

**GENERAL**

**Operational Hours**

**ATS Hours / AD Hours:** 0630-2000±

**Airport Information**

**RFF:** MON-FRI CAT 5, higher CAT AVBL with PPR 48HR in advance  
SAT, SUN and HOL call 30min advance  
**PCN:** RWY 05: 29/R/A/W/T, first 542m / 1780ft 45/R/B/W/T  
RWY 23: 29/R/A/W/T, first 450m / 1480ft 45/R/B/W/T  
**Customs:** Not AVBL

**Operation**

**RWY Restriction**

RWY 05: First 570m / 1870ft not usable for LDG/TKOF, exceptions may be granted for performance issues.

RWY 23: First 535m / 1755ft not usable for LDG/TKOF, exceptions may be granted for performance issues.

**Taxi/Parking:** No APN lights.

**APU**

Use of APU restricted to 2min after on-block and 5min before off-block time.

Exceptions:

- if stand is not equipped with AC power (400Hz) and mobile GPU not AVBL.
- if air condition is required and no ACU AVBL.

**Warnings**

Birds in vicinity of AD.

**ARRIVAL**

**Speed**

**Adjustment of Vertical Speed in Madrid TMA**

ACFT in evolution shall adjust their vertical speed when approaching to the assigned ALT or FL. In those circumstances, vertical speed shall be reduced to 1500ft per minute when approaching to a vertical distance of 1000ft above or below the assigned ALT or FL.

**Arrival Procedure**

**VFR Traffic Pattern:** RWY 05 right-hand circuit.

**DEPARTURE**

**Take-off Minima**

RWY		05	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN
RWY		23	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

