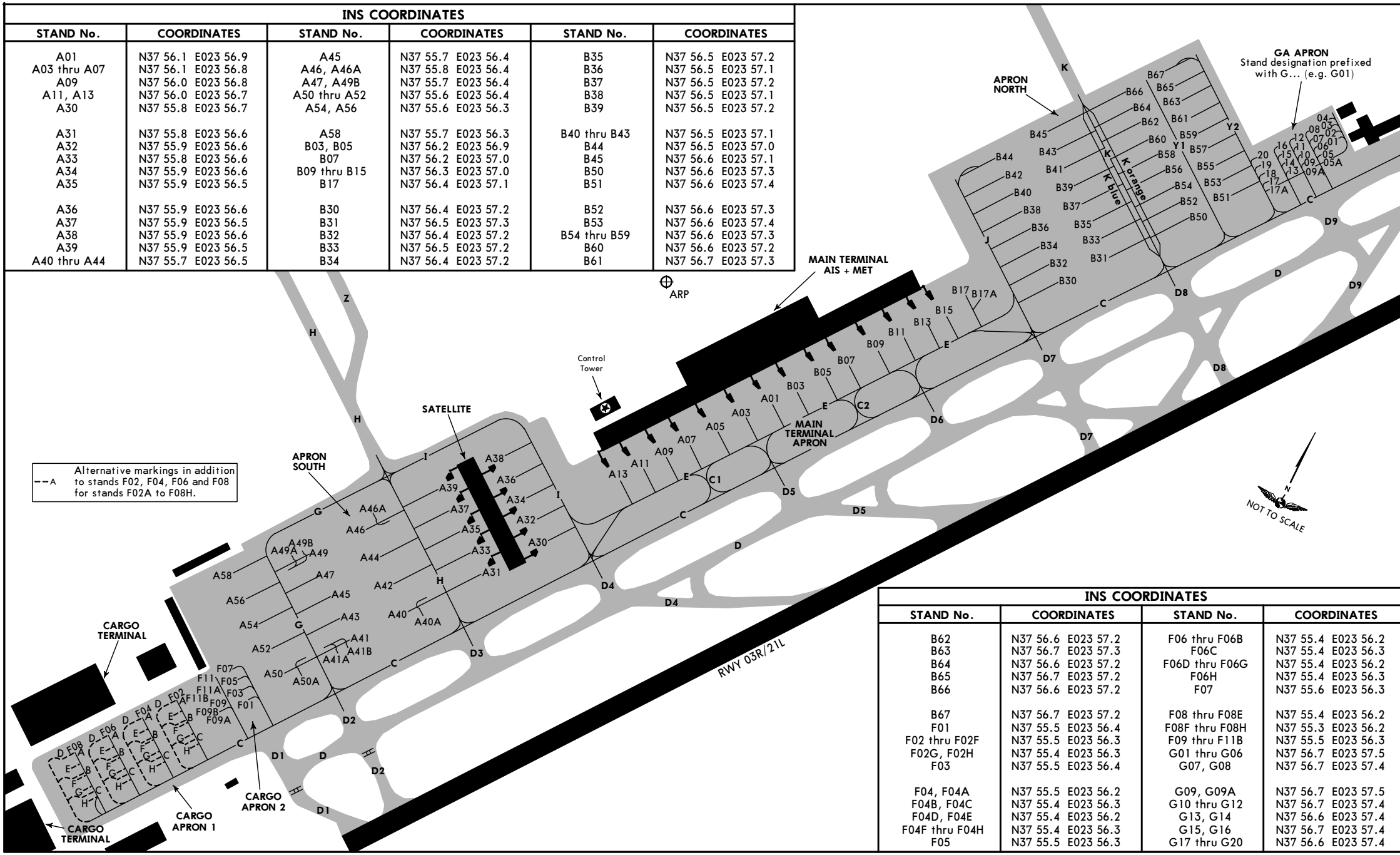
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ATHENS, GREECE
ELEFTHERIOS VENIZELOS INTL

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES	STAND No.	COORDINATES
A01	N37 56.1 E023 56.9	A45	N37 55.7 E023 56.4	B35	N37 56.5 E023 57.2
A03 thru A07	N37 56.1 E023 56.8	A46, A46A	N37 55.8 E023 56.4	B36	N37 56.5 E023 57.1
A09	N37 56.0 E023 56.8	A47, A49B	N37 55.7 E023 56.4	B37	N37 56.5 E023 57.2
A11, A13	N37 56.0 E023 56.7	A50 thru A52	N37 55.6 E023 56.4	B38	N37 56.5 E023 57.1
A30	N37 55.8 E023 56.7	A54, A56	N37 55.6 E023 56.3	B39	N37 56.5 E023 57.2
A31	N37 55.8 E023 56.6	A58	N37 55.7 E023 56.3	B40 thru B43	N37 56.5 E023 57.1
A32	N37 55.9 E023 56.6	B03, B05	N37 56.2 E023 56.9	B44	N37 56.5 E023 57.0
A33	N37 55.8 E023 56.6	B07	N37 56.2 E023 57.0	B45	N37 56.6 E023 57.1
A34	N37 55.9 E023 56.6	B09 thru B15	N37 56.3 E023 57.0	B50	N37 56.6 E023 57.3
A35	N37 55.9 E023 56.5	B17	N37 56.4 E023 57.1	B51	N37 56.6 E023 57.4
A36	N37 55.9 E023 56.6	B30	N37 56.4 E023 57.2	B52	N37 56.6 E023 57.3
A37	N37 55.9 E023 56.5	B31	N37 56.5 E023 57.3	B53	N37 56.6 E023 57.4
A38	N37 55.9 E023 56.6	B32	N37 56.4 E023 57.2	B54 thru B59	N37 56.6 E023 57.3
A39	N37 55.9 E023 56.5	B33	N37 56.5 E023 57.2	B60	N37 56.6 E023 57.2
A40 thru A44	N37 55.7 E023 56.5	B34	N37 56.4 E023 57.2	B61	N37 56.7 E023 57.3



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
B62	N37 56.6 E023 57.2	F06 thru F06B	N37 55.4 E023 56.2
B63	N37 56.7 E023 57.3	F06C	N37 55.4 E023 56.3
B64	N37 56.6 E023 57.2	F06D thru F06G	N37 55.4 E023 56.2
B65	N37 56.7 E023 57.2	F06H	N37 55.4 E023 56.3
B66	N37 56.6 E023 57.2	F07	N37 55.6 E023 56.3
B67	N37 56.7 E023 57.2	F08 thru F08E	N37 55.4 E023 56.2
F01	N37 55.5 E023 56.4	F08F thru F08H	N37 55.3 E023 56.2
F02 thru F02F	N37 55.5 E023 56.3	F09 thru F11B	N37 55.5 E023 56.3
F02G, F02H	N37 55.4 E023 56.3	G01 thru G06	N37 56.7 E023 57.5
F03	N37 55.5 E023 56.4	G07, G08	N37 56.7 E023 57.4
F04, F04A	N37 55.5 E023 56.2	G09, G09A	N37 56.7 E023 57.5
F04B, F04C	N37 55.4 E023 56.3	G10 thru G12	N37 56.7 E023 57.4
F04D, F04E	N37 55.4 E023 56.2	G13, G14	N37 56.6 E023 57.4
F04F thru F04H	N37 55.4 E023 56.3	G15, G16	N37 56.7 E023 57.4
F05	N37 55.5 E023 56.3	G17 thru G20	N37 56.6 E023 57.4

CHANGES: New format.

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LGAV/ATH

ATHENS, GREECE
ELEFTHERIOS VENIZELOS INTL

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
03L 21R	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) RVR	11,483'3500m	10,329'3148m 10,511'3204m	❶ ❷	148' 45m

❶ TORA RWY 03L: From rwy head 12,467' (3800m)
twy A4 int 9350' (2850m)
twy A5 int 7874' (2400m)

❷ TORA RWY 21R: From rwy head 12,467' (3800m)
twy A11 int 9350' (2850m)
twy A10 int 7874' (2400m)

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
03R 21L	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) RVR	12,139'3700m	10,985'3348m 11,045'3367m	❸ ❹	148' 45m

❸ TORA RWY 03R: From rwy head 13,123' (4000m)
twy D4 int 9350' (2850m)
twy D5 int 7874' (2400m)

❹ TORA RWY 21L: From rwy head 13,123' (4000m)
twy D11 int 9350' (2850m)
twy D9 int 7874' (2400m)

Intersection take-offs not permitted to B747, B777, B767-400, A340, A330, MD11, IL86, IL96M.

Standard TAKE-OFF 1

All Rwys
LVP must be in force

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

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

CHANGES: Chart reindexed.

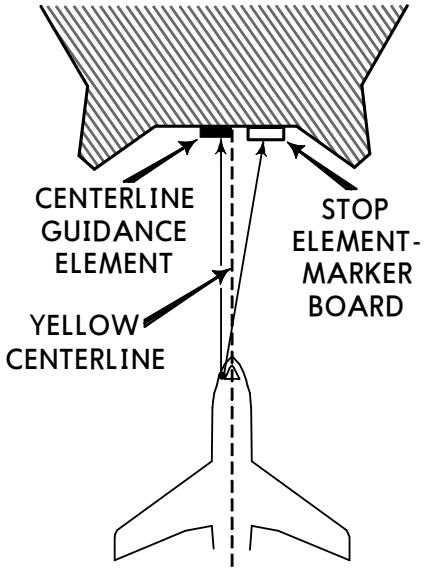
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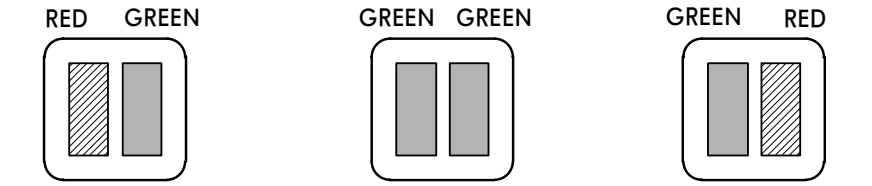
VISUAL DOCKING GUIDANCE SYSTEM (AGNIS/PAPA)

A. SYSTEM DESCRIPTION

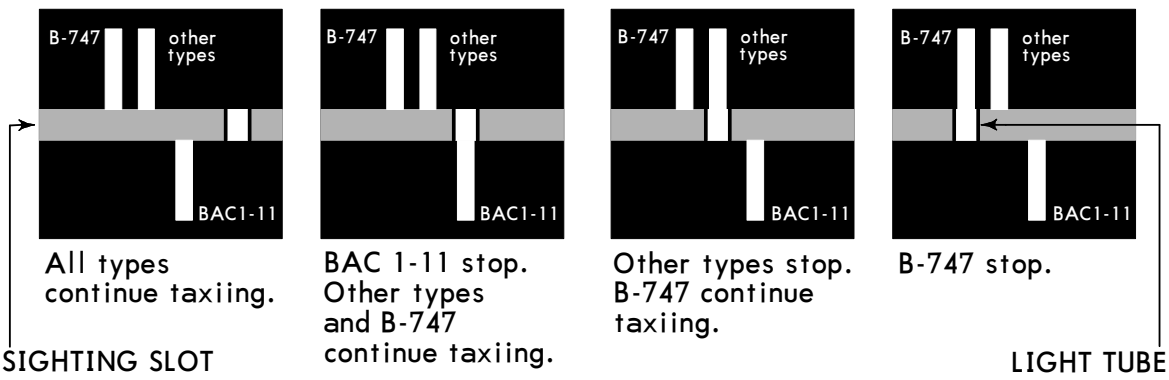
The system consists of a CENTERLINE GUIDANCE ELEMENT (AGNIS) and the STOP ELEMENT MARKERBOARD (PAPA).



B. CENTERLINE GUIDANCE ELEMENT (AGNIS)



C. STOP ELEMENT (PAPA)



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ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (11-1)

ATHENS, GREECE
ILS Z or X Rwy 03L

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
136.27	121.8	121.75	121.9	121.95

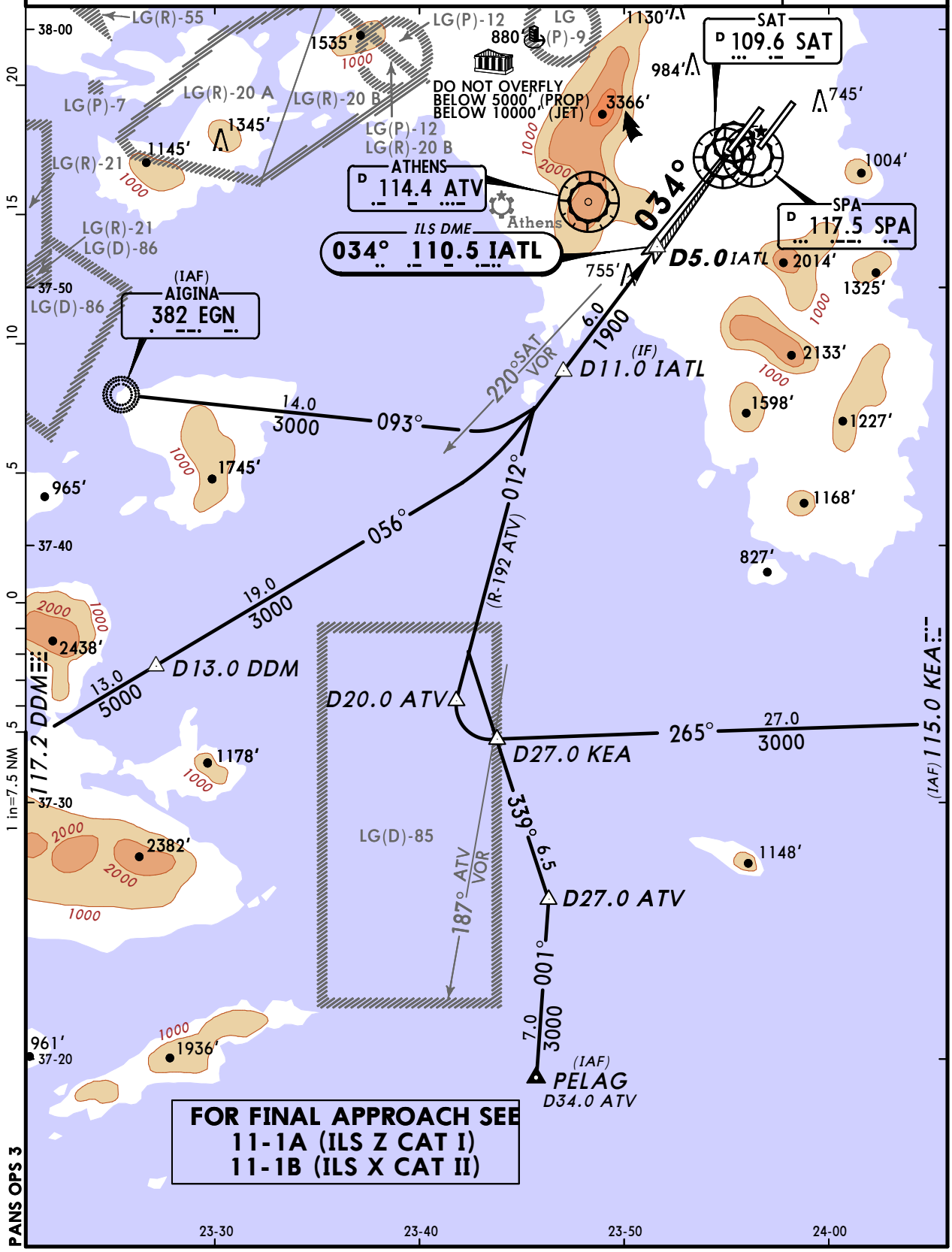
LOC IATL	Final Apch Crs	GS	DA(H)/RA	Apt Elev / RWY
110.5	034°	Refer to 11-1A (CAT I) 11-1B (CAT II)	Refer to 11-1A (CAT I) 11-1B (CAT II)	Apt Elev 308' RWY 255'

Alt Set: hPa | Rwy Elev: 9 hPa | Trans level: By ATC | Trans alt: 9000'

1. **DME REQUIRED.**
2. ILS DME reads zero at rwy 03L displaced threshold.

MSA SPA VOR
7000'
113°
268°
4500'
3500'
026°

BRIEFING STRIP™



FOR FINAL APPROACH SEE
11-1A (ILS Z CAT I)
11-1B (ILS X CAT II)

PANS OPS 3

CHANGES: Note.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (11-1A)

ATHENS, GREECE
ILS Z Rwy 03L

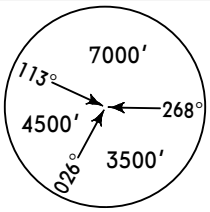
BRIEFING STRIP ™

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
136.27	121.8	121.75	121.9	121.95

LOC IATL	Final Apch Crs	GS D4.0 IATL	ILS DA(H)	Apt Elev / RWY
110.5	034°	1583′ (1328′)	455′ (200′)	Apt Elev 308′ RWY 255′

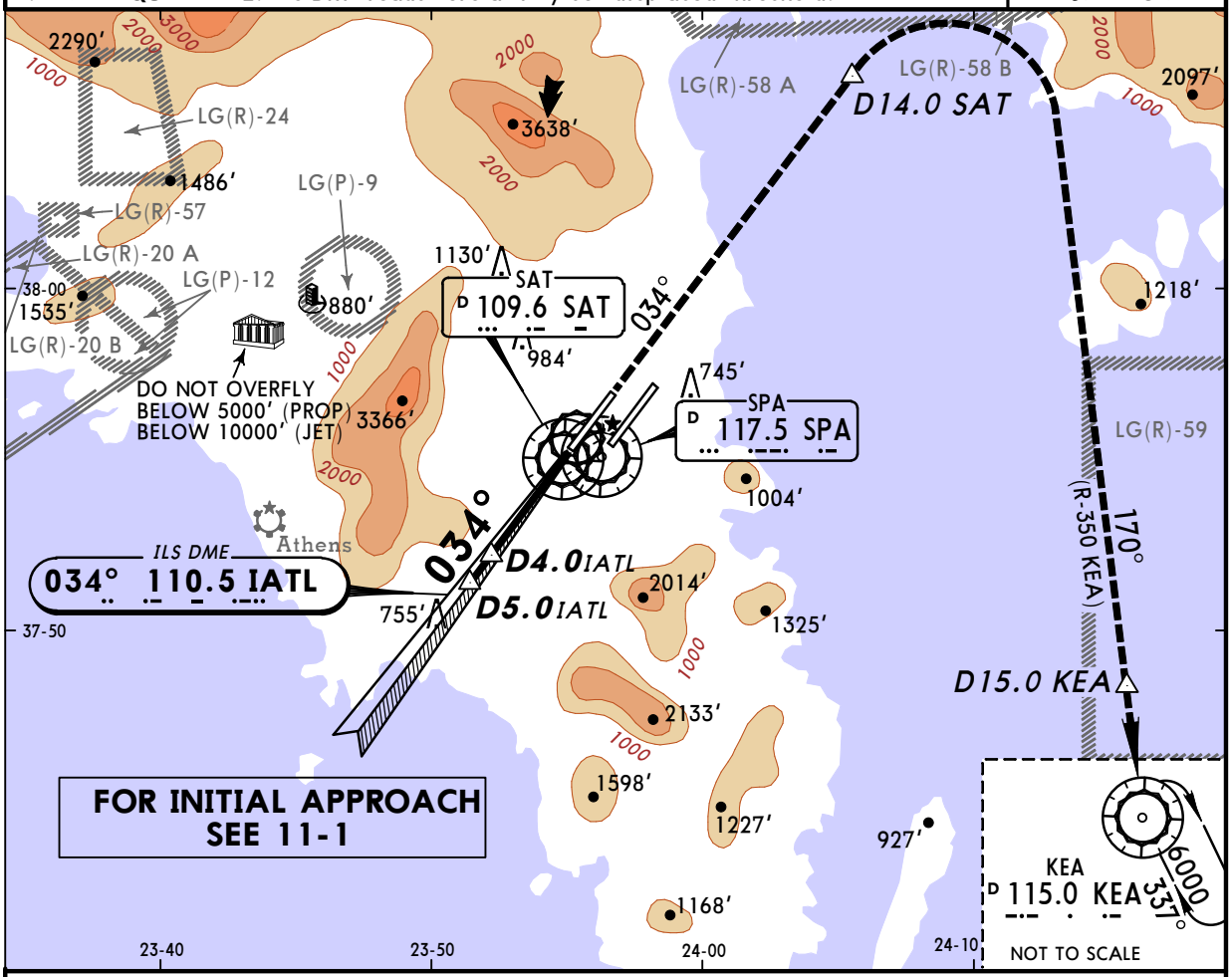
MISSED APCH: Climb STRAIGHT AHEAD to intercept R-034 SAT. At D14.0 SAT turn RIGHT (MAX 220 KT). Intercept R-350 KEA and proceed to KEA VOR climbing to 6000′ and hold. Cross D15.0 KEA at 6000′.



