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JEPPESEN
JeppView for Windows

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## General Information

Location: MADRID ESP
ICAO/IATA: LEMD / MAD
Lat/Long: N40° 28.33', W003° 33.65'
Elevation: 1998 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 1.0° W

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0444 Z
Sunset: 1947 Z

## Runway Information

Runway: 18L
Length x Width: 11483 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 1928 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1640 ft

Runway: 18R
Length x Width: 13711 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 1991 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 2670 ft

Runway: 36L
Length x Width: 13711 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 1985 ft
Lighting: Edge, Centerline

Runway: 36R
Length x Width: 11483 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 1942 ft
Lighting: Edge, Centerline

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Runway: 14L
Length x Width: 11483 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 1942 ft
Lighting: Edge, Centerline

Runway: 14R
Length x Width: 13084 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 1995 ft
Lighting: Edge, Centerline

Runway: 32L
Length x Width: 13084 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 1949 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 3045 ft

Runway: 32R
Length x Width: 11483 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 1903 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1640 ft

## Communication Information

ATIS: 118.250 Arrival Service
ATIS: 130.850 Departure Service
Barajas Tower: 130.250
Barajas Tower: 123.325
Barajas Tower: 120.650 Secondary
Barajas Tower: 120.150 Secondary
Barajas Tower: 118.975 Arrival Service
Barajas Tower: 118.675 Arrival Service
Barajas Tower: 118.150 Arrival Service
Barajas Tower: 118.075 Arrival Service
Barajas Tower Ground: 121.625
Barajas Tower Ground: 121.750
Barajas Tower Ground: 121.975
Barajas Tower Ground: 123.150
Barajas Apron Ramp/Taxi: 121.700
Barajas Apron Ramp/Taxi: 121.850
Barajas Apron Ramp/Taxi: 123.000
Barajas Apron Ramp/Taxi: 123.250
Barajas Tower Clearance Delivery: 130.075
Barajas Tower Clearance Delivery: 130.350
Madrid Approach: 134.025
Madrid Approach: 134.950 Military
Madrid Approach: 130.800
Madrid Approach: 128.700 Military
Madrid Approach: 136.100
Madrid Approach: 124.225
Madrid Approach: 124.025
Madrid Approach: 131.175
Madrid Approach: 127.500

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Madrid Approach: 118.400
Madrid Approach: 127.100
Madrid Approach: 118.750

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# 1. GENERAL

## 1.1. ATIS

ATIS Arrival 118.25
ATIS Departure 130.85

## 1.2. NOISE ABATEMENT PROCEDURES

### 1.2.1. GENERAL

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

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

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

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

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

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

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

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

### 1.2.2. PREFERENTIAL RWYS

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

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

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

**Between 0700 and 2300LT**

Preferential: North Configuration

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

Non-preferential: South Configuration

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

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# 1. GENERAL

**Between 2300 and 0700LT**

Preferential: North Configuration

- Arrivals: 32R
- Departures: 36L.

Non-preferential: South Configuration

- Arrivals: 18L
- Departures: 14L.

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

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

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

ATIS messages shall broadcast configuration in use information.

## 1.2.3. RUN-UP TESTS

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

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

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

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

## 1.2.4. NIGHT OPERATING RESTRICTION DUE TO NOISE QUOTA

### 1.2.4.1. OPERATING RESTRICTIONS

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

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

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

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

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# 1. GENERAL

### 1.2.4.2. NOISE QUOTA AIRCRAFT CLASSIFICATION

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

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

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

## 1.2.5. AUXILIARY POWER UNITS (APU)

### 1.2.5.1. GENERAL

Stands T1 thru T35, 300 thru 312, 330 thru 394 and 500 thru 586:
- Use of 400 Hz facilities is obligatory.
- Use of air-conditioning facilities will be obligatory when the ACFT air conditioning is needed.
- Use of ACFT APU is forbidden in stands stated above between 2 minutes after on-block time and 5 minutes before off-block time.
- Use of ACFT APU only when fixed units are not operative and mobile units are not available.

Stands 70 thru 74 between 0700-2300LT:
- Use of 400 Hz facilities is obligatory.
- Use of air-conditioning facilities will be obligatory when the ACFT air conditioning is needed.
- Use of ACFT APU is forbidden in stands stated above between 2 minutes after on-block time and 5 minutes before off-block time.
- Use of ACFT APU only when fixed units are not operative and mobile units are not available.

Stands 70 thru 74 between 2300-0700LT:
- Use of APU is not allowed.

Stands 50 thru 69 and 144 thru 162:
- Between 2300-0700LT use of APU is not allowed.

Stands 1 thru 49, 163 thru 165 and T36 thru T41:
- Between 2300-0700LT the use of APU is forbidden except 10 minutes after on-block time and 10 minutes before off-block time; however, wide fuselage ACFT are permitted to use APU 50 minutes before departure and 15 minutes after arrival.

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

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

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# 1. GENERAL

## 1.3. LOW VISIBILITY PROCEDURES

### 1.3.1. GENERAL

Low Visibility Procedure will be in force when:

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

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

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

Low Visibility Procedure will be cancelled when:

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

Apron - VIS is higher than 400m.

### 1.3.2. ARRIVAL

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

| Landing RWY | Exit |
|---|---|
| 18L | Y5, Y4, Y3 (traffic intending to vacate via Y3 shall notify ATC as soon as possible) |
| 18R | Z10, Z8, Z7 |
| 32L | L5, L4, L3, L2 (for arrivals to Terminal 4 prefer L2 and L4.) |
| 32R | K5, K4, K3 (traffic intending to vacate via K3 shall notify ATC as soon as possible) |

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

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

### 1.3.3. DEPARTURE

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

Unless otherwise instructed:

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

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## 1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

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

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

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

Select STBY when ACFT is fully parked.

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

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

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

## 1.5. TAXI PROCEDURES

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

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

Limited to MAX ACFT with code letter C for:
- TWYs C1, C2, J5, J15, J6, J16, W5, W6, W16, WN1, WN2, WA and Gate 7.
- TWY I12 (except segment between stands 36 thru 40, which is limited to MAX wingspan 102'/31m).

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

Limited to MAX ACFT with code letter D for:
- TWYs DI3, DI4, I8 thru I11 (except TWY I9 section between service road SV7 and Gate 3), Gate 4 and Gate 5.
- TWY I11 (except segment between stands 1 thru 5, which is limited to MAX wingspan 125'/38m).

Limited to MAX ACFT with code letter E for:
- TWYs A1 thru A17, I8 and I9 section between Gate 2 and service road SV7, E1 thru E4, F1 thru F4, M1 thru M17, M27 thru M34, Gate 1, Gate 2 and Gate 3.
- TWYs of Ramps 4, 5 and 6 except TWY C2.
- TWYs of RWY 14R/32L except L2, L4, LE and L42.
- TWYs of RWY 18R/36L except Z1, Z3, Z7, de-icing area of RWY 36L and access TWYs to Apron T4.
- TWYs AZ2 thru AZ6, MZ3 thru MZ6, EB1, EB2, EB6 thru EB8, EC1, EC2, EC6, EC8, EC9, KA8.

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

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# 1. GENERAL

In case of any doubt about the position of the ACFT or in case of difficulties, stop, notify (including last known position) ATC or the Apron Management Service (SDP) in its responsibility area and request Follow-me car. If in doubt about the ACFT position relative to the manoeuvring area but recognizing that the ACFT is on a RWY, notify ATC immediately including the last known position. If an appropriate nearby TWY can be located, vacate the RWY as soon as possible and afterwards stop the ACFT, or as directed.

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

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

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

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

### 1.5.1. NO ENTRIES

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

## 1.6. PARKING INFORMATION

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

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

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

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

### 1.6.1. RAMP 5 & 6

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

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

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

## 1.7. OTHER INFORMATION

### 1.7.1. GENERAL

Birds.

### 1.7.2. WAKE VORTEX CATEGORIES

After clearance to line-up, pilots requiring increased wake turbulence separation will report ATC before entering the departure RWY.

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# 2. ARRIVAL

## 2.1. SPEED RESTRICTIONS

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

| RWY 18L/18R | | |
|---|---|---|
| **POSITION** | **SPEED** | **ALTITUDE** |
| TAGOM or equivalent position | 220 KT | 9500′ |
| LALPI or equivalent position | 220 KT | 10,500′ or above |
| When intercepting LOC | 200 KT | - |
| 9 DME ILS or equivalent position | 180 KT | - |
| 6 DME ILS or equivalent position | 160 KT | - |
| 4 DME ILS or equivalent position | 160 KT | - |

| RWY 32L/32R | | |
|---|---|---|
| **POSITION** | **SPEED** | **ALTITUDE** |
| TOBEK or equivalent position | 220 KT | 5000′ |
| ASBIN or equivalent position | 220 KT | 6000′ or above |
| When intercepting LOC | 200 KT | - |
| 8 DME ILS or equivalent position | 180 KT | - |
| 6 DME ILS or equivalent position | 160 KT | - |
| 4 DME ILS or equivalent position | 160 KT | - |

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

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

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

## 2.2. NOISE ABATEMENT PROCEDURES

### 2.2.1. GENERAL

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

**South Configuration**

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

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

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

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

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# 2. ARRIVAL

### 2.2.2. REVERSE THRUST

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

## 2.3. CAT II/III OPERATIONS

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

## 2.4. RWY OPERATIONS

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

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

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

These minimums will be applied only under the following conditions:

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

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

### 2.4.2. MINIMUM RWY OCCUPANCY TIME

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

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

**North Configuration**

| RWY | Rapid Exit | ACFT | Dist from THR | TWY |
|---|---|---|---|---|
| 32L | L7 [1] | all | 5446'/1660m | A10 |
| 32L | L5 | all | 6594'/2010m | A11 |
| 32L | L4 | all | 6594'/2010m | L42 |
| 32L | L2 | all | 6988'/2130m | LA4 |
| 32L | L3 | all | 8251'/2515m | A12 |
| 32R | K5 | all | 5906'/1800m | KA4 |
| 32R | K4 | all | 7874'/2400m | KA3 or KC3, KC2 |

[1] HSTIL-L7 will automatically turn-off when RVR below 800m.

**South Configuration**

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

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# 2. ARRIVAL

## 2.5. TAXI PROCEDURES

### 2.5.1. STANDARD TAXI ROUTES

#### 2.5.1.1. NORTH CONFIGURATION

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

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# 2. ARRIVAL

**From RWY 32L to:**

**Terminal 4**

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

| | | |
|---|---|---|
| R-10: | Stands 364 thru 374: | Standard route to J4 to D1 to D2 to D3. |
| | Stands 372 thru 377: | Standard route to J4 to D1 to D2. |
| | Stand 378: | Standard route to J4 to J5. |
| | Stands 380 thru 394: | Standard route to J4 until J6. |
| | Stands 444 and 446: | Standard route to J4 to D1 until D3 to R4 to X3. |
| | Stand 448: | Standard route to J4 to D1 to D2 to S4 to X2. |
| R-11: | Stands 342 thru 362: | Standard route to J4 to D1 until D4. |
| | Stands 430 and 432: | Standard route to J4 to D1 until D5 to W4 to X5 to X4. |
| | Stands 434 thru 442: | Standard route to J4 to D1 until D3 to R4 to X3. |
| R-12: | Stands 300 thru 312: | Standard route to J4 to D1 until D5 to W5 to W16. |
| | Stands 320 thru 329: | Standard route to J4 to D1 until D5 to W5. |
| | Stands 330 thru 340: | Standard route to J4 to D1 until D4. |
| | Stands 420 thru 428: | Standard route to J4 to D1 until D5 to W4 to X5 to X4. |
| R-13: | Stands 400 thru 411: | Standard route to J4 to D1 until D5 to W5. |
| | Stands 412 thru 419: | Standard route to J4 to D1 until D5 to W5 to WN1 to WA. |

**Terminal 4S**

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

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

**From RWY 32R to:**

**Terminal 1, 2 or 3**

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

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# 2. ARRIVAL

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

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# 2. ARRIVAL

## 2.5.1.2. SOUTH CONFIGURATION

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

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# 2. ARRIVAL

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

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# 2. ARRIVAL

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

### 2.5.2. COMMUNICATION FAILURE

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

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

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

If the ACFT has already received a taxiing clearance, it shall continue along the assigned route to the clearance limit, taking special caution where it shall hold position and wait for the arrival of a Follow-me car to be guided to the assigned stand.

## 2.6. OTHER INFORMATION

### 2.6.1. PROCEDURE AGAINST OVERSHOOTING RWY CENTERLINE

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

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# 3. DEPARTURE

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

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

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

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

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

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

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

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

ATC sequences the departures based on confirmed TOBT.

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

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

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

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

### 3.1.4. START-UP

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

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

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

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

### 3.1.5. PUSH-BACK

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

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

### 3.1.6. REGULATED FLIGHTS

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

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

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# 3. DEPARTURE

## 3.2. DE-ICING PROCEDURE

### 3.2.1. OPERATION ON DE-ICING AREAS

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

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

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

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

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

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

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

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

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

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

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

Type and registration of ACFT shall be mentioned.

### 3.2.2. PROHIBITIONS

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

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# 3. DEPARTURE

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

### 3.3.1. GENERAL

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

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

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

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

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

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

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

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

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

### 3.3.2. RAMP 5 & 6

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

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

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

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# 3. DEPARTURE

## 3.3.3. PUSH-BACK DIRECTIONS

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

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# 3. DEPARTURE

## 3.3.4. STANDARD TAXI ROUTES

### 3.3.4.1. NORTH CONFIGURATION

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

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# 3. DEPARTURE

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

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

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# 3. DEPARTURE

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

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# 3. DEPARTURE

## 3.3.4.2. SOUTH CONFIGURATION

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

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# 3. DEPARTURE

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

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# 3. DEPARTURE

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

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# 3. DEPARTURE

### 3.3.5. COMMUNICATION FAILURE

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

## 3.4. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4 Noise Abatement Charts.

### 3.4.1. GENERAL

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

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

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

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

**North Configuration**

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

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

***ACFT List** AN72, A124, A340-600, A388, B721, B722, B731, B732, B741, B742, B743, B744, B74D, B74R, B74S, B748, DC10, DC85, DC86, DC87, H25A, IL62, IL96, L101, MD11, SBR1, T134, YK42.

**South Configuration**

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

## 3.5. RWY OPERATIONS

### 3.5.1. MINIMUM RWY OCCUPANCY TIME

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

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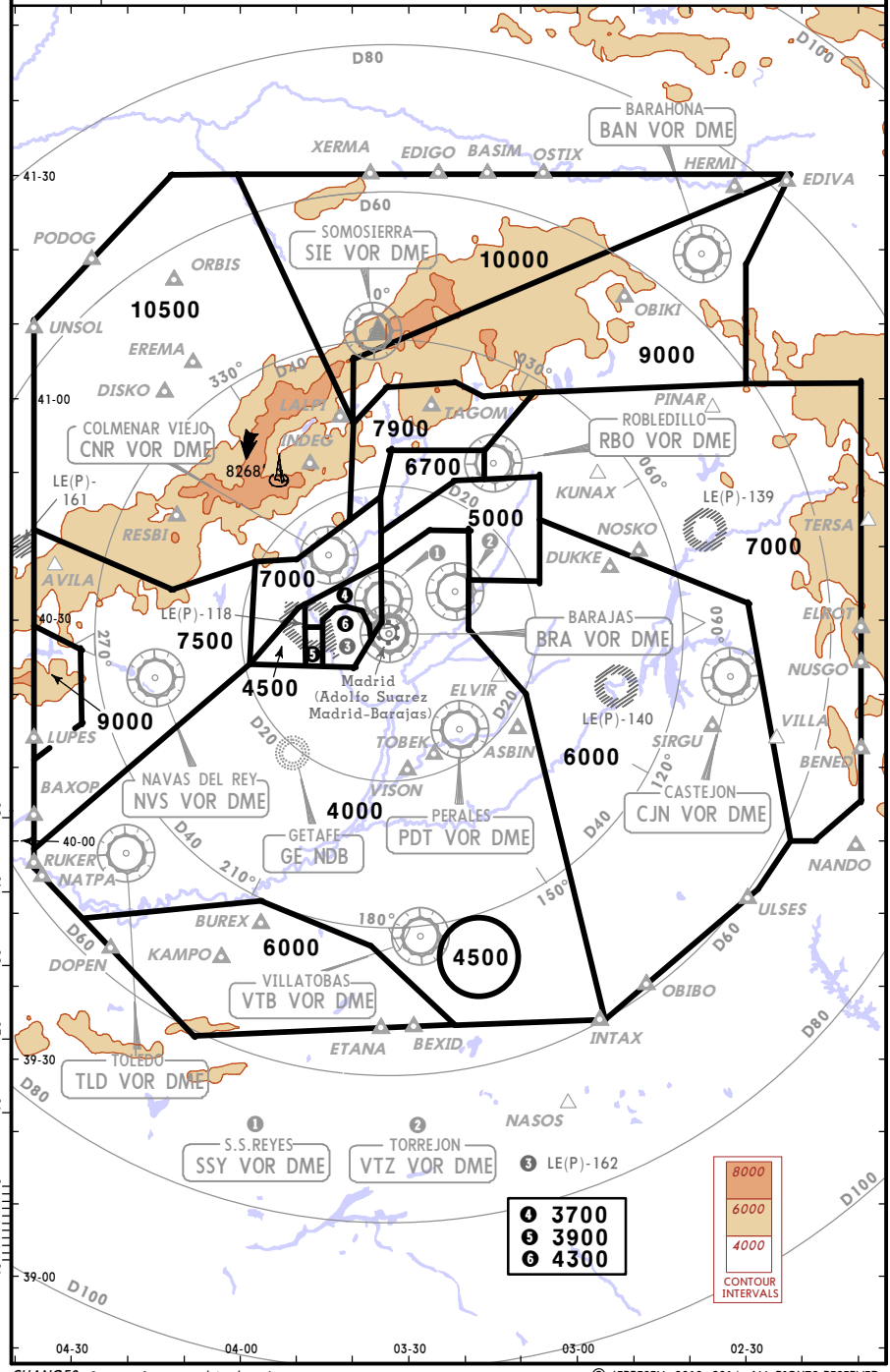
# LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
30 MAY 14 (10-1R)

# MADRID, SPAIN
## RADAR MINIMUM ALTITUDES

Apt Elev 1998′

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




CHANGES: Sectors & sector altitudes; Apt name.

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# LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
22 APR 16 (10-2) Eff 28 Apr

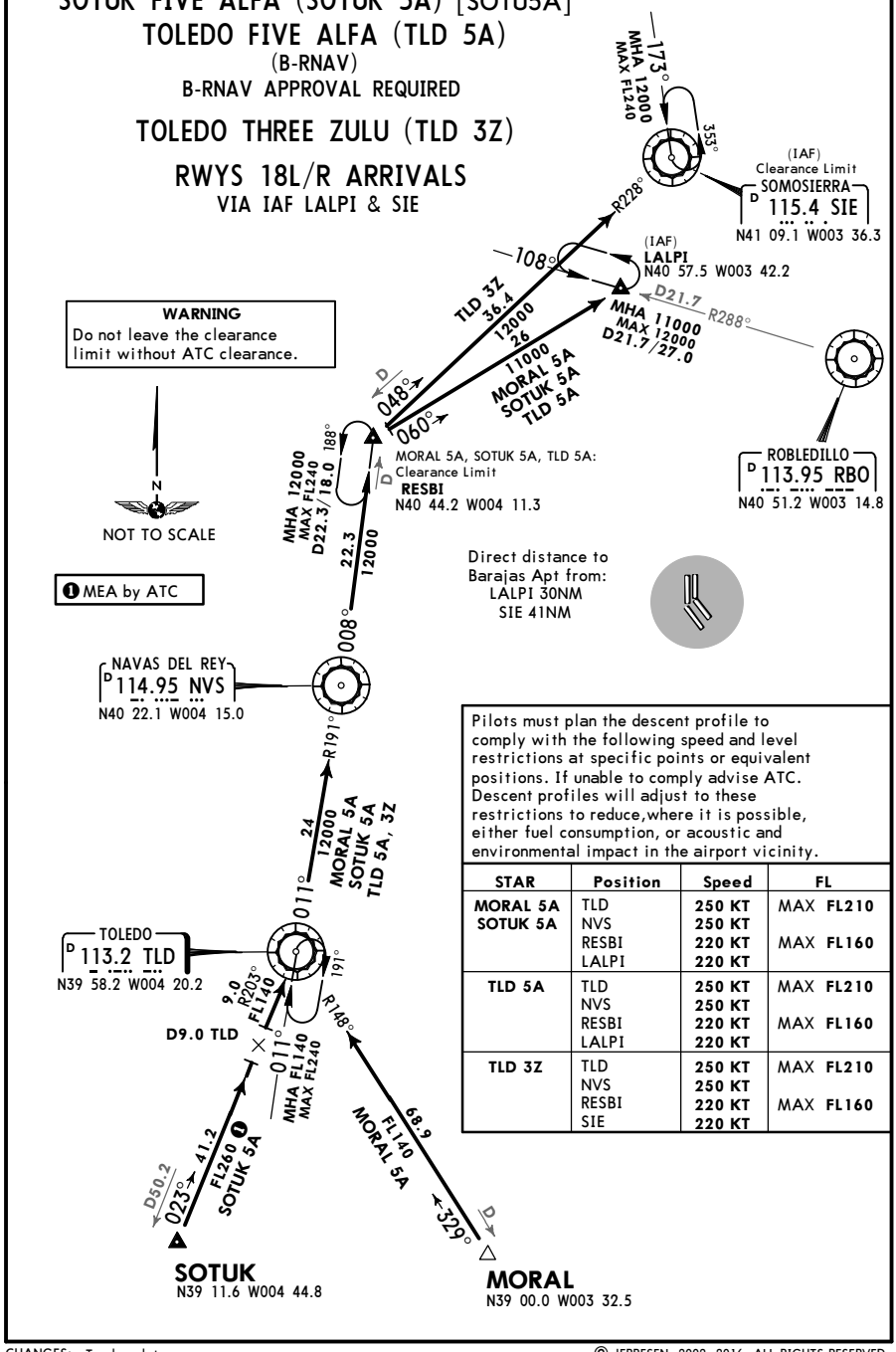
# MADRID, SPAIN
STAR

| ATIS | Apt Elev | |
|---|---|---|
| 118.250 | 1998′ | Alt Set: hPa Trans level: By ATC Trans alt: 13000′ |

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

## TOLEDO THREE ZULU (TLD 3Z)

## RWYS 18L/R ARRIVALS
VIA IAF LALPI & SIE




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

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

CHANGES: Track update.

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# LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
22 APR 16 (10-2A) Eff 28 Apr

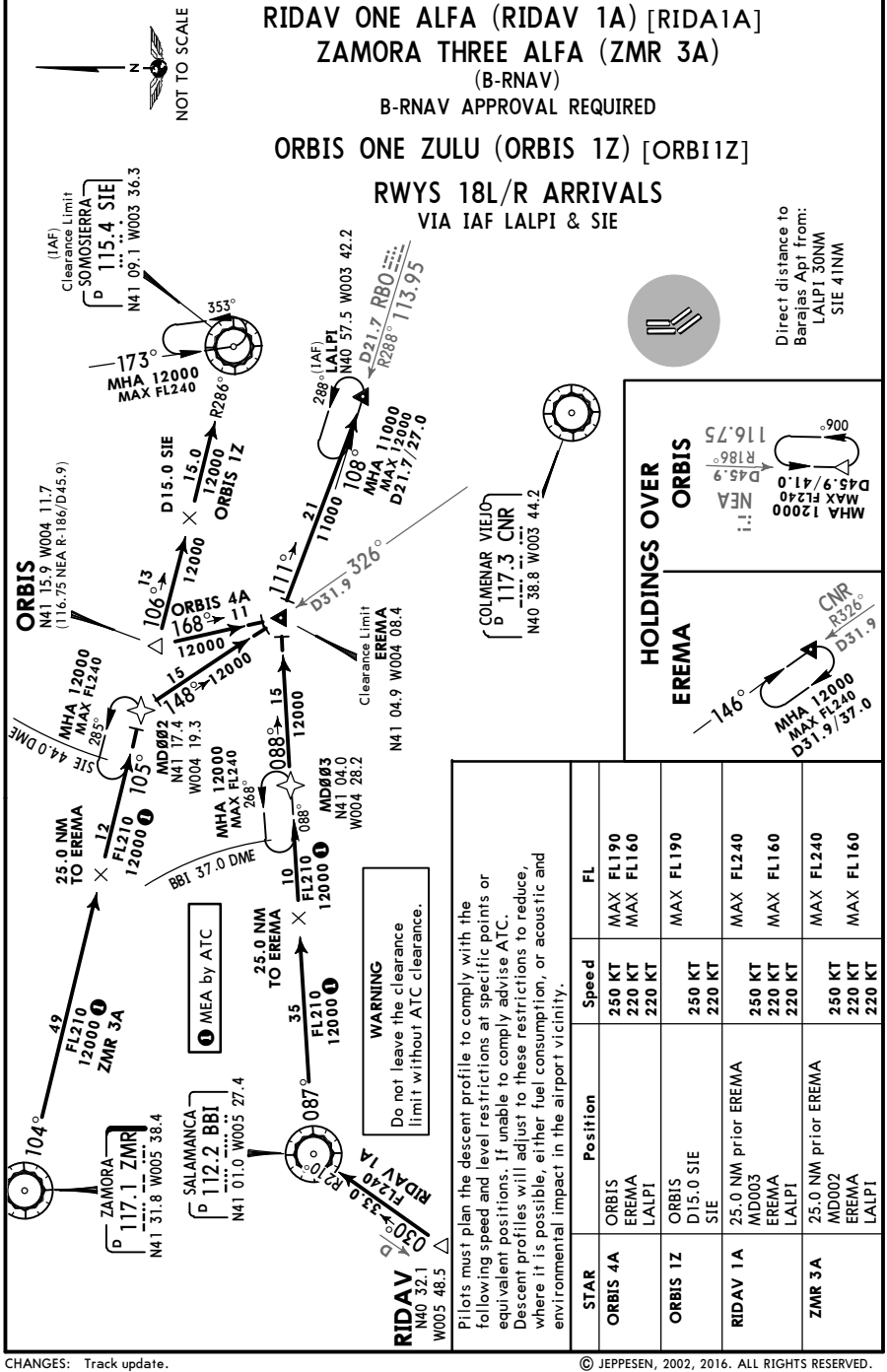
# MADRID, SPAIN
STAR

| ATIS | Apt Elev | |
|---|---|---|
| 118.250 | 1998' | Alt Set: hPa Trans level: By ATC Trans alt: 13000' |

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

## ORBIS ONE ZULU (ORBIS 1Z) [ORBI1Z]

## RWYS 18L/R ARRIVALS
VIA IAF LALPI & SIE




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

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

CHANGES: Track update.

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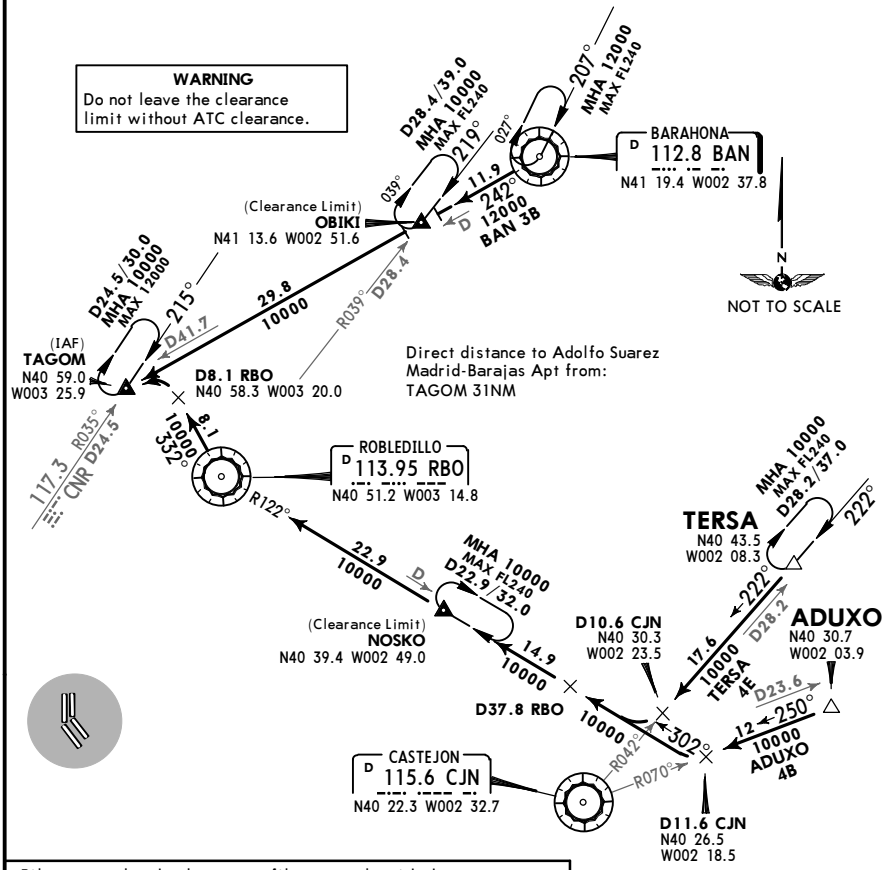
# LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
22 APR 16 (10-2B) Eff 28 Apr

# MADRID, SPAIN
STAR

| D-ATIS | Apt Elev | |
|---|---|---|
| 118.250 | 1998′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 13000′ |

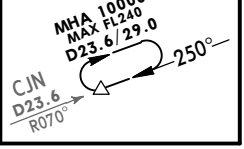
## ADUXO FOUR BRAVO (ADUXO 4B) [ADUX4B]
## BARAHONA THREE BRAVO (BAN 3B)
## TERSA FOUR ECHO (TERSA 4E) [TERS4E]
## RWYS 18L/R ARRIVALS
VIA IAF TAGOM




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

| STAR | Position | Speed | FL/Altitude |
|---|---|---|---|
| **ADUXO 4B** | ADUXO | | MAX **FL210** |
| | D37.8 RBO | **250 KT** | |
| | NOSKO | **220 KT** | MAX **FL160** |
| | TAGOM | **220 KT** | **10000′** |
| **BAN 3B** | BAN | **250 KT** | MAX **FL190** |
| | OBIKI | **220 KT** | MAX **FL160** |
| | TAGOM | **220 KT** | **10000′** |
| **TERSA 4E** | TERSA | | MAX **FL210** |
| | D37.8 RBO | **250 KT** | |
| | NOSKO | **220 KT** | MAX **FL160** |
| | TAGOM | **220 KT** | **10000′** |

## HOLDING OVER ADUXO




CHANGES: Track update.

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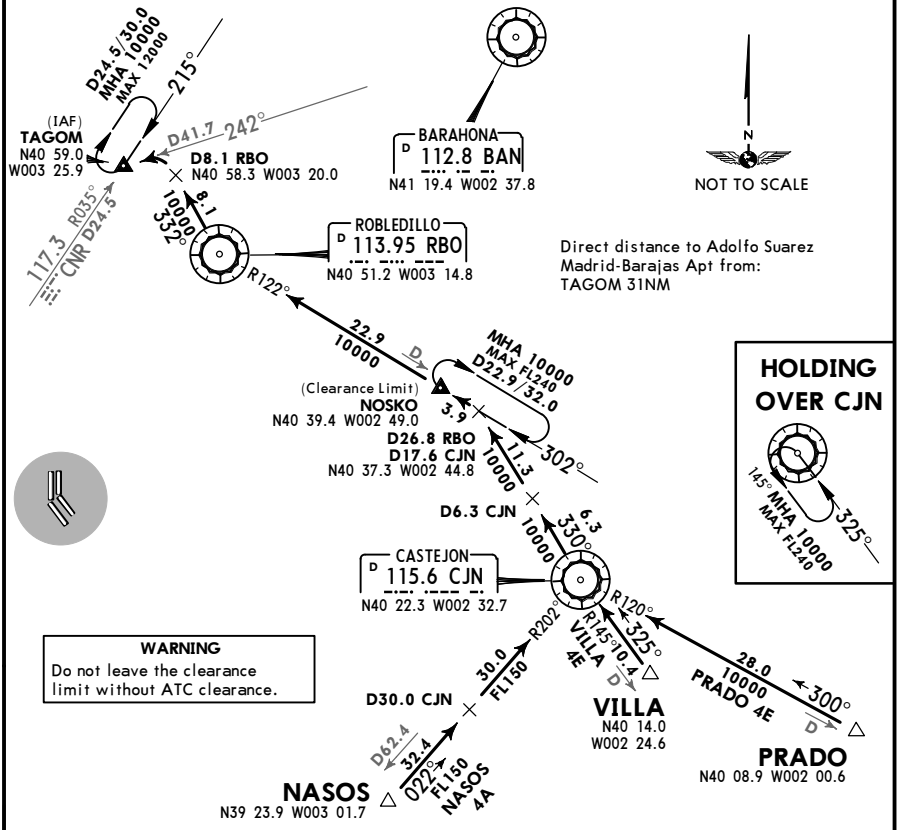
# LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
22 APR 16 (10-2C) Eff 28 Apr

# MADRID, SPAIN
STAR

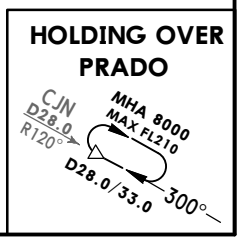
| D-ATIS | Apt Elev | |
|---|---|---|
| 118.250 | 1998′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 13000′ |

## NASOS FOUR ALFA (NASOS 4A) [NASO4A]
## PRADO FOUR ECHO (PRADO 4E) [PRAD4E]
## VILLA FOUR ECHO (VILLA 4E) [VILA4E]
## RWYS 18L/R ARRIVALS
VIA IAF TAGOM




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

| STAR | Position | Speed | FL/Altitude |
|---|---|---|---|
| **NASOS 4A** | D30.0 CJN | | MAX **FL210** |
| | D6.3 CJN | **250 KT** | |
| | NOSKO | **220 KT** | MAX **FL160** |
| | TAGOM | **220 KT** | **10000′** |
| **PRADO 4E** | PRADO | | MAX **FL210** |
| | D6.3 CJN | **250 KT** | |
| | NOSKO | **220 KT** | MAX **FL160** |
| | TAGOM | **220 KT** | **10000′** |
| **VILLA 4E** | VILLA | | MAX **FL210** |
| | D6.3 CJN | **250 KT** | |
| | NOSKO | **220 KT** | MAX **FL160** |
| | TAGOM | **220 KT** | **10000′** |




CHANGES: Track update.

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| ATIS | Apt Elev | |
|---|---|---|
| 118.250 | 1998′ | Alt Set: hPa Trans level: By ATC Trans alt: 13000′<br>Within 10 NM radius of PDT between R-250 and R-074 and between 4000′ and 5000′ Ground Proximity Warning System (GPWS) alarm signal may occur due to orographic characteristics of terrain. |

# ADUXO ONE DELTA (ADUXO 1D) [ADUX1D]

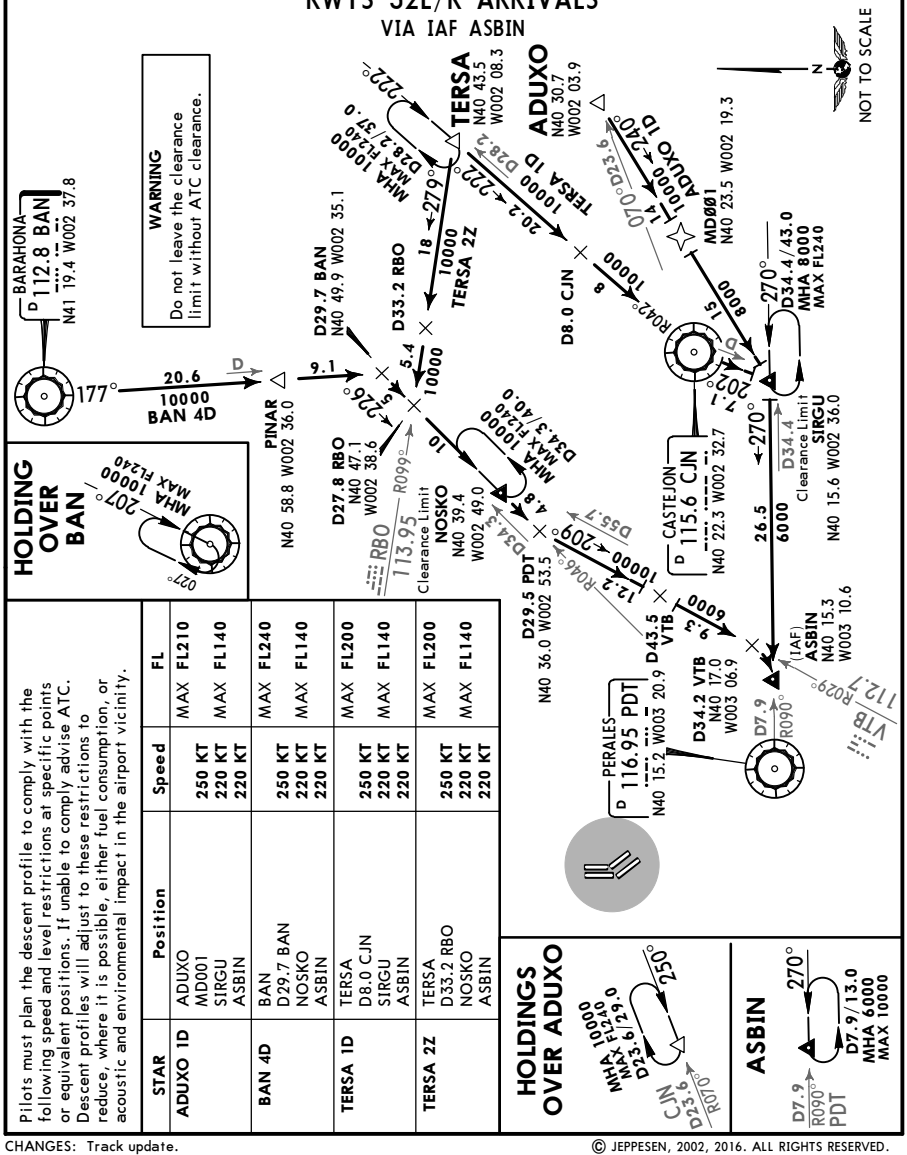
(B-RNAV)

B-RNAV APPROVAL REQUIRED

## BARAHONA FOUR DELTA (BAN 4D)
## TERSA ONE DELTA (TERSA 1D) [TERS1D]
## TERSA TWO ZULU (TERSA 2Z) [TERS2Z]

## RWYS 32L/R ARRIVALS

VIA IAF ASBIN




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

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



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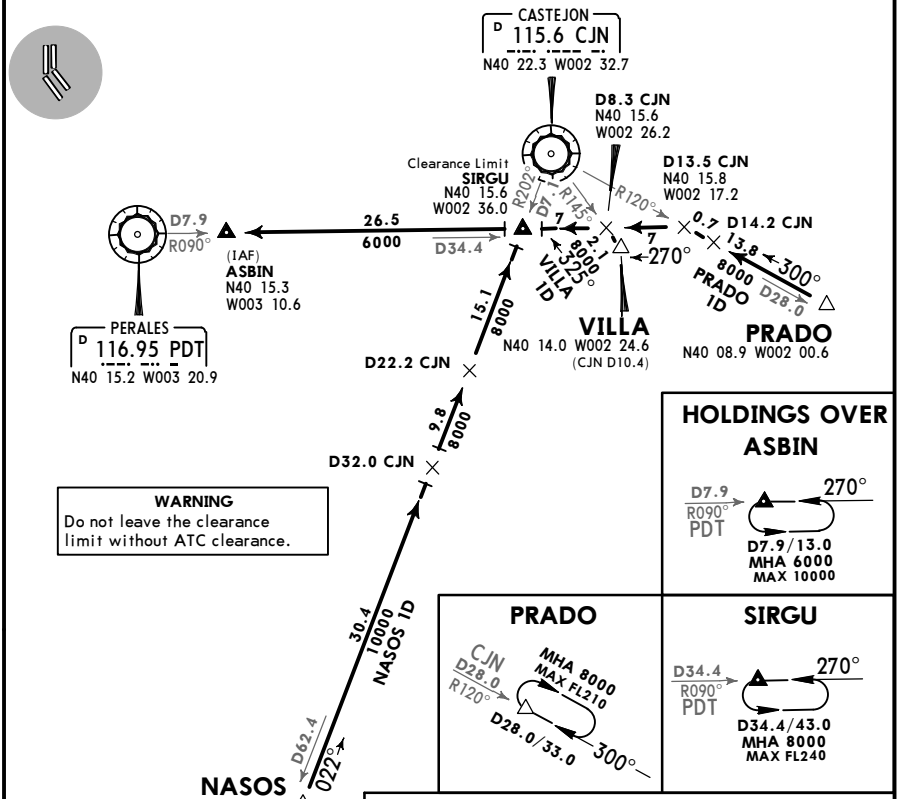
# LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
22 APR 16 (10-2E) Eff 28 Apr

# MADRID, SPAIN
STAR

| ATIS | Apt Elev | |
|---|---|---|
| 118.250 | 1998′ | Alt Set: hPa Trans level: By ATC Trans alt: 13000′<br>Within 10 NM radius of PDT between R-250 and R-074 and between 4000′ and 5000′ Ground Proximity Warning System (GPWS) alarm signal may occur due to orographic characteristics of terrain. |

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




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

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

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

CHANGES: Track update.

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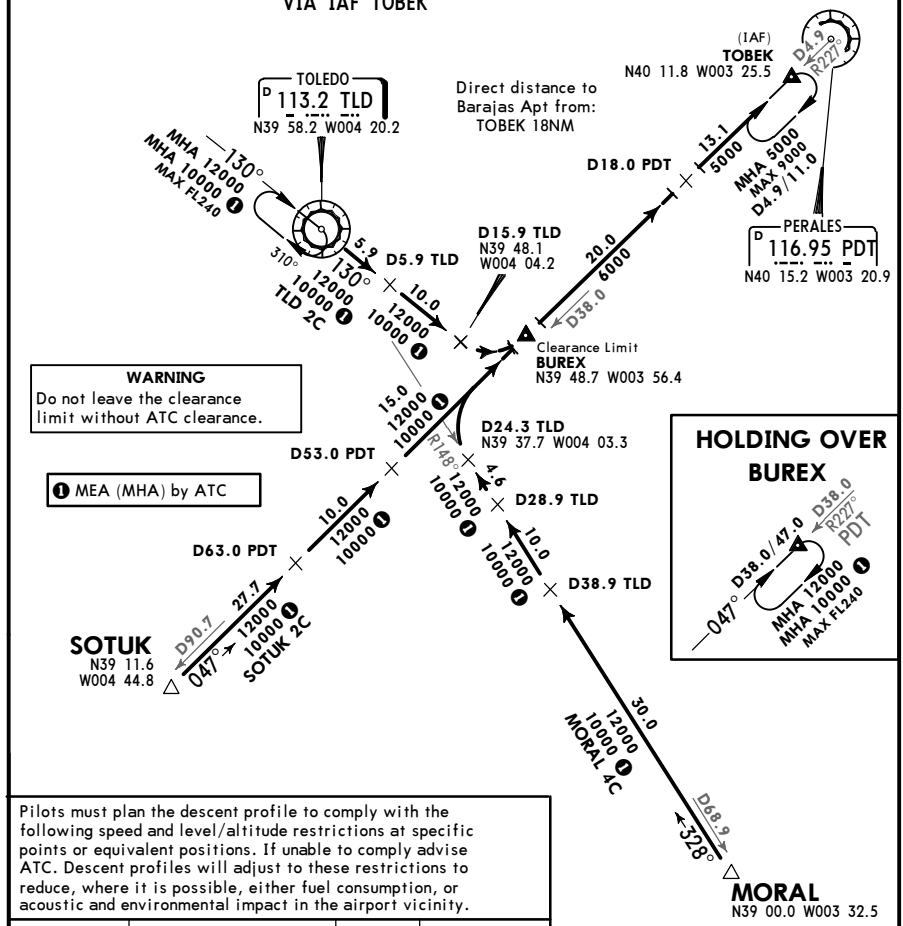
# LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
22 APR 16 (10-2F) Eff 28 Apr

# MADRID, SPAIN
STAR

| ATIS | Apt Elev | |
|---|---|---|
| 118.250 | 1998′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 13000′<br>Within 10 NM radius of PDT between R-250 and R-074 and between 4000′ and 5000′ Ground Proximity Warning System (GPWS) alarm signal may occur due to orographic characteristics of terrain. |

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




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

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

CHANGES: Track update.

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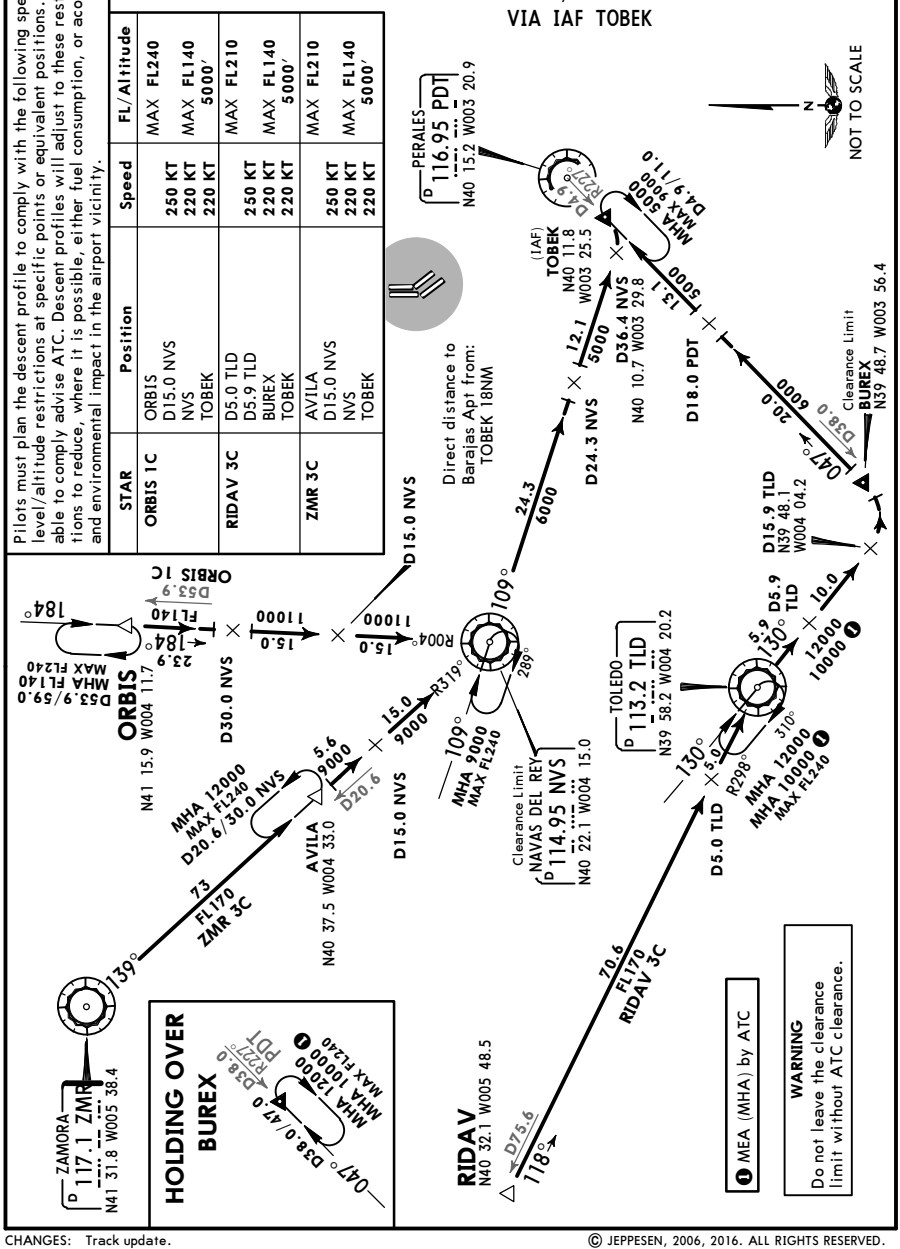
| ATIS | Apt Elev | |
|---|---|---|
| 118.250 | 1998′ | Alt Set: hPa Trans level: By ATC Trans alt: 13000′<br>Within 10 NM radius of PDT between R-250 and R-074 and between 4000′ and 5000′ Ground Proximity Warning System (GPWS) alarm signal may occur due to orographic characteristics of terrain. |

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

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

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



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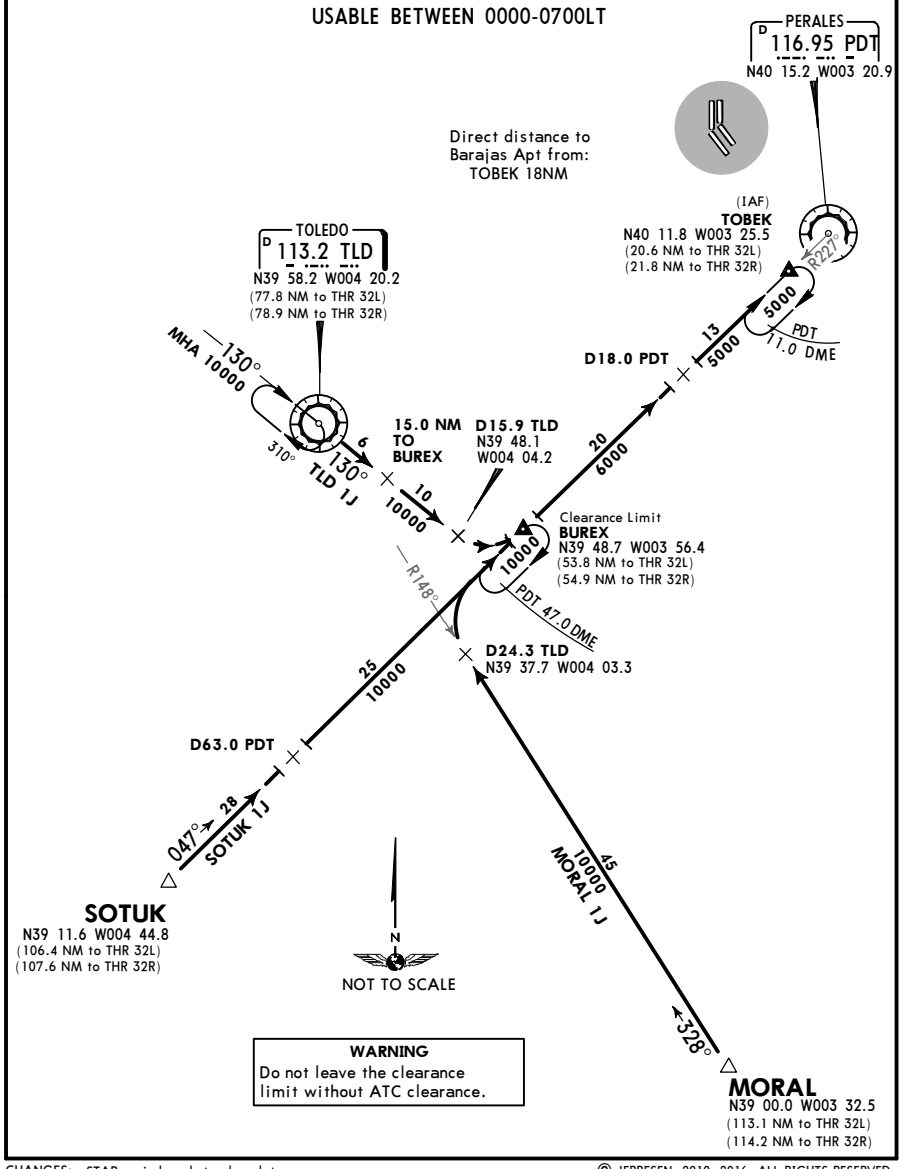
| ATIS | Apt Elev | |
|---|---|---|
| 118.250 | 1998' | Alt Set: hPa<br>Trans level: By ATC Trans alt: 13000'<br>Within 10 NM radius of PDT between R-250 and R-074 and between 4000' and 5000' Ground Proximity Warning System (GPWS) alarm signal may occur due to orographic characteristics of terrain. |

# MORAL 1J [MORA1J]
# SOTUK 1J [SOTU1J]
# TOLEDO 1J (TLD 1J)
## RWYS 32L/R CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC
VIA IAF TOBEK
USABLE BETWEEN 0000-0700LT




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

CHANGES: STARs reindexed; track update.

