

LEMD/MAD
BARAJAS

JEPPESEN
6 JUL 07 10-1P

MADRID, SPAIN
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS Arrival 118.25
ATIS Departure 130.85

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

Madrid APT is not available to ACFT without radio communication and to General Aviation and Business ACFT (except cargo) with a MTOW less than 50000 kgs and a capacity less than 70 passengers between 0700-2300LT.
Affected ACFT requiring the use of APT during these times, will assume the possible delays, as jets will always have priority.
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

1.2.2.1. NORTH CONFIGURATION

In normal operation conditions when the tail wind component is not higher than 10 KT (RWY surface is dry or wet with braking action good):
- Between 0700-2300LT RWYs 36L/R will be used for take-off and RWYs 33L/R for landing.
- Between 2300-0700LT RWY 36L will be used for take-off and RWY 33R for landing.
RWYs 15L/R will not be authorized for take-off.

1.2.2.2. SOUTH CONFIGURATION

In normal operation conditions (RWY surface is dry or wet with braking action good):
- Between 0700-2300LT RWYs 15L/R will be used for take-off and RWYs 18L/R for landing.
- Between 2300-0700LT RWY 15L will be used for take-off and RWY 18L for landing.
RWYs 33L/R will not be authorized for take-off.

1.2.3. RUN-UP TESTS

Run-up tests higher than idle regime are allowed H24 at qualified motor test areas.
Procedures of preferential taxiing to motor test area:
- entry in both configurations via MZ
- exit in both configurations via AZ.
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 humanitarian aid or in consequence of operational alterarions like meteorological conditions, industrial actions and other exceptional occurrences.

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

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1.2.4.2. 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 80 thru 162:

- between 2300-0700LT use of APU is not allowed.

Stands 1 thru 49, 163 thru 175 and T36 thru T41:

- between 2300-0700LT the use of APU is forbidden except 10 minutes after on-block time and 10 minutes before off-block time; however, wide fuselage ACFT are permitted to use APU 50 minutes before departure and 15 minutes after arrival.

1.2.5.2. ACFT WITH NIGHT RESTRICTIONS FOR THE USE OF APU

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

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3. DEPARTURE

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

3.2.1. 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 - parking stand
- ACFT type and series - ATIS message received

Clearance will be issued as soon as requested. When delays are expected to exceed
15 minutes, 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 minutes. 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, that normally require the use of push-back,
except for express clearance of the APT authority.

Contact BARAJAS Ground for towed push back and taxi clearance. ACFT must be
ready for towed push-back or taxiing within next 5 minutes to the approved start-up
time, otherwise contact ATC.

Long push-back from stand 73 to TWY C3.

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

3.2.2. PUSH-BACK DIRECTIONS

STANDS	PUSH-BACK WITH NOSE TO	STANDS	PUSH-BACK WITH NOSE TO
31 thru 34	SW	330 thru 334	N
35	SE	336 thru 370	S
36	NE	372A thru 378	N
37	N	380 thru 394	S
44, 45	N	500 thru 538	S
70, 71	NE	540 thru 586	N
72	SW	T1 thru T8	SW
73, 74	NW	T9 thru T13	S
99 thru 109	SE	T14 thru T16	N
122 thru 135	SE	T17, T18	S
145 thru 162	NE	T19 thru T21	SE
163, 165	W	T22 thru T25	NW
173	W	T26, T27	N
175	S	T28 thru T30	NW
300 thru 312	N	T31 thru T35	N
320 thru 328	W	T36 thru T41	E