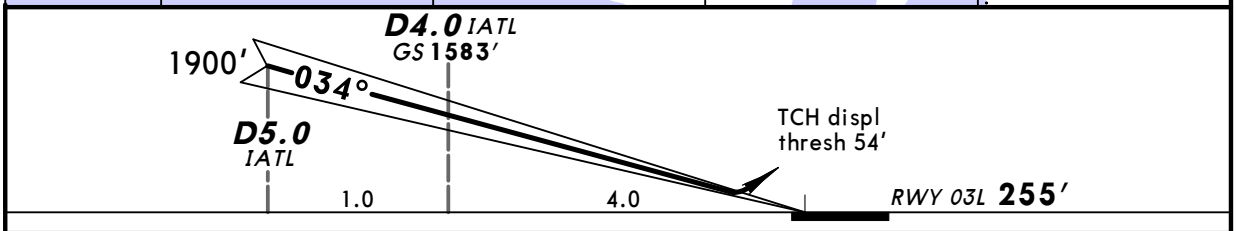
MSA
SPA VOR

Alt Set: hPa Rwy Elev: 9 hPa Trans level: By ATC Trans alt: 9000′

1. **DME REQUIRED.** 2. ILS DME reads zero at rwy 03L displaced threshold.



FOR INITIAL APPROACH SEE 11-1



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

HIALS-II
PAPI

SAT 109.6 R-034

D14.0 SAT

Standard STRAIGHT-IN LANDING RWY **03L**

	ILS DA(H) 455′ (200′) FULL	ILS DA(H) 455′ (200′) Limited	ILS DA(H) 455′ (200′) ALS out	LOC (GS out)
A	RVR 550m	RVR 750m	RVR 1200m	NOT APPLICABLE
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200′ (892′)	1500m
135	1300′ (992′)	1600m
C	NOT APPLICABLE	
D		

PANS OPS 3

CHANGES: Note. Minimums.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (11-1B)

ATHENS, GREECE
CAT II ILS X Rwy 03L

BRIEFING STRIP™

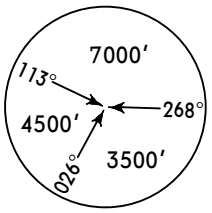
ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

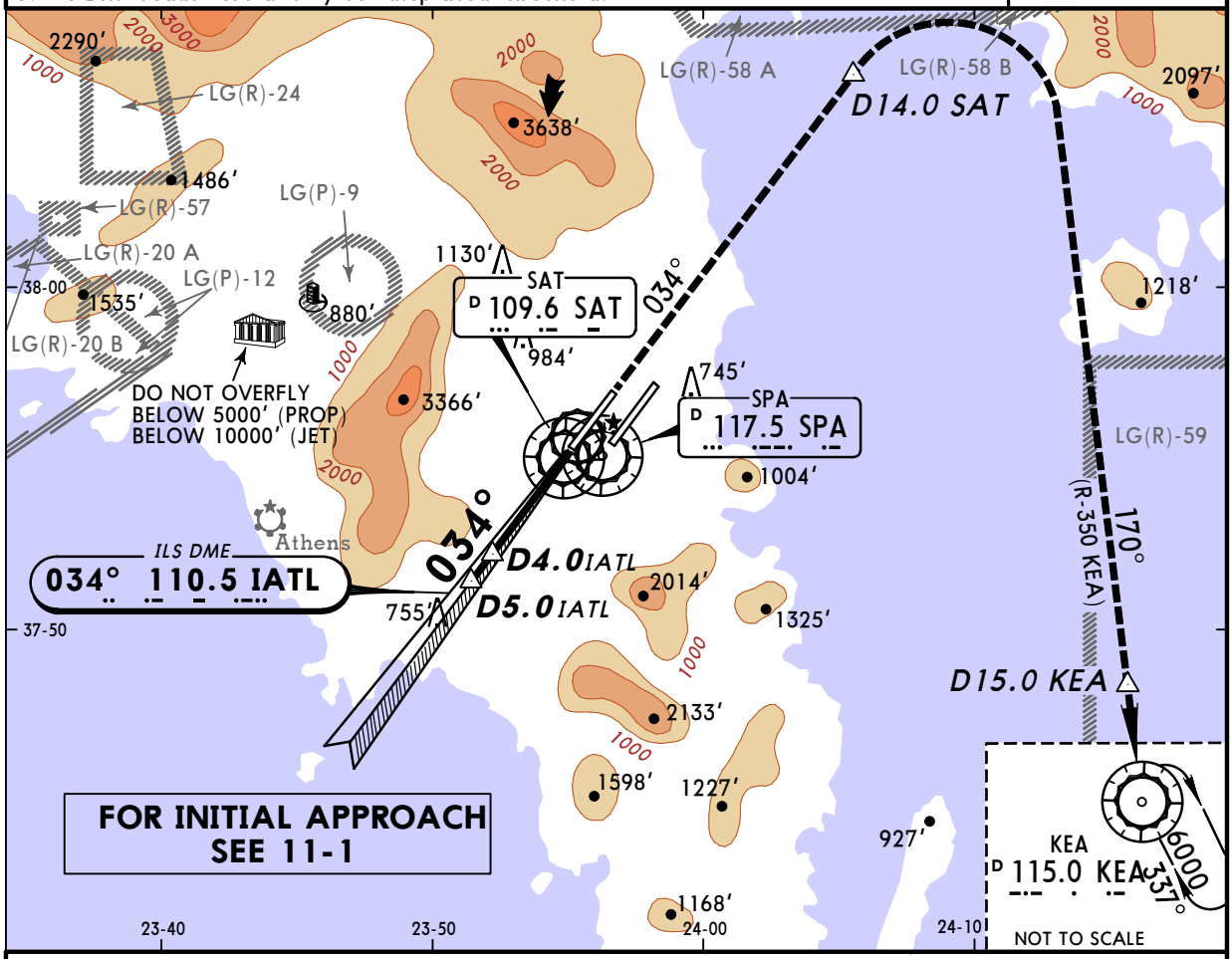
VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
136.27	121.8	121.75	121.9	121.95

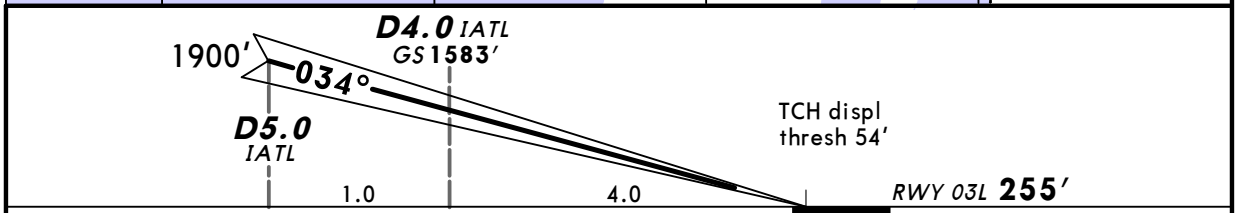
LOC IATL	Final Apch Crs	GS D4.0 IATL	CAT II ILS	Apt Elev / RWY
110.5	034°	1583′ (1328′)	RA 97′ DA(H) 355′ (100′)	Apt Elev 308′ RWY 255′

MISSED APCH: Climb STRAIGHT AHEAD to intercept R-034 SAT. At D14.0 SAT turn RIGHT (MAX 220 KT). Intercept R-350 KEA and proceed to KEA VOR climbing to 6000′ and hold. Cross D15.0 KEA at 6000′.

Alt Set: hPa Rwy Elev: 9 hPa Trans level: By ATC Trans alt: 9000′
1. **DME REQUIRED.** 2. Special Aircrew & Aircraft Certification Required.
3. ILS DME reads zero at rwy 03L displaced threshold.







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

HIALS-II
PAPI

SAT 109.6 R-034 | D14.0 SAT

Standard

STRAIGHT-IN LANDING RWY **03L**
CAT II ILS
ABCD
RA 97′
DA(H) **355′** (100′)

RVR 300m [1]

[1] Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

PANS OPS 3

CHANGES: Note. Minimums.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (11-2)

ATHENS, GREECE
ILS Y or W Rwy 03L

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
136.27	121.8	121.75	121.9	121.95

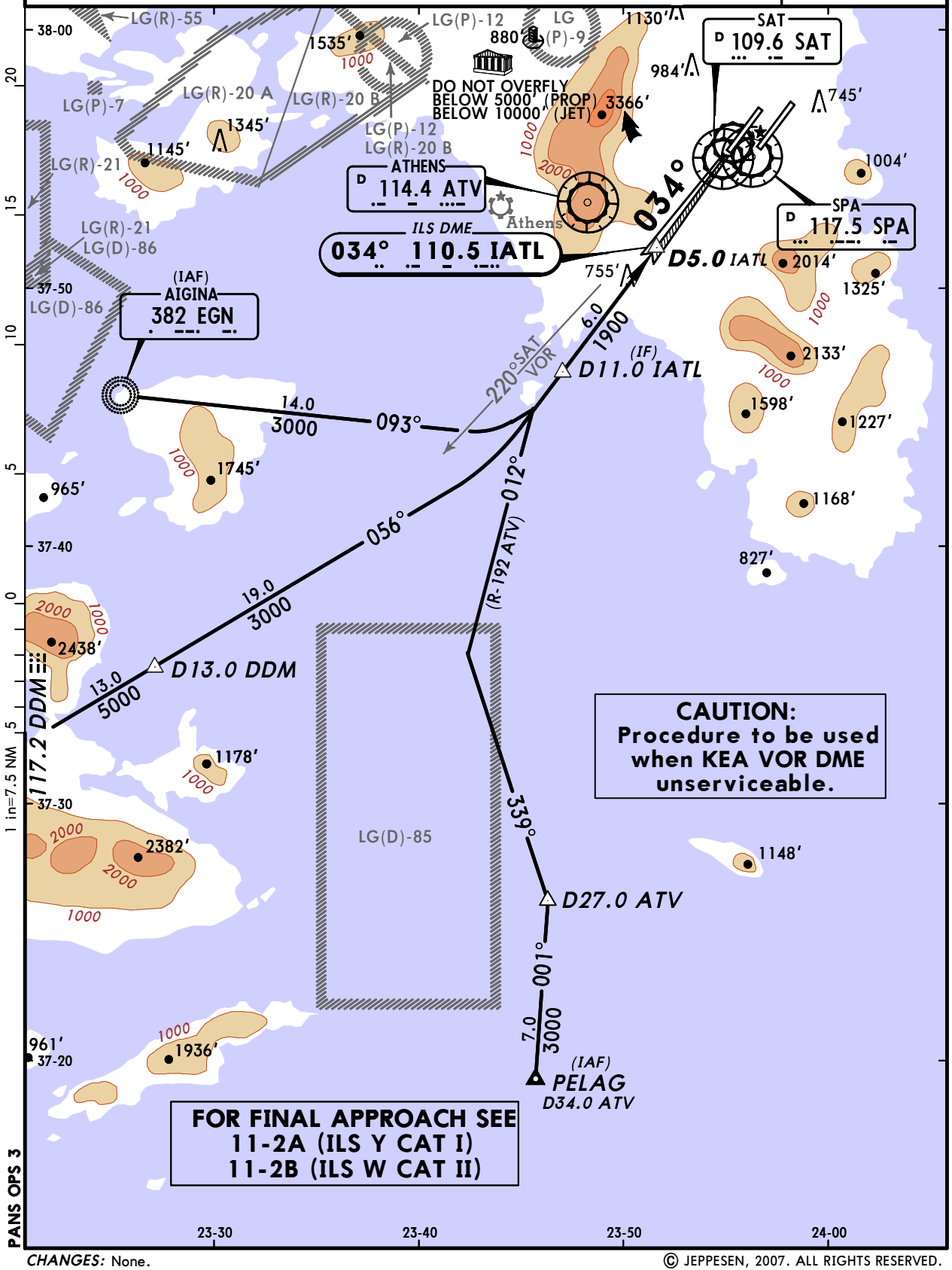
LOC IATL	Final Apch Crs	GS	DA(H)/RA	Apt Elev / RWY
110.5	034°	Refer to 11-2A (CAT I) 11-2B (CAT II)	Refer to 11-2A (CAT I) 11-2B (CAT II)	Apt Elev 308′ RWY 255′

Alt Set: hPa Rwy Elev: 9 hPa Trans level: By ATC Trans alt: 9000′

1. **DME REQUIRED.**
2. ILS DME reads zero at rwy 03L displaced threshold.

MSA SPA VOR
7000′
4500′
3500′
113°
268°
026°

BRIEFING STRIP™



PANS OPS 3

CHANGES: None.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (11-2A)

ATHENS, GREECE
ILS Y Rwy 03L

BRIEFING STRIP ™

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
136.27	121.8	121.75	121.9	121.95

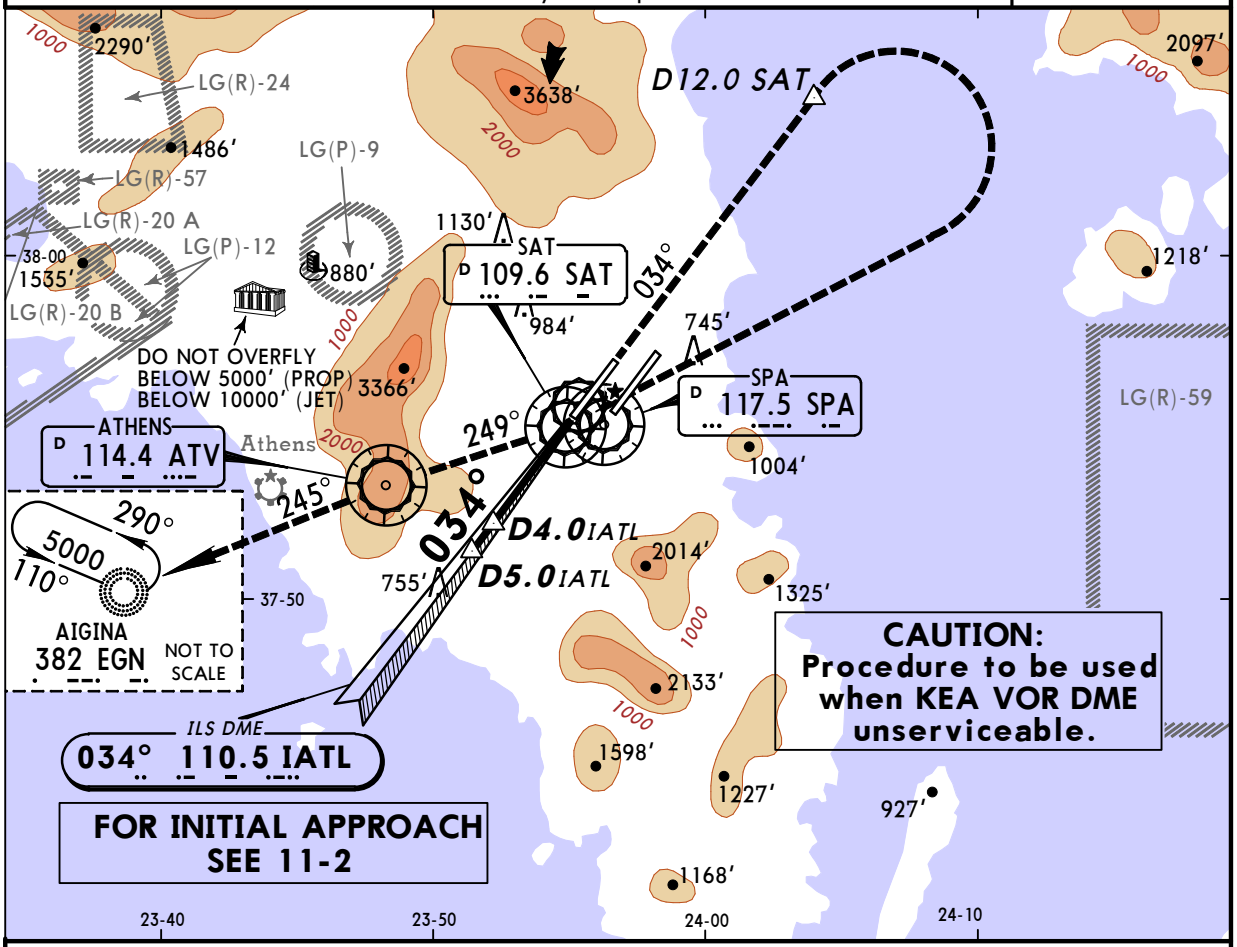
LOC IATL	Final Apch Crs	GS D4.0 IATL	ILS DA(H)	Apt Elev / RWY
110.5	034°	1583′ (1328′)	455′ (200′)	Apt Elev 308′ / RWY 255′

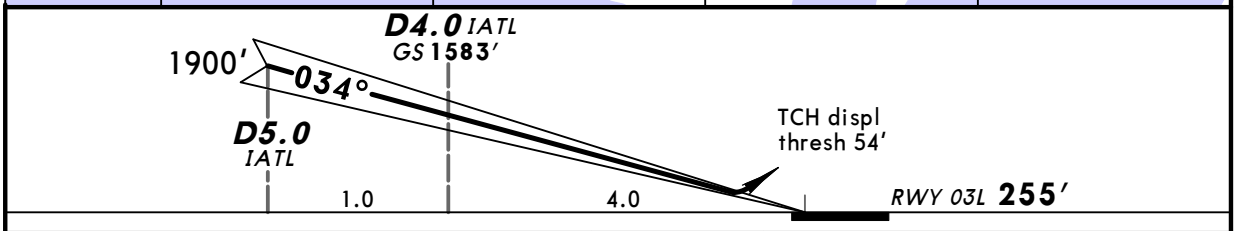
MISSED APCH: Climb STRAIGHT AHEAD to intercept R-034 SAT. At D12.0 SAT turn RIGHT (MAX 200 KT) to SAT. Intercept R-249 SAT to ATV VOR and pass ATV VOR not below 5000′. Intercept R-245 ATV and proceed to EGN NDB at 5000′ or above and hold.

MSA
SPA VOR
7000′
113°
268°
4500′
3500′
026°

Alt Set: hPa Rwy Elev: 9 hPa Trans level: By ATC Trans alt: 9000′

1. **DME REQUIRED.** 2. ILS DME reads zero at rwy 03L displaced threshold.