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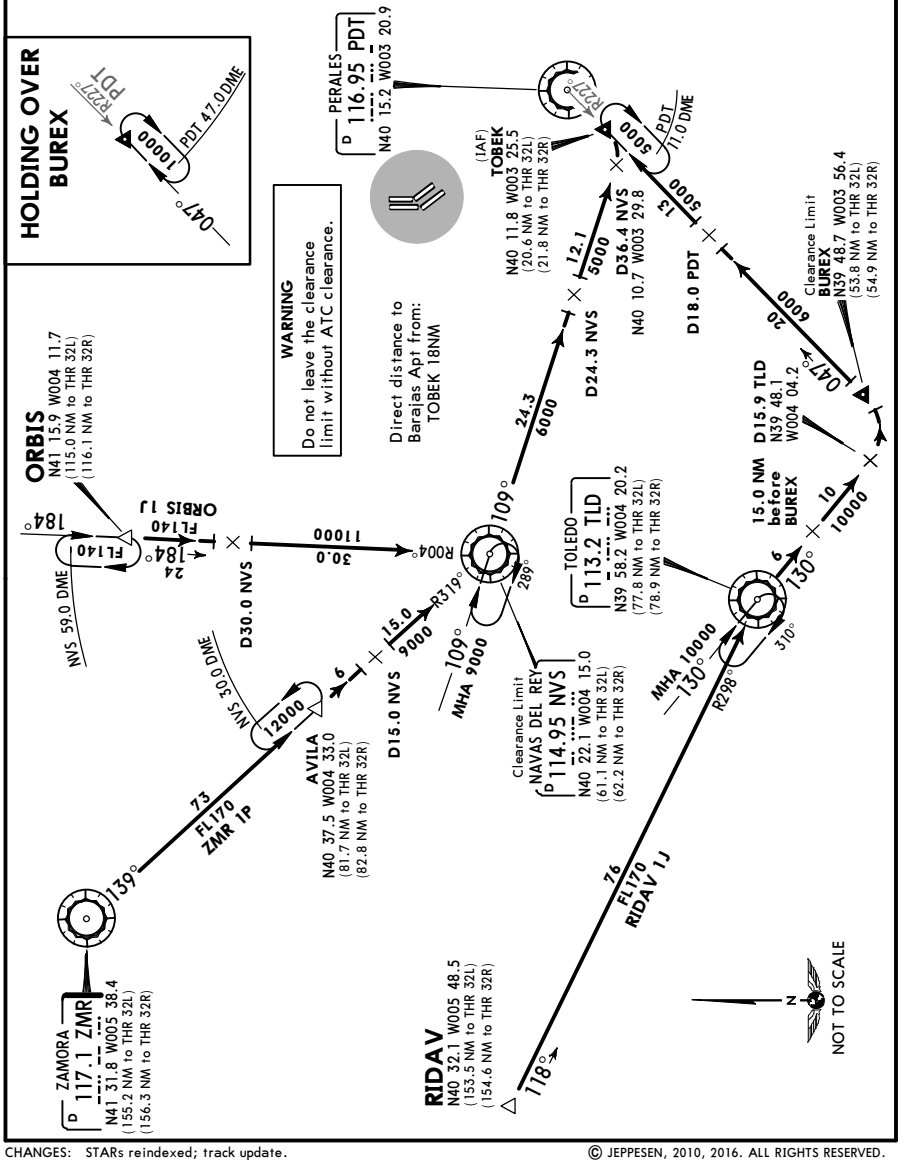
| ATIS | Apt Elev | |
|---|---|---|
| 118.250 | 1998′ | Alt Set: hPa Trans level: By ATC Trans alt: 13000′<br>Within 10 NM radius of PDT between R-250 and R-074 and between 4000′ and 5000′ Ground Proximity Warning System (GPWS) alarm signal may occur due to orographic characteristics of terrain. |

# ORBIS 1J [ORBI1J]
# RIDAV 1J [RIDA1J]
# ZAMORA 1P (ZMR 1P)
# RWYS 32L/R CONTINUOUS DESCENT ARRIVALS (CDA)
## BY ATC
## VIA IAF TOBEK
## USABLE BETWEEN 0000-0700LT





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# LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
22 APR 16 (10-2K) Eff 28 Apr

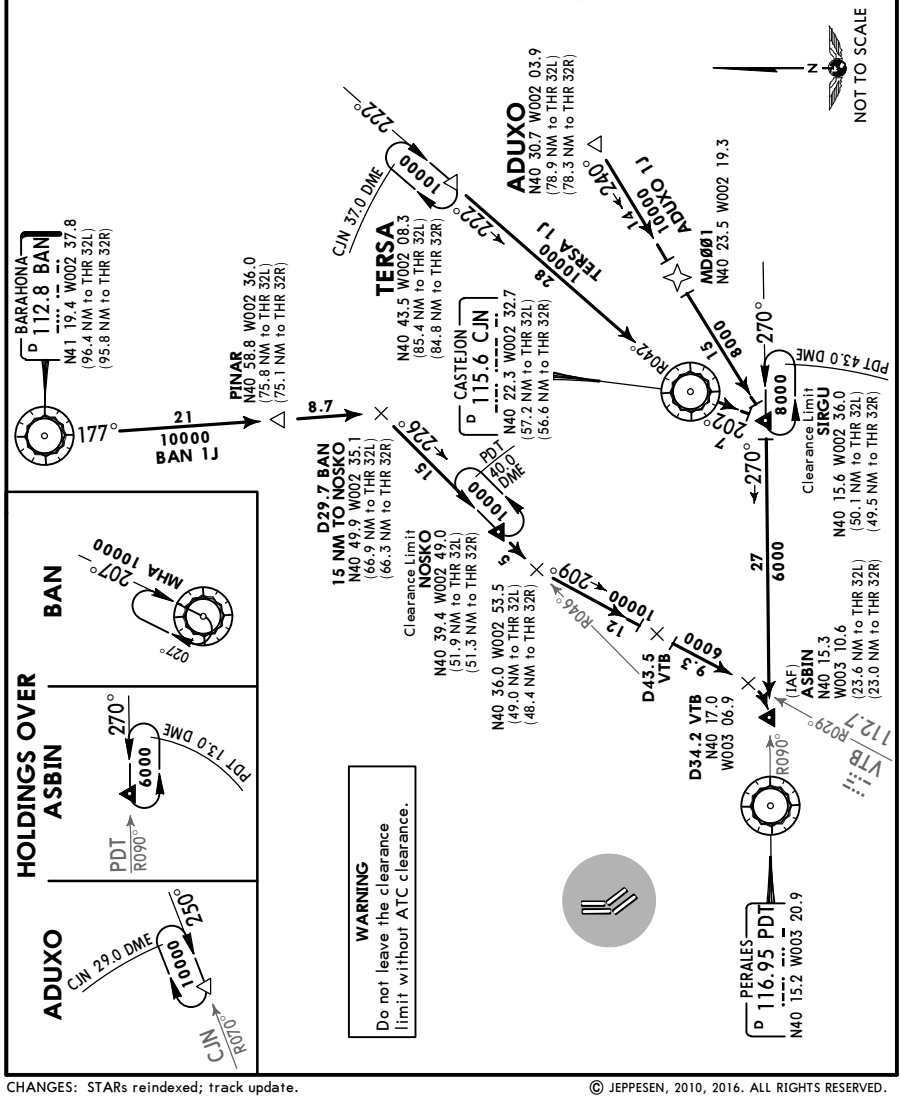
# MADRID, SPAIN
STAR

| ATIS | Apt Elev | |
|---|---|---|
| 118.250 | 1998′ | Alt Set: hPa Trans level: By ATC Trans alt: 13000′<br>Within 10 NM radius of PDT between R-250 and R-074 and between 4000′ and 5000′ Ground Proximity Warning System (GPWS) alarm signal may occur due to orographic characteristics of terrain. |

## ADUXO 1J [ADUX1J]
(B-RNAV)
B-RNAV APPROVAL REQUIRED

## BARAHONA 1J (BAN 1J)
## TERSA 1J [TERS1J]

## RWYS 32L/R CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC
VIA IAF ASBIN
USABLE BETWEEN 0000LT-0700LT





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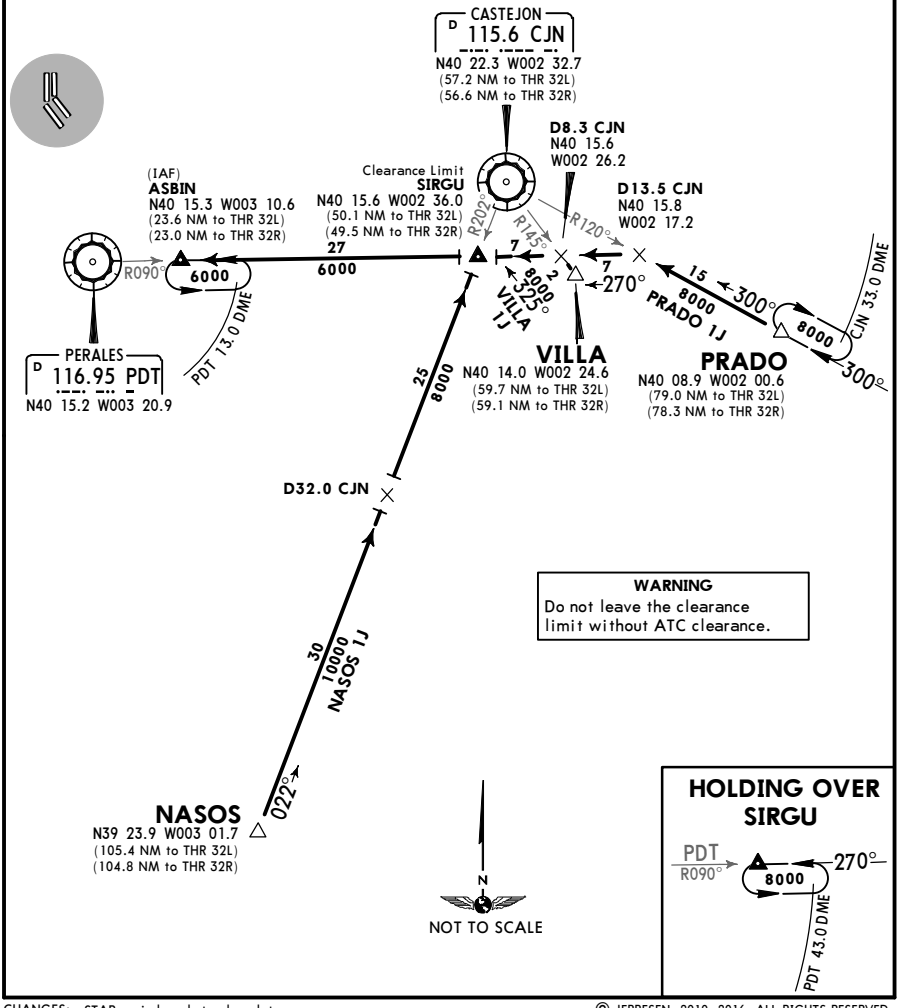
| ATIS | Apt Elev | |
|---|---|---|
| 118.250 | 1998′ | Alt Set: hPa Trans level: By ATC Trans alt: 13000′<br>Within 10 NM radius of PDT between R-250 and R-074 and between 4000′ and 5000′ Ground Proximity Warning System (GPWS) alarm signal may occur due to orographic characteristics of terrain. |

# NASOS 1J [NASO1J]
# PRADO 1J [PRAD1J]
# VILLA 1J [VILA1J]
## RWYS 32L/R CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC
VIA IAF ASBIN
USABLE BETWEEN 0000LT-0700LT




CHANGES: STARs reindexed; track update.

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| RNAV SID DESIGNATION | REFER TO CHART |
|---|---|
| BARDI 2S | 10-3B |
| BARDI 2L, 2X | 10-3C |
| CCS 1S | 10-3D |
| CCS 1L, 1X | 10-3E |
| NANDO 1R, 1U | 10-3F |
| PINAR 1R | 10-3G |
| PINAR 1U | 10-3H |
| RBO 1R, 1U | 10-3J |
| SIE 1L | 10-3K |
| SIE 1S, 1U | 10-3L |
| VTB 1S | 10-3L1 |
| VTB 1L, 1X | 10-3L2 |
| ZMR 1L, 1X | 10-3L3 |
| ZMR 1S | 10-3L4 |

FOR FURTHER SID DESIGNATION
REFER TO PAGE 10-3A

CHANGES: BARDI RNAV SIDs renumbered; RNAV SID SIE 1U established.

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| SID DESIGNATION | REFER TO CHART |
|---|---|
| BARDI 2B, 2Q, 2V | 10-3M |
| BARDI 2K, 2T | 10-3N |
| BARDI 2N, 5W | 10-3N1 |
| CACERES 2B, 1Q, 2V | 10-3N2 |
| CACERES 4W | 10-3N3 |
| CACERES 3N | 10-3N4 |
| CACERES 1K, 1T | 10-3N5 |
| NANDO 1B | 10-3N6 |
| NANDO 2N | 10-3P |
| NANDO 1D, 5W | 10-3Q |
| NANDO 1E, 1V | 10-3S |
| PINAR 2B | 10-3T |
| PINAR 2N | 10-3T1 |
| PINAR 1D, 5W | 10-3T2 |
| PINAR 1E, 1V | 10-3T3 |
| ROBLEDILLO 1B | 10-3T4 |
| ROBLEDILLO 1N | 10-3T5 |
| ROBLEDILLO 1D, 4W | 10-3U |
| ROBLEDILLO 1E, 1V | 10-3V |
| SOMOSIERRA 2B | 10-3V1 |
| SOMOSIERRA 1N, 1T | 10-3V2 |
| SOMOSIERRA 1K, 2W | 10-3V3 |
| SOMOSIERRA 1Q | 10-3V4 |
| SOMOSIERRA 1E, 2V | 10-3V5 |
| VILLATOBAS 1B, 1Q, 1V | 10-3V6 |
| VILLATOBAS 1K, 1T | 10-3V7 |
| VILLATOBAS 1N | 10-3W |
| VILLATOBAS 1D, 6W | 10-3X |
| ZAMORA 1B, 1Q, 1V | 10-3X1 |
| ZAMORA 1K, 1N, 1T | 10-3X2 |
| ZAMORA 2W | 10-3X3 |
| CONTINGENCY DEPS | 10-3X4 |

CHANGES: BARDI SIDs renumbered; SID SOMOSIERRA 1E established.

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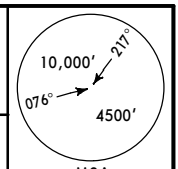
# LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
22 APR 16 (10-3B) Eff 28 Apr

# MADRID, SPAIN
RNAV SID

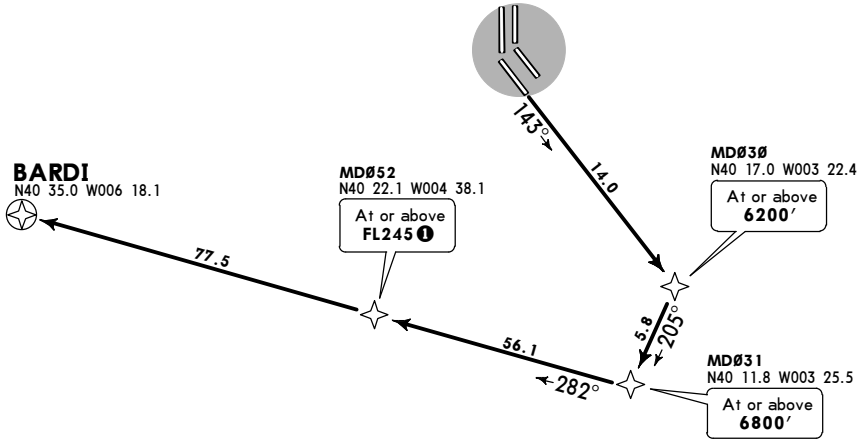
| Apt Elev 1998′ | Trans level: By ATC Trans alt: 13000′<br>**1. RNAV (DME/DME).**<br>**2. P-RNAV approval required.**<br>3. EXPECT close-in obstacles.<br>4. SIDs are also noise abatement procedures (refer to 10-4). |
|---|---|



MSA
ARP

## BARDI 2S [BARD2S]
## P-RNAV
USABLE BETWEEN 0700-2300LT

**SPEED: MAX 250 KT BELOW 10000′**




❶ If unable to comply, inform ATC as soon as possible.

NOT TO SCALE

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

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

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

| RWY | ROUTING |
|---|---|
| **14R** | (2400′+) - MD030 (6200′+) - MD031 (6800′+) - MD052 (FL245+) - BARDI. |

CHANGES: RNAV SID revised & renumbered.

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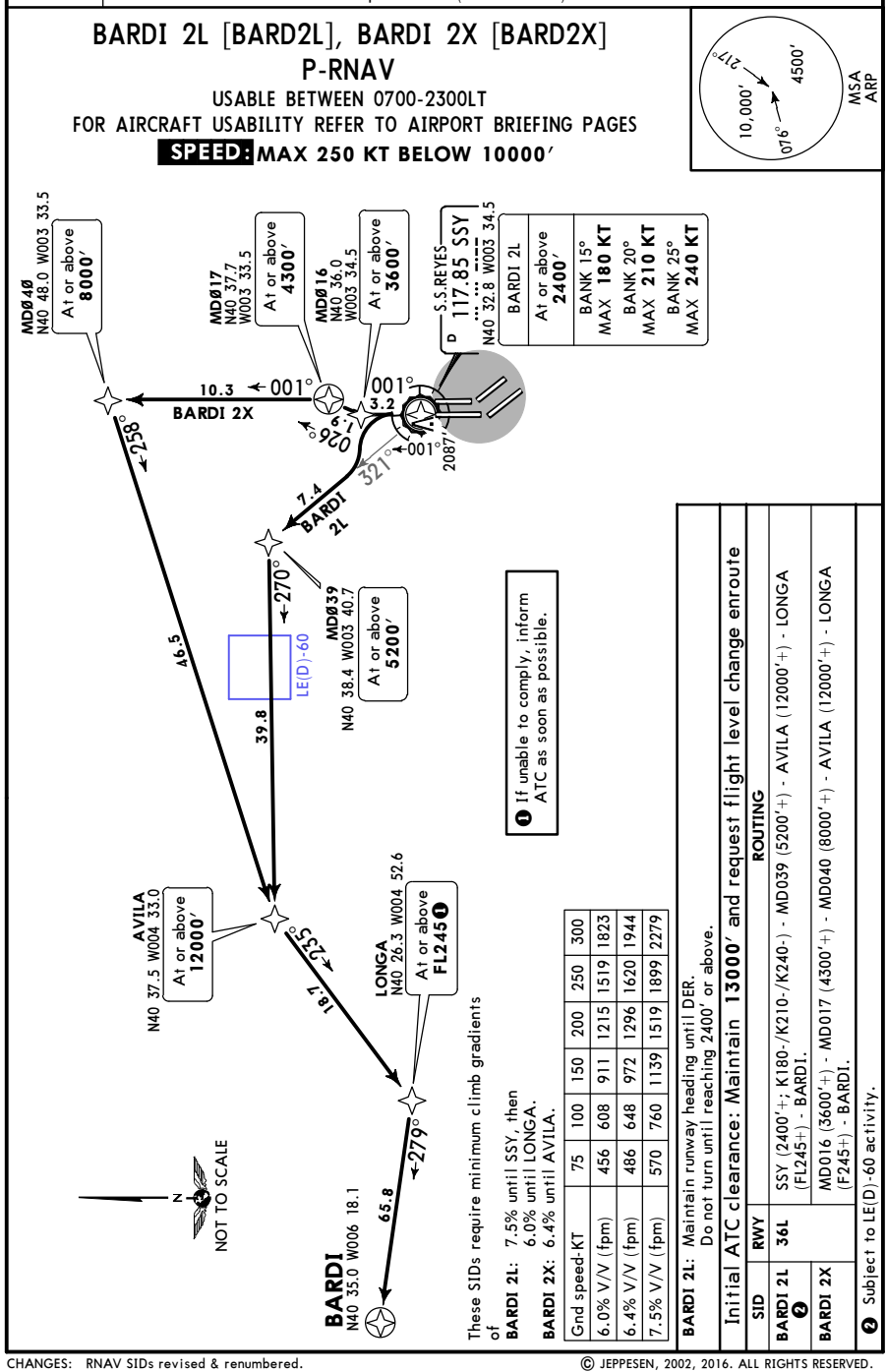
Apt Elev 1998′

Trans level: By ATC Trans alt: 13000′
1. **RNAV (DME/DME).**
2. **P-RNAV approval required.**
3. EXPECT close-in obstacles.
4. SIDs are also noise abatement procedures (refer to 10-4).

# BARDI 2L [BARD2L], BARDI 2X [BARD2X]
## P-RNAV

USABLE BETWEEN 0700-2300LT
FOR AIRCRAFT USABILITY REFER TO AIRPORT BRIEFING PAGES
**SPEED: MAX 250 KT BELOW 10000′**




❶ If unable to comply, inform ATC as soon as possible.

These SIDs require minimum climb gradients of
**BARDI 2L:** 7.5% until SSY, then 6.0% until LONGA.
**BARDI 2X:** 6.4% until AVILA.

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

**BARDI 2L:** Maintain runway heading until DER.
Do not turn until reaching 2400′ or above.

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

| SID | RWY | ROUTING |
|---|---|---|
| BARDI 2L ❷ | 36L | SSY (2400′+; K180-/K210-/K240-) - MD039 (5200′+) - AVILA (12000′+) - LONGA (FL245+) - BARDI. |
| BARDI 2X | | MD016 (3600′+) - MD017 (4300′+) - MD040 (8000′+) - AVILA (12000′+) - LONGA (FL245+) - BARDI. |

❷ Subject to LE(D)-60 activity.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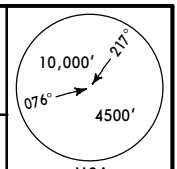
# LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN

22 APR 16 (10-3D) Eff 28 Apr

# MADRID, SPAIN
RNAV SID

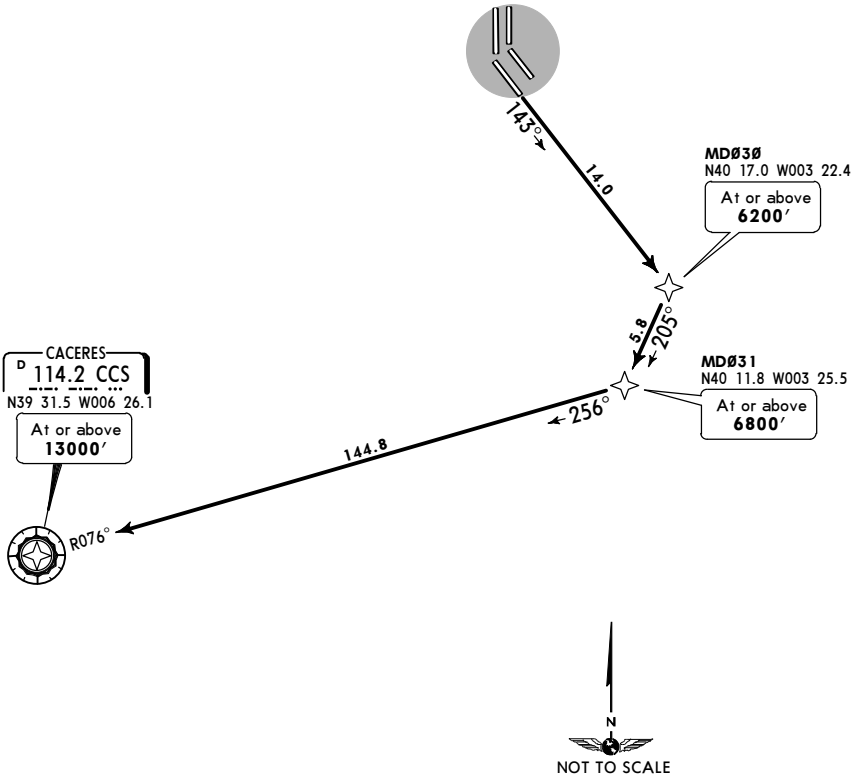
| Apt Elev 1998′ | Trans level: By ATC Trans alt: 13000′<br>**1. RNAV (DME/DME).**<br>**2. P-RNAV approval required.**<br>3. EXPECT close-in obstacles.<br>4. SIDs are also noise abatement procedures (refer to 10-4). |
|---|---|



MSA
ARP

## CCS 1S
## P-RNAV
USABLE BETWEEN 0700-2300LT

**SPEED: MAX 250 KT BELOW 10000′**




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

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

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

| RWY | ROUTING |
|---|---|
| **14R** | (2400′+) - MD030 (6200′+) - MD031 (6800′+) - CCS (13000′+). |

CHANGES: Track update.

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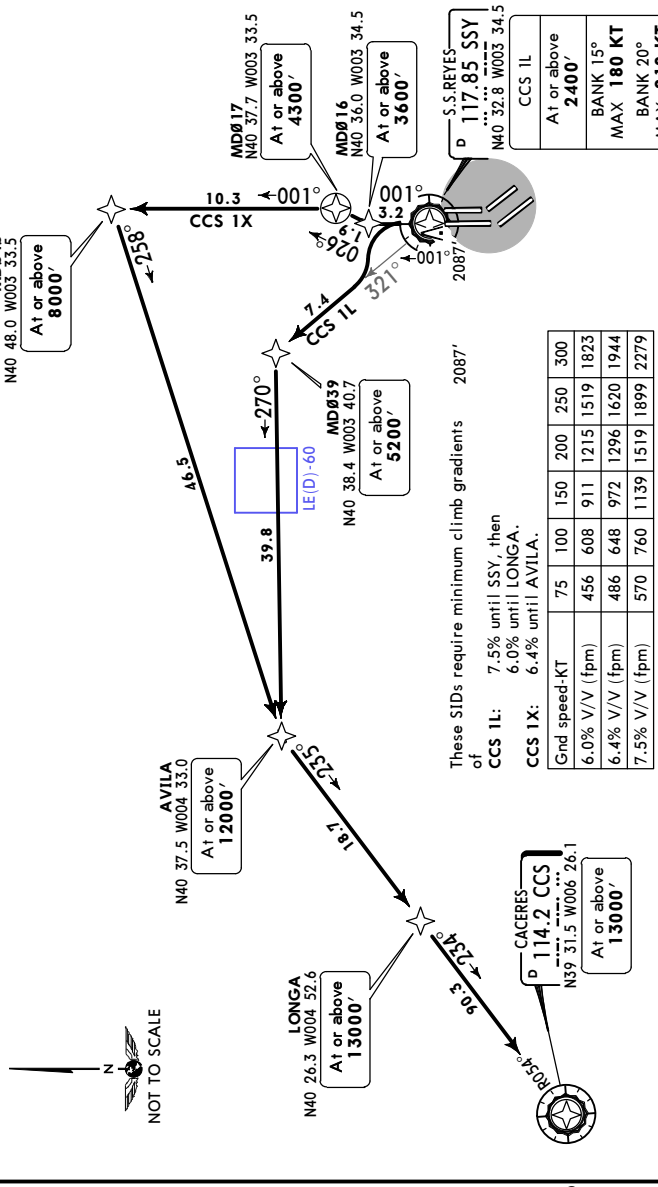
| Apt Elev 1998′ | Trans level: By ATC Trans alt: 13000′<br>**1. RNAV (DME/DME).**<br>**2. P-RNAV approval required.**<br>3. EXPECT close-in obstacles.<br>4. SIDs are also noise abatement procedures (refer to 10-4). |
|---|---|

# CCS 1L, CCS 1X
## P-RNAV

USABLE BETWEEN 0700-2300LT
FOR AIRCRAFT USABILITY REFER TO AIRPORT BRIEFING PAGES
**SPEED: MAX 250 KT BELOW 10000′**




These SIDs require minimum climb gradients 2087′
of
**CCS 1L:** 7.5% until SSY, then 6.0% until LONGA.
**CCS 1X:** 6.4% until AVILA.

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

**CCS 1L:** Maintain runway heading until DER.
Do not turn until reaching 2400′ or above.

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

| SID | RWY | ROUTING |
|---|---|---|
| CCS 1L ❶ | 36L | SSY (2400′+; K180-/K210-/K240-) - MD039 (5200′+) - AVILA (12000′+) - LONGA (13000′+) - CCS (13000′+). |
| CCS 1X | | MD016 (3600′+) - MD017 (4300′+) - MD040 (8000′+) - AVILA (12000′+) - LONGA (13000′+) - CCS (13000′+). |

❶ Subject to LE(D)-60 activity.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# LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

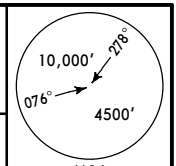
JEPPESEN

22 APR 16 (10-3F) Eff 28 Apr

# MADRID, SPAIN
RNAV SID

Apt Elev 1998′

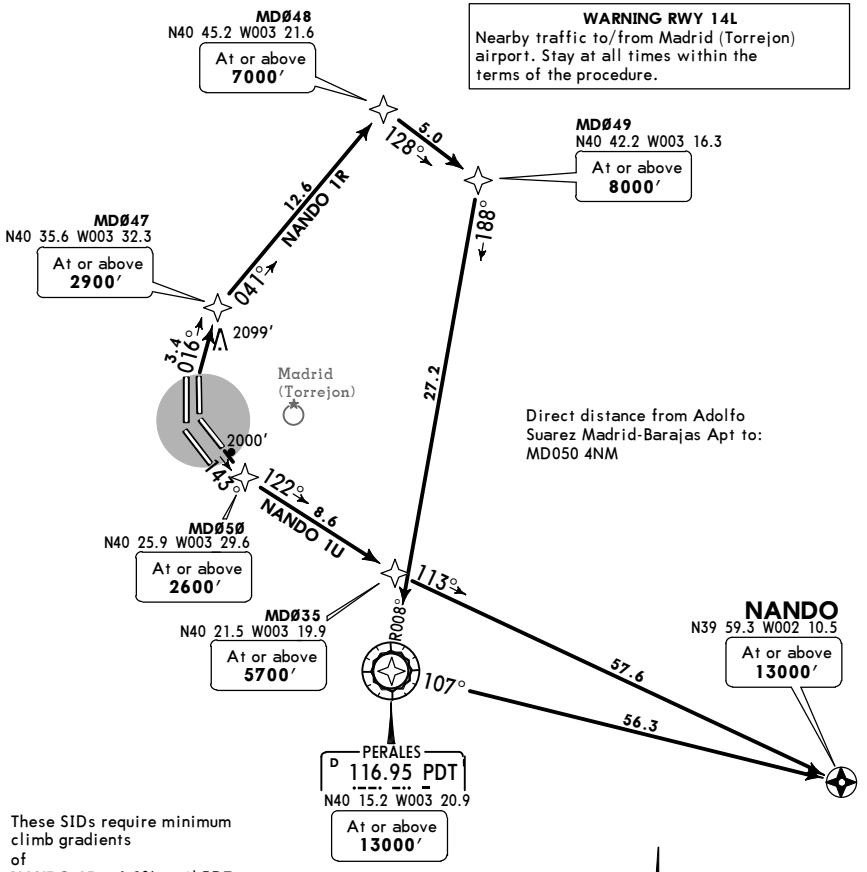
Trans level: By ATC Trans alt: 13000′
1. **RNAV (DME/DME).**
2. **P-RNAV approval required.**
3. EXPECT close-in obstacles.
4. SIDs are also noise abatement procedures (refer to 10-4).




## NANDO 1R [NAND1R]
## NANDO 1U [NAND1U]
## P-RNAV

USABLE BETWEEN 0700-2300LT

**SPEED: MAX 250 KT BELOW 10000′**




These SIDs require minimum climb gradients of
**NANDO 1R:** 6.0% until PDT.
**NANDO 1U:** 7.0% until MD050, then 5.5% until MD035.

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

N
NOT TO SCALE

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

| SID | RWY | ROUTING |
|---|---|---|
| **NANDO 1R** | **36R** | MD047 (2900′+) - MD048 (7000′+) - MD049 (8000′+) - PDT (13000′+) - NANDO (13000′+). |
| **NANDO 1U** | **14L** | MD050 (2600′+) - MD035 (5700′+) - NANDO (13000′+). |

CHANGES: Track update.

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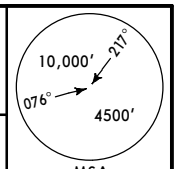
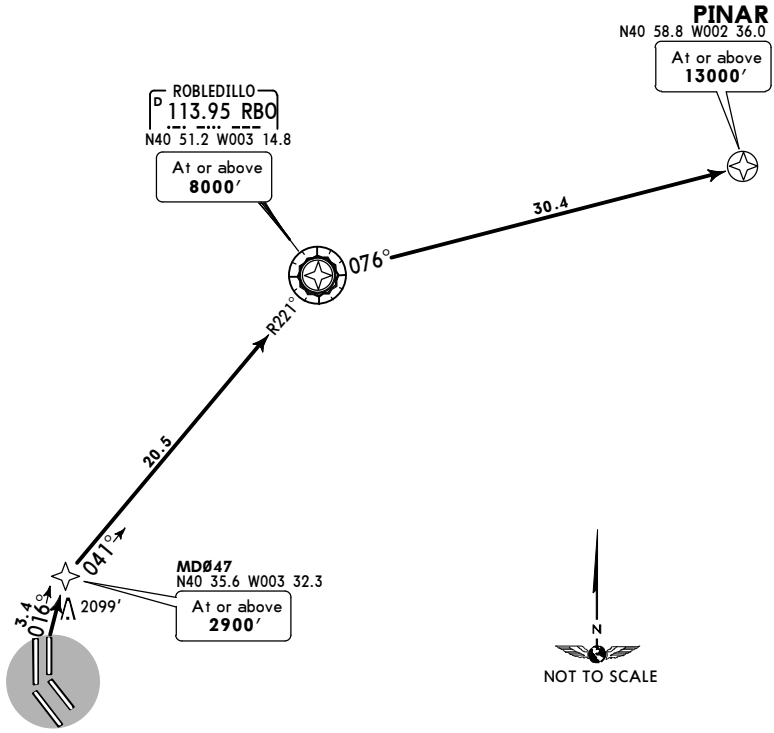
| Apt Elev 1998′ | Trans level: By ATC Trans alt: 13000′<br>**1. RNAV (DME/DME).**<br>**2. P-RNAV approval required.**<br>3. EXPECT close-in obstacles.<br>4. SIDs are also noise abatement procedures (refer to 10-4). |
|---|---|




MSA
ARP

# PINAR 1R [PINA1R]
## P-RNAV
USABLE BETWEEN 0700-2300LT

**SPEED: MAX 250 KT BELOW 10000′**




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

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

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

| RWY | ROUTING |
|---|---|
| **36R** | MD047 (2900′+) - RBO (8000′+) - PINAR (13000′+). |

CHANGES: Track update.

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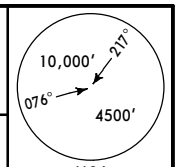
# LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN

22 APR 16 (10-3H) Eff 28 Apr

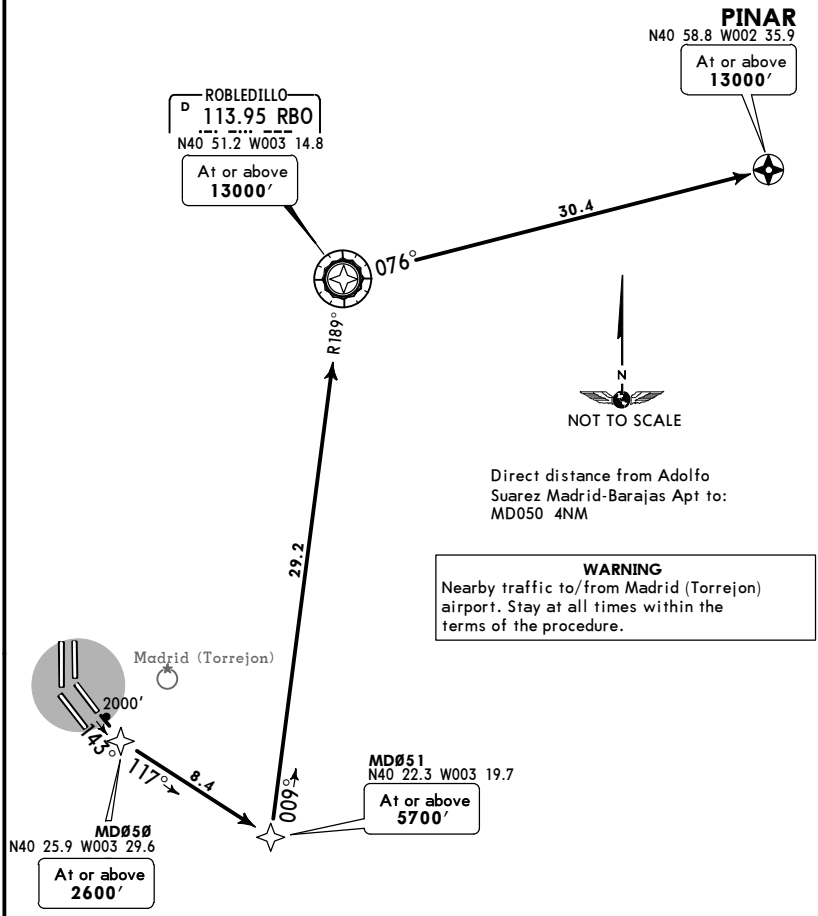
# MADRID, SPAIN
RNAV SID

| Apt Elev 1998′ | Trans level: By ATC Trans alt: 13000′<br>**1. RNAV (DME/DME).**<br>**2. P-RNAV approval required.**<br>3. EXPECT close-in obstacles.<br>4. SIDs are also noise abatement procedures (refer to 10-4). |
|---|---|




## PINAR 1U [PINA1U]
## P-RNAV
USABLE BETWEEN 0700-2300LT

**SPEED: MAX 250 KT BELOW 10000′**




Direct distance from Adolfo Suarez Madrid-Barajas Apt to:
MD050 4NM

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

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

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

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

| RWY | ROUTING |
|---|---|
| 14L | MD050 (2600′+) - MD051 (5700′+) - RBO (13000′+) - PINAR (13000′+). |

CHANGES: Track update.

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# LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

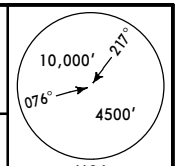
JEPPESEN

22 APR 16 (10-3J) Eff 28 Apr

# MADRID, SPAIN
RNAV SID

Apt Elev 1998′

Trans level: By ATC Trans alt: 13000′
1. **RNAV (DME/DME).**
2. **P-RNAV approval required.**
3. EXPECT close-in obstacles.
4. SIDs are also noise abatement procedures (refer to 10-4).

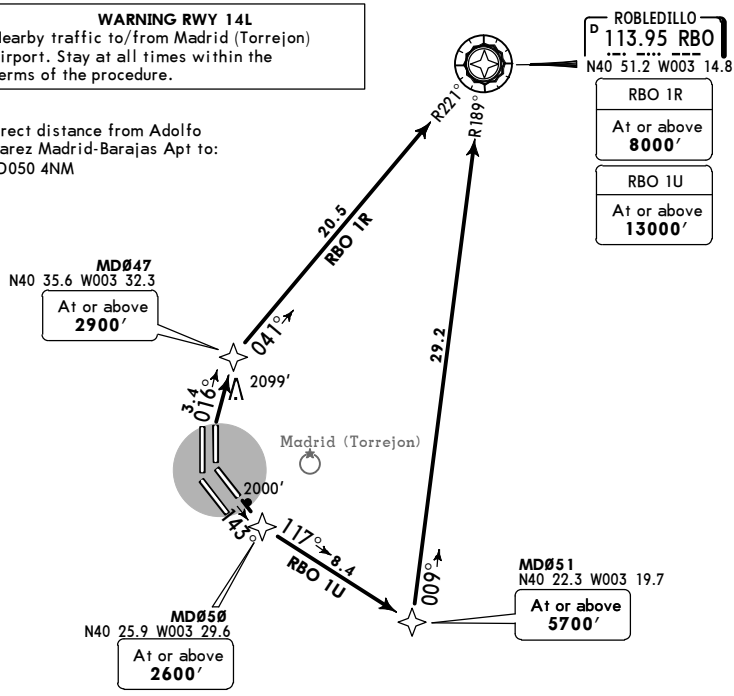



## RBO 1R, RBO 1U
## P-RNAV
USABLE BETWEEN 0700-2300LT

**SPEED: MAX 250 KT BELOW 10000′**

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

Direct distance from Adolfo Suarez Madrid-Barajas Apt to:
MD050 4NM



NOT TO SCALE

These SIDs require minimum climb gradients of
**RBO 1R:** 5.0%.
**RBO 1U:** 7.0% until MD050, then 6.0%.

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

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

| SID | RWY | ROUTING |
|---|---|---|
| **RBO 1R** | **36R** | MD047 (2900′+) - RBO (8000′+). |
| **RBO 1U** | **14L** | MD050 (2600′+) - MD051 (5700′+) - RBO (13000′+). |

CHANGES: Track update.

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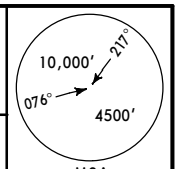
| Apt Elev 1998′ | Trans level: By ATC Trans alt: 13000′<br>**1. RNAV (DME/DME).**<br>**2. P-RNAV approval required.**<br>3. EXPECT close-in obstacles.<br>4. SIDs are also noise abatement procedures (refer to 10-4). |
|---|---|

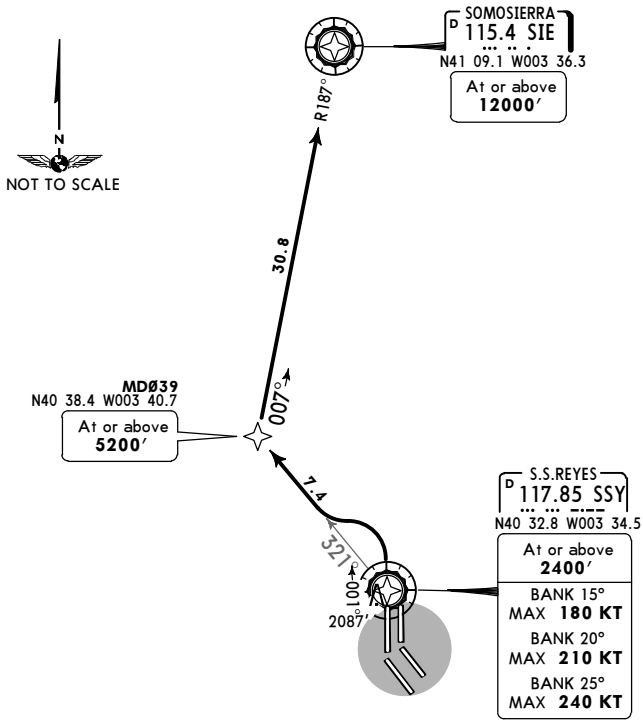



# SIE 1L
## P-RNAV

USABLE BETWEEN 0700-2300LT

FOR AIRCRAFT USABILITY REFER TO AIRPORT BRIEFING PAGES

**SPEED: MAX 250 KT BELOW 10000′**




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

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

Maintain runway heading until DER. Do not turn until reaching 2400′ or above.

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

| RWY | ROUTING |
|---|---|
| **36L** | SSY (2400′+; K180-/K210-/K240-) - MD039 (5299′+) - SIE (12000′+). |

CHANGES: Track update.

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# LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

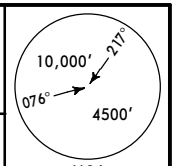
JEPPESEN

22 APR 16 (10-3L) Eff 28 Apr

# MADRID, SPAIN
RNAV SID

Apt Elev 1998′

Trans level: By ATC Trans alt: 13000′
1. **RNAV (DME/DME).**
2. **P-RNAV approval required.**
3. EXPECT close-in obstacles.
4. SIDs are also noise abatement procedures (refer to 10-4).

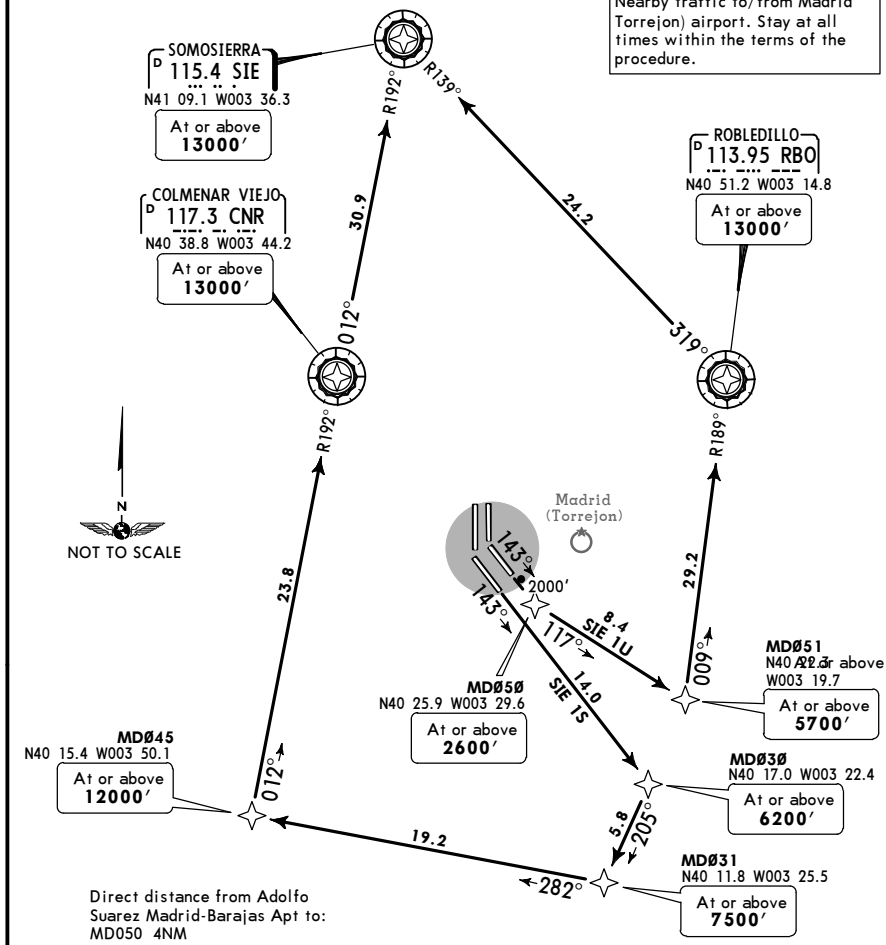


MSA
ARP

## SIE 1S, SIE 1U
## P-RNAV
USABLE BETWEEN 0700-2300LT

**SPEED: MAX 250 KT BELOW 10000′**

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




Direct distance from Adolfo Suarez Madrid-Barajas Apt to: MD050 4NM

These SIDs require minimum climb gradients of
**SIE 1S:** 5.5% until MD030, then 4.5% until CNR.
**SIE 1U:** 7.0% until MD050, then 6.0% until RBO.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 4.5% V/V (fpm) | 342 | 456 | 684 | 911 | 1139 | 1367 |
| 5.5% V/V (fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |
| 6.0% V/V (fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |
| 7.0% V/V (fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |

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

| SID | RWY | ROUTING |
|---|---|---|
| **SIE 1S** | **14R** | (2400′+) - MD030 (6200′+) - MD031 (7500′+) - MD045 (12000′+) - CNR (13000′+) - SIE (13000′+). |
| **SIE 1U** | **14L** | MD050 (2600′+) - MD051 (5700′+) - RBO (13000′+) - SIE (13000′+). |

CHANGES: RNAV SID SIE 1U established; track update.

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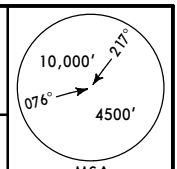
# LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN

22 APR 16 (10-3L1) Eff 28 Apr

# MADRID, SPAIN
RNAV SID

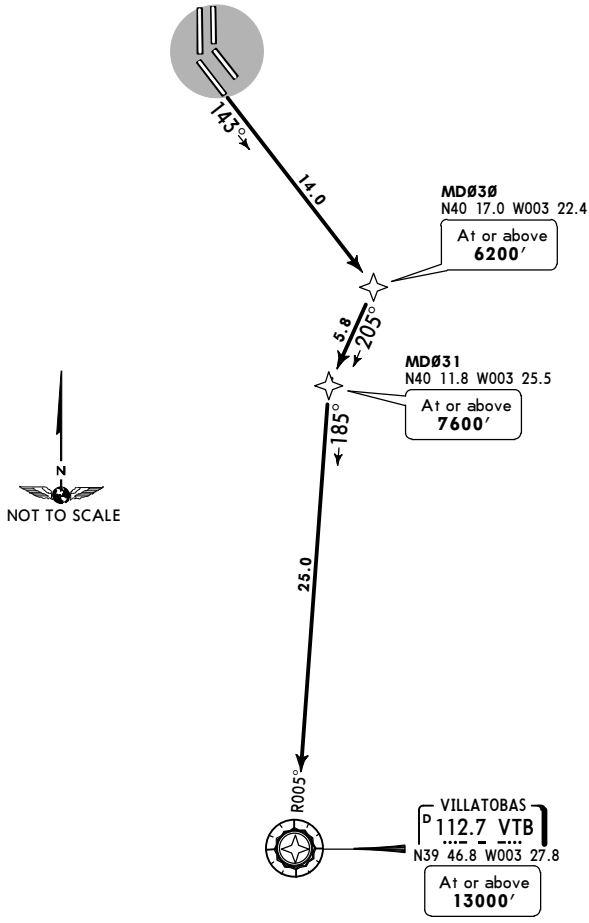
| Apt Elev 1998′ | Trans level: By ATC Trans alt: 13000′<br>**1. RNAV (DME/DME).**<br>**2. P-RNAV approval required.**<br>3. EXPECT close-in obstacles.<br>4. SIDs are also noise abatement procedures (refer to 10-4). |
|---|---|



MSA
ARP

## VTB 1S
## P-RNAV
USABLE BETWEEN 0700-2300LT

**SPEED: MAX 250 KT BELOW 10000′**




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

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

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

| RWY | ROUTING |
|---|---|
| **14R** | (2400′+) - MD030 (6200′+) - MD031 (7600′+) - VTB (13000′+). |

CHANGES: Track update.

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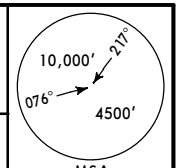
| Apt Elev 1998′ | Trans level: By ATC Trans alt: 13000′<br>**1. RNAV (DME/DME).**<br>**2. P-RNAV approval required.**<br>3. EXPECT close-in obstacles.<br>4. SIDs are also noise abatement procedures (refer to 10-4). |
|---|---|

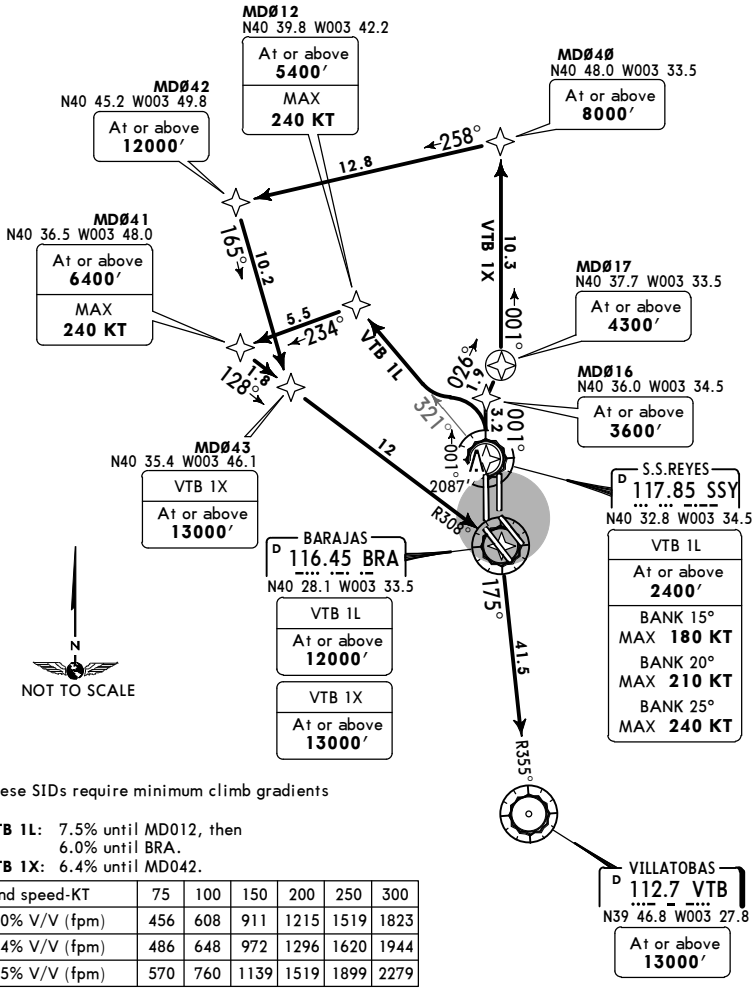



## VTB 1L, VTB 1X
## P-RNAV

USABLE BETWEEN 0700-2300LT

FOR AIRCRAFT USABILITY REFER TO AIRPORT BRIEFING PAGES

**SPEED: MAX 250 KT BELOW 10000′**




These SIDs require minimum climb gradients of

**VTB 1L:** 7.5% until MD012, then 6.0% until BRA.

**VTB 1X:** 6.4% until MD042.

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

**VTB 1L:** Maintain runway heading until DER.
Do not turn until reaching 2400′ or above.

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

| SID | RWY | ROUTING |
|---|---|---|
| **VTB 1L** | **36L** | SSY (2400′+; K180-/K210-/K240-) - MD012 (5400′+; K240-) - MD041 (6400′+; K240-) - BRA (12000′+) - VTB (13000′). |
| **VTB 1X** | | MD016 (3600′+) - MD017 (4300′+) - MD040 (8000′+) - MD042 (12000′+) - MD043 (13000′+) - BRA (13000′+) - VTB (13000′+). |

CHANGES: Track update.