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3. DEPARTURE

3.2.3. STANDARD TAXI ROUTES

3.2.3.1. NORTH CONFIGURATION

TO RWY 33L from:	
R-7:	E3 to E4
Stands 201, 202, 204, 206, 207, 209, 211, 214 and 218: Direct to E2 to E3 to E4.	
In R-6 and R-5 or ACFT which are on stands 134 thru 162 and need push-back to leave will head Southwest to use TWY A to enter TWY M by first possible intersection.	
R-6:	C1 or C3 to TWY M1 until M7 to A7 to E1 until E4.
Stands 86 thru 89: I6 to C5 to M5 to M6 to M7 to A7 to E1 until E4.	
R-5:	C3 or C5 to TWY M3 until M7 to A7 to E1 until E4.
Stands 69, 73 and 74: I6 to C5 to M5 to M6 to M7 to A7 to E1 until E4.	
R-4:	I7 to C5 to M5 to M6 to M7 to A7 to E1 until E4 or C6 to M6 to M7 to A7 to E1 until E4.
Stand 45: M7 to A7 to E1 until E4. Stand 167: E0 to A5 to C6 to M6 to M7 to A7 to E1 until E4. Stand 169: E2 until E4. Stand 171: (Noseing Southeast) E1 until E4. Stand 173: F2 to A7 to E1 until E4. Stand 175: F1 to A7 to E1 until E4.	
R-3:	I8 to M7 to A7 to E1 until E4 or I7 to C5 to M5 to M6 to M7 to A7 to E1 until E4.
Stands 22 thru 27: M8 to G2 to A8 to A7 to E1 until E4.	
R-2:	I8 or I9 to G2 to A8 to A7 to E1 until E4.
Stands 20 and 21: M8 to G2 to A8 to A7 to E1 until E4.	
R-1:	I9, I10 or I12 to Gate 5 to G5 to A10 until A7 to E1 until E4.
R-0:	Gate 5 to G5 to A10 until A7 to E1 until E4.

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TO RWY 36L from:	
Terminal 1, 2 or 3	
R-7:	E3 to F4 to F3 to F2 to G1 to M8 until M17 to R5 or R6 or R7 to R8 to Z2.
Stands 201, 202, 204, 206, 207, 209, 211, 214 and 218: Direct to E2 to F4 to F3 to F2 to G1 to M8 until M17 to R5 or R6 or R7 to R8 to Z2.	
R-6 thru R3:	The same route as for RWY 33L until TWY M7 to M8 until M17 to R5 or R6 or R7 to R8 to Z2.
Stands 22 thru 27: Direct to M8 until M17 to R5 or R6 or R7 to R8 to Z2. Stand 45: Left direct to M7 until M17 to R5 or R6 or R7 to R8 to Z2. Stand 167: E0 to A5 to C6 to M6 to M7 until M17 to R5 or R6 or R7 to R8 to Z2. Stand 169: E1 to A7 to G1 to M8 until M17 to R5 or R6 or R7 to R8 to Z2. Stands 171 and 173: F2 to G1 to M8 until M17 to R5 or R6 or R7 to R8 to Z2. Stand 175: F1 to A8 to G1 to M8 until M17 to R5 or R6 or R7 to R8 to Z2.	
R-2:	I8 or I9 to G2 to M9 until M17 to R5 or R6 or R7 to R8 to Z2.
Stands 20 and 21: Direct to M8 until M17 to R5 or R6 or R7 to R8 to Z2.	
R-1:	I9, I10 or I12 to G5 to M11 until M17 to R5 or R6 or R7 to R8 to Z2.
R-0:	I11 to G5 to M11 until M17 to R5, R6 or R7 to R8 to Z2.
Terminal 4	
<u>Standard route:</u> W4 until W2 to AZ6 until AZ4 to R1 to R8 to Z4 or W4 until W2 to W1 to ZW2 to ZW1 to R1 to Z4.	
R-10:	Stands 380 thru 394: J16 to J15 to D2 until D4 to D5 to W4, then standard route. Stands 364 thru 378: D3 until D5 to W4, then standard route. Stands 444 thru 448: D2 to D3 until D5 to W4, then standard route.
R-11:	Stands 342 thru 362: D14 to D4 or D13 to D3 until D5 to W4, then standard route. Stands 430 thru 442: D3 until D5 to W4, then standard route.
R-12:	Stands 300 thru 329: W6 to WN1 to WN2 to WN3 to W4, then standard route. Stands 330 thru 340: D14 to D4 to D5 to W4, then standard route. Stands 420 thru 428: D4 to D5 to W4, then standard route.
R-13:	Stands 400 thru 419: WN2 to WN3 to W4, then standard route.