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

HIALS-II
PAPI

SAT 109.6 R-034
D12.0 SAT

Standard STRAIGHT-IN LANDING RWY **03L**

	ILS DA(H) 455′ (200′) FULL	ILS DA(H) 455′ (200′) Limited	ILS DA(H) 455′ (200′) ALS out	LOC (GS out)
A	RVR 550m	RVR 750m	RVR 1200m	NOT APPLICABLE
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200′ (892′)	1500m
135	1300′ (992′)	1600m
C	NOT APPLICABLE	
D		

PANS OPS 3

CHANGES: Minimums.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (11-2B)

ATHENS, GREECE
CAT II ILS W Rwy 03L

BRIEFING STRIP™

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

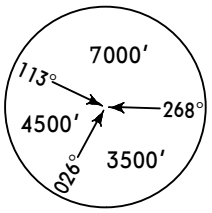
VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
136.27	121.8	121.75	121.9	121.95

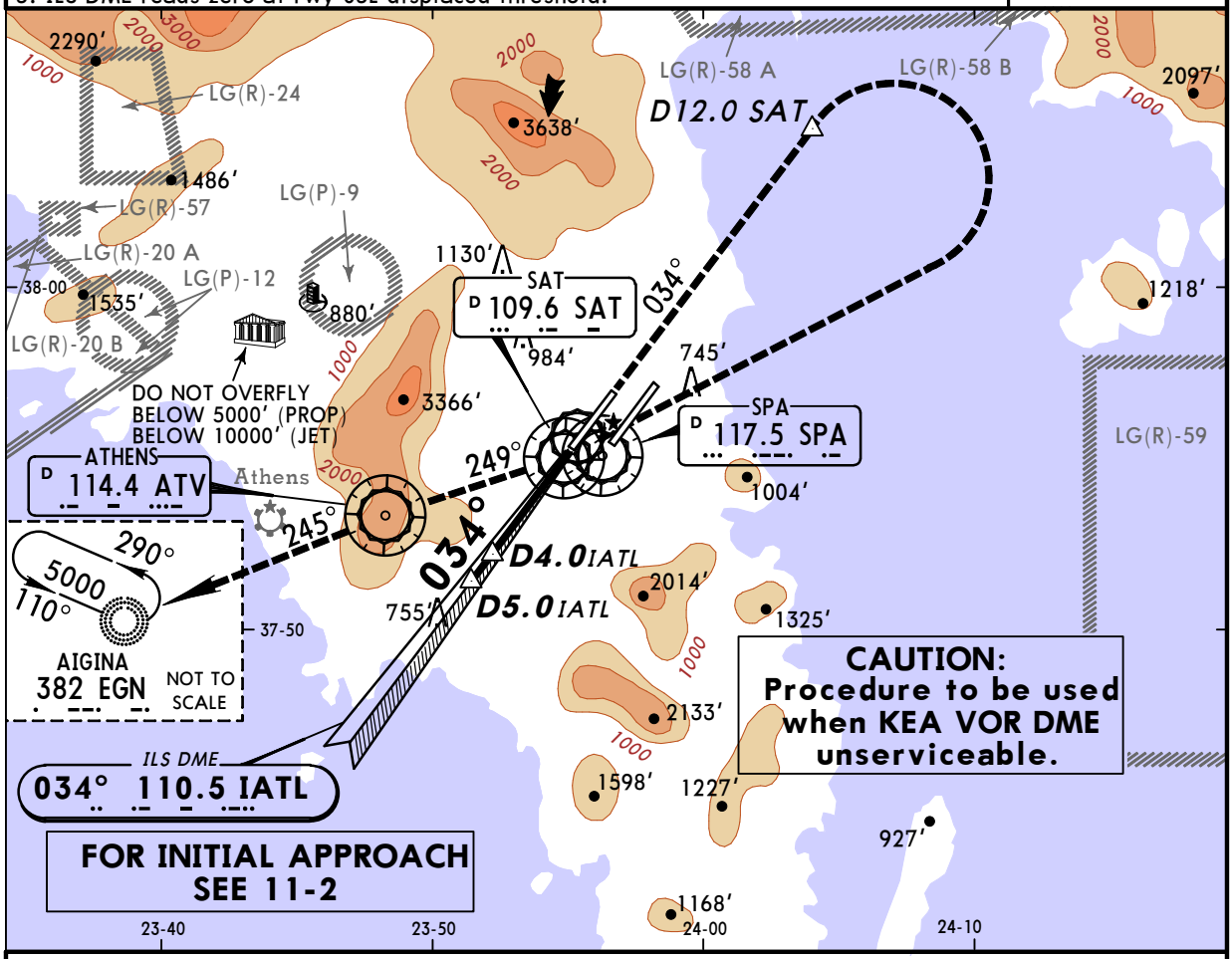
LOC IATL	Final Apch Crs	GS	CAT II ILS	Apt Elev / RWY
110.5	034°	D4.0 IATL 1583′ (1328′)	RA 97′ DA(H) 355′ (100′)	Apt Elev 308′ RWY 255′

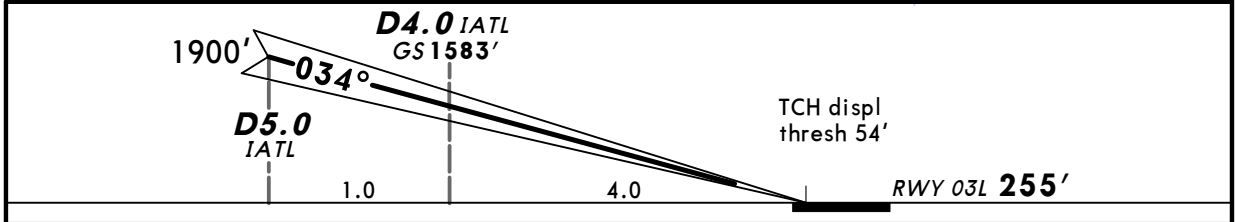
MISSED APCH: Climb STRAIGHT AHEAD to intercept R-034 SAT. At D12.0 SAT turn RIGHT (MAX 200 KT) to SAT. Intercept R-249 SAT to ATV VOR and pass ATV VOR not below 5000′. Intercept R-245 ATV and proceed to EGN NDB at 5000′ or above and hold.

Alt Set: hPa Rwy Elev: 9 hPa Trans level: By ATC Trans alt: 9000′

1. **DME REQUIRED.** 2. Special Aircrew & Aircraft Certification Required.
3. ILS DME reads zero at rwy 03L displaced threshold.







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

HIALS-II
PAPI

SAT 109.6 R-034 | D12.0 SAT

Standard

STRAIGHT-IN LANDING RWY **03L**
CAT II ILS
ABCD
RA 97′
DA(H) **355′** (100′)

RVR 300m [1]

[1] Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

PANS OPS 3

CHANGES: Minimums.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (11-3)

ATHENS, GREECE
ILS Z or X Rwy 03R

BRIEFING STRIP™

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

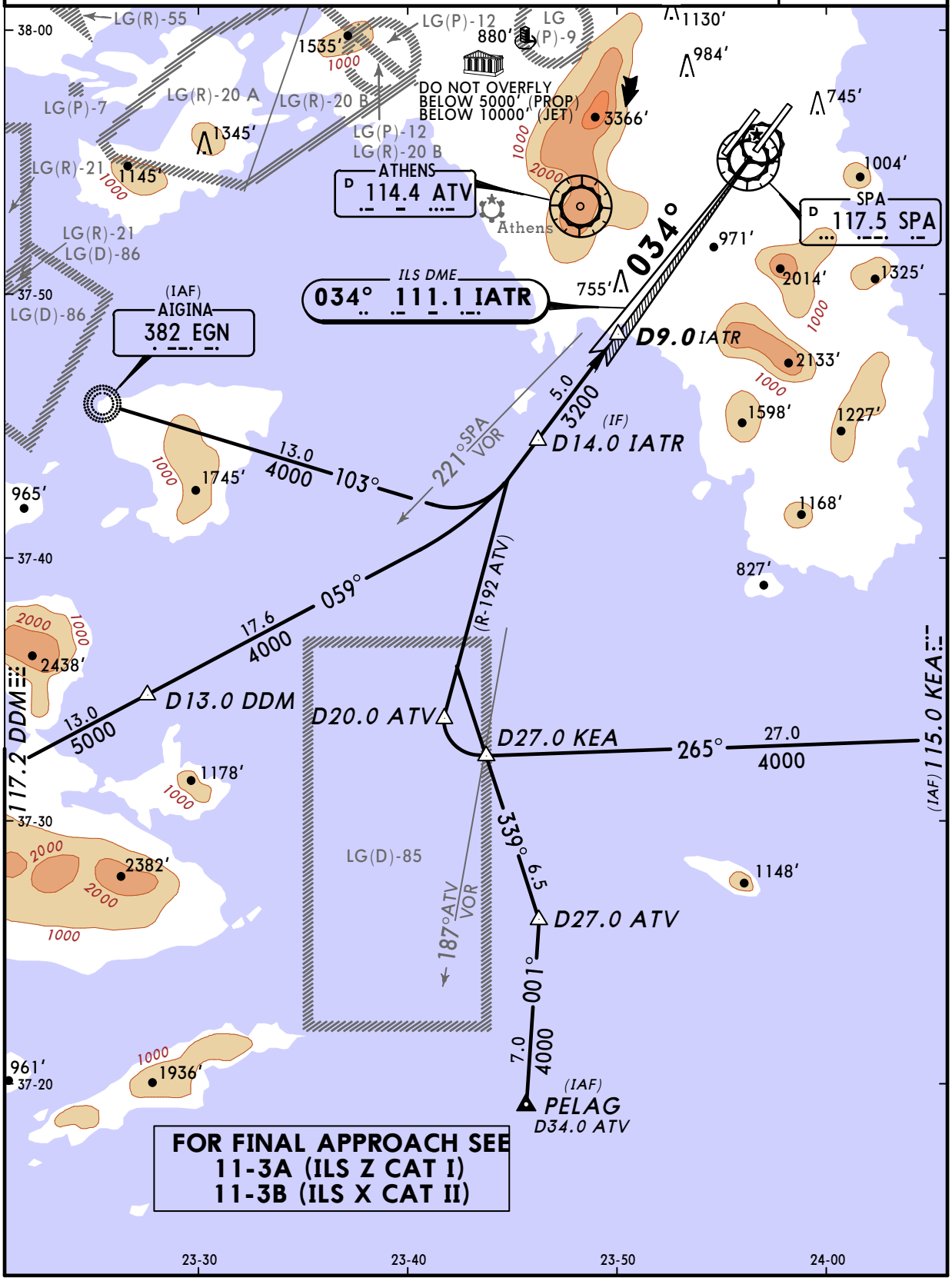
VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
118.62	121.8	121.75	121.9	121.95

LOC IATR	Final Apch Crs	GS Refer to 11-3A (CAT I) 11-3B (CAT II)	DA(H)/RA Refer to 11-3A (CAT I) 11-3B (CAT II)	Apt Elev 308′ RWY 271′
111.1	034°			

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 9000′

1. **DME REQUIRED.**
2. ILS DME reads zero at rwy 03R displaced threshold.

MSA SPA VOR
7000′
113°
268°
4500′
3500′
026°



FOR FINAL APPROACH SEE
11-3A (ILS Z CAT I)
11-3B (ILS X CAT II)

PANS OPS 3

CHANGES: Note.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (11-3A)

ATHENS, GREECE
ILS Z Rwy 03R

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

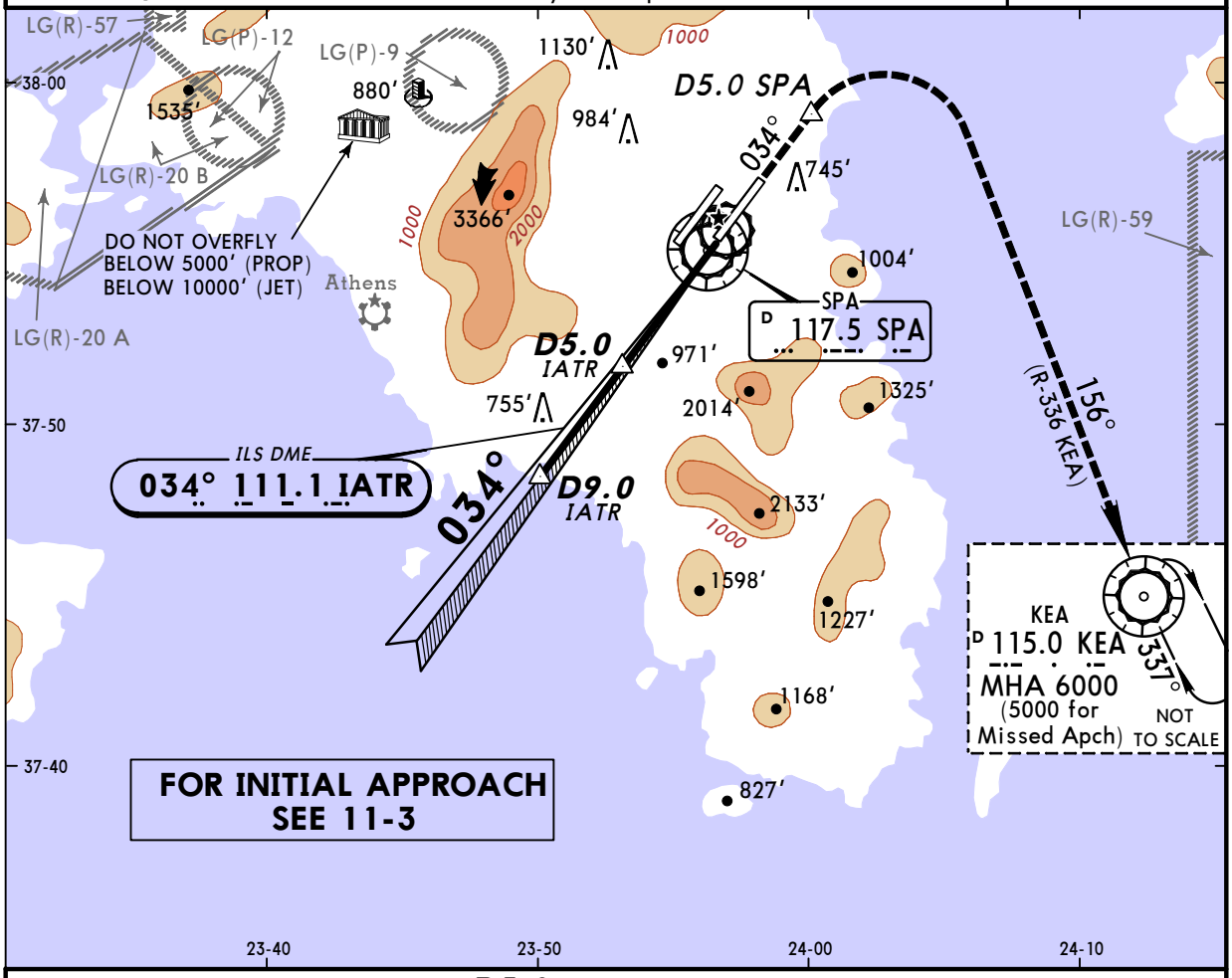
VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
118.62	121.8	121.75	121.9	121.95

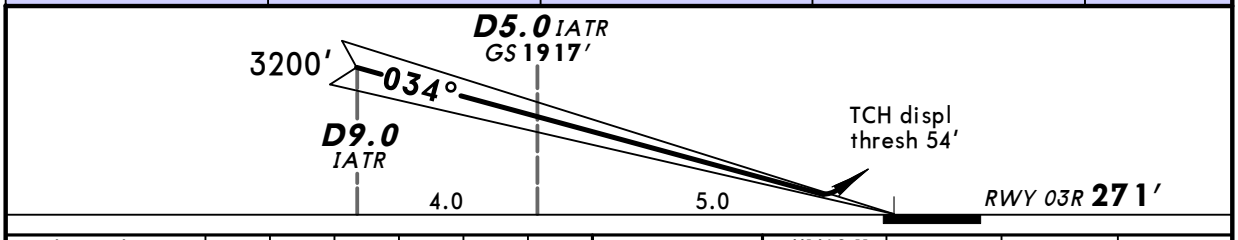
LOC IATR	Final Apch Crs	GS D5.0 IATR	ILS DA(H)	Apt Elev / RWY
111.1	034°	1917′ (1646′)	471′ (200′)	Apt Elev 308′ RWY 271′

MISSED APCH: Climb STRAIGHT AHEAD, intercept and follow R-034 SPA. At D5.0 SPA turn RIGHT to intercept R-336 inbound to KEA VOR climbing to 5000′ and hold.

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 9000′
1. **DME REQUIRED.** 2. ILS DME reads zero at rwy 03R displaced threshold.

MSA
SPA VOR





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

HIALS-II
PAPI

SPA 117.5 R-034
D5.0 SPA

Standard STRAIGHT-IN LANDING RWY **03R**

	ILS DA(H) 471′ (200′) FULL	ILS DA(H) 471′ (200′) Limited	ILS DA(H) 471′ (200′) ALS out	LOC (GS out)
A	RVR 550m	RVR 750m	RVR 1200m	NOT APPLICABLE
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200′ (892′)	1500m
135	1300′ (992′)	1600m
C	NOT APPLICABLE	
D		

PANS OPS 3

CHANGES: Note. Minimums.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (11-3B)

ATHENS, GREECE
CAT II ILS X Rwy 03R

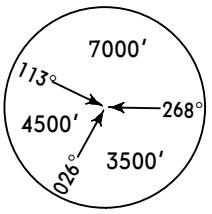
BRIEFING STRIP ™

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
118.62	121.8	121.75	121.9	121.95

LOC IATR	Final Apch Crs	GS	CAT II ILS	Apt Elev
111.1	034°	D5.0 IATR 1917′ (1646′)	RA 147′ DA(H) 421′ (150′)	308′ RWY 271′

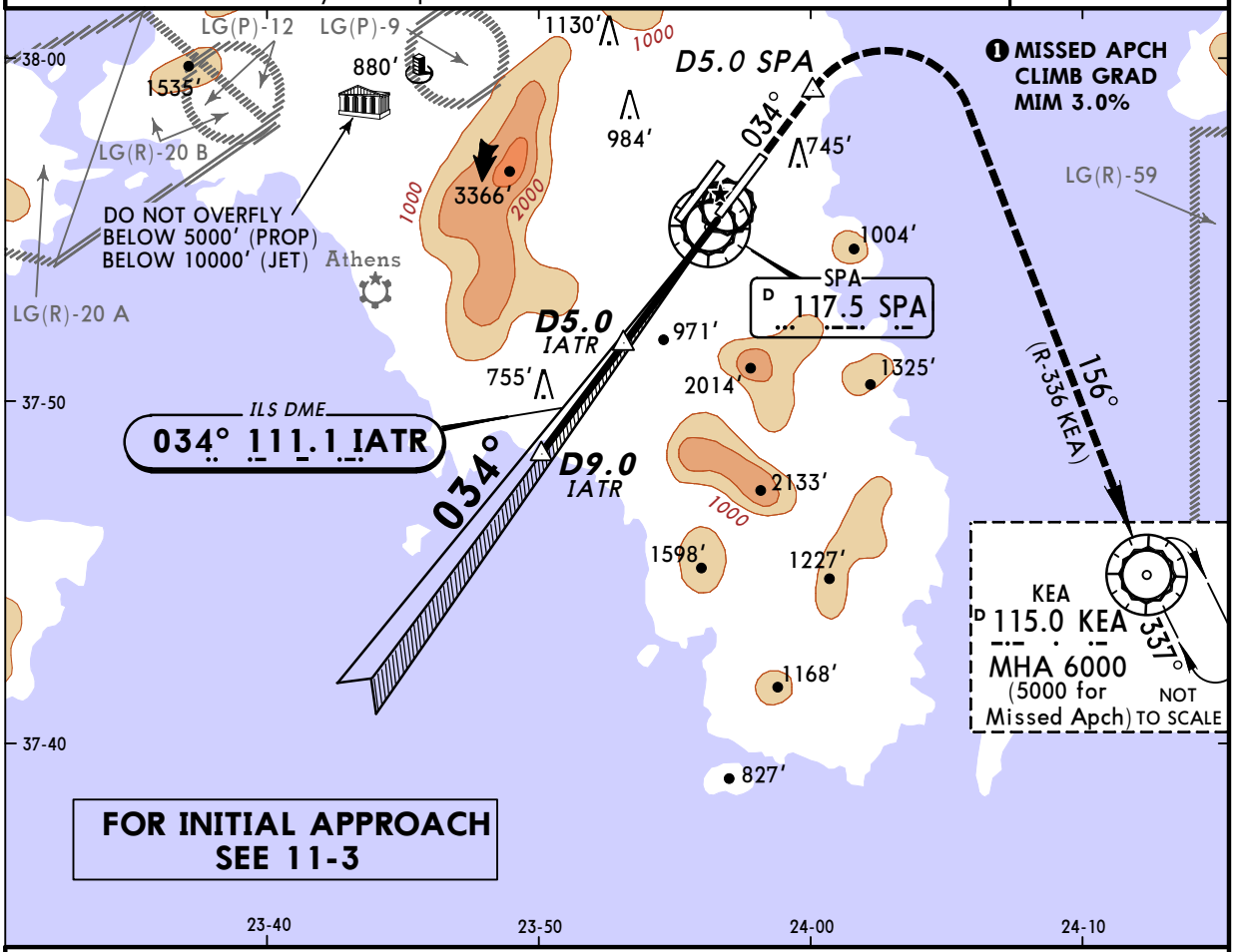
MISSED APCH: Climb STRAIGHT AHEAD, intercept and follow R-034 SPA. At D5.0 SPA turn RIGHT to intercept R-336 inbound to KEA VOR climbing to 5000′ and hold.

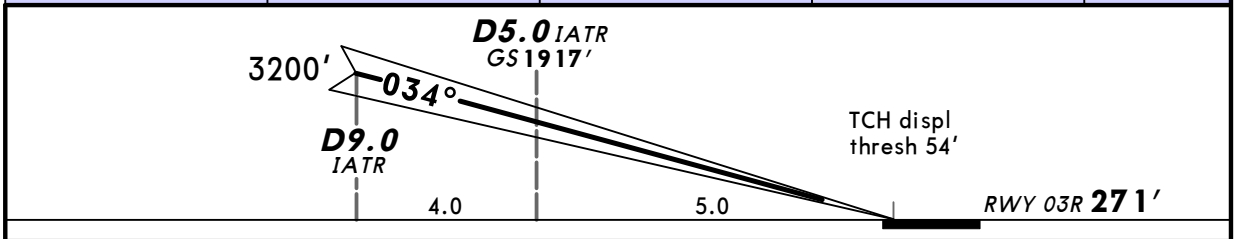


MSA SPA VOR

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 9000′

1. **DME REQUIRED.** 2. Special Aircrew & Aircraft Certification Required.
3. ILS DME reads zero at rwy 03R displaced threshold.