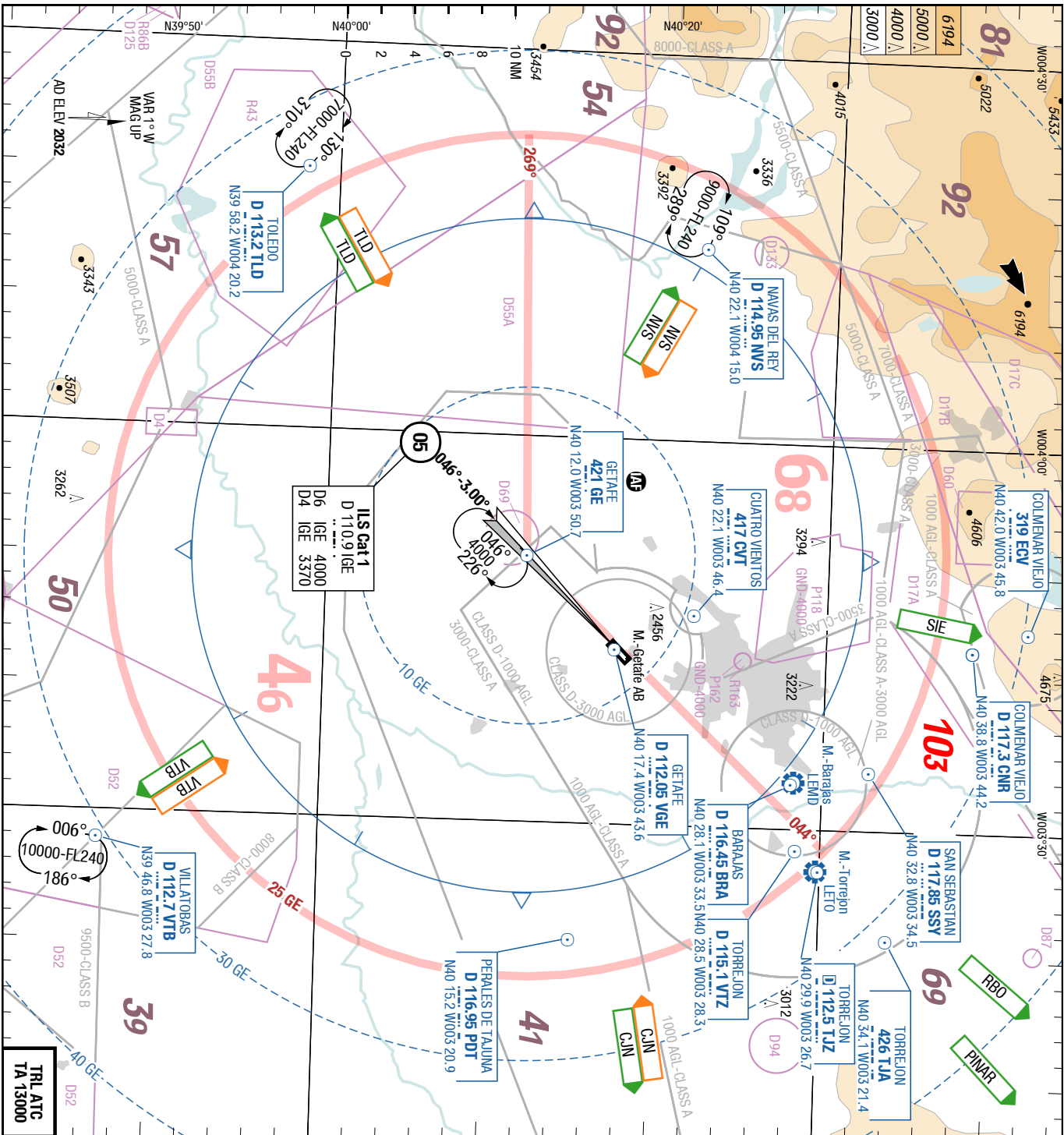
09-FEB-2017  
AFE-LEGT

2-10

Spain Madrid Getafe AB  
AGC  
AFC

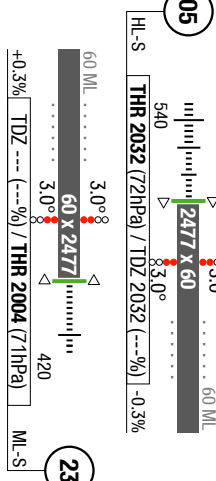
AFC

Getafe AB Madrid Spain  
AGC  
AFC



APP  
Getafe TWR  
Getafe GND  
118.750 N  
118.400 E  
127.100 W  
131.175 DE W  
129.925 HO  
121.600 HO

Landing RWY system:



