Page 1

1 FACT -> FNUB
1.0.1 DEPARTURE: FACT (Cape Town Intl)
1.0.2 DESTINATION: FNUB (Lubango)
1.1.1 10-1P AIRPORT BRIEFING (GEN)
1.1.2 10-1P1 AIRPORT BRIEFING (GEN CONTD, ARR)
1.1.3 10-1P2 AIRPORT BRIEFING (DEP)
1.1.4 10-1R RADAR MNM ALTS
1.1.5 10-2 ASPIK 1A & 1B ARRS
1.1.6 10-2A ERDAS 1A ARR
1.1.7 10-2B ERDAS 1B ARR
1.1.8 10-2C EVUKI 1A ARR
1.1.9 10-2D EVUKI 1B ARR
1.1.10 10-2E GETEN 1A ARR
1.1.11 10-2F GETEN 1B ARR
1.1.12 10-2G ROBBEN ISLAND 4C ARR
1.1.13 10-3 IMSOM 1A & 1B DEPS
1.1.14 10-3A KODES 1A & 1B DEPS
1.1.15 10-3B OKTED 1A, 1B & 1C DEPS
1.1.16 10-3C TETAN 1A, 1B & 1C DEPS
1.1.17 10-3D IMSOM & KODES 1C RNAV DEPS
1.1.18 10-3E IMSOM & KODES 1D RNAV DEPS
1.1.19 10-3F OKTED & TETAN 1D RNAV DEPS
1.1.20 10-3G OKTED & TETAN 1E RNAV DEPS
1.1.21 10-3H OKTED & TETAN 1F RNAV DEPS
1.1.22 10-9 AIRPORT
1.1.23 10-9A AIRPORT INFO, TAKE-OFF MNMS
1.1.24 10-9B PARKING STANDS & COORDS
1.1.25 10-9S STANDARD MNMS
1.1.26 10-9S1 STANDARD MNMS CONTD
1.1.27 10-9S2 STANDARD MNMS CONTD1
1.1.28 11-1 ILS RWY 01
1.1.29 11-1A CAT II ILS RWY 01
1.1.30 11-2 ILS Z RWY 19
1.1.31 11-2A CAT II ILS Z RWY 19
1.1.32 11-3 ILS Y RWY 19
1.1.33 11-3A CAT II ILS Y RWY 19
1.1.34 12-1 RNAV (GNSS) RWY 01
1.1.35 12-2 RNAV (GNSS) RWY 19
1.1.36 12-20 RNAV (RNP) Z RWY 01
1.1.37 12-21 RNAV (RNP) Y RWY 01
1.1.38 12-22 RNAV (RNP) Z RWY 19
1.1.39 12-23 RNAV (RNP) Z RWY 34
1.1.40 13-1 VOR Z RWY 01
1.1.41 13-2 VOR Y RWY 01
1.1.42 13-3 VOR RWY 19
1.2.1 10-9 AIRPORT, AIRPORT INFO
1.2.2 12-1 RNAV (GNSS) RWY 28

2 FNUB -> FOOL
2.0.1 DEPARTURE: FNUB (Lubango)
2.0.2 DESTINATION: FOOL (Leon M'ba)

Page 2

2.1.1 10-9 AIRPORT, AIRPORT INFO
2.1.2 12-1 RNAV (GNSS) RWY 28
2.2.1 10-2 AGTEN & VABEG 2B RNAV ARRS
2.2.2 10-2A BIKET, DITKA & UBOLA 1L RNAV ARRS
2.2.3 10-2B EBRAS, GAKON, SEPAS & TASOK 1R RNAV ARRS
2.2.4 10-2C IKRUT, KOLAS, POGMA & RALER 1R RNAV ARRS
2.2.5 10-2D LUBRI, MERIG & ONANO 2B RNAV ARRS
2.2.6 10-2E AGTEN & VABEG 1A, 1B & 1V ARRS
2.2.7 10-2F BIKET, DITKA & UBOLA 1A & 1V ARRS
2.2.8 10-2G EBRAS, GAKON, SEPAS & TASOK 1D & 1V ARRS
2.2.9 10-2H IKRUT, KOLAS, POGMA & RALER 1D & 1V ARRS
2.2.10 10-2J LUBRI, MERIG & ONANO 1B, 1D & 1V ARRS
2.2.11 10-3 ARASI, BATA, EBTOL, GAKAL & MISVA 2N RNP-1 DEPS
2.2.12 10-3A ARASI, BATA, EBTOL, GAKAL & MISVA 2S RNP-1 DEPS
2.2.13 10-3B ARKOT, KOPUB & TEMKI 2N, DESOS & GULEP 1N RNP1 DEP
2.2.14 10-3C ARKOT & KOPUB 2S, DESOS & GULEP 1S RNP-1 DEPS
2.2.15 10-3D TEMKI 2S & 3S RNP-1 DEPS
2.2.16 10-9 AIRPORT
2.2.17 10-9A PARKING, AIRPORT INFO, TAKE-OFF MNMS
2.2.18 10-9S STANDARD MNMS
2.2.19 11-1 ILS Z OR LOC Z RWY 16
2.2.20 11-2 ILS Y OR LOC Y RWY 16
2.2.21 11-3 ILS X OR LOC X RWY 16
2.2.22 11-4 ILS W OR LOC W RWY 16
2.2.23 11-5 ILS V OR LOC V RWY 16
2.2.24 12-1 RNAV (GNSS) RWY 16
2.2.25 13-1 VOR Z RWY 16
2.2.26 13-2 VOR Y OR VOR X RWY 16
2.2.27 16-1 NDB RWY 16

3 FOOL -> DNMN

3.0.1 DEPARTURE: FOOL (Leon M'ba)
3.0.2 DESTINATION: DNMN (Minna)
3.1.1 10-2 AGTEN & VABEG 2B RNAV ARRS
3.1.2 10-2A BIKET, DITKA & UBOLA 1L RNAV ARRS
3.1.3 10-2B EBRAS, GAKON, SEPAS & TASOK 1R RNAV ARRS
3.1.4 10-2C IKRUT, KOLAS, POGMA & RALER 1R RNAV ARRS
3.1.5 10-2D LUBRI, MERIG & ONANO 2B RNAV ARRS
3.1.6 10-2E AGTEN & VABEG 1A, 1B & 1V ARRS
3.1.7 10-2F BIKET, DITKA & UBOLA 1A & 1V ARRS
3.1.8 10-2G EBRAS, GAKON, SEPAS & TASOK 1D & 1V ARRS
3.1.9 10-2H IKRUT, KOLAS, POGMA & RALER 1D & 1V ARRS
3.1.10 10-2J LUBRI, MERIG & ONANO 1B, 1D & 1V ARRS
3.1.11 10-3 ARASI, BATA, EBTOL, GAKAL & MISVA 2N RNP-1 DEPS
3.1.12 10-3A ARASI, BATA, EBTOL, GAKAL & MISVA 2S RNP-1 DEPS
3.1.13 10-3B ARKOT, KOPUB & TEMKI 2N, DESOS & GULEP 1N RNP1 DEP
3.1.14 10-3C ARKOT & KOPUB 2S, DESOS & GULEP 1S RNP-1 DEPS
3.1.15 10-3D TEMKI 2S & 3S RNP-1 DEPS
3.1.16 10-9 AIRPORT
3.1.17 10-9A PARKING, AIRPORT INFO, TAKE-OFF MNMS
3.1.18 10-9S STANDARD MNMS
3.1.19 11-1 ILS Z OR LOC Z RWY 16

Page 3

3.1.20 11-2 ILS Y OR LOC Y RWY 16
3.1.21 11-3 ILS X OR LOC X RWY 16
3.1.22 11-4 ILS W OR LOC W RWY 16
3.1.23 11-5 ILS V OR LOC V RWY 16
3.1.24 12-1 RNAV (GNSS) RWY 16
3.1.25 13-1 VOR Z RWY 16
3.1.26 13-2 VOR Y OR VOR X RWY 16
3.1.27 16-1 NDB RWY 16
3.2.1 10-9 AIRPORT, AIRPORT INFO, TAKE-OFF MNMS
3.2.2 12-1 RNAV (GNSS) RWY 05
3.2.3 12-2 RNAV (GNSS) RWY 23
3.2.4 13-1 VOR DME RWY 05
3.2.5 13-2 VOR DME RWY 23

4 GMAD -> LPMA

4.0.1 DEPARTURE: GMAD (Al Massira Intl)
4.0.2 DESTINATION: LPMA (Madeira)
4.1.1 10-1R RADAR MNM ALTS
4.1.2 10-2 AGALI, EKTAL, KEGAG & OLOMA 1A ARRS
4.1.3 10-2A AGALI, EKTAL, KEGAG & OLOMA 2A ARRS
4.1.4 10-2B ARSOL, BULOK, GOSPI & TEKNA 1A ARRS
4.1.5 10-2C ARSOL, BULOK, GOSPI & TEKNA 2A ARRS
4.1.6 10-3 AGALI, KEGAG, MOGBA & OLOMA 3D DEPS
4.1.7 10-3A AGALI, KEGAG, MOGBA & OLOMA 4D DEPS
4.1.8 10-3B ARSOL, BULOK, GOSPI, TEKNA & TIKVO 3D DEPS
4.1.9 10-3C ARSOL, BULOK, GOSPI, TEKNA & TIKVO 4D DEPS
4.1.10 10-9 AIRPORT, AIRPORT INFO, TAKE-OFF MNMS
4.1.11 10-9A PARKING STANDS & COORDS, STAND ENTRY GUIDANCE
4.1.12 10-9S STANDARD MNMS
4.1.13 11-1 ILS Z OR LOC RWY 27
4.1.14 11-2 ILS Y OR LOC RWY 27
4.1.15 11-3 ILS X OR LOC OR NDB RWY 27
4.1.16 13-1 VOR RWY 09
4.1.17 13-2 VOR Z RWY 27
4.1.18 13-3 VOR Y RWY 27
4.2.1 10-1P AIRPORT BRIEFING (GEN)
4.2.2 10-1P1 AIRPORT BRIEFING (GEN CONTD 1)
4.2.3 10-1P2 AIRPORT BRIEFING (GEN CONTD 2)
4.2.4 10-1P3 AIRPORT BRIEFING (GEN CONTD 3)
4.2.5 10-1P4 AIRPORT BRIEFING (GEN CONTD 4)
4.2.6 10-1P5 AIRPORT BRIEFING (GEN CONTD 5, DEP)
4.2.7 10-1R RADAR MNM ALTS
4.2.8 10-2 LIDRO & NIDUL 5A RNAV ARRS
4.2.9 10-2A LIDRO 1C, NIDUL 1C & 1R RNAV ARRS
4.2.10 10-2B BIMBO, MADAT, NIKAV & SANTO 4A ARRS
4.2.11 10-2C ELBIM & EPAKA 1X CONTINGENCY ARRS
4.2.12 10-2D BIGPI & NIDUL 1X CONTINGENY ARRS
4.2.13 10-3 DEGUN 3N & 3S RNAV DEPS
4.2.14 10-3A NIDUL 3N & 3S RNAV DEPS
4.2.15 10-3B IRKID 6N & 6S DEPS
4.2.16 10-3C MADAT 6N & 6S DEPS
4.2.17 10-3D ORTIS 6N & 6S DEPS

Page 4

4.2.18 10-3E SANTO 6E, 6F, 6N & 6S DEPS
4.2.19 10-3F TABOM 6N & 6S DEPS
4.2.20 10-3H ELBIM 1Y & 1Z CONTINGENCY DEPS
4.2.21 10-3J GOSGA 1Y & 1Z CONTINGENCY DEPS
4.2.22 10-3K MADAT 1Y & 1Z CONTINGENCY DEPS
4.2.23 10-3L XEGEN 1Y & 1Z CONTINGENCY DEPS
4.2.24 10-9 AIRPORT, AIRPORT INFO, TAKE-OFF MNMS
4.2.25 10-9A PARKING STANDS, INS COORDINATES
4.2.26 12-1 RNAV (GNSS) A RWY 05
4.2.27 12-1A RNAV (GNSS) VISUAL APPROACH RWY 05
4.2.28 12-2 RNAV (GNSS) B RWY 23
4.2.29 12-2A RNAV (GNSS) VISUAL APPROACH RWY 23
4.2.30 12-20 RNP Z RWY 05 (AR)
4.2.31 12-21 RNP Y RWY 05 (AR)
4.2.32 12-22 RNP RWY 23 (AR)
4.2.33 13-1 CIRCLING VOR DME RWY 05
4.2.34 13-1A VOR VISUAL APCH RWY 05
4.2.35 13-2 CIRCLING VOR DME RWY 23

5 LPMA -> LEBL

5.0.1 DEPARTURE: LPMA (Madeira)
5.0.2 DESTINATION: LEBL (Barcelona)
5.1.1 10-1P AIRPORT BRIEFING (GEN)
5.1.2 10-1P1 AIRPORT BRIEFING (GEN CONTD 1)
5.1.3 10-1P2 AIRPORT BRIEFING (GEN CONTD 2)
5.1.4 10-1P3 AIRPORT BRIEFING (GEN CONTD 3)
5.1.5 10-1P4 AIRPORT BRIEFING (GEN CONTD 4)
5.1.6 10-1P5 AIRPORT BRIEFING (GEN CONTD 5, DEP)
5.1.7 10-1R RADAR MNM ALTS
5.1.8 10-2 LIDRO & NIDUL 5A RNAV ARRS
5.1.9 10-2A LIDRO 1C, NIDUL 1C & 1R RNAV ARRS
5.1.10 10-2B BIMBO, MADAT, NIKAV & SANTO 4A ARRS
5.1.11 10-2C ELBIM & EPAKA 1X CONTINGENCY ARRS
5.1.12 10-2D BIGPI & NIDUL 1X CONTINGENY ARRS
5.1.13 10-3 DEGUN 3N & 3S RNAV DEPS
5.1.14 10-3A NIDUL 3N & 3S RNAV DEPS
5.1.15 10-3B IRKID 6N & 6S DEPS
5.1.16 10-3C MADAT 6N & 6S DEPS
5.1.17 10-3D ORTIS 6N & 6S DEPS
5.1.18 10-3E SANTO 6E, 6F, 6N & 6S DEPS
5.1.19 10-3F TABOM 6N & 6S DEPS
5.1.20 10-3H ELBIM 1Y & 1Z CONTINGENCY DEPS
5.1.21 10-3J GOSGA 1Y & 1Z CONTINGENCY DEPS
5.1.22 10-3K MADAT 1Y & 1Z CONTINGENCY DEPS
5.1.23 10-3L XEGEN 1Y & 1Z CONTINGENCY DEPS
5.1.24 10-9 AIRPORT, AIRPORT INFO, TAKE-OFF MNMS
5.1.25 10-9A PARKING STANDS, INS COORDINATES
5.1.26 12-1 RNAV (GNSS) A RWY 05
5.1.27 12-1A RNAV (GNSS) VISUAL APPROACH RWY 05
5.1.28 12-2 RNAV (GNSS) B RWY 23
5.1.29 12-2A RNAV (GNSS) VISUAL APPROACH RWY 23
5.1.30 12-20 RNP Z RWY 05 (AR)

Page 5

5.1.31 12-21 RNP Y RWY 05 (AR)
5.1.32 12-22 RNP RWY 23 (AR)
5.1.33 13-1 CIRCLING VOR DME RWY 05
5.1.34 13-1A VOR VISUAL APCH RWY 05
5.1.35 13-2 CIRCLING VOR DME RWY 23
5.2.1 10-1P AIRPORT BRIEFING (GEN)
5.2.2 10-1P1 AIRPORT BRIEFING (GEN CONTD 1)
5.2.3 10-1P10 AIRPORT BRIEFING (ARR CONTD 4)
5.2.4 10-1P11 AIRPORT BRIEFING (DEP)
5.2.5 10-1P12 AIRPORT BRIEFING (DEP CONTD 1)
5.2.6 10-1P13 AIRPORT BRIEFING (DEP CONTD 2)
5.2.7 10-1P14 AIRPORT BRIEFING (DEP CONTD 3)
5.2.8 10-1P15 AIRPORT BRIEFING (DEP CONTD 4)
5.2.9 10-1P16 AIRPORT BRIEFING (DEP CONTD 5)
5.2.10 10-1P2 AIRPORT BRIEFING (GEN CONTD 2)
5.2.11 10-1P3 AIRPORT BRIEFING (GEN CONTD 3)
5.2.12 10-1P4 AIRPORT BRIEFING (GEN CONTD 4)
5.2.13 10-1P5 AIRPORT BRIEFING (GEN CONTD 5)
5.2.14 10-1P6 AIRPORT BRIEFING (ARR)
5.2.15 10-1P7 AIRPORT BRIEFING (ARR CONTD 1)
5.2.16 10-1P8 AIRPORT BRIEFING (ARR CONTD 2)
5.2.17 10-1P9 AIRPORT BRIEFING (ARR CONTD 3)
5.2.18 10-1R RADAR MNM ALTS
5.2.19 10-2 RNAV STAR & STAR DESIGNATION INDEX
5.2.20 10-2A RNAV STAR (CDA) & STAR (CDA) DESIGNATION INDEX
5.2.21 10-2B BISBA 1W, VERSO 2E & 1N RNAV ARRS
5.2.22 10-2C BISBA 2Y RNAV ARR
5.2.23 10-2D MARTA 2E, 2N & 1W RNAV ARRS
5.2.24 10-2E NEPAL 2N & 1X RNAV ARRS
5.2.25 10-2E1 CASPE 1Z, MATEX 1W RNAV ARRS
5.2.26 10-2F MATEX 2E & 2N RNAV ARRS
5.2.27 10-2G ALBER 2N & PUMAL 1X ARRS
5.2.28 10-2G1 ALBER 1X & PUMAL 3N ARRS
5.2.29 10-2G2 ALBER & PUMAL 1E ARRS
5.2.30 10-2H ALBER & PUMAL 1W ARRS
5.2.31 10-2J PUMAL 1Y ARR
5.2.32 10-2K BISBA 1E ARR
5.2.33 10-2L BISBA 4N ARR
5.2.34 10-2M BISBA 1X ARR
5.2.35 10-2N BISBA 1Z ARR
5.2.36 10-2P OSTUR 1E, 1N & 1W, VERSO 1W ARRS
5.2.37 10-2Q MARTA 1Y & NEPAL 1E ARRS
5.2.38 10-2S MARTA 1Z, NEPAL 1W ARRS
5.2.39 10-2T CASPE 1E & 1Y, MATEX 1Y ARRS
5.2.40 10-2T1 CASPE 2N ARRS
5.2.41 10-2T2 CASPE 1W, MATEX 1Z ARRS
5.2.42 10-2T3 GRAUS & LOBAR 1E & 1Y ARRS
5.2.43 10-2T4 GRAUS & LOBAR 2X ARRS
5.2.44 10-2T5 GRAUS & LOBAR 1W ARRS
5.2.45 10-2T6 BISBA 1K & 1L, VERSO 2G & 2J RNAV ARRS (CDA)
5.2.46 10-2U MARTA 2G, 2J & 1L RNAV ARRS (CDA)
5.2.47 10-2V CASPE 1M & MATEX 1L RNAV ARRS (CDA)

Page 6

5.2.48 10-2V1 MATEX 2G & 2J, NEPAL 2G & 1H RNAV ARRS (CDA)
5.2.49 10-2V2 ALBER 2G & PUMAL 1H ARRS (CDA)
5.2.50 10-2V3 ALBER 1H & PUMAL 2G ARRS (CDA)
5.2.51 10-2V4 ALBER & PUMAL 2J, PUMAL 1K ARRS (CDA)
5.2.52 10-2V5 ALBER & PUMAL 1L ARRS (CDA)
5.2.53 10-2V6 BISBA 2G ARR (CDA)
5.2.54 10-2V7 BISBA 1H ARR (CDA)
5.2.55 10-2V8 BISBA 2J ARR (CDA)
5.2.56 10-2W BISBA 1M ARR (CDA)
5.2.57 10-2X OSTUR 1G, 1J & 1L, VERSO 1L ARRS (CDA)
5.2.58 10-2X1 MARTA 1K, NEPAL 1J ARRS (CDA)
5.2.59 10-2X2 MARTA 1M, NEPAL 1L ARRS (CDA)
5.2.60 10-2X3 CASPE 1J & 1K, MATEX 1K ARRS (CDA)
5.2.61 10-2X4 CASPE 2G ARR (CDA)
5.2.62 10-2X5 CASPE 1L, MATEX 1M ARRS (CDA)
5.2.63 10-2X6 GRAUS & LOBAR 1J & 1K ARRS (CDA)
5.2.64 10-2X7 GRAUS & LOBAR 2G ARRS (CDA)
5.2.65 10-2X8 GRAUS & LOBAR 1L ARRS (CDA)
5.2.66 10-3 RNAV SID DESIGNATION INDEX
5.2.67 10-3A SID DESIGNATION INDEX
5.2.68 10-3B AGENA 1S & 1T RNAV DEPS
5.2.69 10-3C AGENA 2P & 3Q RNAV DEPS
5.2.70 10-3D AGENA 2R RNAV DEP
5.2.71 10-3E DALIN 1S & 1T RNAV DEPS
5.2.72 10-3F DALIN 2P & 3Q RNAV DEPS
5.2.73 10-3G DALIN 2R RNAV DEP
5.2.74 10-3H DUNES 1S & 1T RNAV DEPS
5.2.75 10-3J DUNES 2P & 3Q RNAV DEPS
5.2.76 10-3J01 DUNES 2R RNAV DEP
5.2.77 10-3J02 GRAUS 1S & 1T RNAV DEPS
5.2.78 10-3J03 GRAUS 2P & 3Q RNAV DEPS
5.2.79 10-3J04 GRAUS 2R RNAV DEP
5.2.80 10-3J05 GRAUS 1N & 1Z RNAV DEPS
5.2.81 10-3J06 LARPA 1S & 1T RNAV DEPS
5.2.82 10-3J07 LARPA 2P & 3Q RNAV DEPS
5.2.83 10-3J08 LARPA 2R RNAV DEP
5.2.84 10-3J09 LOBAR 1S & 1T RNAV DEPS
5.2.85 10-3J10 LOBAR 2P & 3Q RNAV DEPS
5.2.86 10-3J11 LOBAR 2R RNAV DEP
5.2.87 10-3J12 LOBAR 1N & 1Z RNAV DEPS
5.2.88 10-3K LOTOS 1S & 1T RNAV DEPS
5.2.89 10-3L LOTOS 2P & 3Q RNAV DEPS
5.2.90 10-3L1 LOTOS 2R RNAV DEP
5.2.91 10-3L2 MOPAS 1S & 1T RNAV DEPS
5.2.92 10-3L3 MOPAS 2P & 3Q RNAV DEPS
5.2.93 10-3L4 MOPAS 2R RNAV DEP
5.2.94 10-3L5 MOPAS 1N & 1Z RNAV DEPS
5.2.95 10-3L6 OKABI 1S & 1T RNAV DEPS
5.2.96 10-3L7 OKABI 2P & 3Q RNAV DEPS
5.2.97 10-3L8 OKABI 2R RNAV DEP
5.2.98 10-3M OKABI 1N & 1Z RNAV DEPS
5.2.99 10-3N SENIA 1S & 1T RNAV DEPS

Page 7

5.2.100 10-3N1 SENIA 2P & 3Q RNAV DEPS
5.2.101 10-3N2 SENIA 4R RNAV DEP
5.2.102 10-3N3 VERSO 1S & 1T RNAV DEPS
5.2.103 10-3N4 VERSO 2P & 3Q RNAV DEPS
5.2.104 10-3N5 VERSO 2R RNAV DEP
5.2.105 10-3N6 AGENA 1C DEP
5.2.106 10-3N7 AGENA 1A & 2B DEPS
5.2.107 10-3N8 AGENA 3D & 1F DEPS
5.2.108 10-3P CALELLA 1C DEP
5.2.109 10-3Q CALELLA 1A & 1B DEPS
5.2.110 10-3Q1 CALELLA 2D & 1F DEPS
5.2.111 10-3Q2 DALIN 1C DEP
5.2.112 10-3Q3 DALIN 1A & 2B DEPS
5.2.113 10-3Q4 DALIN 3D & 1F DEPS
5.2.114 10-3Q5 DUNES 1C DEP
5.2.115 10-3Q6 DUNES 1A & 2B DEPS
5.2.116 10-3Q7 DUNES 3D & 1F DEPS
5.2.117 10-3Q8 GRAUS 1C DEP
5.2.118 10-3S GRAUS 1A & 5B DEPS
5.2.119 10-3T GRAUS 6D & 1F DEPS
5.2.120 10-3T1 LARPA 1C DEP
5.2.121 10-3T2 LARPA 1A & 2B DEPS
5.2.122 10-3T3 LARPA 3D & 1F DEPS
5.2.123 10-3T4 LOBAR 1C DEP
5.2.124 10-3T5 LOBAR 1A & 4B DEPS
5.2.125 10-3T6 LOBAR 5D & 1F DEPS
5.2.126 10-3T7 LOTOS 1C DEP
5.2.127 10-3T8 LOTOS 1A & 2B DEPS
5.2.128 10-3U LOTOS 4D & 1F DEPS
5.2.129 10-3V MOPAS 1C DEP
5.2.130 10-3V1 MOPAS 1A & 5B DEPS
5.2.131 10-3V2 MOPAS 7D & 1F DEPS
5.2.132 10-3V3 OKABI 1C DEP
5.2.133 10-3V4 OKABI 1A & 5B DEPS
5.2.134 10-3V5 OKABI 6D & 1F DEPS
5.2.135 10-3V6 SENIA 1C DEP
5.2.136 10-3V7 SENIA 1A & 4B DEPS
5.2.137 10-3V8 SENIA 6D & 1F DEPS
5.2.138 10-3W VERSO 1C DEP
5.2.139 10-3X VERSO 1A & 2B DEPS
5.2.140 10-3X1 VERSO 3D & 1F DEPS
5.2.141 10-3X2 VILLAFRANCA 1C DEP
5.2.142 10-3X3 VILLAFRANCA 1A & 1B DEPS
5.2.143 10-3X4 VILLAFRANCA 2D & 1F DEPS
5.2.144 10-3X5 CONTINGENCY DEPS
5.2.145 10-4 NOISE ABATEMENT (DIAGRAM)
5.2.146 10-8 WORKS ON RAMP 15 (TEMP)
5.2.147 10-8A WORKS ON RAMP 15 (TEMP) (CONTD 1)
5.2.148 10-8B WORKS ON RAMP 15 (TEMP) (CONTD 2)
5.2.149 10-8C WORKS ON RAMP 15 (TEMP) (CONTD 3)
5.2.150 10-9 AIRPORT
5.2.151 10-9A AIRPORT INFO, TAKE-OFF MNMS

Page 8

5.2.152 10-9B TAXIING
5.2.153 10-9C TAXI ROUTES ARR RWY 02 & DEP RWY 07R
5.2.154 10-9D TAXI ROUTES ARR RWY 07L & DEP RWY 07R
5.2.155 10-9E TAXI ROUTES ARR & DEP RWY 25L
5.2.156 10-9F TAXI ROUTES ARR RWY 25R & DEP RWY 25L
5.2.157 10-9G LOW VIS TAXI ROUTES ARR & DEP RWY 07L
5.2.158 10-9H LOW VIS TAXI ROUTES ARR RWY 07L & DEP RWY 07R
5.2.159 10-9J LOW VIS TAXI ROUTES ARR & DEP RWY 07R
5.2.160 10-9K LOW VIS TAXI ROUTES ARR & DEP RWY 25L
5.2.161 10-9L LOW VIS TAXI ROUTES ARR RWY 25R & DEP RWY 25L
5.2.162 10-9M LOW VIS TAXI ROUTES ARR & DEP RWY 25R
5.2.163 10-9N PARKING STANDS
5.2.164 10-9P PARKING STAND COORDS
5.2.165 10-9Q DOCKING GUIDANCE SYSTEM
5.2.166 11-0 RNAV INITIAL APPROACH RWY 02
5.2.167 11-1 ILS Z RWY 02
5.2.168 11-2 ILS Y RWY 02
5.2.169 11-3 LOC RWY 02
5.2.170 11-4 ILS Z RWY 07L
5.2.171 11-4A CAT II/III ILS Z RWY 07L
5.2.172 11-5 ILS Y RWY 07L
5.2.173 11-5A CAT II/III ILS Y RWY 07L
5.2.174 11-6 LOC RWY 07L
5.2.175 11-7 ILS Z RWY 07R
5.2.176 11-7A CAT II/III ILS Z RWY 07R
5.2.177 11-8 ILS Y RWY 07R
5.2.178 11-8A CAT II/III ILS Y RWY 07R
5.2.179 11-9 LOC RWY 07R
5.2.180 11-0A RNAV INITIAL APPROACH RWY 07L
5.2.181 11-0B RNAV INITIAL APPROACH RWY 07R
5.2.182 11-0C RNAV INITIAL APPROACH RWY 25L
5.2.183 11-0D RNAV INITIAL APPROACH RWY 25R
5.2.184 11-10 ILS Z RWY 25L
5.2.185 11-10AA CAT II/III ILS Z RWY 25L
5.2.186 11-11 ILS Y RWY 25L
5.2.187 11-11AA CAT II/III ILS Y RWY 25L
5.2.188 11-12 LOC RWY 25L
5.2.189 11-13 ILS Z RWY 25R
5.2.190 11-13AA CAT II/III ILS Z RWY 25R
5.2.191 11-14 ILS Y RWY 25R
5.2.192 11-14AA CAT II/III ILS Y RWY 25R
5.2.193 11-15 LOC RWY 25R
5.2.194 13-1 VOR RWY 02
5.2.195 13-2 VOR RWY 07L
5.2.196 13-3 VOR RWY 07R
5.2.197 13-4 VOR Z RWY 25L
5.2.198 13-5 VOR Y RWY 25L
5.2.199 13-6 VOR RWY 25 R

6 Other Charts

6.1.1 10-2 HAY 1D, SOAVI 1D & 1G ARRS
6.1.2 10-9 AIRPORT, PARKING, AIRPORT INFO, TAKE-OFF MNMS

Page 9

6.1.3 12-1 RNAV (GNSS) RWY 16
6.1.4 12-2 RNAV (GNSS) RWY 34
6.1.5 13-1 VOR RWY 16
6.1.6 13-2 VOR Z RWY 34
6.1.7 13-3 VOR Y RWY 34
6.1.8 13-4 VOR X RWY 34
6.1.9 16-1 NDB RWY 34
6.2.1 20-1R RADAR MNM ALTS
6.2.2 20-2 APMAT 1A RNAV ARR
6.2.3 20-2A APMAT 1B RNAV ARR
6.2.4 20-2B DUNSA 1A & 1B RNAV ARRS
6.2.5 20-2C GETOK 1C RNAV ARR
6.2.6 20-2D GETOK 1D RNAV ARR
6.2.7 20-2E ITMIL 1A RNAV ARR
6.2.8 20-2F ITMIL 1B RNAV ARR
6.2.9 20-3 GREYTOWN 1A & 2B RNAV DEPS
6.2.10 20-3A ITMIL 1C RNAV DEP
6.2.11 20-3B OKTAN 1A RNAV DEP
6.2.12 20-3C TUBIN 1A & 1B RNAV DEPS
6.2.13 20-4 NOISE ABATEMENT
6.2.14 20-9 AIRPORT, AIRPORT INFO, TAKE-OFF MNMS
6.2.15 20-9A PARKING STANDS & COORDS
6.2.16 20-9S STANDARD MNMS
6.2.17 20-9S1 STANDARD MNMS CONTD
6.2.18 20-10 ENULO & VABOG HOLDINGS
6.2.19 21-1 ILS Z RWY 06
6.2.20 21-1A CAT II ILS Z RWY 06
6.2.21 21-2 ILS Y RWY 06
6.2.22 21-2A CAT II ILS Y RWY 06
6.2.23 21-3 ILS Z RWY 24
6.2.24 21-3A CAT II ILS Z RWY 24
6.2.25 21-4 ILS Y RWY 24
6.2.26 21-4A CAT II ILS Y RWY 24
6.2.27 21-5 CIRCLING MNMS FOR ILS OR LOC RWY 06/24
6.2.28 22-1 RNAV (GNSS) RWY 06
6.2.29 22-2 RNAV (GNSS) RWY 24
6.2.30 23-1 VOR Z RWY 06
6.2.31 23-2 VOR Z RWY 24
6.3.1 10-1P AIRPORT BRIEFING (GEN)
6.3.2 10-1P1 AIRPORT BRIEFING (GEN CONTD, ARR)
6.3.3 10-1P2 AIRPORT BRIEFING (DEP)
6.3.4 10-1R RADAR MNM ALTS
6.3.5 10-2 AVAGO 1C & 1D RNAV ARRS
6.3.6 10-2A AVILO 1B RNAV ARR
6.3.7 10-2B NIBEX 1B & 1D RNAV ARRS
6.3.8 10-2C STANDERTON 1C & 1D RNAV ARRS
6.3.9 10-2D AVAGO 2A & 2B ARRS
6.3.10 10-2E AVILO 1A ARR
6.3.11 10-2F NIBEX 2A & 2C ARRS
6.3.12 10-2G OKPIT 4A & 4B ARRS
6.3.13 10-2H STANDERTON 6A & 5B ARRS
6.3.14 10-2J WITBANK 4A & 3C ARRS

Page 10

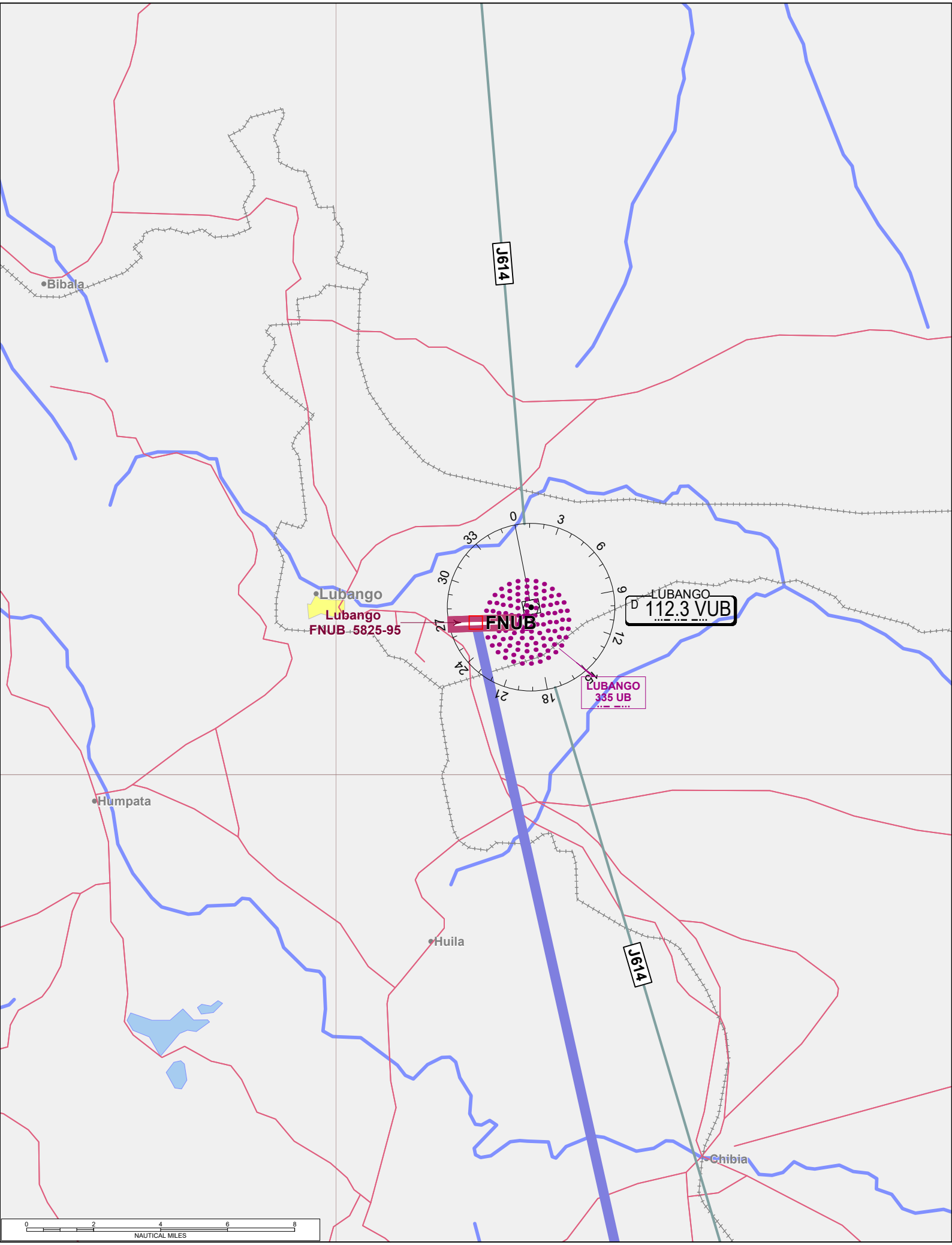
6.3.15 10-3 APDAK 1B & 1D RNAV DEPS
6.3.16 10-3A EGMEN 1C & 1D RNAV DEPS
6.3.17 10-3B GEROX 1C RNAV DEP
6.3.18 10-3C APDAK 3A & 2B DEPS
6.3.19 10-3D EGMEN 2A & 2B DEPS
6.3.20 10-3E EXOBI 1A & 3B DEPS
6.3.21 10-3F GRASMERE 5B & 6C DEPS
6.3.22 10-3G HEIDELBERG 5D DEP
6.3.23 10-3H LANSERIA 1C DEP
6.3.24 10-3J NESAN 1A DEP
6.3.25 10-3K NORVA 2A DEP
6.3.26 10-3L OVALA 1A & 1B DEPS
6.3.27 10-3M RAGUL 3A & 3B DEPS
6.3.28 10-3N VASUR 3A & 3B DEPS
6.3.29 10-9 AIRPORT
6.3.30 10-9A AIRPORT INFO, TAKE-OFF MNMS
6.3.31 10-9B PARKING STANDS & COORDS APRONS D & G
6.3.32 10-9C PARKING STANDS & COORDS APRONS A, B, C, E & F
6.3.33 10-9D VIS DOCKING GUIDANCE SYSTEM
6.3.34 10-9S STANDARD MNMS
6.3.35 10-9S1 STANDARD MNMS CONTD
6.3.36 11-1 ILS Z RWY 03L
6.3.37 11-1A CAT II ILS Z RWY 03L
6.3.38 11-2 ILS Y RWY 03L
6.3.39 11-2A CAT II ILS Y RWY 03L
6.3.40 11-3 ILS Z RWY 03R
6.3.41 11-3A CAT II ILS Z RWY 03R
6.3.42 11-4 ILS X RWY 03R
6.3.43 11-4A CAT II ILS X RWY 03R
6.3.44 11-5 ILS W RWY 03R
6.3.45 11-5A CAT II ILS W RWY 03R
6.3.46 11-6 ILS Z RWY 21L
6.3.47 11-6A CAT II ILS Z RWY 21L
6.3.48 11-7 ILS X RWY 21L
6.3.49 11-7A CAT II ILS X RWY 21L
6.3.50 11-8 ILS RWY 21R
6.3.51 11-8A CAT II ILS RWY 21R
6.3.52 12-1 RNAV (GNSS) RWY 03R
6.3.53 12-2 RNAV (GNSS) RWY 21L
6.3.54 13-1 VOR Z RWY 21R
6.3.55 13-2 VOR Y RWY 21R
6.4.1 10-2 BIKIS & SLO 1D, 2D & 1V ARRS
6.4.2 10-2A BIKIS & SLO 1K ARRS
6.4.3 10-2B ENURI & NURAS 1D ARRS
6.4.4 10-2C ENURI & NURAS 1K ARRS
6.4.5 10-2D BJ & ERIDI 1D ARRS
6.4.6 10-2E BJ & ERIDI 1K, 2K & 1V ARRS
6.4.7 10-2F BOMSA 1D, KILGO 1D & 2D ARRS
6.4.8 10-2G BOMSA 1K & 1V, KILGO 1K ARRS
6.4.9 10-2H AMROD & LIMAX 1D & 2D, LIMAX 1V ARRS
6.4.10 10-2J AMROD & LIMAX 1K ARRS
6.4.11 10-9 AIRPORT, AIRPORT INFO, TAKE-OFF MNMS

Page 11

6.4.12 10-9A PARKING STANDS
6.4.13 10-9B INS COORDS
6.4.14 10-9S STANDARD MNMS
6.4.15 11-1 ILS Z OR LOC Z RWY 01
6.4.16 11-2 ILS Y OR LOC Y RWY 01
6.4.17 11-3 ILS X OR LOC X RWY 01
6.4.18 12-1 RNAV (GNSS) RWY 01
6.4.19 12-2 RNAV (GNSS) RWY 19
6.4.20 13-1 VOR Z RWY 01
6.4.21 13-2 VOR Y RWY 01
6.4.22 13-3 VOR Z RWY 19
6.4.23 13-4 VOR Y RWY 19



© JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.



© JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

1. GENERAL

1.1. ATIS

D-ATIS 127.0

1.2. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.2.1. GENERAL

Landing ACFT contact APRON prior to top of descent or when within VHF range for parking bay allocation. Parking bays to be confirmed upon landing.

ACFT must advise registration estimated time of arrival, persons on board and last APT of departure.

Parking bay info and registration is to be transmitted to GROUND on vacating RWY for taxi instructions.

Before entering the apron contact APRON to verify gate is still available.

1.2.2. OPERATION OF MODE S TRANSPONDER

In order to prevent the potential risk for Multilateration (MLAT) false targets, aircrew shall adhere to the following procedures:

- ACFT operators shall ensure that Mode S transponders are able to operate when an ACFT is on the ground, transmitting Mode S squitter and replying to Mode S addressed interrogations only.
- When an ACFT is on the ground, the transponder shall be inhibited to reply to Mode S all-call interrogation and replies to Mode A/C interrogations shall also be suppressed.
- Flight crew shall select the assigned Mode A (squawk) code and activate the Mode S transponder at the request for pushback or taxi, whichever is first, and after landing until reaching the ACFT stand.
- The transponder shall be switched off immediately after parking.
- Activation of a Mode S transponder normally means selecting the AUTO or XPDR position and transponders provided with on-the-ground sensors are automatically switched in this function before take-off and after landing. If using a transponder not fitted with an on-ground-sensor then refer to the operator's guide. Selection of STAND-BY mode will not activate the Mode S transponder and selecting ON could override the required suppression of SSR Mode A replies and Mode S all-call replies when an ACFT is on the ground.

© JEPPESEN, 2011, 2017. ALL RIGHTS RESERVED.

1. GENERAL

1.3. TAXI PROCEDURES

ACFT with wingspan of 171'/52m or more must use apron TWYs to only access stands on main aprons and not as a thoroughfare. ACFT using apron TWYs must reduce taxi speed to 10 KT or below.

Exercise CAUTION while using TWY T due to no markings and lights.

Exercise CAUTION on TWY H as not managed by GROUND. Contact to be established with GROUND prior to passing security gate.

ACFT with wingspan 171'/52m or greater must use apron TWYs only to access the ACFT stands on the main aprons and not as a thoroughfare due to reduced wing-tip clearance. ACFT using apron TWYs must reduce taxi speed to 10 KTs or below.

Due to proximity of service road to stand B10, ACFT that power out of this stand must adhere to the taxi guide line markings.

No 180° turns for medium and heavy ACFT on RWY 01/19 other than at RWY THR and INT of TWY E and TWY C.

For light/medium ACFT:

- When RWY 19 is in use, plan to vacate at TWY C without delay.
- When RWY 01 is in use, plan to vacate at TWY E or RWY 34 without delay.

For heavy ACFT:

- When RWY 19 is in use, plan to vacate at TWY B or C without delay.
- When RWY 01 is in use, plan to vacate at TWY A, TWY E or RWY 34 without delay.

1.4. PARKING INFORMATION

Docking guidance system available at stands A3 thru A17.

1.5. OTHER INFORMATION

Paragliding in vicinity of APT.

High bird prevalence from OCT to MAR. Pilots to exercise CAUTION during landing and take-off.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWY 01 approved for CAT II/III and RWY 19 for CAT II operations, special aircrew and ACFT certification required.

2.2. RWY OPERATIONS

When RWY 19 is in use all arriving ACFT expect clearance for ILS Z procedure unless otherwise directed by ATC.

© JEPPESEN, 2011, 2017. ALL RIGHTS RESERVED.

3. DEPARTURE

3.1. GENERAL

Departing ACFT contact Clearance Delivery to receive ATC clearance Monday to Friday 0530-1900LT, SAT 0700-1700LT and SUN 0700-1900LT. Outside ops hours contact GROUND.

Pilots contact APRON advising destination and number of persons on board.

3.2. START-UP AND PUSH-BACK PROCEDURES

Prior to start-up the following info has to be passed to GROUND:

- Call sign;
- ACFT registration;
- Flight level requested;
- Parking bay.

ACFT are not to request push-back until the TUG is connected and ready to push.

An ACFT will commence push-back within 1 min of being given push-back.

Pilot is deemed responsible for the push-back and is to ensure that no incidents arise.

Essential traffic info will be passed by ATC to pilot-in-command for onward relay to engineer.

All ACFT in addition will monitor on APRON frequency whilst on the aprons.

ACFT that power out of bay B10 must adhere to the taxi guideline markings.

3.3. NOISE ABATEMENT PROCEDURES

In order to minimize noise on the ground and to ensure safety of flight operations all jet ACFT operators are to adopt NADP 2 procedure for all take-offs; procedures may be disregarded if at 3000' AGL or when leveled off by ATC, or when leveled by SIDs.

Immediately after take-off, turnouts must as far as possible be avoided and RWY heading must be maintained to a reasonable altitude.

When possible, ACFT must climb at the best angle of climb after take-off and this must be maintained until all built-up areas are overflown, or the desired altitude has been reached.

No jet ACFT are to use RWY or TWY intersection for take-off between 2200-0600LT.

Avoid overflying of Tygerberg hospital, 3 NM North of AD, when taking off from RWY 01 and 34.

After landing reverse thrust must, as far as possible, be utilized for purposes of braking.

Testing and engine run-ups must, as far as possible, be avoided between 2200-0600LT.

3.4. OTHER INFORMATION

CAUTION: Do not confuse THR 16 for THR 19 when taxiing on TWY A1 for take-off RWY 19.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

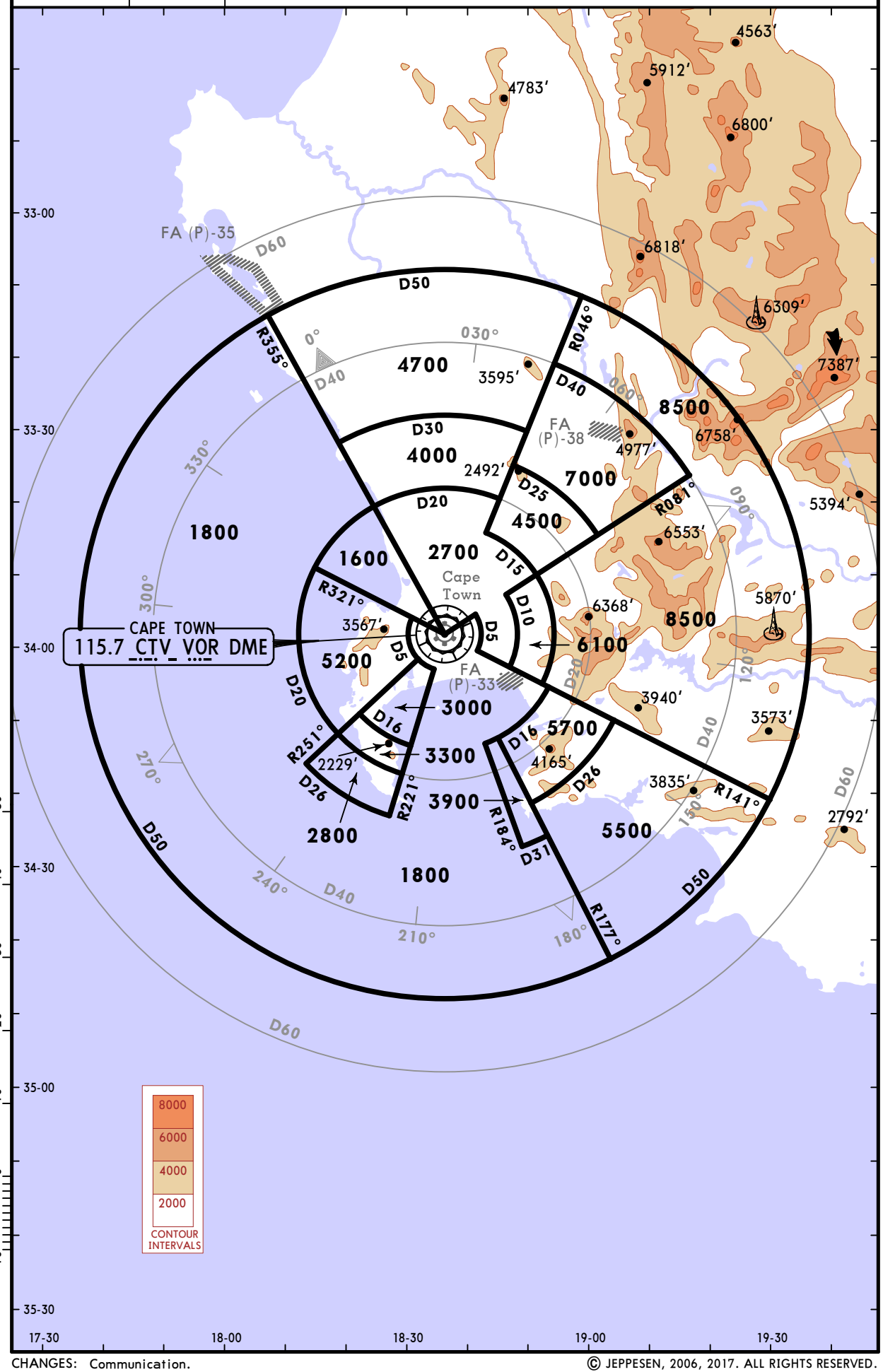
1.1.4 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FACT/CPT
CAPE TOWN INTL

JEPPESEN
24 NOV 17 (10-1R) Eff 7 Dec

CAPE TOWN, S AFR REP
RADAR MINIMUM ALTITUDES

CAPE TOWN Approach (R) 119.7	Apt Elev 151′	Alt Set: hPa Trans level: By ATC Trans alt: 7500′ 1. A minimum vertical clearance of 1000′ is applied up to CTV 20 DME and 1500′ thereafter. 2. Radar minimum altitudes only valid when under radar control and vectoring. Alternatively MSA applies.



CHANGES: Communication.

© JEPPESEN, 2006, 2017. ALL RIGHTS RESERVED.

FACT/CPT CAPE TOWN INTL

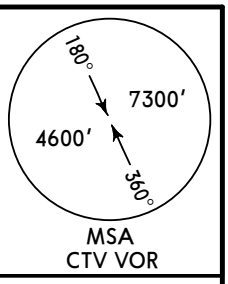
JEPPESEN 31 JUL 15 10-2

CAPE TOWN, S AFR REP

STAR

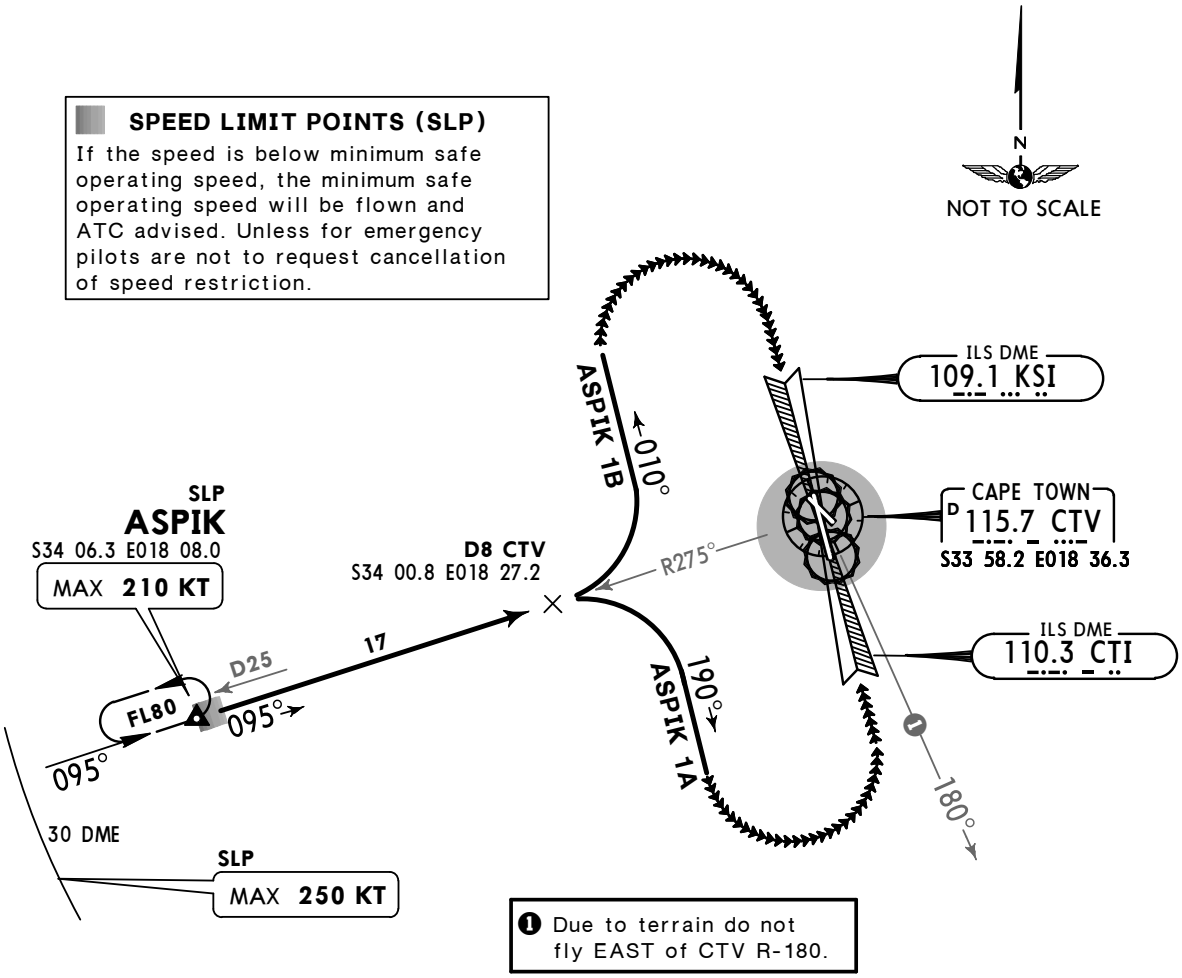
D-ATIS	Apt Elev
127.0	151′

Alt Set: hPa Trans level: By ATC Trans alt: 7500′
1. STARs include minimum noise routings.
2. SIDs and STARs must be announced on ATIS and will only be inforce when Surveillance RADAR is operational.
3. If unable to comply with STAR advise ATC.
4. Only aircraft equipped to comply with part 91-34 RoA may accept procedures overflying the ocean.



ASPIK 1A [ASPI1A]
ASPIK 1B [ASPI1B]
RWYS 01, 19 ARRIVALS

SPEED LIMIT POINTS (SLP)
If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency pilots are not to request cancellation of speed restriction.



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL100, whichever is higher, comply with appropriate STAR communication failure procedure.
Before ASPIK: Proceed to ASPIK and enter holding, hold at last assigned FL for minimum 5 minutes, then descend to 6500′, leave ASPIK on "After ASPIK" procedure.

ASPIK 1A

After ASPIK: Continue on STAR, maintain 6500′, when passing CTV R-225 on 190° track turn LEFT to CTV. When reaching CTV complete VOR DME ILS approach.

ASPIK 1B

After ASPIK: Continue on STAR, maintain last assigned FL, when passing CTV R-320 on 010° track turn RIGHT to CTV, descend to 6500′. When reaching CTV complete VOR DME ILS approach.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

STAR	RWY	ROUTING
ASPIK 1A	**01**	Intercept CTV R-275 inbound to D8 CTV, turn RIGHT, 190° track for RADAR vectoring to ILS.
ASPIK 1B	**19**	Intercept CTV R-275 inbound to D8 CTV, turn LEFT, 010° track for RADAR vectoring to ILS.

In the event of a missed approach with the intention of diverting to an alternate airport comply with the following SIDs:
Rwy 01: To E **TETAN 1C;** to SE **OKTED 1A;** to N **KODES 1A.**
Rwy 19: To E **TETAN 1B;** to SE **OKTED 1B;** to N & NW **KODES 1B.**

CHANGES: None.

© JEPPESEN 2004, 2005. ALL RIGHTS RESERVED.

1.1.6 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

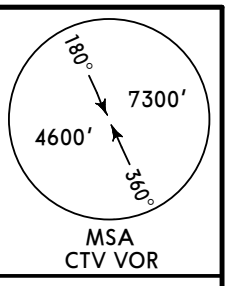
FACT/CPT
CAPE TOWN INTL

JEPPESEN 31 JUL 15 (10-2A)

CAPE TOWN, S AFR REP
STAR

D-ATIS	Apt Elev
127.0	151′

Alt Set: hPa Trans level: By ATC Trans alt: 7500′
1. STARs include minimum noise routings.
2. SIDs and STARs must be announced on ATIS and will only be inforce when Surveillance RADAR is operational.
3. If unable to comply with STAR advise ATC.
4. Only aircraft equipped to comply with part 91-34 RoA may accept procedures overflying the ocean.



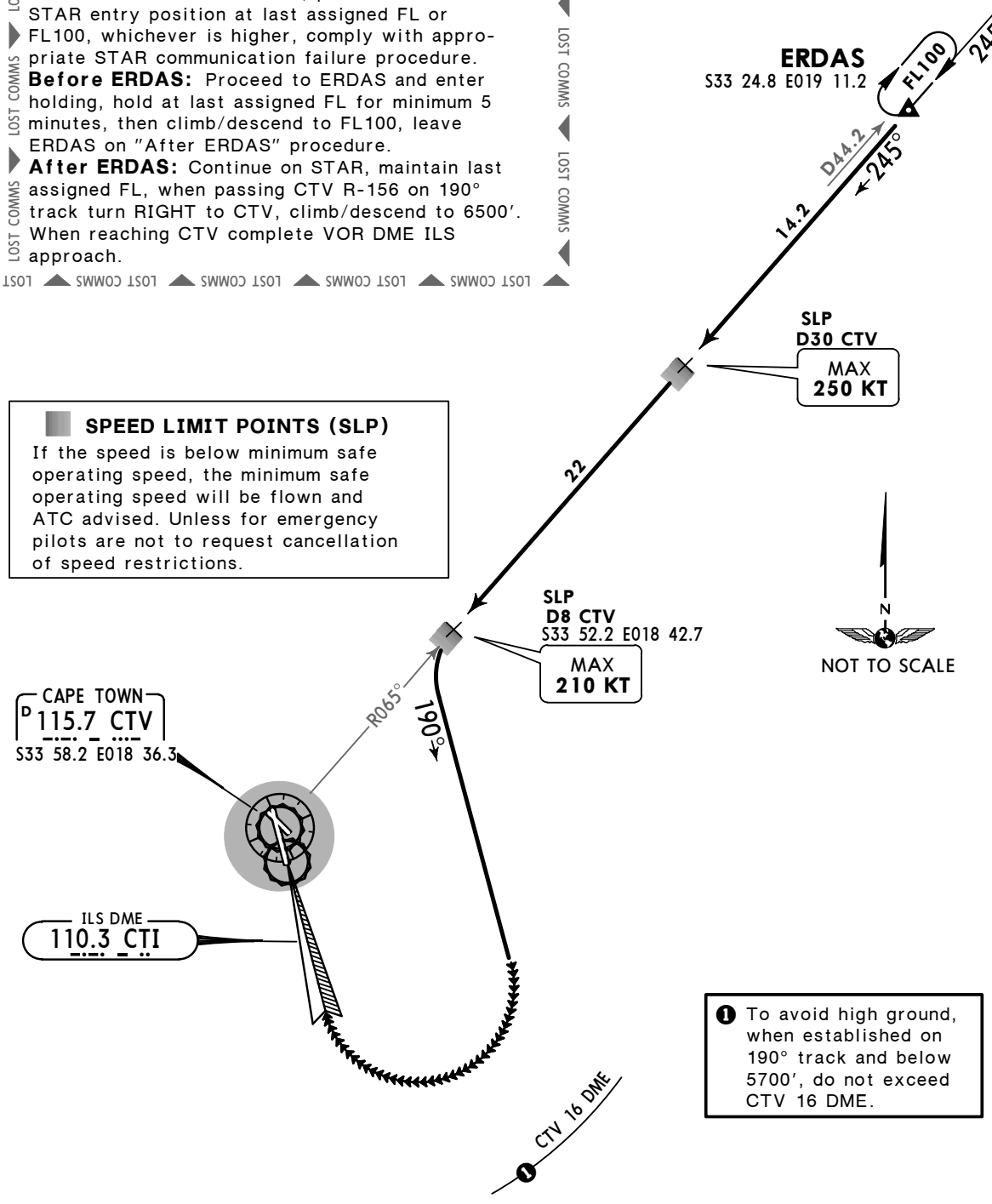
ERDAS 1A [ERDA1A]
RWY 01 ARRIVAL

LOST COMMS

If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL100, whichever is higher, comply with appropriate STAR communication failure procedure.

Before ERDAS: Proceed to ERDAS and enter holding, hold at last assigned FL for minimum 5 minutes, then climb/descend to FL100, leave ERDAS on "After ERDAS" procedure.

After ERDAS: Continue on STAR, maintain last assigned FL, when passing CTV R-156 on 190° track turn RIGHT to CTV, climb/descend to 6500′. When reaching CTV complete VOR DME ILS approach.



SPEED LIMIT POINTS (SLP)
If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency pilots are not to request cancellation of speed restrictions.

❶ To avoid high ground, when established on 190° track and below 5700′, do not exceed CTV 16 DME.

ROUTING

Intercept CTV R-065 inbound to D8 CTV, turn LEFT, 190° track for RADAR vectoring to ILS.

In the event of a missed approach with the intention of diverting to an alternate airport comply with the following SIDs:
To E **TETAN 1C;** to SE **OKTED 1A;** to N **KODES 1A.**

CHANGES: MEA withdrawn.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

1.1.7 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FACT/CPT
CAPE TOWN INTL

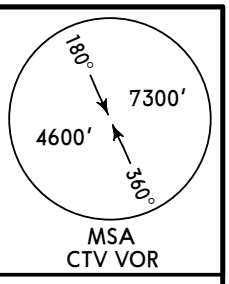
JEPPESEN CAPE TOWN, S AFR REP

6 OCT 17 (10-2B) Eff 12 Oct

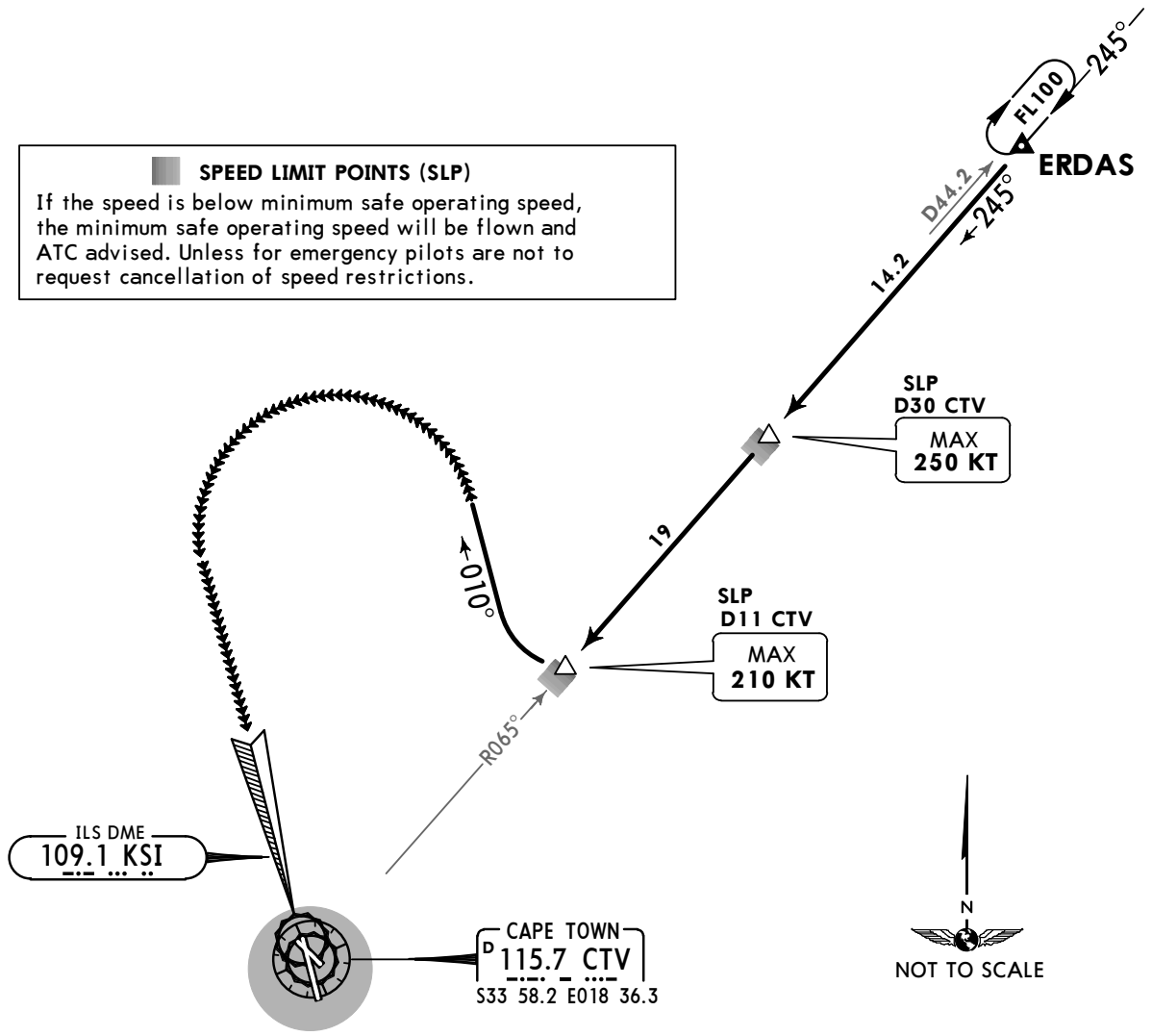
STAR

D-ATIS	Apt Elev
127.0	151′

Alt Set: hPa Trans level: By ATC Trans alt: 7500′
1. SIDs and STARs must be announced on ATIS and will only be inforce when Surveillance RADAR is operational.
2. If unable to comply with STAR advise ATC.
3. Only aircraft equipped to comply with part 91-34 RoA may accept procedures overflying the ocean.



ERDAS 1B [ERDA1B]
RWY 19 ARRIVAL



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL100, whichever is higher, comply with appropriate STAR communication failure procedure.
Before ERDAS: Proceed to ERDAS and enter holding, hold at last assigned FL for minimum 5 minutes, then climb/descend to FL100, leave ERDAS on "After ERDAS" procedure.
After ERDAS: Continue on STAR, maintain last assigned FL, when passing CTV R-035 on 010° track turn LEFT to CTV, descend to 6500′. When reaching CTV complete VOR DME ILS approach.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

ROUTING

Intercept CTV R-065 inbound to D11 CTV, turn RIGHT, 010° track for RADAR vectoring to ILS.

In the event of a missed approach with the intention of diverting to an alternate airport comply with the following SIDs:
To E **TETAN 1B**; to SE **OKTED 1B**; to N & NW **KODES 1B.**

CHANGES: None.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

1.1.8 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

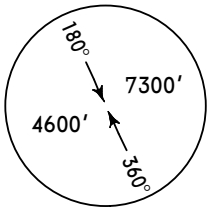
FACT/CPT
CAPE TOWN INTL

JEPPESEN 6 OCT 17 (10-2C) Eff 12 Oct

CAPE TOWN, S AFR REP
STAR

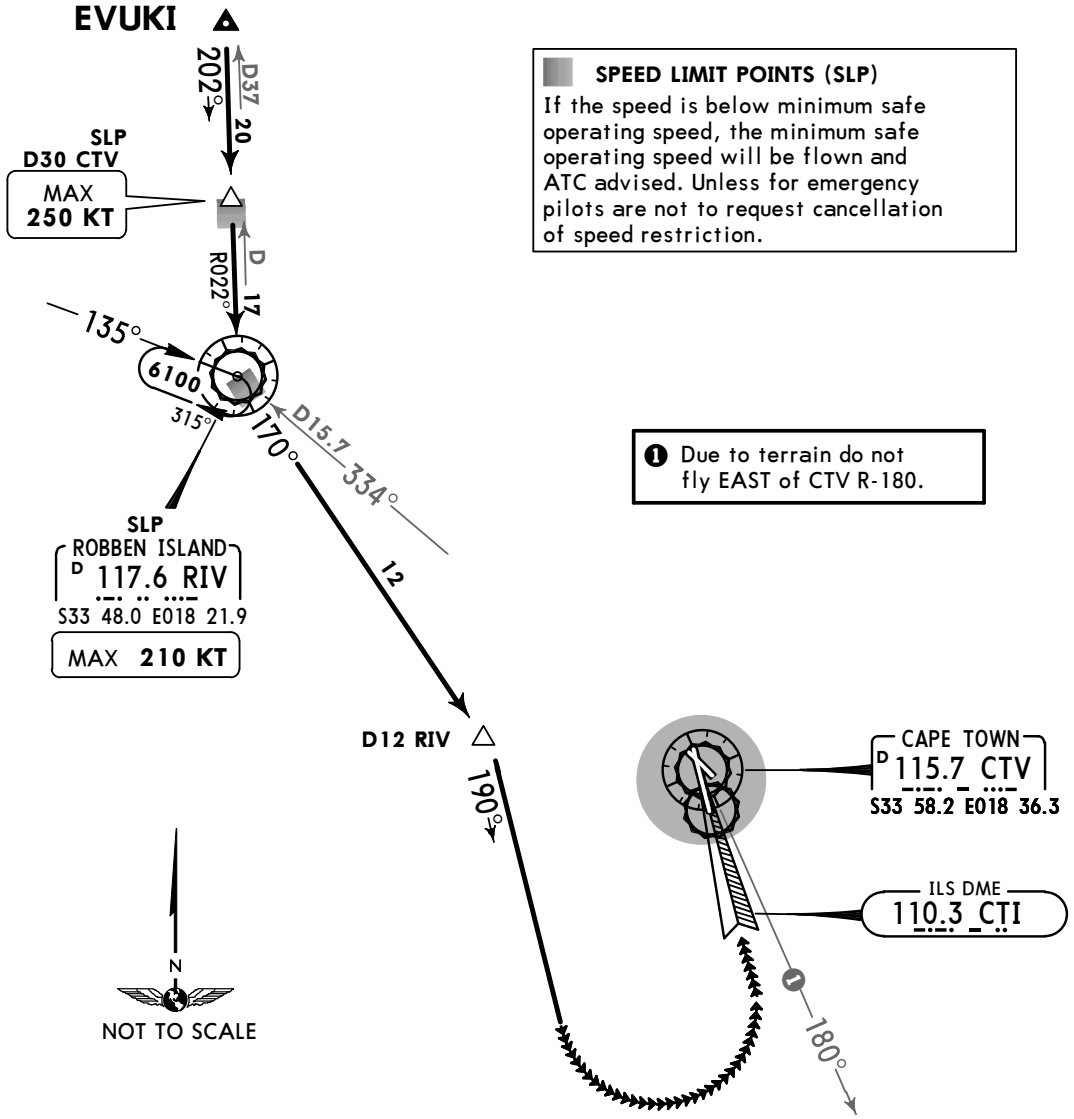
D-ATIS	Apt Elev
127.0	151′

Alt Set: hPa Trans level: By ATC Trans alt: 7500′
1. STARs include minimum noise routings.
2. SIDs and STARs must be announced on ATIS and will only be inforce when Surveillance Radar is operational.
3. If unable to comply with STAR advise ATC.
4. Only aircraft equipped to comply with part 91-34 RoA may accept procedures overflying the ocean.



MSA
CTV VOR

EVUKI 1A [EVUK1A]
RWY 01 ARRIVAL



SPEED LIMIT POINTS (SLP)
If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency pilots are not to request cancellation of speed restriction.

❶ Due to terrain do not fly EAST of CTV R-180.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL100, whichever is higher, comply with appropriate STAR communication failure procedure.
Before EVUKI: Continue on STAR, then to RIV and enter holding, hold at last assigned FL for minimum 5 minutes, then climb/descend to FL100, leave RIV on "After RIV" procedure.
After RIV: Continue on RIV 4C STAR, maintain last assigned FL, when passing CTV R-225 on 190° track turn LEFT to CTV, descend to 6500′. When reaching CTV complete VOR DME ILS approach.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

ROUTING

To RIV, RIV R-170 to D12 RIV, turn RIGHT, 190° track for RADAR vectoring to ILS.

In the event of a missed approach with the intention of diverting to an alternate airport comply with the following SIDs:
To E **TETAN 1C**; to SE **OKTED 1A**; to N **KODES 1A**.

CHANGES: MHA at RIV holding.

© JEPPESEN, 2013, 2017. ALL RIGHTS RESERVED.

1.1.9 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

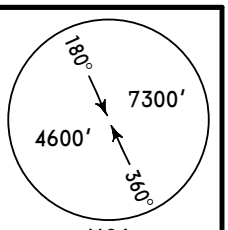
FACT/CPT
CAPE TOWN INTL

JEPPESEN 31 JUL 15 (10-2D)

CAPE TOWN, S AFR REP
STAR

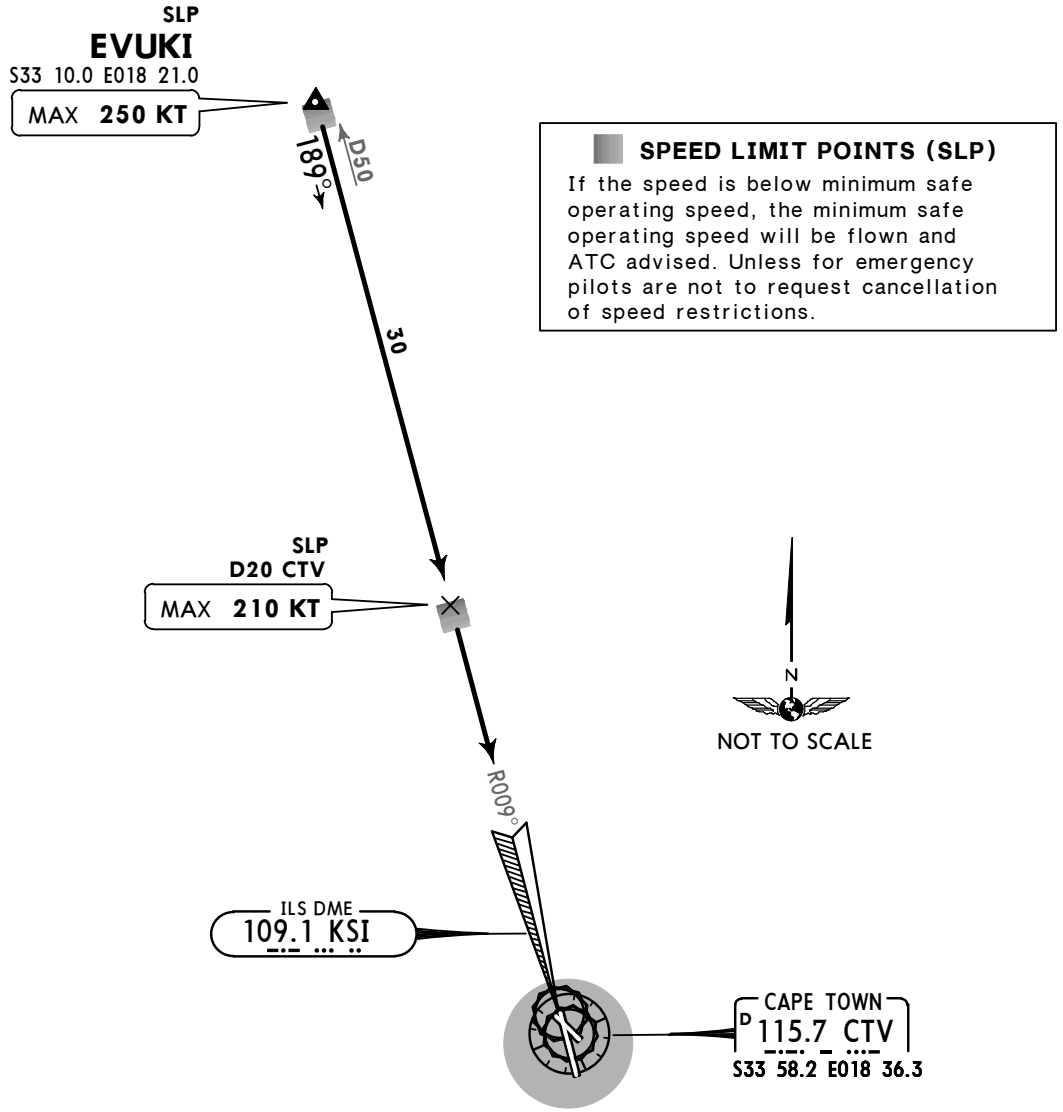
D-ATIS	Apt Elev
127.0	151′

Alt Set: hPa Trans level: By ATC Trans alt: 7500′
1. STARs include minimum noise routings.
2. SIDs and STARs must be announced on ATIS and will only be inforce when Surveillance RADAR is operational.
3. If unable to comply with STAR advise ATC.
4. Only aircraft equipped to comply with part 91-34 RoA may accept procedures overflying the ocean.



MSA
CTV VOR

EVUKI 1B [EVUK1B]
RWY 19 ARRIVAL



SPEED LIMIT POINTS (SLP)
If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency pilots are not to request cancellation of speed restrictions.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL100, whichever is higher, comply with appropriate STAR communication failure procedure.
Before EVUKI: Proceed to EVUKI, continue on STAR and follow "After EVUKI" procedure.
After EVUKI: Continue on STAR, maintain last assigned FL or descend to 6500′, whichever is lowest. When passing D20 CTV descend to 2700′ and complete ILS approach.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

ROUTING

Intercept CTV R-009 inbound to D20 CTV, intercept LOC.

In the event of a missed approach with the intention of diverting to an alternate airport comply with the following SIDs:
To E **TETAN 1B;** to SE **OKTED 1B;** to N & NW **KODES 1B.**

CHANGES: None.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

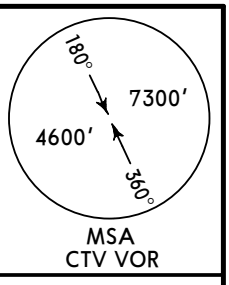
FACT/CPT
CAPE TOWN INTL

JEPPESEN 31 JUL 15 (10-2E)

CAPE TOWN, S AFR REP
STAR

D-ATIS	Apt Elev
127.0	151′

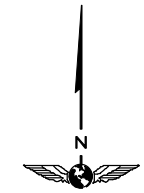
Alt Set: hPa Trans level: By ATC Trans alt: 7500′
1. STARs include minimum noise routings.
2. SIDs and STARs must be announced on ATIS and will only be inforce when Surveillance RADAR is operational.
3. If unable to comply with STAR advise ATC.
4. Only aircraft equipped to comply with part 91-34 RoA may accept procedures overflying the ocean.



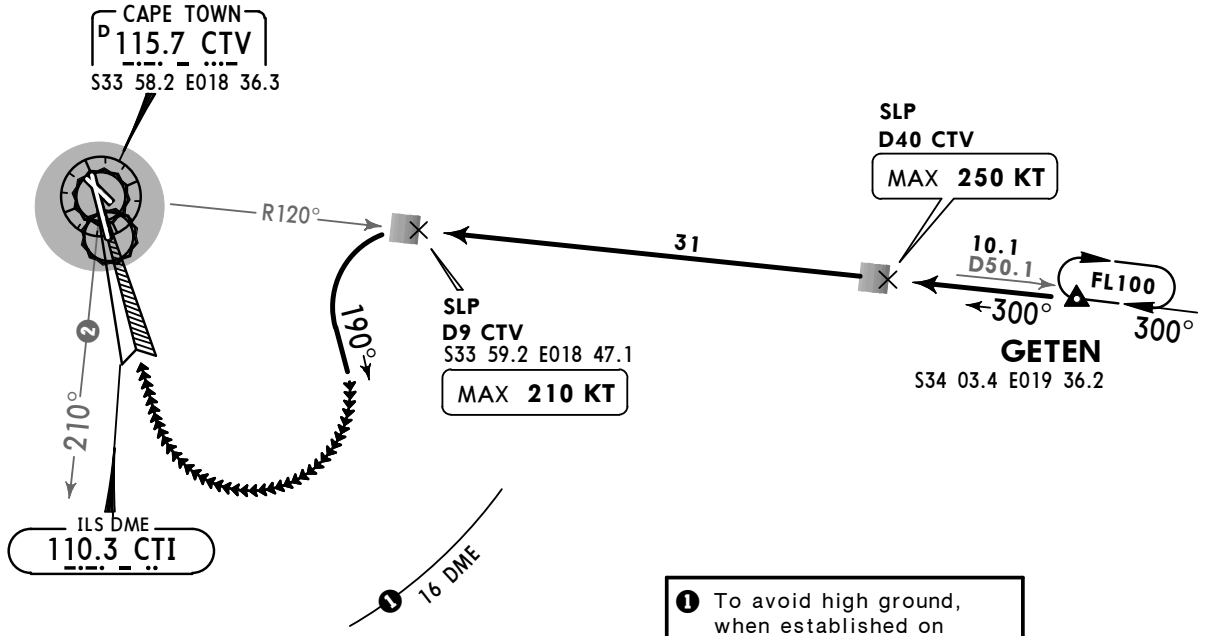
MSA
CTV VOR

GETEN 1A [GETE1A]
RWY 01 ARRIVAL

SPEED LIMIT POINTS (SLP)
If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency pilots are not to request cancellation of speed restrictions.



NOT TO SCALE



❶ To avoid high ground, when established on 190° track and below 5700′, do not exceed CTV 16 DME.
❷ Due to terrain do not fly WEST of CTV R-210.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL100, whichever is higher, comply with appropriate STAR communication failure procedure.
Before GETEN: Proceed to GETEN and enter holding, hold at last assigned FL for minimum 5 minutes then climb/descend to FL100, leave GETEN on "After GETEN" procedure.
After GETEN: Continue on STAR, maintain last assigned FL, when passing CTV R-156 on 190° track turn RIGHT to CTV, descend to 6500′. When reaching CTV complete VOR DME ILS approach.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

ROUTING

Intercept CTV R-120 inbound to D9 CTV, turn LEFT, 190° track for RADAR vectoring to ILS.

In the event of a missed approach with the intention of diverting to an alternate airport comply with the following SIDs:
To E **TETAN 1C;** to SE **OKTED 1A;** to N **KODES 1A.**

CHANGES: MEA withdrawn.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

1.1.11 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FACT/CPT
CAPE TOWN INTL

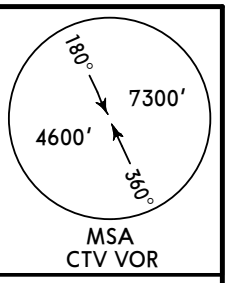
JEPPESEN CAPE TOWN, S AFR REP

6 OCT 17 (10-2F) Eff 12 Oct

STAR

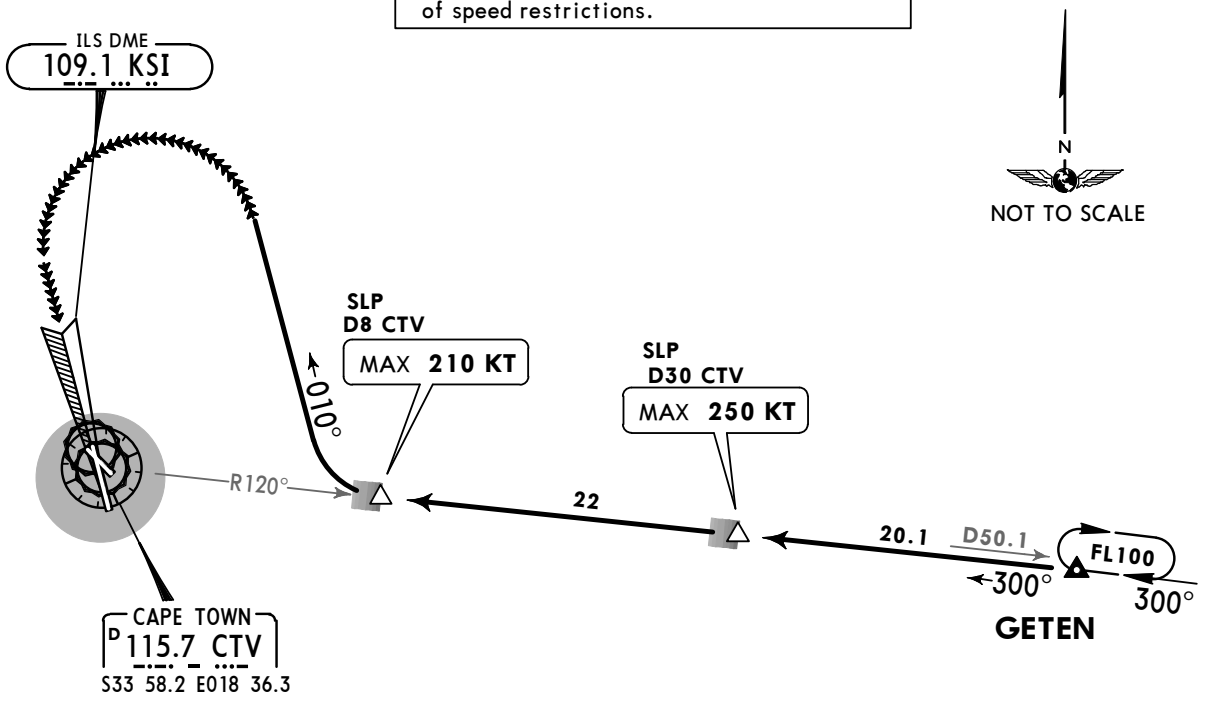
D-ATIS	Apt Elev
127.0	151′

Alt Set: hPa Trans level: By ATC Trans alt: 7500′
1. SIDs and STARs must be announced on ATIS and will only be inforce when Surveillance RADAR is operational.
2. If unable to comply with STAR advise ATC.
3. Only aircraft equipped to comply with part 91-34 RoA may accept procedures overflying the ocean.



GETEN 1B [GETE1B]
RWY 19 ARRIVAL

SPEED LIMIT POINTS (SLP)
If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency pilots are not to request cancellation of speed restrictions.



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL100, whichever is higher, comply with appropriate STAR communication failure procedure.
Before GETEN: Proceed to GETEN and enter holding, hold at last assigned FL for minimum 5 minutes, then climb/descend to FL100, leave GETEN on "After GETEN" procedure.
After GETEN: Continue on STAR, maintain last assigned FL, when passing CTV R-035 on 010° track turn LEFT to CTV, descend to 6500′. When reaching CTV complete VOR DME ILS approach.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

ROUTING

Intercept CTV R-120 inbound to D8 CTV, turn RIGHT, 010° track for RADAR vectoring to ILS.

In the event of a missed approach with the intention of diverting to an alternate airport comply with the following SIDs:
To E **TETAN 1B**; to SE **OKTED 1B**; to N & NW **KODES 1B.**

CHANGES: None.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

1.1.12 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

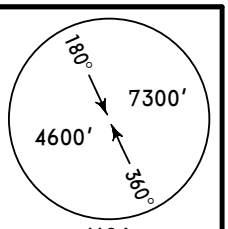
FACT/CPT
CAPE TOWN INTL

JEPPESEN 6 OCT 17 (10-2G) Eff 12 Oct

CAPE TOWN, S AFR REP
STAR

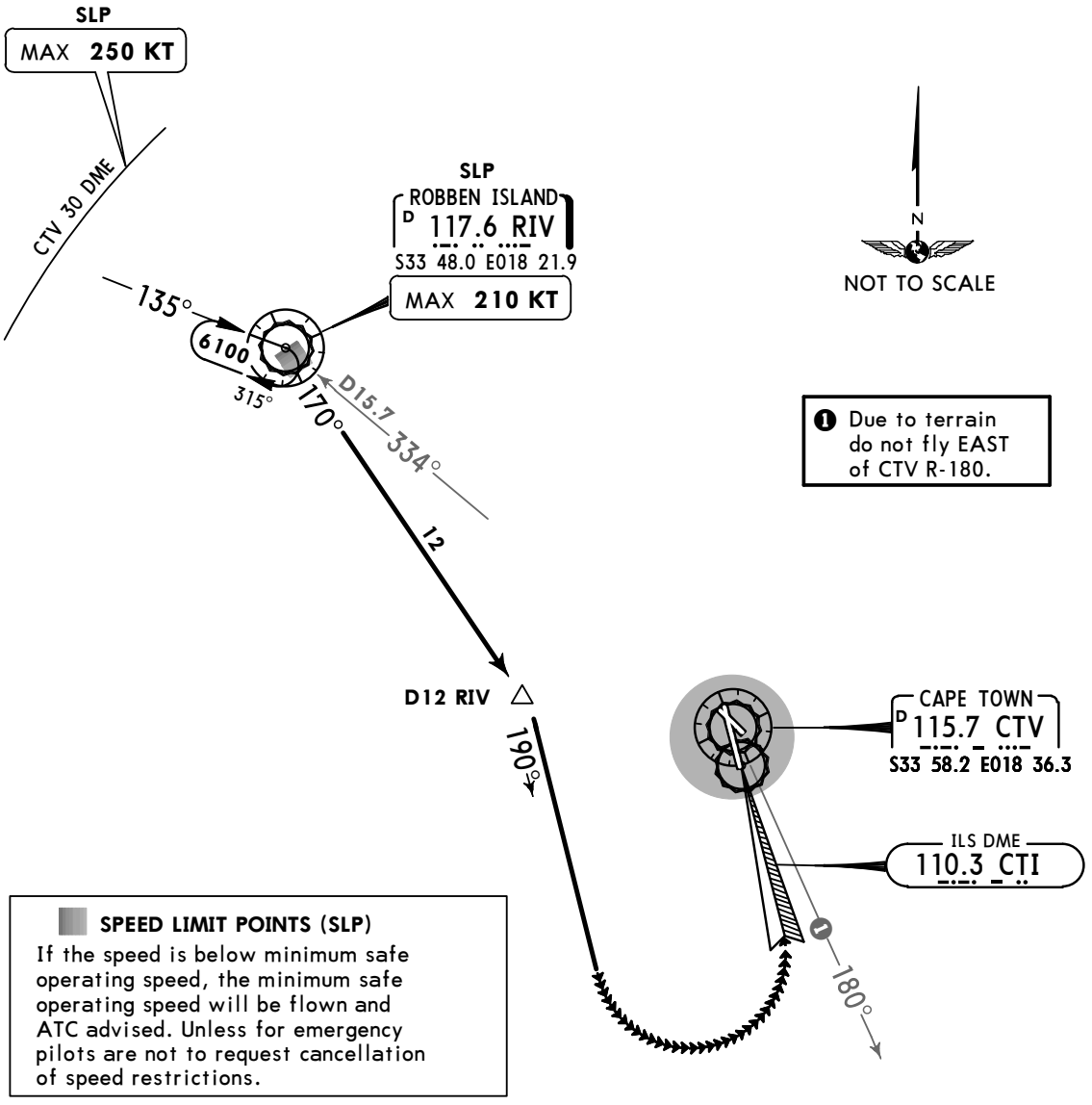
D-ATIS	Apt Elev
127.0	151′

Alt Set: hPa Trans level: By ATC Trans alt: 7500′
1. STARs include minimum noise routings.
2. SIDs and STARs must be announced on ATIS and will only be in force when Surveillance RADAR is operational.
3. If unable to comply with STAR advise ATC.
4. Only aircraft equipped to comply with part 91-34 RoA may accept procedures overflying the ocean.



MSA
CTV VOR

ROBBEN ISLAND 4C (RIV 4C)
RWY 01 ARRIVAL



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL100, whichever is higher, comply with appropriate STAR communication failure procedure.
Before RIV: Proceed to RIV and enter holding, hold at last assigned FL for minimum 5 minutes, then climb/descend to FL100, leave RIV on "After RIV" procedure.
After RIV: Continue on STAR, maintain last assigned FL, when passing CTV R-225 on 190° track turn LEFT to CTV, descend to 6500′. When reaching CTV complete VOR DME ILS approach.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

ROUTING

On RIV R-170 to D12 RIV, turn RIGHT, 190° track for RADAR vectoring to ILS.

In the event of a missed approach with the intention of diverting to an alternate airport comply with the following SIDs:
To E **TETAN 1C**; to SE **OKTED 1A**; to N **KODES 1A.**

CHANGES: MHA at RIV holding.

© JEPPESEN, 2013, 2017. ALL RIGHTS RESERVED.

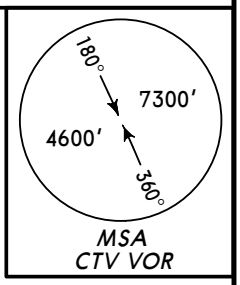
FACT/CPT CAPE TOWN INTL

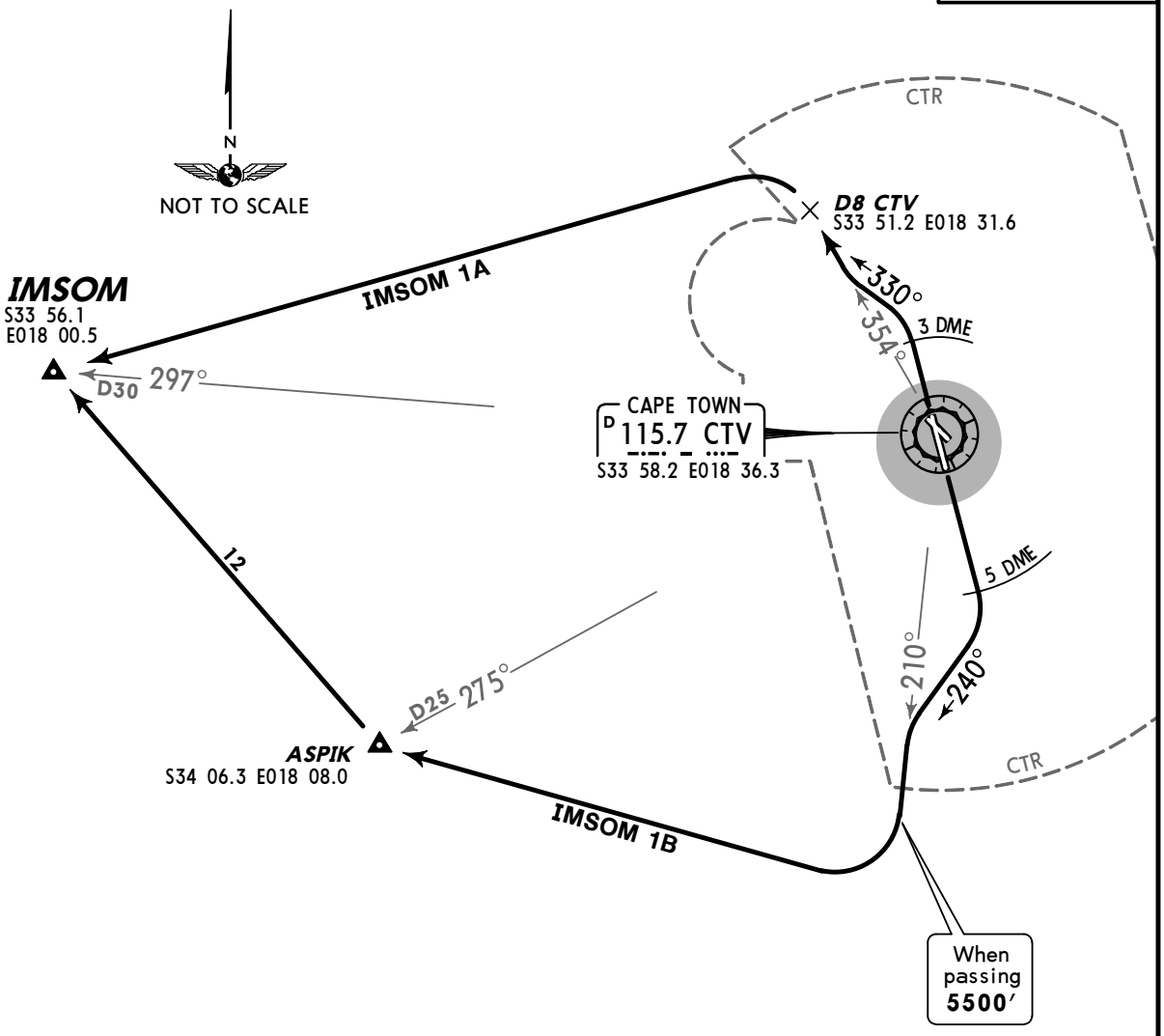
JEPPESEN CAPE TOWN, S AFR REP

29 MAR 13 (10-3) Eff 4 Apr SID

Apt Elev 151′	Trans level: By ATC Trans alt: 7500′ 1. If unable to comply with SIDs advise ATC. 2. Contact CAPE TOWN Approach on frequency provided in ATC clearance at 2000′. 3. SIDs and STARs must be announced on ATIS and will only be in force when Surveillance RADAR is operational. 4. Cross CTR boundary at or above 2500′.

IMSOM 1A *[IMSO1A]*
IMSOM 1B *[IMSO1B]*
RWYS 01, 19 DEPARTURES
SPEED: MAX 250 KT BELOW FL100





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

LOST COMMS ▶ Comply with SID, maintain last assigned FL. At IMSOM continue as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to SID termination point at FL90, then proceed to ASPIK and comply with the appropriate STAR communication failure procedure. ◀ LOST COMMS

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

Initial climb clearance **FL90,** further climb under RADAR control

SID	RWY	ROUTING
IMSOM 1A	**01**	On runway track to CTV 3 DME, turn LEFT, 330° track, intercept CTV R-354 to D8 CTV, turn LEFT to IMSOM, continue as per flight plan.
IMSOM 1B	**19**	On runway track to CTV 5 DME, turn RIGHT, 240° track, intercept CTV R-210, when passing 5500′ turn RIGHT to ASPIK, then to IMSOM, continue as per flight plan.

CHANGES: None.

© JEPPESEN, 2004, 2012. ALL RIGHTS RESERVED.

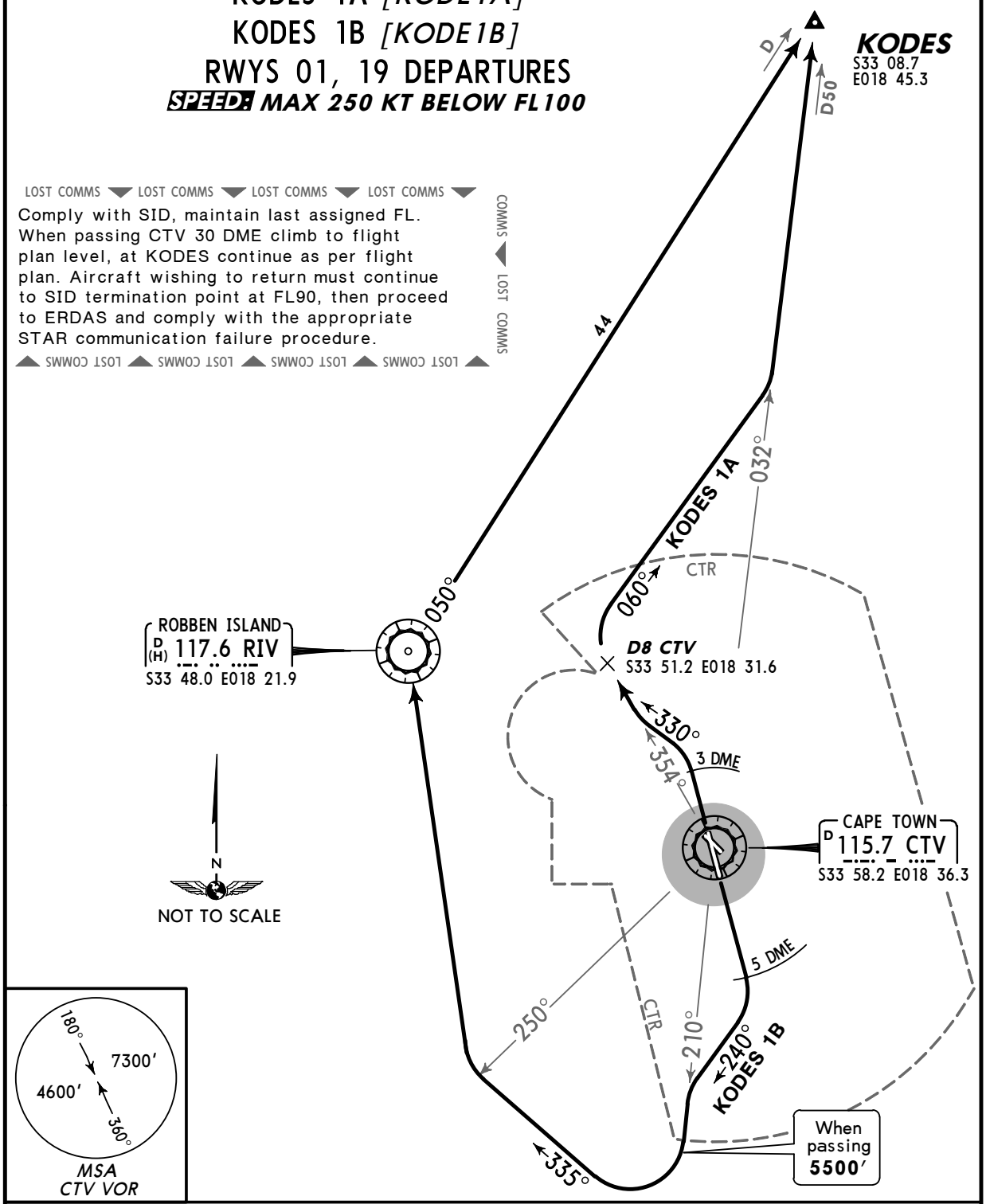
FACT/CPT
CAPE TOWN INTL

JEPPESEN CAPE TOWN, S AFR REP
29 MAR 13 (10-3A) Eff 4 Apr
SID

Apt Elev 151′	Trans level: By ATC Trans alt: 7500′ 1. If unable to comply with SIDs advise ATC. 2. Contact CAPE TOWN Approach on frequency provided in ATC clearance at 2000′. 3. SIDs and STARs must be announced on ATIS and will only be in force when Surveillance RADAR is operational. 4. Cross CTR boundary at or above 2500′.

KODES 1A *[KODE1A]*
KODES 1B *[KODE1B]*
RWYS 01, 19 DEPARTURES
SPEED: MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Comply with SID, maintain last assigned FL. When passing CTV 30 DME climb to flight plan level, at KODES continue as per flight plan. Aircraft wishing to return must continue to SID termination point at FL90, then proceed to ERDAS and comply with the appropriate STAR communication failure procedure.
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲
COMMS LOST COMMS



Initial climb clearance **FL90,** further climb under RADAR control

SID	RWY	ROUTING
KODES 1A	**01**	On runway track to CTV 3 DME, turn LEFT, 330° track, intercept CTV R-354 to D8 CTV, turn RIGHT, 060° track, intercept CTV R-032 to KODES, continue as per flight plan.
KODES 1B	**19**	On runway track to CTV 5 DME, turn RIGHT, 240° track, intercept CTV R-210, when passing 5500′ turn RIGHT, 335° track, when passing CTV R-250 turn RIGHT to RIV, RIV R-050 to KODES, continue as per flight plan.

CHANGES: Lost comms revised.

© JEPPESEN, 2004, 2013. ALL RIGHTS RESERVED.

1.1.15 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

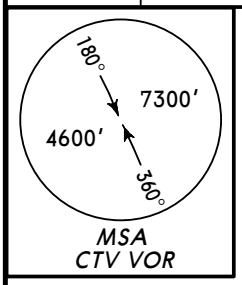
FACT/CPT
CAPE TOWN INTL

JEPPESEN CAPE TOWN, S AFR REP

29 MAR 13 (10-3B) Eff 4 Apr

SID

Apt Elev	
151′	Trans level: By ATC Trans alt: 7500′ 1. If unable to comply with SIDs advise ATC. 2. Contact CAPE TOWN Approach on frequency provided in ATC clearance at 2000′. 3. SIDs and STARs must be announced on ATIS and will only be in force when Surveillance RADAR is operational. 4. Cross CTR boundary at or above 2500′.



OKTED 1A *[OKTE1A]*
OKTED 1B *[OKTE1B]*
OKTED 1C *[OKTE1C]*
RWYS 01, 19 DEPARTURES

SPEED: MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

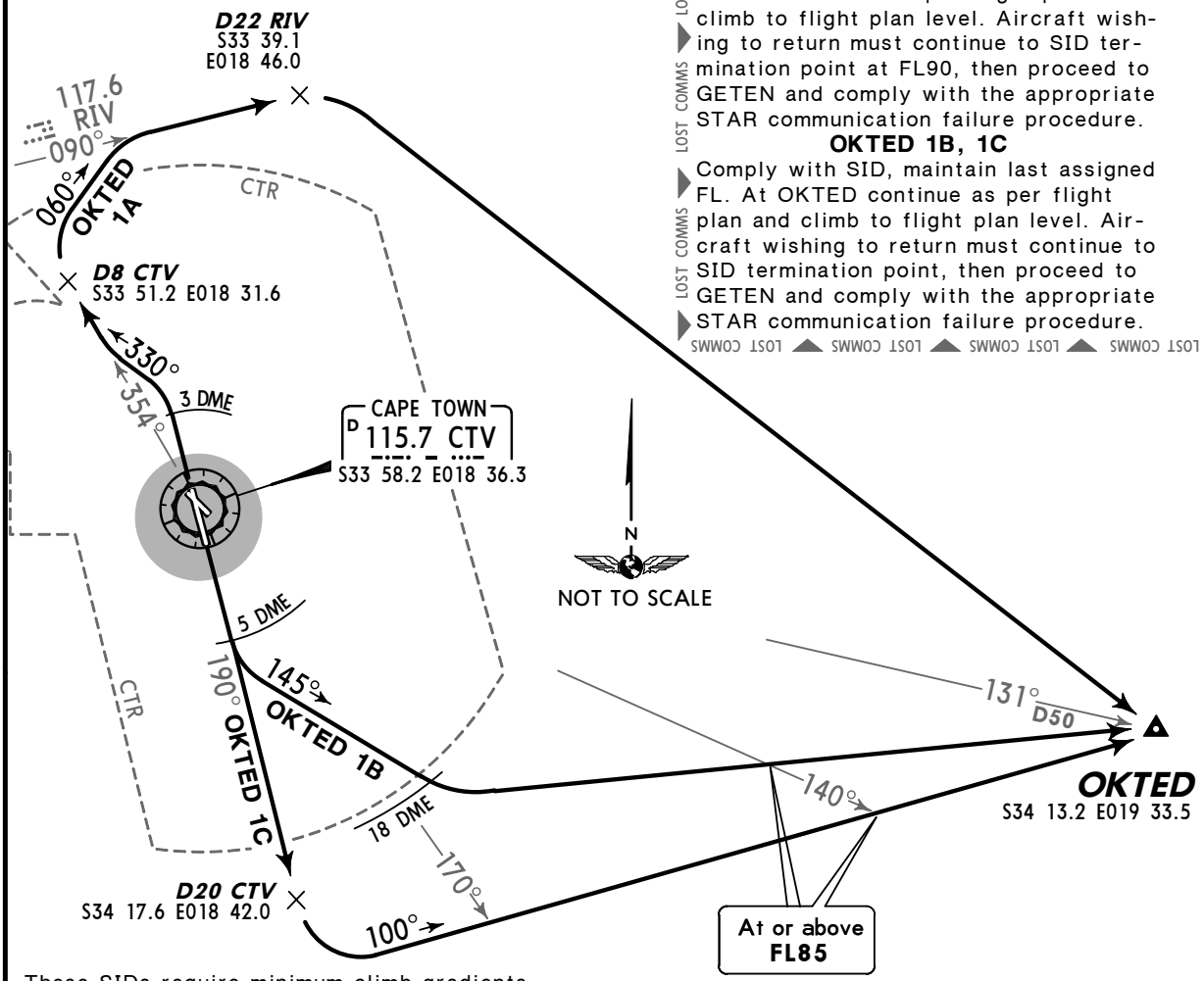
OKTED 1A

Comply with SID, maintain last assigned FL or climb to MSA if below FL90. At OKTED continue as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to SID termination point at FL90, then proceed to GETEN and comply with the appropriate STAR communication failure procedure.

OKTED 1B, 1C

Comply with SID, maintain last assigned FL. At OKTED continue as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to SID termination point, then proceed to GETEN and comply with the appropriate STAR communication failure procedure.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS



These SIDs require minimum climb gradients of

OKTED 1B

6.2% until passing FL85.

OKTED 1C

4.6% until passing 5700′.

Gnd speed-KT	75	100	150	200	250	300
6.2% V/V(fpm)	471	628	942	1256	1570	1884
4.6% V/V(fpm)	349	466	699	932	1165	1398

Initial climb clearance **FL90,** further climb under RADAR control

SID	RWY	ROUTING
OKTED 1A	**01**	On runway track to CTV 3 DME, turn LEFT, 330° track, intercept CTV R-354 to D8 CTV, turn RIGHT, 060° track, intercept RIV R-090 to D22 RIV, turn RIGHT to OKTED, continue as per flight plan.
OKTED 1B	**19**	On runway track to CTV 5 DME, turn LEFT, 145° track to CTV 18 DME, turn LEFT to OKTED, continue as per flight plan.
OKTED 1C		On runway track to CTV 5 DME, intercept CTV R-190 to D20 CTV, turn LEFT, 100° track, when passing CTV R-170 direct to OKTED, continue as per flight plan.

CHANGES: Lost comms revised.

© JEPPESEN, 2004, 2013. ALL RIGHTS RESERVED.

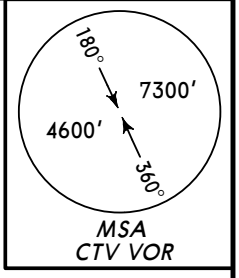
FACT/CPT CAPE TOWN INTL

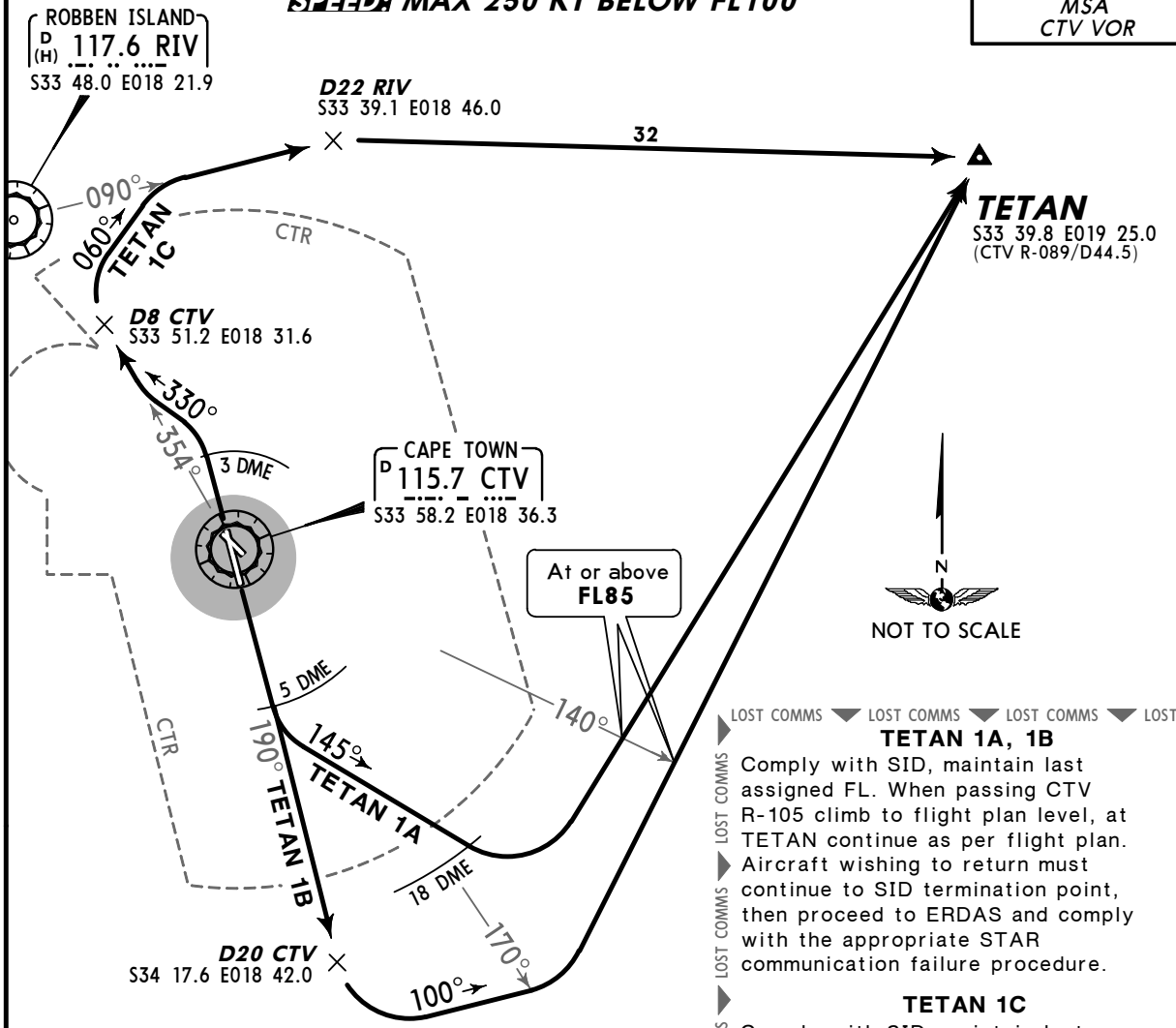
JEPPESEN CAPE TOWN, S AFR REP

29 MAR 13 (10-3C) Eff 4 Apr SID

Apt Elev 151′	Trans level: By ATC Trans alt: 7500′ 1. If unable to comply with SIDs advise ATC. 2. Contact CAPE TOWN Approach on frequency provided in ATC clearance at 2000′. 3. SIDs and STARs must be announced on ATIS and will only be in force when Surveillance RADAR is operational. 4. Cross CTR boundary at or above 2500′.

TETAN 1A *[TETA1A]*
TETAN 1B *[TETA1B]*
TETAN 1C *[TETA1C]*
RWYS 19, 01 DEPARTURES
SPEED: MAX 250 KT BELOW FL100





These SIDs require minimum climb gradients of

TETAN 1A

6.2% until passing FL85.

TETAN 1B

4.6% until passing 5700′.

Gnd speed-KT	75	100	150	200	250	300
6.2% V/V(fpm)	471	628	942	1256	1570	1884
4.6% V/V(fpm)	349	466	699	932	1165	1398

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

TETAN 1A, 1B

Comply with SID, maintain last assigned FL. When passing CTV R-105 climb to flight plan level, at TETAN continue as per flight plan. Aircraft wishing to return must continue to SID termination point, then proceed to ERDAS and comply with the appropriate STAR communication failure procedure.

TETAN 1C

Comply with SID, maintain last assigned FL. When passing CTV 30 DME climb to flight plan level, at TETAN continue as per flight plan. Aircraft wishing to return must continue to SID termination point at FL90, then proceed to GETEN and comply with the appropriate STAR communication failure procedure.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

Initial climb clearance **FL90,** further climb under RADAR control

SID	RWY	ROUTING
TETAN 1A	**19**	On runway track to CTV 5 DME, turn LEFT, 145° track to CTV 18 DME, turn LEFT to TETAN, continue as per flight plan.
TETAN 1B		On runway track to CTV 5 DME, intercept CTV R-190 to D20 CTV, turn LEFT, 100° track, when passing CTV R-170 turn LEFT to TETAN, continue as per flight plan.
TETAN 1C	**01**	On runway track to CTV 3 DME, turn LEFT, 330° track, intercept CTV R-354 to D8 CTV, turn RIGHT, 060° track, intercept RIV R-090 to D22 RIV, turn RIGHT to TETAN, continue as per flight plan.

CHANGES: Lost comms revised.

© JEPPESEN, 2004, 2013. ALL RIGHTS RESERVED.

1.1.17 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FACT/CPT
CAPE TOWN INTL

JEPPESEN
6 OCT 17 (10-3D) Eff 12 Oct

CAPE TOWN, S AFR REP
RNAV SID

Apt Elev	Trans level: By ATC Trans alt: 7500′
151′	**1. RNP 0.3/1.0 GNSS required.** **2. RF required.**

MSA
ARP
205°
025°
9000′
6100′
❶ 5400′ within 10 NM

IMSOM 1C [IMSO1C]
KODES 1C [KODE1C]
RWY 19 RNP DEPARTURES
AUTHORIZATION REQUIRED

N
NOT TO SCALE

❷ If unable to reach, advise ATC.

KODES
(RNP 1.0)

IMSOM
(RNP 1.0)

CT709
(RNP 0.3 → RNP 1.0)
At or above 7000′ ❷

CT708
At or above 5500′ ❷
MAX 230 KT

CT712
(RNP 0.3 → RNP 1.0)

CT710

CT700

CT706
IMSOM 1C
MAX 230 KT

(Fly-over for IMSOM 1C only)

47.7
042°
5.0
17.1
324°
7.6
5.0
295°
IMSOM 1C
KODES 1C
10.3
190°
RNP 0.3
4.4
6.4

SID	ROUTING
IMSOM 1C	CT700 - CT706 (K230-) - CT710 - CT712 - IMSOM.
KODES 1C	CT700 - CT706 - CT708 (5500′+; K230-) - CT709 (7000′+) - KODES.

CHANGES: MSA.

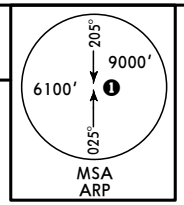
© JEPPESEN, 2014, 2017. ALL RIGHTS RESERVED.

1.1.18 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CAPE TOWN, S AFR REP

RNAV SID

Apt Elev	Trans level: By ATC Trans alt: 7500′
151′	**1. RNP 0.3/1.0 GNSS required.** **2. RF required.**



❶ 5400′ within 10 NM

IMSOM 1D [IMSO1D]
KODES 1D [KODE1D]
RWY 01 RNP DEPARTURES
AUTHORIZATION REQUIRED



SID	ROUTING
IMSOM 1D	CT740 - CT750 - IMSOM.
KODES 1D	CT740 - CT752 - CT754 - KODES.

CHANGES: MSA.

© JEPPESEN, 2014, 2017. ALL RIGHTS RESERVED.

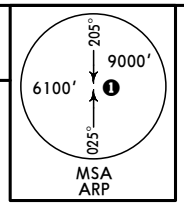
1.1.19 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FACT/CPT
CAPE TOWN INTL

JEPPESEN
6 OCT 17 (10-3F) Eff 12 Oct

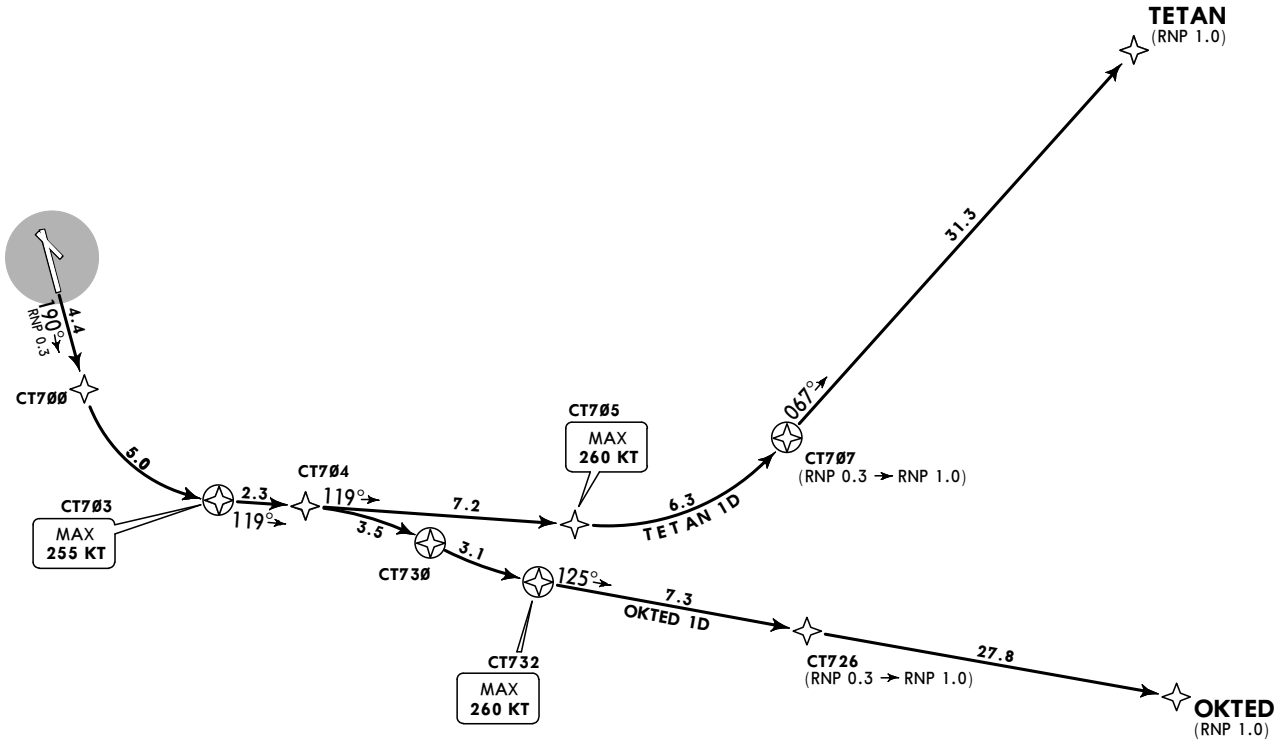
CAPE TOWN, S AFR REP
RNAV SID

Apt Elev	Trans level: By ATC Trans alt: 7500′
151′	**1. RNP 0.3/1.0 GNSS required.** **2. RF required.**



OKTED 1D [OKTE1D]
TETAN 1D [TETA1D]
RWY 19 RNP DEPARTURES
AUTHORIZATION REQUIRED





These SIDs require minimum climb gradients of

OKTED 1D
5.2% until 7500′ (CT726) due to ATC reasons.

TETAN 1D
4.4% until 6000′, then
7.2% until 7500′ (CT705) due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
7.2% V/V(fpm)	547	729	1094	1458	1823	2187
5.2% V/V(fpm)	395	527	790	1053	1317	1580
4.4% V/V(fpm)	334	446	668	891	1114	1337

SID	ROUTING
OKTED 1D	CT700 - CT703 (K255-) - CT704 - CT730 - CT732 (K260-) - CT726 - OKTED.
TETAN 1D	CT700 - CT703 (K255-) - CT704 - CT705 (K260-) - CT707 - TETAN.

CHANGES: MSA.

© JEPPESEN, 2014, 2017. ALL RIGHTS RESERVED.

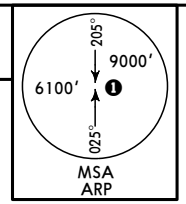
1.1.20 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CAPE TOWN, S AFR REP

RNAV SID

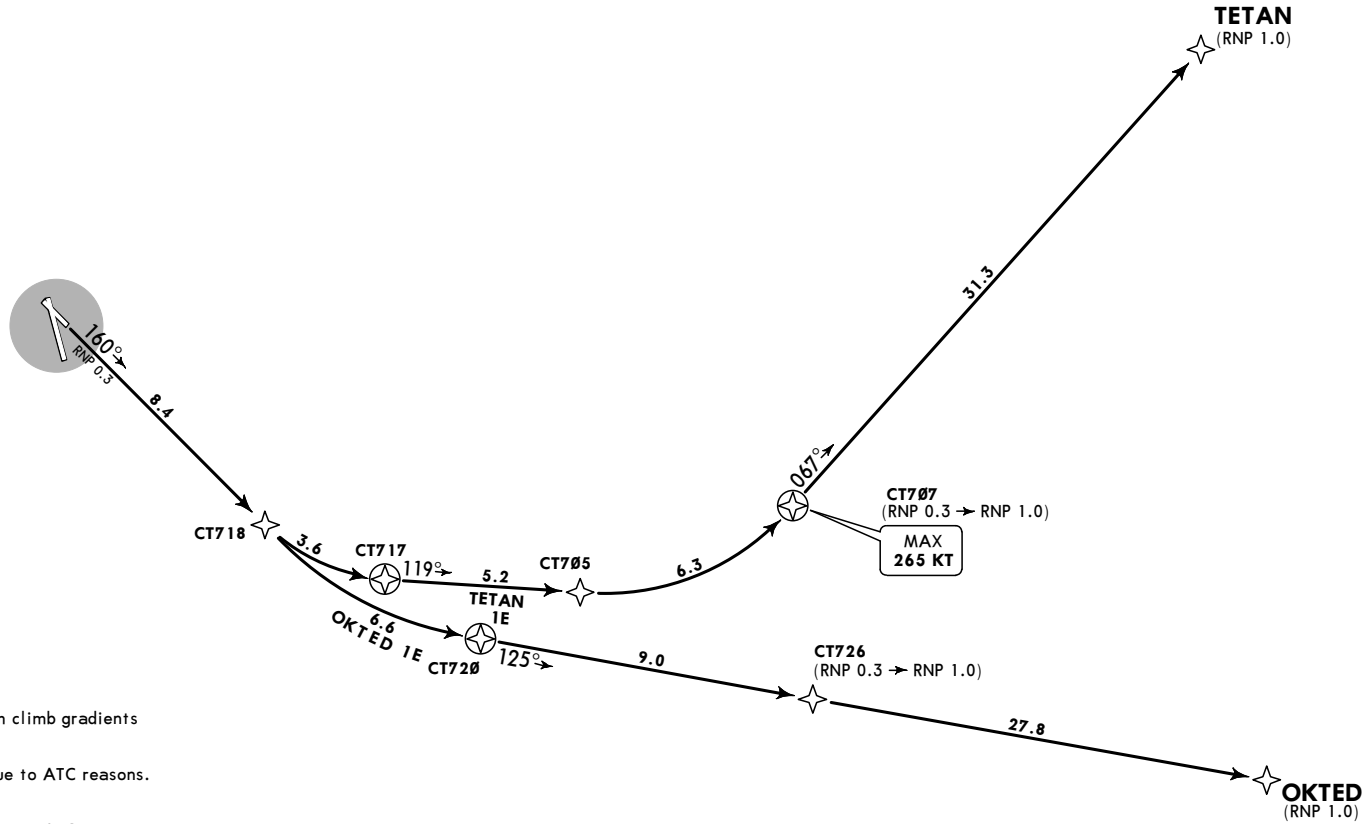
OKTED 1E [OKTE1E]
TETAN 1E [TETA1E]
RWY 16 RNP DEPARTURES
AUTHORIZATION REQUIRED

Apt Elev	Trans level: By ATC Trans alt: 7500′
151′	**1. RNP 0.3/1.0 GNSS required.** **2. RF required.**



1 5400′ within 10 NM





These SIDs require minimum climb gradients of

OKTED 1E

5.4% until 7500′ (CT726) due to ATC reasons.

TETAN 1E

4.4% until 5600′, then
7.5% until 7500′ (CT705) due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
7.5% V/V(fpm)	570	760	1139	1519	1899	2279
5.4% V/V(fpm)	410	547	820	1094	1367	1641
4.4% V/V(fpm)	334	446	668	891	1114	1337

SID	ROUTING
OKTED 1E	CT718 - CT720 - CT726 - OKTED.
TETAN 1E	CT718 - CT717 - CT705 - CT707 (K265-) - TETAN.

CHANGES: MSA.

© JEPPESEN, 2014, 2017 ALL RIGHTS RESERVED.

1.1.21 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

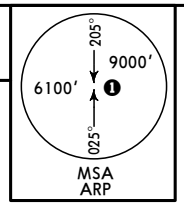
FACT/CPT
CAPE TOWN INTL

JEPPESEN
6 OCT 17 (10-3H) Eff 12 Oct

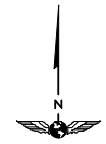
CAPE TOWN, S AFR REP
RNAV SID

Apt Elev	Trans level: By ATC Trans alt: 7500′
151′	**1. RNP 0.3/1.0 GNSS required.** **2. RF required.**

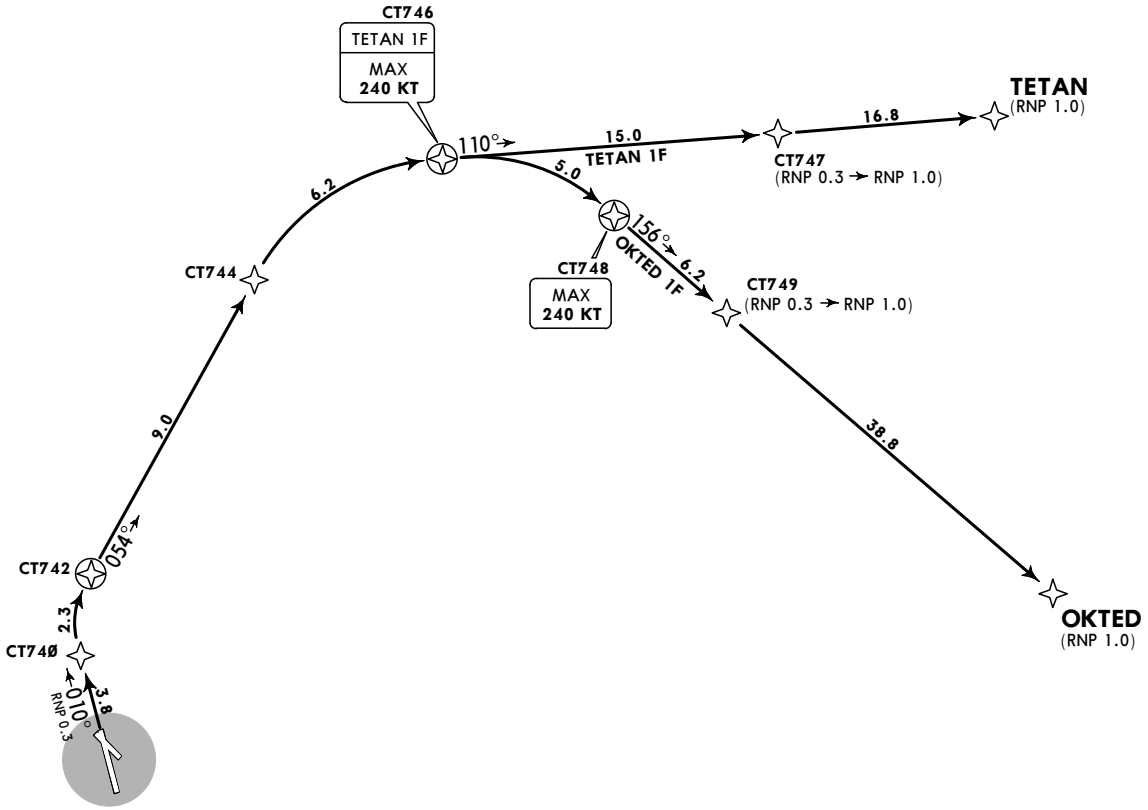
OKTED 1F [OKTE1F]
TETAN 1F [TETA1F]
RWY 01 RNP DEPARTURES
AUTHORIZATION REQUIRED



1 5400′ within 10 NM



NOT TO SCALE



These SIDs require minimum climb gradients of

OKTED 1F
6.2% until 1800′, then
4.2% until 7500′ (CT749) due to ATC reasons.

TETAN 1F
6.2% until 1800′, then
4.0% until 8500′ (CT747) due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
6.2% V/V(fpm)	471	628	942	1256	1570	1884
4.2% V/V(fpm)	319	425	638	851	1063	1276
4.0% V/V(fpm)	304	405	608	810	1013	1215

SID	ROUTING
OKTED 1F	CT740 - CT742 - CT744 - CT746 - CT748 (K240-) - CT749 - OKTED.
TETAN 1F	CT740 - CT742 - CT744 - CT746 (K240-) - CT747 - TETAN.

CHANGES: MSA.

© JEPPESEN, 2014, 2017. ALL RIGHTS RESERVED.

1.1.22 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

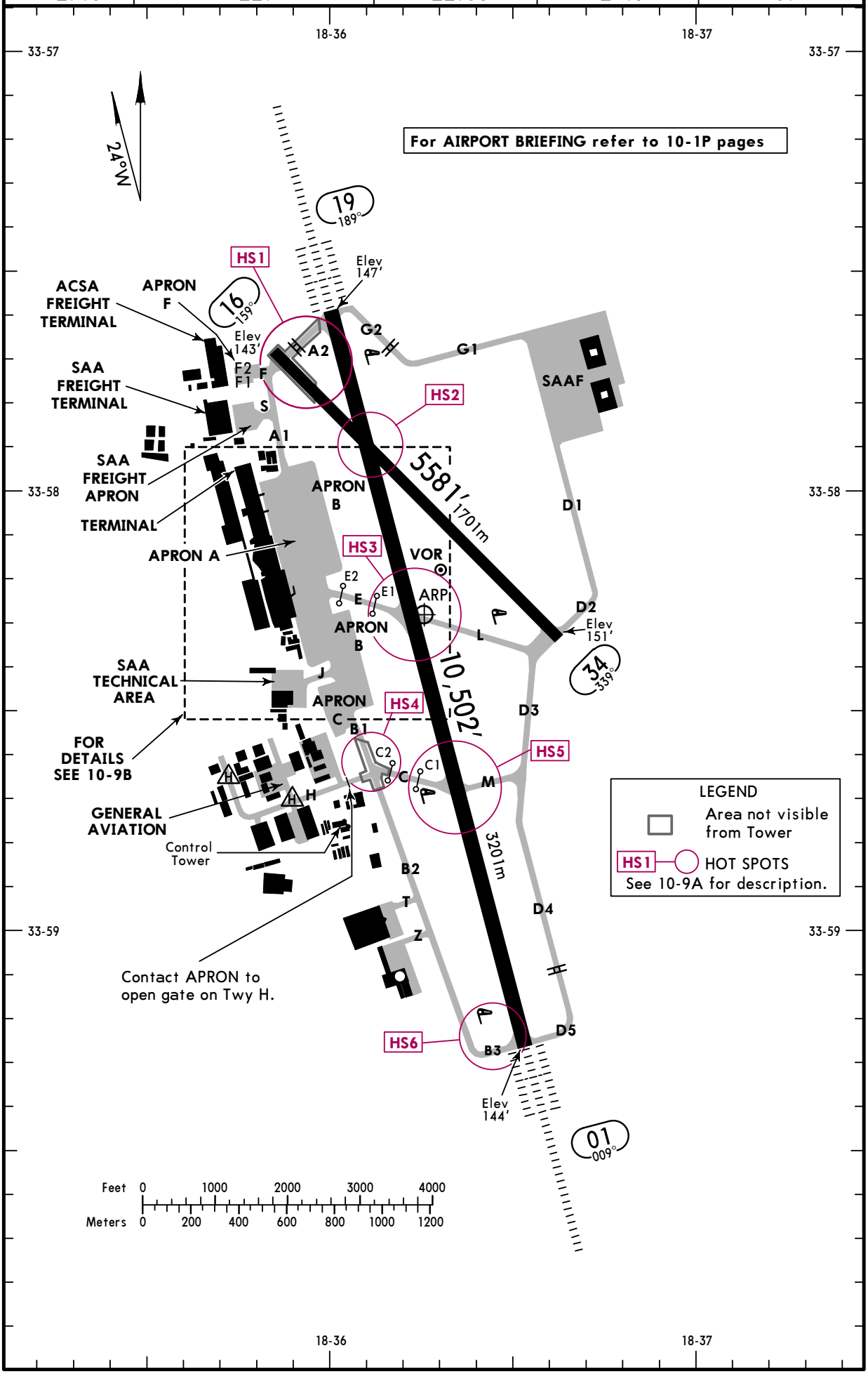
FACT/CPT

Apt Elev 151′
S33 58.3 E018 36.3

JEPPESEN 27 OCT 17 (10-9) Eff 9 Nov

CAPE TOWN, S AFR REP
CAPE TOWN INTL

D-ATIS	*CAPE TOWN Delivery (Outside ops hours use GND freq)	CAPE TOWN Apron	Ground	Tower
127.0	122.1	122.65	121.9	118.1



CHANGES: Holding positions on twys C & E.

© JEPPESEN, 2000, 2017. ALL RIGHTS RESERVED.

FACT/CPT

JEPPESEN CAPE TOWN, S AFR REP

27 OCT 17 (10-9A) Eff 9 Nov

CAPE TOWN INTL

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
01	HIRL (60m) CL (15m) ALSF-II TDZ PAPI (3.0°) RVR		9348' 2849m	❷	200' 61m
19	HIRL (60m) CL (15m) ALSF-II TDZ PAPI (3.2°) ❶RVR				
16	HIRL (60m) PAPI-L (3.0°)				151' 46m
34					

❶ PAPI must not be used beyond 5 NM from threshold.

❷ TAKE-OFF RUN AVAILABLE

RWY 01:
From rwy head 10,502'(3201m)
twy C int 6824'(2080m)

RWY 19:
From rwy head 10,502'(3201m)
rwy 16/34 int 8629'(2630m)
twy E int 6152'(1875m)

HOT SPOTS

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

HS1 Portion of manoevring area not directly visible from Tower. ATC clearances issued based on known traffic. Exercise extreme caution when entering this area.
Precision approach holding point A2. Exercise extreme caution and listen to ATC taxi clearance for holding position.

HS2 HS3 HS5 Intermediate take off points. Exercise caution and ensure ATC clearance to enter the RWY before proceeding.

HS4 Portion of manoevring area not directly visible from Tower. ATC clearances issued based on known traffic. Exercise extreme caution when entering this area.

HS6 Precision approach holding point B3. Exercise extreme caution and listen to ATC clearance for holding position.

JAR-OPS

TAKE-OFF ❶

	Rwy 01/19 LVP must be in Force			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		

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

CHANGES: None.

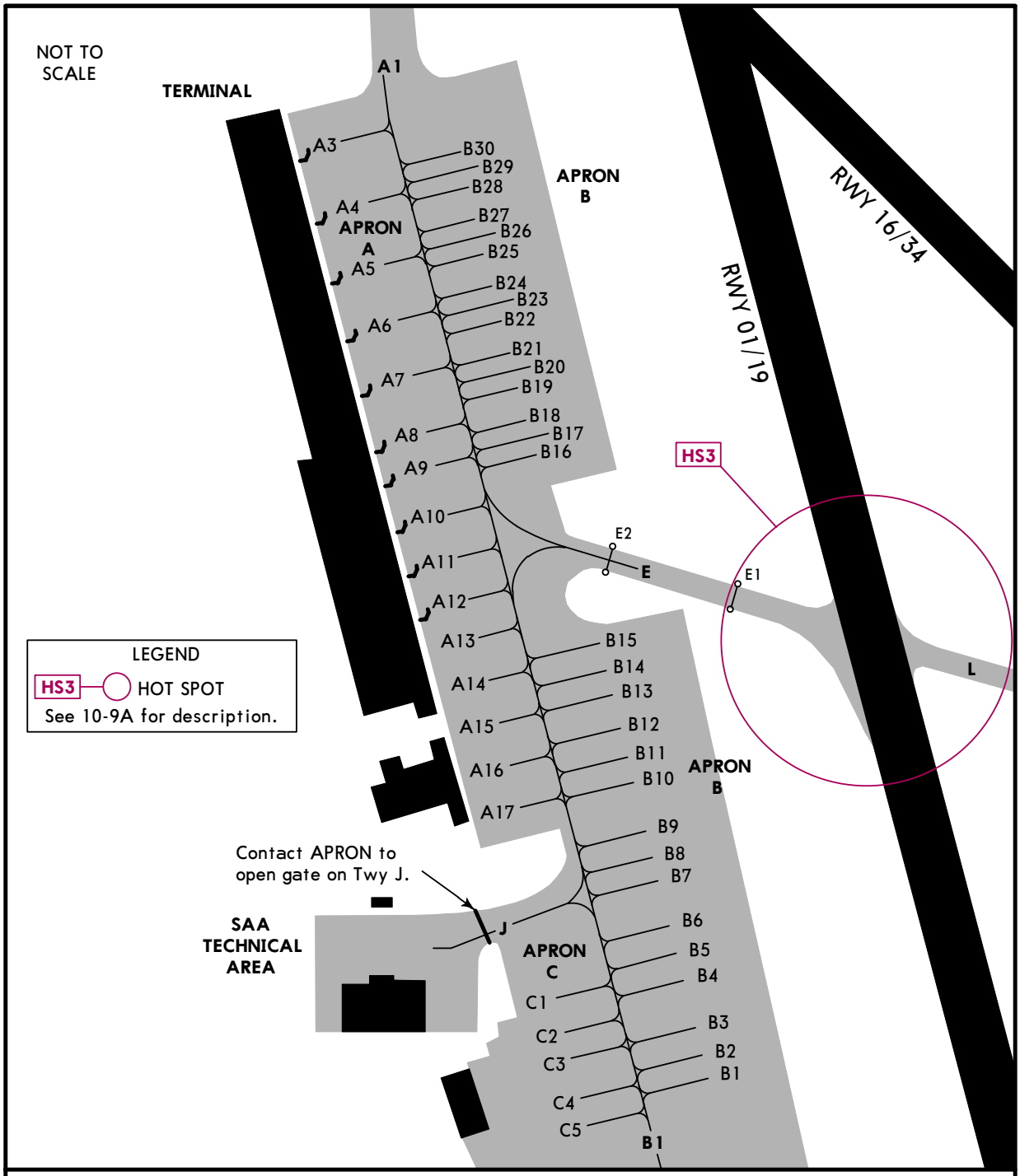
© JEPPESEN, 2000, 2013. ALL RIGHTS RESERVED.

FACT/CPT

JEPPESEN 27 OCT 17 (10-9B) Eff 9 Nov

CAPE TOWN, S AFR REP

CAPE TOWN INTL



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A3, A4	S33 58.0 E018 35.8	B16, B17	S33 58.2 E018 36.0
A5	S33 58.1 E018 35.8	B18 thru 24	S33 58.1 E018 36.0
A6, A7	S33 58.1 E018 35.9	B25 thru B30	S33 58.0 E018 36.0
A8 thru A11	S33 58.2 E018 35.9	C1 thru C5	S33 58.5 E018 36.0
A12 thru A15	S33 58.3 E018 35.9	F1, F2	S33 57.7 E018 35.8
A16, A17	S33 58.4 E018 35.9		
B1 thru B3	S33 58.5 E018 36.1		
B4 thru B9	S33 58.4 E018 36.1		
B10 thru B14	S33 58.3 E018 36.1		
B15	S33 58.3 E018 36.0		

CHANGES: Holding positions on twy E. Stand coordinates.

© JEPPESEN, 2010, 2017. ALL RIGHTS RESERVED.

FACT/CPT

JEPPESEN
26 JAN 18
Eff 1 Feb
10-9S

Standard

CAPE TOWN, S AFR REP

CAPE TOWN INTL

STRAIGHT-IN RWY		A	B	C	D
01	CAT 3B ILS	**R75m**	**R75m**	**R75m**	**R75m**
	CAT 3A ILS	**RA50′R200m**	**RA50′R200m**	**RA50′R200m**	**RA50′R200m**
	CAT 2 ILS	**244′**(100′) **RA106′R300m**	**244′**(100′) **RA106′R300m**	**244′**(100′) **RA106′R300m**	**244′**(100′) **RA106′R300m**
	ILS FULL TDZ or CL out ALS out	**344′**(200′) **R550m** R550m ❶ R1200m	**344′**(200′) **R550m** R550m ❶ R1200m	**344′**(200′) **R550m** R550m ❶ R1200m	**344′**(200′) **R550m** R550m ❶ R1200m
	LOC	NOT APPLICABLE			
	RNAV (RNP) Z or Y **MACG mim 5.1%** ALS out	NOT APPLICABLE	NOT APPLICABLE	**460′**(316′) **R1000m** R1800m	**470′**(326′) **R1400m** R2000m
	RNAV (RNP) Z or Y **MACG mim 4.5%**	NOT APPLICABLE	NOT APPLICABLE	**1130′**(986′) **R2400m**	**1130′**(986′) **R2400m**
	RNAV (RNP) Z or Y **MACG mim 3.5%**	NOT APPLICABLE	NOT APPLICABLE	**2230′**(2086′) **R2400m**	**2230′**(2086′) **R2400m**
	RNAV (RNP) Z or Y **MACG mim 2.5%**	NOT APPLICABLE	NOT APPLICABLE	**3340′**(3196′) **R2400m**	**3340′**(3196′) **R2400m**
	RNAV (LNAV/VNAV) **MACG mim 3.8%** ALS out	**530′**(386′) **R1100m** R1500m	**530′**(386′) **R1200m** R1500m	**530′**(386′) **R1200m** R2000m	**530′**(386′) **R1600m** R2000m
	RNAV (LNAV/VNAV) **MACG mim 3.2%**	**1400′**(1256′) **R1500m**	**1400′**(1256′) **R1500m**	**1400′**(1256′) **R2400m**	**1400′**(1256′) **R2400m**
	RNAV (LNAV/VNAV) **MACG mim 2.5%**	**2430′**(2286′) **R1500m**	**2430′**(2286′) **R1500m**	**2430′**(2286′) **R2400m**	**2430′**(2286′) **R2400m**
	RNAV (LNAV) ❷❸ **MACG mim 4.0%** ALS out	**620′**(476′) **R1500m** R1500m	**620′**(476′) **R1500m** R1500m	**620′**(476′) **R1500m** R2200m	**620′**(476′) **R1600m** R2200m
	RNAV (LNAV) ❷❹ **MACG mim 3.9%** ALS out	**660′**(516′) **R1500m** R1500m	**660′**(516′) **R1500m** R1500m	**660′**(516′) **R1600m** R2400m	**660′**(516′) **R1600m** R2400m
	RNAV (LNAV) ❷ **MACG mim 3.5%**	**1210′**(1066′) **R1500m**	**1210′**(1066′) **R1500m**	**1210′**(1066′) **R2400m**	**1210′**(1066′) **R2400m**
	RNAV (LNAV) ❷ **MACG mim 2.5%**	**2610′**(2466′) **R5000m**	**2610′**(2466′) **R5000m**	**2610′**(2466′) **R5000m**	**2610′**(2466′) **R5000m**
	VOR Z ❷ ALS out	**530′**(386′) **R1100m** R1800m	**530′**(386′) **R1100m** R1800m	**530′**(386′) **R1200m** R1800m	**530′**(386′) **R1400m** R2000m
	VOR Y ❷ ALS out	**640′**(496′) **R1500m** R1500m	**640′**(496′) **R1500m** R1500m	**640′**(496′) **R1500m** R2300m	**640′**(496′) **R1600m** R2300m
	VOR Y ALS out	**640′**(496′) **R1700m** R2500m	**640′**(496′) **R1700m** R2500m	**640′**(496′) **R1900m** R2700m	**640′**(496′) **R1900m** R2700m

❶ W/o HUD/AP/FD: R750m
❷ Continuous Descent Final Approach.
❸ with CT1SD
❹ W/o CT1SD

CHANGES: RNAV (GNSS) Rwy 01 added.

© JEPPESEN, 2009, 2018. ALL RIGHTS RESERVED.

FACT/CPT

JEPPESEN
26 JAN 18
Eff 1 Feb
10-9S1

Standard

CAPE TOWN, S AFR REP

CAPE TOWN INTL

STRAIGHT-IN RWY		A	B	C	D
19	CAT 2 ILS Z or Y	**247**′(100′) **RA100′R300m**	**247**′(100′) **RA100′R300m**	**247**′(100′) **RA100′R300m**	**247**′(100′) **RA100′R300m**
	ILS Z or Y FULL TDZ or CL out ALS out	**347**′(200′) **R550m** R550m ❶ R1200m	**347**′(200′) **R550m** R550m ❶ R1200m	**347**′(200′) **R550m** R550m ❶ R1200m	**347**′(200′) **R550m** R550m ❶ R1200m
	LOC	NOT APPLICABLE			
	RNAV (RNP) Z **MACG mim 3.1%** ALS out	NOT APPLICABLE	NOT APPLICABLE	**490**′(343′) **R1000m** R1800m	**490**′(343′) **R1400m** R2000m
	RNAV (RNP) Z **MACG mim 2.8%**	NOT APPLICABLE	NOT APPLICABLE	**970**′(823′) **R2400m**	**970**′(823′) **R2400m**
	RNAV (RNP) Z **MACG mim 2.5%**	NOT APPLICABLE	NOT APPLICABLE	**1520**′(1373′) **R2400m**	**1520**′(1373′) **R2400m**
	RNAV (LNAV/VNAV) **MACG mim 4.6%** ALS out	**610**′(463′) **R1500m** R1500m	**610**′(463′) **R1500m** R1500m	**610**′(463′) **R1500m** R2200m	**610**′(463′) **R1600m** R2200m
	RNAV (LNAV/VNAV) **MACG mim 2.5%**	**3060**′(2913′) **R1500m**	**3060**′(2913′) **R1500m**	**3060**′(2913′) **R2400m**	**3060**′(2913′) **R2400m**
	RNAV (LNAV) ❷❸ **MACG mim 4.8%** ALS out	**650**′(503′) **R1500m** R1500m	**650**′(503′) **R1500m** R1500m	**650**′(503′) **R1600m** R2400m	**650**′(503′) **R1600m** R2400m
	RNAV (LNAV) ❷❹ **MACG mim 4.8%** ALS out	**690**′(543′) **R1500m** R1500m	**690**′(543′) **R1500m** R1500m	**690**′(543′) **R1800m** R2400m	**690**′(543′) **R1800m** R2400m
	RNAV (LNAV) ❷ **MACG mim 2.5%**	**3250**′(3103′) **R5000m**	**3250**′(3103′) **R5000m**	**3250**′(3103′) **R5000m**	**3250**′(3103′) **R5000m**
	VOR ❷ ALS out	**550**′(403′) **R1200m** R1500m	**550**′(403′) **R1200m** R1500m	**550**′(403′) **R1200m** R1900m	**550**′(403′) **R1400m** R2000m
34	RNAV (RNP) Z **MACG mim 5.2%**	NOT APPLICABLE	NOT APPLICABLE	**490**′(339′) **R1800m**	**500**′(349′) **R2000m**
	RNAV (RNP) Z **MACG mim 4.0%**	NOT APPLICABLE	NOT APPLICABLE	**1750**′(1599′) **R2400m**	**1750**′(1599′) **R2400m**
	RNAV (RNP) Z **MACG mim 3.0%**	NOT APPLICABLE	NOT APPLICABLE	**2840**′(2689′) **R2400m**	**2840**′(2689′) **R2400m**
	RNAV (RNP) Z **MACG mim 2.5%**	NOT APPLICABLE	NOT APPLICABLE	**3390**′(3239′) **R2400m**	**3390**′(3239′) **R2400m**

❶ W/o HUD/AP/FD: R750m
❷ Continuous Descent Final Approach.
❸ with CT2SD
❹ W/o CT2SD

CHANGES: None.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

FACT/CPT

JEPPESEN
26 JAN 18
Eff 1 Feb
10-9S2

Standard

CAPE TOWN, S AFR REP

CAPE TOWN INTL

CIRCLE-TO-LAND ❶	A	B	C	D
	ENTIRELY AT PILOTS DISCRETION MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA			
After RNAV (GNSS)	NOT AUTHORIZED			

❶ CAT C and D: Not authorized between R-010 CTV and R-160 CTV.

TAKE-OFF

	Rwy 01/19 Low Visibility Take-off			All Rwys		
	1 HIRL, CL & relevant RVR TDZ, MID, RO	RL, CL & relevant RVR TDZ, MID, RO	RL & CL	Low Visibility Take-off Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A B C	125m	150m	200m	300m	400m	500m
D	150m	200m	250m			

1 RWY 01: R75m with approved guidance system or HUD/HUDLS.

CHANGES: New page.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

1.1.28 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FACT/CPT
CAPE TOWN INTL

JEPPESEN 8 DEC 17 (11-1)

CAPE TOWN, S AFR REP
ILS Rwy 01

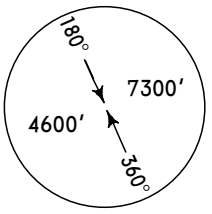
BRIEFING STRIP ™

D-ATIS	CAPE TOWN Approach (R)	*CAPE TOWN Director (APP)	CAPE TOWN Tower	Ground
127.0	119.7	124.35	118.1	121.9

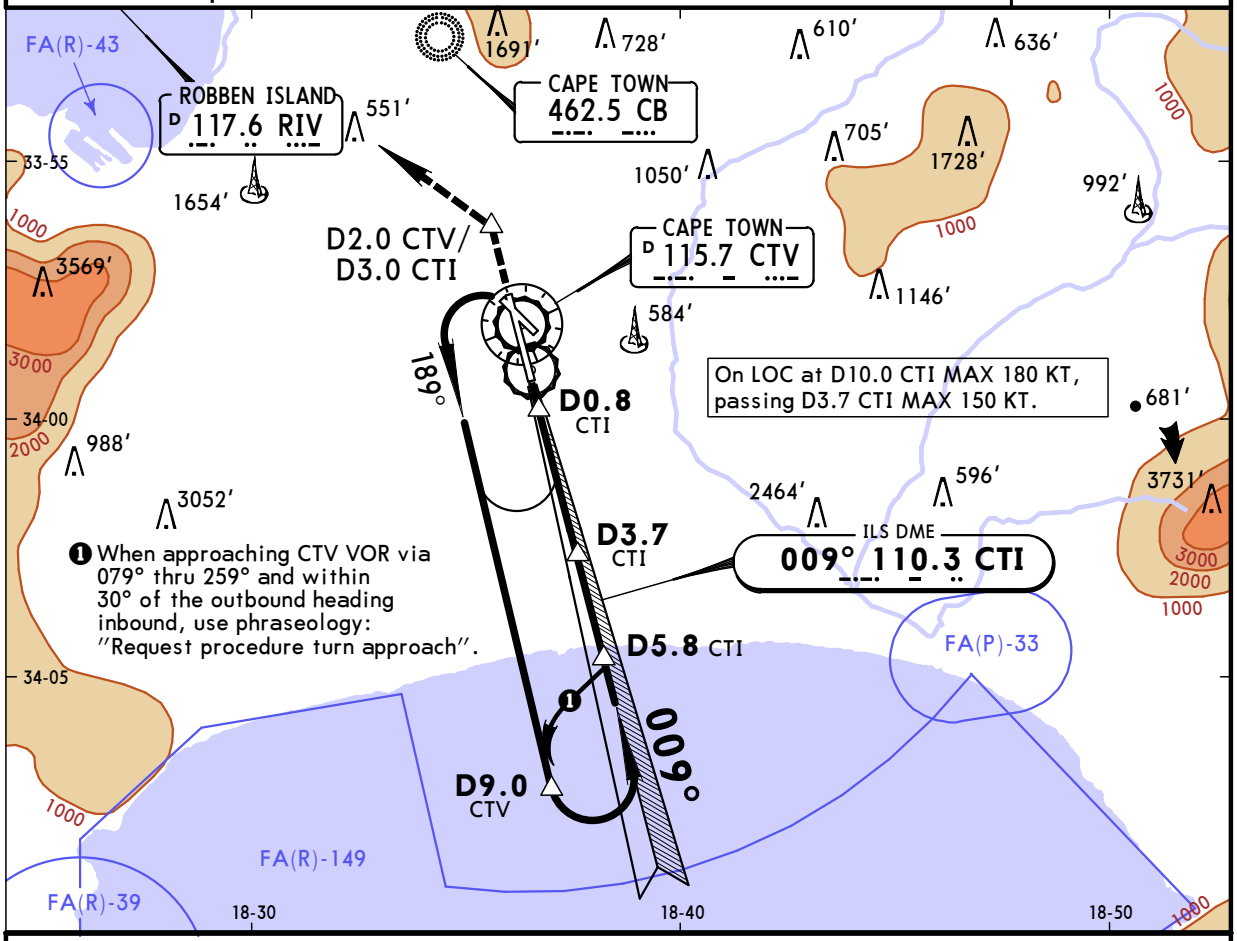
LOC CTI	Final Apch Crs	GS	ILS DA(H)	Apt Elev 151′
110.3	**009°**	**D3.7 CTI** **1320′** (1176′)	**344′** (200′)	Rwy 144′

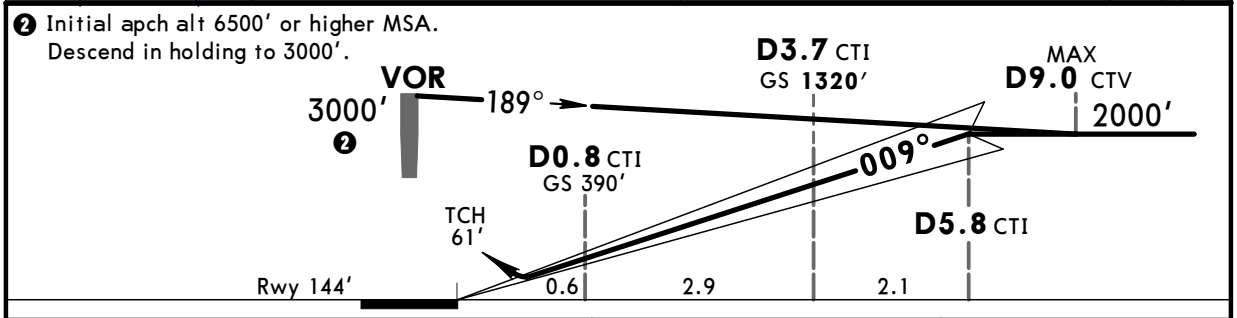
MISSED APCH: Track on CB NDB climbing to D2.0 CTV/D3.0 CTI, then climbing turn LEFT towards RIV VOR. At 6500′ turn RIGHT to CTV VOR, or as directed.

Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 7500′
VOR and DME required.



MSA
CTV VOR





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

ALSF-II PAPI PAPI
D2.0 CTV/ **D3.0** CTI

JAR-OPS STRAIGHT-IN LANDING RWY **01**

	ILS DA(H) **344′** (200′) FULL	ILS DA(H) **344′** (200′) ALS out	LOC (GS out)
A	RVR 550m	RVR 1000m	NOT APPLICABLE
B			
C			
D			

CIRCLE-TO-LAND
CAT C & D: Not authorized
between R-010 CTV and R-160 CTV
ENTIRELY AT PILOTS DISCRETION

MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA

PANS OPS

CHANGES: Approach frequency.

© JEPPESEN, 2000, 2017. ALL RIGHTS RESERVED.

1.1.29 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FACT/CPT
CAPE TOWN INTL

JEPPESEN 8 DEC 17 (11-1A)

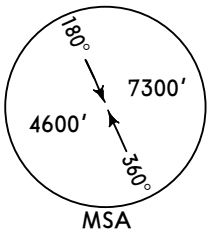
CAPE TOWN, S AFR REP
CAT II ILS Rwy 01

BRIEFING STRIP ™

D-ATIS	CAPE TOWN Approach (R)	*CAPE TOWN Director (APP)	CAPE TOWN Tower	Ground
127.0	119.7	124.35	118.1	121.9

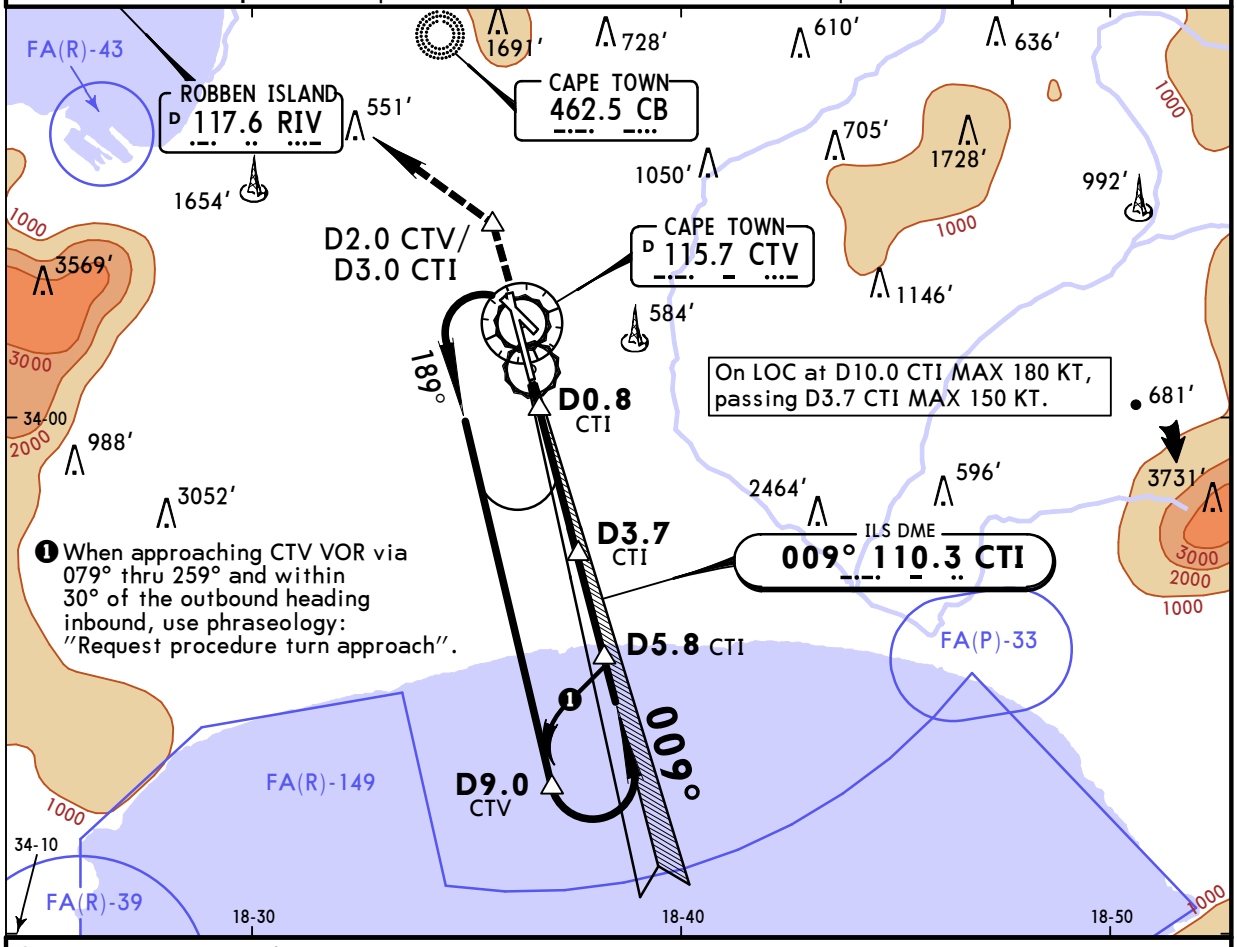
LOC CTI	Final Apch Crs	GS	CAT II ILS	Apt Elev 151′
110.3	**009°**	**D3.7 CTI** **1320′** (1176′)	**RA 106′** DA(H) 244′(100′)	Rwy 144′

MISSED APCH: Track on CB NDB climbing to D2.0 CTV/D3.0 CTI, then climbing turn LEFT towards RIV VOR. At 6500′ turn RIGHT to CTV VOR, or as directed.

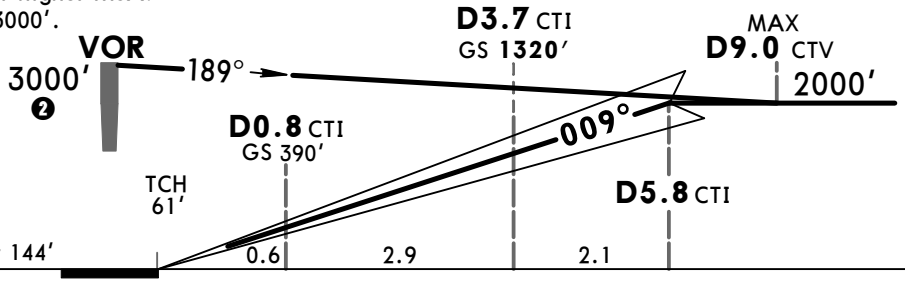


MSA
CTV VOR

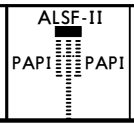
Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 7500′
1. **VOR and DME required.** 2. Special Aircrew and Acft Certification Required.



❷ Initial apch alt 6500′ or higher MSA.
Descend in holding to 3000′.



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



D2.0 CTV/
D3.0CTI

PANS OPS

JAR-OPS

STRAIGHT-IN LANDING RWY **01**
CAT II ILS
ABCD
RA 106′
DA(H) **244′**(100′)

RVR 300m ❶

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

CHANGES: Approach frequency.

© JEPPESEN, 2000, 2017. ALL RIGHTS RESERVED.

1.1.30 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FACT/CPT
CAPE TOWN INTL

JEPPESEN 8 DEC 17 (11-2)

CAPE TOWN, S AFR REP
ILS Z Rwy 19

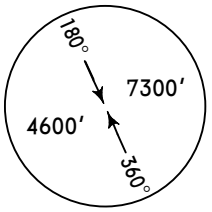
D-ATIS	CAPE TOWN Approach (R)	*CAPE TOWN Director (APP)	CAPE TOWN Tower	Ground
127.0	119.7	124.35	118.1	121.9

BRIEFING STRIP ™

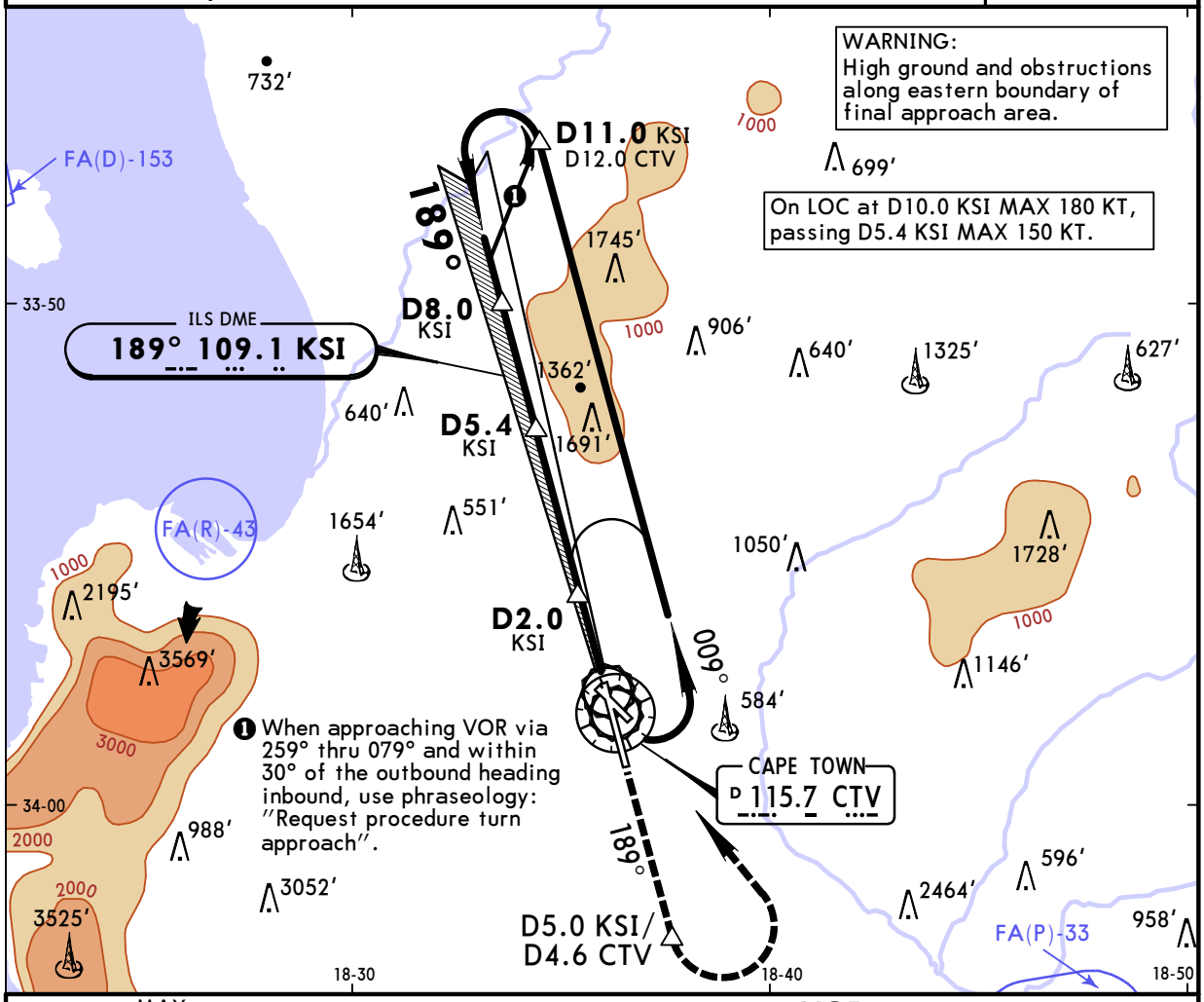
LOC KSI	Final Apch Crs	GS	ILS DA(H)	Apt Elev 151′
109.1	189°	D5.4 KSI 1973′ (1826′)	347′ (200′)	Rwy 147′

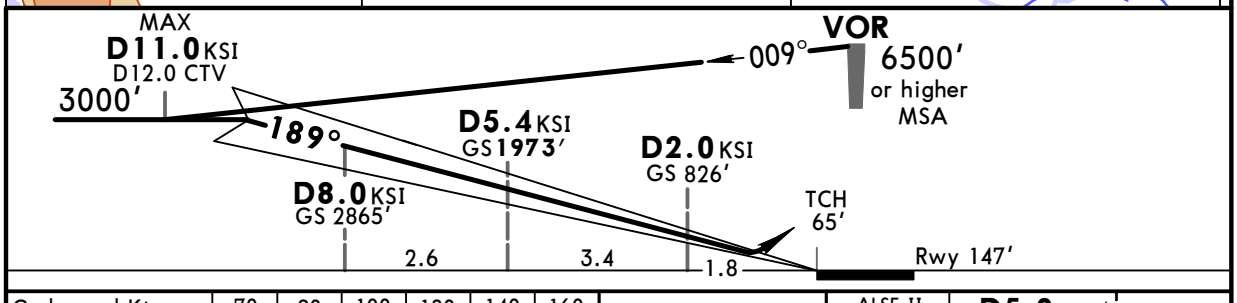
MISSED APCH: Climb on R-189 to D5.0 KSI/D4.6 CTV, then turn LEFT to VOR climbing to 4000′, or as directed.

Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 7500′
VOR and DME required.



MSA
CTV VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.20°	402	517	574	689	804	919

ALSF-II PAPI PAPI

D5.0 KSI/ D4.6 CTV on CTV 115.7 R-189

JAR-OPS STRAIGHT-IN LANDING RWY 19

ILS		LOC (GS out)
DA(H) 347′ (200′)		
FULL	ALS out	

CIRCLE-TO-LAND
CAT C & D: Not authorized between R-010 and R-160
ENTIRELY AT PILOTS DISCRETION

PANS OPS

A	RVR 550m	RVR 1000m	NOT APPLICABLE	**MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA**
B				
C				
D				

CHANGES: Approach frequency.

© JEPPESEN, 2000, 2017. ALL RIGHTS RESERVED.

1.1.31 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FACT/CPT
CAPE TOWN INTL

JEPPESEN 8 DEC 17 (11-2A)

CAPE TOWN, S AFR REP
CAT II ILS Z Rwy 19

BRIEFING STRIP ™

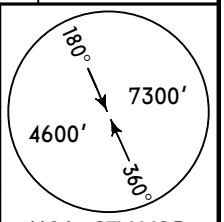
D-ATIS	CAPE TOWN Approach (R)	*CAPE TOWN Director (APP)	CAPE TOWN Tower	Ground
127.0	119.7	124.35	118.1	121.9

LOC KSI 109.1	Final Apch Crs 189°	GS D5.4 KSI 1973′ (1826′)	CAT II ILS RA 100′ DA(H) 247′(100′)	Apt Elev 151′ Rwy 147′

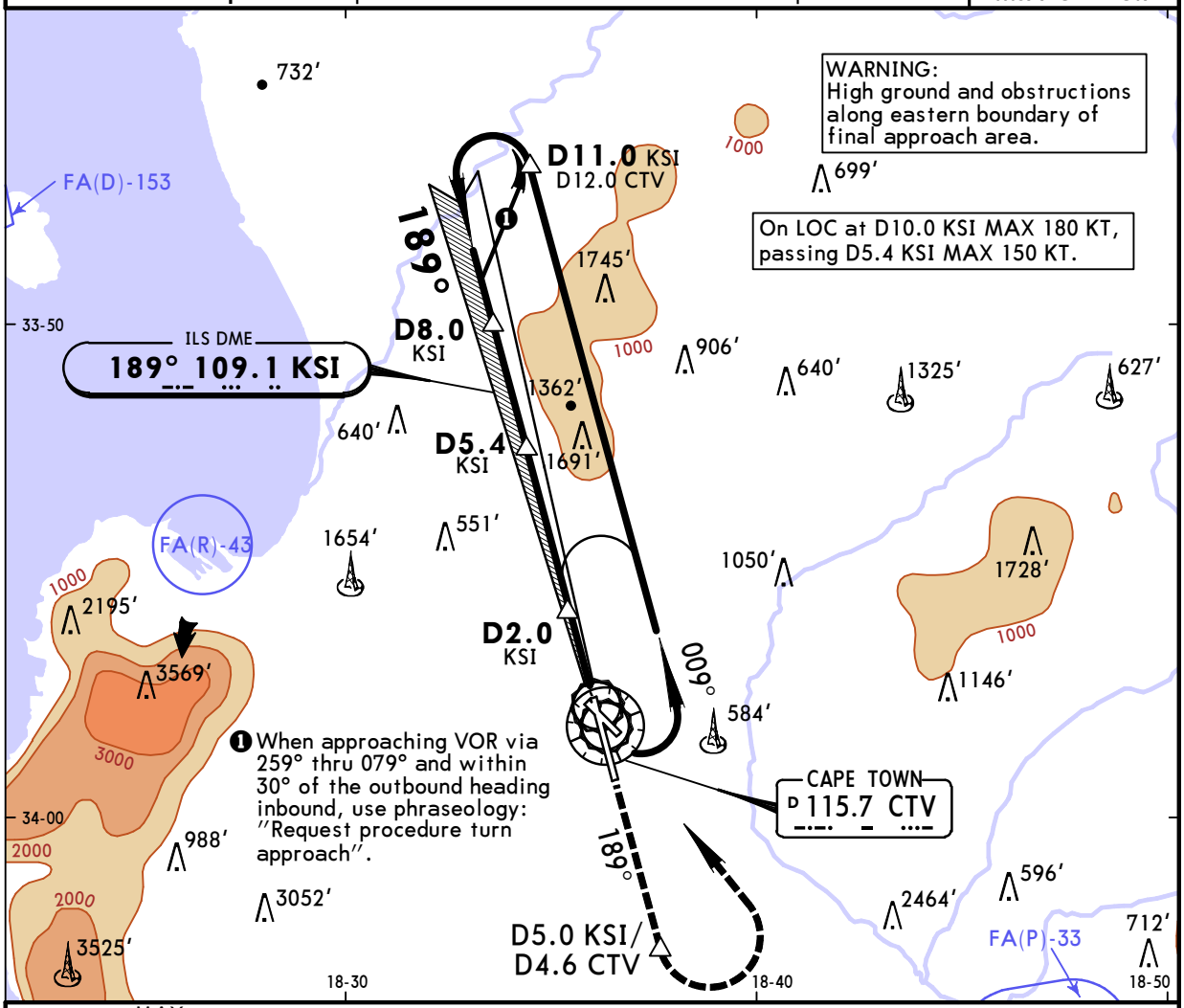
MISSED APCH: Climb on R-189 to D5.0 KSI/D4.6 CTV, then turn LEFT to VOR climbing to 4000′, or as directed.

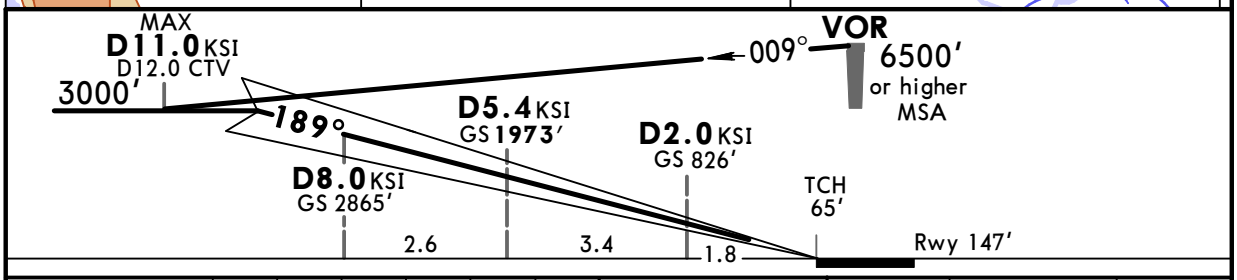
Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 7500′

1. **VOR and DME required.** 2. Special Aircrew and Acft Certification Required.



MSA CTV VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.20°	402	517	574	689	804	919

ALSF-II PAPI PAPI

D5.0 KSI/ D4.6 CTV on CTV 115.7 R-189

PANS OPS

JAR-OPS

STRAIGHT-IN LANDING RWY 19
CAT II ILS
ABCD
RA 100′
DA(H) **247′**(100′)

RVR 300m 1

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

CHANGES: Approach frequency.

© JEPPESEN, 2000, 2017. ALL RIGHTS RESERVED.

1.1.32 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FACT/CPT
CAPE TOWN INTL

JEPPESEN 8 DEC 17 (11-3)

CAPE TOWN, S AFR REP
ILS Y Rwy 19

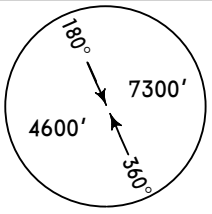
BRIEFING STRIP ™

D-ATIS	CAPE TOWN Approach (R)	*CAPE TOWN Director (APP)	CAPE TOWN Tower	Ground
127.0	119.7	124.35	118.1	121.9

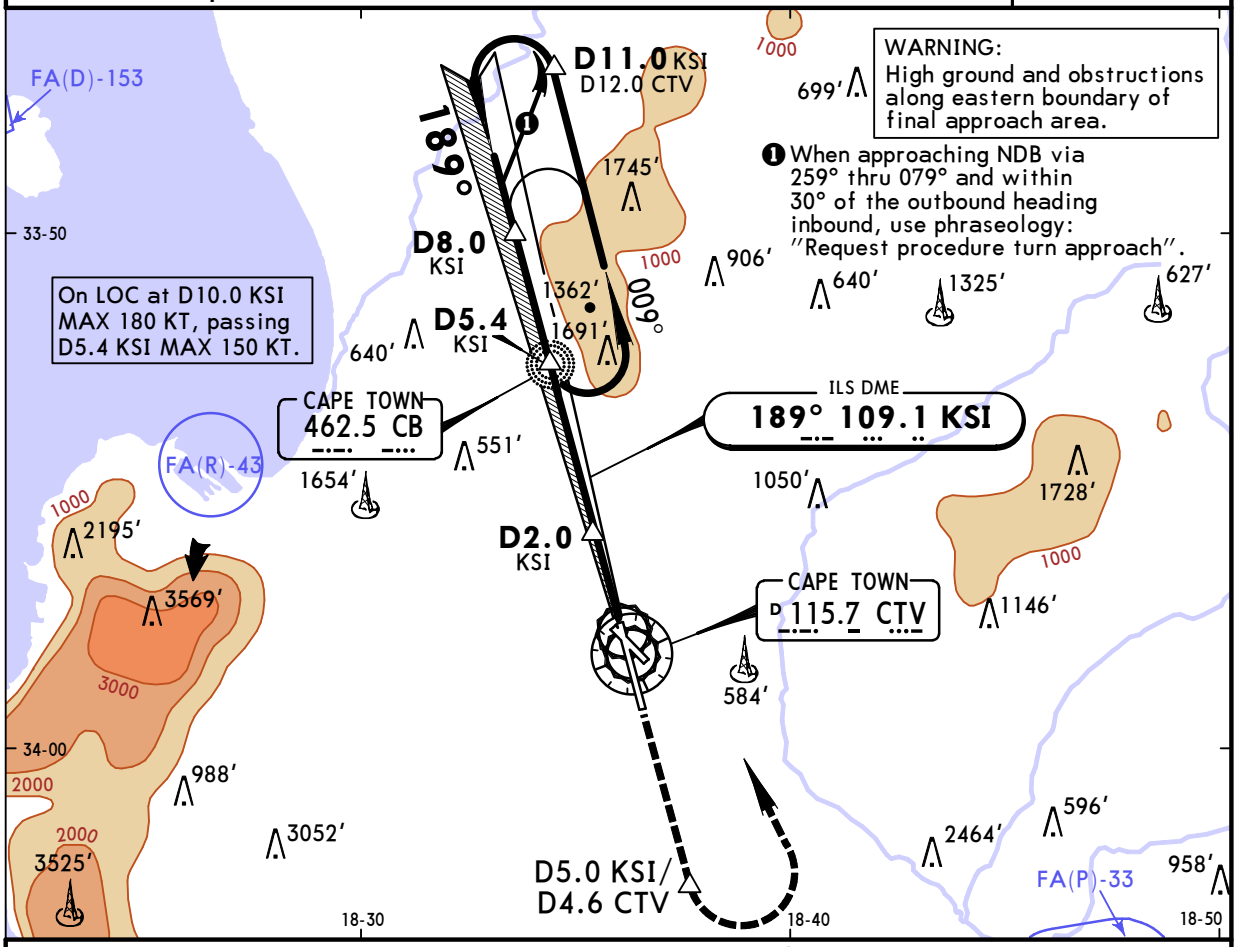
LOC KSI	Final Apch Crs	GS	ILS DA(H)	Apt Elev 151′
109.1	**189°**	**D5.4 KSI** **1973′** (1826′)	**347′** (200′)	Rwy 147′

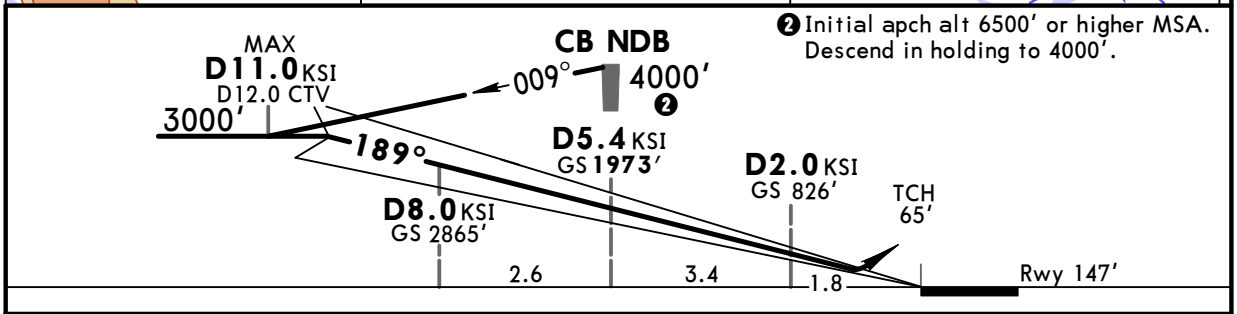
MISSED APCH: Climb on rwy heading to D5.0 KSI/D4.6 CTV, then turn LEFT to CB NDB climbing to 4000′, or as directed.

Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 7500′
NDB and DME required.



MSA
CTV VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.20°	402	517	574	689	804	919

ALSF-II PAPI PAPI **D5.0** KSI/ **D4.6** CTV on **Rwy** hdg

JAR-OPS STRAIGHT-IN LANDING RWY **19**

	ILS DA(H) **347′** (200′) FULL	ILS DA(H) **347′** (200′) ALS out	LOC (GS out)
A	RVR 550m	RVR 1000m	NOT APPLICABLE
B			
C			
D			

CIRCLE-TO-LAND
CAT C & D: Not authorized between R-010 and R-160
ENTIRELY AT PILOTS DISCRETION

MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA

PANS OPS

CHANGES: Approach frequency.

© JEPPESEN, 2000, 2017. ALL RIGHTS RESERVED.

1.1.33 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FACT/CPT
CAPE TOWN INTL

JEPPESEN 8 DEC 17 (11-3A)

CAPE TOWN, S AFR REP
CAT II ILS Y Rwy 19

BRIEFING STRIP™

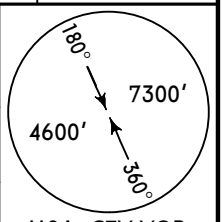
D-ATIS	CAPE TOWN Approach (R)	*CAPE TOWN Director (APP)	CAPE TOWN Tower	Ground
127.0	119.7	124.35	118.1	121.9

LOC KSI	Final Apch Crs	GS	CAT II ILS	Apt Elev 151′
109.1	**189°**	**D5.4 KSI** **1973′** (1826′)	**RA 100′** DA(H) 247′(100′)	Rwy 147′

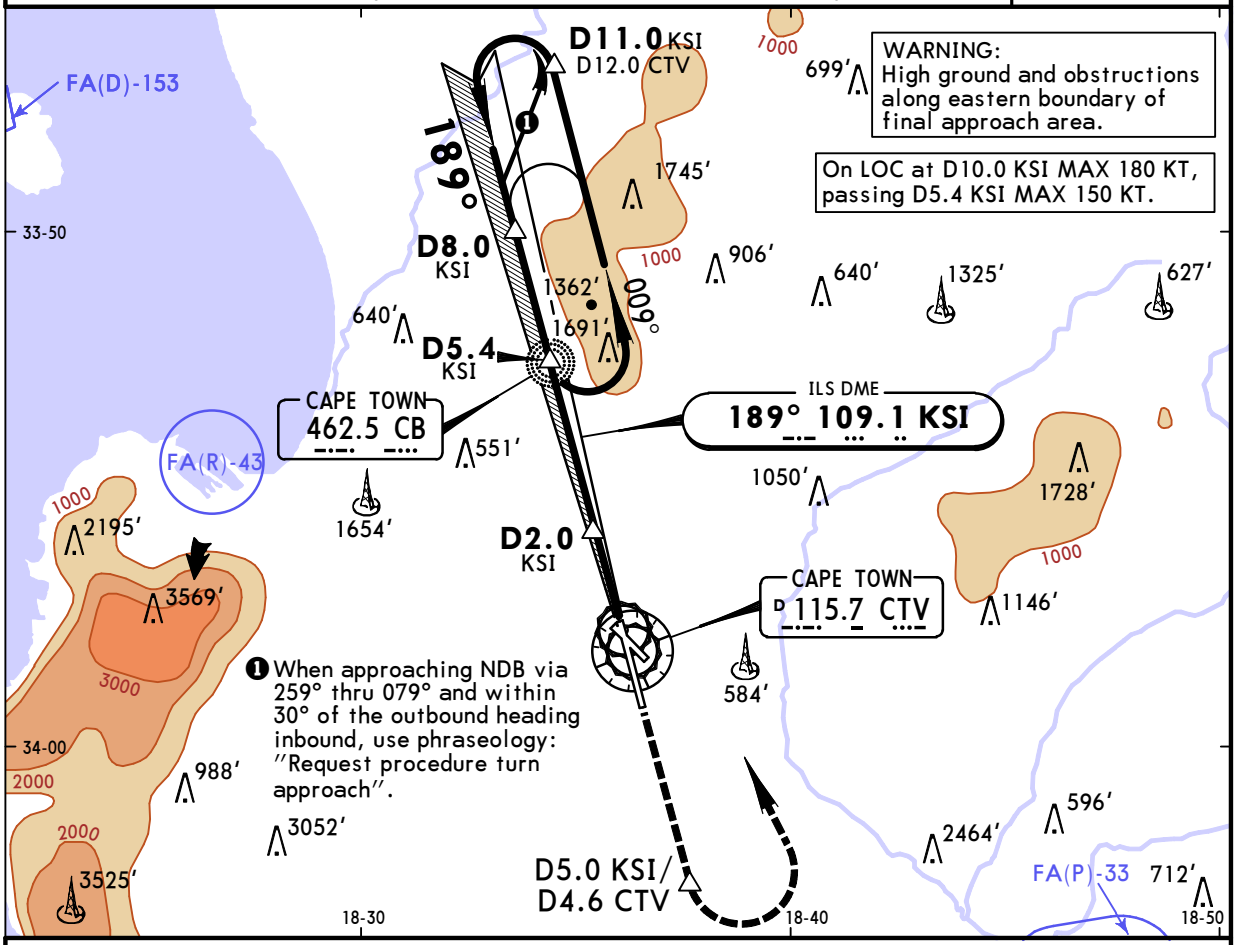
MISSED APCH: Climb on rwy heading to D5.0 KSI/D4.6 CTV, then turn LEFT to CB NDB climbing to 4000′, or as directed.

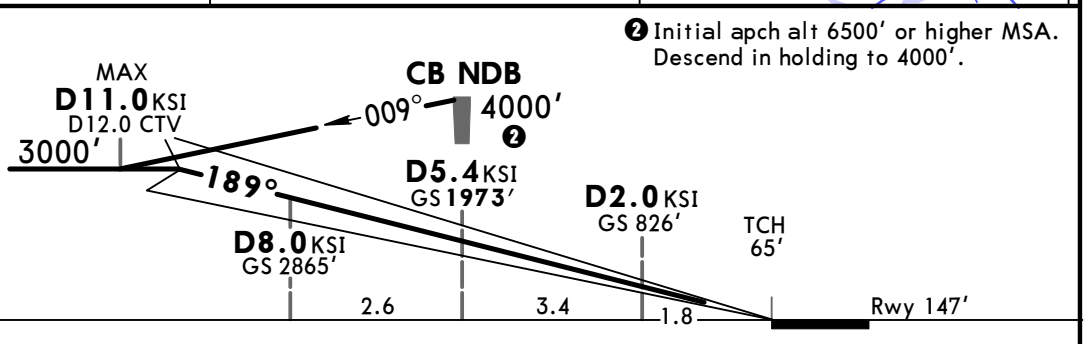
Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 7500′

1. **NDB and DME required.** 2. Special Aircrew and Acft Certification Required.



MSA CTV VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.20°	402	517	574	689	804	919

ALSF-II PAPI PAPI

D5.0 KSI/ **D4.6** CTV on **Rwy** hdg

PANS OPS

JAR-OPS

STRAIGHT-IN LANDING RWY **19**
CAT II ILS
ABCD
RA 100′
DA(H) **247′**(100′)

RVR 300m ❶

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

CHANGES: Approach frequency.

© JEPPESEN, 2000, 2017. ALL RIGHTS RESERVED.

1.1.34 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FACT/CPT
CAPE TOWN INTL

JEPPESEN
26 JAN 18
Eff 1 Feb
12-1

CAPE TOWN, S AFR REP
RNAV (GNSS) Rwy 01

BRIEFING STRIP™

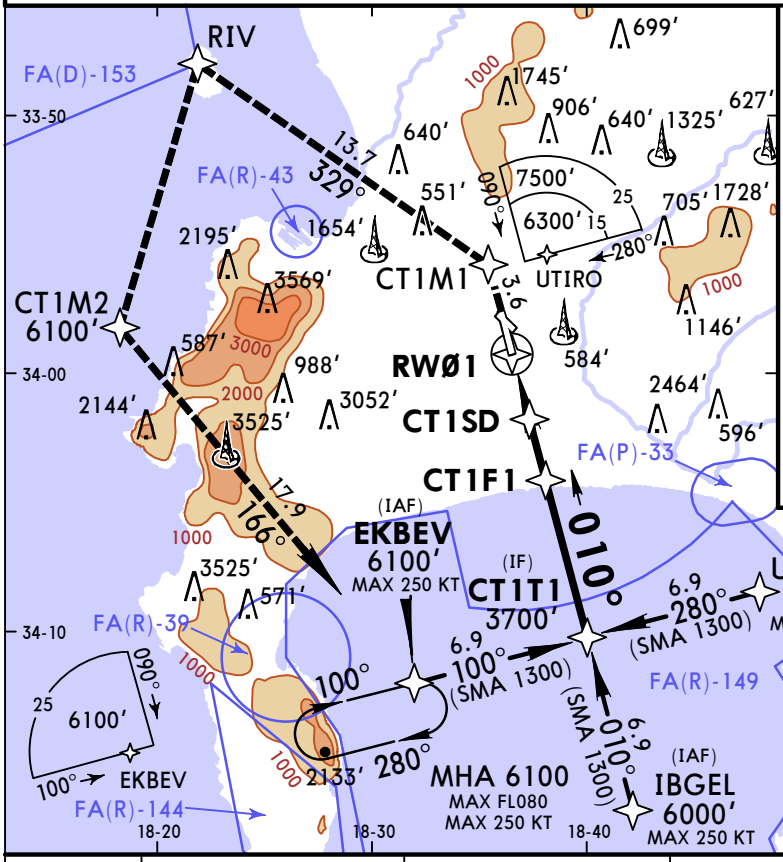
D-ATIS	CAPE TOWN Approach (R)	*CAPE TOWN Director (APP)	CAPE TOWN Tower	Ground
127.0	119.7	124.35	118.1	121.9

RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 151′	TAA
	010°	CT1F1 1800′ (1656′)		Rwy 144′	25 NM IAF

MISSED APCH: Climb to 6100′. Route direct to CT1M1, then turn LEFT to RIV. At RIV turn LEFT direct to CT1M2. At CT1M2 route direct to EKBEV and hold or as directed. Do not turn before MAP.

Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 7500′

1. GNSS required. 2. Baro-VNAV not authorized below 0°C and MAX VPA 3.5°, temperature +70°C.



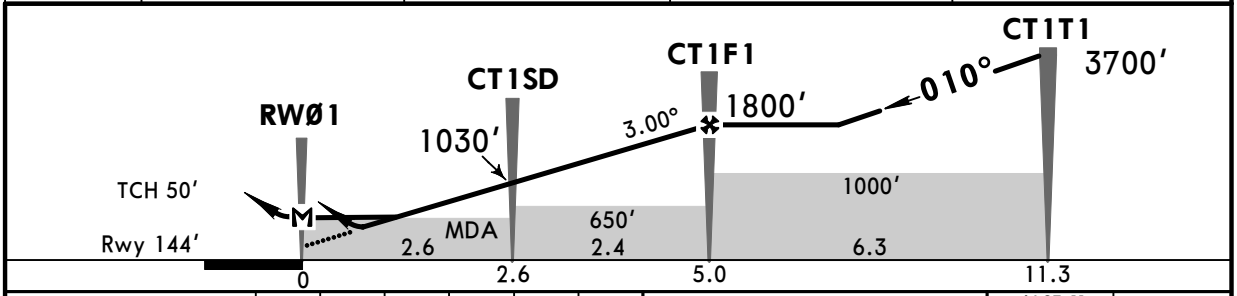
Communication Failure Procedure
Squawk 7600

When cleared for the RNAV (GNSS) Rwy 01 approach, complete the approach and land. If not yet cleared for the approach, continue to EKBEV at 6100′, or higher TAA. Hold for 5 min, then attempt another approach.

Missed approach
Communication Failure Procedure
Squawk 7600

Climb to 6100′. Route direct to CT1M1. At CT1M1 turn LEFT to RIV. At RIV turn LEFT direct to CT1M2. At CT1M2 route direct to EKBEV and enter hold. Hold for 5 min, then attempt another approach.

DIST to RW01	2.0	3.0	4.0	5.0
ALTITUDE	840′	1160′	1480′	1800′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA						
LNAV: MAP at RW01						

ALSF-II
PAPI PAPI
CT1M1

JAR-OPS — STRAIGHT-IN LANDING RWY **01**

PANS OPS

	LNAV/VNAV						LNAV					
	MACG mim 3.8%		MACG mim 3.2%		MACG mim 2.5%		MACG mim 4.0% With CT1SD		MACG mim 3.9% W/o CT1SD		MACG mim 3.5%		MACG mim 2.5%	
	DA(H) 530′ (386′)		DA(H) 1400′ (1256′)		DA(H) 2430′ (2286′)		MDA(H) 620′ (476′)		MDA(H) 660′ (516′)		MDA(H) 1210′ (1066′)		MDA(H) 2610′ (2466′)	
		ALS out		ALS out		ALS out		ALS out		ALS out		ALS out		ALS out
A	RVR 1000m	RVR 1500m	RVR 1200m	RVR 1500m	RVR 1200m	RVR 1500m	RVR 1000m	RVR 1500m	RVR 1000m	RVR 1500m	RVR 1200m	RVR 1500m	RVR 1200m	RVR 1500m
B	RVR 1200m		RVR 1400m		RVR 1400m		RVR 1200m		RVR 1200m		RVR 1400m		RVR 1400m	
C	RVR 1600m	RVR 2000m	RVR 1800m	RVR 2000m	RVR 1800m	RVR 2000m	RVR 1600m	RVR 2000m	RVR 1600m	RVR 2000m	RVR 1800m	RVR 2000m	RVR 1800m	RVR 2000m
D														

CHANGES: New procedure.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

1.1.35 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FACT/CPT
CAPE TOWN INTL

JEPPESEN 26 JAN 18 (12-2) Eff 1 Feb

CAPE TOWN, S AFR REP
RNAV (GNSS) Rwy 19

BRIEFING STRIP ™

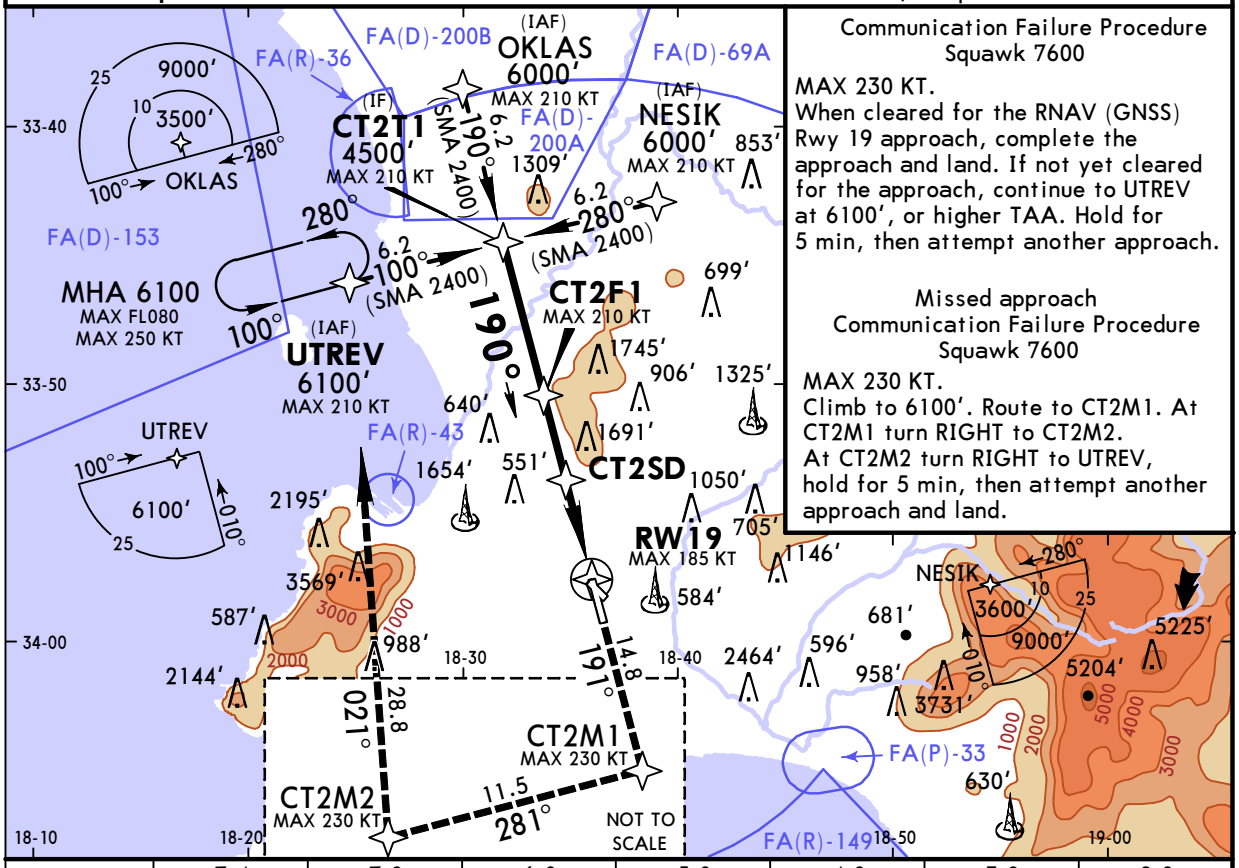
D-ATIS	CAPE TOWN Approach (R)	*CAPE TOWN Director (APP)	CAPE TOWN Tower	Ground
127.0	119.7	124.35	118.1	121.9

RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 151′ Rwy 147′	TAA 25 NM IAF
	190°	**CT2F1** **2700′** (2553′)			

MISSED APCH: Climb to 6100′. Route to CT2M1. At CT2M1 turn RIGHT to CT2M2. At CT2M2 turn RIGHT to UTREV and enter holding, or as directed. Do not turn before MAP. MAX 230 KT.

Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 7500′

1. GNSS required. 2. Baro-VNAV not authorized below 0°C and MAX VPA 3.5°, temperature +70°C.



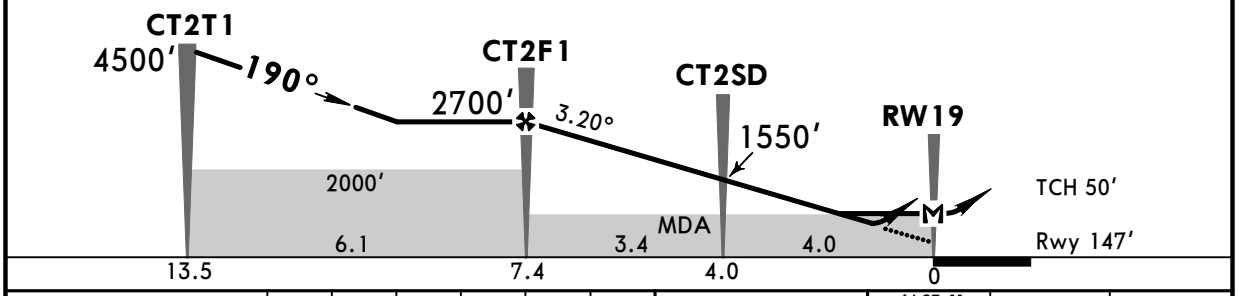
Communication Failure Procedure
Squawk 7600

MAX 230 KT.
When cleared for the RNAV (GNSS) Rwy 19 approach, complete the approach and land. If not yet cleared for the approach, continue to UTREV at 6100′, or higher TAA. Hold for 5 min, then attempt another approach.

Missed approach
Communication Failure Procedure
Squawk 7600

MAX 230 KT.
Climb to 6100′. Route to CT2M1. At CT2M1 turn RIGHT to CT2M2.
At CT2M2 turn RIGHT to UTREV, hold for 5 min, then attempt another approach and land.

DIST to RW19	7.4	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2700′	2580′	2240′	1900′	1560′	1220′	880′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.20°	396	510	566	679	793	906
LNAV/VNAV: MAP at DA							
LNAV: MAP at RW19							

ALSF-II PAPI PAPI

230 KT MAX

CT2M1

JAR-OPS STRAIGHT-IN LANDING RWY **19**

PANS OPS

	LNAV/VNAV MACG mim 4.6% DA(H) **610′** (463′)		LNAV/VNAV MACG mim 2.5% DA(H) **3060′** (2913′)		LNAV MACG mim 4.8% With CT2SD MDA(H) **650′** (503′)		LNAV MACG mim 4.8% W/o CT2SD MDA(H) **690′** (543′)		LNAV MACG mim 2.5% MDA(H) **3250′** (3103′)	
		ALS out		ALS out		ALS out		ALS out		ALS out
A	RVR 1000m	RVR 1500m	RVR 1200m	RVR 1500m	RVR 1000m	RVR 1500m	RVR 1000m	RVR 1500m	RVR 1200m	RVR 1500m
B	RVR 1200m		RVR 1400m		RVR 1200m		RVR 1200m		RVR 1400m	
C		RVR 2000m		RVR 2000m		RVR 2000m		RVR 2000m		RVR 2000m
D	RVR 1600m		RVR 1800m		RVR 1600m		RVR 1600m		RVR 1800m	

CHANGES: Missed apch point.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

1.1.36 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FACT/CPT CAPE TOWN INTL

JEPPESEN 8 DEC 17 (12-20) CAT C & D

CAPE TOWN, S AFR REP RNAV (RNP) Z Rwy 01

BRIEFING STRIP™

D-ATIS	CAPE TOWN Approach (R)	*CAPE TOWN Director (APP)	CAPE TOWN Tower	Ground
127.0	119.7	124.35	118.1	121.9

RNAV	Final Apch Crs	Mandatory Alt	RNP 0.30 DA(H)	Apt Elev 151′
	010°	CT528 3000′ (2856′)	Refer to Minimums	Rwy 144′

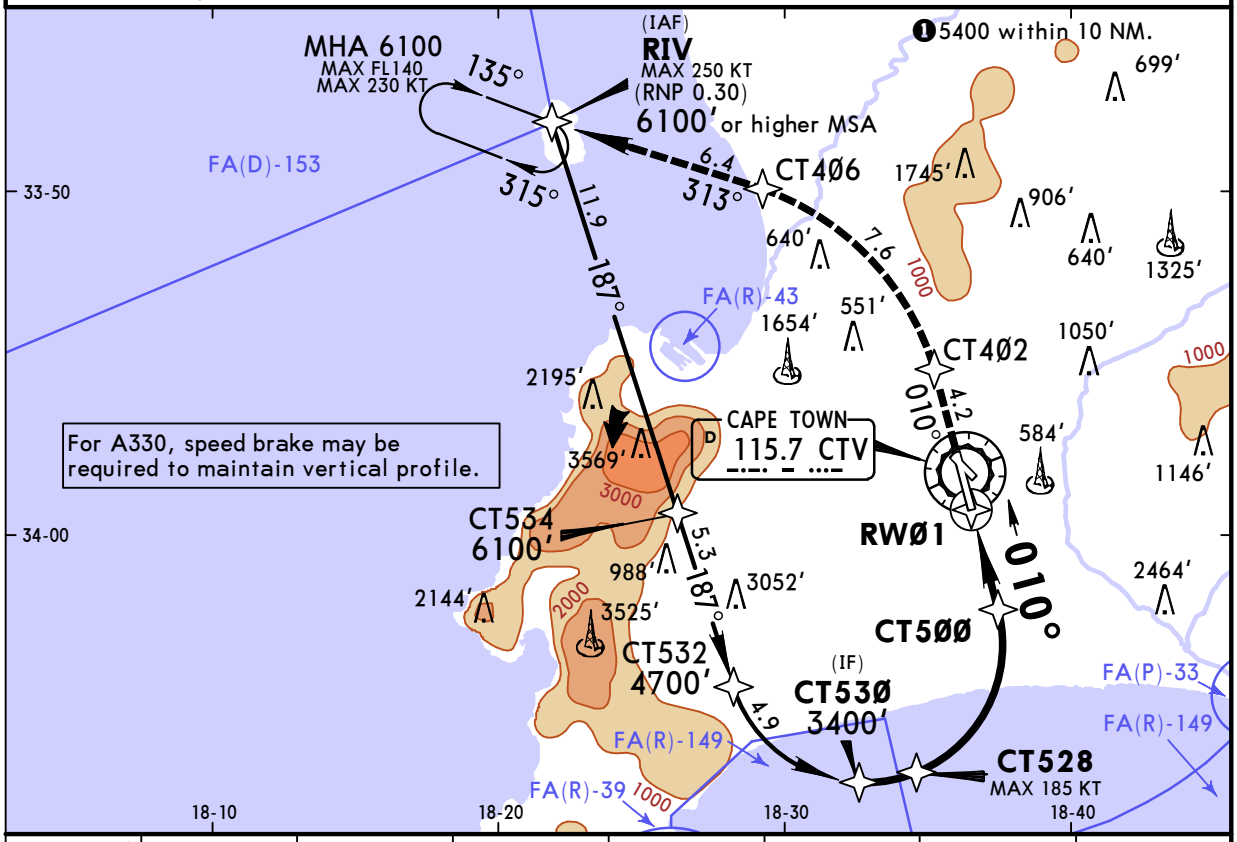
MISSED APCH: Climb to 6100′. Climb to CT4Ø2, then turn LEFT via CT4Ø6 to RIV. Do not exceed 230 KT until CT4Ø6.

MSA ARP: 205°–025°: 6100′ 9000′

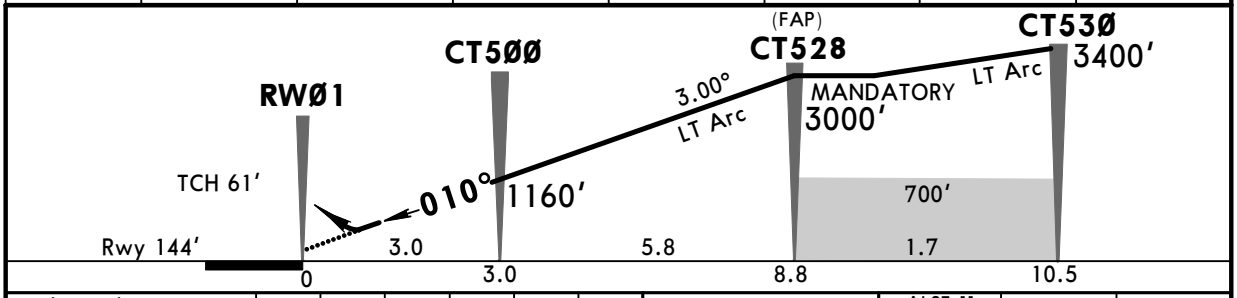
Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 7500′

1. Special aircrew and acft certification required. **2. RNP 0.3 GNSS required.**

3. Minimum Temperature -1°C.



DIST to RWØ1	2.0	3.0	4.0	5.0	6.0	7.0	8.8
ALTITUDE	840′	1160′	1480′	1800′	2110′	2430′	3000′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

ALSF-II PAPI PAPI

230 KT MAX

CT4Ø2

JAR-OPS

STRAIGHT-IN LANDING RWY 01
RNP 0.30

	MACG mim 5.1%	MACG mim 4.5%	MACG mim 3.5%	MACG mim 2.5%
DA(H)	C: 460′ (316′) D: 470′ (326′)	1130′ (986′)	2230′ (2086′)	3340′ (3196′)
	ALS out	ALS out	ALS out	ALS out

CIRCLE-TO-LAND

CAT C & D: Not authorized between R-010 and R-160

ENTIRELY AT PILOTS DISCRETION

PANS OPS

A	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE	
B								
C	RVR 1000m	RVR 1800m	RVR 1400m	RVR 2000m	RVR 1400m	RVR 2000m	RVR 1400m	RVR 2000m
D	RVR 1400m	RVR 2000m	RVR 1800m		RVR 1800m		RVR 1800m	

MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA

CHANGES: Approach frequency.

© JEPPESEN, 2014, 2017. ALL RIGHTS RESERVED.

1.1.37 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FACT/CPT
CAPE TOWN INTL

JEPPESEN 8 DEC 17 (12-21) CAT C & D

CAPE TOWN, S AFR REP
RNAV (RNP) Y Rwy 01

BRIEFING STRIP™

D-ATIS	CAPE TOWN Approach (R)	*CAPE TOWN Director (APP)	CAPE TOWN Tower	Ground
127.0	119.7	124.35	118.1	121.9

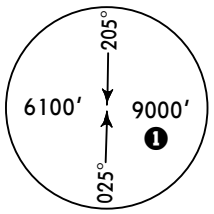
RNAV	Final Apch Crs	Mandatory Alt	RNP 0.30 DA(H) Refer to Minimums	Apt Elev 151′
	010°	CT52Ø 3000′ (2856′)		Rwy 144′

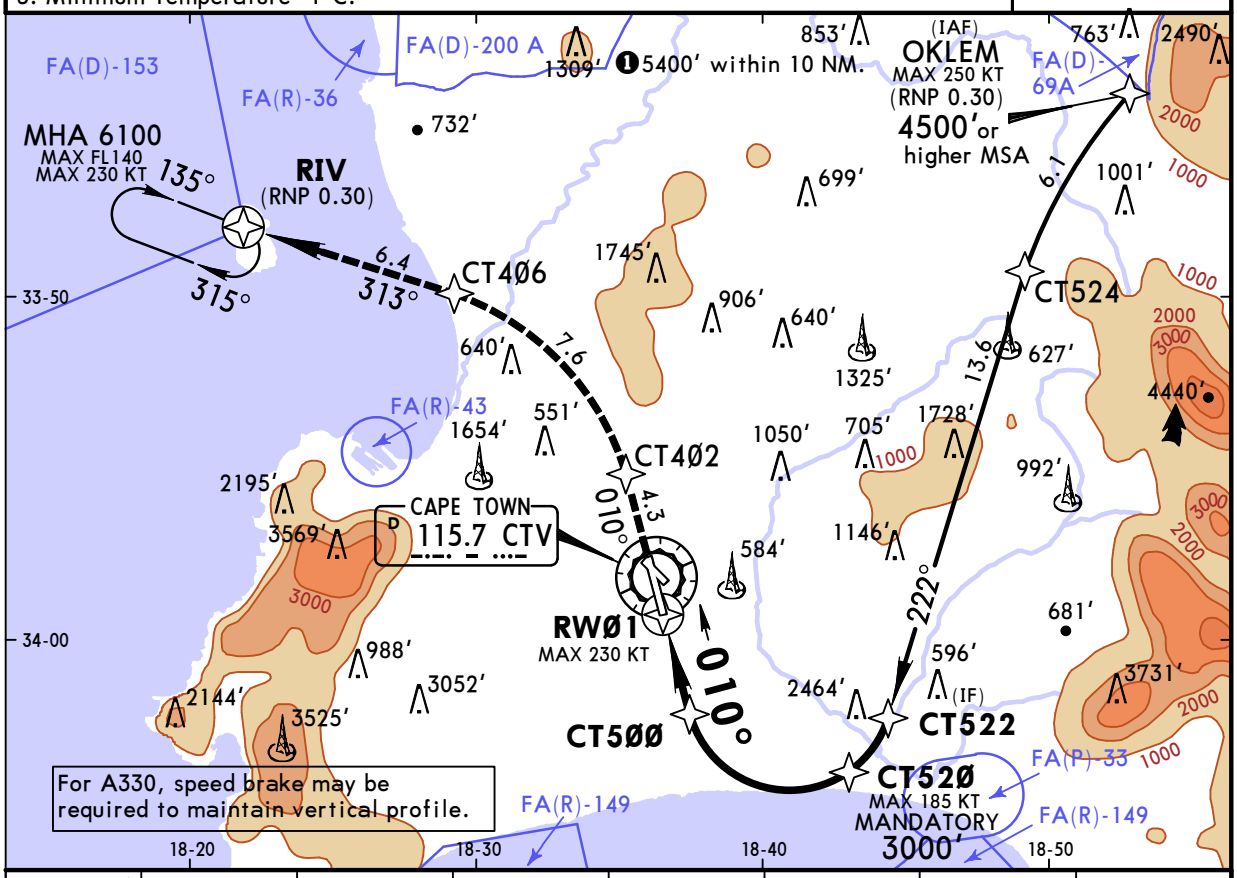
MISSED APCH: Climb to 6100′. Climb to CT4Ø2, then turn LEFT via CT4Ø6 to RIV. Do not exceed 230 KT until CT4Ø6.

Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 7500′

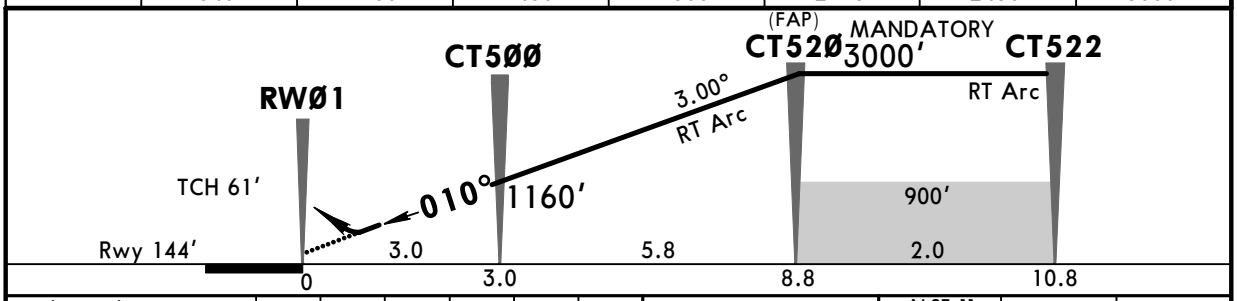
1. Special aircrew and acft certification required. 2. RNP 0.3 GNSS required.

3. Minimum Temperature -1°C.





DIST to RWØ1	2.0	3.0	4.0	5.0	6.0	7.0	8.8
ALTITUDE	840′	1160′	1480′	1800′	2110′	2430′	3000′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

ALSF-II
PAPI PAPI
230 KT MAX
CT4Ø2

PANS OPS

JAR-OPS

STRAIGHT-IN LANDING RWY **01**
RNP 0.30

	MACG mim 5.1%		MACG mim 4.5%		MACG mim 3.5%		MACG mim 2.5%	
DA(H)	C: **460′** (316′) D: **470′** (326′)		DA(H) **1130′** (986′)		DA(H) **2230′** (2086′)		DA(H) **3340′** (3196′)	
		ALS out		ALS out		ALS out		ALS out
A	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE	
B								
C	RVR 1000m	RVR 1800m	RVR 1400m	RVR 2000m	RVR 1400m	RVR 2000m	RVR 1400m	RVR 2000m
D	RVR 1400m	RVR 2000m	RVR 1800m		RVR 1800m		RVR 1800m	

CIRCLE-TO-LAND

CAT C & D: Not authorized between R-010 and R-160

ENTIRELY AT PILOTS DISCRETION

MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA

CHANGES: Approach frequency.

© JEPPESEN, 2014, 2017. ALL RIGHTS RESERVED.

1.1.38 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FACT/CPT
CAPE TOWN INTL

JEPPESEN 8 DEC 17 (12-22) CAT C & D

CAPE TOWN, S AFR REP
RNAV (RNP) Z Rwy 19

BRIEFING STRIP™

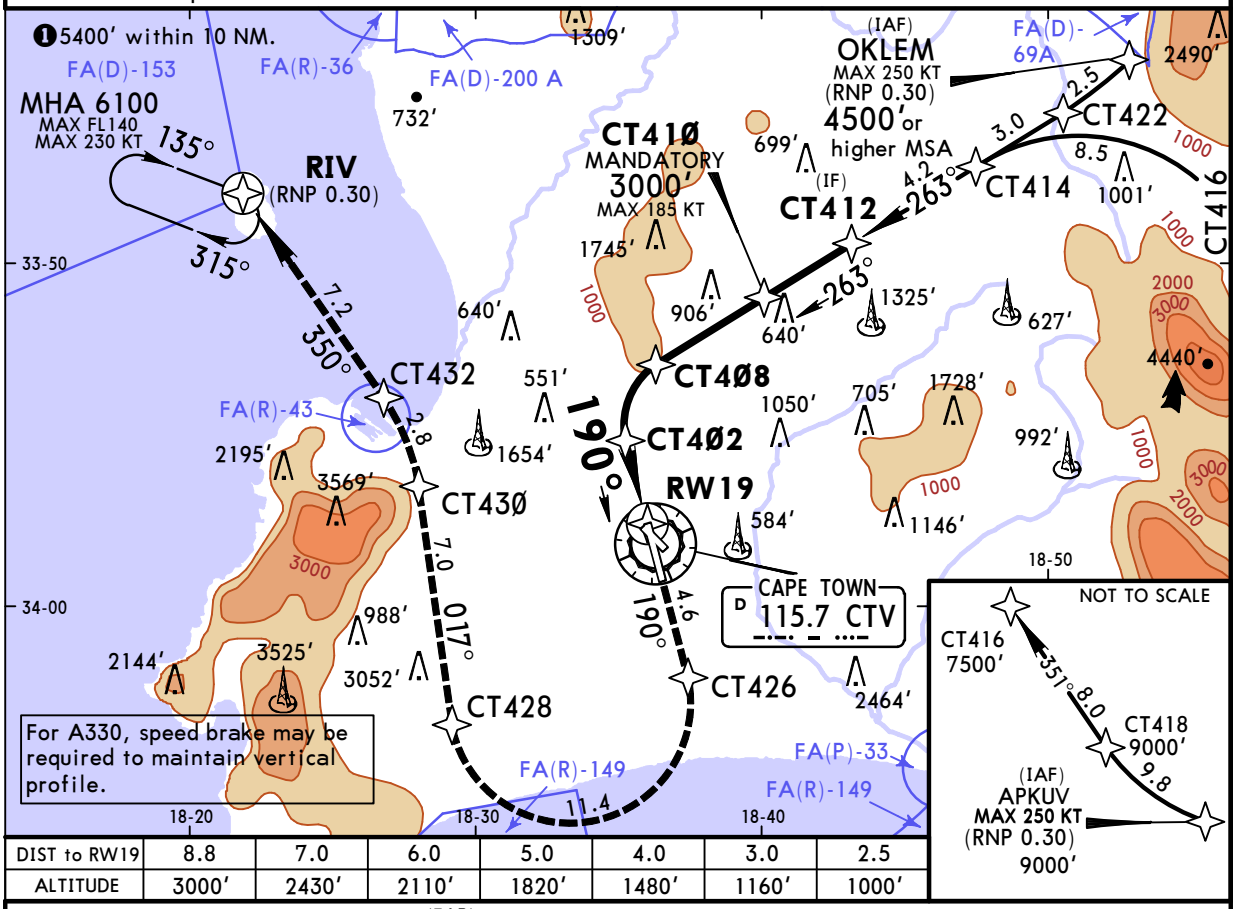
D-ATIS	CAPE TOWN Approach (R)	*CAPE TOWN Director (APP)	CAPE TOWN Tower	Ground
127.0	119.7	124.35	118.1	121.9

RNAV	Final Apch Crs	Mandatory Alt	RNP 0.30 DA(H) Refer to Minimums	Apt Elev 151′
	190°	CT41Ø 3000′ (2853′)		Rwy 147′

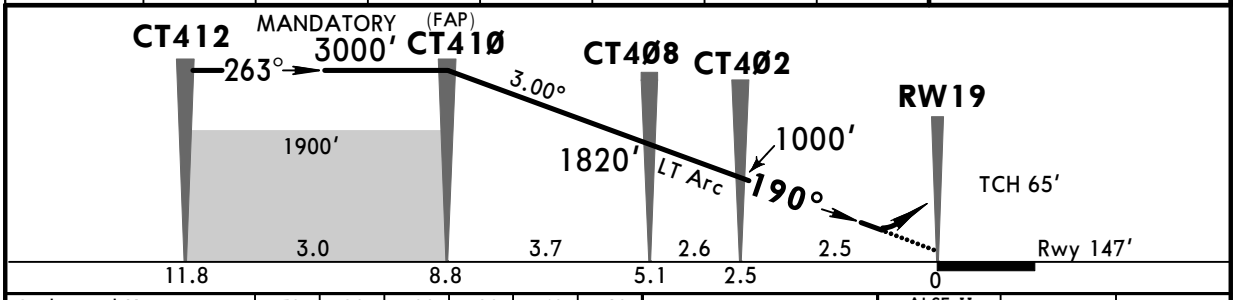
MISSED APCH: Climb to 6100′. Climb to CT426, then turn RIGHT via CT428 to CT43Ø, then turn LEFT via CT432 to RIV.
Do not exceed 230 KT until CT428.

6100′ 205° 025° 9000′
MSA ARP

Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 7500′
1. Special aircrew and acft certification required. **2. RNP 0.3 GNSS required.**
3. Minimum Temperature -1°C.



DIST to RW19	8.8	7.0	6.0	5.0	4.0	3.0	2.5
ALTITUDE	3000′	2430′	2110′	1820′	1480′	1160′	1000′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

ALSF-II PAPI PAPI **230 KT** MAX **CT426**

JAR-OPS

STRAIGHT-IN LANDING RWY **19**

RNP 0.30

MACG mim 3.1%	MACG mim 2.8%	MACG mim 2.5%
DA(H) **490′** (343′)	DA(H) **970′** (823′)	DA(H) **1520′** (1373′)
ALS out	ALS out	ALS out

CIRCLE-TO-LAND

CAT C & D: Not authorized between R-010 and R-160

ENTIRELY AT PILOTS DISCRETION

PANS OPS

A	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE		
B							
C	RVR 1000m	RVR 1800m	RVR 1400m	RVR 2000m	RVR 1400m	RVR 2000m	
D	RVR 1400m	RVR 2000m	RVR 1800m		RVR 1800m		

MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA

CHANGES: Approach frequency.

© JEPPESEN, 2014, 2017. ALL RIGHTS RESERVED.

1.1.39 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FACT/CPT
CAPE TOWN INTL

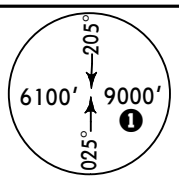
JEPPESEN 8 DEC 17 (12-23) CAT C & D

CAPE TOWN, S AFR REP
RNAV (RNP) Z Rwy 34

BRIEFING STRIP™

D-ATIS	CAPE TOWN Approach (R)	*CAPE TOWN Director (APP)	CAPE TOWN Tower	Ground
127.0	119.7	124.35	118.1	121.9

RNAV	Final Apch Crs	Mandatory Alt	RNP 0.30 DA(H) Refer to Minimums	Apt Elev 151′ Rwy 151′
	340°	CT6Ø4 3000′ (2849′)		

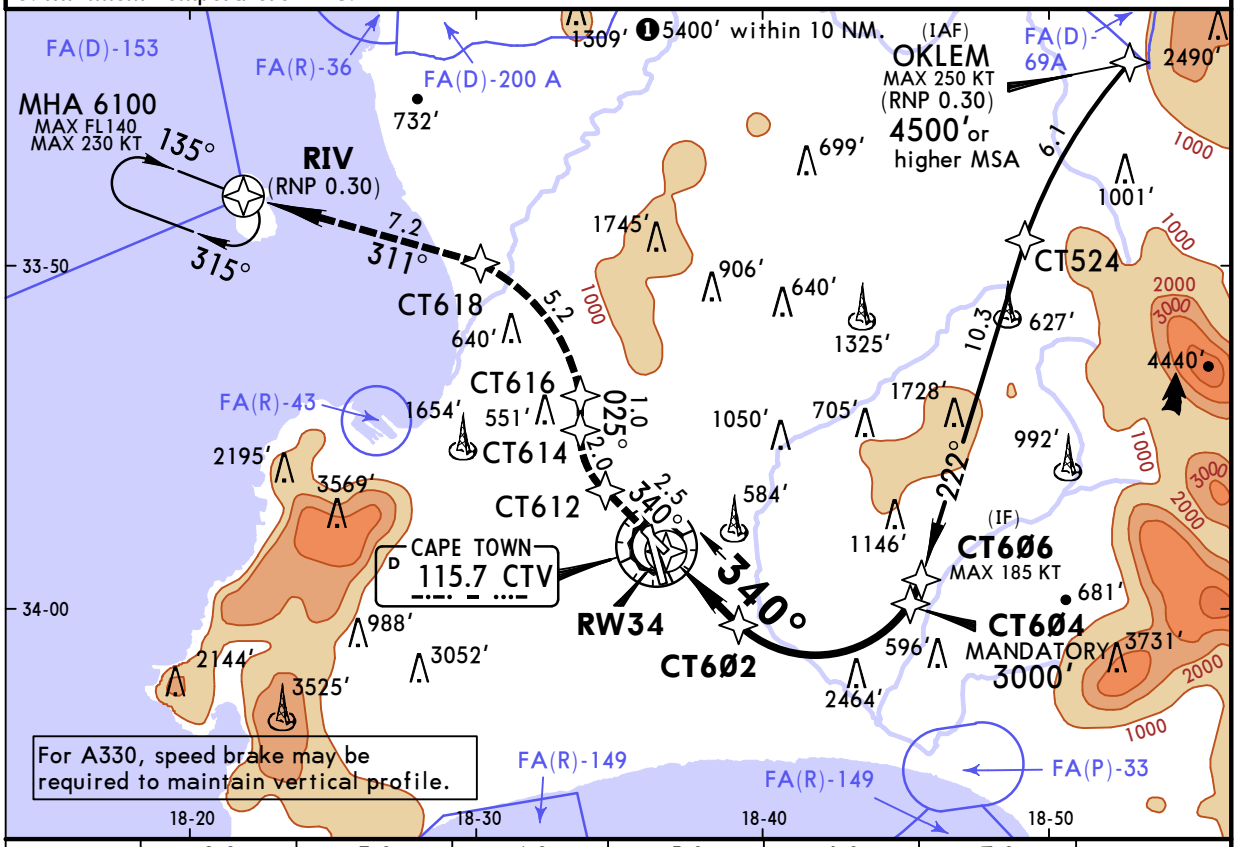


MSA ARP

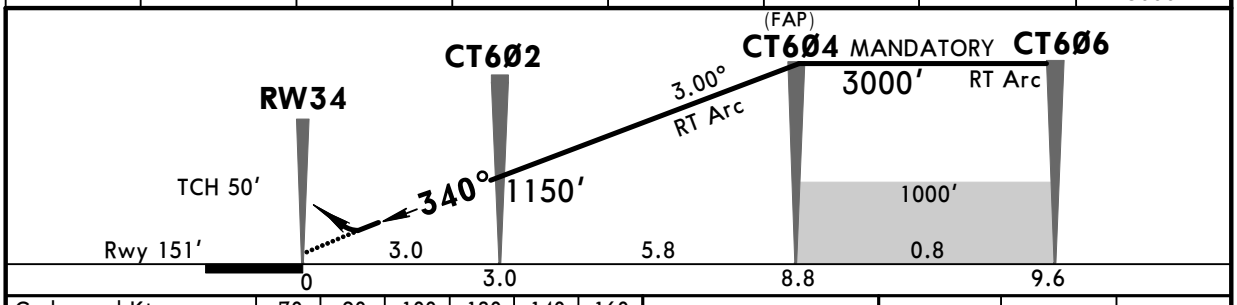
MISSED APCH: Climb to 6100′. Climb to CT612, then turn RIGHT via CT614 to CT616, then turn LEFT via CT618 to RIV.
Do not exceed 210 KT until CT614 and 230 KT until CT618.

Alt Set: hPa | Rwy Elev: 6 hPa | Trans level: By ATC | Trans alt: 7500′

1. Special aircrew and acft certification required. **2. RNP 0.3 GNSS required.**
3. Minimum Temperature -1°C.



DIST to RW34	2.0	3.0	4.0	5.0	6.0	7.0	8.8
ALTITUDE	840′	1150′	1480′	1800′	2110′	2430′	3000′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

PAPI-L | 210 KT MAX | CT612

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 34

RNP 0.30

	MACG mim 5.2%	MACG mim 4.0%	MACG mim 3.0%	MACG mim 2.5%
DA(H)	C: **490′** (339′) D: **500′** (349′)	**1750′** (1599′)	**2840′** (2689′)	**3390′** (3239′)
A	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE
B				
C	RVR 1800m	RVR 2000m	RVR 2000m	RVR 2000m
D	RVR 2000m			

CIRCLE-TO-LAND

CAT C & D: Not authorized between R-010 and R-160

ENTIRELY AT PILOTS DISCRETION

MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA

CHANGES: Approach frequency.

© JEPPESEN, 2014, 2017. ALL RIGHTS RESERVED.

1.1.40 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FACT/CPT
CAPE TOWN INTL

JEPPESEN 8 DEC 17 (13-1)

CAPE TOWN, S AFR REP
VOR Z Rwy 01

BRIEFING STRIP ™

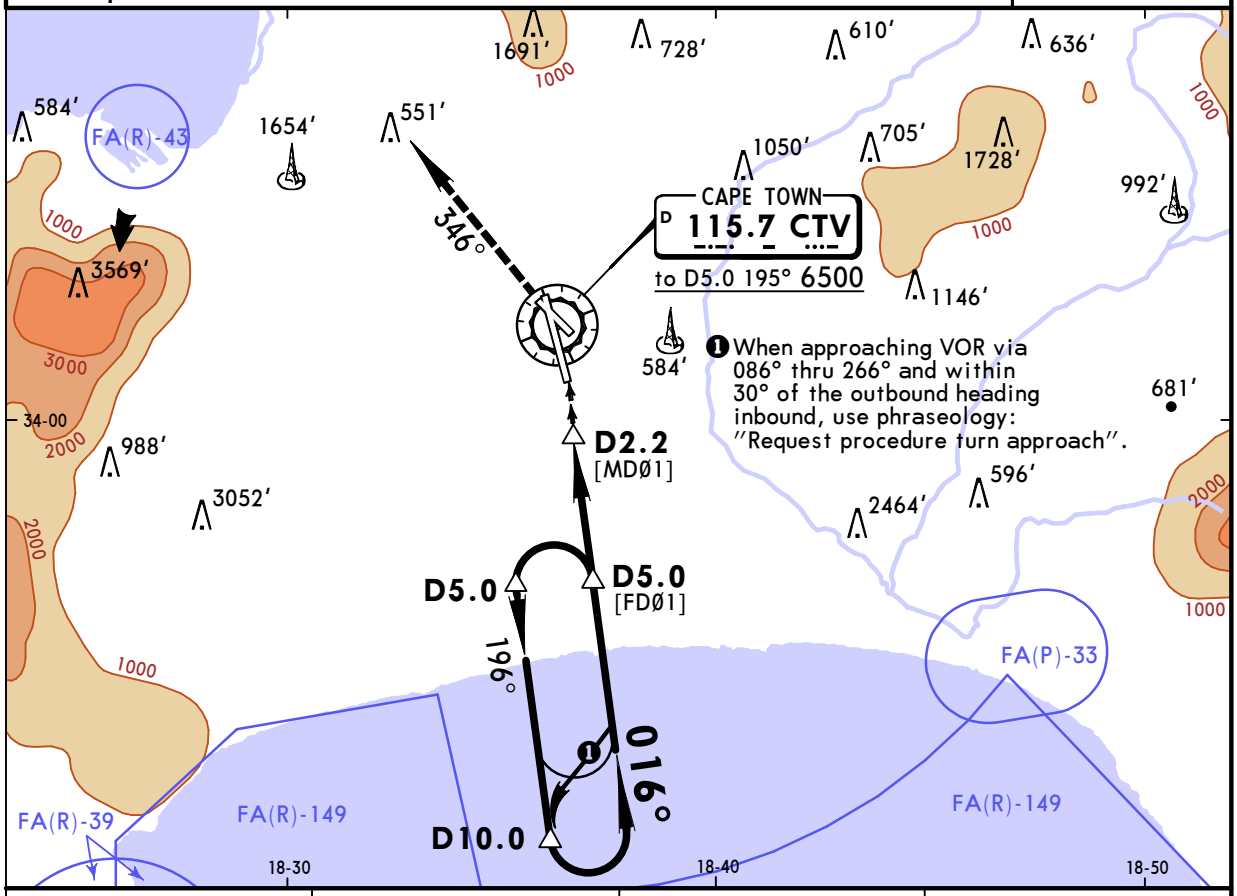
D-ATIS	CAPE TOWN Approach (R)	*CAPE TOWN Director (APP)	CAPE TOWN Tower	Ground
127.0	119.7	124.35	118.1	121.9

VOR CTV 115.7	Final Apch Crs 016°	Minimum Alt D5.0 1200′ (1056′)	MDA(H) 530′ (386′)	Apt Elev 151′ Rwy 144′

MISSED APCH: Climb on R-196 inbound to VOR, then climbing turn LEFT onto R-346. At 6500′ turn RIGHT and return to D5.0/R-196 via VOR.

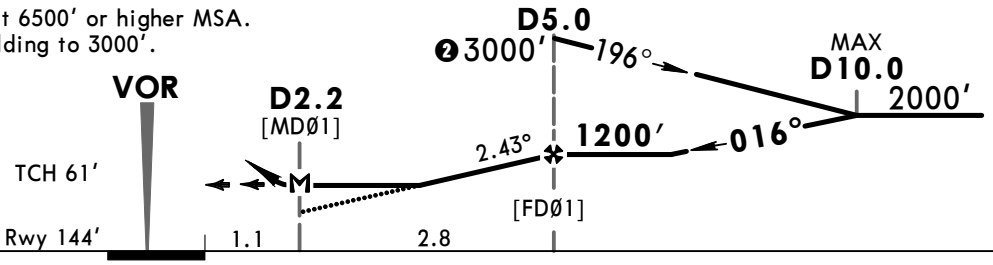
MSA CTV VOR: 180° 7300 4600 360°

Alt Set: hPa **DME required.** | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 7500′



CTV DME	3.0	4.0	5.0
ALTITUDE	690′	950′	1200′

❷ Initial apch alt 6500′ or higher MSA. Descend in holding to 3000′.



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.43°	301	387	430	516	602	688
MAP at D2.2							

ALSF-II PAPI PAPI | CTV 115.7 | LT | CTV 115.7 R-346

JAR-OPS STRAIGHT-IN LANDING RWY **01**

MDA(H) **530′** (386′)

CIRCLE-TO-LAND
CAT C & D: Not authorized between R-010 and R-160
ENTIRELY AT PILOTS DISCRETION

PANS OPS

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m
D	RVR 1400m	RVR 2000m

MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA

CHANGES: Approach frequency.

© JEPPESEN, 1999, 2017. ALL RIGHTS RESERVED.

1.1.41 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FACT/CPT
CAPE TOWN INTL

JEPPESEN 8 DEC 17 (13-2)

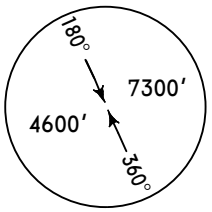
CAPE TOWN, S AFR REP
VOR Y Rwy 01

BRIEFING STRIP ™

D-ATIS	CAPE TOWN Approach (R)	*CAPE TOWN Director (APP)	CAPE TOWN Tower	Ground
127.0	119.7	124.35	118.1	121.9

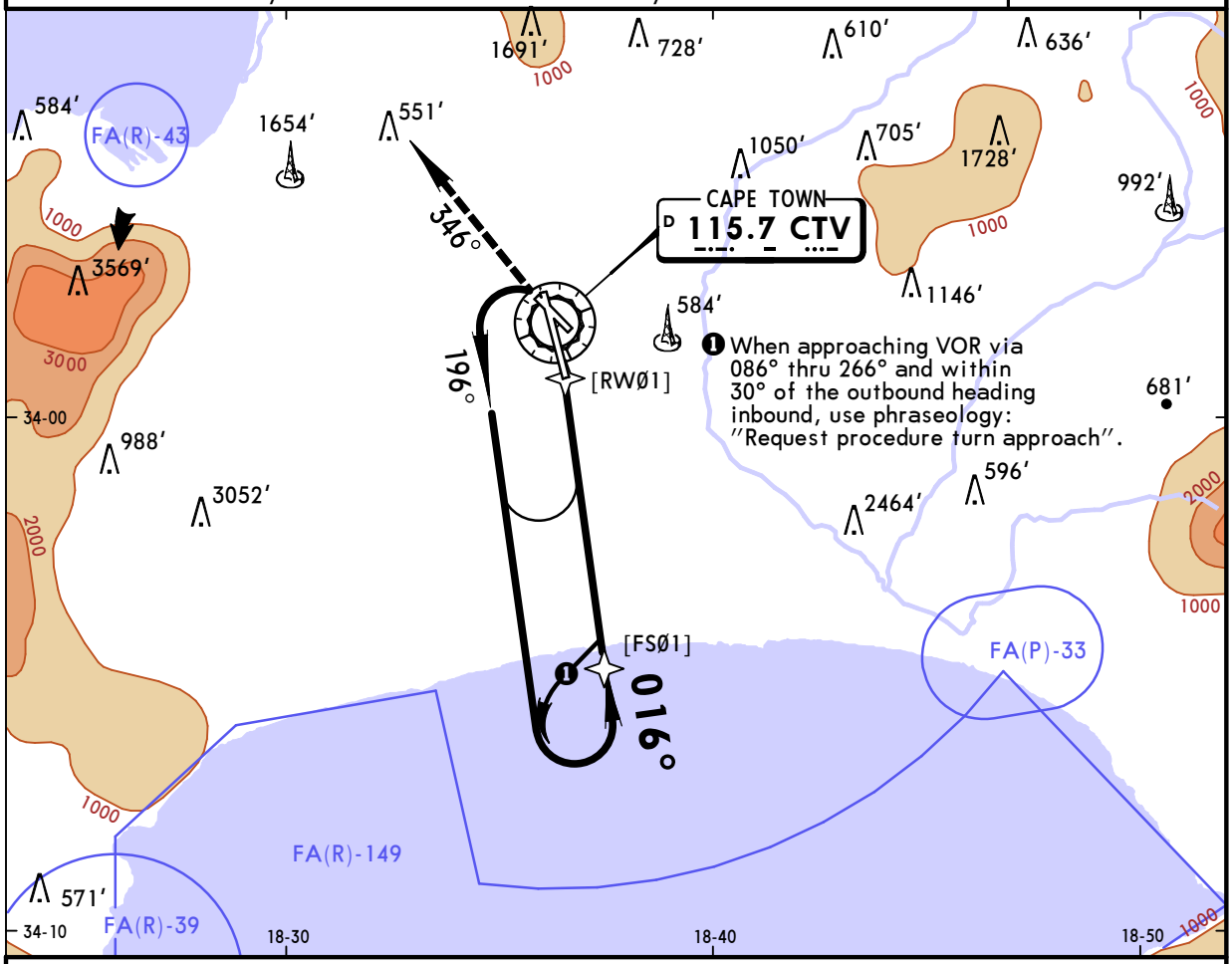
VOR CTV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 151′
115.7	016°	No FAF	640′ (496′)	Rwy 144′

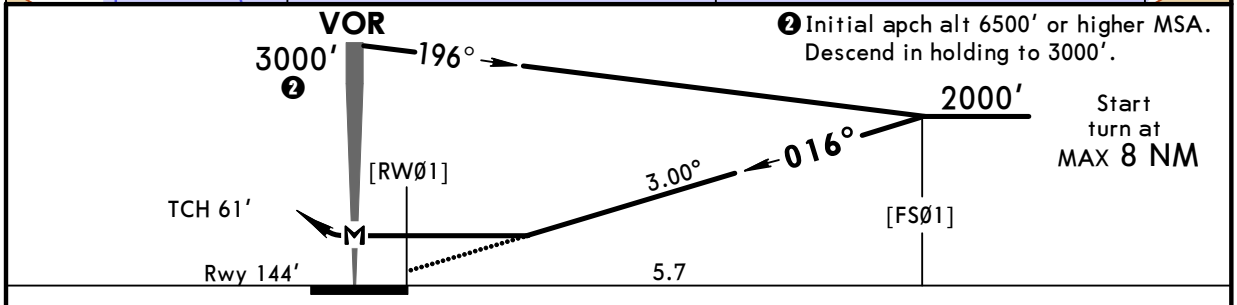
MISSED APCH: Climbing turn LEFT on R-346 to 6500′, then turn RIGHT and return to VOR.



MSA CTV VOR

Alt Set: hPa	Rwy Elev: 5 hPa	Trans level: By ATC	Trans alt: 7500′





Initial apch alt 6500′ or higher MSA. Descend in holding to 3000′.

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

ALSF-II PAPI PAPI

6500′ LT on CTV 115.7 R-346

JAR-OPS STRAIGHT-IN LANDING RWY **01**

MDA(H) **640′** (496′)

CIRCLE-TO-LAND
CAT C & D: Not authorized between R-010 and R-160
ENTIRELY AT PILOTS DISCRETION

PANS OPS

		ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		RVR 2000m
D	RVR 1600m	

MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA

CHANGES: Approach frequency. Descent angle.

© JEPPESEN, 1999, 2017. ALL RIGHTS RESERVED.

1.1.42 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FACT/CPT
CAPE TOWN INTL

JEPPESEN 8 DEC 17 (13-3)

CAPE TOWN, S AFR REP
VOR Rwy 19

BRIEFING STRIP ™

D-ATIS	*CAPE TOWN Approach (R)	*CAPE TOWN Director (APP)	CAPE TOWN Tower	Ground
127.0	119.7	124.35	118.1	121.9

VOR CTV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 151′
115.7	187°	D5.5 2000′ (1853′)	550′ (403′)	Rwy 147′

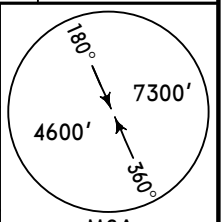
MISSED APCH: Climb on R-187 to D4.5, then turn LEFT to VOR climbing to 4000′, or as directed.

Alt Set: hPa
DME required.

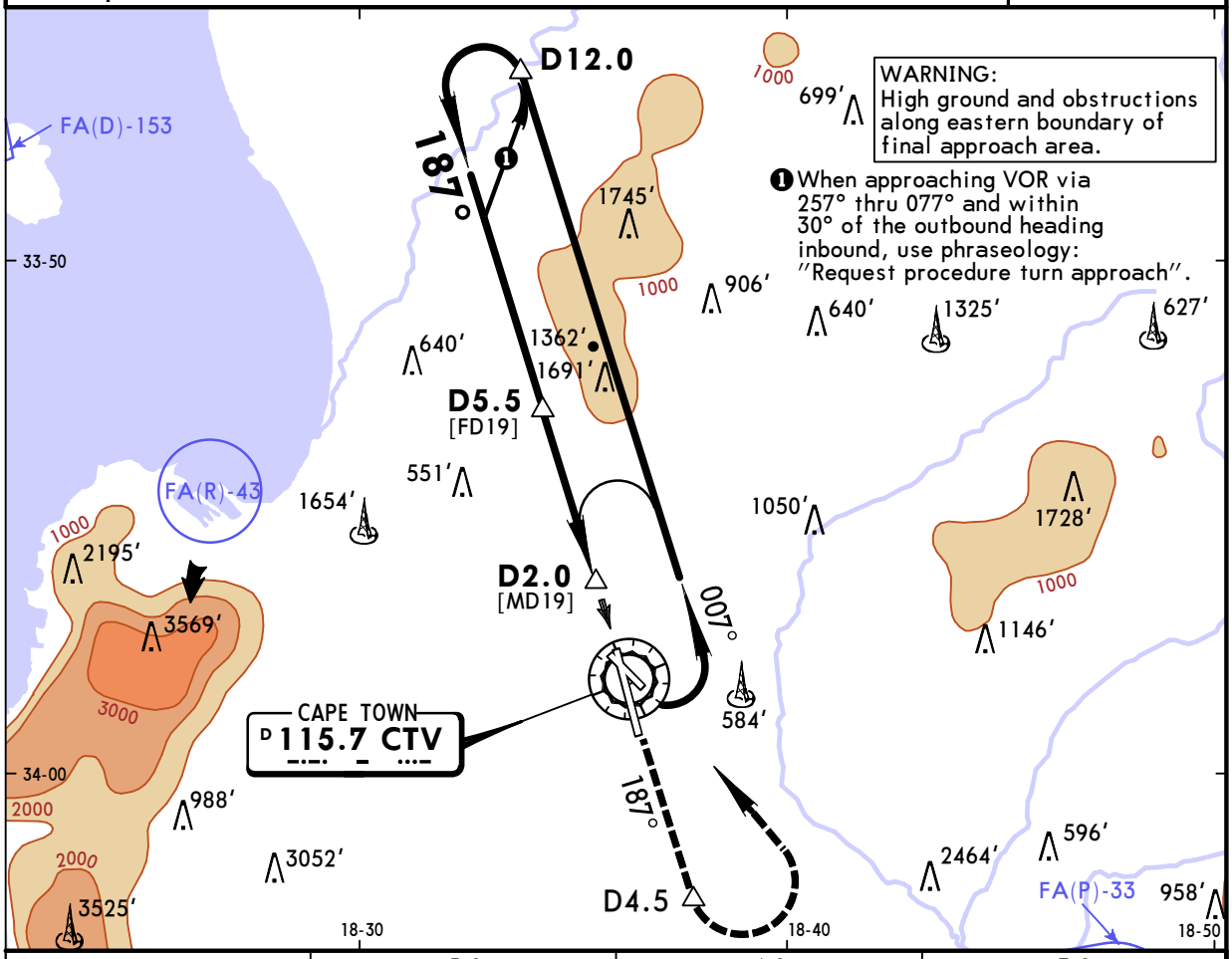
Rwy Elev: 5 hPa

Trans level: By ATC

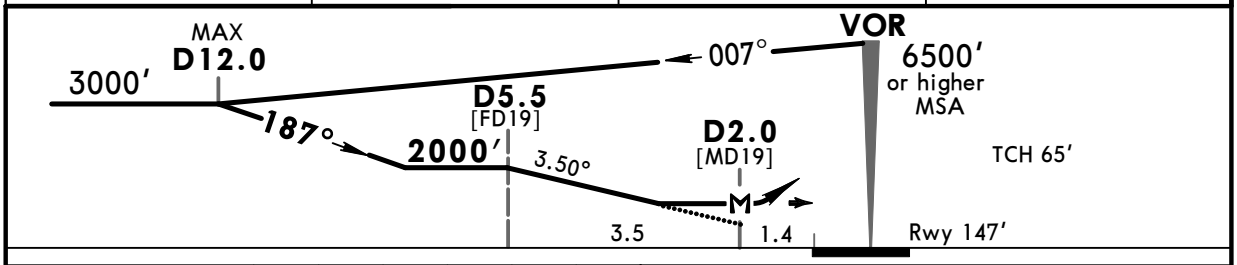
Trans alt: 7500′



MSA
CTV VOR



CTV DME	5.0	4.0	3.0
ALTITUDE	1810′	1440′	1070′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867	991
MAP at D2.0							

ALSF-II
PAPI PAPI

D4.5 CTV on CTV **115.7** **R-187**

JAR-OPS STRAIGHT-IN LANDING RWY **19**

MDA(H) **550′** (403′)

CIRCLE-TO-LAND

CAT C & D: Not authorized between R-010 and R-160

ENTIRELY AT PILOTS DISCRETION

PANS OPS

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m
D	RVR 1400m	RVR 2000m

MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA

CHANGES: Approach frequency.

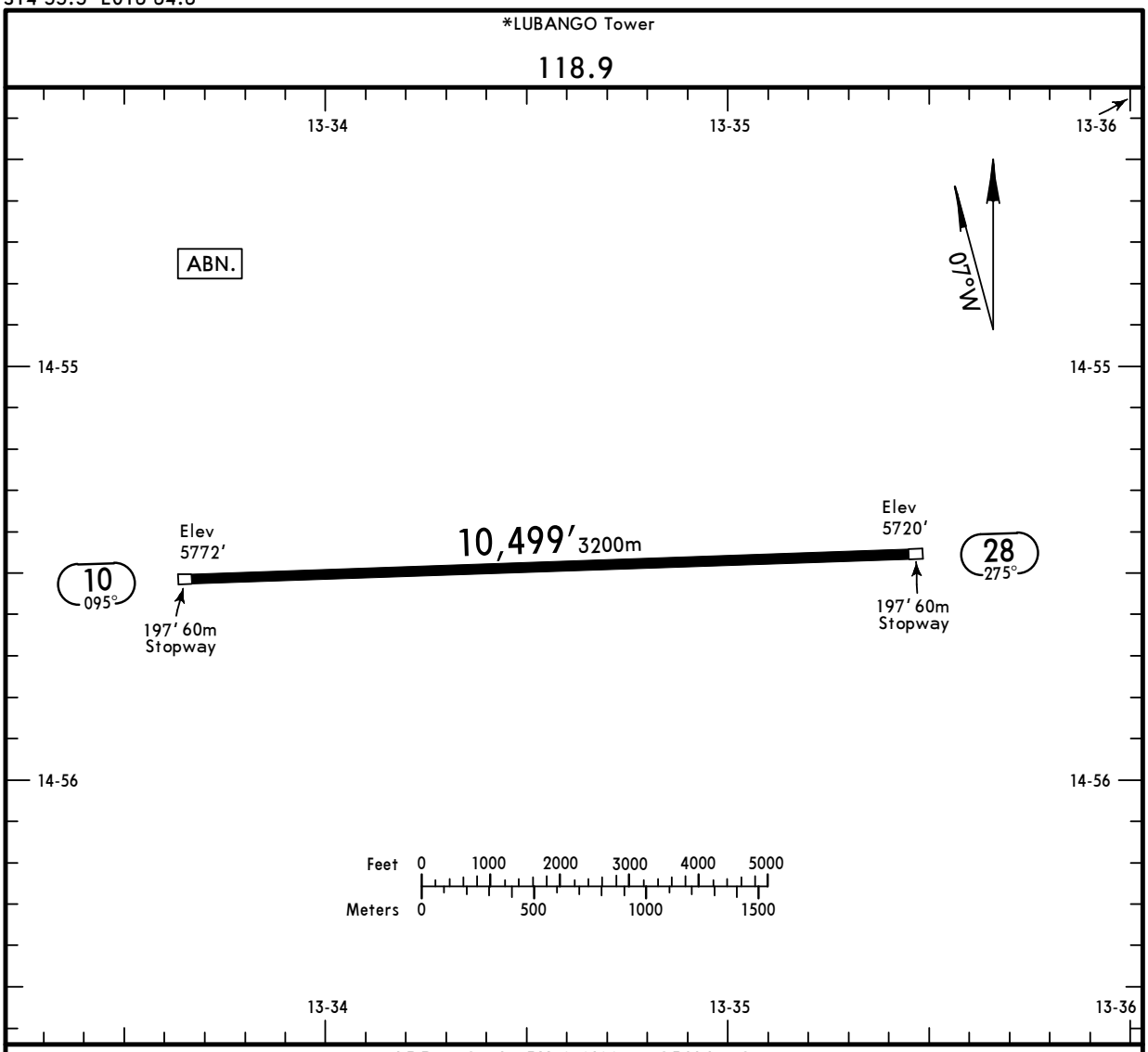
© JEPPESEN, 2000, 2017. ALL RIGHTS RESERVED.

FNUB/SDD

Apt Elev **5772′**
S14 55.5 E013 34.3

JEPPESEN
21 JUL 17 (10-9)

LUBANGO, ANGOLA
MUKANKA



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
10	HIRL (60m) PAPI (angle 3.0°)				148′ 45m
28	HIRL (60m) HIALS ❶ PAPI (angle 3.0°)				

❶ Configuration unknown

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: Rwy 10 elev. Stopways established. NDB withdrawn. Lights.

© JEPPESEN, 2014, 2017. ALL RIGHTS RESERVED.

FNUB/SDD MUKANKA

JEPPESEN 21 JUL 17 (12-1)

LUBANGO, ANGOLA RNAV (GNSS) Rwy 28

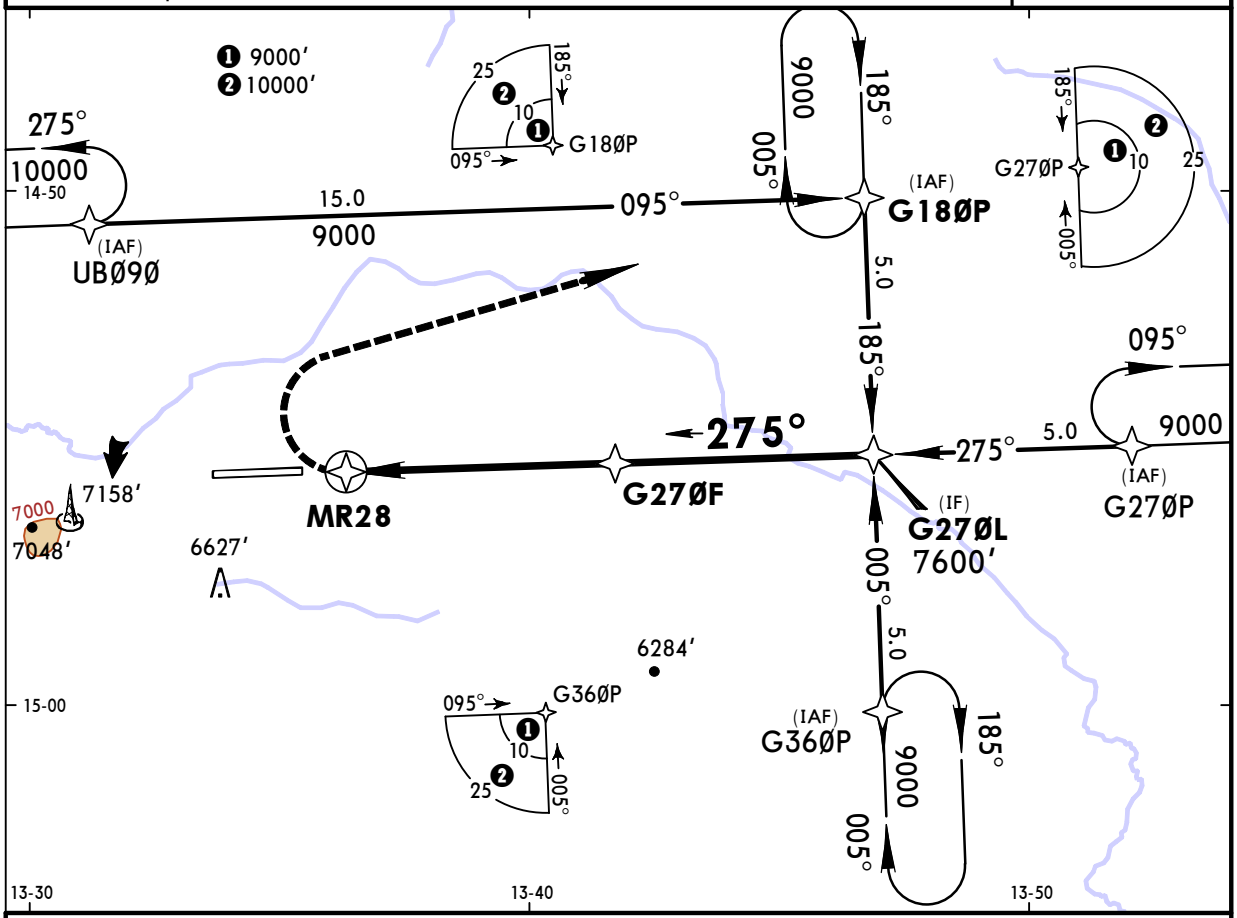
BRIEFING STRIP ™

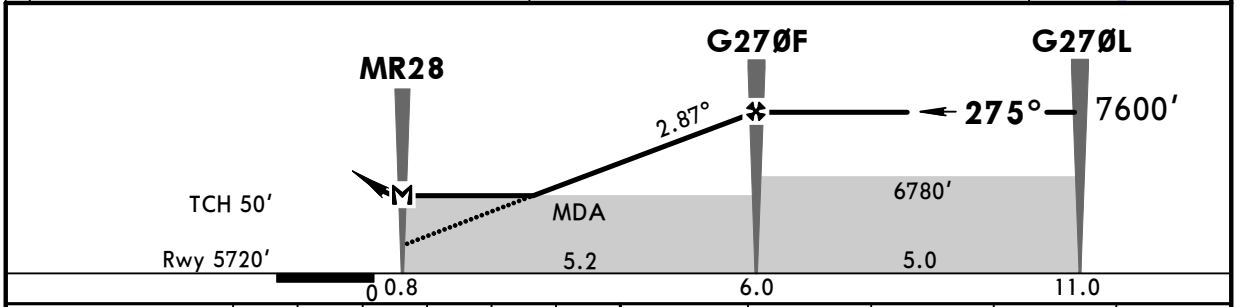
*LUBANGO Tower
118.9

RNAV	Final Apch Crs 275°	Procedure Alt G27ØF 7600′ (1880′)	MDA(H) 6280′ (560′)	Apt Elev 5772′ Rwy 5720′	TAA 25 NM IAF

MISSED APCH: Turn RIGHT direct to G18ØP climbing to 9000′, or as directed.

Alt Set: hPa Rwy Elev: 192 hPa Trans level: By ATC Trans alt: 10000′
Minimum temperature: 15° C.





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.87°	355	457	508	609	711	812
MAP at MR28							

HIALS PAPI | RT | D | G18ØP | 9000′

PANS OPS

STRAIGHT-IN LANDING RWY 28

MDA(H) 6280′ (560′)

		ALS out
A	800m	1600m
B		
C	1600m	2400m
D	2000m	2800m

CIRCLE-TO-LAND
Not authorized South of airport

Max Kts	DAY MDA(H)	DAY	NIGHT
100	6380′ (608′)	1600m	NA
135			
180	6480′ (708′)	2400m	
205	6480′ (708′)	3600m	

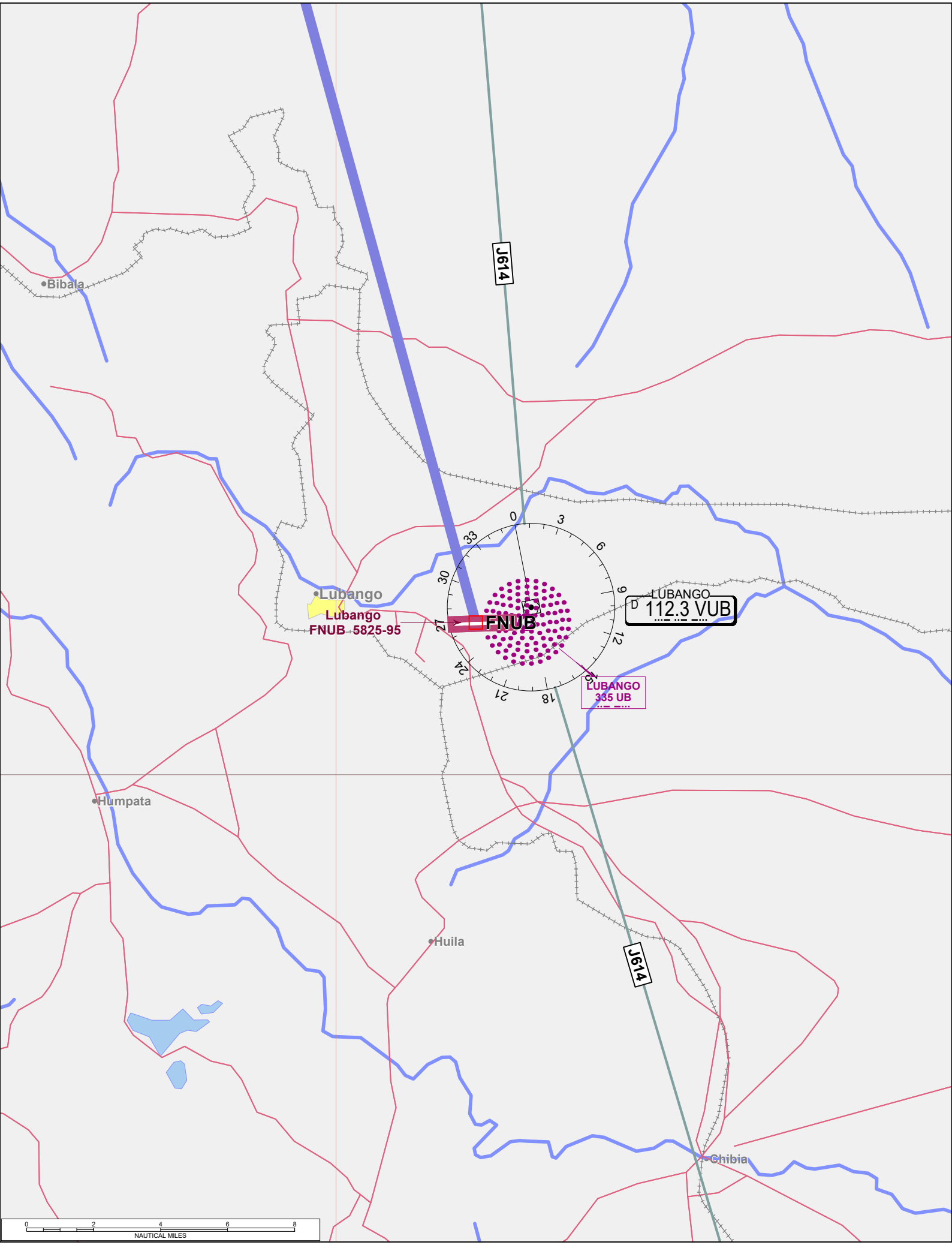
CHANGES: Transition altitude. Descent angle. Minimums.

© JEPPESEN, 2014, 2017. ALL RIGHTS RESERVED.

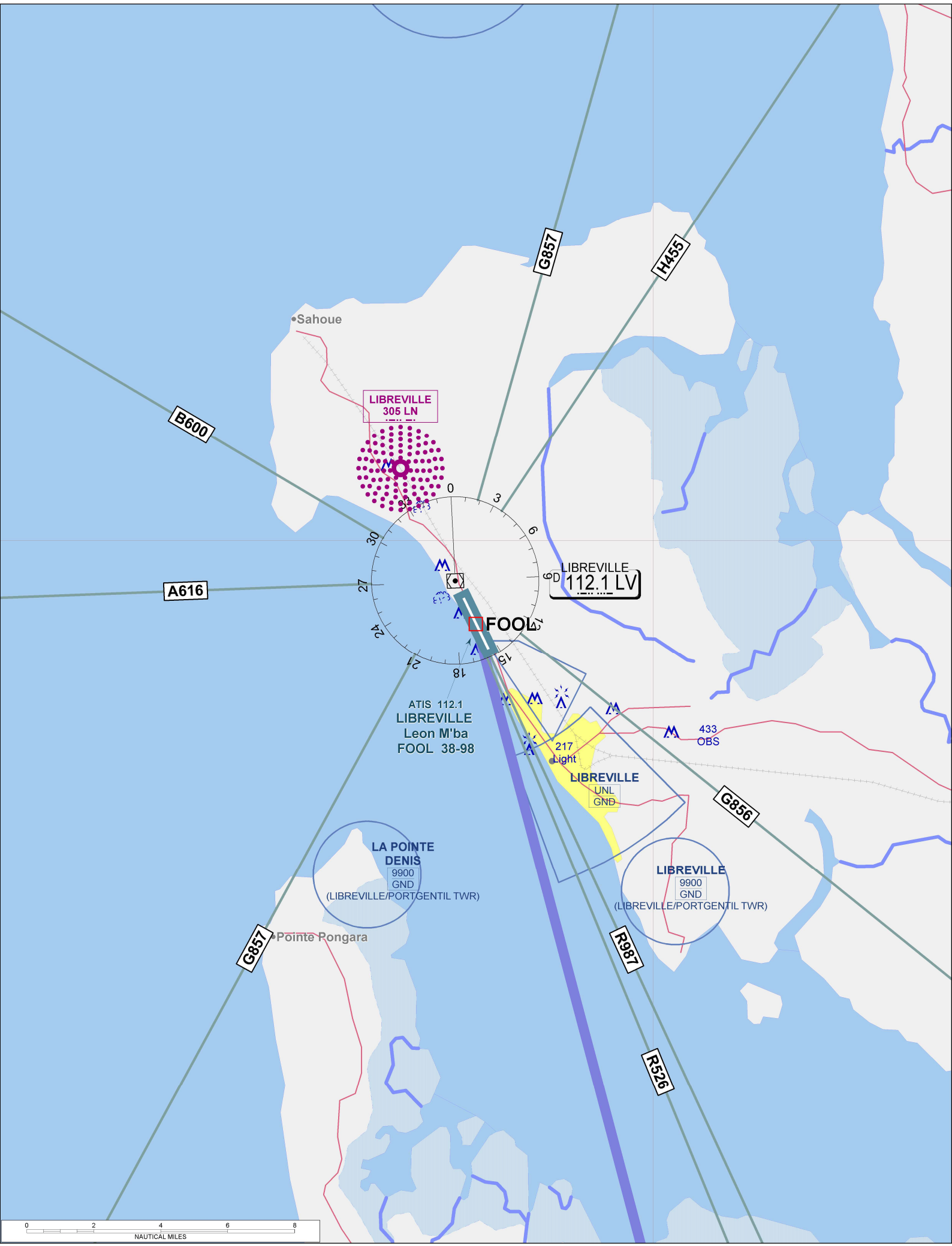
2.0.1 DEPARTURE (FNUB -> FOOL): FNUB (Lubango)

NavData Cycle 2009-1 Expired: Friday, 13 February 2009.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 05 Oct 2018

JEPPESEN
JeppView 3.6.2.0



© JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

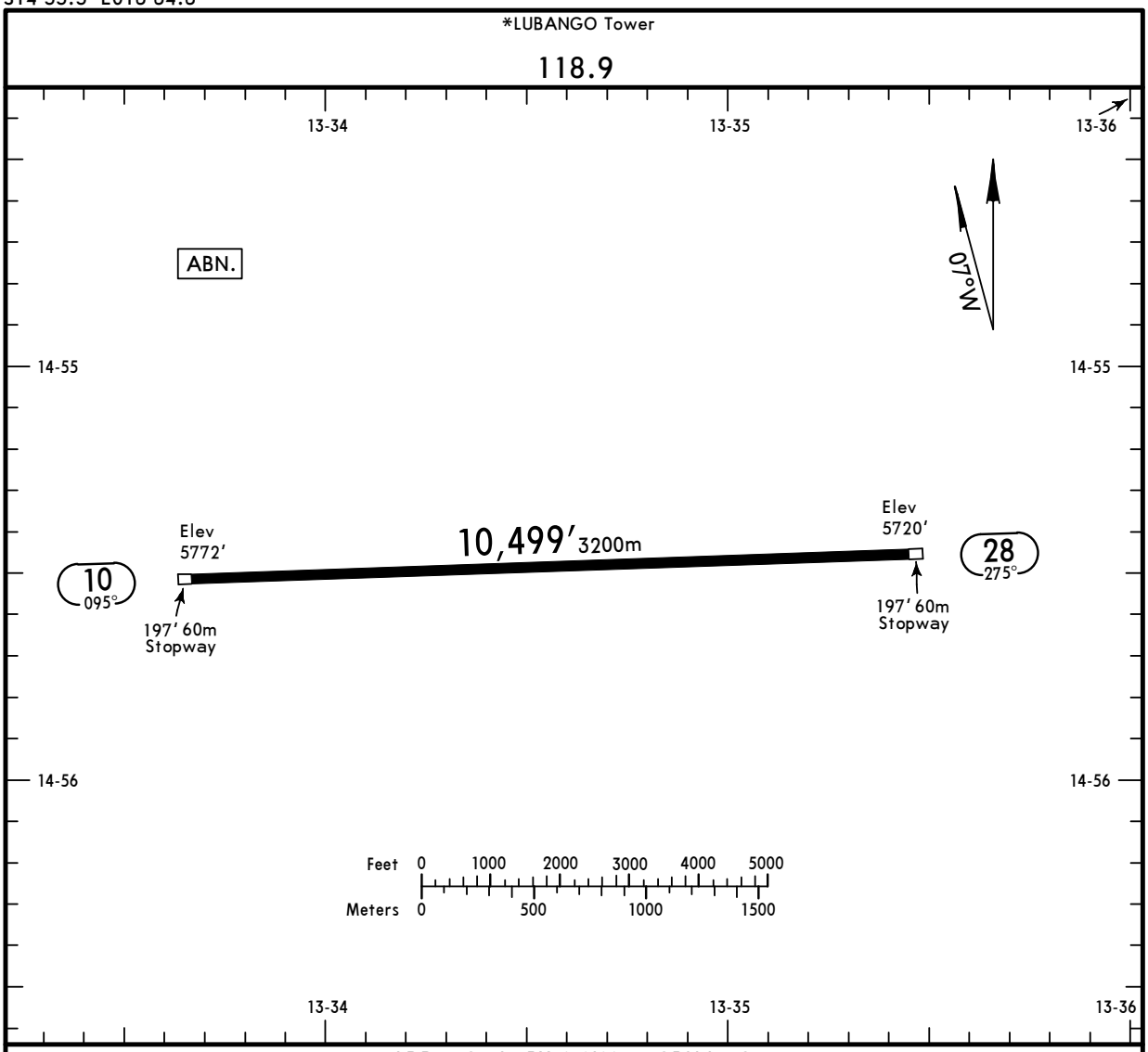


© JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

FNUB/SDD
Apt Elev **5772′**
S14 55.5 E013 34.3

JEPPESEN
21 JUL 17 (10-9)

LUBANGO, ANGOLA
MUKANKA



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
10	HIRL (60m) PAPI (angle 3.0°)				148′ 45m
28	HIRL (60m) HIALS ❶ PAPI (angle 3.0°)				

❶ Configuration unknown

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: Rwy 10 elev. Stopways established. NDB withdrawn. Lights.

© JEPPESEN, 2014, 2017. ALL RIGHTS RESERVED.

2.1.2 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FNUB/SDD MUKANKA

JEPPESEN 21 JUL 17 (12-1)

LUBANGO, ANGOLA RNAV (GNSS) Rwy 28

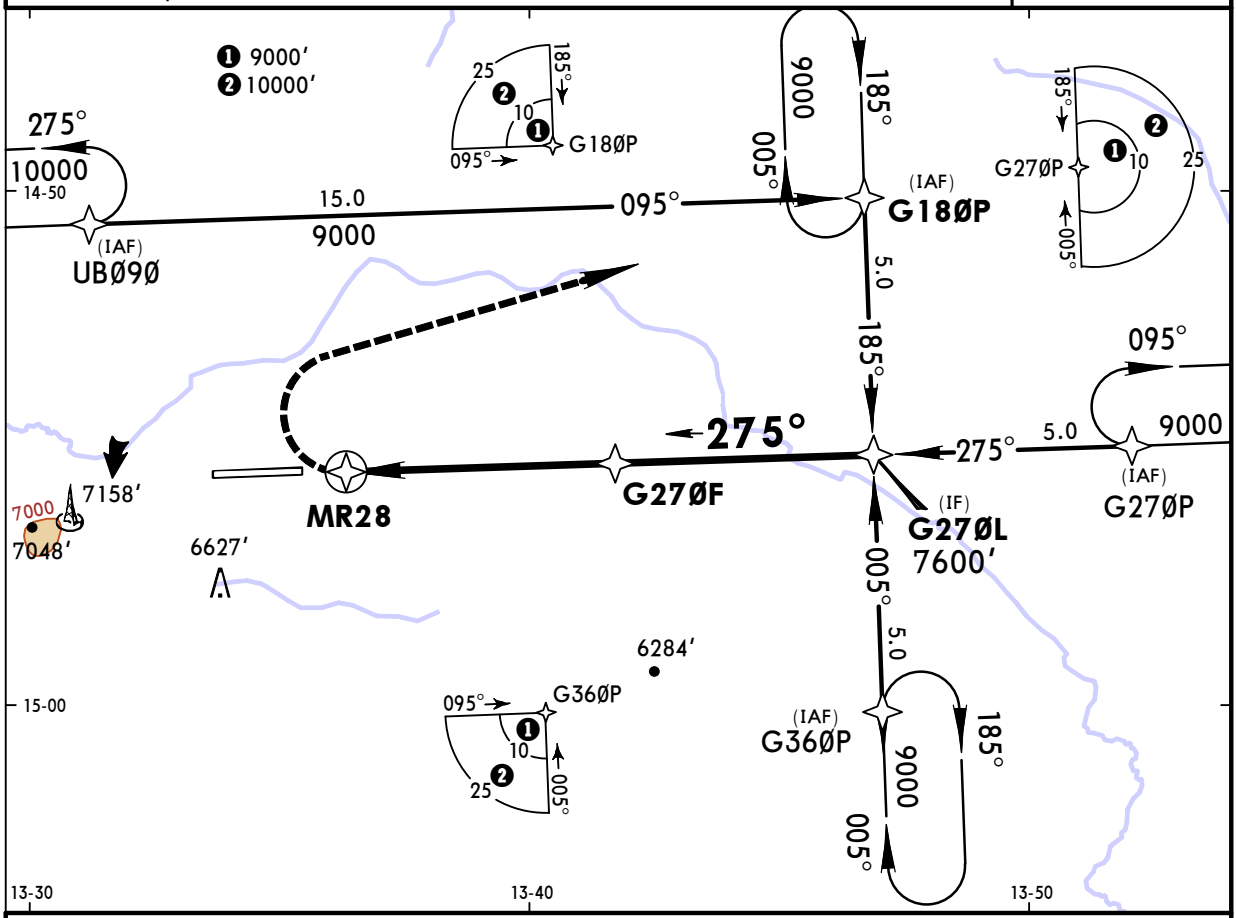
BRIEFING STRIP ™

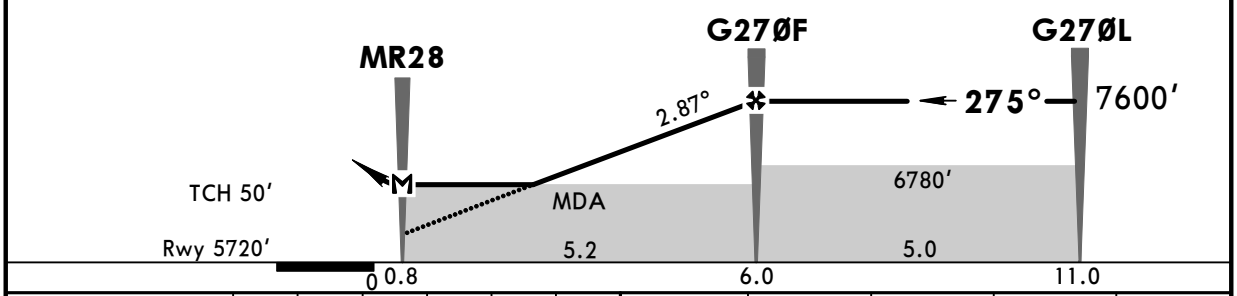
*LUBANGO Tower
118.9

RNAV	Final Apch Crs 275°	Procedure Alt G27ØF 7600′ (1880′)	MDA(H) 6280′ (560′)	Apt Elev 5772′ Rwy 5720′	TAA 25 NM IAF

MISSED APCH: Turn RIGHT direct to G18ØP climbing to 9000′, or as directed.

Alt Set: hPa Rwy Elev: 192 hPa Trans level: By ATC Trans alt: 10000′
Minimum temperature: 15° C.





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.87°	355	457	508	609	711	812
MAP at MR28							

HIALS PAPI | RT | D | G18ØP | 9000′

PANS OPS

STRAIGHT-IN LANDING RWY 28

MDA(H) 6280′ (560′)

		ALS out
A	800m	1600m
B		
C	1600m	2400m
D	2000m	2800m

CIRCLE-TO-LAND
Not authorized South of airport

Max Kts	DAY MDA(H)		NIGHT
100	6380′ (608′)	1600m	NA
135			
180	6480′ (708′)	2400m	
205	6480′ (708′)	3600m	

CHANGES: Transition altitude. Descent angle. Minimums.

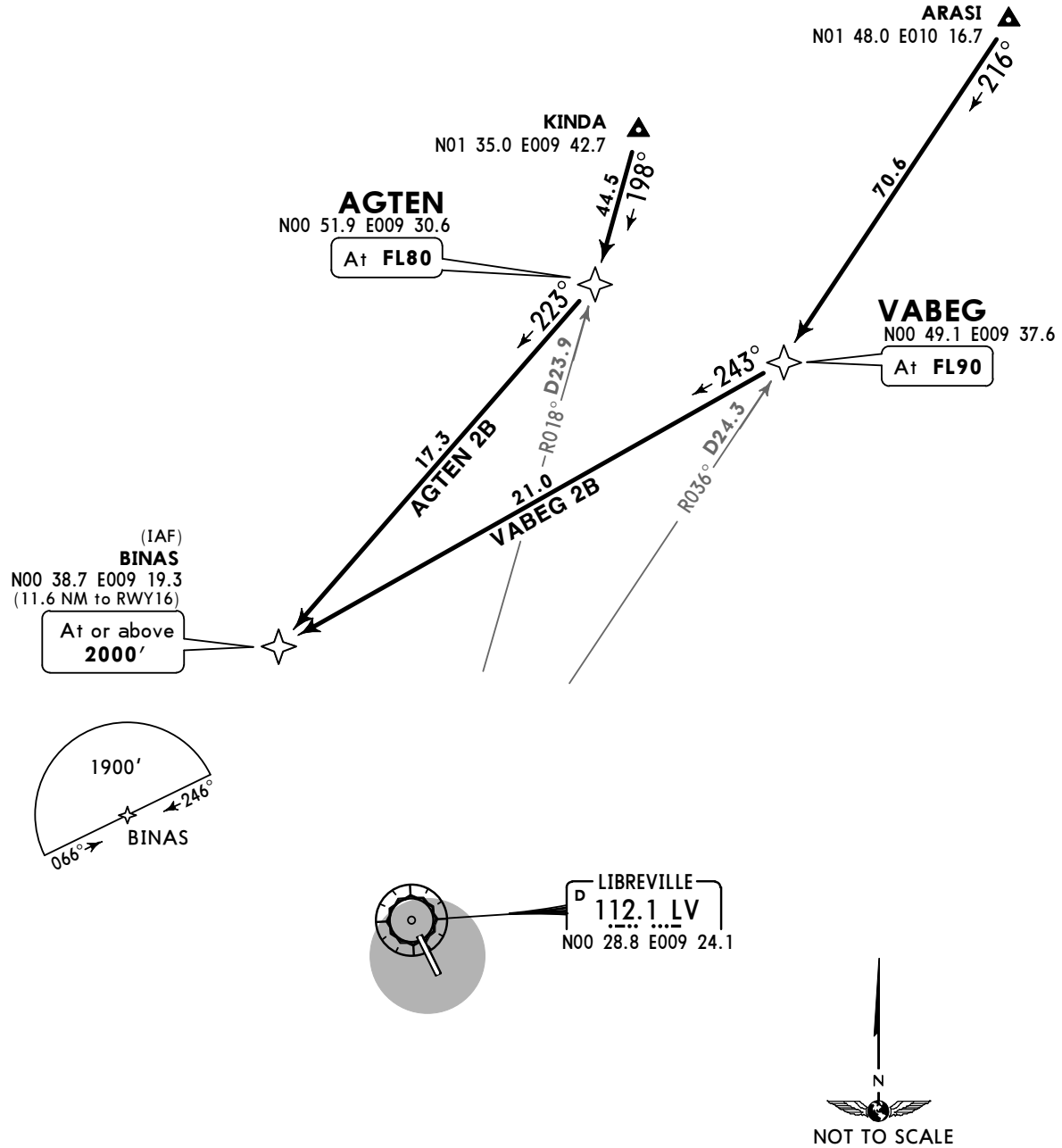
© JEPPESEN, 2014, 2017. ALL RIGHTS RESERVED.

2.2.1 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 3100′ **RNAV (GNSS).**
112.1	38′	

TAA
25 NM
IAF

AGTEN 2B [AGTE2B]
VABEG 2B [VABE2B]
RWY 16 RNAV ARRIVALS



CHANGES: Radial update.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

2.2.2 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FOOL/LBV
LEON M'BA

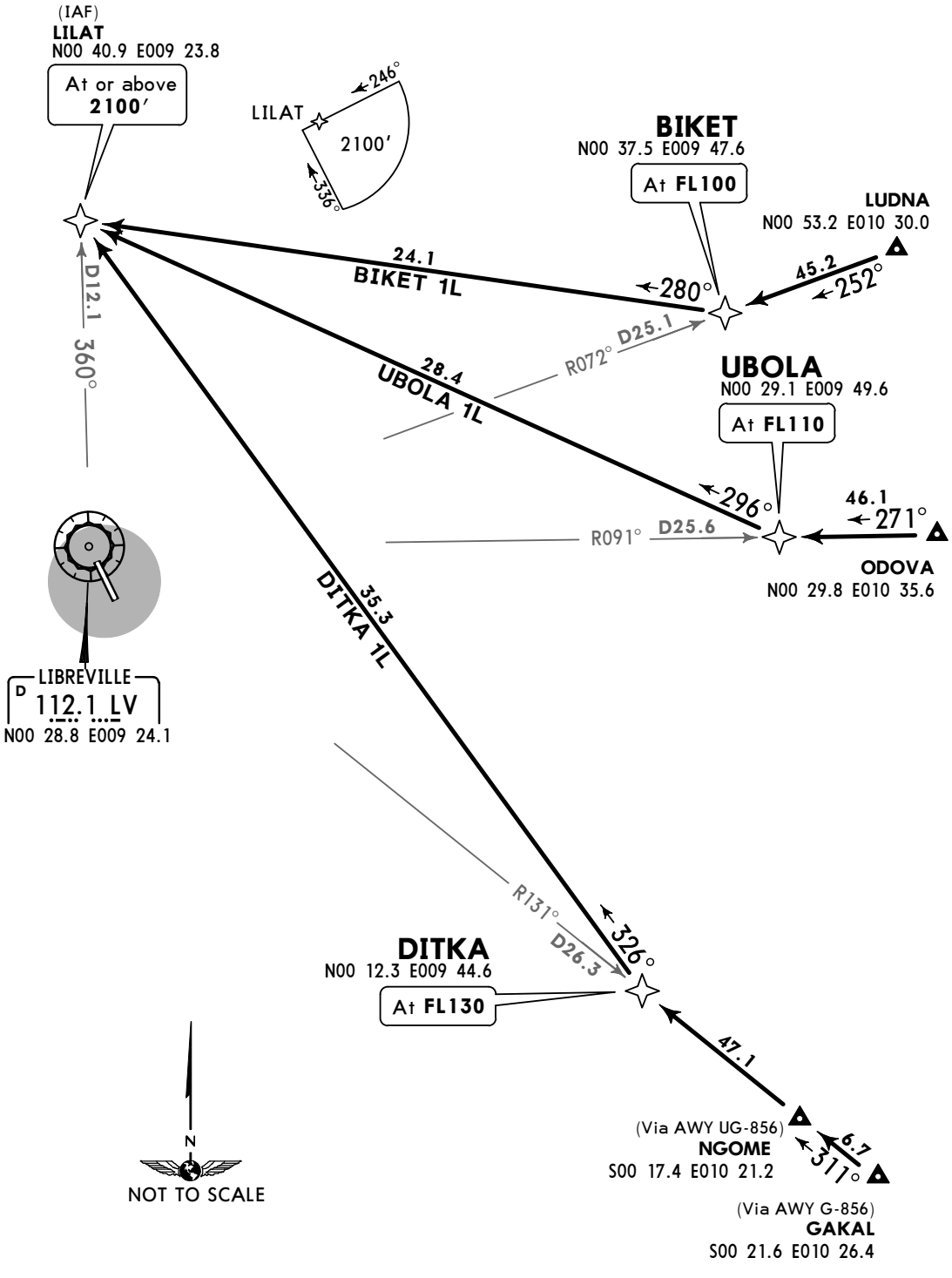
JEPPESEN
11 SEP 15 (10-2A)

LIBREVILLE, GABON
RNAV STAR

ATIS	Apt Elev	
112.1	38′	Alt Set: hPa Trans level: By ATC Trans alt: 3100′ **RNAV (GNSS).**

TAA
25 NM
IAF

BIKET 1L [BIKE1L]
DITKA 1L [DITK1L]
UBOLA 1L [UBOL1L]
RWY 16 RNAV ARRIVALS



CHANGES: Radial update.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

2.2.3 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FOOL/LBV
LEON M'BA

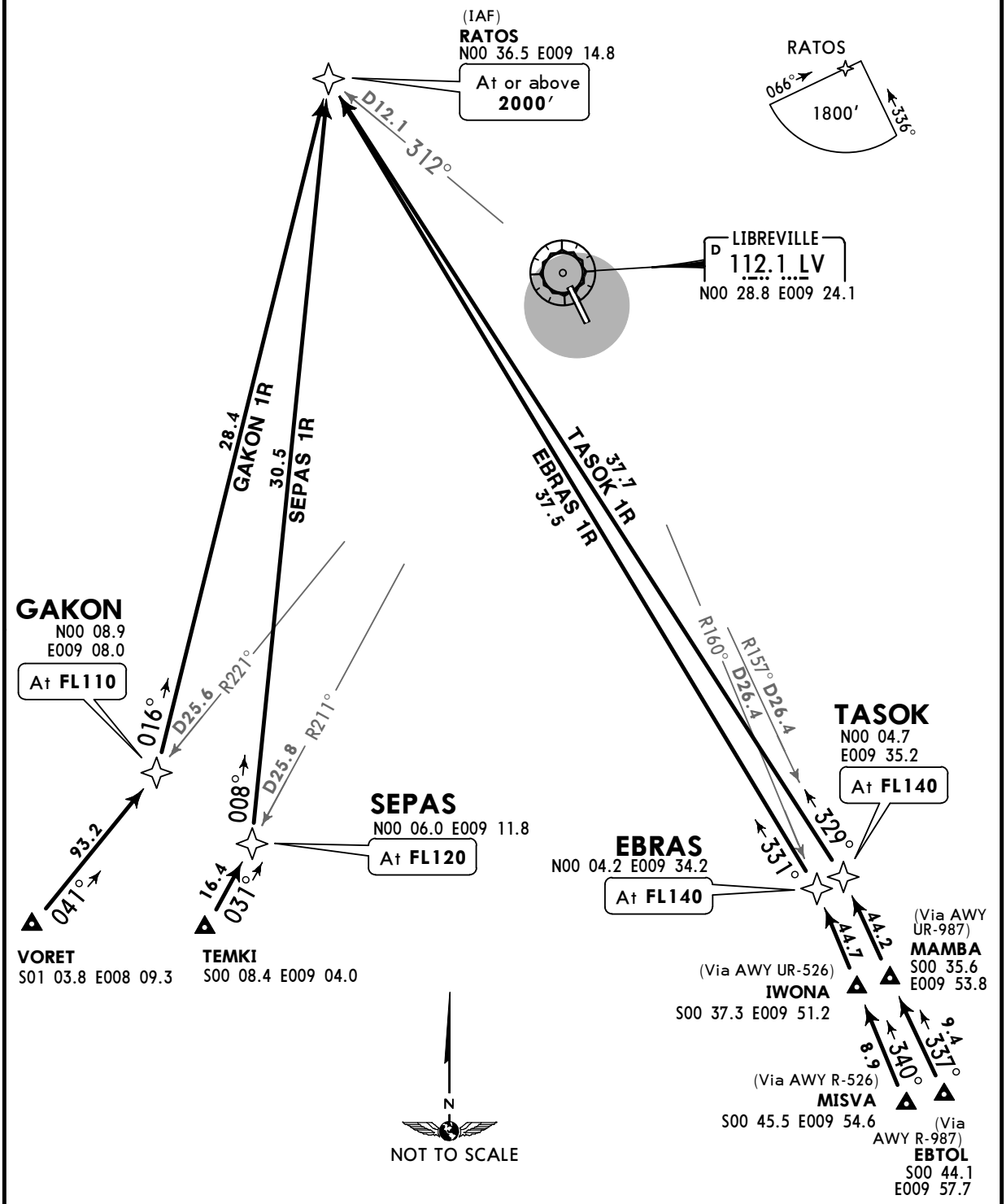
JEPPESEN
11 SEP 15 (10-2B)

LIBREVILLE, GABON
RNAV STAR

ATIS	Apt Elev	
112.1	38′	Alt Set: hPa Trans level: By ATC Trans alt: 3100′ **RNAV (GNSS).**

TAA
25 NM
IAF

EBRAS 1R [EBRA1R]
GAKON 1R [GAKO1R]
SEPAS 1R [SEPA1R]
TASOK 1R [TASO1R]
RWY 16 RNAV ARRIVALS



CHANGES: Radial update.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

2.2.4 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FOOL/LBV
LEON M'BA

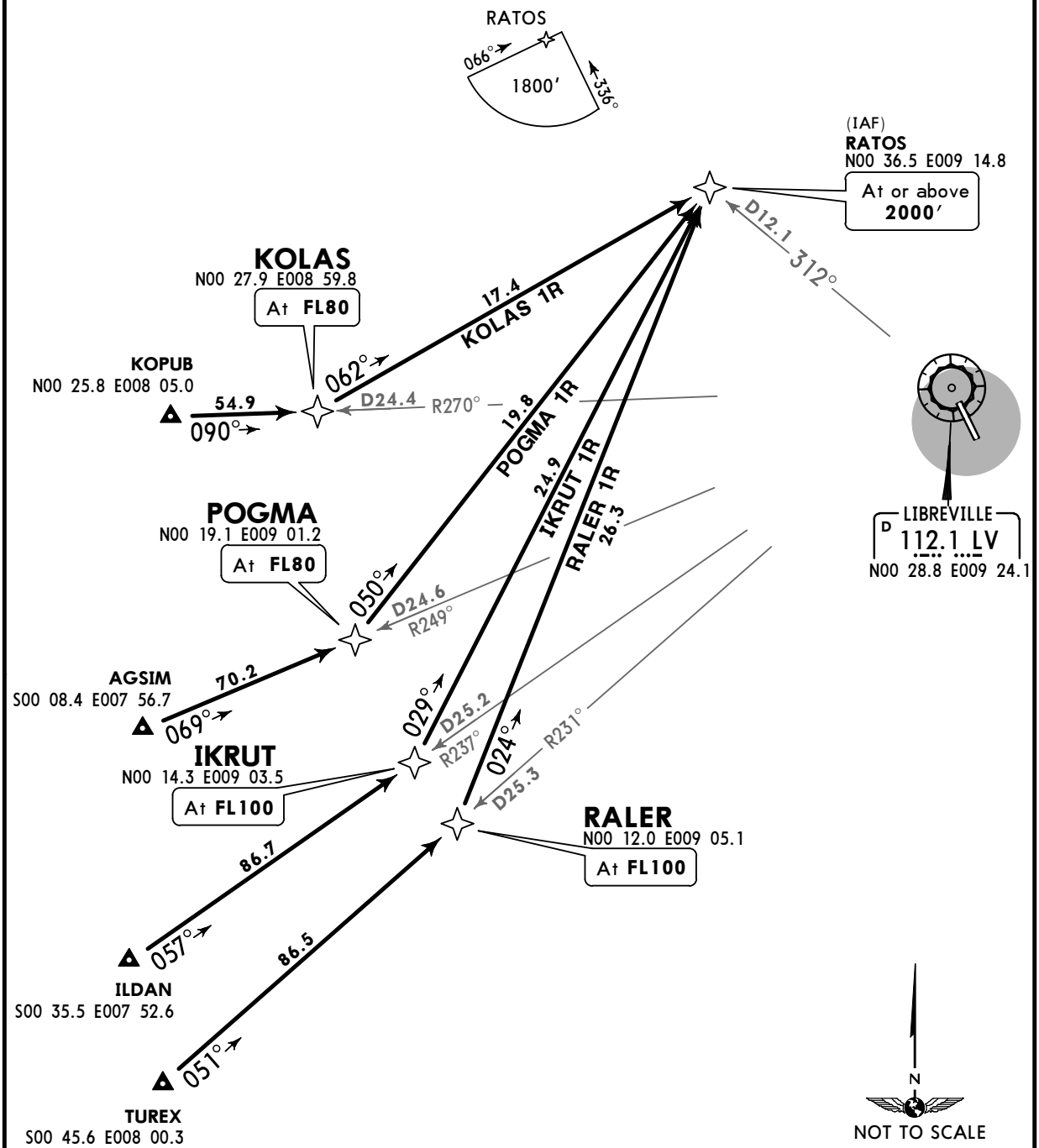
JEPPESEN
11 SEP 15 (10-2C)

LIBREVILLE, GABON
RNAV STAR

ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 3100′ **RNAV (GNSS).**
112.1	38′	

TAA
25 NM
IAF

IKRUT 1R [IKRU1R]
KOLAS 1R [KOLA1R]
POGMA 1R [POGM1R]
RALER 1R [RALE1R]
RWY 16 RNAV ARRIVALS



CHANGES: Radial update.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

2.2.5 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FOOL/LBV
LEON M'BA

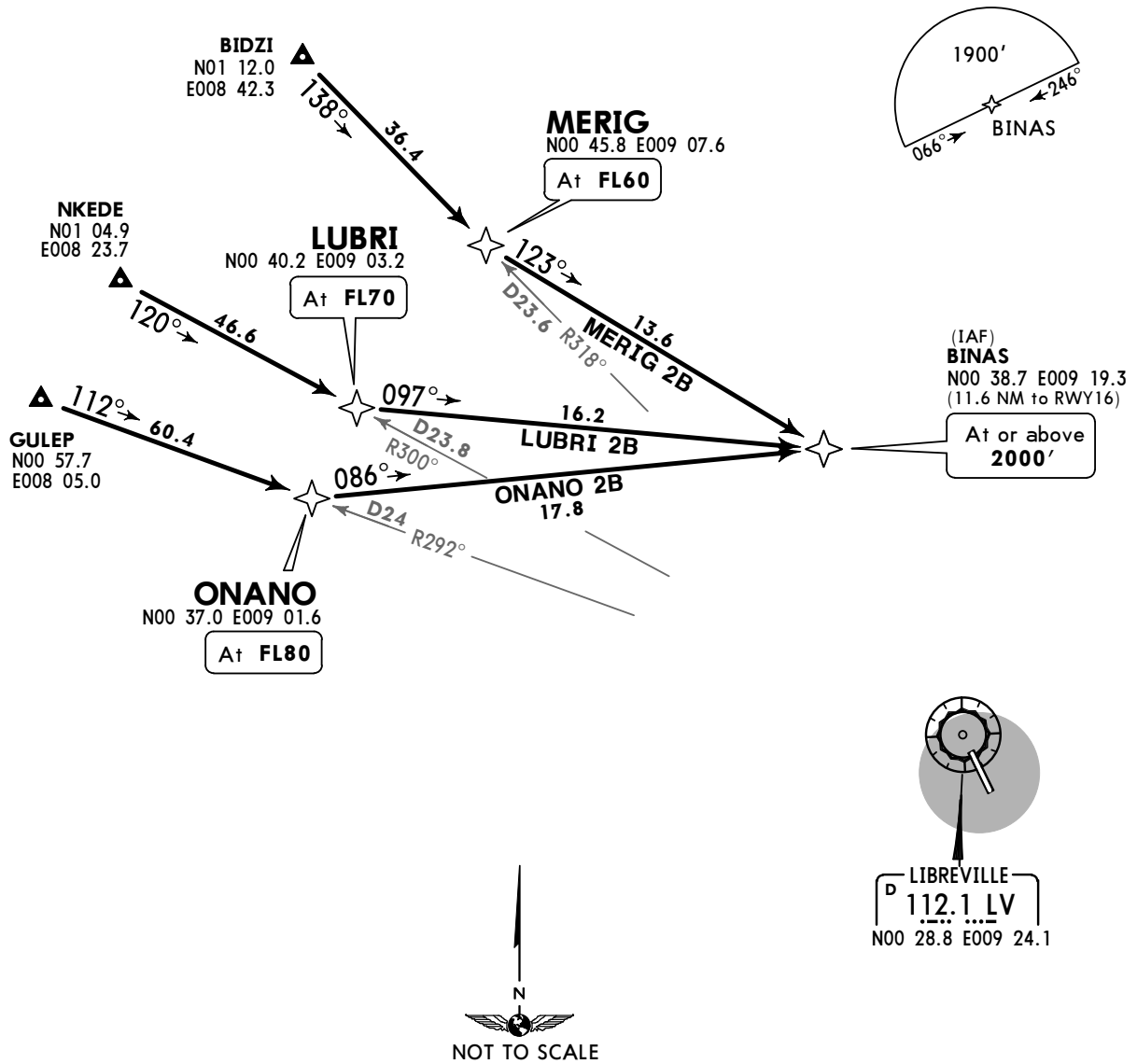
JEPPESEN
11 SEP 15 (10-2D)

LIBREVILLE, GABON
RNAV STAR

ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 3100′ **RNAV (GNSS).**
112.1	38′	

TAA
25 NM
IAF

LUBRI 2B [LUBR2B]
MERIG 2B [MERI2B]
ONANO 2B [ONAN2B]
RWY 16 RNAV ARRIVALS



CHANGES: Radial update.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

2.2.6 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FOOL/LBV
LEON M'BA

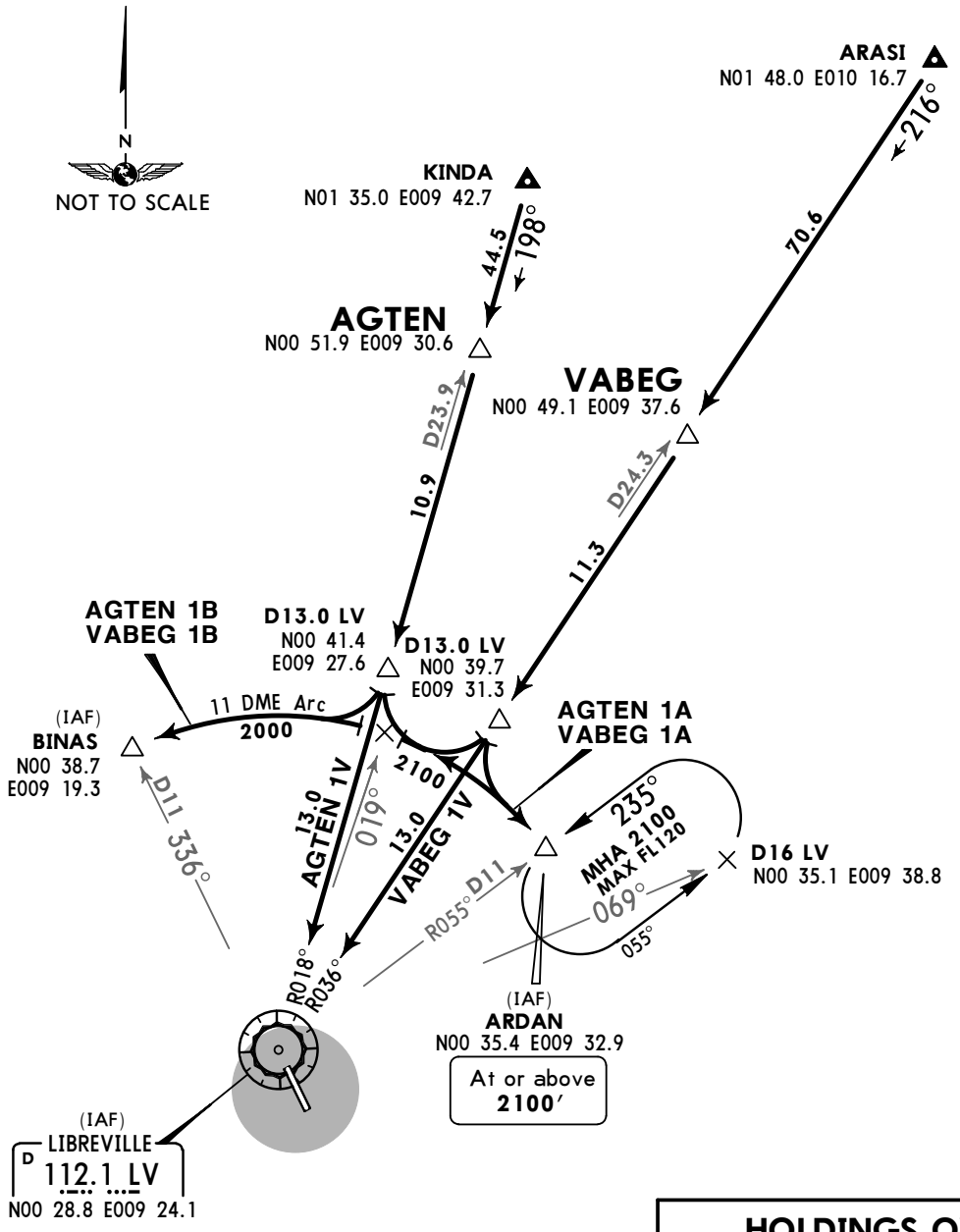
JEPPESEN
11 SEP 15 (10-2E)

LIBREVILLE, GABON
STAR

ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 3100′
112.1	38′	

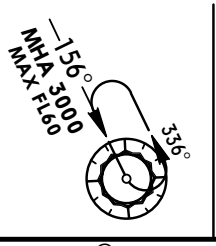
2100′
MSA
LV VOR

AGTEN 1A [AGTE1A]
AGTEN 1B [AGTE1B], AGTEN 1V [AGTE1V]
VABEG 1A [VABE1A]
VABEG 1B [VABE1B], VABEG 1V [VABE1V]
RWY 16 ARRIVALS

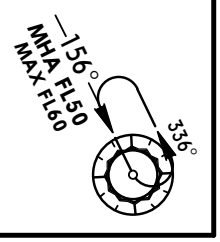


HOLDINGS OVER LV

For ILS W or LOC W



For VOR Y or VOR X



CHANGES: None.

© JEPPESEN, 2014. ALL RIGHTS RESERVED.

2.2.7 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FOOL/LBV
LEON M'BA

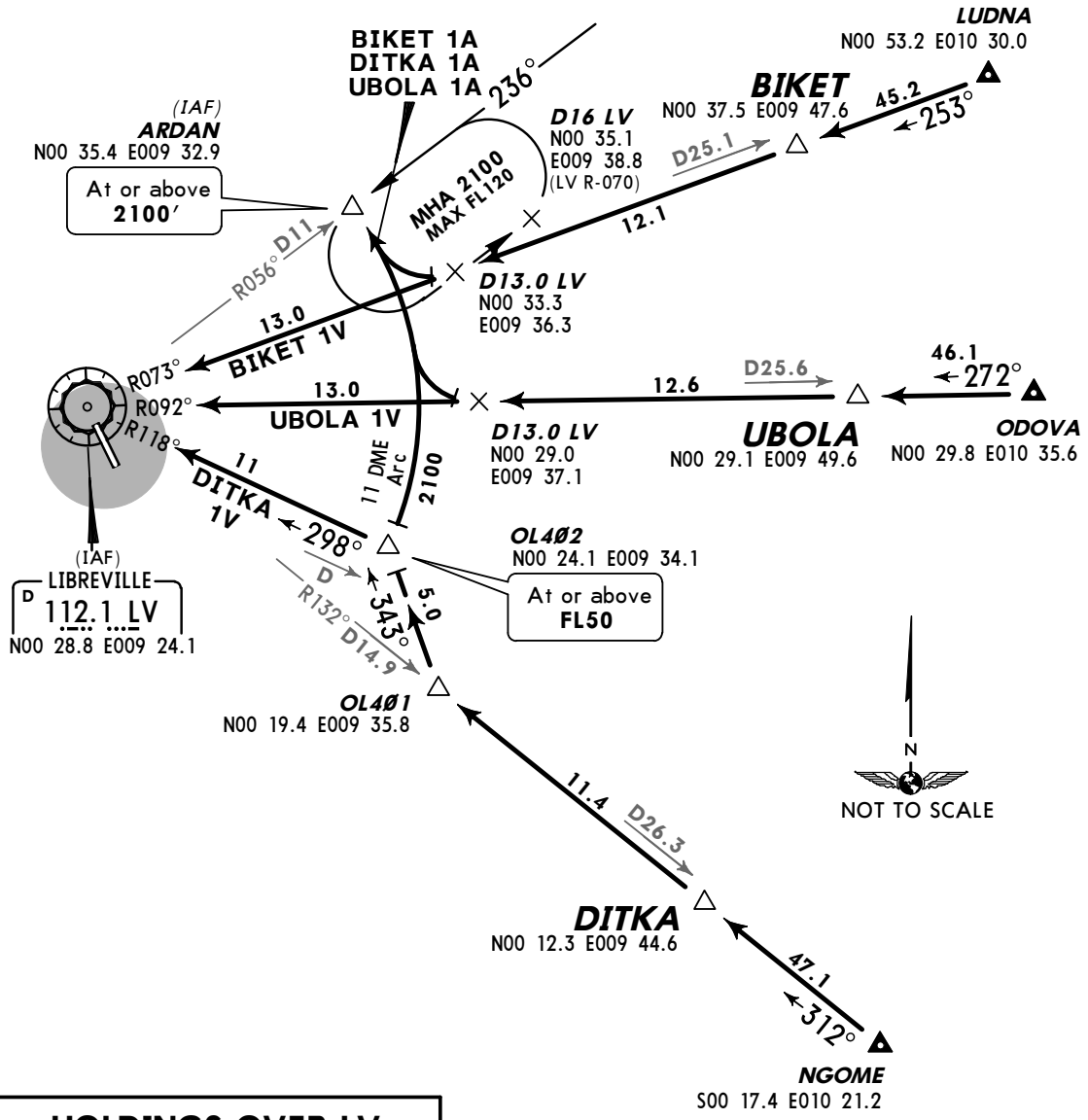
JEPPESEN
14 NOV 14 (10-2F)

LIBREVILLE, GABON
STAR

ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 3100′
112.1	38′	

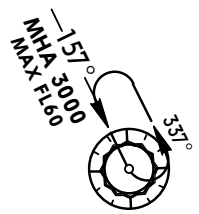
2100′
MSA
LV VOR

BIKET 1A *[BIKE1A]*, BIKET 1V *[BIKE1V]*
DITKA 1A *[DITK1A]*, DITKA 1V *[DITK1V]*
UBOLA 1A *[UBOL1A]*, UBOLA 1V *[UBOL1V]*
RWY 16 ARRIVALS

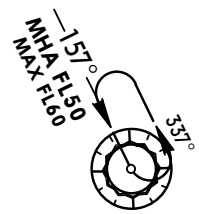


HOLDINGS OVER LV

for ILS W or LOC W



for VOR Y or VOR X



CHANGES: Reissue.

© JEPPESEN, 2014. ALL RIGHTS RESERVED.

FOOL/LBV
LEON M'BA

JEPPESEN
14 NOV 14 (10-2G)

LIBREVILLE, GABON
STAR

ATIS	Apt Elev	Alt Set: hPa
112.1	38′	Trans level: By ATC Trans alt: 3100′

2100′
MSA
LV VOR

EBRAS 1D *[EBRA1D]*, EBRAS 1V *[EBRA1V]*
GAKON 1D *[GAKO1D]*, GAKON 1V *[GAKO1V]*
SEPAS 1D *[SEPA1D]*, SEPAS 1V *[SEPA1V]*
TASOK 1D *[TASO1D]*, TASOK 1V *[TASO1V]*
RWY 16 ARRIVALS

(IAF)
DEGIL
N00 28.4 E009 13.1
At or above 2100′

091°
D11
R271°
MHA 2100
MAX FL120
257°
2100
D16 LV
N00 24.4
E009 08.8
EBRAS 1D, GAKON 1D
SEPAS 1D, TASOK 1D

(IAF)
D LIBREVILLE
112.1 LV
N00 28.8 E009 24.1

R222°
R212°
R173°
232°
13.0
GAKON 1V
SEPAS 1V
13.0
EBRAS 1V
TASOK 1V
11
353°
D
OL406
N00 17.9 E009 26.0
At or above FL50
R158°
D14.8
5.0
304°
312°
5.0

D13.0 LV
N00 18.6
E009 16.0
11 DME Arc
FL40
D13.0 LV
N00 17.4
E009 17.8

OL403
N00 15.3 E009 30.3
OL404
N00 14.7 E009 29.9
(LV R-161/D15.1)

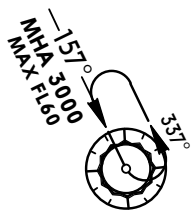
GAKON
N00 08.9
E009 08.0
D25.6
12.6
93.2
042°
D25.8
12.8
16.4
032°
SEPAS
N00 06.0 E009 11.8

11.6
11.3
D26.4
D26.4
TASOK
N00 04.7
E009 35.2
EBRAS
N00 04.2 E009 34.2
44.2
338°
44.7
341°
IWONA
S00 37.3 E009 51.2
MAMBA
S00 35.6
E009 53.8

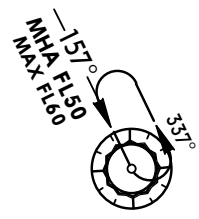
VORET
S01 03.8 E008 09.3
TEMKI
S00 08.4 E009 04.0

HOLDINGS OVER LV

for ILS W or LOC W



for VOR Y or VOR X



N
NOT TO SCALE

CHANGES: Reissue.

© JEPPESEN, 2014. ALL RIGHTS RESERVED.