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

HIALS-II
PAPI

SPA 117.5 R-034

D5.0 SPA

Standard

STRAIGHT-IN LANDING RWY **03R**
CAT II ILS
Missed apch climb gradient mim 3.0% 1
RA 147′
DA(H) **421′** (150′)

RVR 450m

PANS OPS 3

1 Climb gradient up to 1200′.

CHANGES: Note. Minimums.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (11-4)

ATHENS, GREECE
ILS Y or W Rwy 03R

BRIEFING STRIP™

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

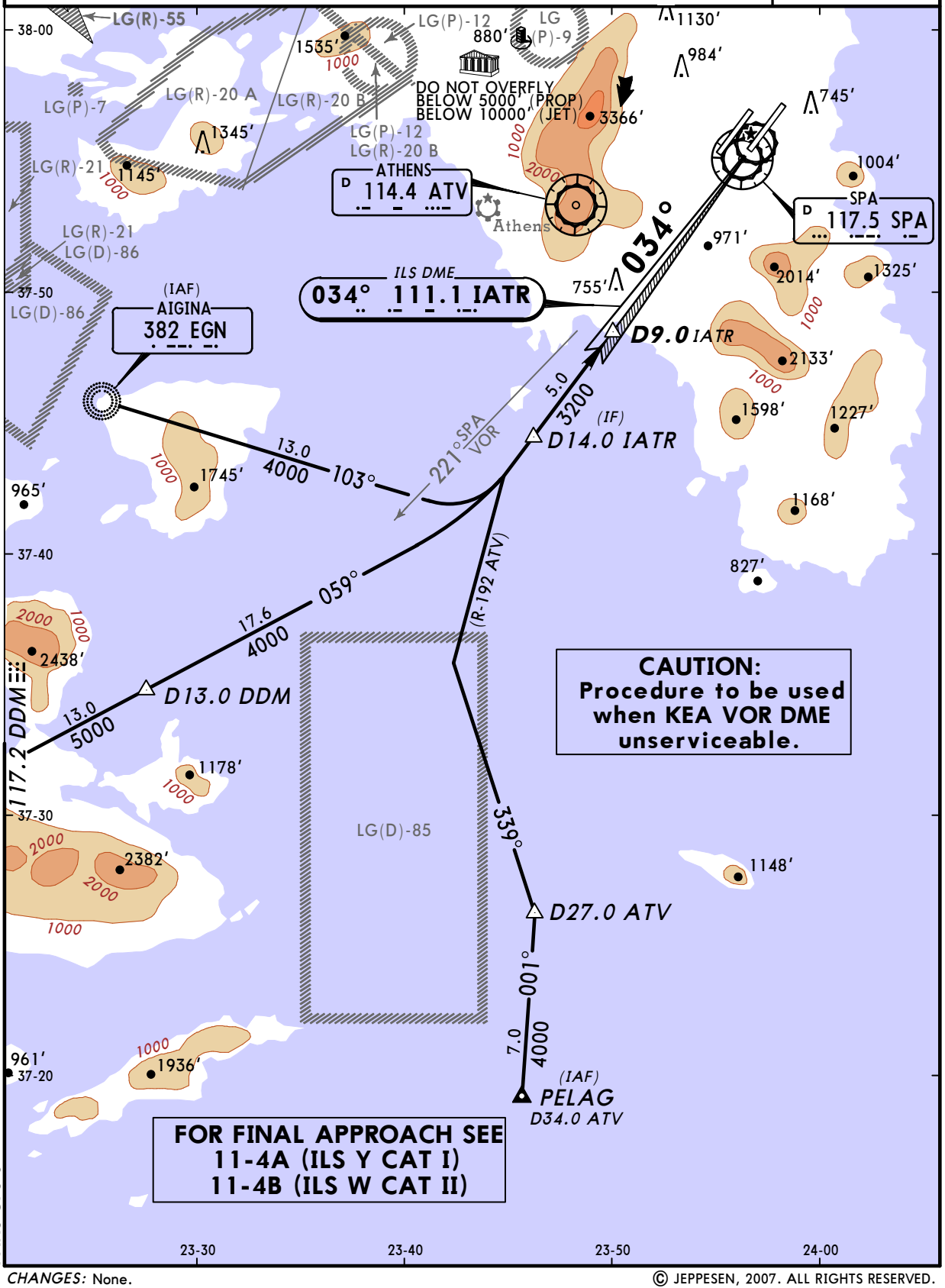
VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
118.62	121.8	121.75	121.9	121.95

LOC IATR	Final Apch Crs	GS	DA(H)/RA	Apt Elev / RWY
111.1	034°	Refer to 11-4A (CAT I) 11-4B (CAT II)	Refer to 11-4A (CAT I) 11-4B (CAT II)	Apt Elev 308′ RWY 27 1′

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 9000′

1. **DME REQUIRED.**
2. ILS DME reads zero at rwy 03R displaced threshold.

MSA SPA VOR
7000′ 113° 268° 4500′ 026° 3500′



PANS OPS 3

CHANGES: None.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (11-4A)

ATHENS, GREECE
ILS Y Rwy 03R

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
118.62	121.8	121.75	121.9	121.95

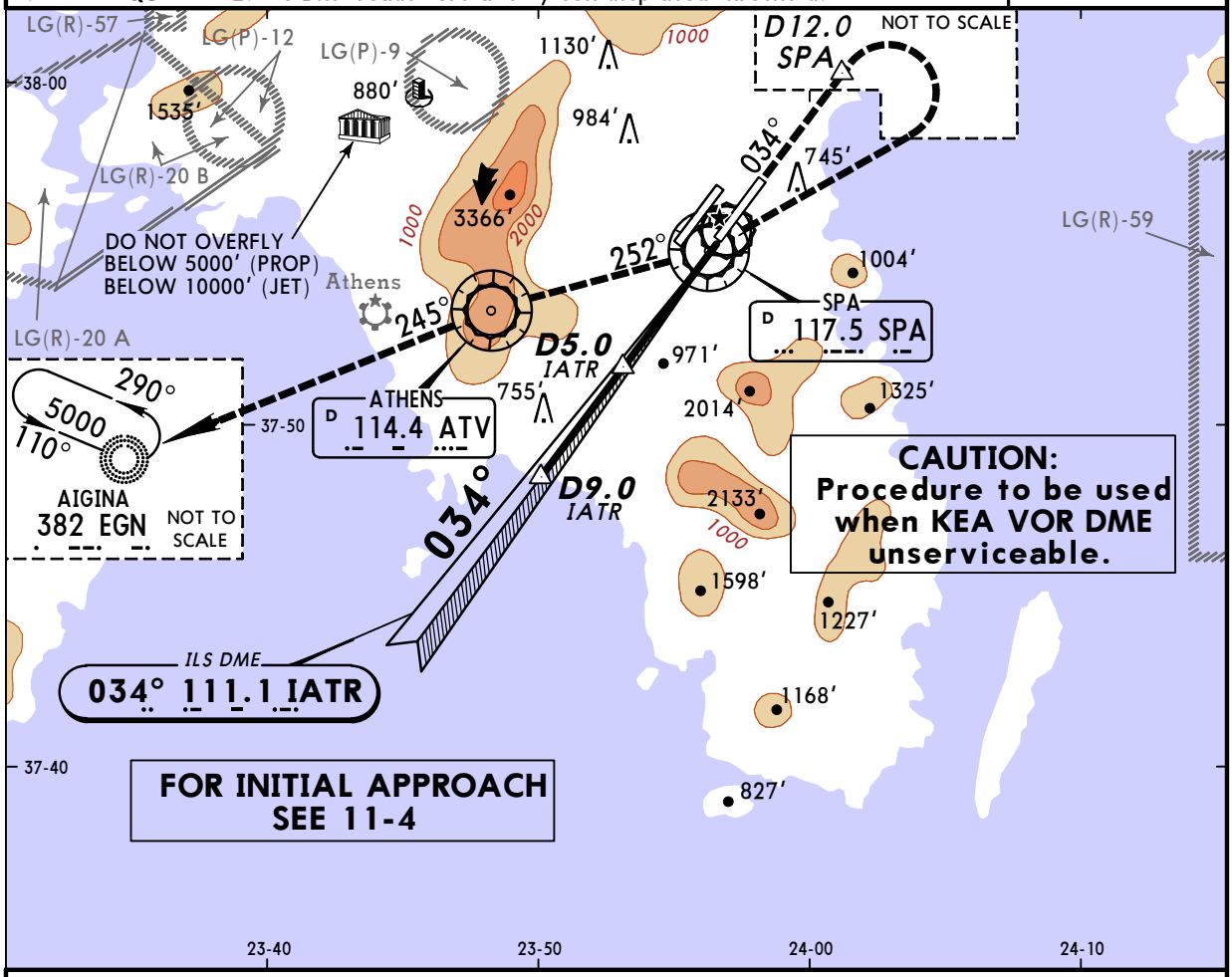
LOC IATR	Final Apch Crs	GS D5.0 IATR	ILS DA(H)	Apt Elev / RWY
111.1	034°	1917′ (1646′)	471′ (200′)	Apt Elev 308′ RWY 271′

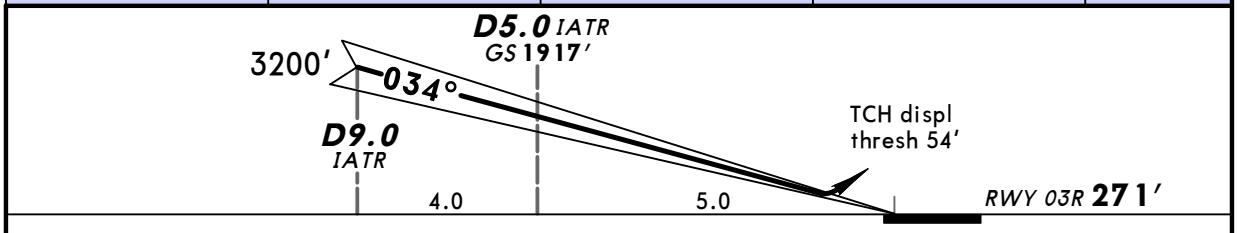
MISSED APCH: Climb STRAIGHT AHEAD to intercept R-034 SPA. At D12.0 SPA turn RIGHT (MAX 200 KT) to SPA VOR. Intercept R-252 SPA to ATV VOR and pass ATV VOR not below 5000′. Intercept R-245 ATV and proceed to EGN NDB at 5000′ or above and hold.

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 9000′
1. **DME REQUIRED.** 2. ILS DME reads zero at rwy 03R displaced threshold.

MSA
SPA VOR
7000′
4500′
3500′
113°
268°
026°

BRIEFING STRIP™





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

HIALS-II
PAPI

SPA 117.5 R-034
D12.0 SPA

PANS OPS 3

Standard STRAIGHT-IN LANDING RWY **03R**

	ILS DA(H) 471′ (200′) FULL	ILS DA(H) 471′ (200′) Limited	ILS DA(H) 471′ (200′) ALS out	LOC (GS out)
A	RVR 550m	RVR 750m	RVR 1200m	NOT APPLICABLE
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200′ (892′)	1500m
135	1300′ (992′)	1600m
C	NOT APPLICABLE	
D		

CHANGES: Minimums.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (11-4B)

ATHENS, GREECE
❶CAT II ILS W Rwy 03R

BRIEFING STRIP ™

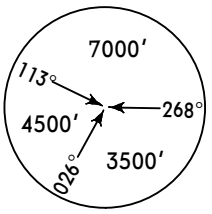
ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
118.62	121.8	121.75	121.9	121.95

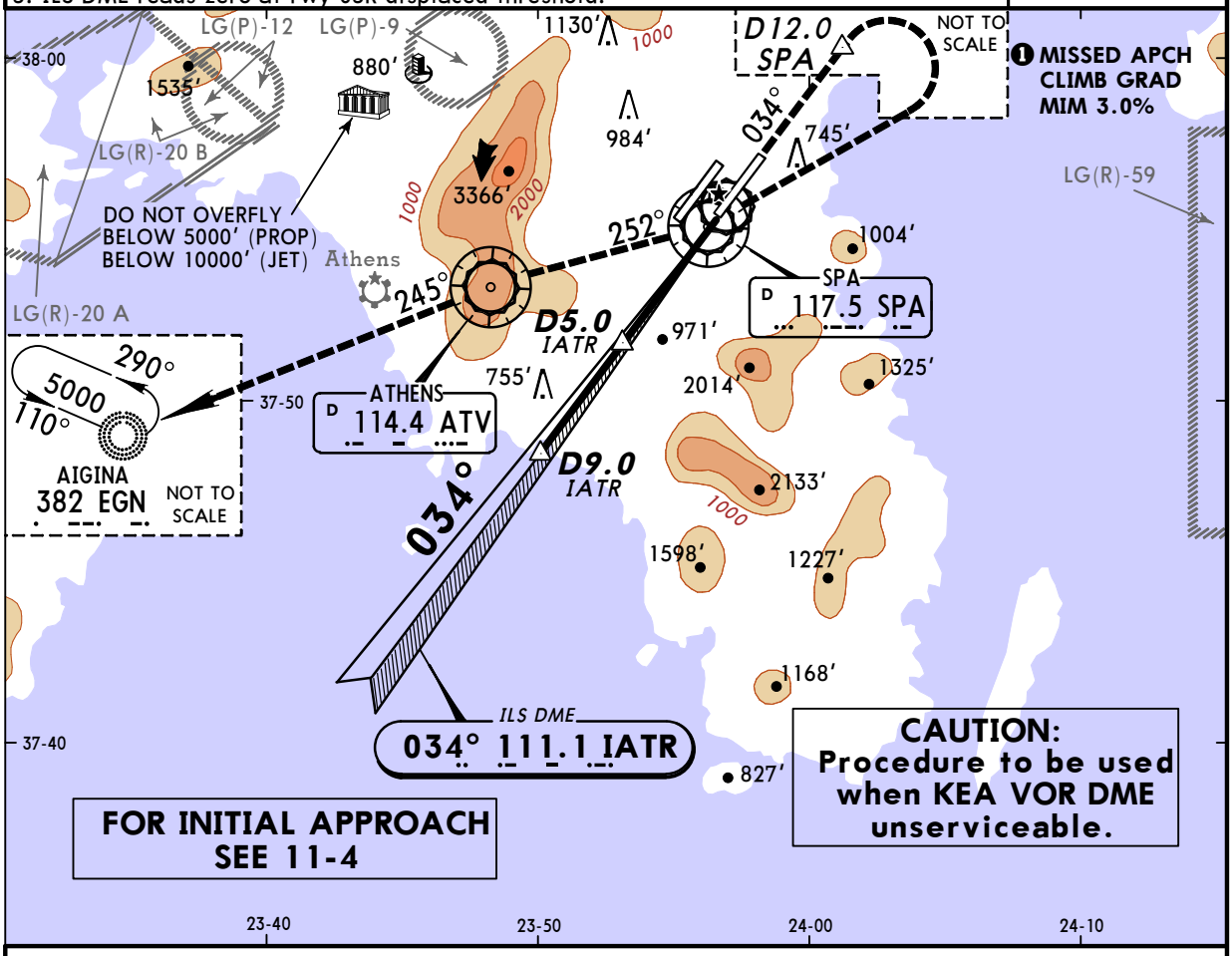
LOC IATR	Final Apch Crs	GS	CAT II ILS	Apt Elev
111.1	034°	D5.0 IATR 1917′ (1646′)	RA 147′ DA(H) 421′ (150′)	308′ RWY 271′

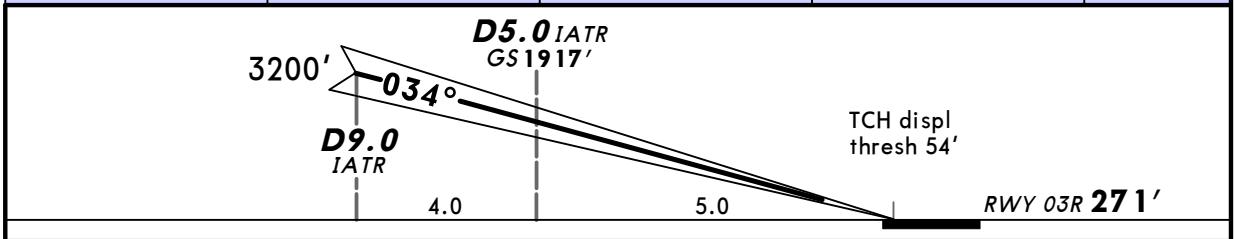
MISSED APCH: Climb STRAIGHT AHEAD to intercept R-034 SPA. At D12.0 SPA turn RIGHT (MAX 200 KT) to SPA VOR. Intercept R-252 SPA to ATV VOR and pass ATV VOR not below 5000′. Intercept R-245 ATV and proceed to EGN NDB at 5000′ or above and hold.

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 9000′
1. **DME REQUIRED.** 2. Special Aircrew & Aircraft Certification Required.
3. ILS DME reads zero at rwy 03R displaced threshold.



MSA SPA VOR





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

HIALS-II
PAPI

SPA 117.5 R-034
D12.0 SPA

Standard

STRAIGHT-IN LANDING RWY **03R**
CAT II ILS
Missed apch climb gradient mim 3.0% ❶
RA 147′
DA(H) **421′** (150′)

RVR 450m

PANS OPS 3

❶ Climb gradient up to 1200′.

CHANGES: Minimums.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (11-5)

ATHENS, GREECE
ILS Z Rwy 21L

BRIEFING STRIP™

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
118.62	121.8	121.75	121.9	121.95

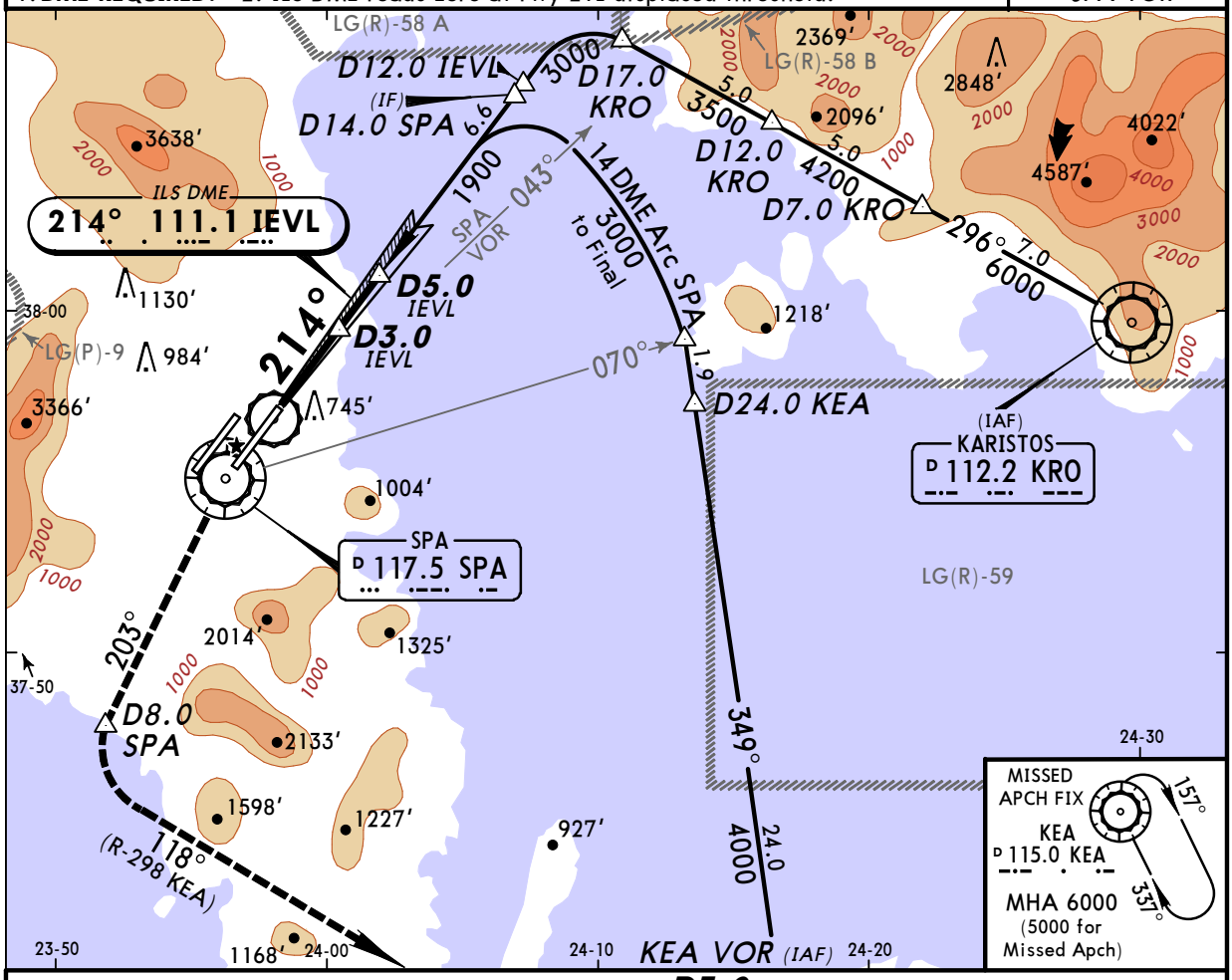
LOC IEVL	Final Apch Crs	GS D3.0 IEVL	ILS DA(H)	Apt Elev / RWY
111.1	214°	1312′ (1009′)	503′ (200′)	Apt Elev 308′ RWY 303′

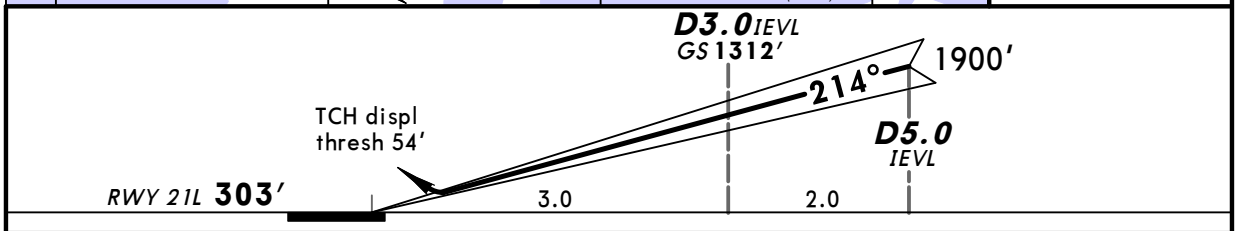
MISSED APCH: Climb STRAIGHT AHEAD. At SPA VOR turn LEFT and intercept R-203 SPA. At D8.0 SPA turn LEFT to intercept R-298 inbound to KEA VOR climbing to 5000′ and hold.