09-FEB-2017  
AFE-LEGT

3-20

Spain **Madrid** Getafe AB

AGC

AGC

AGC

Getafe AB **Madrid** Spain

AGC

Getafe TWR 129.925 HO  
Getafe GND 121.600 HO

RWY	TORA	ASDA	TODA
05	2477	2627	2627
23	2477	2602	2852

23  
226°  
2004

H

HANGAR

ARP  
N 40 17.7  
W 003 43.4

GETAFE  
D 112.05 VGE

VAR 1° W  
MAG UP

AD ELEV 2032

m 0 500 1000  
ft 0 1000 2000 3000

05  
046°  
2032

Changes: NIL

21-JUL-2016

AFE-LEGT

4-10

Spain Madrid Getafe AB

NIL

SIDs

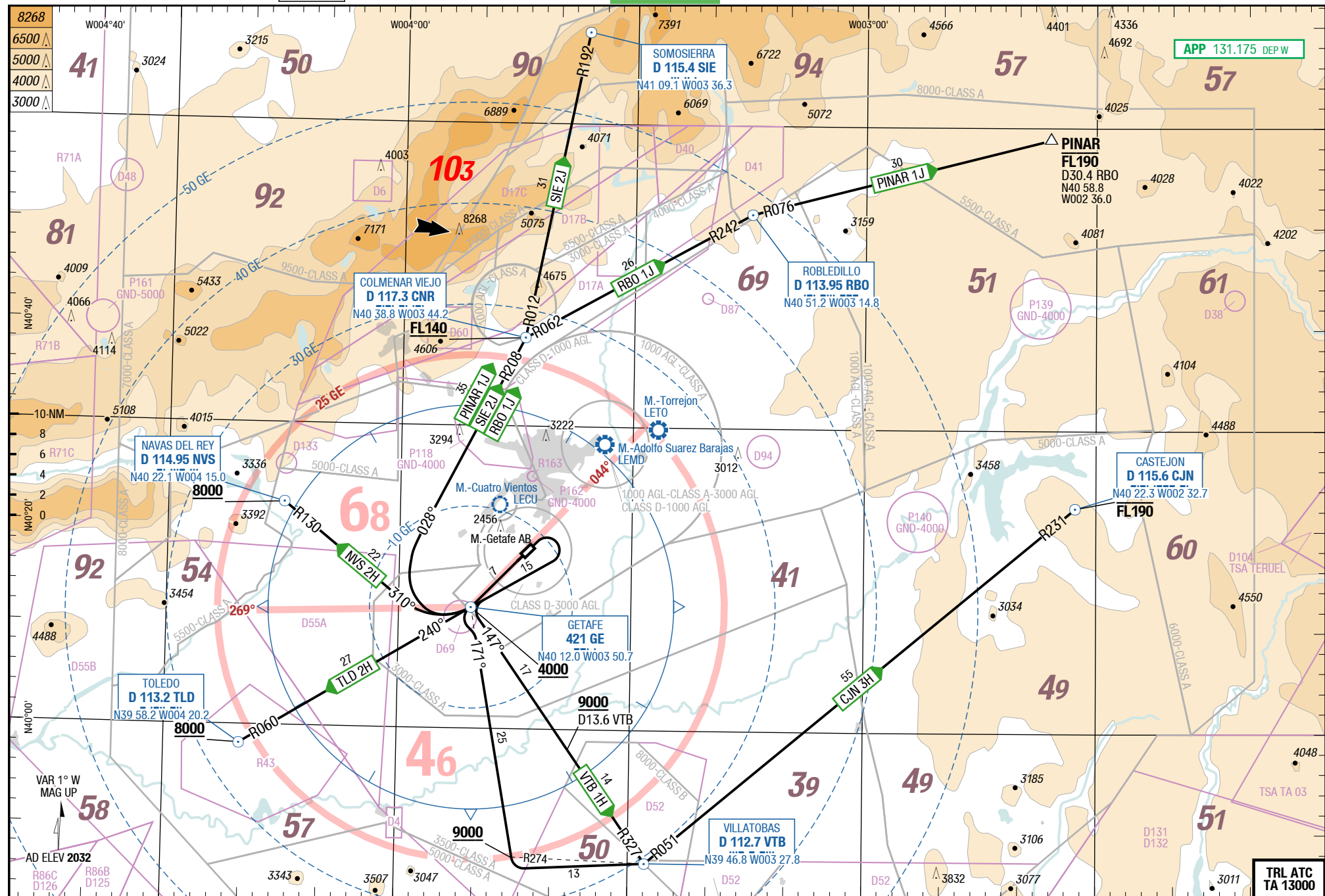
SID

SID

Getafe AB Madrid Spain

NIL

SIDs



Changes: Track, VAR, OBST

21-JUL-2016

**AFE-LEGT**

5-10

**SIDs****SIDPT**

**CASTEJON 3H / NAVAS 2H / PINAR 1J / ROBLEDILLO 1J / SOMOSIERRA 2J / TOLEDO 2H**  
 RWYs 05 (046°) / 23 (226°)

	GS	120	150	180	210	240	270
4.6%	ft/MIN	600	700	900	1000	1200	1300
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>All RWYs</b>	
<b>CASTEJON 3H</b> <b>CJN 3H</b> 4.6% to 4000 <b>131.175</b> ①	direct <b>GE</b> - QDR 171 <b>GE</b> - crossing R274 <b>VTB LT</b> direct <b>VTB</b> - intercept R231 <b>CJN</b> to <b>CJN</b>	<b>GE MNM 4000</b> <b>R274 VTB MNM 9000</b> <b>CJN MAX FL190</b>
<b>NAVAS 2H</b> <b>NVS 2H</b> 4.6% to 4000 <b>131.175</b> ①	direct <b>GE</b> - RT intercept R130 <b>NVS</b> to <b>NVS</b>	<b>GE MNM 4000</b> <b>NVS MNM 8000</b>