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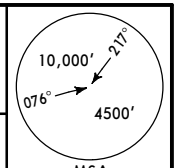
| Apt Elev 1998′ | Trans level: By ATC Trans alt: 13000′<br>**1. RNAV (DME/DME).**<br>**2. P-RNAV approval required.**<br>3. EXPECT close-in obstacles.<br>4. SIDs are also noise abatement procedures (refer to 10-4). |
|---|---|

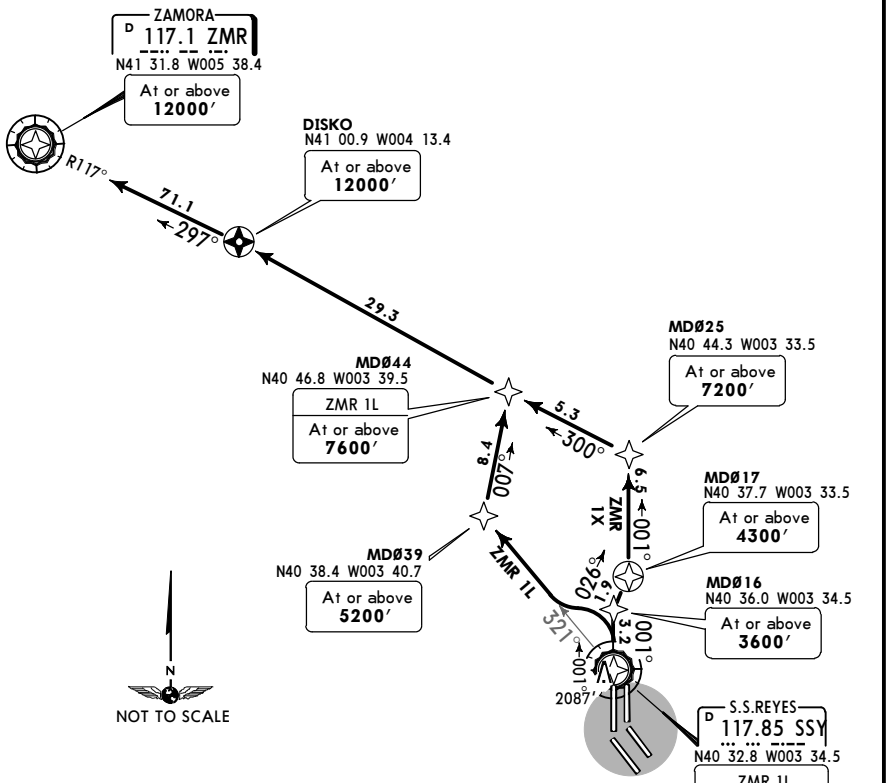



# ZMR 1L, ZMR 1X
## P-RNAV

USABLE BETWEEN 0700-2300LT

FOR AIRCRAFT USABILITY REFER TO AIRPORT BRIEFING PAGES

**SPEED: MAX 250 KT BELOW 10000′**




These SIDs require minimum climb gradients of

**ZMR 1L:** 7.5% until MD039, then 6.0% until DISKO.

**ZMR 1X:** 7.0% until MD025.

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

**ZMR 1L:** Maintain runway heading until DER.
Do not turn until reaching 2400′ or above.

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

| SID | RWY | ROUTING |
|---|---|---|
| **ZMR 1L** | **36L** | SSY (2400′+; K180-/K210-/K240-) - MD039 (5200′+) - MD044 (7600′+) - DISKO (12000′+) - ZMR (12000′+). |
| **ZMR 1X** | | MD016 (3600′+) - MD017 (4300′+) - MD025 (7200′+) - DISKO (12000′+) - ZMR (12000′+). |

CHANGES: Track update.

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# LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

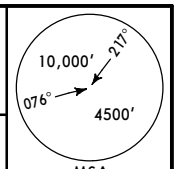
JEPPESEN

22 APR 16 (10-3L4) Eff 28 Apr

# MADRID, SPAIN
RNAV SID

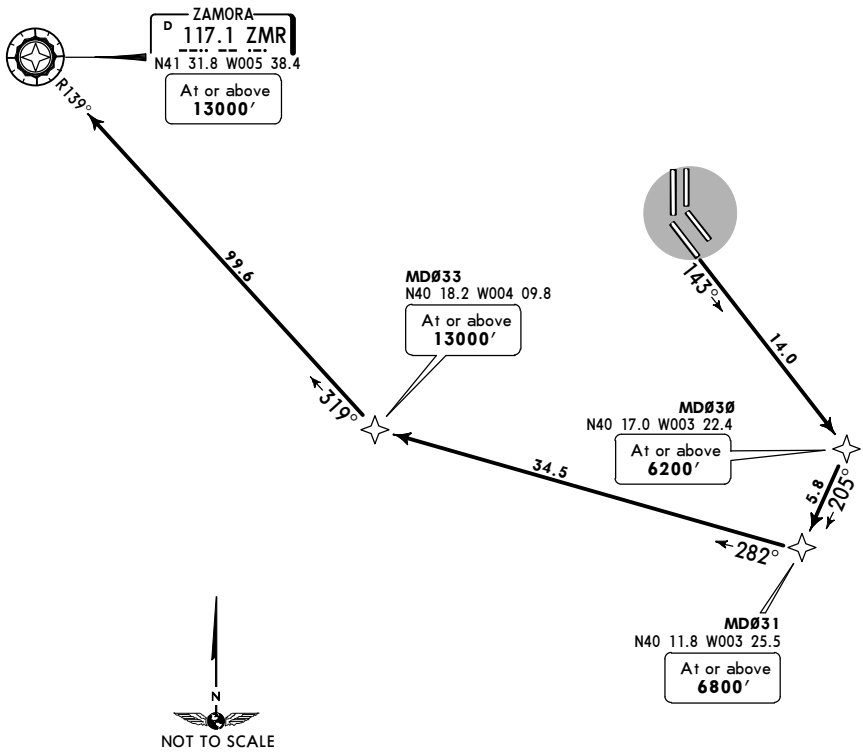
Apt Elev
1998′

Trans level: By ATC  Trans alt: 13000′
1. **RNAV (DME/DME).**
2. **P-RNAV approval required.**
3. EXPECT close-in obstacles.
4. SIDs are also noise abatement procedures (refer to 10-4).




## ZMR 1S
## P-RNAV
USABLE BETWEEN 0700-2300LT

**SPEED: MAX 250 KT BELOW 10000′**




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

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

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

| RWY | ROUTING |
|---|---|
| 14R | (2400′+) - MD030 (6200′+) - MD031 (6800′+) - MD033 (13000′+) - ZMR (13000′+). |

CHANGES: Track update.

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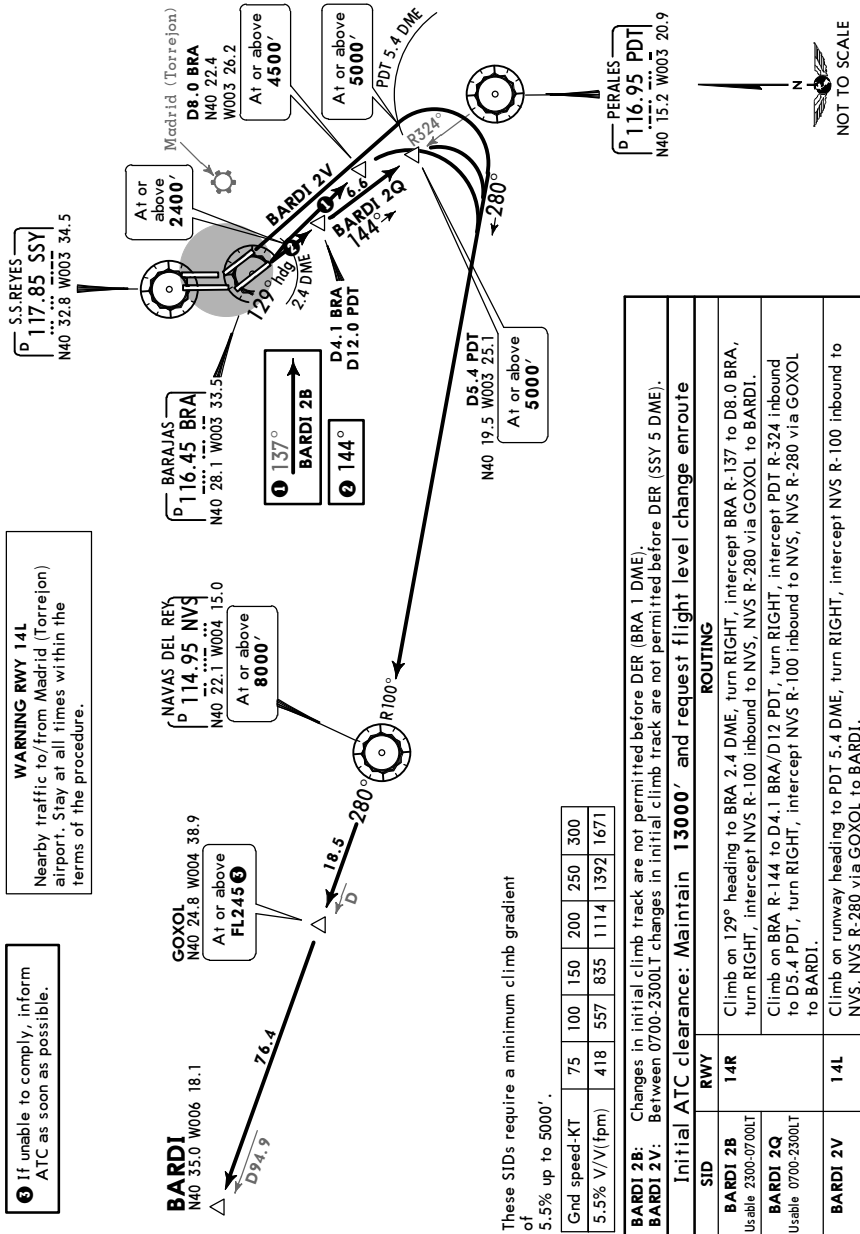
Apt Elev 1998′

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

# BARDI 2B [BARD2B], BARDI 2Q [BARD2Q] BARDI 2V [BARD2V]

**SPEED: MAX 250 KT BELOW 10000′**




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

❸ If unable to comply, inform ATC as soon as possible.

These SIDs require a minimum climb gradient of 5.5% up to 5000′.

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

**BARDI 2B:** Changes in initial climb track are not permitted before DER (BRA 1 DME).
**BARDI 2V:** Between 0700-2300LT changes in initial climb track are not permitted before DER (SSY 5 DME).

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

| SID | RWY | ROUTING |
|---|---|---|
| **BARDI 2B** Usable 2300-0700LT | **14R** | Climb on 129° heading to BRA 2.4 DME, turn RIGHT, intercept BRA R-137 to D8.0 BRA, turn RIGHT, intercept NVS R-100 inbound to NVS, NVS R-280 via GOXOL to BARDI. |
| **BARDI 2Q** Usable 0700-2300LT | | Climb on BRA R-144 to D4.1 BRA/D12 PDT, turn RIGHT, intercept PDT R-324 inbound to D5.4 PDT, turn RIGHT, intercept NVS R-100 inbound to NVS, NVS R-280 via GOXOL to BARDI. |
| **BARDI 2V** | **14L** | Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept NVS R-100 inbound to NVS, NVS R-280 via GOXOL to BARDI. |

CHANGES: SIDs revised & renumbered.

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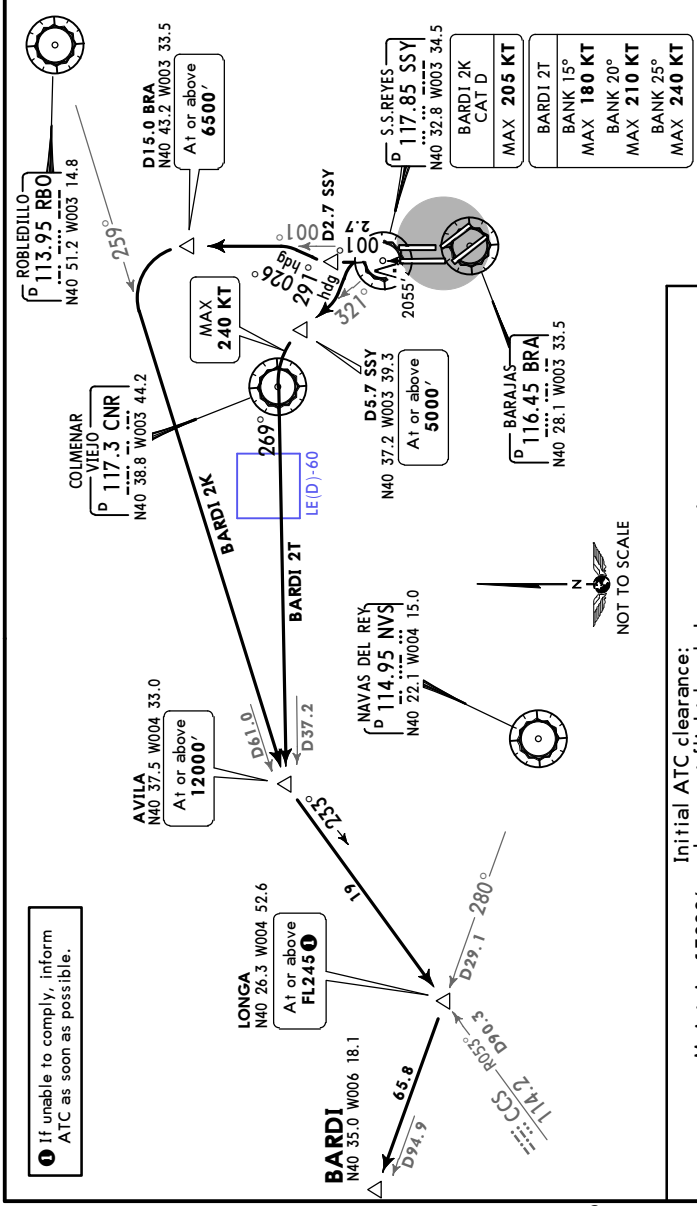
| Apt Elev | |
|---|---|
| 1998′ | Trans level: By ATC Trans alt: 13000′<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles. |

## BARDI 2K [BARD2K], BARDI 2T [BARD2T]

USABLE 0700-2300LT

FOR AIRCRAFT USABILITY REFER TO AIRPORT BRIEFING PAGES

**SPEED:** MAX 250 KT BELOW 10000′




These SIDs require minimum climb gradients of
**BARDI 2K:** 6.4% up to 10000′.
**BARDI 2T:** 7.5% up to 4500′.

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

❶ If unable to comply, inform ATC as soon as possible.

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

| SID | RWY | ROUTING |
|---|---|---|
| BARDI 2K | 36L | Climb on runway heading to SSY, SSY R-001 to D2.7 SSY, turn RIGHT, 026° heading, intercept BRA R-001 to D15.0 BRA, turn LEFT, intercept RBO R-259 to AVILA, turn LEFT, intercept CCS R-053 inbound to LONGA, turn RIGHT, intercept NVS R-280 to BARDI. |
| BARDI 2T ❷ | | Climb on runway heading to SSY, turn LEFT, 291° heading, intercept SSY R-321 to D5.7 SSY, turn LEFT, intercept CNR R-269 to AVILA, turn LEFT, intercept CCS R-053 inbound to LONGA, turn RIGHT, intercept NVS R-280 to BARDI. |

❷ Subject to LE(D)-60 activity.



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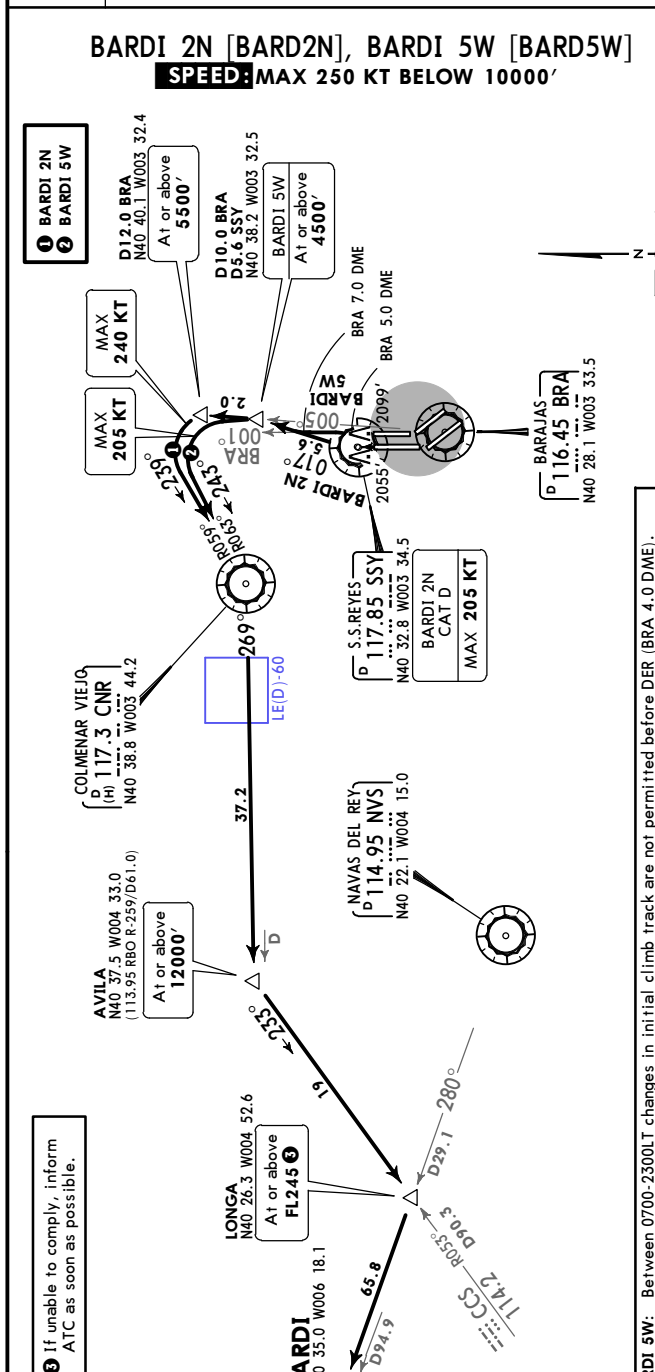
| Apt Elev | |
|---|---|
| 1998′ | Trans level: By ATC Trans alt: 13000′<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles. |

# BARDI 2N [BARD2N], BARDI 5W [BARD5W]

**SPEED: MAX 250 KT BELOW 10000′**




These SIDs require minimum climb gradients of
**BARDI 2N:** 7.0% up to 6000′.
**BARDI 5W:** 7.0% up to 7000′. If unable to comply inform ATC before take-off.

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

**BARDI 5W:** Between 0700-2300LT changes in initial climb track are not permitted before DER (BRA 4.0 DME).

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

| SID | RWY | ROUTING |
|---|---|---|
| **BARDI 2N**<br>Usable 2300-0700LT | **36L** | Climb on runway heading to SSY, SSY R-017 to D10.0 BRA/D5.6 SSY, turn LEFT, intercept BRA R-005 to D12.0 BRA, turn LEFT, intercept CNR R-059 inbound to CNR, CNR R-269 to AVILA, turn LEFT, intercept CCS R-053 inbound to LONGA, turn RIGHT, intercept NVS R-280 to BARDI. |
| **BARDI 5W** ❶ | **36R** | Climb on runway heading to BRA 5.0 DME, intercept BRA R-001 to BRA 7.0 DME, turn RIGHT, intercept SSY R-017 to D10.0 BRA/D5.6 SSY, turn LEFT, intercept CNR R-063 inbound to CNR, CNR R-269 to AVILA, turn LEFT, intercept CCS R-053 inbound to LONGA, turn RIGHT, intercept NVS R-280 to BARDI. |

❶ Subject to LE(D)-60 activity.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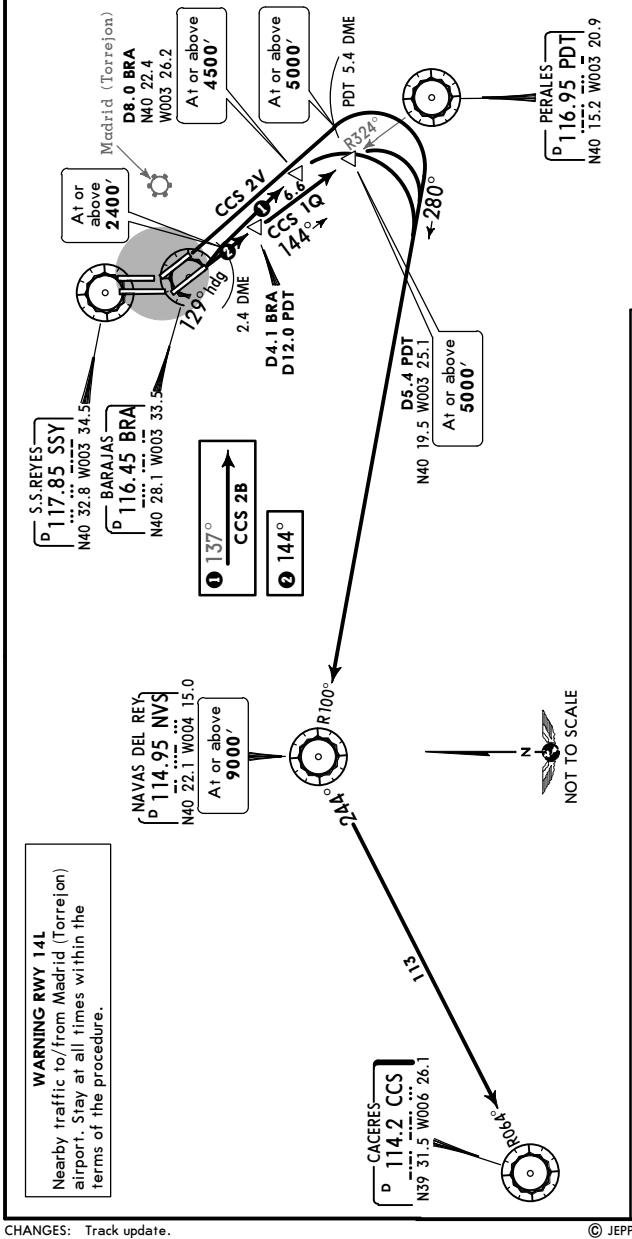
| Apt Elev | |
|---|---|
| 1998′ | Trans level: By ATC Trans alt: 13000′<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles. |

# CACERES 2B (CCS 2B), CACERES 1Q (CCS 1Q) CACERES 2V (CCS 2V)

**SPEED: MAX 250 KT BELOW 10000′**




These SIDs require a minimum climb gradient of 5.5% up to 5000′.

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

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

**CCS 2B:** Changes in initial climb track are not permitted before DER (BRA 1.0 DME).
**CCS 2V:** Between 0700-2300LT changes in initial climb track are not permitted before DER (SSY 5.0 DME).

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

| SID | RWY | ROUTING |
|---|---|---|
| **CCS 2B**<br>Usable 2300-0700LT | **14R** | Climb on 129° heading to BRA 2.4 DME, turn RIGHT, intercept BRA R-137 to D8.0 BRA, turn RIGHT, intercept NVS R-100 inbound to NVS, turn LEFT, intercept CCS R-064 inbound to CCS. |
| **CCS 1Q**<br>Usable 0700-2300LT | | Climb on BRA R-144 to D4.1 BRA/D12.0 PDT, turn RIGHT, intercept PDT R-324 inbound to D5.4 PDT, turn RIGHT, intercept NVS R-100 inbound to NVS, turn LEFT, intercept CCS R-064 inbound to CCS. |
| **CCS 2V** | **14L** | Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept NVS R-100 inbound to NVS, turn LEFT, intercept CCS R-064 inbound to CCS. |

CHANGES: Track update.

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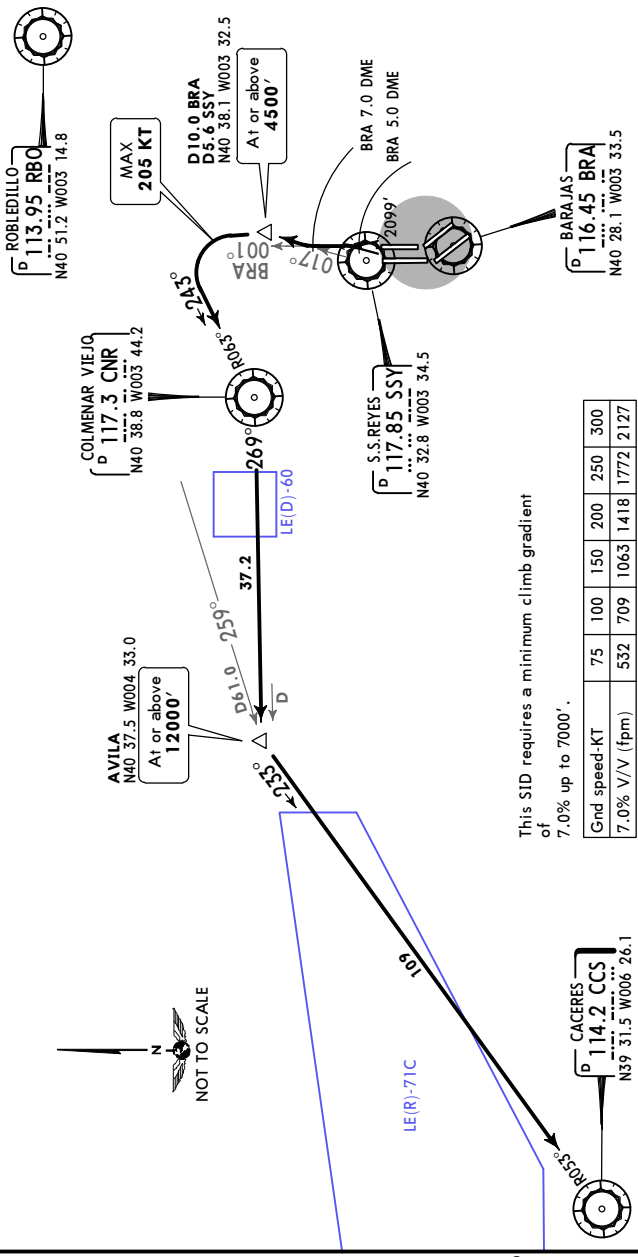
| Apt Elev | |
|---|---|
| 1998′ | Trans level: By ATC Trans alt: 13000′<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles. |

# CACERES 4W (CCS 4W)

## SUBJECT TO LE(D)-60 & LE(R)-71C ACTIVITY

**SPEED: MAX 250 KT BELOW 10000′**




This SID requires a minimum climb gradient of 7.0% up to 7000′.

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

If unable to comply inform ATC before take-off.

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

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

| RWY | ROUTING |
|---|---|
| 36R | Climb on runway heading to BRA 5.0 DME, intercept BRA R-001 to BRA 7.0 DME, turn RIGHT, intercept SSY R-017 to D10.0 BRA/D5.6 SSY, turn LEFT, intercept CNR R-063 inbound to CNR, CNR R-269 to AVILA, turn LEFT, intercept CCS R-053 inbound to CCS. |

CHANGES: Track update.

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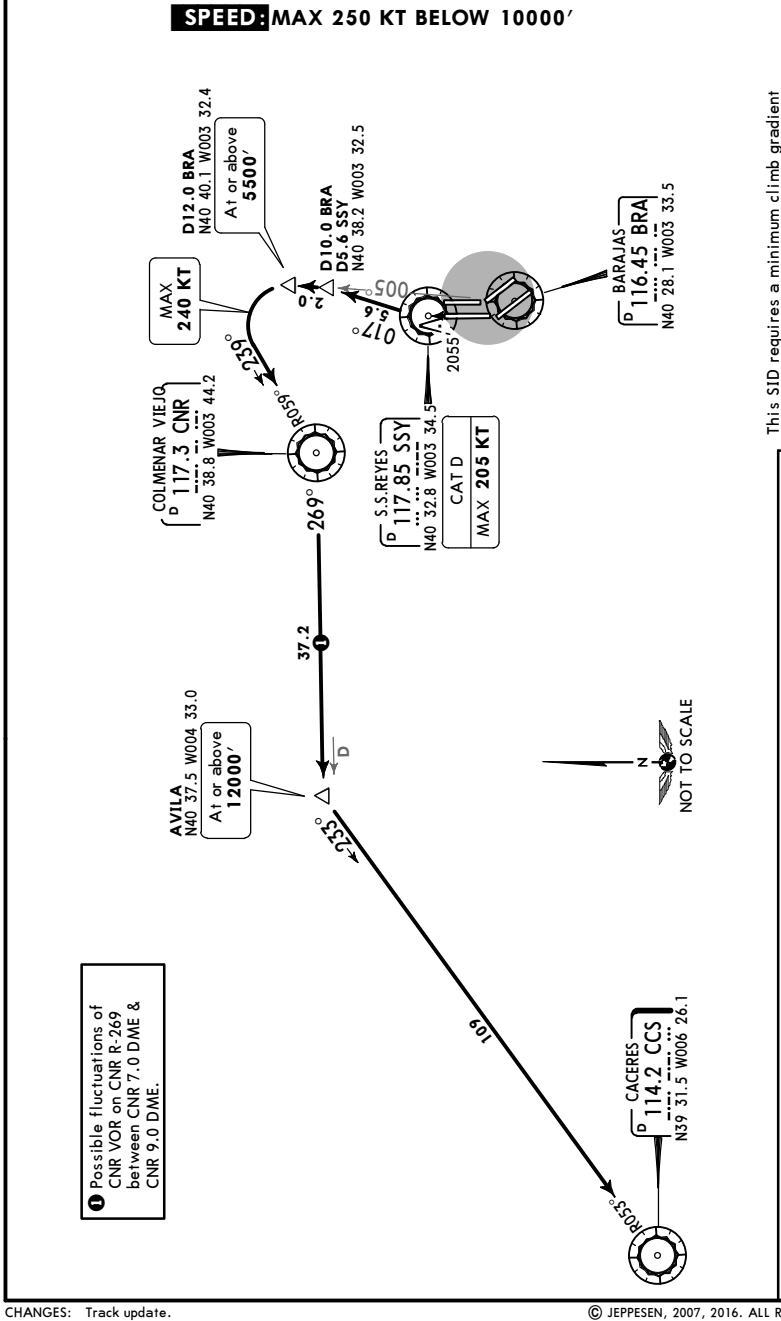
| Apt Elev | |
|---|---|
| 1998′ | Trans level: By ATC Trans alt: 13000′<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles. |

# CACERES 3N (CCS 3N)

USABLE 2300-0700LT

**SPEED: MAX 250 KT BELOW 10000′**




This SID requires a minimum climb gradient of 7.0% up to 6000′.

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

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

| RWY | ROUTING |
|---|---|
| 36L | Climb on runway heading to SSY, SSY R-017 to D10.0 BRA/D5.6 SSY, turn LEFT, intercept BRA R-005 to D12.0 BRA, turn LEFT, intercept CNR R-059 inbound to CNR, CNR R-269 to AVILA, turn LEFT, intercept CCS R-053 inbound to CCS. |

CHANGES: Track update.

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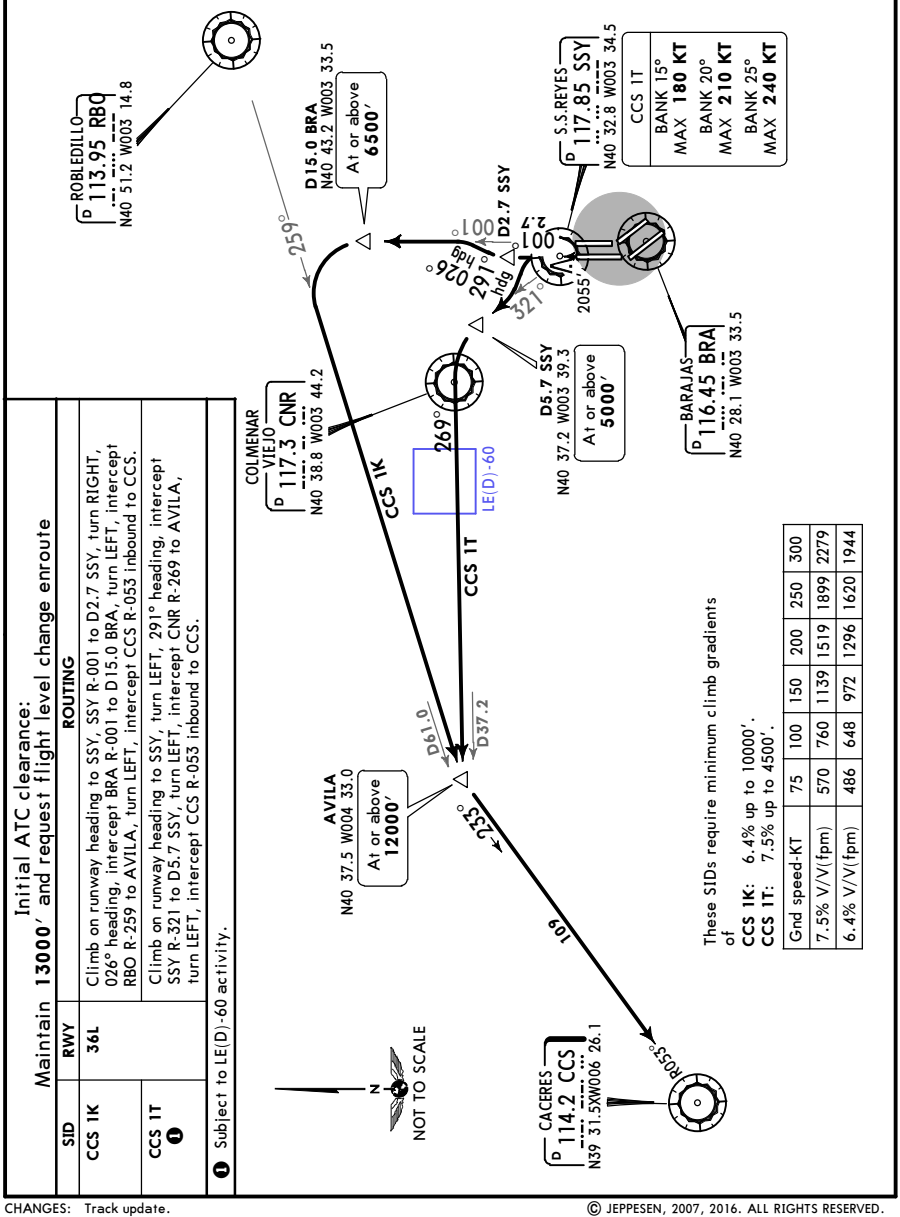
| Apt Elev | |
|---|---|
| 1998′ | Trans level: By ATC Trans alt: 13000′<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles. |

# CACERES 1K (CCS 1K), CACERES 1T (CCS 1T)

USABLE 0700-2300LT

FOR AIRCRAFT USABILITY REFER TO AIRPORT BRIEFING PAGES

**SPEED: MAX 250 KT BELOW 10000′**




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

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

| SID | RWY | ROUTING |
|---|---|---|
| CCS 1K | 36L | Climb on runway heading to SSY, SSY R-001 to D2.7 SSY, turn RIGHT, 026° heading, intercept BRA R-001 to D15.0 BRA, turn LEFT, intercept RBO R-259 to AVILA, turn LEFT, intercept CCS R-053 inbound to CCS. |
| CCS 1T ❶ | | Climb on runway heading to SSY, turn LEFT, 291° heading, intercept SSY R-321 to D5.7 SSY, turn LEFT, intercept CNR R-269 to AVILA, turn LEFT, intercept CCS R-053 inbound to CCS. |

❶ Subject to LE(D)-60 activity.



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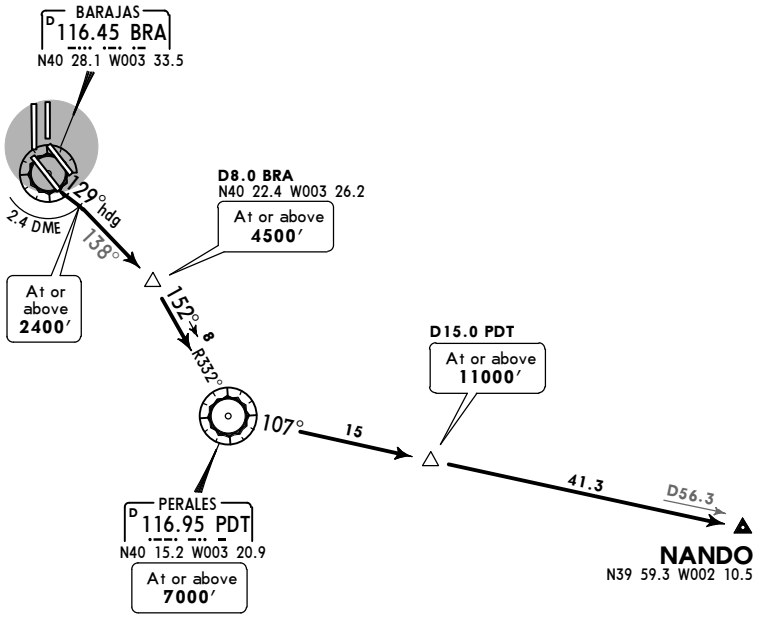
| Apt Elev | |
|---|---|
| 1998′ | Trans level: By ATC Trans alt: 13000′<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles |

# NANDO 1B [NAND1B]

**SPEED: MAX 250 KT BELOW 10000′**




This SID requires a minimum climb gradient of
6.1% up to 7000′.

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

NOT TO SCALE

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

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

| RWY | ROUTING |
|---|---|
| **14R** | Climb on 129° heading to BRA 2.4 DME, turn RIGHT, intercept BRA R-137 to D8.0 BRA, turn RIGHT, intercept PDT R-332 inbound to PDT, PDT R-107 to NANDO. |

CHANGES: Track update.

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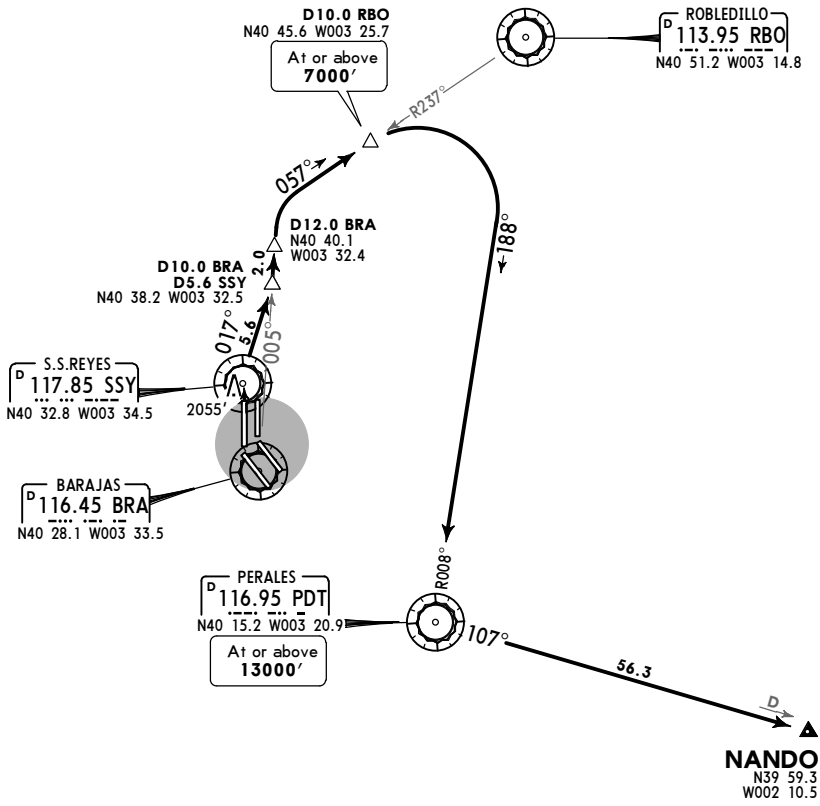
| Apt Elev 1998′ | Trans level: By ATC Trans alt: 13000′<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles. |
|---|---|

# NANDO 2N [NAND2N]

**SPEED: MAX 250 KT BELOW 10000′**




This SID requires minimum climb gradients of
**Between 0700-2300LT:** 6.6% up to 8000′.
**Between 2300-0700LT:** 5.5% up to 8000′.

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

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

| RWY | ROUTING |
|---|---|
| 36L | Climb on runway heading to SSY, SSY R-017 to D10.0 BRA/D5.6 SSY, turn LEFT, intercept BRA R-005 to D12.0 BRA, turn RIGHT, intercept RBO R-237 inbound to D10.0 RBO, turn RIGHT, intercept PDT R-008 inbound to PDT, PDT R-107 to NANDO. |

CHANGES: Track update.

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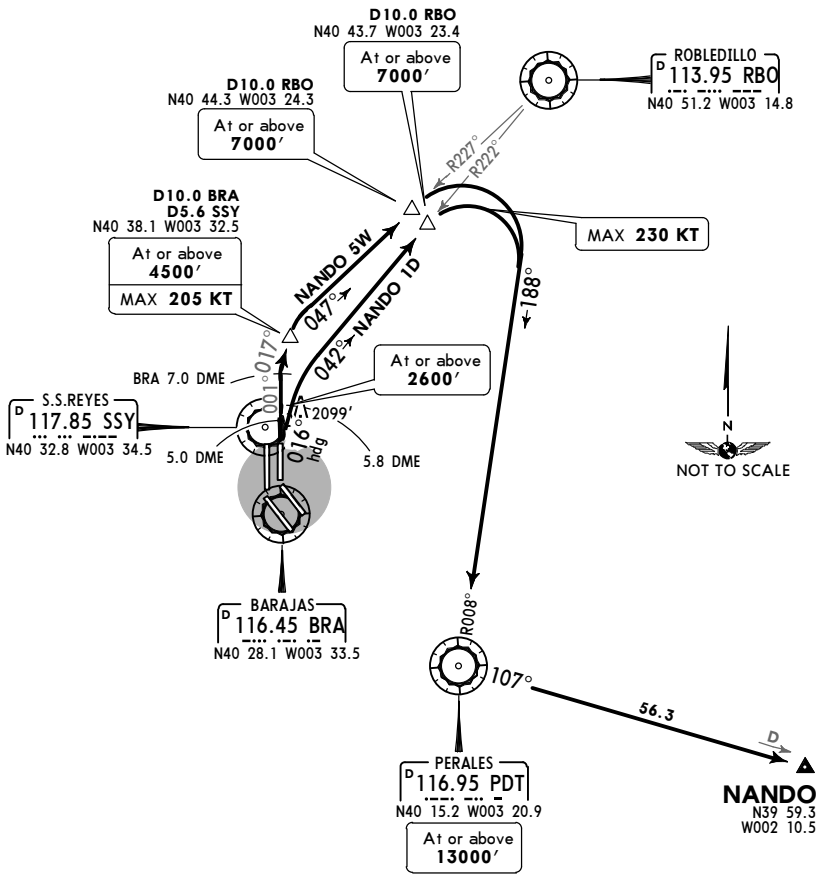
| Apt Elev 1998′ | Trans level: By ATC Trans alt: 13000′<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles. |
|---|---|

# NANDO 1D [NAND1D], NANDO 5W [NAND5W]

**SPEED: MAX 250 KT BELOW 10000′**




These SIDs require minimum climb gradients of

**NANDO 1D:** 6.0% up to 9000′.

**NANDO 5W:** 7.0% up to 9000′. If unable to comply inform ATC before take-off.

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

**NANDO 1D:** Changes in initial climb track are not permitted before DER (BRA 4.0 DME).

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

| SID | RWY | ROUTING |
|---|---|---|
| **NANDO 1D**<br>Usable 0700-2300LT | **36R** | Climb on 016° heading to BRA 5.8 DME, intercept RBO R-222 inbound to D10.0 RBO, turn RIGHT, intercept PDT R-008 inbound to PDT, PDT R-107 to NANDO. |
| **NANDO 5W**<br>Usable 2300-0700LT | | Climb on runway heading to BRA 5.0 DME, intercept BRA R-001 to BRA 7.0 DME, turn RIGHT, intercept SSY R-017 to D10.0 BRA/D5.6 SSY, turn RIGHT, intercept RBO R-227 inbound to D10.0 RBO, turn RIGHT, intercept PDT R-008 inbound to PDT, PDT R-107 to NANDO. |

CHANGES: Track update.

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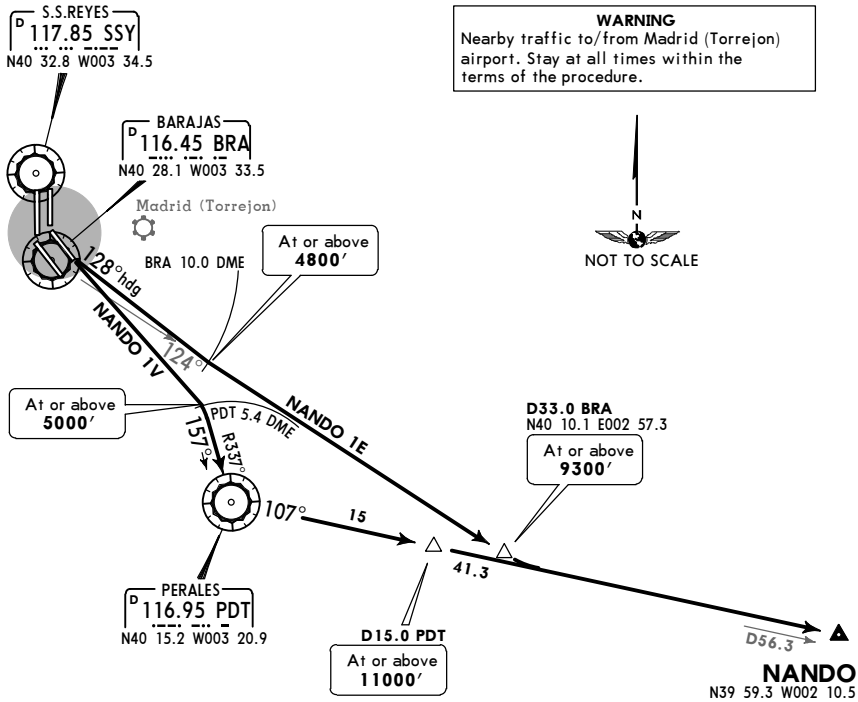
| Apt Elev 1998′ | Trans level: By ATC Trans alt: 13000′<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles |
|---|---|

# NANDO 1E [NAND1E], NANDO 1V [NAND1V]

**SPEED: MAX 250 KT BELOW 10000′**




These SIDs require minimum climb gradients of
7.0% up to 2200′, then
**NANDO 1E**: 5.8% up to 4800′.
**NANDO 1V**: 5.5% up to 11000′.

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

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

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

| SID | RWY | ROUTING |
|---|---|---|
| **NANDO 1E**<br>Usable 0700-2300LT | **14L** | Climb on 128° heading to BRA 10.0 DME, turn LEFT, intercept BRA R-124 to D33.0 BRA, turn LEFT, intercept PDT R-107 to NANDO. |
| **NANDO 1V**<br>Usable 2300-0700LT | | Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept PDT R-337 inbound to PDT, PDT R-107 to NANDO. |

CHANGES: Track update.

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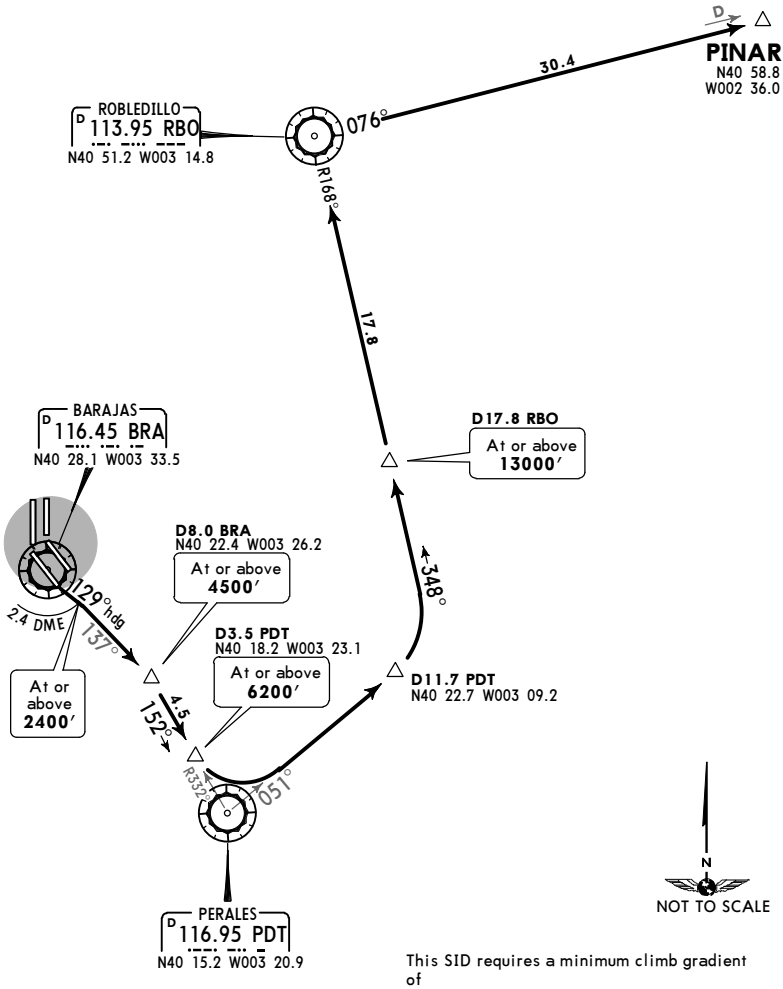
| Apt Elev 1998′ | Trans level: By ATC Trans alt: 13000′<br>1. EXPECT close-in obstacles.<br>2. SIDs are also noise abatement procedures (refer to 10-4A). |
|---|---|

# PINAR 2B [PINA2B]

**SPEED: MAX 250 KT BELOW 10000′**




This SID requires a minimum climb gradient of 6.1% up to 13000′.

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

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

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

| SID | ROUTING |
|---|---|
| **14R** | Climb on 129° heading to BRA 2.4 DME, turn RIGHT, intercept BRA R-137 to D8.0 BRA, turn RIGHT, intercept PDT R-332 inbound to D3.5 PDT, turn LEFT, intercept PDT R-051 to D11.7 PDT, turn LEFT, intercept RBO R-168 inbound to RBO, RBO R-076 to PINAR. |

CHANGES: Track update.

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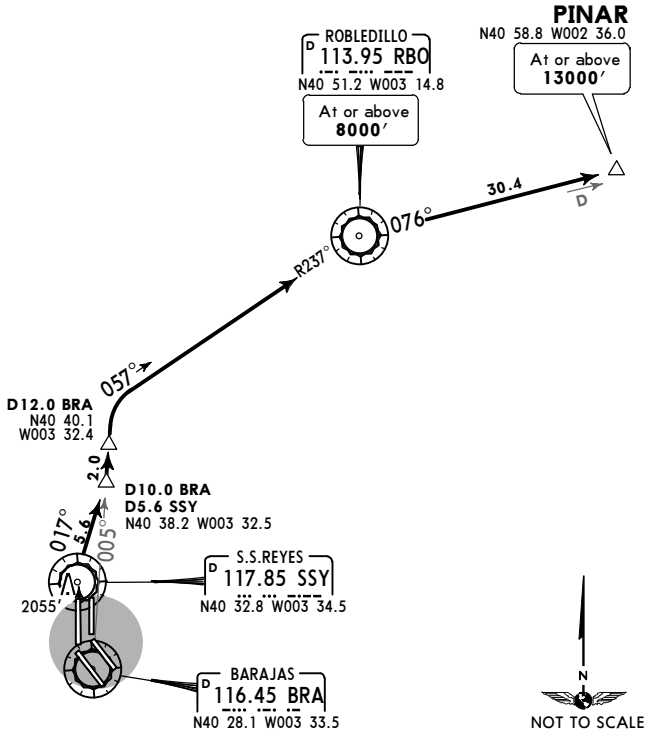
| Apt Elev 1998′ | Trans level: By ATC Trans alt: 13000′<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles. |
|---|---|

# PINAR 2N [PINA2N]

**SPEED: MAX 250 KT BELOW 10000′**




This SID requires minimum climb gradients of
**Between 0700-2300LT:** 6.6% up to 8000′.
**Between 2300-0700LT:** 5.5% up to 8000′.

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

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

| RWY | ROUTING |
|---|---|
| **36L** | Climb on runway heading to SSY, SSY R-017 to D10.0 BRA/D5.6 SSY, turn LEFT, intercept BRA R-005 to D12.0 BRA, turn RIGHT, intercept RBO R-237 inbound to RBO, RBO R-076 to PINAR. |

CHANGES: Track update.