MSA SPA VOR: 7000′ (113°–268°), 4500′, 3500′ (026°)

Alt Set: hPa | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 9000′

1. **DME REQUIRED.** 2. ILS DME reads zero at rwy 21L displaced threshold.





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

HIALS-II PAPI | SPA 117.5 | D8.0 SPA LT | SPA 117.5 on R-203

Standard STRAIGHT-IN LANDING RWY 21L

	ILS DA(H) 503′(200′) FULL	ILS DA(H) 503′(200′) Limited	ILS DA(H) 503′(200′) ALS out	LOC (GS out)
A	RVR 550m	RVR 750m	RVR 1200m	NOT APPLICABLE
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200′(892′)	1500m
135	1300′(992′)	1600m
C	NOT APPLICABLE	
D		

PANS OPS 3

CHANGES: Minimums.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (11-5A)

ATHENS, GREECE
CAT II ILS X Rwy 21L

BRIEFING STRIP™

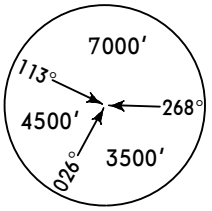
ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

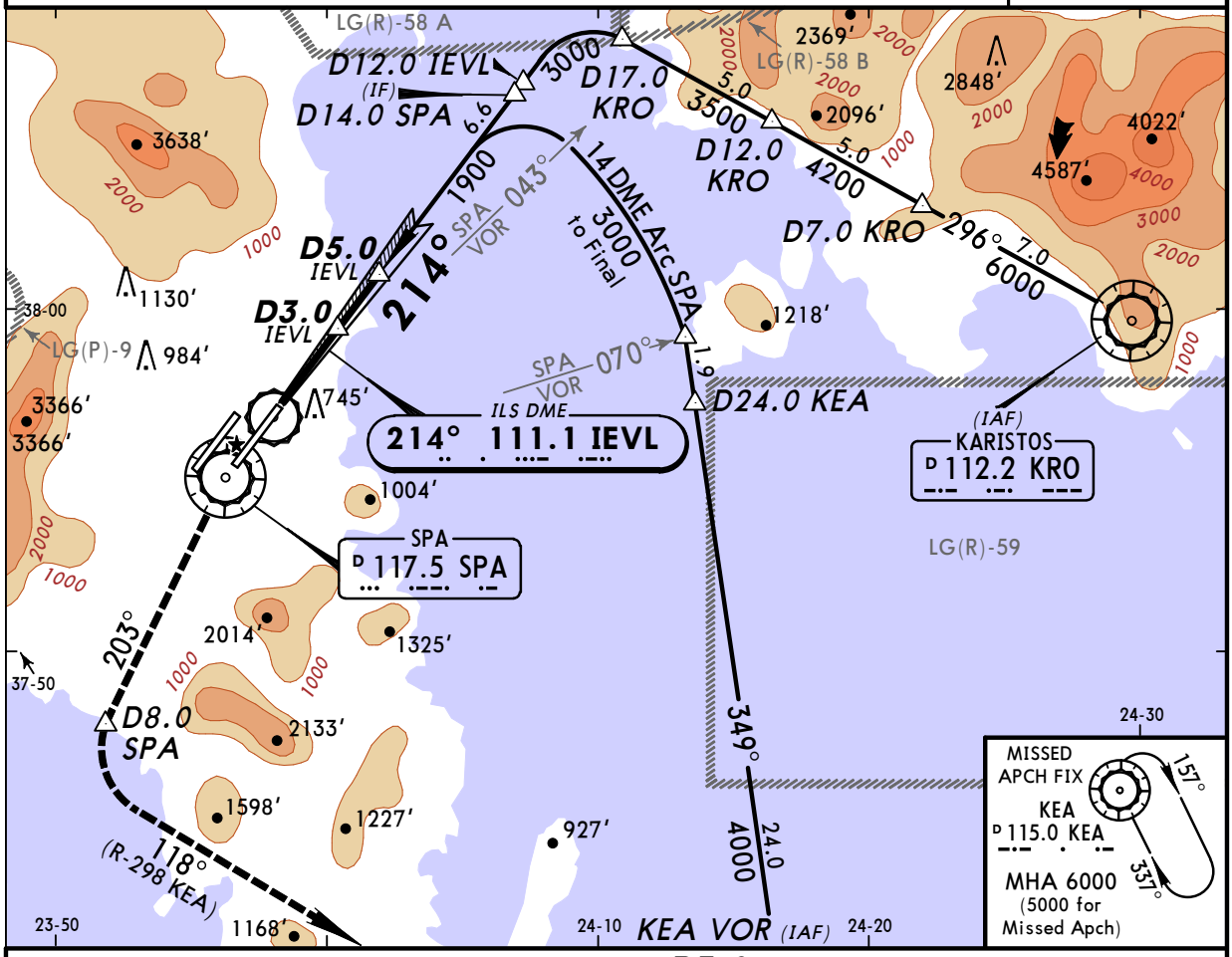
VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
118.62	121.8	121.75	121.9	121.95

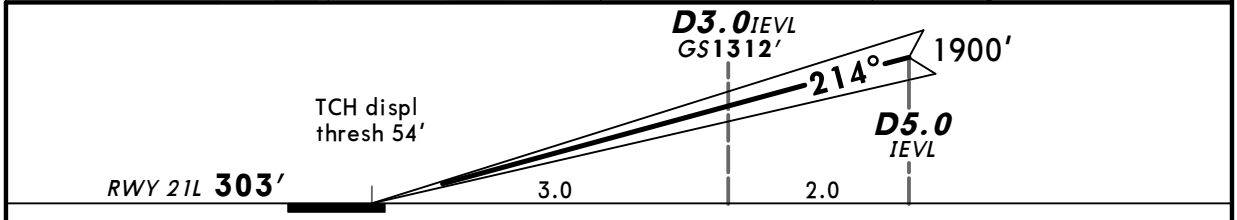
LOC IEVL	Final Apch Crs	GS D3.0 IEVL	CAT II ILS RA 94′ DA(H)	Apt Elev 308′ RWY 303′
111.1	214°	1312′ (1009′)	403′ (100′)	

MISSED APCH: Climb STRAIGHT AHEAD. At SPA VOR turn LEFT and intercept R-203 SPA. At D8.0 SPA then turn LEFT to intercept R-298 inbound to KEA VOR climbing to 5000′ and hold.

Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 9000′
1. **DME REQUIRED.** 2. Special Aircrew & Aircraft Certification Required.
3. ILS DME reads zero at rwy 21L displaced threshold.







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

HIALS-II
PAPI

SPA 117.5

D8.0 SPA LT

SPA 117.5 on R-203

Standard

STRAIGHT-IN LANDING RWY **21L**
CAT II ILS
ABCD
RA 94′
DA(H) **403′** (100′)

RVR 300m 1

1 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

PANS OPS 3

CHANGES: Minimums.

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ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (11-6)

ATHENS, GREECE
ILS Y Rwy 21L

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
118.62	121.8	121.75	121.9	121.95

LOC IEVL	Final Apch Crs	GS D3.0 IEVL	ILS DA(H)	Apt Elev / RWY
111.1	214°	1312′ (1009′)	503′ (200′)	Apt Elev 308′ / RWY 303′

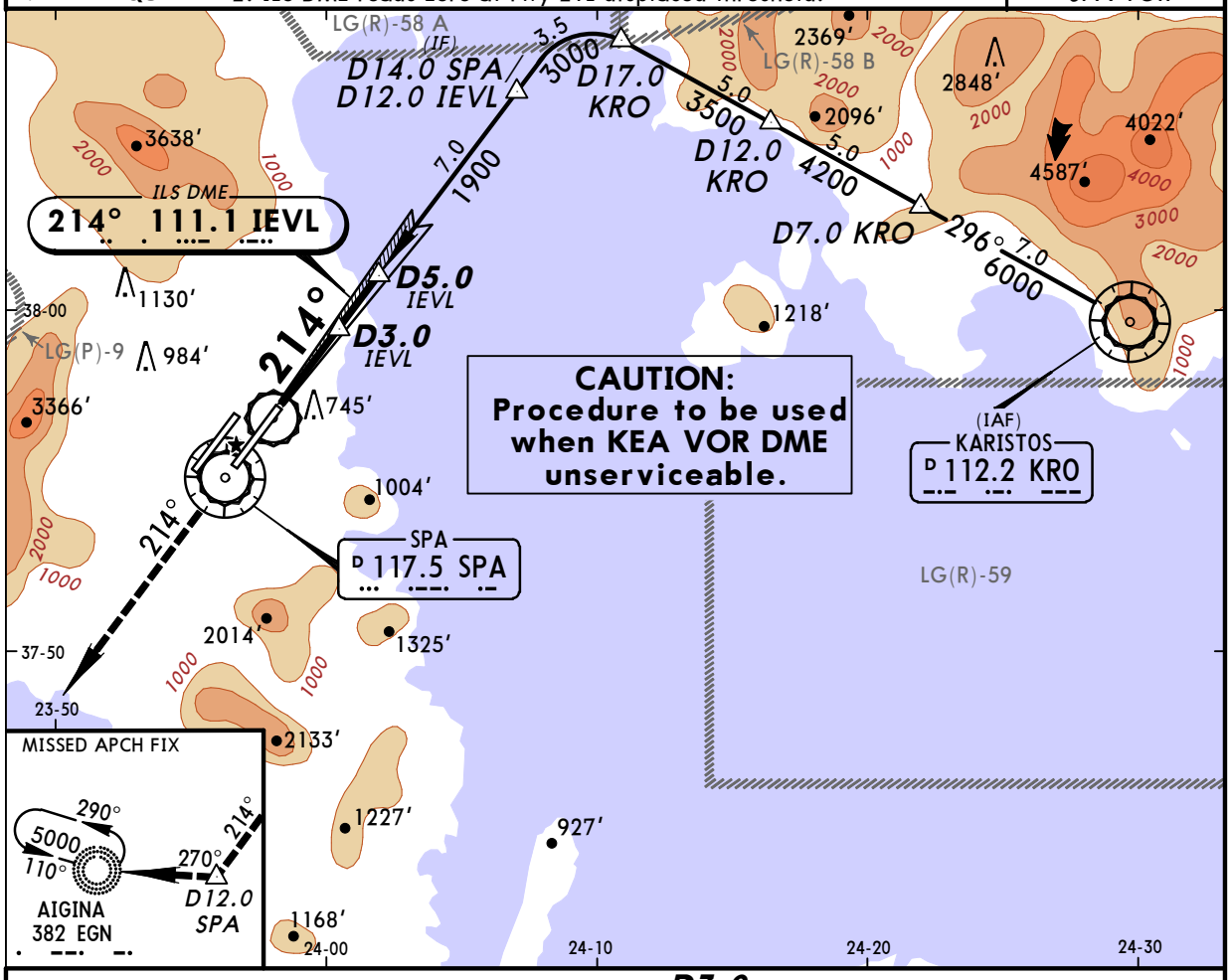
MISSED APCH: Climb STRAIGHT AHEAD to SPA VOR and intercept R-214 SPA. At D12.0 SPA turn RIGHT to intercept 270° inbound to EGN NDB climbing to 5000′ and hold.

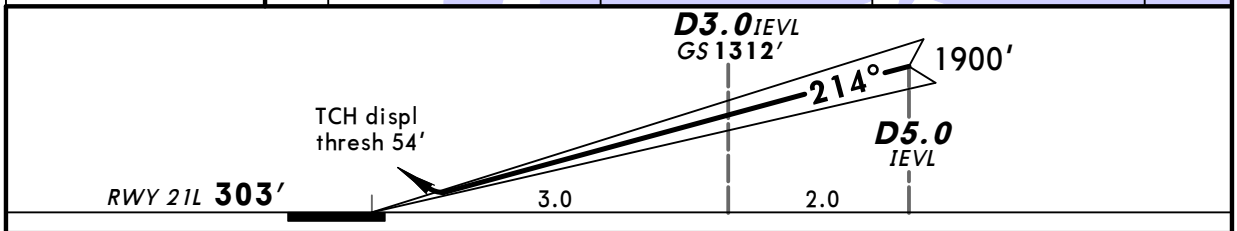
Alt Set: hPa | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 9000′

1. **DME REQUIRED.** 2. ILS DME reads zero at rwy 21L displaced threshold.

MSA
SPA VOR
7000′
113°
268°
4500′
3500′
026°

BRIEFING STRIP™





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

HIALS-II
PAPI

SPA 117.5 R-214 | D12.0 SPA

PANS OPS 3

Standard STRAIGHT-IN LANDING RWY 21L

	ILS DA(H) 503′(200′) FULL	ILS DA(H) 503′(200′) Limited	ILS DA(H) 503′(200′) ALS out	LOC (GS out)
A	RVR 550m	RVR 750m	RVR 1200m	NOT APPLICABLE
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200′ (892′)	1500m
135	1300′ (992′)	1600m
C	NOT APPLICABLE	
D		

CHANGES: Minimums.

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ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (11-6A)

ATHENS, GREECE
CAT II ILS W Rwy 21L

BRIEFING STRIP™

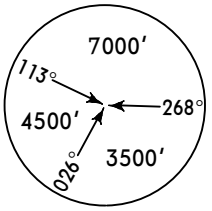
ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

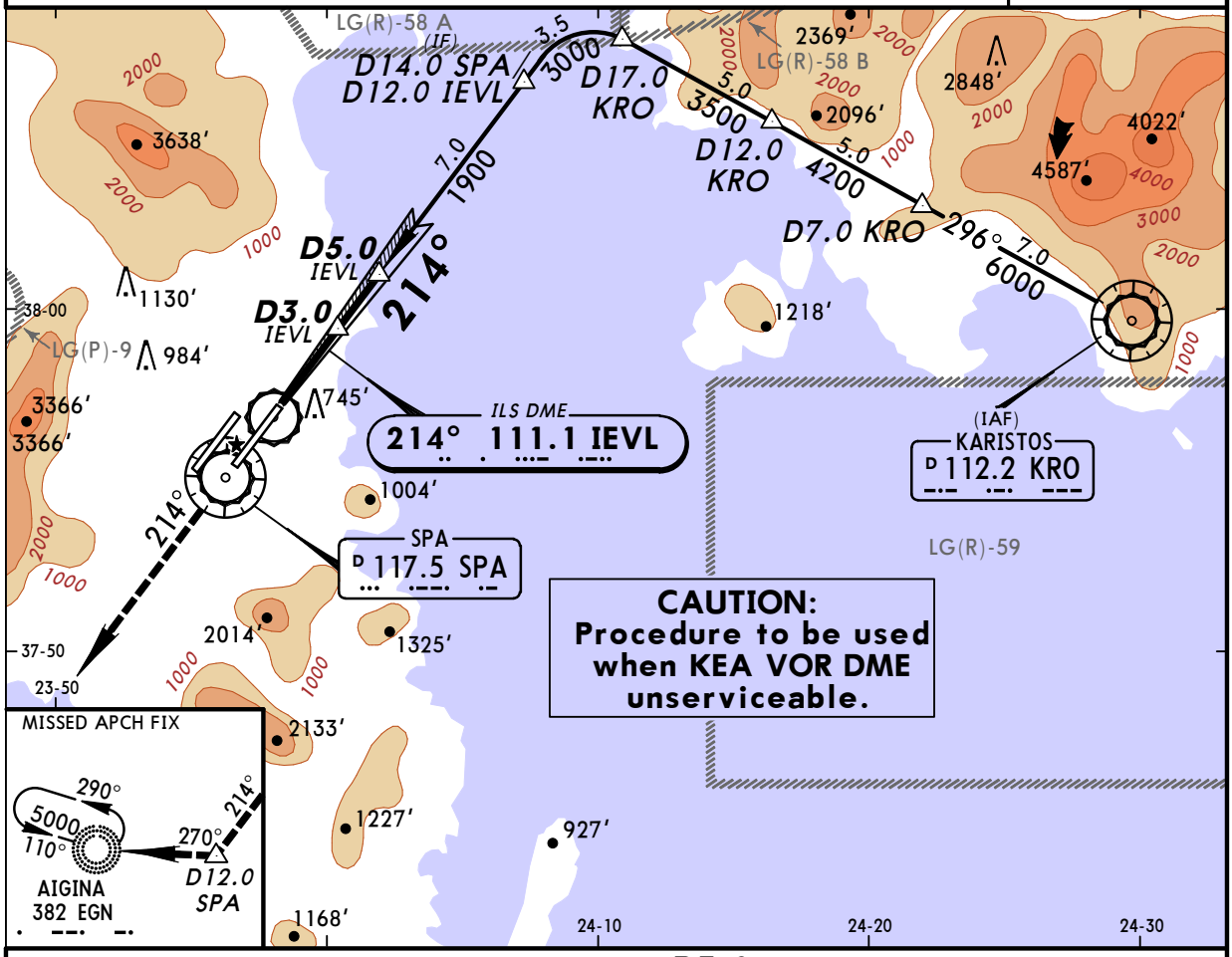
VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
118.62	121.8	121.75	121.9	121.95

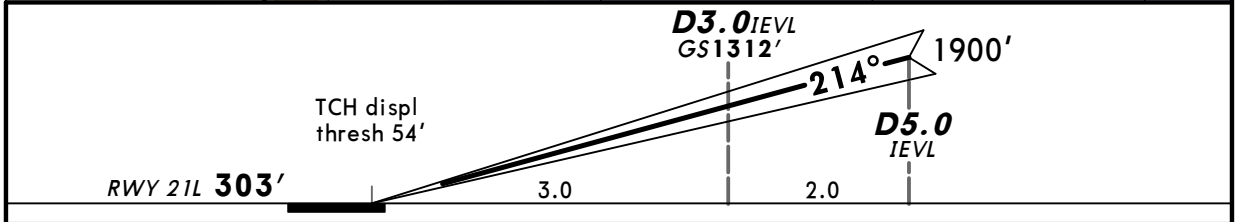
LOC IEVL	Final Apch Crs	GS	CAT II ILS	Apt Elev / RWY
111.1	214°	D3.0 IEVL 1312′ (1009′)	RA 94′ DA(H) 403′ (100′)	Apt Elev 308′ RWY 303′

MISSED APCH: Climb STRAIGHT AHEAD to SPA VOR and intercept R-214 SPA. At D12.0 SPA turn RIGHT to intercept 270° inbound to EGN NDB climbing to 5000′ and hold.

Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 9000′
1. **DME REQUIRED.** 2. Special Aircrew & Aircraft Certification Required.
3. ILS DME reads zero at rwy 21L displaced threshold.







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

HIALS-II
PAPI

SPA 117.5 R-214

D12.0 SPA

Standard

STRAIGHT-IN LANDING RWY 21L
CAT II ILS
ABCD
RA 94′
DA(H) **403′** (100′)

RVR 300m [1]

[1] Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

PANS OPS 3

CHANGES: Minimums.