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TO RWY 36L from:	
Terminal 4S	
R-20:	Stands 582 thru 586: Gate 11 to G11 to Z1. Stands 568 thru 580: EB2 to EB6 to EB7 to N10 to N9 to N6 until N4 to BN1 to Z3 or EB2 to EB6 to EB7 to N10 to N9 to N6 until N3 to G11 to Z1. Stands 620 thru 628: EC2 to EC6 to EC7 to N11 until N9 to N6 until N4 to BN1 to Z3 or EC2 to EC6 to EC7 to N11 until N9 to N6 until N3 to G11 to Z1.
R-21:	Stands 556 thru 566: EB2 to EB to EB7 to N10 until N4 to BN1 to Z3 or EB2 to EB to EB7 to N10 until N3 to G11 to Z1. Stands 608 thru 618: EC2 to EC6 to EC7 to N11 until N4 to BN1 to Z3 or EC2 to EC6 to EC7 to N11 until N3 to G11 to Z1.
R-22:	Stands 540 thru 554: EB6 to EB7 to N10 until N4 to BN1 to Z3 or EB6 to EB7 to N10 until N3 to G11 to Z1. Stands 600 thru 606: EC6 to EC7 to N11 until N4 to BN1 to Z3 or EC6 to EC7 to N11 until N3 to G11 to Z1.
R-23:	Stands 500 thru 536: EA6 to EA5 to Gate 12 to N4 to BN1 to Z3 or EA6 to EA5 to Gate 12 to N3 to G11 to Z1. Stand 538: EA6 to N9 until N4 to BN1 to Z3 or EA6 to N9 until N3 to G11 to Z1.
TO RWY 36R from:	
Terminal 1, 2 or 3	
The same route as for RWY 36L until M17, then to M18 until M31 to NY13 to Y1 or M18 until M32 to N13 to Y2 or M18 until M33 to B13 to Y3.	
Terminal 4	
<u>Standard route:</u> S3 to M15 until M31 to NY13 to Y1 or S3 to M15 until M32 to N13 to Y2 or S3 to M15 until M33 to B13 to Y3.	
R-10:	Stands 380 thru 394: J16 to J15 to D1 to D2, then standard route. Stands 364 thru 378: D2 to S4, then standard route. Stands 444 and 446: D3 to R4 to X3 to S3, then standard route. Stand 448: D2 to S4, then standard route.
R-11:	Stands 342 thru 362: D13 to D14, then standard route. Stands 430 and 432: D4 to D5 to W4 to X4 to X3 to S3, then standard route. Stands 434 thru 442: D3 to R4 to X3 to S3, then standard route.
R-12:	Stands 300 thru 312: W6 to WN1 to WN2 to WN3 to W4 to X5 until X3 to S3, then standard route. Stands 320 thru 329: W5 to WN1 to WN2 to WN3 to W4 to X5 until X3 to S3, then standard route. Stands 330 thru 340: D14 to D13 to S4 to S3, then standard route. Stands 420 thru 428: D4 to D5 to W4 to X5 to X3 to S3, then standard route.
R-13:	Stands 400 thru 419: WN2 to WN3 to W4 to X5 to X4 to X3 to S3, then standard route.

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TO RWY 36R from:	
Terminal 4S	
R-20:	Stands 582 thru 586: Gate 11 to G11 to B3 until B13 to Y3 or Gate 11 to G11 to B3 until EC8 to N12 to N13 to Y2 or Gate 11 to G11 to B3 until EC8 to EC7 to NY12 to NY13 to Y1 or Gate 11 to G11 to B3 until EC9 to BY12 to M34 to B13 to Y3. Stands 568 thru 580: EB2 to EC2 to EC6 to NY12 to NY13 to Y1. Stands 620 thru 628: EC2 to EC6 to NY12 to NY13 to Y1.
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.
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.
R-23:	Stands 500 thru 536: EA6 to EA5 to Gate 12 to G12 to B5 until B13 to Y3 or EA6 to EA5 to Gate 12 to G12 to B5 until EC8 to N12 to N13 to Y2 or EA6 to EA5 to Gate 12 to G12 to B5 until EC8 to EC7 to NY12 to NY13 to Y1 or EA6 to EA5 to Gate 12 to G12 to B5 until EC9 to BY12 to M34 to B13 to Y3. Stand 538: EA6 to N9 to BN2 to B7 until B13 to Y3 or EA6 to N9 to BN2 to B7 until EC8 to N12 to N13 to Y2 or EA6 to N9 to BN2 to B7 until EC8 to EC7 to NY12 to NY13 to Y1 or EA6 to N9 to BN2 to B7 until EC9 to BY12 to M34 to B13 to Y3.