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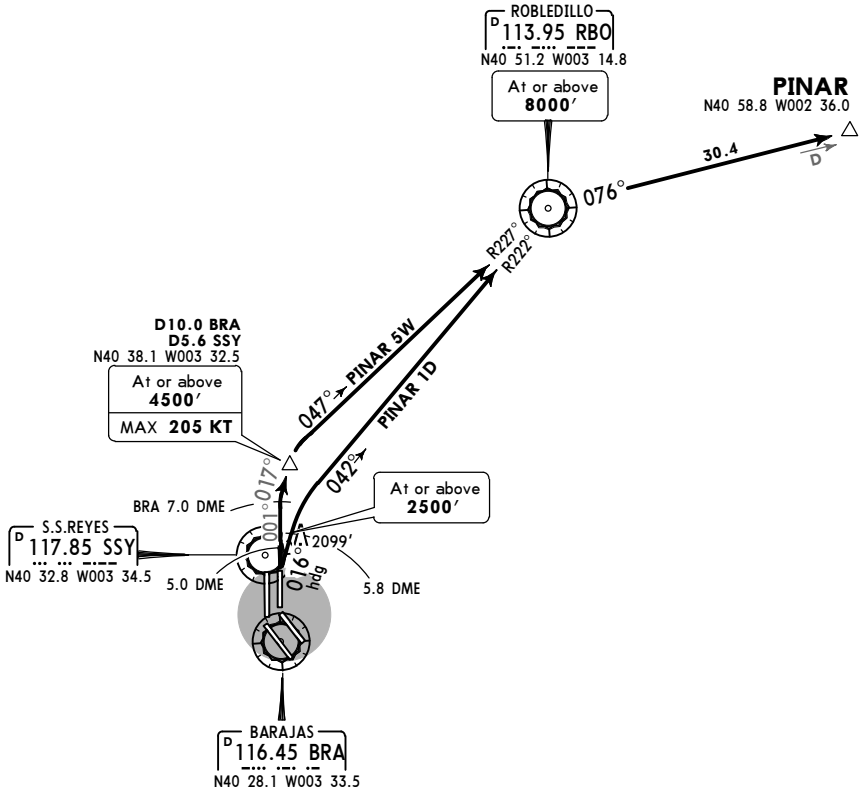
| Apt Elev 1998′ | Trans level: By ATC Trans alt: 13000′<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles. |
|---|---|

# PINAR 1D [PINA1D], PINAR 5W [PINA5W]

**SPEED: MAX 250 KT BELOW 10000′**




These SIDs require minimum climb gradients of
**PINAR 1D:** 5.0% up to 8000′.
**PINAR 5W:** 7.0% up to 8000′.

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

If unable to comply inform ATC before take-off.

**PINAR 1D:** Changes in initial climb track are not permitted before DER (BRA 4.0 DME).

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

| SID | RWY | ROUTING |
|---|---|---|
| **PINAR 1D**<br>Usable 0700-2300LT | **36R** | Climb on 016° heading to BRA 5.8 DME, intercept RBO R-222 inbound to RBO, RBO R-076 to PINAR. |
| **PINAR 5W**<br>Usable 2300-0700LT | | Climb on runway heading to BRA 5.0 DME, intercept BRA R-001 to BRA 7.0 DME, turn RIGHT, intercept SSY R-017 to D10.0 BRA/D5.6 SSY, turn RIGHT, intercept RBO R-227 inbound to RBO, RBO R-076 to PINAR. |

CHANGES: Track update.

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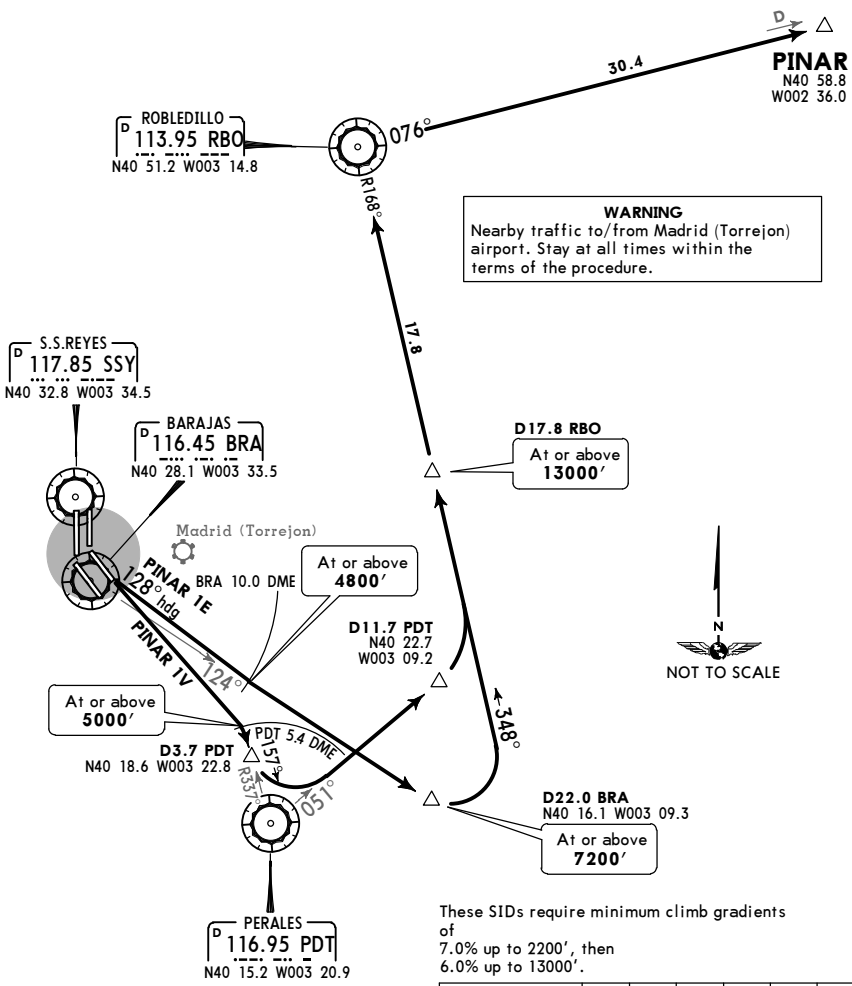
| Apt Elev 1998′ | Trans level: By ATC Trans alt: 13000′<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles |
|---|---|

# PINAR 1E [PINA1E], PINAR 1V [PINA1V]

**SPEED: MAX 250 KT BELOW 10000′**




These SIDs require minimum climb gradients of
7.0% up to 2200′, then
6.0% up to 13000′.

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

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

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

| SID | RWY | ROUTING |
|---|---|---|
| **PINAR 1E**<br>Usable 0700-2300LT | **14L** | Climb on 128° heading to BRA 10.0 DME, turn LEFT, intercept BRA R-124 to D22.0 BRA, turn LEFT, intercept RBO R-168 inbound to RBO, RBO R-076 to PINAR. |
| **PINAR 1V**<br>Usable 2300-0700LT | | Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept PDT R-337 inbound to D3.7 PDT, turn LEFT, intercept PDT R-051 to D11.7 PDT, turn LEFT, intercept RBO R-168 inbound to RBO, RBO R-076 to PINAR. |

CHANGES: Track update.

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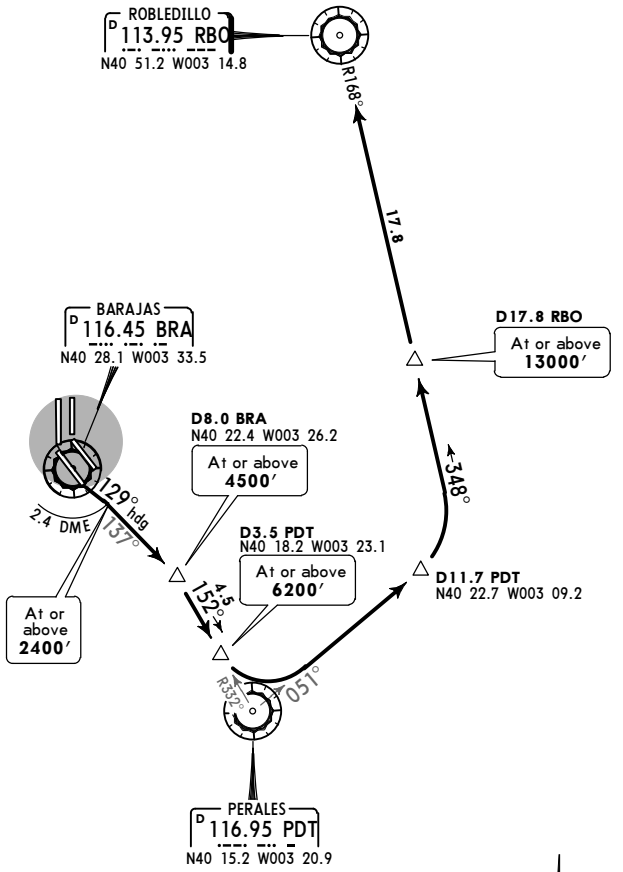
| Apt Elev 1998′ | Trans level: By ATC Trans alt: 13000′<br>1. EXPECT close-in obstacles.<br>2. SIDs are also noise abatement procedures (refer to 10-4A). |
|---|---|

# ROBLEDILLO 1B (RBO 1B)

**SPEED: MAX 250 KT BELOW 10000′**




This SID requires a minimum climb gradient of 6.1% up to 13000′.

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

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

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

| RWY | ROUTING |
|---|---|
| **14R** | Climb on 129° heading to BRA 2.4 DME, turn RIGHT, intercept BRA R-137 to D8.0 BRA, turn RIGHT, intercept PDT R-332 inbound to D3.5 PDT, turn LEFT, intercept PDT R-051 to D11.7 PDT, turn LEFT, intercept RBO R-168 inbound to RBO. |

CHANGES: Track update.

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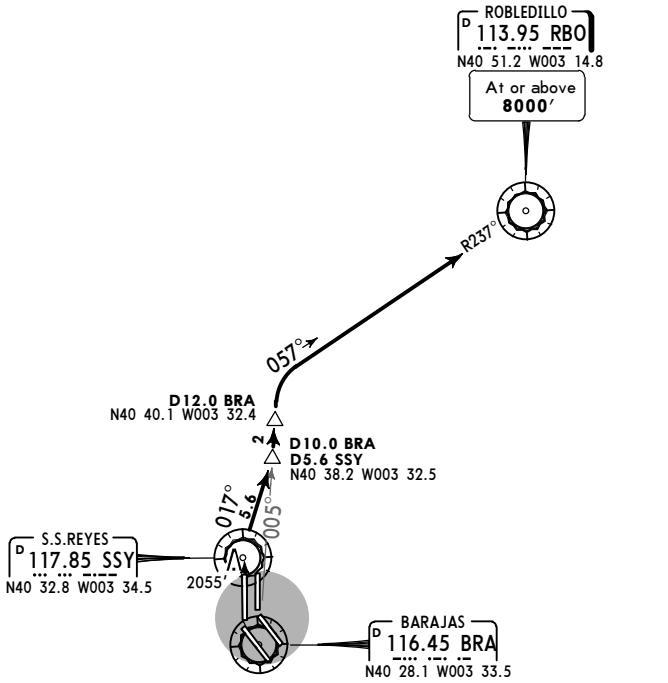
| Apt Elev 1998′ | Trans level: By ATC Trans alt: 13000′<br>1. EXPECT close-in obstacles.<br>2. SIDs are also noise abatement procedures (refer to 10-4A). |
|---|---|

# ROBLEDILLO 1N (RBO 1N)

**SPEED: MAX 250 KT BELOW 10000′**




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

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

NOT TO SCALE

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

| RWY | ROUTING |
|---|---|
| **36L** | Climb on runway heading to SSY, SSY R-017 to D10 BRA/D5.6 SSY, turn LEFT, intercept BRA R-005 to D12 BRA, turn RIGHT, intercept RBO R-237 inbound to RBO. |

CHANGES: Track update.

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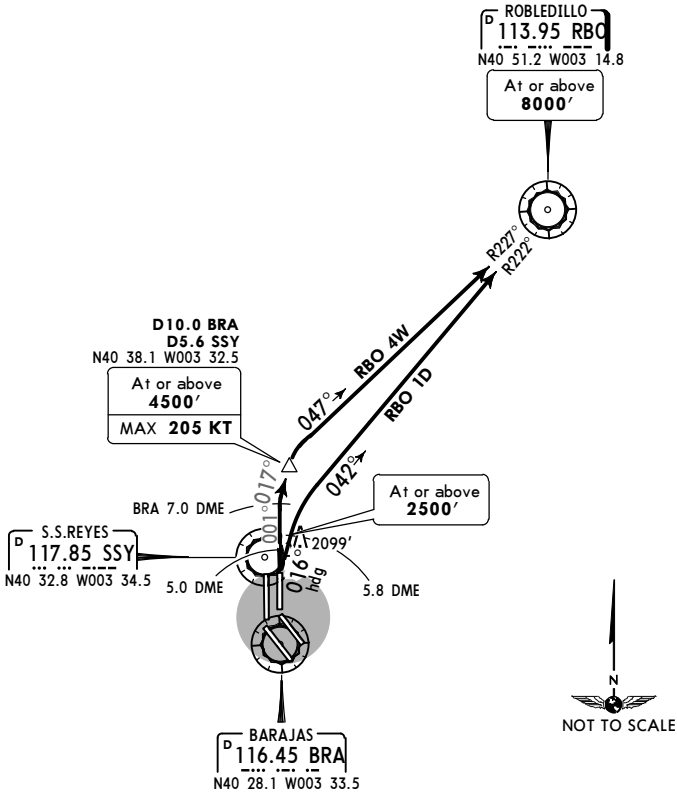
| Apt Elev 1998′ | Trans level: By ATC Trans alt: 13000′<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles. |
|---|---|

# ROBLEDILLO 1D (RBO 1D)
# ROBLEDILLO 4W (RBO 4W)

**SPEED: MAX 250 KT BELOW 10000′**




These SIDs require minimum climb gradients of
**RBO 1D**: 5.0% up to 8000′.
**RBO 4W**: 7.0% up to 8000′.

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

If unable to comply inform ATC before take-off.

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

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

| SID | RWY | ROUTING |
|---|---|---|
| **RBO 1D**<br>Usable 0700-2300LT | **36R** | Climb on 016° heading to BRA 5.8 DME, intercept RBO R-222 inbound to RBO. |
| **RBO 4W**<br>Usable 2300-0700LT | | Climb on runway heading to BRA 5.0 DME, intercept BRA R-001 to BRA 7.0 DME, turn RIGHT, intercept SSY R-017 to D10.0 BRA/D5.6 SSY, turn RIGHT, intercept RBO R-227 inbound to RBO. |

CHANGES: Track update.

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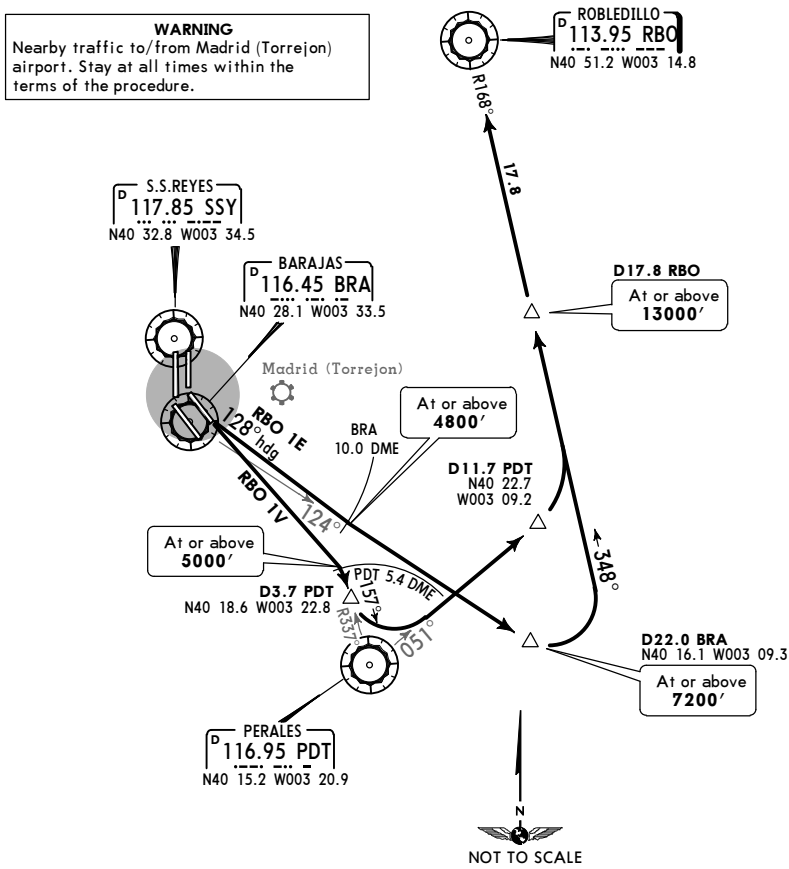
| Apt Elev 1998′ | Trans level: By ATC Trans alt: 13000′<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles. |
|---|---|

# ROBLEDILLO 1E (RBO 1E)
# ROBLEDILLO 1V (RBO 1V)

**SPEED: MAX 250 KT BELOW 10000′**




These SIDs require minimum climb gradients of
7.0% up to 2200′, then
**RBO 1E:** 6.0% up to 13000′.
**RBO 1V:** 5.0% up to 13000′.

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

**RBO 1E:** Changes in initial climb track are not permitted before DER (SSY 5.0 DME).

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

| SID | RWY | ROUTING |
|---|---|---|
| **RBO 1E**<br>Usable 0700-2300LT | **14L** | Climb on 128° heading to BRA 10.0 DME, turn LEFT, intercept BRA R-124 to D22.0 BRA, turn LEFT, intercept RBO R-168 inbound to RBO. |
| **RBO 1V**<br>Usable 2300-0700LT | | Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept PDT R-337 inbound to D3.7 PDT, turn LEFT, intercept PDT R-051 to D11.7 PDT, turn LEFT, intercept RBO R-168 inbound to RBO. |

CHANGES: Track update.

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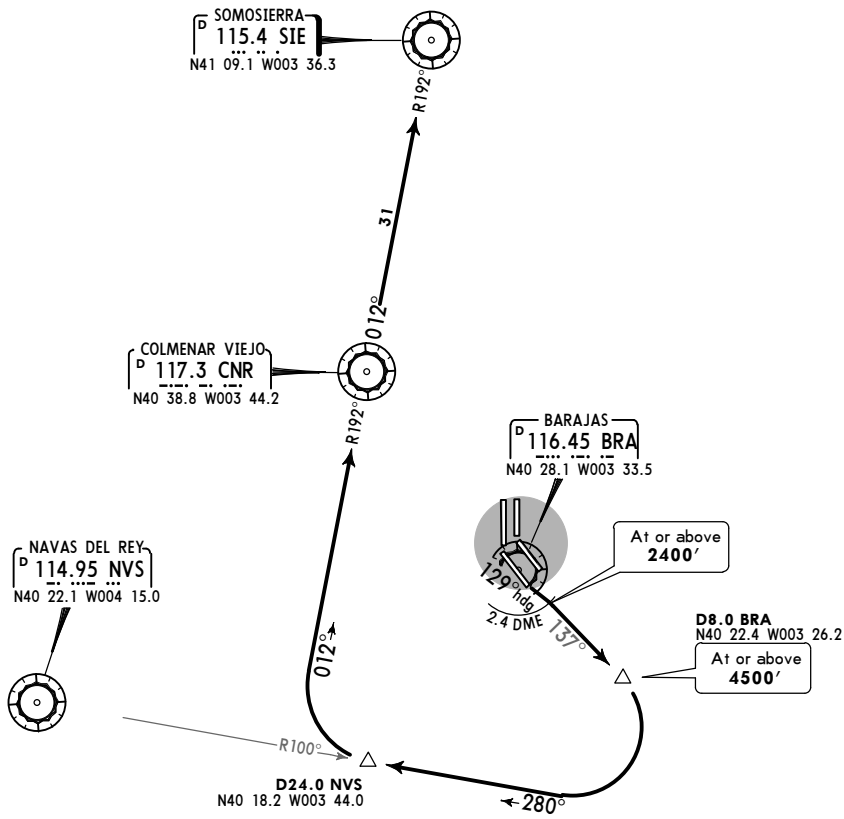
| Apt Elev 1998′ | Trans level: By ATC Trans alt: 13000′<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles |
|---|---|

# SOMOSIERRA 2B (SIE 2B)

USABLE 2300-0700LT

**SPEED: MAX 250 KT BELOW 10000′**




This SID requires minimum climb gradients of
5.5% up to 5000′, then
4.5% up to FL145.

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

N
NOT TO SCALE

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

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

| RWY | ROUTING |
|---|---|
| **14R** | Climb on 129° heading to BRA 2.4 DME, turn RIGHT, intercept BRA R-137 to D8.0 BRA, turn RIGHT, intercept NVS R-100 inbound to D24.0 NVS, turn RIGHT, intercept CNR R-192 inbound to CNR, intercept SIE R-192 inbound to SIE. |

CHANGES: Track update.

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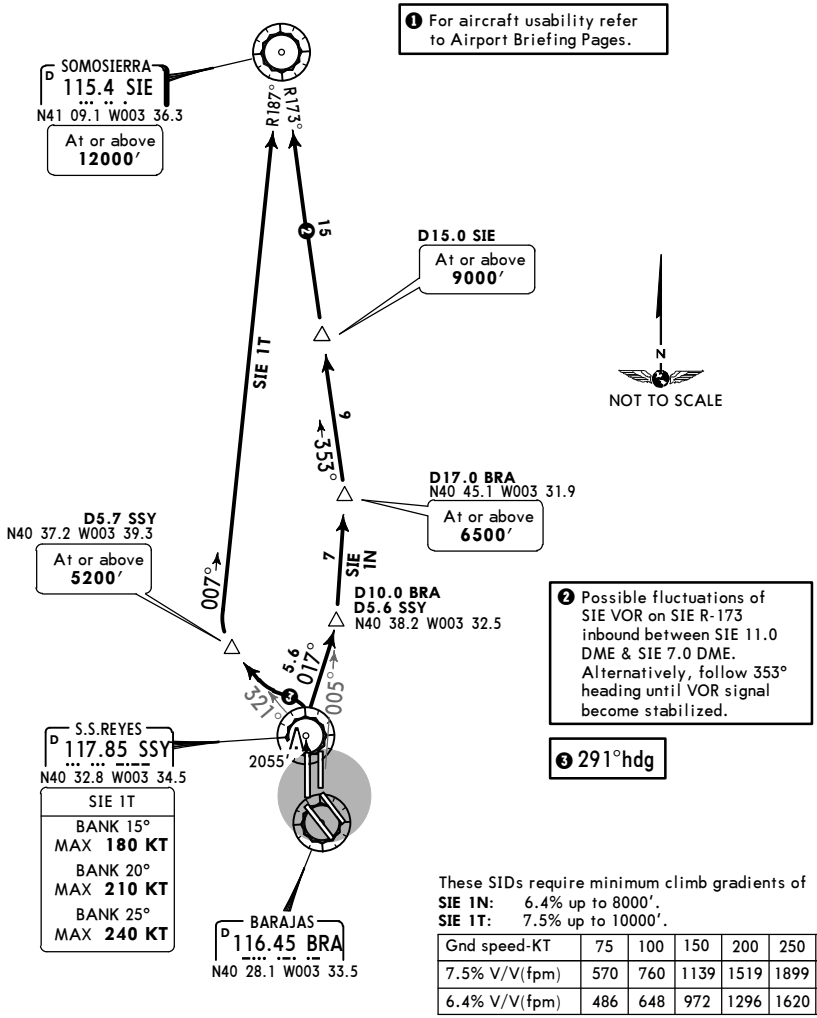
| Apt Elev 1998′ | Trans level: By ATC Trans alt: 13000′<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles. |
|---|---|

# SOMOSIERRA 1N (SIE 1N)
# SOMOSIERRA 1T (SIE 1T)❶

**SPEED: MAX 250 KT BELOW 10000′**




These SIDs require minimum climb gradients of
**SIE 1N:** 6.4% up to 8000′.
**SIE 1T:** 7.5% up to 10000′.

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

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

| SID | RWY | ROUTING |
|---|---|---|
| **SIE 1N**<br>Usable 2300-0700LT | **36L** | Climb on runway heading to SSY, SSY R-017 to D10.0 BRA/D5.6 SSY, turn LEFT, intercept BRA R-005 to D17.0 BRA, turn LEFT, intercept SIE R-173 inbound to SIE. |
| **SIE 1T**<br>Usable 0700-2300LT | | Climb on runway heading to SSY, turn LEFT, 291° heading, intercept SSY R-321 to D5.7 SSY, turn RIGHT, intercept SIE R-187 inbound to SIE. |

CHANGES: Track update.

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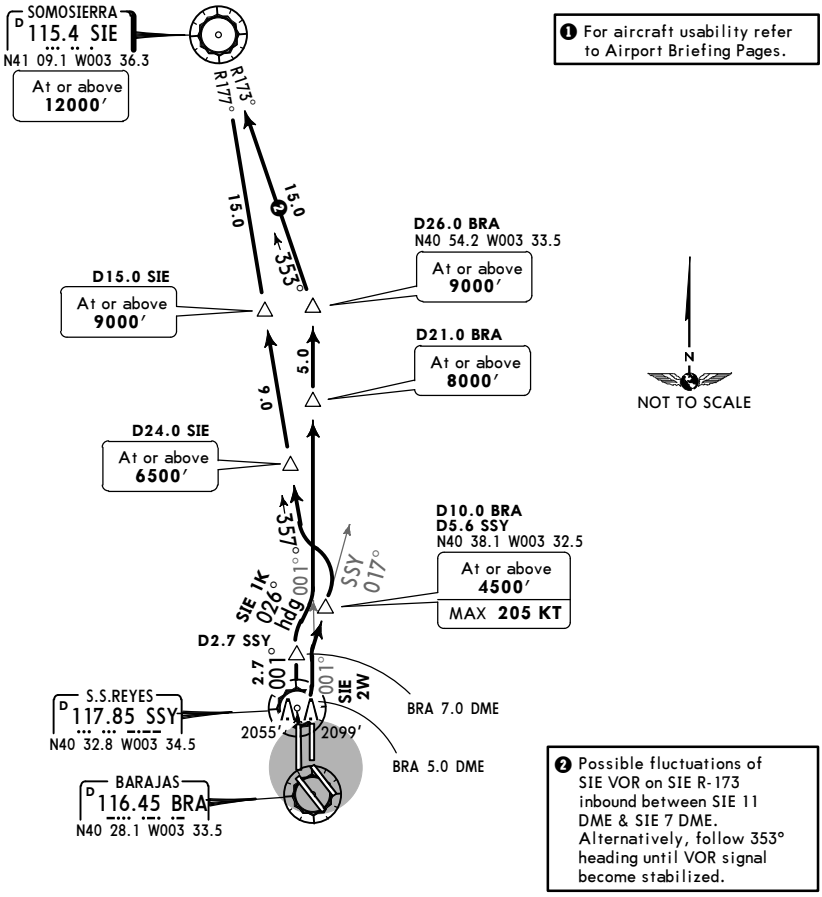
| Apt Elev 1998′ | Trans level: By ATC Trans alt: 13000′<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles. |
|---|---|

# SOMOSIERRA 1K (SIE 1K)❶
# SOMOSIERRA 2W (SIE 2W)

**SPEED: MAX 250 KT BELOW 10000′**




❶ For aircraft usability refer to Airport Briefing Pages.

❷ Possible fluctuations of SIE VOR on SIE R-173 inbound between SIE 11 DME & SIE 7 DME. Alternatively, follow 353° heading until VOR signal become stabilized.

These SIDs require minimum climb gradients of

**SIE 1K:** 6.4% up to 8000′.

**SIE 2W:** 7.0% up to 8000′. If unable to comply inform ATC before take-off.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6.4% V/V (fpm) | 486 | 648 | 972 | 1296 | 1620 | 1944 |
| 7.0% V/V (fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |

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

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

| SID | RWY | ROUTING |
|---|---|---|
| **SIE 1K**<br>Usable 0700-2300LT | **36L** | Climb on runway heading to SSY, SSY R-001 to D2.7 SSY, turn RIGHT, 026° heading, intercept BRA R-001 to D26 BRA, turn LEFT, intercept SIE R-173 inbound to SIE. |
| **SIE 2W** | **36R** | Climb on runway heading to BRA 5.0 DME, intercept BRA R-001 to BRA 7.0 DME, turn RIGHT, intercept SSY R-017 to D10.0 BRA/D5.6 SSY, turn LEFT, intercept SIE R-177 inbound to SIE. |

CHANGES: Track update.

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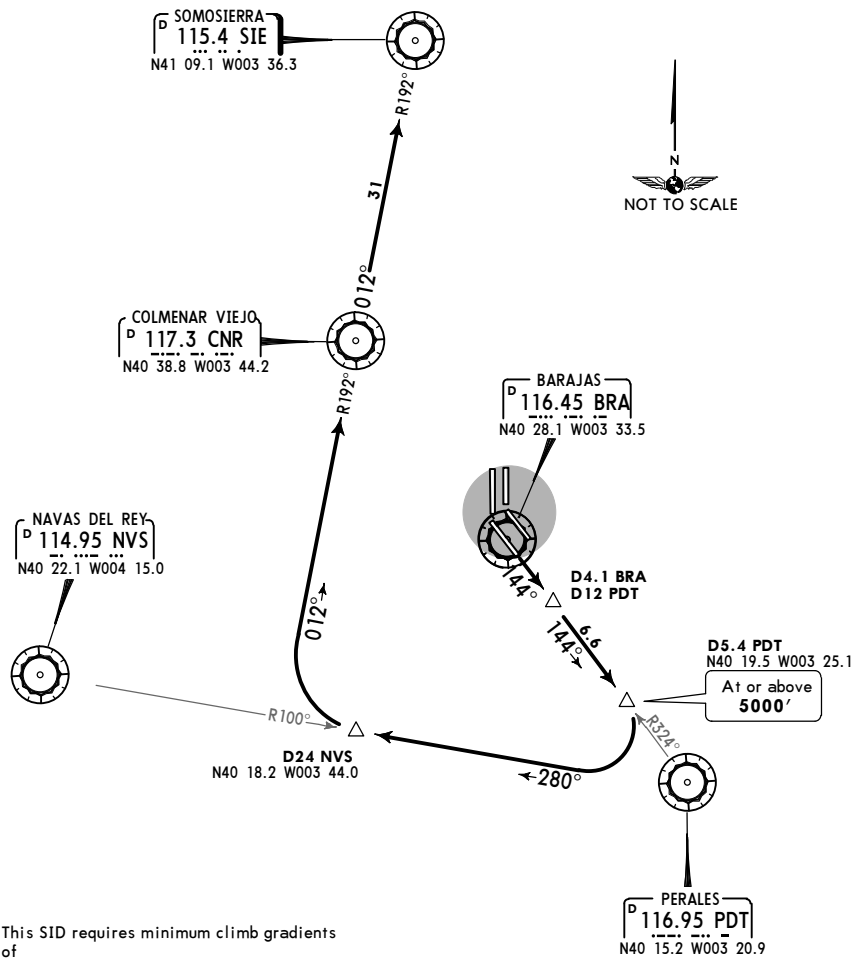
| Apt Elev 1998′ | Trans level: By ATC Trans alt: 13000′<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles. |
|---|---|

# SOMOSIERRA 1Q (SIE 1Q)

USABLE 0700-2300LT

**SPEED: MAX 250 KT BELOW 10000′**




This SID requires minimum climb gradients of
5.5% up to 5000′, then
4.5% up to FL145.

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

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

| RWY | ROUTING |
|---|---|
| **14R** | Climb on BRA R-144 to D4.1 BRA/D12 PDT, turn RIGHT, intercept PDT R-324 inbound to D5.4 PDT, turn RIGHT, intercept NVS R-101 inbound to D24 NVS, turn RIGHT, intercept CNR R-192 inbound to CNR, intercept SIE R-192 inbound to SIE. |

CHANGES: Track update.

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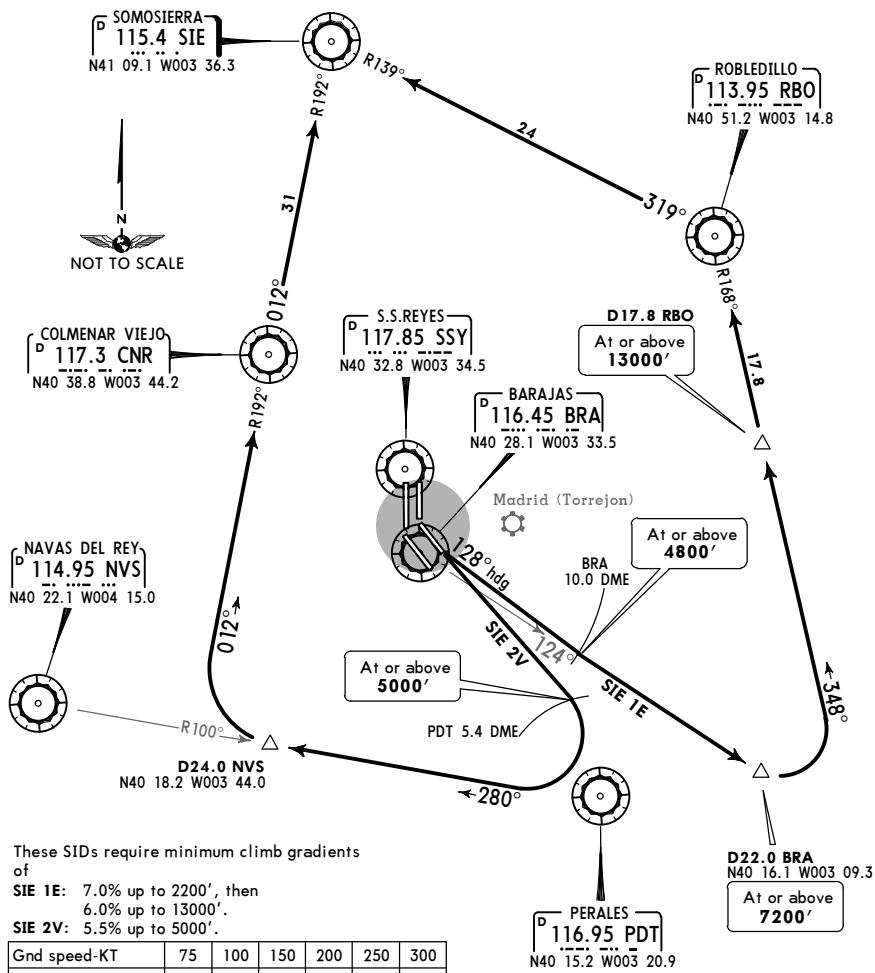
| Apt Elev 1998′ | Trans level: By ATC Trans alt: 13000′<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles. |
|---|---|

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

# SOMOSIERRA 1E (SIE 1E)
# SOMOSIERRA 2V (SIE 2V)

**SPEED: MAX 250 KT BELOW 10000′**




These SIDs require minimum climb gradients of
**SIE 1E:** 7.0% up to 2200′, then
6.0% up to 13000′.
**SIE 2V:** 5.5% up to 5000′.

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

**SIE 1E:** Changes in initial climb track are not permitted before DER (SSY 5.0 DME).

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

| SID | RWY | ROUTING |
|---|---|---|
| **SIE 1E**<br>Usable 0700-2300LT | **14L** | Climb on 128° heading to BRA 10.0 DME, turn LEFT, intercept BRA R-124 to D22.0 BRA, turn LEFT, intercept RBO R-168 inbound to RBO, intercept SIE R-139 inbound to SIE. |
| **SIE 2V**<br>Usable 2300-0700LT | | Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept NVS R-100 inbound to D24.0 NVS, turn RIGHT, intercept CNR R-192 inbound to CNR, intercept SIE R-192 inbound to SIE. |

CHANGES: SID SIE 2V availability.

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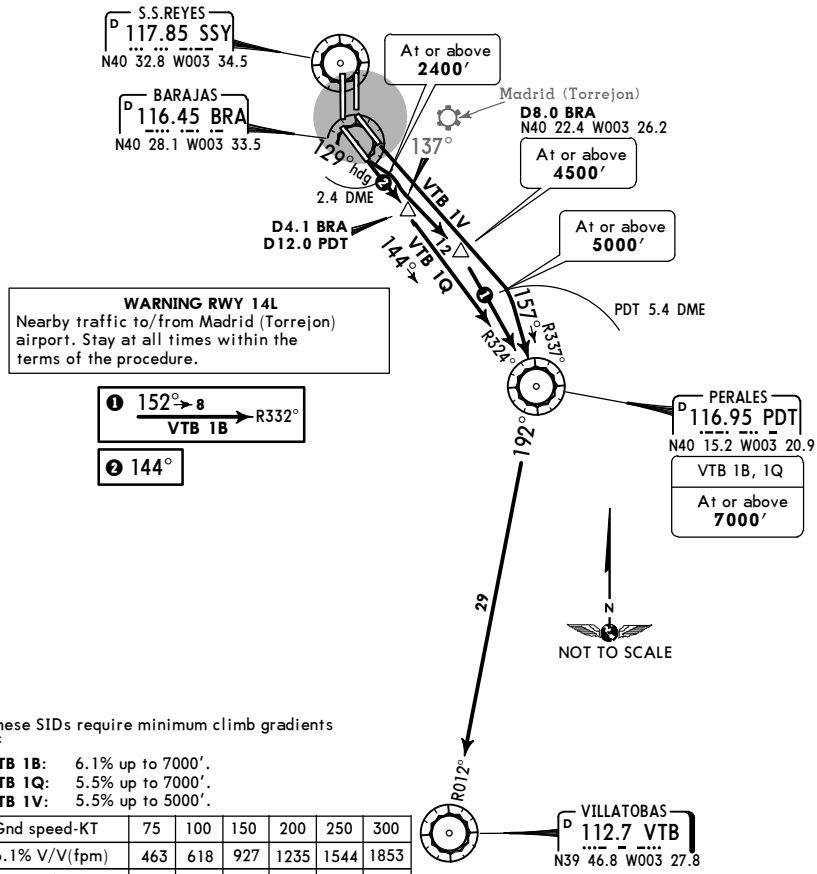
| Apt Elev 1998′ | Trans level: By ATC Trans alt: 13000′<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles. |
|---|---|

# VILLATOBAS 1B (VTB 1B)
# VILLATOBAS 1Q (VTB 1Q)
# VILLATOBAS 1V (VTB 1V)

**SPEED: MAX 250 KT BELOW 10000′**




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

❶ 152° → 8 VTB 1B → R332°

❷ 144°

These SIDs require minimum climb gradients of
**VTB 1B:** 6.1% up to 7000′.
**VTB 1Q:** 5.5% up to 7000′.
**VTB 1V:** 5.5% up to 5000′.

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

**VTB 1B:** Changes in initial climb track are not permitted before DER (BRA 1.0 DME).
**VTB 1V:** Between 0700-2300LT changes in initial climb track are not permitted before DER (SSY 5.0 DME).

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

| SID | RWY | ROUTING |
|---|---|---|
| **VTB 1B**<br>Usable 2300-0700LT | **14R** | Climb on 129° heading to BRA 2.4 DME, turn RIGHT, intercept BRA R-137 to D8.0 BRA, turn RIGHT, intercept PDT R-332 inbound to PDT, turn RIGHT, intercept VTB R-012 inbound to VTB. |
| **VTB 1Q**<br>Usable 0700-2300LT | | Climb on BRA R-144 to D4.1 BRA/D12.0 PDT, turn RIGHT, intercept PDT R-324 inbound to PDT, turn RIGHT, intercept VTB R-012 inbound to VTB. |
| **VTB 1V** | **14L** | Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept PDT R-337 inbound to PDT, turn RIGHT, intercept VTB R-012 inbound to VTB. |

CHANGES: None.

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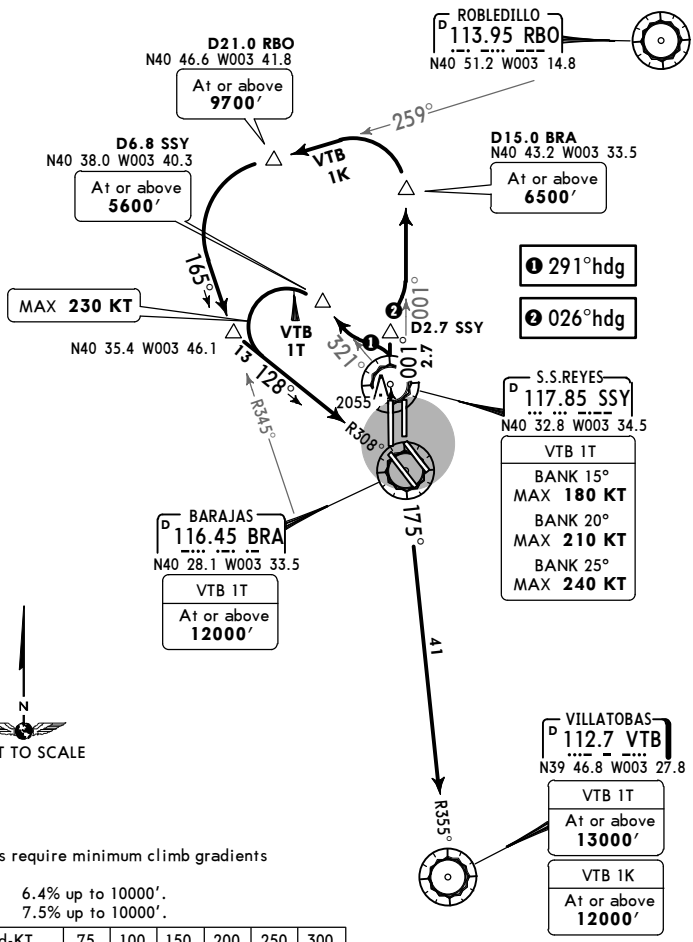
| Apt Elev 1998′ | Trans level: By ATC Trans alt: 13000′<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles. |
|---|---|

# VILLATOBAS 1K (VTB 1K)
# VILLATOBAS 1T (VTB 1T)

USABLE 0700-2300LT

FOR AIRCRAFT USABILITY REFER TO AIRPORT BRIEFING PAGES

**SPEED: MAX 250 KT BELOW 10000′**




These SIDs require minimum climb gradients of
**VTB 1K:** 6.4% up to 10000′.
**VTB 1T:** 7.5% up to 10000′.

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

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

| SID | RWY | ROUTING |
|---|---|---|
| **VTB 1K** | **36L** | Climb on runway heading to SSY, SSY R-001 to D2.7 SSY, turn RIGHT, 026° heading, intercept BRA R-001 to D15.0 BRA, turn LEFT, intercept RBO R-259 to D21.0 RBO, turn LEFT, intercept VTB R-345 inbound, intercept BRA R-308 inbound to BRA, turn RIGHT, intercept VTB R-355 inbound to VTB. |
| **VTB 1T** | | Climb on runway heading to SSY, turn LEFT, 291° heading, intercept SSY R-321 to D6.8 SSY, turn LEFT, intercept BRA R-308 inbound to BRA, turn RIGHT, intercept VTB R-355 inbound to VTB. |

CHANGES: Track update.

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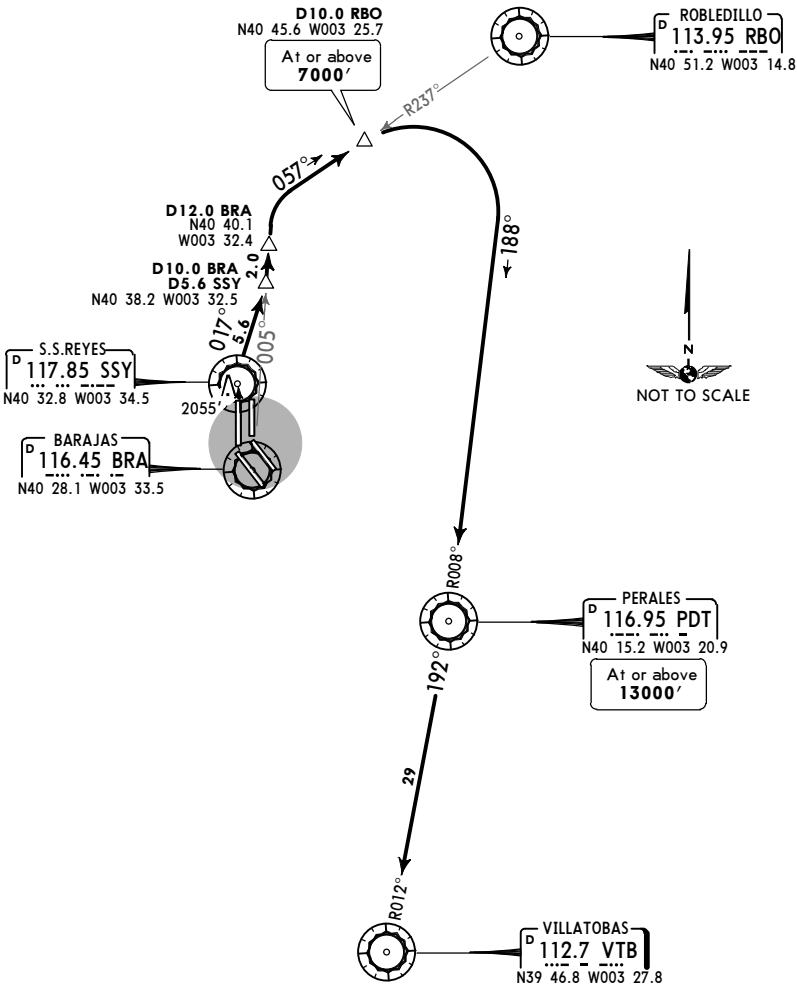
| Apt Elev 1998′ | Trans level: By ATC Trans alt: 13000′<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles. |
|---|---|

# VILLATOBAS 1N (VTB 1N)

USABLE BETWEEN 2300-0700LT

**SPEED: MAX 250 KT BELOW 10000′**




This SID require a minimum climb gradient of
5.5% up to 8000′.

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

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

| RWY | ROUTING |
|---|---|
| **36L** | Climb on runway heading to SSY, SSY R-017 to D10.0 BRA/D5.6 SSY, turn LEFT, intercept BRA R-005 to D12.0 BRA, turn RIGHT, intercept RBO R-237 inbound to D10.0 RBO, turn RIGHT, intercept PDT R-008 inbound to PDT, VTB R-012 inbound to VTB. |

CHANGES: Track update.

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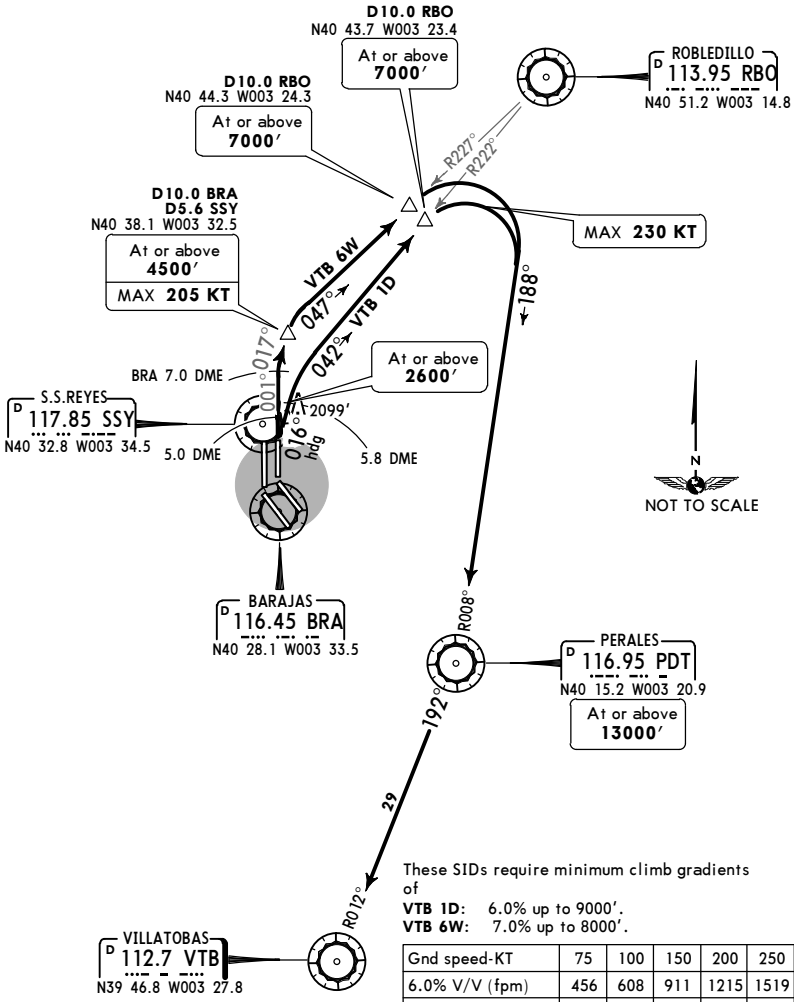
| Apt Elev 1998′ | Trans level: By ATC Trans alt: 13000′<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles. |
|---|---|

# VILLATOBAS 1D (VTB 1D)
# VILLATOBAS 6W (VTB 6W)

**SPEED: MAX 250 KT BELOW 10000′**




These SIDs require minimum climb gradients of
**VTB 1D:** 6.0% up to 9000′.
**VTB 6W:** 7.0% up to 8000′.

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

If unable to comply inform ATC before take-off.

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

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

| SID | RWY | ROUTING |
|---|---|---|
| **VTB 1D**<br>Usable 0700-2300LT | **36R** | Climb on 016° heading to BRA 5.8 DME, intercept RBO R-222 inbound to D10.0 RBO, turn RIGHT, intercept PDT R-008 inbound to PDT, VTB R-012 inbound to VTB. |
| **VTB 6W**<br>Usable 2300-0700LT | | Climb on runway heading to BRA 5.0 DME, intercept BRA R-001 to BRA 7.0 DME, turn RIGHT, intercept SSY R-017 to D10.0 BRA/D5.6 SSY, turn RIGHT, intercept RBO R-227 inbound to D10.0 RBO, turn RIGHT, intercept PDT R-008 inbound to PDT, VTB R-012 inbound to VTB. |

CHANGES: Track update.

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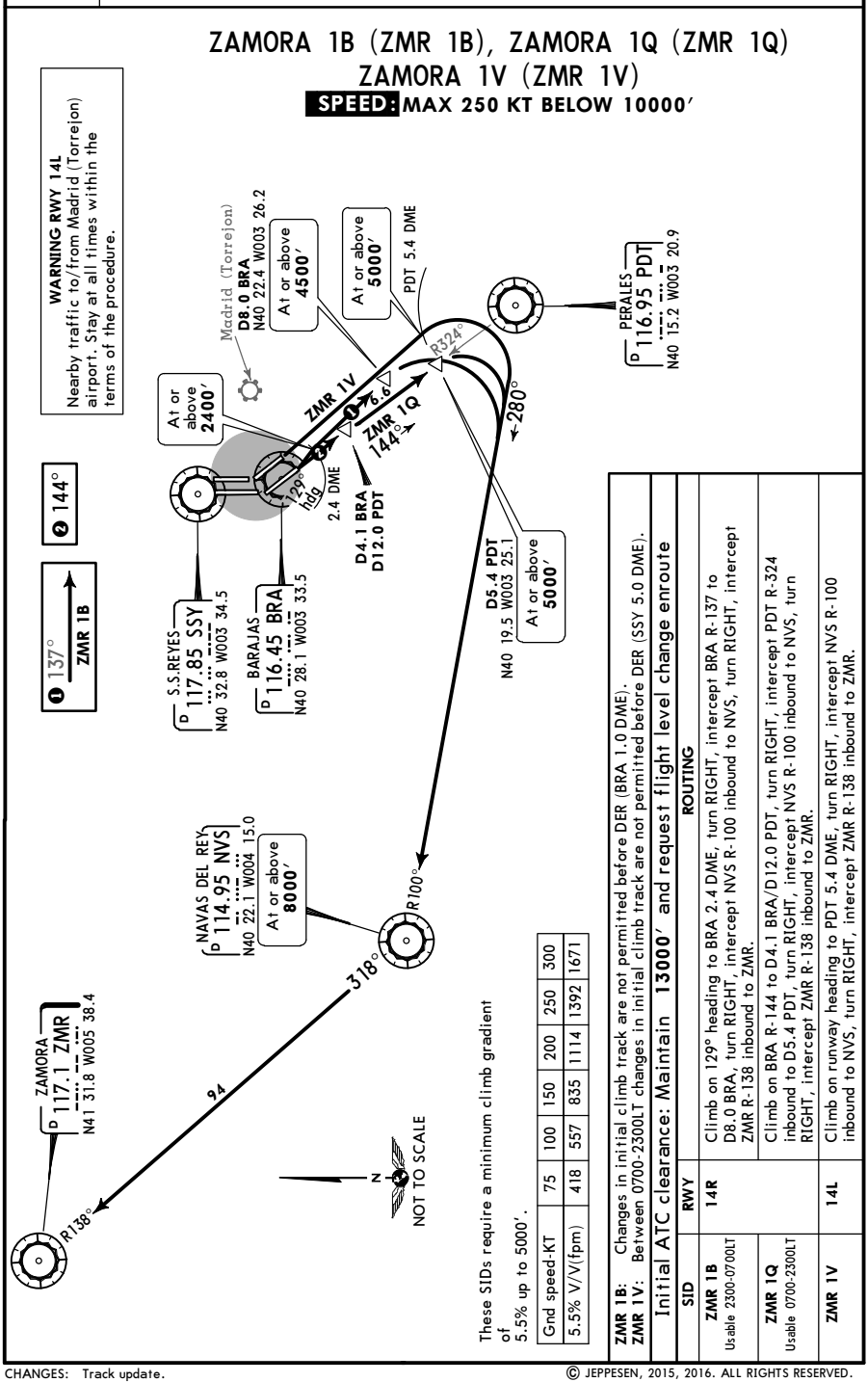
Apt Elev 1998′

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

# ZAMORA 1B (ZMR 1B), ZAMORA 1Q (ZMR 1Q) ZAMORA 1V (ZMR 1V)

**SPEED: MAX 250 KT BELOW 10000′**




These SIDs require a minimum climb gradient of 5.5% up to 5000′.

