

GENERAL**ATS Hours**

H24, PPR 72HRs in advance (PPR not accepted FRI 1300† - MON 0700†)

Technical ALTN to Madrid/Barajas for CIV ACFT duly authorized.

Airport Information

RFF:	CAT 8		
PCN:	RWY 22:	THR 22 - 145m / 476ft	158/R/B/W/T
		145m / 476ft - 1683m / 5522ft	267/F/A/W/T
		1683m / 5522ft - 2938m / 9639ft	62/F/A/W/T
		2938m / 9639ft - 3513m / 11526ft	82/F/A/W/T
		3513m / 11526ft - THR 04	148/R/C/W/T
	RWY 04:	THR 04 -145m / 476ft	148/R/C/W/T
		145m / 476ft- 720m / 2362ft	82/F/A/W/T
		720m / 2362ft - 1975m / 6480ft	62/F/A/W/T
		1975m / 6480ft - 3513m / 11526ft	267/F/A/W/T
		3513m / 11526ft - THR 22	158/R/B/W/T

Customs: Not AVBL

Operation

RWY Restriction: RWY 04D for MIL use only.

TWY Restriction: TWY C6 width 22m / 72ft.

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

GPWS: False alert possible due to terrain characteristics in circle of 10NM VOR/DME PDT between R249 and R073 at ALT 4000ft - 5000ft.

VTZ DME/VOR MAINT: MON 1430-1730†.

LOC 22, GP 22 MAINT: WED 1430-1730†

ARRIVAL**Speed****Adjustment of vertical speed**

Adjust vertical speed when approaching to 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.

Communication**COM Failure**

During STAR before IAF: Proceed to IAF (DUKKE) maintain last cleared LVL/ALT and enter HP. Start descent after completing one HP, leave HP at 6000ft or at EAT whichever occurs later to accomplish IFR APCH published to RWY in use for ARR, and land within 30min.

ARRIVAL

During radar vectoring before IAF: Proceed direct to intercept STAR until reaching IAF, following COM failure PROC established during STAR.

During radar vectoring after IAF: Maintain last cleared ALT acknowledged, proceed to final APCH and land. If not possible, accomplish MISAP with COM failure.

During MISAP: Follow STD MISAP according IAC, complete at least one HP and start APCH.

Arrival Procedure

Traffic Note: Descent planning in Madrid TMA (will be done only with prior ATC CLR) to be over the CLR limit points at FL140 and over established IAF TOBEK and ASBIN at 5000ft and 6000ft respectively.

VFR Traffic Pattern: RWY 04/22 right-hand circuit.

Warnings

Late LDG CLR may be expected if preceeding ACFT is still on RWY

DEPARTURE**Take-off Minima**

RWY		04/22	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN

Communication**COM Failure**

During SID: CONT with SID up to TMA exit point, climbing to last cleared acknowledged LVL/ALT or to MSA, whichever is higher, maintain during 7min, respecting in any case MAX LVLs specified for ACFT COM failure in DEP charts, continuing flight in accordance with updated FPL.

During DEP under radar vectoring: Proceed direct to intercept last SID received from ATC, continue with COM failure PROC during SID. If not received authorization SID, proceed to intercept the appropriate SID to TMA exit point and according type of navigation expressed in FPL.

Departure Procedure**Departure Notes**

KAMPO 1N/1M/1P, NVS 1J/1M/1T, TLD 1D/1M/1Y, CJN 1D/1M/1S, BAN 1M/1P, PINAR 1M/1P, SIE 1M/1Y:

Prohibited for CIV ACFT.

Effective 26-APR-2018

19-APR-2018

TOJ-LETO

Spain Madrid Torrejon

AGC
AFC

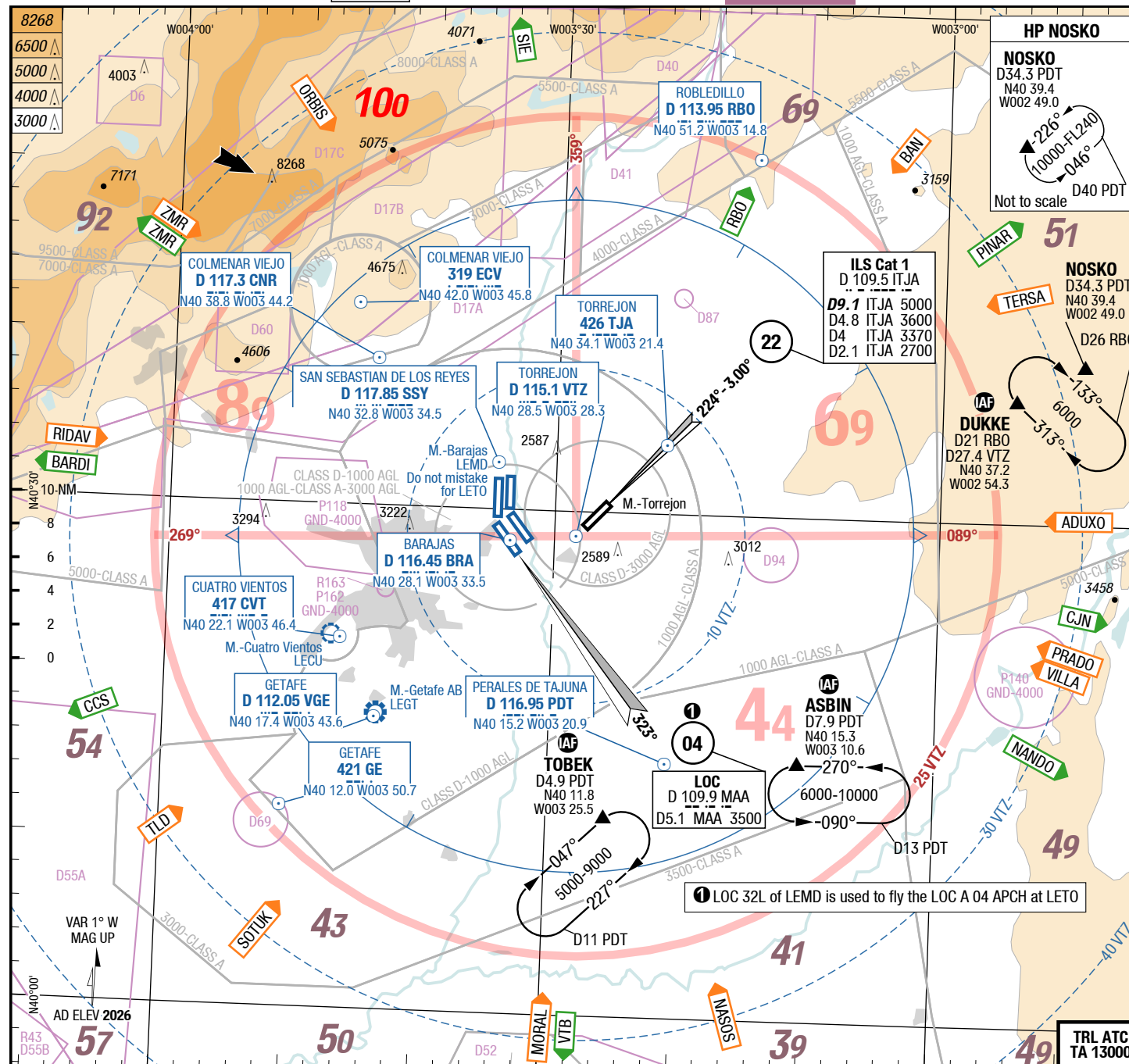
AFC

AFC

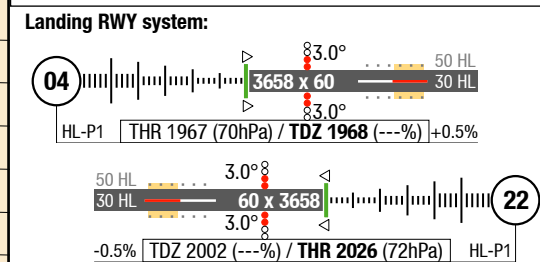
Torrejon Madrid Spain

AGC
AFC

2-10



Torrejon APP	119.950
Madrid APP	124.225
	127.100
	127.500
	131.175
Torrejon TWR	118.300
Torrejon GCA	118.900
	123.300
	125.300