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ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (11-7)

ATHENS, GREECE
ILS Z Rwy 21R

BRIEFING STRIP ™

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
136.27	121.8	121.75	121.9	121.95

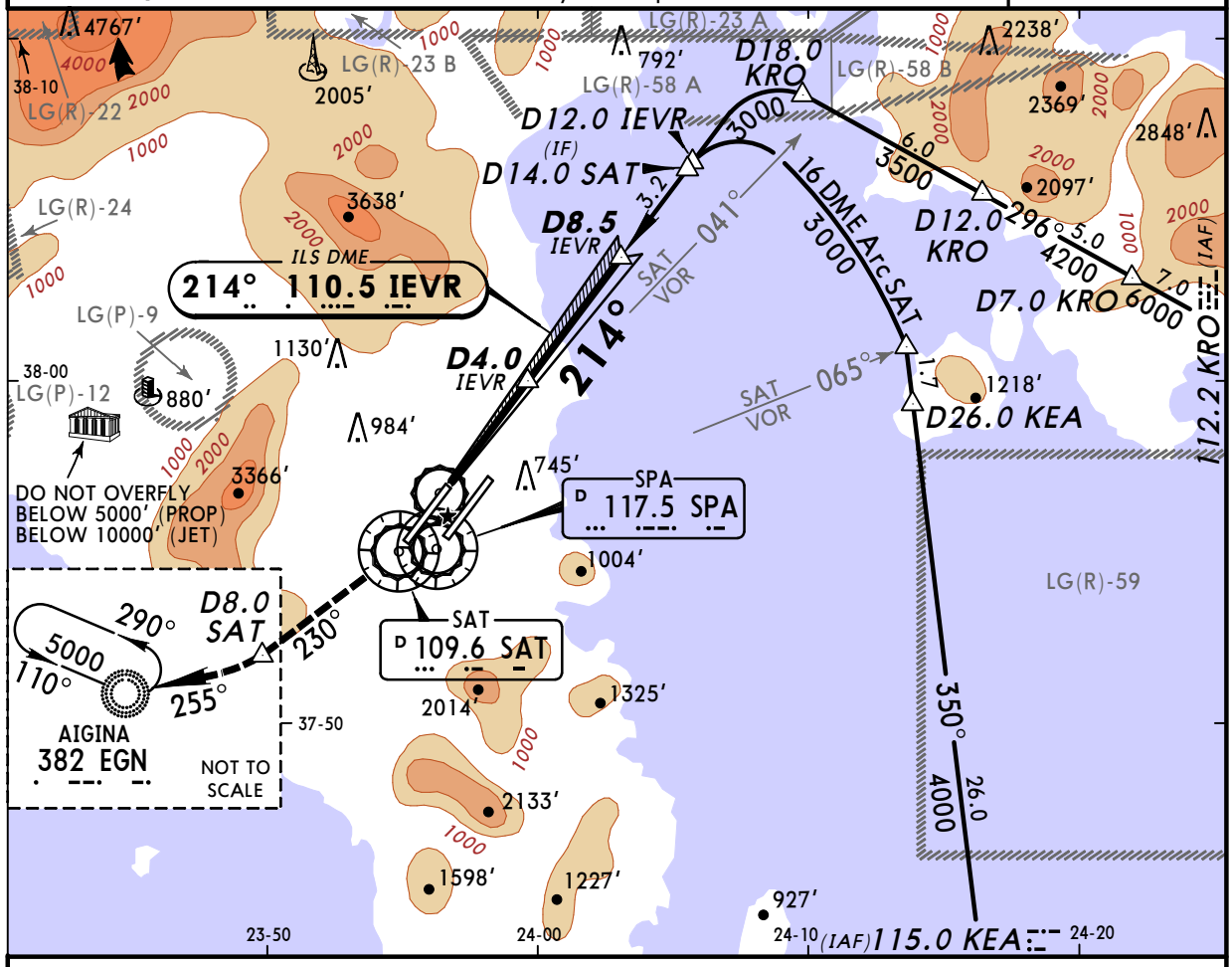
LOC IEVR	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
110.5	214°	D4.0 IEVR 1610′ (1328′)	Refer to Minimums	Apt Elev 308′ RWY 282′

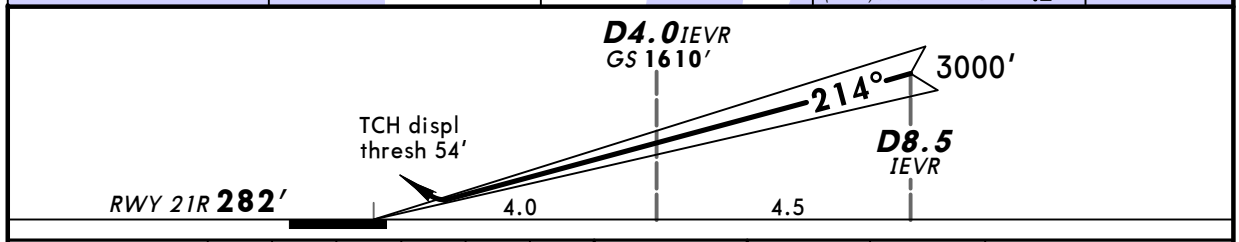
MISSED APCH: Climb STRAIGHT AHEAD to SAT VOR, then turn RIGHT to intercept R-230 SAT. At D8.0 SAT turn RIGHT onto 255° to NDB climbing to 5000′ and hold.

MSA
SPA VOR
7000′
113°
268°
4500′
3500′
026°

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 9000′

1. **DME REQUIRED.** 2. ILS DME reads zero at rwy 21R displaced threshold.





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

HIALS-II
PAPI

SAT 109.6

D8.0 SAT RT

SAT 109.6 on R-230

Standard STRAIGHT-IN LANDING RWY 21R

ILS Missed apch climb gradient mim 4.0%[1] DA(H) 682′ (400′) FULL/Limited	ILS ALS out	ILS Missed apch climb gradient mim 2.5% DA(H) A:935′(653′) B:945′(663′) C:955′(673′) D:965′(683′) FULL/Limited	ILS ALS out	LOC (GS out)
A	RVR 1100m	RVR 1500m	RVR 1500m	NOT APPLICABLE
B				
C/D		RVR 1800m	CMV 2400m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200′ (892′)	1500m
135	1300′ (992′)	1600m
C/D	NOT APPLICABLE	

PANS OPS 3

[1] Climb gradient up to 1700′.

CHANGES: Minimums.

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ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (11-7A)

ATHENS, GREECE
CAT II ILS X Rwy 21R

BRIEFING STRIP™

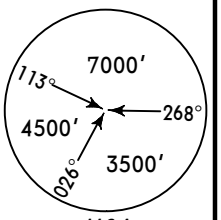
ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

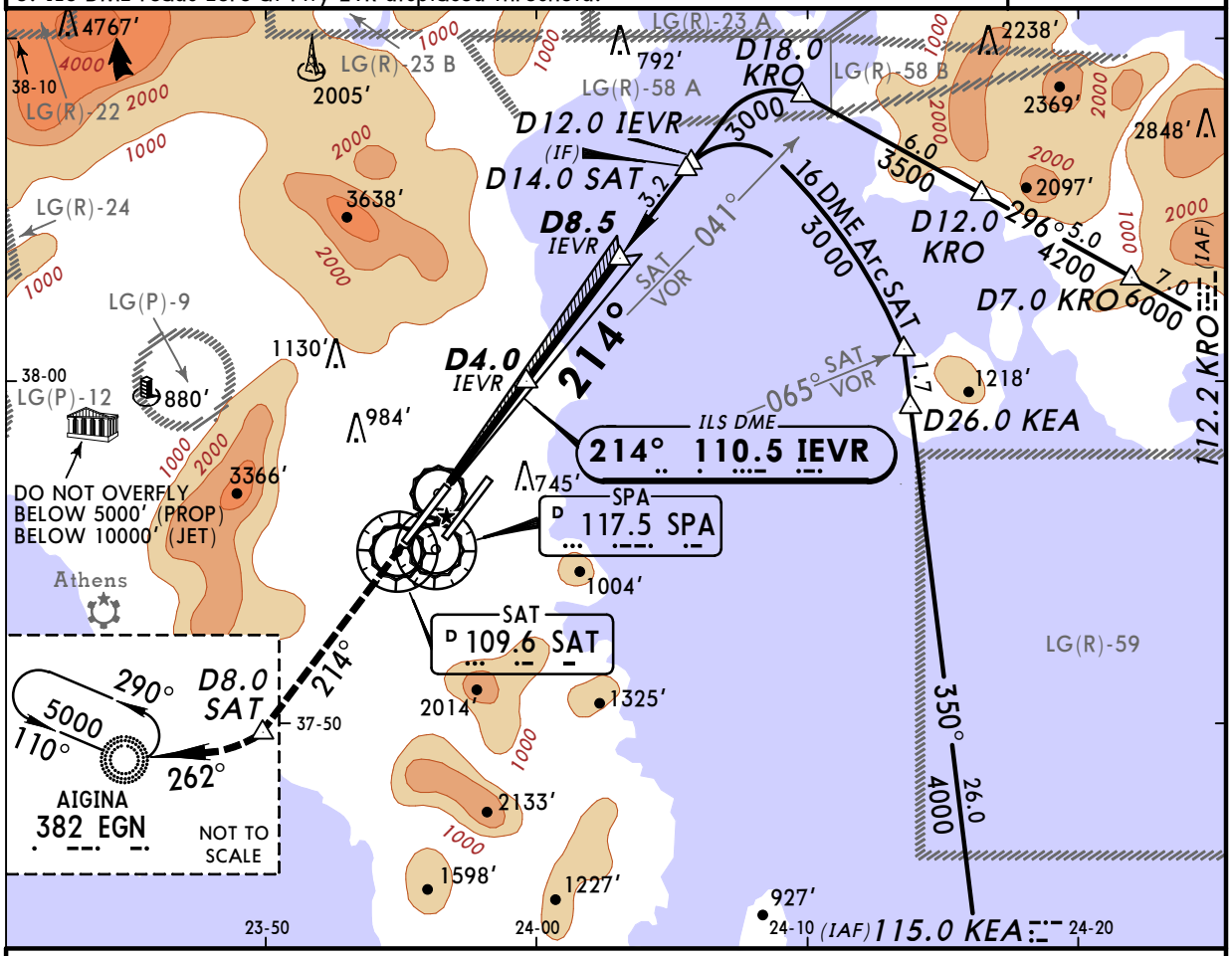
VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
136.27	121.8	121.75	121.9	121.95

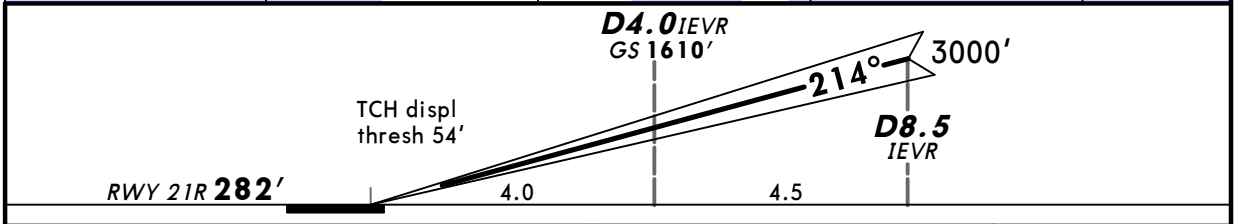
LOC IEVR	Final Apch Crs	GS D4.0 IEVR	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev / RWY
110.5	214°	1610′ (1328′)		Apt Elev 308′ RWY 282′

MISSED APCH: Climb STRAIGHT AHEAD. After passing D8.0 SAT turn RIGHT onto 262° to NDB climbing to 5000′ and hold.

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 9000′
1. **DME REQUIRED.** 2. Special Aircrew & Aircraft Certification Required.
3. ILS DME reads zero at rwy 21R displaced threshold.







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

HIALS-II
PAPI
D8.0 SAT

PANS OPS 3

Standard STRAIGHT-IN LANDING RWY 21R
CAT II ILS

Missed apch climb grad mim 3.0%[1]	Missed apch climb grad mim 2.5%			
ABCD	A	B	C	D
RA 94′	RA 120′	RA 136′	RA 149′	RA 163′
DA(H) 382′ (100′)	DA(H) 409′ (127′)	DA(H) 425′ (143′)	DA(H) 438′ (156′)	DA(H) 452′ (170′)
RVR 300m [2]	RVR 400m	RVR 450m		

[1] Climb gradient up to 1200′.
[2] Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

CHANGES: Minimums.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (13-1)

ATHENS, GREECE
VOR Rwy 03L

BRIEFING STRIP™

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
136.27	121.8	121.75	121.9	121.95

VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
SAT 109.6	034°	Refer to chart 13-1A	Refer to chart 13-1A	Apt Elev 308′ RWY 255′

Alt Set: hPa | Rwy Elev: 9 hPa | Trans level: By ATC | Trans alt: 9000′

DME REQUIRED.

MSA SPA VOR
7000′
113°
268°
4500′
3500′
026°

LG(R)-55 | LG(P)-12 | LG(P)-9 | SAT D 109.6 SAT | DO NOT OVERFLY BELOW 5000′ (PROP) BELOW 10000′ (JET) | LG(P)-7 | LG(R)-20 A | LG(R)-20 B | LG(P)-12 LG(R)-20 B | LG(R)-21 | LG(R)-21 LG(D)-86 | LG(D)-86 | Athens | ATHENS D 114.4 ATV | SPA D 117.5 SPA | (IAF) AIGINA 382 EGN | D5.0 SAT | D11.0 SAT (IF) | D13.0 DDM | D20.0 ATV | D27.0 KEA | D27.0 ATV | PELAG D34.0 ATV (IAF) | 117.2 DDM | 115.0 KEA (IAF) | LG(D)-85

38-00 | 37-50 | 37-40 | 37-30 | 37-20

23-30 | 23-40 | 23-50 | 24-00

FOR FINAL APPROACH SEE 13-1A

PANS OPS 3

CHANGES: Note.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (13-1A)

ATHENS, GREECE
VOR Rwy 03L

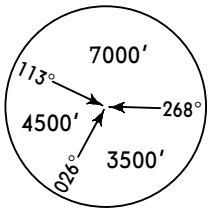
ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
136.27	121.8	121.75	121.9	121.95

BRIEFING STRIP ™

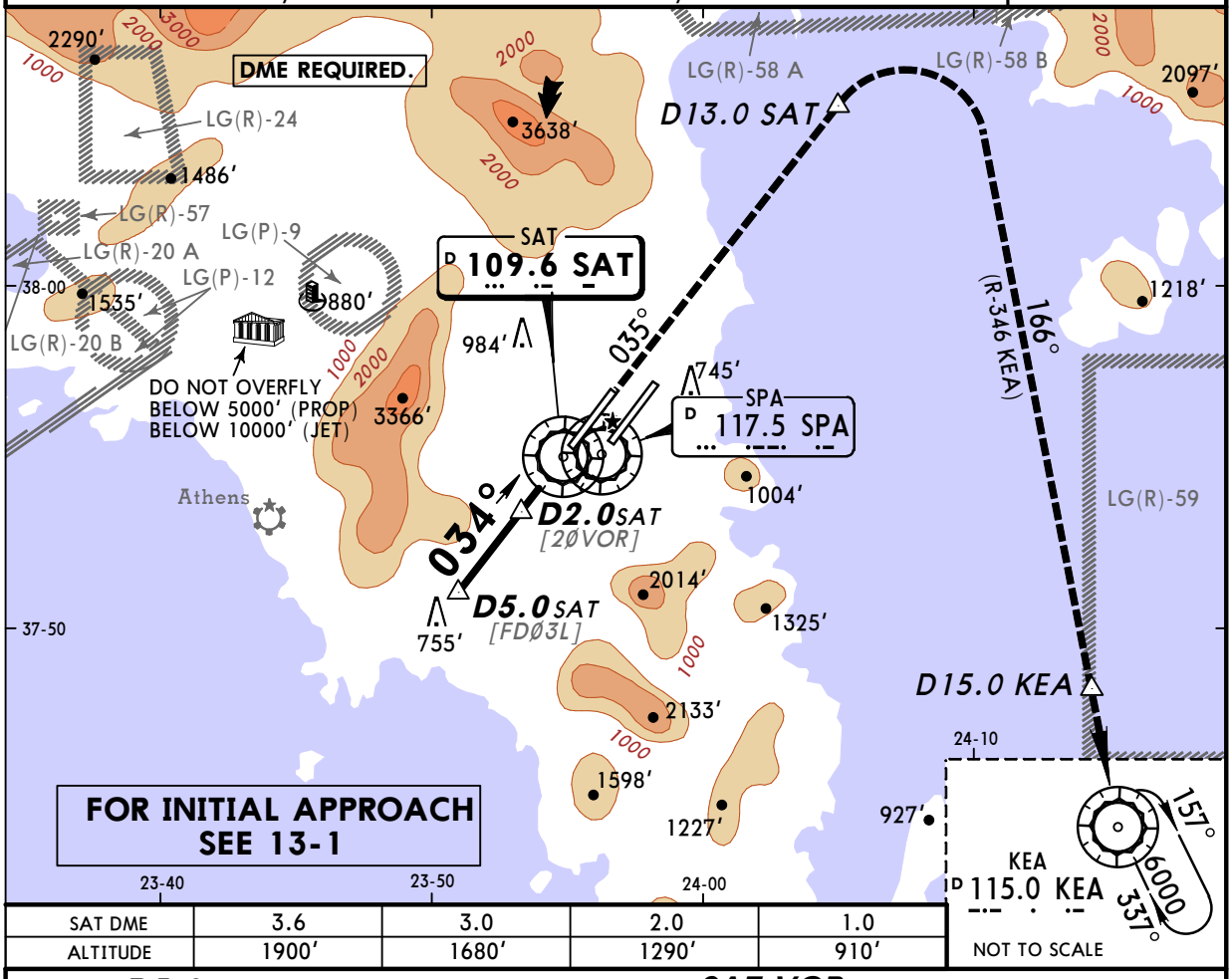
VOR SAT	Final Apch Crs	Minimum Alt D5.0 SAT	DA(H)	Apt Elev / RWY
109.6	034°	1900′ (1645′)	800′ (545′)	Apt Elev 308′ RWY 255′

MISSED APCH: Climb STRAIGHT AHEAD on R-035 SAT. At D13.0 SAT turn RIGHT (MAX 220 KT). Intercept R-346 KEA and proceed to KEA VOR climbing to 6000′ and hold. Cross D15.0 KEA at 6000′.



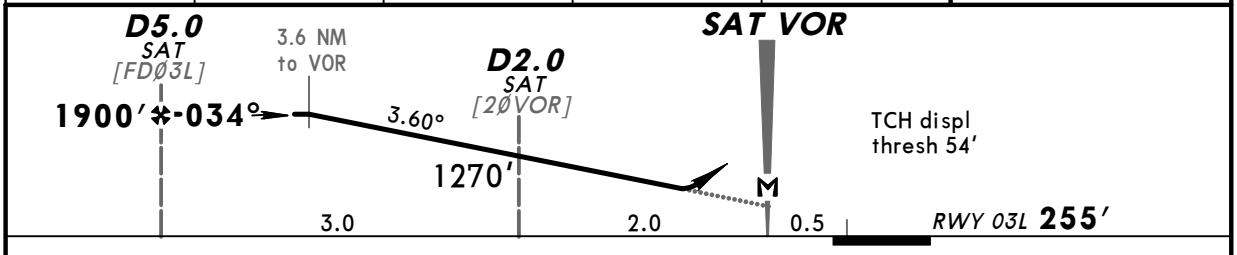
MSA SPA VOR

Alt Set: hPa | Rwy Elev: 9 hPa | Trans level: By ATC | Trans alt: 9000′



SAT DME	3.6	3.0	2.0	1.0
ALTITUDE	1900′	1680′	1290′	910′

NOT TO SCALE



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.60°	446	573	637	765	892	1019
MAP at SAT VOR						

HIALS-II
PAPI

on SAT 109.6 R-035

D13.0 SAT

PANS OPS 3

Standard STRAIGHT-IN LANDING RWY **03L**

DA(H) **800′** (545′)

ALS out

A	RVR 1500m	
B		
C	RVR 1800m	CMV 2400m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200′ (892′)	1500m
135	1300′ (992′)	1600m
C	NOT APPLICABLE	
D		

CHANGES: Note. Minimums.

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ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (13-2)

ATHENS, GREECE
VOR Rwy 03R

BRIEFING STRIP™

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
118.62	121.8	121.75	121.9	121.95

VOR SPA	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
117.5	035°	Refer to chart 13-2A	Refer to chart 13-2A	Apt Elev 308′ RWY 27′

Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 9000′

DME REQUIRED.

MSA SPA VOR
7000′
113°
268°
4500′
3500′
026°

38-00 | 37-50 | 37-40 | 37-30 | 37-20

LG(R)-55 | LG(P)-12 | LG(P)-9 | LG(P)-7 | LG(R)-20 A | LG(R)-20 B | LG(R)-21 | LG(D)-86 | LG(D)-85

DO NOT OVERFLY BELOW 5000′ (PROP) BELOW 10000′ (JET)

ATHENS D 114.4 ATV

SPA D 117.5 SPA

(IAF) AIGINA 382 EGN

D9.0 SPA

13.0 4000 103°

221° SPA VOR 5.0 3200 035°

(IF) D14.0 SPA

10.5 (R-192 ATV)

059°

17.0 4000

D13.0 DDM

13.0 5000

117.2 DDM

D20.0 ATV

D27.0 KEA

265° 27.0 4000

(IAF) 115.0 KEA

339° 6.5

D27.0 ATV

187° ATV VOR

001° 7.0 4000

(IAF) PELAG D34.0 ATV

FOR FINAL APPROACH SEE 13-2A

23-30 | 23-40 | 23-50 | 24-00

PANS OPS 3

CHANGES: Note.