FOOL/LBV
LEON M'BA

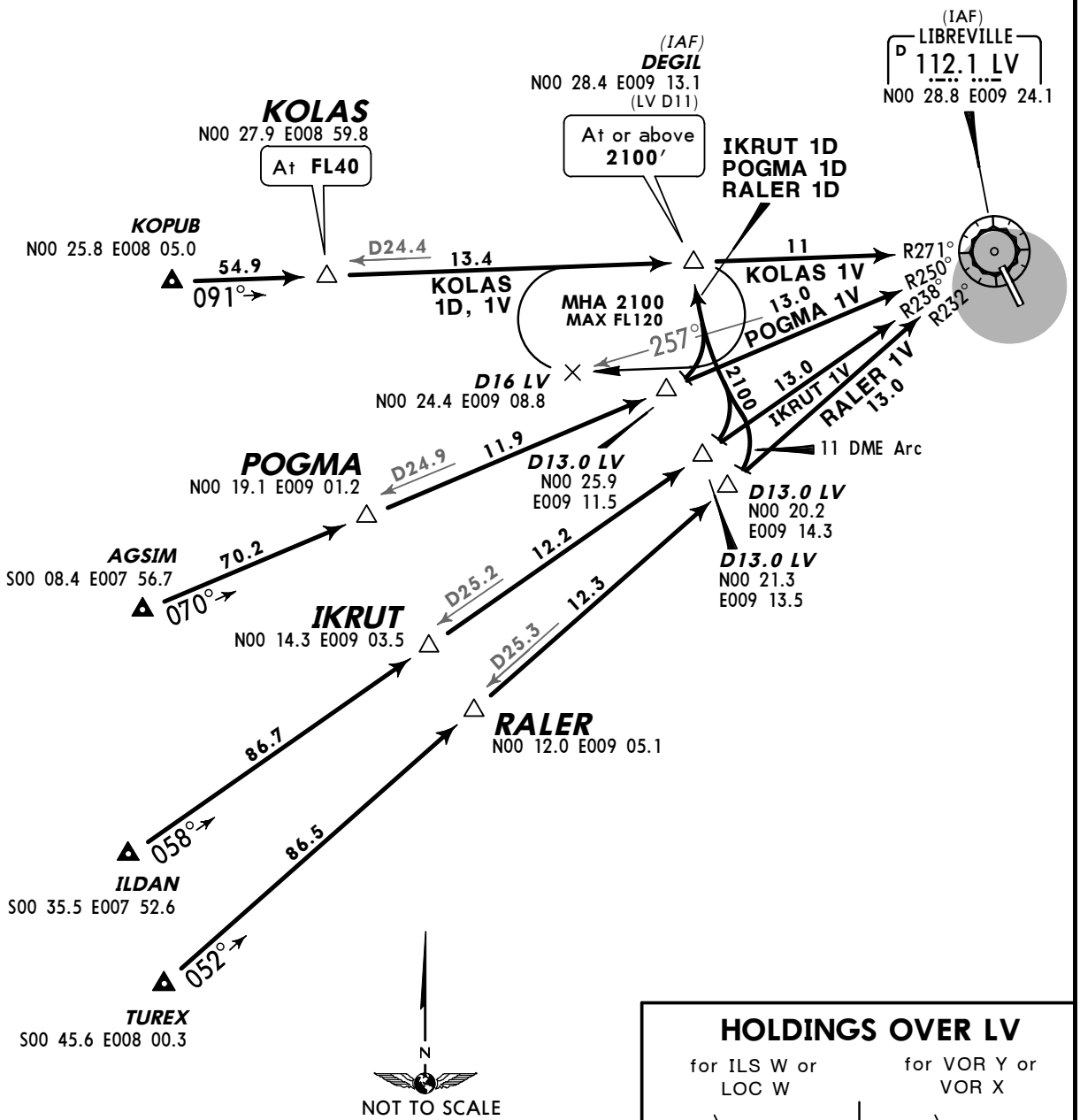
JEPPESEN
14 NOV 14 (10-2H)

LIBREVILLE, GABON
STAR

ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 3100′
112.1	38′	

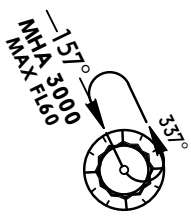
2100′
MSA
LV VOR

IKRUT 1D *[IKRU1D]*, IKRUT 1V *[IKRU1V]*
KOLAS 1D *[KOLA1D]*, KOLAS 1V *[KOLA1V]*
POGMA 1D *[POGM1D]*, POGMA 1V *[POGM1V]*
RALER 1D *[RALE1D]*, RALER 1V *[RALE1V]*
RWY 16 ARRIVALS

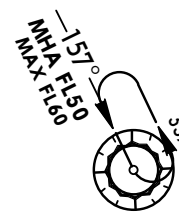


HOLDINGS OVER LV

for ILS W or LOC W



for VOR Y or VOR X



CHANGES: Reissue.

© JEPPESEN, 2014. ALL RIGHTS RESERVED.

FOOL/LBV
LEON M'BA

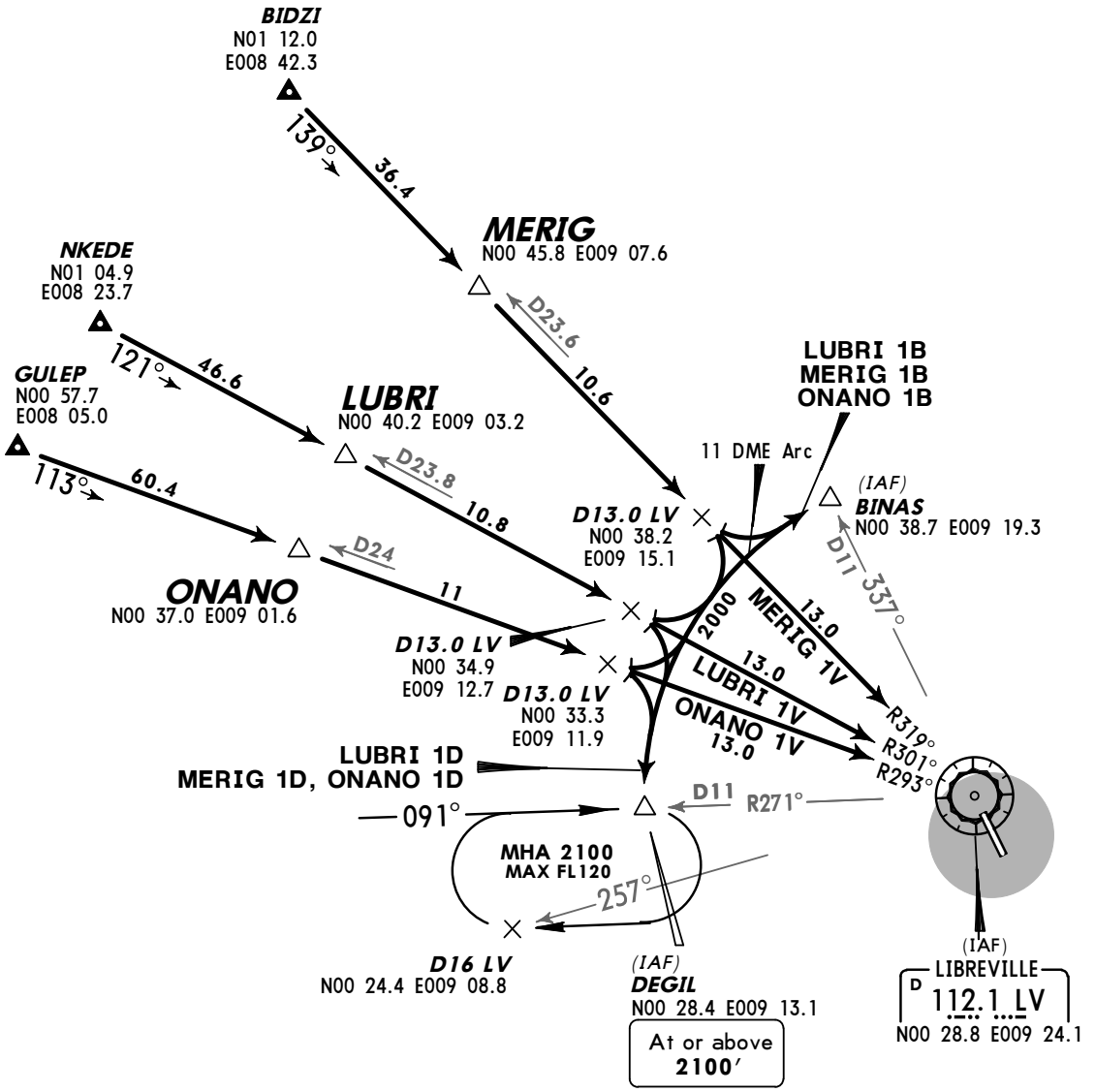
JEPPESEN
14 NOV 14 (10-2J)

LIBREVILLE, GABON
STAR

ATIS	Apt Elev	
112.1	38′	Alt Set: hPa Trans level: By ATC Trans alt: 3100′

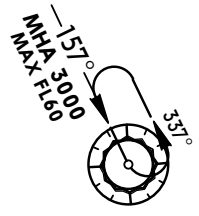
2100′
MSA
LV VOR

LUBRI 1B *[LUBR1B]*
LUBRI 1D *[LUBR1D]*, LUBRI 1V *[LUBR1V]*
MERIG 1B *[MERI1B]*
MERIG 1D *[MERI1D]*, MERIG 1V *[MERI1V]*
ONANO 1B *[ONAN1B]*
ONANO 1D *[ONAN1D]*, ONANO 1V *[ONAN1V]*
RWY 16 ARRIVALS

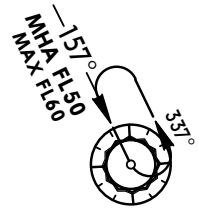


HOLDINGS OVER LV

for ILS W or LOC W



for VOR Y or VOR X





NOT TO SCALE

CHANGES: Reissue.

© JEPPESEN, 2014. ALL RIGHTS RESERVED.

2.2.11 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FOOL/LBV
LEON M'BA

JEPPESEN
31 AUG 18 (10-3)

LIBREVILLE, GABON
RNAV SID

Apt Elev	Trans level: By ATC	Trans alt: 3100'
38'		

2100'
MSA
LV VOR

ARASI 2N [ARAS2N]
BATA 2N [BATA2N]
EBTOL 2N [EBTO2N]
GAKAL 2N [GAKA2N]
MISVA 2N [MISV2N]
RWY 34 RNP-1 DEPARTURES

BATA
D 115.4 BTA
N01 54.1 E009 48.5

KINDA
20
R199°

ARASI

59
86

OL612
OL613
OL614
OL6Ø1
OL6Ø2

BATA 2N
018° D9.0
ARASI 2N
036° D9.0

LIBREVILLE
D 112.1 LV
N00 28.8 E009 24.1

3
D2.4
339°

GAKAL 2N
EBTOL 2N
MISVA 2N

127° D9.5
131°
177° D10.0
136°
160°
157°

GAKAL
MISVA
EBTOL

N
NOT TO SCALE

CHANGES: None.

© JEPPESEN, 2004, 2015. ALL RIGHTS RESERVED.

2.2.12 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FOOL/LBV
LEON M'BA

JEPPESEN
31 AUG 18 (10-3A)

LIBREVILLE, GABON
RNAV SID

Apt Elev 38'

Trans level: By ATC Trans alt: 3100'

2100'
MSA
LV VOR

BATA
D 115.4 BTA
N01 54.1 E009 48.5

R199°
20
KINDA

ARASI

68
BATA 2S

95
ARASI 2S

LIBREVILLE
D 112.1 LV
N00 28.8 E009 24.1

At or above 2000'

018°
036°

ARASI 2S [ARAS2S]
BATA 2S [BATA2N]
EBTOL 2S [EBTO2S]
GAKAL 2S [GAKA2S] ❶
MISVA 2S [MISV2S]
RWY 16 RNP-1 DEPARTURES

❶ Avoid overflying prohibited areas.

144°
GAKAL 2S

DO NOT OVERSHOOT
229°
2000

157°
177°

FO(P)-3
At 500'
FO(P)-2

127°
D9.5
OL6Ø1
131°

ARASI 2S
BATA 2S
GAKAL 2S

EBTOL 2S
MISVA 2S

D10.0
OL6Ø2
136°

160°
157°

GAKAL

MISVA 2S
EBTOL 2S

N
NOT TO SCALE

MISVA
EBTOL

CHANGES: Initial track revised.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

2.2.13 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FOOL/LBV
LEON M'BA

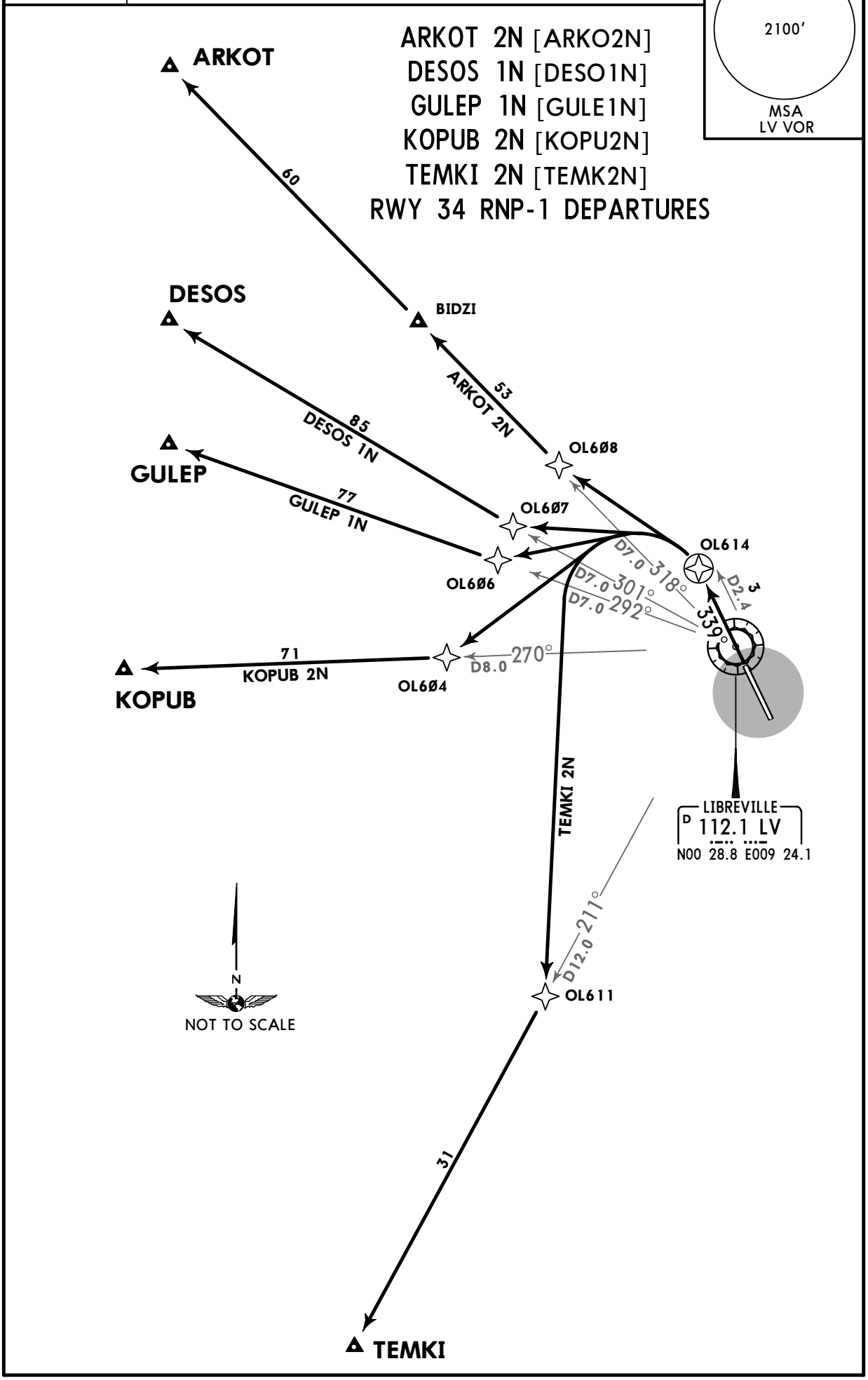
JEPPESEN
31 AUG 18 (10-3B)

LIBREVILLE, GABON
RNAV SID

Apt Elev	Trans level: By ATC	Trans alt: 3100'
38'		

2100'
MSA
LV VOR

ARKOT 2N [ARKO2N]
DESOS 1N [DESO1N]
GULEP 1N [GULE1N]
KOPUB 2N [KOPU2N]
TEMKI 2N [TEMK2N]
RWY 34 RNP-1 DEPARTURES



CHANGES: None.

© JEPPESEN, 2004, 2015. ALL RIGHTS RESERVED.

2.2.14 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FOOL/LBV
LEON M'BA

JEPPESEN
31 AUG 18 (10-3C)

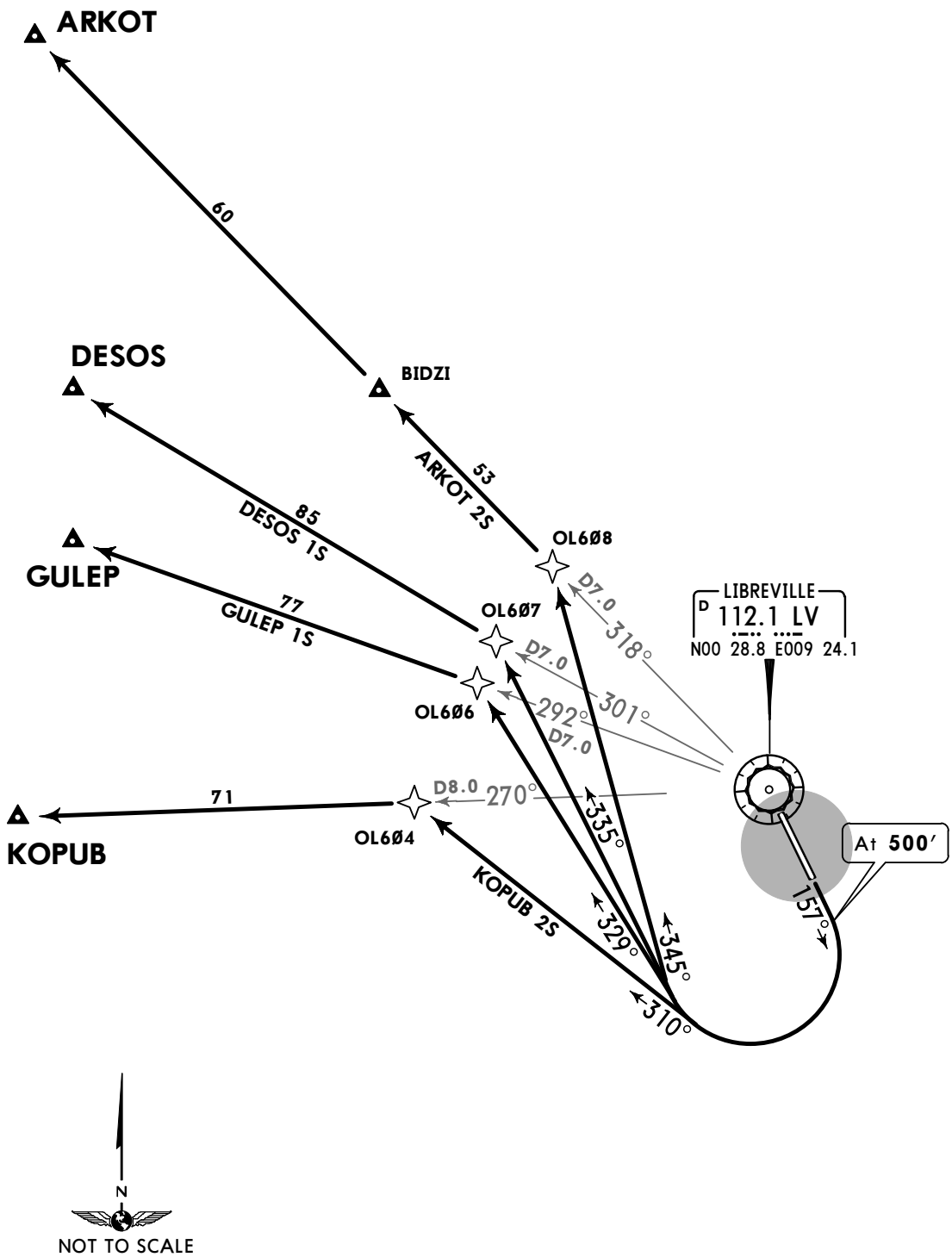
LIBREVILLE, GABON

RNAV SID

Apt Elev	Trans level: By ATC	Trans alt: 3100′
38′		

2100′
MSA
LV VOR

ARKOT 2S [ARKO2S]
DESOS 1S [DESO1S]
GULEP 1S [GULE1S]
KOPUB 2S [KOPU2S]
RWY 16 RNP-1 DEPARTURES



CHANGES: Initial track revised.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

2.2.15 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FOOL/LBV
LEON M'BA

JEPPESEN
31 AUG 18 (10-3D)

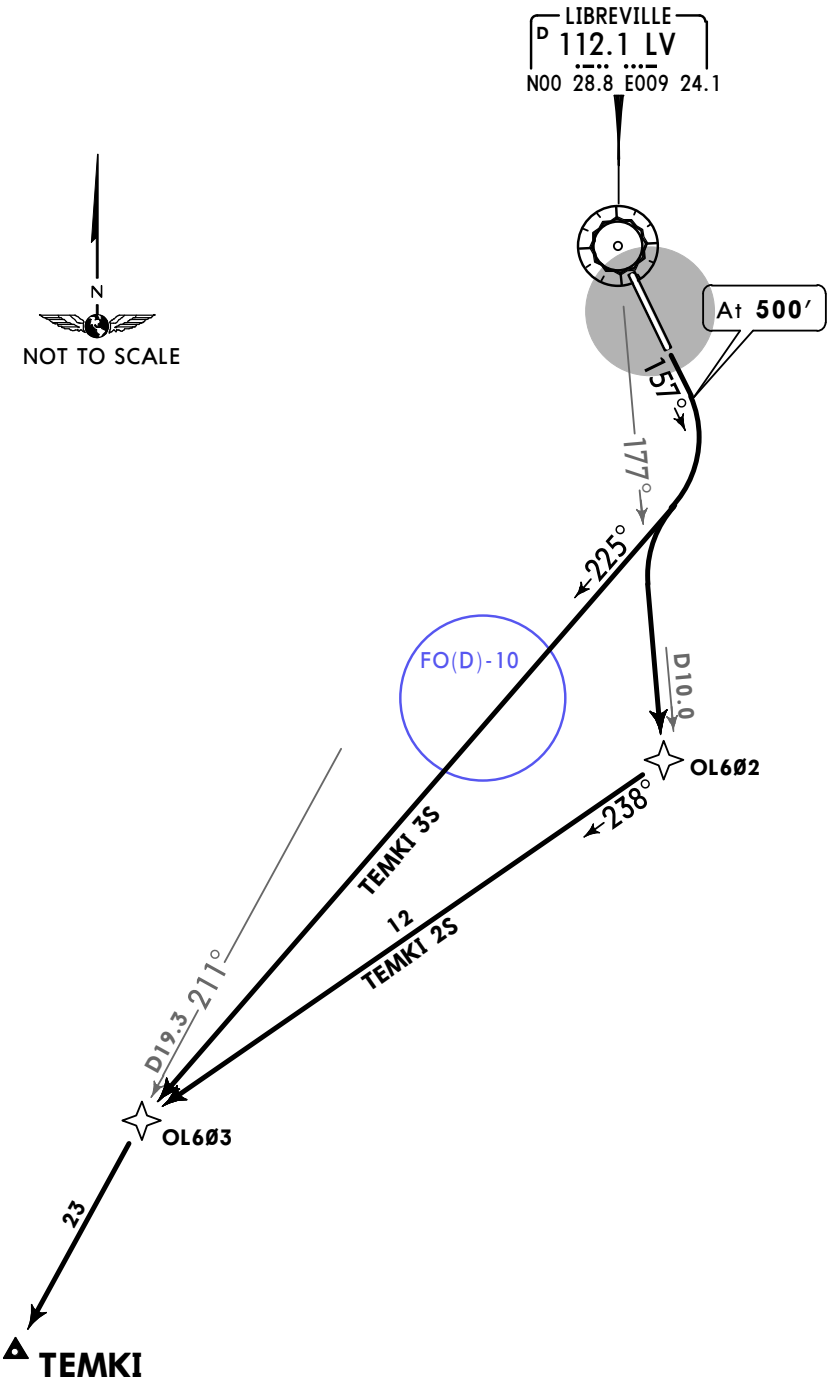
LIBREVILLE, GABON
RNAV SID

Apt Elev	Trans level: By ATC	Trans alt: 3100′
38′		

2100′
MSA
LV VOR

TEMKI 2S [TEMK2S]
TEMKI 3S [TEMK3S] ❶
RWY 16 RNP-1 DEPARTURES

❶ Not available when FO(D)-10 active.
ALTERNATE: TEMKI 2S.



CHANGES: Initial track revised.

© JEPPESEN, 2012, 2018. ALL RIGHTS RESERVED.

2.2.16 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

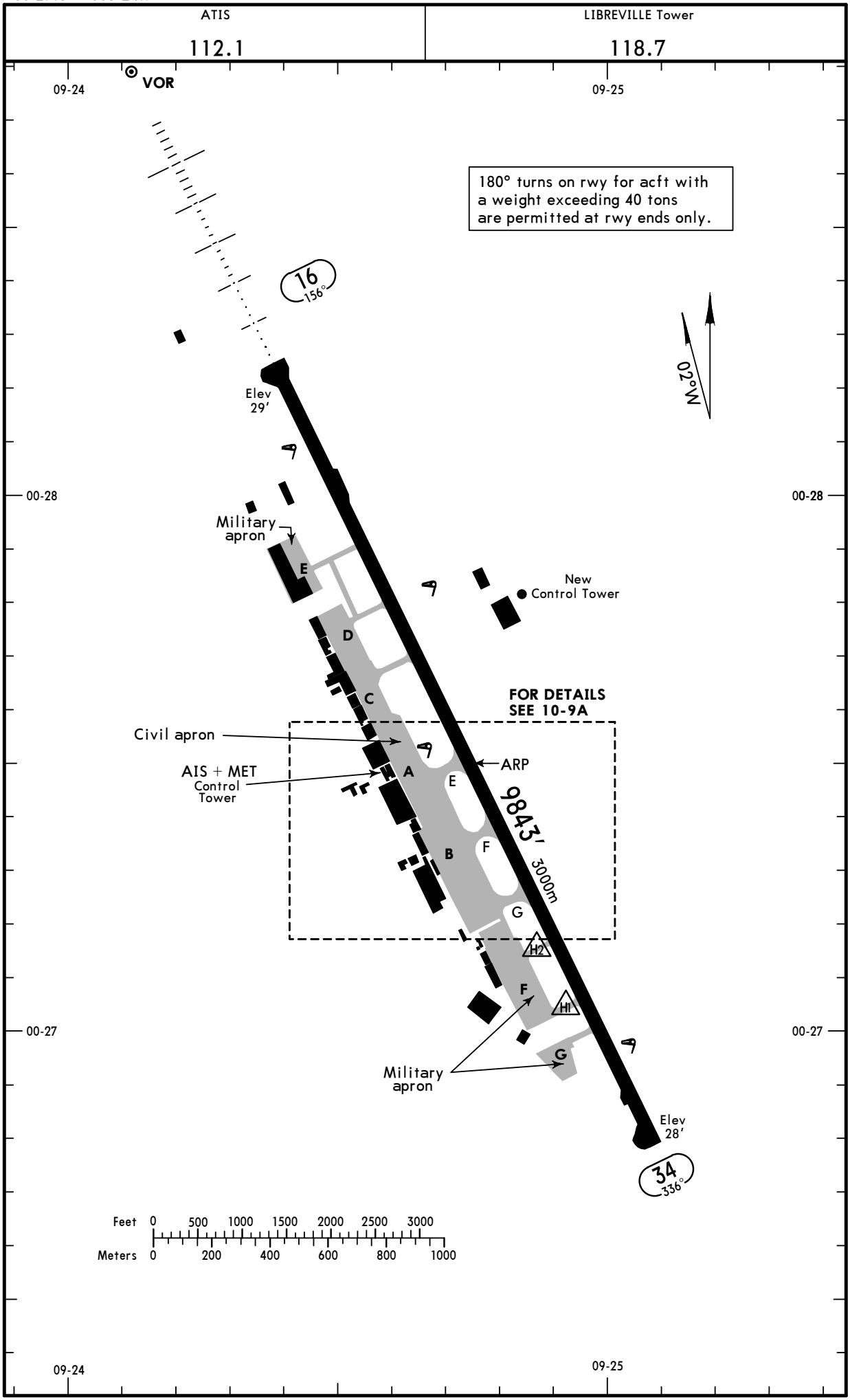
FOOL/LBV

Apt Elev 38′
N00 27.5 E009 24.7

JEPPESEN
17 AUG 18 (10-9)

LIBREVILLE, GABON
LEON M'BA

ATIS	LIBREVILLE Tower
112.1	118.7



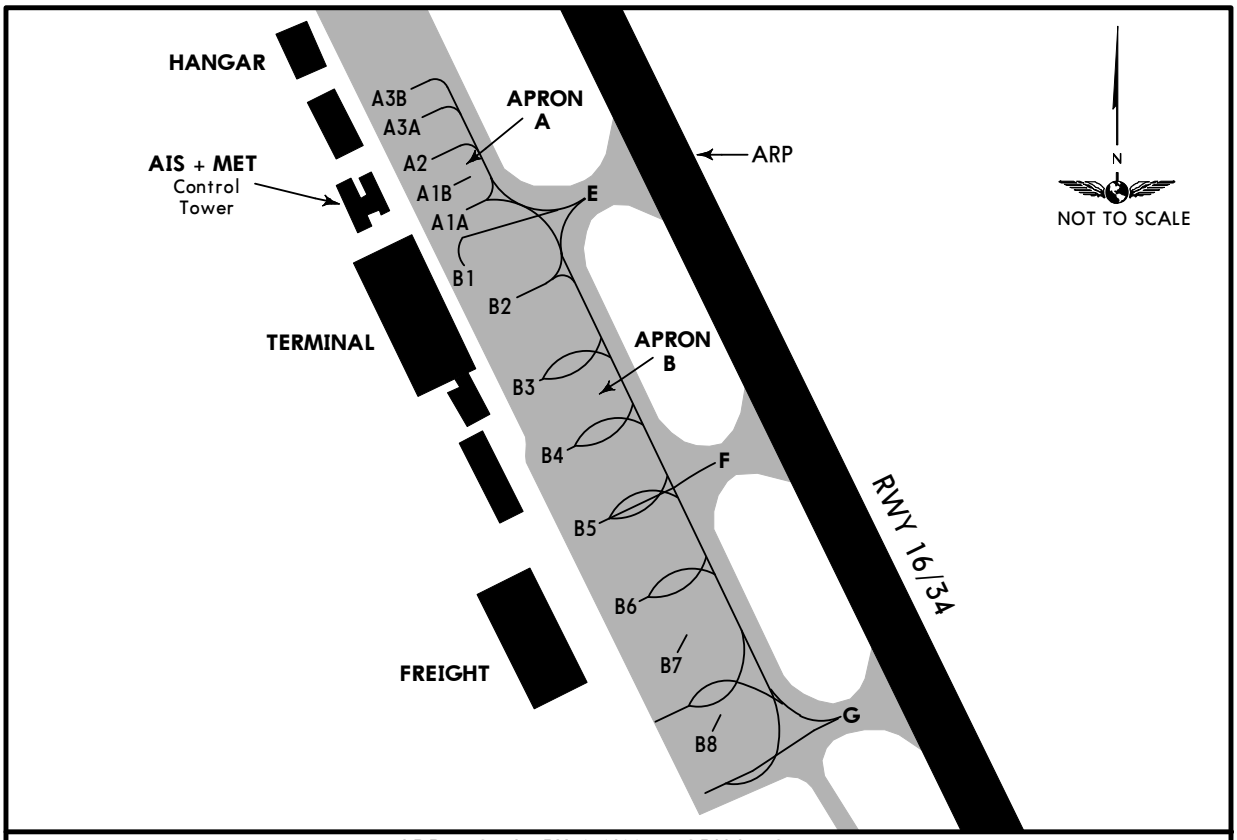
CHANGES: Taxiway designations. Wind cones.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

FOOL/LBV

JEPPESEN
17 AUG 18 (10-9A)

LIBREVILLE, GABON
LEON M'BA



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
16	HIRL (60m) HIALS REIL PAPI-L (angle 3.0°) RVR		8871′ 2704m		148′ 45m
34	HIRL (60m) REIL PAPI-L (angle 3.0°)				

PREFERENTIAL RUNWAY SYSTEM: In IMC use rwy 16.

INS COORDINATES

STAND No.	COORDINATES
A1 thru A3	N00 27.5 E009 24.6
B1	N00 27.5 E009 24.6
B2 thru B4	N00 27.4 E009 24.7
B5 thru B6	N00 27.3 E009 24.7

JAR-OPS

TAKE-OFF

	All Rwys	
	RCLM (DAY only) or RL	NIL (DAY only)
A B C D	400m	500m

CHANGES: Taxiway designations. Lights.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

FOOL/LBV

LIBREVILLE, GABON
LEON M'BA

STRAIGHT-IN RWY		A	B	C	D
16	ILS	**259**′(230′)	**269**′(240′)	**279**′(250′)	**289**′(260′)
	FULL	**R600m**	**R600m**	**R600m**	**R650m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1300m	R1300m
	LOC ❶	**490**′(461′)	**490**′(461′)	**490**′(461′)	**490**′(461′)
		R1500m	**R1500m**	**R1500m**	**R1500m**
	ALS out	R1500m	R1500m	C2200m	C2200m
	RNAV (LNAV/VNAV)	**460**′(431′)	**460**′(431′)	**460**′(431′)	**460**′(431′)
		R1300m	**R1300m**	**R1300m**	**R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	RNAV (LNAV) ❶	**490**′(461′)	**490**′(461′)	**490**′(461′)	**490**′(461′)
		R1500m	**R1500m**	**R1500m**	**R1500m**
	ALS out	R1500m	R1500m	C2200m	C2200m
	VOR Z ❶	**520**′(491′)	**520**′(491′)	**520**′(491′)	**520**′(491′)
		R1500m	**R1500m**	**R1500m**	**R1500m**
	ALS out	R1500m	R1500m	C2300m	C2300m
	VOR Y ❶	**520**′(491′)	**520**′(491′)	**520**′(491′)	**520**′(491′)
		R1500m	**R1500m**	**R1500m**	**R1500m**
	ALS out	R1500m	R1500m	C2300m	C2300m
	VOR X	**560**′(531′)	**560**′(531′)	**560**′(531′)	**560**′(531′)
		R1900m	**R1900m**	**C2100m**	**C2100m**
	ALS out	C2600m	C2600m	C2800m	C2800m
	NDB ❶	**530**′(501′)	**530**′(501′)	**530**′(501′)	**530**′(501′)
		R1500m	**R1500m**	**R1600m**	**R1600m**
	ALS out	R1500m	R1500m	C2400m	C2400m

❶ Continuous Descent Final Approach.

TAKE-OFF RWY 16, 34

	RCLM (DAY only) or RL	NIL (DAY only)
A B C D	400m	500m

CHANGES: Minimums.

© JEPPESEN, 2011, 2014. ALL RIGHTS RESERVED.

2.2.19 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

FOOL/LBV
LEON M'BA

JEPPESEN
11 SEP 15 (11-1)

LIBREVILLE, GABON
ILS Z or LOC Z Rwy 16

BRIEFING STRIP ™

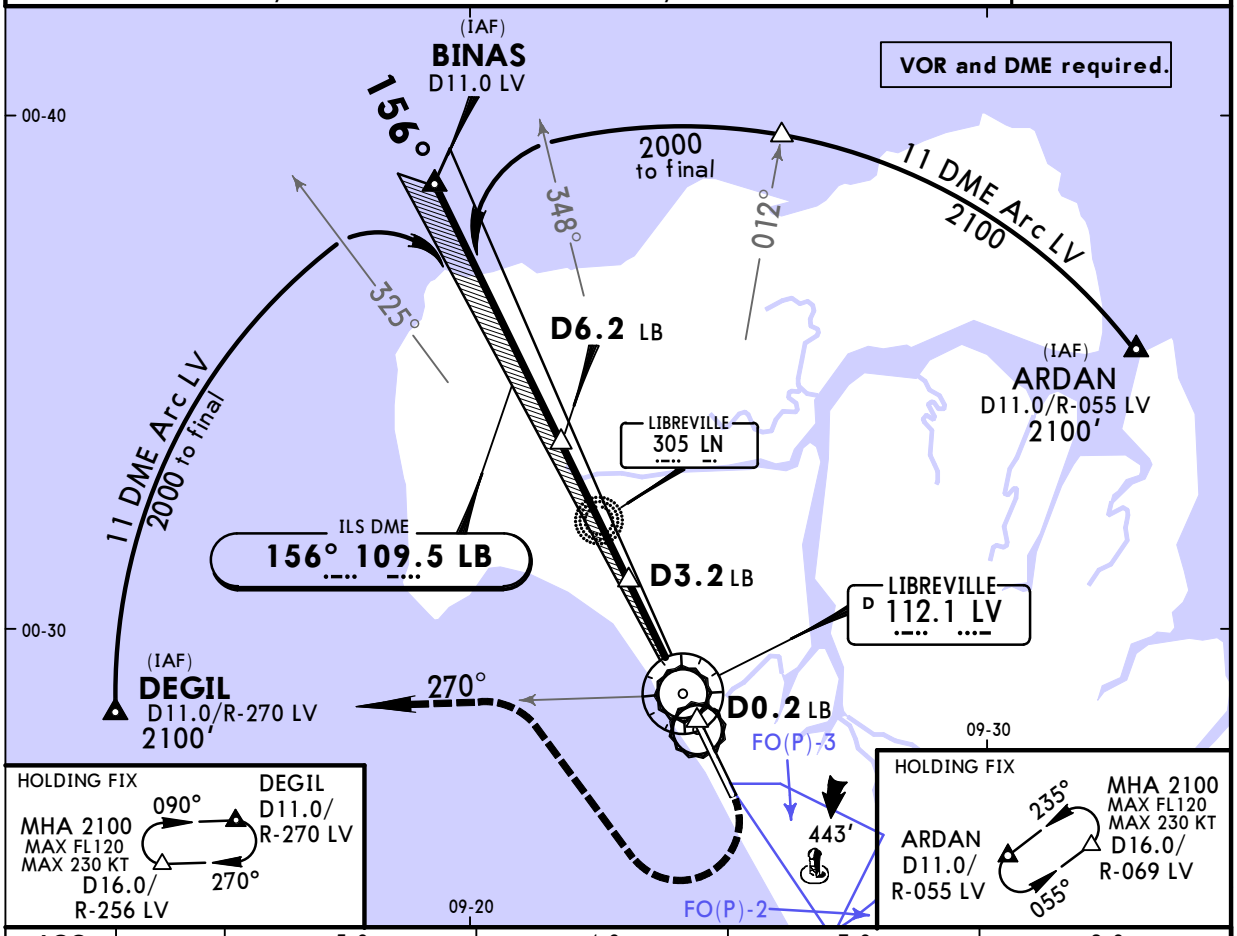
ATIS	Approach Control through Tower LIBREVILLE Tower
112.1	118.7

LOC LB	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 38′ Rwy 29′
109.5	156°	D3.2 LB 1040′ (1011′)		

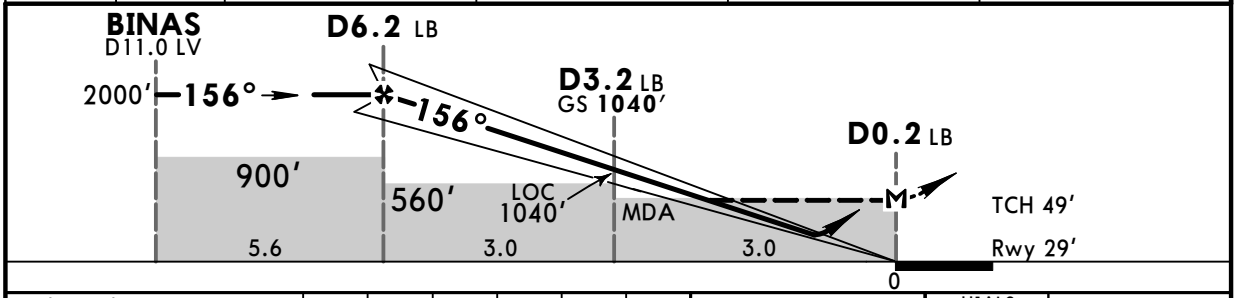
MISSED APCH: Climb STRAIGHT AHEAD to 600′, then turn RIGHT to intercept and follow R-270 direct to DEGIL at 2100′. MAX 210 KT.
Do not turn before MAP.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 3100′

2100′
MSA
LV VOR



LOC (GS out)	LB DME	5.0	4.0	3.0	2.0
	ALTITUDE	1610′	1290′	970′	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 D0.2 LB							

HIALS
PAPI

Refer to Missed Apch above

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 16

	ILS DA(H)		LOC (GS out) MDA(H)	
	FULL	ALS out		ALS out
A	A: 259′ (230′)	C: 279′ (250′)	RVR 1000m	RVR 1500m
B	B: 269′ (240′)	D: 289′ (260′)	RVR 1200m	
C	RVR 600m	RVR 1000m		RVR 2000m
D	RVR 650m	RVR 1200m	RVR 1600m	

CHANGES: Bearings.

© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.

2.2.20 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FOOL/LBV
LEON M'BA

JEPPESEN 11 SEP 15 (11-2)

LIBREVILLE, GABON
ILS Y or LOC Y Rwy 16

BRIEFING STRIP™

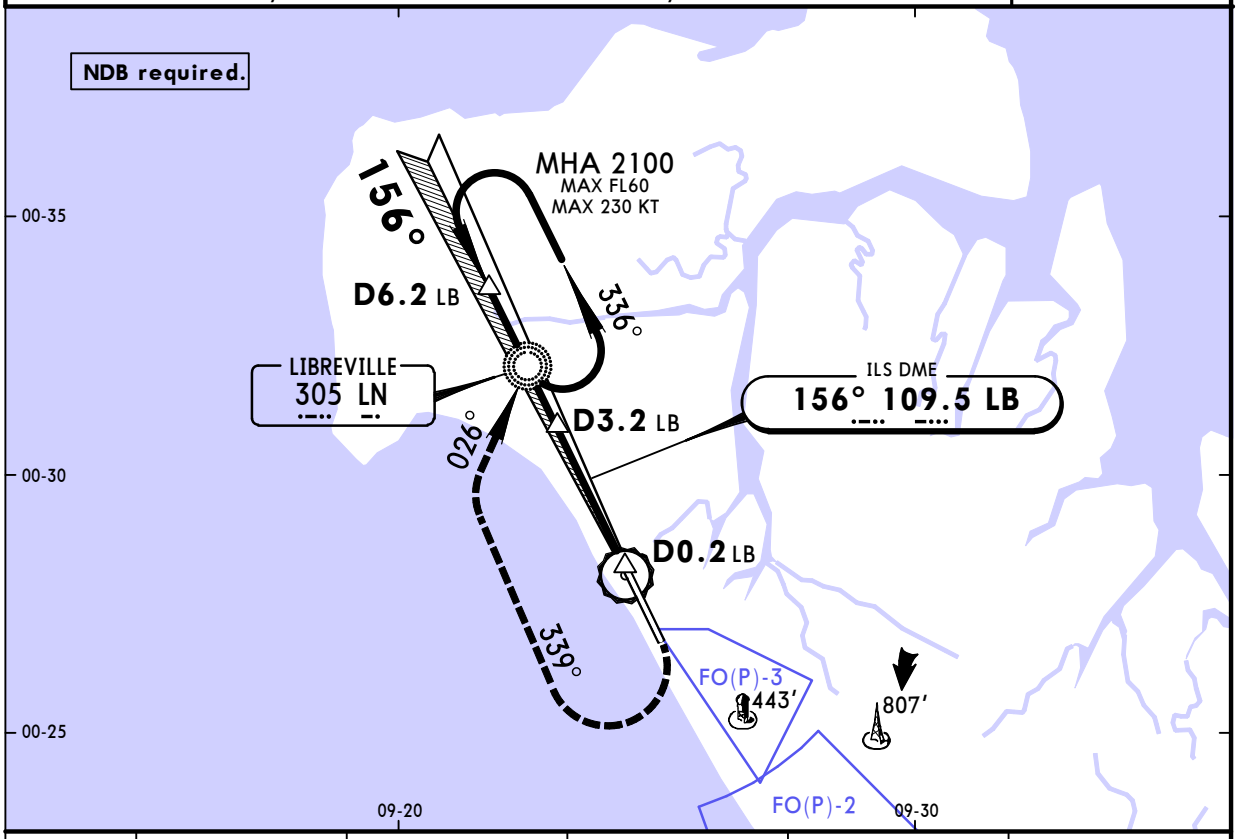
ATIS	Approach Control through Tower LIBREVILLE Tower
112.1	118.7

LOC LB	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev / Rwy
109.5	156°	D3.2 LB 1040′ (1011′)		38′ / 29′

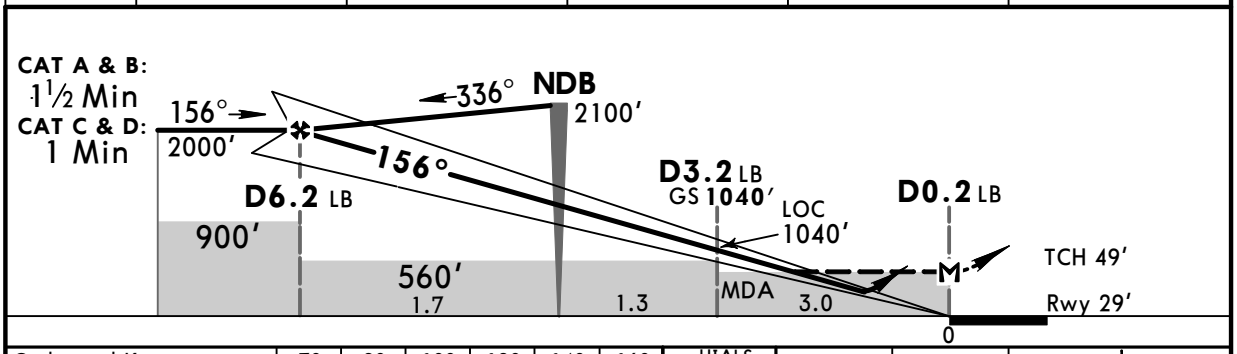
MISSED APCH: Climb STRAIGHT AHEAD to 600′, then turn RIGHT onto 339° and intercept 026° to NDB at 2100′. MAX 210 KT.
Do not turn before MAP.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 3100′

2100′
MSA
LN NDB



LOC (GS out)	LB DME	5.0	4.0	3.0	2.0
	ALTITUDE	1610′	1290′	970′	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 D0.2 LB						

HIALS
PAPI

MAX 210 KT

600′

2100′ RT onto 339°

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 16

	ILS DA(H)		LOC (GS out) MDA(H)	
A	259′ (230′)	C: 279′ (250′)	490′ (461′)	
B	269′ (240′)	D: 289′ (260′)		

	FULL	ALS out		ALS out
A	RVR 600m	RVR 1000m	RVR 1000m	RVR 1500m
B			RVR 1200m	
C				RVR 2000m
D	RVR 650m	RVR 1200m	RVR 1600m	

CHANGES: Bearings.

© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.

2.2.21 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FOOL/LBV
LEON M'BA

JEPPESEN
11 SEP 15 (11-3)

LIBREVILLE, GABON
ILS X or LOC X Rwy 16

BRIEFING STRIP ™

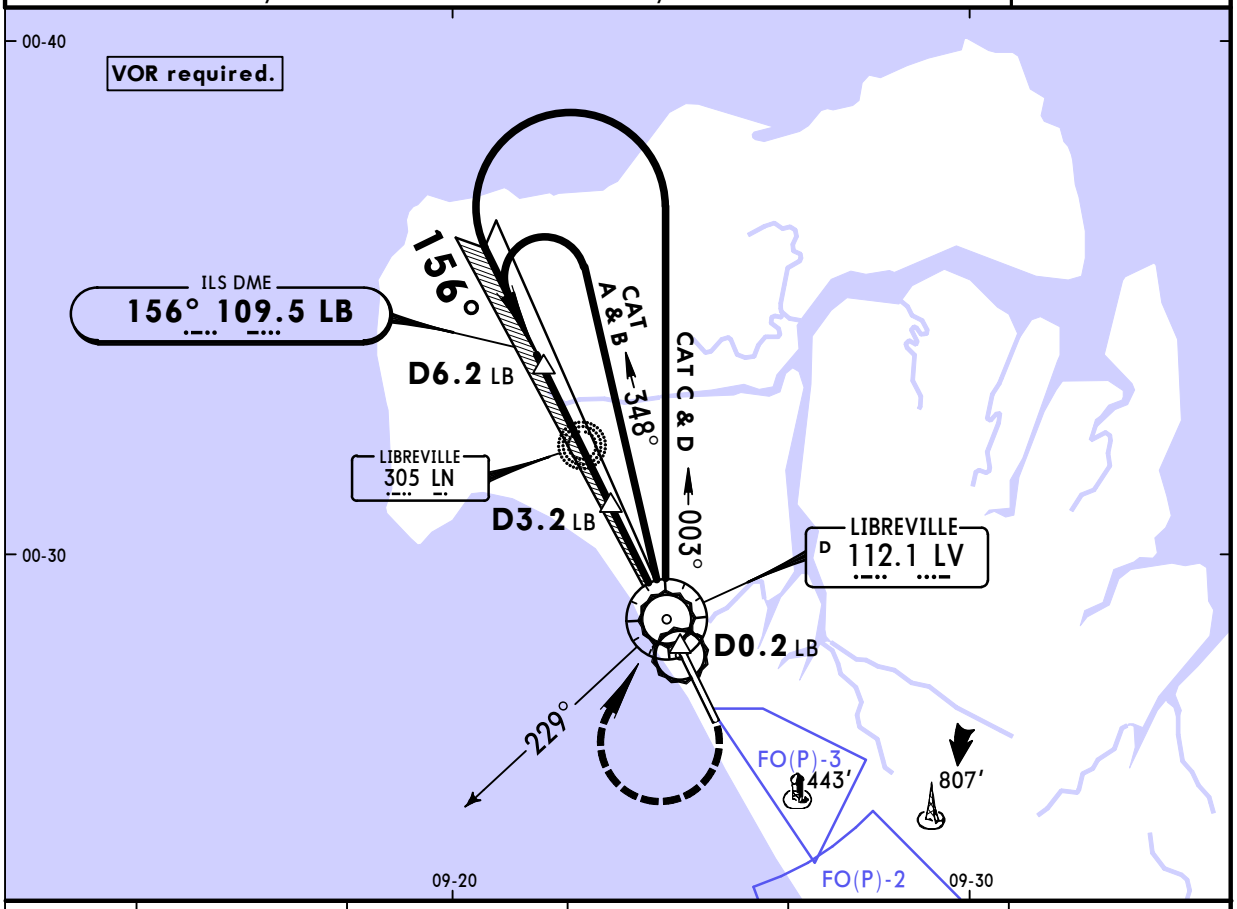
ATIS	Approach Control through Tower LIBREVILLE Tower
112.1	118.7

LOC LB	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 38′ Rwy 29′
109.5	**156°**	**D3.2 LB** **1040′** (1011′)		

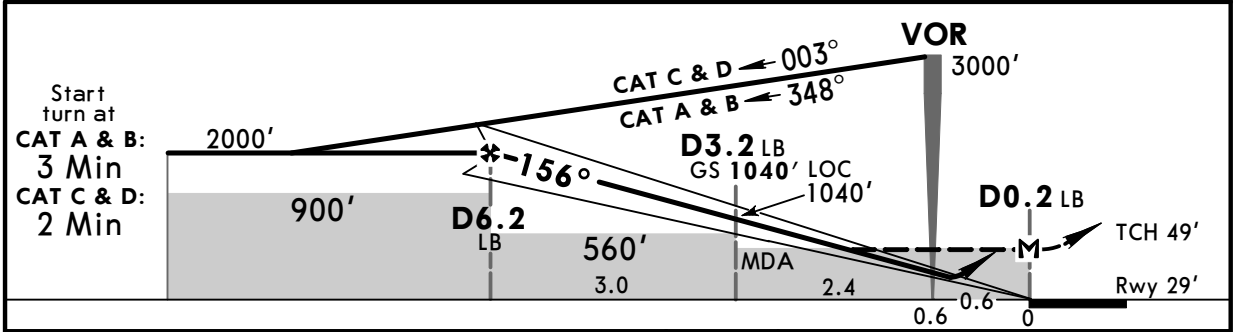
MISSED APCH: Climb STRAIGHT AHEAD to 600′, then turn RIGHT to VOR climbing to 3000′. MAX 210 KT. Do not turn before MAP. Do not overshoot R-229 LV.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 3100′

2100′
MSA
LV VOR



LOC (GS out)	LB DME	5.0	4.0	3.0	2.0
	ALTITUDE	1610′	1290′	970′	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 D0.2 LB						

HIALS
PAPI

MAX	600′	3000′ RT	LV
210 KT			112.1

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 16

	ILS DA(H)		LOC (GS out) MDA(H)	
	A: **259′** (230′)	C: **279′** (250′)	**490′** (461′)	
	B: **269′** (240′)	D: **289′** (260′)		
	FULL	ALS out		ALS out
A	RVR 600m	RVR 1000m	RVR 1000m	RVR 1500m
B			RVR 1200m	
C				RVR 2000m
D	RVR 650m	RVR 1200m	RVR 1600m	

CHANGES: Bearings.

© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.

2.2.22 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FOOL/LBV
LEON M'BA

JEPPESEN
11 SEP 15 (11-4)

LIBREVILLE, GABON
ILS W or LOC W Rwy 16

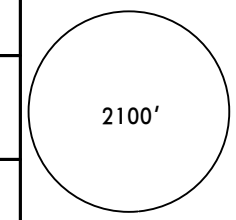
BRIEFING STRIP ™

ATIS	Approach Control through Tower LIBREVILLE Tower
112.1	118.7

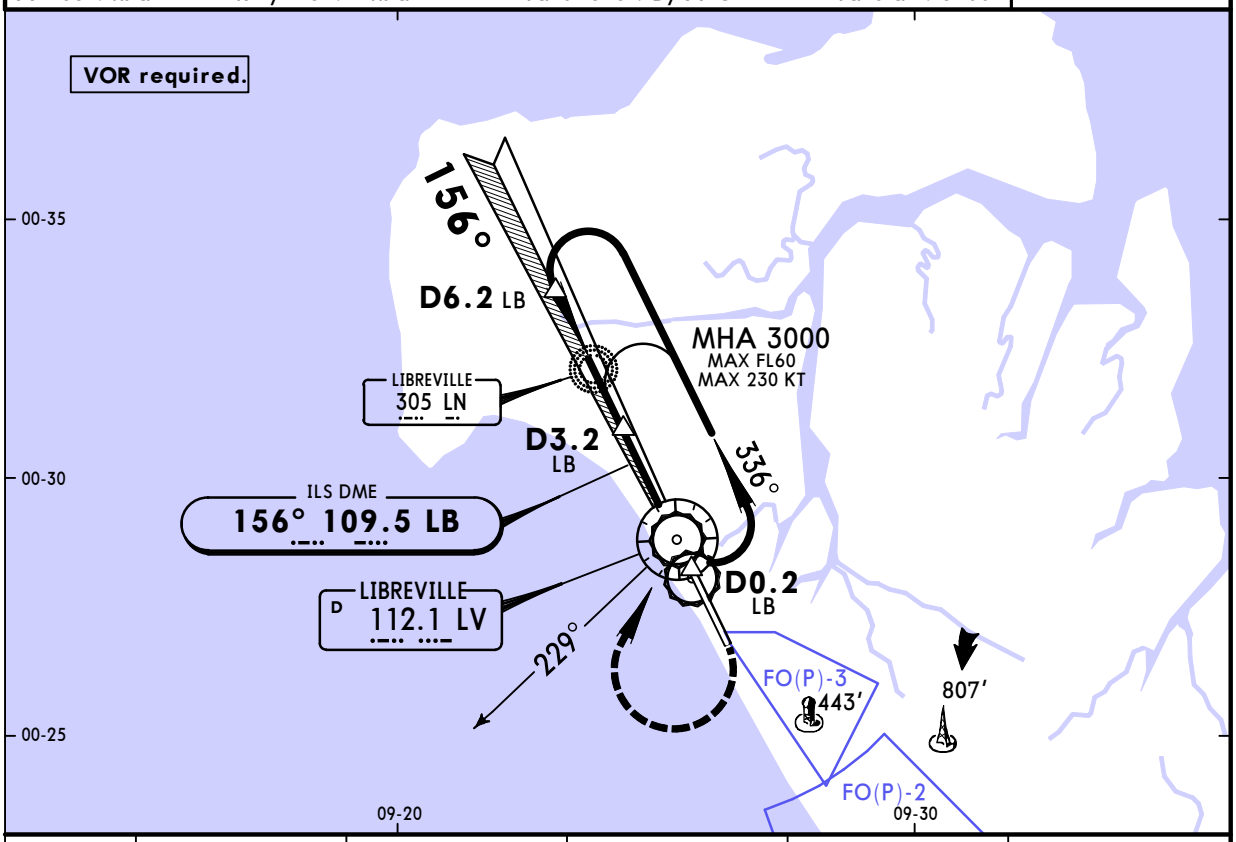
LOC LB	Final Apch Crs	GS	ILS DA(H)	Apt Elev / Rwy
109.5	156°	D3.2 LB 1040′ (1011′)	Refer to Minimums	38′ / 29′

MISSED APCH: Climb STRAIGHT AHEAD to 600′, then turn RIGHT to VOR climbing to 3000′. MAX 210 KT. Do not turn before MAP.
Do not overshoot R-229 LV.

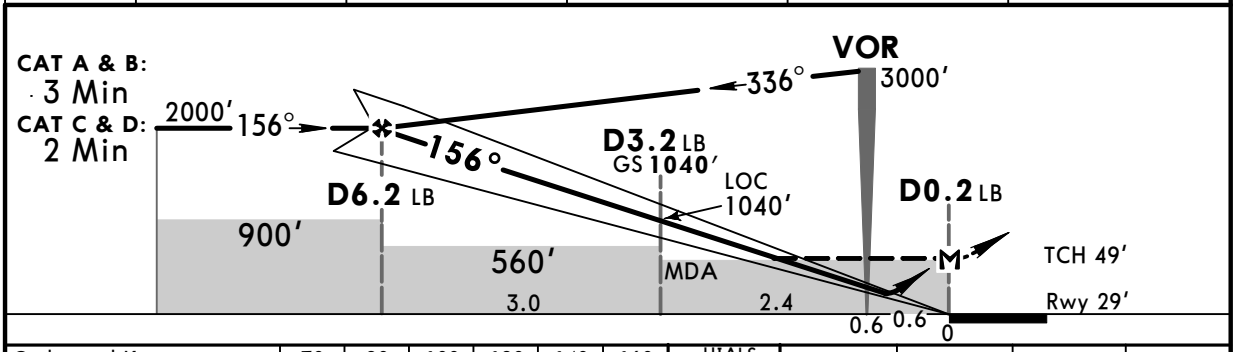
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 3100′



MSA
LV VOR



LOC (GS out)	LB DME	5.0	4.0	3.0	2.0
	ALTITUDE	1610′	1290′	970′	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 D0.2 LB						

HIALS
PAPI

MAX 210 KT | 600′ | 3000′ RT | LV 112.1

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY **16**

	ILS DA(H)	LOC (GS out) MDA(H)
A	259′ (230′)	490′ (461′)
B	269′ (240′)	
C	279′ (250′)	
D	289′ (260′)	

	FULL	ALS out		ALS out
A	RVR 600m	RVR 1000m	RVR 1000m	RVR 1500m
B			RVR 1200m	
C				RVR 2000m
D	RVR 650m	RVR 1200m	RVR 1600m	

CHANGES: Bearings.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

2.2.23 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FOOL/LBV
LEON M'BA

JEPPESEN
11 SEP 15 (11-5)

LIBREVILLE, GABON
ILS V or LOC V Rwy 16

BRIEFING STRIP ™

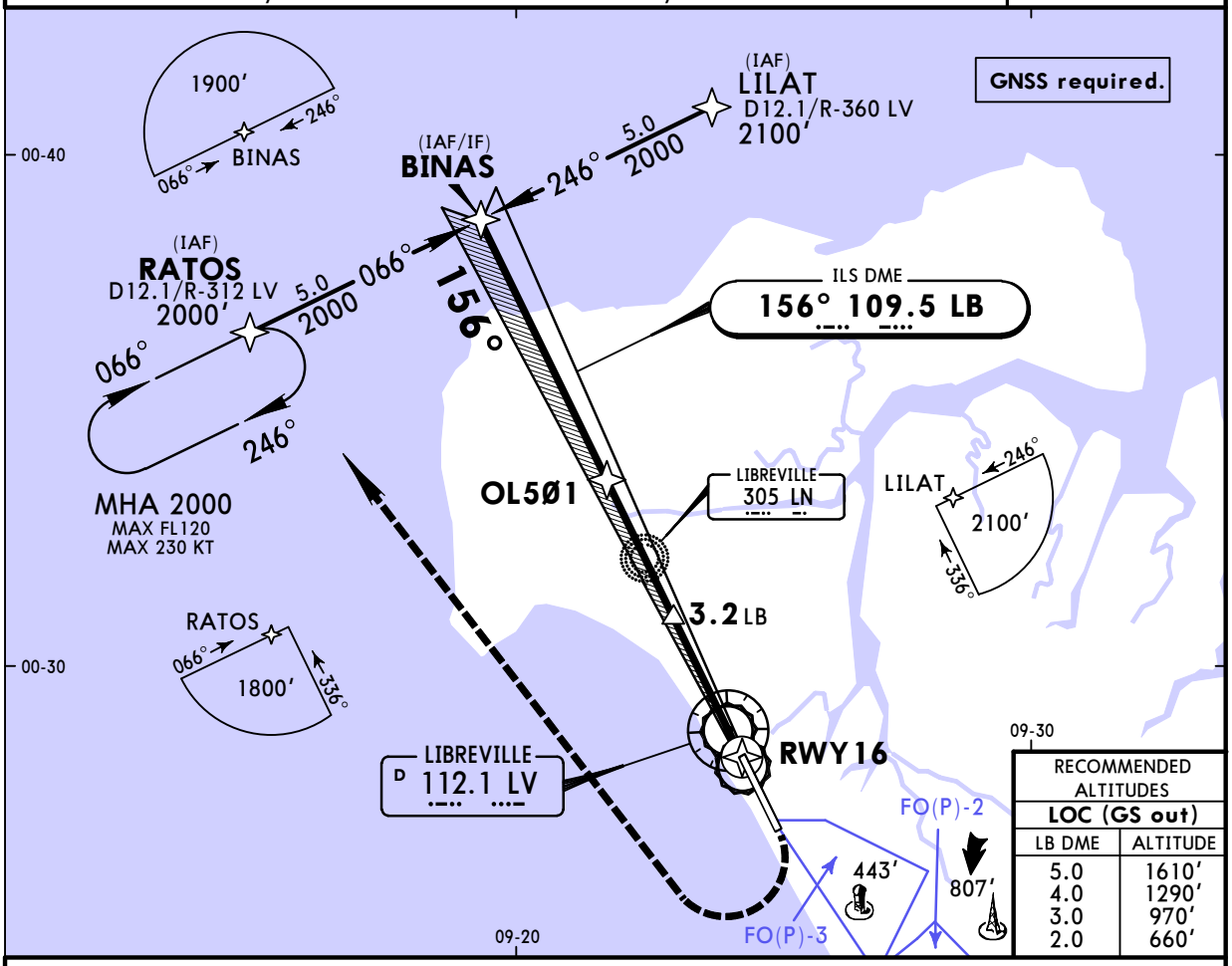
ATIS	Approach Control through Tower LIBREVILLE Tower
112.1	118.7

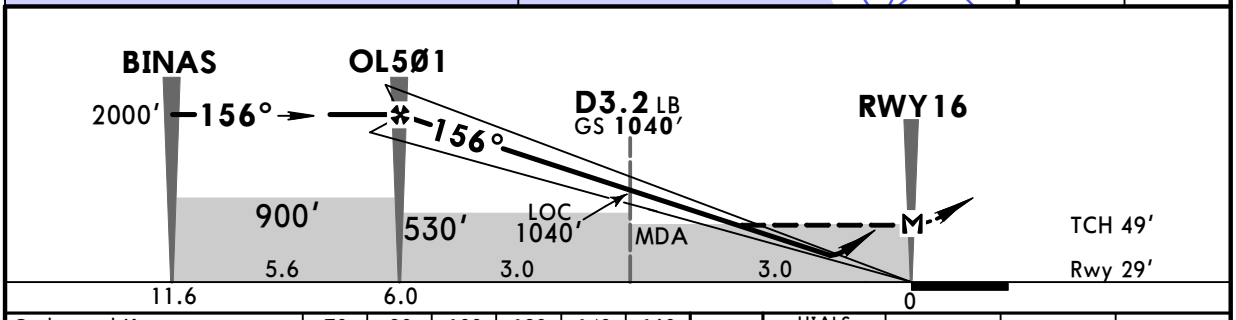
LOC LB	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 38' Rwy 29'
109.5	**156°**	**D3.2 LB** **1040'** (1011')		

TAA
25 NM
IAF

MISSED APCH: Climb STRAIGHT AHEAD to 600', then turn RIGHT direct to RATOS at 2000'. Do not turn before MAP.

Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 3100'





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 RWY16						

HIALS
PAPI
600'
2000'
RT
RATOS

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY **16**

	ILS		LOC (GS out)	
DA(H)	A: **259'** (230')	C: **279'** (250')	MDA(H) **490'** (461')	
	B: **269'** (240')	D: **289'** (260')		
	FULL	ALS out		ALS out
A	RVR 600m	RVR 1000m	RVR 1000m	RVR 1500m
B			RVR 1200m	
C				RVR 2000m
D	RVR 650m	RVR 1200m	RVR 1600m	

CHANGES: Bearings.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

2.2.24 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FOOL/LBV
LEON M'BA

JEPPESEN 11 SEP 15 (12-1)

LIBREVILLE, GABON
RNAV (GNSS) Rwy 16

BRIEFING STRIP ™

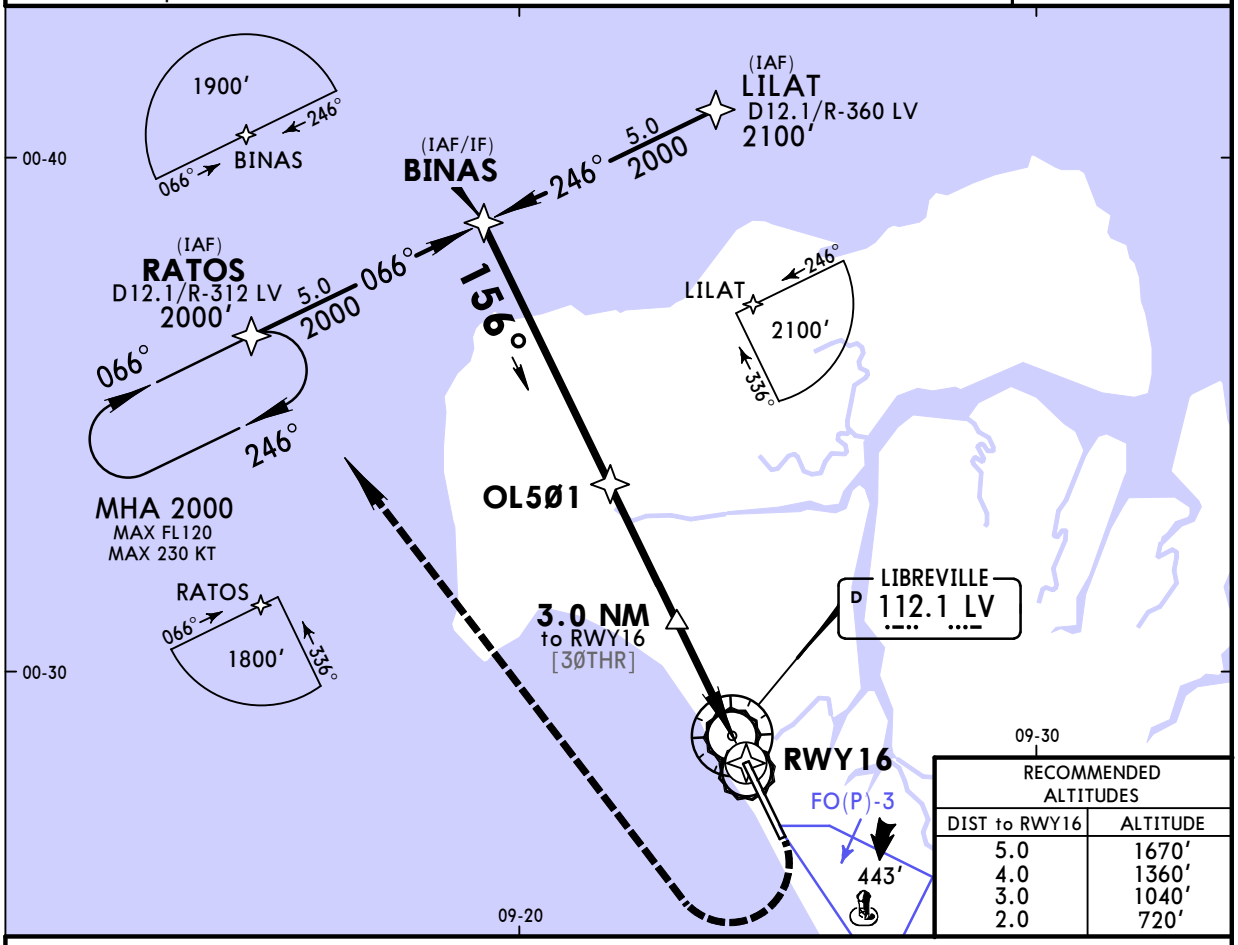
ATIS	Approach Control through Tower LIBREVILLE Tower
112.1	118.7

RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev 38′
	156°	**OL5Ø1** **2000′** (1971′)	**460′** (431′)	Rwy 29′

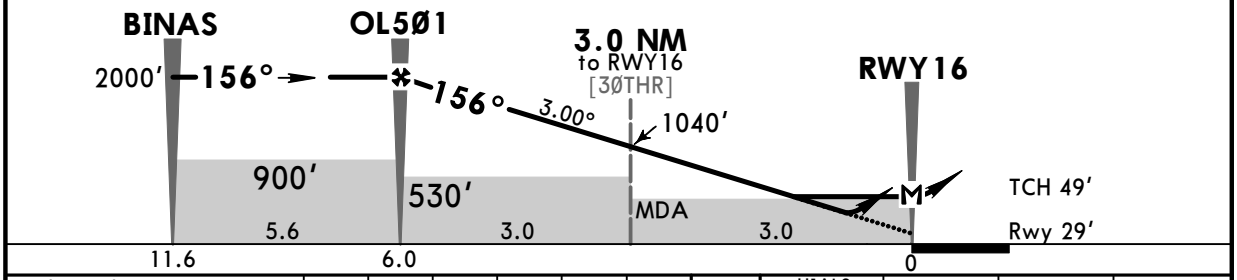
TAA
25 NM
IAF

MISSED APCH: Climb STRAIGHT AHEAD to 600′, then turn RIGHT direct to RATOS at 2000′. Do not turn before MAP.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 3100′
Minimum temperature 10°C.



RECOMMENDED ALTITUDES	
DIST to RWY16	ALTITUDE
5.0	1670′
4.0	1360′
3.0	1040′
2.0	720′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWY16							

HIALS
PAPI

600′ ↑

2000′ RT

RATOS

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY **16**

	LNAV/VNAV DA(H) **460′** (431′)		LNAV MDA(H) **490′** (461′)	
		ALS out		ALS out
A	RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m
B	RVR 1000m		RVR 1200m	
C		RVR 1800m		RVR 2000m
D	RVR 1400m	RVR 2000m	RVR 1600m	

CHANGES: Bearings.

© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.

2.2.25 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FOOL/LBV
LEON M'BA

JEPPESEN
11 SEP 15 (13-1)

LIBREVILLE, GABON
VOR Z Rwy 16

BRIEFING STRIP ™

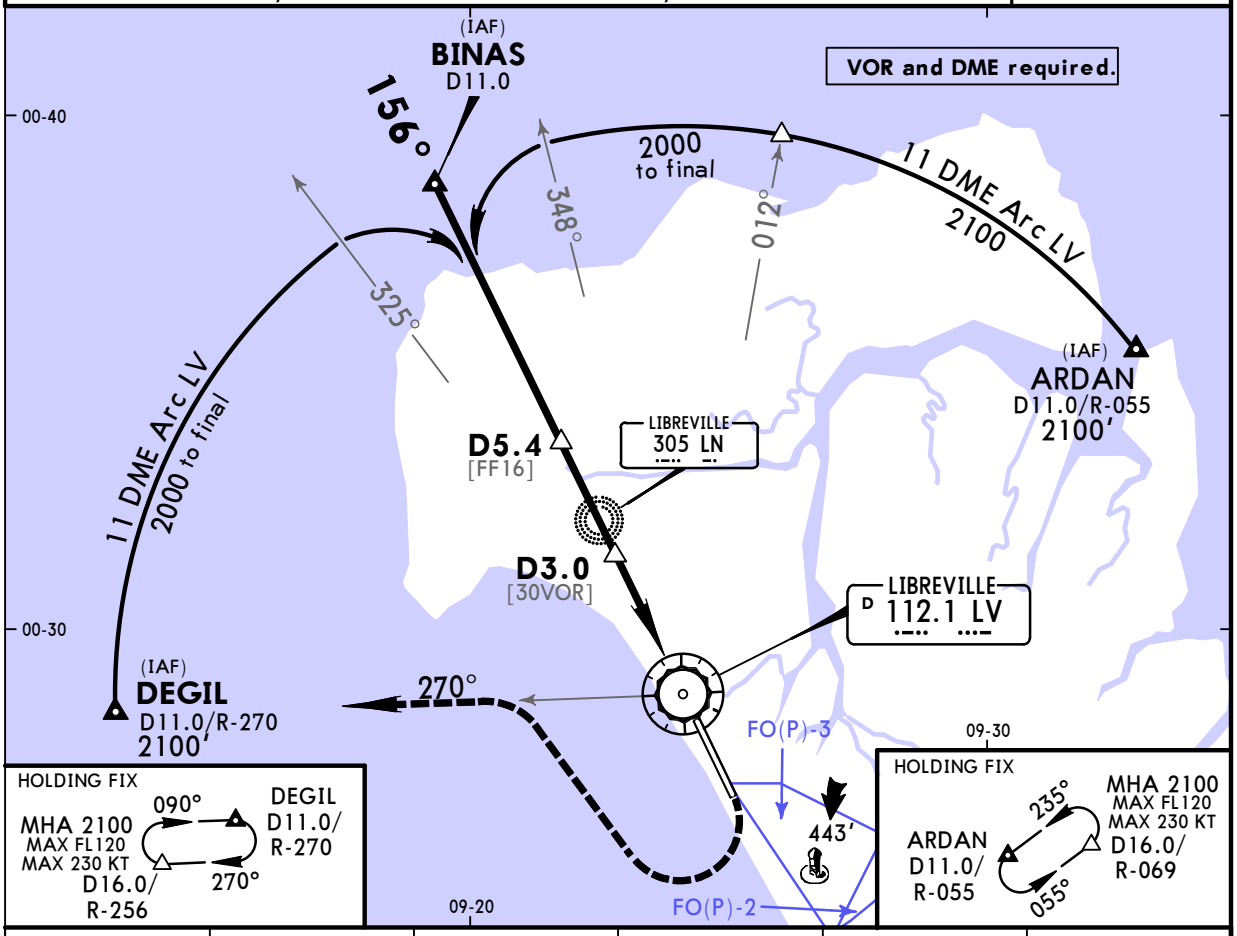
ATIS	Approach Control through Tower LIBREVILLE Tower
112.1	118.7

VOR LV	Final Apch Crs	GS	MDA(H)	Apt Elev / Rwy
112.1	156°	D5.4 2000′ (1971′)	520′ (491′)	38′ / 29′

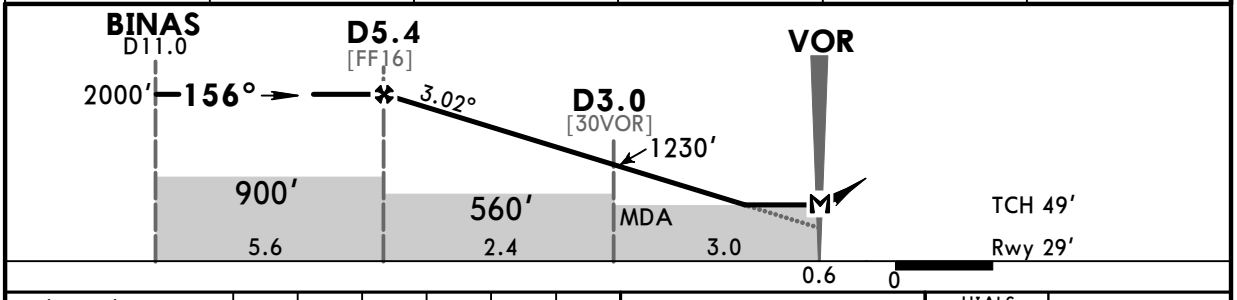
MISSED APCH: Climb STRAIGHT AHEAD to 600′, then turn RIGHT to intercept and follow R-270 direct to DEGIL at 2100′. MAX 210 KT.
Do not turn before MAP.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 3100′

2100′
MSA
LV VOR



LV DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1870′	1550′	1230′	910′	590′



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

HIALS
PAPI

Refer to Missed Apch above

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY **16**

MDA(H) **520′** (491′)

		ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		RVR 2000m
D	RVR 1600m	

CHANGES: Bearings.

© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.

2.2.26 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FOOL/LBV
LEON M'BA

JEPPESEN
11 SEP 15 (13-2)

LIBREVILLE, GABON
VOR Y or VOR X Rwy 16

BRIEFING STRIP ™

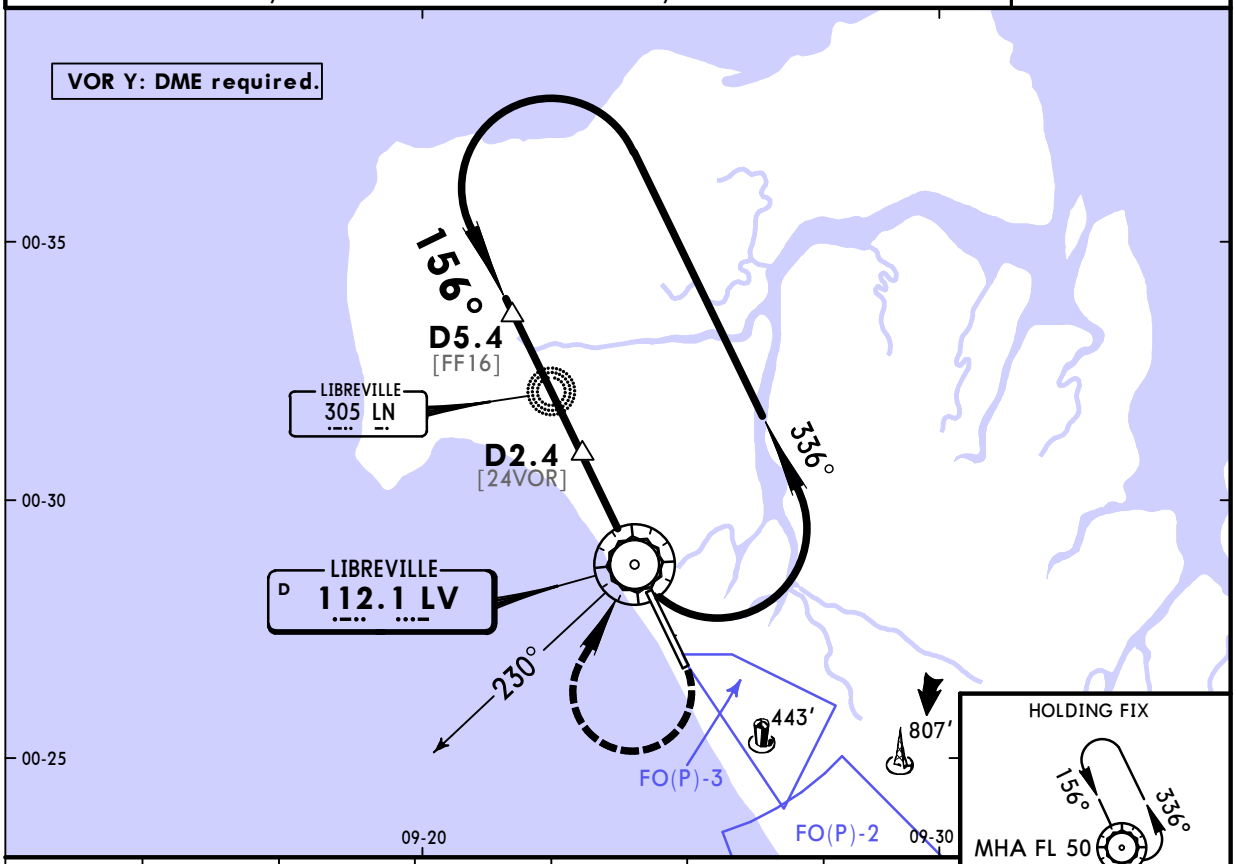
ATIS	Approach Control through Tower LIBREVILLE Tower
112.1	118.7

VOR LV	Final Apch Crs	VOR Y Procedure Alt	VOR X Procedure Alt	MDA(H)	Apt Elev / Rwy
112.1	156°	D5.4 2000′ (1971′)	No FAF	Refer to Minimums	38′ / 29′

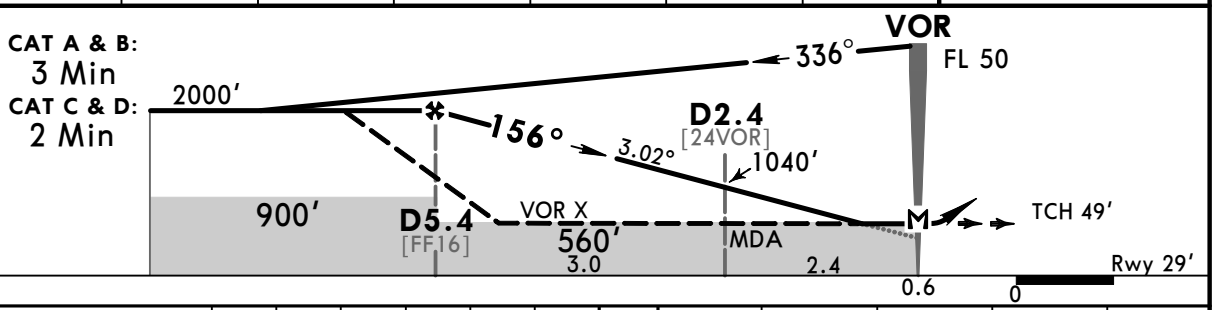
MISSED APCH: Climb STRAIGHT AHEAD to 600′, then turn RIGHT to VOR at 2000′. MAX 210 KT. Do not turn before MAP.
Do not overshoot R-230.

2100′
MSA LV VOR

Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 3100′



VOR Y						
	LV DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1870′	1550′	1230′	910′	590′



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

HIALS
PAPI

MAX			LV
210 KT	600′ ↑	2000′ RT	112.1

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 16

	VOR Y MDA(H) 520′ (491′)		VOR X MDA(H) 560′ (531′)	
		ALS out		ALS out
A	RVR 1000m	RVR 1500m	RVR 1000m	RVR 1500m
B	RVR 1200m		RVR 1200m	
C		RVR 2000m		RVR 2000m
D	RVR 1600m		RVR 1600m	

CHANGES: Bearings.

© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.

2.2.27 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FOOL/LBV
LEON M'BA

JEPPESEN
11 SEP 15 (16-1)

LIBREVILLE, GABON
NDB Rwy 16

BRIEFING STRIP ™

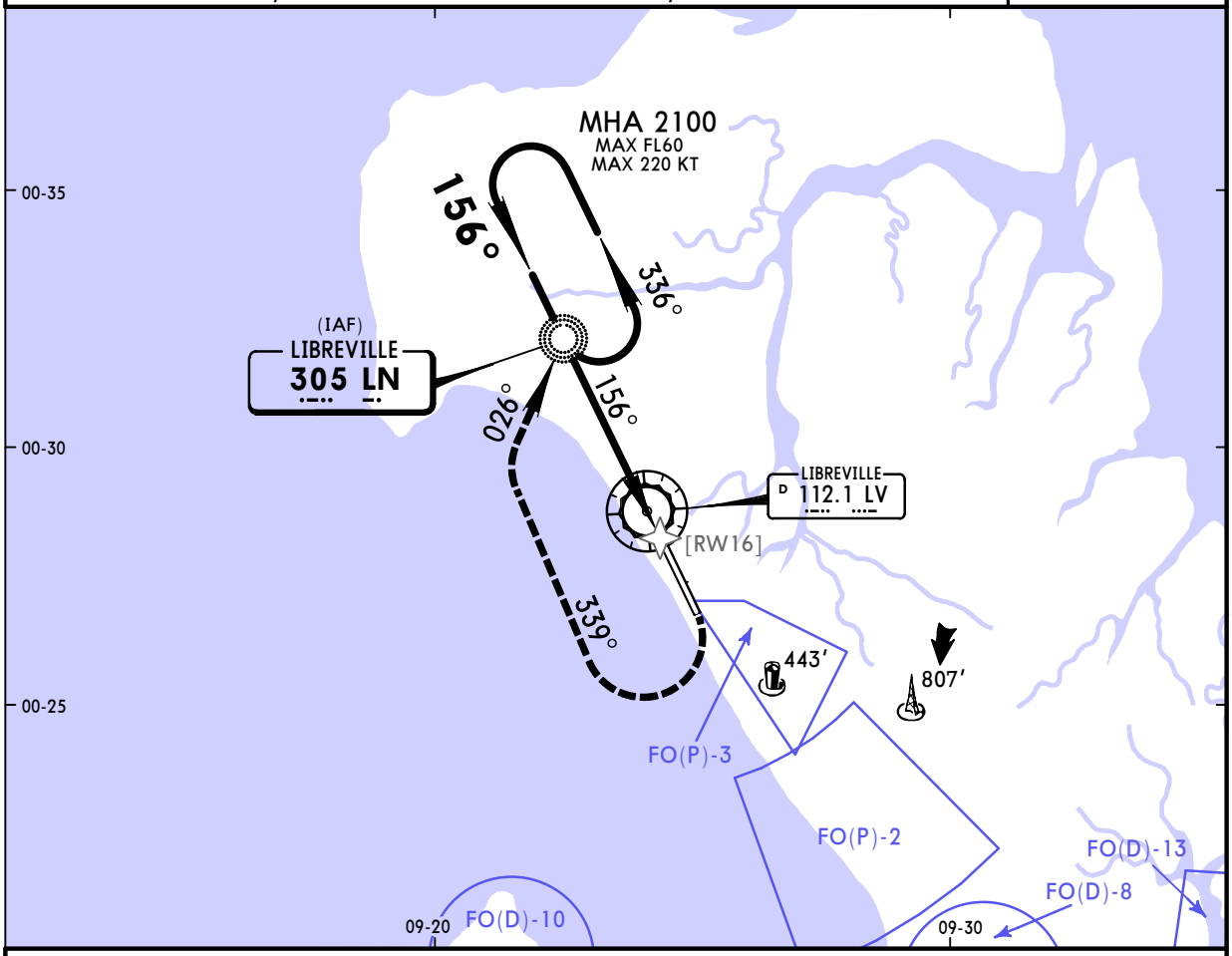
ATIS	Approach Control through Tower LIBREVILLE Tower
112.1	118.7

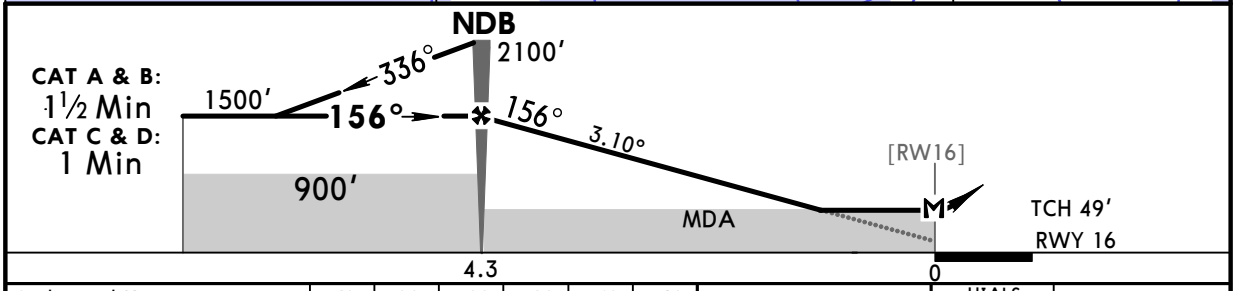
NDB LN	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev / Rwy
305	156°	NDB 1500′ (1471′)	530′ (501′)	38′ / 29′

MISSED APCH: Turn RIGHT as soon as possible on 339° to intercept 026° to NDB at 2100′. MAX 210 KT. Do not turn before MAP.

2100′
MSA
LN NDB

Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 3100′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.10°	384	494	548	658	768	878
NDB to MAP	4.3	3:41	2:52	2:35	2:09	1:51	1:37

HIALS
PAPI

Refer to Missed Apch above

PANS OPS

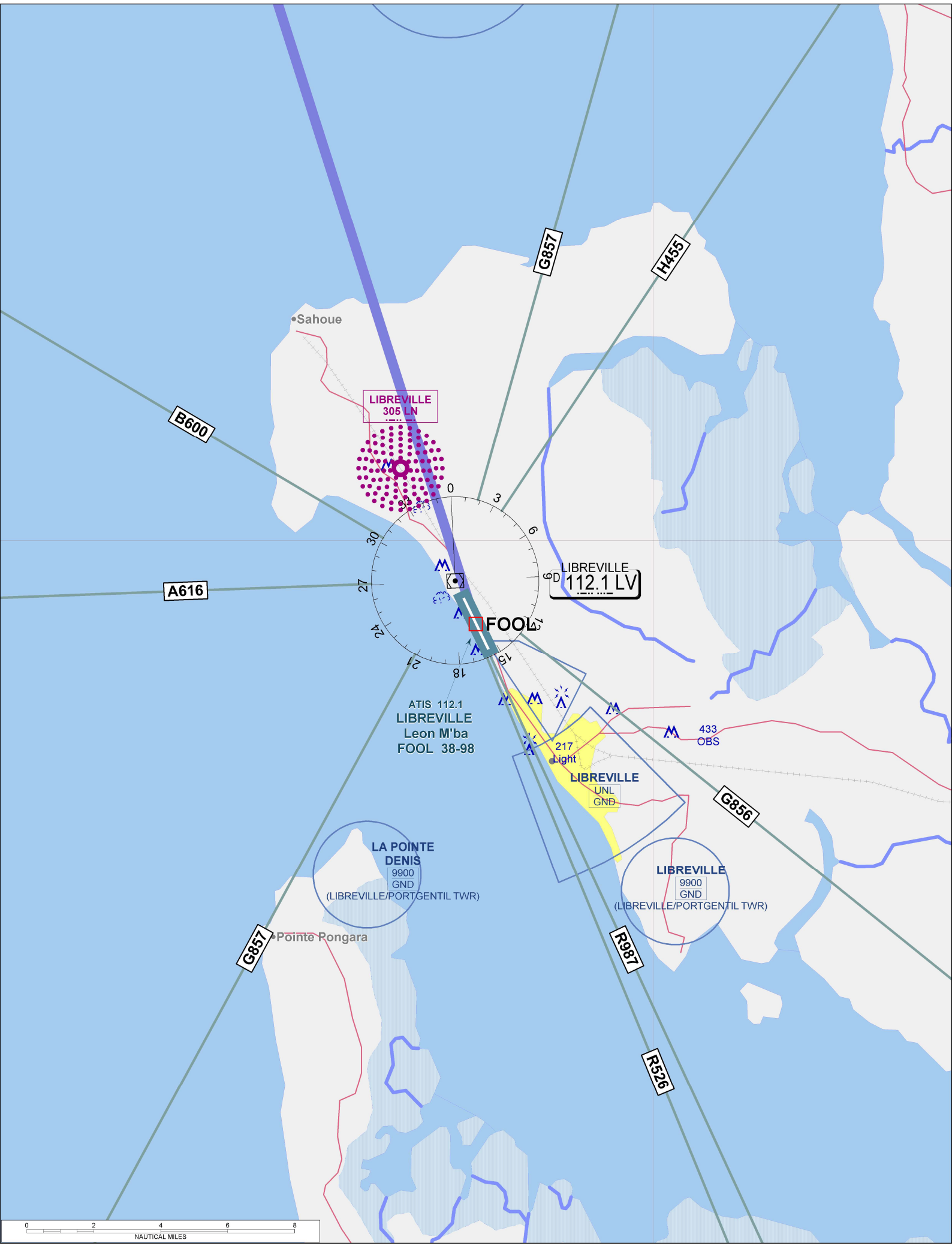
JAR-OPS STRAIGHT-IN LANDING RWY **16**

MDA(H) **530′** (501′)

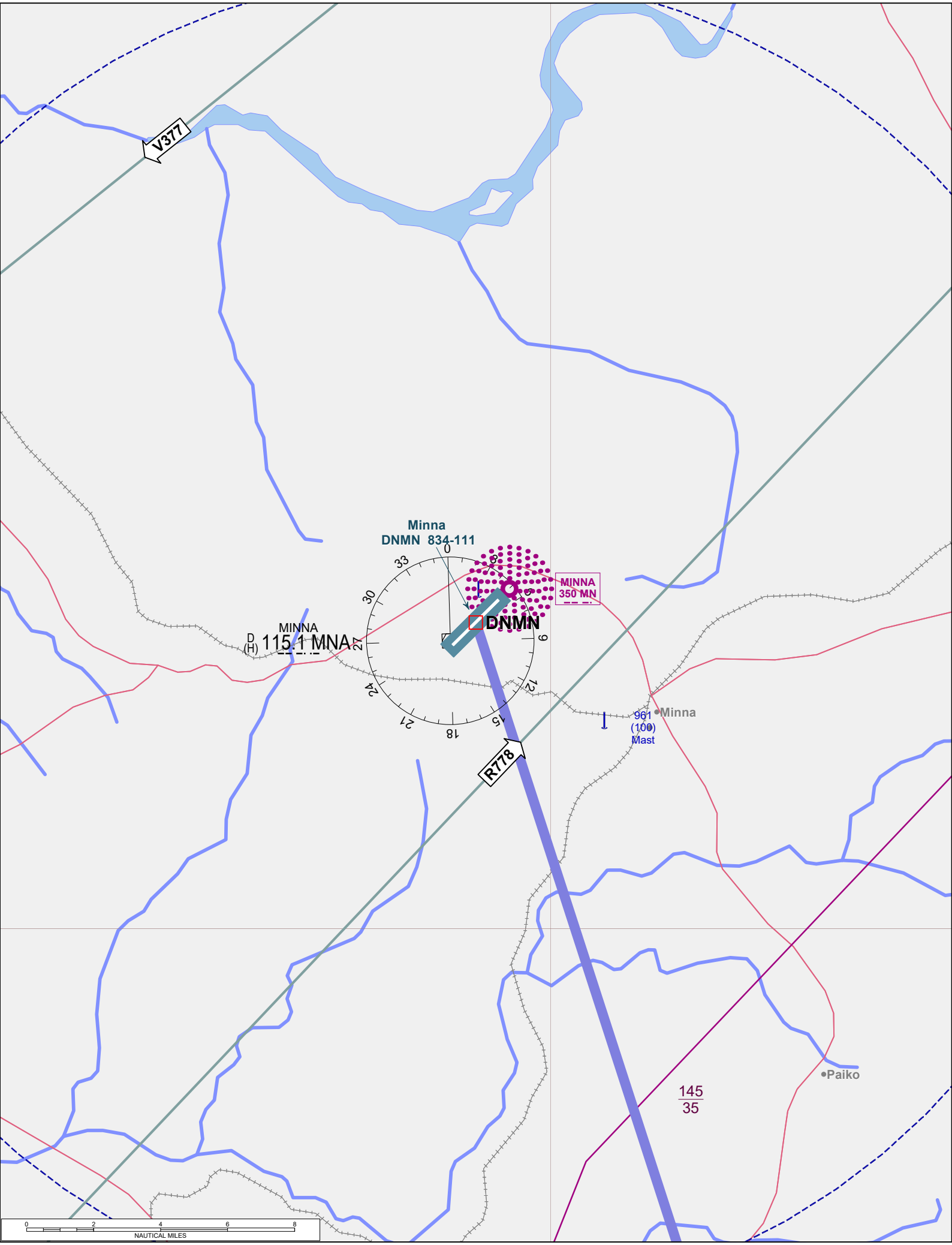
		ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		RVR 2000m
D	RVR 1600m	

CHANGES: Bearings.

© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.



© JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.



© JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

FOOL/LBV
LEON M'BA

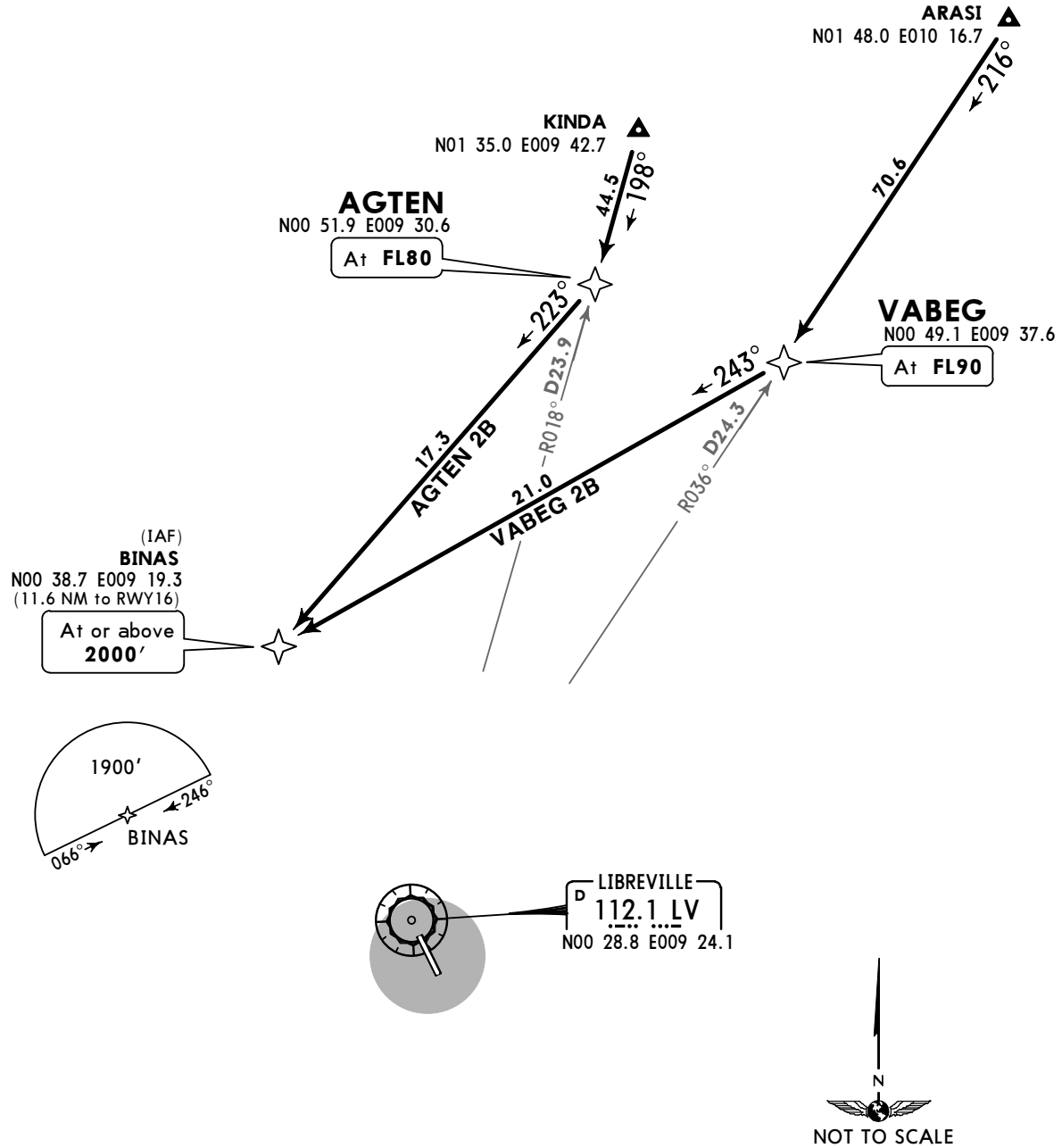
JEPPESEN
11 SEP 15 (10-2)

LIBREVILLE, GABON
RNAV STAR

ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 3100′ **RNAV (GNSS).**
112.1	38′	

TAA
25 NM
IAF

AGTEN 2B [AGTE2B]
VABEG 2B [VABE2B]
RWY 16 RNAV ARRIVALS



CHANGES: Radial update.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

FOOL/LBV
LEON M'BA

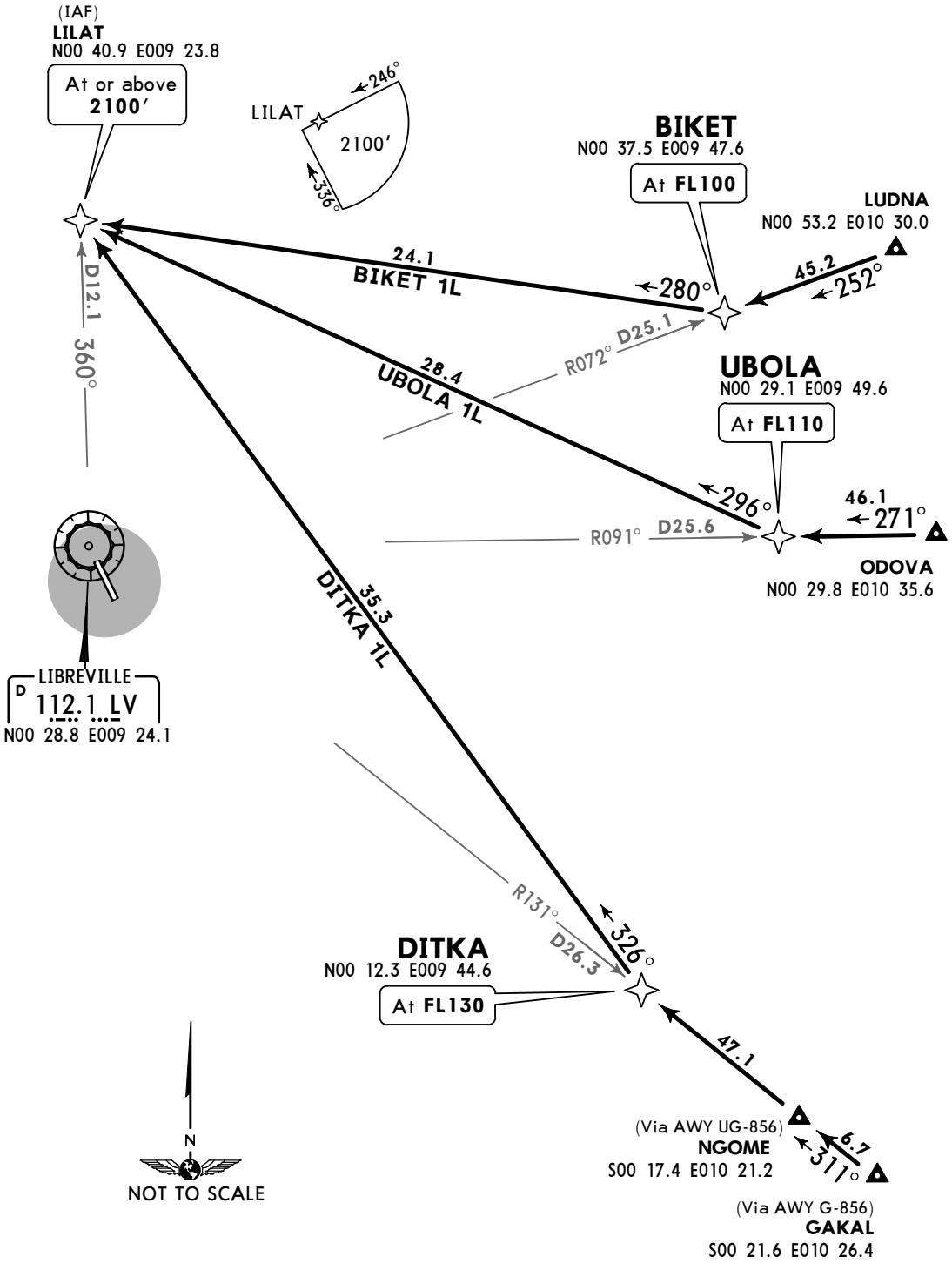
JEPPESEN
11 SEP 15 (10-2A)

LIBREVILLE, GABON
RNAV STAR

ATIS	Apt Elev	
112.1	38′	Alt Set: hPa Trans level: By ATC Trans alt: 3100′ **RNAV (GNSS).**

TAA
25 NM
IAF

BIKET 1L [BIKE1L]
DITKA 1L [DITK1L]
UBOLA 1L [UBOL1L]
RWY 16 RNAV ARRIVALS



CHANGES: Radial update.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

3.1.3 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FOOL/LBV
LEON M'BA

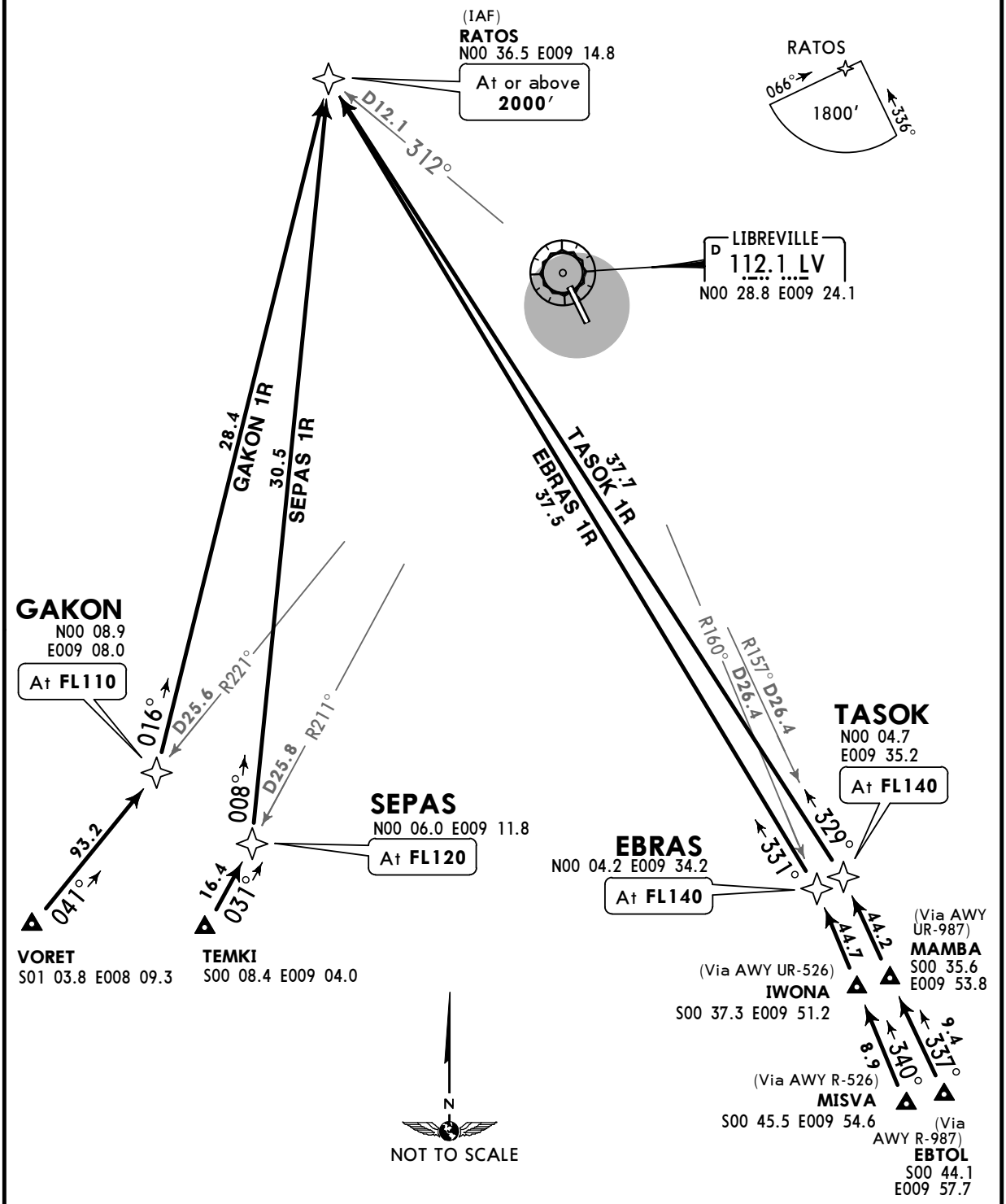
JEPPESEN
11 SEP 15 (10-2B)

LIBREVILLE, GABON
RNAV STAR

ATIS	Apt Elev	
112.1	38′	Alt Set: hPa Trans level: By ATC Trans alt: 3100′ **RNAV (GNSS).**

TAA
25 NM
IAF

EBRAS 1R [EBRA1R]
GAKON 1R [GAKO1R]
SEPAS 1R [SEPA1R]
TASOK 1R [TASO1R]
RWY 16 RNAV ARRIVALS



CHANGES: Radial update.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

FOOL/LBV
LEON M'BA

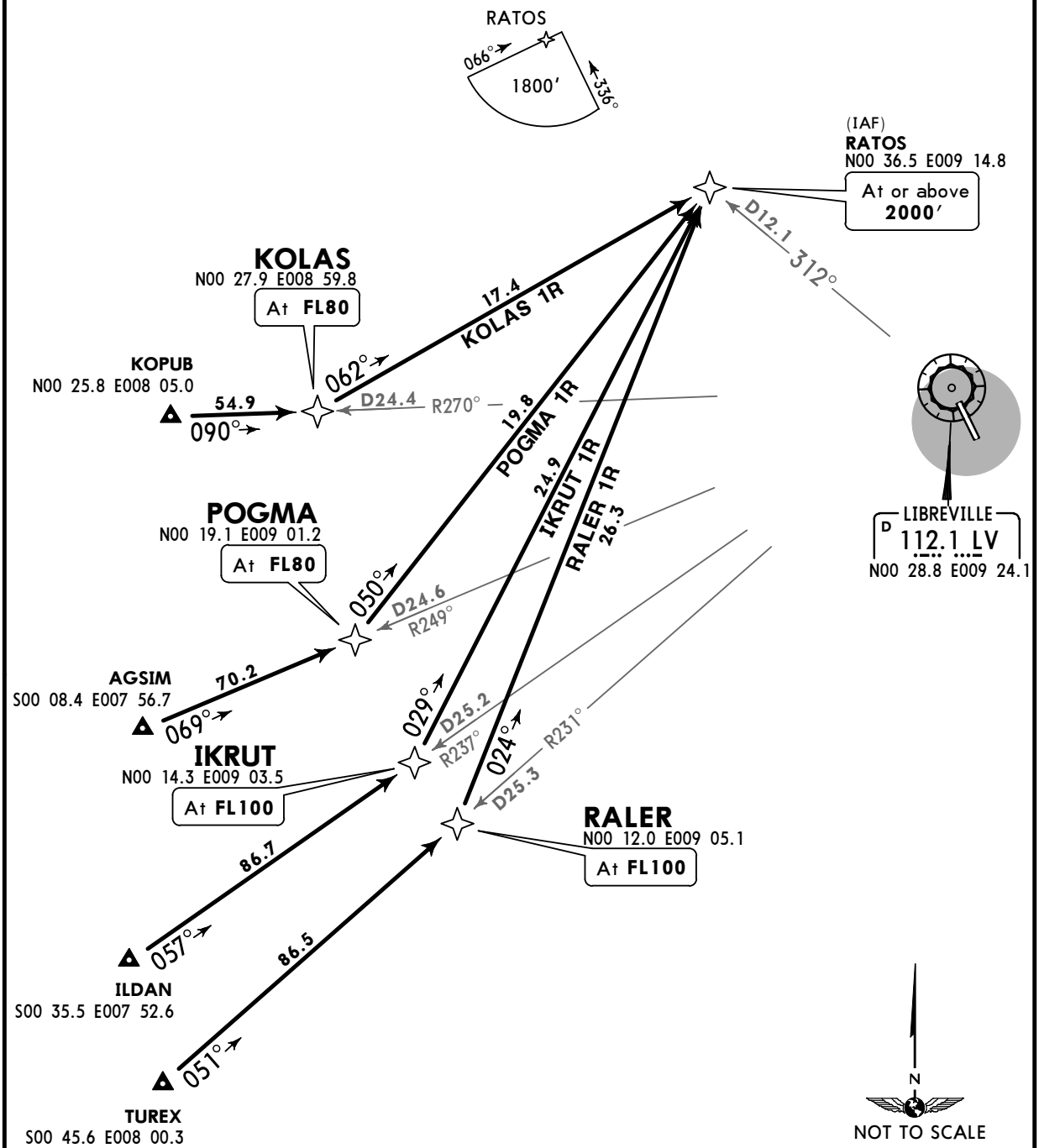
JEPPESEN
11 SEP 15 (10-2C)

LIBREVILLE, GABON
RNAV STAR

ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 3100' **RNAV (GNSS).**
112.1	38'	

TAA
25 NM
IAF

IKRUT 1R [IKRU1R]
KOLAS 1R [KOLA1R]
POGMA 1R [POGM1R]
RALER 1R [RALE1R]
RWY 16 RNAV ARRIVALS



CHANGES: Radial update.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

FOOL/LBV
LEON M'BA

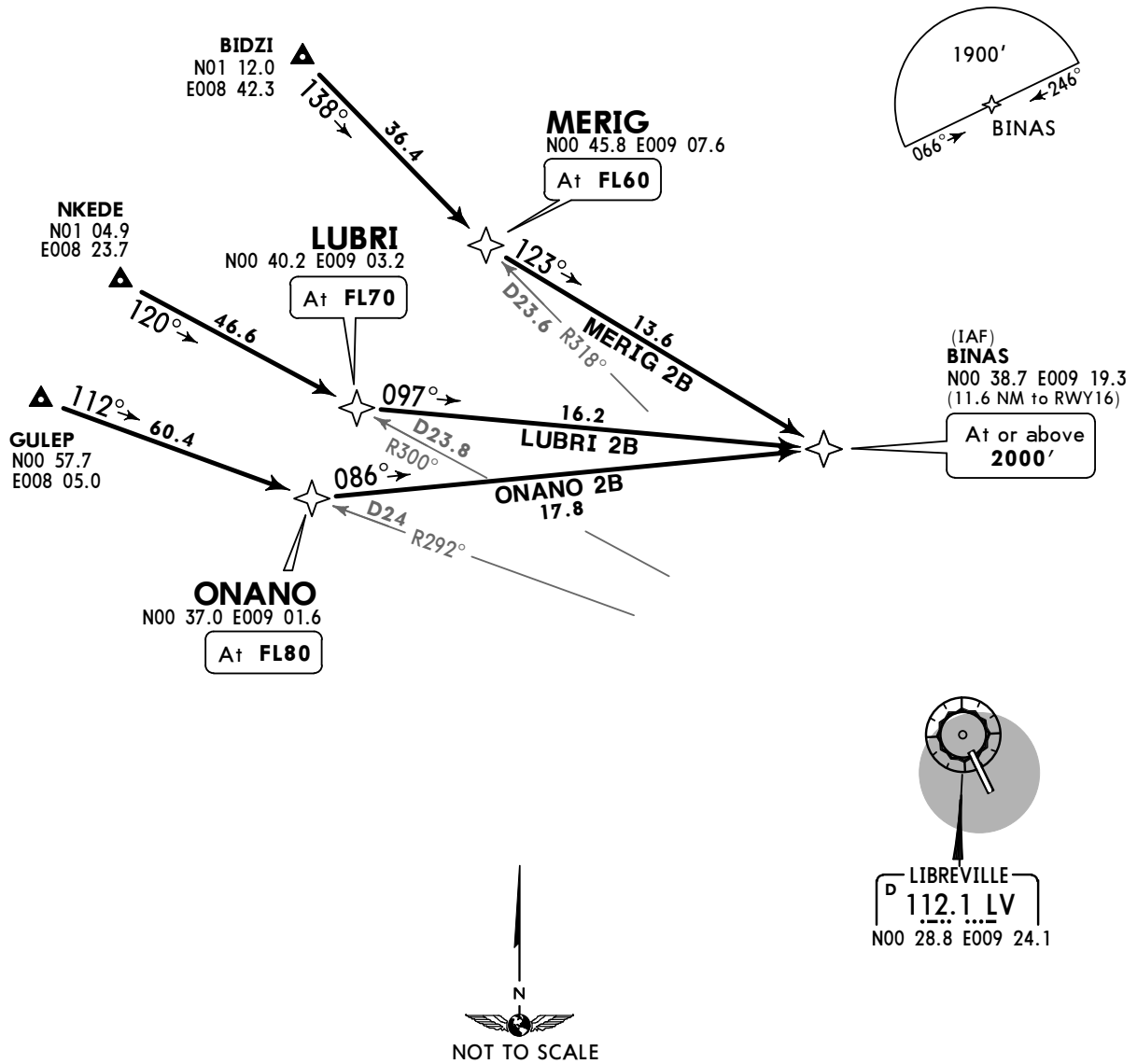
JEPPESEN
11 SEP 15 (10-2D)

LIBREVILLE, GABON
RNAV STAR

ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 3100′ **RNAV (GNSS).**
112.1	38′	

TAA
25 NM
IAF

LUBRI 2B [LUBR2B]
MERIG 2B [MERI2B]
ONANO 2B [ONAN2B]
RWY 16 RNAV ARRIVALS



CHANGES: Radial update.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

FOOL/LBV
LEON M'BA

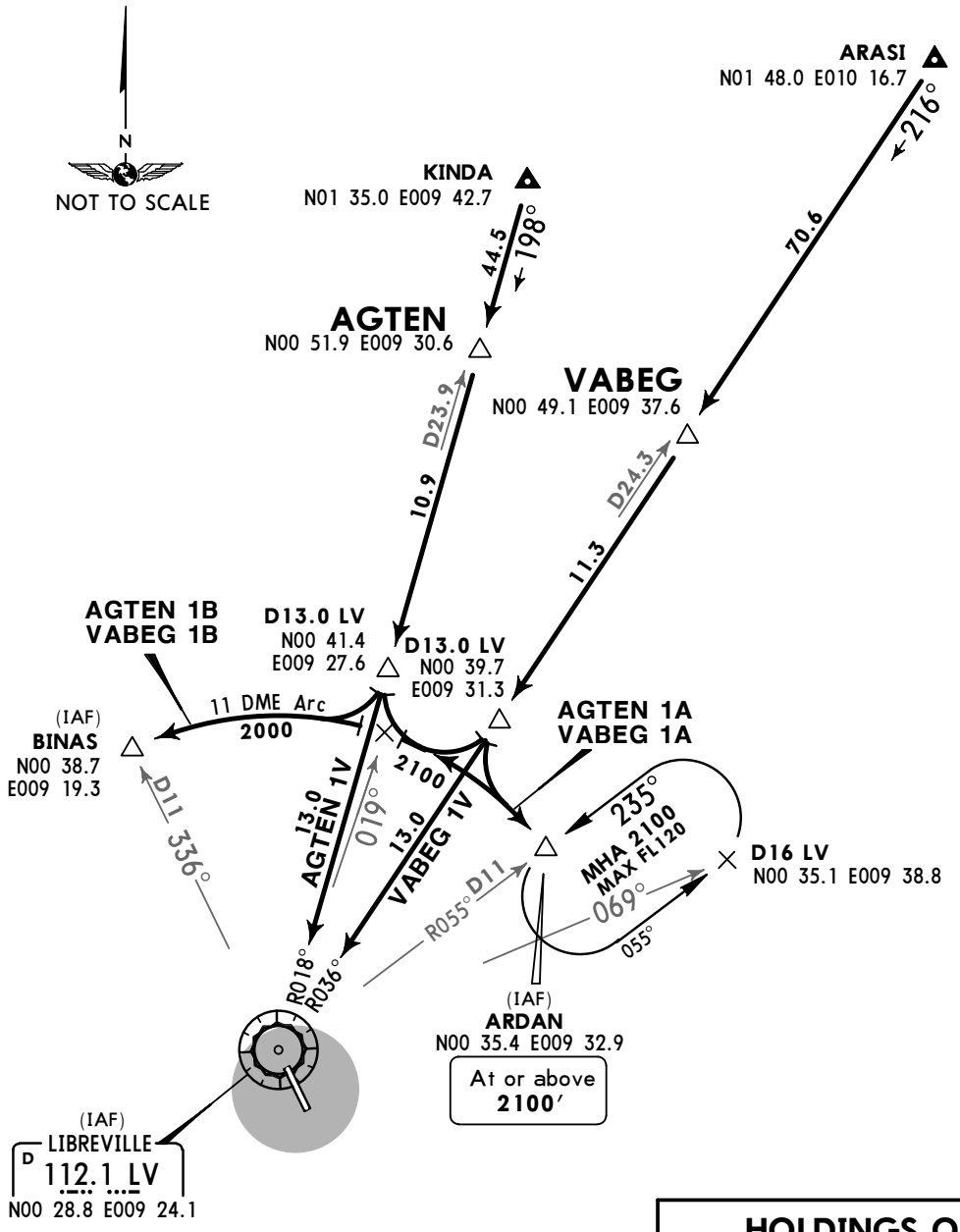
JEPPESEN
11 SEP 15 (10-2E)

LIBREVILLE, GABON
STAR

ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 3100′
112.1	38′	

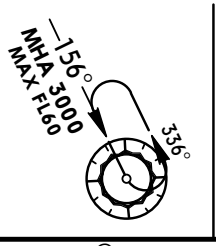
2100′
MSA
LV VOR

AGTEN 1A [AGTE1A]
AGTEN 1B [AGTE1B], AGTEN 1V [AGTE1V]
VABEG 1A [VABE1A]
VABEG 1B [VABE1B], VABEG 1V [VABE1V]
RWY 16 ARRIVALS

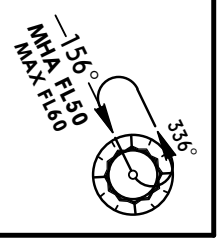


HOLDINGS OVER LV

For ILS W or LOC W



For VOR Y or VOR X



CHANGES: None.

© JEPPESEN, 2014. ALL RIGHTS RESERVED.

3.1.7 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FOOL/LBV
LEON M'BA

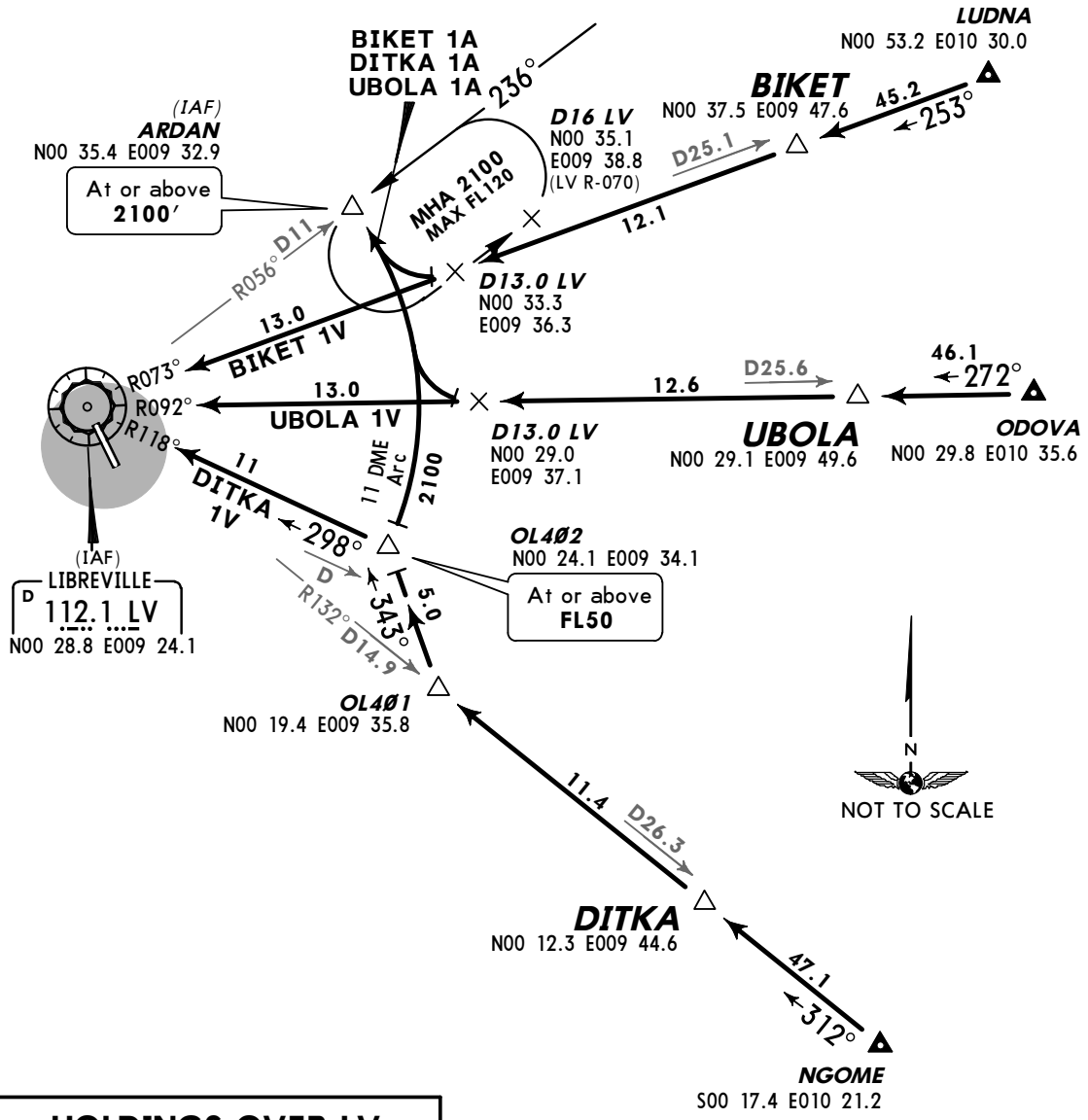
JEPPESEN
14 NOV 14 (10-2F)

LIBREVILLE, GABON
STAR

ATIS	Apt Elev	
112.1	38′	Alt Set: hPa Trans level: By ATC Trans alt: 3100′

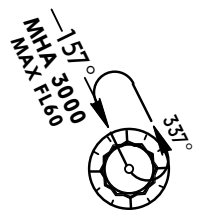
2100′
MSA
LV VOR

BIKET 1A *[BIKE1A]*, BIKET 1V *[BIKE1V]*
DITKA 1A *[DITK1A]*, DITKA 1V *[DITK1V]*
UBOLA 1A *[UBOL1A]*, UBOLA 1V *[UBOL1V]*
RWY 16 ARRIVALS

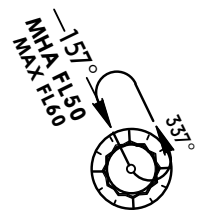


HOLDINGS OVER LV

for ILS W or LOC W



for VOR Y or VOR X



CHANGES: Reissue.

© JEPPESEN, 2014. ALL RIGHTS RESERVED.

FOOL/LBV
LEON M'BA

JEPPESEN
14 NOV 14 (10-2G)

LIBREVILLE, GABON
STAR

ATIS	Apt Elev	Alt Set: hPa
112.1	38′	Trans level: By ATC Trans alt: 3100′

2100′
MSA
LV VOR

EBRAS 1D *[EBRA1D]*, EBRAS 1V *[EBRA1V]*
GAKON 1D *[GAKO1D]*, GAKON 1V *[GAKO1V]*
SEPAS 1D *[SEPA1D]*, SEPAS 1V *[SEPA1V]*
TASOK 1D *[TASO1D]*, TASOK 1V *[TASO1V]*
RWY 16 ARRIVALS

(IAF)
DEGIL
N00 28.4 E009 13.1
At or above 2100′

(IAF)
LIBREVILLE
D 112.1 LV
N00 28.8 E009 24.1

091°
D11
R271°
MHA 2100
MAX FL120
257°
R222°
R212°
R173°
232°
2100
13.0
GAKON 1V
SEPAS 1V
13.0
EBRAS 1V
TASOK 1V
11
353°
D
R158°
D14.8
5.0
304°
312°
5.0

D16 LV
N00 24.4
E009 08.8
EBRAS 1D, GAKON 1D
SEPAS 1D, TASOK 1D

D13.0 LV
N00 18.6
E009 16.0

11 DME Arc
FL40

D13.0 LV
N00 17.4
E009 17.8

OL4Ø6
N00 17.9 E009 26.0
At or above FL50

OL4Ø3
N00 15.3 E009 30.3

OL4Ø4
N00 14.7 E009 29.9
(LV R-161/D15.1)

GAKON
N00 08.9
E009 08.0
D25.6
12.6
93.2
042°

SEPAS
N00 06.0 E009 11.8
D25.8
12.8
16.4
032°

VORET
S01 03.8 E008 09.3

TEMKI
S00 08.4 E009 04.0

11.6
11.3
D26.4
D26.4

TASOK
N00 04.7
E009 35.2

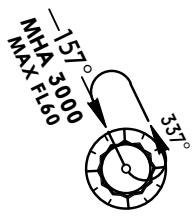
EBRAS
N00 04.2 E009 34.2
44.2
338°
44.7
341°

IWONA
S00 37.3 E009 51.2

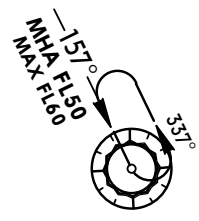
MAMBA
S00 35.6
E009 53.8

HOLDINGS OVER LV

for ILS W or LOC W



for VOR Y or VOR X



N
NOT TO SCALE

CHANGES: Reissue.

© JEPPESEN, 2014. ALL RIGHTS RESERVED.

FOOL/LBV
LEON M'BA

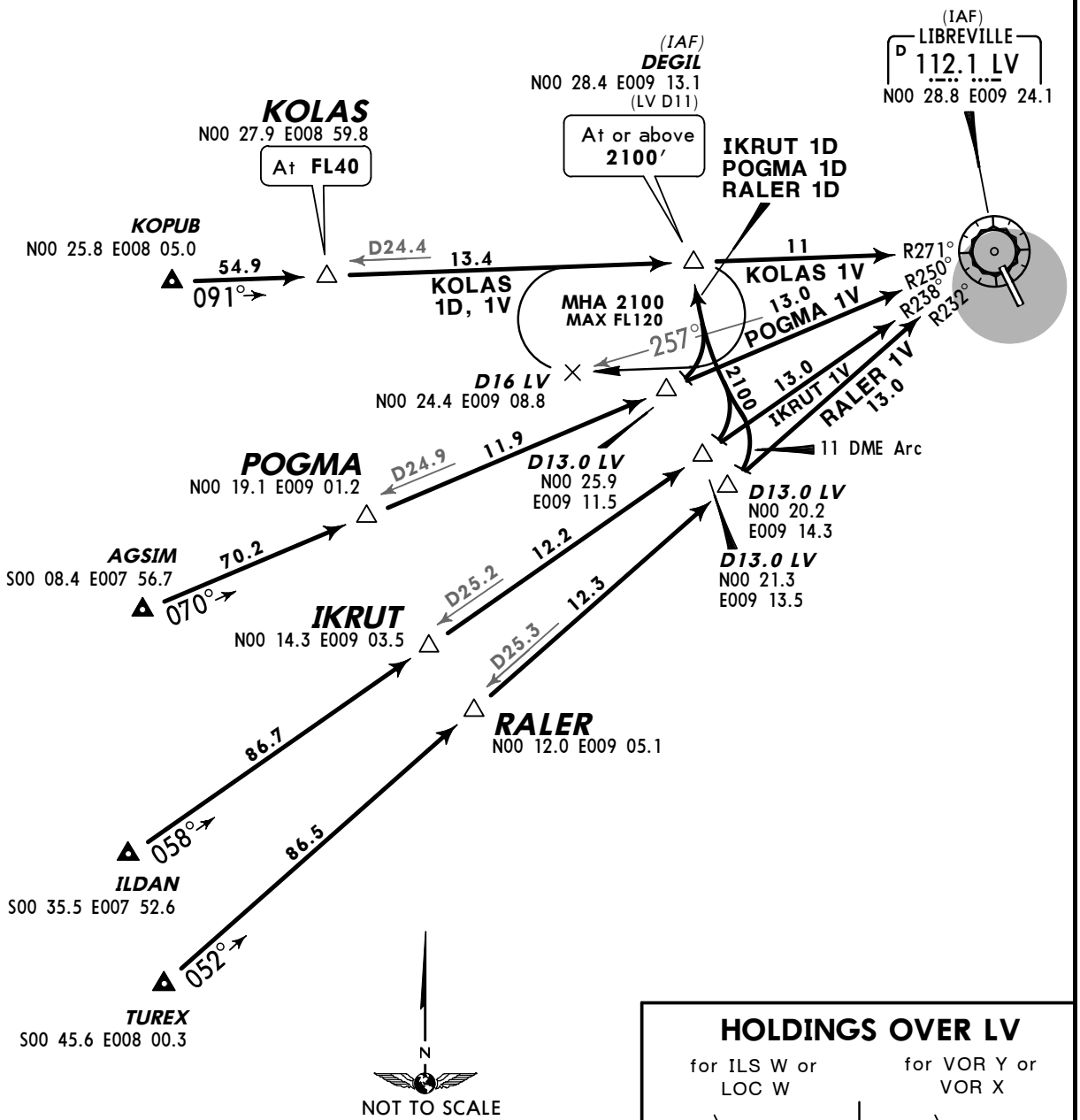
JEPPESEN
14 NOV 14 (10-2H)

LIBREVILLE, GABON
STAR

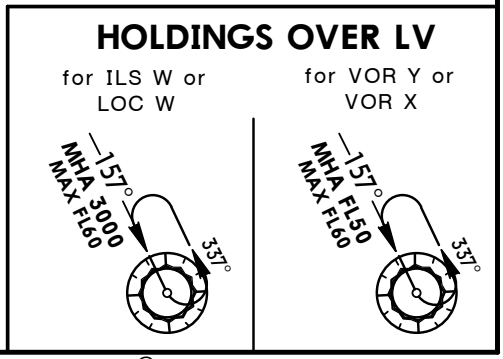
ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 3100′
112.1	38′	

2100′
MSA
LV VOR

IKRUT 1D *[IKRU1D]*, IKRUT 1V *[IKRU1V]*
KOLAS 1D *[KOLA1D]*, KOLAS 1V *[KOLA1V]*
POGMA 1D *[POGM1D]*, POGMA 1V *[POGM1V]*
RALER 1D *[RALE1D]*, RALER 1V *[RALE1V]*
RWY 16 ARRIVALS



HOLDINGS OVER LV



CHANGES: Reissue.

© JEPPESEN, 2014. ALL RIGHTS RESERVED.

FOOL/LBV
LEON M'BA

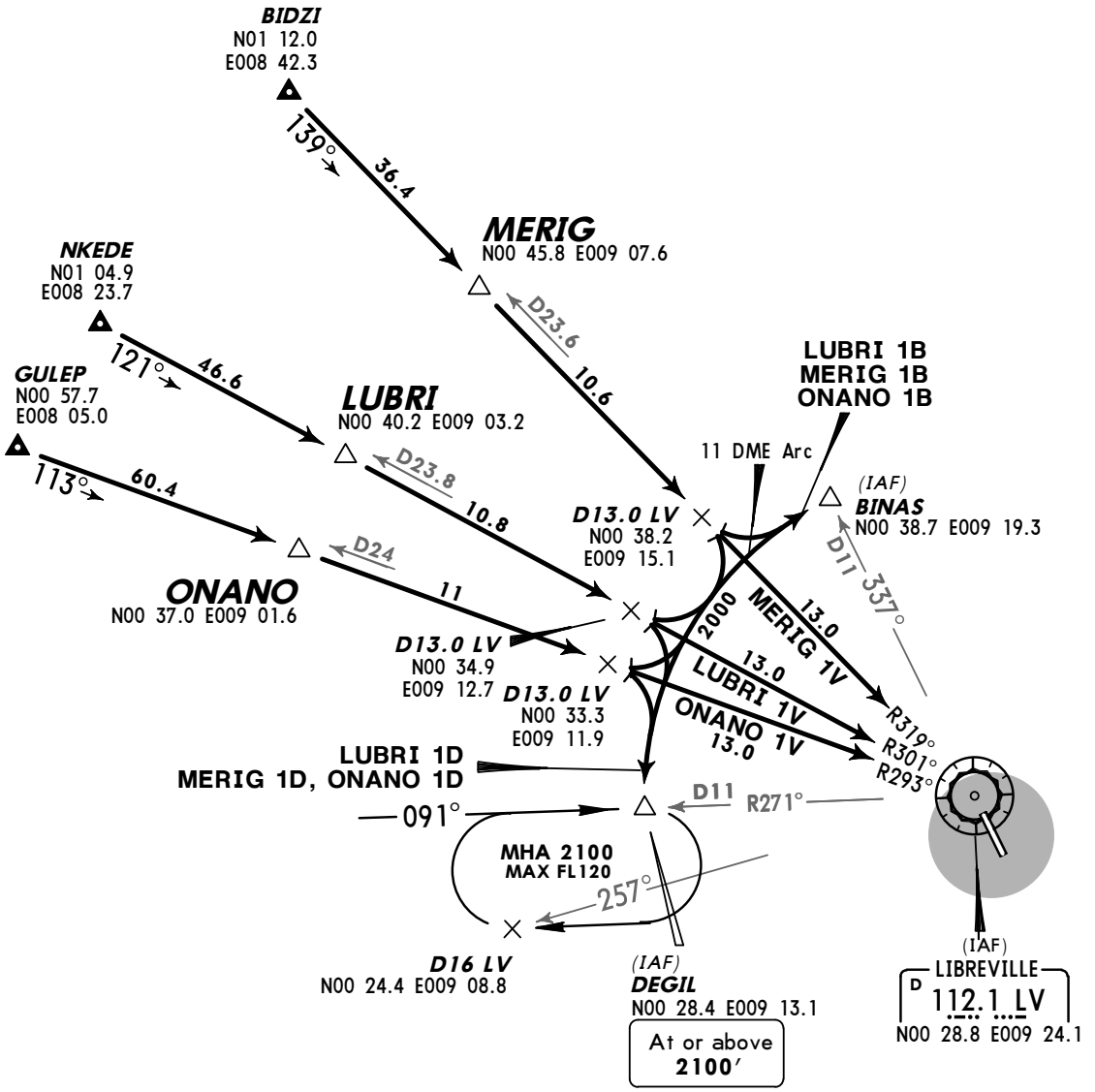
JEPPESEN
14 NOV 14 (10-2J)

LIBREVILLE, GABON
STAR

ATIS	Apt Elev	
112.1	38′	Alt Set: hPa Trans level: By ATC Trans alt: 3100′

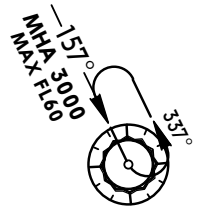
2100′
MSA
LV VOR

LUBRI 1B *[LUBR1B]*
LUBRI 1D *[LUBR1D]*, LUBRI 1V *[LUBR1V]*
MERIG 1B *[MERI1B]*
MERIG 1D *[MERI1D]*, MERIG 1V *[MERI1V]*
ONANO 1B *[ONAN1B]*
ONANO 1D *[ONAN1D]*, ONANO 1V *[ONAN1V]*
RWY 16 ARRIVALS

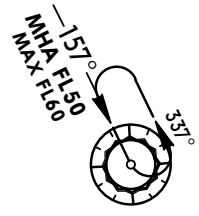


HOLDINGS OVER LV

for ILS W or LOC W



for VOR Y or VOR X





NOT TO SCALE

CHANGES: Reissue.

© JEPPESEN, 2014. ALL RIGHTS RESERVED.

FOOL/LBV
LEON M'BA

JEPPESEN
31 AUG 18 (10-3)

LIBREVILLE, GABON
RNAV SID

Apt Elev 38'

Trans level: By ATC Trans alt: 3100'

2100'
MSA
LV VOR

ARASI 2N [ARAS2N]
BATA 2N [BATA2N]
EBTOL 2N [EBTO2N]
GAKAL 2N [GAKA2N]
MISVA 2N [MISV2N]
RWY 34 RNP-1 DEPARTURES

BATA
D 115.4 BTA
N01 54.1 E009 48.5

KINDA
20
R199°

ARASI

59
86

OL612
OL613
OL614
OL6Ø1
OL6Ø2

BATA 2N
018° D9.0
ARASI 2N
036° D9.0

LIBREVILLE
D 112.1 LV
N00 28.8 E009 24.1

3
D2.4
339°

GAKAL 2N
EBTOL 2N
MISVA 2N

127° D9.5
131°
177° D10.0
136°
160°
157°

GAKAL
MISVA
EBTOL

N
NOT TO SCALE

© JEPPESEN, 2004, 2015. ALL RIGHTS RESERVED.

3.1.12 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FOOL/LBV
LEON M'BA

JEPPESEN
31 AUG 18 (10-3A)

LIBREVILLE, GABON
RNAV SID

Apt Elev 38'

Trans level: By ATC Trans alt: 3100'

2100'
MSA
LV VOR

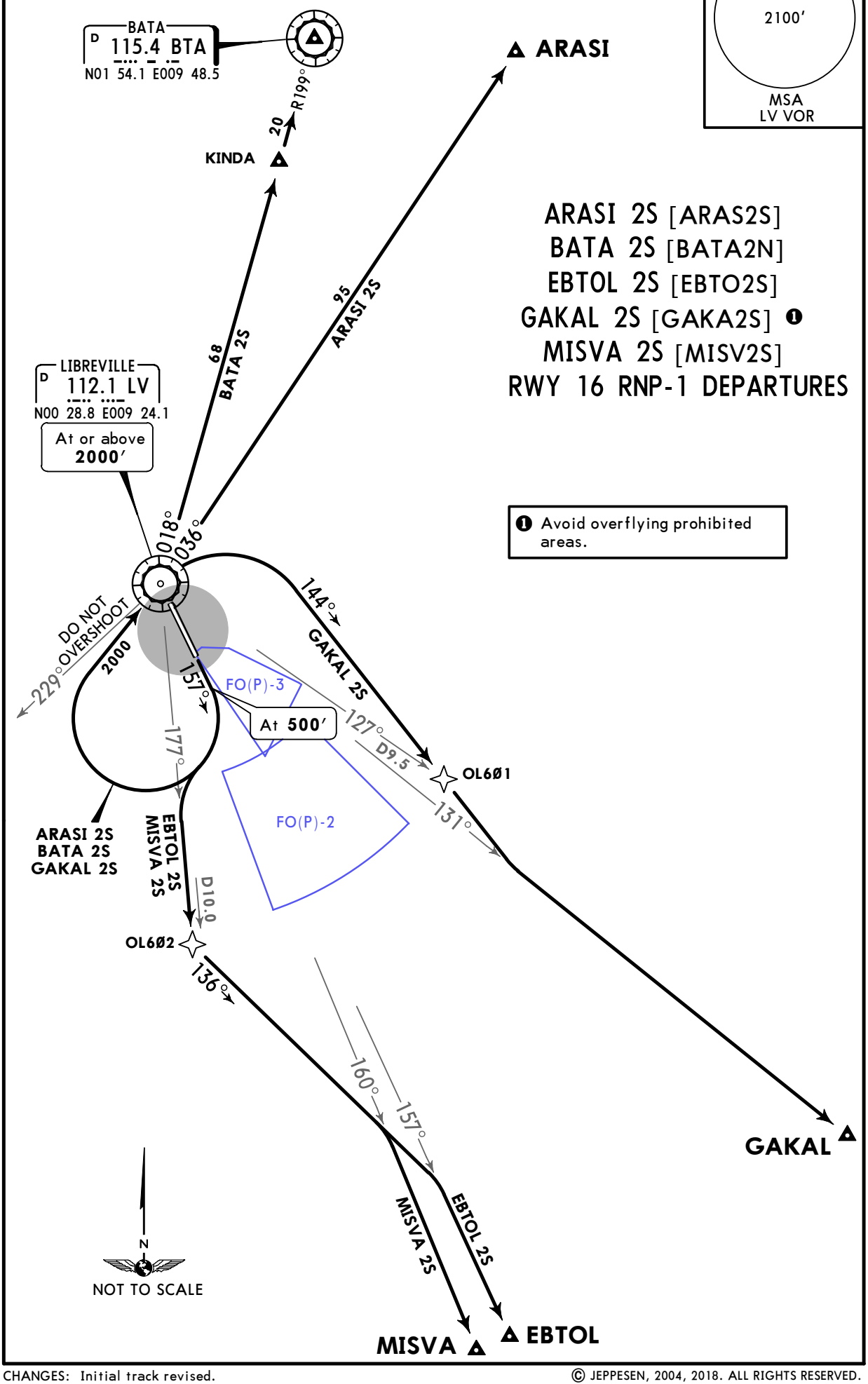
BATA
D 115.4 BTA
N01 54.1 E009 48.5

LIBREVILLE
D 112.1 LV
N00 28.8 E009 24.1

At or above 2000'

ARASI 2S [ARAS2S]
BATA 2S [BATA2N]
EBTOL 2S [EBTO2S]
GAKAL 2S [GAKA2S] ❶
MISVA 2S [MISV2S]
RWY 16 RNP-1 DEPARTURES

❶ Avoid overflying prohibited areas.



CHANGES: Initial track revised.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

FOOL/LBV
LEON M'BA

JEPPESEN
31 AUG 18 (10-3B)

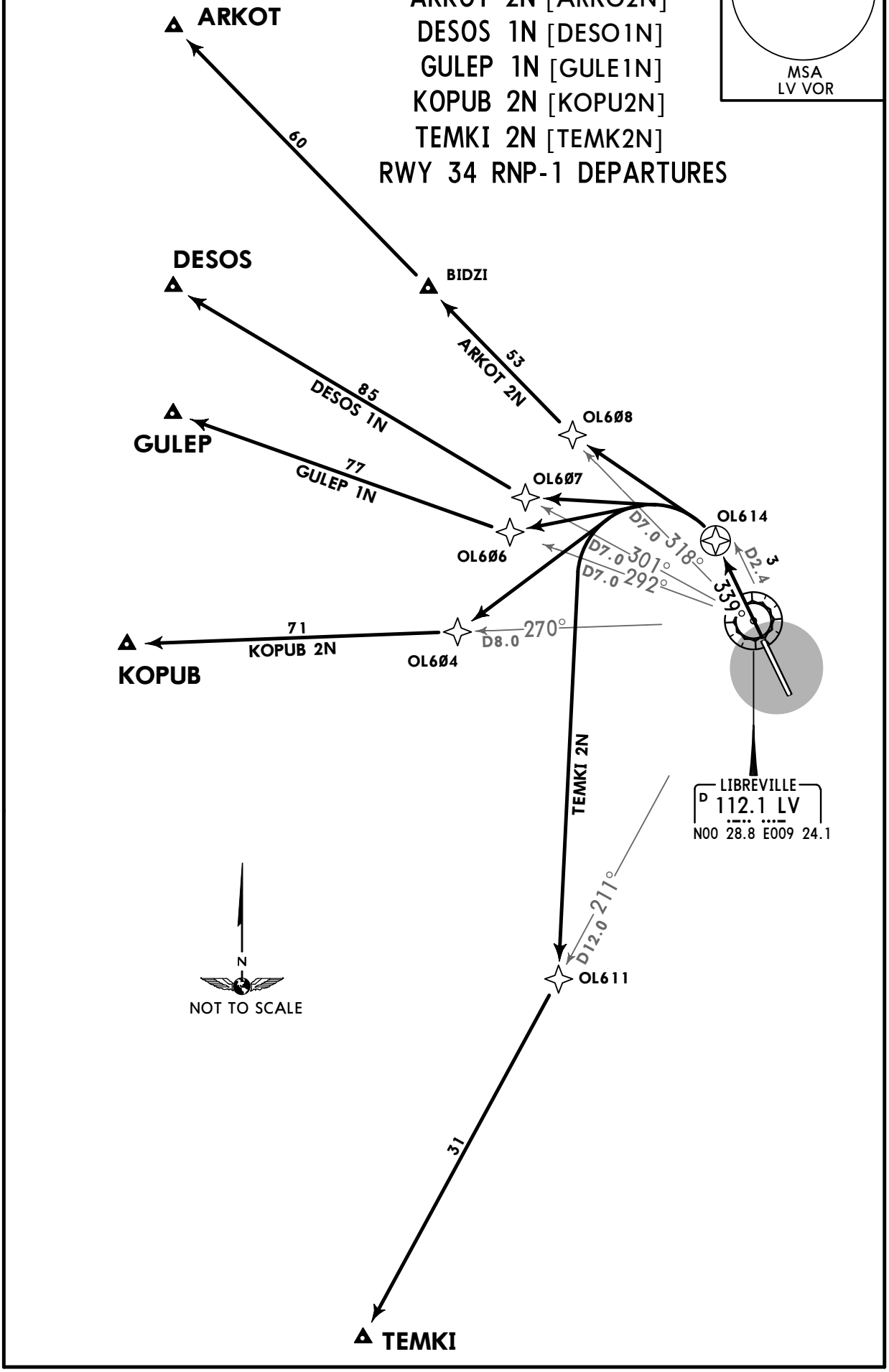
LIBREVILLE, GABON
RNAV SID

Apt Elev 38'

Trans level: By ATC Trans alt: 3100'

2100'
MSA
LV VOR

ARKOT 2N [ARKO2N]
DESOS 1N [DESO1N]
GULEP 1N [GULE1N]
KOPUB 2N [KOPU2N]
TEMKI 2N [TEMK2N]
RWY 34 RNP-1 DEPARTURES



CHANGES: None.

© JEPPESEN, 2004, 2015. ALL RIGHTS RESERVED.

3.1.14 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FOOL/LBV
LEON M'BA

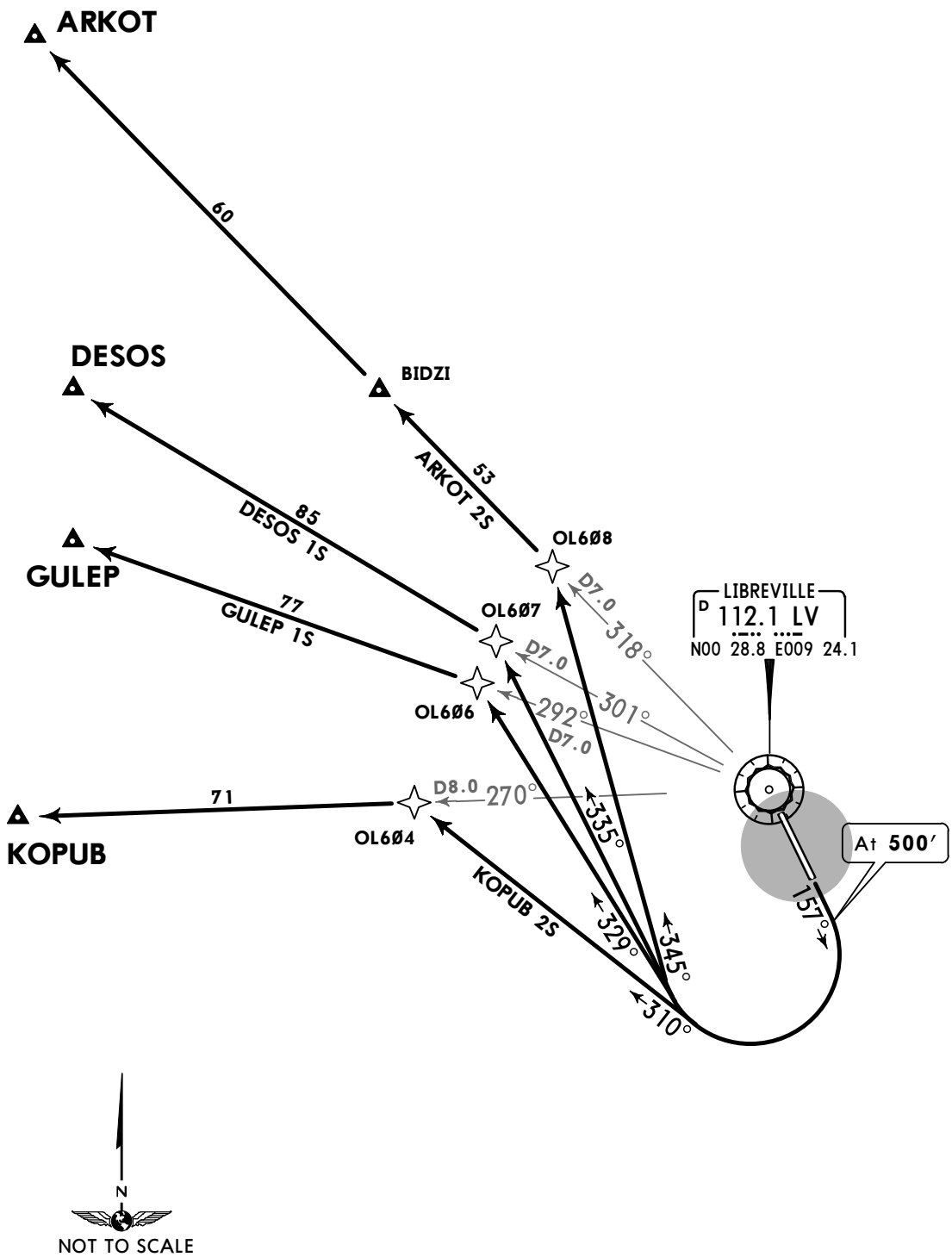
JEPPESEN
31 AUG 18 (10-3C)

LIBREVILLE, GABON
RNAV SID

Apt Elev	Trans level: By ATC	Trans alt: 3100′
38′		

2100′
MSA
LV VOR

ARKOT 2S [ARKO2S]
DESOS 1S [DESO1S]
GULEP 1S [GULE1S]
KOPUB 2S [KOPU2S]
RWY 16 RNP-1 DEPARTURES



CHANGES: Initial track revised.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

3.1.15 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FOOL/LBV
LEON M'BA

JEPPESEN
31 AUG 18 (10-3D)

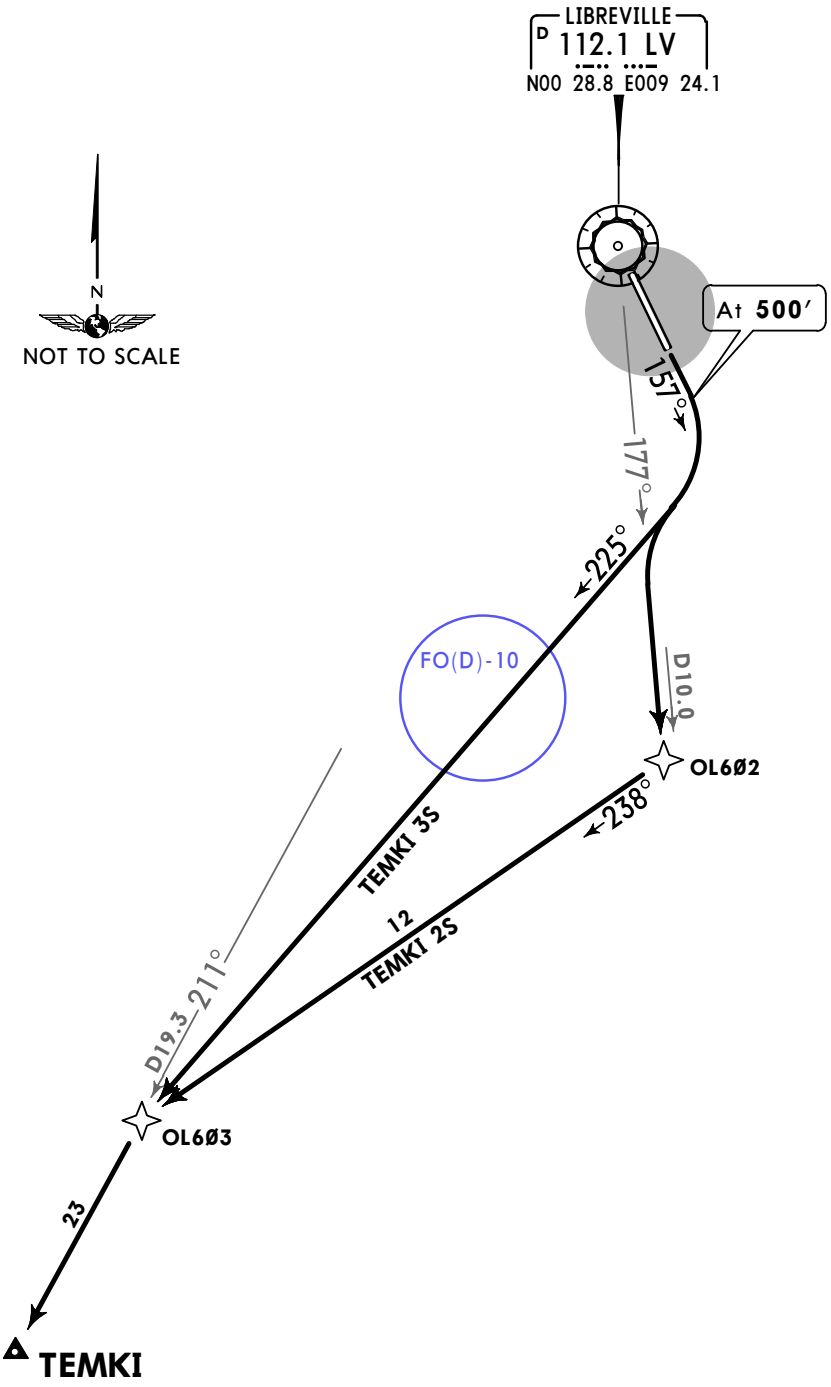
LIBREVILLE, GABON
RNAV SID

Apt Elev	Trans level: By ATC	Trans alt: 3100′
38′		

2100′
MSA
LV VOR

TEMKI 2S [TEMK2S]
TEMKI 3S [TEMK3S] ❶
RWY 16 RNP-1 DEPARTURES

❶ Not available when FO(D)-10 active.
ALTERNATE: TEMKI 2S.



CHANGES: Initial track revised.

© JEPPESEN, 2012, 2018. ALL RIGHTS RESERVED.

3.1.16 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

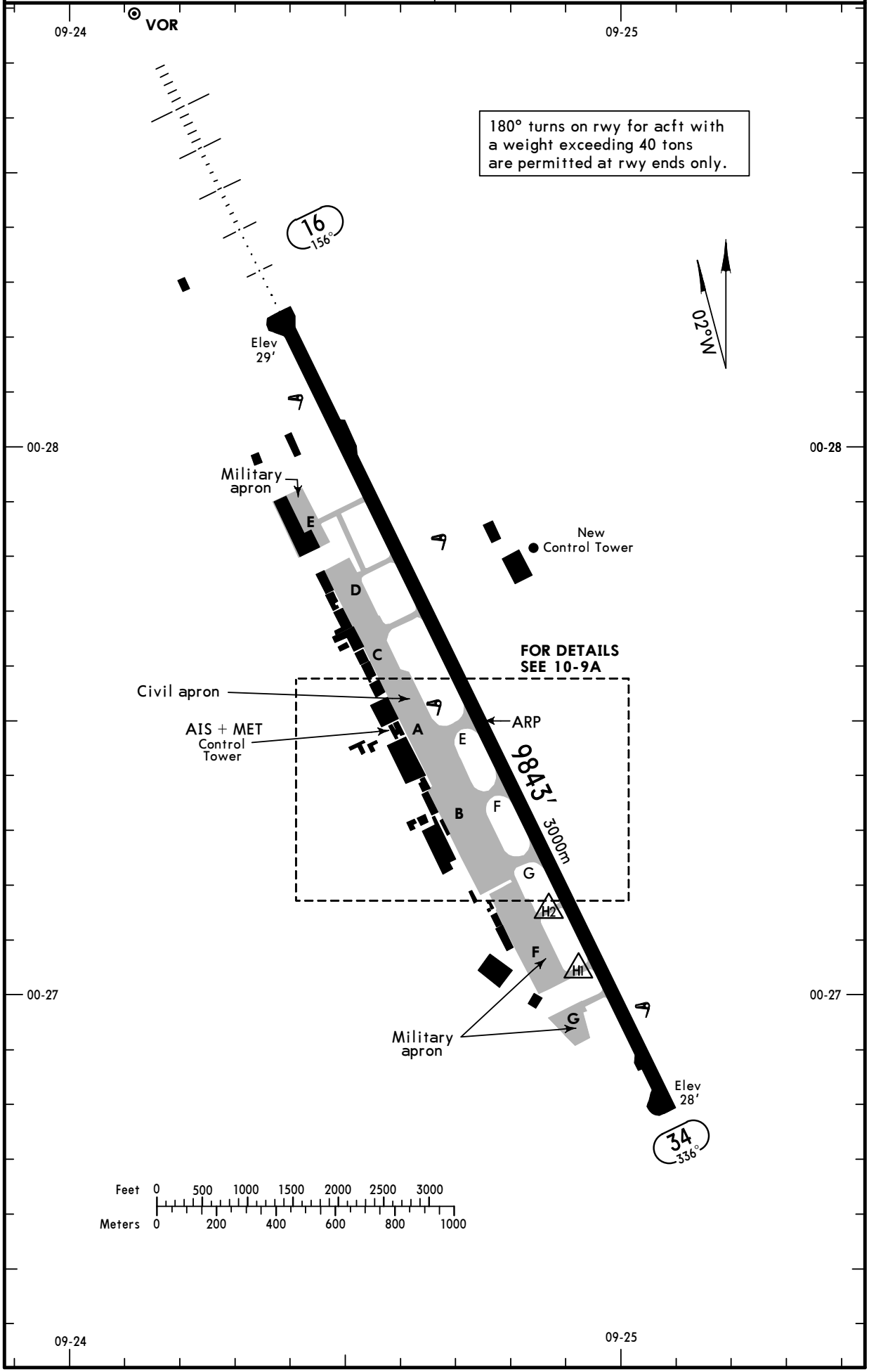
FOOL/LBV

Apt Elev 38′
N00 27.5 E009 24.7

JEPPESEN
17 AUG 18 (10-9)

LIBREVILLE, GABON
LEON M'BA

ATIS	LIBREVILLE Tower
112.1	118.7

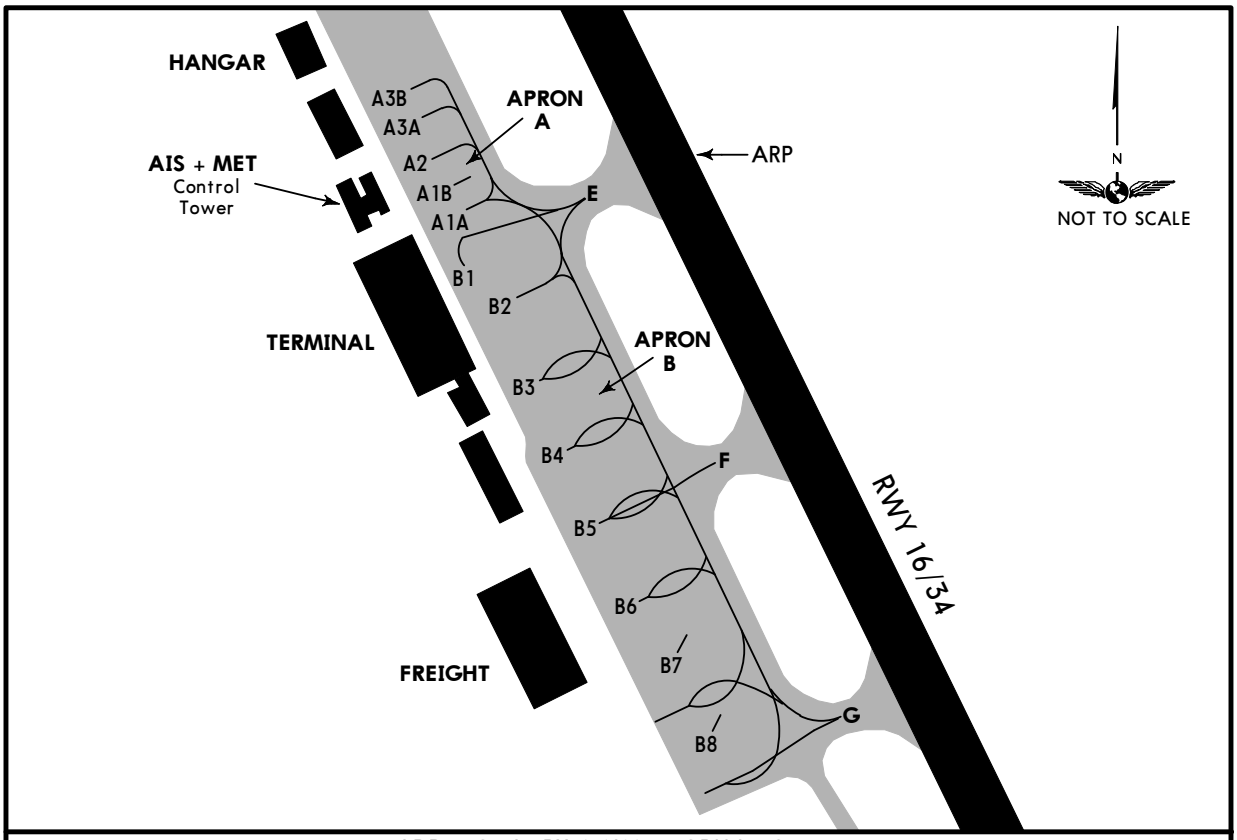


© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

FOOL/LBV

JEPPESEN
17 AUG 18 (10-9A)

LIBREVILLE, GABON
LEON M'BA



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
16	HIRL (60m) HIALS REIL PAPI-L (angle 3.0°) RVR		8871′ 2704m		148′ 45m
34	HIRL (60m) REIL PAPI-L (angle 3.0°)				

PREFERENTIAL RUNWAY SYSTEM: In IMC use rwy 16.

INS COORDINATES

STAND No.	COORDINATES
A1 thru A3	N00 27.5 E009 24.6
B1	N00 27.5 E009 24.6
B2 thru B4	N00 27.4 E009 24.7
B5 thru B6	N00 27.3 E009 24.7

JAR-OPS

TAKE-OFF

	All Rwys	
	RCLM (DAY only) or RL	NIL (DAY only)
A B C D	400m	500m

CHANGES: Taxiway designations. Lights.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

FOOL/LBV

LIBREVILLE, GABON
LEON M'BA

STRAIGHT-IN RWY		A	B	C	D
16	ILS	**259**′(230′)	**269**′(240′)	**279**′(250′)	**289**′(260′)
	FULL	**R600m**	**R600m**	**R600m**	**R650m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1300m	R1300m
	LOC ❶	**490**′(461′)	**490**′(461′)	**490**′(461′)	**490**′(461′)
		R1500m	**R1500m**	**R1500m**	**R1500m**
	ALS out	R1500m	R1500m	C2200m	C2200m
	RNAV (LNAV/VNAV)	**460**′(431′)	**460**′(431′)	**460**′(431′)	**460**′(431′)
		R1300m	**R1300m**	**R1300m**	**R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	RNAV (LNAV) ❶	**490**′(461′)	**490**′(461′)	**490**′(461′)	**490**′(461′)
		R1500m	**R1500m**	**R1500m**	**R1500m**
	ALS out	R1500m	R1500m	C2200m	C2200m
	VOR Z ❶	**520**′(491′)	**520**′(491′)	**520**′(491′)	**520**′(491′)
		R1500m	**R1500m**	**R1500m**	**R1500m**
	ALS out	R1500m	R1500m	C2300m	C2300m
	VOR Y ❶	**520**′(491′)	**520**′(491′)	**520**′(491′)	**520**′(491′)
		R1500m	**R1500m**	**R1500m**	**R1500m**
	ALS out	R1500m	R1500m	C2300m	C2300m
	VOR X	**560**′(531′)	**560**′(531′)	**560**′(531′)	**560**′(531′)
		R1900m	**R1900m**	**C2100m**	**C2100m**
	ALS out	C2600m	C2600m	C2800m	C2800m
	NDB ❶	**530**′(501′)	**530**′(501′)	**530**′(501′)	**530**′(501′)
		R1500m	**R1500m**	**R1600m**	**R1600m**
	ALS out	R1500m	R1500m	C2400m	C2400m

❶ Continuous Descent Final Approach.

TAKE-OFF RWY 16, 34

	RCLM (DAY only) or RL	NIL (DAY only)
A B C D	400m	500m

CHANGES: Minimums.

© JEPPESEN, 2011, 2014. ALL RIGHTS RESERVED.

3.1.19 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

FOOL/LBV
LEON M'BA

JEPPESEN
11 SEP 15 (11-1)

LIBREVILLE, GABON
ILS Z or LOC Z Rwy 16

BRIEFING STRIP ™

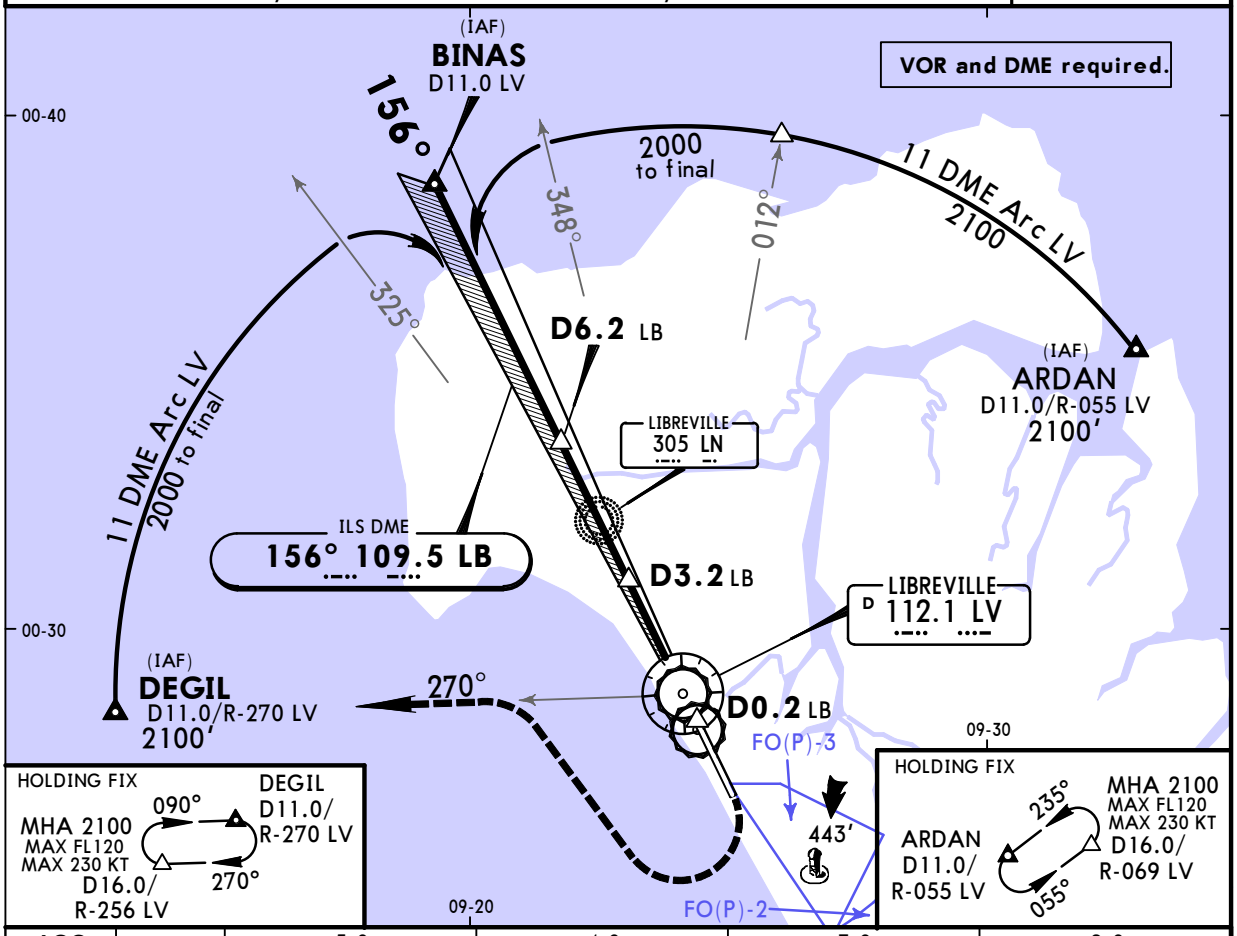
ATIS	Approach Control through Tower LIBREVILLE Tower
112.1	118.7

LOC LB	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 38′ Rwy 29′
109.5	156°	D3.2 LB 1040′ (1011′)		

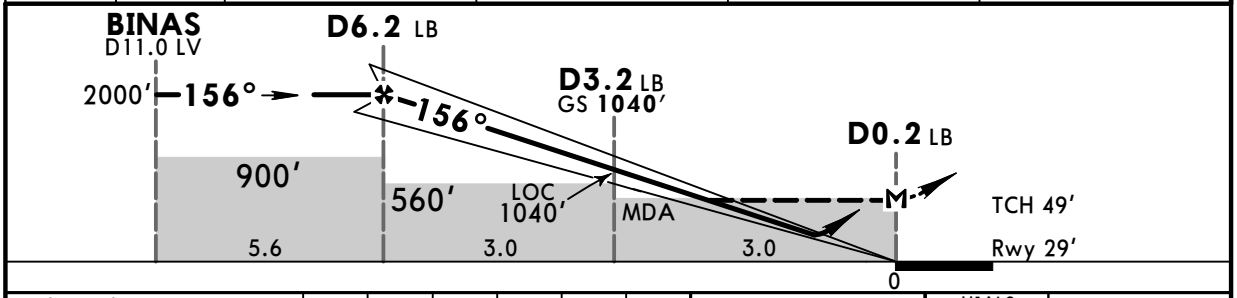
MISSED APCH: Climb STRAIGHT AHEAD to 600′, then turn RIGHT to intercept and follow R-270 direct to DEGIL at 2100′. MAX 210 KT.
Do not turn before MAP.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 3100′

2100′
MSA
LV VOR



LOC (GS out)	LB DME	5.0	4.0	3.0	2.0
	ALTITUDE	1610′	1290′	970′	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 D0.2 LB							

HIALS
PAPI

Refer to Missed Apch above

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 16

	ILS DA(H)		LOC (GS out) MDA(H)	
	FULL	ALS out		ALS out
A	A: 259′ (230′)	C: 279′ (250′)	RVR 1000m	RVR 1500m
B	B: 269′ (240′)	D: 289′ (260′)	RVR 1200m	
C	RVR 600m	RVR 1000m		RVR 2000m
D	RVR 650m	RVR 1200m	RVR 1600m	

CHANGES: Bearings.

© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.

3.1.20 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FOOL/LBV
LEON M'BA

JEPPESEN 11 SEP 15 (11-2)

LIBREVILLE, GABON
ILS Y or LOC Y Rwy 16

BRIEFING STRIP™

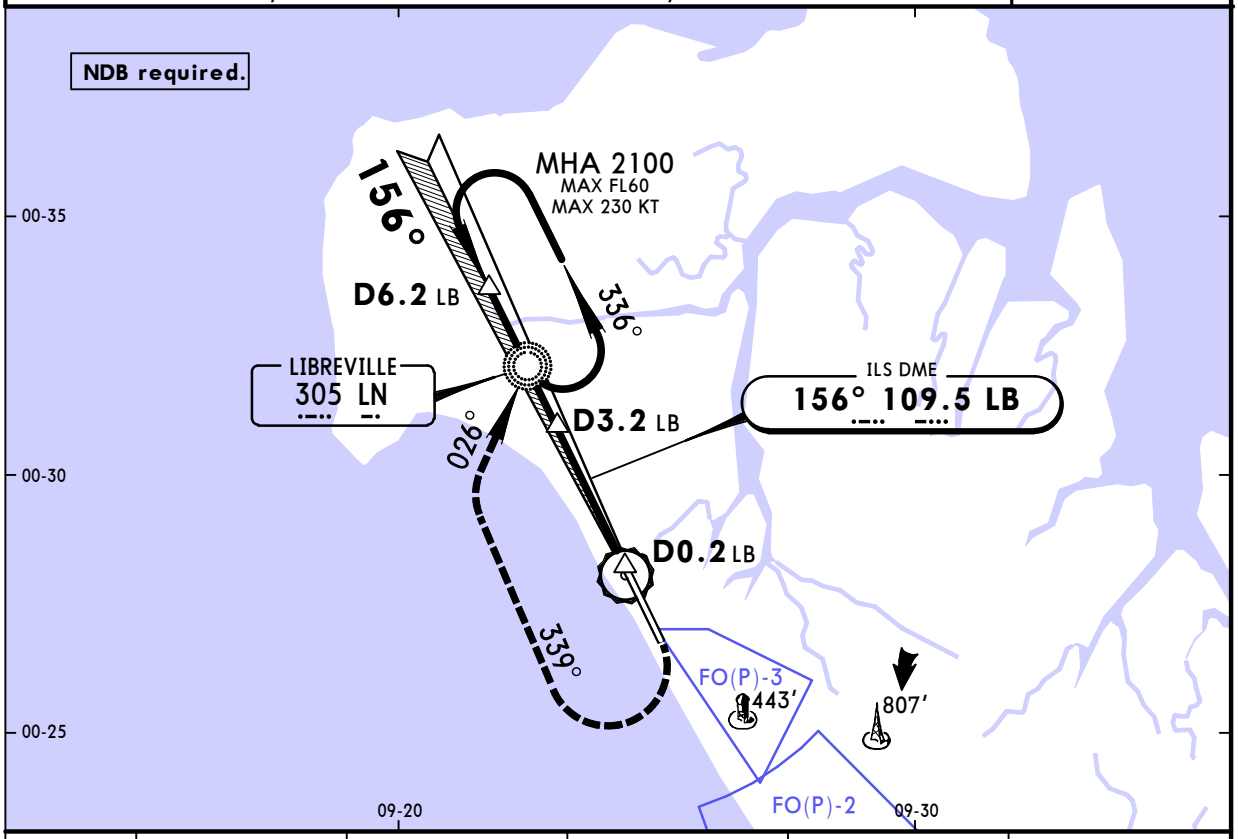
ATIS	Approach Control through Tower LIBREVILLE Tower
112.1	118.7

LOC LB	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev / Rwy
109.5	156°	D3.2 LB 1040′ (1011′)		38′ / 29′

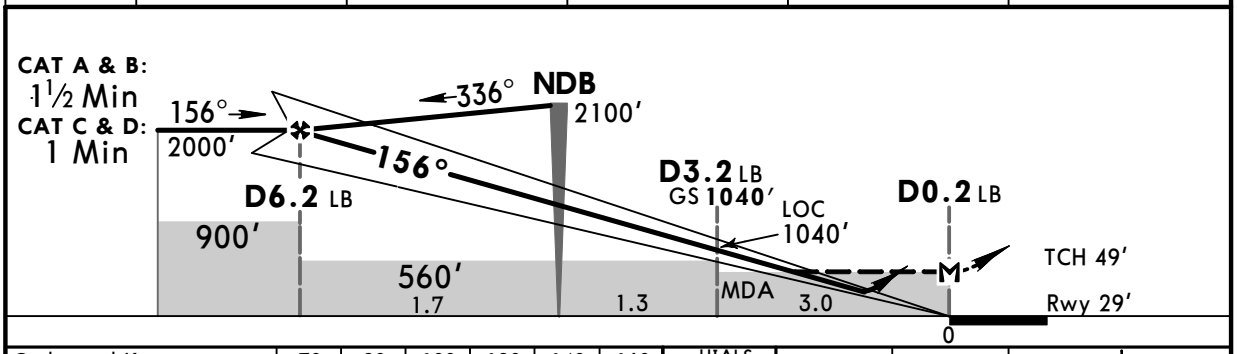
MISSED APCH: Climb STRAIGHT AHEAD to 600′, then turn RIGHT onto 339° and intercept 026° to NDB at 2100′. MAX 210 KT.
Do not turn before MAP.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 3100′

2100′
MSA
LN NDB



LOC (GS out)	LB DME	5.0	4.0	3.0	2.0
	ALTITUDE	1610′	1290′	970′	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 D0.2 LB						

HIALS
PAPI

MAX 210 KT

600′

2100′ RT onto 339°

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 16

	ILS DA(H)		LOC (GS out) MDA(H)	
A	259′ (230′)	C: 279′ (250′)	490′ (461′)	
B	269′ (240′)	D: 289′ (260′)		

	ILS FULL	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
A	RVR 600m	RVR 1000m	RVR 1000m	RVR 1500m
B			RVR 1200m	
C				RVR 2000m
D	RVR 650m	RVR 1200m	RVR 1600m	

CHANGES: Bearings.

© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.

3.1.21 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FOOL/LBV
LEON M'BA

JEPPESEN
11 SEP 15 (11-3)

LIBREVILLE, GABON
ILS X or LOC X Rwy 16

BRIEFING STRIP ™

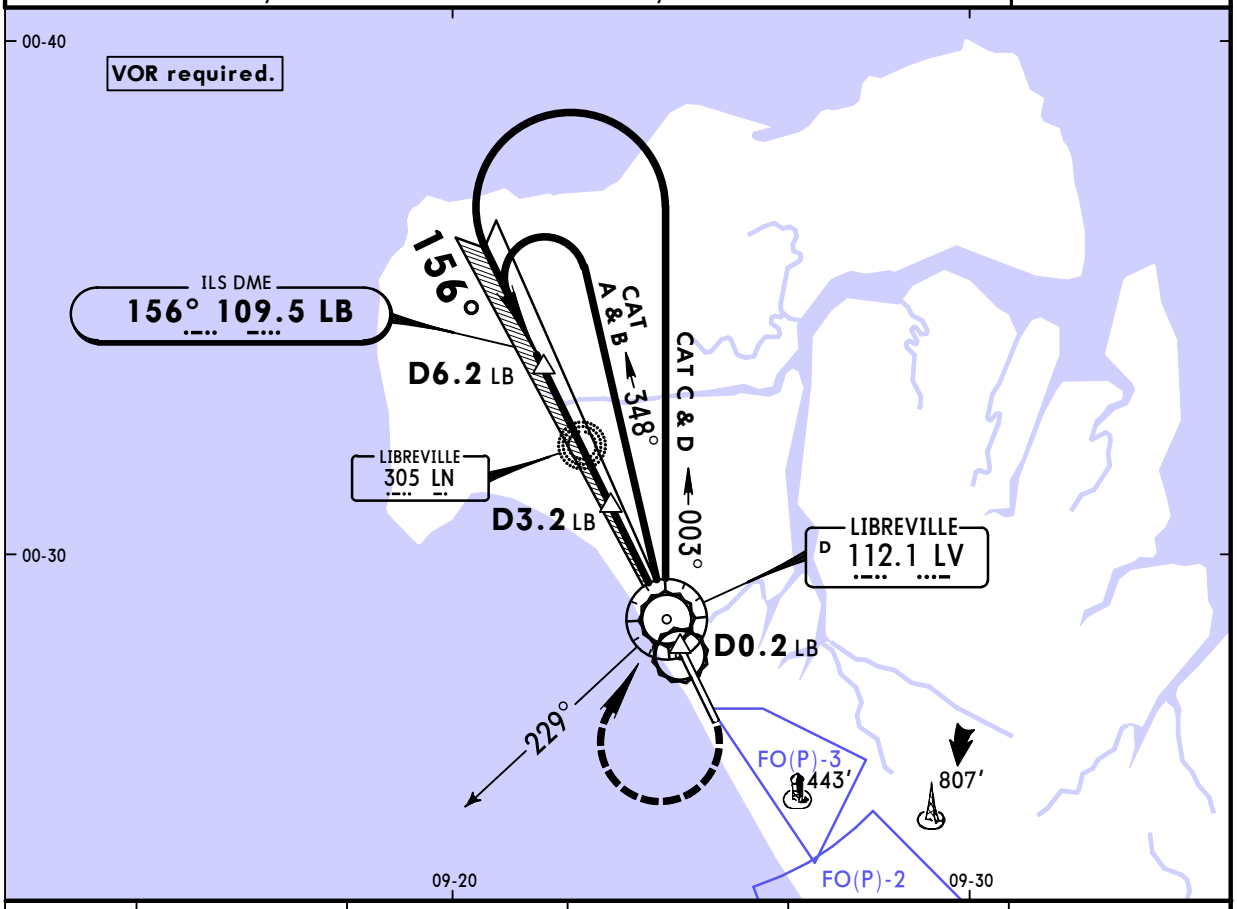
ATIS	Approach Control through Tower LIBREVILLE Tower
112.1	118.7

LOC LB	Final Apch Crs	GS	ILS DA(H)	Apt Elev / Rwy
109.5	156°	D3.2 LB 1040′ (1011′)	Refer to Minimums	38′ / 29′

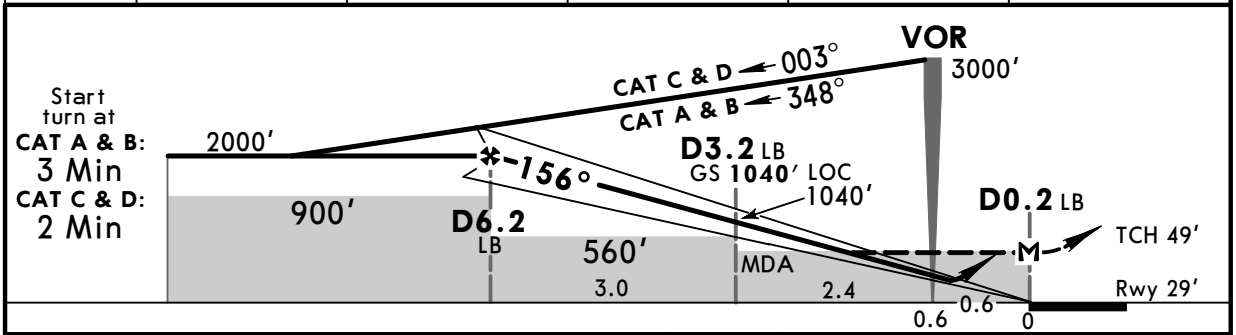
MISSED APCH: Climb STRAIGHT AHEAD to 600′, then turn RIGHT to VOR climbing to 3000′. MAX 210 KT. Do not turn before MAP. Do not overshoot R-229 LV.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 3100′

2100′
MSA
LV VOR



LOC (GS out)	LB DME	5.0	4.0	3.0	2.0
	ALTITUDE	1610′	1290′	970′	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 D0.2 LB						

HIALS
PAPI

MAX	600′	3000′ RT	LV
210 KT			112.1

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 16

	ILS DA(H)		LOC (GS out) MDA(H)	
	A: 259′ (230′) C: 279′ (250′)		490′ (461′)	
	B: 269′ (240′) D: 289′ (260′)			
	FULL	ALS out		ALS out
A	RVR 600m	RVR 1000m	RVR 1000m	RVR 1500m
B			RVR 1200m	
C				RVR 2000m
D	RVR 650m	RVR 1200m	RVR 1600m	

CHANGES: Bearings.

© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.

FOOL/LBV
LEON M'BA

JEPPESEN 11 SEP 15 (11-4)

LIBREVILLE, GABON
ILS W or LOC W Rwy 16

BRIEFING STRIP ™

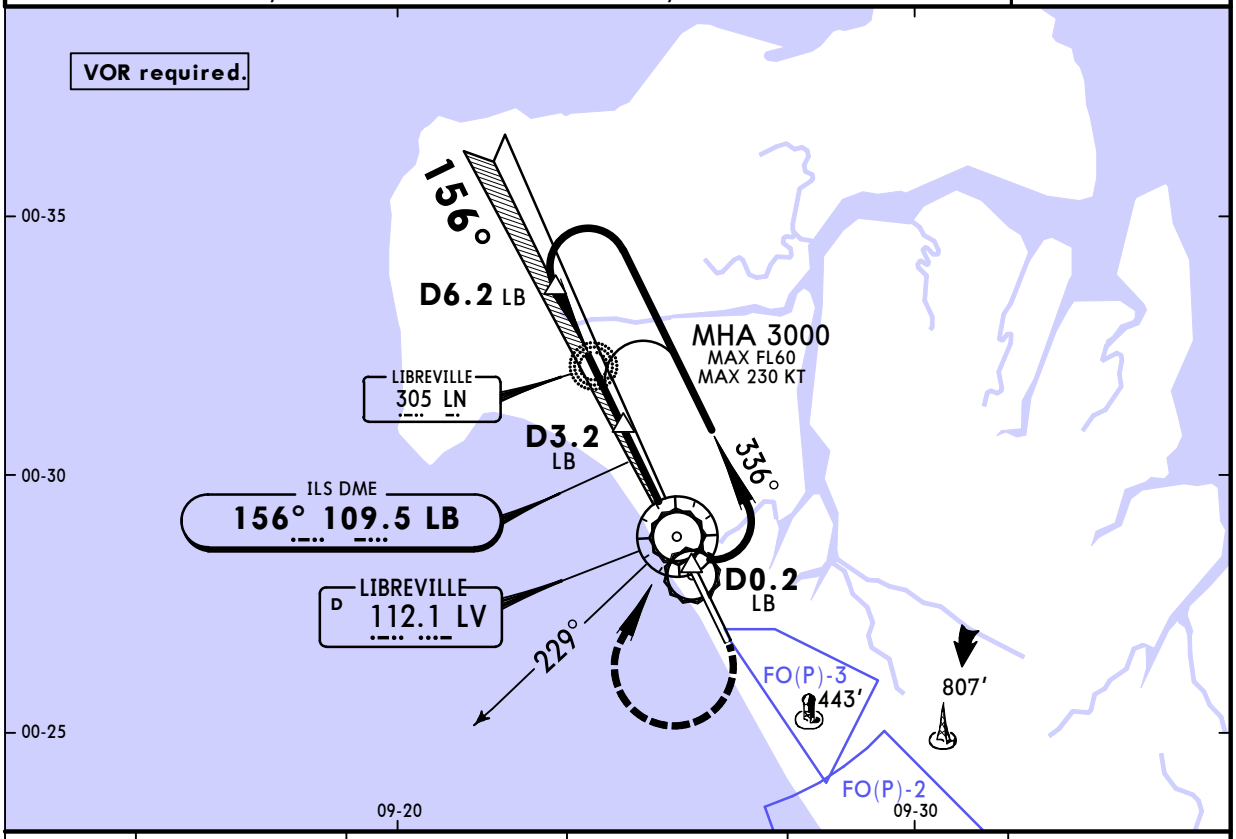
ATIS	Approach Control through Tower LIBREVILLE Tower
112.1	118.7

LOC LB	Final Apch Crs	GS	ILS DA(H)	Apt Elev / Rwy
109.5	156°	D3.2 LB 1040′ (1011′)	Refer to Minimums	38′ / 29′

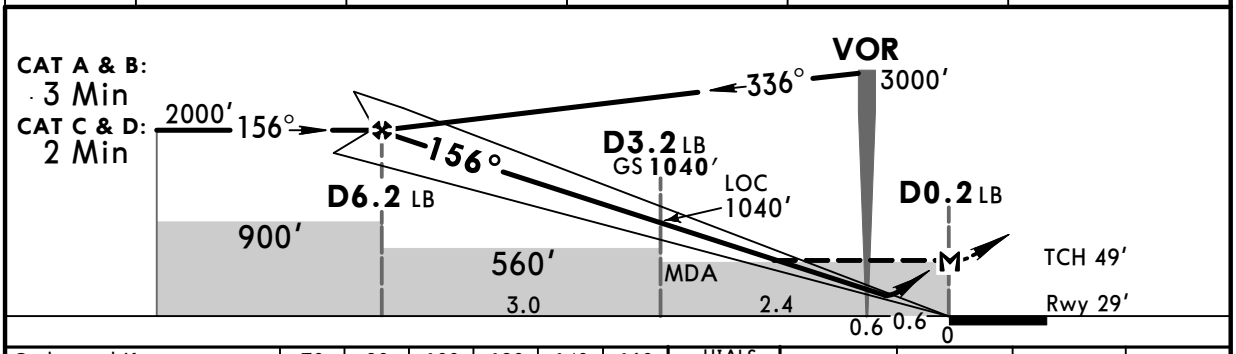
MISSED APCH: Climb STRAIGHT AHEAD to 600′, then turn RIGHT to VOR climbing to 3000′. MAX 210 KT. Do not turn before MAP.
Do not overshoot R-229 LV.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 3100′

2100′
MSA
LV VOR



LOC (GS out)					
	LB DME	5.0	4.0	3.0	2.0
	ALTITUDE	1610′	1290′	970′	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 D0.2 LB						

HIALS
PAPI

MAX 210 KT | 600′ | 3000′ RT | LV 112.1

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 16

ILS DA(H)	LOC (GS out) MDA(H)
A: 259′ (230′) C: 279′ (250′)	490′ (461′)
B: 269′ (240′) D: 289′ (260′)	

	FULL	ALS out		ALS out
A	RVR 600m	RVR 1000m	RVR 1000m	RVR 1500m
B			RVR 1200m	
C				RVR 2000m
D	RVR 650m	RVR 1200m	RVR 1600m	

CHANGES: Bearings.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

3.1.23 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FOOL/LBV
LEON M'BA

JEPPESEN
11 SEP 15 (11-5)

LIBREVILLE, GABON
ILS V or LOC V Rwy 16

BRIEFING STRIP ™

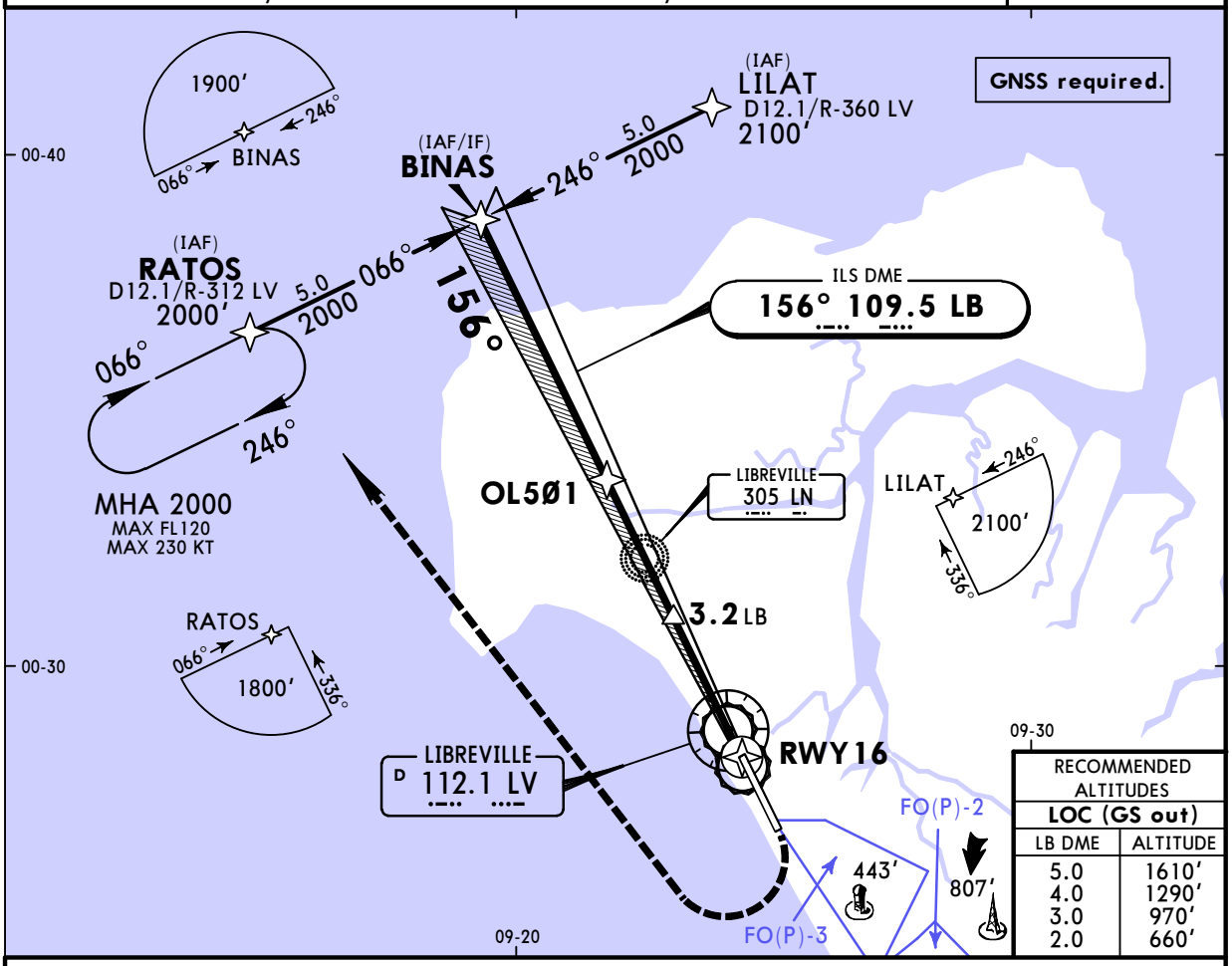
ATIS	Approach Control through Tower LIBREVILLE Tower
112.1	118.7

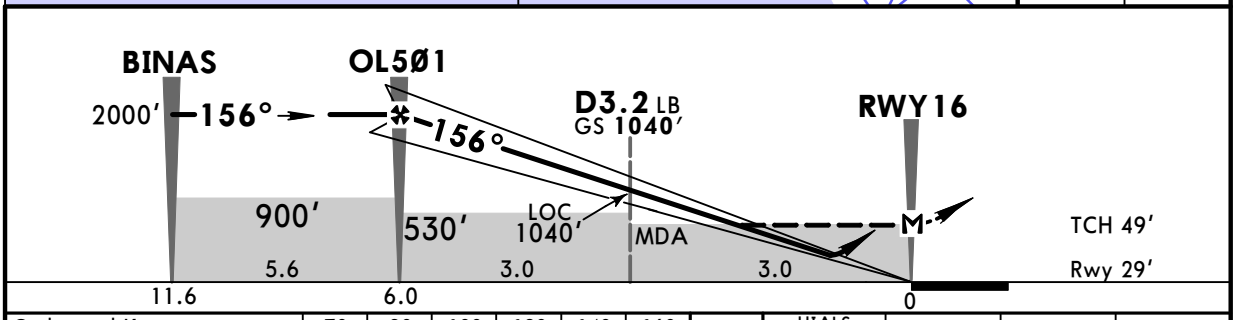
LOC LB	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 38' Rwy 29'
109.5	**156°**	**D3.2 LB** **1040'** (1011')		

TAA
25 NM
IAF

MISSED APCH: Climb STRAIGHT AHEAD to 600', then turn RIGHT direct to RATOS at 2000'. Do not turn before MAP.

Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 3100'





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 RWY16						

HIALS
PAPI
600'
2000'
RT
RATOS

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY **16**

	ILS		LOC (GS out)	
DA(H)	A: **259'** (230')	C: **279'** (250')	MDA(H) **490'** (461')	
	B: **269'** (240')	D: **289'** (260')		

	FULL	ALS out		ALS out
A	RVR 600m	RVR 1000m	RVR 1000m	RVR 1500m
B			RVR 1200m	
C				RVR 2000m
D	RVR 650m	RVR 1200m	RVR 1600m	

CHANGES: Bearings.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

3.1.24 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FOOL/LBV
LEON M'BA

JEPPESEN
11 SEP 15 (12-1)

LIBREVILLE, GABON
RNAV (GNSS) Rwy 16

BRIEFING STRIP™

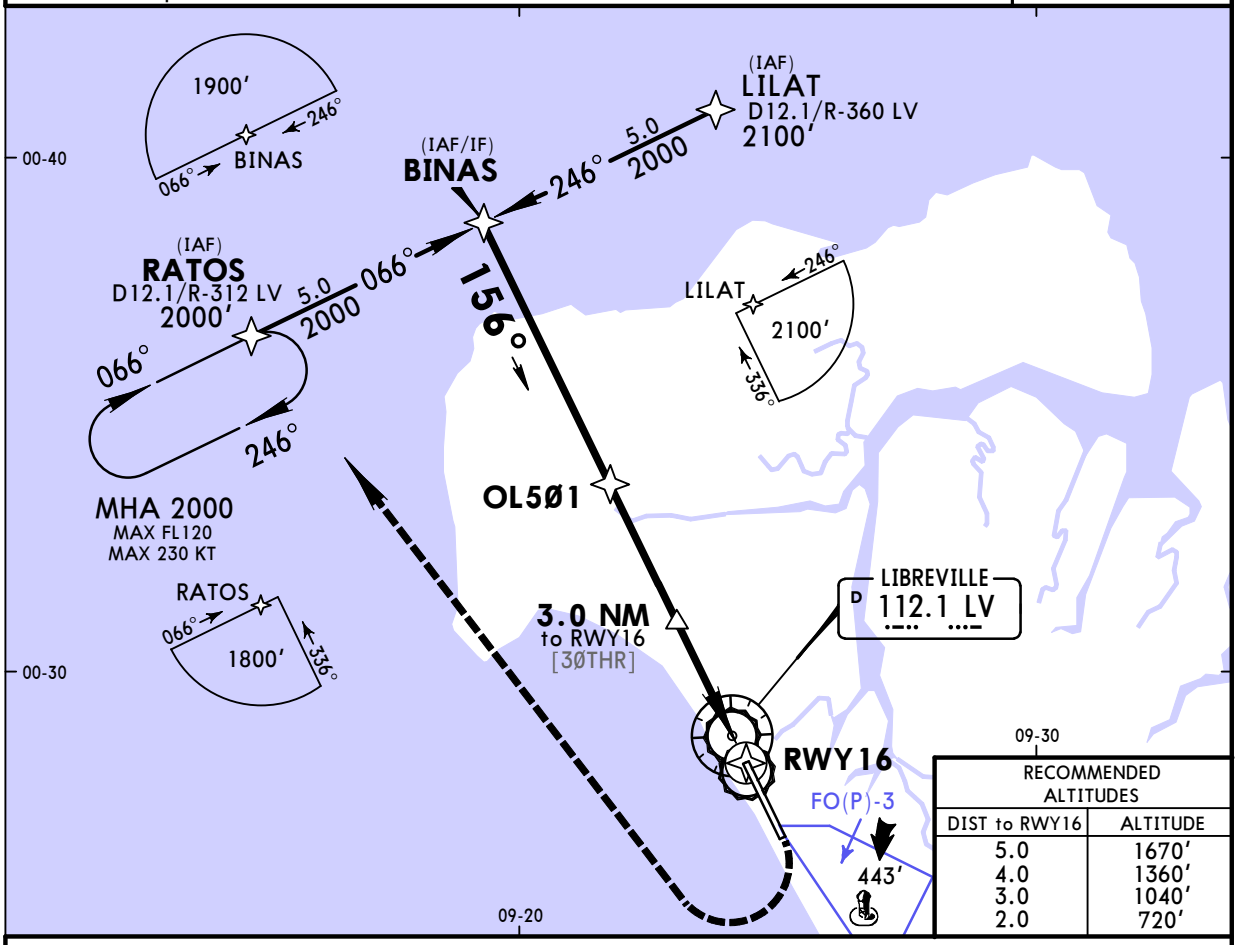
ATIS	Approach Control through Tower LIBREVILLE Tower
112.1	118.7

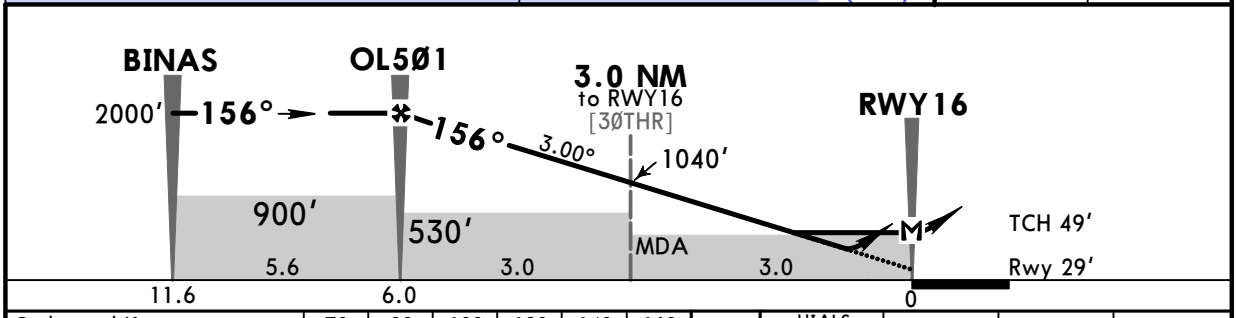
RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev 38′
	156°	**OL5Ø1** **2000′** (1971′)	**460′** (431′)	Rwy 29′

TAA
25 NM
IAF

MISSED APCH: Climb STRAIGHT AHEAD to 600′, then turn RIGHT direct to RATOS at 2000′. Do not turn before MAP.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 3100′
Minimum temperature 10°C.





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWY16							

HIALS
PAPI

600′ ↑

2000′ RT

RATOS

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY **16**

	LNAV/VNAV DA(H) **460′** (431′)		LNAV MDA(H) **490′** (461′)	
		ALS out		ALS out
A	RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m
B	RVR 1000m		RVR 1200m	
C		RVR 1800m		RVR 2000m
D	RVR 1400m	RVR 2000m	RVR 1600m	

CHANGES: Bearings.

© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.

3.1.25 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FOOL/LBV
LEON M'BA

JEPPESEN
11 SEP 15 (13-1)

LIBREVILLE, GABON
VOR Z Rwy 16

BRIEFING STRIP ™

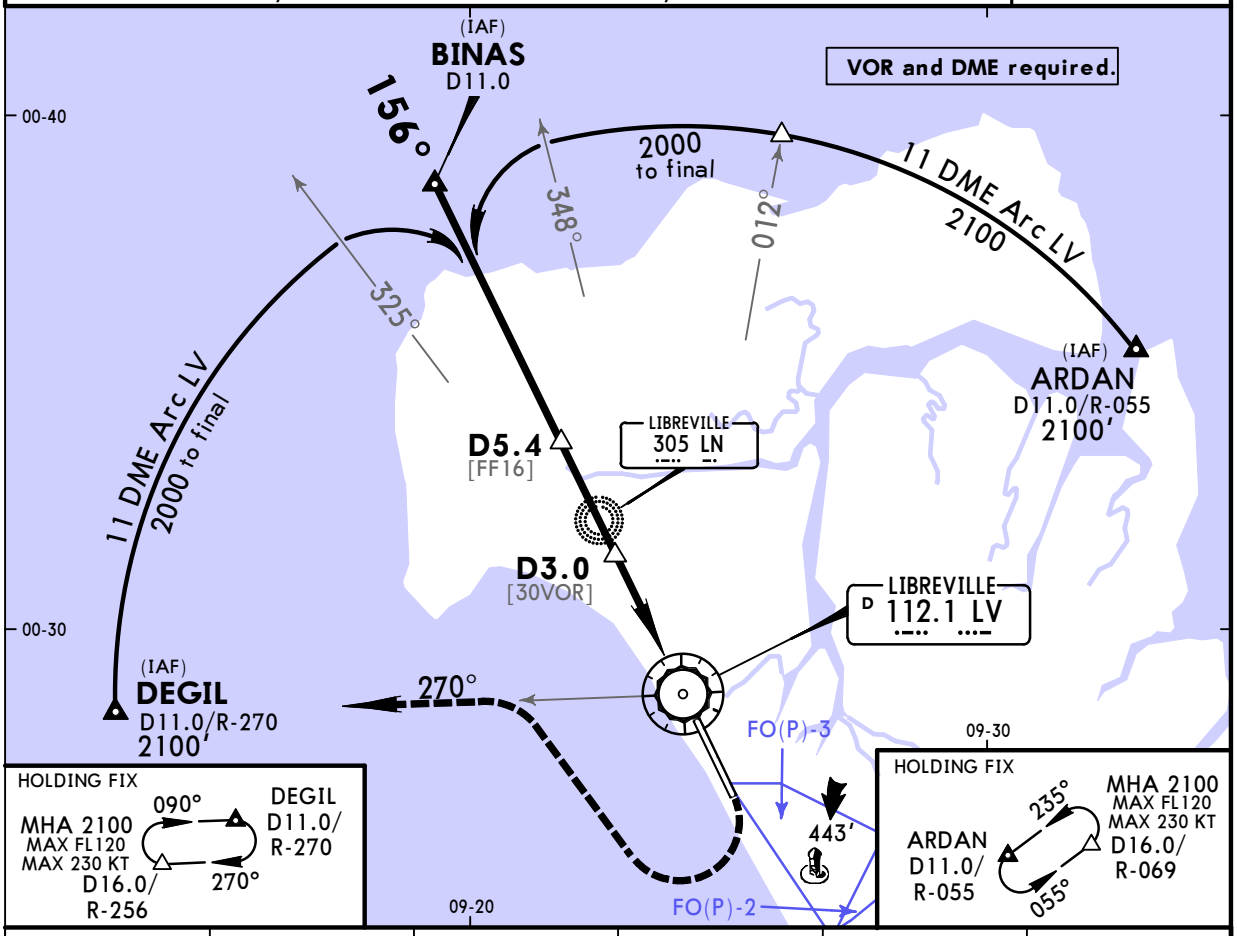
ATIS	Approach Control through Tower LIBREVILLE Tower
112.1	118.7

VOR LV	Final Apch Crs	GS	MDA(H)	Apt Elev / Rwy
112.1	156°	D5.4 2000′ (1971′)	520′ (491′)	38′ / 29′

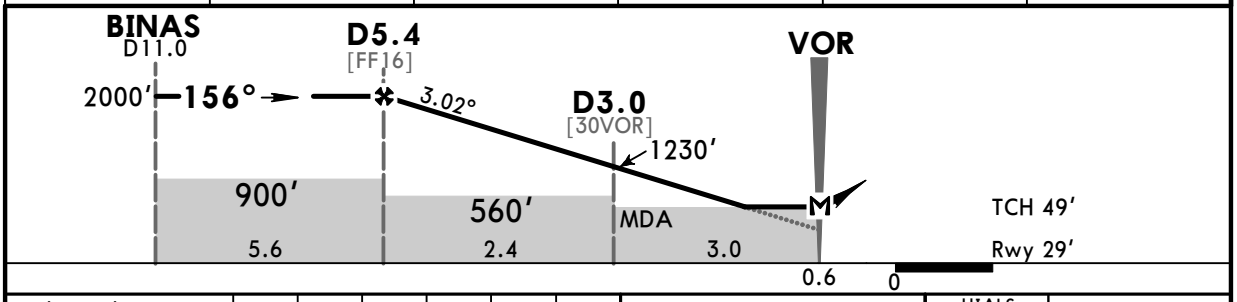
MISSED APCH: Climb STRAIGHT AHEAD to 600′, then turn RIGHT to intercept and follow R-270 direct to DEGIL at 2100′. MAX 210 KT.
Do not turn before MAP.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 3100′

2100′
MSA
LV VOR



LV DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1870′	1550′	1230′	910′	590′



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

HIALS
PAPI

Refer to Missed Apch above

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY **16**

MDA(H) **520′** (491′)

		ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		RVR 2000m
D	RVR 1600m	

CHANGES: Bearings.

© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.

3.1.26 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FOOL/LBV
LEON M'BA

JEPPESEN 11 SEP 15 (13-2)

LIBREVILLE, GABON
VOR Y or VOR X Rwy 16

BRIEFING STRIP ™

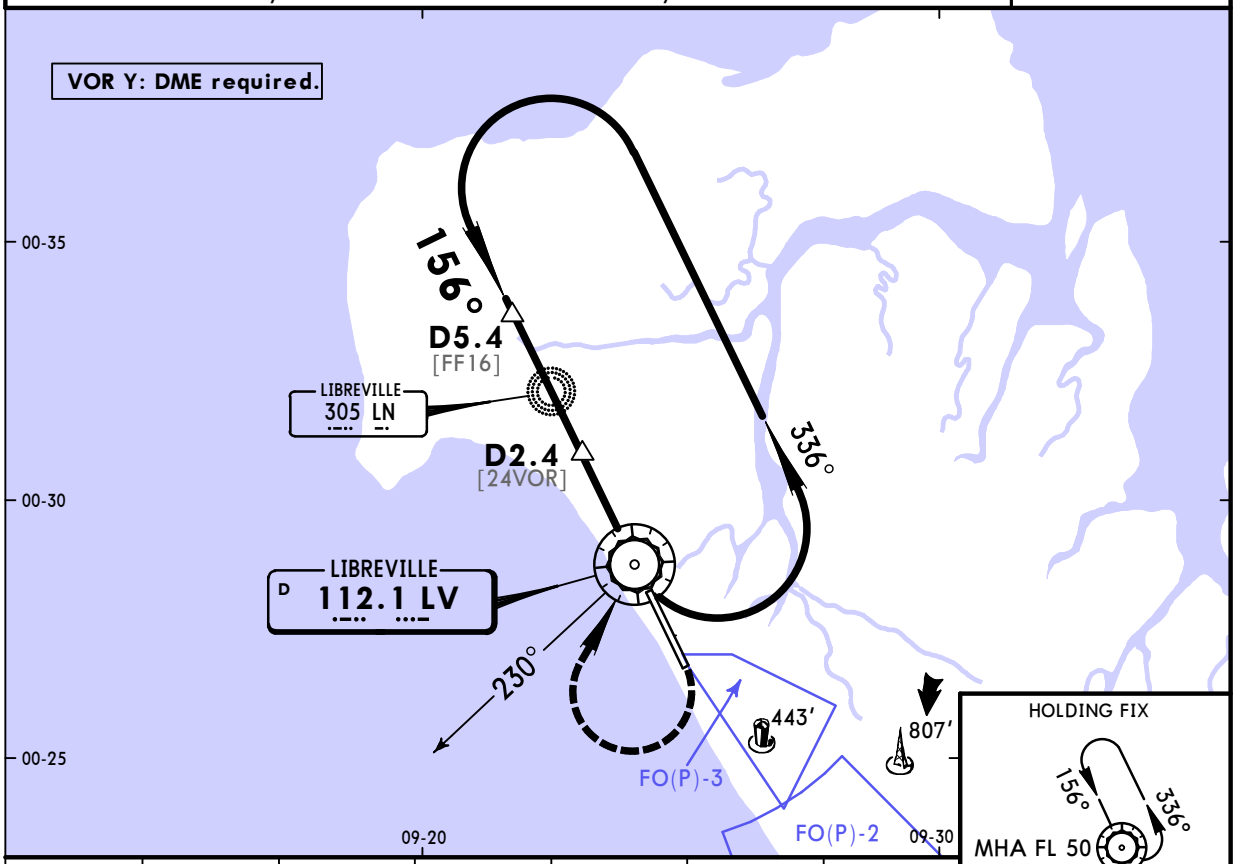
ATIS	Approach Control through Tower LIBREVILLE Tower
112.1	118.7

VOR LV	Final Apch Crs	VOR Y Procedure Alt	VOR X Procedure Alt	MDA(H)	Apt Elev / Rwy
112.1	156°	D5.4 2000′ (1971′)	No FAF	Refer to Minimums	38′ / 29′

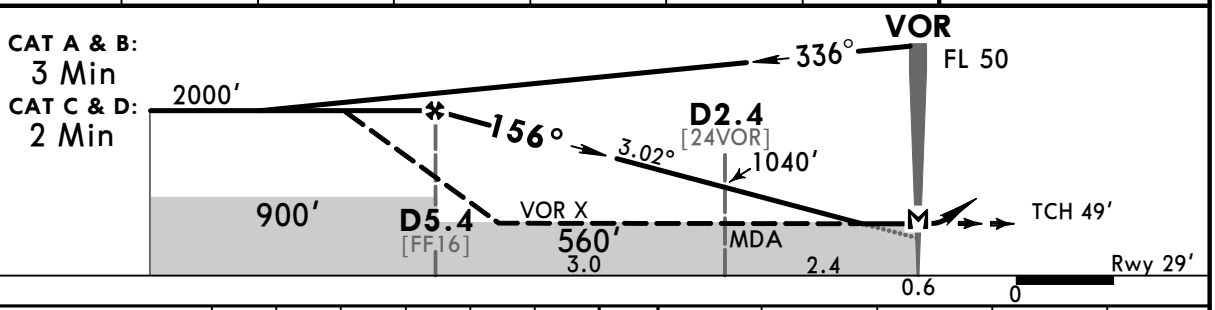
MISSED APCH: Climb STRAIGHT AHEAD to 600′, then turn RIGHT to VOR at 2000′. MAX 210 KT. Do not turn before MAP.
Do not overshoot R-230.

2100′
MSA LV VOR

Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 3100′



VOR Y						
	LV DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1870′	1550′	1230′	910′	590′



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

HIALS
PAPI

MAX	600′	2000′	LV
210 KT	↑	RT	112.1

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 16

	VOR Y MDA(H) 520′ (491′)		VOR X MDA(H) 560′ (531′)	
		ALS out		ALS out
A	RVR 1000m	RVR 1500m	RVR 1000m	RVR 1500m
B	RVR 1200m		RVR 1200m	
C		RVR 2000m		RVR 2000m
D	RVR 1600m		RVR 1600m	

CHANGES: Bearings.

© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.

3.1.27 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

FOOL/LBV
LEON M'BA

JEPPESEN
11 SEP 15 (16-1)

LIBREVILLE, GABON
NDB Rwy 16

BRIEFING STRIP ™

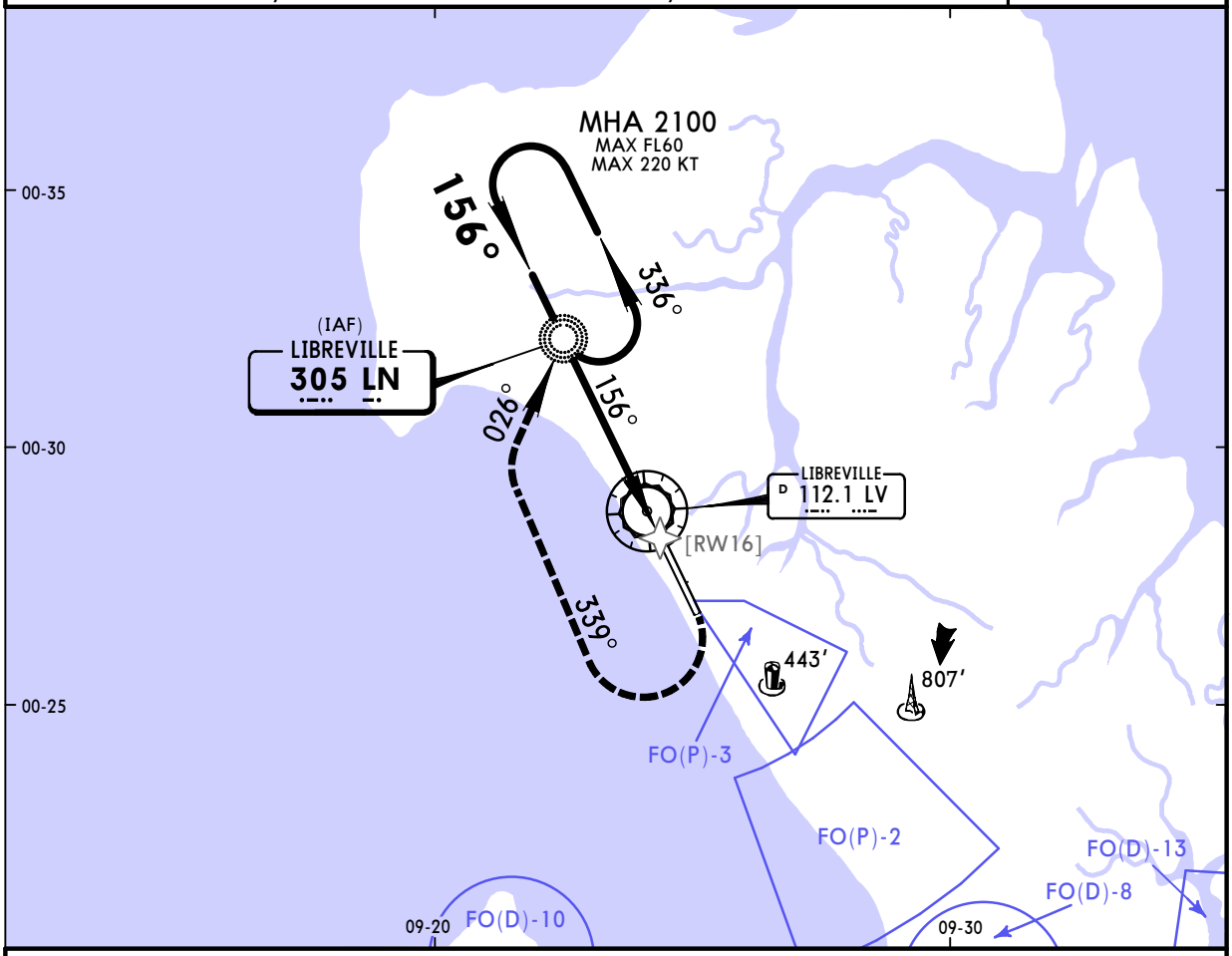
ATIS	Approach Control through Tower LIBREVILLE Tower
112.1	118.7

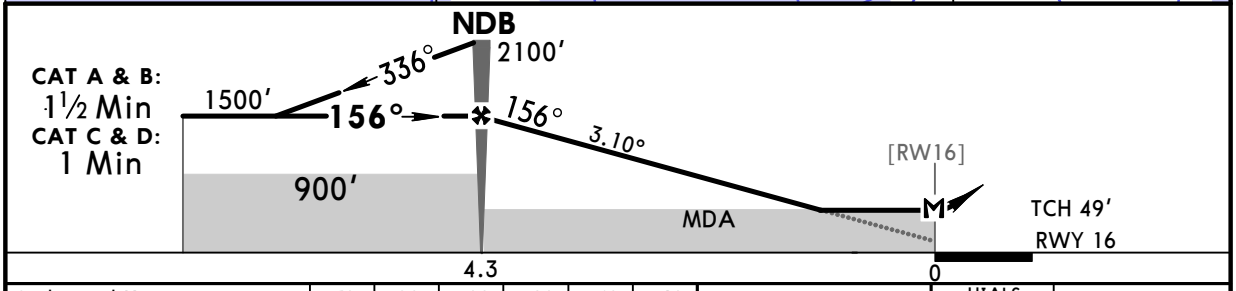
NDB LN	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev / Rwy
305	156°	NDB 1500′ (1471′)	530′ (501′)	38′ / 29′

MISSED APCH: Turn RIGHT as soon as possible on 339° to intercept 026° to NDB at 2100′. MAX 210 KT. Do not turn before MAP.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 3100′

2100′
MSA
LN NDB





CAT A & B: 1½ Min
CAT C & D: 1 Min

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.10°	384	494	548	658	768	878
NDB to MAP	4.3	3:41	2:52	2:35	2:09	1:51	1:37

HIALS
PAPI

Refer to Missed Apch above

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY **16**

MDA(H) **530′** (501′)

		ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		RVR 2000m
D	RVR 1600m	

CHANGES: Bearings.

© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.

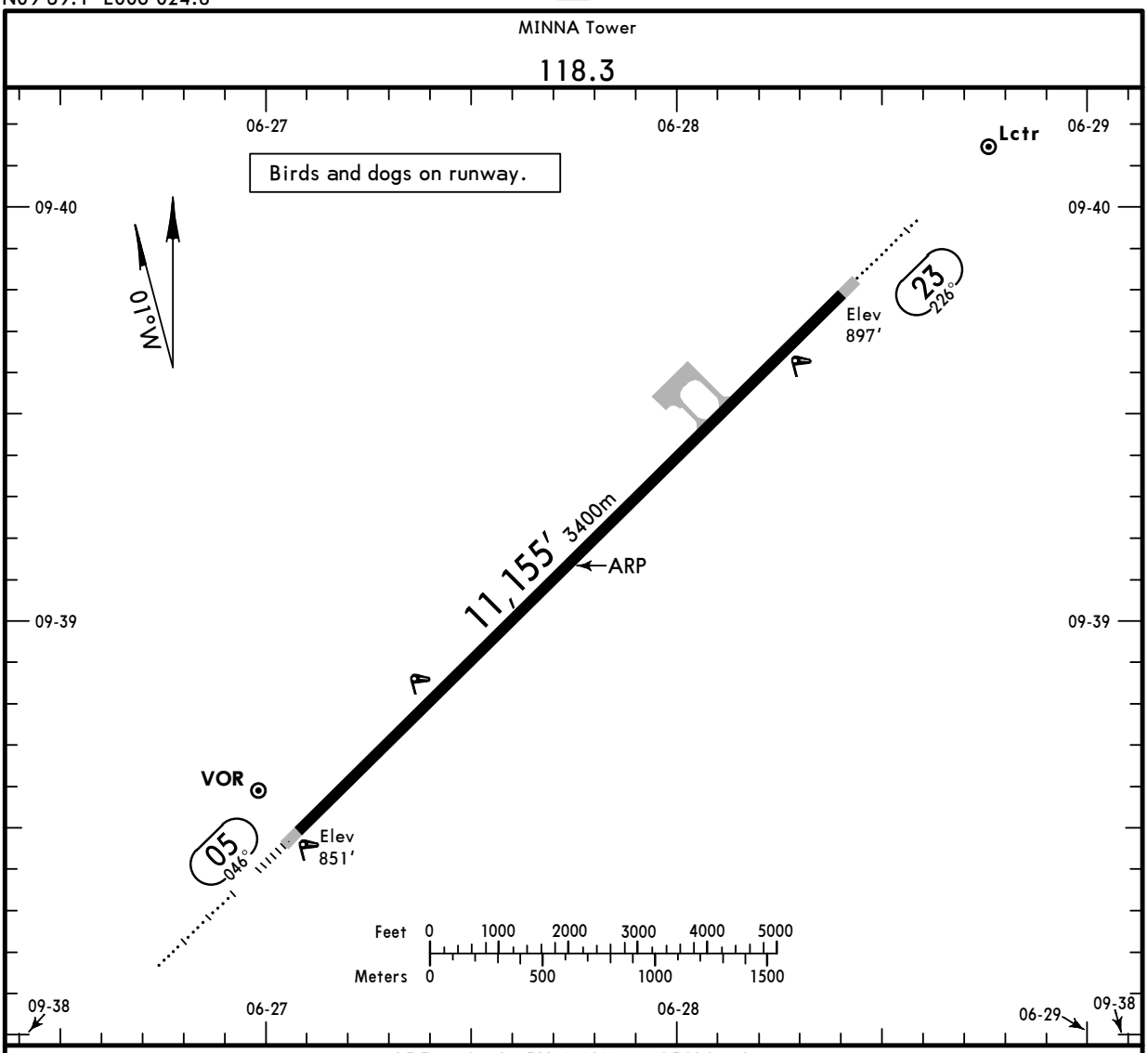
DNMN/MXJ

Apt Elev **898′**
N09 39.1 E006 024.8

JEPPESEN
30 MAR 18 (10-9)

MINNA, NIGERIA

MINNA



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
05 ❶ 23	HIALS	PAPI				148′ 45m
	ALS	PAPI-L				

❶ Blast pads 295′/90m at both runway ends.

Standard

TAKE-OFF

	RCLM (Day only)	Adequate vis ref (Day only)
A B C D	400m	500m

CHANGES: Minimums.

© JEPPESEN, 2010, 2018. ALL RIGHTS RESERVED.

DNMN/MXJ MINNA

JEPPESEN 30 MAR 18 (12-1)

MINNA, NIGERIA RNAV (GNSS) Rwy 05

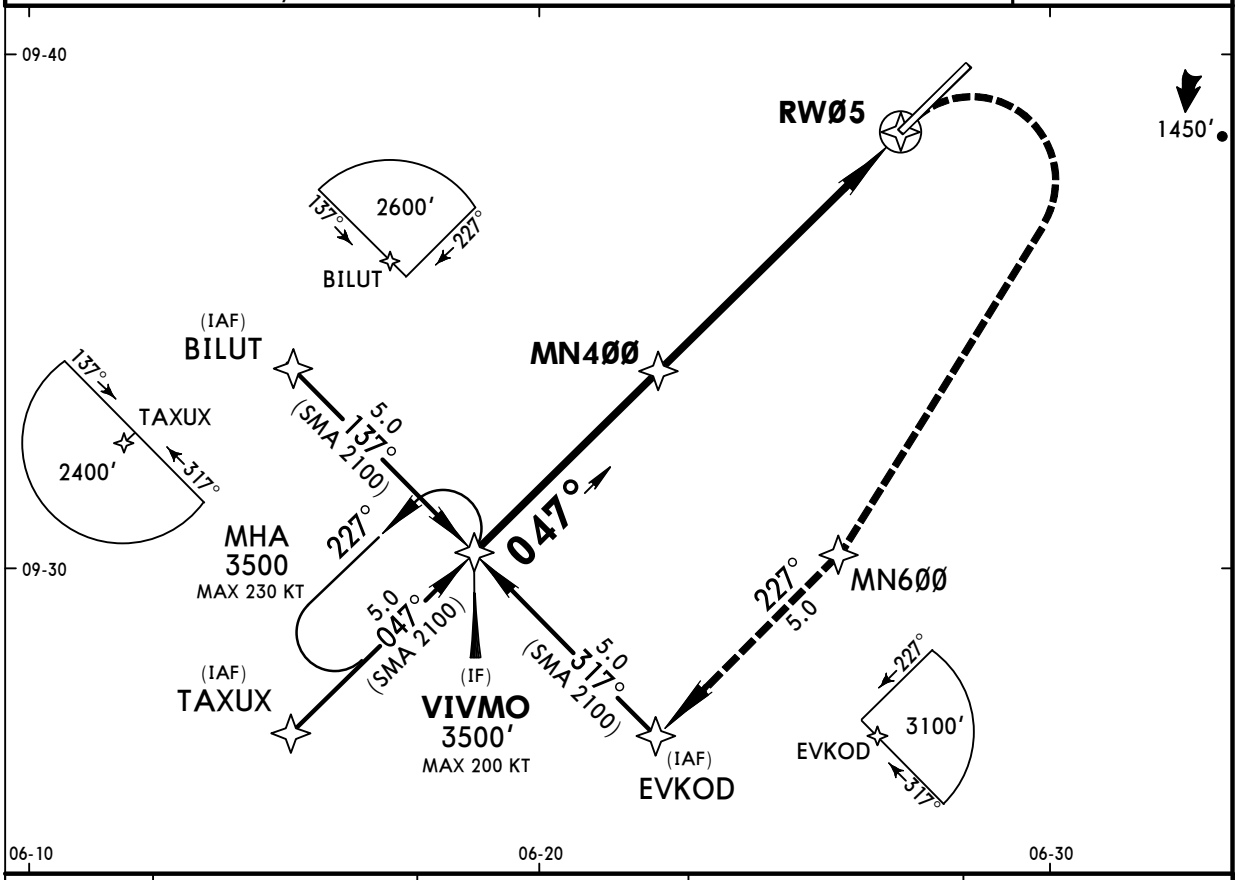
BRIEFING STRIP ™

Approach Control through Tower
MINNA Tower
118.3

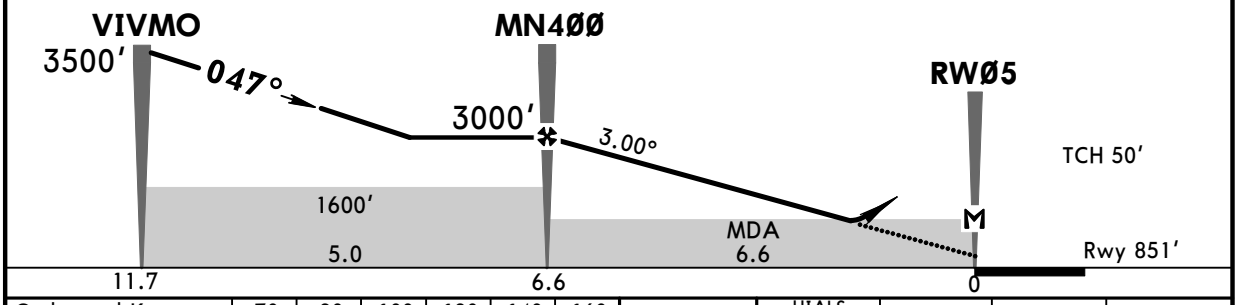
RNAV	Final Apch Crs **047°**	Procedure Alt **MN4ØØ** **3000′** (2149′)	LNAV DA/MDA(H) **1430′** (579′)	Apt Elev 898′ Rwy 851′	TAA 25 NM IAF

MISSED APCH: Turn RIGHT direct to MN6ØØ (MAX 200 KT), then to EVKOD to rejoin holding at VIVMO at or above 3500′.

Alt Set: hPa | Rwy Elev: 31 hPa | Trans level: FL 60 | Trans alt: 4500′



DIST to RWØ5	5.0	4.0	3.0	2.0
ALTITUDE	2500′	2180′	1860′	1540′



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at RWØ5						

HIALS
PAPI PAPI
RT
D
MN6ØØ
MAX 200 KT

PANS OPS

Standard STRAIGHT-IN LANDING RWY **05**
LNAV
CDFA
DA/MDA(H) **1430′** (579′)

A	RVR 1500m	ALS out
B		
C	RVR 1900m	RVR 2400m
D		

CHANGES: Minimums.

© JEPPESEN, 2015, 2018. ALL RIGHTS RESERVED.

3.2.3 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

DNMN/MXJ
MINNA

JEPPESEN
30 MAR 18 (12-2)

MINNA, NIGERIA
RNAV (GNSS) Rwy 23

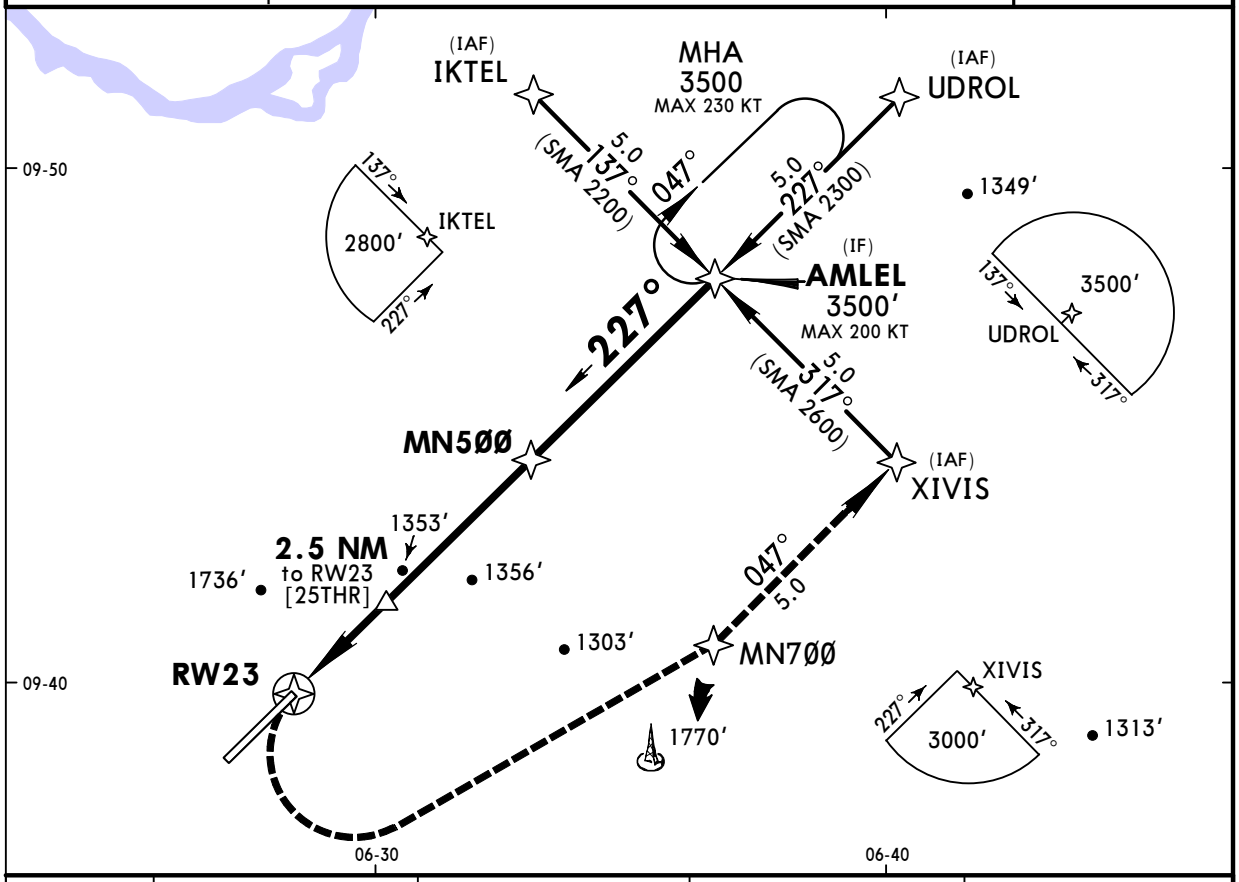
Approach Control through Tower
MINNA Tower
118.3

BRIEFING STRIP ™

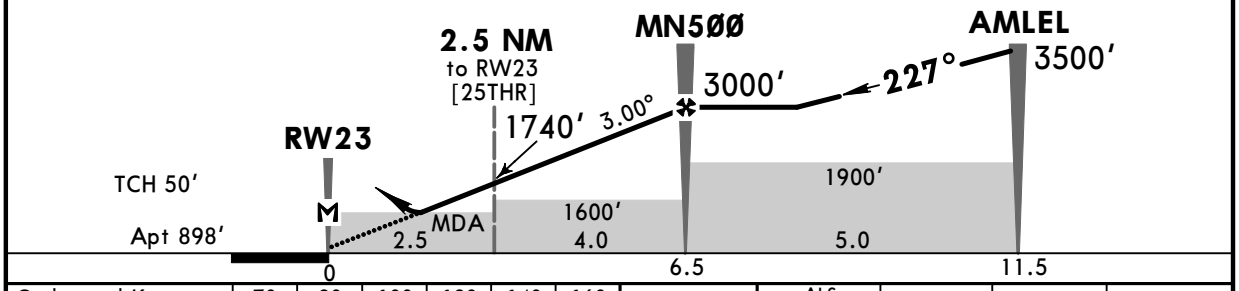
RNAV	Final Apch Crs	Procedure Alt	LNAV DA/MDA(H)	Apt Elev 898′	TAA
	227°	MN5ØØ 3000′ (2102′)	1360′ (462′)		25 NM IAF

MISSED APCH: Turn LEFT direct to MN7ØØ (MAX 200 KT), then to XIVIS to rejoin holding at AMLEL at or above 3500′.

Alt Set: hPa	Apt Elev: 32 hPa	Trans level: FL 60	Trans alt: 4500′



DIST to RW23	2.0	3.0	4.0	5.0
ALTITUDE	1590′	1910′	2230′	2540′



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at RW23						

ALS
PAPI
LT
D
MN7ØØ
MAX 200 KT

Standard

STRAIGHT-IN LANDING RWY **23**
LNAV
CDFA
DA/MDA(H) **1360′** (462′)

ALS out

PANS OPS

A, B	RVR 1500m	
C, D	RVR 2000m	RVR 2200m

CHANGES: Minimums.

© JEPPESEN, 2015, 2018. ALL RIGHTS RESERVED.

3.2.4 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

DNMN/MXJ MINNA

JEPPESEN 30 MAR 18 (13-1)

MINNA, NIGERIA VOR DME Rwy 05

Approach Control through Tower
MINNA Tower
118.3

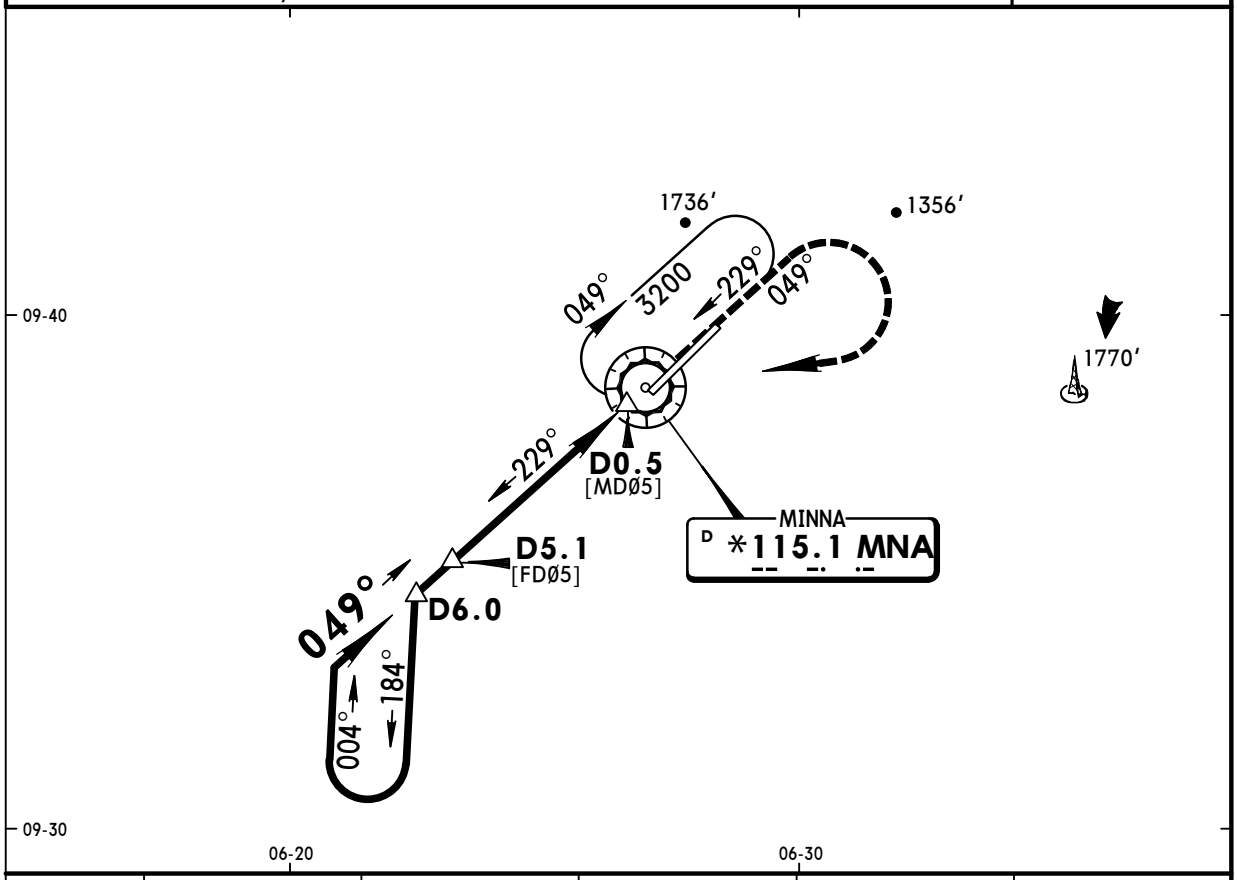
BRIEFING STRIP ™

VOR MNA	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev / Rwy
*115.1	049°	D5.1 2400′ (1549′)	1250′ (399′)	898′ / 851′

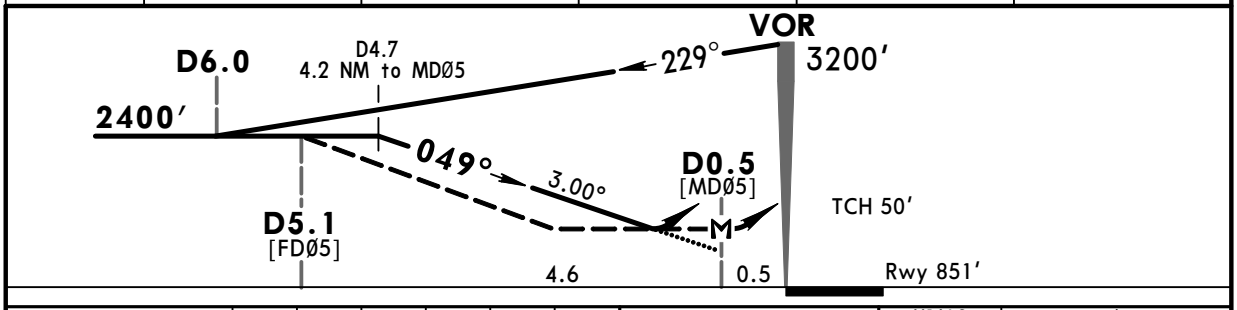
MISSED APCH: Climb on R-049 to 2000′, then turn RIGHT and join holding at 3200′, or as directed.

3200′
MSA MNA VOR

Alt Set: hPa | Rwy Elev: 31 hPa | Trans level: FL 60 | Trans alt: 4500′



DIST to MDØ5	4.2	4.0	3.0	2.0	1.0
ALTITUDE	2400′	2340′	2020′	1700′	1380′



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at D0.5						

HIALS
PAPI PAPI

2000′ MNA on 115.1 R-049

PANS OPS

Standard STRAIGHT-IN LANDING RWY **05**

	CDFA DA/MDA(H) 1250′ (399′)		non-CDFA MDA(H) 1250′ (399′)	
		ALS out		ALS out
A	RVR 1100m	RVR 1500m	RVR 1300m	RVR 2000m
B				
C		RVR 1800m	RVR 1500m	RVR 2200m
D				

CIRCLE-TO-LAND
CAT B & C: Not authorized Northeast of airport
CAT D: Not authorized Northeast and Southeast of airport

Max Kts	MDA(H)	VIS
100	1370′ (472′)	1 1500m
135	1400′ (502′)	1 1600m
180	1500′ (602′)	2400m
205	1600′ (702′)	3600m

1 or higher straight-in minimums.

CHANGES: Minimums.

© JEPPESEN, 2010, 2018. ALL RIGHTS RESERVED.

DNMN/MXJ MINNA

JEPPESEN 30 MAR 18 (13-2)

MINNA, NIGERIA VOR DME Rwy 23

Approach Control through Tower
MINNA Tower
118.3

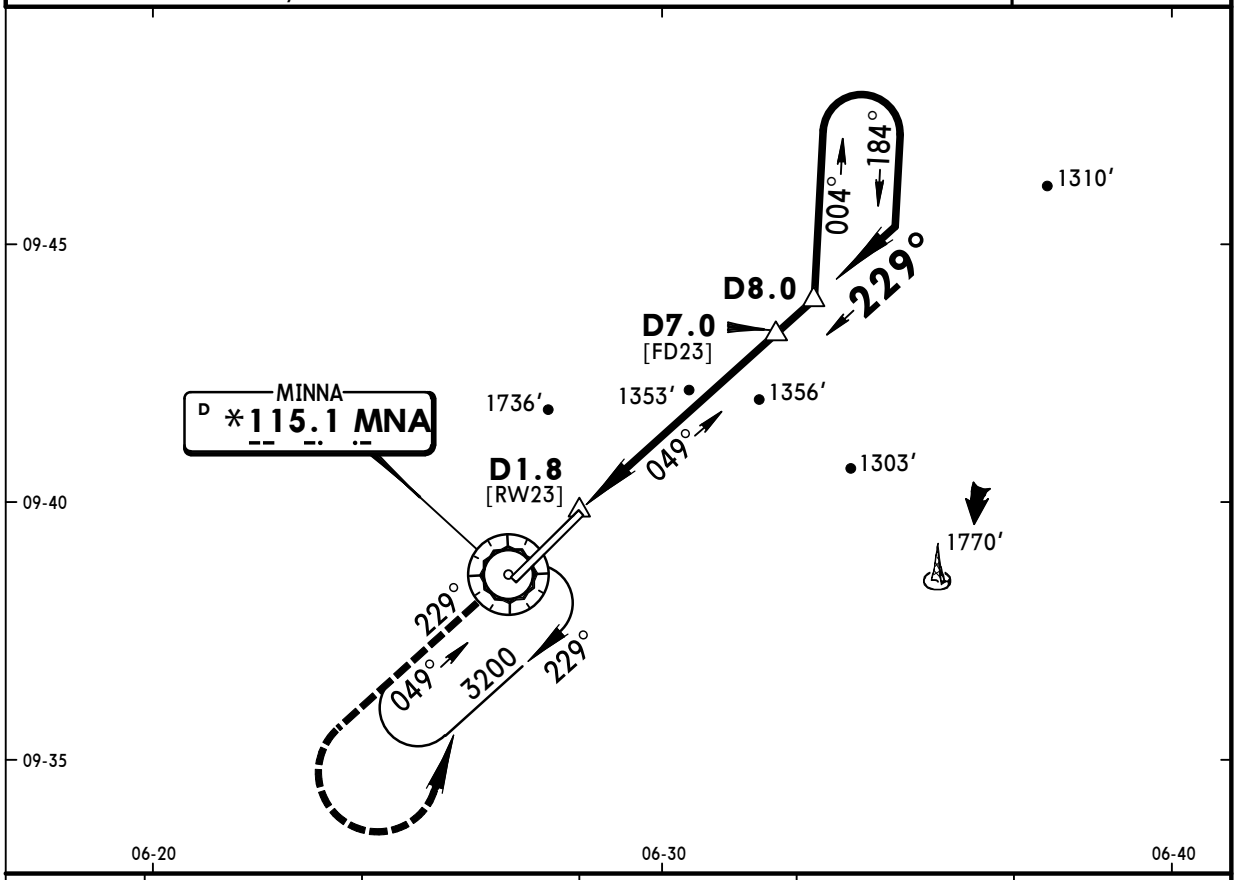
BRIEFING STRIP ™

VOR MNA	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 898′
*115.1	229°	D7.0 2500′ (1603′)	1150′ (253′)	Rwy 897′

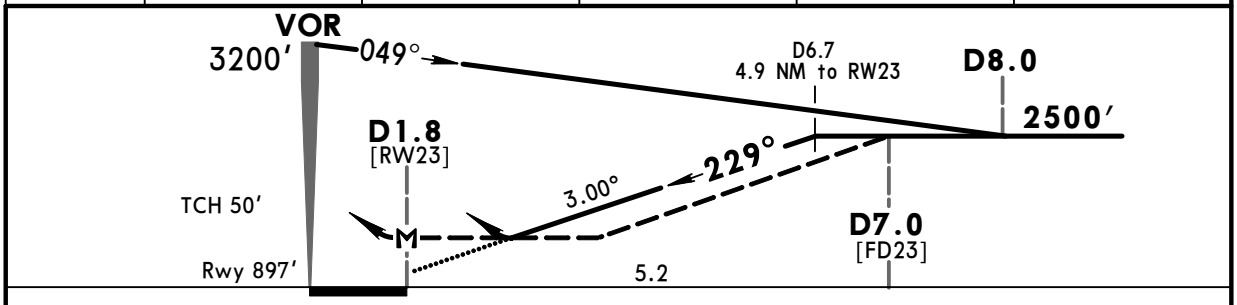
MISSED APCH: Climb on R-229 to 2000′, then turn LEFT and join holding at 3200′, or as directed.

Alt Set: hPa | Rwy Elev: 32 hPa | Trans level: FL 60 | Trans alt: 4500′

3200′
MSA MNA VOR



DIST to RW23	1.0	2.0	3.0	4.0	4.9
ALTITUDE	1270′	1590′	1910′	2230′	2510′



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at D1.8						

ALS
PAPI

2000′ MNA on 115.1 R-229

PANS OPS

Standard STRAIGHT-IN LANDING RWY **23**

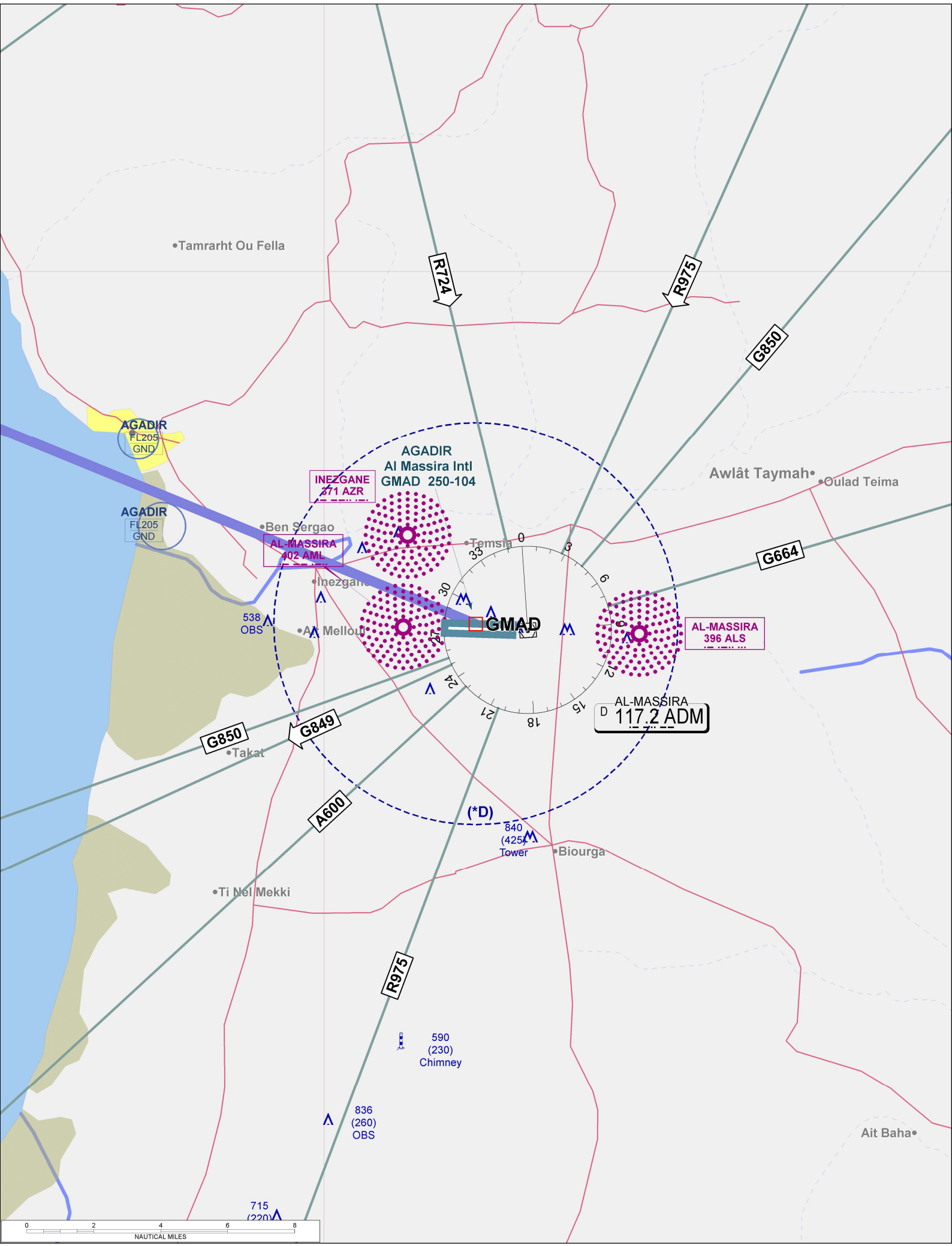
	CDFA DA/MDA(H) 1150′ (253′)		non-CDFA MDA(H) 1150′ (253′)	
		ALS out		ALS out
A	RVR 1100m	RVR 1300m	RVR 1300m	RVR 1500m
B				
C			RVR 1500m	RVR 1700m
D				

CIRCLE-TO-LAND
CAT B & C: Not authorized Northeast of airport
CAT D: Not authorized Northeast and Southeast of airport

Max Kts	MDA(H)	VIS
100	1370′ (472′)	1500m
135	1400′ (502′)	1600m
180	1500′ (602′)	2400m
205	1600′ (702′)	3600m

CHANGES: Minimums.

© JEPPESEN, 2010, 2018. ALL RIGHTS RESERVED.



© JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.



© JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

4.1.1 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

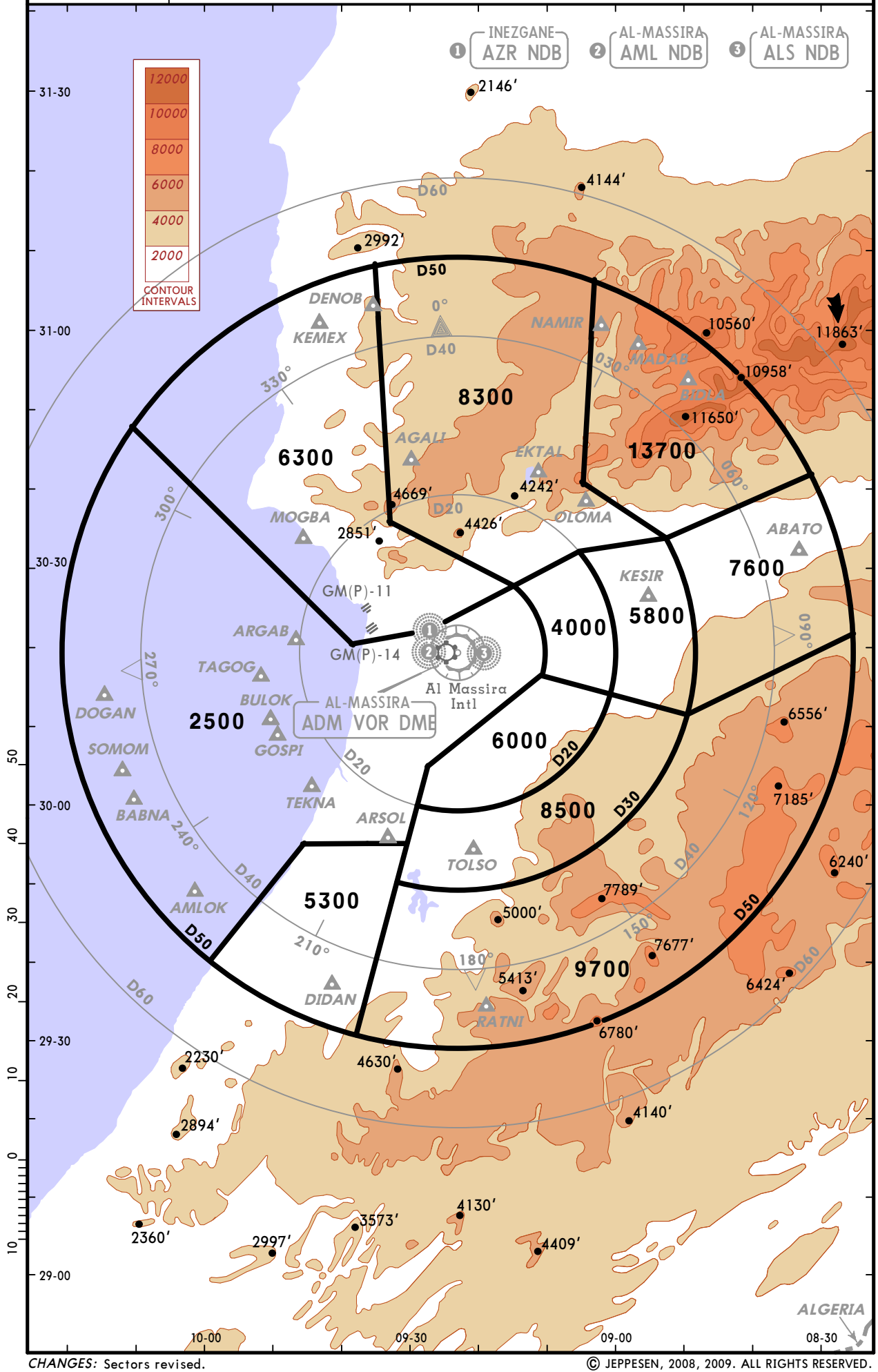
GMAD/AGA
AL MASSIRA INTL

JEPPESEN 6 NOV 09 (10-1R) Eff 19 Nov

AGADIR, MOROCCO
RADAR MINIMUM ALTITUDES

Apt Elev 250′

Alt Set: hPa Trans level: By ATC Trans alt: 5000′
This chart can be used only to check assigned altitudes under radar control.



CHANGES: Sectors revised.

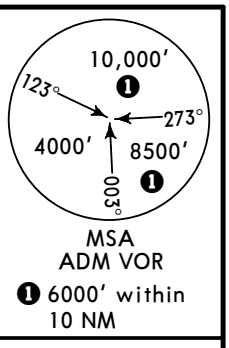
© JEPPESEN, 2008, 2009. ALL RIGHTS RESERVED.

GMAD/AGA
AL MASSIRA INTL

JEPPESEN
1 JAN 16 (10-2) Eff 7 Jan

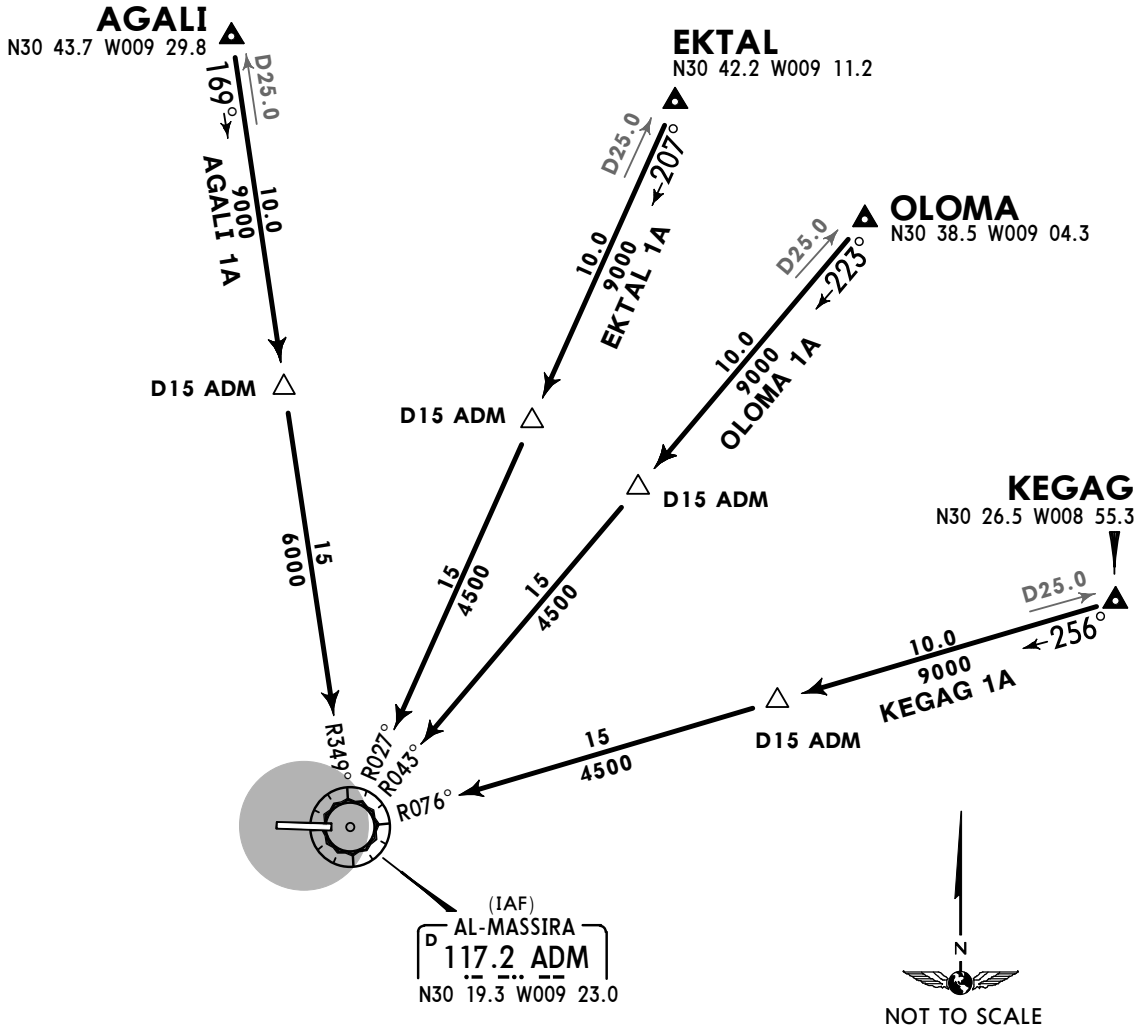
AGADIR, MOROCCO
STAR

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 5000′
127.750	253′	



AGALI 1A [AGAL1A], EKTAL 1A [EKTA1A]
KEGAG 1A [KEGA1A], OLOMA 1A [OLOM1A]
RWY 09 ARRIVALS

SPEED: MAX 250 KT BELOW FL100



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

Follow the authorized or PLN STAR. In case of RADAR guidance, proceed to initial STAR.

a. Observe the published FL and speed requirements;
b. Proceed to the IAF at the last assigned and acknowledged FL, if this level is available in the holding pattern, otherwise at the highest level in the holding pattern;
c. Stay in the holding pattern at this level until the latest time as following:
   1. EAT;
   2. Arrival time in the holding pattern + 10 min.
d. Perform the known or estimated IAP.

STAR	ROUTING
AGALI 1A	Intercept ADM R-349 inbound to ADM.
EKTAL 1A	Intercept ADM R-027 inbound to ADM.
KEGAG 1A	Intercept ADM R-076 inbound to ADM.
OLOMA 1A	Intercept ADM R-043 inbound to ADM.

CHANGES: STARs completely revised & transferred.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

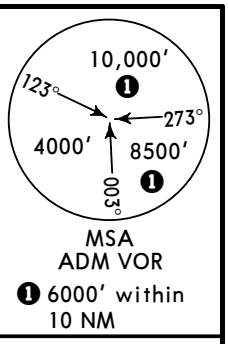
4.1.3 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

GMAD/AGA
AL MASSIRA INTL

JEPPESEN
1 JAN 16 (10-2A) Eff 7 Jan

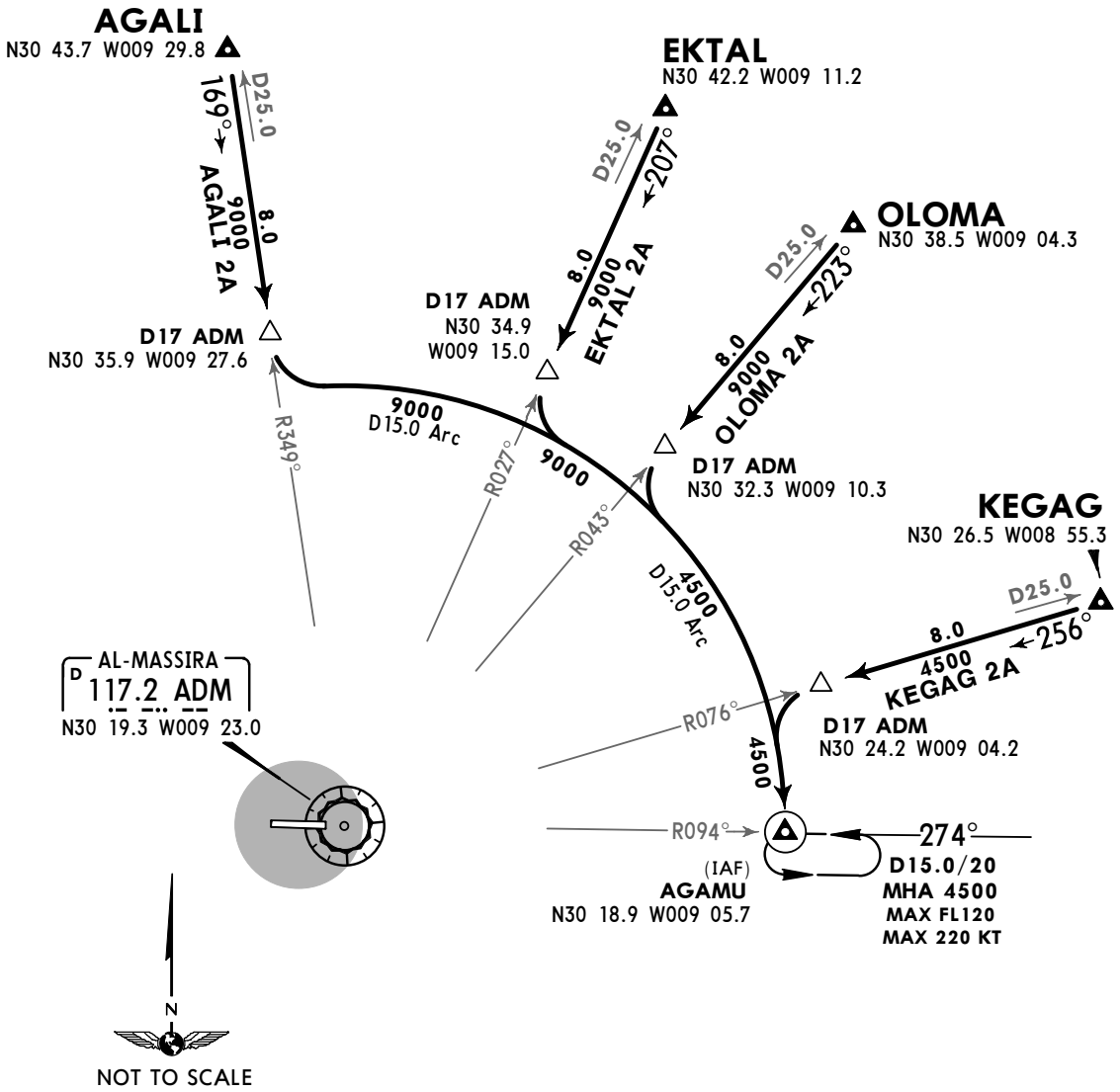
AGADIR, MOROCCO
STAR

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 5000′
127.750	253′	



AGALI 2A [AGAL2A], EKTAL 2A [EKTA2A]
KEGAG 2A [KEGA2A], OLOMA 2A [OLOM2A]
RWY 27 ARRIVALS

SPEED: MAX 250 KT BELOW FL100



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

Follow the authorized or PLN STAR. In case of RADAR guidance, proceed to initial STAR.

a. Observe the published FL and speed requirements;
b. Proceed to the IAF at the last assigned and acknowledged FL, if this level is available in the holding pattern, otherwise at the highest level in the holding pattern;
c. Stay in the holding pattern at this level until the latest time as following:
   1. EAT;
   2. Arrival time in the holding pattern + 10 min.
d. Descend in the AGAMU holding to 4500′.
e. Perform the known or estimated IAP.

LOST COMMS ▶ LOST COMMS ▶ LOST COMMS

STAR	ROUTING
AGALI 2A	Intercept ADM R-349 inbound to D17 ADM, turn LEFT, along D15.0 Arc to AGAMU.
EKTAL 2A	Intercept ADM R-027 inbound to D17 ADM, turn LEFT, along D15.0 Arc to AGAMU.
KEGAG 2A	Intercept ADM R-076 inbound to D17 ADM, turn LEFT, along D15.0 Arc to AGAMU.
OLOMA 2A	Intercept ADM R-043 inbound to D17 ADM, turn LEFT, along D15.0 Arc to AGAMU.

CHANGES: STARs completely revised & transferred.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

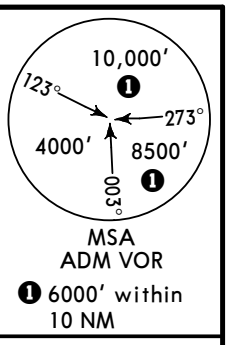
4.1.4 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

GMAD/AGA
AL MASSIRA INTL

JEPPESEN
1 JAN 16 (10-2B) Eff 7 Jan

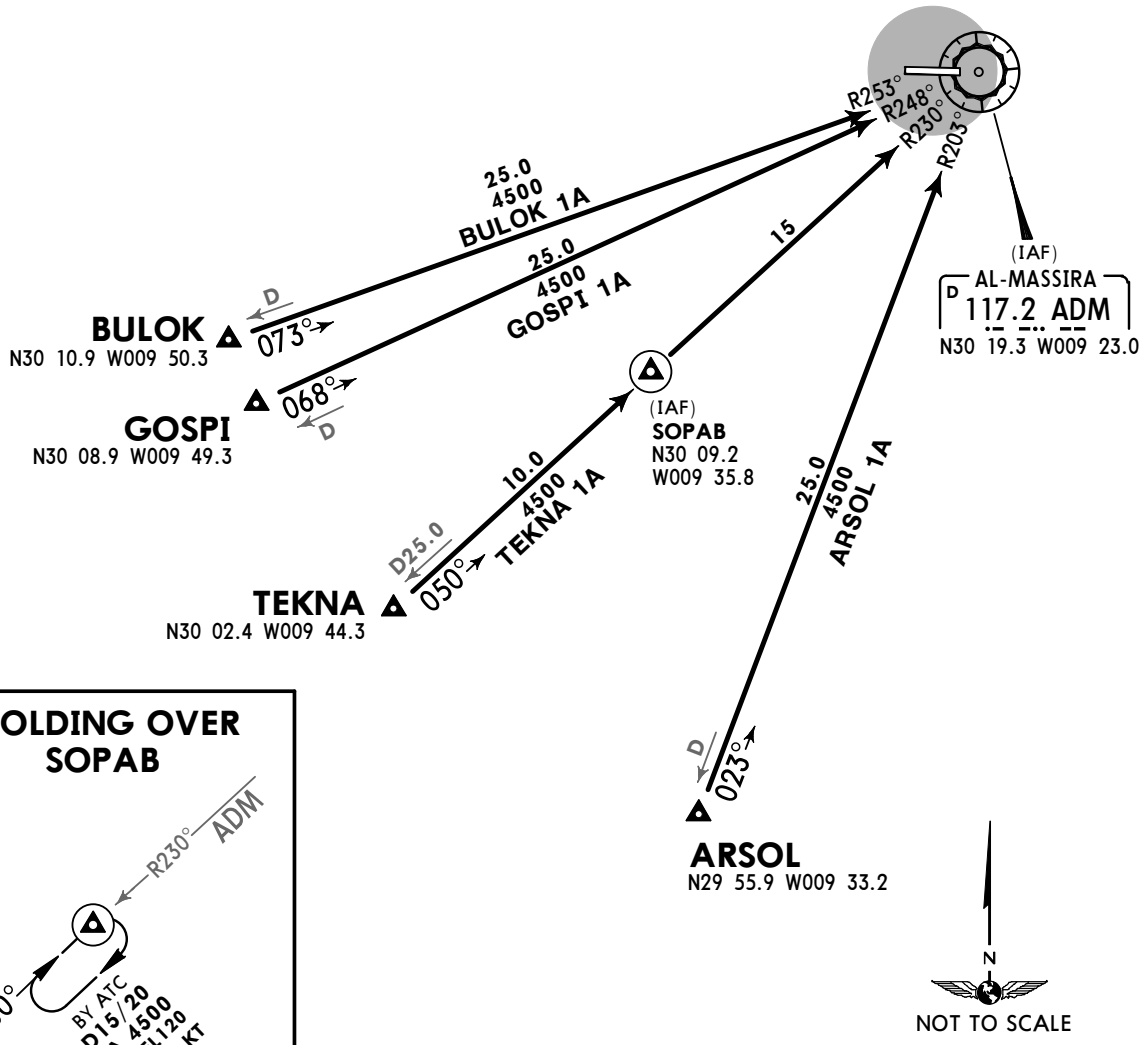
AGADIR, MOROCCO
STAR

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 5000′
127.750	253′	



ARSOL 1A [ARSO1A]
BULOK 1A [BULO1A]
GOSPI 1A [GOSP1A]
TEKNA 1A [TEKN1A]
RWY 09 ARRIVALS

SPEED: MAX 250 KT BELOW FL100



HOLDING OVER SOPAB

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

Follow the authorized or PLN STAR. In case of RADAR guidance, proceed to initial STAR.
a. Observe the published FL and speed requirements;
b. Proceed to the IAF at the last assigned and acknowledged FL, if this level is available in the holding pattern, otherwise at the highest level in the holding pattern;
c. Stay in the holding pattern at this level until the latest time as following:
   1. EAT;
   2. Arrival time in the holding pattern + 10 min.
d. Descend in the SOPAB holding to 4500′.
e. Perform the known or estimated IAP.

LOST COMMS ▶ COMMS ▶ LOST COMMS ▶ COMMS ▶

STAR	ROUTING
ARSOL 1A	Intercept ADM R-203 inbound to ADM.
BULOK 1A	Intercept ADM R-253 inbound to ADM.
GOSPI 1A	Intercept ADM R-248 inbound to ADM.
TEKNA 1A	Intercept ADM R-230 inbound to ADM.

CHANGES: STARs completely revised & transferred.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

GMAD/AGA
AL MASSIRA INTL

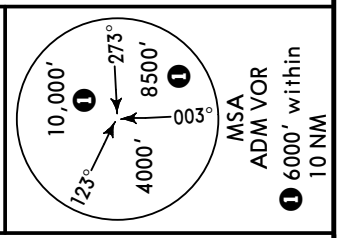
JEPPESEN 1 JAN 16 (10-2C) Eff 7 Jan

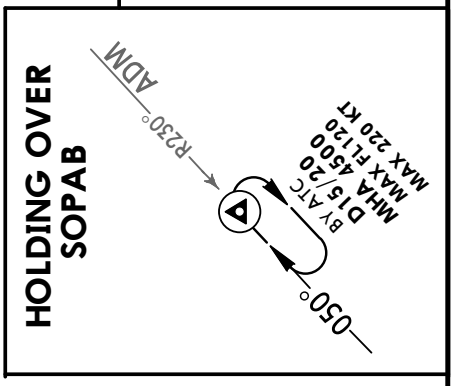
AGADIR, MOROCCO
STAR

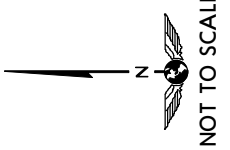
D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 5000′
127.750	253′	

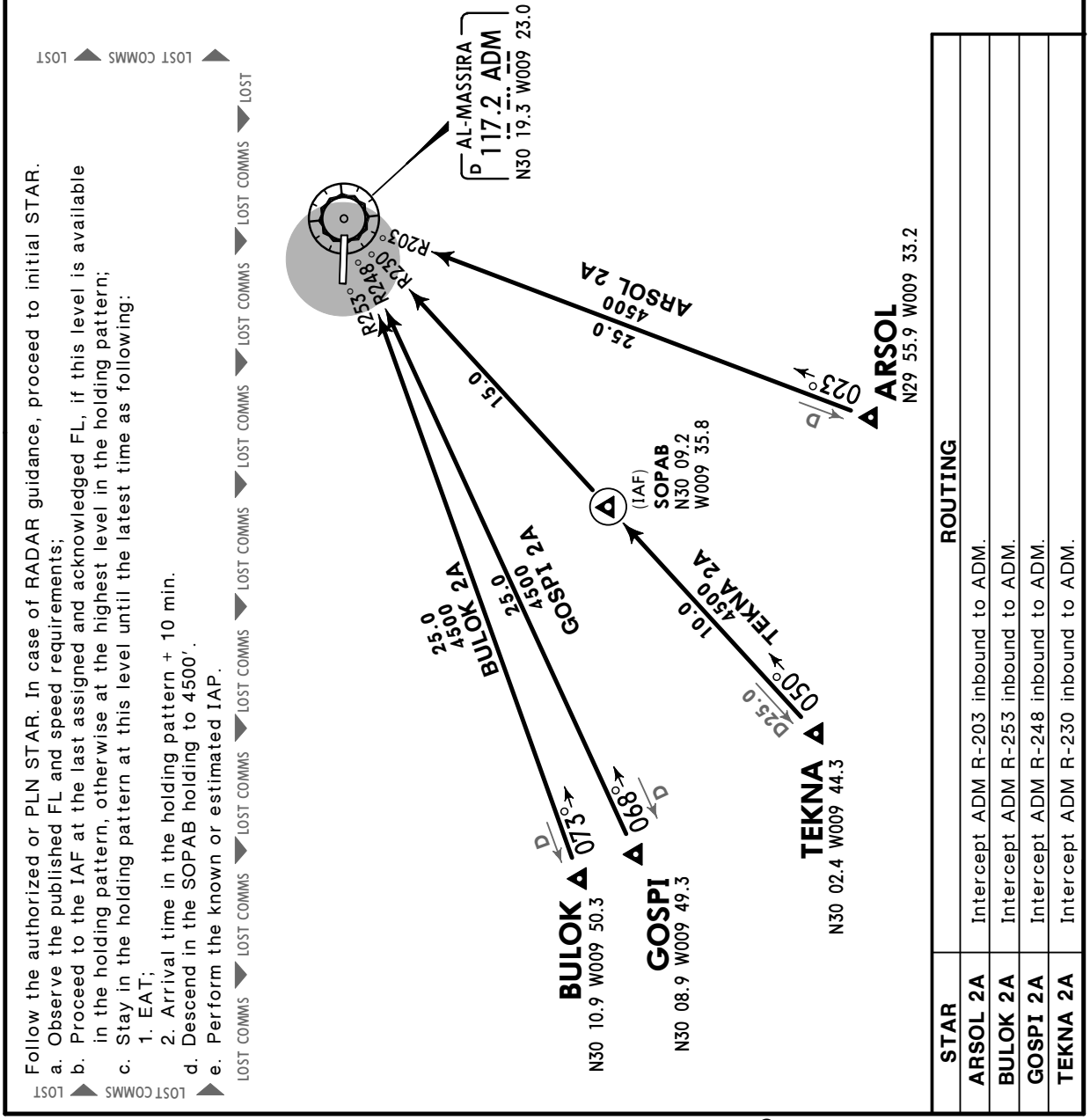
ARSOL 2A [ARSO2A], BULOK 2A [BULO2A]
GOSPI 2A [GOSP2A], TEKNA 2A [TEKN2A]
RWY 27 ARRIVALS

SPEED: MAX 250 KT BELOW FL100









Follow the authorized or PLN STAR. In case of RADAR guidance, proceed to initial STAR.
a. Observe the published FL and speed requirements;
b. Proceed to the IAF at the last assigned and acknowledged FL, if this level is available in the holding pattern, otherwise at the highest level in the holding pattern;
c. Stay in the holding pattern at this level until the latest time as following:
1. EAT;
2. Arrival time in the holding pattern + 10 min.
d. Descend in the SOPAB holding to 4500′.
e. Perform the known or estimated IAP.

STAR	ROUTING
ARSOL 2A	Intercept ADM R-203 inbound to ADM.
BULOK 2A	Intercept ADM R-253 inbound to ADM.
GOSPI 2A	Intercept ADM R-248 inbound to ADM.
TEKNA 2A	Intercept ADM R-230 inbound to ADM.

CHANGES: STARs completely revised & transferred.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

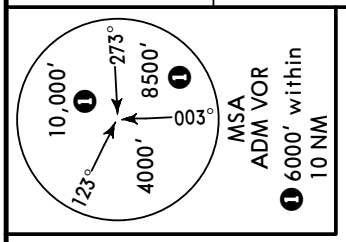
4.1.6 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

GMAD/AGA
AL MASSIRA INTL

AGADIR, MOROCCO
SID

Apt Elev
253′

Trans level: By ATC Trans alt: 5000′



AGALI 3D [AGAL3D]
KEGAG 3D [KEGA3D]
MOGBA 3D [MOGB3D]
OLOMA 3D [OLOM3D]
RWY 27 DEPARTURES

SPEED: MAX 250 KT BELOW FL100

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

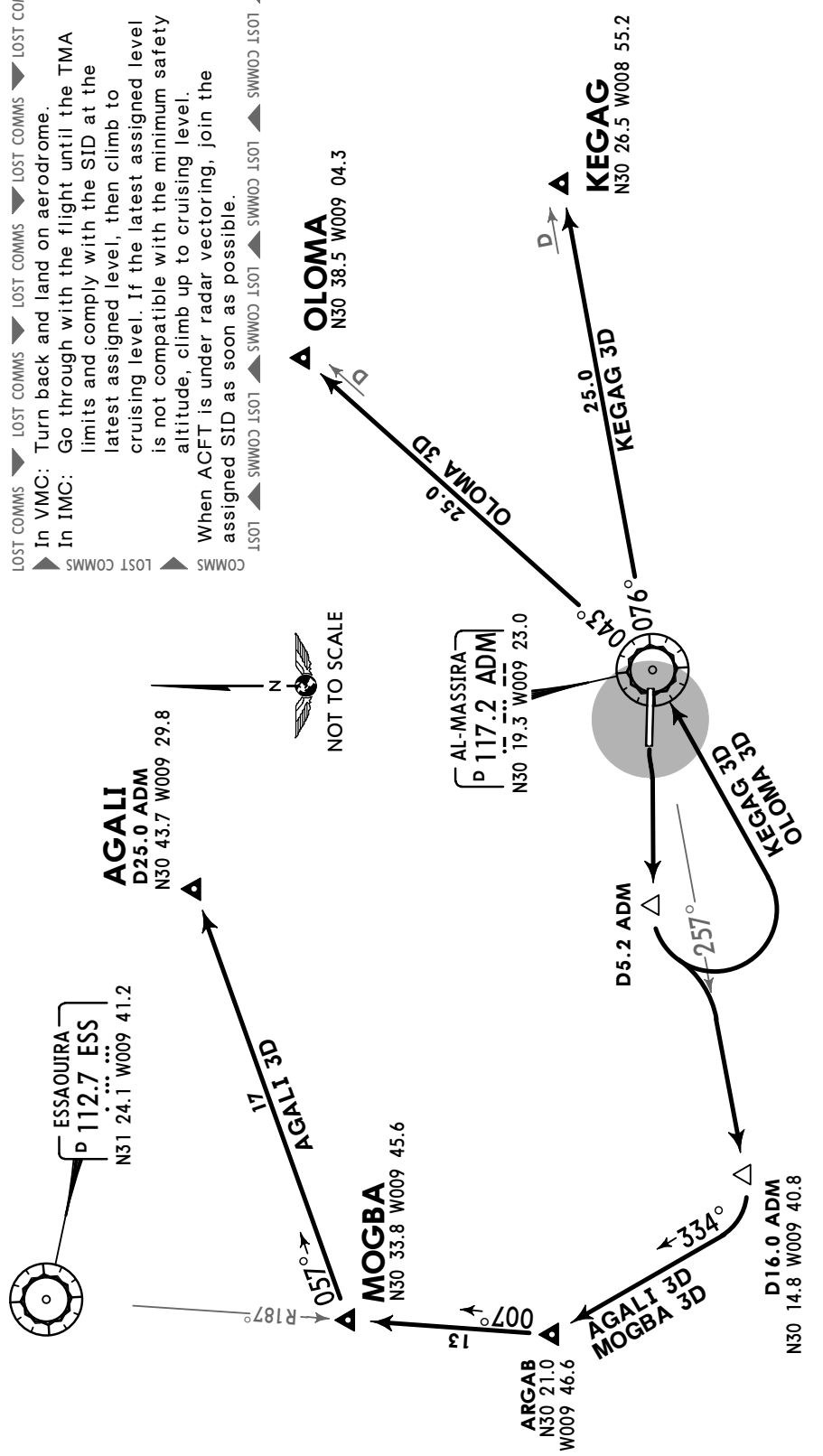
In VMC: Turn back and land on aerodrome.
In IMC: Go through with the flight until the TMA limits and comply with the SID at the latest assigned level, then climb to cruising level. If the latest assigned level is not compatible with the minimum safety altitude, climb up to cruising level.
When ACFT is under radar vectoring, join the assigned SID as soon as possible.

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

KEGAG 3D, OLOMA 3D

These SIDs require a minimum climb gradient of 7 %.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127



SID	ROUTING
AGALI 3D	Climb on runway heading, at D5.2 ADM turn LEFT, intercept ADM R-257, at D16.0 ADM turn RIGHT, 334° track to ARGAB, intercept ESS R-187 inbound to MOGBA, then to AGALI.
KEGAG 3D	Climb on runway heading, at D5.2 ADM turn LEFT to ADM, then direct to KEGAG.
MOGBA 3D	Climb on runway heading, at D5.2 ADM turn LEFT, intercept ADM R-257, at D16.0 ADM turn RIGHT, 334° track to ARGAB, intercept ESS R-187 inbound to MOGBA.
OLOMA 3D By ATC	Climb on runway heading, at D5.2 ADM turn LEFT to ADM, then direct to OLOMA.

CHANGES: SIDs completely revised.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

4.1.7 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

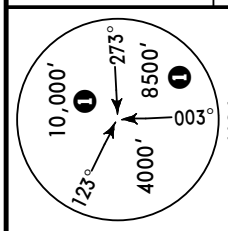
GMAD/AGA
AL MASSIRA INTL

JEPPESEN
1 JAN 16 (10-3A) Eff 7 Jan

AGADIR, MOROCCO
SID

Apt Elev
253′

Trans level: By ATC Trans alt: 5000′



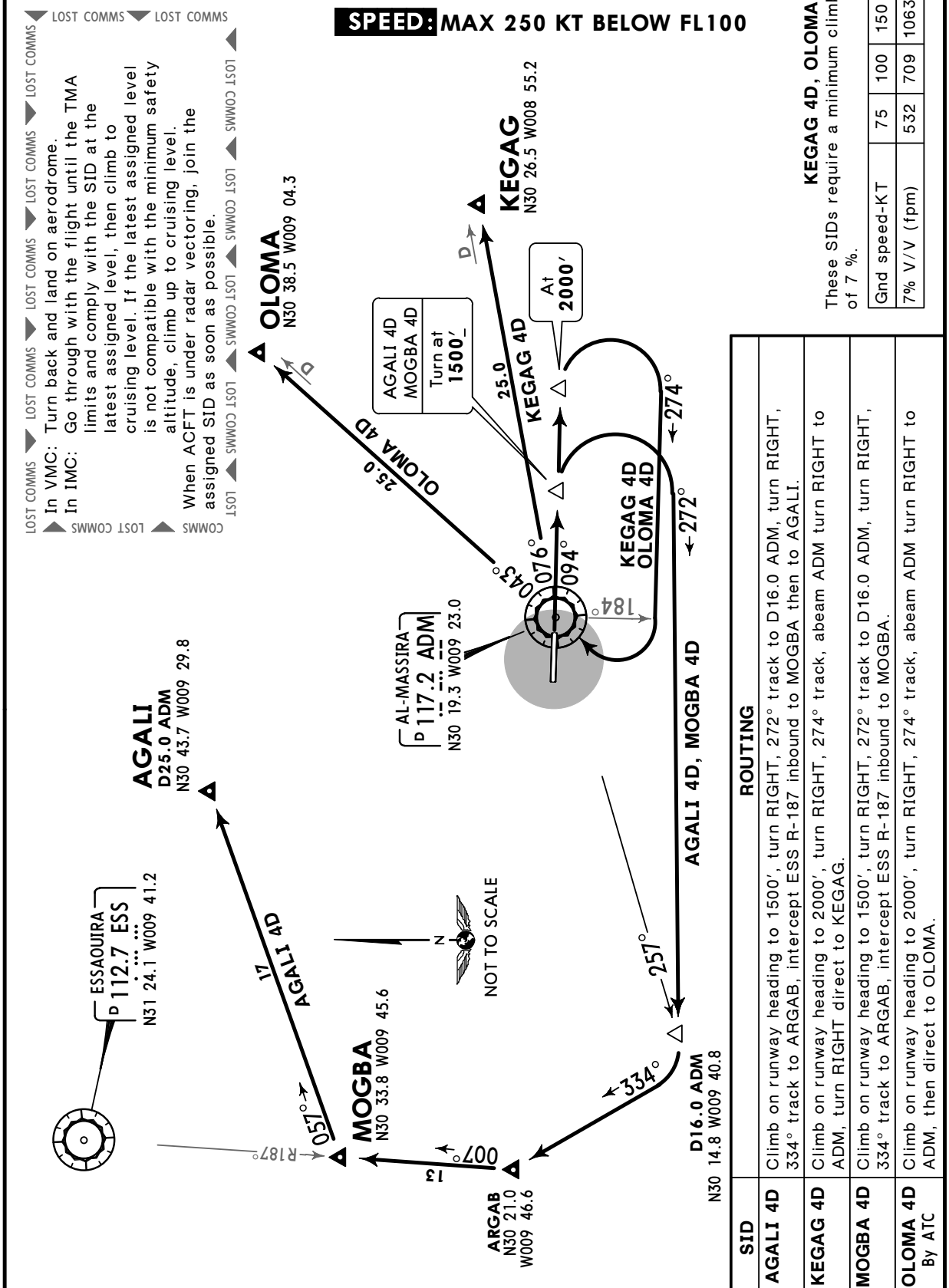
AGALI 4D [AGAL4D]
KEGAG 4D [KEGA4D]
MOGBA 4D [MOGB4D]
OLOMA 4D [OLOM4D]
RWY 09 DEPARTURES

SPEED: MAX 250 KT BELOW FL100

LOST COMMS
In VMC: Turn back and land on aerodrome.
In IMC: Go through with the flight until the TMA limits and comply with the SID at the latest assigned level, then climb to cruising level. If the latest assigned level is not compatible with the minimum safety altitude, climb up to cruising level.
When ACFT is under radar vectoring, join the assigned SID as soon as possible.
LOST COMMS

KEGAG 4D, OLOMA 4D
These SIDs require a minimum climb gradient of 7 %.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127



SID	ROUTING
AGALI 4D	Climb on runway heading to 1500′, turn RIGHT, 272° track to D16.0 ADM, turn RIGHT, 334° track to ARGAB, intercept ESS R-187 inbound to MOGBA then to AGALI.
KEGAG 4D	Climb on runway heading to 2000′, turn RIGHT, 274° track, abeam ADM turn RIGHT to ADM, turn RIGHT direct to KEGAG.
MOGBA 4D	Climb on runway heading to 1500′, turn RIGHT, 272° track to D16.0 ADM, turn RIGHT, 334° track to ARGAB, intercept ESS R-187 inbound to MOGBA.
OLOMA 4D By ATC	Climb on runway heading to 2000′, turn RIGHT, 274° track, abeam ADM turn RIGHT to ADM, then direct to OLOMA.

CHANGES: SIDs completely revised.

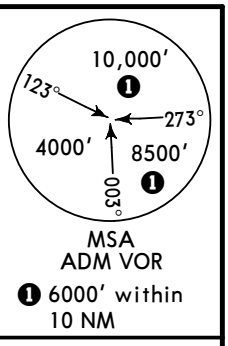
© JEPPESEN, 2016. ALL RIGHTS RESERVED.

GMAD/AGA
AL MASSIRA INTL

JEPPESEN 1 JAN 16 (10-3B) Eff 7 Jan

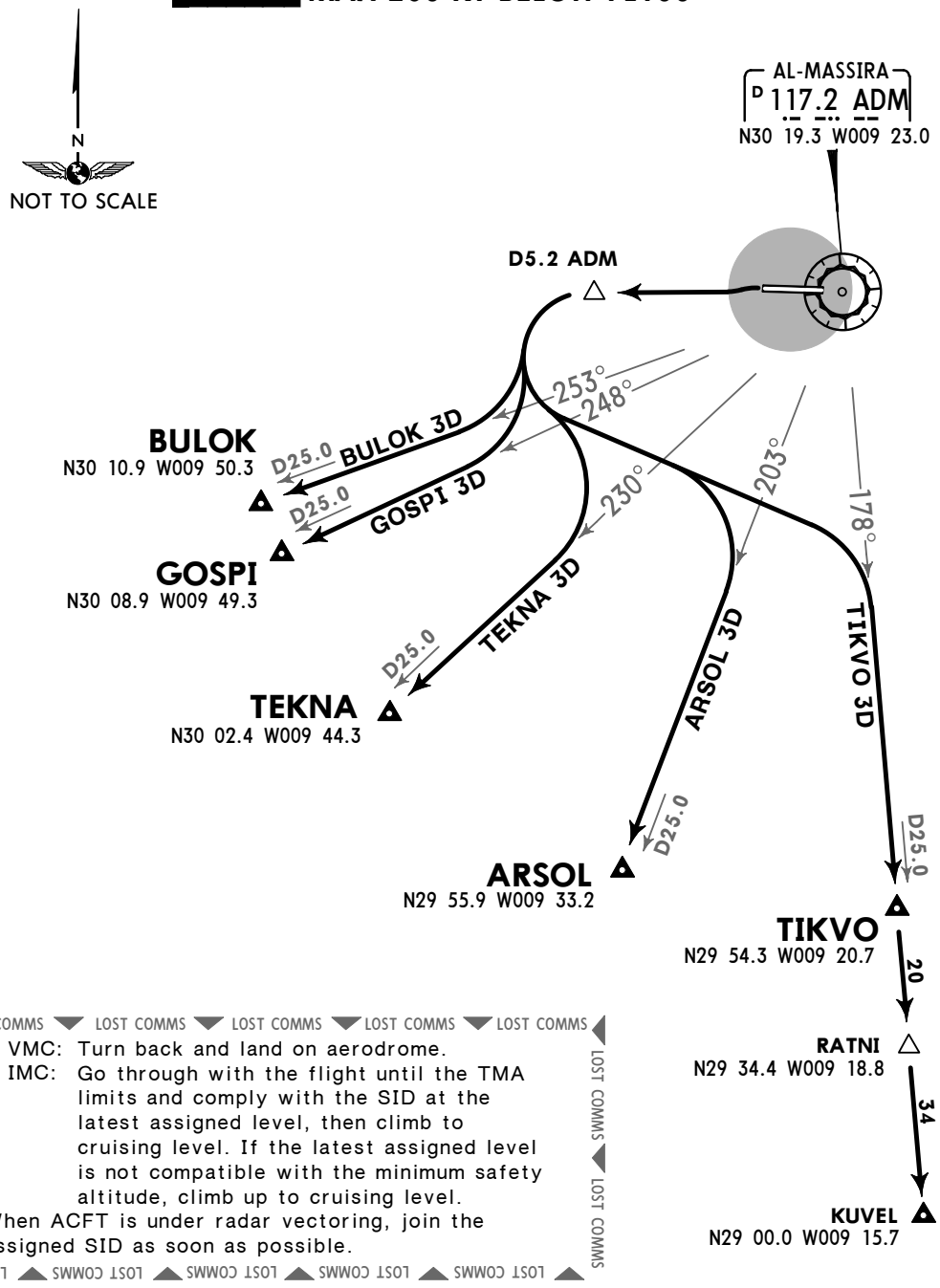
AGADIR, MOROCCO
SID

Apt Elev	Trans level: By ATC	Trans alt: 5000′
253′		



ARSOL 3D [ARSO3D]
BULOK 3D [BULO3D]
GOSPI 3D [GOSP3D]
TEKNA 3D [TEKN3D]
TIKVO 3D [TIKV3D]
RWY 27 DEPARTURES

SPEED: MAX 250 KT BELOW FL100



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

In VMC: Turn back and land on aerodrome.
In IMC: Go through with the flight until the TMA limits and comply with the SID at the latest assigned level, then climb to cruising level. If the latest assigned level is not compatible with the minimum safety altitude, climb up to cruising level.
When ACFT is under radar vectoring, join the assigned SID as soon as possible.

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

SID	ROUTING
ARSOL 3D	Climb on runway heading, at D5.2 ADM turn LEFT, intercept ADM R-203 to ARSOL.
BULOK 3D	Climb on runway heading, at D5.2 ADM turn LEFT, intercept ADM R-253 to BULOK.
GOSPI 3D	Climb on runway heading, at D5.2 ADM turn LEFT, intercept ADM R-248 to GOSPI.
TEKNA 3D	Climb on runway heading, at D5.2 ADM turn LEFT, intercept ADM R-230 to TEKNA.
TIKVO 3D	Climb on runway heading, at D5.2 ADM turn LEFT, intercept ADM R-178 to TIKVO.

CHANGES: SIDs completely revised.

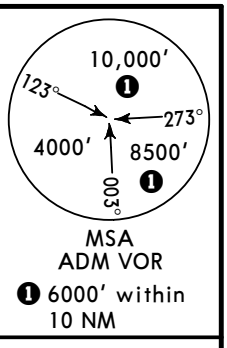
© JEPPESEN, 2016. ALL RIGHTS RESERVED.

GMAD/AGA
AL MASSIRA INTL

JEPPESEN
1 JAN 16 (10-3C) Eff 7 Jan

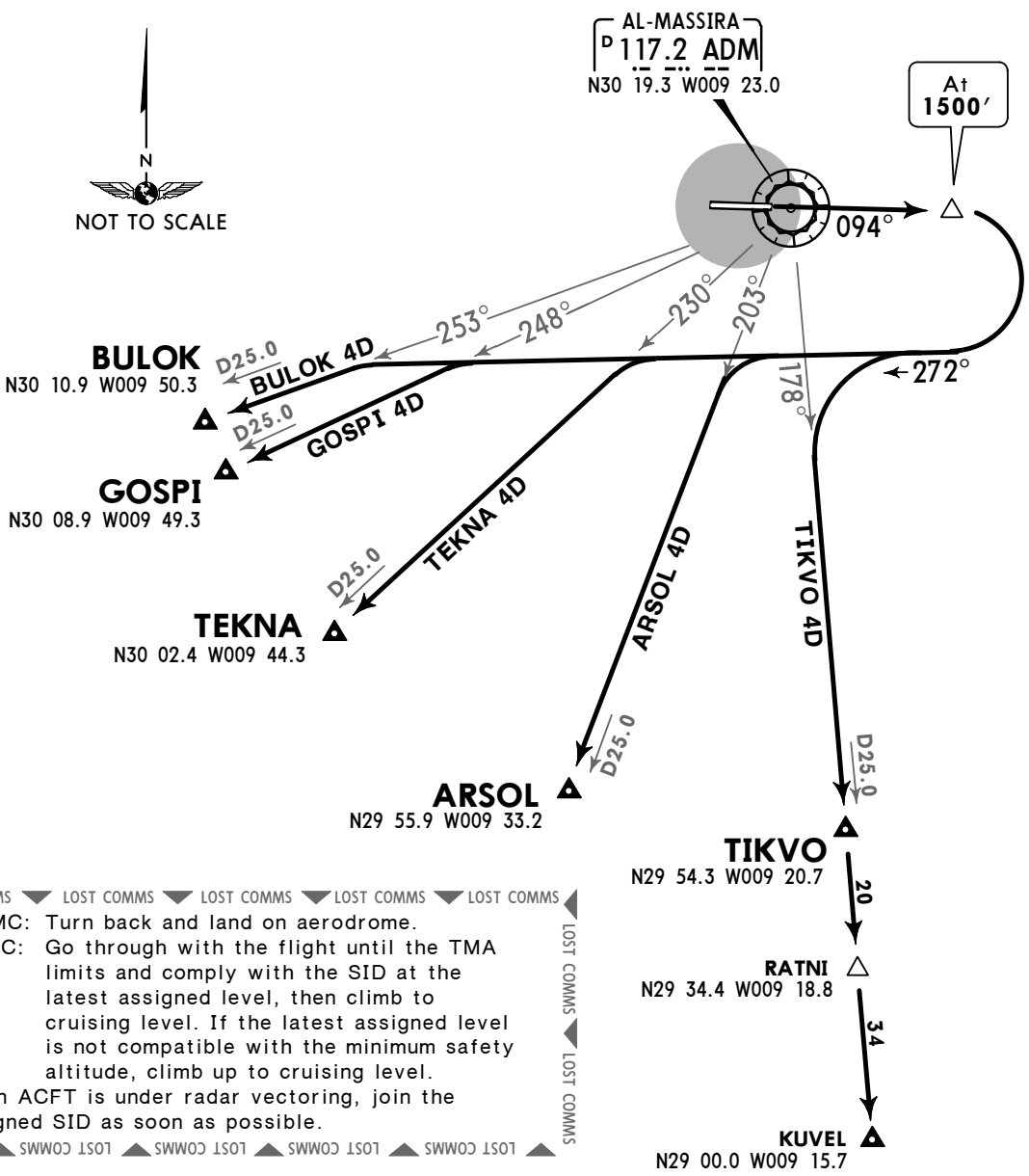
AGADIR, MOROCCO
SID

Apt Elev	Trans level: By ATC	Trans alt: 5000′
253′		



ARSOL 4D [ARSO4D]
BULOK 4D [BULO4D]
GOSPI 4D [GOSP4D]
TEKNA 4D [TEKN4D]
TIKVO 4D [TIKV4D]
RWY 09 DEPARTURES

SPEED: **MAX 250 KT BELOW FL100**



SID	ROUTING
ARSOL 4D	Climb on runway heading to 1500′, turn RIGHT, 272° track, intercept ADM R-203 to ARSOL.
BULOK 4D	Climb on runway heading to 1500′, turn RIGHT, 272° track, intercept ADM R-253 to BULOK.
GOSPI 4D	Climb on runway heading to 1500′, turn RIGHT, 272° track, intercept ADM R-248 to GOSPI.
TEKNA 4D	Climb on runway heading to 1500′, turn RIGHT, 272° track, intercept ADM R-230 to TEKNA.
TIKVO 4D	Climb on runway heading to 1500′, turn RIGHT, 272° track, intercept ADM R-178 to TIKVO.

CHANGES: SIDs completely revised.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

4.1.10 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

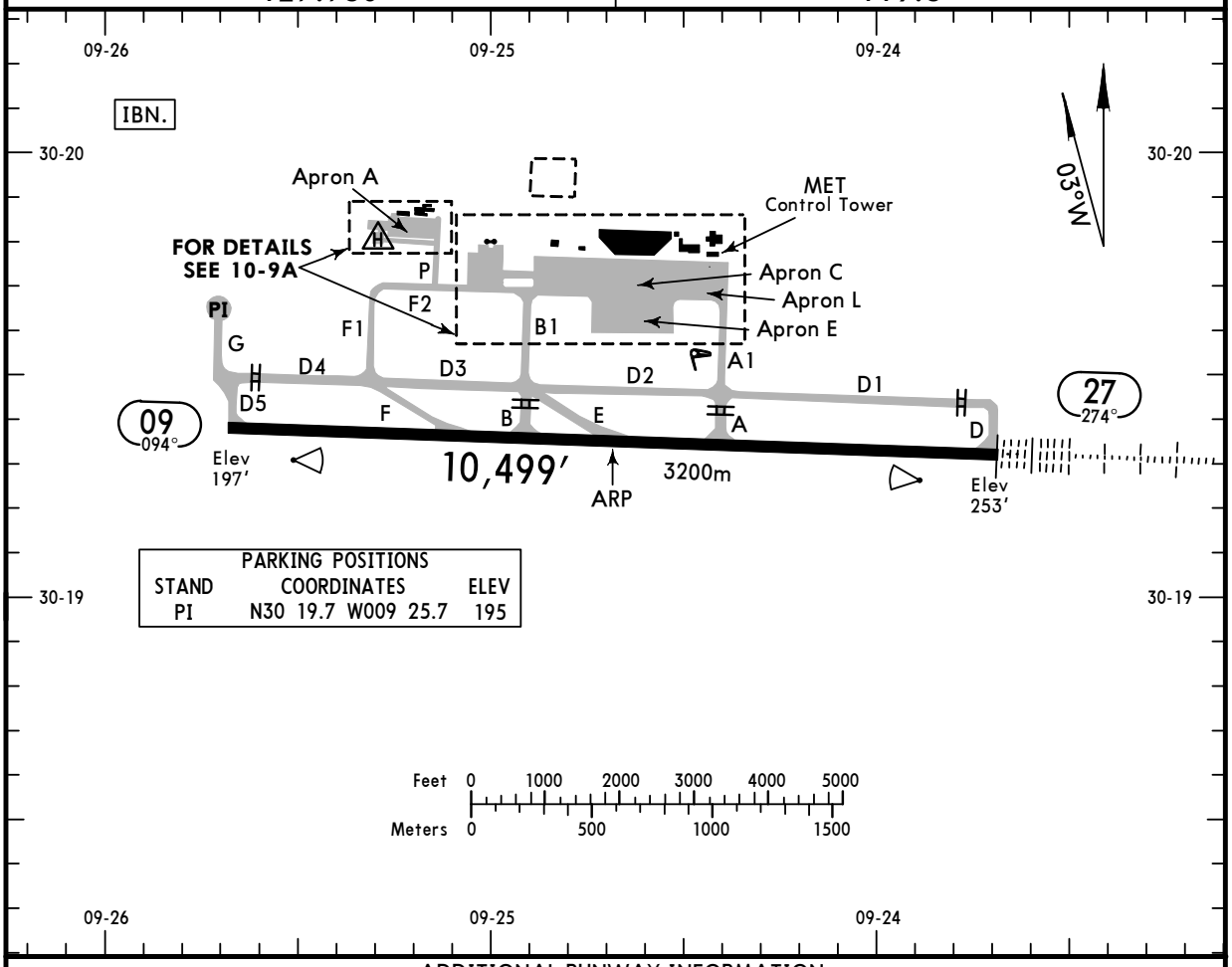
GMAD/AGA

Apt Elev **253′**
N30 19.4 W009 24.7

JEPPESEN
1 JAN 16 (10-9) **Eff 7 Jan**

AGADIR, MOROCCO
AL MASSIRA INTL

D-ATIS	AL MASSIRA Tower
127.750	119.5



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
09	HIRL(60m) CL(15m) PAPI (3.0°) RVR				148′ 45m
27	HIRL(60m) CL(15m) HIALS-II TDZ PAPI (3.0°) RVR		9344′ 2848m		

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	

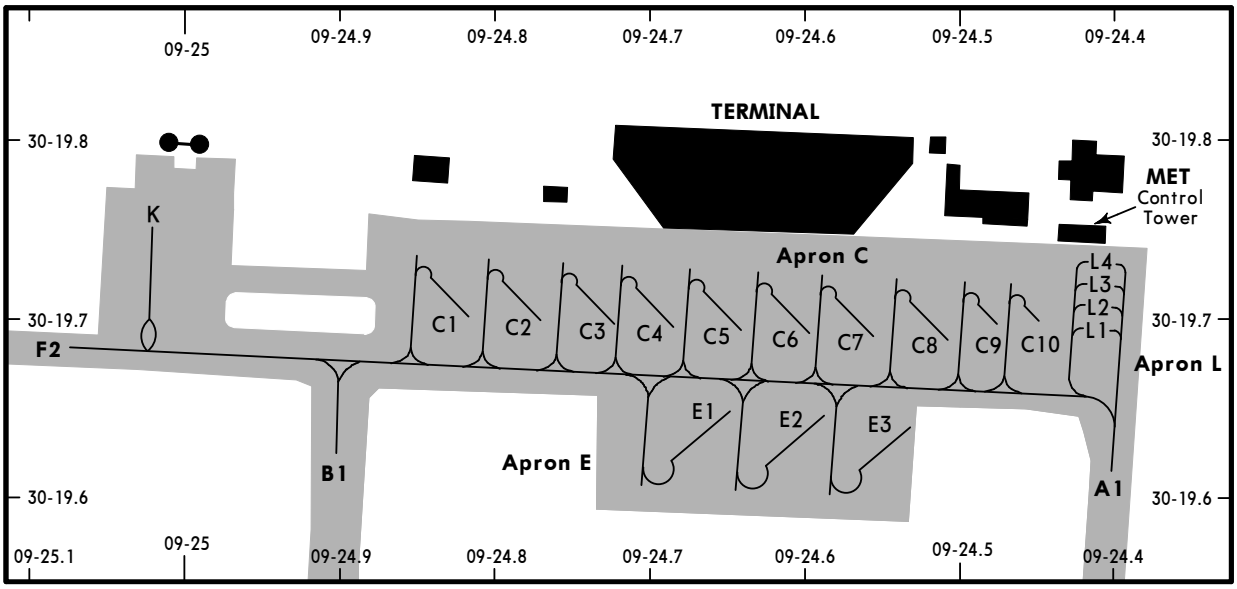
CHANGES: RWY bearings. RWY elev. Usable lengths.