Changes: ASP, MGA, FAT

Effective 26-APR-2018

19-APR-2018

TOJ-LETO

Spain Madrid Torreon

AGC

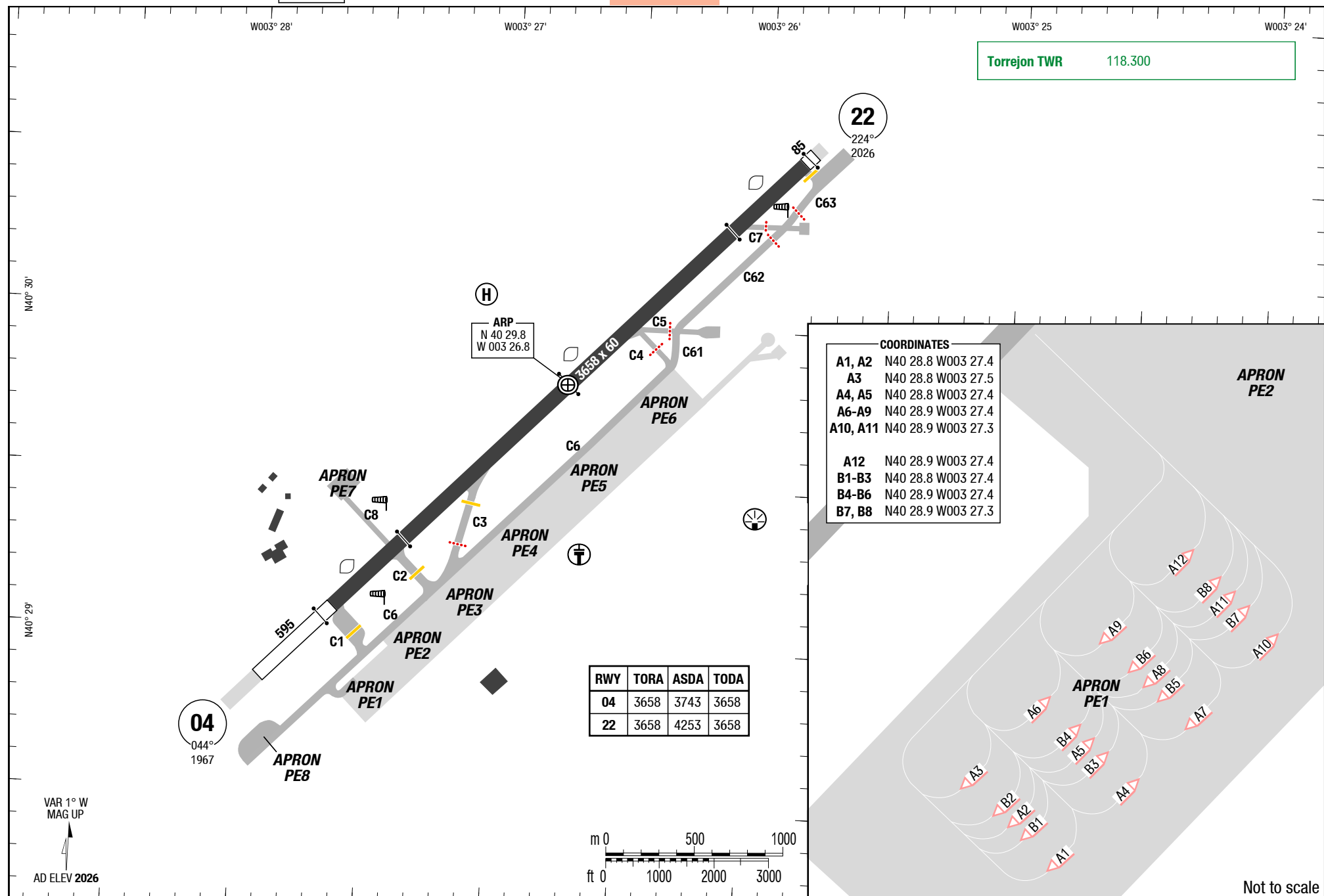
AGC

AGC

Torreon Madrid Spain

AGC

3-20



Changes: Nil

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SIDs RWY 22

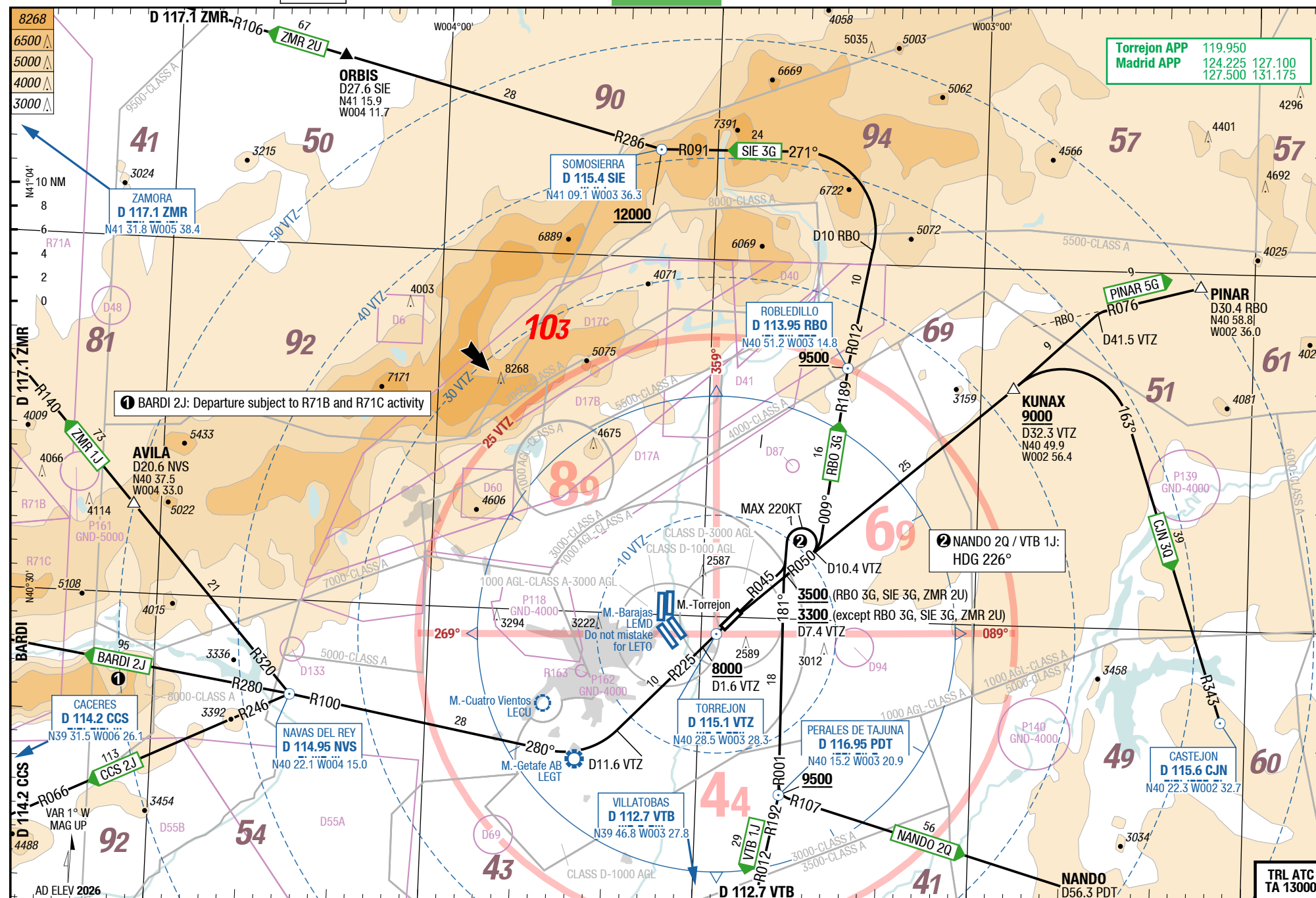
SIDs RWY 04

SID

SID

SIDs RWY 22

SIDs RWY 04



Changes: Track, MSA, VAR, OBST

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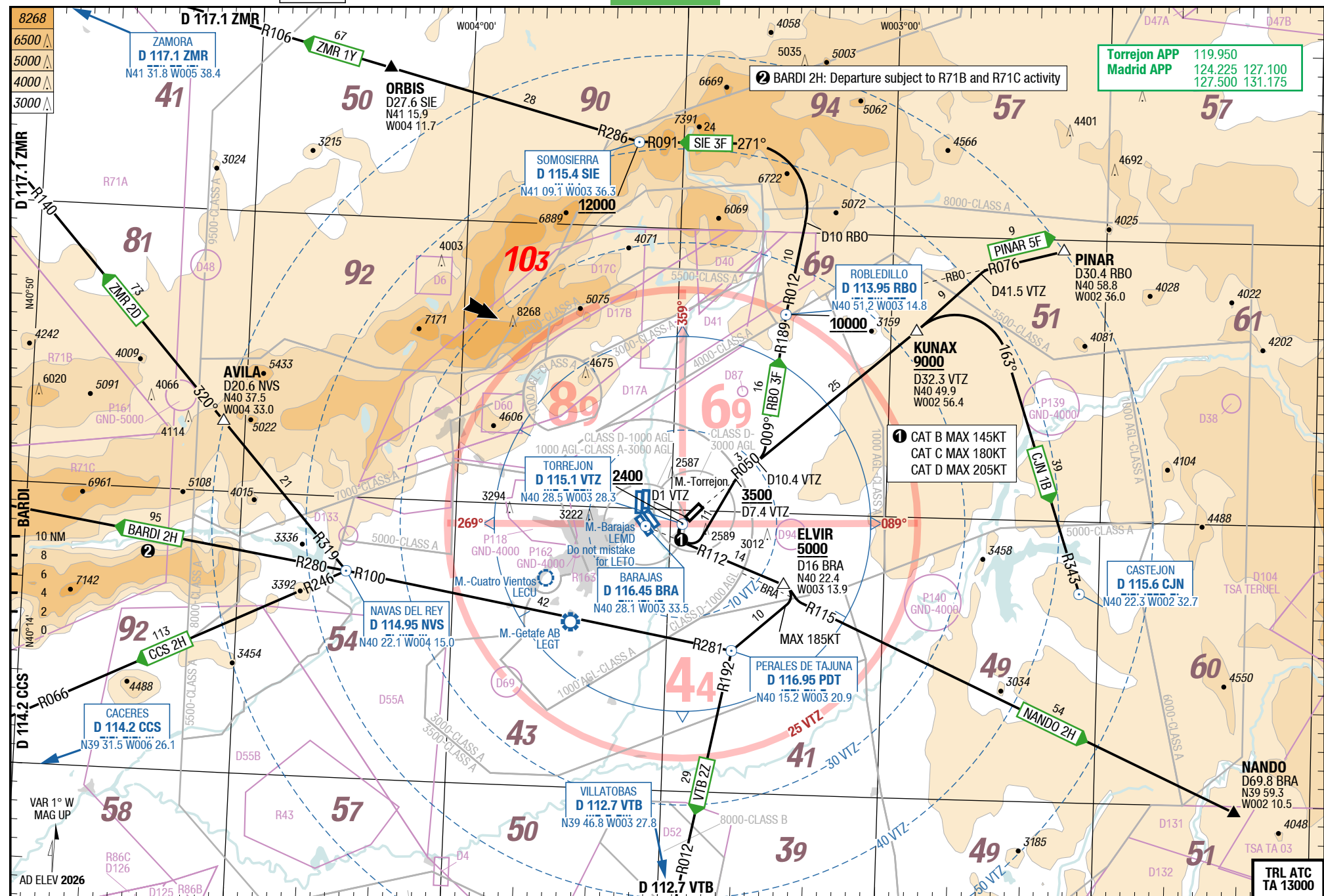
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SIDs RWY 22

SID

SID

SIDs RWY 22



Changes: Track, MSA, VAR, OBST

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21-JUL-2016

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5-10

SIDs RWY 04

BARDI 2J / CACERES 2J / CASTEJON 3Q / NANDO 2Q / PINAR 5G / ROBEDILLO 3G / SOMOSIERRA 3G / VILLATOBAS 1J / ZAMORA 1J / ZAMORA 2U

RWY 04 (044°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
BARDI 2J 4.5% to 9000	at D7.4 VTZ intercept R050 VTZ - at D10.4 VTZ LT (MAX 220KT) intercept R045 VTZ (at or before D7.4 VTZ) to VTZ - R225 VTZ - at D11.6 VTZ RT intercept R100 NVS to NVS - R280 NVS to BARDI	D7.4 VTZ MNM 3300 D1.6 VTZ after VTZ MNM 8000
CACERES 2J CCS 2J 4.5% to 9000	at D7.4 VTZ intercept R050 VTZ - at D10.4 VTZ LT (MAX 220KT) intercept R045 VTZ (at or before D7.4 VTZ) to VTZ - R225 VTZ - at D11.6 VTZ RT intercept R100 NVS to NVS - intercept R066 CCS to CCS	D7.4 VTZ MNM 3300 D1.6 VTZ after VTZ MNM 8000
CASTEJON 3Q CJN 3Q 4.5% to 9000	at D7.4 VTZ intercept R050 VTZ - at KUNAX RT intercept R343 CJN to CJN	D7.4 VTZ MNM 3300 KUNAX MNM 9000