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

**ZMR 1B:** Changes in initial climb track are not permitted before DER (BRA 1.0 DME).
**ZMR 1V:** Between 0700-2300LT changes in initial climb track are not permitted before DER (SSY 5.0 DME).

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

| SID | RWY | ROUTING |
|---|---|---|
| **ZMR 1B** Usable 2300-0700LT | **14R** | Climb on 129° heading to BRA 2.4 DME, turn RIGHT, intercept BRA R-137 to D8.0 BRA, turn RIGHT, intercept NVS R-100 inbound to NVS, turn RIGHT, intercept ZMR R-138 inbound to ZMR. |
| **ZMR 1Q** Usable 0700-2300LT | | Climb on BRA R-144 to D4.1 BRA/D12.0 PDT, turn RIGHT, intercept PDT R-324 inbound to D5.4 PDT, turn RIGHT, intercept NVS R-100 inbound to NVS, turn RIGHT, intercept ZMR R-138 inbound to ZMR. |
| **ZMR 1V** | **14L** | Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept NVS R-100 inbound to NVS, turn RIGHT, intercept ZMR R-138 inbound to ZMR. |

CHANGES: Track update.

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# LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN

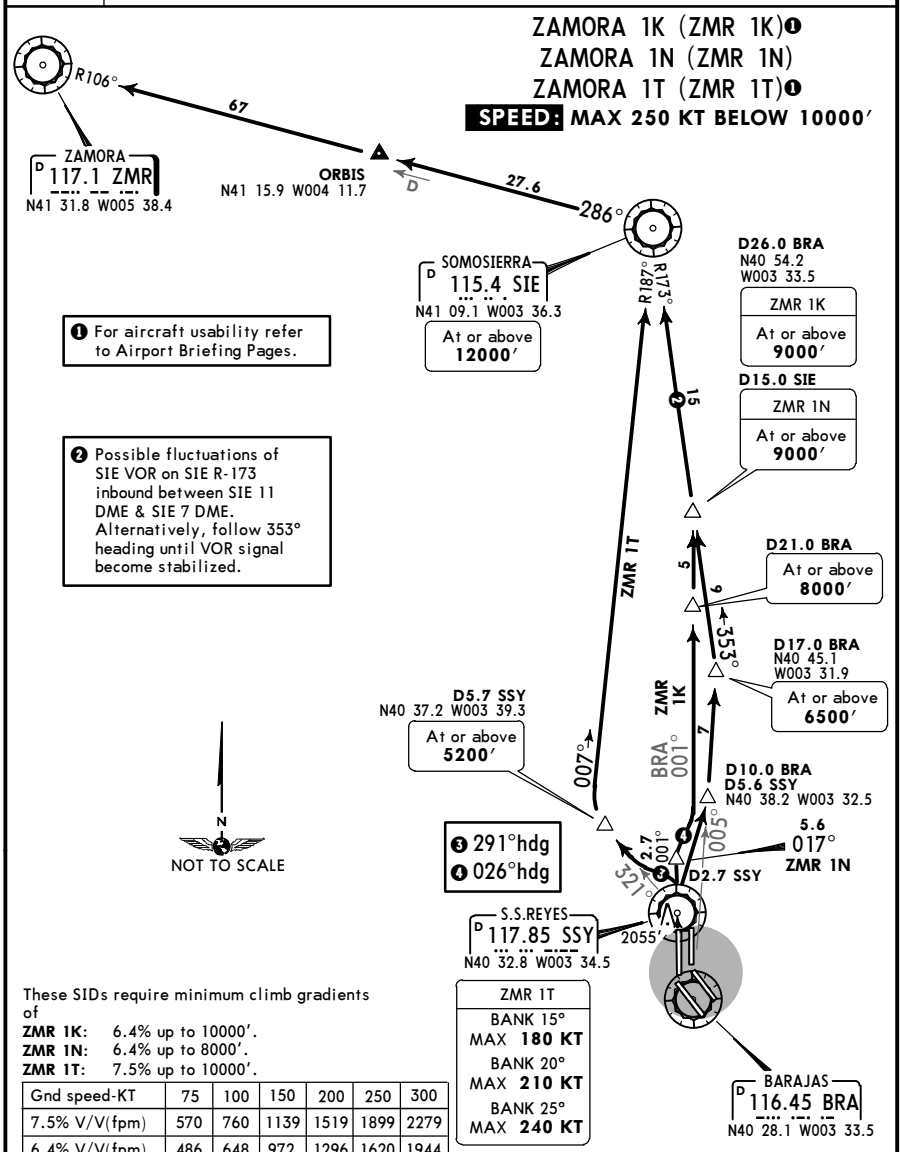
22 APR 16 (10-3X2) Eff 28 Apr

# MADRID, SPAIN
SID

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

## ZAMORA 1K (ZMR 1K)❶
## ZAMORA 1N (ZMR 1N)
## ZAMORA 1T (ZMR 1T)❶

**SPEED: MAX 250 KT BELOW 10000′**




❶ For aircraft usability refer to Airport Briefing Pages.

❷ Possible fluctuations of SIE VOR on SIE R-173 inbound between SIE 11 DME & SIE 7 DME. Alternatively, follow 353° heading until VOR signal become stabilized.

| ZMR 1T |
|---|
| BANK 15° MAX **180 KT** |
| BANK 20° MAX **210 KT** |
| BANK 25° MAX **240 KT** |

These SIDs require minimum climb gradients of
**ZMR 1K:** 6.4% up to 10000′.
**ZMR 1N:** 6.4% up to 8000′.
**ZMR 1T:** 7.5% up to 10000′.

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

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

| SID | RWY | ROUTING |
|---|---|---|
| **ZMR 1K**<br>Usable 0700-2300LT | **36L** | Climb on runway heading to SSY, SSY R-001 to D2.7 SSY, turn RIGHT, 026° heading, intercept BRA R-001 to D26.0 BRA, turn LEFT, intercept SIE R-173 inbound to SIE, SIE R-286 via ORBIS to ZMR. |
| **ZMR 1N**<br>Usable 2300-0700LT | | Climb on runway heading to SSY, SSY R-017 to D10.0 BRA/D5.6 SSY, turn LEFT, intercept BRA R-005 to D17.0 BRA, turn LEFT, intercept SIE R-173 inbound to SIE, SIE R-286 via ORBIS to ZMR. |
| **ZMR 1T**<br>Usable 0700-2300LT | | Climb on runway heading to SSY, turn LEFT, 291° heading, intercept SSY R-321 to D5.7 SSY, turn RIGHT, intercept SIE R-187 inbound to SIE, SIE R-286 via ORBIS to ZMR. |

CHANGES: Track update.

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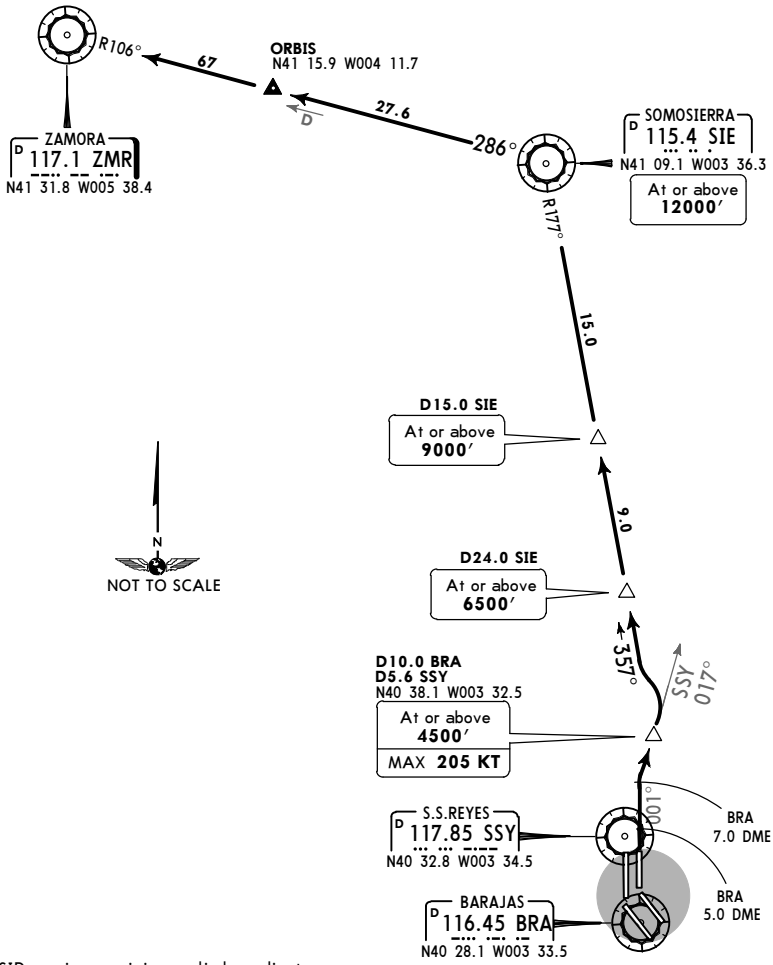
| Apt Elev 1998′ | Trans level: By ATC Trans alt: 13000′<br>1. SIDs are also noise abatement procedures (refer to 10-4A).<br>2. EXPECT close-in obstacles. |
|---|---|

# ZAMORA 2W (ZMR 2W)

**SPEED: MAX 250 KT BELOW 10000′**




This SID requires a minimum climb gradient of
7.0% up to 8000′.

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

If unable to comply inform ATC before take-off.

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

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

| RWY | ROUTING |
|---|---|
| 36R | Climb on runway heading to BRA 5.0 DME, intercept BRA R-001 to BRA 7.0 DME, turn RIGHT, intercept SSY R-017 to D10.0 BRA/D5.6 SSY, turn LEFT, intercept SIE R-177 inbound to SIE, turn LEFT, SIE R-286 via ORBIS to ZMR. |

CHANGES: Track update.

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# RWYS 14L, 36L CONTINGENCY DEPARTURES

Verify take-off frequency before starting take-off.

In the event of failure of BRA or PDT VORDME used for the departures from runways 14L, 36L the following procedures shall be carried out:

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

**RWY 36L:** 2300-0700LT On runway heading to SSY, SSY R-017 to D5.6 SSY, turn LEFT, intercept SIE R-175 inbound to reach 8500′ and hold for ATC instructions.

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

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


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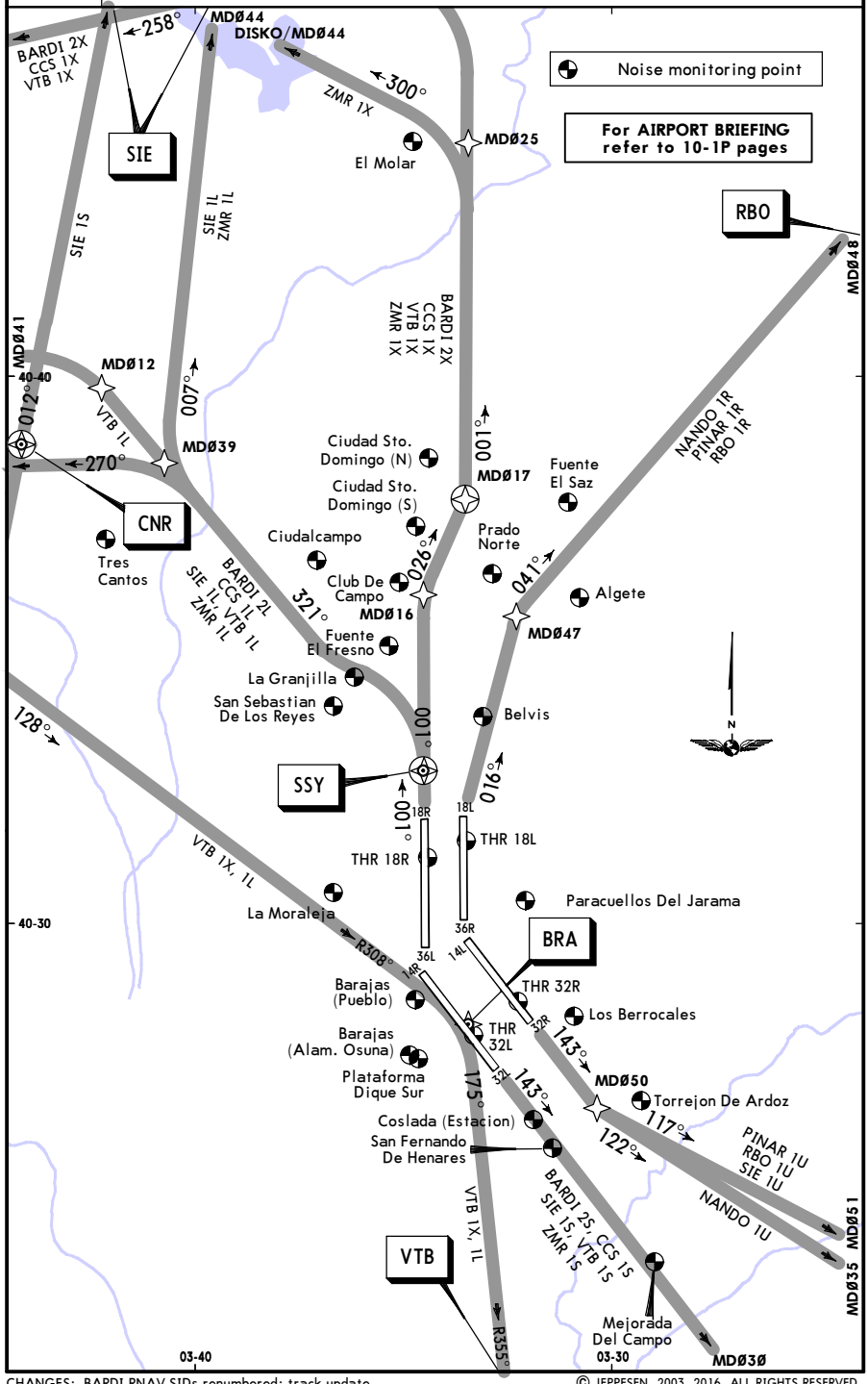
Apt Elev
1998'

# NOISE ABATEMENT - P-RNAV SID




CHANGES: BARDI RNAV SIDs renumbered; track update.

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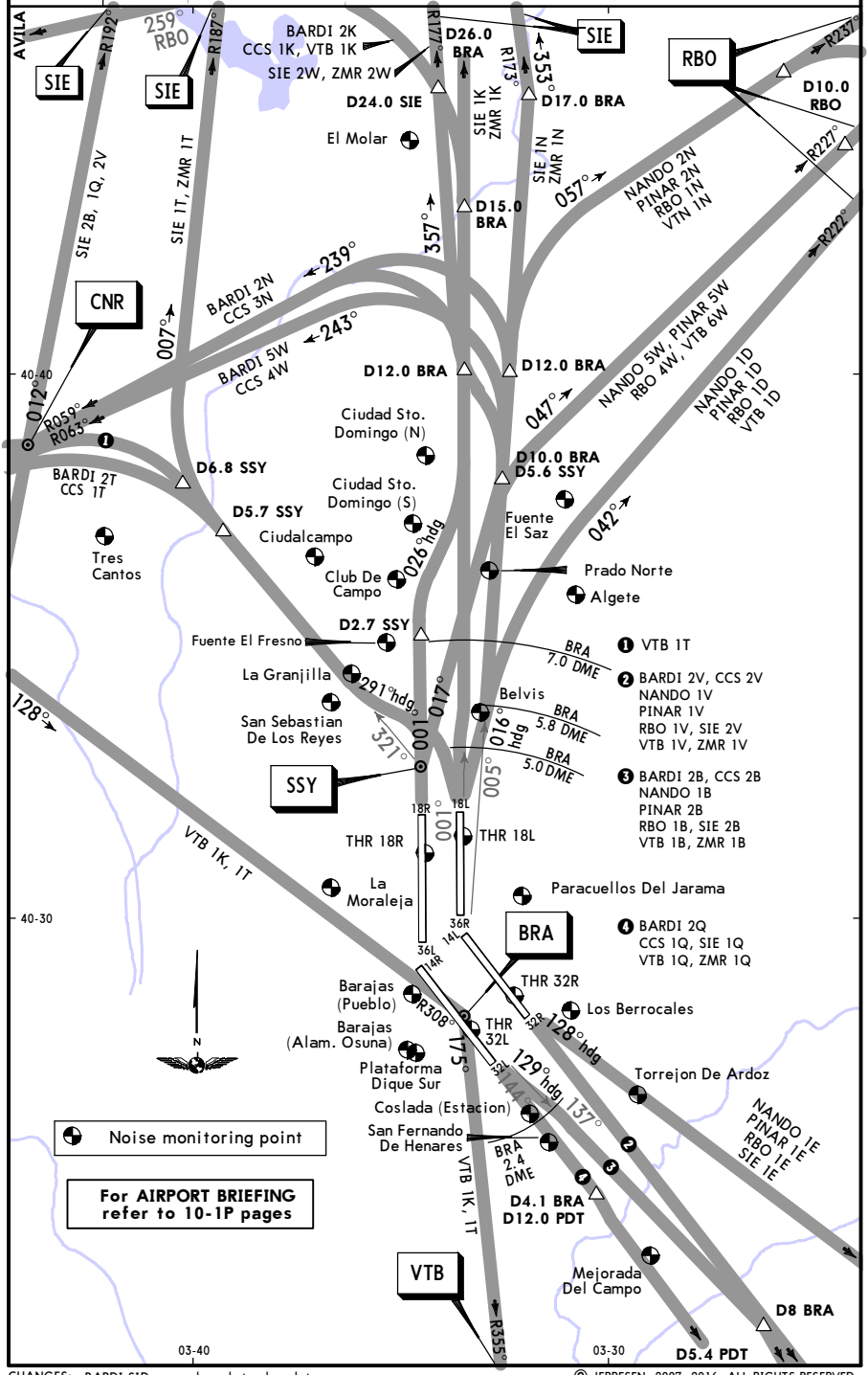
# LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
22 APR 16 (10-4A) Eff 28 Apr

MADRID, SPAIN
NOISE

Apt Elev
1998'

## NOISE ABATEMENT - SID




CHANGES: BARDI SIDs renumbered; track update.

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# WORKS ON TWY K2

**EXCERCISE CAUTION DUE TO PRESENCE OF PERSONNEL AND MACHINERY**

**REFER ALSO TO LATEST NOTAMS**

TWYs K2, K3, KA2, KA3 and KB2 shall be closed to traffic at all times throughout the duration of this work, due to unevenness on the affected segment of K2 of about 70 cm depth, within the runway strip at approximately 71 m from the centre line.

Works shall take place at NIGHT with the RWY closed.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

## NORTH CONFIGURATION:

### ARRIVAL

**From RWY 32R to:**
**Terminal 1, 2 or 3**
K5, KA4, or K4, KC3, KC2 from TWY A to A10 (transfer point A10-2) and the same routes for RWY 32L.

**Terminal 4**
Follow ATC instructions to leave RWY 32R.
Standard route: K5, KA4, or K4, KC3, KC2, TWY A, H2, H3 (transfer point H3-2).

**Terminal 4S**
Follow ATC instructions to leave RWY 32R.
Standard route: K5, KA4 or K4, KC3, KC2.

**Ramp 20**
Stands 582-586: Standard route, TWY A, A23, EA1, EA2.
Stands 568-580: Standard route, TWY A, A25, EC1, EC2.
Stands 620-628: Standard route, TWY A, A26, M1, M27.

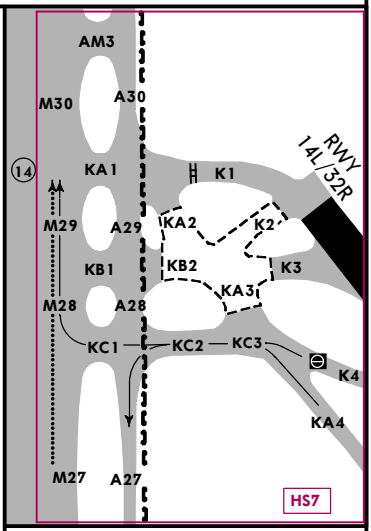
**Ramp 21:**
Stands 556-558: Standard route, KC1, M28, M29, Gate 14, G14.
Stands 562-566: Standard route, TWY A, A25, EC1, EC2.
Stands 612: Standard route, KC1, M28, M29.
Stands 614-616: Standard route, KC1, M28.
Stands 618: Standard route, KC1.
Stands 608: Standard route, KC1, M28 until M30.

**Ramp 22:**
Stands 540-556: Standard route, KC1, M28, M29, Gate 14, EC6.
Stands 600-606: Standard route, KC1, M28 until M31.

**Ramp 23:**
Stands 500-530: Standard route, KC1, M28, M29, Gate 14, EC6, EC7, N11, N10, EA6, EA5.
Stands 532-536: Standard route, KC1, M28, M29, Gate 14, EC6, EC7, N11, N10, EA6.
Stand 538: Standard route, KC1, M28, M29, Gate 14, EC6, EC7, N11, N10.

### DEPARTURE

Routes are not modified.




**LEGEND**

Departure route
Arrival route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## WORKS ON TWY K2 (Continued)

**EXCERCISE CAUTION DUE TO PRESENCE OF PERSONNEL AND MACHINERY**

**REFER ALSO TO LATEST NOTAMS**

### SOUTH CONFIGURATION:

**ARRIVAL**

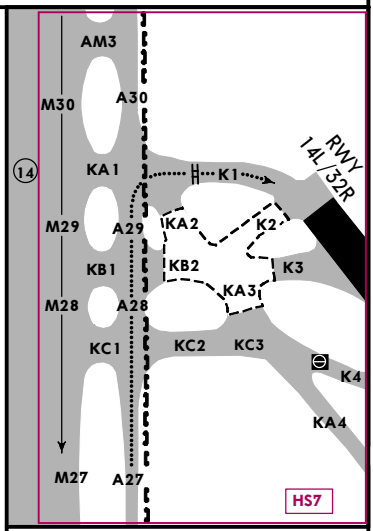
Routes are not modified.

**DEPARTURE**

**To RWY 14L from Terminal 1, 2 or 3:**
The same routes toward RWY 14R to A12.
From A12 to A27, A28, A29, K1,
runway-holding position.

**To RWY 14L from Terminal 4:**
Standard route: S3 (transfer point S3-2), S2,
A17 until A28, A29, K1, runway-holding position.

**To RWY 14L from Terminal 4S:**
Departure routes are not modified.




**LEGEND**

Departure route
Arrival route

CHANGES: Taxi routes.

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# WORKS ON TWY A28

**EXCERCISE CAUTION DUE TO PRESENCE OF PERSONNEL AND MACHINERY**

**REFER ALSO TO LATEST NOTAMS**

Throughout the execution of this work, due to unevenness on the affected segment of A28 of about 70 cm depth, the following restrictions shall be in force:

- Closure to traffic at all times of TWYs A29, A28, A27, A26, KB1, KB2, KC1, KC2 and KC3.
- Segment from M29 to AM1 bidirectional.
- Curve between KA1 and M29 without lighting in the TWY centre line.

Works will be carried out at all times DAY and NIGHT.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

## NORTH CONFIGURATION:

### ARRIVAL

**From RWY 32R to Terminal 1, 2 or 3:**
K5, KA4, KA3 or K4, KA3, KA2, KA1, M29, M28, M27, AM1, A25 to TWY A as far as A10 (transfer control point A10-2), and the same routes for RWY 32L, or K5, KA4, KA3, KA2, KA1, or K4, KA3, KA2, KA1, or K3, KA2, KA1, M30 until M32, N11 until N1, A21 to TWY A as far as A10 (transfer control point A10-2), and the same routes for RWY 32L.

**From RWY 32R to Terminal 4:**
Follow ATC instructions on vacating RWY 32R.
K5, KA4, KA3 or K4, KA3, KA2, KA1, M29, M28, M27, AM1, A25 to TWY A, H2, H3 (transfer control point H3-2); or K5, KA4, KA3, KA2, KA1, or K4, KA3, KA2, KA1, or K3, KA2, KA1, M30 until M32, N11 until N1, A21 to TWY A, H2, H3 (transfer control point H3-2).

**From RWY 32R to Terminal 4S:**
Follow ATC instructions to leave RWY 32R.
Standard routes: K5, KA4, KA3 until KA1 or K4, KA3 until KA1, or K3, KA2, KA1.

Ramp 20:
Stands 582-586: Standard route, M29, M28, M27, AM1, A25 until A23, EA1, EA2 or M30 until M32, N11 until N2, M22, EA2.
Stands 568-580: Standard route, M29, M28, M27, AM1, A25, EC1, EC2 or M30 until M32, N11 until N2, M22 until M24, EC2.
Stands 620-628: Standard route, M29, M28, M27.

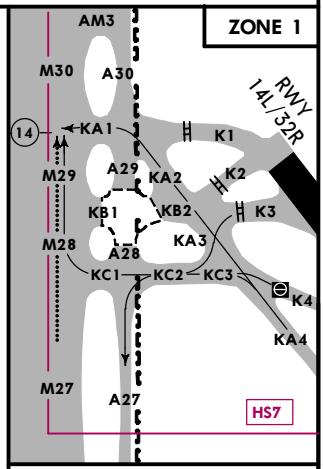
Ramp 21:
Stands 556-558: Standard route, Gate 14, G14.
Stands 562-566: Standard route, M29, M28, M27, AM1, A25, EC1, EC2 or M30 until M32, N11 until N2, M22 until M24, EC2.
Stand 612: Standard route, M29.
Stand 614: Standard route, M29.
Stands 616-618: Standard route, M29, M28.
Stand 608: Standard route, M30.

Ramp 22:
Stands 540-556: Standard route, Gate 14, EC6.
Stands 600-606: Standard route, M30, M31.

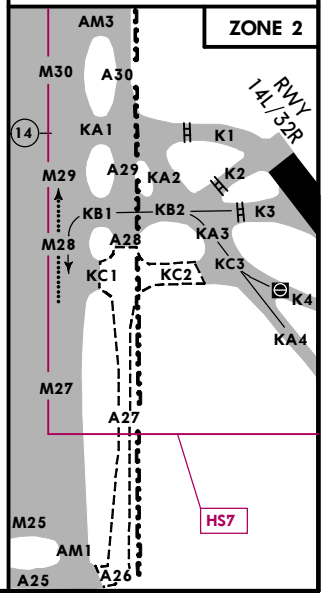
Ramp 23:
Stands 500-530: Standard route, Gate 14, EC6, EC7, N11, N10, EA6, EA5.
Stands 532-536: Standard route, Gate 14, EC6, EC7, N11, N10, EA6.
Stand 538: Standard route, Gate 14, EC6, EC7, N11, N10.

### DEPARTURE

Routes are not modified.




LEGEND
Departure route
Arrival route




CHANGES: Taxi routes.

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# WORKS ON TWY A28

**EXCERCISE CAUTION DUE TO PRESENCE OF PERSONNEL AND MACHINERY**

**REFER ALSO TO LATEST NOTAMS**

## SOUTH CONFIGURATION:

### ARRIVAL

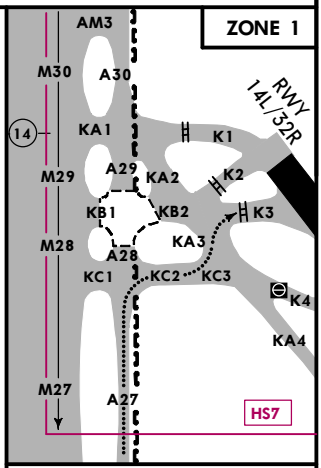
Routes are not modified.

### DEPARTURE

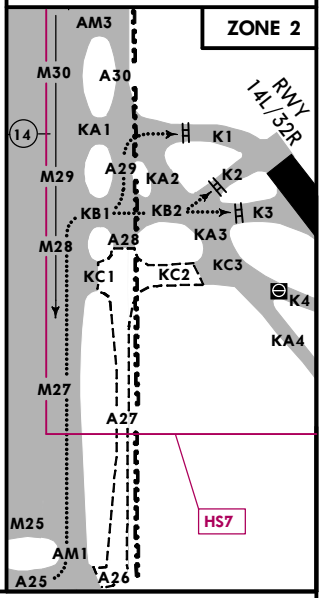
**To RWY 14L from Terminal 1, 2 or 3:**
The same routes leading to RWY 14R, as far as A12.
From A12 as far as A25, AM1, M27 until M29, KA1, KA2, K3, runway-holding position or K1, runway-holding position;
or from A12 as far as A20, B1 until B12, M33 until M30, KA1, K1, runway-holding position, or M30, KA1, KA2, K3, runway-holding position.

**To RWY 14L from Terminal 4:**
Standard route: S3 (transfer control point S3-2), S2, A17 until A25, AM1, M27 until M29, KA1, KA2, K3, runway-holding position or K1, runway-holding position; or from A17 as far as A20, B1 until B12, M33 until M30, KA1, K1, runway-holding position, or M30, KA1, KA2, K3, runway-holding position.

**To RWY 14L from Terminal 4S:**
Departure routes are not modified.




LEGEND
Departure route
Arrival route




CHANGES: Taxi routes.

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## WORKS ON TWY W5

**EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL AND MACHINERY**

**REFER ALSO TO LATEST NOTAMS**

### PHASE 1:

During this phase the following changes will apply:
- TWY W5 between the access to stand 324 and 85'/26 m from TWY WN1 centre line approx, will be at all times closed to traffic.
- Stands 320 to 324 will not be usable.
- ACFT shall access stands 408 to 411 from WN2, nose-in towards South.
  Exit from stands 408 to 411 shall be carried out towing the ACFT, nose-intowards East.
- Push-back from stand 326 shall be carried out towing the ACFT to stand 328 entry marking and uncoupling. Start taxiing should be performed at minimum power.
- Access to TWY WI6 from W5 and to/from WN1 will be closed, so access to and push-back from stands 300 to 312 shall be carried out from/to TWY W6.

Works will be carried out at all times during DAY and NIGHT.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

### NORTH CONFIGURATION (PHASE 1):

**ARRIVAL**

**From RWY 32L to Terminal 4:**
Ramp 12:
Stands 300 to 312: Standard route, J3 (transfer point J3-2), J4, D1 until D5, WN3, WN2, WN1, W6.

Ramp 13:
Stands 408 to 411: Standard route, J3 (transfer point J3-2), J4, D1 until D5, WN3, WN2.
Stands 412 to 419: Standard route, J3 (transfer point J3-2), J4, D1 until D5, WN3, WA.

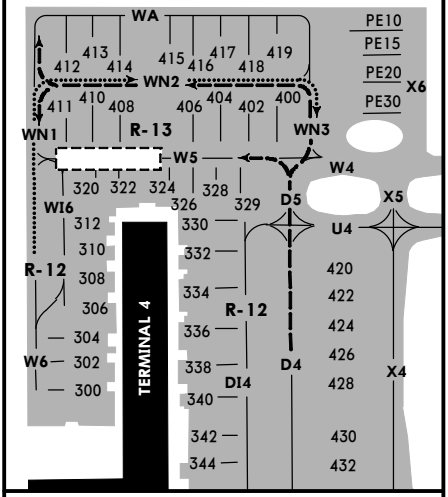
**From RWY 32R to Terminal 4:**
Ramp 12:
Stands 300 to 312: Standard route, H3 (transfer point H3-2), H4, D2 until D5, WN3, WN2, WN1, W6.

Ramp 13:
Stands 408 to 411: Standard route, H3 (transfer point H3-2), H4, D2 until D5, WN3, WN2.
Stands 412 to 419: Standard route, H3 (transfer point H3-2), H4, D2 until D5, WN3, WA.

**DEPARTURE**

**To RWY 36L from Terminal 4:**
Ramp 12:
Stands 326 to 328: W5, W4, X5, X4, R3 (transfer point R3-2), standard route.

**To RWY 36R from Terminal 4:**
Ramp 12:
Stands 326 to 328: W5, W4, X5 until X3, S3 (transfer point S3-2), standard route.




**LEGEND**

Departure route
Arrival route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## WORKS ON TWY W5 (Continued)

**EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL AND MACHINERY**

**REFER ALSO TO LATEST NOTAMS**

## SOUTH CONFIGURATION (PHASE 1):

**ARRIVAL**

**From RWY 18R to Terminal 4:**
Ramp 12:
Stands 300 to 312: Standard route W3 (transfer point W3-2), X5, U4, D5, WN3, WN2, WN1, W6.

Ramp 13:
Stands 408 to 411: Standard route W3 (transfer point W3-2), X5, U4, D5, WN3, WN2.
Stands 412 to 419: Standard route W3 (transfer point W3-2), X5, U4, D5, WN3, WA.

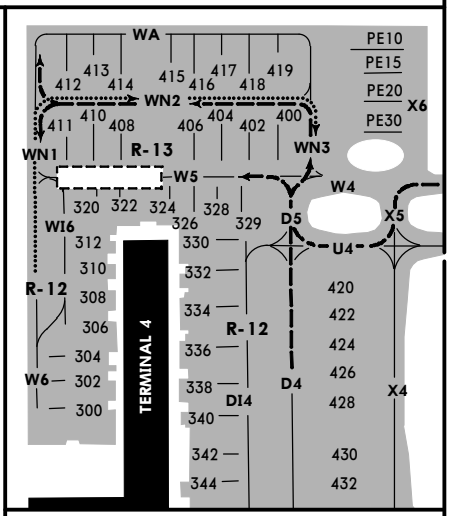
**From RWY 18L to Terminal 4:**
Ramp 12:
Stands 300 to 312: Standard route, H3 (transfer point H3-2), H4, D2 until D5, WN3, WN2, WN1, W6.

Ramp 13:
Stands 408 to 411: Standard route H3 (transfer point H3-2), H4, D2 until D5, WN3, WN2.
Stands 412 to 419: Standard route H3 (transfer point H3-2), H4, D2 until D5, WN3, WA.

**DEPARTURE**

**To RWY 14R or 14L from Terminal 4:**
Ramp 12:
Stands 326 to 328: W5, W4, X5, X4, S3, (transfer point S3-2).

At the end of the work the intermediate holding position on TWY W5 short of TWY WI6 shall be renamed W5-2.




**LEGEND**

Departure route
Arrival route

## PHASE 2:

During this phase the following changes will apply:
- TWY W5 between the access to stand 324 and 88'/26.75 m from TWY WN3 centre line approx, and taxiway D5 will be continuously closed to traffic.
- TWY WN3 section between W4 and WN2 is restricted to ACFT with code letter C.
- Stands 324 to 329 will not be usable.
- ACFT shall access stands 400 to 406 from WN2, nose-in towards South. Exit from stands 400 to 406 shall be carried out towing the ACFT nose-in towards East.
- Push-back from stand 322 should be carried out towing the ACFT to stand 320 entry marking and releasing. Taxiing shall be performed at minimum power.
- Access to stand PE30 for aircraft of code-letter above C must be carried out via X6 and exit via WN3 and X6 through stand PE15.

Works will be carried out at all times DAY and NIGHT.

Standard taxiing routes shown on 10-1P pages will be modified as follows: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## WORKS ON TWY W5 (Continued)

**EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL AND MACHINERY**

**REFER ALSO TO LATEST NOTAMS**

### NORTH CONFIGURATION (PHASE 2):

**ARRIVAL**

**From RWY 32L to Terminal 4:**
Ramp 11:
Stands 430 to 432: Standard route, J3 (transfer point J3-2), J4, D1 until D4, U4, X4.

Ramp 12:
Stands 300 to 312: Standard route, J3 (transfer point J3-2), J4, D1 until D4, U4, X5, W4, WN3, WN2, WN1, WI6.
Stands 320 to 322: Standard route, J3 (transfer point J3-2), J4, D1 until D4, U4, X5, W4, WN3, WN2, WN1, W5.
Stands 420 to 428: Standard route, J3 (transfer point J3-2), J4, D1 until D4, U4, X4.

Ramp 13:
Stands 400 to 406: Standard route, J3 (transfer point J3-2); J4, D1 until D4, U4, X5, W4, WN3, WN2.
Stands 408 to 411: Standard route, J3 (transfer point J3-2), J4, D1 until D4, U4, X5, W4, WN3, WN2, WN1, W5.
Stands 412 to 419: Standard route, J3 (transfer point J3-2), J4, D1 until D4, U4, X5, W4, WN3, WA.

**From RWY 32R to Terminal 4:**
Ramp 11:
Stands 430 to 432: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X4.

Ramp 12:
Stands 300 to 312: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X5, W4, WN3, WN2, WN1, WI6.
Stands 320 to 322: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X5, W4, WN3, WN2, WN1, W5.
Stands 420 to 428: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X4.

Ramp 13:
Stands 400 to 406: Standard route, H3 (transfer point H3-2); H4, D2 until D4, U4, X5, W4, WN3, WN2.
Stands 408 to 411: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X5, W4, WN3, WN2, WN1, W5.
Stands 412 to 419: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X5, W4, WN3, WA.

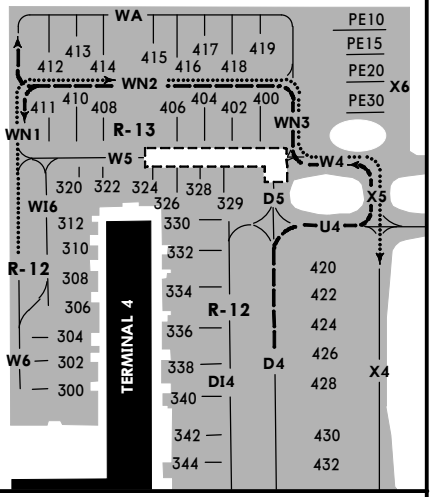
**DEPARTURE**

**To RWY 36L from Terminal 4:**
Ramp 11:
Stands 430 to 432: D4, U4, X4, R3 (transfer point R3-2), standard route.

Ramp 12:
Stands 330 to 334: DI4, U4, X4, R3 (transfer point R3-2), standard route.
Stands 420 to 428: D4, U4, X4, R3 (transfer point R3-2), standard route.

**To RWY 36R from Terminal 4:**
Ramp 11:
Stands 430 to 432: D4, U4, X4, X3, S3 (transfer point S3-2), standard route.

Ramp 12:
Stands 330 to 334: DI4, U4, X4, X3, S3 (transfer point S3-2), standard route.
Stands 420 to 428: D4, U4, X4, X3, S3 (transfer point S3-2), standard route.




**LEGEND**

Departure route
Arrival route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## WORKS ON TWY W5 (Continued)

**EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL AND MACHINERY**

**REFER ALSO TO LATEST NOTAMS**

## SOUTH CONFIGURATION (PHASE 2):

### ARRIVAL

**From RWY 18R from Terminal 4:**
Ramp 12:
Stands 300 to 312: Standard route W3 (transfer point W3-2), W4, WN3, WN2, WN1, WI6.
Stands 320 to 322: Standard route W3 (transfer point W3-2), W4, WN3, WN2, WN1, W5.

Ramp 13:
Stands 400 to 406: Standard route W3 (transfer point W3-2), W4, WN3, WN2.
Stands 408 to 411: Standard route W3 (transfer point W3-2), W4, WN3, WN2, WN1, W5.
Stands 412 to 419: Standard route, W3 (transfer point W3-2), W4, WN3, WA.

**From RWY 18L to Terminal 4:**
Ramp 11:
Stands 430 to 432: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X4.

Ramp 12:
Stands 300 to 312: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X5, W4, WN3, WN2, WN1, WI6.
Stands 320 to 322: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X5, W4, WN3, WN2, WN1, W5.
Stands 420 to 428: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X4.

Ramp 13:
Stands 400 to 406: Standard route, H3 (transfer point H3-2); H4, D2 until D4, U4, X5, W4, WN3, WN2.
Stands 408 to 411: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X5, W4, WN3, WN2, WN1, W5.
Stands 412 to 419: Standard route, H3 (transfer point H3-2), H4, D2 until D4, U4, X5, W4, WN3, WA.

### DEPARTURE

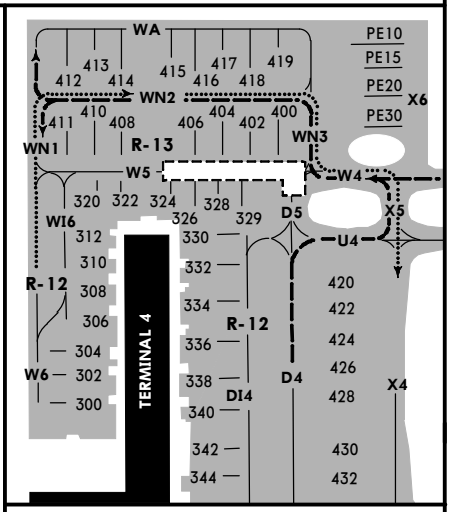
**To RWY 14R from Terminal 4:**
Ramp 11:
Stands 430 to 432: D4, U4, X4, X3, S3 (transfer point S3-2), standard route.

Ramp 12:
Stands 330 to 334: DI4, U4, X4, X3, S3 (transfer point S3-2), standard route.
Stands 420 to 428: D4, U4, X4, X3, S3 (transfer point S3-2), standard route.

**To RWY 14L from Terminal 4:**
Ramp 11:
Stands 430 to 432: D4, U4, X4, X3, S3 (transfer point S3-2), standard route.

Ramp 12:
Stands 330 to 334: DI4, U4, X4, X3, S3 (transfer point S3-2), standard route.
Stands 420 to 428: D4, U4, X4, X3, S3 (transfer point S3-2), standard route.

At the end of the work the intermediate holding position on TWY W5 short of TWY D5 shall be renamed W5-1.




**LEGEND**

Departure route
Arrival route

CHANGES: New temporary chart.

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# WORKS ON TWYS M12 and M13

**EXCERCISE CAUTION DUE TO PRESENCE OF PERSONNEL AND MACHINERY**

**REFER ALSO TO LATEST NOTAMS**

## PHASE 1:

Works will be carried out during NIGHT.

During this phase the centerline of the turn from TWY J2 to TWY M14 will be provisionally marked with orange paint.

The area will be affected as follows:
During non-working periods:
- There is a 1.6 inch/4 cm deep floor unevenness in the affected area in TWYs M12 and M13.
- Possible affects on the centerline lighting of TWYs M12 and M13 will be announed by NOTAM. In this case ACFT will be guided by RWY and Apron Service during NIGHT, and during DAY when LVP in force.

During working periods:
- TWYs M12, M13, LA and LB will be closed.
- Two-way traffic permitted in TWY A between J2 and G6.
- TWY centerline lighting u/s in turns TWYs M14 - J2 - A13 and TWYs G6 - M11 in both directions.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

## NORTH CONFIGURATION:

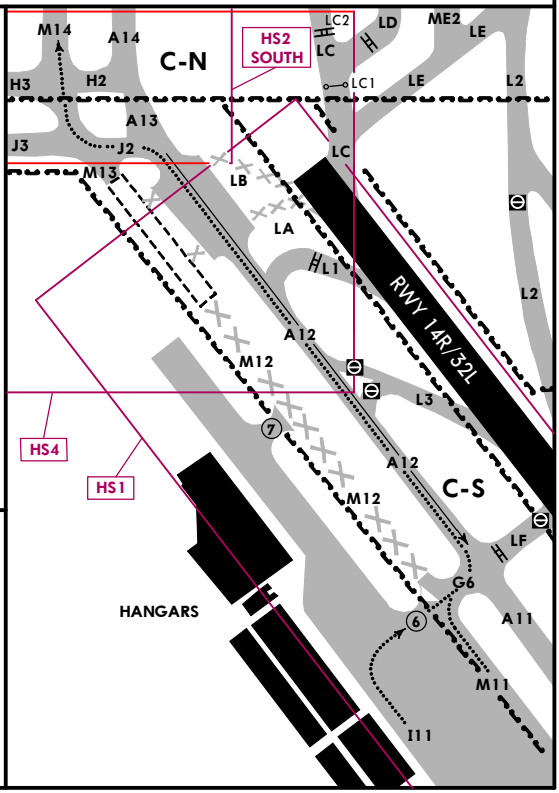
**ARRIVAL**

Routes are not modified.

**DEPARTURE**

**To RWY 36L from Terminal 1, 2 or 3:**
Standard route: (From TWY) M10 (transfer point M10-2), M11, G6, A12, A13, J2, M14 until M17, R5 or R6 or R7, R8, Z2.

**To RWY 36R from Terminal 1, 2 or 3:**
Standard route: (From TWY) M10 (transfer point M10-2), M11, G6, A12, A13, J2, M14 until M31, NY13, Y1 or M14 until M32, N13, Y2 or M14 until M33, B13, Y3.




LEGEND

| | |
|---|---|
| LC1 | Holding posn |
| A12 | Taxiway |
| 7 | Gate |
| C-S | Ground competence sectors ( ▬ ▬ ▬ ) |
| HS1 | HOT SPOT Refer to chart 10-9A |
| ⊖ | No entry Refer also to 10-1P pages |
| ····➤ | Departure route |
| ——➤ | Arrival route |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## WORKS ON TWYS M12 and M13 (Continued)

**EXCERCISE CAUTION DUE TO PRESENCE OF PERSONNEL AND MACHINERY**

**REFER ALSO TO LATEST NOTAMS**

### SOUTH CONFIGURATION:

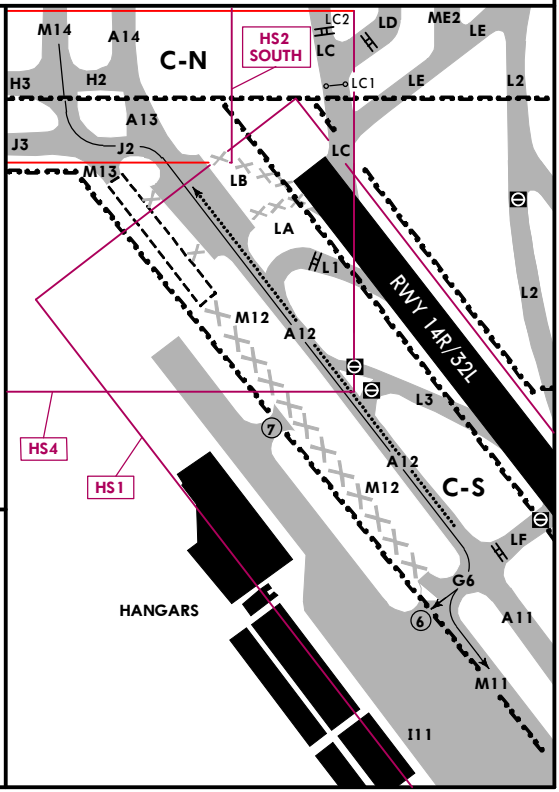
**ARRIVAL**

**From RWY 18L to Terminal 1, 2 or 3:**
Standard route: Y5, AY, BY13, M34 until M14 or
Y4, BY13, M34 until M14 or
Y3, A33, N13, M32 until M14, J2, A13, A12, G6, M11, M10 (transfer point M10-2).

**From RWY 18R to Terminal 1, 2 or 3:**
Standard route: Z10, ZW3, W1, W2, MZ6 until MZ3 or
Z8, W1 to W2 to MZ6 until MZ3 or
Z4, ZW1, V1, V2, MZ4, MZ3, M15, M14, J2, A13, A12, G6, M11, M10 (transfer point M10-2).

**DEPARTURE**

Routes are not modified.




LEGEND

| | |
|---|---|
| LC1 | Holding posn |
| A12 | Taxiway |
| 7 | Gate |
| C-S | Ground competence sectors ( ) |
| HS1 | HOT SPOT Refer to chart 10-9A |
| | No entry Refer also to 10-1P pages |
| | Departure route |
| | Arrival route |

### PHASE 2:

Intermediate holding position on TWY M12 short of TWY G6 is renamed M12-1.

Intermediate holding position on TWY M12 short of TWY LA is renamed M12-2.

CHANGES: Taxi routes.

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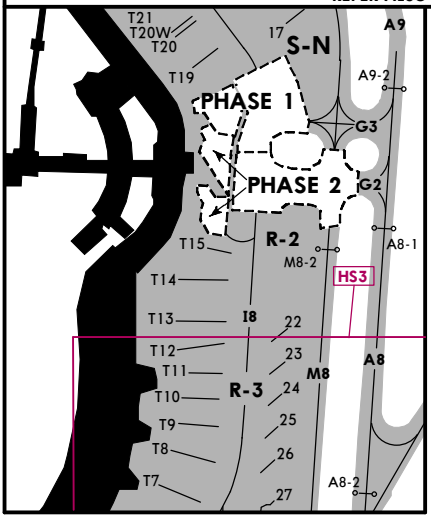
# WORKS ON TWY I8

**EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL AND MACHINERY**
**REFER ALSO TO LATEST NOTAMS**




## PHASE 1: Gate 3 and T18

During this phase the following changes will apply:
- Closure to traffic of the segment of twy I8 opposite stands T17 and T18.
- Closure to traffic of Gate 3 and twy I9.
- Twy Gate 2: bidirectional.
- Closure of stands T18 and T20W.
- MAX size for stand T19 is reduced to category D, to B763 aircraft.
- stand T17: short push-back and towing as far as stand T15. Do not start-up engines until aligned on the twy.
- stand T19: short push-back and towing as far as stand T21. Do not start-up engines until aligned on the twy.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

**NORTH CONFIGURATION:**
**ARRIVAL**
Routes are not modified.

**DEPARTURE**
**To RWY 36L and RWY 36R from Terminal 1, 2 or 3:**
Ramp 2:
Stands T19 to T21: I9, Gate 2, M10, standard route.

**SOUTH CONFIGURATION:**
**ARRIVAL**
Routes are not modified.

**DEPARTURE**
**To RWY 14L and RWY 14R from Terminal 1, 2 or 3:**
Ramp 2:
Stands T19 to T21: I9, Gate 2, G2, A9, M10, standard route.

## PHASE 2: Strip of Gate 2, I8, T16, T17 and M8

During this phase the following changes will apply:
- Closure to traffic of the segment of I8 opposite stands T16 and T17.
- Closure to traffic of Gate 2, G2 and M8.
- Twy A8 and Gate 3: bidirectional.
- Closure of stands T16 and T17.
- Segment between M7 and A8, segment between M9 and A8 and curve between A8 and G3: without twy centre line lighting.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

**NORTH CONFIGURATION:**
**ARRIVAL**
Routes are not modified.

**DEPARTURE**
**To RWY 36L and RWY 36R from Terminal 1, 2 or 3:**
Ramps 4, 5, 6 and 7:
Standard route as far as M7, A8, G3, M9, M10, standard route.

Ramp 3:
Standard route as far as M7, A8, G3, M9, M10, standard route.
Stands 22 to 27: straight to M8, G1, A8, G3, M9, M10, standard route.

Ramp 2:
Stands T14 and T15: I8, M7, A8, G3, M9, M10, standard route.
Stands T18 to T21: I9, Gate 3, M10, standard route.

**SOUTH CONFIGURATION:**
**ARRIVAL**

**From RWY 18L and RWY 18R to Terminal 1, 2 or 3:**
Ramps 4, 5, 6 and 7:
Standard route as far as M9, G3, A8, G1, Gate 1, M6 and continue standard route.

Ramp 3:
Standard route as far as M9, G3, A8, G1, Gate 1 and continue standard route.
Stands T1, T2, T3: Standard route as far as M9, G3, A8, G1, Gate 1, M6 and continue standard route.

Ramp 2:
Stands T14 and T15: Standard routes as far as M9, G3, A8, G1, Gate 1, I8.

**DEPARTURE**
**To RWY 14L and RWY 14R from Terminal 1, 2 or 3:**
Ramp 2:
Stands T14 and T15: I8, Gate 1, G1, A9, A10, standard route.
Stands T18 to T21: I9, Gate 3, G3, A9, A10, standard route.

CHANGES: New temporary chart.

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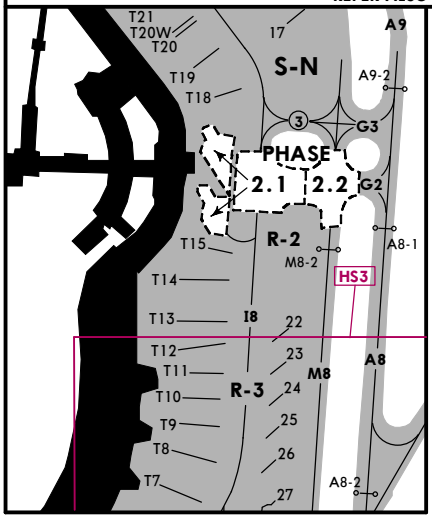
## WORKS ON TWY I8 (Continued)

**EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL AND MACHINERY**
**REFER ALSO TO LATEST NOTAMS**




### PHASE 2.1: Closure of I8, T16, T17 and Gate 2

During this phase the following changes will apply:
- Closure to traffic of the segment of I8 opposite stands T16 and T17.
- Closure to traffic of Gate 2.
- Closure of stands T16 and T17.
- Twy Gate 3: bidirectional.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

**NORTH CONFIGURATION:**
**ARRIVAL**
Routes are not modified.

**DEPARTURE**
**To RWY 36L and RWY 36R from Terminal 1, 2 or 3:**
Ramp 2:
Stands T18 to T21: I9, Gate 3, M10, standard route.

**SOUTH CONFIGURATION:**
**ARRIVAL**
Routes are not modified.

**DEPARTURE**
**To RWY 14L and RWY 14R from Terminal 1, 2 or 3:**
Ramp 2:
Stands T18 to T21: I9, Gate 3, G3, A9, A10, standard route.