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3.2.3.2.SOUTH CONFIGURATION

TO RWY 15L from:	
Terminal 1, 2 or 3	
The same routes as for RWY 15R 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	
R-10:	Stands 364 thru 370: D13 to S4 to S3 to S2 to A17 until A28 to A29 to K1 to holding point or D13 to S4 to S3 to S2 to A17 until A28 to KB2 to K2 or K3 to holding point. Stands 372 thru 378: D2 to S4 to S3 to S2 to A17 until A28 to A29 to K1 to holding point or D2 to S4 to S3 to S2 to A17 until A28 to KB2 to K2 or K3 to holding point. Stands 380 thru 394: J16 to J15 to D2 to S4 to S3 to S2 to A17 until A28 to A29 to K1 to holding point or J16 to J15 to D2 to S4 to S3 to S2 to A17 until A28 to KB2 to K2 or K3 to holding point. Stands 444 and 446: D3 to R4 to X3 to S3 to S2 to A17 until A28 to A29 to K1 to holding point or D3 to R4 to X3 to S3 to S2 to A17 until A28 to KB2 to K2 or K3 to holding point. Stand 448: D2 to S4 to S3 to S2 to A17 until A28 to A29 to K1 to holding point or D2 to S4 to S3 to S2 to A17 until A28 to KB2 to K2 or K3 to holding point.
R-11:	Stands 342 thru 362: D13 to S4 to S3 to S2 to A17 until A28 to A29 to K1 to holding point or D13 to S4 to S3 to S2 to A17 until A28 to KB2 to K2 or K3 to holding point. Stands 430 and 432: D4 to D5 to W4 to X5 to X4 to X3 to S3 to S2 to A17 until A28 to A29 to K1 to holding point or D4 to D5 to W4 to X5 to X4 to X3 to S3 to S2 to A17 until A28 to KB2 to K2 or K3 to holding point. Stands 434 thru 442: D3 to R4 to X3 to S3 to S2 to A17 until A28 to A29 to K1 to holding point or D3 to R4 to X3 to S3 to S2 to A17 until A28 to KB2 to K2 or K3 to holding point.

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TO RWY 15L from:	
Terminal 4	
R-12:	Stands 300 thru 312: W6 to WN1 until WN3 to W4 to X5 to X4 to X3 to S3 to S2 to A17 until A28 to A29 to K1 to holding point or W6 to WN1 to WN3 to W4 to X5 to X4 to X3 to S3 to S2 to A17 until A28 to KB2 to K2 or K3 to holding point. Stands 320 thru 329: W5 to WN1 until WN3 to W4 to X5 to X4 to X3 to S3 to S2 to A17 until A28 to A29 to K1 to holding point or W5 to WN1 until WN3 to W4 to X5 to X4 to X3 to S3 to S2 to A17 until A28 to KB2 to K2 or K3 to holding point. Stands 330 thru 340: DI4 to DI3 to S4 to S3 to S2 to A17 until A28 to A29 to K1 to holding point or DI4 to DI3 to S4 to S3 to S2 to A17 until A28 to KB2 to K2 or K3 to holding point. Stands 420 thru 428: D4 to D5 to W4 to X5 to X4 to X3 to S3 to S2 to A17 until A28 to A29 to K1 to holding point or D4 to D5 to W4 to X5 to X4 to X3 to S3 to S2 to A17 until A28 to KB2 to K2 or K3 to holding point.
R-13:	Stands 400 thru 419: WN2 to WN3 to W4 to X5 to X4 to X3 to S3 to S2 to A17 until A28 to A29 to K1 to holding point or WN2 to WN3 to W4 to X5 to X4 to X3 to S3 to S2 to A17 until A28 to KB2 to K2 or K3 to holding point.
Terminal 4S	
R-20:	Stands 568 thru 580: EB2 to EC2 to Gate 14 to KA1 to K1 to holding point. Stands 582 thru 586: Gate 11 to G11 to B3 until B12 to M33 to M30 to KA1 to K1 to holding point. Stands 620 thru 628: EC2 to Gate 14 to KA1 to K1 to holding point.
R-21:	Stands 556 thru 560: EB6 to EC6 to NY12 to M31 to M30 to KA1 to K1 to holding point. Stands 562 thru 566: EB2 to EC2 to Gate 14 to KA1 to K1 to holding point. Stands 608 thru 610: EC6 to NY12 to M31 to M30 to KA1 to K1 to holding point. Stands 612 thru 618: EC2 to Gate 14 to KA1 to K1 to holding point.
R-22:	Stands 540 thru 554: EB6 to EC6 to NY12 to M31 to M30 to KA1 to K1 to holding point. Stands 600 thru 608: EC6 to NY12 to M31 to M30 to KA1 to K1 to holding point.
R-23:	Stands 500 thru 536: EA6 to EA5 to Gate 12 to B5 until B12 to M33 until M30 to KA1 to K1 to holding point. Stand 538: EA6 to EA7 to B10 until B12 to M33 until M30 to KA1 to K1 to holding point.