NANDO 2Q 5.3% to 9500	at D7.4 VTZ intercept R050 VTZ - at D10.4 VTZ LT (MAX 220KT) HDG 226° intercept R001 PDT to PDT - R107 PDT to NANDO	D7.4 VTZ MNM 3300 PDT MNM 9500
PINAR 5G 4.5% to 9000	at D7.4 VTZ intercept R050 VTZ to KUNAX - at D41.5 VTZ RT intercept R076 RBO to PINAR	D7.4 VTZ MNM 3300 KUNAX MNM 9000
ROBEDILLO 3G RBO 3G 5.3% to 9500	at D7.4 VTZ intercept R050 VTZ - at D10.4 VTZ LT intercept R189 RBO to RBO	D7.4 VTZ MNM 3500 RBO MNM 9500
SOMOSIERRA 3G SIE 3G 5.3% to 10000	at D7.4 VTZ intercept R050 VTZ - at D10.4 VTZ LT intercept R189 RBO to RBO - R012 RBO - at D10 RBO LT intercept R091 SIE to SIE	D7.4 VTZ MNM 3500 RBO MNM 9500 SIE MNM 12000
VILLATOBAS 1J VTB 1J 5.3% to 9500	at D7.4 VTZ intercept R050 VTZ - at D10.4 VTZ LT (MAX 220KT) HDG 226° intercept R001 PDT to PDT - intercept R012 VTB to VTB	D7.4 VTZ MNM 3300 PDT MNM 9500
ZAMORA 1J ZMR 1J 4.5% to 9000	at D7.4 VTZ intercept R050 VTZ - at D10.4 VTZ LT (MAX 220KT) intercept R045 VTZ (at or before D7.4 VTZ) to VTZ - R225 VTZ - at D11.6 VTZ RT intercept R100 NVS to NVS - R320 NVS to AVILA - ZMR	D7.4 VTZ MNM 3300 D1.6 VTZ after VTZ MNM 8000
ZAMORA 2U ZMR 2U 5.3% to 10000	at D7.4 VTZ intercept R050 VTZ - at D10.4 VTZ LT intercept R189 RBO to RBO - R012 RBO - at D10 RBO LT intercept R091 SIE to SIE - R286 SIE to ORBIS - ZMR	D7.4 VTZ MNM 3500 RBO MNM 9500 SIE MNM 12000

Changes: Track

21-JUL-2016

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5-20

SIDs RWY 22

BARDI 2H / CACERES 2H / CASTEJON 1B / NANDO 2H / PINAR 5F / ROBEDILLO 3F / SOMOSIERRA 3F / VILLATOBAS 2Z / ZAMORA 1Y

RWY 22 (224°)