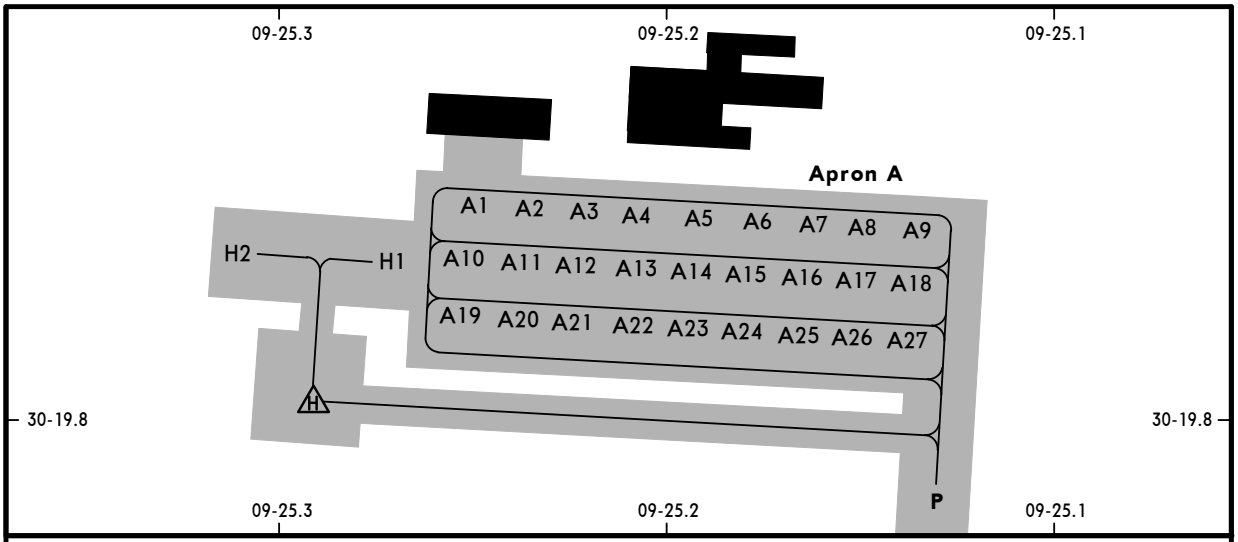
© JEPPESEN, 2001, 2016. ALL RIGHTS RESERVED.

GMAD/AGA

JEPPESEN 1 JAN 16 (10-9A) Eff 7 Jan

AGADIR, MOROCCO
AL MASSIRA INTL

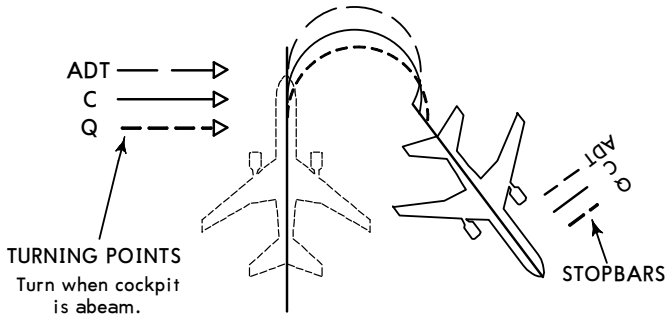




INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
A1	N30 19.8 W009 25.2	207	C7	N30 19.7 W009 24.6	223
A2 thru A9	N30 19.8 W009 25.2	208	C8, C9	N30 19.7 W009 24.5	224
A10, A11	N30 19.8 W009 25.2	206	C10	N30 19.7 W009 24.4	225
A12 thru A23	N30 19.8 W009 25.2	207	E1	N30 19.6 W009 24.7	222
A24 thru A27	N30 19.8 W009 25.2	208	E2	N30 19.6 W009 24.6	223
C1	N30 19.7 W009 24.8	218	E3	N30 19.6 W009 24.6	224
C2	N30 19.7 W009 24.8	219	H1	N30 19.8 W009 25.2	206
C3, C4	N30 19.7 W009 24.7	220	H2	N30 19.8 W009 25.3	205
C5	N30 19.7 W009 24.7	221	L1 thru L3	N30 19.7 W009 24.4	223
C6	N30 19.7 W009 24.6	222	L4	N30 19.7 W009 24.4	224
			K	N30 19.8 W009 25.0	-

PARKING STAND ENTRY GUIDANCE



AIRCRAFT CLASSIFICATION:

- ADT: A 300, A 310, DC 10, L 1011 B 757, B 767
- C : A 320, B 727, B 737
- Q : A 330, A 340, B 707, B 747

Use reduced power when entering and leaving parking stands C.

All self manoeuvring parking stands C and E require maximum nose wheel steering turns.

CHANGES: None.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

GMAD/AGA

JEPPESEN

Standard

1 JAN 16 (10-9S) Eff 7 Jan

AGADIR, MOROCCO
AL MASSIRA INTL

STRAIGHT-IN RWY		A	B	C	D
09	VOR ❶	**580**′(383′)	**580**′(383′)	**580**′(383′)	**580**′(383′)
		R1500m	**R1500m**	**R1800m**	**R1800m**
27	ILS	**460**′(207′)	**460**′(207′)	**460**′(207′)	**460**′(207′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ❶	**670**′(417′)	**670**′(417′)	**670**′(417′)	**670**′(417′)
		R1200m	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	VOR ❶	**670**′(417′)	**670**′(417′)	**670**′(417′)	**670**′(417′)
		R1200m	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	NDB ❶	**670**′(417′)	**670**′(417′)	**670**′(417′)	**670**′(417′)
		R1200m	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m

❶ Continuous Descent Final Approach.

TAKE-OFF RWY 9, 27

	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: Minimums.

© JEPPESEN, 2009, 2016. ALL RIGHTS RESERVED.

4.1.13 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

GMAD/AGA
AL MASSIRA INTL

JEPPESEN
1 JAN 16
Eff 7 Jan
11-1

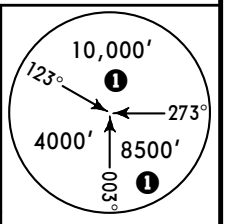
AGADIR, MOROCCO
ILS Z or LOC Rwy 27

D-ATIS	AL MASSIRA Approach	AL MASSIRA Tower
127.75	120.9	119.5

BRIEFING STRIP ™

LOC ADA	Final Apch Crs	GS	ILS DA(H)	Apt Elev 253′ Rwy 253′
110.3	274°	D6.5 ADM 2500′ (2247′)	460′ (207′)	

MISSED APCH: Climb STRAIGHT AHEAD to 1800′, then turn LEFT (MAX 185 KT) to rejoin VOR at 3000′ and as directed.



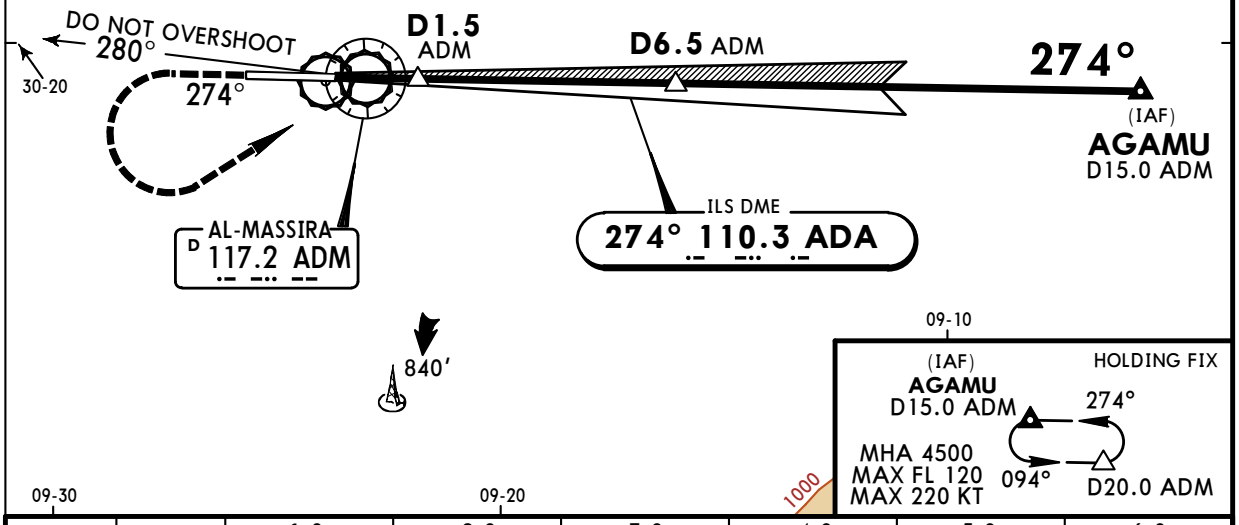
MSA ADM VOR

Alt Set: hPa	Rwy Elev: 9 hPa	Trans level: By ATC	Trans alt: 5000′

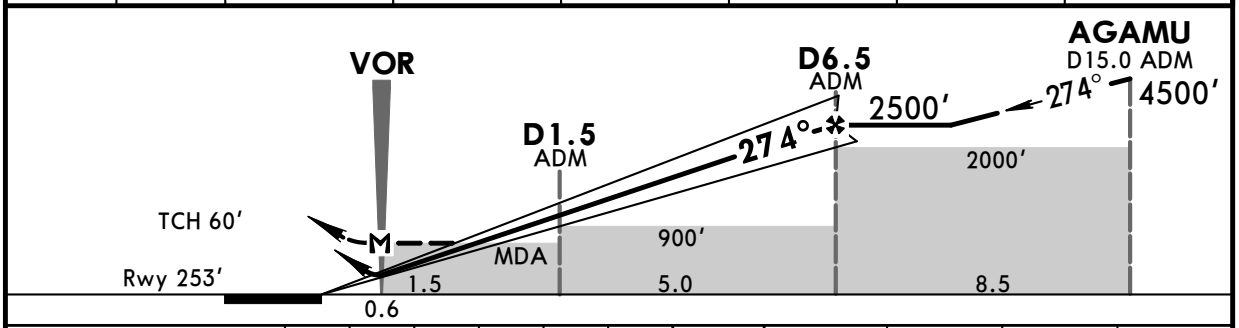
1000

❶ 6000′ within 10 NM.

ADM DME required.



LOC (GS out)	ADM DME	1.0	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	820′	1130′	1450′	1770′	2080′	2400′
	ADA DME	1.0	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	570′	890′	1210′	1530′	1840′	2160′



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-II PAPI PAPI

1800′

185 KT MAX LT

3000′ ADM 117.2

STRAIGHT-IN LANDING RWY 27

	ILS DA(H) 460′ (207′)			LOC (GS out) MDA(H) 670′ (417′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR550m VIS800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B					
C				1200m	2000m
D					

PANS OPS

CHANGES: New procedure.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

4.1.14 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

GMAD/AGA
AL MASSIRA INTL

JEPPESEN
1 JAN 16
Eff 7 Jan
11-2

AGADIR, MOROCCO
ILS Y or LOC Rwy 27

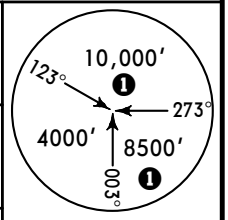
BRIEFING STRIP ™

D-ATIS	AL MASSIRA Approach	AL MASSIRA Tower
127.75	120.9	119.5

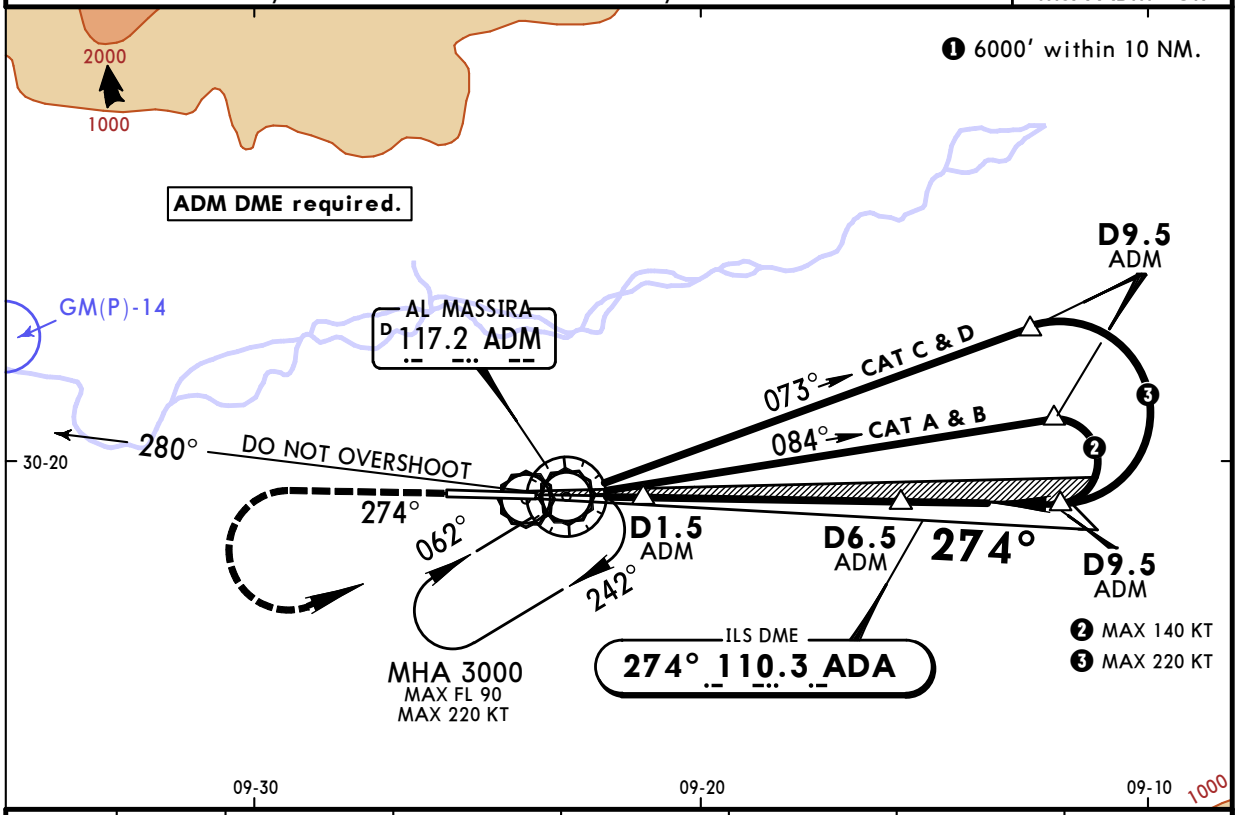
LOC ADA	Final Apch Crs	GS D6.5 ADM	ILS DA(H)	Apt Elev 253′ Rwy 253′
110.3	274°	2500′ (2247′)	460′ (207′)	

MISSED APCH: Climb STRAIGHT AHEAD to 1800′, then turn LEFT (MAX 185 KT) to rejoin VOR at 3000′ and as directed.

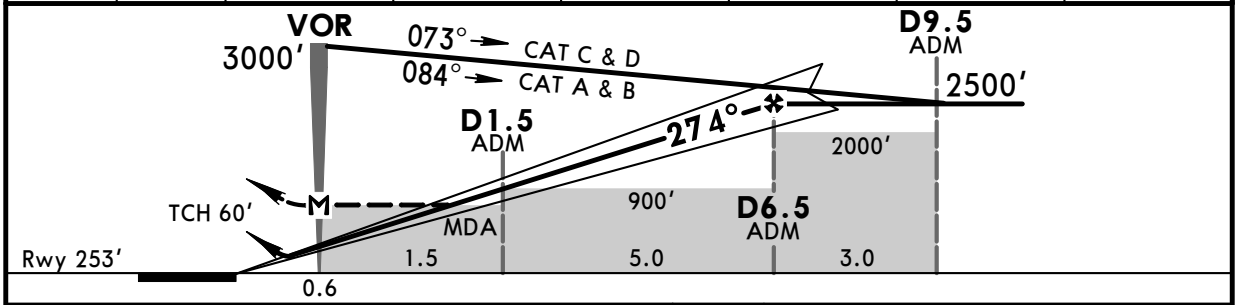
Alt Set: hPa	Rwy Elev: 9 hPa	Trans level: By ATC	Trans alt: 5000′



MSA ADM VOR



LOC (GS out)	ADM DME	1.0	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	820′	1130′	1450′	1770′	2080′	2400′
	ADA DME	1.0	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	570′	890′	1210′	1530′	1840′	2160′



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-II PAPI PAPI

1800′

185 KT MAX LT

3000′ ADM 117.2

PANS OPS

STRAIGHT-IN LANDING RWY 27

	ILS DA(H) 460′ (207′)			LOC (GS out) MDA(H) 670′ (417′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B					
C				1200m	2000m
D					

CHANGES: Procedure. Minimums.

© JEPPESEN, 2001, 2016. ALL RIGHTS RESERVED.

4.1.15 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

GMAD/AGA
AL MASSIRA INTL

JEPPESEN
1 JAN 16
Eff 7 Jan

AGADIR, MOROCCO
(11-3) ILS X or LOC or NDB Rwy 27

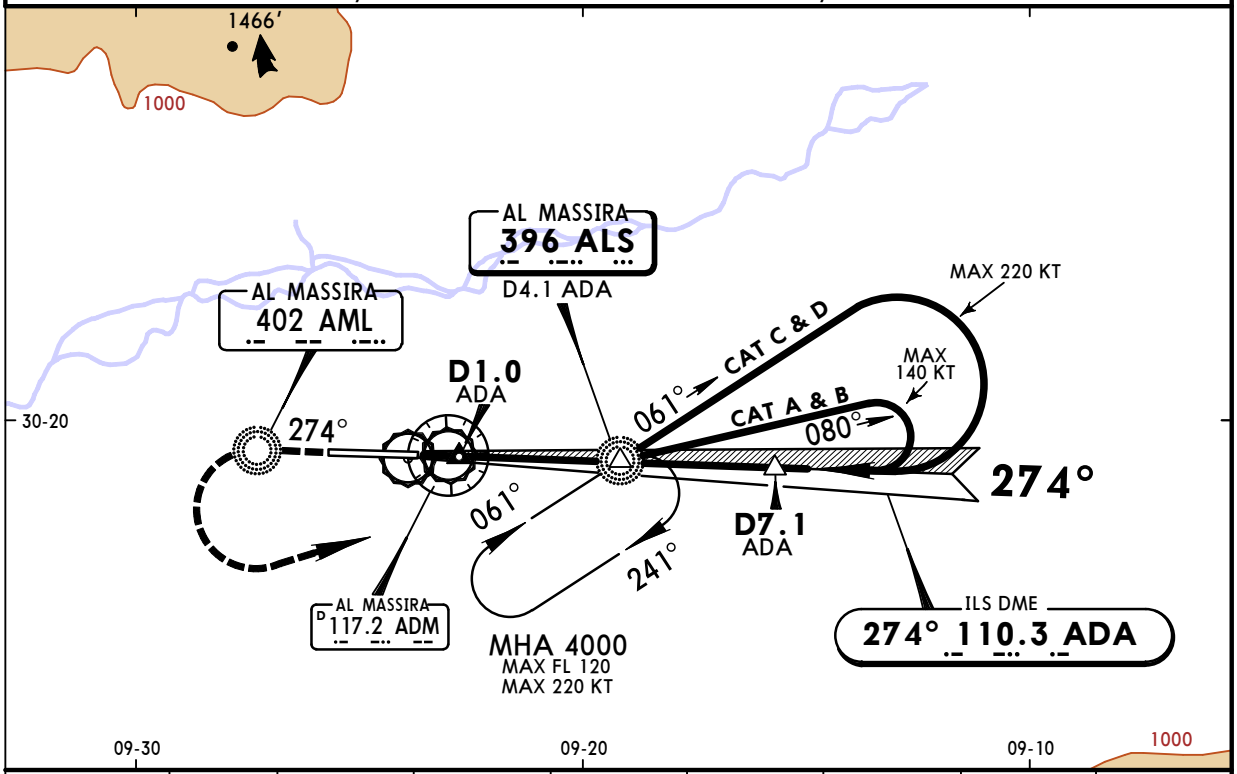
BRIEFING STRIP™

D-ATIS	AL MASSIRA Approach	AL MASSIRA Tower
127.75	120.9	119.5

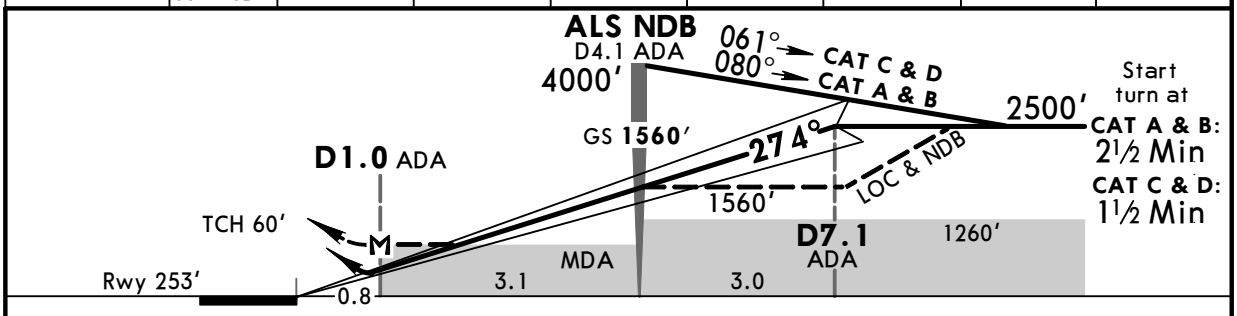
LOC ADA **110.3**	Final Apch Crs **274°**	GS **ALS NDB** **1560′** (1307′)	ILS DA(H) **460′** (207′)	Apt Elev 253′ Rwy 253′	10,000′ 090° 270° 5000′ 8500′ 360° MSA ALS NDB
NDB ALS **396**		Procedure Alt **ALS NDB** **1560′** (1307′)	NDB MDA(H) **670′** (417′)		

MISSED APCH: Climb STRAIGHT AHEAD to AML NDB, then turn LEFT (MAX 185 KT) to rejoin ALS NDB climbing to 4000′ and as directed.

Alt Set: hPa	Rwy Elev: 9 hPa	Trans level: By ATC	Trans alt: 5000′



LOC (GS out) or NDB								
	ADA DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	570′	890′	1210′	1530′	1840′	2160′	2480′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC or NDB Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0 ADA							

HIALS-II PAPI PAPI | AML **402** | **185 KT** MAX LT | **4000′** ALS **396**

PANS OPS

STRAIGHT-IN LANDING RWY **27**

	ILS DA(H) **460′** (207′)			LOC (GS out) MDA(H) **670′** (417′)		NDB MDA(H) **670′** (417′)	
	FULL	TDZ or CL out	ALS out		ALS out		ALS out
A	RVR550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B							
C				1200m	2000m		2000m
D				RVR 1500m VIS 1600m		RVR 1500m VIS 1600m	

CHANGES: Procedure. Minimums.

© JEPPESEN, 2008, 2016. ALL RIGHTS RESERVED.

4.1.16 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

GMAD/AGA
AL MASSIRA INTL

JEPPESEN
1 JAN 16 (13-1) Eff 7 Jan

AGADIR, MOROCCO
VOR Rwy 09

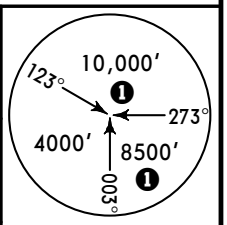
BRIEFING STRIP™

D-ATIS	AL MASSIRA Approach	AL MASSIRA Tower
127.75	120.9	119.5

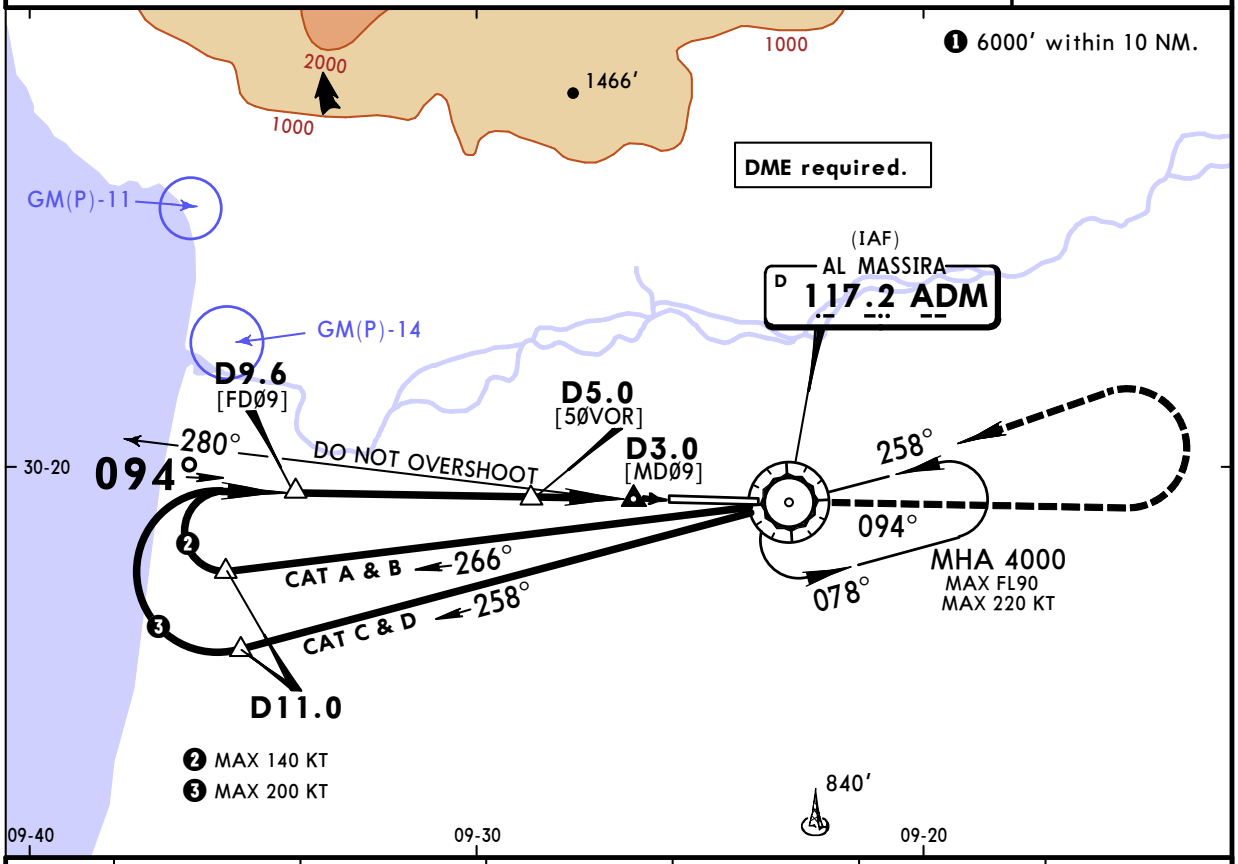
VOR ADM	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 253′
117.2	094°	D9.6 2500′ (2303′)	580′ (383′)	Rwy 197′

MISSED APCH: Climb STRAIGHT AHEAD to 2500′, then turn LEFT to rejoin VOR at 4000′ and as directed. Do not turn before MAP.

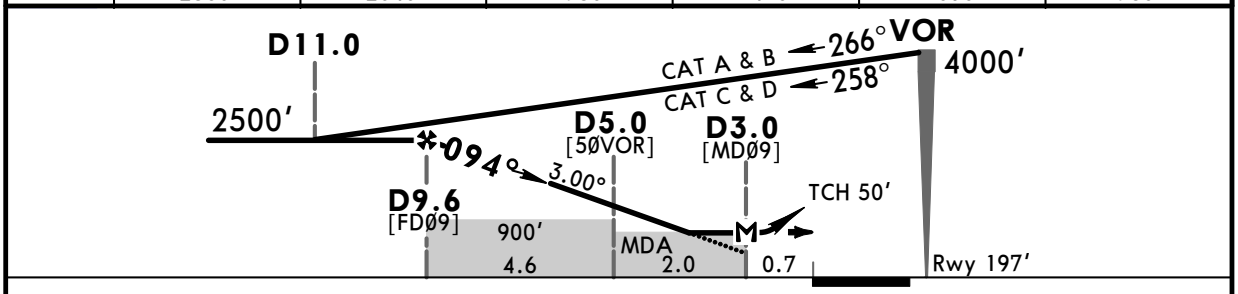
Alt Set: hPa	Rwy Elev: 7 hPa	Trans level: By ATC	Trans alt: 5000′



MSA ADM VOR



ADM DME	9.0	8.0	7.0	6.0	5.0	4.0
ALTITUDE	2360′	2040′	1730′	1410′	1090′	780′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D3.0							

PAPI 2500′

STRAIGHT-IN LANDING RWY 09

MDA(H) 580′ (383′)

PANS OPS

A	RVR 1500m VIS 1600m
B	
C	
D	2000m

CHANGES: Procedure. Minimums.

© JEPPESEN, 2001, 2016. ALL RIGHTS RESERVED.

4.1.17 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

GMAD/AGA
AL MASSIRA INTL

JEPPESEN 1 JAN 16 (13-2) Eff 7 Jan

AGADIR, MOROCCO
VOR Z Rwy 27

BRIEFING STRIP ™

D-ATIS	AL MASSIRA Approach	AL MASSIRA Tower
127.75	120.9	119.5

VOR ADM	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 253′ / Rwy 253′
117.2	274°	D6.5 2500′ (2247′)	670′ (417′)	

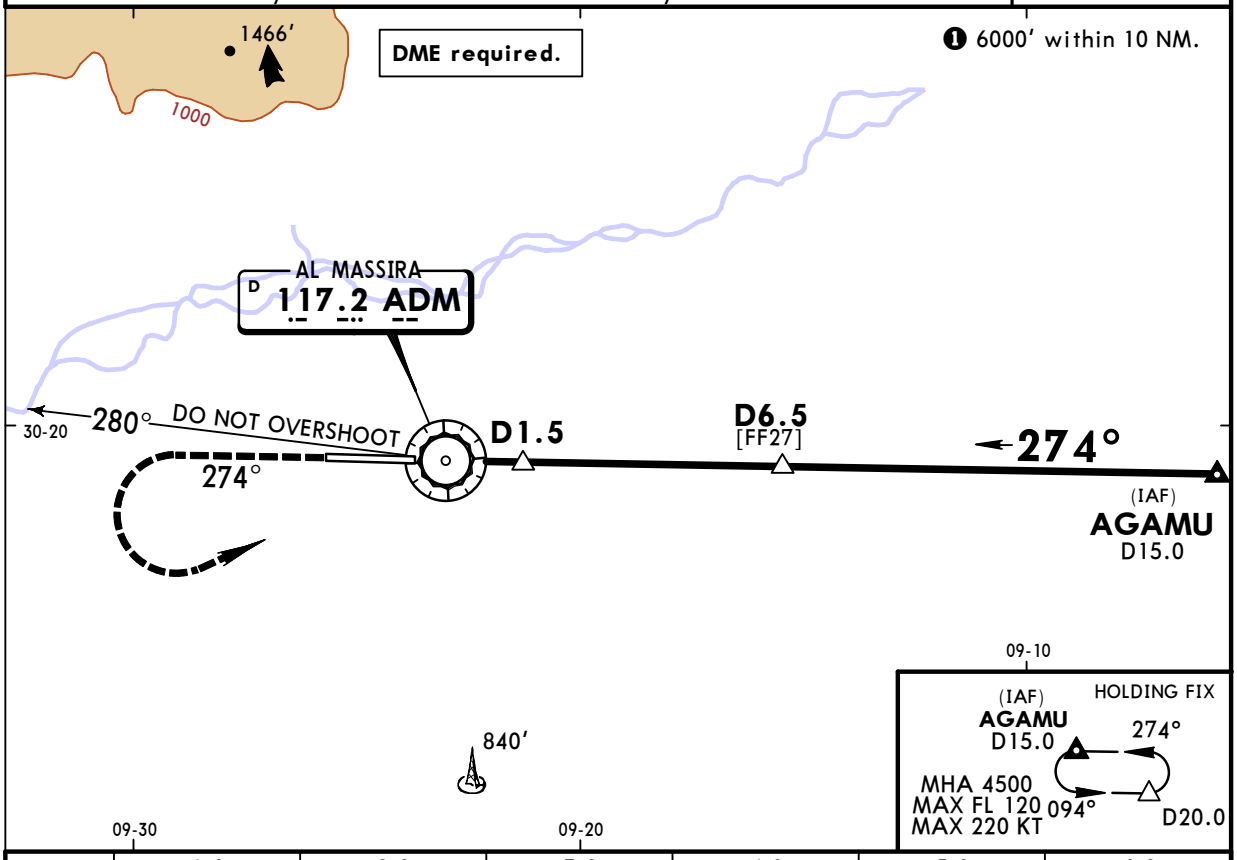
MISSED APCH: Climb STRAIGHT AHEAD to 1800′, then turn LEFT (MAX 185 KT) to rejoin VOR at 3000′ and as directed.

MSA ADM VOR

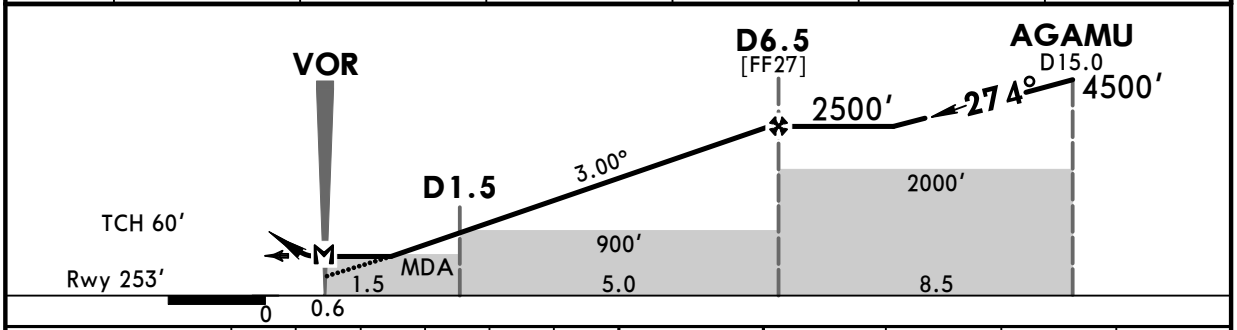
10,000′ (1) 123° 273° 4000′ 8500′ (1) 033°

Alt Set: hPa	Rwy Elev: 9 hPa	Trans level: By ATC	Trans alt: 5000′

(1) 6000′ within 10 NM.



ADM DME	1.0	2.0	3.0	4.0	5.0	6.0
ALTITUDE	820′	1130′	1450′	1770′	2080′	2400′



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

HIALS-II PAPI PAPI | 1800′ | 185 KT MAX LT | 3000′ ADM 117.2

STRAIGHT-IN LANDING RWY 27

MDA(H) 670′ (417′)

PANS OPS

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

CHANGES: New procedure.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

4.1.18 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

GMAD/AGA
AL MASSIRA INTL

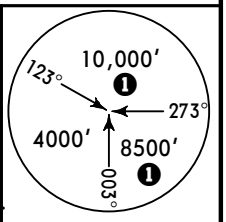
AGADIR, MOROCCO
VOR Y Rwy 27

BRIEFING STRIP ™

D-ATIS	AL MASSIRA Approach	AL MASSIRA Tower
127.75	120.9	119.5

VOR ADM	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 253′
117.2	274°	D6.5 2500′ (2247′)	670′ (417′)	Rwy 253′

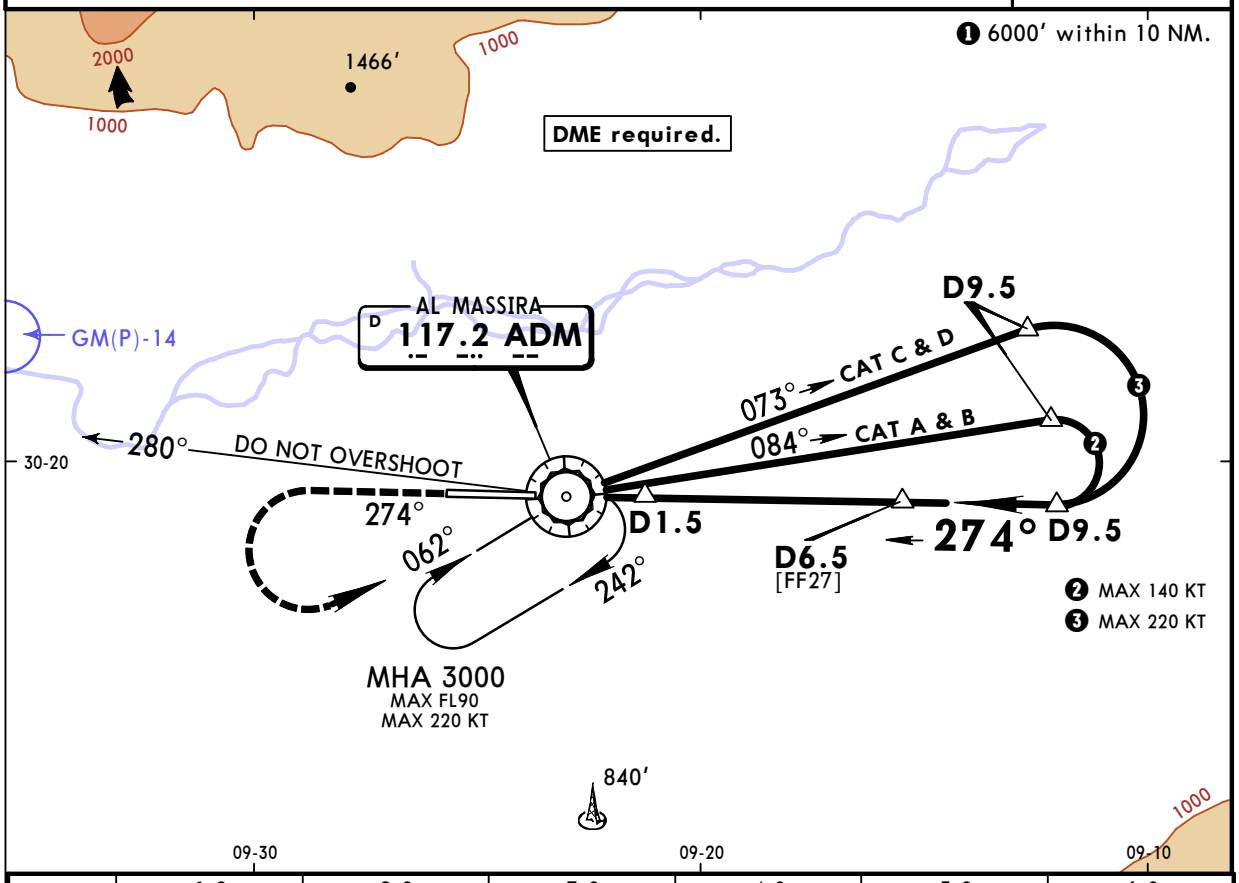
MISSED APCH: Climb STRAIGHT AHEAD to 1800′, then turn LEFT (MAX 185 KT) to rejoin VOR at 3000′ and as directed.



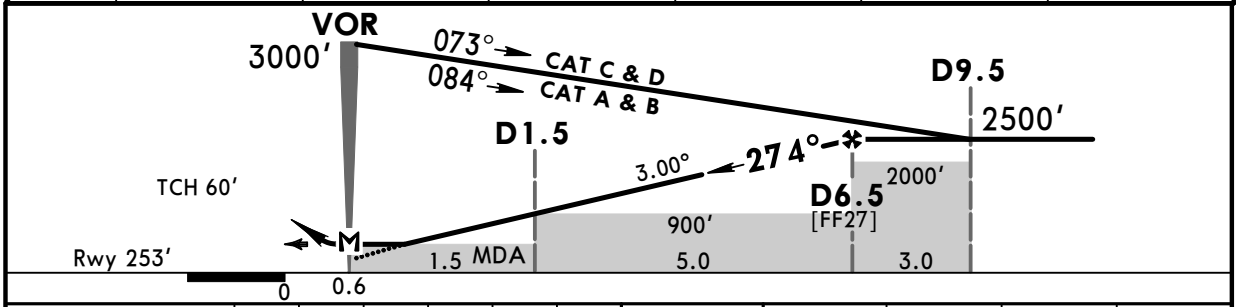
MSA ADM VOR

Alt Set: hPa	Rwy Elev: 9 hPa	Trans level: By ATC	Trans alt: 5000′

❶ 6000′ within 10 NM.



ADM DME	1.0	2.0	3.0	4.0	5.0	6.0
ALTITUDE	820′	1130′	1450′	1770′	2080′	2400′



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

HIALS-II
PAPI PAPI

1800′

185 KT MAX LT

3000′ ADM 117.2

PANS OPS

STRAIGHT-IN LANDING RWY 27

MDA(H) 670′ (417′)

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

CHANGES: Procedure. Minimums.

© JEPPESEN, 2001, 2015. ALL RIGHTS RESERVED.

1. GENERAL

1.1. ATIS

ATIS 130.350

1.2. NOISE ABATEMENT

1.2.1. NIGHTTIME RESTRICTIONS

Landing and/or take-off is forbidden between 0000-0600LT, except in cases of force majeure. However, according to governmental deliberation, exception regime has been granted for Madeira APT in which landing and/or take-off of ACFT engaged in commercial aviation or aerial work are allowed in a limited number.

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

- The maximum number of movements allowed (31 daily, 80 weekly)
  Special Seasons: Christmas, New Year's Day, Carnival, Easter and 'Festa del Flor' (52 daily, 134 weekly);
- The noise level of the ACFT concerned, in compliance with ICAO:

Noise Level Band (EPNdB)	QUOTA Count
below 87	0
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

ACFT classified Level 4, 8 and 16 cannot be scheduled between 0200-0500LT.

The operating restrictions set out above (max. movements) shall not apply to the following cases of force majeure:

- ACFT operating humanitarian, emergency or evacuation missions;
- ACFT to come across urgent situations, taking into account weather, technical failure or flight safety reasons;
- Air movements subject to an unforeseen schedule alteration due to abnormal disturbance within Air Traffic Control;
- Air movements operated up to 0100LT which were actually scheduled for periods up to 0000LT due to delays for which neither the APT management company nor the operator were to blame;
- Landings operated during the period comprised between 0500-0600LT, due to weather reasons, as far as the arrival had been scheduled for a time after 0600LT.

1.2.2. ENGINE TEST RUNS

Engine test runs must be made on the RWY. Engine test runs in idle power may take place on stands, with the prior authorization of the APT Operations.

Tests are only permitted between 0600-2300LT and with the prior authorization of the APT Operations.

© JEPPESEN, 2013, 2017. ALL RIGHTS RESERVED.

1. GENERAL

1.3. SPECIAL PROCEDURES AND OPERATING LIMITATIONS

1.3.1. OPERATING AT MADEIRA APT

The APT is located on a plateau on the East coast of Madeira Island. Except for the seaside ground raises rapidly very close to it. This fact generates, very often, wind variation and turbulence. Also severe low altitude wind shear conditions and/or microburst are likely to be encountered.

STRAIGHT-IN APPROACHES NOT AUTHORIZED FROM FUNCHAL VOR TO RWY 23.

1.3.1.1. APPLICABILITY

The following items (1.3.1.2. thru 1.3.1.5.) are mandatory to scheduled and non-scheduled revenue flights involving ACFT with a capacity in excess of 10 passengers.

Pilots are informed that, at any time, they may be required to show evidence to Madeira APT authorities of compliance with referred items.

1.3.1.2. CREW REQUIREMENTS

Initial Experience

To operate at Madeira APT, the Pilot-in-Command must have a minimum of 200 flying hours as captain on the concerned type of ACFT, before completing the initial training.

Recent Experience

To operate at Madeira APT, the Pilot-in-Command must have performed there, during the last 6 months:

- one landing and take-off, or
- a flight simulator training comprising a landing and take-off on each RWY, on a simulated adverse weather condition, or
- a line training flight to Madeira APT, comprising a landing and take-off, assisted by a qualified instructor occupying the right-hand seat.

The pilot-in-command is authorized to operate to Madeira APT (LPMA) for a period of six months starting from the date of issue.

1.3.1.3. MINIMUM TRAINING REQUIREMENTS

In order to operate at Madeira APT, the operator must establish and accomplish beforehand a training program concerning the type of ACFT to be used. This training, if performed on local flights, must include at least, landings and take-offs by day and night in both directions, emphasizing:

- the take-off flight path to RWY 23;
- the take-off flight path to RWY 05;
- the balked landing (go-around initiated in landing configuration from very low height) on both directions;
- the let-down and approach to both RWYs;
- the operational effect on RWY slope and dimensions and associated safety margins.

If the training is to be performed in a flight simulator, the following procedures must be included in the training program, for each RWY:

- Take-off with engine failure after V1;
- Relight after engine failure;
- VOR approach;
- Balked landing and go-around;
- Visual approach;
- Landing;
- Weather conditions: Winds - the maximum as indicated in Operating Procedures and Limitations paragraph (see below), severe turbulence. Windshear and up- and downdrafts must be included in the different approaches;
- One landing at NIGHT must be executed for each RWY.

© JEPPESEN, 2013, 2017. ALL RIGHTS RESERVED.

1. GENERAL

1.3.1.4. LINE TRAINING

No line training is required if the flight simulator used is level D. If level C flight simulator is used, line training must be performed with one landing and take-off at Madeira APT, with an instructor occupying the right-hand seat.

1.3.1.5. ACFT TYPE CHANGE

A captain qualified at Madeira APT in one type of ACFT, changing to another type, must do the flight simulator training program mentioned in paragraph 1.3.1.3. or, instead, will land and take off in both RWYs without passengers on board and no line training will be required in both cases.

1.3.1.6. TRAINING PROGRAM

The training program referred to in paragraph 1.3.1.3. will have to be approved by INAC (Portuguese Civil Aviation Authority).

1.3.1.7. DEVIATIONS AND UNCONFORMITIES

Any deviations or unconformities from requirements stated in paragraph 1.3.1.2. thru 1.3.1.5. will be dealt on a case by case basis.

1.3.2. RESPONSIBILITY

Compliance with operating limitations is mandatory. Any deviation must be reported to INAC by Tower.

1.3.3. OPERATING PROCEDURES AND LIMITATIONS

1.3.3.1. WIND/TURBULENCE

Wind Information

On downwind and final approach to RWY 05 the Control Tower will provide two minutes mean wind values at Rosario and touch down. Instantaneous wind readout will be provided at pilot's request.

Wind Limitations

- When landing

  Maximum of two minutes mean wind speed values indicated by the touchdown anemometer:

  - In the sector 300° to 010° MAG (clockwise) - 15 KT with a maximum wind gust of 25 KT.
  - In the sector 020° to 040° MAG (clockwise) - 20 KT with a maximum wind gust of 30 KT.
  - In the sector 120° to 190° MAG (clockwise) and
    if RWY in use is 05 - 20 KT, with a maximum wind gust of 30 KT, and
    if RWY in use is 23 - 15 KT subject also to a maximum wind gust of 25 KT as indicated by MID anemometer.

  Maximum of two minutes mean wind speed values, including gust indicated by the MID or Rosario anemometer:

  - In the sector 200° to 230° MAG (clockwise) - 25 KT.

- When taking-off

  Maximum of two minutes mean wind speed values indicated by the MID anemometer:

  - In the sector 300° to 010° MAG (clockwise) - 20 KT with no gust limitations.
  - In the sector 020° to 040° MAG (clockwise) - 25 KT with no gust limitations.
  - In the sector 120° to 190° MAG (clockwise), and
    if RWY in use is 05 - 25 KT with no gust limitations, and
    if RWY in use is 23 - 20 KT also with no gust limitations.

  Note: *The limitations above do not supersede any operators or AOM limitations if these are more restrictive.*

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

1. GENERAL

Turbulence

- Attention should be paid to the WIND DIRECTION INDICATORS located on the South side of the RWY, near each touch-down area. They will reflect unexpected wind changes. Occasionally they will indicate wind from opposite directions.
- When landing on RWY 05 wind differences higher than 5 KT, between Rosario and MID anemometer, may indicate turbulence on final.
- When landing on RWY 23 with winds from southerly and westerly sectors, severe turbulence may be experienced at low altitude over the RWY threshold.
- Headwind or nearly so, up to 15 KT will cause "WEAK" turbulence on final;
- Wind of 15 KT from sector 020° to 050° MAG (clockwise) may cause "MODERATE" turbulence;
- Wind of 15 KT or even less from sector 300° to 020° MAG (clockwise) may cause "SEVERE" turbulence;
- Down- or updrafts are to be expected near the threshold of RWYs 05 and 23.

Note: *Pilots are strongly requested to report to the Control Tower as soon as possible any turbulence and/or windshear that may affect operational conditions.*

1.3.3.2. VISUAL APPROACH PROCEDURES

See appropriate charts for approaches to RWYs 05 and 23.

1.3.3.3. LANDING PROCEDURES

All landings are to be made in visual conditions (see appropriate chart).

RNP AR RWY 05

FROP:

- located at 0.6 NM from THR 05, so by definition, less than 50 seconds from DA;
- for all ACFT categories and RNP AR values in final segment, DA is reached before FROP (MA502 - inside the RF turn).

Authorization Required Details

To obtain from ANAC (Portuguese competent Authority) an "Authorization Required" to fly RNP AR APCH procedure in LPMA, for which a procedure-specific approval is required, operator has to provide it's flight crew members an additional ground training and FSTD training, as appropriate, to cope with the mitigations procedures that were described in it's FOSA.

The operator should ensure that the additional training programmes, inserted in Operator's Manual (normally Part D), for such procedures, include as at least all of the following:

- What Regulation (EU) no. 965/2012 in AMC 1 SPA.PBN.100 (b) alinea c)(2) from (VI) till (XII), describes as necessary;
- The crew training recommendations and mitigations stated in the procedure flight operational safety assessment (FOSA); and
- Specific training and operational provision published in this AIP, which is for Madeira, at least, special emphasis on a Missed Approach for RWY 05 in which "TOGA to LNAV" (or similar function) fails, in a "RF" leg;
- Another approach with Missed Approach in One Engine Inoperative and a "loss of GNSS navigation";
- At least, taking in account what above is stated, 2 approaches for RWY 05 and 2 approaches for RWY 23 in FFS should be trained. One of these, for RWY 05, should be for a full stop landing, with left limiting crosswind;

© JEPPESEN, 2013, 2017. ALL RIGHTS RESERVED.

1. GENERAL

- Training and Checking may be combined and conducted by the same person, TRE (Type Rating Examiner), CRE (Class Rating Examiner) or SFE (Synthetic Flight Examiner) during LPCs (License Proficiency Check), OPCs Operator Proficiency Check) or specials FFS (Full Flight Simulator) sessions for this purposes.

In the correct sequence to obtain the Authorization, the operator shall e-mail to ops@anac.pt its intentions, and:

(1) Operator has to prove to ANAC, via its AOC Appendix II "Opspecs", or Letter of Authorization, from its Competent Authority that is Approved for "Generic" RNP AR APCH (with "RF" leg capability), before an application for an Authorization may be accepted.

(2) A FOSA taking in account, at least, that for RWY 05, FROP is shorter than recommended, due terrain morphology in final approach leg / Decision point (DA/H) is in "RF" leg / RWY 23 Missed Approach Sector bank angle, limited by Speed Restriction.

(3) Evidence of "Training and Checking" program as above stated.

(4) Evidence of operational procedures for normal, abnormal and contingency situations and specific for LPMA RNP AR APCHs taking in account what (2) states.

Note: DME/DME is not applicable (except for a contingency ACFT extraction from the procedure, after 6 minutes of a "GPS PRIMARY LOST", while flying in IRS only).

As a contingency and in case of remote, or extremely remote failures, with a probability of loss of all navigation information (or similar situation), an immediate turn to 140° (by the shorter direction) and climbing to 3000' or above, will always extract in a safe manner the ACFT from the obstacle areas. Contact Madeira TWR or APP for further clearance.

When "Authorization Required" is obtained from ANAC, a Letter of Authorization will be sent to "operator" with all conditions stated.

One of the conditions is a "Temporary Initial Limitation" for specific operational experience gaining:

- Each approved pilot Commander for this operation will operate the first RNP AR APCH in VMC conditions;
- The 2nd and 3rd approach will be limited with CMV (Converted Meteorological Visibility) for RNP 0.3 (for any of the RWYs and their "approach category" A, B, C or D) plus 500m;
- 4th approach and further, according to the approval that all of operator's ACFT/pilot are approved by its competent authority (i.e. RNP 0.1 minima).

1.3.3.4. DEPARTURE PROCEDURES

Pilots are advised to select full power on take-off in the presence of turbulence or downdraft reports.

Take-off on both RWYs must be made in a minimum visibility shown on 10-9, required take-off alternate.

There are curved trajectories defined for both RWYs and for all engines.

Each operator must prepare its own engine failure procedure.

1.3.3.5. NIGHT OPERATIONS

A captain can operate at NIGHT provided he has previously operated and got familiar with Madeira APT during daytime.

© JEPPESEN, 2015, 2017. ALL RIGHTS RESERVED.

1. GENERAL

1.4. RWY BACKTRACK OPERATIONS

RWY backtrack operations forbidden to ACFT with MTOW above 30t. These operations must be done only on turning bays.

1.5. TAXI PROCEDURES

TWY A MAX wingspan 213'/65m.

1.6. PARKING INFORMATION

Marshaller assistance compulsory.

Stand entrance is only allowed with follow-me.

Jet widebody ACFT with a wingspan of above 194'/59m shall stop facing to the North.

1.7. OTHER INFORMATION

Caution: Birds.

2. DEPARTURE

2.1 START-UP, PUSH-BACK AND TAXI PROCEDURES

Engine start-up is only permitted after push-back maneuver with ACFT positioned in breakaway area.

All ACFT must activate anti-collision lights before starting engines.

To prevent blast damage in ACFT equipment and personnel, all ACFT operations on the apron must be made using lowest power setting.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

4.2.7 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

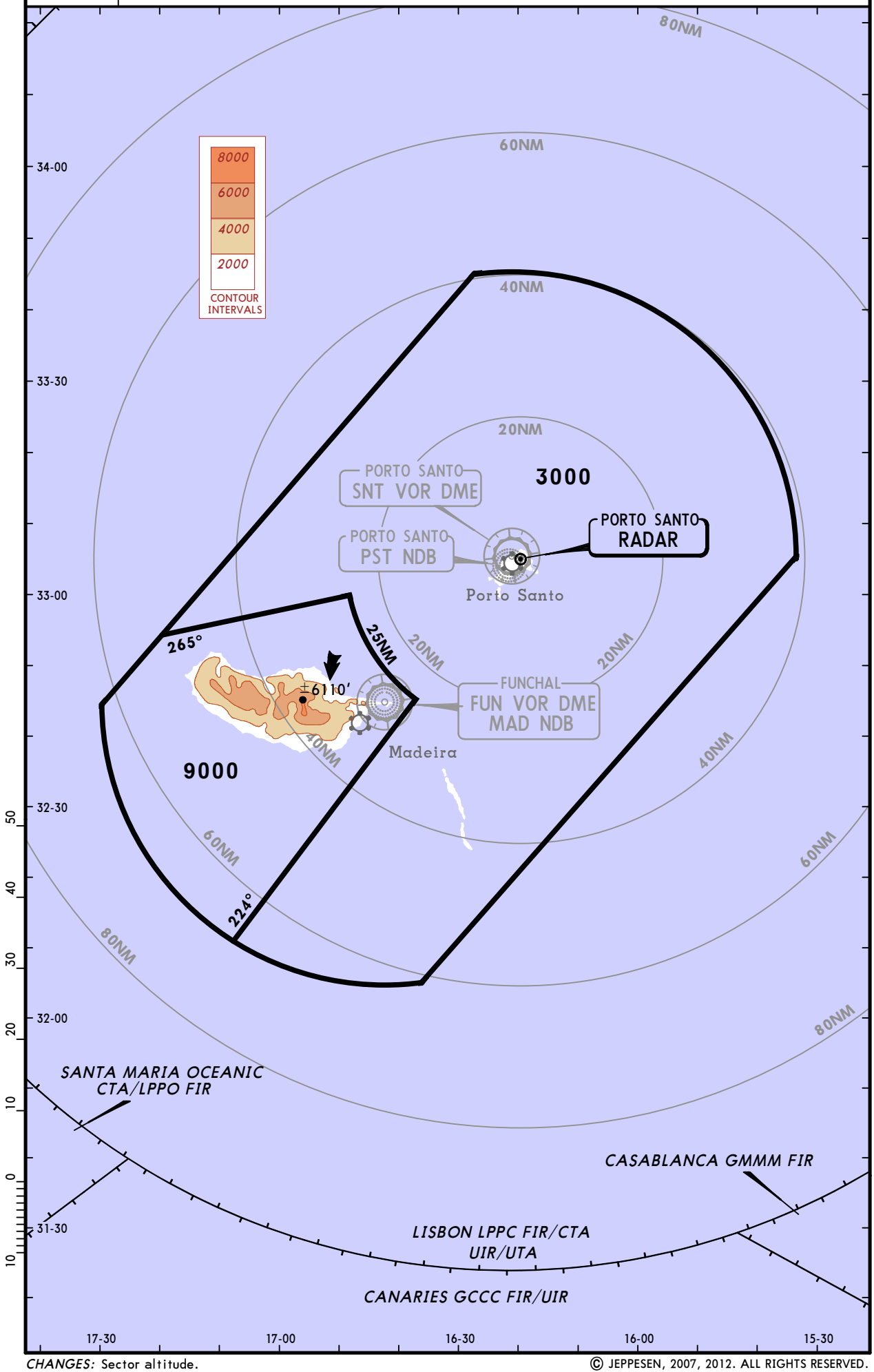
LPMA/FNC MADEIRA

JEPPESEN
2 MAR 12 (10-1R) Eff 8 Mar

MADEIRA, PORTUGAL

RADAR MINIMUM ALTITUDES

Apt Elev 191′ | Alt Set: hPa | Trans level: By ATC | Trans alt: 5000′



CHANGES: Sector altitude.

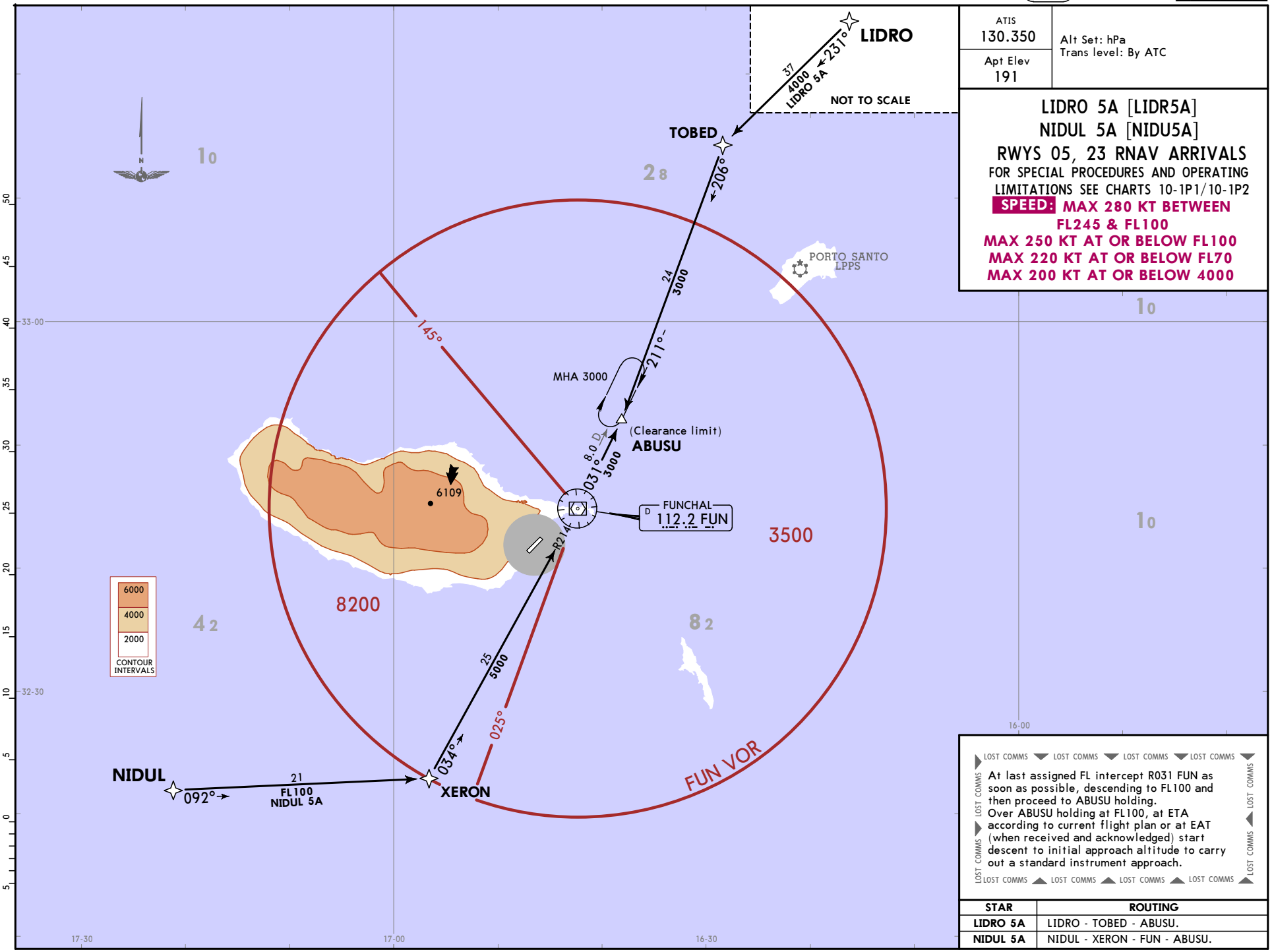
© JEPPESEN, 2007, 2012. ALL RIGHTS RESERVED.

4.2.8 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LPMA/FNC
MADEIRA

JEPPESEN
31 AUG 18 10-2 Eff 13 Sep

MADEIRA, PORTUGAL
RNAV STAR



ATIS	Alt Set: hPa
130.350	Trans level: By ATC
Apt Elev 191	

LIDRO 5A [LIDR5A]
NIDUL 5A [NIDU5A]
RWYS 05, 23 RNAV ARRIVALS

FOR SPECIAL PROCEDURES AND OPERATING LIMITATIONS SEE CHARTS 10-1P1/10-1P2

SPEED: MAX 280 KT BETWEEN FL245 & FL100
MAX 250 KT AT OR BELOW FL100
MAX 220 KT AT OR BELOW FL70
MAX 200 KT AT OR BELOW 4000

LOST COMMS

At last assigned FL intercept R031 FUN as soon as possible, descending to FL100 and then proceed to ABUSU holding.
Over ABUSU holding at FL100, at ETA according to current flight plan or at EAT (when received and acknowledged) start descent to initial approach altitude to carry out a standard instrument approach.

STAR	ROUTING
LIDRO 5A	LIDRO - TOBED - ABUSU.
NIDUL 5A	NIDUL - XERON - FUN - ABUSU.

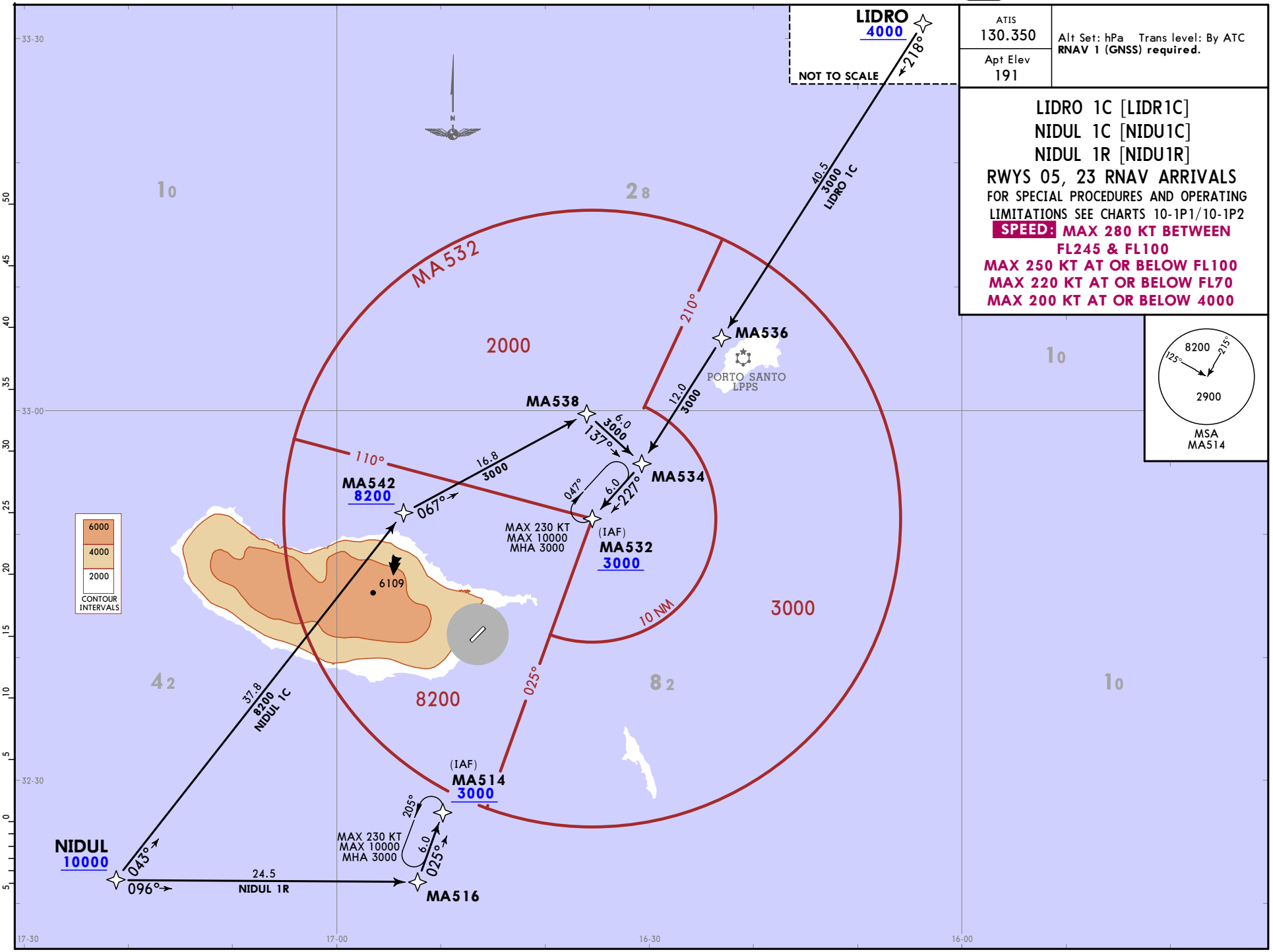
CHANGES: None.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

LPMA/FNC
MADEIRA

JEPPESEN MADEIRA, PORTUGAL
RNAV STAR

31 AUG 18 (10-2A) Eff 13 Sep



ATIS
130.350

Apt Elev
191

Alt Set: hPa Trans level: By ATC
RNAV 1 (GNSS) required.

LIDRO 1C [LIDR1C]
NIDUL 1C [NIDU1C]
NIDUL 1R [NIDU1R]
RWYS 05, 23 RNAV ARRIVALS

FOR SPECIAL PROCEDURES AND OPERATING LIMITATIONS SEE CHARTS 10-1P1/10-1P2

SPEED: MAX 280 KT BETWEEN FL245 & FL100
MAX 250 KT AT OR BELOW FL100
MAX 220 KT AT OR BELOW FL70
MAX 200 KT AT OR BELOW 4000

CHANGES: Speed restriction at IAF MA514 & IAF MA532 withdrawn.

© JEPPESEN, 2017, 2018. ALL RIGHTS REVERSED.

LPMA/FNC MADEIRA

JEPPESEN 22 DEC 17 (10-2B)

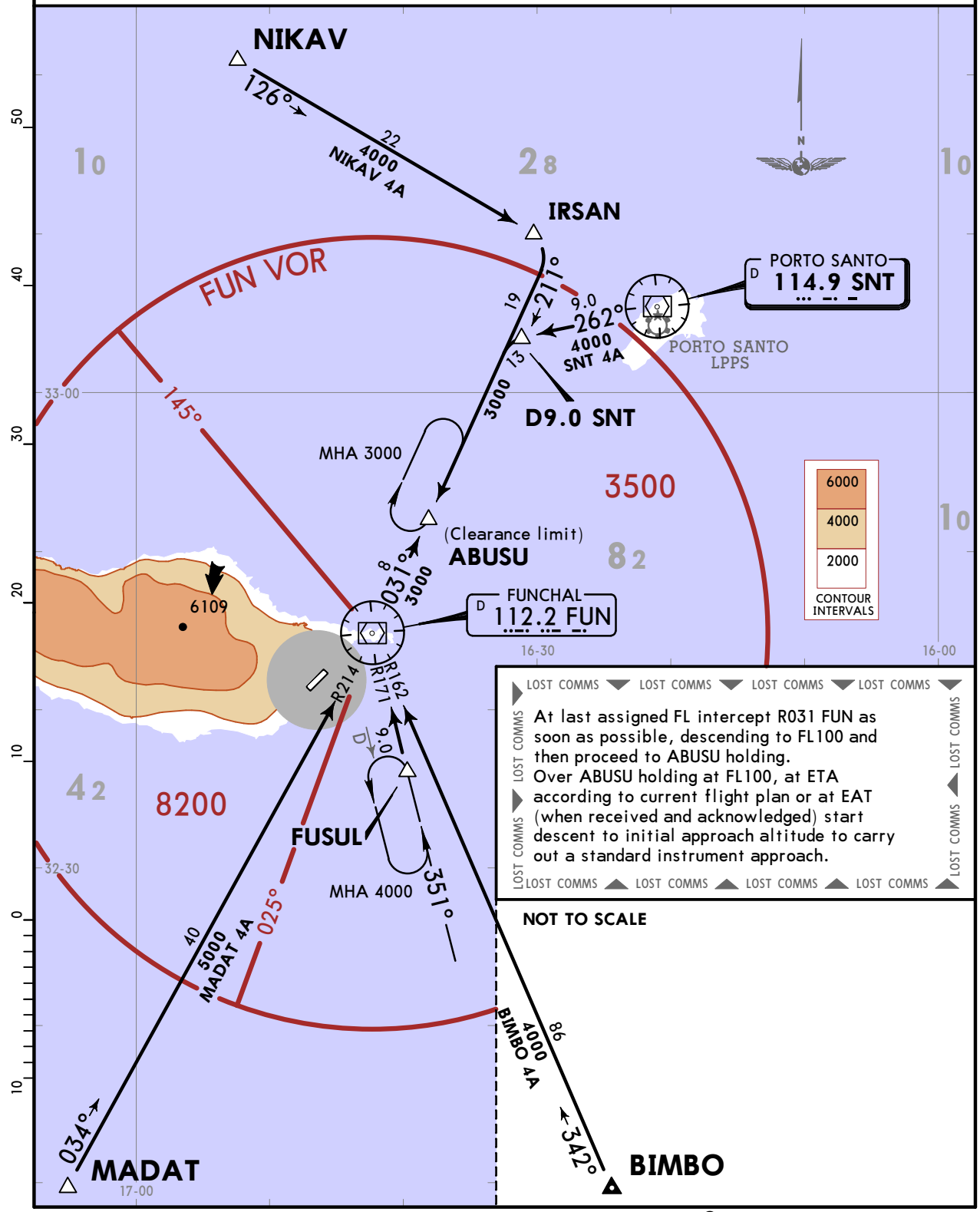
MADEIRA, PORTUGAL STAR

ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
130.350	191	

BIMBO 4A [BIMB4A], MADAT 4A [MADA4A]
NIKAV 4A [NIKA4A], SANTO 4A (SNT 4A) [SNT4A]
RWYS 05, 23 ARRIVALS

FOR SPECIAL PROCEDURES AND OPERATING LIMITATIONS SEE CHARTS 10-1P1/10-1P2

SPEED: MAX 280 KT BETWEEN FL245 & FL100
MAX 250 KT AT OR BELOW FL100
MAX 220 KT AT OR BELOW FL70
MAX 200 KT AT OR BELOW 4000



CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

4.2.11 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

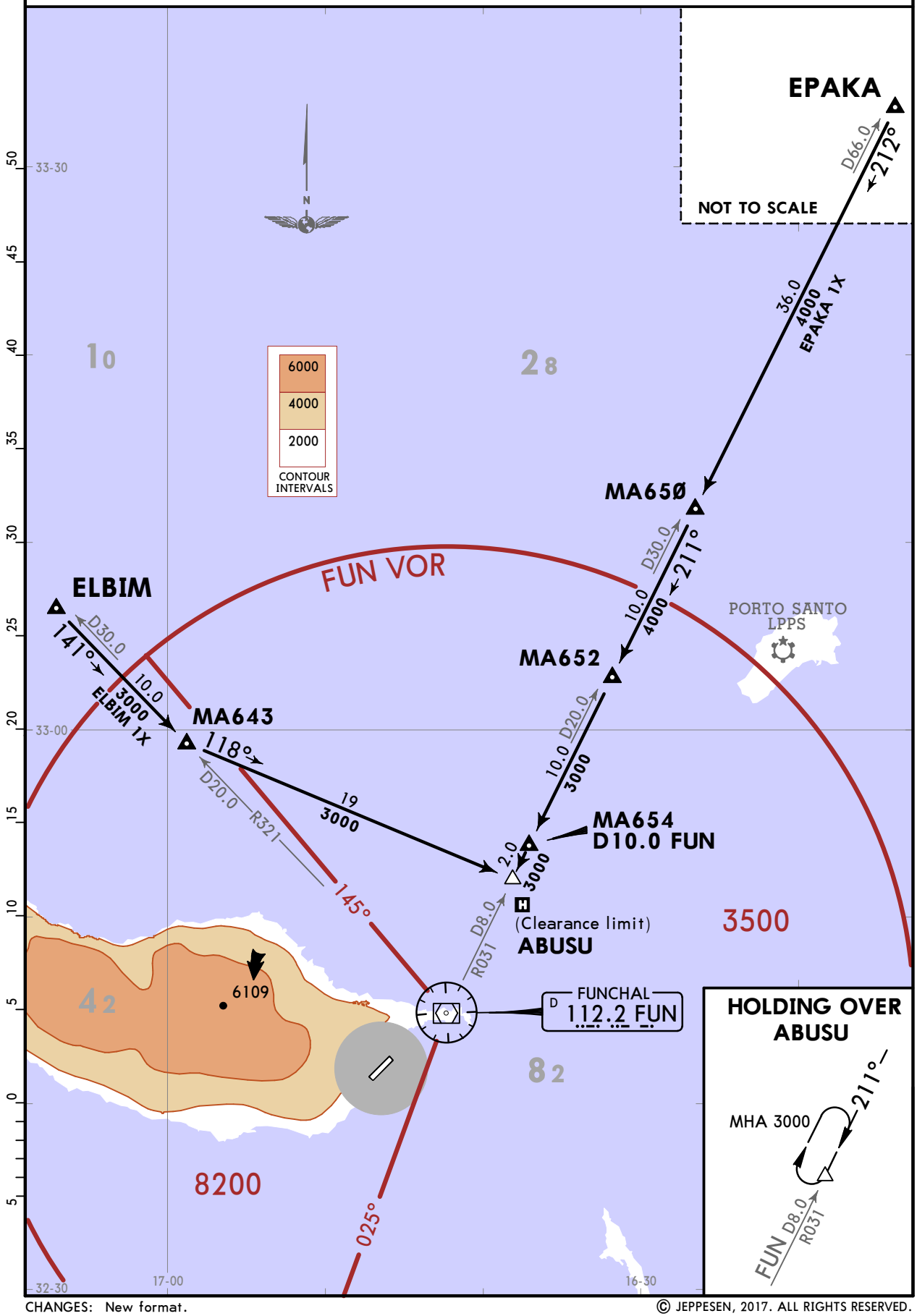
LPMA/FNC
MADEIRA

JEPPESEN
22 DEC 17 (10-2C)

MADEIRA, PORTUGAL
CONTINGENCY STAR

ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
130.350	191	

ELBIM 1X [ELBI1X]
EPAKA 1X [EPAK1X]
RWYS 05, 23 CONTINGENCY ARRIVALS



CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

4.2.12 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

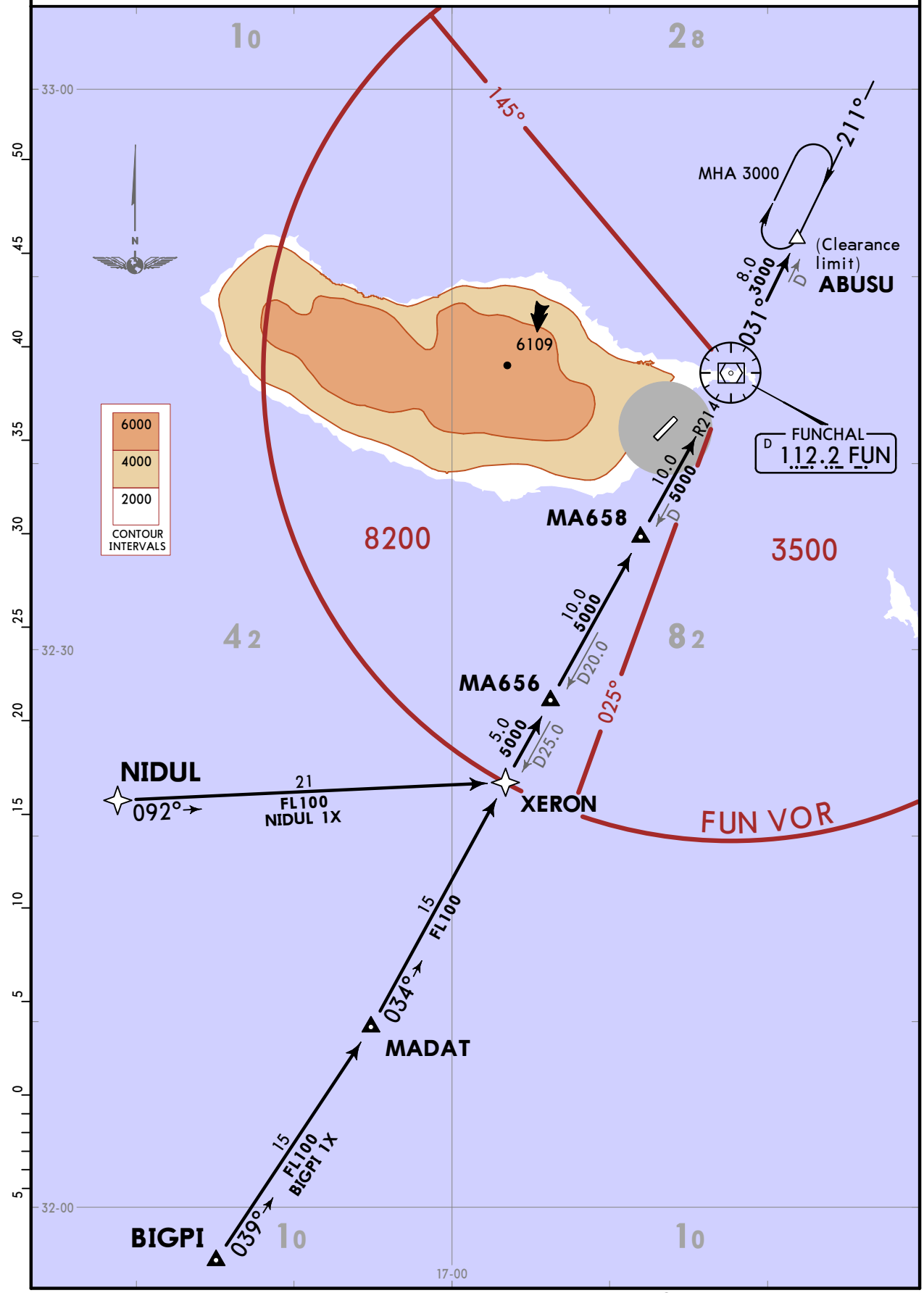
LPMA/FNC
MADEIRA

JEPPESEN
22 DEC 17 (10-2D)

MADEIRA, PORTUGAL
CONTINGENCY STAR

ATIS	Apt Elev	
130.350	191	Alt Set: hPa Trans level: By ATC

BIGPI 1X [BIGP1X]
NIDUL 1X [NIDU1X]
RWYS 05, 23 CONTINGENCY ARRIVALS



CHANGES: New format.

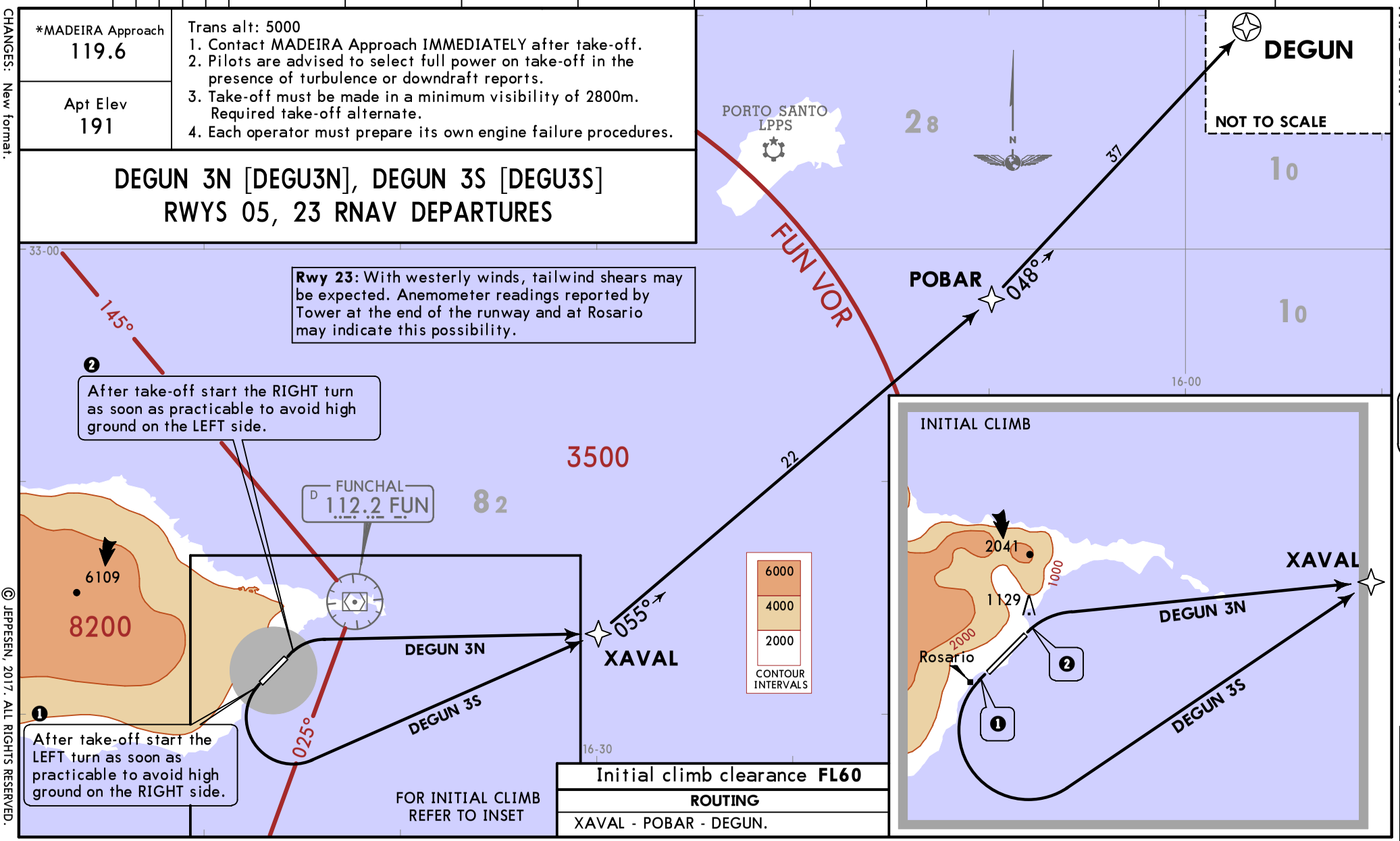
© JEPPESEN, 2017. ALL RIGHTS RESERVED.

*MADEIRA Approach
119.6

Apt Elev
191

Trans alt: 5000
1. Contact MADEIRA Approach IMMEDIATELY after take-off.
2. Pilots are advised to select full power on take-off in the presence of turbulence or downdraft reports.
3. Take-off must be made in a minimum visibility of 2800m. Required take-off alternate.
4. Each operator must prepare its own engine failure procedures.

DEGUN 3N [DEGU3N], DEGUN 3S [DEGU3S]
RWYS 05, 23 RNAV DEPARTURES



FOR INITIAL CLIMB REFER TO INSET

Initial climb clearance **FL60**
ROUTING
XAVAL - POBAR - DEGUN.

JEPPESEN
JeppView 3.6.2.0
4.2.13 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

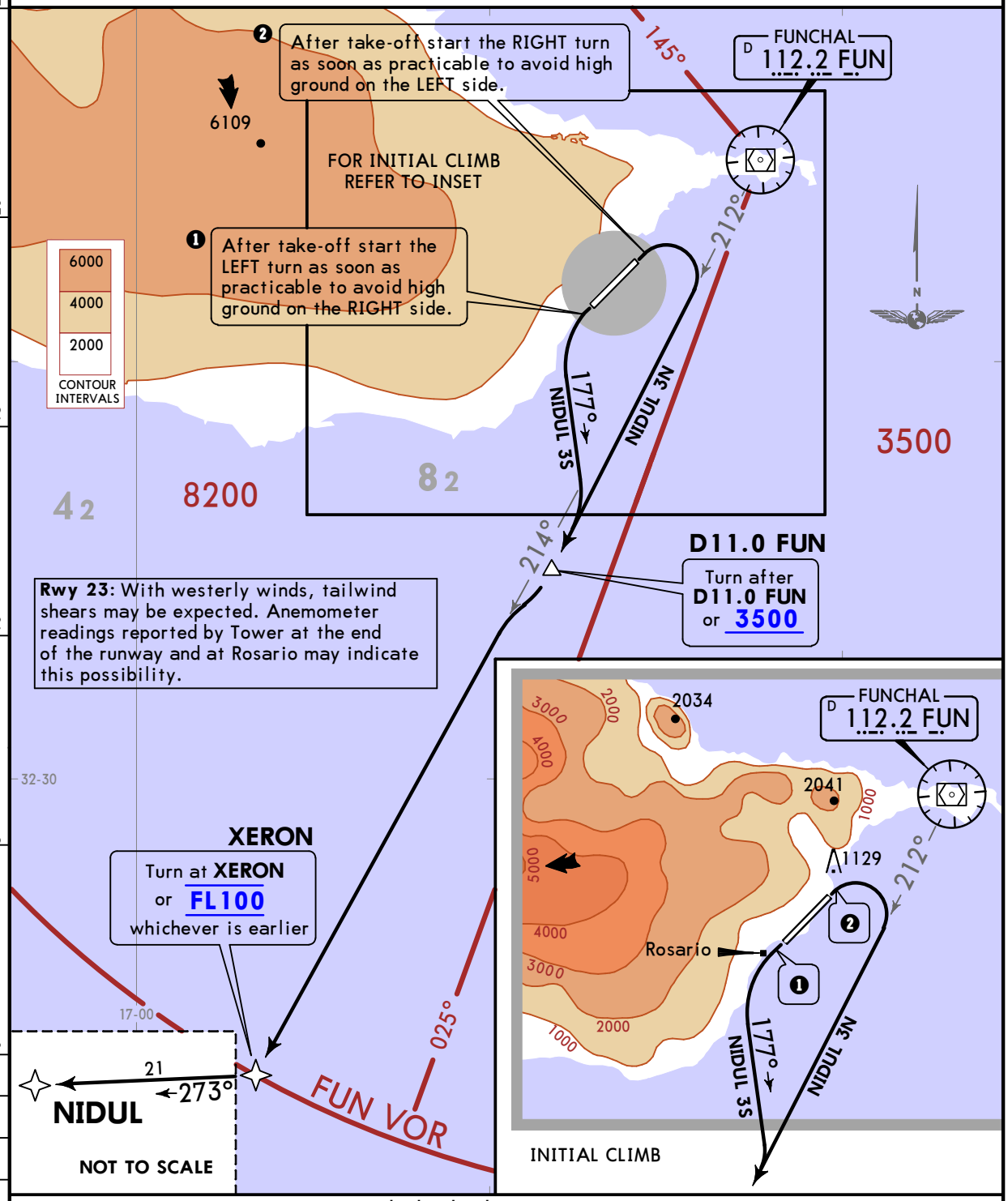
CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

4.2.14 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

*MADEIRA Approach 119.6 Apt Elev 191	Trans alt: 5000 1. Contact MADEIRA Approach IMMEDIATELY after take-off. 2. Pilots are advised to select full power on take-off in the presence of turbulence or downdraft reports. 3. Take-off must be made in a minimum visibility of 2800m. Required take-off alternate. 4. Each operator must prepare its own engine failure procedures.

NIDUL 3N [NIDU3N], NIDUL 3S [NIDU3S] RNAV DEPARTURES



Initial climb clearance **FL100**

SID	RWY	ROUTING
NIDUL 3N	05	Intercept FUN R212, after D11.0 FUN or above 3500 turn RIGHT, intercept FUN R214 to XERON, at XERON or at FL100, whichever is earlier, turn RIGHT to NIDUL.
NIDUL 3S	23	On 177° track, intercept FUN R212, after D11.0 FUN or above 3500 turn RIGHT, intercept FUN R214 to XERON, at XERON or at FL100, whichever is earlier, turn RIGHT to NIDUL.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

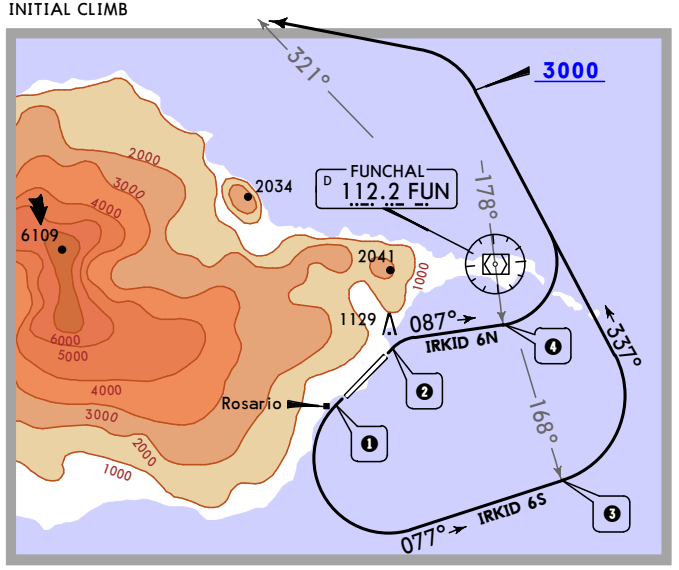
4.2.15 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LPMA/FNC
MADEIRA

JEPPESEN MADEIRA, PORTUGAL
22 DEC 17 (10-3B) SID

IRKID
NOT TO SCALE

INITIAL CLIMB



Rwy 23: With westerly winds, tailwind shears may be expected. Anemometer readings reported by Tower at the end of the runway and at Rosario may indicate this possibility.

*MADEIRA Approach 119.6	Trans alt: 5000 1. Contact MADEIRA Approach IMMEDIATELY after take-off. 2. Pilots are advised to select full power on take-off in the presence of turbulence or downdraft reports. 3. Take-off must be made in a minimum visibility of 2800m. Required take-off alternate. 4. Each operator must prepare its own engine failure procedures.
Apt Elev 191	

IRKID 6N [IRKI6N]
IRKID 6S [IRKI6S]
DEPARTURES

Initial climb clearance **FL60**

SID	RWY	ROUTING
IRKID 6N	05	On 087° track, after passing FUN R178 (abeam FUN) and above 1500 turn LEFT, 337° track keeping FUN LEFT hand, above 3000 intercept FUN R321 to IRKID, do not overshoot FUN R321 to the SOUTH.
IRKID 6S	23	On 077° track, after passing FUN R168 (abeam FUN) and above 1500 turn LEFT, 337° track keeping FUN LEFT hand, above 3000 intercept FUN R321 to IRKID, do not overshoot FUN R321 to the SOUTH.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

4.2.16 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

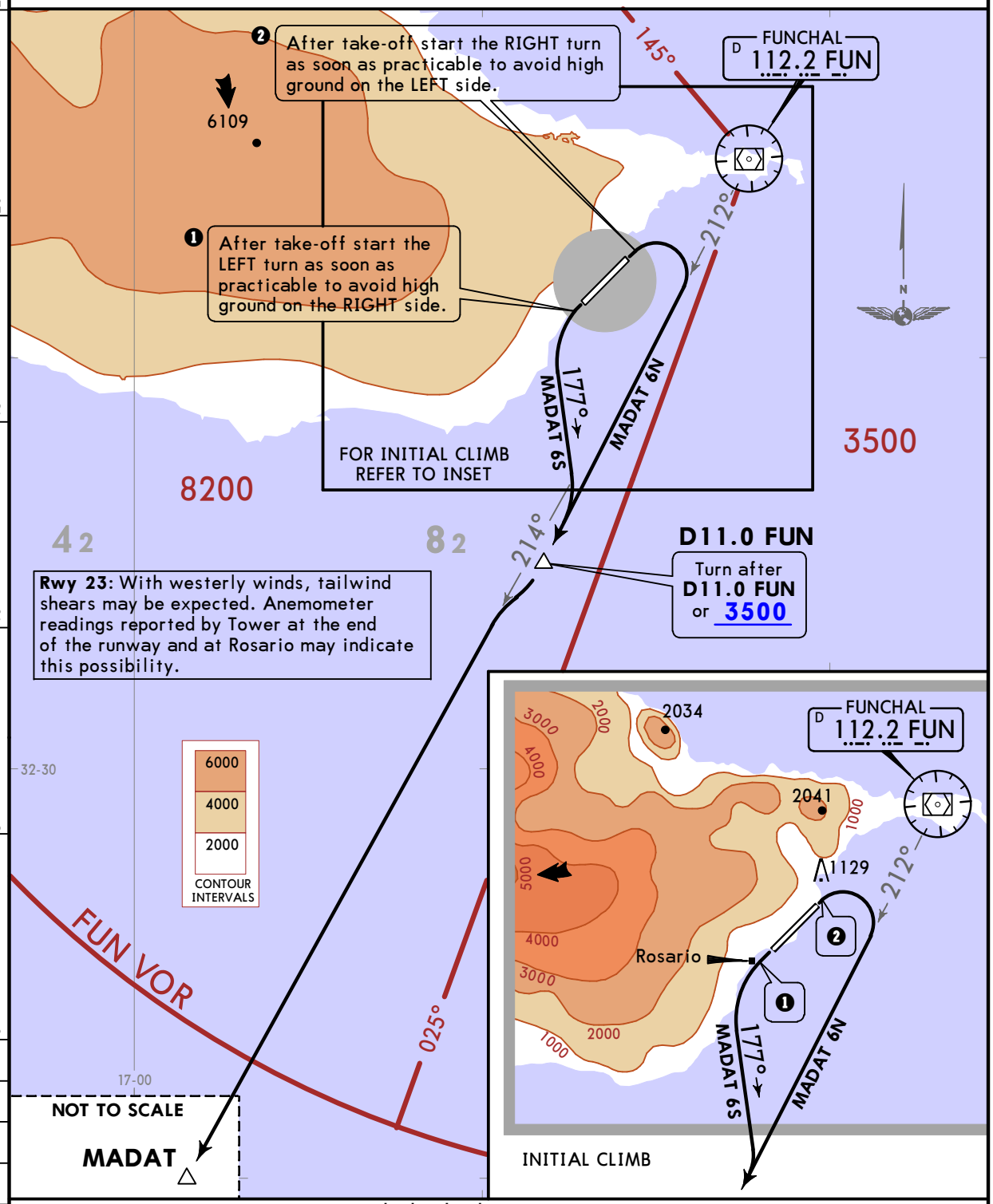
LPMA/FNC MADEIRA

MADEIRA, PORTUGAL

SID

*MADEIRA Approach 119.6	Trans alt: 5000 1. Contact MADEIRA Approach IMMEDIATELY after take-off. 2. Pilots are advised to select full power on take-off in the presence of turbulence or downdraft reports. 3. Take-off must be made in a minimum visibility of 2800m. Required take-off alternate. 4. Each operator must prepare its own engine failure procedures.
Apt Elev 191	

MADAT 6N [MADA6N], MADAT 6S [MADA6S] DEPARTURES



Initial climb clearance **FL60**

SID	RWY	ROUTING
MADAT 6N	**05**	Intercept FUN R212, after D11.0 FUN or above 3500 turn RIGHT, intercept FUN R214 to MADAT.
MADAT 6S	**23**	On 177° track, intercept FUN R212, after D11.0 FUN or above 3500 intercept FUN R214 to MADAT.

CHANGES: New format.

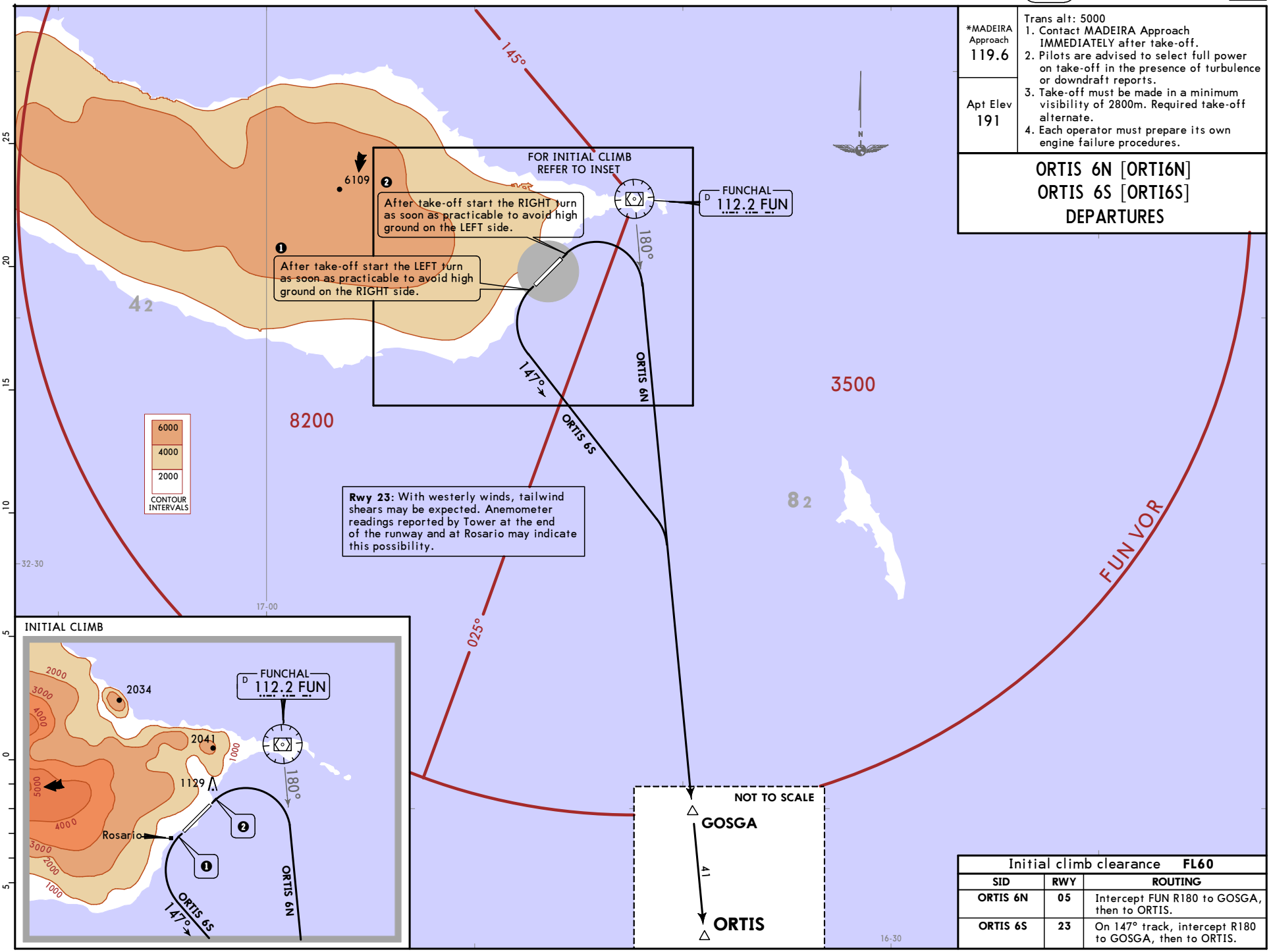
© JEPPESEN, 2017. ALL RIGHTS RESERVED.

LPMA/FNC
MADEIRA

JEPPESEN MADEIRA, PORTUGAL
22 DEC 17 (10-3D) SID

*MADEIRA Approach 119.6	Trans alt: 5000 1. Contact MADEIRA Approach IMMEDIATELY after take-off. 2. Pilots are advised to select full power on take-off in the presence of turbulence or downdraft reports. 3. Take-off must be made in a minimum visibility of 2800m. Required take-off alternate. 4. Each operator must prepare its own engine failure procedures.
Apt Elev 191	

ORTIS 6N [ORTI6N]
ORTIS 6S [ORTI6S]
DEPARTURES



Initial climb clearance FL60		
SID	**RWY**	**ROUTING**
ORTIS 6N	05	Intercept FUN R180 to GOSGA, then to ORTIS.
ORTIS 6S	23	On 147° track, intercept R180 to GOSGA, then to ORTIS.

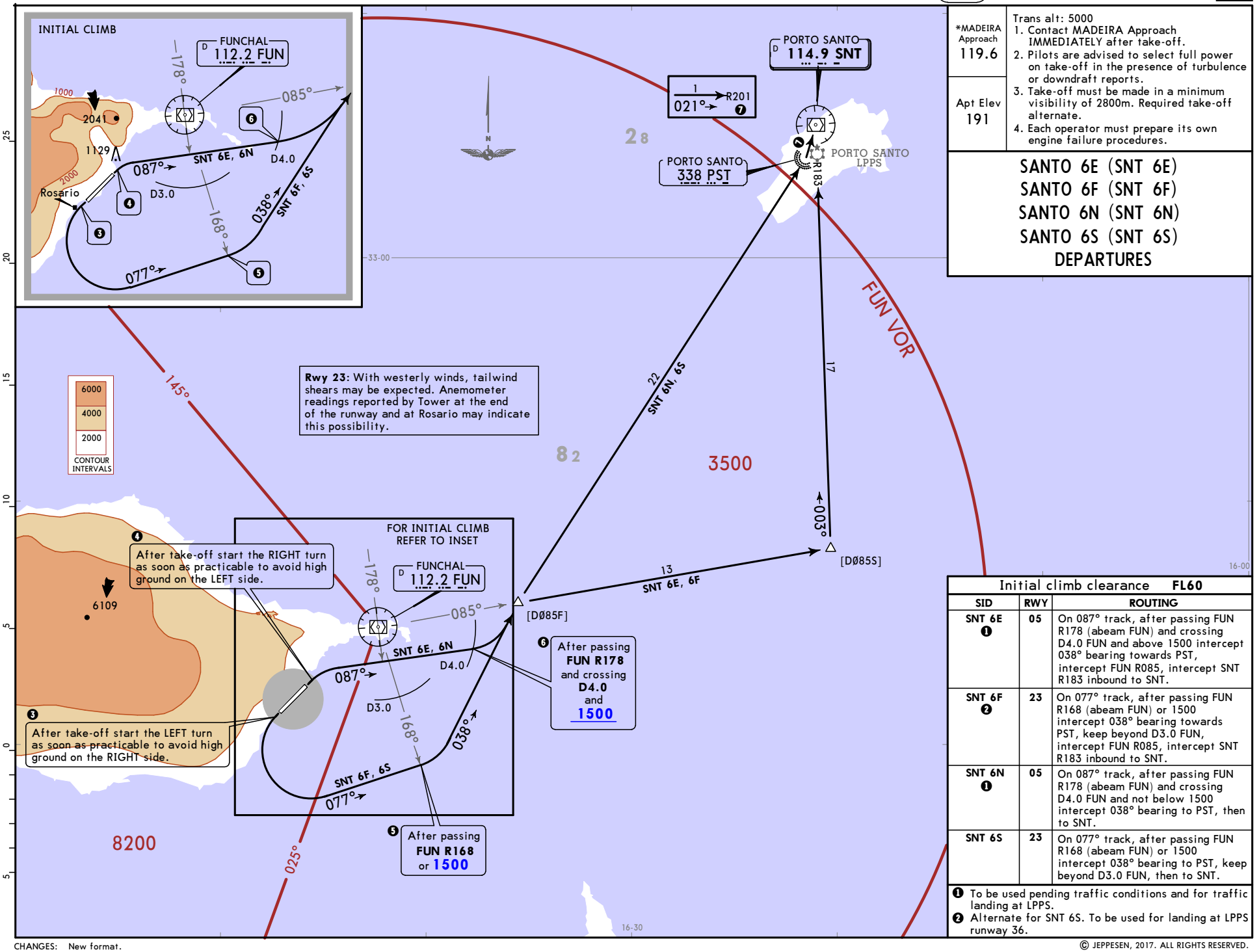
CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

LPMA/FNC
MADEIRA

JEPPESEN 22 DEC 17 (10-3E)

MADEIRA, PORTUGAL
SID



*MADEIRA Approach 119.6	Trans alt: 5000 1. Contact MADEIRA Approach IMMEDIATELY after take-off. 2. Pilots are advised to select full power on take-off in the presence of turbulence or downdraft reports. 3. Take-off must be made in a minimum visibility of 2800m. Required take-off alternate. 4. Each operator must prepare its own engine failure procedures.
Apt Elev 191	

SANTO 6E (SNT 6E)
SANTO 6F (SNT 6F)
SANTO 6N (SNT 6N)
SANTO 6S (SNT 6S)
DEPARTURES

Initial climb clearance **FL60**

SID	RWY	ROUTING
SNT 6E ❶	05	On 087° track, after passing FUN R178 (abeam FUN) and crossing D4.0 FUN and above 1500 intercept 038° bearing towards PST, intercept FUN R085, intercept SNT R183 inbound to SNT.
SNT 6F ❷	23	On 077° track, after passing FUN R168 (abeam FUN) or 1500 intercept 038° bearing towards PST, keep beyond D3.0 FUN, intercept FUN R085, intercept SNT R183 inbound to SNT.
SNT 6N ❶	05	On 087° track, after passing FUN R178 (abeam FUN) and crossing D4.0 FUN and not below 1500 intercept 038° bearing to PST, then to SNT.
SNT 6S	23	On 077° track, after passing FUN R168 (abeam FUN) or 1500 intercept 038° bearing to PST, keep beyond D3.0 FUN, then to SNT.

❶ To be used pending traffic conditions and for traffic landing at LPPS.
❷ Alternate for SNT 6S. To be used for landing at LPPS runway 36.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

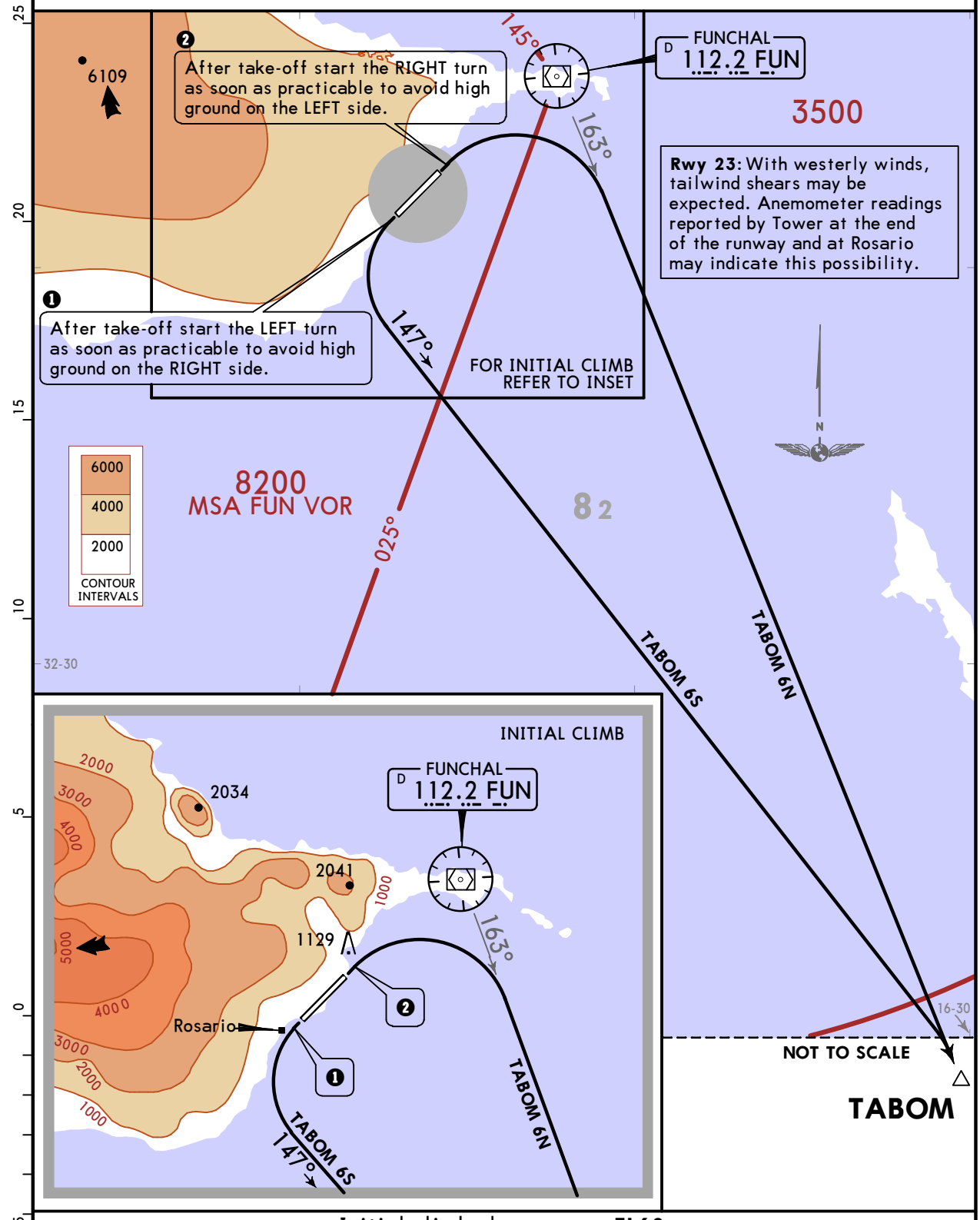
LPMA/FNC
MADEIRA

JEPPESEN
22 DEC 17 (10-3F)

MADEIRA, PORTUGAL
SID

*MADEIRA Approach 119.6	Trans alt: 5000 1. Contact MADEIRA Approach IMMEDIATELY after take-off. 2. Pilots are advised to select full power on take-off in the presence of turbulence or downdraft reports. 3. Take-off must be made in a minimum visibility of 2800m. Required take-off alternate. 4. Each operator must prepare its own engine failure procedures.
Apt Elev 191	

TABOM 6N [TABO6N], TABOM 6S [TABO6S] DEPARTURES



Initial climb clearance **FL60**

SID	RWY	ROUTING
TABOM 6N	**05**	Intercept FUN R163 to TABOM.
TABOM 6S	**23**	On 147° track, intercept FUN R163 to TABOM.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

4.2.20 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

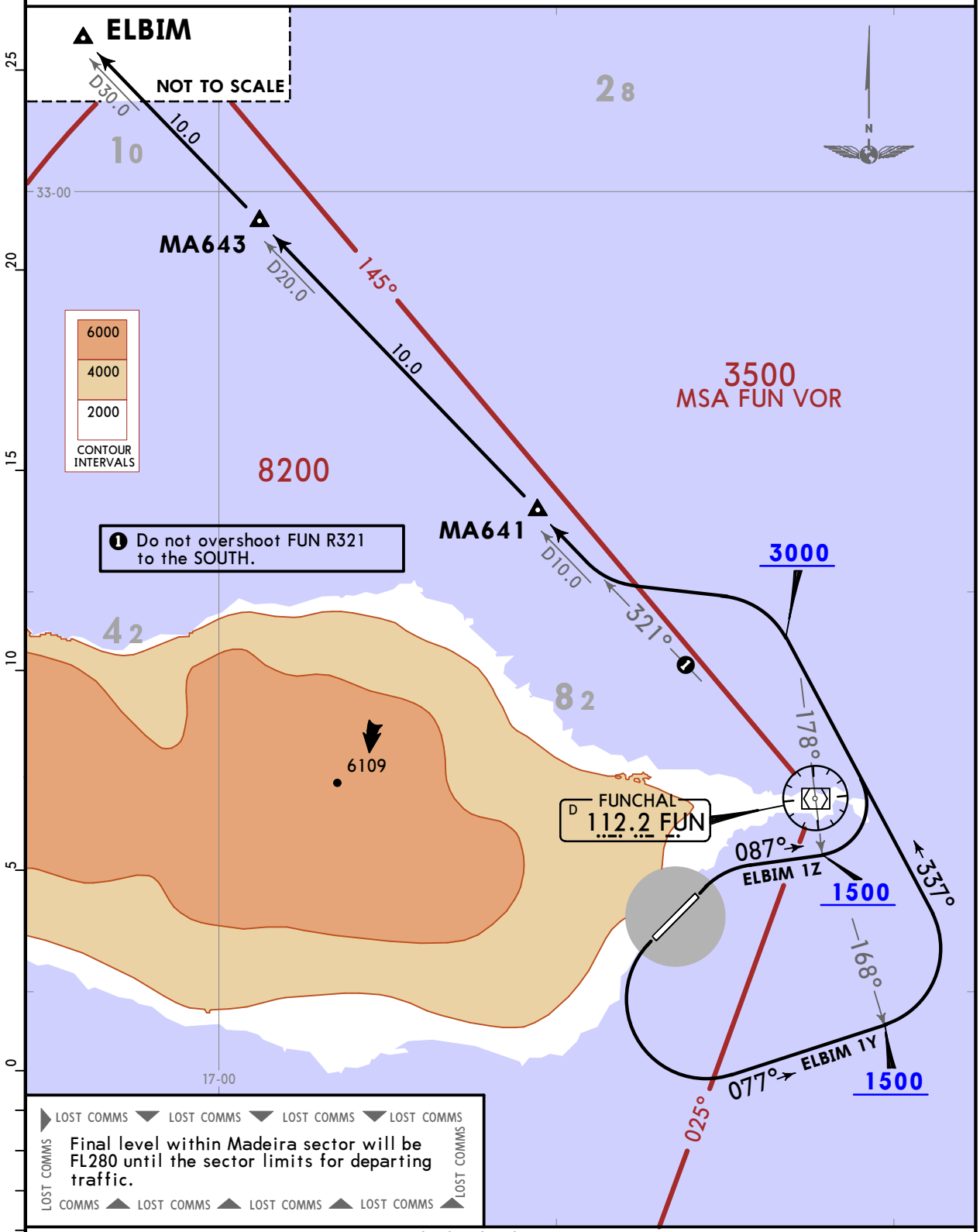
LPMA/FNC
MADEIRA

JEPPESEN
22 DEC 17 (10-3H)

MADEIRA, PORTUGAL
CONTINGENCY SID

*MADEIRA Approach 119.6	Apt Elev 191	Trans alt: 5000 Contact MADEIRA Approach IMMEDIATELY after take-off.

ELBIM 1Y [ELBI1Y], ELBIM 1Z [ELBI1Z]
CONTINGENCY DEPARTURES
TO IRKID



Initial climb clearance **FL60**

SID	RWY	ROUTING
ELBIM 1Y	**23**	Turn LEFT, 077° track, at R168 FUN, but not below 1500 turn LEFT, 337° track, at or above 3000 intercept R321 FUN via MA641 and MA643 to ELBIM.
ELBIM 1Z	**05**	On 087° track, at R178 FUN, but not below 1500 turn LEFT, 337° track, at or above 3000 intercept R321 FUN via MA641 and MA643 to ELBIM.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

4.2.21 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LPMA/FNC MADEIRA

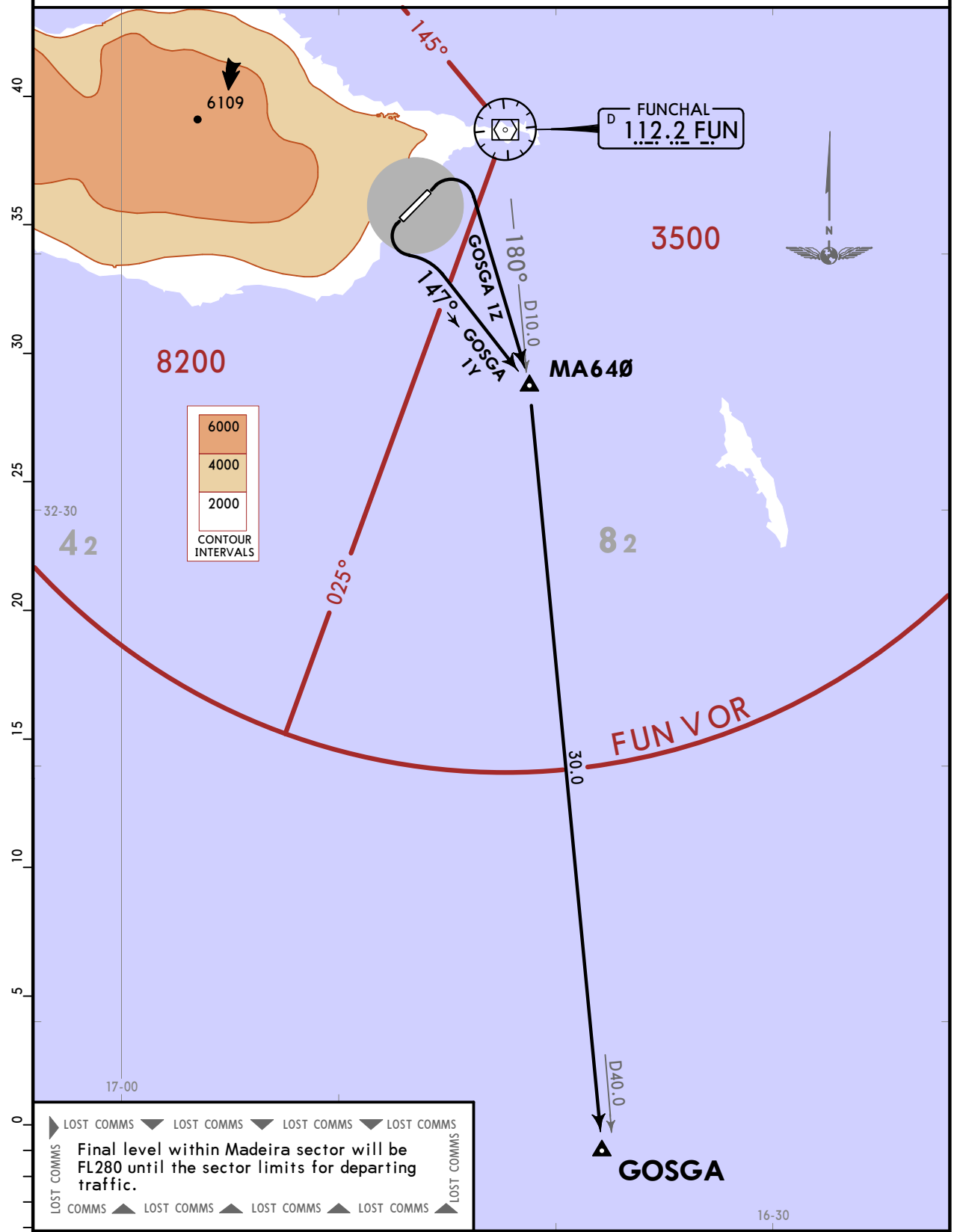
JEPPESEN 22 DEC 17 (10-3J)

MADEIRA, PORTUGAL

CONTINGENCY SID

*MADEIRA Approach 119.6	Apt Elev 191	Trans alt: 5000 Contact MADEIRA Approach IMMEDIATELY after take-off.

GOSGA 1Y [GOSG1Y], GOSGA 1Z [GOSG1Z]
CONTINGENCY DEPARTURES



Initial climb clearance FL60

SID	RWY	ROUTING
GOSGA 1Y	**23**	On 147° track to MA640, intercept R180 FUN to GOSGA.
GOSGA 1Z TO ORTIS	**05**	Turn RIGHT to MA640, intercept R180 FUN to GOSGA.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

4.2.22 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LPMA/FNC MADEIRA

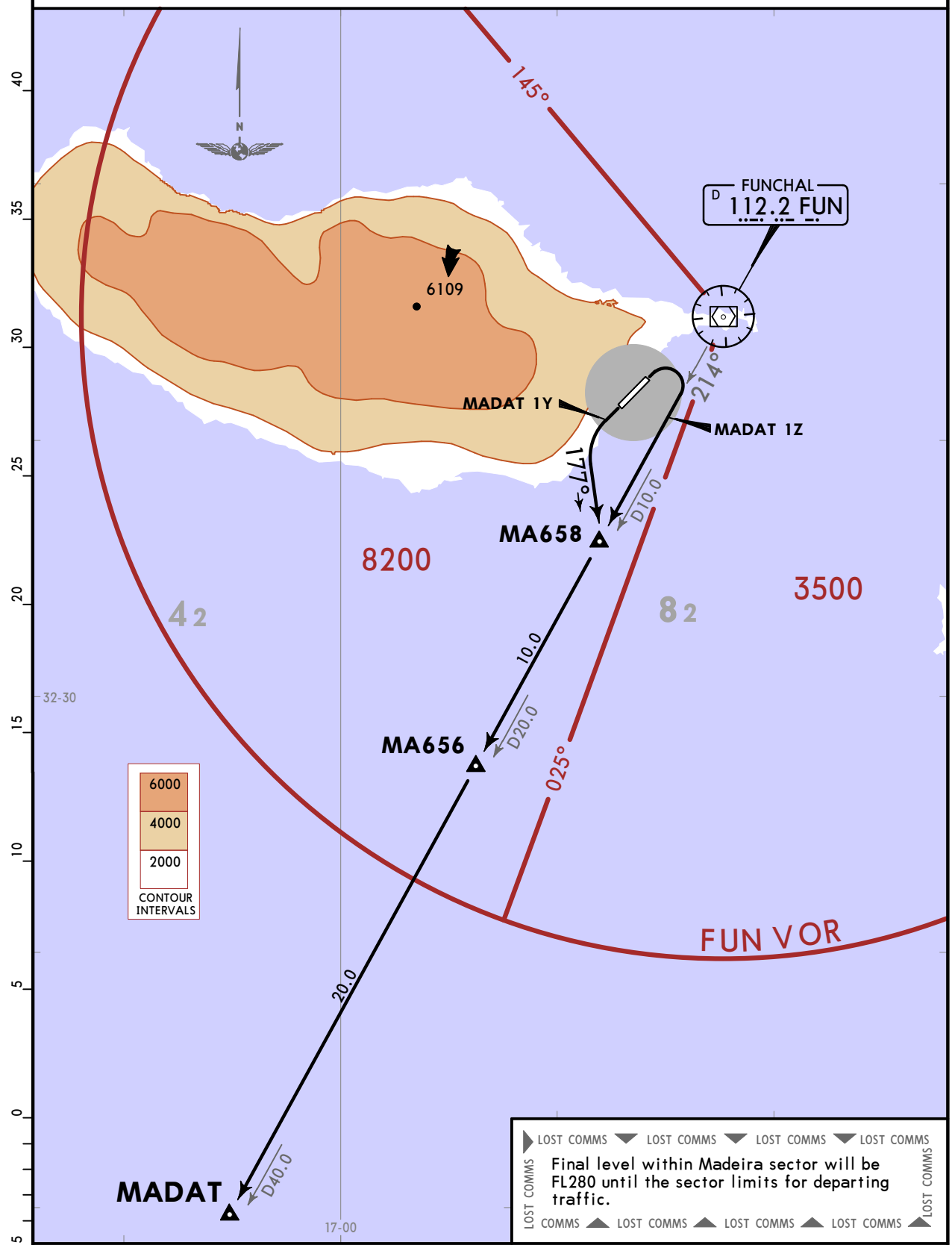
JEPPESEN
22 DEC 17 (10-3K)

MADEIRA, PORTUGAL

CONTINGENCY SID

*MADEIRA Approach 119.6	Apt Elev 191	Trans alt: 5000 Contact MADEIRA Approach IMMEDIATELY after take-off.

MADAT 1Y [MADA1Y], MADAT 1Z [MADA1Z]
CONTINGENCY DEPARTURES



Initial climb clearance **FL60**

SID	RWY	ROUTING
MADAT 1Y	23	On 177° track, intercept R214 FUN via MA658 and MA656 to MADAT.
MADAT 1Z	05	Intercept R214 FUN via MA658 and MA656 to MADAT.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

4.2.23 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

JEPPESEN
JeppView 3.6.2.0

LPMA/FNC
MADEIRA

22 DEC 17

JEPPESEN

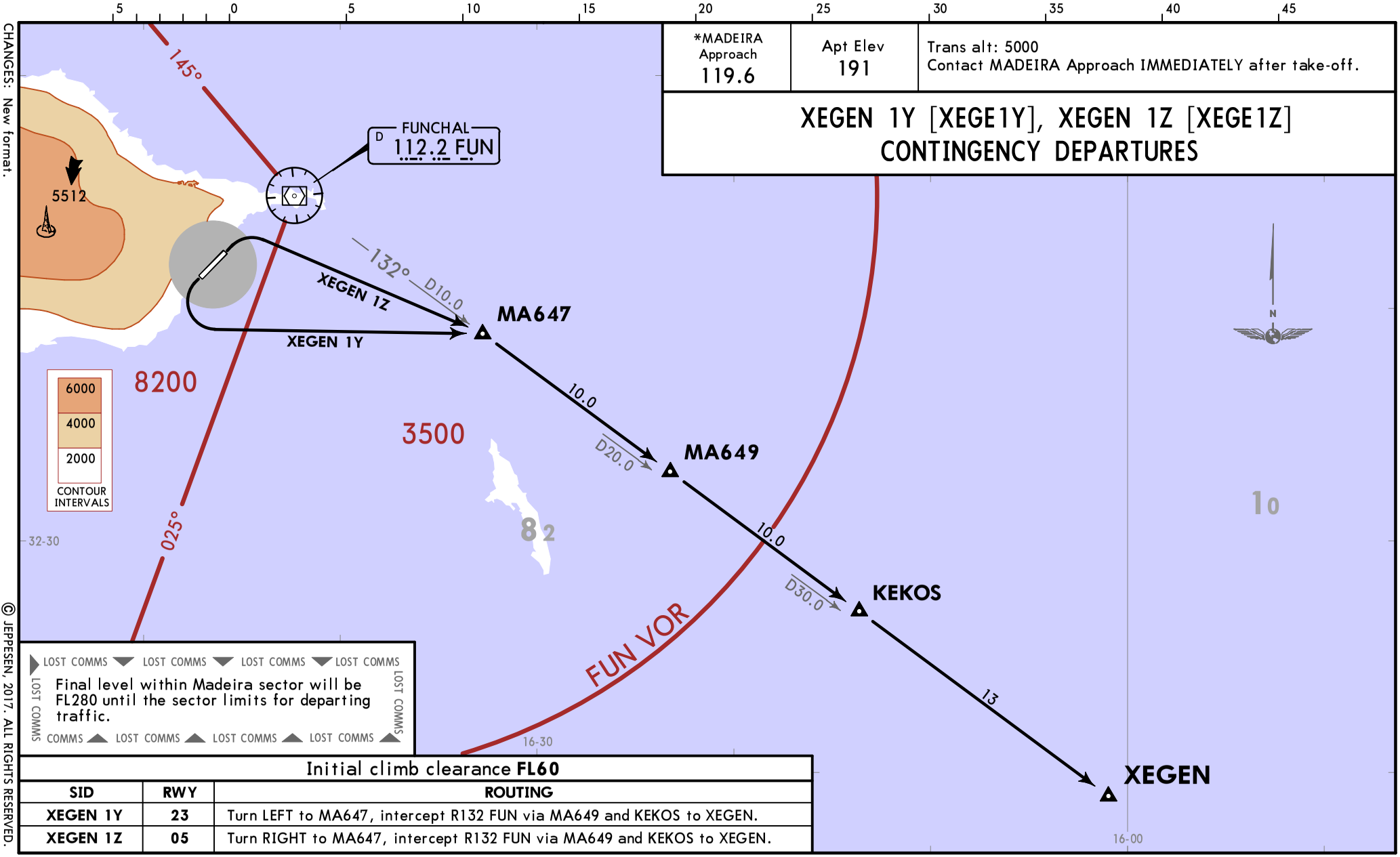
10-3L

MADEIRA, PORTUGAL

CONTINGENCY SID

*MADEIRA Approach	Apt Elev	
119.6	191	Trans alt: 5000 Contact MADEIRA Approach IMMEDIATELY after take-off.

XEGEN 1Y [XEGE1Y], XEGEN 1Z [XEGE1Z] CONTINGENCY DEPARTURES



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

LOST COMMS

Final level within Madeira sector will be FL280 until the sector limits for departing traffic.

LOST COMMS

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

Initial climb clearance **FL60**

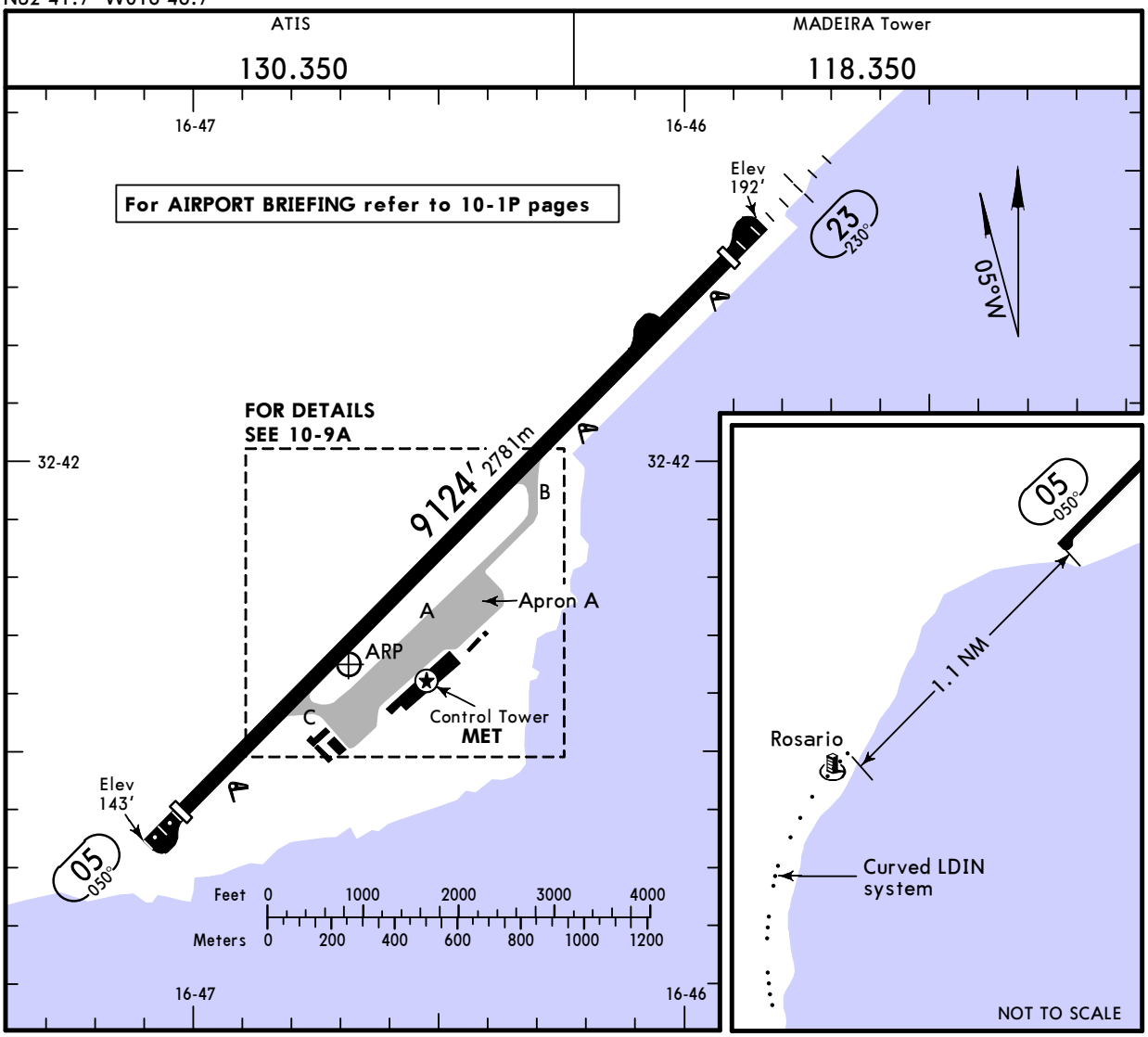
SID	RWY	ROUTING
XEGEN 1Y	23	Turn LEFT to MA647, intercept R132 FUN via MA649 and KEKOS to XEGEN.
XEGEN 1Z	05	Turn RIGHT to MA647, intercept R132 FUN via MA649 and KEKOS to XEGEN.

LPMA/FNC MADEIRA, PORTUGAL

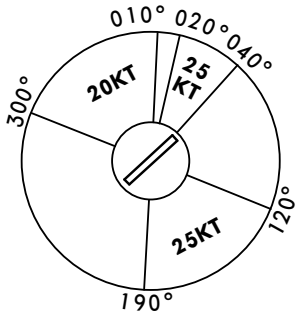
Apt Elev 191′
N32 41.7 W016 46.7

JEPPESEN 3 MAR 17 (10-9)

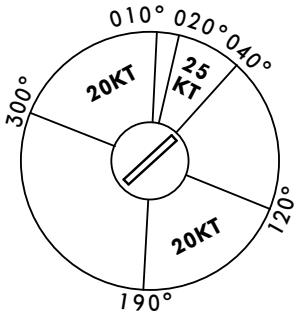
MADEIRA



RWY 05:
Wind limitations when taking-off (relative to the MID anemometer two minutes mean values only): max permissible wind.



RWY 23:
Wind limitations when taking-off (relative to the MID anemometer two minutes mean values only): max permissible wind.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
05 ❶	RL ❷ CL ❸ HIALS TDZ LDIN ❹ PAPI ❺	8140′ 2481m		❻ 8632′ 2631m	148′ 45m
23	RL ❷ CL ❸ ALS TDZ PAPI-L (3.0°)				

❶ grooved ❷ (spacing 60m) ❸ (spacing 30m)
❹ See inset.
❺ (angle 3.00°). Both sides offset 5° to the Right. Right side not visible on short final.
❻ Including 492′/150m of pavement before threshold.

Standard TAKE-OFF 1

	All Rwys	
	RCLM (DAY only) or RL	NIL (DAY only)
A B C D	2800m	

1 Take-off alternate required.

CHANGES: ATIS frequency.

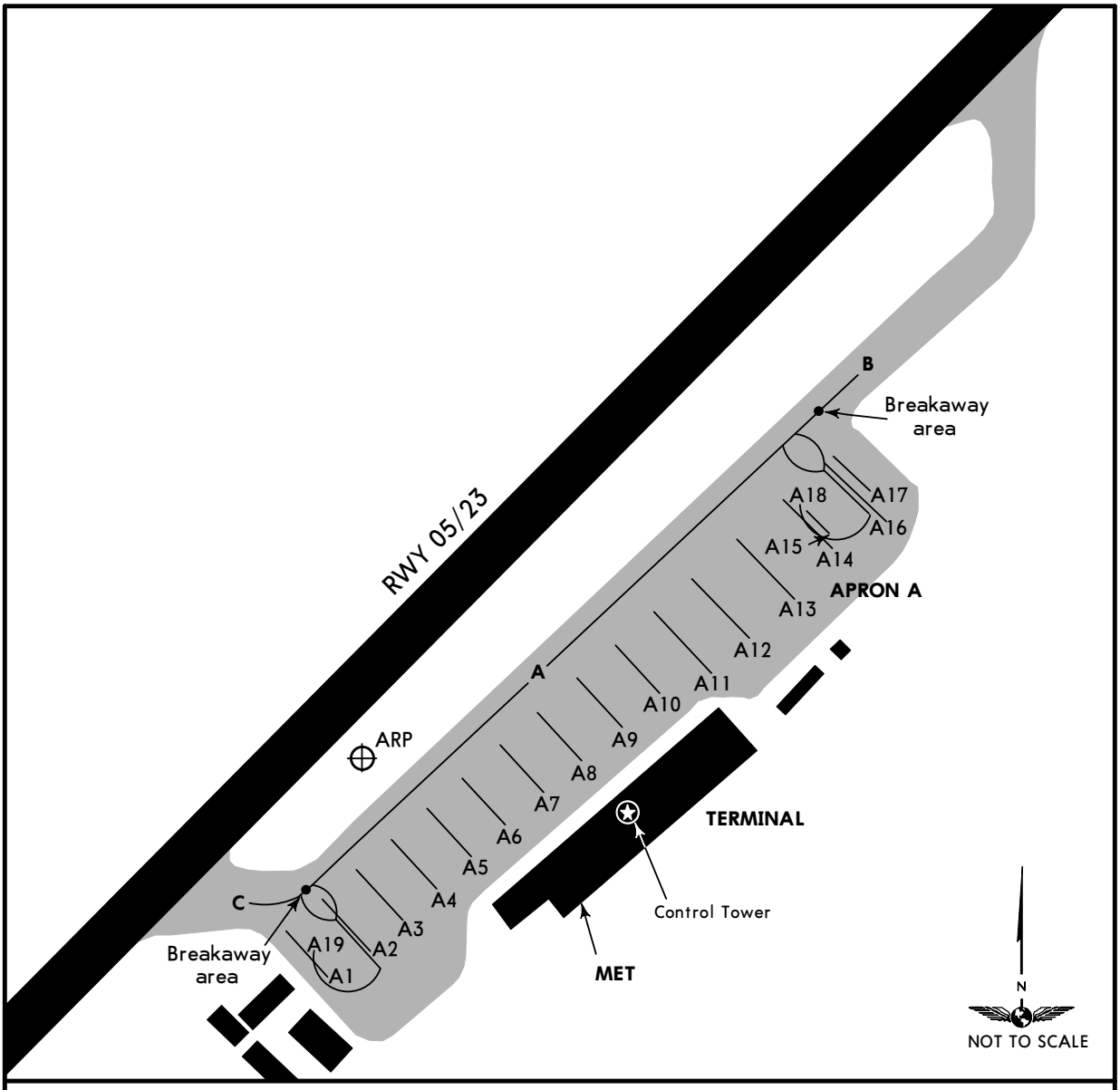
© JEPPESEN, 1999, 2017. ALL RIGHTS RESERVED.

4.2.25 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LPMA/FNC

MADEIRA, PORTUGAL

MADEIRA



INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
A1	N32 41.5 W016 46.7	157′	A11	N32 41.7 W016 46.5	161′
A2, A3	N32 41.6 W016 46.7	157′	A12, A13	N32 41.7 W016 46.4	161′
A4 thru A6	N32 41.6 W016 46.6	157′	A14	N32 41.7 W016 46.4	164′
A7	N32 41.6 W016 46.5	157′	A15	N32 41.8 W016 46.4	164′
A8 thru A10	N32 41.7 W016 46.5	157′	A16 thru A18	N32 41.8 W016 46.4	167′
			A19	N32 41.6 W016 46.7	157′

CHANGES: None.

© JEPPESEN, 2000, 2015. ALL RIGHTS RESERVED.

4.2.26 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LPMA/FNC MADEIRA

JEPPESEN 31 AUG 18 (12-1) Eff 13 Sep

MADEIRA, PORTUGAL ❶ RNAV (GNSS) A Rwy 05

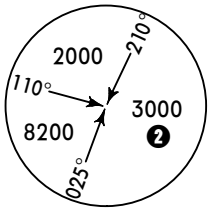
ATIS	*MADEIRA Approach	MADEIRA Tower
130.350	119.6	118.350

BRIEFING STRIP ™

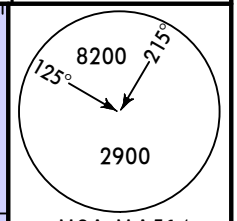
RNAV	Final Apch Crs	Mandatory Alt	MDA(H)	Apt Elev / Rwy
	220°	**MA564** **3000′** (2854′)	**940′** (794′)	191′ / 146′

MISSED APCH: Turn LEFT to MA514 climbing to 3000′. At MA514 join holding, or as directed.
MISSED APCH WITH COMM FAILURE: **RNAV 1 required.** Squawk 7600. Proceed as MISSED APCH. On MA514 holding proceed to MA412, then to MA532 holding. Make one complete holding pattern at 3000′, then perform another approach.

Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 5000′



MSA MA532



MSA MA514

❶ FOR RNAV (GNSS) VISUAL APPROACH PATTERN TO RWY 05 SEE 12-1A.

CAUTION: Execute all turns over the sea due to high terrain to the North and West of Apt.

❷ 2000 within 10 NM

MAX 230 KT
MAX 10000
MHA 3000

047°
227°
220°
(IAF) MA532
MAX 230 KT
MA563
MA564
MA565
MA412
MA566

32-50
32-40
17-00
16-40
16-30

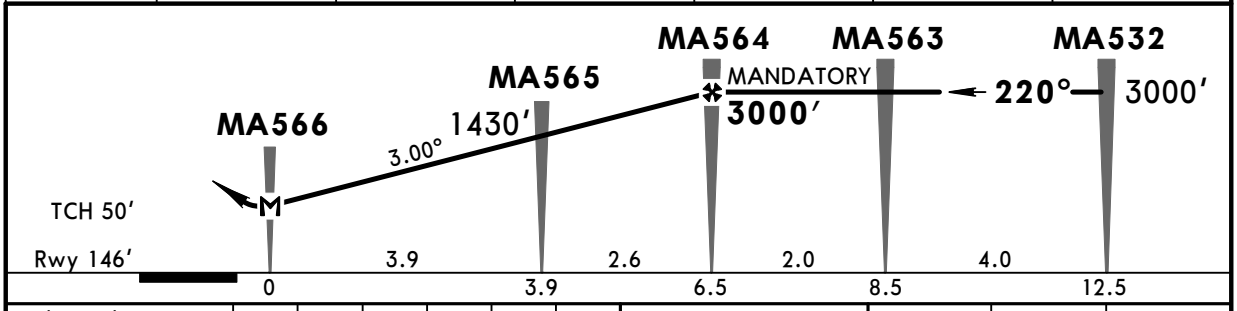
1000
2000
3000
4000
5000
6109′
2034′
2041′
1129′
1460′
870′
1451′

14.4
205°

NOT TO SCALE
205°
MAX 230 KT
MAX 10000
MHA 3000
MA514
MAX 230 KT

RNAV procedure for cloudbreaking followed by visual apch only effective when external visual reference to the terrain exists and can be maintained from at or before reaching the MAP, and continuing visually with the required vertical descent profile according to RNAV (GNSS) VISUAL APPROACH Rwy 05. The rwy may not be or remain in sight at all the times but other visual cues surrounding the vicinity of the apt may be used as sufficient external visual reference.

DIST to MA566	1.0	2.0	3.0	4.0	5.0	6.5
ALTITUDE	1260′	1580′	1895′	2210′	2525′	3000′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at MA566							

HIALS
PAPI PAPI
3000′
LT
MA514

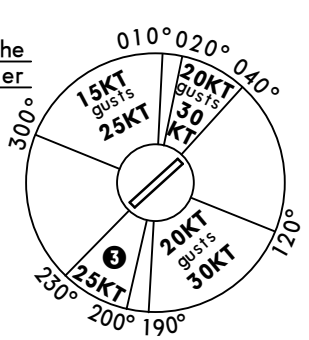
PANS OPS

Standard CIRCLE-TO-LAND TO RWY **05** **CEILING REQUIRED**

Not authorized Northwest of rwy

	Max Kts	MDA(H)	CEIL-VIS
A	100	**940′** (794′)	800′ - 5000m 245m
B	135		
C	180		
D	205		

Wind limitations for landing (relative to the touchdown anemometer two minutes mean values only): max permissible wind.



❸ Relative to the MID or Rosario anemometers including gusts.

CHANGES: Speed restriction at MA532.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

4.2.27 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

LPMA/FNC MADEIRA

31 AUG 18
Eff 13 Sep

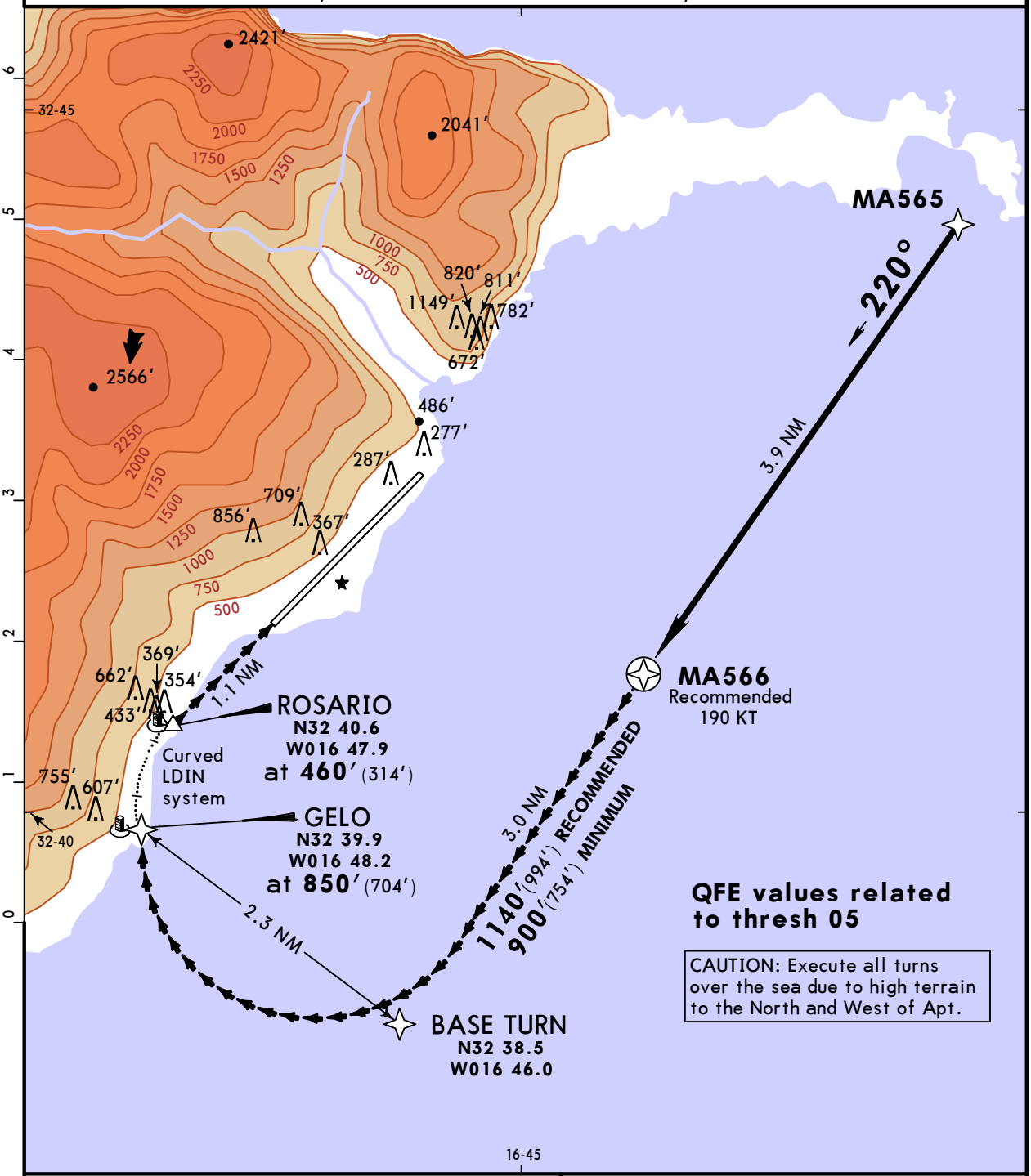
JEPPESEN (12-1A)

MADEIRA, PORTUGAL
RNAV (GNSS) VISUAL APPROACH Rwy 05

BRIEFING STRIP™

ATIS	*MADEIRA Approach	MADEIRA Tower
130.350	119.6	118.350
RNAV	Final Apch Crs **220°**	Apt Elev 191′ Rwy 146′

Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 5000′



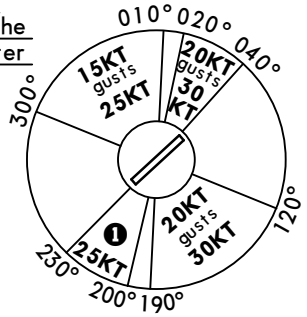
By night the rwy 05 approach lights **MUST BE ON**. If those lights fail before the aircraft is in such a position, over those lights, that will ensure that the high ground on their left side will be avoided, a missed approach (RIGHT turn) should be initiated.

PAPI (Both sides offset 5° to the Right. Right side not visible on short final) should be followed. They are set to define a 3.0° descent path crossing the thresh at 57′.

Rwy slope is 0.8-1% up.

Due to high terrain **CAUTION** should be exercised not flying left of approach lights path.

Wind limitations for landing (relative to the touchdown anemometer two minutes mean values only): max permissible wind.



❶ Relative to the MID or Rosario anemometers including gusts.

CHANGES: None.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

4.2.28 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LPMA/FNC MADEIRA

JEPPESEN 31 AUG 18 (12-2) Eff 13 Sep

MADEIRA, PORTUGAL
❶ RNAV (GNSS) B Rwy 23

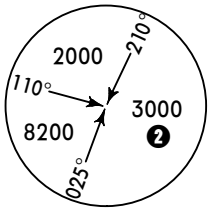
ATIS	*MADEIRA Approach	MADEIRA Tower
130.350	119.6	118.350

BRIEFING STRIP ™

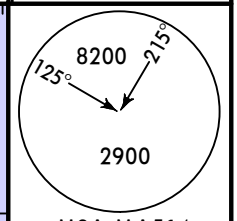
RNAV	Final Apch Crs	Mandatory Alt	MDA(H)	Apt Elev / Rwy
	227°	**MA561** **2800′** (2609′)	**1390′** (1199′)	191′ / 191′

MISSED APCH: Turn LEFT to MA514 climbing to 3000′. At MA514 join holding, or as directed.
MISSED APCH WITH COMM FAILURE: **RNAV 1 required.** Squawk 7600. Proceed as MISSED APCH. On MA514 holding proceed to MA412, then to MA532 holding. Make one complete holding pattern at 3000′, then perform another approach.

Alt Set: hPa | Rwy Elev: 7 hPa | Trans level: By ATC | Trans alt: 5000′



MSA MA532



MSA MA514

❶ FOR RNAV (GNSS) VISUAL APPROACH PATTERN TO RWY 23 SEE 12-2A.

CAUTION: Execute all turns over the sea due to high terrain to the North and West of Apt.

❷ 2000 within 10 NM

MAX 230 KT
MAX 10000
MHA 3000

047°
227°
227°
(IAF)
MA532
MAX 230 KT

MA561

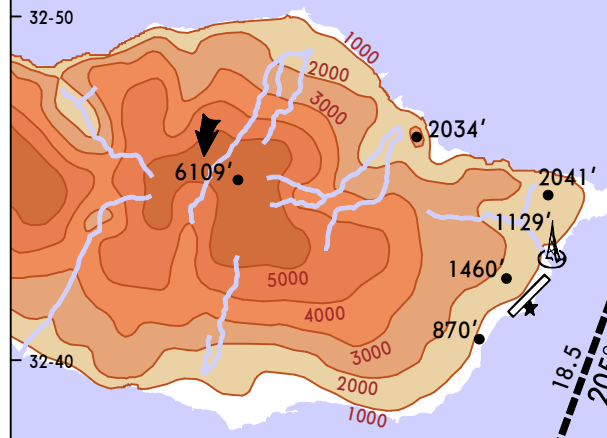
MA562

MA412

18.5
205°

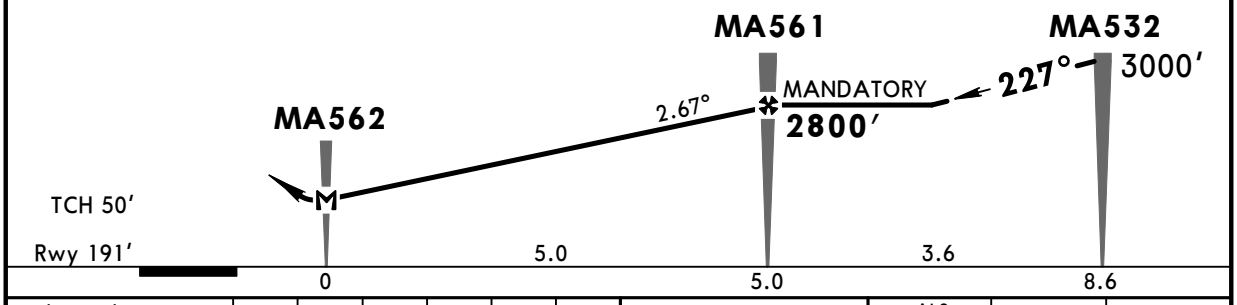
RNAV procedure for cloudbreaking followed by visual apch only effective when external visual reference to the terrain exists and can be maintained from at or before reaching the MAP, and continuing visually with the required vertical descent profile according to RNAV (GNSS) VISUAL APPROACH Rwy 23. The rwy may not be or remain in sight at all the times but other visual cues surrounding the vicinity of the apt may be used as sufficient external visual reference.

NOT TO SCALE
205°
MAX 230 KT
MAX 10000
MHA 3000
MA514
MAX 230 KT



17-00 | 16-40 | 16-30

DIST to MA562	1.0	2.0	3.0	4.0	5.0
ALTITUDE	1600′	1900′	2242′	2521′	2800′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.67°	331	425	472	567	661	756
MAP at MA562							

ALS
PAPI
3000′
LT
MA514

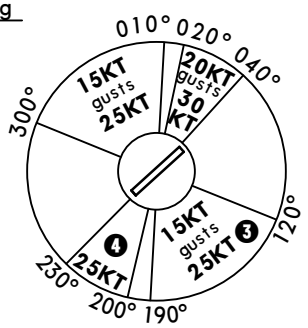
PANS OPS

Standard CIRCLE-TO-LAND **CEILING REQUIRED**
TO RWY **23**

Not authorized Northwest of rwy

	Max Kts	MDA(H)	CEIL-VIS
A	100	**1390′** (1199′)	1200′ - 7000m 370m
B	135		
C	180		
D	205		

Wind limitations for landing (relative to the touchdown anemometer two minutes mean values only): max permissible wind.



❸ Relative to the MID anemometer.
❹ Relative to the MID or Rosario anemometers including gusts.

CHANGES: Procedure designation. Speed restriction at MA532.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

LPMA/FNC MADEIRA

31 AUG 18
Eff 13 Sep

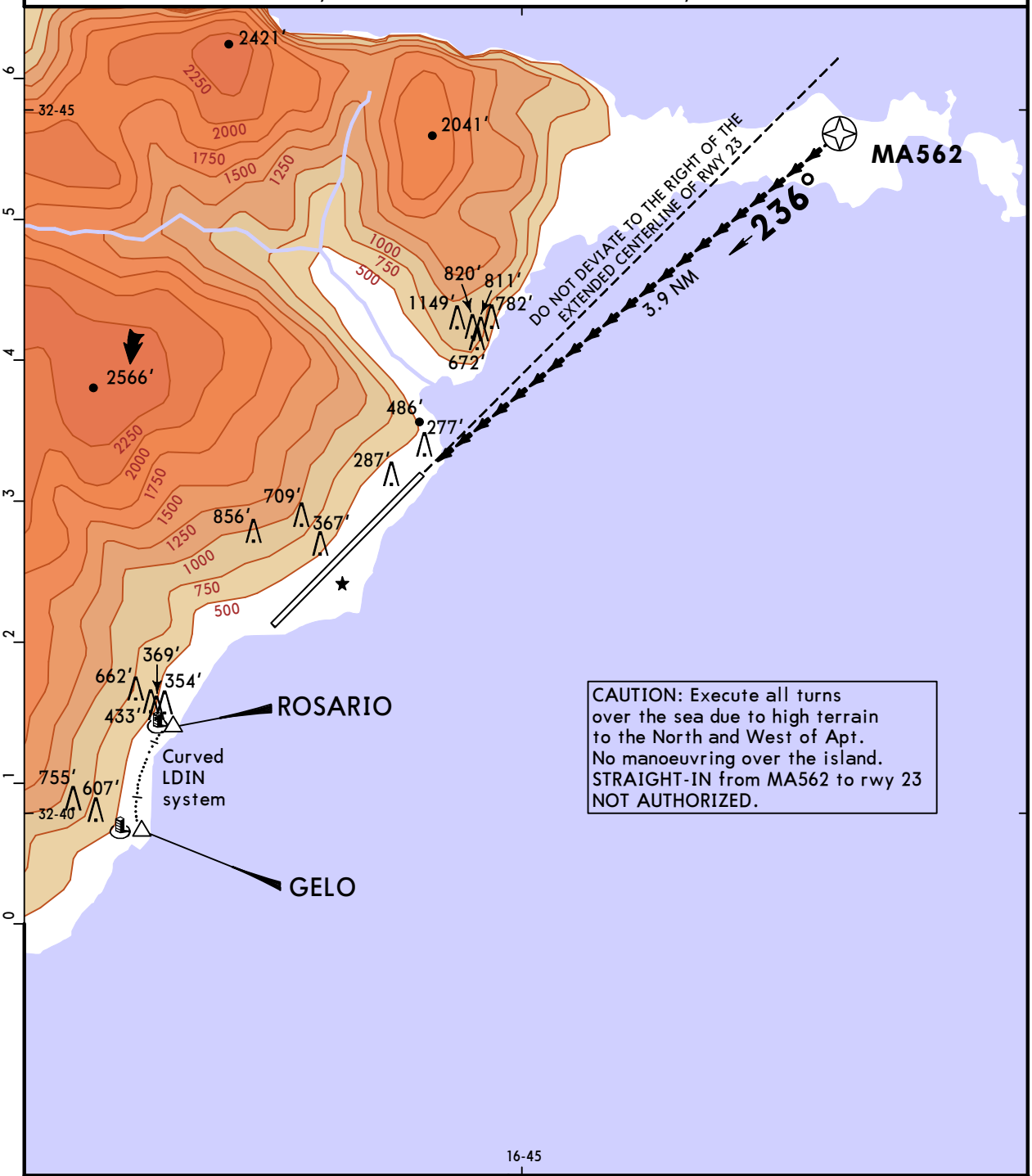
JEPPESEN 12-2A

MADEIRA, PORTUGAL
RNAV (GNSS) VISUAL APPROACH Rwy 23

BRIEFING STRIP™

ATIS	*MADEIRA Approach	MADEIRA Tower
130.350	119.6	118.350
RNAV	Final Apch Crs **236°**	Apt Elev 191′ Rwy 191′

Alt Set: hPa | Rwy Elev: 7 hPa | Trans level: By ATC | Trans alt: 5000′



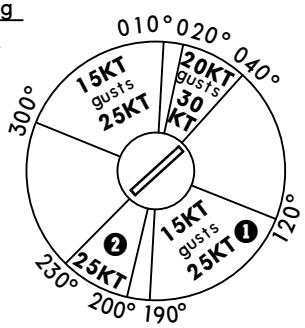
Maintain MDA(H) until intercepting the 3.00° final descent path defined by the PAPI, which crosses the thresh at 57′.

At night the hills (Pico de Facho) on your RIGHT may be confused with mist. This obstacle is lighted.

Touchdown rwy 23 out of Control Tower visual range. TDZ lighting is provided.

A go around manoeuvre should be performed if the acft has not landed by the end of the TDZ lights.

Wind limitations for landing (relative to the touchdown anemometer two minutes mean values only): max permissible wind.



❶ Relative to the MID anemometer.

❷ Relative to the MID or Rosario anemometers including gusts.

CHANGES: None.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

4.2.30 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LPMA/FNC MADEIRA

JEPPESEN 31 AUG 18 (12-20) Eff 13 Sep

MADEIRA, PORTUGAL RNP Z Rwy 05 (AR)

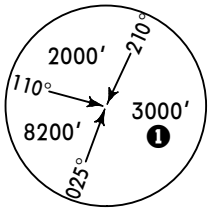
ATIS	*MADEIRA Approach	MADEIRA Tower
130.350	119.6	118.350

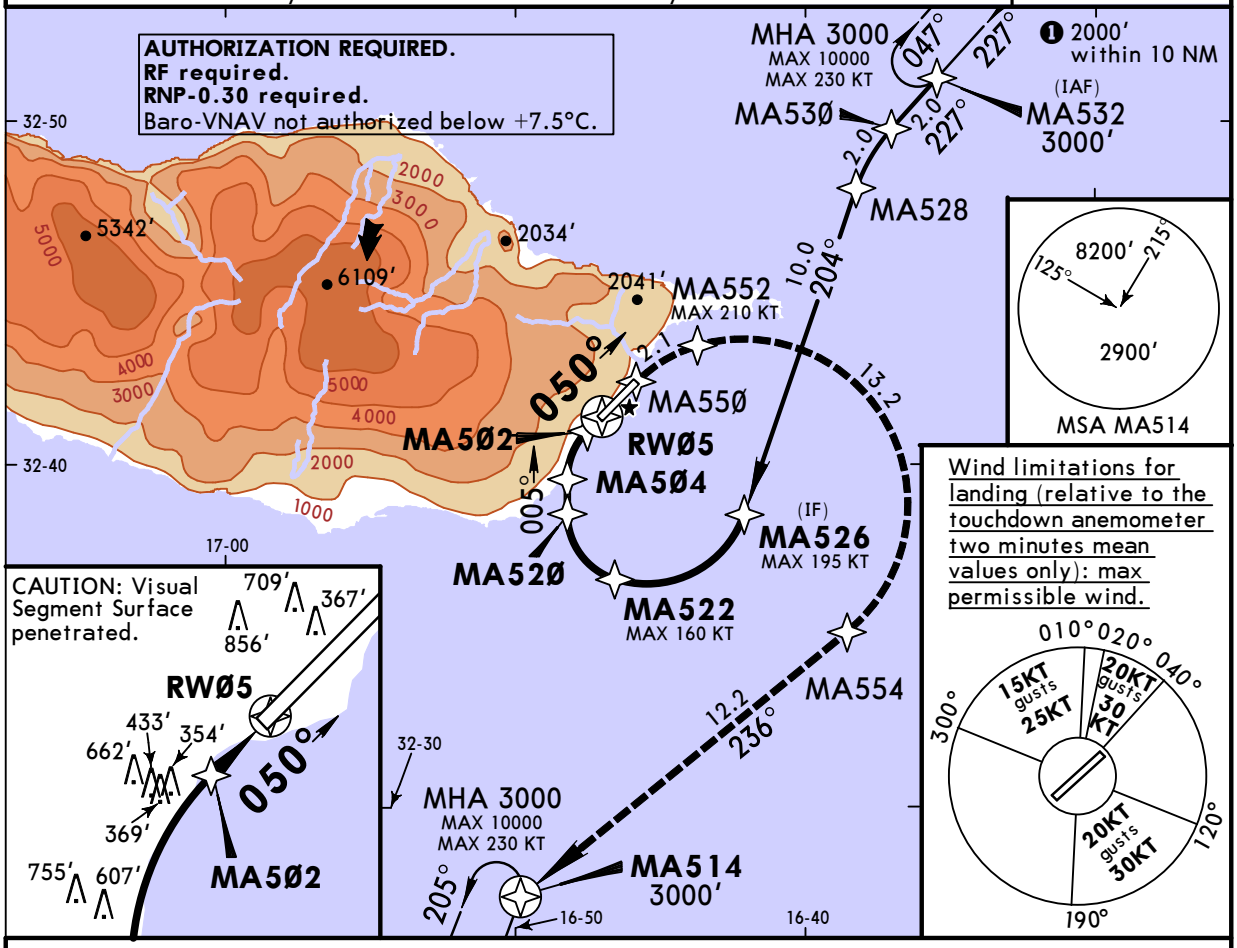
BRIEFING STRIP ™

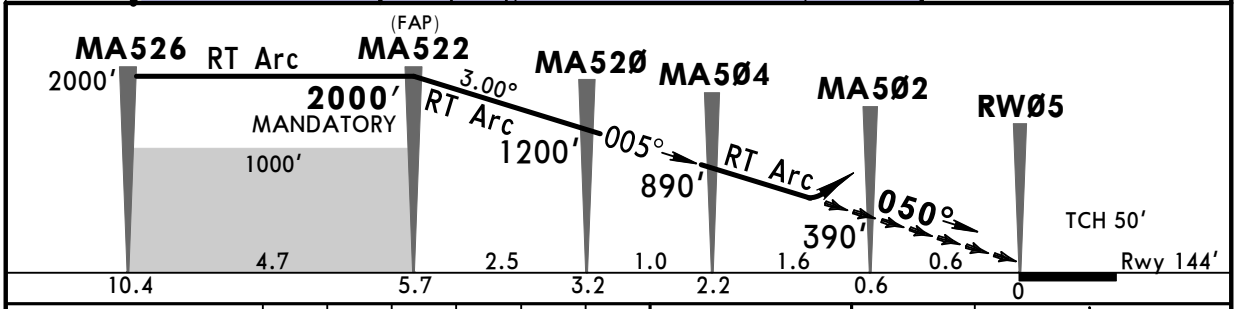
RNAV	Final Apch Crs	Mandatory Alt	RNP-0.10 DA(H)	Apt Elev / Rwy
	050°	MA522 2000′ (1856′)	Refer to Minimums	191′ / 144′

MISSED APCH: Climb to 3000′ to MA514 via MA55Ø, MA552 and MA554. At MA514 join holding or as directed.
MISSED APCH WITH COMM FAILURE: Squawk 7600. Climb to 3000′ to MA514 via MA55Ø, MA552 and MA554. At MA514 join holding to make one complete holding pattern at 3000′, then perform RNAV (RNP) Y Rwy 05 approach.

Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 5000′







Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

HIALS
PAPI PAPI

3000′ via MA55Ø

Standard STRAIGHT-IN LANDING RWY 05

	RNP-0.10 (required until MA552)	RNP-0.20 (required until MA552)	RNP-0.30
	DA(H)	DA(H)	DA(H)
	A: 500′(356′) BC: 520′(376′) D: 530′(386′)	A: 800′(656′) C: 820′(676′) B: 810′(666′) D: 830′(686′)	A: 890′(746′) C: 910′(766′) B: 900′(756′) D: 920′(776′)
	ALS out	ALS out	ALS out
A	RVR 1500m	RVR 1500m	RVR 1500m
B			
C	RVR 1700m	RVR 2400m	RVR 2400m
D	RVR 1800m		

PANS OPS

CHANGES: Speed restriction at MA532 and MA514 withdrawn.

© JEPPESEN, 2015, 2018. ALL RIGHTS RESERVED.

4.2.31 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LPMA/FNC MADEIRA

JEPPESEN 31 AUG 18 (12-21) Eff 13 Sep

MADEIRA, PORTUGAL RNP Y Rwy 05 (AR)

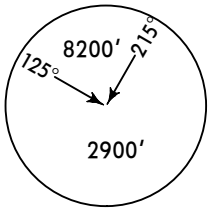
BRIEFING STRIP ™

ATIS	*MADEIRA Approach	MADEIRA Tower
130.350	119.6	118.350

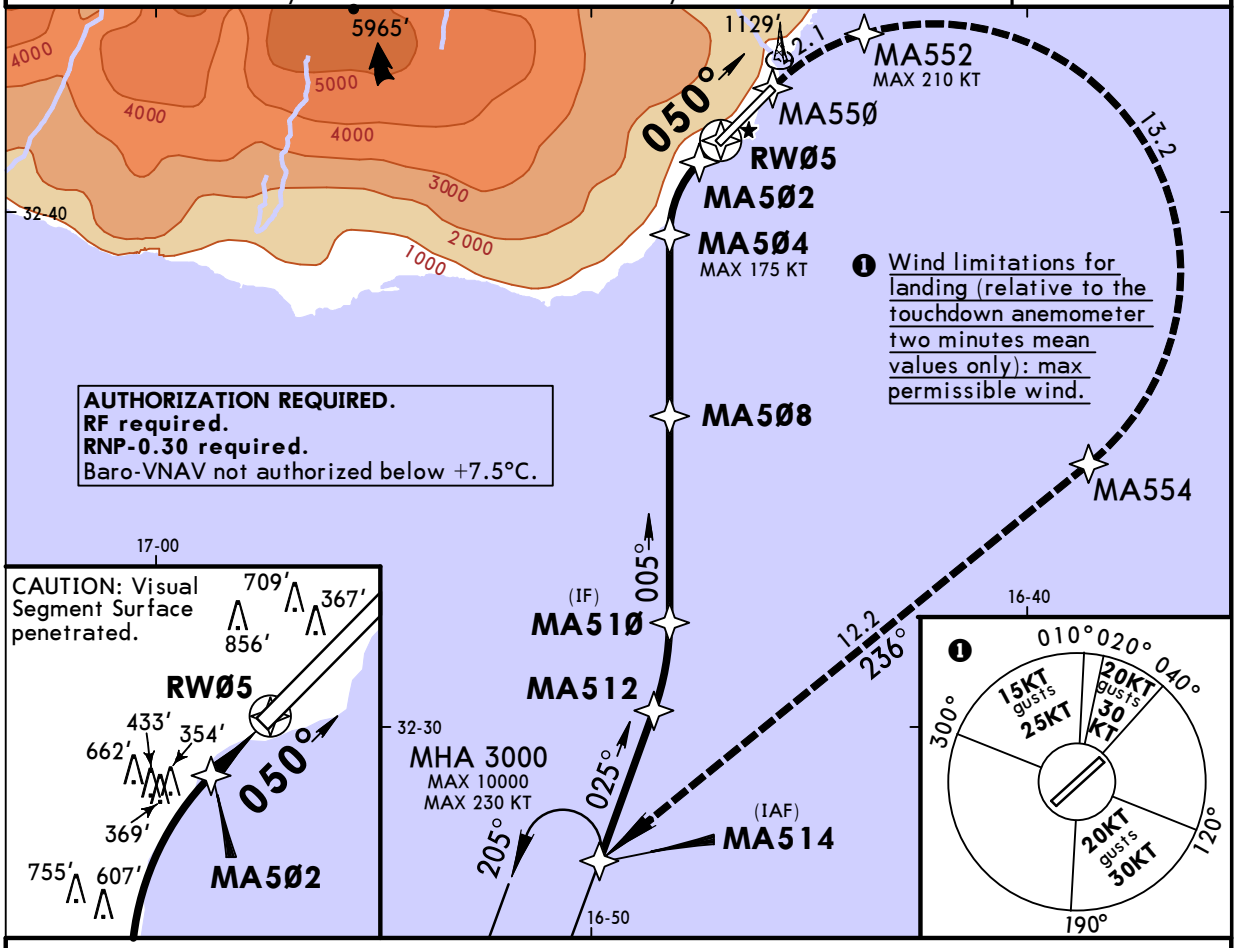
RNAV	Final Apch Crs	Mandatory Alt	RNP-0.10 DA(H)	Apt Elev / Rwy
	050°	**MA5Ø8** **2000′** (1856′)	Refer to Minimums	191′ / 144′

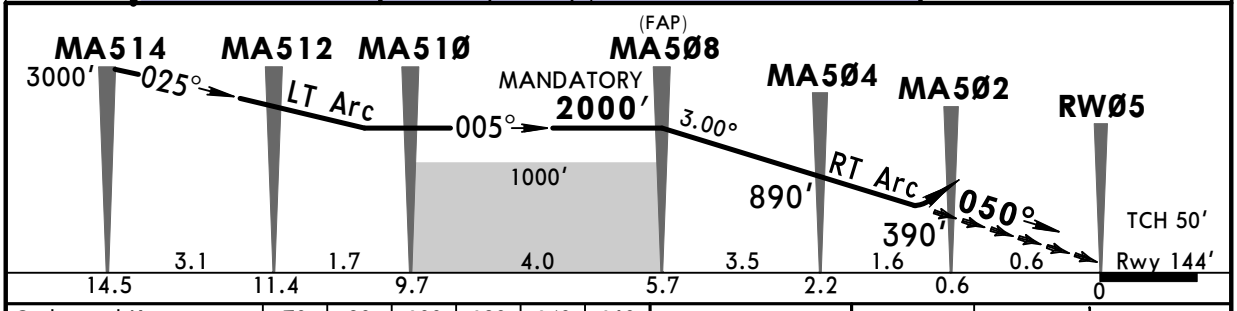
MISSED APCH: Climb to 3000′ to MA514 via MA55Ø, MA552 and MA554. At MA514 join holding or as directed.
MISSED APCH WITH COMM FAILURE: Squawk 7600. Climb to 3000′ to MA514 via MA55Ø, MA552 and MA554. At MA514 join holding to make one complete holding pattern at 3000′, then perform another approach.

Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 5000′



MSA
MA514





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

HIALS
PAPI PAPI

3000′ via MA55Ø

Standard STRAIGHT-IN LANDING RWY **05**

	RNP-0.10 (required until MA552) DA(H)	RNP-0.20 (required until MA552) DA(H)	RNP-0.30 DA(H)
	A: **500′** (356′) BC: **520′** (376′) D: **530′** (386′)	A: **800′** (656′) C: **820′** (676′) B: **810′** (666′) D: **830′** (686′)	A: **890′** (746′) C: **910′** (766′) B: **900′** (756′) D: **920′** (776′)
	ALS out	ALS out	ALS out
A, B	RVR 1500m	RVR 1500m	RVR 1500m
C	RVR 1700m	RVR 2400m	RVR 2400m
D	RVR 1800m		

PANS OPS

CHANGES: Speed restriction at MA514 withdrawn.

© JEPPESEN, 2015, 2018. ALL RIGHTS RESERVED.

4.2.32 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LPMA/FNC MADEIRA

JEPPESEN 31 AUG 18 (12-22) Eff 13 Sep

MADEIRA, PORTUGAL RNP Rwy 23 (AR)

BRIEFING STRIP ™

ATIS	*MADEIRA Approach	MADEIRA Tower
130.350	119.6	118.350

RNAV	Final Apch Crs	Mandatory Alt	RNP-0.10 DA(H)	Apt Elev / Rwy
	230°	**MA4Ø8** **2000′** (1810′)	**489′** (299′)	191′ / 190′

MISSED APCH: Climb to 3000′ to MA514 via MA4Ø7 and MA4Ø6. At MA514 join holding or as directed.
MISSED APCH WITH COMM FAILURE: Squawk 7600. Climb to 3000′ to MA514 via MA4Ø7 and MA4Ø6. At MA514 join holding to make one complete holding pattern at 3000′, then perform another approach.

Alt Set: hPa | Rwy Elev: 7 hPa | Trans level: By ATC | Trans alt: 5000′

MSA MA532: 2000′ (210°–110°), 3000′ (110°–210°), 8200′ (210°–025°), 3000′ (025°–210°) ❶

AUTHORIZATION REQUIRED.
RF required.
RNP-0.30 required.
Baro-VNAV not authorized below +7.5°C.

MHA 3000 MAX 10000 MAX 230 KT

❶ 2000′ within 10 NM

(IAF) MA532 3000′

047° 4.0 (IF) MA41Ø 227° 230°

MA4Ø8 230°

(IF) MA412 MAX 210 KT

MA4Ø7 2.0

MA4Ø6 MAX 210 KT

7.0 049°

MA413

6.2 049°

MA414

2.1

MA416

3.6 025°

(IAF) MA514 3000′ MAX 250 KT for Initial Approach

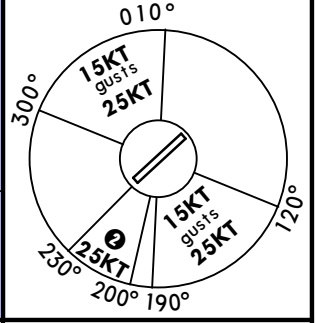
12.3 192°

205°

RW23

MSA MA514: 8200′ (215°–125°), 2900′ (125°–215°)

Wind limitations for landing (relative to the touchdown anemometer two minutes mean values only): max permissible wind.



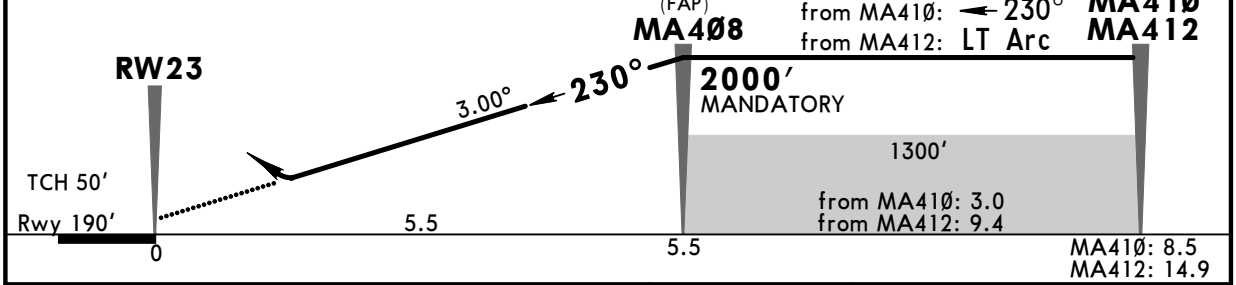
❷ Relative to the MID or Rosario anemometers including gust.

CAUTION: Visual Segment Surface penetrated.

17-00 32-50 32-40 32-30 16-50 16-40

5342′ 6109′ 2034′ 2041′ 1129′ 1460′ 820′ 811′ 782′ 1149′ 672′ 277′ 287′ 709′ 367′

MHA 3000 MAX 10000 MAX 230 KT



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

ALS PAPI

3000′ via MA4Ø7

Standard STRAIGHT-IN LANDING RWY 23

	RNP-0.10 (required until MA4Ø6)		RNP-0.20 (required until MA4Ø6)		RNP-0.30	
	DA(H) **489′** (299′)		DA(H) A: **919′** (729′) C: **959′** (769′) B: **939′** (749′) D: **979′** (789′)		DA(H) A: **1159′** (969′) C: **1199′** (1009′) B: **1179′** (989′) D: **1219′** (1029′)	
		ALS out		ALS out		ALS out
A B C D	RVR 1200m	RVR 1400m	RVR 1500m		RVR 1500m	
			RVR 2400m		RVR 2400m	

PANS OPS

CHANGES: Speed restriction at MA532 and MA514.

© JEPPESEN, 2015, 2018. ALL RIGHTS RESERVED.

4.2.33 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

LPMA/FNC MADEIRA

JEPPESEN 8 DEC 17 (13-1)

MADEIRA, PORTUGAL
❶ CIRCLING VOR DME Rwy 05

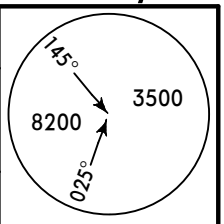
BRIEFING STRIP ™

ATIS	*MADEIRA Approach	MADEIRA Tower
130.350	119.6	118.350

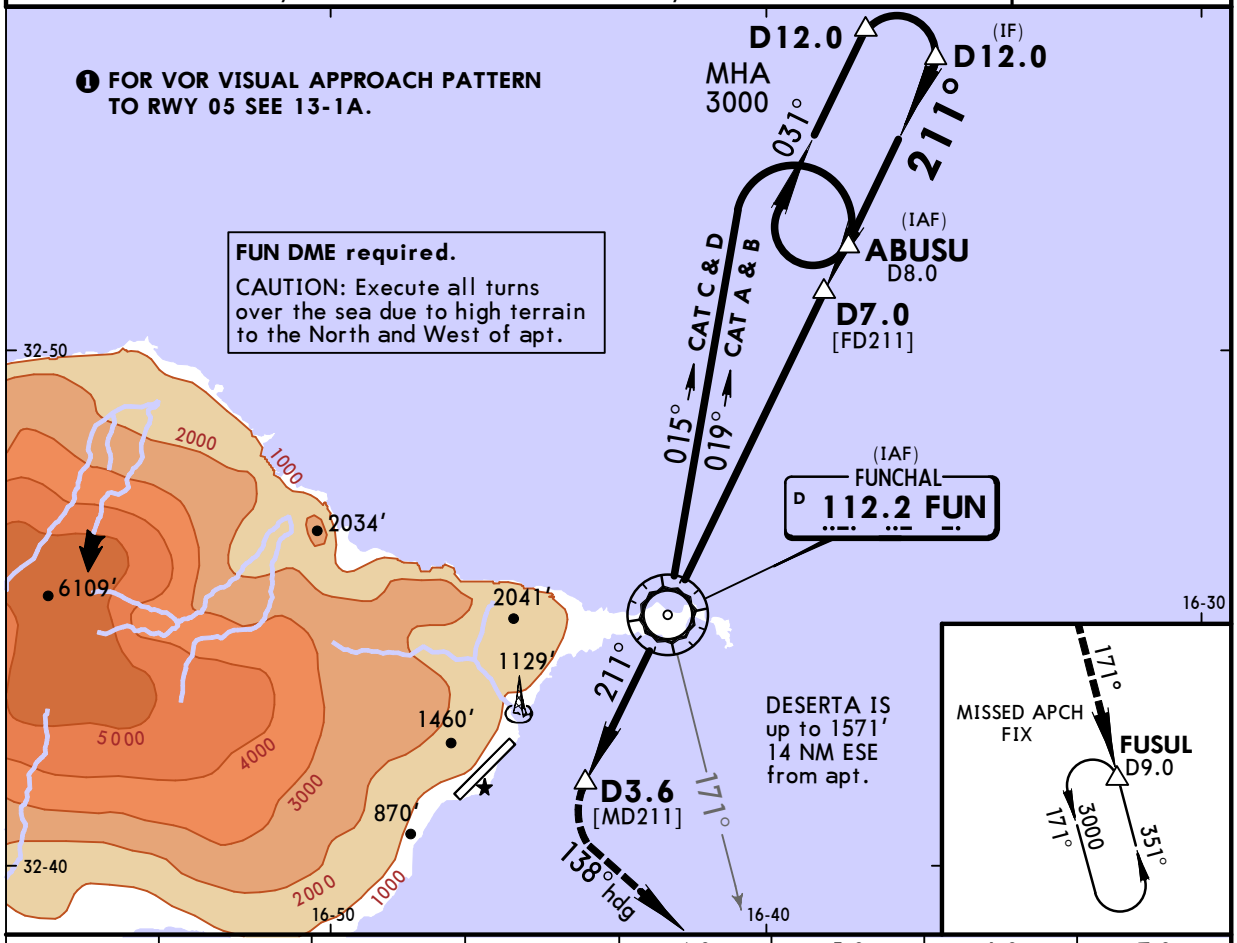
VOR FUN	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 191′
112.2	211°	D7.0 3000′ (2856′)	940′ (796′)	Rwy 144′

MISSED APCH: Turn LEFT onto heading 138° to intercept R-171, proceed to FUSUL climbing to 3000′ and hold. Contact APP.

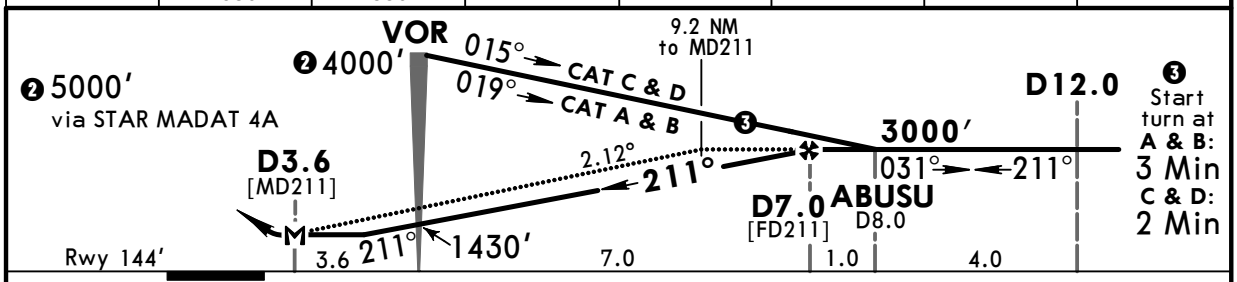
Alt Set: hPa	Rwy Elev: 5 hPa	Trans level: By ATC	Trans alt: 5000′



MSA FUN VOR



FUN DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1650′	1880′	2100′	2330′	2550′	2760′	3000′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	2.12°	262	337	375	450	525	600
MAP at D3.6							

HIALS	PAPI — PAPI	138° hdg LT	FUN 112.2 R-171	3000′ FUSUL

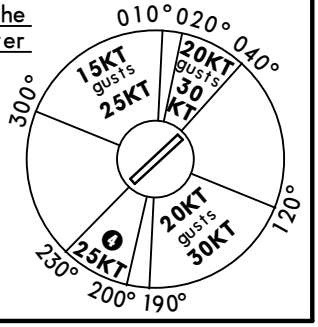
PANS OPS

Standard CIRCLE-TO-LAND TO RWY **05** **CEILING REQUIRED**

Not authorized Northwest of rwy

	Max Kts	MDA(H)	CEIL-VIS
A	100	940′ (796′)	800′ - 5000m 245m
B	135		
C	180		
D	205		

Wind limitations for landing (relative to the touchdown anemometer two minutes mean values only): max permissible wind.



❹ Relative to the MID or Rosario anemometers including gust.

CHANGES: Rwy elevation.

© JEPPESEN, 2000, 2017. ALL RIGHTS RESERVED.

4.2.34 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LPMA/FNC MADEIRA

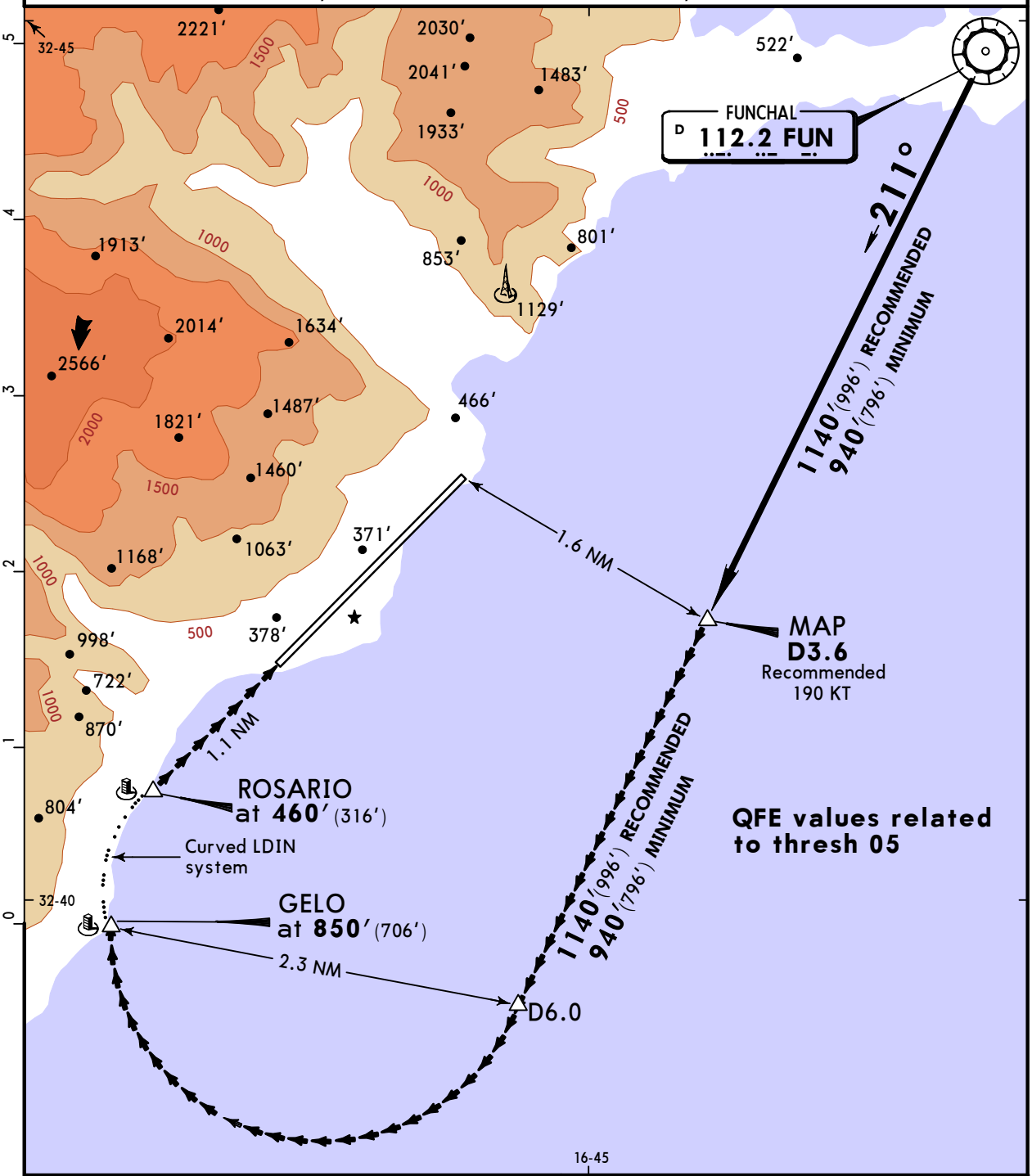
JEPPESEN 8 DEC 17 (13-1A)

MADEIRA, PORTUGAL VOR VISUAL APPROACH Rwy 05

BRIEFING STRIP™

ATIS	*MADEIRA Approach	MADEIRA Tower
130.350	119.6	118.350
VOR FUN **112.2**	Final Apch Crs **211°**	Apt Elev 191′ Rwy 144′

Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 5000′



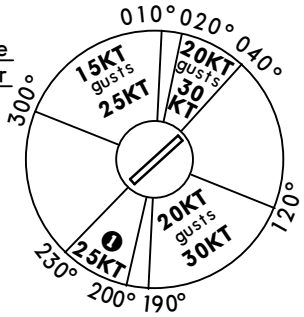
By night the rwy 05 approach lights **MUST BE ON.** If those lights fail before the aircraft is in such a position, over those lights, that will ensure that the high ground on their left side will be avoided, a missed approach (RIGHT turn) should be initiated.

PAPI (Both sides offset 5° to the Right. Right side not visible on short final) should be followed. They are set to define a 3.0° descent path crossing the thresh at 57′.

Rwy slope is 0.8-1% up.

Due to high terrain **CAUTION** should be exercised not flying left of approach lights path.

Wind limitations for landing (relative to the touchdown anemometer two minutes mean values only): max permissible wind.



❶ Relative to the MID or Rosario anemometers including gust.

CHANGES: Rwy elevation.

© JEPPESEN, 2000, 2017. ALL RIGHTS RESERVED.

4.2.35 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

LPMA/FNC MADEIRA

JEPPESEN 20 APR 18 Eff 26 Apr (13-2)

MADEIRA, PORTUGAL CIRCLING VOR DME Rwy 23

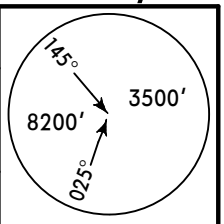
BRIEFING STRIP ™

ATIS	*MADEIRA Approach	MADEIRA Tower
130.350	119.6	118.350

VOR FUN	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 191′
112.2	211°	D7.0 3000′ (2810′)	1300′ (1110′)	Rwy 190′

MISSED APCH: Turn LEFT onto heading 138° to intercept R-171, proceed to FUSUL climbing to 3000′ and hold. Contact APP.

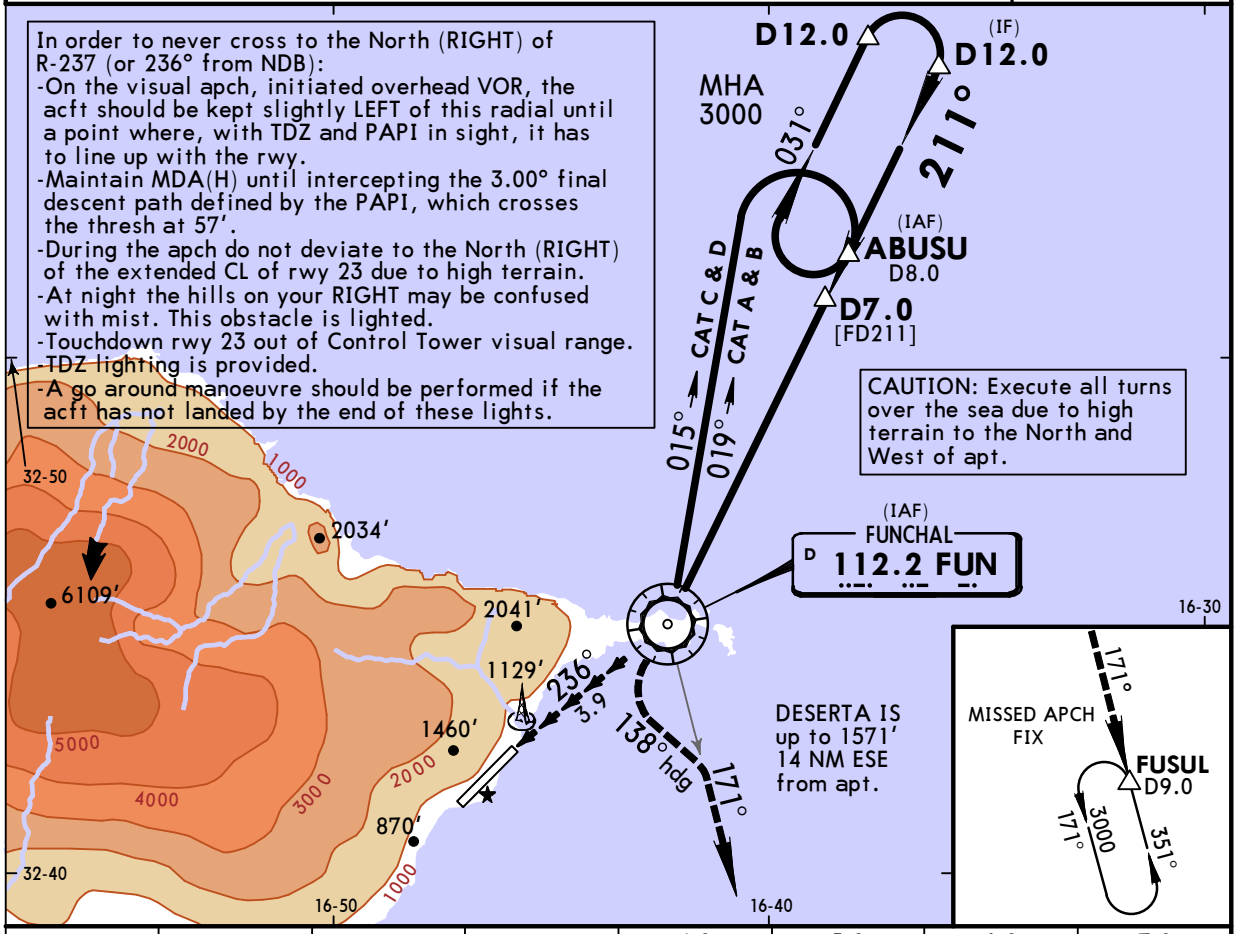
Alt Set: hPa | Rwy Elev: 7 hPa | Trans level: By ATC | Trans alt: 5000′



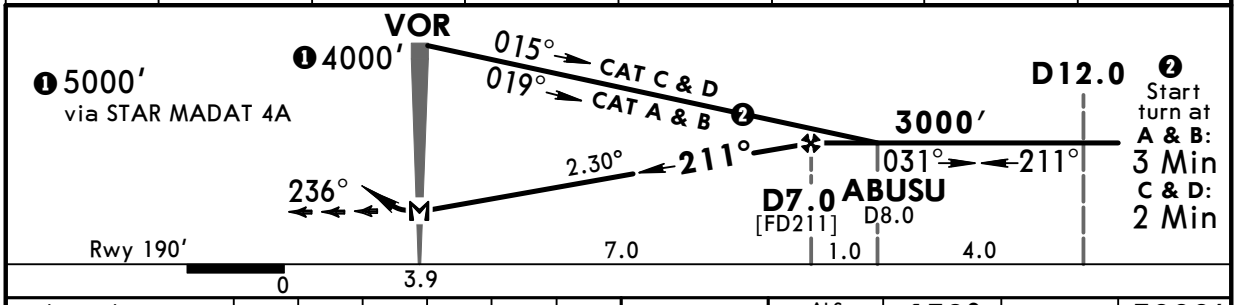
MSA
FUN VOR

In order to never cross to the North (RIGHT) of R-237 (or 236° from NDB):
-On the visual apch, initiated overhead VOR, the acft should be kept slightly LEFT of this radial until a point where, with TDZ and PAPI in sight, it has to line up with the rwy.
-Maintain MDA(H) until intercepting the 3.00° final descent path defined by the PAPI, which crosses the thresh at 57′.
-During the apch do not deviate to the North (RIGHT) of the extended CL of rwy 23 due to high terrain.
-At night the hills on your RIGHT may be confused with mist. This obstacle is lighted.
-Touchdown rwy 23 out of Control Tower visual range.
-TDZ lighting is provided.
-A go around manoeuvre should be performed if the acft has not landed by the end of these lights.

CAUTION: Execute all turns over the sea due to high terrain to the North and West of apt.



FUN DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1550′	1800′	2050′	2300′	2550′	2800′	3000′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.30°	285	366	407	488	569	651
MAP at VOR							

ALS
PAPI

138° hdg LT

FUN 112.2 R-171

3000′ FUSUL

PANS OPS

Standard CIRCLE-TO-LAND **CEILING REQUIRED**

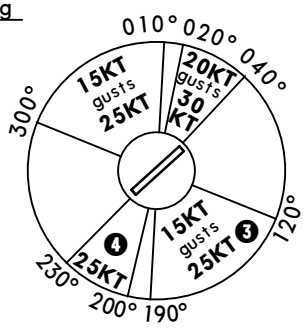
TO RWY **23**

Not authorized Northwest of rwy

	Max Kts	MDA(H)	CEIL-VIS
A	100	1300′ (1110′)	1200′ - 7000m 370m
B	135		
C	180		
D	205		

Wind limitations for landing (relative to the touchdown anemometer two minutes mean values only): max permissible wind.

❸ Relative to the MID anemometer.
❹ Relative to the MID or Rosario anemometers including gust.



CHANGES: MAD NDB withdrawn.

© JEPPESEN, 2000, 2018. ALL RIGHTS RESERVED.

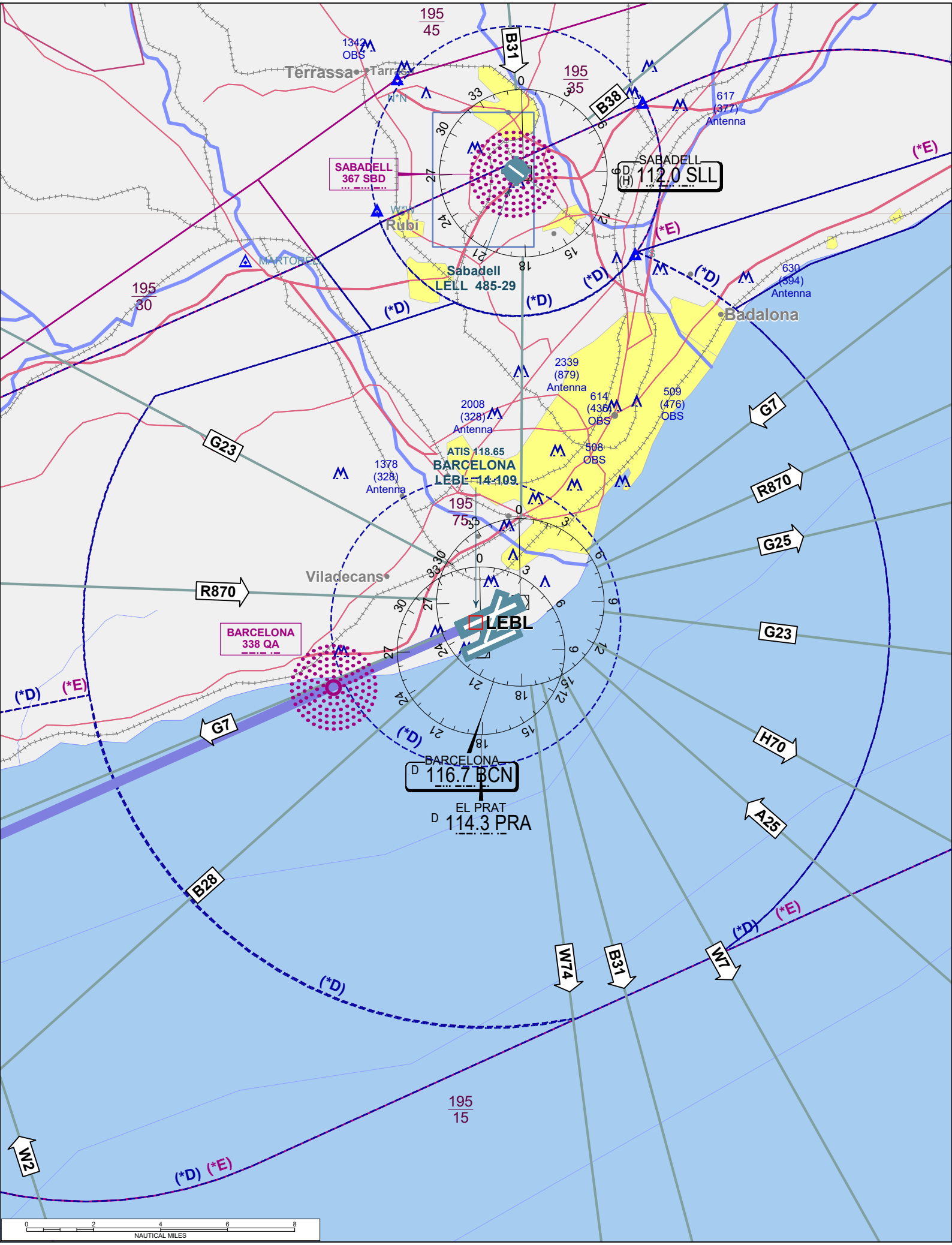
5.0.1 DEPARTURE (LPMA -> LEBL): LPMA (Madeira)

NavData Cycle 2009-1 Expired: Friday, 13 February 2009.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 05 Oct 2018

JEPPESEN
JeppView 3.6.2.0



© JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.



© JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

1. GENERAL

1.1. ATIS

ATIS 130.350

1.2. NOISE ABATEMENT

1.2.1. NIGHTTIME RESTRICTIONS

Landing and/or take-off is forbidden between 0000-0600LT, except in cases of force majeure. However, according to governmental deliberation, exception regime has been granted for Madeira APT in which landing and/or take-off of ACFT engaged in commercial aviation or aerial work are allowed in a limited number.

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

- The maximum number of movements allowed (31 daily, 80 weekly)
  Special Seasons: Christmas, New Year's Day, Carnival, Easter and 'Festa del Flor' (52 daily, 134 weekly);
- The noise level of the ACFT concerned, in compliance with ICAO:

Noise Level Band (EPNdB)	QUOTA Count
below 87	0
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

ACFT classified Level 4, 8 and 16 cannot be scheduled between 0200-0500LT.

The operating restrictions set out above (max. movements) shall not apply to the following cases of force majeure:

- ACFT operating humanitarian, emergency or evacuation missions;
- ACFT to come across urgent situations, taking into account weather, technical failure or flight safety reasons;
- Air movements subject to an unforeseen schedule alteration due to abnormal disturbance within Air Traffic Control;
- Air movements operated up to 0100LT which were actually scheduled for periods up to 0000LT due to delays for which neither the APT management company nor the operator were to blame;
- Landings operated during the period comprised between 0500-0600LT, due to weather reasons, as far as the arrival had been scheduled for a time after 0600LT.

1.2.2. ENGINE TEST RUNS

Engine test runs must be made on the RWY. Engine test runs in idle power may take place on stands, with the prior authorization of the APT Operations.

Tests are only permitted between 0600-2300LT and with the prior authorization of the APT Operations.

© JEPPESEN, 2013, 2017. ALL RIGHTS RESERVED.

1. GENERAL

1.3. SPECIAL PROCEDURES AND OPERATING LIMITATIONS

1.3.1. OPERATING AT MADEIRA APT

The APT is located on a plateau on the East coast of Madeira Island. Except for the seaside ground raises rapidly very close to it. This fact generates, very often, wind variation and turbulence. Also severe low altitude wind shear conditions and/or microburst are likely to be encountered.

STRAIGHT-IN APPROACHES NOT AUTHORIZED FROM FUNCHAL VOR TO RWY 23.

1.3.1.1. APPLICABILITY

The following items (1.3.1.2. thru 1.3.1.5.) are mandatory to scheduled and non-scheduled revenue flights involving ACFT with a capacity in excess of 10 passengers.

Pilots are informed that, at any time, they may be required to show evidence to Madeira APT authorities of compliance with referred items.

1.3.1.2. CREW REQUIREMENTS

Initial Experience

To operate at Madeira APT, the Pilot-in-Command must have a minimum of 200 flying hours as captain on the concerned type of ACFT, before completing the initial training.

Recent Experience

To operate at Madeira APT, the Pilot-in-Command must have performed there, during the last 6 months:

- one landing and take-off, or
- a flight simulator training comprising a landing and take-off on each RWY, on a simulated adverse weather condition, or
- a line training flight to Madeira APT, comprising a landing and take-off, assisted by a qualified instructor occupying the right-hand seat.

The pilot-in-command is authorized to operate to Madeira APT (LPMA) for a period of six months starting from the date of issue.

1.3.1.3. MINIMUM TRAINING REQUIREMENTS

In order to operate at Madeira APT, the operator must establish and accomplish beforehand a training program concerning the type of ACFT to be used. This training, if performed on local flights, must include at least, landings and take-offs by day and night in both directions, emphasizing:

- the take-off flight path to RWY 23;
- the take-off flight path to RWY 05;
- the balked landing (go-around initiated in landing configuration from very low height) on both directions;
- the let-down and approach to both RWYs;
- the operational effect on RWY slope and dimensions and associated safety margins.

If the training is to be performed in a flight simulator, the following procedures must be included in the training program, for each RWY:

- Take-off with engine failure after V1;
- Relight after engine failure;
- VOR approach;
- Balked landing and go-around;
- Visual approach;
- Landing;
- Weather conditions: Winds - the maximum as indicated in Operating Procedures and Limitations paragraph (see below), severe turbulence. Windshear and up- and downdrafts must be included in the different approaches;
- One landing at NIGHT must be executed for each RWY.

© JEPPESEN, 2013, 2017. ALL RIGHTS RESERVED.

1. GENERAL

1.3.1.4. LINE TRAINING

No line training is required if the flight simulator used is level D. If level C flight simulator is used, line training must be performed with one landing and take-off at Madeira APT, with an instructor occupying the right-hand seat.

1.3.1.5. ACFT TYPE CHANGE

A captain qualified at Madeira APT in one type of ACFT, changing to another type, must do the flight simulator training program mentioned in paragraph 1.3.1.3. or, instead, will land and take off in both RWYs without passengers on board and no line training will be required in both cases.

1.3.1.6. TRAINING PROGRAM

The training program referred to in paragraph 1.3.1.3. will have to be approved by INAC (Portuguese Civil Aviation Authority).

1.3.1.7. DEVIATIONS AND UNCONFORMITIES

Any deviations or unconformities from requirements stated in paragraph 1.3.1.2. thru 1.3.1.5. will be dealt on a case by case basis.

1.3.2. RESPONSIBILITY

Compliance with operating limitations is mandatory. Any deviation must be reported to INAC by Tower.

1.3.3. OPERATING PROCEDURES AND LIMITATIONS

1.3.3.1. WIND/TURBULENCE

Wind Information

On downwind and final approach to RWY 05 the Control Tower will provide two minutes mean wind values at Rosario and touch down. Instantaneous wind readout will be provided at pilot's request.

Wind Limitations

- When landing

  Maximum of two minutes mean wind speed values indicated by the touchdown anemometer:

  - In the sector 300° to 010° MAG (clockwise) - 15 KT with a maximum wind gust of 25 KT.
  - In the sector 020° to 040° MAG (clockwise) - 20 KT with a maximum wind gust of 30 KT.
  - In the sector 120° to 190° MAG (clockwise) and
    if RWY in use is 05 - 20 KT, with a maximum wind gust of 30 KT, and
    if RWY in use is 23 - 15 KT subject also to a maximum wind gust of 25 KT as indicated by MID anemometer.

  Maximum of two minutes mean wind speed values, including gust indicated by the MID or Rosario anemometer:

  - In the sector 200° to 230° MAG (clockwise) - 25 KT.

- When taking-off

  Maximum of two minutes mean wind speed values indicated by the MID anemometer:

  - In the sector 300° to 010° MAG (clockwise) - 20 KT with no gust limitations.
  - In the sector 020° to 040° MAG (clockwise) - 25 KT with no gust limitations.
  - In the sector 120° to 190° MAG (clockwise), and
    if RWY in use is 05 - 25 KT with no gust limitations, and
    if RWY in use is 23 - 20 KT also with no gust limitations.

  Note: *The limitations above do not supersede any operators or AOM limitations if these are more restrictive.*

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

1. GENERAL

Turbulence

- Attention should be paid to the WIND DIRECTION INDICATORS located on the South side of the RWY, near each touch-down area. They will reflect unexpected wind changes. Occasionally they will indicate wind from opposite directions.
- When landing on RWY 05 wind differences higher than 5 KT, between Rosario and MID anemometer, may indicate turbulence on final.
- When landing on RWY 23 with winds from southerly and westerly sectors, severe turbulence may be experienced at low altitude over the RWY threshold.
- Headwind or nearly so, up to 15 KT will cause "WEAK" turbulence on final;
- Wind of 15 KT from sector 020° to 050° MAG (clockwise) may cause "MODERATE" turbulence;
- Wind of 15 KT or even less from sector 300° to 020° MAG (clockwise) may cause "SEVERE" turbulence;
- Down- or updrafts are to be expected near the threshold of RWYs 05 and 23.

Note: *Pilots are strongly requested to report to the Control Tower as soon as possible any turbulence and/or windshear that may affect operational conditions.*

1.3.3.2. VISUAL APPROACH PROCEDURES

See appropriate charts for approaches to RWYs 05 and 23.

1.3.3.3. LANDING PROCEDURES

All landings are to be made in visual conditions (see appropriate chart).

RNP AR RWY 05

FROP:

- located at 0.6 NM from THR 05, so by definition, less than 50 seconds from DA;
- for all ACFT categories and RNP AR values in final segment, DA is reached before FROP (MA502 - inside the RF turn).

Authorization Required Details

To obtain from ANAC (Portuguese competent Authority) an "Authorization Required" to fly RNP AR APCH procedure in LPMA, for which a procedure-specific approval is required, operator has to provide it's flight crew members an additional ground training and FSTD training, as appropriate, to cope with the mitigations procedures that were described in it's FOSA.

The operator should ensure that the additional training programmes, inserted in Operator's Manual (normally Part D), for such procedures, include as at least all of the following:

- What Regulation (EU) no. 965/2012 in AMC 1 SPA.PBN.100 (b) alinea c)(2) from (VI) till (XII), describes as necessary;
- The crew training recommendations and mitigations stated in the procedure flight operational safety assessment (FOSA); and
- Specific training and operational provision published in this AIP, which is for Madeira, at least, special emphasis on a Missed Approach for RWY 05 in which "TOGA to LNAV" (or similar function) fails, in a "RF" leg;
- Another approach with Missed Approach in One Engine Inoperative and a "loss of GNSS navigation";
- At least, taking in account what above is stated, 2 approaches for RWY 05 and 2 approaches for RWY 23 in FFS should be trained. One of these, for RWY 05, should be for a full stop landing, with left limiting crosswind;

© JEPPESEN, 2013, 2017. ALL RIGHTS RESERVED.

1. GENERAL

- Training and Checking may be combined and conducted by the same person, TRE (Type Rating Examiner), CRE (Class Rating Examiner) or SFE (Synthetic Flight Examiner) during LPCs (License Proficiency Check), OPCs Operator Proficiency Check) or specials FFS (Full Flight Simulator) sessions for this purposes.

In the correct sequence to obtain the Authorization, the operator shall e-mail to ops@anac.pt its intentions, and:

(1) Operator has to prove to ANAC, via its AOC Appendix II "Opspecs", or Letter of Authorization, from its Competent Authority that is Approved for "Generic" RNP AR APCH (with "RF" leg capability), before an application for an Authorization may be accepted.

(2) A FOSA taking in account, at least, that for RWY 05, FROP is shorter than recommended, due terrain morphology in final approach leg / Decision point (DA/H) is in "RF" leg / RWY 23 Missed Approach Sector bank angle, limited by Speed Restriction.

(3) Evidence of "Training and Checking" program as above stated.

(4) Evidence of operational procedures for normal, abnormal and contingency situations and specific for LPMA RNP AR APCHs taking in account what (2) states.

Note: DME/DME is not applicable (except for a contingency ACFT extraction from the procedure, after 6 minutes of a "GPS PRIMARY LOST", while flying in IRS only).

As a contingency and in case of remote, or extremely remote failures, with a probability of loss of all navigation information (or similar situation), an immediate turn to 140° (by the shorter direction) and climbing to 3000' or above, will always extract in a safe manner the ACFT from the obstacle areas. Contact Madeira TWR or APP for further clearance.

When "Authorization Required" is obtained from ANAC, a Letter of Authorization will be sent to "operator" with all conditions stated.

One of the conditions is a "Temporary Initial Limitation" for specific operational experience gaining:

- Each approved pilot Commander for this operation will operate the first RNP AR APCH in VMC conditions;
- The 2nd and 3rd approach will be limited with CMV (Converted Meteorological Visibility) for RNP 0.3 (for any of the RWYs and their "approach category" A, B, C or D) plus 500m;
- 4th approach and further, according to the approval that all of operator's ACFT/pilot are approved by its competent authority (i.e. RNP 0.1 minima).

1.3.3.4. DEPARTURE PROCEDURES

Pilots are advised to select full power on take-off in the presence of turbulence or downdraft reports.

Take-off on both RWYs must be made in a minimum visibility shown on 10-9, required take-off alternate.

There are curved trajectories defined for both RWYs and for all engines.

Each operator must prepare its own engine failure procedure.

1.3.3.5. NIGHT OPERATIONS

A captain can operate at NIGHT provided he has previously operated and got familiar with Madeira APT during daytime.

© JEPPESEN, 2015, 2017. ALL RIGHTS RESERVED.

1. GENERAL

1.4. RWY BACKTRACK OPERATIONS

RWY backtrack operations forbidden to ACFT with MTOW above 30t. These operations must be done only on turning bays.

1.5. TAXI PROCEDURES

TWY A MAX wingspan 213'/65m.

1.6. PARKING INFORMATION

Marshaller assistance compulsory.

Stand entrance is only allowed with follow-me.

Jet widebody ACFT with a wingspan of above 194'/59m shall stop facing to the North.

1.7. OTHER INFORMATION

Caution: Birds.

2. DEPARTURE

2.1 START-UP, PUSH-BACK AND TAXI PROCEDURES

Engine start-up is only permitted after push-back maneuver with ACFT positioned in breakaway area.

All ACFT must activate anti-collision lights before starting engines.

To prevent blast damage in ACFT equipment and personnel, all ACFT operations on the apron must be made using lowest power setting.

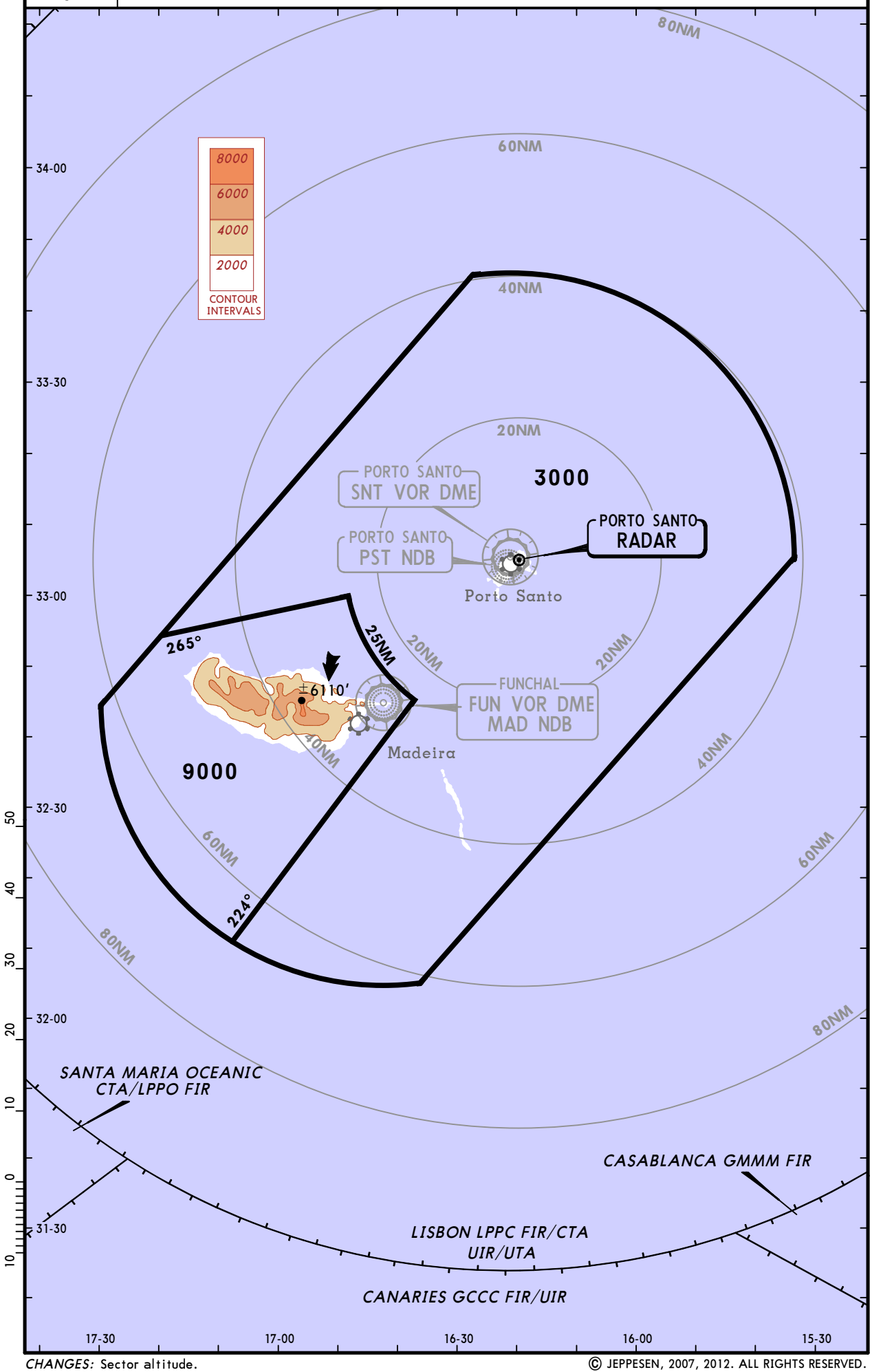
© JEPPESEN, 2017. ALL RIGHTS RESERVED.

LPMA/FNC MADEIRA

JEPPESEN
2 MAR 12 (10-1R) Eff 8 Mar

MADEIRA, PORTUGAL
RADAR MINIMUM ALTITUDES

Apt Elev 191′ | Alt Set: hPa | Trans level: By ATC | Trans alt: 5000′



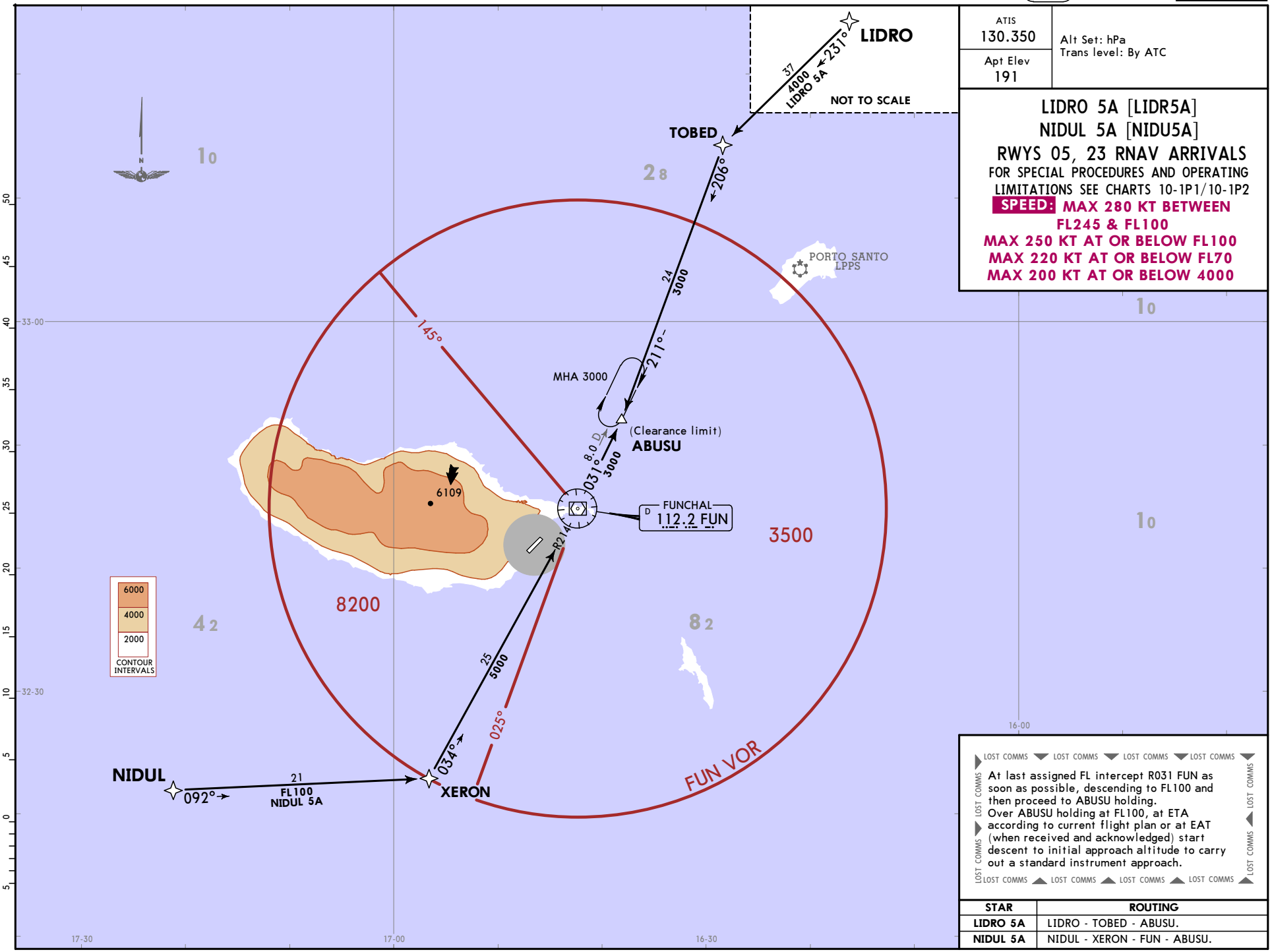
CHANGES: Sector altitude.

© JEPPESEN, 2007, 2012. ALL RIGHTS RESERVED.

5.1.8 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LPMA/FNC
MADEIRA

JEPPESEN MADEIRA, PORTUGAL
RNAV STAR
31 AUG 18 | 10-2 | Eff 13 Sep



ATIS	Alt Set: hPa
130.350	Trans level: By ATC
Apt Elev 191	

LIDRO 5A [LIDR5A]
NIDUL 5A [NIDU5A]
RWYS 05, 23 RNAV ARRIVALS

FOR SPECIAL PROCEDURES AND OPERATING LIMITATIONS SEE CHARTS 10-1P1/10-1P2

SPEED: MAX 280 KT BETWEEN FL245 & FL100
MAX 250 KT AT OR BELOW FL100
MAX 220 KT AT OR BELOW FL70
MAX 200 KT AT OR BELOW 4000

LOST COMMS

At last assigned FL intercept R031 FUN as soon as possible, descending to FL100 and then proceed to ABUSU holding.
Over ABUSU holding at FL100, at ETA according to current flight plan or at EAT (when received and acknowledged) start descent to initial approach altitude to carry out a standard instrument approach.

STAR	ROUTING
LIDRO 5A	LIDRO - TOBED - ABUSU.
NIDUL 5A	NIDUL - XERON - FUN - ABUSU.

CHANGES: None.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

LPMA/FNC
MADEIRA

JEPPESEN MADEIRA, PORTUGAL
RNAV STAR

31 AUG 18 (10-2A) Eff 13 Sep

ATIS
130.350

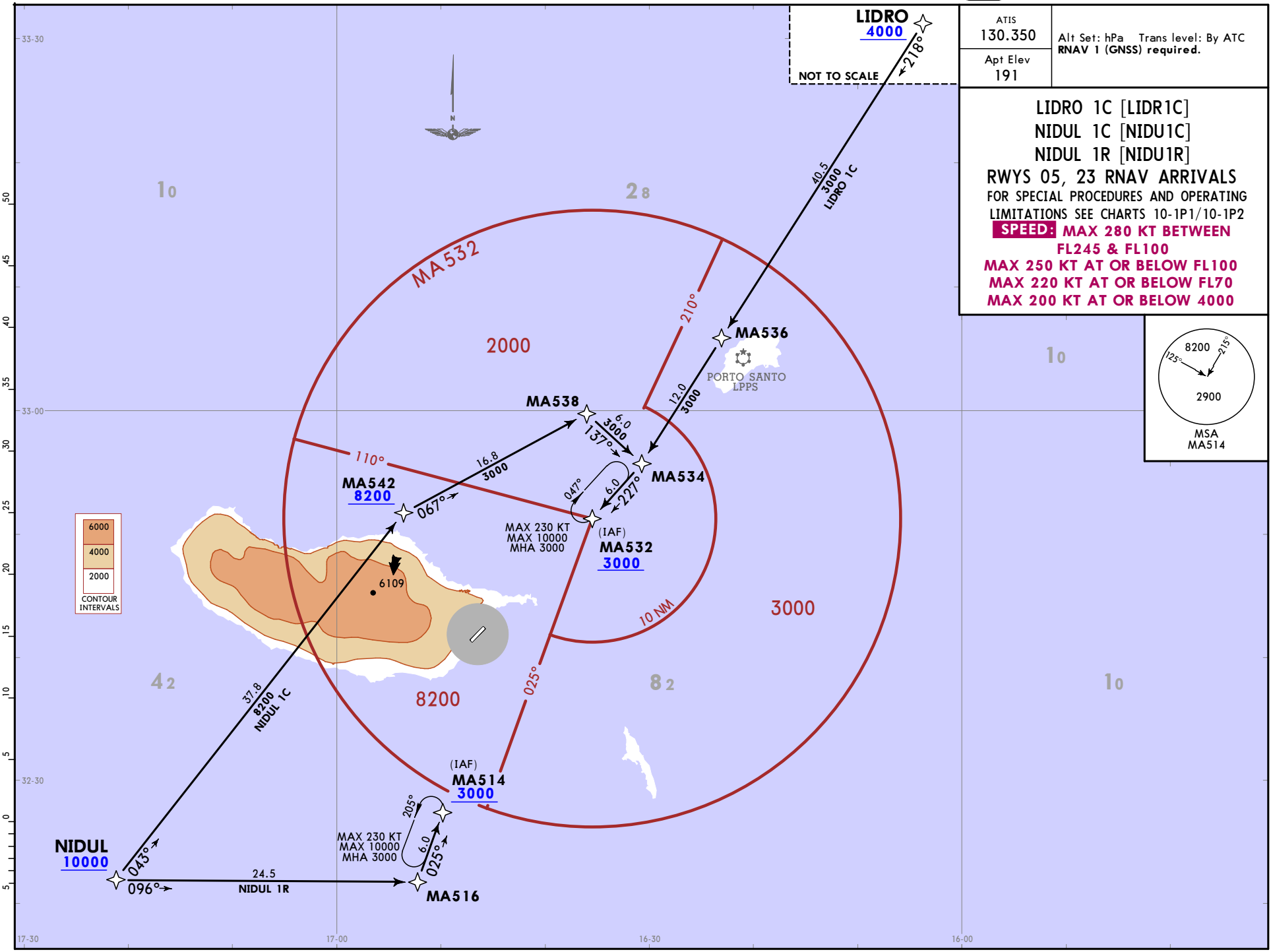
Apt Elev
191

Alt Set: hPa Trans level: By ATC
RNAV 1 (GNSS) required.

LIDRO 1C [LIDR1C]
NIDUL 1C [NIDU1C]
NIDUL 1R [NIDU1R]
RWYS 05, 23 RNAV ARRIVALS

FOR SPECIAL PROCEDURES AND OPERATING LIMITATIONS SEE CHARTS 10-1P1/10-1P2

SPEED: MAX 280 KT BETWEEN FL245 & FL100
MAX 250 KT AT OR BELOW FL100
MAX 220 KT AT OR BELOW FL70
MAX 200 KT AT OR BELOW 4000



CHANGES: Speed restriction at IAF MA514 & IAF MA532 withdrawn.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LPMA/FNC
MADEIRA

JEPPESEN
22 DEC 17 (10-2B)

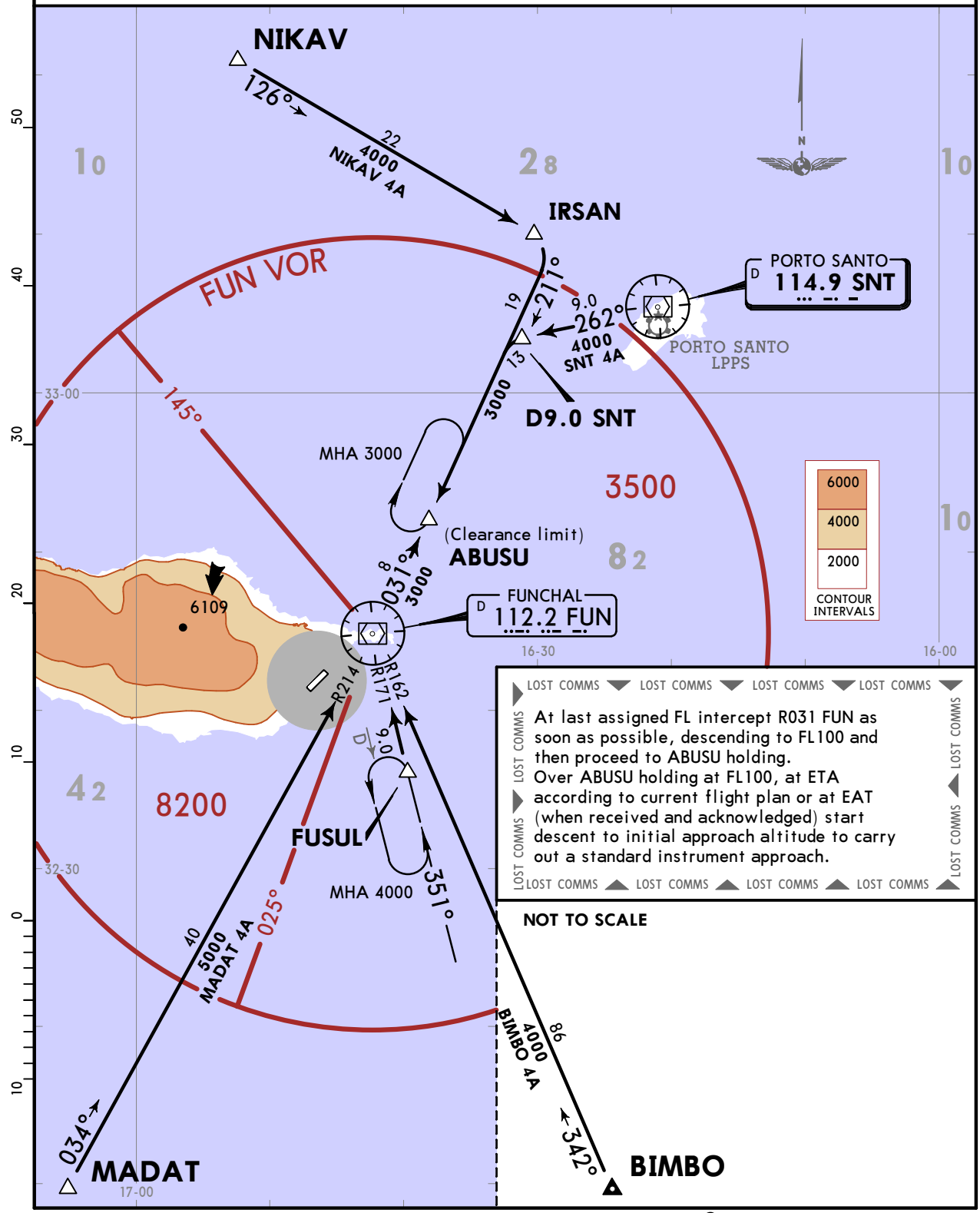
MADEIRA, PORTUGAL
STAR

ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
130.350	191	

BIMBO 4A [BIMB4A], MADAT 4A [MADA4A]
NIKAV 4A [NIKA4A], SANTO 4A (SNT 4A) [SNT4A]
RWYS 05, 23 ARRIVALS

FOR SPECIAL PROCEDURES AND OPERATING LIMITATIONS SEE CHARTS 10-1P1/10-1P2

SPEED: MAX 280 KT BETWEEN FL245 & FL100
MAX 250 KT AT OR BELOW FL100
MAX 220 KT AT OR BELOW FL70
MAX 200 KT AT OR BELOW 4000



CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

5.1.11 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

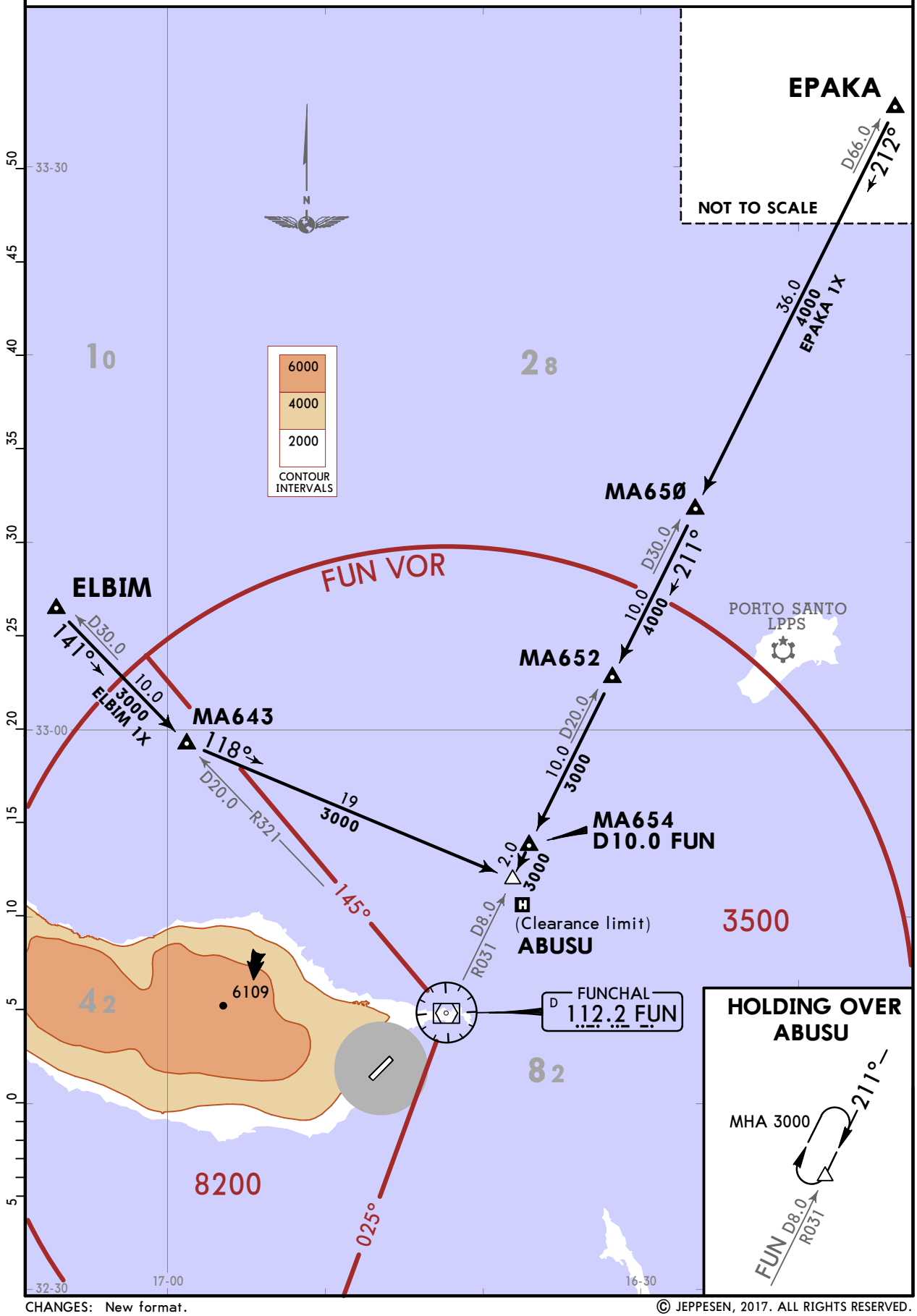
LPMA/FNC
MADEIRA

JEPPESEN
22 DEC 17 (10-2C)

MADEIRA, PORTUGAL
CONTINGENCY STAR

ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
130.350	191	

ELBIM 1X [ELBI1X]
EPAKA 1X [EPAK1X]
RWYS 05, 23 CONTINGENCY ARRIVALS



CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

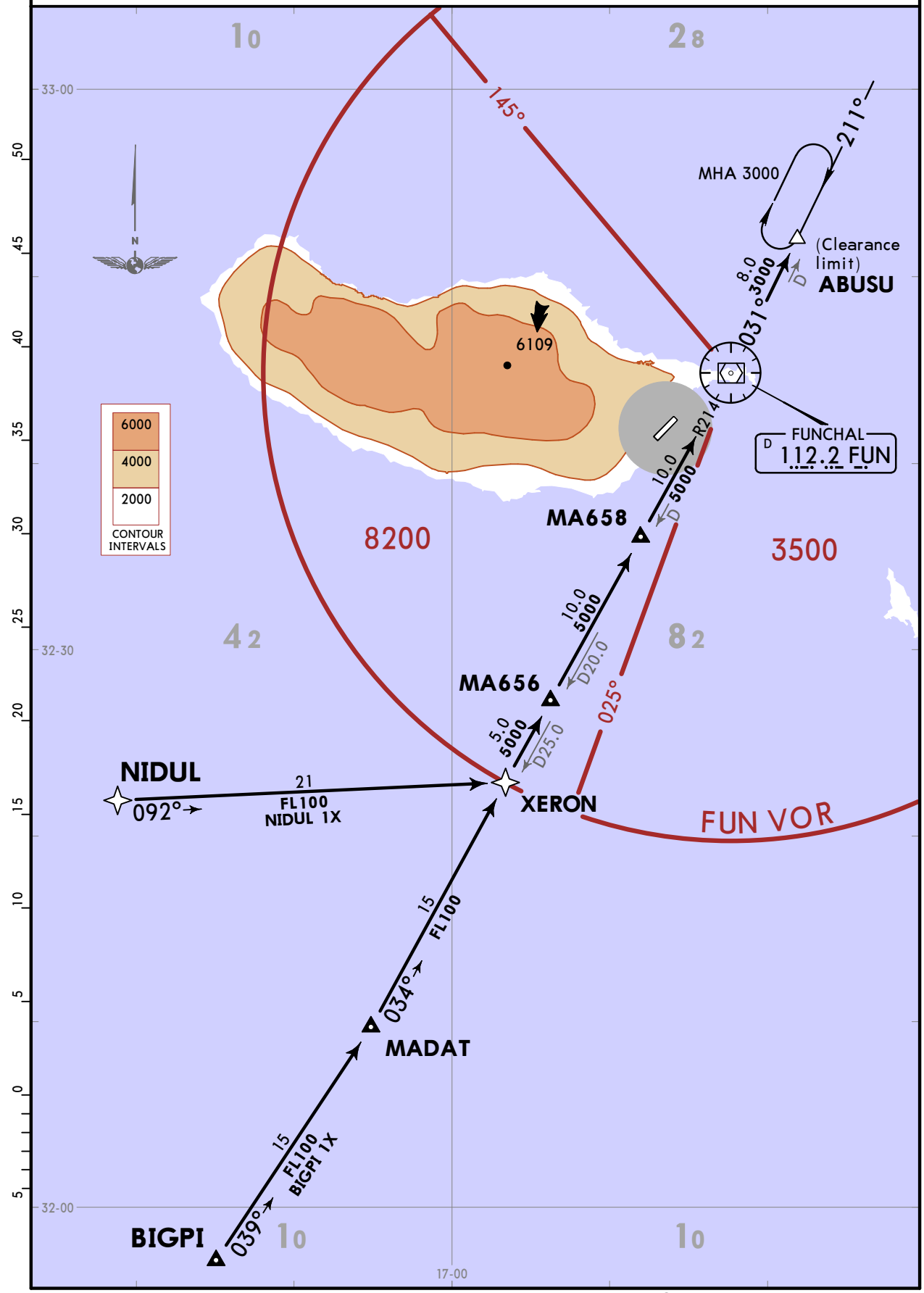
LPMA/FNC
MADEIRA

JEPPESEN
22 DEC 17 (10-2D)

MADEIRA, PORTUGAL
CONTINGENCY STAR

ATIS	Apt Elev	
130.350	191	Alt Set: hPa Trans level: By ATC

BIGPI 1X [BIGP1X]
NIDUL 1X [NIDU1X]
RWYS 05, 23 CONTINGENCY ARRIVALS



CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

*MADEIRA Approach 119.6	Trans alt: 5000 1. Contact MADEIRA Approach IMMEDIATELY after take-off. 2. Pilots are advised to select full power on take-off in the presence of turbulence or downdraft reports. 3. Take-off must be made in a minimum visibility of 2800m. Required take-off alternate. 4. Each operator must prepare its own engine failure procedures.
Apt Elev 191	

DEGUN 3N [DEGU3N], DEGUN 3S [DEGU3S]
RWYS 05, 23 RNAV DEPARTURES

Rwy 23: With westerly winds, tailwind shears may be expected. Anemometer readings reported by Tower at the end of the runway and at Rosario may indicate this possibility.

❷ After take-off start the RIGHT turn as soon as practicable to avoid high ground on the LEFT side.

❶ After take-off start the LEFT turn as soon as practicable to avoid high ground on the RIGHT side.

PORTO SANTO
LPPS

FUNCHAL
D 112.2 FUN

FUN VOR

POBAR

DEGUN

NOT TO SCALE

INITIAL CLIMB

XAVAL

DEGUN 3N

DEGUN 3S

145°
025°
055°
048°
037
022

6109
8200
3500
2041
1129
Rosario
1000
2000

6000
4000
2000
CONTOUR INTERVALS

FOR INITIAL CLIMB REFER TO INSET

Initial climb clearance **FL60**

ROUTING

XAVAL - POBAR - DEGUN.

5.1.13 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

LPMA/FNC MADEIRA

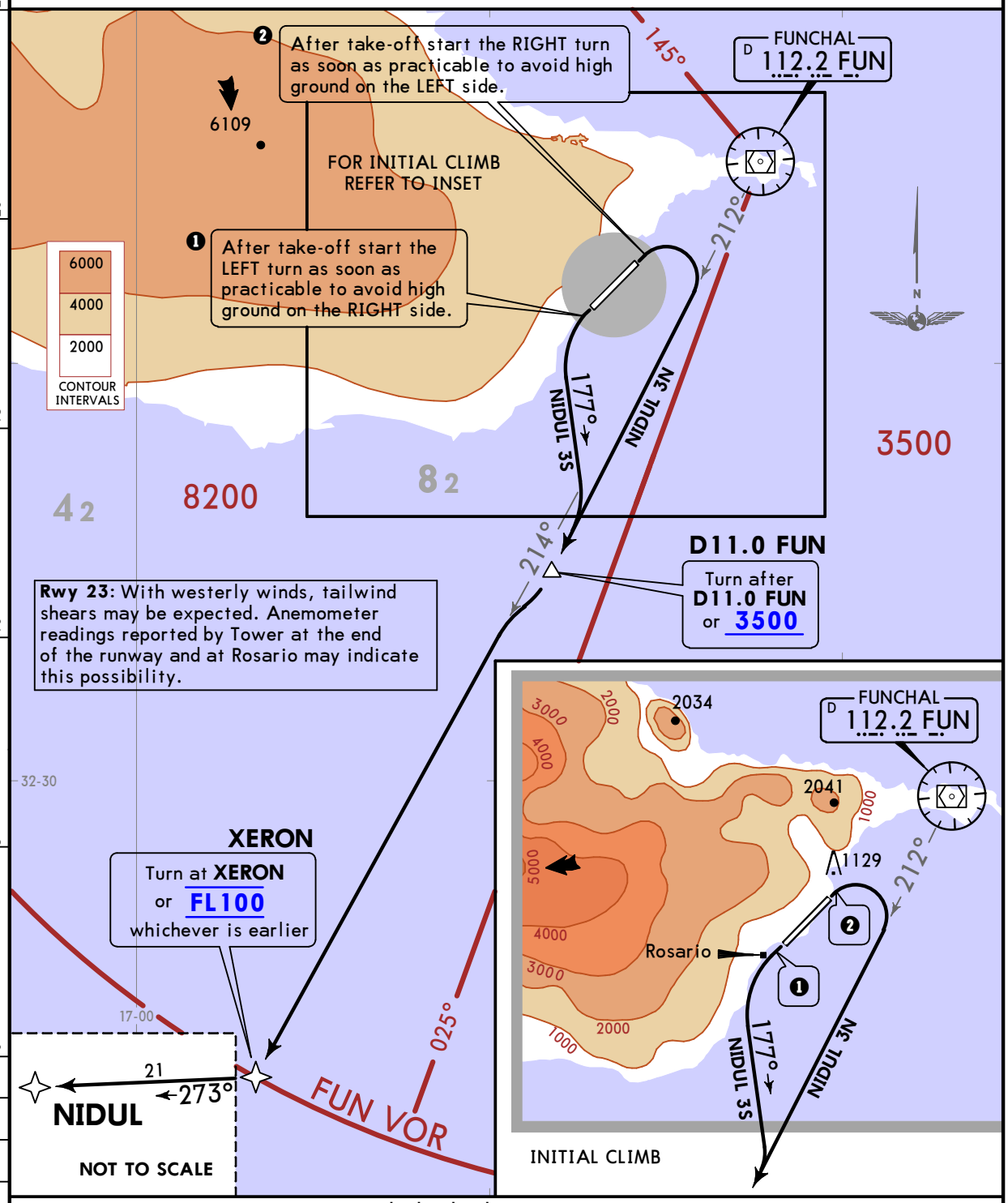
JEPPESEN 22 DEC 17 (10-3A)

MADEIRA, PORTUGAL

RNAV SID

*MADEIRA Approach 119.6	Trans alt: 5000 1. Contact MADEIRA Approach IMMEDIATELY after take-off. 2. Pilots are advised to select full power on take-off in the presence of turbulence or downdraft reports. 3. Take-off must be made in a minimum visibility of 2800m. Required take-off alternate. 4. Each operator must prepare its own engine failure procedures.
Apt Elev 191	

NIDUL 3N [NIDU3N], NIDUL 3S [NIDU3S] RNAV DEPARTURES



Initial climb clearance **FL100**

SID	RWY	ROUTING
NIDUL 3N	05	Intercept FUN R212, after D11.0 FUN or above 3500 turn RIGHT, intercept FUN R214 to XERON, at XERON or at FL100, whichever is earlier, turn RIGHT to NIDUL.
NIDUL 3S	23	On 177° track, intercept FUN R212, after D11.0 FUN or above 3500 turn RIGHT, intercept FUN R214 to XERON, at XERON or at FL100, whichever is earlier, turn RIGHT to NIDUL.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

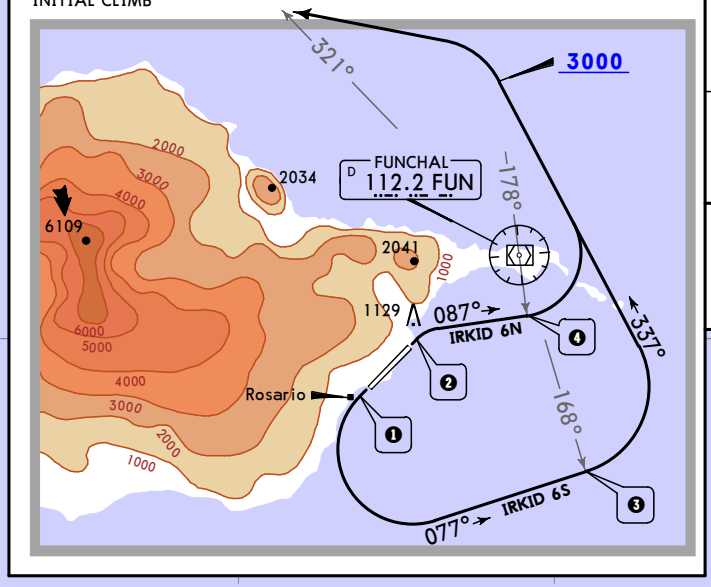
5.1.15 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LPMA/FNC
MADEIRA

JEPPESEN MADEIRA, PORTUGAL
22 DEC 17 (10-3B) SID

IRKID
NOT TO SCALE

INITIAL CLIMB



*MADEIRA Approach	Trans alt: 5000
119.6	1. Contact MADEIRA Approach IMMEDIATELY after take-off.
Apt Elev 191	2. Pilots are advised to select full power on take-off in the presence of turbulence or downdraft reports.
	3. Take-off must be made in a minimum visibility of 2800m. Required take-off alternate.
	4. Each operator must prepare its own engine failure procedures.

IRKID 6N [IRKI6N]
IRKID 6S [IRKI6S]
DEPARTURES

Rwy 23: With westerly winds, tailwind shears may be expected. Anemometer readings reported by Tower at the end of the runway and at Rosario may indicate this possibility.

❶ After take-off start the LEFT turn as soon as practicable to avoid high ground on the RIGHT side.

❷ After take-off start the RIGHT turn as soon as practicable to avoid high ground on the LEFT side.

Initial climb clearance **FL60**

SID	RWY	ROUTING
IRKID 6N	05	On 087° track, after passing FUN R178 (abeam FUN) and above 1500 turn LEFT, 337° track keeping FUN LEFT hand, above 3000 intercept FUN R321 to IRKID, do not overshoot FUN R321 to the SOUTH.
IRKID 6S	23	On 077° track, after passing FUN R168 (abeam FUN) and above 1500 turn LEFT, 337° track keeping FUN LEFT hand, above 3000 intercept FUN R321 to IRKID, do not overshoot FUN R321 to the SOUTH.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

5.1.16 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LPMA/FNC MADEIRA

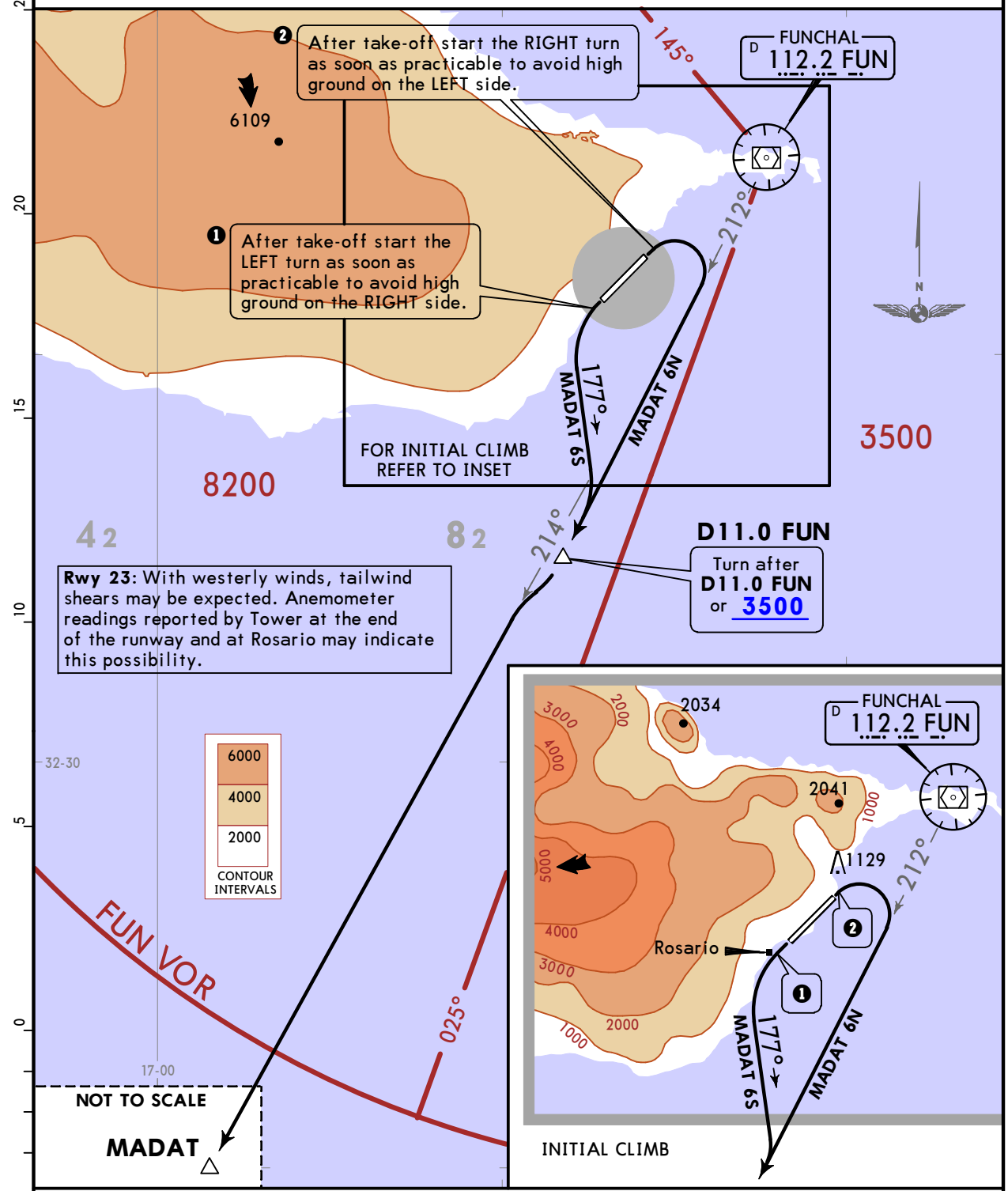
JEPPESEN 22 DEC 17 (10-3C)

MADEIRA, PORTUGAL

SID

*MADEIRA Approach 119.6	Trans alt: 5000 1. Contact MADEIRA Approach IMMEDIATELY after take-off. 2. Pilots are advised to select full power on take-off in the presence of turbulence or downdraft reports. 3. Take-off must be made in a minimum visibility of 2800m. Required take-off alternate. 4. Each operator must prepare its own engine failure procedures.
Apt Elev 191	

MADAT 6N [MADA6N], MADAT 6S [MADA6S] DEPARTURES



Initial climb clearance **FL60**

SID	RWY	ROUTING
MADAT 6N	**05**	Intercept FUN R212, after D11.0 FUN or above 3500 turn RIGHT, intercept FUN R214 to MADAT.
MADAT 6S	**23**	On 177° track, intercept FUN R212, after D11.0 FUN or above 3500 intercept FUN R214 to MADAT.

CHANGES: New format.

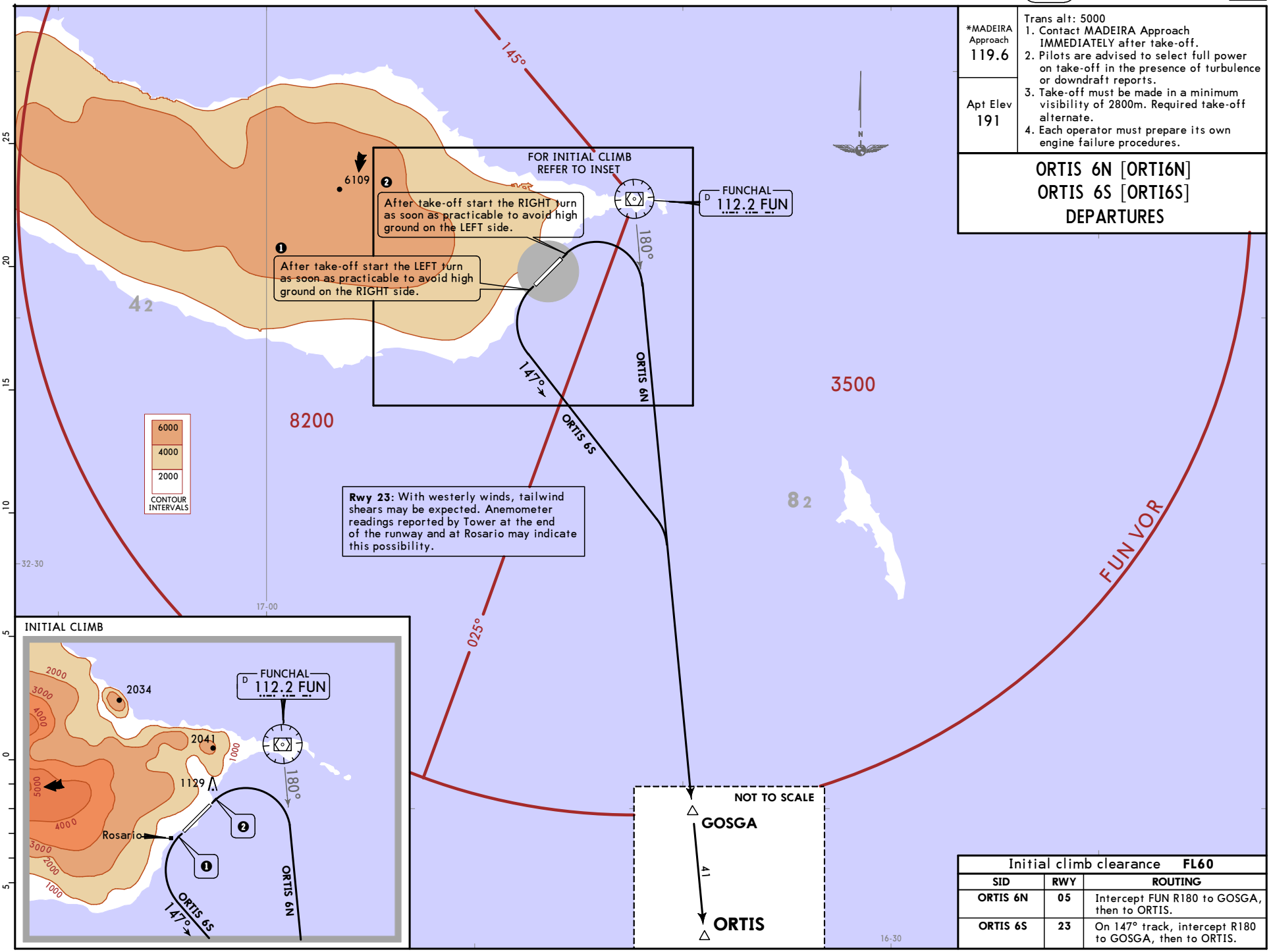
© JEPPESEN, 2017. ALL RIGHTS RESERVED.

LPMA/FNC
MADEIRA

JEPPESEN MADEIRA, PORTUGAL
22 DEC 17 (10-3D) SID

*MADEIRA Approach 119.6	Trans alt: 5000 1. Contact MADEIRA Approach IMMEDIATELY after take-off. 2. Pilots are advised to select full power on take-off in the presence of turbulence or downdraft reports. 3. Take-off must be made in a minimum visibility of 2800m. Required take-off alternate. 4. Each operator must prepare its own engine failure procedures.
Apt Elev 191	

ORTIS 6N [ORTI6N]
ORTIS 6S [ORTI6S]
DEPARTURES



Initial climb clearance FL60		
SID	RWY	ROUTING
ORTIS 6N	05	Intercept FUN R180 to GOSGA, then to ORTIS.
ORTIS 6S	23	On 147° track, intercept R180 to GOSGA, then to ORTIS.

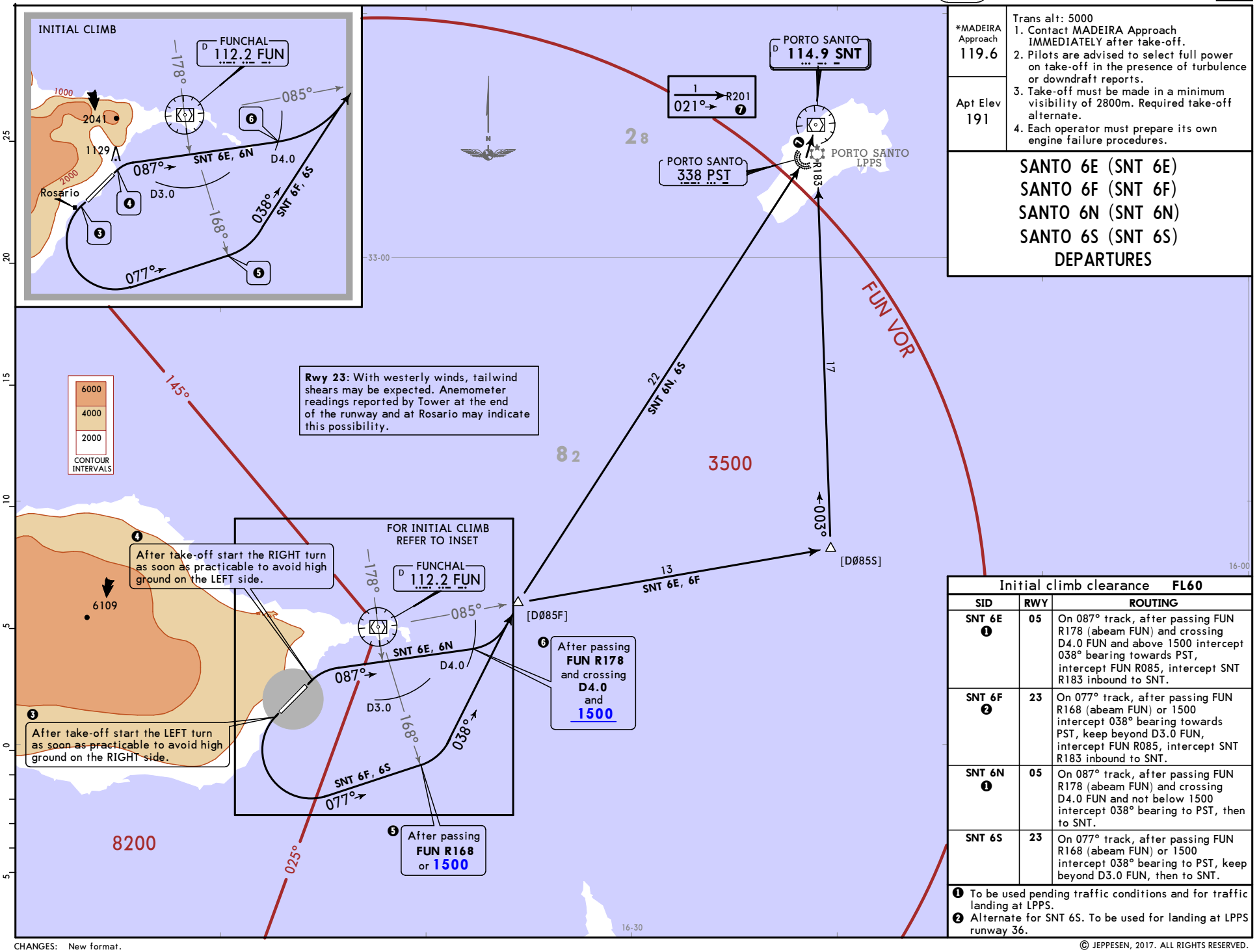
CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

LPMA/FNC
MADEIRA

JEPPESEN 22 DEC 17 (10-3E)

MADEIRA, PORTUGAL
SID



*MADEIRA Approach 119.6

Apt Elev 191

Trans alt: 5000
1. Contact MADEIRA Approach IMMEDIATELY after take-off.
2. Pilots are advised to select full power on take-off in the presence of turbulence or downdraft reports.
3. Take-off must be made in a minimum visibility of 2800m. Required take-off alternate.
4. Each operator must prepare its own engine failure procedures.

SANTO 6E (SNT 6E)
SANTO 6F (SNT 6F)
SANTO 6N (SNT 6N)
SANTO 6S (SNT 6S)
DEPARTURES

Initial climb clearance **FL60**

SID	RWY	ROUTING
SNT 6E ❶	05	On 087° track, after passing FUN R178 (abeam FUN) and crossing D4.0 FUN and above 1500 intercept 038° bearing towards PST, intercept FUN R085, intercept SNT R183 inbound to SNT.
SNT 6F ❷	23	On 077° track, after passing FUN R168 (abeam FUN) or 1500 intercept 038° bearing towards PST, keep beyond D3.0 FUN, intercept FUN R085, intercept SNT R183 inbound to SNT.
SNT 6N ❶	05	On 087° track, after passing FUN R178 (abeam FUN) and crossing D4.0 FUN and not below 1500 intercept 038° bearing to PST, then to SNT.
SNT 6S	23	On 077° track, after passing FUN R168 (abeam FUN) or 1500 intercept 038° bearing to PST, keep beyond D3.0 FUN, then to SNT.

❶ To be used pending traffic conditions and for traffic landing at LPPS.
❷ Alternate for SNT 6S. To be used for landing at LPPS runway 36.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

5.1.19 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

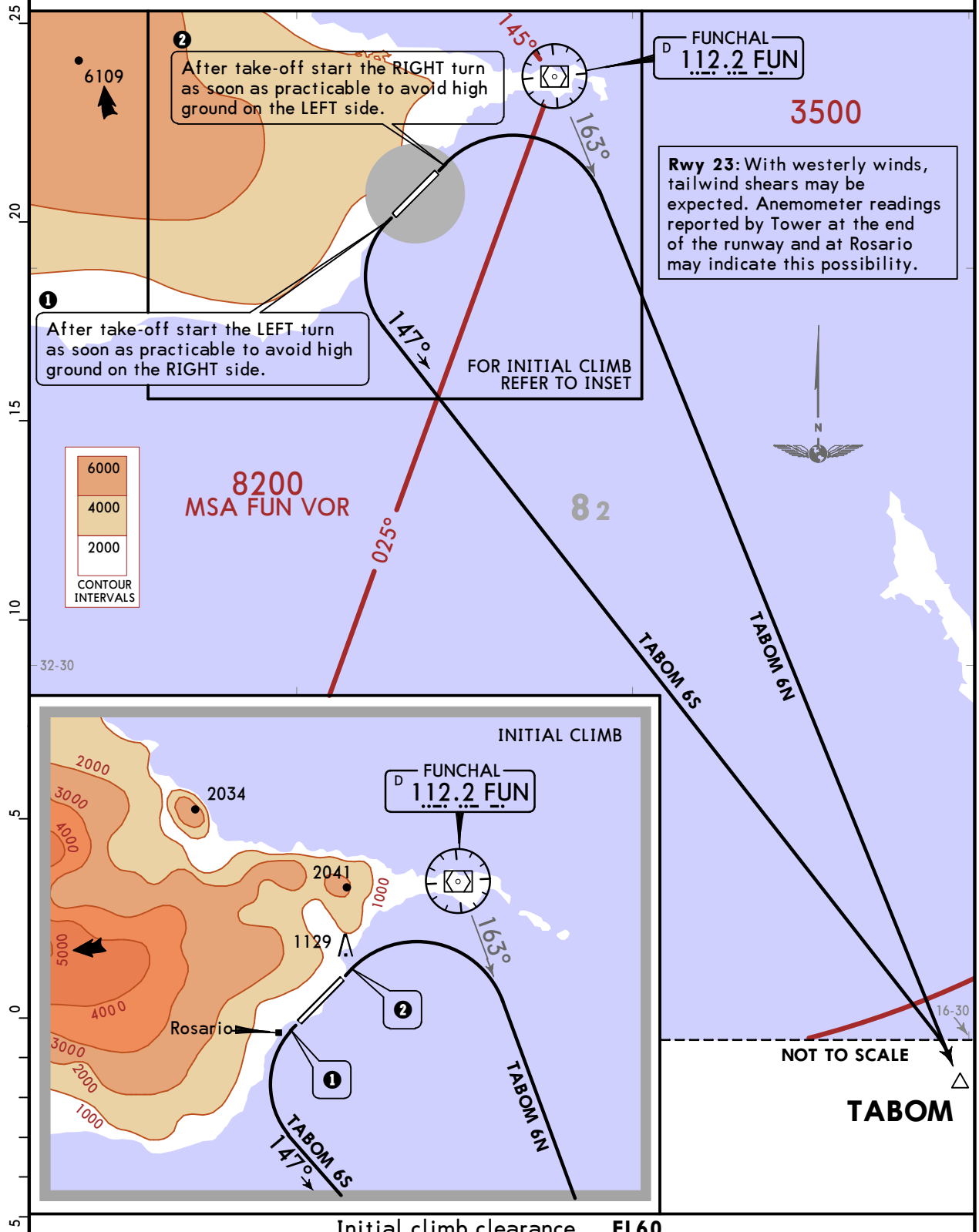
LPMA/FNC
MADEIRA

JEPPESEN
22 DEC 17 (10-3F)

MADEIRA, PORTUGAL
SID

*MADEIRA Approach 119.6	Trans alt: 5000 1. Contact MADEIRA Approach IMMEDIATELY after take-off. 2. Pilots are advised to select full power on take-off in the presence of turbulence or downdraft reports. 3. Take-off must be made in a minimum visibility of 2800m. Required take-off alternate. 4. Each operator must prepare its own engine failure procedures.
Apt Elev 191	

TABOM 6N [TABO6N], TABOM 6S [TABO6S] DEPARTURES



Initial climb clearance **FL60**

SID	RWY	ROUTING
TABOM 6N	**05**	Intercept FUN R163 to TABOM.
TABOM 6S	**23**	On 147° track, intercept FUN R163 to TABOM.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

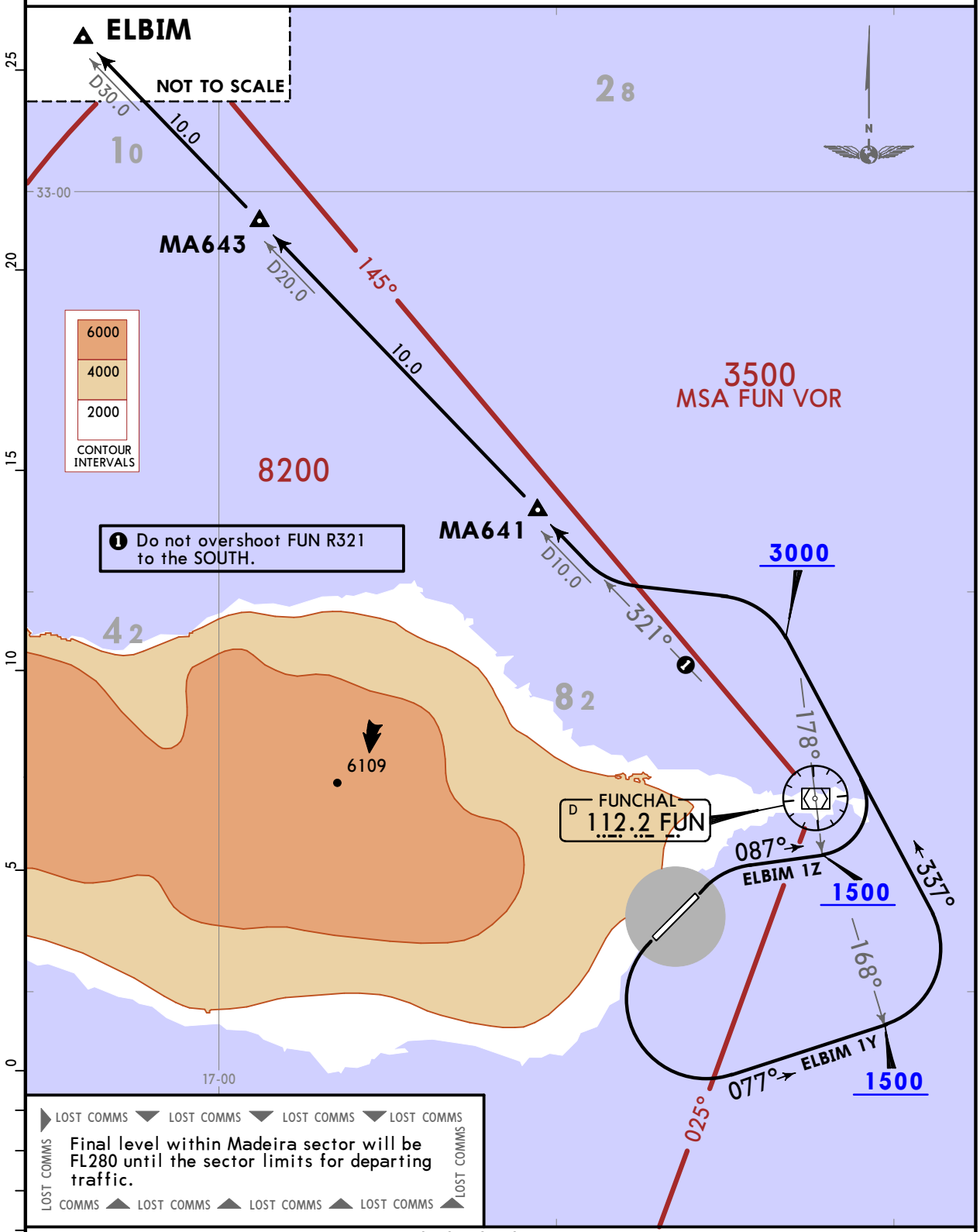
LPMA/FNC
MADEIRA

JEPPESEN
22 DEC 17 (10-3H)

MADEIRA, PORTUGAL
CONTINGENCY SID

*MADEIRA Approach 119.6	Apt Elev 191	Trans alt: 5000 Contact MADEIRA Approach IMMEDIATELY after take-off.

ELBIM 1Y [ELBI1Y], ELBIM 1Z [ELBI1Z]
CONTINGENCY DEPARTURES
TO IRKID



Initial climb clearance **FL60**

SID	RWY	ROUTING
ELBIM 1Y	**23**	Turn LEFT, 077° track, at R168 FUN, but not below 1500 turn LEFT, 337° track, at or above 3000 intercept R321 FUN via MA641 and MA643 to ELBIM.
ELBIM 1Z	**05**	On 087° track, at R178 FUN, but not below 1500 turn LEFT, 337° track, at or above 3000 intercept R321 FUN via MA641 and MA643 to ELBIM.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

5.1.21 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

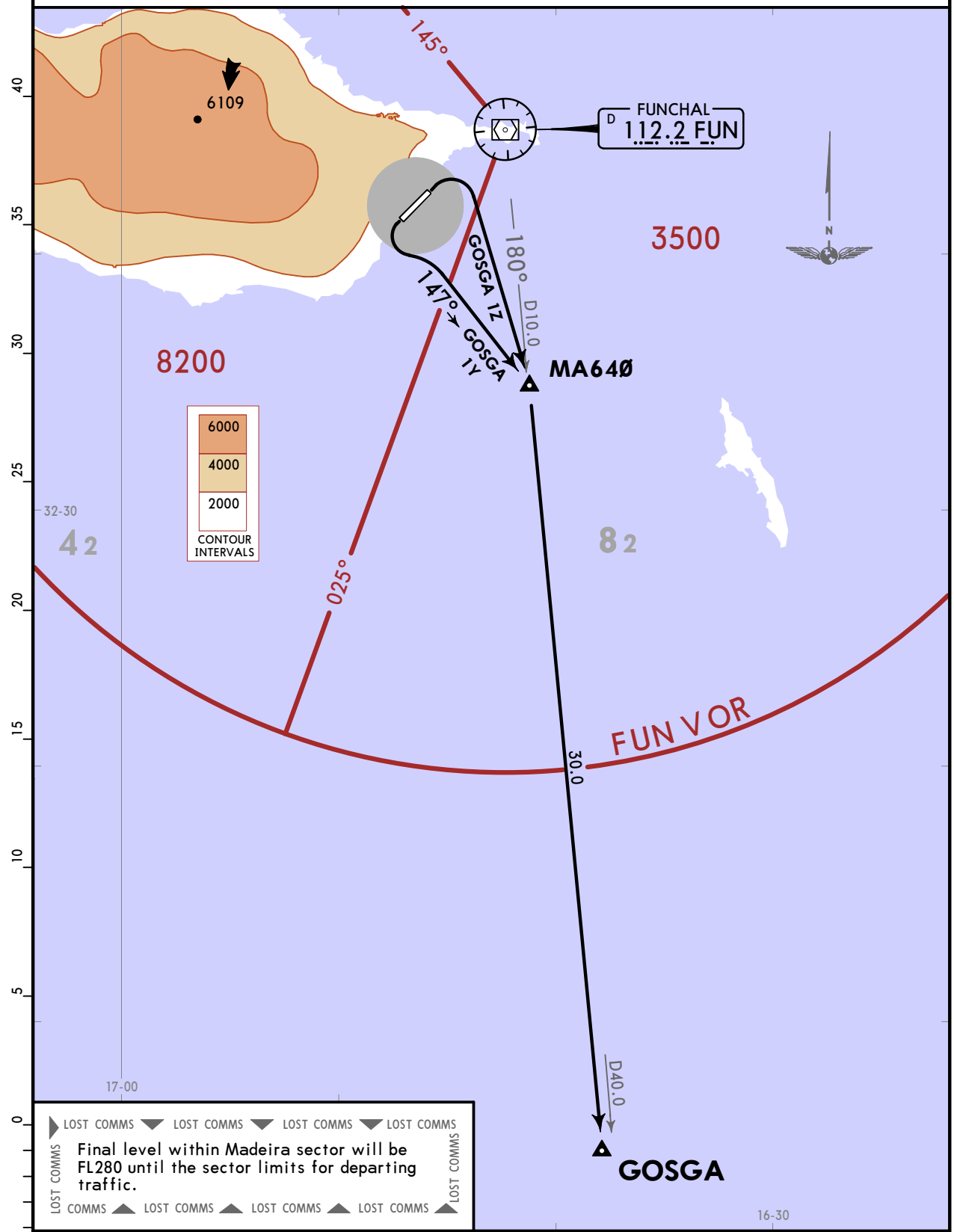
LPMA/FNC
MADEIRA

JEPPESEN
22 DEC 17 (10-3J)

MADEIRA, PORTUGAL
CONTINGENCY SID

*MADEIRA Approach 119.6	Apt Elev 191	Trans alt: 5000 Contact MADEIRA Approach IMMEDIATELY after take-off.

GOSGA 1Y [GOSG1Y], GOSGA 1Z [GOSG1Z]
CONTINGENCY DEPARTURES



Initial climb clearance FL60

SID	RWY	ROUTING
GOSGA 1Y	**23**	On 147° track to MA640, intercept R180 FUN to GOSGA.
GOSGA 1Z TO ORTIS	**05**	Turn RIGHT to MA640, intercept R180 FUN to GOSGA.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

5.1.22 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

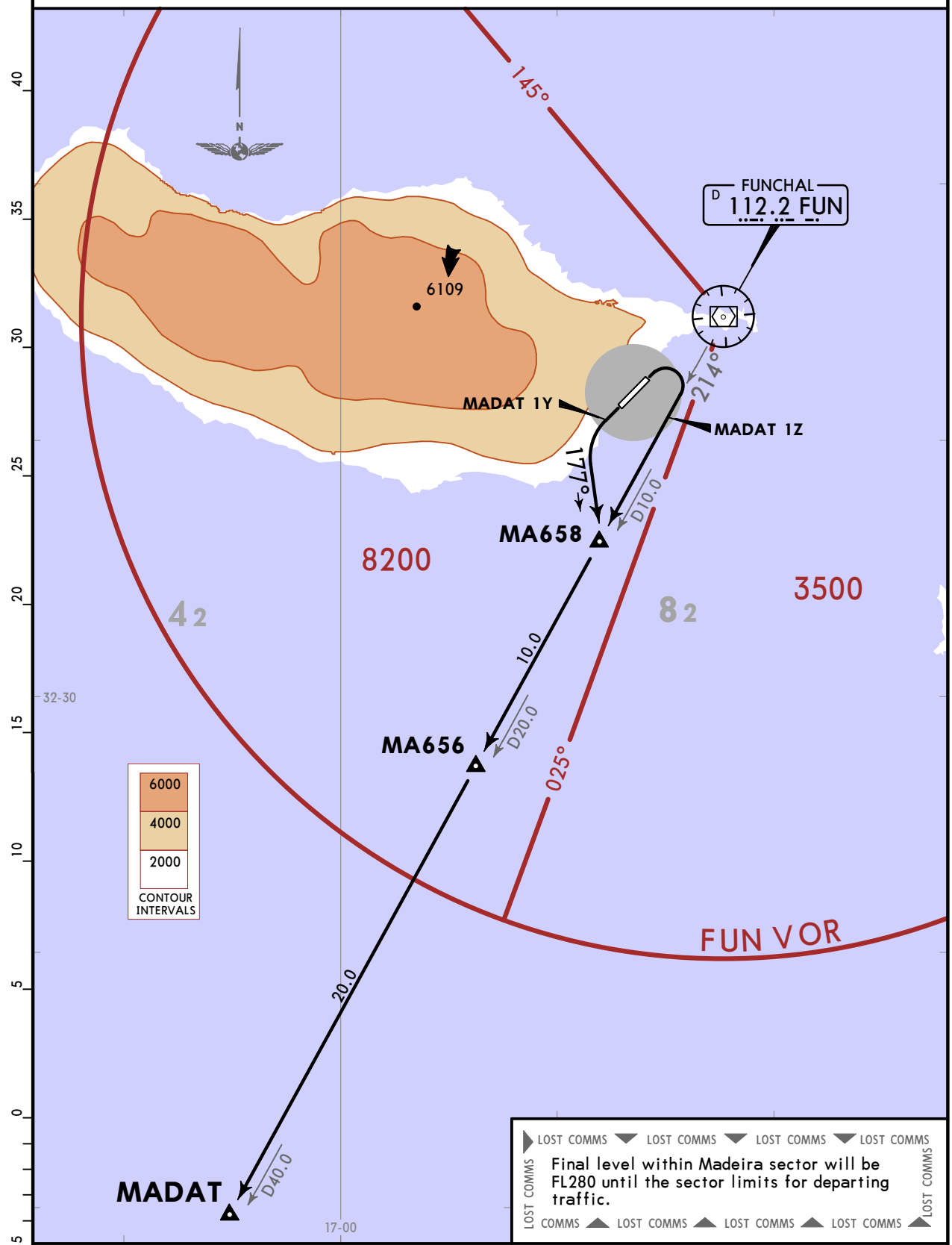
LPMA/FNC
MADEIRA

JEPPESEN
22 DEC 17 (10-3K)

MADEIRA, PORTUGAL
CONTINGENCY SID

*MADEIRA Approach 119.6	Apt Elev 191	Trans alt: 5000 Contact MADEIRA Approach IMMEDIATELY after take-off.

MADAT 1Y [MADA1Y], MADAT 1Z [MADA1Z] CONTINGENCY DEPARTURES



Initial climb clearance **FL60**

SID	RWY	ROUTING
MADAT 1Y	23	On 177° track, intercept R214 FUN via MA658 and MA656 to MADAT.
MADAT 1Z	05	Intercept R214 FUN via MA658 and MA656 to MADAT.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

5.1.23 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

JEPPESEN
JeppView 3.6.2.0

LPMA/FNC
MADEIRA

22 DEC 17

JEPPESEN

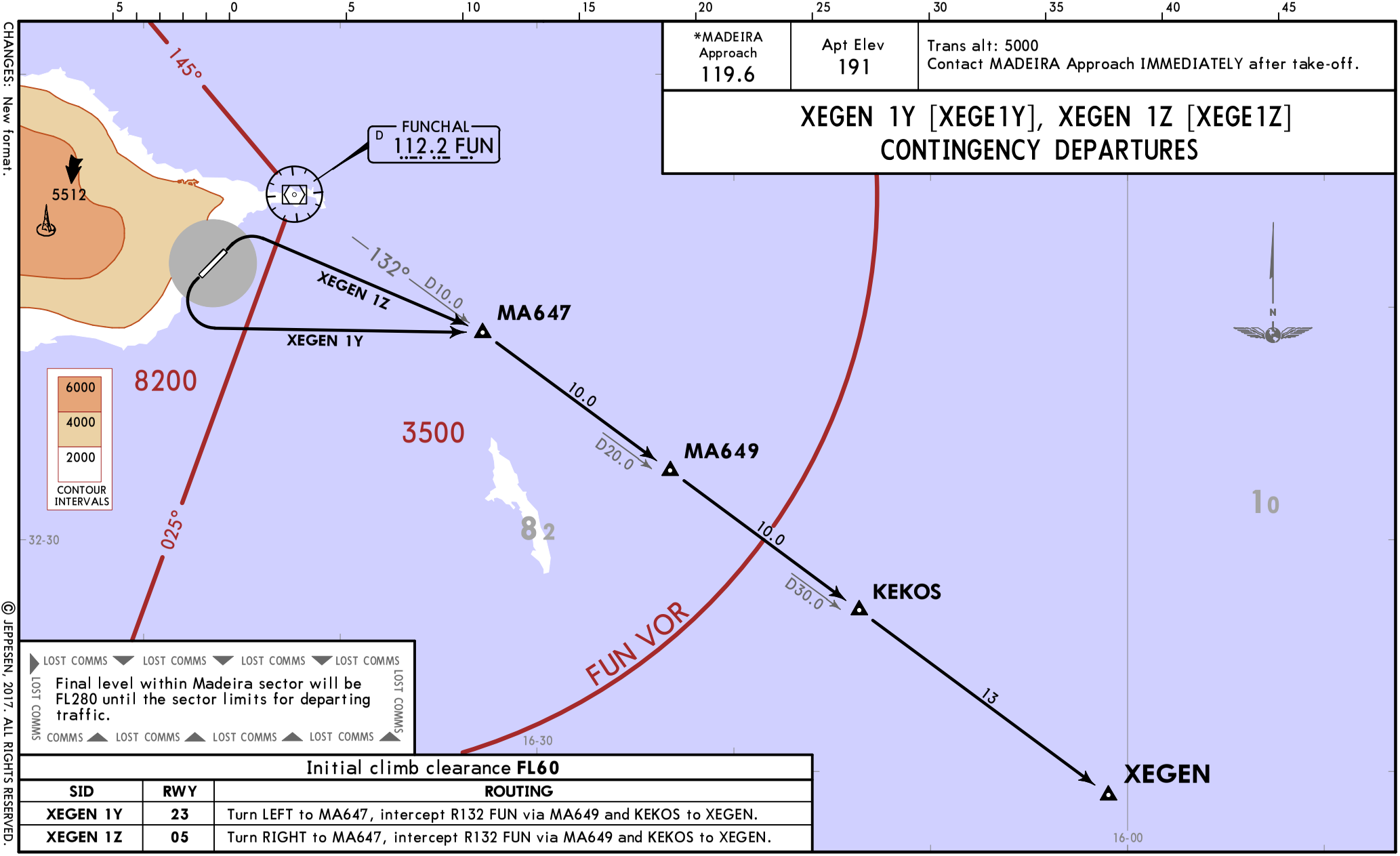
10-3L

MADEIRA, PORTUGAL

CONTINGENCY SID

*MADEIRA Approach	Apt Elev	Trans alt: 5000
119.6	191	Contact MADEIRA Approach IMMEDIATELY after take-off.

XEGEN 1Y [XEGE1Y], XEGEN 1Z [XEGE1Z] CONTINGENCY DEPARTURES



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

LOST COMMS

Final level within Madeira sector will be FL280 until the sector limits for departing traffic.

LOST COMMS

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

Initial climb clearance **FL60**

SID	RWY	ROUTING
XEGEN 1Y	23	Turn LEFT to MA647, intercept R132 FUN via MA649 and KEKOS to XEGEN.
XEGEN 1Z	05	Turn RIGHT to MA647, intercept R132 FUN via MA649 and KEKOS to XEGEN.

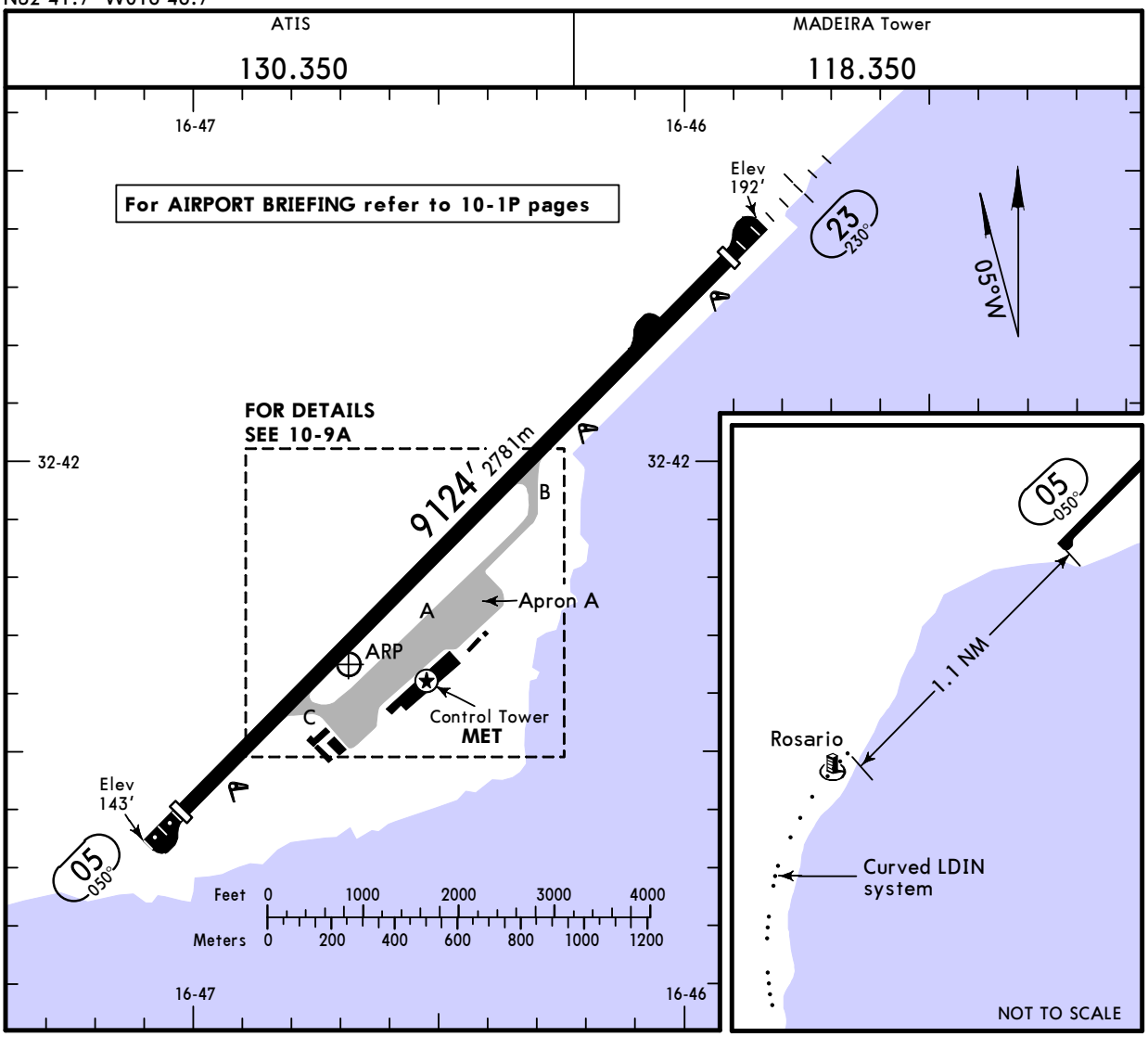
LPMA/FNC

Apt Elev 191′
N32 41.7 W016 46.7

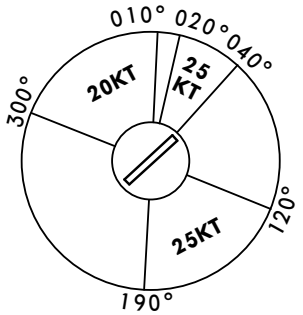
JEPPESEN
3 MAR 17 (10-9)

MADEIRA, PORTUGAL

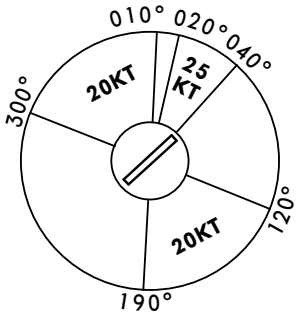
MADEIRA



RWY 05:
Wind limitations when taking-off (relative to the MID anemometer two minutes mean values only): max permissible wind.



RWY 23:
Wind limitations when taking-off (relative to the MID anemometer two minutes mean values only): max permissible wind.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
05 ❶	RL ❷ CL ❸ HIALS TDZ LDIN ❹ PAPI ❺	8140′ 2481m		❻ 8632′ 2631m	148′ 45m
23	RL ❷ CL ❸ ALS TDZ PAPI-L (3.0°)				

❶ grooved ❷ (spacing 60m) ❸ (spacing 30m)
❹ See inset.
❺ (angle 3.00°). Both sides offset 5° to the Right. Right side not visible on short final.
❻ Including 492′/150m of pavement before threshold.

Standard

TAKE-OFF ❶

	All Rwys	
	RCLM (DAY only) or RL	NIL (DAY only)
A B C D	2800m	

❶ Take-off alternate required.

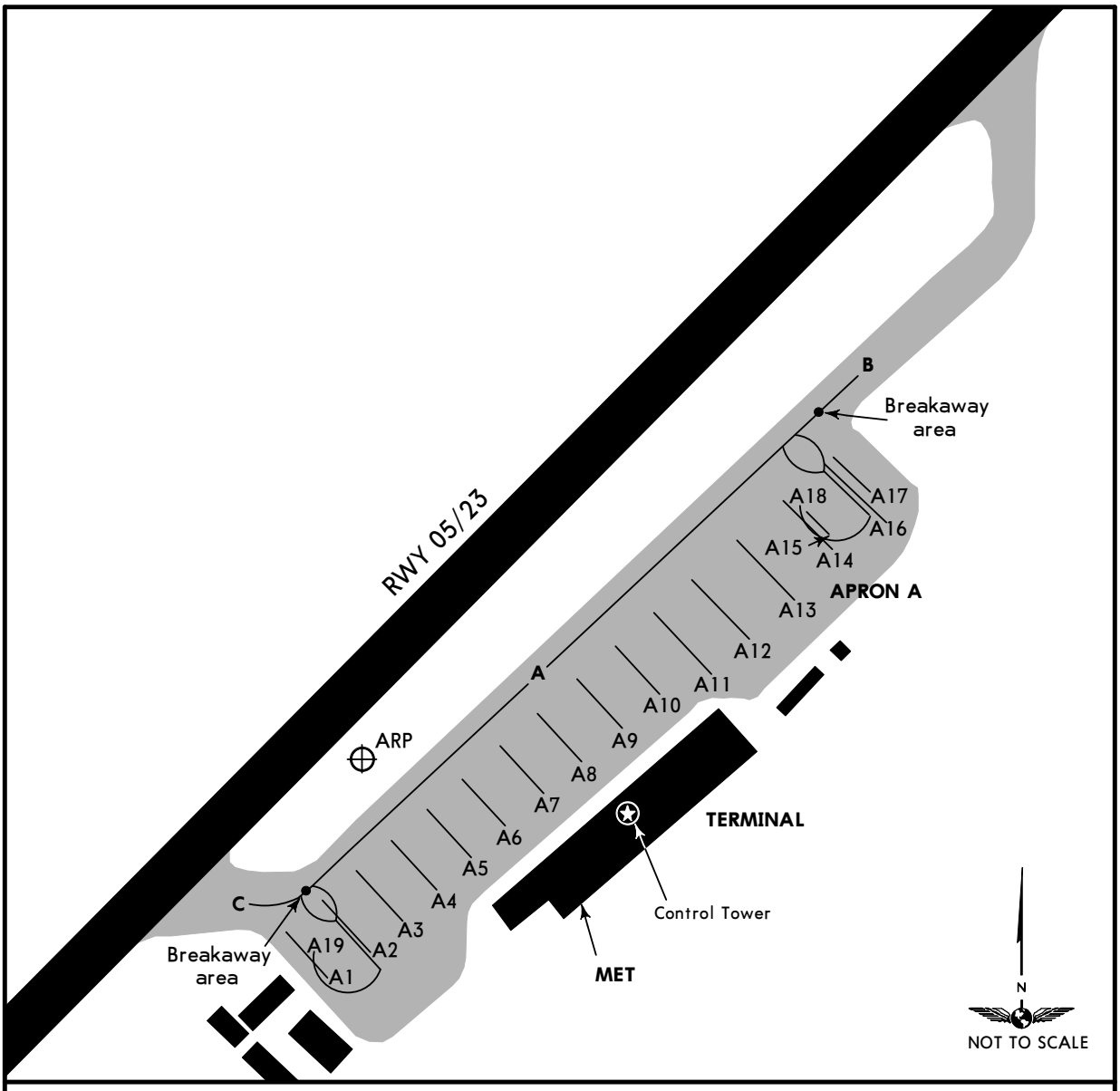
CHANGES: ATIS frequency.

© JEPPESEN, 1999, 2017. ALL RIGHTS RESERVED.

LPMA/FNC

JEPPESEN
3 MAR 17 (10-9A)

MADEIRA, PORTUGAL
MADEIRA



INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
A1	N32 41.5 W016 46.7	157′	A11	N32 41.7 W016 46.5	161′
A2, A3	N32 41.6 W016 46.7	157′	A12, A13	N32 41.7 W016 46.4	161′
A4 thru A6	N32 41.6 W016 46.6	157′	A14	N32 41.7 W016 46.4	164′
A7	N32 41.6 W016 46.5	157′	A15	N32 41.8 W016 46.4	164′
A8 thru A10	N32 41.7 W016 46.5	157′	A16 thru A18	N32 41.8 W016 46.4	167′
			A19	N32 41.6 W016 46.7	157′

CHANGES: None.

© JEPPESEN, 2000, 2015. ALL RIGHTS RESERVED.

5.1.26 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LPMA/FNC MADEIRA

JEPPESEN 31 AUG 18 (12-1) Eff 13 Sep

MADEIRA, PORTUGAL ❶ RNAV (GNSS) A Rwy 05

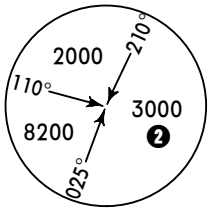
ATIS	*MADEIRA Approach	MADEIRA Tower
130.350	119.6	118.350

BRIEFING STRIP ™

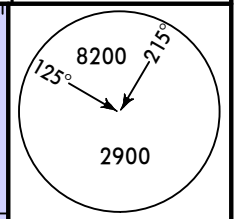
RNAV	Final Apch Crs	Mandatory Alt	MDA(H)	Apt Elev / Rwy
	220°	**MA564** **3000′** (2854′)	**940′** (794′)	191′ / 146′

MISSED APCH: Turn LEFT to MA514 climbing to 3000′. At MA514 join holding, or as directed.
MISSED APCH WITH COMM FAILURE: **RNAV 1 required.** Squawk 7600. Proceed as MISSED APCH. On MA514 holding proceed to MA412, then to MA532 holding. Make one complete holding pattern at 3000′, then perform another approach.

Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 5000′



MSA MA532



MSA MA514

❶ FOR RNAV (GNSS) VISUAL APPROACH PATTERN TO RWY 05 SEE 12-1A.

CAUTION: Execute all turns over the sea due to high terrain to the North and West of Apt.

❷ 2000 within 10 NM

MAX 230 KT
MAX 10000
MHA 3000

047°
227°
220°
(IAF) MA532
MAX 230 KT
MA563
MA564
MA565
MA412
MA566

32-50
32-40
17-00
16-40
16-30

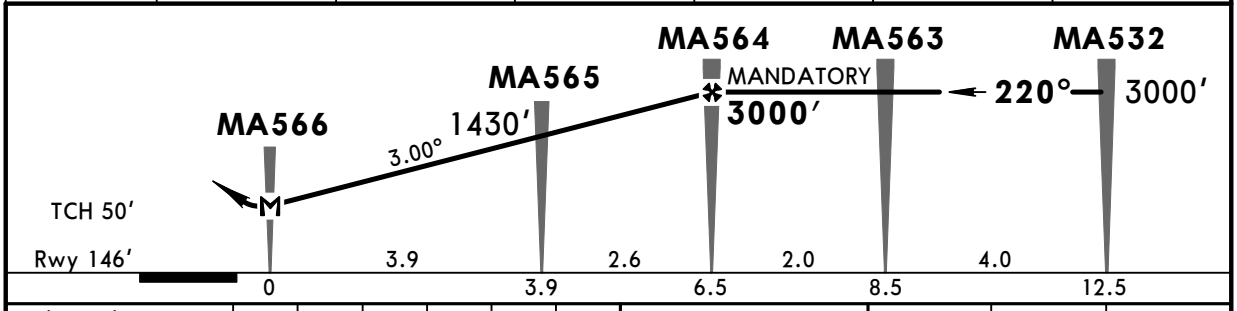
1000
2000
3000
4000
5000
6109′
2034′
2041′
1129′
1460′
870′
1451′

14.4
205°

NOT TO SCALE
205°
MAX 230 KT
MAX 10000
MHA 3000
MA514
MAX 230 KT

RNAV procedure for cloudbreaking followed by visual apch only effective when external visual reference to the terrain exists and can be maintained from at or before reaching the MAP, and continuing visually with the required vertical descent profile according to RNAV (GNSS) VISUAL APPROACH Rwy 05. The rwy may not be or remain in sight at all the times but other visual cues surrounding the vicinity of the apt may be used as sufficient external visual reference.

DIST to MA566	1.0	2.0	3.0	4.0	5.0	6.5
ALTITUDE	1260′	1580′	1895′	2210′	2525′	3000′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at MA566							

HIALS
PAPI PAPI
3000′
LT
MA514

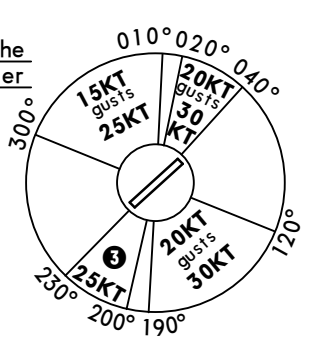
PANS OPS

Standard CIRCLE-TO-LAND TO RWY **05** **CEILING REQUIRED**

Not authorized Northwest of rwy

	Max Kts	MDA(H)	CEIL-VIS
A	100	**940′** (794′)	800′ - 5000m 245m
B	135		
C	180		
D	205		

Wind limitations for landing (relative to the touchdown anemometer two minutes mean values only): max permissible wind.



❸ Relative to the MID or Rosario anemometers including gusts.

CHANGES: Speed restriction at MA532.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.1.27 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LPMA/FNC MADEIRA

31 AUG 18
Eff 13 Sep

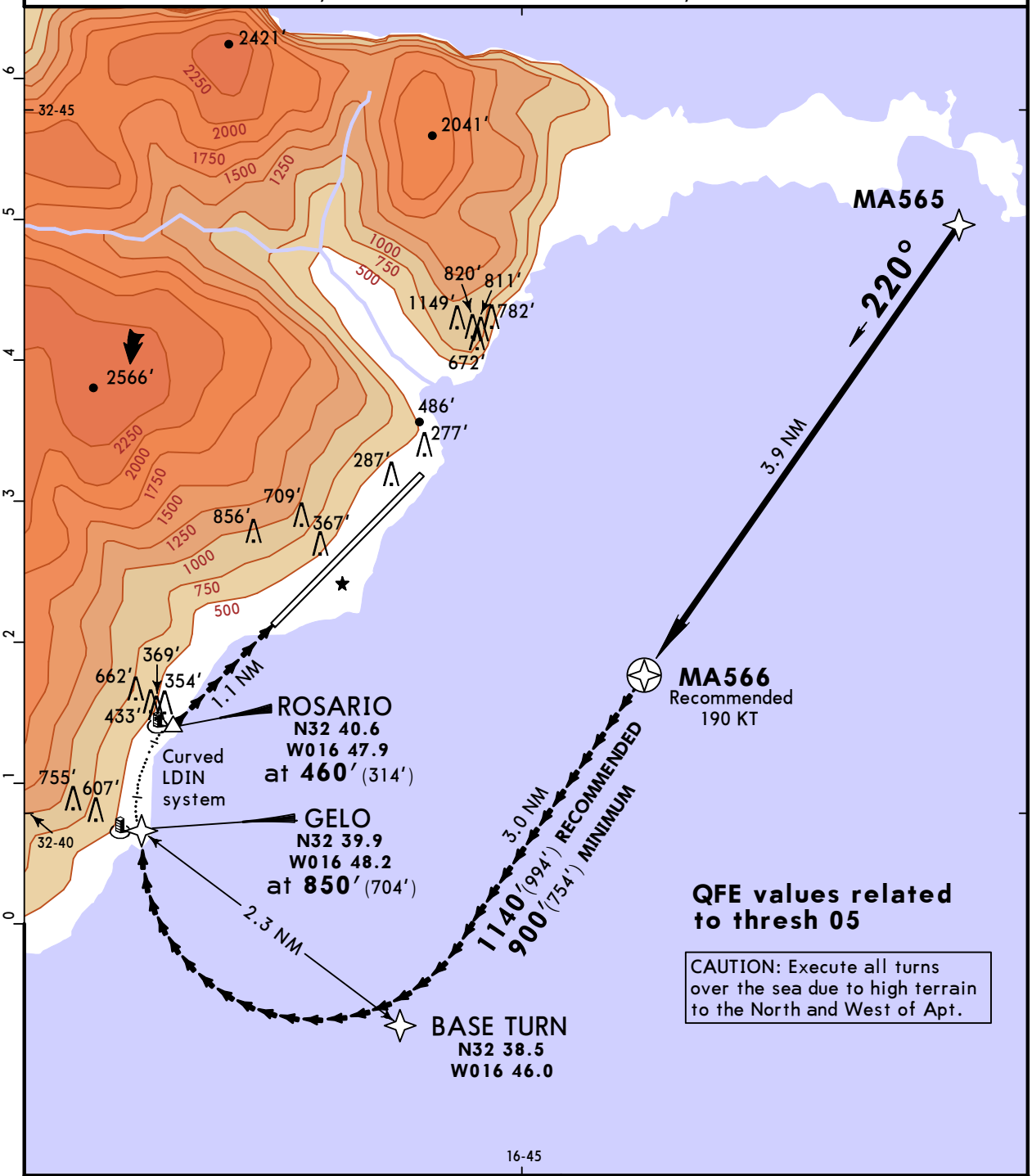
JEPPESEN 12-1A

MADEIRA, PORTUGAL
RNAV (GNSS) VISUAL APPROACH Rwy 05

BRIEFING STRIP ™

ATIS	*MADEIRA Approach	MADEIRA Tower
130.350	119.6	118.350
RNAV	Final Apch Crs **220°**	Apt Elev 191′ Rwy 146′

Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 5000′



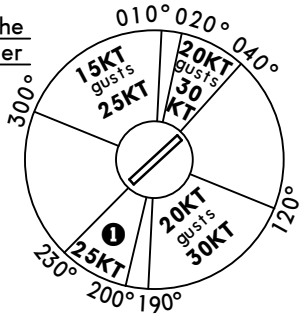
By night the rwy 05 approach lights **MUST BE ON**. If those lights fail before the aircraft is in such a position, over those lights, that will ensure that the high ground on their left side will be avoided, a missed approach (RIGHT turn) should be initiated.

PAPI (Both sides offset 5° to the Right. Right side not visible on short final) should be followed. They are set to define a 3.0° descent path crossing the thresh at 57′.

Rwy slope is 0.8-1% up.

Due to high terrain **CAUTION** should be exercised not flying left of approach lights path.

Wind limitations for landing (relative to the touchdown anemometer two minutes mean values only): max permissible wind.



❶ Relative to the MID or Rosario anemometers including gusts.

CHANGES: None.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.1.28 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LPMA/FNC MADEIRA

JEPPESEN 31 AUG 18 (12-2) Eff 13 Sep

MADEIRA, PORTUGAL
❶ RNAV (GNSS) B Rwy 23

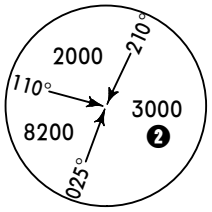
ATIS	*MADEIRA Approach	MADEIRA Tower
130.350	119.6	118.350

BRIEFING STRIP ™

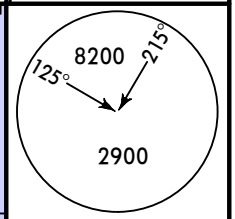
RNAV	Final Apch Crs	Mandatory Alt	MDA(H)	Apt Elev / Rwy
	227°	**MA561** **2800′** (2609′)	**1390′** (1199′)	191′ / 191′

MISSED APCH: Turn LEFT to MA514 climbing to 3000′. At MA514 join holding, or as directed.
MISSED APCH WITH COMM FAILURE: **RNAV 1 required.** Squawk 7600. Proceed as MISSED APCH. On MA514 holding proceed to MA412, then to MA532 holding. Make one complete holding pattern at 3000′, then perform another approach.

Alt Set: hPa | Rwy Elev: 7 hPa | Trans level: By ATC | Trans alt: 5000′



MSA MA532



MSA MA514

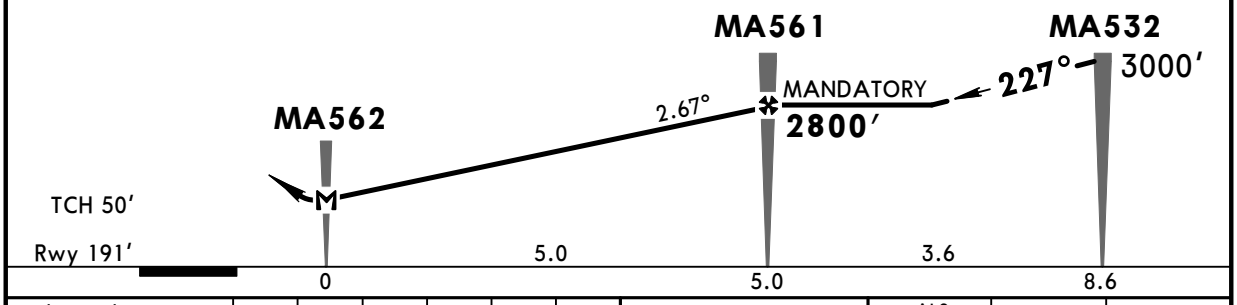
❶ FOR RNAV (GNSS) VISUAL APPROACH PATTERN TO RWY 23 SEE 12-2A.

CAUTION: Execute all turns over the sea due to high terrain to the North and West of Apt.

❷ 2000 within 10 NM

RNAV procedure for cloudbreaking followed by visual apch only effective when external visual reference to the terrain exists and can be maintained from at or before reaching the MAP, and continuing visually with the required vertical descent profile according to RNAV (GNSS) VISUAL APPROACH Rwy 23. The rwy may not be or remain in sight at all the times but other visual cues surrounding the vicinity of the apt may be used as sufficient external visual reference.

DIST to MA562	1.0	2.0	3.0	4.0	5.0
ALTITUDE	1600′	1900′	2242′	2521′	2800′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.67°	331	425	472	567	661	756
MAP at MA562							

ALS
PAPI

3000′
LT

MA514

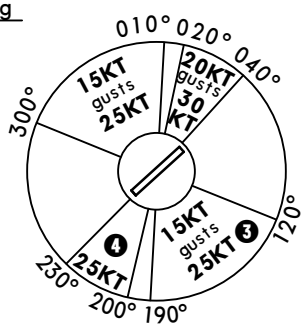
PANS OPS

Standard CIRCLE-TO-LAND **CEILING REQUIRED**
TO RWY **23**

Not authorized Northwest of rwy

	Max Kts	MDA(H)	CEIL-VIS
A	100	**1390′** (1199′)	1200′ - 7000m 370m
B	135		
C	180		
D	205		

Wind limitations for landing (relative to the touchdown anemometer two minutes mean values only): max permissible wind.



❸ Relative to the MID anemometer.
❹ Relative to the MID or Rosario anemometers including gusts.