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ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (13-2A)

ATHENS, GREECE
VOR Rwy 03R

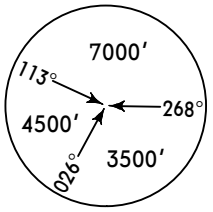
BRIEFING STRIP ™

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
118.62	121.8	121.75	121.9	121.95

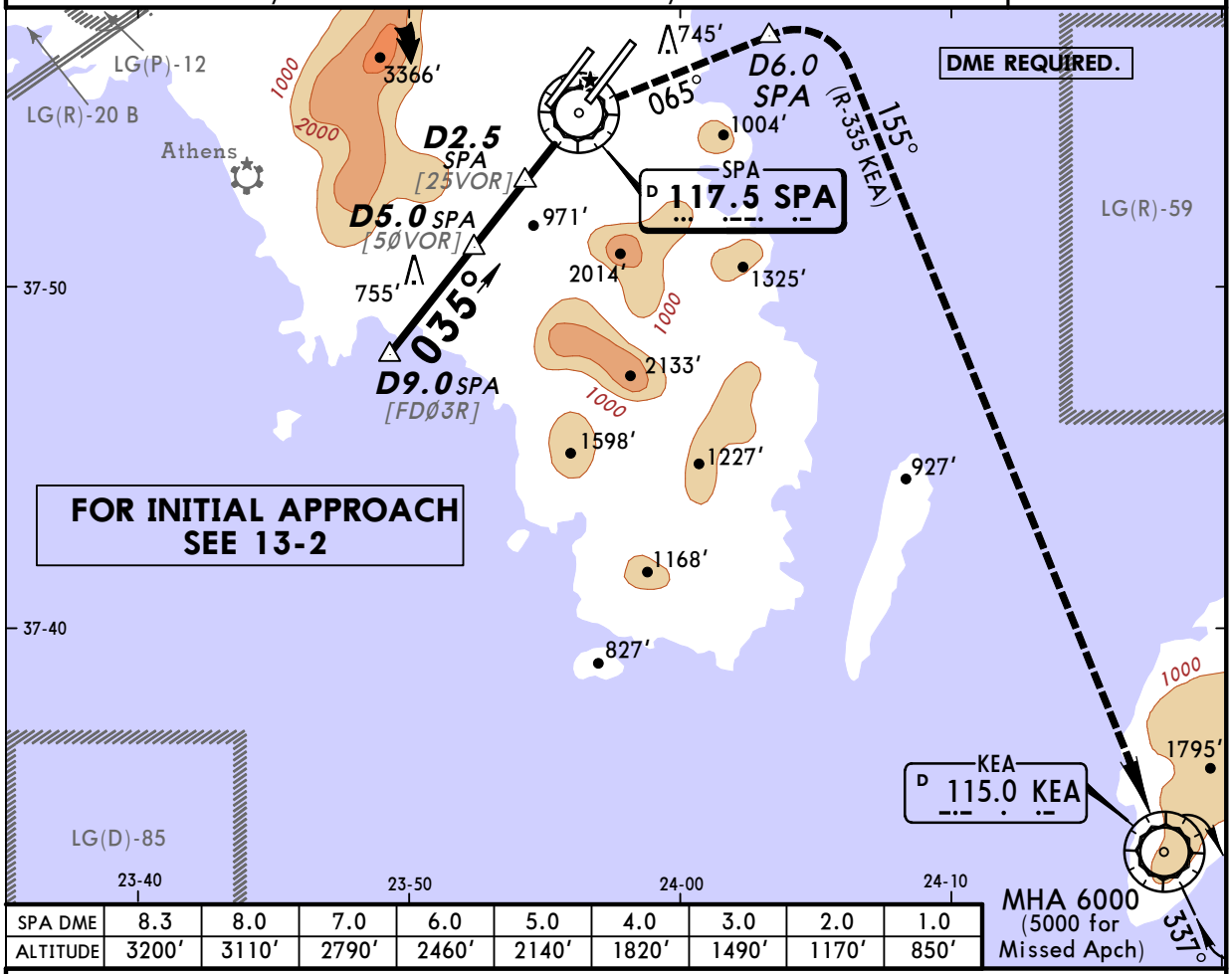
VOR SPA	Final Apch Crs	Minimum Alt D9.0 SPA	DA(H)	Apt Elev / RWY
117.5	035°	3200′ (2929′)	690′ (419′)	Apt Elev 308′ RWY 271′

MISSED APCH: Turn RIGHT as soon as practicable to intercept R-065 SPA. At D6.0 SPA turn RIGHT (MAX 200 KT) to intercept R-335 KEA climbing to 5000′. Do not turn before passing MAP.

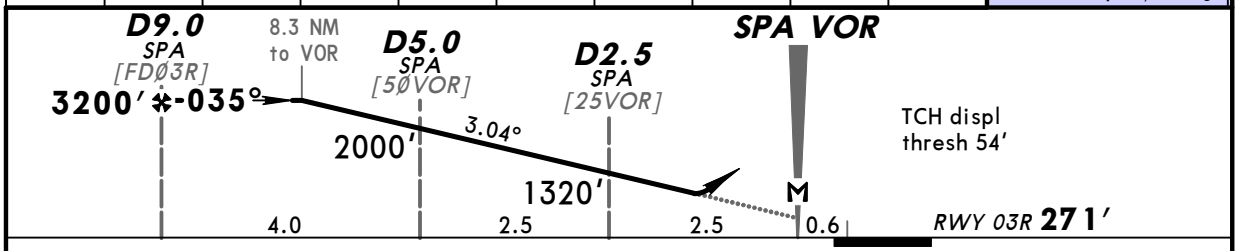


MSA SPA VOR

Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 9000′



SPA DME	8.3	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	3200′	3110′	2790′	2460′	2140′	1820′	1490′	1170′	850′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.04°	376	484	538	645	753	861
MAP at SPA VOR						

HIALS-II
PAPI

As soon as practicable
RT

SPA 117.5 R-065

D6.0 SPA

Standard STRAIGHT-IN LANDING RWY **03R**

DA(H) **690′** (419′)

	ALS out	
A	RVR 1200m	RVR 1500m
B		
C		RVR 1900m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200′ (892′)	1500m
135	1300′ (992′)	1600m
C	NOT APPLICABLE	
D		

PANS OPS 3

CHANGES: Note. Minimums.

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JEPPESEN 20 NOV 09 (13-3)

ATHENS, GREECE
VOR Rwy 21L

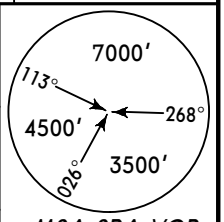
ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
118.62	121.8	121.75	121.9	121.95

BRIEFING STRIP™

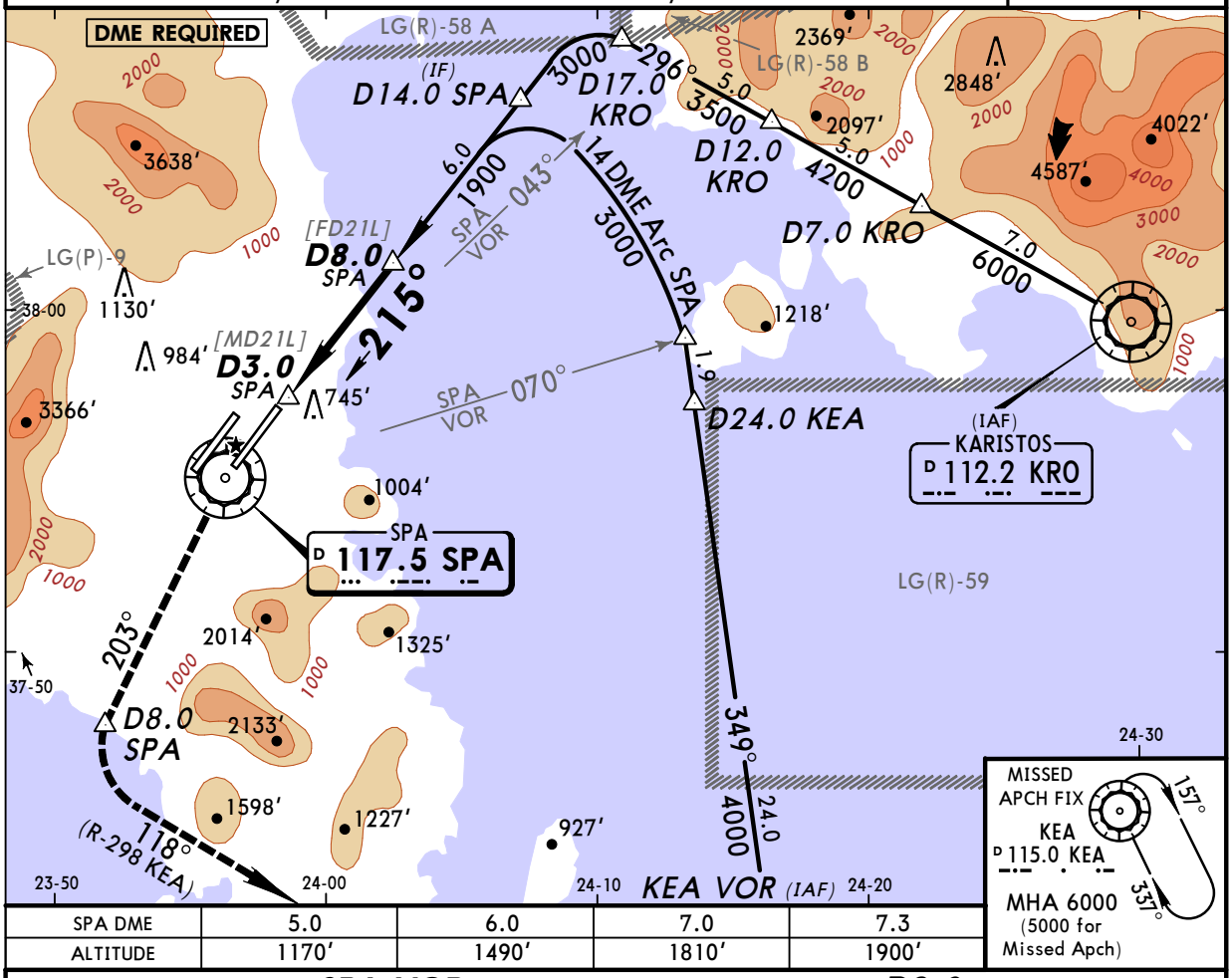
VOR SPA	Final Apch Crs	Minimum Alt D8.0 SPA	DA(H)	Apt Elev / RWY
117.5	215°	1900′ (1597′)	1030′ (727′)	308′ / RWY 303′

MISSED APCH: Climb STRAIGHT AHEAD. At SPA VOR turn LEFT and intercept R-203 SPA. At D8.0 SPA turn LEFT to intercept R-298 inbound to KEA VOR climbing to 5000′ and hold.

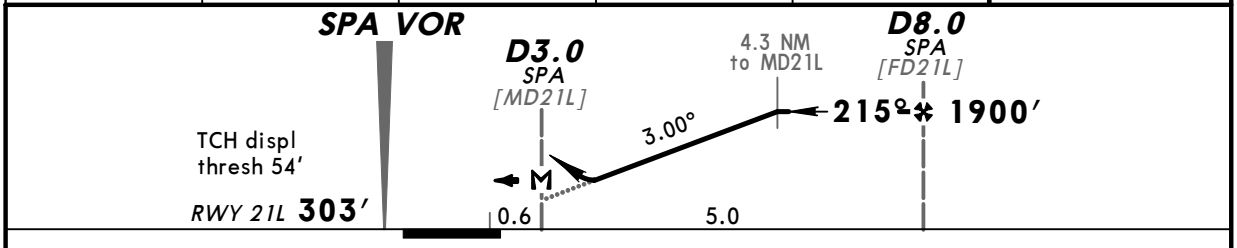


MSA SPA VOR

Alt Set: hPa | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 9000′



SPA DME	5.0	6.0	7.0	7.3
ALTITUDE	1170′	1490′	1810′	1900′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D3.0 SPA						

HIALS-II PAPI | SPA 117.5 | D8.0 SPA LT | SPA 117.5 on R-203

PANS OPS 3

Standard STRAIGHT-IN LANDING RWY 21L

DA(H) 1030′ (727′)

ALS out

	RVR
A	1500m
B	
C	CMV 2400m
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200′ (892′)	1500m
135	1300′ (992′)	1600m
C	NOT APPLICABLE	
D		

CHANGES: Minimums.

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JEPPESEN 20 NOV 09 (13-4)

ATHENS, GREECE
VOR Rwy 21R

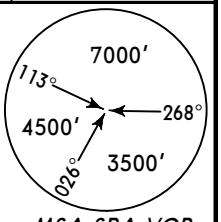
BRIEFING STRIP ™

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
136.27	121.8	121.75	121.9	121.95

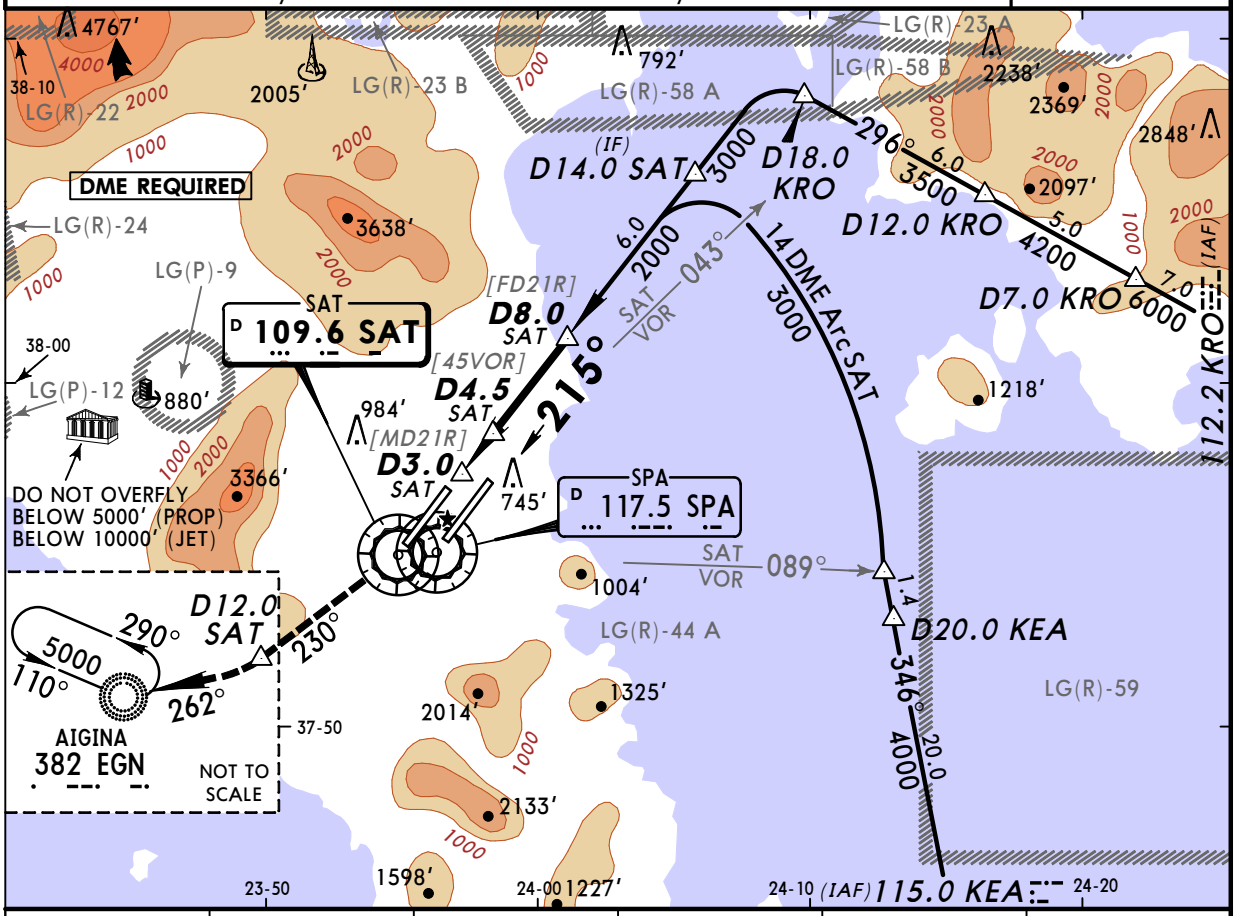
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
SAT 109.6	215°	D8.0 SAT 2000′ (1718′)	Refer to Minimums	Apt Elev 308′ RWY 282′

MISSED APCH: Climb STRAIGHT AHEAD to SAT VOR, then turn RIGHT to intercept R-230 SAT. At D12.0 SAT turn RIGHT on track 262° to EGN NDB climbing to 5000′ and hold.

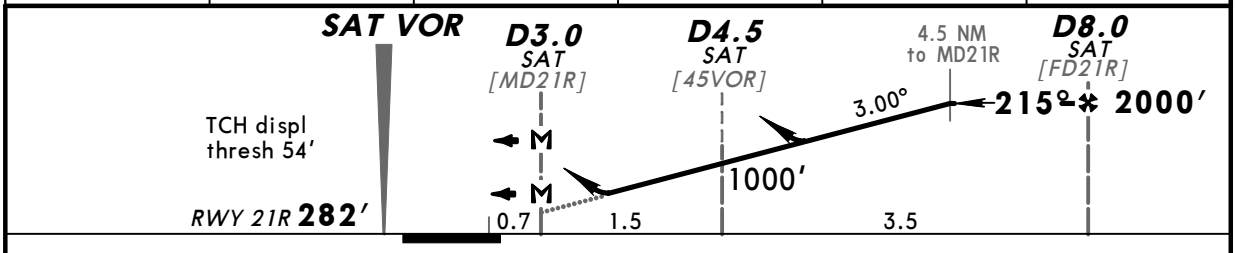


MSA SPA VOR

Alt Set: hPa	Rwy Elev: 10 hPa	Trans level: By ATC	Trans alt: 9000′



SAT DME	4.0	5.0	6.0	7.0	7.5
ALTITUDE	890′	1210′	1530′	1850′	2000′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D3.0 SAT						

HIALS-II PAPI | SAT 109.6 | D12.0 SAT RT | SAT 109.6 on R-230

Standard STRAIGHT-IN LANDING RWY 21R

	Missed apch climb gradient mim 4.0%[1] DA(H) 830′ (548′) ALS out	Missed apch climb gradient mim 2.5% DA(H) 1160′ (878′) ALS out
A	RVR 1500m	RVR 1500m
B		
C	RVR 1800m / CMV 2400m	CMV 2400m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200′ (892′)	1500m
135	1300′ (992′)	1600m
C	NOT APPLICABLE	
D		

PANS OPS 3

[1] Climb grad up to 1700′.

CHANGES: Minimums.

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JEPPESEN 20 NOV 09 (13-5)

ATHENS, GREECE
VOR Y Rwy 03L

BRIEFING STRIP™

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
136.27	121.8	121.75	121.9	121.95

VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
SAT 109.6	034°	Refer to chart 13-5A	Refer to chart 13-5A	Apt Elev 308′ RWY 255′

Alt Set: hPa | Rwy Elev: 9 hPa | Trans level: By ATC | Trans alt: 9000′

DME REQUIRED.

MSA SPA VOR
7000′ 113° 268° 4500′ 026° 3500′

LG(R)-55 | LG(P)-12 | LG | LG(P)-9 | SAT D 109.6 SAT | 38-00 | 1535′ | 1000 | 880′ | 1130′ | 984′ | 745′ | DO NOT OVERFLY BELOW 5000′ (PROP) BELOW 10000′ (JET) | 3366′ | 2000 | 1000 | LG(P)-7 | LG(R)-20 A | LG(R)-20 B | LG(P)-12 | LG(R)-20 B | 1345′ | LG(R)-21 | 1145′ | 1000 | 1004′ | Athens | SPA D 117.5 SPA | LG(R)-21 | LG(D)-86 | ATHENS D 114.4 ATV | 755′ | D5.0 SAT | 2014′ | 1325′ | 37-50 | LG(D)-86 | (IAF) AIGINA 382 EGN | 290° | 5000 | 110° | 034° | SAT VOR | 6.0 | 1900 | 222° | (IF) D11.0 SAT | 2133′ | 1000 | 1598′ | 1227′ | 3000 | 095° | 1745′ | 012° | 1168′ | 056° | 37-40 | 827′ | 2000 | 1000 | 2438′ | 3000 | D13.0 DDM | 13.0 | 5000 | 117.2 DDM | ATV VOR | 1178′ | 1000 | 37-30 | LG(D)-85 | 339° | 1148′ | 2000 | 2382′ | 2000 | 1000 | D27.0 ATV | 001° | 7.0 | 3000 | (IAF) PELAG D34.0 ATV | 1000 | 1936′ | 37-20

CAUTION: Procedure to be used when KEA VOR DME unserviceable.