	GS	120	150	180	210	240	270
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22	
BARDI 2H 5.3% to 5000 ①	at MNM 2400 LT (before D1 VTZ) intercept R112 BRA - at ELVIR RT (MAX 185KT) direct PDT - R281 PDT / R100 NVS to NVS - R280 NVS to BARDI	ELVIR MNM 5000
CACERES 2H CCS 2H 5.3% to 5000 ①	at MNM 2400 LT (before D1 VTZ) intercept R112 BRA - at ELVIR RT (MAX 185KT) direct PDT - R281 PDT / R100 NVS to NVS - LT intercept R066 CCS to CCS	ELVIR MNM 5000
CASTEJON 1B CJN 1B 5.3% to 9000 ①	at MNM 2400 LT (before D1 VTZ) intercept R050 VTZ - at KUNAX RT intercept R343 CJN to CJN	D7.4 VTZ MNM 3500 KUNAX MNM 9000
NANDO 2H 5.3% to 5000 ①	at MNM 2400 LT (before D1 VTZ) intercept R112 BRA - at ELVIR RT intercept R115 BRA to NANDO	ELVIR MNM 5000
PINAR 5F 5.3% to 9000 ①	at MNM 2400 LT (before D1 VTZ) intercept R050 VTZ to KUNAX - at D41.5 VTZ RT intercept R076 RBO to PINAR	D7.4 VTZ MNM 3500 KUNAX MNM 9000
ROBEDILLO 3F RBO 3F 5.3% to 10000 ①	at MNM 2400 LT (before D1 VTZ) intercept R050 VTZ - at D10.4 VTZ LT intercept R189 RBO to RBO	D7.4 VTZ MNM 3500 RBO MNM 10000
SOMOSIERRA 3F SIE 3F 5.3% to 10000 ①	at MNM 2400 LT (before D1 VTZ) intercept R050 VTZ - at D10.4 VTZ LT intercept R189 RBO to RBO - R012 RBO - at D10 RBO LT intercept R091 SIE to SIE	D7.4 VTZ MNM 3500 RBO MNM 10000 SIE MNM 12000
VILLATOBAS 2Z VTB 2Z 5.3% to 5000 ①	at MNM 2400 LT (before D1 VTZ) intercept R112 BRA - at ELVIR RT (MAX 185KT) direct PDT - intercept R012 VTB to VTB	ELVIR MNM 5000
ZAMORA 1Y ZMR 1Y 5.3% to 10000 ①	at MNM 2400 LT (before D1 VTZ) intercept R050 VTZ - at D10.4 VTZ LT intercept R189 RBO to RBO - R012 RBO - at D10 RBO LT intercept R091 SIE to SIE - R286 SIE to ORBIS - ZMR	D7.4 VTZ MNM 3500 RBO MNM 10000 SIE MNM 12000

① Initial turn speed restriction: Cat B: MAX 145KT, Cat C: MAX 180KT, Cat D: MAX 205KT

Changes: Track

21-JUL-2016

Spain **Madrid** Torrejon**TOJ-LETO**

5-30

SIDs RWY 22**SIDPT****ZAMORA 2D**

RWY 22 (224°)

	GS	120	150	180	210	240	270
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22	
ZAMORA 2D ZMR 2D 5.3% to 5000 ①	at MNM 2400 LT (before D1 VTZ) intercept R112 BRA - at ELVIR RT (MAX 185KT) direct PDT - R281 PDT / R100 NVS to NVS - R319 NVS to AVILA - intercept R140 ZMR to ZMR	ELVIR MNM 5000

① Initial turn speed restriction: Cat B: MAX 145KT, Cat C: MAX 180KT, Cat D: MAX 205KT