CHANGES: Procedure designation. Speed restriction at MA532.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.1.29 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LPMA/FNC MADEIRA

31 AUG 18
Eff 13 Sep

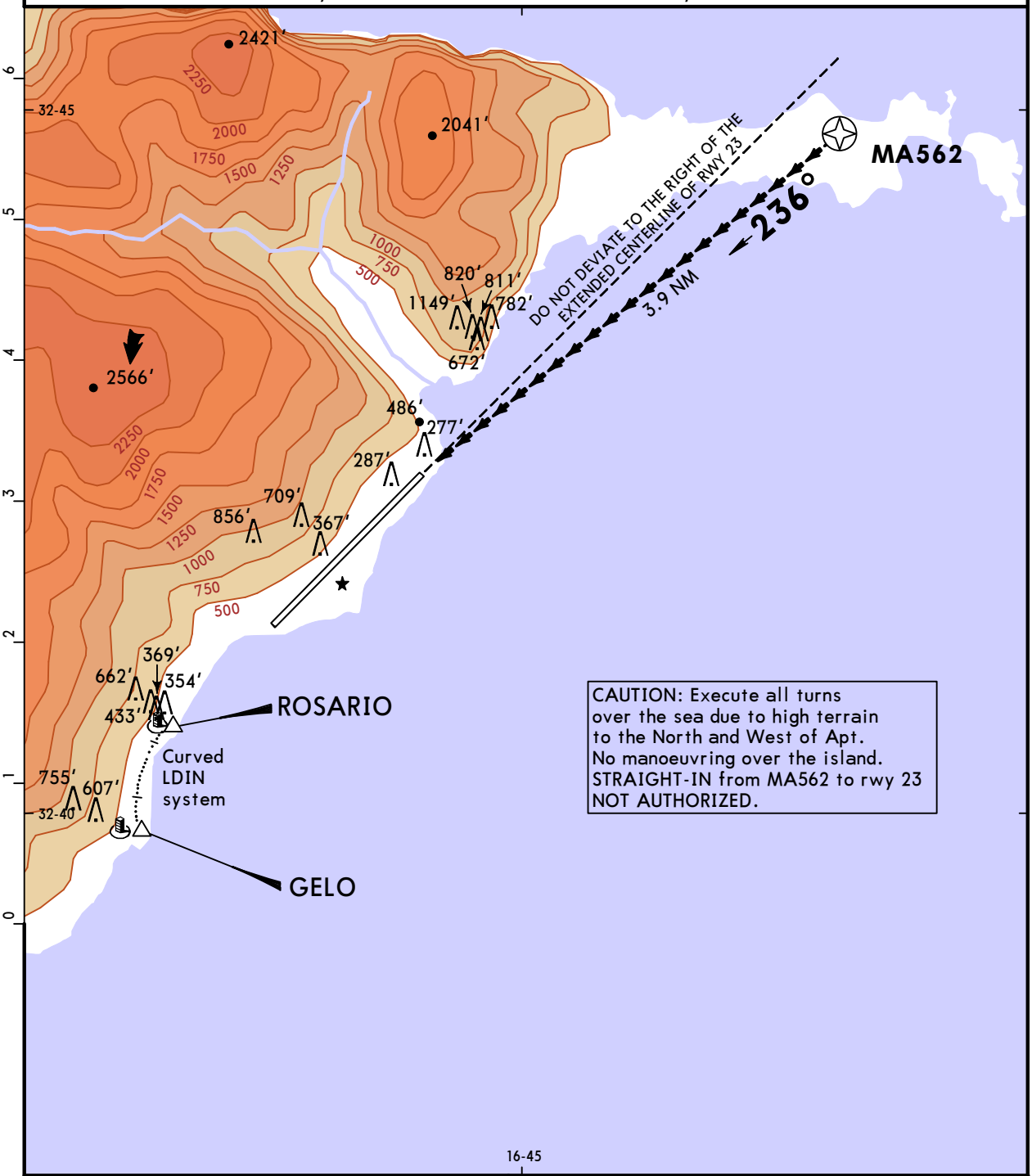
JEPPESEN 12-2A

MADEIRA, PORTUGAL
RNAV (GNSS) VISUAL APPROACH Rwy 23

BRIEFING STRIP™

ATIS	*MADEIRA Approach	MADEIRA Tower
130.350	119.6	118.350
RNAV	Final Apch Crs **236°**	Apt Elev 191′ Rwy 191′

Alt Set: hPa | Rwy Elev: 7 hPa | Trans level: By ATC | Trans alt: 5000′



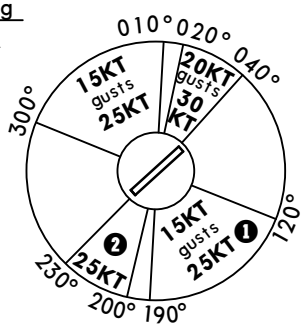
Maintain MDA(H) until intercepting the 3.00° final descent path defined by the PAPI, which crosses the thresh at 57′.

At night the hills (Pico de Facho) on your RIGHT may be confused with mist. This obstacle is lighted.

Touchdown rwy 23 out of Control Tower visual range. TDZ lighting is provided.

A go around manoeuvre should be performed if the acft has not landed by the end of the TDZ lights.

Wind limitations for landing (relative to the touchdown anemometer two minutes mean values only): max permissible wind.



❶ Relative to the MID anemometer.

❷ Relative to the MID or Rosario anemometers including gusts.

CHANGES: None.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.1.30 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LPMA/FNC MADEIRA

JEPPESEN 31 AUG 18 (12-20) Eff 13 Sep

MADEIRA, PORTUGAL RNP Z Rwy 05 (AR)

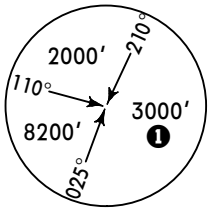
ATIS	*MADEIRA Approach	MADEIRA Tower
130.350	119.6	118.350

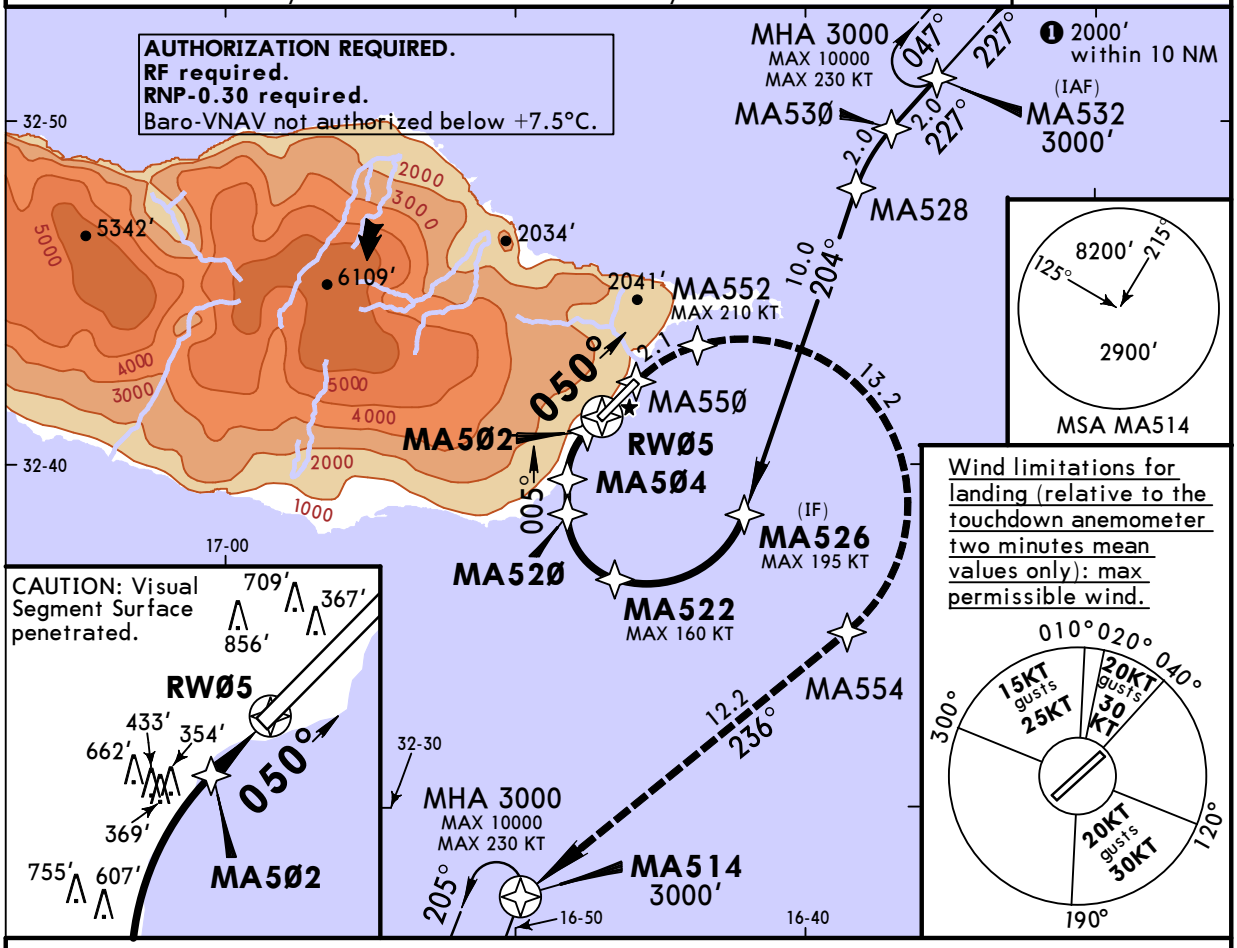
BRIEFING STRIP ™

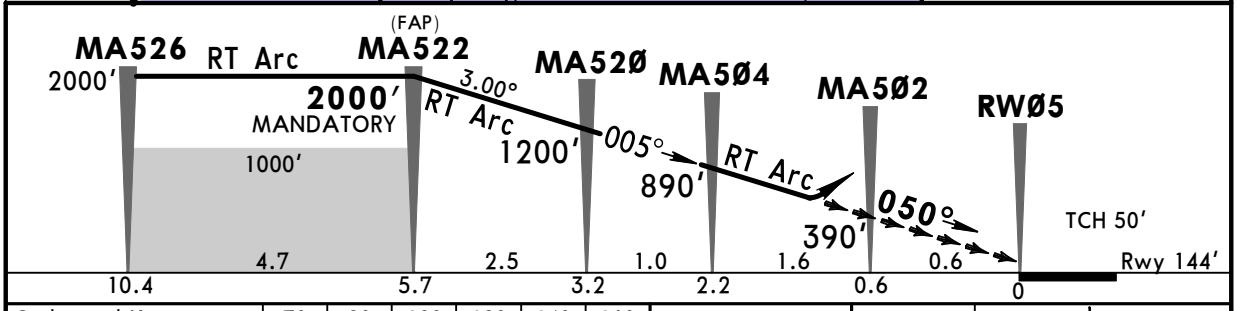
RNAV	Final Apch Crs	Mandatory Alt	RNP-0.10 DA(H)	Apt Elev / Rwy
	050°	MA522 2000′ (1856′)	Refer to Minimums	191′ / 144′

MISSED APCH: Climb to 3000′ to MA514 via MA55Ø, MA552 and MA554. At MA514 join holding or as directed.
MISSED APCH WITH COMM FAILURE: Squawk 7600. Climb to 3000′ to MA514 via MA55Ø, MA552 and MA554. At MA514 join holding to make one complete holding pattern at 3000′, then perform RNAV (RNP) Y Rwy 05 approach.

Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 5000′







Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

HIALS PAPI PAPI

3000′ via MA55Ø

Standard STRAIGHT-IN LANDING RWY 05

	RNP-0.10 (required until MA552)	RNP-0.20 (required until MA552)	RNP-0.30
	DA(H)	DA(H)	DA(H)
	A: 500′(356′) BC: 520′(376′) D: 530′(386′)	A: 800′(656′) C: 820′(676′) B: 810′(666′) D: 830′(686′)	A: 890′(746′) C: 910′(766′) B: 900′(756′) D: 920′(776′)
	ALS out	ALS out	ALS out
A, B	RVR 1500m	RVR 1500m	RVR 1500m
C	RVR 1700m	RVR 2400m	RVR 2400m
D	RVR 1800m		

PANS OPS

CHANGES: Speed restriction at MA532 and MA514 withdrawn.

© JEPPESEN, 2015, 2018. ALL RIGHTS RESERVED.

5.1.31 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LPMA/FNC MADEIRA

JEPPESEN 31 AUG 18 (12-21) Eff 13 Sep

MADEIRA, PORTUGAL RNP Y Rwy 05 (AR)

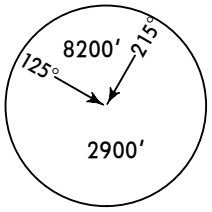
ATIS	*MADEIRA Approach	MADEIRA Tower
130.350	119.6	118.350

BRIEFING STRIP ™

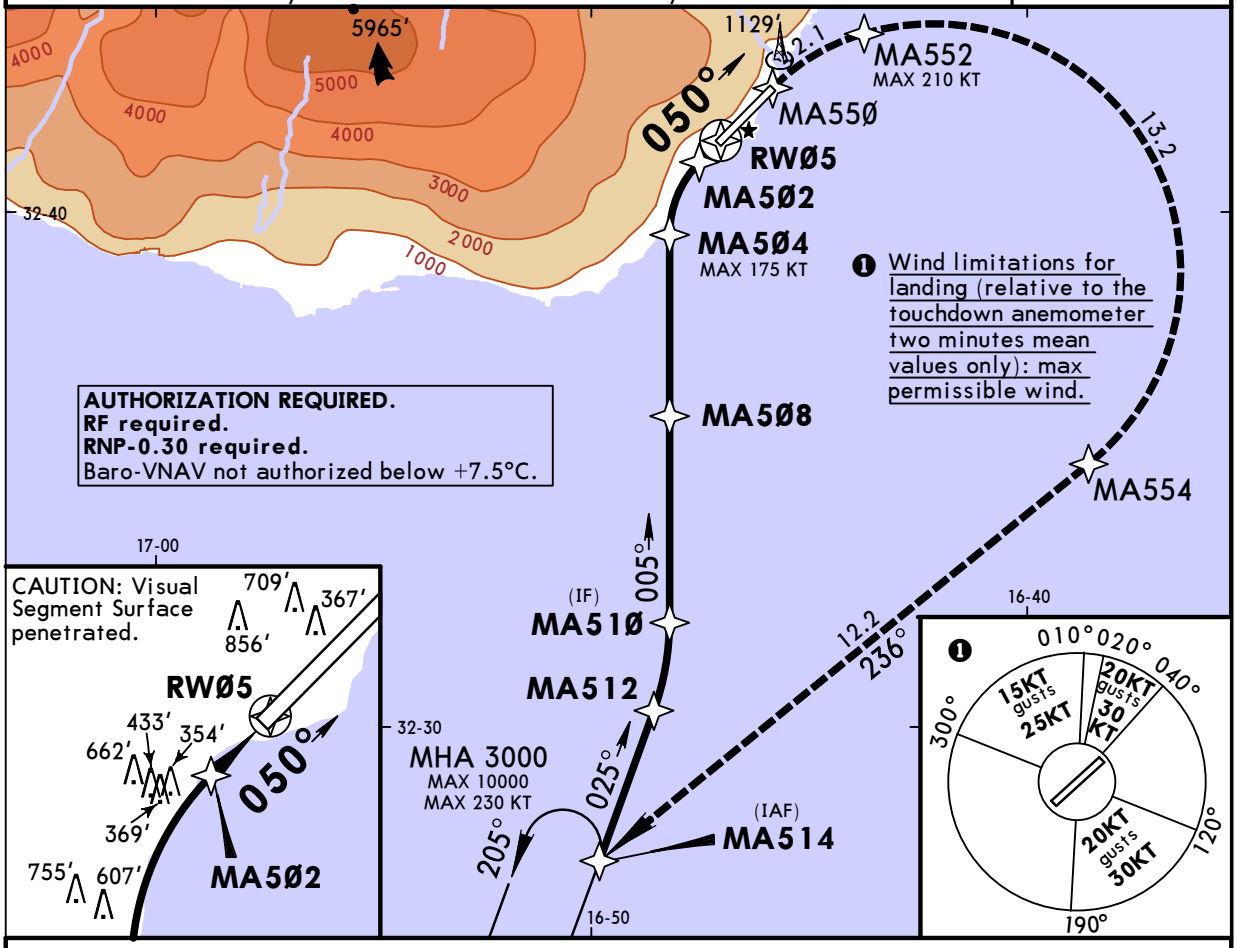
RNAV	Final Apch Crs	Mandatory Alt	RNP-0.10 DA(H)	Apt Elev	191′
	050°	MA5Ø8 2000′ (1856′)	Refer to Minimums	Rwy	144′

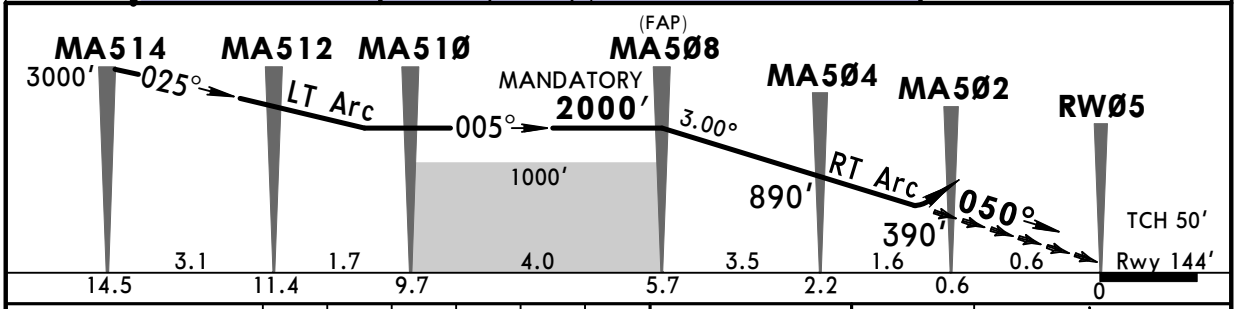
MISSED APCH: Climb to 3000′ to MA514 via MA55Ø, MA552 and MA554. At MA514 join holding or as directed.
MISSED APCH WITH COMM FAILURE: Squawk 7600. Climb to 3000′ to MA514 via MA55Ø, MA552 and MA554. At MA514 join holding to make one complete holding pattern at 3000′, then perform another approach.

Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 5000′



MSA
MA514





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

HIALS
PAPI PAPI

3000′ via MA55Ø

Standard STRAIGHT-IN LANDING RWY **05**

	RNP-0.10 (required until MA552)	RNP-0.20 (required until MA552)	RNP-0.30
	DA(H)	DA(H)	DA(H)
	A: 500′ (356′)	A: 800′ (656′) C: 820′ (676′)	A: 890′ (746′) C: 910′ (766′)
	BC: 520′ (376′) D: 530′ (386′)	B: 810′ (666′) D: 830′ (686′)	B: 900′ (756′) D: 920′ (776′)
	ALS out	ALS out	ALS out
A, B	RVR 1500m	RVR 1500m	RVR 1500m
C	RVR 1700m	RVR 2400m	RVR 2400m
D	RVR 1800m		

PANS OPS

CHANGES: Speed restriction at MA514 withdrawn.

© JEPPESEN, 2015, 2018. ALL RIGHTS RESERVED.

5.1.32 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LPMA/FNC MADEIRA

JEPPESEN 31 AUG 18 (12-22) Eff 13 Sep

MADEIRA, PORTUGAL RNP Rwy 23 (AR)

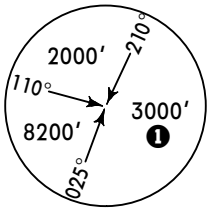
ATIS	*MADEIRA Approach	MADEIRA Tower
130.350	119.6	118.350

BRIEFING STRIP ™

RNAV	Final Apch Crs	Mandatory Alt	RNP-0.10 DA(H)	Apt Elev / Rwy
	230°	**MA4Ø8** **2000′** (1810′)	**489′** (299′)	191′ / 190′

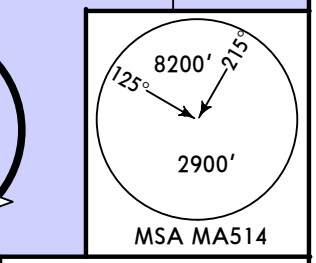
MISSED APCH: Climb to 3000′ to MA514 via MA4Ø7 and MA4Ø6. At MA514 join holding or as directed.
MISSED APCH WITH COMM FAILURE: Squawk 7600. Climb to 3000′ to MA514 via MA4Ø7 and MA4Ø6. At MA514 join holding to make one complete holding pattern at 3000′, then perform another approach.

Alt Set: hPa | Rwy Elev: 7 hPa | Trans level: By ATC | Trans alt: 5000′

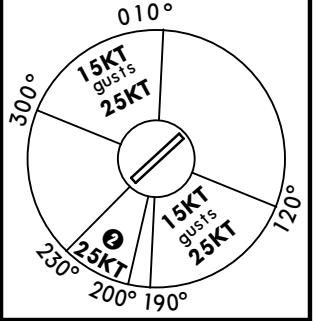


AUTHORIZATION REQUIRED.
RF required.
RNP-0.30 required.
Baro-VNAV not authorized below +7.5°C.

MHA 3000 MAX 10000 MAX 230 KT
047° 227° 4.0 230°
❶ 2000′ within 10 NM
(IAF) MA532 3000′
(IF) MA41Ø
230°
MA4Ø8
(IF) MA412 MAX 210 KT
MA4Ø7
MA4Ø6 MAX 210 KT
RW23
MA413
MA414
MA416
(IAF) MA514 3000′ MAX 250 KT for Initial Approach
MHA 3000 MAX 10000 MAX 230 KT
32-50 32-40 32-30 17-00 16-50 16-40
5342′ 6109′ 2034′ 2041′ 1129′ 1460′
2.0 7.0 049° 12.3 192° 6.2 049° 2.1 3.6 025° 205°

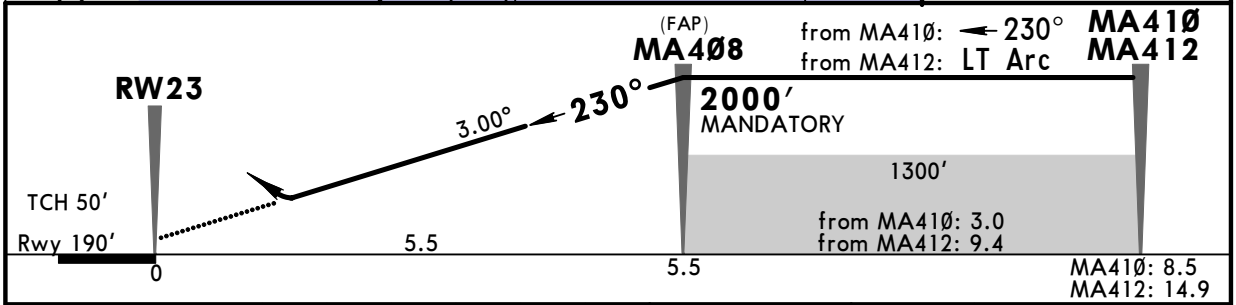


Wind limitations for landing (relative to the touchdown anemometer two minutes mean values only): max permissible wind.



❷ Relative to the MID or Rosario anemometers including gust.

CAUTION: Visual Segment Surface penetrated.
820′ 811′ 782′ 1149′ 672′
277′ 287′ 709′ 367′
230°
RW23



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

ALS
PAPI

3000′ via MA4Ø7

Standard STRAIGHT-IN LANDING RWY 23

PANS OPS

	RNP-0.10 (required until MA4Ø6) DA(H) 489′ (299′)		RNP-0.20 (required until MA4Ø6) DA(H)		RNP-0.30 DA(H)	
		ALS out		ALS out		ALS out
A	RVR 1200m	RVR 1400m	A: 919′ (729′) C: 959′ (769′)	RVR 1500m	A: 1159′ (969′) C: 1199′ (1009′)	RVR 1500m
B			B: 939′ (749′) D: 979′ (789′)		B: 1179′ (989′) D: 1219′ (1029′)	
C				RVR 2400m		RVR 2400m
D						

CHANGES: Speed restriction at MA532 and MA514.

© JEPPESEN, 2015, 2018. ALL RIGHTS RESERVED.

5.1.33 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

LPMA/FNC MADEIRA

JEPPESEN 8 DEC 17 (13-1)

MADEIRA, PORTUGAL
❶ CIRCLING VOR DME Rwy 05

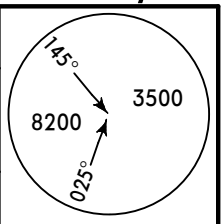
BRIEFING STRIP ™

ATIS	*MADEIRA Approach	MADEIRA Tower
130.350	119.6	118.350

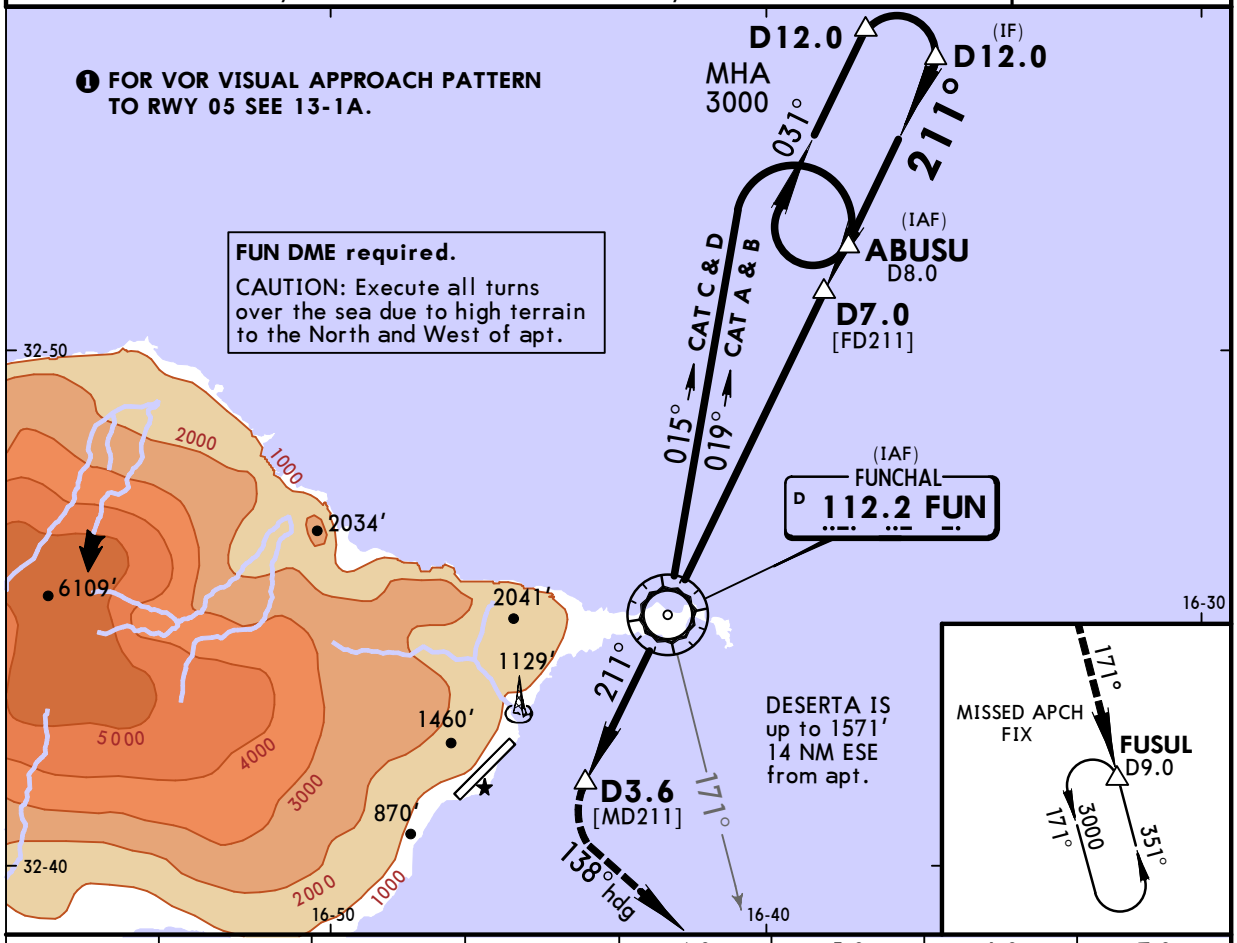
VOR FUN	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 191′
112.2	211°	D7.0 3000′ (2856′)	940′ (796′)	Rwy 144′

MISSED APCH: Turn LEFT onto heading 138° to intercept R-171, proceed to FUSUL climbing to 3000′ and hold. Contact APP.

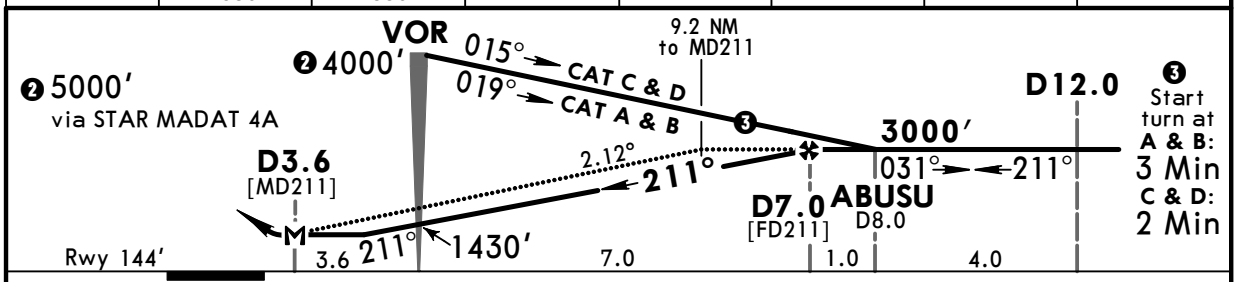
Alt Set: hPa	Rwy Elev: 5 hPa	Trans level: By ATC	Trans alt: 5000′



MSA
FUN VOR



FUN DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1650′	1880′	2100′	2330′	2550′	2760′	3000′



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 2.12°	262	337	375	450	525	600
MAP at D3.6						

HIALS PAPI PAPI

138° hdg LT

FUN 112.2 R-171

3000′ FUSUL

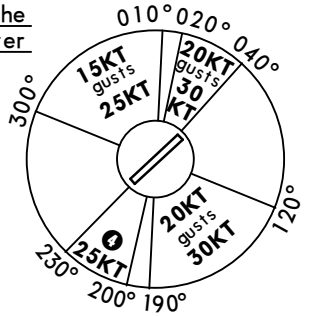
PANS OPS

Standard CIRCLE-TO-LAND TO RWY **05** **CEILING REQUIRED**

Not authorized Northwest of rwy

	Max Kts	MDA(H)	CEIL-VIS
A	100	940′ (796′)	800′ - 5000m 245m
B	135		
C	180		
D	205		

Wind limitations for landing (relative to the touchdown anemometer two minutes mean values only): max permissible wind.



❹ Relative to the MID or Rosario anemometers including gust.

CHANGES: Rwy elevation.

© JEPPESEN, 2000, 2017. ALL RIGHTS RESERVED.

5.1.34 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LPMA/FNC MADEIRA

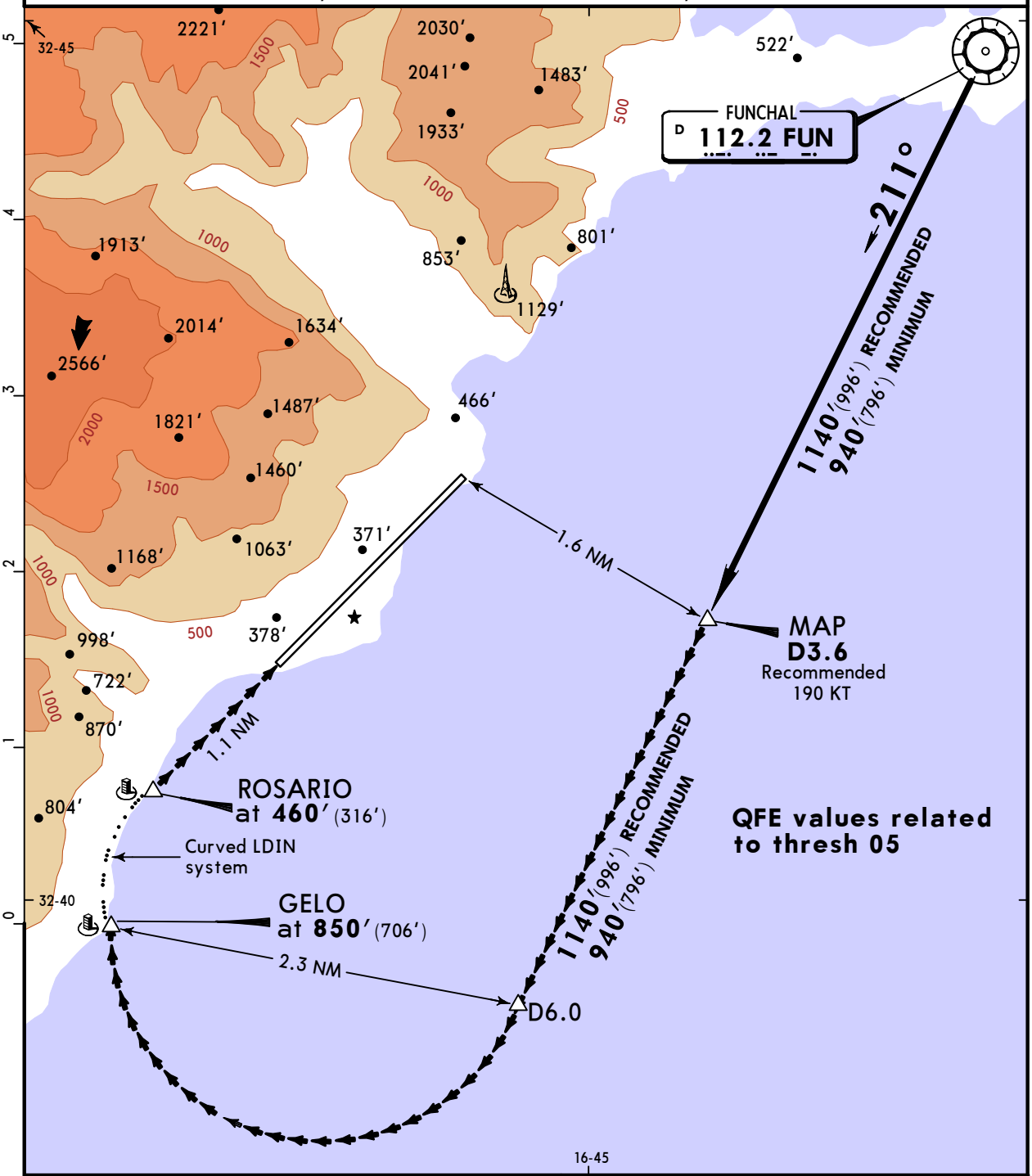
JEPPESEN 8 DEC 17 (13-1A)

MADEIRA, PORTUGAL VOR VISUAL APPROACH Rwy 05

BRIEFING STRIP ™

ATIS	*MADEIRA Approach	MADEIRA Tower
130.350	119.6	118.350
VOR FUN **112.2**	Final Apch Crs **211°**	Apt Elev 191′ Rwy 144′

Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 5000′



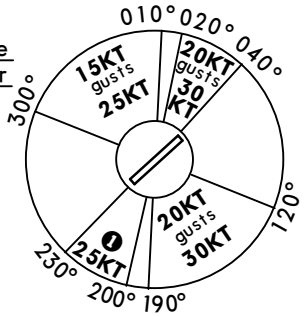
By night the rwy 05 approach lights **MUST BE ON**. If those lights fail before the aircraft is in such a position, over those lights, that will ensure that the high ground on their left side will be avoided, a missed approach (RIGHT turn) should be initiated.

PAPI (Both sides offset 5° to the Right. Right side not visible on short final) should be followed. They are set to define a 3.0° descent path crossing the thresh at 57′.

Rwy slope is 0.8-1% up.

Due to high terrain **CAUTION** should be exercised not flying left of approach lights path.

Wind limitations for landing (relative to the touchdown anemometer two minutes mean values only): max permissible wind.



❶ Relative to the MID or Rosario anemometers including gust.

CHANGES: Rwy elevation.

© JEPPESEN, 2000, 2017. ALL RIGHTS RESERVED.

5.1.35 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

LPMA/FNC MADEIRA

JEPPESEN 20 APR 18 Eff 26 Apr (13-2)

MADEIRA, PORTUGAL CIRCLING VOR DME Rwy 23

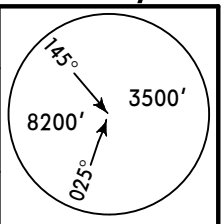
BRIEFING STRIP ™

ATIS	*MADEIRA Approach	MADEIRA Tower
130.350	119.6	118.350

VOR FUN	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 191′
112.2	211°	D7.0 3000′ (2810′)	1300′ (1110′)	Rwy 190′

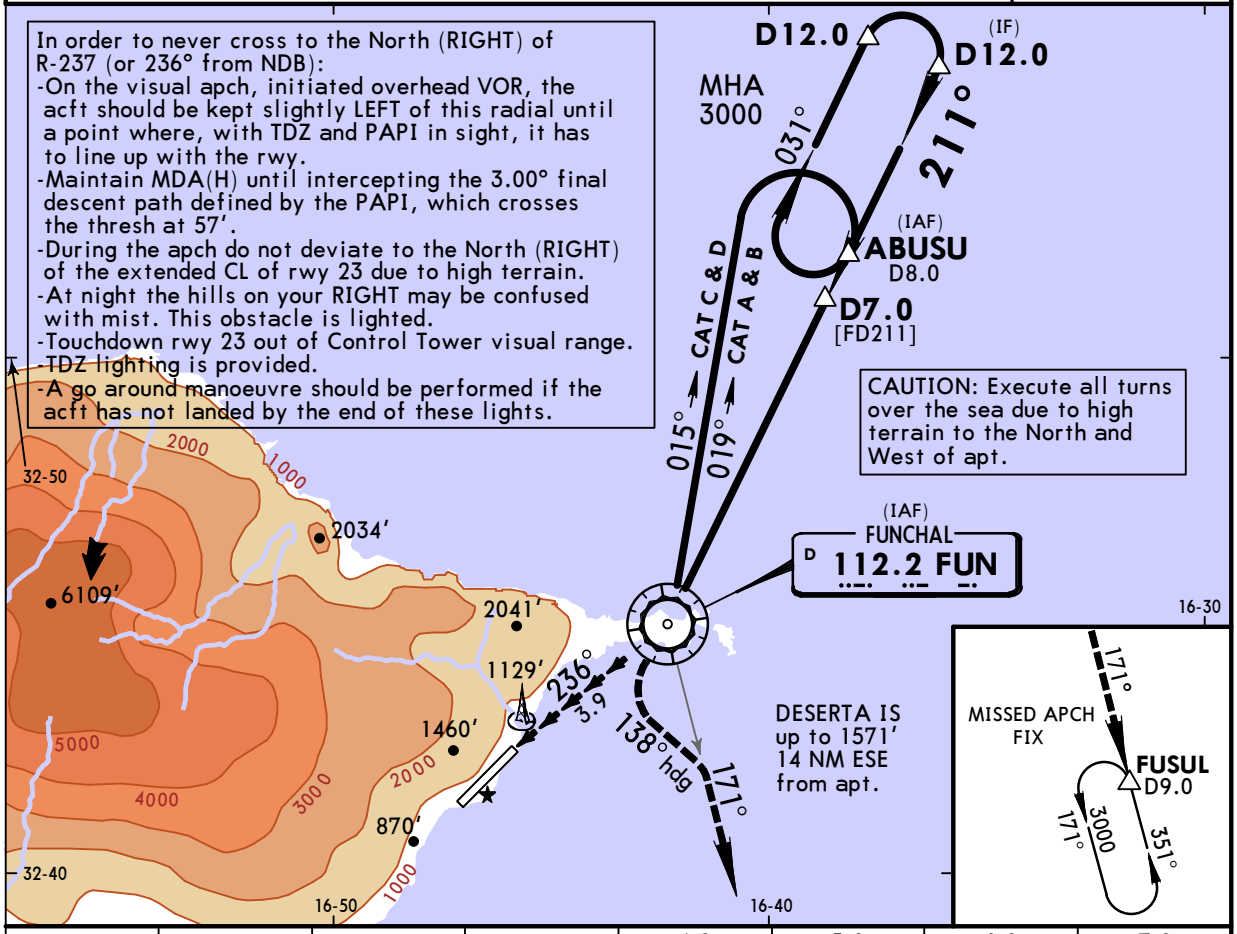
MISSED APCH: Turn LEFT onto heading 138° to intercept R-171, proceed to FUSUL climbing to 3000′ and hold. Contact APP.

Alt Set: hPa | Rwy Elev: 7 hPa | Trans level: By ATC | Trans alt: 5000′

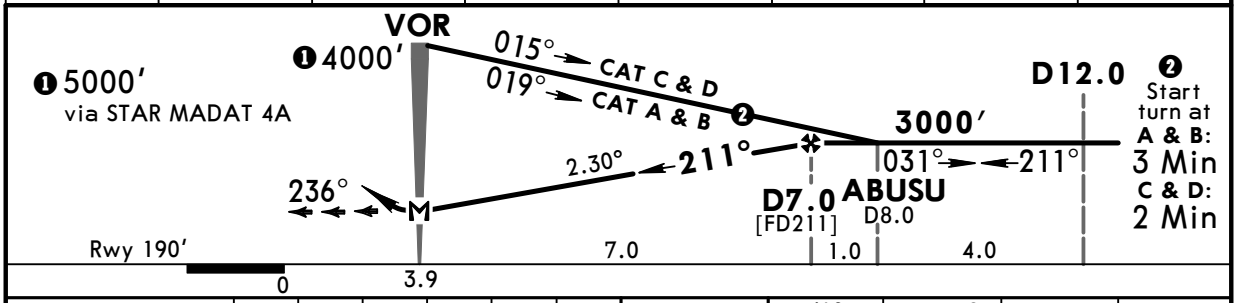


MSA
FUN VOR

In order to never cross to the North (RIGHT) of R-237 (or 236° from NDB):
-On the visual apch, initiated overhead VOR, the acft should be kept slightly LEFT of this radial until a point where, with TDZ and PAPI in sight, it has to line up with the rwy.
-Maintain MDA(H) until intercepting the 3.00° final descent path defined by the PAPI, which crosses the thresh at 57′.
-During the apch do not deviate to the North (RIGHT) of the extended CL of rwy 23 due to high terrain.
-At night the hills on your RIGHT may be confused with mist. This obstacle is lighted.
-Touchdown rwy 23 out of Control Tower visual range.
-TDZ lighting is provided.
-A go around manoeuvre should be performed if the acft has not landed by the end of these lights.



FUN DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1550′	1800′	2050′	2300′	2550′	2800′	3000′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.30°	285	366	407	488	569	651
MAP at VOR							

ALS
PAPI

138° hdg LT

FUN 112.2 R-171

3000′ FUSUL

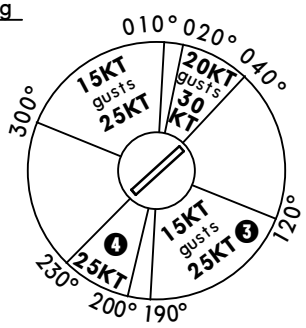
PANS OPS

Standard CIRCLE-TO-LAND **CEILING REQUIRED**
TO RWY **23**

Not authorized Northwest of rwy

	Max Kts	MDA(H)	CEIL-VIS
A	100	1300′ (1110′)	1200′ - 7000m 370m
B	135		
C	180		
D	205		

Wind limitations for landing (relative to the touchdown anemometer two minutes mean values only): max permissible wind.



❸ Relative to the MID anemometer.
❹ Relative to the MID or Rosario anemometers including gust.

CHANGES: MAD NDB withdrawn.

© JEPPESEN, 2000, 2018. ALL RIGHTS RESERVED.

1. GENERAL

1.1. ATIS

D-ATIS Arrival 118.650
D-ATIS Departure 121.975

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

Barcelona APT is not available to ACFT without radio or unable to maintain a continuous two-way communication on appropriate tower frequency.

During the summer season, ACFT not based at the APT whose Maximum Take-off Weight (MTOW) is less than or equal to 7000kg shall be restricted and may not perform arrival operations from 0800-1059LT and from 1700-2059LT.

Excepted are ambulance, rescue, State flights or flights providing service to the autonomous communities and other local entities, always provided that they are performing non-commercial public services.

1.2.2. PREFERENTIAL RWYs

Except when some of the following conditions are present or expected:

- Dry, or wet RWY with braking action below good;
- Ceiling below 500' AAL;
- Visibility lower than 1.9km/1NM;
- Notified or forecast wind gradient or storms on approach or departure;
- Traffic conditions, operational needs, safety situations and the rest of meteorological conditions prevent it.

ATC will maintain the preferential configuration described as follows up to wind components of 10 KT tailwind, gusts included, and/or 20 KT crosswind.

Daytime configuration between 0700-2300LT

Preferential: West configuration parallel RWYs:

- Arrivals RWY 25R;
- Departures RWY 25L and 25R.

Non-preferential: East configuration parallel RWYs:

- Arrivals RWY 07L;
- Departures RWY 07R and 07L.

Whenever the traffic demand and the weather and operational conditions so permit, the preferential night time configuration may be extended (North configuration intersecting RWYs) beyond 0700LT or to advance it before 2300LT.

The use of RWY 25R is restricted to those ACFT that can justify the need for a RWY length longer than on RWY 25L, being mandatory to carry out a conventional departure procedure. The justification must be submitted to APT Operations within a period of 7 calendar days from the date of operation.

The use of RWY 07L for take-off is restricted to those ACFT that can justify the need for a RWY length longer than RWY 07R being mandatory to carry out a conventional departure procedure. The justification must be submitted to APT Operations within a period of 7 calendar days from the date of operation.

Nighttime configuration between 2300-0700LT

Preferential: North configuration crossed RWYs:

- Arrivals RWY 02;
- Departures RWY 07R.

Non-preferential: West configuration single RWY:

- Arrivals RWY 25L;
- Departures RWY 25L.

When RWY 02 cannot be used for arrivals, West configuration will be used.

Only as a last resort, East configuration with arrivals for RWY 07L will be used.

ATIS message will provide information of the configuration in use.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

1. GENERAL

Ambulance flights with a STS/MEDEVAC flight plan, rescue, State flights or flights servicing autonomous communities and other local authorities whenever they provide non-commercial public services previous request this from ATC, being mandatory to carry out a conventional departure procedure.

These flights are exempted from the restrictions and the justification.

1.2.3. RUN-UP TESTS

Run-up tests higher than idle regime may be accomplished at the engine test area established for such purpose:

- TWY T2 nosing to the West in parallel direction to RWY 07L/25R.
- TWY N1 nosing to the East in parallel direction to RWY 07L/25R.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

Pilots shall be informed about application of LVP via ATIS or RTF.

When appropriate, the following phrase shall be broadcast by ATIS:

- "Low Visibility Procedures in operation", if the procedures are applied in the whole maneuvering area.
- "Low Visibility measures for departing RWY in force", if the measures are applied only for the take-off RWY.

During LVP, CAT II/III operations on RWYs 07L/R and 25L/R, departures from RWYs 07L/R and 25L/R.

The RWY configurations available in low visibility conditions are:

- Parallel RWYs East and West configuration.
- Single RWYs 25R, 25L, 07R or 07L.

RWY 02/20 cannot be used in low visibility conditions.

LVP in the maneuvering area shall be applied when any of the following weather conditions exist:

- RWY 25R in use for ARR:
  - When RVR is 600m or below at any transmissometer of that RWY.
  - When ceiling is 250'/75m or below.
- RWY 25L in use for ARR:
  - When RVR is 800m or below at any transmissometer of that RWY.
  - When ceiling is 250'/75m or below.
- RWY 07R or 07L in use for ARR:
  - When RVR is 650m or below at any transmissometer of that RWY.
  - When ceiling is 300'/90m or below.

Low Visibility Take-off (LVTO) in parallel RWY operation, with RVR below 400m in the take-off RWY, LVP are applied only for the take-off RWY when the activation conditions of the criteria above for the arrival RWY have not been reached.

Any notified or detected incidence that might affect the LVP shall immediately be communicated to ACFT to take appropriate decisions.

Tower shall supply RWYs in use RVR directly, in accordance with the following order: RVR TDZ: TDZ; RVR MID: RWY MID POINT; RVR END: RWY end.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

2. ARRIVAL

2.7.4.2. TAXIING TO TERMINAL T2

Incorporation via TWYs K, J, E and S or T until gate indicated by ATC.

2.7.5. NORTH CONFIGURATION

2.7.5.1. TAXIING TO TERMINAL T1

Ramp 9:
Incorporation via TWYs U and S until gate indicated by ATC.

Ramps 10, 11, 12 and 16:
Incorporation via TWYs U, S until S7, E and N until gate indicated by ATC.

Ramps 13, 14, 15 and 17:
Incorporation via TWYs U, S until S7, E and J until gate indicated by ATC.

2.7.5.2. TAXIING TO TERMINAL T2

Incorporation via TWYs U and S until gate indicated by ATC.

2.8. COMMUNICATION FAILURE

When failure occurs during the missed APCH, do not initiate the missed APCH before the MAP.

Intercept the "MISSED APCH WITH LOST COMM" procedure on the corresponding approach chart and execute at least one holding with communications failures at

- SLL for RWYs 02, 07L and 25R;
- VIBIM for RWY 07R;
- RULOS for RWY 25L;

then accomplish a new APCH and land.

2.9. OTHER INFORMATION

Non-certified ACFT for RNAV arrival procedures or other ACFT unable to follow them, must await radar vectoring to follow the same path as the RNAV procedure.

© JEPPESEN, 2012, 2018. ALL RIGHTS RESERVED.

3. DEPARTURE

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

3.1.1. DEFINITIONS

TOBT: Time at which the air carrier or the ground handling agent expects to be ready, with the doors closed, airbridge disconnected and ACFT push-back equipment connected.

TSAT: Estimated start-up time calculated based on the TOBT, taxi time from the stand, the CTOT (if subject to regulation) and the APT operational capacity.

3.1.2. GENERAL

The A-CDM processes start three hours prior to the estimated off-block time (EOBT) and end with ACFT take-off. Throughout the process, all flight-related information must be kept up-to-date.

To prevent flight plans from being suspended automatically, the EOBT and TOBT must be kept up-to-date until the request for start-up, following the TSAT, so that the traffic flow enables departure to occur as close to TTOT as possible.

3.1.3. APT SLOT AND FLIGHT PLAN VALIDATION

Three hours prior to EOBT, the flight plan (FPL) information filed in the A-CDM system will be validated with respect to the APT slot, and the flight destination and the type of ACFT must coincide with the EOBT of the FPL initially filed in both the SOBT.

3.1.4. TOBT ALLOCATION

As soon as the air carrier or the ground handling agent has the information on the TOBT, the TOBT shall be allocated in the A-CDM system.

Throughout the process, the TOBT must be updated based on the flight information available to the airline or the ground handling agent.

The EOBT must be in line with the TOBT at all times. If there is more than a 10 minute difference between the two, the system will generate an alarm and an automatic message will be sent to the air carrier and ground handling agent, who must update the TOBT and/or EOBT with a DLA delay message.

3.1.5. TSAT PUBLICATION

30 minutes prior to the TOBT, the system will generate a TSAT. This time will be updated (automatically) successively based on the actual start-up sequence, the operational situation and the volume of regulated flights in the sequence.

For regulated flights, the TSAT will be generated based on the CTOT as soon as it is published. Regulated flights must keep the TOBT and EOBT updated, until start-up clearance is requested from ATC.

3.1.6. START-UP

ACFT must be completely ready for start-up prior to making the call on the Clearance frequency. ACFT shall make a single call to BARCELONA Clearance on the CLR frequency within +/- 5 minutes of their TOBT to:

- Request start-up clearance and report the need for cross start-up if necessary;
- Indicate the ACFT type and series, stand and ATIS message received;
- Request delay information for start-up;
- Receive ATC Clearance; and
- Report possible restrictions in complying with local regulations (RNAV equipment, take-off performance, etc.).

© JEPPESEN, 2014, 2018. ALL RIGHTS RESERVED.

3. DEPARTURE

If possible, BARCELONA Clearance shall issue the start-up clearance along with the ATC Clearance. If not possible, CLR will enter the start-up request in the A-CDM system and will authorize such when the TSAT so allows. The start-up request entry in the system is equivalent to the ready-to-depart message (REA) for flights regulated with CTOT.

If the A-CDM parameters are not met, ATC will not enter the start-up request, and the pilot must contact the flight coordinator to correct the A-CDM parameters. BARCELONA Clearance shall not provide information on non-compliance in the A-CDM process, to prevent frequency overload.

To avoid saturating the CLR frequency, pilots shall refrain from making successive calls prior to receiving the call from BARCELONA Clearance to approve start-up in accordance with the updated TSAT.

In regulated flights with CTOT, start-up shall not be authorized between TSAT and TSAT +5 minutes to prevent CTOT non-compliance during taxiing, except as determined by ATC.

If BARCELONA Clearance has not received the start-up request within 5 minutes of TOBT, the flight will miss its TSAT and start-up will not be cleared. New updated TOBT and EOBT must be received for the flight to be sequenced again and to receive a new TSAT. The TOBT and/or EOBT may only be updated by the air carrier or the ground handling agent, so pilots shall refrain from making those requests to ATC.

3.1.7. PUSH-BACK

The push-back request must be submitted on the corresponding (GMC) frequency and begin within 5 minutes after the receipt of start-up clearance.

Push-back clearance is given by GMC only. At remote stands, the taxi request must be made no less than 10 minutes after receiving start-up clearance.

At all stands in contact with the terminal, engine start-up at more than idle speed is prohibited until the ACFT has completed the push-back and has been expressly authorized.

3.2. DE-ICING

3.2.1. GENERAL

An ACFT de-icing area has been established for ACFT up to 170'/52m wingspan on stands of Ramp 17 or Ramp 9 according to the hired handling agent.

In case of saturation in the stands of Ramp 17, a contingency de-icing position has been established in the TWY MS1 in Ramp 17. Guidance services with Follow-me vehicle shall be provided to ACFT needing to carry out the de-icing at TWY MS1.

The de-icing of ACFT with Code letter E or greater will be done on the stands where ACFT are parked.

© JEPPESEN, 2014, 2018. ALL RIGHTS RESERVED.

3. DEPARTURE

3.2.2. OPERATION IN DE-ICING AREA

When the pilot requests clearance to start up, the need for de-icing operation shall be reported. Start-up authorization may be cleared according to the operational needs and the sequence of requests for de-icing instead of TSAT (Target Start-up Approval Time).

Pilots shall maintain permanent watch on Tower (GND) frequency corresponding to the de-icing area [Tower (GND) S for Ramp 17 and Tower (GND) N for Ramp 9].

Once the de-icing operation is finished, the pilot shall notify on Tower (GND) frequency corresponding to the de-icing area that he is ready for departure and, when cleared, he shall leave the de-icing area as soon as possible.

Clearance to enter the de-icing area shall be granted once the previous ACFT has vacated it.

The pilot in command shall make sure that the ACFT is properly located on the stand in order to safeguard the movement of the de-icing equipments through the area.

De-icing operations of ACFT shall be carried out with the engines idling and ready to take-off, or with engines off using ACFT APU. For the de-icing operation of a 4-engines ACFT, the agent in charge of the de-icing operation may require the pilot to turn off some of the outer engines.

When an ACFT cannot leave the de-icing area under its own power, the operator responsible for it is obliged to remove it immediately from the mentioned area according to the established procedure with its handling agent.

An operator of the handling agent (or the company, if required by its own procedures) shall contact the pilot in command of the ACFT by means of JACK communication, reporting the de-icing service conclusion.

3.3. PUSH-BACK AND TAXI PROCEDURES

3.3.1. PUSH-BACK AND TAXIING

ACFT must be ready for towed push-back or taxiing within the next 5 minutes to the approved start-up time; otherwise pilots shall contact ATC.

All ACFT with a wingspan of 170'/52m or above or an overall height at or above 48'/14.86m shall report ACFT type on the first call to BARCELONA Ground.

When ACFT is ready for push-back and/or taxiing, it shall request clearance on the taxiing frequency before starting the towing and/or taxiing.

Engine cross-bleed start must be requested from BARCELONA Ground.

3.3.2. PUSH-BACK DIRECTIONS

STANDS	PUSH-BACK WITH NOSE TO
95, 96, 181 thru 185	South
100 thru 102, 126 thru 129, 245, 246, 250, 252	East
138, 138A, 139, 284, 286	West
200, 202	West (compulsory if stand 200R is occupied)
217	Compulsory to North (continue to pull-forward for B777 ACFT)
220	It is forbidden to nose North for B737 ACFT.
277	Push-back to TWY J8 nosing West compulsory for A388 and B748 ACFT.
280	Compulsory West for Code D ACFT
290 thru 298	Compulsory to push back to TWY J10 by nosing West.

© JEPPESEN, 2014, 2018. ALL RIGHTS RESERVED.

3. DEPARTURE

3.3.3. TAKE-OFF FROM INTERSECTIONS AND START OF RWY 07L/25R

Pilots who request take-off from start of RWY 07L or RWY 25R must inform ATC during the first contact with BARCELONA Ground. The standard intersections are: Y2, Y4, Z2, Z3 or Z4 for RWY 25R and Y5, Y6, Y7, Z5, Z6 or Z7 for RWY 07L.

On pilots request, ATC shall consider that the take-off distance available from intersection proposed is the minimum necessary for this particular ACFT.

3.4. STANDARD TAXI ROUTES

3.4.1. GENERAL

Under normal conditions ACFT will taxi following the STANDARD TAXI ROUTES corresponding to the configuration in use.

Under certain circumstances, ATC may authorize an ACFT to shorten the standard route by crossing the RWY in use. In this case the crew must be in a position to accelerate the crossing of the RWY in use and may not taxi at low power (″reduced engine taxi″), notifying ATC otherwise.

3.4.2. EAST CONFIGURATION

Use Gate indicated by ATC, then taxi to TWY U, S, M, E, J, K to holding point RWY 07R.

3.4.3. WEST CONFIGURATION - PARALLEL RWY OPERATION

3.4.3.1. TAXIING FROM TERMINAL T1

Ramp 9:
Use Gate indicated by ATC, then taxi to TWY S, M, E or D, K to holding position RWY 25L.

Ramp 10, 11, 12 and 16:
Use Gate indicated by ATC, then taxi to TWY M, E or D, K to holding position RWY 25L.

Ramp 13, 14, 15 and 17:
Use Gate indicated by ATC, then taxi to TWY K to holding position RWY 25L.

3.4.3.2. TAXIING FROM TERMINAL T2

Use Gate indicated by ATC, then taxi to TWY U, S, M, E or D, K to holding point RWY 25L.

3.4.4. WEST CONFIGURATION - SINGLE RWY OPERATION

Unless otherwise indicated by ATC, ACFT shall exclusively use TWYs G1 and G2 at the RWY 25L holding position.

3.4.4.1. TAXIING FROM TERMINAL T1

Ramp 9:
Use gate indicated by ATC, then taxi via TWYs S until S7, D and K to holding position RWY 25L.

Ramps 10, 11, 12 and 16:
Use gate indicated by ATC, then taxi via TWYs M until M6, D and K to holding position RWY 25L.

Ramps 13, 14, 15 and 17:
Use gate indicated by ATC, then taxi via TWY K to holding position RWY 25L.

3.4.4.2. TAXIING FROM TERMINAL T2

Use gate indicated by ATC, then taxi via TWYs S until S7 or T until T6, D and K to holding position RWY 25L.

© JEPPESEN, 2016, 2018. ALL RIGHTS RESERVED.

3. DEPARTURE

3.4.5. NORTH CONFIGURATION

3.4.5.1. TAXIING FROM TERMINAL T1

Ramp 9:
Use gate indicated by ATC, then taxi via TWYs T until T8, E, J and K to holding position RWY 07R.

Ramps 10, 11, 12 and 16:
Use gate indicated by ATC, then taxi via TWYs M, E, J and K to holding position RWY 07R.

Ramps 13, 14, 15 and 17:
Use gate indicated by ATC, then taxi via TWYs J and/or K to holding position RWY 07R.

3.4.5.2. TAXIING FROM TERMINAL T2

Use gate indicated by ATC, then taxi via TWYs S until S7 or T until T8, E, J and K to holding position RWY 07R.

3.5. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4.

3.5.1. GENERAL

The following procedures have been established to avoid excessive noise in areas surrounding the APT.

Non-compliance may result in sanctions to ACFT operators.

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

In addition to RWY configuration described in 1.2.2. and due to noise abatement, RWYs 02 and 20 shall not be used for take-off between 2300-0700LT, except for safety reasons or when explicitly cleared. The use of RWYs 25R and 07L for take-off between 2300-0700LT shall be restricted to ACFT that can justify the need for a RWY length higher than on RWYs 25L or 07R. The justification must be submitted to APT Operations as soon as possible.

Ambulance, rescue and State flights or flights servicing to Autonomous Communities and other Local Authorities whenever they provide non-commercial public services and request it to ATC are exempted from the restrictions and the justification.

3.5.2. TAKE-OFF

Except for safety reasons or ATC instructions based on the same reasons, ACFT must follow the nominal trajectory of SID until they have reached 6000' unless over the sea, above 3500' in ascent and moving away from the coastline or at more than 3NM from the coastline being parallel.

RNAV SIDs will preferably be adopted by ACFT able to reach the minimum altitudes at the relevant points on initial SID segments.

All ACFT which cannot comply with the previous instructions and ACFT flying in conventional SID, will adopt the ICAO NADP1 procedure.

RWY 25L: In order to avoid excessive noises at the RWY centerline extension and except for safety reasons, the initial turning prescribed in the SID will begin latest upon reaching 500'. For this purpose, the bank and speed restriction has been published on SID charts.

Do not overshoot BCN R-235 on initial turn.

ACFT may be exempted when using different procedures, which have been duly reported to APT management in advance, and proved to lead to a less acoustic impact, or due to properly justified safety reasons.

© JEPPESEN, 2016, 2018. ALL RIGHTS RESERVED.

3. DEPARTURE

3.6. RWY OPERATIONS

3.6.1. PROCEDURES FOR NON-PREFERENTIAL RWYS

In segregated operations with West configuration (ARR25R/DEP25L), use of RWY 25R will be carried out as conventional departure procedure.

In segregated operations with East configuration (ARR07L/DEP07R), use of RWY 07L will be carried out as conventional departure procedure.

3.6.2. MINIMUM RWY OCCUPANCY TIMES

Pilots should be ready for departure when reaching the RWY holding position. On receipt of line-up clearance, pilots should ensure that they are able to taxi and line up on the RWY as soon as the preceding ACFT has commenced either its take-off run or landing roll.

Pilots, in receipt of a conditional line-up clearance on a preceding landing/departing ACFT (for example: "ABC123, behind the departing Prat Airlines A320, line up and wait RWY 25L, behind"), may cross the RWY holding position (subject to there being no illuminated stop bar) as soon as the preceding landing/departing ACFT has passed its position at the holding bay.

Pilots who require additional separation (due to wake turbulence or other reasons), shall notify ATC as soon as possible and before crossing the RWY holding point. Pilots should be able to commence the take-off run immediately when take-off clearance is issued. Pilots unable to comply with this requirement shall notify ATC as soon as possible and await instructions. When appropriate, ATC could cancel the clearance and instruct the ACFT to vacate the RWY.

The standard intersections to take-off from RWY 25R are: Y2, Y4, Z2, Z3 and Z4. From RWY 07L they shall be: Y5, Y6, Y7, Z5, Z6 and Z7.

Departures from the beginning of RWY 07L and RWY 25R are allowed (see 3.3.3.).

3.6.3. VISUAL DEPARTURE

When due to exceptional circumstances (cumulonimbus clouds, storms, etc.), traffics can not comply with the SID established for safety reasons, ACFT may request a "visual departure" from ATC.

They shall comply with the provisions of paragraph 6.5.4 of ICAO DOC 7030, under the following conditions:

- During the daytime.
- VMC conditions in the direction of take-off and initial climb to the MVA.
- The pilot shall be responsible for maintaining their own obstacle clearance margin.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

1. GENERAL

1.3.2. ARRIVAL

Landing clearance shall be issued when ILS sensitive areas (LSA) are free, usually before the approaching ACFT is at 2NM from the touchdown point. Landing clearance issue might be delayed before the ACFT is 1NM from the TDZ point, if the pilot has been advised that they will receive late clearance.

The exit from the RWY will be made by:

ARR 07L:
- Exit to the North: P1.
- Exit to the South: R1.

ARR 07R: G5.

ARR 25L: G8.

ARR 25R:
- Exit to the North: P6 except Code letter F ACFT that will accomplish this via Z6.
- Exit to the South: R6.

If, for performance reasons, ACFT cannot leave through these exits, it shall notify TWR in the first communication so that the appropriate lights can be switched on.

In case of incidence with ATS surveillance systems, ACFT may be instructed to notify 'LSA vacated'.

RWY 07L/25R: ACFT shall notify 'LSA vacated':
- if they exit to the North, when they stop seeing the last yellow light (from the series of alternating green and yellow lights) of the TWY centerline to the used RWY exit. In that position they will be at safety distance from TWY T and out of the LSA;
- if they exit to the South, once they have entered in TWY N or they have crossed it.

Unless otherwise specified by ATC, ACFT vacating the RWY will have priority over those taxiing in the vicinity.

1.3.3. GROUND MOVEMENT

Pilots shall proceed to verify at every moment the ACFT position, especially at intersections, checking that taxiing is being executed under conditions of complete safety.

Ground movement shall be carried out according to LOW VIS TAXI ROUTES charted on 10-9 series and based on available TWY lights.

Pilots shall base the continuity of taxiing on the possibility of following the green TWY centerline lights.

Ramp 31 shall not be usable when the LVP are in force.

The use of stands 245 thru 248 and 250 shall be restricted as far as possible. If any traffic parked in these positions request push-back, it shall be assisted by a signalman.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

1. GENERAL

1.3.4. ACFT ON TAKE-OFF

Pilots in command of the ACFT shall request start-up of engines from ATC with RVR values equal or above their take-off minima.

ACFT shall notify ATC of the need for guided take-off as soon as possible.

For departures on RWY 07L and 25R, pilots shall notify if they require exit from S1, M1 or Z8, when requesting taxiing clearance.

1.3.5. ANOMALOUS SITUATION IN MANEUVERING AREA

Uncertainty regarding Position in the Maneuvering Area

If a pilot is in doubts about the position of the ACFT relative to the maneuvering area, or stops seeing green TWY centerline lights, he shall immediately stop the ACFT and notify ATC of these circumstances (including the last known position).

In situations where the pilot doubts about the position of the ACFT relative to the maneuvering area, but he recognizes that the ACFT is on a RWY, the pilot shall immediately notify ATC (including the last known position) of this circumstance. He shall evacuate the RWY as soon as possible if he is able to locate appropriate TWY nearby, unless otherwise specified by ATC. Then he shall stop the ACFT.

If ATC is aware that an ACFT has lost the position on the maneuvering area, or is unsure of its position, appropriate measures to safeguard operations will be taken to assist the ACFT to determine its position.

Loss of Visual Contact between moving ACFT or moving Vehicles

In event of loss of visual contact of an ACFT with other ACFT or a vehicle with which is maintaining its own appropriate separation, the ACFT will immediately inform ATC and will stop. ATC will take the measures it deems fit.

Aircraft Failure

ACFT shall notify the situation to ATC and shall wait for the arrival of assistance. In case it is on a RWY, if possible and unless otherwise specified by ATC, it shall evacuate it.

1.3.6. COMMUNICATION FAILURE

Departing ACFT shall continue on the assigned route to stop at the limit of an ATC clearance, taking extreme caution, where it shall hold its position and wait for the arrival of an assistance vehicle.

If arriving ACFT has just landed, it shall hold position to vacate the sensitive area (LSA) and shall wait for the arrival of an assistance vehicle.

If the ACFT already holds an ATC taxiing clearance, it shall continue with extreme caution on the assigned route to the ATC clearance limit, where it shall hold its position and wait for the arrival of an assistance vehicle.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

1. GENERAL

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.4.1. OPERATION OF MODE S TRANSPONDERS WHEN ACFT IS ON GROUND

ACFT operators shall ensure that Mode S transponders are able to operate when 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 request for towed push-back or taxi, whichever is earlier;
- After landing, continuously until ACFT is fully parked on stand;
- When fully parked on stand, select STBY.

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

In order to ensure that performance of systems based on SSR frequencies (including airborne TCAS units and SSR radar) is not affected, TCAS shall not be activated before receiving the clearance to line-up and wait, and should be deselected after vacating the RWY.

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

1.5. TAXI PROCEDURES

1.5.1. GENERAL

TWY BN restricted to MAX Code B ACFT.
TWYs L12 thru L14 and Q9 restricted to MAX Code D ACFT.
TWYs ES1, FS1, GS1, HS1, LS1, MS1 and Q10 restricted to MAX Code C ACFT.
TWYs B, L and Q are used to access to stand.
TWYs B6 thru B11, G3, G10, L8 thru L11 and P2, P6, P7, Q7, Q8, U3R and U4 thru U7 restricted to MAX Code E ACFT.

ACFT shall approach the RWY holding positions and intermediate holding positions as closely as possible. Pilots taxiing behind an ACFT stopped at a RWY holding position or intermediate holding position are responsible for keeping a safe distance from it. If there is any doubt as to whether an ACFT positioned at a RWY holding position or intermediate holding position may be overtaken safely, the taxiing ACFT shall halt, notify ATC and request alternate instructions.

1.5.2. STANDARD TAXI ROUTES

Reference is made to the general directions of taxiing expected as determined by the normal configurations. In any case, pilots shall follow taxiing instructions provided by ATC.

1.5.2.1. EAST CONFIGURATION

Arrival RWY is 07L, departure RWY is 07R.
General taxiing direction on TWY E is South.
General taxiing direction on TWYs J, K, N and S is West.
General taxiing direction on TWY M is East.
General taxiing direction on TWY T is bidirectional.

1.5.2.2. WEST CONFIGURATION - PARALLEL RWY OPERATION

Arrival RWY is 25R, departure RWY is 25L.
General taxiing direction on TWYs D and E is South.
General taxiing direction on TWYs J and S is West.
General taxiing direction on TWYs K and M is East.
General taxiing direction on TWYs N and T is bidirectional.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

1. GENERAL

1.5.2.3. WEST CONFIGURATION - SINGLE RWY OPERATION

Arrival RWY is 25L, departure RWY is 25L.
General taxiing direction on TWYs N and T is West.
General taxiing direction on TWYs J, K, M and S is East.
General taxiing direction on TWY E is North.
General taxiing direction on TWY D is South.

1.5.2.4. NORTH CONFIGURATION

Arrival RWY is 02, departure RWY is 07R.
General taxiing direction on TWYs J, K, N and S is West.
General taxiing direction on TWYs M and T is East.
General taxiing direction on TWY E is South.

1.5.2.5. CODE E & F ACFT TAXI PROCEDURES

Code F ACFT must taxi with its external engines idling on TWYs M16, T3 thru T14, S14, U1, U2, U3L and UB.

The movement of Code E or F ACFT must be made with "oversteering" maneuver between TWY S and T and between TWY J and K through TWY PS or QS.

Code F ACFT shall taxi following the standard routes to access to stands.

There are some TWYs with taxiing restrictions for Code F ACFT (certified to Code E ACFT), due to less distance to an object or TWY width (see chart 10-9A1).

On TWYs with restrictions, ACFT shall not leave the TWY centerline.

Code E ACFT or greater will take off via RWY 20 from TWY U3L only.

1.6. PARKING INFORMATION

1.6.1. GENERAL

Stands 100 thru 101A, 103 thru 113A, 115 thru 129, 200 thru 222, 226 thru 246, 248 thru 286 and 295 equipped with Visual Docking Guidance System.

Access and exit to/from stand 214 for ACFT with wingspan of 171'/52m or more shall be exclusively performed via gate CS.

1.6.2. PUSH-BACK

Push-back required on stands 1 thru 15, 22 thru 38, 42 thru 49, 55 thru 57, 95 thru 129, 136 thru 139, 181 thru 200 and 202 thru 298.

1.6.3. AUXILIARY POWER UNIT (APU)

Stands in contact with Terminal:

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

Remote stands:

The use of APU is forbidden except 10 minutes after block time for arrivals and 10 minutes before off-block time for departures; however wide fuselage ACFT may be permitted to use APU 50 minutes before departure and 15 minutes after arrival. The ACFT APU will only be used when the mobile units are not operative.

1.7. OTHER INFORMATION

Birds.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

2. ARRIVAL

2.1. SHORT COMMUNICATION PROCEDURE

In transfers of communications from the sectors of Barcelona, to BARCELONA Approach, the initial call shall be limited to the flight callsign to avoid congestion on the frequency:

"Approach + Aeroflot 321"

2.2. SPEED RESTRICTIONS

2.2.1. SPEED ADJUSTMENTS UNDER RADAR CONTROL

- 250 KT at SLP.

Speed adjustments on approach:

- Speed will not be reduced below 160 KT until reaching 4NM to THR.
- ACFT with a cruising speed lower than the mentioned above shall maintain cruising speed up to the adjusting fix concerned.

ATC shall be informed of the speeds that may be maintained, if unable to comply with the speed adjustments above.

ACFT will be exempted from the accomplishment with those speed limits when they are carrying out an instrument arrival continuous descent (CDA) procedure.

2.3. NOISE ABATEMENT PROCEDURES

2.3.1. GENERAL

The following procedures have been established to avoid excessive noise in areas surrounding the APT.
Non-compliance may result in sanctions to ACFT operators.
Arrival paths will be radar monitored and noise level will be measured for each operation.

In addition to RWY configuration described in 1.2.2. and due to noise abatement, RWY 07R shall not be used for landings between 2300-0700LT, except for safety reasons or when explicitly cleared. The use of RWY 25R for landings between 2300-0700LT shall be restricted to ACFT that can justify the need for a RWY length longer than on RWYs 25L or 07R. The justification must be submitted to APT Operations within a period of 7 calendar days from the date of operation.

Ambulance flights with a STS/MEDEVAC flight plan, rescue and State flights or flights servicing to autonomous communities and other local authorities whenever they provide non-commercial public services and request it to ATC are exempted from the restrictions and the justification.

Plan descent to leave the IAF, or equivalent position, at FL 70 or above to execute an uninterrupted descent to RWY, using a low resistance/thrust procedure. Accomplish changes of ACFT configuration and speed reductions gradually and at an adequate altitude to avoid unnecessary power increases at low height.

The final approach paths are considered noise abatement routes on the last 5NM before THR, thus, landing and approach operations in visual meteorological conditions will intercept the final approach before this point and will be performed with an angle equal to or higher than the ILS GP or PAPI of each RWY. Visual approaches in Left circuit to RWYs 07L/R will not be allowed, and nor shall visual approach in Right circuit to RWY 07L and RWYs 25L/R if these criteria are infringed.

2.3.2. REVERSE THRUST

The use of reverse thrust above idle is forbidden on RWYs 07L/25R and 02 between 2300-0700LT except for safety reasons. In this case it must be notified to the Environment Department of the APT as soon as possible. On RWYs 07R/25L it is not recommended to use reverse thrust above idle between 2300-0700LT.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

2. ARRIVAL

2.4. RNAV 1 TRANSITION TO FINAL APPROACH

2.4.1. GENERAL

These procedures are published with the requirement of RNAV 1 navigation.

Vectoring guidance will be provided to traffic which cannot comply with the requirement of RNAV 1 navigation, inserting into the sequence of the rest of the traffic equipped with RNAV 1. If it were necessary, may be cleared to hold in the published conventional holding patterns over the IAF.

The operation mode will be based on the indicated transitions. An operation mode based on vectors from the IAF will be used only due to adverse meteorological conditions or a global failure of the systems enabling RNAV 1 navigation.

If the failure occurs on a specific ACFT, the pilot must notify ATC as soon as possible of the loss of the RNAV capability, together with their proposal for actions to be taken.

The usual operation mode will be the following:

- Traffic bound for LEBL will be cleared by the first sector of Barcelona TMA to the appropriate transition, although later it may not have to fly it in its entirety otherwise, it shall execute the holding patterns.
- The possible cuts along the transition will be provided by the different sectors of Barcelona TMA through instructions of "Direct to" (DCT). As a result of this, if an ACFT has been instructed to proceed directly to a fix of a specific transition, it shall understand that it must follow the transition procedure from this fix.
- The speed restrictions published in the transition will be mandatory unless ATC should issue clearance to the contrary.
- The last instructions to intercept the final path will be provided by the final sector of Barcelona through the use of vectors to the LOC.
- Traffics will not turn into the final approach without the ATC clearance. If an ACFT arrives at the end of the outbound leg and has not received instructions, it must maintain its heading.
- In the transition clearance the RWY in service may be omitted because each designator is associated with only one RWY.

2.4.2. COMMUNICATION FAILURE

Continue with the transition descending to the last read-back level. Overfly the last fix of the outbound leg and maintain the track for 2 minutes. Turn into the inbound leg and begin the descent to complete an instrument approach procedure to the RWY in service.

2.5. CAT II/III OPERATIONS

RWYs 07R/07L and 25R/25L approved for CAT II/III operations; special aircrew and ACFT certification required.

2.6. RWY OPERATIONS

2.6.1. GENERAL

2.6.1.1. NORTH CONFIGURATION

ACFT shall preferably vacate RWY 02 via TWY UB and inform ATC if exit by the RWY end is needed.

2.6.1.2. WEST CONFIGURATION

ACFT landing by RWY 25L shall inform ATC if vacation by RWY end is needed.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

2. ARRIVAL

2.6.2. MINIMUM RWY OCCUPANCY TIME

Commensurate with the ACFT safety and standard operation, pilots in command are reminded, that rapid vacation of the RW Y enables maximum RWY utilization, lessens its occupancy time and minimizes the occurrence of "go-arounds".

Unless ATC advises otherwise, ACFT will vacate the corresponding RWY by the following rapid exit TWYs:

RWY	Rapid Exit	ACFT	Dist from THR
07L	P1	all	6115'(1864m)
	R1	all	5449' (1661m)
	P2	light & medium	4282'(1305m)
	R2	light & medium	3448'(1051m)
	P4	light	3100' (945m)
	R4	light	2464' (751m)
07R	G4	all	6736'(2053m)
	G5	all	5587'(1703m)
	G6	light & medium	4600'(1402m)
25L	G9	all	6736'(2053m)
	G8	all	5587'(1703m)
	G7	light & medium	4600'(1402m)
25R	P6	all	6929'(2112m)
	R6	all	6736'(2053m)
	R5	all	5587'(1703m)
	P5	light & medium	5305'(1617m)
	R3	light & medium	4623'(1409m)
	P3	light & medium	4183'(1275m)

Or else, the following exit TWYs to vacate the corresponding RWY:

RWY	Rapid Exit	ACFT	Dist from THR
02	UB	all	6690'(2039m)
25R	P7	all	10,223'(3116m)

In intersecting operations, ACFT unable to leave RWY 07L before crossing RWY 02/20 shall maintain constant speed in order to speed up crossing the RWY and vacate via TWY R1 if parking stand is at Terminal T1 or via TWY P1 if parking stand is at Terminal T2.

In intersecting operations, ACFT landing on RWY 25R or 25L shall maintain speed to speed up the crossing with RWY 20 or its extension.

HIRO (High Intensity Runway operations) in force with at least 10km visibility, good braking action, dry RWY and no wind shear or storm notifications. Minimum separation between arriving ACFT reduced below 3NM. Vacating the RWY as soon as possible is mandatory for all arriving ACFT.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

2. ARRIVAL

2.7. TAXI PROCEDURES

2.7.1. GENERAL

When vacating RWY, if taxiing instructions have not been received, ACFT shall stop at the end of exit TWY segment.

To reduce the risk of RWY incursions, pilots should follow the green TWY center-line lights (when they are switched on). If losing this visual reference, pilots must stop taxiing, notify their position and request instructions from ATC. Taxi instructions shall include clearance to cross active and non-active RWYs. If clearance is not received, ACFT shall hold at the holding position of the appropriate RWY.

2.7.2. EAST CONFIGURATION

2.7.2.1. TAXIING TO TERMINAL T1

ACFT shall vacate RWY 07L and follow ATC instructions depending on their stand.

Ramp 9:
To the North and follow ATC instructions.

Ramps 10, 11, 12 and 16:
To the South and via TWY N until gate indicated by ATC.

Ramps 13, 14, 15 and 17:
To the South and via TWYs N, E and J until gate indicated by ATC.

2.7.2.2. TAXIING TO TERMINAL T2

ACFT shall vacate RWY 07L to the North and follow ATC instructions.

2.7.3. WEST CONFIGURATION - PARALLEL RWY OPERATION

2.7.3.1. TAXIING TO TERMINAL T1

ACFT shall vacate RWY 25R and follow ATC instructions corresponding on their stand.

Ramp 9:
To the North and follow ATC instructions.

Ramps 10, 11, 12 and 16:
To the South and via TWY N until gate indicated by ATC.

Ramps 13, 14, 15 and 17:
To the South and via TWY N, E and J until gate indicated by ATC.

2.7.3.2. TAXIING TO TERMINAL T2

ACFT shall vacate RWY 25R to the North and follow ATC instructions.

2.7.4. WEST CONFIGURATION - SINGLE RWY OPERATION

2.7.4.1. TAXIING TO TERMINAL T1

Ramp 9:
Incorporation via TWYs K, J, E and S until gate indicated by ATC.

Ramps 10, 11, 12 and 16:
Incorporation via TWYs K, J, E and N until gate indicated by ATC.

Ramps 13, 14, 15 and 17:
Incorporation via TWY J towards West or TWYs K and J towards East until gate indicated by ATC.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

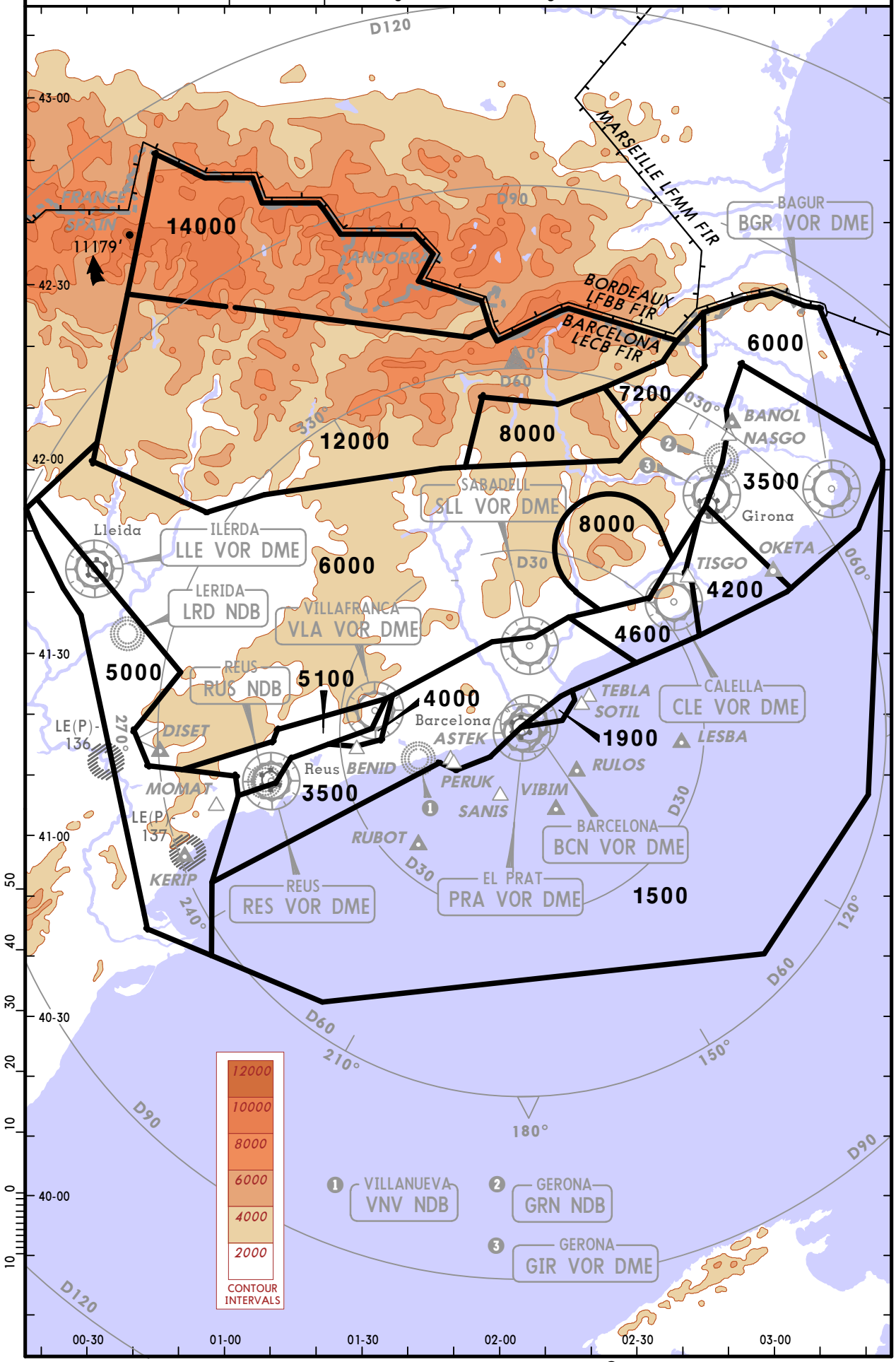
5.2.18 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN
22 AUG 14 (10-1R)

BARCELONA, SPAIN
RADAR MINIMUM ALTITUDES

BARCELONA Approach (R) 119.1	Apt Elev 14′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ 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: NDB BAG, SBD & SEO decommissioned; Apt name.

© JEPPESEN, 2005, 2014. ALL RIGHTS RESERVED.

5.2.19 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

RNAV STAR DESIGNATION	REFER TO CHART
BISBA 1W, VERSO 2E, 1N	10-2B
BISBA 2Y	10-2C
MARTA 2E, 2N, 1W	10-2D
NEPAL 2N, 1X	10-2E
CASPE 1Z, MATEX 1W	10-2E1
MATEX 2E, 2N	10-2F

STAR DESIGNATION	REFER TO CHART
ALBER 2N, PUMAL 1X	10-2G
ALBER 1X, PUMAL 3N	10-2G1
ALBER 1E, PUMAL 1E	10-2G2
ALBER 1W, PUMAL 1W	10-2H
PUMAL 1Y	10-2J
BISBA 1E	10-2K
BISBA 4N	10-2L
BISBA 1X	10-2M
BISBA 1Z	10-2N
OSTUR 1E, 1N, 1W, VERSO 1W	10-2P
MARTA 1Y, NEPAL 1E	10-2Q
MARTA 1Z, NEPAL 1W	10-2S
CASPE 1E, 1Y, MATEX 1Y	10-2T
CASPE 2N	10-2T1
CASPE 1W, MATEX 1Z	10-2T2
GRAUS 1E, 1Y, LOBAR 1E, 1Y	10-2T3
GRAUS 2X, LOBAR 2X	10-2T4
GRAUS 1W, LOBAR 1W	10-2T5

FOR CDAs REFER TO CHART 10-2A

CHANGES: Procedures completely revised.

© JEPPESEN, 2010, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18 (10-2A) Eff 24 May

BARCELONA, SPAIN
STAR

RNAV STAR (CDA) DESIGNATION	REFER TO CHART
BISBA 1K, 1L, VERSO 2G, 2J	10-2T6
MARTA 2G, 2J, 1L	10-2U
CASPE 1M, MATEX 1L	10-2V
MATEX 2G, 2J, NEPAL 2G, 1H	10-2V1

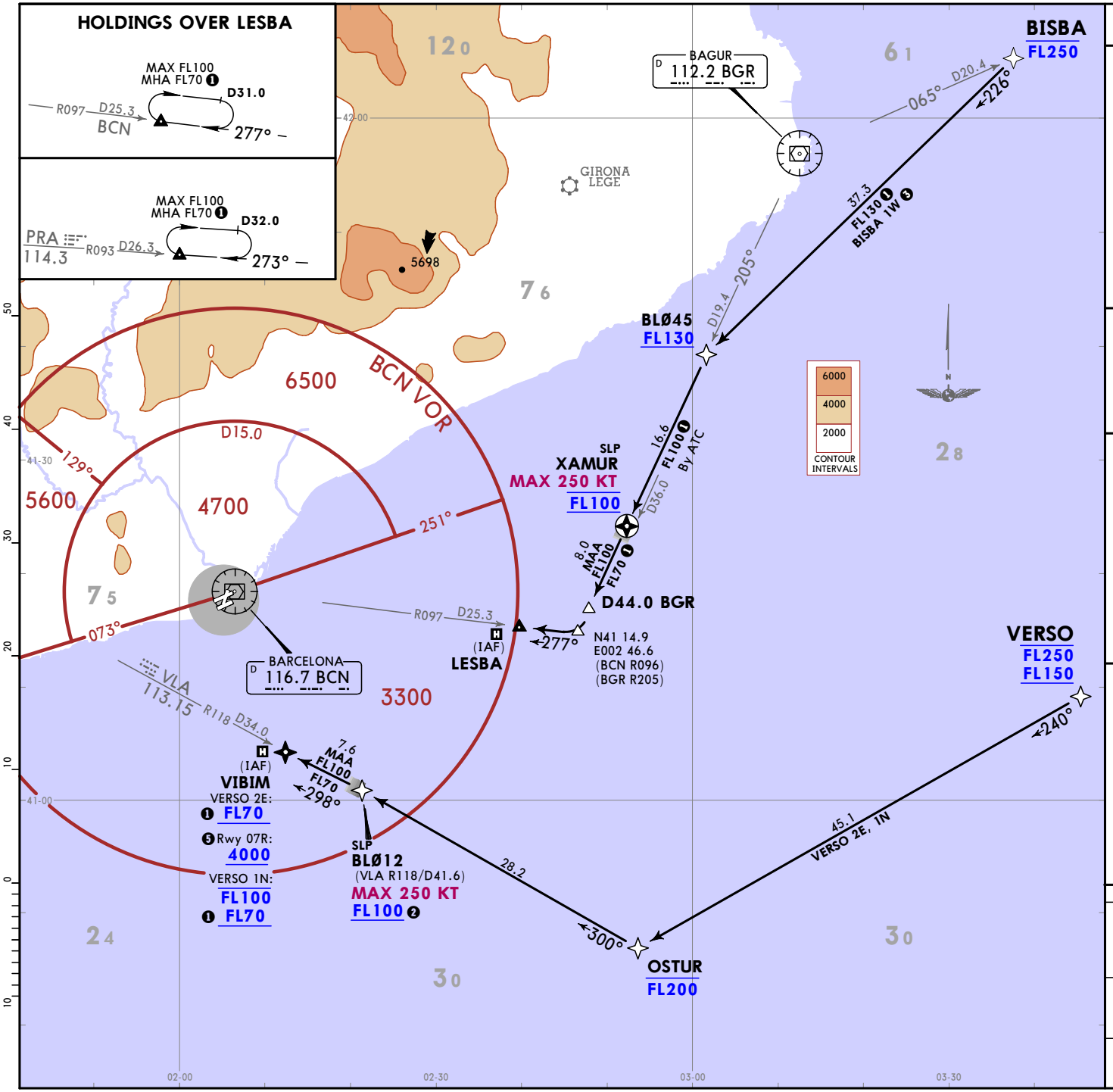
STAR (CDA) DESIGNATION	REFER TO CHART
ALBER 2G, PUMAL 1H	10-2V2
ALBER 1H, PUMAL 2G	10-2V3
ALBER 2J, PUMAL 2J	10-2V4
ALBER 1L, PUMAL 1L	10-2V5
BISBA 2G	10-2V6
BISBA 1H	10-2V7
BISBA 2J	10-2V8
BISBA 1M	10-2W
OSTUR 1G, 1J, 1L, VERSO 1L	10-2X
MARTA 1K, NEPAL 1J	10-2X1
MARTA 1M, NEPAL 1L	10-2X2
CASPE 1J, 1K, MATEX 1K	10-2X3
CASPE 2G	10-2X4
CASPE 1L, MATEX 1M	10-2X5
GRAUS 1J, 1K, LOBAR 1J, 1K	10-2X6
GRAUS 2G, LOBAR 2G	10-2X7
GRAUS 1L, LOBAR 1L	10-2X8

CHANGES: Procedures completely revised.

© JEPPESEN, 2016, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
18 MAY 18 (10-2B) Eff 24 May
RNAV STAR



D-ATIS	Apt Elev	Alt Set: hPa
118.650	14	Trans level: By ATC

BISBA 1W [BISB1W]
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED

VERSO 2E [VERS2E] 4
VERSO 1N [VERS1N] 4
RNAV 1 REQUIRED

RNAV ARRIVALS

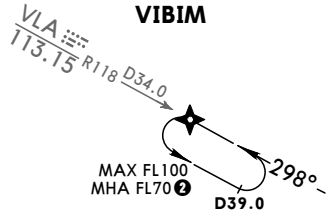
SLP Speed Limit Point

1 4000 by ATC
2 VERSO 2E: 4000 by ATC
3 Between BISBA & BL045 possible failure of DME/DME coverage below FL80.
4 Non-RNAV 1 traffic:
Request RADAR assistance to VIBIM.

LOST COMMS LOST COMMS LOST COMMS
LOST 5 In case of communication failure. COMMS
LOST COMMS LOST COMMS LOST COMMS

WARNING
Do not proceed beyond IAF without ATC clearance.

HOLDING OVER VIBIM



STAR	RWY	ROUTING
BISBA 1W	25L/R	BISBA (FL250-) - BL045 (FL130+) - XAMUR (K250-; FL100) - on BGR R205 to D44.0 BGR, turn RIGHT, intercept BCN R097 inbound to LESBA.
VERSO 2E	07L/R	VERSO (FL250-; FL150+) - OSTUR (FL200-) - BL012 (K250-; FL100+) - VIBIM (FL70+; 5 RWY 07R: 4000+).
VERSO 1N	02	VERSO (FL250-; FL150+) - OSTUR (FL200-) - BL012 (K250-; FL100+) - VIBIM (FL100-; FL70+).

CHANGES: RNAV STAR VERSO 1X reindexed 1N & revised.

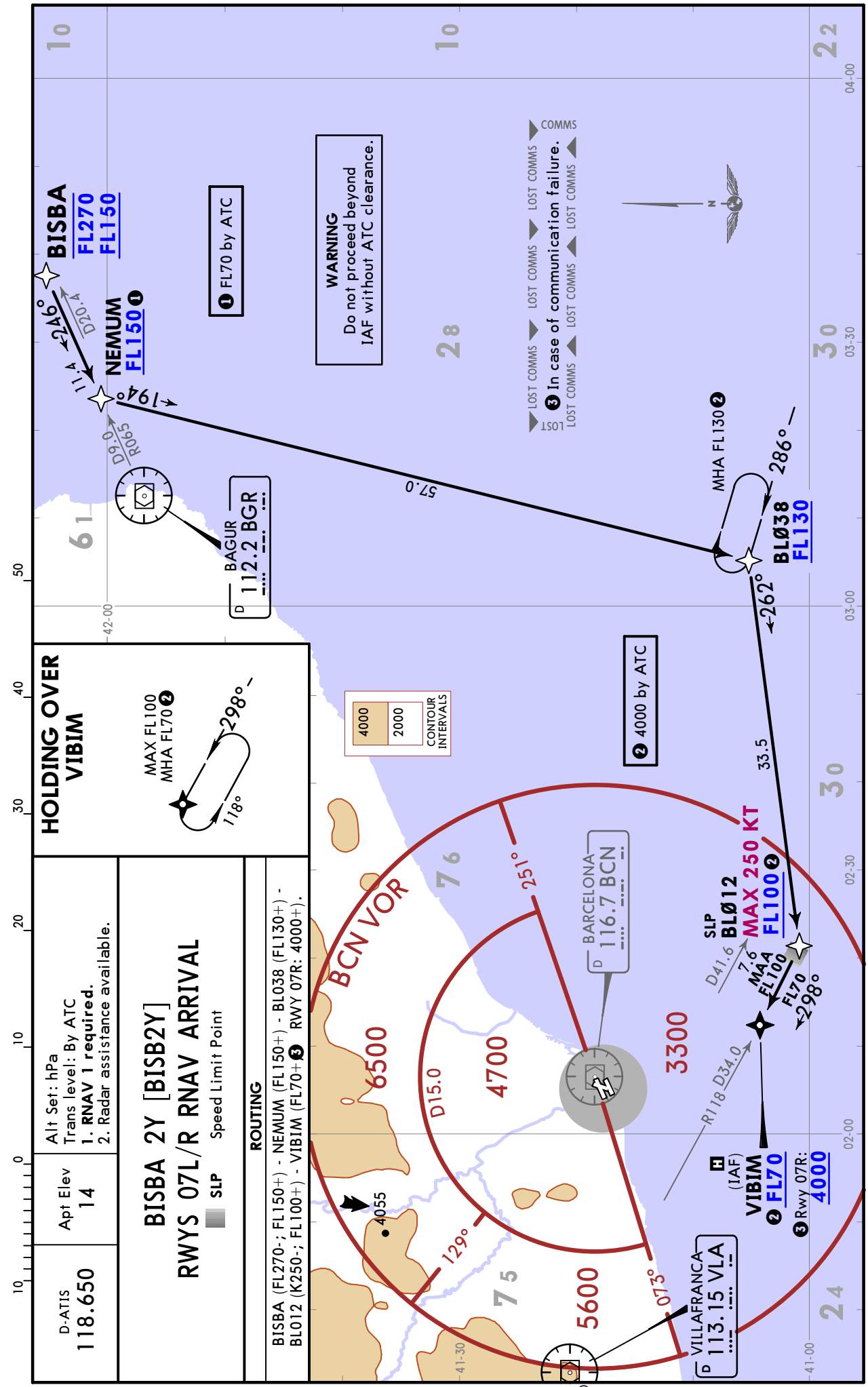
© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.22 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18 (10-2C) Eff 24 May

BARCELONA, SPAIN
RNAV STAR

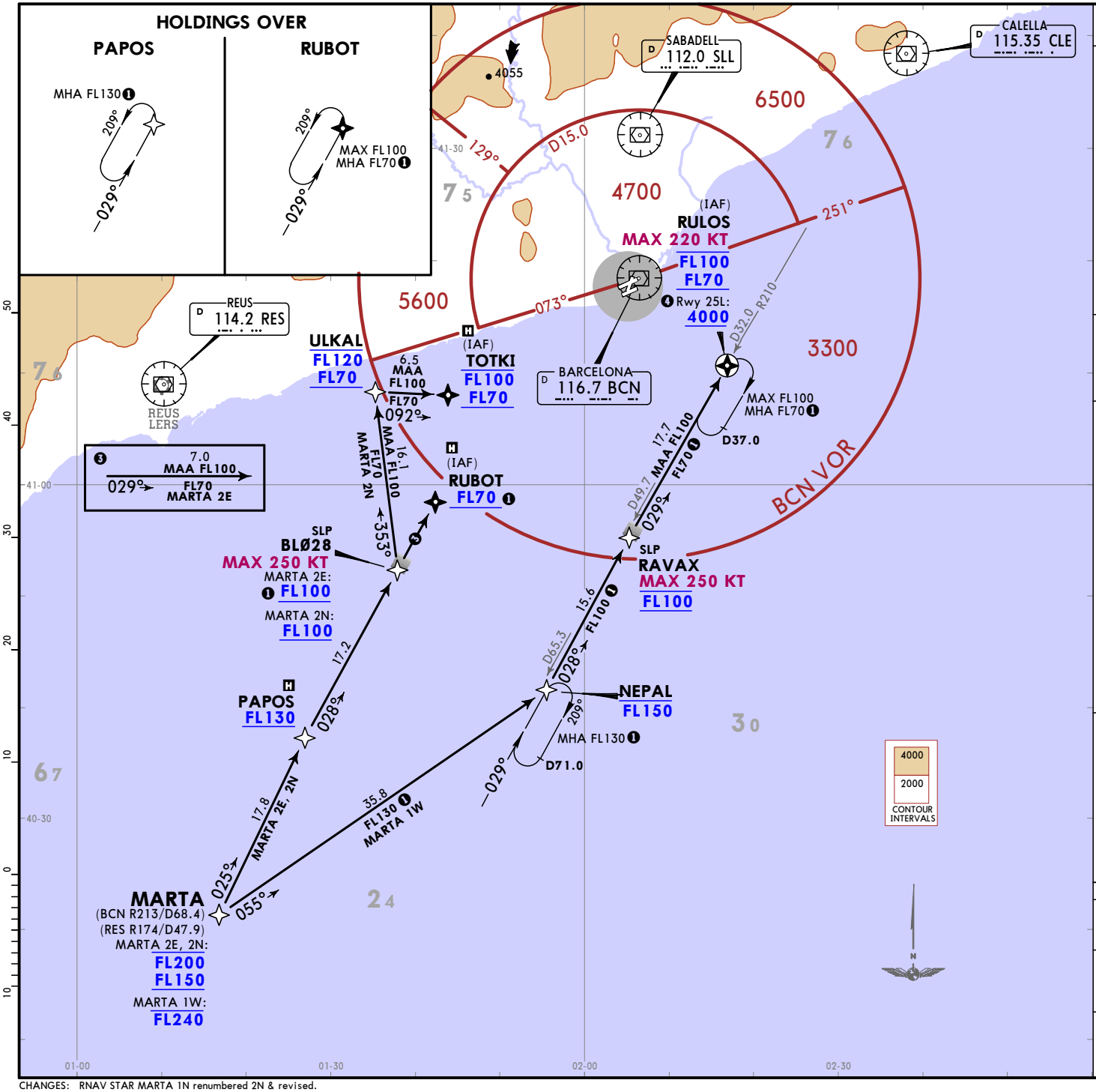


CHANGES: None.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
18 MAY 18 (10-2D) Eff 24 May
RNAV STAR



D-ATIS	Apt Elev	Alt Set: hPa
118.650	14	Trans level: By ATC

MARTA 2E [MART2E]
MARTA 2N [MART2N] ❷
RNAV 1 REQUIRED

MARTA 1W [MART1W]
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED

RNAV ARRIVALS

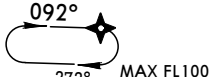
SLP Speed Limit Point

❶ 4000 by ATC
❷ Non-RNAV 1 traffic:
Request RADAR assistance to TOTKI.

WARNING
Do not proceed beyond
IAF without ATC clearance.

LOST COMMS ❹ In case of communication failure. LOST COMMS

HOLDING OVER TOTKI



STAR	RWY	ROUTING
MARTA 2E	07L/R	MARTA (FL200-; FL150+) - PAPOS (FL130+) - BL028 (K250-; FL100+) - RUBOT (FL70+).
MARTA 2N	02	MARTA (FL200-; FL150+) - PAPOS (FL130+) - BL028 (K250-; FL100+) - ULKAL (FL120-; FL70+) - TOTKI (FL100-; FL70+).
MARTA 1W	25L/R	MARTA (FL240-) - NEPAL (FL150-) - RAVAX (K250-; FL100) - RULOS (K220-; FL100-; FL70+; ❹ RWY 25L: 4000+).

CHANGES: RNAV STAR MARTA 1N renumbered 2N & revised.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.2.24 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18 (10-2E) Eff 24 May

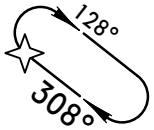
BARCELONA, SPAIN
RNAV STAR

D-ATIS	Apt Elev	
118.650	14	Alt Set: hPa Trans level: By ATC **RNAV 1 required.**

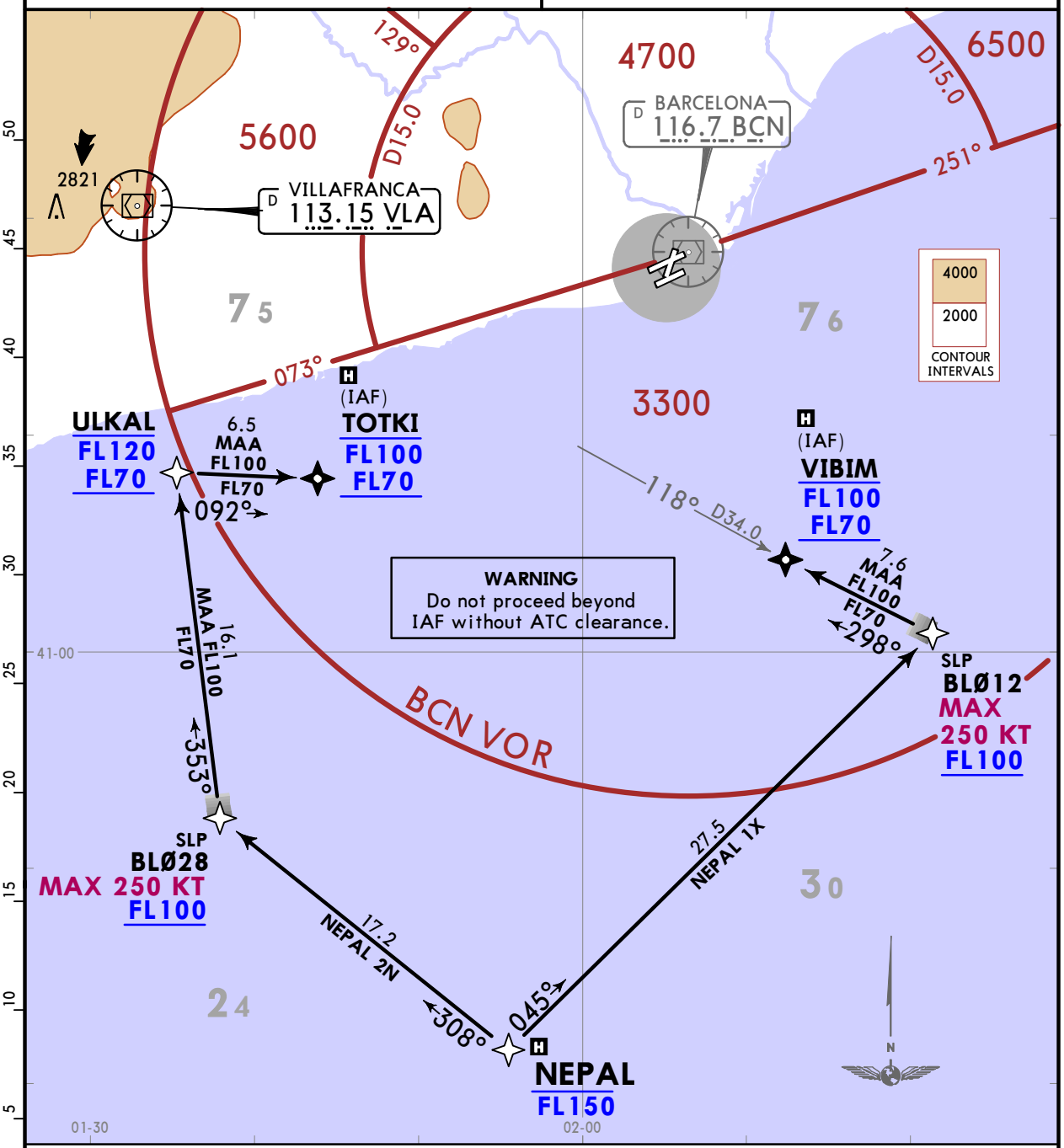
NEPAL 2N [NEPA2N]
NEPAL 1X [NEPA1X]
RWY 02 RNAV ARRIVALS

SLP Speed Limit Point

HOLDING OVER NEPAL

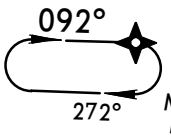


MHA FL130
4000 by ATC



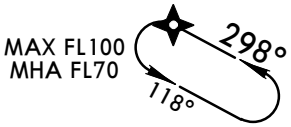
HOLDINGS OVER

TOTKI



MAX FL100
MHA FL70

VIBIM



STAR	ROUTING
NEPAL 2N	NEPAL (FL150-) - BL028 (K250-; FL100+) - ULKAL (FL120-; FL70+) - TOTKI (FL100-; FL70+).
NEPAL 1X	NEPAL (FL150-) - BL012 (K250-; FL100+) - VIBIM (FL100-; FL70+).

CHANGES: RNAV STARs transferred & established.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.2.25 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CHANGES: Reissue.

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC **1. RNAV (DME/DME).** **2. P-RNAV approval required.**
118.650	14	

CASPE 1Z [CASP1Z]
MATEX 1W [MATE1W]
RWYS 25L/R RNAV ARRIVALS

SLP Speed Limit Point

WARNING
Do not proceed beyond IAF without ATC clearance.

CASPE
FL280
D61.1
266°
099°
D
44.6
FL130
6000 ❶
CASPE 1Z
By ATC

❶ MEA (MHA) by ATC

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
❷ In case of communication failure.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

❸ Between CASPE & RES possible failure of DME/DME coverage below FL130.

MATEX
FL280
D54.5
229°
075°
RES
61.6
MATEX 1W
FL130
5000 ❶
4731

R279
REUS
LERS
108°
D REUS
114.2 RES
FL130
43.8
FL100
4000 ❶
By ATC

VILLAFRANCA
D 113.15 VLA

EL PRAT
D 114.3 PRA

BARCELONA
D 116.7 BCN

129°
D15.0
6500
5600
4700
3300
251°
CLE 115.35
R210
D32.0
073°
(IAF)
RULOS
MAX 220 KT
FL100
FL70
❷ Rwy 25L:
4000
MAX FL100
MHA FL70
4000 ❶
D37.0
17.7
MAA FL100
030°
FL70
4000 ❶
D49.7
BCN VOR
R220
D36.2
TUNDI
FL130
24.3
FL100
4000 ❶
MHA FL130
5000 ❶
040°
D42.0
SLP
RAVAX
MAX 250 KT
FL100

6000
4000
2000
CONTOUR INTERVALS

41-30
41-00
01-00
01-30
02-00
02-30
00-30

STAR	ROUTING
CASPE 1Z	CASPE (FL280-) - RES (FL130+) - RAVAX (K250-; FL100) - RULOS (K220-; FL100-; FL70+; ❷ RWY 25L: 4000+).
MATEX 1W	MATEX (FL280-) - TUNDI (FL130+) - RAVAX (K250-; FL100) - RULOS (K220-; FL100-; FL70+; ❷ RWY 25L: 4000+).

BARCELONA, SPAIN
RNAV STAR

JEPPESEN
JeppView 3.6.2.0

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.2.26 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18 (10-2F) Eff 24 May

BARCELONA, SPAIN
RNAV STAR

MATEX 2E [MATE2E], MATEX 2N [MATE2N]
RNAV ARRIVALS

D-ATIS 118.650 | Apt Elev 14 | Alt Set: hPa; Trans level: By ATC; RNAV 1 required.

SLP Speed Limit Point

STAR	RWY	ROUTING
MATEX 2E	07L/07R	MATEX (FL250-; FL150+) - BL028 (K250-; FL130+) - RUBOT (FL70+).
MATEX 2N	02	MATEX (FL250-; FL150+) - BL028 (K250-; FL130+) - ULKAL (FL120-; FL70+) - TOTKI (FL100-; FL70+).

HOLDINGS OVER TOTKI
092° 272° MAX FL100 MHA FL70

HOLDINGS OVER RUBOT
MAX FL100 MHA FL70 ❷
209° 029°

WARNING
Do not proceed beyond IAF without ATC clearance.

BARCELONA 116.7 BCN
REUS 114.2 RES
REUS LERS

TOTKI (IAF) FL100 FL70
RUBOT (IAF) FL70 ❷
ULKAL FL120 FL70
MATEX FL250 FL150

SLP BLØ28 MAX 250 KT
MATEX 2E: FL130 ❷
MATEX 2N: FL130

❷ 4000 by ATC

❶ 7 MAA FL100 FL70 MATEX 2E 029°

6.5 MAA FL100 FL70 092°
16.1 MAA FL100 FL70 MATEX 2N 353°
65.1 072°
D54.5 229°
BCN VOR 129° D15.0 251° 073°

CONTOUR INTERVALS 6000 4000 2000

CHANGES: RNAV STAR MATEX 1N renumbered 2N & revised.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.27 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18 (10-2G) Eff 24 May

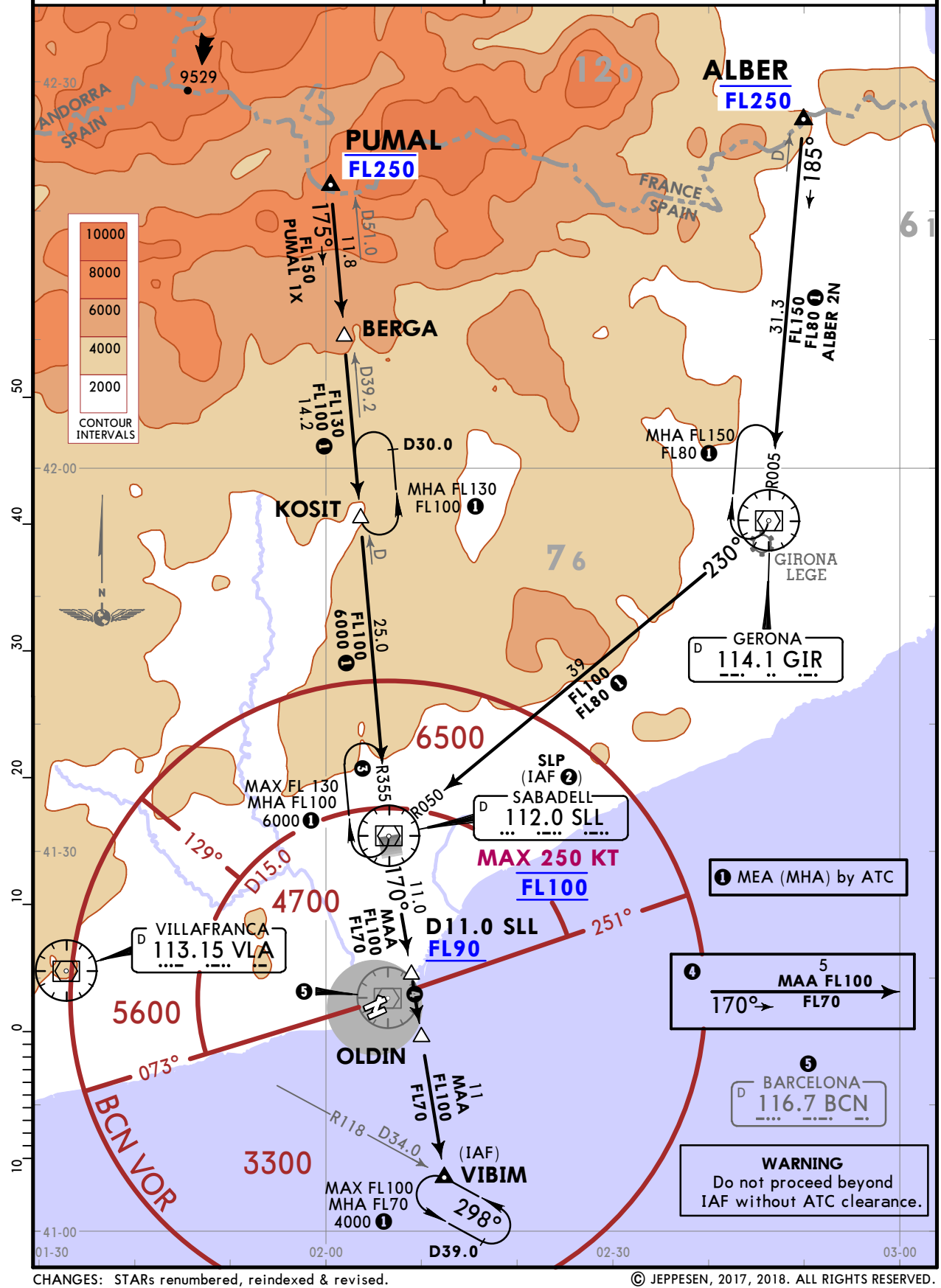
BARCELONA, SPAIN
STAR

D-ATIS	Apt Elev	
118.650	14	Alt Set: hPa Trans level: By ATC

ALBER 2N [ALBE2N]
PUMAL 1X [PUMA1X]
RWY 02 ARRIVALS

SLP Speed Limit Point

LOST COMMS
❷ In case of communication failure.
❸ In case of communication failure during missed approach LEFT hand hold over SLL, inbound track 175°, MHA 5000.



CHANGES: STARs renumbered, reindexed & revised.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.28 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18 (10-2G1) Eff 24 May

BARCELONA, SPAIN
STAR

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
118.650	14	

ALBER 1X [ALBE1X]
PUMAL 3N [PUMA3N]
RWY 02 ARRIVALS

SLP Speed Limit Point

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

❷ In case of communication failure.

❸ In case of communication failure during missed approach LEFT hand hold over SLL, inbound track 175°, MHA 5000.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

HOLDING OVER TOTKI

092°
272°
MAX FL100
MHA FL70

WARNING
Do not proceed beyond IAF without ATC clearance.

ALBER
FL250

PUMAL
FL250

9519

FRANCE
SPAIN

185°
D51.0
175°
11.8
FL150
PUMAL 3N

BERGA

D39.2
FL130
FL100 ❶
14.2

D30.0

KOSIT

MHA FL130
FL100 ❶

MHA FL150
FL80 ❶

31.3
FL150
FL80 ❶
ALBER 1X

R005

GIRONA
LEGE

GERONA
D 114.1 GIR

230°
212°
D25.0
355°

39
FL100
FL80 ❶

42

BCN VOR

SLP
VILLAFRANCA
D 113.15 VLA

MAX 250 KT
FL100

MAX FL 130
MHA FL100
6000 ❶

6500

129°
D15.0
237°

5600

29
MAA FL100
FL70

R032

355°
175°
R050

SLP
(IAF ❷)
SABADELL
D 112.0 SLL

MAX 250 KT
FL100

4700

251°

❶ MEA (MHA) by ATC

BARCELONA
D 116.7 BCN

073°

3300

5.0
MAA
FL100
FL70
171°

TILBY

MAA
FL100
FL70

RES D18.9
114.2
092°

MAA
FL100
6.5
FL70
D25.4

(IAF)
TOTKI

ULKAL

10000
8000
6000
4000
2000
CONTOUR INTERVALS

42-30
42-00
41-30
01-30
02-00
02-30

CHANGES: New chart (STARs established).

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

LEBL/BCN EL PRAT

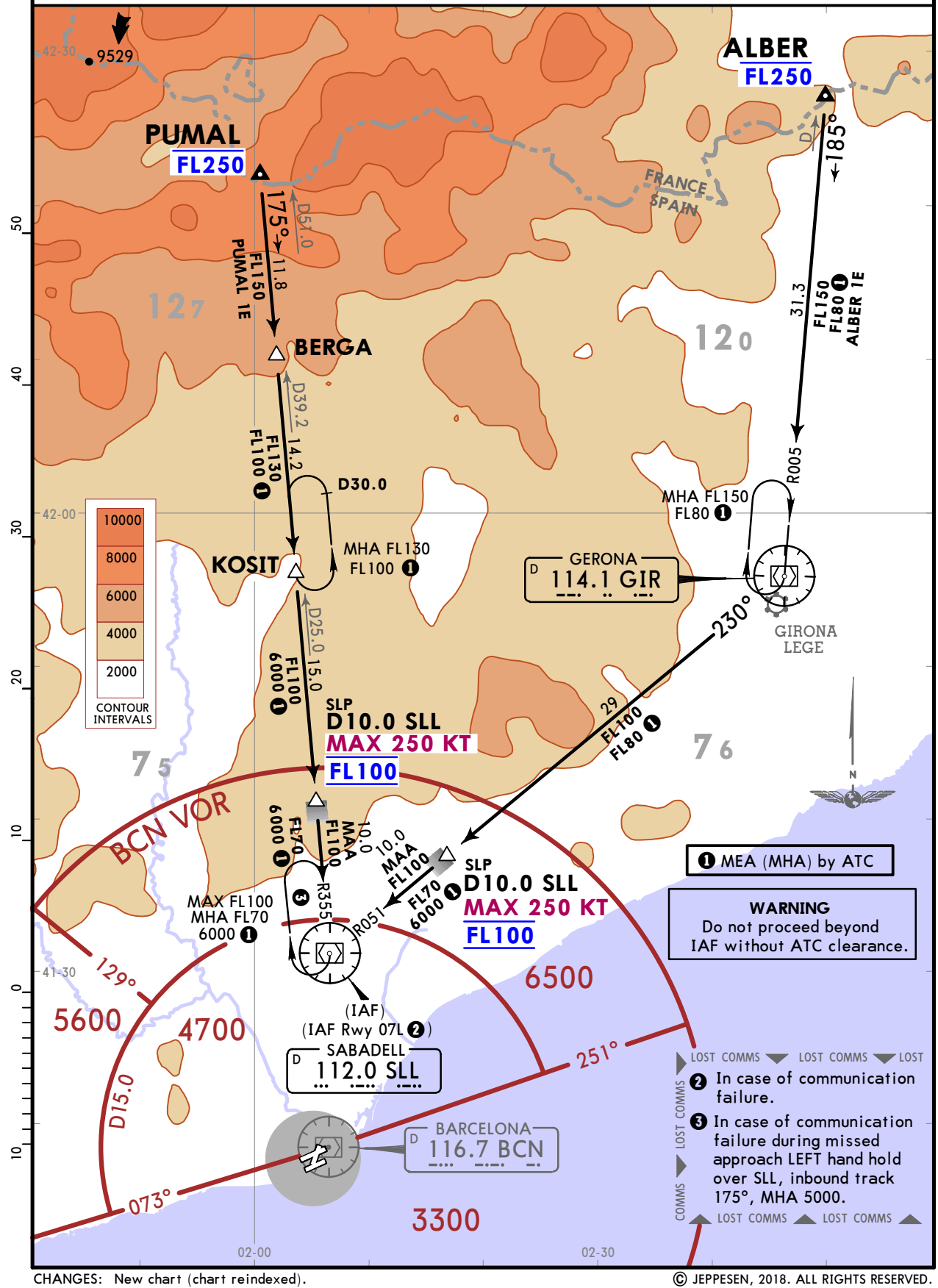
JEPPESEN 18 MAY 18 (10-2G2) Eff 24 May

BARCELONA, SPAIN STAR

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
118.650	14	

ALBER 1E [ALBE1E]
PUMAL 1E [PUMA1E]
RWYS 07L/R ARRIVALS

SLP Speed Limit Point



CHANGES: New chart (chart reindexed).

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.2.30 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

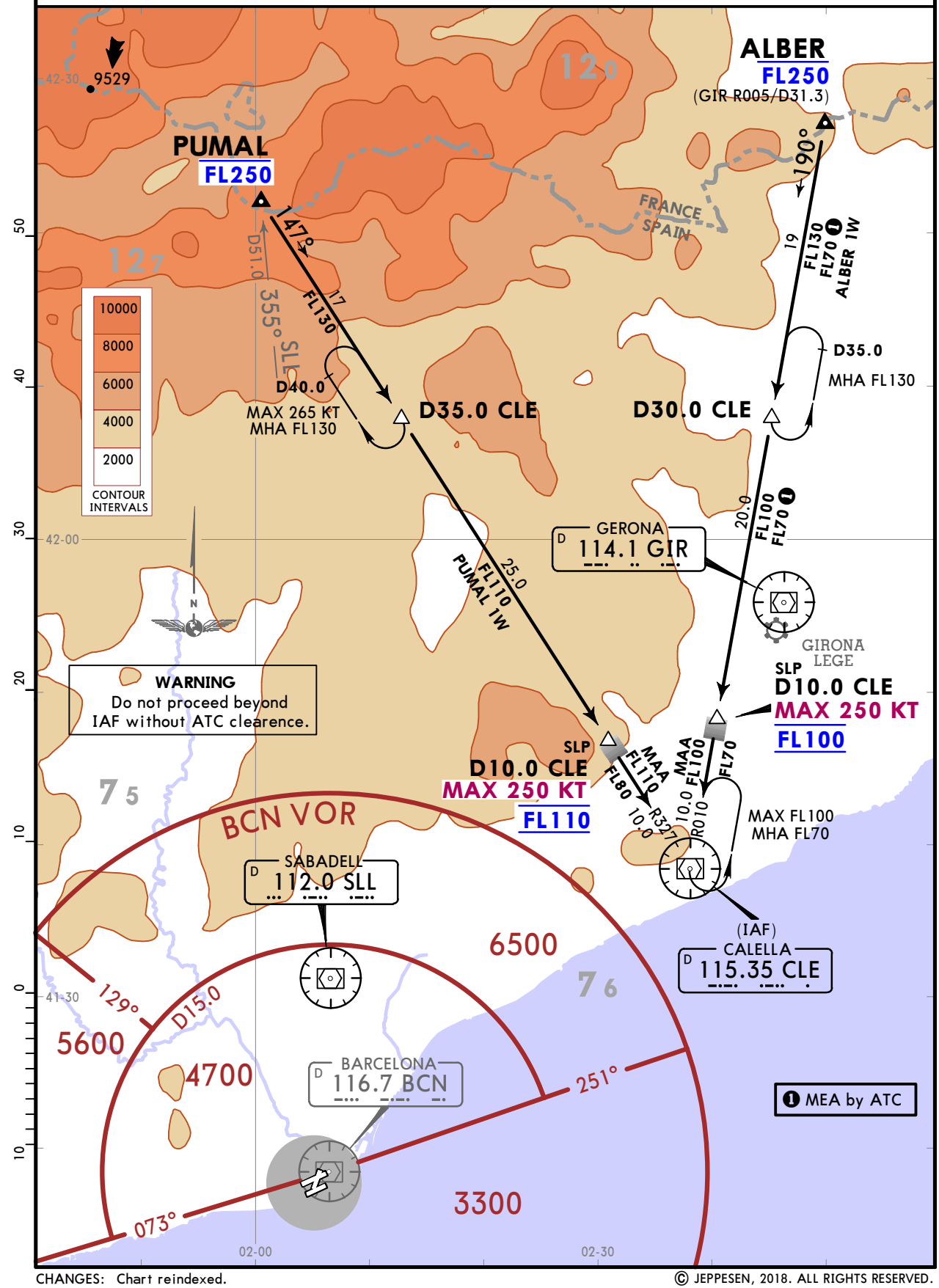
JEPPESEN
18 MAY 18 (10-2H) Eff 24 May

BARCELONA, SPAIN
STAR

D-ATIS	Apt Elev	
118.650	14	Alt Set: hPa Trans level: By ATC

ALBER 1W [ALBE1W]
PUMAL 1W [PUMA1W]
RWYS 25L/R ARRIVALS

SLP Speed Limit Point



CHANGES: Chart reindexed.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.2.31 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

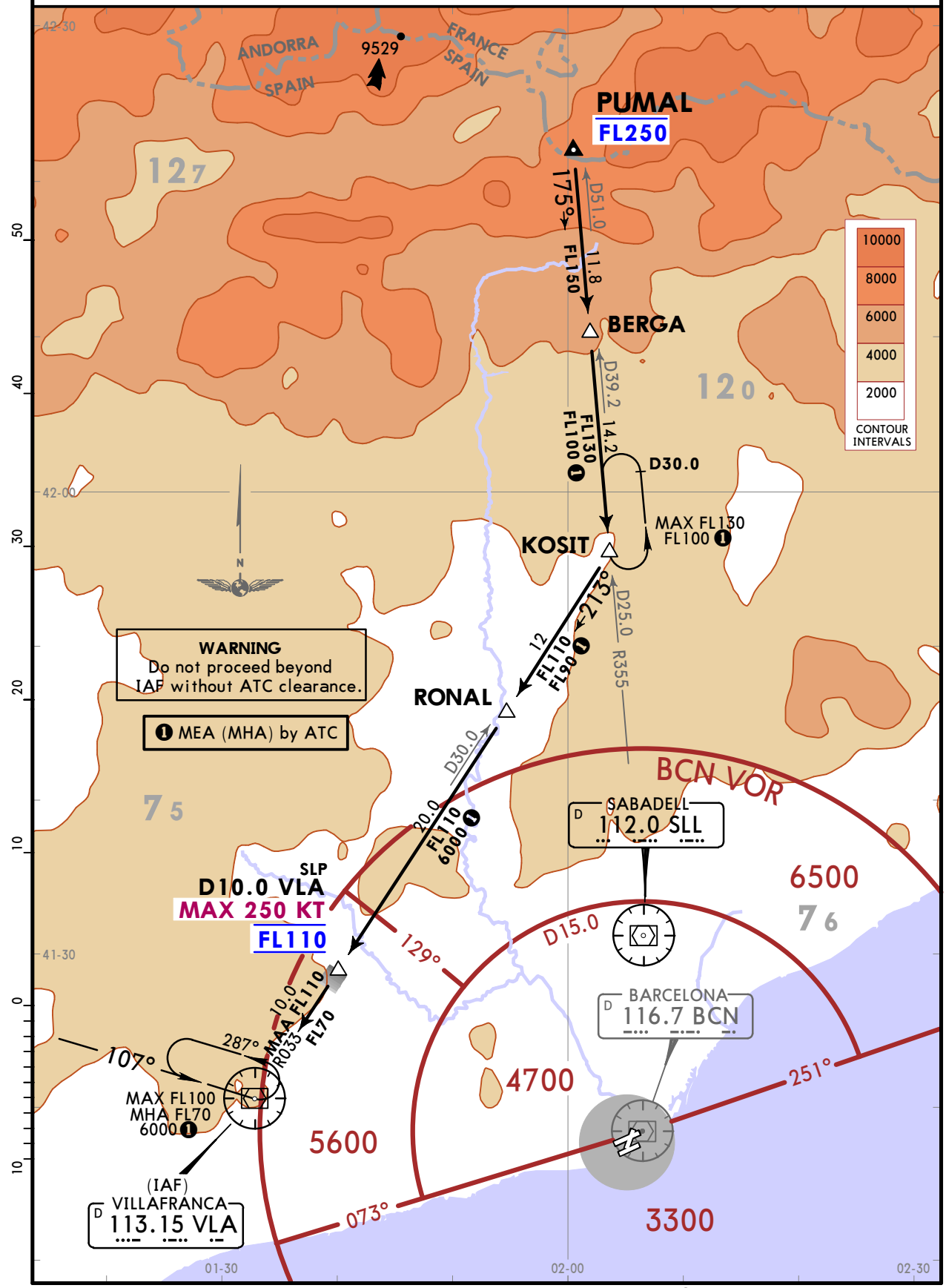
JEPPESEN
18 MAY 18 (10-2J) Eff 24 May

BARCELONA, SPAIN
STAR

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
118.650	14	

PUMAL 1Y [PUMA1Y]
RWYS 07L/R ARRIVAL
BY ATC

SLP Speed Limit Point



CHANGES: Chart reindexed.

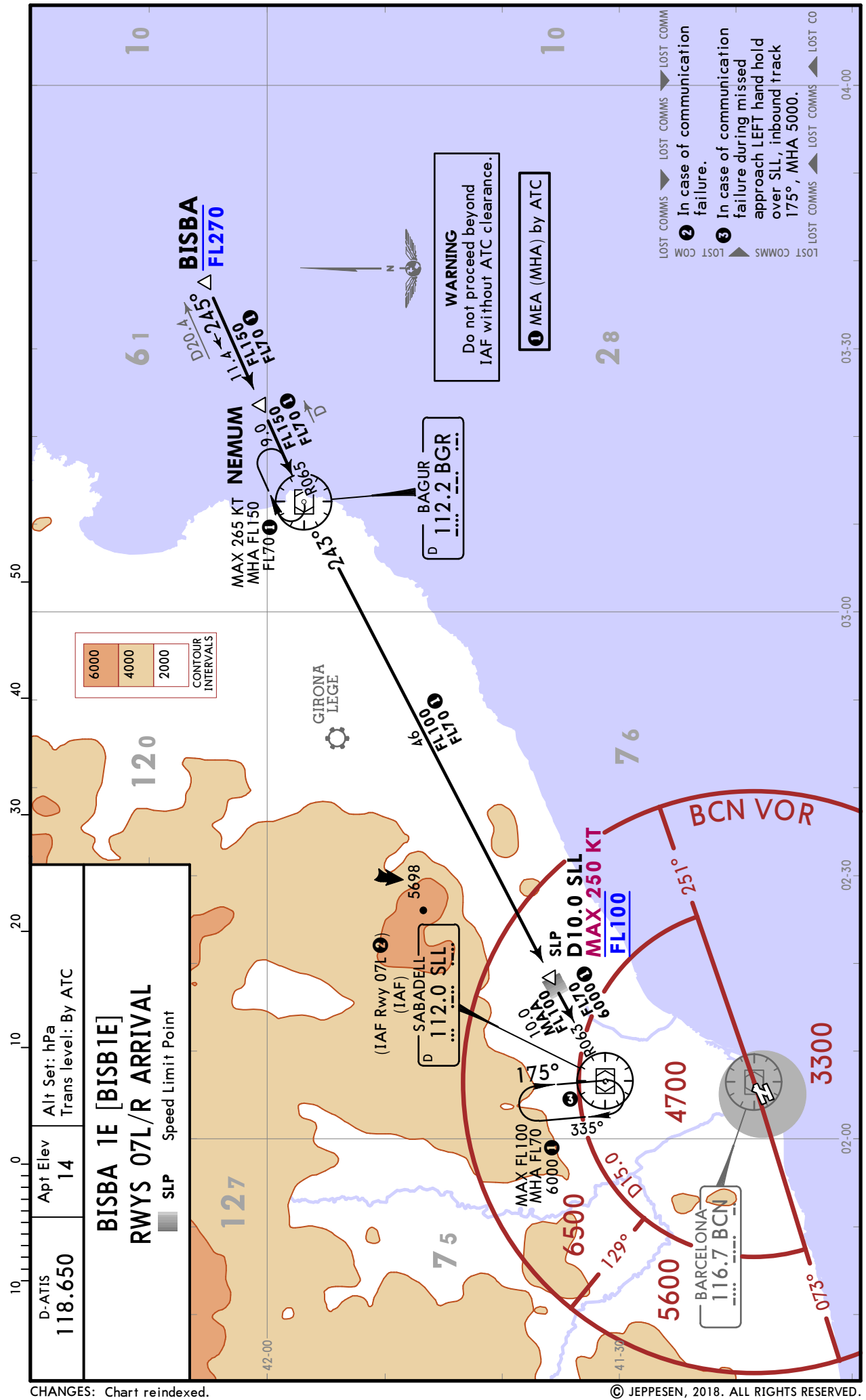
© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.2.32 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18 (10-2K) Eff 24 May

BARCELONA, SPAIN
STAR



CHANGES: Chart reindexed.

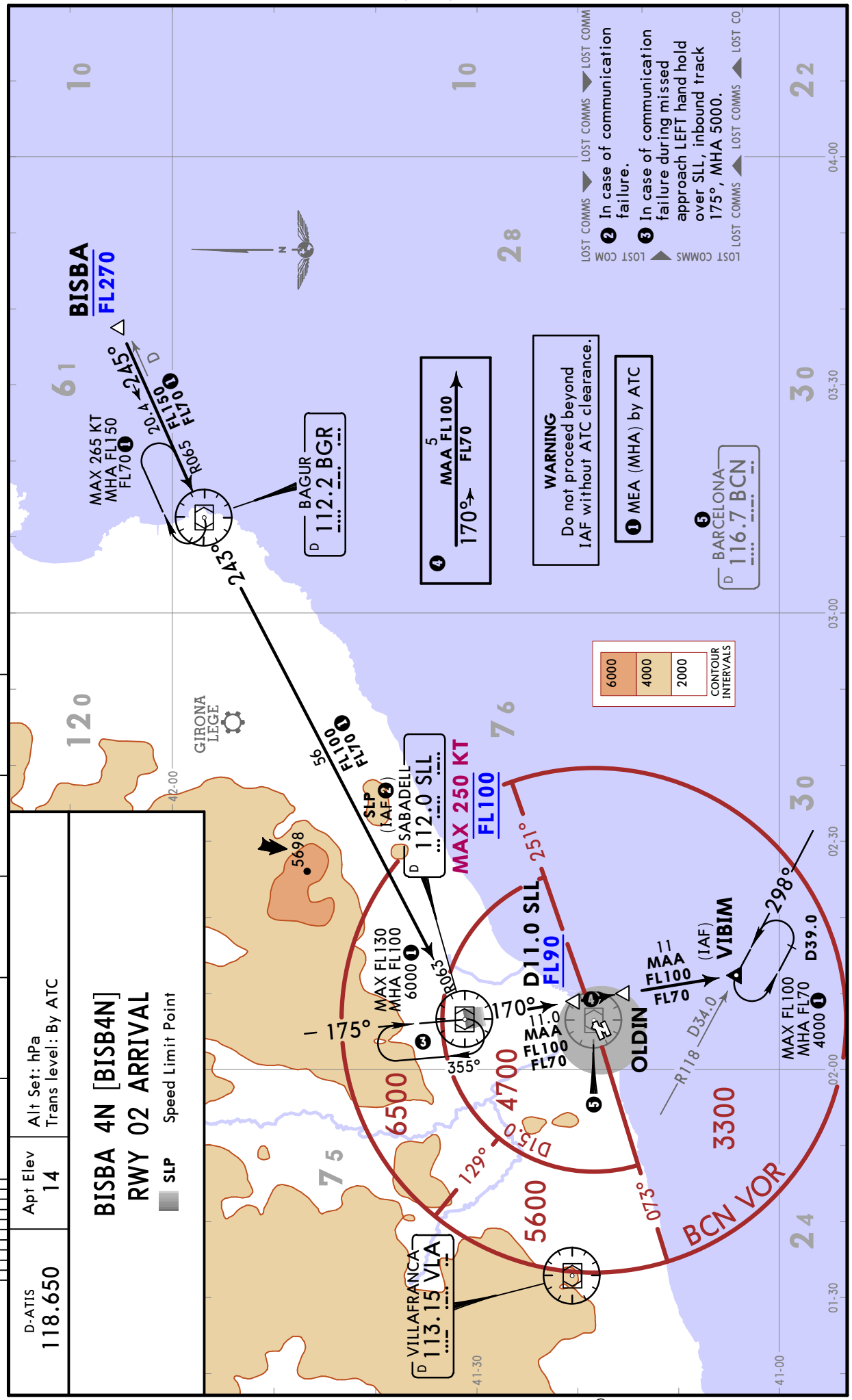
© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.2.33 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18 (10-2L) Eff 24 May

BARCELONA, SPAIN
STAR



CHANGES: Chart reindexed; STAR renumbered & revised.

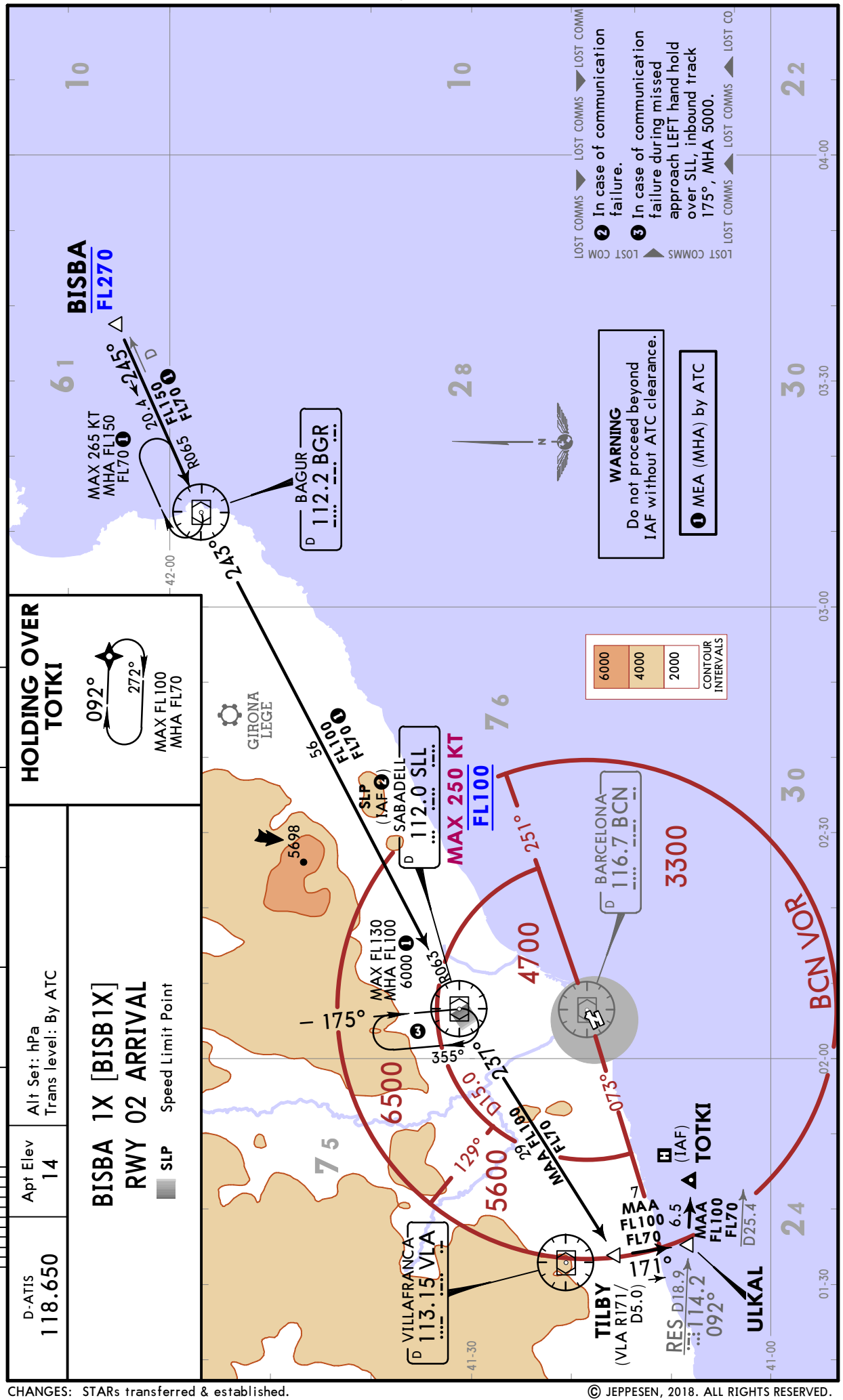
© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.2.34 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18 (10-2M) Eff 24 May

BARCELONA, SPAIN
STAR



CHANGES: STARs transferred & established.

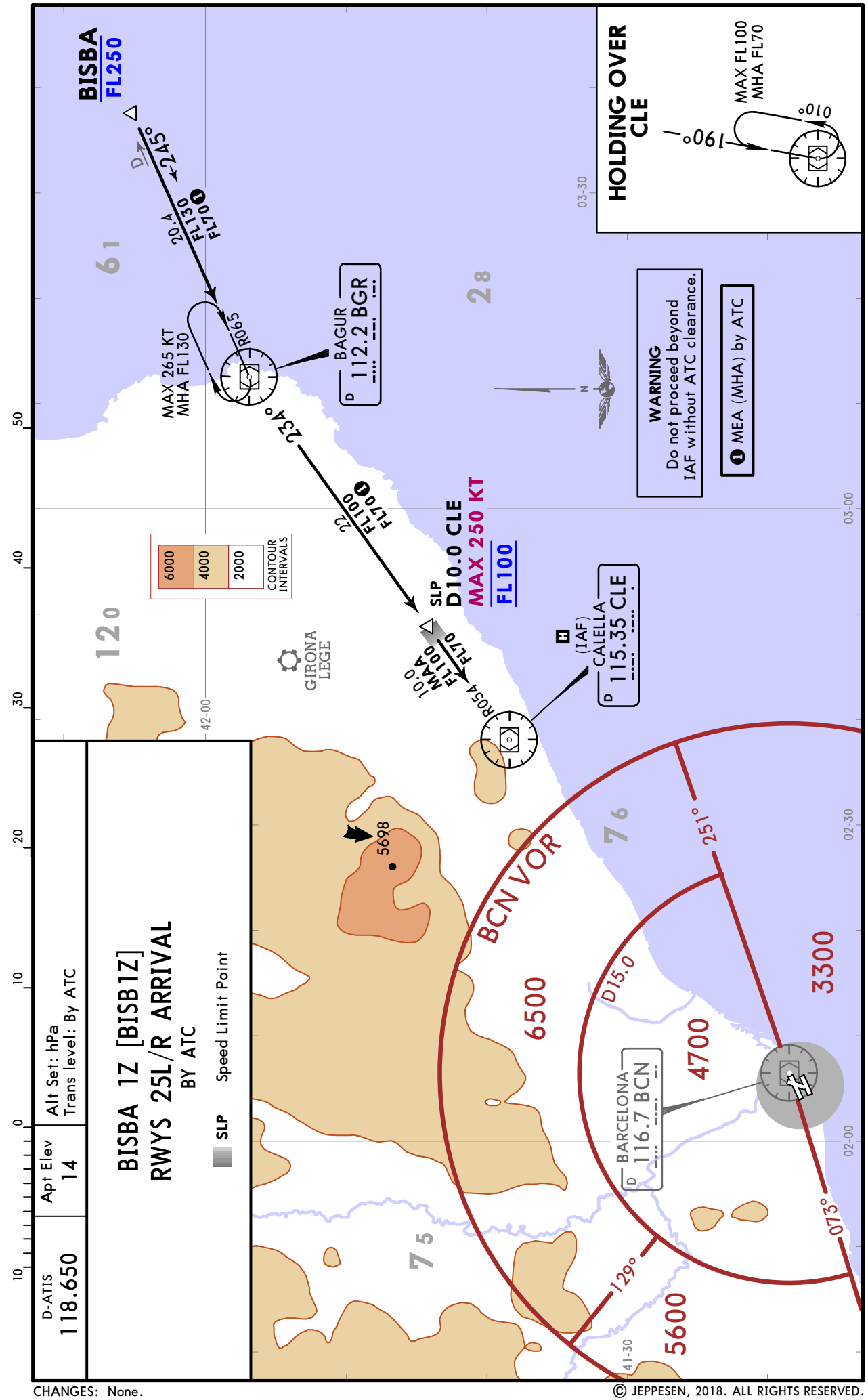
© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.2.35 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18 (10-2N) Eff 24 May

BARCELONA, SPAIN
STAR

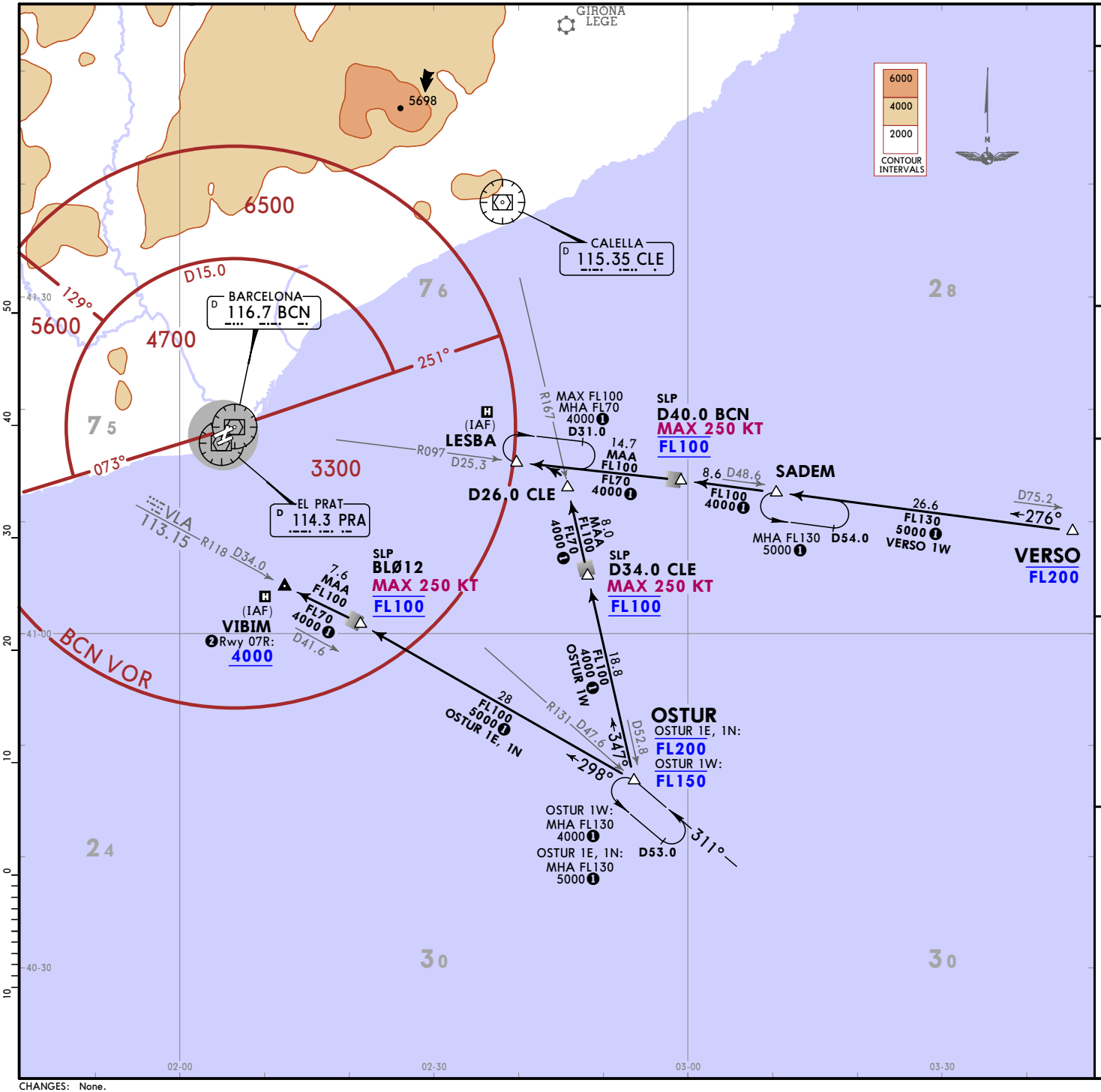


CHANGES: None.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.2.36 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT



D-ATIS	Apt Elev	Alt Set: hPa
118.650	14	Trans level: By ATC

OSTUR 1E [OSTU1E]
RWYS 07L/07R ARRIVAL

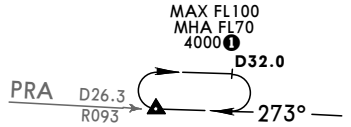
OSTUR 1N [OSTU1N]
RWY 02 ARRIVAL

OSTUR 1W [OSTU1W]
VERSO 1W [VERS1W]
RWYS 25L/R ARRIVALS

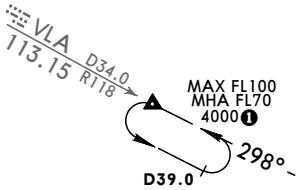
SLP Speed Limit Point

WARNING
Do not proceed beyond
IAF without ATC clearance.

HOLDINGS OVER LESBA



VIBIM



1 MEA (MHA) by ATC

LOST COMMS LOST COMMS LOST COMMS
LOST 2 In case of communication failure. LOST
LOST COMMS LOST COMMS LOST COMMS

CHANGES: None.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.2.37 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

LEBL/BCN EL PRAT

JEPPESEN 18 MAY 18 (10-2Q) Eff 24 May

BARCELONA, SPAIN

STAR

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
118.650	14	

MARTA 1Y [MART1Y]
NEPAL 1E [NEPA1E]
RWYS 07L/R ARRIVALS

SLP Speed Limit Point

HOLDING OVER RUBOT

MAX FL100
MHA FL70
4000 (1)
D37.5 RES
R209
D43.0

(1) MEA (MHA) by ATC

4000
2000
CONTOUR INTERVALS

4055
6500
D15.0
129°
SABADELL
D 112.0 SLL
(IAF)
VILLAFRANCA
D 113.15 VLA
MAX FL100
MHA FL70
6000 (1)
287°
107°
SLP
D10.0 VLA
MAX 250 KT
FL100
10.0 MAA FL100
R235
FL70 6000 (1)
5600
4700
251°
073°
055° 11
FL100 6000 (1)
099°
REUS LERS
MHA FL130 279°
6000 (1)
R174
REUS
D 114.2 RES
BARCELONA
D 116.7 BCN
3300
(IAF)
RUBOT
D37.5 R209
R128
029° MAA FL100
FL70
206°
BCN VOR
SLP
D35.0 RES
MAX 250 KT
FL100
[RES29]
6 MAA FL100
FL70 4000 (1)
8.9 FL100 4000 (1)
NEPAL 1E
D43.9
D49.0
NEPAL
FL150
308°
MHA FL130
4000 (1)
FL130 6000 (1)
26.6
D
EBROX
FL150 6000 (1) MARTA 1Y By ATC
21.3
BCN
213°
354°
D47.9
D68.4
MARTA
FL200

WARNING
Do not proceed beyond IAF without ATC clearance.

41-30
41-00
40-30
01-00
01-30
02-00
50
40
30
20
10
0
10

CHANGES: STAR NEPAL 1N withdrawn.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.38 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

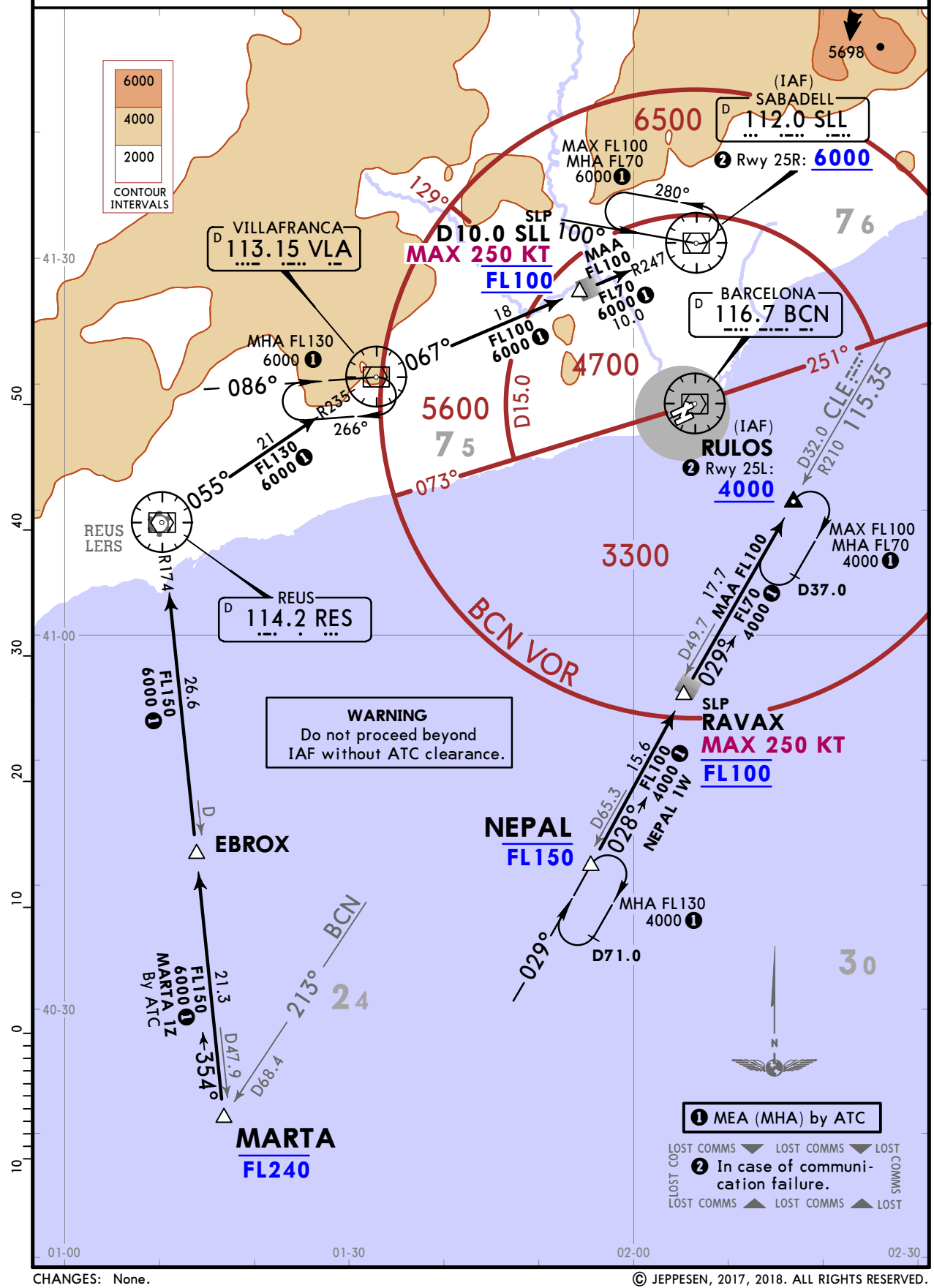
JEPPESEN
18 MAY 18 (10-2S) Eff 24 May

BARCELONA, SPAIN
STAR

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
118.650	14	

MARTA 1Z [MART1Z]
NEPAL 1W [NEPA1W]
RWYS 25L/R ARRIVALS

SLP Speed Limit Point



CHANGES: None.

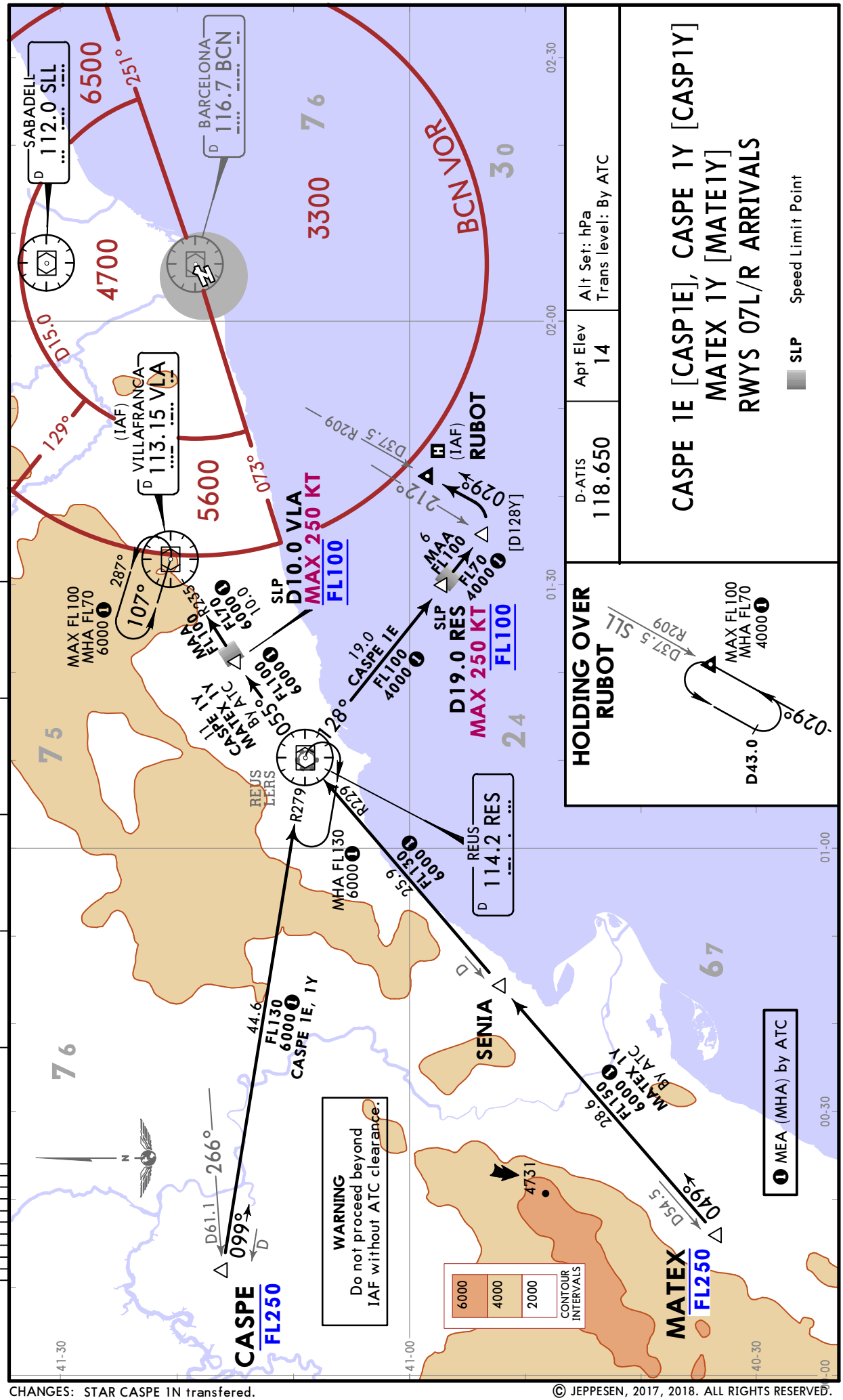
© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.39 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18 (10-2T) Eff 24 May

BARCELONA, SPAIN
STAR



CHANGES: STAR CASPE 1N transfered.

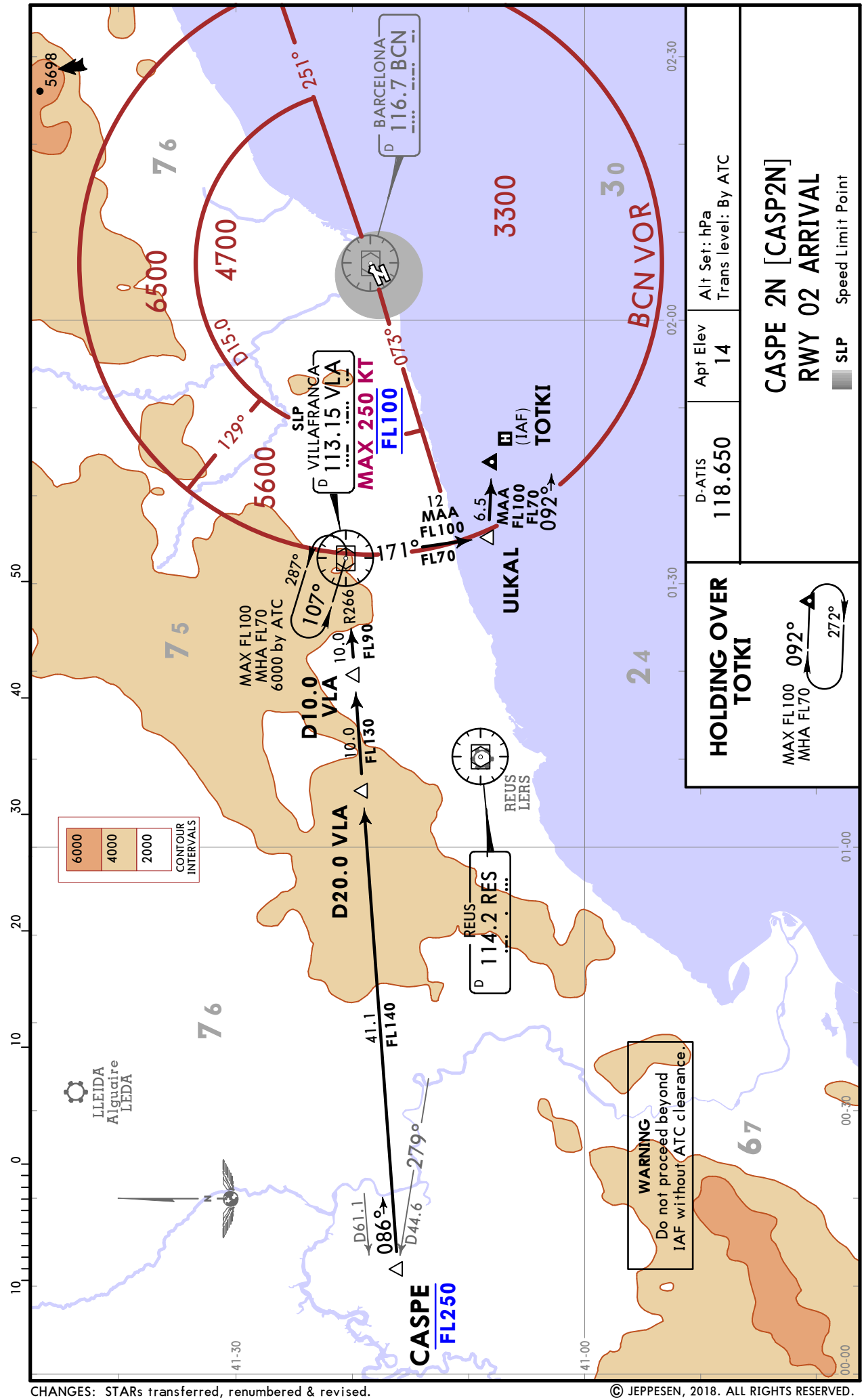
© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.40 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18 (10-2T1) Eff 24 May

BARCELONA, SPAIN
STAR



CHANGES: STARs transferred, renumbered & revised.

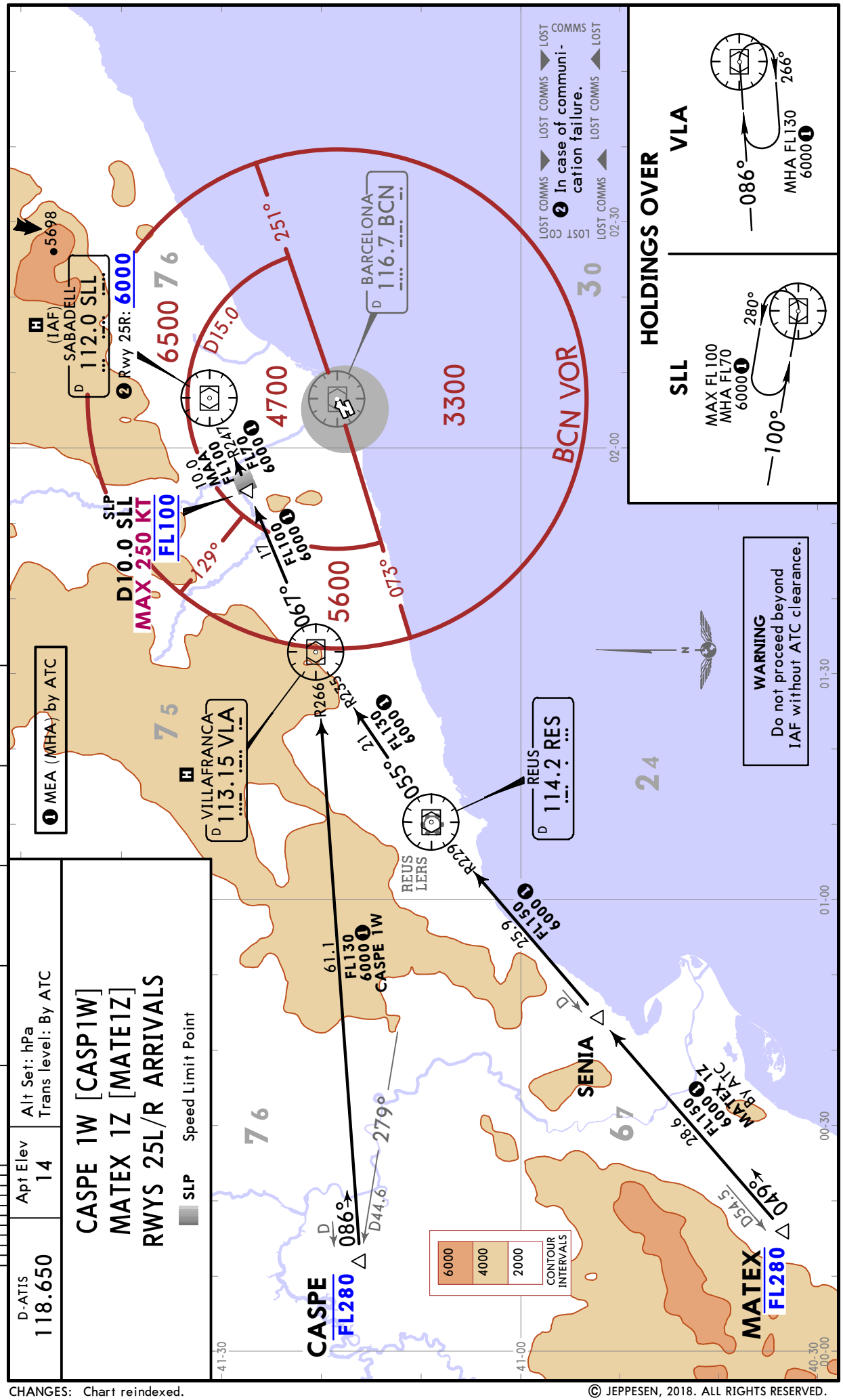
© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.2.41 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18 (10-2T2) Eff 24 May

BARCELONA, SPAIN
STAR



© JEPPESEN, 2018. ALL RIGHTS RESERVED.

LEBL/BCN EL PRAT

JEPPESEN 18 MAY 18 (10-2T3) Eff 24 May

BARCELONA, SPAIN STAR

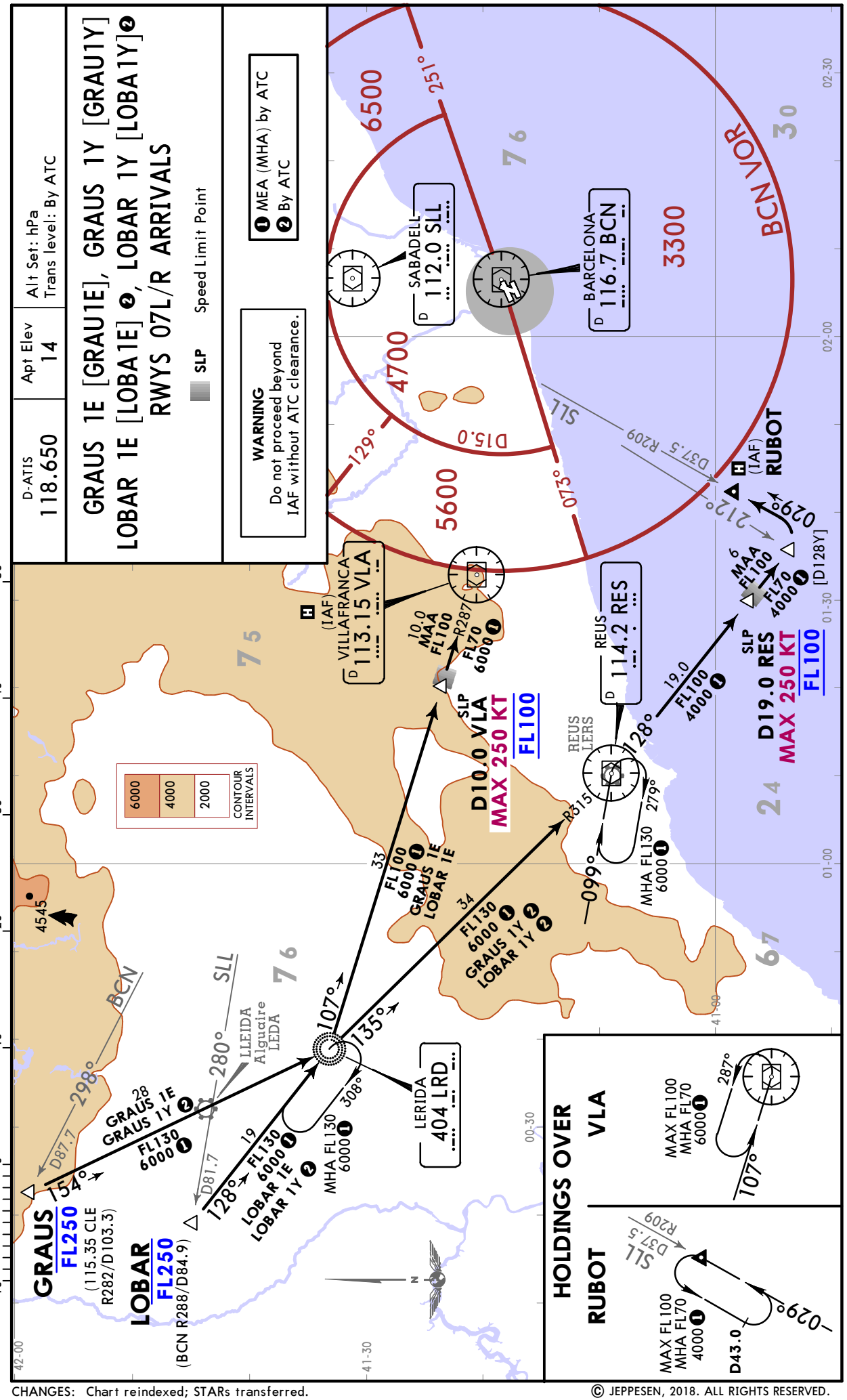
D-ATIS 118.650 | Apt Elev 14 | Alt Set: hPa Trans level: By ATC

GRAUS 1E [GRAU1E], GRAUS 1Y [GRAU1Y]
LOBAR 1E [LOBA1E] ❷, LOBAR 1Y [LOBA1Y] ❷
RWYS 07L/R ARRIVALS

SLP Speed Limit Point

❶ MEA (MHA) by ATC
❷ By ATC

WARNING
Do not proceed beyond IAF without ATC clearance.



CHANGES: Chart reindexed; STARs transferred.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.2.43 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18 (10-2T4) Eff 24 May

BARCELONA, SPAIN
STAR

GRAUS 2X [GRAU2X], LOBAR 2X [LOBA2X]
RWY 02 ARRIVALS

D-ATIS 118.650
Apt Elev 14
Alt Set: hPa
Trans level: By ATC

SLP Speed Limit Point

By ATC

WARNING
Do not proceed beyond IAF without ATC clearance.

HOLDINGS OVER

VLA
MAX FL100
MHA FL70
6000
287°
107°

TOTKI
092°
272°
MAX FL100
MHA FL70

GRAUS
FL250
(115.35 CLE R282/D103.3)

LOBAR
FL250
(BCN R288/D84.9)

5476

BCN VOR
6500
4700
5600
3300

SABADELL
D 112.0 SLL

BARCELONA
D 116.7 BCN

VILLAFRANCA
D 113.15 VLA

SLP
(IAF)

MAX 250 KT
FL100

ULKAL
(IAF)
MAA
FL100
FL70
092°
12
MAA
FL100
FL70
6.5
171°
073°
251°
129°
D15.0
R287

TOTKI
(IAF)

LERIDA
404 LRD

LLEIDA
Alguaire
LEDA

REUS
LERS

136
76
75
76

154°
298°
D87.7
28
GRAUS 2X
FL130
6000

128°
D81.7
19
FL130
6000
LOBAR 2X

MHA FL130
6000
308°

107°
280°
SLL
BCN

43
FL90
GRAUS 2X
LOBAR 2X

CONTOUR INTERVALS
6000
4000
2000

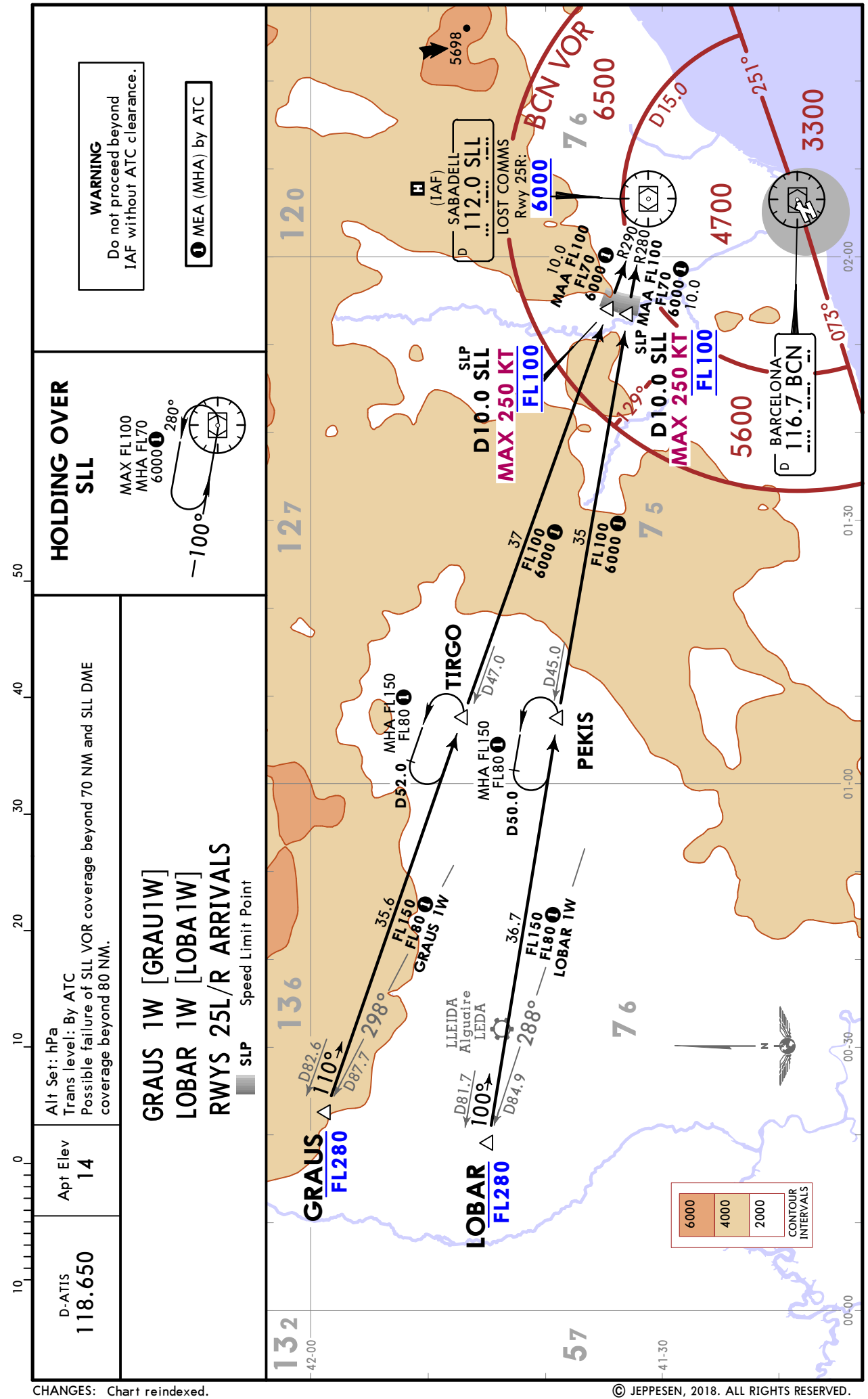
© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.2.44 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18 (10-2T5) Eff 24 May

BARCELONA, SPAIN
STAR



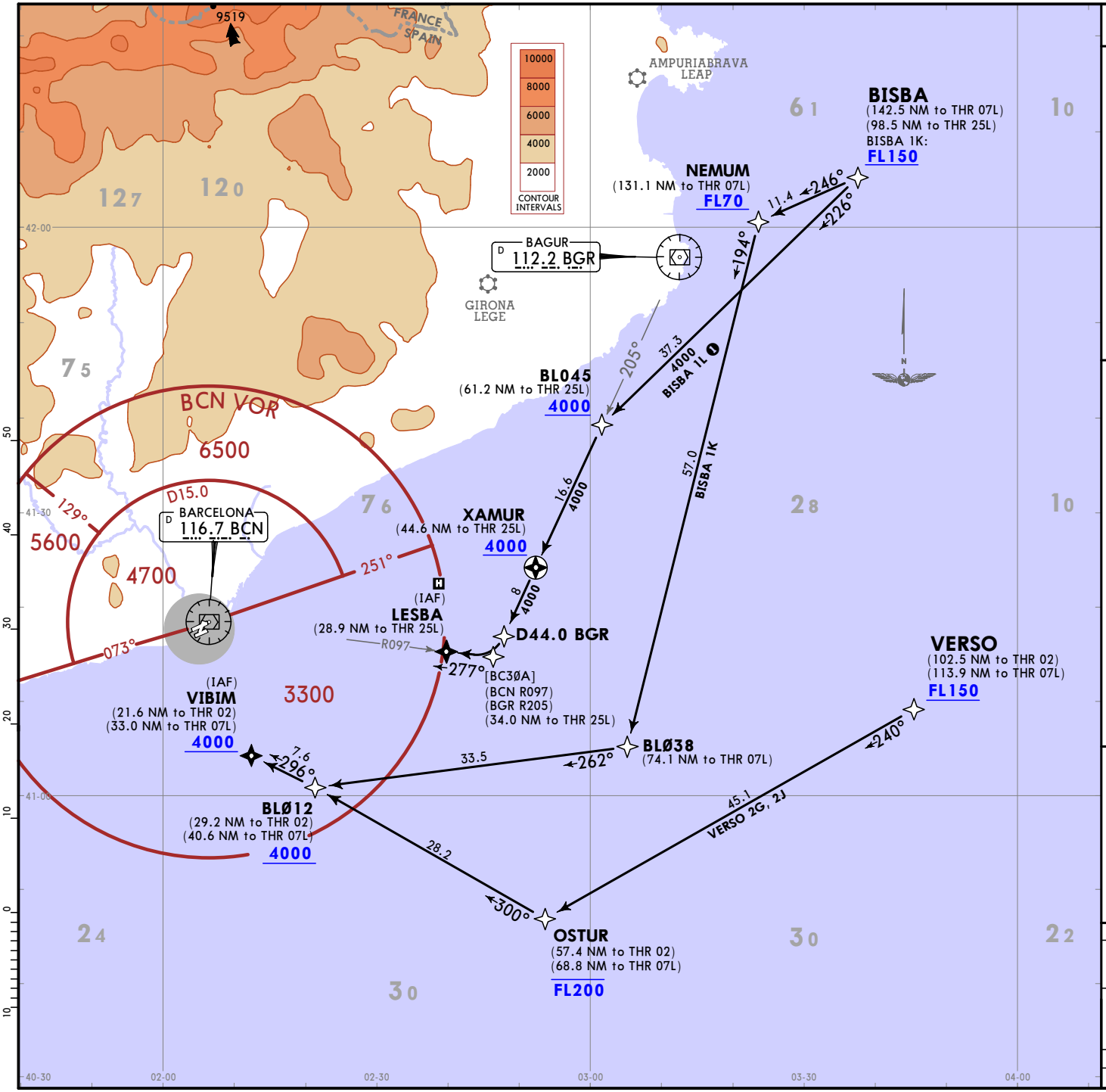
CHANGES: Chart reindexed.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN
25 MAY 18 (10-2T6)

BARCELONA, SPAIN
RNAV STAR



D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
118.650	14	

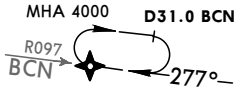
BISBA 1K [BISB1K]
VERSO 2G [VERS2G]❷
VERSO 2J [VERS2J]❷
RNAV 1 REQUIRED

BISBA 1L [BISB1L]
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED

RNAV CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT

❶ Between BISBA & BL045 possible failure of DME/DME coverage below FL80.
❷ Non-RNAV 1 traffic:
Request RADAR assistance to VIBIM.

HOLDING OVER LESBA



STAR	RWY	ROUTING
BISBA 1K	07L	BISBA (FL150+) - NEMUM (FL70+) - BL038 - BL012 (4000+) - VIBIM (4000+).
BISBA 1L	25L	BISBA - BL045 (4000+) - XAMUR (4000+) - on BGR R205 to D44.0 BGR, turn RIGHT, intercept BCN R097 inbound to LESBA.
VERSO 2G	02	VERSO (FI150+) - OSTUR (FL200-) - BL012 (4000+) - VIBIM (4000+).
VERSO 2J	07L	

CHANGES: Reissue.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.2.46 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18 (10-2U) Eff 24 May

BARCELONA, SPAIN
RNAV STAR

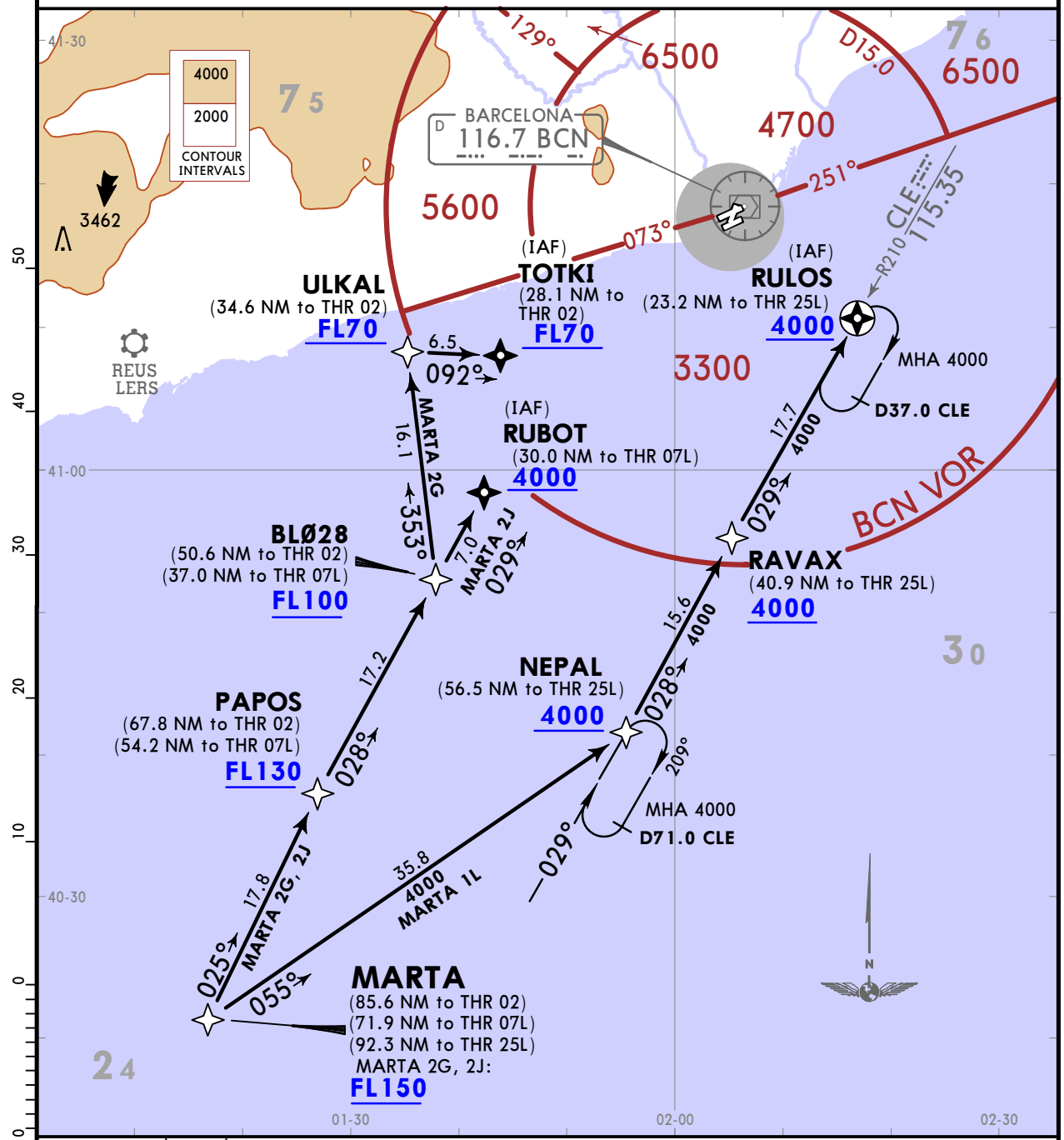
D-ATIS	Apt Elev	
118.650	14	Alt Set: hPa Trans level: By ATC

MARTA 2G [MART2G] ❶, MARTA 2J [MART2J]
RNAV 1 REQUIRED

MARTA 1L [MART1L]
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED

RNAV CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT

❶ Non-RNAV 1 traffic:
Request RADAR assistance to TOTKI.



STAR	RWY	ROUTING
MARTA 2G	02	MARTA (FL150+) - PAPOS (FL130+) - BL028 (FL100+) - ULKAL (FL70+) - TOTKI (FL70+).
MARTA 2J	07L	MARTA (FL150+) - PAPOS (FL130+) - BL028 (FL100+) - RUBOT (4000+).
MARTA 1L	25L	MARTA - NEPAL (4000+) - RAVAX (4000+) - RULOS (4000+).

CHANGES: RNAV CDA MARTA 1G renumbered 2G & revised.

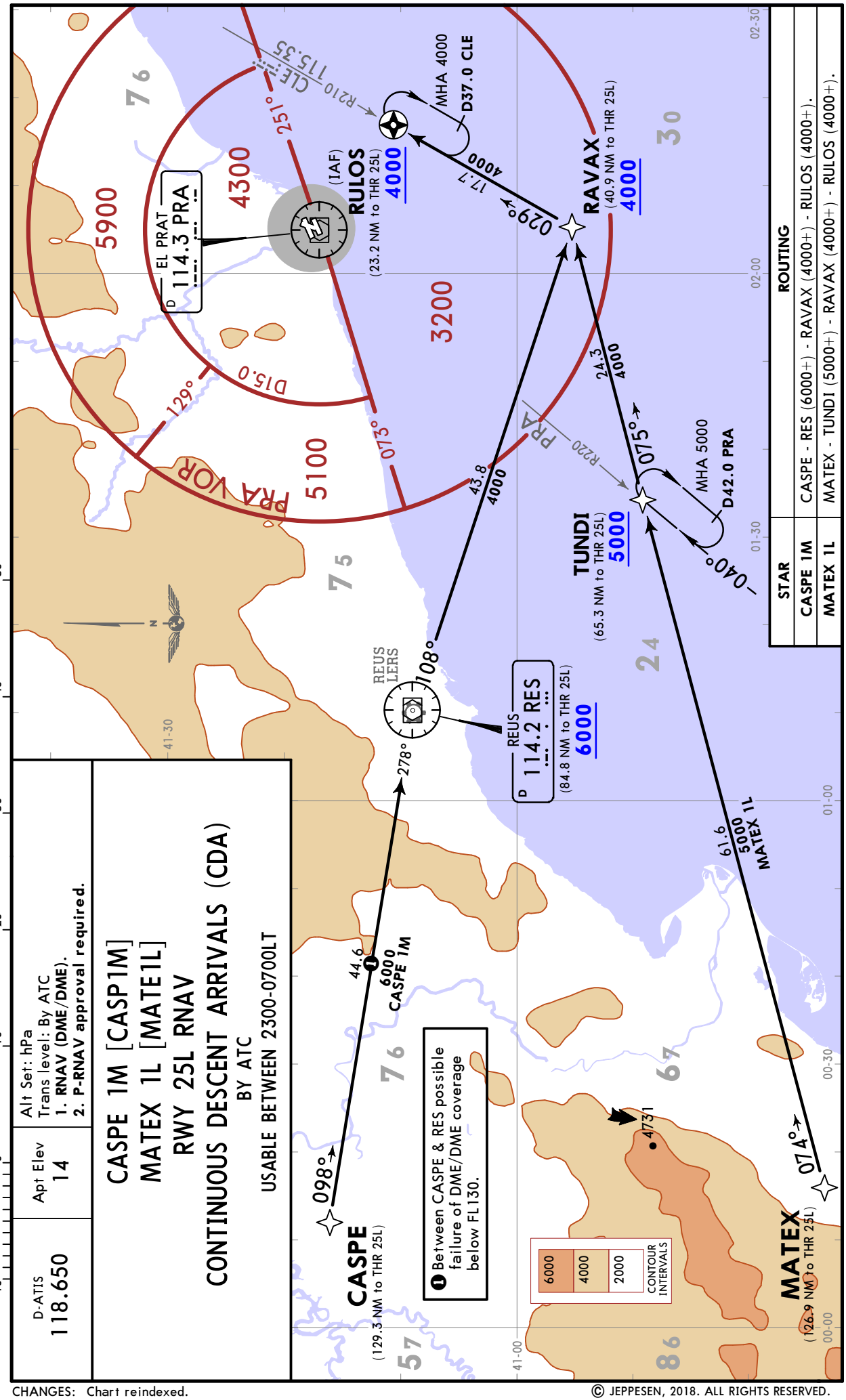
© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN EL PRAT

JEPPESEN 18 MAY 18 (10-2V) Eff 24 May

BARCELONA, SPAIN

RNAV STAR



CHANGES: Chart reindexed.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

CHANGES: Altitude restriction at NEPAL.

D-ATIS	Apt Elev	
118.650	14	Alt Set: hPa Trans level: By ATC **RNAV 1 required.**

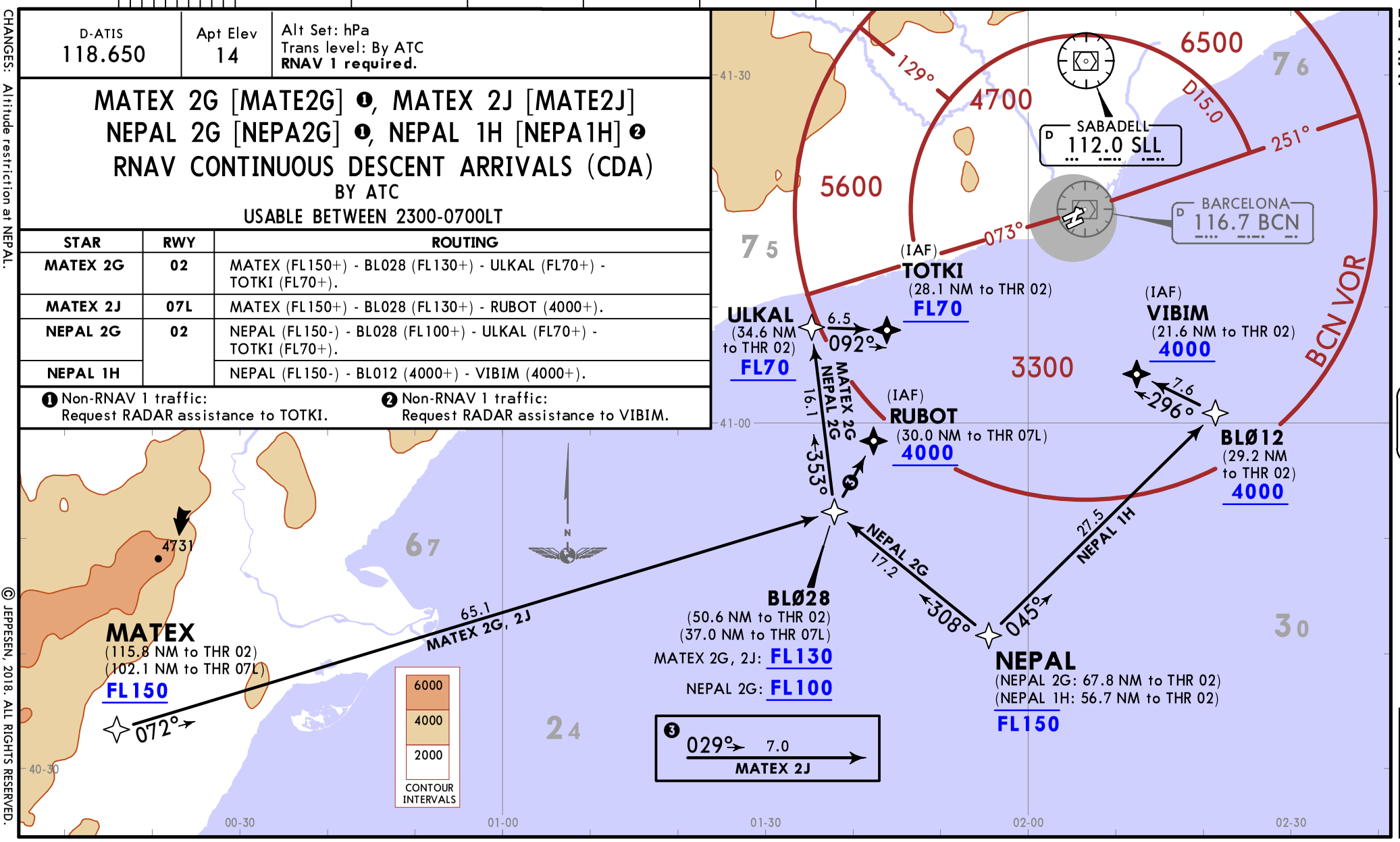
MATEX 2G [MATE2G] ❶, MATEX 2J [MATE2J]
NEPAL 2G [NEPA2G] ❶, NEPAL 1H [NEPA1H] ❷
RNAV CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC

USABLE BETWEEN 2300-0700LT

STAR	RWY	ROUTING
MATEX 2G	02	MATEX (FL150+) - BL028 (FL130+) - ULKAL (FL70+) - TOTKI (FL70+).
MATEX 2J	07L	MATEX (FL150+) - BL028 (FL130+) - RUBOT (4000+).
NEPAL 2G	02	NEPAL (FL150-) - BL028 (FL100+) - ULKAL (FL70+) - TOTKI (FL70+).
NEPAL 1H		NEPAL (FL150-) - BL012 (4000+) - VIBIM (4000+).

❶ Non-RNAV 1 traffic: Request RADAR assistance to TOTKI.

❷ Non-RNAV 1 traffic: Request RADAR assistance to VIBIM.



LEBL/BCN
EL PRAT

1 JUN 18

JEPPESEN (10-2V1)

BARCELONA, SPAIN
RNAV STAR

5.2.48 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

JEPPESEN
JeppView 3.6.2.0

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

LEBL/BCN EL PRAT

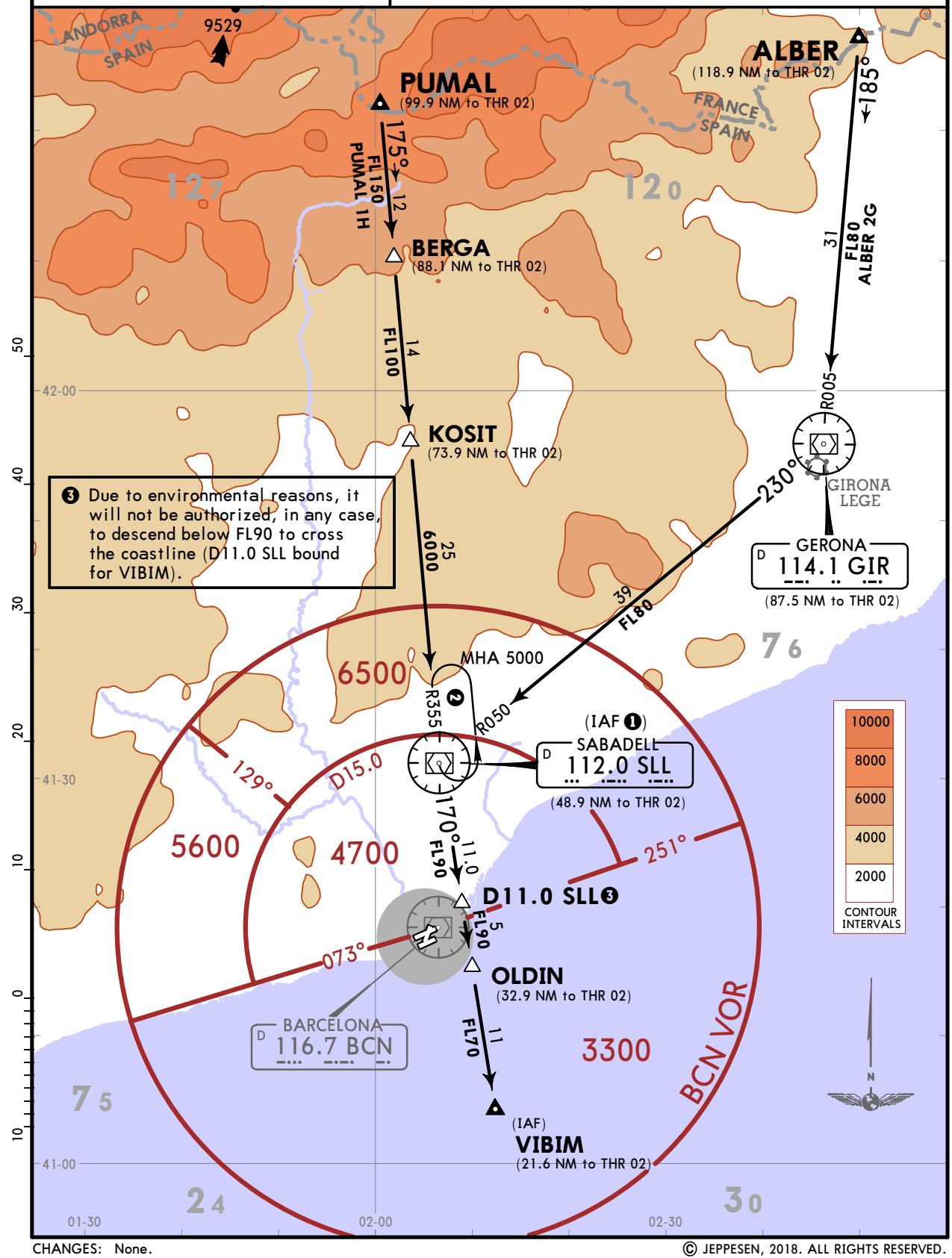
JEPPESEN 1 JUN 18 (10-2V2)

BARCELONA, SPAIN STAR

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
118.650	14	

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
❶ In case of communication failure.
❷ In case of communication failure during missed approach.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

ALBER 2G [ALBE2G]
PUMAL 1H [PUMA1H]
RWY 02
CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT



CHANGES: None.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.2.50 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

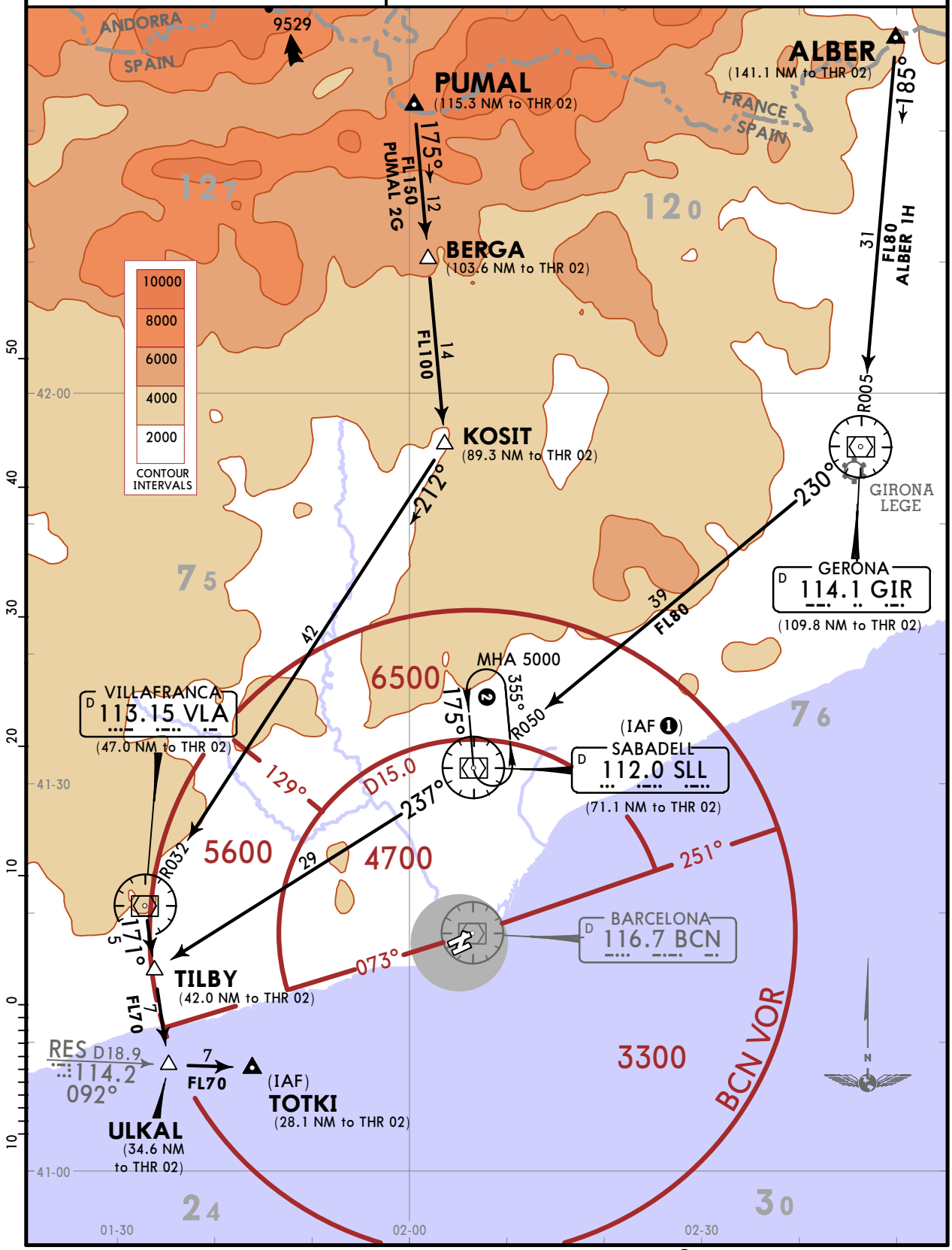
JEPPESEN
6 JUL 18 (10-2V3) Eff 19 Jul

BARCELONA, SPAIN
STAR

D-ATIS	Apt Elev	
118.650	14	Alt Set: hPa Trans level: By ATC

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
1 In case of communication failure.
2 In case of communication failure during missed approach.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

ALBER 1H [ALBE1H]
PUMAL 2G [PUMA2G]
RWY 02
CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT



CHANGES: None.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.2.51 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

LEBL/BCN EL PRAT

JEPPESEN 6 JUL 18 (10-2V4) Eff 19 Jul

BARCELONA, SPAIN

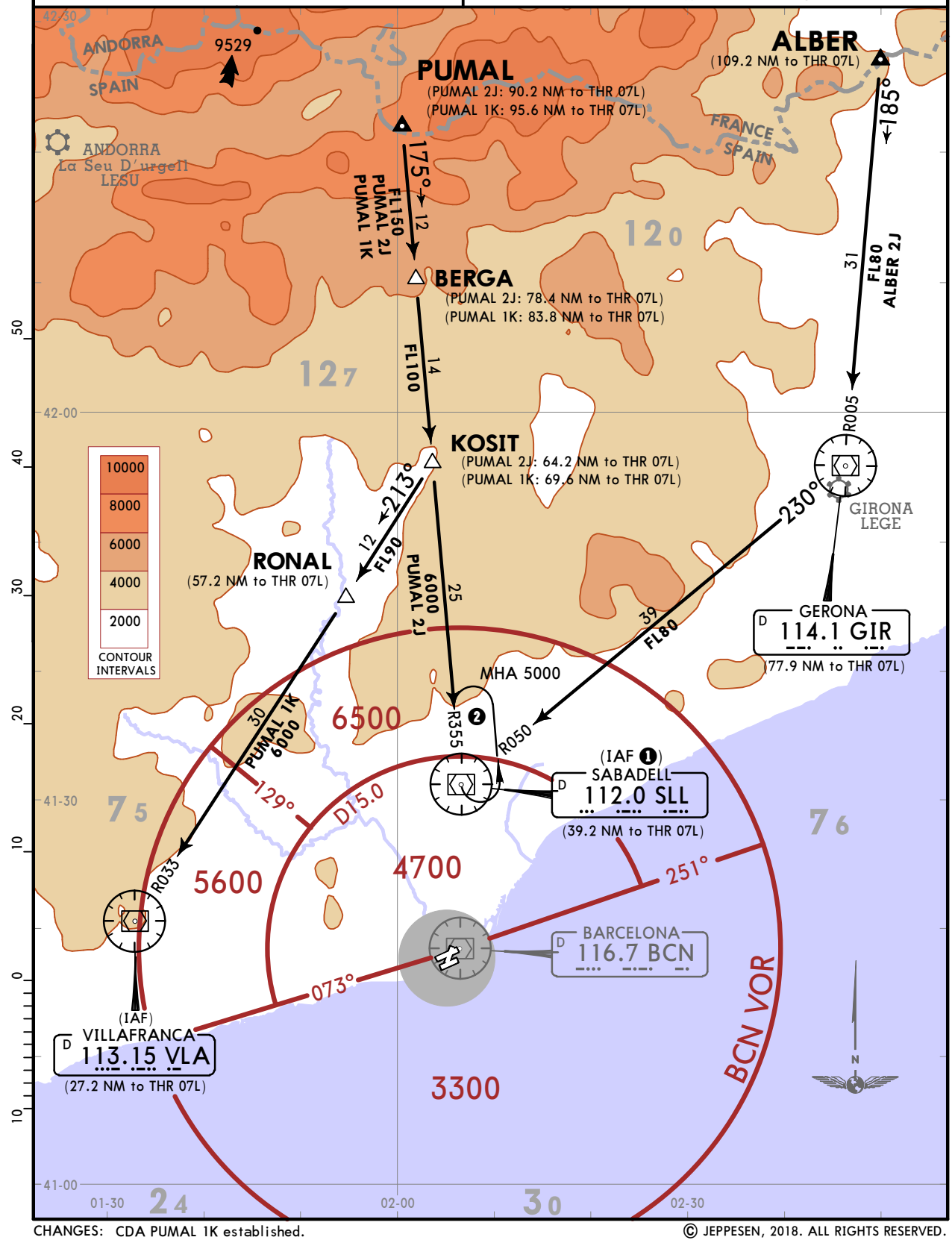
STAR

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
118.650	14	

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
❶ In case of communication failure.
❷ In case of communication failure during missed approach.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

ALBER 2J [ALBE2J]
PUMAL 2J [PUMA2J]
PUMAL 1K [PUMA1K]
RWY 07L CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC
USABLE BETWEEN 2300-0700LT



CHANGES: CDA PUMAL 1K established.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.2.52 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

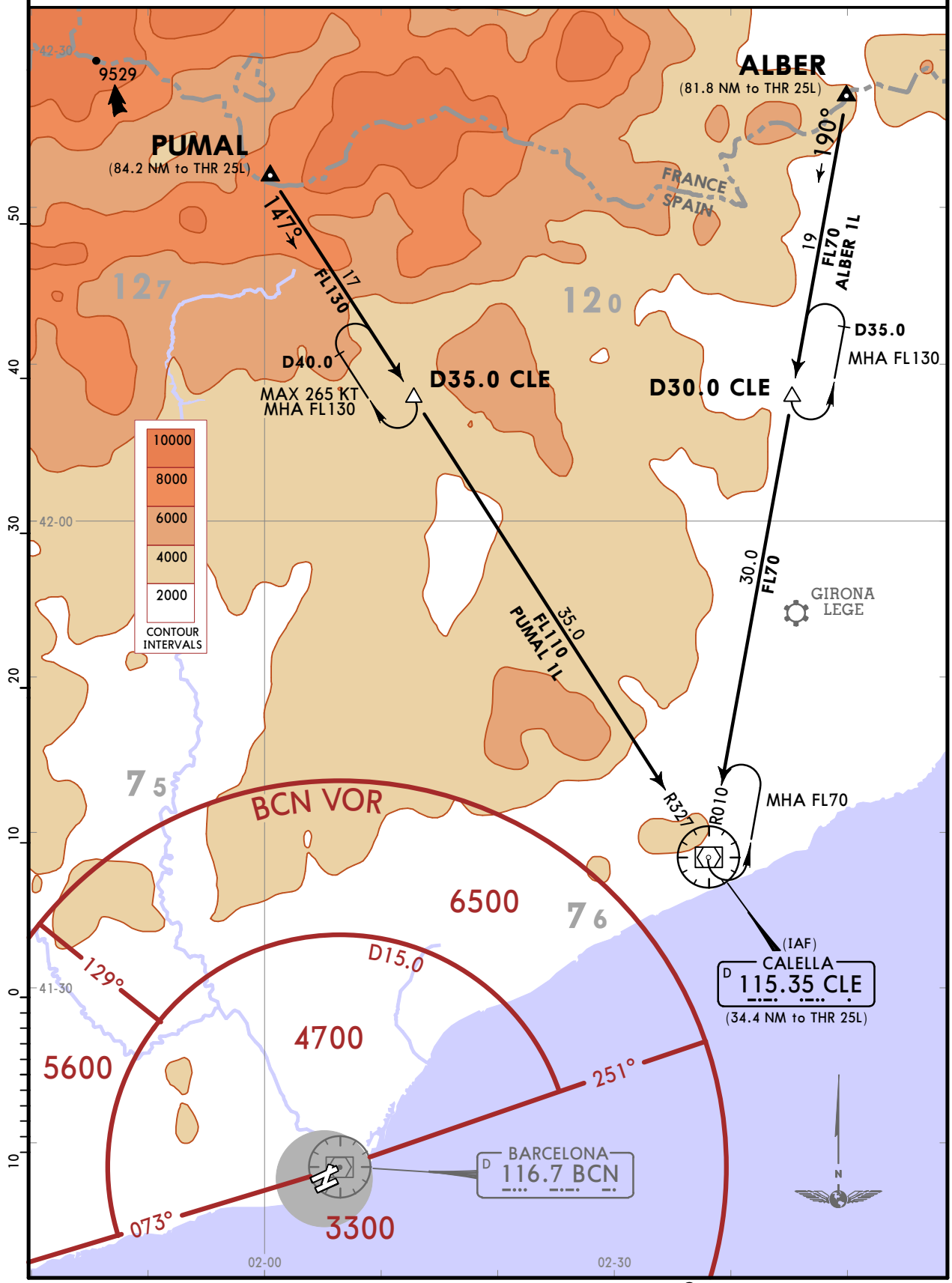
LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18 (10-2V5) Eff 24 May

BARCELONA, SPAIN
STAR

D-ATIS	Apt Elev	
118.650	14	Alt Set: hPa Trans level: By ATC

ALBER 1L [ALBE1L]
PUMAL 1L [PUMA1L]
RWY 25L CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT



CHANGES: Chart reindexed.

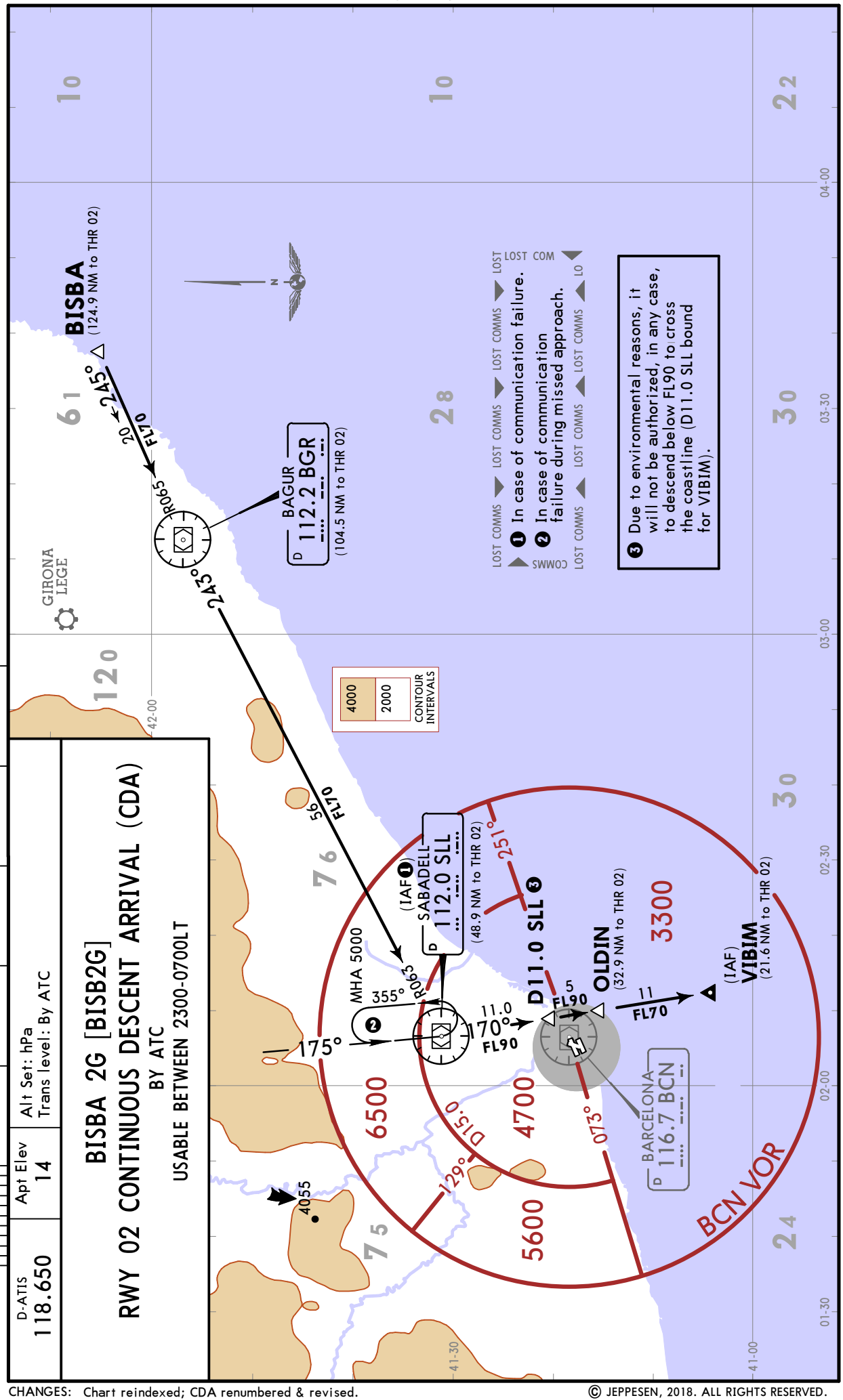
© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.2.53 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18 (10-2V6) Eff 24 May

BARCELONA, SPAIN
STAR



CHANGES: Chart reindexed; CDA renumbered & revised.

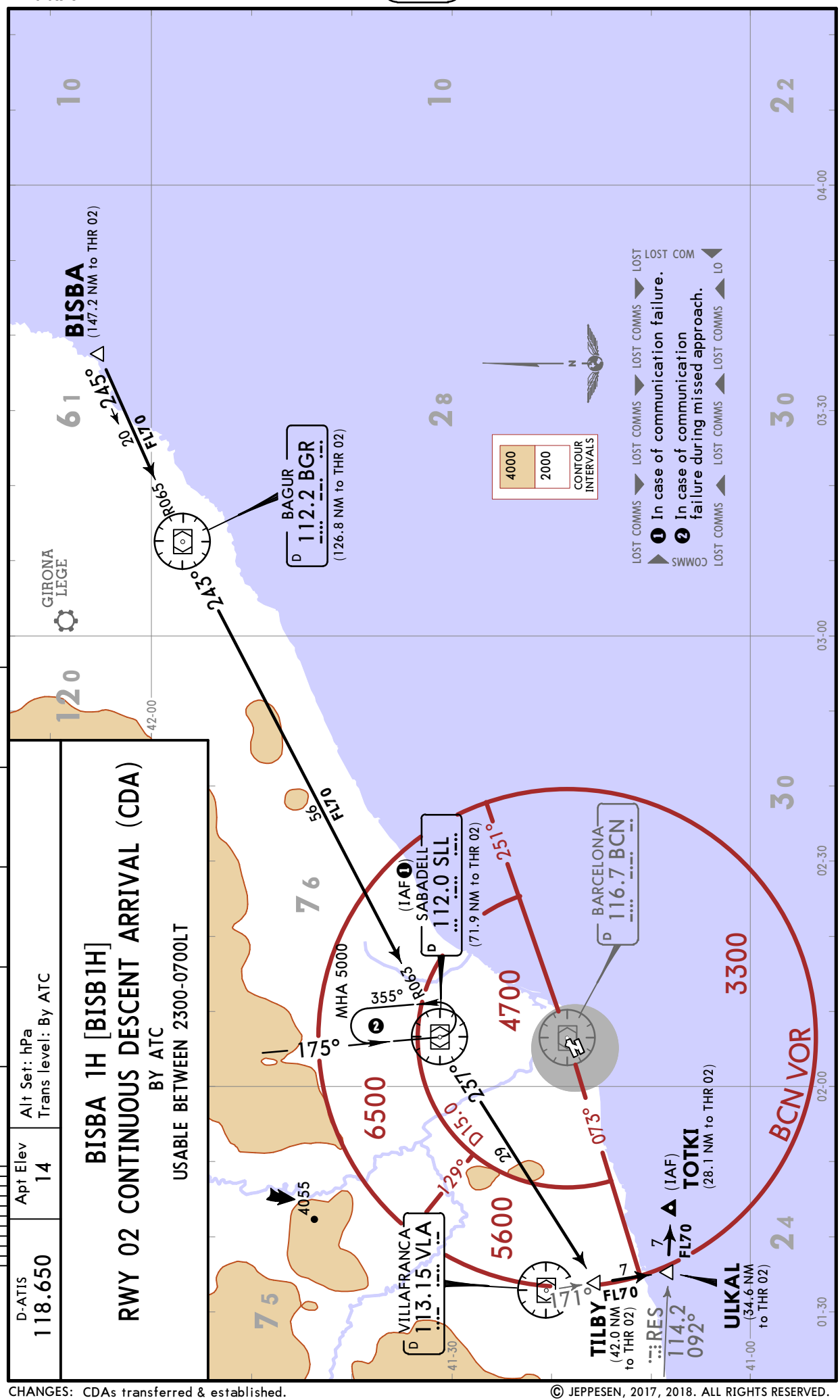
© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.2.54 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18 (10-2V7) Eff 24 May

BARCELONA, SPAIN
STAR



CHANGES: CDAs transferred & established.

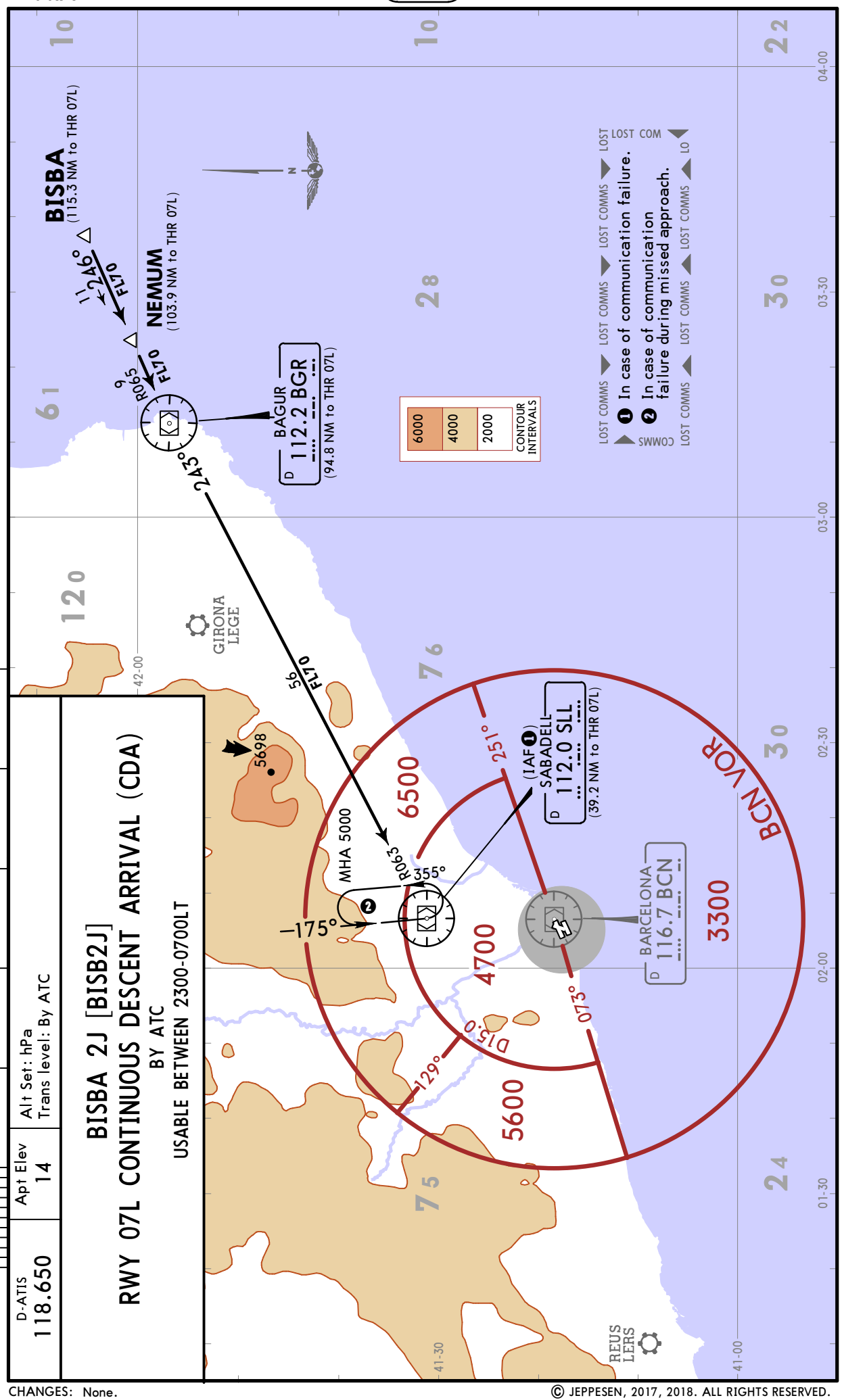
© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.55 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18 (10-2V8) Eff 24 May

BARCELONA, SPAIN
STAR



D-ATIS 118.650

Apt Elev 14

Alt Set: hPa
Trans level: By ATC

BISBA 2J [BISB2J]
RWY 07L CONTINUOUS DESCENT ARRIVAL (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT

CHANGES: None.

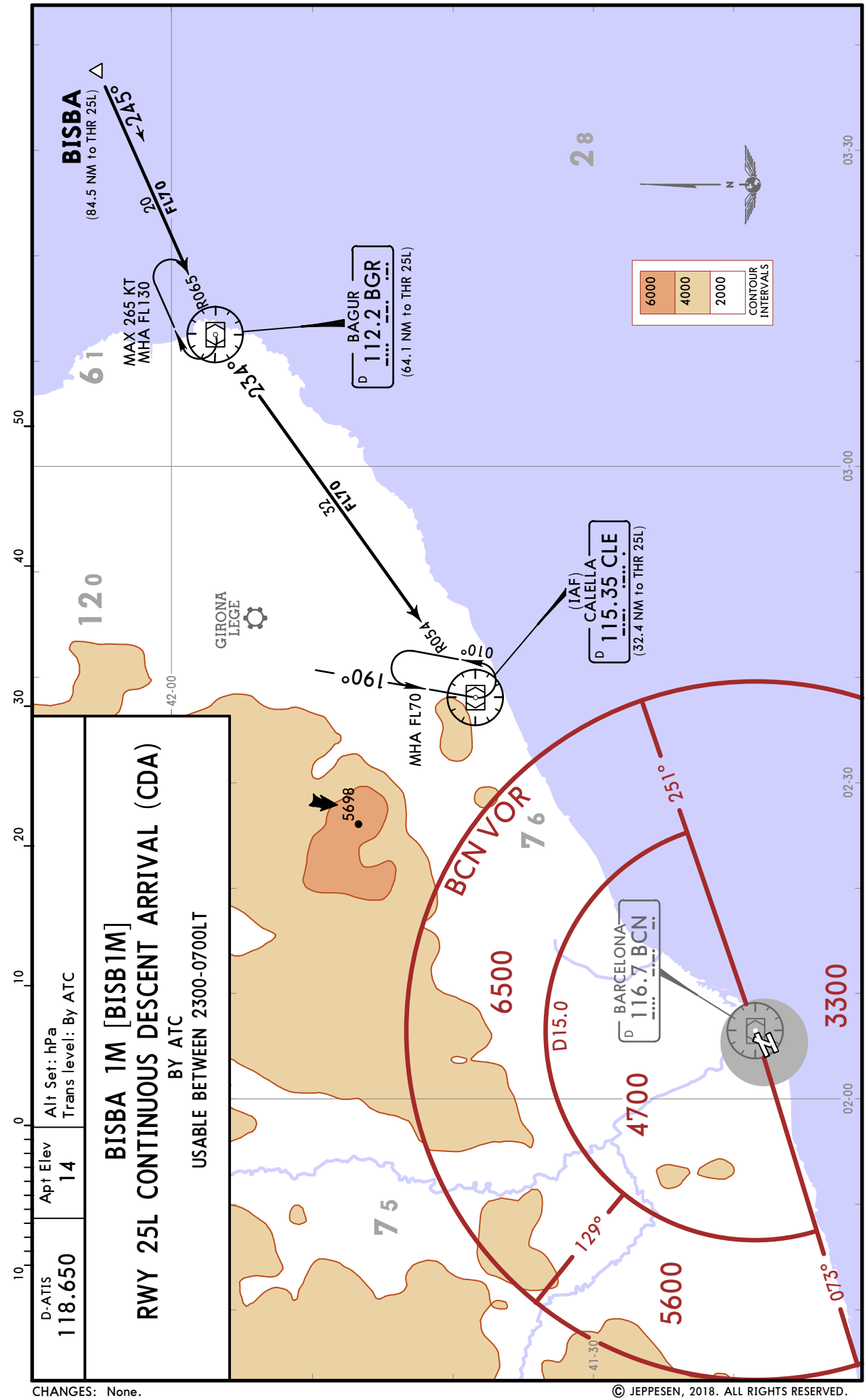
© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.56 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

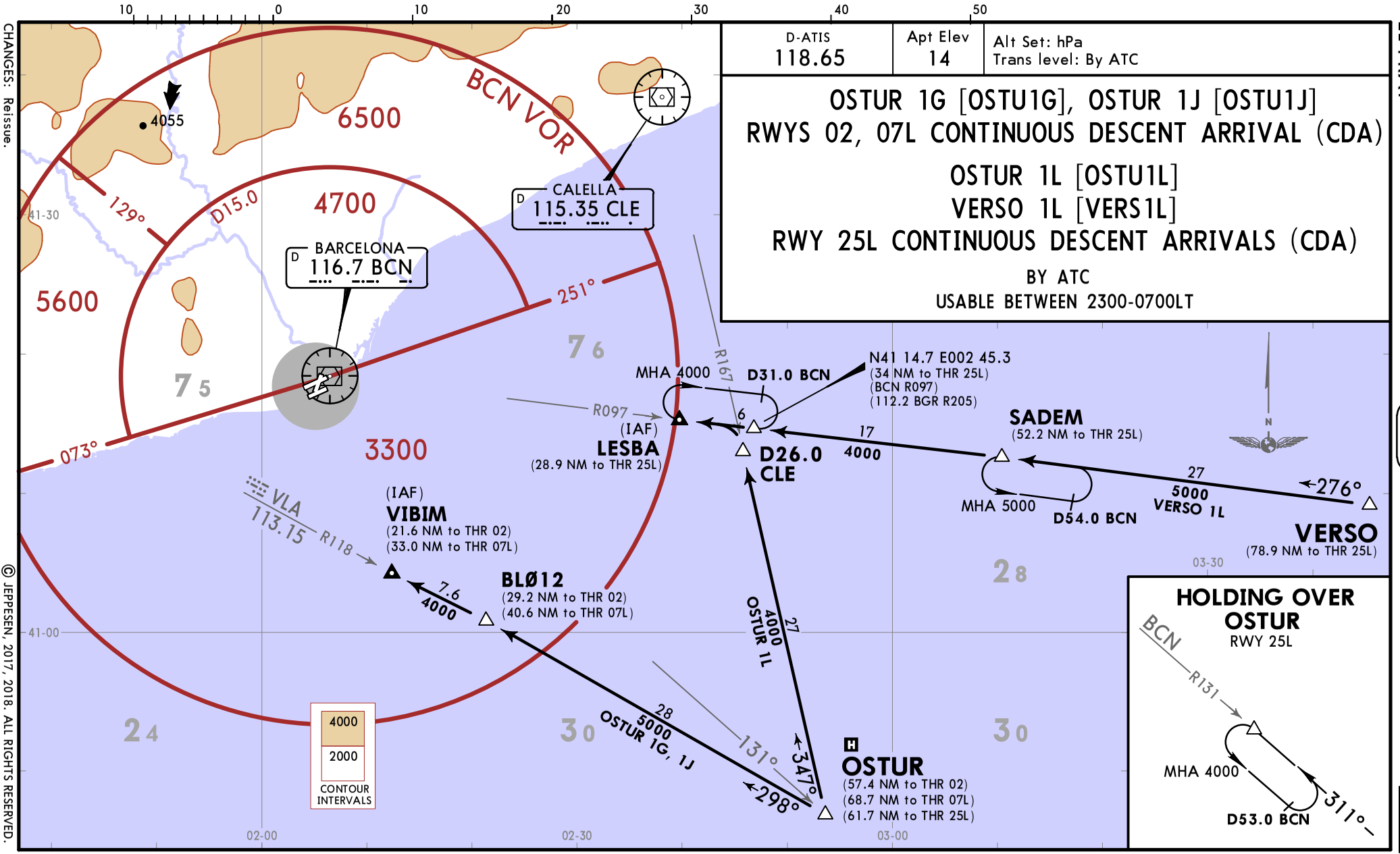
JEPPESEN
18 MAY 18 (10-2W) Eff 24 May

BARCELONA, SPAIN
STAR



CHANGES: None.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.



LEBL/BCN
EL PRAT

18 MAY 18

JEPPESEN
10-2X
Eff 24 May

BARCELONA, SPAIN
STAR

JEPPESEN
JeppView 3.6.2.0

5.2.57 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.58 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

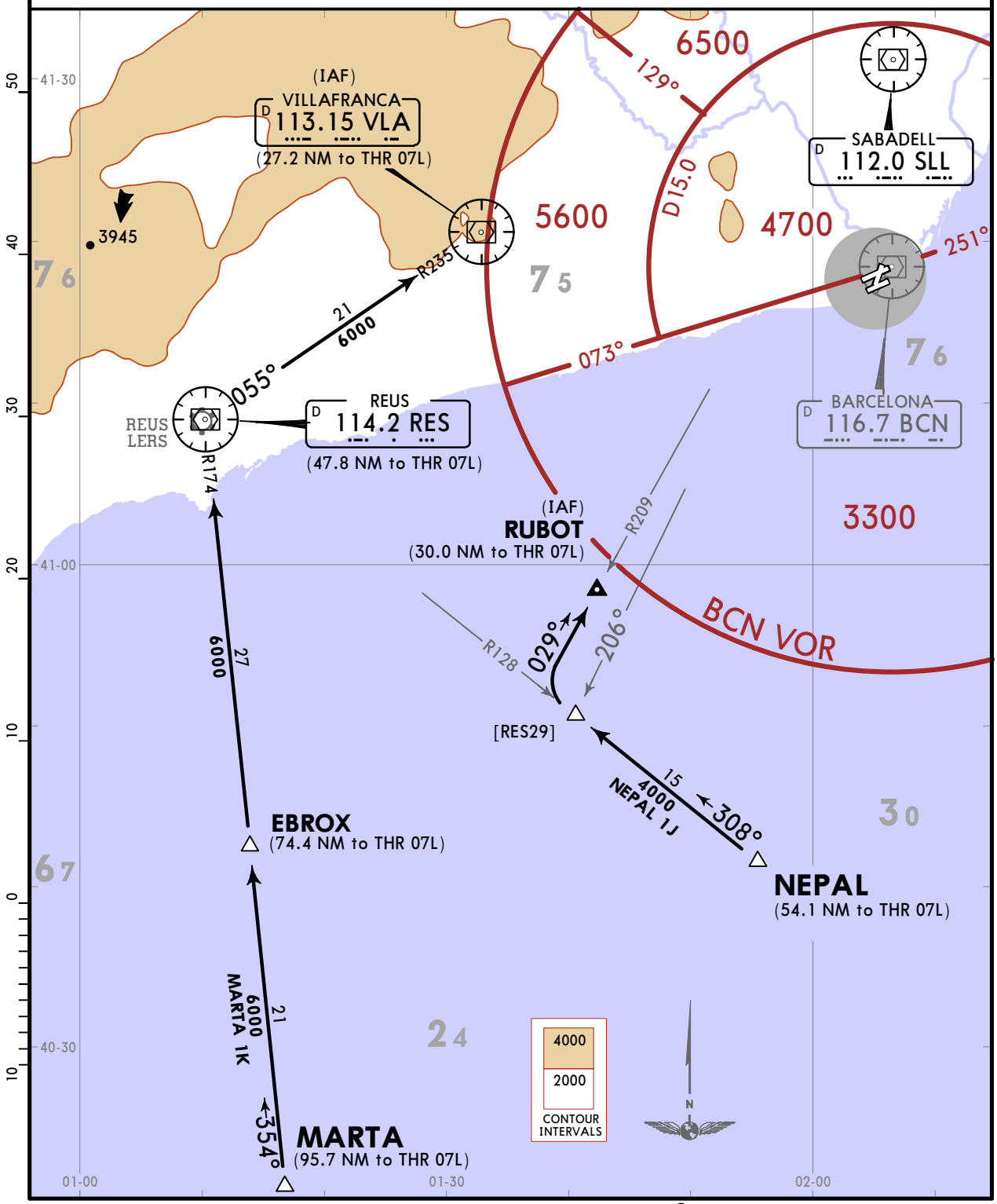
JEPPESEN
18 MAY 18 (10-2X1) Eff 24 May

BARCELONA, SPAIN
STAR

D-ATIS	Apt Elev	
118.650	14	Alt Set: hPa Trans level: By ATC

MARTA 1K [MART1K], NEPAL 1J [NEPA1J]
RWY 07L CONTINUOUS DESCENT ARRIVAL (CDA)

BY ATC
USABLE BETWEEN 2300-0700LT



CHANGES: CDA NEPAL 1G withdrawn.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.59 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

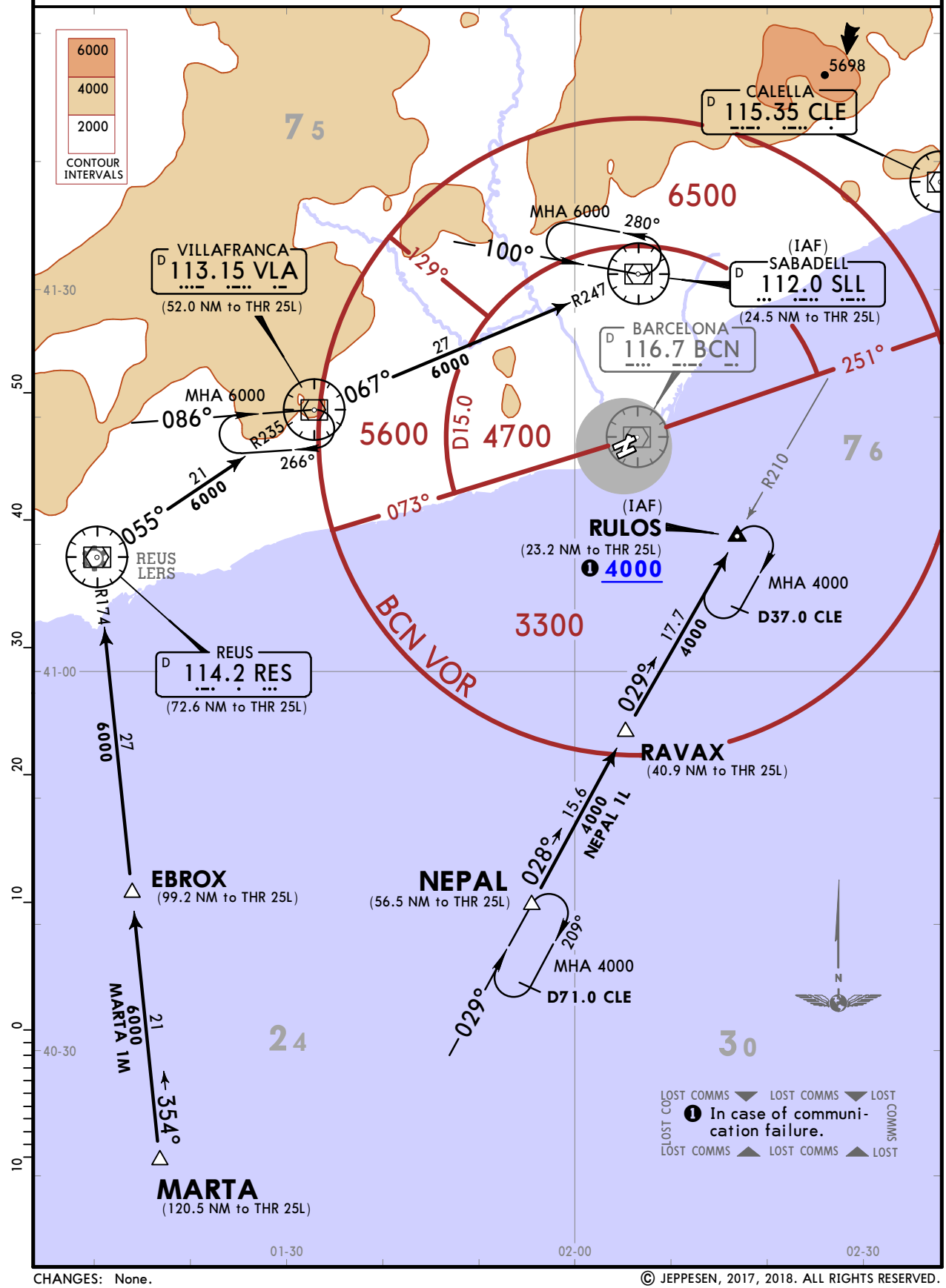
LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18 (10-2X2) Eff 24 May

BARCELONA, SPAIN
STAR

D-ATIS	Apt Elev	
118.650	14	Alt Set: hPa Trans level: By ATC

MARTA 1M [MART1M]
NEPAL 1L [NEPA1L]
RWY 25L CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT

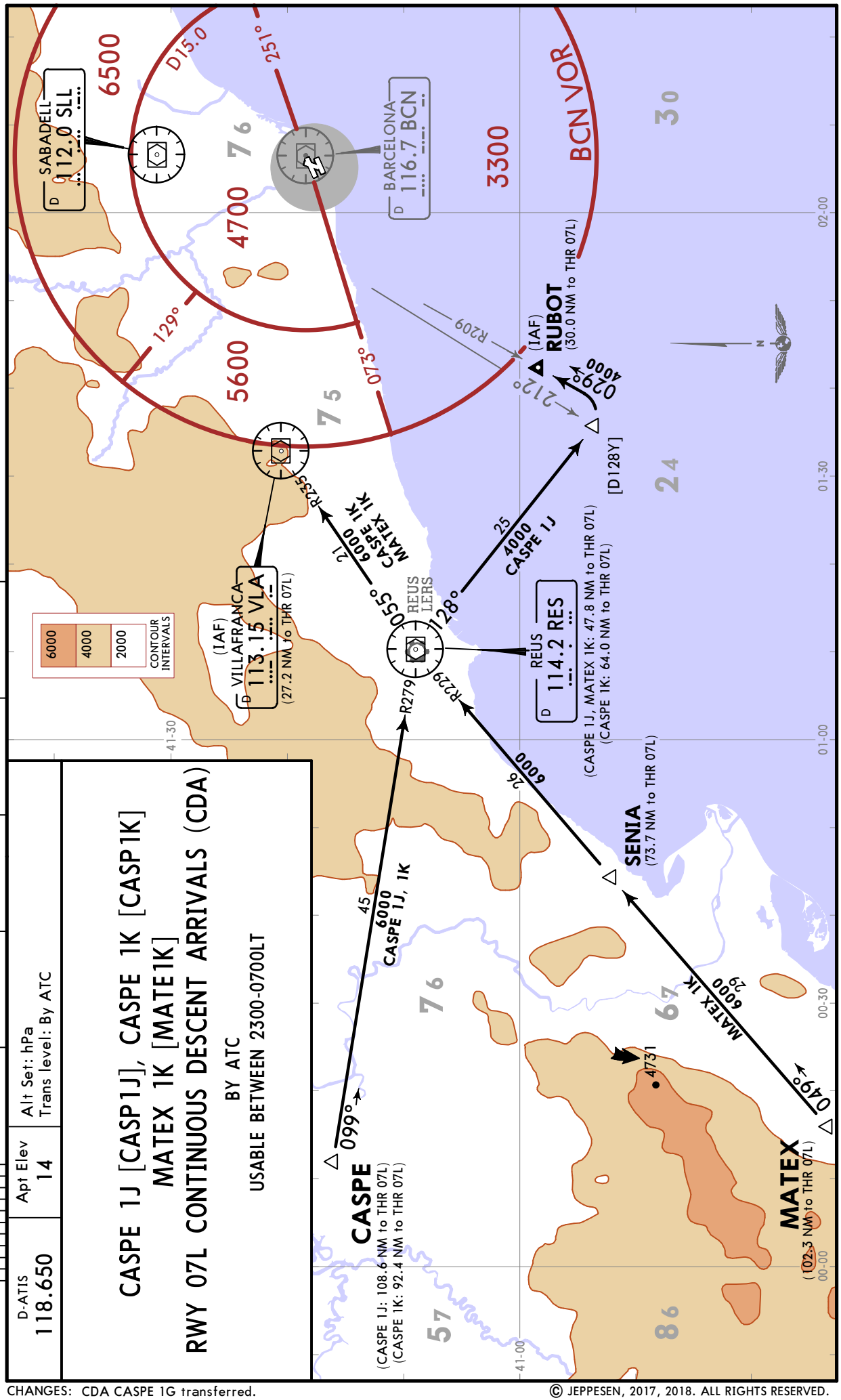


© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN EL PRAT

JEPPESEN 18 MAY 18 (10-2X3) Eff 24 May

BARCELONA, SPAIN STAR



D-ATIS 118.650

Apt Elev 14

Alt Set: hPa
Trans level: By ATC

CASPE 1J [CASP1J], CASPE 1K [CASP1K]
MATEX 1K [MATE1K]
RWY 07L CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC
USABLE BETWEEN 2300-0700LT

CHANGES: CDA CASPE 1G transferred.

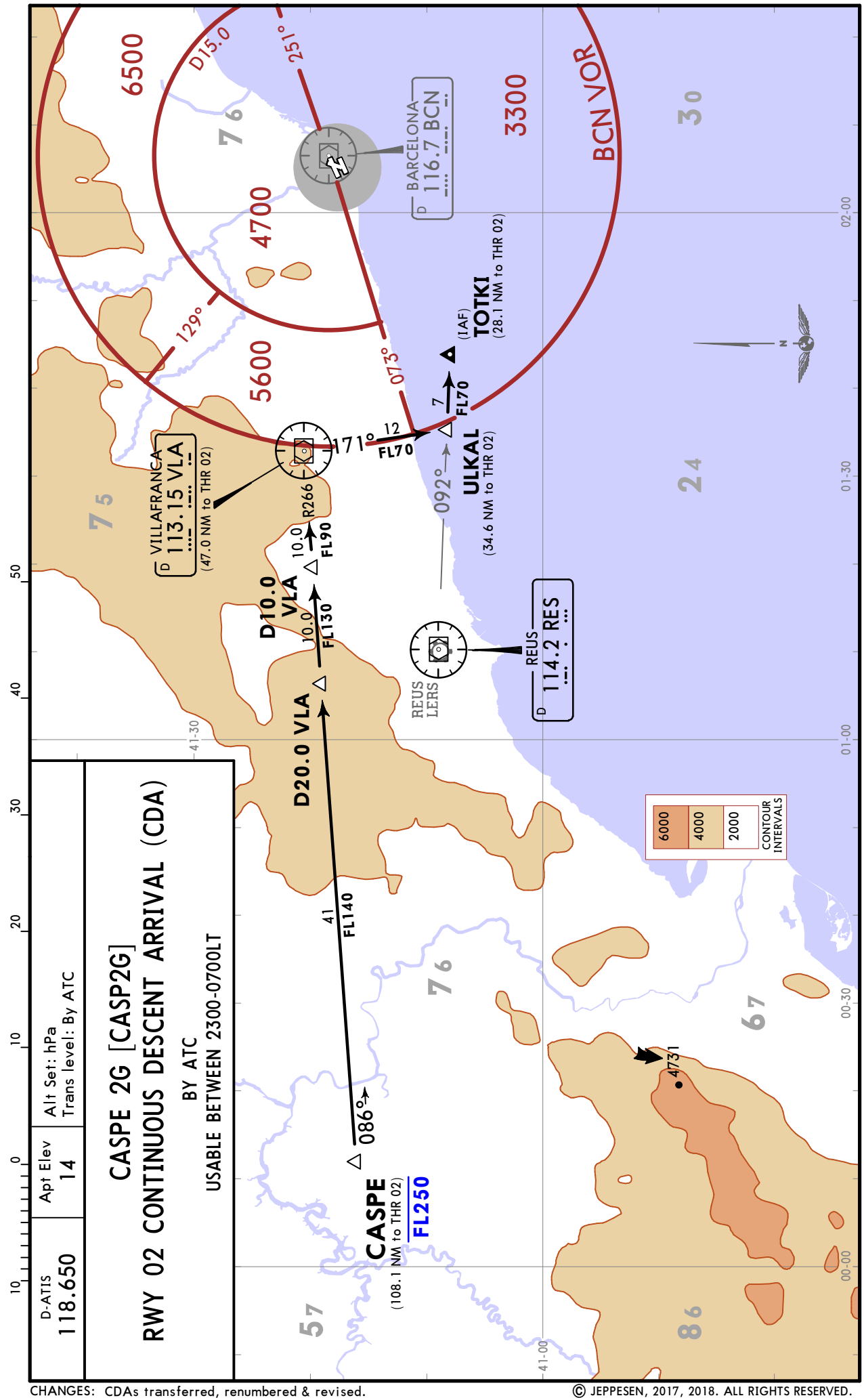
© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.61 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18 (10-2X4) Eff 24 May

BARCELONA, SPAIN
STAR



D-ATIS 118.650

Apt Elev 14

Alt Set: hPa
Trans level: By ATC

CASPE 2G [CASP2G]
RWY 02 CONTINUOUS DESCENT ARRIVAL (CDA)

BY ATC
USABLE BETWEEN 2300-0700LT

CHANGES: CDAs transferred, renumbered & revised.

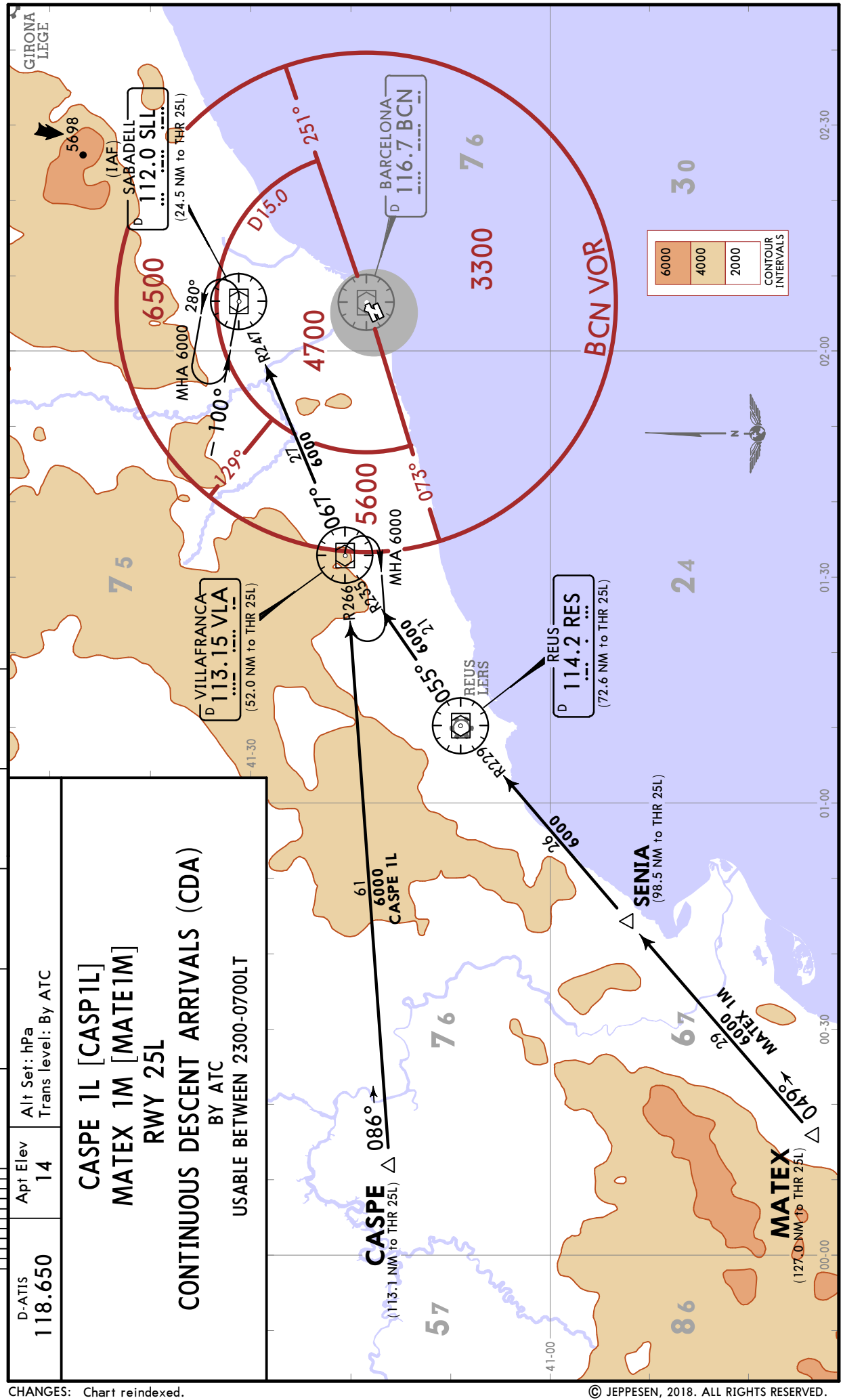
© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.62 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18 (10-2X5) Eff 24 May

BARCELONA, SPAIN
STAR



D-ATIS
118.650

Apt Elev
14

Alt Set: hPa
Trans level: By ATC

CASPE 1L [CASP1L]
MATEX 1M [MATE1M]
RWY 25L
CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT

CHANGES: Chart reindexed.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.2.63 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18 (10-2X6) Eff 24 May

BARCELONA, SPAIN
STAR

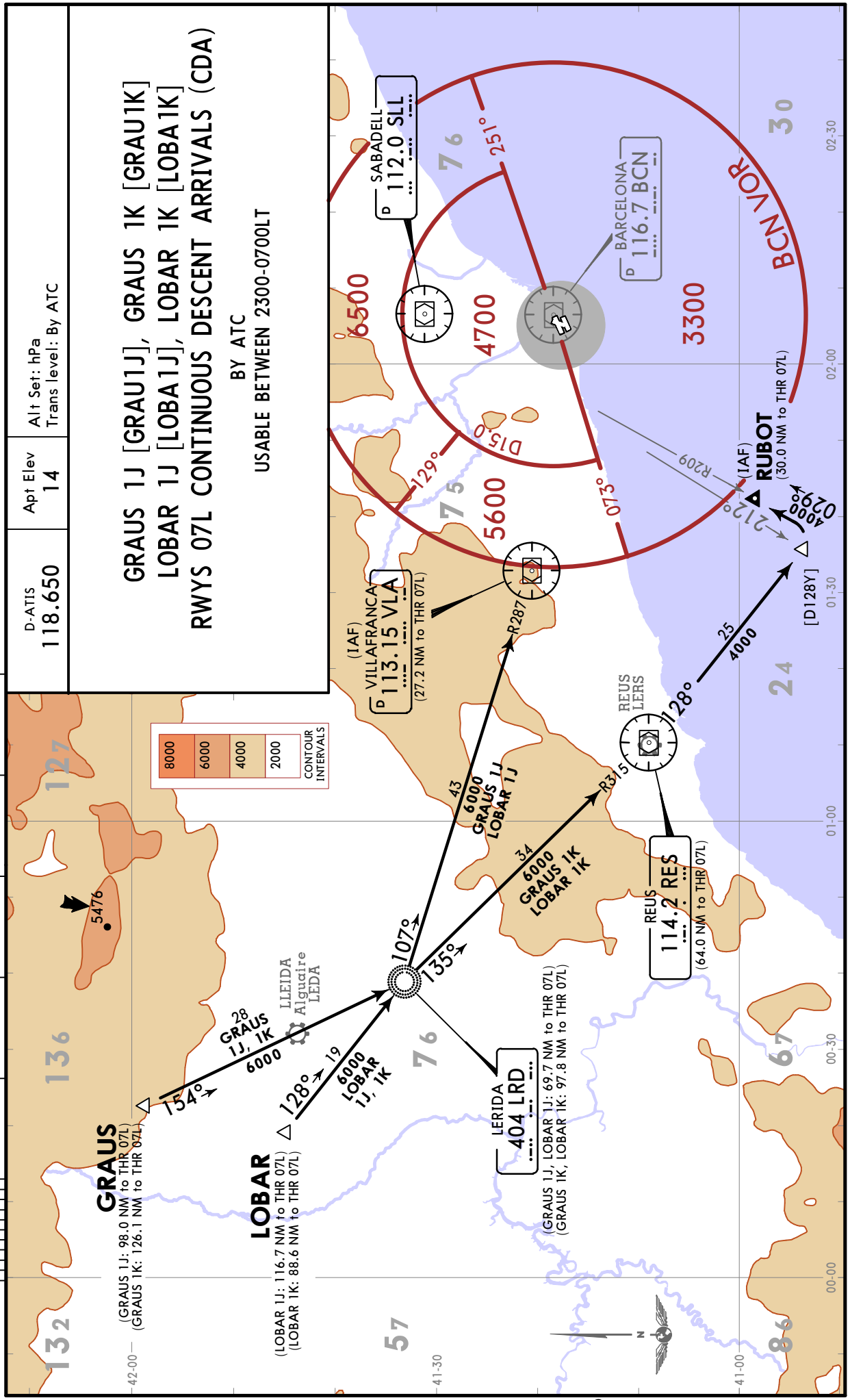
D-ATIS 118.650

Apt Elev 14

Alt Set: hPa
Trans level: By ATC

GRAUS 1J [GRAU1J], GRAUS 1K [GRAU1K]
LOBAR 1J [LOBA1J], LOBAR 1K [LOBA1K]
RWYS 07L CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC
USABLE BETWEEN 2300-0700LT



CHANGES: CDAs transferred.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.2.64 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

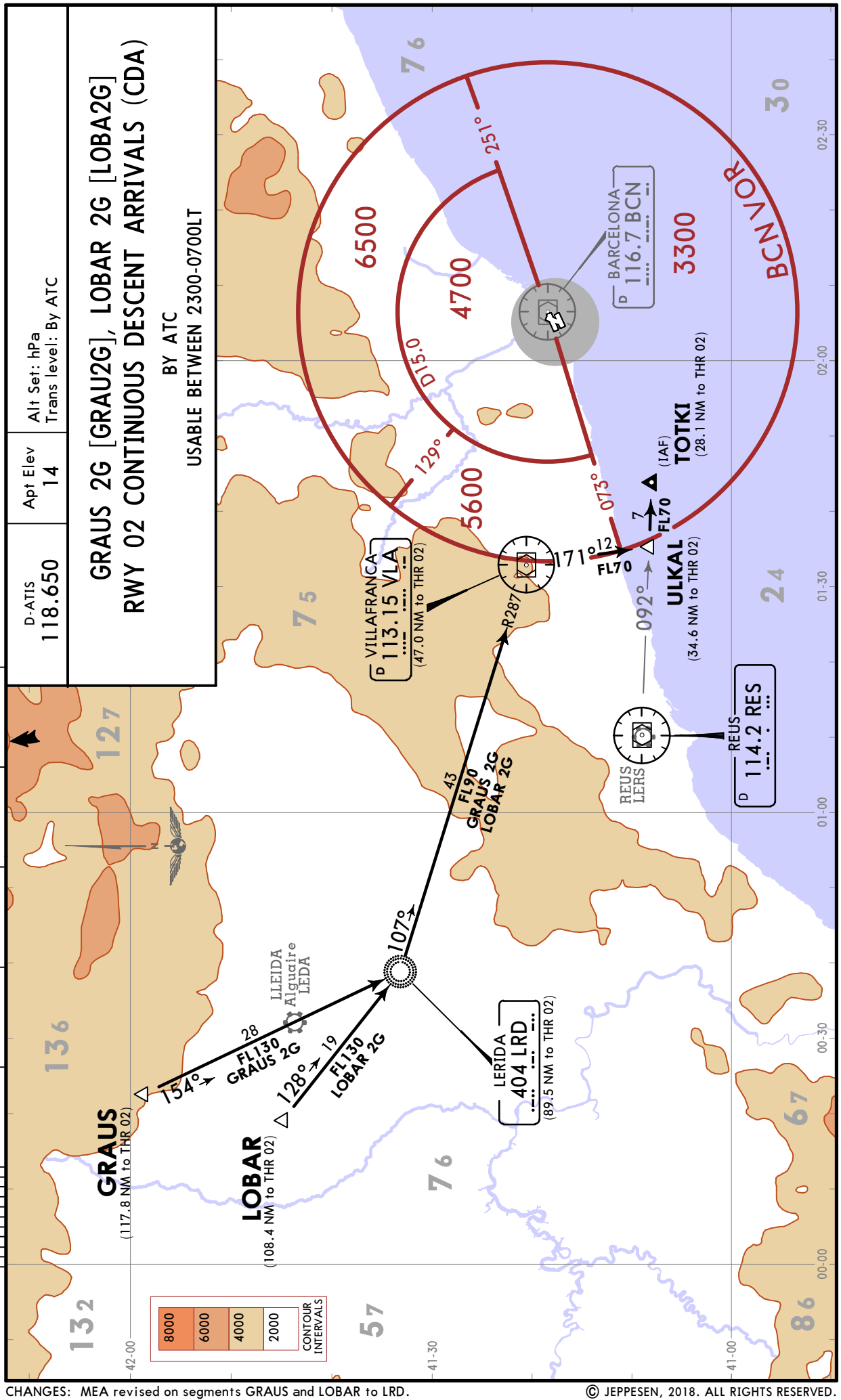
JEPPESEN
10 AUG 18 (10-2X7)

BARCELONA, SPAIN
STAR

GRAUS 2G [GRAU2G], LOBAR 2G [LOBA2G]
RWY 02 CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC
USABLE BETWEEN 2300-0700LT

D-ATIS 118.650
Apt Elev 14
Alt Set: hPa
Trans level: By ATC



CHANGES: MEA revised on segments GRAUS and LOBAR to LRD.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.2.65 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN
10 AUG 18 (10-2X8)

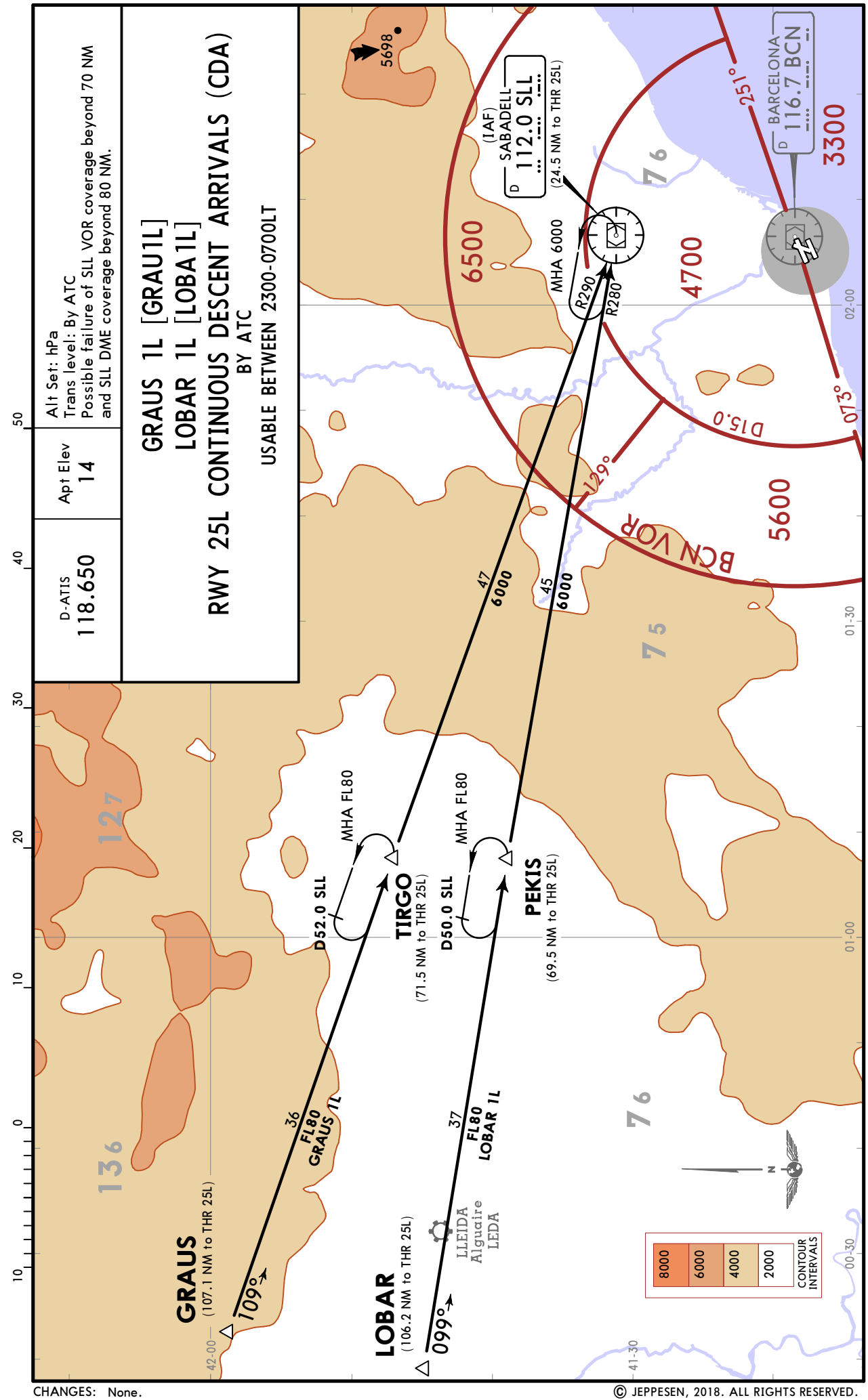
BARCELONA, SPAIN
STAR

D-ATIS 118.650

Apt Elev 14

Alt Set: hPa
Trans level: By ATC
Possible failure of SLL VOR coverage beyond 70 NM and SLL DME coverage beyond 80 NM.

GRAUS 1L [GRAU1L]
LOBAR 1L [LOBA1L]
RWY 25L CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT



CHANGES: None.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN
26 JAN 18 (10-3) Eff 1 Feb

BARCELONA, SPAIN
RNAV SID

RNAV SID DESIGNATION	REFER TO CHART
AGENA 1S, 1T	10-3B
AGENA 2P, 3Q	10-3C
AGENA 2R	10-3D
DALIN 1S, 1T	10-3E
DALIN 2P, 3Q	10-3F
DALIN 2R	10-3G
DUNES 1S, 1T	10-3H
DUNES 2P, 3Q	10-3J
DUNES 2R	10-3J01
GRAUS 1S, 1T	10-3J02
GRAUS 2P, 3Q	10-3J03
GRAUS 2R	10-3J04
GRAUS 1N, 1Z	10-3J05
LARPA 1S, 1T	10-3J06
LARPA 2P, 3Q	10-3J07
LARPA 2R	10-3J08
LOBAR 1S, 1T	10-3J09
LOBAR 2P, 3Q	10-3J10
LOBAR 2R	10-3J11
LOBAR 1N, 1Z	10-3J12
LOTOS 1S, 1T	10-3K
LOTOS 2P, 3Q	10-3L
LOTOS 2R	10-3L1
MOPAS 1S, 1T	10-3L2
MOPAS 2P, 3Q	10-3L3
MOPAS 2R	10-3L4
MOPAS 1N, 1Z	10-3L5
OKABI 1S, 1T	10-3L6
OKABI 2P, 3Q	10-3L7
OKABI 2R	10-3L8
OKABI 1N, 1Z	10-3M
SENIA 1S, 1T	10-3N
SENIA 2P, 3Q	10-3N1
SENIA 4R	10-3N2
VERSO 1S, 1T	10-3N3
VERSO 2P, 3Q	10-3N4
VERSO 2R	10-3N5

FOR SID DESIGNATION REFER TO PAGE 10-3A

CHANGES: 1K & 1M RNAV SIDs reindexed 1S & 1T.

© JEPPESEN, 2010, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN
26 JAN 18 (10-3A) Eff 1 Feb

BARCELONA, SPAIN
SID

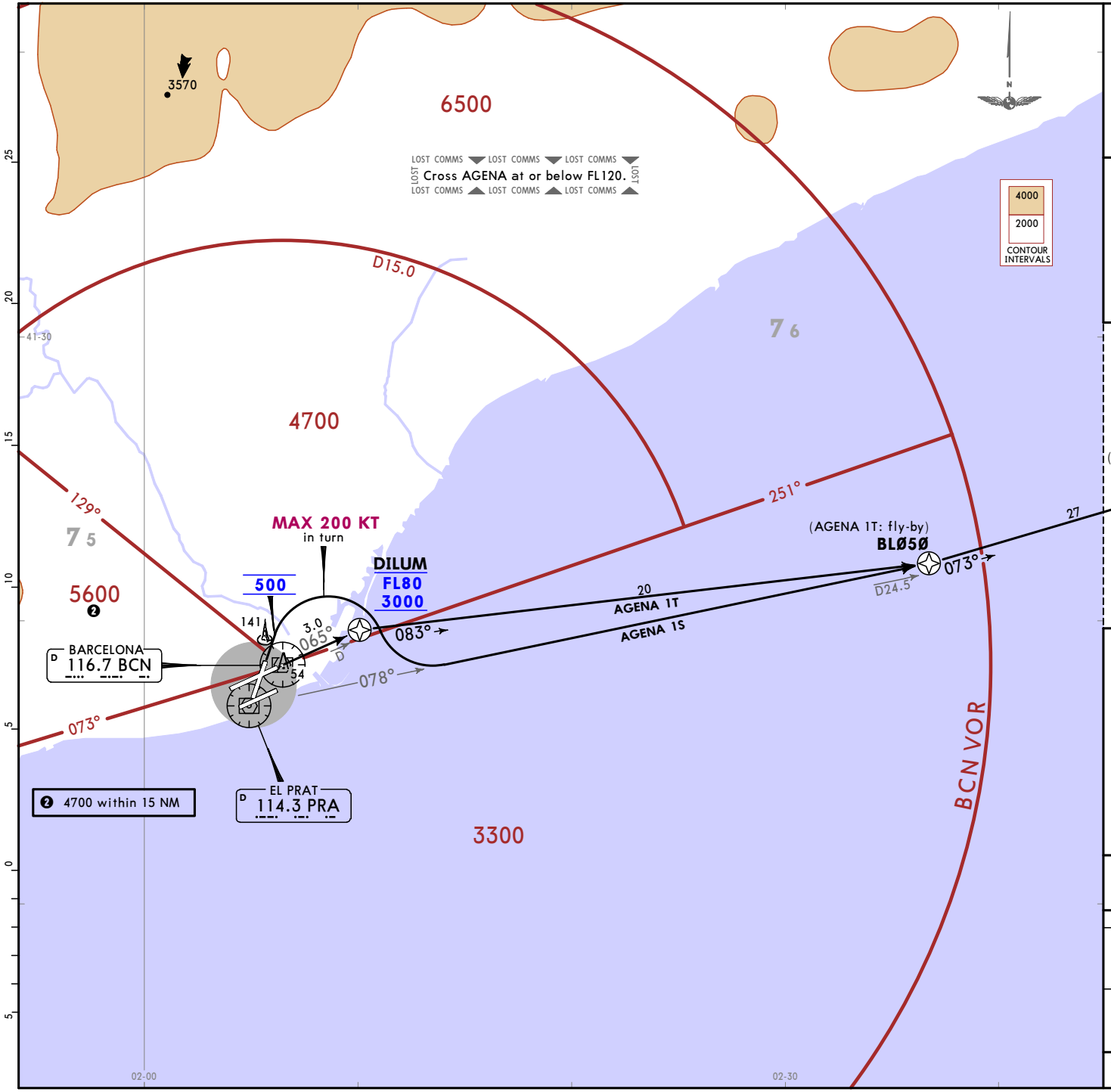
SID DESIGNATION	REFER TO CHART
AGENA 1C	10-3N6
AGENA 1A, 2B	10-3N7
AGENA 3D, 1F	10-3N8
CALELLA 1C	10-3P
CALELLA 1A, 1B	10-3Q
CALELLA 2D, 1F	10-3Q1
DALIN 1C	10-3Q2
DALIN 1A, 2B	10-3Q3
DALIN 3D, 1F	10-3Q4
DUNES 1C	10-3Q5
DUNES 1A, 2B	10-3Q6
DUNES 3D, 1F	10-3Q7
GRAUS 1C	10-3Q8
GRAUS 1A, 5B	10-3S
GRAUS 6D, 1F	10-3T
LARPA 1C	10-3T1
LARPA 1A, 2B	10-3T2
LARPA 3D, 1F	10-3T3
LOBAR 1C	10-3T4
LOBAR 1A, 4B	10-3T5
LOBAR 5D, 1F	10-3T6
LOTOS 1C	10-3T7
LOTOS 1A, 2B	10-3T8
LOTOS 4D, 1F	10-3U
MOPAS 1C	10-3V
MOPAS 1A, 5B	10-3V1
MOPAS 7D, 1F	10-3V2
OKABI 1C	10-3V3
OKABI 1A, 5B	10-3V4
OKABI 6D, 1F	10-3V5
SENIA 1C	10-3V6
SENIA 1A, 4B	10-3V7
SENIA 6D, 1F	10-3V8
VERSO 1C	10-3W
VERSO 1A, 2B	10-3X
VERSO 3D, 1F	10-3X1
VILLAFRANCA 1C	10-3X2
VILLAFRANCA 1A, 1B	10-3X3
VILLAFRANCA 2D, 1F	10-3X4
CONTINGENCY DEPS	10-3X5

CHANGES: SIDs reindexed.

© JEPPESEN, 2010, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3B)
RNAV SID

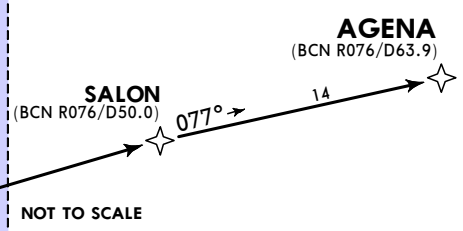


Apt Elev
14

Trans alt: 6000
1. BRNAV approval required.
2. These SIDs are restricted BRNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
3. EXPECT close-in obstacles.
4. For runway configuration refer to Airport Briefing pages.

AGENA 1S [AGEN1S]
AGENA 1T [AGEN1T]
RWYS 02, 07L
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of
AGENA 1S: 5.0% up to 1000.
AGENA 1T: 5.7% up to 1800.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.7% V/V (fpm)	433	577	866	1154	1443	1732

Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

SID	RWY	INITIAL CLIMB/ROUTING
AGENA 1S	02 ❶	Climb on runway heading to 500, turn RIGHT, intercept PRA R078 to BL050 (D24.5 PRA), then to SALON, then to AGENA.
AGENA 1T	07L	Climb on runway heading to BCN, BCN R065 to DILUM (D3.0 BCN), then to BL050, then to SALON, then to AGENA.

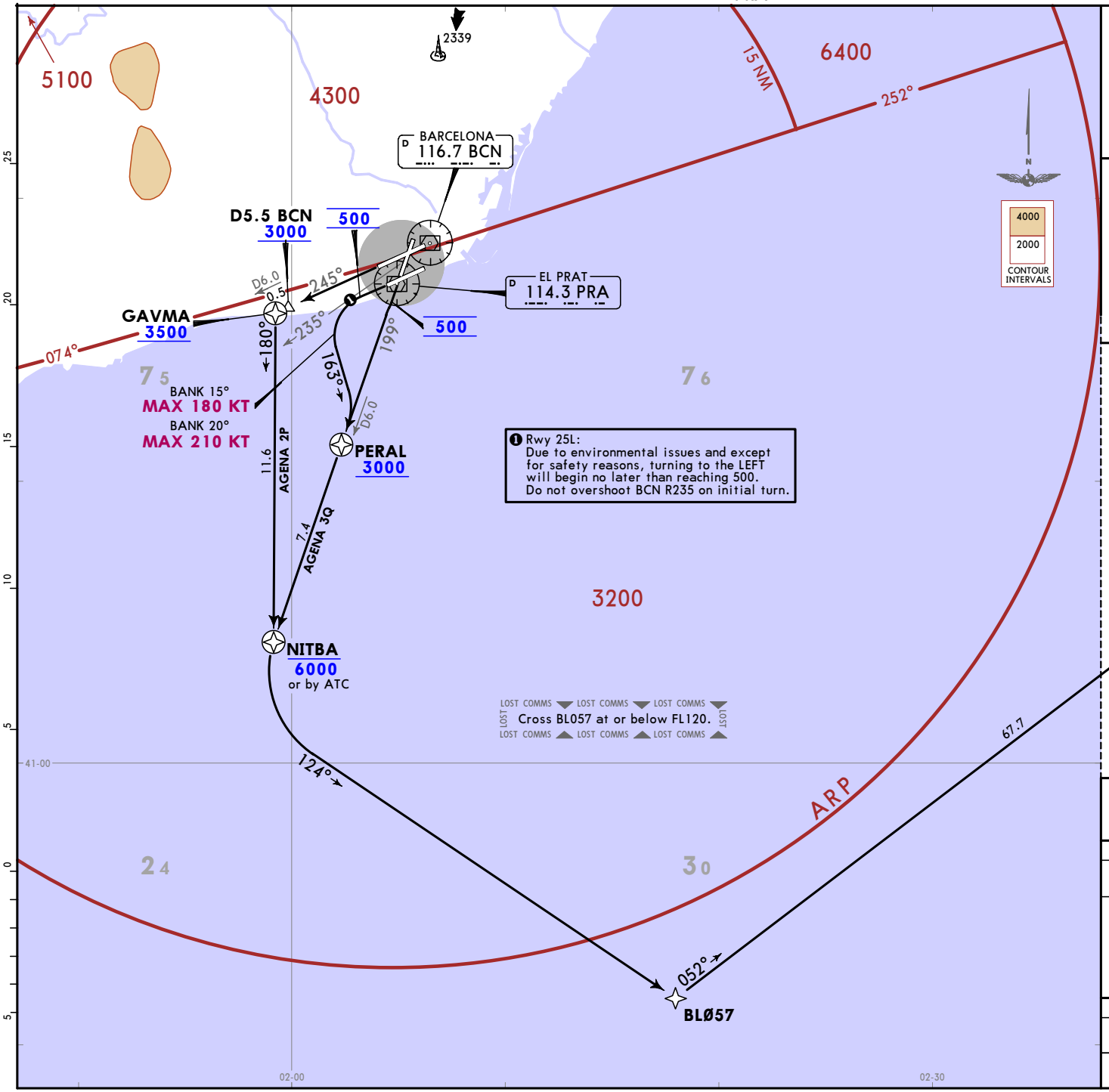
❶ Turns before departure end of runway (DER) are not allowed.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3C)
RNAV SID



Apt Elev
14

Trans alt: 6000
1. RNAV (DME/DME).
2. P-RNAV approval required.
3. DME associated to ILS are not usable for P-RNAV departures.
4. The RNAV (DME/DME) procedure starts once the initial conventional climbing has finished.
5. For runway configuration refer to Airport Briefing pages.

AGENA 2P [AGEN2P]
AGENA 3Q [AGEN3Q]
RWYS 25R, 20, 25L
RNAV DEPARTURES

SPEED: MAX 250 KT UNTIL FL100

Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

SID	RWY	INITIAL CLIMB
AGENA 2P	25R	Climb on BCN R245 to D5.5 BCN, then to GAVMA (D6.0 BCN).
AGENA 3Q	20	Climb on runway heading to 500, turn RIGHT, intercept PRA R199 to PERAL (D6.0 PRA).
	25L	Climb on runway heading to 500, turn LEFT, 163° track, intercept PRA R199 to PERAL (D6.0 PRA).

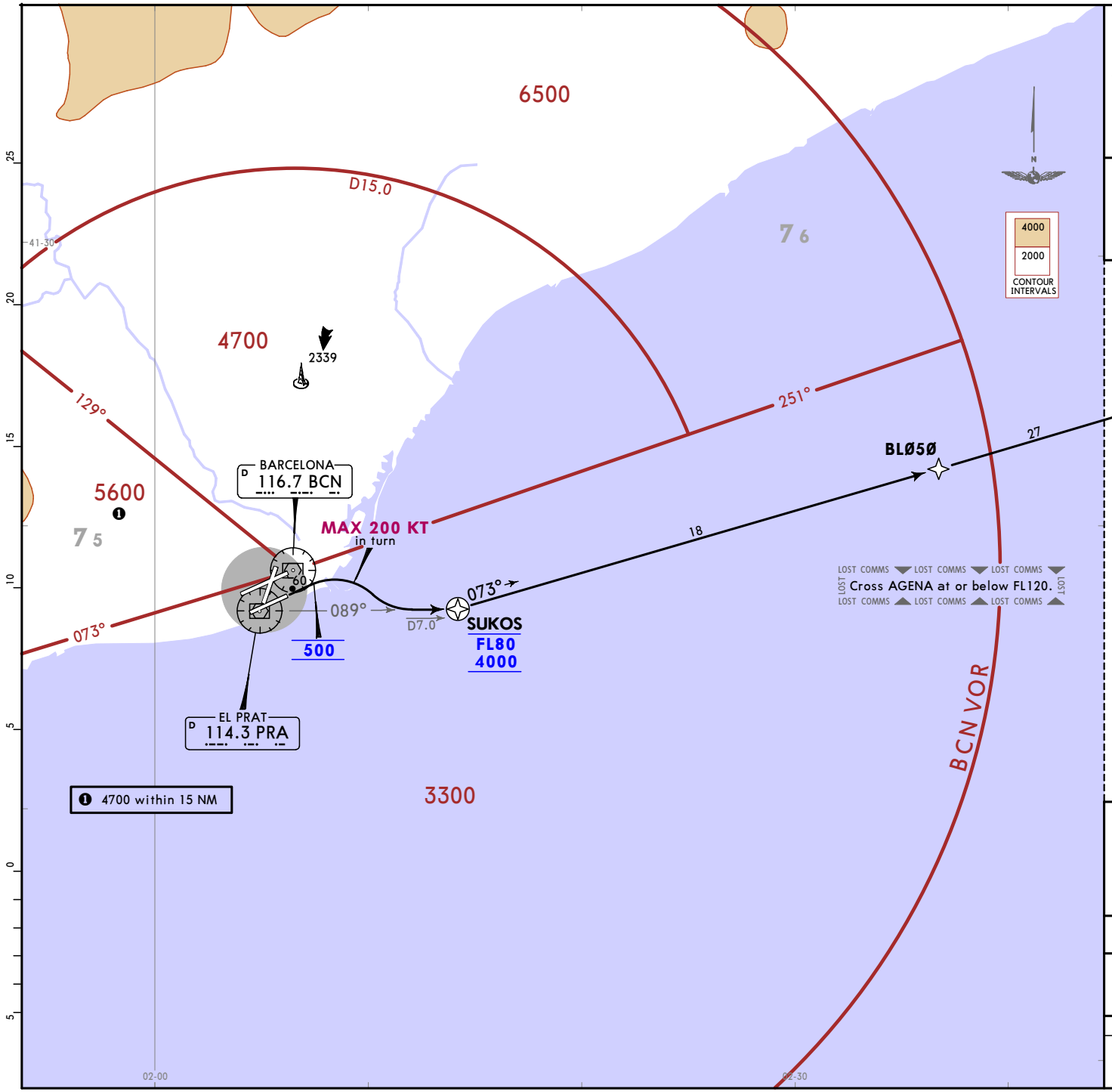
SID	ROUTING
AGENA 2P	GAVMA (3500+) - NITBA (6000-) - BL057 - AGENA.
AGENA 3Q	PERAL (3000+) - NITBA (6000-) - BL057 - AGENA.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3D)
RNAV SID



Apt Elev
14

Trans alt: 6000
1. BRNAV approval required.
2. This SID is a restricted BRNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
3. EXPECT close-in obstacles.
4. For runway configuration refer to Airport Briefing pages.

AGENA 2R [AGEN2R]
RWY 07R RNAV DEPARTURE
SPEED: MAX 250 KT BELOW FL100

NOT TO SCALE

This SID requires a minimum climb gradient of
4.8% up to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V(fpm)	365	486	729	972	1215	1458

Turns before departure end of runway (DER) are not allowed.

Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

INITIAL CLIMB/ROUTING

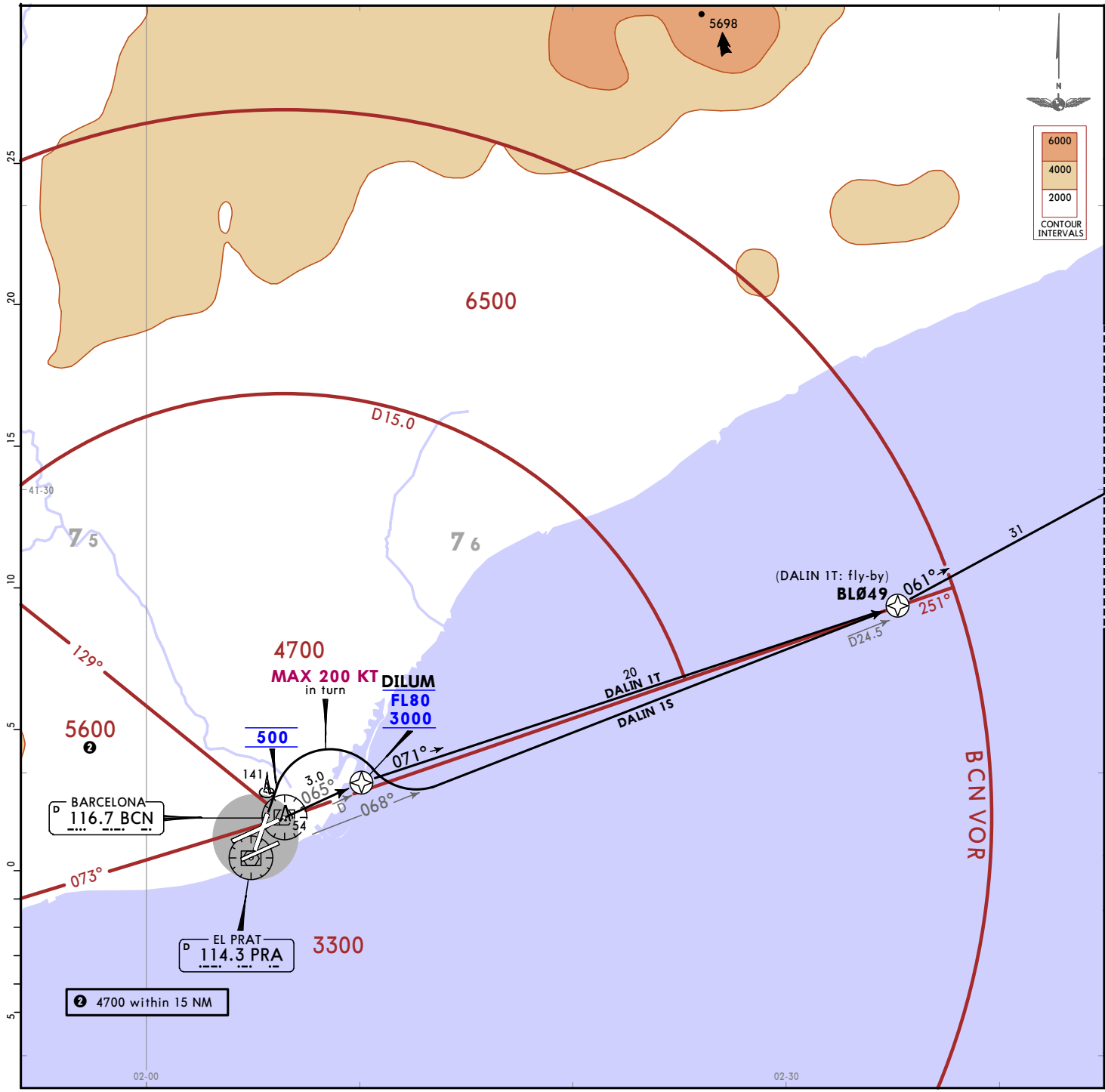
Climb on runway heading to 500, turn RIGHT, intercept PRA R089 to SUKOS (D7.0 PRA), then to BL050, then to SALON, then to AGENA.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3E)
RNAV SID

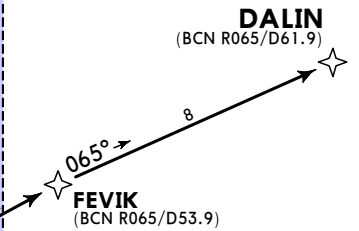


Apt Elev
14

Trans alt: 6000
1. **BRNAV approval required.**
2. These SIDs are restricted BRNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
3. EXPECT close-in obstacles.
4. For runway configuration refer to Airport Briefing pages.

DALIN 1S [DALI1S]
DALIN 1T [DALI1T]
RWYS 02, 07L
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100



NOT TO SCALE

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
LOST Cross DALIN at or below FL120. LOST
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

These SIDs require minimum climb gradients of
DALIN 1S: 5.0% up to 1000.
DALIN 1T: 5.7% up to 1800.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.7% V/V (fpm)	433	577	866	1154	1443	1732

Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

SID	RWY	INITIAL CLIMB/ROUTING
DALIN 1S	02 ❶	Climb on runway heading to 500, turn RIGHT, intercept PRA R068 to BL049 (D24.5 PRA), then to FEVIK, then to DALIN.
DALIN 1T	07L	Climb on runway heading to BCN, BCN R065 to DILUM (D3.0 BCN), then to BL049, then to FEVIK, then to DALIN.

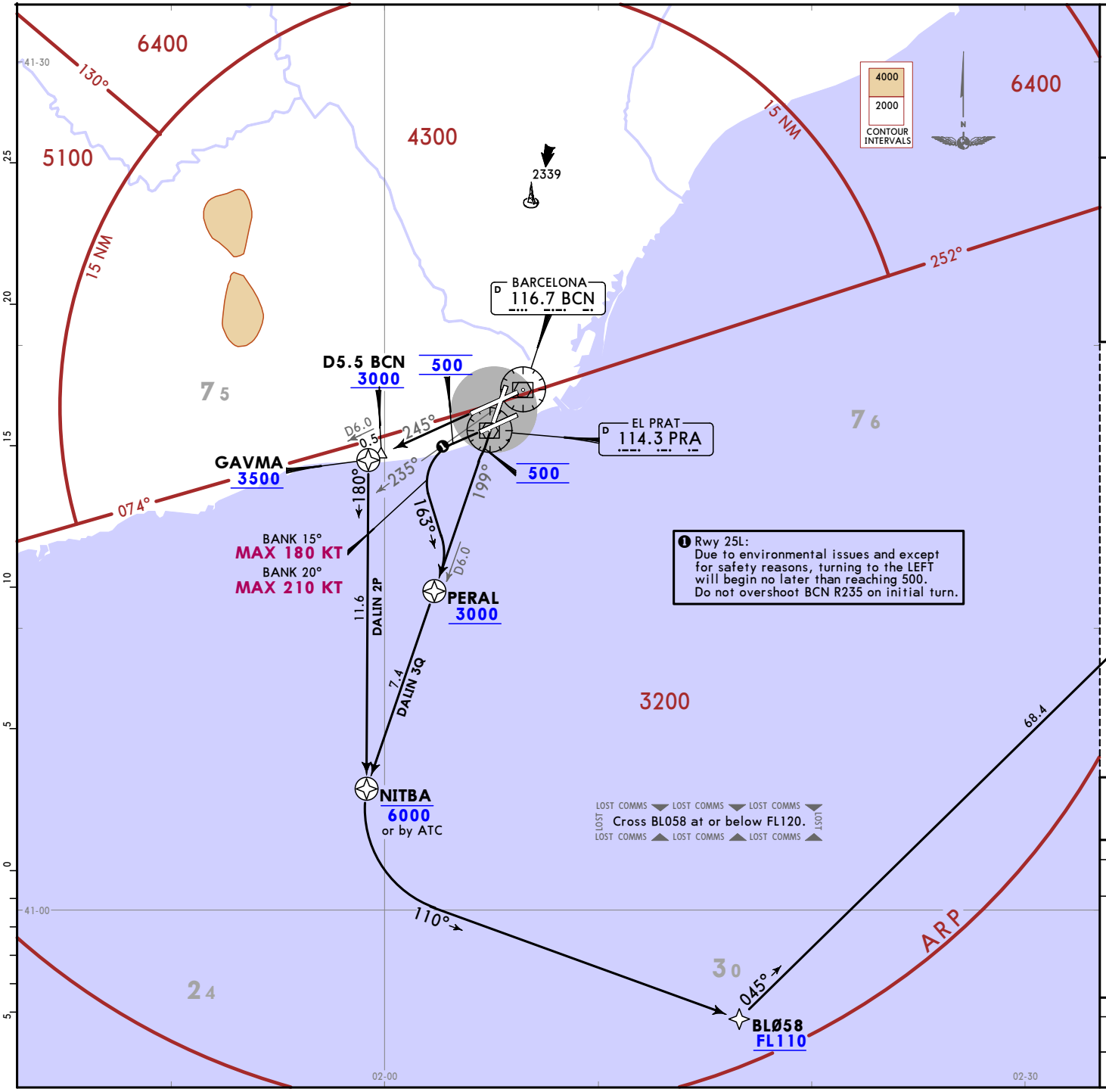
❶ Turns before departure end of runway (DER) are not allowed.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.72 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT



Apt Elev 14

Trans alt: 6000
1. **RNAV (DME/DME).**
2. **P-RNAV approval required.**
3. **DME associated to ILS are not usable for P-RNAV departures.**
4. The RNAV (DME/DME) procedure starts once the initial conventional climbing has finished.
5. For runway configuration refer to Airport Briefing pages.

DALIN 2P [DALI2P]
DALIN 3Q [DALI3Q]
RWYS 25R, 20, 25L
RNAV DEPARTURES

SPEED: MAX 250 KT UNTIL FL100

Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

SID	RWY	INITIAL CLIMB
DALIN 2P	25R	Climb on BCN R245 to D5.5 BCN, then to GAVMA (D6.0 BCN).
DALIN 3Q	20	Climb on runway heading to 500, turn RIGHT, intercept PRA R199 to PERAL (D6.0 PRA).
	25L	Climb on runway heading to 500, turn LEFT, 163° track, intercept PRA R199 to PERAL (D6.0 PRA).

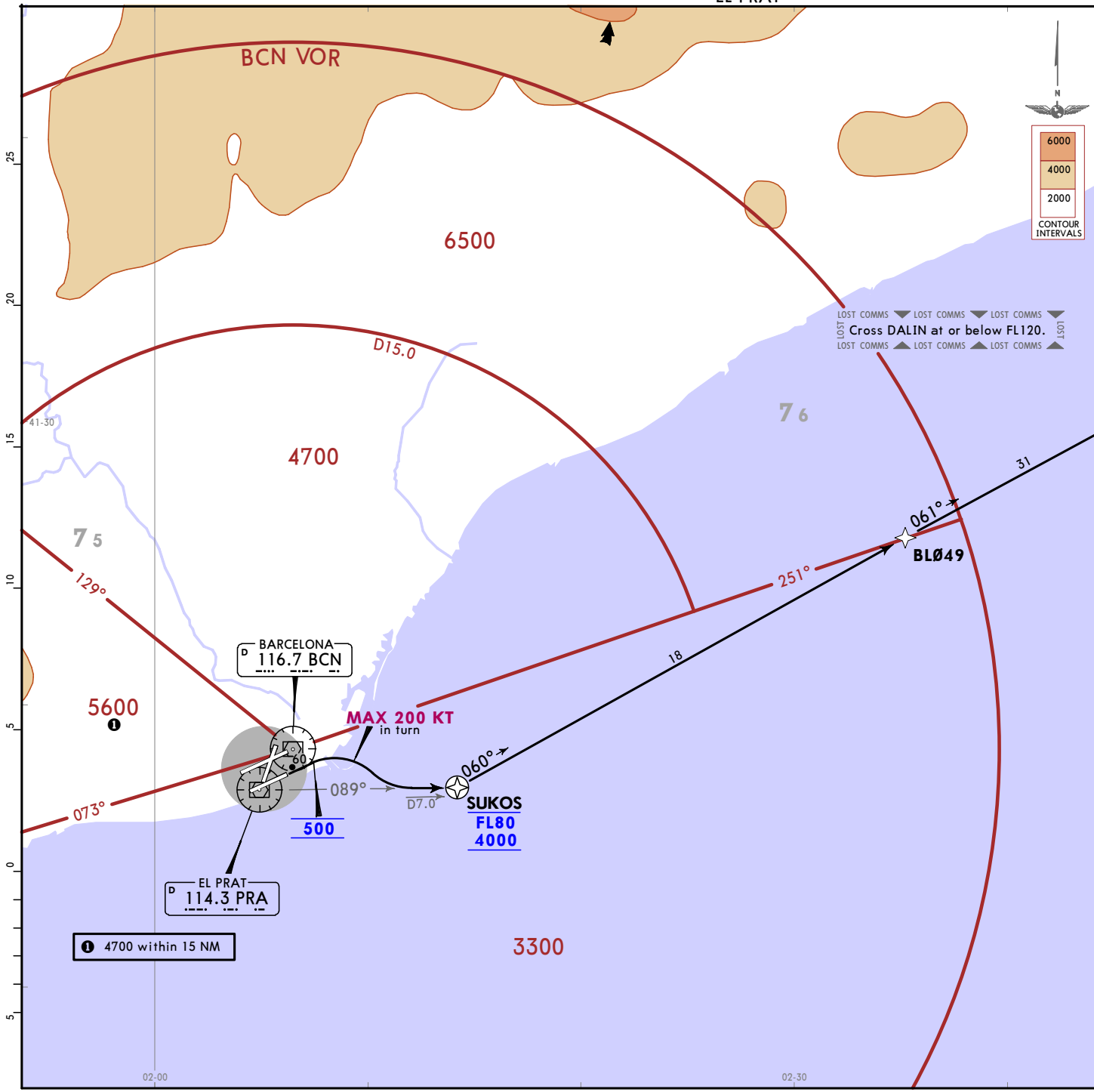
SID	ROUTING
DALIN 2P	GAVMA (3500+) - NITBA (6000-) - BL058 (FL110+) - DALIN.
DALIN 3Q	PERAL (3000+) - NITBA (6000-) - BL058 (FL110+) - DALIN.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.73 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT



NOT TO SCALE

Apt Elev
14

Trans alt: 6000
1. BRNAV approval required.
2. This SID is a restricted BRNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
3. EXPECT close-in obstacles.
4. For runway configuration refer to Airport Briefing pages.

DALIN 2R [DALI2R]
RWY 07R RNAV DEPARTURE

SPEED: MAX 250 KT BELOW FL100

This SID requires a minimum climb gradient of 4.8% up to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V(fpm)	365	486	729	972	1215	1458

Turns before departure end of runway (DER) are not allowed.

Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

INITIAL CLIMB/ROUTING

Climb on runway heading to 500, turn RIGHT, intercept PRA R089 to SUKOS (D7.0 PRA), then to BL049, then to FEVIK, then to DALIN.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

CHANGES: Reissue.

5.2.74 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

10 AUG 18

10-3H

JEPPESEN

BARCELONA, SPAIN

RNAV SID

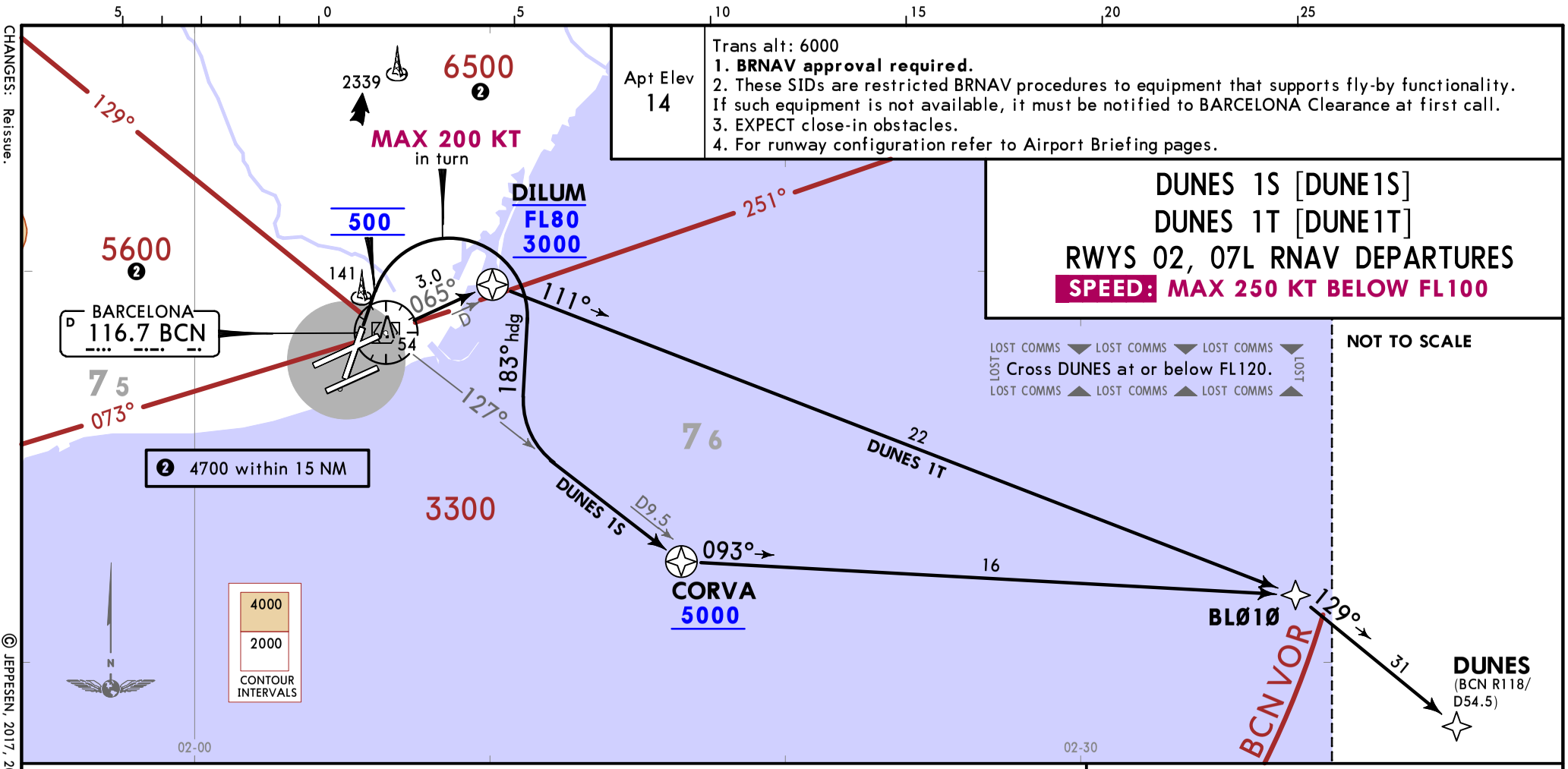
JEPPESEN
JeppView 3.6.2.0

Apt Elev
14

Trans alt: 6000
1. **BRNAV approval required.**
2. These SIDs are restricted BRNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
3. EXPECT close-in obstacles.
4. For runway configuration refer to Airport Briefing pages.

DUNES 1S [DUNE1S]
DUNES 1T [DUNE1T]
RWYS 02, 07L RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100



Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

SID	RWY	INITIAL CLIMB/ROUTING
DUNES 1S	02 ❶	Climb on runway heading to 500, turn RIGHT, 183° heading, intercept BCN R127 to CORVA (D9.5 BCN), then to BL010, then to DUNES.
DUNES 1T	07L	Climb on runway heading to BCN, BCN R065 to DILUM (D3.0 BCN), then to BL010, then to DUNES.

❶ Turns before departure end of runway (DER) are not allowed.

These SIDs require minimum climb gradients of
DUNES 1S: 5.0% up to 1000.
DUNES 1T: 5.7% up to 1800.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.7% V/V (fpm)	433	577	866	1154	1443	1732

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.75 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

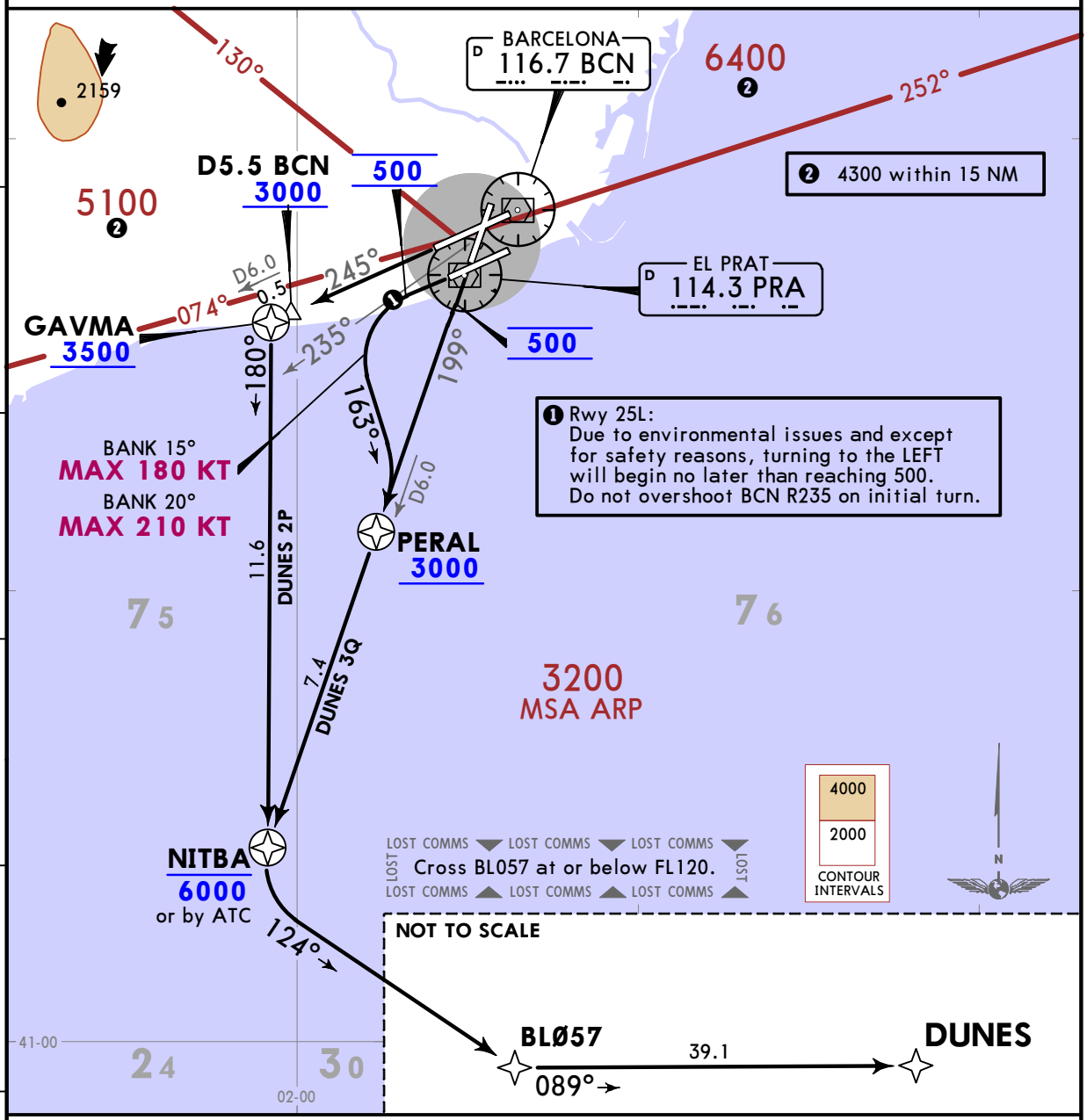
LEBL/BCN
EL PRAT

JEPPESEN
10 AUG 18 (10-3J)

BARCELONA, SPAIN
RNAV SID

Apt Elev	
14	Trans alt: 6000 1. **RNAV (DME/DME).** 2. **P-RNAV approval required.** 3. **DME associated to ILS are not usable for P-RNAV departures.** 4. The RNAV (DME/DME) procedure starts once the initial conventional climbing has finished. 5. For runway configuration refer to Airport Briefing pages.

DUNES 2P [DUNE2P]
DUNES 3Q [DUNE3Q]
RWYS 25R, 20, 25L RNAV DEPARTURES
SPEED: MAX 250 KT UNTIL FL100



Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

SID	RWY	INITIAL CLIMB
DUNES 2P	25R	Climb on BCN R245 to D5.5 BCN, then to GAVMA (D6.0 BCN).
DUNES 3Q	20	Climb on runway heading to 500, turn RIGHT, intercept PRA R199 to PERAL (D6.0 PRA).
	25L	Climb on runway heading to 500, turn LEFT, 163° track, intercept PRA R199 to PERAL (D6.0 PRA).

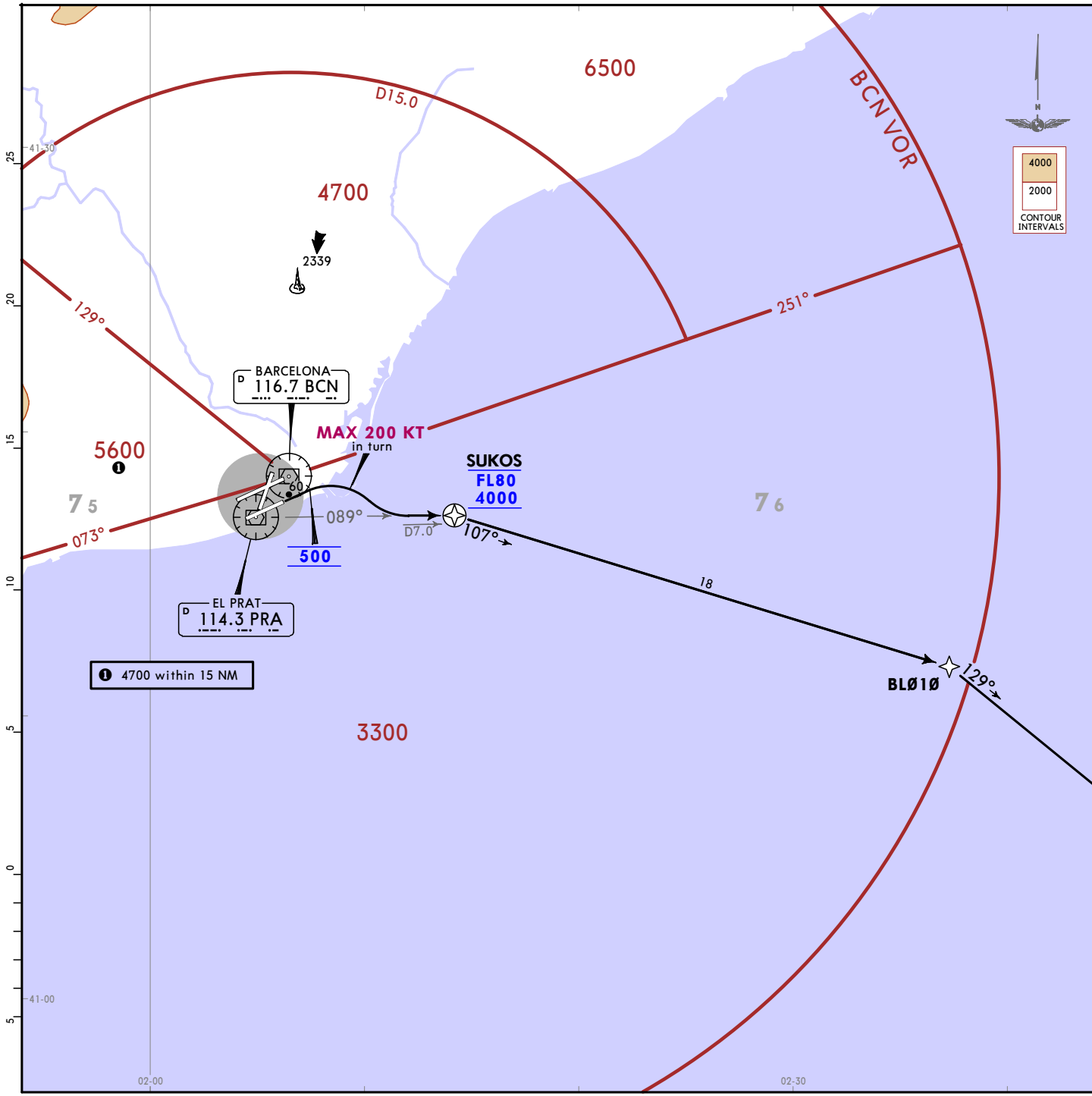
SID	ROUTING
DUNES 2P	GAVMA (3500+) - NITBA (6000-) - BL057 - DUNES.
DUNES 3Q	PERAL (3000+) - NITBA (6000-) - BL057 - DUNES.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3J01)
RNAV SID



Apt Elev
14

Trans alt: 6000
1. BRNAV approval required.
2. This SID is a restricted BRNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
3. EXPECT close-in obstacles.
4. For runway configuration refer to Airport Briefing pages.

DUNES 2R [DUNE2R]
RWY 07R RNAV DEPARTURE

SPEED: MAX 250 KT BELOW FL100

This SID requires a minimum climb gradient of
4.8% up to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V(fpm)	365	486	729	972	1215	1458

Turns before departure end of runway (DER) are not allowed.

Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

INITIAL CLIMB/ROUTING

Climb on runway heading to 500, turn RIGHT, intercept PRA R089 to SUKOS (D7.0 PRA), then to BL010, then to DUNES.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
LOST Cross DUNES at or below FL120. LOST
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

NOT TO SCALE

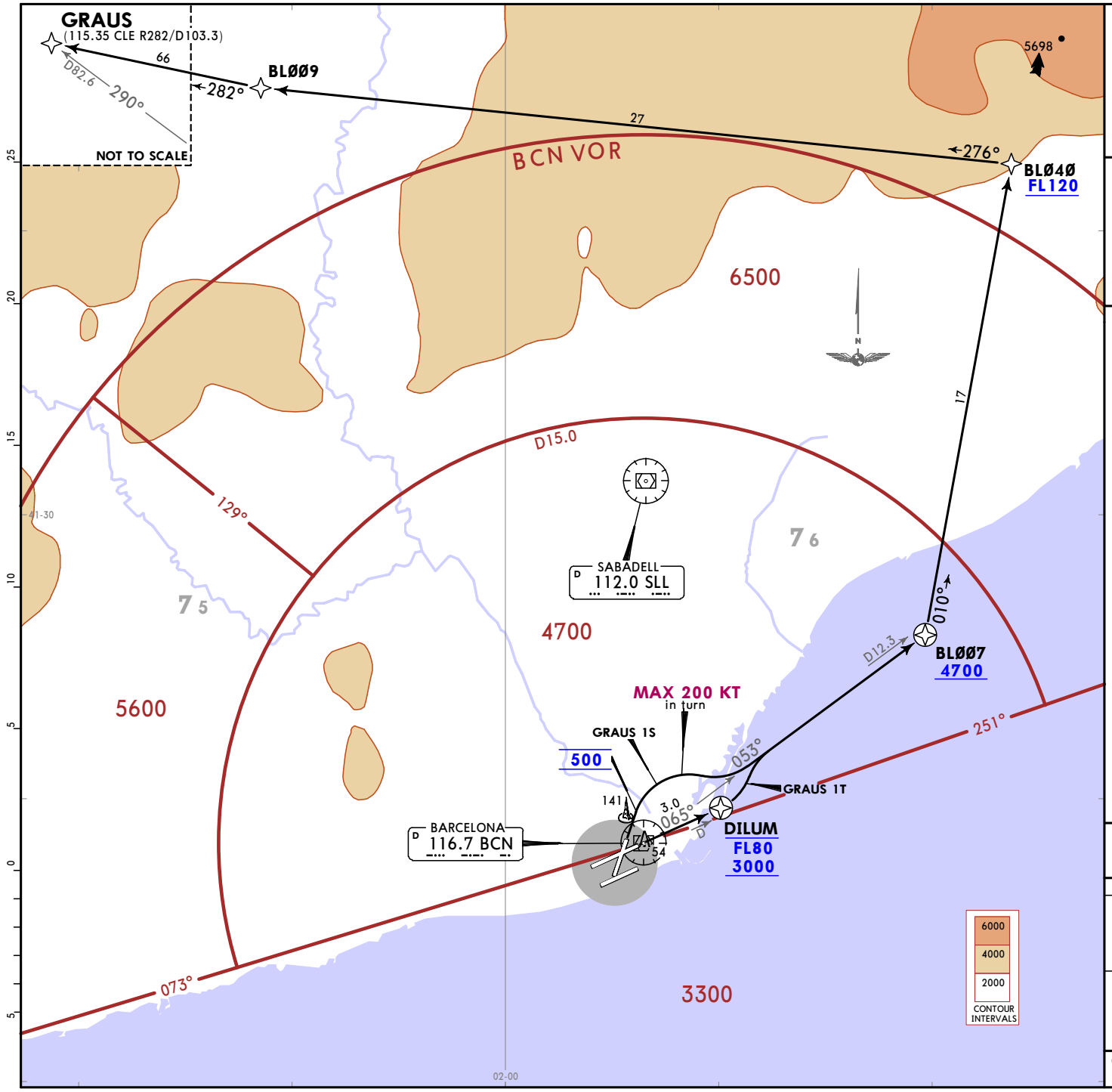
CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.77 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3J02)
RNAV SID



Apt Elev
14

Trans alt: 6000
1. **BRNAV approval required.**
2. These SIDs are restricted BRNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
3. EXPECT close-in obstacles.
4. For runway configuration refer to Airport Briefing pages.

GRAUS 1S [GRAU1S]
GRAUS 1T [GRAU1T]
RWYS 02, 07L
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
LOST Cross BL009 at or below FL120. LOST
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

These SIDs require minimum climb gradients of
GRAUS 1S: 5.0% up to 1500.
GRAUS 1T: 5.7% up to 1800.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.7% V/V (fpm)	433	577	866	1154	1443	1732

Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

SID	RWY	INITIAL CLIMB/ROUTING
GRAUS 1S	02 ❶	Climb on runway heading to 500, turn RIGHT, intercept BCN R053 to BL007 (D12.3 BCN), then to BL040, then to BL009, then to GRAUS.
GRAUS 1T	07L	Climb on runway heading to BCN, BCN R065 to DILUM (D3.0 BCN), turn left, intercept BCN R053 to BL007 (D12.3 BCN), then to BL040, then to BL009, then to GRAUS.

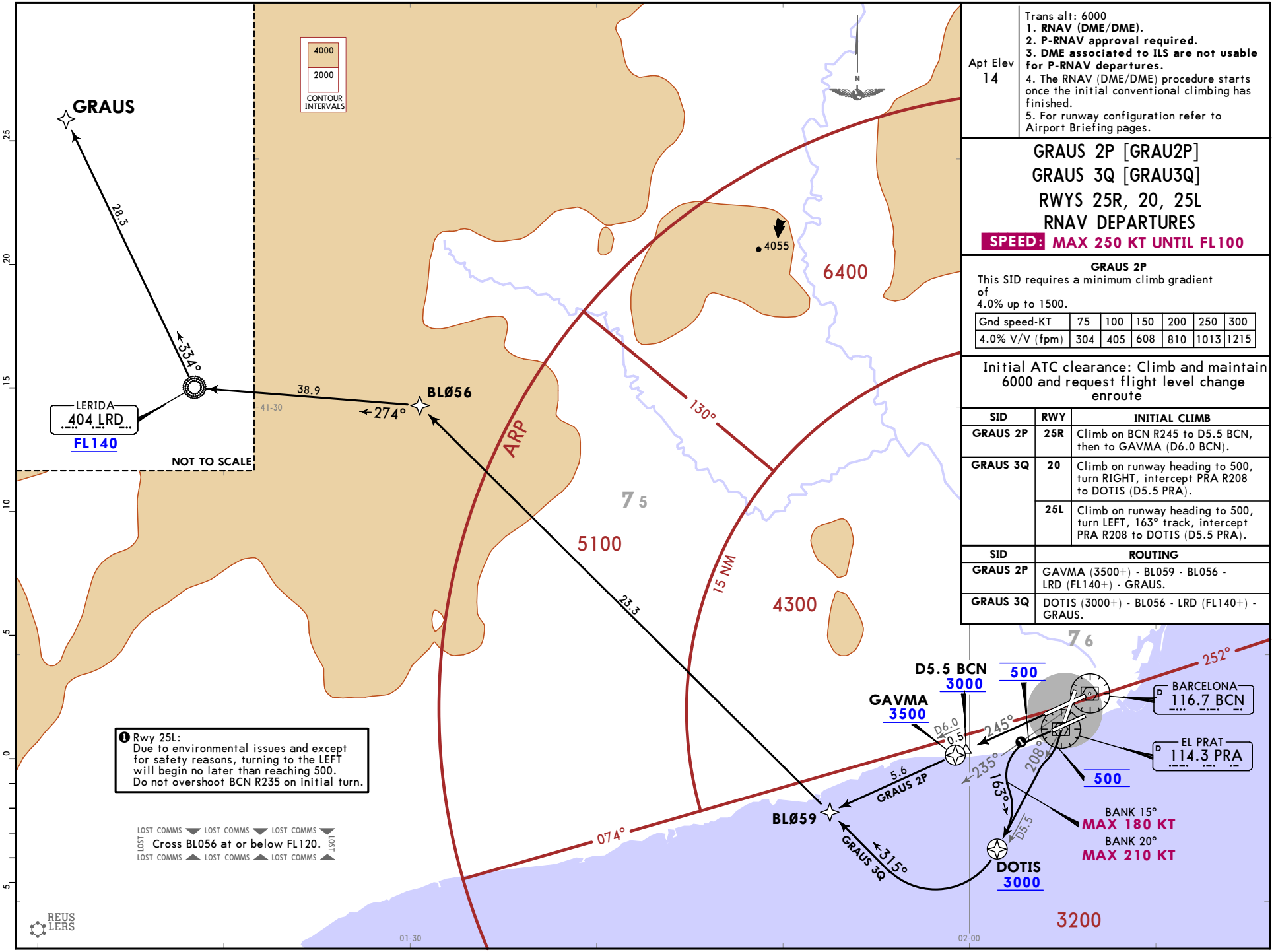
❶ Turns before departure end of runway (DER) are not allowed.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3J03)
RNAV SID



Apt Elev
14

Trans alt: 6000
1. **RNAV (DME/DME).**
2. **P-RNAV approval required.**
3. **DME associated to ILS are not usable for P-RNAV departures.**
4. The RNAV (DME/DME) procedure starts once the initial conventional climbing has finished.
5. For runway configuration refer to Airport Briefing pages.

GRAUS 2P [GRAU2P]
GRAUS 3Q [GRAU3Q]
RWYS 25R, 20, 25L
RNAV DEPARTURES

SPEED: MAX 250 KT UNTIL FL100

GRAUS 2P
This SID requires a minimum climb gradient of
4.0% up to 1500.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

SID	RWY	INITIAL CLIMB
GRAUS 2P	25R	Climb on BCN R245 to D5.5 BCN, then to GAVMA (D6.0 BCN).
GRAUS 3Q	20	Climb on runway heading to 500, turn RIGHT, intercept PRA R208 to DOTIS (D5.5 PRA).
	25L	Climb on runway heading to 500, turn LEFT, 163° track, intercept PRA R208 to DOTIS (D5.5 PRA).

SID	ROUTING
GRAUS 2P	GAVMA (3500+) - BL059 - BL056 - LRD (FL140+) - GRAUS.
GRAUS 3Q	DOTIS (3000+) - BL056 - LRD (FL140+) - GRAUS.

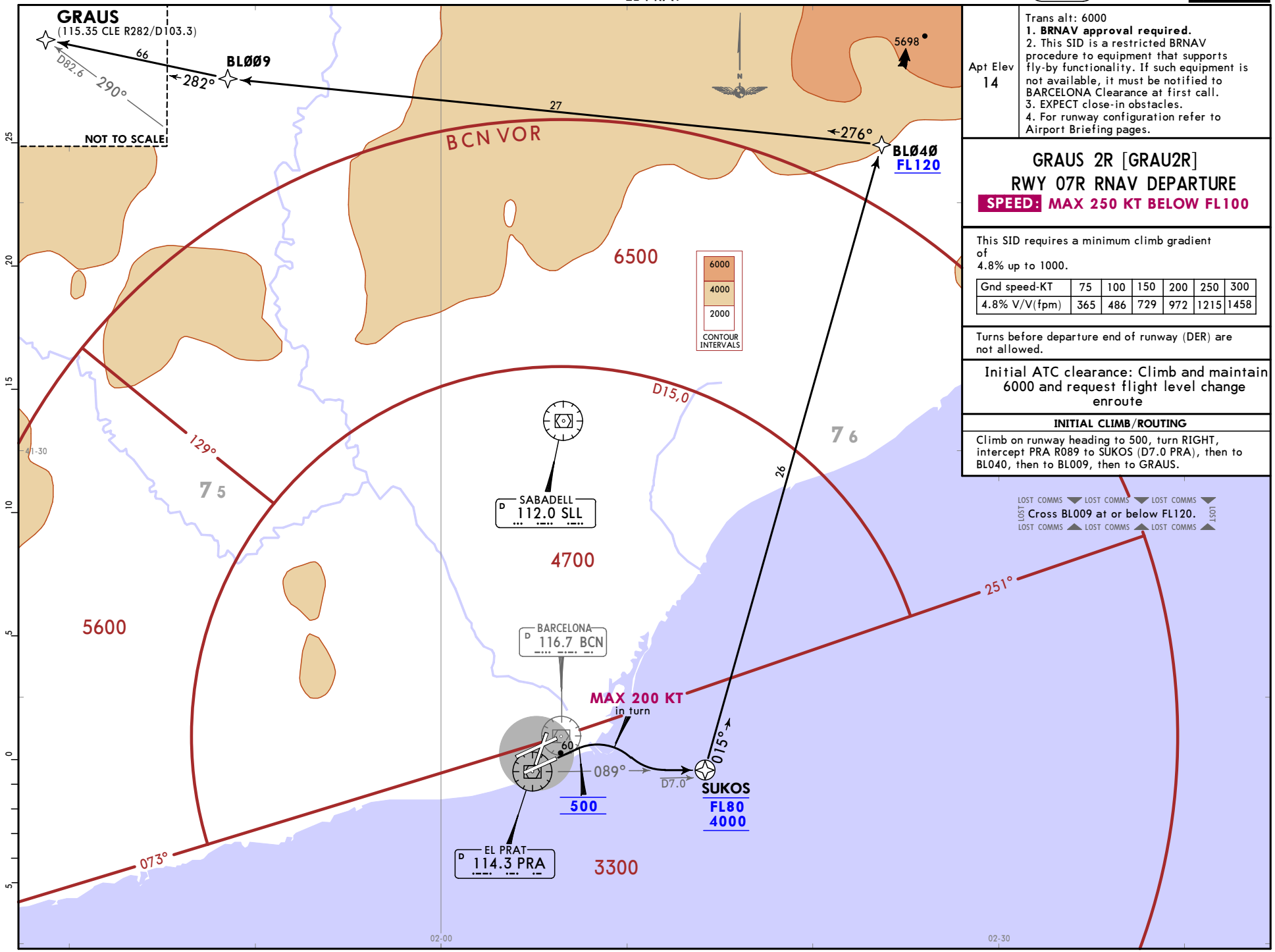
CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.79 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3J04)
RNAV SID



Apt Elev
14

Trans alt: 6000
1. BRNAV approval required.
2. This SID is a restricted BRNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
3. EXPECT close-in obstacles.
4. For runway configuration refer to Airport Briefing pages.

GRAUS 2R [GRAU2R]
RWY 07R RNAV DEPARTURE

SPEED: MAX 250 KT BELOW FL100

This SID requires a minimum climb gradient of
4.8% up to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V(fpm)	365	486	729	972	1215	1458

Turns before departure end of runway (DER) are not allowed.

Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

INITIAL CLIMB/ROUTING

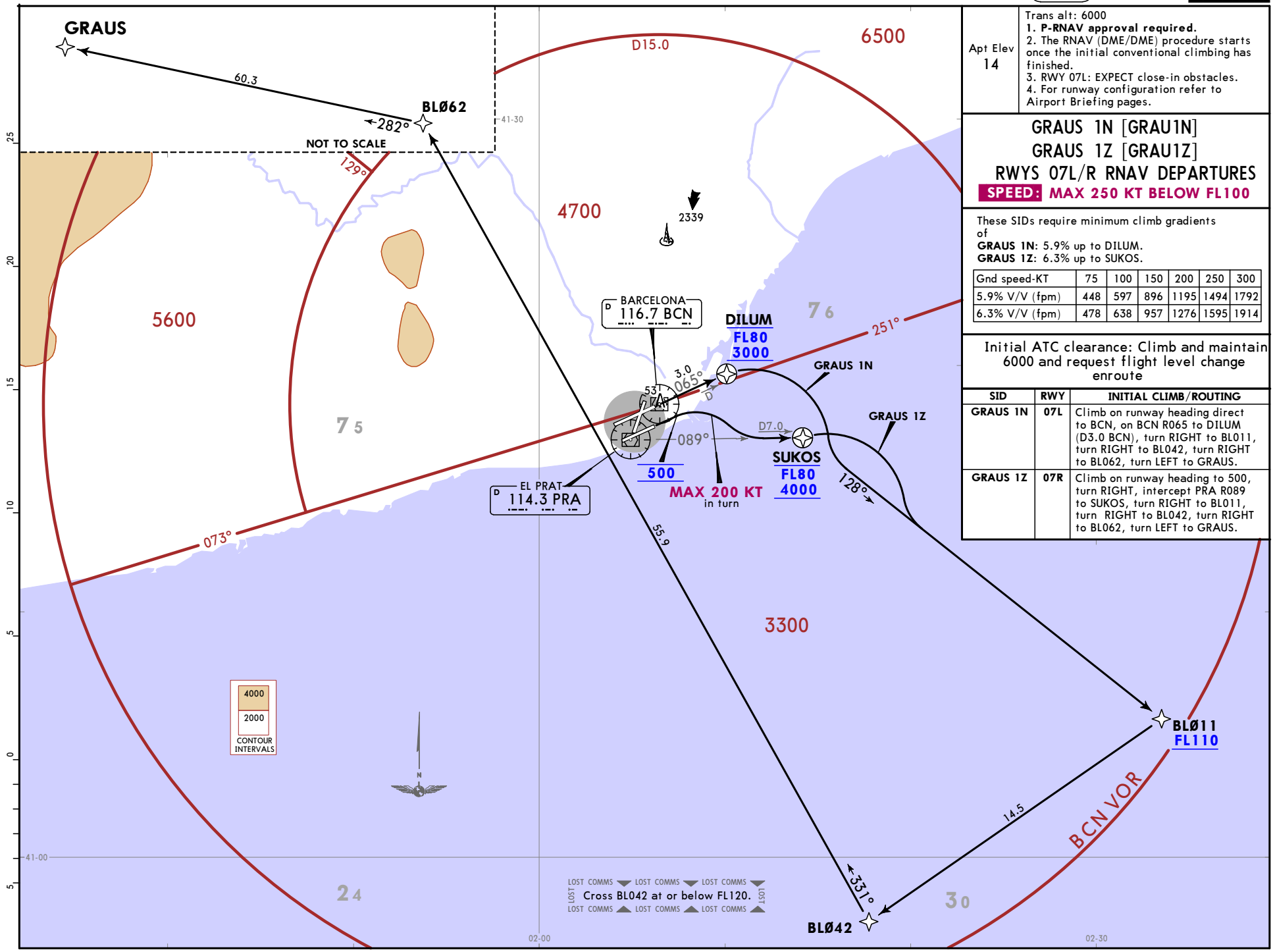
Climb on runway heading to 500, turn RIGHT, intercept PRA R089 to SUKOS (D7.0 PRA), then to BL040, then to BL009, then to GRAUS.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.80 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT



Apt Elev
14

Trans alt: 6000
1. P-RNAV approval required.
2. The RNAV (DME/DME) procedure starts once the initial conventional climbing has finished.
3. RWY 07L: EXPECT close-in obstacles.
4. For runway configuration refer to Airport Briefing pages.

GRAUS 1N [GRAU1N]
GRAUS 1Z [GRAU1Z]
RWYS 07L/R RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients of
GRAUS 1N: 5.9% up to DILUM.
GRAUS 1Z: 6.3% up to SUKOS.

Gnd speed-KT	75	100	150	200	250	300
5.9% V/V (fpm)	448	597	896	1195	1494	1792
6.3% V/V (fpm)	478	638	957	1276	1595	1914

Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

SID	RWY	INITIAL CLIMB/ROUTING
GRAUS 1N	07L	Climb on runway heading direct to BCN, on BCN R065 to DILUM (D3.0 BCN), turn RIGHT to BL011, turn RIGHT to BL042, turn RIGHT to BL062, turn LEFT to GRAUS.
GRAUS 1Z	07R	Climb on runway heading to 500, turn RIGHT, intercept PRA R089 to SUKOS, turn RIGHT to BL011, turn RIGHT to BL042, turn RIGHT to BL062, turn LEFT to GRAUS.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

CHANGES: Reissue.

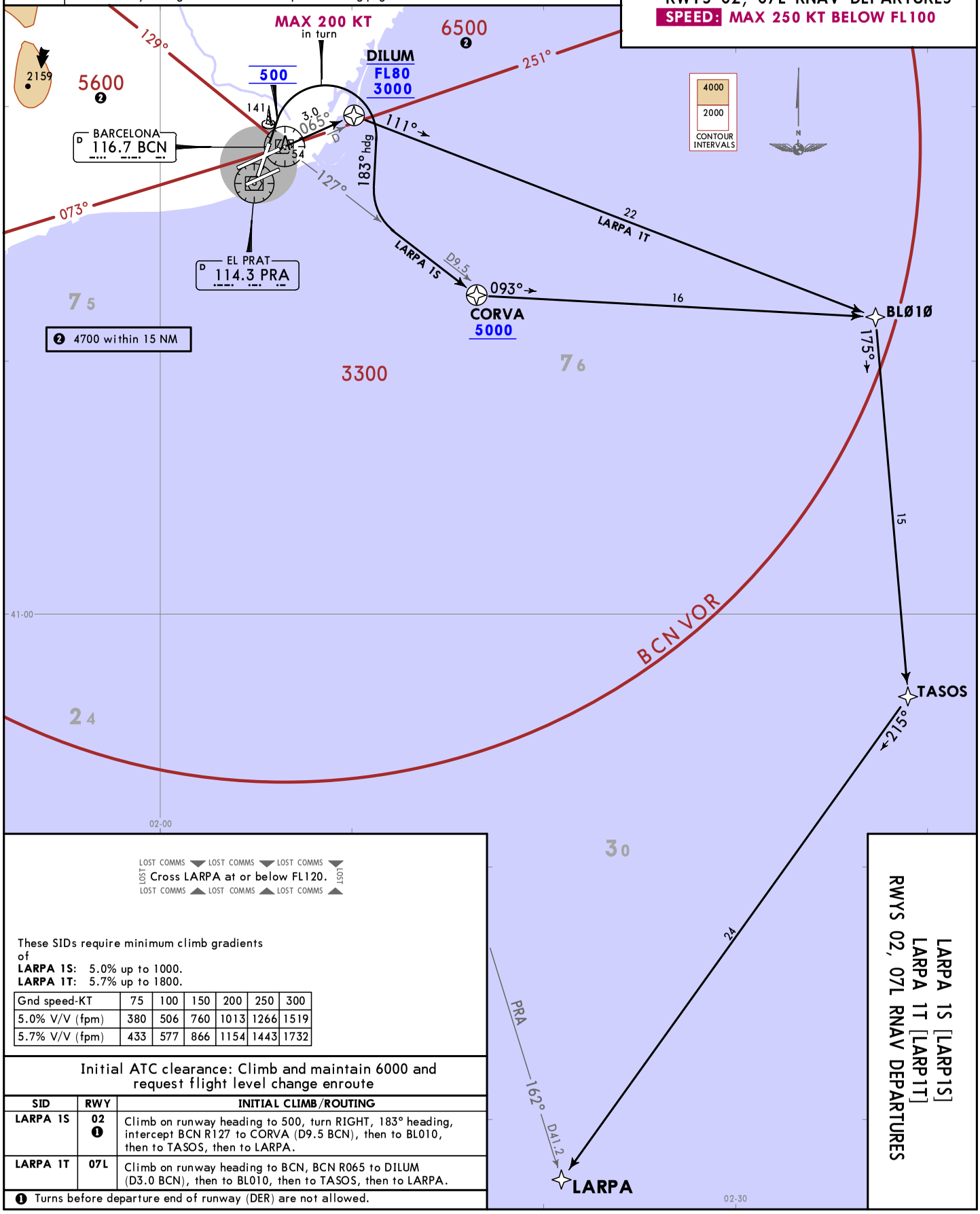
5.2.81 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

Apt Elev 14

Trans alt: 6000
1. **BRNAV approval required.**
2. These SIDs are restricted BRNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
3. EXPECT close-in obstacles.
4. For runway configuration refer to Airport Briefing pages.

LARPA 1S [LARP1S]
LARPA 1T [LARP1T]
RWYS 02, 07L RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
LOST Cross LARPA at or below FL120. LOST
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

These SIDs require minimum climb gradients of
LARPA 1S: 5.0% up to 1000.
LARPA 1T: 5.7% up to 1800.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.7% V/V (fpm)	433	577	866	1154	1443	1732

Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

SID	RWY	INITIAL CLIMB/ROUTING
LARPA 1S	02 ❶	Climb on runway heading to 500, turn RIGHT, 183° heading, intercept BCN R127 to CORVA (D9.5 BCN), then to BL010, then to TASOS, then to LARPA.
LARPA 1T	07L	Climb on runway heading to BCN, BCN R065 to DILUM (D3.0 BCN), then to BL010, then to TASOS, then to LARPA.

❶ Turns before departure end of runway (DER) are not allowed.

LARPA 1S [LARP1S]
LARPA 1T [LARP1T]
RWYS 02, 07L RNAV DEPARTURES

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3J06)
RNAV SID

JEPPESEN
JeppView 3.6.2.0

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

CHANGES: Reissue.

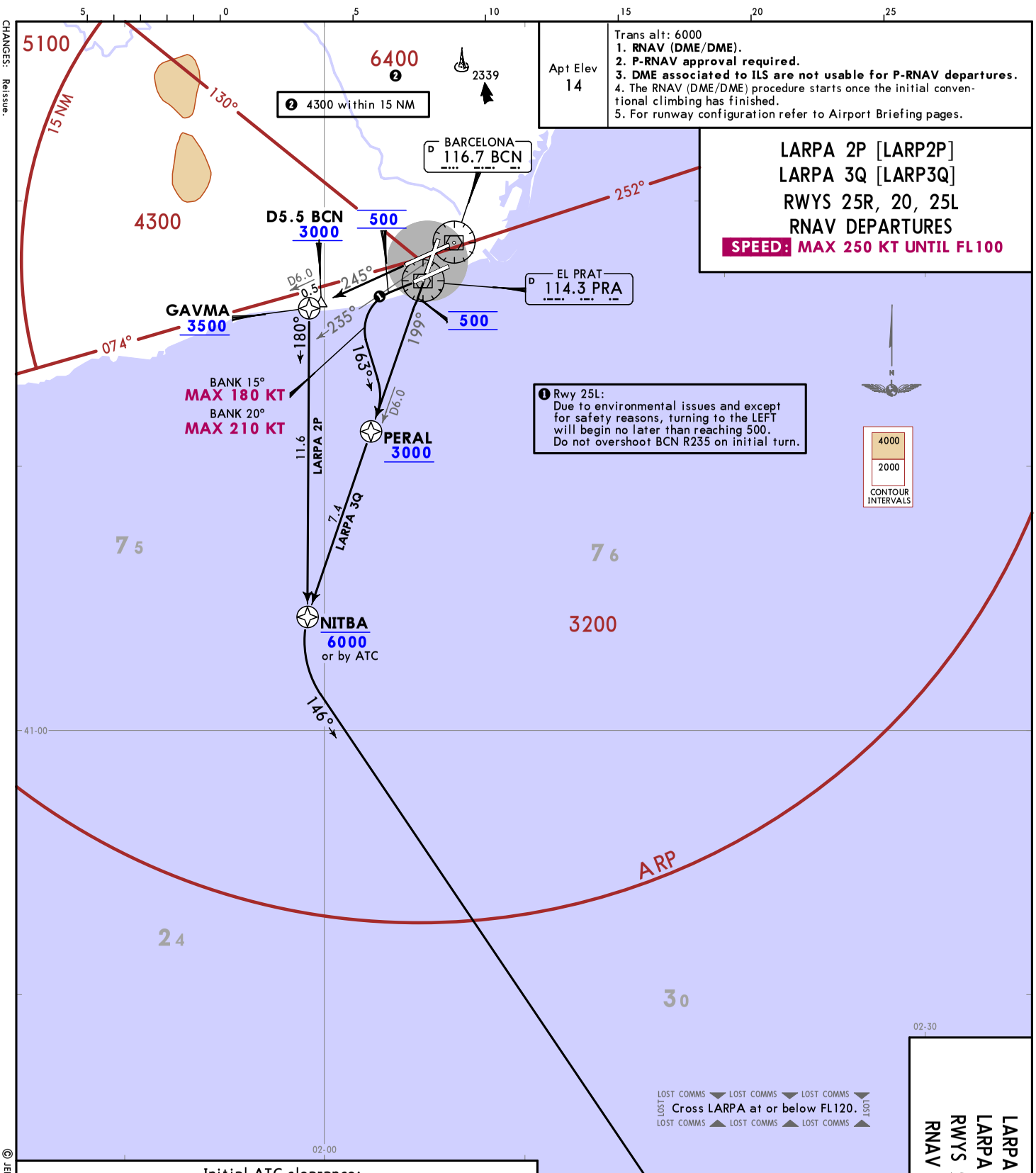
5.2.82 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

Apt Elev 14

Trans alt: 6000
1. **RNAV (DME/DME).**
2. **P-RNAV approval required.**
3. **DME associated to ILS are not usable for P-RNAV departures.**
4. The RNAV (DME/DME) procedure starts once the initial conventional climbing has finished.
5. For runway configuration refer to Airport Briefing pages.

LARPA 2P [LARP2P]
LARPA 3Q [LARP3Q]
RWYS 25R, 20, 25L
RNAV DEPARTURES
SPEED: MAX 250 KT UNTIL FL100



Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute		
SID	**RWY**	**INITIAL CLIMB**
LARPA 2P	25R	Climb on BCN R245 to D5.5 BCN, then to GAVMA (D6.0 BCN).
LARPA 3Q	20	Climb on runway heading to 500, turn RIGHT, intercept PRA R199 to PERAL (D6.0 PRA).
	25L	Climb on runway heading to 500, turn LEFT, 163° track, intercept PRA R199 to PERAL (D6.0 PRA).
SID	**ROUTING**	
LARPA 2P	GAVMA (3500+) - NITBA (6000-) - LARPA.	
LARPA 3Q	PERAL (3000+) - NITBA (6000-) - LARPA.	

LARPA 2P [LARP2P]
LARPA 3Q [LARP3Q]
RWYS 25R, 20, 25L
RNAV DEPARTURES

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3J07)
RNAV SID

JEPPESEN
JeppView 3.6.2.0

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

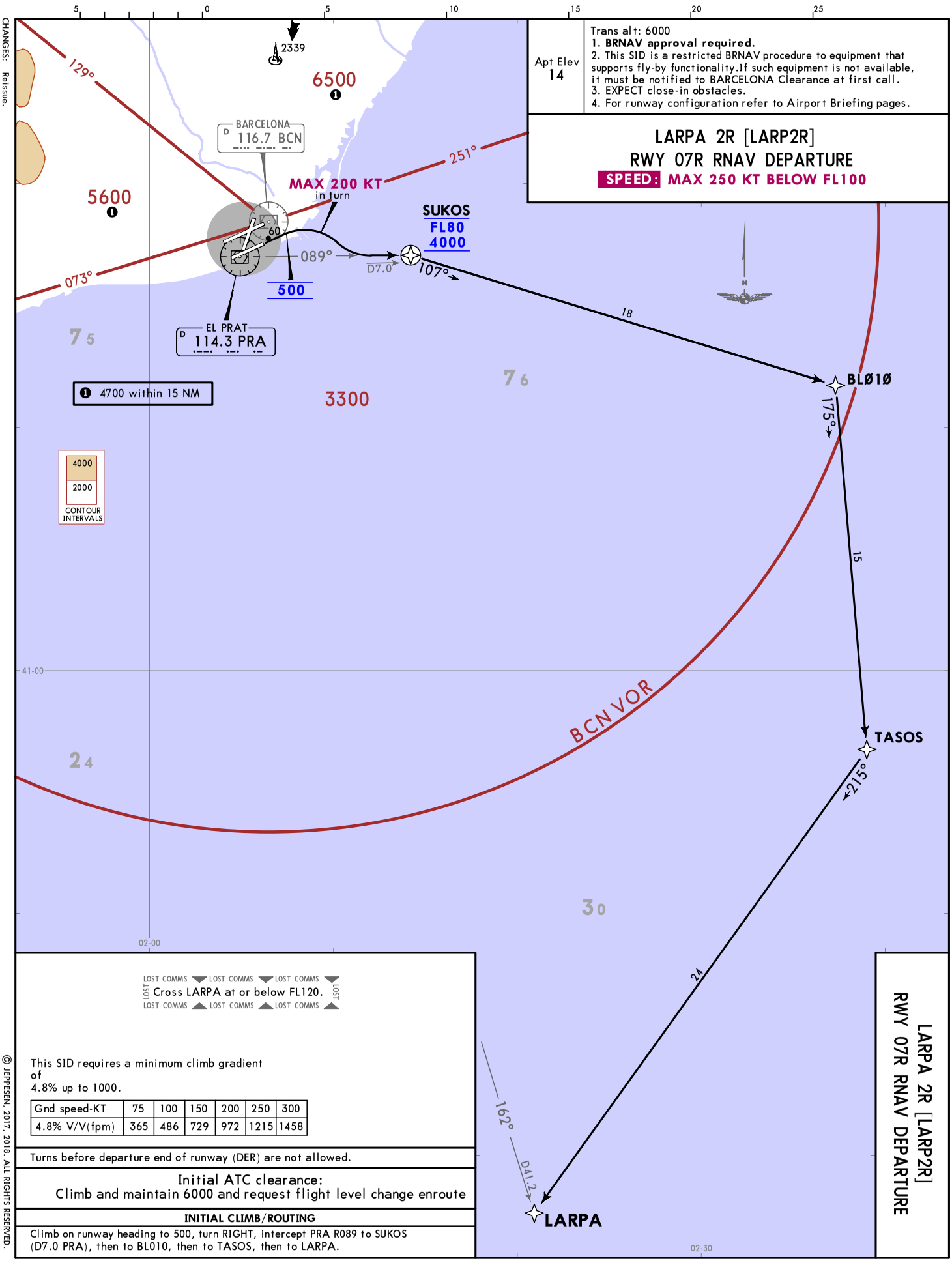
CHANGES: Reissue.

5.2.83 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

Apt Elev 14	Trans alt: 6000 **1. BRNAV approval required.** 2. This SID is a restricted BRNAV procedure to equipment that supports fly-by functionality.If such equipment is not available, it must be notified to BARCELONA Clearance at first call. 3. EXPECT close-in obstacles. 4. For runway configuration refer to Airport Briefing pages.

LARPA 2R [LARP2R]
RWY 07R RNAV DEPARTURE

SPEED: MAX 250 KT BELOW FL100



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Cross LARPA at or below FL120.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

This SID requires a minimum climb gradient of 4.8% up to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V(fpm)	365	486	729	972	1215	1458

Turns before departure end of runway (DER) are not allowed.

Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

INITIAL CLIMB/ROUTING

Climb on runway heading to 500, turn RIGHT, intercept PRA R089 to SUKOS (D7.0 PRA), then to BL010, then to TASOS, then to LARPA.

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
RNAV SID

10 AUG 18 (10-3J08)

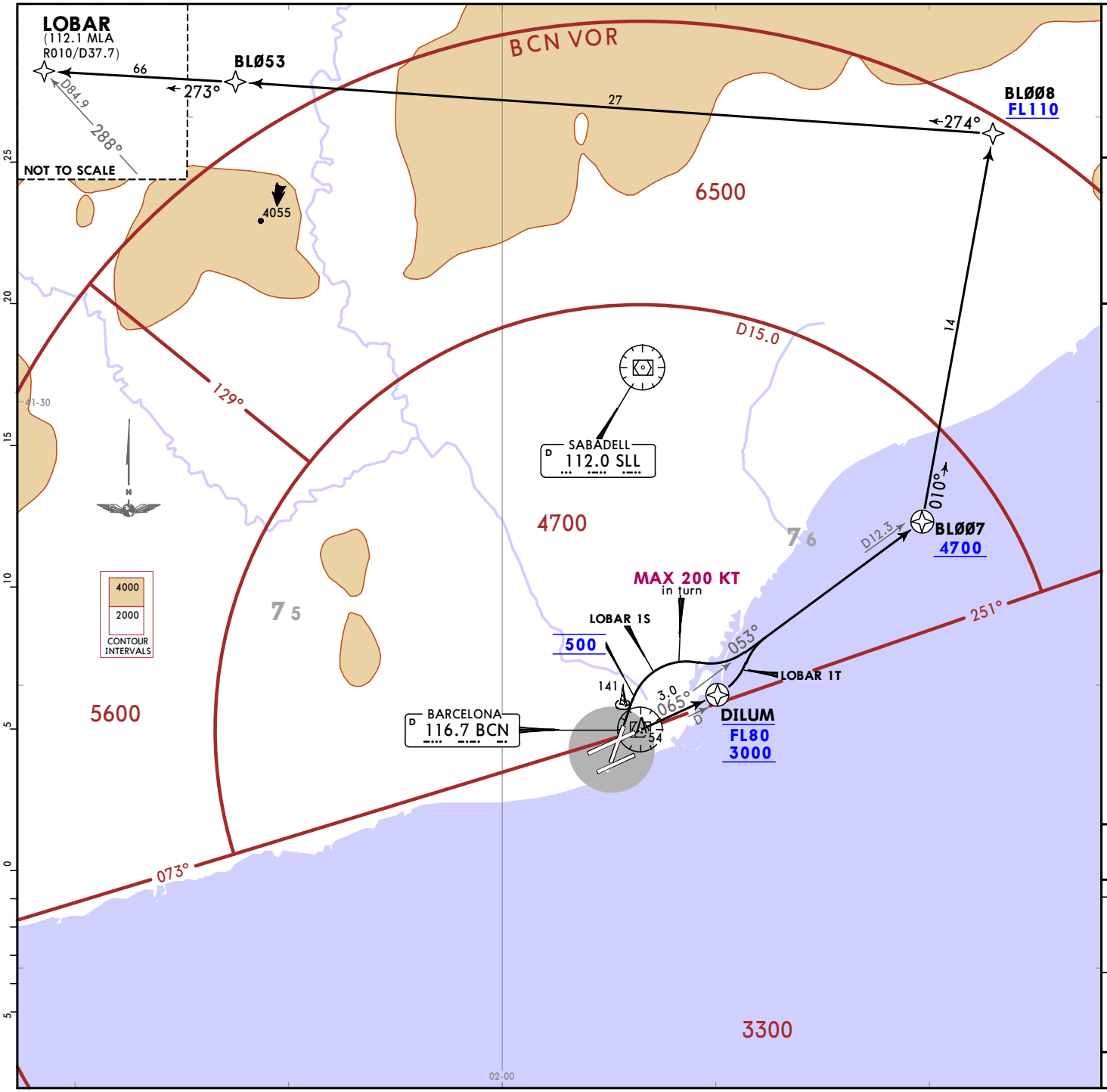
LARPA 2R [LARP2R]
RWY 07R RNAV DEPARTURE

JEPPESEN
JeppView 3.6.2.0

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.84 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT



Apt Elev
14

Trans alt: 6000
1. **BRNAV approval required.**
2. These SIDs are restricted BRNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
3. EXPECT close-in obstacles.
4. For runway configuration refer to Airport Briefing pages.

LOBAR 1S [LOBA1S]
LOBAR 1T [LOBA1T]
RWYS 02, 07L
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Cross BL053 at or below FL120.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

These SIDs require minimum climb gradients of
LOBAR 1S: 5.0% up to 1500.
LOBAR 1T: 5.7% up to 1800.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.7% V/V (fpm)	433	577	866	1154	1443	1732

Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

SID	RWY	INITIAL CLIMB/ROUTING
LOBAR 1S	02 ❶	Climb on runway heading to 500, turn RIGHT, intercept BCN R053 to BL007 (D12.3 BCN), then to BL008, then to BL053, then to LOBAR.
LOBAR 1T	07L	Climb on runway heading to BCN, BCN R065 to DILUM (D3.0 BCN), turn left, intercept BCN R053 to BL007 (D12.3 BCN), then to BL008, then to BL053, then to LOBAR.

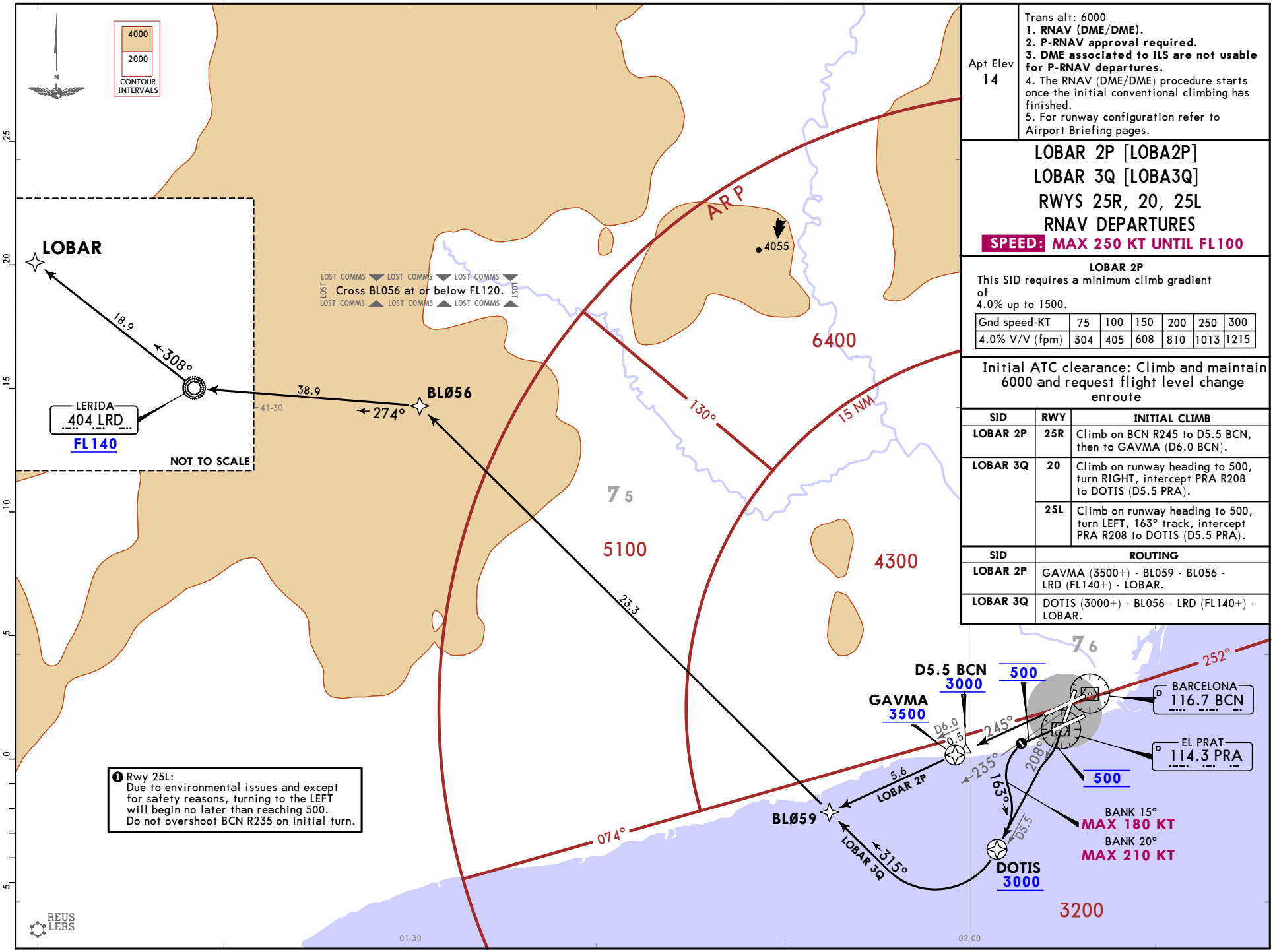
❶ Turns before departure end of runway (DER) are not allowed.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3J10)
RNAV SID



Apt Elev
14

Trans alt: 6000
1. **RNAV (DME/DME).**
2. **P-RNAV approval required.**
3. **DME associated to ILS are not usable for P-RNAV departures.**
4. The RNAV (DME/DME) procedure starts once the initial conventional climbing has finished.
5. For runway configuration refer to Airport Briefing pages.

LOBAR 2P [LOBA2P]
LOBAR 3Q [LOBA3Q]
RWYS 25R, 20, 25L
RNAV DEPARTURES

SPEED: MAX 250 KT UNTIL FL100

LOBAR 2P
This SID requires a minimum climb gradient of
4.0% up to 1500.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

SID	RWY	INITIAL CLIMB
LOBAR 2P	25R	Climb on BCN R245 to D5.5 BCN, then to GAVMA (D6.0 BCN).
LOBAR 3Q	20	Climb on runway heading to 500, turn RIGHT, intercept PRA R208 to DOTIS (D5.5 PRA).
	25L	Climb on runway heading to 500, turn LEFT, 163° track, intercept PRA R208 to DOTIS (D5.5 PRA).

SID	ROUTING
LOBAR 2P	GAVMA (3500+) - BL059 - BL056 - LRD (FL140+) - LOBAR.
LOBAR 3Q	DOTIS (3000+) - BL056 - LRD (FL140+) - LOBAR.

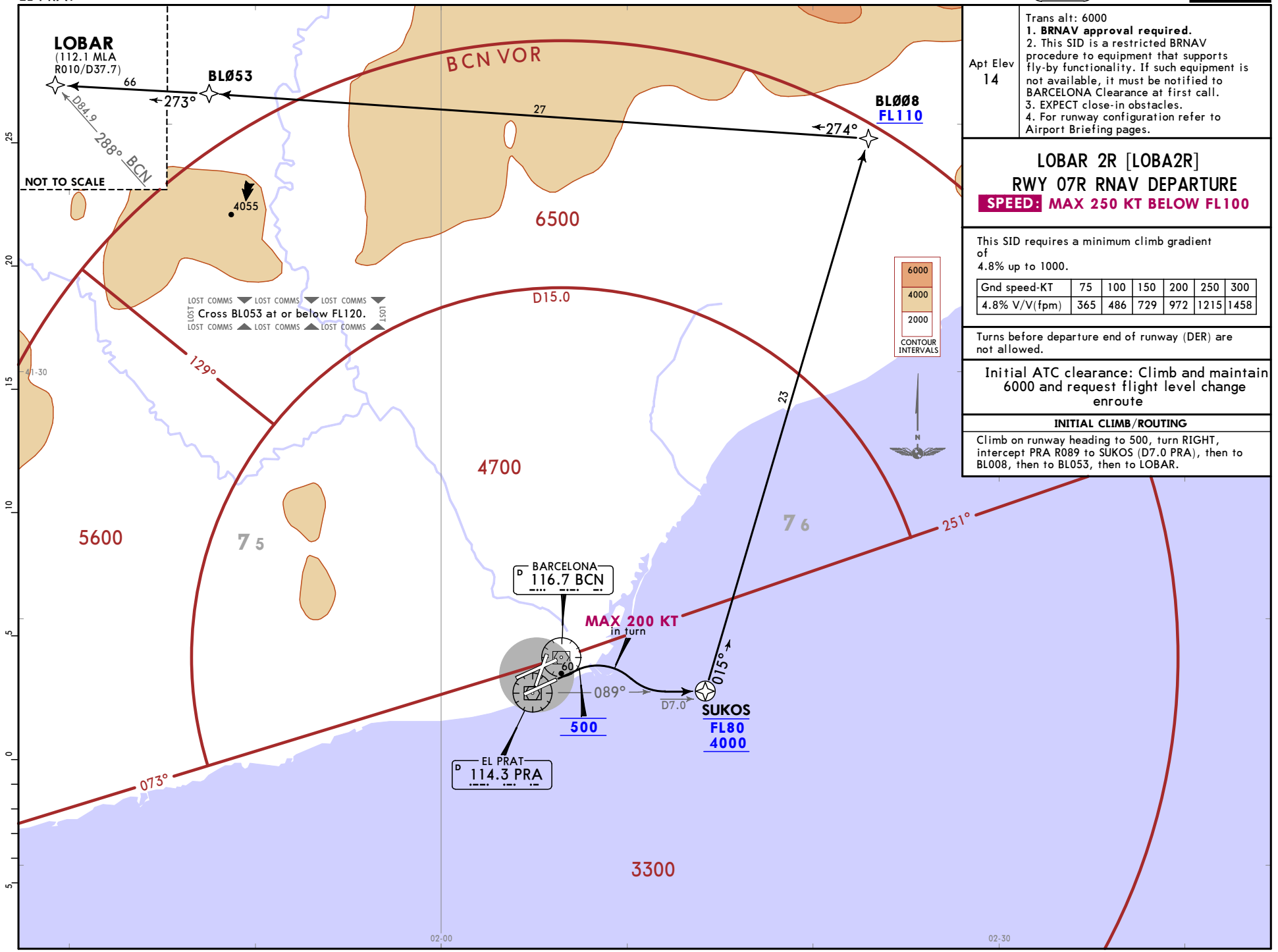
CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.86 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3J11)
RNAV SID



Apt Elev
14

Trans alt: 6000
1. BRNAV approval required.
2. This SID is a restricted BRNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
3. EXPECT close-in obstacles.
4. For runway configuration refer to Airport Briefing pages.

LOBAR 2R [LOBA2R]
RWY 07R RNAV DEPARTURE

SPEED: MAX 250 KT BELOW FL100

This SID requires a minimum climb gradient of
4.8% up to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V(fpm)	365	486	729	972	1215	1458

Turns before departure end of runway (DER) are not allowed.

Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

INITIAL CLIMB/ROUTING

Climb on runway heading to 500, turn RIGHT, intercept PRA R089 to SUKOS (D7.0 PRA), then to BL008, then to BL053, then to LOBAR.

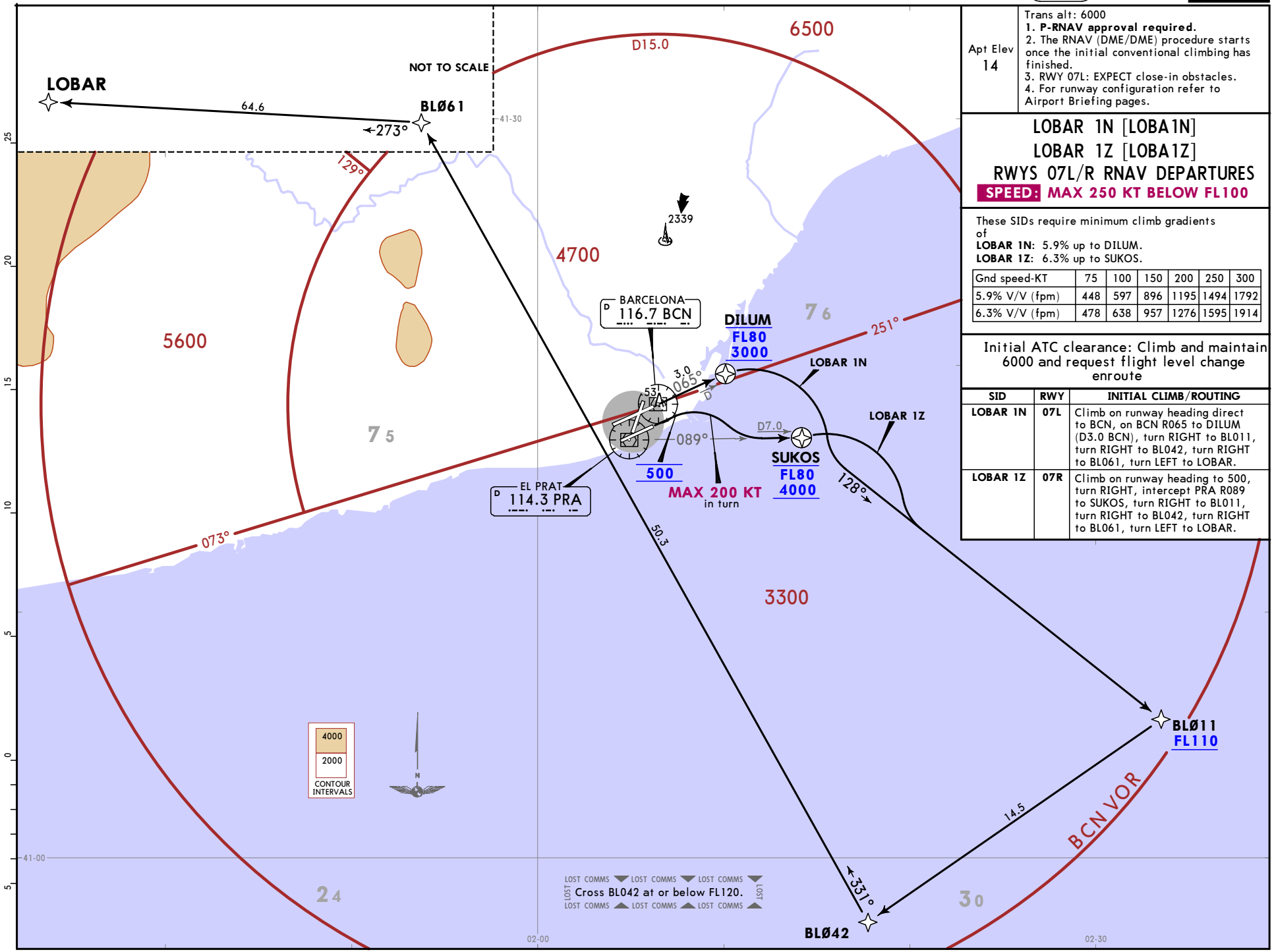
CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.87 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3J12)
RNAV SID



Apt Elev
14

Trans alt: 6000
1. P-RNAV approval required.
2. The RNAV (DME/DME) procedure starts once the initial conventional climbing has finished.
3. RWY 07L: EXPECT close-in obstacles.
4. For runway configuration refer to Airport Briefing pages.

LOBAR 1N [LOBA1N]
LOBAR 1Z [LOBA1Z]
RWYS 07L/R RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients of
LOBAR 1N: 5.9% up to DILUM.
LOBAR 1Z: 6.3% up to SUKOS.

Gnd speed-KT	75	100	150	200	250	300
5.9% V/V (fpm)	448	597	896	1195	1494	1792
6.3% V/V (fpm)	478	638	957	1276	1595	1914

Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

SID	RWY	INITIAL CLIMB/ROUTING
LOBAR 1N	07L	Climb on runway heading direct to BCN, on BCN R065 to DILUM (D3.0 BCN), turn RIGHT to BL011, turn RIGHT to BL042, turn RIGHT to BL061, turn LEFT to LOBAR.
LOBAR 1Z	07R	Climb on runway heading to 500, turn RIGHT, intercept PRA R089 to SUKOS, turn RIGHT to BL011, turn RIGHT to BL042, turn RIGHT to BL061, turn LEFT to LOBAR.

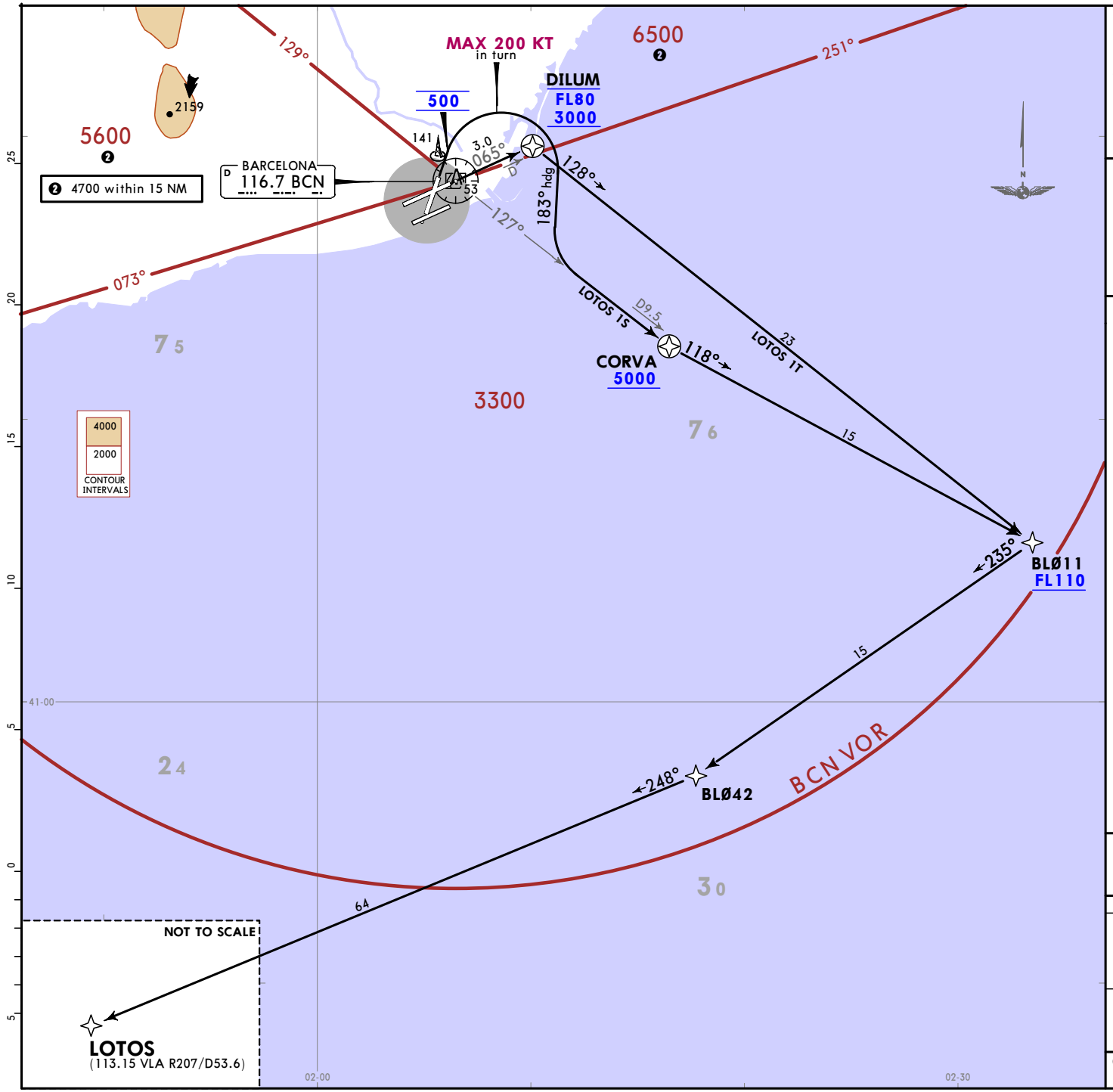
CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.88 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3K)
RNAV SID



Apt Elev
14

Trans alt: 6000
1. **BRNAV approval required.**
2. These SIDs are restricted BRNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
3. EXPECT close-in obstacles.
4. For runway configuration refer to Airport Briefing pages.

LOTOS 1S [LOTO1S]
LOTOS 1T [LOTO1T]
RWYS 02, 07L
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Cross BL042 at or below FL120.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

These SIDs require minimum climb gradients of
LOTOS 1S: 5.0% up to 1000.
LOTOS 1T: 5.7% up to 1800.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.7% V/V (fpm)	433	577	866	1154	1443	1732

Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

SID	RWY	INITIAL CLIMB/ROUTING
LOTOS 1S	02 ❶	Climb on runway heading to 500, turn RIGHT, 183° heading intercept BCN R127 to CORVA (D9.5 BCN), then to BL011, then to BL042, then to LOTOS.
LOTOS 1T	07L	Climb on runway heading to BCN, BCN R065 to DILUM (D3.0 BCN), turn right to BL011, then to BL042, then to LOTOS.

❶ Turns before departure end of runway (DER) are not allowed.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

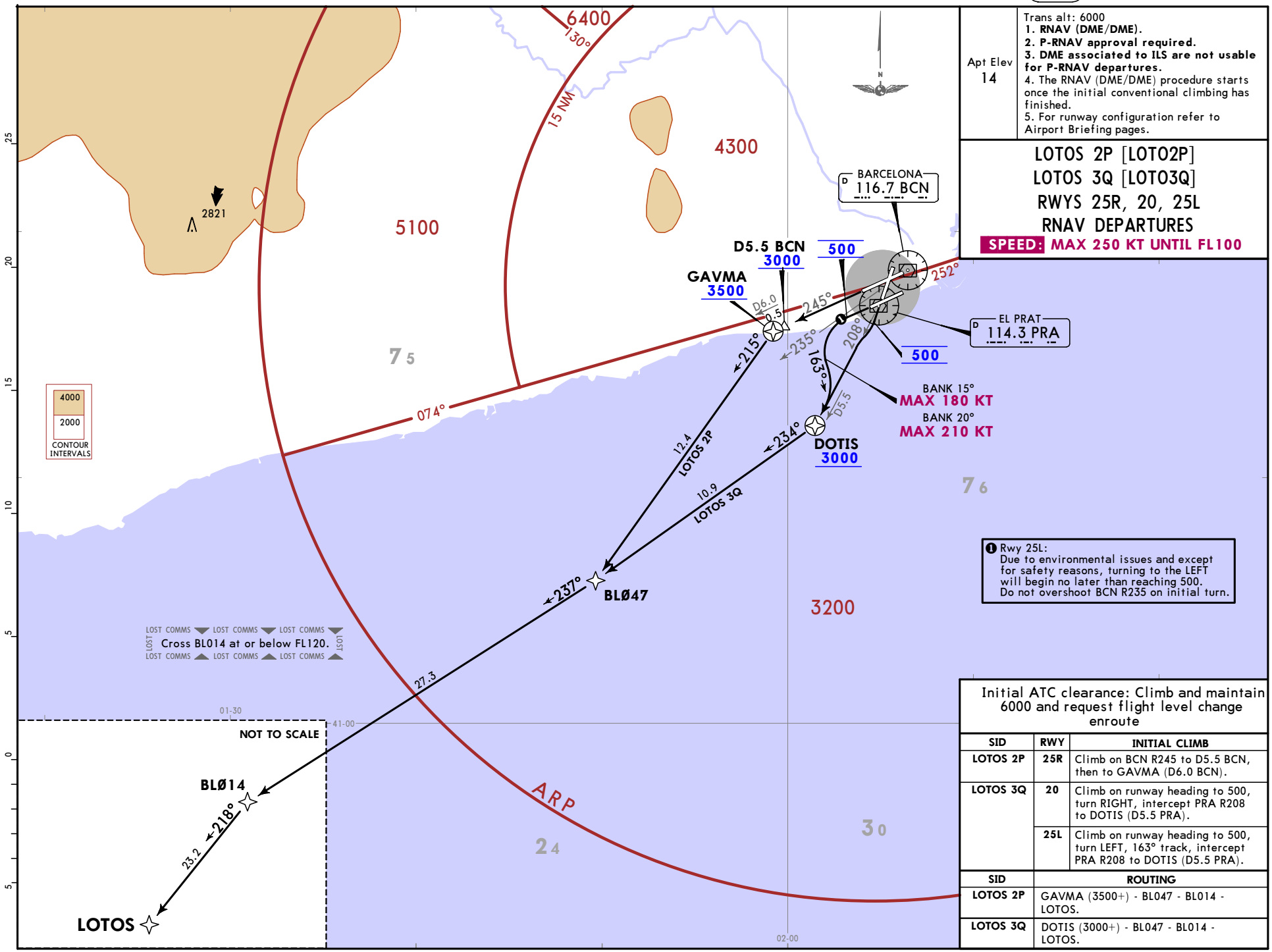
JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3L)
RNAV SID

Apt Elev 14

Trans alt: 6000
1. **RNAV (DME/DME).**
2. **P-RNAV approval required.**
3. **DME associated to ILS are not usable for P-RNAV departures.**
4. The RNAV (DME/DME) procedure starts once the initial conventional climbing has finished.
5. For runway configuration refer to Airport Briefing pages.

LOTOS 2P [LOTO2P]
LOTOS 3Q [LOTO3Q]
RWYS 25R, 20, 25L
RNAV DEPARTURES

SPEED: MAX 250 KT UNTIL FL100



❶ Rwy 25L:
Due to environmental issues and except for safety reasons, turning to the LEFT will begin no later than reaching 500.
Do not overshoot BCN R235 on initial turn.

Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

SID	RWY	INITIAL CLIMB
LOTOS 2P	25R	Climb on BCN R245 to D5.5 BCN, then to GAVMA (D6.0 BCN).
LOTOS 3Q	20	Climb on runway heading to 500, turn RIGHT, intercept PRA R208 to DOTIS (D5.5 PRA).
	25L	Climb on runway heading to 500, turn LEFT, 163° track, intercept PRA R208 to DOTIS (D5.5 PRA).

SID	ROUTING
LOTOS 2P	GAVMA (3500+) - BL047 - BL014 - LOTOS.
LOTOS 3Q	DOTIS (3000+) - BL047 - BL014 - LOTOS.

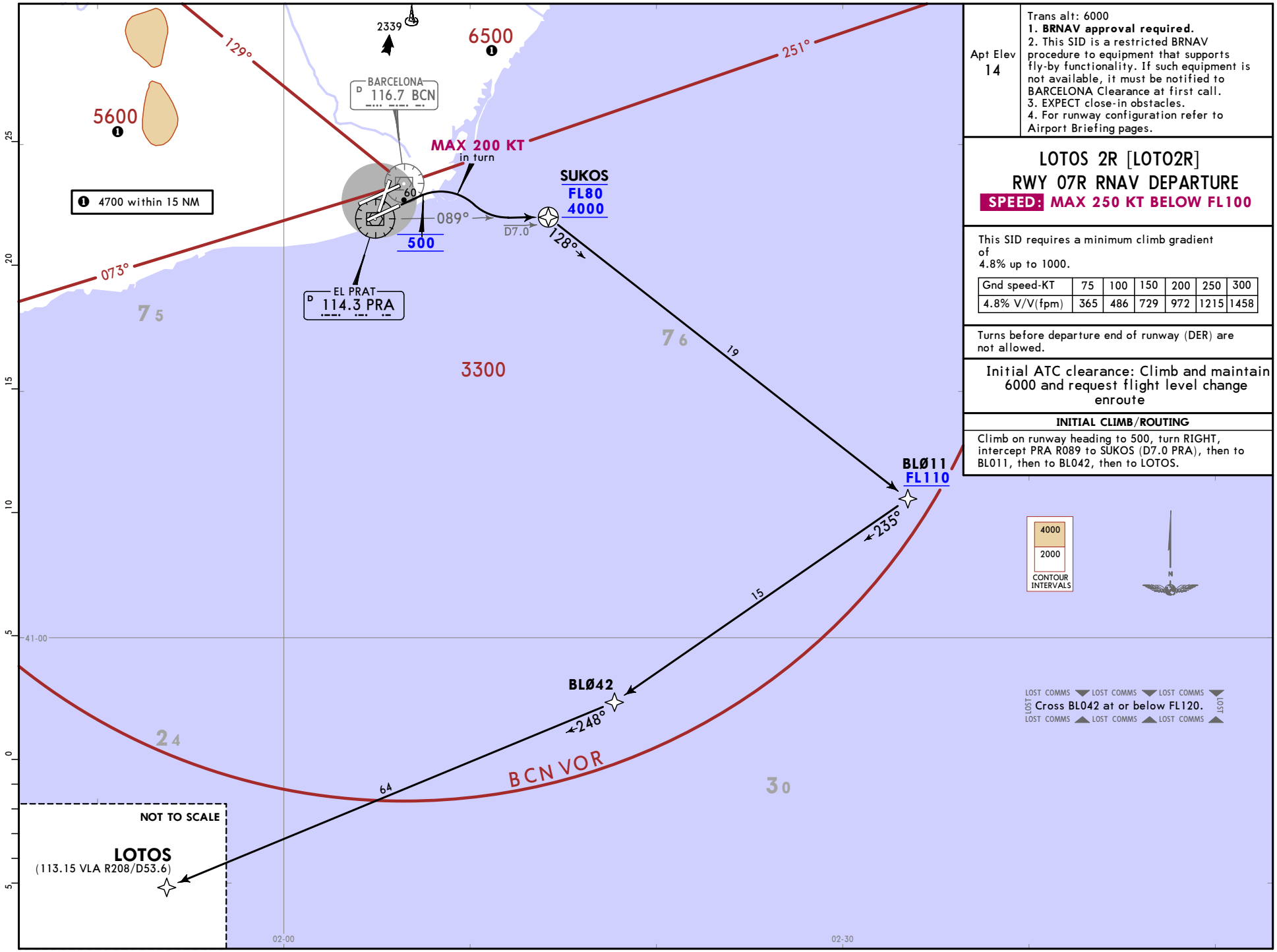
CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.90 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3L1)
RNAV SID



Apt Elev
14

Trans alt: 6000
1. **BRNAV approval required.**
2. This SID is a restricted BRNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
3. EXPECT close-in obstacles.
4. For runway configuration refer to Airport Briefing pages.

LOTOS 2R [LOTO2R]
RWY 07R RNAV DEPARTURE

SPEED: MAX 250 KT BELOW FL100

This SID requires a minimum climb gradient of 4.8% up to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V(fpm)	365	486	729	972	1215	1458

Turns before departure end of runway (DER) are not allowed.

Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

INITIAL CLIMB/ROUTING

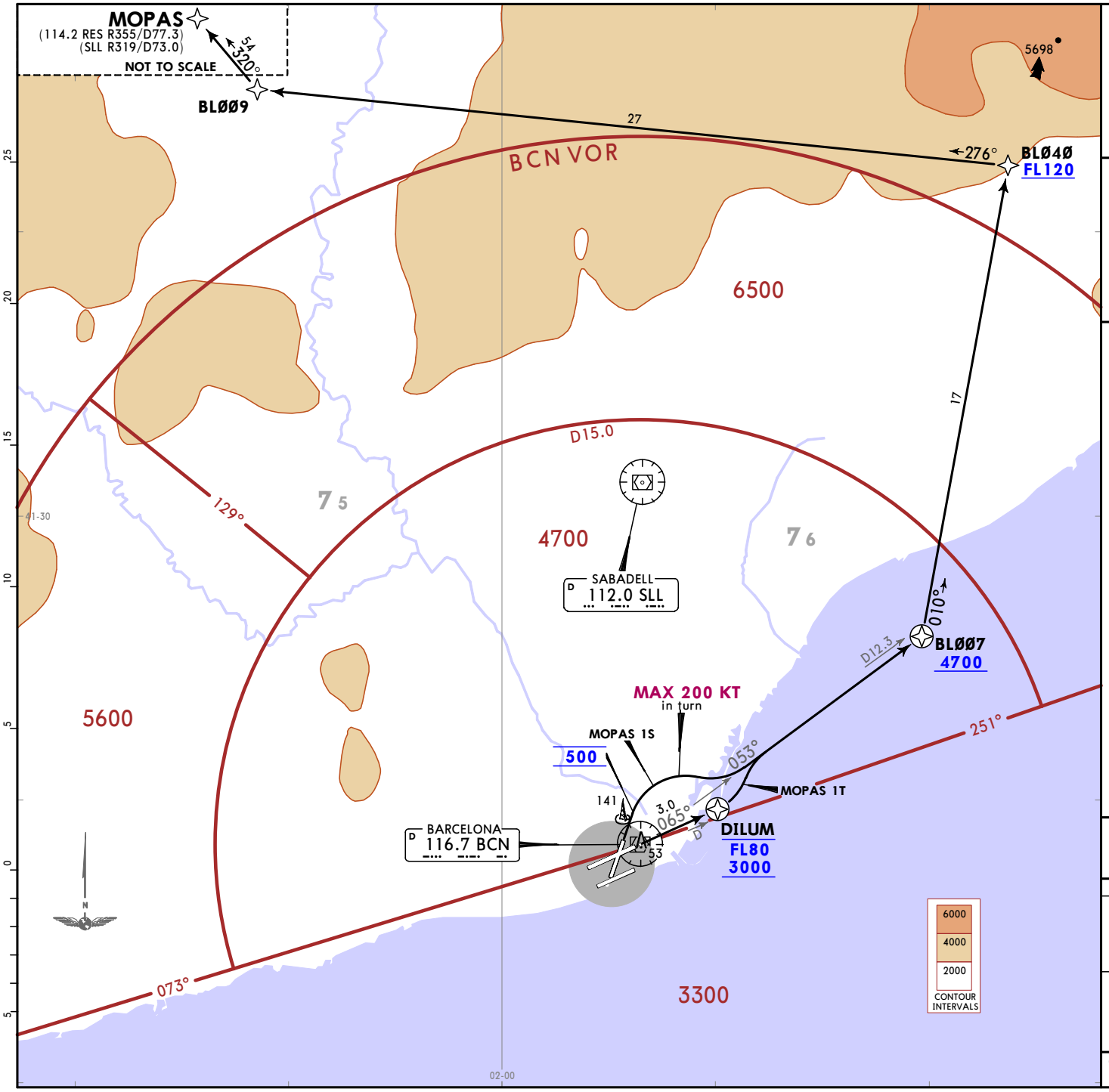
Climb on runway heading to 500, turn RIGHT, intercept PRA R089 to SUKOS (D7.0 PRA), then to BL011, then to BL042, then to LOTOS.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.91 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT



Apt Elev
14

Trans alt: 6000
1. **BRNAV approval required.**
2. These SIDs are restricted BRNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
3. EXPECT close-in obstacles.
4. For runway configuration refer to Airport Briefing pages.

MOPAS 1S [MOPA1S]
MOPAS 1T [MOPA1T]
RWYS 02, 07L
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
LOST Cross BL009 at or below FL120. LOST
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

These SIDs require minimum climb gradients of
MOPAS 1S: 5.0% up to 1500.
MOPAS 1T: 5.7% up to 1800.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.7% V/V (fpm)	433	577	866	1154	1443	1732

Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

SID	RWY	INITIAL CLIMB/ROUTING
MOPAS 1S	02 ❶	Climb on runway heading to 500, turn RIGHT, intercept BCN R053 to BL007 (D12.3 BCN), then to BL040, then to BL009, then to MOPAS.
MOPAS 1T	07L	Climb on runway heading to BCN, BCN R065 to DILUM (D3.0 BCN), turn LEFT, intercept BCN R053 to BL007 (D12.3 BCN), then to BL040, then to BL009, then to MOPAS.

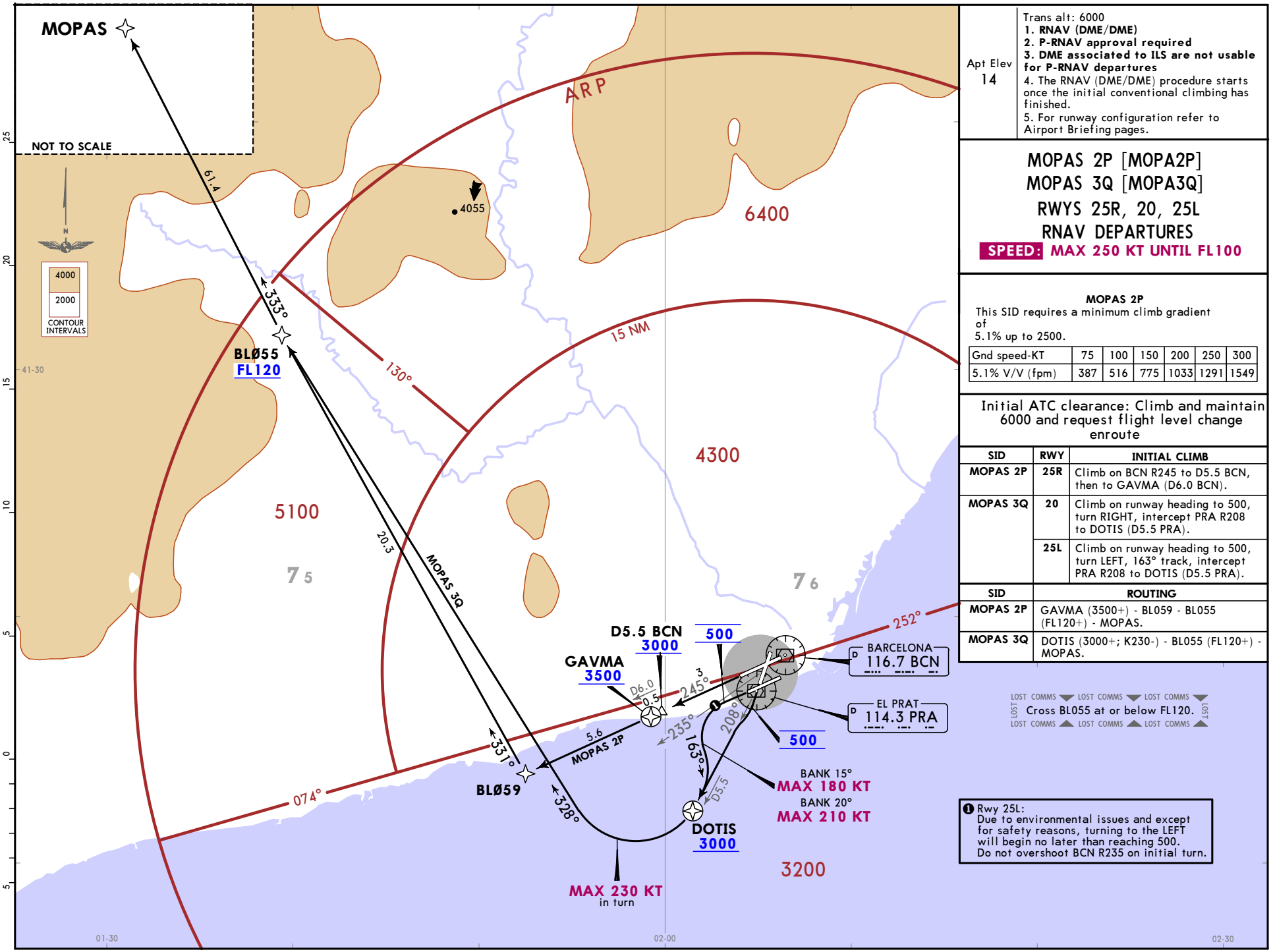
❶ Turns before departure end of runway (DER) are not allowed.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.92 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT



Apt Elev
14

Trans alt: 6000
1. **RNAV (DME/DME)**
2. **P-RNAV approval required**
3. **DME associated to ILS are not usable for P-RNAV departures**
4. The RNAV (DME/DME) procedure starts once the initial conventional climbing has finished.
5. For runway configuration refer to Airport Briefing pages.

MOPAS 2P [MOPA2P]
MOPAS 3Q [MOPA3Q]
RWYS 25R, 20, 25L
RNAV DEPARTURES

SPEED: MAX 250 KT UNTIL FL100

MOPAS 2P
This SID requires a minimum climb gradient of
5.1% up to 2500.

Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549

Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

SID	RWY	INITIAL CLIMB
MOPAS 2P	25R	Climb on BCN R245 to D5.5 BCN, then to GAVMA (D6.0 BCN).
MOPAS 3Q	20	Climb on runway heading to 500, turn RIGHT, intercept PRA R208 to DOTIS (D5.5 PRA).
	25L	Climb on runway heading to 500, turn LEFT, 163° track, intercept PRA R208 to DOTIS (D5.5 PRA).

SID	ROUTING
MOPAS 2P	GAVMA (3500+) - BL059 - BL055 (FL120+) - MOPAS.
MOPAS 3Q	DOTIS (3000+; K230-) - BL055 (FL120+) - MOPAS.

❶ Rwy 25L:
Due to environmental issues and except for safety reasons, turning to the LEFT will begin no later than reaching 500.
Do not overshoot BCN R235 on initial turn.

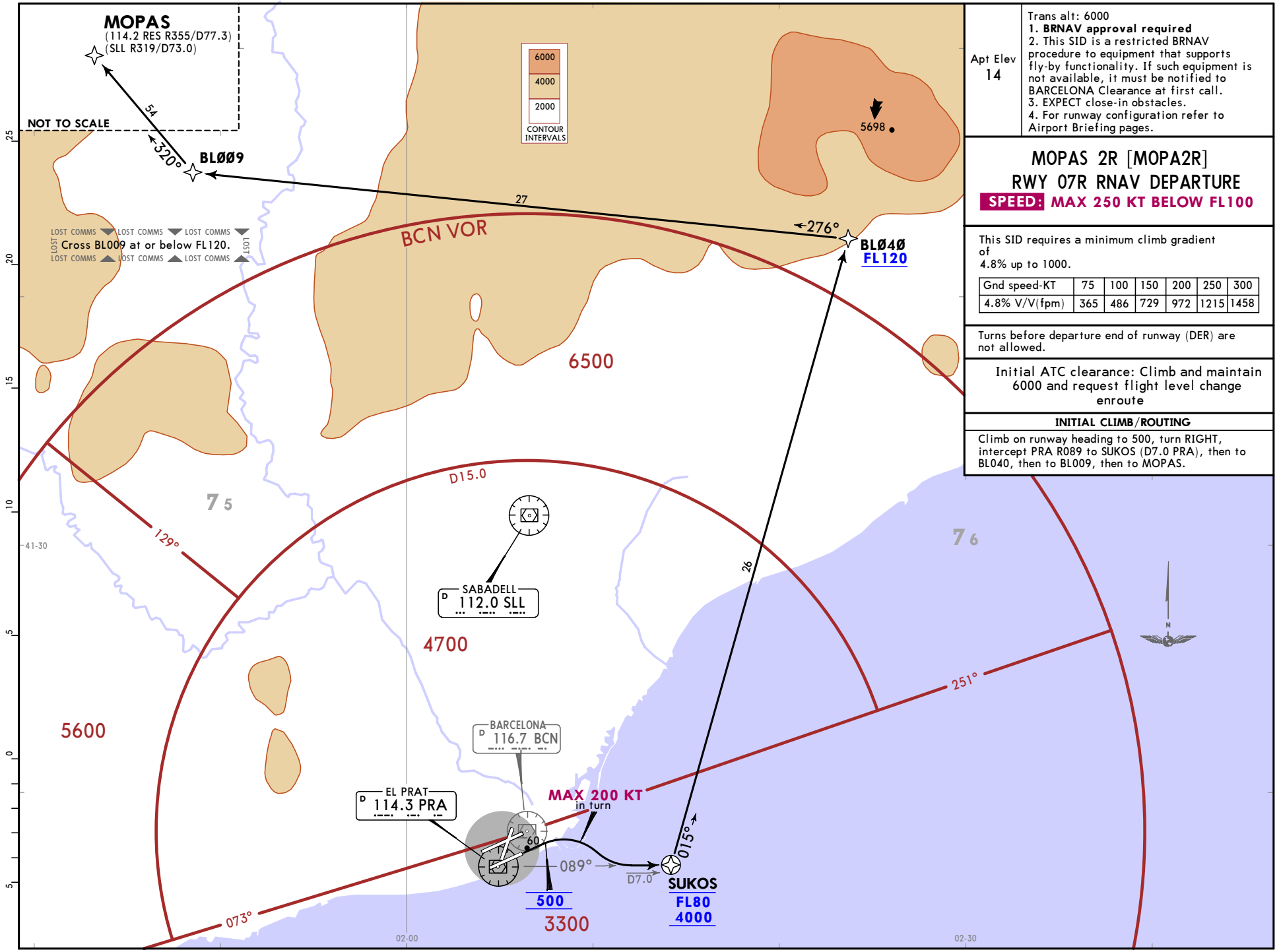
CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.93 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3L4)
RNAV SID



Apt Elev 14

Trans alt: 6000
1. BRNAV approval required
2. This SID is a restricted BRNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
3. EXPECT close-in obstacles.
4. For runway configuration refer to Airport Briefing pages.

MOPAS 2R [MOPA2R]
RWY 07R RNAV DEPARTURE

SPEED: MAX 250 KT BELOW FL100

This SID requires a minimum climb gradient of 4.8% up to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V(fpm)	365	486	729	972	1215	1458

Turns before departure end of runway (DER) are not allowed.

Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

INITIAL CLIMB/ROUTING

Climb on runway heading to 500, turn RIGHT, intercept PRA R089 to SUKOS (D7.0 PRA), then to BL040, then to BL009, then to MOPAS.

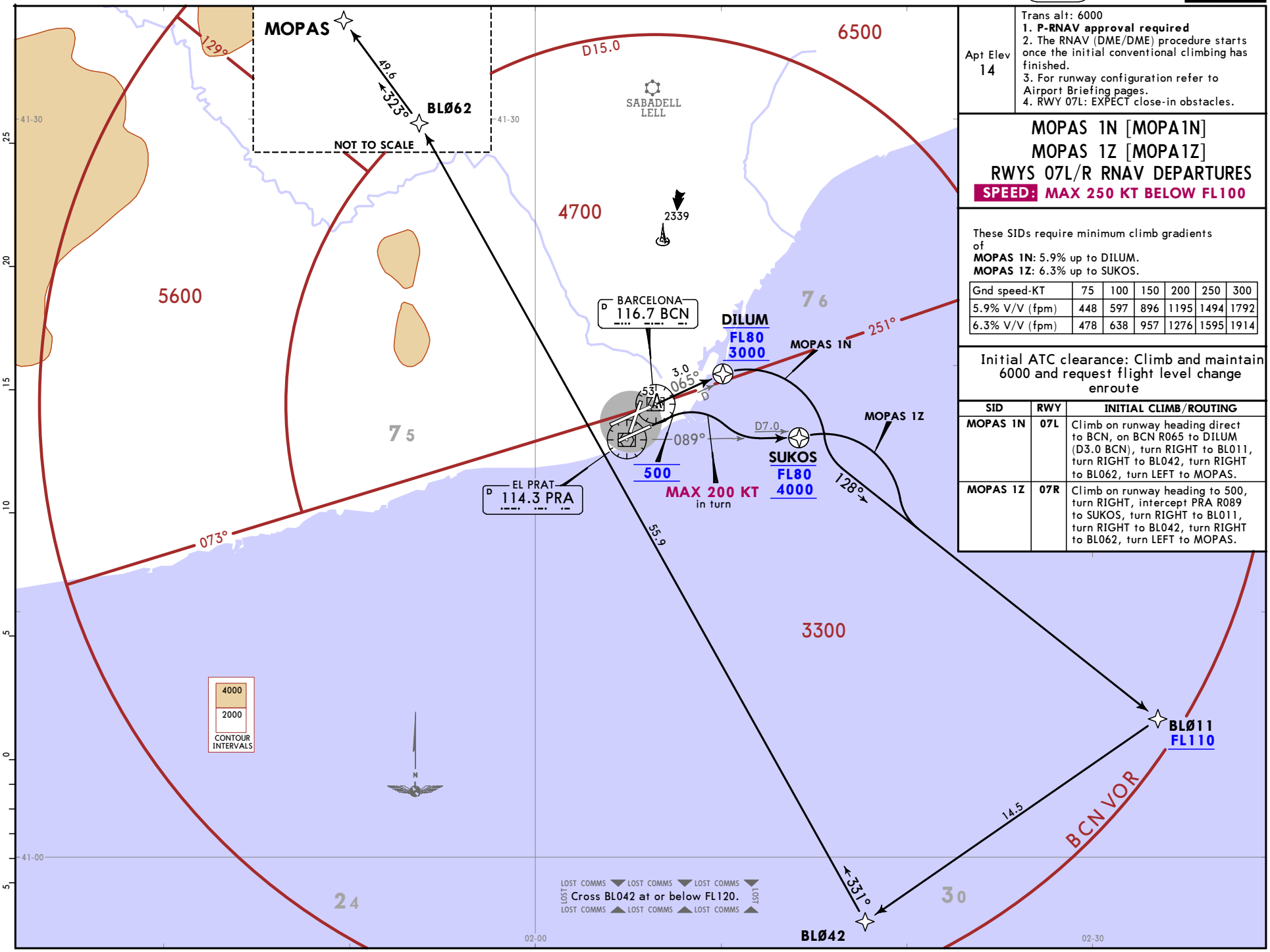
CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.94 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3L5)
RNAV SID



Apt Elev
14

Trans alt: 6000
1. P-RNAV approval required
2. The RNAV (DME/DME) procedure starts once the initial conventional climbing has finished.
3. For runway configuration refer to Airport Briefing pages.
4. RWY 07L: EXPECT close-in obstacles.

MOPAS 1N [MOPA1N]
MOPAS 1Z [MOPA1Z]
RWYS 07L/R RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients of
MOPAS 1N: 5.9% up to DILUM.
MOPAS 1Z: 6.3% up to SUKOS.

Gnd speed-KT	75	100	150	200	250	300
5.9% V/V (fpm)	448	597	896	1195	1494	1792
6.3% V/V (fpm)	478	638	957	1276	1595	1914

Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

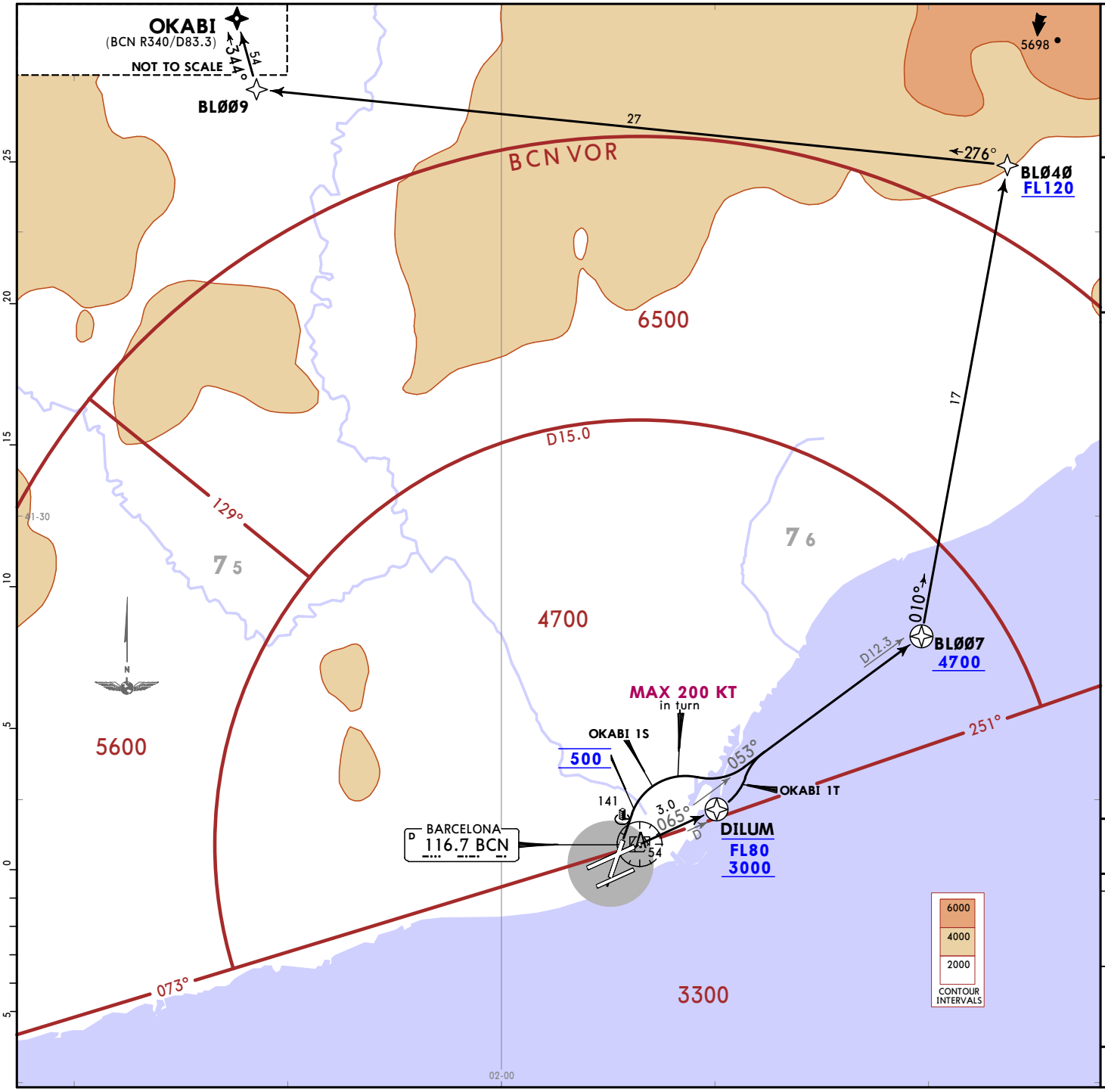
SID	RWY	INITIAL CLIMB/ROUTING
MOPAS 1N	07L	Climb on runway heading direct to BCN, on BCN R065 to DILUM (D3.0 BCN), turn RIGHT to BL011, turn RIGHT to BL042, turn RIGHT to BL062, turn LEFT to MOPAS.
MOPAS 1Z	07R	Climb on runway heading to 500, turn RIGHT, intercept PRA R089 to SUKOS, turn RIGHT to BL011, turn RIGHT to BL042, turn RIGHT to BL062, turn LEFT to MOPAS.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.95 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT



Apt Elev
14

Trans alt: 6000
1. **BRNAV approval required**
2. These SIDs are restricted BRNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
3. EXPECT close-in obstacles.
4. For runway configuration refer to Airport Briefing pages.

OKABI 1S [OKAB1S]
OKABI 1T [OKAB1T]
RWYS 02, 07L
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
LOST Cross BL009 at or below FL120. LOST
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

These SIDs require minimum climb gradients of
OKABI 1S: 5.0% up to 1500.
OKABI 1T: 5.7% up to 1800.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.7% V/V (fpm)	433	577	866	1154	1443	1732

Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

SID	RWY	INITIAL CLIMB/ROUTING
OKABI 1S	02 ❶	Climb on runway heading to 500, turn RIGHT, intercept BCN R053 to BL007 (D12.3 BCN), then to BL040, then to BL009, then to OKABI.
OKABI 1T	07L	Climb on runway heading to BCN, BCN R065 to DILUM (D3.0 BCN), turn LEFT, intercept BCN R053 to BL007 (D12.3 BCN), then to BL040, then to BL009, then to OKABI.

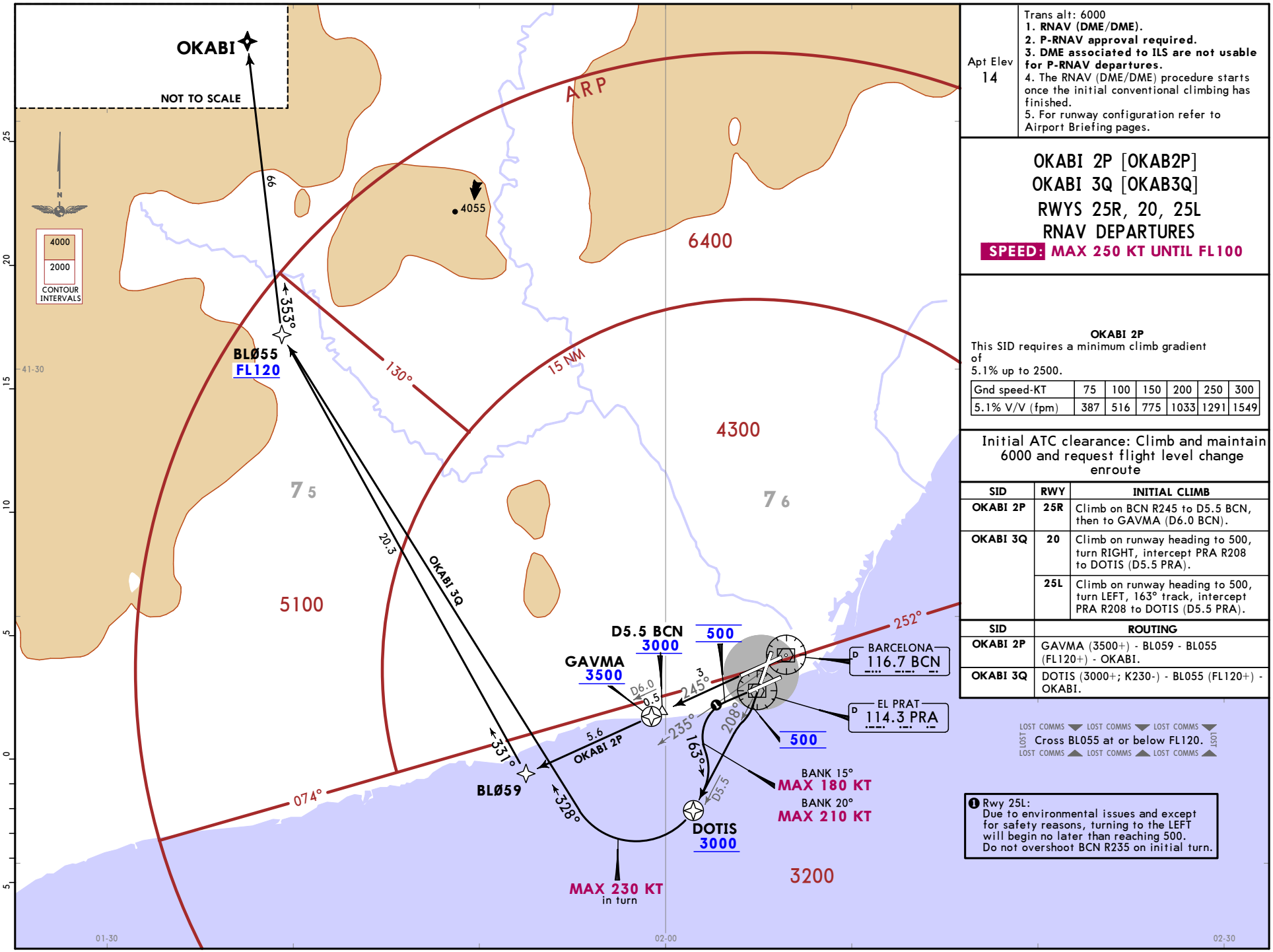
❶ Turns before departure end of runway (DER) are not allowed.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3L7)
RNAV SID



Apt Elev
14

Trans alt: 6000
1. **RNAV (DME/DME).**
2. **P-RNAV approval required.**
3. **DME associated to ILS are not usable for P-RNAV departures.**
4. The RNAV (DME/DME) procedure starts once the initial conventional climbing has finished.
5. For runway configuration refer to Airport Briefing pages.

OKABI 2P [OKAB2P]
OKABI 3Q [OKAB3Q]
RWYS 25R, 20, 25L
RNAV DEPARTURES
SPEED: MAX 250 KT UNTIL FL100

OKABI 2P
This SID requires a minimum climb gradient of
5.1% up to 2500.

Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549

Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

SID	RWY	INITIAL CLIMB
OKABI 2P	25R	Climb on BCN R245 to D5.5 BCN, then to GAVMA (D6.0 BCN).
OKABI 3Q	20	Climb on runway heading to 500, turn RIGHT, intercept PRA R208 to DOTIS (D5.5 PRA).
	25L	Climb on runway heading to 500, turn LEFT, 163° track, intercept PRA R208 to DOTIS (D5.5 PRA).

SID	ROUTING
OKABI 2P	GAVMA (3500+) - BL059 - BL055 (FL120+) - OKABI.
OKABI 3Q	DOTIS (3000+; K230-) - BL055 (FL120+) - OKABI.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
LOST Cross BL055 at or below FL120. LOST
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

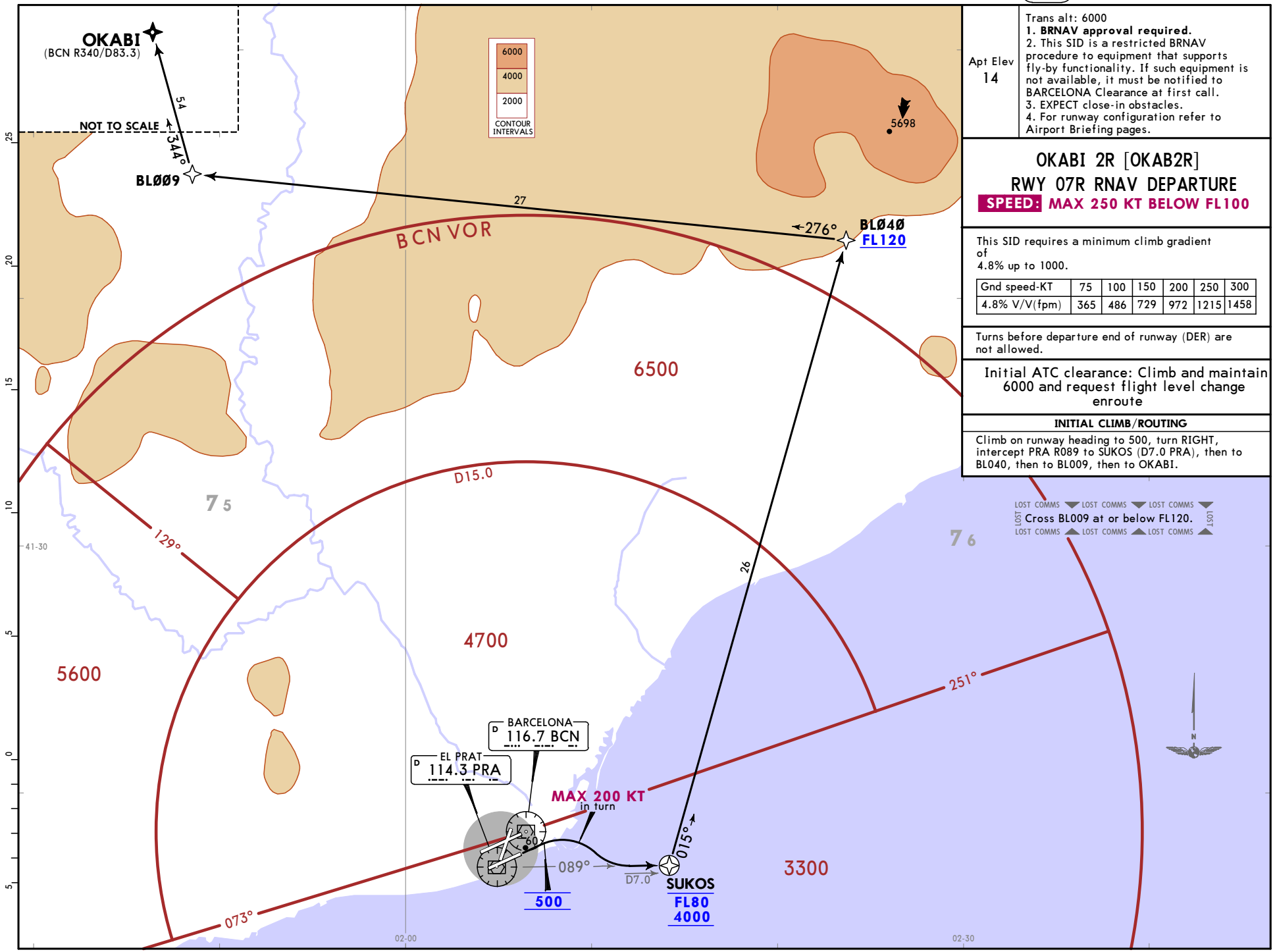
❶ Rwy 25L:
Due to environmental issues and except for safety reasons, turning to the LEFT will begin no later than reaching 500.
Do not overshoot BCN R235 on initial turn.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3L8)
RNAV SID



Apt Elev
14

Trans alt: 6000
1. BRNAV approval required.
2. This SID is a restricted BRNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
3. EXPECT close-in obstacles.
4. For runway configuration refer to Airport Briefing pages.

OKABI 2R [OKAB2R]
RWY 07R RNAV DEPARTURE

SPEED: MAX 250 KT BELOW FL100

This SID requires a minimum climb gradient of
4.8% up to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V(fpm)	365	486	729	972	1215	1458

Turns before departure end of runway (DER) are not allowed.

Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

INITIAL CLIMB/ROUTING

Climb on runway heading to 500, turn RIGHT, intercept PRA R089 to SUKOS (D7.0 PRA), then to BL040, then to BL009, then to OKABI.

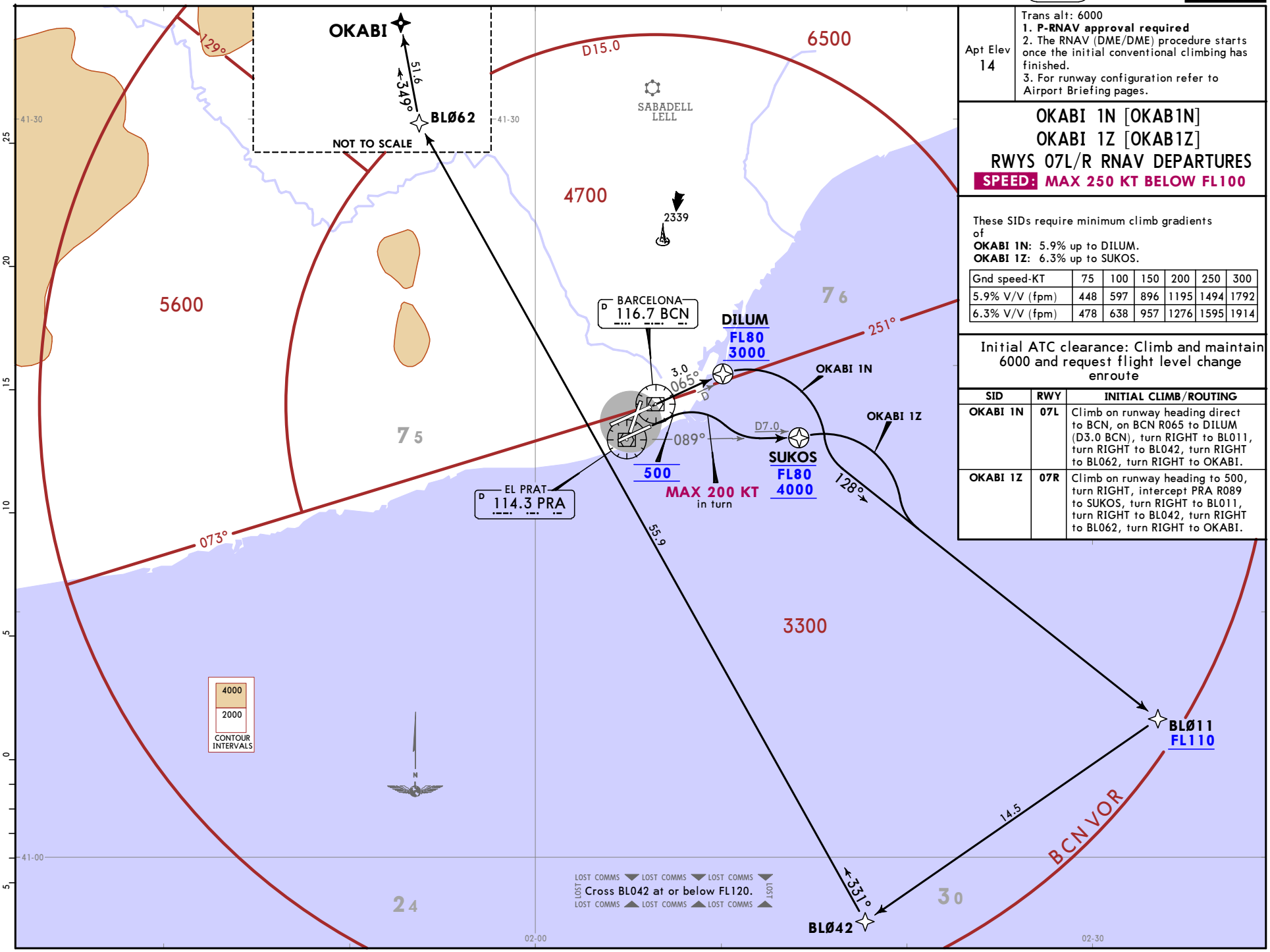
CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.98 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3M)
RNAV SID



Apt Elev	Trans alt: 6000 **1. P-RNAV approval required** 2. The RNAV (DME/DME) procedure starts once the initial conventional climbing has finished. 3. For runway configuration refer to Airport Briefing pages.
14	

OKABI 1N [OKAB1N]
OKABI 1Z [OKAB1Z]
RWYS 07L/R RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients of
OKABI 1N: 5.9% up to DILUM.
OKABI 1Z: 6.3% up to SUKOS.

Gnd speed-KT	75	100	150	200	250	300
5.9% V/V (fpm)	448	597	896	1195	1494	1792
6.3% V/V (fpm)	478	638	957	1276	1595	1914

Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

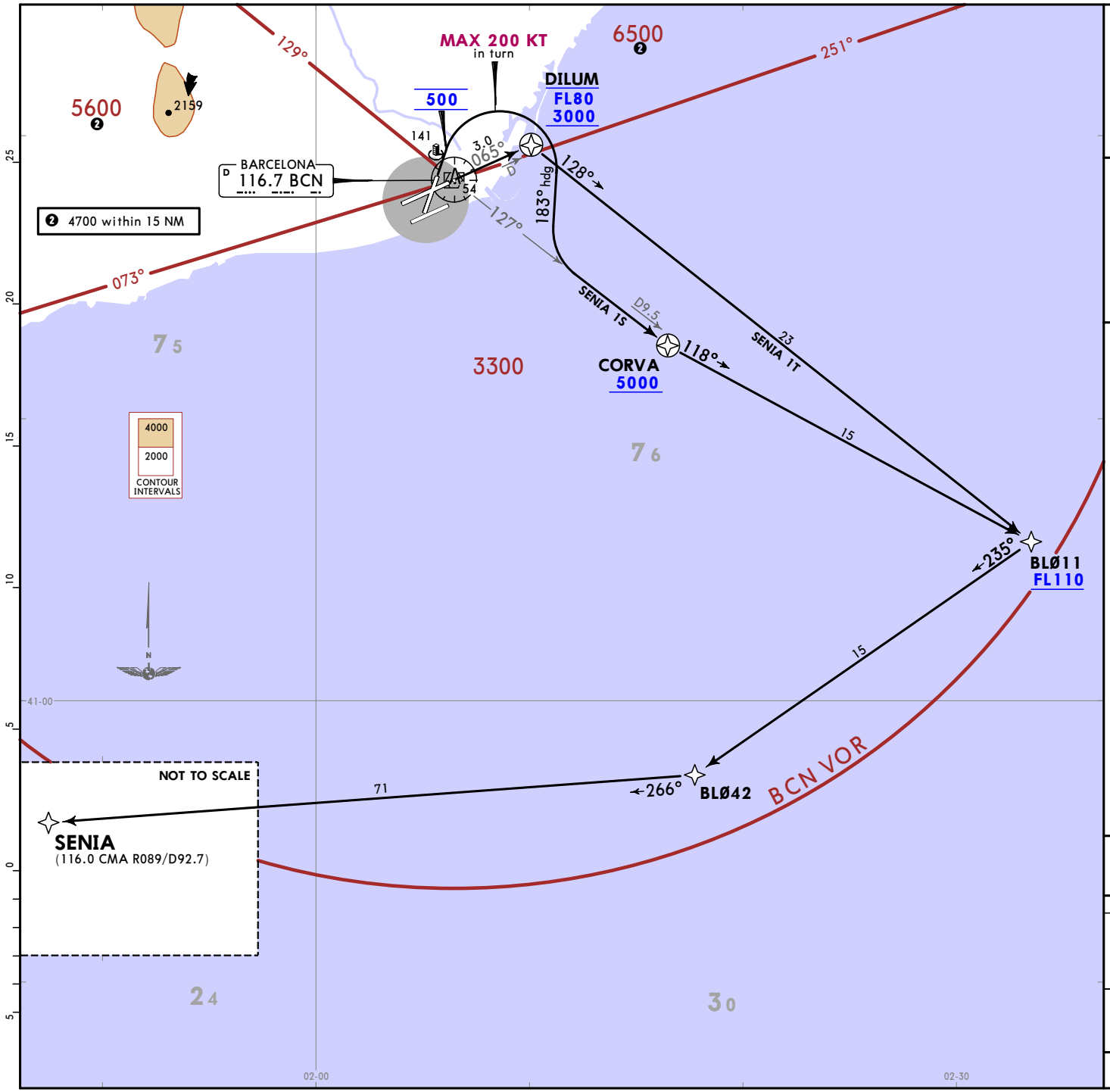
SID	RWY	INITIAL CLIMB/ROUTING
OKABI 1N	07L	Climb on runway heading direct to BCN, on BCN R065 to DILUM (D3.0 BCN), turn RIGHT to BL011, turn RIGHT to BL042, turn RIGHT to BL062, turn RIGHT to OKABI.
OKABI 1Z	07R	Climb on runway heading to 500, turn RIGHT, intercept PRA R089 to SUKOS, turn RIGHT to BL011, turn RIGHT to BL042, turn RIGHT to BL062, turn RIGHT to OKABI.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3N)
RNAV SID



Apt Elev
14

Trans alt: 6000
1. BRNAV approval required
2. These SIDs are restricted BRNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
3. EXPECT close-in obstacles.
4. For runway configuration refer to Airport Briefing pages.

SENIA 1S [SENI1S]
SENIA 1T [SENI1T]
RWYS 02, 07L
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
LOST Cross BL042 at or below FL120. LOST
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

These SIDs require minimum climb gradients of
SENIA 1S: 5.0% up to 1000.
SENIA 1T: 5.7% up to 1800.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.7% V/V (fpm)	433	577	866	1154	1443	1732

Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

SID	RWY	INITIAL CLIMB/ROUTING
SENIA 1S	02 ❶	Climb on runway heading to 500, turn RIGHT, 183° heading, intercept BCN R127 to CORVA (D9.5 BCN), then to BL011, then to BL042, then to SENIA.
SENIA 1T	07L	Climb on runway heading to BCN, BCN R065 to DILUM (D3.0 BCN), turn RIGHT to BL011, then to BL042, then to SENIA.

❶ Turns before departure end of runway (DER) are not allowed.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS REVOKED.

LEBL/BCN
EL PRAT

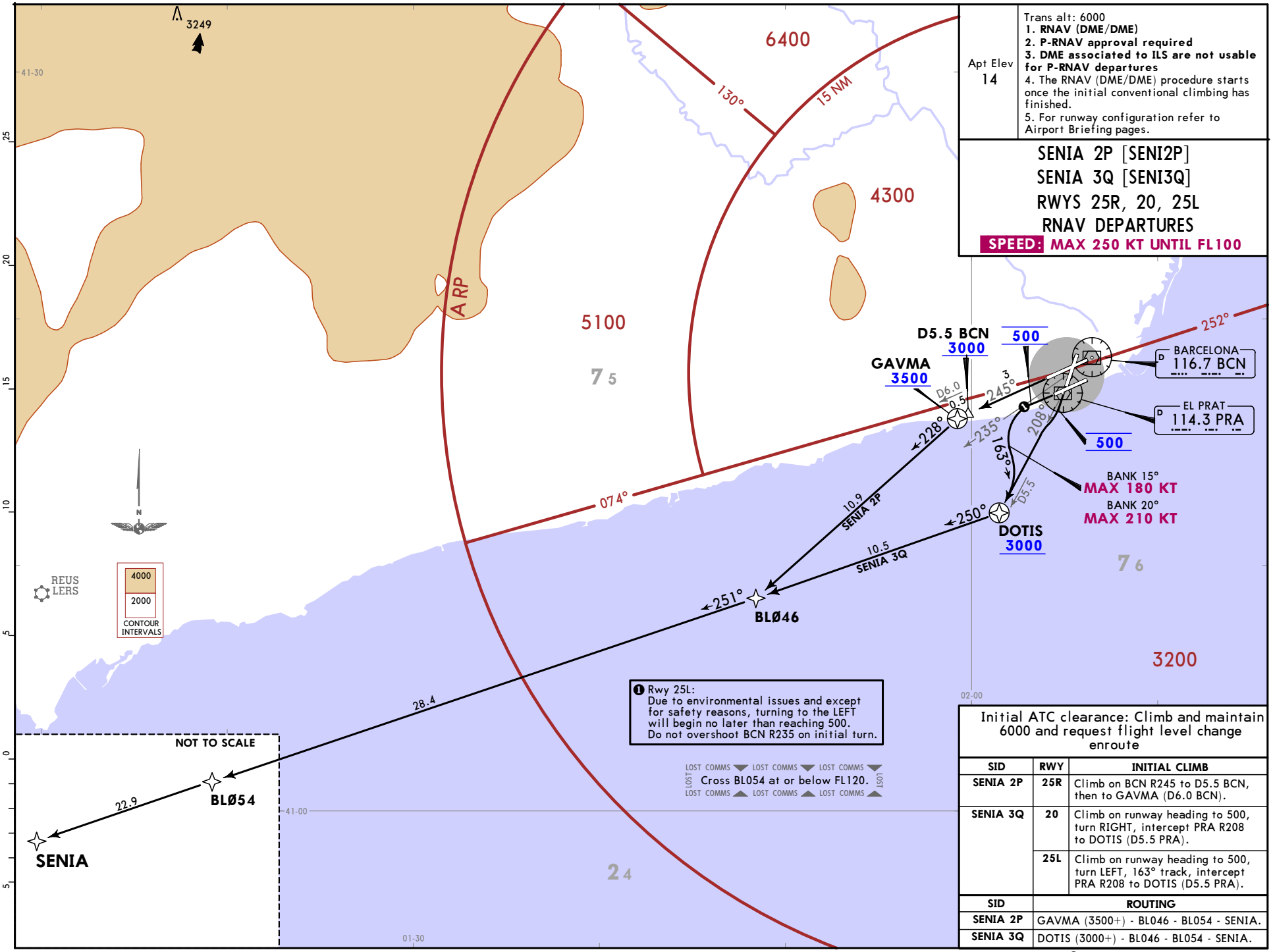
JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3N1)
RNAV SID

Apt Elev 14

Trans alt: 6000
1. **RNAV (DME/DME)**
2. **P-RNAV approval required**
3. **DME associated to ILS are not usable for P-RNAV departures**
4. The RNAV (DME/DME) procedure starts once the initial conventional climbing has finished.
5. For runway configuration refer to Airport Briefing pages.

SENIA 2P [SENI2P]
SENIA 3Q [SENI3Q]
RWYS 25R, 20, 25L
RNAV DEPARTURES

SPEED: MAX 250 KT UNTIL FL100



Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

SID	RWY	INITIAL CLIMB
SENIA 2P	25R	Climb on BCN R245 to D5.5 BCN, then to GAVMA (D6.0 BCN).
SENIA 3Q	20	Climb on runway heading to 500, turn RIGHT, intercept PRA R208 to DOTIS (D5.5 PRA).
	25L	Climb on runway heading to 500, turn LEFT, 163° track, intercept PRA R208 to DOTIS (D5.5 PRA).

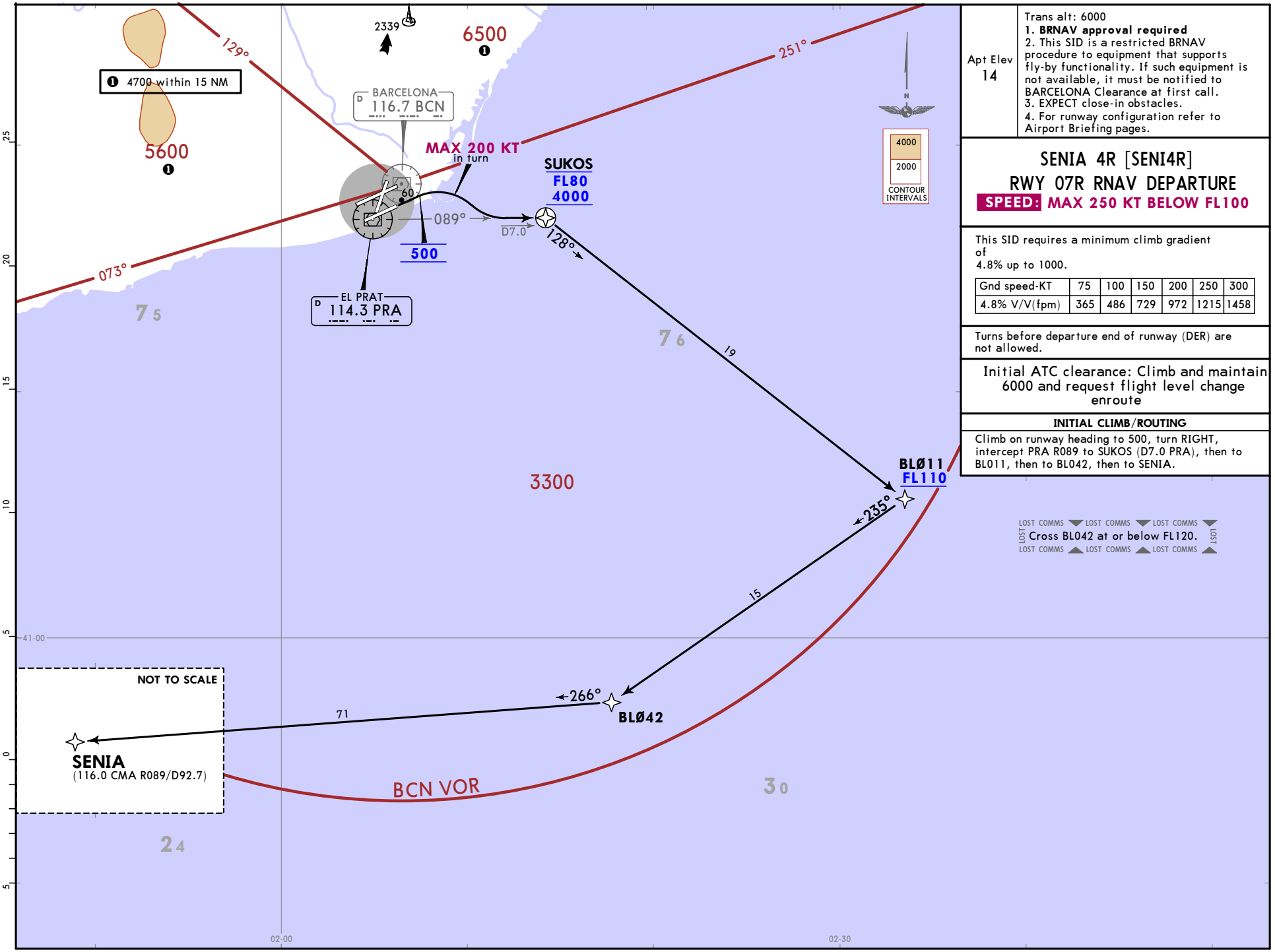
SID	ROUTING
SENIA 2P	GAVMA (3500+) - BL046 - BL054 - SENIA.
SENIA 3Q	DOTIS (3000+) - BL046 - BL054 - SENIA.

CHANGES: Reissue

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.101 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT



Apt Elev
14

Trans alt: 6000
1. BRNAV approval required
2. This SID is a restricted BRNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
3. EXPECT close-in obstacles.
4. For runway configuration refer to Airport Briefing pages.

SENIA 4R [SENI4R]
RWY 07R RNAV DEPARTURE

SPEED: MAX 250 KT BELOW FL100

This SID requires a minimum climb gradient of
4.8% up to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V(fpm)	365	486	729	972	1215	1458

Turns before departure end of runway (DER) are not allowed.

Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

INITIAL CLIMB/ROUTING

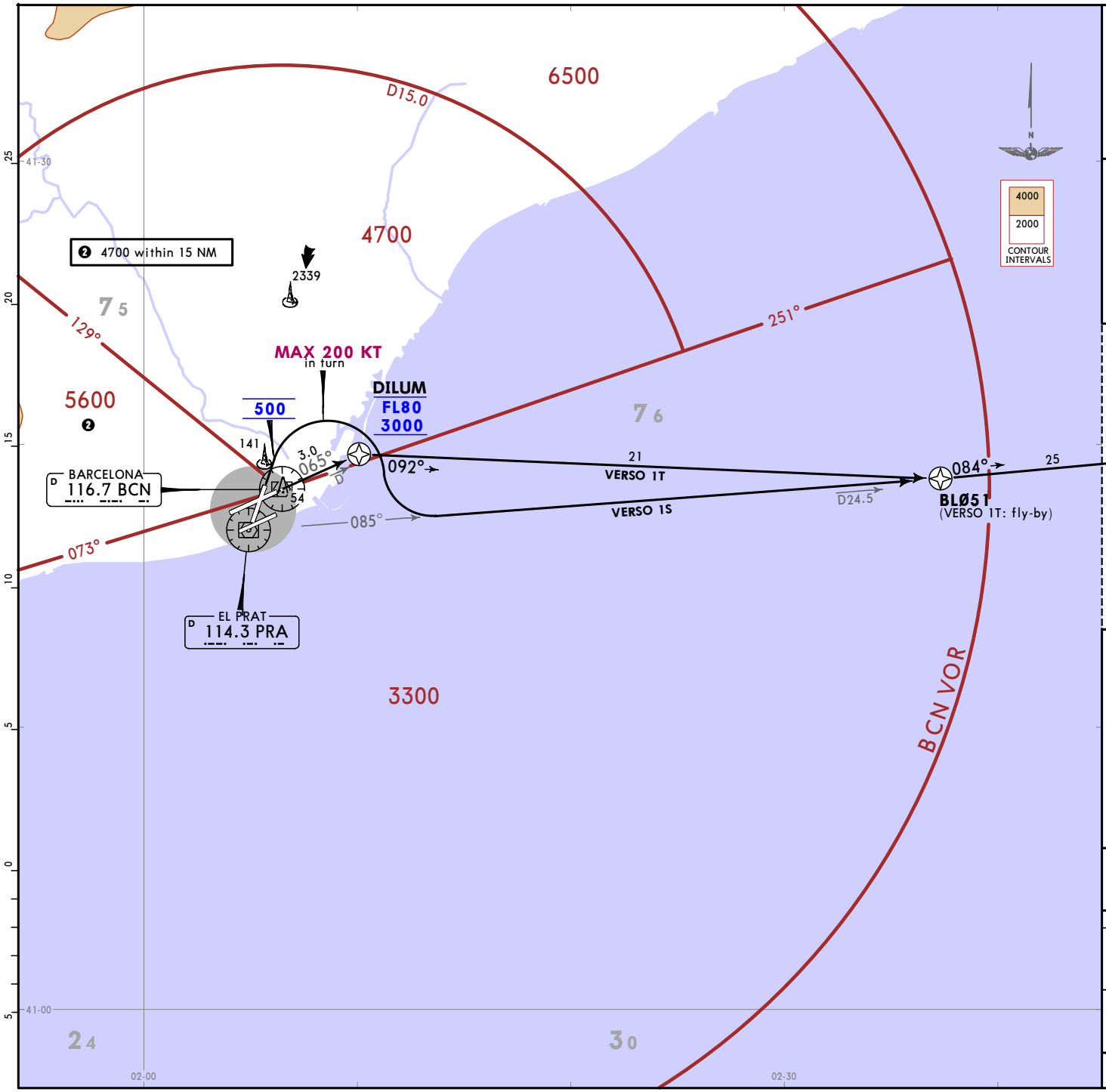
Climb on runway heading to 500, turn RIGHT, intercept PRA R089 to SUKOS (D7.0 PRA), then to BL011, then to BL042, then to SENIA.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3N3) RNAV SID

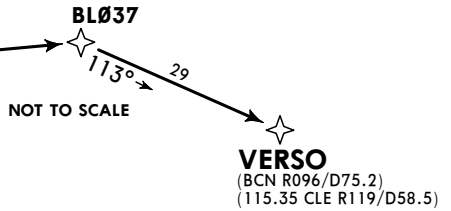


Apt Elev
14

Trans alt: 6000
1. **BRNAV approval required**
2. These SIDs are restricted BRNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
3. EXPECT close-in obstacles.
4. For runway configuration refer to Airport Briefing pages.

VERSO 1S [VERS1S]
VERSO 1T [VERS1T]
RWYS 02, 07L
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
LOST Cross VERSO at or below FL120. LOST
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

These SIDs require minimum climb gradients of
VERSO 1S: 5.0% up to 1000.
VERSO 1T: 5.7% up to 1800.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.7% V/V (fpm)	433	577	866	1154	1443	1732

Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

SID	RWY	INITIAL CLIMB/ROUTING
VERSO 1S	02 ❶	Climb on runway heading to 500, turn RIGHT, intercept PRA R085 to BL051 (D24.5 PRA), then to BL037, then to VERSO.
VERSO 1T	07L	Climb on runway heading to BCN, BCN R065 to DILUM (D3.0 BCN), then to BL051, then to BL037, then to VERSO.

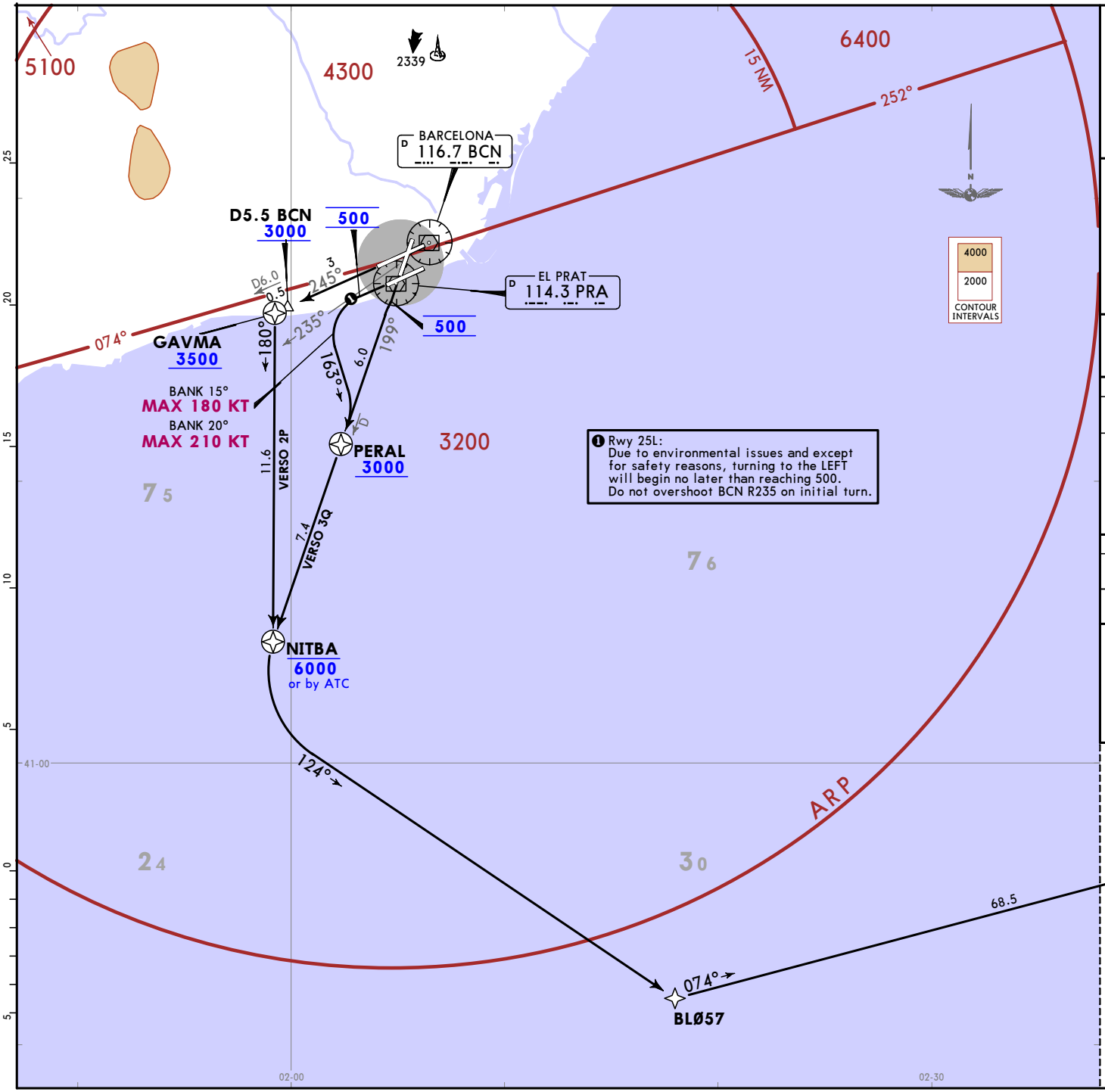
❶ Turns before departure end of runway (DER) are not allowed.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.103 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT



Apt Elev
14

Trans alt: 6000
1. RNAV (DME/DME)
2. P-RNAV approval required
3. DME associated to ILS are not usable for P-RNAV departures
2. The RNAV (DME/DME) procedure starts once the initial conventional climbing has finished.
5. For runway configuration refer to Airport Briefing pages.

VERSO 2P [VERS2P]
VERSO 3Q [VERS3Q]
RWYS 25R, 20, 25L
RNAV DEPARTURES

SPEED: MAX 250 KT UNTIL FL100

Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

SID	RWY	INITIAL CLIMB
VERSO 2P	25R	Climb on BCN R245 to D5.5 BCN, then to GAVMA (D6.0 BCN).
VERSO 3Q	20	Climb on runway heading to 500, turn RIGHT, intercept PRA R199 to PERAL (D6.0 PRA).
	25L	Climb on runway heading to 500, turn LEFT, 163° track, intercept PRA R199 to PERAL (D6.0 PRA).

SID	ROUTING
VERSO 2P	GAVMA (3500+) - NITBA (6000-) - BL057 - VERSO.
VERSO 3Q	PERAL (3000+) - NITBA (6000-) - BL057 - VERSO.

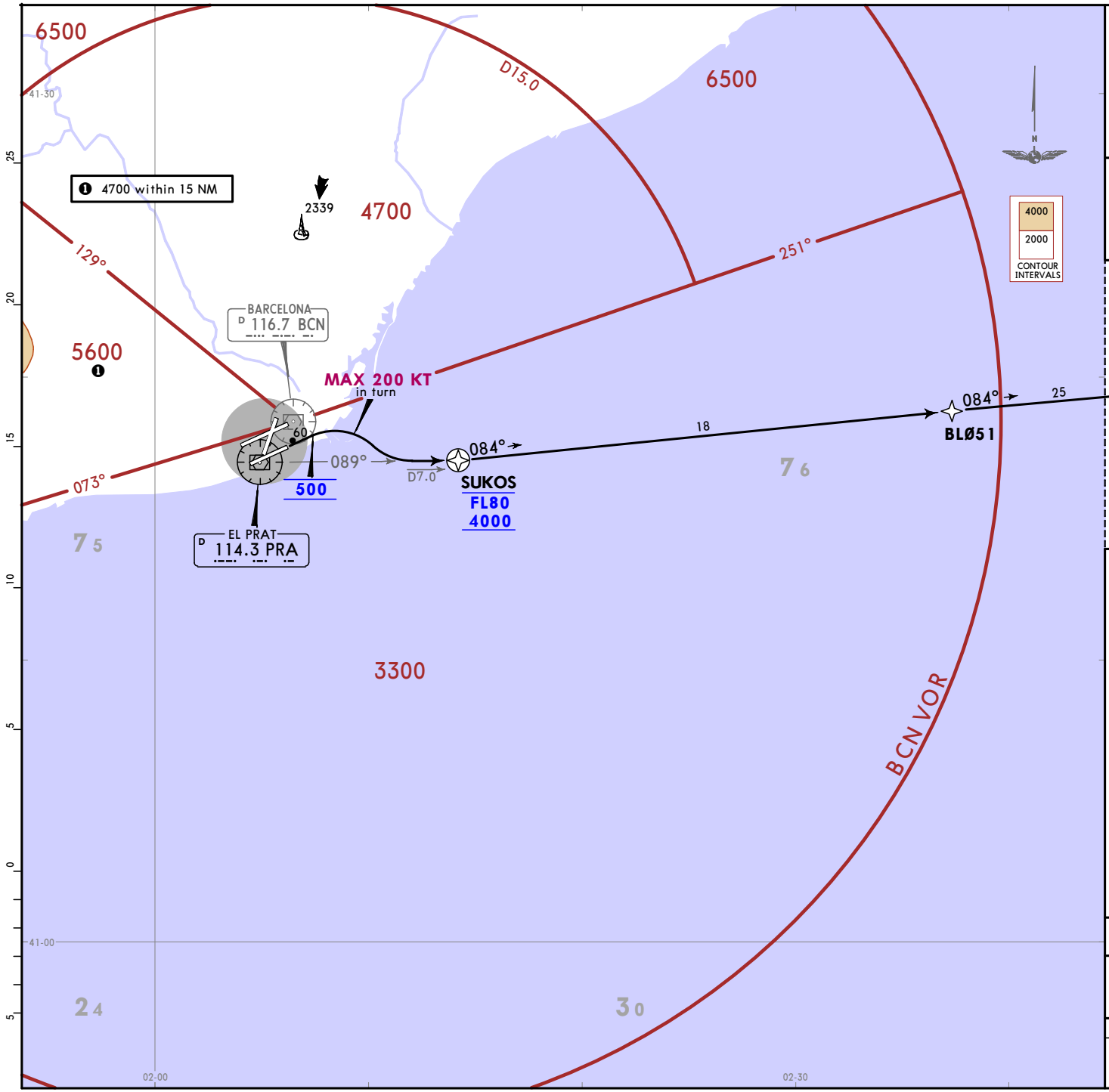
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
LOST Cross BL057 at or below FL120. LOST
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3N5)
RNAV SID



Apt Elev
14

Trans alt: 6000
1. BRNAV approval required
2. This SID is a restricted BRNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
3. EXPECT close-in obstacles.
4. For runway configuration refer to Airport Briefing pages.

VERSO 2R [VERS2R]
RWY 07R RNAV DEPARTURE

SPEED: MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
LOST Cross VERSO at or below FL120. LOST
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

This SID requires a minimum climb gradient of
4.8% up to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V(fpm)	365	486	729	972	1215	1458

Turns before departure end of runway (DER) are not allowed.

Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

INITIAL CLIMB/ROUTING

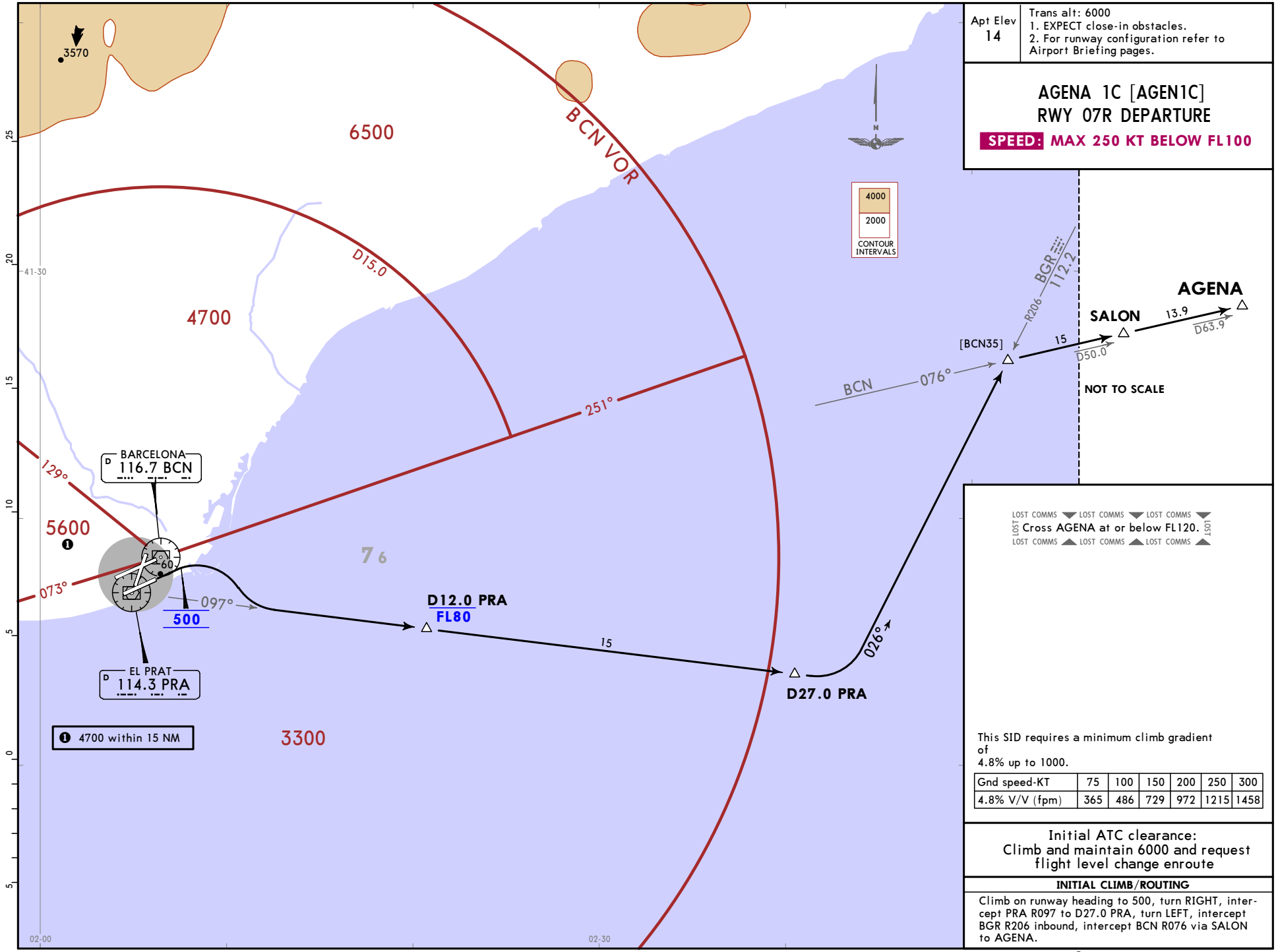
Climb on runway heading to 500, turn RIGHT, intercept PRA R089 to SUKOS (D7.0 PRA), then to BL051, then to BL037, then to VERSO.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3N6) SID



Apt Elev 14

Trans alt: 6000
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.

AGENA 1C [AGEN1C]
RWY 07R DEPARTURE

SPEED: MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Cross AGENA at or below FL120.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

This SID requires a minimum climb gradient of
4.8% up to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

INITIAL CLIMB/ROUTING

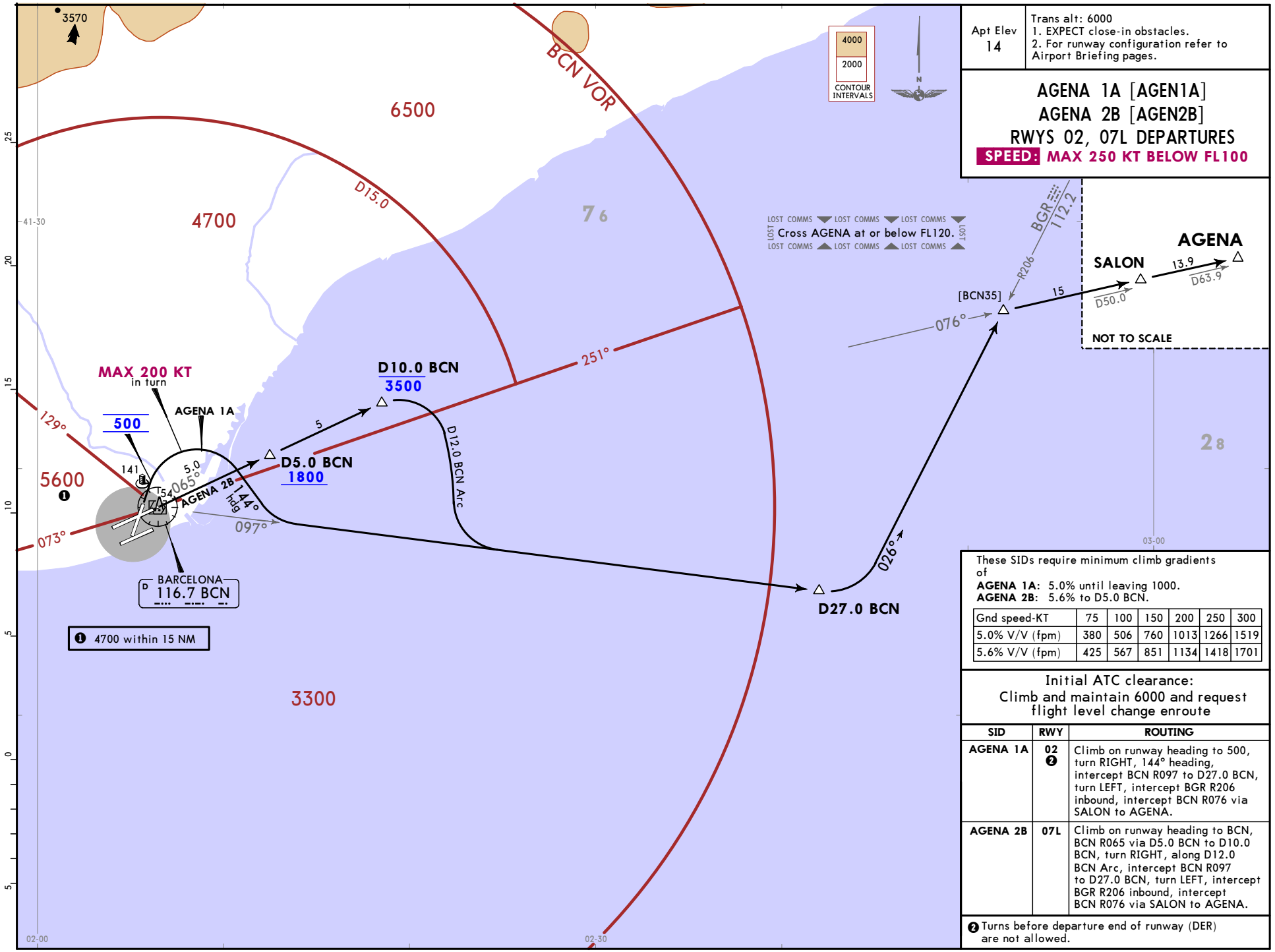
Climb on runway heading to 500, turn RIGHT, intercept PRA R097 to D27.0 PRA, turn LEFT, intercept BGR R206 inbound, intercept BCN R076 via SALON to AGENA.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.106 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT



Apt Elev	
14	Trans alt: 6000 1. EXPECT close-in obstacles. 2. For runway configuration refer to Airport Briefing pages.

AGENA 1A [AGEN1A]
AGENA 2B [AGEN2B]
RWYS 02, 07L DEPARTURES

SPEED: MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients of
AGENA 1A: 5.0% until leaving 1000.
AGENA 2B: 5.6% to D5.0 BCN.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.6% V/V (fpm)	425	567	851	1134	1418	1701

Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

SID	RWY	ROUTING
AGENA 1A	02 ❷	Climb on runway heading to 500, turn RIGHT, 144° heading, intercept BCN R097 to D27.0 BCN, turn LEFT, intercept BGR R206 inbound, intercept BCN R076 via SALON to AGENA.
AGENA 2B	07L	Climb on runway heading to BCN, BCN R065 via D5.0 BCN to D10.0 BCN, turn RIGHT, along D12.0 BCN Arc, intercept BCN R097 to D27.0 BCN, turn LEFT, intercept BGR R206 inbound, intercept BCN R076 via SALON to AGENA.

❷ Turns before departure end of runway (DER) are not allowed.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

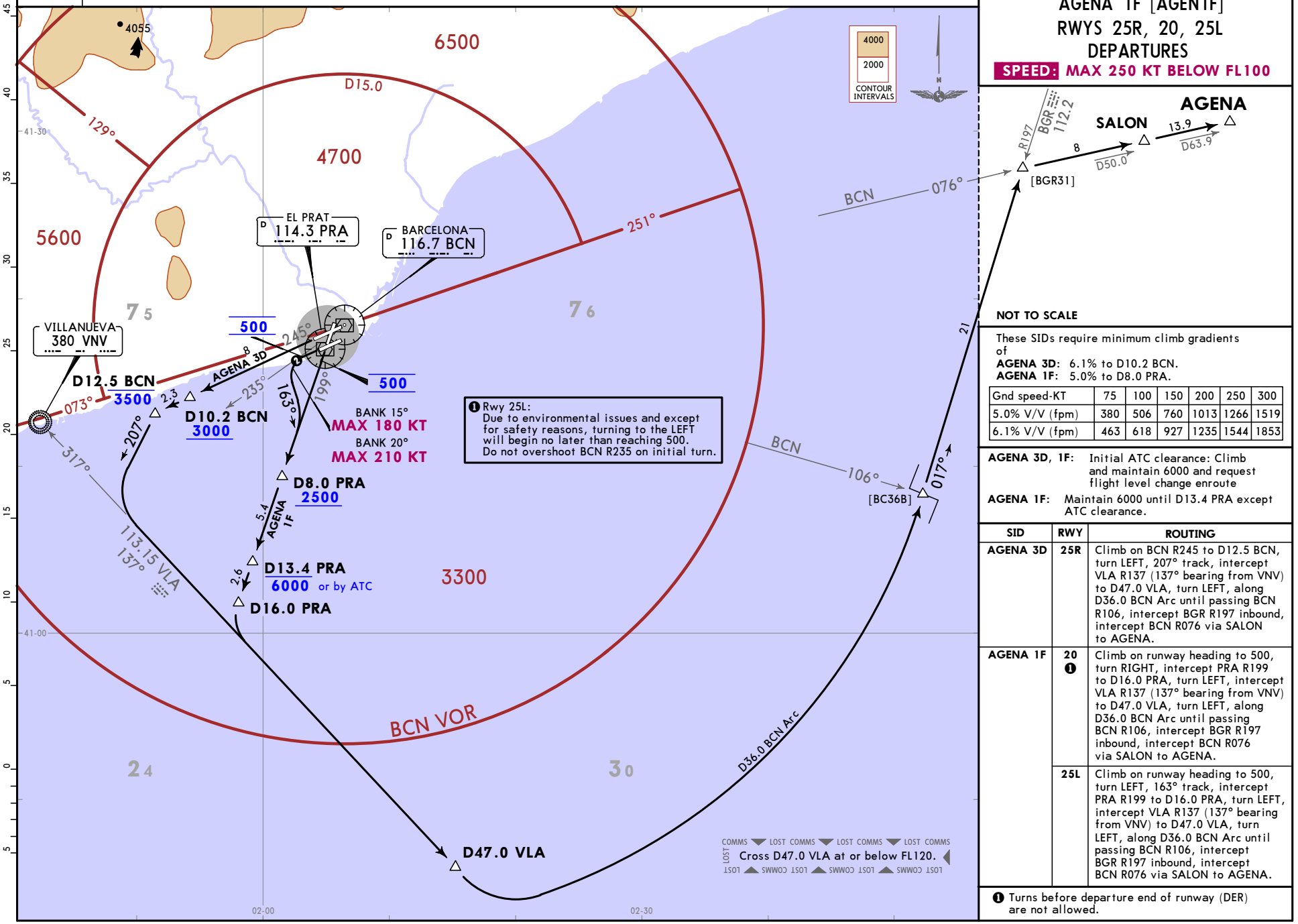
JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3N8) SID

Apt Elev 14

Trans alt: 6000
For runway configuration refer to Airport Briefing pages.

AGENA 3D [AGEN3D]
AGENA 1F [AGEN1F]
RWYS 25R, 20, 25L
DEPARTURES

SPEED: MAX 250 KT BELOW FL100



NOT TO SCALE

These SIDs require minimum climb gradients of
AGENA 3D: 6.1% to D10.2 BCN.
AGENA 1F: 5.0% to D8.0 PRA.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853

AGENA 3D, 1F: Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

AGENA 1F: Maintain 6000 until D13.4 PRA except ATC clearance.

SID	RWY	ROUTING
AGENA 3D	25R	Climb on BCN R245 to D12.5 BCN, turn LEFT, 207° track, intercept VLA R137 (137° bearing from VNV) to D47.0 VLA, turn LEFT, along D36.0 BCN Arc until passing BCN R106, intercept BGR R197 inbound, intercept BCN R076 via SALON to AGENA.
AGENA 1F	20 ❶	Climb on runway heading to 500, turn RIGHT, intercept PRA R199 to D16.0 PRA, turn LEFT, intercept VLA R137 (137° bearing from VNV) to D47.0 VLA, turn LEFT, along D36.0 BCN Arc until passing BCN R106, intercept BGR R197 inbound, intercept BCN R076 via SALON to AGENA.
	25L	Climb on runway heading to 500, turn LEFT, 163° track, intercept PRA R199 to D16.0 PRA, turn LEFT, intercept VLA R137 (137° bearing from VNV) to D47.0 VLA, turn LEFT, along D36.0 BCN Arc until passing BCN R106, intercept BGR R197 inbound, intercept BCN R076 via SALON to AGENA.

❶ Turns before departure end of runway (DER) are not allowed.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.108 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

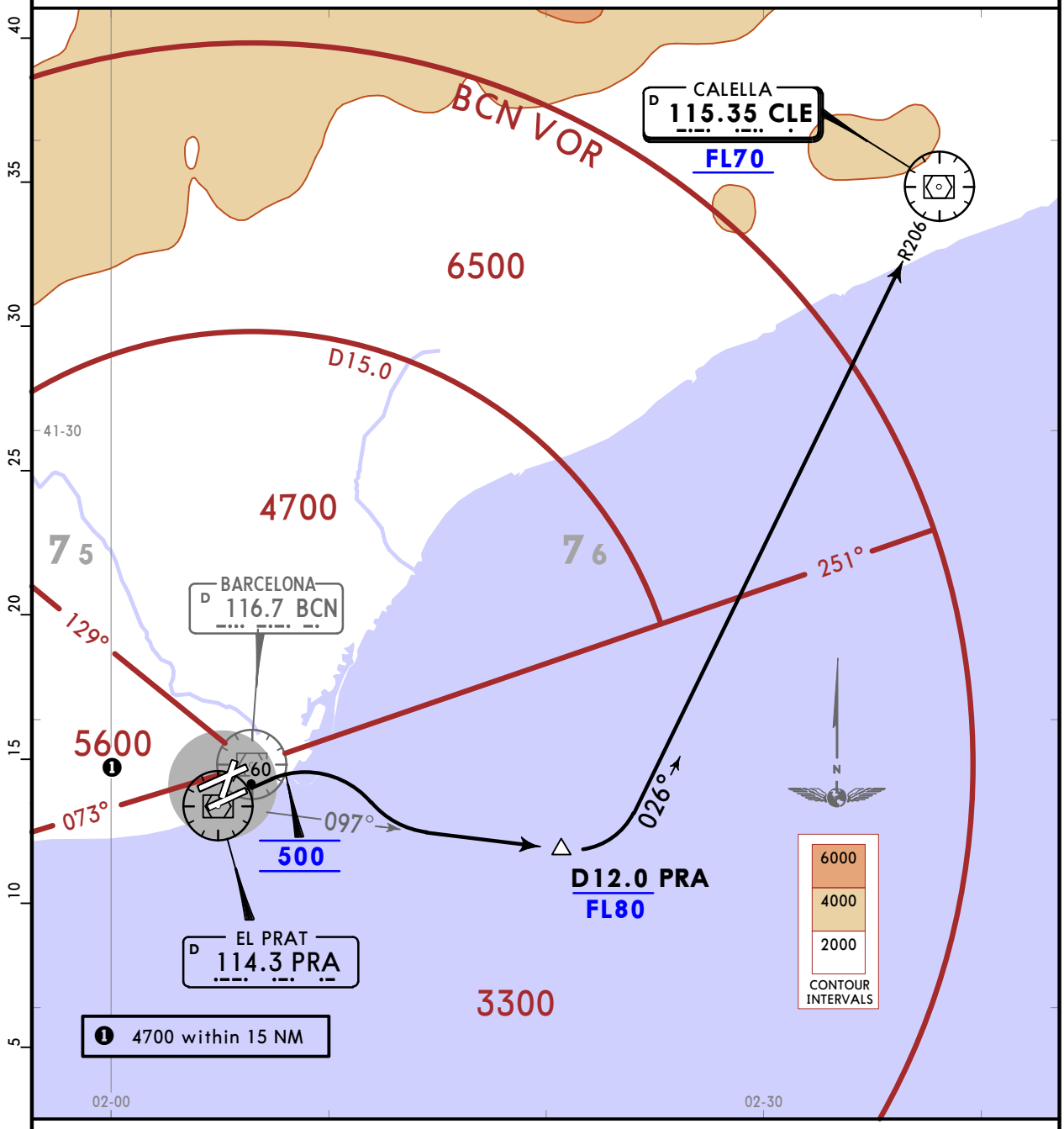
LEBL/BCN
EL PRAT

JEPPESEN
10 AUG 18 (10-3P)

BARCELONA, SPAIN
SID

Apt Elev	
14	Trans alt: 6000 1. EXPECT close-in obstacles. 2. For runway configuration refer to Airport Briefing pages.

CALELLA 1C (CLE 1C)
RWY 07R DEPARTURE
SPEED: MAX 250 KT BELOW FL100



This SID requires a minimum climb gradient of 4.8% up to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

INITIAL CLIMB/ROUTING

Climb on runway heading to 500, turn RIGHT, intercept PRA R097 to D12.0 PRA, turn LEFT, intercept CLE R206 inbound to CLE.

CHANGES: Reissue.

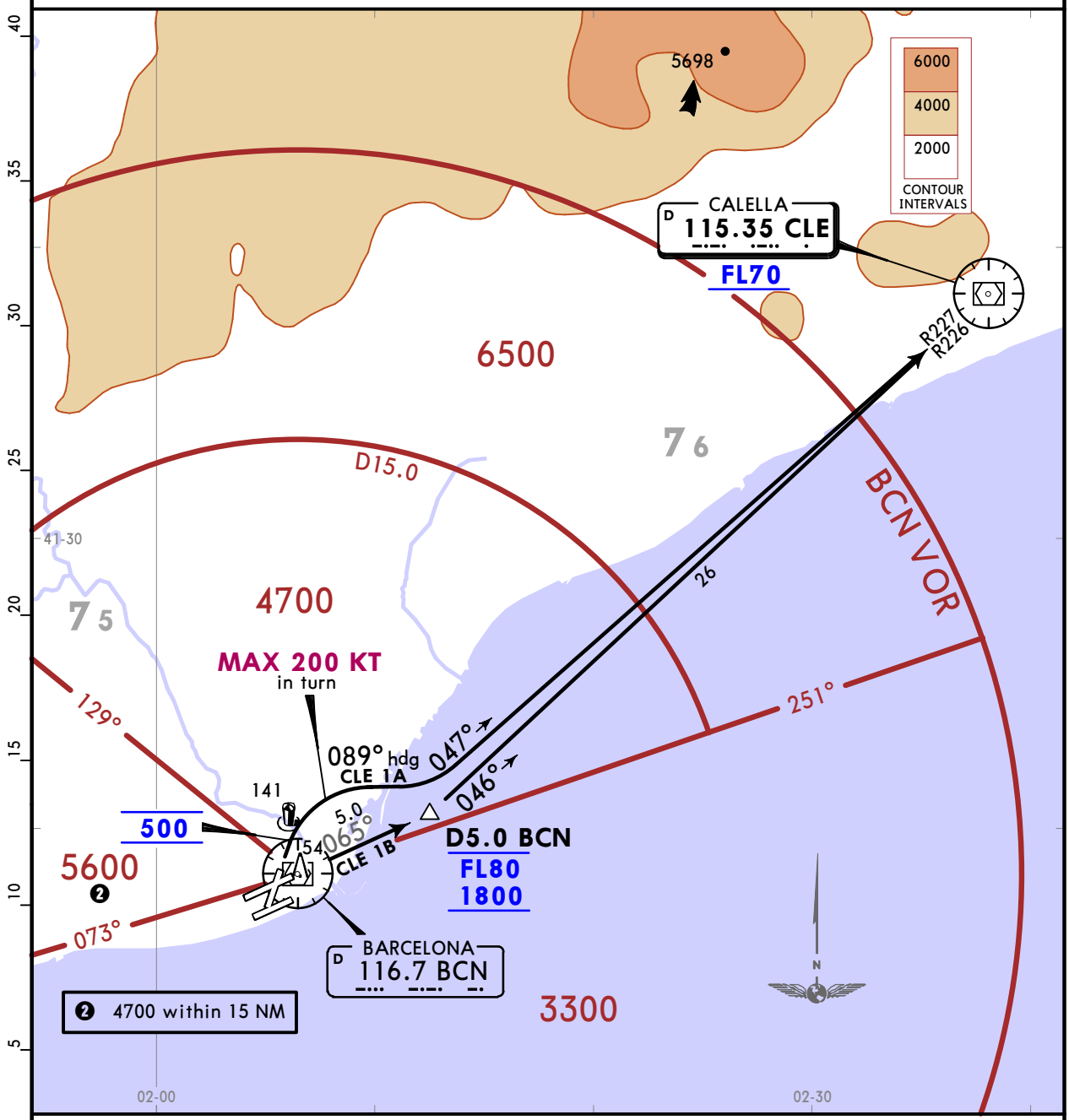
© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.109 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

Apt Elev	Trans alt: 6000
14	1. EXPECT close-in obstacles. 2. For runway configuration refer to Airport Briefing pages.

CALELLA 1A (CLE 1A)
CALELLA 1B (CLE 1B)
RWYS 02, 07L DEPARTURES

SPEED: MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of
CLE 1A: 5.0% until leaving 1000.
CLE 1B: 5.6% to D5.0 BCN.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.6% V/V (fpm)	425	567	851	1134	1418	1701

Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

SID	RWY	ROUTING
CLE 1A	02 ❶	Climb on runway heading to 500, turn RIGHT, 089° heading, intercept CLE R227 inbound to CLE.
CLE 1B	07L	Climb on runway heading to BCN, BCN R065 to D5.0 BCN, turn LEFT, intercept CLE R226 inbound to CLE.

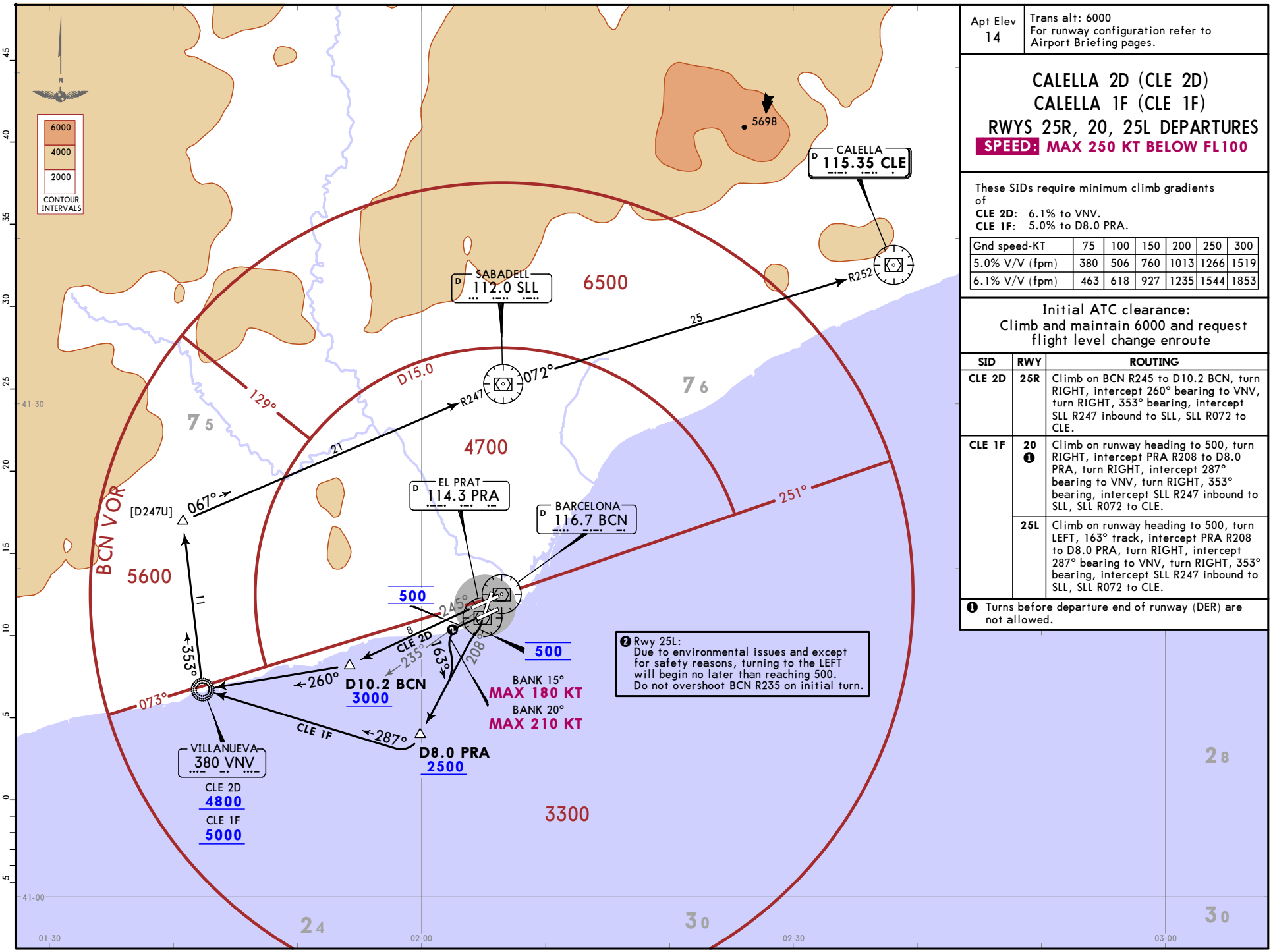
❶ Turns before departure end of runway (DER) are not allowed.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3Q1) SID



❷ Rwy 25L:
Due to environmental issues and except for safety reasons, turning to the LEFT will begin no later than reaching 500. Do not overshoot BCN R235 on initial turn.

Apt Elev	Trans alt: 6000
14	For runway configuration refer to Airport Briefing pages.

CALELLA 2D (CLE 2D)
CALELLA 1F (CLE 1F)
RWYS 25R, 20, 25L DEPARTURES

SPEED: MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients of
CLE 2D: 6.1% to VNV.
CLE 1F: 5.0% to D8.0 PRA.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853

Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

SID	RWY	ROUTING
CLE 2D	25R	Climb on BCN R245 to D10.2 BCN, turn RIGHT, intercept 260° bearing to VNV, turn RIGHT, 353° bearing, intercept SLL R247 inbound to SLL, SLL R072 to CLE.
CLE 1F	20 ❶	Climb on runway heading to 500, turn RIGHT, intercept PRA R208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing, intercept SLL R247 inbound to SLL, SLL R072 to CLE.
	25L	Climb on runway heading to 500, turn LEFT, 163° track, intercept PRA R208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing, intercept SLL R247 inbound to SLL, SLL R072 to CLE.

❶ Turns before departure end of runway (DER) are not allowed.

CHANGES: Reissue.

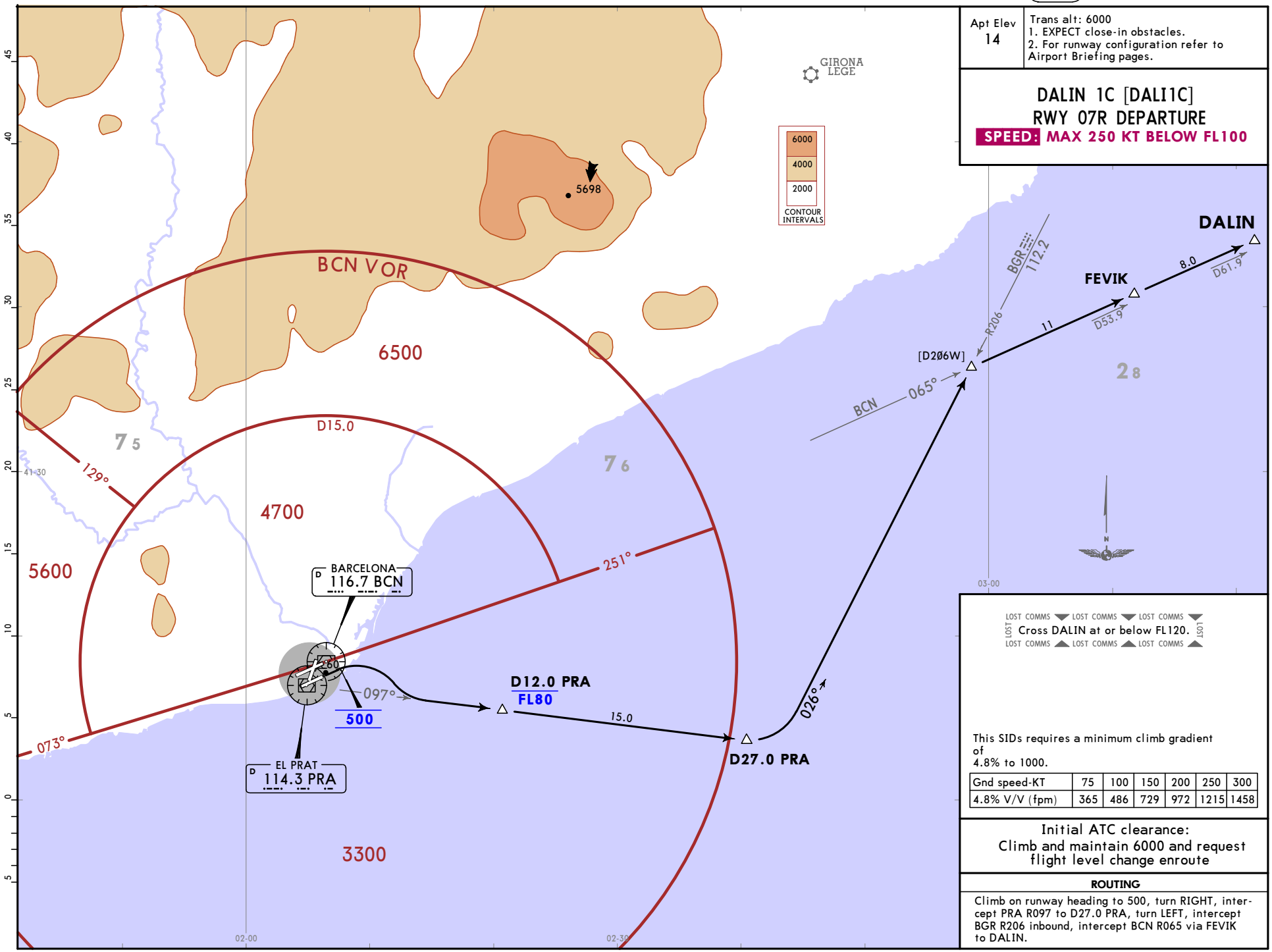
© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3Q2)
SID

Apt Elev	
14	Trans alt: 6000 1. EXPECT close-in obstacles. 2. For runway configuration refer to Airport Briefing pages.

DALIN 1C [DALI1C]
RWY 07R DEPARTURE
SPEED: MAX 250 KT BELOW FL100



This SIDs requires a minimum climb gradient of 4.8% to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

ROUTING

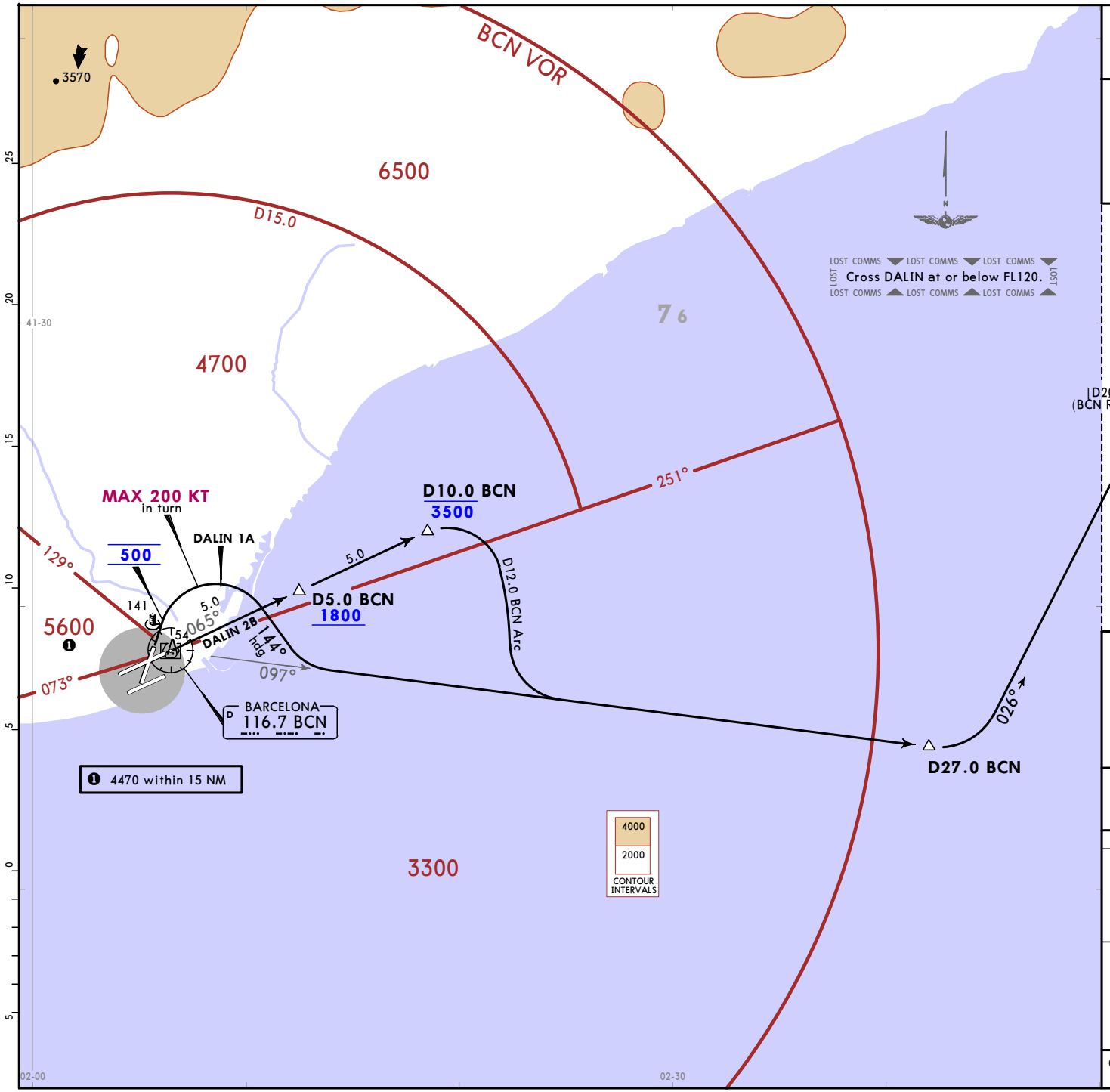
Climb on runway heading to 500, turn RIGHT, intercept PRA R097 to D27.0 PRA, turn LEFT, intercept BGR R206 inbound, intercept BCN R065 via FEVIK to DALIN.

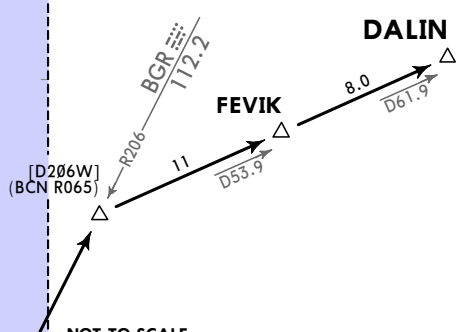
CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3Q3) SID





NOT TO SCALE

Apt Elev	Trans alt: 6000
14	1. EXPECT close-in obstacles. 2. For runway configuration refer to Airport Briefing pages.

DALIN 1A [DALI1A]
DALIN 2B [DALI2B]
RWYS 02, 07L DEPARTURES

SPEED: MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients of
DALIN 1A: 5.0% to 1000.
DALIN 2B: 5.6% to D5.0 BCN.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.6% V/V (fpm)	425	567	851	1134	1418	1701

Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

SID	RWY	ROUTING
DALIN 1A	02 2	Climb on runway heading to 500, turn RIGHT, 144° heading, intercept BCN R097 to D27.0 BCN, turn LEFT, intercept BGR R206 inbound, intercept BCN R065 via FEVIK to DALIN.
DALIN 2B	07L	Climb on runway heading to BCN, BCN R065 via D5.0 BCN to D10.0 BCN, turn RIGHT, along D12.0 BCN Arc, intercept BCN R097 to D27.0 BCN, turn LEFT, intercept BGR R206 inbound, intercept BCN R065 via FEVIK to DALIN.

2 Turns before departure end of runway (DER) are not allowed.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

BARCELONA, SPAIN

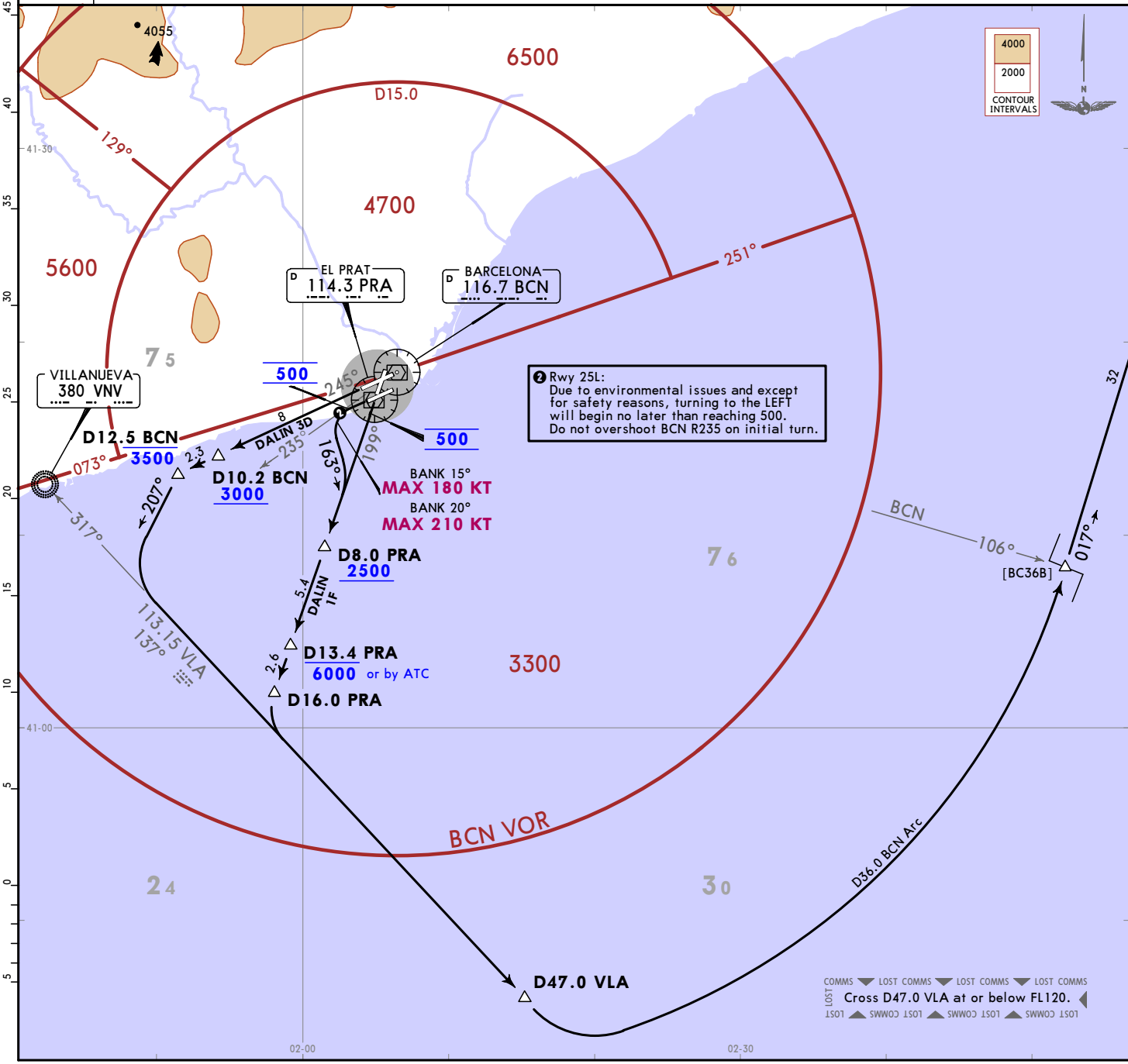
SID

JEPPESEN 10 AUG 18 (10-3Q4)

LEBL/BCN
EL PRAT

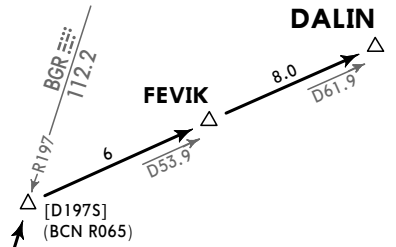
Apt Elev 14

Trans alt: 6000
For runway configuration refer to Airport Briefing pages.



DALIN 3D [DALI3D]
DALIN 1F [DALI1F]
RWYS 25R, 20, 25L
DEPARTURES

SPEED: MAX 250 KT BELOW FL100



NOT TO SCALE

These SIDs require minimum climb gradients of
DALIN 3D: 6.1% to D10.2 BCN.
DALIN 1F: 5.0% to D8.0 PRA.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853

DALIN 3D, 1F: Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

DALIN 1F: Maintain 6000 until D13.4 PRA except ATC clearance.

SID	RWY	ROUTING
DALIN 3D	25R	Climb on BCN R245 to D12.5 BCN, turn LEFT, 207° track, intercept VLA R137 (137° bearing from VNV) to D47.0 VLA, turn LEFT, along D36.0 BCN Arc until passing BCN R106, intercept BGR R197 inbound, intercept BCN R065 via FEVIK to DALIN.
DALIN 1F	20 ❶	Climb on runway heading to 500, turn RIGHT, intercept PRA R199 to D16.0 PRA, turn LEFT, intercept VLA R137 (137° bearing from VNV) to D47.0 VLA, turn LEFT, along D36.0 BCN Arc until passing BCN R106, intercept BGR R197 inbound, intercept BCN R065 via FEVIK to DALIN.
	25L	Climb on runway heading to 500, turn LEFT, 163° track, intercept PRA R199 to D16.0 PRA, turn LEFT, intercept VLA R137 (137° bearing from VNV) to D47.0 VLA, turn LEFT, along D36.0 BCN Arc until passing BCN R106, intercept BGR R197 inbound, intercept BCN R065 via FEVIK to DALIN.

❶ Turns before departure end of runway (DER) are not allowed.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

CHANGES: Reissue.

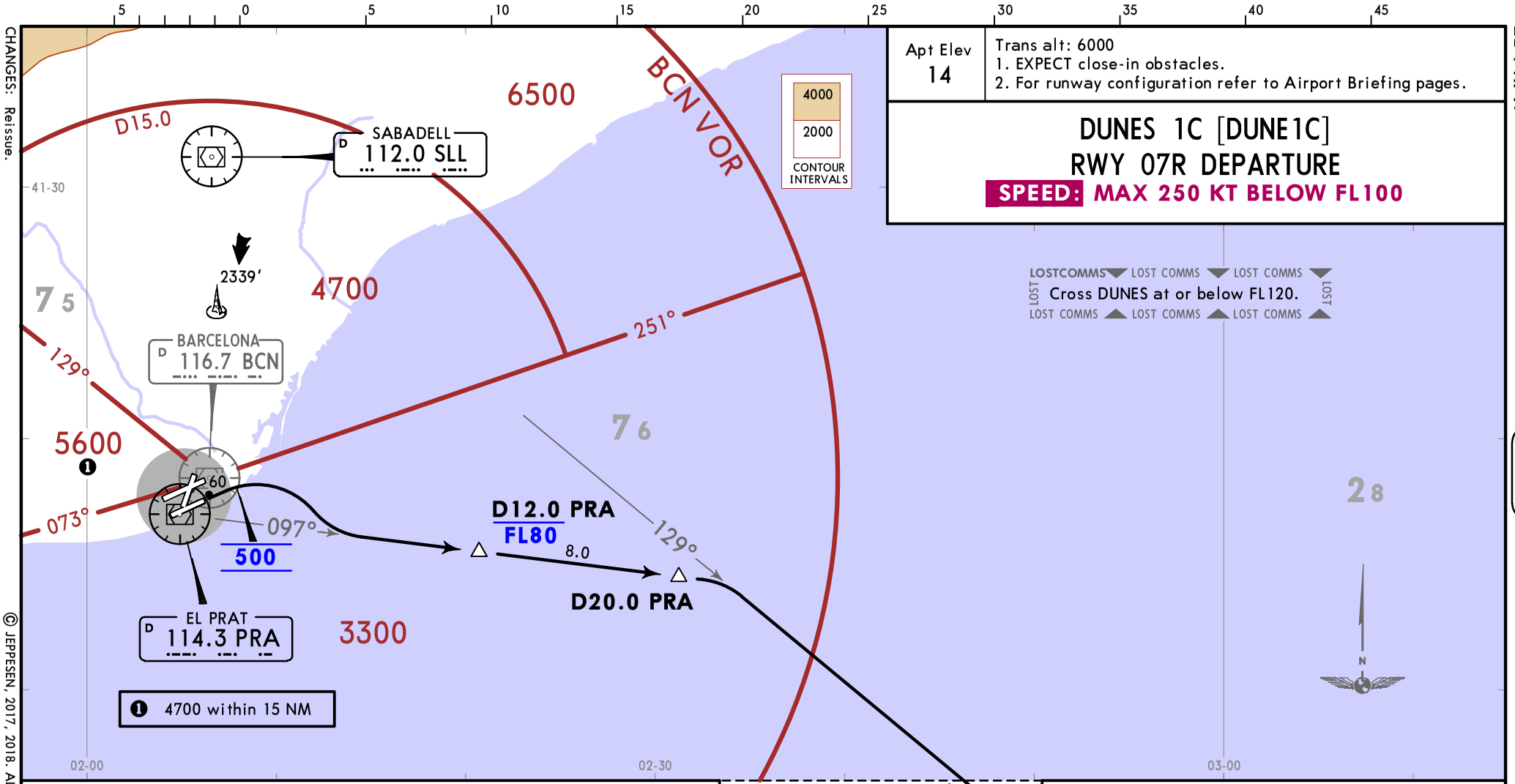
© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.114 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

Apt Elev	Trans alt: 6000
14	1. EXPECT close-in obstacles. 2. For runway configuration refer to Airport Briefing pages.

DUNES 1C [DUNE1C]
RWY 07R DEPARTURE

SPEED: MAX 250 KT BELOW FL100



Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

ROUTING

Climb on runway heading to 500, turn RIGHT, intercept PRA R097 to D20.0 PRA, turn RIGHT, intercept SLL R129 to DUNES.

NOT TO SCALE

This SID requires a minimum climb gradient of 4.8% to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.115 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

10 AUG 18

10-3Q6

JEPPESEN

BARCELONA, SPAIN

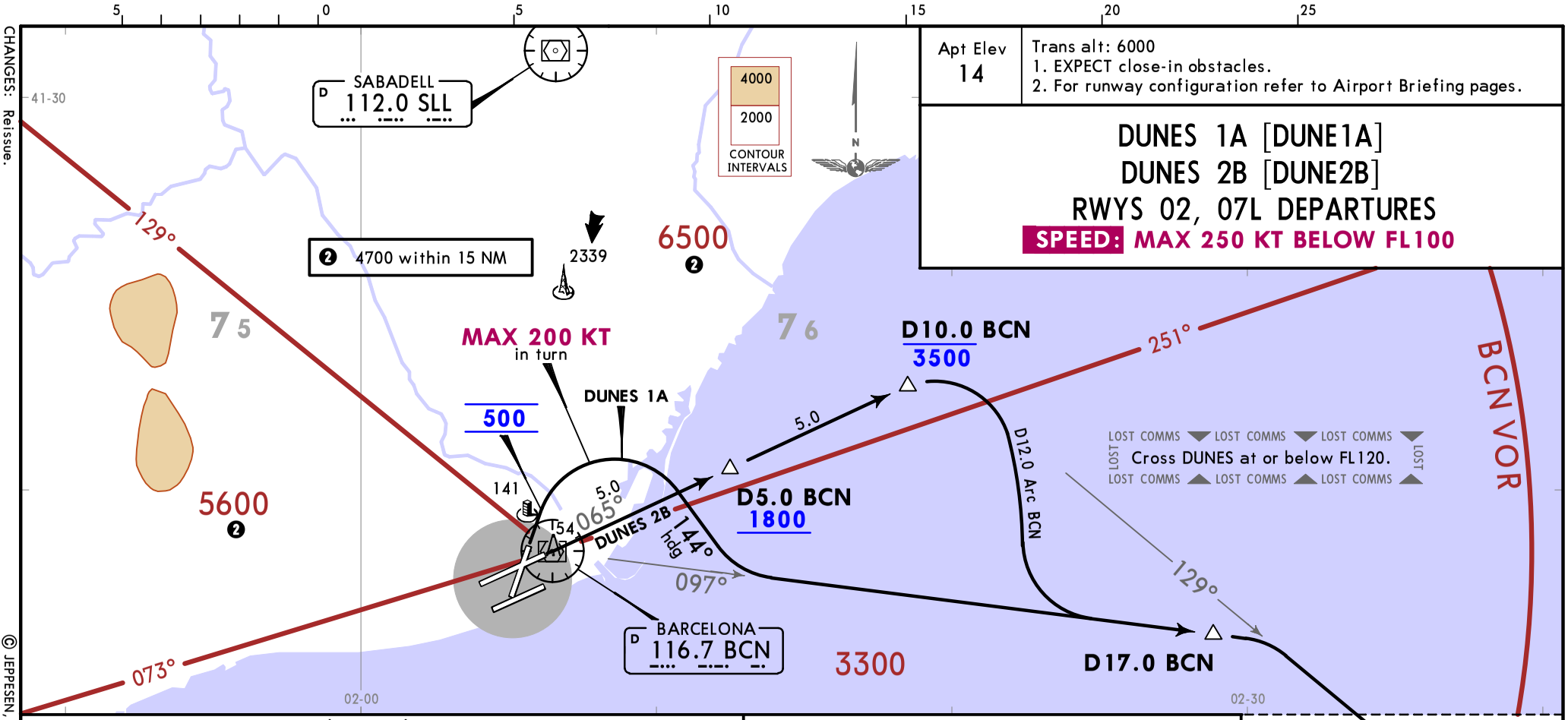
SID

JEPPESEN
JeppView 3.6.2.0

Apt Elev	Trans alt: 6000
14	1. EXPECT close-in obstacles. 2. For runway configuration refer to Airport Briefing pages.

DUNES 1A [DUNE1A]
DUNES 2B [DUNE2B]
RWYS 02, 07L DEPARTURES

SPEED: MAX 250 KT BELOW FL100



Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

SID	RWY	ROUTING
DUNES 1A	02 ❶	Climb on runway heading to 500, turn RIGHT, 144° heading, intercept BCN R097 to D17.0 BCN, turn RIGHT, intercept SLL R129 to DUNES.
DUNES 2B	07L	Climb on runway heading to BCN, BCN R065 to D10.0 BCN, turn RIGHT, along D12.0 Arc BCN, intercept BCN R097 to D17.0 BCN, turn RIGHT, intercept SLL R129 to DUNES.

❶ Turns before departure end of runway (DER) are not allowed.

These SIDs require minimum climb gradients of
DUNES 1A: 5.0% up to 1000.
DUNES 2B: 5.6% until D5.0 BCN.

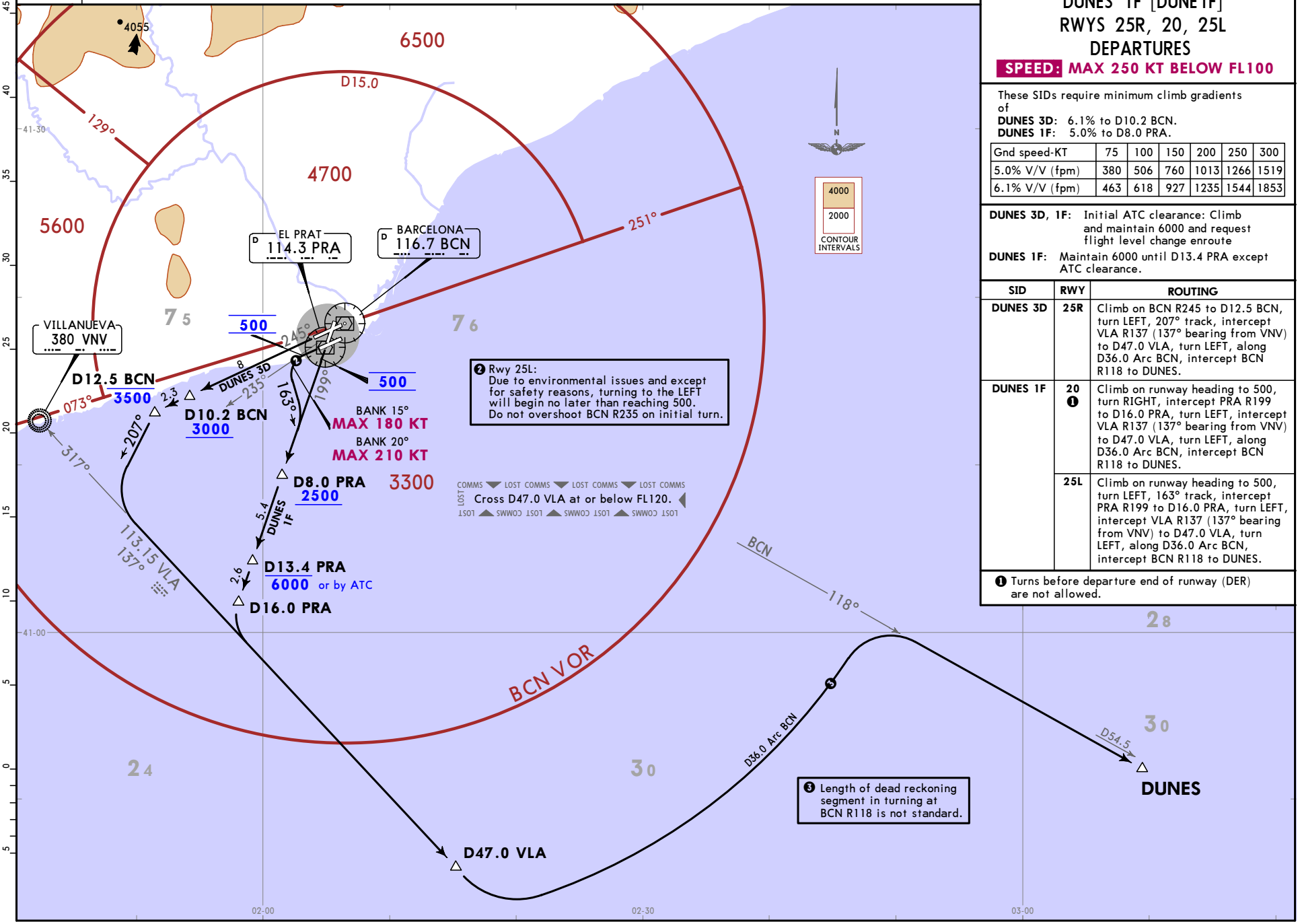
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.6% V/V (fpm)	425	567	851	1134	1418	1701

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3Q7)
SID

Apt Elev 14

Trans alt: 6000
For runway configuration refer to Airport Briefing pages.



DUNES 3D [DUNE3D]
DUNES 1F [DUNE1F]
RWYS 25R, 20, 25L
DEPARTURES

SPEED: MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients of
DUNES 3D: 6.1% to D10.2 BCN.
DUNES 1F: 5.0% to D8.0 PRA.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853

DUNES 3D, 1F: Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

DUNES 1F: Maintain 6000 until D13.4 PRA except ATC clearance.

SID	RWY	ROUTING
DUNES 3D	25R	Climb on BCN R245 to D12.5 BCN, turn LEFT, 207° track, intercept VLA R137 (137° bearing from VNV) to D47.0 VLA, turn LEFT, along D36.0 Arc BCN, intercept BCN R118 to DUNES.
DUNES 1F	20 ❶	Climb on runway heading to 500, turn RIGHT, intercept PRA R199 to D16.0 PRA, turn LEFT, intercept VLA R137 (137° bearing from VNV) to D47.0 VLA, turn LEFT, along D36.0 Arc BCN, intercept BCN R118 to DUNES.
	25L	Climb on runway heading to 500, turn LEFT, 163° track, intercept PRA R199 to D16.0 PRA, turn LEFT, intercept VLA R137 (137° bearing from VNV) to D47.0 VLA, turn LEFT, along D36.0 Arc BCN, intercept BCN R118 to DUNES.

❶ Turns before departure end of runway (DER) are not allowed.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

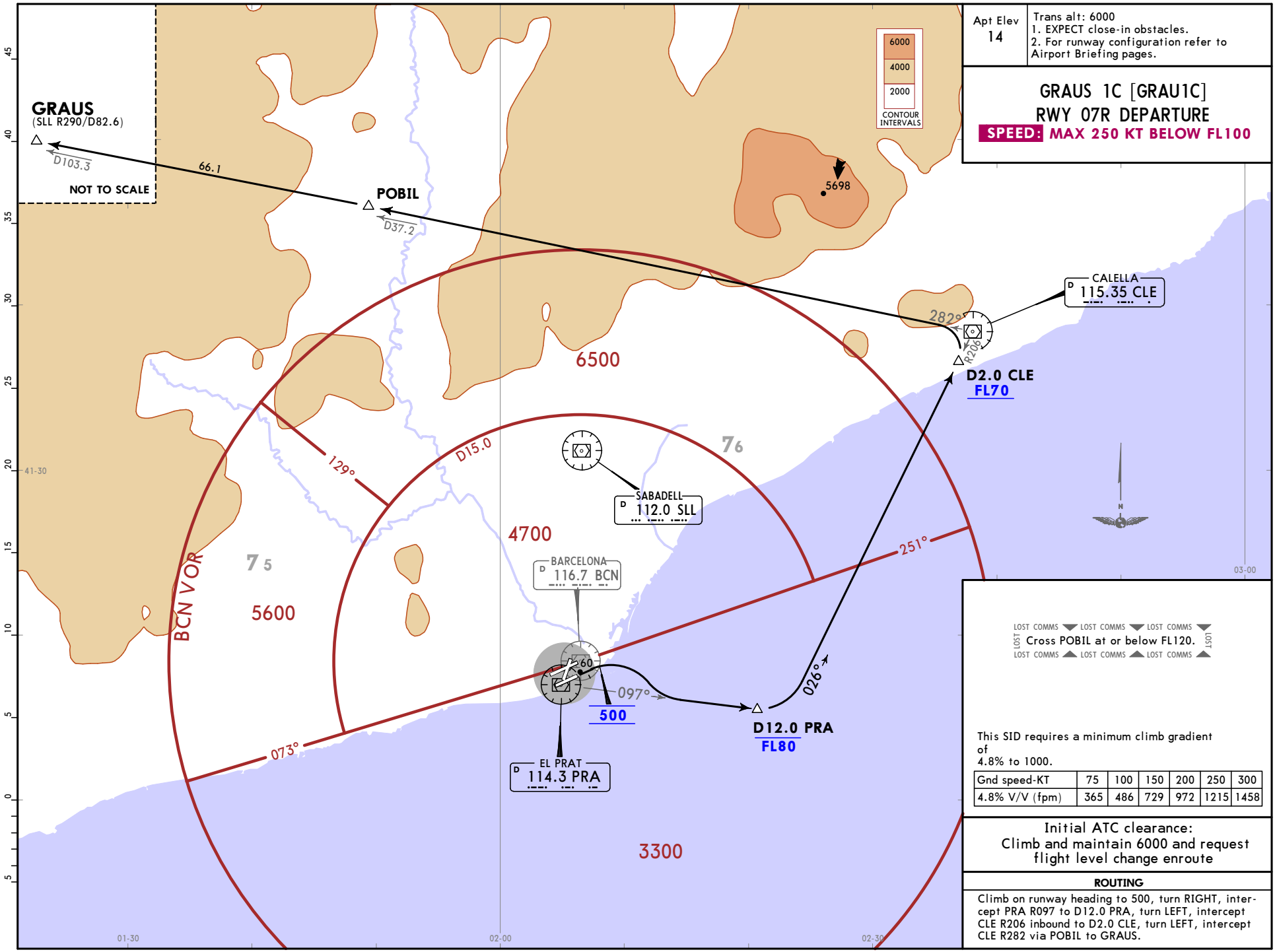
LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3Q8)
SID

Apt Elev	
14	Trans alt: 6000 1. EXPECT close-in obstacles. 2. For runway configuration refer to Airport Briefing pages.

GRAUS 1C [GRAU1C]
RWY 07R DEPARTURE

SPEED: MAX 250 KT BELOW FL100



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
LOST Cross POBIL at or below FL120. LOST
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

This SID requires a minimum climb gradient of 4.8% to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

ROUTING

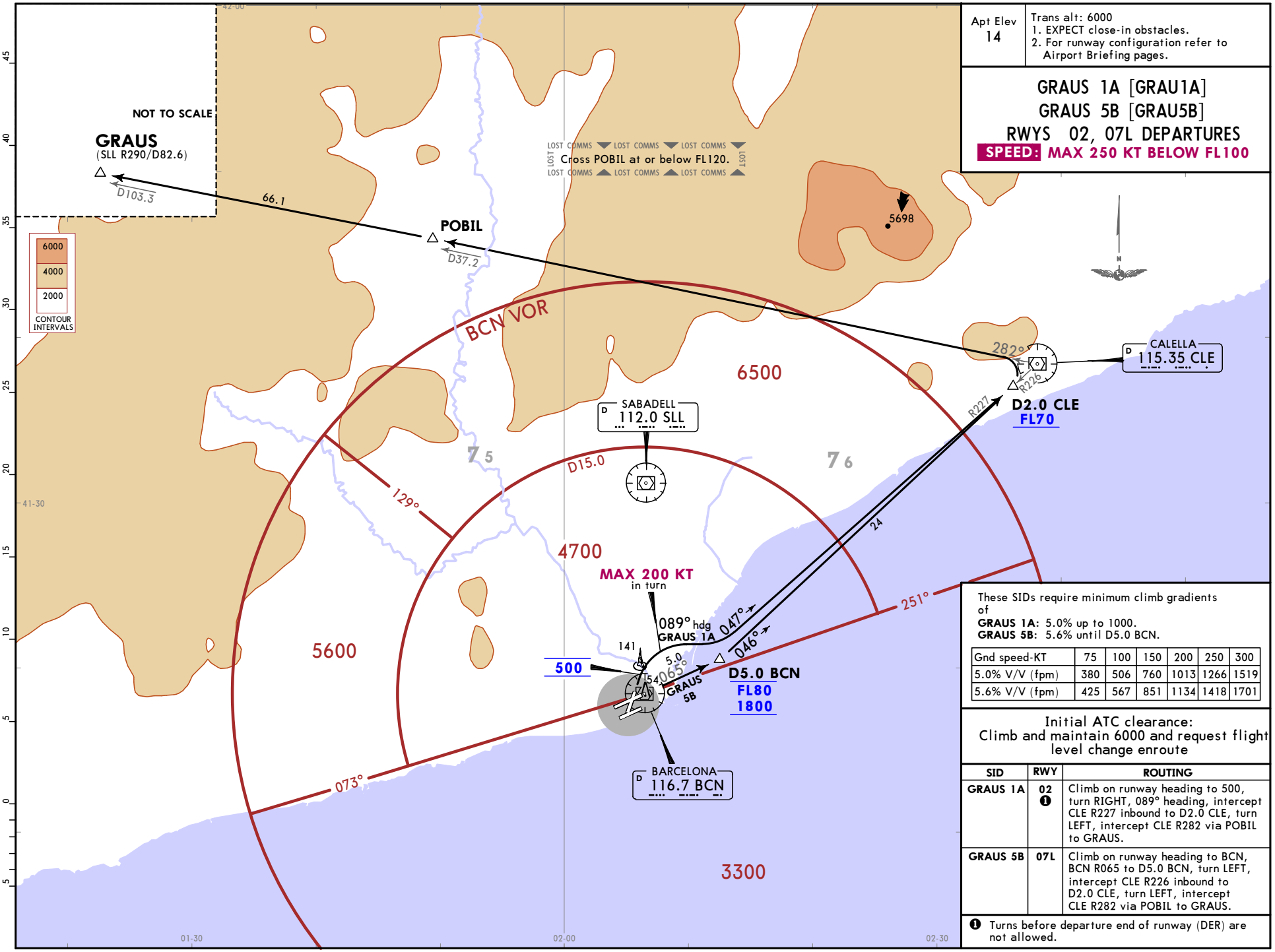
Climb on runway heading to 500, turn RIGHT, intercept PRA R097 to D12.0 PRA, turn LEFT, intercept CLE R206 inbound to D2.0 CLE, turn LEFT, intercept CLE R282 via POBIL to GRAUS.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3S) SID



Apt Elev	Trans alt: 6000
14	1. EXPECT close-in obstacles. 2. For runway configuration refer to Airport Briefing pages.

GRAUS 1A [GRAU1A]
GRAUS 5B [GRAU5B]
RWYS 02, 07L DEPARTURES

SPEED: MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients of
GRAUS 1A: 5.0% up to 1000.
GRAUS 5B: 5.6% until D5.0 BCN.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.6% V/V (fpm)	425	567	851	1134	1418	1701

Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

SID	RWY	ROUTING
GRAUS 1A	02 ❶	Climb on runway heading to 500, turn RIGHT, 089° heading, intercept CLE R227 inbound to D2.0 CLE, turn LEFT, intercept CLE R282 via POBIL to GRAUS.
GRAUS 5B	07L	Climb on runway heading to BCN, BCN R065 to D5.0 BCN, turn LEFT, intercept CLE R226 inbound to D2.0 CLE, turn LEFT, intercept CLE R282 via POBIL to GRAUS.

❶ Turns before departure end of runway (DER) are not allowed.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.119 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

Apt Elev	Trans alt: 6000
14	For runway configuration refer to Airport Briefing pages.

GRAUS 6D [GRAU6D]
GRAUS 1F [GRAU1F]
RWYS 25R, 20, 25L DEPARTURES

SPEED: MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients of
GRAUS 6D: 6.1% to VNV.
GRAUS 1F: 5.0% to D8.0 PRA.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853

Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

SID	RWY	ROUTING
GRAUS 6D	25R	Climb on BCN R245 to D10.2 BCN, turn RIGHT, intercept 260° bearing to VNV, turn RIGHT, 353° bearing, intercept BCN R283 to RILUK, intercept 282° bearing to LRD, turn RIGHT, 334° bearing to GRAUS.
GRAUS 1F	20 ❶	Climb on runway heading to 500, turn RIGHT, intercept PRA R208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing, intercept BCN R283 to RILUK, intercept 282° bearing to LRD, turn RIGHT, 334° bearing to GRAUS.
	25L	Climb on runway heading to 500, turn LEFT, 163° track, intercept PRA R208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing, intercept BCN R283 to RILUK, intercept 282° bearing to LRD, turn RIGHT, 334° bearing to GRAUS.

❶ Turns before departure end of runway (DER) are not allowed.

GRAUS
(BCN R298/D87.7)
(115.35 CLE R282/D103.3)
(112.0 SLL R290/D82.6)

NOT TO SCALE

4000
2000
CONTOUR INTERVALS

BCN VOR

RILUK

LERIDA
404 LRD

[D283T]

EL PRAT
114.3 PRA

BARCELONA
116.7 BCN

D10.2 BCN
3000

D8.0 PRA
2500

VILLANUEVA
380 VNV

GRAUS 6D
4800

GRAUS 1F
5000

500

BANK 15°
MAX 180 KT
BANK 20°
MAX 210 KT

LOST COMMS Cross RILUK at or below FL120. LOST COMMS

❷ Rwy 25L:
Due to environmental issues and except for safety reasons, turning to the LEFT will begin no later than reaching 500.
Do not overshoot BCN R235 on initial turn.

REUS
LERS

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.120 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

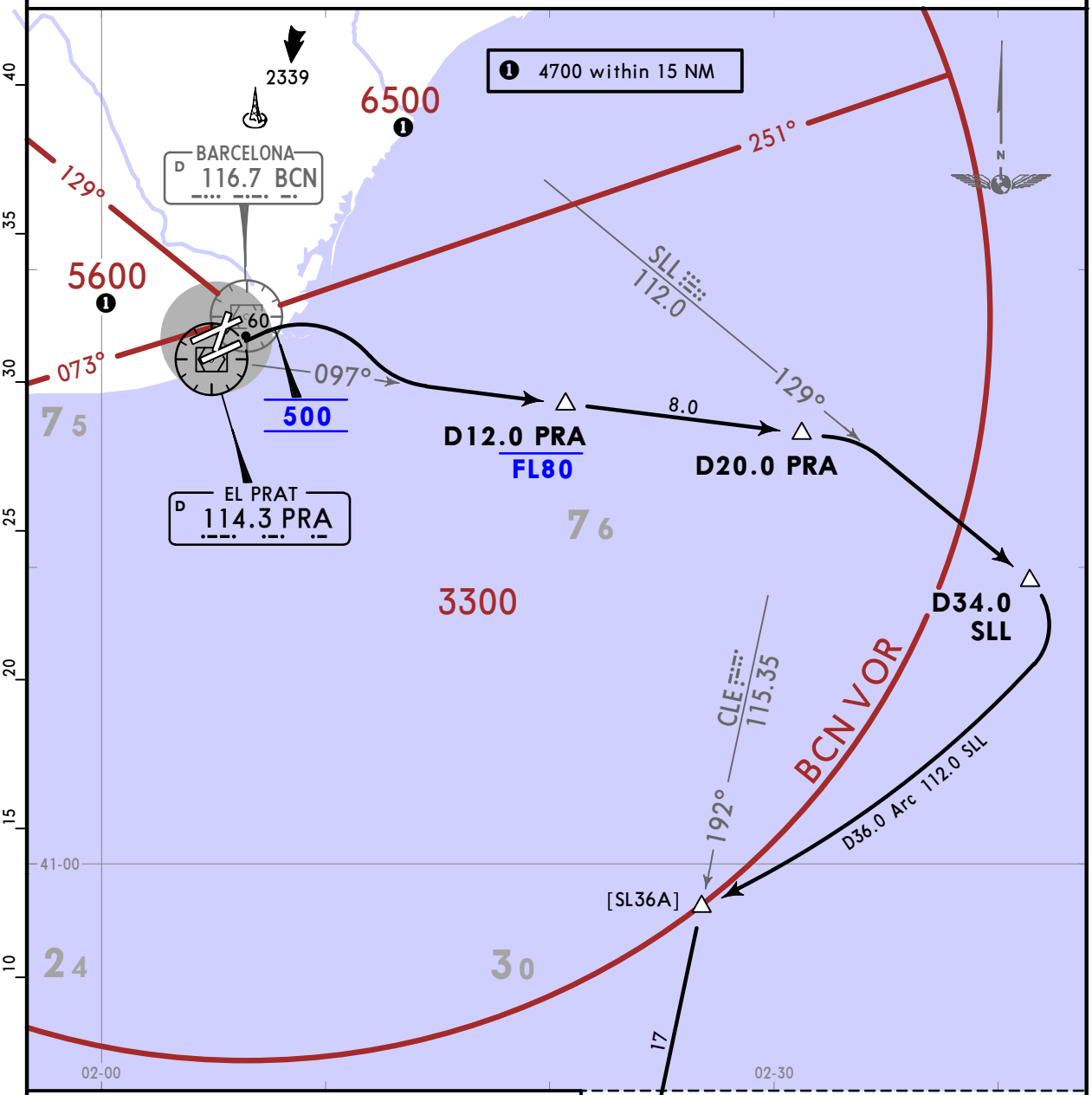
JEPPESEN
10 AUG 18 (10-3T1)

BARCELONA, SPAIN
SID

Apt Elev	Trans alt: 6000
14	1. EXPECT close-in obstacles. 2. For runway configuration refer to Airport Briefing pages.

LARPA 1C [LARP1C]
RWY 07R DEPARTURE

SPEED: MAX 250 KT BELOW FL100



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Cross D58.0 CLE at or below FL120.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

NOT TO SCALE

△ D58.0 CLE
4.1
D62.1
△
LARPA

This SID requires a minimum climb gradient of
4.8% up to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

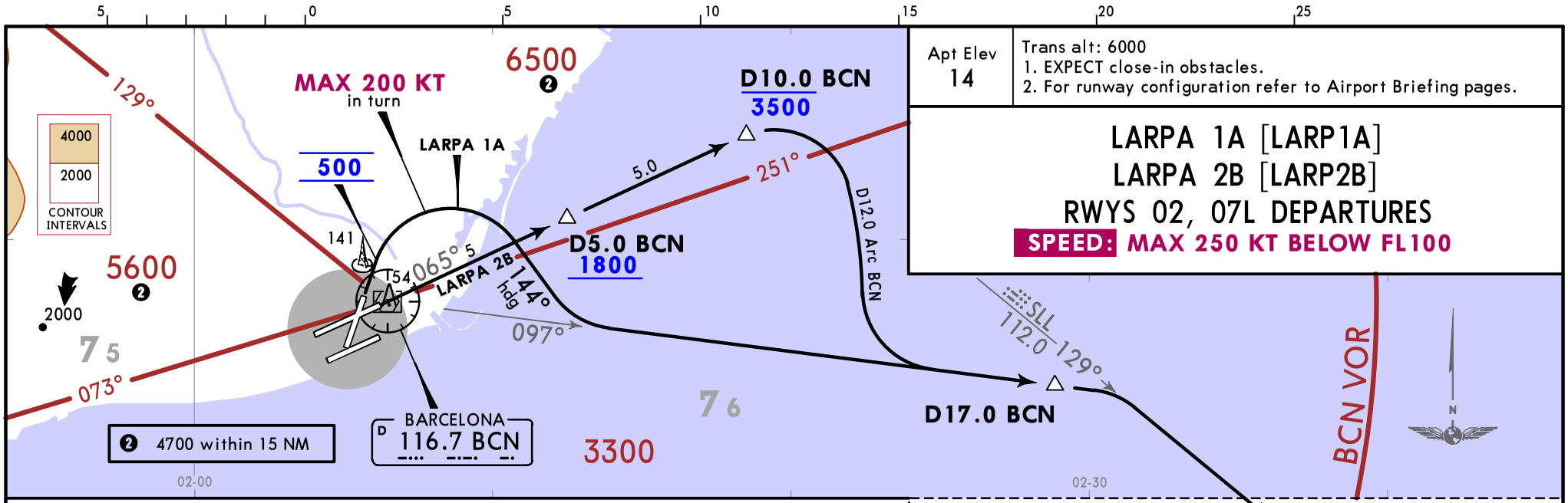
Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

ROUTING

Climb on runway heading to 500, turn RIGHT, intercept PRA R097 to D20.0 PRA, turn RIGHT, intercept SLL R129 to D34.0 SLL, turn RIGHT, along D36.0 Arc SLL, intercept CLE R192 to LARPA.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.



Apt Elev	Trans alt: 6000
14	1. EXPECT close-in obstacles. 2. For runway configuration refer to Airport Briefing pages.

LARPA 1A [LARP1A]
LARPA 2B [LARP2B]
RWYS 02, 07L DEPARTURES

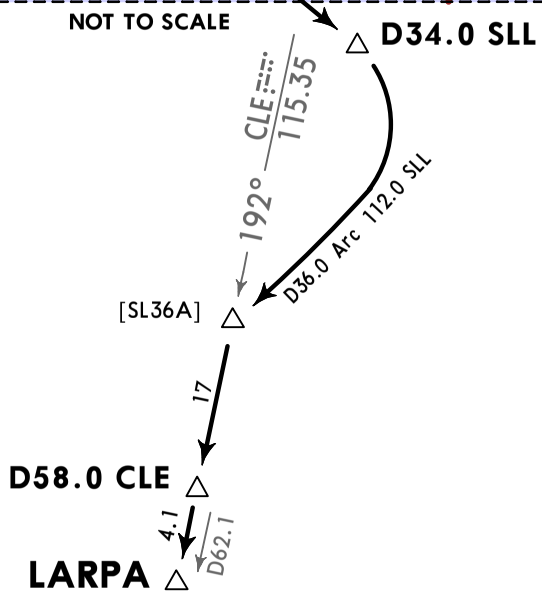
SPEED: MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients of
LARPA 1A: 5.0% up to 1000.
LARPA 2B: 5.6% until D5.0 BCN.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.6% V/V (fpm)	425	567	851	1134	1418	1701

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Cross D58.0 CLE at or below FL120.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

NOT TO SCALE



Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

SID	RWY	ROUTING
LARPA 1A	**02** ❶	Climb on runway heading to 500, turn RIGHT, 144° heading, intercept BCN R097 to D17.0 BCN, turn RIGHT, intercept SLL R129 to D34.0 SLL, turn RIGHT, along D36.0 Arc SLL, intercept CLE R192 to LARPA.
LARPA 2B	**07L**	Climb on runway heading to BCN, BCN R065 to D10.0 BCN, turn RIGHT, along D12.0 Arc BCN, intercept BCN R097 to D17.0 BCN, turn RIGHT, intercept SLL R129 to D34.0 SLL, turn RIGHT, along D36.0 Arc SLL, intercept CLE R192 to LARPA.

❶ Turns before departure end of runway (DER) are not allowed.

JEPPESEN
10 AUG 18
10-3T2

BARCELONA, SPAIN

SID

JEPPESEN
JeppView 3.6.2.0

5.2.121 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

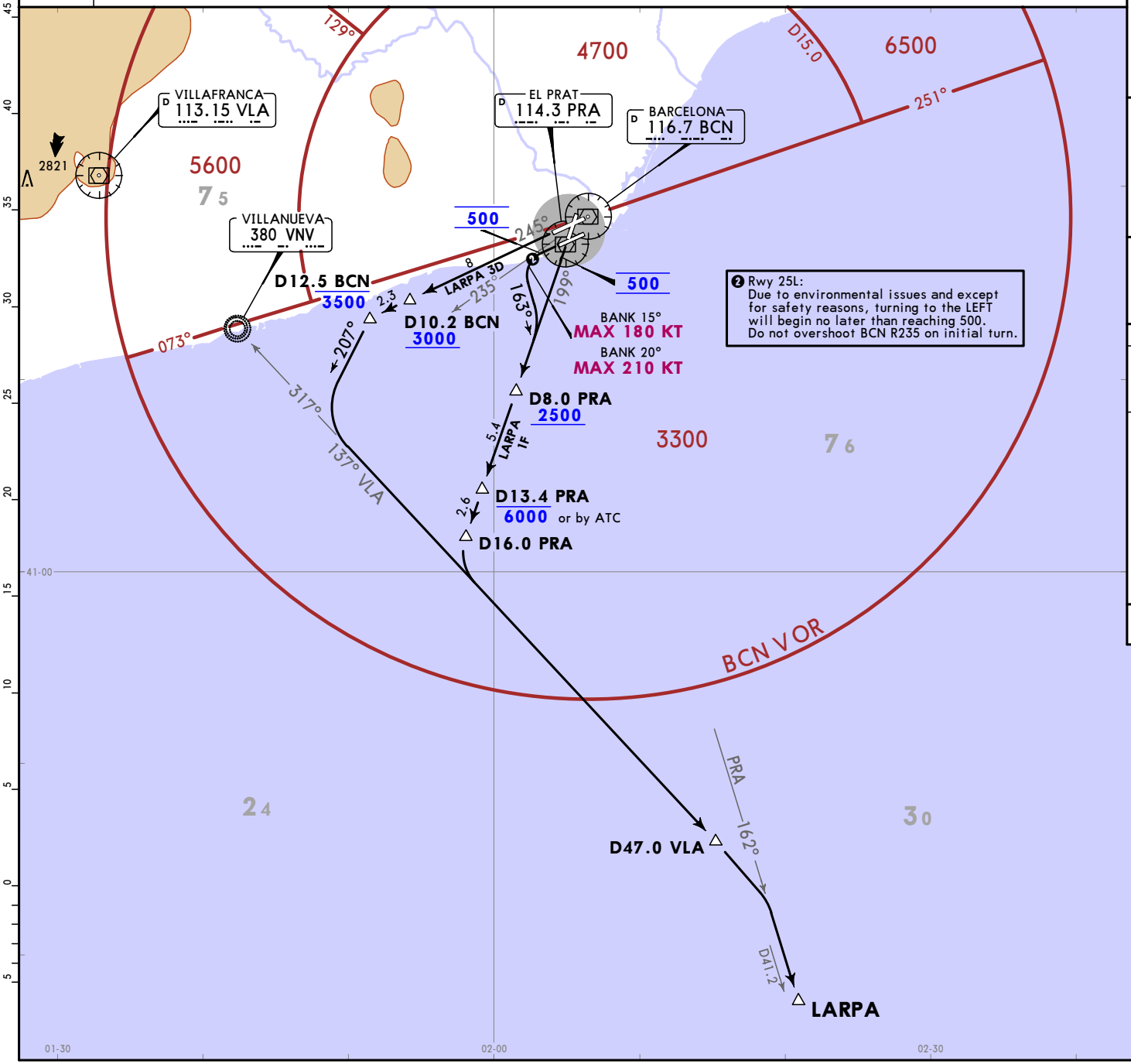
CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

Apt Elev 14

Trans alt: 6000
For runway configuration refer to Airport Briefing pages.



LARPA 3D [LARP3D]
LARPA 1F [LARP1F]
RWYS 25R, 20, 25L
DEPARTURES

SPEED: MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients of
LARPA 3D: 6.1% to D10.2 BCN.
LARPA 1F: 5.0% to D8.0 PRA.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853

LARPA 3D, 1F: Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

LARPA 1F: Maintain 6000 until D13.4 PRA except ATC clearance.

SID	RWY	ROUTING
LARPA 3D	25R	Climb on BCN R245 to D12.5 BCN, turn LEFT, 207° track, intercept VLA R137 (137° bearing from VNV), intercept PRA R162 to LARPA.
LARPA 1F	20 ❶	Climb on runway heading to 500, turn RIGHT, intercept PRA R199 to D16.0 PRA, turn LEFT, intercept VLA R137 (137° bearing from VNV), intercept PRA R162 to LARPA.
	25L	Climb on runway heading to 500, turn LEFT, 163° track, intercept PRA R199 to D16.0 PRA, turn LEFT, intercept VLA R137 (137° bearing from VNV), intercept PRA R162 to LARPA.

❶ Turns before departure end of runway (DER) are not allowed.

COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
LOST Cross D47.0 VLA at or below FL120.

4000
2000
CONTOUR INTERVALS

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

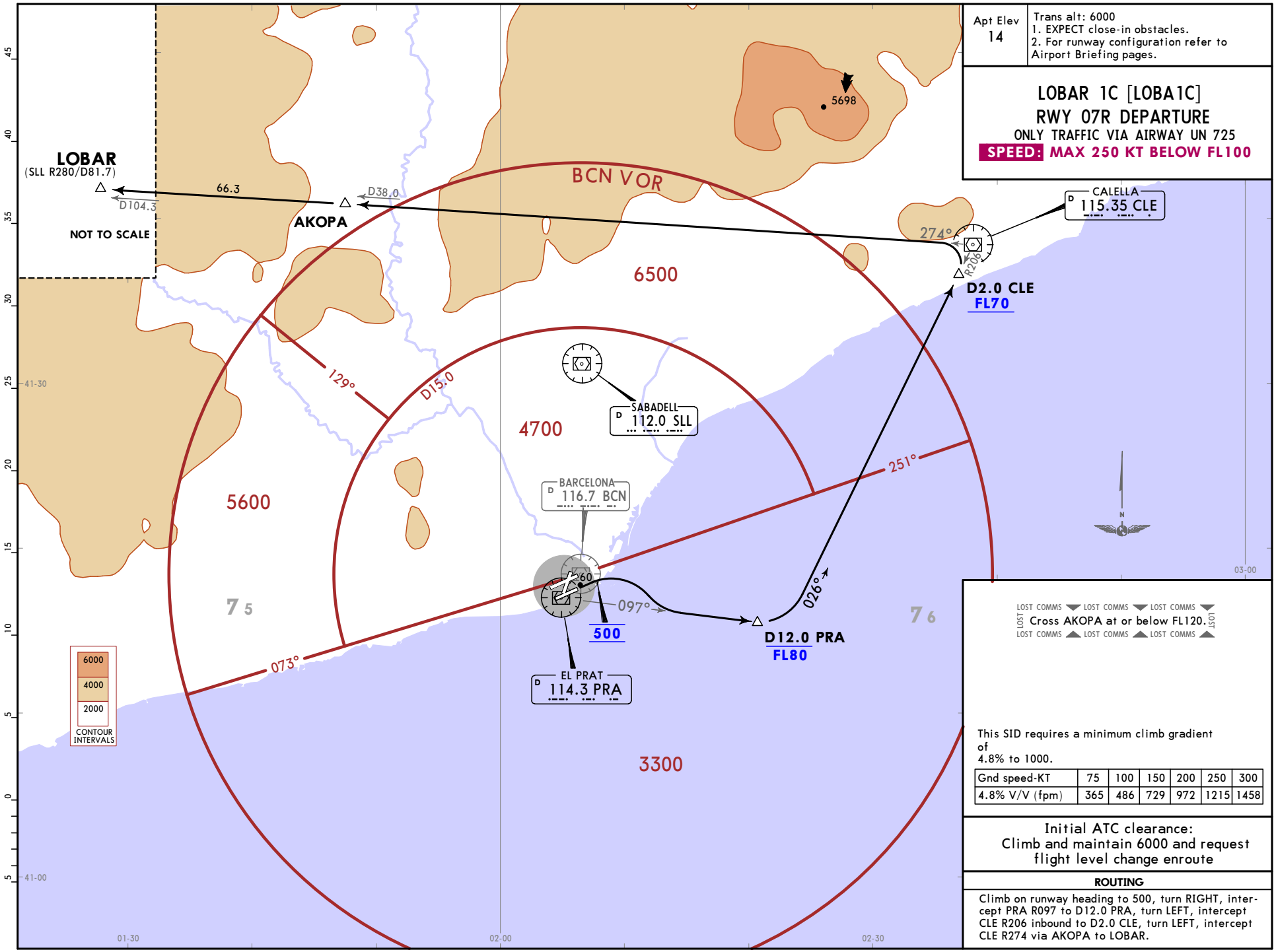
LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3T4) SID

Apt Elev	
14	

Trans alt: 6000
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.

LOBAR 1C [LOBA1C]
RWY 07R DEPARTURE
ONLY TRAFFIC VIA AIRWAY UN 725
SPEED: MAX 250 KT BELOW FL100



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
LOST Cross AKOPA at or below FL120. LOST
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

This SID requires a minimum climb gradient of 4.8% to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

ROUTING

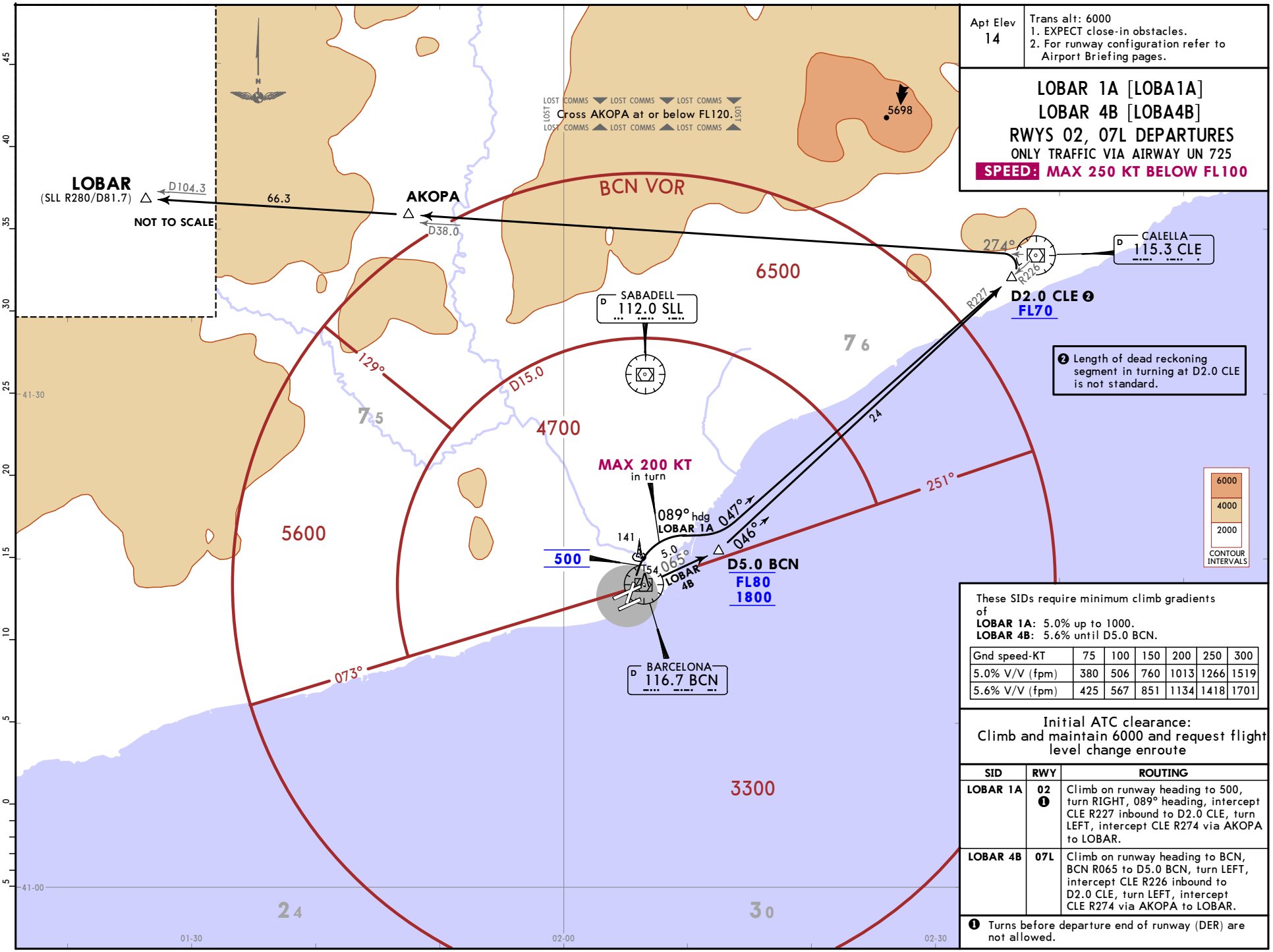
Climb on runway heading to 500, turn RIGHT, intercept PRA R097 to D12.0 PRA, turn LEFT, intercept CLE R206 inbound to D2.0 CLE, turn LEFT, intercept CLE R274 via AKOPA to LOBAR.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3T5) SID



Apt Elev
14

Trans alt: 6000
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.

LOBAR 1A [LOBA1A]
LOBAR 4B [LOBA4B]
RWYS 02, 07L DEPARTURES
ONLY TRAFFIC VIA AIRWAY UN 725
SPEED: MAX 250 KT BELOW FL100

❷ Length of dead reckoning segment in turning at D2.0 CLE is not standard.

These SIDs require minimum climb gradients of
LOBAR 1A: 5.0% up to 1000.
LOBAR 4B: 5.6% until D5.0 BCN.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.6% V/V (fpm)	425	567	851	1134	1418	1701

Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

SID	RWY	ROUTING
LOBAR 1A	02 ❶	Climb on runway heading to 500, turn RIGHT, 089° heading, intercept CLE R227 inbound to D2.0 CLE, turn LEFT, intercept CLE R274 via AKOPA to LOBAR.
LOBAR 4B	07L	Climb on runway heading to BCN, BCN R065 to D5.0 BCN, turn LEFT, intercept CLE R226 inbound to D2.0 CLE, turn LEFT, intercept CLE R274 via AKOPA to LOBAR.

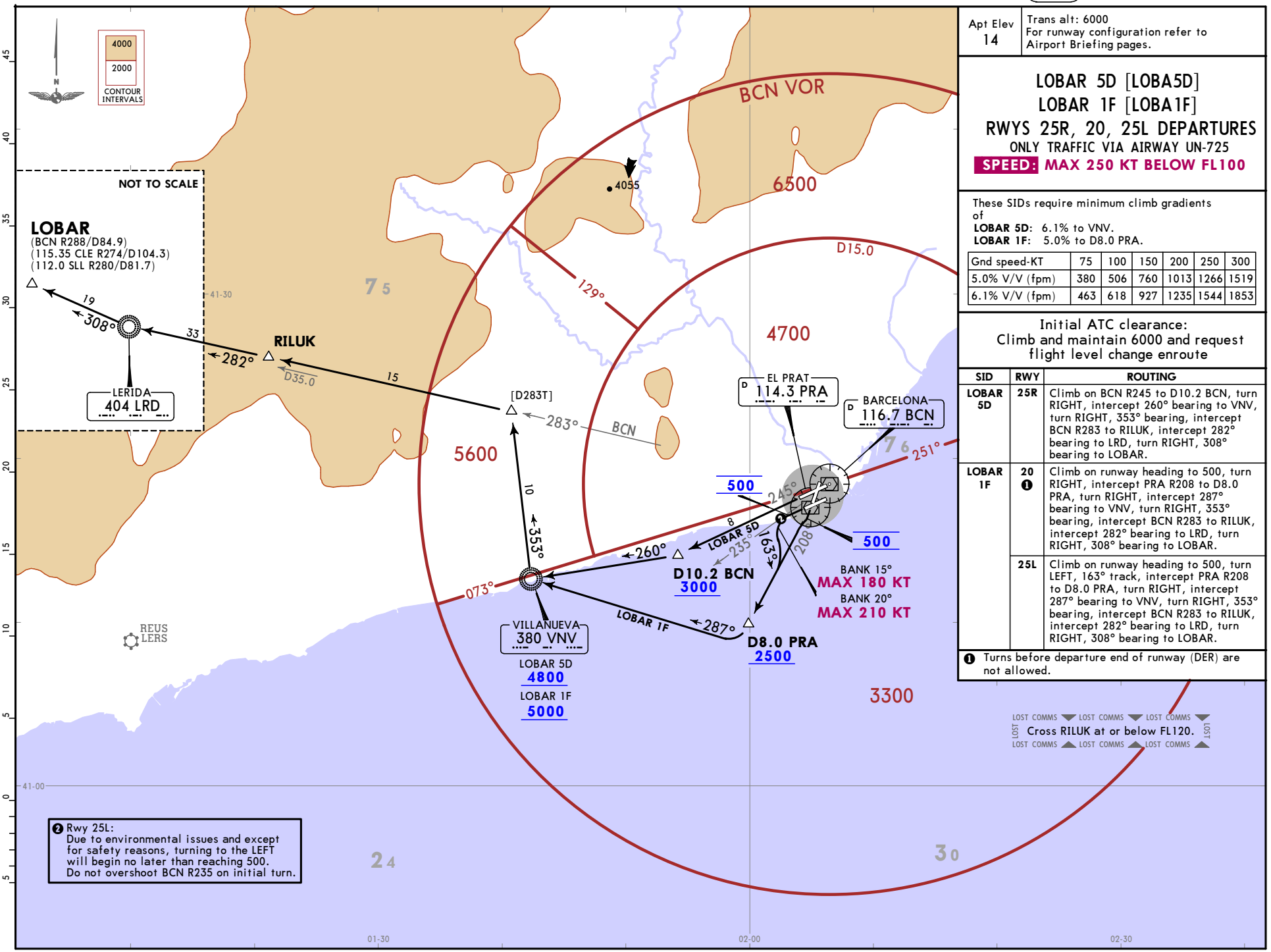
❶ Turns before departure end of runway (DER) are not allowed.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.125 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT



❷ Rwy 25L:
Due to environmental issues and except for safety reasons, turning to the LEFT will begin no later than reaching 500.
Do not overshoot BCN R235 on initial turn.

Apt Elev	Trans alt: 6000
14	For runway configuration refer to Airport Briefing pages.

LOBAR 5D [LOBA5D]
LOBAR 1F [LOBA1F]
RWYS 25R, 20, 25L DEPARTURES
ONLY TRAFFIC VIA AIRWAY UN-725
SPEED: MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients of
LOBAR 5D: 6.1% to VNV.
LOBAR 1F: 5.0% to D8.0 PRA.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853

Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

SID	RWY	ROUTING
LOBAR 5D	25R	Climb on BCN R245 to D10.2 BCN, turn RIGHT, intercept 260° bearing to VNV, turn RIGHT, 353° bearing, intercept BCN R283 to RILUK, intercept 282° bearing to LRD, turn RIGHT, 308° bearing to LOBAR.
LOBAR 1F	20 ❶	Climb on runway heading to 500, turn RIGHT, intercept PRA R208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing, intercept BCN R283 to RILUK, intercept 282° bearing to LRD, turn RIGHT, 308° bearing to LOBAR.
	25L	Climb on runway heading to 500, turn LEFT, 163° track, intercept PRA R208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing, intercept BCN R283 to RILUK, intercept 282° bearing to LRD, turn RIGHT, 308° bearing to LOBAR.

❶ Turns before departure end of runway (DER) are not allowed.

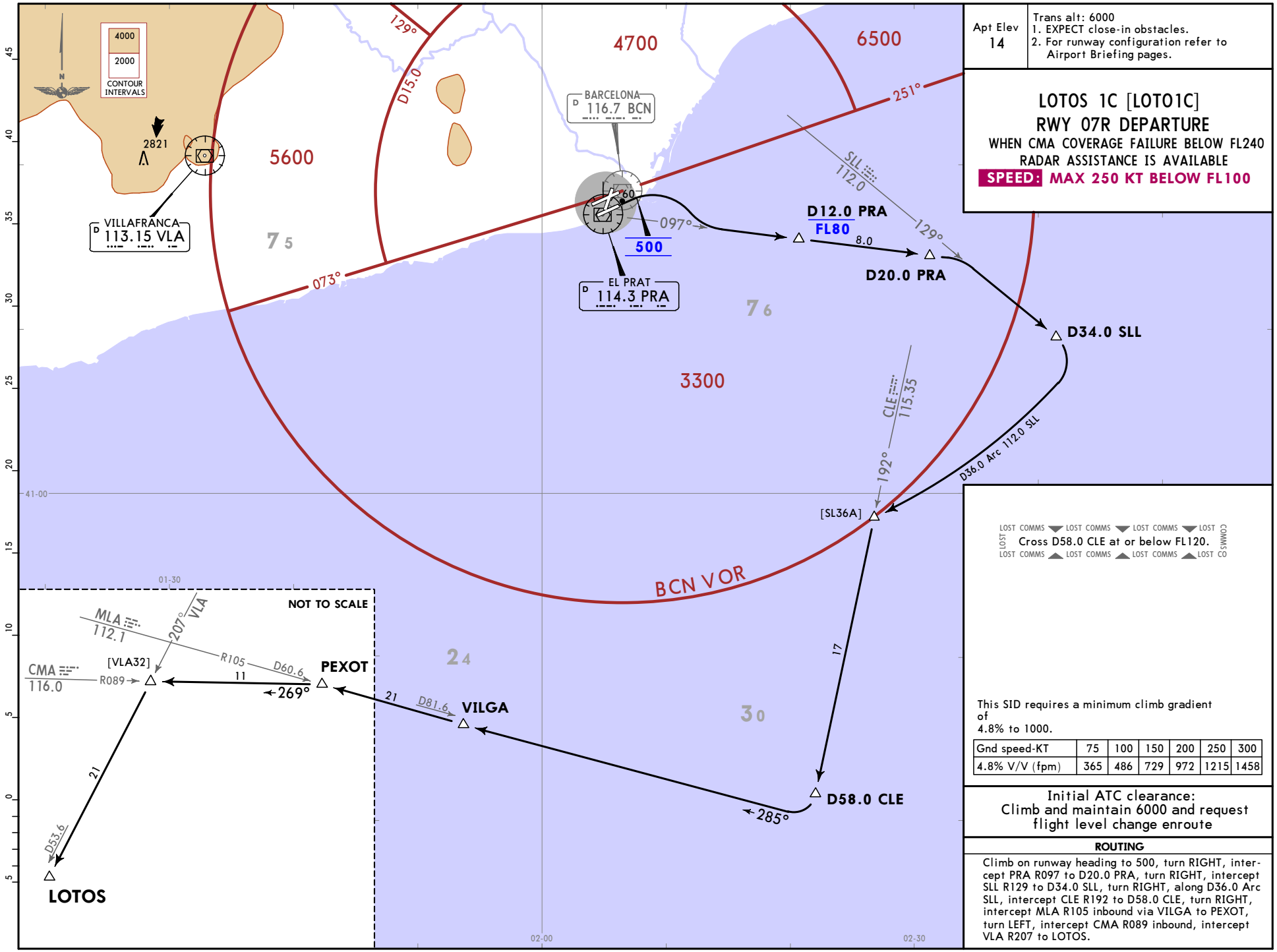
CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.126 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3T7)
SID



Apt Elev	Trans alt: 6000
14	1. EXPECT close-in obstacles. 2. For runway configuration refer to Airport Briefing pages.

LOTOS 1C [LOTO1C]
RWY 07R DEPARTURE

WHEN CMA COVERAGE FAILURE BELOW FL240
RADAR ASSISTANCE IS AVAILABLE

SPEED: MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Cross D58.0 CLE at or below FL120.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

This SID requires a minimum climb gradient of
4.8% to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

ROUTING

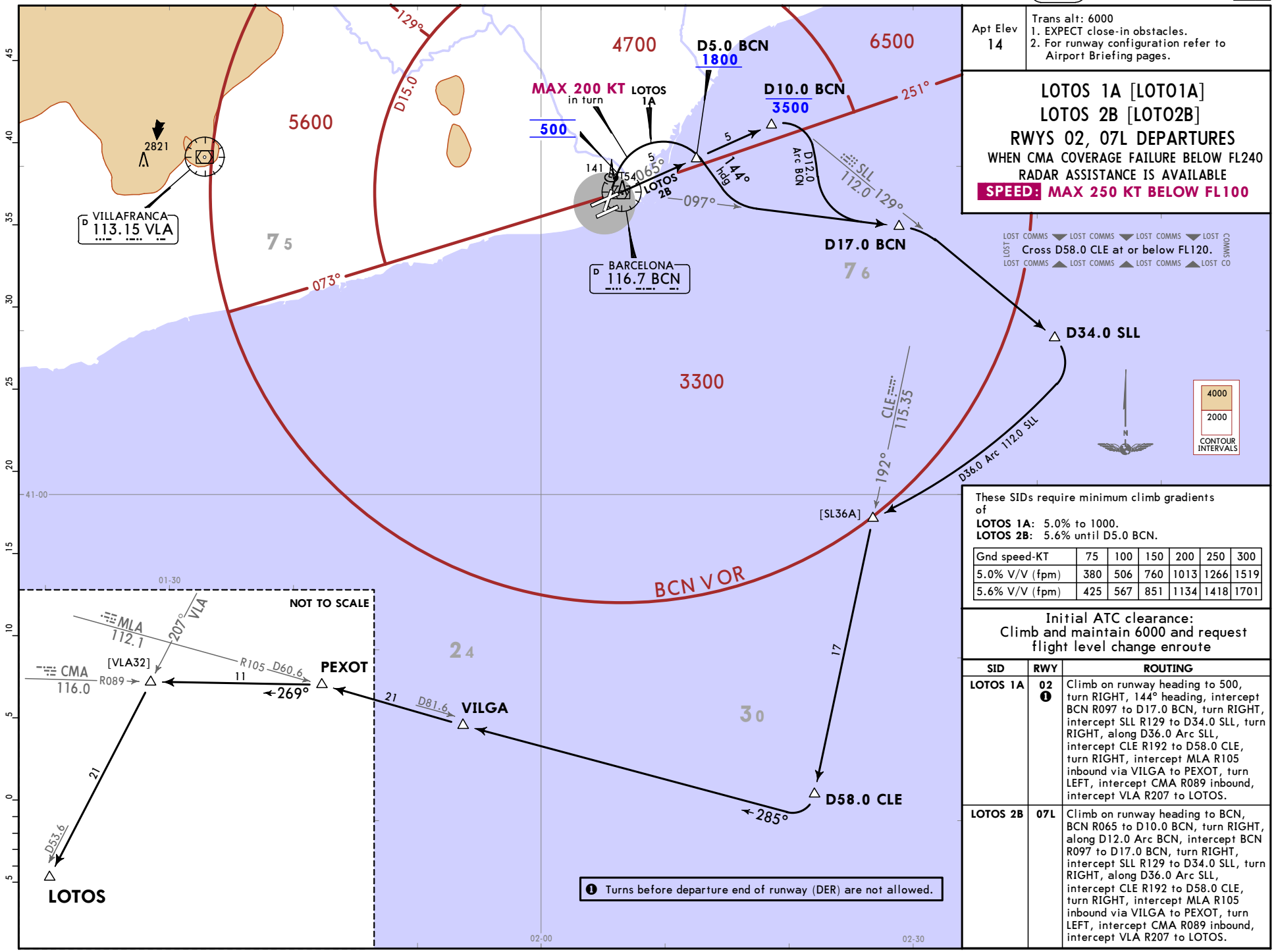
Climb on runway heading to 500, turn RIGHT, intercept PRA R097 to D20.0 PRA, turn RIGHT, intercept SLL R129 to D34.0 SLL, turn RIGHT, along D36.0 Arc SLL, intercept CLE R192 to D58.0 CLE, turn RIGHT, intercept MLA R105 inbound via VILGA to PEXOT, turn LEFT, intercept CMA R089 inbound, intercept VLA R207 to LOTOS.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3T8) SID



Apt Elev	
14	Trans alt: 6000 1. EXPECT close-in obstacles. 2. For runway configuration refer to Airport Briefing pages.

LOTOS 1A [LOTO1A]
LOTOS 2B [LOTO2B]
RWYS 02, 07L DEPARTURES

WHEN CMA COVERAGE FAILURE BELOW FL240
RADAR ASSISTANCE IS AVAILABLE

SPEED: MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients of
LOTOS 1A: 5.0% to 1000.
LOTOS 2B: 5.6% until D5.0 BCN.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.6% V/V (fpm)	425	567	851	1134	1418	1701

Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

SID	RWY	ROUTING
LOTOS 1A	02 ❶	Climb on runway heading to 500, turn RIGHT, 144° heading, intercept BCN R097 to D17.0 BCN, turn RIGHT, intercept SLL R129 to D34.0 SLL, turn RIGHT, along D36.0 Arc SLL, intercept CLE R192 to D58.0 CLE, turn RIGHT, intercept MLA R105 inbound via VILGA to PEXOT, turn LEFT, intercept CMA R089 inbound, intercept VLA R207 to LOTOS.
LOTOS 2B	07L	Climb on runway heading to BCN, BCN R065 to D10.0 BCN, turn RIGHT, along D12.0 Arc BCN, intercept BCN R097 to D17.0 BCN, turn RIGHT, intercept SLL R129 to D34.0 SLL, turn RIGHT, along D36.0 Arc SLL, intercept CLE R192 to D58.0 CLE, turn RIGHT, intercept MLA R105 inbound via VILGA to PEXOT, turn LEFT, intercept CMA R089 inbound, intercept VLA R207 to LOTOS.

CHANGES: Reissue.

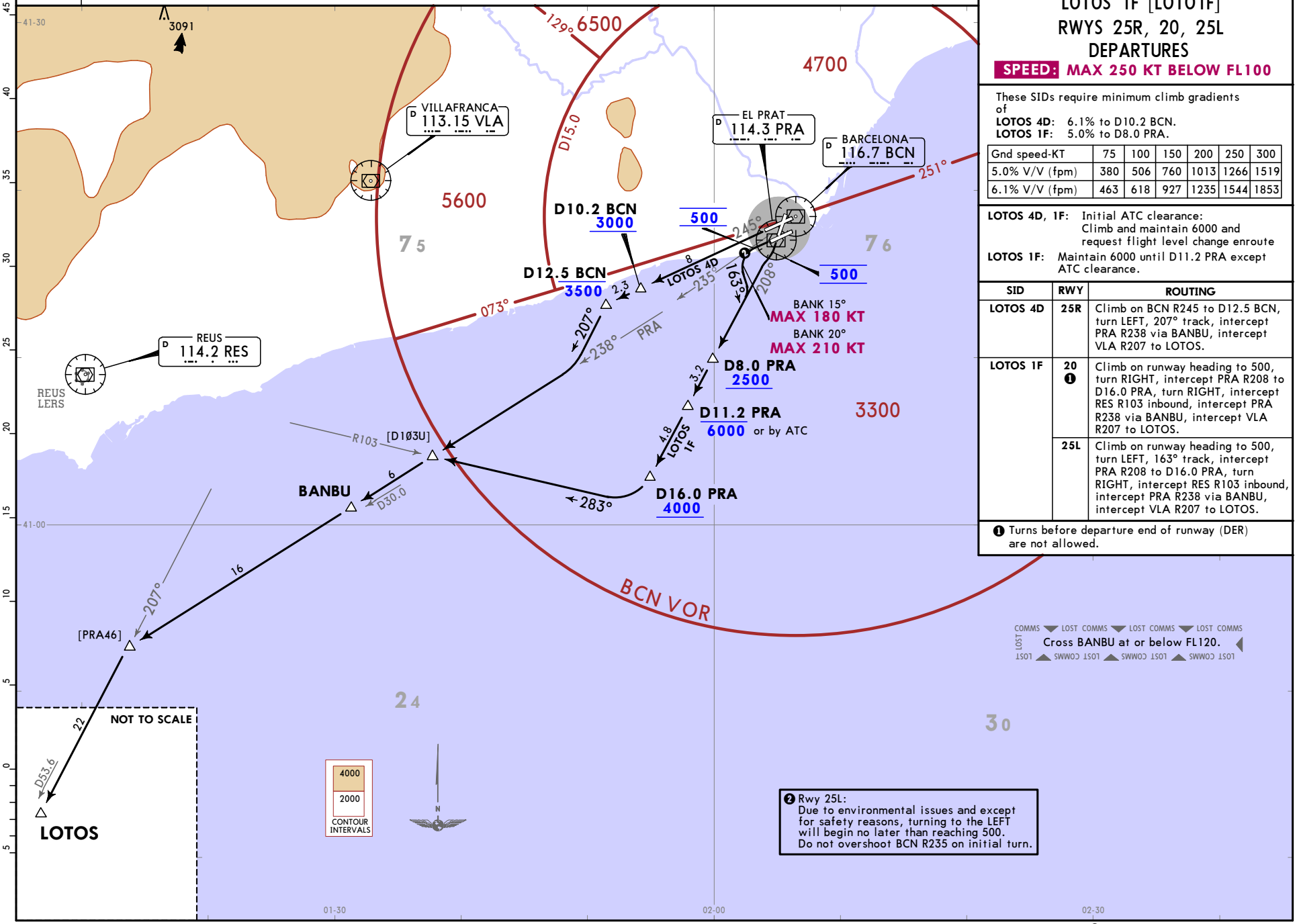
© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN 10 AUG 18 (10-3U) BARCELONA, SPAIN
SID

Apt Elev 14

Trans alt: 6000
For runway configuration refer to Airport Briefing pages.



LOTOS 4D [LOTO4D]
LOTOS 1F [LOTO1F]
RWYS 25R, 20, 25L
DEPARTURES

SPEED: MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients of
LOTOS 4D: 6.1% to D10.2 BCN.
LOTOS 1F: 5.0% to D8.0 PRA.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853

LOTOS 4D, 1F: Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

LOTOS 1F: Maintain 6000 until D11.2 PRA except ATC clearance.

SID	RWY	ROUTING
LOTOS 4D	25R	Climb on BCN R245 to D12.5 BCN, turn LEFT, 207° track, intercept PRA R238 via BANBU, intercept VLA R207 to LOTOS.
LOTOS 1F	20 ❶	Climb on runway heading to 500, turn RIGHT, intercept PRA R208 to D16.0 PRA, turn RIGHT, intercept RES R103 inbound, intercept PRA R238 via BANBU, intercept VLA R207 to LOTOS.
	25L	Climb on runway heading to 500, turn LEFT, 163° track, intercept PRA R208 to D16.0 PRA, turn RIGHT, intercept RES R103 inbound, intercept PRA R238 via BANBU, intercept VLA R207 to LOTOS.

❶ Turns before departure end of runway (DER) are not allowed.

❷ Rwy 25L:
Due to environmental issues and except for safety reasons, turning to the LEFT will begin no later than reaching 500.
Do not overshoot BCN R235 on initial turn.

CHANGES: Reissue.

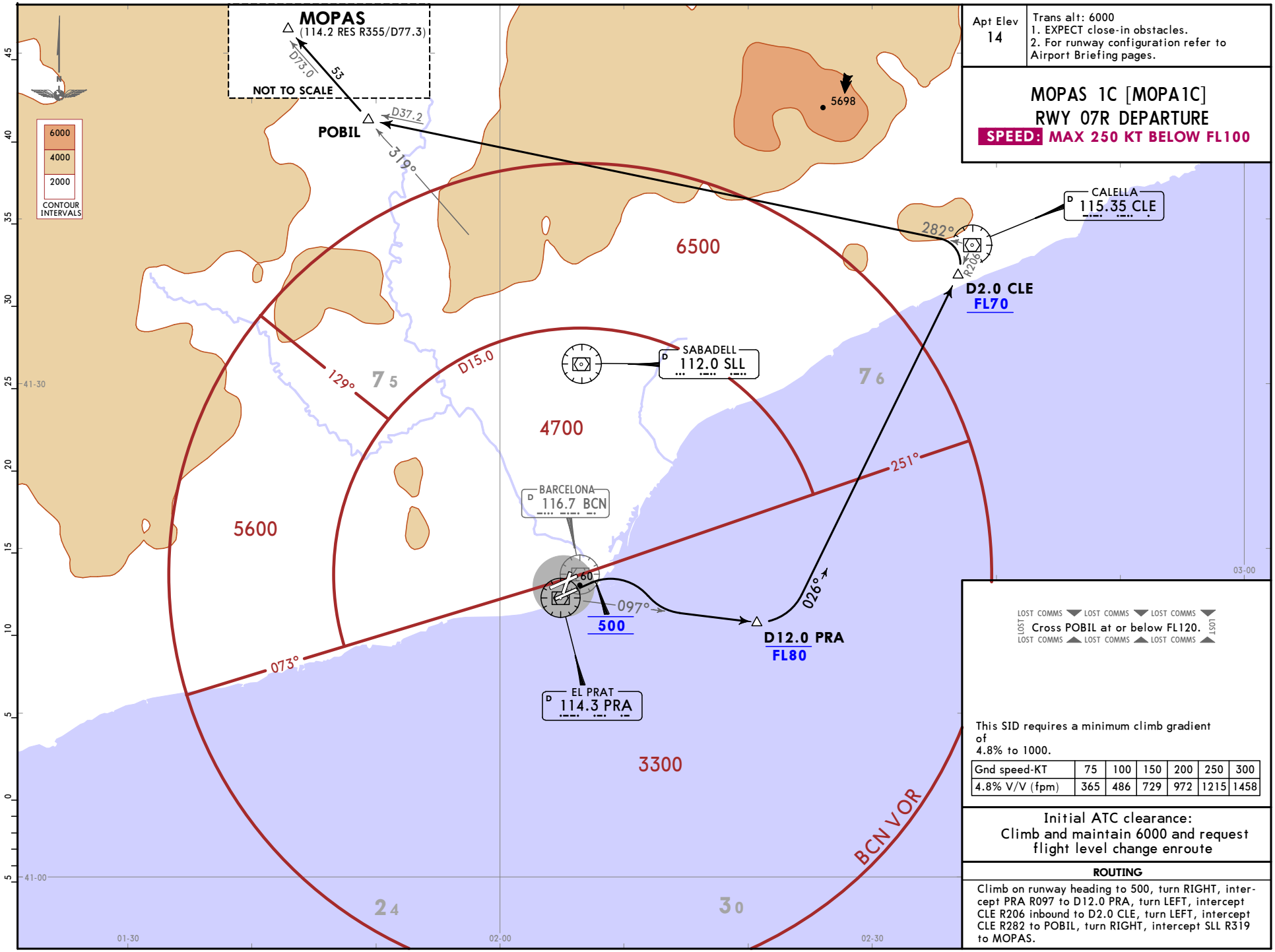
© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3V)
SID

Apt Elev	
14	Trans alt: 6000 1. EXPECT close-in obstacles. 2. For runway configuration refer to Airport Briefing pages.

MOPAS 1C [MOPA1C]
RWY 07R DEPARTURE
SPEED: MAX 250 KT BELOW FL100



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Cross POBIL at or below FL120.
LOST LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

This SID requires a minimum climb gradient of 4.8% to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

ROUTING

Climb on runway heading to 500, turn RIGHT, intercept PRA R097 to D12.0 PRA, turn LEFT, intercept CLE R206 inbound to D2.0 CLE, turn LEFT, intercept CLE R282 to POBIL, turn RIGHT, intercept SLL R319 to MOPAS.

CHANGES: Reissue.

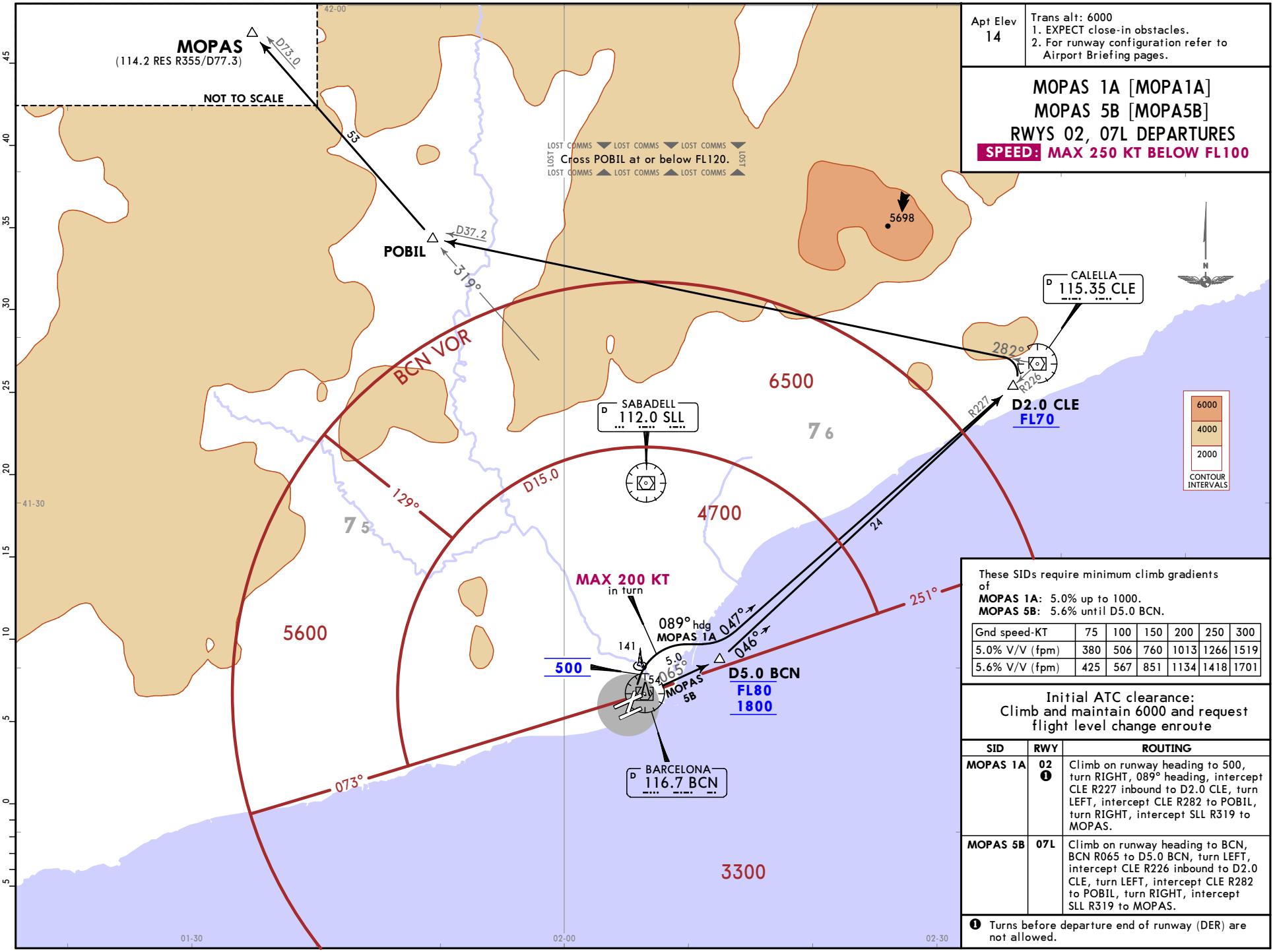
© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3V1) SID

Apt Elev	
14	Trans alt: 6000 1. EXPECT close-in obstacles. 2. For runway configuration refer to Airport Briefing pages.

MOPAS 1A [MOPA1A]
MOPAS 5B [MOPA5B]
RWYS 02, 07L DEPARTURES
SPEED: MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of
MOPAS 1A: 5.0% up to 1000.
MOPAS 5B: 5.6% until D5.0 BCN.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.6% V/V (fpm)	425	567	851	1134	1418	1701

Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

SID	RWY	ROUTING
MOPAS 1A	02 ❶	Climb on runway heading to 500, turn RIGHT, 089° heading, intercept CLE R227 inbound to D2.0 CLE, turn LEFT, intercept CLE R282 to POBIL, turn RIGHT, intercept SLL R319 to MOPAS.
MOPAS 5B	07L	Climb on runway heading to BCN, BCN R065 to D5.0 BCN, turn LEFT, intercept CLE R226 inbound to D2.0 CLE, turn LEFT, intercept CLE R282 to POBIL, turn RIGHT, intercept SLL R319 to MOPAS.

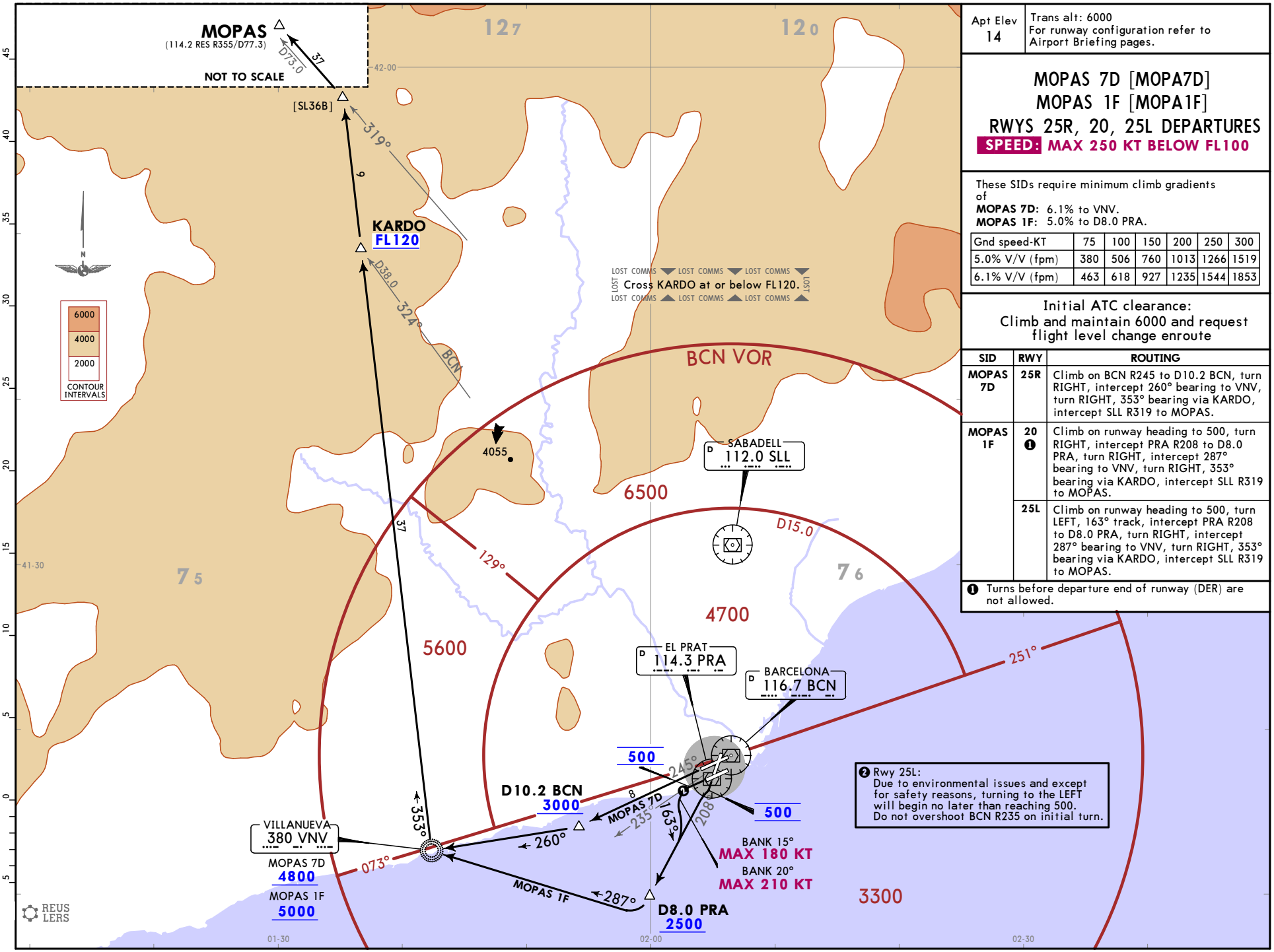
❶ Turns before departure end of runway (DER) are not allowed.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3V2) SID



Apt Elev	Trans alt: 6000
14	For runway configuration refer to Airport Briefing pages.

MOPAS 7D [MOPA7D]
MOPAS 1F [MOPA1F]
RWYS 25R, 20, 25L DEPARTURES

SPEED: MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients of
MOPAS 7D: 6.1% to VNV.
MOPAS 1F: 5.0% to D8.0 PRA.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853

Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

SID	RWY	ROUTING
MOPAS 7D	25R	Climb on BCN R245 to D10.2 BCN, turn RIGHT, intercept 260° bearing to VNV, turn RIGHT, 353° bearing via KARDO, intercept SLL R319 to MOPAS.
MOPAS 1F	20 ❶	Climb on runway heading to 500, turn RIGHT, intercept PRA R208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing via KARDO, intercept SLL R319 to MOPAS.
	25L	Climb on runway heading to 500, turn LEFT, 163° track, intercept PRA R208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing via KARDO, intercept SLL R319 to MOPAS.

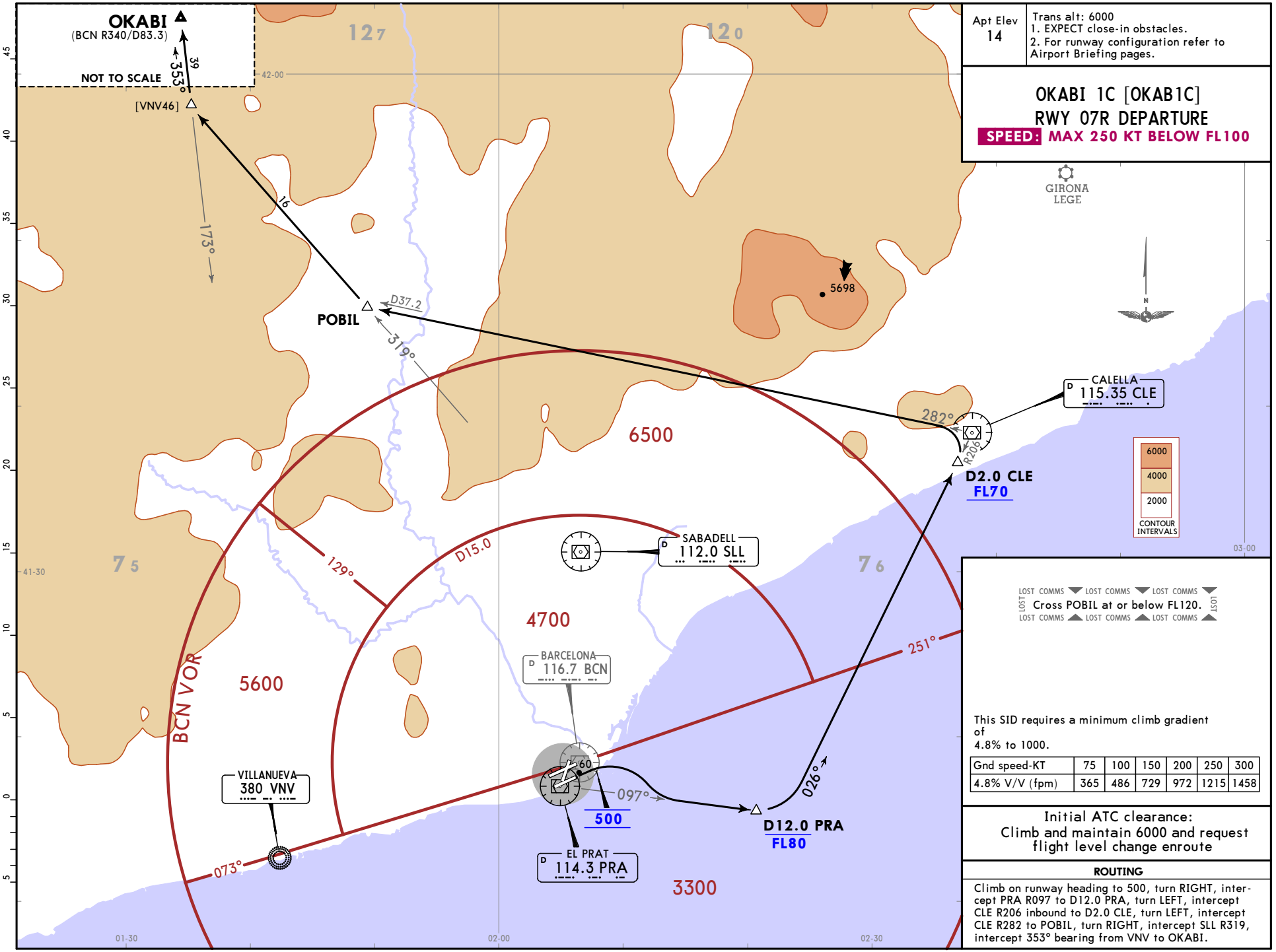
❶ Turns before departure end of runway (DER) are not allowed.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.132 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT



Apt Elev	Trans alt: 6000
14	1. EXPECT close-in obstacles. 2. For runway configuration refer to Airport Briefing pages.

OKABI 1C [OKAB1C]
RWY 07R DEPARTURE

SPEED: MAX 250 KT BELOW FL100

This SID requires a minimum climb gradient of 4.8% to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

ROUTING

Climb on runway heading to 500, turn RIGHT, intercept PRA R097 to D12.0 PRA, turn LEFT, intercept CLE R206 inbound to D2.0 CLE, turn LEFT, intercept CLE R282 to POBIL, turn RIGHT, intercept SLL R319, intercept 353° bearing from VNV to OKABI.

CHANGES: Reissue.

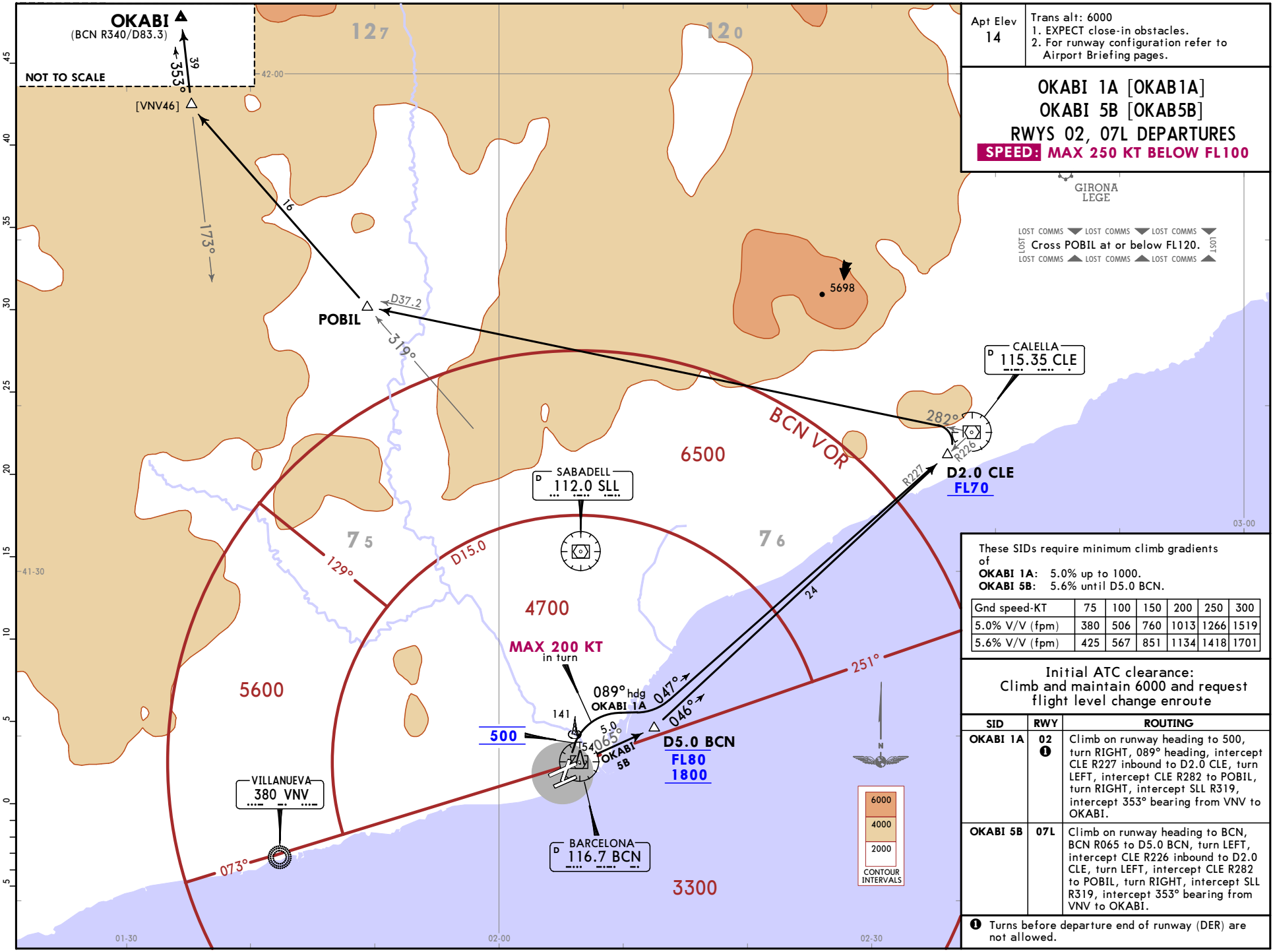
© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.133 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

Apt Elev	
14	Trans alt: 6000 1. EXPECT close-in obstacles. 2. For runway configuration refer to Airport Briefing pages.

OKABI 1A [OKAB1A]
OKABI 5B [OKAB5B]
RWYS 02, 07L DEPARTURES
SPEED: MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of
OKABI 1A: 5.0% up to 1000.
OKABI 5B: 5.6% until D5.0 BCN.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.6% V/V (fpm)	425	567	851	1134	1418	1701

Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

SID	RWY	ROUTING
OKABI 1A	02 ❶	Climb on runway heading to 500, turn RIGHT, 089° heading, intercept CLE R227 inbound to D2.0 CLE, turn LEFT, intercept CLE R282 to POBIL, turn RIGHT, intercept SLL R319, intercept 353° bearing from VNV to OKABI.
OKABI 5B	07L	Climb on runway heading to BCN, BCN R065 to D5.0 BCN, turn LEFT, intercept CLE R226 inbound to D2.0 CLE, turn LEFT, intercept CLE R282 to POBIL, turn RIGHT, intercept SLL R319, intercept 353° bearing from VNV to OKABI.

❶ Turns before departure end of runway (DER) are not allowed.

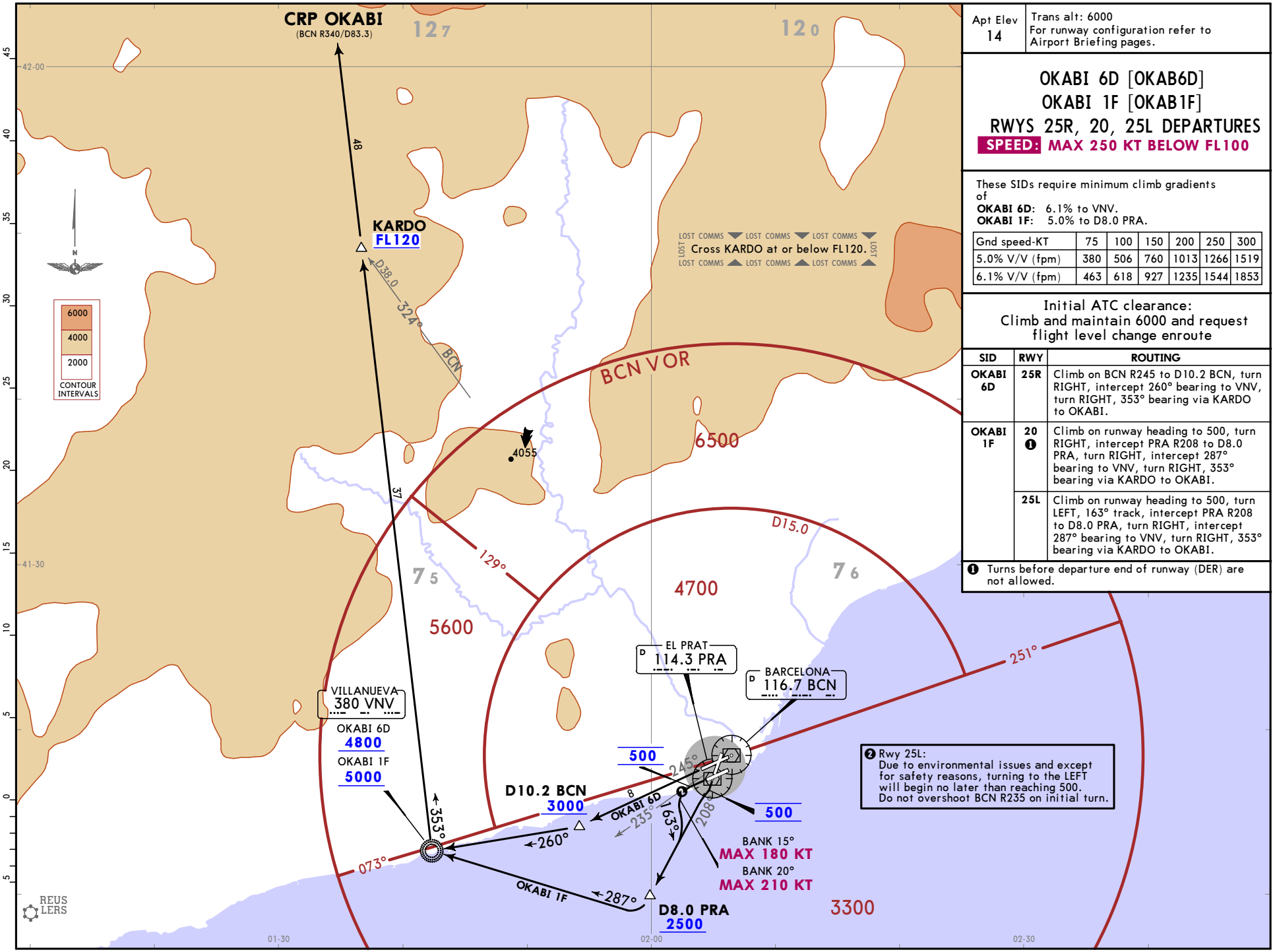
CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.134 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3V5) SID



❷ Rwy 25L:
Due to environmental issues and except for safety reasons, turning to the LEFT will begin no later than reaching 500.
Do not overshoot BCN R235 on initial turn.

Apt Elev	Trans alt: 6000
14	For runway configuration refer to Airport Briefing pages.

OKABI 6D [OKAB6D]
OKABI 1F [OKAB1F]
RWYS 25R, 20, 25L DEPARTURES

SPEED: MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients of
OKABI 6D: 6.1% to VNV.
OKABI 1F: 5.0% to D8.0 PRA.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853

Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

SID	RWY	ROUTING
OKABI 6D	25R	Climb on BCN R245 to D10.2 BCN, turn RIGHT, intercept 260° bearing to VNV, turn RIGHT, 353° bearing via KARDO to OKABI.
OKABI 1F	20 ❶	Climb on runway heading to 500, turn RIGHT, intercept PRA R208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing via KARDO to OKABI.
	25L	Climb on runway heading to 500, turn LEFT, 163° track, intercept PRA R208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing via KARDO to OKABI.

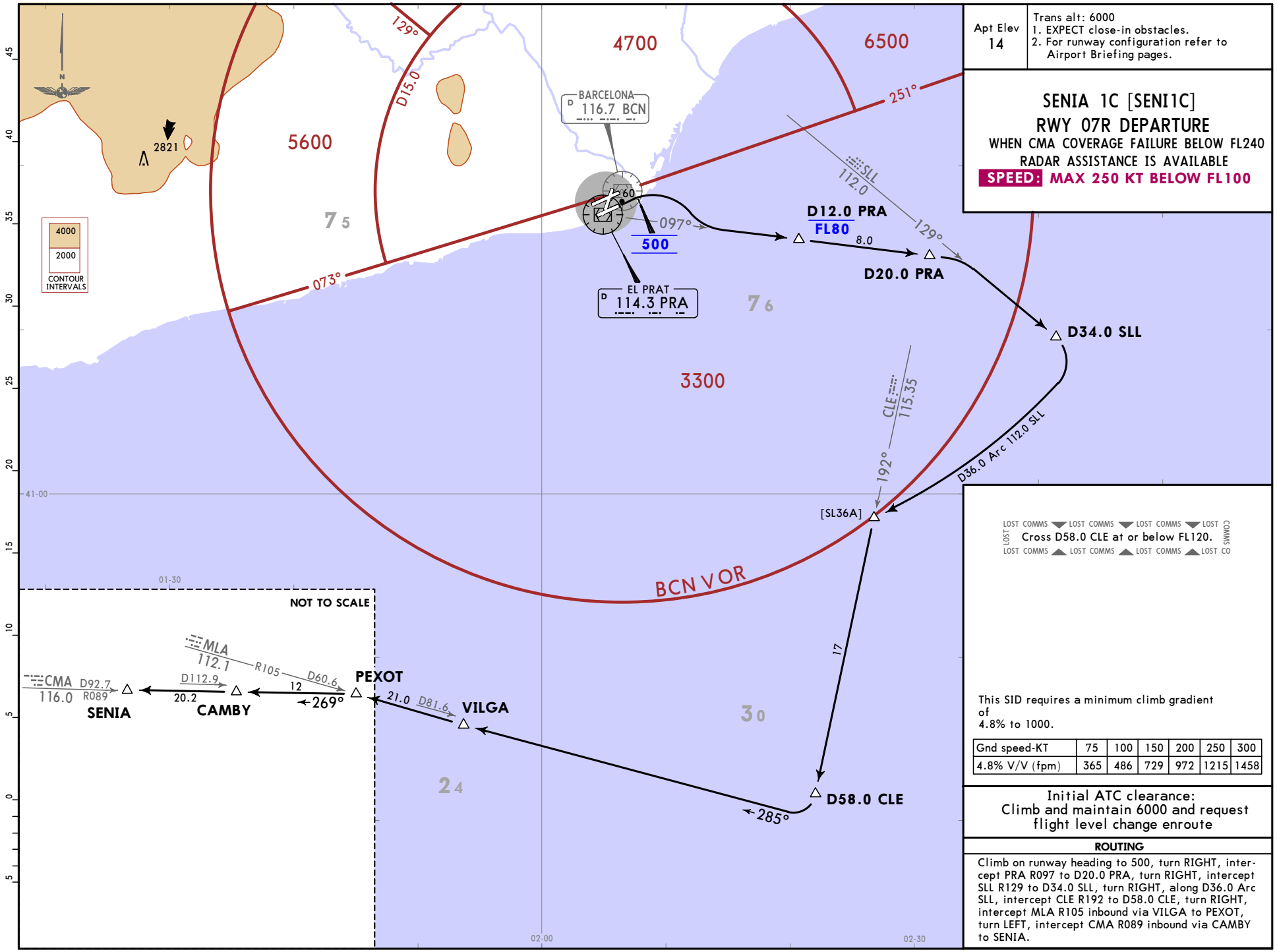
❶ Turns before departure end of runway (DER) are not allowed.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3V6)
SID



Apt Elev	Trans alt: 6000
14	1. EXPECT close-in obstacles. 2. For runway configuration refer to Airport Briefing pages.

SENIA 1C [SENI1C]
RWY 07R DEPARTURE

WHEN CMA COVERAGE FAILURE BELOW FL240
RADAR ASSISTANCE IS AVAILABLE
SPEED: MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Cross D58.0 CLE at or below FL120.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

This SID requires a minimum climb gradient of 4.8% to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

ROUTING

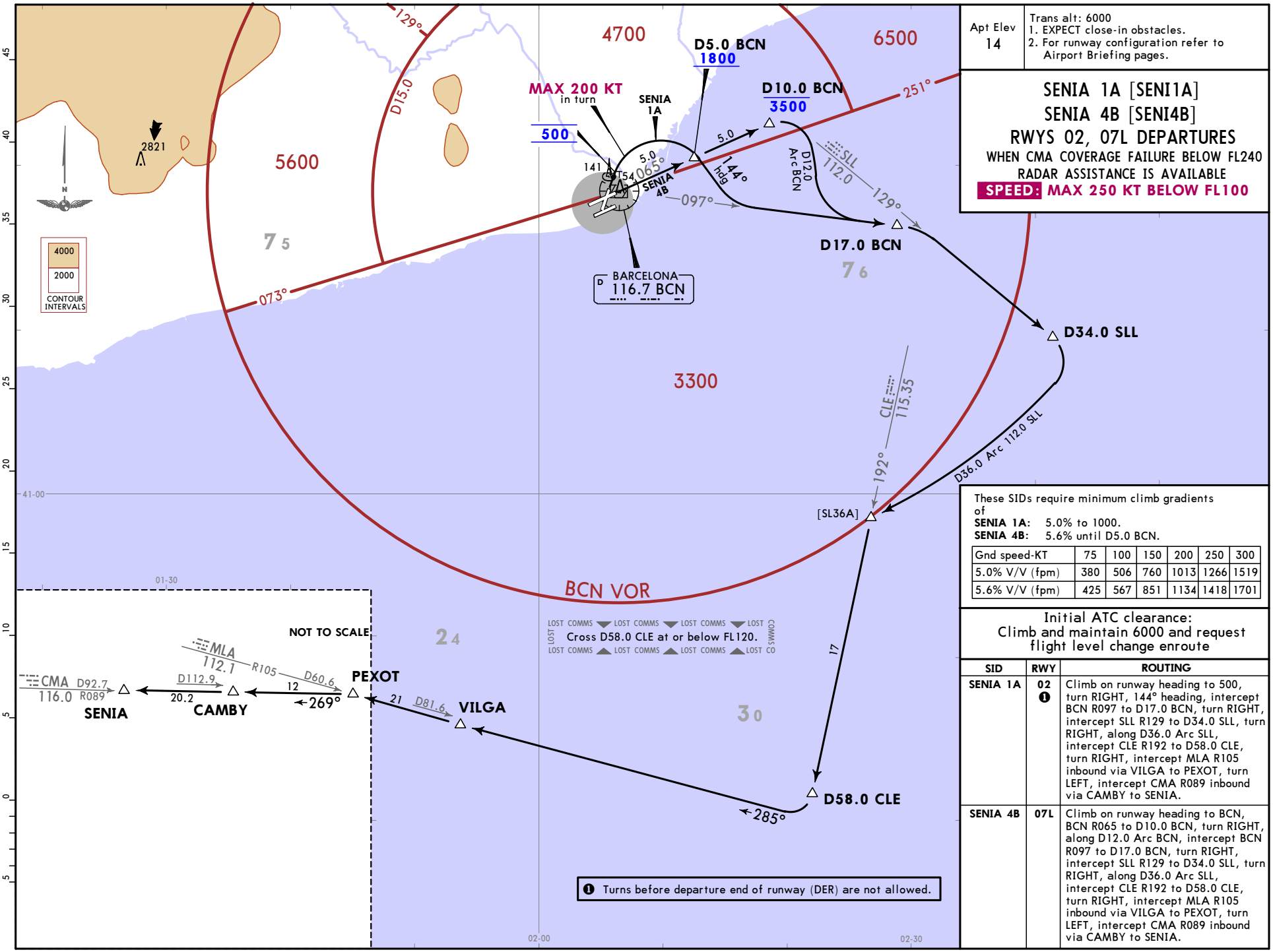
Climb on runway heading to 500, turn RIGHT, intercept PRA R097 to D20.0 PRA, turn RIGHT, intercept SLL R129 to D34.0 SLL, turn RIGHT, along D36.0 Arc SLL, intercept CLE R192 to D58.0 CLE, turn RIGHT, intercept MLA R105 inbound via VILGA to PEXOT, turn LEFT, intercept CMA R089 inbound via CAMBY to SENIA.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3V7) SID



Apt Elev	Trans alt: 6000
14	1. EXPECT close-in obstacles. 2. For runway configuration refer to Airport Briefing pages.

SENIA 1A [SENI1A]
SENIA 4B [SENI4B]
RWYS 02, 07L DEPARTURES

WHEN CMA COVERAGE FAILURE BELOW FL240
RADAR ASSISTANCE IS AVAILABLE
SPEED: MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients of
SENIA 1A: 5.0% to 1000.
SENIA 4B: 5.6% until D5.0 BCN.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.6% V/V (fpm)	425	567	851	1134	1418	1701

Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

SID	RWY	ROUTING
SENIA 1A	02 ❶	Climb on runway heading to 500, turn RIGHT, 144° heading, intercept BCN R097 to D17.0 BCN, turn RIGHT, intercept SLL R129 to D34.0 SLL, turn RIGHT, along D36.0 Arc SLL, intercept CLE R192 to D58.0 CLE, turn RIGHT, intercept MLA R105 inbound via VILGA to PEXOT, turn LEFT, intercept CMA R089 inbound via CAMBY to SENIA.
SENIA 4B	07L	Climb on runway heading to BCN, BCN R065 to D10.0 BCN, turn RIGHT, along D12.0 Arc BCN, intercept BCN R097 to D17.0 BCN, turn RIGHT, intercept SLL R129 to D34.0 SLL, turn RIGHT, along D36.0 Arc SLL, intercept CLE R192 to D58.0 CLE, turn RIGHT, intercept MLA R105 inbound via VILGA to PEXOT, turn LEFT, intercept CMA R089 inbound via CAMBY to SENIA.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.137 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

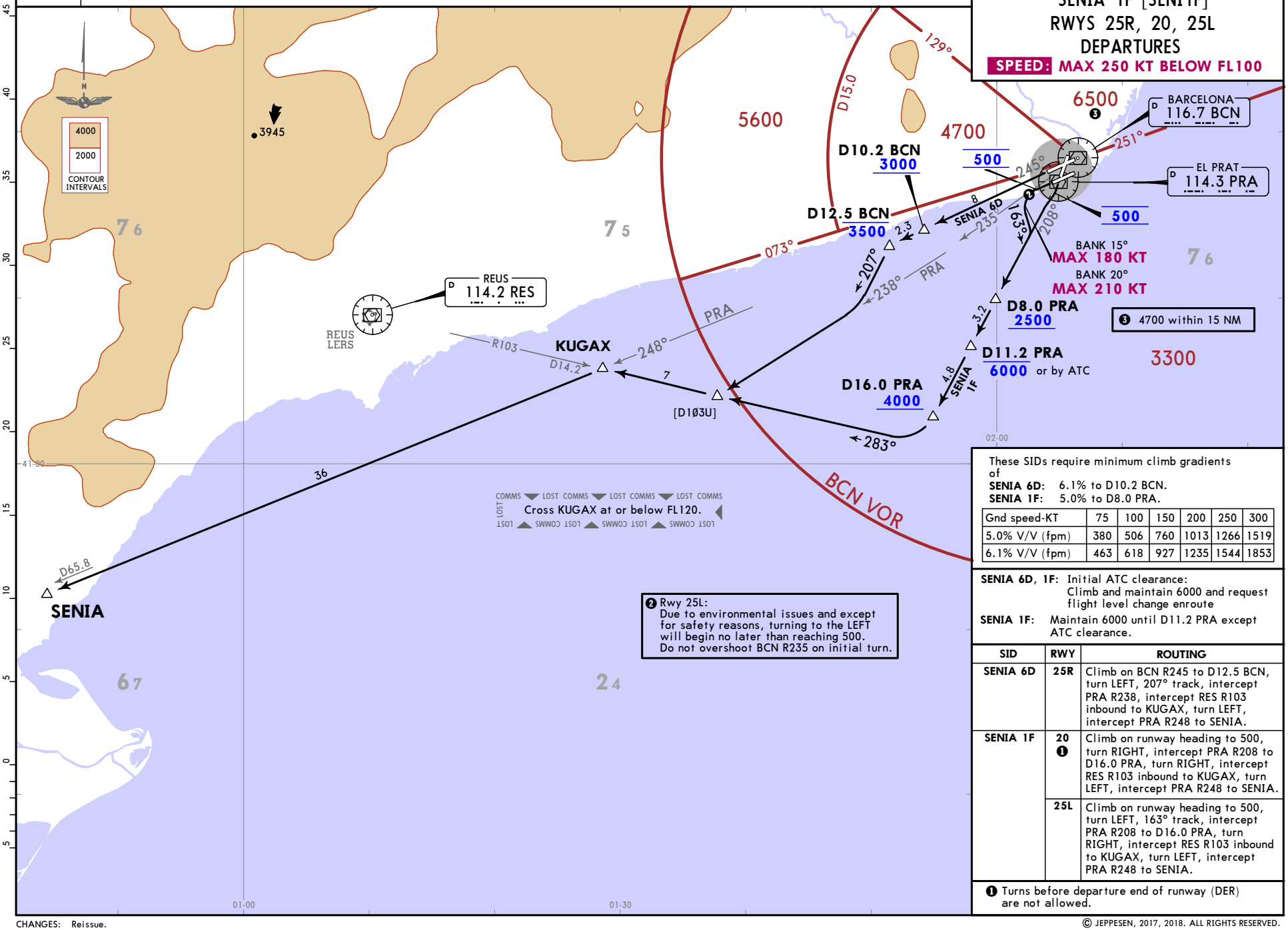
LEBL/BCN
EL PRAT

Apt Elev 14

Trans alt: 6000
For runway configuration refer to Airport Briefing pages.

SENIA 6D [SENI6D]
SENIA 1F [SENI1F]
RWYS 25R, 20, 25L
DEPARTURES

SPEED: MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of
SENIA 6D: 6.1% to D10.2 BCN.
SENIA 1F: 5.0% to D8.0 PRA.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853

SENIA 6D, 1F: Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

SENIA 1F: Maintain 6000 until D11.2 PRA except ATC clearance.

SID	RWY	ROUTING
SENIA 6D	25R	Climb on BCN R245 to D12.5 BCN, turn LEFT, 207° track, intercept PRA R238, intercept RES R103 inbound to KUGAX, turn LEFT, intercept PRA R248 to SENIA.
SENIA 1F	20 1	Climb on runway heading to 500, turn RIGHT, intercept PRA R208 to D16.0 PRA, turn RIGHT, intercept RES R103 inbound to KUGAX, turn LEFT, intercept PRA R248 to SENIA.
	25L	Climb on runway heading to 500, turn LEFT, 163° track, intercept PRA R208 to D16.0 PRA, turn RIGHT, intercept RES R103 inbound to KUGAX, turn LEFT, intercept PRA R248 to SENIA.

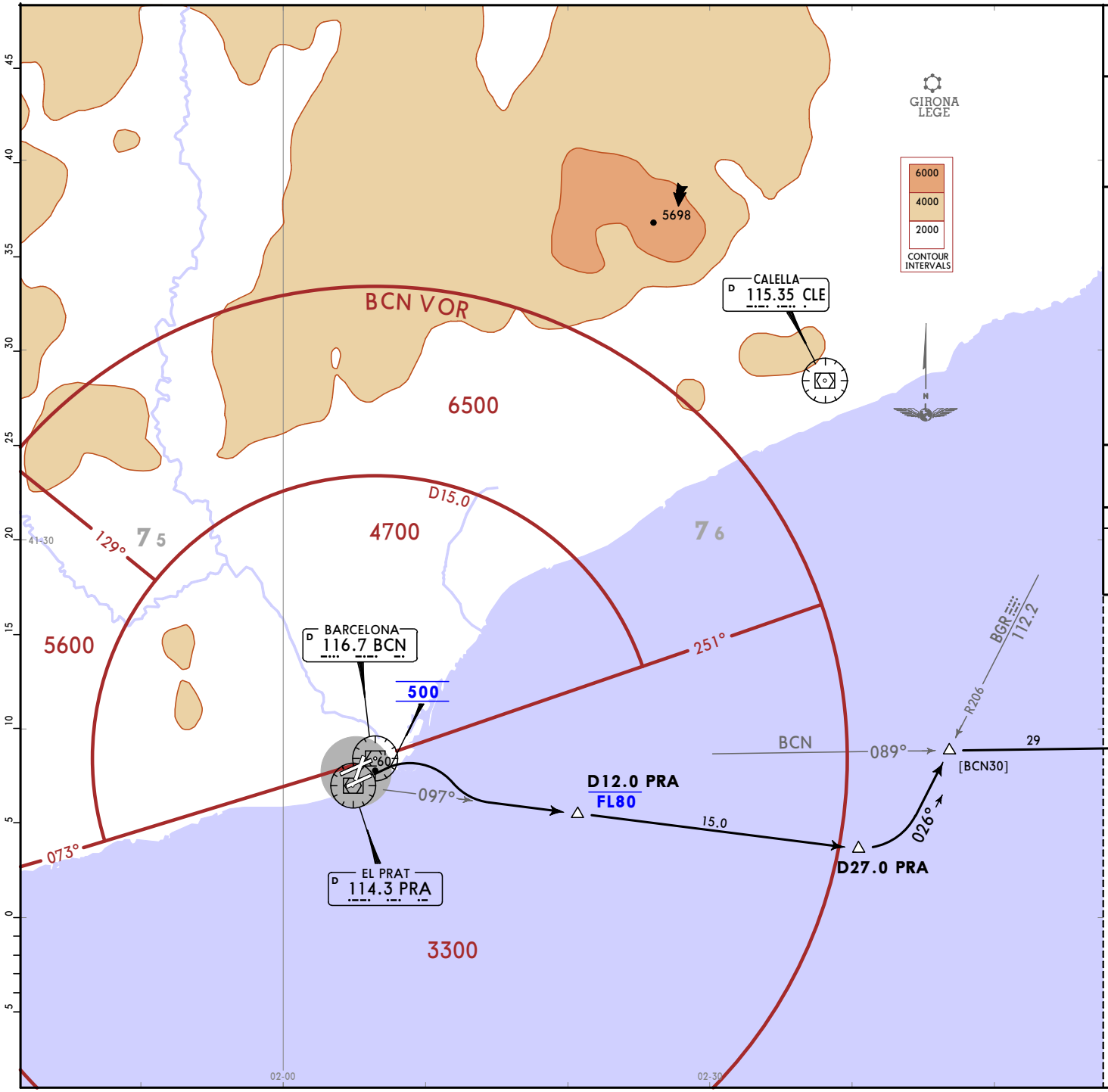
1 Turns before departure end of runway (DER) are not allowed.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3W)
SID



Apt Elev	
14	Trans alt: 6000 1. EXPECT close-in obstacles. 2. For runway configuration refer to Airport Briefing pages.

VERSO 1C [VERS1C]
RWY 07R DEPARTURE
SPEED: MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Cross VERSO at or below FL120.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

This SID requires a minimum climb gradient of
4.8% to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

ROUTING

Climb on runway heading to 500, turn RIGHT, intercept PRA R097 to D27.0 PRA, turn LEFT, intercept BGR R206 inbound, intercept BCN R089, intercept CLE R119 to VERSO.

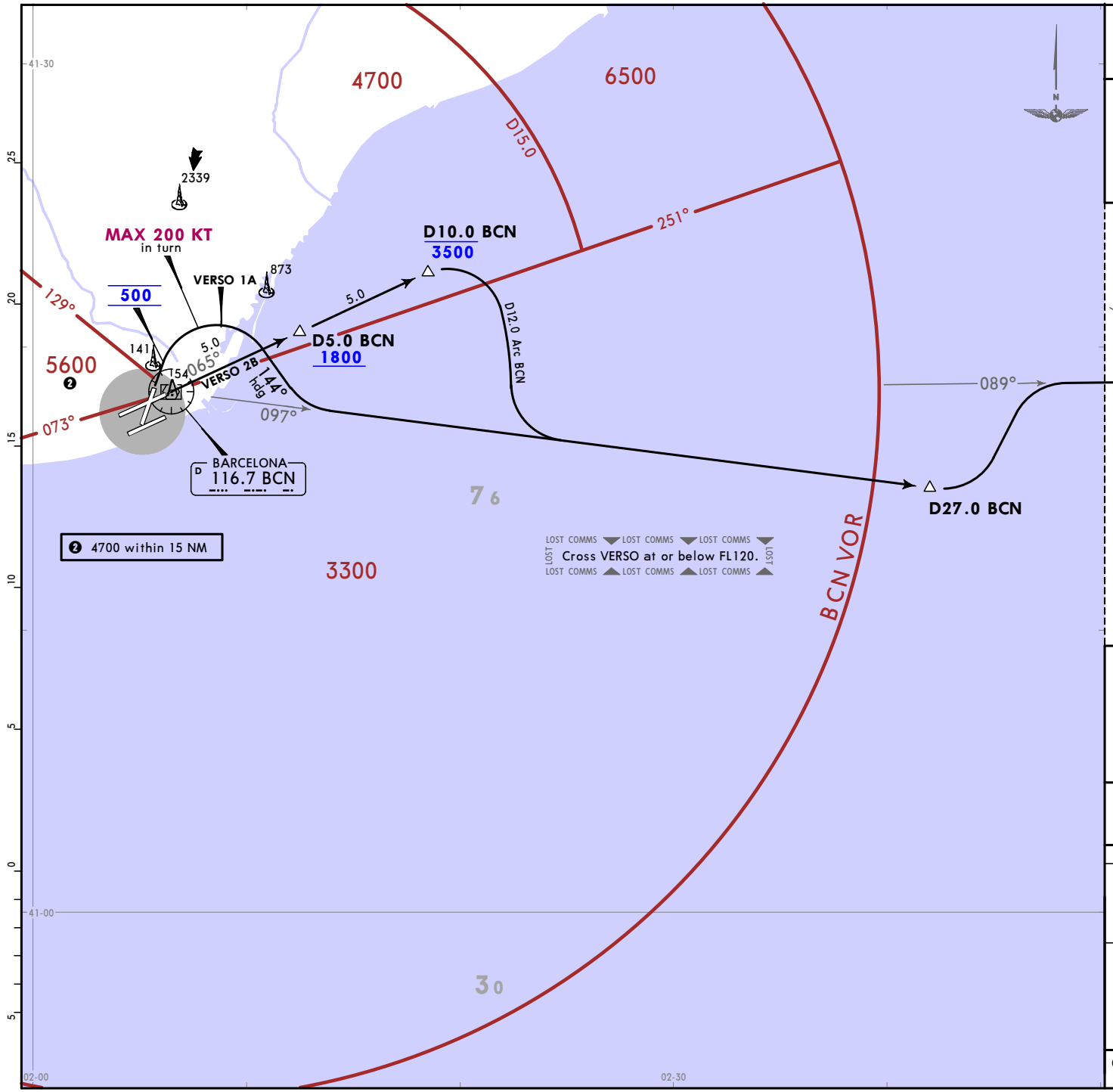
CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.139 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3X) SID



Apt Elev	
14	Trans alt: 6000 1. EXPECT close-in obstacles. 2. For runway configuration refer to Airport Briefing pages.

VERSO 1A [VERS1A]
VERSO 2B [VERS2B]
RWYS 02, 07L DEPARTURES

SPEED: MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients of
VERSO 1A: 5.0% to 1000.
VERSO 2B: 5.6% to D5.0 BCN.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.6% V/V (fpm)	425	567	851	1134	1418	1701

Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

SID	RWY	ROUTING
VERSO 1A	02 ❶	Climb on runway heading to 500, turn RIGHT, 144° heading, intercept BCN R097 to D27.0 BCN, turn LEFT, intercept BCN R089, intercept CLE R119 to VERSO.
VERSO 2B	07L	Climb on runway heading to BCN, BCN R065 via D5.0 BCN to D10.0 BCN, turn RIGHT, along D12.0 Arc BCN, intercept BCN R097 to D27.0 BCN, turn LEFT, intercept BCN R089, intercept CLE R119 to VERSO.

❶ Turns before departure end of runway (DER) are not allowed.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN 10 AUG 18 (10-3X1)

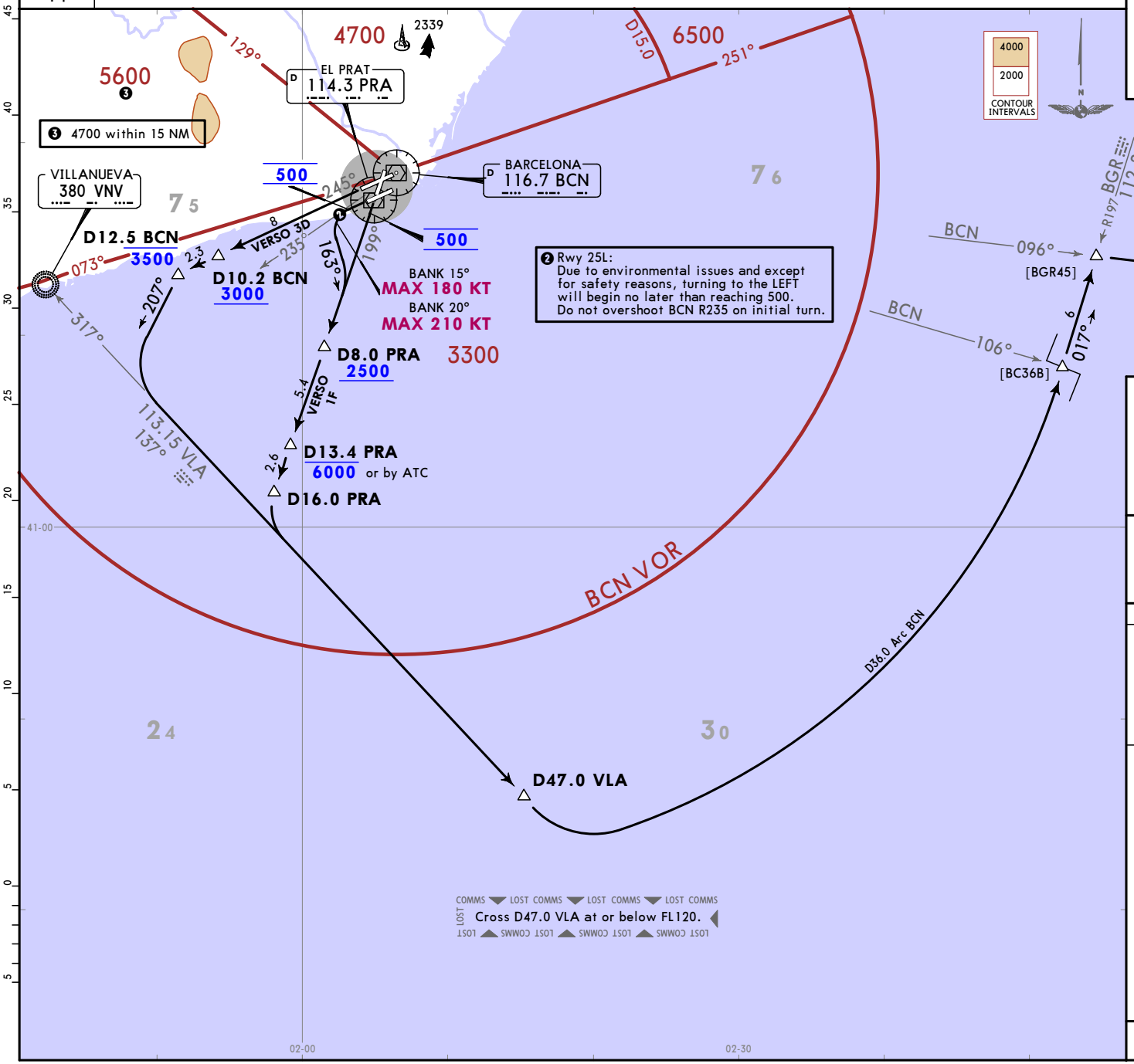
BARCELONA, SPAIN
SID

VERSO 3D [VERS3D]
VERSO 1F [VERS1F]
RWYS 25R, 20, 25L
DEPARTURES

SPEED: MAX 250 KT BELOW FL100

Apt Elev 14

Trans alt: 6000
For runway configuration refer to Airport Briefing pages.



Rwy 25L: Due to environmental issues and except for safety reasons, turning to the LEFT will begin no later than reaching 500. Do not overshoot BCN R235 on initial turn.

NOT TO SCALE

These SIDs require minimum climb gradients of
VERSO 3D: 6.1% to D10.2 BCN.
VERSO 1F: 5.0% to D8.0 PRA.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853

VERSO 3D, 1F: Initial ATC clearance: Climb and maintain 6000 and request flight level change enroute

VERSO 1F: Maintain 6000 until D13.4 PRA except ATC clearance.

SID	RWY	ROUTING
VERSO 3D	25R	Climb on BCN R245 to D12.5 BCN, turn LEFT, 207° track, intercept VLA R137 (137° bearing from VNV) to D47.0 VLA, turn LEFT, along D36.0 Arc BCN until passing BCN R106, intercept BGR R197 inbound, intercept BCN R096 via SADEM to VERSO.
VERSO 1F	20 ❶	Climb on runway heading to 500, turn RIGHT, intercept PRA R199 to D16.0 PRA, turn LEFT, intercept VLA R137 (137° bearing from VNV) to D47.0 VLA, turn LEFT, along D36.0 Arc BCN until passing BCN R106, intercept BGR R197 inbound, intercept BCN R096 via SADEM to VERSO.
	25L	Climb on runway heading to 500, turn LEFT, 163° track, intercept PRA R199 to D16.0 PRA, turn LEFT, intercept VLA R137 (137° bearing from VNV) to D47.0 VLA, turn LEFT, along D36.0 Arc BCN until passing BCN R106, intercept BGR R197 inbound, intercept BCN R096 via SADEM to VERSO.

❶ Turns before departure end of runway (DER) are not allowed.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

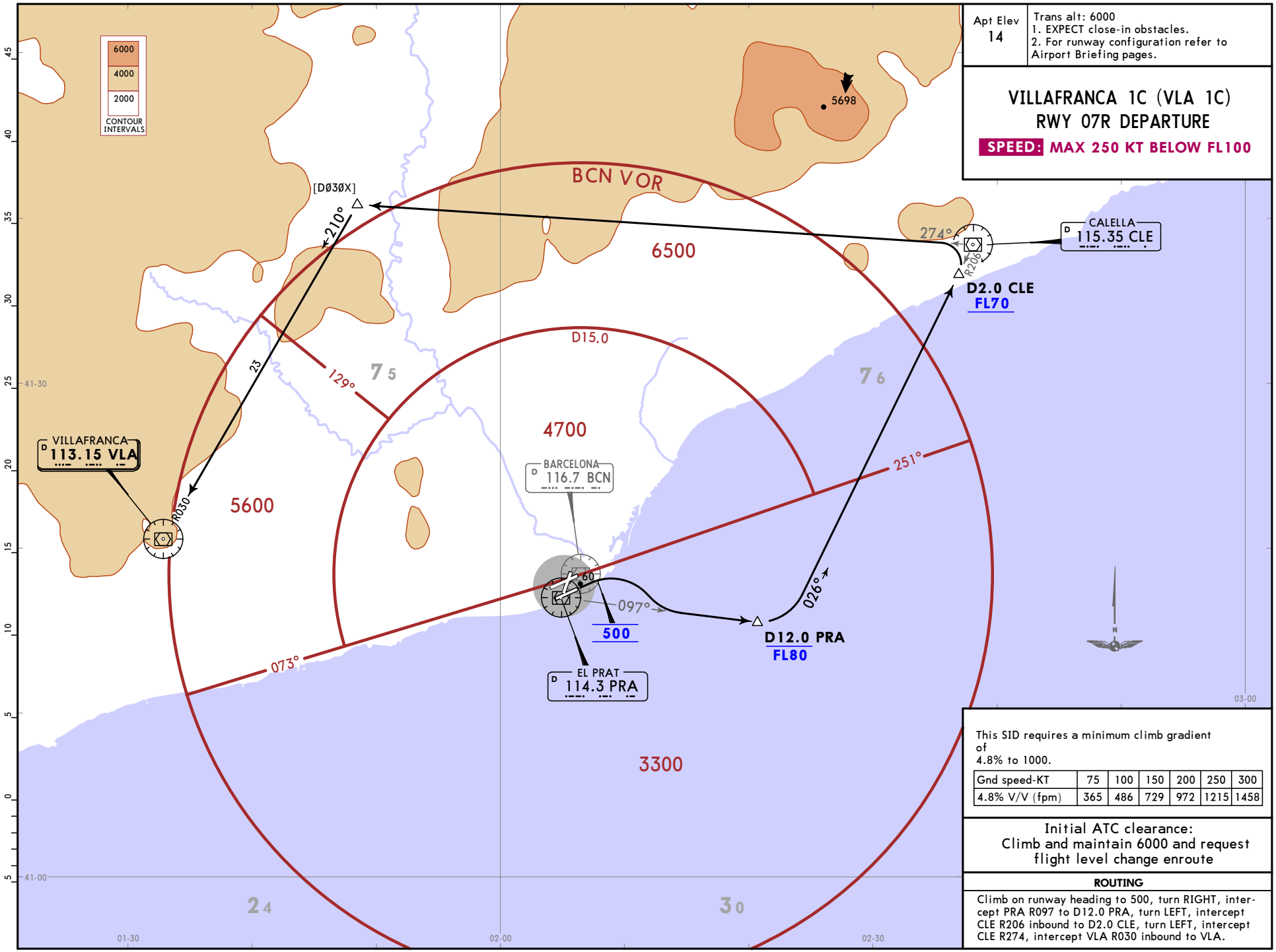
5.2.141 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

Apt Elev	
14	Trans alt: 6000 1. EXPECT close-in obstacles. 2. For runway configuration refer to Airport Briefing pages.