<b>PINAR 1J</b> 5.0% to 13000 <b>131.175</b> ①③	direct <b>GE</b> - RT intercept R208 <b>CNR</b> to <b>CNR</b> - R062 <b>CNR</b> to <b>RBO</b> - R076 <b>RBO</b> to <b>PINAR</b>	<b>GE MNM 4000</b> <b>CNR MNM FL140</b> <b>PINAR MAX FL190</b>
<b>ROBLEDILLO 1J</b> <b>RBO 1J</b> 5.0% to 13000 <b>131.175</b> ①③	direct <b>GE</b> - RT intercept R208 <b>CNR</b> to <b>CNR</b> - R062 <b>CNR</b> to <b>RBO</b>	<b>GE MNM 4000</b> <b>CNR MNM FL140</b>
<b>SOMOSIERRA 2J</b> <b>SIE 2J</b> 5.0% to 13000 <b>131.175</b> ①②	direct <b>GE</b> - RT intercept R208 <b>CNR</b> to <b>CNR</b> - R012 <b>CNR</b> to <b>SIE</b>	<b>GE MNM 4000</b> <b>CNR MNM FL140</b>
<b>TOLEDO 2H</b> <b>TLD 2H</b> 4.6% to 7000 <b>131.175</b> ①	direct <b>GE</b> - RT intercept R060 <b>TLD</b> to <b>TLD</b>	<b>GE MNM 4000</b> <b>TLD MNM 8000</b>

- ① RWY 05: Right turn, proceed on traffic circuit direct to GE and follow corresponding RWY 23 departure procedure.  
 ② Aircraft unable to comply must inform ATC for clearance to cross: CNR MNM 8000 and SIE MNM 10000.  
 ③ Aircraft unable to comply must inform ATC for clearance to cross: CNR MNM 8000.

Changes: Track, QFU

<b>VILLATOBAS 1H</b> RWYs 05 (046°) / 23 (226°)							
	GS	120	150	180	210	240	270
4.6%	ft/MIN	600	700	900	1000	1200	1300
<b>DESIGNATOR</b>	<b>ROUTING</b>						<b>ALTITUDES</b>
	<b>All RWYs</b>						
<b>VILLATOBAS 1H</b> <b>VTB 1H</b> 4.6% to 9000 <b>131.175</b>	direct <b>GE</b> - <b>LT</b> intercept R327 <b>VTB</b> to <b>VTB</b>						<b>GE MNM 4000</b> D13.6 <b>VTB MNM 9000</b>