TOJ-LETO

STARs Southeast

6-10

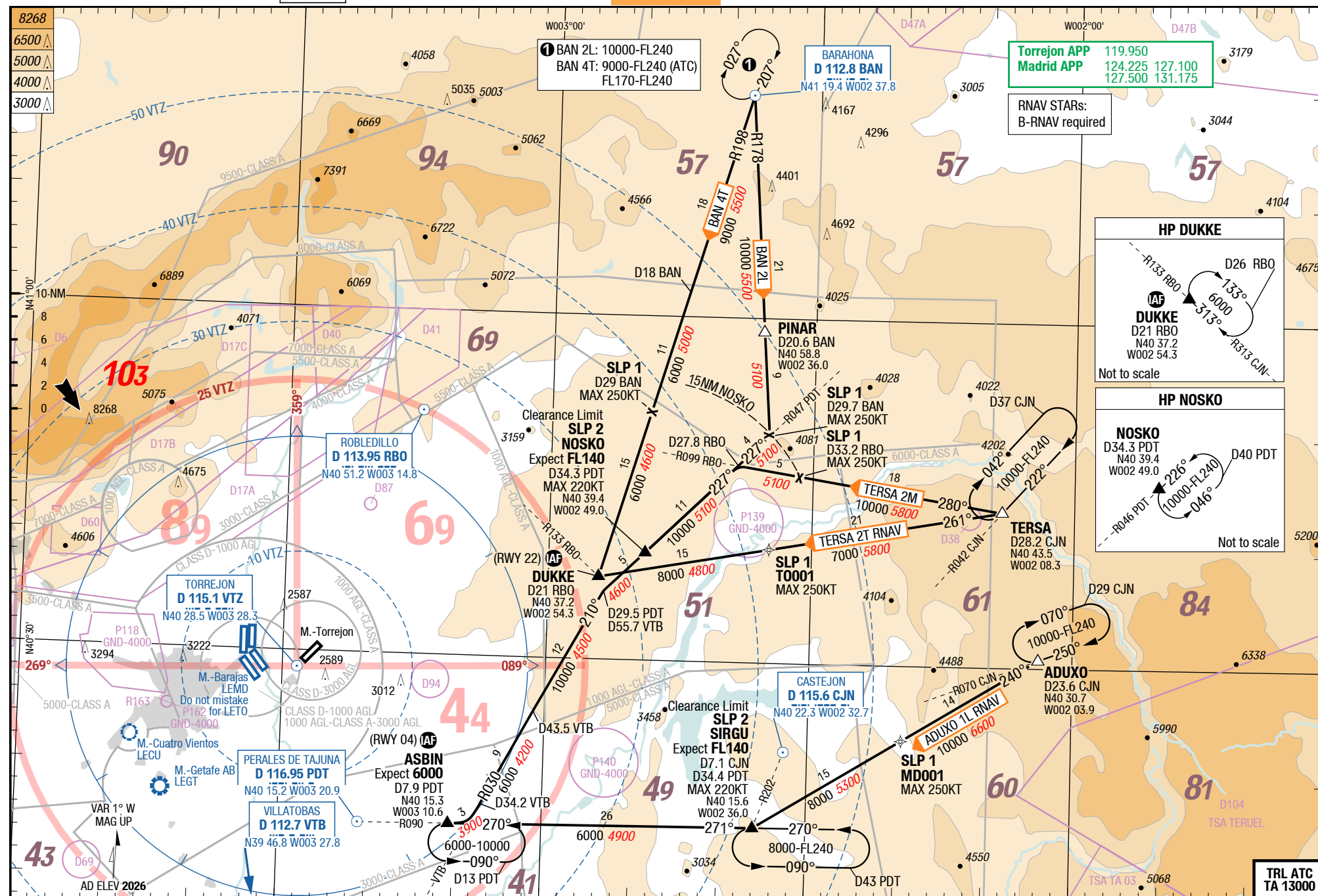
STARs/RNAV STARs Northeast

STAR

STAR

STARs Southeast

STARs/RNAV STARs Northeast



Changes: Track, PROC, VAR, OBST, HLDG

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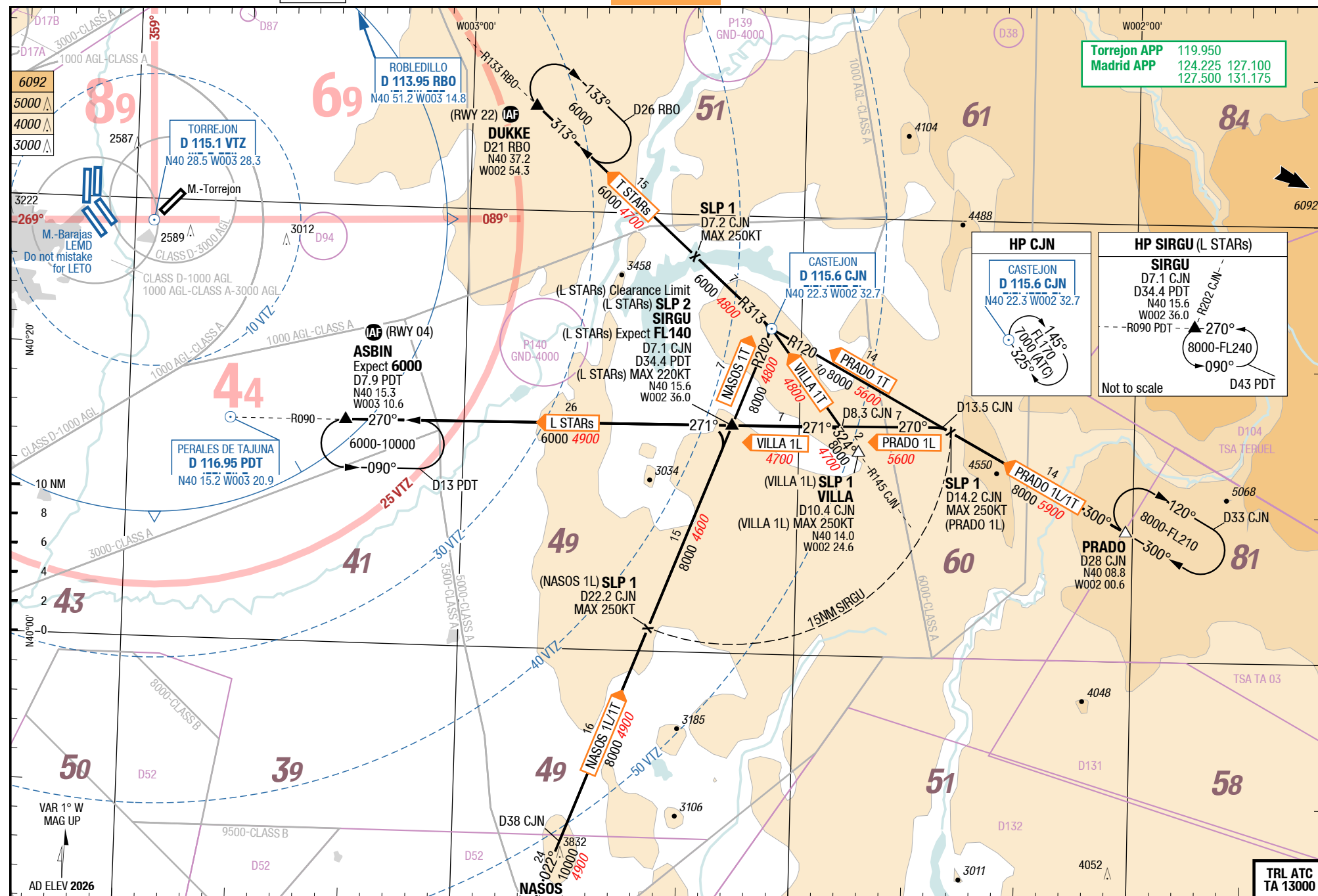
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STARs Southeast

STAR

STAR

STARs Southeast



Changes: Track, MSA, OBST, HLDG, VAR

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21-JUL-2016
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Spain Madrid Torrejon