### PHASE 2.2: Closure of M8 and Gate 2

During this phase the following changes will apply:
- Closure to traffic of Gate 2, G2 and M8.
- Twys A8 and Gate 3: bidirectional.
- Segment between M7 and A8, segment between M9 and A8 and curve between A8 and G3: without twy centre line lighting.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

**NORTH CONFIGURATION:**
**ARRIVAL**
Routes are not modified.

**DEPARTURE**
**To RWY 36L and RWY 36R from Terminal 1, 2 or 3:**
Ramps 4, 5, 6 and 7:
Standard route as far as M7, A8, G3, M9, M10, standard route.

Ramp 3:
Standard route as far as M7, A8, G3, M9, M10, standard route.
Stands 22 to 27: Straight to M8, G1, A8, G3, M9, M10, standard route.

Ramp 2:
Stands T14 and T15: I8, M7, A8, G3, M9, M10, standard route.
Stands T18 to T21: I9, Gate 3, M10, standard route.

**SOUTH CONFIGURATION:**
**ARRIVAL**

**From RWY 18L and RWY 18R to Terminal 1, 2 or 3:**
Ramps 4, 5, 6 and 7:
Standard route as far as M9, G3, A8, G1, Gate 1, M6 and continue standard route.

Ramp 3:
Standard route as far as M9, G3, A8, G1, Gate 1, and continue standard route.
Stands T1, T2, T3: Standard route as far as M9, G3, A8, G1, Gate 1, M6 and continue standard route.

Ramp 2:
Stands T14 and T15: Standard routes as far as M9, G3, A8, G1, Gate 1, I8.

**DEPARTURE**
**To RWY 14L and RWY 14R from Terminal 1, 2 or 3:**
Ramp 2:
Stands T14 and T15: I8, Gate 1, G1, A9, A10, standard route.
Stands T18 to T21: I9, Gate 3, G3, A9, A10, standard route.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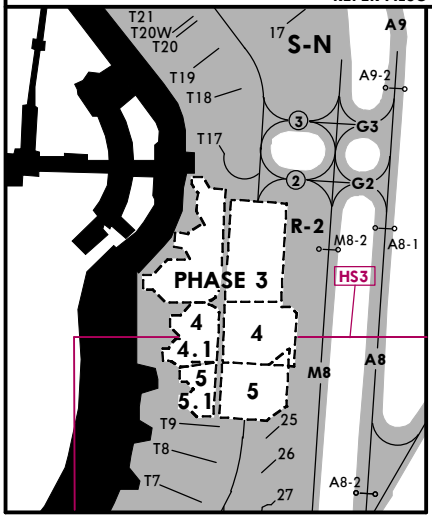
## WORKS ON TWY I8 (Continued)

**EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL AND MACHINERY**
**REFER ALSO TO LATEST NOTAMS**




### PHASE 3: Strip of I8, T14, T15, T16 and equipment zone

During this phase the following changes will apply:
- Closure to traffic of the segment of I8 opposite stands T14, T15 and T16.
- Closure of the equipment zone.
- T13 with short push-back and towed as far as stand T11. Do not start-up engines until aligned on the twy.

### PHASE 4: Strip of I8, T12, T13 and stands 22, 23

During this phase the following changes will apply:
- Closure to traffic of the segment of I8 opposite stands T12 and T13.
- Closure of stands T12, T13, 22 and 23.
- Closure of the service road that crosses I8.
- T11 with short push-back and towed as far as stand T9. Do not start-up engines until aligned on the twy.

### PHASE 4.1: Closure of stands T12 and T13

During this phase the following changes will apply:
- Closure of stands T12 and T13.
- T11 with short push-back and towed as far as stand T9. Do not start-up engines until aligned on the twy.

### PHASE 5: Strip of I8, T10, T11 and stands 23 and 24

During this phase the following changes will apply:
- Closure to traffic of the segment of I8 opposite stands T10 and T11.
- Closure of stands T10, T11, 23 and 24.
- T9 with short push-back and towed as far as stand T7. Do not start-up engines until aligned on the twy.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

**NORTH CONFIGURATION:**
**ARRIVAL**

**From RWY 32L and RWY 32R to Terminal 1, 2 or 3:**
Ramp 3:
Stands T12, T13 and 22: Standard route to A9, G3, Gate 3, I8.

**DEPARTURE**

**To RWY 36L and RWY 36R from Terminal 1, 2 or 3:**
Ramp 3:
Stands T12 and T13: I8, Gate 2, M9, M10, standard route.

**SOUTH CONFIGURATION:**
**ARRIVAL**

**From RWY 18L and RWY 18R to Terminal 1, 2 or 3:**
Ramp 3:
Stands T12, T13 and 22: Standard route M10, M9, Gate 3, I8.

**DEPARTURE**

**To RWY 14L and RWY 14R from Terminal 1, 2 or 3:**
Ramp 3:
Stands T12 and T13: I8, Gate 2, G2, A9, A10, standard route.

### PHASE 5.1: Closure of T10 and T11

During this phase the following changes will apply:
- Closure to traffic of the segment of I8 opposite stands T10 and T11.
- T9 with short push-back and towed as far as stand T7. Do not start-up engines until aligned on the twy.

CHANGES: New temporary chart.

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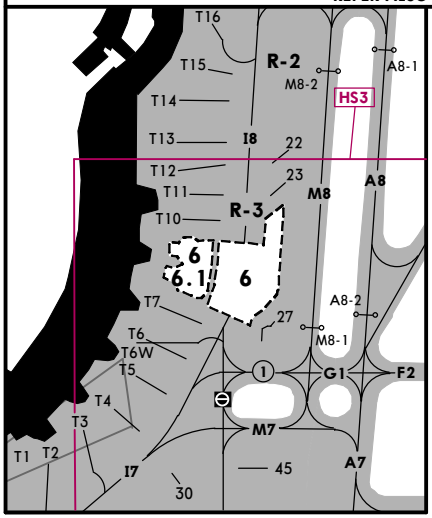
## WORKS ON TWY I8 (Continued)

**EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL AND MACHINERY**
**REFER ALSO TO LATEST NOTAMS**




### PHASE 6:
### Strip of I8, T8, T9 and stands 24, 25 and 26

During this phase the following changes will apply:
- Closure to traffic of the segment of I8 opposite stands T8 and T9.
- Closure of stands T8, T9, 24, 25 and 26.
- Closure of the service road that crosses I8 beside stand 27.
- T7 with short push-back and towed as far as stand T5. Do not start-up engines until aligned on the twy.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

**NORTH CONFIGURATION:**
**ARRIVAL**

**From RWY 32L and RWY 32R to Terminal 1, 2 or 3:**
Ramp 3:
Stands T10 to T13 and 22 to 24: Standard route to A9, G3, Gate 3, I8.

**DEPARTURE**

**To RWY 36L and RWY 36R from Terminal 1, 2 or 3:**
Ramp 3:
Stands T10 to T13: I8, Gate 2, M9, M10, standard route.

**SOUTH CONFIGURATION:**
**ARRIVAL**

**From RWY 18L and RWY 18R to Terminal 1, 2 or 3:**
Ramp 3:
Stands T10 to T13 and 22 to 24: Standard route M10, M9, Gate 3, I8.

**DEPARTURE**

**To RWY 14L and RWY 14R from Terminal 1, 2 or 3:**
Ramp 3:
Stands T10 to T13: I8, Gate 2, G2, A9, A10, standard route.

### PHASE 6.1: Closure of stands T8 and T9

During this phase the following changes will apply:
- Closure to traffic of the segment of I8 opposite stands T8 and T9.
- T7 with short push-back and towed as far as stand T5. Do not start-up engines until aligned on the twy.

CHANGES: New temporary chart.

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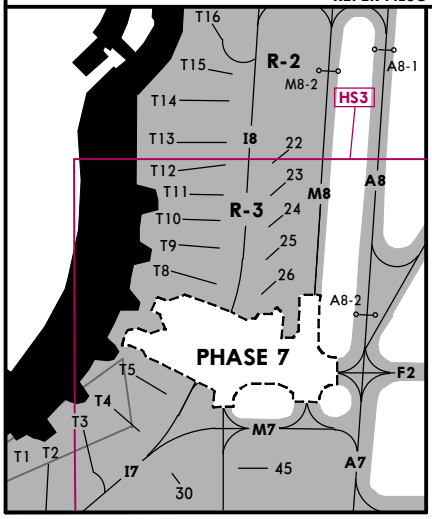
## WORKS ON TWY I8 (Continued)

**EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL AND MACHINERY**
**REFER ALSO TO LATEST NOTAMS**




### PHASE 7:
### Islet M7-Gate 1 (North Zone)

During this phase the following changes will apply:
- Closure to traffic of taxiways G1, Gate 1, segment of I7 opposite stands T6 and T7 and segment of M8 opposite stand 27.
- Closure of stands T6, T7 and 27.
- Taxiways A8, M7 and G2: bidirectional.
- Curve between A8 and G2, curve between G2 and M8, segment between M7 and A8 and segment between M7 and I7: without twy centre line lighting.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

### NORTH CONFIGURATION:
### ARRIVAL

**From RWY 32L and RWY 32R to Terminal 1, 2 or 3:**
Ramp 4:
Stands 30 to 37: Standard route to A8, M7, I7, C5, M5.

Ramp 3:
- Stands T4 and T5: Standard route to A8, M7, I7.
- Stands T8 to T13 and 22 to 26: Standard route to A9, G3, Gate 3, I8.

### DEPARTURE

**To RWY 36L and RWY 36R from Terminal 1, 2 or 3:**
Ramp 7:
Stands 200 to 208: C11, E3, E2, E1, A7, A8, G2, M9, M10, standard route.
Stands 210 to 227: Straight to E2, E1, A7, A8, G2, M9, M10, standard route.
Stands 230 to 249: Straight to C8, A6, A7, A8, G2, M9, M10, standard route.

Ramps 5 and 6:
Standard route as far as M7, A7, A8, G2, M9, M10, standard route.

Ramp 4:
I7, C5, M5 until M7, A7, A8, G2, M9, M10, standard route; or else C6, A5, A6, A7, A8, G2, M9, M10, standard route.
Stands 163 and 165: A6, A7, A8, G2, M9, M10, standard route.
Stands 171 and 173: F2, A8, G2, M9, M10, standard route.
Stand 175: F1, A8, G2, M9, M10, standard route.

Ramp 3:
Stands T1 to T5: I7, M7, A7, A8, G2, M9, M10, standard route; or else I7, C5, M5 until M7, A7, A8, G2, M9, M10, standard route.
Stands T8 to T13: I8, Gate 2, M9, M10, standard route.

### SOUTH CONFIGURATION:
### ARRIVAL

**From RWY 18L and RWY 18R to Terminal 1, 2 or 3:**
Ramp 7:
Standard route M10, M9, G2, A8, M7 and continue standard route.

Ramps 5 and 6:
Standard route M10, M9, G2, A8, M7 and continue standard route.

Ramp 4:
Stands 30 to 37: Standard route M10, M9, G2, A8, M7, I7, C5.
Stand 44, 45: Standard route M10, M9, G2, A8, M7, M6.
Stands 163 and 165: Standard route M10, M9, G2, A8, M7, M6, C6, A5.
Stands 40 to 43: Standard route M10, M9, G2, A8, M7, M6, C6, A5, A6.
Stand 171: Standard route M10, M9, G2, A8, M7, M6, C6, A5, A6, E1.
Stand 173: Standard route M10, M9, G2, A8, F2.
Stand 175: Standard route M10, M9, G2, A8, F1.

Ramp 3:
Stands T4 and T5: Standard route M10, M9, G2, A8, M7, I7.
Stands T8 to T13 and 22 to 26: Standard route M10, M9, Gate 3, I8.
Stands T1, T2, T3: Standard route M10, M9, G2, A8, M7 until M4, C4, I6;
2300-0659 LT, Standard route, M10, M9, G2, A8, M7, M6 to M5, C5.

### DEPARTURE

**To RWY 14L and RWY 14R from Terminal 1, 2 or 3:**
Ramp 3:
Stands T1 to T5: I7, C5, A5 until A10, standard route.
Stands T8 to T13: I8, Gate 2, G2, A9, A10, standard route.
Stands 22 to 26: Standard route M8, G2, A9, A10, standard route.

CHANGES: New temporary chart.

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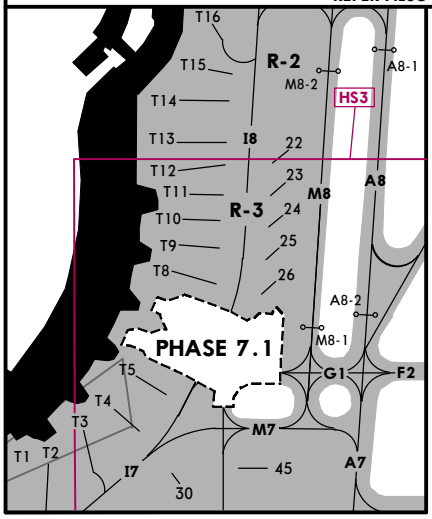
## WORKS ON TWY I8 (Continued)

**EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL AND MACHINERY**
**REFER ALSO TO LATEST NOTAMS**




### PHASE 7.1: Closure of segment of TWY I7, stands T6, T7 and 27 and Gate 1 (North Zone)

During this phase the following changes will apply:
- Closure to traffic of taxiway Gate 1, segment of I7 opposite stands T6 and T7.
- Closure of stands T6, T7 and 27.
- Taxiway M7: bidirectional.
- Segment between M7 and I7: without taxiway centre line lighting.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

**NORTH CONFIGURATION:**
**ARRIVAL**

**From RWY 32L and RWY 32R to Terminal 1, 2 or 3:**
Ramp 4:
Stands 30 to 37: Standard route A10 until A8, M7, I7, C5, M5.

Ramp 3:
Stands T4 and T5: Standard route A10 until A8, M7, I7.
Stands T8 to T13 and 22 to 26: Standard route A10 to A9, G3, Gate 3, I8.

**DEPARTURE**

**To RWY 36L and RWY 36R from Terminal 1, 2 or 3:**
Ramp 3:
Stands T8 to T13: I8, Gate 2, M9, M10, standard route.

**SOUTH CONFIGURATION:**
**ARRIVAL**

**From RWY 18L and RWY 18R to Terminal 1, 2 or 3:**
Ramp 4:
Stands 30 to 37: Standard route A10 until A8, M7, I7, C5, M5.

Ramp 3:
Stands T4 and T5: Standard route A10 until A8, M7, I7.
Stands T8 to T13 and 22 to 26: Standard route A10 to A9, G3, Gate 3, I8.

**DEPARTURE**

**To RWY 14L and RWY 14R from Terminal 1, 2 or 3:**
Ramp 3:
Stands T1 to T5: I7, C5, A5 to A10, standard route.
Stands T8 to T13: I8, Gate 2, G2, A9, A10, standard route.

CHANGES: New temporary chart.

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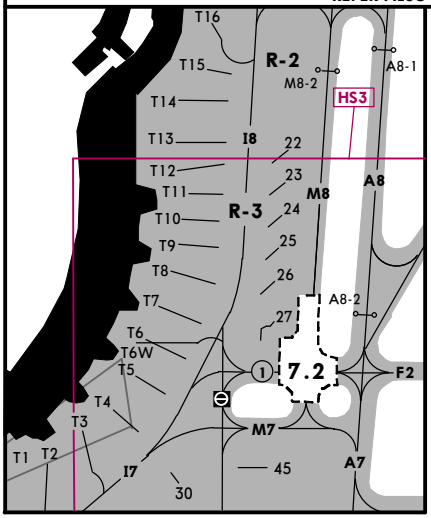
## WORKS ON TWY I8 (Continued)

**EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL AND MACHINERY**
**REFER ALSO TO LATEST NOTAMS**




### PHASE 7.2: Closure of TWY M8 and Gate 1 (North Zone)

During this phase the following changes will apply:
- Closure to traffic of twys G1, Gate 1, and segment of M8 opposite stand 27.
- Twys A8, M7 and G2: bidirectional.
- Curve between A8 and G2, curve between G2 and M8, segment between M7 and A8 and segment between M7 and I7: without twy centre line lighting.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

### NORTH CONFIGURATION:

#### ARRIVAL

**From RWY 32L and RWY 32R to Terminal 1, 2 or 3:**
Ramp 4:
Stands 30 to 37: Standard route A10 until A8, M7, I7, C5, M5.

Ramp 3:
Stands T4 and T5: Standard route A10 until A8, M7, I7.
Stands T8 to T13 and 22 to 26: Standard route A10 to A9, G3, Gate 3, I8.

#### DEPARTURE

**To RWY 36L and RWY 36R from Terminal 1, 2 or 3:**
Ramp 7:
Stands 200 to 208: C11, E3, E2, E1, A7, A8, G2, M9, M10, standard route.
Stands 210 to 227: Straight to E2, E1, A7, A8, G2, M9, M10, standard route.
Stands 230 to 249: Straight to C8, A6, A7, A8, G2, M9, M10, standard route.

Ramps 5 and 6:
Standard route as far as M7, A7, A8, G2, M9, M10, standard route.

Ramp 4:
I7, C5, M5 until M7, A7, A8, G2, M9, M10, standard route; or else C6, A5, A6, A7, A8, G2, M9, M10, standard route.
Stands 163 and 165: A6, A7, A8, G2, M9, M10, standard route.
Stands 171 and 173: F2, A8, G2, M9, M10, standard route.
Stand 175: F1, A8, G2, M9, M10, standard route.

Ramp 3:
Stands T1 to T5: I7, M7, A7, A8, G2, M9, M10, standard route; or else I7, C5, M5 until M7, A7, A8, G2, M9, M10, standard route.
Stands T8 to T13: I8, Gate 2, M9, M10, standard route.

### SOUTH CONFIGURATION:

#### ARRIVAL

**From RWY 18L and RWY 18R to Terminal 1, 2 or 3:**
Ramp 7:
Standard route M10, M9, G2, A8, M7 and continue standard route.

Ramps 5 and 6:
Standard route M10, M9, G2, A8, M7 and continue standard route.

Ramp 4:
Stands 30 to 37: Standard route M10, M9, G2, A8, M7, I7, C5.
Stands 44, 45: Standard route M10, M9, G2, A8, M7, M6.
Stands 163 and 165: Standard route M10, M9, G2, A8, M7, M6, C6, A5.
Stands 40 to 43: Standard route M10, M9, G2, A8, M7, M6, C6, A5, A6.
Stand 171: Standard route M10, M9, G2, A8, M7, M6, C6, A5, A6, E1.
Stand 173: Standard route M10, M9, G2, A8, F2.
Stand 175: Standard route M10, M9, G2, A8, F1.

Ramp 3:
Stands T4 and T5: Standard route M10, M9, G2, A8, M7, I7.
Stands T8 to T13 and 22 to 26: Standard route M10, M9, Gate 3, I8.
Stands T1, T2, T3: Standard route M10, M9, G2, A8, M7, M6 until M4, C4, I6;
2300-0659 LT, Standard route, M10, M9, G2, A8, M7, M6 to M5, C5.

#### DEPARTURE

**To RWY 14L and RWY 14R from Terminal 1, 2 or 3:**
Ramp 3:
Stands T1 to T5: I7, C5, A5 to A10, standard route.
Stands T8 to T13: I8, Gate 2, G2, A9, A10, standard route.
Stands 22 to 26: Standard route M8, G2, A9, A10, standard route.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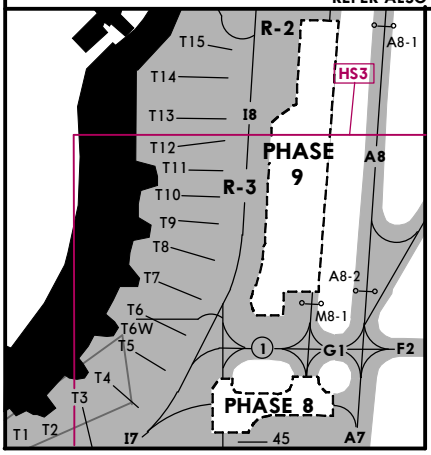
## WORKS ON TWY I8 (Continued)

**EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL AND MACHINERY**
**REFER ALSO TO LATEST NOTAMS**




### PHASE 8: Islet M7-Gate 1 (South Zone)

During this phase the following changes will apply:
- Closure to traffic of twy M7.
- Segment from A7 to A5: bidirectional.
- Curve between A5 and M4: without beacons on twy centre line.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

**NORTH CONFIGURATION:**
**ARRIVAL**
Routes are not modified.

**DEPARTURE**

**To RWY 36L and RWY 36R from Terminal 1, 2 or 3:**
Ramp 7:
Stands 210 to 227: straight to E2, E1, A7, G1, M8 until M10 and continue with the standard route.
Stands 230 to 249: Straight to C8, A6, A7, G1, M8 until M10, and continue with the standard route.

Ramps 5 and 6:
Standard route as far as M4, A5, A6, A7, G1, M8 until M10 and continue with the standard route.

Ramp 4:
I7, C5, A5, A6, A7, M8 until M10, standard route; or else C6, A5, A6, A7, G1, M8 until M10, standard route.
Stands 163 and 165: A6, A7, G1, M8 until M10, standard route.

Ramp 3:
I8, Gate 2, M9, M10, standard route; or else I7, C5, A5, A6, A7, G1, M8 until M10, standard route.
Stands 163 and 165: A6, A7, G1, M8 until M10, standard route.

**SOUTH CONFIGURATION:**
**ARRIVAL**

**From RWY 18L and RWY 18R to Terminal 1, 2 or 3:**
Ramp 7:
Standard route M10 until M8, G1, A7, A6, A5.

Ramps 5 and 6:
Standard route as far as M10 until M8, G1, A7, A6, A5, M4 and continue with the standard route.

Ramp 4:
Stands 44, 45: M10 until M8, G1, A7, A6, A5, M6.
Stands 163 and 165: M10 until M8, G1, A7, A6.
Stands 40 to 43: M10 until M8, G1, A7, A6.
Stand 171: M10 until M8, G1, A7, E1.

Ramp 3:
Stands T1, T2, T3: M8, G1, A7, A6, A5, M4, C4, I6; 2300-0659 LT: M8, G1, A7, A6, A5, C5.

**DEPARTURE**
Routes are not modified.

### PHASE 9: Strip twy M8

During this phase the following changes will apply:
- Closure to traffic of M8.
- Closure of stands 22 to 27.
- Twy A8: bidirectional.

Standard taxiing routes shown on 10-1P pages will be modified as follows:

**NORTH CONFIGURATION:**
**ARRIVAL**
Routes are not modified.

**DEPARTURE**

**To RWY 36L and RWY 36R from Terminal 1, 2 or 3:**
Ramps 4, 5, 6 and 7:
Standard route as far as M7, A8, G3, M9, M10, standard route.

Ramp 3:
Standard route as far as M7, A8, G3, M9, M10, standard route.
Stands 22 to 27: exit by push-back to I8, Gate 2, M9, M10, standard route.

**SOUTH CONFIGURATION:**
**ARRIVAL**

**From RWY 18L and RWY 18R to Terminal 1, 2 or 3:**
Ramps 4, 5, 6 and 7:
Standard route as far as M9, G3, A8, G1, Gate 1, M6 and continue standard route.

Ramp 3:
Standard route as far as M9, G3, A8, G1, Gate 1, and continue standard route.
Stands T1, T2, T3: Standard route as far as M9, G3, A8, G1, Gate 1, M6 and continue standard route.

**DEPARTURE**

**To RWY 14L and RWY 14R from Terminal 1, 2 or 3:**
Ramp 2:
Stands 22 to 27: exit by push-back to I8, Gate 2, G2, A9, A10, standard route.

CHANGES: New temporary chart.

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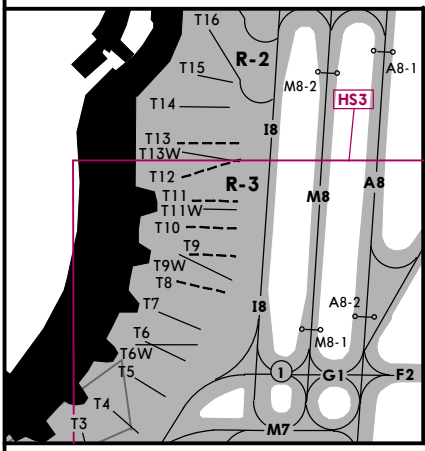
## WORKS ON RAMP R-3

**EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL AND MACHINERY**
**REFER ALSO TO LATEST NOTAMS**

- Configuration twy I8.
- Reconfiguration of stands T8 thru T13.
- New stands T9W, T11W and T13W.
- Closure of stands 22 thru 27.

## FINAL CONFIGURATION




### INS COORDINATES

| STAND No. | COORDINATES |
|---|---|
| T3 | N40 27.7 W003 34.2 |
| T4, T5 | N40 27.8 W003 34.2 |
| T6 thru T7 | N40 27.8 W003 34.1 |
| T8 thru T12 | N40 27.9 W003 34.1 |
| T13 thru T15 | N40 28.0 W003 34.1 |
| T16 | N40 28.1 W003 34.1 |

LEGEND

| | |
|---|---|
| A8-1 | Holding posn |
| M8 | Taxiway |
| R-3 | Ramp |
| 1 | Gate |
| T9 | Parking position |
| | Area not visible from Tower |
| HS1 | HOT SPOT Refer to chart 10-9A |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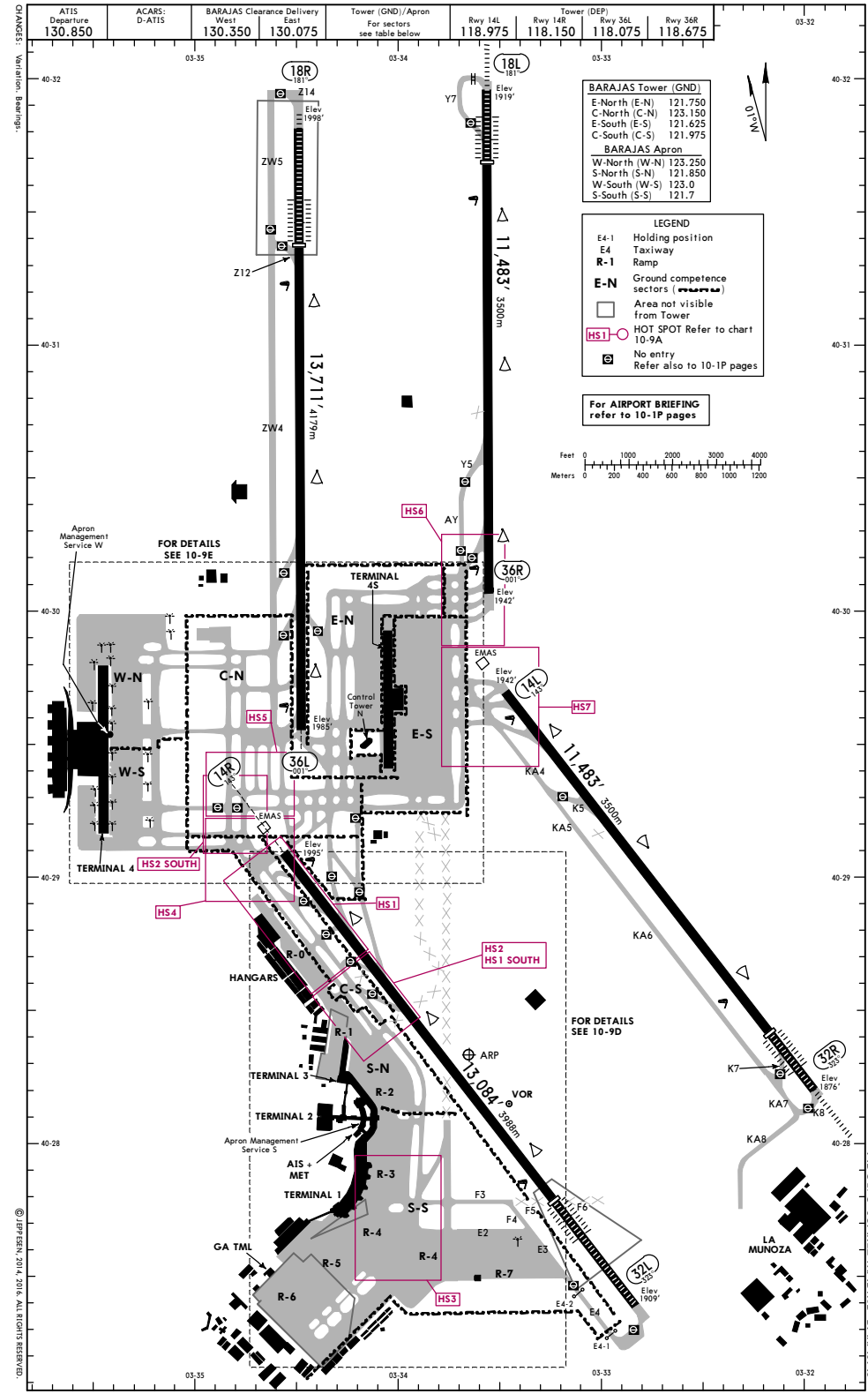
| ATIS Departure | ACARS: D-ATIS | BARAJAS Clearance Delivery West | BARAJAS Clearance Delivery East | Tower (GND)/Apron For sectors see table below | Tower (DEP) Rwy 14L | Tower (DEP) Rwy 14R | Tower (DEP) Rwy 36L | Tower (DEP) Rwy 36R |
|---|---|---|---|---|---|---|---|---|
| 130.850 | | 130.350 | 130.075 | | 118.975 | 118.150 | 118.075 | 118.675 |

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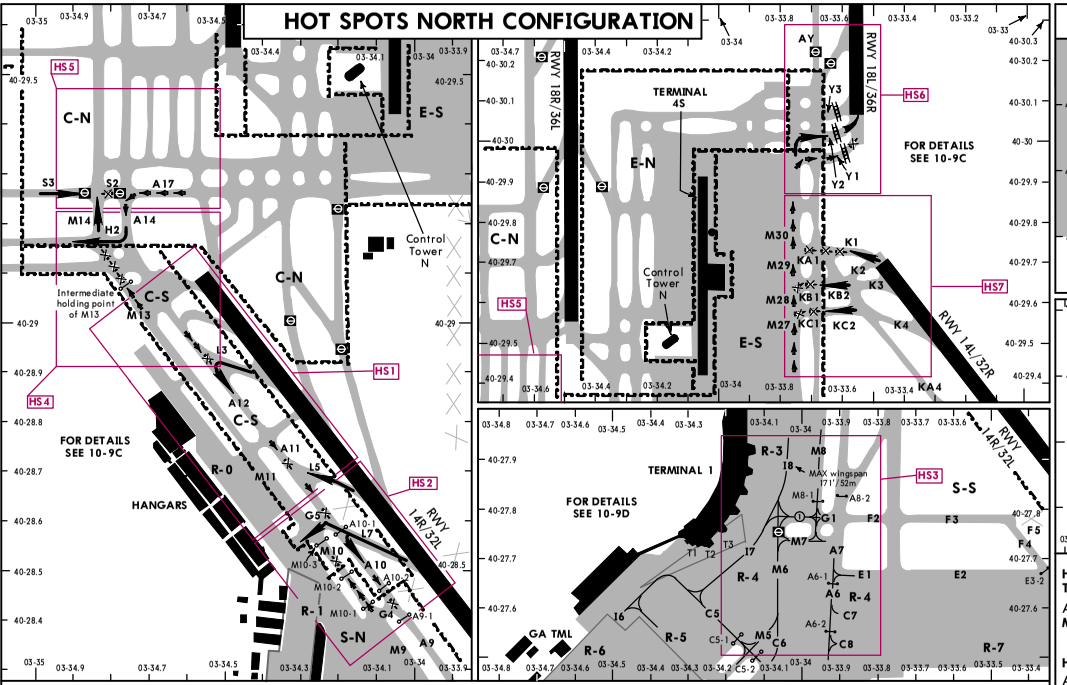
## HOT SPOTS NORTH CONFIGURATION




**HS1: West area RWY 14R/32L. TWYs M10, M11, A10, A11 and A12.**
Aircraft along TWY A **MUST GIVE WAY** to aircraft vacating runway via rapid exits L3, L5 and L7.

**HS2: West area RWY 14R/32L. Apron-Tower transfer points (A10-2 and M10-2).**
Aircraft taxiing along TWYs M10 and A10 w/o contact with the next unit **MUST STOP** at transfer points M10-2 and A10-2.

**HS3: West area RWY 14R/32L. TWYs M6, M7, INNER and GATE 1.**
CAUTION: Area of possible disorientation. Special heed must be paid to BARAJAS Apron instructions and signaling (especially to NO ENTRY and MAX Span).
**Access to parking stands T1, T2 and T3 from TWY I7 is forbidden.**

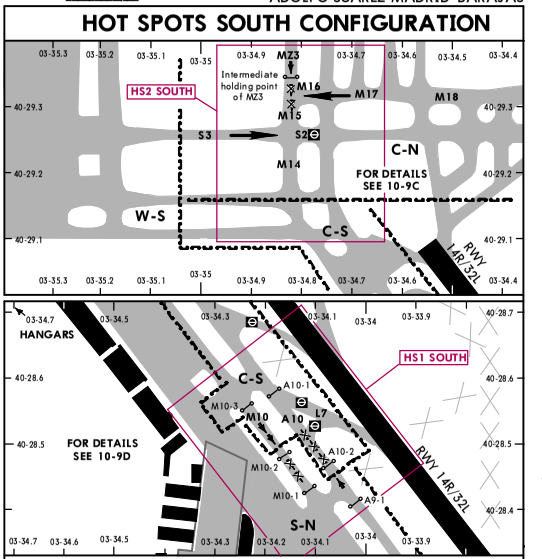
**HS4: West area near threshold RWY 14R/32L. TWY M13.**
Aircraft taxiing via TWY M13 instructed to stop must do so **AT THE INTERMEDIATE HOLDING POINT OF M13,** to avoid conflict with traffic taxiing via TWY H towards Terminal T4.

**HS5: Northwest area near threshold RWY 14R/32L. Close to TWYs A17 and S2.**
Aircraft taxiing via TWY A17 **MUST TURN LEFT ON TWY A14** and NOT go STRAIGHT AHEAD to avoid conflict with aircraft taxiing from TWYs S3 and M.

**HS6: Area near threshold RWY 36R. TWYs Y1, Y2 and Y3.**
Aircraft aligned on TWY Y1, Y2 or Y3 **MUST NOT ACCESS RUNWAY WITHOUT CLEARANCE** due to confusion in the take-off sequence.

**HS7: Area near threshold RWY 14L. TWY M.**
Aircraft taxiing via TWY M heading towards RWY 36R **MUST CONTINUE STRAIGHT AND NOT TURN RIGHT,** in order to avoid conflict with aircraft vacating RWY 32R and possible runway incursion.

## HOT SPOTS SOUTH CONFIGURATION




**HS1 SOUTH: West area RWY 14R/32L.**
**TWYs M10 and A10 (Apron - Tower transfer points M10-2 and A10-2)**
Aircraft taxiing via TWYs M10 and A10 w/o contact with the next unit **MUST STOP** at transfer points M10-2 and A10-2.

**HS2 SOUTH: West area near threshold RWY 14R. TWYs MZ3 and M.**
Aircraft coming from RWY 18R via TWY MZ instructed to hold short of TWY M **MUST STOP AT THE INTERMEDIATE HOLDING POINT OF MZ3** to avoid conflict with aircraft coming from TWYs M and S.

LEGEND

| | |
|---|---|
| M8-1 | Holding posn |
| T1 | Parking stand |
| 1 | Gate |
| | Area not visible from Tower |
| C-S | Ground competence sectors ( ) |
| | Correct manoeuvre |
| | Incorrect manoeuvre |
| | Other traffic in conflict |
| A8 | Taxiway |
| R-0 | Ramp |
| | No entry Refer also to 10-1P pages |

| BARAJAS Tower (GND) | |
|---|---|
| E-North (E-N) | 121.750 |
| C-North (C-N) | 123.150 |
| E-South (E-S) | 121.625 |
| C-South (C-S) | 121.975 |
| **BARAJAS Apron** | |
| S-North (S-N) | 121.850 |
| W-South (W-S) | 123.0 |
| S-South (S-S) | 121.7 |

CHANGES: None.

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ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS LANDING BEYOND Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|
| 14L | HIRL *(60m)* CL *(15m)* RVR | NA | | ❷ | 197′ *60m* |
| 32R | HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI(3.0°) ❶ RVR | 9843′ *3000m* | 8932′ *2722m* | NA | |

❶ HSTIL-K5 & K4
❷ TORA RWY 14L: From rwy head 11,483′(3500m)
twy K3 int 10,761′(3280m)

| RWY | | Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|
| 14R | HIRL *(60m)* CL *(15m)* RVR | NA | | ❹ | 197′ *60m* |
| 32L | HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI(3.0°) ❸ RVR | 10,039′ *3060m* | 9067′ *2764m* | NA | |

❸ HSTIL-L7, L5, L4, L3 & L2
❹ TORA RWY 14R: From rwy head 13,084′(3988m)
twy L1 int 11,995′(3656m)
twy LF int 10,860′(3310m)

| RWY | | Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|
| 18L | HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI(3.0°) ❻ RVR | 9843′ *3000m* | 8871′ *2704m* | NA | 197′ *60m* |
| ❺ 36R | HIRL *(60m)* CL *(15m)* RVR | NA | | ❼ | |

❺ RWY with antiskid layer.
❻ HSTIL-Y5 & Y4
❼ TORA RWY 36R: From rwy head 11,483′(3500m)
twy Y2 int 11,302′(3445m)
twy Y3 int 10,974′(3345m)

| RWY | | Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|
| 18R | HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI(3.0°) ❾ RVR | 11,040′ *3365m* | 9962′ *3036m* | NA | 197′ *60m* |
| ❽ 36L | HIRL *(60m)* CL *(15m)* RVR | NA | | ❿ | |

❽ RWY with antiskid layer.
❾ HSTIL-Z10, Z8 & Z7
❿ TORA RWY 36L: From rwy head 13,711′(4179m)
twy Z4 int 13,166′(4013m)
twy Z6 int 12,205′(3720m)

**Standard** TAKE-OFF ❶

**Rwys 14L/R, 36L/R**

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

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

*CHANGES:* Chart index. Airport name. Intersection TORA RWY 36L added.

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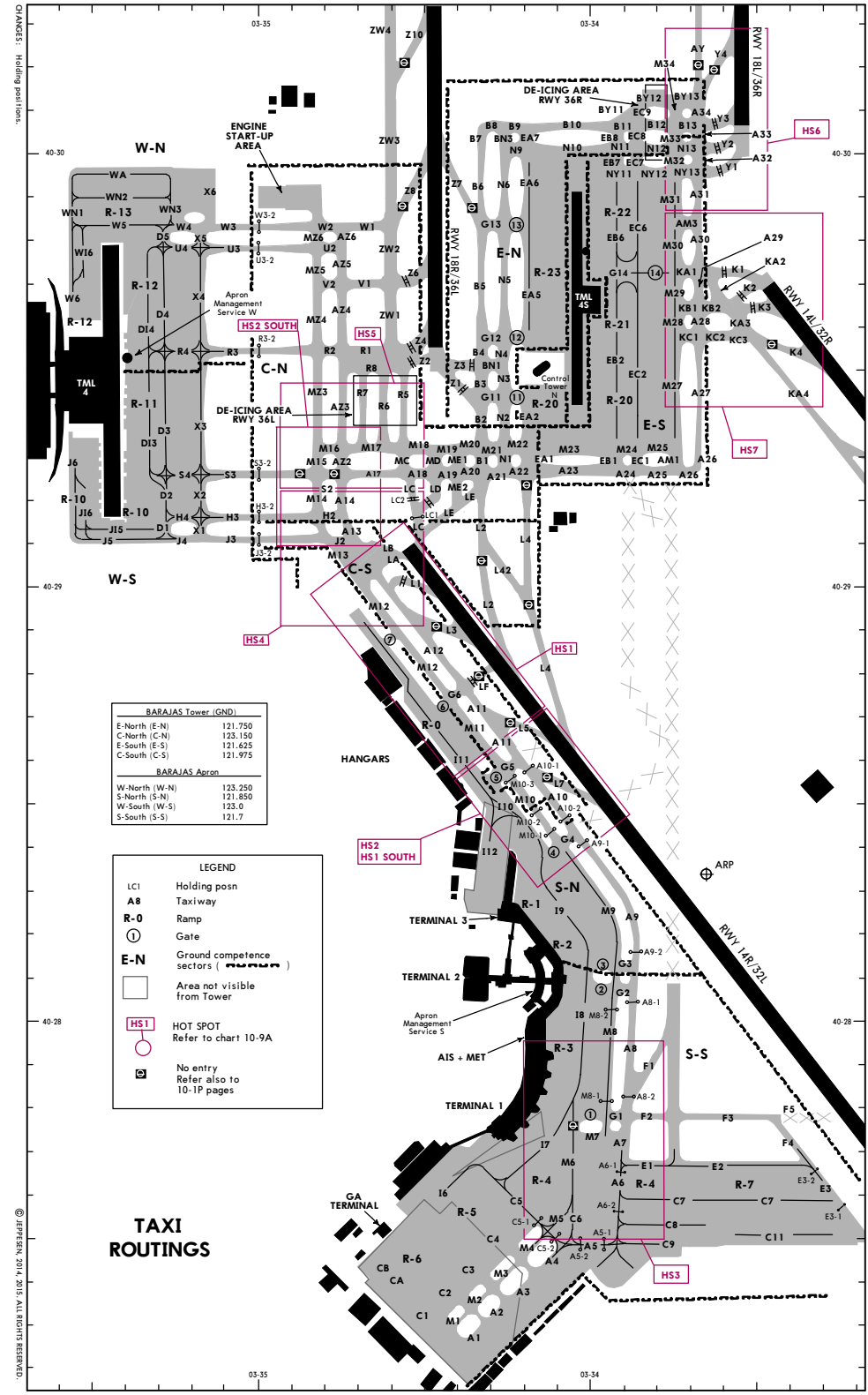
CHANGES: Holding positions.




| BARAJAS Tower (GND) | |
|---|---|
| E-North (E-N) | 121.750 |
| C-North (C-N) | 123.150 |
| E-South (E-S) | 121.625 |
| C-South (C-S) | 121.975 |
| **BARAJAS Apron** | |
| W-North (W-N) | 123.250 |
| S-North (S-N) | 121.850 |
| W-South (W-S) | 123.0 |
| S-South (S-S) | 121.7 |

LEGEND

| | |
|---|---|
| LC1 | Holding posn |
| A8 | Taxiway |
| R-0 | Ramp |
| 1 | Gate |
| E-N | Ground competence sectors ( ) |
| | Area not visible from Tower |
| HS1 | HOT SPOT Refer to chart 10-9A |
| | No entry Refer also to 10-1P pages |

# TAXI ROUTINGS

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27 NOV 15
EFF 10 DEC

10-9C

ADOLFO SUAREZ MADRID-BARAJAS

MADRID, SPAIN

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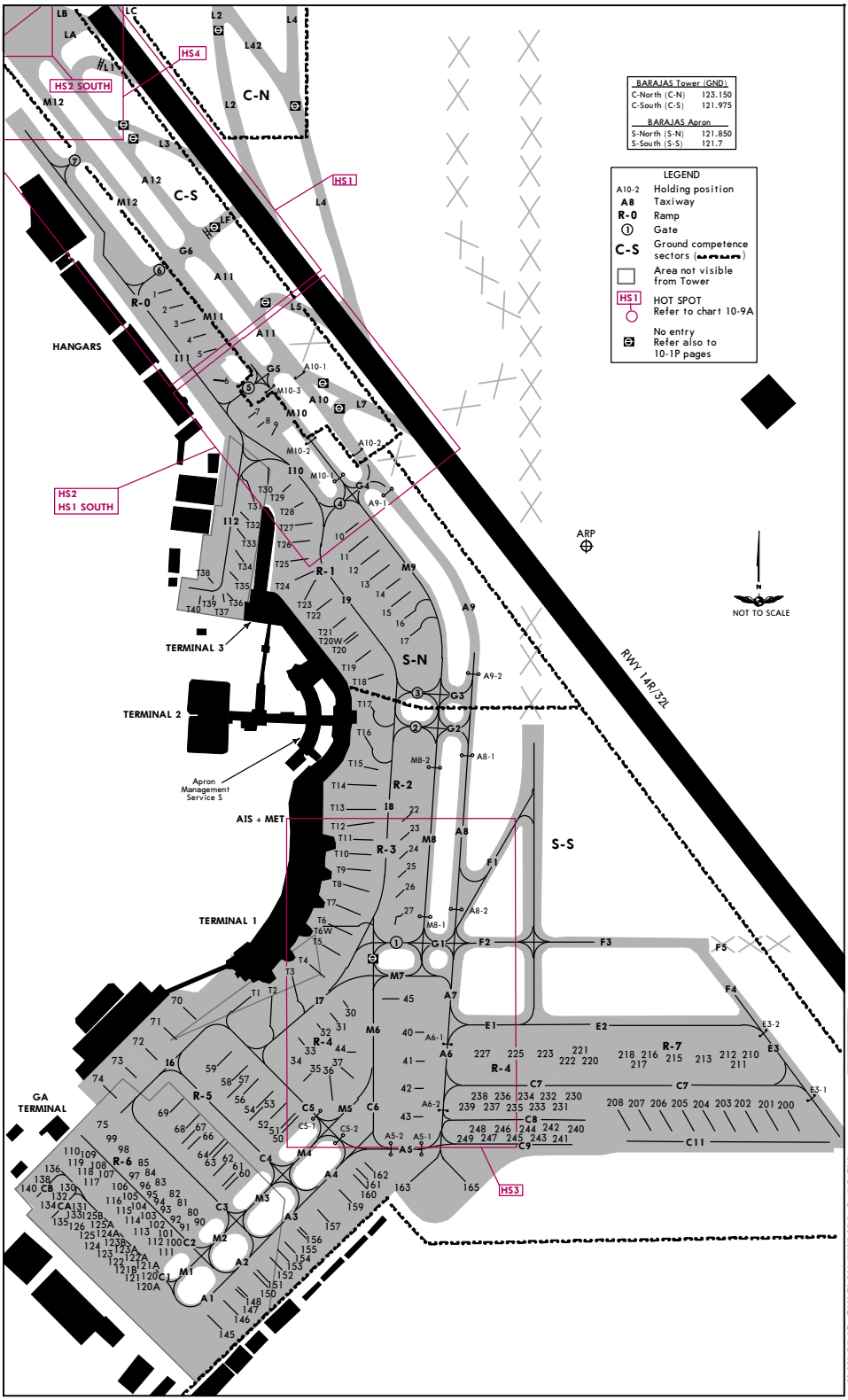
CHANGES: Holding positions.




LEMD/MAD

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

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27 NOV 15 EFF 10 DEC

10-9D

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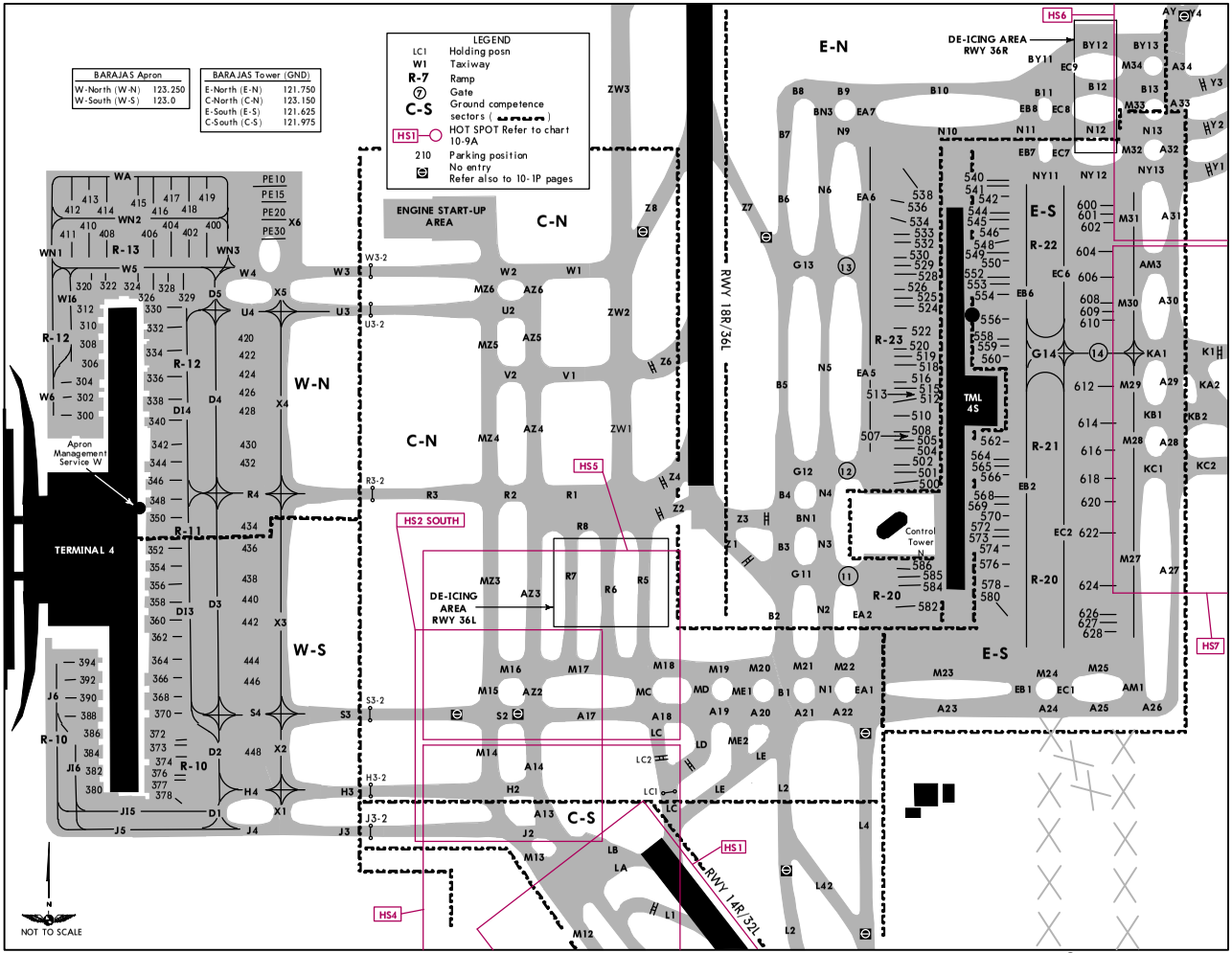
JEPPESEN
30 OCT 15
Eff 12 Nov
10-9E

# MADRID, SPAIN
## ADOLFO SUAREZ MADRID-BARAJAS



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## INS COORDINATES

| STAND No. | COORDINATES | STAND No. | COORDINATES | STAND No. | COORDINATES |
|---|---|---|---|---|---|
| 1 | N40 28.7 W003 34.5 | 157 thru 160 | N40 27.4 W003 34.1 | 541 thru 549 | N40 29.9 W003 34.0 |
| 2 | N40 28.7 W003 34.4 | 161, 162 | N40 27.4 W003 34.0 | 550 thru 556 | N40 29.8 W003 34.0 |
| 3 thru 5 | N40 28.6 W003 34.4 | 163 | N40 27.4 W003 34.0 | 558 thru 560 | N40 29.7 W003 34.0 |
| 6 | N40 28.6 W003 34.3 | 165 | N40 27.4 W003 33.9 | 562 thru 566 | N40 29.6 W003 34.0 |
| 7, 8 | N40 28.5 W003 34.3 | 200, 201 | N40 27.5 W003 33.3 | 568 thru 576 | N40 29.5 W003 34.0 |
| 9 | N40 28.5 W003 34.2 | 202 thru 204 | N40 27.5 W003 33.4 | 578, 580 | N40 29.4 W003 34.0 |
| 10 thru 13 | N40 28.3 W003 34.1 | 205 thru 207 | N40 27.5 W003 33.5 | 582 thru 586 | N40 29.4 W003 34.1 |
| 14 | N40 28.3 W003 34.0 | 208 | N40 27.5 W003 33.6 | 600 thru 604 | N40 29.9 W003 33.8 |
| 15 thru 17 | N40 28.2 W003 34.0 | 210 thru 213 | N40 27.6 W003 33.4 | 606 thru 610 | N40 29.8 W003 33.8 |
| 22 | N40 28.0 W003 34.0 | 215, 216 | N40 27.6 W003 33.5 | 612 | N40 29.7 W003 33.8 |
| 23 thru 26 | N40 27.9 W003 34.0 | 217, 218 | N40 27.6 W003 33.6 | 614 thru 618 | N40 29.6 W003 33.8 |
| 27 | N40 27.8 W003 34.0 | 220 thru 223 | N40 27.6 W003 33.7 | 620, 622 | N40 29.5 W003 33.8 |
| 30, 31 | N40 27.7 W003 34.1 | 225 | N40 27.6 W003 33.8 | 624 thru 628 | N40 29.4 W003 33.8 |
| 32 | N40 27.6 W003 34.1 | 227 | N40 27.6 W003 33.9 | PE10, PE15 | N40 30.0 W003 35.2 |
| 33 thru 35 | N40 27.6 W003 34.2 | 230 thru 232 | N40 27.5 W003 33.7 | PE20, PE30 | N40 29.9 W003 35.2 |
| 36, 37 | N40 27.6 W003 34.1 | 233 thru 237 | N40 27.5 W003 33.8 | T1 | N40 27.7 W003 34.3 |
| 40 thru 42 | N40 27.6 W003 34.0 | 238, 239 | N40 27.5 W003 33.9 | T2, T3 | N40 27.7 W003 34.2 |
| 43 | N40 27.5 W003 34.0 | 240 thru 242 | N40 27.5 W003 33.7 | T4, T5 | N40 27.8 W003 34.2 |
| 44 | N40 27.6 W003 34.1 | 243 thru 247 | N40 27.5 W003 33.8 | T6 thru T7 | N40 27.8 W003 34.1 |
| 45 | N40 27.7 W003 34.0 | 248, 249 | N40 27.5 W003 33.9 | T8 thru T12 | N40 27.9 W003 34.1 |
| 50 thru 53 | N40 27.5 W003 34.2 | 300 | N40 29.6 W003 35.5 | T13 thru T15 | N40 28.0 W003 34.1 |
| 54 | N40 27.5 W003 34.3 | 302 thru 308 | N40 29.7 W003 35.5 | T16 thru T18 | N40 28.1 W003 34.1 |
| 56 thru 59 | N40 27.6 W003 34.3 | 310 thru 322 | N40 29.8 W003 35.5 | T19 thru T21 | N40 28.2 W003 34.1 |
| 60, 61 | N40 27.4 W003 34.3 | 324 thru 328 | N40 29.8 W003 35.4 | T22 | N40 28.2 W003 34.2 |
| 62 | N40 27.5 W003 34.3 | 329 | N40 29.8 W003 35.3 | T23 thru T26 | N40 28.3 W003 34.2 |
| 63 thru 69 | N40 27.5 W003 34.4 | 330, 332 | N40 29.8 W003 35.4 | T27 thru T29 | N40 28.4 W003 34.2 |
| 70 | N40 27.7 W003 34.4 | 334 thru 338 | N40 29.7 W003 35.4 | T30 thru T32 | N40 28.4 W003 34.3 |
| 71 | N40 27.7 W003 34.5 | 340 thru 346 | N40 29.6 W003 35.4 | T33 thru T35 | N40 28.3 W003 34.3 |
| 72, 73 | N40 27.6 W003 34.5 | 348 thru 352 | N40 29.5 W003 35.4 | T36, T37 | N40 28.2 W003 34.3 |
| 74 | N40 27.6 W003 34.6 | 354 thru 362 | N40 29.4 W003 35.4 | T38 | N40 28.3 W003 34.4 |
| 75 | N40 27.5 W003 34.6 | 364 thru 370 | N40 29.3 W003 35.4 | T39 thru T40 | N40 28.2 W003 34.4 |
| 80 thru 84 | N40 27.4 W003 34.4 | 372 thru 378 | N40 29.2 W003 35.4 | | |
| 85, 90 | N40 27.4 W003 34.5 | 380 thru 386 | N40 29.2 W003 35.5 | | |
| 91 thru 93 | N40 27.5 W003 34.5 | 388 thru 394 | N40 29.3 W003 35.5 | | |
| 94 thru 98 | N40 27.4 W003 34.4 | 400, 402 | N40 29.9 W003 35.3 | | |
| 99 | N40 27.4 W003 34.5 | 404, 406 | N40 29.9 W003 35.4 | | |
| 100, 101 | N40 27.3 W003 34.4 | 408 thru 414 | N40 29.9 W003 35.5 | | |
| 102 thru 106 | N40 27.4 W003 34.5 | 415 thru 417 | N40 29.9 W003 35.4 | | |
| 107, 108 | N40 27.4 W003 34.6 | 418, 419 | N40 29.9 W003 35.3 | | |
| 109, 110 | N40 27.5 W003 34.6 | 420 | N40 29.8 W003 35.3 | | |
| 111 | N40 27.3 W003 34.4 | 422 thru 428 | N40 29.7 W003 35.3 | | |
| 112 thru 116 | N40 27.4 W003 34.5 | 430, 432 | N40 29.6 W003 35.3 | | |
| 117 | N40 27.4 W003 34.6 | 434, 436 | N40 29.5 W003 35.3 | | |
| 118, 119 | N40 27.5 W003 34.6 | 438 thru 442 | N40 29.4 W003 35.3 | | |
| 120 thru 123B | N40 27.3 W003 34.5 | 444, 446 | N40 29.3 W003 35.3 | | |
| 124 | N40 27.4 W003 34.6 | 448 | N40 29.2 W003 35.3 | | |
| 124A | N40 27.3 W003 34.6 | 500, 501 | N40 29.6 W003 34.1 | | |
| 125 thru 133 | N40 27.4 W003 34.6 | 502 thru 510 | N40 29.6 W003 34.1 | | |
| 134 | N40 27.4 W003 34.7 | 512 thru 520 | N40 29.7 W003 34.1 | | |
| 135 | N40 27.4 W003 34.6 | 522 thru 529 | N40 29.8 W003 34.1 | | |
| 136 | N40 27.5 W003 34.7 | 530 thru 538 | N40 29.9 W003 34.1 | | |
| 138, 140 | N40 27.4 W003 34.7 | 540 | N40 30.0 W003 34.0 | | |
| 145 | N40 27.2 W003 34.3 | | | | |
| 146 thru 148 | N40 27.3 W003 34.3 | | | | |
| 150 thru 156 | N40 27.3 W003 34.2 | | | | |

CHANGES: INS coordinates.