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To RWY 15R from:	
Terminal 1, 2 or 3	
R-7:	E3 to F4 to F3 to F2 to A8 until A12 to holding point 15A/B.
Stands 201, 202, 204, 206, 207, 209, 211, 214 and 218: Direct to E2 to F4 to F3 to F2 to A8 until A12 to holding point 15 A/B.	
In R-6 and R-5 or ACFT which need push-back to leave stands 134 and 135 will head Southeast and on stands 146 thru 162 will head Northeast to use TWY A directly.	
R-6:	C1 or C3 to A1 until A12 to holding point 15A/B.
Stands 86 thru 89: I6 to C5 to A5 until A12 to holding point 15A/B.	
R-5:	C3 or C5 to A3 until A12 to holding point 15A/B.
Stands 69, 73 and 74: I6 to C5 to A5 until A12 to holding point 15A/B.	
R-4:	Stands 30 thru 37: I7 to C5 to A5 until A12 to holding point 15A/B. Stands 40 thru 45: M6 to C6 to A5 until A12 to holding point 15A/B. Stand 167: E0 to A6 until A12 to holding point 15 A/B. Stand 169: E1 to A7 until A12 to holding point 15 A/B. Stands 171 and 173: F2 to A8 until A12 to holding point 15 A/B. Stand 175: F1 to A8 until A12 to holding point 15 A/B.
R-3:	I8 to G1 to A8 until A12 to holding point 15A/B.
Stands 22 thru 27: M8 to A8 until A12 to holding point 15A/B.	
R-2:	I8 or I9 to G2 to A9 until A12 to holding point 15A/B.
Stands 20 and 21: M8 to A8 until A12 to holding point 15A/B.	
R-1:	I9 to I10 or I12 to G5 to A11 to A12 to holding point 15A/B.
R-0:	G5 to A11 to A12 to holding point 15A/B.
Terminal 4	
R-10:	Stands 364 thru 370: DI3 to D3 to R4 to R3 to R2 to R8 to R5 to MC to holding point 15C. Stands 372A thru 378: D1 until D3 to R4 to R3 to R2 to R8 to R5 to MC to holding point 15C. Stands 380 thru 394: JI6 to JI5 to D1 until D3 to R4 to R3 to R2 to R8 to R5 to MC to holding point 15C. Stands 444 thru 448: D2 to D3 or D14 to R4 to R3 to R2 to R8 to R5 to MC to holding point 15C.