NIL

STARs West

STAR

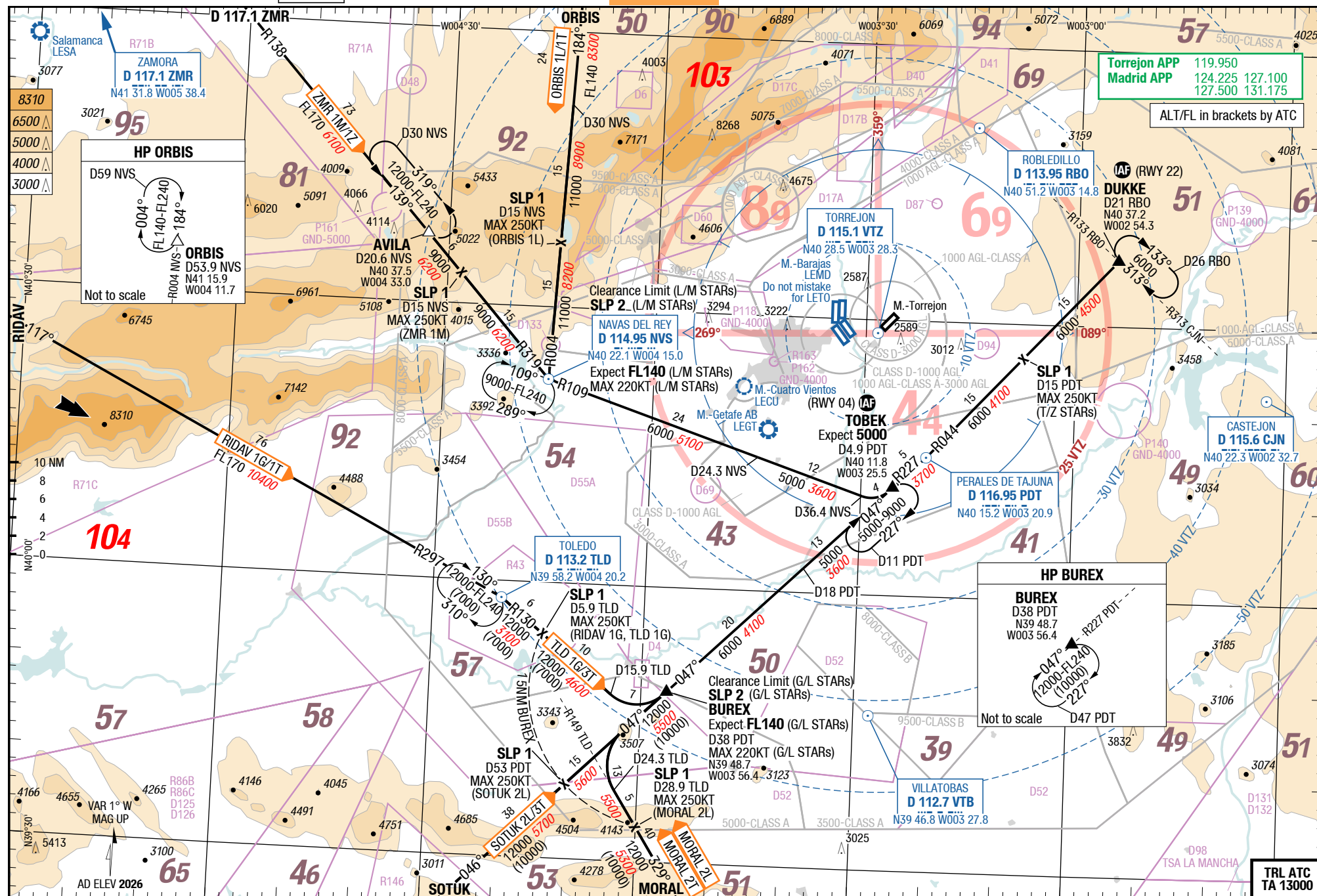
STAR

Torrejon Madrid Spain

NIL

STARs West

6-30

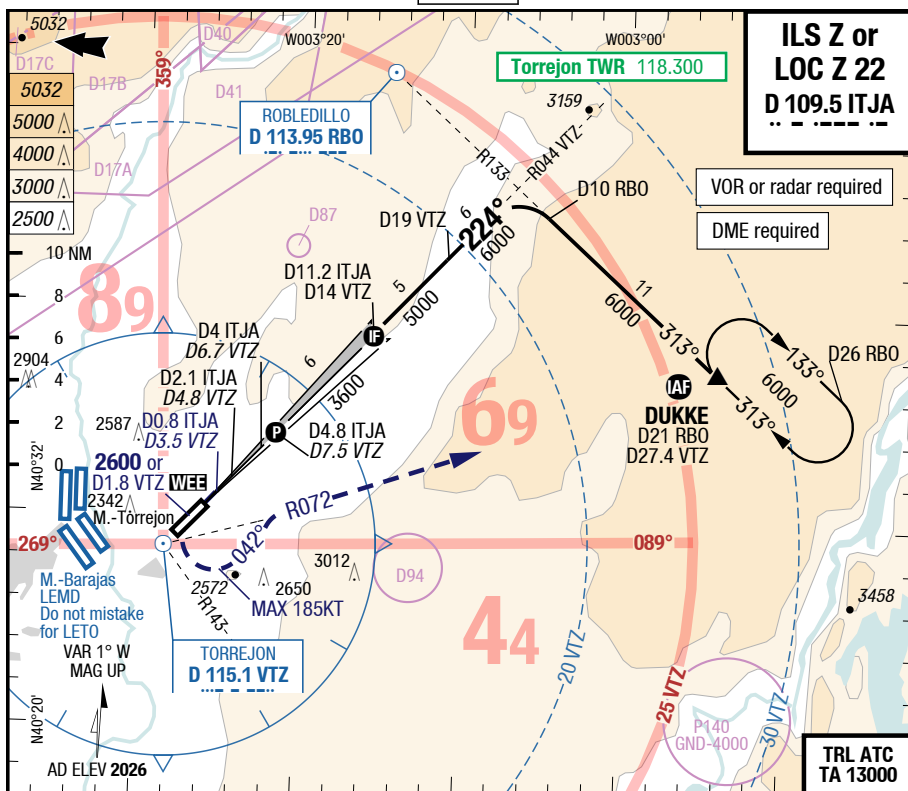


Changes: Track, MSA, HLDG, OBST, VAR

TOJ-LETO

7-10

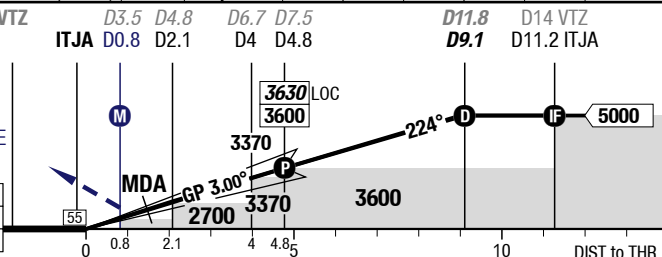
ILS Z or LOC Z 22



50 HL	3.0°8	2	3	5	6	8	9.1	LOC 3.06°
30 HL	60 x 3658	2720	3050	3700	4020	4670	5000	D ITJA
-0.5%	TDZ 2002 (---%) / THR 2026 (72hPa)							

at D1.8 VTZ or 2600,
whichever is earlier,
LT (MAX 185KT) 042°
(do not overshoot R143 VTZ)
intercept R072 VTZ to DUKKE
climb 6000

GS	120	140	160
D4.8 ITJA	650	760	870
-MAPt	1:59	1:42	1:29



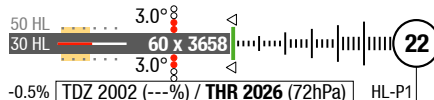
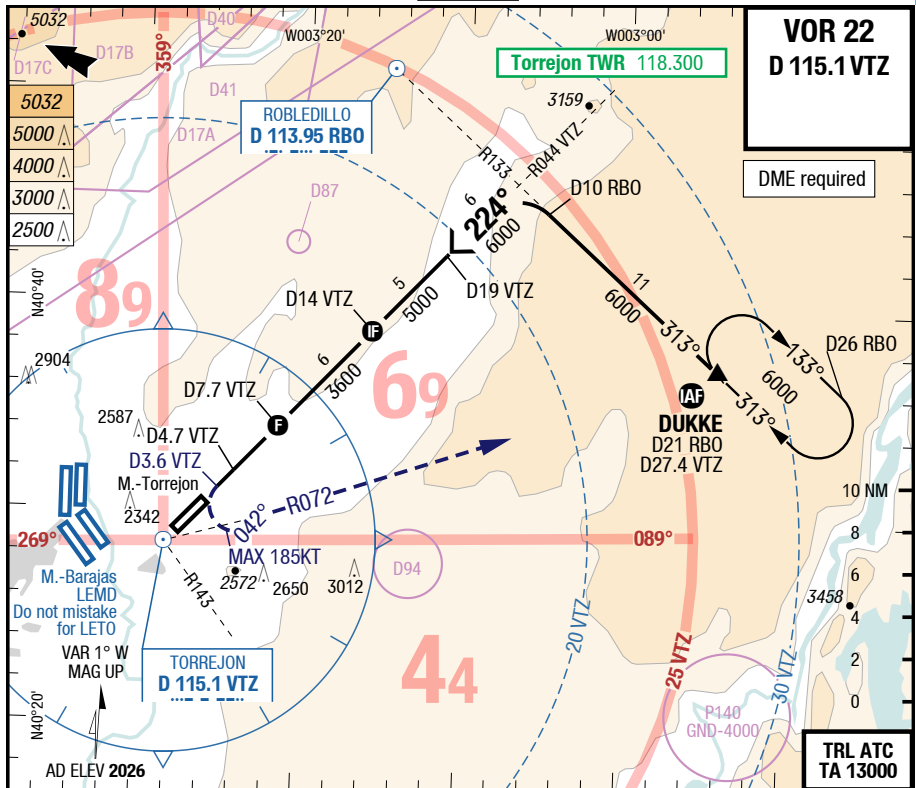
22	Cat 1 DME GA 5.0%	Cat 1 DME GA 5.0% APL U/S 1)	Cat 1 DME GA 4.0%	Cat 1 DME GA 4.0% APL U/S 1)	Cat 1 DME GA 3.0% 2)	Circling
C	ft - m/km ft	240 - 800V 2260	240 - 1.6V 2260	250 - 800V 2280	250 - 1.6V 2280	1000 - 4.8V 3020
D	ft - m/km ft	250 - 800V 2270	250 - 1.6V 2270	260 - 1.2V 2290 2)	260 - 1.6V 2290	1130 - 4.8V 3150

1) With EVS VIS 1.1km
2) With EVS VIS 800m

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7-20

VOR 22

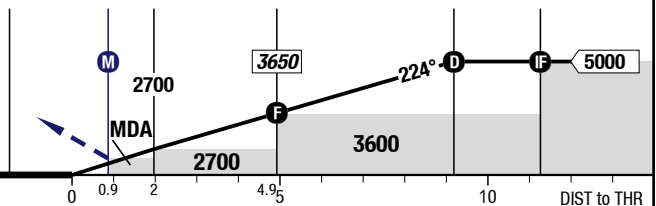


5	7	9	11	11.9	3.00°
2800	3440	4080	4710	5000	D VTZ

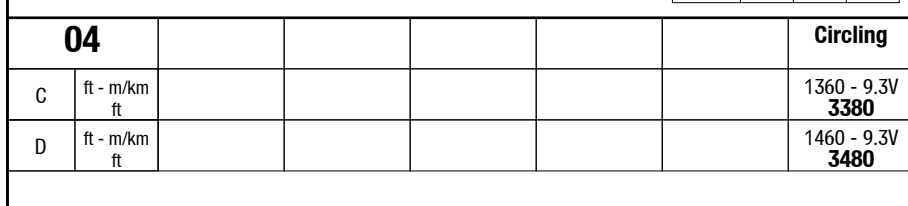
VTZ D3.6 D4.7 D7.7 D11.9 D14 VTZ

LT (MAX 185KT) 042°
(do not overshoot R143 VTZ)
intercept R072 VTZ to DUKKE
climb 6000