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## VISUAL DOCKING GUIDANCE SYSTEM

**A. GENERAL**

This system contains information about azimuth guidance (shows the aircraft position with relation to the centerline of the parking area) and distance to the stop position by means, in both cases, of the achieve of images by an optical sensor that sends the sign to a computer in order to process them and to provide the information to the pilot by a display unit, in front of the cockpit.

**B. DISPLAY UNIT**

The display unit to the pilot is designed by 5 modules LCD in 2 sections. As a consequence of the pixel technology, each module allows to show letters, numbers and also symbols. The size of the characters of the display allows the reading from a distance of approximately 328′/100m. If the aircraft is seeded, the situation of the aircraft respect of the docking centerline is indicated by means of the symbol of a plane in the low section of the unit. The lateral diversion with regard to the docking centerline of guided and the remaining distance to the stop point are also presented in a clear and unequivocal way. Beginning from a distance of 98′/30m to the stop point, the remaining distance is shown in an additional way in the top section of the unit. When the blocks are placed, the unit presents in an optional way the message "CHOCK ON" using the special push-button installed in the apron area.

**C. PILOT INSTRUCTIONS**

The following sequence of events identifies how a pilot would use this system to dock an aircraft at this gate.

1. GATE READY FOR DOCKING.
Aircraft type and gate number are alternated in a flashing sequence across the top of display board.

2. AIRCRAFT DETECTED.
When the aircraft is detected, only the aircraft type is displayed steady across the top of the display. At this point, the symbol of a plane is shown across the bottom of the display and the pilot will obtain information about the remaining distance to the stop point as a consequence of passing by fixed distances from stop point as well as azimuth guidance with regard to the centerline:

| | |
|---|---|
| 98′/30m to 66′/20m | 16′/5m steps |
| 66′/20m to 33′/10m | 7′/2m steps |
| 33′/10m to 3′/1m | 3′/1m steps |
| 3′/1m to STOP | 0.7′/0.2m steps |


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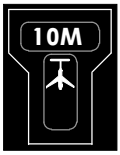
## VISUAL DOCKING GUIDANCE SYSTEM

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

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




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

6. AIRCRAFT IS ON CENTERLINE.
It is 1.3′/0.4m to final stop position.
Prepare to stop the aircraft.

7. STOP.
Stop now, docking point reached.

8. OK.
Successful docking.



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## VISUAL DOCKING GUIDANCE SYSTEM

9. TOO FAR.
Aircraft has gone beyond docking position.

10. ESTOP (EMERGENCY STOP).
Stop aircraft immediately,
wait for docking instructions from
TWR to resume docking procedure.

11. CHOCKS INSERTED AND CHOCKS REMOVED.
When the chocks are inserted, the docking guidance presents the message CHOCK-ON during 5 minutes.

12. When the chocks are removed, the docking guidance presents the message CHOCK-OFF and it stays during 10 seconds.

If the following events occur, the pilot must stop the docking procedure, report problem to TWR and wait for further instructions:

- Displayed aircraft type is not the incoming aircraft.
- Display board becomes unreadable (loss of display).
- ESTOP message is displayed.
- Pilot believes system is transmitting erroneous docking data.
- Display board illuminates error messages.

If the system does not detect the aircraft and the pilot does not get a steady aircraft type read out on the top of display until the aircraft nose reached the passengers boarding bridge, pilot should contact TWR and wait for a marshall guidance.


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# LEMD/MAD
## ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN

27 MAY 16 (11-1)

# MADRID, SPAIN
## ILS Z or LOC Rwy 18L

BRIEFING STRIP TM

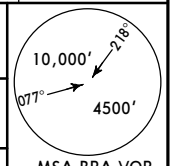
| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.250 | 127.1 | 127.5 | 128.7 | 134.950 | 118.675 | |

| LOC IML | Final Apch Crs | GS D4.0 IML | ILS DA(H) Refer to Minimums | Apt Elev 1998′ Rwy 1922′ |
|---|---|---|---|---|
| 111.5 | 181° | 3264′ (1342′) | | |

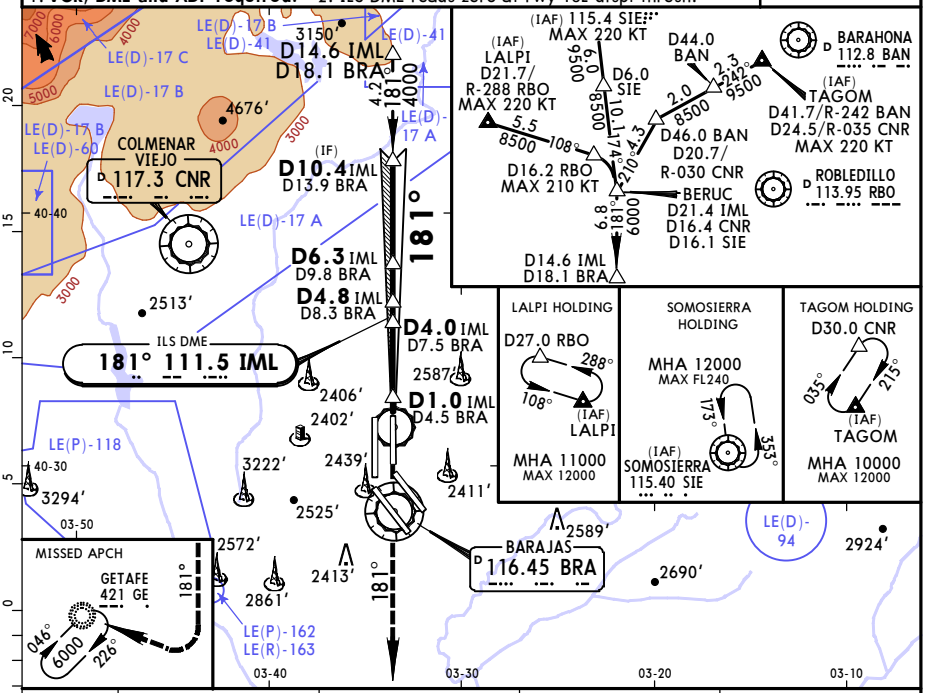
**MISSED APCH:** Climb on rwy heading to BRA VOR. Continue on R-181 BRA until reaching 6000′, then turn RIGHT to GE NDB to join holding at 6000′. Do not climb above 6000′.

Alt Set: hPa  Rwy Elev: 68 hPa  Trans level: By ATC  Trans alt: 13000′

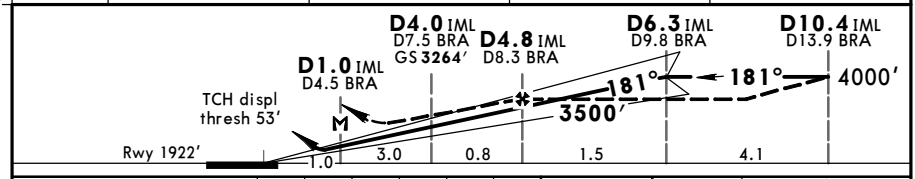
1. **VOR, DME and ADF required.** 2. ILS DME reads zero at rwy 18L displ thresh.




MSA BRA VOR




| LOC (GS out) | IML DME | 2.0 | 3.0 | 4.0 |
|---|---|---|---|---|
| | ALTITUDE | 2640′ | 2970′ | 3300′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| ILS GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| LOC Descent Angle | 3.10° | 384 | 494 | 548 | 658 | 768 | 878 |
| MAP at D1.0 IML/D4.5 BRA | | | | | | | |

HIALS-II PAPI PAPI BRA 116.45 on Rwy hdg

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY **18L**

ILS: DA(H) AB: **2122′** (200′) C: **2129′** (207′) D: **2140′** (218′)

LOC (GS out): DA(H) **2410′** (488′)

| | ILS FULL | ILS Limited | ILS ALS out | LOC (GS out) | LOC (GS out) ALS out |
|---|---|---|---|---|---|
| A | RVR 550m | RVR 750m | RVR 1200m | RVR 1500m | |
| B | | | | | |
| C | | | | RVR 1500m | CMV 2300m |
| D | | | | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 2720′ (722′) | 1500m |
| 135 | 2860′ (862′) | 1600m |
| 180 | 3280′ (1282′) | 2400m |
| 205 | 3620′ (1622′) | 3600m |

CHANGES: Rwy elev.

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# LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
27 MAY 16 (11-1A)

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

BRIEFING STRIP™

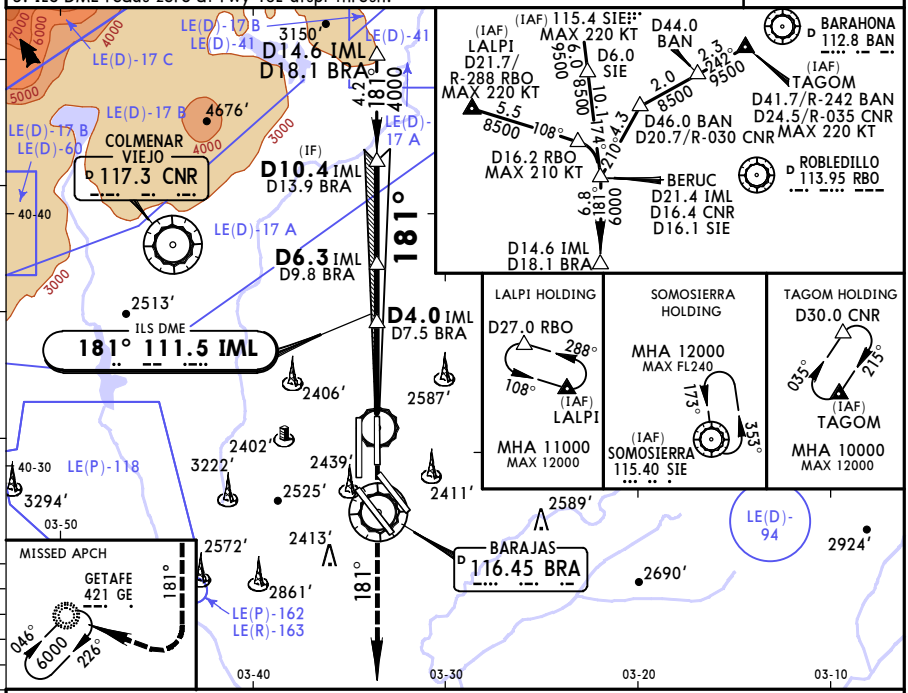
| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.250 | 127.1 | 127.5 | 128.7 | 134.950 | 118.675 | |

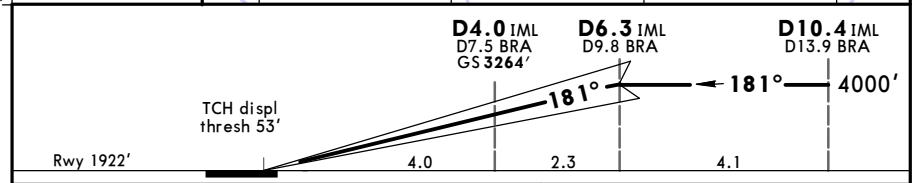
| LOC IML | Final Apch Crs | GS | CAT II & IIIA ILS Refer to Minimums | Apt Elev 1998′ |
|---|---|---|---|---|
| **111.5** | **181°** | **D4.0 IML** **3264′** (1342′) | | Rwy 1922′ |

**MISSED APCH:** Climb on rwy heading to BRA VOR. Continue on R-181 BRA until reaching 6000′, then turn RIGHT to GE NDB to join holding at 6000′. Do not climb above 6000′.

Alt Set: hPa Rwy Elev: 68 hPa Trans level: By ATC Trans alt: 13000′
1. **VOR, DME and ADF required.** 2 Special Aircrew & Acft Certification Required.
3. ILS DME reads zero at rwy 18L displ thresh.

MSA BRA VOR
10,000′ 218° 077° 4500′




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

HIALS-II PAPI PAPI BRA 116.45 on Rwy hdg

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY **18L**

| CAT IIIA ILS | CAT II ILS AB | CAT II ILS C | CAT II ILS D |
|---|---|---|---|
| DH **50′** | DA(H) **RA 104′** **2022′**(100′) | DA(H) **RA 114′** **2032′**(110′) | DA(H) **RA 129′** **2046′**(124′) |
| RVR 200m | RVR 300m [1] | | RVR 400m |

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

CHANGES: Rwy elev.

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# LEMD/MAD
## ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 27 MAY 16 (11-2)

# MADRID, SPAIN
## ILS Y Rwy 18L

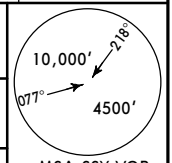
BRIEFING STRIP

| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.250 | 127.1 | 127.5 | 128.7 | 134.950 | 118.675 | |

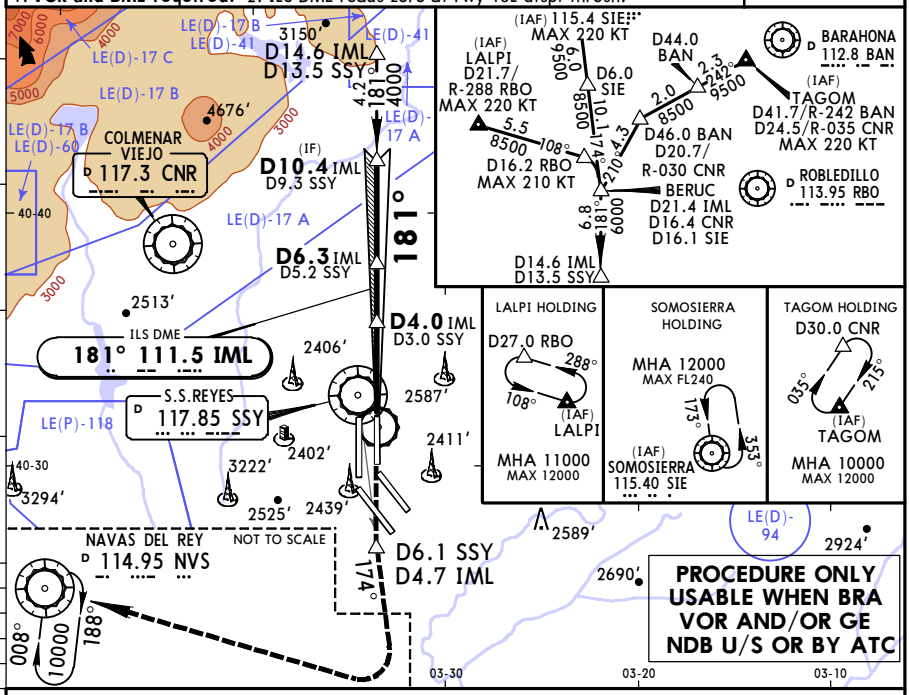
| LOC IML | Final Apch Crs | GS D4.0 IML | ILS DA(H) Refer to Minimums | Apt Elev 1998′ Rwy 1922′ |
|---|---|---|---|---|
| 111.5 | 181° | 3264′ (1342′) | | |

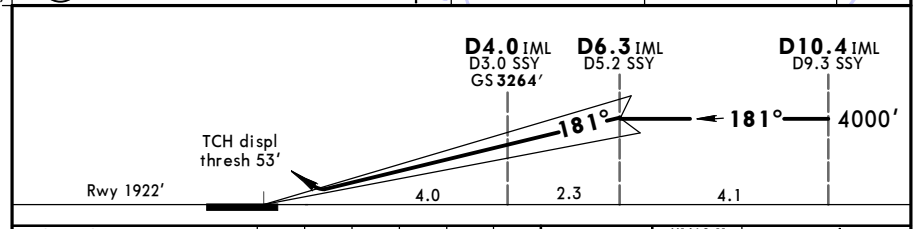
**MISSED APCH:** Climb on rwy heading to D6.1 SSY/D4.7 IML, then continue on R-174 SSY climbing to 6000′, then turn RIGHT to NVS VOR and join holding at 10000′.

Alt Set: hPa Rwy Elev: 68 hPa Trans level: By ATC Trans alt: 13000′
1. **VOR and DME required.** 2. ILS DME reads zero at rwy 18L displ thresh.



MSA SSY VOR




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

HIALS-II PAPI PAPI D6.1 SSY D4.7 IML on Rwy hdg

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY **18L**

DA(H) AB: **2122′** (200′) C: **2129′** (207′) D: **2140′** (218′)

| | FULL | Limited | ALS out |
|---|---|---|---|
| A | RVR 550m | RVR 750m | RVR 1200m |
| B | | | |
| C | | | |
| D | | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 2720′ (722′) | 1500m |
| 135 | 2860′ (862′) | 1600m |
| 180 | 3280′ (1282′) | 2400m |
| 205 | 3620′ (1622′) | 3600m |

CHANGES: Rwy elev.

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# LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
27 MAY 16 (11-2A)

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

BRIEFING STRIP

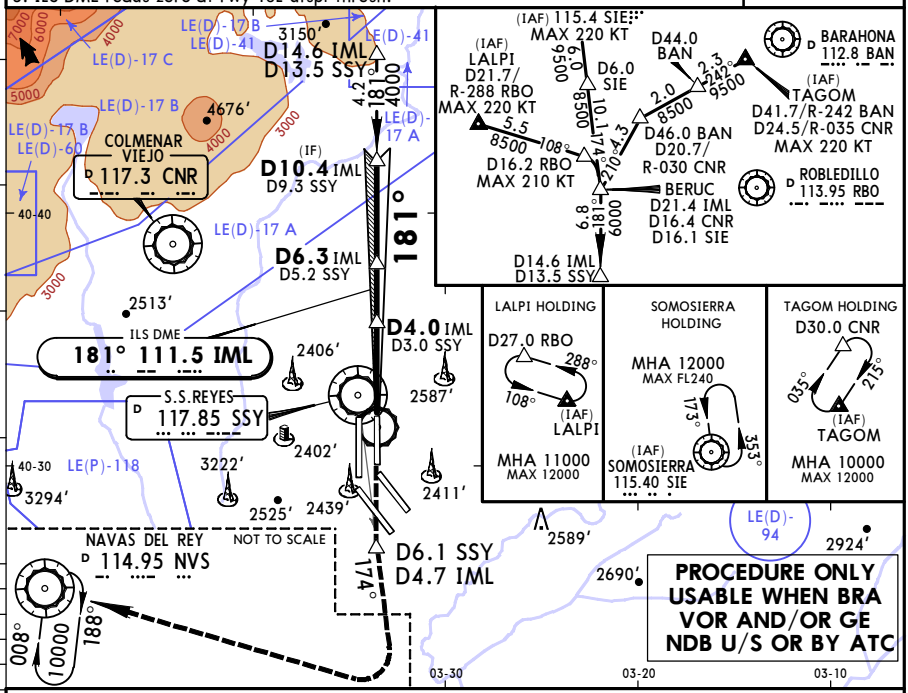
| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.250 | 127.1 | 127.5 | 128.7 | 134.950 | 118.675 | |

| LOC IML | Final Apch Crs | GS | CAT II & IIIA ILS Refer to Minimums | Apt Elev 1998' |
|---|---|---|---|---|
| 111.5 | 181° | D4.0 IML 3264' (1342') | | Rwy 1922' |

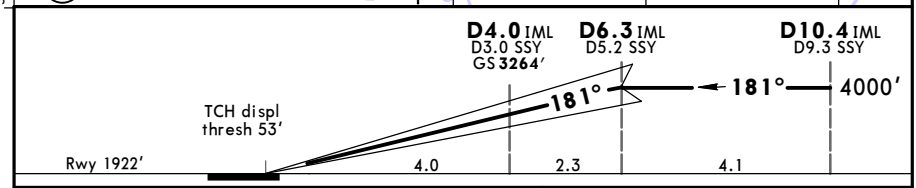
**MISSED APCH:** Climb on rwy heading to D6.1 SSY/D4.7 IML, then continue on R-174 SSY climbing to 6000', then turn RIGHT to NVS VOR and join holding at 10000'.

Alt Set: hPa  Rwy Elev: 68 hPa  Trans level: By ATC  Trans alt: 13000'
1. **VOR and DME required.** 2 Special Aircrew & Acft Certification Required.
3. ILS DME reads zero at rwy 18L displ thresh.

MSA SSY VOR: 10,000' (218°), 077°, 4500'




**PROCEDURE ONLY USABLE WHEN BRA VOR AND/OR GE NDB U/S OR BY ATC**




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

HIALS-II, PAPI, PAPI — D6.1 SSY, D4.7 IML — on Rwy hdg

**Standard** — STRAIGHT-IN LANDING RWY **18L**

| CAT IIIA ILS | CAT II ILS AB | CAT II ILS C | CAT II ILS D |
|---|---|---|---|
| DH 50' | RA 104' DA(H) 2022'(100') | RA 114' DA(H) 2032'(110') | RA 129' DA(H) 2046'(124') |
| RVR 200m | RVR 300m [1] | | RVR 400m |

PANS OPS

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

CHANGES: Rwy elev.

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# LEMD/MAD
## ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN

22 APR 16
Eff 28 Apr

(11-3)

# MADRID, SPAIN
## ILS Z or LOC Rwy 18R

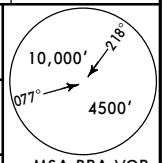
BRIEFING STRIP

| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.250 | 127.1 | 127.5 | 128.7 | 134.950 | 118.075 | |

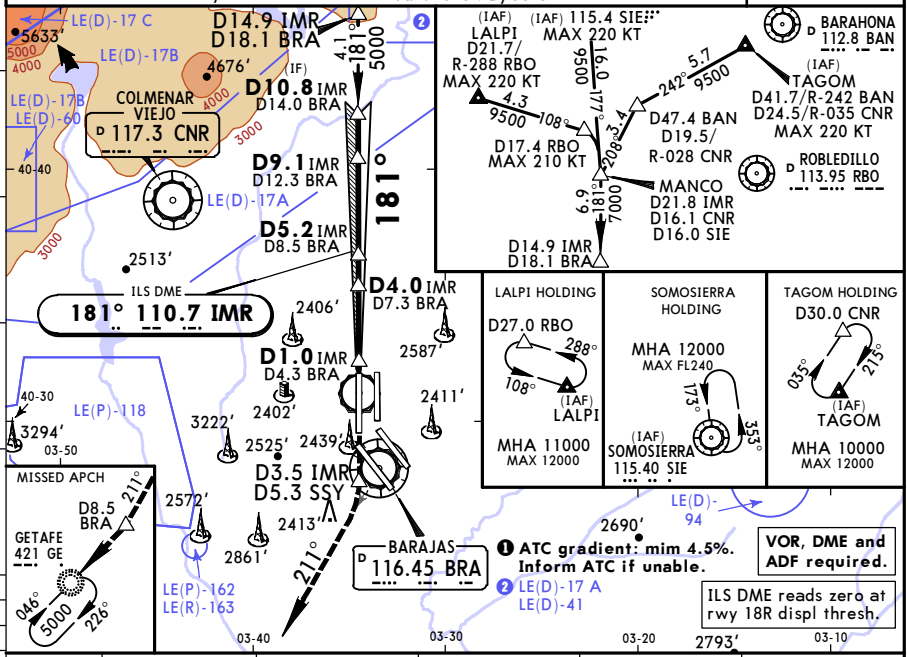
| LOC IMR | Final Apch Crs | GS D4.0 IMR | ILS DA(H) | Apt Elev 1998′ |
|---|---|---|---|---|
| 110.7 | 181° | 3333′ (1342′) | 2191′ (200′) | Rwy 1991′ |

**MISSED APCH:** Climb on rwy heading to D3.5 IMR/D5.5 SSY, then turn RIGHT (MAX 220 KT) to intercept R-211 BRA. Cross D8.5 BRA at 5000′, then turn RIGHT (MAX 220 KT) to GE NDB to join holding at 5000′. Do not climb above 5000′. ❶

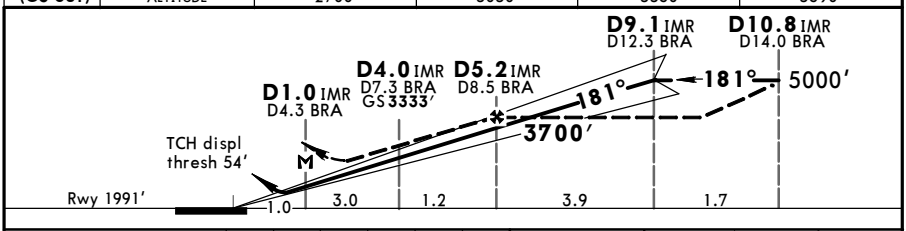
Alt Set: hPa | Rwy Elev: 71 hPa | Trans level: By ATC | Trans alt: 13000′




MSA BRA VOR




| LOC (GS out) | IMR DME | 2.0 | 3.0 | 4.0 | 5.0 |
|---|---|---|---|---|---|
| | ALTITUDE | 2700′ | 3030′ | 3360′ | 3690′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| ILS GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| LOC Descent Angle | 3.10° | 384 | 494 | 548 | 658 | 768 | 878 |
| MAP at D1.0 IMR/D4.3 BRA | | | | | | | |

HIALS-II PAPI PAPI | D3.5 IMR on Rwy hdg

**Standard** STRAIGHT-IN LANDING RWY 18R

| | ILS DA(H) 2191′(200′) FULL | Limited | ALS out | LOC (GS out) DA(H) 2480′(489′) | ALS out |
|---|---|---|---|---|---|
| A | RVR 550m | RVR 750m | RVR 1200m | RVR 1500m | |
| B | | | | | |
| C | | | | RVR 1500m | CMV 2300m |
| D | | | | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 2720′ (722′) | 1500m |
| 135 | 2860′ (862′) | 1600m |
| 180 | 3280′(1282′) | 2400m |
| 205 | 3620′(1622′) | 3600m |

PANS OPS

CHANGES: Bearings.

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# LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
22 APR 16
Eff 28 Apr
(11-3A)

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

BRIEFING STRIP

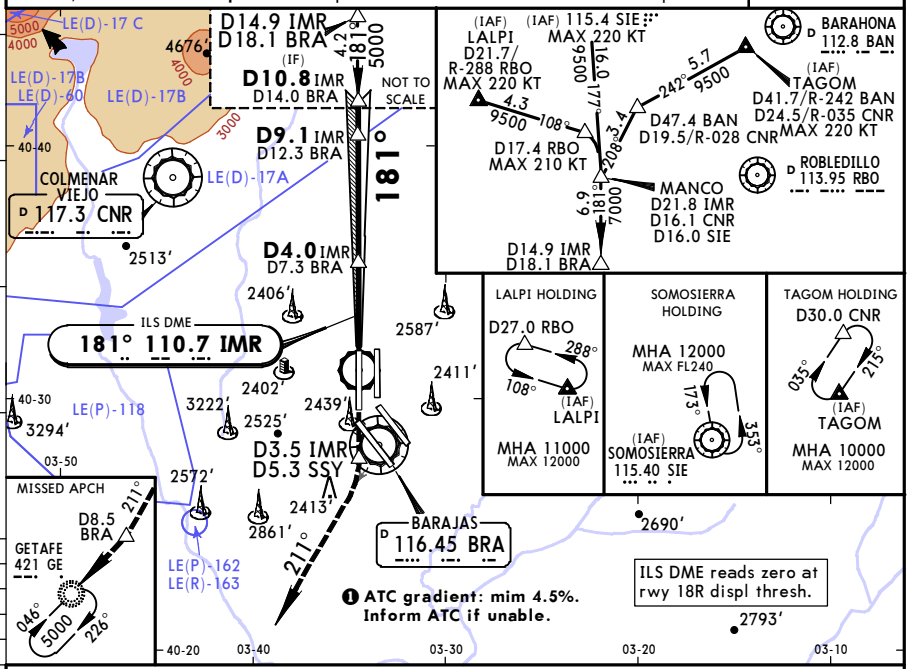
| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.250 | 127.1 | 127.5 | 128.7 | 134.950 | 118.075 | |

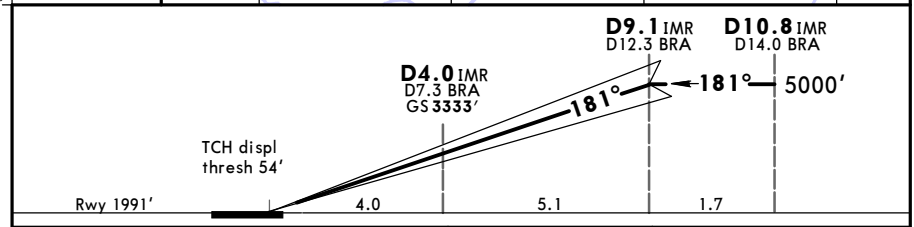
| LOC IMR | Final Apch Crs | GS D4.0 IMR | CAT II & IIIA ILS Refer to Minimums | Apt Elev 1998′ Rwy 1991′ |
|---|---|---|---|---|
| 110.7 | 181° | 3333′ (1342′) | | |

**MISSED APCH:** Climb on rwy heading to D3.5 IMR/D5.3 SSY, then turn RIGHT (MAX 220 KT) to intercept R-211 BRA. Cross D8.5 BRA at 5000′, then turn RIGHT (MAX 220 KT) to GE NDB to join holding at 5000′. Do not climb above 5000′. ❶

Alt Set: hPa  Rwy Elev: 71 hPa  Trans level: By ATC  Trans alt: 13000′
1. **VOR, DME and ADF required.** 2. Special Aircrew & Acft Certification Required.

MSA BRA VOR: 10,000′ (218°–077°), 4500′




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

HIALS-II PAPI PAPI — D3.5 IMR on Rwy hdg

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY **18R**

| CAT IIIA ILS | CAT II ILS ABC | CAT II ILS D |
|---|---|---|
| DH **50′** | RA **98′** DA(H) **2091′**(100′) | RA **110′** DA(H) **2104′**(113′) |
| RVR 200m | RVR 300m ❶ | |

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

CHANGES: Bearings.

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# LEMD/MAD
## ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 22 APR 16 (11-4) Eff 28 Apr

# MADRID, SPAIN
## ILS Y Rwy 18R

| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For GND frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.250 | 127.1 | 127.5 | 128.7 | 134.950 | 118.075 | |

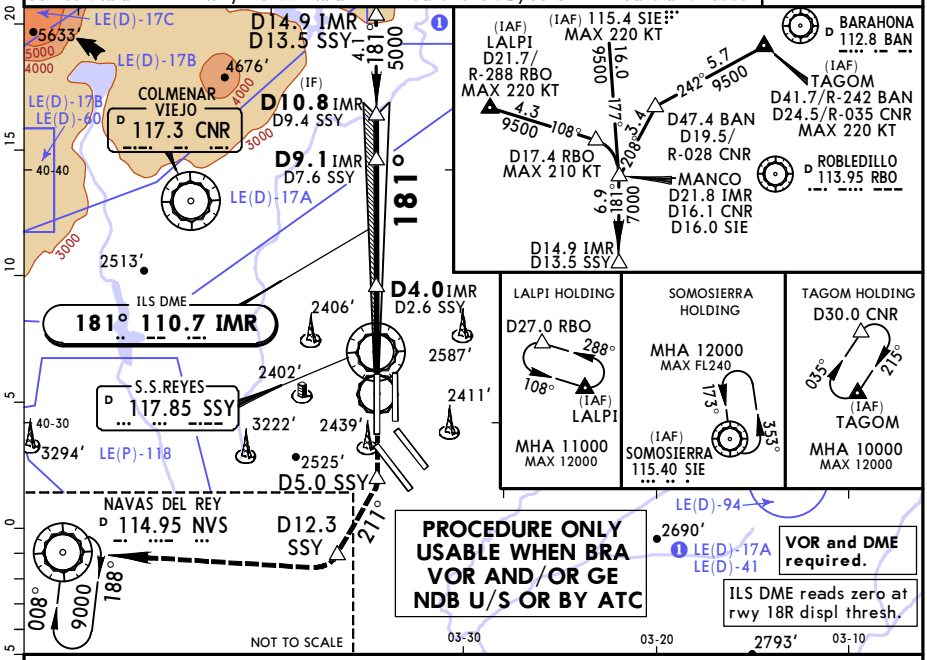
BRIEFING STRIP

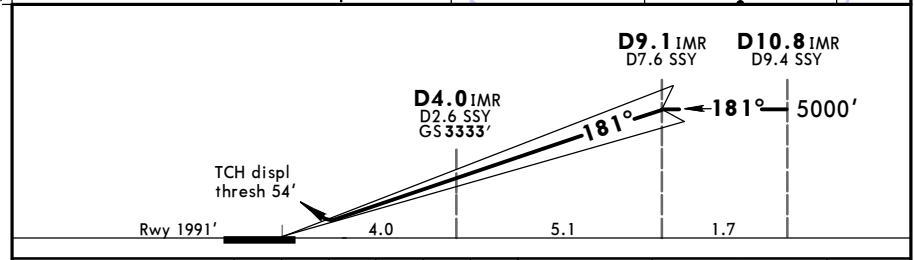
| LOC | Final | GS | ILS | Apt Elev 1998′ |
|---|---|---|---|---|
| IMR | Apch Crs | D4.0 IMR | DA(H) | Rwy 1991′ |
| 110.7 | 181° | 3333′ (1342′) | 2191′ (200′) | |

**MISSED APCH:** Climb on rwy heading to D5.0 SSY, then turn RIGHT (MAX 220 KT) onto 211° to D12.3 SSY to be crossed at 5000′. Turn RIGHT (MAX 220 KT) to NVS VOR to join holding at 9000′.
**ATC gradient: mim 4.5% up to 5000′. Inform ATC if unable.**

Alt Set: hPa | Rwy Elev: 71 hPa | Trans level: By ATC | Trans alt: 13000′

MSA SSY VOR: 10,000′ (077°–218°), 4500′




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

HIALS-II PAPI PAPI | D5.0 SSY on Rwy hdg

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY **18R**

DA(H) **2191′** (200′)

| | FULL | Limited | ALS out |
|---|---|---|---|
| A | RVR 550m | RVR 750m | RVR 1200m |
| B | | | |
| C | | | |
| D | | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 2720′ (722′) | 1500m |
| 135 | 2860′ (862′) | 1600m |
| 180 | 3280′ (1282′) | 2400m |
| 205 | 3620′ (1622′) | 3600m |

CHANGES: Bearings.

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# LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
22 APR 16
Eff 28 Apr
11-4A

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

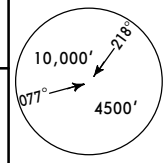
BRIEFING STRIP

| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For GND frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.250 | 127.1 | 127.5 | 128.7 | 134.950 | 118.075 | |

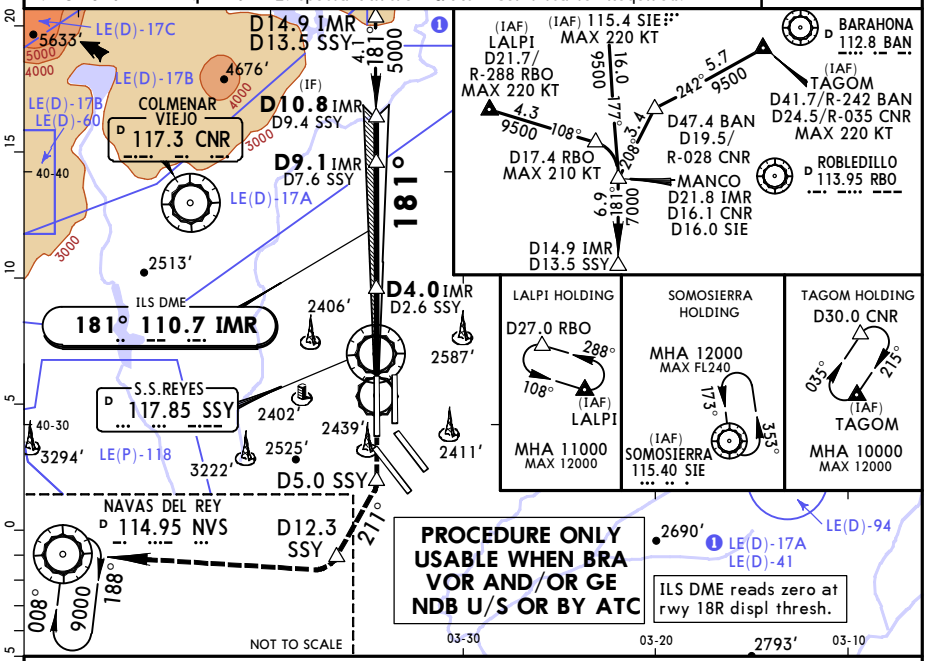
| LOC IMR | Final Apch Crs | GS | CAT II & IIIA ILS | Apt Elev 1998' |
|---|---|---|---|---|
| **110.7** | **181°** | **D4.0 IMR** **3333'** (1342') | Refer to Minimums | Rwy 1991' |

**MISSED APCH:** Climb on rwy heading to D5.0 SSY, then turn RIGHT (MAX 220 KT) onto 211° to D12.3 SSY to be crossed at 5000'. Turn RIGHT (MAX 220 KT) to NVS VOR to join holding at 9000'.
**ATC gradient: mim 4.5% up to 5000'. Inform ATC if unable.**

Alt Set: hPa  Rwy Elev: 71 hPa  Trans level: By ATC  Trans alt: 13000'
1. **VOR and DME required.** 2. Special Aircrew & Acft Certification Required.

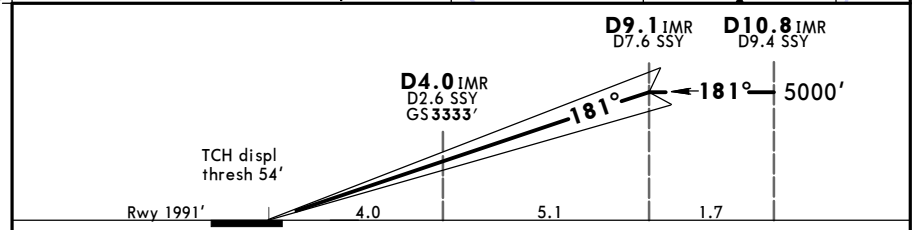



MSA
SSY VOR




**PROCEDURE ONLY USABLE WHEN BRA VOR AND/OR GE NDB U/S OR BY ATC**

ILS DME reads zero at rwy 18R displ thresh.




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

HIALS-II
PAPI PAPI
D5.0 SSY on Rwy hdg

**Standard** STRAIGHT-IN LANDING RWY **18R**

| CAT IIIA ILS | CAT II ILS ABC | CAT II ILS D |
|---|---|---|
| DH **50'** | RA **98'** DA(H) **2091'**(100') | RA **110'** DA(H) **2104'**(113') |
| RVR 200m | RVR 300m [1] | |

PANS OPS

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

CHANGES: Bearings.

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# LEMD/MAD
## ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 22 APR 16 **Eff 28 Apr** (11-5)

# MADRID, SPAIN
## ILS Z or LOC Rwy 32L

| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground freq |
|---|---|---|---|---|---|---|
| 118.250 | 127.1 | 127.5 | 128.7 | 134.950 | 118.150 | refer to 10-9 |

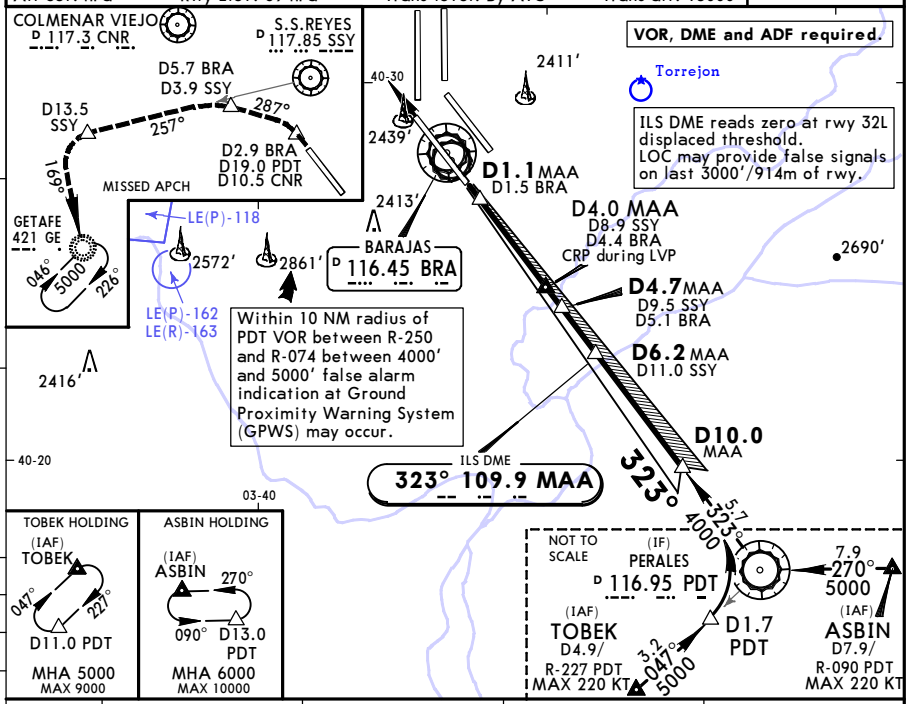
BRIEFING STRIP

| LOC MAA | Final Apch Crs | GS | ILS DA(H) | Apt Elev 1998' |
|---|---|---|---|---|
| **109.9** | **323°** | **D4.7 MAA** **3503'** (1570') | Refer to Minimums | Rwy 1933' |

**MISSED APCH:** Climb on rwy heading to D2.9 BRA/D19.0 PDT/D10.5 CNR at or above 2500' (LOC: 2700'). Turn LEFT (MAX 185 KT) onto 287° to D5.7 BRA/D3.9 SSY at or above 3000'. Turn LEFT (MAX 185 KT) to intercept R-257 SSY. Pass D13.5 SSY at or above 4400', then turn LEFT (MAX 220 KT) onto 169° GE NDB to join holding at 5000'. Do not climb above 5000'.

160° 4300' 5000' 200°
MSA PDT VOR

Alt Set: hPa | Rwy Elev: 69 hPa | Trans level: By ATC | Trans alt: 13000'

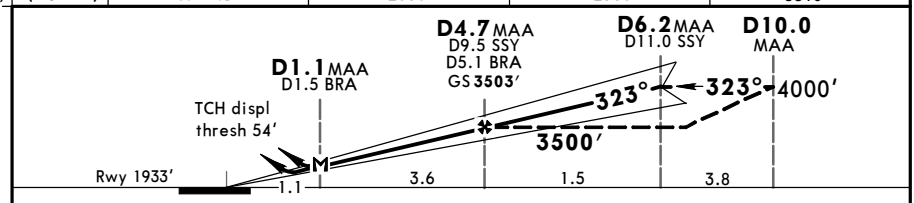



VOR, DME and ADF required.

ILS DME reads zero at rwy 32L displaced threshold. LOC may provide false signals on last 3000'/914m of rwy.

Within 10 NM radius of PDT VOR between R-250 and R-074 between 4000' and 5000' false alarm indication at Ground Proximity Warning System (GPWS) may occur.

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




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| ILS GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| LOC Descent Angle | 3.10° | 384 | 494 | 548 | 658 | 768 | 878 |
| MAP at D1.1 MAA/D1.5 BRA | | | | | | | |

HIALS-II PAPI PAPI **D2.9** BRA D19.0 PDT D10.5 CNR on **Rwy** hdg

**Standard** STRAIGHT-IN LANDING RWY 32L

ILS DA(H) A: **2183'** (250') B: **2195'** (262') C: **2203'** (270') D: **2214'** (281')

LOC (GS out) DA(H) **2350'** (417')

| | FULL | Limited | ALS out | | ALS out |
|---|---|---|---|---|---|
| A | RVR 550m | RVR 750m | RVR 1300m | RVR 1200m | RVR 1500m |
| B | RVR 600m | | | | |
| C | | | | | RVR 1900m |
| D | RVR 650m | | RVR 1400m | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | **2720'** (722') | 1500m |
| 135 | **2860'** (862') | 1600m |
| 180 | **3280'** (1282') | 2400m |
| 205 | **3620'** (1622') | 3600m |

PANS OPS

CHANGES: Bearings.

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# LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
22 APR 16
Eff 28 Apr
11-5A

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

| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground freq frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.250 | 127.1 | 127.5 | 128.7 | 134.950 | 118.150 | |

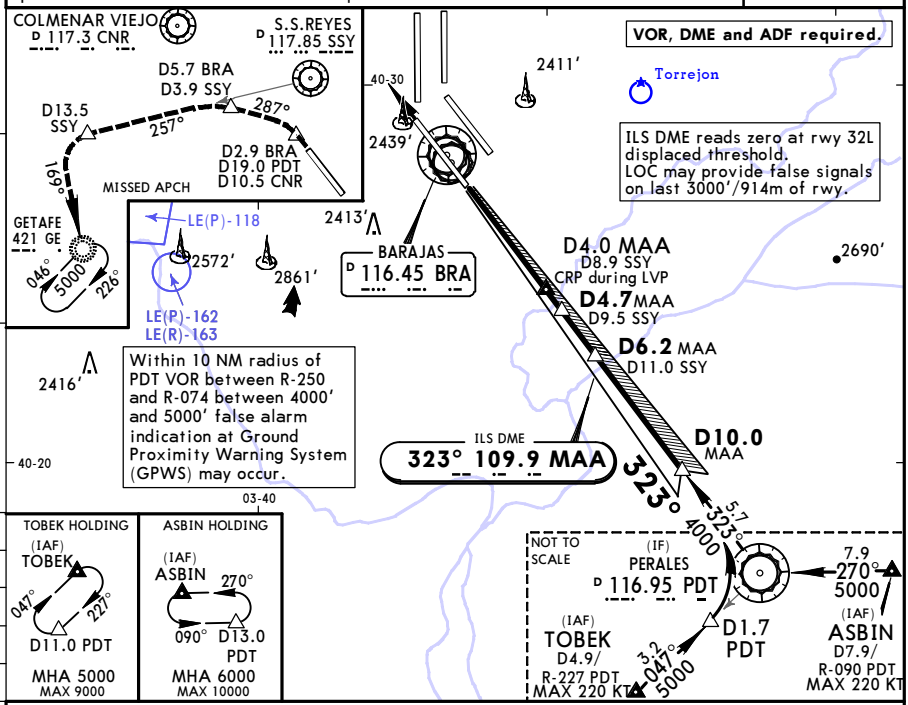
BRIEFING STRIP™

| LOC MAA | Final Apch Crs | GS | CAT II & IIIA ILS | Apt Elev 1998' |
|---|---|---|---|---|
| **109.9** | **323°** | **D4.7 MAA** **3503'** (1570') | Refer to Minimums | Rwy 1933' |

**MISSED APCH:** Climb on rwy hdg to D2.9 BRA/D19.0 PDT/D10.5 CNR at or above 2500'. Turn LEFT (MAX 185 KT) onto 287° to D5.7 BRA/D3.9 SSY at or above 3000'. Turn LEFT (MAX 185 KT) to intercept R-257 SSY. Pass D13.5 SSY at or above 4400', then turn LEFT (MAX 220 KT) onto 169° GE NDB to join holding at 5000'. Do not climb above 5000'.

Alt Set: hPa  Rwy Elev: 69 hPa  Trans level: By ATC  Trans alt: 13000'
Special Aircrew & Acft Certification Required.

MSA PDT VOR
160° 5000'
4300'
200°




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

HIALS-II
PAPI PAPI
**D2.9** BRA
D19.0 PDT
D10.5 CNR
on **Rwy** hdg

PANS OPS

**Standard**

STRAIGHT-IN LANDING RWY **32L**

| CAT IIIA ILS | CAT II ILS A | CAT II ILS B | CAT II ILS C | CAT II ILS D |
|---|---|---|---|---|
| DH **50'** | **RA 161'** DA(H) **2081'**(148') | **RA 180'** DA(H) **2098'**(165') | **RA 195'** DA(H) **2110'**(177') | **RA 211'** DA(H) **2124'**(191') |
| RVR 200m | RVR 450m | | | |

CHANGES: Bearings.