VILLAFRANCA 1C (VLA 1C)
RWY 07R DEPARTURE

SPEED: MAX 250 KT BELOW FL100



This SID requires a minimum climb gradient of 4.8% to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

ROUTING

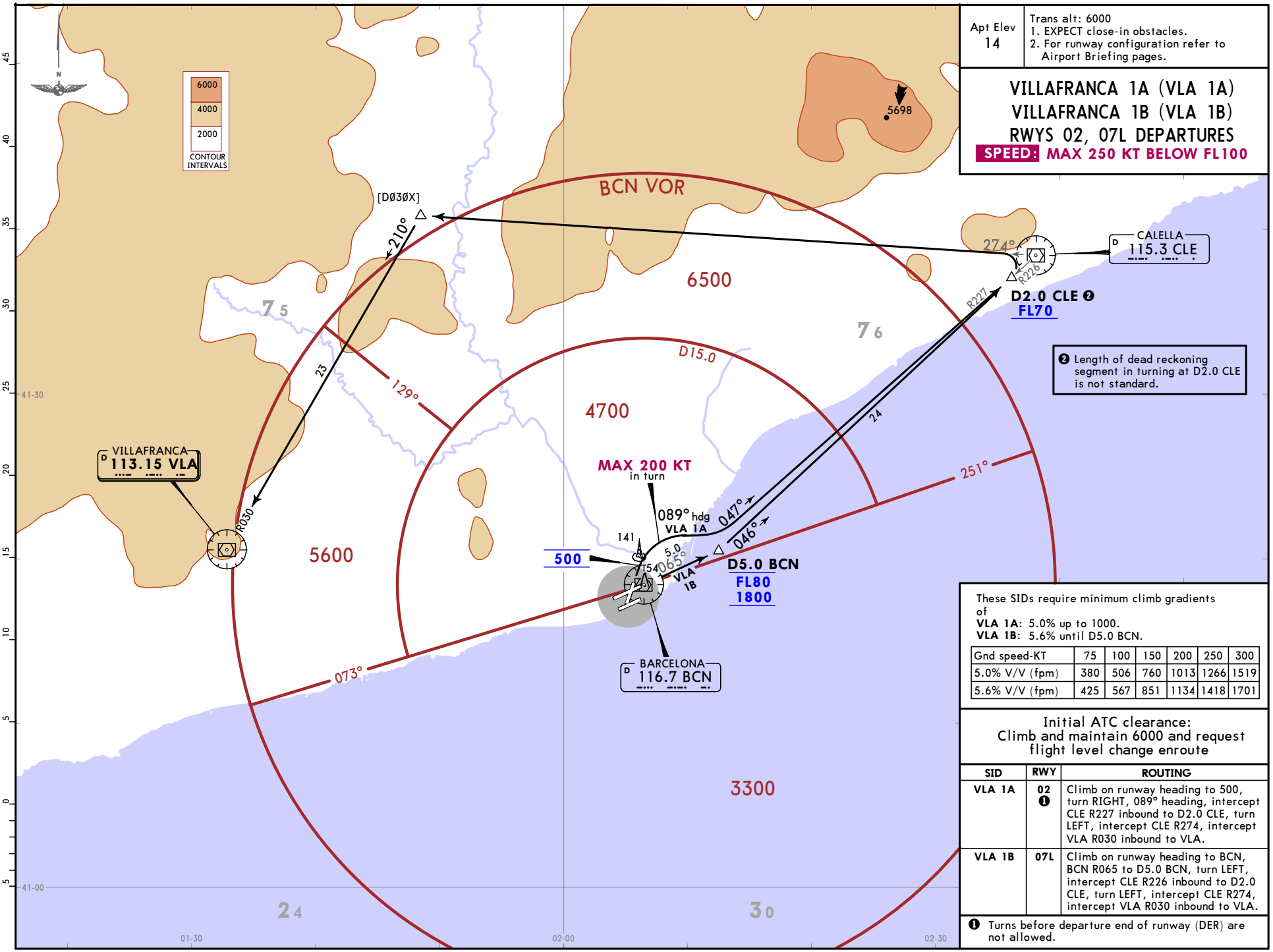
Climb on runway heading to 500, turn RIGHT, intercept PRA R097 to D12.0 PRA, turn LEFT, intercept CLE R206 inbound to D2.0 CLE, turn LEFT, intercept CLE R274, intercept VLA R030 inbound to VLA.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN BARCELONA, SPAIN
10 AUG 18 (10-3X3) SID



Apt Elev	Trans alt: 6000
14	1. EXPECT close-in obstacles. 2. For runway configuration refer to Airport Briefing pages.

VILLAFRANCA 1A (VLA 1A)
VILLAFRANCA 1B (VLA 1B)
RWYS 02, 07L DEPARTURES

SPEED: MAX 250 KT BELOW FL100

❷ Length of dead reckoning segment in turning at D2.0 CLE is not standard.

These SIDs require minimum climb gradients of
VLA 1A: 5.0% up to 1000.
VLA 1B: 5.6% until D5.0 BCN.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.6% V/V (fpm)	425	567	851	1134	1418	1701

Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

SID	RWY	ROUTING
VLA 1A	02 ❶	Climb on runway heading to 500, turn RIGHT, 089° heading, intercept CLE R227 inbound to D2.0 CLE, turn LEFT, intercept CLE R274, intercept VLA R030 inbound to VLA.
VLA 1B	07L	Climb on runway heading to BCN, BCN R065 to D5.0 BCN, turn LEFT, intercept CLE R226 inbound to D2.0 CLE, turn LEFT, intercept CLE R274, intercept VLA R030 inbound to VLA.

❶ Turns before departure end of runway (DER) are not allowed.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.143 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

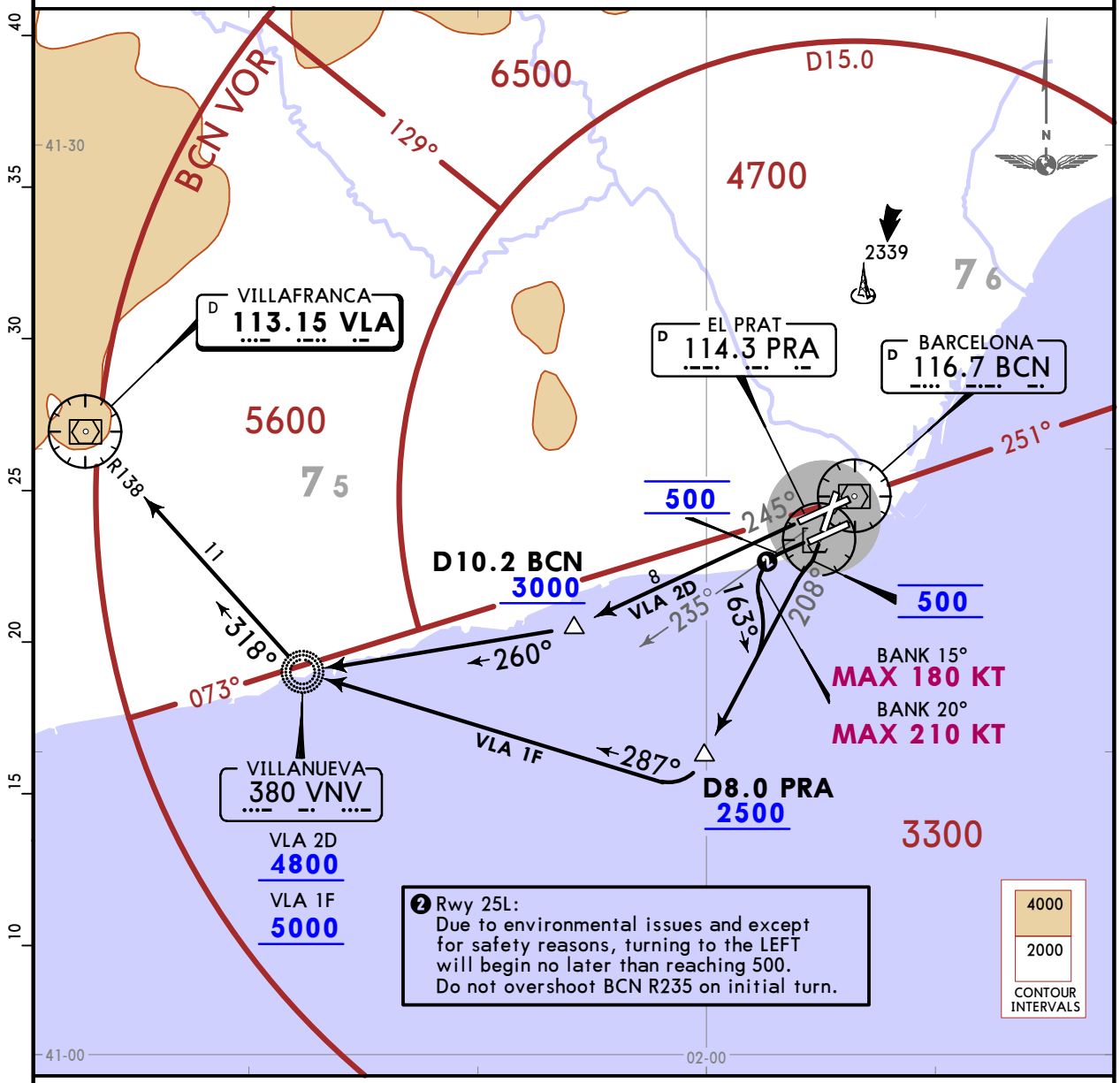
JEPPESEN
10 AUG 18 (10-3X4)

BARCELONA, SPAIN
SID

Apt Elev	
14	Trans alt: 6000 For runway configuration refer to Airport Briefing pages.

VILLAFRANCA 2D (VLA 2D)
VILLAFRANCA 1F (VLA 1F)
RWYS 25R, 20, 25L DEPARTURES

SPEED: MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of
VLA 2D: 6.1% until VNV.
VLA 1F: 5.0% until D8.0 PRA.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853

Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

SID	RWY	ROUTING
VLA 2D	25R	Climb on BCN R245 to D10.2 BCN, turn RIGHT, intercept 260° bearing to VNV, 318° bearing to VLA.
VLA 1F	20 ❶	Climb on runway heading to 500, turn RIGHT, intercept PRA R208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 318° bearing to VLA.
	25L	Climb on runway heading to 500, turn LEFT, 163° track, intercept PRA R208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 318° bearing to VLA.

❶ Turns before departure end of runway (DER) are not allowed.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.144 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

RWYS 07L/R, 25L/R CONTINGENCY DEPARTURES

In the event of failure of one or more navaids used for the departures from runways 07L/R, 25L/R, the following procedures shall be carried out:

RWY 07L: Climb on runway heading to 3500', turn following ATC instructions.

RWY 07R: Climb on runway heading to 500', turn RIGHT (MAX 220 KT), climb on 119° track to 1900', turn following ATC instructions.

RWY 25L: Climb on runway heading to 500', turn LEFT (MAX 180 KT, bank angle 15°/MAX 210 KT, bank angle 20°), climb on 164° track to 1500', turn following ATC instructions.

RWY 25R: Climb on runway heading to 3500', turn following ATC instructions.

These departures require minimum climb gradients of

RWY 07L: 5.4% to 3500'.
RWY 07R: 4.7% to 1900'.
RWY 25L: 6.0% to 1500'.
RWY 25R: 6.2% to 3500'.

Gnd speed-KT	75	100	150	200	250	300
6.2% V/V (fpm)	471	628	942	1256	1570	1884
6.0% V/V (fpm)	456	608	911	1215	1519	1823
5.4% V/V (fpm)	410	547	820	1094	1367	1641
4.7% V/V (fpm)	357	476	714	952	1190	1428

CHANGES: Runway 20 withdrawn.

© JEPPESEN, 2012, 2017. ALL RIGHTS RESERVED.

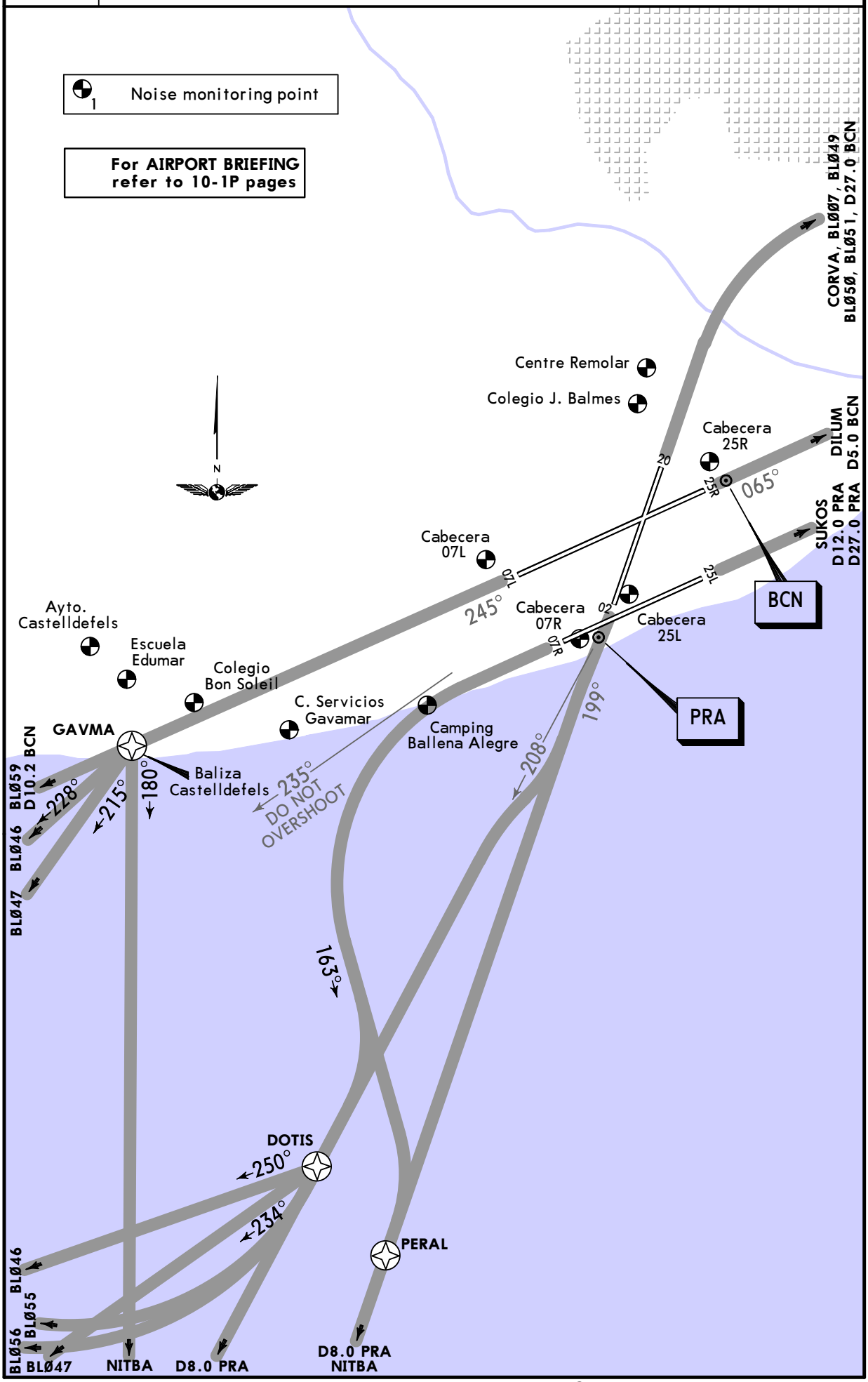
5.2.145 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

BARCELONA, SPAIN
NOISE

Apt Elev 14′

NOISE ABATEMENT



CHANGES: Departures via CORVA withdrawn.

© JEPPESEN, 2005, 2017. ALL RIGHTS RESERVED.

LEBL/BCN

BARCELONA, SPAIN
EL PRAT

WORKS ON RAMP 15

EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL AND MACHINERY
REFER ALSO TO LATEST NOTAMS

PHASE 1

The following works will be carried out:
- remodelling of the stands in the Western half of Ramp-15;
- demolition of the boarding bridges structures in this area;
- installation of lights on TWY Q11 and Q12;
- markings and lighting on the curves of TWY K11 to access to the gate QS.

The following facilities will be created:
- a new gate: VS;
- a new stop bar on the new gate VS.

The works will affect:
- stands 290 thru 298;
- apron inner TWY which leads to these stands;
- TWY K11.

Subphase 1.1

Work area: stands 290 thru 298 and the apron inner TWY.
Maximum aircraft restriction at gate QS.
Working hours: H24.

Remarks:
During this subphase, four cranes 131'/40m high will be erected near the boarding bridges. The exact position of these cranes will be published by NOTAM.

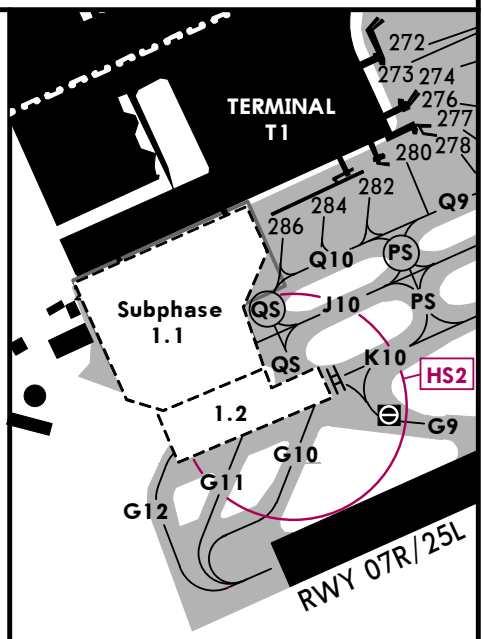
At the end of this subphase, the following changes will occur:
- TWY Q11 and Q12;
- access gate to apron: Gate VS;
- new intermediate holding position in TWY Q11;
- new CAT II/III stop bar on gate VS;
- removal of stand 298.

	TWYs Q11 & Q12	TWY K11
MAX code letter	E	F
	F	E

Subphase 1.2

Work area: TWY K11 and island.
Maximum aircraft restriction or closure of gate QS.
Working hours: Night.

At the end of this subphase, the intermediate holding position on TWY K11 will be displaced.



LEGEND

R-15	Ramp number
K10	TWY
290	Parking position
PS	Gate
	Limit of Ground competence
	Area not visible from Tower
HS2	HOT SPOT See 10-9A for description.
	No entry

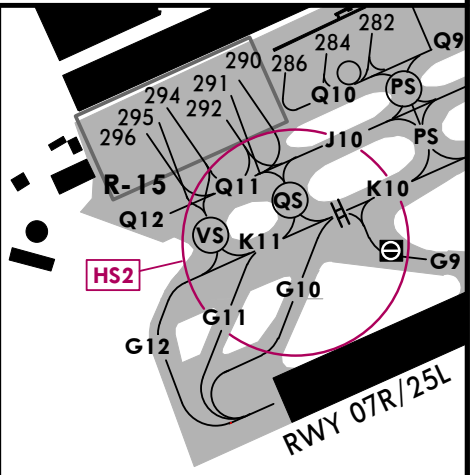
PHASE 1 - Final Configuration:

At the end of PHASE 1, the configuration of Western area in Ramp-15 will be the following:

PARKING POSITIONS	
STAND	COORDINATES
290	N41 17.2 E002 04.5
291 thru 295	N41 17.2 E002 04.4
296	N41 17.1 E002 04.4

Stands 290 thru 296 push-back required.

Until the start of Phase 2:
- Gate VS will remain closed.
- Push-back from the new stands 291 thru 296 must be mandatorily performed as far as TWY J10, nosing-in towards the west.



CHANGES: Phase 1.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

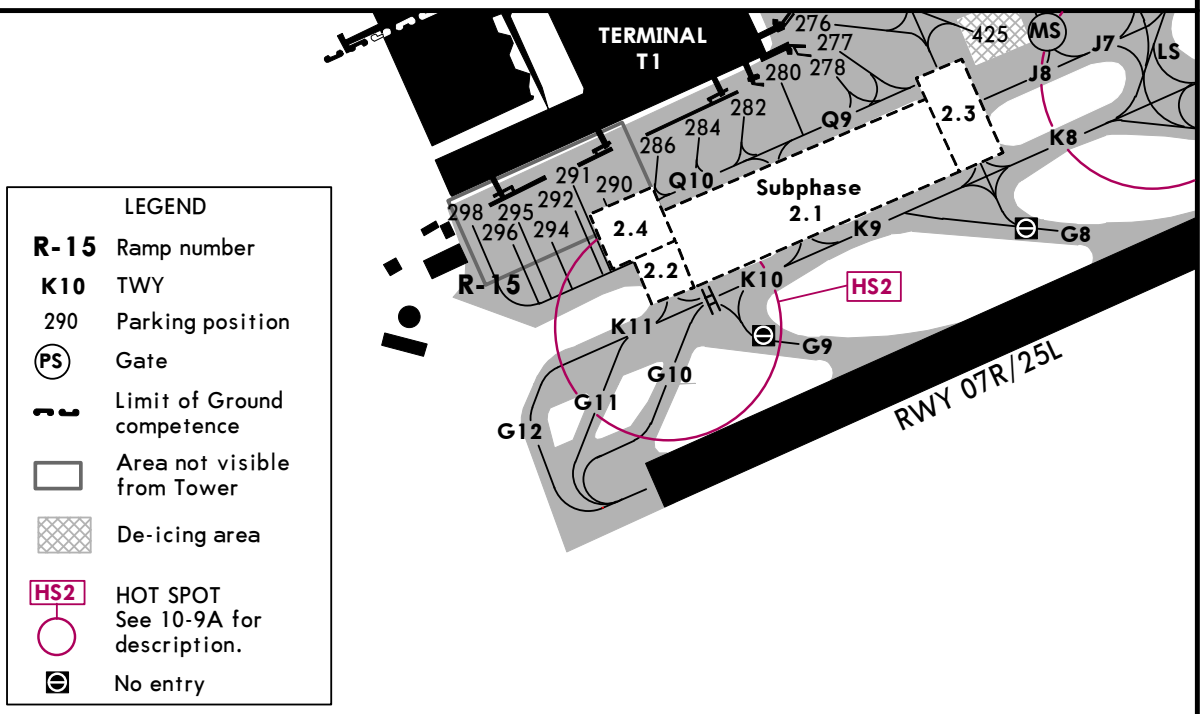
LEBL/BCN

BARCELONA, SPAIN
EL PRAT

WORKS ON RAMP 15
EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL AND MACHINERY
REFER ALSO TO LATEST NOTAMS

PHASE 2

- TWY J9 and J10 will be removed;
- access gates will be created: TS, RS, PS and NS;
- horizontal and vertical markings will be adapted.



Subphase 2.1

Works: Changes of horizontal and vertical markings and lighting to adapt them to the new layout.
Working hours: Night.

Facilities which are removed:
- TWY J9, J10 and PS;
- Access gate to apron: PS;
- Intermediate holding positions on TWY J9 and J10.

Restrictions during the work execution:
- maximum aircraft restriction or closure of TWY Q9, Q10, K9 and K10.

At the end of this subphase, the following facilities will be created:
- Access gate to apron: RS;
- Intermediate holding positions on the new TWY Q9 and Q10.

Subphase 2.2

Works: Changes of horizontal and vertical markings and lighting to adapt them to the new layout.
Working hours: Night.

Facilities which are removed:
- TWY QS;
- Access gate to apron: QS.

Restrictions during the work execution:
- Closure of gate QS.

At the end of this subphase, the following facilities will be created:
- Access gate to apron: TS;
- CAT II/III stop bar on gate TS.

CHANGES: None.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

WORKS ON RAMP 15

EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL AND MACHINERY
REFER ALSO TO LATEST NOTAMS

Subphase 2.3

Works: Changes of horizontal and vertical markings and lighting of the gate NS to adapt them to the new TWY Q, which will be named gate PS.
Creation of new gate NS.
Working hours: Night.

Facilities which are removed:
- TWY NS.
- Access gate to apron: NS.

Restrictions during the work execution:
- Closure of gate NS.

At the end of this subphase, the following facilities will be created:
- Access gates to apron: PS and NS.

Subphase 2.4

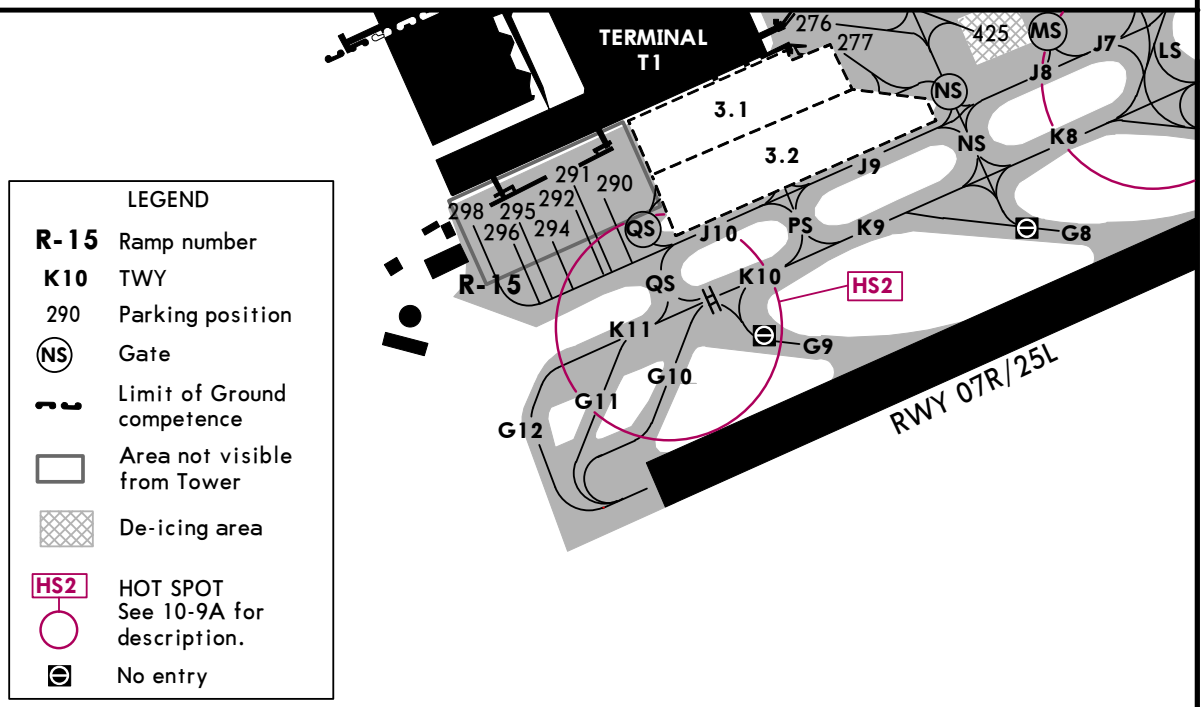
Works: horizontal marking (paint) to access to stands 290, 291 and 292.
Working hours: Day and/or night.

PHASE 3

The following works will be carried out:
- remodelling of the stands in the Eastern half of Ramp-15;
- demolition of the boarding bridge structures of this area;
- adaptation of the horizontal markings to the new stands on the new TWY Q.

During this phase, and due to the potential disorientation, following ATC instructions is recommended.

The works will affect:
- stands 280, 282, 284 and 286;
- TWY Q9 and Q10.



© JEPPESEN, 2017. ALL RIGHTS RESERVED.

LEBL/BCN

BARCELONA, SPAIN
EL PRAT

WORKS ON RAMP 15
EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL AND MACHINERY
REFER ALSO TO LATEST NOTAMS

Subphase 3.1

Work area: stands 280, 282, 284 and 286.
Working hours: H24.

Restrictions during the work execution:
- Closure or maximum aircraft restriction of TWY Q9 and Q10.

Remarks:
During this subphase, two cranes with 131'/40m height will be erected near the boarding bridges.
The exact position of these cranes will be published by NOTAM.

At the end of this phase, the following changes will occur:
- New stands 280 thru 288.

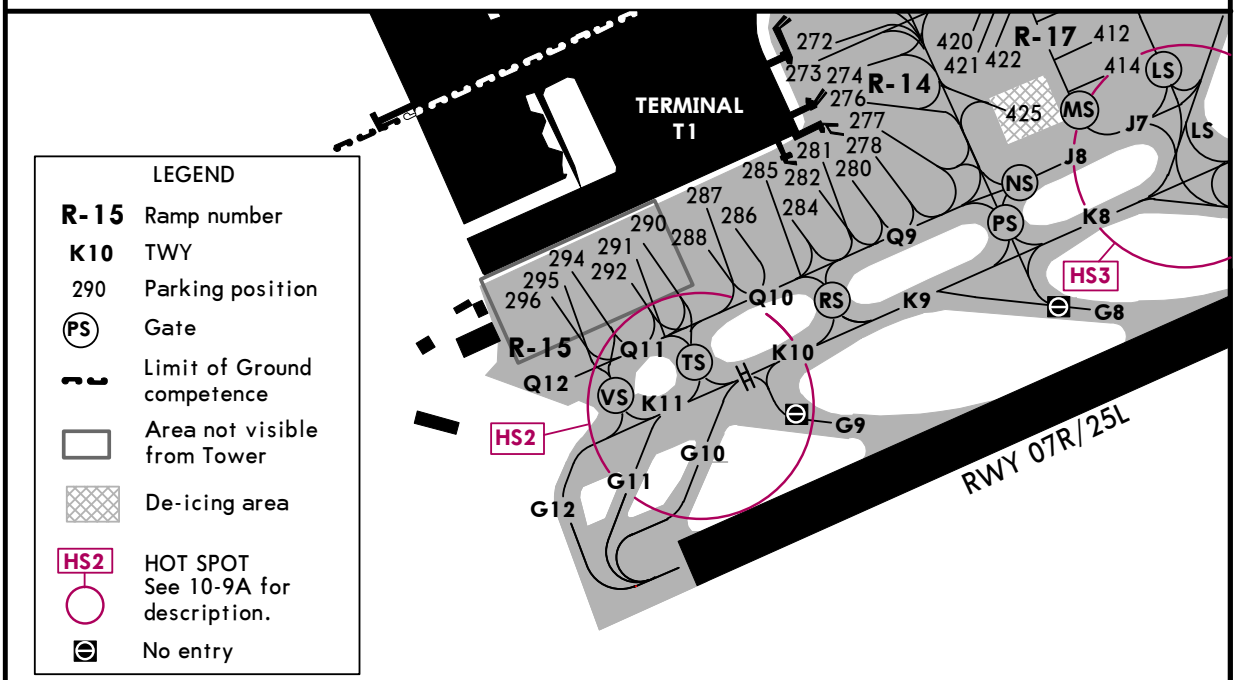
Subphase 3.2

Work area: horizontal markings to stands from new TWY Q9 and Q10.
Working hours: Night.

Closure of TWY Q9 and Q10.

PHASE 3 - Final Configuration:

At the end of PHASE 3, the Ramp-15 will have the following layout:



Between Gate PS and TWY Q12 following taxi restriction apply:

	TWY Q	TWY K
MAX code letter	E	F
	F	E

Stands 280 thru 296 push-back required.

PARKING POSITIONS

STAND	COORDINATES
280 thru 285	N41 17.2 E002 04.6
286 thru 290	N41 17.2 E002 04.5
291 thru 295	N41 17.2 E002 04.4
296	N41 17.1 E002 04.4

CHANGES: Phase 3.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

5.2.150 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

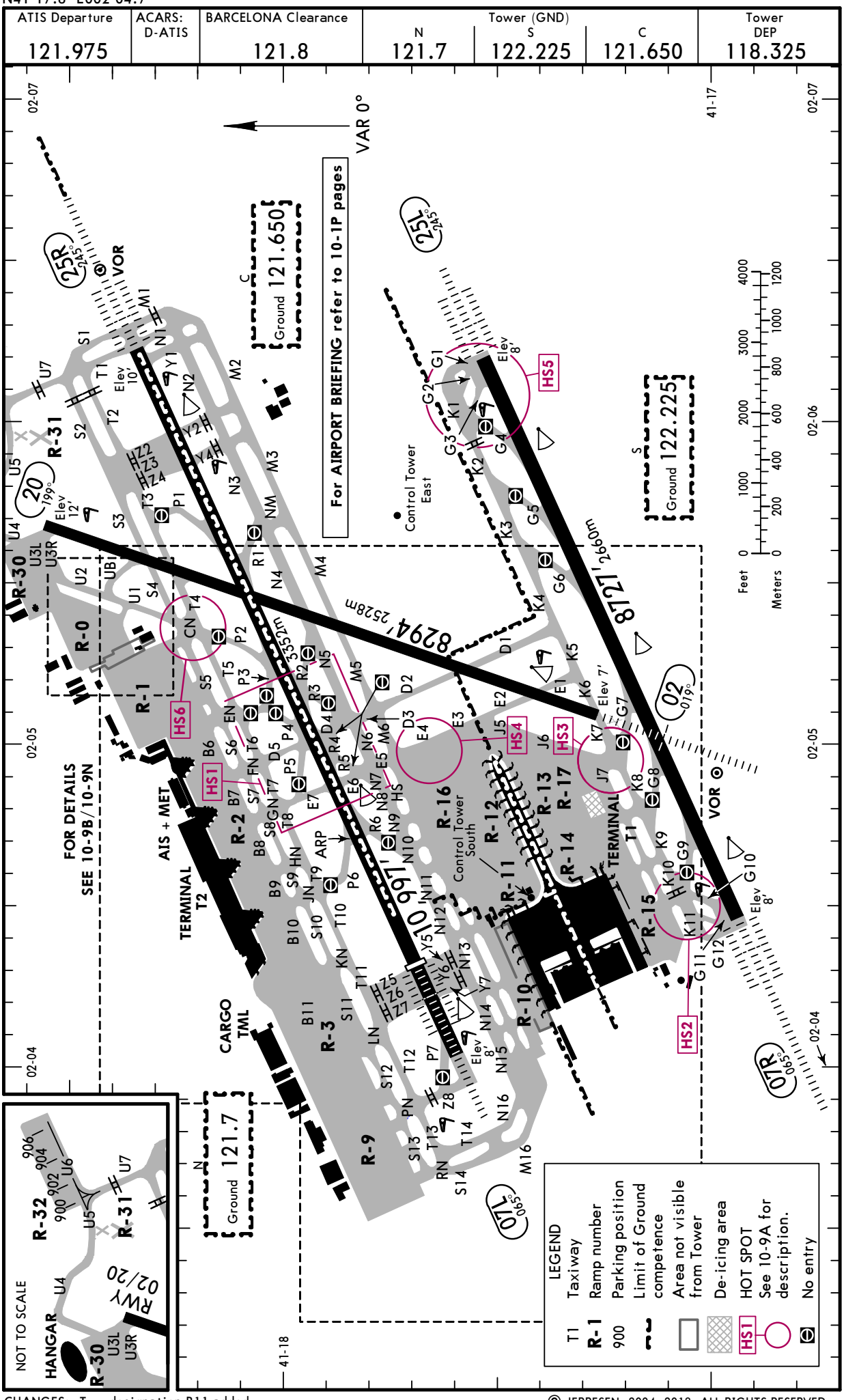
LEBL/BCN

Apt Elev 14′
N41 17.8 E002 04.7

JEPPESEN
16 FEB 18 (10-9) Eff 1 Mar

BARCELONA, SPAIN
EL PRAT

ATIS Departure	ACARS: D-ATIS	BARCELONA Clearance	Tower (GND) N	Tower (GND) S	Tower (GND) C	Tower DEP
121.975		121.8	121.7	122.225	121.650	118.325



CHANGES: Twy designation B11 added.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

LEBL/BCN

JEPPESEN
16 FEB 18 (10-9A) Eff 1 Mar

BARCELONA, SPAIN
EL PRAT

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
02	HIRL(50m) CL(15m) HIALS PAPI (3.0°) RVR		7383′ 2250m		148′ 45m
20	HIRL(50m) CL(15m)	NA		❶	

❶ TAKE-OFF RUN AVAILABLE
RWY 20:
From rwy head 8294′ (2528m)
twy UB int 6690′ (2039m)

07L	HIRL(50m) CL(15m) HIALS-II REIL TDZ ❷ ❸ RVR	9587′ 2922m	8553′ 2607m	❺	197′ 60m
25R	HIRL(50m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) ❹ RVR		9964′ 3037m		

❷ PAPI (3.0°)
❸ HSTIL: R4, P4, R2, P2, R1 & P1
❹ HSTIL: P3, R3, P5, R5, R6 & P6
❺ TAKE-OFF RUN AVAILABLE
RWY 07L:
From rwy head 10,997′ (3352m)
twy Y7/Z7 int 9970′ (3039m)
twy Y6/Z6 int 9751′ (2972m)
twy Y5/Z5 int 9534′ (2906m)

RWY 25R:
From rwy head 10,997′ (3352m)
twy Y2/Z2 int 9528′ (2904m)
twy Z3 int 9311′ (2838m)
twy Y4/Z4 int 9091′ (2771m)

07R	HIRL(50m) CL(15m) HIALS-II TDZ PAPI-R(3.0°) ❻ RVR		7740′ 2359m		197′ 60m
25L	HIRL(50m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) ❼ RVR		7756′ 2364m		

❻ HSTIL: G6, G5 & G4
❼ HSTIL: G7, G8 & G9

HOT SPOTS

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

HS1 CAUTION:
Conflictive area due to twy concentration. Special attention to markings and ATC instructions.

HS2 CAUTION:
Conflictive area due to taxiing limitations between aircraft. Special attention to markings and ATC instructions.

HS3 CAUTION:
Possible disorientation area. Special attention to markings and ATC instructions.

HS4 CAUTION:
Possible disorientation area. Special attention to markings and ATC instructions.

HS5 CAUTION:
Conflictive area due to restrictions of size between aircraft. Special attention to markings and ATC instructions.

HS6 CAUTION:
Possible disorientation area. Special attention to markings and ATC instructions.

Standard TAKE-OFF

	Low Visibility Take-off					
	❶ HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A B C D	TDZ, MID, RO RVR 125m	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m

❶ RWY 07L, 07R, 25L, 25R: RVR 75m with approved guidance system or HUD/HUDLS.

CHANGES: None.

© JEPPESEN, 2004, 2017. ALL RIGHTS RESERVED.

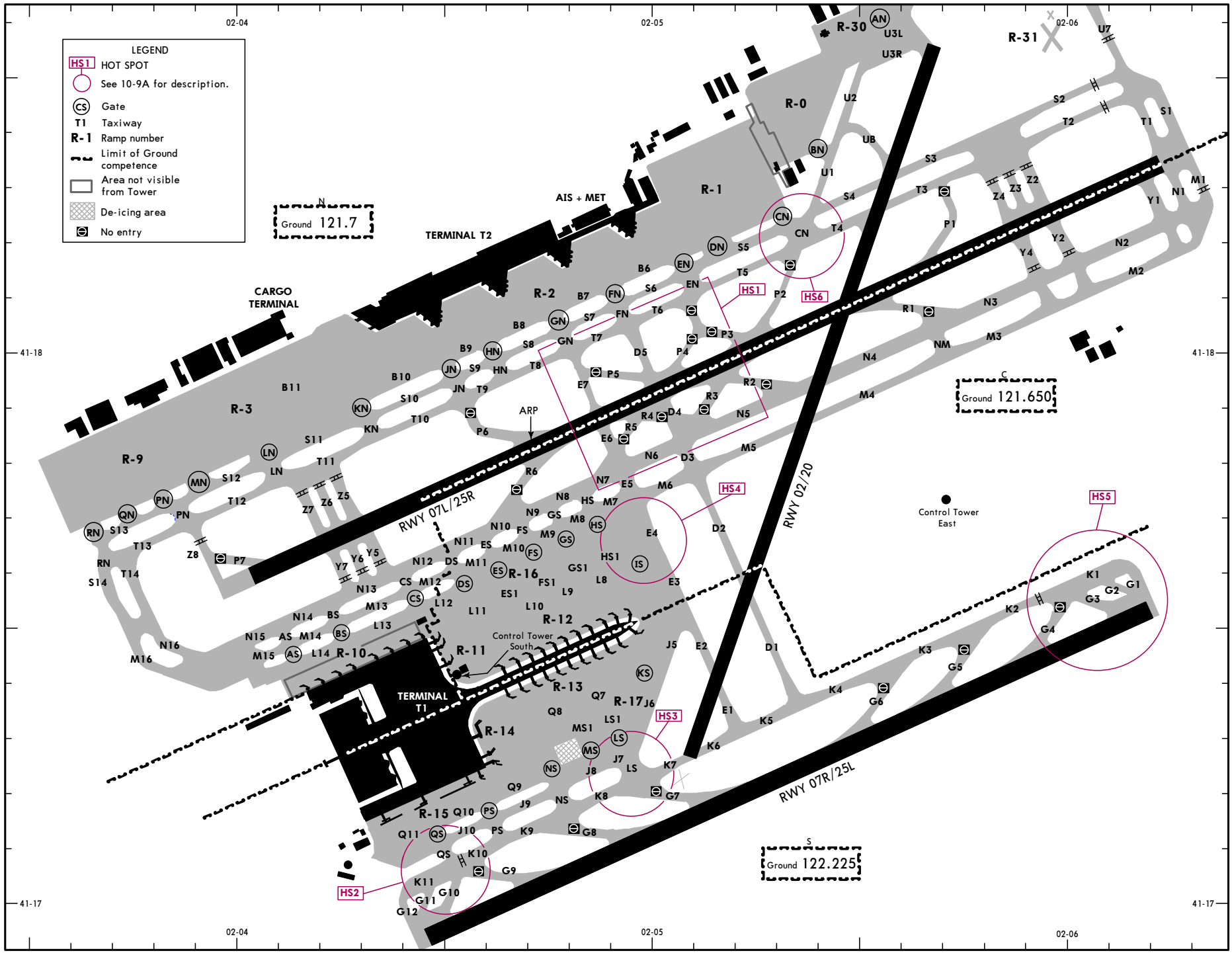
5.2.152 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN

JEPPESEN BARCELONA, SPAIN

16 FEB 18 (10-9B) Eff 1 Mar

EL PRAT



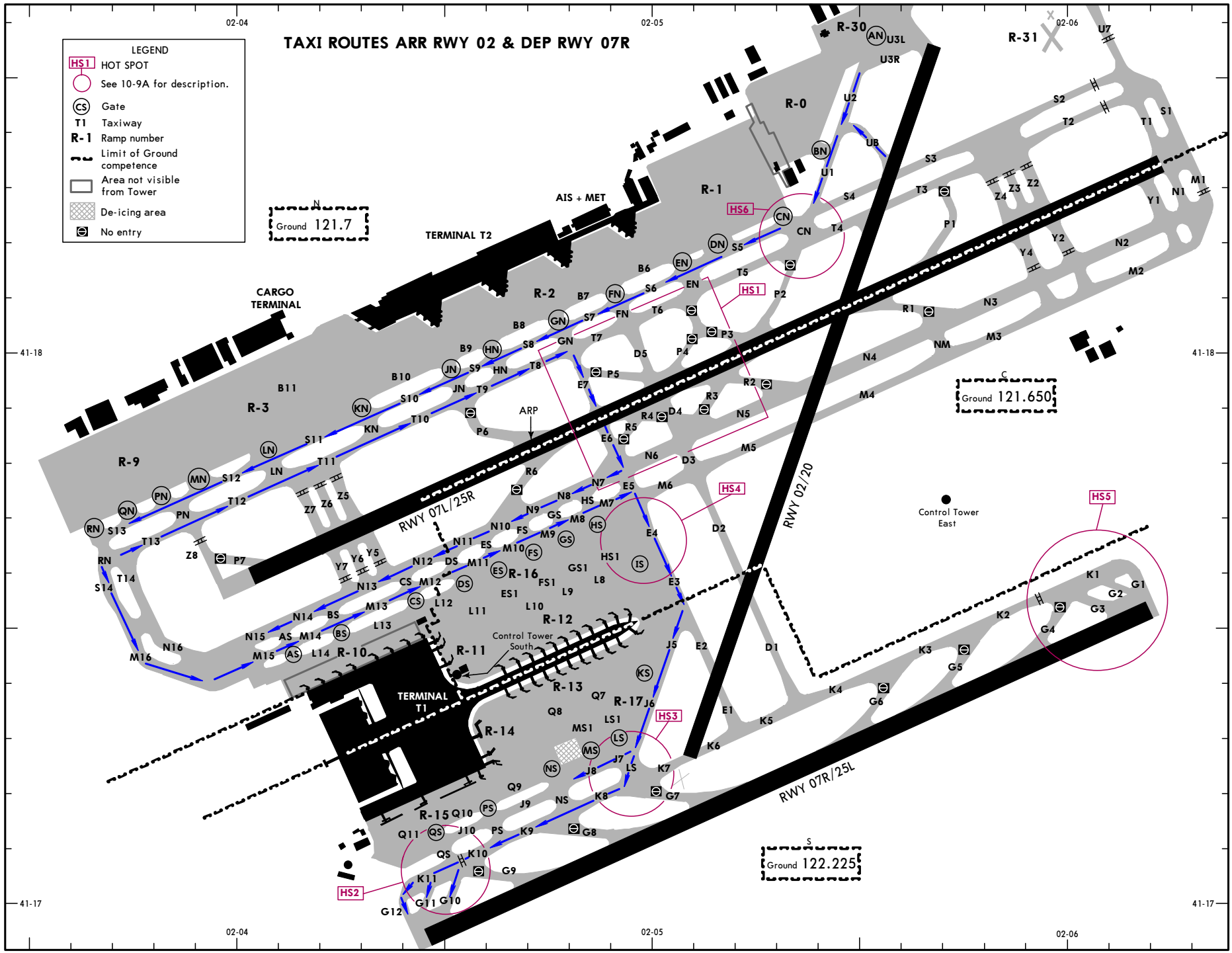
CHANGES: TWY designation B11 added.

© JEPPESEN, 2010, 2018. ALL RIGHTS RESERVED.

5.2.153 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN

JEPPESEN BARCELONA, SPAIN
16 FEB 18 (10-9C) Eff 1 Mar
EL PRAT



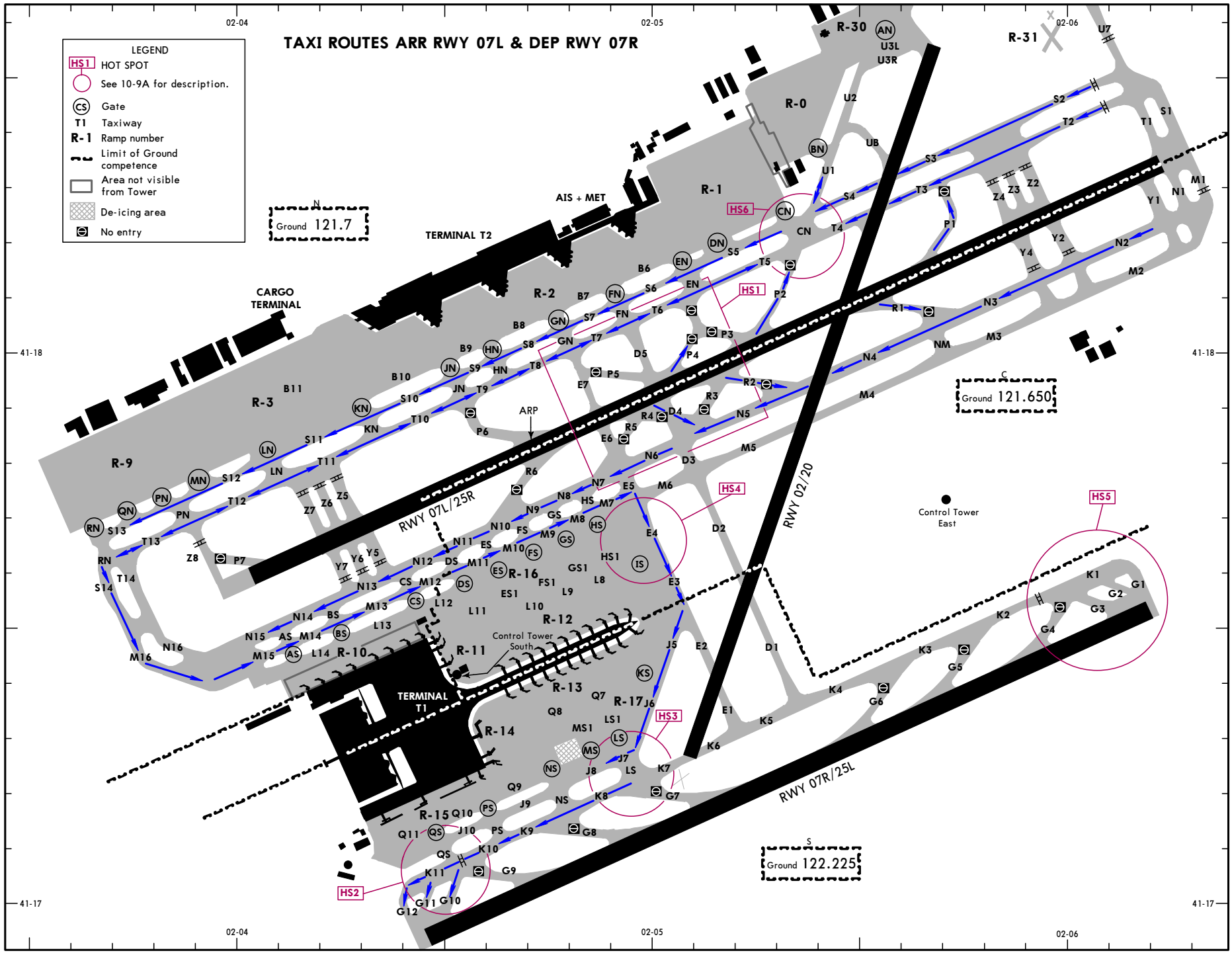
CHANGES: TWY designation B11 added.

© JEPPESEN, 2016, 2018. ALL RIGHTS RESERVED.

5.2.154 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN

JEPPESEN BARCELONA, SPAIN
10-9D 16 FEB 18 Eff 1 Mar
EL PRAT



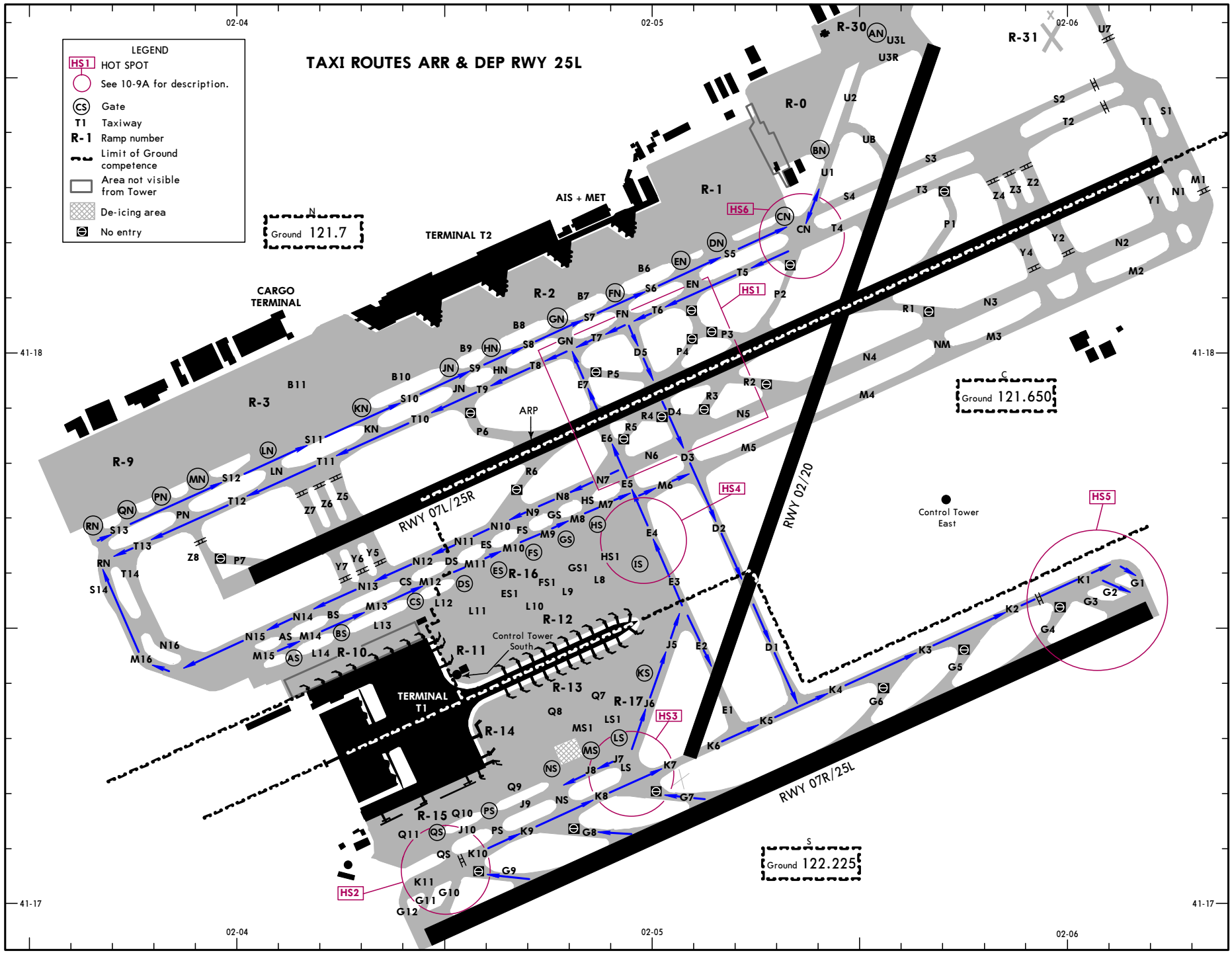
CHANGES: TWY designation B11 added.

© JEPPESEN, 2016, 2018. ALL RIGHTS RESERVED.

5.2.155 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN

JEPPESEN BARCELONA, SPAIN
EL PRAT
10-9E 16 FEB 18 Eff 1 Mar



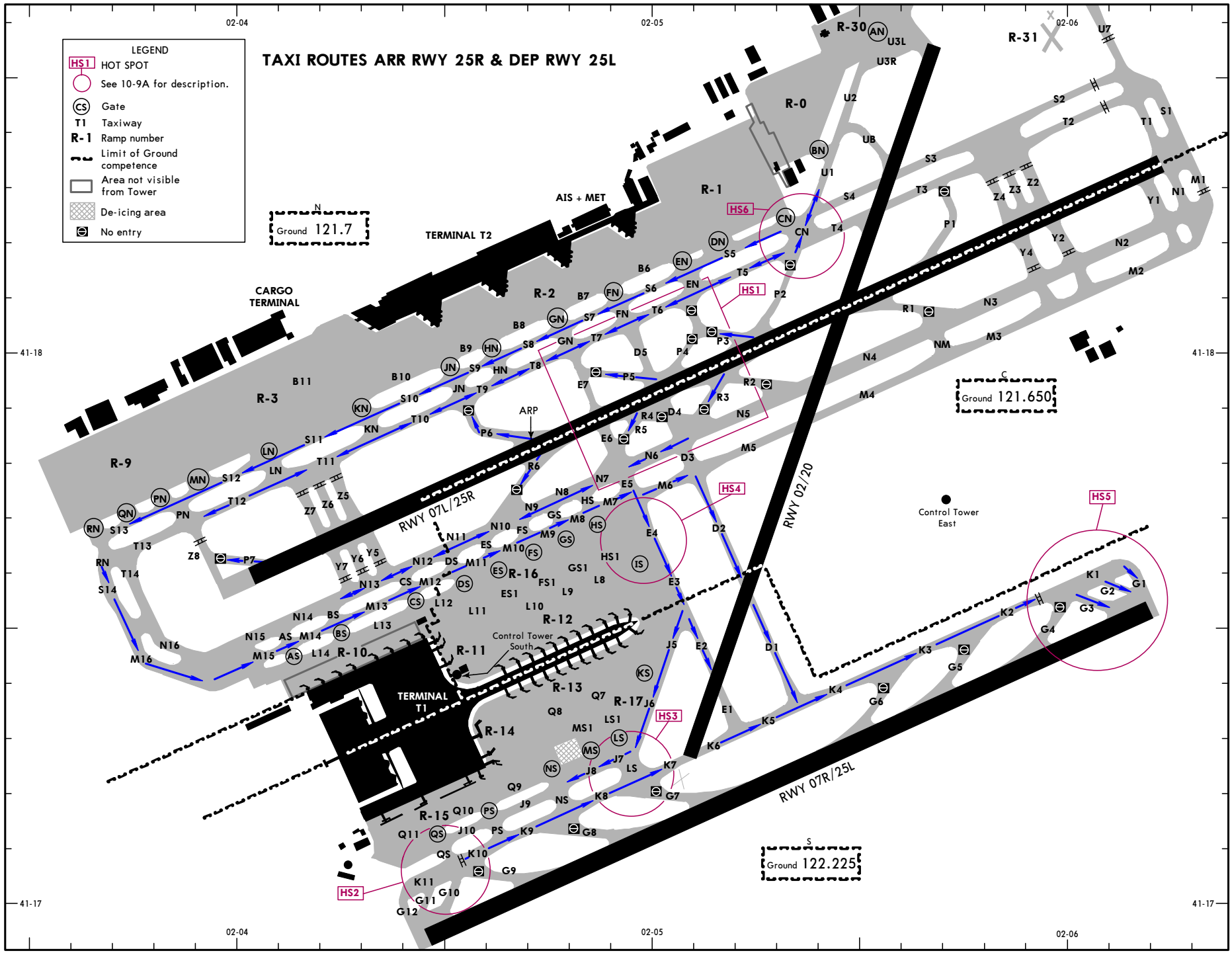
CHANGES: TWY designation B11 added.

© JEPPESEN, 2016, 2017. ALL RIGHTS RESERVED.

LEBL/BCN

JEPPESEN BARCELONA, SPAIN
EL PRAT

20 APR 18 (10-9F) Eff 26 Apr

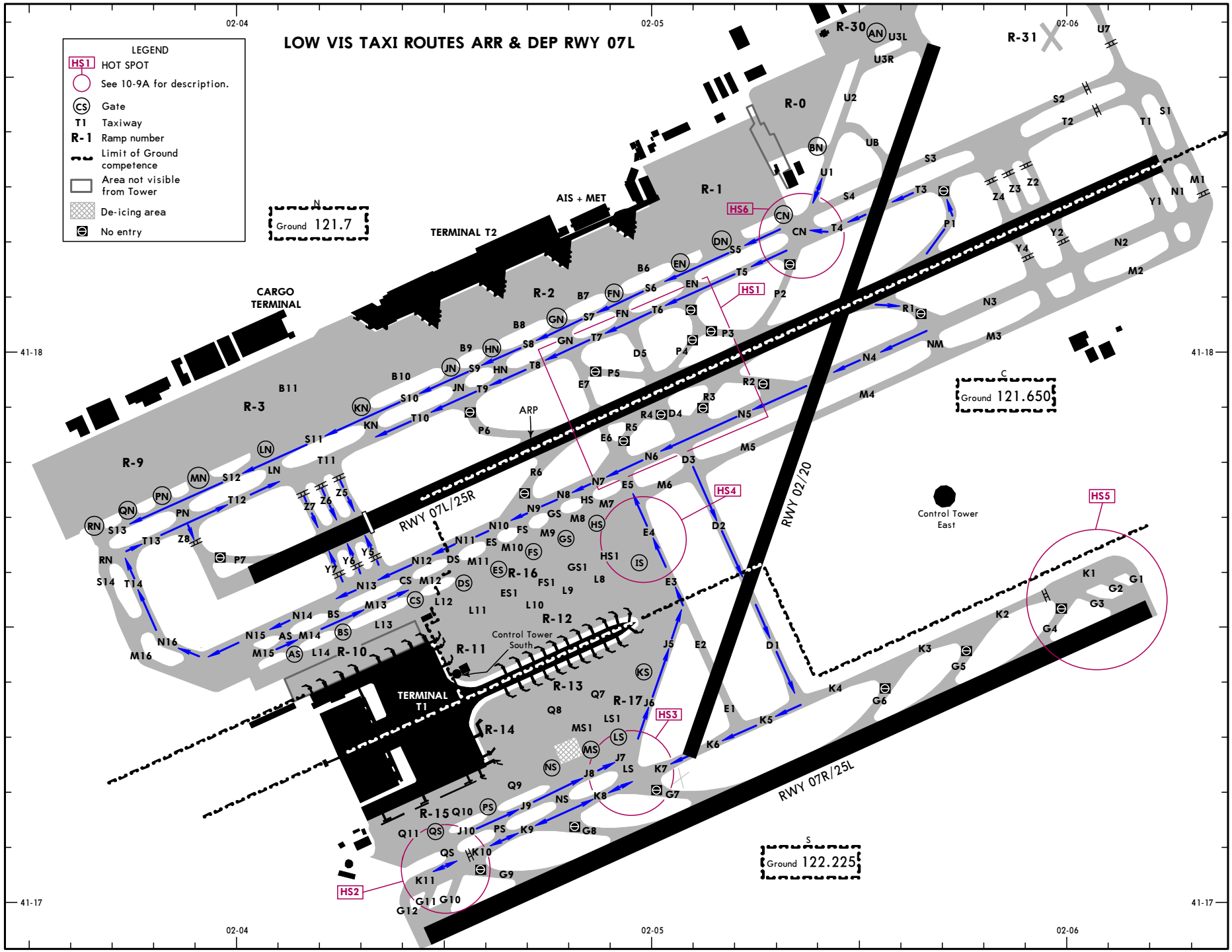


© JEPPESEN, 2016, 2018. ALL RIGHTS RESERVED.

5.2.157 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN

JEPPESEN BARCELONA, SPAIN
20 APR 18 (10-9G) Eff 26 Apr
EL PRAT



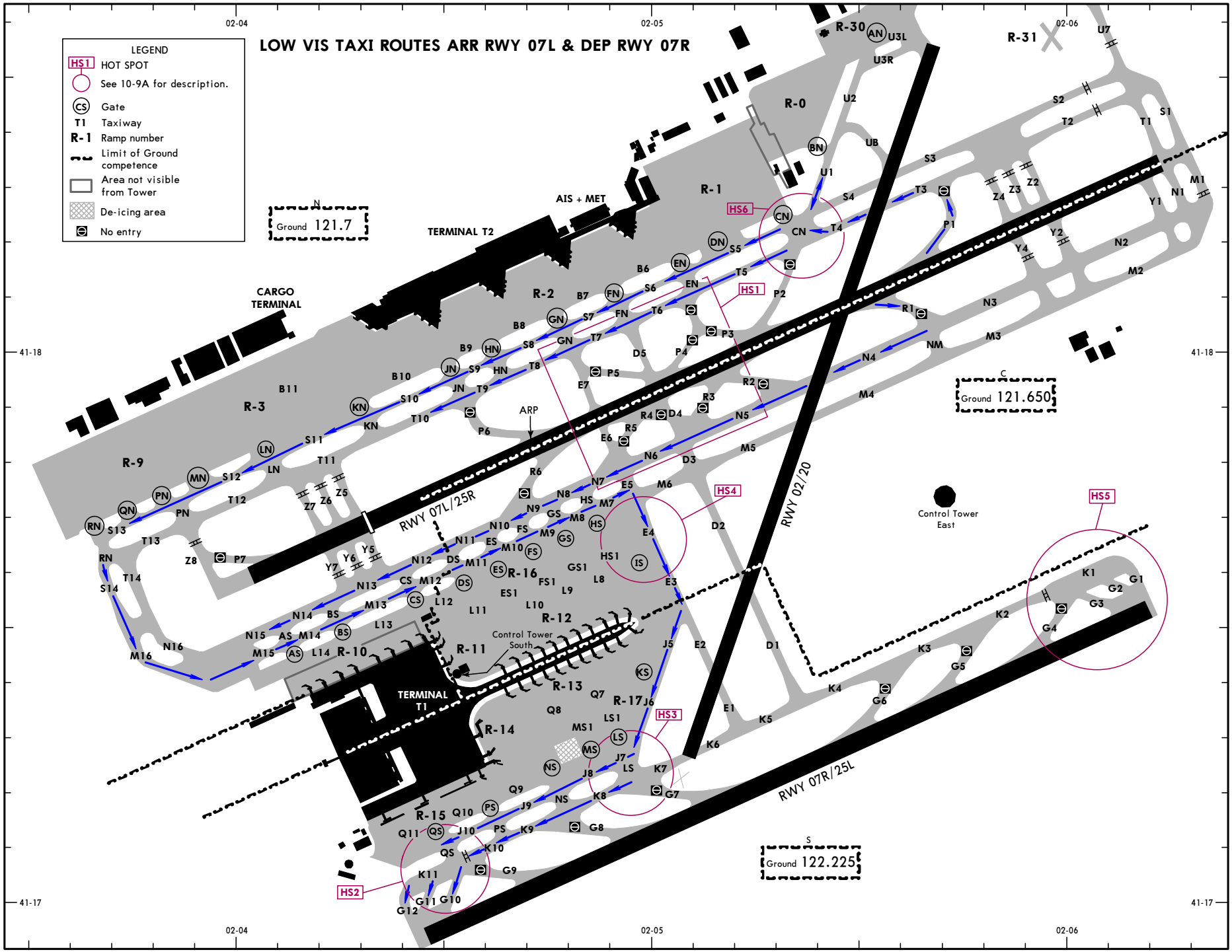
CHANGES: Taxi routes.

© JEPPESEN, 2016, 2018. ALL RIGHTS RESERVED.

LEBL/BCN

JEPPESEN BARCELONA, SPAIN
EL PRAT

20 APR 18 (10-9H) Eff 26 Apr



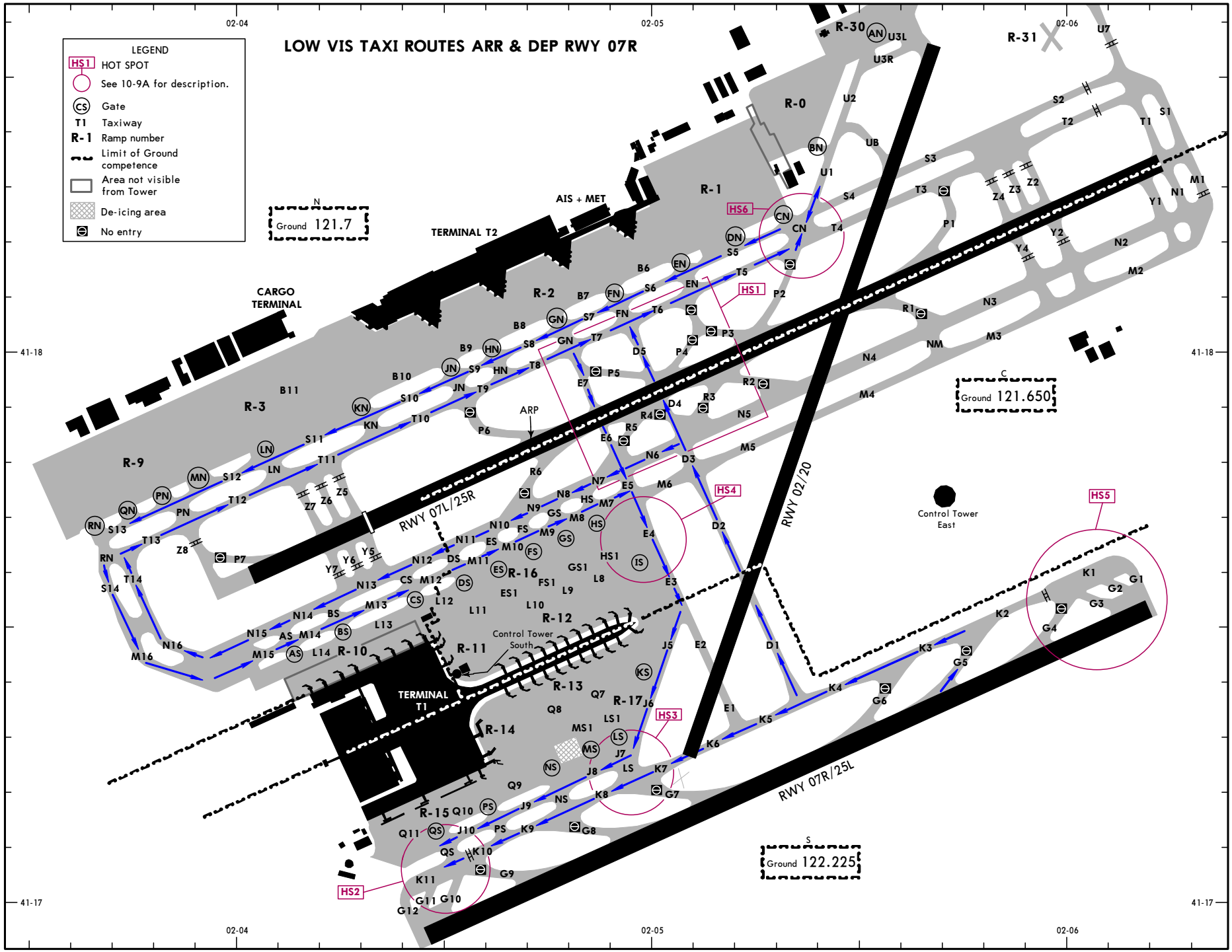
CHANGES: TWY U1 taxi route.

© JEPPESEN, 2016, 2018. ALL RIGHTS RESERVED.

5.2.159 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN

JEPPESEN BARCELONA, SPAIN
20 APR 18 (10-9J) Eff 26 Apr
EL PRAT



CHANGES: None.

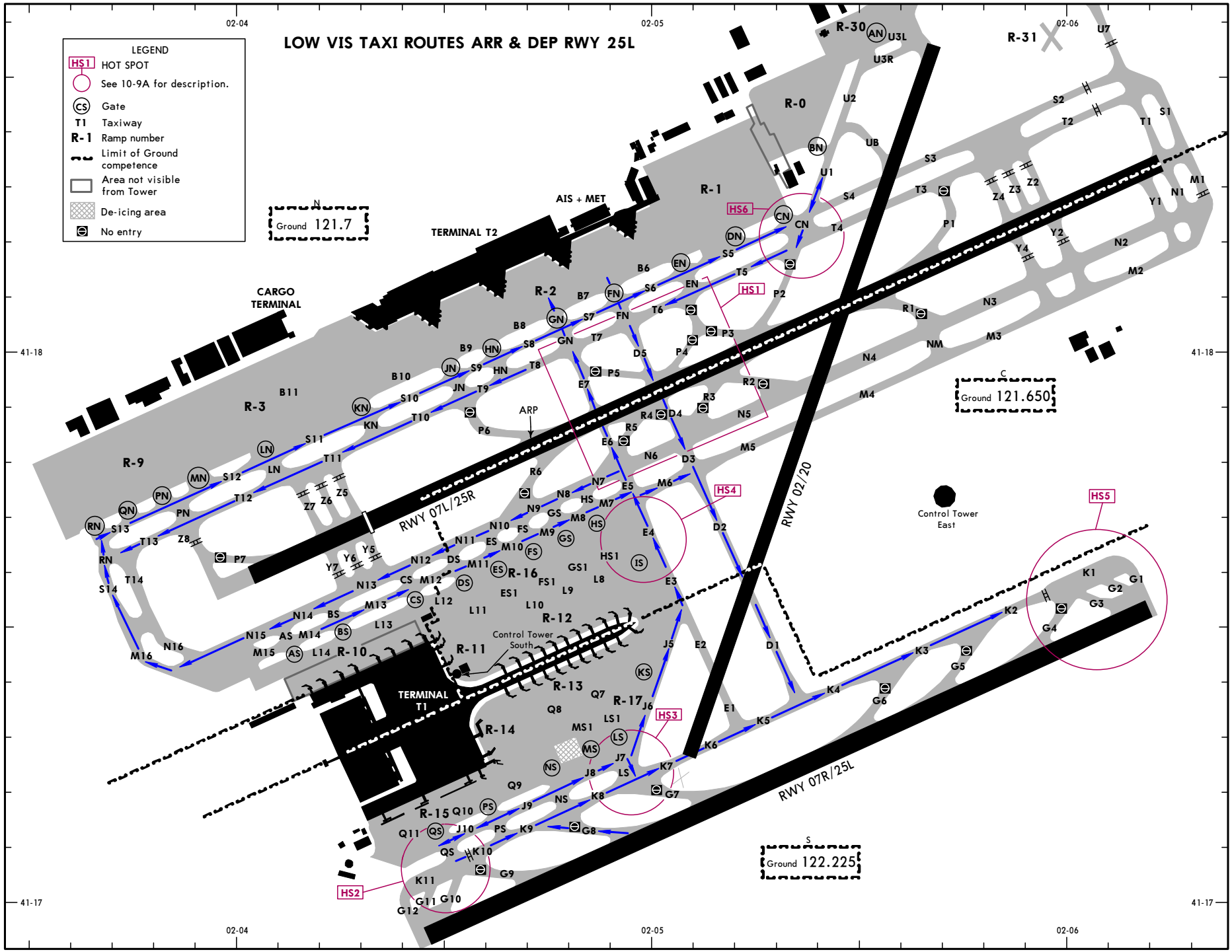
© JEPPESEN, 2016, 2018. ALL RIGHTS RESERVED.

5.2.160 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN

JEPPESEN BARCELONA, SPAIN
20 APR 18 (10-9K) Eff 26 Apr
EL PRAT

LOW VIS TAXI ROUTES ARR & DEP RWY 25L



CHANGES: Taxi route.

© JEPPESEN, 2015, 2018. ALL RIGHTS REVOKED.

LEBL/BCN

JEPPESEN BARCELONA, SPAIN
EL PRAT

20 APR 18 | 10-9L | Eff 26 Apr

LOW VIS TAXI ROUTES ARR RWY 25R & DEP RWY 25L

LEGEND
HS1 HOT SPOT
See 10-9A for description.
CS Gate
T1 Taxiway
R-1 Ramp number
Limit of Ground competence
Area not visible from Tower
De-icing area
No entry

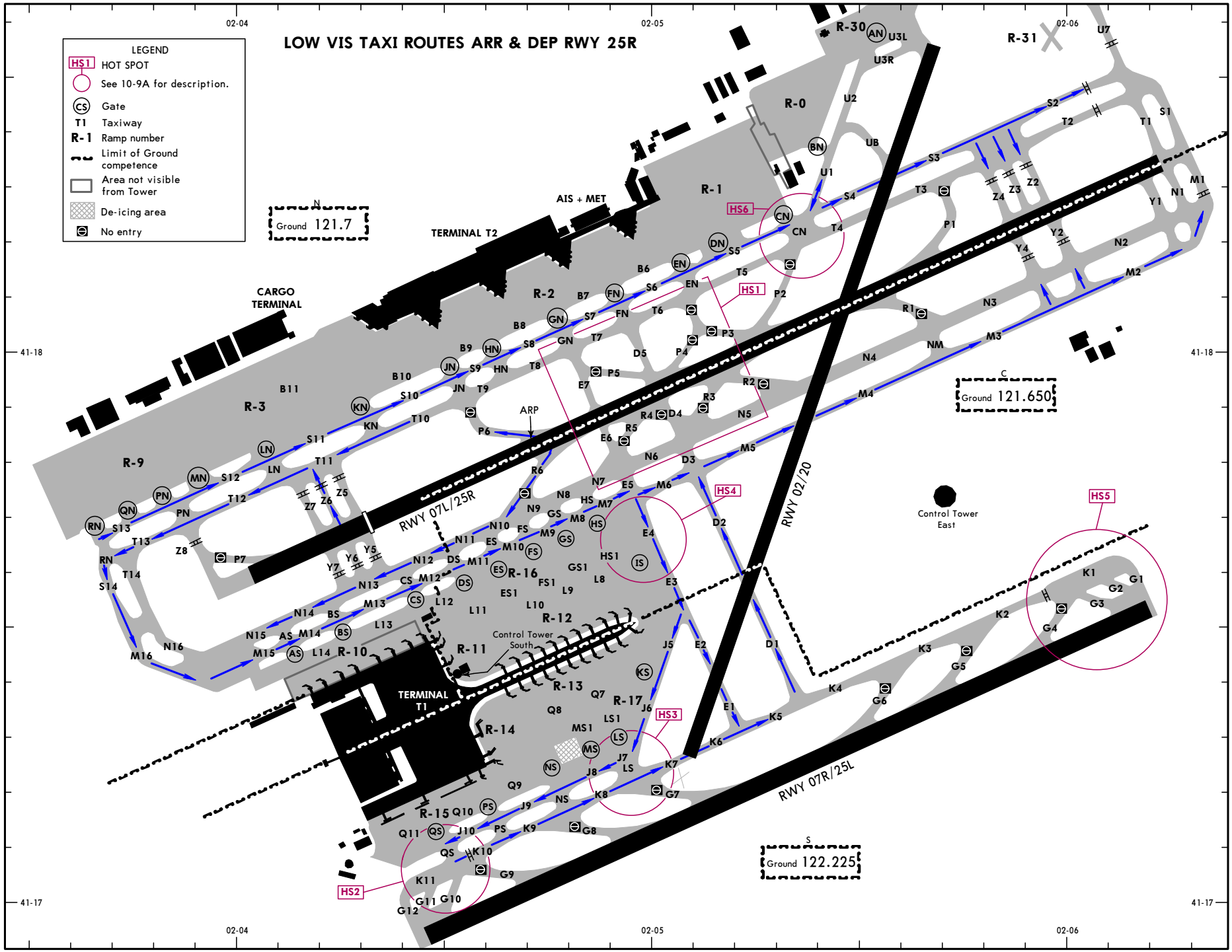
Ground 121.7
Ground 121.650
Ground 122.225

TERMINAL T2
TERMINAL T1
CARGO TERMINAL
AIS + MET
ARP
Control Tower East
Control Tower South
RWY 07L/25R
RWY 02/20
RWY 07R/25L

© JEPPESEN, 2015, 2018. ALL RIGHTS REPRODUCED.

LEBL/BCN

JEPPESEN BARCELONA, SPAIN
20 APR 18 (10-9M) Eff 26 Apr
EL PRAT



CHANGES: TWY U1 taxi route.

© JEPPESEN, 2015, 2018. ALL RIGHTS REVOLVED.

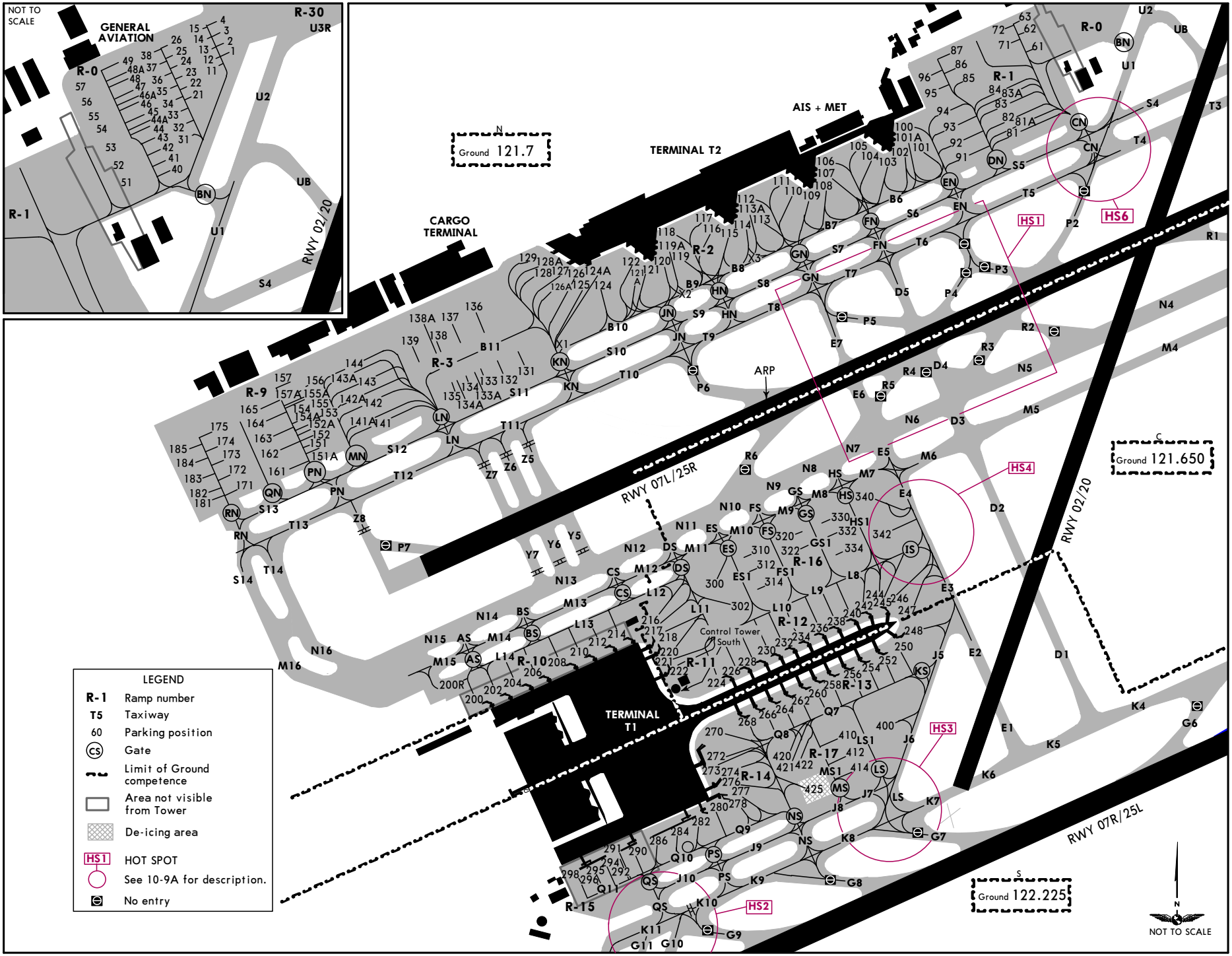
5.2.163 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

JEPPESEN
JeppView 3.6.2.0

LEBL/BCN

JEPPESEN
20 APR 18 (10-9N) Eff 26 Apr

BARCELONA, SPAIN
EL PRAT



CHANGES: None.

© JEPPESEN, 2010, 2018. ALL RIGHTS RESERVED.

LEBL/BCN

BARCELONA, SPAIN
EL PRAT

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N41 18.5 E002 05.5	185	N41 17.8 E002 03.5
2 thru 26	N41 18.5 E002 05.4	200	N41 17.4 E002 04.1
31 thru 33	N41 18.4 E002 05.4	200R	N41 17.5 E002 04.1
34, 35	N41 18.5 E002 05.4	202, 204	N41 17.4 E002 04.2
36 thru 38	N41 18.5 E002 05.3	206, 208	N41 17.4 E002 04.3
40 thru 43	N41 18.4 E002 05.4	210 thru 214	N41 17.5 E002 04.4
44, 44A	N41 18.4 E002 05.3	216 thru 221	N41 17.5 E002 04.5
45 thru 49	N41 18.5 E002 05.3	222	N41 17.4 E002 04.5
51 thru 55	N41 18.4 E002 05.3	224	N41 17.4 E002 04.6
56	N41 18.5 E002 05.3	226	N41 17.4 E002 04.7
57	N41 18.5 E002 05.2	228 thru 232	N41 17.5 E002 04.7
61 thru 71	N41 18.4 E002 05.2	234 thru 238	N41 17.5 E002 04.8
72	N41 18.4 E002 05.1	240 thru 246	N41 17.5 E002 04.9
81	N41 18.2 E002 05.2	247, 248, 250	N41 17.5 E002 05.0
81A thru 84	N41 18.3 E002 05.2	252	N41 17.5 E002 04.9
85, 86	N41 18.3 E002 05.1	254, 256	N41 17.4 E002 04.9
87	N41 18.4 E002 05.1	258 thru 262	N41 17.4 E002 04.8
91 thru 93	N41 18.2 E002 05.1	264 thru 268	N41 17.4 E002 04.7
94 thru 96	N41 18.3 E002 05.0	270 thru 277	N41 17.3 E002 04.6
100 thru 102	N41 18.2 E002 05.0	278 thru 284	N41 17.2 E002 04.6
103 thru 105	N41 18.2 E002 04.9	286	N41 17.2 E002 04.5
106 thru 108	N41 18.2 E002 04.8	290, 291	N41 17.2 E002 04.4
109, 110	N41 18.1 E002 04.8	292, 294 thru 296	N41 17.1 E002 04.4
111	N41 18.2 E002 04.7	298	N41 17.1 E002 04.3
112 thru 114	N41 18.1 E002 04.7	300	N41 17.6 E002 04.6
115 thru 117	N41 18.1 E002 04.6	302	N41 17.5 E002 04.7
118 thru 119A	N41 18.1 E002 04.5	310 thru 314	N41 17.6 E002 04.7
120, 121	N41 18.0 E002 04.5	320, 322	N41 17.6 E002 04.8
121A, 122	N41 18.0 E002 04.4	330	N41 17.7 E002 04.8
124 thru 125	N41 18.0 E002 04.4	332	N41 17.7 E002 04.9
126 thru 129	N41 18.0 E002 04.3	334	N41 17.6 E002 04.9
131, 132	N41 17.9 E002 04.2	340	N41 17.7 E002 04.9
133 thru 135	N41 17.9 E002 04.1	342	N41 17.6 E002 04.9
136, 137	N41 18.0 E002 04.1	400 thru 414	N41 17.3 E002 04.9
138	N41 17.9 E002 04.0	420 thru 422, 425	N41 17.3 E002 04.8
138A	N41 18.0 E002 04.0	900	N41 18.7 E002 06.0
139	N41 17.9 E002 04.0	902	N41 18.7 E002 06.1
141 thru 142	N41 17.8 E002 03.9	904	N41 18.7 E002 06.2
142A thru 144	N41 17.9 E002 03.9	906	N41 18.8 E002 06.2
151	N41 17.8 E002 03.8	X1	N41 17.9 E002 04.3
151A	N41 17.8 E002 03.9	X2	N41 18.0 E002 04.6
152 thru 155	N41 17.8 E002 03.8	X3	N41 18.1 E002 04.7
155A thru 157A	N41 17.9 E002 03.8		
161	N41 17.7 E002 03.8		
162 thru 165	N41 17.8 E002 03.7		
171	N41 17.7 E002 03.7		
172, 173	N41 17.8 E002 03.7		
174, 175	N41 17.8 E002 03.6		
181 thru 183	N41 17.7 E002 03.6		
184	N41 17.8 E002 03.6		

CHANGES: None.

© JEPPESEN, 2004, 2017. ALL RIGHTS RESERVED.

VISUAL DOCKING GUIDANCE SYSTEM

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, that is provided by display unit in front of the cockpit.

DISPLAY UNIT

Consists of:

1. Two alphanumeric presentation line of 5 characters compounded of yellow indicators, which can indicate the following information: UTC time, stand number, start docking or waiting situation (″WAIT″), aircraft type, the remaining distance to the stop position (in meters), stop position (″STOP″), aircraft parked in the correct position (″OK″), aircraft verification failure (message 1: ″ID″; message 2: ″FAIL″), gate block (message 1: ″GATE″; message 2: ″BLOCK″), blocked view (message 1: ″VIEW″; message 2: ″BLOCK″), excessive speed during approach (″SLOW DOWN″), chocks on (″CHOCK ON″), stop position exceeded (″TOO FAR″), slowing down due to bad weather conditions or aircraft lost during the docking (″SLOW″), too fast (″TOO FAST″), SBU stop (″SBU″).
2. Azimuth guidance display (centerline and arrows pointing the way to get centered, yellow and red), as well as red lights when stop aircraft is indicated.
3. Distance indicators to the stop position compounded of yellow and black lines located in a centered vertical column (approach index) finished with a smaller and narrow centered vertical column.

PILOT INSTRUCTIONS

1. Check that the indicated aircraft type is the appropriate.
2. Taxi aligned with centerline observing centerline guidance.
3. Check that the distance indicator is completely yellow. It means that the system has captured the aircraft.
4. Observe the yellow arrow located in the centerline guidance indicator to follow the correct position and direction. A flashing red arrow indicate the turn direction.
5. If the aircraft speed exceeds the scheduled speed, the unit display indicates ″SLOW DOWN″ and the taxiing speed must be reduced.
6. The distance indicator is activated at 66′/20m before the stop position and, as the aircraft is approaching, gradually the yellow lines are switched-off showing the remaining distances to the stop position (each line indicates 2′/0.5m).
7. When the correct stopping position is reached, the screen will display the ″STOP″ message and two red lights will turn on. When the aircraft is parked, the display shows ″OK″.

© JEPPESEN, 2007, 2018. ALL RIGHTS RESERVED.

5.2.166 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18
Eff 24 May
11-0

BARCELONA, SPAIN
RNAV INITIAL APPROACH Rwy 02

D-ATIS Arrival	BARCELONA Approach (Arrival)	BARCELONA Approach (R)	BARCELONA Tower
118.650	121.150 125.250 126.5 127.7	119.1	118.1

FOR BRIEFING STRIP INFORMATION AND NOTES
SEE FINAL APPROACH CHARTS

Speed restrictions mandatory except ATC clearance.
MAX 200 KT in final turn from the outbound leg.
Transition to the final approach for ATC tactical use.

FOR FINAL APPROACH SEE
11-1, 11-2, 11-3

RNAV 1 required.

FL65
MSA ARP

VILLAFRANCA
D 113.15 VLA

BARCELONA
D 116.7 BCN

EL PRAT
D 114.3 PRA

REUS
D 114.2 RES

ILS DME
019° 108.75 BLT

LOST COMMS
Continue with the transition descending to the last read-back level.
Overfly the last fix of outbound leg BL628/BL627 and maintain the track for 2 Min.
Turn LEFT/RIGHT direct to BL624, proceed direct to SANIS.
On course to SANIS, begin the descent at 2000' and complete the instrument approach procedure to Rwy 02.

(IAF)
TOTKI
MAX FL100
MIM FL70

MHA FL70
MAX FL100
4000❷

092°
272°
TOTKI 1N
8.2
097°

BL640
MAX FL80
MIM 4000

BL636
MAX FL80
MIM 4000

BL632
MAX FL80
MIM 4000

❶ BL628
MAX FL80
MIM 4000

BL620

BL624

❶ BL627
MAX FL80
MIM 4000

❶ Do not turn to final approach without ATC clearance or communication failure

019°

(IF)
SANIS

BL639
MAX FL80
MIM 4000

BL635
MAX FL80
MIM 4000

BL631
MAX FL80
MIM 4000

BL616

199° 4.0

(IAF)
VIBIM
MAX FL100
MIM FL70

5.6
270°
VIBIM 1N

298°
118°

MHA FL70
MAX FL100
4000❷

❷ MHA by ATC

CONVENTIONAL HOLDING FIXES

TOTKI HOLDING
(IAF)
TOTKI
D25.4/
R-092 RES
092°
272°
MHA FL70
MAX FL100
4000❷

VIBIM HOLDING
(IAF)
VIBIM
D34.0/
R-118 VLA
298°
118°
D39.0
VLA
MHA FL70
MAX FL100
4000❷

02-20 02-30
01-30 01-40 01-50 02-00 02-10
20 15 10 5 0 5
41-10 41-00 40-50

CHANGES: New chart.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.2.167 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

LEBL/BCN
EL PRAT

JEPPESEN 18 MAY 18 (11-1) Eff 24 May

BARCELONA, SPAIN
ILS Z Rwy 02

BRIEFING STRIP™

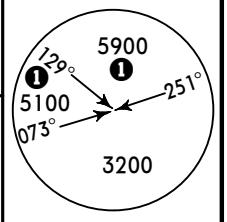
D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) S	Tower (GND) C
118.650	119.1	118.1	121.7	122.225	121.650

LOC BLT	Final Apch Crs	GS	ILS DA(H)	Apt Elev 14′
108.75	019°	D3.0 BLT 1020′ (1013′)	Refer to Minimums	Rwy 7′

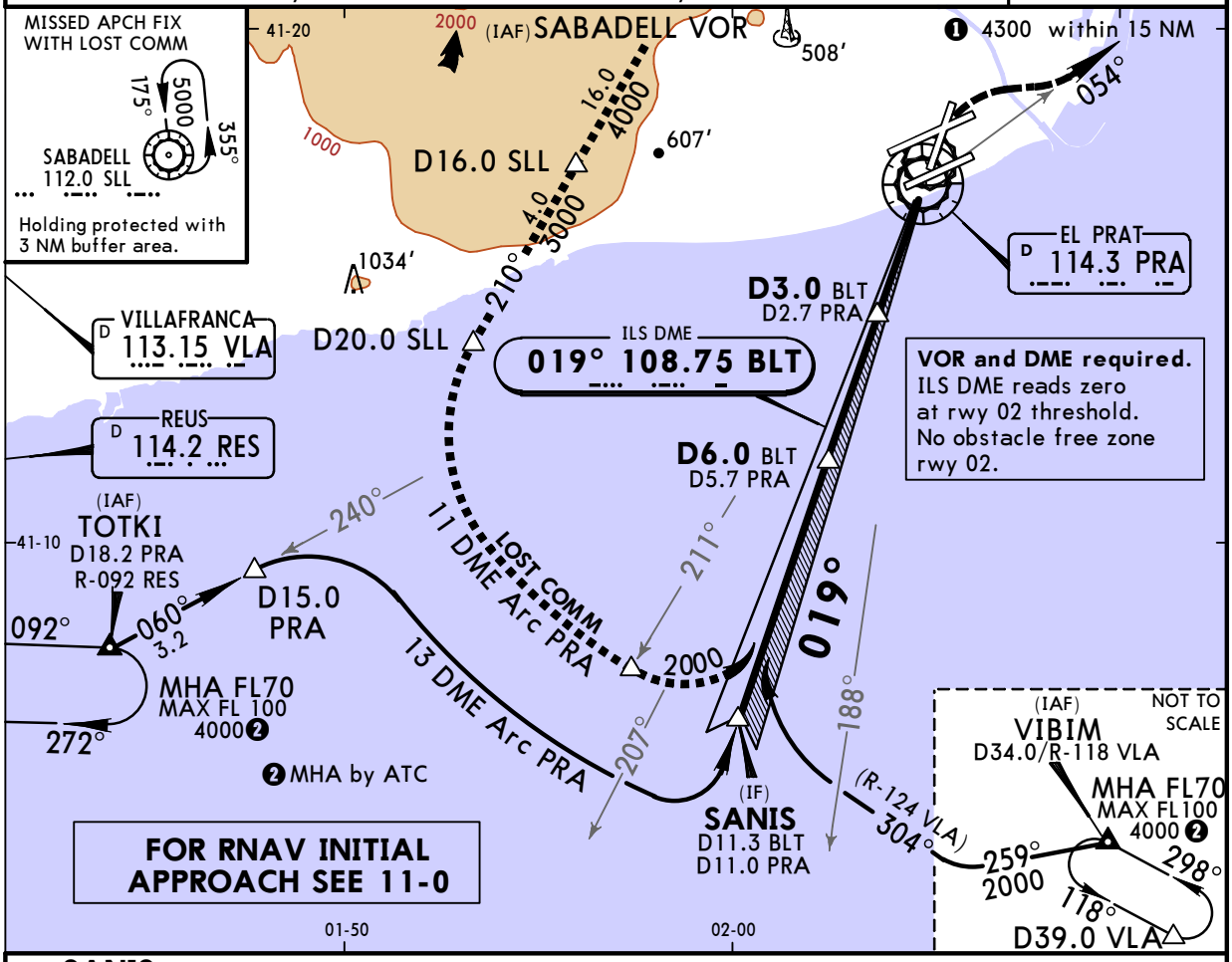
MISSED APCH: Climb on rwy heading to 500′, turn RIGHT not before PRA VOR (MAX 185 KT) onto R-054 PRA climbing to 3000′ and as directed.

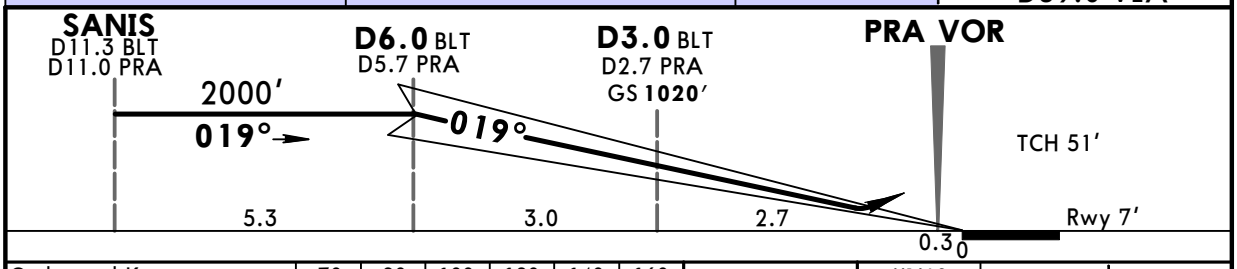
MISSED APCH WITH LOST COMM: Climb on rwy heading to 500′, turn RIGHT not before PRA VOR (MAX 185 KT) onto R-054 PRA climbing to 4000′. Climbing turn LEFT to SLL VOR to 5000′ and hold.

MSA PRA VOR



Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000′





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

HIALS PAPI PAPI 500′ on Rwy hdg

Standard STRAIGHT-IN LANDING RWY 02

ILS

DA(H) A: 299′ (292′) C: 320′ (313′)
B: 311′ (304′) D: 330′ (323′)

CIRCLE-TO-LAND
Not authorized
Northwest of airport

	FULL	ALS out	Max Kts	MDA(H)	VIS
A	RVR 650m 1	RVR 1400m	100	580′ (566′)	1500m
B	RVR 700m 1		135	700′ (686′)	1600m
C			180	1080′ (1066′)	2400m
D	RVR 800m	RVR 1500m	205	1300′ (1286′)	3600m

1 W/o HUD/AP/FD: RVR 750m

PANS OPS

CHANGES: Procedure.

© JEPPESEN, 2007, 2018. ALL RIGHTS RESERVED.

LEBL/BCN EL PRAT

JEPPESEN 18 MAY 18 (11-2) Eff 24 May

BARCELONA, SPAIN ILS Y Rwy 02

BRIEFING STRIP™

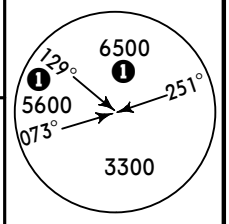
D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) S	Tower (GND) C
118.650	119.1	118.1	121.7	122.225	121.650

LOC BLT	Final Apch Crs	GS	ILS DA(H)	Apt Elev 14'
108.75	019°	D3.0 BLT 1020' (1013')	Refer to Minimums	Rwy 7'

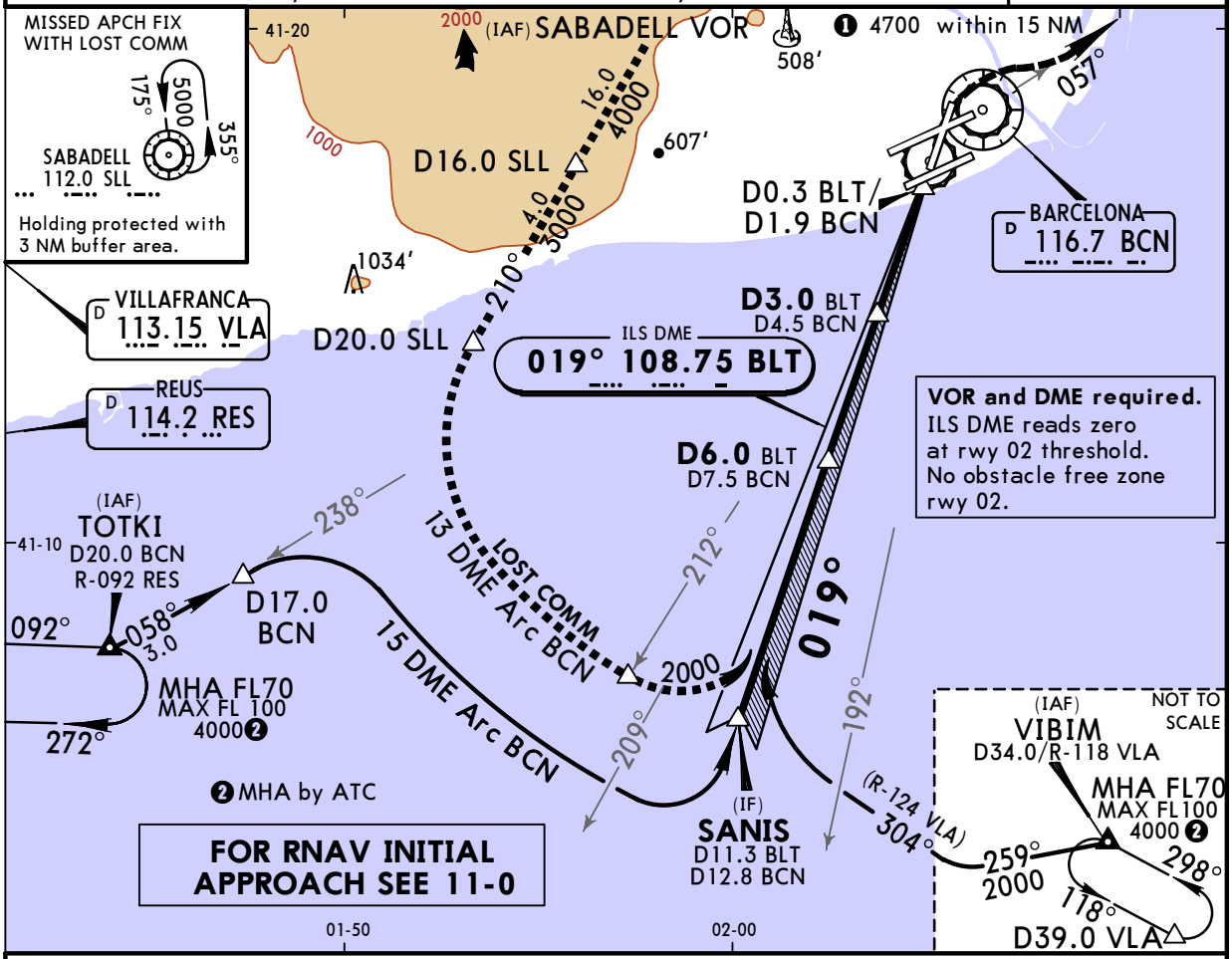
MISSED APCH: Climb on rwy heading to 500', turn RIGHT not before D0.3 BLT/D1.9 BCN (MAX 185 KT) onto R-057 BCN climbing to 3000' and as directed.

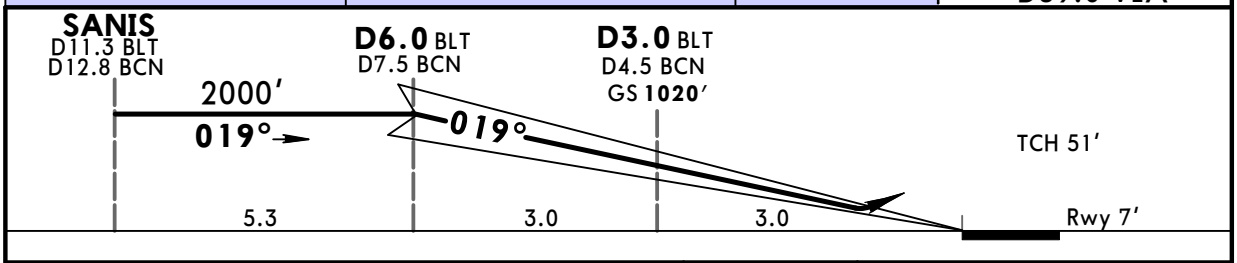
MISSED APCH WITH LOST COMM: Climb on rwy heading to 500', turn RIGHT not before D0.3 BLT/D1.9 BCN (MAX 185 KT) onto R-057 BCN climbing to 4000'. Climbing turn LEFT to SLL VOR to 5000' and hold.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000'



MSA BCN VOR





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

HIALS PAPI PAPI 500' on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY 02

ILS

DA(H) A: 299' (292') C: 320' (313')
B: 311' (304') D: 330' (323')

CIRCLE-TO-LAND

Not authorized Northwest of airport

	FULL	ALS out	Max Kts	MDA(H)	VIS
A	RVR 650m 1	RVR 1400m	100	580' (566')	1500m
B	RVR 700m 1		135	700' (686')	1600m
C			180	1080' (1066')	2400m
D	RVR 800m	RVR 1500m	205	1300' (1286')	3600m

1 W/o HUD/AP/FD: RVR 750m

CHANGES: Procedure.

© JEPPESEN, 2016, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18 (11-3) Eff 24 May

BARCELONA, SPAIN
LOC Rwy 02

BRIEFING STRIP™

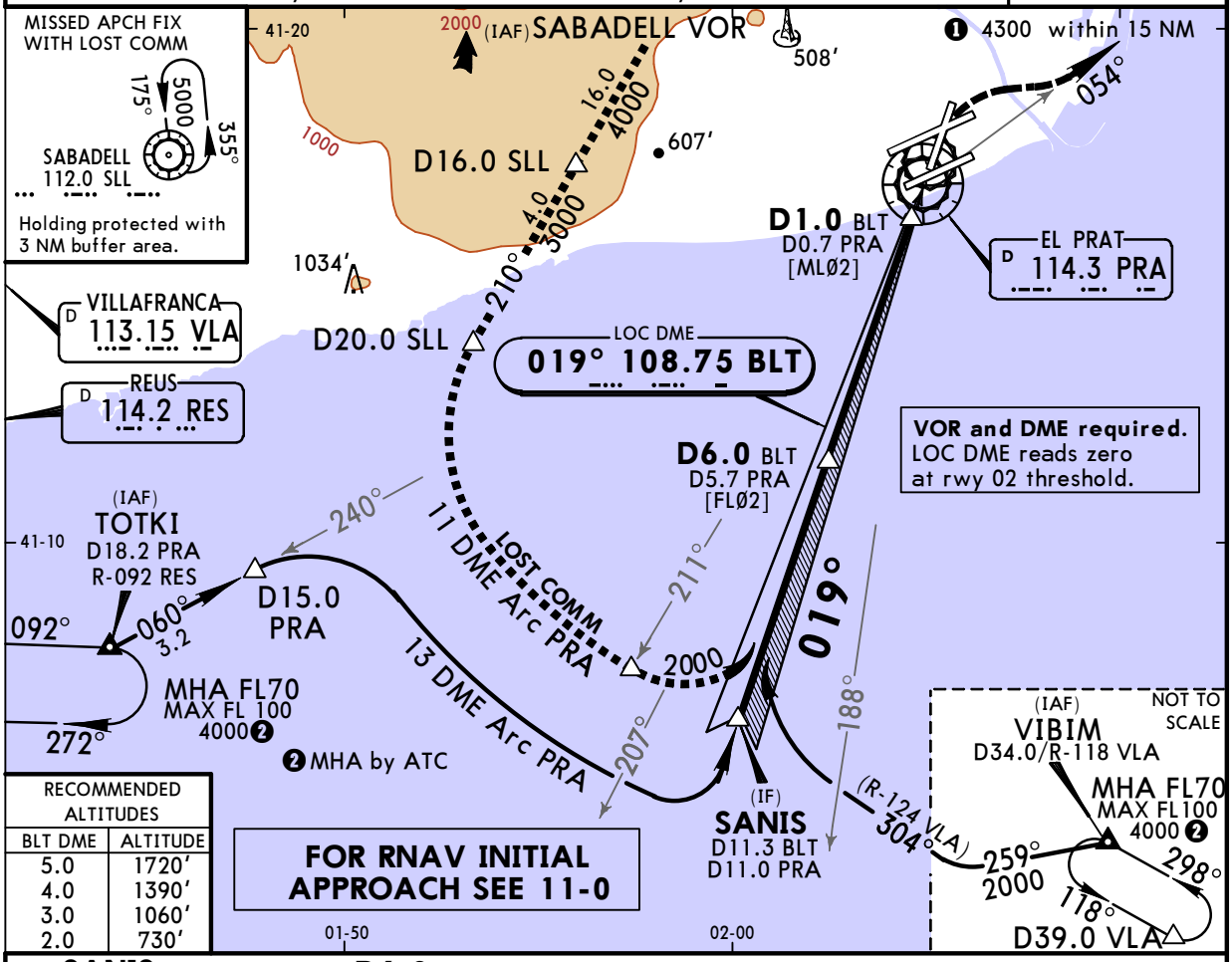
D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) S	Tower (GND) C
118.650	119.1	118.1	121.7	122.225	121.650

LOC BLT	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 14′
108.75	019°	D6.0 BLT 2000′ (1993′)	450′ (443′)	Rwy 7′

MISSED APCH: Climb on rwy heading to 500′, turn RIGHT not before PRA VOR (MAX 185 KT) onto R-054 PRA climbing to 3000′ and as directed.
MISSED APCH WITH LOST COMM: Climb on rwy heading to 500′, turn RIGHT not before PRA VOR (MAX 185 KT) onto R-054 PRA climbing to 4000′. Climbing turn LEFT to SLL VOR to 5000′ and hold.

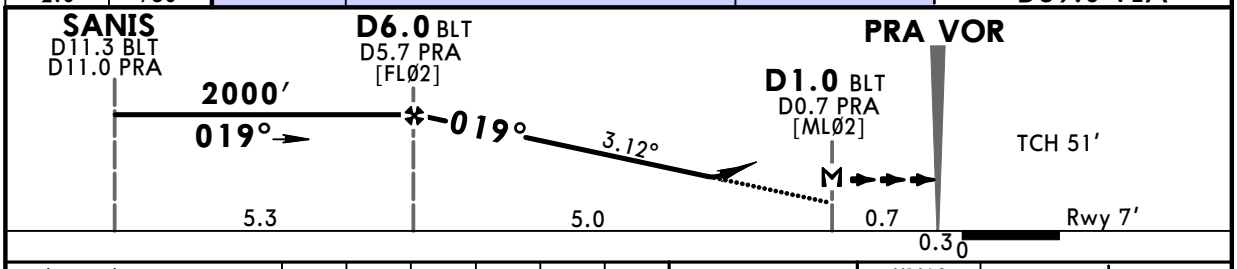
MSA PRA VOR: 5900 (1) 129°–251°; 5100 (1) 073°–251°; 3200

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′



RECOMMENDED ALTITUDES	
BLT DME	ALTITUDE
5.0	1720′
4.0	1390′
3.0	1060′
2.0	730′

FOR RNAV INITIAL APPROACH SEE 11-0



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.12°	386	497	552	662	773	883
MAP at D1.0 BLT/D0.7 PRA							

HIALS PAPI PAPI 500′ on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY 02

CDFA

DA/MDA(H) 450′ (443′)

		ALS out
A	RVR 1400m	RVR 1500m
B		
C		RVR 2100m
D		

CIRCLE-TO-LAND

Not authorized Northwest of airport

Max Kts	MDA(H)	VIS
100	580′ (566′)	1500m
135	700′ (686′)	1600m
180	1080′ (1066′)	2400m
205	1300′ (1286′)	3600m

CHANGES: Procedure.

© JEPPESEN, 2007, 2018. ALL RIGHTS RESERVED.

5.2.170 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18 (11-4) Eff 24 May

BARCELONA, SPAIN
ILS Z Rwy 07L

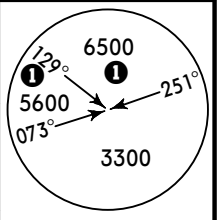
BRIEFING STRIP ™

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) S	Tower (GND) C
118.650	119.1	118.1	121.7	122.225	121.650

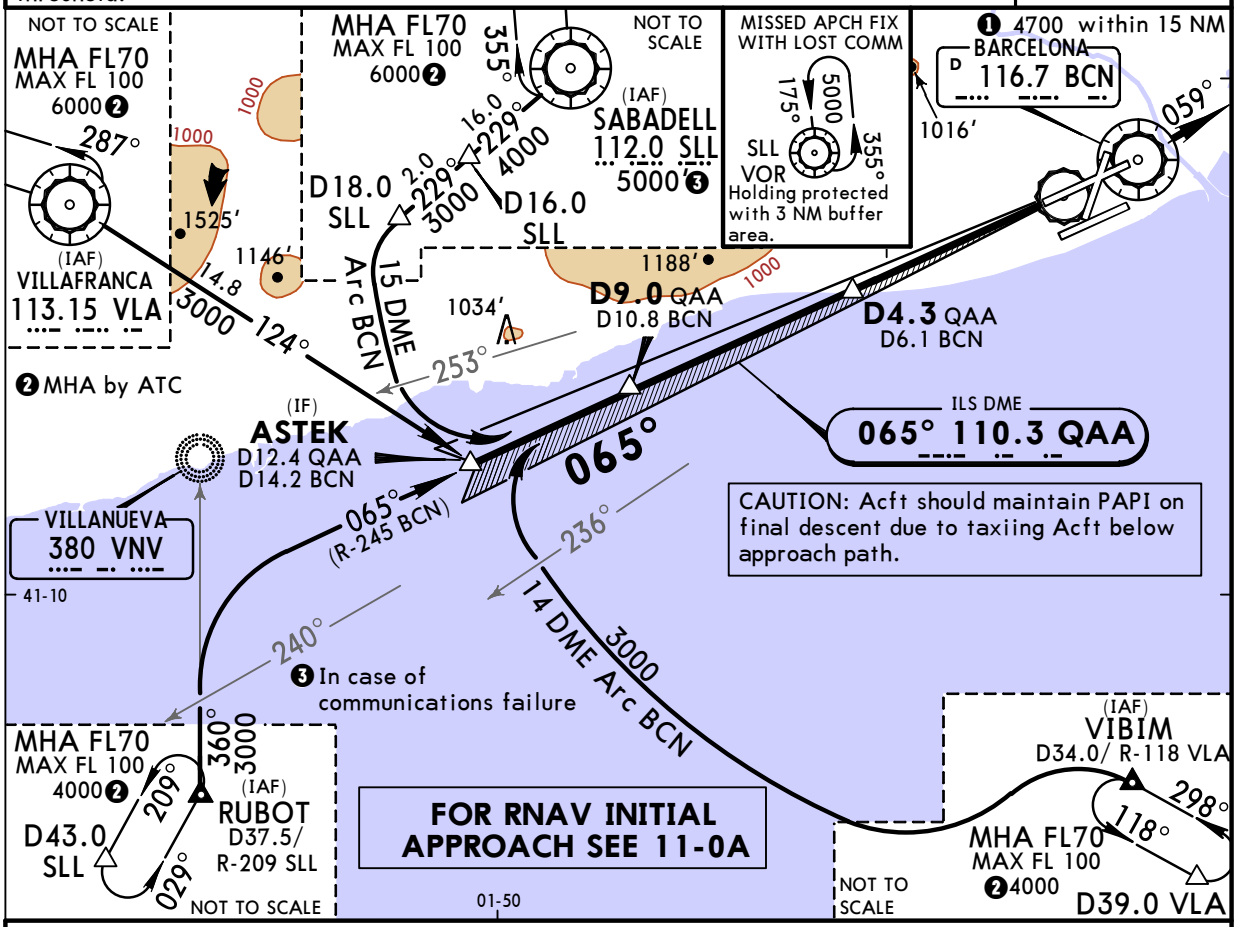
LOC QAA	Final Apch Crs	GS	ILS DA(H)	Apt Elev 14′
110.3	065°	D4.3 QAA 1447′ (1439′)	Refer to Minimums	Rwy 8′

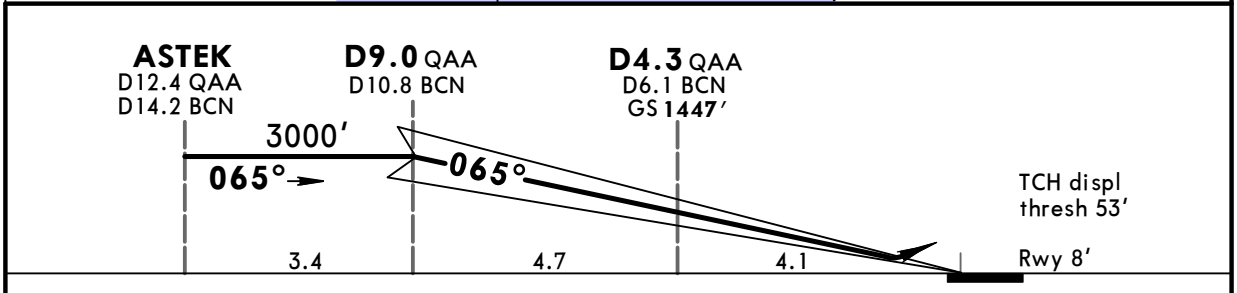
MISSED APCH: Climb STRAIGHT AHEAD to BCN VOR and follow R-059 BCN to 3000′ and as directed.
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to BCN VOR and follow R-059 BCN to 4000′. Turn LEFT to SLL VOR climbing to 5000′ and hold.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000′
1. **VOR, DME and ADF required.** 2. ILS DME reads zero at rwy 07L displaced threshold.



MSA
BCN VOR





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

HIALS-II PAPI PAPI | BCN 116.7 | 3000′ | BCN 116.7 on R-059

PANS OPS

Standard STRAIGHT-IN LANDING RWY **07L**

DA(H) A: **242′** (234′) C: **262′** (254′)
B: **254′** (246′) D: **273′** (265′)

	FULL	TDZ or CL out	ALS out
A	RVR 550m	RVR 550m 1	RVR 1200m
B			RVR 1300m
C	RVR 600m	RVR 600m 1	
D			

CIRCLE-TO-LAND
Not authorized
Northwest of airport

Max Kts	MDA(H)	VIS
100	580′ (566′)	1500m
135	700′ (686′)	1600m
180	1080′ (1066′)	2400m
205	1300′ (1286′)	3600m

1 W/o HUD/AP/FD: RVR 750m

CHANGES: Note added.

© JEPPESEN, 2000, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18
Eff 24 May
11-4A

BARCELONA, SPAIN
CAT II/III ILS Z Rwy 07L

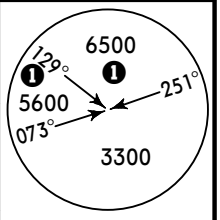
BRIEFING STRIP ™

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) S	Tower (GND) C
118.650	119.1	118.1	121.7	122.225	121.650

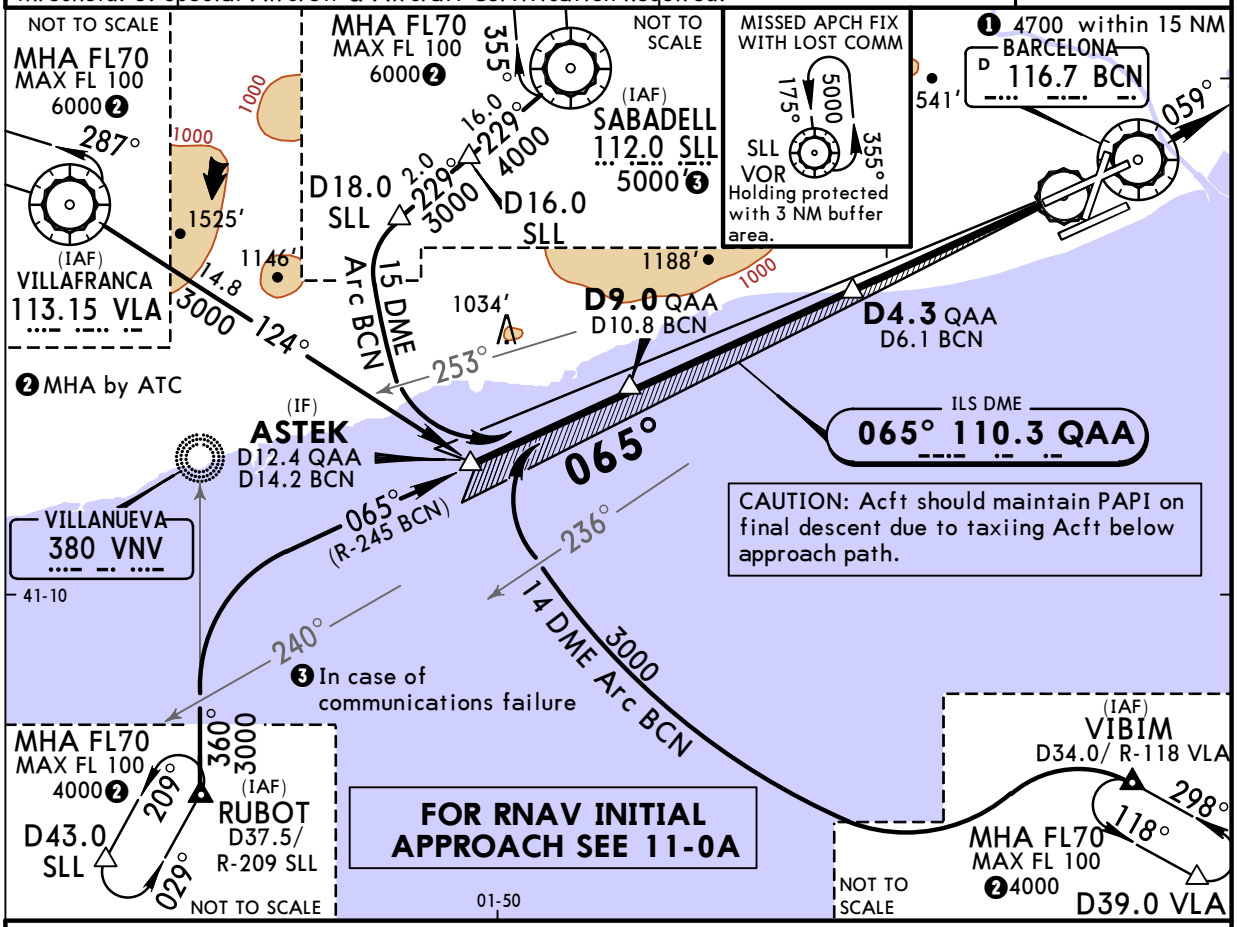
LOC QAA	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 14′
110.3	065°	D4.3 QAA 1447′ (1439′)	Refer to Minimums	Rwy 8′

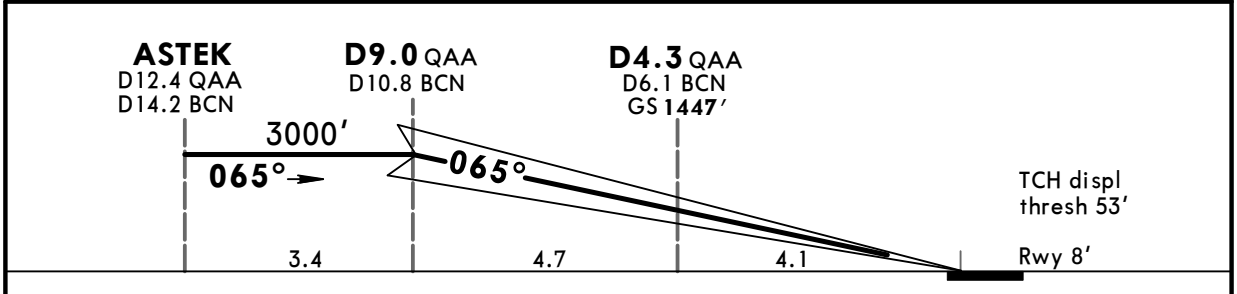
MISSED APCH: Climb STRAIGHT AHEAD to BCN VOR and follow R-059 BCN to 3000′ and as directed.
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to BCN VOR and follow R-059 BCN to 4000′. Turn LEFT to SLL VOR climbing to 5000′ and hold.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000′
1. **VOR, DME and ADF required.** 2. ILS DME reads zero at rwy 07L displaced threshold. 3. Special Aircrew & Aircraft Certification Required.



MSA
BCN VOR





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

HIALS-II PAPI PAPI
BCN 116.7
3000′
BCN 116.7 on R-059

Standard STRAIGHT-IN LANDING RWY **07L**

CAT IIIA ILS ❶	CAT II ILS A	CAT II ILS B	CAT II ILS C	CAT II ILS D
DH 50′	RA 105′ DA(H) 113′(105′)	RA 120′ DA(H) 128′(120′)	RA 134′ DA(H) 142′(134′)	RA 148′ DA(H) 155′(147′)
RVR 200m	RVR 300m		RVR 400m	RVR 450m

PANS OPS

❶ CAT IIIB: Mim RVR 75m.

CHANGES: Note added.

© JEPPESEN, 2016, 2018. ALL RIGHTS RESERVED.

5.2.172 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

LEBL/BCN
EL PRAT

JEPPESEN 1 JUN 18 (11-5)

BARCELONA, SPAIN
ILS Y Rwy 07L

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) S	Tower (GND) C
118.650	119.1	118.1	121.7	122.225	121.650

BRIEFING STRIP™

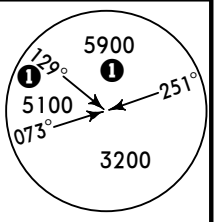
LOC QAA	Final Apch Crs	GS	ILS DA(H)	Apt Elev 14′
110.3	065°	D4.3 QAA 1447′ (1439′)	Refer to Minimums	Rwy 8′

MISSED APCH: Climb on rwy heading to D3.5 PRA to intercept and follow R-054 PRA to 3000′ and as directed.

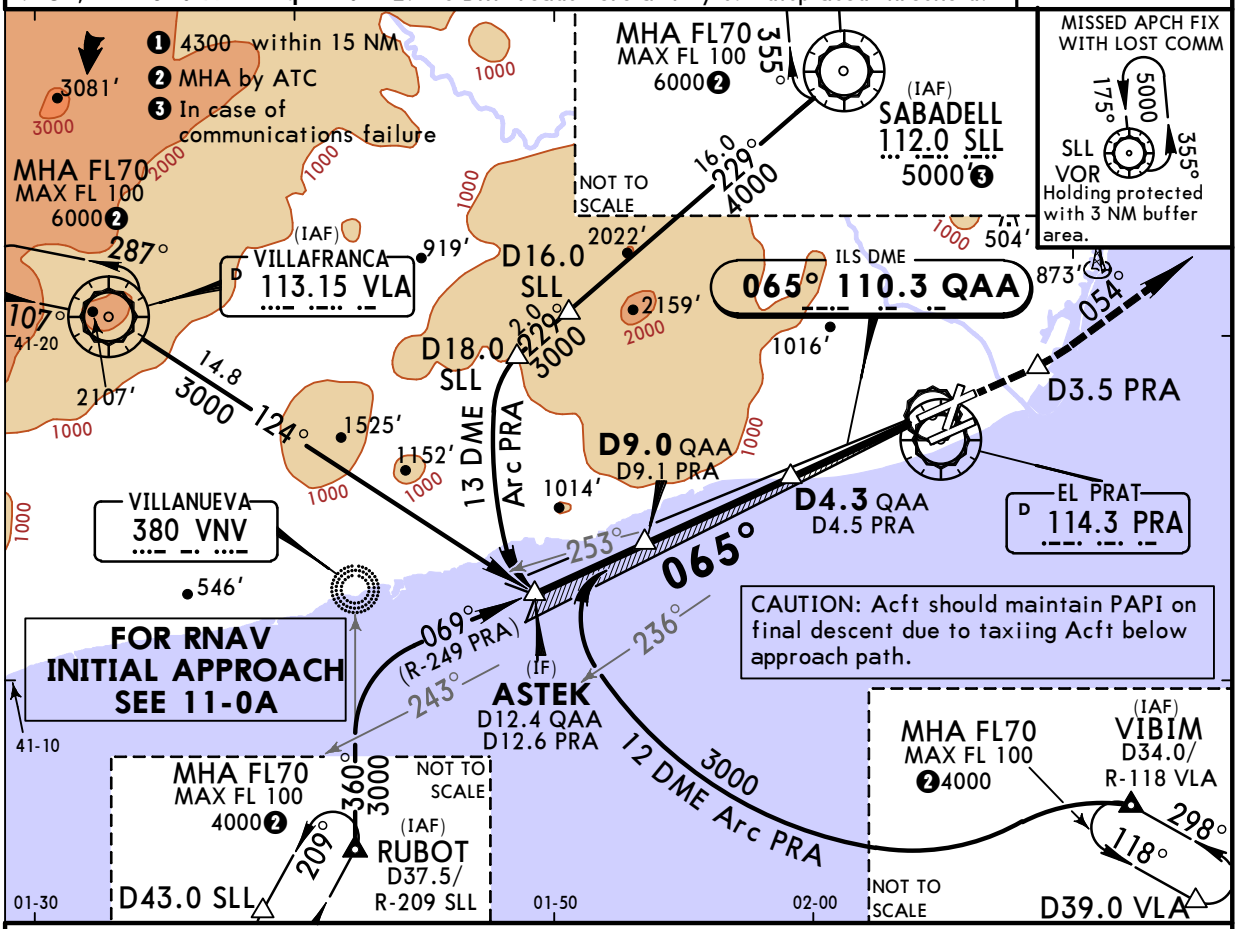
MISSED APCH WITH LOST COMM: Climb on rwy heading to D3.5 PRA to intercept and follow R-054 PRA to 4000′. Turn LEFT to SLL VOR climbing to 5000′ and hold.

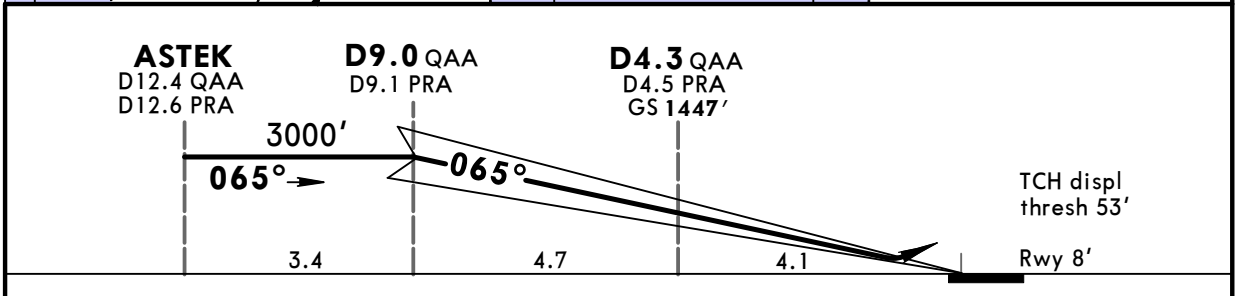
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000′

1.**VOR, DME and ADF required.** 2. ILS DME reads zero at rwy 07L displaced threshold.



MSA
PRA 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 PRA on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY **07L**

DA(H) A: **242′** (234′) C: **262′** (254′)
B: **254′** (246′) D: **273′** (265′)

	FULL	TDZ or CL out	ALS out
A	RVR 550m	RVR 550m 1	RVR 1200m
B			RVR 1300m
C	RVR 600m	RVR 600m 1	
D			

1 W/o HUD/AP/FD: RVR 750m

CIRCLE-TO-LAND

Not authorized
Northwest of airport

Max Kts	MDA(H)	VIS
100	580′ (566′)	1500m
135	700′ (686′)	1600m
180	1080′ (1066′)	2400m
205	1300′ (1286′)	3600m

CHANGES: Note added.

© JEPPESEN, 2016, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN 1 JUN 18 (11-5A)

BARCELONA, SPAIN
CAT II/III ILS Y Rwy 07L

BRIEFING STRIP™

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) S	Tower (GND) C
118.650	119.1	118.1	121.7	122.225	121.650

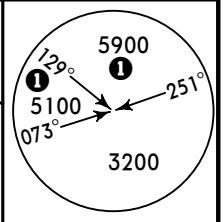
LOC QAA	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 14′
110.3	065°	D4.3 QAA 1447′ (1439′)	Refer to Minimums	Rwy 8′

MISSED APCH: Climb on rwy heading to D3.5 PRA to intercept and follow R-054 PRA to 3000′ and as directed.

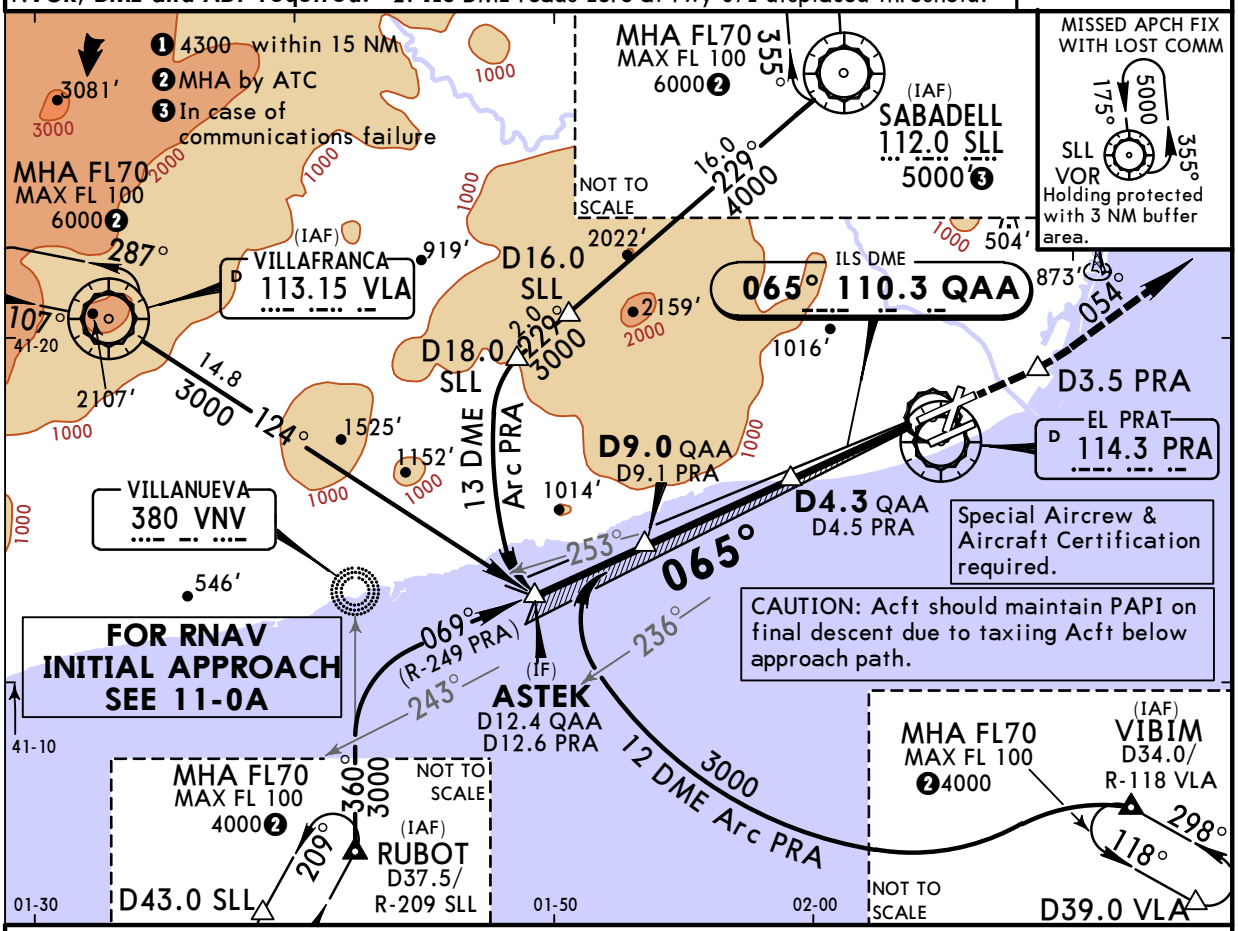
MISSED APCH WITH LOST COMM: Climb on rwy heading to D3.5 PRA to intercept and follow R-054 PRA to 4000′. Turn LEFT to SLL VOR climbing to 5000′ and hold.

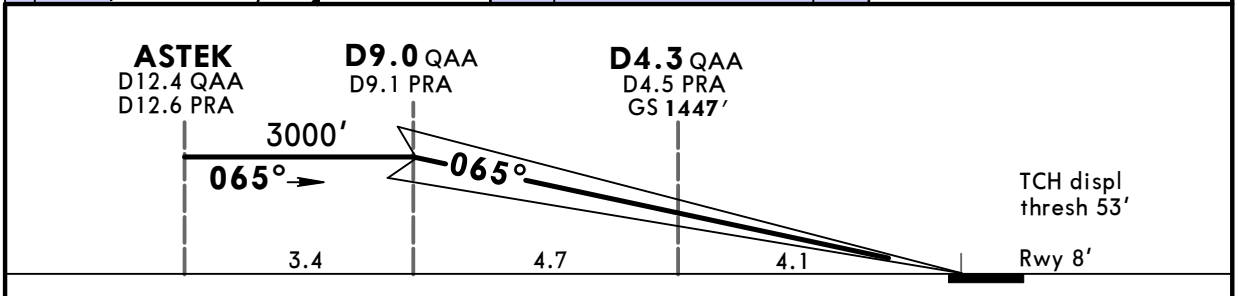
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000′

1.VOR, DME and ADF required. 2. ILS DME reads zero at rwy 07L displaced threshold.



MSA
PRA 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 PRA on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY **07L**

CAT IIIA ILS 1	CAT II ILS A	B	C	D
DH 50′	RA 105′ DA(H) 113′(105′)	RA 120′ DA(H) 128′(120′)	RA 134′ DA(H) 142′(134′)	RA 148′ DA(H) 155′(147′)
RVR 200m	RVR 300m		RVR 400m	RVR 450m

1 CAT IIIB: Mim RVR 75m.

CHANGES: Note added.

© JEPPESEN, 2016, 2018. ALL RIGHTS RESERVED.

5.2.174 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

LEBL/BCN
EL PRAT

JEPPESEN
1 JUN 18 (11-6)

BARCELONA, SPAIN
LOC Rwy 07L

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) S	Tower (GND) C
118.650	119.1	118.1	121.7	122.225	121.650

BRIEFING STRIP ™

LOC QAA	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 14′
110.3	065°	D9.0 QAA 3000′ (2986′)	480′ (466′)	

MISSED APCH: Climb STRAIGHT AHEAD to BCN VOR and follow R-059 BCN to 3000′ and as directed.
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to BCN VOR and follow R-059 BCN to 4000′. Turn LEFT to SLL VOR climbing to 5000′ and hold.

Alt Set: hPa Apt Elev: 1 hPa Trans level: By ATC Trans alt: 6000′
1. **VOR, DME and ADF required.** 2. LOC DME reads zero at rwy 07L displaced threshold.

MSA
BCN VOR
6500 (1) (1) 129° 251° 5600 073° 3300

NOT TO SCALE

MHA FL70
MAX FL 100
6000 (2)

287°
1000
1525′
1152′
(IAF)
VILLAFRANCA
113.15 VLA
14.8
3000
124°

MHA FL70
MAX FL 100
6000 (2)
355°
16.0
229°
4000
(IAF)
SABADELL
112.0 SLL
5000′ (3)
D18.0 SLL
2.0
229°
3000
D16.0 SLL
15 DME Arc BCN
NOT TO SCALE

MISSED APCH FIX WITH LOST COMM
175° 5000 355°
SLL VOR
Holding protected with 3 NM buffer area.

(1) 4700 within 15 NM
BARCELONA
D 116.7 BCN
059°

D9.0 QAA
D10.8 BCN
[FFØ7L]
D4.3 QAA
D6.1 BCN
[43LOC]
D1.0 QAA
D2.8 BCN
[MLØ7L]

1014′
253°
(2) MHA by ATC
(IF)
ASTEK
D12.4 QAA
D14.2 BCN
065°
LOC DME
065° 110.3 QAA

VILLANUEVA
380 VNV
41-10
065°
(R-245 BCN)
236°
240°
14 DME Arc BCN
3000
(3) In case of communications failure

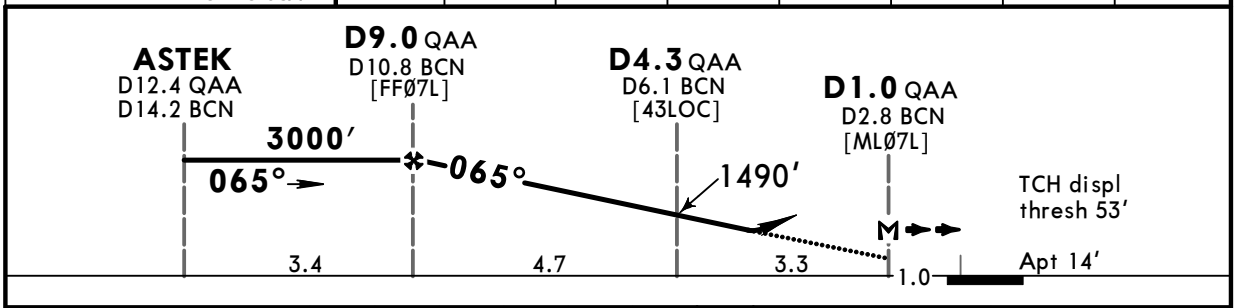
CAUTION: Acft should maintain PAPI on final descent due to taxiing Acft below approach path.

(IAF)
VIBIM
D34.0/ R-118 VLA
MHA FL70
MAX FL 100
(2) 4000
298°
118°
D39.0 VLA

MHA FL70
MAX FL 100
4000 (2)
360°
3000
209°
029°
(IAF)
RUBOT
D37.5/
R-209 SLL
D43.0 SLL
NOT TO SCALE

FOR RNAV INITIAL APPROACH SEE 11-0A
01-50
NOT TO SCALE

QAA DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2720′	2390′	2060′	1730′	1390′	1060′	730′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.13°	388	498	554	665	775	886
MAP at D1.0 QAA/D2.8 BCN							

HIALS-II
PAPI PAPI

BCN 116.7

3000′

BCN 116.7 on R-059

PANS OPS

Standard STRAIGHT-IN LANDING RWY **07L**

CDFA
DA/MDA(H) 480′ (466′)
ALS out

			Max Kts	MDA(H)	VIS
A	RVR 1500m		100	580′ (566′)	1500m
B			135	700′ (686′)	1600m
C	RVR 1500m	RVR 2200m	180	1080′ (1066′)	2400m
D			205	1300′ (1286′)	3600m

CIRCLE-TO-LAND
Not authorized Northwest of airport

CHANGES: Note added.

© JEPPESEN, 2000, 2018. ALL RIGHTS RESERVED.

5.2.175 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

LEBL/BCN
EL PRAT

JEPPESEN 1 JUN 18 (11-7)

BARCELONA, SPAIN
ILS Z Rwy 07R

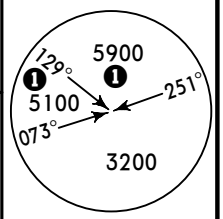
BRIEFING STRIP ™

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) S	Tower (GND) C
118.650	119.1	118.1	121.7	122.225	121.650

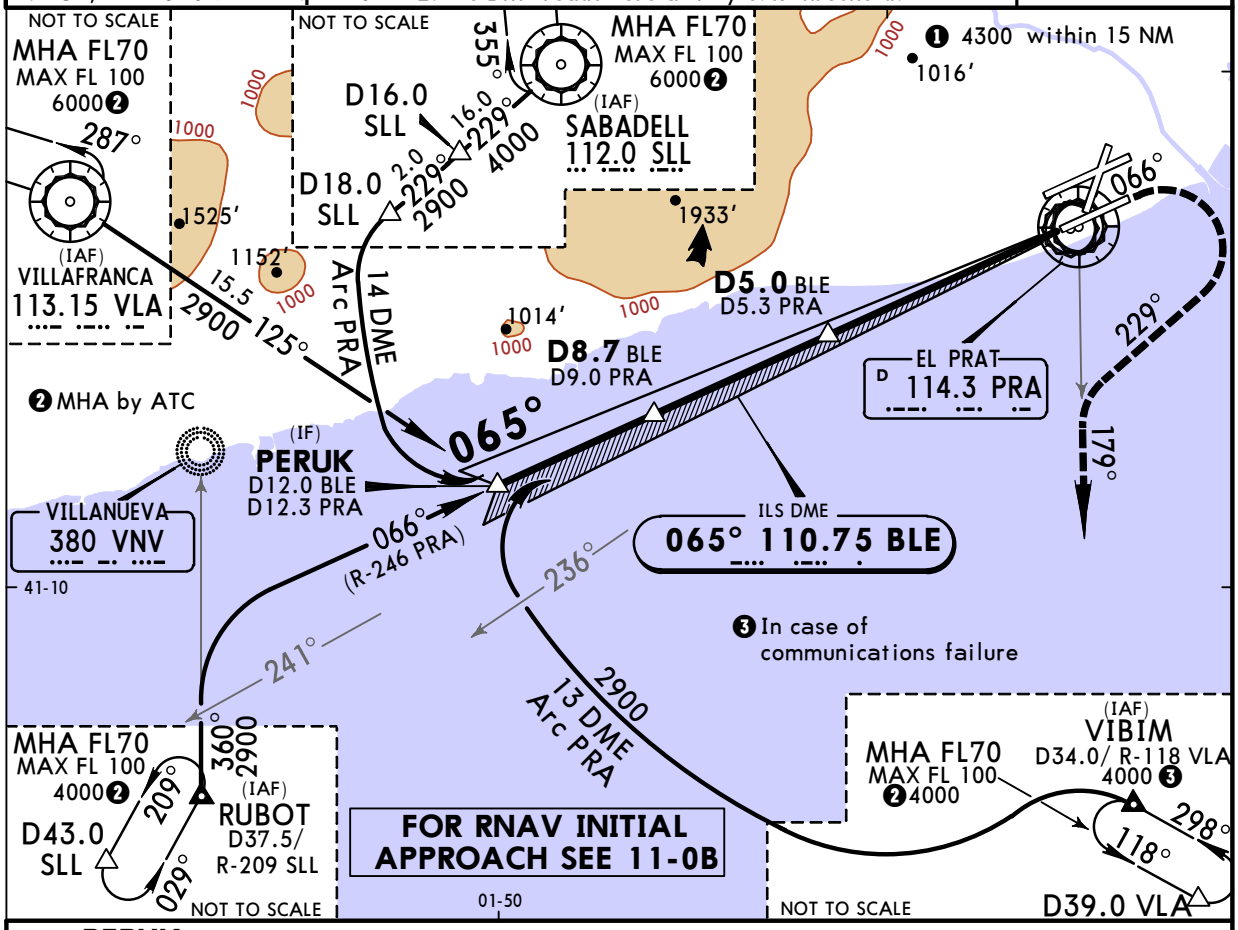
LOC BLE	Final Apch Crs	GS	ILS DA(H)	Apt Elev 14′
110.75	065°	D5.0 BLE 1677′ (1669′)	Refer to Minimums	RWY 8′

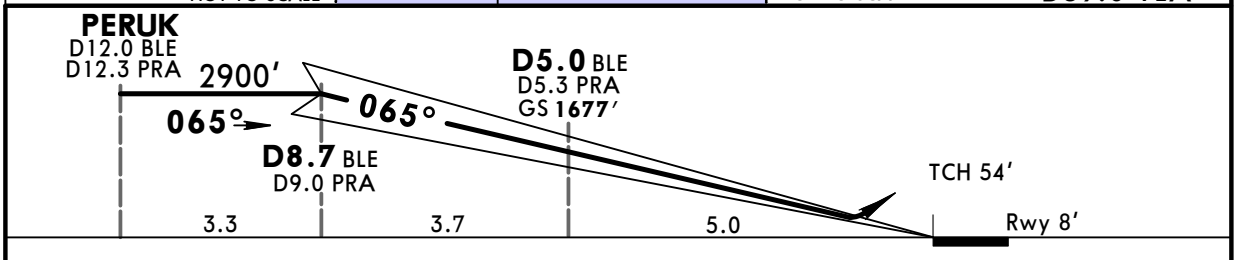
MISSED APCH: Climb on 066° to 500′. Turn RIGHT (MAX 185 KT) onto 229° to intercept R-179 PRA climbing to 3000′ and as directed.
MISSED APCH WITH LOST COMM: Climb on 066° to 500′. Turn RIGHT (MAX 185 KT) onto 229° to intercept R-179 PRA and follow R-124 VLA to D39.0 VLA climbing to 4000′ and hold at VIBIM.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000′
1. **VOR, DME and ADF required.** 2. ILS DME reads zero at rwy 07R threshold.



MSA
PRA VOR





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

HIALS-II PAPI 500′ on 066°

Standard STRAIGHT-IN LANDING RWY **07R**

DA(H) A: **252′**(244′) C: **272′**(264′)
B: **264′**(256′) D: **282′**(274′)

	FULL	TDZ or CL out	ALS out
A	RVR 550m	RVR 550m ❶	RVR 1300m
B	RVR 600m	RVR 600m ❶	
C			
D			

❶ W/o HUD/AP/FD: RVR 750m

CIRCLE-TO-LAND

Not authorized
Northwest of airport

Max Kts	MDA(H)	VIS
100	580′ (566′)	1500m
135	700′ (686′)	1600m
180	1080′(1066′)	2400m
205	1300′(1286′)	3600m

PANS OPS

CHANGES: Note added.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

LEBL/BCN EL PRAT

JEPPESEN 1 JUN 18 (11-7A)

BARCELONA, SPAIN CAT II/III ILS Z Rwy 07R

BRIEFING STRIP ™

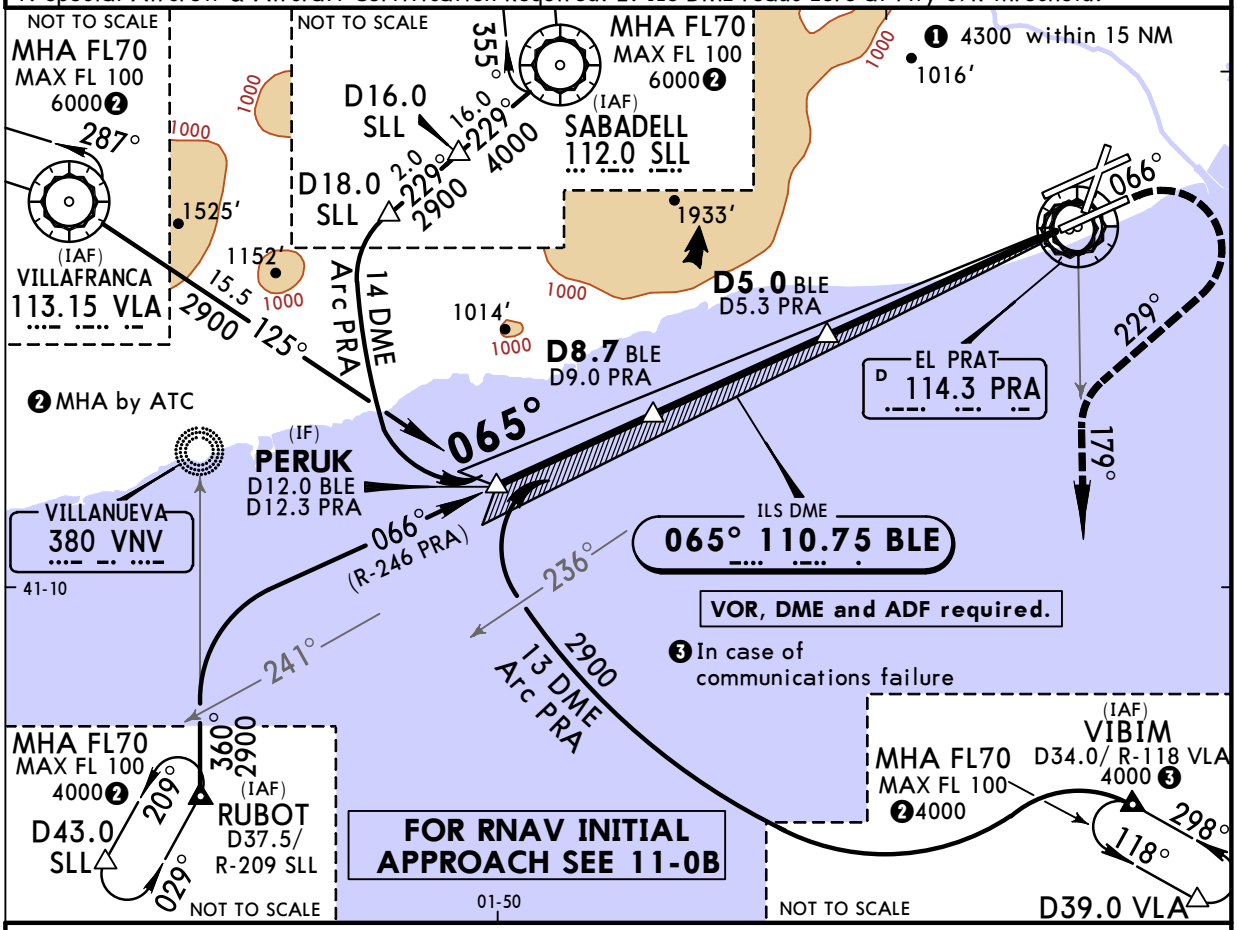
D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) S	Tower (GND) C
118.650	119.1	118.1	121.7	122.225	121.650

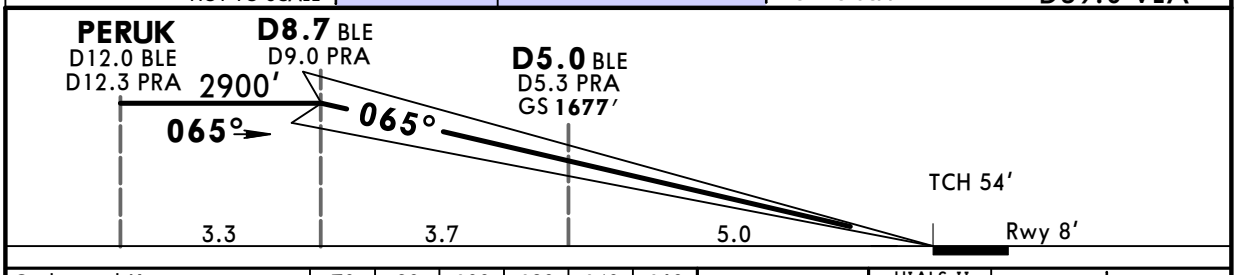
LOC BLE	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 14′ Rwy 8′
110.75	065°	D5.0 BLE 1677′ (1669′)		

MISSED APCH: Climb on 066° to 500′. Turn RIGHT (MAX 185 KT) onto 229° to intercept R-179 PRA climbing to 3000′ and as directed.
MISSED APCH WITH LOST COMM: Climb on 066° to 500′. Turn RIGHT (MAX 185 KT) onto 229° to intercept R-179 PRA and follow R-124 VLA onto to D39.0 VLA climbing to 4000′ and hold at VIBIM.

MSA PRA VOR: 5900 (129°–251°), 5100 (073°–129°), 3200

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000′
1. Special Aircrew & Aircraft Certification Required. 2. ILS DME reads zero at rwy 07R threshold.





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

HIALS-II PAPI 500′ on 066°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **07R**

CAT IIIA ILS ❶	CAT II ILS A	CAT II ILS B	CAT II ILS C	CAT II ILS D
DH 50′	RA 105′ DA(H) 108′ (100′)	RA 118′ DA(H) 118′ (110′)	RA 126′ DA(H) 129′ (121′)	RA 141′ DA(H) 144′ (136′)
RVR 200m	RVR 300m		RVR 400m	

❶ CAT IIIB: Mim RVR 75m.

CHANGES: Note added.

© JEPPESEN, 2005, 2018. ALL RIGHTS RESERVED.

5.2.177 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

LEBL/BCN
EL PRAT

JEPPESEN
1 JUN 18 (11-8)

BARCELONA, SPAIN
ILS Y Rwy 07R

BRIEFING STRIP™

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) S	Tower (GND) C
118.650	119.1	118.1	121.7	122.225	121.650

LOC BLE	Final Apch Crs	GS	ILS DA(H)	Apt Elev 14'
110.75	065°	D5.0 BLE 1677' (1669')	Refer to Minimums	RWY 8'

MISSED APCH: Climb on 066° to 500'. Turn RIGHT (MAX 185 KT) onto 229° to intercept R-186 BCN climbing to 3000' and as directed.
MISSED APCH WITH LOST COMM: Climb on 066° to 500'. Turn RIGHT (MAX 185 KT) onto 229° to intercept R-186 BCN and follow R-124 VLA to D39.0 VLA climbing to 4000' and hold at VIBIM.

MSA
BCN VOR
6500 (1) 129° 251° (1) 5600 073° 3300

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'
1. **VOR, DME and ADF required.** 2. ILS DME reads zero at rwy 07R threshold.

NOT TO SCALE
MHA FL70
MAX FL 100
6000 (2)
287°
(IAF)
VILLAFRANCA
113.15 VLA
15.5
2900
125°
1525'
1152'
1000

NOT TO SCALE
MHA FL70
MAX FL 100
6000 (2)
355°
16.0
229°
4000
(IAF)
SABADELL
112.0 SLL
D16.0 SLL
D18.0 SLL
2.0
229°
2900
1933'

1016' (1) 4700 within 15 NM
BARCELONA
D 116.7 BCN
066°
229°
186°

(4) 16 DME Arc BCN
1014'
D5.0 BLE
D7.0 BCN
D8.7 BLE
D10.7 BCN
065°

(2) MHA by ATC
(IF)
PERUK
D12.0 BLE
D14.0 BCN
VILLANUEVA
380 VNV
41-10
062°
(R-242 BCN)
234°
ILS DME
065° 110.75 BLE

(3) In case of communications failure

NOT TO SCALE
MHA FL70
MAX FL 100
4000 (2)
D43.0 SLL
209°
360°
2900
237°
(IAF)
RUBOT
D37.5/
R-209 SLL

15 DME Arc BCN
2900

FOR RNAV INITIAL APPROACH SEE 11-0B
01-50

(IAF)
VIBIM
D34.0/ R-118 VLA
4000 (3)
MHA FL70
MAX FL 100
(2) 4000
298°
118°
NOT TO SCALE
D39.0 VLA

PERUK
D12.0 BLE
D14.0 BCN
2900'
065°
D8.7 BLE
D10.7 BCN
D5.0 BLE
D7.0 BCN
GS 1677'
065°
TCH 54'
3.3
3.7
5.0
Rwy 8'

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

HIALS-II
PAPI
500' on 066°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **07R**

DA(H) A: **252'**(244') C: **272'**(264')
B: **264'**(256') D: **282'**(274')

	FULL	TDZ or CL out	ALS out
A	RVR 550m	RVR 550m (1)	RVR 1300m
B	RVR 600m	RVR 600m (1)	
C			
D			

(1) W/o HUD/AP/FD: RVR 750m

CIRCLE-TO-LAND
Not authorized
Northwest of airport

Max Kts	MDA(H)	VIS
100	580' (566')	1500m
135	700' (686')	1600m
180	1080'(1066')	2400m
205	1300'(1286')	3600m

CHANGES: Note added.

© JEPPESEN, 2016, 2018. ALL RIGHTS RESERVED.

LEBL/BCN
EL PRAT

JEPPESEN 1 JUN 18 (11-8A)

BARCELONA, SPAIN
CAT II/III ILS Y Rwy 07R

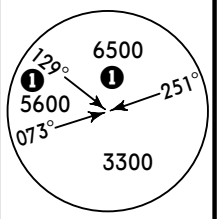
BRIEFING STRIP ™

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) S	Tower (GND) C
118.650	119.1	118.1	121.7	122.225	121.650

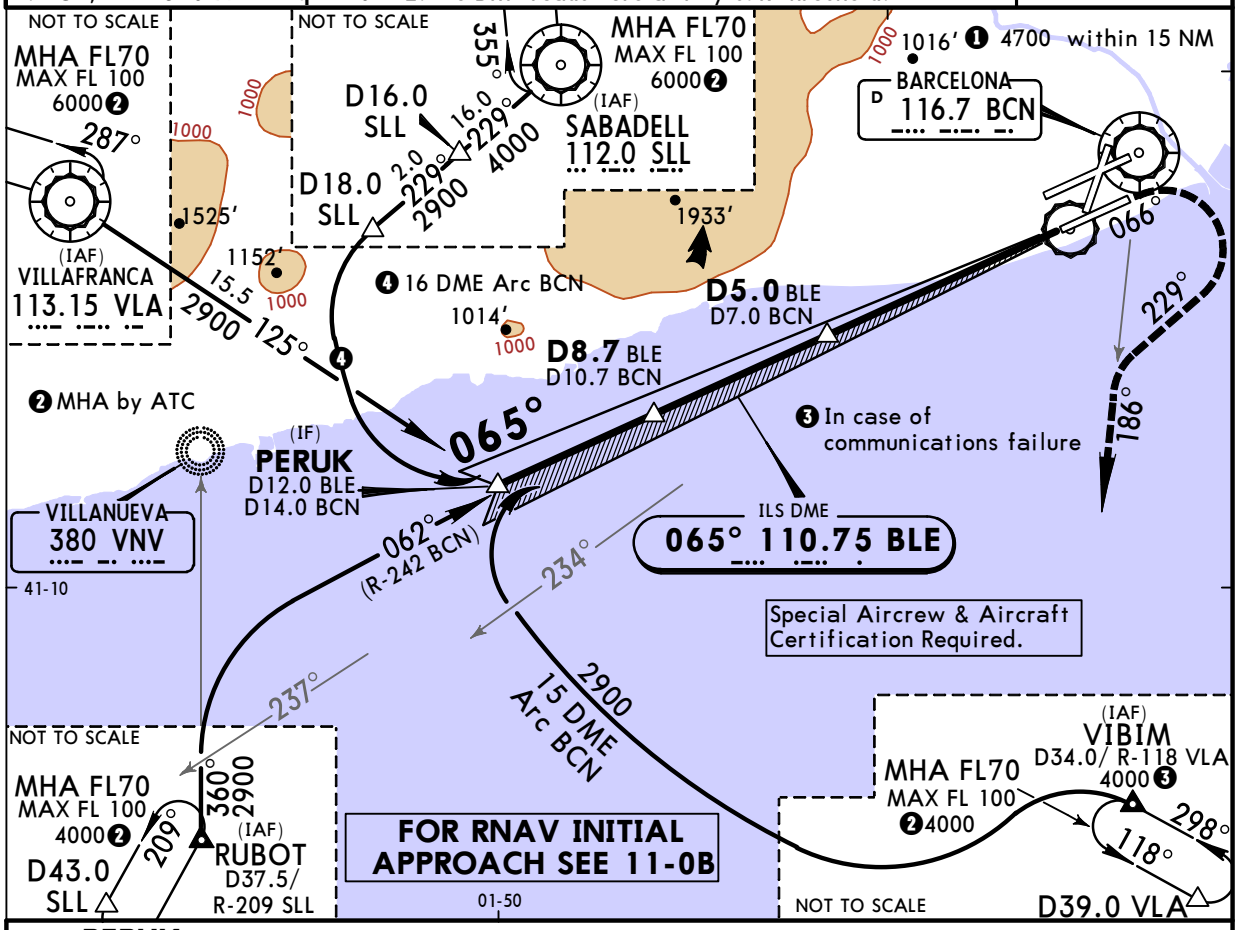
LOC BLE	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 14′ RWY 8′
110.75	065°	D5.0 BLE 1677′ (1669′)		

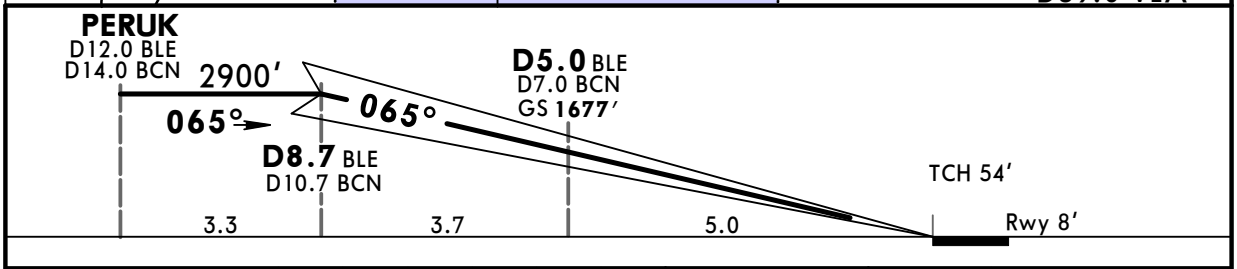
MISSED APCH: Climb on 066° to 500′. Turn RIGHT (MAX 185 KT) onto 229° to intercept R-186 BCN climbing to 3000′ and as directed.
MISSED APCH WITH LOST COMM: Climb on 066° to 500′. Turn RIGHT (MAX 185 KT) onto 229° to intercept R-186 BCN and follow R-124 VLA to D39.0 VLA climbing to 4000′ and hold at VIBIM.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000′
1. **VOR, DME and ADF required.** 2. ILS DME reads zero at rwy 07R threshold.



MSA
BCN VOR





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

HIALS-II PAPI 500′ on 066°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **07R**

CAT IIIA ILS ❶	CAT II ILS A	B	C	D
DH 50′	RA 105′ DA(H) 108′ (100′)	RA 118′ DA(H) 118′ (110′)	RA 126′ DA(H) 129′ (121′)	RA 141′ DA(H) 144′ (136′)
RVR 200m	RVR 300m		RVR 400m	

❶ CAT IIIB: Mim RVR 75m.

CHANGES: Note added.

© JEPPESEN, 2016, 2018. ALL RIGHTS RESERVED.

5.2.179 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

LEBL/BCN
EL PRAT

JEPPESEN
1 JUN 18 (11-9)

BARCELONA, SPAIN
LOC Rwy 07R

BRIEFING STRIP™

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) S	Tower (GND) C
118.650	119.1	118.1	121.7	122.225	121.650

LOC BLE	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 14′
110.75	065°	D8.7 BLE 2900′ (2986′)	500′ (486′)	

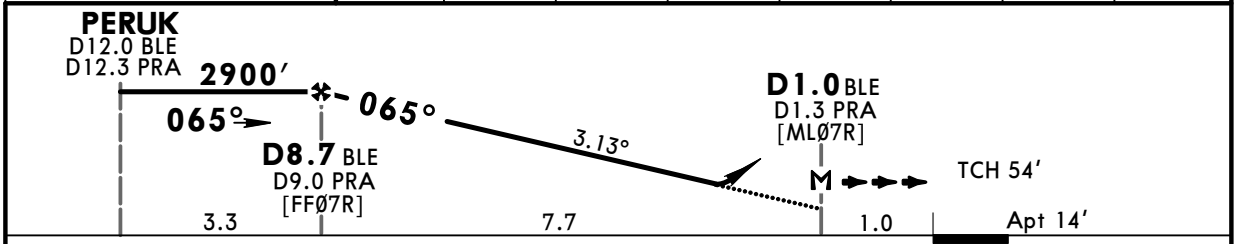
MISSED APCH: Climb on 066° to 500′. Turn RIGHT (MAX 185 KT) onto 229° to intercept R-179 PRA climbing to 3000′ and as directed.
MISSED APCH WITH LOST COMM: Climb on 066° to 500′. Turn RIGHT (MAX 185 KT) onto 229° to intercept R-179 PRA and follow R-124 VLA to D39.0 VLA climbing to 4000′ and hold at VIBIM.

MSA PRA VOR
1 5900 (129°–251°)
1 5100 (073°–129°)
3200

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′
1. **VOR, DME and ADF required.** 2. LOC DME reads zero at rwy 07R threshold.

NOT TO SCALE
MHA FL70
MAX FL 100
6000 ❷
287°
(IAF)
VILLAFRANCA
113.15 VLA
2900
15.5
125°
1525′
1152′
1000
Arc PRA
14 DME
D16.0 SLL
355°
16.0
229°
4000
D18.0 SLL
2.0
229°
2900
MHA FL70
MAX FL 100
6000 ❷
(IAF)
SABADELL
112.0 SLL
1933′
1014′
D8.7 BLE
D9.0 PRA
[FFØ7R]
❶ 4300 within 15 NM
1016′
D1.0 BLE
D1.3 PRA
[MLØ7R]
066°
229°
179°
EL PRAT
D 114.3 PRA
LOC DME
065° 110.75 BLE
❷ MHA by ATC
065°
(IF)
PERUK
D12.0 BLE
D12.3 PRA
066°
(R-246 PRA)
VILLANUEVA
380 VNV
41-10
❸ In case of communications failure
FOR RNAV INITIAL APPROACH SEE 11-0B
236°
241°
13 DME
Arc PRA
2900
(IAF)
VIBIM
D34.0/ R-118 VLA
4000 ❸
MHA FL70
MAX FL 100
❷4000
298°
118°
D39.0 VLA
MHA FL70
MAX FL 100
4000 ❷
360°
209°
029°
(IAF)
RUBOT
D37.5/
R-209 SLL
D43.0 SLL
NOT TO SCALE
01-50

BLE DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2720′	2390′	2060′	1730′	1390′	1060′	730′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.13°	388	498	554	665	775	886
MAP at D1.0 BLE/D1.3 PRA							

HIALS-II
PAPI
500′ on 066°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **07R**

CDFA
DA/MDA(H) **500′** (486′)
ALS out

			Max Kts	MDA(H)	VIS
A	RVR 1500m		100	580′ (566′)	1500m
B			135	700′ (686′)	1600m
C	RVR 1500m	RVR 2300m	180	1080′ (1066′)	2400m
D			205	1300′ (1286′)	3600m

CIRCLE-TO-LAND
Not authorized
Northwest of airport

CHANGES: Note added.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

5.2.180 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18
Eff 24 May
11-0A

BARCELONA, SPAIN
RNAV INITIAL APPROACH Rwy 07L

D-ATIS Arrival	BARCELONA Approach (Arrival)	BARCELONA Approach (R)	BARCELONA Tower
118.650	121.150 125.250 126.5 127.7	119.1	118.1

FOR BRIEFING STRIP INFORMATION AND NOTES
SEE FINAL APPROACH CHARTS

Speed restrictions mandatory except ATC clearance.
MAX 200 KT in final turn from the outbound leg.
Transition to the final approach for ATC tactical use.

FL65
MSA ARP

RNAV 1 required.

FOR FINAL APPROACH SEE
11-4, 11-4A, 11-5, 11-5A, 11-6

D VILLAFRANCA 113.15 VLA
(IAF) VLA MAX FL100 MIM FL70

D SABADELL 112.0 SLL
(IAF) SLL MAX FL100 MIM FL70

D BARCELONA 116.7 BCN

D EL PRAT 114.3 PRA

ILS DME 065° 110.3 QAA

BL545 5000' MAX 220 KT
BL541 MAX FL80 MIM 4000'A
BL537 MAX FL80 MIM 4000'
BL533 MAX FL80 MIM 4000'
❶BL529 MAX FL80 MIM 4000'
BL517
BL521
BL525
❶BL530 MAX FL80 MIM 4000'
BL534 MAX FL80 MIM 4000'
BL538 MAX FL80 MIM 4000'
BL542 MAX FL80 MIM 4000'
BL546 MAX 220 KT

(IF) ASTEK

(IAF) RUBOT MAX FL100 MIM FL70
MHA FL70 MAX FL100 4000❷

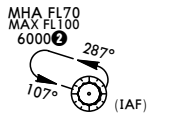
(IAF) VIBIM MAX FL100 MIM FL70
MHA FL70 MAX FL100 4000❷

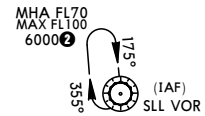
❷ MHA by ATC

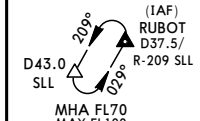
❶Do not turn to final approach without ATC clearance or communication failure

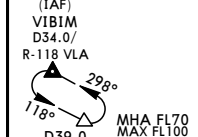
LOST COMMS
Continue with the transition descending to the last read-back level.
Overfly the last fix of outbound leg BL529/BL530 and maintain the track for 2 Min.
Turn LEFT/RIGHT direct to BL525, proceed direct to ASTEK.
On course to ASTEK, begin the descent at 3000' and complete the instrument approach procedure to Rwy 07L.

CONVENTIONAL HOLDING FIXES

VLA VOR HOLDING


SLL VOR HOLDING


RUBOT HOLDING


VIBIM HOLDING


CHANGES: Waypoints added. Procedure designation.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.2.181 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18
Eff 24 May
(11-0B)

BARCELONA, SPAIN
RNAV INITIAL APPROACH Rwy 07R

D-ATIS Arrival	BARCELONA Approach (Arrival)	BARCELONA Approach (R)	BARCELONA Tower
118.650	121.150 125.250 126.5 127.7	119.1	118.1

FOR BRIEFING STRIP INFORMATION AND NOTES
SEE FINAL APPROACH CHARTS

Speed restrictions mandatory except ATC clearance.
MAX 200 KT in final turn from the NORTH outbound leg.
MAX 185 KT in final turn from the SOUTH outbound leg.
Transition to the final approach for ATC tactical use.

FL65
MSA ARP

RNAV 1 required.

VILLAFRANCA
D 113.15 VLA

(IAF)
VLA
MAX FL100
MIN FL70

091° 7.7 VLA 1R

BL545
5000'
MAX 220 KT

238° 20.7 SLL 1R

(IAF)
SLL
MAX FL100
MIN FL70

SABADELL
D 112.0 SLL

LE(D)-46

FOR FINAL APPROACH SEE
11-7, 11-7A, 11-8, 11-8A, 11-9

BARCELONA
D 116.7 BCN

EL PRAT
D 114.3 PRA

155° SLL 1R
SLA 1R 5.0

BL537
MAX FL80
MIN 4000'

BL541
MAX FL80
MIN 4000'

BL533
MAX FL80
MIN 4000'

❶BL529
MAX FL80
MIN 4000'

4.0 245°

065°
(IF)
PERUK

ILS DME
065° 110.75 BLE

LOST COMMS
Continue with the transition descending to the last read-back level.
Overfly the last fix of outbound leg BL529/BL530 and maintain the track for 2 Min.
Turn LEFT/RIGHT direct to PERUK.
On course to PERUK, begin the descent at 2900' and complete the instrument approach procedure to Rwy 07R.

BL542
MAX FL80
MIN 4000'

BL538
MAX FL70
MIN 4000'

BL534
MAX FL70
MIN 4000'

❶BL530
MAX FL70
MIN 4000'

RUBOT 1R
VIBIM 1R 5.0 335°

BL546
MAX 220 KT

14.6 VIBIM 1R 268°

(IAF)
VIBIM
MAX FL100
MIN FL70

MHA FL70
MAX FL100
4000❷

❷ MHA by ATC

9.8 RUBOT 1R 056°

209° 029°

(IAF)
RUBOT
MAX FL100
MIN FL70

MHA FL70
MAX FL100
4000❷

❶Do not turn to final approach without ATC clearance or communication failure

CONVENTIONAL HOLDING FIXES

VLA VOR HOLDING
MHA FL70
MAX FL100
6000❷
287° 107°
(IAF)
VLA VOR

SLL VOR HOLDING
MHA FL70
MAX FL100
6000❷
175° 355°
(IAF)
SLL VOR

RUBOT HOLDING
(IAF)
RUBOT
D37.5/
R-209 SLL
209° 029°
D43.0
SLL
MHA FL70
MAX FL100
4000❷

VIBIM HOLDING
(IAF)
VIBIM
D34.0/
R-118 VLA
298° 118°
D39.0
VLA
MHA FL70
MAX FL100
4000❷

CHANGES: Procedure designation.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.2.182 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18
Eff 24 May
11-0C

BARCELONA, SPAIN
RNAV INITIAL APPROACH Rwy 25L

D-ATIS Arrival	BARCELONA Approach (Arrival)	BARCELONA Approach (R)	BARCELONA Tower
118.650	121.150 125.250 126.5 127.7	119.1	118.1

FOR BRIEFING STRIP INFORMATION AND NOTES
SEE FINAL APPROACH CHARTS

Speed restrictions mandatory except ATC clearance.
MAX 200 KT in final turn from the NORTH outbound leg.
MAX 185 KT in final turn from the SOUTH outbound leg.
Transition to the final approach for ATC tactical use.

FL65
MSA ARP

RNAV 1 required.

CALELLA
D 115.35 CLE

(IAF)
CLE
MAX FL100
MIM FL70

247°
18.3
CLE 1L

BL443
MAX 220 KT

088°
6.7
SLL 1L

155°
CLE 1L
SLL 1L
5.0

SABADELL
D 112.0 SLL

(IAF)
SLL
MAX FL100
MIM FL70

LE(D)-46

BL439
MAX FL80
MIM 4600′

BL435
MAX FL80
MIM 4600′

BL431
MAX FL80
MIM 4600′

BL427❶
MAX FL80
MIM 4600′

065° 4.0

❶ Do not turn to final approach without ATC clearance or communication failure

ILS DME
245° 111.5 BLW

245°

(IF)
SOTIL

BARCELONA
D 116.7 BCN

EL PRAT
D 114.3 PRA

FOR FINAL APPROACH SEE
11-10, 11-10AA, 11-11, 11-11AA, 11-12

BL440
MAX FL80
MIM 4000′

BL436
MAX FL70
MIM 4000′

BL432
MAX FL70
MIM 4000′

BL428❶
MAX FL70
MIM 4000′

LESBA 1L
RULOS 1L
5.0
335°

BL444
MAX 220 KT

10.8
LESBA 1L
267°

(IAF)
LESBA
MAX FL100
MIM FL70

(IAF)
RULOS
MAX FL100
MIM FL70

057°
7.7
RULOS 1L

❷ MHA by ATC

LOST COMMS
Continue with the transition descending to the last read-back level.
Overfly the last fix of outbound leg BL427/BL428 and maintain the track for 2 Min.
Turn RIGHT/LEFT direct to SOTIL.
On course to SOTIL, begin the descent at 2300′ and complete the instrument approach procedure to Rwy 25L.

CONVENTIONAL HOLDING FIXES

SLL VOR HOLDING
MHA FL70
MAX FL100
6000❷
280°
100°
(IAF)
SLL VOR

CLE VOR HOLDING
MHA FL70
MAX FL100
190°
010°
(IAF)
CLE VOR

RULOS HOLDING
(IAF)
RULOS
D32.0/
R-210 CLE
MHA FL70
MAX FL100
4000❷
030°
210°
D37.0
CLE

LESBA HOLDING
with BCN VORDME
(IAF)
LESBA
D25.3/
R-097 BCN
097°
277°
D31.0
BCN
MHA FL70
MAX FL100
4000❷

with PRA VORDME
(IAF)
LESBA
D26.3/
R-093 PRA
093°
273°
D32.0
PRA
MHA FL70
MAX FL100
4000❷

CHANGES: Procedure designation.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.2.183 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18
Eff 24 May
11-0D

BARCELONA, SPAIN
RNAV INITIAL APPROACH Rwy 25R

D-ATIS Arrival	BARCELONA Approach (Arrival)	BARCELONA Approach (R)	BARCELONA Tower
118.650	121.150 125.250 126.5 127.7	119.1	118.1

FOR BRIEFING STRIP INFORMATION AND NOTES
SEE FINAL APPROACH CHARTS

Speed restrictions mandatory except ATC clearance.
MAX 200 KT in final turn from the outbound leg.
Transition to the final approach for ATC tactical use.

FL65
MSA ARP

RNAV 1 required.

FOR FINAL APPROACH SEE
11-13, 11-13AA, 11-14, 11-14AA, 11-15

CALELLA
D 115.35 CLE

(IAF)
CLE
MAX FL100
MIM FL70

247°
18.3
CLE 1W

BL443
MAX 220 KT

088°
6.7
SLL 1W

155°
CLE 1W
SLL 1W
5.0

(IAF)
SLL
MAX FL100
MIM FL70

SABADELL
D 112.0 SLL

LE(D)-46

BL439
MAX FL80
MIM 4600'

BL435
MAX FL80
MIM 4600'

BL431
MAX FL80
MIM 4600'

BL427❶
MAX FL80
MIM 4600'

065°
4.0

❶Do not turn to final approach without ATC clearance or communication failure

BL423
BL419
BL415

245°
(IF)
TEBLA

BARCELONA
D 116.7 BCN

BL428❶
MAX FL80
MIM 4000'

BL432
MAX FL80
MIM 4000'

BL436
MAX FL80
MIM 4000'

BL44Ø
MAX FL80
MIM 4000'

ILS DME
245° 109.5 BCA

EL PRAT
D 114.3 PRA

LESBA 1W
RULOS 1W
5.0
335°

10.8
LESBA 1W
267°

(IAF)
LESBA
MAX FL100
MIM FL70

BL444
MAX 220 KT

7.7
RULOS 1W
057°

(IAF)
RULOS
MAX FL100
MIM FL70

❷ MHA by ATC

LOST COMMS
Continue with the transition descending to the last read-back level.
Overfly the last fix of outbound leg BL427/BL428 and maintain the track for 2 Min.
Turn RIGHT/LEFT direct to BL423, proceed direct to TEBLA.
On course to TEBLA, begin the descent at 2300' and complete the instrument approach procedure to Rwy 25R.

41-40
41-30
41-20
41-10
01-40
01-50
02-00
02-10
02-20
02-30
02-40

CONVENTIONAL HOLDING FIXES

SLL VOR HOLDING
MHA FL70
MAX FL100
6000❷
280°
100°
(IAF)
SLL VOR

CLE VOR HOLDING
MHA FL70
MAX FL100
190°
010°
(IAF)
CLE VOR

RULOS HOLDING
(IAF)
RULOS
D32.0/
R-210 CLE
MHA FL70
MAX FL100
4000❷
030°
210°
D37.0
CLE

LESBA HOLDING
with BCN VORDME
(IAF)
LESBA
D25.3/
R-097 BCN
097°
277°
D31.0
BCN
MHA FL70
MAX FL100
4000❷

with PRA VORDME
(IAF)
LESBA
D26.3/
R-093 PRA
093°
273°
D32.0
PRA
MHA FL70
MAX FL100
4000❷

CHANGES: Waypoints added. Procedure designation.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

5.2.184 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

LEBL/BCN
EL PRAT

JEPPESEN
24 AUG 18 (11-10)

BARCELONA, SPAIN
ILS Z Rwy 25L

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) S	Tower (GND) C
118.650	119.1	118.1	121.7	122.225	121.650

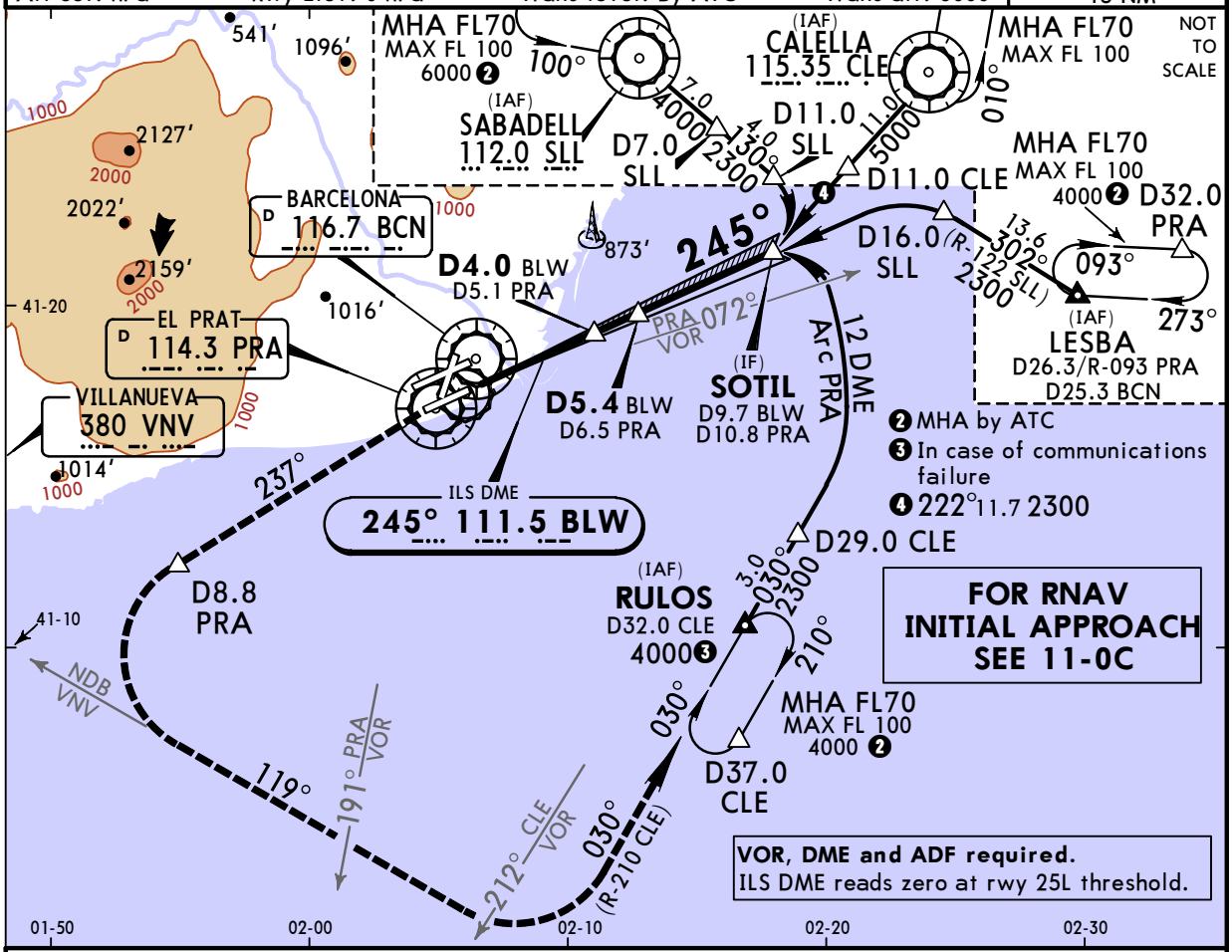
LOC BLW	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 14′ Rwy 8′
111.5	245°	D4.0 BLW 1350′ (1342′)		

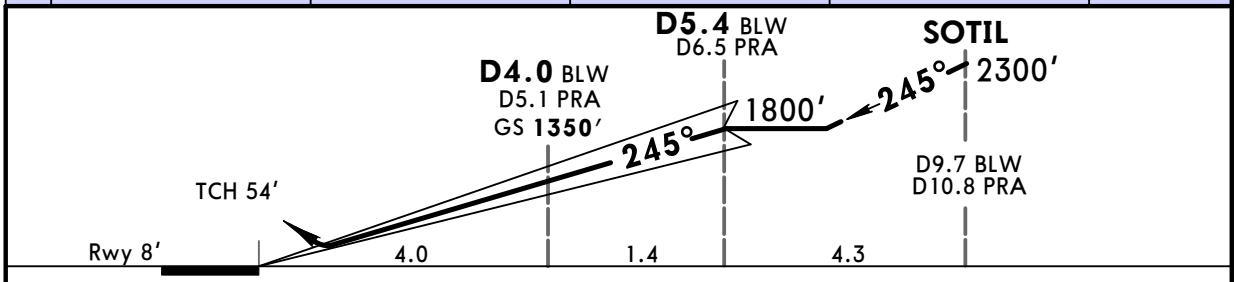
MISSED APCH: Climb to 500′ then turn LEFT (MAX 185 KT) to follow R-237 PRA. At D8.8 PRA turn LEFT to intercept and follow 119° from VNV NDB. Maintain 1500′ until crossing R-191 PRA, then climb to 3000 ′and contact ATC.
MISSED APCH WITH LOST COMM: Climb to 500′ then turn LEFT (MAX 185 KT) to follow R-237 PRA. At D8.8 PRA turn LEFT to intercept and follow 119° from VNV NDB. Maintain 1500′ until crossing R-191 PRA. At R-212 CLE turn LEFT to intercept and follow R-210 CLE direct to RULOS climbing to 4000′ and hold.

MSA PRA VOR
❶ 4300 within 15 NM

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′

BRIEFING STRIP ™





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

HIALS-II
PAPI
500′ on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY **25L**

DA(H) ABC: **208′** (200′) D: **210′** (202′)

	FULL	ALS out
A	RVR 750m	RVR 1200m
B		
C		
D		

CIRCLE-TO-LAND
Not authorized Northwest of airport

Max Kts	MDA(H)	VIS
100	580′ (566′)	1500m
135	700′ (686′)	1600m
180	1080′ (1066′)	2400m
205	1300′ (1286′)	3600m

CHANGES: Minimums.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

5.2.185 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

LEBL/BCN EL PRAT

JEPPESEN 24 AUG 18 (11-10AA)

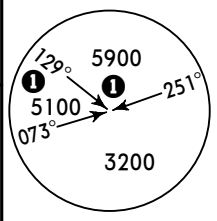
BARCELONA, SPAIN CAT II/III ILS Z Rwy 25L

BRIEFING STRIP ™

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) S	Tower (GND) C
118.650	119.1	118.1	121.7	122.225	121.650

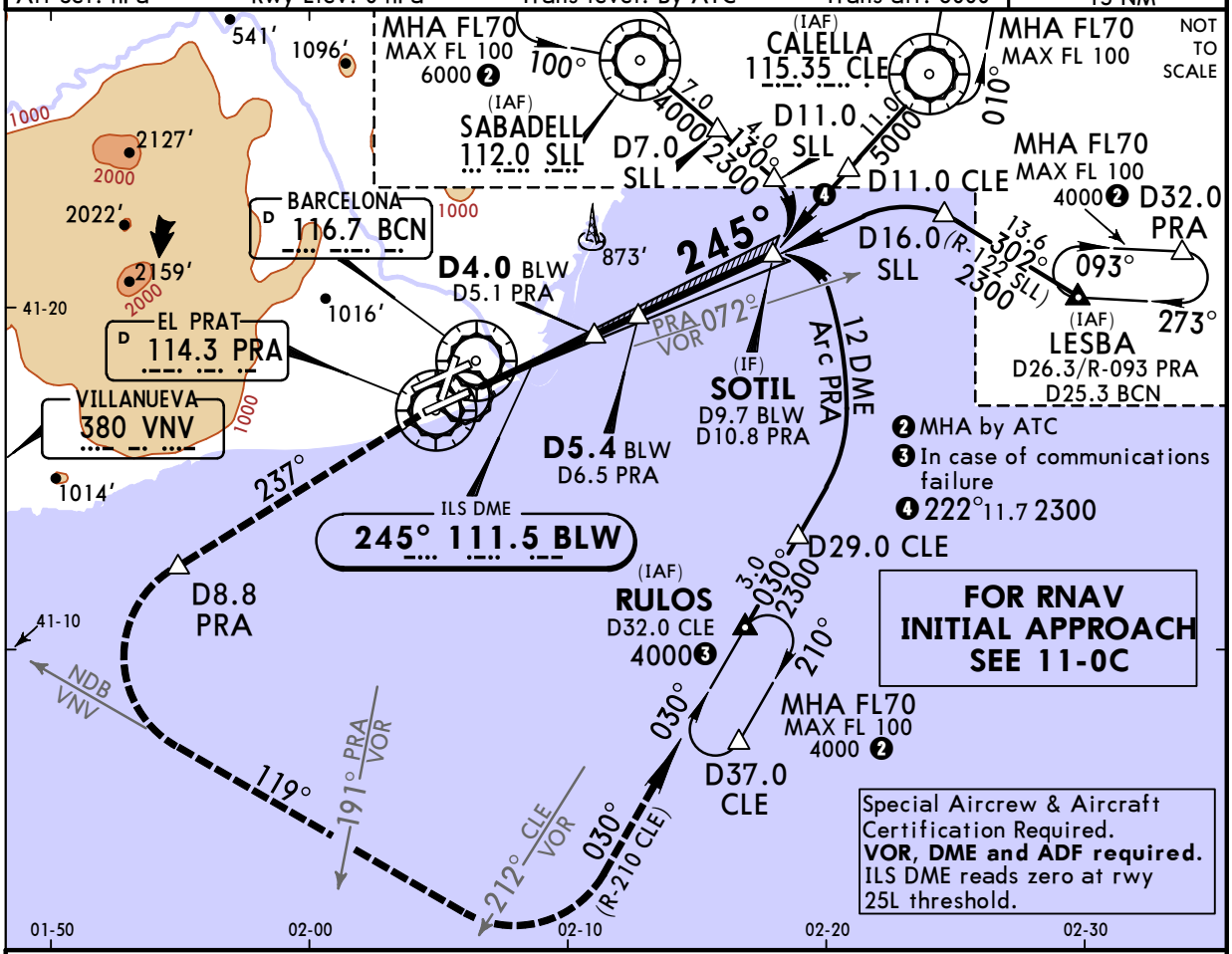
LOC BLW	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 14′
111.5	245°	D4.0 BLW 1350′ (1342′)	Refer to Minimums	Rwy 8′

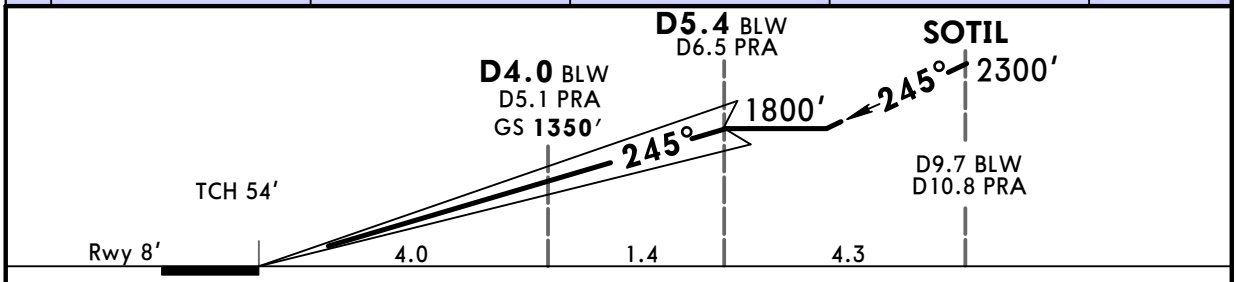
MISSED APCH: Climb to 500′ then turn LEFT (MAX 185 KT) to follow R-237 PRA. At D8.8 PRA turn LEFT to intercept and follow 119° from VNV NDB. Maintain 1500′ until crossing R-191 PRA, then climb to 3000 ′and contact ATC.
MISSED APCH WITH LOST COMM: Climb to 500′ then turn LEFT (MAX 185 KT) to follow R-237 PRA. At D8.8 PRA turn LEFT to intercept and follow 119° from VNV NDB. Maintain 1500′ until crossing R-191 PRA. At R-212 CLE turn LEFT to intercept and follow R-210 CLE direct to RULOS climbing to 4000′ and hold.



MSA PRA VOR
❶ 4300 within 15 NM

Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000′





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

HIALS-II
PAPI
500′ on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY 25L

CAT IIIA ILS ❶	CAT II ILS AB	CAT II ILS C	CAT II ILS D
DH 50′	RA 104′ DA(H) 108′ (100′)	RA 112′ DA(H) 116′ (108′)	RA 127′ DA(H) 131′ (123′)
RVR 200m	RVR 300m		RVR 400m

❶ CAT IIIB: Mim RVR 75m.

CHANGES: None.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

5.2.186 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

LEBL/BCN
EL PRAT

JEPPESEN
24 AUG 18 (11-11)

BARCELONA, SPAIN
ILS Y Rwy 25L

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) S	Tower (GND) C
118.650	119.1	118.1	121.7	122.225	121.650

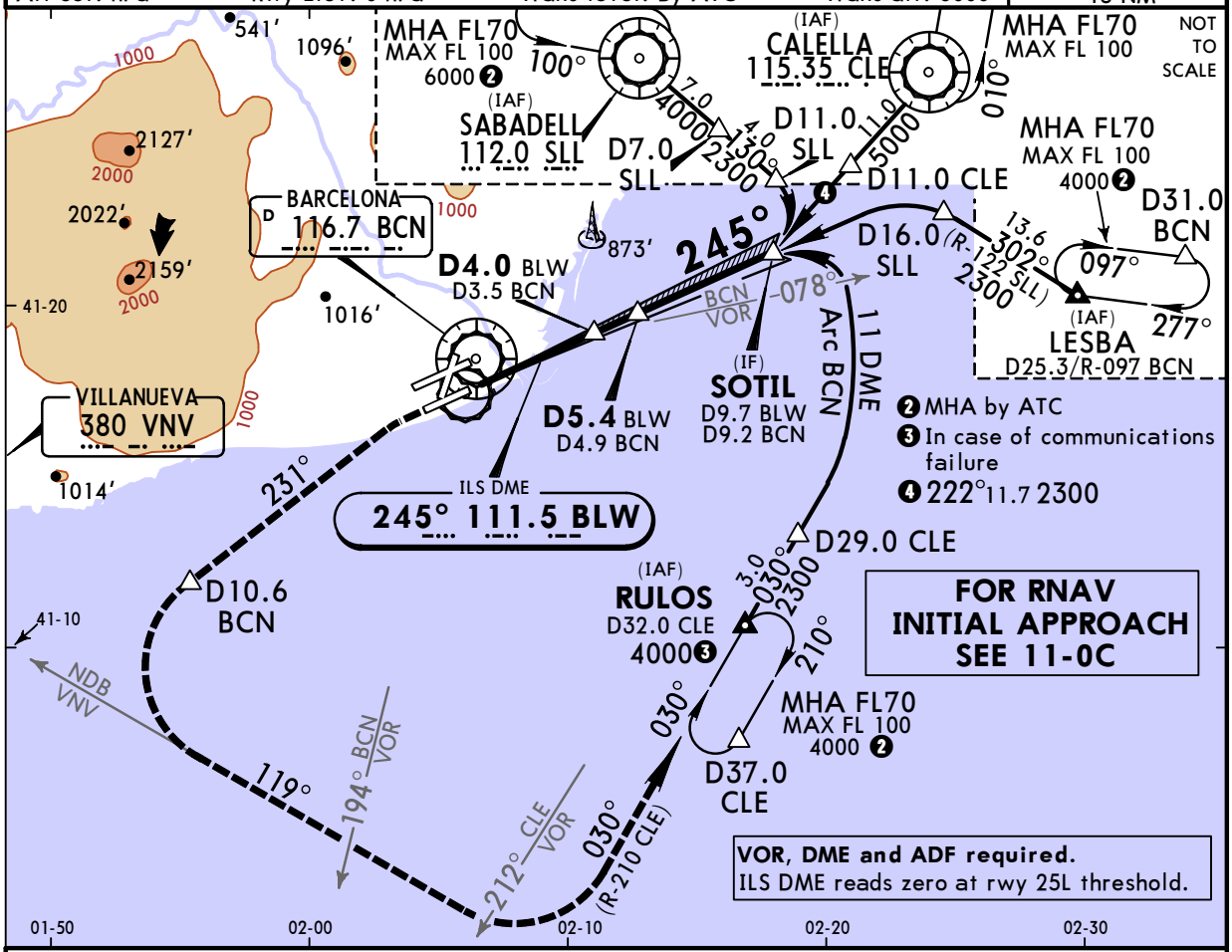
BRIEFING STRIP™

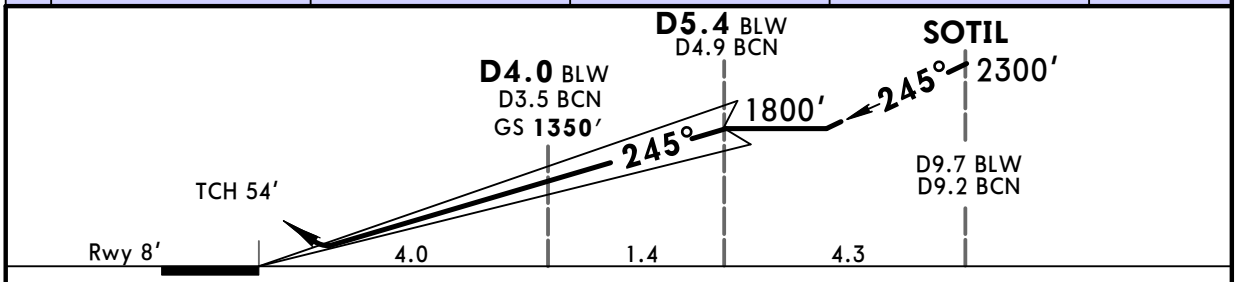
LOC BLW	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 14'
111.5	245°	D4.0 BLW 1350' (1342')		Rwy 8'

MISSED APCH: Climb to 500' then turn LEFT (MAX 185 KT) to follow R-231 BCN. At D10.6 BCN turn LEFT to intercept and follow 119° from VNV NDB. Maintain 1500' until crossing R-194 BCN, then climb to 3000 'and contact ATC.
MISSED APCH WITH LOST COMM: Climb to 500' then turn LEFT (MAX 185 KT) to follow R-231 BCN. At D10.6 BCN turn LEFT to intercept and follow 119° from VNV NDB. Maintain 1500' until crossing R-194 BCN. At R-212 CLE turn LEFT to intercept and follow R-210 CLE direct to RULOS climbing to 4000' and hold.

MSA BCN VOR
1 4700 within 15 NM

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000'





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

HIALS-II
PAPI
500' on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY **25L**

DA(H) ABC: **208'** (200') D: **210'** (202')

	FULL	ALS out
A	RVR 750m	RVR 1200m
B		
C		
D		

CIRCLE-TO-LAND
Not authorized
Northwest of airport

Max Kts	MDA(H)	VIS
100	580' (566')	1500m
135	700' (686')	1600m
180	1080' (1066')	2400m
205	1300' (1286')	3600m

CHANGES: Minimums.

© JEPPESEN, 2016, 2018. ALL RIGHTS RESERVED.

5.2.187 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

LEBL/BCN EL PRAT

JEPPESEN 24 AUG 18 (11-11AA)

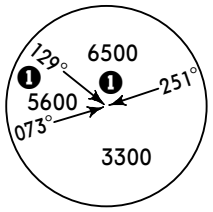
BARCELONA, SPAIN CAT II/III ILS Y Rwy 25L

BRIEFING STRIP ™

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) S	Tower (GND) C
118.650	119.1	118.1	121.7	122.225	121.650

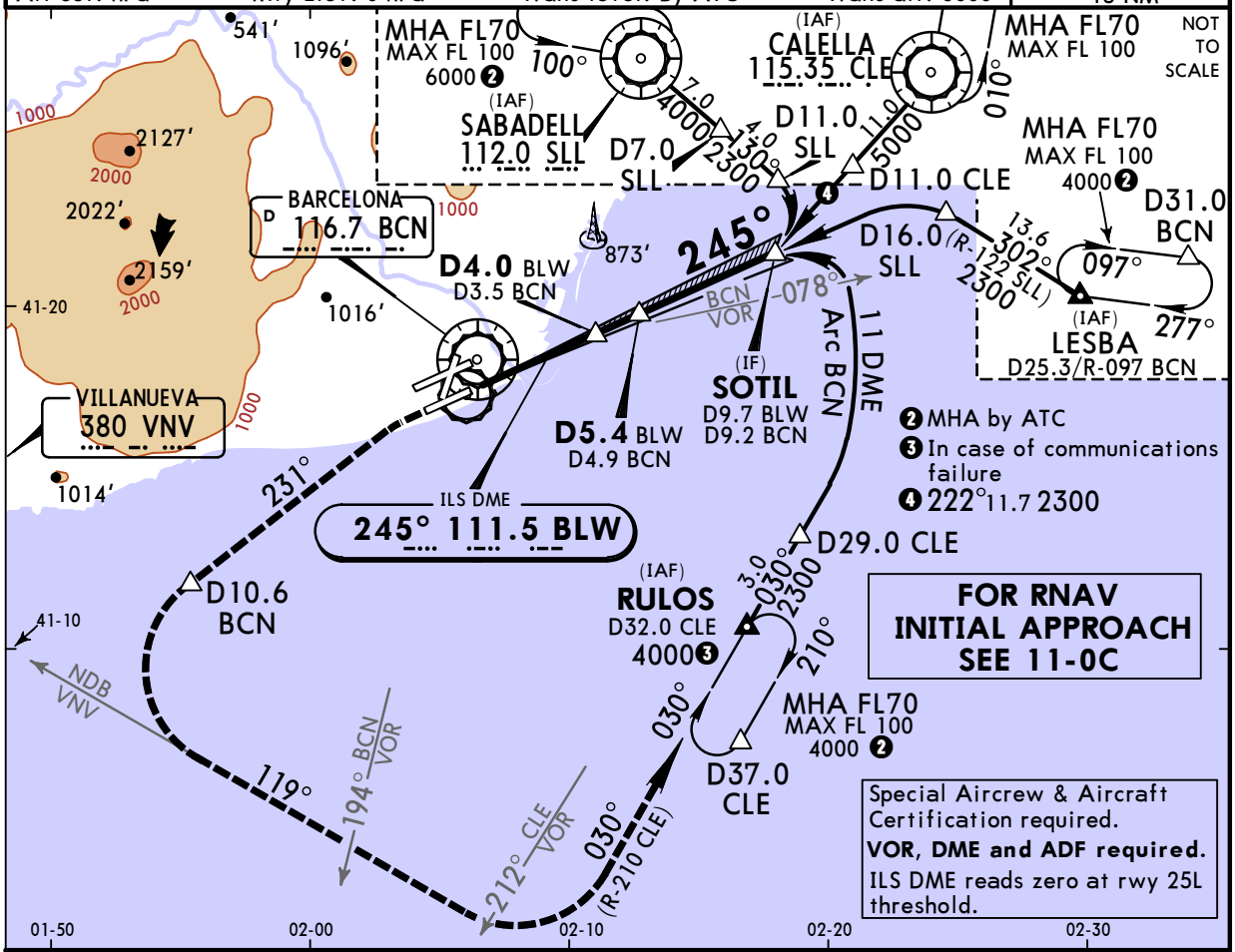
LOC BLW	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 14′
111.5	245°	D4.0 BLW 1350′ (1342′)		Rwy 8′

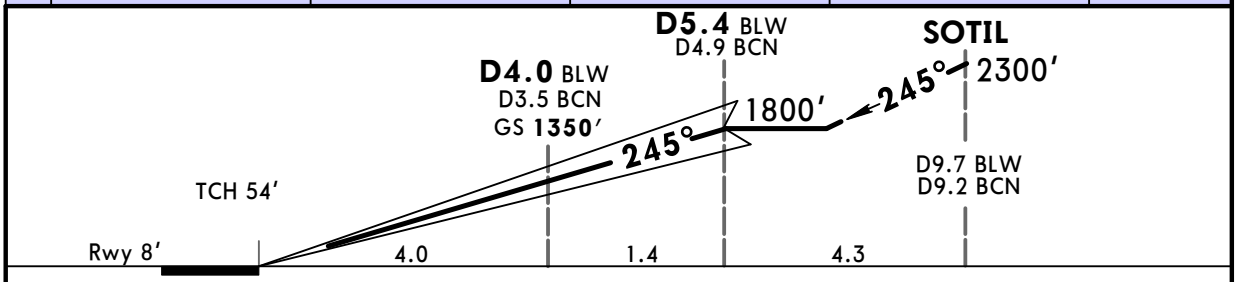
MISSED APCH: Climb to 500′ then turn LEFT (MAX 185 KT) to follow R-231 BCN. At D10.6 BCN turn LEFT to intercept and follow 119° from VNV NDB. Maintain 1500′ until crossing R-194 BCN, then climb to 3000 ′and contact ATC.
MISSED APCH WITH LOST COMM: Climb to 500′ then turn LEFT (MAX 185 KT) to follow R-231 BCN. At D10.6 BCN turn LEFT to intercept and follow 119° from VNV NDB. Maintain 1500′ until crossing R-194 BCN. At R-212 CLE turn LEFT to intercept and follow R-210 CLE direct to RULOS climbing to 4000′ and hold.



MSA BCN VOR
❶ 4700 within 15 NM

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′





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

HIALS-II
PAPI
500′ on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY 25L

CAT IIIA ILS ❶	CAT II ILS AB	CAT II ILS C	CAT II ILS D
DH 50′	RA 104′ DA(H) 108′ (100′)	RA 112′ DA(H) 116′ (108′)	RA 127′ DA(H) 131′ (123′)
RVR 200m	RVR 300m		RVR 400m

❶ CAT IIIB: Mim RVR 75m.

CHANGES: None.

© JEPPESEN, 2016, 2018. ALL RIGHTS RESERVED.

5.2.188 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

LEBL/BCN
EL PRAT

JEPPESEN 1 JUN 18 (11-12)

BARCELONA, SPAIN
LOC Rwy 25L

BRIEFING STRIP ™

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) S	Tower (GND) C
118.650	119.1	118.1	121.7	122.225	121.650

LOC BLW	Final Apch Crs	Minimum Alt D5.4 BLW	DA/MDA(H)	Apt Elev 14′
111.5	245°	1800′ (1786′)	530′ (516′)	

MISSED APCH: Climb direct to PRA VOR and follow R-237 PRA until D8.8 PRA. Turn LEFT to intercept and follow 119° from VNV NDB. Maintain 1500′ until crossing R-191 PRA, then climb to 3000′ and contact ATC.

MISSED APCH WITH LOST COMM: Climb direct to PRA VOR and follow R-237 PRA until D8.8 PRA. Turn LEFT to intercept and follow 119° from VNV NDB. Maintain 1500′ until crossing R-191 PRA. At R-212 CLE turn LEFT to intercept and follow R-210 CLE direct to RULOS climbing to 4000′ and hold.

MSA PRA VOR
❶ 4300 within 15 NM

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′

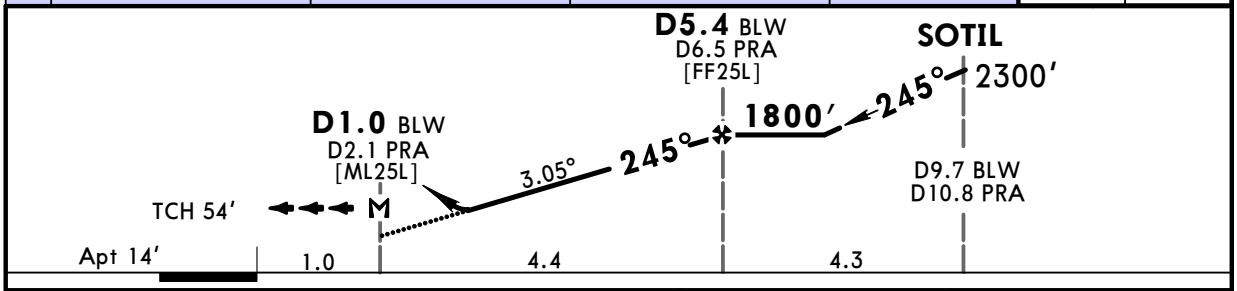
NOT TO SCALE

MHA FL70 MAX FL 100 6000 ❷
(IAF) SABADELL 112.0 SLL
(IAF) CALELLA 115.35 CLE
MHA FL70 MAX FL 100
D7.0 SLL
D11.0 SLL
D11.0 CLE
MHA FL70 MAX FL 100 4000 ❷
D32.0 PRA
(IAF) LESBA
D26.3/R-093 PRA
D16.0 SLL
BARCELONA D 116.7 BCN
EL PRAT D 114.3 PRA
VILLANUEVA 380 VNV
D5.4 BLW D6.5 PRA [FF25L]
(IF) SOTIL D9.7 BLW D10.8 PRA
12 DME Arc PRA
LOC DME 245° 111.5 BLW
D1.0 BLW D2.1 PRA [ML25L]
D8.8 PRA
(IAF) RULOS D32.0 CLE 4000 ❸
D29.0 CLE
MHA FL70 MAX FL 100 4000 ❷
D37.0 CLE
FOR RNAV INITIAL APPROACH SEE 11-0C

❷ MHA by ATC
❸ In case of communications failure
❹ 222°11.7 2300

VOR and DME required. LOC DME reads zero at rwy 25L threshold.

RECOMMENDED ALTITUDES	
BLW DME	ALTITUDE
5.0	1680′
4.0	1360′
3.0	1030′
2.0	710′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.05°	378	486	540	648	755	863
MAP at D1.0 BLW/D2.1 PRA							

HIALS-II
PAPI
PRA 114.3

PANS OPS

Standard STRAIGHT-IN LANDING RWY **25L**
CDFA
DA/MDA(H) **530′** (516′)

	ALS out		Max Kts	MDA(H)	VIS
A	RVR 1500m		100	580′ (566′)	1500m
B			135	700′ (686′)	1600m
C	RVR 1900m	RVR 2400m	180	1080′ (1066′)	2400m
D			205	1300′ (1286′)	3600m

CIRCLE-TO-LAND
Not authorized
Northwest of airport

CHANGES: Note added.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

5.2.189 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN
1 JUN 18 (11-13)

BARCELONA, SPAIN
ILS Z Rwy 25R

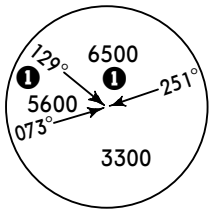
BRIEFING STRIP™

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) S	Tower (GND) C
118.650	119.1	118.1	121.7	122.225	121.650

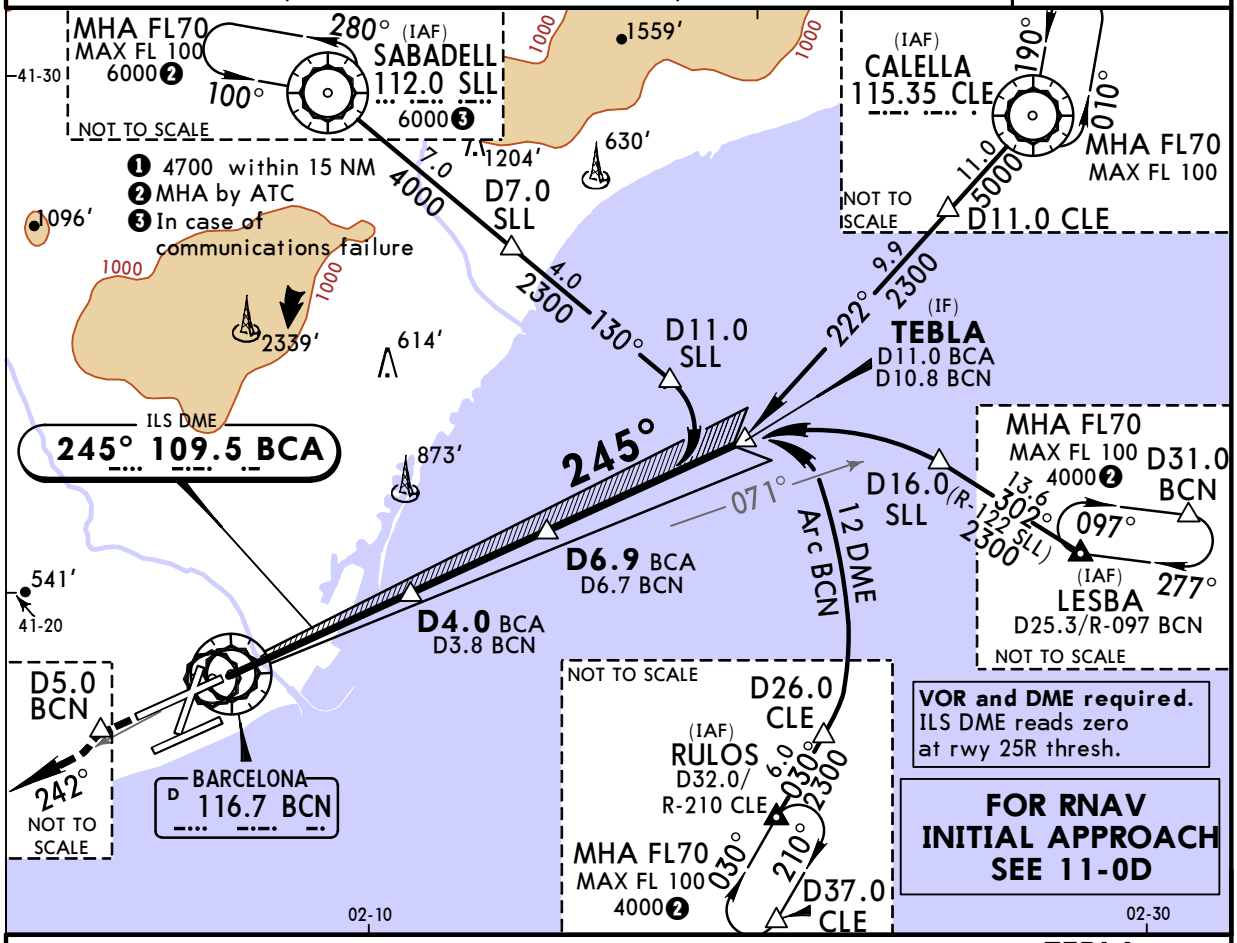
LOC BCA	Final Apch Crs	GS	DA(H) Refer to Minimums	Apt Elev 14'
109.5	245°	D4.0 BCA 1351' (1341')		Rwy 10'

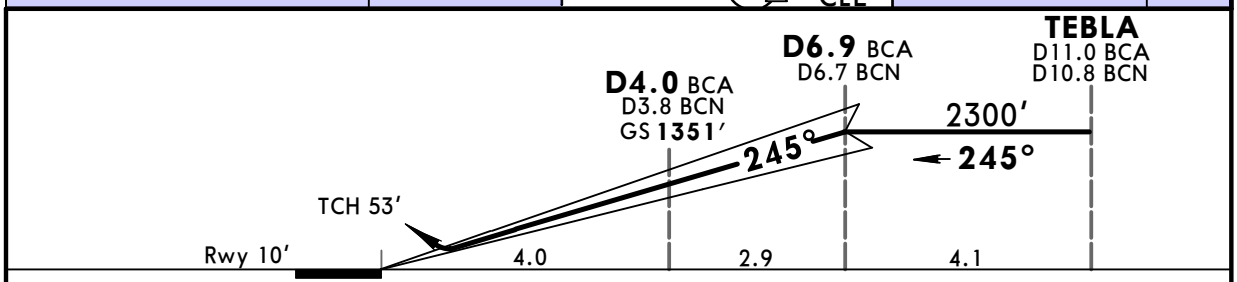
MISSED APCH: Climb on rwy heading to D5.0 BCN. Turn LEFT to intercept R-242 BCN and climb to 3000' and as directed.
MISSED APCH WITH LOST COMM: Climb on rwy heading to D5.0 BCN. Turn LEFT to intercept R-242 BCN and climb to 3500'. Turn RIGHT to SLL VOR climbing to 6000' and hold.

Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000'



MSA BCN VOR





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

HIALS-II
PAPI
D5.0 BCN on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY **25R**

DA(H) A: **215'** (205') C: **235'** (225')
B: **227'** (217') D: **246'** (236')

	FULL	TDZ or CL out	ALS out
A	RVR 550m	RVR 550m ❶	RVR 1200m
B			
C			
D			

❶ W/o HUD/AP/FD: RVR 750m

CIRCLE-TO-LAND
Not authorized Northwest of airport

Max Kts	MDA(H)	VIS
100	580' (566')	1500m
135	700' (686')	1600m
180	1080' (1066')	2400m
205	1300' (1286')	3600m

CHANGES: Note added.

© JEPPESEN, 2000, 2018. ALL RIGHTS RESERVED.

5.2.190 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN 1 JUN 18 (11-13AA)

BARCELONA, SPAIN
CAT II/III ILS Z Rwy 25R

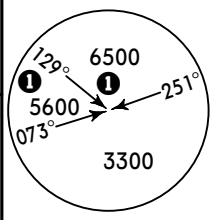
BRIEFING STRIP TM

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) S	Tower (GND) C
118.650	119.1	118.1	121.7	122.225	121.650

LOC BCA	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 14′
109.5	245°	D4.0 BCA 1351′ (1341′)	Refer to Minimums	Rwy 10′

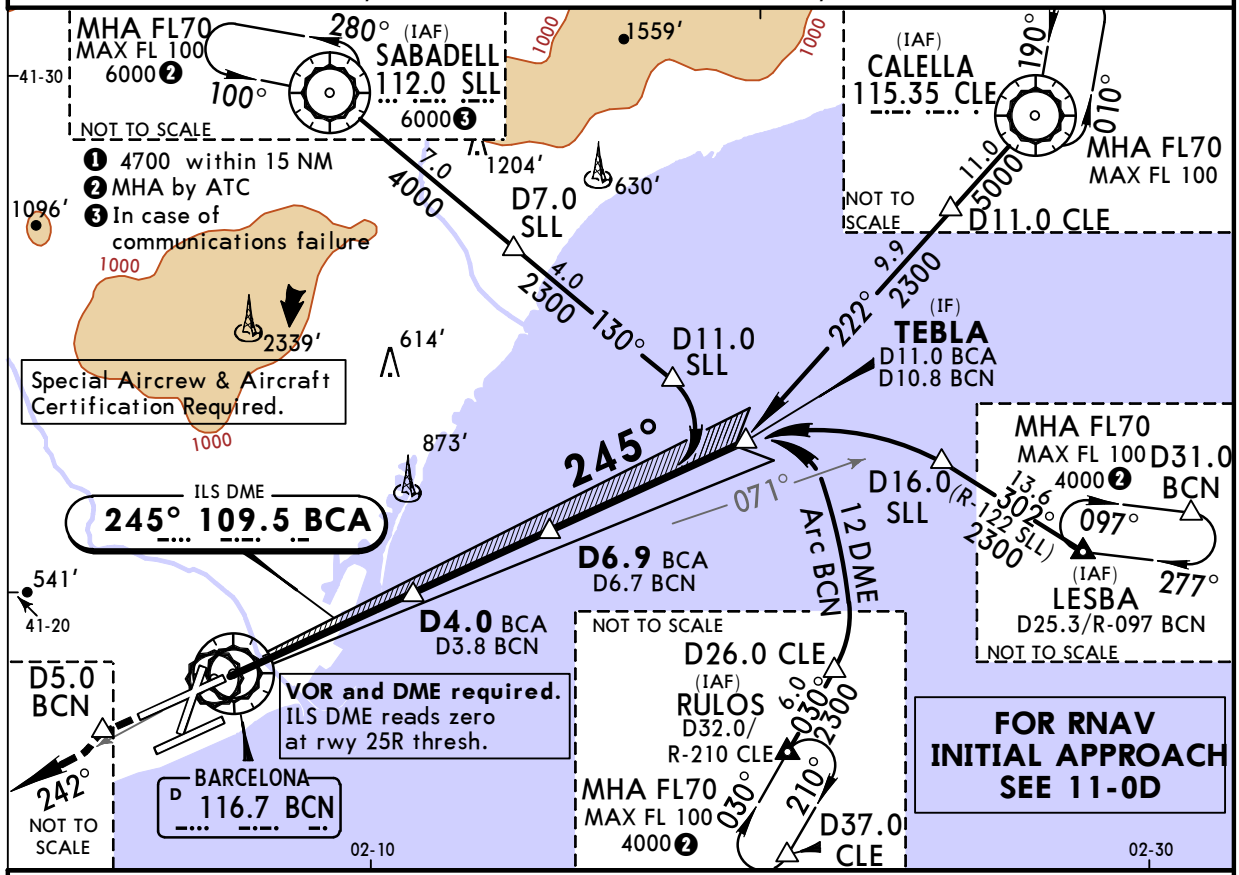
MISSED APCH: Climb on rwy heading to D5.0 BCN. Turn LEFT to intercept R-242 BCN and climb to 3000′ and as directed.

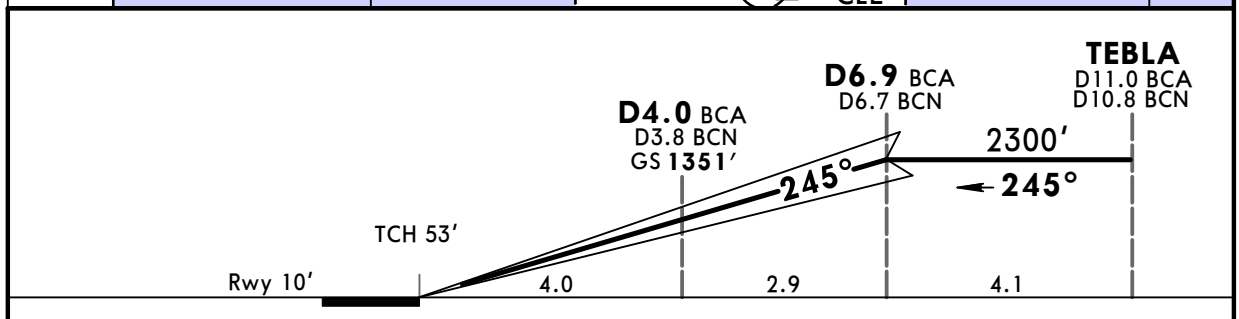
MISSED APCH WITH LOST COMM: Climb on rwy heading to D5.0 BCN. Turn LEFT to intercept R-242 BCN and climb to 3500′. Turn RIGHT to SLL VOR climbing to 6000′ and hold.



MSA BCN VOR

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′





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

HIALS-II
PAPI
D5.0 BCN on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY **25R**

CAT IIIA ILS ❶	CAT II ILS A	CAT II ILS B	CAT II ILS C	CAT II ILS D
DH 50′	RA 102′ DA(H) 110′ (100′)	RA 116′ DA(H) 124′ (114′)	RA 127′ DA(H) 135′ (125′)	RA 143′ DA(H) 150′ (140′)
RVR 200m	RVR 300m		RVR 400m	

❶ CAT IIIB: Mim RVR 75m.

CHANGES: Note added.

© JEPPESEN, 2001, 2018. ALL RIGHTS RESERVED.

5.2.191 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

LEBL/BCN EL PRAT

JEPPESEN 1 JUN 18 (11-14)

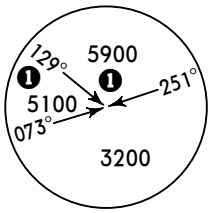
BARCELONA, SPAIN ILS Y Rwy 25R

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) S	Tower (GND) C
118.650	119.1	118.1	121.7	122.225	121.650

BRIEFING STRIP™

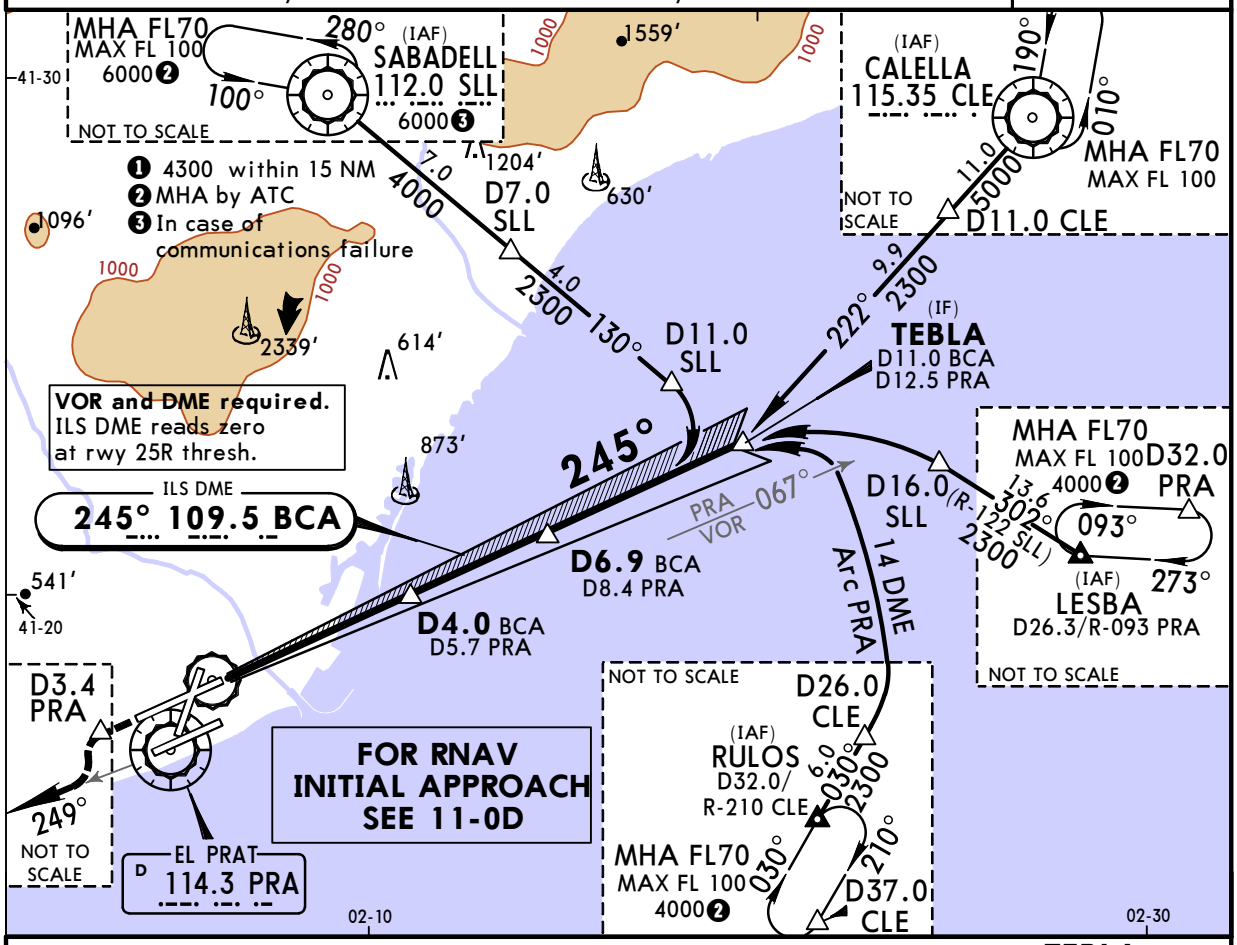
LOC BCA	Final Apch Crs	GS	DA(H) Refer to Minimums	Apt Elev 14' Rwy 10'
109.5	245°	D4.0 BCA 1351' (1341')		

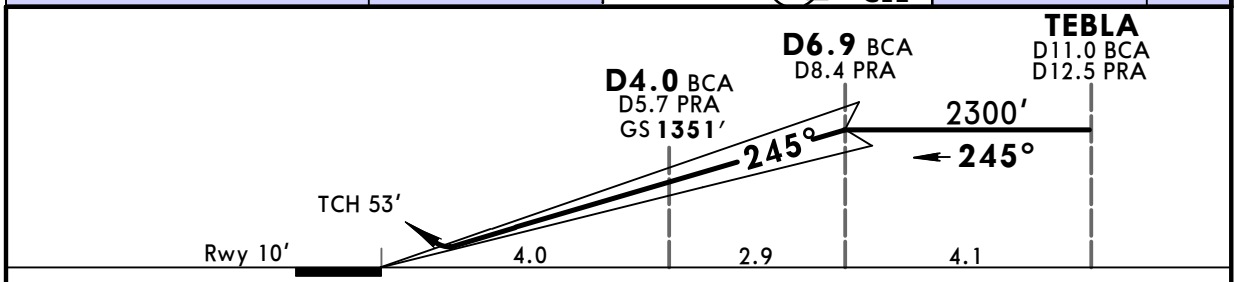
MISSED APCH: Climb on rwy heading to D3.4 PRA. Turn LEFT to intercept R-249 PRA and climb to 3000' and as directed.
MISSED APCH WITH LOST COMM: Climb on rwy heading to D3.4 PRA. Turn LEFT to intercept R-249 PRA and climb to 3500'. Turn RIGHT to SLL VOR climbing to 6000' and hold.



MSA PRA VOR

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000'





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

HIALS-II PAPI — D3.4 PRA on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY **25R**

DA(H) A: **215'** (205') C: **235'** (225')
B: **227'** (217') D: **246'** (236')

	FULL	TDZ or CL out	ALS out
A	RVR 550m	RVR 550m ❶	RVR 1200m
B			
C			
D			

CIRCLE-TO-LAND
Not authorized Northwest of airport

Max Kts	MDA(H)	VIS
100	580' (566')	1500m
135	700' (686')	1600m
180	1080' (1066')	2400m
205	1300' (1286')	3600m

❶ W/o HUD/AP/FD: RVR 750m

CHANGES: Note added.

© JEPPESEN, 2016, 2018. ALL RIGHTS RESERVED.

5.2.192 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

LEBL/BCN EL PRAT

JEPPESEN 1 JUN 18 (11-14AA)

BARCELONA, SPAIN CAT II/III ILS Y Rwy 25R

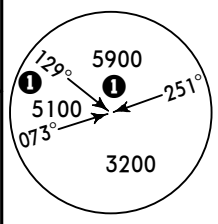
BRIEFING STRIP™

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) S	Tower (GND) C
118.650	119.1	118.1	121.7	122.225	121.650

LOC BCA	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 14′ / Rwy 10′
109.5	245°	D4.0 BCA 1351′ (1341′)	Refer to Minimums	

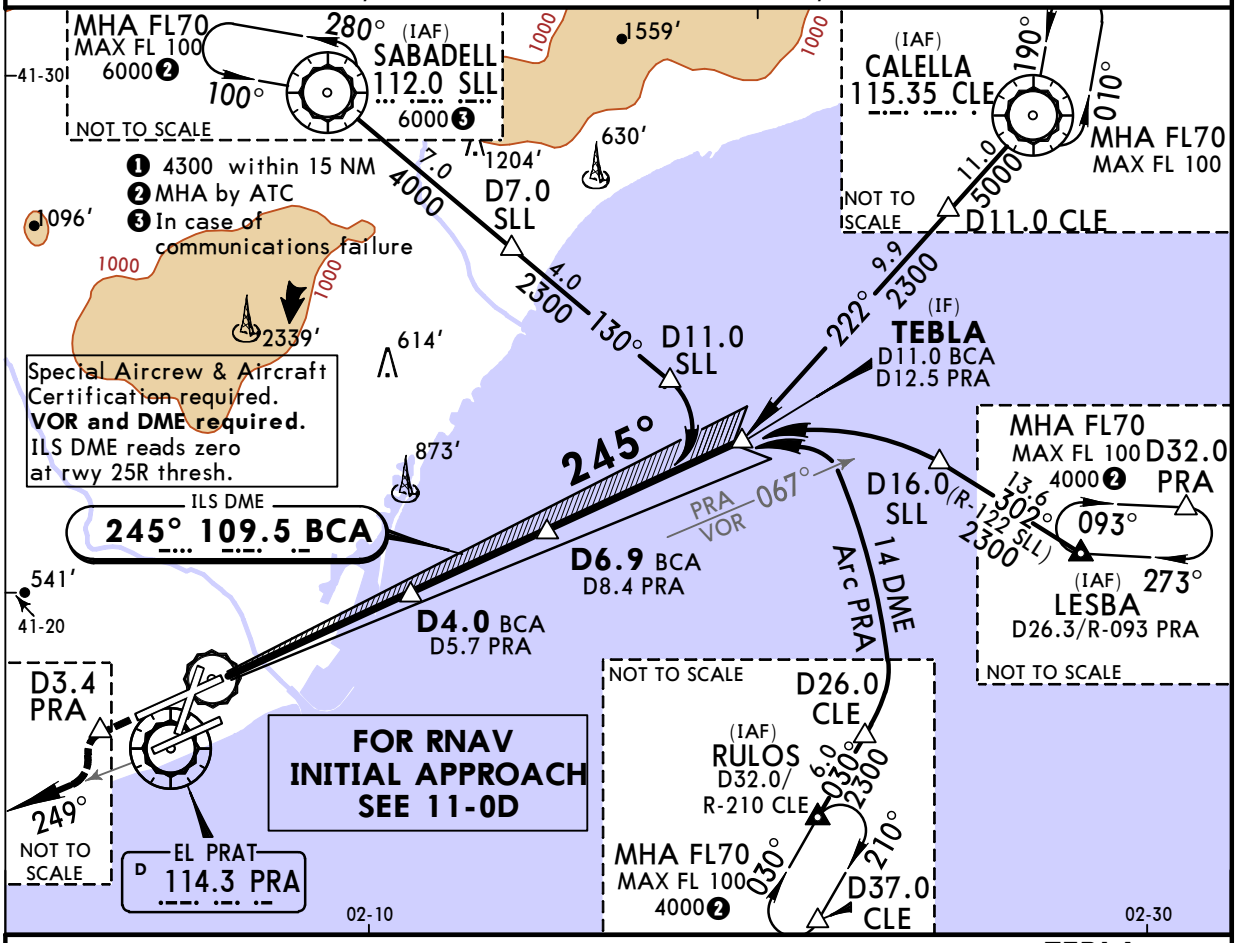
MISSED APCH: Climb on rwy heading to D3.4 PRA. Turn LEFT to intercept R-249 PRA and climb to 3000′ and as directed.

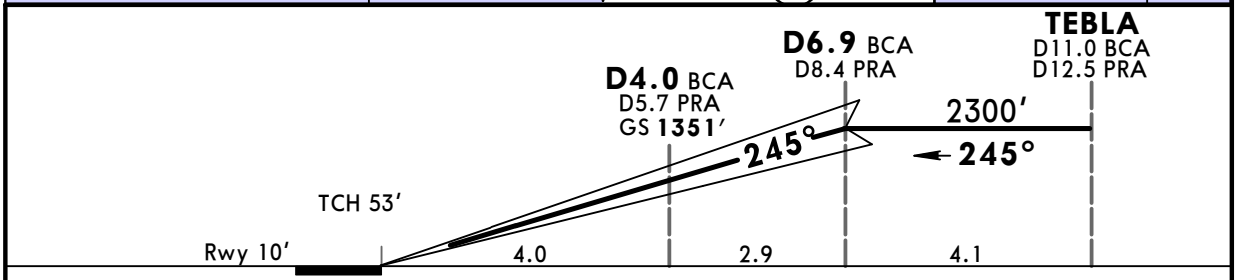
MISSED APCH WITH LOST COMM: Climb on rwy heading to D3.4 PRA. Turn LEFT to intercept R-249 PRA and climb to 3500′. Turn RIGHT to SLL VOR climbing to 6000′ and hold.



MSA PRA VOR

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′





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

HIALS-II PAPI D3.4 PRA on Rwy hdg

PANS OPS

Standard

STRAIGHT-IN LANDING RWY 25R

CAT IIIA ILS ❶	CAT II ILS A	CAT II ILS B	CAT II ILS C	CAT II ILS D
DH 50′	RA 102′ DA(H) 110′ (100′)	RA 116′ DA(H) 124′ (114′)	RA 127′ DA(H) 135′ (125′)	RA 143′ DA(H) 150′ (140′)
RVR 200m	RVR 300m		RVR 400m	

❶ CAT IIIB: Mim RVR 75m.

CHANGES: Note added.

© JEPPESEN, 2016, 2018. ALL RIGHTS RESERVED.

5.2.193 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

LEBL/BCN
EL PRAT

JEPPESEN
1 JUN 18 (11-15)

BARCELONA, SPAIN
LOC Rwy 25R

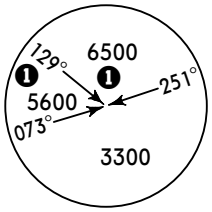
D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) S	Tower (GND) C
118.650	119.1	118.1	121.7	122.225	121.650

BRIEFING STRIP ™

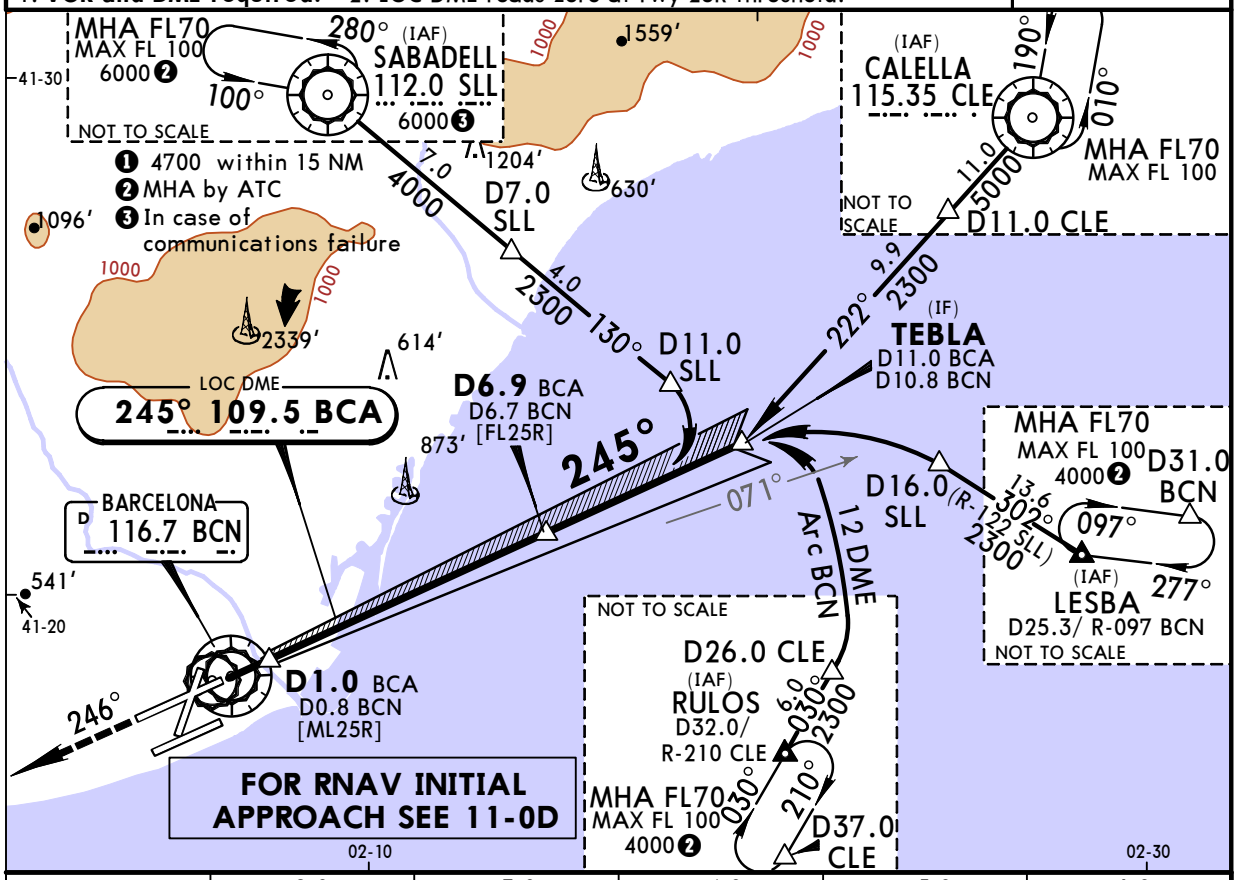
LOC BCA	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 14'
109.5	245°	D6.9 BCA 2300' (2286')	530' (516')	

MISSED APCH: Climb on R-246 BCN to 3000' and as directed.
MISSED APCH WITH LOST COMM: Climb on R-246 to 3500'. Turn RIGHT to SLL VOR climbing to 6000' and hold.

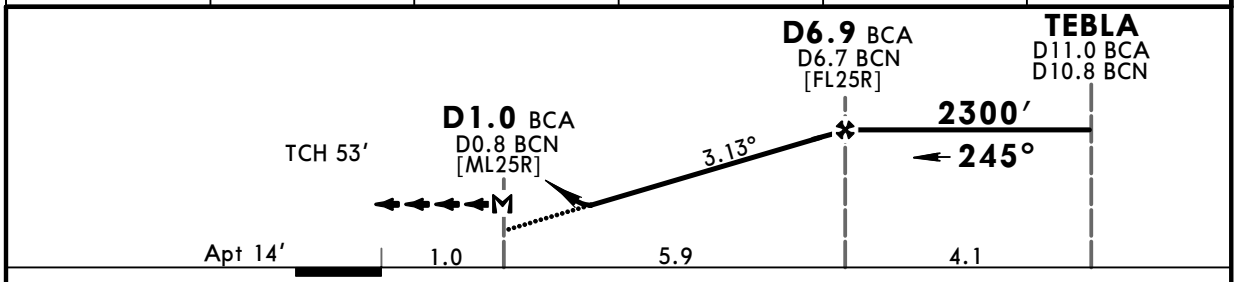
Alt Set: hPa Apt Elev: 1 hPa Trans level: By ATC Trans alt: 6000'
1. **VOR and DME required.** 2. LOC DME reads zero at rwy 25R threshold.



MSA BCN VOR



BCA DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	730'	1060'	1390'	1730'	2060'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.13°	388	498	554	665	775	886
MAP at D1.0 BCA/D0.8 BCN							

HIALS-II
PAPI

3000' on BCN 116.7 R-246

PANS OPS

Standard STRAIGHT-IN LANDING RWY **25R**

CDFA

DA/MDA(H) **530'** (516')

ALS out

A	RVR 1500m	
B		
C	RVR 1600m	RVR 2400m
D		

CIRCLE-TO-LAND
Not authorized
Northwest of airport

Max Kts	MDA(H)	VIS
100	580' (566')	1500m
135	700' (686')	1600m
180	1080' (1066')	2400m
205	1300' (1286')	3600m

CHANGES: Note added.

© JEPPESEN, 2012, 2018. ALL RIGHTS RESERVED.

5.2.194 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

LEBL/BCN
EL PRAT

JEPPESEN 18 MAY 18 (13-1) Eff 24 May

BARCELONA, SPAIN
VOR Rwy 02

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) S	Tower (GND) C
118.650	119.1	118.1	121.7	122.225	121.650

BRIEFING STRIP™

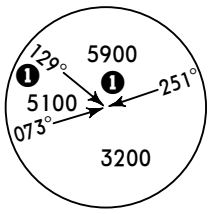
VOR PRA	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev
114.3	018°	D5.0 PRA 1800′ (1786′)	500′ (486′)	14′

MISSED APCH: Immediately turn RIGHT (MAX 185 KT) to intercept R-054 PRA climbing to 3000′ and as directed.

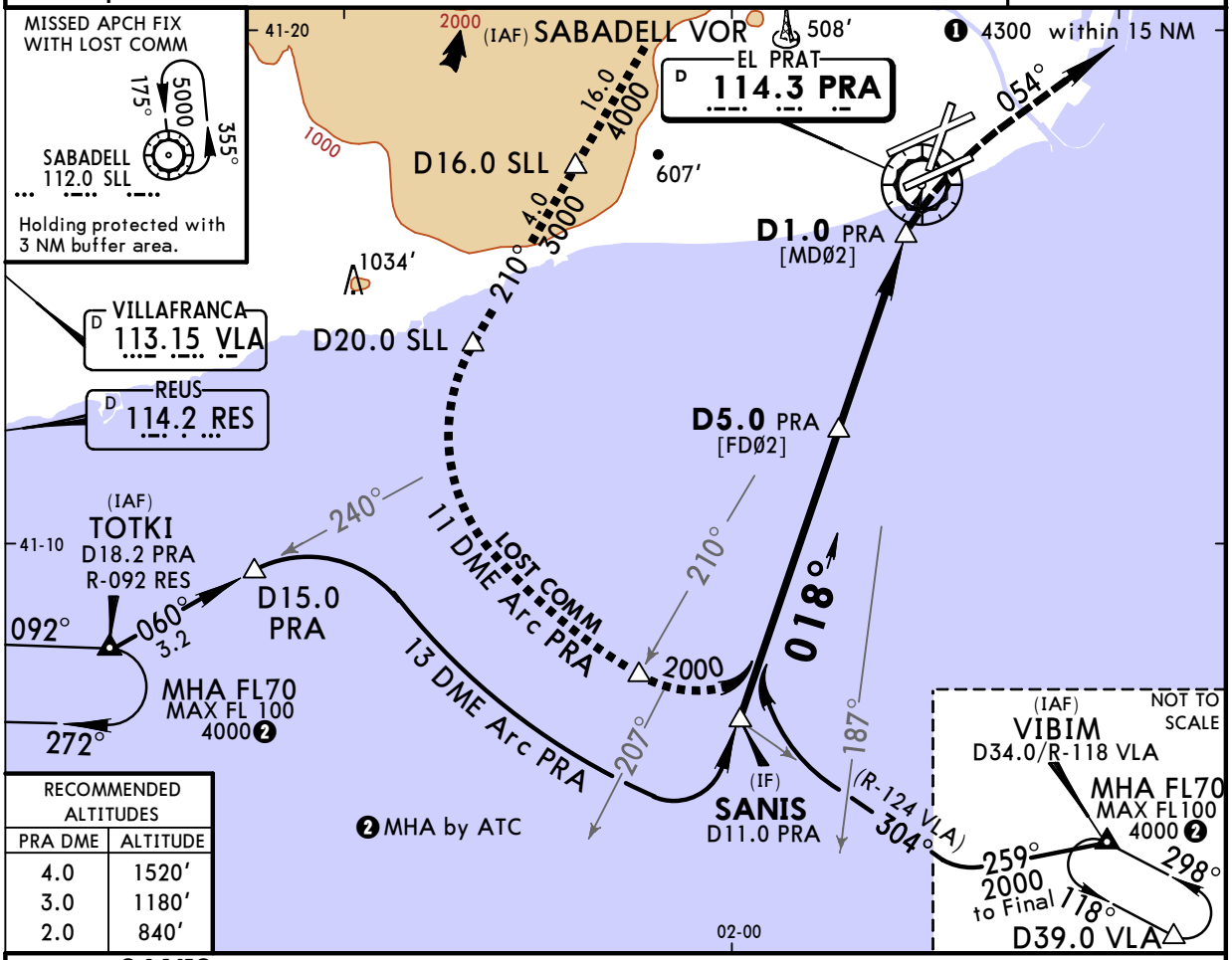
MISSED APCH WITH LOST COMM: Immediately turn RIGHT (MAX 185 KT) to intercept R-054 PRA climbing to 4000′. Climbing turn LEFT to SLL VOR to 5000′ and hold.

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′

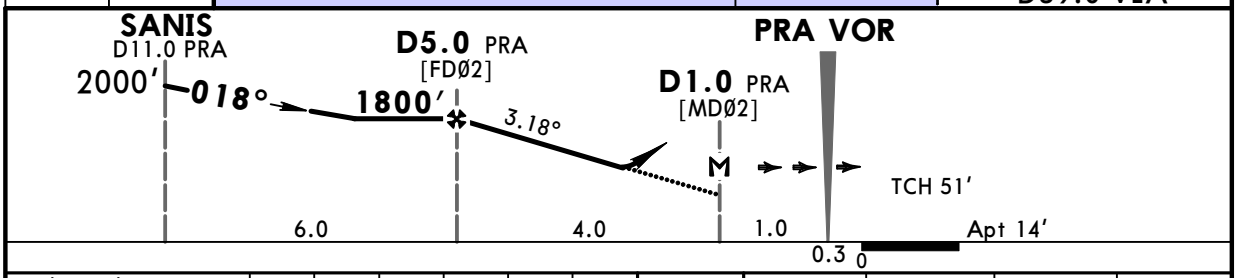
DME required.



MSA PRA VOR



RECOMMENDED ALTITUDES	
PRA DME	ALTITUDE
4.0	1520′
3.0	1180′
2.0	840′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.18°	394	506	563	675	788	900
MAP at D1.0 PRA						

HIALS | PAPI PAPI | 3000′ RT | 185 KT MAX | PRA 114.3 R-054

PANS OPS

Standard STRAIGHT-IN LANDING RWY **02**

CDFA

DA/MDA(H) **500′** (486′)

	ALS out	ALS out
A	RVR 1500m	
B		
C	RVR 1500m	RVR 2300m
D		

CIRCLE-TO-LAND

Not authorized Northwest of airport

Max Kts	MDA(H)	VIS
100	580′ (566′)	1500m
135	700′ (686′)	1600m
180	1080′ (1066′)	2400m
205	1300′ (1286′)	3600m

CHANGES: Procedure.

© JEPPESEN, 2000, 2018. ALL RIGHTS RESERVED.

5.2.195 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

LEBL/BCN
EL PRAT

JEPPESEN
18 MAY 18 (13-2) Eff 24 May

BARCELONA, SPAIN
VOR Rwy 07L

BRIEFING STRIP ™

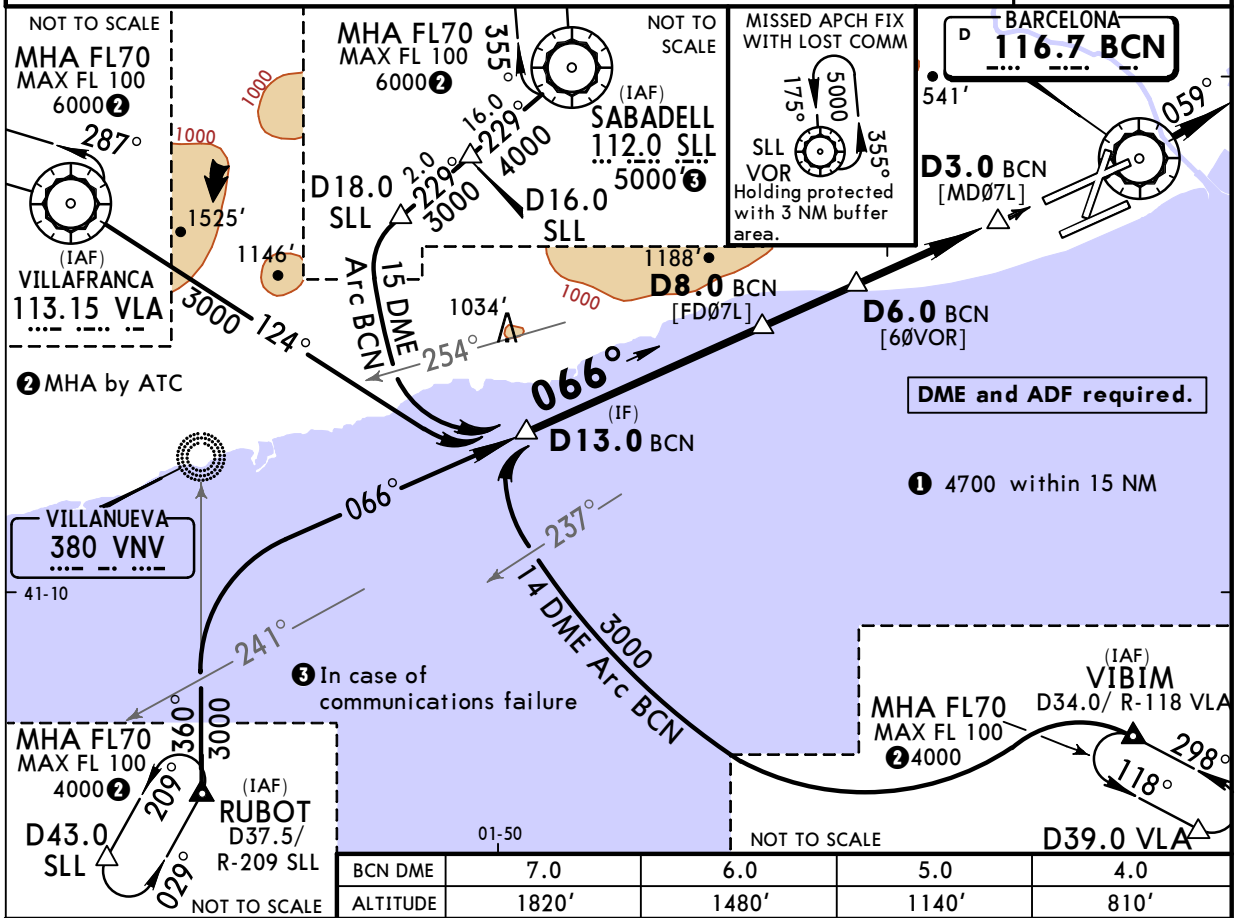
D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) S	Tower (GND) C
118.650	119.1	118.1	121.7	122.225	121.650

VOR BCN	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev
116.7	066°	D8.0 BCN 2100′ (2086′)	480′ (466′)	14′

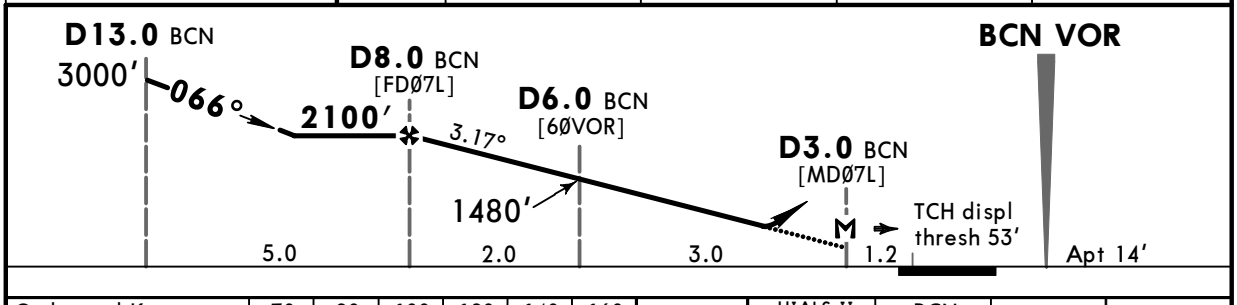
MISSED APCH: Climb STRAIGHT AHEAD to BCN VOR and follow R-059 BCN to 3000′ and as directed.
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to BCN VOR and follow R-059 BCN to 4000′. Turn LEFT to SLL VOR climbing to 5000′ and hold.

MSA BCN VOR

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′



BCN DME	7.0	6.0	5.0	4.0
ALTITUDE	1820′	1480′	1140′	810′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.17°	393	505	561	673	785	897
MAP at D3.0 BCN						

HIALS-II PAPI PAPI | BCN 116.7 | 3000′ | BCN 116.7 on R-059

PANS OPS

Standard STRAIGHT-IN LANDING RWY **07L**

CDFA
DA/MDA(H) **480′** (466′)

	ALS out
A	RVR 1500m
B	
C	RVR 1500m
D	RVR 2200m

CIRCLE-TO-LAND

Not authorized
Northwest of airport

Max Kts	MDA(H)	VIS
100	580′ (566′)	1500m
135	700′ (686′)	1600m
180	1080′ (1066′)	2400m
205	1300′ (1286′)	3600m

CHANGES: None.

© JEPPESEN, 2000, 2018. ALL RIGHTS RESERVED.

5.2.196 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

LEBL/BCN
EL PRAT

JEPPESEN
19 JAN 18 (13-3) Eff 1 Feb

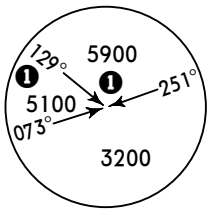
BARCELONA, SPAIN
VOR Rwy 07R

BRIEFING STRIP™

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) S	Tower (GND) C
118.650	119.1	118.1	121.7	122.225	121.650

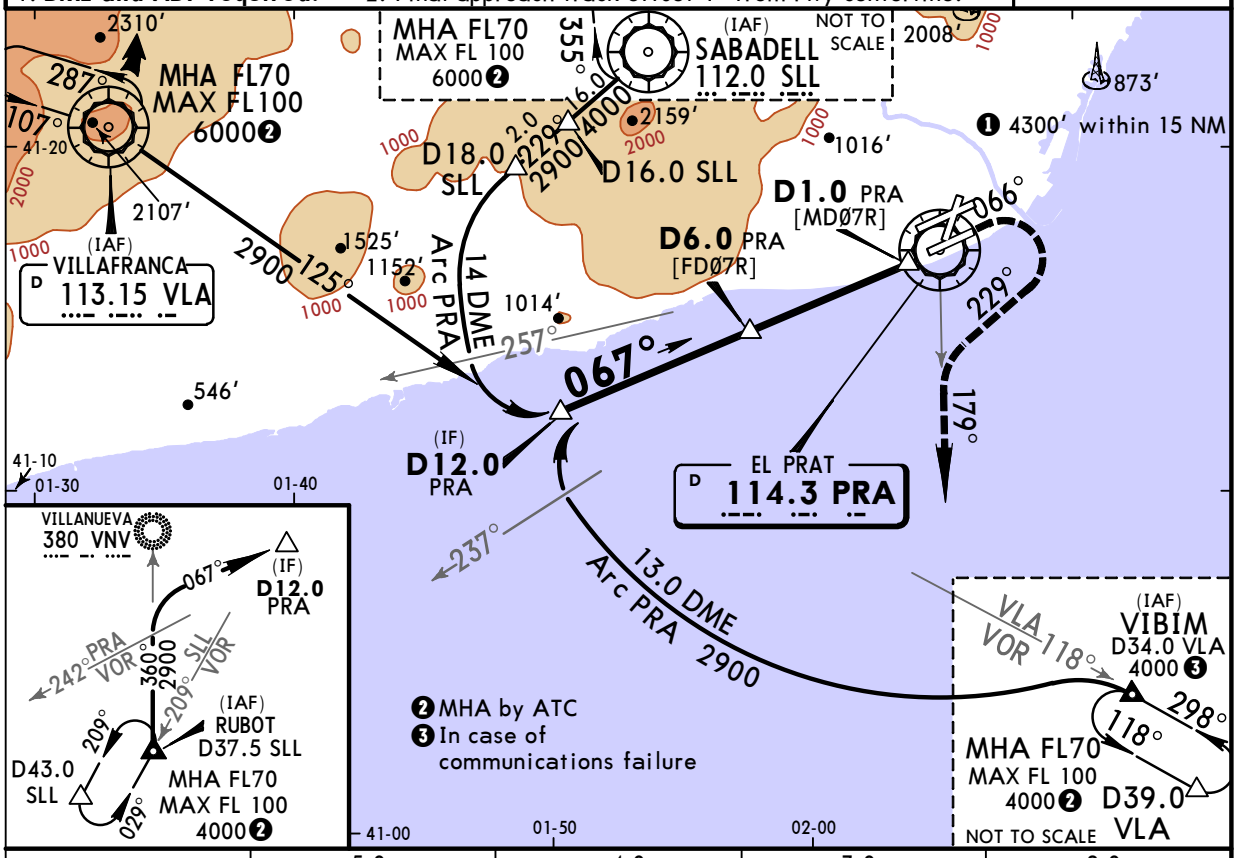
VOR PRA	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev
114.3	067°	D6.0 PRA 1900′ (1886′)	440′ (426′)	14′

MISSED APCH: Climb on 066° to 500′. Turn RIGHT (MAX 185 KT) onto 229° to intercept R-179 PRA climbing to 3000′ and as directed.
MISSED APCH WITH LOST COMM: Climb on 066° to 500′. Turn RIGHT (MAX 185 KT) onto 229° to intercept R-179 PRA and follow R-124 VLA to D39.0 VLA climbing to 4000′ and hold at VIBIM.

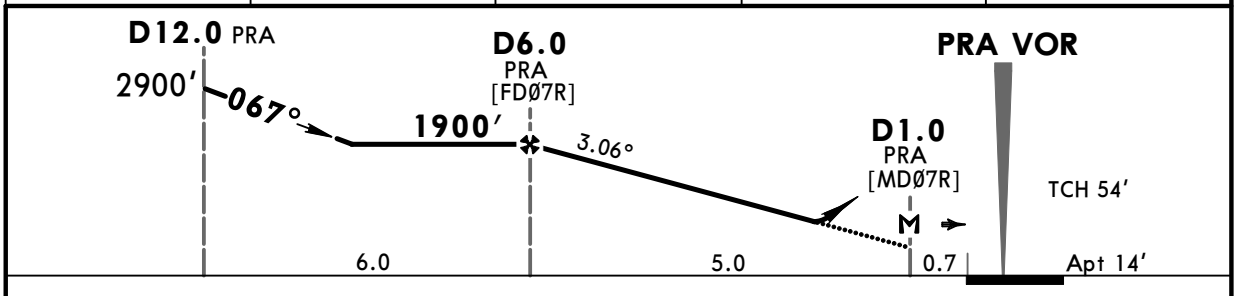


MSA PRA VOR

Alt Set: hPa Apt Elev: 1 hPa Trans level: By ATC Trans alt: 6000′
1. **DME and ADF required.** 2. Final approach track offset 1° from rwy centerline.



PRA DME	5.0	4.0	3.0	2.0
ALTITUDE	1580′	1260′	930′	610′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.06°	379	487	541	650	758	866
MAP at D1.0 PRA							

HIALS-II PAPI 500′ on 066°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **07R**

CDFA
DA/MDA(H) **440′** (426′)

	ALS out	RVR 1300m
A	RVR 1500m	
B		
C	RVR 2000m	
D		

CIRCLE-TO-LAND

Not authorized
Northwest of airport

Max Kts	MDA(H)	VIS
100	580′ (566′)	1500m
135	700′ (686′)	1600m
180	1080′ (1066′)	2400m
205	1300′ (1286′)	3600m

CHANGES: MSA.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

5.2.197 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

LEBL/BCN
EL PRAT

JEPPESEN 19 JAN 18 (13-4) Eff 1 Feb

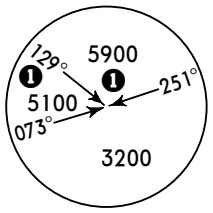
BARCELONA, SPAIN
VOR Z Rwy 25L

BRIEFING STRIP ™

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) S	Tower (GND) C
118.650	119.1	118.1	121.7	122.225	121.650

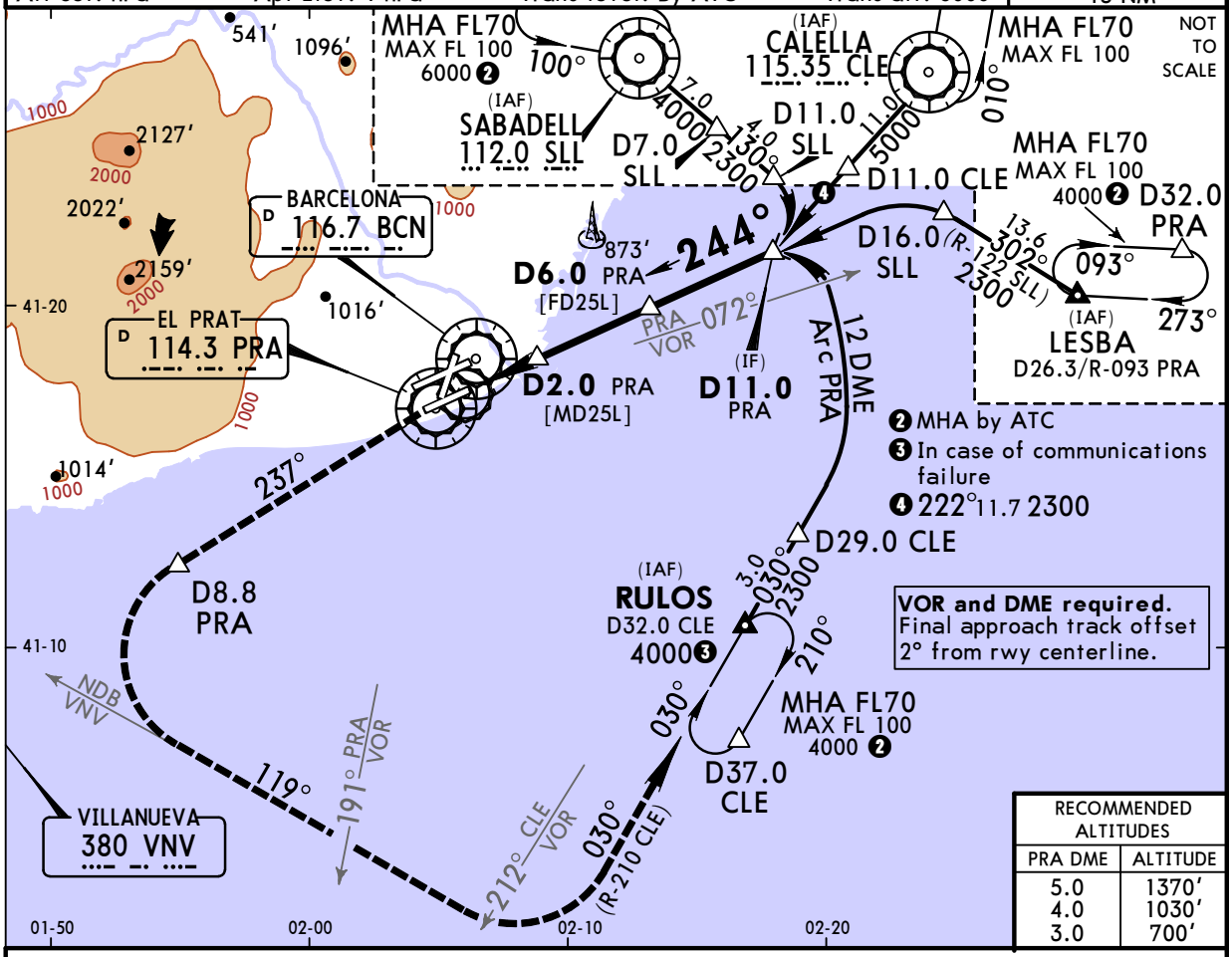
VOR PRA	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev
114.3	244°	D6.0 PRA 1700′ (1686′)	530′ (516′)	14′

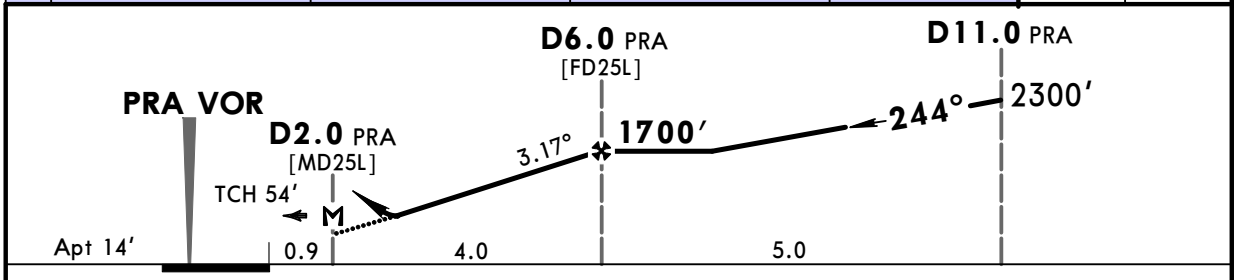
MISSED APCH: Climb direct to PRA VOR and follow R-237 PRA until D8.8 PRA. Turn LEFT to intercept and follow 119° from VNV NDB. Maintain 1500′ until crossing R-191 PRA, then climb to 3000′ and contact ATC.
MISSED APCH WITH LOST COMM: Climb direct to PRA VOR and follow R-237 PRA until D8.8 PRA. Turn LEFT to intercept and follow 119° from VNV NDB. Maintain 1500′ until crossing R-191 PRA. At R-212 CLE turn LEFT to intercept and follow R-210 CLE direct to RULOS climbing to 4000′ and hold.



MSA PRA VOR
❶ 4300 within 15 NM

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.17°	393	505	561	673	785	897
MAP at D2.0 PRA						

HIALS-II PAPI PRA 114.3

PANS OPS

Standard STRAIGHT-IN LANDING RWY **25L**
CDFA
DA/MDA(H) **530′** (516′)

	ALS out		Max Kts	MDA(H)	VIS
A	RVR 1500m		100	580′ (566′)	1500m
B			135	700′ (686′)	1600m
C	RVR 1900m	RVR 2400m	180	1080′ (1066′)	2400m
D			205	1300′ (1286′)	3600m

CIRCLE-TO-LAND
Not authorized
Northwest of airport

CHANGES: MSA.

© JEPPESEN, 2016, 2018. ALL RIGHTS RESERVED.

5.2.198 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

LEBL/BCN
EL PRAT

JEPPESEN 19 JAN 18 (13-5) Eff 1 Feb

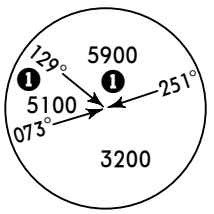
BARCELONA, SPAIN
VOR Y Rwy 25L

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) S	Tower (GND) C
118.650	119.1	118.1	121.7	122.225	121.650

BRIEFING STRIP™

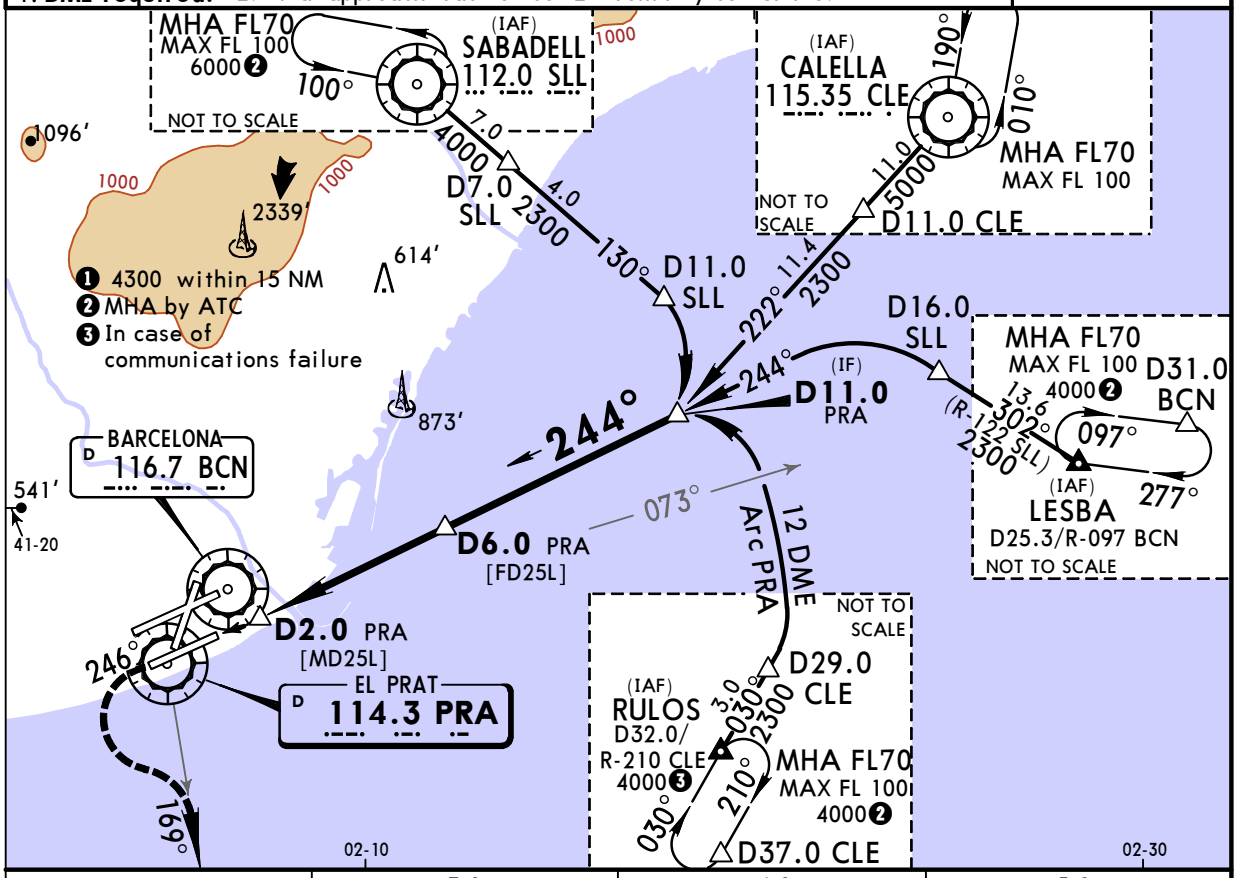
VOR PRA	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev
114.3	244°	D6.0 PRA 1700′ (1686′)	530′ (516′)	14′

MISSED APCH: Climb on 246° to 600′. Turn LEFT (MAX 185 KT) to follow R-169 PRA climbing to 3000′ and as directed.
MISSED APCH WITH LOST COMM: Climb on 246° to 600′. Turn LEFT (MAX 185 KT) to follow R-169 PRA to D14.0 PRA. Turn LEFT to intercept R-210 CLE to RULOS climbing to 4000′ and hold.

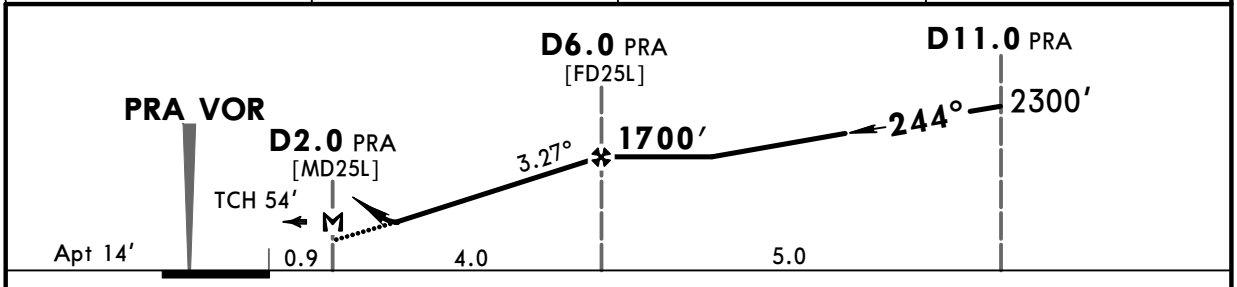


MSA PRA VOR

Alt Set: hPa Apt Elev: 1 hPa Trans level: By ATC Trans alt: 6000′
1. **DME required.** 2. Final approach track offset 2° from rwy centerline.



PRA DME	3.0	4.0	5.0
ALTITUDE	710′	1060′	1410′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.27°	405	521	579	694	810	926
MAP at D2.0 PRA							

HIALS-II
PAPI
600′ on 246°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **25L**

CDFA
DA/MDA(H) **530′** (516′)

	ALS out	
A	RVR 1500m	
B		
C	RVR 1900m	RVR 2400m
D		

CIRCLE-TO-LAND
Not authorized
Northwest of airport

Max Kts	MDA(H)	VIS
100	580′ (566′)	1500m
135	700′ (686′)	1600m
180	1080′ (1066′)	2400m
205	1300′ (1286′)	3600m

CHANGES: MSA.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

5.2.199 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

LEBL/BCN
EL PRAT

JEPPESEN
19 JAN 18 (13-6) Eff 1 Feb

BARCELONA, SPAIN
VOR Rwy 25R

BRIEFING STRIP ™

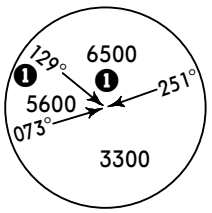
D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) S	Tower (GND) C
118.650	119.1	118.1	121.7	122.225	121.650

VOR BCN	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 14′
116.7	246°	D5.0 BCN 1800′ (1786′)	540′ (526′)	

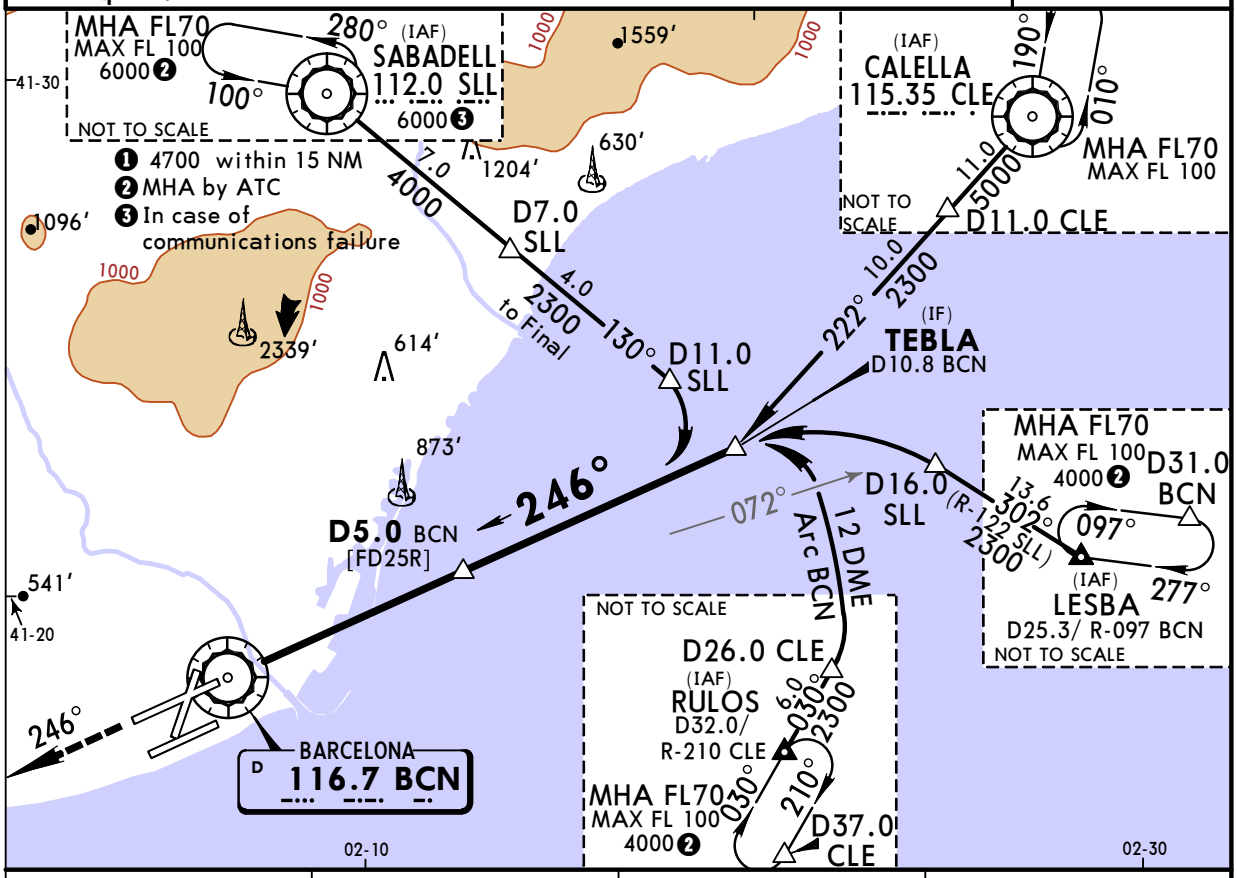
MISSED APCH: Climb on R-246 BCN to 3000′ and as directed.

MISSED APCH WITH LOST COMM: Climb on R-246 to 3500′. Turn RIGHT to SLL VOR climbing to 6000′ and hold.

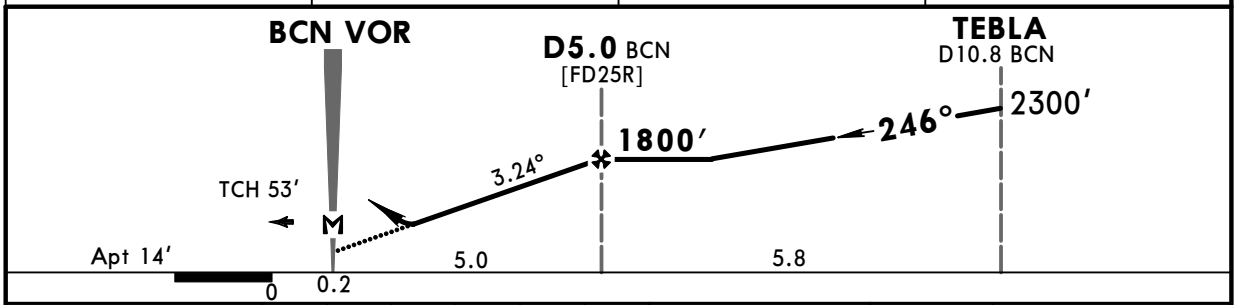
Alt Set: hPa Apt Elev: 1 hPa Trans level: By ATC Trans alt: 6000′
DME required.



MSA BCN VOR



BCN DME	2.0	3.0	4.0
ALTITUDE	820′	1170′	1510′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.24°	401	516	573	688	803	917
MAP at BCN VOR							

HIALS-II
PAPI

3000′ on BCN 116.7 R-246

PANS OPS

Standard STRAIGHT-IN LANDING RWY **25R**

CDFA
DA/MDA(H) **540′** (526′)

	ALS out	ALS out
A	RVR 1500m	
B		
C	RVR 1700m	RVR 2400m
D		

CIRCLE-TO-LAND

Not authorized
Northwest of airport

Max Kts	MDA(H)	VIS
100	580′ (566′)	1500m
135	700′ (686′)	1600m
180	1080′ (1066′)	2400m
205	1300′ (1286′)	3600m

CHANGES: MSA.

© JEPPESEN, 2000, 2018. ALL RIGHTS RESERVED.

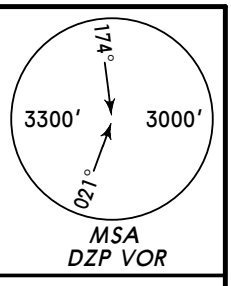
6.1.1 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FMCZ/DZA
PAMANDZI

JEPPESEN
12 DEC 14 (10-2)

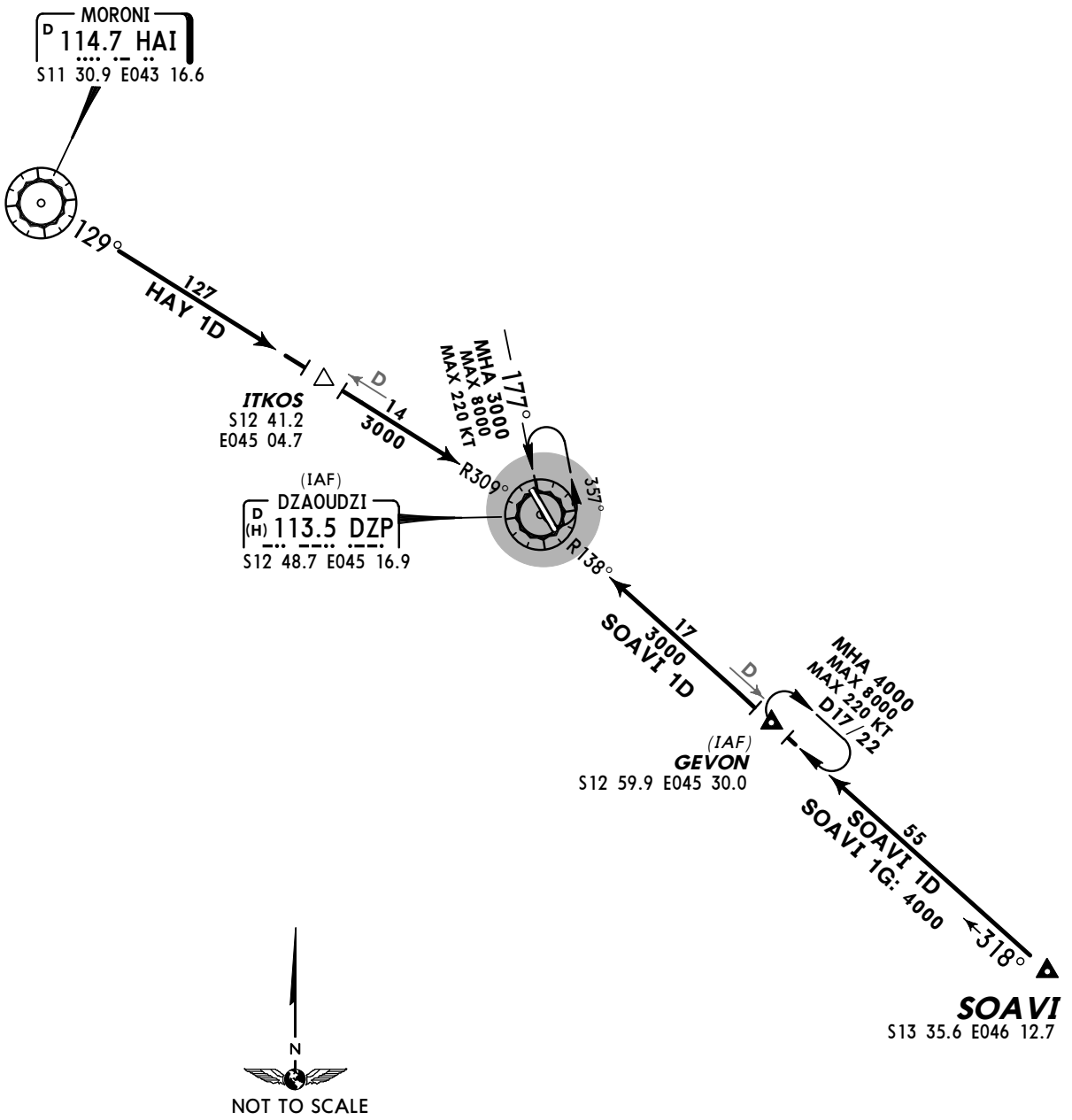
DZAOUDZI, MAYOTTE
STAR

*ATIS	Apt Elev	Alt Set: hPa	Trans level: By ATC	Trans alt: 4000′
127.0	23′			



HAY 1D
SOAVI 1D *[SOAV1D]*
SOAVI 1G *[SOAV1G]*
RWY 34 ARRIVALS

CAT A, B & C



CHANGES: Restrictions revised; holding over DZP added.

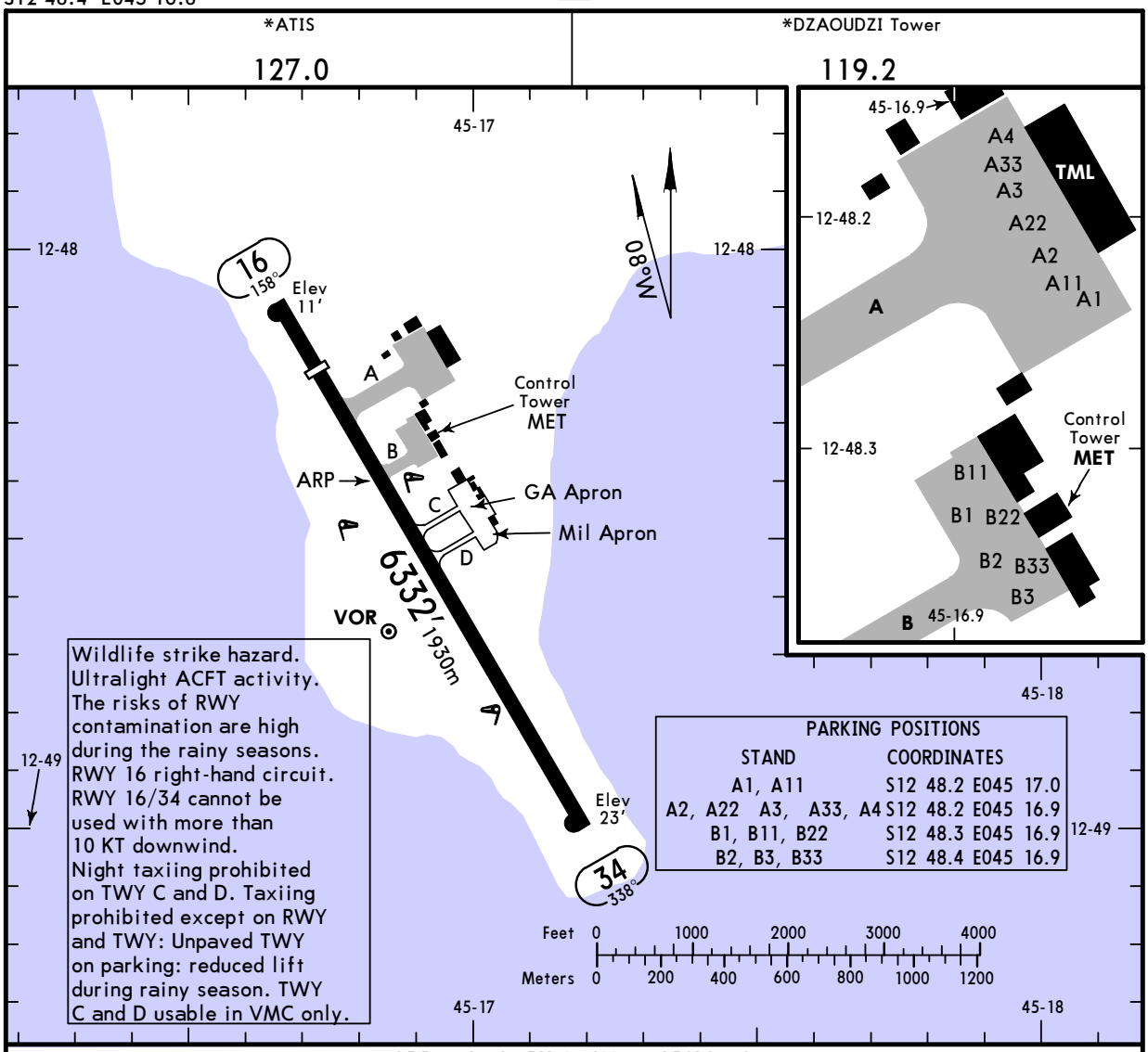
© JEPPESEN , 2006, 2014. ALL RIGHTS RESERVED.

FMCZ/DZA

Apt Elev 23′
S12 48.4 E045 16.8

JEPPESEN
31 AUG 18 (10-9) Eff 13 Sep

DZAOUDZI, MAYOTTE
PAMANDZI



PARKING POSITIONS

STAND	COORDINATES
A1, A11	S12 48.2 E045 17.0
A2, A22 A3, A33, A4	S12 48.2 E045 16.9
B1, B11, B22	S12 48.3 E045 16.9
B2, B3, B33	S12 48.4 E045 16.9

ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
16 ❶	RL (60m)	REIL	TDZ	PAPI-L (angle 3.0°)	5512′ 1680m			148′ 45m
34	RL (60m)	REIL		PAPI-L (angle 3.0°)	6283′ 1915m		5955′ 1815m	

❶ RWY 16: Approaches and landing prohibited at NIGHT if RVR less than 5000m and PAPI or obstacle light of the hill in the NORTH funnel is u/s.

Standard TAKE-OFF & DEPARTURE PROCEDURE

	RWY 16 DAY	RWY 16 NIGHT	RWY 34 ❶
A B C D	550m	800m	4000m

❶ For take-off rwy 34 the correct operation of the obstacle marking of the hill in the North funnel is mandatory.

RECOMMENDED IFR DEPARTURE PROCEDURE

RWY 16: Climb on 158° to 1200′, then depart directly climbing to MEA.

CHANGES: Notes added. TDZ lights established. Stands established.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

FMCZ/DZA PAMANDZI

JEPPESEN 31 AUG 18 (12-1) Eff 13 Sep

DZAOUDZI, MAYOTTE ❶RNAV(GNSS) Rwy 16

BRIEFING STRIP ™

*ATIS	*DZAOUDZI Tower
127.0	119.2

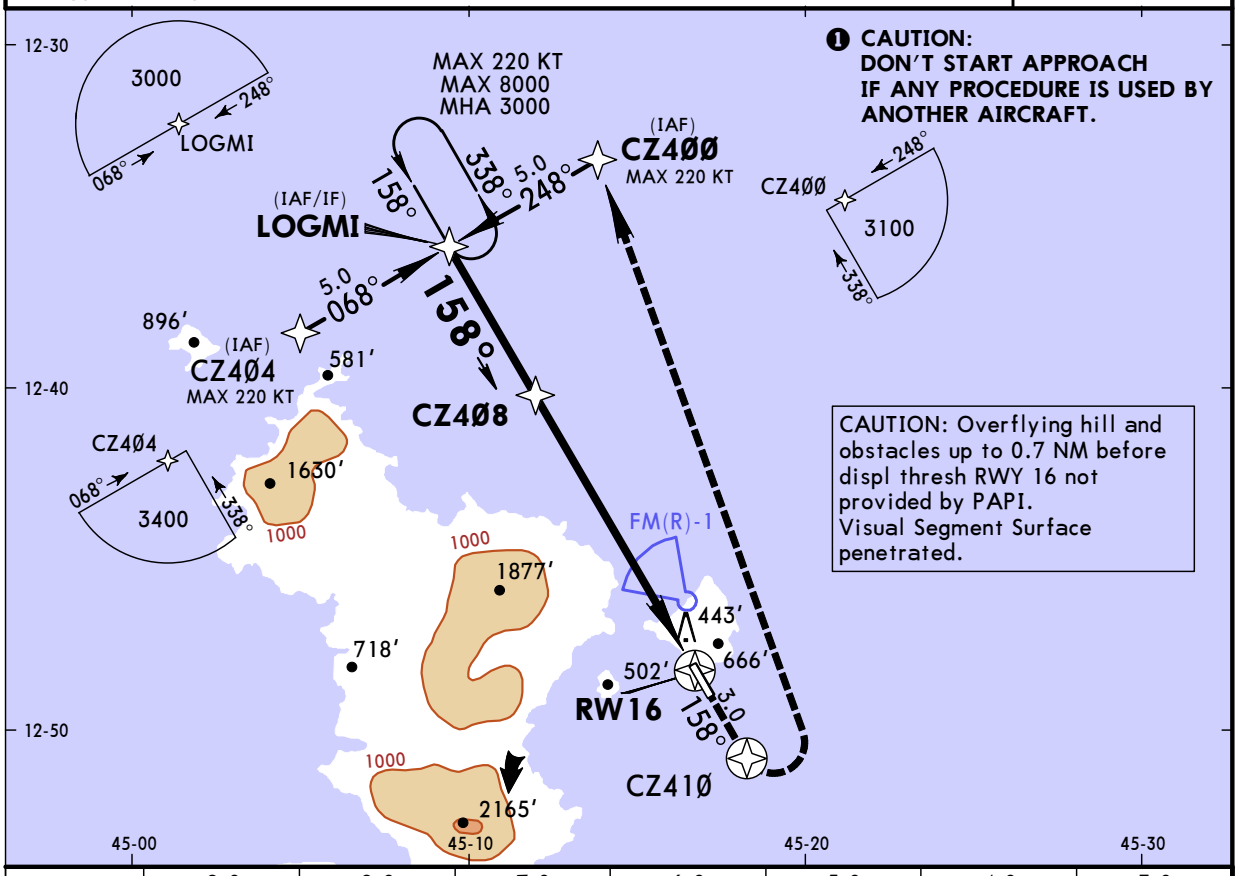
RNAV	Final Apch Crs	Mandatory Alt	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 23' Rwy 10'
	158°	CZ4Ø8 3000'(2990')		

MISSED APCH: Climb on 158° to CZ41Ø, then turn LEFT direct to CZ4ØØ climbing to 3100'.

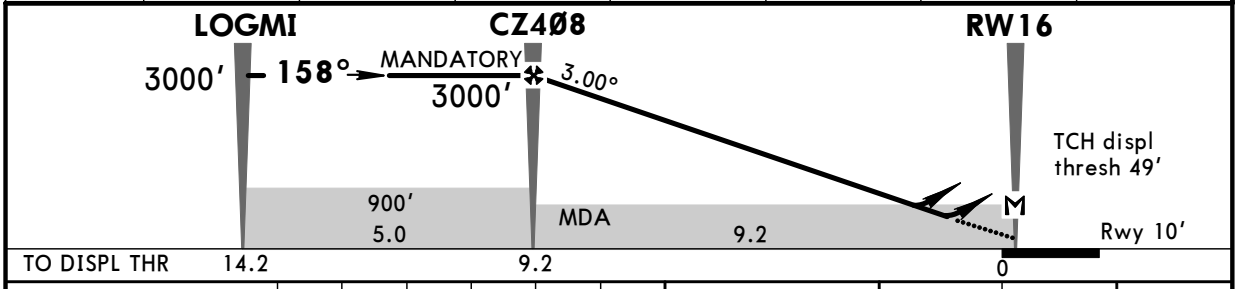
TAA 25 NM IAF

Alt Set: hPa | RWY Elev: 1 hPa | Trans level: By ATC | Trans alt: 4000'

RNP approach required.



DIST to RW16	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2930'	2610'	2290'	1970'	1650'	1330'	1010'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA							
LNAV: MAP at RW16							

REIL
PAPI-L
CZ41Ø on 158°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 16

	LNAV/VNAV Missed apch climb grad mim 5.0%	LNAV/VNAV Missed apch climb grad mim 2.5%	LNAV CDFA	CIRCLE-TO-LAND 2 3 4 DAY		
	DA(H)	DA(H)	DA/MDA(H) 1	Max Kts	MDA(H)	VIS
A	A:650'(640') C:680'(670')	A:730'(720') C:760'(750')	880'(870')	110	1130' (1120')	1600m
B	B:660'(650') D:720'(710')	B:740'(730') D:790'(780')		135	1130' (1120')	2000m
C	RVR 1600m	RVR 1600m	RVR 1600m	180	1250' (1240')	2800m
D	RVR 2000m	RVR 2000m	RVR 2000m	205	1250' (1240')	3600m
	RVR 2800m	RVR 2800m	RVR 2800m			
	RVR 3600m	RVR 3600m	RVR 3600m			

1 For add-on to the MDA(H), see ATC pages REUNION. 2 Circling heights based on RWY 16 displaced threshold elevation of 10'. 3 NIGHT: NOT AUTH. 4 CAT D: Prohibited West of RWY.

CHANGES: Note added.

© JEPPESEN, 2012, 2018. ALL RIGHTS RESERVED.

6.1.4 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FMCZ/DZA PAMANDZI

JEPPESEN 19 FEB 16 (12-2) Eff 3 Mar

DZAOUDZI, MAYOTTE ❶RNAV(GNSS) Rwy 34

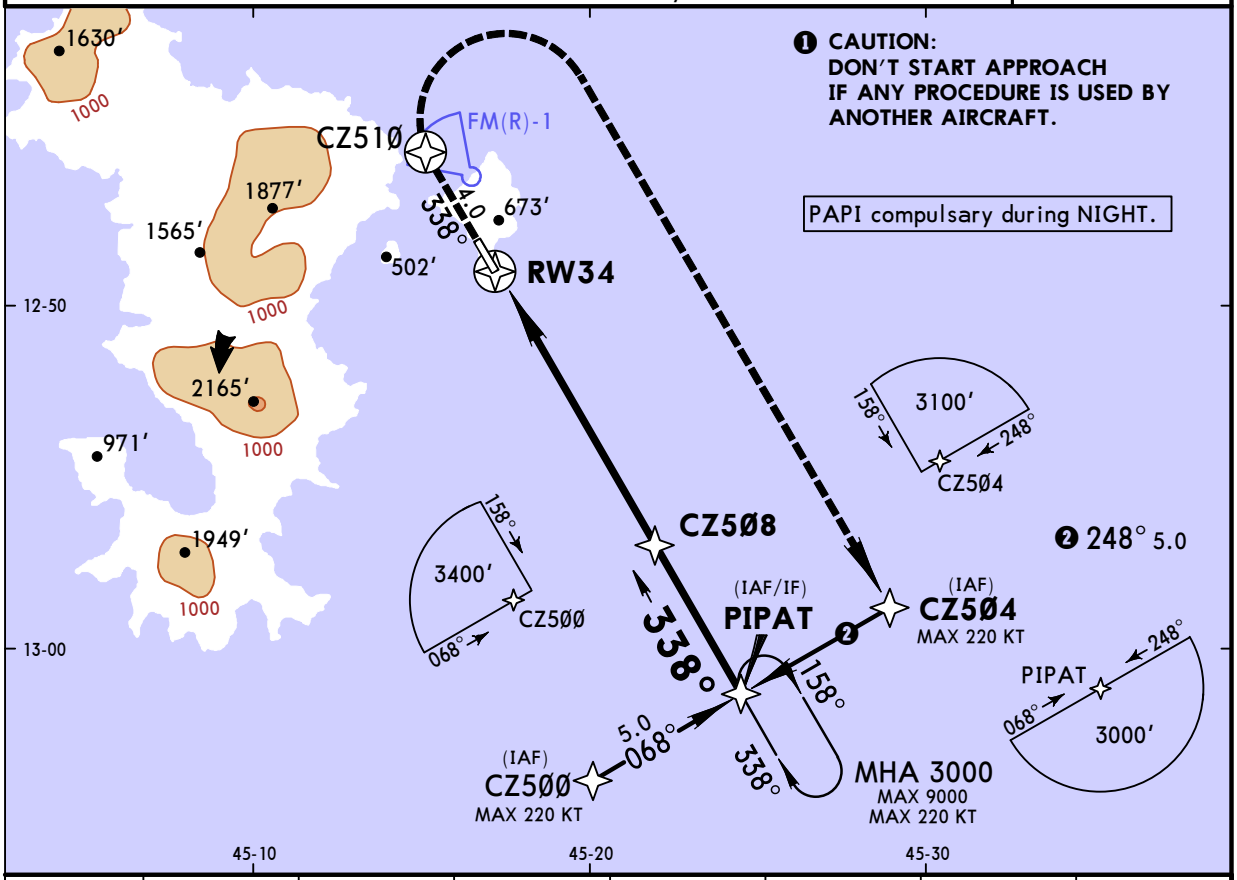
BRIEFING STRIP ™

*ATIS	*DZAOUDZI Tower
127.0	119.2

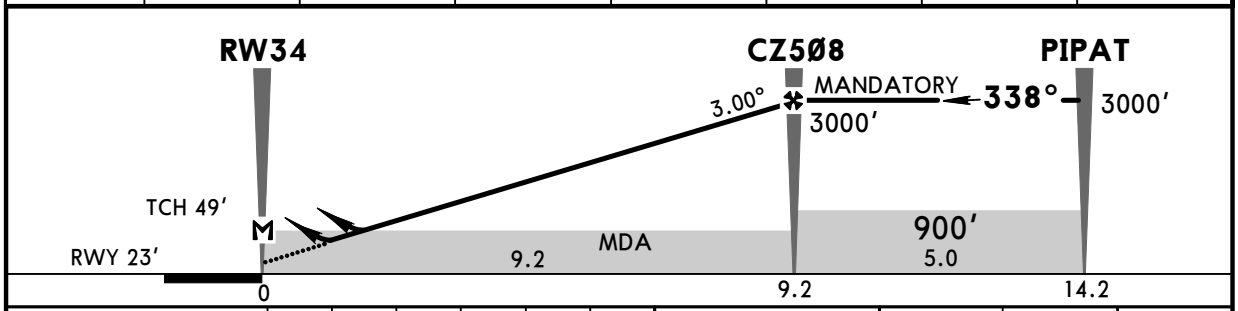
RNAV	Final Apch Crs	Mandatory Alt	LNAV/VNAV DA(H) Refer to Minimums	APT Elev 23′ RWY 23′	TAA
	338°	CZ5Ø8 3000′ (2977′)			25 NM IAF

MISSED APCH: Climb on 338° to CZ51Ø, then turn RIGHT direct to CZ5Ø4 climbing to 3100′.

Alt Set: hPa | RWY Elev: 1 hPa | Trans level: By ATC | Trans alt: 4000′



DIST to RW34	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	1030′	1350′	1670′	1990′	2300′	2620′	2940′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW34							

REIL
PAPI-L

CZ51Ø on 338°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 34

	LNAV/VNAV MACG mim 8.0% DA(H)	LNAV/VNAV MACG mim 5.0% DA(H)	LNAV/VNAV MACG mim 2.5% DA(H)	LNAV CDFA DA/MDA(H)
A	353′ (330′)	443′ (420′)	613′ (590′)	910′ (887′)
B	363′ (340′)	453′ (430′)	623′ (600′)	920′ (897′)
C	393′ (370′)	483′ (460′)	643′ (620′)	950′ (927′)
D	433′ (410′)	513′ (490′)	673′ (650′)	960′ (937′)
A	RVR 1500m	RVR 1500m	RVR 1500m	RVR 1500m
B	RVR 1600m	RVR 1600m	RVR 1600m	RVR 1600m
C	CMV 2400m	CMV 2400m	CMV 2400m	CMV 2400m
D	CMV 3600m	CMV 3600m	CMV 3600m	CMV 3600m

CIRCLE-TO-LAND ❶ ❷

DAY

	Max Kts	MDA(H)	VIS
A	110	1130′ (1107′)	1500m
B	135	1130′ (1107′)	1600m
C	180	1250′ (1227′)	2400m
D	205	1250′ (1227′)	3600m

❶ NIGHT: NOT AUTH. ❷ CAT D: Prohibited West of RWY.

CHANGES: Waypoint ident.

© JEPPESEN, 2011, 2016. ALL RIGHTS RESERVED.

FMCZ/DZA PAMANDZI

JEPPESEN 19 FEB 16 Eff 3 Mar (13-1) CAT A, B & C

DZAOUDZI, MAYOTTE ❶VOR Rwy 16

BRIEFING STRIP ™

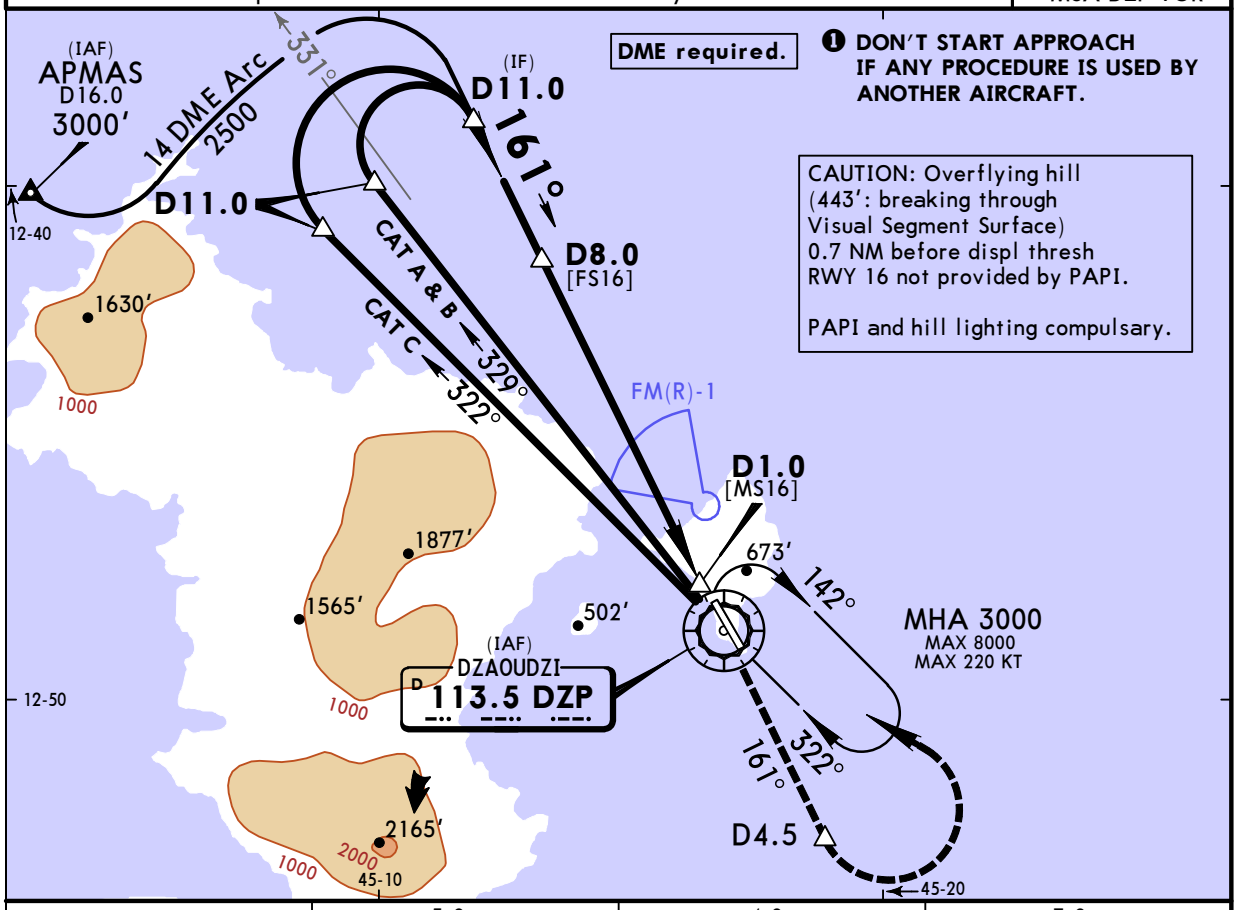
*ATIS	*DZAOUDZI Tower
127.0	119.2

VOR DZP	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 23′
113.5	161°	D8.0 2500′ (2477′)	800′ (777′)	

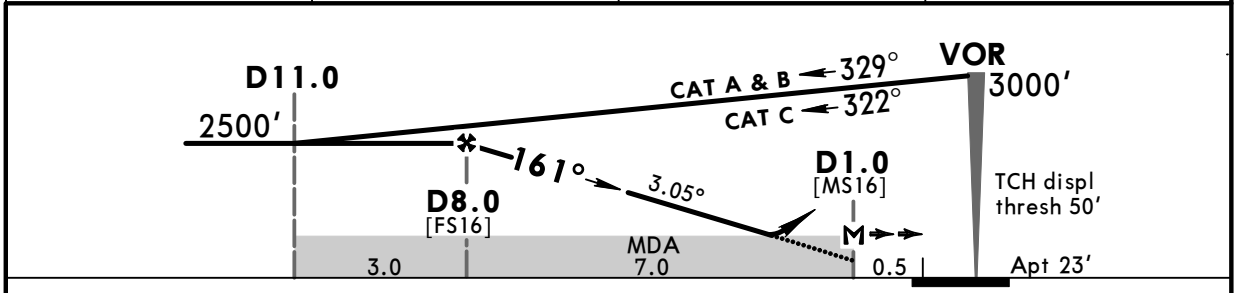
MISSED APCH: Climb on R-341 inbound to VOR. Continue climb on R-161 to D4.5, then turn LEFT (MAX 220 KT) to VOR climbing to 3000′.
Climb to 2300′ prior to level acceleration.

MSA DZP VOR: 202°–013°: 3300′; 013°–202°: 2100′

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 4000′



DZP DME	5.0	4.0	3.0
ALTITUDE	1520′	1200′	880′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.05°	378	486	540	648	755	863
MAP at D1.0						

REIL
PAPI-L

DZP 113.5 ↑ on DZP 113.5 R-341

Standard STRAIGHT-IN LANDING RWY 16 | CIRCLE-TO-LAND

CDFA
DA/MDA(H) ❶ 800′ (777′)

PANS OPS

A	RVR 1600m	A	NOT AUTHORIZED
B	RVR 2000m	B	
C	CMV 2800m	C	
D	NOT APPLICABLE	D	

❶ For add-on to the MDA(H), see ATC pages REUNION.