GS	120	140	160
D7.7 VTZ	640	740	850
-MAPt	NA	NA	NA



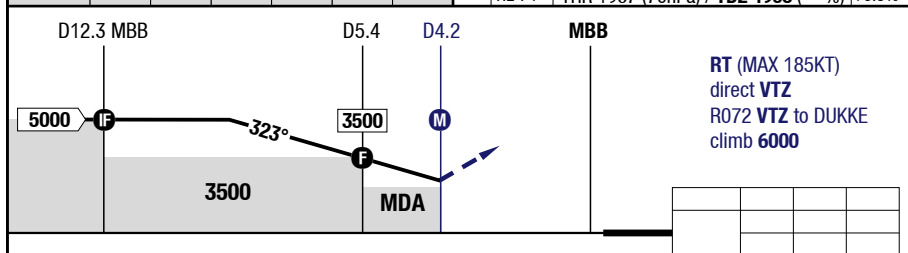
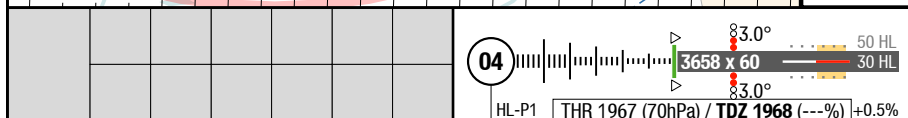
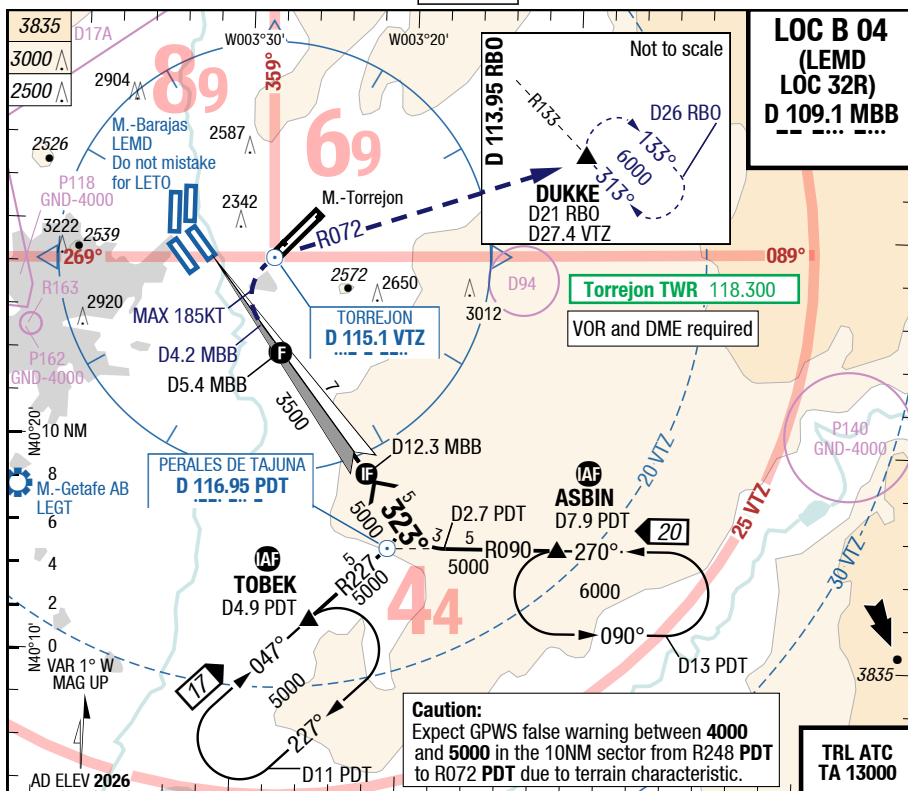
22	VOR DME	VOR DME				Circling
		APL U/S				
C	ft - m/km ft	440 - 1.2V 2460				1360 - 4.8V 3380
D	ft - m/km ft	440 - 1.6V 2460	440 - 2.4V 2460			1460 - 4.8V 3480