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# LEMD/MAD
## ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN

22 APR 16
Eff 28 Apr
(11-6)

# MADRID, SPAIN
## ILS W Rwy 32L

BRIEFING STRIP TM

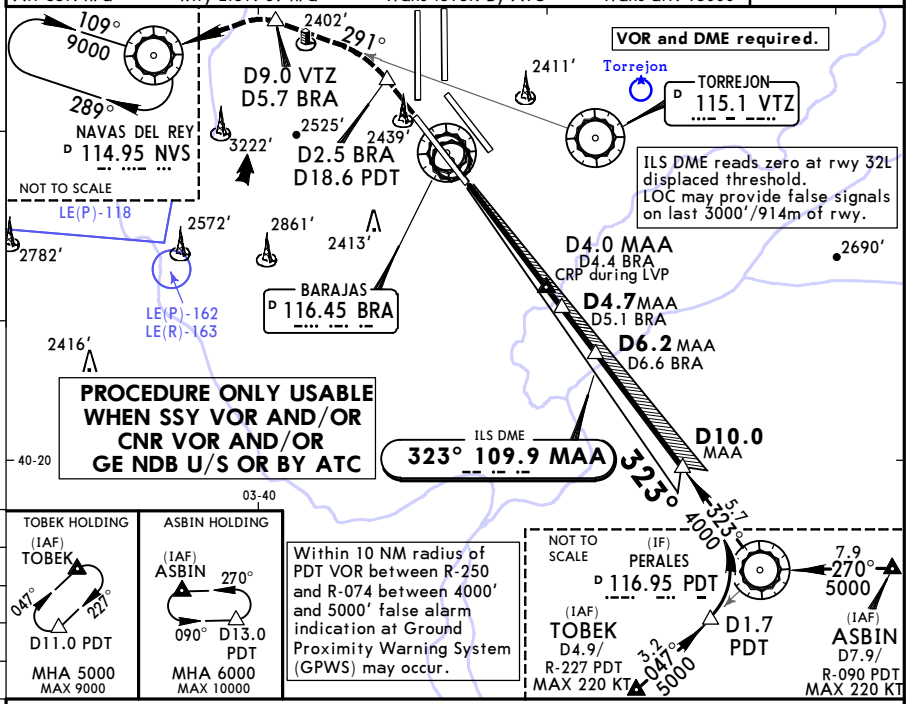
| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.250 | 127.1 | 127.5 | 128.7 | 134.950 | 118.150 | |

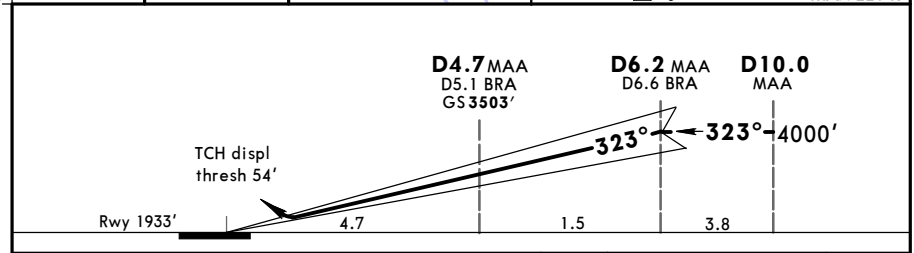
| LOC | Final | GS | ILS | Apt Elev 1998' |
|---|---|---|---|---|
| MAA | Apch Crs | **D4.7 MAA** | DA(H) | |
| **109.9** | **323°** | **3503'** (1570') | Refer to Minimums | Rwy 1933' |

**MISSED APCH:** Climb on rwy heading to D2.5 BRA/D18.6 PDT to be crossed at or above 2400'. Turn LEFT (MAX 185 KT) to intercept and follow R-291 VTZ to cross D9.0 VTZ (D5.7 BRA) at or above 3000'. Turn LEFT (MAX 185 KT) to NVS VOR to join holding at 9000'. Contact ATC before reaching 4000' and follow instructions.

Alt Set: hPa | Rwy Elev: 69 hPa | Trans level: By ATC | Trans alt: 13000'

160° 5000' 4300' 200°
MSA PDT VOR




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

HIALS-II
PAPI PAPI

**D2.5** BRA
**D18.6** PDT on **Rwy** hdg

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY **32L**

ILS
DA(H) A: **2183'** (250') C: **2203'** (270')
B: **2195'** (262') D: **2214'** (281')

| | FULL | Limited | ALS out |
|---|---|---|---|
| A | RVR 550m | RVR 750m | RVR 1300m |
| B | RVR 600m | | |
| C | | | |
| D | RVR 650m | | RVR 1400m |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | **2720'** (722') | 1500m |
| 135 | **2860'** (862') | 1600m |
| 180 | **3280'** (1282') | 2400m |
| 205 | **3620'** (1622') | 3600m |

CHANGES: Bearings.

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# LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
22 APR 16
Eff 28 Apr
(11-6A)

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

| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground freq |
|---|---|---|---|---|---|---|
| 118.250 | 127.1 | 127.5 | 128.7 | 134.950 | 118.150 | refer to 10-9 |

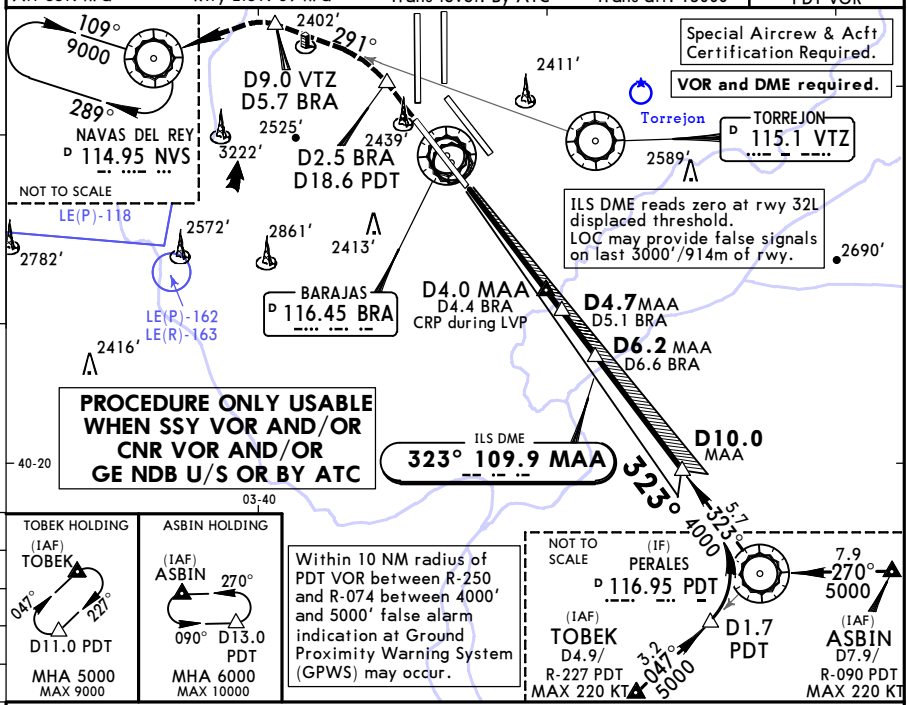
BRIEFING STRIP ™

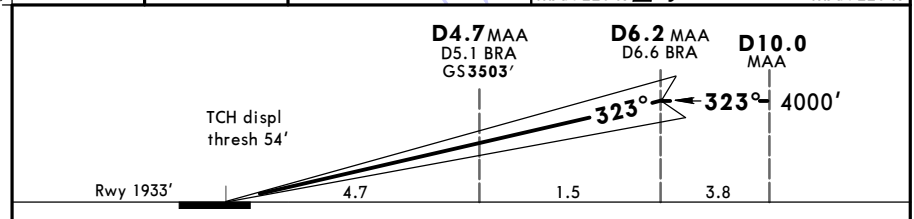
| LOC MAA | Final Apch Crs | GS | CAT II & IIIA ILS | Apt Elev 1998′ |
|---|---|---|---|---|
| **109.9** | **323°** | **D4.7 MAA** **3503′** (1570′) | Refer to Minimums | Rwy 1933′ |

**MISSED APCH:** Climb on rwy heading to D2.5 BRA/D18.6 PDT to be crossed at or above 2400′. Turn LEFT (MAX 185 KT) to intercept and follow R-291 VTZ to cross D9.0 VTZ (D5.7 BRA) at or above 3000′. Turn LEFT (MAX 185 KT) to NVS VOR to join holding at 9000′. Contact ATC before reaching 4000′ and follow instructions.

160° 4300′ 5000′ 002°
MSA
PDT VOR

Alt Set: hPa | Rwy Elev: 69 hPa | Trans level: By ATC | Trans alt: 13000′




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

HIALS-II
PAPI PAPI
**D2.5** BRA
**D18.6** PDT on
**Rwy** hdg

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY **32L**

| CAT IIIA ILS | CAT II ILS A | B | C | D |
|---|---|---|---|---|
| DH **50′** | **RA 161′** DA(H) **2081′**(148′) | **RA 180′** DA(H) **2098′**(165′) | **RA 195′** DA(H) **2110′**(177′) | **RA 211′** DA(H) **2124′**(191′) |
| RVR 200m | RVR 450m | | | |

CHANGES: Bearings.

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# LEMD/MAD
## ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 22 APR 16 (11-7) Eff 28 Apr

# MADRID, SPAIN
## ILS Z Rwy 32R

BRIEFING STRIP TM

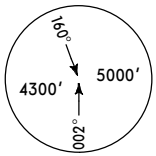
| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.250 | 127.1 | 127.5 | 128.7 | 134.950 | 118.975 | |

| LOC MBB | Final Apch Crs | GS | ILS DA(H) | Apt Elev 1998′ |
|---|---|---|---|---|
| **109.1** | **323°** | **D3.9 MBB** **3195′** (1309′) | Refer to Minimums | Rwy 1886′ |

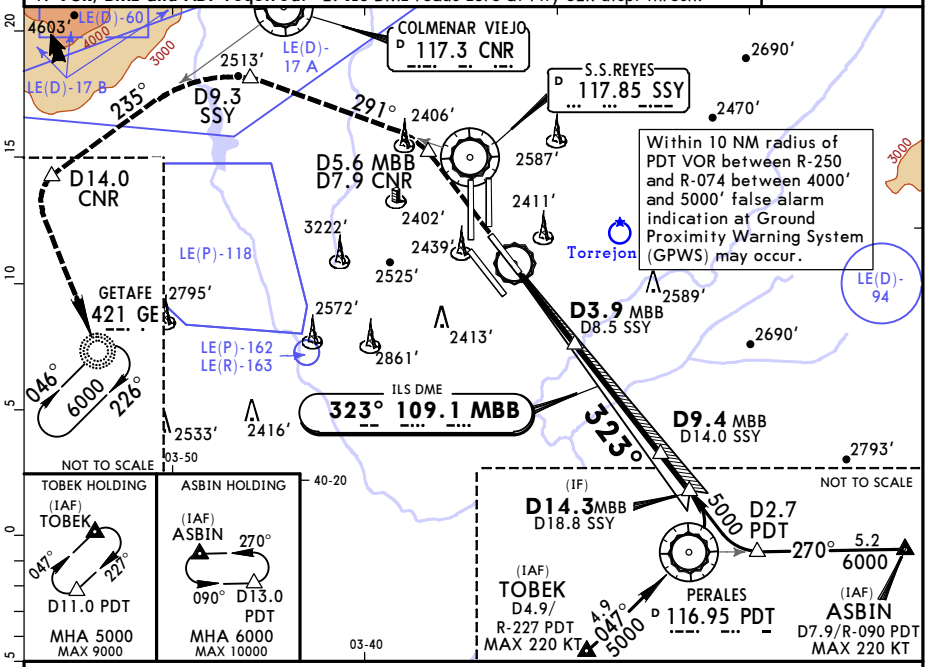
**MISSED APCH:** Climb on rwy heading to D5.6 MBB/D7.9 CNR. Turn LEFT (MAX 185 KT) to intercept R-291 SSY to D9.3 SSY at or above 4000′. Turn LEFT (MAX 220 KT) to intercept R-235 CNR. Cross D14.0 CNR at 6000′, then turn LEFT (MAX 220 KT) to GE NDB to join holding at 6000′. Do not climb above 6000′.

Alt Set: hPa Rwy Elev: 67 hPa Trans level: By ATC Trans alt: 13000′

1. **VOR, DME and ADF required.** 2. ILS DME reads zero at rwy 32R displ thresh.

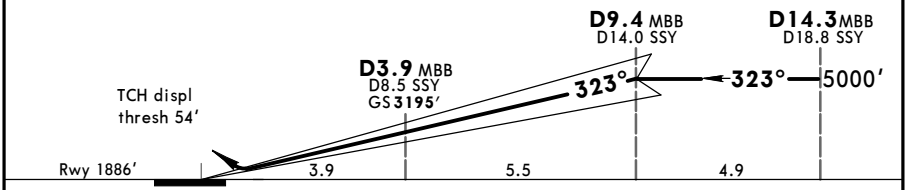



MSA
PDT VOR




Within 10 NM radius of PDT VOR between R-250 and R-074 between 4000′ and 5000′ false alarm indication at Ground Proximity Warning System (GPWS) may occur.

| TOBEK HOLDING | ASBIN HOLDING |
|---|---|
| (IAF) TOBEK; 047°; 227°; D11.0 PDT | (IAF) ASBIN; 270°; 090°; D13.0 PDT |
| MHA 5000 MAX 9000 | MHA 6000 MAX 10000 |




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

HIALS-II PAPI PAPI **D5.6** MBB **D7.9** CNR on **Rwy** hdg

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY **32R**

DA(H) AB: **2086′** (200′) C: **2094′** (208′) D: **2105′** (219′)

| | FULL | Limited | ALS out |
|---|---|---|---|
| A | RVR 550m | RVR 750m | RVR 1200m |
| B | | | |
| C | | | |
| D | | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | **2720′** (722′) | 1500m |
| 135 | **2860′** (862′) | 1600m |
| 180 | **3280′** (1282′) | 2400m |
| 205 | **3620′** (1622′) | 3600m |

CHANGES: Bearings.

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# LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
22 APR 16
Eff 28 Apr
11-7A

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

| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.250 | 127.1 | 127.5 | 128.7 | 134.950 | 118.975 | |

BRIEFING STRIP ™

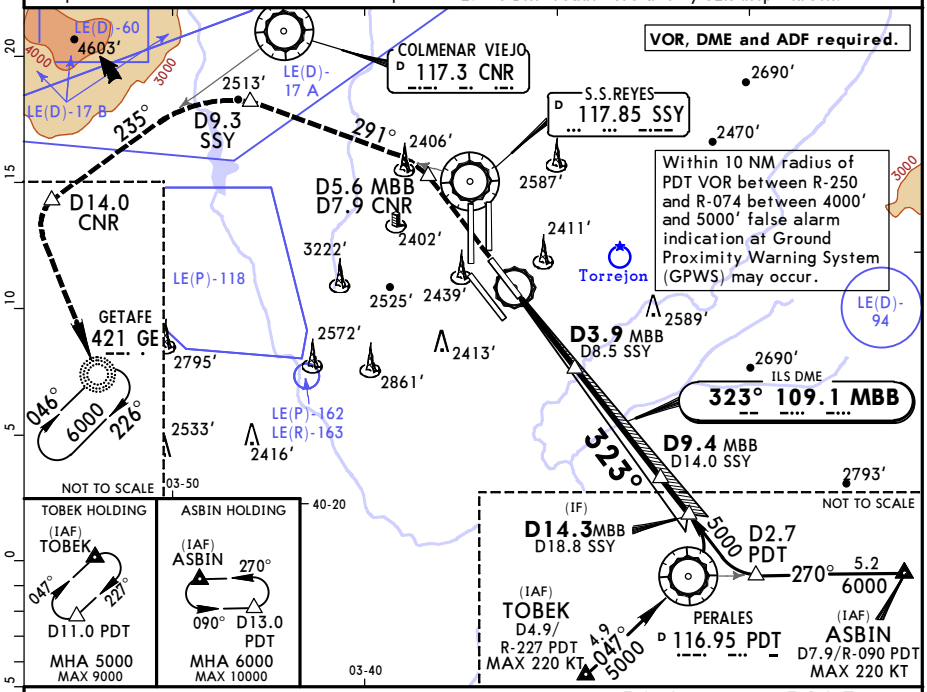
| LOC MBB | Final Apch Crs | GS | CAT II & IIIA ILS Refer to Minimums | Apt Elev 1998′ |
|---|---|---|---|---|
| **109.1** | **323°** | **D3.9 MBB** **3195′** (1309′) | | Rwy 1886′ |

**MISSED APCH:** Climb on rwy heading to D5.6 MBB/D7.9 CNR. Turn LEFT (MAX 185 KT) to intercept R-291 SSY to D9.3 SSY at or above 4000′. Turn LEFT (MAX 220 KT) to intercept R-235 CNR. Cross D14.0 CNR at 6000′, then turn LEFT (MAX 220 KT) to GE NDB to join holding at 6000′. Do not climb above 6000′.

MSA PDT VOR: 160° 5000′; 4300′; 002°

Alt Set: hPa  Rwy Elev: 67 hPa  Trans level: By ATC  Trans alt: 13000′

1. Special Aircrew & Acft Certification Required. 2. ILS DME reads zero at rwy 32R displ thresh.




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

HIALS-II PAPI PAPI

**D5.6** MBB **D7.9** CNR on **Rwy** hdg

**Standard** STRAIGHT-IN LANDING RWY **32R**

| CAT IIIA ILS | CAT II ILS AB | CAT II ILS C | CAT II ILS D |
|---|---|---|---|
| DH **50′** | **RA 109′** DA(H) **1986′**(100′) | **RA 124′** DA(H) **1998′**(112′) | **RA 141′** DA(H) **2012′**(126′) |
| RVR 200m | RVR 300m [1] | | RVR 400m |

PANS OPS

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

CHANGES: Bearings.

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# LEMD/MAD
## ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 22 APR 16 Eff 28 Apr (11-8)

# MADRID, SPAIN
## ILS W Rwy 32R

BRIEFING STRIP

| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.250 | 127.1 | 127.5 | 128.7 | 134.950 | 118.975 | |

| LOC MBB | Final Apch Crs | GS | ILS DA(H) Refer to Minimums | Apt Elev 1998′ |
|---|---|---|---|---|
| **109.1** | **323°** | **D3.9 MBB** **3195′** (1309′) | | Rwy 1886′ |

**MISSED APCH:** Climb on rwy heading to D5.6 BRA/D5.6 MBB, then turn LEFT (MAX 185 KT) onto 291° to cross D11.5 BRA/D14.5 VTZ at or above 4000′. Turn LEFT (MAX 220 KT) to NVS VOR to join holding at 10000′. Contact ATC before reaching 4000′ and follow instructions.

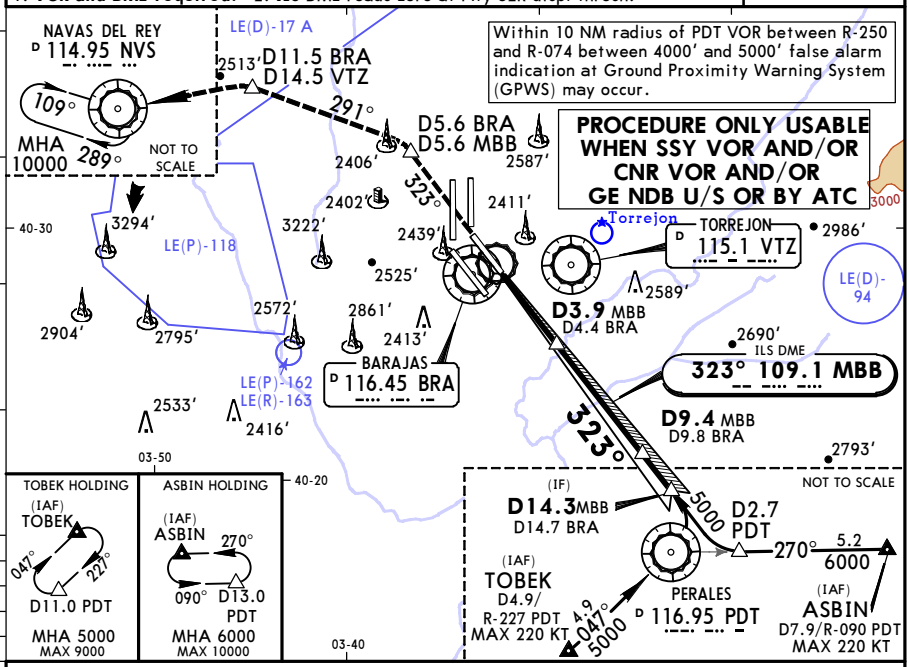
Alt Set: hPa Rwy Elev: 67 hPa Trans level: By ATC Trans alt: 13000′

1. **VOR and DME required.** 2. ILS DME reads zero at rwy 32R displ thresh.

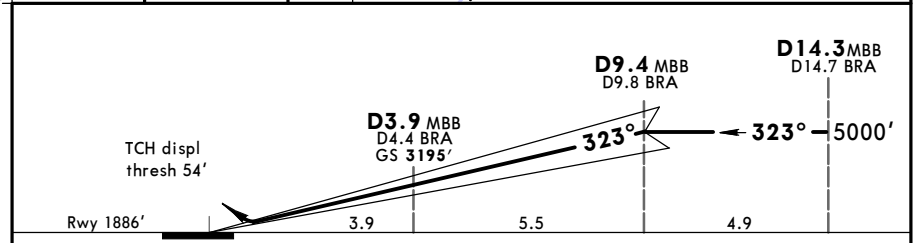
MSA PDT VOR: 160° 4300′; 200° 5000′

Within 10 NM radius of PDT VOR between R-250 and R-074 between 4000′ and 5000′ false alarm indication at Ground Proximity Warning System (GPWS) may occur.

**PROCEDURE ONLY USABLE WHEN SSY VOR AND/OR CNR VOR AND/OR GE NDB U/S OR BY ATC**




| TOBEK HOLDING | ASBIN HOLDING |
|---|---|
| (IAF) TOBEK; 047°; 227°; D11.0 PDT | (IAF) ASBIN; 270°; 090°; D13.0 PDT |
| MHA 5000 MAX 9000 | MHA 6000 MAX 10000 |




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

HIALS-II PAPI PAPI **D5.6** BRA **D5.6** MBB on **Rwy** hdg

**Standard** STRAIGHT-IN LANDING RWY **32R**

DA(H) AB: **2086′**(200′) C: **2094′**(208′) D: **2105′**(219′)

| | FULL | Limited | ALS out |
|---|---|---|---|
| A | RVR 550m | RVR 750m | RVR 1200m |
| B | | | |
| C | | | |
| D | | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 2720′ (722′) | 1500m |
| 135 | 2860′ (862′) | 1600m |
| 180 | 3280′ (1282′) | 2400m |
| 205 | 3620′ (1622′) | 3600m |

PANS OPS

CHANGES: Bearings.

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# LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
22 APR 16
Eff 28 Apr
(11-8A)

# MADRID, SPAIN
# CAT II/III ILS W Rwy 32R

BRIEFING STRIP ™

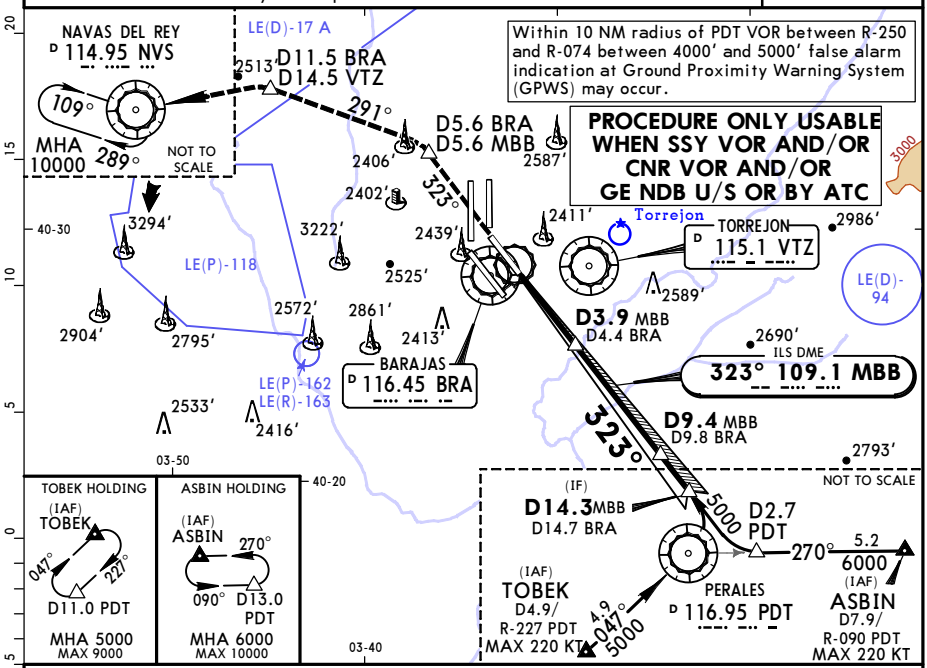
| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.250 | 127.1 | 127.5 | 128.7 | 134.950 | 118.975 | |

| LOC MBB | Final Apch Crs | GS D3.9 MBB | CAT II & IIIA ILS Refer to Minimums | Apt Elev 1998′ Rwy 1886′ |
|---|---|---|---|---|
| 109.1 | 323° | 3195′ (1309′) | | |

**MISSED APCH:** Climb on rwy heading to D5.6 BRA/D5.6 MBB, then turn LEFT (MAX 185 KT) onto 291° to cross D11.5 BRA/D14.5 VTZ at or above 4000′. Turn LEFT (MAX 220 KT) to NVS VOR to join holding at 10000′. Contact ATC before reaching 4000′ and follow instructions.

Alt Set: hPa  Rwy Elev: 67 hPa  Trans level: By ATC  Trans alt: 13000′
**1. VOR and DME required.** 2. Special Aircrew & Acft Certification Required.
3. ILS DME reads zero at rwy 32R displ thresh.

MSA PDT VOR
160° 5000′ 4300′ 200°




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

HIALS-II
PAPI PAPI
D5.6 BRA
D5.6 MBB
on Rwy hdg

**Standard** STRAIGHT-IN LANDING RWY **32R**

| CAT IIIA ILS | CAT II ILS AB | CAT II ILS C | CAT II ILS D |
|---|---|---|---|
| DH **50′** | **RA 109′** DA(H) **1986′**(100′) | **RA 124′** DA(H) **1998′**(112′) | **RA 141′** DA(H) **2012′**(126′) |
| RVR 200m | RVR 300m [1] | | RVR 400m |

PANS OPS

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

CHANGES: Bearings.

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# LEMD/MAD
## ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN 22 APR 16 (11-9) Eff 28 Apr

# MADRID, SPAIN
## LOC Rwy 32R

BRIEFING STRIP

| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.250 | 127.1 | 127.5 | 128.7 | 134.950 | 118.975 | |

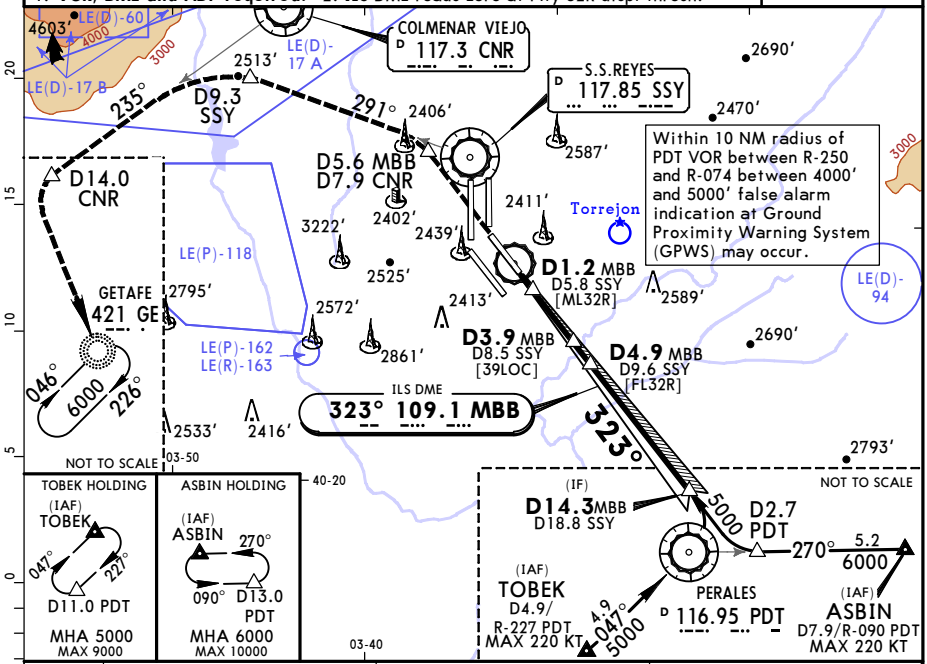
| LOC MBB | Final Apch Crs | Minimum Alt | DA(H) | Apt Elev 1998′ |
|---|---|---|---|---|
| 109.1 | 323° | D4.9 MBB 3500′ (1614′) | 2340′ (454′) | Rwy 1886′ |

**MISSED APCH:** Climb on rwy heading to D5.6 MBB/D7.9 CNR. Turn LEFT (MAX 185 KT) to intercept R-291 SSY to D9.3 SSY at or above 4300′. Turn LEFT (MAX 220 KT) to intercept R-235 CNR. Cross D14.0 CNR at 6000′, then turn LEFT (MAX 220 KT) to GE NDB to join holding at 6000′. Do not climb above 6000′.

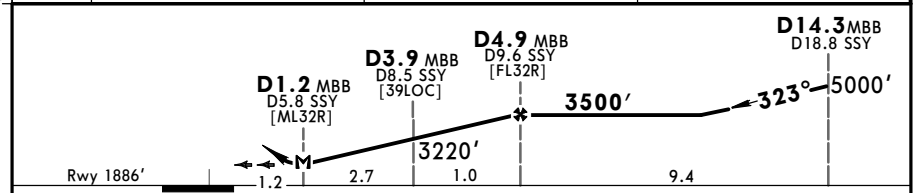
Alt Set: hPa Rwy Elev: 67 hPa Trans level: By ATC Trans alt: 13000′

1. **VOR, DME and ADF required.** 2. ILS DME reads zero at rwy 32R displ thresh.

MSA PDT VOR: 160° 5000′; 4300′; 002°




| MBB DME | 2.0 | 3.0 | 4.0 |
|---|---|---|---|
| ALTITUDE | 2600′ | 2930′ | 3250′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.09° | 383 | 492 | 547 | 656 | 765 | 875 |
| MAP at D1.2 MBB/D5.8 SSY | | | | | | | |

HIALS-II PAPI PAPI D5.6 MBB D7.9 CNR on Rwy hdg

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY **32R**

DA(H) **2340′** (454′)

| | | ALS out |
|---|---|---|
| A | RVR 1400m | RVR 1500m |
| B | | |
| C | | CMV 2100m |
| D | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 2720′ (722′) | 1500m |
| 135 | 2860′ (862′) | 1600m |
| 180 | 3280′ (1282′) | 2400m |
| 205 | 3620′ (1622′) | 3600m |

CHANGES: Bearings.

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# LEMD/MAD
## ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN

22 APR 16 (13-1)
Eff 28 Apr

# MADRID, SPAIN
## VOR Rwy 18L

BRIEFING STRIP

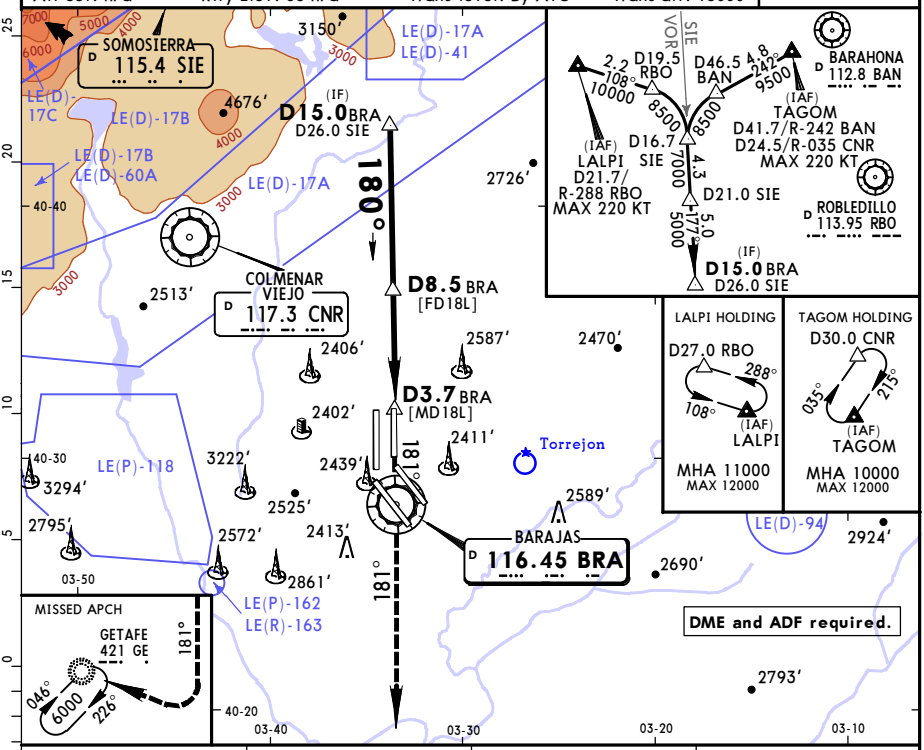
| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.250 | 127.1 | 127.5 | 128.7 | 134.950 | 118.675 | |

| VOR BRA | Final Apch Crs | Minimum Alt | DA(H) | Apt Elev 1998′ |
|---|---|---|---|---|
| 116.45 | 180° | D8.5 BRA 3500′ (1578′) | 2500′ (578′) | Rwy 1922′ |

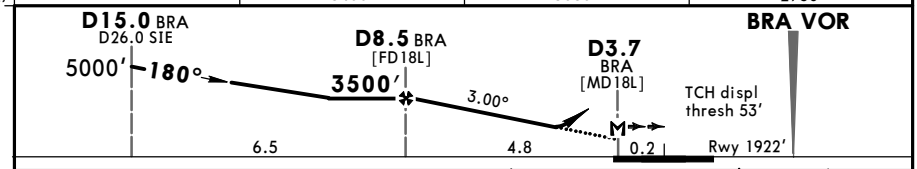
**MISSED APCH:** Climb to BRA VOR. Continue on R-181 BRA until reaching 6000′, then turn RIGHT to GE NDB to join holding at 6000′. Do not climb above 6000′.

Alt Set: hPa | Rwy Elev: 68 hPa | Trans level: By ATC | Trans alt: 13000′

MSA BRA VOR: 10,000′ (077°–218°), 4500′




| BRA DME | 8.0 | 7.0 | 6.0 |
|---|---|---|---|
| ALTITUDE | 3400′ | 3080′ | 2760′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| | | | | | | | |
| MAP at D3.7 BRA | | | | | | | |

HIALS-II PAPI PAPI

BRA 116.45

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY **18L**

DA(H) **2500′** (578′)

| | | ALS out |
|---|---|---|
| A | RVR 1500m | |
| B | | |
| C | RVR 1900m | CMV 2400m |
| D | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 2720′ (722′) | 1500m |
| 135 | 2860′ (862′) | 1600m |
| 180 | 3280′ (1282′) | 2400m |
| 205 | 3620′ (1622′) | 3600m |

CHANGES: Bearings.

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# LEMD/MAD
## ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN

22 APR 16 (13-2)
Eff 28 Apr

# MADRID, SPAIN
## VOR Rwy 18R

BRIEFING STRIP

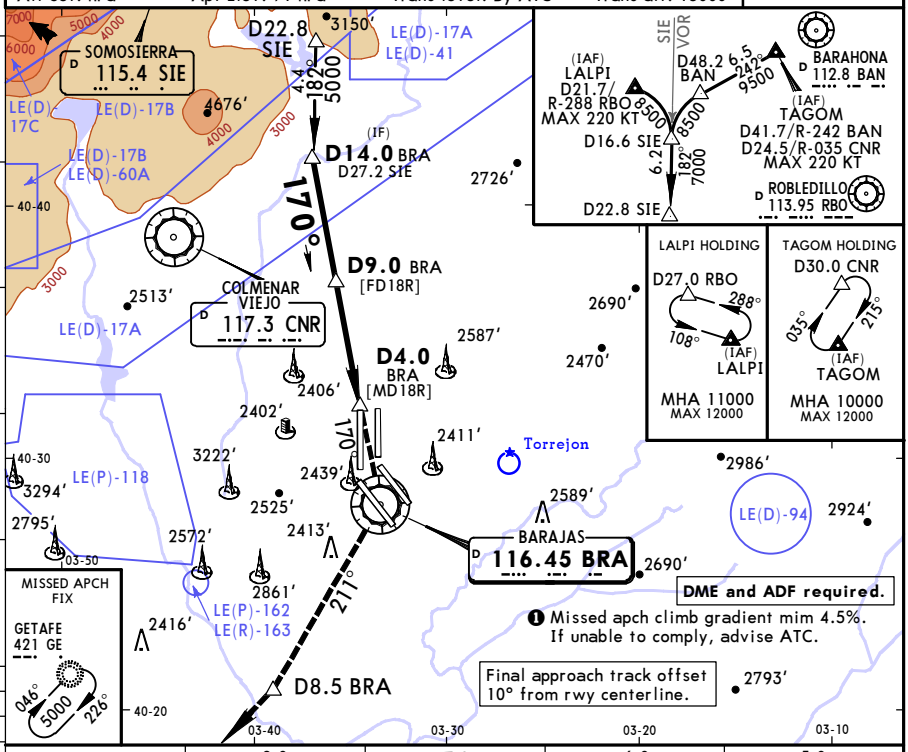
| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.250 | 127.1 | 127.5 | 128.7 | 134.950 | 118.075 | |

| VOR BRA | Final Apch Crs | Minimum Alt | DA(H) | Apt Elev 1998' |
|---|---|---|---|---|
| 116.45 | 170° | D9.0 BRA 3900' (1902') | 2550' (552') | |

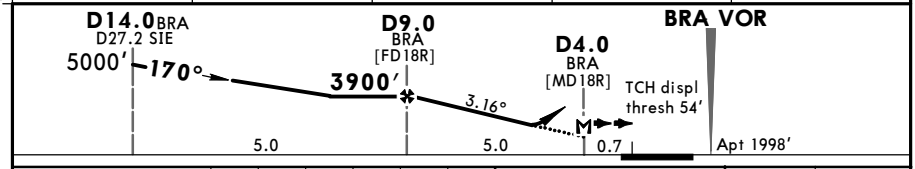
**MISSED APCH:** Climb to BRA VOR, then turn RIGHT (MAX 220 KT) to intercept R-211 BRA. Cross D8.5 BRA at 5000', then turn RIGHT (MAX 220 KT) to GE NDB to join holding at 5000'. Do not climb above 5000'. ❶

Alt Set: hPa | Apt Elev: 71 hPa | Trans level: By ATC | Trans alt: 13000'

MSA BRA VOR: 10,000' (218°, 077°, 4500')




| BRA DME | 8.0 | 7.0 | 6.0 | 5.0 |
|---|---|---|---|---|
| ALTITUDE | 3620' | 3280' | 2950' | 2610' |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.16° | 391 | 503 | 559 | 671 | 783 | 895 |
| MAP at D4.0 BRA | | | | | | | |

HIALS-II PAPI PAPI

BRA 116.45

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY **18R**

DA(H) **2550'** (552')

| | | ALS out |
|---|---|---|
| A | RVR 1500m | |
| B | | |
| C | RVR 1800m | CMV 2500m |
| D | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 2720' (722') | 1500m |
| 135 | 2860' (862') | 1600m |
| 180 | 3280' (1282') | 2500m |
| 205 | 3620' (1622') | 3600m |

CHANGES: Bearings.

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# LEMD/MAD
## ADOLFO SUAREZ MADRID-BARAJAS

22 APR 16
Eff 28 Apr
(13-3)

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# MADRID, SPAIN
## VOR Rwy 32L

BRIEFING STRIP

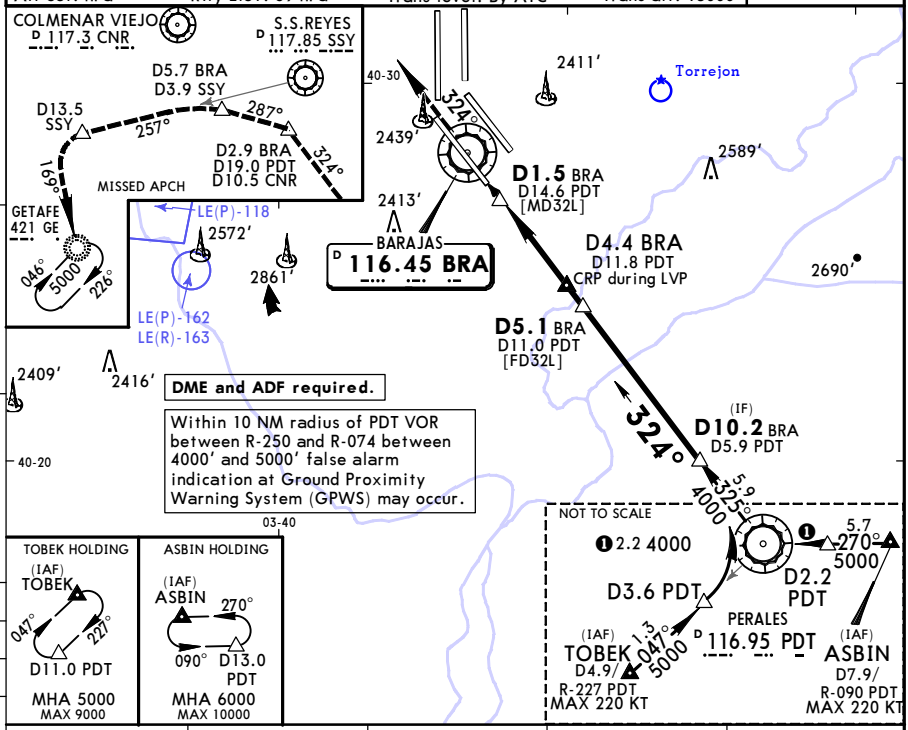
| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.250 | 127.1 | 127.5 | 128.7 | 134.950 | 118.150 | |

| VOR BRA | Final Apch Crs | Minimum Alt | DA(H) | Apt Elev 1998' |
|---|---|---|---|---|
| 116.45 | 324° | D5.1 BRA 3400'(1467') | 2420'(487') | Rwy 1933' |

**MISSED APCH:** Climb on R-324 BRA to D2.9 BRA/D19.0 PDT/D10.5 CNR at or above 2700'. Turn LEFT (MAX 185 KT) onto 287° to D5.7 BRA/D3.9 SSY at or above 3000'. Turn LEFT (MAX 185 KT) to intercept R-257 SSY. Pass D13.5 SSY at or above 4400', then turn LEFT (MAX 220 KT) onto 169° GE NDB to join holding at 5000'. Do not climb above 5000'.

Alt Set: hPa | Rwy Elev: 69 hPa | Trans level: By ATC | Trans alt: 13000'

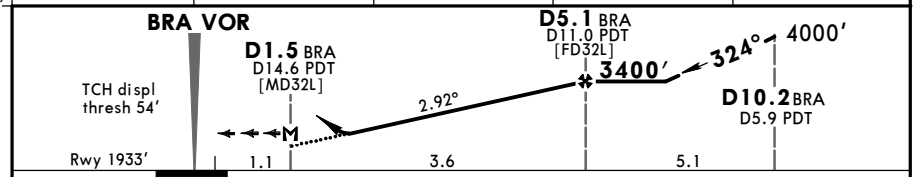
MSA PDT VOR: 160° 4300' 5000' 200°




DME and ADF required.

Within 10 NM radius of PDT VOR between R-250 and R-074 between 4000' and 5000' false alarm indication at Ground Proximity Warning System (GPWS) may occur.

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




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 2.92° | 362 | 465 | 517 | 620 | 723 | 826 |
| MAP at D1.5 BRA/D14.6 PDT | | | | | | |

HIALS-II PAPI PAPI

D2.9 BRA D19.0 PDT D10.5 CNR on BRA 116.45 R-324

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY 32L

DA(H) 2420'(487')

| | | ALS out |
|---|---|---|
| A | RVR 1500m | |
| B | RVR 1500m | |
| C | RVR 1500m | CMV 2300m |
| D | RVR 1500m | CMV 2300m |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 2720' (722') | 1500m |
| 135 | 2860' (862') | 1600m |
| 180 | 3280'(1282') | 2400m |
| 205 | 3620'(1622') | 3600m |

CHANGES: Bearings.

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# LEMD/MAD
## ADOLFO SUAREZ MADRID-BARAJAS

22 APR 16
Eff 28 Apr
(13-4)

JEPPESEN

# MADRID, SPAIN
## VOR Rwy 32R

BRIEFING STRIP TM

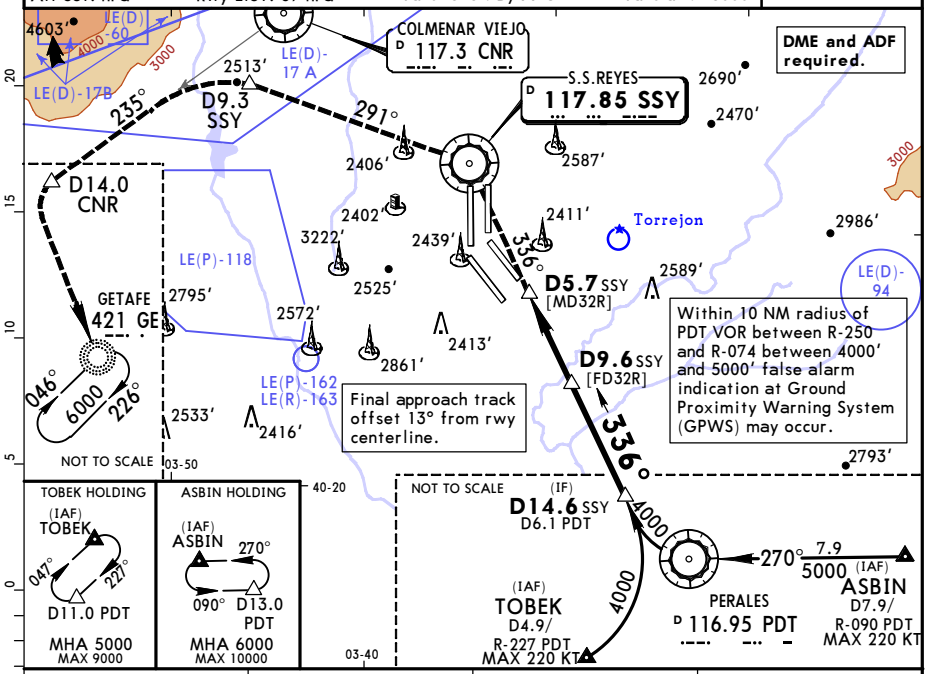
| D-ATIS Arrival | MADRID Approach | | | | BARAJAS Tower | For Ground frequencies refer to 10-9 |
|---|---|---|---|---|---|---|
| 118.250 | 127.1 | 127.5 | 128.7 | 134.950 | 118.975 | |

| VOR | Final Apch Crs | Minimum Alt | DA(H) | Apt Elev 1998′ |
|---|---|---|---|---|
| SSY 117.85 | 336° | D9.6 SSY 3400′(1514′) | 2490′(604′) | Rwy 1886′ |

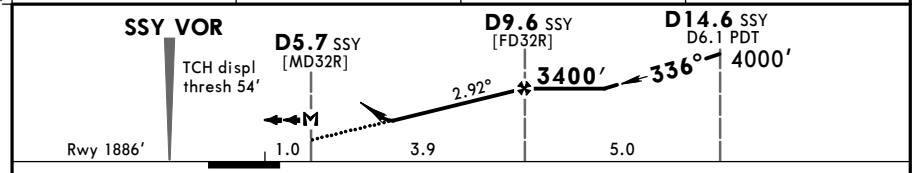
**MISSED APCH:** Climb to SSY VOR, then turn LEFT (MAX 185 KT) to intercept R-291 SSY to D9.3 SSY at or above 4500′. Turn LEFT (MAX 220 KT) to intercept R-235 CNR. Cross D14.0 CNR at 6000′, then turn LEFT (MAX 220 KT) to GE NDB to join holding at 6000′. Do not climb above 6000′.

Alt Set: hPa | Rwy Elev: 67 hPa | Trans level: By ATC | Trans alt: 13000′

160° 4300′ 5000′ 002° 200
MSA PDT VOR




| SSY DME | 7.0 | 8.0 | 9.0 |
|---|---|---|---|
| ALTITUDE | 2650′ | 2960′ | 3270′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 2.92° | 362 | 465 | 517 | 620 | 723 | 826 |
| MAP at D5.7 SSY | | | | | | | |

HIALS-II PAPI PAPI

SSY 117.85

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY **32R**

DA(H) **2490′**(604′)

| | | ALS out |
|---|---|---|
| A | RVR 1500m | |
| B | | |
| C | CMV 2100m | CMV 2800m |
| D | | |

CIRCLE-TO-LAND

| Max Kts. | MDA(H) | VIS |
|---|---|---|
| 100 | 2720′ (722′) | 1500m |
| 135 | 2860′ (862′) | 1600m |
| 180 | 3280′(1282′) | 2800m |
| 205 | 3620′(1622′) | 3600m |

CHANGES: Bearings.

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## Chart changes since cycle 12-2016

ADD = added chart, REV = revised chart, DEL = deleted chart.

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|---|---|---|---|---|
| **MADRID, (ADOLFO SUAREZ MADRID-BARAJAS - LEMD)** | | | | |
| DEL | AIRPORT BRIEFING (ARR CON... | 10-1P10 | 10 Jun 2016 | 23 Jun 2016 |
| ADD | AIRPORT BRIEFING (ARR CON... | 10-1P10 | 10 Jun 2016 | 23 Jun 2016 |
| DEL | AIRPORT BRIEFING (ARR CON... | 10-1P11 | 10 Jun 2016 | 23 Jun 2016 |
| ADD | AIRPORT BRIEFING (ARR CON... | 10-1P11 | 10 Jun 2016 | 23 Jun 2016 |
| DEL | AIRPORT BRIEFING (ARR CON... | 10-1P12 | 10 Jun 2016 | 23 Jun 2016 |
| ADD | AIRPORT BRIEFING (ARR CON... | 10-1P12 | 10 Jun 2016 | 23 Jun 2016 |
| DEL | AIRPORT BRIEFING (ARR CON... | 10-1P13 | 10 Jun 2016 | 23 Jun 2016 |
| ADD | AIRPORT BRIEFING (ARR CON... | 10-1P13 | 10 Jun 2016 | 23 Jun 2016 |
| REV | AIRPORT BRIEFING (GEN CON... | 10-1P4 | 10 Jun 2016 | 23 Jun 2016 |
| DEL | AIRPORT BRIEFING (GEN CON... | 10-1P5 | 10 Jun 2016 | 23 Jun 2016 |
| ADD | AIRPORT BRIEFING (GEN CON... | 10-1P5 | 10 Jun 2016 | 23 Jun 2016 |
| ADD | AIRPORT BRIEFING (ARR CON... | 10-1P6 | 10 Jun 2016 | 23 Jun 2016 |
| DEL | AIRPORT BRIEFING (ARR) | 10-1P6 | 10 Jun 2016 | 23 Jun 2016 |
| DEL | AIRPORT BRIEFING (ARR CON... | 10-1P7 | 10 Jun 2016 | 23 Jun 2016 |
| ADD | AIRPORT BRIEFING (ARR CON... | 10-1P7 | 10 Jun 2016 | 23 Jun 2016 |
| DEL | AIRPORT BRIEFING (ARR CON... | 10-1P8 | 10 Jun 2016 | 23 Jun 2016 |
| ADD | AIRPORT BRIEFING (ARR CON... | 10-1P8 | 10 Jun 2016 | 23 Jun 2016 |
| DEL | AIRPORT BRIEFING (ARR CON... | 10-1P9 | 10 Jun 2016 | 23 Jun 2016 |
| ADD | AIRPORT BRIEFING (ARR CON... | 10-1P9 | 10 Jun 2016 | 23 Jun 2016 |

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# TERMINAL CHART CHANGE NOTICES

## Chart Change Notices for Airport LEMD

**Type:** Terminal
**Effectivity:** Permanent
**Begin Date:** 20140529
**End Date:** No end date

Airport name changed to "Adolfo Suarez Madrid-Barajas".

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** 20160331
**End Date:** 20160530

Construction works on TWY K2 (based on SUP 12-16). Refer to temp charts 10-8/10-8A and latest NOTAMs.

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** 20160526
**End Date:** 20161031

Construction works on Ramp R-3 (based on SUP 51-16). Refer to temp chart 10-8S and latest NOTAMs.

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** 20160331
**End Date:** 20160830

Construction works on TWY I8 (based on SUP 16-16). Refer to temp charts 10-8J thru 10-8R and latest NOTAMs.

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** 20160331
**End Date:** 20160530

Construction works on TWYs M12 and M13 (based on SUP 14-16). Refer to temp charts 10-8G/8H and latest NOTAMs.

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**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** 20160331
**End Date:** 20160530

Construction works on TWY A28 (based on SUP 13-16). Refer to temp charts 10-8B/10-8C and latest NOTAMs.

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** 20160331
**End Date:** 20160530

Construction works on TWY W5 (based on SUP 15-16). Refer to temp charts 10-8D thru 10-8F1 and latest NOTAMs.