CHANGES: None.

© JEPPESEN, 2003, 2014. ALL RIGHTS RESERVED.

FMCZ/DZA PAMANDZI

JEPPESEN 26 AUG 16 (13-2) CAT A, B & C

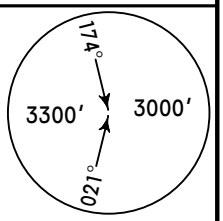
DZAOUDZI, MAYOTTE ❶VOR Z Rwy 34

BRIEFING STRIP ™

*ATIS	*DZAOUDZI Tower
127.0	119.2

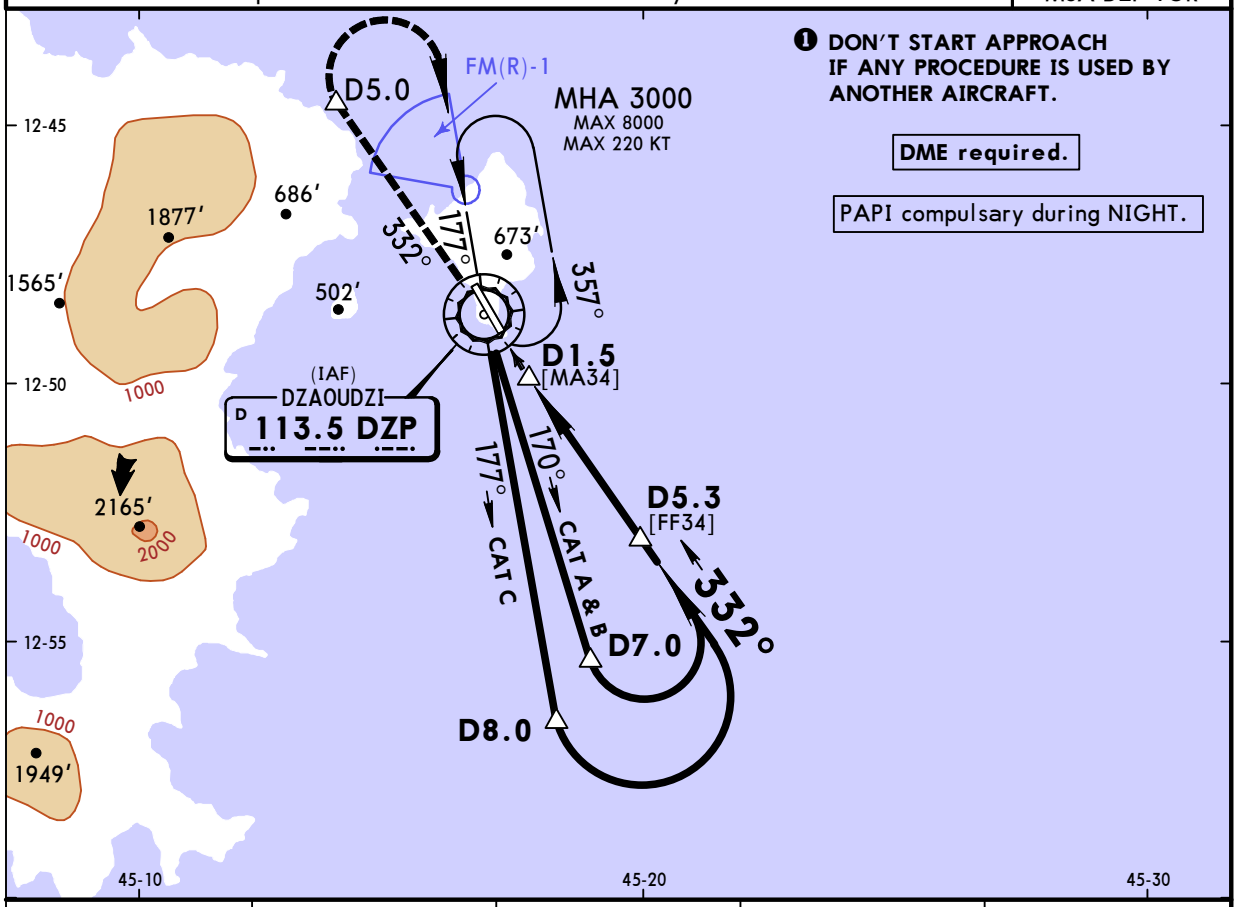
VOR DZP	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 23′
113.5	332°	D5.3 1600′ (1577′)	Refer to Minimums	

MISSED APCH: Climb on R-152 inbound to VOR. Continue climb on R-332 outbound to D5.0, then turn RIGHT (MAX 220 KT) to VOR climbing to 3000′. Climb to 2300′ prior to level acceleration.

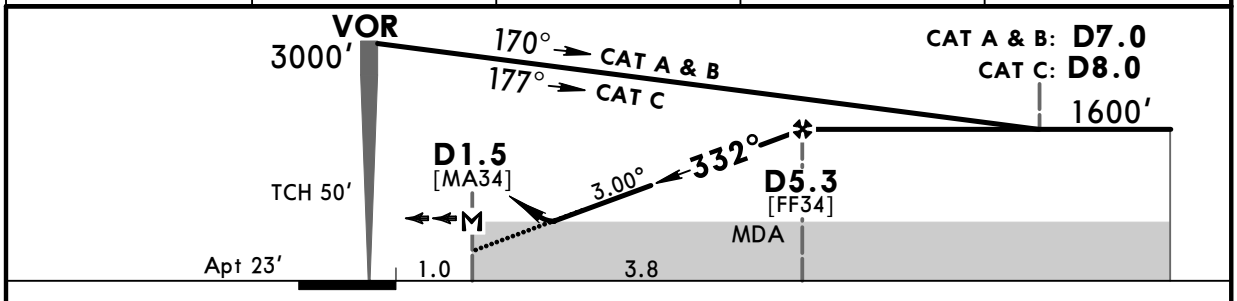


MSA DZP VOR

Alt Set: hPa	Apt Elev: 1 hPa	Trans level: By ATC	Trans alt: 4000′



DZP DME	2.0	3.0	4.0	5.0
ALTITUDE	580′	890′	1210′	1520′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at D1.5							

REIL
PAPI-L

DZP 113.5 ↑ on DZP 113.5 R-152

Standard STRAIGHT-IN LANDING RWY 34

CDFA

DA/MDA(H) 1 B: 590′ (567′)
A: 580′ (557′) C: 630′ (607′)

CIRCLE-TO-LAND

		Max Kts	DAY MDA(H)	DAY VIS	NIGHT
A	RVR 1500m	110	1040′ (1017′)	1500m	NOT AUTH
B	RVR 1600m	135	1040′ (1017′)	1600m	
C	CMV 2400m	180	1160′ (1137′)	2400m	
D	NOT APPLICABLE	D	NOT APPLICABLE		

PANS OPS

1 For add-on to the MDA(H), see ATC pages FRANCE.

CHANGES: MSA.

© JEPPESEN, 1999, 2016. ALL RIGHTS RESERVED.

6.1.7 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FMCZ/DZA PAMANDZI

JEPPESEN 26 AUG 16 (13-3) CAT A, B & C

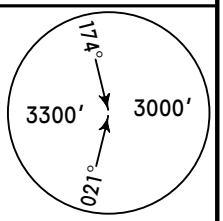
DZAOUDZI, MAYOTTE ❶VOR Y Rwy 34

BRIEFING STRIP ™

*ATIS	*DZAOUDZI Tower
127.0	119.2

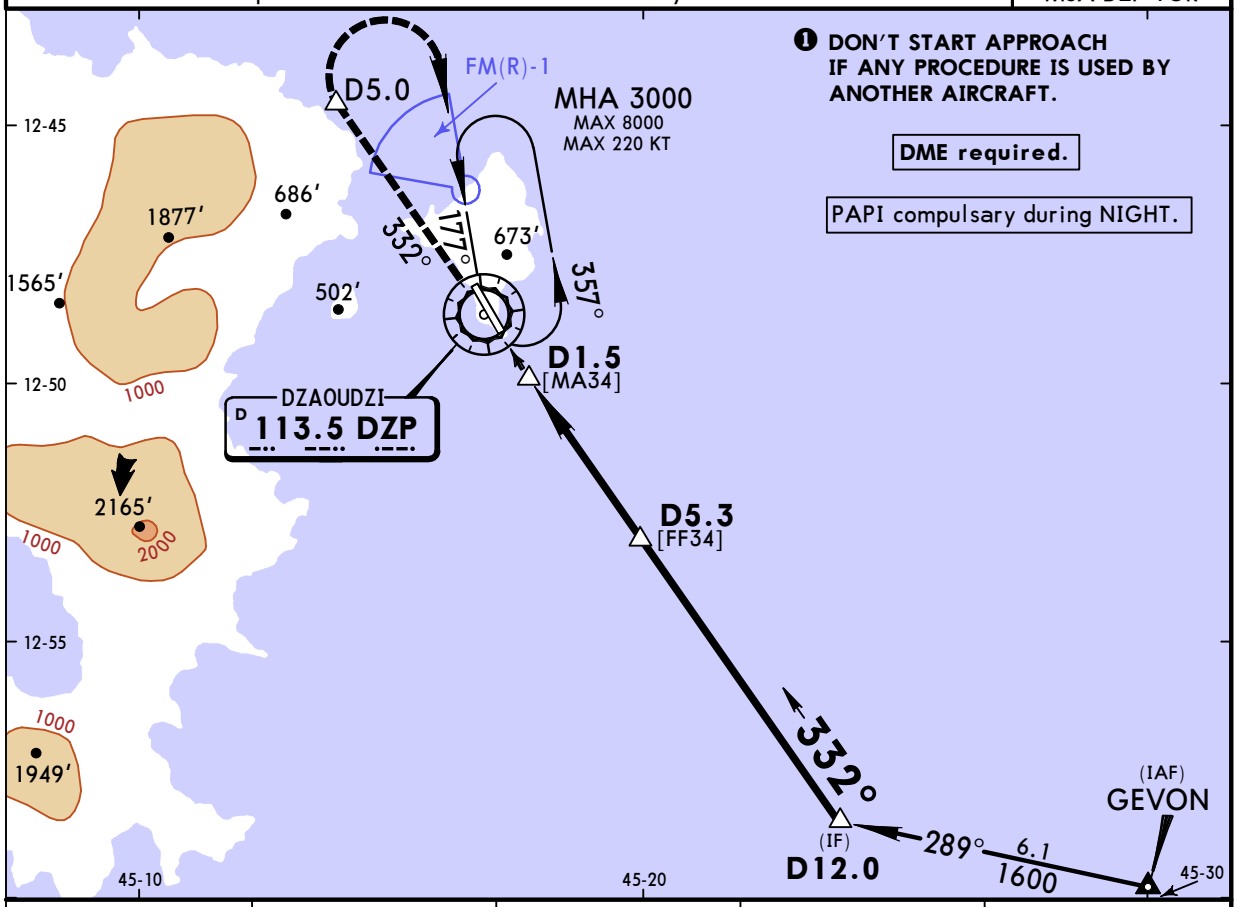
VOR DZP	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 23′
113.5	332°	D5.3 1600′ (1577′)	Refer to Minimums	

MISSED APCH: Climb on R-152 inbound to VOR. Continue climb on R-332 outbound to D5.0, then turn RIGHT (MAX 220 KT) to VOR climbing to 3000′ and join holding. Climb to 2300′ prior to level acceleration.

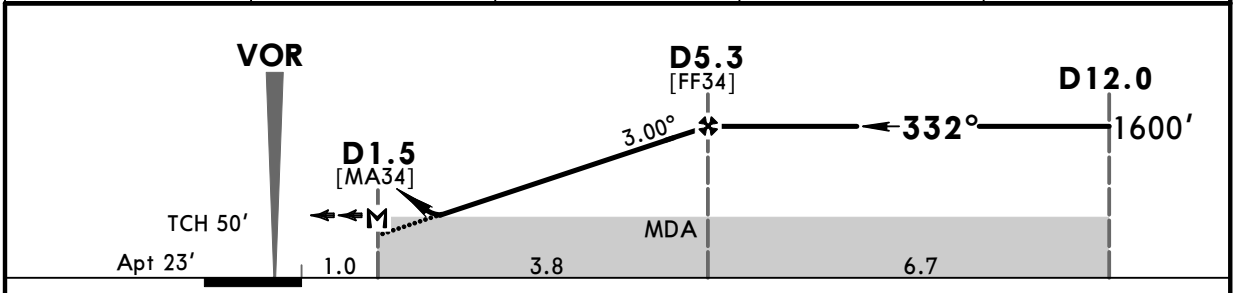


MSA DZP VOR

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 4000′



DZP DME	2.0	3.0	4.0	5.0
ALTITUDE	580′	890′	1210′	1520′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at D1.5							

REIL
PAPI-L

DZP 113.5 ↑ on DZP 113.5 R-152

Standard STRAIGHT-IN LANDING RWY 34

CDFA

DA/MDA(H) 1 B: 590′ (567′)
A: 580′ (557′) C: 630′ (607′)

	RVR	Max Kts	DAY MDA(H)	DAY VIS	NIGHT
A	1500m	110	1040′ (1017′)	1500m	NOT AUTH
B	1600m	135	1040′ (1017′)	1600m	
C	2400m	180	1160′ (1137′)	2400m	
D	NOT APPLICABLE	D	NOT APPLICABLE		

CIRCLE-TO-LAND 2

1 For add-on to the MDA(H), see ATC pages FRANCE.

PANS OPS

CHANGES: MSA.

© JEPPESEN, 2012, 2016. ALL RIGHTS RESERVED.

FMCZ/DZA PAMANDZI

JEPPESEN 26 AUG 16 (13-4) CAT A, B & C

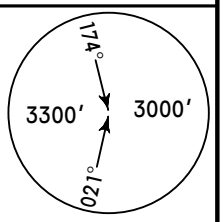
DZAOUDZI, MAYOTTE ❶ VOR X Rwy 34

BRIEFING STRIP ™

*ATIS	*DZAOUDZI Tower
127.0	119.2

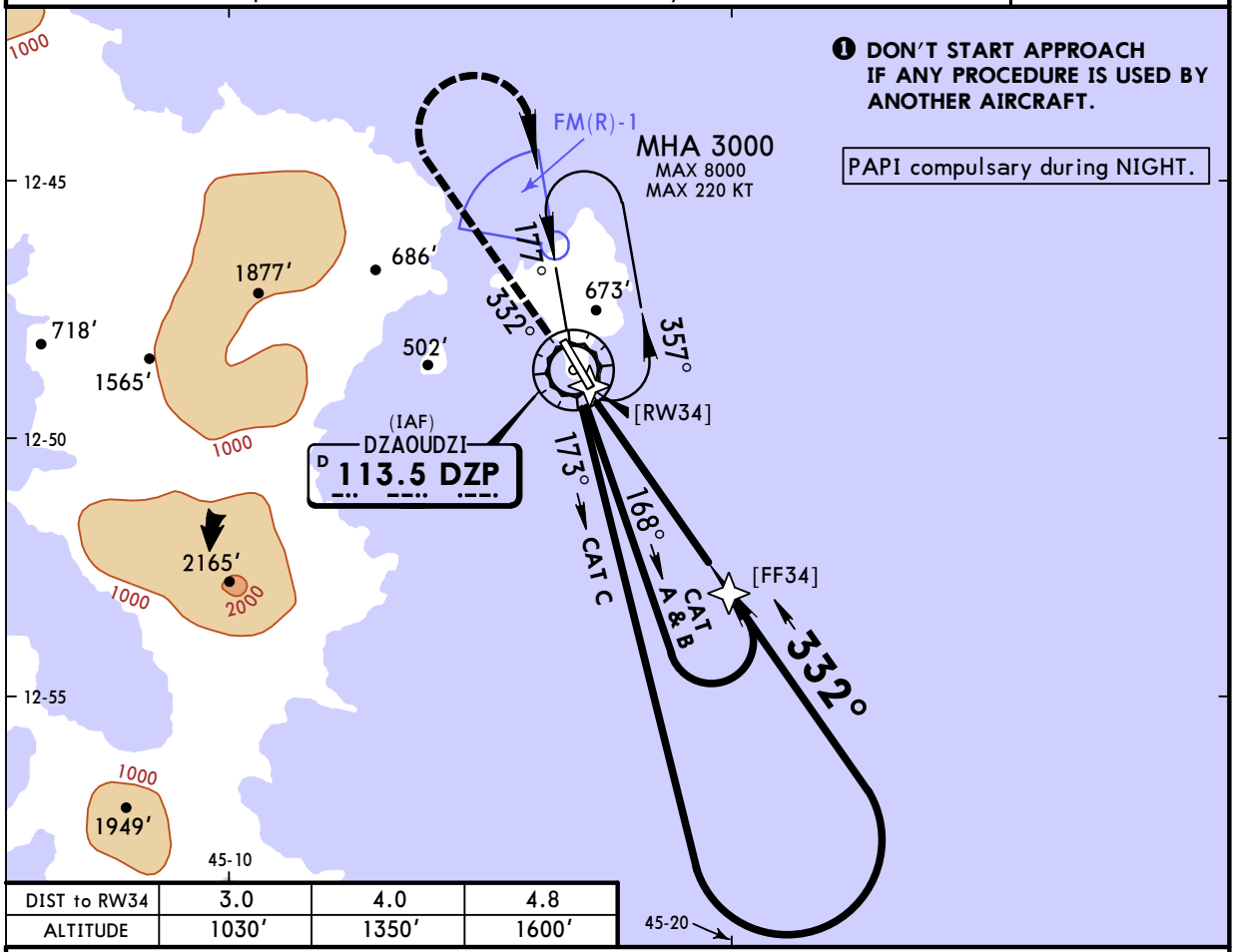
VOR DZP	Final Apch Crs	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 23′
113.5	332°			

MISSED APCH: Climb on R-332 to 2100′, then turn RIGHT (MAX 220 KT) to VOR climbing to 3000′ and join holding.
Do not turn before passing MAP. Climb to 2300′ prior to level acceleration.

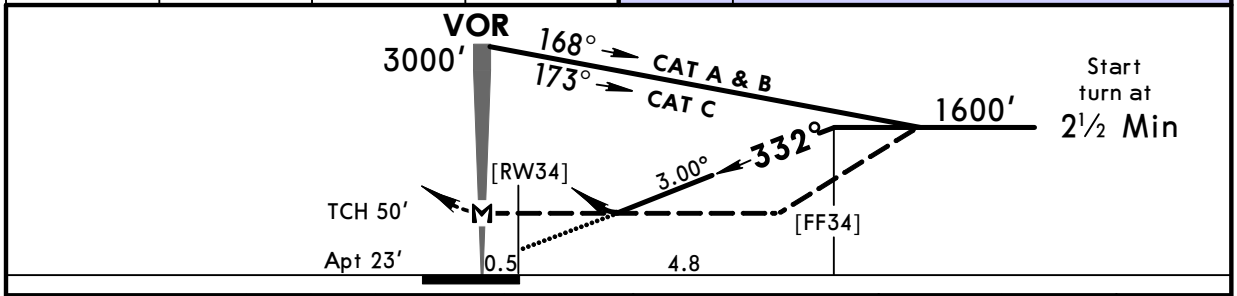


MSA DZP VOR

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 4000′



DIST to RW34	3.0	4.0	4.8
ALTITUDE	1030′	1350′	1600′



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

REIL
PAPI-L

2100′ on DZP 113.5 R-332

PANS OPS

Standard STRAIGHT-IN LANDING RWY 34

	CDFA DA/MDA(H) ❶	non-CDFA MDA(H)
A	780′ (757′)	780′ (757′)
B	800′ (777′)	800′ (777′)
C	820′ (797′)	820′ (797′)

CIRCLE-TO-LAND ❷

		Max Kts	after CDFA MDA(H)	after CDFA VIS	after non-CDFA MDA(H)	after non-CDFA VIS
A	CMV 3600m	110	1040′ (1017′)	3600m	1040′ (1017′)	3700m
B		135			1040′ (1017′)	3800m
C		180	1160′ (1137′)	3600m	1160′ (1137′)	4000m
D	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE	

❶ For add-on to the MDA(H), see ATC pages FRANCE. ❷ NIGHT: NOT AUTHORIZED

CHANGES: MSA.

© JEPPESEN, 1999, 2016. ALL RIGHTS RESERVED.

6.1.9 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FMCZ/DZA
PAMANDZI

JEPPESEN
26 AUG 16 (16-1) CAT A, B & C

DZAOUDZI, MAYOTTE
❶ NDB Rwy 34

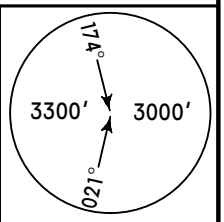
BRIEFING STRIP ™

*ATIS	*DZAOUDZI Tower
127.0	119.2

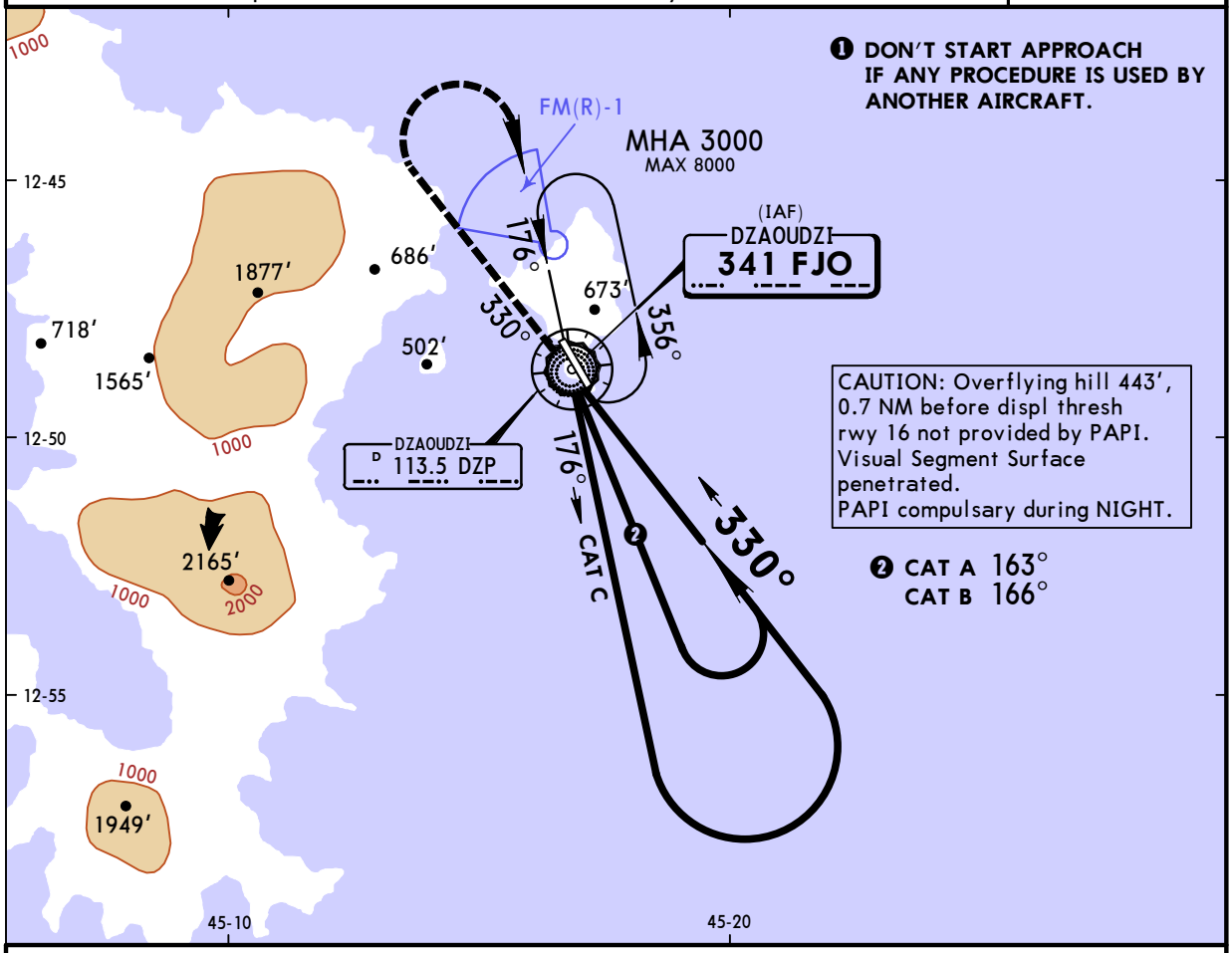
NDB FJO 341	Final Apch Crs 330°	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 23′

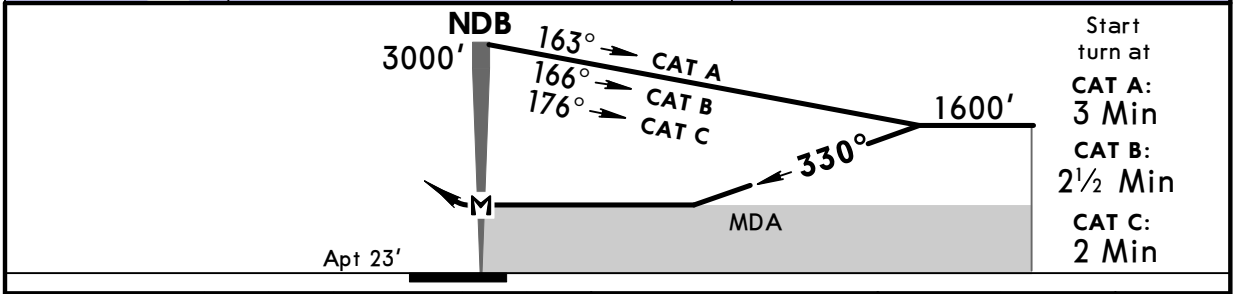
MISSED APCH: Climb on 330° from NDB to 2100′, then turn RIGHT (MAX 220 KT) to NDB climbing to 3000′ and join holding.
Do not turn before passing MAP. Climb to 2300′ prior to level acceleration.

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 4000′



MSA FJO NDB





MAP at NDB							REIL PAPI-L	2100′ on 330° from FJO 341

Standard STRAIGHT-IN LANDING RWY 34
non-CDFA

MDA(H)
A: 890′ (867′) B: 910′ (887′) C: 940′ (917′)

CIRCLE-TO-LAND

		Max Kts	DAY MDA(H)	DAY VIS	NIGHT
A	CMV 4200m	110	1070′ (1047′)	4200m	NOT AUTH
B		135			
C	CMV 4700m	180	1270′ (1247′)	4700m	
D	NOT APPLICABLE	D	NOT APPLICABLE		

PANS OPS

CHANGES: None.

© JEPPESEN, 2012, 2014. ALL RIGHTS RESERVED.

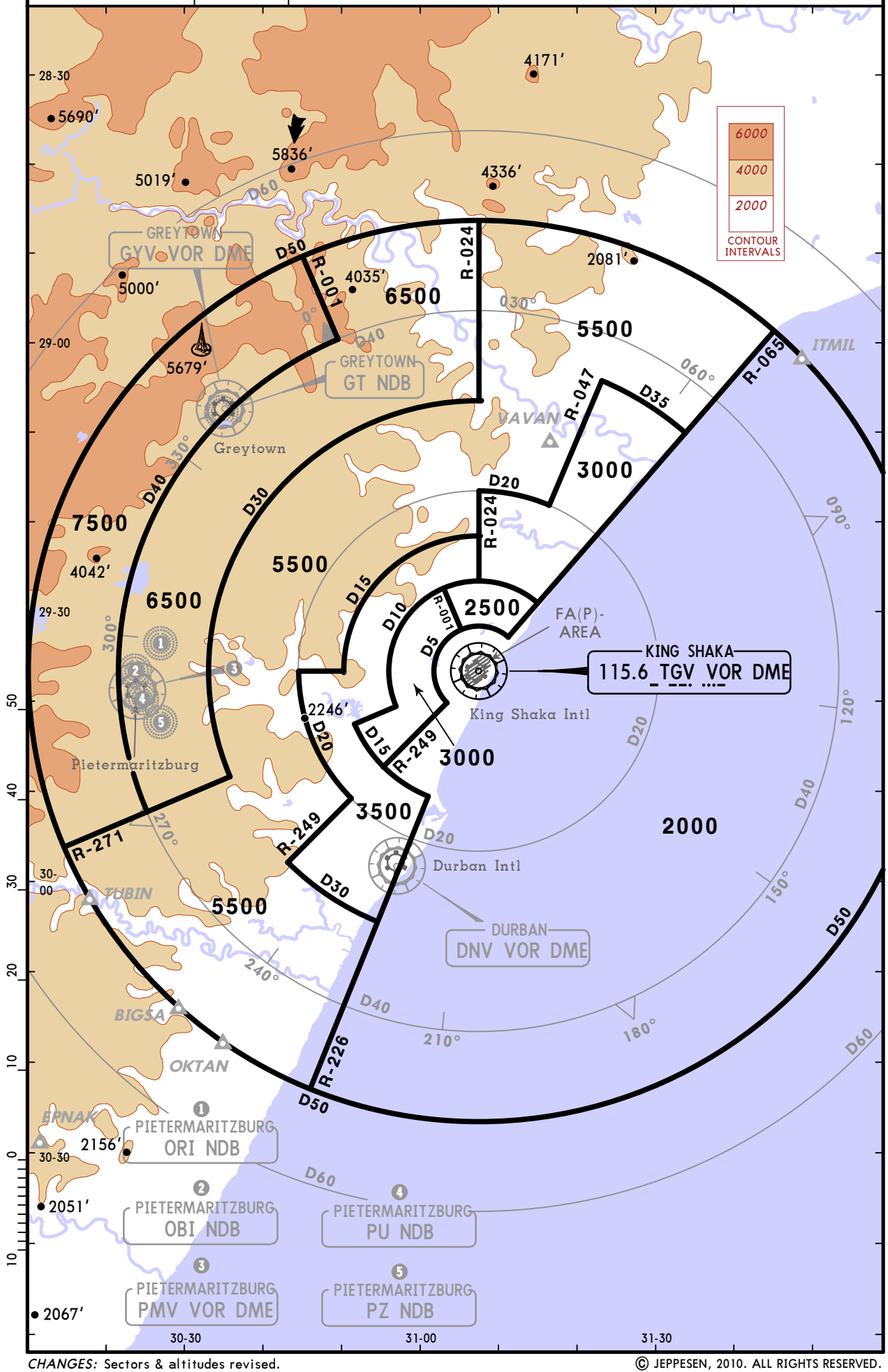
FALE/DUR
KING SHAKA INTL

JEPPESEN 16 JUL 10 (20-1R) Eff 29 Jul

DURBAN, S AFR REP
RADAR MINIMUM ALTITUDES

DURBAN Approach (R)	Apt Elev
125.75	304′

Alt Set: hPa Trans level: By ATC Trans alt: 5500′
A minimum vertical clearance of 1000′ is applied up to TGV 20 DME and 1500′ thereafter.



CHANGES: Sectors & altitudes revised.

© JEPPESEN, 2010. ALL RIGHTS RESERVED.

6.2.2 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

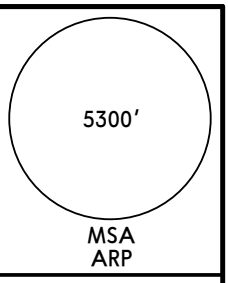
FALE/DUR
KING SHAKA INTL

JEPPESEN 17 APR 15 20-2 Eff 30 Apr

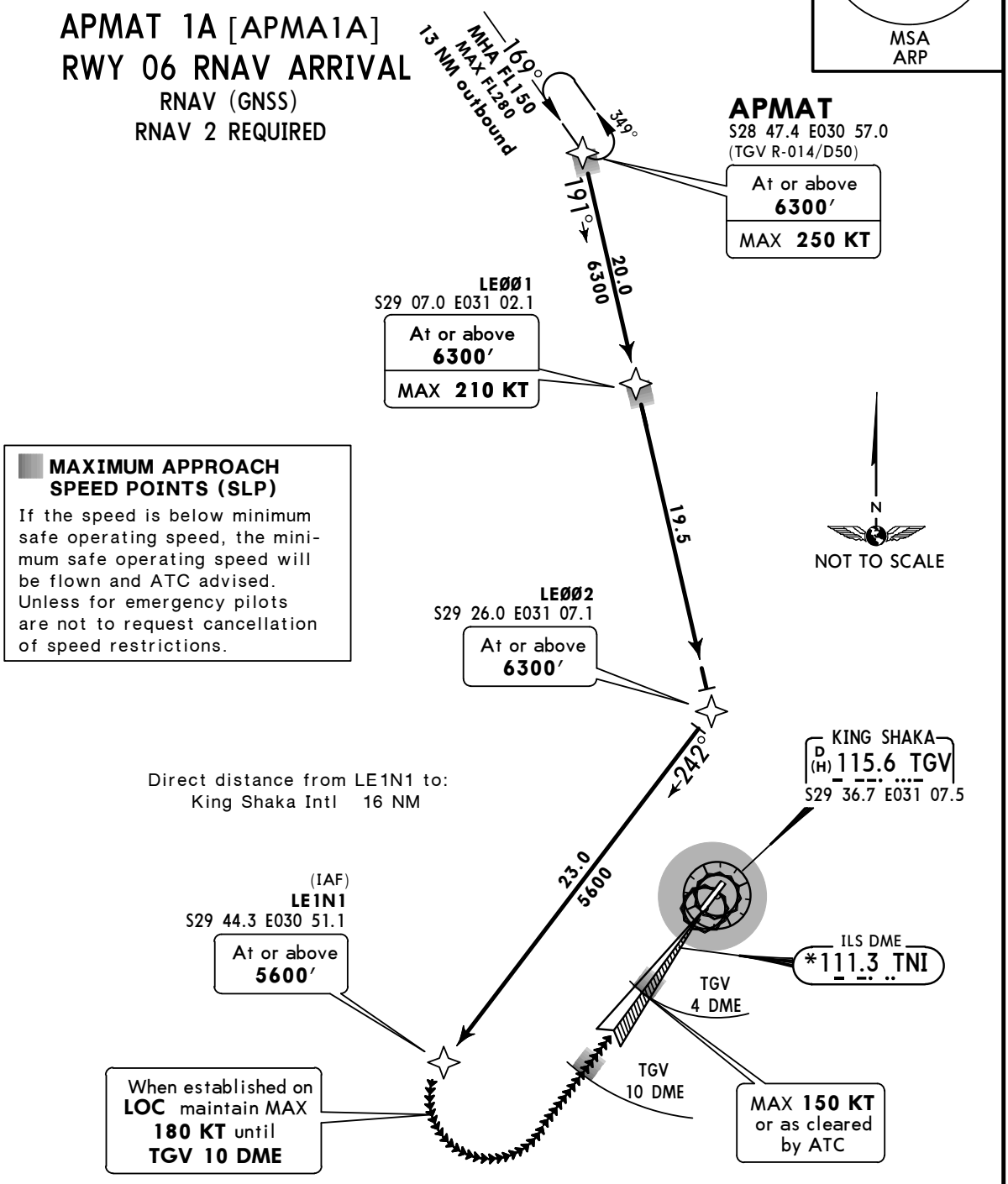
DURBAN, S AFR REP
RNAV STAR

D-ATIS	Apt Elev
127.0	304′

Alt Set: hPa Trans level: By ATC Trans alt: 5500′
1. If unable to comply with STAR notify ATC.
2. SIDs and STARs must be announced in operation on ATIS and will only be in force when Surveillance RADAR is operational.



APMAT 1A [APMA1A]
RWY 06 RNAV ARRIVAL
RNAV (GNSS)
RNAV 2 REQUIRED



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL130, whichever is highest. Comply with associated communication failure procedure.

Before APMAT: Proceed to APMAT and enter holding, hold at last assigned FL for minimum 5 minutes, then descend to FL130 or maintain last assigned FL if below FL130. Leave APMAT on "After APMAT" procedure.

After APMAT: Continue on STAR maintaining last assigned FL, when passing LE001 descend to FL80, at LE002 turn RIGHT to LE1N1. Continue RNAV (GNSS) approach and intercept ILS.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

ROUTING

From APMAT to LE002, turn RIGHT to LE1N1, turn LEFT for RADAR vectoring to ILS.

In the event of a missed approach with the intention of diverting to an alternate airport comply with **SID ITMIL 1C.**

CHANGES: None.

© JEPPESEN, 2010, 2014. ALL RIGHTS RESERVED.

6.2.3 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FALE/DUR
KING SHAKA INTL

JEPPESEN 17 APR 15 (20-2A) Eff 30 Apr

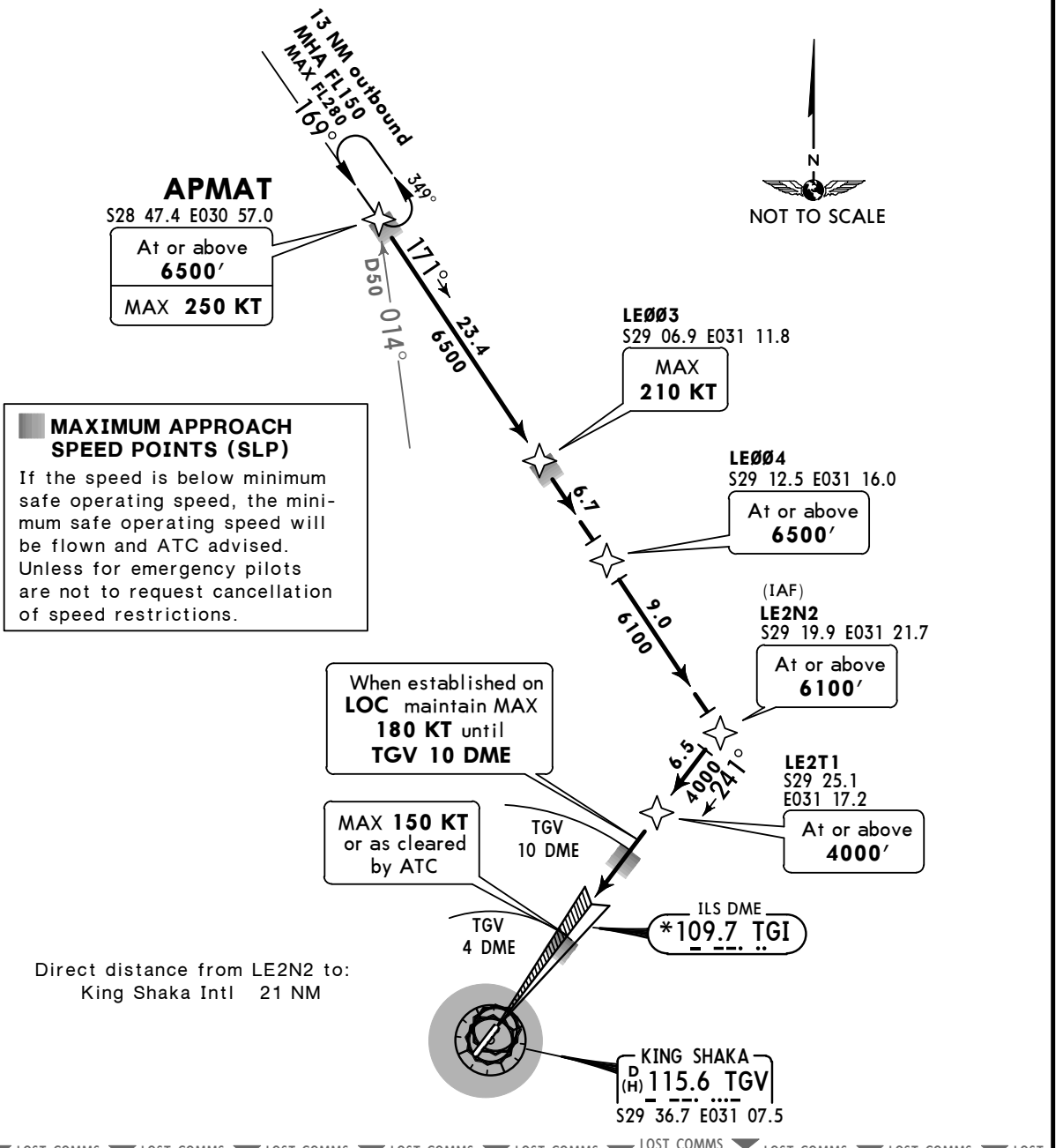
DURBAN, S AFR REP
RNAV STAR

D-ATIS	Apt Elev
127.0	304′

Alt Set: hPa Trans level: By ATC Trans alt: 5500′
1. If unable to comply with STAR notify ATC.
2. SIDs and STARs must be announced in operation on ATIS and will only be in force when Surveillance RADAR is operational.

5300′
MSA
ARP

APMAT 1B [APMA1B]
RWY 24 RNAV ARRIVAL
RNAV (GNSS)
RNAV 2 REQUIRED



MAXIMUM APPROACH SPEED POINTS (SLP)
If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency pilots are not to request cancellation of speed restrictions.

Direct distance from LE2N2 to:
King Shaka Intl 21 NM

LOST COMMS

If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL130, whichever is highest. Comply with associated communication failure procedure.
Before APMAT: Proceed to APMAT and enter holding, hold at last assigned FL for minimum 5 minutes, then descend to FL130 or maintain last assigned FL if below FL130. Leave APMAT on "After APMAT" procedure.
After APMAT: Continue on STAR maintaining last assigned FL, at LE003 descend to FL80, then via LE004 to LE2N2, turn RIGHT to LE2T1. Continue RNAV (GNSS) approach and intercept ILS.

LOST COMMS

ROUTING

From APMAT to LE004, then to LE2N2, turn RIGHT to LE2T1 to intercept ILS.

In the event of a missed approach with the intention of diverting to an alternate airport comply with **SID OKTAN 1A.**

CHANGES: Crossing altitudes.

© JEPPESEN, 2010, 2015. ALL RIGHTS RESERVED.

6.2.4 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FALE/DUR
KING SHAKA INTL

JEPPESEN 17 APR 15 (20-2B) Eff 30 Apr

DURBAN, S AFR REP
RNAV STAR

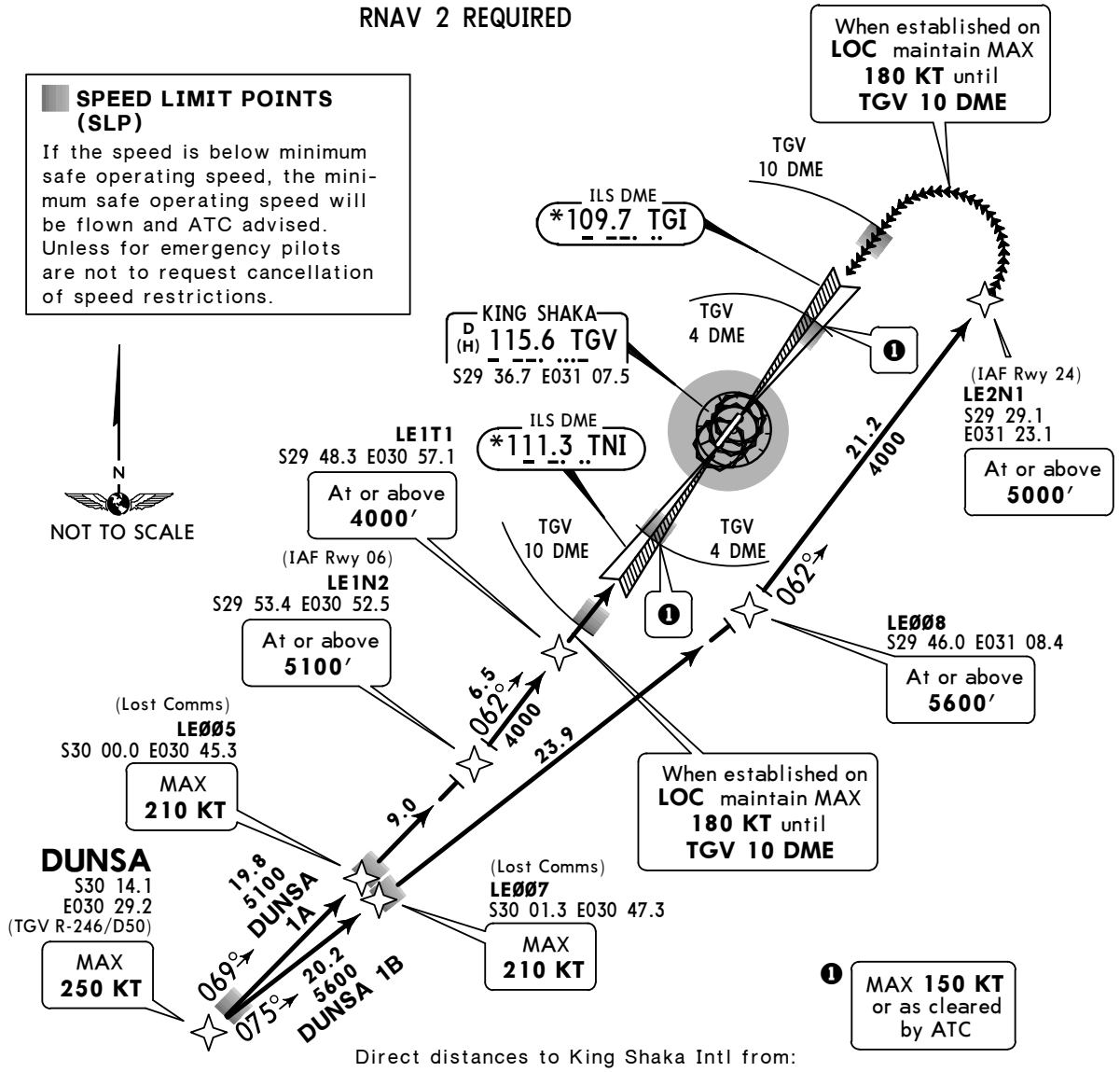
D-ATIS	Apt Elev
127.0	304′

Alt Set: hPa Trans level: By ATC Trans alt: 5500′
1. If unable to comply with STAR notify ATC.
2. SIDs and STARs must be announced in operation on ATIS and will only be in force when Surveillance RADAR is operational.

5300′
MSA
ARP

DUNSA 1A [DUNS1A], DUNSA 1B [DUNS1B]
RWYS 06, 24 RNAV ARRIVALS
RNAV (GNSS)
RNAV 2 REQUIRED

SPEED LIMIT POINTS (SLP)
If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency pilots are not to request cancellation of speed restrictions.



Direct distances to King Shaka Intl from:
LE1N2 21 NM
LE2N1 16 NM

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL130, whichever is highest. Comply with associated communication failure procedure.
Before DUNSA: Proceed to DUNSA. Leave DUNSA on "After DUNSA" procedure.

DUNSA 1A

After DUNSA: Continue on STAR maintaining last assigned FL, when passing LE005 descend to FL80, at LE1N2 proceed to LE1T1. Continue RNAV (GNSS) approach and intercept ILS.

DUNSA 1B

After DUNSA: Continue on STAR maintaining last assigned FL, when passing LE007 descend to FL80, then to LE008, turn LEFT to LE2N1. Continue RNAV (GNSS) approach and intercept ILS.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

STAR	RWY	ROUTING
DUNSA 1A	06	From DUNSA to LE1N2, turn LEFT to LE1T1, intercept ILS.
DUNSA 1B	24	From DUNSA to LE008, turn LEFT to LE2N1 for radar vectors to ILS.

In the event of a missed approach with the intention of diverting to an alternate airport comply with the following SIDs:
RWY 06: SID ITMIL 1C **RWY 24: SID OKTAN 1A.**

CHANGES: None.

© JEPPESEN, 2010, 2014. ALL RIGHTS RESERVED.

FALE/DUR
KING SHAKA INTL

JEPPESEN 17 APR 15 (20-2C) Eff 30 Apr

DURBAN, S AFR REP
RNAV STAR

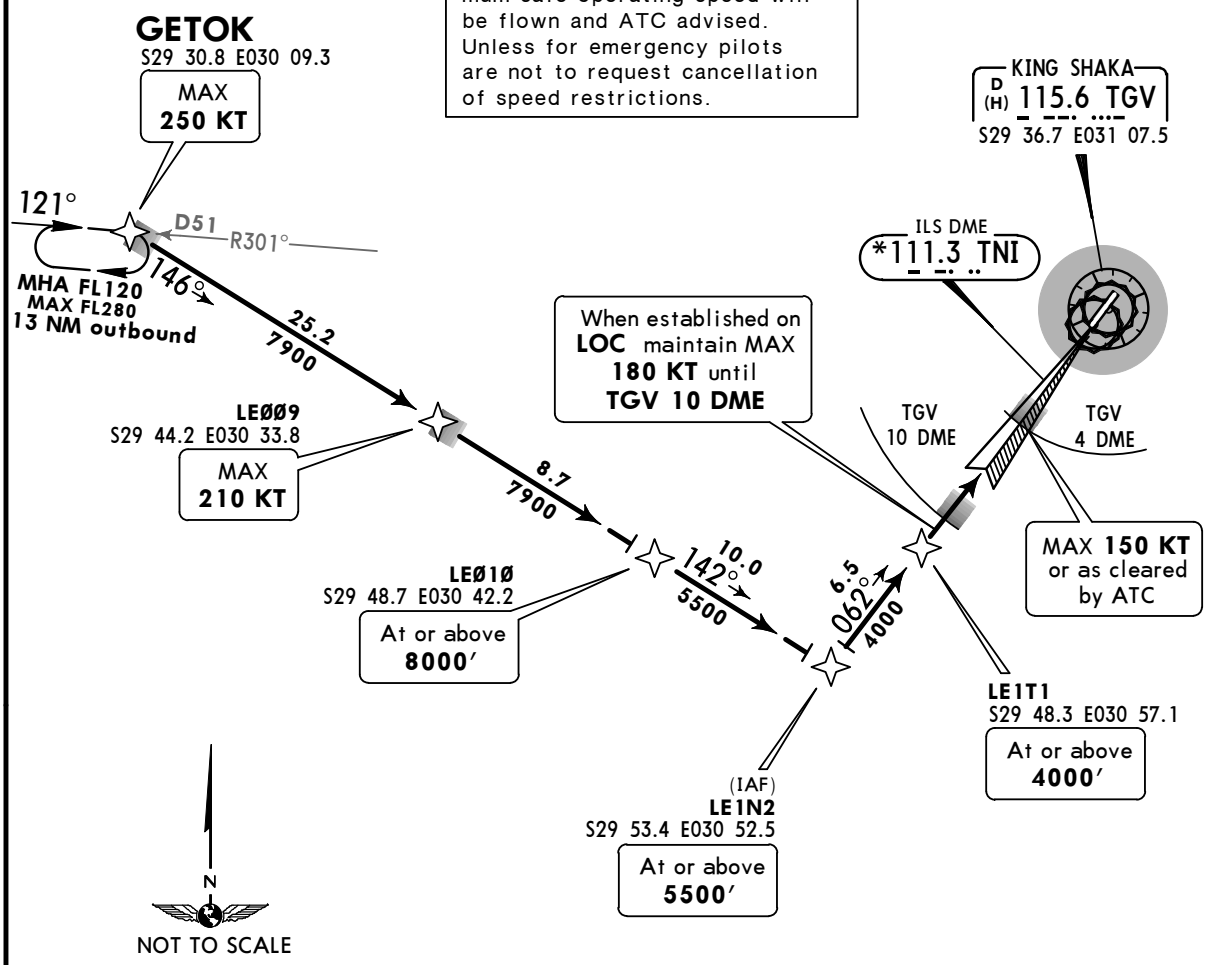
D-ATIS	Apt Elev
127.0	304′

Alt Set: hPa Trans level: By ATC Trans alt: 5500′
1. If unable to comply with STAR notify ATC.
2. SIDs and STARs must be announced in operation on ATIS and will only be in force when Surveillance RADAR is operational.

5300′
MSA
ARP

GETOK 1C [GETO1C]
RWY 06 RNAV ARRIVAL
RNAV (GNSS)
RNAV 2 REQUIRED

SPEED LIMIT POINTS (SLP)
If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency pilots are not to request cancellation of speed restrictions.



Direct distance from LE1N2 to :
King Shaka Intl 21 NM

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL130, whichever is highest. Comply with associated communication failure procedure.
Before GETOK: Proceed to GETOK and enter holding, hold at last assigned FL for minimum 5 minutes, then descend to FL120 or maintain last assigned FL if below FL120. Leave GETOK on "After GETOK" procedure.
After GETOK: Continue on STAR and maintain FL120, proceed via LE010 to LE1N2, turn LEFT to LE1T1. Continue RNAV (GNSS) approach and intercept ILS.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

ROUTING

From GETOK to LE010, then to LE1N2, turn LEFT to LE1T1, intercept ILS.

In the event of a missed approach with the intention of diverting to an alternate airport comply with **SID ITMIL 1C.**

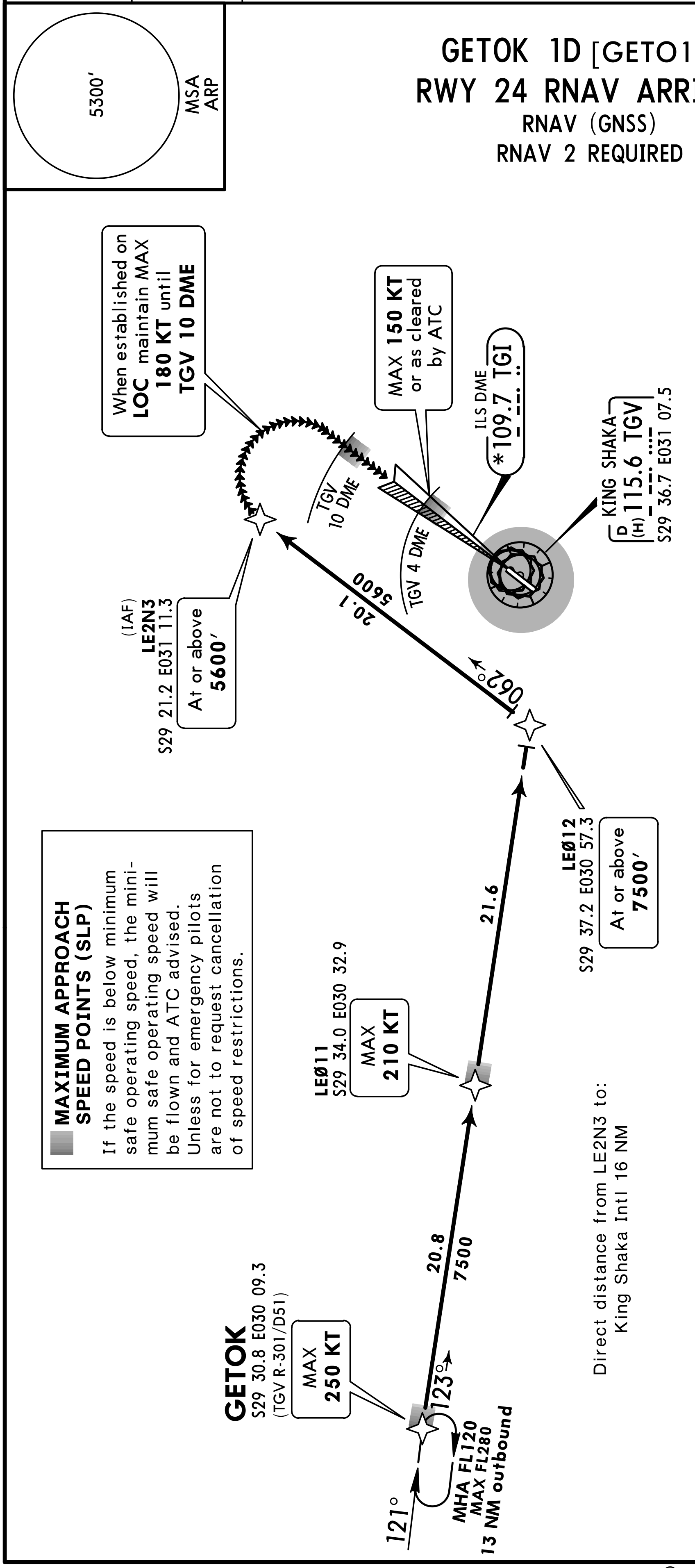
CHANGES: MEA; Crossing altitude.

© JEPPESEN, 2010, 2015. ALL RIGHTS RESERVED.

6.2.6 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

D-ATIS	Apt Elev	
127.0	304′	Alt Set: hPa Trans level: By ATC Trans alt: 5500′ 1. If unable to comply with STAR notify ATC. 2. SIDs and STARs must be announced in operation on ATIS and will only be in force when Surveillance RADAR is operational.

GETOK 1D [GETO1D]
RWY 24 RNAV ARRIVAL
RNAV (GNSS)
RNAV 2 REQUIRED



LOST COMMS

If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL130, whichever is highest. Comply with associated communication failure procedure.
Before GETOK: Proceed to GETOK and enter holding, hold at last assigned FL for minimum 5 minutes, then descend to FL120 or maintain last assigned FL if below FL120. Leave GETOK on "After GETOK" procedure.
After GETOK: Continue on STAR and maintain FL120, at LE012 turn LEFT to LE2N3. Continue RNAV (GNSS) approach and intercept ILS.

ROUTING

From GETOK to LE012, turn LEFT to LE2N3 for radar vectors to ILS.

In the event of a missed approach with the intention of diverting to an alternate airport comply with **SID OKTAN 1A.**

CHANGES: Crossing altitude.

© JEPPESEN, 2010, 2015. ALL RIGHTS RESERVED.

6.2.7 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FALE/DUR
KING SHAKA INTL

JEPPESEN 17 APR 15 (20-2E) Eff 30 Apr

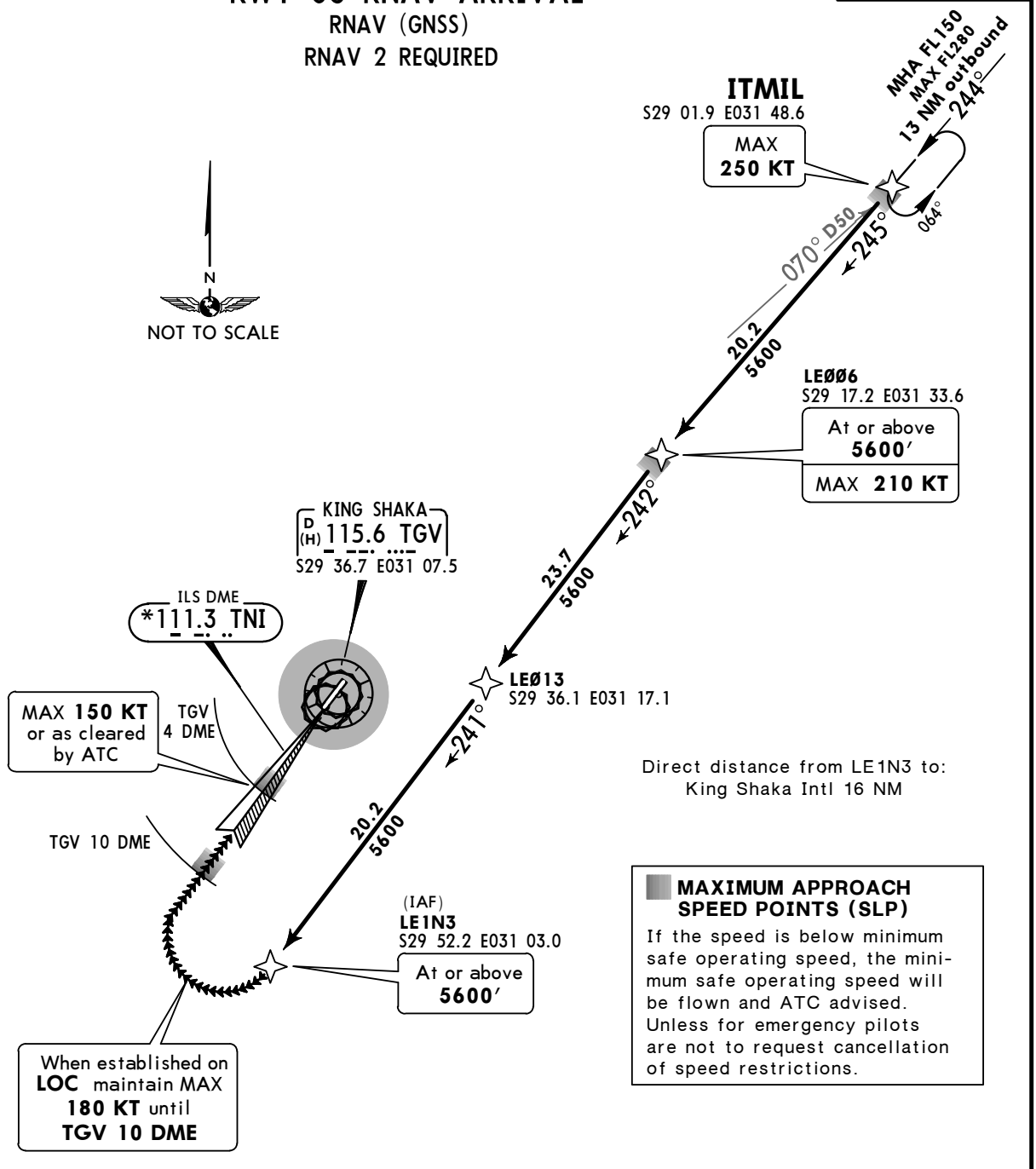
DURBAN, S AFR REP
RNAV STAR

D-ATIS	Apt Elev
127.0	304′

Alt Set: hPa Trans level: By ATC Trans alt: 5500′
1. If unable to comply with STAR notify ATC.
2. SIDs and STARs must be announced in operation on ATIS and will only be in force when Surveillance RADAR is operational.

5300′
MSA
ARP

ITMIL 1A [ITMI1A]
RWY 06 RNAV ARRIVAL
RNAV (GNSS)
RNAV 2 REQUIRED



MAXIMUM APPROACH SPEED POINTS (SLP)
If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency pilots are not to request cancellation of speed restrictions.

LOST COMMS

If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL130, whichever is highest. Comply with associated communication failure procedure.

Before ITMIL: Proceed to ITMIL and enter holding, hold at last assigned FL for minimum 5 minutes, then descend to FL90 or maintain last assigned FL if below FL90. Leave ITMIL on "After ITMIL" procedure.

After ITMIL: Continue on STAR maintaining last assigned FL, when passing LE013 descend to FL80, proceed to LE1N3. Continue RNAV (GNSS) approach and intercept ILS.

LOST COMMS

ROUTING

From ITMIL to LE006, then to LE013, then to LE1N3, turn RIGHT for radar vectoring to ILS.

In the event of a missed approach with the intention of diverting to an alternate airport comply with **SID ITMIL 1C.**

CHANGES: None.

© JEPPESEN, 2010, 2013. ALL RIGHTS RESERVED.

FALE/DUR
KING SHAKA INTL

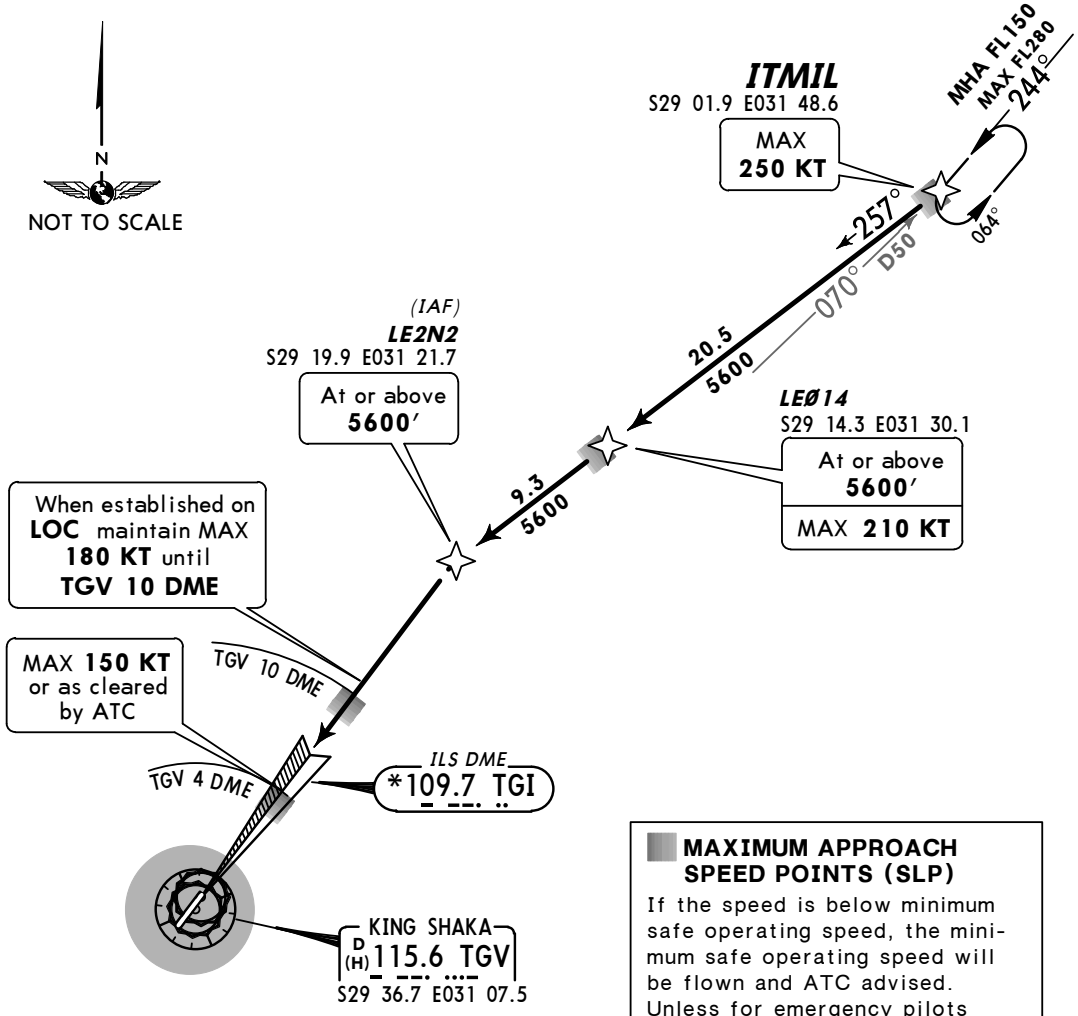
JEPPESEN
22 MAR 13 (20-2F) Eff 4 Apr

DURBAN, S AFR REP
RNAV STAR

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 5500′
127.0	304′	1. If unable to comply with STAR notify ATC. 2. SIDs and STARs must be announced in operation on ATIS and will only be in force when Surveillance RADAR is operational.

5300′
MSA
ARP

ITMIL 1B *[ITMI1B]*
RWY 24 RNAV ARRIVAL
RNAV (GNSS)
RNAV 2 REQUIRED



MAXIMUM APPROACH SPEED POINTS (SLP)
If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency pilots are not to request cancellation of speed restrictions.

Direct distance from LE2N2 to:
King Shaka Intl **21 NM**

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL130, whichever is highest. Comply with associated communication failure procedure.
Before ITMIL: Proceed to ITMIL and enter holding, hold at last assigned FL for minimum 5 minutes, then descend to FL90 or maintain last assigned FL if below FL90. Leave ITMIL on "After ITMIL" procedure.
After ITMIL: Continue on STAR maintaining last assigned FL, at LE014 descend to FL80, at LE2N2, turn LEFT and continue RNAV (GNSS) approach and intercept ILS.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

ROUTING

From ITMIL to LE2N2, turn LEFT to intercept ILS.

In the event of a missed approach with the intention of diverting to an alternate airport comply with **SID OKTAN 1A.**

CHANGES: RNAV STAR availability.

© JEPPESEN, 2010, 2013. ALL RIGHTS RESERVED.

6.2.9 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

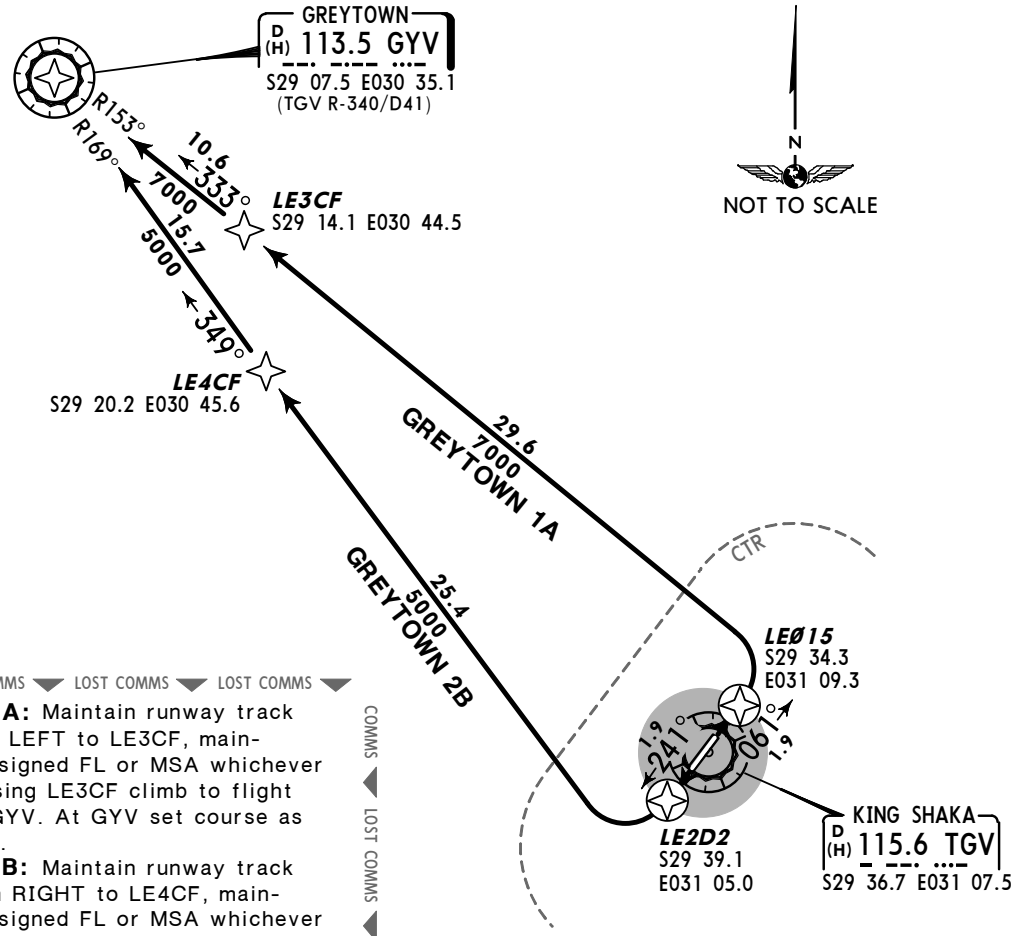
FALE/DUR
KING SHAKA INTL

DURBAN, S AFR REP
RNAV SID

DURBAN Approach 125.75	Apt Elev 304′	Trans level: By ATC Trans alt: 5500′ 1. If unable to comply with SID notify ATC. 2. SIDs and STARs must be announced in operation on ATIS and will only be in force when Surveillance RADAR is operational. 3. SIDs include minimum noise routings. 4. Contact DURBAN Approach on frequency provided in ATC clearance at 2000′. Advise RADAR of level passing on first contact for Mode-C check. 5. Cross CTR boundary at or above 3000′.	5300′ MSA ARP

GREYTOWN 1A *[GYV1A]*
GREYTOWN 2B *[GYV2B]*
RWYS 06, 24 RNAV DEPARTURES
RNAV (GNSS)
RNAV 2 REQUIRED

SPEED: MAX 220 KT UNTIL ESTABLISHED ON TRACK TO GYV



COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

GREYTOWN 1A: Maintain runway track to LE015, turn LEFT to LE3CF, maintaining last assigned FL or MSA whichever is higher. Passing LE3CF climb to flight plan level to GYV. At GYV set course as per flight plan.

GREYTOWN 2B: Maintain runway track to LE2D2, turn RIGHT to LE4CF, maintaining last assigned FL or MSA whichever is higher. Then to LE4CF, climb to flight plan level to GYV. At GYV set course as per flight plan.

Both SIDs: Aircraft wishing to return must continue to SID termination point and climb to last assigned FL or MSA or FL80 whichever is higher. At GYV proceed to GETOK and comply with STAR GETOK 1C (GREYTOWN 1A)/ GETOK 1D (GREYTOWN 2B) communication failure procedure.

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

These SIDs require a minimum climb gradient of 7% up to 3000′.

Gnd speed-KT	75	100	150	200	250	300
7% V/V(fpm)	532	709	1063	1418	1772	2127

Initial climb clearance **FL70,** further climb under RADAR control.

SID	RWY	ROUTING
GREYTOWN 1A	**06**	On runway track to LE015, turn LEFT to LE3CF, then to GYV, then as per flight plan.
GREYTOWN 2B	**24**	On runway track to LE2D2, turn RIGHT to LE4CF, then to GYV, then as per flight plan.

CHANGES: RNAV SIDs availability.

© JEPPESEN, 2010, 2013. ALL RIGHTS RESERVED.

6.2.10 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

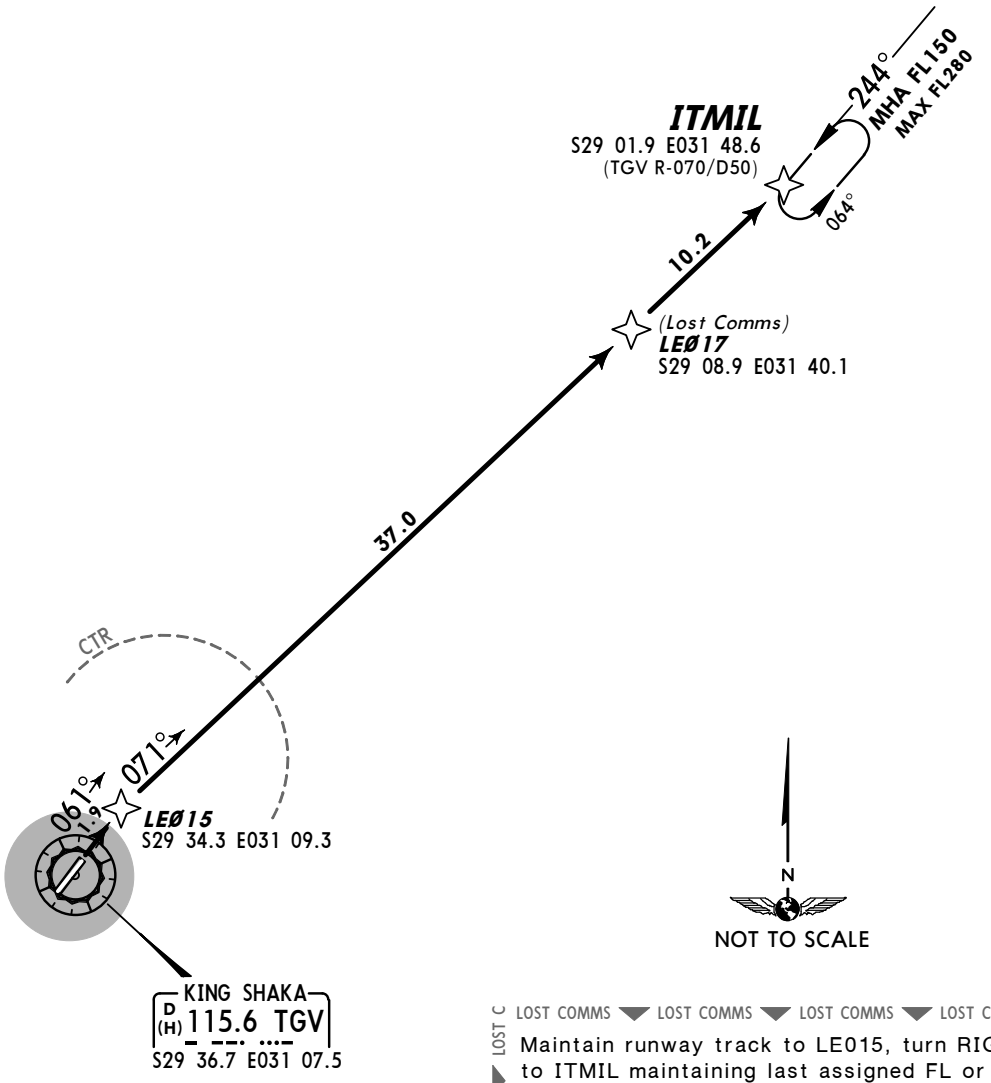
FALE/DUR
KING SHAKA INTL

JEPPESEN
22 MAR 13 (20-3A) Eff 4 Apr

DURBAN, S AFR REP
RNAV SID

DURBAN Approach 125.75	Apt Elev 304′	Trans level: By ATC Trans alt: 5500′ 1. If unable to comply with SID notify ATC. 2. SIDs and STARs must be announced in operation on ATIS and will only be in force when Surveillance RADAR is operational. 3. SIDs include minimum noise routings. 4. Contact DURBAN Approach on frequency provided in ATC clearance at 2000′. Advise RADAR of level passing on first contact for Mode-C check. 5. Cross CTR boundary at or above 3000′.	5300′ MSA ARP

ITMIL 1C *[ITMI1C]*
RWY 06 RNAV DEPARTURE
RNAV (GNSS)
RNAV 2 REQUIRED
SPEED: MAX 220 KT UNTIL ESTABLISHED ON TRACK TO ITMIL



This SID requires a minimum climb gradient of 7% up to 3000′.

Gnd speed-KT	75	100	150	200	250	300
7% V/V(fpm)	532	709	1063	1418	1772	2127

LOST COMMS
Maintain runway track to LE015, turn RIGHT to ITMIL maintaining last assigned FL or MSA whichever is higher. When passing LE017 climb to flight plan level, at ITMIL set course as per flight plan.
Aircraft wishing to return must continue to SID termination point and climb to last assigned FL or MSA whichever is higher. Enter ITMIL holding and hold for 5 minutes, then comply with the appropriate STAR communication failure procedure.

Initial climb clearance **FL70,** further climb under RADAR control.

ROUTING

On runway track to LE015, turn RIGHT to ITMIL, then as per flight plan.

CHANGES: RNAV SID availability.

© JEPPESEN, 2010, 2013. ALL RIGHTS RESERVED.

6.2.11 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

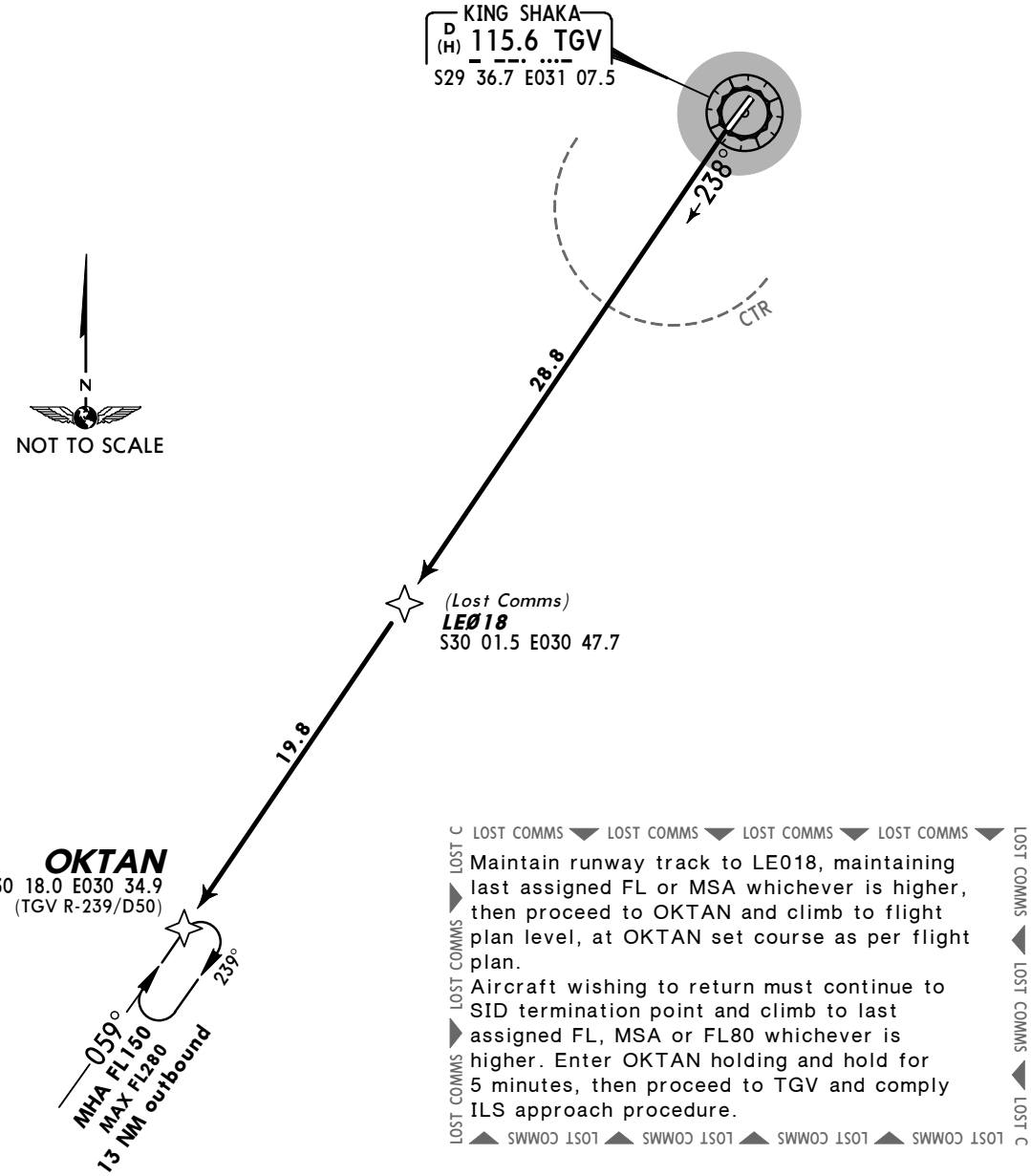
FALE/DUR
KING SHAKA INTL

JEPPESEN
22 MAR 13 (20-3B) Eff 4 Apr

DURBAN, S AFR REP
RNAV SID

DURBAN Approach 125.75	Apt Elev 304′	Trans level: By ATC Trans alt: 5500′ 1. If unable to comply with SID notify ATC. 2. SIDs and STARs must be announced in operation on ATIS and will only be in force when Surveillance RADAR is operational. 3. SIDs include minimum noise routings. 4. Contact DURBAN Approach on frequency provided in ATC clearance at 2000′. Advise RADAR of level passing on first contact for Mode-C check. 5. Cross CTR boundary at or above 3000′.	5300′ MSA ARP

OKTAN 1A *[OKTA1A]*
RWY 24 RNAV DEPARTURE
RNAV (GNSS)
RNAV 2 REQUIRED



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

Maintain runway track to LE018, maintaining last assigned FL or MSA whichever is higher, then proceed to OKTAN and climb to flight plan level, at OKTAN set course as per flight plan.
Aircraft wishing to return must continue to SID termination point and climb to last assigned FL, MSA or FL80 whichever is higher. Enter OKTAN holding and hold for 5 minutes, then proceed to TGV and comply ILS approach procedure.

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

This SID requires a minimum climb gradient of
7% up to 3000′.

Gnd speed-KT	75	100	150	200	250	300
7% V/V(fpm)	532	709	1063	1418	1772	2127

Initial climb clearance **FL70** , further climb under RADAR control.

ROUTING

Direct to OKTAN, then as per flight plan.

CHANGES: RNAV SIDs availability.

© JEPPESEN, 2011, 2013. ALL RIGHTS RESERVED.

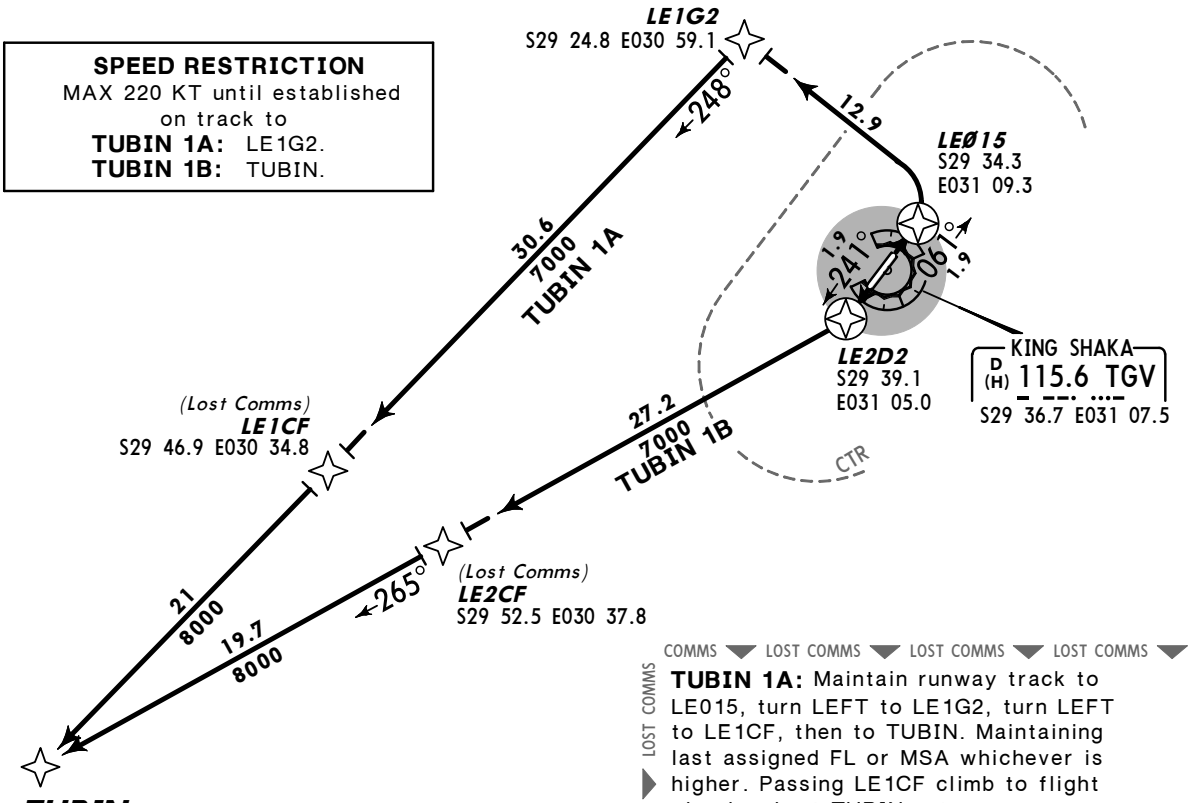
FALE/DUR
KING SHAKA INTL

JEPPESEN 22 MAR 13 (20-3C) Eff 4 Apr

DURBAN, S AFR REP
RNAV SID

DURBAN Approach 125.75	Apt Elev 304′	Trans level: By ATC Trans alt: 5500′ 1. If unable to comply with SID notify ATC. 2. SIDs and STARs must be announced in operation on ATIS and will only be in force when Surveillance RADAR is operational. 3. SIDs include minimum noise routings. 4. Contact DURBAN Approach on frequency provided in ATC clearance at 2000′. Advise RADAR of level passing on first contact for Mode-C check. 5. Cross CTR boundary at or above 3000′.	5300′ MSA ARP

TUBIN 1A *[TUBI1A]*
TUBIN 1B *[TUBI1B]*
RWYS 06, 24 RNAV DEPARTURES
RNAV (GNSS)
RNAV 2 REQUIRED



These SIDs require a minimum climb gradient of
7% up to 3000′.

Gnd speed-KT	75	100	150	200	250	300
7% V/V(fpm)	532	709	1063	1418	1772	2127

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

TUBIN 1A: Maintain runway track to LE015, turn LEFT to LE1G2, turn LEFT to LE1CF, then to TUBIN. Maintaining last assigned FL or MSA whichever is higher. Passing LE1CF climb to flight plan level, at TUBIN set course as per flight plan.

TUBIN 1B: Maintain runway track to LE2D2, maintaining last assigned FL or MSA whichever is higher. Then turn RIGHT to LE2CF, climb to flight plan level, at TUBIN set course as per flight plan.

Both SIDs: Aircraft wishing to return must continue to SID termination point and climb to last assigned FL or MSA or FL80 whichever is higher. At TUBIN proceed to DUNSA and comply with STAR DUNSA 1A (Rwy 06)/ DUNSA 1B (Rwy 24) communication failure procedure.

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

Initial climb clearance **FL70** , further climb under RADAR control.

SID	RWY	ROUTING
TUBIN 1A	**06**	On runway track to LE015, turn LEFT to LE1G2, turn LEFT to LE1CF, then to TUBIN, then as per flight plan.
TUBIN 1B	**24**	On runway track to LE2D2, turn RIGHT to LE2CF, then to TUBIN, then as per flight plan.

CHANGES: RNAV SIDs availability.

© JEPPESEN, 2011, 2013. ALL RIGHTS RESERVED.

NOISE ABATEMENT

LT minus 2 HOURS = UTC(Z)

DEPARTURES

In order to minimize noise on the ground and to ensure safety of flight operations all jet ACFT operators are to adopt NADP 1 procedure for all take-offs, procedures may be disregarded if at 3000′ AGL or when leveled off by ATC, or when leveled by SIDs.

Immediately after take-off turnouts must as far as possible be avoided and runway heading must be maintained to a reasonable altitude.

When possible, ACFT must climb at the best angle of climb after take-off and this must be maintained until all built-up areas are overflown, or the desired altitude has been reached.

No intersection take-offs between 2200-0600LT.

REVERSE THRUST

After landing minimize the use of reverse thrust, as far as possible, for braking purposes.

RUN-UP TESTS

No testing and engine run-ups between 2200-0600LT. Outside of these times unforeseen engine run-ups only permitted by consent of the aerodrome authorization.

© JEPPESEN, 2010, 2015. ALL RIGHTS RESERVED.

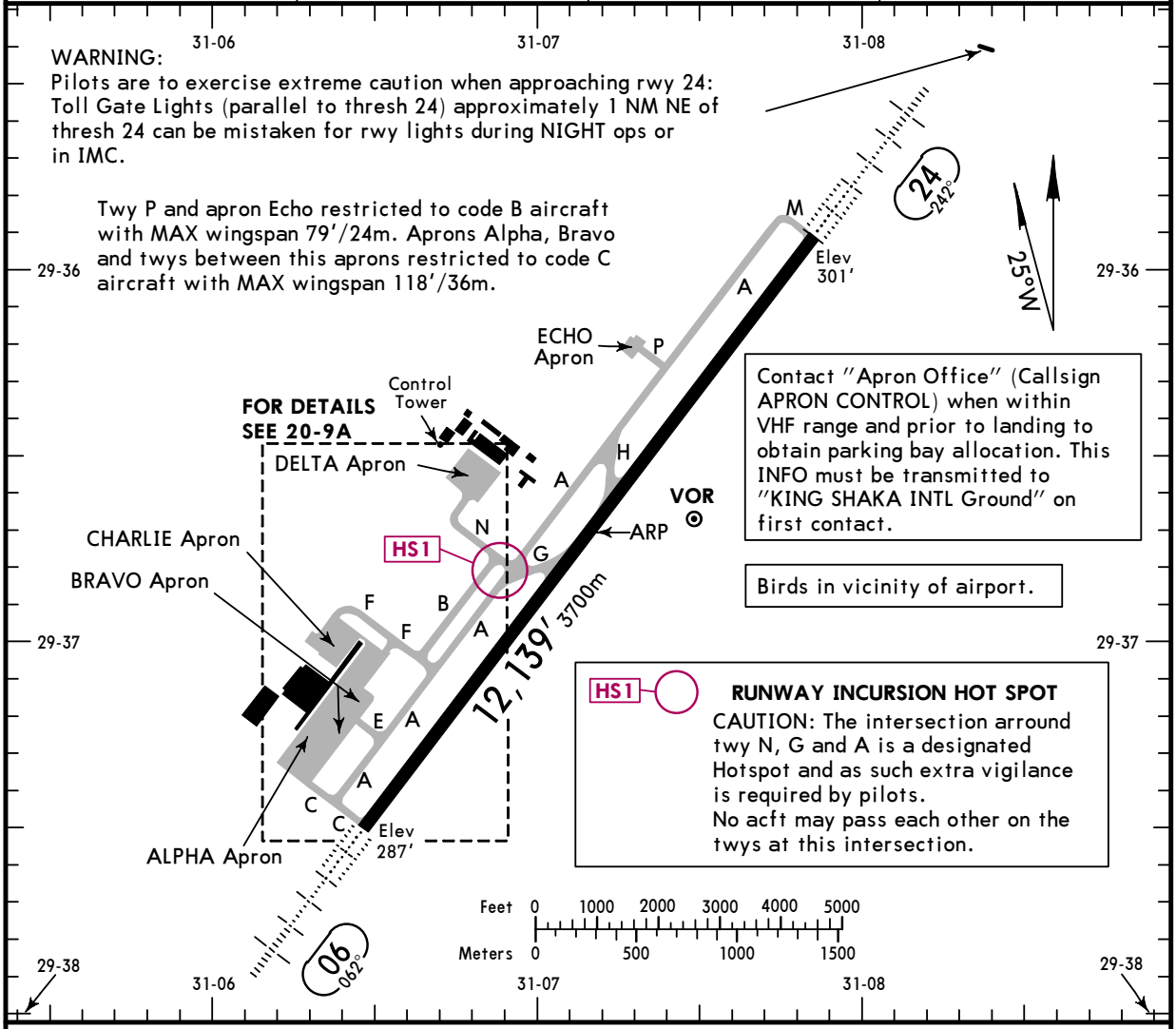
FALE/DUR

Apt Elev 304′
S29 36.7 E031 07.2

JEPPESEN 25 NOV 16 (20-9) Eff 8 Dec

DURBAN, S AFR REP
KING SHAKA INTL

D-ATIS	KING SHAKA INTL Ground	APRON Control	Tower
127.0	121.65	122.65	118.45



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
06	HIRL (60m) CL (15m) HIALS-II TDZ PAPI (3.0°) ❶		11,106′ 3385m		197′ 60m
24	HIRL (60m) CL (15m) HIALS-II TDZ PAPI (3.0°) ❷		11,045′ 3367m		

❶ HST-H with HSTIL.
❷ HST-G with HSTIL.

PUSH-BACK PROCEDURE

Push-back, start and taxi clearances to be requested on GND.
Acft are not to request push-back until the TUG is connected and ready to push.
Before start is requested, acft must be ready for immediate push-back.

JAR-OPS

TAKE-OFF 1

	All Rwys: LVP must be in force: RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	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: Variation. Rwy bearings.

© JEPPESEN, 2011, 2016. ALL RIGHTS RESERVED.

FALE/DUR

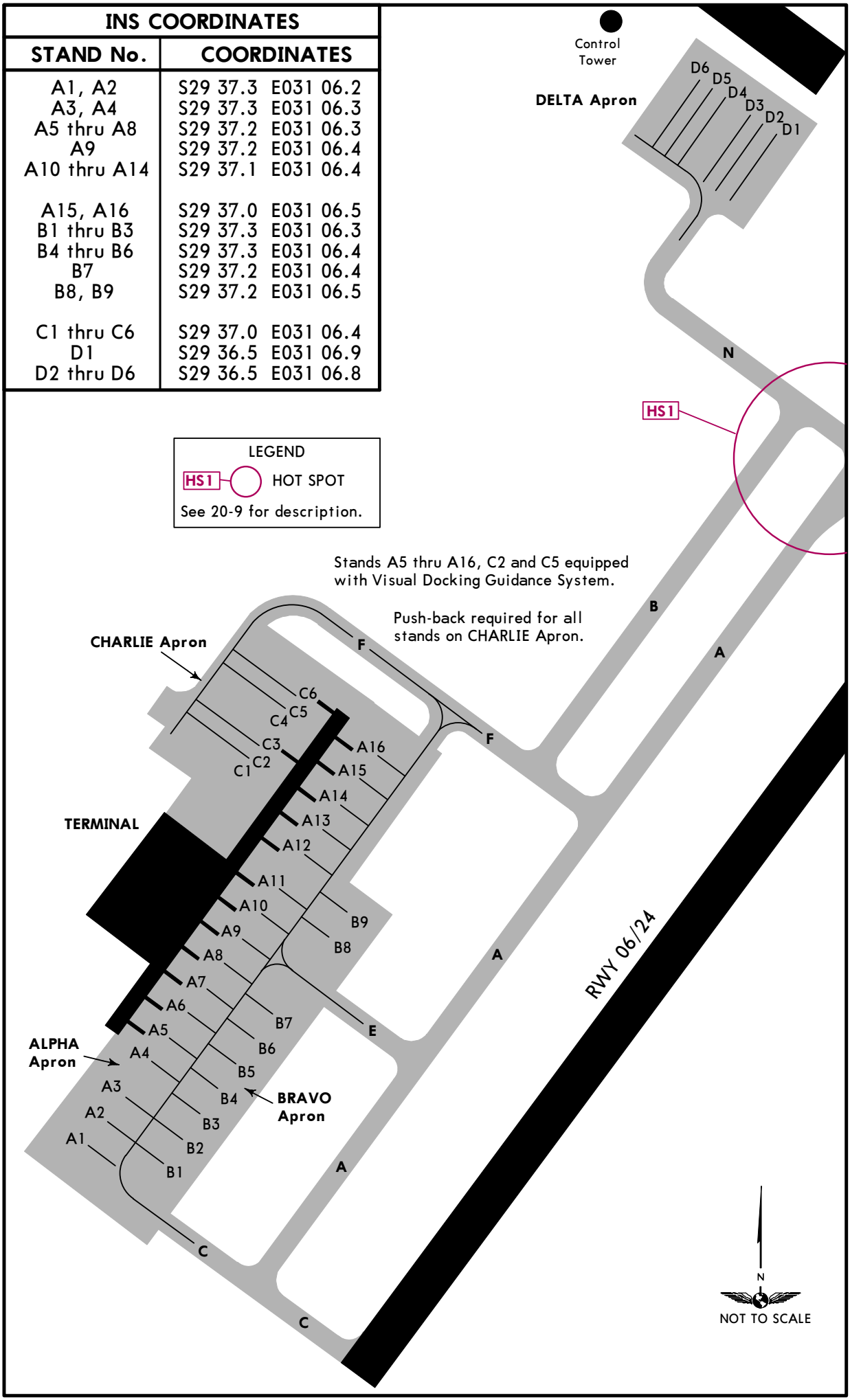
JEPPESEN

25 NOV 16 (20-9A) Eff 8 Dec

DURBAN, S AFR REP

KING SHAKA INTL

INS COORDINATES	
STAND No.	**COORDINATES**
A1, A2	S29 37.3 E031 06.2
A3, A4	S29 37.3 E031 06.3
A5 thru A8	S29 37.2 E031 06.3
A9	S29 37.2 E031 06.4
A10 thru A14	S29 37.1 E031 06.4
A15, A16	S29 37.0 E031 06.5
B1 thru B3	S29 37.3 E031 06.3
B4 thru B6	S29 37.3 E031 06.4
B7	S29 37.2 E031 06.4
B8, B9	S29 37.2 E031 06.5
C1 thru C6	S29 37.0 E031 06.4
D1	S29 36.5 E031 06.9
D2 thru D6	S29 36.5 E031 06.8



CHANGES: None.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

6.2.16 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FALE/DUR

JEPPESEN

Standard

30 DEC 16 (20-9S) Eff 5 Jan

DURBAN, S AFR REP
KING SHAKA INTL

STRAIGHT-IN RWY		A	B	C	D
06	CAT 2 ILS ❶	**387**′(100′) **RA103′ R300m**	**401**′(114′) **RA117′ R300m**	**409**′(122′) **RA138′ R400m**	**430**′(143′) **RA140′ R450m**
	CAT 2 ILS ❷	**832**′(545′) **R450m**	**846**′(559′) **R450m**	**854**′(567′) **R450m**	**875**′(588′) **R450m**
	ILS ❶ FULL Limited ALS out	**487**′(200′) **R550m** R750m R1200m	**487**′(200′) **R550m** R750m R1200m	**487**′(200′) **R550m** R750m R1200m	**497**′(210′) **R600m** R750m R1200m
	ILS ❷ ALS out	**946**′(659′) **R1500m** R1500m	**946**′(659′) **R1500m** R1500m	**946**′(659′) **C2300m** C2400m	**952**′(665′) **C2400m** C2400m
	LOC ❶❸ ALS out	**730**′(443′) **R1400m** R1500m	**730**′(443′) **R1400m** R1500m	**730**′(443′) **R1400m** C2100m	**730**′(443′) **R1400m** C2100m
	LOC ❷❸	**1180**′(893′) **R1500m**	**1180**′(893′) **R1500m**	**1180**′(893′) **C2400m**	**1180**′(893′) **C2400m**
	RNAV ❸❺ ALS out	**690**′(403′) **R1200m** R1500m	**690**′(403′) **R1400m** R1500m	**690**′(403′) **R1400m** R2000m	**690**′(403′) **R1800m** R2000m
	RNAV ❷❸	**1220**′(933′) **R1500m**	**1220**′(933′) **R1500m**	**1220**′(933′) **C2400m**	**1220**′(933′) **C2400m**
	VOR ❸❻ ALS out	**650**′(363′) **R1000m** R1500m	**650**′(363′) **R1000m** R1500m	**650**′(363′) **R1000m** R1800m	**650**′(363′) **R1400m** R2000m
	VOR ❷❸	**1920**′(1633′) **C5000m**	**1920**′(1633′) **C5000m**	**1920**′(1633′) **C5000m**	**1920**′(1633′) **C5000m**
24	CAT 2 ILS ❹	**401**′(100′) **RA100′ R300m**	**407**′(106′) **RA106′ R300m**	**416**′(115′) **RA115′ R300m**	**435**′(134′) **RA132′ R400m**
	CAT 2 ILS ❷	**1088**′(787′) **R450m**	**1094**′(793′) **R450m**	**1103**′(802′) **R450m**	**1122**′(821′) **R450m**
	ILS ❹ FULL Limited ALS out	**501**′(200′) **R550m** R750m R1200m	**501**′(200′) **R550m** R750m R1200m	**501**′(200′) **R550m** R750m R1200m	**507**′(206′) **R600m** R750m R1200m
	ILS ❷	**1188**′(887′) **R1500m**	**1188**′(887′) **R1500m**	**1188**′(887′) **C2400m**	**1194**′(893′) **C2400m**
	LOC ❸❹ ALS out	**730**′(429′) **R1300m** R1500m	**730**′(429′) **R1300m** R1500m	**730**′(429′) **R1300m** R2000m	**730**′(429′) **R1300m** R2000m
	LOC ❷❸	**1420**′(1119′) **R1500m**	**1420**′(1119′) **R1500m**	**1420**′(1119′) **C2400m**	**1420**′(1119′) **C2400m**
	RNAV ❸❺ ALS out	**780**′(476′) **R1500m** R1500m	**780**′(476′) **R1500m** R1500m	**780**′(476′) **R1500m** C2200m	**780**′(476′) **R1800m** C2200m
	RNAV ❷❸	**1260**′(956′) **R1500m**	**1260**′(956′) **R1500m**	**1260**′(956′) **C2400m**	**1260**′(956′) **C2400m**
	VOR ❸❼ ALS out	**870**′(569′) **R1500m** R1500m	**870**′(569′) **R1500m** R1500m	**870**′(569′) **R1900m** C2600m	**870**′(569′) **R1900m** C2600m
	VOR ❷❸ ALS out	**1300**′(999′) **R1500m** R1500m	**1300**′(999′) **R1500m** R1500m	**1300**′(999′) **C3800m** C4500m	**1300**′(999′) **C3800m** C4500m

❶ MACG 3.0%.
❷ MACG 2.5%.
❸ Continuous Descent Final Approach.
❹ MACG 3.4%.
❺ MACG 3.9%.
❻ MACG 3.6%.
❼ MACG 3.2%.

CHANGES: None.

© JEPPESEN, 2011, 2016. ALL RIGHTS RESERVED.

FALE/DUR

JEPPESEN

30 DEC 16 20-9S1 Eff 5 Jan

Standard

DURBAN, S AFR REP
KING SHAKA INTL

CIRCLE-TO-LAND ❶	100 KT	135 KT	180 KT	205 KT
After ILS or LOC	**1000**′(696′) ❹❺❻	**1000**′(696′) ❹❺❻	**1270**′(966′) ❻	**1350**′(1046′) ❻
After RNAV 06 (with MACG 3.9%) ❷	**960**′(673′)	**990**′(703′)	**1170**′(883′)	**1440**′(1153′)
After RNAV 06 (with MACG 2.5%) ❷	**1220**′(933′)	**1220**′(933′)	**1220**′(933′)	**1440**′(1153′)
After VOR 06 (with MACG 3.6%)	**1000**′(696′)	**1000**′(696′)	**1270**′(966′)	**1350**′(1046′)
After VOR 06 (with MACG 2.5%)	**1920**′(1616′)	**1920**′(1616′)	**1920**′(1616′)	**1920**′(1616′)
After RNAV 24 (with MACG 3.6%) ❸	**960**′(659′)	**990**′(689′)	**1170**′(869′)	**1440**′(1139′)
After RNAV 24 (with MACG 2.5%) ❸	**1260**′(959′)	**1260**′(959′)	**1260**′(959′)	**1440**′(1139′)
After VOR 24 (with MACG 3.2%)	**1000**′(696′)	**1000**′(696′)	**1270**′(966)	**1350**′(1046′)
After VOR 24 (with MACG 2.5%)	**1300**′(996′)	**1300**′(996′)	**1300**′(996′)	**1350**′(1046′)
	V1500m ❼	V1600m ❼	V2400m ❼	V3600m ❼

❶ Entirely at Pilots discretion.
❷ Circling height based on rwy 06 thresh elev of 287′.
❸ Circling height based on rwy 24 thresh elev of 301′.
❹ After LOC 06 (with MACG 2.5%): MDA(H) 1200′(896′).
❺ After ILS 24 (with MACG 2.5%): MDA(H) 1200′(896′).
❻ After LOC 24 (with MACG 2.5%): MDA(H) 1430′(1126′).
❼ or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 06, 24

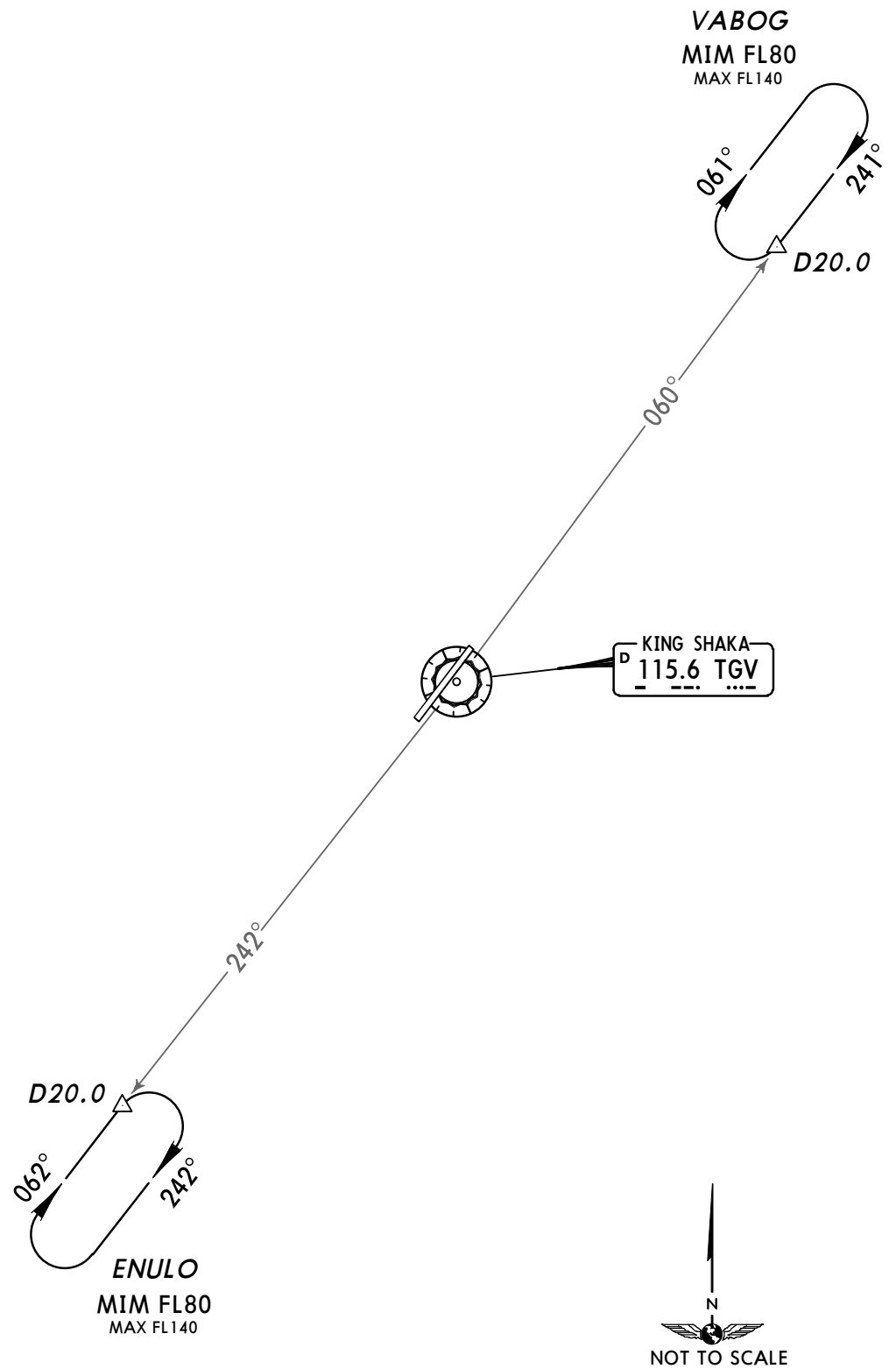
	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force: RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A B C	125m	150m	200m	250m	400m	500m
D	150m	200m	250m	300m		

CHANGES: Circling minimums after VOR 06/24.

© JEPPESEN, 2011, 2016. ALL RIGHTS RESERVED.

6.2.18 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

ENULO & VABOG HOLDINGS



CHANGES: Holdings renamed.

© JEPPESEN, 2010. ALL RIGHTS RESERVED.

6.2.19 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FALE/DUR
KING SHAKA INTL

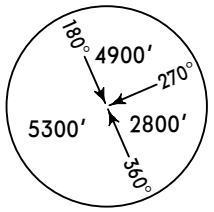
JEPPESEN 25 NOV 16 (21-1) Eff 8 Dec

DURBAN, S AFR REP
ILS Z Rwy 06

D-ATIS	DURBAN Approach	KING SHAKA INTL Tower	Ground	APRON Control
127.0	125.75	118.45	121.65	122.65

LOC TNI	Final Apch Crs	GS	ILS DA(H)	Apt Elev 304′
*111.3	062°	D8.4 TNI 3000′ (2713′)	Refer to Minimums	Rwy 287′

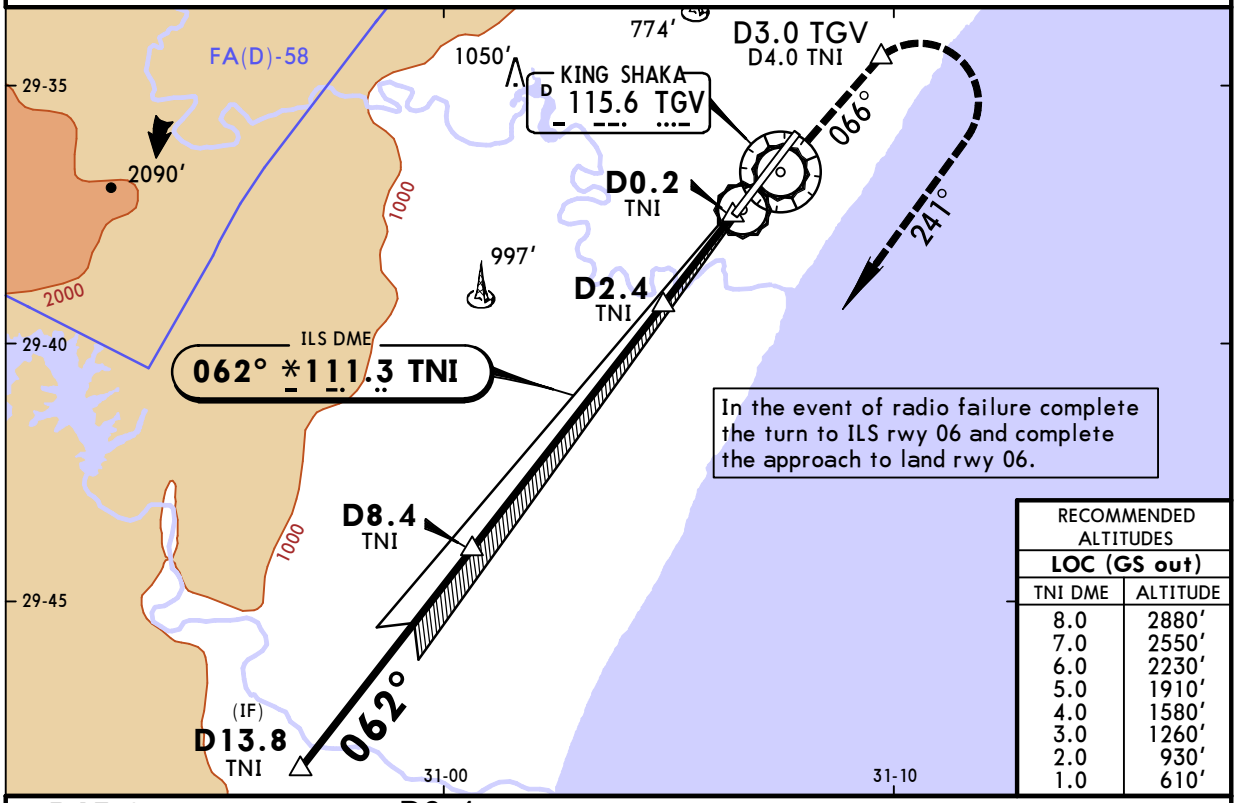
MISSED APCH: Climb STRAIGHT AHEAD on R-066 TGV to D3.0 TGV/D4.0 TNI or 3000′, whichever is later, then turn RIGHT onto 241° for radar vectors to ILS apch. **MISSED APCH WITH COMM FAILURE:** Climb STRAIGHT AHEAD on R-066 TGV to D3.0 TGV/D4.0 TNI or 3000′, whichever is later, then turn RIGHT onto 241° to intercept 12 DME Arc TGV westbound. Crossing R-226 TGV turn RIGHT onto 036° to intercept ILS apch and land.



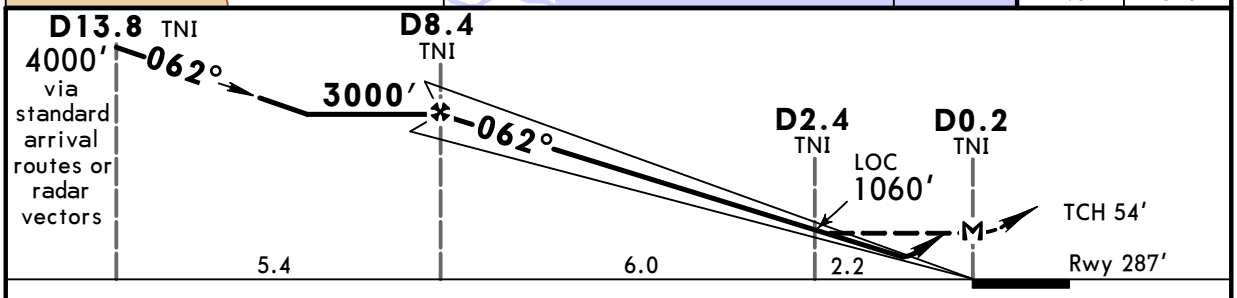
MSA
TGV VOR

Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 5500′

1. VOR and DME required. 2. CAUTION: High ground West of airport. 3. Procedure only applicable via STAR or radar vectors.



RECOMMENDED ALTITUDES	
LOC (GS out)	
TNI DME	ALTITUDE
8.0	2880′
7.0	2550′
6.0	2230′
5.0	1910′
4.0	1580′
3.0	1260′
2.0	930′
1.0	610′



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 D0.2 TNI						

HIALS-II PAPI PAPI

3000′ whichever is later | D3.0 TGV D4.0 TNI | via TGV 115.6 R-066

JAR-OPS — STRAIGHT-IN LANDING RWY **06**

	ILS MACG 3.0% DA(H) ABC: 487′ (200′) D: 497′ (210′)		ILS MACG 2.5% DA(H) ABC: 946′ (659′) D: 952′ (665′)		LOC (GS out) MACG 3.0% MDA(H) 730′ (443′)		LOC (GS out) MACG 2.5% MDA(H) 1180′ (893′)		CIRCLE-TO-LAND
	FULL	ALS out	FULL	ALS out		ALS out		ALS out	
A	RVR 550m	RVR 1000m	RVR 800m	RVR 1200m	RVR 900m	RVR 1500m	RVR 1200m	RVR 1500m	see 21-5
B					RVR 1000m		RVR 1400m		
C						RVR 1800m		RVR 2000m	
D	RVR 600m				RVR 1400m	RVR 2000m	RVR 1800m		

PANS OPS

CHANGES: Procedure. Minimums.

© JEPPESEN, 2010, 2016. ALL RIGHTS RESERVED.

6.2.20 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FALE/DUR
KING SHAKA INTL

JEPPESEN 25 NOV 16 (21-1A) Eff 8 Dec

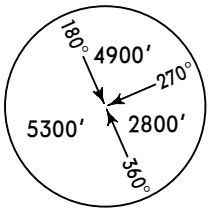
DURBAN, S AFR REP
CAT II ILS Z Rwy 06

BRIEFING STRIP™

D-ATIS	DURBAN Approach	KING SHAKA INTL Tower	Ground	APRON Control
127.0	125.75	118.45	121.65	122.65

LOC TNI	Final Apch Crs	GS	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 304' Rwy 287'
*111.3	062°	D8.4 TNI 3000' (2713')		

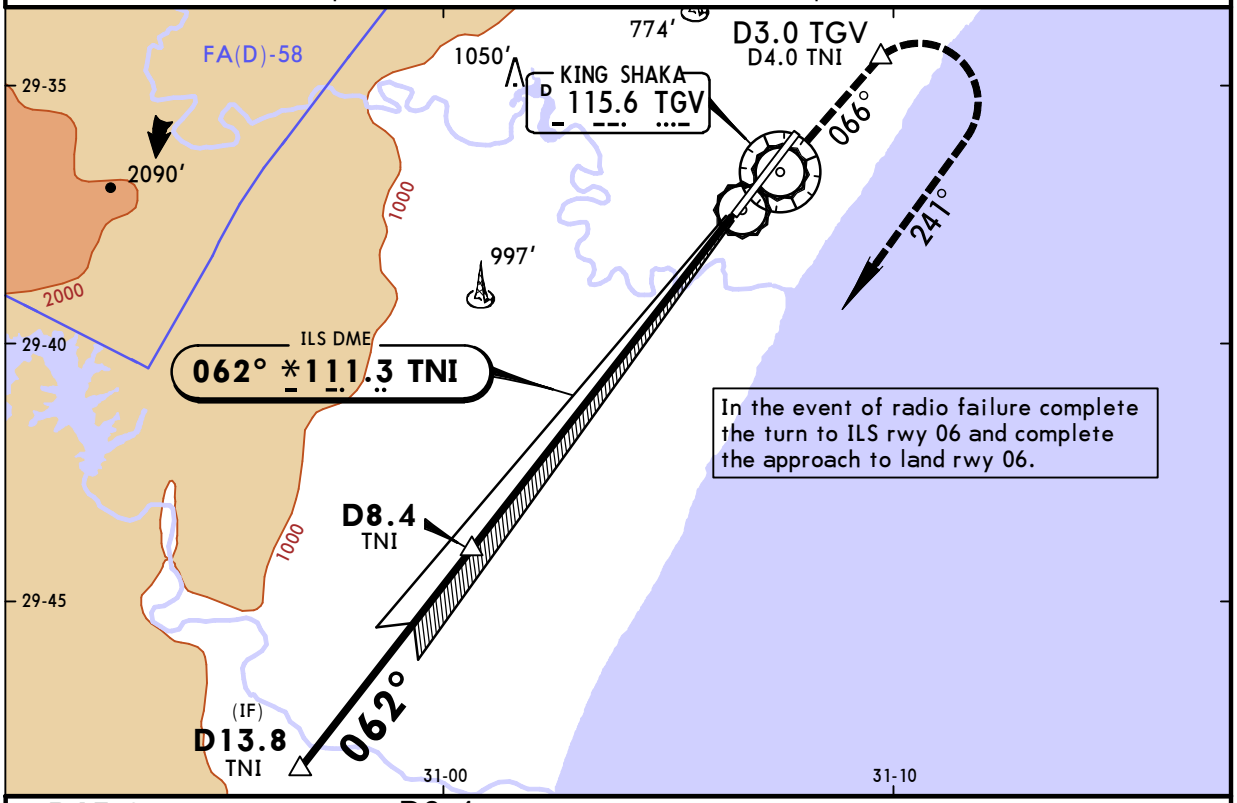
MISSED APCH: Climb STRAIGHT AHEAD on R-066 TGV to D3.0 TGV/D4.0 TNI or 3000', whichever is later, then turn RIGHT onto 241° for radar vectors to ILS apch. **MISSED APCH WITH COMM FAILURE:** Climb STRAIGHT AHEAD on R-066 TGV to D3.0 TGV/D4.0 TNI or 3000', whichever is later, then turn RIGHT onto 241° to intercept 12 DME Arc TGV westbound. Crossing R-226 TGV turn RIGHT onto 036° to intercept ILS apch and land.

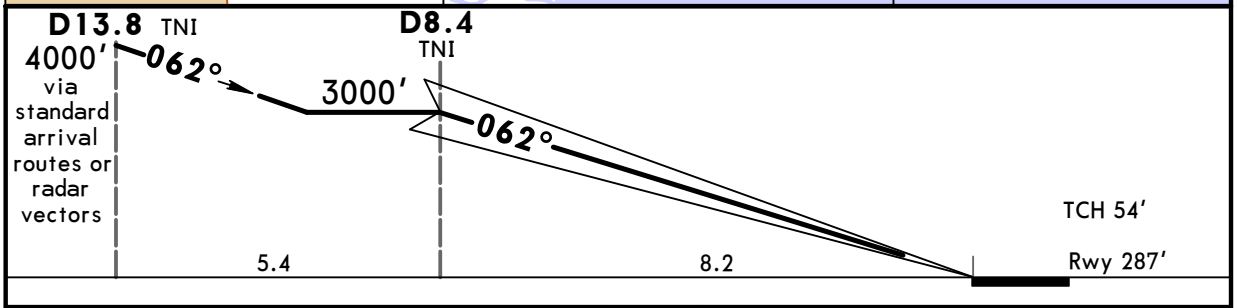


MSA
TGV VOR

Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 5500'

1. **VOR and DME required.** 2. CAUTION: High ground West of airport. 3. Procedure only applicable via STAR or radar vectors. 4. 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 PAPI PAPI

3000' whichever is later | D3.0 TGV D4.0 TNI | TGV via 115.6 R-066

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 06 **CAT II ILS**

	A	B	C	D	MACG 2.5%
	MACG 3.0%				
	RA 103'	RA 117'	RA 138'	RA 140'	DA(H) A: 832' (545') C: 854' (567') B: 846' (559') D: 875' (588')
DA(H)	387' (100')	401' (114')	409' (122')	430' (143')	
RVR	300m		400m	450m	450m

CHANGES: New procedure.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

6.2.21 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FALE/DUR
KING SHAKA INTL

JEPPESEN 25 NOV 16 (21-2) Eff 8 Dec

DURBAN, S AFR REP
ILS Y Rwy 06

BRIEFING STRIP ™

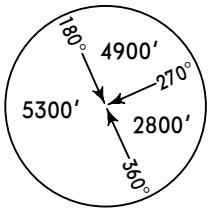
D-ATIS	DURBAN Approach	KING SHAKA INTL Tower	Ground	APRON Control
127.0	125.75	118.45	121.65	122.65

LOC TNI	Final Apch Crs	GS	ILS DA(H)	Apt Elev 304′
*111.3	062°	D8.4 TNI 3000′ (2713′)	Refer to Minimums	Rwy 287′

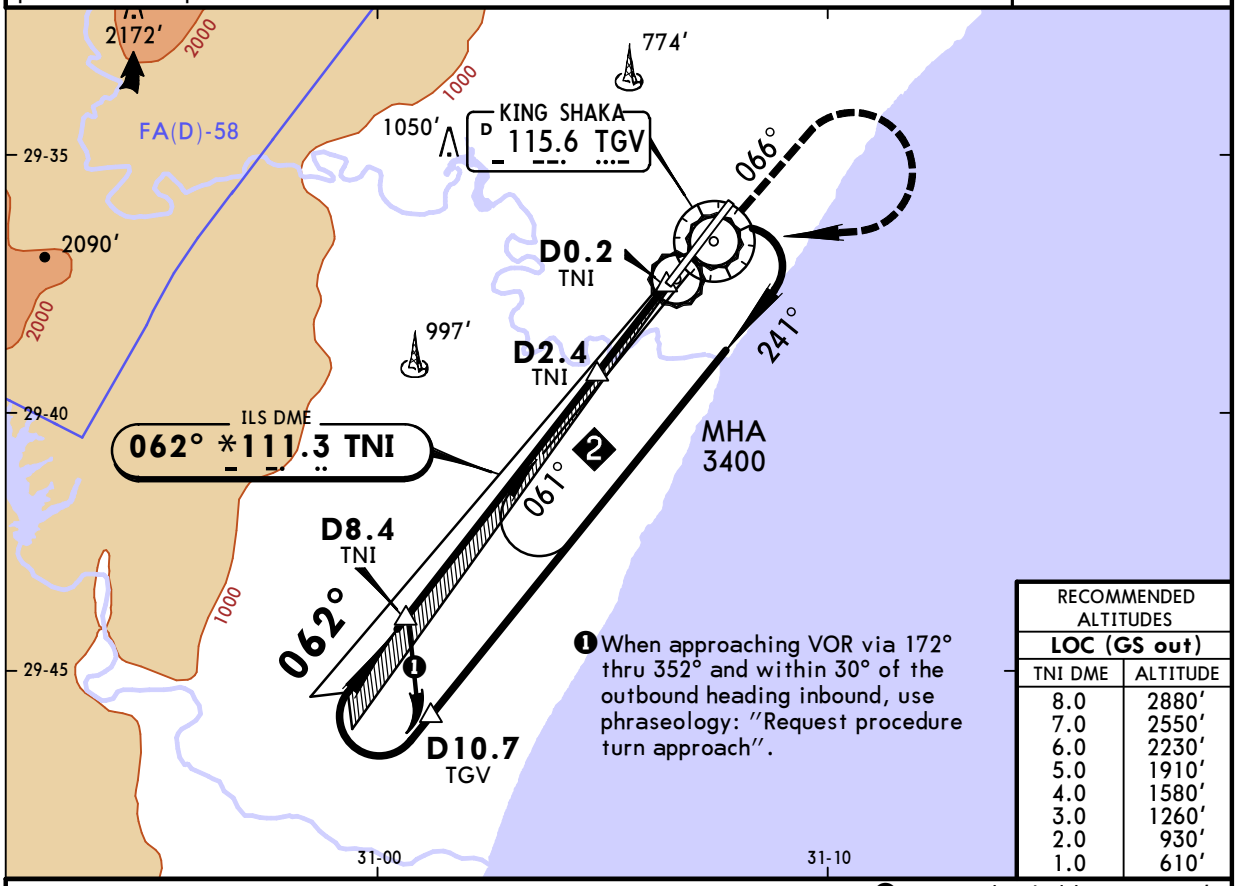
MISSED APCH: Climb STRAIGHT AHEAD on R-066 TGV to 3000′, then turn RIGHT to VOR climbing to 3400′.

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 5500′

1. VOR and DME required. 2. CAUTION: High ground West of airport. 3. 080°/260° procedure turn prohibited.

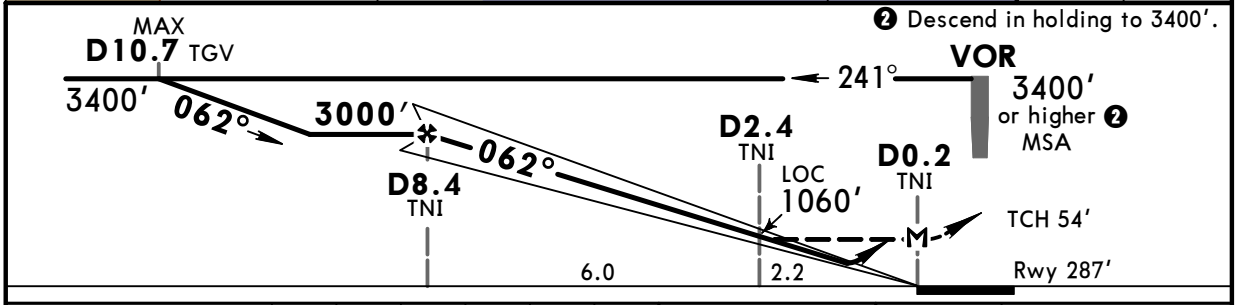


MSA
TGV VOR



❶ When approaching VOR via 172° thru 352° and within 30° of the outbound heading inbound, use phraseology: "Request procedure turn approach".

RECOMMENDED ALTITUDES	
LOC (GS out)	
TNI DME	ALTITUDE
8.0	2880′
7.0	2550′
6.0	2230′
5.0	1910′
4.0	1580′
3.0	1260′
2.0	930′
1.0	610′



❷ Descend in holding to 3400′.

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 D0.2 TNI						

HIALS-II PAPI PAPI

3000′ RT TGV on 115.6 R-066

JAR-OPS

STRAIGHT-IN LANDING RWY 06

	ILS MACG 3.0% DA(H) ABC: 487′ (200′) D: 497′ (210′)		ILS MACG 2.5% DA(H) ABC: 946′ (659′) D: 952′ (665′)		LOC (GS out) MACG 3.0% MDA(H) 730′ (443′)		LOC (GS out) MACG 2.5% MDA(H) 1180′ (893′)		CIRCLE-TO-LAND
	FULL	ALS out	FULL	ALS out		ALS out		ALS out	
A	RVR 550m	RVR 1000m	RVR 800m	RVR 1200m	RVR 900m	RVR 1500m	RVR 1200m	RVR 1500m	see 21-5
B					RVR 1000m		RVR 1400m		
C						RVR 1800m		RVR 2000m	
D	RVR 600m				RVR 1400m	RVR 2000m	RVR 1800m		

PANS OPS

CHANGES: Procedure. Minimums.

© JEPPESEN, 2010, 2016. ALL RIGHTS RESERVED.

6.2.22 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FALE/DUR
KING SHAKA INTL

JEPPESEN 25 NOV 16 (21-2A) Eff 8 Dec

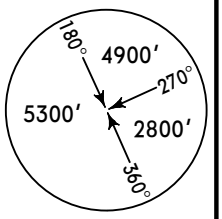
DURBAN, S AFR REP
CAT II ILS Y Rwy 06

BRIEFING STRIP ™

D-ATIS	DURBAN Approach	KING SHAKA INTL Tower	Ground	APRON Control
127.0	125.75	118.45	121.65	122.65

LOC TNI	Final Apch Crs	GS	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 304′ Rwy 287′
*111.3	062°	D8.4 TNI 3000′ (2713′)		

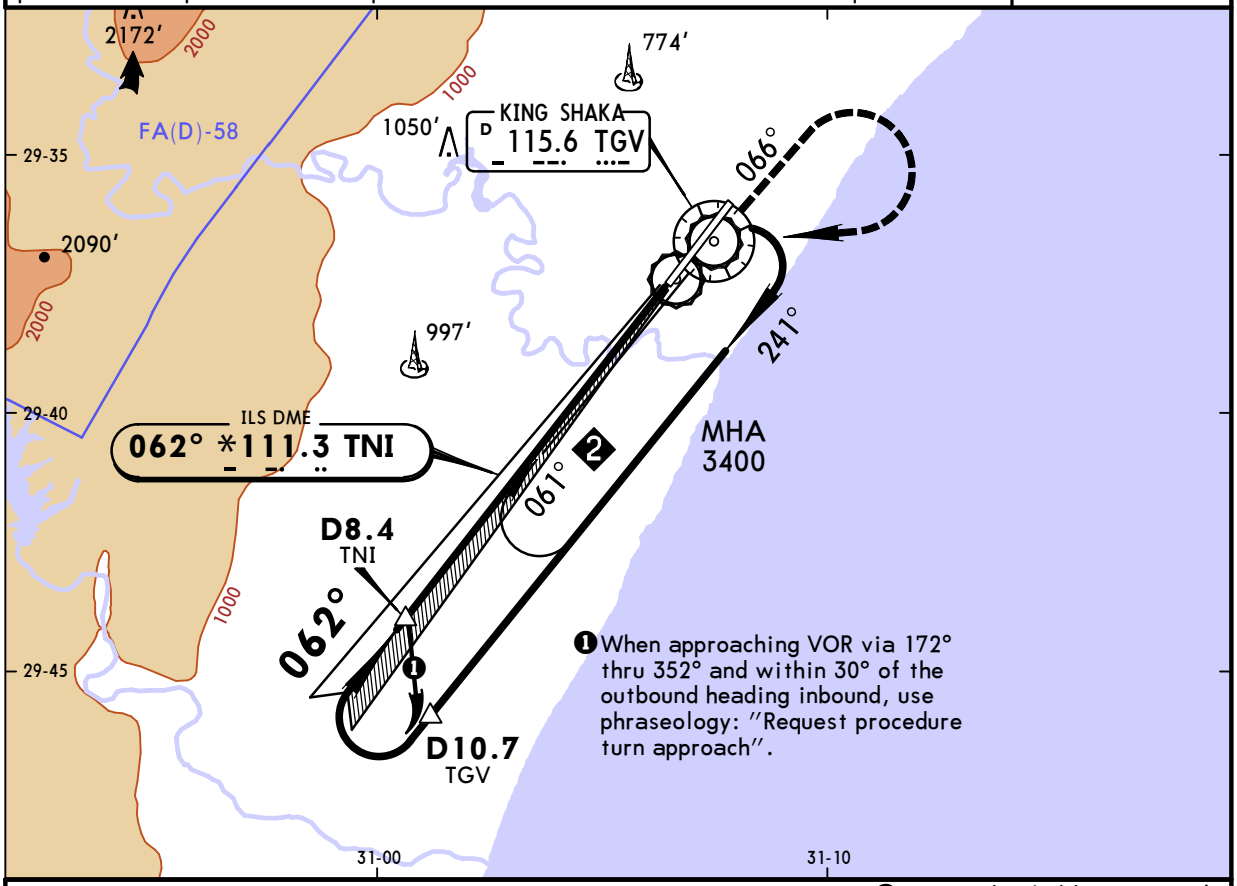
MISSED APCH: Climb STRAIGHT AHEAD on R-066 TGV to 3000′, then turn RIGHT to VOR climbing to 3400′.

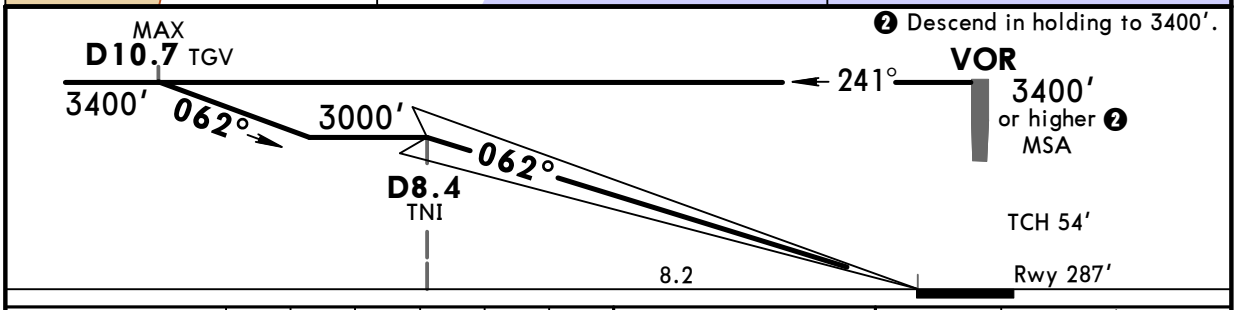


MSA
TGV VOR

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 5500′

1. VOR and DME required. 2. CAUTION: High ground West of airport. 3. 080°/260° procedure turn prohibited. 4. 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 PAPI PAPI

3000′ RT TGV on 115.6 R-066

PANS OPS

JAR-OPS

STRAIGHT-IN LANDING RWY **06**
CAT II ILS

	MACG 3.0%			MACG 2.5%
A	B	C	D	DA(H)
RA 103′ DA(H) **387′** (100′)	**RA 117′** DA(H) **401′** (114′)	**RA 138′** DA(H) **409′** (122′)	**RA 140′** DA(H) **430′** (143′)	A: **832′** (545′) C: **854′** (567′) B: **846′** (559′) D: **875′** (588′)
RVR 300m		RVR 400m	RVR 450m	RVR 450m

CHANGES: New procedure.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

6.2.23 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FALE/DUR
KING SHAKA INTL

JEPPESEN 25 NOV 16 (21-3) Eff 8 Dec

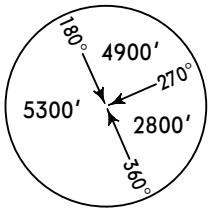
DURBAN, S AFR REP
ILS Z Rwy 24

BRIEFING STRIP ™

D-ATIS	DURBAN Approach	KING SHAKA INTL Tower	Ground	APRON Control
127.0	125.75	118.45	121.65	122.65

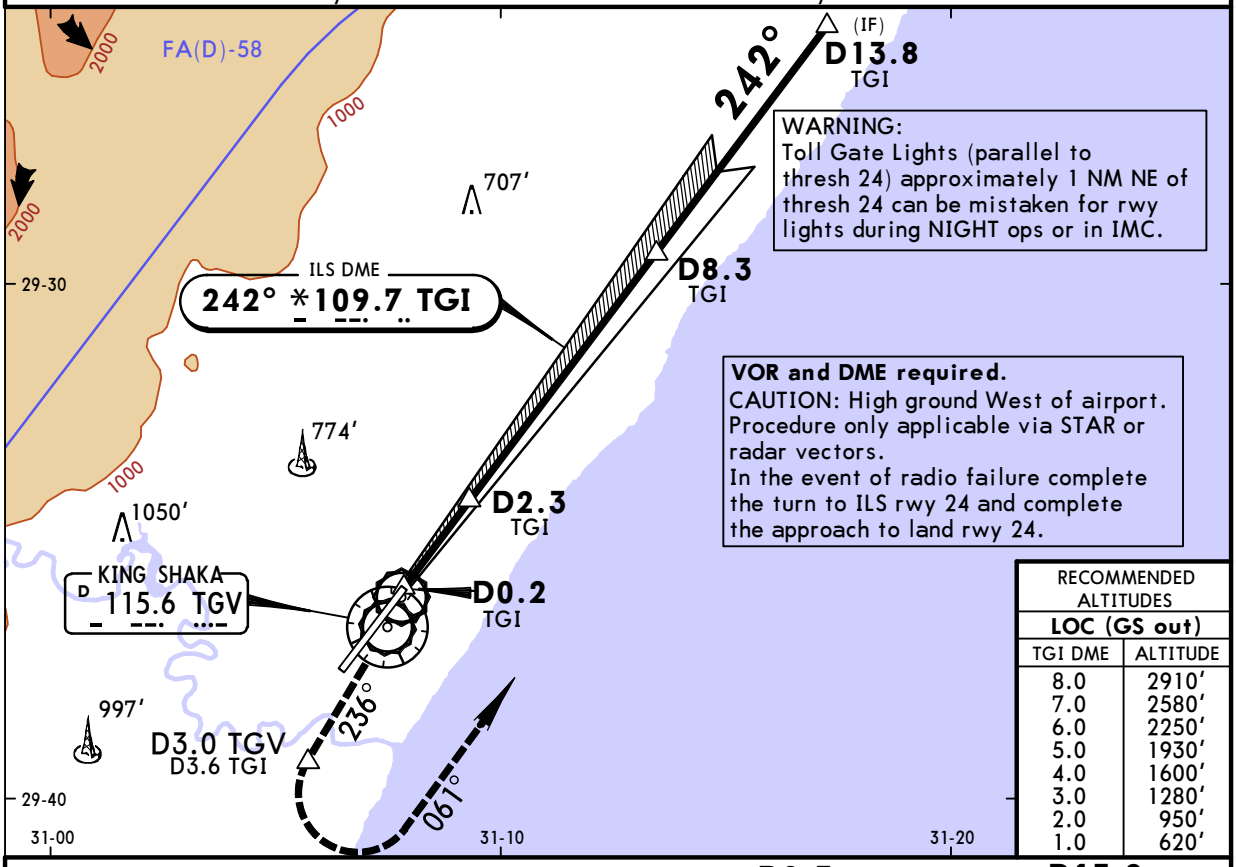
LOC TGI	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev / Rwy
*109.7	242°	D8.3 TGI 3000′ (2699′)		Apt Elev 304′ Rwy 301′

MISSED APCH: Climb STRAIGHT AHEAD on R-236 TGV to D3.0 TGV/D3.6 TGI or 3000′, whichever is later, then turn LEFT onto 061° for radar vectors to ILS apch. **MISSED APCH WITH COMM FAILURE:** Climb STRAIGHT AHEAD on R-236 TGV to D3.0 TGV/D3.6 TGI or 3000′, whichever is later, then turn LEFT onto 061° to intercept 12 DME Arc TGV westbound. Crossing R-075 TGV turn LEFT onto 216° to intercept ILS apch and land.

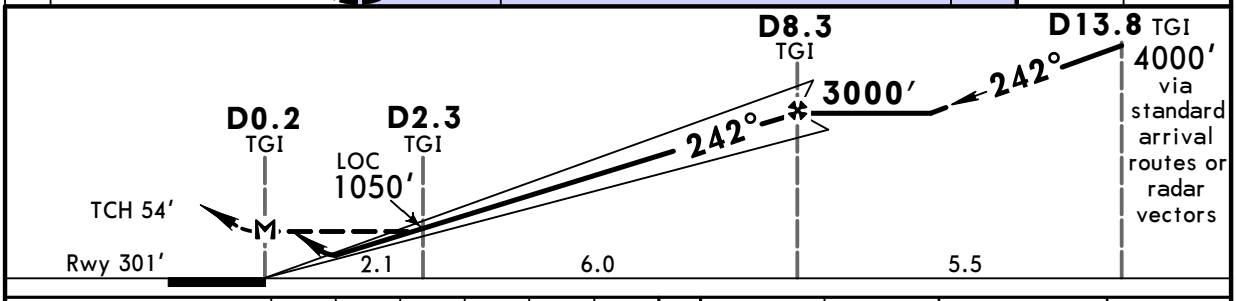


MSA
TGV VOR

Alt Set: hPa | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 5500′



RECOMMENDED ALTITUDES LOC (GS out)	
TGI DME	ALTITUDE
8.0	2910′
7.0	2580′
6.0	2250′
5.0	1930′
4.0	1600′
3.0	1280′
2.0	950′
1.0	620′



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 D0.2 TGI						

HIALS-II PAPI PAPI

3000′ whichever is later | D3.0 TGV D3.6 TGI | via TGV 115.6 R-236

JAR-OPS — STRAIGHT-IN LANDING RWY 24

	ILS				LOC (GS out)				CIRCLE-TO-LAND
	MACG 3.4% DA(H) ABC: 501′ (200′) D: 507′ (206′)		MACG 2.5% DA(H) ABC: 1188′ (887′) D: 1194′ (893′)		MACG 3.4% MDA(H) 730′ (429′)		MACG 2.5% MDA(H) 1420′ (1119′)		
	FULL	ALS out	FULL	ALS out		ALS out		ALS out	
A	RVR 550m	RVR 1000m	RVR 800m	RVR 1200m	RVR 900m	RVR 1500m	RVR 1200m	RVR 1500m	see 21-5
B					RVR 1000m		RVR 1400m		
C						RVR 1800m		RVR 2000m	
D	RVR 600m				RVR 1400m	RVR 2000m	RVR 1800m		

PANS OPS

CHANGES: Procedure. Minimums.

© JEPPESEN, 2010, 2016. ALL RIGHTS RESERVED.

6.2.24 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FALE/DUR
KING SHAKA INTL

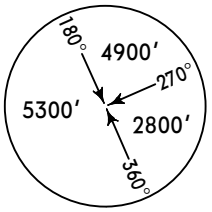
JEPPESEN 25 NOV 16 (21-3A) Eff 8 Dec

DURBAN, S AFR REP
CAT II ILS Z Rwy 24

BRIEFING STRIP ™

D-ATIS	DURBAN Approach	KING SHAKA INTL Tower	Ground	APRON Control
127.0	125.75	118.45	121.65	122.65

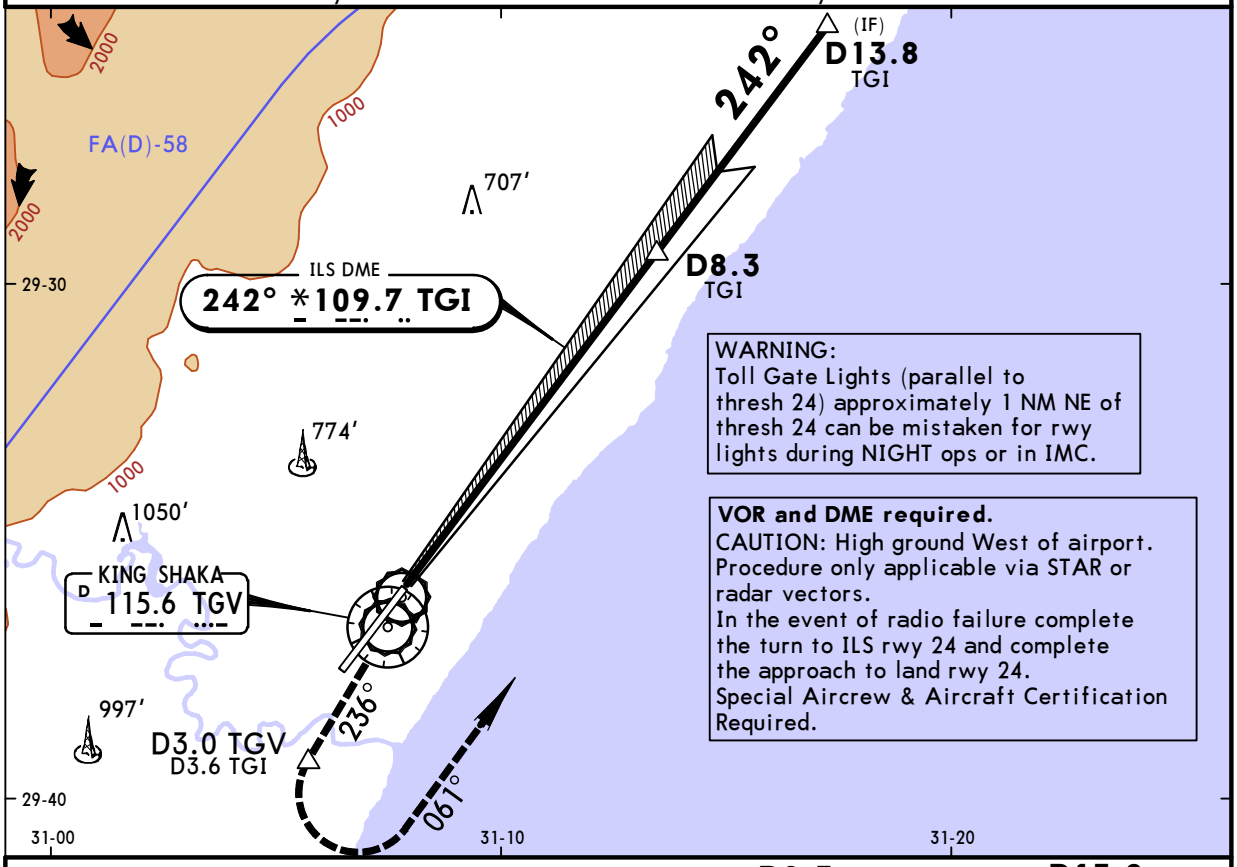
LOC TGI	Final Apch Crs	GS	CAT II ILS DA(H) Refer to Minimums	Apt Elev 304′ Rwy 301′
*109.7	242°	D8.3 TGI 3000′ (2699′)		

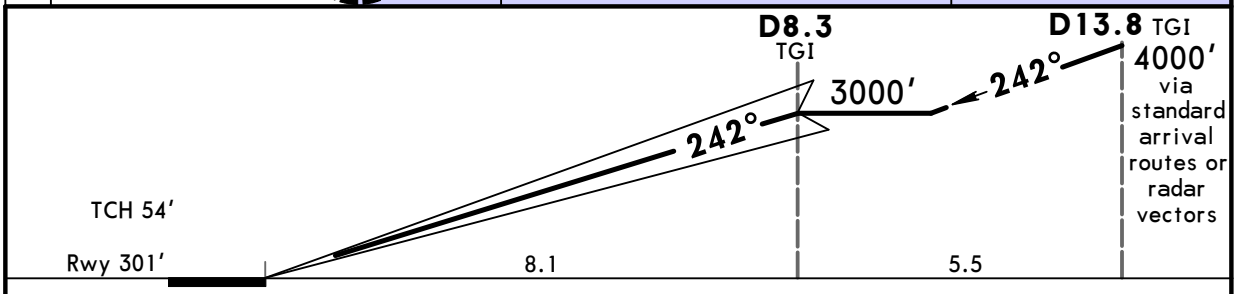


MSA
TGV VOR

MISSED APCH: Climb STRAIGHT AHEAD on R-236 TGV to D3.0 TGV/ D3.6 TGI or 3000′, whichever is later, then turn LEFT onto 061° for radar vectors to ILS apch. **MISSED APCH WITH COMM FAILURE:** Climb STRAIGHT AHEAD on R-236 TGV to D3.0 TGV/D3.6 TGI or 3000′, whichever is later, then turn LEFT onto 061° to intercept 12 DME Arc TGV westbound. Crossing R-075 TGV turn LEFT onto 216° to intercept ILS apch and land.

Alt Set: hPa | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 5500′





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

HIALS-II PAPI PAPI

3000′ whichever is later | D3.0 TGV D3.6 TGI | via TGV 115.6 R-236

PANS OPS

JAR-OPS

STRAIGHT-IN LANDING RWY 24
CAT II ILS

	A	B	C	D	MACG 2.5%
	MACG 3.4%				
	RA 100′	RA 106′	RA 115′	RA 132′	DA(H)
	DA(H) 401′ (100′)	DA(H) 407′ (106′)	DA(H) 416′ (115′)	DA(H) 435′ (134′)	A: 1088′ (787′) C: 1103′ (802′) B: 1094′ (793′) D: 1122′ (821′)
	RVR 300m			RVR 400m	RVR 450m

CHANGES: New procedure.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

6.2.25 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FALE/DUR
KING SHAKA INTL

JEPPESEN 25 NOV 16 (21-4) Eff 8 Dec

DURBAN, S AFR REP
ILS Y Rwy 24

BRIEFING STRIP ™

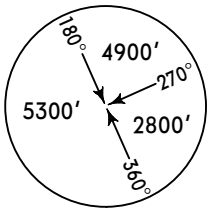
D-ATIS	DURBAN Approach	KING SHAKA INTL Tower	Ground	APRON Control
127.0	125.75	118.45	121.65	122.65

LOC TGI	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	
*109.7	242°	D8.3 TGI 3000′ (2699′)		Apt Elev 304′ Rwy 301′

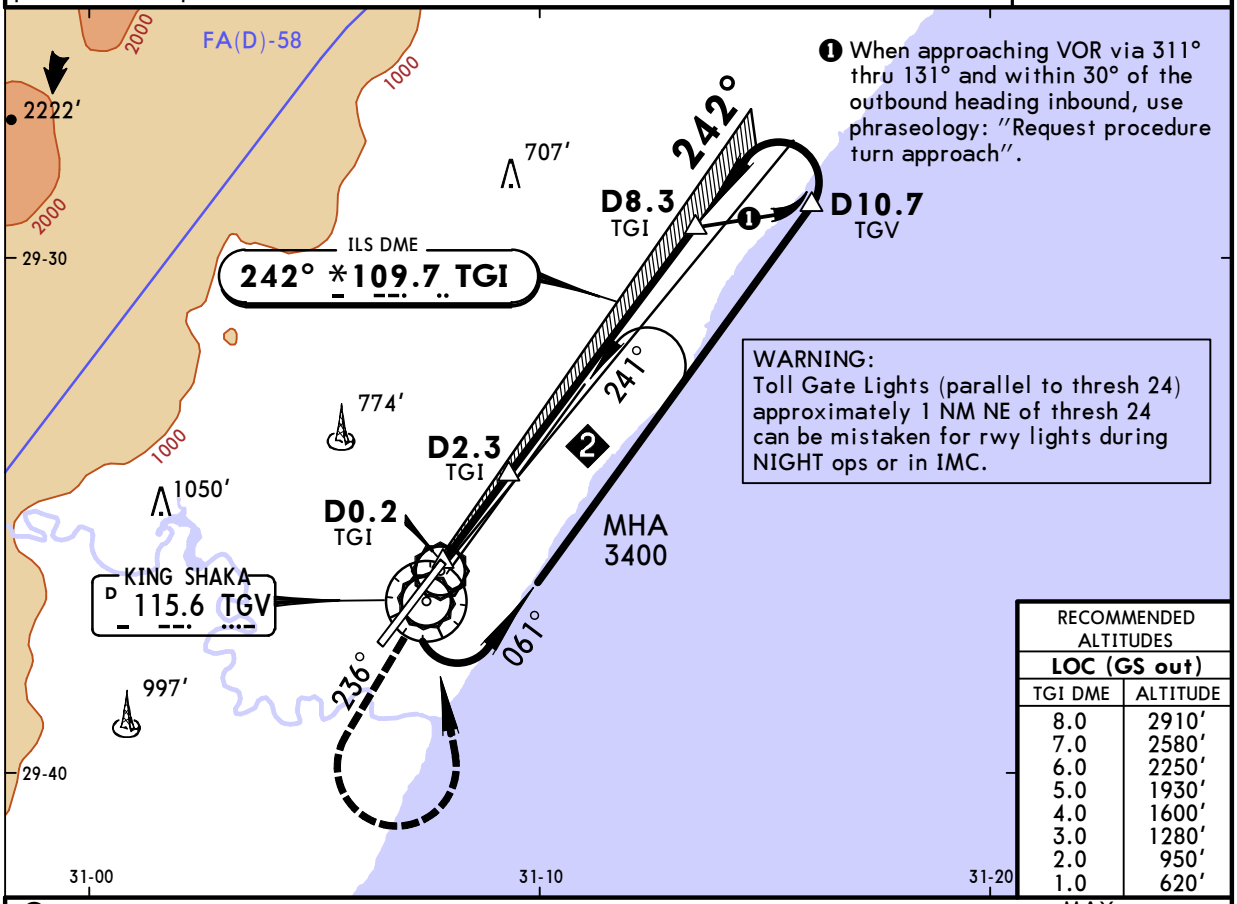
MISSED APCH: Climb STRAIGHT AHEAD on R-236 TGV to 3000′, then turn LEFT to VOR climbing to 3400′.

Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5500′

1. VOR and DME required. 2. CAUTION: High ground West of airport. 3. 080°/260° procedure turn prohibited.



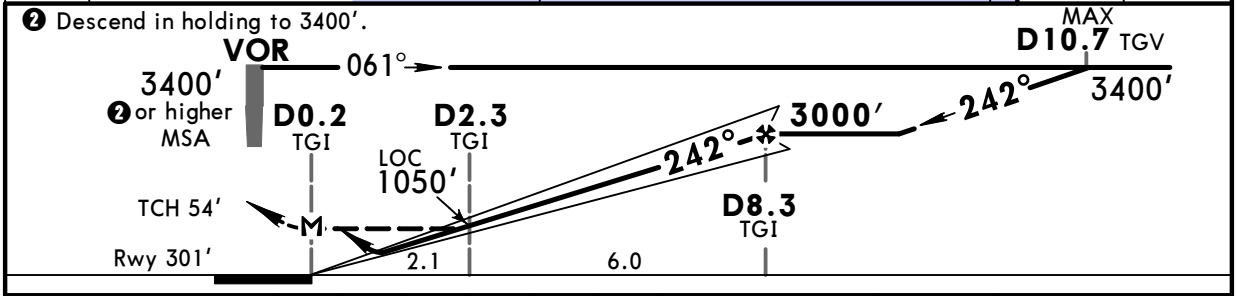
MSA
TGV VOR



❶ When approaching VOR via 311° thru 131° and within 30° of the outbound heading inbound, use phraseology: "Request procedure turn approach".

WARNING:
Toll Gate Lights (parallel to thresh 24) approximately 1 NM NE of thresh 24 can be mistaken for rwy lights during NIGHT ops or in IMC.

RECOMMENDED ALTITUDES	
LOC (GS out)	
TGI DME	ALTITUDE
8.0	2910′
7.0	2580′
6.0	2250′
5.0	1930′
4.0	1600′
3.0	1280′
2.0	950′
1.0	620′



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 D0.2 TGI						

HIALS-II PAPI PAPI

3000′ LT on TGV 115.6 R-236

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 24

	ILS MACG 3.4% DA(H) ABC: 501′ (200′) D: 507′ (206′)		ILS MACG 2.5% DA(H) ABC: 1188′ (887′) D: 1194′ (893′)		LOC (GS out) MACG 3.4% MDA(H) 730′ (429′)		LOC (GS out) MACG 2.5% MDA(H) 1420′ (1119′)		CIRCLE-TO-LAND
	FULL	ALS out	FULL	ALS out		ALS out		ALS out	
A	RVR 550m	RVR 1000m	RVR 800m	RVR 1200m	RVR 900m	RVR 1500m	RVR 1200m	RVR 1500m	see 21-5
B					RVR 1000m		RVR 1400m		
C						RVR 1800m		RVR 2000m	
D	RVR 600m				RVR 1400m	RVR 2000m	RVR 1800m		

CHANGES: Procedure. Minimums.

© JEPPESEN, 2010, 2016. ALL RIGHTS RESERVED.

6.2.26 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FALE/DUR
KING SHAKA INTL

JEPPESEN 25 NOV 16 (21-4A) Eff 8 Dec

DURBAN, S AFR REP
CAT II ILS Y Rwy 24

BRIEFING STRIP ™

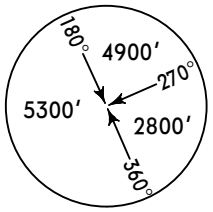
D-ATIS	DURBAN Approach	KING SHAKA INTL Tower	Ground	APRON Control
127.0	125.75	118.45	121.65	122.65

LOC TGI	Final Apch Crs	GS	CAT II ILS DA(H) Refer to Minimums	Apt Elev 304′ Rwy 301′
*109.7	242°	D8.3 TGI 3000′ (2699′)		

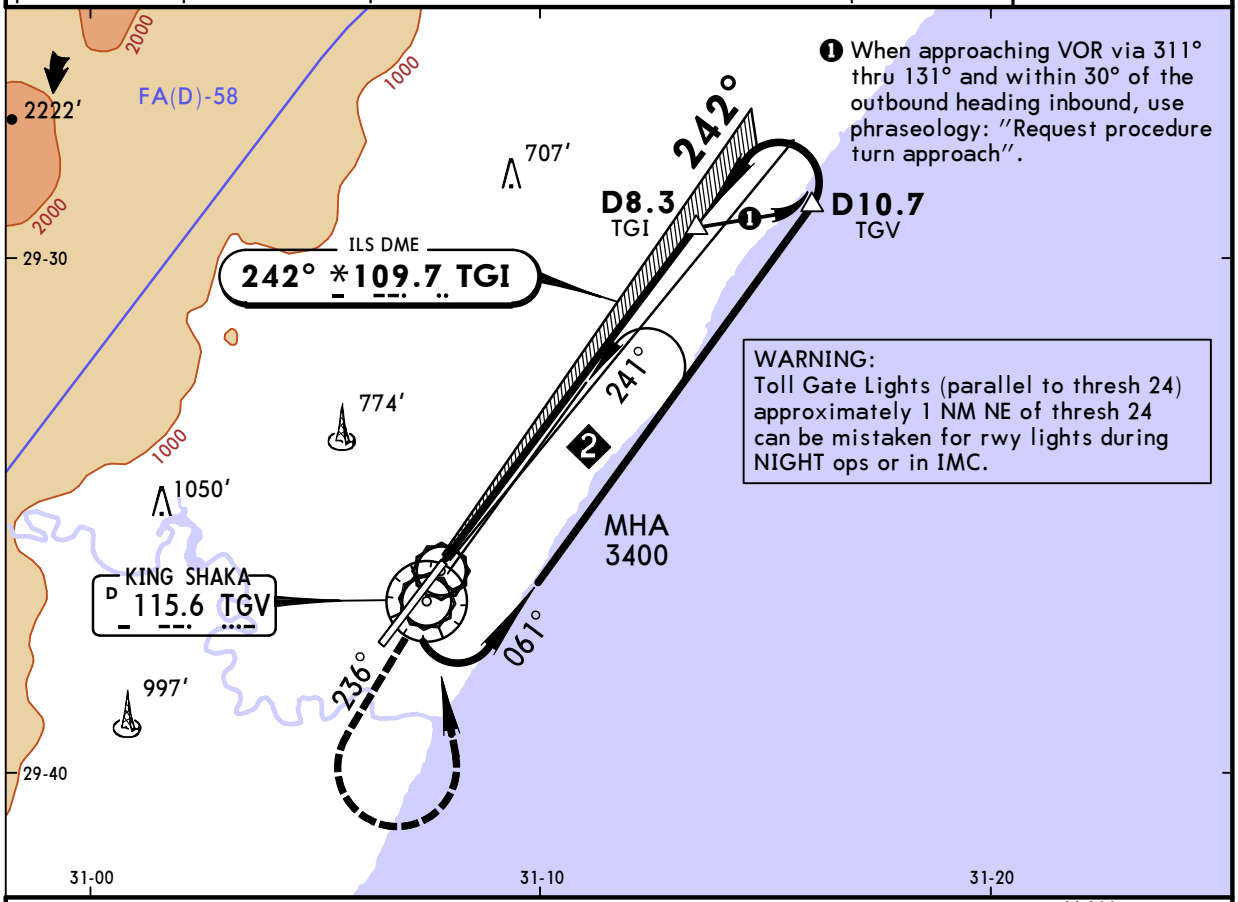
MISSED APCH: Climb STRAIGHT AHEAD on R-236 TGV to 3000′, then turn LEFT to VOR climbing to 3400′.

Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5500′

1. VOR and DME required. 2. CAUTION: High ground West of airport. 3. 080°/260° procedure turn prohibited. 4. Special Aircrew & Aircraft Certification Required.

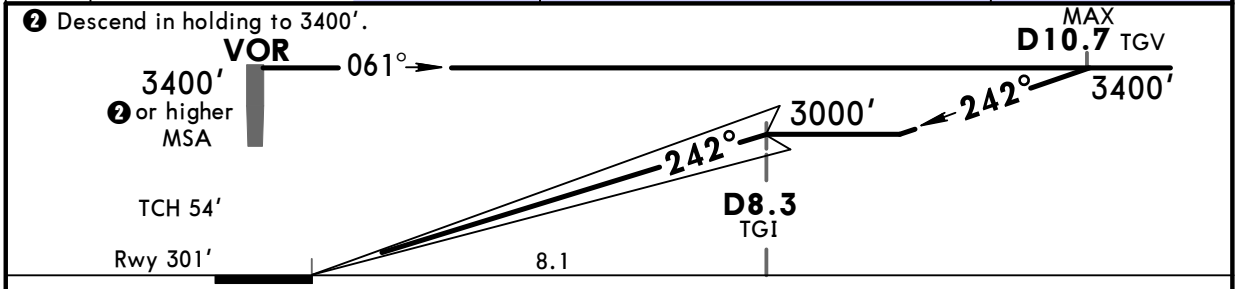


MSA
TGV VOR



❶ When approaching VOR via 311° thru 131° and within 30° of the outbound heading inbound, use phraseology: "Request procedure turn approach".

WARNING:
Toll Gate Lights (parallel to thresh 24) approximately 1 NM NE of thresh 24 can be mistaken for rwy lights during NIGHT ops or in IMC.



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

HIALS-II PAPI PAPI LT

3000′ TGV on 115.6 R-236

PANS OPS

JAR-OPS

STRAIGHT-IN LANDING RWY 24
CAT II ILS

MACG 3.4%				MACG 2.5%
A	B	C	D	DA(H)
RA 100′	RA 106′	RA 115′	RA 132′	A: 1088′ (787′) C: 1103′ (802′)
DA(H) 401′ (100′)	DA(H) 407′ (106′)	DA(H) 416′ (115′)	DA(H) 435′ (134′)	B: 1094′ (793′) D: 1122′ (821′)
RVR 300m			RVR 400m	RVR 450m

CHANGES: New procedure.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

6.2.27 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FALE/DUR
KING SHAKA INTL

JEPPESEN
25 NOV 16 (21-5) Eff 8 Dec

DURBAN, S AFR REP
CIRCLING MNMS for ILS or LOC Rwy 06/24

JAR-OPS

CIRCLE-TO-LAND

ENTIRELY AT PILOTS DISCRETION

Max Kts	MDA(H)	VIS
100	1000′ (696′) 1 2 3	1500m
135	1000′ (696′) 1 2 3	1600m
180	1270′ (966′) 3	2400m
205	1350′ (1046′) 3	3600m

1 After LOC (GS out) 06 with MACG 2.5%: MDA(H) 1180′(876′).
2 After ILS 24 with MACG 2.5%: MDA(H) 1190′(886′).
3 After LOC (GS out) 24 with MACG 2.5%: MDA(H) 1420′(1116′).

CHANGES: Minimums.

© JEPPESEN, 2010, 2016. ALL RIGHTS RESERVED.

6.2.28 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FALE/DUR
KING SHAKA INTL

JEPPESEN 15 APR 16 (22-1)

DURBAN, S AFR REP
RNAV (GNSS) Rwy 06

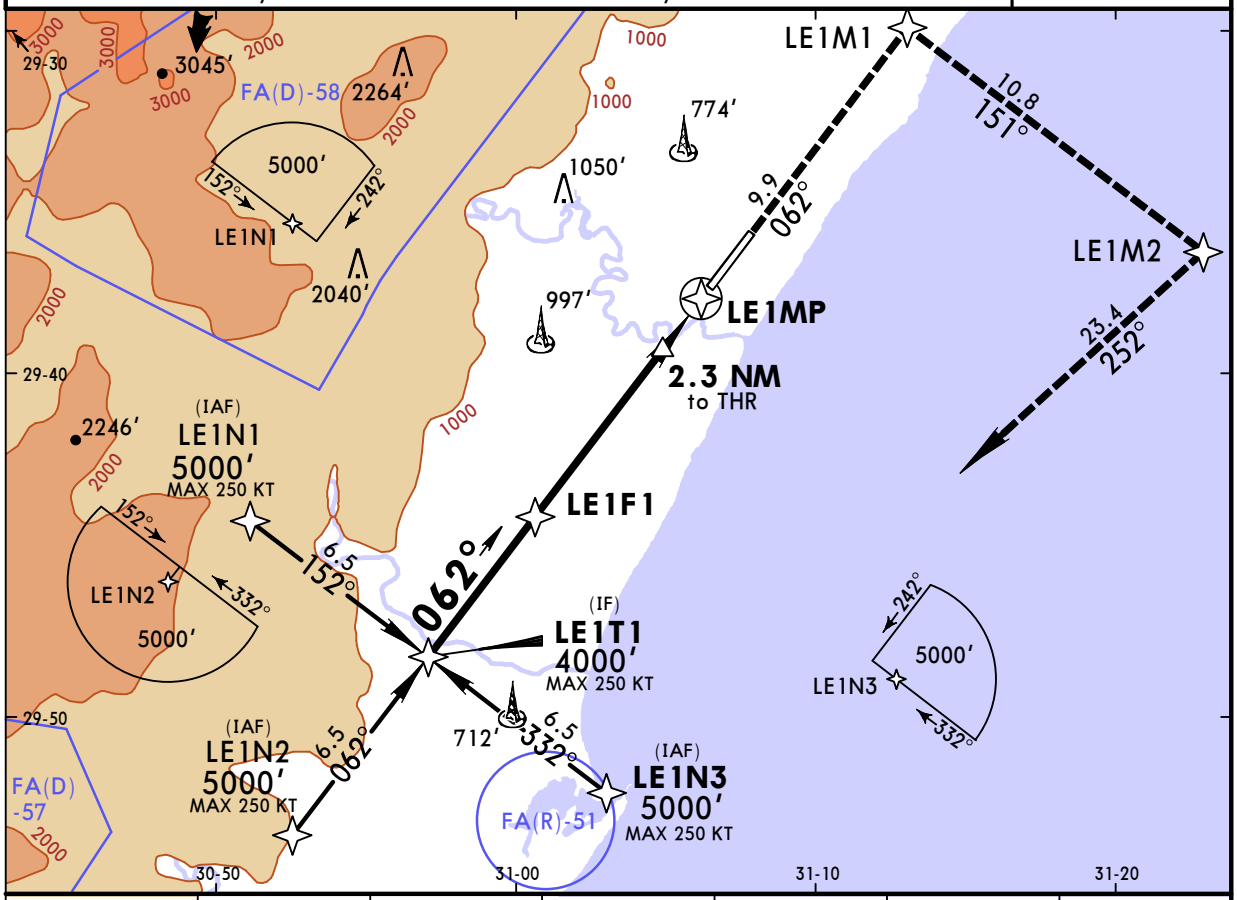
BRIEFING STRIP ™

D-ATIS	DURBAN Approach	KING SHAKA INTL Tower	Ground	APRON Control
127.0	125.750	118.450	121.650	122.650

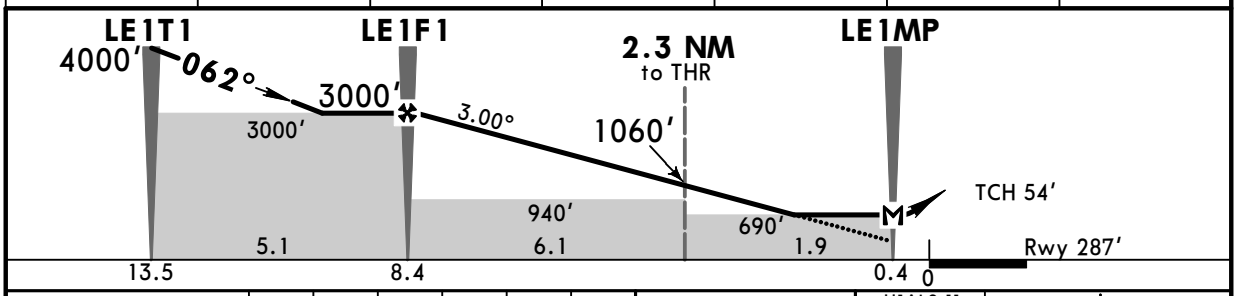
RNAV	Final Apch Crs **062°**	Procedure Alt **LE1F1** **3000′** (2713′)	LNAV MDA(H) Refer to Minimums	Apt Elev 304′ Rwy 287′	TAA 25 NM IAF

MISSED APCH: Climb STRAIGHT AHEAD to 3000′ via LE1M1 to LE1M2, then turn RIGHT to LE1N3 for radar vectors.

Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 5500′



DIST to LE1MP	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2680′	2350′	2020′	1680′	1350′	1010′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at LE1MP						

HIALS-II PAPI PAPI

3000′ via LE1M1

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY **06** LNAV

	Missed apch climb grad mim 3.9% MDA(H) **690′** (403′)	ALS out	Missed apch climb grad mim 2.5% MDA(H) **1220′** (933′)	ALS out
A	RVR 1200m	RVR 1500m	RVR 1200m	RVR 1500m
B	RVR 1400m		RVR 1400m	
C		RVR 2000m		RVR 2000m
D	RVR 1800m		RVR 1800m	

CIRCLE-TO-LAND
Circling height based on rwy 06 thresh elev of 287′

Max Kts	MDA(H)		VIS
100	**960′** (673′)	1	1500m
135	**990′** (703′)	1	1600m
180	**1170′** (883′)	1	2400m
205	**1440′** (1153′)		3600m

1 After approach with missed apch climb grad mim 2.5%: MDA(H) 1220′(933′).

CHANGES: Obstruction.

© JEPPESEN, 2010, 2016. ALL RIGHTS RESERVED.

6.2.29 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FALE/DUR
KING SHAKA INTL

JEPPESEN 15 APR 16 (22-2)

DURBAN, S AFR REP
RNAV (GNSS) Rwy 24

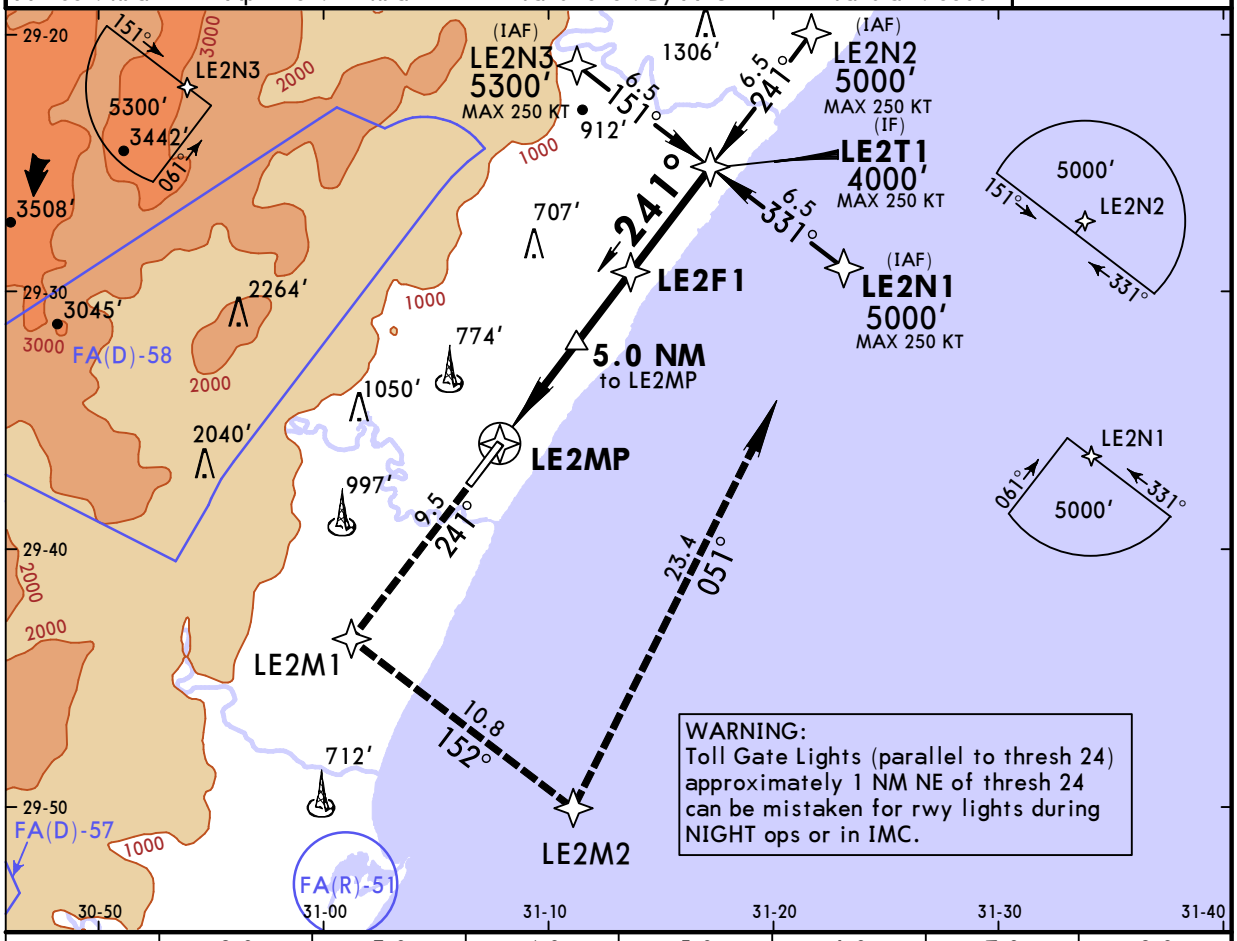
BRIEFING STRIP ™

D-ATIS	DURBAN Approach	KING SHAKA INTL Tower	Ground	APRON Control
127.0	125.750	118.450	121.650	122.650

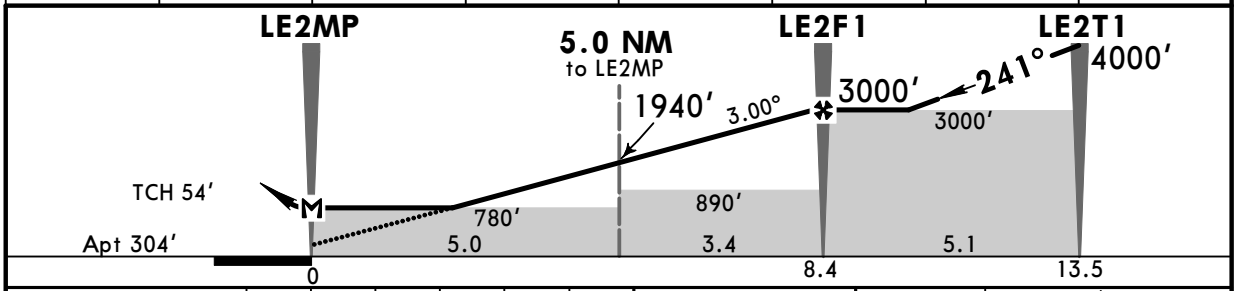
RNAV	Final Apch Crs	Procedure Alt	LNAV MDA(H) Refer to Minimums	Apt Elev 304'	TAA
	241°	**LE2F1** **3000'** (2696')			25 NM IAF

MISSED APCH: Climb STRAIGHT AHEAD to 3000' via LE2M1 to LE2M2, then turn LEFT to LE2N1 for radar vectors.

Alt Set: hPa | Apt Elev: 11 hPa | Trans level: By ATC | Trans alt: 5500'



DIST to LE2MP	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	990'	1310'	1620'	1940'	2260'	2570'	2890'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at LE2MP						

HIALS-II PAPI PAPI

3000' via LE2M1

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 24 LNAV

	Missed apch climb grad mim 3.9% MDA(H) 780' (476')		Missed apch climb grad mim 2.5% MDA(H) 1260' (956')	
		ALS out		ALS out
A	RVR 1200m	RVR 1500m	RVR 1200m	RVR 1500m
B	RVR 1400m		RVR 1400m	
C		RVR 2000m		RVR 2000m
D	RVR 1800m		RVR 1800m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	960' (656') 1	1500m
135	990' (686') 1	1600m
180	1170' (866') 1	2400m
205	1440' (1136')	3600m

1 After approach with missed apch climb grad mim 2.5%: MDA(H) 1260' (956').

CHANGES: Obstruction.

© JEPPESEN, 2010, 2016. ALL RIGHTS RESERVED.

6.2.30 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FALE/DUR
KING SHAKA INTL

JEPPESEN 30 DEC 16 (23-1) Eff 5 Jan

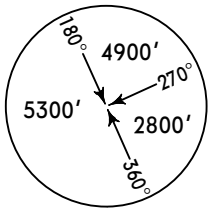
DURBAN, S AFR REP
VOR Z Rwy 06

BRIEFING STRIP™

D-ATIS	DURBAN Approach	KING SHAKA INTL Tower	Ground	APRON Control
127.0	125.75	118.45	121.65	122.65

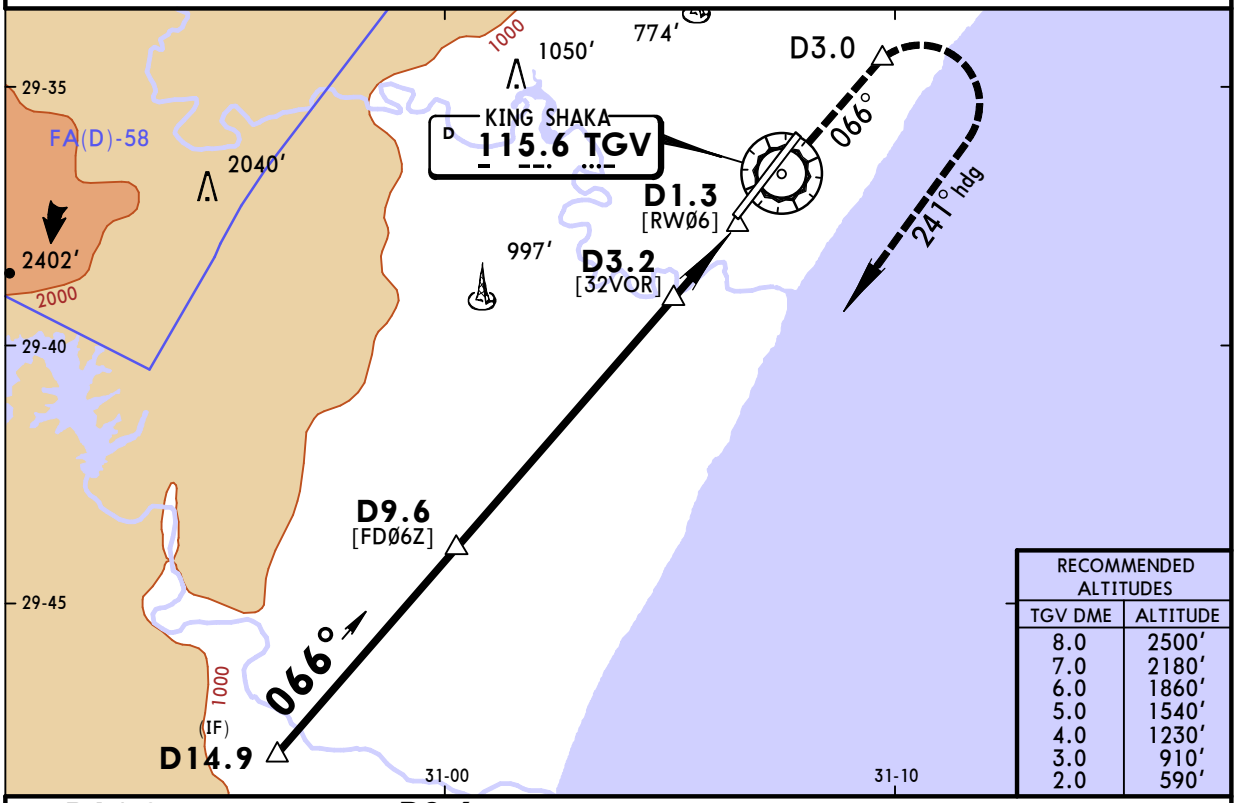
VOR TGV	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 304'
115.6	066°	D9.6 3000' (2713')	650' (363')	Rwy 287'

MISSED APCH: Climb STRAIGHT AHEAD on R-066 to D3.0 or 3000', whichever is later, then turn RIGHT on track 241° for radar vectors. **MISSED APCH WITH COMM FAILURE:** Climb STRAIGHT AHEAD on R-066 to D3.0 or 3000', whichever is later, then turn RIGHT on heading 241° to intercept 12 DME Arc westbound. Crossing R-227 turn RIGHT on track 036° to intercept R-246 and land.

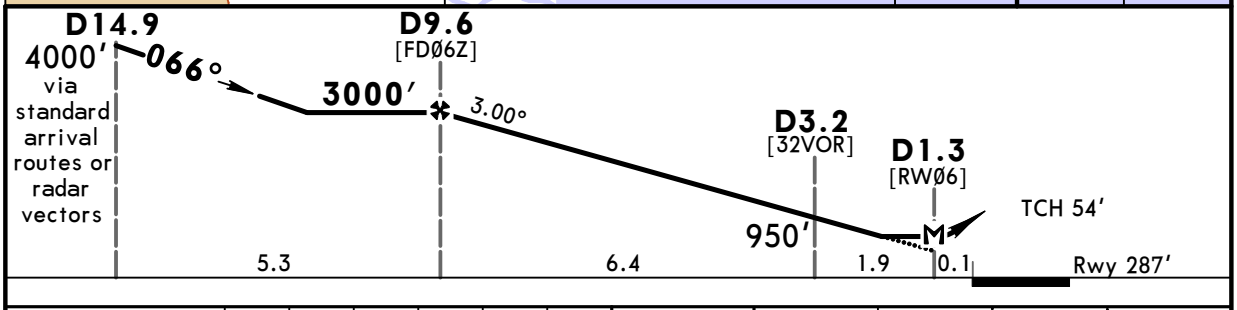


MSA TGV VOR

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 5500'
1. DME required. 2. CAUTION: High ground West of airport. 3. Procedure only applicable via STAR or radar vectors.



RECOMMENDED ALTITUDES	
TGV DME	ALTITUDE
8.0	2500'
7.0	2180'
6.0	1860'
5.0	1540'
4.0	1230'
3.0	910'
2.0	590'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.3						

HIALS-II PAPI PAPI

3000' whichever is later D3.0 via TGV 115.6 R-066

JAR-OPS

STRAIGHT-IN LANDING RWY **06**

	Missed apch climb grad mim 3.6% MDA(H) 650' (363')		Missed apch climb grad mim 2.5% MDA(H) 1920' (1633')	
		ALS out		ALS out
A	RVR 900m	RVR 1500m	RVR 1200m	RVR 1500m
B	RVR 1000m		RVR 1400m	
C		RVR 1800m		RVR 2000m
D	RVR 1400m	RVR 2000m	RVR 1800m	

CIRCLE-TO-LAND
ENTIRELY AT PILOTS DISCRETION

Max Kts	MDA(H)	VIS
100	1 1000' (696')	1500m
135	1 1000' (696')	1600m
180	1 1270' (966')	2400m
205	1 1350' (1046')	3600m

1 After missed apch climb grad mim 2.5%: MDA(H) 1920' (1616').

PANS OPS

CHANGES: Bearings. Circling minimums.

© JEPPESEN, 2010, 2016. ALL RIGHTS RESERVED.

6.2.31 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FALE/DUR
KING SHAKA INTL

JEPPESEN
30 DEC 16 (23-2) Eff 5 Jan

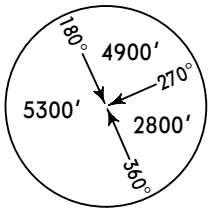
DURBAN, S AFR REP
VOR Z Rwy 24

BRIEFING STRIP ™

D-ATIS	DURBAN Approach	KING SHAKA INTL Tower	Ground	APRON Control
127.0	125.75	118.45	121.65	122.65

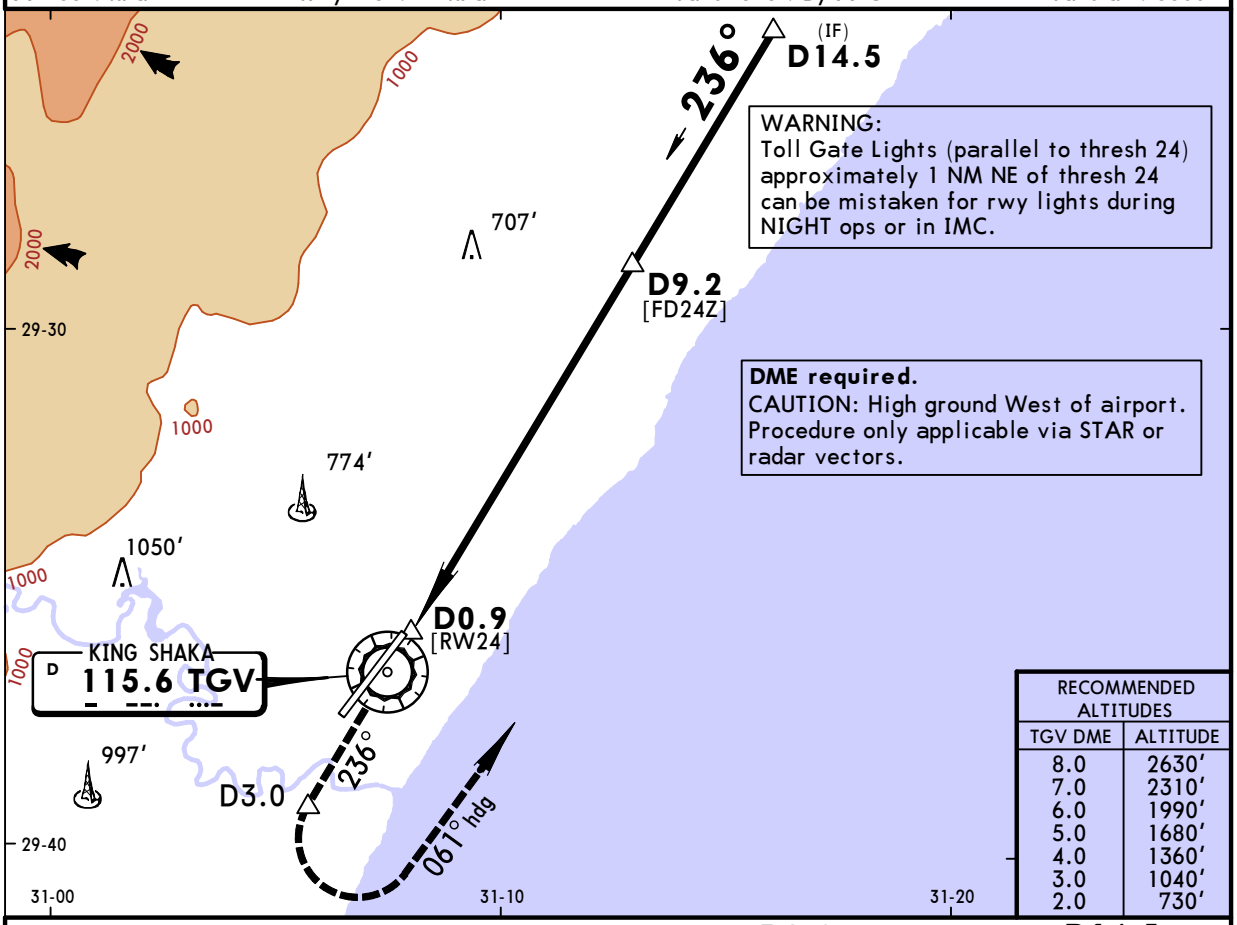
VOR TGV	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 304'
115.6	236°	D9.2 3000' (2699')	870' (569')	Rwy 301'

MISSED APCH: Climb STRAIGHT AHEAD on R-236 to D3.0 or 3000', whichever is later, then turn LEFT on heading 061° for radar vectors. **MISSED APCH WITH COMM FAILURE:** Climb STRAIGHT AHEAD on R-236 to D3.0 or 3000', whichever is later, then turn LEFT on heading 061° to intercept 12 DME Arc westbound. Crossing R-075 turn LEFT on track 216° to intercept R-056 and land.

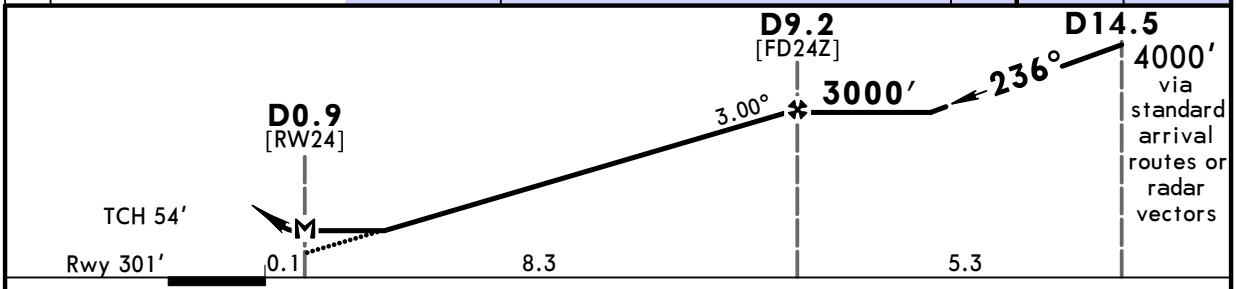


MSA TGV VOR

Alt Set: hPa | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 5500'



RECOMMENDED ALTITUDES	
TGV DME	ALTITUDE
8.0	2630'
7.0	2310'
6.0	1990'
5.0	1680'
4.0	1360'
3.0	1040'
2.0	730'



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

HIALS-II PAPI PAPI

3000' whichever is later | D3.0 via TGV 115.6 R-236

PANS OPS

JAR-OPS

STRAIGHT-IN LANDING RWY 24

	Missed apch climb grad mim 3.2% MDA(H) 870' (569')		Missed apch climb grad mim 2.5% MDA(H) 1300' (999')	
		ALS out		ALS out
A	RVR 1000m	RVR 1500m	RVR 1200m	RVR 1500m
B	RVR 1200m		RVR 1400m	
C		RVR 2000m		RVR 2000m
D	RVR 1600m		RVR 1800m	

CIRCLE-TO-LAND

ENTIRELY AT PILOTS DISCRETION

Max Kts	MDA(H)	VIS
100	1 1000' (696')	1500m
135	1 1000' (696')	1600m
180	1 1270' (966')	2400m
205	1350' (1046')	3600m

1 After missed apch climb grad mim 2.5%: MDA(H) 1300' (996').

CHANGES: Bearings. Circling minimums.

© JEPPESEN, 2010, 2016. ALL RIGHTS RESERVED.

1. GENERAL

1.1. ATIS

D-ATIS 126.2

1.2. LOW VISIBILITY PROCEDURES

ACFT taxiing in LVP are not to exceed 10 KT, until they have left the apron area and are on a demarcated TWY.

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.3.1. OPERATION OF MODE S TRANSPONDER

In order to prevent the potential risk for Multilateration (MLAT) false targets, aircrew shall adhere to the following procedures:

- ACFT operators shall ensure that Mode S transponders are able to operate when an ACFT is on the ground, transmitting Mode S squatter and replying to Mode S addressed interrogations only.
- When an ACFT is on the ground, the transponder shall be inhibited to reply to Mode S all-call interrogation and replies to Mode A/C interrogations shall also be suppressed.
- Flight crew shall select the assigned Mode A (squawk) code and activate the Mode S transponder at the request for push-back or taxi, whichever is first, and after landing until reaching the ACFT stand.
- The transponder shall be switched off immediately after parking.
- Activation of a Mode S transponder normally means selecting the AUTO or XPDR position and transponders provided with on-the-ground sensors are automatically switched in this function before take-off and after landing. If using a transponder not fitted with an on-ground-sensor then refer to the operator's guide. Selection of STAND-BY mode will not activate the Mode S transponder and selecting ON could override the required suppression of SSR Mode A replies and Mode S all-call replies when an ACFT is on the ground.

1.4. TAXI PROCEDURES

ACFT using TWY A:

- Hold short of TWY D when code F ACFT pushing back in or out of stand D50;
- Hold short of TWY N when there is another ACFT holding on TWY N.

TWY C from TWY N intersection to THR RWY 21R restricted to MAX Code C ACFT.

ACFT with wingspan 213'/65m or more parking at stand D3A must enter and exit apron D via TWY G9. When maneuvering on apron D taxilane exercise CAUTION and remain on TWY centerline to maintain wingtip clearance from other parked ACFT.

The taxilane between apron A and apron B deviates to the right at parking stands B7 and B8. Pilots to follow new line when taxiing through the apron.

ACFT entering apron A and B via TWY E or ACFT crossing RWY 03L/21R on TWY E in westerly direction use minimal thrust required to avoid adverse jet blast effects to ACFT taking off or landing on RWY 03L/21R.

ACFT taking off or landing on RWY 03L/21R be aware of cross-taxiing ACFT jet blast when passing TWY E intersection and from ACFT crossing or vacating RWY 03L/21R at any of the intermediate intersections.

Apron C restricted to MAX Code C ACFT.

Apron D taxilane MAX wingspan less than 171'/52m when ACFT with wingspan 213'/65m or more taxiing on TWY A past apron D from stands D2 to D50.

ACFT entering parking stands on apron E or F should use the minimal thrust required to avoid adverse effects of jet blast on ground handling on the opposite apron.

Apron M taxilane restricted to MAX Code C ACFT. All ACFT to be towed in and out of apron M.

Code F ACFT with wingspan up to 262'/80m to taxi with extreme Caution on TWY A between TWY E and TWY F due to building obstruction penetrating Code F ACFT safety zone.

Code F ACFT speed restricted to 10 KT on TWY A between TWY E and L.

© JEPPESEN, 2006, 2018. ALL RIGHTS RESERVED.

1. GENERAL

No crossing of red stop bar light will be allowed unless specifically approved by ATC and accompanied by a Follow-me car.

Any operation of B747-400 ACFT into SAA Technical area will not provide the ICAO-recommended clearance distance.

Stand D1 to enter and/or exit via TWY G8 for code F ACFT. Push back to face North, pull forward till port wingtip is aligned with parking bay D2R and exit via TWY G8.

1.5. PARKING INFORMATION

Stands A1R thru A13, C1 thru C8 and E1 thru E13 equipped with APIS.

CAUTION to be exercised when docking at stands A4 thru A6 due to sunlight reflecting off the Automatic Docking panels at sunrise. Should docking information be impaired, contact Apron Control for assistance.

All ACFT parked on apron stand shall push back from stand unless authorised by AD authority to power out.

1.6. OTHER INFORMATION

Birds.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWYs 03L, 03R, 21L and 21R approved for CAT II operations, special aircrew and ACFT certification required.

2.2. TAXI PROCEDURES

HST E designed for class C ACFT. Recommended exit speed is between 45 KT and 50 KT.

2.3. OTHER INFORMATION

2.3.1. ALLOCATION OF PARKING BAYS

Prior to top of descent contact Apron Control and provide the following information:

ETA, ACFT Registration, Passengers on board and last APT departed.

The parking bay information and ACFT registration is to be transmitted to Tower on vacating the RWY for taxi instructions.

© JEPPESEN, 2006, 2018. ALL RIGHTS RESERVED.

6.3.3 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

3. DEPARTURE

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

ACFT on D2, D3 and D4 must push-back to face North and exit via TWY G8 onto TWY A.

3.2. NOISE ABATEMENT PROCEDURES

In order to minimize noise on the ground and to ensure safety of flight operations, all jet ACFT operators are to adopt NADP 2 procedure for all take-offs; procedures may be disregarded if at 3000' AGL or when levelled off by ATC, or when levelled by SIDs.

Immediately after take-off, turnouts must as far as possible be avoided and RWY heading must be maintained to a reasonable altitude.

When possible, ACFT must climb at the best angle of climb after take-off and this must be maintained until all built-up areas are overflown, or the desired altitude has been reached.

After landing minimum reverse thrust must, as far as possible, be utilized for purposes of braking.

No ACFT are to use RWY intersection for take-off between 2000-0400LT.

Testing and engine run-ups must, as far as possible, be avoided between 2000-0400LT.

© JEPPESEN, 2006, 2016. ALL RIGHTS RESERVED.

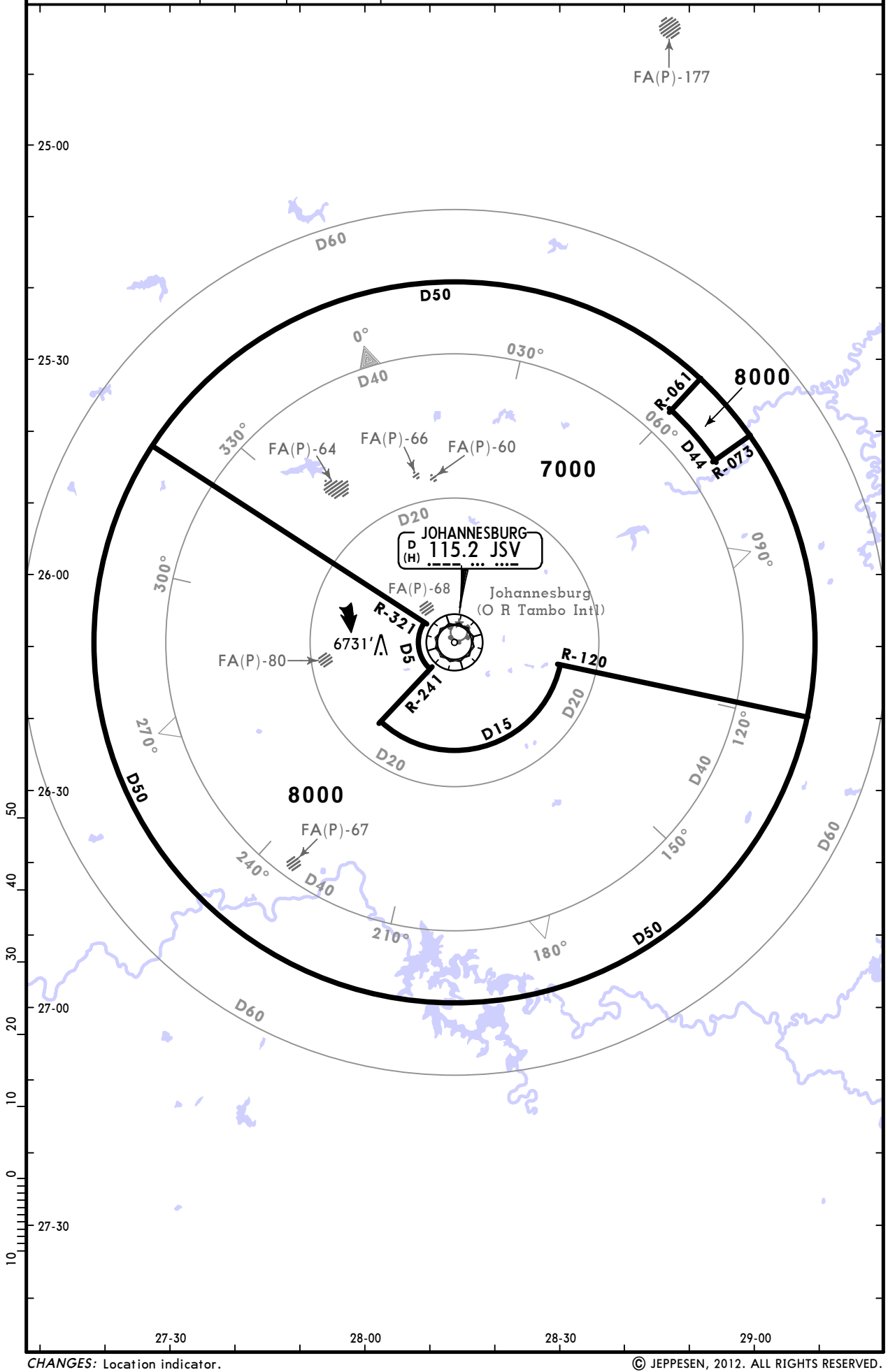
6.3.4 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

FAOR/JNB
O R TAMBO INTL

JEPPESEN 28 DEC 12 (10-1R) Eff 10 Jan

JOHANNESBURG, S AFR REP
RADAR MINIMUM ALTITUDES

JOHANNESBURG Radar (APP) East	South	West	Apt Elev	Alt Set: hPa
124.5		*123.7	5558′	Trans level: By ATC Trans alt: 8000′



CHANGES: Location indicator.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

6.3.5 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CHANGES: New format.

D-ATIS	Apt Elev
126.2	5558

Alt Set: hPa Trans level: By ATC
1. **RNAV (GNSS).**
2. SIDs and STARs must be announced in operation on ATIS and will only be in force when Surveillance RADAR is operational.
3. If unable to comply with SIDs & STARs advise ATC.
4. General Aviation traffic up to 7500.

AVAGO 1C [AVAG1C]
AVAGO 1D [AVAG1D]
RNAV ARRIVALS

SLP SPEED LIMIT POINTS
If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency pilots are not to request cancellation of speed restrictions.

LOST COMMS

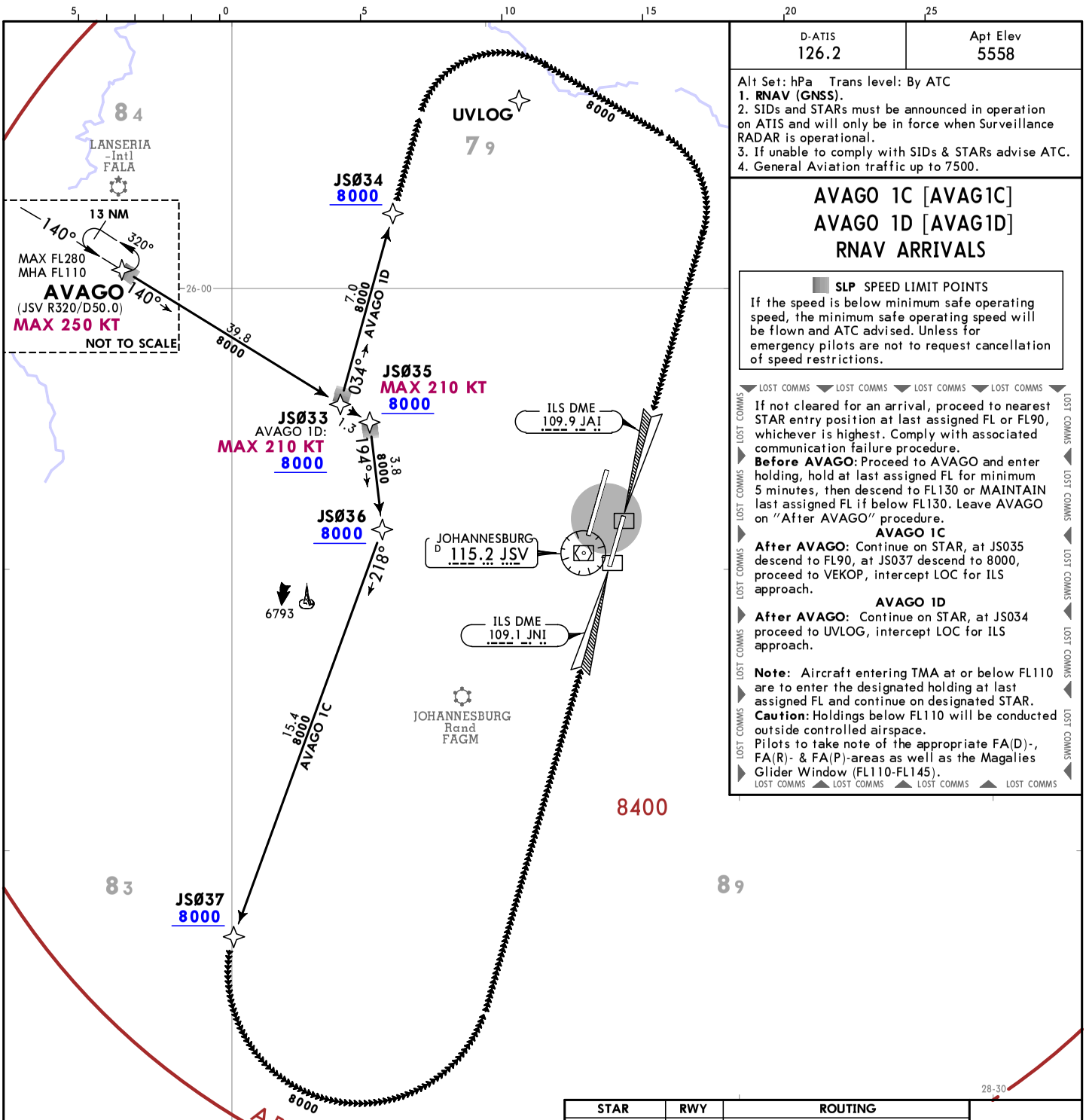
If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL90, whichever is highest. Comply with associated communication failure procedure.
Before AVAGO: Proceed to AVAGO and enter holding, hold at last assigned FL for minimum 5 minutes, then descend to FL130 or MAINTAIN last assigned FL if below FL130. Leave AVAGO on "After AVAGO" procedure.

AVAGO 1C
After AVAGO: Continue on STAR, at JS035 descend to FL90, at JS037 descend to 8000, proceed to VEKOP, intercept LOC for ILS approach.

AVAGO 1D
After AVAGO: Continue on STAR, at JS034 proceed to UVLOG, intercept LOC for ILS approach.

Note: Aircraft entering TMA at or below FL110 are to enter the designated holding at last assigned FL and continue on designated STAR.
Caution: Holdings below FL110 will be conducted outside controlled airspace.
Pilots to take note of the appropriate FA(D)-, FA(R)- & FA(P)-areas as well as the Magalies Glider Window (FL110-FL145).

LOST COMMS



STAR	RWY	ROUTING
AVAGO 1C	03R ❶	From AVAGO to JS035, turn RIGHT to JS036, turn RIGHT to JS037 for RADAR vectoring to ILS.
AVAGO 1D	21L ❷	From AVAGO to JS033, turn LEFT to JS034 for RADAR vectoring to ILS.

In the event of a missed approach with the intention of diverting to an alternate airport comply with the following SIDs:
Rwy 03: to W & SW **RAGUL 3A;**
to SE **APDAK 3A;**
to N & NW **VASUR 3A;**
to NE **EGMEN 2A (JET)**
EXOBI 1A (TURBOPROP).

Rwy 21: to S & SW **RAGUL 3B;**
to SE **APDAK 2B;**
to N & NW **VASUR 3B;**
to NE **EGMEN 2B (JET)**
EXOBI 3B (TURBOPROP).

STAR applicable for ❶ Rwy 03L/ ❷ Rwy 21R when instructed by ATC or announced on ATIS.

AVAGO 1C [AVAG1C]
AVAGO 1D [AVAG1D]
RNAV ARRIVALS

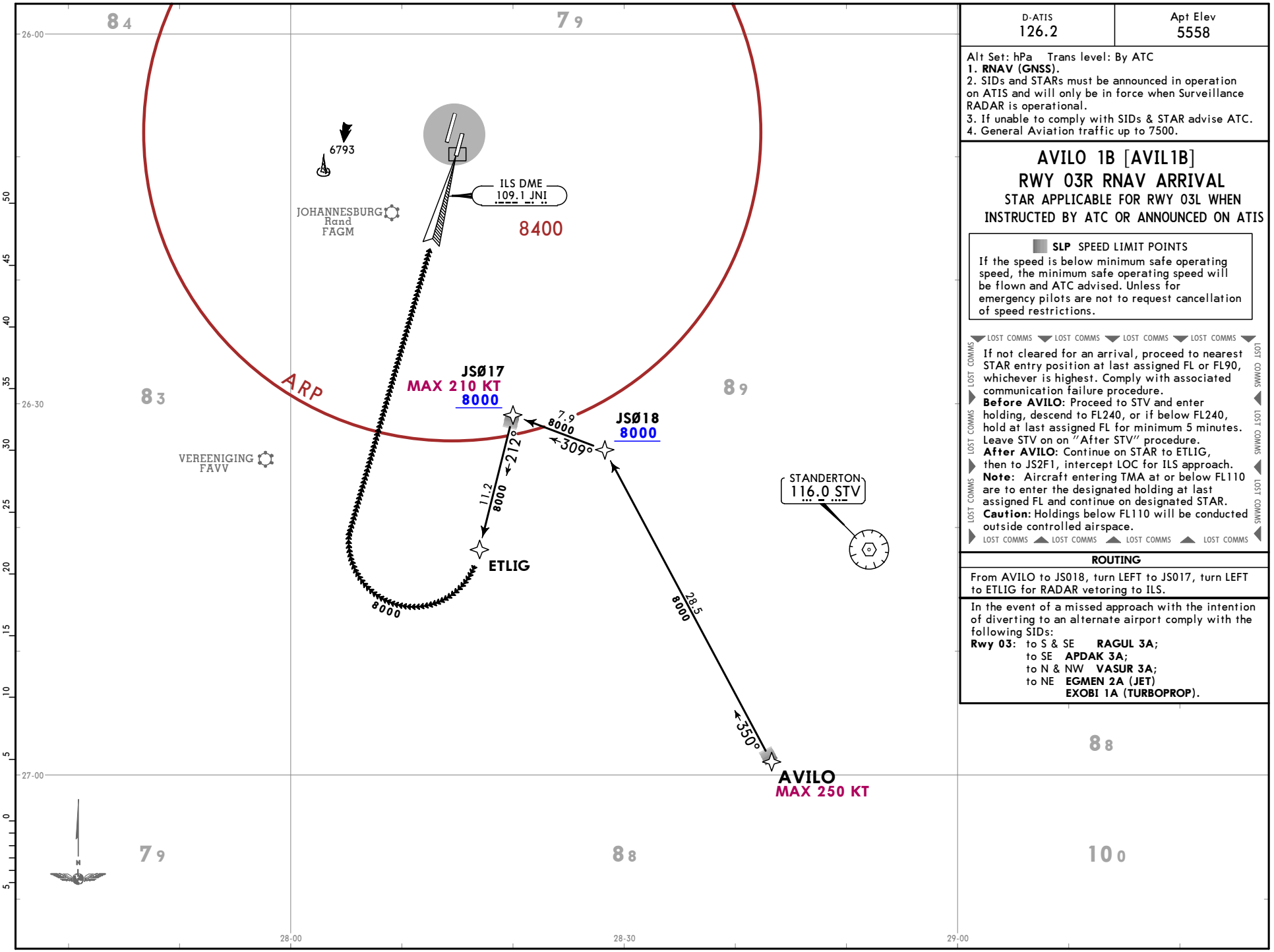
JOHANNESBURG, S AFR REP
RNAV STAR

JEPPESEN
JeppView 3.6.2.0

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

FAOR/JNB
O R TAMBO INTL

JEPPESEN JOHANNESBURG, S AFR REP
6 APR 18 (10-2A)
RNAV STAR



D-ATIS	Apt Elev
126.2	5558

Alt Set: hPa Trans level: By ATC
1. **RNAV (GNSS).**
2. SIDs and STARs must be announced in operation on ATIS and will only be in force when Surveillance RADAR is operational.
3. If unable to comply with SIDs & STAR advise ATC.
4. General Aviation traffic up to 7500.

AVILO 1B [AVIL1B]
RWY 03R RNAV ARRIVAL
STAR APPLICABLE FOR RWY 03L WHEN INSTRUCTED BY ATC OR ANNOUNCED ON ATIS

SLP SPEED LIMIT POINTS
If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency pilots are not to request cancellation of speed restrictions.

LOST COMMS

If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL90, whichever is highest. Comply with associated communication failure procedure.
Before AVILO: Proceed to STV and enter holding, descend to FL240, or if below FL240, hold at last assigned FL for minimum 5 minutes. Leave STV on on "After STV" procedure.
After AVILO: Continue on STAR to ETLIG, then to JS2F1, intercept LOC for ILS approach.
Note: Aircraft entering TMA at or below FL110 are to enter the designated holding at last assigned FL and continue on designated STAR.
Caution: Holdings below FL110 will be conducted outside controlled airspace.

ROUTING

From AVILO to JS018, turn LEFT to JS017, turn LEFT to ETLIG for RADAR vetoring to ILS.

In the event of a missed approach with the intention of diverting to an alternate airport comply with the following SIDs:
Rwy 03: to S & SE **RAGUL 3A;**
to SE **APDAK 3A;**
to N & NW **VASUR 3A;**
to NE **EGMEN 2A (JET)**
EXOBI 1A (TURBOPROP).

CHANGES: New format.

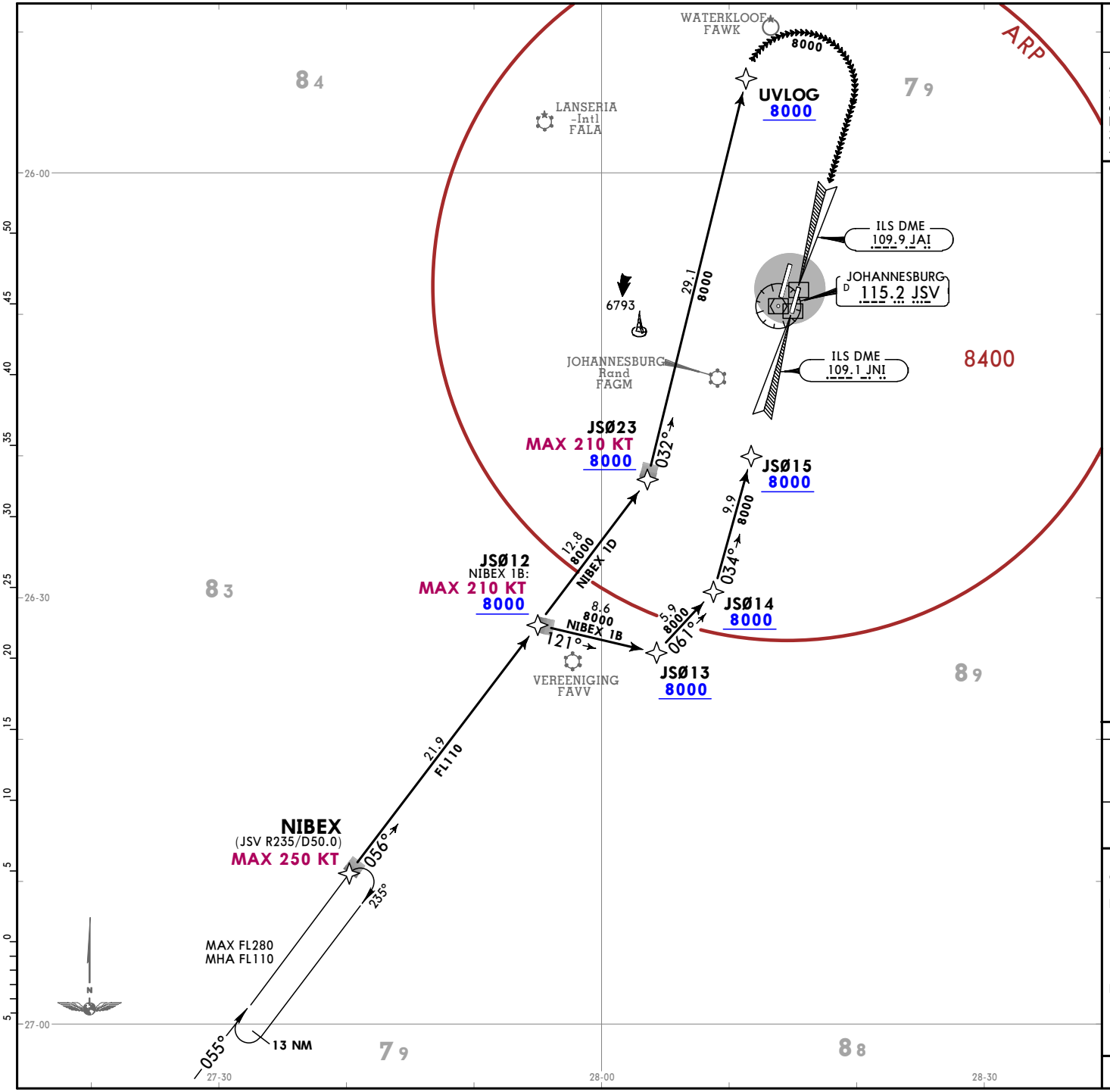
© JEPPESEN, 2018. ALL RIGHTS RESERVED.

6.3.7 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FAOR/JNB
O R TAMBO INTL

JEPPESEN 6 APR 18 (10-2B)

JOHANNESBURG, S AFR REP
RNAV STAR



D-ATIS	Apt Elev
126.2	5558

Alt Set: hPa Trans level: By ATC
1. **RNAV (GNSS).**
2. SIDs and STARs must be announced in operation on ATIS and will only be in force when Surveillance RADAR is operational.
3. If unable to comply with SIDs & STARs advise ATC.
4. General Aviation traffic up to 7500.

NIBEX 1B [NIBE1B]
NIBEX 1D [NIBE1D]
RNAV ARRIVALS

SLP SPEED LIMIT POINTS
If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency pilots are not to request cancellation of speed restrictions.

LOST COMMS

If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL90, whichever is highest. Comply with associated communication failure procedure.
Before NIBEX: Proceed to NIBEX and enter holding, hold at last assigned FL for minimum 5 minutes, then descend to FL130 or MAINTAIN last assigned FL if below FL130. Leave NIBEX on "After NIBEX" procedure.

NIBEX 1B
After NIBEX: Continue on STAR to JS012 descend to FL100, then to JS013 descend to FL90, at JS014 adjust to 9000, at JS015 complete straight-in ILS approach.

NIBEX 1D:
After NIBEX: Continue on STAR, at JS023 descend to FL90, at UVLOG descend to 8000, then to JS3F1, intercept ILS.

Note: Aircraft entering TMA at or below FL110 are to enter the designated holding at last assigned FL and continue on designated STAR.
Caution: Holdings below FL110 will be conducted outside controlled airspace.

STAR	RWY	ROUTING
NIBEX 1B	03R ❶	From NIBEX to JS012, turn RIGHT to JS013, turn LEFT to JS014, turn LEFT to JS015, intercept ILS.
NIBEX 1D	21L ❷	From NIBEX to JS023, turn LEFT to UVLOG for RADAR vectoring to ILS.

In the event of a missed approach with the intention of diverting to an alternate airport comply with the following SIDs:
Rwy 03: to S & SE **RAGUL 3A;**
to SE **APDAK 3A;**
to N & NW **VASUR 3A;**
to NE **EGMEN 2A (JET)**
EXOBI 1A (TURBOPROP).

Rwy 21: to S & SE **RAGUL 3B;**
to SE **APDAK 2B;**
to N & NW **VASUR 3B;**
to NE **EGMEN 2B (JET)**
EXOBI 3B (TURBOPROP).

STAR applicable for ❶ Rwy 03L/❷ Rwy 21R when instructed by ATC or announced on ATIS.

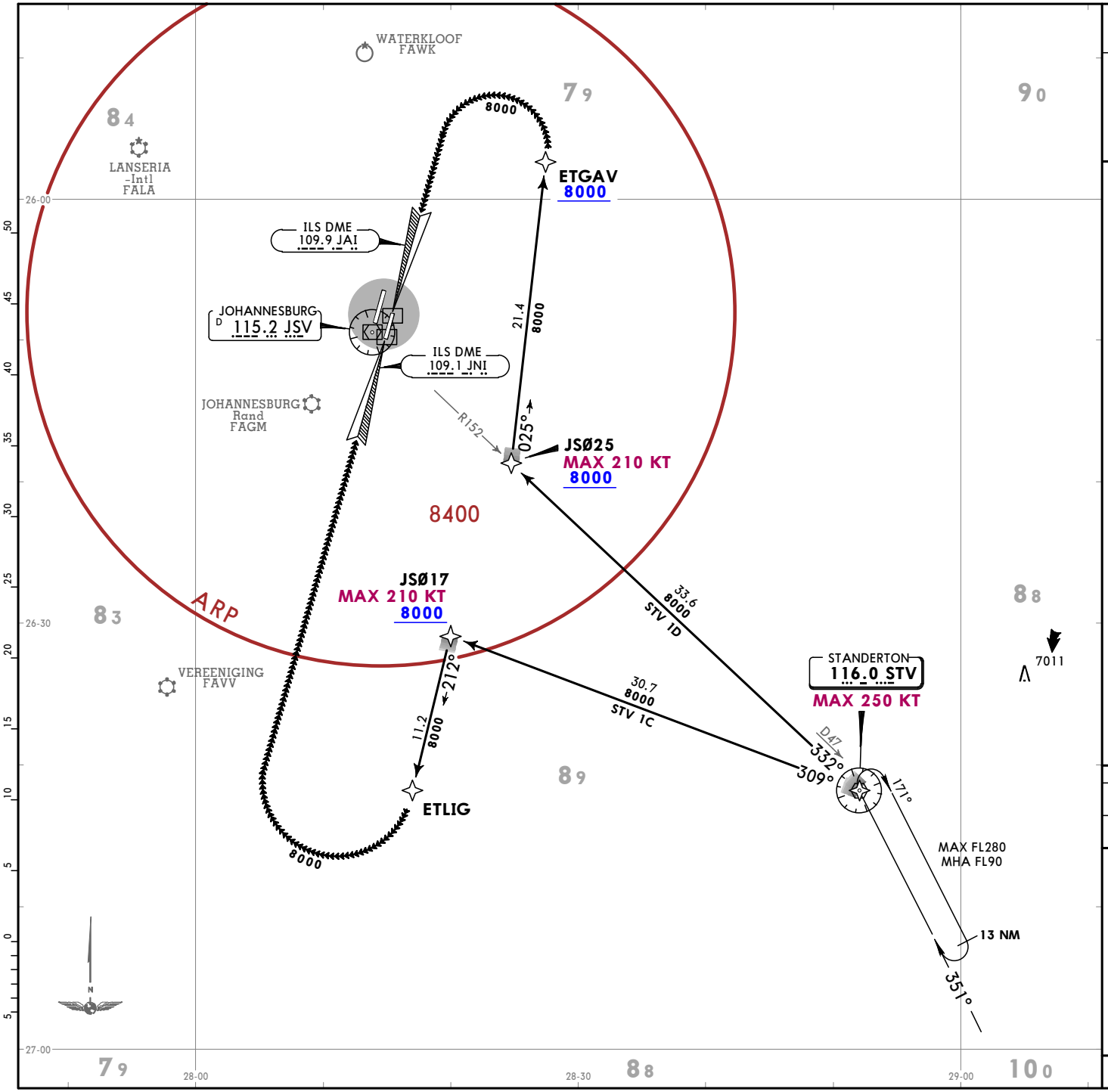
CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

6.3.8 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FAOR/JNB
O R TAMBO INTL

JEPPESEN JOHANNESBURG, S AFR REP
6 APR 18 (10-2C) RNAV STAR



D-ATIS	Apt Elev
126.2	5558

Alt Set: hPa Trans level: By ATC
1. **RNAV (GNSS).**
2. SIDs and STARs must be announced in operation on ATIS and will only be in force when Surveillance RADAR is operational.
3. If unable to comply with SIDs & STARs advise ATC.
4. General Aviation traffic up to 7500.

STANDERTON 1C (STV 1C)
STANDERTON 1D (STV 1D)
RNAV ARRIVALS

SLP SPEED LIMIT POINTS
If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency pilots are not to request cancellation of speed restrictions.

LOST COMMS

If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL90, whichever is highest. Comply with associated communication failure procedure.
Before STV: Proceed to STV and enter holding, hold at last assigned FL for minimum 5 minutes, then descend to FL130 or MAINTAIN last assigned FL if below FL130. Leave STV on "After STV" procedure.

STV 1C
After STV: Continue on STAR to JS017 descend to FL130, then to ETLIG descend to 8000, then to JS2F1, intercept LOC for ILS approach.

STV 1D
After STV: Continue on STAR descend to FL130 at STV, then to JS025 descend to FL90, then to ETGAV descend to 8000, then to JS3F1, intercept ILS.

Note: Aircraft entering TMA at or below FL110 are to enter the designated holding at last assigned FL and continue on designated STAR.
Caution: Holdings below FL110 will be conducted partially outside controlled airspace.

STAR	RWY	ROUTING
STV 1C	03R ❶	From STV to JS017, turn LEFT to ETLIG for RADAR vectoring to ILS.
STV 1D	21L ❷	From STV to JS025, turn RIGHT to ETGAV for RADAR vectoring to ILS.

In the event of a missed approach with the intention of diverting to an alternate airport comply with the following SIDs:
Rwy 03: to W & SW **RAGUL 3A;**
to SE **APDAK 3A;**
to N & NW **VASUR 3A;**
to E & NE **EGMEN 2A (JET)**
EXOBI 1A (TURBOPROP).

Rwy 21: to S & SW **RAGUL 3B;**
to SE **APDAK 2B;**
to N & NW **VASUR 3B;**
to NE **EGMEN 2B (JET)**
EXOBI 3B (TURBOPROP).

STAR applicable for ❶ Rwy 03L/❷ Rwy 21R when instructed by ATC or announced on ATIS.

CHANGES: New format.

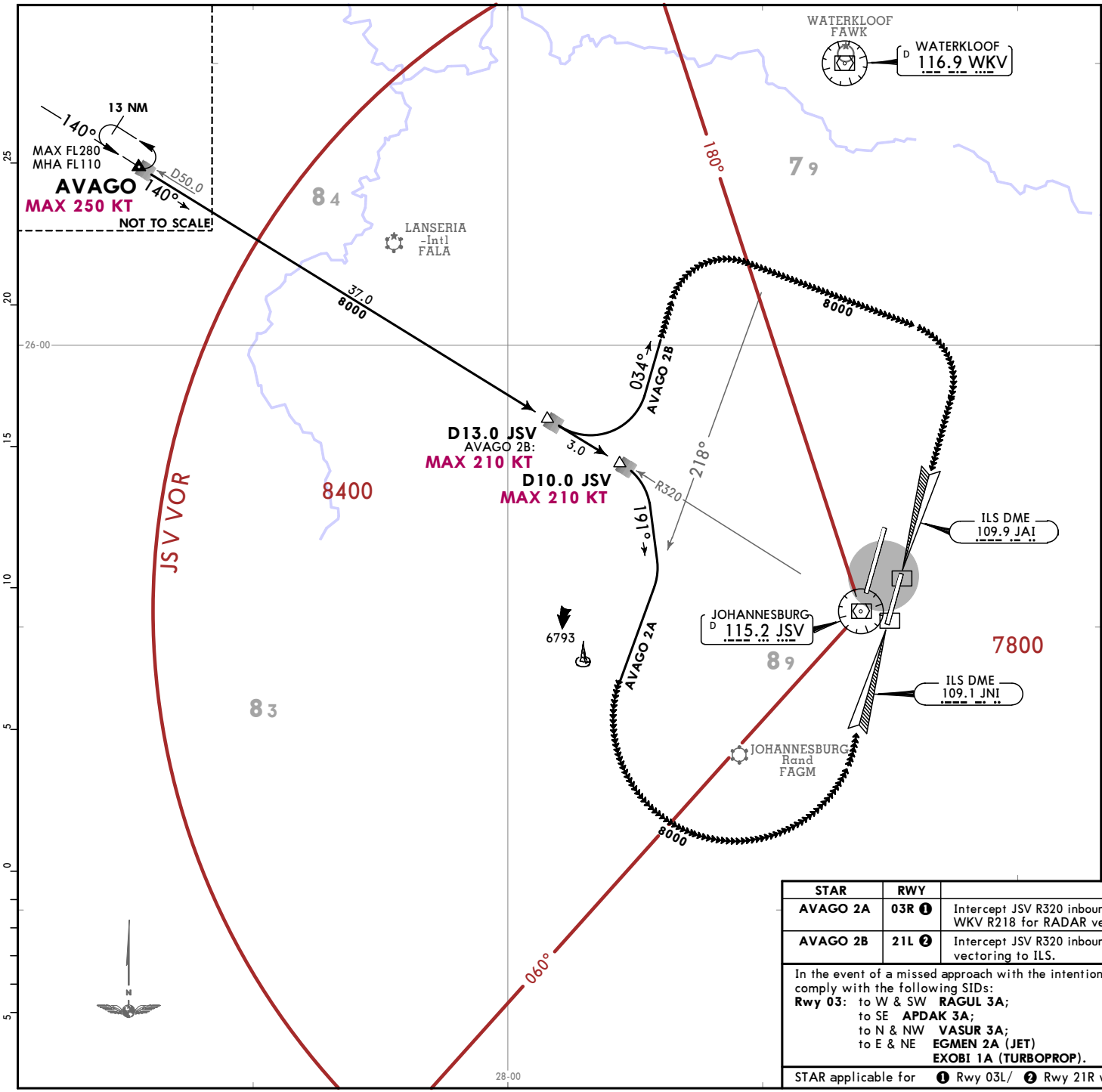
© JEPPESEN, 2018. ALL RIGHTS RESERVED.

6.3.9 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FAOR/JNB
O R TAMBO INTL

JEPPESEN 6 APR 18 (10-2D)

JOHANNESBURG, S AFR REP
STAR



D-ATIS	Apt Elev
126.2	5558

Alt Set: hPa Trans level: By ATC
1. SIDs and STARs must be announced in operation on ATIS and will only be in force when Surveillance RADAR is operational.
2. If unable to comply with SIDs & STARs advise ATC.
3. General Aviation traffic up to 7500.

AVAGO 2A [AVAG2A]
AVAGO 2B [AVAG2B]
ARRIVALS

SLP SPEED LIMIT POINTS
If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency pilots are not to request cancellation of speed restrictions.

LOST COMMS

If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL90, whichever is highest. Comply with associated communication failure procedure.

Before AVAGO: Proceed to AVAGO and enter holding, hold at last assigned FL for minimum 5 minutes, then descend to FL130 or MAINTAIN last assigned FL if below FL130. Leave AVAGO on "After AVAGO" procedure.

AVAGO 2A

After AVAGO: Continue on STAR, when passing D10.0 JSV descend to FL90, when passing D35.0 WKV on WKV R218 turn LEFT, 121° track, descend to 8000, when passing JSV R221 turn LEFT, 061° track, intercept LOC for ILS approach.

AVAGO 2B

After AVAGO: Continue on STAR, when passing D13.0 JSV descend to FL90, when passing D15.0 JSV on 034° track turn RIGHT, 121° track, descend to 8000, when passing JSV R026 turn RIGHT, 191° track, intercept LOC for ILS approach.

Note: Aircraft entering TMA at or below FL110 are to enter the designated holding at last assigned FL and continue on designated STAR.

Caution: Holdings below FL110 will be conducted outside controlled airspace. Pilots to take note of the appropriate FA(D)-, FA(R)- & FA(P)-areas as well as the Magalies Glider Window (FL110-FL145).

LOST COMMS

STAR	RWY	ROUTING
AVAGO 2A	03R ❶	Intercept JSV R320 inbound, at D10.0 JSV turn RIGHT, 191° track, intercept WKV R218 for RADAR vectoring to ILS.
AVAGO 2B	21L ❷	Intercept JSV R320 inbound, at D13.0 JSV turn LEFT, 034° track for RADAR vectoring to ILS.

In the event of a missed approach with the intention of diverting to an alternate airport comply with the following SIDs:

Rwy 03: to W & SW **RAGUL 3A**;
to SE **APDAK 3A**;
to N & NW **VASUR 3A**;
to E & NE **EGMEN 2A (JET)**
EXOBI 1A (TURBOPROP).

Rwy 21: to S & SE **RAGUL 3B**;
to SE **APDAK 2B**;
to N & NW **VASUR 3B**;
to NE **EGMEN 2B (JET)**
EXOBI 3B (TURBOPROP).

STAR applicable for ❶ Rwy 03L/ ❷ Rwy 21R when instructed by ATC or announced on ATIS.

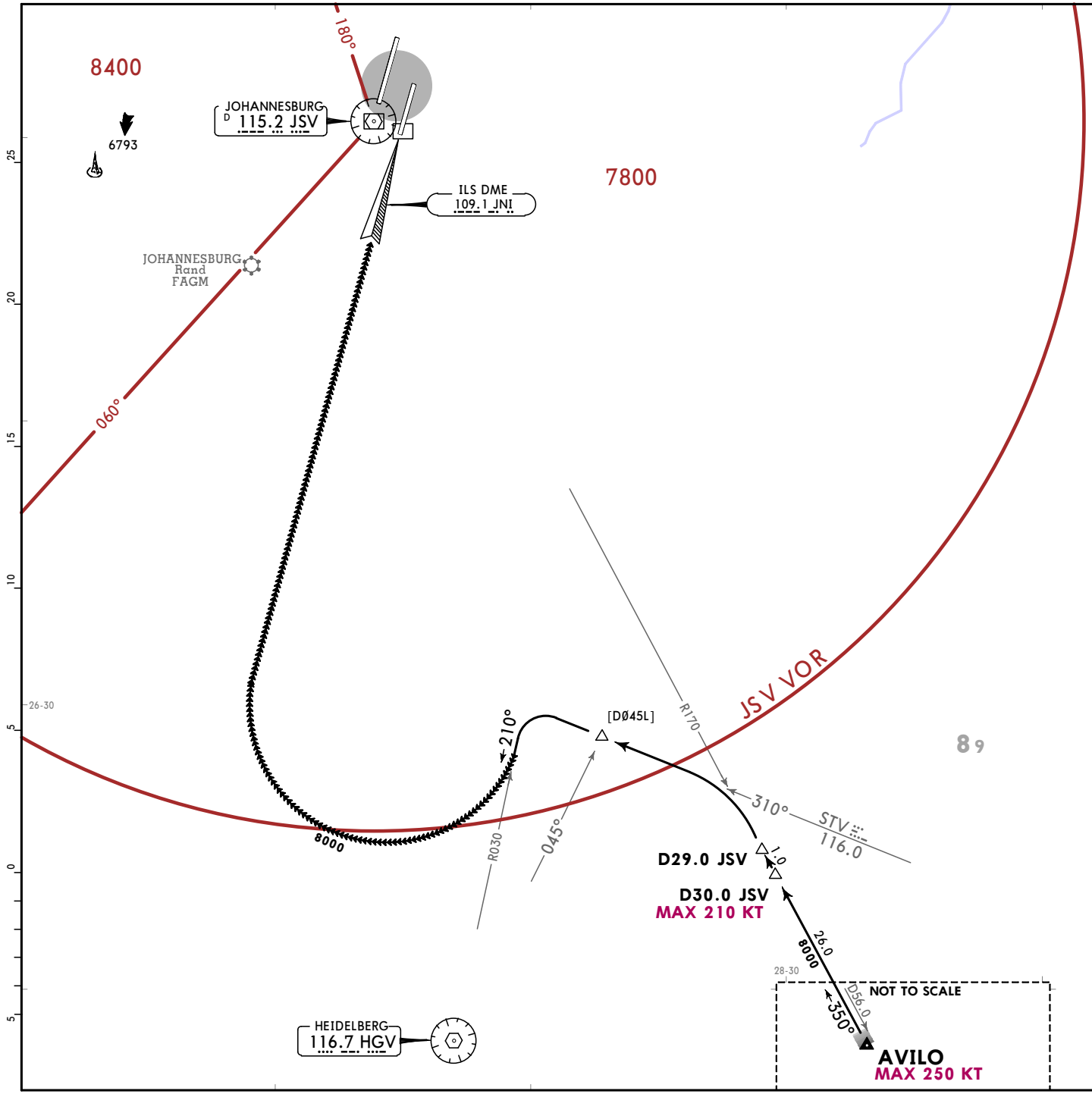
CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

FAOR/JNB
O R TAMBO INTL

JEPPESEN 6 APR 18 (10-2E)

JOHANNESBURG, S AFR REP
STAR



D-ATIS	Apt Elev
126.2	5558

Alt Set: hPa Trans level: By ATC
1. SIDs and STARs must be announced in operation on ATIS and will only be in force when Surveillance RADAR is operational.
2. If unable to comply with SIDs & STAR advise ATC.
3. General Aviation traffic up to 7500.

AVILO 1A [AVIL1A]
RWY 03R ARRIVAL
STAR APPLICABLE FOR RWY 03L WHEN INSTRUCTED BY ATC OR ANNOUNCED ON ATIS

SLP SPEED LIMIT POINTS
If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency pilots are not to request cancellation of speed restrictions.

LOST COMMS

If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL90, whichever is highest. Comply with associated communication failure procedure.
Before AVILO: Proceed to STV and enter holding, descend to FL240, or if below FL240, hold at last assigned FL for minimum 5 minutes. Leave STV on on "After STV" procedure.
After AVILO: On JSV R170 inbound descend to FL130, at D29.0 JSV turn LEFT, intercept STV R310 descend to FL110, when passing HGV R030 descend to 8000, when passing JSV R197 turn RIGHT, 350° track, intercept LOC for ILS approach.
Note: Aircraft to route the STV holding in Communication Failure Procedure.
Caution: Holdings below FL110 will be conducted partially outside controlled airspace.

LOST COMMS

ROUTING

On JSV R170 inbound to D29.0 JSV, turn LEFT, intercept STV R310, when passing HGV R045 turn LEFT, intercept HGV R030 inbound for RADAR vetoring to ILS.

In the event of a missed approach with the intention of diverting to an alternate airport comply with the following SIDs:
Rwy 03: to W & SW **RAGUL 3A**;
to SE **APDAK 3A**;
to N & NW **VASUR 3A**;
to E & NE **EGMEN 2A (JET)**
EXOBI 1A (TURBOPROP).

CHANGES: New format.

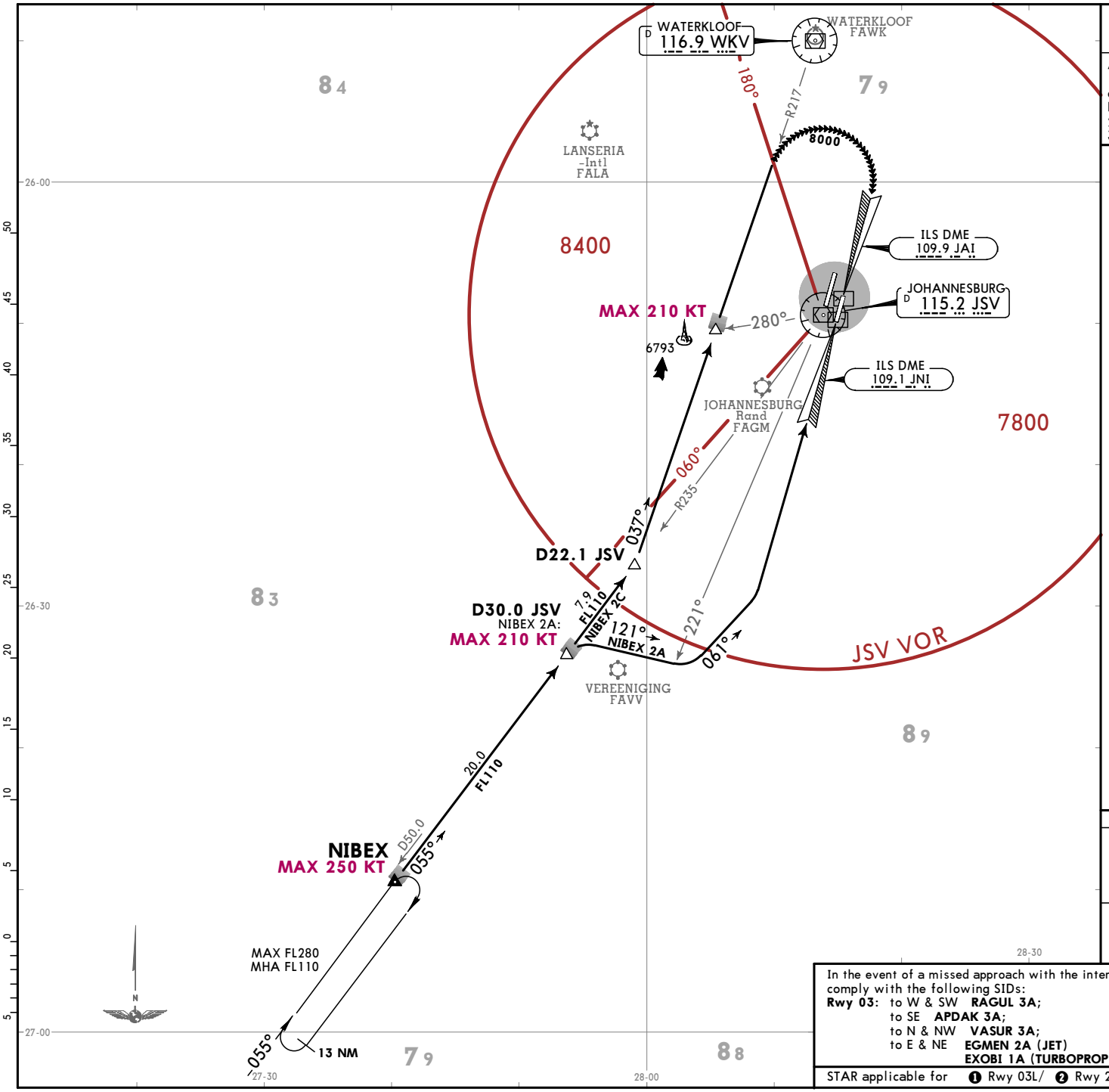
© JEPPESEN, 2018. ALL RIGHTS RESERVED.

6.3.11 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FAOR/JNB
O R TAMBO INTL

JEPPESEN 6 APR 18 (10-2F)

JOHANNESBURG, S AFR REP
STAR



D-ATIS	Apt Elev
126.2	5558

Alt Set: hPa Trans level: By ATC
1. SIDs and STARs must be announced in operation on ATIS and will only be in force when Surveillance RADAR is operational.
2. If unable to comply with SIDs & STARs advise ATC.
3. General Aviation traffic up to 7500.

NIBEX 2A [NIBE2A]
NIBEX 2C [NIBE2C]
ARRIVALS

SLP SPEED LIMIT POINTS
If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency pilots are not to request cancellation of speed restrictions.

LOST COMMS

If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL90, whichever is highest. Comply with associated communication failure procedure.
Before NIBEX: Proceed to NIBEX and enter holding, hold at last assigned FL for minimum 5 minutes, then descend to FL130 or MAINTAIN last assigned FL if below FL130. Leave NIBEX on "After NIBEX" procedure.

NIBEX 2A
After NIBEX: On JSV R235 inbound to D30.0 JSV, turn RIGHT, 121° track descend to FL100, when passing JSV R221 descend to FL90, turn LEFT, 061° track to intercept LOC. Adjust to 9000 for ILS approach.

NIBEX 2C:
After NIBEX: Continue on STAR, when passing JSV R281 established on WKV R217 inbound descend to FL90, when passing D14.7 JSV on WKV R217 turn RIGHT, 121° track, descend to 8000, passing JSV R-025 turn RIGHT, 191° track, intercept LOC for ILS approach.

Note: Aircraft entering TMA at or below FL110 are to enter the designated holding at last assigned FL and continue on designated STAR.
Caution: Holdings below FL110 will be conducted outside controlled airspace.

STAR	RWY	ROUTING
NIBEX 2A	03R ❶	Intercept JSV R235 inbound, at D30.0 JSV turn RIGHT, 121° track, when passing JSV R221 turn LEFT, 061° track to intercept ILS.
NIBEX 2C	21L ❷	Intercept JSV R235 inbound, at D22.1 JSV turn LEFT, intercept WKV R217 inbound for RADAR vectoring to ILS.

In the event of a missed approach with the intention of diverting to an alternate airport comply with the following SIDs:
Rwy 03: to W & SW **RAGUL 3A**;
to SE **APDAK 3A**;
to N & NW **VASUR 3A**;
to E & NE **EGMEN 2A (JET)**
EXOBI 1A (TURBOPROP).
Rwy 21: to S & SE **RAGUL 3B**;
to SE **APDAK 2B**;
to N & NW **VASUR 3B**;
to NE **EGMEN 2B (JET)**
EXOBI 3B (TURBOPROP).

STAR applicable for ❶ Rwy 03L/ ❷ Rwy 21R when instructed by ATC or announced on ATIS.

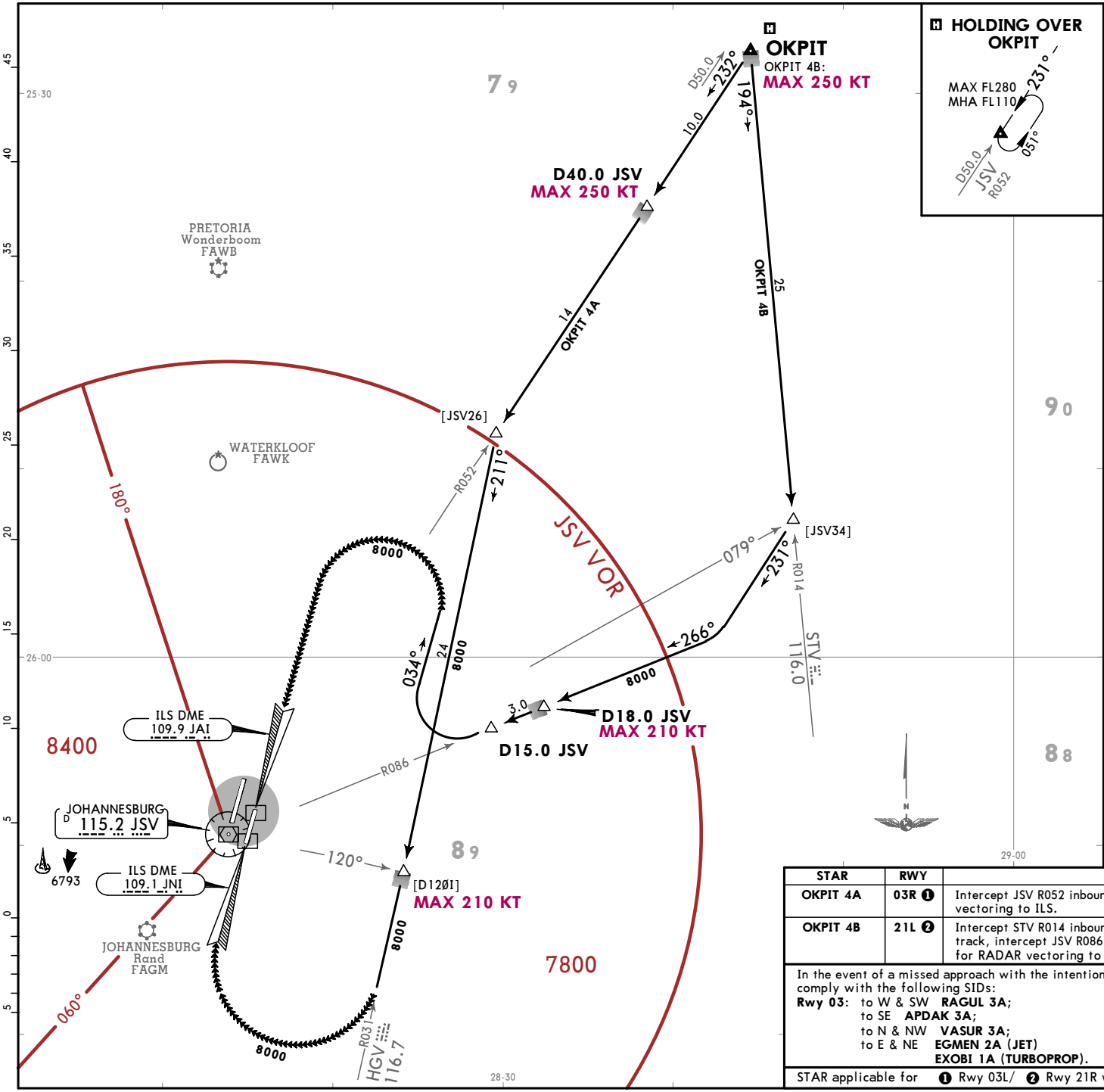
CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

FAOR/JNB
O R TAMBO INTL

JEPPESEN
6 APR 18 (10-2G)

JOHANNESBURG, S AFR REP
STAR



HOLDING OVER OKPIT

D-ATIS	Apt Elev
126.2	5558

Alt Set: hPa Trans level: By ATC
1. SIDs and STARs must be announced in operation on ATIS and will only be in force when Surveillance RADAR is operational.
2. If unable to comply with SIDs & STARs advise ATC.
3. General Aviation traffic up to 7500.

OKPIT 4A [OKPI4A]
OKPIT 4B [OKPI4B]
ARRIVALS

SLP SPEED LIMIT POINTS
If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency pilots are not to request cancellation of speed restrictions.

LOST COMMS

If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL90, whichever is highest. Comply with associated communication failure procedure.
Before OKPIT: Proceed to OKPIT and enter holding, hold at last assigned FL for minimum 5 minutes, then descend to FL130 or MAINTAIN last assigned FL if below FL130. Leave OKPIT on "After OKPIT" procedure.

OKPIT 4A
After OKPIT: Continue on STAR, when passing JSV R086 while established on HGV R031 inbound descend to FL100, when passing D15.0 JSV on HGV R031 inbound turn RIGHT, 301° track, descend to 8300, when passing JSV R206 turn RIGHT, 001° track, intercept LOC for ILS approach.

OKPIT 4B
After OKPIT: Continue on STAR, when passing D18.0 JSV inbound descend to FL90, when passing D15.0 JSV outbound on 034° track turn LEFT,301° track, descend to 8000, when passing JSV R041 turn LEFT, 241° track to intercept LOC for ILS approach.

Note: Aircraft entering TMA at or below FL110 are to enter the designated holding at last assigned FL and continue on designated STAR.
Caution: Holdings below FL110 will be conducted outside controlled airspace. Pilots to take note of the appropriate FA(D)-areas.

STAR	RWY	ROUTING
OKPIT 4A	03R ❶	Intercept JSV R052 inbound, intercept HGV R031 inbound for RADAR vectoring to ILS.
OKPIT 4B	21L ❷	Intercept STV R014 inbound, when passing JSV R079 turn RIGHT, 231° track, intercept JSV R086 inbound to D15.0 JSV, turn RIGHT, 034° track for RADAR vectoring to ILS.

In the event of a missed approach with the intention of diverting to an alternate airport comply with the following SIDs:

Rwy 03: to W & SW **RAGUL 3A**;
to SE **APDAK 3A**;
to N & NW **VASUR 3A**;
to E & NE **EGMEN 2A (JET)**
EXOBI 1A (TURBOPROP).

Rwy 21: to S & SW **RAGUL 3B**;
to SE **APDAK 2B**;
to N & NW **VASUR 3B**;
to NE **EGMEN 2B (JET)**
EXOBI 3B (TURBOPROP).

STAR applicable for ❶ Rwy 03L/ ❷ Rwy 21R when instructed by ATC or announced on ATIS.

CHANGES: New format.

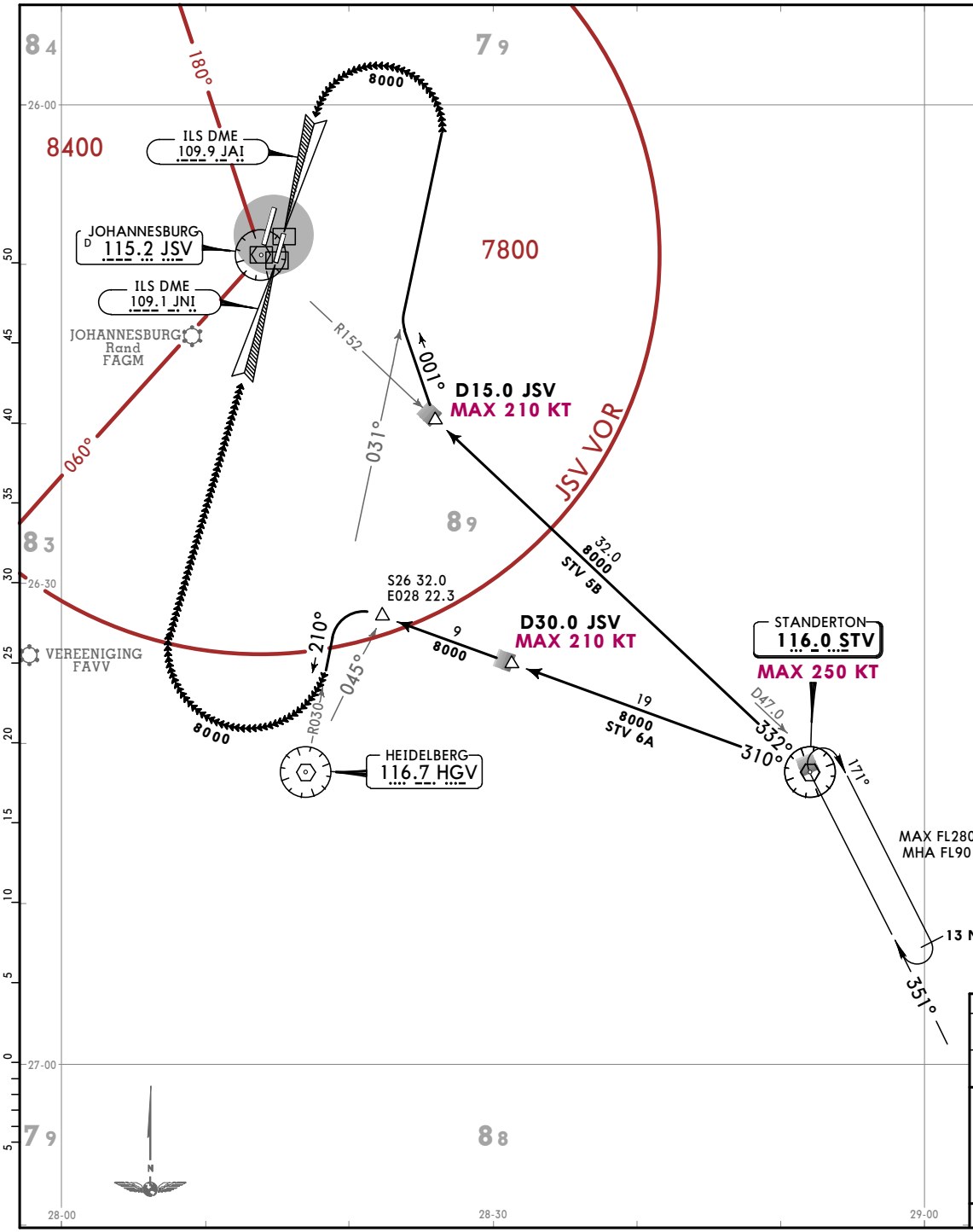
© JEPPESEN, 2018. ALL RIGHTS RESERVED.

6.3.13 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FAOR/JNB
O R TAMBO INTL

JEPPESEN 6 APR 18 (10-2H)

JOHANNESBURG, S AFR REP
STAR



D-ATIS	Apt Elev
126.2	5558

Alt Set: hPa Trans level: By ATC
1. SIDs and STARs must be announced in operation on ATIS and will only be in force when Surveillance RADAR is operational.
2. If unable to comply with SIDs & STARs advise ATC.
3. General Aviation traffic up to 7500.

STANDERTON 6A (STV 6A)
STANDERTON 5B (STV 5B)
ARRIVALS

SLP SPEED LIMIT POINTS
If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency pilots are not to request cancellation of speed restrictions.

LOST COMMS

If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL90, whichever is highest. Comply with associated communication failure procedure.
Before STV: Proceed to STV and enter holding, hold at last assigned FL for minimum 5 minutes, then descend to FL130 or MAINTAIN last assigned FL if below FL130. Leave STV on "After STV" procedure.

STV 6A
After STV: On STV R310 descend to FL130, when passing JSV R197 turn RIGHT, 350° track descend to 8000, intercept LOC for ILS approach.

STV 5B
After STV: Continue on STAR, when passing D18.0 JSV on JSV R152 inbound descend to FL90, when established on HGV R031 and passing D15.0 JSV turn LEFT, 301° track, descend to 8000, when passing JSV R041 turn LEFT, 241° track to intercept LOC for ILS approach.

Note: Aircraft entering TMA at or below FL110 are to enter the designated holding at last assigned FL and continue on designated STAR.
Caution: Holdings below FL110 will be conducted partially outside controlled airspace.

STAR	RWY	ROUTING
STV 6A	03R ❶	On STV R310, when passing HGV R045 turn LEFT, intercept HGV R030 inbound for RADAR vectoring to ILS.
STV 5B	21L ❷	Intercept JSV R152 inbound, at D15.0 JSV turn RIGHT, 001° track, intercept HGV R031 for RADAR vectoring to ILS.

In the event of a missed approach with the intention of diverting to an alternate airport comply with the following SIDs:

Rwy 03: to W & SW **RAGUL 3A**;
to SE **APDAK 3A**;
to N & NW **VASUR 3A**;
to E & NE **EGMEN 2A (JET)**
EXOBI 1A (TURBOPROP).

Rwy 21: to S & SW **RAGUL 3B**;
to SE **APDAK 2B**;
to N & NW **VASUR 3B**;
to NE **EGMEN 2B (JET)**
EXOBI 3B (TURBOPROP).

STAR applicable for ❶ Rwy 03L/ ❷ Rwy 21R when instructed by ATC or announced on ATIS.

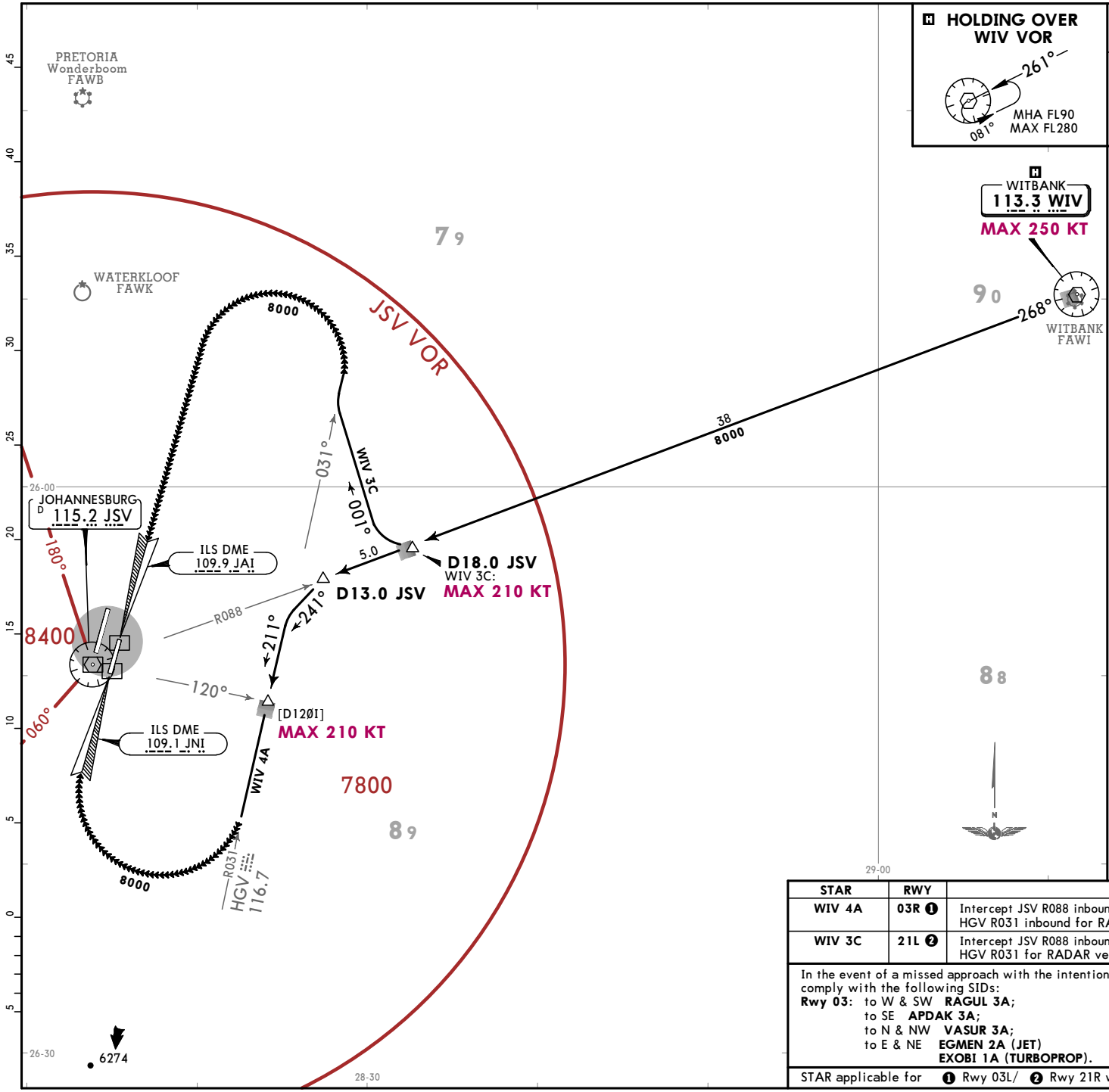
CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

FAOR/JNB
O R TAMBO INTL

JEPPESEN
6 APR 18 (10-2J)

JOHANNESBURG, S AFR REP
STAR



HOLDING OVER WIV VOR

D-ATIS	Apt Elev
126.2	5558

Alt Set: hPa Trans level: By ATC
1. SIDs and STARs must be announced in operation on ATIS and will only be in force when Surveillance RADAR is operational.
2. If unable to comply with SIDs & STARs advise ATC.
3. General Aviation traffic up to 7500.

WITBANK 4A (WIV 4A)
WITBANK 3C (WIV 3C)
ARRIVALS

SLP SPEED LIMIT POINTS
If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency pilots are not to request cancellation of speed restrictions.

LOST COMMS

If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL90, whichever is highest. Comply with associated communication failure procedure.
Before WIV: Proceed to WIV and enter holding, hold at last assigned FL for minimum 5 minutes, then descend to FL130 or MAINTAIN last assigned FL if below FL130. Leave WIV on "After WIV" procedure.

WIV 4A
After WIV: Continue on STAR, when passing JSV R141 while established on HGV R031 inbound descend to FL90, when passing D15.0 JSV on HGV R031 inbound turn RIGHT, 301° track, descend to 8300, when passing JSV R206 turn RIGHT, 001° track, intercept LOC for ILS approach.

WIV 3C
After WIV: Continue on STAR, when passing D18.0 JSV descend to FL90, when passing D15.0 JSV on HGV R031 turn LEFT, 301° track, descend to 8000, when passing JSV R041 turn LEFT, 241° track to intercept LOC for ILS approach.

Note: Aircraft entering TMA at or below FL110 are to enter the designated holding at last assigned FL and continue on designated STAR.
Caution: Holdings below FL110 will be conducted partially outside controlled airspace.

STAR	RWY	ROUTING
WIV 4A	03R ❶	Intercept JSV R088 inbound, at D13.0 JSV turn LEFT, 241° track, intercept HGV R031 inbound for RADAR vectoring to ILS.
WIV 3C	21L ❷	Intercept JSV R088 inbound, at D18.0 JSV turn RIGHT, 001° track, intercept HGV R031 for RADAR vectoring to ILS.

In the event of a missed approach with the intention of diverting to an alternate airport comply with the following SIDs:

Rwy 03: to W & SW **RAGUL 3A**;
to SE **APDAK 3A**;
to N & NW **VASUR 3A**;
to E & NE **EGMEN 2A (JET)**
EXOBI 1A (TURBOPROP).

Rwy 21: to S & SW **RAGUL 3B**;
to SE **APDAK 2B**;
to N & NW **VASUR 3B**;
to NE **EGMEN 2B (JET)**
EXOBI 3B (TURBOPROP).

STAR applicable for ❶ Rwy 03L/ ❷ Rwy 21R when instructed by ATC or announced on ATIS.

CHANGES: New format.

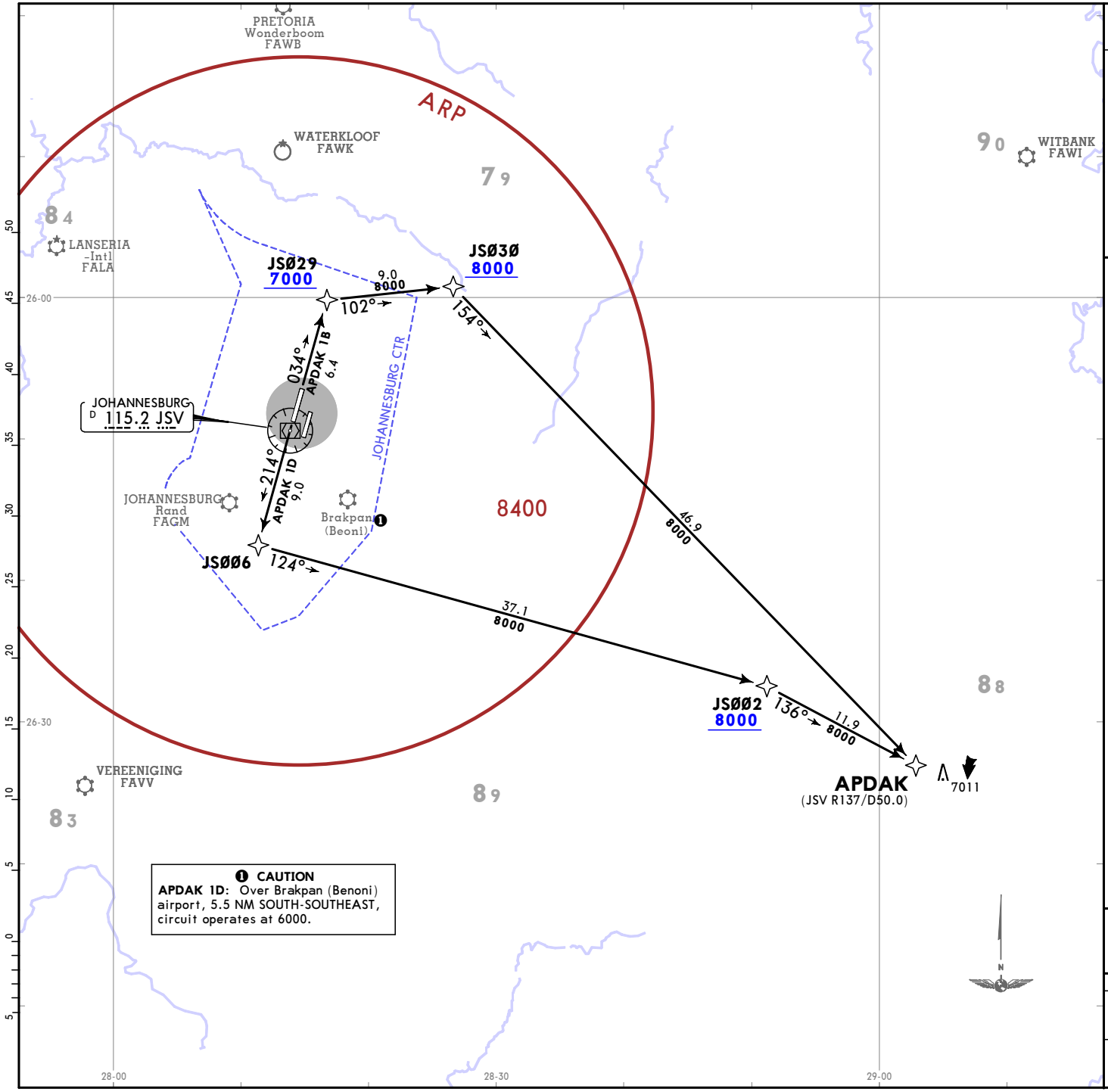
© JEPPESEN, 2018. ALL RIGHTS RESERVED.

6.3.15 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FAOR/JNB
O R TAMBO INTL

JEPPESEN 6 APR 18 10-3

JOHANNESBURG, S AFR REP
RNAV SID



Apt Elev
5558

Trans alt: 8000
1. **RNAV (GNSS).**
2. If unable to comply with SID or STAR notify ATC.
3. SIDs and STARs must be announced in operation on ATIS.
4. SIDs are applicable only when Surveillance RADAR operational.
5. Contact JOHANNESBURG RADAR on frequency provided in ATC clearance at 6500. Advise RADAR of level passing on first contact for mode-C check.
6. Cross CTR boundary at or above 8000.
7. Simultaneous use of parallel runway 03L/R and 21L/R.
8. General Aviation traffic up to 7500.

APDAK 1B [APDA1B]
APDAK 1D [APDA1D]
RNAV DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100

LOST COMMS

APDAK 1B: Comply with SID, climb to FL90 or MAINTAIN last assigned FL whichever is the highest.
APDAK 1D: Comply with SID, climb to 8400 or MAINTAIN last assigned FL whichever is the highest.
Both SIDs: At APDAK continue as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to SID termination point and climb to the last assigned FL or MSA if the last cleared FL is below MSA.
Then proceed to STV and comply with STAR STV 6A (Rwy 03R)/STV 5B (Rwy 21L) communication failure procedure.

These SIDs require minimum climb gradients of
APDAK 1B: 4.1% up to FL90.
APDAK 1D: 3.8% up to CTR boundary.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V(fpm)	311	415	623	830	1038	1246
3.8% V/V(fpm)	289	385	577	770	962	1155

APDAK 1B: Climb to **FL90**, further climb under RADAR control
APDAK 1D: Climb to **8000**, further climb under RADAR control

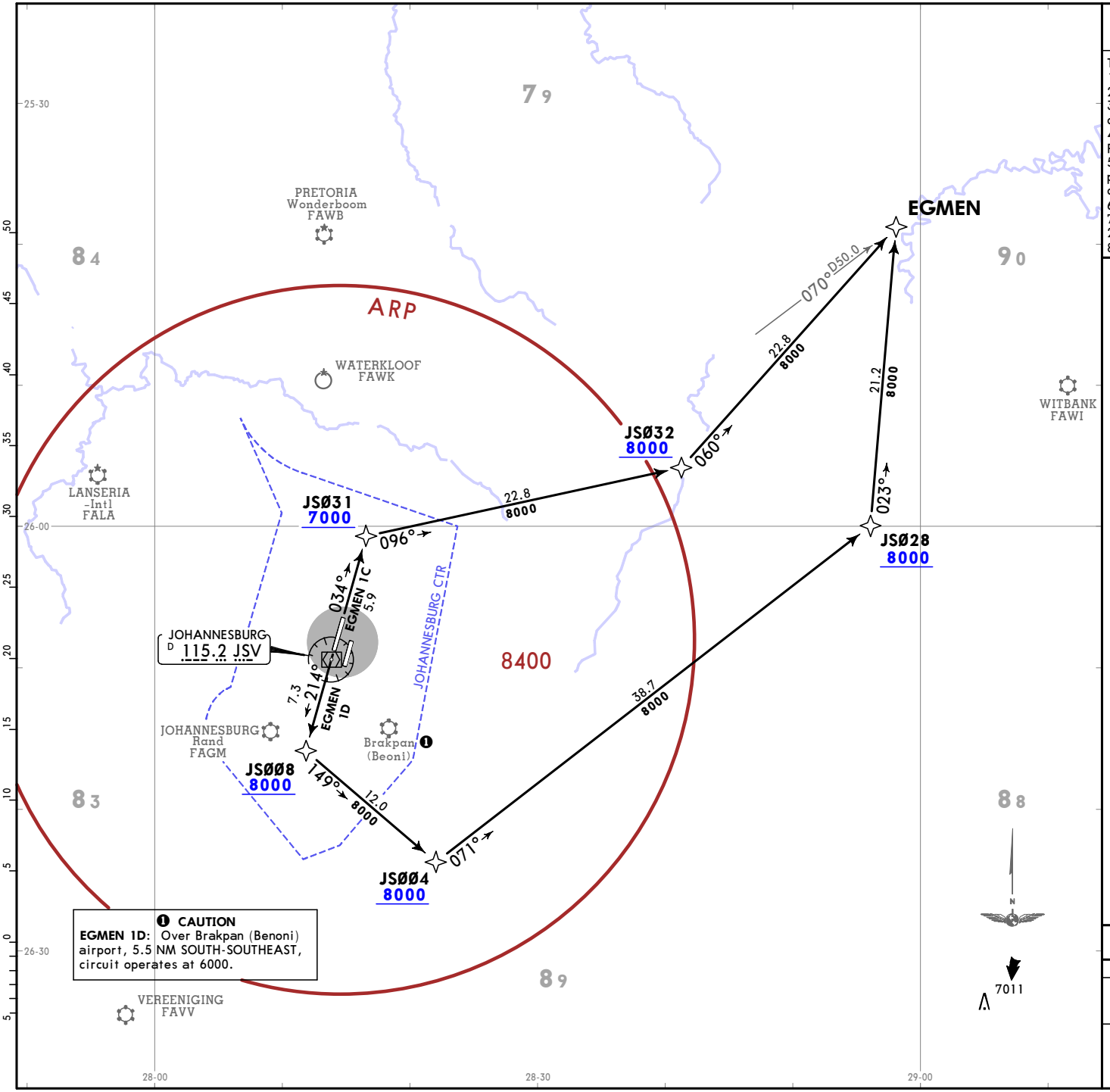
SID	RWY	ROUTING
APDAK 1B	03L	Climb on runway track to JS029, turn RIGHT to JS030, turn RIGHT to APDAK, then as per flight plan.
APDAK 1D	21R	Climb on runway track to JS006, turn LEFT to JS002, turn RIGHT to APDAK, then as per flight plan.

CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

FAOR/JNB
O R TAMBO INTL

JEPPESEN JOHANNESBURG, S AFR REP
6 APR 18 (10-3A)
RNAV SID



Apt Elev
5558

Trans alt: 8000
1. **RNAV (GNSS).**
2. If unable to comply with SID or STAR notify ATC.
3. SIDs and STARs must be announced in operation on ATIS.
4. SIDs are applicable only when Surveillance RADAR operational.
5. Contact JOHANNESBURG RADAR on frequency provided in ATC clearance at 6500. Advise RADAR of level passing on first contact for mode-C check.
6. Cross CTR boundary at or above 8000.
7. Simultaneous use of parallel runway 03L/R and 21L/R.
8. General Aviation traffic up to 7500.

EGMEN 1C [EGME1C]
EGMEN 1D [EGME1D]
RNAV DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100

LOST COMMS

EGMEN 1C: Comply with SID, climb to FL90 or MAINTAIN last assigned FL, whichever is the highest.
EGMEN 1D: Comply with SID, climb to 8400 or MAINTAIN last assigned FL, whichever is the highest.
Both SIDs: At EGMEN continue as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to SID termination point and climb to the last assigned FL or MSA if last cleared FL is below MSA.
Then proceed to OKPIT and comply with STAR OKPIT 4A (Rwy 03R)/OKPIT 4B (Rwy 21L) communication failure procedure.

These SIDs require minimum climb gradients of
EGMEN 1C: 4.1% up to CTR boundary.
EGMEN 1D: 3.8% up to CTR boundary.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V(fpm)	311	415	623	830	1038	1246
3.8% V/V(fpm)	289	385	577	770	962	1155

Climb to **FL90**, further climb under RADAR control

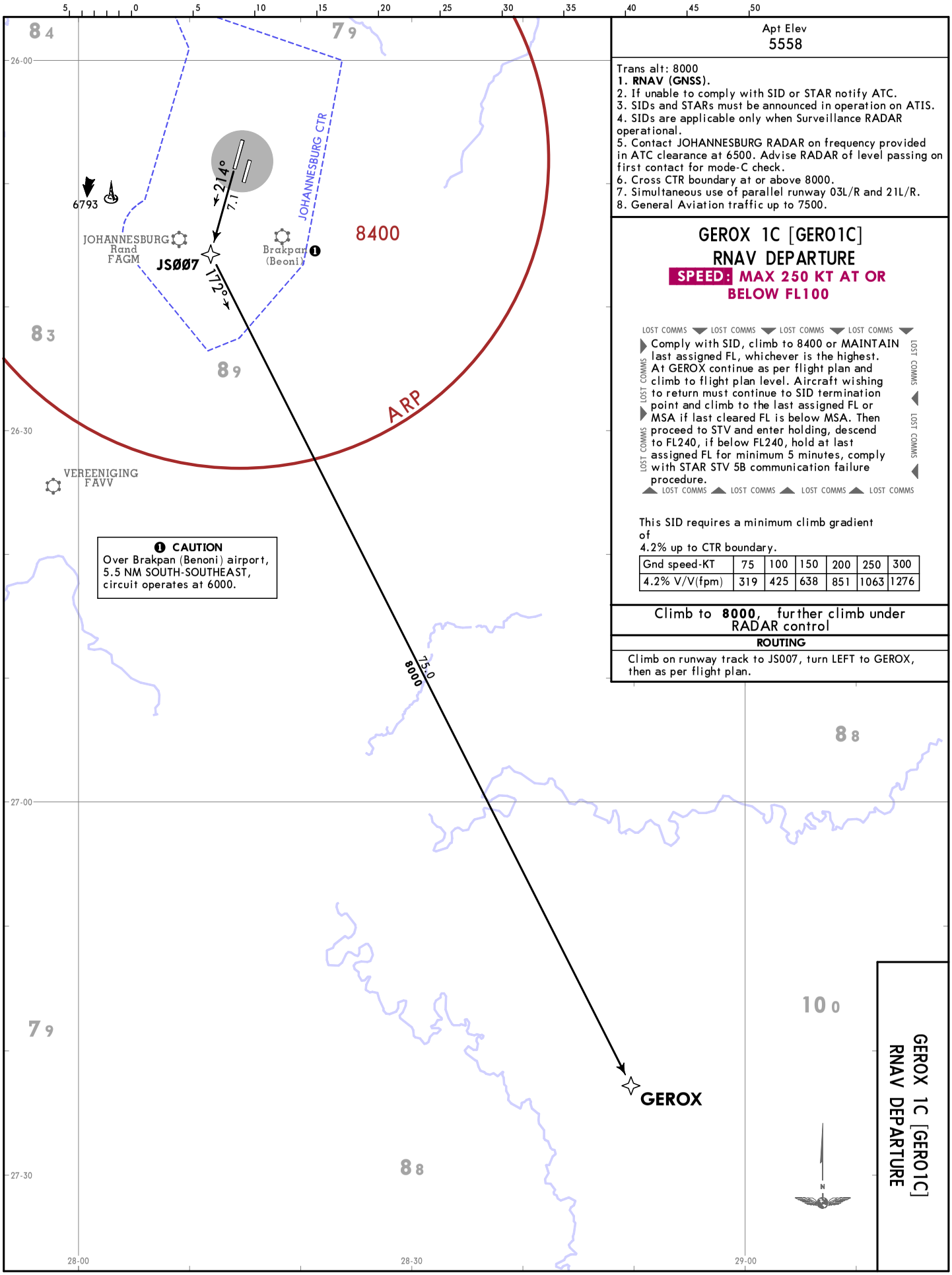
SID	RWY	ROUTING
EGMEN 1C	**03L**	Climb on runway track to JS031, turn RIGHT to JS032, turn LEFT to EGMEN, then as per flight plan.
EGMEN 1D	**21R**	Climb on runway track to JS008, turn LEFT to JS004, turn LEFT to JS028, turn LEFT to EGMEN, then as per flight plan.

CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

6.3.17 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CHANGES: New format.



❶ CAUTION
Over Brakpan (Benoni) airport, 5.5 NM SOUTH-SOUTHEAST, circuit operates at 6000.

Apt Elev
5558

Trans alt: 8000
1. **RNAV (GNSS).**
2. If unable to comply with SID or STAR notify ATC.
3. SIDs and STARs must be announced in operation on ATIS.
4. SIDs are applicable only when Surveillance RADAR operational.
5. Contact JOHANNESBURG RADAR on frequency provided in ATC clearance at 6500. Advise RADAR of level passing on first contact for mode-C check.
6. Cross CTR boundary at or above 8000.
7. Simultaneous use of parallel runway 03L/R and 21L/R.
8. General Aviation traffic up to 7500.

GEROX 1C [GERO1C]
RNAV DEPARTURE

SPEED: MAX 250 KT AT OR BELOW FL100

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

Comply with SID, climb to 8400 or MAINTAIN last assigned FL, whichever is the highest. At GEROX continue as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to SID termination point and climb to the last assigned FL or MSA if last cleared FL is below MSA. Then proceed to STV and enter holding, descend to FL240, if below FL240, hold at last assigned FL for minimum 5 minutes, comply with STAR STV 5B communication failure procedure.

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

This SID requires a minimum climb gradient of 4.2% up to CTR boundary.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V(fpm)	319	425	638	851	1063	1276

Climb to **8000**, further climb under RADAR control

ROUTING

Climb on runway track to JS007, turn LEFT to GEROX, then as per flight plan.

GEROX 1C [GERO1C]
RNAV DEPARTURE

JOHANNESBURG, S AFR REP
RNAV SID

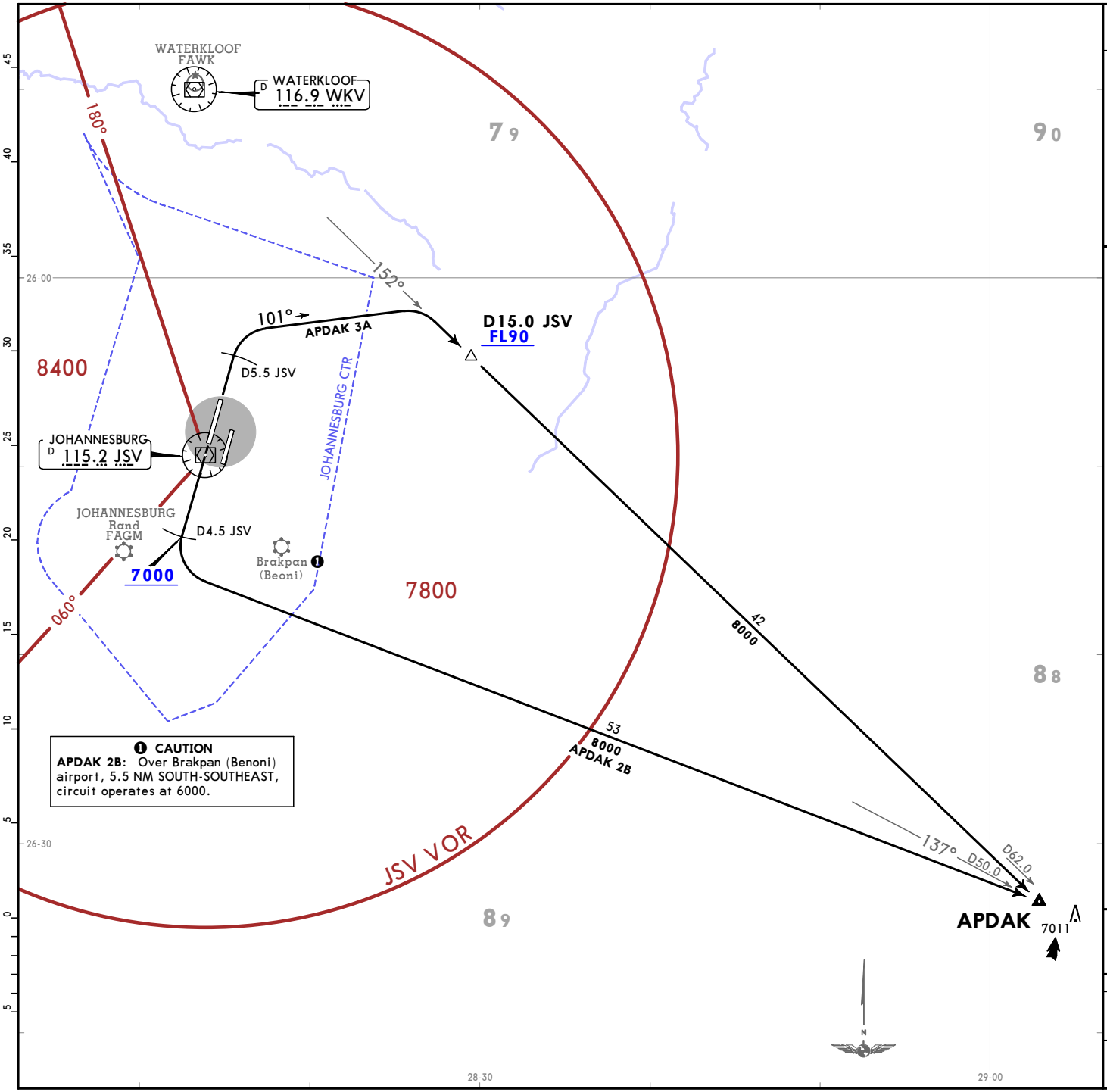
© JEPPESEN, 2018. ALL RIGHTS RESERVED.

6.3.18 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FAOR/JNB
O R TAMBO INTL

JEPPESEN
6 APR 18 (10-3C)

JOHANNESBURG, S AFR REP
SID



❶ CAUTION
APDAK 2B: Over Brakpan (Benoni) airport, 5.5 NM SOUTH-SOUTHEAST, circuit operates at 6000.

Apt Elev
5558

Trans alt: 8000
1. If unable to comply with SID or STAR notify ATC.
2. SIDs and STARs must be announced in operation on ATIS.
3. SIDs are applicable only when Surveillance RADAR operational.
4. Contact JOHANNESBURG RADAR on frequency provided in ATC clearance at 6500. Advise RADAR of level passing on first contact for mode-C check.
5. Cross CTR boundary at or above 8000.
6. Simultaneous use of parallel runway 03L/R and 21L/R.
7. General Aviation traffic up to 7500.

APDAK 3A [APDA3A]
APDAK 2B [APDA2B]
DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100

LOST COMMS

APDAK 3A: Comply with SID, climb to FL90 or MAINTAIN last assigned FL whichever is the highest.
APDAK 2B: Comply with SID, climb to 8300 or MAINTAIN last assigned FL whichever is the highest.
Both SIDs: At APDAK continue as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to SID termination point and climb to the last assigned FL or MSA if the last cleared FL is below MSA.
Then proceed to STV and comply with appropriate STAR communication failure procedure.

These SIDs require minimum climb gradients of
APDAK 3A: 4.5% up to CTR boundary.
APDAK 2B: 4.2% up to CTR boundary.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V(fpm)	342	456	684	911	1139	1367
4.2% V/V(fpm)	319	425	638	851	1063	1276

APDAK 3A: Climb to **FL90**, further climb under RADAR control
APDAK 2B: Climb to **8000**, further climb under RADAR control

SID	RWY	ROUTING
APDAK 3A	03L	Climb on runway track to D5.5 JSV, turn RIGHT, 101° track, intercept WKV R152 to APDAK.
APDAK 2B	21R	Climb on runway track to D4.5 JSV, turn LEFT to APDAK, then as per flight plan.

CHANGES: New format.

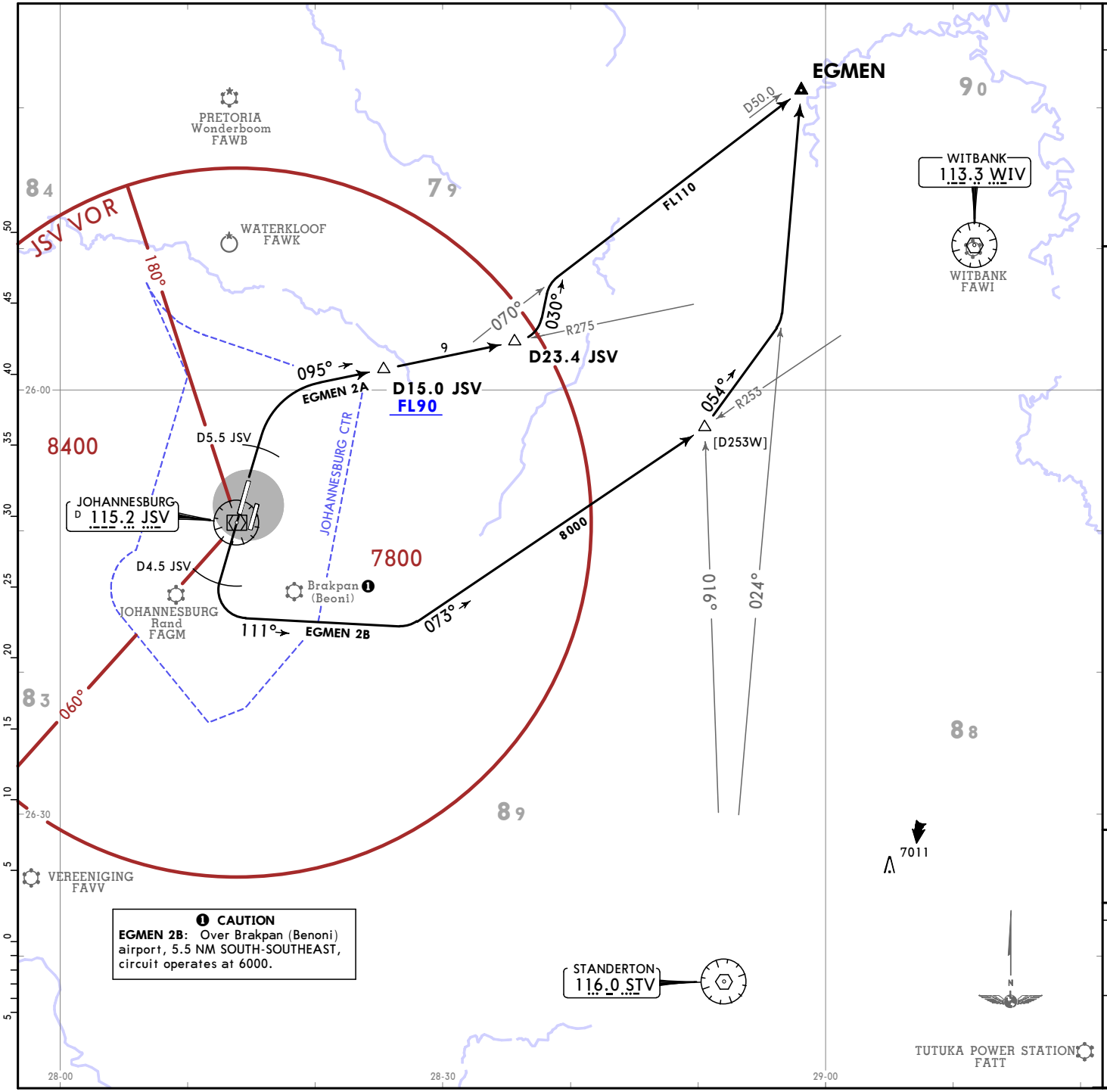
© JEPPESEN, 2018. ALL RIGHTS RESERVED.

FAOR/JNB
O R TAMBO INTL

JEPPESEN 6 APR 18 (10-3D)

JOHANNESBURG, S AFR REP

SID



❶ CAUTION
EGMEN 2B: Over Brakpan (Benoni) airport, 5.5 NM SOUTH-SOUTHEAST, circuit operates at 6000.

Apt Elev
5558

Trans alt: 8000
1. If unable to comply with SID or STAR notify ATC.
2. SIDs and STARs must be announced in operation on ATIS.
3. SIDs are applicable only when Surveillance RADAR operational.
4. Contact JOHANNESBURG RADAR on frequency provided in ATC clearance at 6500. Advise RADAR of level passing on first contact for mode-C check.
5. Cross CTR boundary at or above 8000.
6. Simultaneous use of parallel runway 03L/R and 21L/R.
7. General Aviation traffic up to 7500.

EGMEN 2A [EGME2A]
EGMEN 2B [EGME2B]
DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100

LOST COMMS

EGMEN 2A: Comply with SID, climb to FL90 or MAINTAIN last assigned FL, whichever is the highest.
EGMEN 2B: Comply with SID, climb to 8300 or MAINTAIN last assigned FL, whichever is the highest.
Both SIDs: At EGMEN continue as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to SID termination point and climb to the last assigned FL or MSA if last cleared FL is below MSA.
Then proceed to OKPIT and comply with STAR OKPIT 4A (Rwy 03R)/OKPIT 4B (Rwy 21L) communication failure procedure.

These SIDs require minimum climb gradients of
EGMEN 2A: 4.5% up to CTR boundary.
EGMEN 2B: 4.3% up to CTR boundary.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V(fpm)	342	456	684	911	1139	1367
4.3% V/V(fpm)	327	435	653	871	1089	1306

EGMEN 2A: Climb to **FL90**, further climb under RADAR control
EGMEN 2B: Climb to **8000**, further climb under RADAR control

SID	RWY	ROUTING
EGMEN 2A	03L	Climb on runway track to D5.5 JSV, turn RIGHT, intercept WIV R275 inbound to D23.4 JSV, turn LEFT, 030° track, intercept JSV R070 to EGMEN.
EGMEN 2B	21R	Climb on runway track to D4.5 JSV, turn LEFT, 111° track, intercept WIV R253 inbound, when passing STV R016 turn LEFT, 054° track, intercept STV R024 to EGMEN.

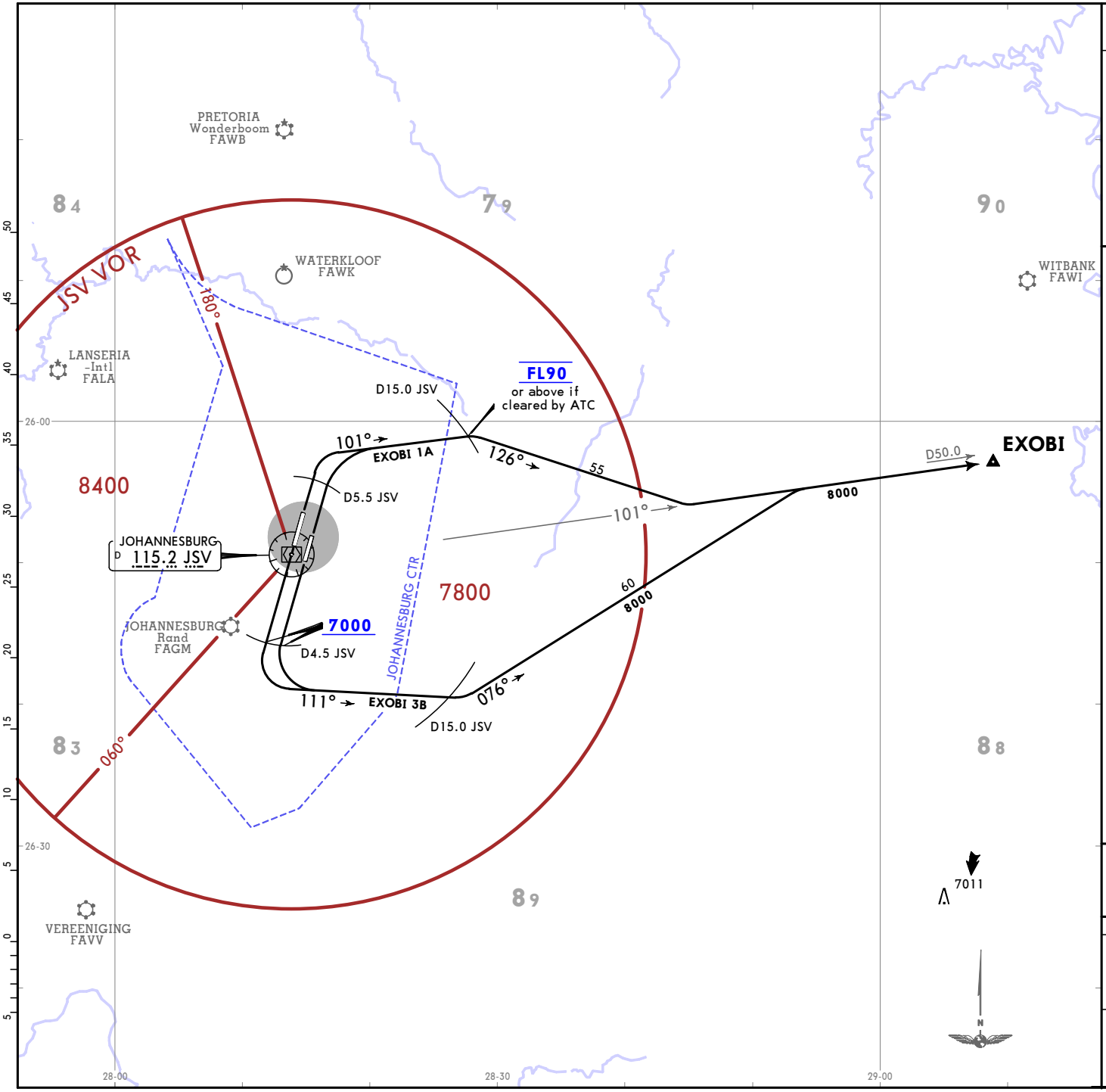
CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

FAOR/JNB
O R TAMBO INTL

JEPPESEN
6 APR 18 (10-3E)

JOHANNESBURG, S AFR REP
SID



Apt Elev
5558

Trans alt: 8000
1. If unable to comply with SID or STAR notify ATC.
2. SIDs and STARs must be announced in operation on ATIS.
3. SIDs are applicable only when Surveillance RADAR operational.
4. Contact JOHANNESBURG RADAR on frequency provided in ATC clearance at 6500. Advise RADAR of level passing on first contact for mode-C check.
5. Cross CTR boundary at or above 8000.
6. Simultaneous use of parallel runway 03L/R and 21L/R.
7. General Aviation traffic up to 7500.

EXOBI 1A [EXOB1A]
EXOBI 3B [EXOB3B]
DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100

LOST COMMS

EXOBI 1A: Comply with SID, climb to FL90 or MAINTAIN last assigned FL, whichever is the highest.
EXOBI 3B: Comply with SID, climb to 8300 or MAINTAIN last assigned FL, whichever is the highest.
Both SIDs: At EXOBI continue as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to SID termination point and climb to the last assigned FL or MSA if last cleared FL is below MSA.
Then proceed to WIV and comply with STAR WIV 4A (Rwy 03R)/WIV 3C (Rwy 21L) communication failure procedure.

These SIDs require a minimum climb gradient of
4.2% up to CTR boundary.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V(fpm)	319	425	638	851	1063	1276

EXOBI 1A: Climb to **FL90**, further climb under RADAR control
EXOBI 3B: Climb to **8000**, further climb under RADAR control

SID	RWY	ROUTING
EXOBI 1A	03L/R	Climb on runway track to D5.5 JSV, turn RIGHT, 101° track to D15.0 JSV, turn RIGHT, 126° track, intercept JSV R101 to EXOBI, then as per flight plan.
EXOBI 3B	21L/R	Climb on runway track to D4.5 JSV, turn LEFT, 111° track to D15.0 JSV, turn LEFT, 076° track, intercept JSV R101 to EXOBI, then as per flight plan.

CHANGES: New format.

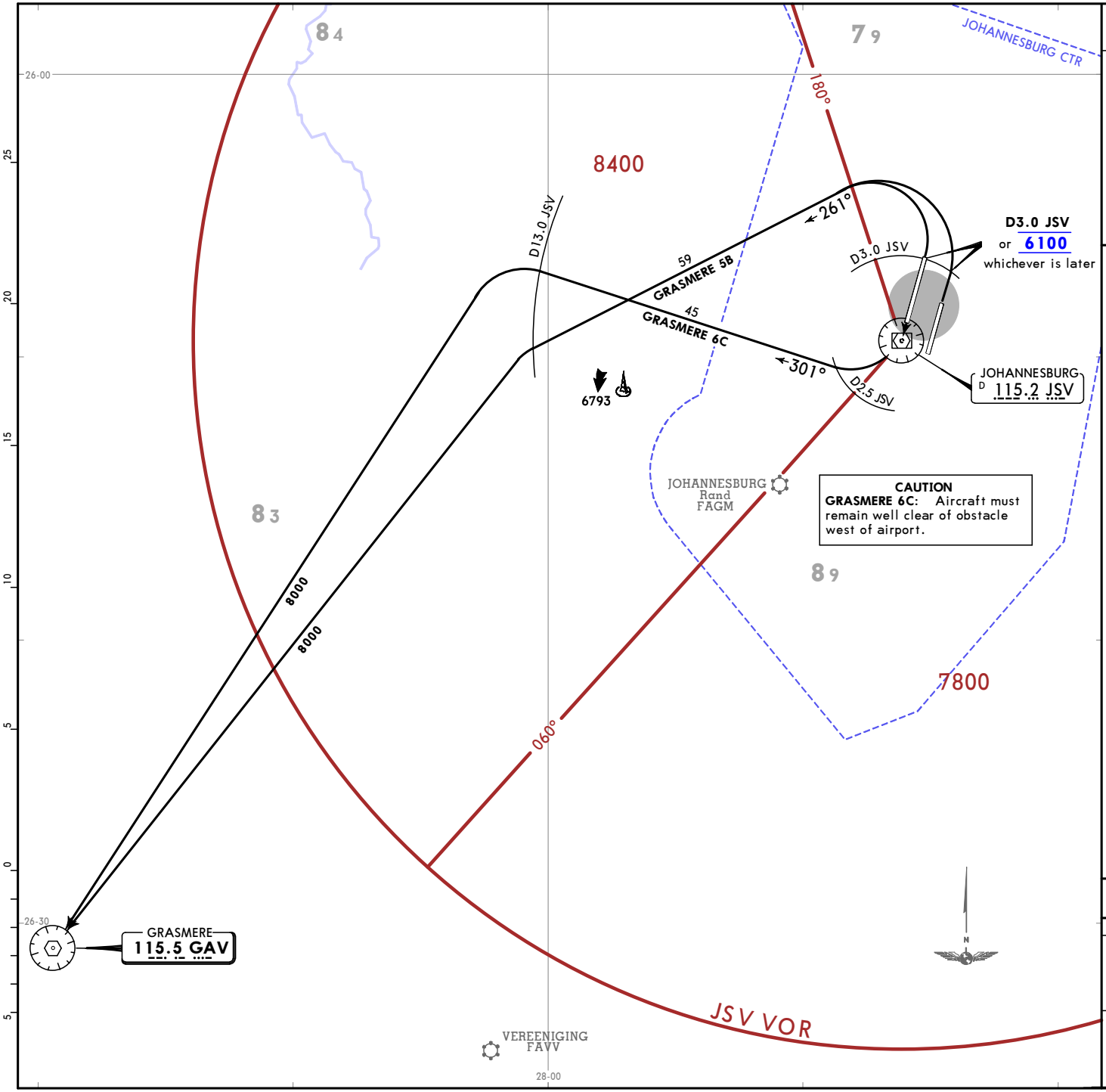
© JEPPESEN, 2018. ALL RIGHTS RESERVED.

6.3.21 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FAOR/JNB
O R TAMBO INTL

JEPPESEN 6 APR 18 (10-3F)

JOHANNESBURG, S AFR REP
SID



Apt Elev
5558

Trans alt: 8000
1. If unable to comply with SID or STAR notify ATC.
2. SIDs and STARs must be announced in operation on ATIS.
3. SIDs are applicable only when Surveillance RADAR operational.
4. Contact JOHANNESBURG RADAR on frequency provided in ATC clearance at 6500. Advise RADAR of level passing on first contact for mode-C check.
5. Cross CTR boundary at or above 8000.
6. Simultaneous use of parallel runway 03L/R and 21L/R.
7. General Aviation traffic up to 7500.

GRASMERE 5B [GAV5B]
GRASMERE 6C [GAV6C]
DEPARTURES

TURBO-PROP AIRCRAFT ONLY

SPEED: MAX 250 KT AT OR BELOW FL100

LOST COMMS

GRASMERE 5B: Comply with SID, climb to 8700 or MAINTAIN last assigned FL, whichever is the highest. At GAV continue as per flight plan and climb to flight plan level.

GRASMERE 6C: Comply with SID, climb to 8300 or MAINTAIN last assigned FL, whichever is the highest. At GAV continue to next fix outside D60.0 JSV and climb to flight plan level.

Both SIDs: Aircraft wishing to return must continue to SID termination point and climb to the last assigned FL or MSA if last cleared FL is below MSA. Then proceed to NIBEX and comply with STAR NIBEX 2A (Rwy 03R)/ NIBEX 2C (Rwy 21L) communication failure procedure.

These SIDs require minimum climb gradients of
GRASMERE 5B: 5.0% up to CTR boundary.
GRASMERE 6C: 5.3% up to CTR boundary.

Gnd speed-KT	75	100	150	200	250	300
5.3% V/V(fpm)	403	537	805	1073	1342	1610
5.0% V/V(fpm)	380	506	760	1013	1266	1519

Climb to **8000**, further climb under RADAR control

SID	RWY	ROUTING
GRASMERE 5B	**03L/R**	Climb on runway track to D3.0 JSV or 6100, whichever is later, turn LEFT, 261° track to D13.0 JSV, turn LEFT to GAV, then as per flight plan.
GRASMERE 6C	**21R**	Climb on runway track to JSV, turn RIGHT (remain within D2.5 JSV), 301° track to D13.0 JSV, turn LEFT to GAV, then as per flight plan.

CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

6.3.22 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FAOR/JNB
O R TAMBO INTL

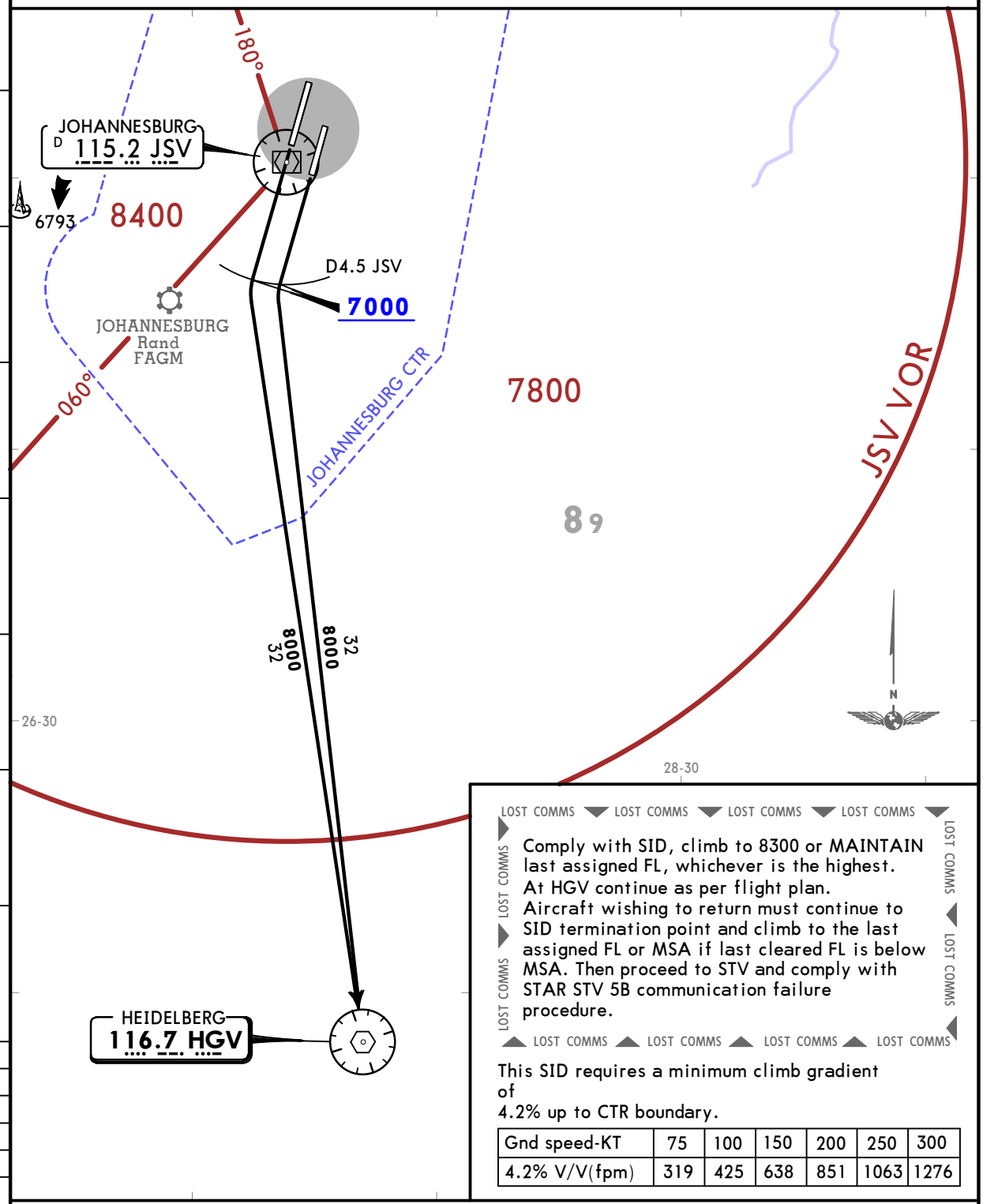
JEPPESEN JOHANNESBURG, S AFR REP
6 APR 18 (10-3G)
SID

Apt Elev
5558

Trans alt: 8000
1. If unable to comply with SID or STAR notify ATC.
2. SIDs and STARs must be announced in operation on ATIS.
3. SIDs are applicable only when Surveillance RADAR operational.
4. Contact JOHANNESBURG RADAR on frequency provided in ATC clearance at 6500. Advise RADAR of level passing on first contact for mode-C check.
5. Cross CTR boundary at or above 8000.
6. Simultaneous use of parallel runway 03L/R and 21L/R.
7. General Aviation traffic up to 7500.

HEIDELBERG 5D [HGV5D]
RWY 21L/R DEPARTURE

SPEED: MAX 250 KT AT OR BELOW FL100



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

Comply with SID, climb to 8300 or MAINTAIN last assigned FL, whichever is the highest.
At HGV continue as per flight plan.
Aircraft wishing to return must continue to SID termination point and climb to the last assigned FL or MSA if last cleared FL is below MSA. Then proceed to STV and comply with STAR STV 5B communication failure procedure.

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

This SID requires a minimum climb gradient of
4.2% up to CTR boundary.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V(fpm)	319	425	638	851	1063	1276

Climb to **8000**, further climb under RADAR control

ROUTING

Climb on runway track to D4.5 JSV, turn LEFT to HGV, then as per flight plan.

CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

6.3.23 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FAOR/JNB
O R TAMBO INTL

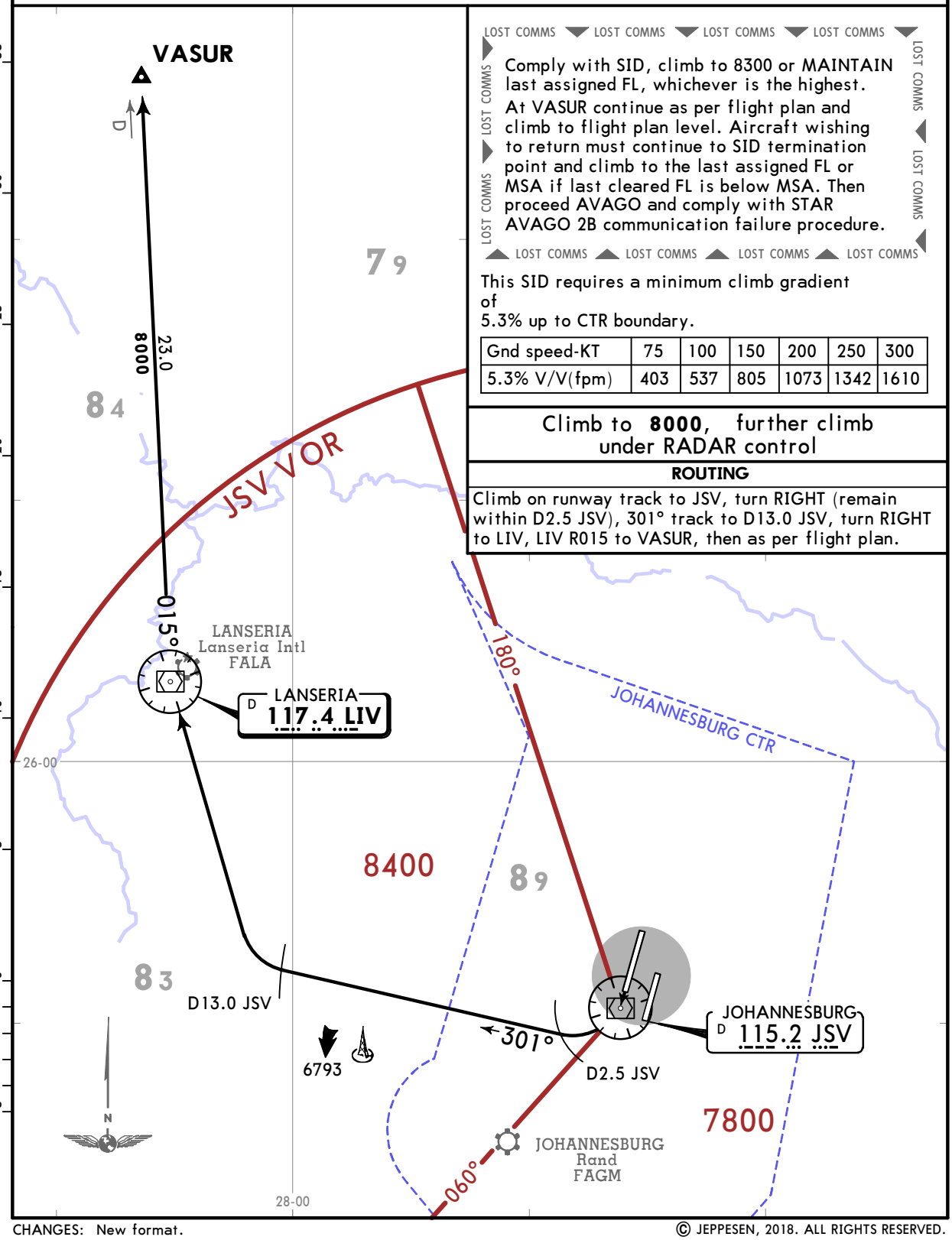
JEPPESEN JOHANNESBURG, S AFR REP
6 APR 18 (10-3H)
SID

Apt Elev 5558

Trans alt: 8000
1. If unable to comply with SID or STAR notify ATC.
2. SIDs and STARs must be announced in operation on ATIS.
3. SIDs are applicable only when Surveillance RADAR operational.
4. Contact JOHANNESBURG RADAR on frequency provided in ATC clearance at 6500. Advise RADAR of level passing on first contact for mode-C check.
5. Cross CTR boundary at or above 8000.
6. Simultaneous use of parallel runway 03L/R and 21L/R.
7. General Aviation traffic up to 7500.

LANSERIA 1C [LIV1C]
RWY 21R DEPARTURE
TURBO-PROP AIRCRAFT ONLY

SPEED: MAX 250 KT AT OR BELOW FL100



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

Comply with SID, climb to 8300 or MAINTAIN last assigned FL, whichever is the highest.
At VASUR continue as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to SID termination point and climb to the last assigned FL or MSA if last cleared FL is below MSA. Then proceed AVAGO and comply with STAR AVAGO 2B communication failure procedure.

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

This SID requires a minimum climb gradient of
5.3% up to CTR boundary.

Gnd speed-KT	75	100	150	200	250	300
5.3% V/V(fpm)	403	537	805	1073	1342	1610

Climb to **8000**, further climb under RADAR control

ROUTING

Climb on runway track to JSV, turn RIGHT (remain within D2.5 JSV), 301° track to D13.0 JSV, turn RIGHT to LIV, LIV R015 to VASUR, then as per flight plan.

CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

6.3.24 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FAOR/JNB
O R TAMBO INTL

JEPPESEN JOHANNESBURG, S AFR REP

6 APR 18 (10-3J)

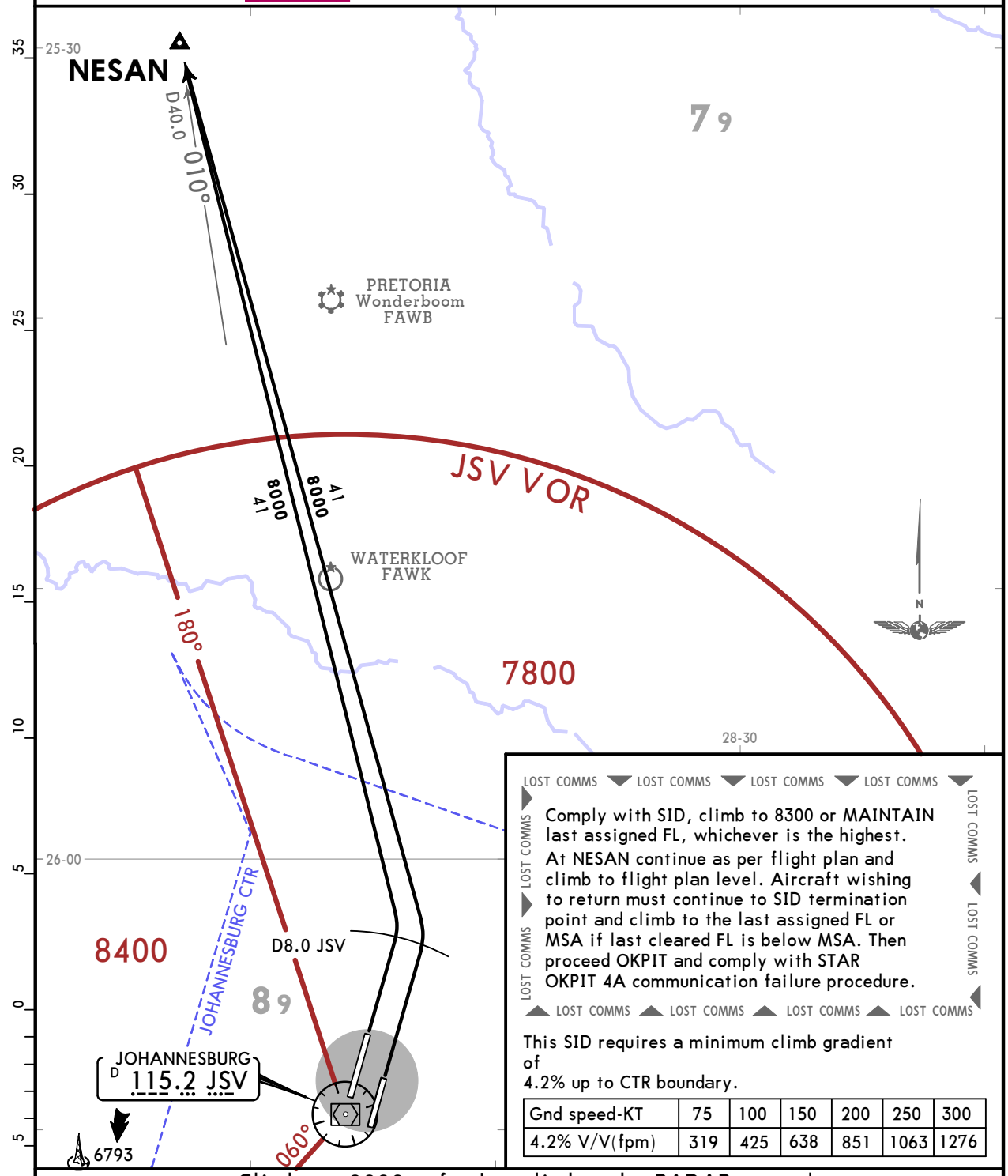
SID

Apt Elev
5558

Trans alt: 8000
1. **RNAV required.**
2. If unable to comply with SID or STAR notify ATC.
3. SIDs and STARs must be announced in operation on ATIS.
4. SIDs are applicable only when Surveillance RADAR operational.
5. Contact JOHANNESBURG RADAR on frequency provided in ATC clearance at 6500. Advise RADAR of level passing on first contact for mode-C check.
6. Cross CTR boundary at or above 8000.
7. Simultaneous use of parallel runway 03L/R and 21L/R.
8. General Aviation traffic up to 7500.

NESAN 1A [NESA1A]
RWYS 03L/R DEPARTURE
USABLE BETWEEN 0600-2200LT

SPEED: MAX 250 KT AT OR BELOW FL100



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

Comply with SID, climb to 8300 or MAINTAIN last assigned FL, whichever is the highest.

At NESAN continue as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to SID termination point and climb to the last assigned FL or MSA if last cleared FL is below MSA. Then proceed OKPIT and comply with STAR OKPIT 4A communication failure procedure.

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

This SID requires a minimum climb gradient of
4.2% up to CTR boundary.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V(fpm)	319	425	638	851	1063	1276

Climb to **8000**, further climb under RADAR control

ROUTING

Climb on runway track to D8.0 JSV, turn LEFT to NESAN, then as per flight plan.

CHANGES: New format.

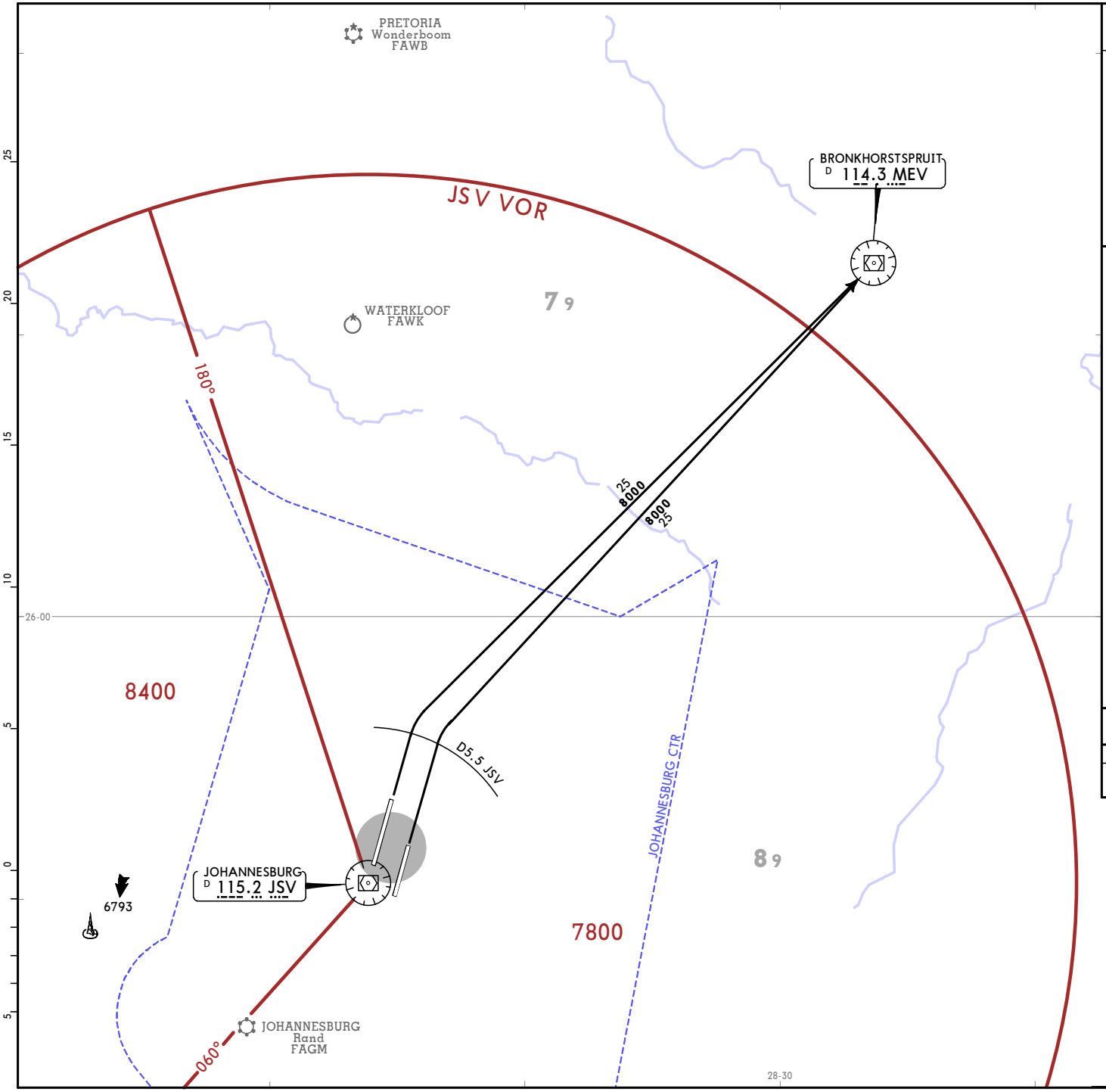
© JEPPESEN, 2018. ALL RIGHTS RESERVED.

FAOR/JNB
O R TAMBO INTL

JEPPESEN 6 APR 18 (10-3K)

JOHANNESBURG, S AFR REP

SID



Apt Elev
5558

Trans alt: 8000
1. If unable to comply with SID or STAR notify ATC.
2. SIDs and STARs must be announced in operation on ATIS.
3. SIDs are applicable only when Surveillance RADAR operational.
4. Contact JOHANNESBURG RADAR on frequency provided in ATC clearance at 6500. Advise RADAR of level passing on first contact for mode-C check.
5. Cross CTR boundary at or above 8000.
6. Simultaneous use of parallel runway 03L/R and 21L/R.
7. General Aviation traffic up to 7500.

NORVA 2A [NORV2A]
RWYS 03L/R DEPARTURES

TURBO-PROP AIRCRAFT ONLY
AT OR BELOW FL130

SPEED: MAX 250 KT AT OR BELOW FL100

LOST COMMS

Comply with SID, climb to FL90 or MAINTAIN last assigned FL, whichever is the highest. At MEV continue as per flight plan. Aircraft wishing to return must continue to SID termination point and climb to the last assigned FL or MSA if last cleared FL is below MSA. Then proceed to OKPIT and comply with STAR OKPIT 4A communication failure procedure.

This SID requires a minimum climb gradient of
4.2% up to FL90.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V(fpm)	319	425	638	851	1063	1276

Climb to **FL90**, further climb under RADAR control

ROUTING

Climb on runway track to D5.5 JSV, turn RIGHT to MEV, then as per flight plan.

CHANGES: New format.

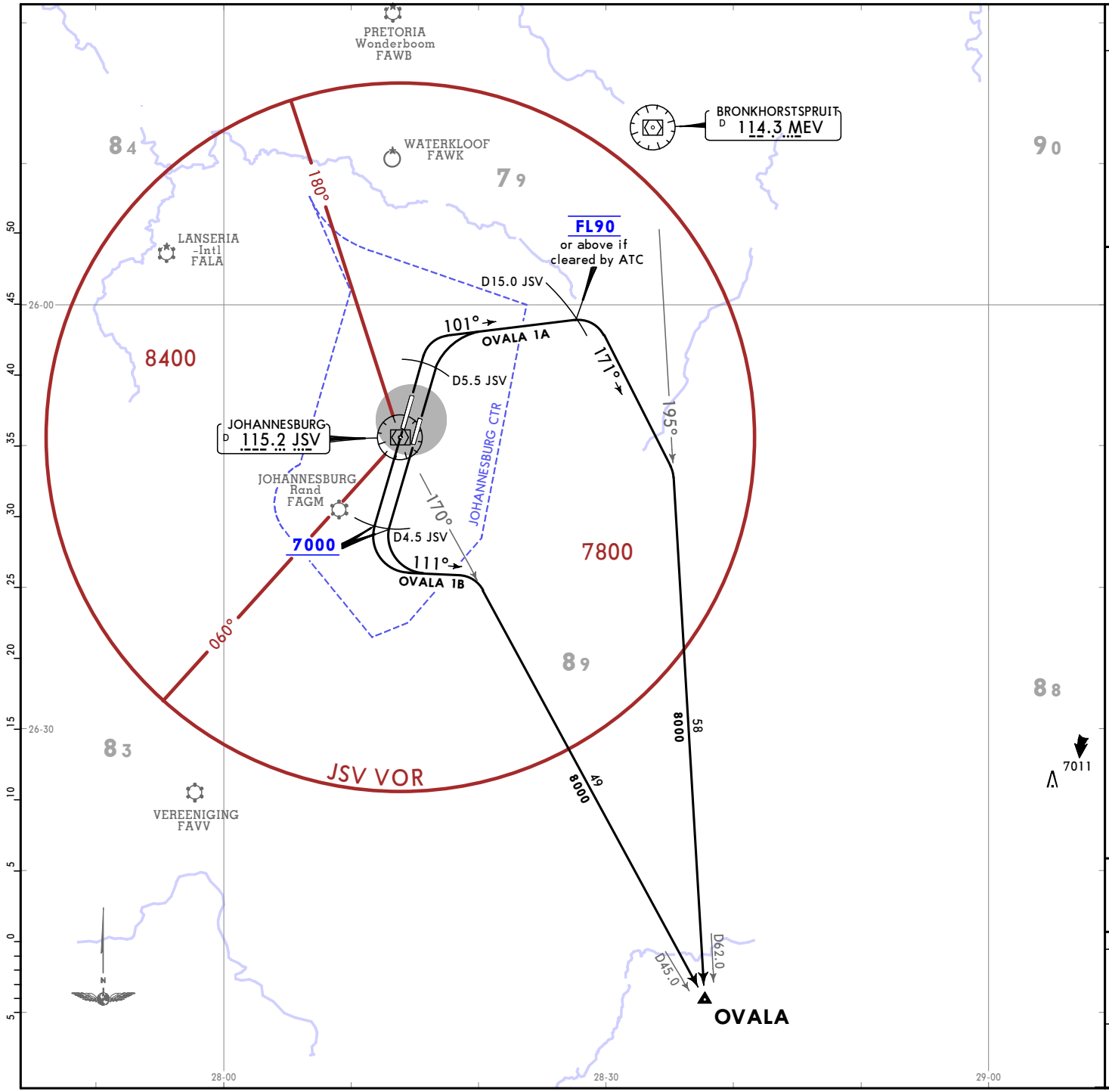
© JEPPESEN, 2018. ALL RIGHTS RESERVED.

6.3.26 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FAOR/JNB
O R TAMBO INTL

JEPPESEN
6 APR 18 (10-3L)

JOHANNESBURG, S AFR REP
SID



Apt Elev
5558

Trans alt: 8000
1. If unable to comply with SID or STAR notify ATC.
2. SIDs and STARs must be announced in operation on ATIS.
3. SIDs are applicable only when Surveillance RADAR operational.
4. Contact JOHANNESBURG RADAR on frequency provided in ATC clearance at 6500. Advise RADAR of level passing on first contact for mode-C check.
5. Cross CTR boundary at or above 8000.
6. Simultaneous use of parallel runway 03L/R and 21L/R.
7. General Aviation traffic up to 7500.

OVALA 1A [OVAL1A]
OVALA 1B [OVAL1B]
DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100

LOST COMMS

OVALA 1A: Comply with SID, climb to FL90 or MAINTAIN last assigned FL, whichever is the highest.
OVALA 1B: Comply with SID, climb to 8300 or MAINTAIN last assigned FL, whichever is the highest.
Both SIDs: At OVALA continue as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to SID termination point and climb to the last assigned FL or MSA if last cleared FL is below MSA.
Then proceed to STV and comply with STAR STV 6A (Rwy 03R)/STV 5B (Rwy 21L) communication failure procedure.

These SIDs require minimum climb gradients of
OVALA 1A: 4.1% up to FL90.
OVALA 1B: 4.2% up to CTR boundary.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V(fpm)	319	425	638	851	1063	1276
4.1% V/V(fpm)	311	415	623	830	1038	1246

OVALA 1A: Climb to **FL90**, further climb under RADAR control
OVALA 1B: Climb to **8000**, further climb under RADAR control

SID	RWY	ROUTING
OVALA 1A	03L/R	Climb on runway track to D5.5 JSV, turn RIGHT, 101° track to D15.0 JSV, turn RIGHT, 171° track, intercept MEV R195 to OVALA, then as per flight plan.
OVALA 1B	21L/R	Climb on runway track to D4.5 JSV, turn LEFT, 111° track, intercept JSV R170 to OVALA, then as per flight plan.

CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

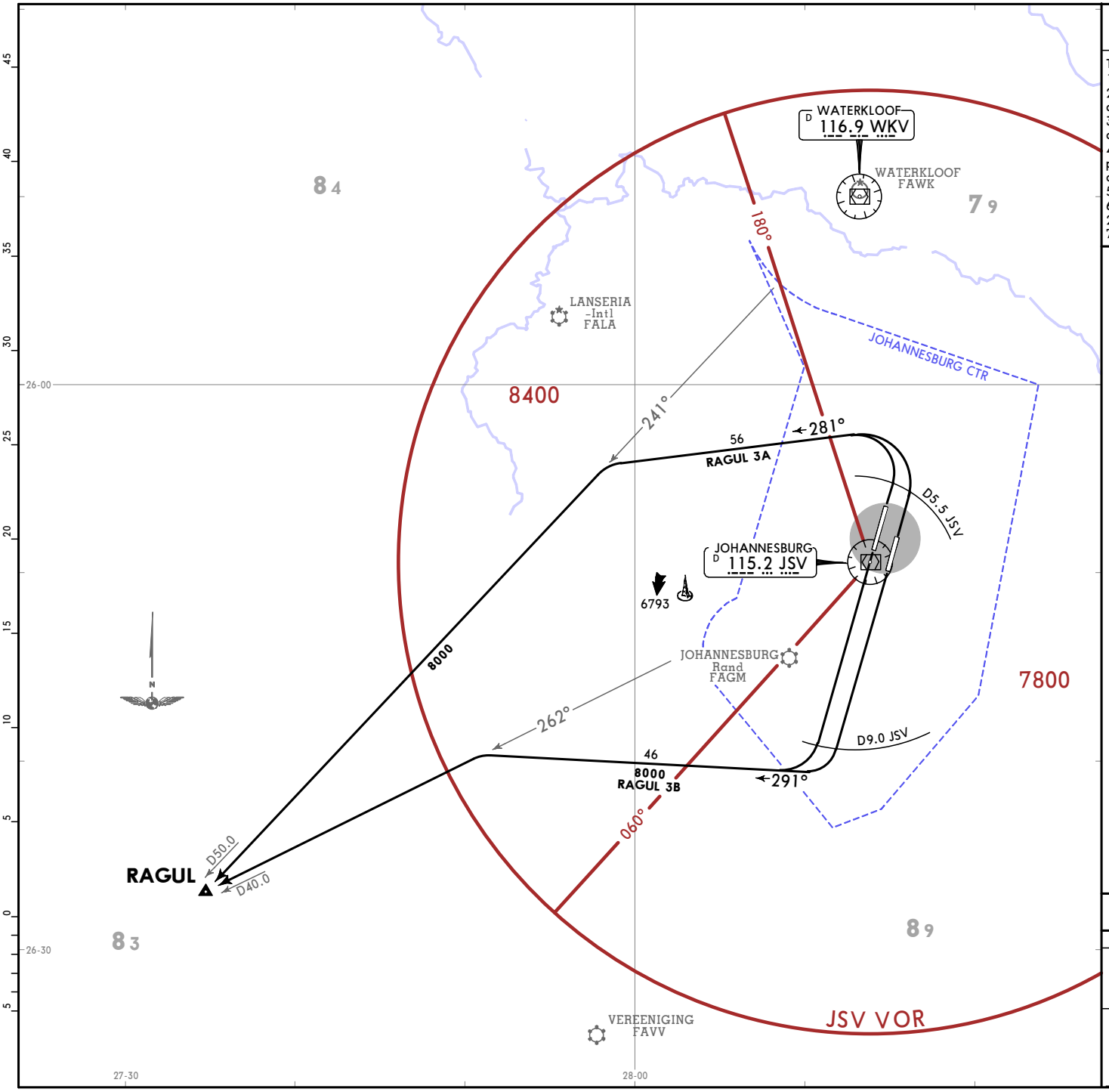
6.3.27 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FAOR/JNB
O R TAMBO INTL

JEPPESEN 6 APR 18 (10-3M)

JOHANNESBURG, S AFR REP

SID



Apt Elev
5558

Trans alt: 8000
1. If unable to comply with SID or STAR notify ATC.
2. SIDs and STARs must be announced in operation on ATIS.
3. SIDs are applicable only when Surveillance RADAR operational.
4. Contact JOHANNESBURG RADAR on frequency provided in ATC clearance at 6500. Advise RADAR of level passing on first contact for mode-C check.
5. Cross CTR boundary at or above 8000.
6. Simultaneous use of parallel runway 03L/R and 21L/R.
7. General Aviation traffic up to 7500.

RAGUL 3A [RAGU3A]
RAGUL 3B [RAGU3B]
DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100

LOST COMMS

RAGUL 3A: Comply with SID, climb to 8700 or MAINTAIN last assigned FL whichever is the highest.

RAGUL 3B: Comply with SID, climb to FL100 or MAINTAIN last assigned FL, whichever is the highest. Cross D12.0 JSV at FL90 or above if cleared above FL90 by ATC, cross D18.0 JSV at FL100 or above if cleared above FL100 by ATC.

Both SIDs: At RAGUL continue as per flight plan. Aircraft wishing to return must continue to SID termination point and climb to the last assigned FL or MSA if last cleared FL is below MSA. Then proceed to NIBEX and comply with STAR NIBEX 2A (Rwy 03R)/ NIBEX 2C (Rwy 21L) communication failure procedure.

LOST COMMS — COMMS

These SIDs require a minimum climb gradient of
4.4% up to CTR boundary.

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V(fpm)	334	446	668	891	1114	1337

Climb to **8000**, further climb under RADAR control

SID	RWY	ROUTING
RAGUL 3A	**03L/R**	Climb on runway track to D5.5 JSV, turn LEFT, 281° track, intercept WKV R241 to RAGUL, then as per flight plan.
RAGUL 3B	**21L/R**	Climb on runway track to D9.0 JSV, turn RIGHT, 291° track, intercept JSV R262 to RAGUL, then as per flight plan.

CHANGES: New format.

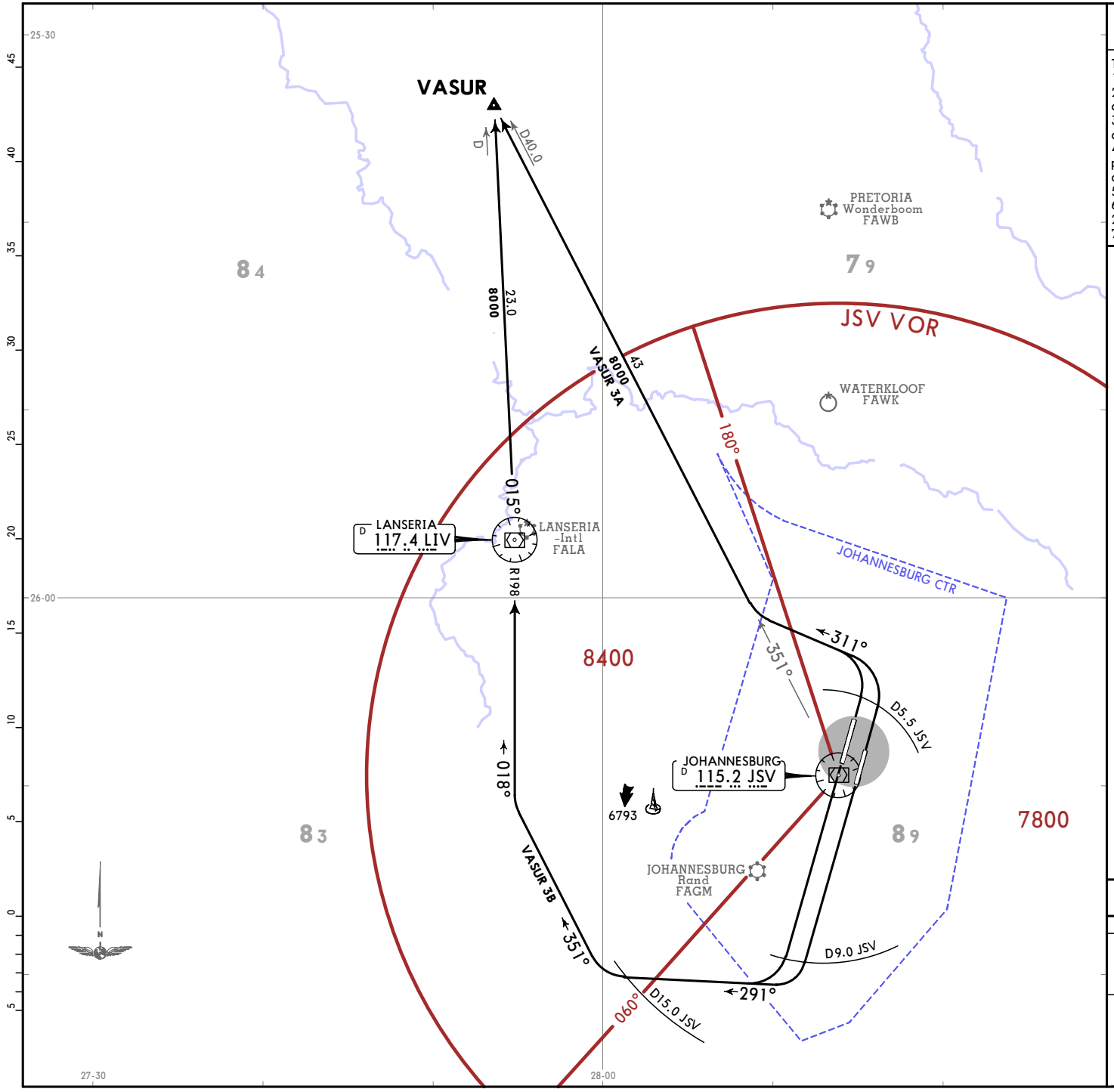
© JEPPESEN, 2018. ALL RIGHTS RESERVED.

6.3.28 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FAOR/JNB
O R TAMBO INTL

JEPPESEN
6 APR 18 (10-3N)

JOHANNESBURG, S AFR REP
SID



Apt Elev
5558

Trans alt: 8000
1. If unable to comply with SID or STAR notify ATC.
2. SIDs and STARs must be announced in operation on ATIS.
3. SIDs are applicable only when Surveillance RADAR operational.
4. Contact JOHANNESBURG RADAR on frequency provided in ATC clearance at 6500. Advise RADAR of level passing on first contact for mode-C check.
5. Cross CTR boundary at or above 8000.
6. Simultaneous use of parallel runway 03L/R and 21L/R.
7. General Aviation traffic up to 7500.

VASUR 3A [VASU3A]
VASUR 3B [VASU3B]
DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100

LOST COMMS

Comply with SID, climb to 8700 or MAINTAIN last assigned FL, whichever is the highest. At VASUR continue as per flight plan and climb to flight plan level.
Aircraft wishing to return must continue to SID termination point and climb to the last assigned FL or MSA if last cleared FL is below MSA.
Then proceed to AVAGO and comply with STAR AVAGO 2A (Rwy 03L/R)/ AVAGO 2B (Rwy 21L/R)communication failure procedure.

These SIDs require a minimum climb gradient of
4.2% up to CTR boundary.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V(fpm)	319	425	638	851	1063	1276

Climb to **8000**, further climb under RADAR control

SID	RWY	ROUTING
VASUR 3A	**03L/R**	Climb on runway track to D5.5 JSV, turn LEFT, 311° track, intercept JSV R351 to VASUR, then as per flight plan.
VASUR 3B	**21L/R**	Climb on runway track to D9.0 JSV, turn RIGHT, 291° track to D15.0 JSV, turn RIGHT, 351° track, intercept LIV R198 inbound to LIV, LIV R015 to VASUR, then as per flight plan.

CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

6.3.29 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FAOR/JNB

Apt Elev 5558′
S26 08.0 E028 14.5

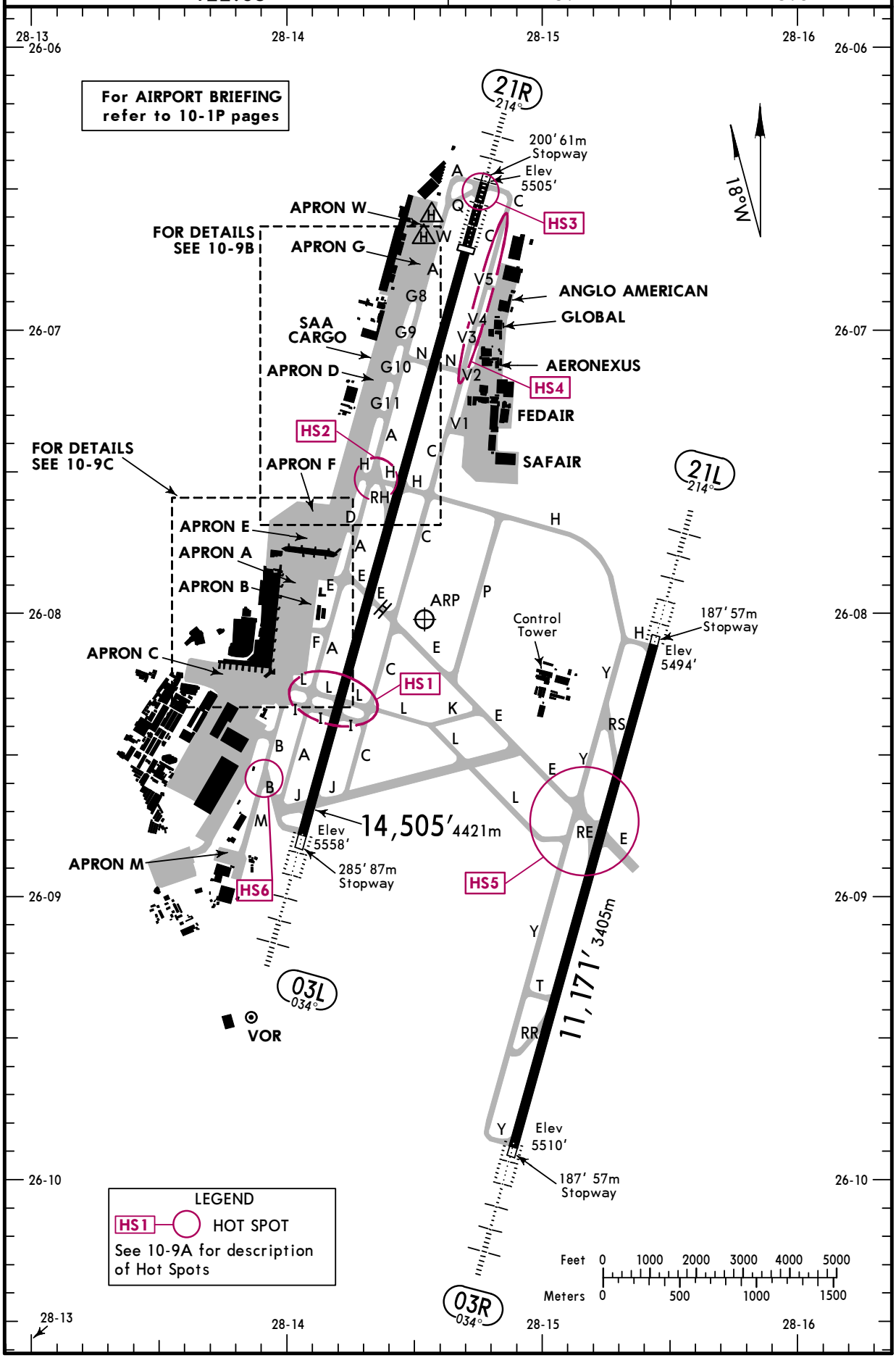
JEPPESEN JOHANNESBURG, S AFR REP

22 JAN 16 (10-9) Eff 4 Feb

O R TAMBO INTL

D-ATIS	*O R TAMBO Clearance Delivery (Outside ops hours use GND freq)	O R TAMBO Ground (also TWR outside Tower hr)
126.2	121.7 121.9	121.9

O R TAMBO Apron	*Tower West	*Tower East
122.65	118.1	118.6



CHANGES: HOT SPOT 6 established.

© JEPPESEN, 2000, 2016. ALL RIGHTS RESERVED.

FAOR/JNB JEPPESEN JOHANNESBURG, S AFR REP

22 JAN 16 (10-9A) Eff 4 Feb

O R TAMBO INTL

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
03L	HIRL (60m) CL (30m) HIALS-II TDZ ❶ HST-RH RVR		13,290′ 4051m		197′ 60m
21R	HIRL (60m) CL (30m) HIALS-II TDZ ❶ RVR	13,028′ 3971m	12,056′ 3675m		

❶ PAPI (3.0°).

03R	HIRL (60m) CL (30m) HIALS-II TDZ ❷ ❸ RVR		10,320′ 3146m		197′ 60m
21L	HIRL (60m) CL (30m) HIALS-II TDZ ❷ HST-RR RVR		10,260′ 3127m		

❷ PAPI (3.0°).
❸ HST-RE & RS

HOT SPOTS

(For information only, not to be construed as ATC instructions.)
Pilots are to exercise extreme caution when entering following areas.

HS1 Intermediate take-off point.
All ACFT taxiing West of RWY 03L/21R are on GND frequency and all ACFT vacating RWY 03L/21R or crossing that RWY from East are on TWR fequency.

HS2 ACFT vacating RET RH conflict with ACFT taxiing on TWY A southbound and ACFT on TWY H crossing RWY 03L/21R.

HS3 TWY A North of TWY G8 to THR 21R due to limited visibility from Control Tower.
ATC clearance issued based on known traffic.

HS4 Portion of the manoeuvring area is not directly visibility from Control Tower.
ATC clearance issued based on known traffic.

HS5 ACFT vacating RET RE conflict with ACFT taxiing on TWY Y southbound.

HS6 ACFT to exercise extreme CAUTION when taxiing Southbound on TWY B to THR 03L as twy bends to the East approximately 450m after passing intersection TWY I and TWY M continues straight ahead.

JAR-OPS TAKE-OFF 1

	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	All Rwys: RCLM (DAY only) or RL	All Rwys: NIL (DAY only)
A	150m	200m	250m	400m	500m
B					
C					
D	200m	250m	300m		

1 Operators applying U.S. Ops Specs: CL required below 300m.

CHANGES: HOT SPOT 6 added.

© JEPPESEN, 2000, 2016. ALL RIGHTS RESERVED.

FAOR/JNB

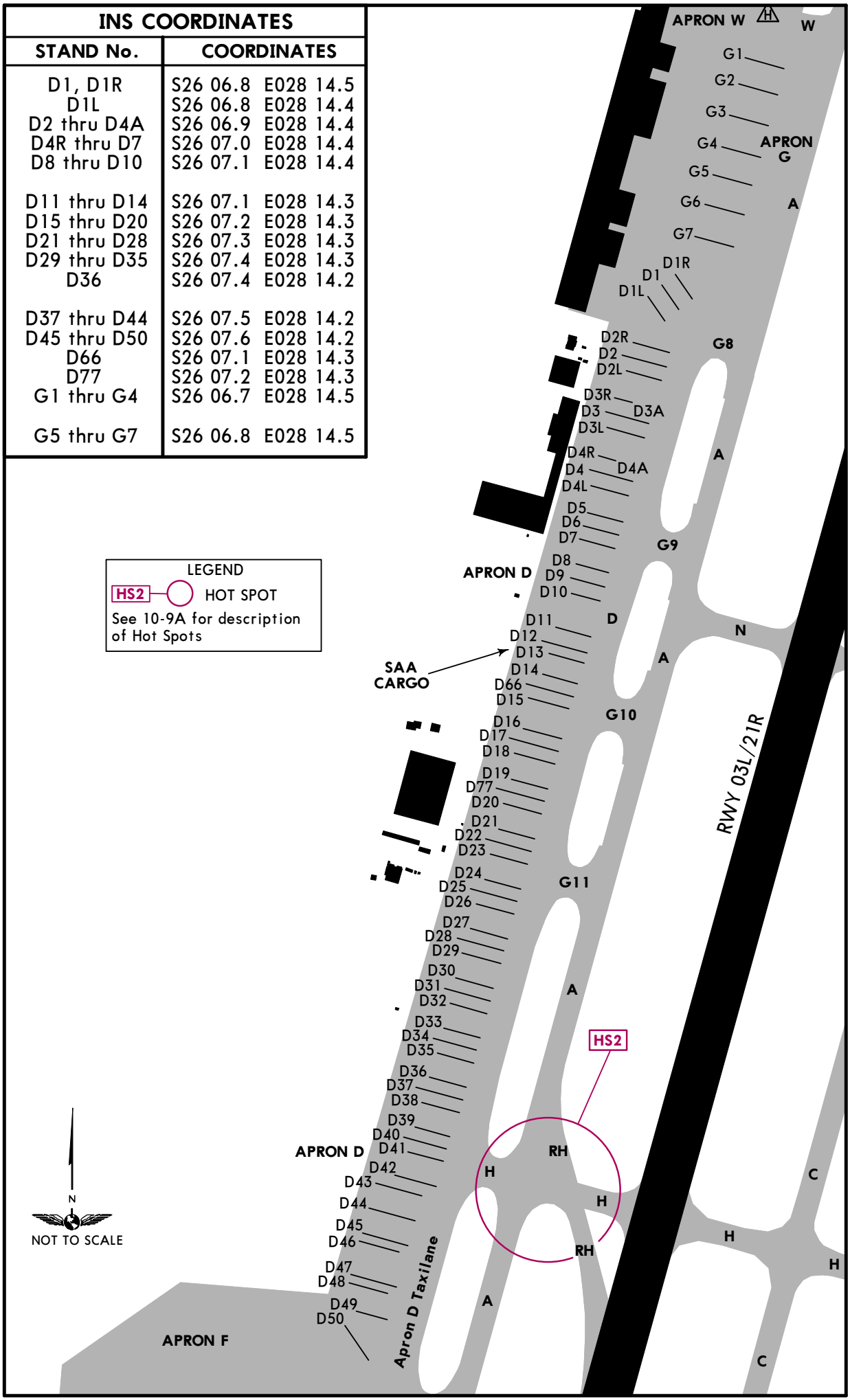
JEPPESEN JOHANNESBURG, S AFR REP

29 DEC 17 (10-9B) Eff 4 Jan

O R TAMBO INTL

INS COORDINATES

STAND No.	COORDINATES
D1, D1R	S26 06.8 E028 14.5
D1L	S26 06.8 E028 14.4
D2 thru D4A	S26 06.9 E028 14.4
D4R thru D7	S26 07.0 E028 14.4
D8 thru D10	S26 07.1 E028 14.4
D11 thru D14	S26 07.1 E028 14.3
D15 thru D20	S26 07.2 E028 14.3
D21 thru D28	S26 07.3 E028 14.3
D29 thru D35	S26 07.4 E028 14.3
D36	S26 07.4 E028 14.2
D37 thru D44	S26 07.5 E028 14.2
D45 thru D50	S26 07.6 E028 14.2
D66	S26 07.1 E028 14.3
D77	S26 07.2 E028 14.3
G1 thru G4	S26 06.7 E028 14.5
G5 thru G7	S26 06.8 E028 14.5



CHANGES: None.

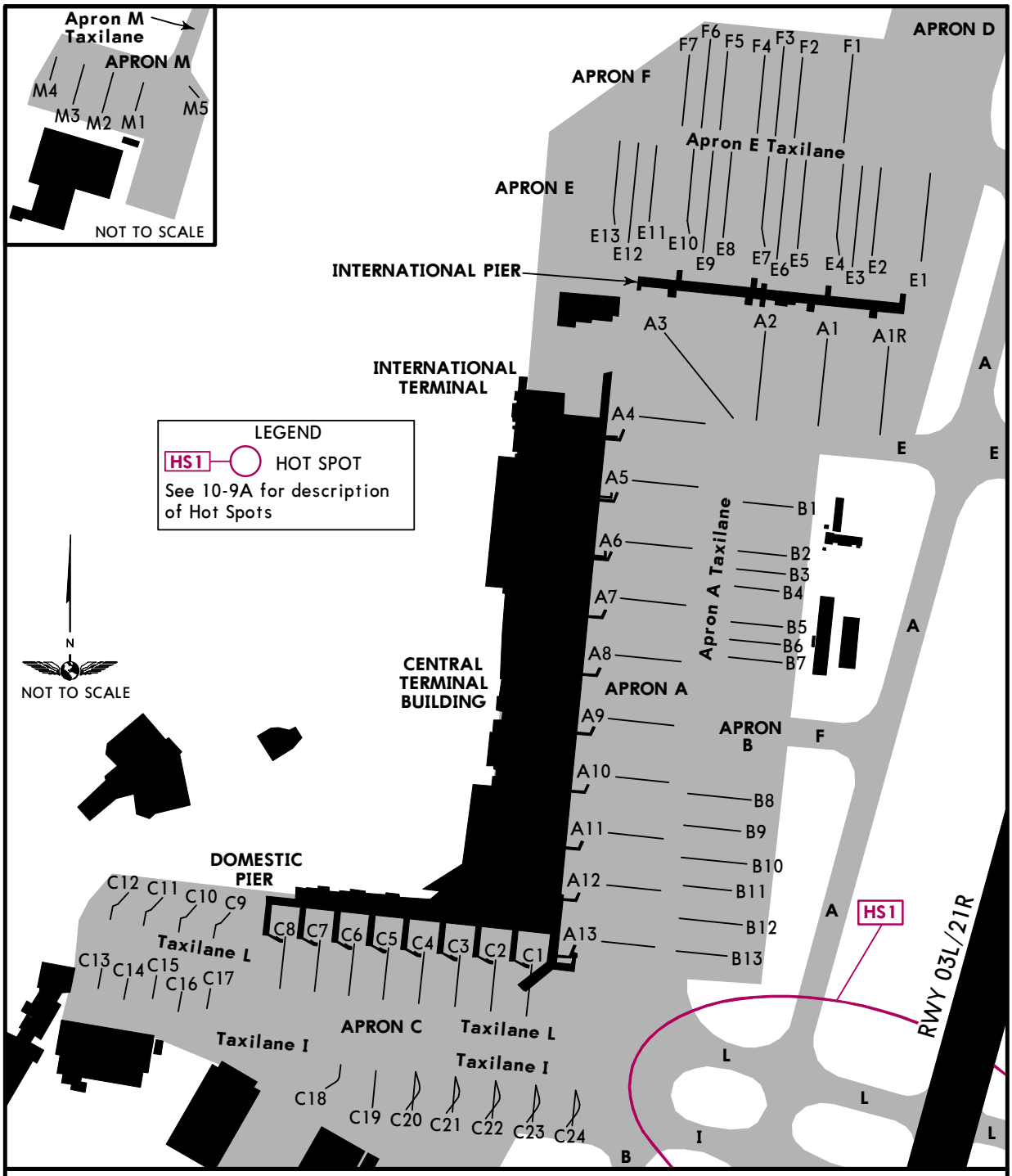
© JEPPESEN, 2000, 2016. ALL RIGHTS RESERVED.

FAOR/JNB

JEPPESEN JOHANNESBURG, S AFR REP

29 DEC 17 (10-9C) Eff 4 Jan

O R TAMBO INTL



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A1R	S26 07.8 E028 14.2	C15 thru C17	S26 08.2 E028 13.7
A1, A2	S26 07.8 E028 14.1	C18 thru C20	S26 08.3 E028 13.8
A3	S26 07.8 E028 14.0	C21 thru C24	S26 08.3 E028 13.9
A4 thru A6	S26 07.9 E028 14.0	E1	S26 07.8 E028 14.2
A7 thru A9	S26 08.0 E028 14.0	E2	S26 07.7 E028 14.2
A10, A11	S26 08.1 E028 14.0	E3, E4	S26 07.8 E028 14.1
A12, A13	S26 08.2 E028 13.9	E5	S26 07.7 E028 14.1
B1, B2	S26 07.9 E028 14.1	E6, E7	S26 07.8 E028 14.1
B3 thru B7	S26 08.0 E028 14.1	E8	S26 07.7 E028 14.1
B8 thru B10	S26 08.1 E028 14.1	E9, E10	S26 07.8 E028 14.0
B11 thru B13	S26 08.2 E028 14.1	E11 thru E13	S26 07.7 E028 14.0
C1 thru C3	S26 08.2 E028 13.9	F1 thru F5	S26 07.6 E028 14.1
C4 thru C7	S26 08.2 E028 13.8	F6, F7	S26 07.6 E028 14.0
C8 thru C11	S26 08.2 E028 13.7	M1, M2	S26 08.9 E028 13.8
C12 thru C14	S26 08.2 E028 13.6	M3, M4	S26 08.9 E028 13.7
		M5	S26 08.9 E028 13.8

CHANGES: Stand M coordinates established.

© JEPPESEN, 1999, 2017. ALL RIGHTS RESERVED.

FAOR/JNB JEPPESEN JOHANNESBURG, S AFR REP

O R TAMBO INTL

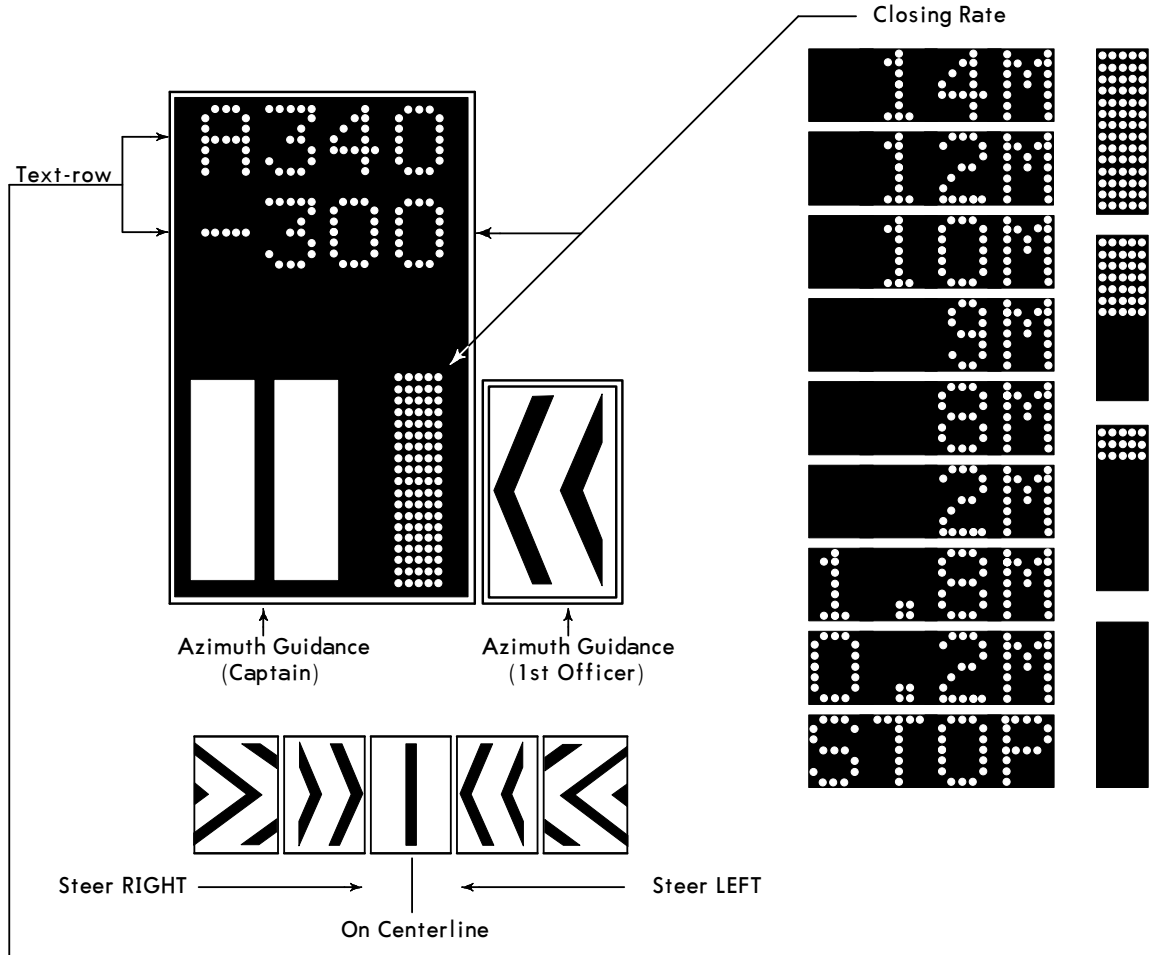
VISUAL DOCKING GUIDANCE SYSTEM "APIS++"

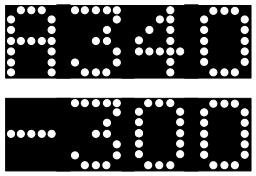
(Aircraft Parking and Information System)

Azimuth and stopping guidance are provided from a display unit mounted at the extension of the stand centerline.

- Intercept the centerline and follow the azimuth guidance display.
- Check correct aircraft type/series on the APIS++ display unit.

Abort docking if display shows STOP or wrong aircraft type/series, or if the azimuth guidance display is not activated.





Aircraft type/series (solid from 20m before STOP)



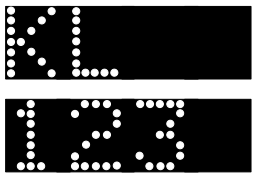
Stand number (if applicable/until 30m from STOP)



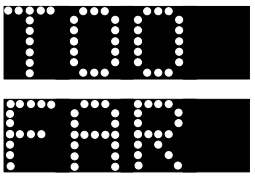
Door number (if applicable)



Aircraft stopped at stop position



Flight number (if applicable/until 30m from STOP)



Aircraft is too far

CHANGES: ICAO code.

© JEPPESEN, 2007, 2012. ALL RIGHTS RESERVED.

FAOR/JNB

JEPPESEN

30 DEC 16
Eff 5 Jan
10-9S

Standard

JOHANNESBURG, S AFR REP
O R TAMBO INTL

STRAIGHT-IN RWY		A	B	C	D
03L	CAT 2 ILS Z	**5658**′(100′) **RA86′ R300m**	**5658**′(100′) **RA86′ R300m**	**5658**′(100′) **RA86′ R300m**	**5658**′(100′) **RA86′ R300m**
	CAT 2 ILS Y ❶	**5658**′(100′) **RA86′ R300m**	**5658**′(100′) **RA86′ R300m**	**5658**′(100′) **RA86′ R300m**	**5662**′(104′) **RA89′ R300m**
	ILS Z FULL Limited ALS out	**5758**′(200′) **R550m** R750m R1200m	**5758**′(200′) **R550m** R750m R1200m	**5758**′(200′) **R550m** R750m R1200m	**5758**′(200′) **R550m** R750m R1200m
	ILS Y ❶ FULL Limited ALS out	**5758**′(200′) **R550m** R750m R1200m	**5758**′(200′) **R550m** R750m R1200m	**5758**′(200′) **R550m** R750m R1200m	**5758**′(200′) **R550m** R750m R1200m
	ILS Y ❷	**6273**′(715′) **R1500m**	**6284**′(726′) **R1500m**	**6296**′(738′) **C2400m**	**6317**′(759′) **C2400m**
03R	CAT 2 ILS Z	**5610**′(100′) **RA97′ R300m**	**5610**′(100′) **RA97′ R300m**	**5610**′(100′) **RA97′ R300m**	**5610**′(100′) **RA97′ R300m**
	CAT 2 ILS X, W ❸	**5610**′(100′) **RA97′ R300m**	**5610**′(100′) **RA97′ R300m**	**5610**′(100′) **RA97′ R300m**	**5619**′(109′) **RA104′R300m**
	ILS Z FULL Limited ALS out	**5710**′(200′) **R550m** R750m R1200m	**5710**′(200′) **R550m** R750m R1200m	**5710**′(200′) **R550m** R750m R1200m	**5710**′(200′) **R550m** R750m R1200m
	ILS X, W ❸ FULL Limited ALS out	**5710**′(200′) **R550m** R750m R1200m	**5710**′(200′) **R550m** R750m R1200m	**5710**′(200′) **R550m** R750m R1200m	**5711**′(201′) **R600m** R750m R1200m
	ILS X, W ❷	**6782**′(1272′) **R1500m**	**6795**′(1285′) **R1500m**	**6805**′(1295′) **C2400m**	**6815**′(1305′) **C2400m**
	RNAV ❹❺	**5940**′(430′) **R1300m** R1500m	**5940**′(430′) **R1300m** R1500m	**5940**′(430′) **R1300m** R2000m	**5940**′(430′) **R1400m** R2000m
	RNAV ❷❺	**6510**′(1000′) **R1500m**	**6510**′(1000′) **R1500m**	**6510**′(1000′) **C2400m**	**6510**′(1000′) **C2400m**
21L	CAT 2 ILS Z	**5594**′(100′) **RA102′R300m**	**5594**′(100′) **RA102′R300m**	**5594**′(100′) **RA102′R300m**	**5594**′(100′) **RA102′R300m**
	CAT 2 ILS X ❻	**5594**′(100′) **RA102′R300m**	**5594**′(100′) **RA102′R300m**	**5594**′(100′) **RA102′R300m**	**5595**′(101′) **RA103′R300m**
	ILS Z FULL Limited ALS out	**5694**′(200′) **R550m** R750m R1200m	**5694**′(200′) **R550m** R750m R1200m	**5694**′(200′) **R550m** R750m R1200m	**5694**′(200′) **R550m** R750m R1200m

❶ Missed apch climb gradient mim 3.5% up to 7600′.
❷ Missed apch climb gradient mim 2.5%.
❸ Missed apch climb gradient mim 5.8% up to 8000′.
❹ Missed apch climb gradient mim 3.8%.
❺ Continuous Descent Final Approach.
❻ Missed apch climb gradient mim 4.6% up to 8000′.

CHANGES: Rwy 03L CAT 2 ILS Y RA CAT D. Rwy 03R CAT 2 ILS Z, X, W RAs.

© JEPPESEN, 2009, 2016. ALL RIGHTS RESERVED.

FAOR/JNB

JEPPESEN

30 DEC 16
Eff 5 Jan

10-9S1

Standard

JOHANNESBURG, S AFR REP
O R TAMBO INTL

STRAIGHT-IN RWY		A	B	C	D
21L (contd)	ILS X ❶	**5694**′(200′)	**5694**′(200′)	**5694**′(200′)	**5694**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	ILS X ❷	**6634**′(1140′)	**6645**′(1151′)	**6655**′(1161′)	**6669**′(1175′)
		R1500m	**R1500m**	**C2400m**	**C2400m**
	RNAV ❸❹	**6120**′(626′)	**6120**′(626′)	**6120**′(626′)	**6120**′(626′)
		R1500m	**R1500m**	**C2200m**	**C2200m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	RNAV ❷❹	**6530**′(1036′)	**6530**′(1036′)	**6530**′(1036′)	**6530**′(1036′)
		R1500m	**R1500m**	**C2400m**	**C2400m**
21R	CAT 2 ILS ❺	**5605**′(100′)	**5605**′(100′)	**5605**′(100′)	**5605**′(100′)
		RA97′R300m	**RA97′R300m**	**RA97′R300m**	**RA97′R300m**
	ILS ❺	**5705**′(200′)	**5705**′(200′)	**5705**′(200′)	**5705**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	ILS ❷	**6084**′(579′)	**6091**′(586′)	**6104**′(599′)	**6111**′(606′)
		R1500m	**R1500m**	**R2000m**	**C2100m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	VOR Z ❹	**6120**′(615′)	**6120**′(615′)	**6120**′(615′)	**6120**′(615′)
		R1500m	**R1500m**	**C2100m**	**C2100m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	VOR Y ❹❻	**5980**′(475′)	**5980**′(475′)	**5980**′(475′)	**5980**′(475′)
		R1500m	**R1500m**	**R1500m**	**R1600m**
	ALS out	R1500m	R1500m	C2200m	C2200m
	VOR Y ❷❹	**7030**′(1525′)	**7030**′(1525′)	**7030**′(1525′)	**7030**′(1525′)
		C5000m	**C5000m**	**C5000m**	**C5000m**

❶Missed apch climb gradient mim 4.6% up to 8000′.
❷Missed apch climb gradient mim 2.5%.
❸Missed apch climb gradient mim 3.5%.
❹Continuous Descent Final Approach.
❺Missed apch climb gradient mim 3.7% up to 7000′.
❻Missed apch climb gradient mim 5.1% up to 8000′.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
East of rwy	**6050**′(492′)	**6060**′(502′)	**6250**′(692′)	**6260**′(702′)
West of rwy	**6070**′(512′)	**6070**′(512′)	**6410**′(852′)	**6410**′(852′)
	V1500m ❼	V1600m ❼	V2400m ❼	V3600m ❼

❼or higher minimums of preceding straight-in approach

TAKE-OFF RWY 03L/R, 21L/R

	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: Rwy 21R CAT 2 ILS RAs.

© JEPPESEN, 2009, 2016. ALL RIGHTS RESERVED.

6.3.36 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FAOR/JNB
O R TAMBO INTL

JEPPESEN 28 DEC 12 (11-1) Eff 10 Jan

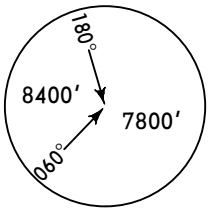
JOHANNESBURG, S AFR REP
ILS Z Rwy 03L

D-ATIS	*JOHANNESBURG Radar (APP) West	*JOHANNESBURG Radar (APP) South/East	*JOHANNESBURG Director (APP)	*O R TAMBO Tower West	*O R TAMBO Tower East	Ground (also Tower outside Twr hr)
126.2	123.7	124.5	121.4	118.1	118.6	121.9

BRIEFING STRIP™

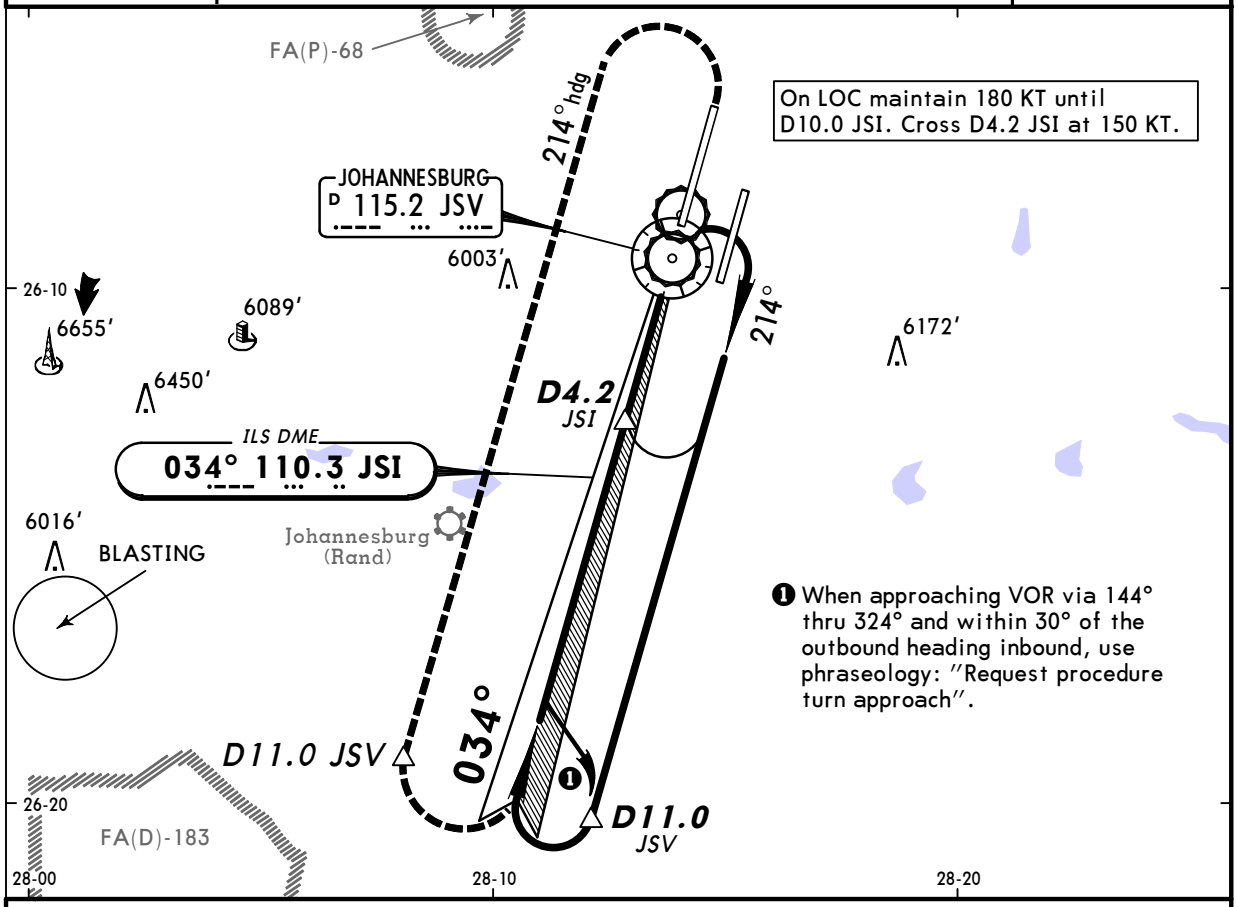
LOC JSI	Final Apch Crs	GS	ILS DA(H)	Apt Elev 5558′
110.3	034°	D4.2 JSI 6880′ (1322′)	5758′ (200′)	RWY 5558′

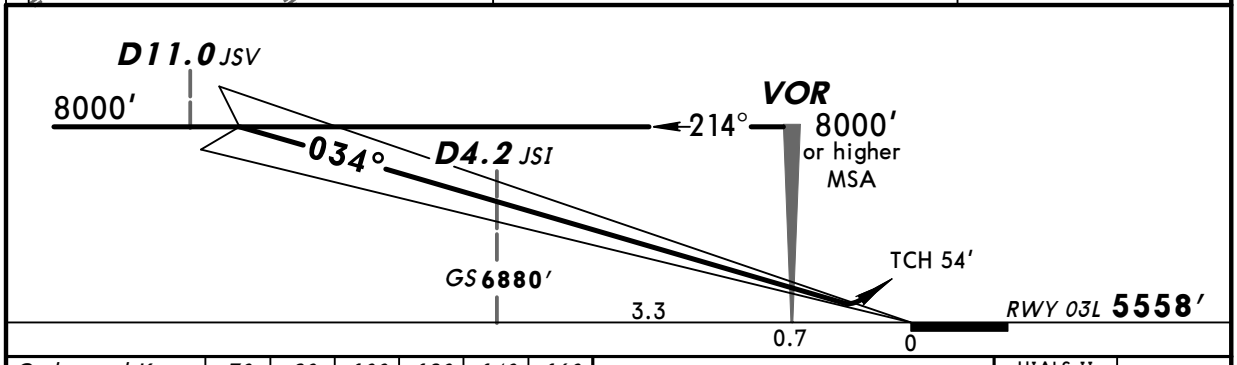
MISSED APCH: Climb to 8300′. Maintain rwy track. When passing 7000′ turn LEFT onto 214° heading. Passing D11.0 JSV turn LEFT direct to VOR.



MSA
JSV VOR

Alt Set: hPa Rwy Elev: 188 hPa Trans level: By ATC Trans alt: 8000′
VOR and DME required.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

HIALS-II
PAPI PAPI
7000′

JAR-OPS STRAIGHT-IN LANDING RWY 03L

	ILS DA(H) 5758′ (200′) FULL	ILS DA(H) 5758′ (200′) ALS out	LOC (GS out)
A	RVR 550m	RVR 1000m	NOT APPLICABLE
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	East of rwy 03L/21R MDA(H)	East of rwy 03L/21R VIS	West of rwy 03L/21R MDA(H)	West of rwy 03L/21R VIS
100	6050′ (492′)	1500m	6070′ (512′)	1500m
135	6060′ (502′)	1600m	6070′ (512′)	1600m
180	6250′ (692′)	2400m	6410′ (852′)	2400m
205	6260′ (702′)	3600m	6410′ (852′)	3600m

PANS OPS

CHANGES: ICAO code.

© JEPPESEN, 2001, 2012. ALL RIGHTS RESERVED.

6.3.37 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FAOR/JNB
O R TAMBO INTL

JEPPESEN 28 DEC 12 Eff 10 Jan (11-1A)

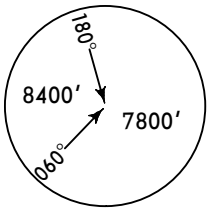
JOHANNESBURG, S AFR REP
CAT II ILS Z Rwy 03L

D-ATIS	*JOHANNESBURG Radar (APP) West	*JOHANNESBURG Radar (APP) South/East	*JOHANNESBURG Director (APP)	*O R TAMBO Tower West	*O R TAMBO Tower East	Ground (also Tower outside Twr hr)
126.2	123.7	124.5	121.4	118.1	118.6	121.9

BRIEFING STRIP™

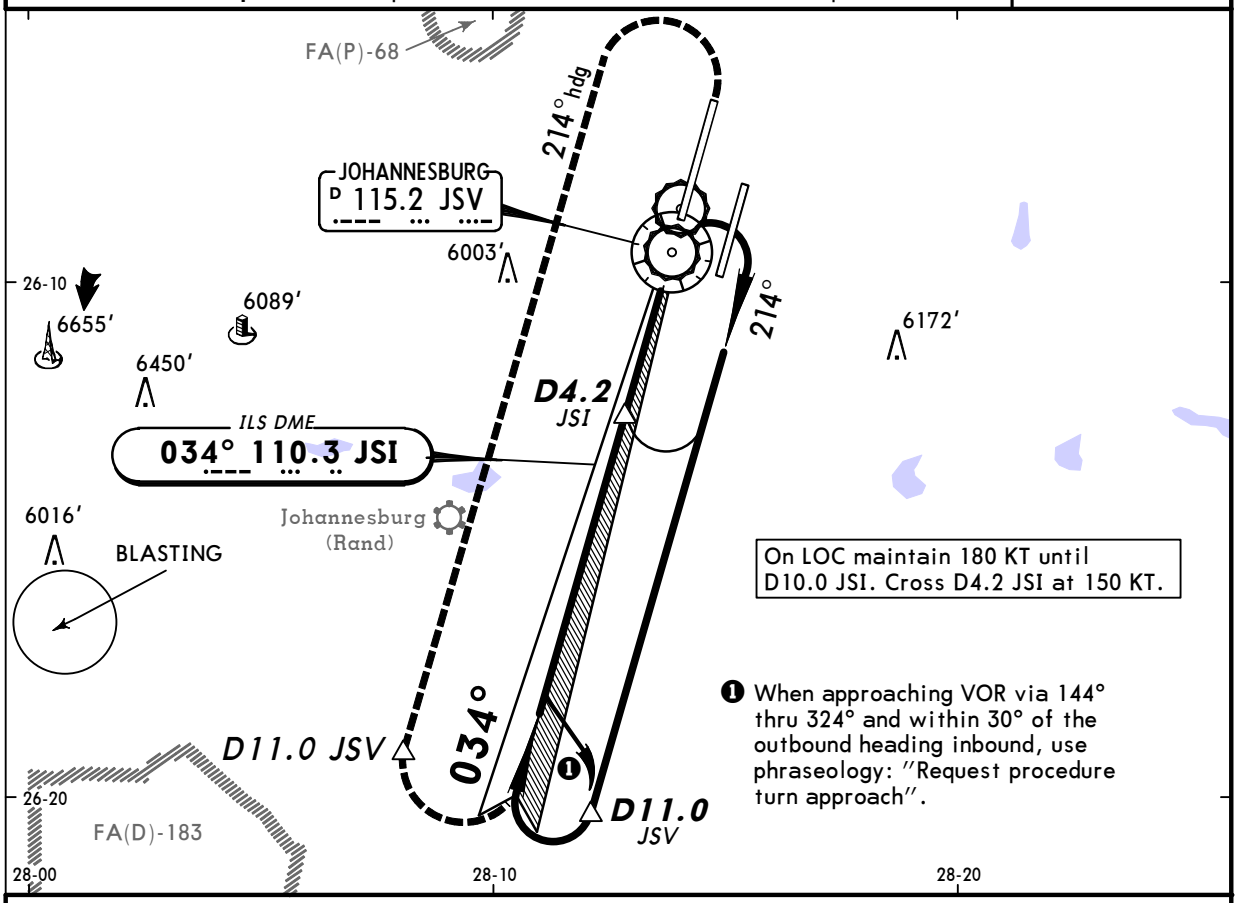
LOC	Final Apch Crs	GS	CAT II ILS	Apt Elev 5558′
JSI 110.3	034°	D4.2 JSI 6880′ (1322′)	RA 86′ DA(H) 5658′ (100′)	RWY 5558′

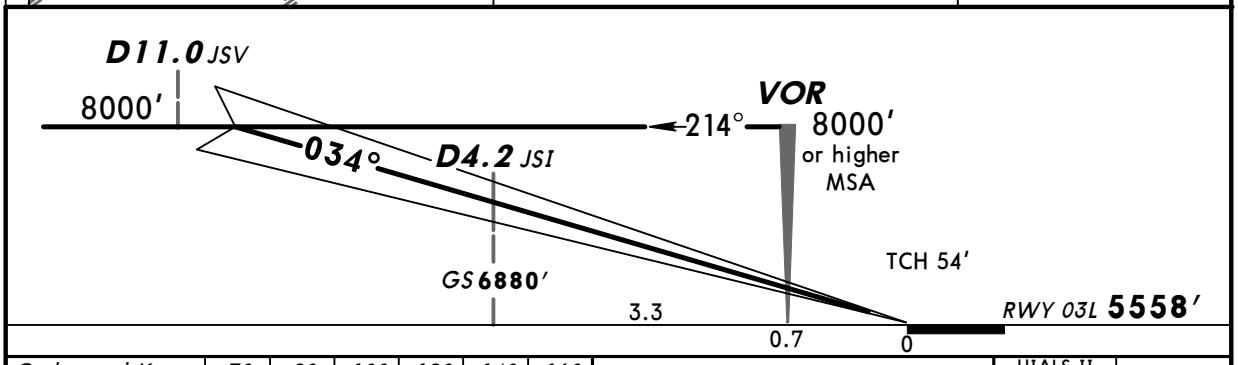
MISSED APCH: Climb to 8300′. Maintain rwy track. When passing 7000′ turn LEFT onto 214° heading. Passing D11.0 JSV turn LEFT direct to VOR.



MSA
JSV VOR

Alt Set: hPa Rwy Elev: 188 hPa Trans level: By ATC Trans alt: 8000′
1. **VOR and DME required.** 2. Special Aircrew & Acft Certification Required.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS-II PAPI PAPI

7000′

PANS OPS

JAR-OPS

STRAIGHT-IN LANDING RWY **03L**
CAT II ILS
RA 86′
DA(H) **5658′** (100′)

RVR 300m [1]

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

CHANGES: ICAO code.

© JEPPESEN, 2001, 2012. ALL RIGHTS RESERVED.

6.3.38 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FAOR/JNB
O R TAMBO INTL

JEPPESEN 30 DEC 16 (11-2) Eff 5 Jan

JOHANNESBURG, S AFR REP
ILS Y Rwy 03L

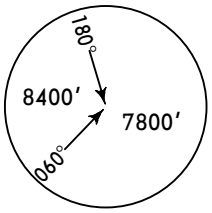
BRIEFING STRIP™

D-ATIS	*JOHANNESBURG Radar (APP) West	*JOHANNESBURG Radar (APP) South/East	*JOHANNESBURG Director (APP)	*O R TAMBO Tower West	*O R TAMBO Tower East	Ground (also Tower outside Twr hr)
126.2	123.7	124.5	121.4	118.1	118.6	121.9

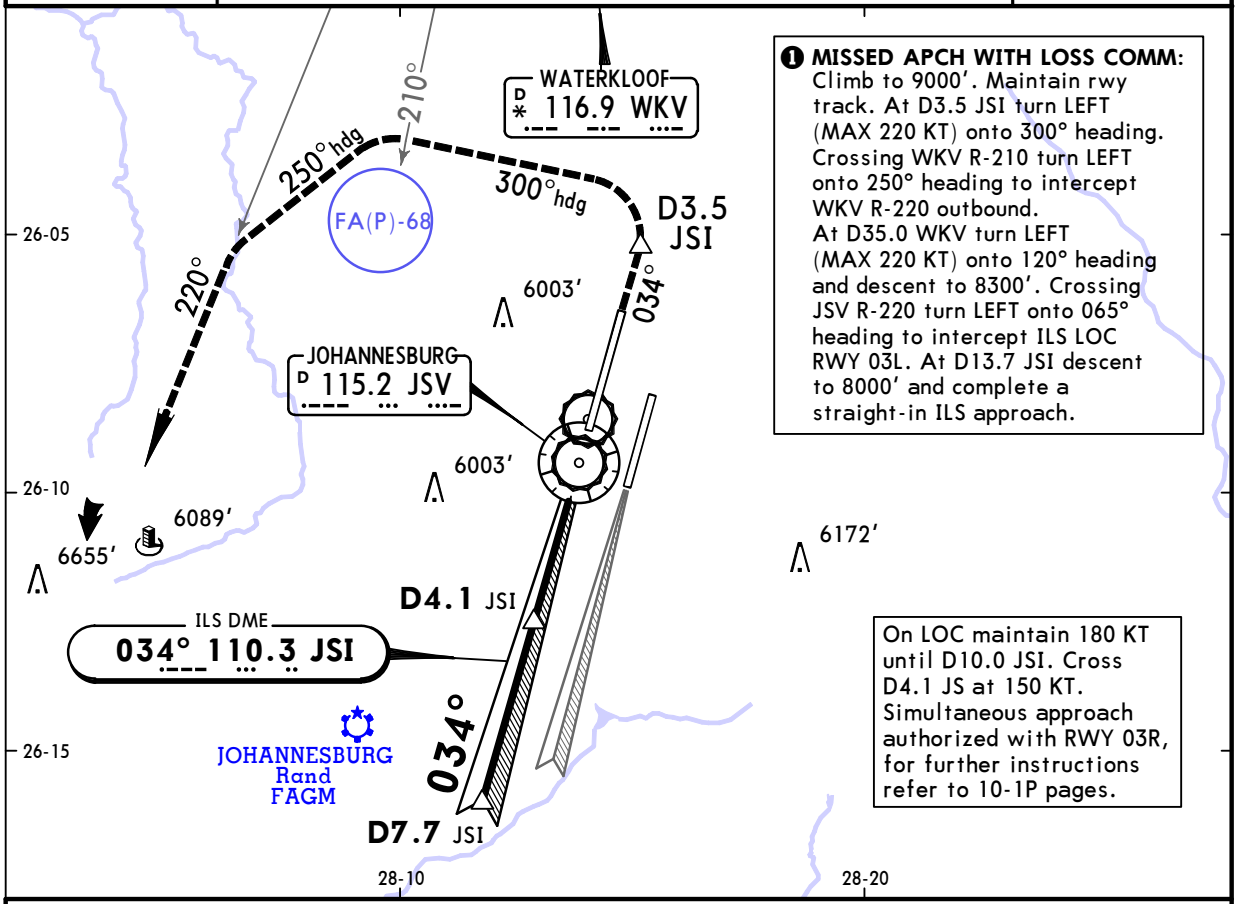
LOC JSI	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 5558′
110.3	034°	D4.1 JSI 6850′ (1292′)		Rwy 5558′

MISSED APCH: Climb to 8000′. Maintain rwy track. At D3.5 JSI turn LEFT (MAX 220 KT) onto 300° heading. Crossing WKV R-210 turn LEFT onto 250° heading to intercept WKV R-220 for radar vectoring to ILS RWY 03L. ❶

Alt Set: hPa Rwy Elev: 188 hPa Trans level: By ATC Trans alt: 8000′
VOR and DME required.

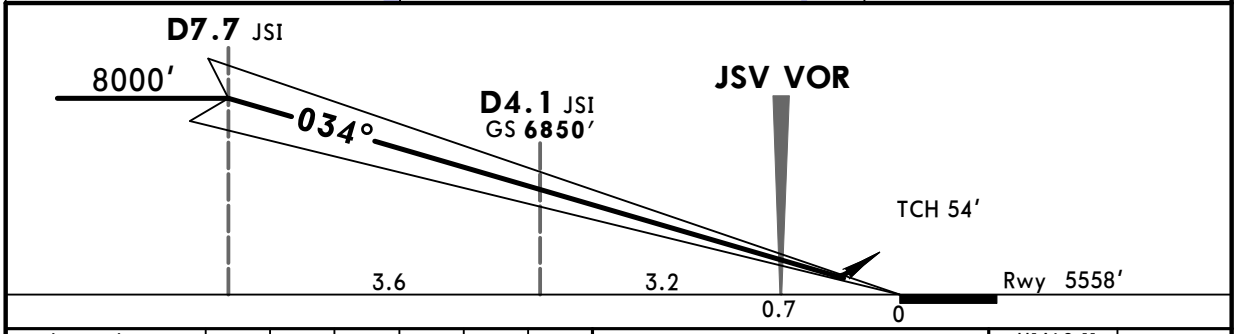


MSA
JSV VOR



❶ **MISSED APCH WITH LOSS COMM:** Climb to 9000′. Maintain rwy track. At D3.5 JSI turn LEFT (MAX 220 KT) onto 300° heading. Crossing WKV R-210 turn LEFT onto 250° heading to intercept WKV R-220 outbound. At D35.0 WKV turn LEFT (MAX 220 KT) onto 120° heading and descent to 8300′. Crossing JSV R-220 turn LEFT onto 065° heading to intercept ILS LOC RWY 03L. At D13.7 JSI descent to 8000′ and complete a straight-in ILS approach.

On LOC maintain 180 KT until D10.0 JSI. Cross D4.1 JS at 150 KT. Simultaneous approach authorized with RWY 03R, for further instructions refer to 10-1P pages.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS-II PAPI PAPI D3.5 JSI

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY **03L**

	ILS DA(H)		LOC (GS out) DA(H)	
	3.5% up to 7600 DA(H) 5758′ (200′)		Missed apch climb gradient mim 2.5% A: 6273′ (715′) B: 6284′ (726′) C: 6296′ (738′) D: 6317′ (759′)	
	FULL	ALS out	FULL	ALS out
A	RVR 550m	RVR 1000m	RVR 800m	RVR 1200m	NOT APPLI-CABLE
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	East of rwy 03L/21R MDA(H)	East of rwy 03L/21R VIS	West of rwy 03L/21R MDA(H)	West of rwy 03L/21R VIS
100	6050′ (492′)	1500m	6070′ (512′)	1500m
135	6060′ (502′)	1600m	6070′ (512′)	1600m
180	6250′ (692′)	2400m	6410′ (852′)	2400m
205	6260′ (702′)	3600m	6410′ (852′)	3600m

CHANGES: None.

© JEPPESEN, 2010, 2016. ALL RIGHTS RESERVED.

6.3.39 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FAOR/JNB
O R TAMBO INTL

JEPPESEN 30 DEC 16 (11-2A) Eff 5 Jan

JOHANNESBURG, S AFR REP
❶ CAT II ILS Y Rwy 03L

D-ATIS	*JOHANNESBURG Radar (APP) West	*JOHANNESBURG Radar (APP) South/East	*JOHANNESBURG Director (APP)	*O R TAMBO Tower West	*O R TAMBO Tower East	Ground (also Tower outside Twr hr)
126.2	123.7	124.5	121.4	118.1	118.6	121.9

BRIEFING STRIP ™

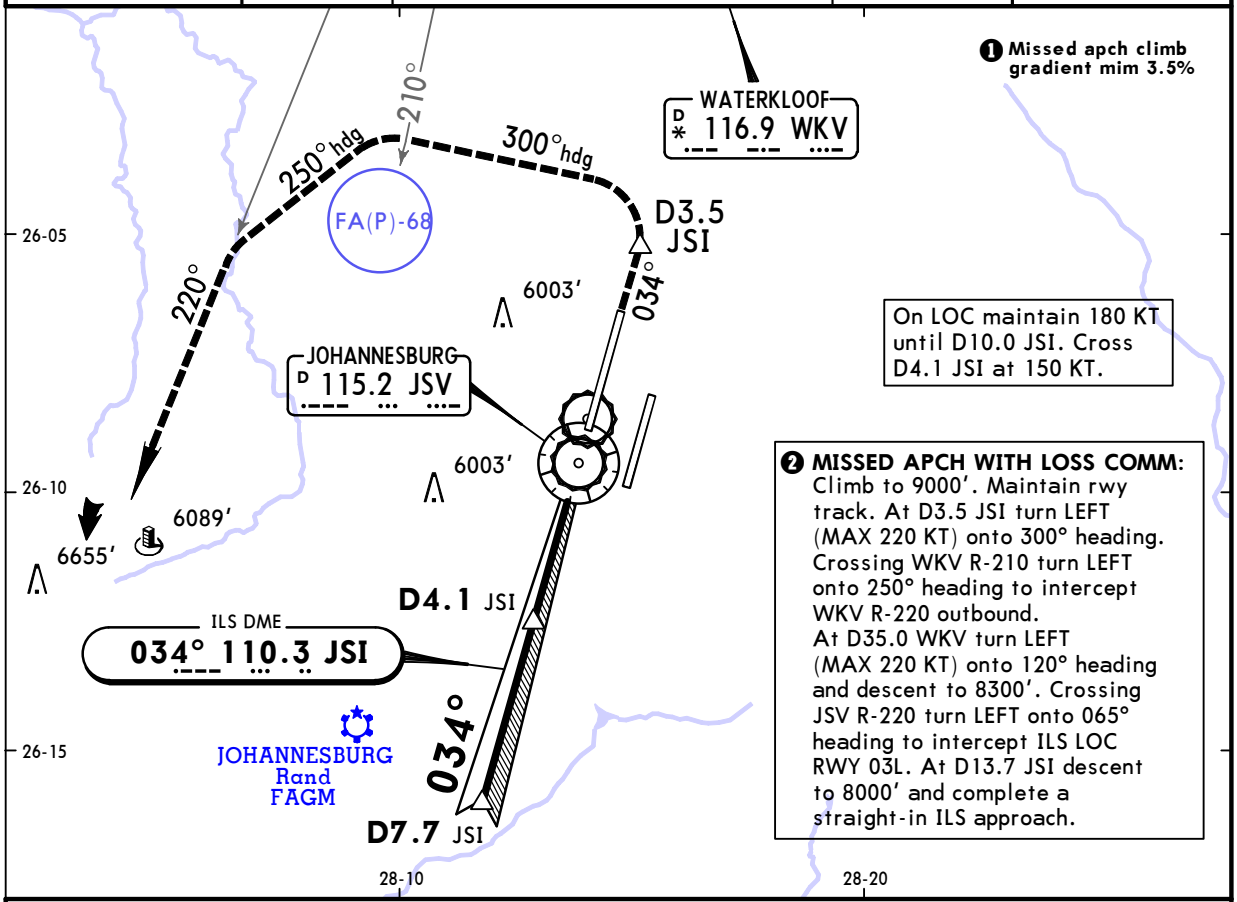
LOC JSI	Final Apch Crs	GS	CAT II ILS RA/DA(H)	Apt Elev	Rwy
110.3	034°	D4.1 JSI 6850′ (1292′)	Refer to Minimums	5558′	5558′

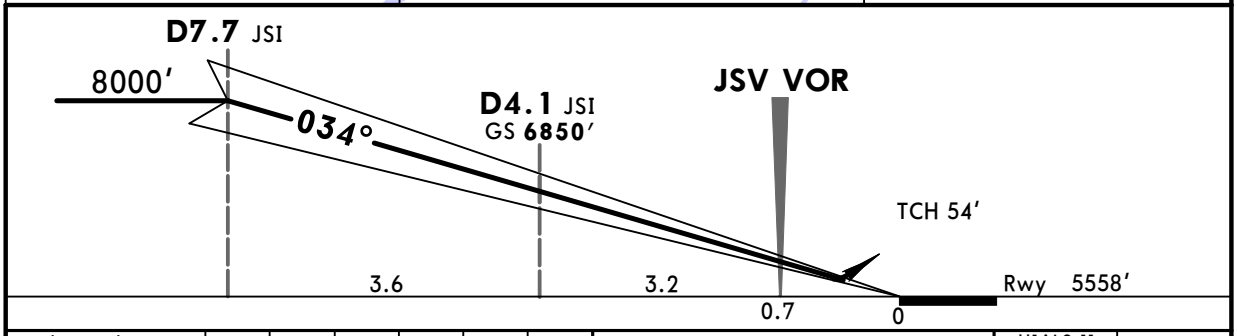
MISSED APCH: Climb to 8000′. Maintain rwy track. At D3.5 JSI turn LEFT (MAX 220 KT) onto 300° heading. Crossing WKV R-210 turn LEFT onto 250° heading to intercept WKV R-220 for radar vectoring to ILS RWY 03L. ❷

MSA JSV VOR: 180° 8400′ 7800′ 060°

Alt Set: hPa Rwy Elev: 188 hPa Trans level: By ATC Trans alt: 8000′

1. **VOR and DME required.** 2. Special Aircrew & Acft Certification Required.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

HIALS-II PAPI PAPI

D3.5 JSI

JAR-OPS

STRAIGHT-IN LANDING RWY **03L**
CAT II ILS
Missed apch climb gradient mim 3.5% up to 7600′

ABC	D
RA 86′	**RA 89′**
DA(H) **5658′** (100′)	DA(H) **5662′** (104′)

PANS OPS

RVR 300m 1

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

CHANGES: RA CAT D.

© JEPPESEN, 2010, 2016. ALL RIGHTS RESERVED.

6.3.40 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FAOR/JNB
O R TAMBO INTL

JEPPESEN 30 DEC 16 (11-3) Eff 5 Jan

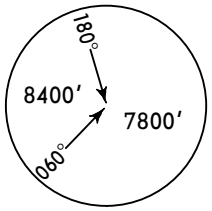
JOHANNESBURG, S AFR REP
ILS Z Rwy 03R

BRIEFING STRIP ™

D-ATIS	*JOHANNESBURG Radar (APP) West	*JOHANNESBURG Radar (APP) South/East	*JOHANNESBURG Director (APP)	*O R TAMBO Tower West	*O R TAMBO Tower East	Ground (also Tower outside Twr hr)
126.2	123.7	124.5	121.4	118.1	118.6	121.9

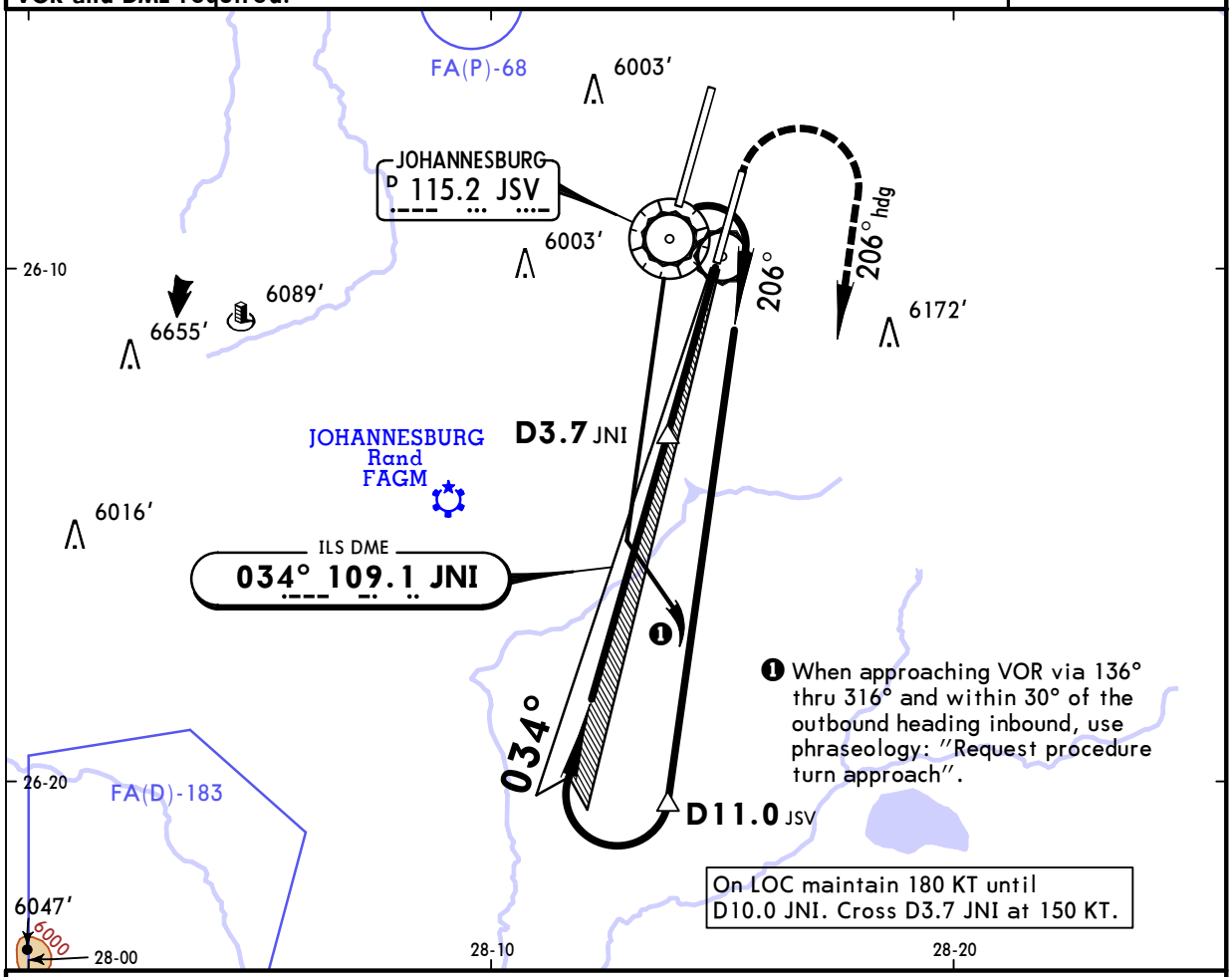
LOC JNI	Final Apch Crs	GS	ILS DA(H)	Apt Elev / Rwy
109.1	034°	D3.7 JNI 6700′ (1190′)	5710′ (200′)	Apt Elev 5558′ / Rwy 5510′

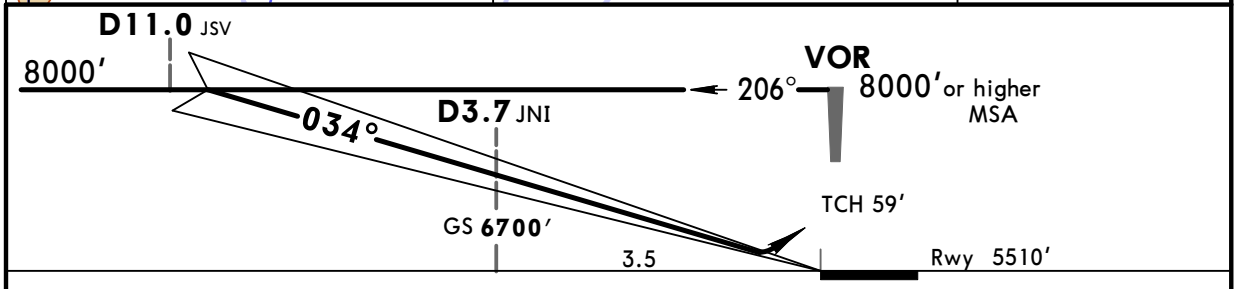
MISSED APCH: Climb to 8000′. Maintain rwy track. When passing 7000′ turn RIGHT onto 206° heading. Passing D11.0 JSV turn RIGHT direct to VOR.



MSA
JSV VOR

Alt Set: hPa Rwy Elev: 186 hPa Trans level: By ATC Trans alt: 8000′
VOR and DME required.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

HIALS-II PAPI PAPI

7000′

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY **03R**

	ILS DA(H) 5710′ (200′) FULL	ILS DA(H) 5710′ (200′) ALS out	LOC (GS out)
A	RVR 550m	RVR 1000m	NOT APPLICABLE
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	East of rwy 03R/21L MDA(H)	East of rwy 03R/21L VIS	West of rwy 03R/21L MDA(H)	West of rwy 03R/21L VIS
100	6050′ (492′)	1500m	6070′ (512′)	1500m
135	6060′ (502′)	1600m	6070′ (512′)	1600m
180	6250′ (692′)	2400m	6410′ (852′)	2400m
205	6260′ (702′)	3600m	6410′ (852′)	3600m

CHANGES: None.

© JEPPESEN, 2001, 2016. ALL RIGHTS RESERVED.

6.3.41 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FAOR/JNB
O R TAMBO INTL

JEPPESEN 30 DEC 16 (11-3A) Eff 5 Jan

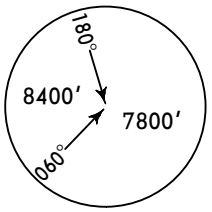
JOHANNESBURG, S AFR REP
CAT II ILS Z Rwy 03R

BRIEFING STRIP™

D-ATIS	*JOHANNESBURG Radar (APP) West	*JOHANNESBURG Radar (APP) South/East	*JOHANNESBURG Director (APP)	*O R TAMBO Tower West	*O R TAMBO Tower East	Ground (also Tower outside Twr hr)
126.2	123.7	124.5	121.4	118.1	118.6	121.9

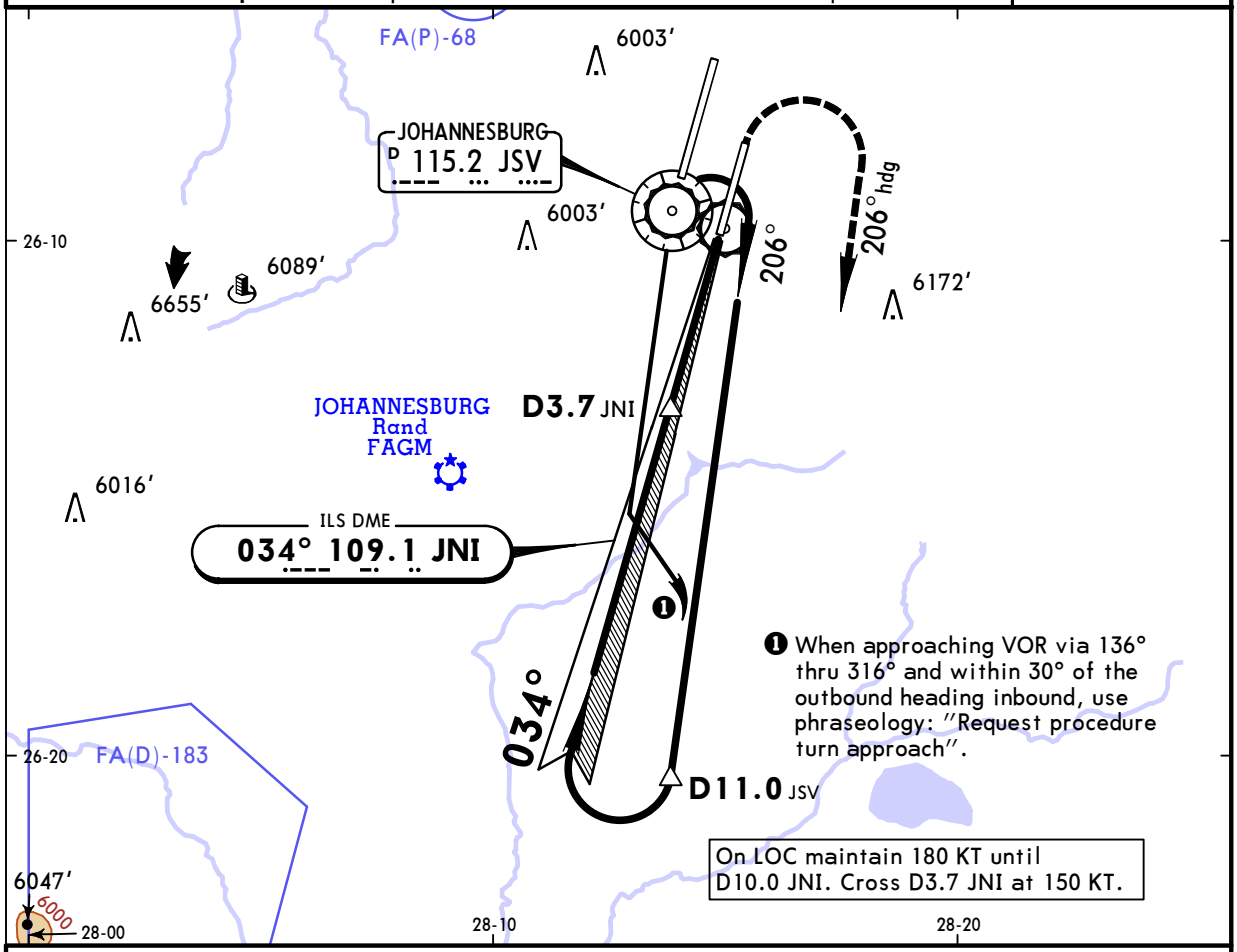
LOC	Final Apch Crs	GS	CAT II ILS	Apt Elev 5558′
JNI 109.1	034°	D3.7 JNI 6700′ (1190′)	RA 97′ DA(H) 5610′ (100′)	RWY 5510′

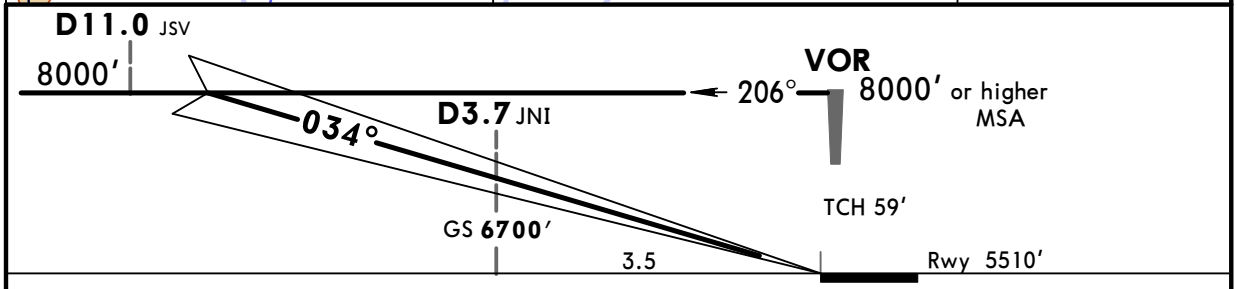
MISSED APCH: Climb to 8000′. Maintain rwy track. When passing 7000′ turn RIGHT onto 206° heading. Passing D11.0 JSV turn RIGHT direct to VOR.



MSA
JSV VOR

Alt Set: hPa Rwy Elev: 186 hPa Trans level: By ATC Trans alt: 8000′
1. **VOR and DME required.** 2. Special Aircrew & Acft Certification Required.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS-II
PAPI PAPI
7000′

PANS OPS

JAR-OPS

STRAIGHT-IN LANDING RWY **03R**
CAT II ILS
RA 97′
DA(H) **5610′** (100′)

RVR 300m 1

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

CHANGES: RA.

© JEPPESEN, 2001, 2016. ALL RIGHTS RESERVED.

6.3.42 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FAOR/JNB
O R TAMBO INTL

JEPPESEN 30 DEC 16 (11-4) Eff 5 Jan

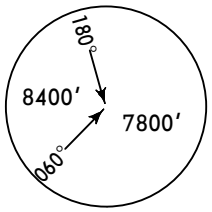
JOHANNESBURG, S AFR REP
ILS X Rwy 03R

BRIEFING STRIP ™

D-ATIS	*JOHANNESBURG Radar (APP) West	*JOHANNESBURG Radar (APP) South/East	*JOHANNESBURG Director (APP)	*O R TAMBO Tower West	*O R TAMBO Tower East	Ground (also Tower outside Twr hr)
126.2	123.7	124.5	121.4	118.1	118.6	121.9

LOC JNI	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 5558′ / Rwy 5510′
109.1	**034°**	**D3.7 JNI** **6700′** (1190′)		

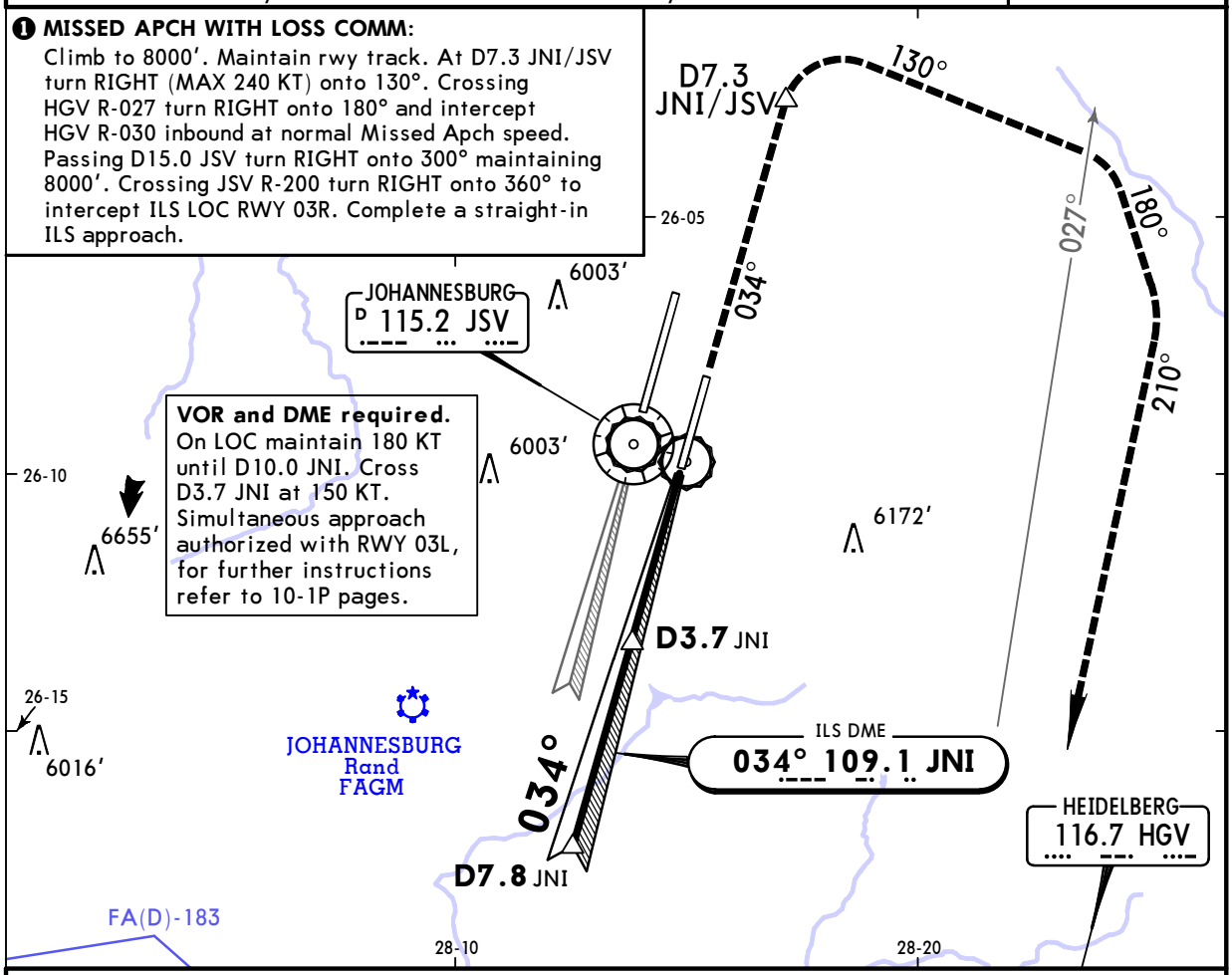
MISSED APCH: Climb to 8000′. Maintain rwy track. At D7.3 JNI/JSV turn RIGHT (MAX 240 KT) onto 130°. Crossing HGV R-027 turn RIGHT onto 180° and intercept HGV R-030 inbound for radar vectoring to ILS RWY 03R. ❶

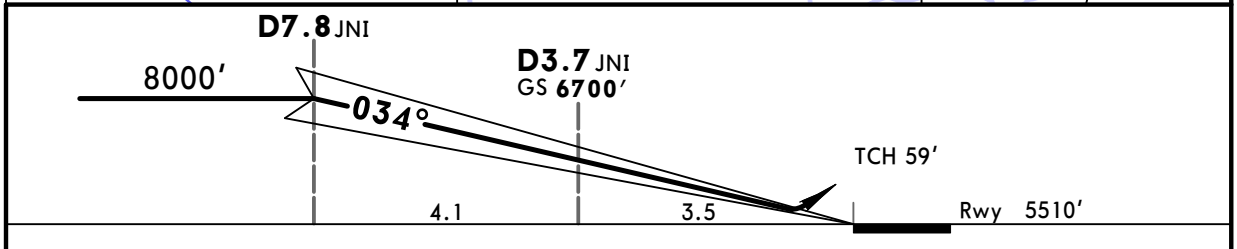


MSA
JSV VOR

Alt Set: hPa | Rwy Elev: 186 hPa | Trans level: By ATC | Trans alt: 8000′

❶ **MISSED APCH WITH LOSS COMM:**
Climb to 8000′. Maintain rwy track. At D7.3 JNI/JSV turn RIGHT (MAX 240 KT) onto 130°. Crossing HGV R-027 turn RIGHT onto 180° and intercept HGV R-030 inbound at normal Missed Apch speed. Passing D15.0 JSV turn RIGHT onto 300° maintaining 8000′. Crossing JSV R-200 turn RIGHT onto 360° to intercept ILS LOC RWY 03R. Complete a straight-in ILS approach.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS-II PAPI PAPI
D7.3 JNI/JSV

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY **03R**

ILS

Missed apch climb gradient mim

5.8% up to 8000′ | **2.5%**

DA(H)
ABC: **5710** (200′)
D: **5711** (201′)

DA(H)
A: **6782** (1272′) C: **6805** (1295′)
B: **6795** (1285′) D: **6815** (1305′)

	FULL	ALS out	FULL	ALS out	LOC (GS out)
A	RVR 550m	RVR 1000m	RVR 800m	RVR 1200m	NOT APPLI-CABLE
B					
C					
D	RVR 600m				

CIRCLE-TO-LAND

Max Kts	East of rwy 03R/21L MDA(H)	East of rwy 03R/21L VIS	West of rwy 03R/21L MDA(H)	West of rwy 03R/21L VIS
100	6050′ (492′)	1500m	6070′ (512′)	1500m
135	6060′ (502′)	1600m	6070′ (512′)	1600m
180	6250′ (692′)	2400m	6410′ (852′)	2400m
205	6260′ (702′)	3600m	6410′ (852′)	3600m

CHANGES: None.

© JEPPESEN, 2010, 2014. ALL RIGHTS RESERVED.

6.3.43 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FAOR/JNB
O R TAMBO INTL

JEPPESEN 30 DEC 16 Eff 5 Jan (11-4A)

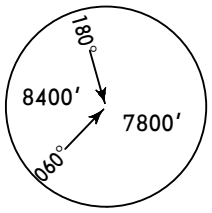
JOHANNESBURG, S AFR REP
❶ CAT II ILS X Rwy 03R

BRIEFING STRIP ™

D-ATIS	*JOHANNESBURG Radar (APP) West	*JOHANNESBURG Radar (APP) South/East	*JOHANNESBURG Director (APP)	*O R TAMBO Tower West	*O R TAMBO Tower East	Ground (also Tower outside Twr hr)
126.2	123.7	124.5	121.4	118.1	118.6	121.9

LOC JNI	Final Apch Crs	GS	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 5558′ Rwy 5510′
109.1	034°	D3.7 JNI 6700′ (1190′)		

MISSED APCH: Climb to 8000′. Maintain rwy track. At D7.3 JNI/JSV turn RIGHT (MAX 240 KT) onto 130°. Crossing HGV R-027 turn RIGHT onto 180° and intercept HGV R-030 inbound for radar vectoring onto ILS RWY 03R. ❷

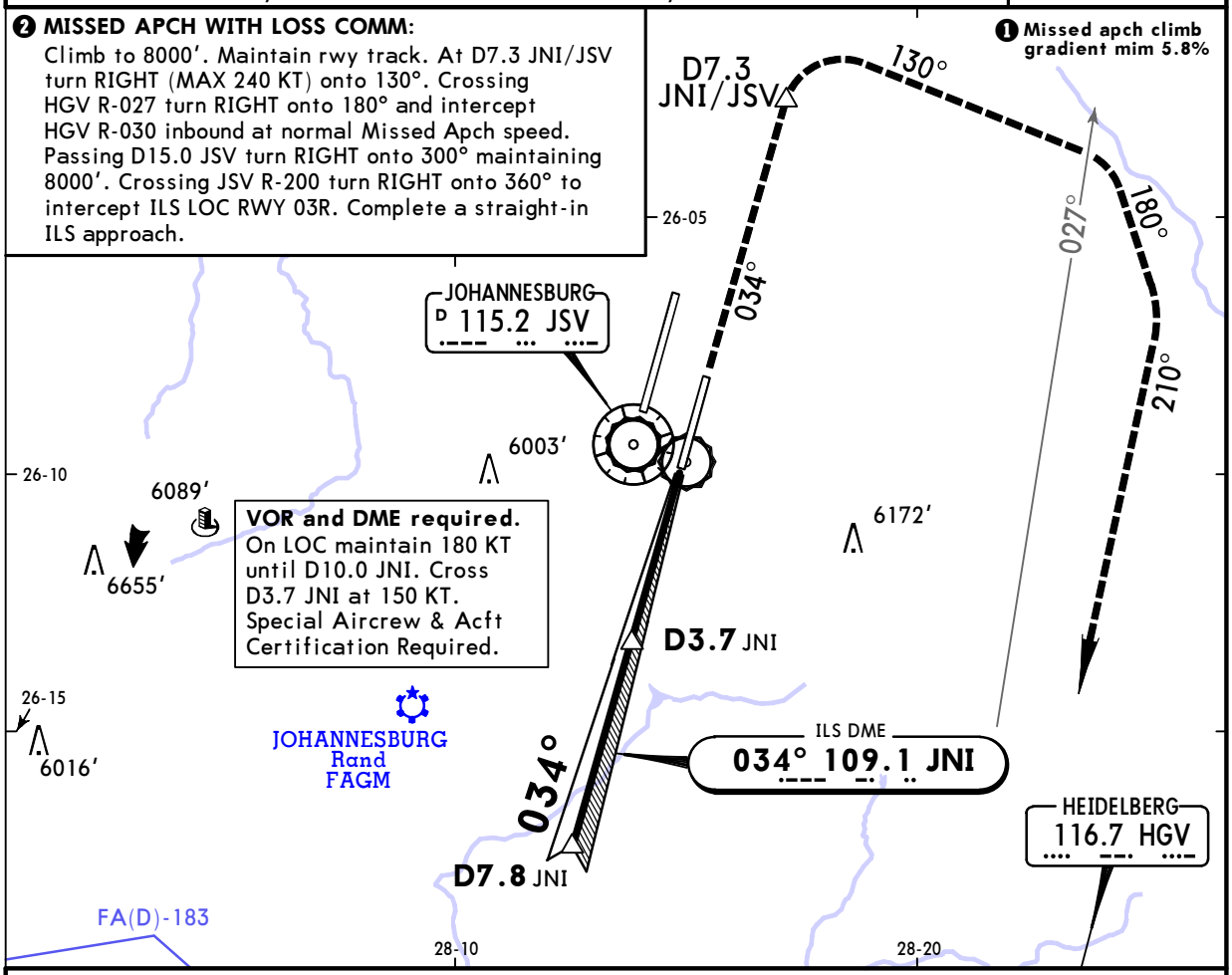


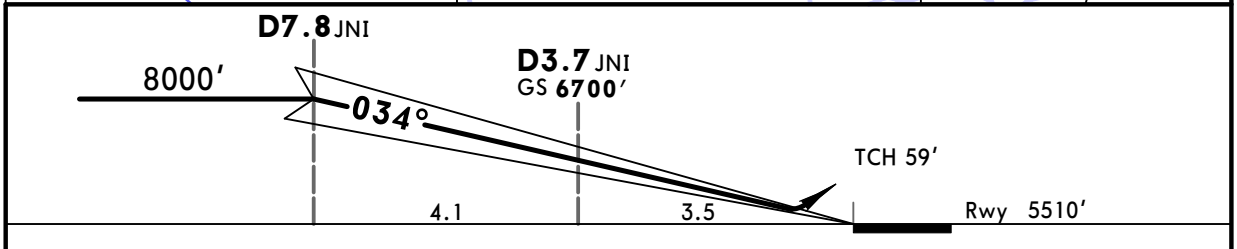
MSA
JSV VOR

Alt Set: hPa | Rwy Elev: 186 hPa | Trans level: By ATC | Trans alt: 8000′

❷ **MISSED APCH WITH LOSS COMM:**
Climb to 8000′. Maintain rwy track. At D7.3 JNI/JSV turn RIGHT (MAX 240 KT) onto 130°. Crossing HGV R-027 turn RIGHT onto 180° and intercept HGV R-030 inbound at normal Missed Apch speed. Passing D15.0 JSV turn RIGHT onto 300° maintaining 8000′. Crossing JSV R-200 turn RIGHT onto 360° to intercept ILS LOC RWY 03R. Complete a straight-in ILS approach.

❶ Missed apch climb gradient mim 5.8%





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS-II PAPI PAPI
D7.3 JNI/JSV

PANS OPS

JAR-OPS

STRAIGHT-IN LANDING RWY **03R**
CAT II ILS
Missed apch climb gradient mim 5.8% up to 8000′

ABC	D
RA 97′	**RA 104′**
DA(H) **5610′** (100′)	DA(H) **5619′** (109′)

RVR 300m ❶

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

CHANGES: RAs.

© JEPPESEN, 2010, 2016. ALL RIGHTS RESERVED.

6.3.44 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FAOR/JNB
O R TAMBO INTL

JEPPESEN 30 DEC 16 (11-5) Eff 5 Jan

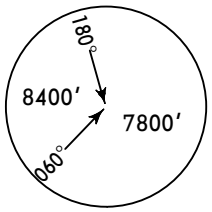
JOHANNESBURG, S AFR REP
ILS W Rwy 03R

D-ATIS	*JOHANNESBURG Radar (APP) West	*JOHANNESBURG Radar (APP) South/East	*JOHANNESBURG Director (APP)	*O R TAMBO Tower West	*O R TAMBO Tower East	Ground (also Tower outside Twr hr)
126.2	123.7	124.5	121.4	118.1	118.6	121.9

BRIEFING STRIP ™

LOC JNI	Final Apch Crs	GS	ILS DA(H)	Apt Elev / Rwy
109.1	034°	D3.7 JNI 6700′ (1190′)	Refer to Minimums	Apt Elev 5558′ Rwy 5510′

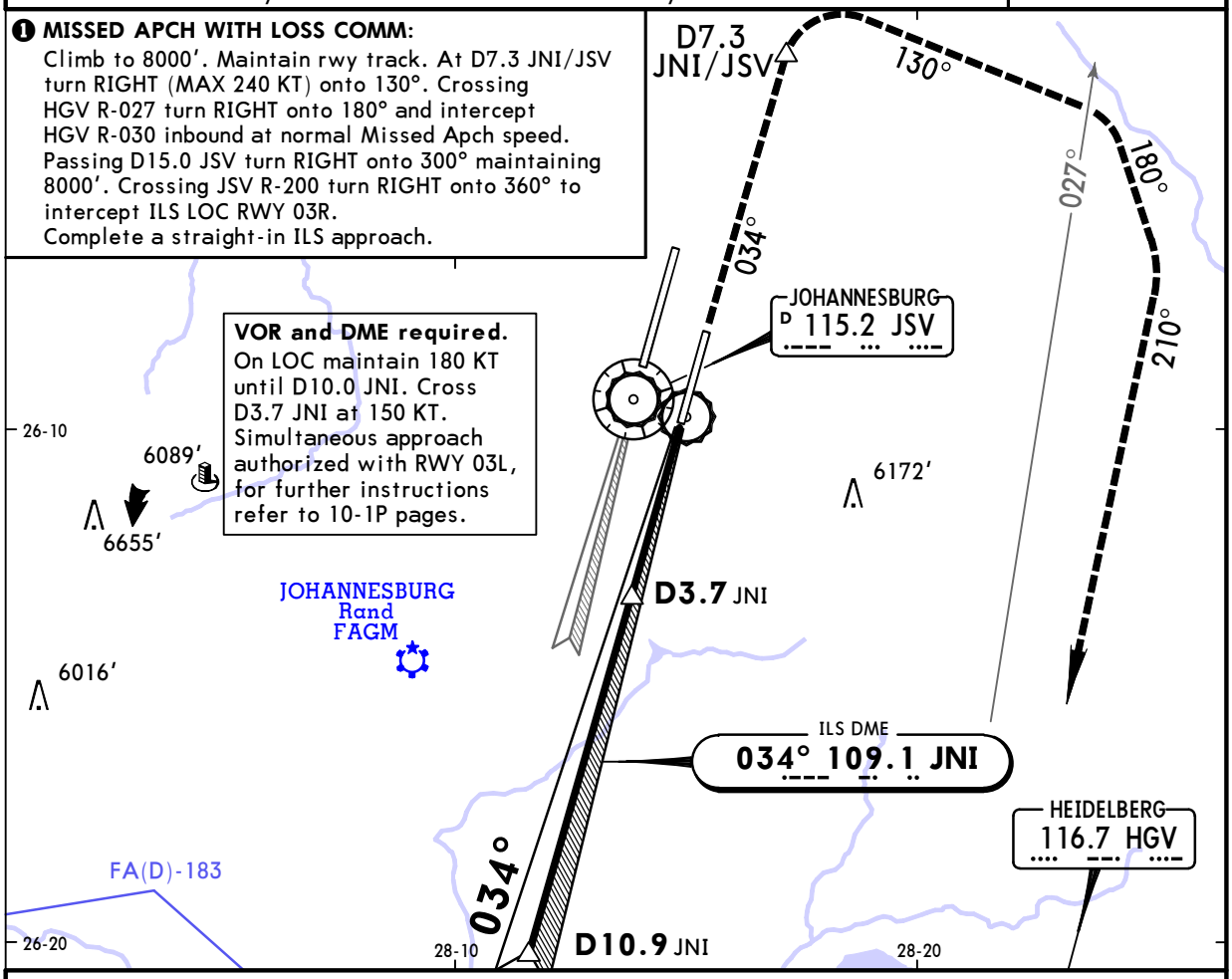
MISSED APCH: Climb to 8000′. Maintain rwy track. At D7.3 JNI/JSV turn RIGHT (MAX 240 KT) onto 130°. Crossing HGV R-027 turn RIGHT onto 180° and intercept HGV R-030 inbound for radar vectoring to ILS RWY 03R. ❶

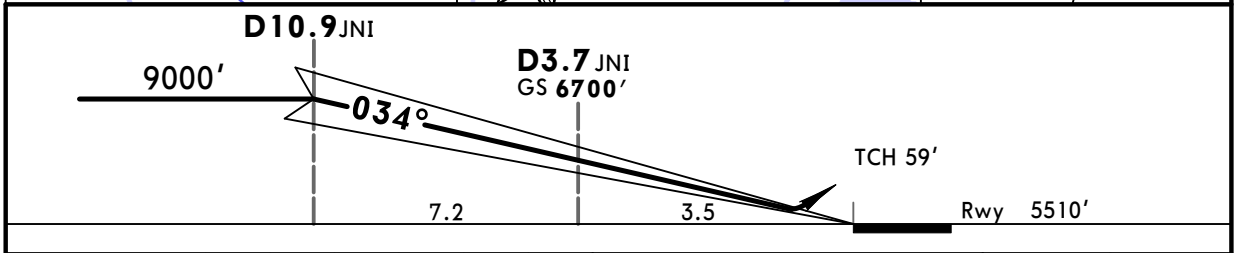


MSA
JSV VOR

Alt Set: hPa | Rwy Elev: 186 hPa | Trans level: By ATC | Trans alt: 8000′

❶ **MISSED APCH WITH LOSS COMM:**
Climb to 8000′. Maintain rwy track. At D7.3 JNI/JSV turn RIGHT (MAX 240 KT) onto 130°. Crossing HGV R-027 turn RIGHT onto 180° and intercept HGV R-030 inbound at normal Missed Apch speed. Passing D15.0 JSV turn RIGHT onto 300° maintaining 8000′. Crossing JSV R-200 turn RIGHT onto 360° to intercept ILS LOC RWY 03R.
Complete a straight-in ILS approach.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS-II PAPI PAPI
D7.3 JNI/JSV

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY **03R**

ILS
Missed apch climb gradient mim
5.8% up to 8000′ | **2.5%**
DA(H)
ABC: **5710′** (200′)
D: **5711′** (201′)
DA(H)
A: **6782′** (1272′) C: **6805′** (1295′)
B: **6795′** (1285′) D: **6815′** (1305′)

	FULL	ALS out	FULL	ALS out	LOC (GS out)
A	RVR 550m	RVR 1000m	RVR 800m	RVR 1200m	NOT APPLI-CABLE
B					
C					
D	RVR 600m				

CIRCLE-TO-LAND

Max Kts	East of rwy 03R/21L MDA(H)	VIS	West of rwy 03R/21L MDA(H)	VIS
100	6050′ (492′)	1500m	6070′ (512′)	1500m
135	6060′ (502′)	1600m	6070′ (512′)	1600m
180	6250′ (692′)	2400m	6410′ (852′)	2400m
205	6260′ (702′)	3600m	6410′ (852′)	3600m

CHANGES: None.

© JEPPESEN, 2010, 2014. ALL RIGHTS RESERVED.

6.3.45 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FAOR/JNB
O R TAMBO INTL

JEPPESEN 30 DEC 16 Eff 5 Jan (11-5A)

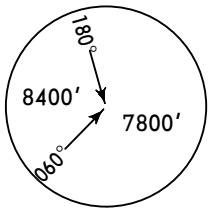
JOHANNESBURG, S AFR REP
❶ CAT II ILS W Rwy 03R

D-ATIS	*JOHANNESBURG Radar (APP) West	*JOHANNESBURG Radar (APP) South/East	*JOHANNESBURG Director (APP)	*O R TAMBO Tower West	*O R TAMBO Tower East	Ground (also Tower outside Twr hr)
126.2	123.7	124.5	121.4	118.1	118.6	121.9

BRIEFING STRIP™

LOC JNI	Final Apch Crs	GS	CAT II ILS RA/DA(H)	Apt Elev / Rwy
109.1	034°	D3.7 JNI 6700′ (1190′)	Refer to Minimums	Apt Elev 5558′ Rwy 5510′

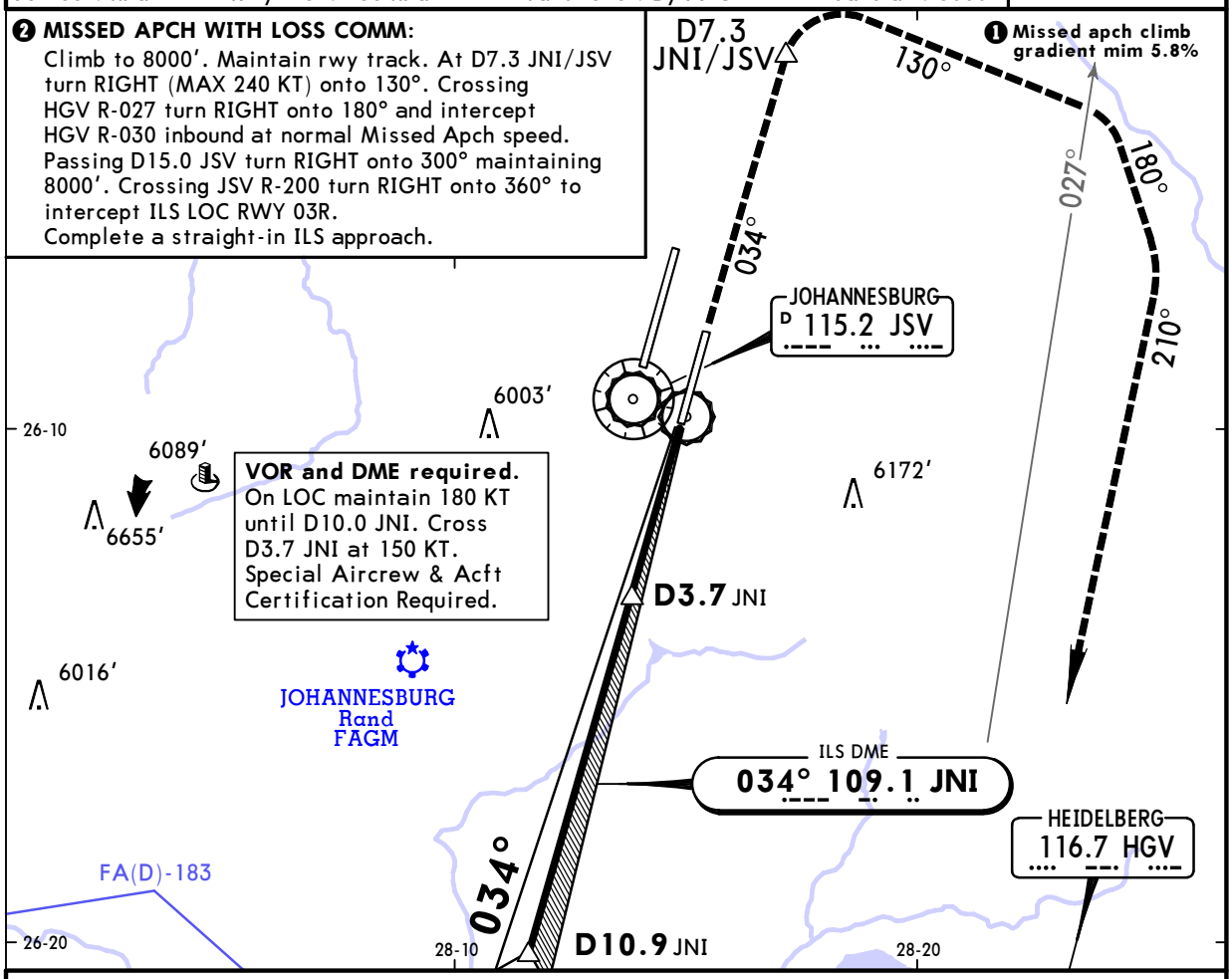
MISSED APCH: Climb to 8000′. Maintain rwy track. At D7.3 JNI/JSV turn RIGHT (MAX 240 KT) onto 130°. Crossing HGV R-027 turn RIGHT onto 180° and intercept HGV R-030 inbound for radar vectoring to ILS RWY 03R. ❷

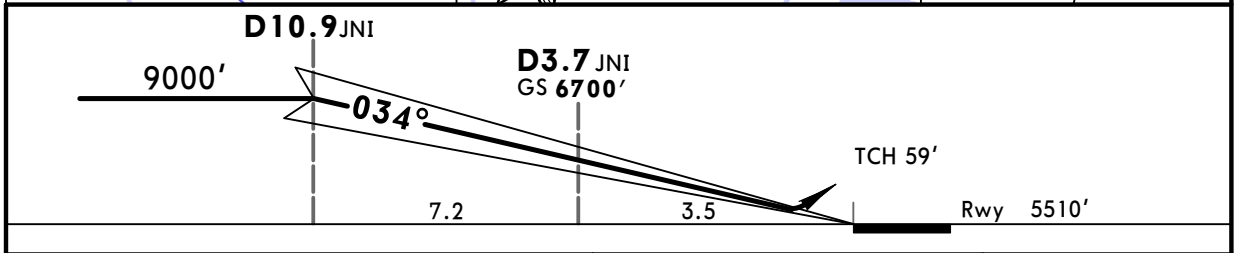


MSA
JSV VOR

Alt Set: hPa | Rwy Elev: 186 hPa | Trans level: By ATC | Trans alt: 8000′

❷ **MISSED APCH WITH LOSS COMM:**
Climb to 8000′. Maintain rwy track. At D7.3 JNI/JSV turn RIGHT (MAX 240 KT) onto 130°. Crossing HGV R-027 turn RIGHT onto 180° and intercept HGV R-030 inbound at normal Missed Apch speed. Passing D15.0 JSV turn RIGHT onto 300° maintaining 8000′. Crossing JSV R-200 turn RIGHT onto 360° to intercept ILS LOC RWY 03R.
Complete a straight-in ILS approach.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

HIALS-II PAPI PAPI
D7.3 JNI/JSV

PANS OPS

JAR-OPS

STRAIGHT-IN LANDING RWY **03R**
CAT II ILS
Missed apch climb gradient mim 5.8% up to 8000′

ABC	D
RA 97′	**RA 104′**
DA(H) **5610′** (100′)	DA(H) **5619′** (109′)

RVR 300m ❶

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

CHANGES: RAs.

© JEPPESEN, 2010, 2016. ALL RIGHTS RESERVED.

6.3.46 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FAOR/JNB
O R TAMBO INTL

JEPPESEN 28 DEC 12 (11-6) Eff 10 Jan

JOHANNESBURG, S AFR REP
ILS Z Rwy 21L

D-ATIS	*JOHANNESBURG Radar (APP) West	*JOHANNESBURG Radar (APP) South/East	*JOHANNESBURG Director (APP)	*O R TAMBO Tower West	*O R TAMBO Tower East	Ground (also Tower outside Twr hr)
126.2	123.7	124.5	121.4	118.1	118.6	121.9

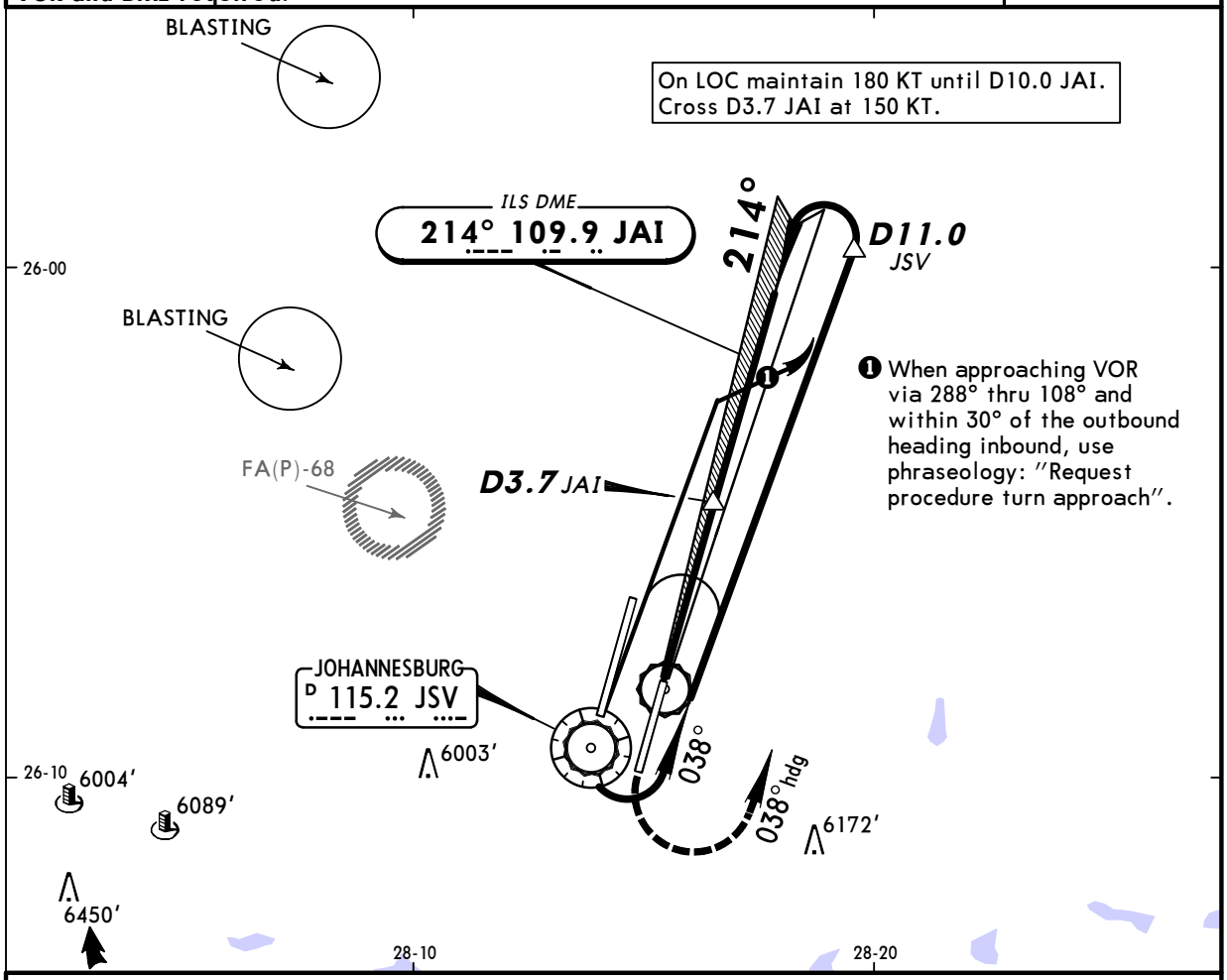
BRIEFING STRIP ™

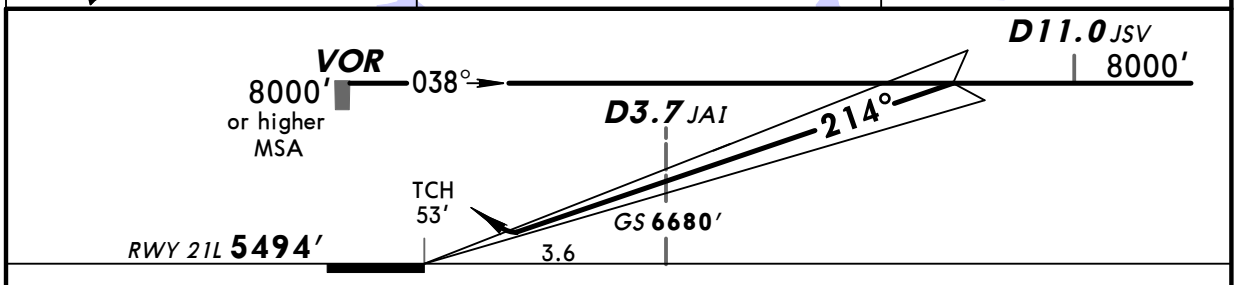
LOC JAI	Final Apch Crs	GS D3.7 JAI	ILS DA(H)	Apt Elev 5558′
109.9	214°	6680′ (1186′)	5694′ (200′)	RWY 5494′

MISSED APCH: Climb to 8000′. Maintain rwy track. When passing 7000′ turn LEFT onto 038° heading. Passing D11.0 JSV turn LEFT direct to VOR.

MSA
JSV VOR
180°
8400′
7800′
090°

Alt Set: hPa Rwy Elev: 186 hPa Trans level: By ATC Trans alt: 8000′
VOR and DME required.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS-II
PAPI PAPI
7000′

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY **21L**

	ILS DA(H) 5694′ (200′) FULL	ILS DA(H) 5694′ (200′) ALS out	LOC (GS out)
A	RVR 550m	RVR 1000m	NOT APPLICABLE
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	East of rwy 03R/21L MDA(H)	East of rwy 03R/21L VIS	West of rwy 03R/21L MDA(H)	West of rwy 03R/21L VIS
100	6050′ (492′)	1500m	6070′ (512′)	1500m
135	6060′ (502′)	1600m	6070′ (512′)	1600m
180	6250′ (692′)	2400m	6410′ (852′)	2400m
205	6260′ (702′)	3600m	6410′ (852′)	3600m

CHANGES: ICAO code. Chart reindexed.

© JEPPESEN, 2001, 2012. ALL RIGHTS RESERVED.

6.3.47 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FAOR/JNB
O R TAMBO INTL

JEPPESEN 28 DEC 12 Eff 10 Jan (11-6A)

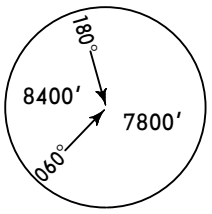
JOHANNESBURG, S AFR REP
CAT II ILS Z Rwy 21L

D-ATIS	*JOHANNESBURG Radar (APP) West	*JOHANNESBURG Radar (APP) South/East	*JOHANNESBURG Director (APP)	*O R TAMBO Tower West	*O R TAMBO Tower East	Ground (also Tower outside Twr hr)
126.2	123.7	124.5	121.4	118.1	118.6	121.9

BRIEFING STRIP™

LOC	Final	GS	CAT II ILS	Apt Elev 5558′
JAI	Apch Crs	D3.7 JAI	RA 102′	RWY 5494′
109.9	214°	6680′ (1186′)	DA(H) 5594′ (100′)	

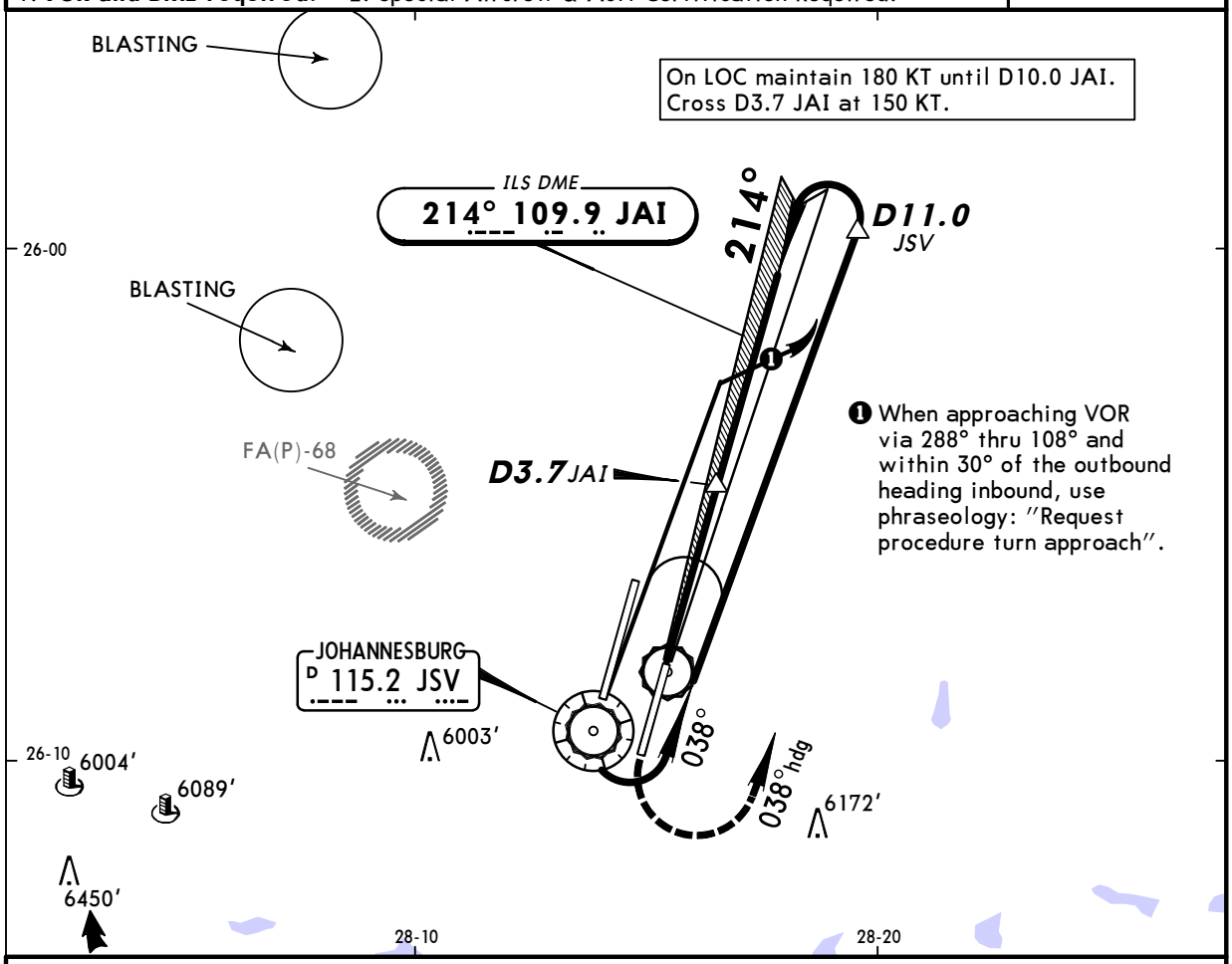
MISSED APCH: Climb to 8000′. Maintain rwy track. When passing 7000′ turn LEFT onto 038° heading. Passing D11.0 JSV turn LEFT direct to VOR.

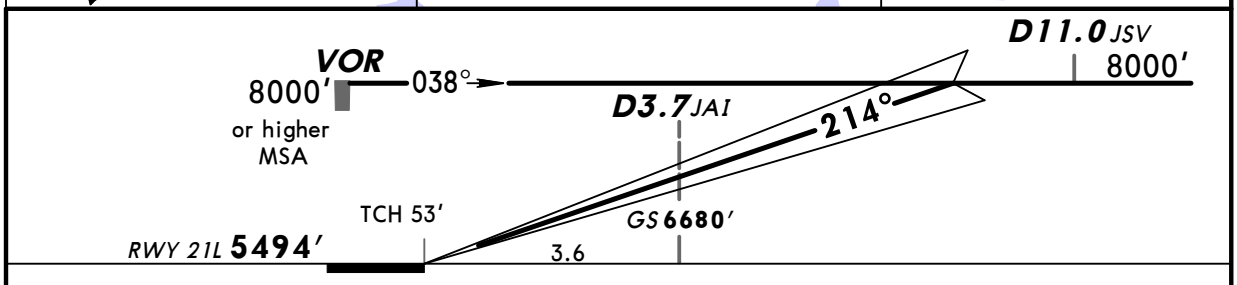


MSA
JSV VOR

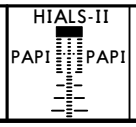
Alt Set: hPa Rwy Elev: 186 hPa Trans level: By ATC Trans alt: 8000′

1. **VOR and DME required.** 2. Special Aircrew & Acft Certification Required.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861



7000′

PANS OPS

JAR-OPS

STRAIGHT-IN LANDING RWY **21L**

CAT II ILS

RA 102′

DA(H) **5594′** (100′)

RVR 300m 1

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

CHANGES: ICAO code. Chart reindexed.

© JEPPESEN, 2001, 2012. ALL RIGHTS RESERVED.

6.3.48 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FAOR/JNB
O R TAMBO INTL

JEPPESEN 28 DEC 12 (11-7) Eff 10 Jan

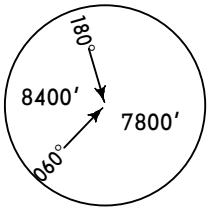
JOHANNESBURG, S AFR REP
ILS X Rwy 21L

BRIEFING STRIP ™

D-ATIS	*JOHANNESBURG Radar (APP) West	*JOHANNESBURG Radar (APP) South/East	*JOHANNESBURG Director (APP)	*O R TAMBO Tower West	*O R TAMBO Tower East	Ground (also Tower outside Twr hr)
126.2	123.7	124.5	121.4	118.1	118.6	121.9

LOC JAI	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
109.9	214°	D4.0 JAI 6780′ (1286′)	Refer to Minimums	Apt Elev 5558′ RWY 5494′

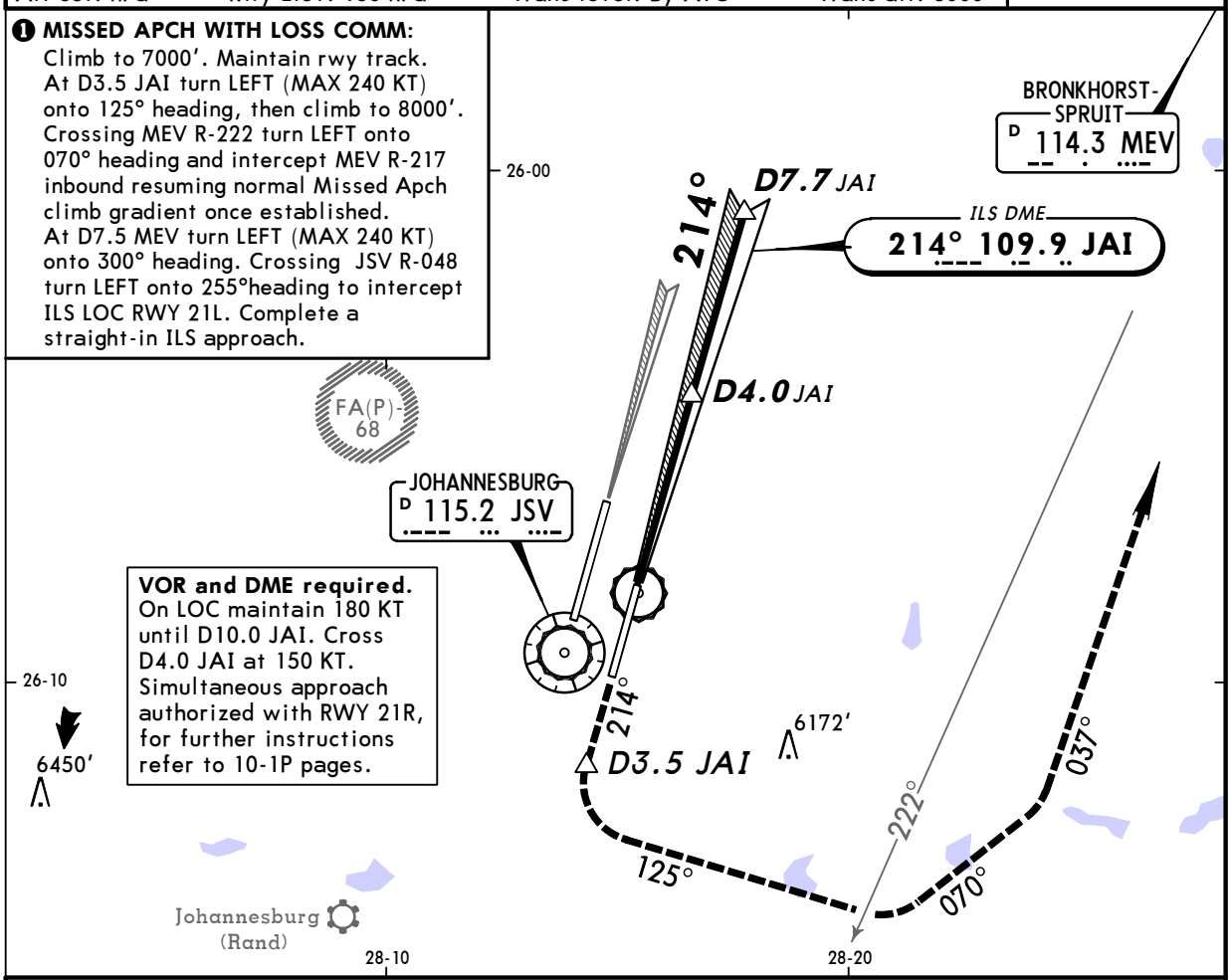
MISSED APCH: Climb to 7000′. Maintain rwy track. At D3.5 JAI turn LEFT (MAX 240 KT) onto 125° heading, then climb to 8000′. Crossing MEV R-222 turn LEFT onto 070° heading and intercept MEV R-217 inbound for radar vectoring onto ILS RWY 21L. ❶

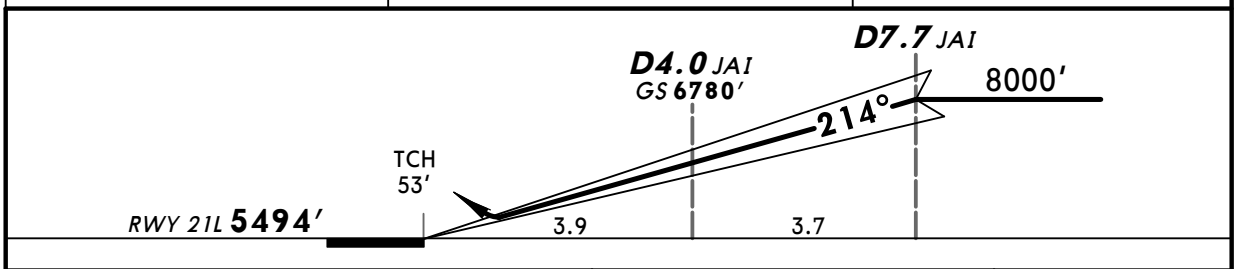


MSA
JSV VOR

Alt Set: hPa | Rwy Elev: 186 hPa | Trans level: By ATC | Trans alt: 8000′

❶ **MISSED APCH WITH LOSS COMM:**
Climb to 7000′. Maintain rwy track. At D3.5 JAI turn LEFT (MAX 240 KT) onto 125° heading, then climb to 8000′. Crossing MEV R-222 turn LEFT onto 070° heading and intercept MEV R-217 inbound resuming normal Missed Apch climb gradient once established. At D7.5 MEV turn LEFT (MAX 240 KT) onto 300° heading. Crossing JSV R-048 turn LEFT onto 255°heading to intercept ILS LOC RWY 21L. Complete a straight-in ILS approach.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

HIALS-II PAPI PAPI D3.5 JAI

JAR-OPS STRAIGHT-IN LANDING RWY 21L

	ILS DA(H)		LOC (GS out) DA(H)	
4.6% up to 8000′	5694′ (200′)	2.5%	A: 6634′ (1140′) B: 6645′ (1151′)	C: 6655′ (1161′) D: 6669′ (1175′)

PANS OPS

	FULL	ALS out	FULL	ALS out	
A	RVR 550m	RVR 1000m	RVR 800m	RVR 1200m	NOT APPLI-CABLE
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	East of rwy 03R/21L MDA(H)	East of rwy 03R/21L VIS	West of rwy 03R/21L MDA(H)	West of rwy 03R/21L VIS
100	6050′ (492′)	1500m	6070′ (512′)	1500m
135	6060′ (502′)	1600m	6070′ (512′)	1600m
180	6250′ (692′)	2400m	6410′ (852′)	2400m
205	6260′ (702′)	3600m	6410′ (852′)	3600m

CHANGES: ICAO code. Chart reindexed.

© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

6.3.49 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FAOR/JNB
O R TAMBO INTL

JEPPESEN 28 DEC 12 Eff 10 Jan (11-7A)

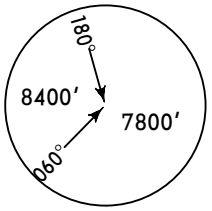
JOHANNESBURG, S AFR REP
❶ CAT II ILS X Rwy 21L

BRIEFING STRIP ™

D-ATIS	*JOHANNESBURG Radar (APP) West	*JOHANNESBURG Radar (APP) South/East	*JOHANNESBURG Director (APP)	*O R TAMBO Tower West	*O R TAMBO Tower East	Ground (also Tower outside Twr hr)
126.2	123.7	124.5	121.4	118.1	118.6	121.9

LOC JAI	Final Apch Crs	GS	CAT II ILS RA/DA(H)	Apt Elev 5558′
109.9	214°	D4.0 JAI 6780′ (1286′)	Refer to Minimums	RWY 5494′

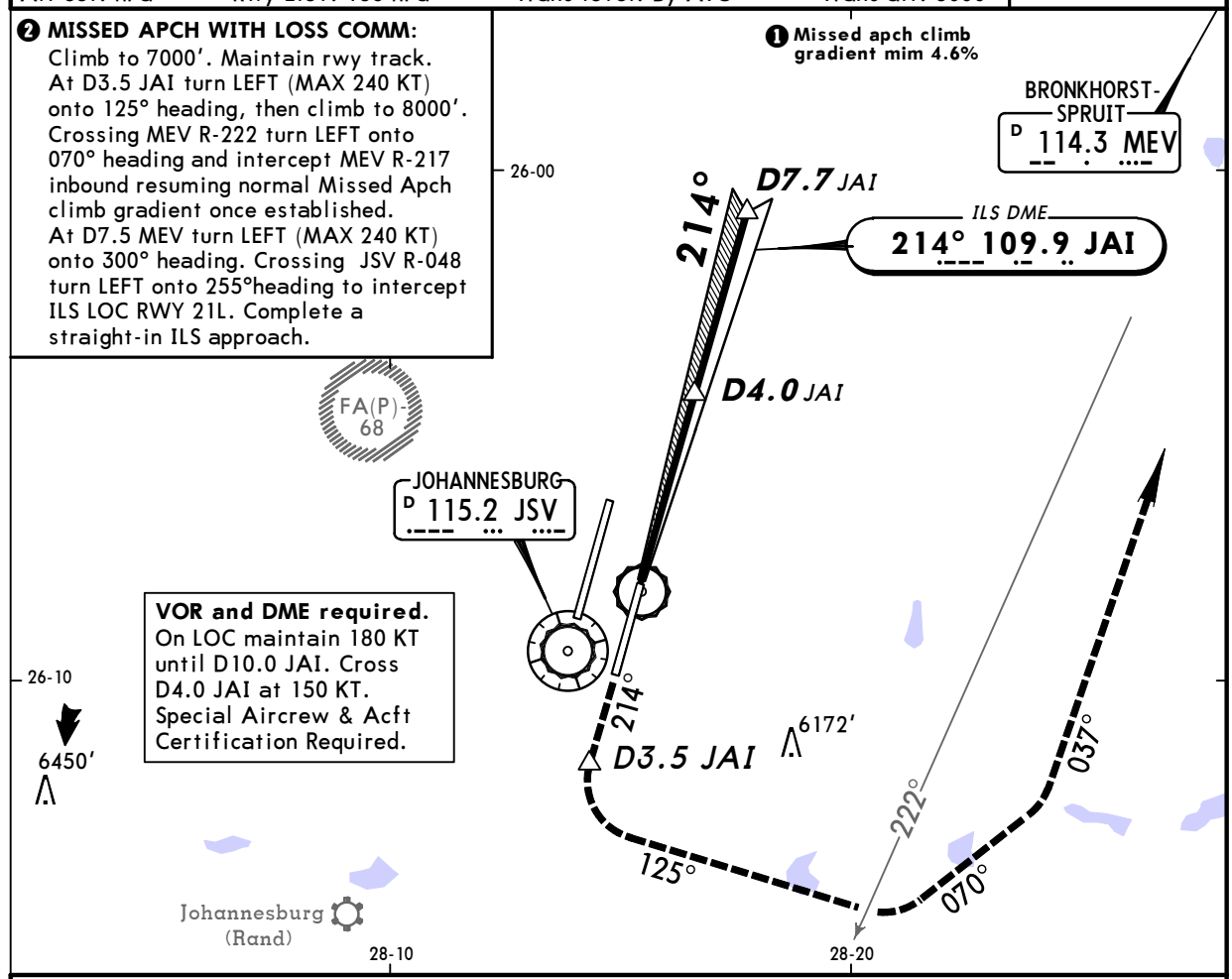
MISSED APCH: Climb to 7000′. Maintain rwy track. At D3.5 JAI turn LEFT (MAX 240 KT) onto 125° heading, then climb to 8000′. Crossing MEV R-222 turn LEFT onto 070° heading and intercept MEV R-217 inbound for radar vectoring onto ILS RWY 21L. ❷

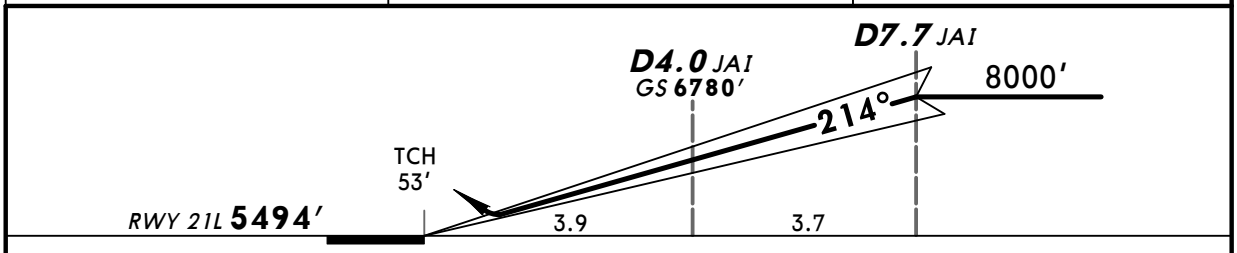


MSA
JSV VOR

Alt Set: hPa | Rwy Elev: 186 hPa | Trans level: By ATC | Trans alt: 8000′

❷ **MISSED APCH WITH LOSS COMM:** Climb to 7000′. Maintain rwy track. At D3.5 JAI turn LEFT (MAX 240 KT) onto 125° heading, then climb to 8000′. Crossing MEV R-222 turn LEFT onto 070° heading and intercept MEV R-217 inbound resuming normal Missed Apch climb gradient once established. At D7.5 MEV turn LEFT (MAX 240 KT) onto 300° heading. Crossing JSV R-048 turn LEFT onto 255°heading to intercept ILS LOC RWY 21L. Complete a straight-in ILS approach.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

HIALS-II PAPI PAPI D3.5 JAI

PANS OPS

JAR-OPS

STRAIGHT-IN LANDING RWY 21L
CAT II ILS
Missed apch climb gradient mim 4.6% up to 8000′

ABC	D
RA 102′	RA 103′
DA(H) 5594′ (100′)	DA(H) 5595′ (101′)

RVR 300m 1

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

CHANGES: ICAO code. Chart reindexed.

© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

6.3.50 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FAOR/JNB
O R TAMBO INTL

JEPPESEN 30 DEC 16 (11-8) Eff 5 Jan

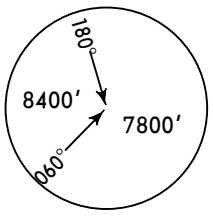
JOHANNESBURG, S AFR REP
ILS Rwy 21R

D-ATIS	*JOHANNESBURG Radar (APP) West	*JOHANNESBURG Radar (APP) South/East	*JOHANNESBURG Director (APP)	*O R TAMBO Tower West	*O R TAMBO Tower East	Ground (also Tower outside Twr hr)
126.2	123.7	124.5	121.4	118.1	118.6	121.9

BRIEFING STRIP™

LOC JBI	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev / Rwy
110.9	214°	D4.0 JBI 6860′ (1355′)		Apt Elev 5558′ Rwy 5505′

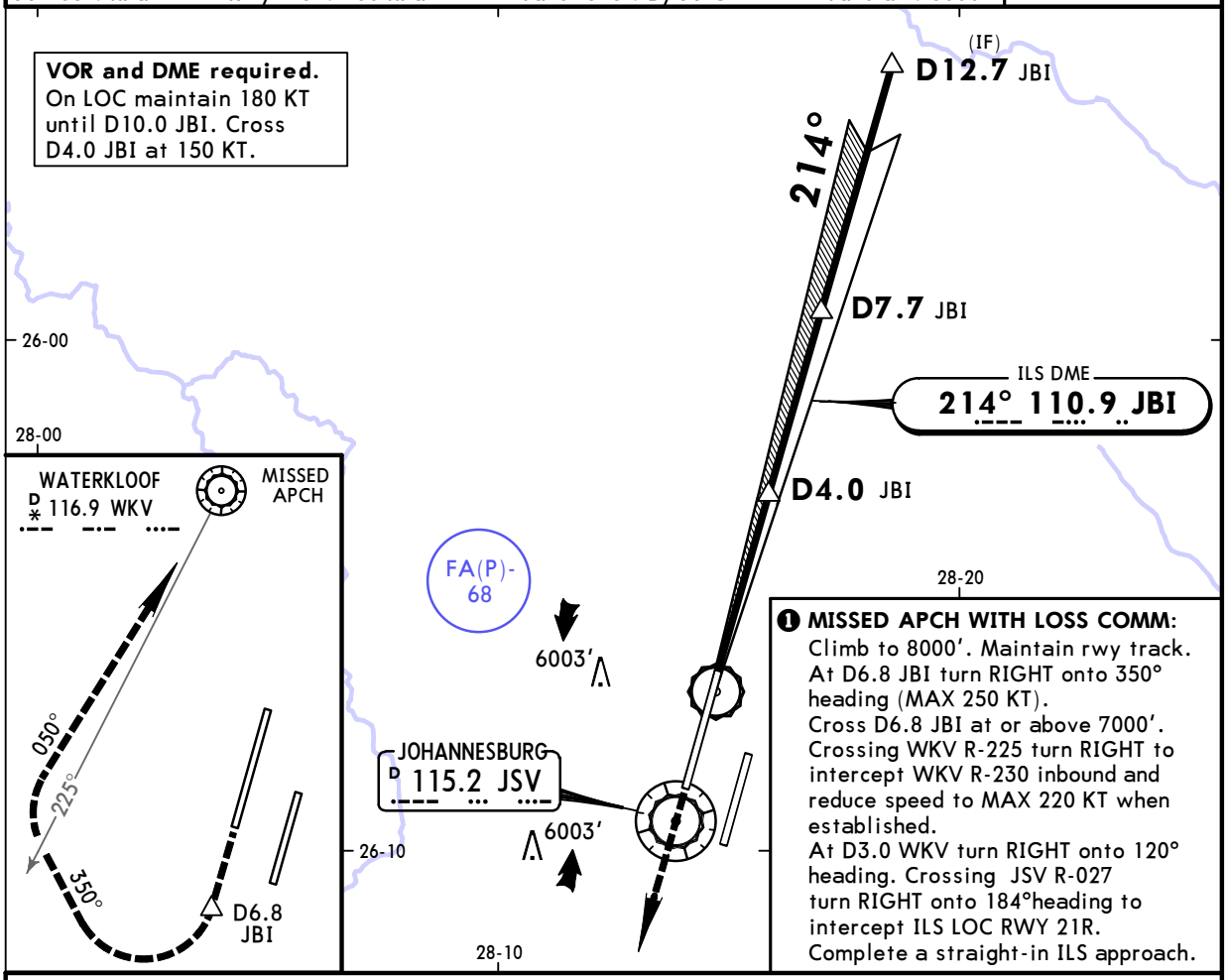
MISSED APCH: Climb to 8000′. Maintain rwy track. At D6.8 JBI turn RIGHT onto 350° heading. Cross D6.8 JBI at or above 7000′. Crossing WKV R-225 turn RIGHT to intercept WKV R-230 inbound for radar vectoring to ILS RWY 21R. MAX 250 KT. ❶



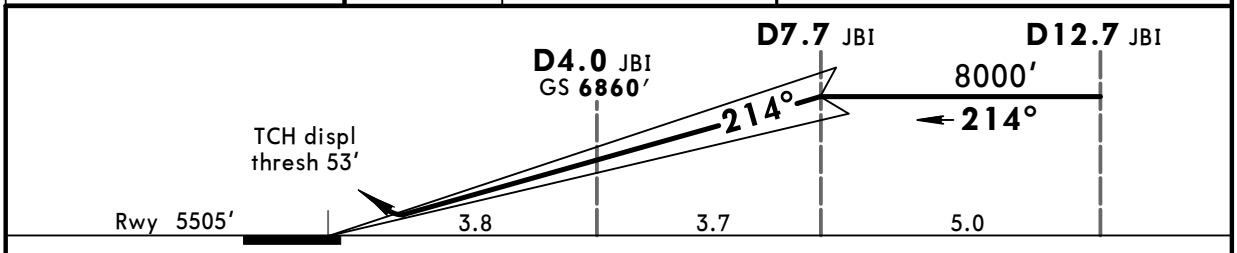
MSA
JSV VOR

Alt Set: hPa | Rwy Elev: 186 hPa | Trans level: By ATC | Trans alt: 8000′

VOR and DME required.
On LOC maintain 180 KT until D10.0 JBI. Cross D4.0 JBI at 150 KT.



❶ **MISSED APCH WITH LOSS COMM:**
Climb to 8000′. Maintain rwy track. At D6.8 JBI turn RIGHT onto 350° heading (MAX 250 KT).
Cross D6.8 JBI at or above 7000′. Crossing WKV R-225 turn RIGHT to intercept WKV R-230 inbound and reduce speed to MAX 220 KT when established.
At D3.0 WKV turn RIGHT onto 120° heading. Crossing JSV R-027 turn RIGHT onto 184°heading to intercept ILS LOC RWY 21R.
Complete a straight-in ILS approach.



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

HIALS-II PAPI PAPI | 250 KT MAX | MIM 7000′ | D6.8 JBI

JAR-OPS STRAIGHT-IN LANDING RWY **21R**

ILS
Missed apch climb gradient mim 2.5%
3.7% up to 7000
DA(H) **5705′** (200′)
DA(H) A: **6084′** (579′) C: **6104′** (599′)
DA(H) B: **6091′** (586′) D: **6111′** (606′)

	FULL	ALS out	FULL	ALS out	LOC (GS out)
A	RVR 550m	RVR 1000m	RVR 800m	RVR 1200m	NOT APPLI-CABLE
B					
C					
D					

PANS OPS

CIRCLE-TO-LAND

Max Kts	East of rwy 03L/21R MDA(H)	East of rwy 03L/21R VIS	West of rwy 03L/21R MDA(H)	West of rwy 03L/21R VIS
100	6050′ (492′)	1500m	6070′ (512′)	1500m
135	6060′ (502′)	1600m	6070′ (512′)	1600m
180	6250′ (692′)	2400m	6410′ (852′)	2400m
205	6260′ (702′)	3600m	6410′ (852′)	3600m

CHANGES: None.

© JEPPESEN, 2010, 2016. ALL RIGHTS RESERVED.

6.3.51 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FAOR/JNB
O R TAMBO INTL

JEPPESEN 30 DEC 16 (11-8A) Eff 5 Jan

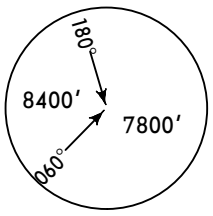
JOHANNESBURG, S AFR REP
❶ CAT II ILS Rwy 21R

D-ATIS	*JOHANNESBURG Radar (APP) West	*JOHANNESBURG Radar (APP) South/East	*JOHANNESBURG Director (APP)	*O R TAMBO Tower West	*O R TAMBO Tower East	Ground (also Tower outside Twr hr)
126.2	123.7	124.5	121.4	118.1	118.6	121.9

BRIEFING STRIP™

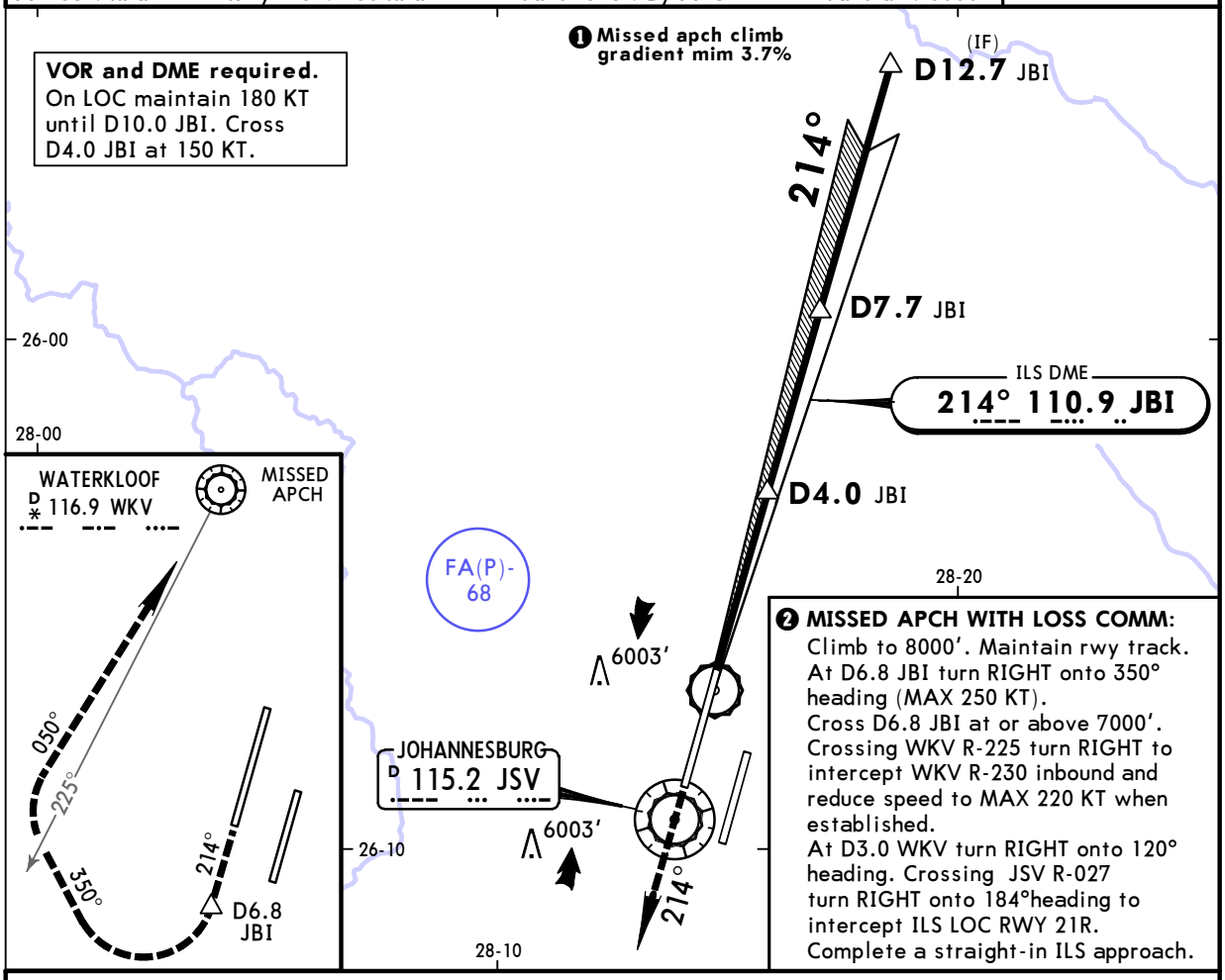
LOC JBI	Final Apch Crs	GS	CAT II ILS	Apt Elev / Rwy
110.9	214°	D4.0 JBI 6860′ (1355′)	RA 97′ DA(H) 5605′ (100′)	Apt Elev 5558′ Rwy 5505′

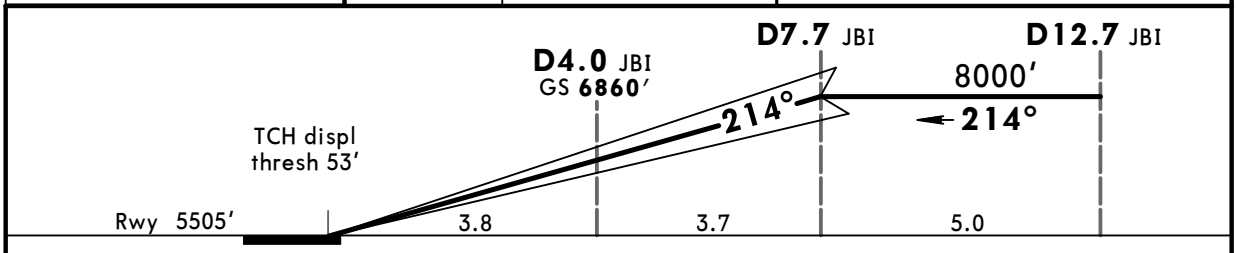
MISSED APCH: Climb to 8000′. Maintain rwy track. At D6.8 JBI turn RIGHT onto 350° heading. Cross D6.8 JBI at or above 7000′. Crossing WKV R-225 turn RIGHT to intercept WKV R-230 inbound for radar vectoring to ILS RWY 21R. MAX 250 KT. ❷



MSA
JSV VOR

Alt Set: hPa | Rwy Elev: 186 hPa | Trans level: By ATC | Trans alt: 8000′





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

HIALS-II PAPI PAPI

250 KT MAX

MIM 7000′

D6.8 JBI

PANS OPS

JAR-OPS

STRAIGHT-IN LANDING RWY **21R**
CAT II ILS
Missed apch climb gradient mim 3.7% up to 7000′
RA 97′
DA(H) **5605′** (100′)

RVR 300m ❶

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

CHANGES: RA.

© JEPPESEN, 2014, 2016. ALL RIGHTS RESERVED.

6.3.52 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FAOR/JNB
O R TAMBO INTL

JEPPESEN 28 FEB 14 (12-1) Eff 6 Mar

JOHANNESBURG, S AFR REP
RNAV (GNSS) Rwy 03R

BRIEFING STRIP ™

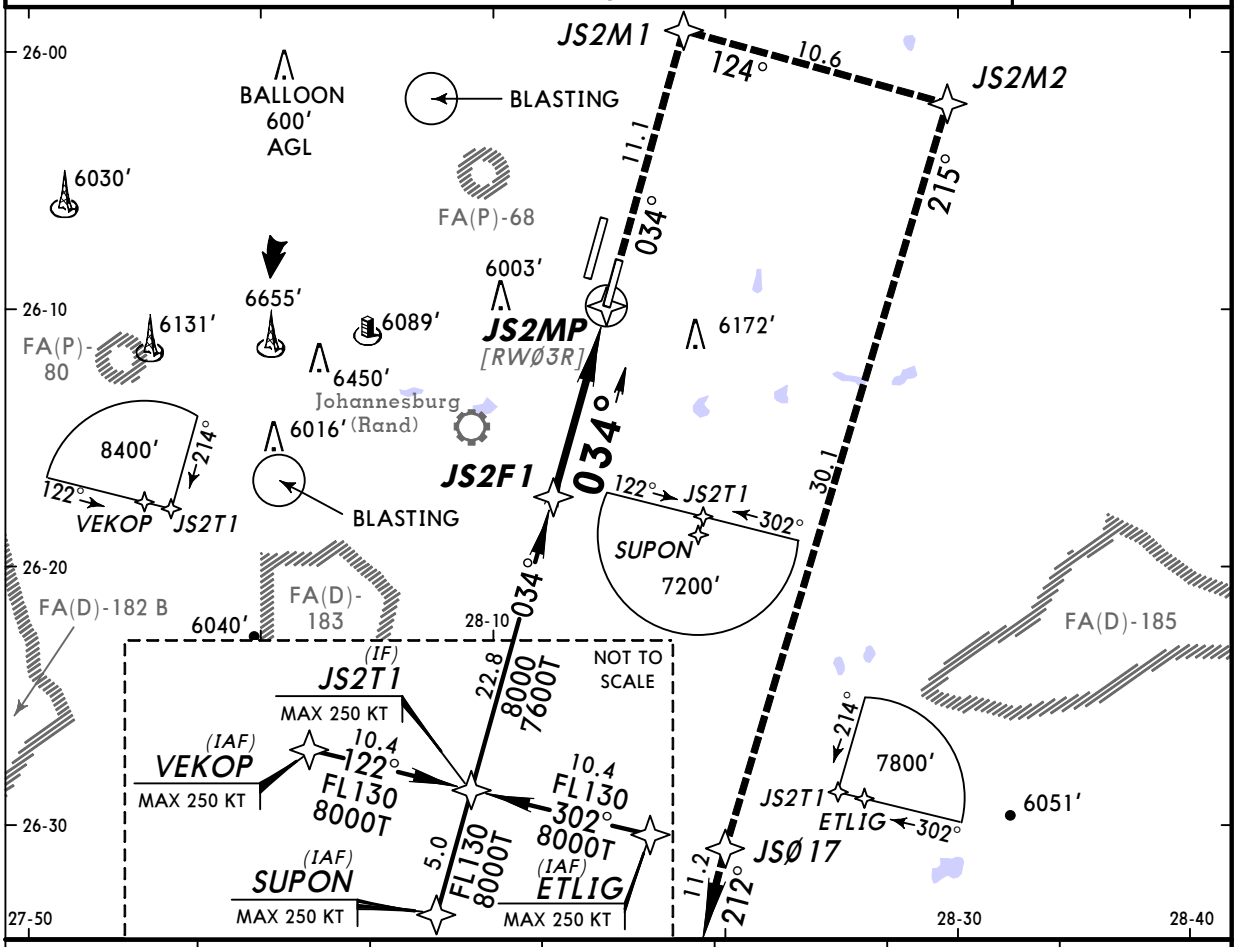
D-ATIS	*JOHANNESBURG Radar (APP) West	*JOHANNESBURG Radar (APP) South/East	*JOHANNESBURG Director (APP)	*O R TAMBO Tower West	*O R TAMBO Tower East	Ground (also Tower outside Twr hr)
126.2	123.7	124.5	121.4	118.1	118.6	121.9

RNAV	Final Apch Crs	Procedure Alt	LNAV MDA(H)	Apt Elev / RWY	TAA
	034°	JS2F1 8000′ (2490′)	Refer to Minimums	Apt Elev 5558′ RWY 5510′	25 NM IAF

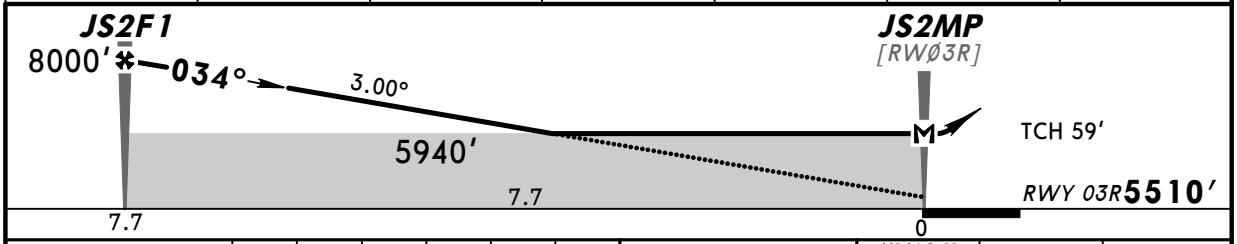
MISSED APCH: Climb to FL 130. Climb to JS2M1, then to JS2M2 turning RIGHT to JSØ17 and return to ETLIG, or as directed. MAX 240 KT.

Alt Set: hPa Rwy Elev: 186 hPa Trans level: By ATC Trans alt: 8000′

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED.



DIST to JS2MP	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	7470′	7160′	6840′	6520′	6200′	5880′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at JS2MP						

HIALS-II PAPI PAPI

MAX 240 KT

JS2M1

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 03R

LNAV

		Missed apch climb gradient mim 3.8% MDA(H) 5940′ (430′) ALS out	Missed apch climb gradient mim 2.5% MDA(H) 6510′ (1000′) ALS out
A	RVR 900m	RVR 1500m	RVR 1200m / RVR 1500m
B	RVR 1000m	RVR 1500m	RVR 1400m / RVR 1500m
C	RVR 1000m	RVR 1800m	RVR 1400m / RVR 2000m
D	RVR 1400m	RVR 2000m	RVR 1800m / RVR 2000m

CIRCLE-TO-LAND

Max Kts	East of rwy 03R/21L MDA(H)	East of rwy 03R/21L VIS	West of rwy 03R/21L MDA(H)	West of rwy 03R/21L VIS
100	6050′ (492′)	1 1500m	6070′ (512′)	1 1500m
135	6060′ (502′)	1 1600m	6070′ (512′)	1 1600m
180	6250′ (692′)	1 2400m	6410′ (852′)	1 2400m
205	6260′ (702′)	1 3600m	6410′ (852′)	1 3600m

1 After approach with missed apch climb grad mim 2.5%: MDA(H) 6510′ (952′).

CHANGES: None.

© JEPPESEN, 2011, 2012. ALL RIGHTS RESERVED.

6.3.53 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

FAOR/JNB
O R TAMBO INTL

JEPPESEN 28 FEB 14 (12-2) Eff 6 Mar

JOHANNESBURG, S AFR REP
RNAV (GNSS) Rwy 21L

BRIEFING STRIP ™

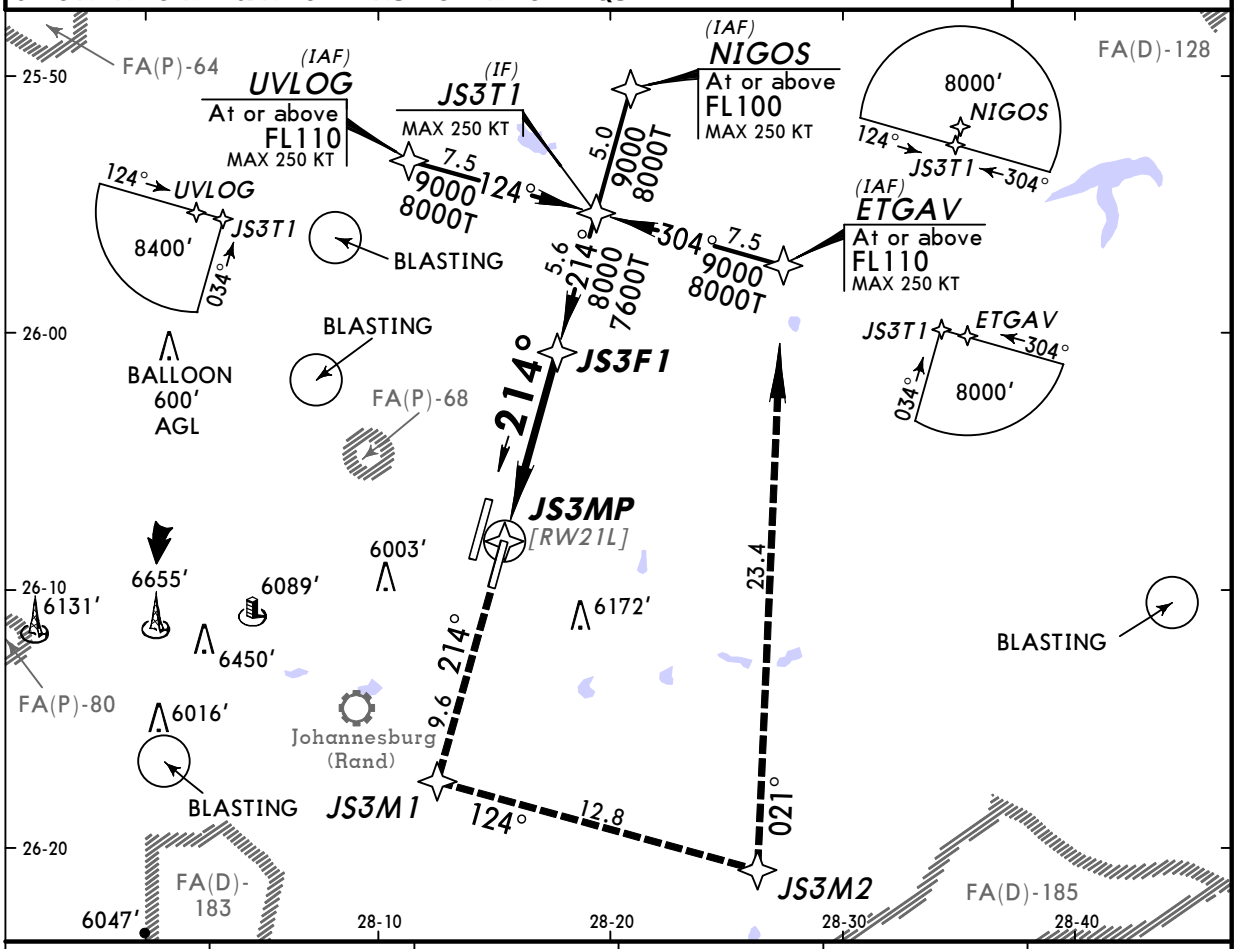
D-ATIS	*JOHANNESBURG Radar (APP) West	*JOHANNESBURG Radar (APP) South/East	*JOHANNESBURG Director (APP)	*O R TAMBO Tower West	*O R TAMBO Tower East	Ground (also Tower outside Twr hr)
126.2	123.7	124.5	121.4	118.1	118.6	121.9

RNAV	Final Apch Crs	Procedure Alt	LNAV MDA(H) Refer to Minimums	Apt Elev 5558′	TAA
	214°	JS3F1 8000′ (2506′)		RWY 5494′	25 NM IAF

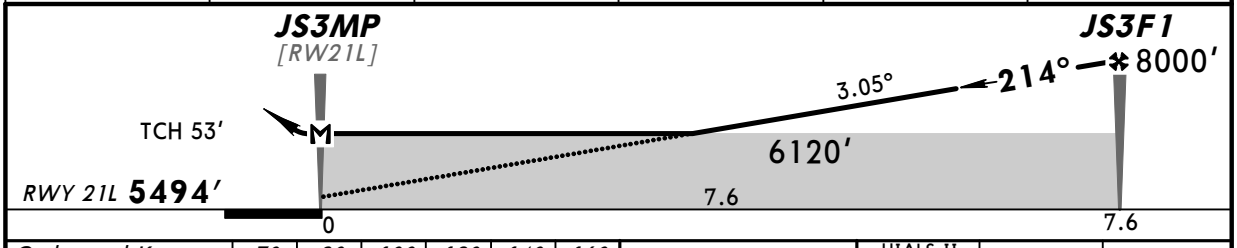
MISSED APCH: Climb to 8000′ to JS3M1, then continue via JS3M2 to ETGAV, or as directed. MAX 240 KT.

Alt Set: hPa Rwy Elev: 186 hPa Trans level: By ATC Trans alt: 8000′

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED.



DIST to JS3MP	2.0	3.0	4.0	5.0	6.0
ALTITUDE	6200′	6520′	6840′	7160′	7490′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.05°	378	486	540	648	755	863
MAP at JS3MP						

HIALS-II PAPI PAPI

MAX 240 KT

JS3M1

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 21L

	LNAV Missed apch climb gradient mim 3.5% MDA(H) 6120′(626′)		LNAV Missed apch climb gradient mim 2.5% MDA(H) 6530′(1036′)	
		ALS out		ALS out
A	RVR 1000m	RVR 1500m	RVR 1200m	RVR 1500m
B	RVR 1200m		RVR 1400m	
C		RVR 2000m		RVR 2000m
D	RVR 1600m		RVR 1800m	

CIRCLE-TO-LAND

	East of rwy 03R/21L		West of rwy 03R/21L	
Max Kts	MDA(H)	VIS	MDA(H)	VIS
100	6120′(562′)	1500m	6120′(562′)	1500m
135	6120′(562′)	1600m	6120′(562′)	1600m
180	6250′(692′)	2400m	6410′(852′)	2400m
205	6260′(702′)	3600m	6410′(852′)	3600m

1 After approach with missed apch climb grad mim 2.5%: MDA(H) 6530′(972′).

CHANGES: Waypoint designations.

© JEPPESEN, 2011, 2014. ALL RIGHTS RESERVED.

6.3.54 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FAOR/JNB
O R TAMBO INTL

JEPPESEN 28 DEC 12 (13-1) Eff 10 Jan

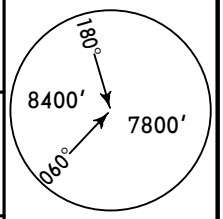
JOHANNESBURG, S AFR REP
VOR Z Rwy 21R

BRIEFING STRIP ™

D-ATIS	*JOHANNESBURG Radar (APP) West	*JOHANNESBURG Radar (APP) South/East	*JOHANNESBURG Director (APP)	*O R TAMBO Tower West	*O R TAMBO Tower East	Ground (also Tower outside Twr hr)
126.2	123.7	124.5	121.4	118.1	118.6	121.9

VOR JSV 115.2	Final Apch Crs 214°	Minimum Alt D11.0 8000′ (2495′)	MDA(H) 6120′ (615′)	Apt Elev 5558′ RWY 5505′

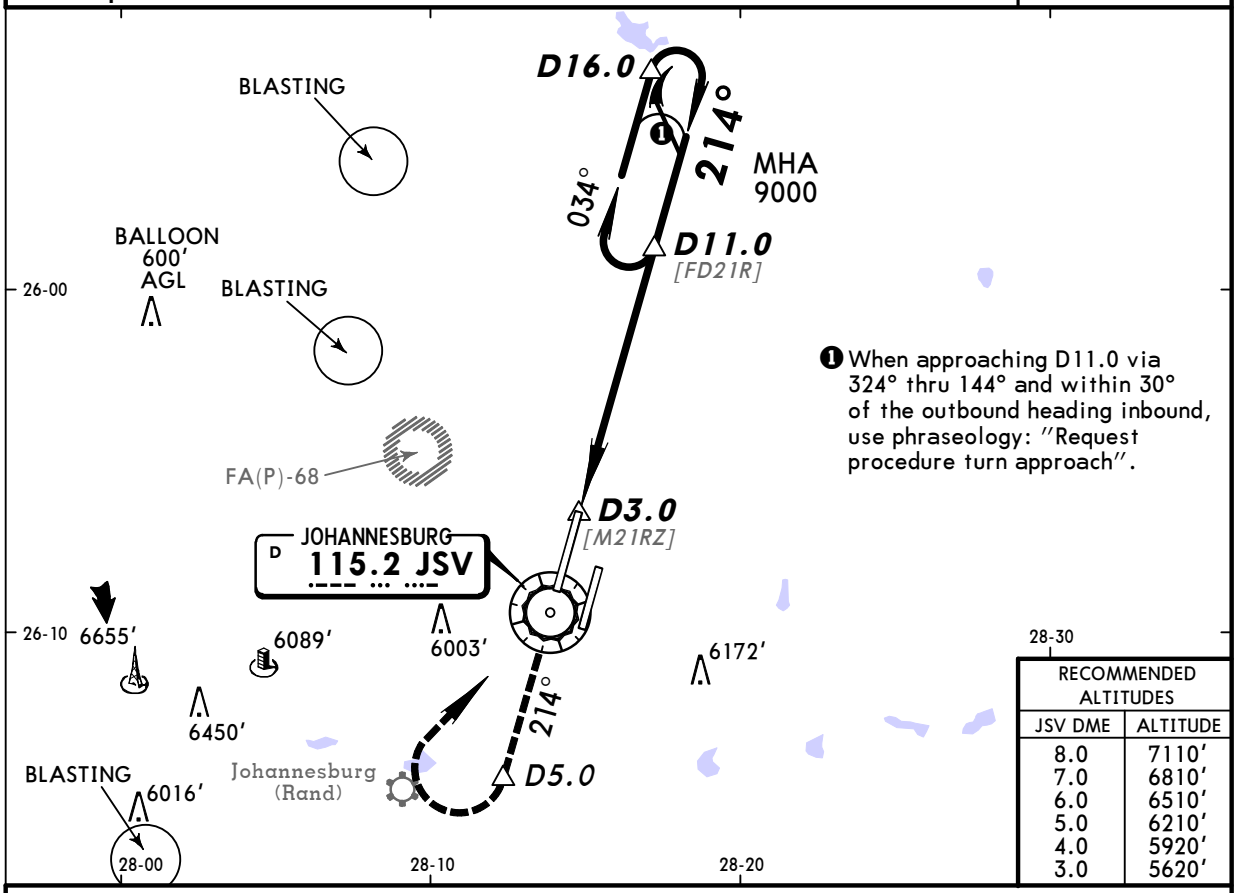
MISSED APCH: Climb on R-214 to 7500′ or D5.0, whichever is later, then turn RIGHT to VOR climbing to FL 90. Intercept R-034 to D11.0 and hold, or as directed.



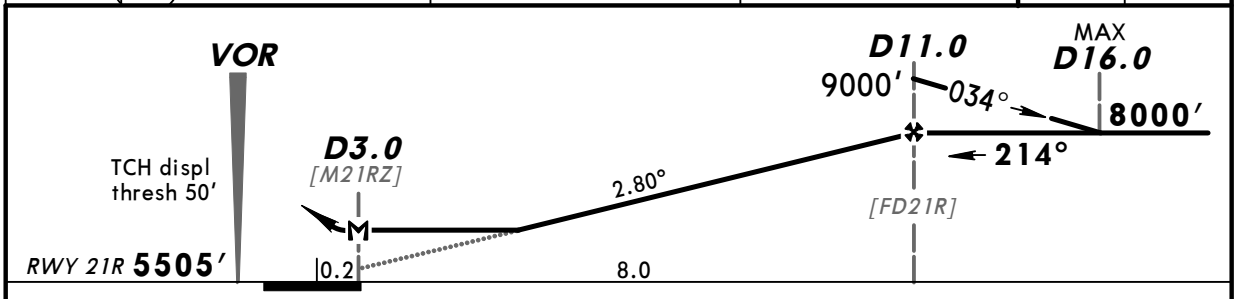
MSA
JSV VOR

Alt Set: hPa | Rwy Elev: 186 hPa | Trans level: By ATC | Trans alt: 8000′

DME required.



RECOMMENDED ALTITUDES	
JSV DME	ALTITUDE
8.0	7110′
7.0	6810′
6.0	6510′
5.0	6210′
4.0	5920′
3.0	5620′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.80°	347	446	495	594	693	792
MAP at D3.0						

HIALS-II PAPI PAPI

JSV 115.2 R-214

7500′ D5.0 whichever later

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY **21R**

MDA(H) **6120′** (615′)

		ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		RVR 2000m
D	RVR 1600m	

CIRCLE-TO-LAND

Max Kts	East of rwy 03L/21R MDA(H)	East of rwy 03L/21R VIS	West of rwy 03L/21R MDA(H)	West of rwy 03L/21R VIS
100	6050′ (492′)	1500m	6070′ (512′)	1500m
135	6060′ (502′)	1600m	6070′ (512′)	1600m
180	6250′ (692′)	2400m	6410′ (852′)	2400m
205	6260′ (702′)	3600m	6410′ (852′)	3600m

CHANGES: ICAO code.

© JEPPESEN, 2004, 2012. ALL RIGHTS RESERVED.

6.3.55 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

FAOR/JNB
O R TAMBO INTL

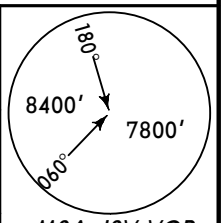
JEPPESEN 28 DEC 12 (13-2) Eff 10 Jan

JOHANNESBURG, S AFR REP
VOR Y Rwy 21R

BRIEFING STRIP™

D-ATIS	*JOHANNESBURG Radar (APP) West	*JOHANNESBURG Radar (APP) South/East	*JOHANNESBURG Director (APP)	*O R TAMBO Tower West	*O R TAMBO Tower East	Ground (also Tower outside Twr hr)
126.2	123.7	124.5	121.4	118.1	118.6	121.9

VOR JSV 115.2	Final Apch Crs 214°	Minimum Alt D11.0 JSV 8000′ (2495′)	MDA(H) Refer to Minimums	Apt Elev 5558′ RWY 5505′



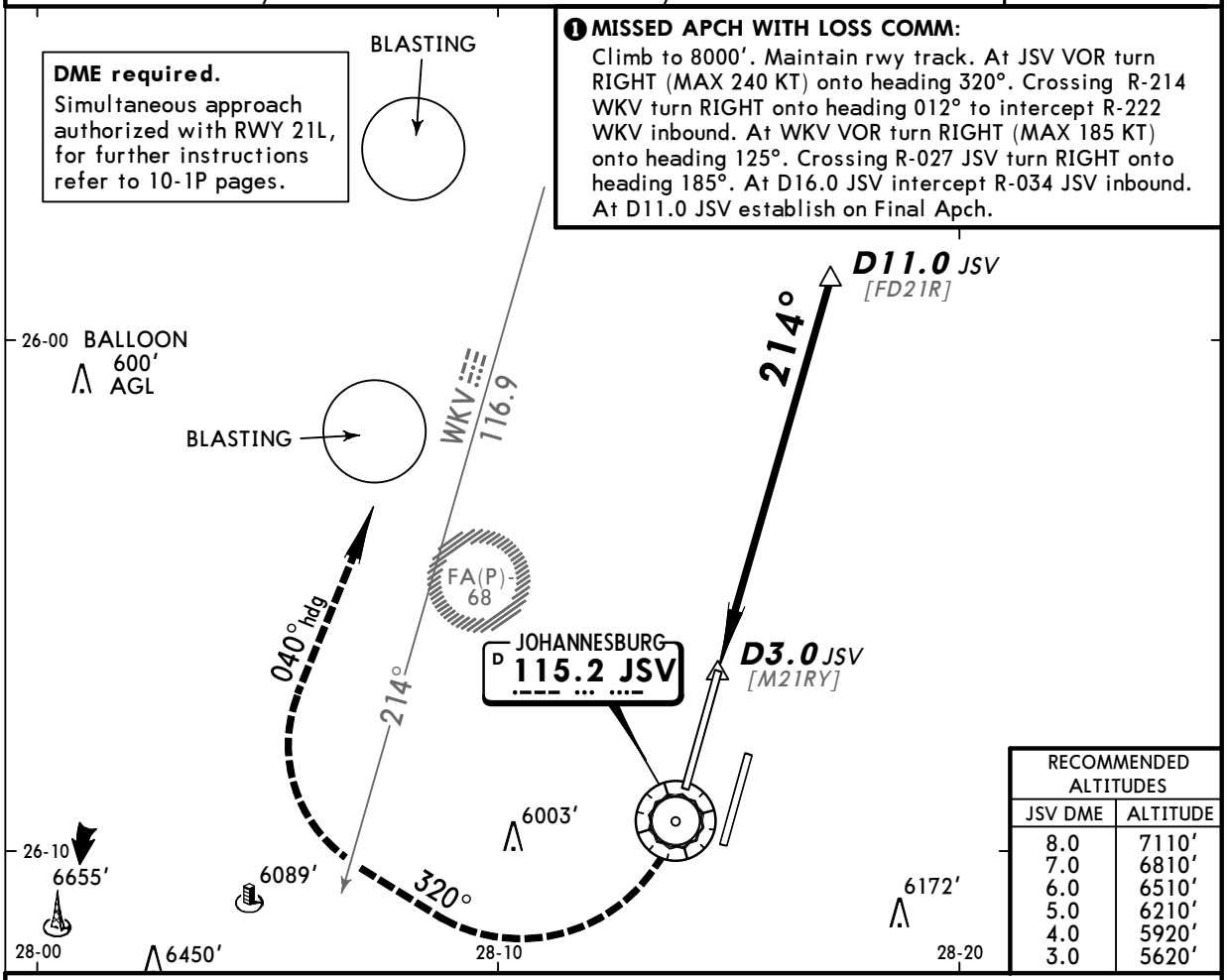
MSA JSV VOR

MISSED APCH: Climb to 8000′. Maintain rwy track. At JSV VOR turn RIGHT (MAX 240 KT) onto heading 320°. Crossing R-214 WKV turn RIGHT onto heading 040° for radar vectoring onto RWY 21R. ❶

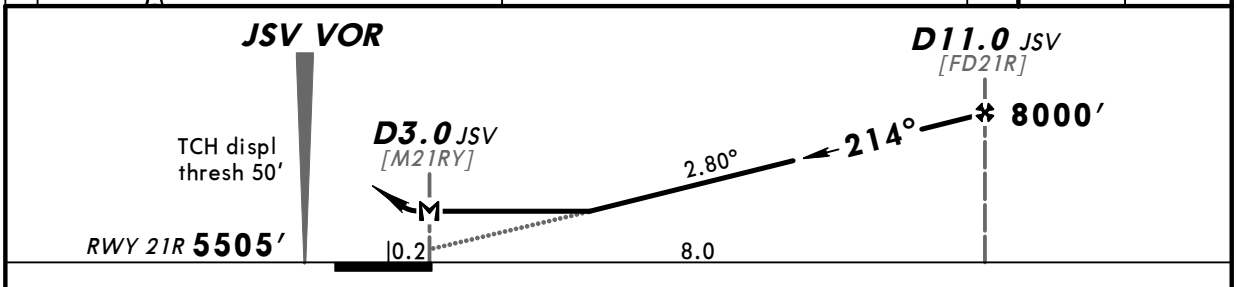
Alt Set: hPa | Rwy Elev: 186 hPa | Trans level: By ATC | Trans alt: 8000′

DME required.
Simultaneous approach authorized with RWY 21L, for further instructions refer to 10-1P pages.

❶ **MISSED APCH WITH LOSS COMM:**
Climb to 8000′. Maintain rwy track. At JSV VOR turn RIGHT (MAX 240 KT) onto heading 320°. Crossing R-214 WKV turn RIGHT onto heading 012° to intercept R-222 WKV inbound. At WKV VOR turn RIGHT (MAX 185 KT) onto heading 125°. Crossing R-027 JSV turn RIGHT onto heading 185°. At D16.0 JSV intercept R-034 JSV inbound. At D11.0 JSV establish on Final Apch.



RECOMMENDED ALTITUDES	
JSV DME	ALTITUDE
8.0	7110′
7.0	6810′
6.0	6510′
5.0	6210′
4.0	5920′
3.0	5620′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.80°	347	446	495	594	693	792
MAP at D3.0 JSV						

HIALS-II PAPI PAPI JSV 115.2

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY **21R**

	Missed apch climb gradient mim 5.1% up to 8000 MDA(H) 5980′ (475′)		Missed apch climb gradient mim 2.5% MDA(H) 7030′ (1525′)	
		ALS out		ALS out
A	RVR 1000m	RVR 1500m	RVR 1200m	RVR 1500m
B	RVR 1200m		RVR 1400m	
C		RVR 2000m		RVR 2000m
D	RVR 1600m		RVR 1800m	

CIRCLE-TO-LAND

Max Kts	East of rwy 03L/21R MDA(H)	East of rwy 03L/21R VIS	West of rwy 03L/21R MDA(H)	West of rwy 03L/21R VIS
100	6050′ (492′)	1500m	6070′ (512′)	1500m
135	6060′ (502′)	1600m	6070′ (512′)	1600m
180	6250′ (692′)	2400m	6410′ (852′)	2400m
205	6260′ (702′)	3600m	6410′ (852′)	3600m

CHANGES: ICAO code.

© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

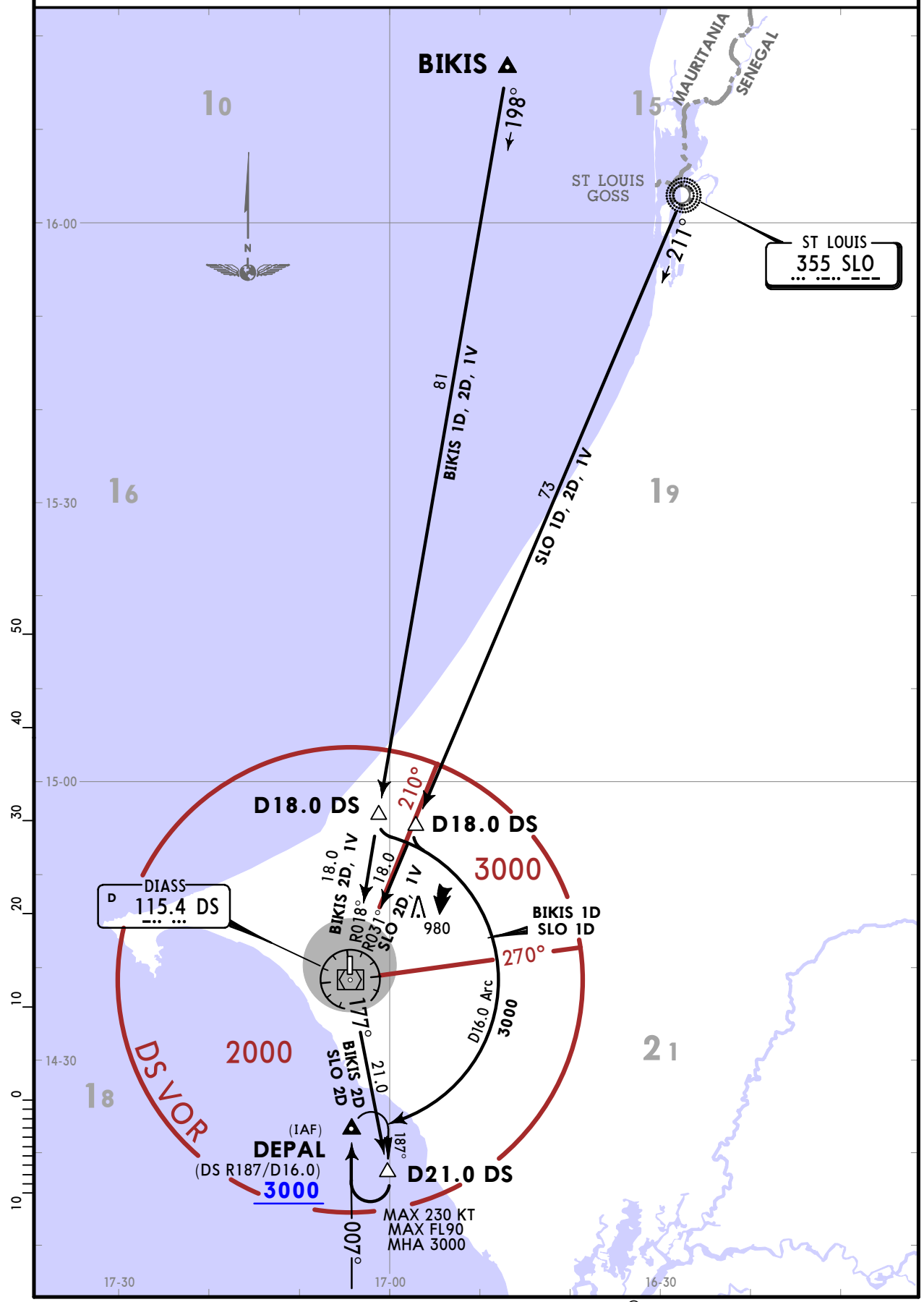
GOBD/DSS
BLAISE DIAGNE INTL

JEPPESEN 22 JUN 18 10-2

DAKAR-DIASS, SENEGAL
STAR

ATIS	Apt Elev	Alt Set: hPa	Trans level: By ATC
126.2 (French 126.6)	290		

BIKIS 1D [BIKI1D], BIKIS 2D [BIKI2D], BIKIS 1V [BIKI1V]
SLO 1D [SLO1D], SLO 2D [SLO2D], SLO 1V [SLO1V]
RWY 01 ARRIVALS



CHANGES: Location name.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

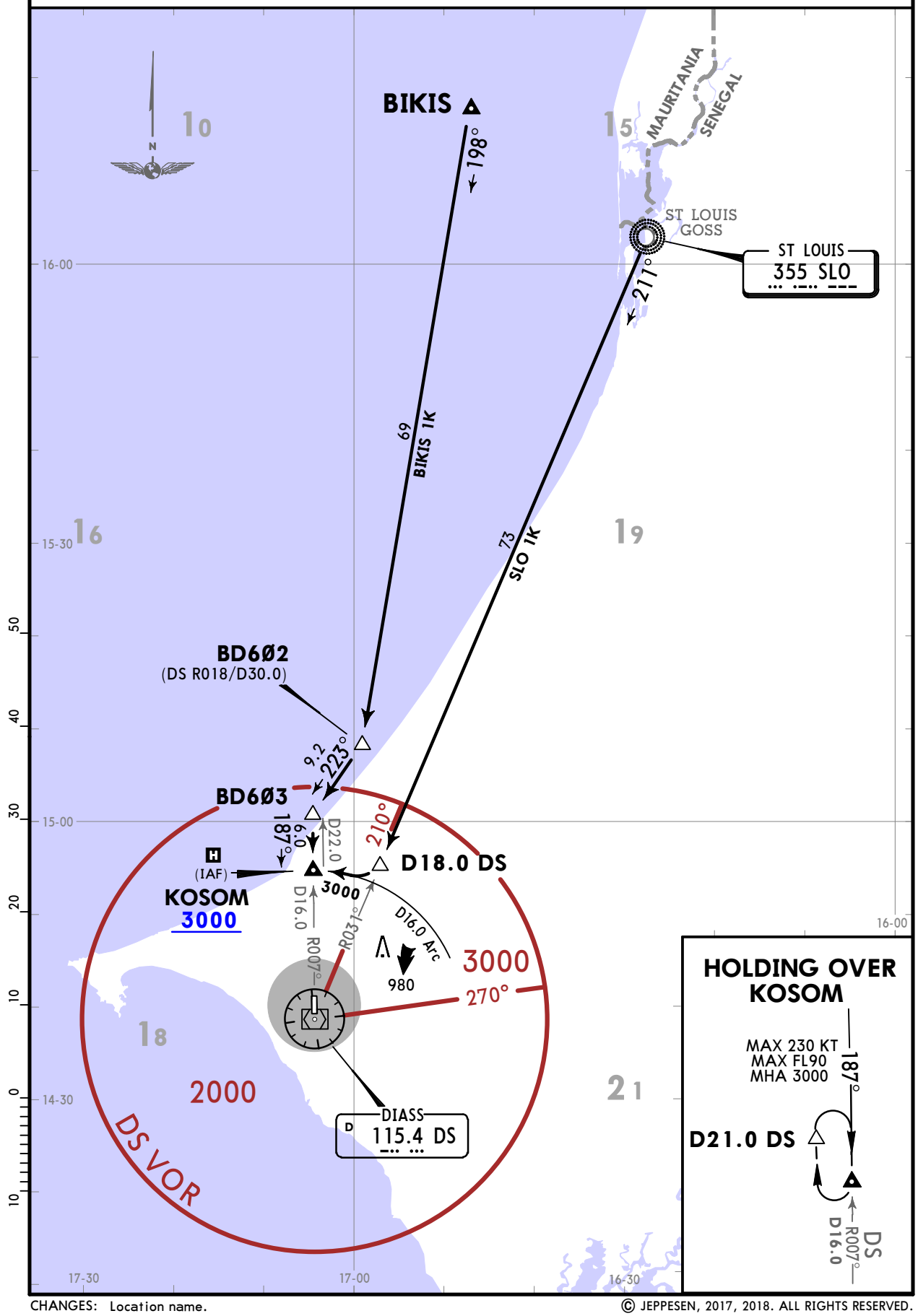
GOBD/DSS
BLAISE DIAGNE INTL

JEPPESEN 22 JUN 18 (10-2A)

DAKAR-DIASS, SENEGAL
STAR

ATIS	Apt Elev	
126.2 (French 126.6)	290	Alt Set: hPa Trans level: By ATC

BIKIS 1K [BIKI1K]
SLO 1K [SLO1K]
RWY 19 ARRIVALS



CHANGES: Location name.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

6.4.3 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

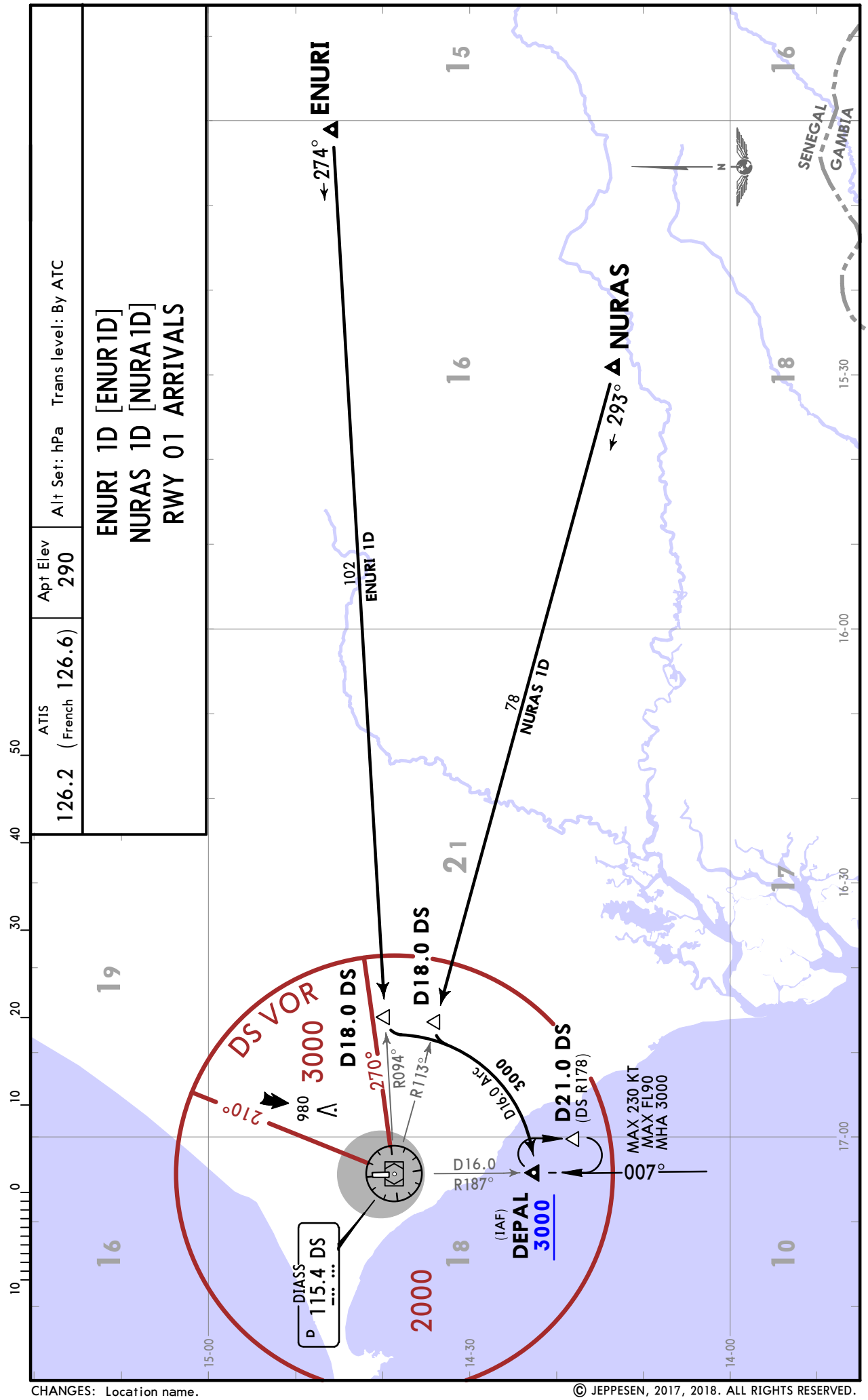
GOBD/DSS
BLAISE DIAGNE INTL

JEPPESEN
22 JUN 18
10-2B

DAKAR-DIASS, SENEGAL
STAR

ENURI 1D [ENUR1D]
NURAS 1D [NURA1D]
RWY 01 ARRIVALS

ATIS	Apt Elev	Alt Set: hPa	Trans level: By ATC
126.2 (French 126.6)	290		



CHANGES: Location name.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

6.4.4 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

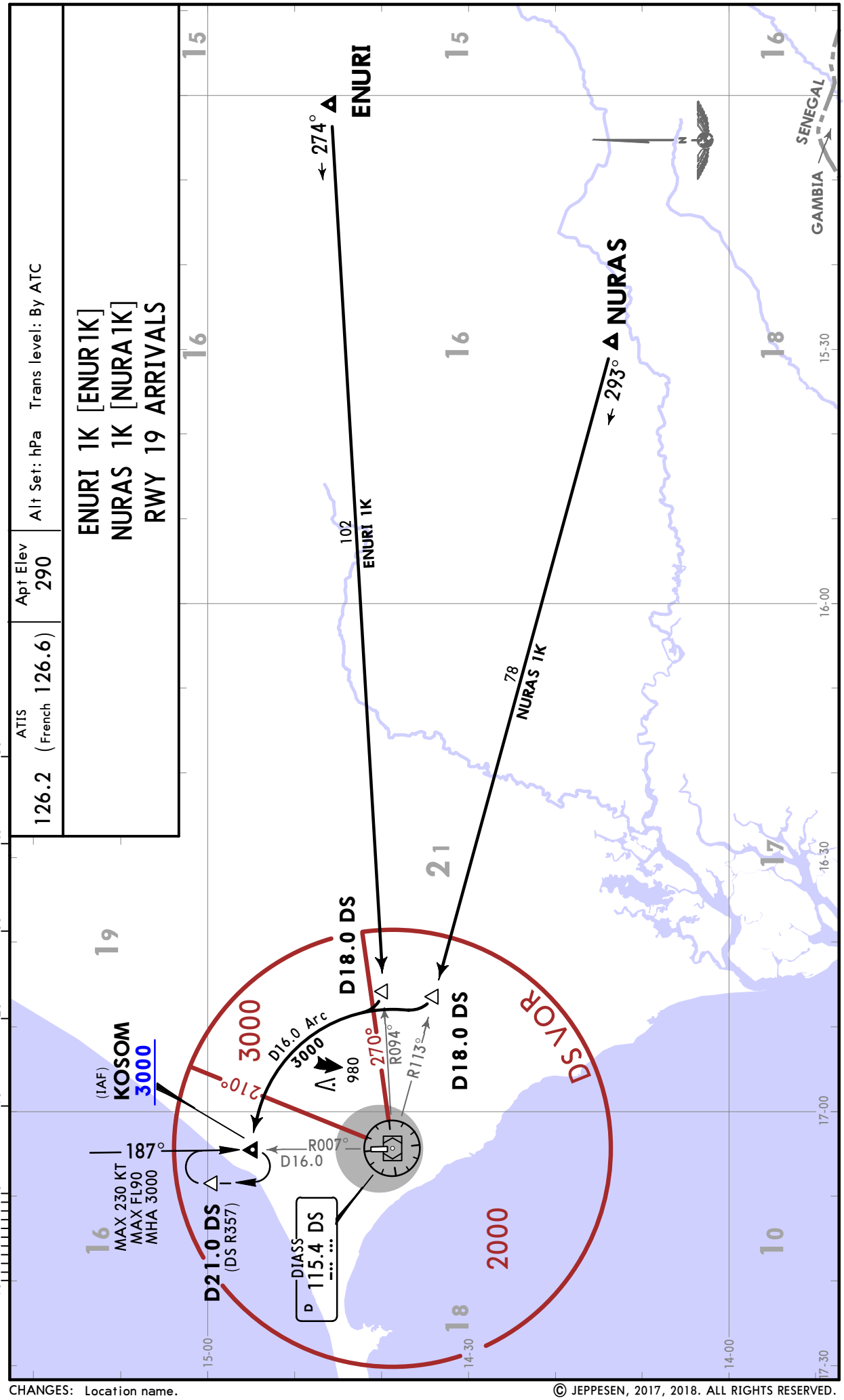
GOBD/DSS
BLAISE DIAGNE INTL

JEPPESEN
22 JUN 18
10-2C

DAKAR-DIASS, SENEGAL
STAR

ENURI 1K [ENUR1K]
NURAS 1K [NURA1K]
RWY 19 ARRIVALS

Alt Set: hPa Trans level: By ATC
Apt Elev 290
ATIS 126.2 (French 126.6)



CHANGES: Location name.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

GOBD/DSS
BLAISE DIAGNE INTL

JEPPESEN 22 JUN 18 10-2D

DAKAR-DIASS, SENEGAL
STAR

BJ 1D [BJ1D], ERIDI 1D [ERID1D]
RWY 01 ARRIVALS

Alt Set: hPa Trans level: By ATC
Apt Elev 290
ATIS 126.2 (French 126.6)

HOLDING OVER DEPAL
DS R187° D16.0
187°
D21.0 DS
007°
MAX 230 KT
MAX FL90
MHA 3000

ERIDI
315°
125
ERIDI 1D
728
353°
57
BJ 1D
BANJUL
112.9 BJ
BANJUL Banjul Intl GBYD
DIASS
115.4 DS
D18.0 DS
D25.0 DS
R135°
D16.0 at 5000
R168°
10.2
314°
D16.0
R187°
DEPAL (IAF)
3000
DS VOR
2000
3000
270°
210°
GAMBIA
SENEGAL
SENEGAL
GAMBIA
16
18
17
21
10
16
18
10
50
40
30
20
10
0
10
15-00
15-30
16-00
16-30
17-00
14-30
14-00
13-30

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

6.4.6 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

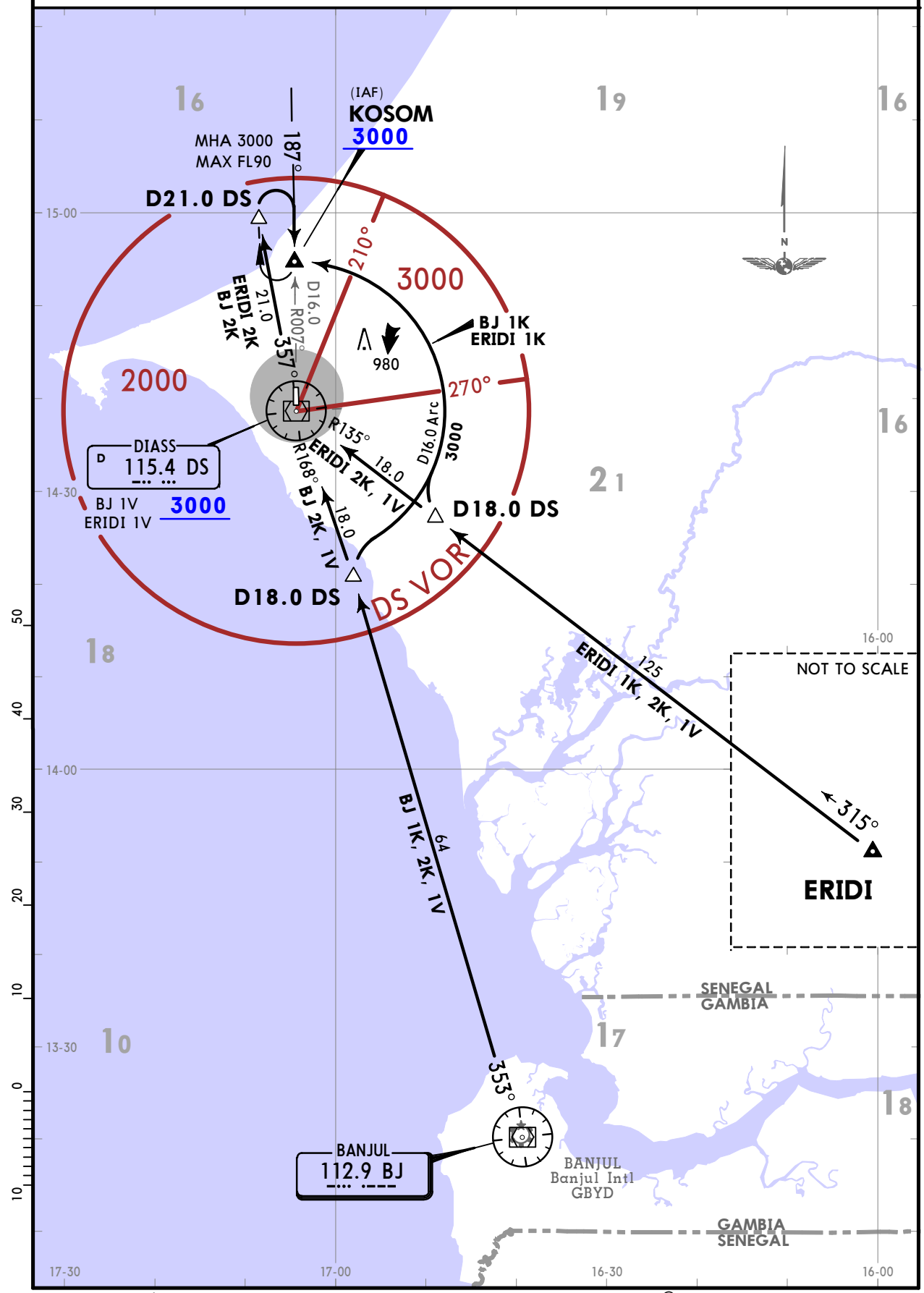
GOBD/DSS
BLAISE DIAGNE INTL

JEPPESEN 1 DEC 17 (10-2E) Eff 7 Dec

DIASS-THIES, SENEGAL
STAR

ATIS	Apt Elev	
126.2 (French 126.6)	290′	Alt Set: hPa Trans level: By ATC

BJ 1K [BJ1K], BJ 2K [BJ2K], BJ 1V [BJ1V]
ERIDI 1K [ERID1K], ERIDI 2K [ERID2K], ERIDI 1V [ERID1V]
RWY 19 ARRIVALS



CHANGES: New chart.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

6.4.7 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

GOBD/DSS
BLAISE DIAGNE INTL

JEPPESEN
22 JUN 18
10-2F

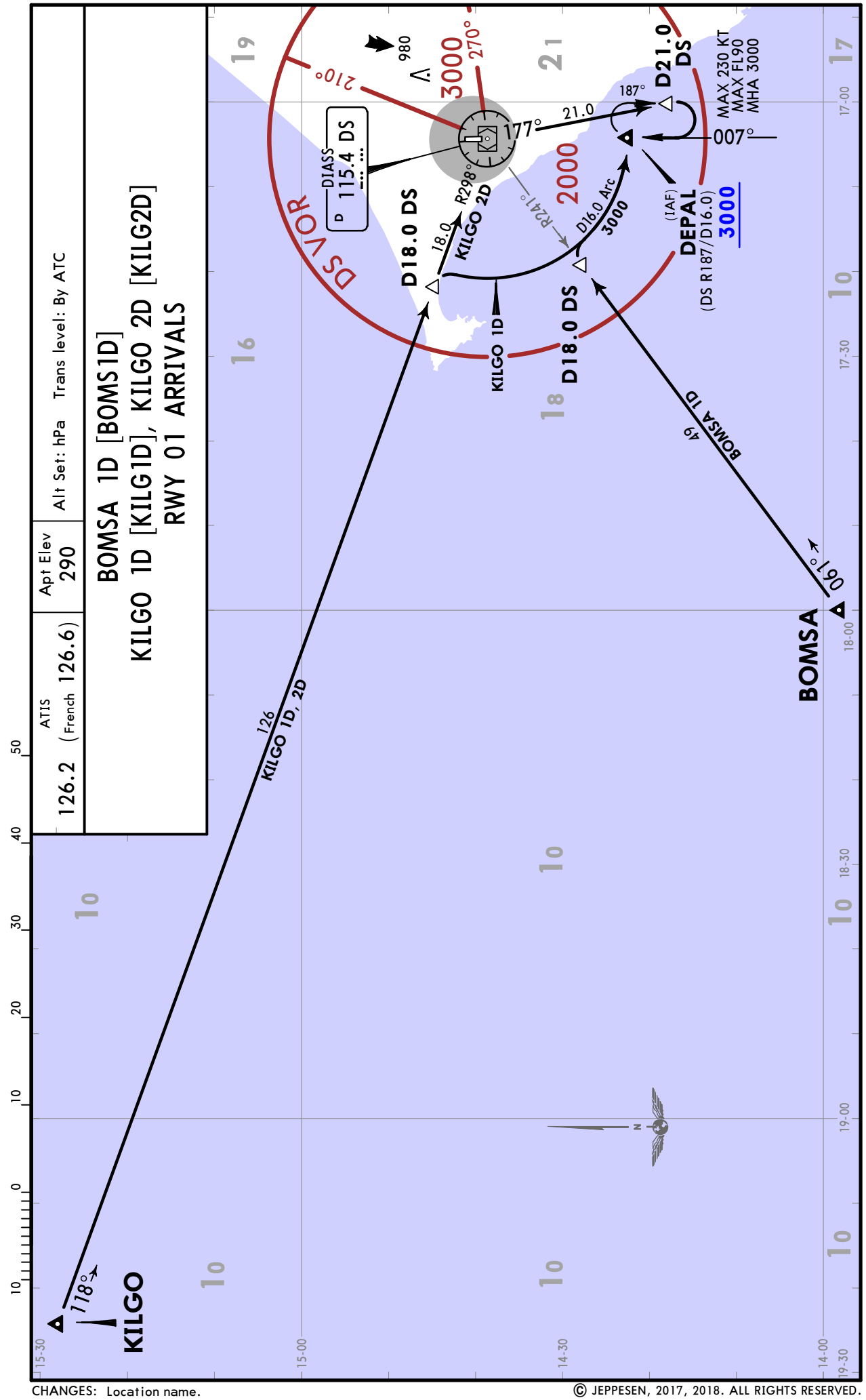
DAKAR-DIASS, SENEGAL
STAR

ATIS
126.2 (French 126.6)

Apt Elev
290

Alt Set: hPa Trans level: By ATC

BOMSA 1D [BOMS1D]
KILGO 1D [KILG1D], KILGO 2D [KILG2D]
RWY 01 ARRIVALS



CHANGES: Location name.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

6.4.8 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

GOBD/DSS
BLAISE DIAGNE INTL

JEPPESEN 22 JUN 18 (10-2G)

DAKAR-DIASS, SENEGAL
STAR

BOMSA 1K [BOMS1K], BOMSA 1V [BOMS1V]
KILGO 1K [KILG1K]
RWY 19 ARRIVALS

Alt Set: hPa Trans level: By ATC
Apt Elev 290
ATIS 126.2 (French 126.6)

MAX 230 KT
MAX FL90
MHA 3000

KOSOM (IAF) 3000
187°
R007° D16.0
D21.0 DS (DS R357)
D16.0 Arc 3000
R298°
D18.0 DS
BOMSA 1K
BOMSA 1V 18.0 R241°
D18.0 DS
2000
3000
210°
270°
980
DIASS 115.4 DS
126 KILGO 1K
118°
KILGO
49 BOMSA 1K, 1V
061°
BOMSA

CHANGES: Location name.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

6.4.9 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

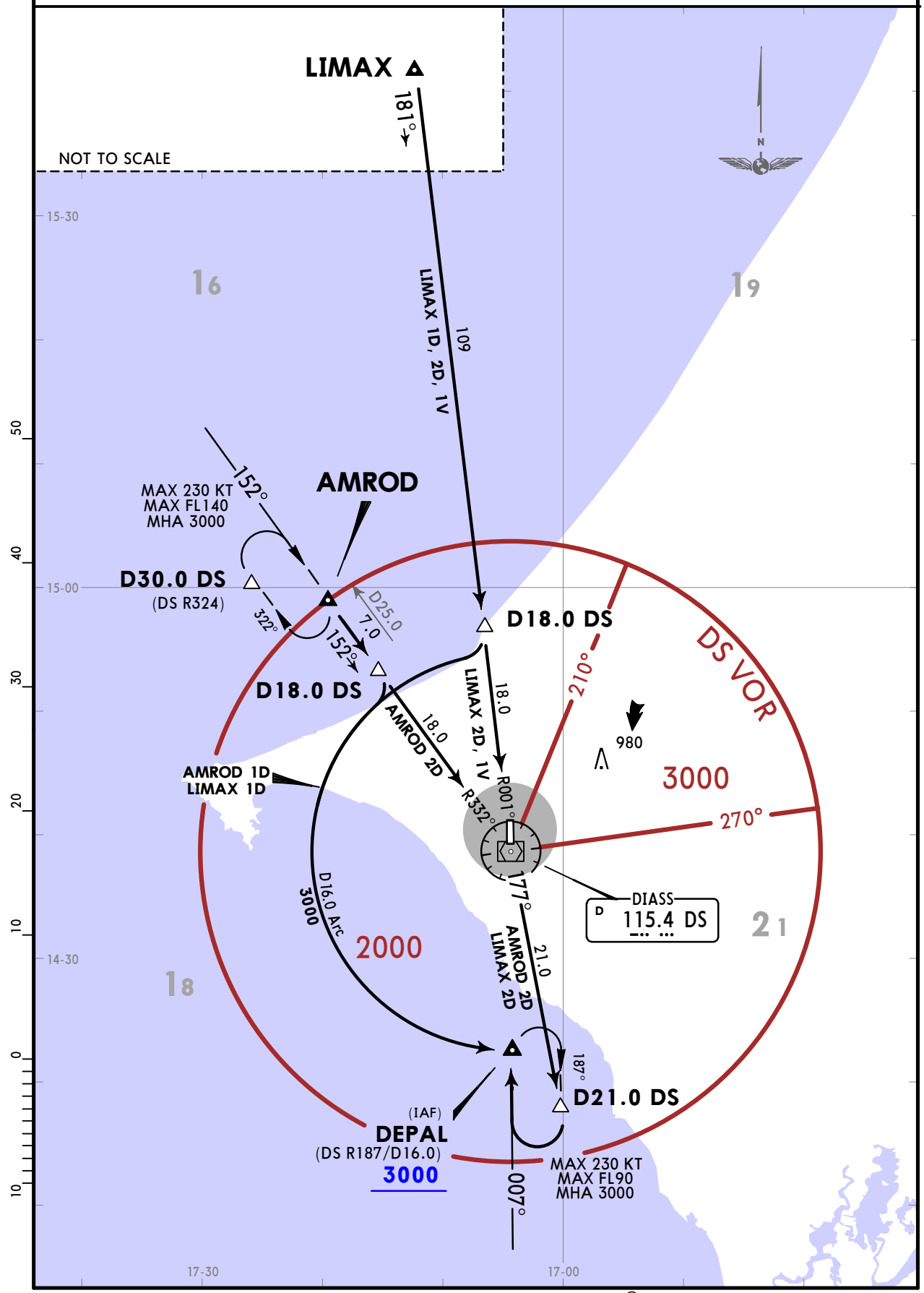
GOBD/DSS
BLAISE DIAGNE INTL

JEPPESEN
22 JUN 18 (10-2H)

DAKAR-DIASS, SENEGAL
STAR

ATIS	Apt Elev	
126.2 (French 126.6)	290	Alt Set: hPa Trans level: By ATC

AMROD 1D [AMRO1D], AMROD 2D [AMRO2D]
LIMAX 1D [LIMA1D], LIMAX 2D [LIMA2D], LIMAX 1V [LIMA1V]
RWY 01 ARRIVALS



CHANGES: Location name.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

6.4.10 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

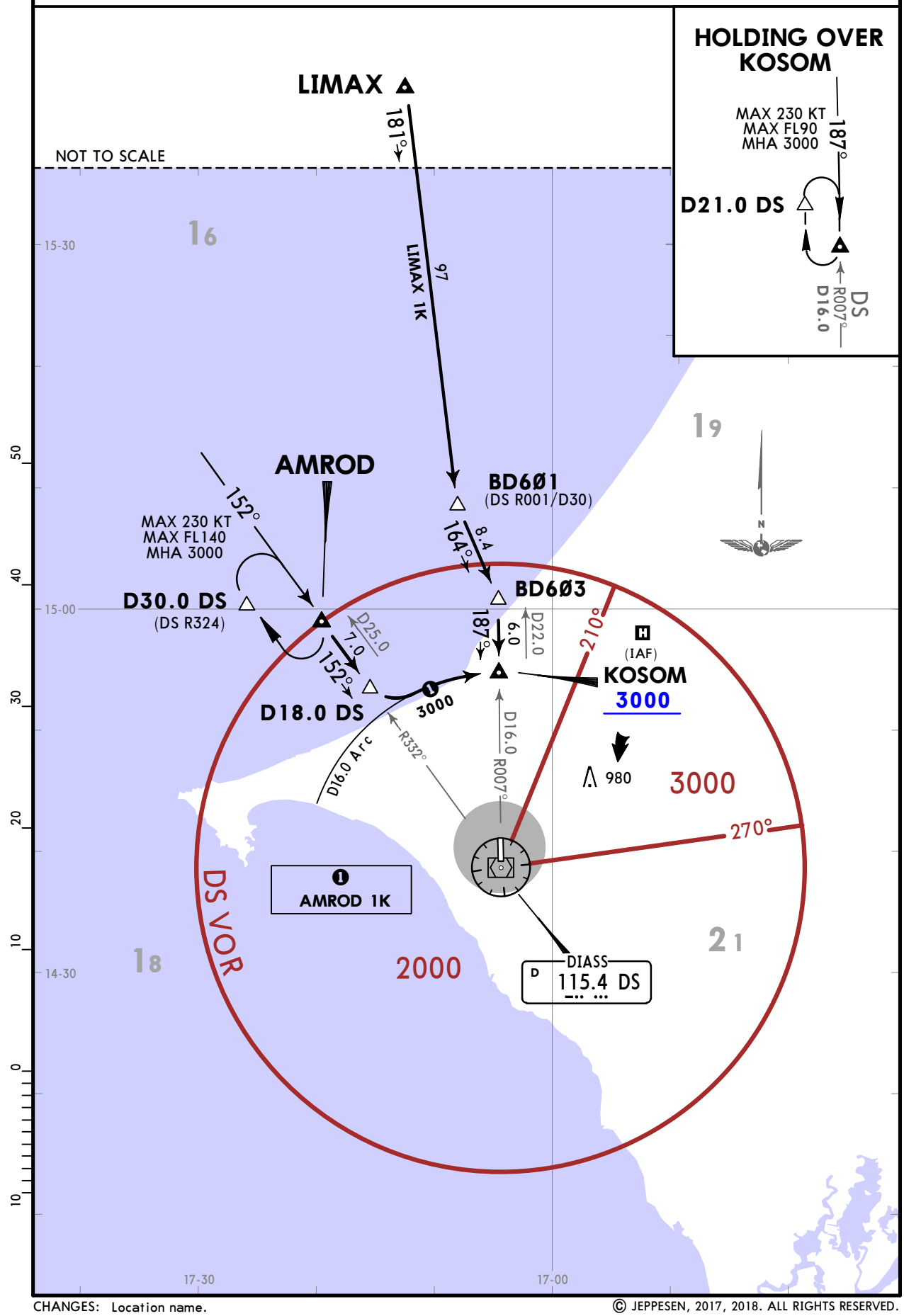
GOBD/DSS
BLAISE DIAGNE INTL

JEPPESEN
22 JUN 18
10-2J

DAKAR-DIASS, SENEGAL
STAR

ATIS	Apt Elev	
126.2 (French 126.6)	290	Alt Set: hPa Trans level: By ATC

AMROD 1K [AMRO1K], LIMAX 1K [LIMA1K]
RWY 19 ARRIVALS



CHANGES: Location name.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

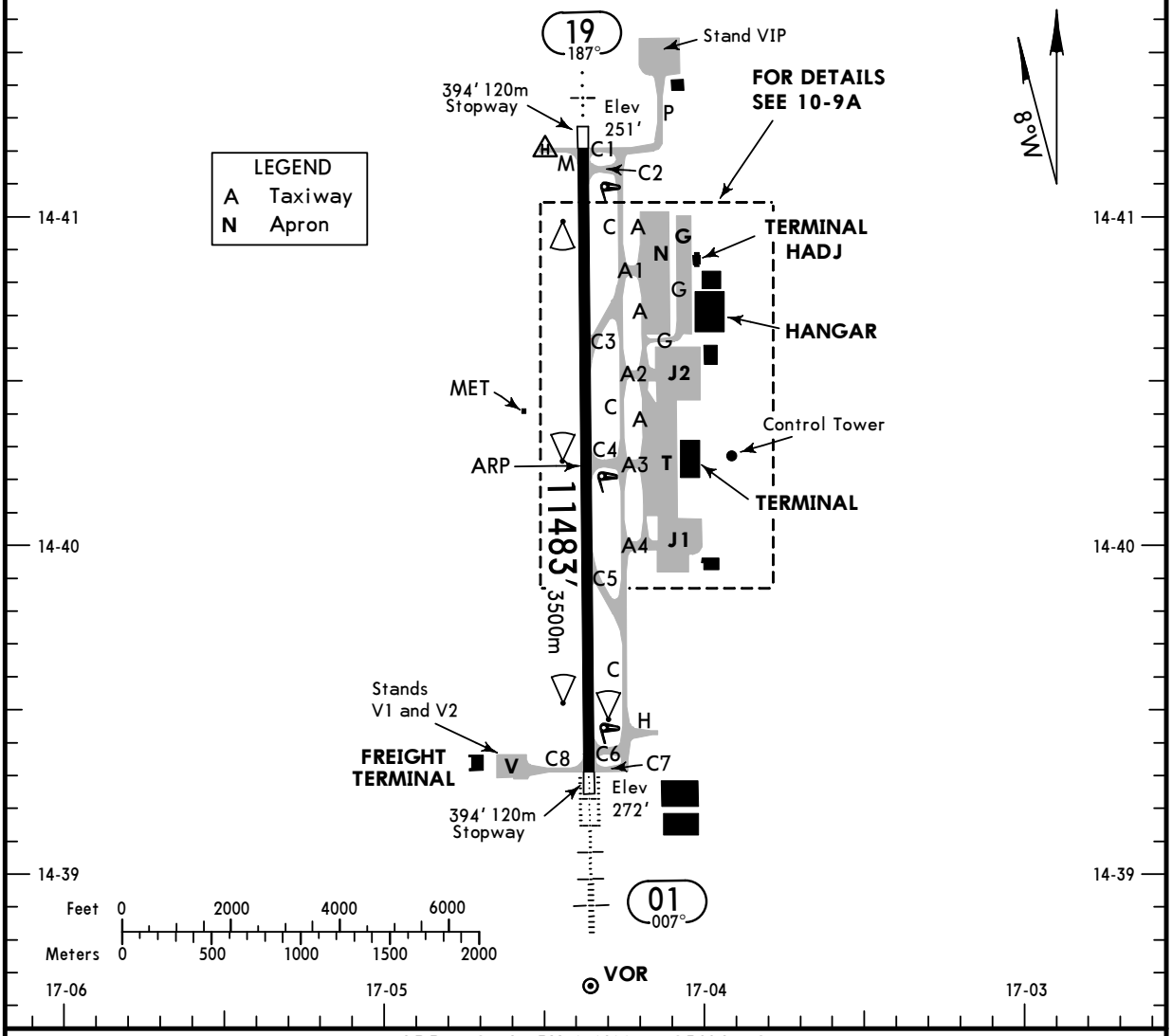
GOBD/DSS

Apt Elev **290′**
N14 40.2 W017 04.4

JEPPESEN 22 JUN 18 (10-9)

DAKAR-DIASS, SENEGAL
BLAISE DIAGNE INTL

ATIS	DIASS Ground	Tower
126.2 (French 126.6)	121.8	118.8



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
01	HIRL (60m) CL (15m) HIALS-II TDZ ❶ RVR		10571′ 3222m		197′ 60m
19	HIRL (60m) CL (15m) HIALS ❶ RVR				

❶ PAPI-L (angle 3.0°)

JAR-OPS

TAKE-OFF

All Rwys

	RCLM (DAY only) or RL	NIL (DAY only)
A B C D	400m	500m

ANTI NOISE PROCEDURE

When take-off on rwy 01 with a clearance to turn RIGHT, the ACFT must maintain the rwy axis until reach 3000′ before beginning RIGHT turn.
When take-off on rwy 19 with a clearance to turn RIGHT, the ACFT must maintain the rwy axis during 3 minutes before beginning RIGHT turn.

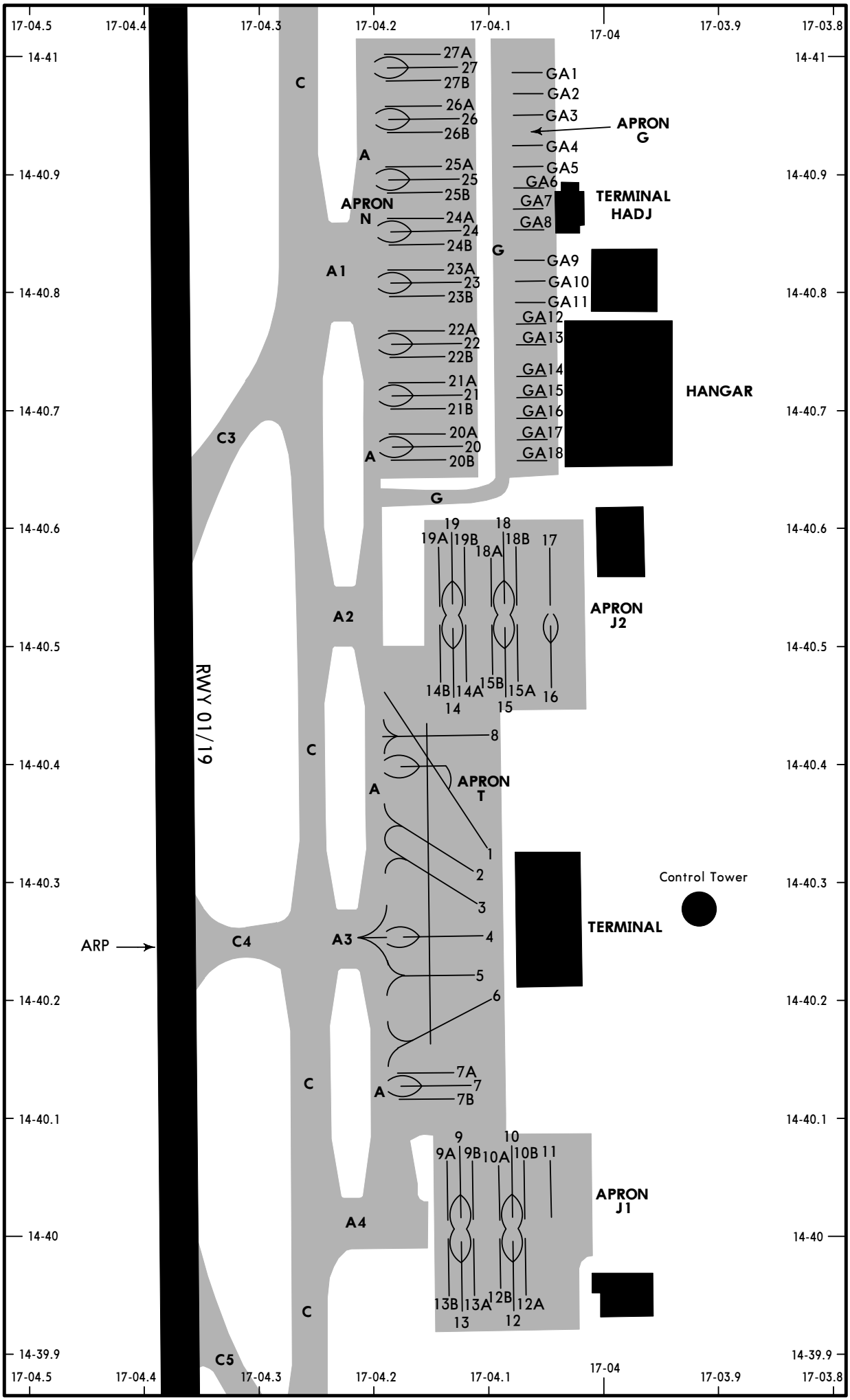
CHANGES: Location name.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

GOBD/DSS

JEPPESEN
22 JUN 18 (10-9A)

DAKAR-DIASS, SENEGAL
BLAISE DIAGNE INTL



CHANGES: Location name.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

GOBD/DSS

JEPPESEN

22 JUN 18 (10-9B)

DAKAR-DIASS, SENEGAL

BLAISE DIAGNE INTL

INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
1	N14 40.3 W017 04.1	283′	23B	N14 40.8 W017 04.1	263′
2, 3	N14 40.3 W017 04.1	282′	24	N14 40.8 W017 04.1	261′
4 thru 6	N14 40.2 W017 04.1	282′	24A	N14 40.9 W017 04.1	260′
7, 7A	N14 40.1 W017 04.1	281′	24B	N14 40.8 W017 04.1	261′
7B	N14 40.1 W017 04.1	280′	25	N14 40.9 W017 04.1	259′
8	N14 40.4 W017 04.1	282′	25A	N14 40.9 W017 04.1	258′
9	N14 40.1 W017 04.1	279′	25B	N14 40.9 W017 04.1	259′
9A	N14 40.1 W017 04.1	278′	26	N14 40.9 W017 04.1	256′
9B	N14 40.1 W017 04.1	279′	26A	N14 41.0 W017 04.1	255′
10 thru 10B	N14 40.1 W017 04.1	280′	26B	N14 40.9 W017 04.1	256′
11	N14 40.1 W017 04.0	281′	27	N14 41.0 W017 04.1	254′
12, 12A	N14 39.9 W017 04.1	279′	27A	N14 41.0 W017 04.1	253′
12B	N14 39.9 W017 04.1	278′	27B	N14 41.0 W017 04.1	254′
13 thru 13B	N14 39.9 W017 04.1	277′	GA1	N14 41.0 W017 04.0	253′
14, 14A	N14 40.5 W017 04.1	279′	GA2	N14 41.0 W017 04.0	254′
14B	N14 40.5 W017 04.1	278′	GA3	N14 40.9 W017 04.0	255′
15, 15A	N14 40.5 W017 04.1	281′	GA4 thru GA7	N14 40.9 W017 04.0	256′
15B	N14 40.5 W017 04.1	280′	GA8	N14 40.8 W017 04.0	256′
16	N14 40.5 W017 04.0	282′	GA9	N14 40.8 W017 04.0	257′
17	N14 40.6 W017 04.0	277′	GA10	N14 40.8 W017 04.0	258′
18, 18A	N14 40.6 W017 04.1	275′	GA11	N14 40.8 W017 04.0	259′
18B	N14 40.6 W017 04.1	276′	GA12	N14 40.8 W017 04.0	260′
19, 19A	N14 40.6 W017 04.1	273′	GA13	N14 40.8 W017 04.0	261′
19B	N14 40.6 W017 04.1	274′	GA14	N14 40.7 W017 04.0	263′
20	N14 40.7 W017 04.1	270′	GA15	N14 40.7 W017 04.0	264′
20A	N14 40.7 W017 04.1	269′	GA16	N14 40.7 W017 04.0	265′
20B	N14 40.7 W017 04.1	270′	GA17	N14 40.7 W017 04.0	266′
21	N14 40.7 W017 04.1	268′	GA18	N14 40.7 W017 04.0	267′
21A	N14 40.7 W017 04.1	267′	V1	N14 39.3 W017 04.6	279′
21B	N14 40.7 W017 04.1	268′	V2	N14 39.4 W017 04.6	279′
22	N14 40.8 W017 04.1	266′	VIP	N14 41.5 W017 04.2	216′
22A	N14 40.8 W017 04.1	265′			
22B	N14 40.7 W017 04.1	266′			
23	N14 40.8 W017 04.1	263′			
23A	N14 40.8 W017 04.1	262′			

CHANGES: Location name.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

GOBD/DSS

JEPPESEN
22 JUN 18 10-9S

Standard

DAKAR-DIASS, SENEGAL
BLAISE DIAGNE INTL

STRAIGHT-IN RWY		A	B	C	D
01	ILS Z, Y or X	**472**′(200′)	**472**′(200′)	**482**′(210′)	**492**′(220′)
	FULL	**R550m**	**R550m**	**R600m**	**R600m**
	TDZ or CL out	❶ R550m	❶ R550m	❶ R600m	❶ R600m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❷ LOC Z, Y or X	**580**′(308′)	**580**′(308′)	**580**′(308′)	**580**′(308′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	RNAV (LNAV/VNAV)	**522**′(250′)	**532**′(260′)	**542**′(270′)	**552**′(280′)
		❸ **R750m**	❸ **R750m**	❸ **R750m**	❸ **R750m**
	ALS out	R1300m	R1300m	R1300m	R1300m
	❷RNAV (LNAV)	**640**′(368′)	**640**′(368′)	**640**′(368′)	**640**′(368′)
		R1000m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	❷ VOR Z or Y	**640**′(368′)	**640**′(368′)	**640**′(368′)	**640**′(368′)
		R1000m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
19	RNAV (LNAV/VNAV)	**501**′(250′)	**511**′(260′)	**521**′(270′)	**531**′(280′)
		R800m	**R800m**	**R900m**	**R900m**
	ALS out	R1300m	R1300m	R1300m	R1300m
	❷RNAV (LNAV)	**640**′(389′)	**640**′(389′)	**640**′(389′)	**640**′(389′)
		R1400m	**R1400m**	**R1400m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	❷ VOR Z or Y	**640**′(389′)	**640**′(389′)	**640**′(389′)	**640**′(389′)
		R1400m	**R1400m**	**R1400m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m

❶W/o HUD/AP/FD: RVR 750m.
❷Continuous Descent Final Approach.
❸With TDZ & CL & HUD: RVR 600m.

CIRCLE-TO-LAND ❹	100 KT	135 KT	180 KT	205 KT
	770′(480′)	**840**′(550′)	**950**′(660′)	**990**′(700′)
	V1500m	V1600m	V2400m	V3600m

❹NIGHT: NOT AUTHORIZED.

TAKE-OFF

	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A B C D	400m	500m

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

6.4.15 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

GOBD/DSS
BLAISE DIAGNE INTL

JEPPESEN 22 JUN 18 (11-1)

DAKAR-DIASS, SENEGAL
ILS Z or LOC Z Rwy 01

BRIEFING STRIP™

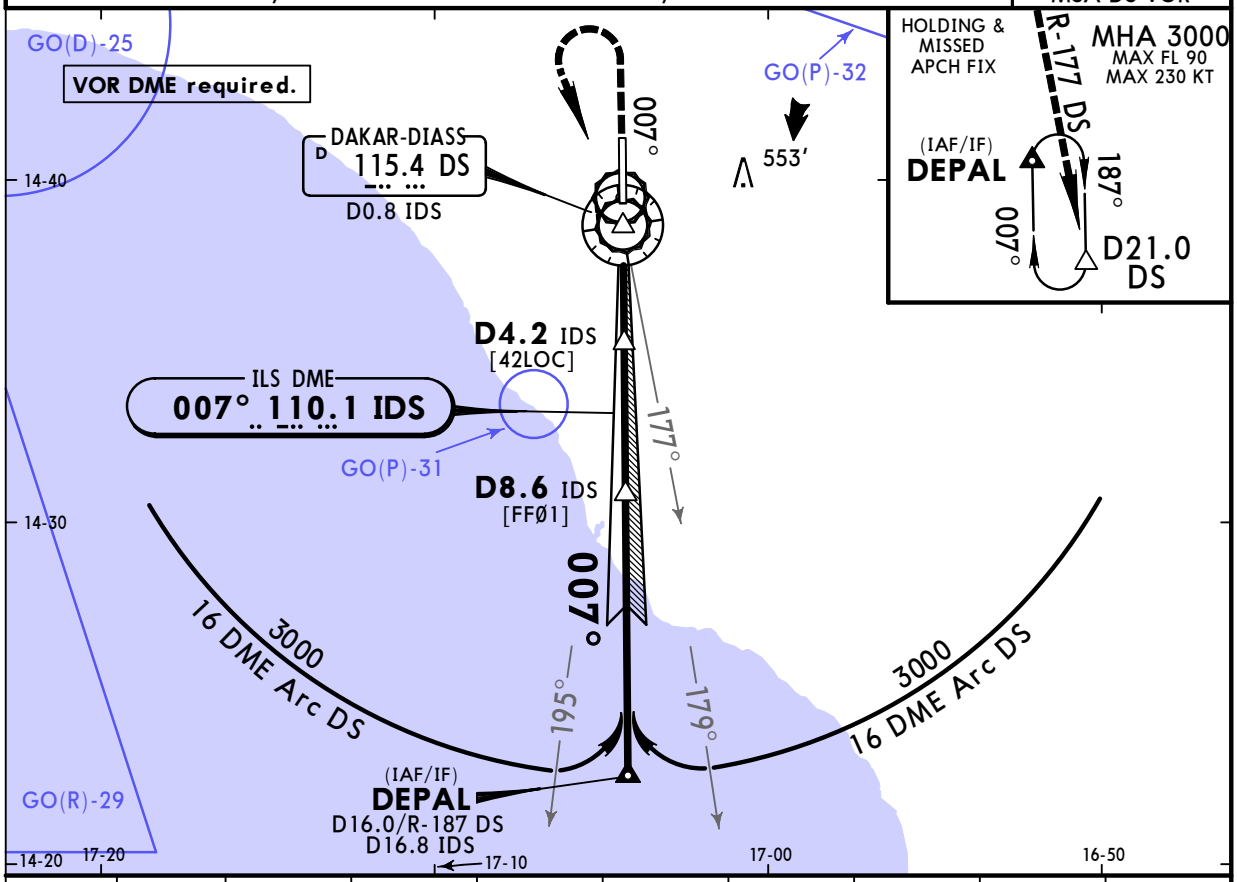
ATIS	DIASS Approach	DIASS Tower	Ground
126.2 (French 126.6)	120.5	118.8	121.8

LOC IDS	Final Apch Crs	GS	ILS DA(H)	Apt Elev 290'
110.1	007°	D4.2 IDS 1600' (1328')	Refer to Minimums	Rwy 272'

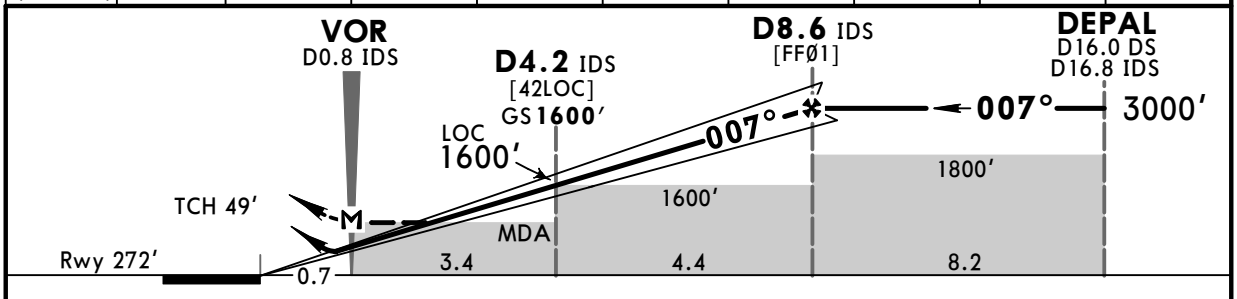
MISSED APCH: Climb on rwy axis. At 2000' turn LEFT climbing to 3000' to join VOR. Then join DEPAL via R-177 DS.
Do not turn before MAP.

MSA DS VOR: 210° 3000 270° 2000

Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 3500'



LOC (GS out)	IDS DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	8.6
	ALTITUDE	900'	1220'	1540'	1850'	2170'	2490'	2810'	3000'



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/D0.8 IDS							

HIALS-II PAPI 2000' on RWY axis

JAR-OPS

STRAIGHT-IN LANDING RWY **01**

	ILS	LOC (GS out)
DA(H)	AB: 472' (200') C: 482' (210') D: 492' (220')	MDA(H) 580' (308')

	FULL	ALS out		ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	RVR 1800m
C	RVR 600m			
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

NIGHT: NOT AUTHORIZED

Max Kts	MDA(H)	VIS
100	770' (480')	1500m
135	840' (550')	1600m
180	950' (660')	2400m
205	990' (700')	3600m

PANS OPS

CHANGES: Location name.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

6.4.16 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

GOBD/DSS
BLAISE DIAGNE INTL

JEPPESEN 22 JUN 18 (11-2)

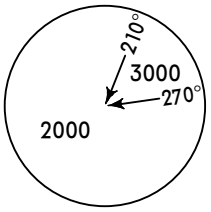
DAKAR-DIASS, SENEGAL
ILS Y or LOC Y Rwy 01

BRIEFING STRIP ™

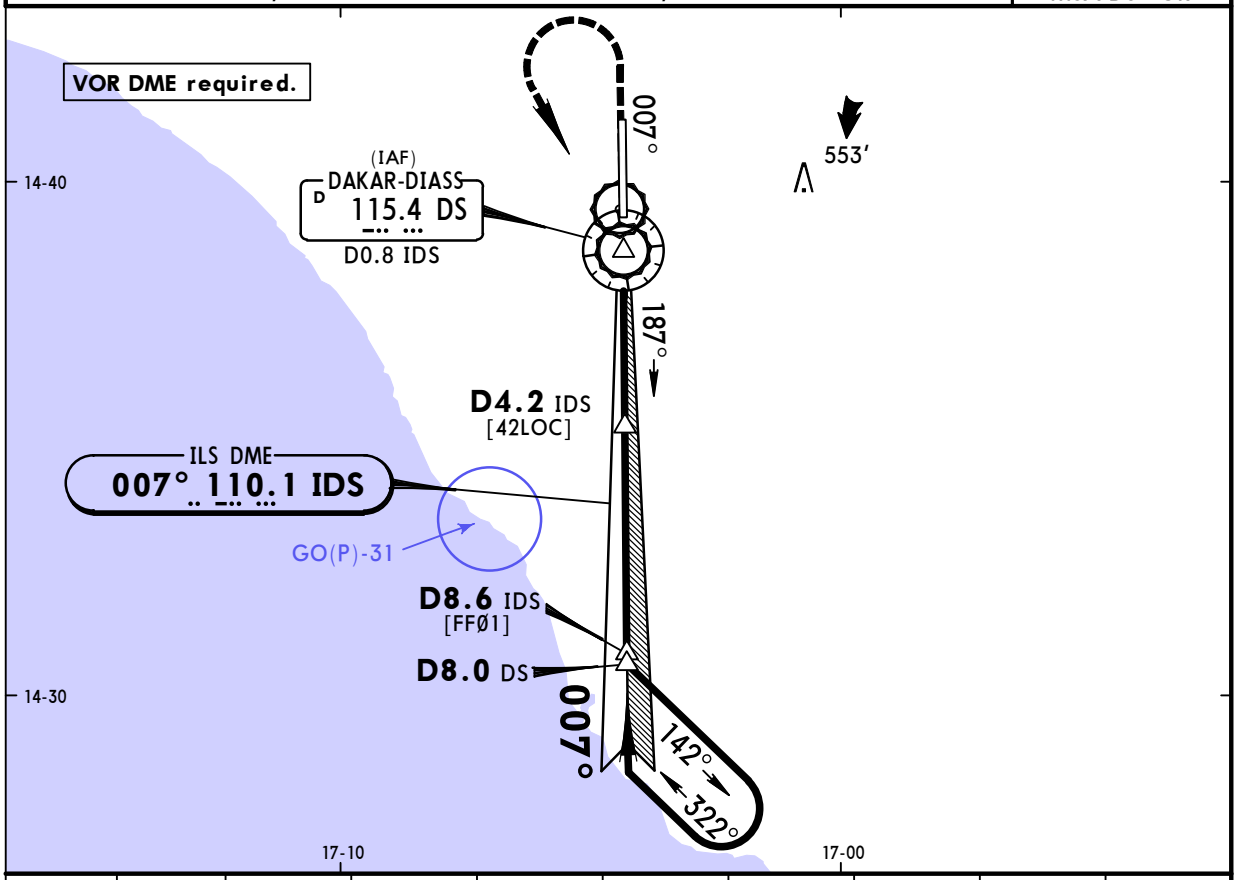
ATIS	DIASS Approach	DIASS Tower	Ground
126.2 (French 126.6)	120.5	118.8	121.8

LOC IDS	Final Apch Crs	GS	ILS DA(H)	Apt Elev 290′
110.1	007°	D4.2 IDS 1600′ (1328′)	Refer to Minimums	Rwy 272′

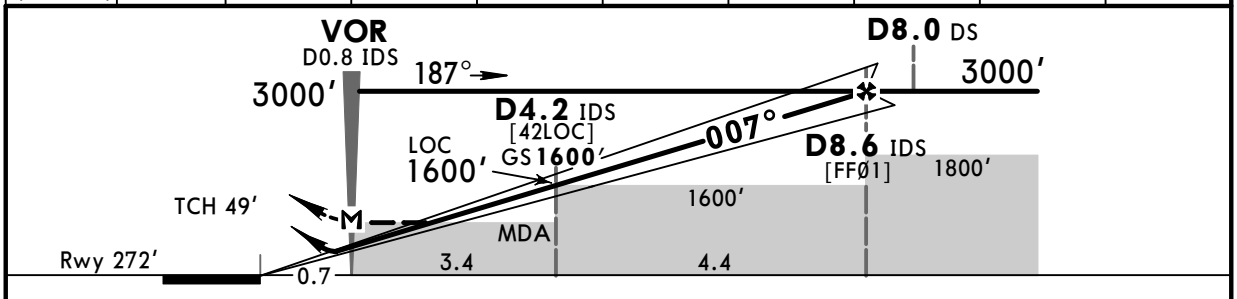
MISSED APCH: Climb on rwy axis. At 2000′ turn LEFT climbing to 3000′ to join VOR. Do not turn before MAP.



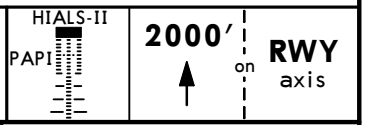
Alt Set: hPa	Rwy Elev: 10 hPa	Trans level: By ATC	Trans alt: 3500′



LOC (GS out)	IDS DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	8.6
	ALTITUDE	900′	1220′	1540′	1850′	2170′	2490′	2810′	3000′



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/D0.8 IDS							



PANS OPS

JAR-OPS

STRAIGHT-IN LANDING RWY **01**

	ILS	LOC (GS out)
DA(H)	AB: **472′** (200′) C: **482′** (210′) D: **492′** (220′)	MDA(H) **580′** (308′)

	FULL	ALS out		ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C	RVR 600m			RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

NIGHT: NOT AUTHORIZED

Max Kts	MDA(H)	VIS
100	770′ (480′)	1500m
135	840′ (550′)	1600m
180	950′ (660′)	2400m
205	990′ (700′)	3600m

CHANGES: Location name.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

6.4.17 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

GOBD/DSS
BLAISE DIAGNE INTL

JEPPESEN 22 JUN 18 (11-3)

DAKAR-DIASS, SENEGAL
ILS X or LOC X Rwy 01

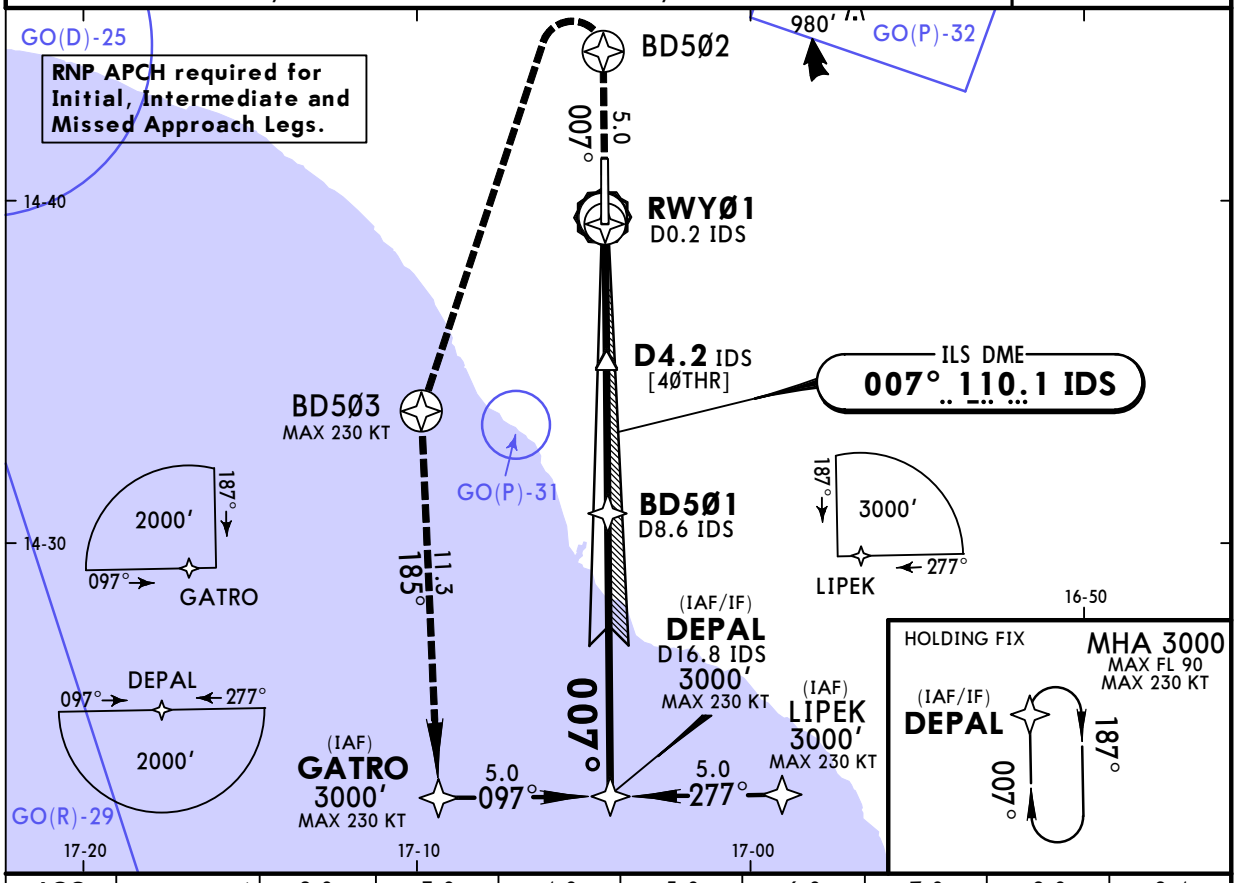
BRIEFING STRIP ™

ATIS	DIASS Approach	DIASS Tower	Ground
126.2 (French 126.6)	120.5	118.8	121.8

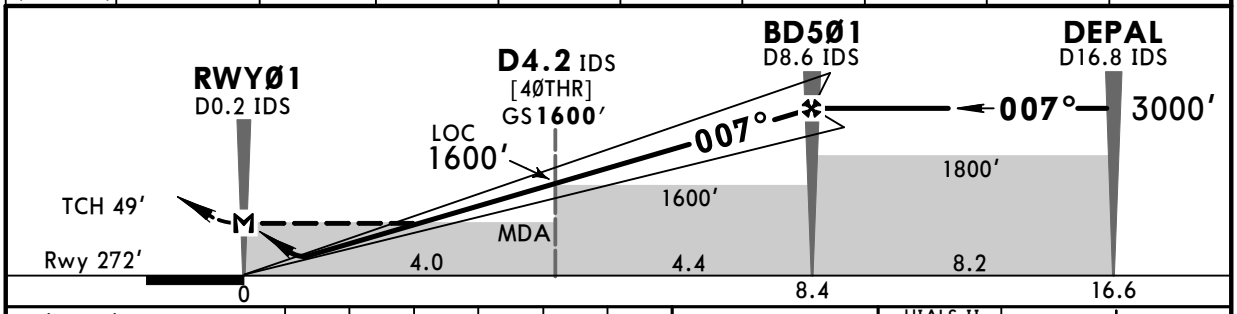
LOC IDS	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 290′ Rwy 272′	TAA 25 NM IAF/IF
110.1	007°	D4.2 IDS 1600′ (1328′)			

MISSED APCH: Climb on rwy axis. At BD5Ø2 turn LEFT climbing to 3000′ and direct to BD5Ø3. Then join GATRO.

Alt Set: hPa	Rwy Elev: 10 hPa	Trans level: By ATC	Trans alt: 3500′



LOC (GS out)	DIST to RWYØ1	2.0	3.0	4.0	5.0	6.0	7.0	8.0	8.4
	ALTITUDE	940′	1260′	1580′	1900′	2220′	2540′	2860′	3000′



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 RWYØ1							

HIALS-II PAPI BD5Ø2 on RWY axis

JAR-OPS

STRAIGHT-IN LANDING RWY 01

DA(H)	ILS	LOC (GS out)
	AB: 472′ (200′) C: 482′ (210′) D: 492′ (220′)	MDA(H) 580′ (308′)

	ILS FULL	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C	RVR 600m			RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

NIGHT: NOT AUTHORIZED

Max Kts.	MDA(H)	VIS
100	770′ (480′)	1500m
135	840′ (550′)	1600m
180	950′ (660′)	2400m
205	990′ (700′)	3600m

PANS OPS

CHANGES: Location name.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

6.4.18 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

GOBD/DSS
BLAISE DIAGNE INTL

JEPPESEN 22 JUN 18 (12-1)

DAKAR-DIASS, SENEGAL
RNAV (GNSS) Rwy 01

BRIEFING STRIP™

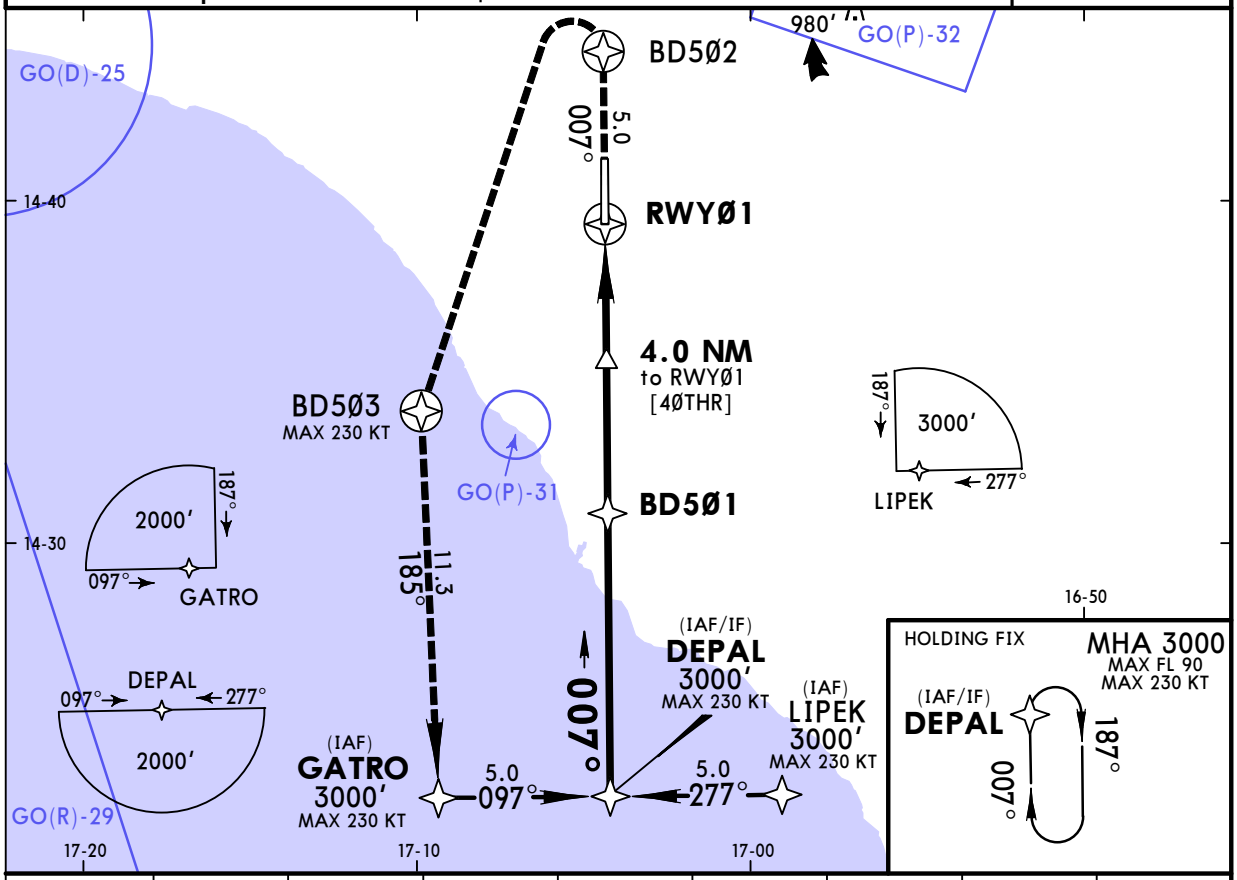
ATIS	DIASS Approach	DIASS Tower	Ground
126.2 (French 126.6)	120.5	118.8	121.8

RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev 290′	TAA
	007°	**BD5Ø1** **3000′** (2728′)	Refer to Minimums	Rwy 272′	25 NM IAF/IF

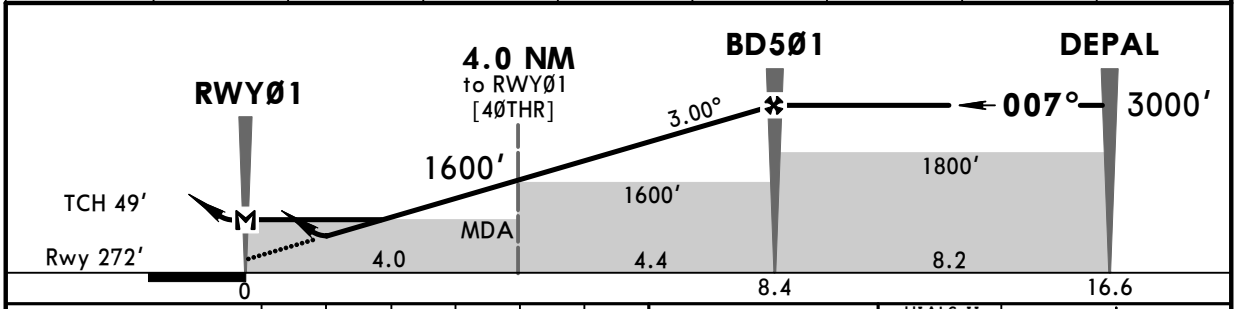
MISSED APCH: Climb on rwy axis. At BD5Ø2 turn LEFT climbing to 3000′ and direct to BD5Ø3. Then join GATRO.

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 3500′

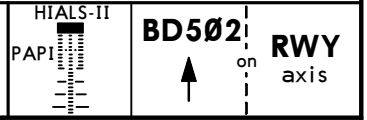
1. **RNP APCH required.** 2. Minimum temperature: 10°C.



DIST to RWYØ1	2.0	3.0	4.0	5.0	6.0	7.0	8.0	8.4
ALTITUDE	940′	1260′	1580′	1900′	2220′	2540′	2860′	3000′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA							
LNAV: MAP at RWYØ1							



PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY **01**

LNAV/VNAV

DA(H) A: **530′** (258′) C: **550′** (278′)
B: **540′** (268′) D: **560′** (288′)

LNAV

MDA(H) **640′** (368′)

	LNAV/VNAV ALS out	LNAV	LNAV ALS out
A	RVR 800m	RVR 1500m	RVR 900m	RVR 1500m
B			RVR 1000m	
C		RVR 1600m		RVR 1800m
D	RVR 1200m	RVR 1800m	RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

NIGHT: NOT AUTHORIZED

Max Kts	MDA(H)	VIS
100	770′ (480′)	1500m
135	840′ (550′)	1600m
180	950′ (660′)	2400m
205	990′ (700′)	3600m

CHANGES: Location name.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

6.4.19 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

GOBD/DSS
BLAISE DIAGNE INTL

JEPPESEN 22 JUN 18 (12-2)

DAKAR-DIASS, SENEGAL
RNAV (GNSS) Rwy 19

BRIEFING STRIP ™

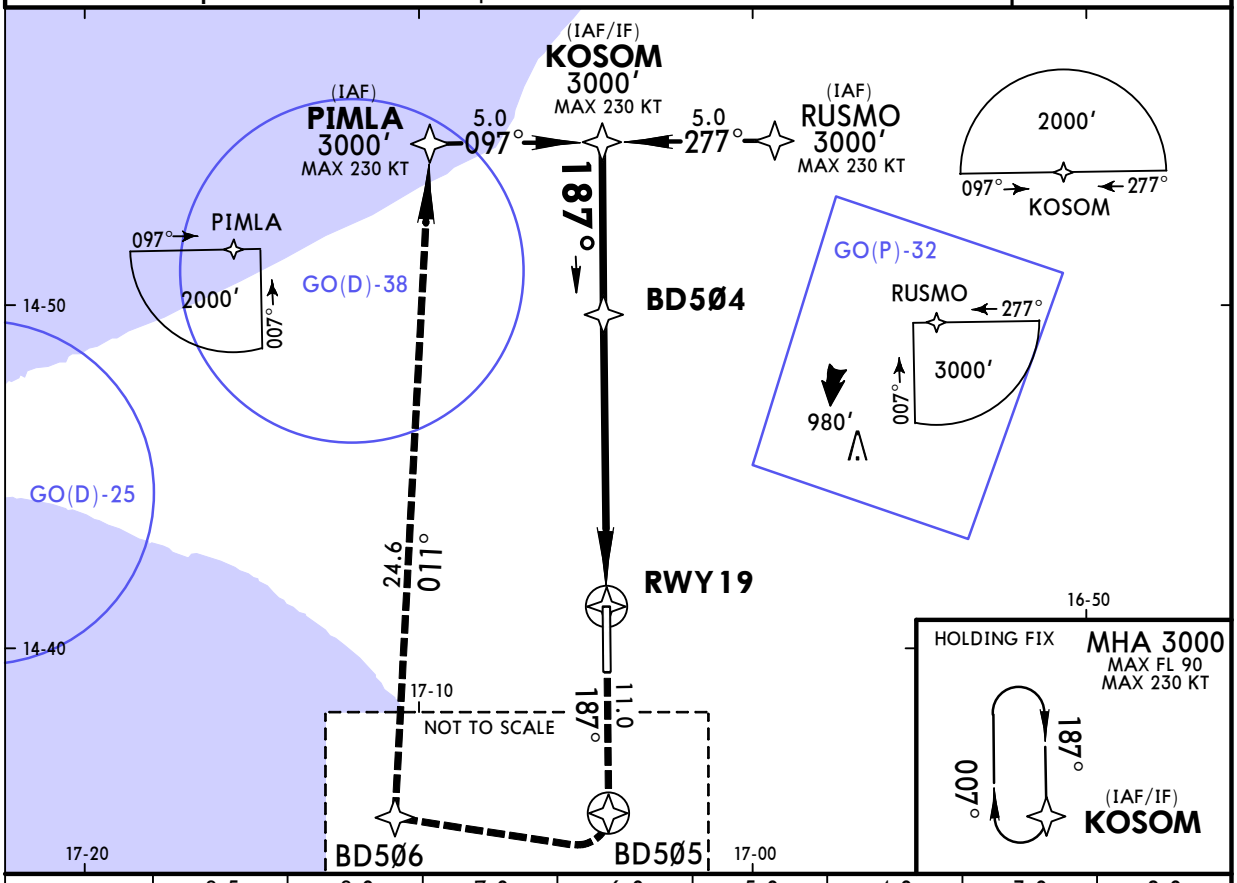
ATIS	DIASS Approach	DIASS Tower	Ground
126.2 (French 126.6)	120.5	118.8	121.8

RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev 290′	TAA
	187°	BD5Ø4 3000′ (2749′)	Refer to Minimums	Rwy 251′	25 NM IAF/IF

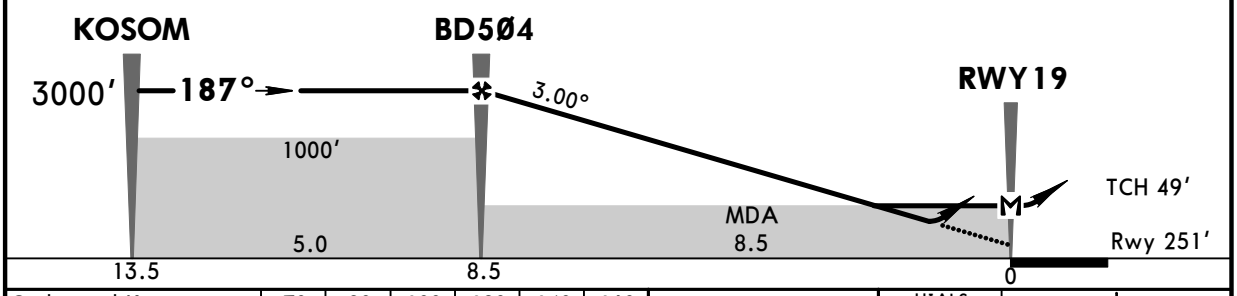
MISSED APCH: Climb on rwy axis. At BD5Ø5 turn RIGHT climbing to 3000′ and direct to BD5Ø6. Then join PIMLA.

Alt Set: hPa | Rwy Elev: 9 hPa | Trans level: By ATC | Trans alt: 3500′

1. **RNP APCH required.** 2. Minimum temperature: 10°C.



DIST to RWY19	8.5	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3000′	2850′	2530′	2210′	1900′	1580′	1260′	940′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA						
LNAV: MAP at RWY19						

HIALS
PAPI
BD5Ø5 on RWY axis

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY **19**

	LNAV/VNAV DA(H)	ALS out	LNAV MDA(H)	ALS out
A	AB: 510′ (259′) C: 520′ (269′) D: 530′ (279′)	RVR 1000m	640′ (389′)	RVR 1200m
B		RVR 1100m		RVR 1300m
C		RVR 1200m		RVR 1400m
D		RVR 1400m		RVR 1600m
		RVR 1500m		RVR 1500m
		RVR 1600m		RVR 1800m
		RVR 1800m		RVR 2000m

CIRCLE-TO-LAND

NIGHT: NOT AUTHORIZED

Max Kts	MDA(H)	VIS
100	770′ (480′)	1500m
135	840′ (550′)	1600m
180	950′ (660′)	2400m
205	990′ (700′)	3600m

CHANGES: Location name.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

6.4.20 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

GOBD/DSS
BLAISE DIAGNE INTL

JEPPESEN 22 JUN 18 (13-1)

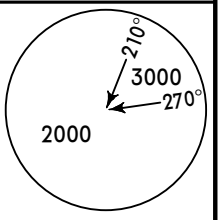
DAKAR-DIASS, SENEGAL
VOR Z Rwy 01

BRIEFING STRIP™

ATIS	DIASS Approach	DIASS Tower	Ground
126.2 (French 126.6)	120.5	118.8	121.8

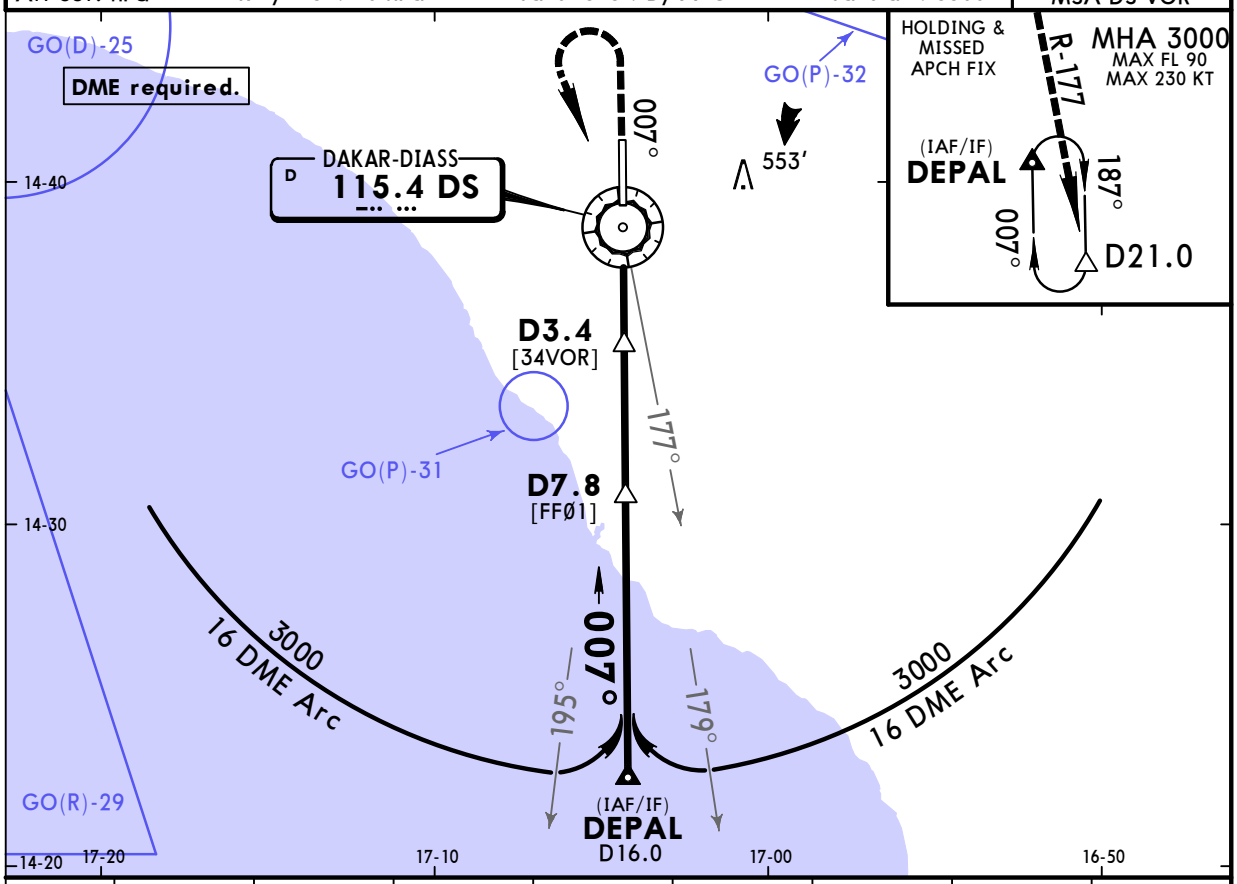
VOR DS	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 290′
115.4	007°	D7.8 3000′ (2728′)	640′ (368′)	Rwy 272′

MISSED APCH: Climb on rwy axis. At 2000′ turn LEFT climbing to 3000′ to join VOR. Then join DEPAL via R-177.
Do not turn before MAP.

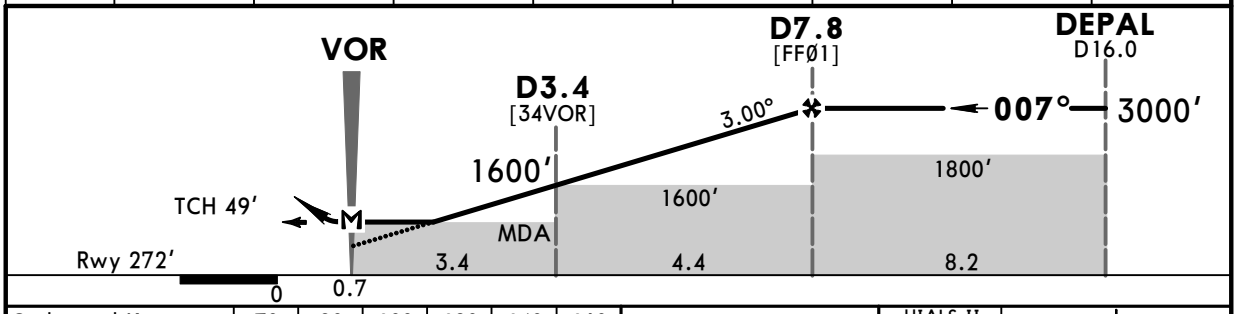


MSA DS VOR

Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 3500′



DS DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	7.8
ALTITUDE	840′	1160′	1480′	1800′	2120′	2440′	2760′	3000′



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

HIALS-II PAPI 2000′ on RWY axis

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY **01**

MDA(H) **640′** (368′)

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m
D	RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

NIGHT: NOT AUTHORIZED

Max Kts	MDA(H)	VIS
100	770′ (480′)	1500m
135	840′ (550′)	1600m
180	950′ (660′)	2400m
205	990′ (700′)	3600m

CHANGES: Location name.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

6.4.21 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

GOBD/DSS
BLAISE DIAGNE INTL

JEPPESEN 22 JUN 18 (13-2)

DAKAR-DIASS, SENEGAL
VOR Y Rwy 01

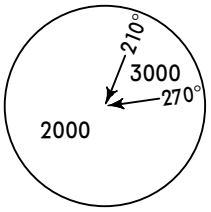
BRIEFING STRIP™

ATIS	DIASS Approach	DIASS Tower	Ground
126.2 (French 126.6)	120.5	118.8	121.8

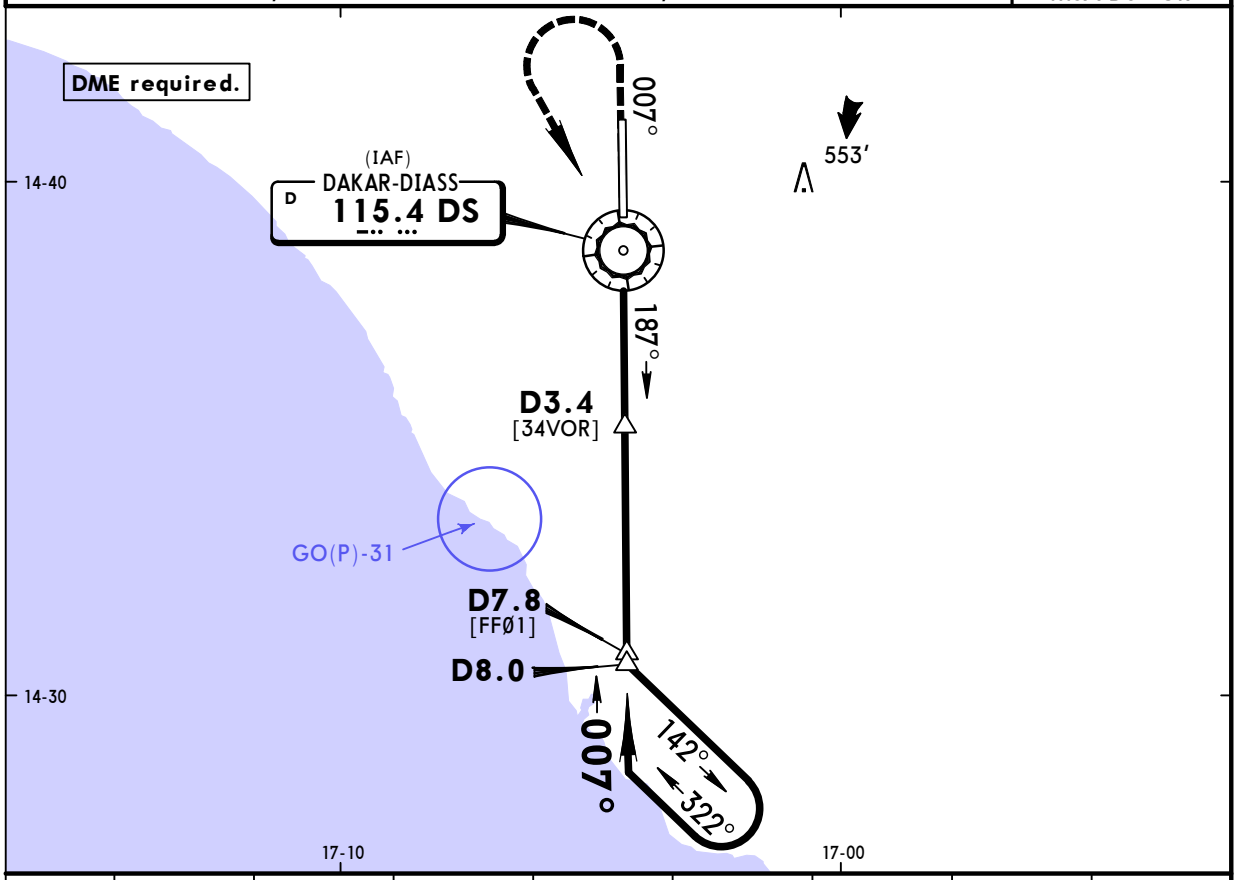
VOR DS	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 290′
115.4	007°	D7.8 3000′ (2728′)	640′ (368′)	Rwy 272′

MISSED APCH: Climb on rwy axis. At 2000′ turn LEFT climbing to 3000′ to join VOR. Do not turn before MAP.

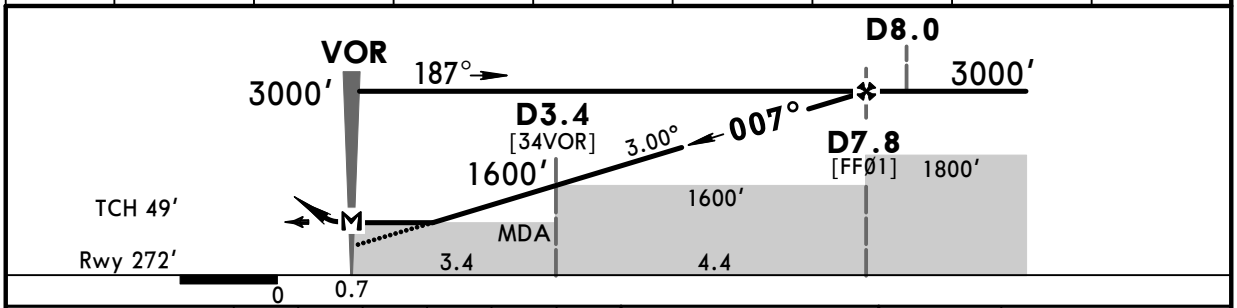
MSA DS VOR



Alt Set: hPa	Rwy Elev: 10 hPa	Trans level: By ATC	Trans alt: 3500′



DS DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	7.8
ALTITUDE	840′	1160′	1480′	1800′	2120′	2440′	2760′	3000′



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

HIALS-II
PAPI
2000′ on RWY axis

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 01

MDA(H) 640′ (368′)

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m
D	RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

NIGHT: NOT AUTHORIZED

	Max Kts	MDA(H)	VIS
A	100	770′ (480′)	1500m
B	135	840′ (550′)	1600m
C	180	950′ (660′)	2400m
D	205	990′ (700′)	3600m

CHANGES: Location name.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

6.4.22 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

GOBD/DSS
BLAISE DIAGNE INTL

JEPPESEN 22 JUN 18 (13-3)

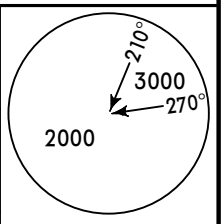
DAKAR-DIASS, SENEGAL
VOR Z Rwy 19

BRIEFING STRIP ™

ATIS	DIASS Approach	DIASS Tower	Ground
126.2 (French 126.6)	120.5	118.8	121.8

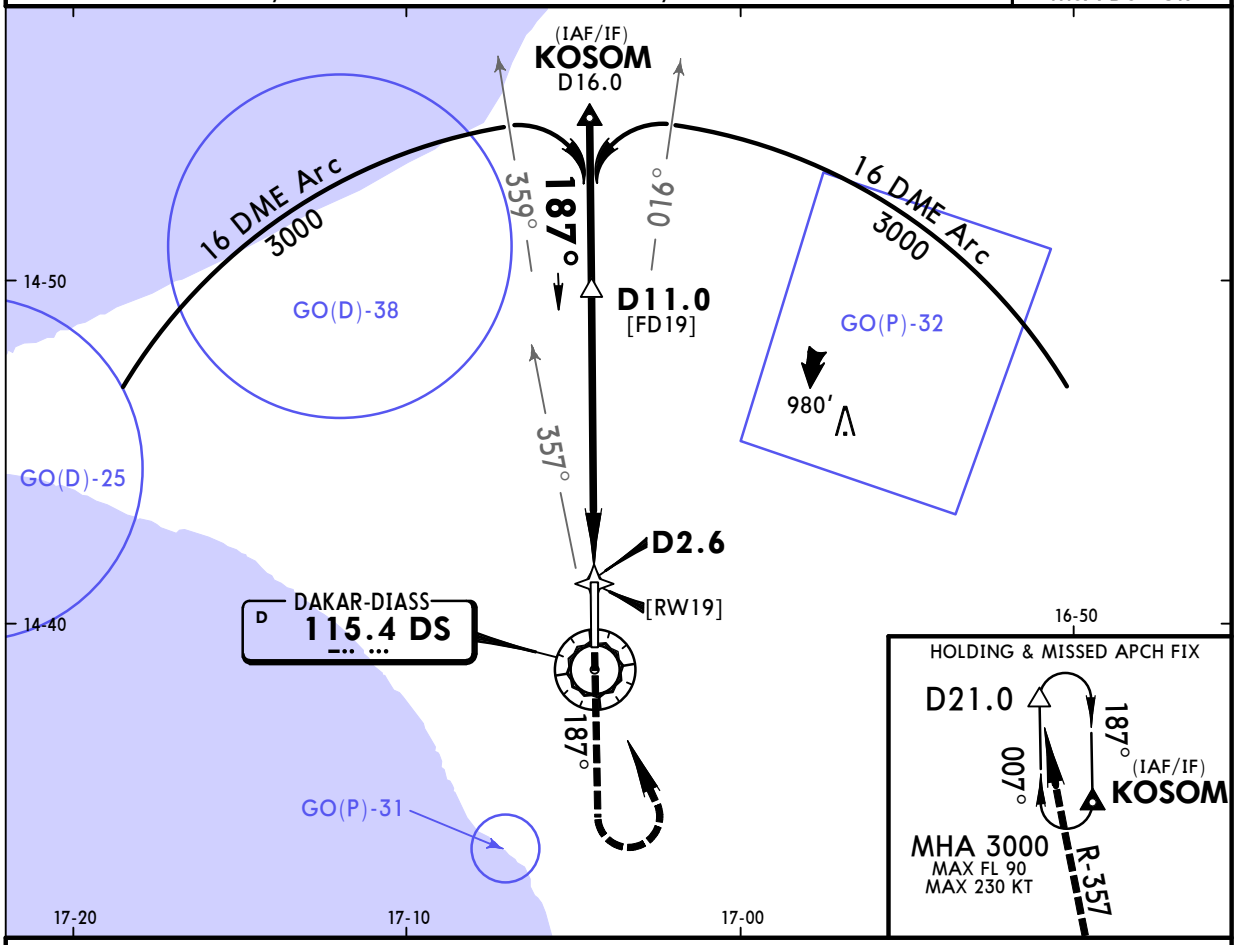
VOR DS	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 290′
115.4	187°	D11.0 3000′ (2749′)	640′ (389′)	Rwy 251′

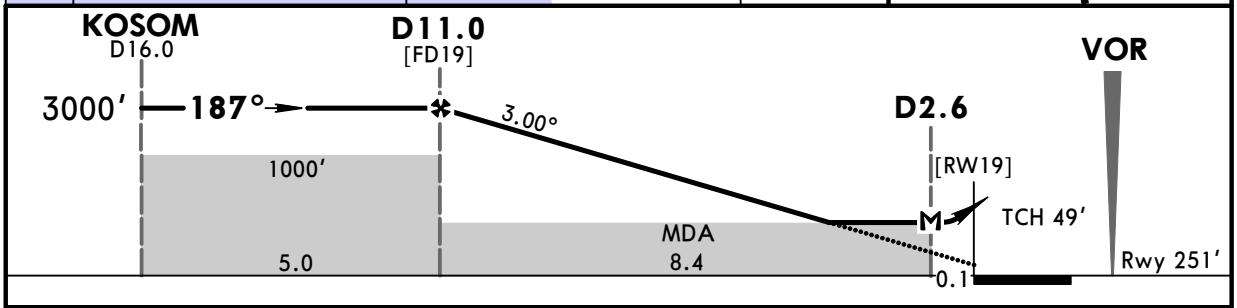
MISSED APCH: Climb on rwy axis. At 2000′ turn LEFT climbing to 3000′ to join VOR. Then join KOSOM via R-357.
Do not turn before MAP.



MSA DS VOR

Alt Set: hPa | Rwy Elev: 9 hPa | Trans level: By ATC | Trans alt: 3500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D2.6						

HIALS
PAPI
2000′ on RWY axis

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 19

MDA(H) 640′ (389′)

		ALS out
A	RVR 1200m	RVR 1500m
B	RVR 1300m	
C	RVR 1400m	RVR 1800m
D	RVR 1600m	RVR 2000m

CIRCLE-TO-LAND

NIGHT: NOT AUTHORIZED

Max Kts	MDA(H)	VIS
100	770′ (480′)	1500m
135	840′ (550′)	1600m
180	950′ (660′)	2400m
205	990′ (700′)	3600m

CHANGES: Location name.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

6.4.23 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

GOBD/DSS
BLAISE DIAGNE INTL

JEPPESEN 22 JUN 18 (13-4)

DAKAR-DIASS, SENEGAL
VOR Y Rwy 19

BRIEFING STRIP ™

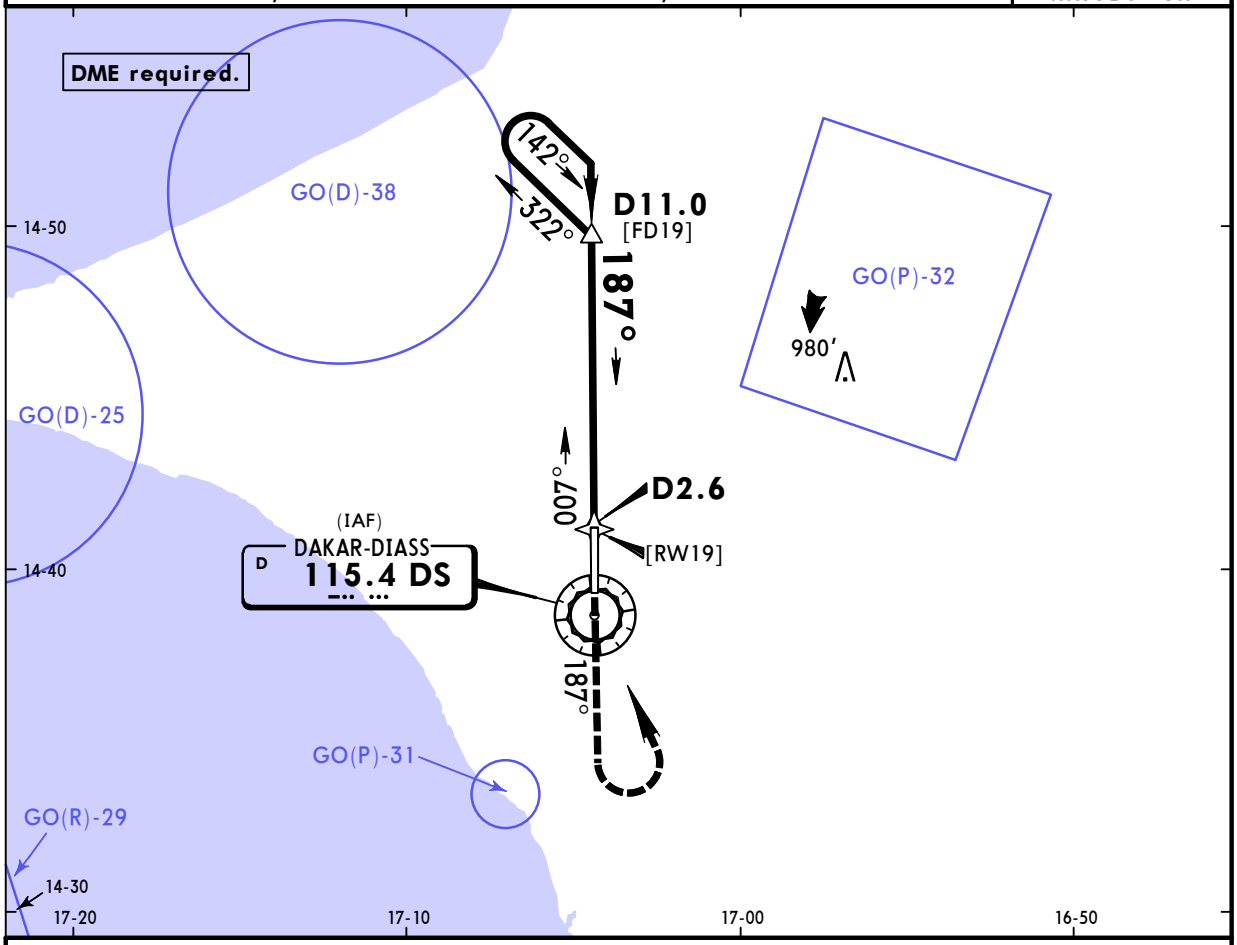
ATIS	DIASS Approach	DIASS Tower	Ground
126.2 (French 126.6)	120.5	118.8	121.8

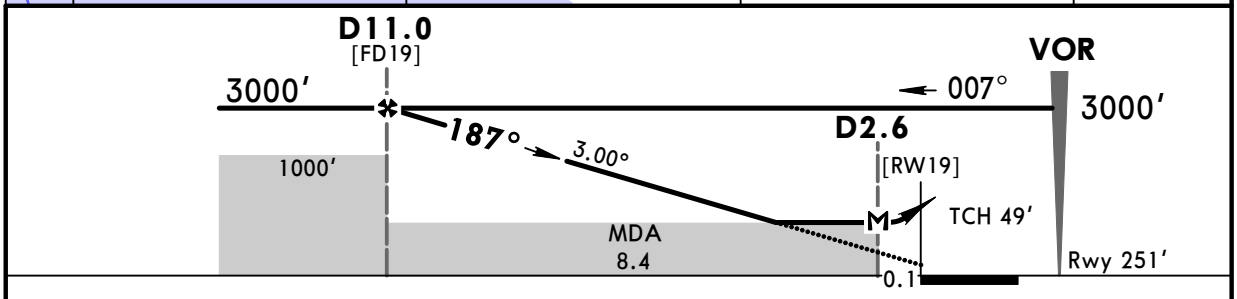
VOR DS	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 290′
115.4	187°	D11.0 3000′ (2749′)	640′ (389′)	Rwy 251′

MISSED APCH: Climb on rwy axis. At 2000′ turn LEFT climbing to 3000′ to join VOR. Do not turn before MAP.

MSA DS VOR: 210° 3000 270° 2000

Alt Set: hPa | Rwy Elev: 9 hPa | Trans level: By ATC | Trans alt: 3500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D2.6						

HIALS
PAPI
2000′ on RWY axis

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 19

MDA(H) 640′ (389′)

		ALS out
A	RVR 1200m	RVR 1500m
B	RVR 1300m	
C	RVR 1400m	RVR 1800m
D	RVR 1600m	RVR 2000m

CIRCLE-TO-LAND

NIGHT: NOT AUTHORIZED

Max Kts	MDA(H)	VIS
100	770′ (480′)	1500m
135	840′ (550′)	1600m
180	950′ (660′)	2400m
205	990′ (700′)	3600m

CHANGES: Location name.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.