LOC A 04

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7-40

LOC B 04

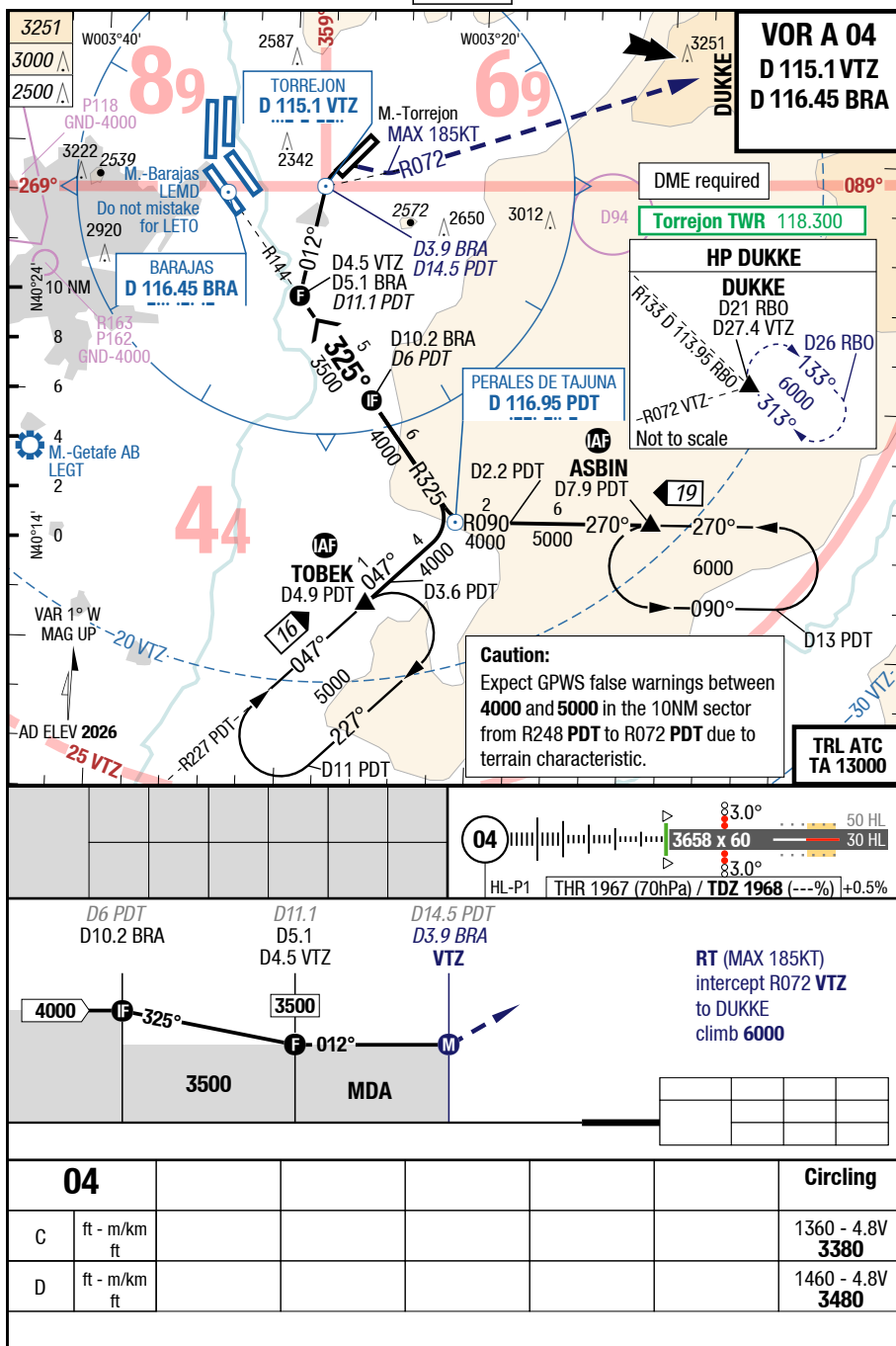


04							Circling
C	ft - m/km ft						1460 - 9.3V 3480
D	ft - m/km ft						1460 - 9.3V 3480

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7-50

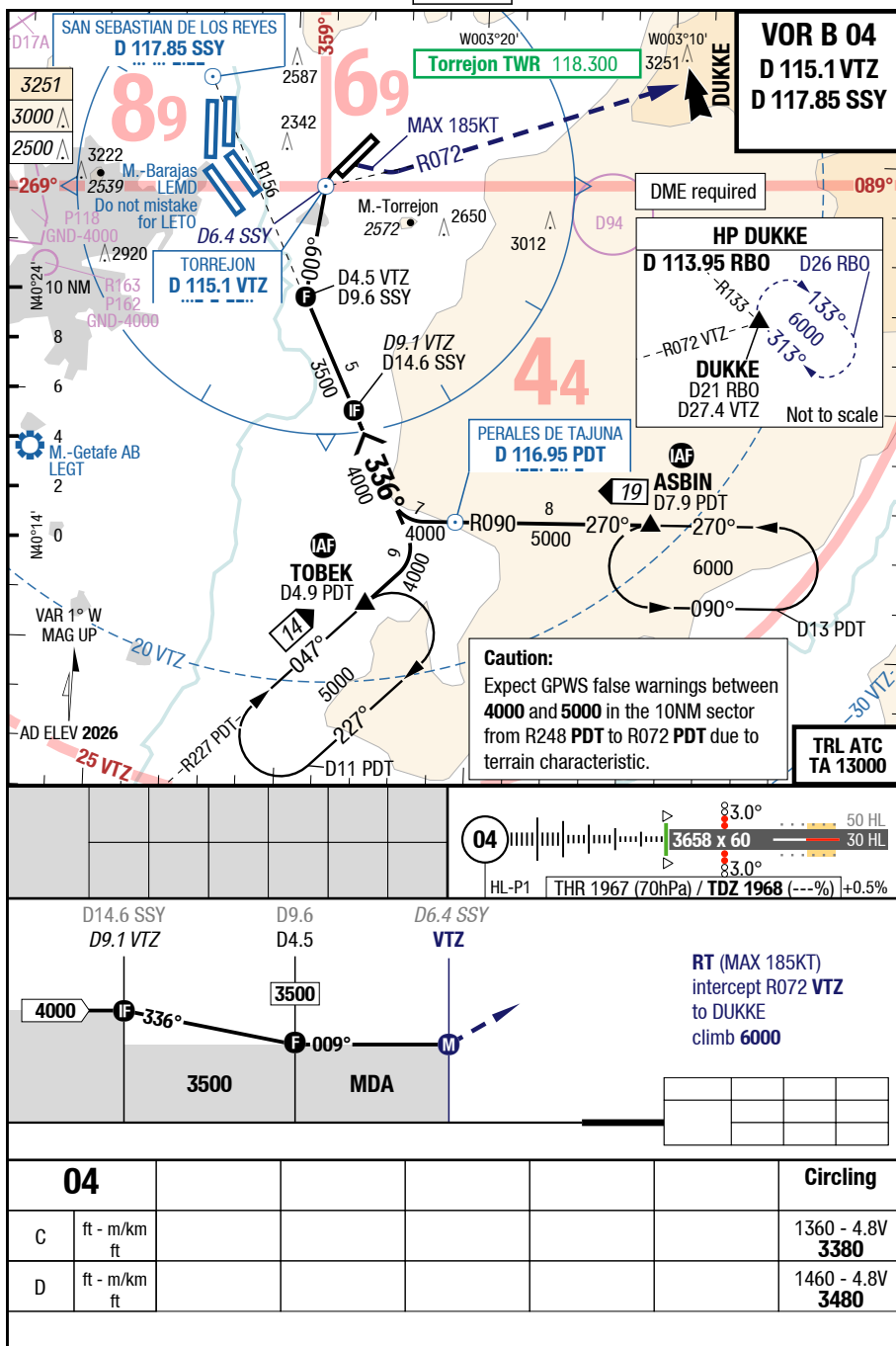
VOR A 04



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7-60

VOR B 04



08-JUN-2017

Spain **Madrid** Torrejon

IAC

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7-70

WxMinima Overflow

22		Cat 1 DME GA 3.0% APL U/S ¹⁾	Cat 1 DME GA 2.5% ₂₎	LOC DME	LOC DME APL U/S		
C	ft - m/km ft	320 - 1.6V 2350	390 - 1.2V 2410	440 - 1.2V 2460			
D	ft - m/km ft	330 - 1.6V 2360	400 - 1.2V 2430	440 - 1.6V 2460	440 - 2.4V 2460		

1) With EVS VIS 1.1km

2) With EVS VIS 800m

Changes: MIN

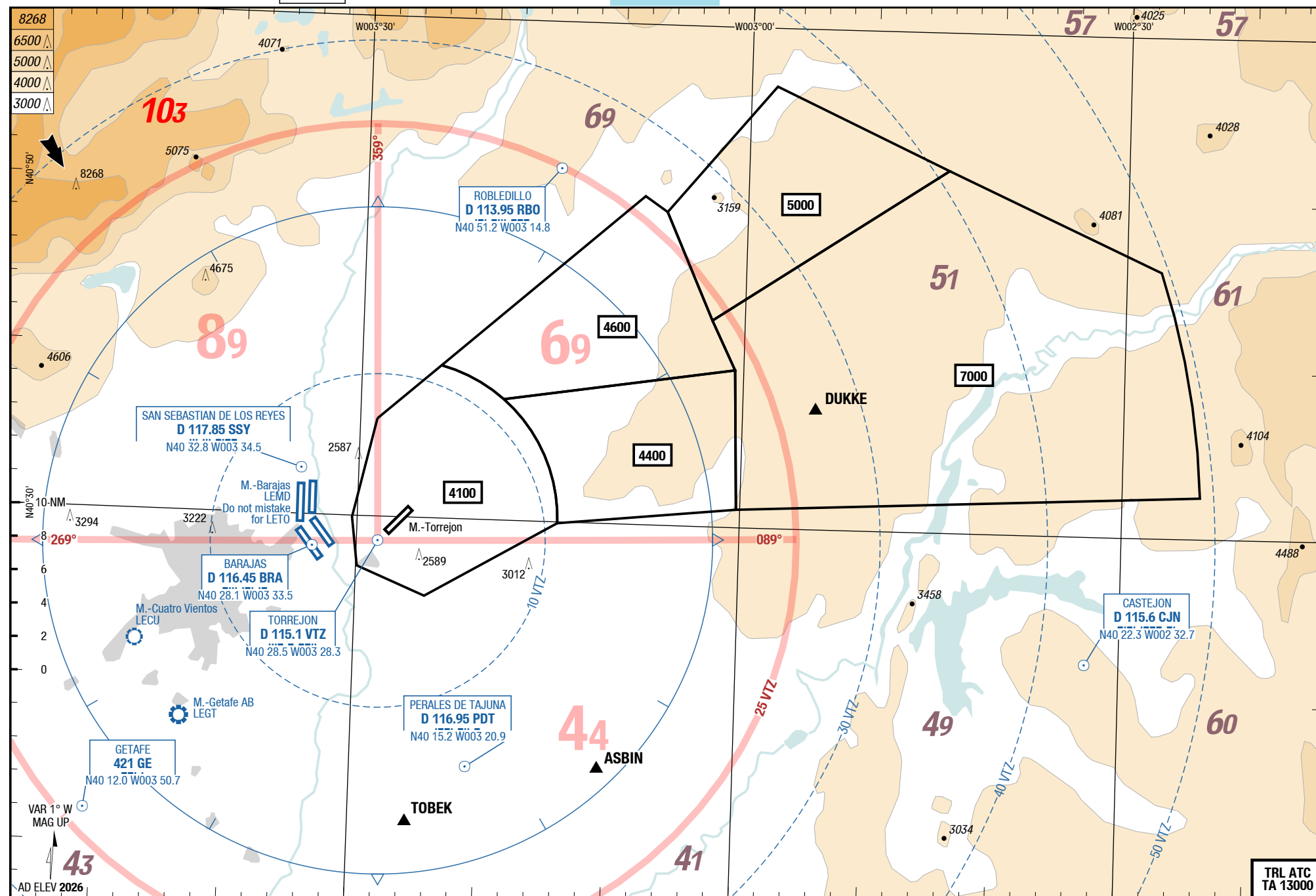
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MRC

MRC

MRC

NIL
MRC



Changes: RADAR SECT, VAR, OBST

TRL ATC
TA 13000

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