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To RWY 15R from:	
Terminal 4	
R-11:	Stands 342 thru 362: D13 to D3 or D14 to R4 to R3 to R2 to R8 to R5 to MC to holding point 15C. Stands 430 and 432: D4 to D5 to W4 to X5 to X4 to R3 to R2 to R8 to R5 to MC to holding point 15C. Stands 434 thru 446: D3 to R4 to R3 to R2 to R8 to R5 to MC to holding point 15C.
R-12:	Stands 300 thru 312: W6 to WN1 to WN2 to WN3 to W4 to X5 to X4 to R3 to R2 to R8 to R5 to MC to holding point 15C. Stands 320 thru 329: W5 to WN1 to WN2 to WN3 to W4 to X5 to X4 to R3 to R2 to R8 to R5 to MC to holding point 15C. Stands 330 thru 340: D14 to R4 to R3 to R2 to R8 to R5 to MC to holding point 15C. Stands 420 thru 428: D4 to D5 to W4 to X5 to X4 to R3 to R2 to R8 to R5 to MC to holding point 15C.
R-13:	Stands 400 thru 419: WN2 to WN3 to W4 to X5 to X4 to R3 to R2 to R8 to R5 to MC to holding point 15C.
Terminal 4S	
R-20:	Stands 568 thru 580: EB2 to EB6 to EB7 to N10 until N2 to M21 to B1 to MG to holding point 15H. Stands 582 thru 586: Gate 11 to N2 to M21 to B1 to MG to holding point 15H. Stands 620 thru 628: EC2 to EB2 to EB6 to EB7 to N10 until N2 to M21 to B1 to MG to holding point 15H.
R-21:	Stands 556 thru 566: EB2 to EB6 to EB7 to N10 until N2 to M21 to B1 to MG to holding point 15H. Stands 610 thru 618: EC2 to EB2 to EB6 to EB7 to N10 until N2 to M21 to B1 to MG to holding point 15H.
R-22:	Stands 540 thru 554: EB6 to EB7 to N10 until N2 to M21 to B1 to MG to holding point 15H. Stands 600 thru 606: EC6 to EB6 to EB7 to N10 until N2 to M21 to B1 to MG to holding point 15H.
R-23:	Stands 500 thru 536: EA6 to EA5 to Gate 12 to N4 until N2 to M21 to B1 to MG to holding point 15H. Stand 538: N9 until N2 to M21 to B1 to MG to holding point 15H.

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3. DEPARTURE

3.2.4. COMMUNICATION FAILURE

ACFT will continue with extreme caution on the assigned route to the clearance limit and wait for a FOLLOW-ME vehicle which will guide the ACFT to the designated holding position or parking stand.

3.3. SPEED RESTRICTIONS

MAX 250 KT below 10000'.

3.4. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4 & 10-4A.

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 BARD1 1L, CCS 1L, NVS 2D, SIE 6E, VTB 1E, ZMR 1AE, 1N, 1X are mandatory for ACFT included in the list shown below.
ACFT not included in the list are allowed to use SIDs BARD1 1E, CCS 1E, NVS 2A, SIE 2A, 1L, VTB 1D, ZMR 1AD, 1L, 1Y.

ACFT LIST

AN72, A124, A340-600, B721, B722, B731, B732, B747, DC8, DC10, H25A, IL62, L101, MD11, SBR1, T134, YK42.

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

South configuration

RWY 15L/R: Usable for take-off between 0700-2300LT, following the initial segments of all published SIDs. Between 2300-0700LT RWY 15L will be used following the initial segments of all published SIDs.

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

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

3.5. RWY OPERATIONS

MINIMUM RWY OCCUPANCY TIME

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

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1. GENERAL

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

Low Visibility Procedure will be in force when:

- Manoeuvring area - RVR (or VIS if RVR is out) is 600m or below.
- Ceiling is 250' or below.
- Rapid deterioration in weather conditions recommends so.
- Apron - RVR (or VIS if RVR out) is 400m or below.

Pilots will be informed when Low Visibility Procedures are in use by ATIS.

Low Visibility Procedure will be cancelled when:

- Manoeuvring area - RVR (or VIS if RVR is out) is higher than 800m.
- Ceiling is 300'.
- The improvement tendency of meteorological conditions is strong.
- Apron - VIS is higher than 400m.

1.3.2. GROUND MOVEMENT

At South apron (T123) TWY I11 and Gate 6 at Ramp 0 will be closed.