FOR FINAL APPROACH SEE 13-5A

23-30 | 23-40 | 23-50 | 24-00

PANS OPS 3

CHANGES: None.

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JEPPESEN 20 NOV 09 (13-5A)

ATHENS, GREECE
VOR Y Rwy 03L

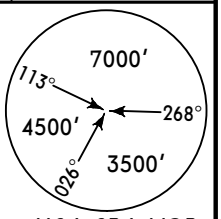
BRIEFING STRIP

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

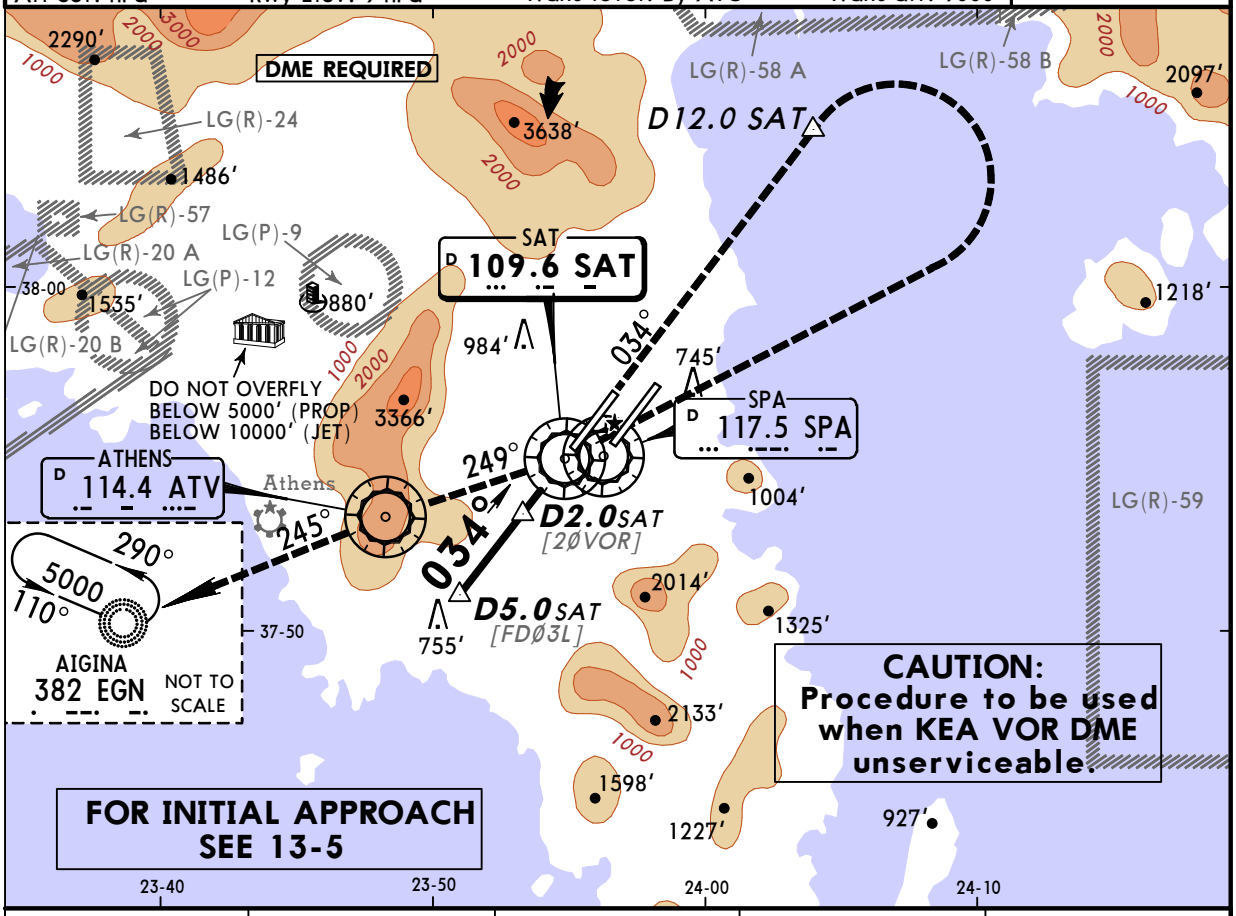
VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
136.27	121.8	121.75	121.9	121.95

VOR SAT	Final Apch Crs	Minimum Alt D5.0 SAT	DA(H)	Apt Elev / RWY
109.6	034°	1900′ (1645′)	800′ (545′)	Apt Elev 308′ RWY 255′

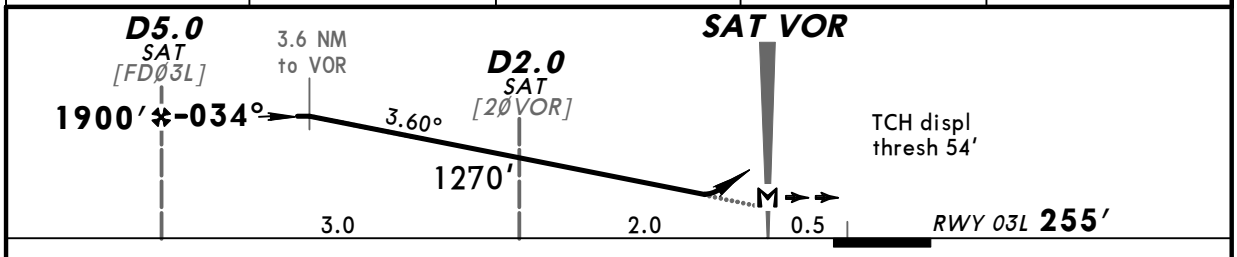
MISSED APCH: Climb on R-034 SAT to D12.0 SAT, then turn RIGHT (MAX 200 KT) to SAT VOR. Follow R-249 SAT to reach ATV VOR not below 5000′. Follow R-245 ATV to NDB and hold.



Alt Set: hPa | Rwy Elev: 9 hPa | Trans level: By ATC | Trans alt: 9000′



SAT DME	3.6	3.0	2.0	1.0
ALTITUDE	1900′	1680′	1290′	910′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.60°	446	573	637	765	892	1019
MAP at SAT VOR						

HIALS-II PAPI

SAT on 109.6 R-034 | D12.0 SAT

PANS OPS 3

Standard STRAIGHT-IN LANDING RWY **03L**

DA(H) **800′ (545′)**

ALS out

A	RVR 1500m	
B		
C	RVR 1800m	CMV 2400m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200′ (892′)	1500m
135	1300′ (992′)	1600m
C	NOT APPLICABLE	
D		

CHANGES: Minimums.

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JEPPESEN 20 NOV 09 (13-6)

ATHENS, GREECE
VOR Y Rwy 03R

BRIEFING STRIP™

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
118.62	121.8	121.75	121.9	121.95

VOR SPA	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
117.5	035°	Refer to chart 13-6A	Refer to chart 13-6A	Apt Elev 308′ RWY 27 1′

Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 9000′

DME REQUIRED.

MSA SPA VOR
7000′
113°
268°
4500′
026°
3500′

LG(R)-55 38-00 1535′ 1000 LG(P)-12 880′ LG (P)-9 1130′ 984′ 745′ DO NOT OVERFLY BELOW 5000′ (PROP) BELOW 10000′ (JET) 3366′ LG(P)-7 LG(R)-20 A LG(R)-20 B 1345′ LG(P)-12 LG(R)-20 B 1145′ LG(R)-21 1000 2000 ATHENS D 114.4 ATV Athens 1004′ SPA D 117.5 SPA 971′ 2014′ 1325′ LG(R)-21 LG(D)-86 37-50 LG(D)-86 (IAF) AIGINA 382 EGN 290° 5000 110° D9.0 SPA 2133′ 1598′ 1227′ 103° 4000 1745′ 965′ 221° SPA VOR 5.0 3200 035° (IF) D14.0 SPA 1168′ 012° 37-40 827′ 059° 4000 2000 1000 2438′ D13.0 DDM 13.0 5000 117.2 DDM CAUTION: Procedure to be used when KEA VOR DME unserviceable. ATV VOR 1178′ 339° 37-30 LG(D)-85 2382′ 1148′ D27.0 ATV 001° 7.0 4000 961′ 37-20 1936′ (IAF) PELAG D34.0 ATV FOR FINAL APPROACH SEE 13-6A

23-30 23-40 23-50 24-00

PANS OPS 3

CHANGES: None.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (13-6A)

ATHENS, GREECE
VOR Y Rwy 03R

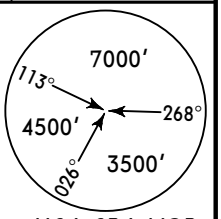
ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
118.62	121.8	121.75	121.9	121.95

BRIEFING STRIP ™

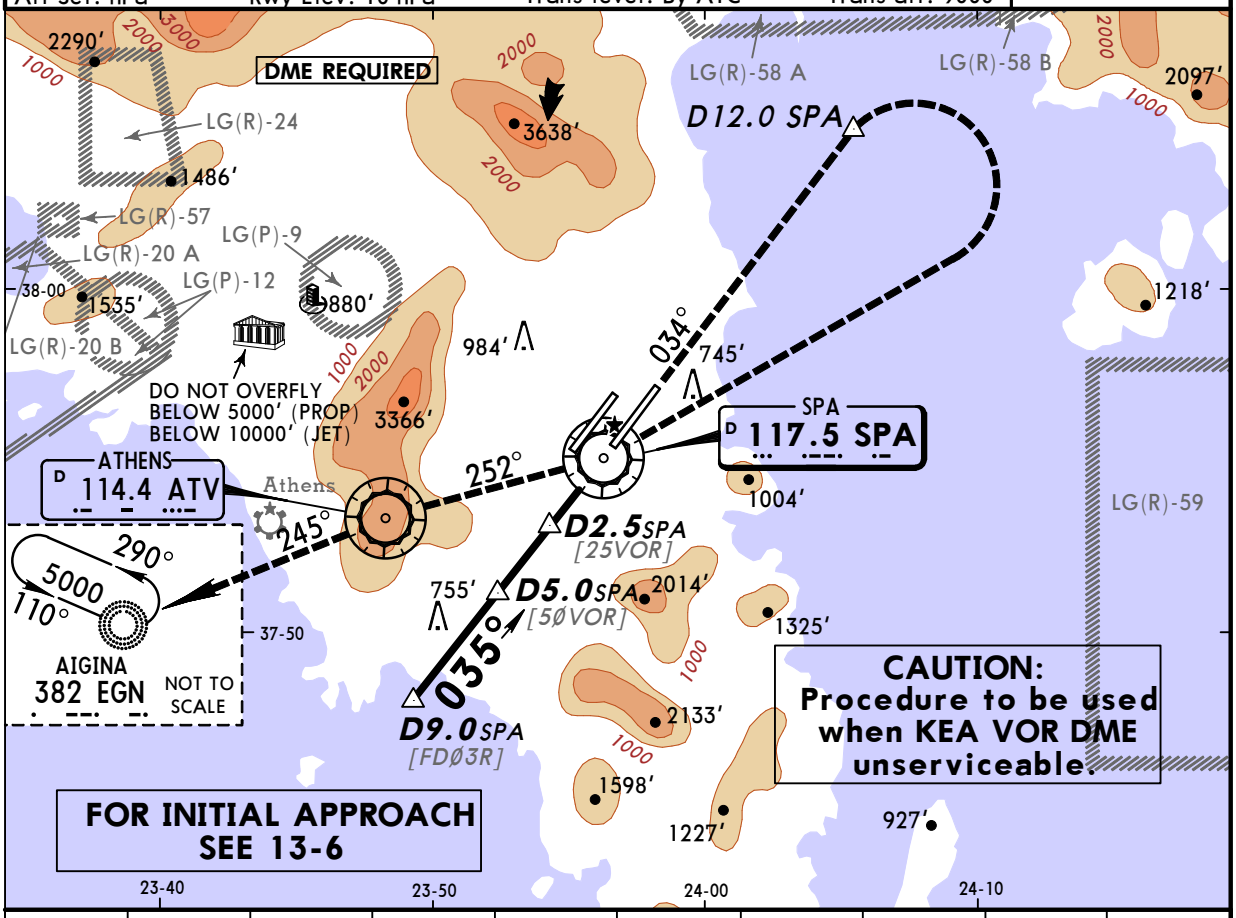
VOR SPA	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
117.5	035°	D9.0 SPA 3200′ (2929′)	690′ (419′)	Apt Elev 308′ RWY 271′

MISSED APCH: Climb on R-034 SPA to D12.0 SPA, then turn RIGHT (MAX 200 KT) to SPA VOR. Follow R-252 SPA to reach ATV VOR not below 5000′. Follow R-245 ATV to NDB and hold.

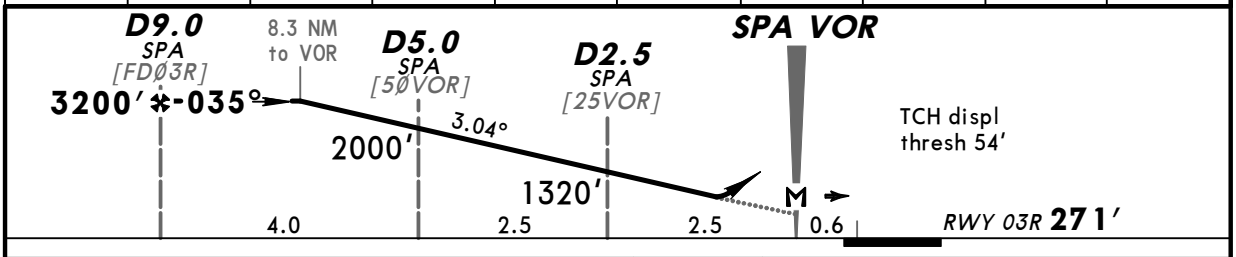


MSA SPA VOR

Alt Set: hPa	Rwy Elev: 10 hPa	Trans level: By ATC	Trans alt: 9000′



SPA DME	8.3	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	3200′	3110′	2790′	2460′	2140′	1820′	1490′	1170′	850′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.04°	376	484	538	645	753	861
MAP at SPA VOR						

HIALS-II
PAPI

SPA on 117.5 R-034

D12.0 SPA

PANS OPS 3

Standard STRAIGHT-IN LANDING RWY **03R** — CIRCLE-TO-LAND

DA(H) 690′ (419′)

	ALS out	Max Kts	MDA(H)	VIS
A	RVR 1500m	100	1200′ (892′)	1500m
B		135	1300′ (992′)	1600m
C	RVR 1200m	C	NOT APPLICABLE	
D	RVR 1900m	D		

CHANGES: Minimums.

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ATHENS, GREECE
VOR Y Rwy 21L

BRIEFING STRIP ™

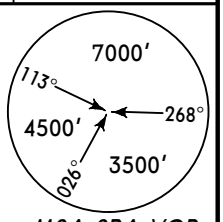
ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
118.62	121.8	121.75	121.9	121.95

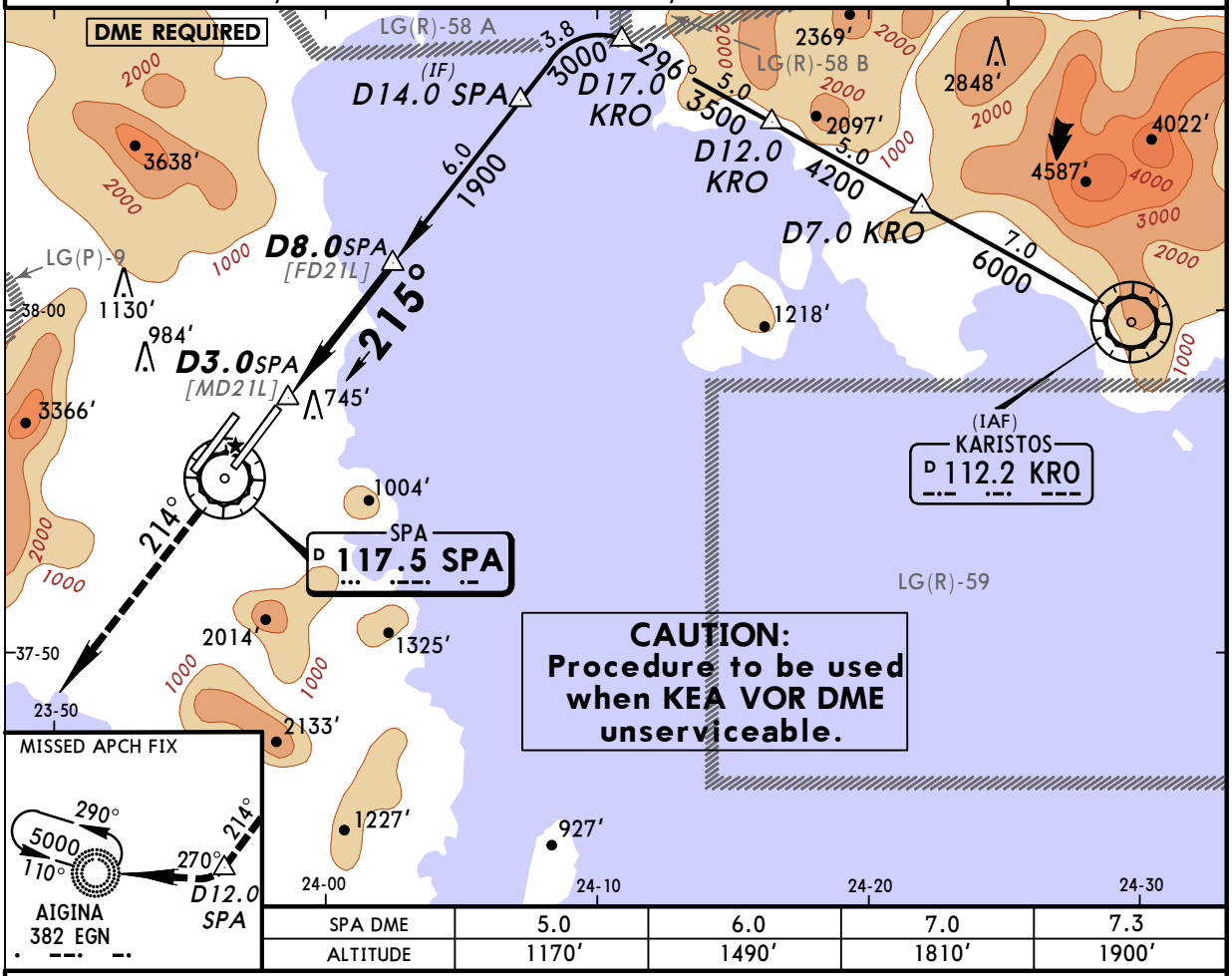
VOR SPA	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
117.5	215°	D8.0 SPA 1900′ (1597′)	1030′ (727′)	Apt Elev 308′ RWY 303′

MISSED APCH: Climb STRAIGHT AHEAD to SPA VOR. Follow R-214 SPA to D12.0 SPA, then turn RIGHT onto 270° to NDB, climb to 5000′ and hold.

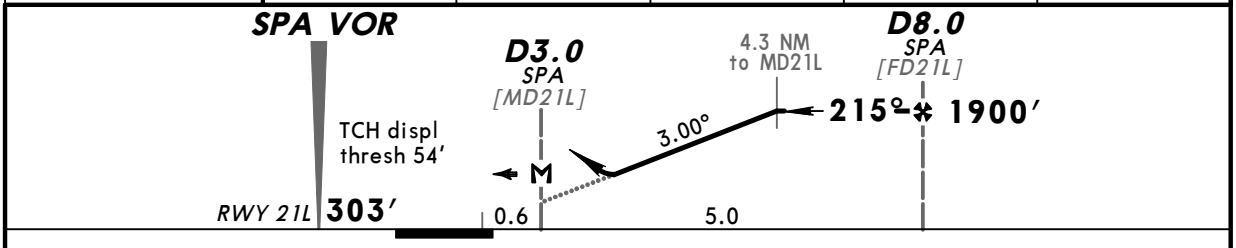
Alt Set: hPa	Rwy Elev: 11 hPa	Trans level: By ATC	Trans alt: 9000′



MSA SPA VOR



SPA DME	5.0	6.0	7.0	7.3
ALTITUDE	1170′	1490′	1810′	1900′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D3.0 SPA						

HIALS-II PAPI

SPA 117.5

SPA 117.5 R-214

D12.0 SPA

PANS OPS 3

Standard STRAIGHT-IN LANDING RWY 21L

DA(H) 1030′ (727′)

ALS out

	RVR
A	1500m
B	
C	CMV 2400m
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200′ (892′)	1500m
135	1300′ (992′)	1600m
C	NOT APPLICABLE	
D		

CHANGES: Minimums.

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