**AFE-LEGT**



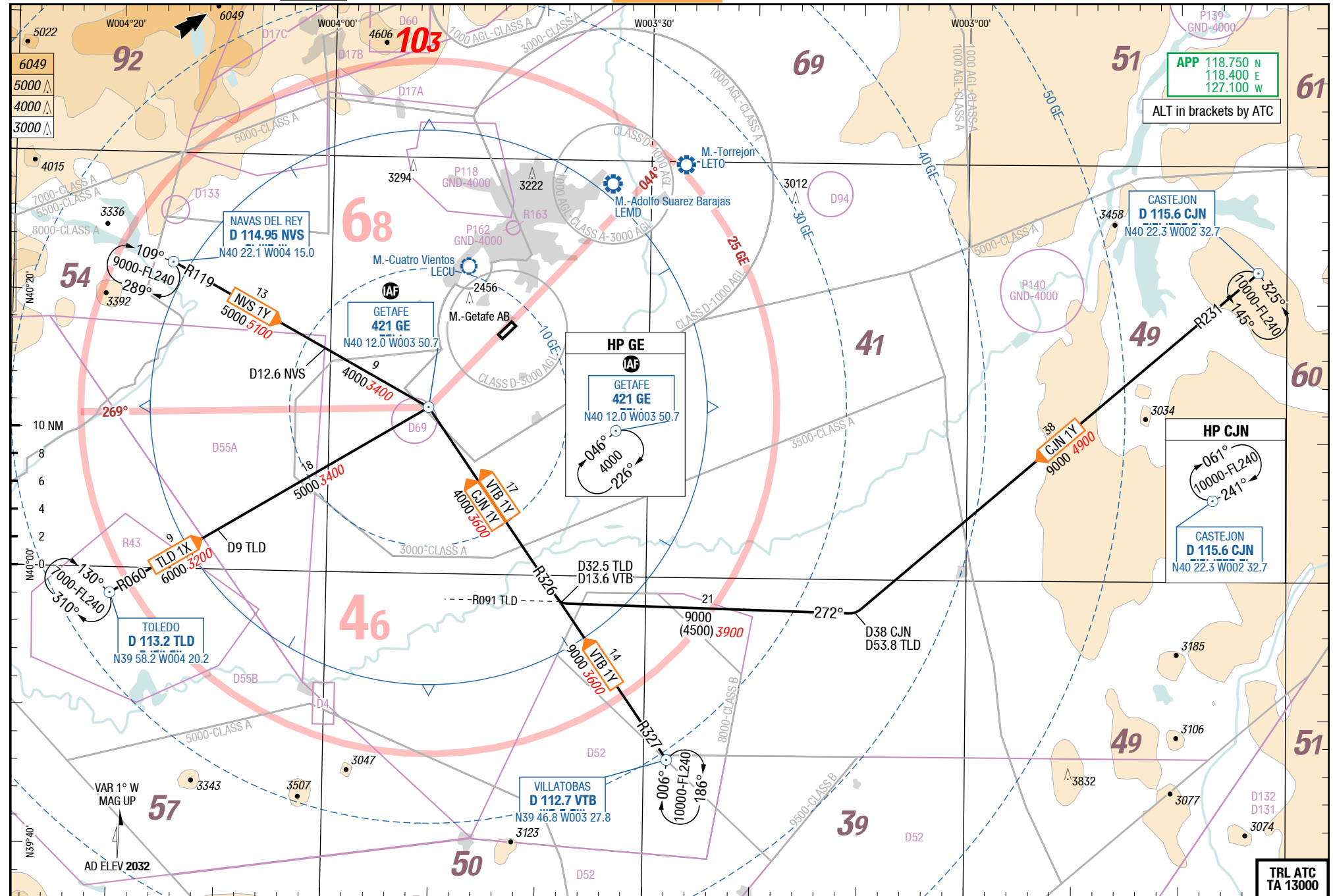
## STARs

# STAR

# STAR

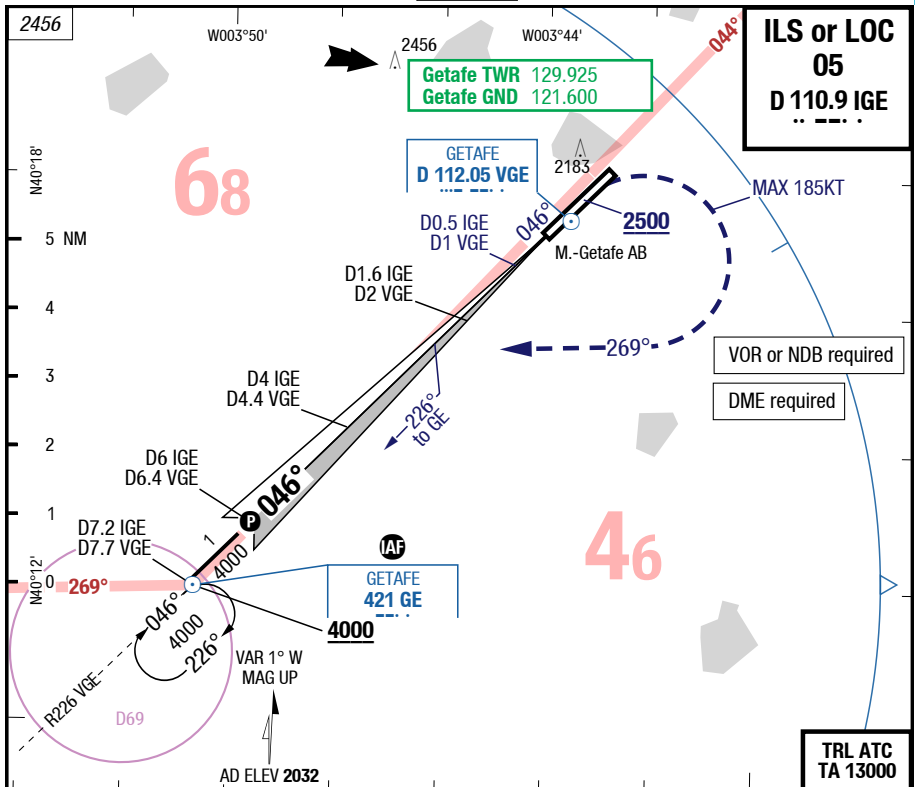
NIL

## STARS

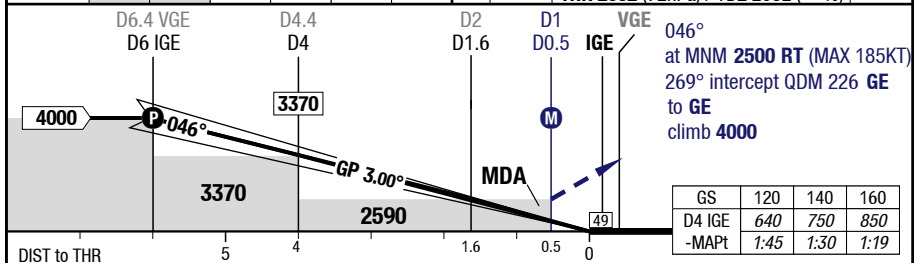


Changes: HLDG

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LOC 3.01°		6	5	3	2	<div> <div>05</div> <div>HL-S</div> </div>	<div> <div>8.3.0°</div> <div>60 ML</div> </div>
D IGE		4000	3690	3050	2730		<div> <div>2477 x 60</div> <div>8.3.0°</div> <div>THR 2032 (72hPa) TDZ 2032 (---%) -0.3%</div> </div>

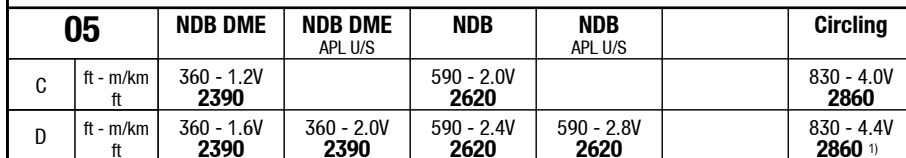


<b>05</b>		<b>Cat 1 DME</b> 1)	<b>LOC DME</b>	<b>LOC DME</b> APL U/S	<b>LOC</b>	<b>LOC</b> APL U/S	<b>Circling</b>
<b>C</b>	ft - m/km ft	200 - 1.2V <b>2240</b>	360 - 1.2V <b>2390</b>		560 - 2.0V <b>2590</b>		830 - 4.0V <b>2860</b>
<b>D</b>	ft - m/km ft	200 - 1.2V <b>2240</b>	360 - 1.6V <b>2390</b>	360 - 2.0V <b>2390</b>	560 - 2.4V <b>2590</b>	560 - 2.8V <b>2590</b>	830 - 4.4V <b>2860</b> 2)

- 1) With EVS VIS 800m, wo EVS use STD
- 2) Within radius D4.8 VGE only

Changes: APL





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