In case of any doubt about the position of the ACFT or in case of difficulties, stop, notify ATC and request "FOLLOW ME" assistance.

1.3.3. ARRIVAL

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

LANDING RWY	EXIT
18L	Y5, Y4, Y3
18R	Z10, Z8, Z7
33L	L7, L5, L4, L3, L2
33R	K5, K4, K3

After leaving the RWY pilots shall report:

- Sensitive area vacated
- TWY used (when SMR out of service, or by ATC requirement)

After landing on RWY 18L/R or 33L/R follow appropriate TWY centerline lights until clear of Sensitive area and await instructions from BARAJAS Ground or STOP if lacking instructions.

1.3.4. 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.

1.4. TAXI PROCEDURES

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

1.5. PARKING INFORMATION

Stands 70 thru 74 and T1 thru T35 equipped with docking guidance system.

Stands 31 thru 33, 35 thru 37, 44, 45, 70 thru 74, 99 thru 109, 122 thru 135, 145 thru 165, 173, 175, 300 thru 328, 330 thru 394, 500 thru 586 and T1 thru T41 exit by towing.

T41: Caution in push-back manoeuvre due to closeness of antiblast barrier.

1.6. OTHER INFORMATION

WAKE VORTEX CATEGORIES

Due to unusual wake vortex characteristics, B757 is categorized as heavy when followed by a medium or light, but as medium when it follows a heavy. ACFT unable to accept minimum wake vortex separation will advise ATC as soon as possible on transfer to departure frequency but before line-up clearance is issued. Pilots accepting line-up clearance without declaring the need for additional vortex separation will be assumed to have accepted the standard wake vortex minima.

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2. ARRIVAL

2.1. SPEED RESTRICTIONS

- MAX 250 KT at SLP 1.
 - MAX 220 KT at SLP 2 (when leaving clearance limit).
 - ATC will request speed reduction to 170/180 KT when starting the turn to intercept ILS/LOC.
 - MAX 160 KT when crossing D4.0 ILS DME.
- ACFT unable to conform to these limitations should notify to ATC.

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. 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.

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.

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 33L/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 RWY (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:

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2. ARRIVAL

NORTH CONFIGURATION

RWY	Rapid exit	ACFT	Dist from THR ft (m)	TWY
33L	L7	all	5446' (1660m)	A10
33L	L5	all	6594' (2010m)	A11
33L	L4	all	6594' (2010m)	LA2, LA4
33L	L2	all	6988' (2130m)	L4
33L	L3	all	8251' (2515m)	A12
33R	K5	all	5906' (1800m)	KA4
33R	K4	all	7874' (2400m)	KA3 or KC3, KC2

SOUTH CONFIGURATION

RWY	Rapid exit	ACFT	Dist from THR ft (m)	TWY
18L	Y5	all	5906' (1800m)	AY
18L	Y4	all	7874' (2400m)	AY
18R	Z10	all	6319' (1926m)	ZW3, W-1
18R	Z8	all	7717' (2352m)	W-1
18R	Z7	all	7717' (2352m)	B

2.5. TAXI PROCEDURES

2.5.1. STANDARD TAXI ROUTES

2.5.1.1. NORTH CONFIGURATION

From RWY 33L to:	
Terminal 1, 2 or 3	
R-7:	L7, L5, L3, L1 or LEFT RWY end to TWY A to E1 to E2 to E3 to C7.
R-6:	L7, L5, L3, L1 or LEFT RWY end to TWY A to C1 or C2.
R-5:	L7, L5, L3, L1 or LEFT RWY end to TWY A to C4.
R-4:	L7, L5, L3, L1 or LEFT RWY end to TWY A until A6 direct to stands 40 thru 43. L7, L5, L3, L1 or LEFT RWY end to TWY A until A5 to C6 to M6 direct to stands 44 and 45. L7, L5, L3, L1 or LEFT RWY end to TWY A to G1 to Gate 1 to I7 to C5 to stands 30 thru 37. L7, L5, L3, L1 or LEFT RWY end to TWY A to A6 direct to stand 167. L7, L5, L3, L1 or LEFT RWY end to TWY A to A6 to E0 direct to stand 169. L7, L5, L3, L1 or LEFT RWY end to TWY A to A7 to E1 direct to stand 171. L7, L5, L3, L1 or LEFT RWY end to TWY A to A8 to F2 direct to stand 173. L7, L5, L3, L1 or LEFT RWY end to TWY A to A8 to F1 direct to stand 175.
R-3:	L7, L5, L3, L1 or LEFT RWY end to TWY A to G1 to Gate 1 to I 7 or I8.
Stands T1 thru T3: 0700 - 2259LT: Via A5 to A4 to C4 to I6; 2300 - 0659LT: Via I7.	
R-2:	L7, L5, L3, L1 or LEFT RWY end to TWY A until A9 to G3 to M9 direct to stands 14 thru 17. L7, L5, L3, L1 or LEFT RWY end to TWY A to A9 to Gate 3 to I8 or I9.

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2. ARRIVAL

From RWY 33L to:	
Terminal 1, 2 or 3	
R-1:	L7, L5, L3, L1 or LEFT RWY end to TWY A until A9 to G3 to M9 direct to stands 10 thru 13. L7, L5, L3, L1 or LEFT RWY end to TWY A to G4 to Gate 4 to I9 or I10 to I12.
R-0:	L7 to G5 to M10 to M11. L5 to A11 to G5 to M11. L3, L1 or LEFT RWY end to A12 to G6 to M11.
Terminal 4	
Follow ATC instructions to leave to the LEFT side of RWY. (If ACFT is to leave to the RIGHT, it will receive proper instruction from ATC, other than standard routes.) Standard route: L1, L3, L5 or L7 to TWY A, incorporate to TWY M by the first possible TWY, follow to TWY M13 to J3 to J4.	
R-10:	Stands 364 thru 370: Standard route to D1 to D2. Stands 380 thru 394: Standard route to J5 to J6. Stands 444 and 446: Standard route to D1 until D3 to R4 to X3. Stand 448: Standard route to J3 to X1 to X2.
R-11:	Stands 342 thru 362: Standard route to D1 until D4. Stands 430 and 432: Standard route to D1 until D5 to W4 to X5 to X4. Stands 434 thru 442: Standard route to D1 until D3 to R4 to X3.
R-12:	Stands 300 thru 312: Standard route to D1 until D5 to W5 to W16 Stands 320 thru 329: Standard route to D1 until D5 to W5. Stands 330 thru 340: Standard route to D1 until D4. Stands 420 thru 428: Standard route to D1 until D5 to W4 to X5 to X4.
R-13:	Stands 400 thru 411: Standard route to D1 until D5 to W5. Stands 412 thru 419: Standard route 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 LA2 to LA4 to B1 or L2 to LA4 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 530: Standard route to B2 until B5 to Gate 13 to EA5. Stands 532 thru 538: Standard route to B1 until B9 to EA7 to EA6.

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2. ARRIVAL

From RWY 33R to:	
Terminal 1, 2 or 3	
K5 to KA4 to KA3 to KB2 to TWY A or K5 to KA4 to KC3 to KC2 to TWY A or K4 to KA3 to KB2 to TWY A or K3 to KB2 to TWY A, then same route as for RWY 33L.	
Terminal 4	
Follow ATC instructions to leave RWY to TWY A. <u>Standard route:</u> K5 to KA4 to KA3 to KB2 to TWY A or K5 to KA4 to KC3 to KC2 to TWY A or K3 to KB2 to TWY A or K5 to KA4 until KA1 or K4 to KA3 until KA1 or K3 to KA2 to KA1.	
R-11 thru R13:	Follow standard route and the same route as for RWY 33L.
R-10:	Stands 364 thru 378: Standard route to H3 to H4 to D2 to D3. Stands 380 thru 394: Standard route to X1 to J4 until J6. Stand 448: Standard route to X2.
Terminal 4S	
Follow ATC instructions to leave RWY to TWY A. <u>Standard route:</u> K5 to KA4 to KA3 to KB2 to TWY A or K5 to KA4 to KC3 to KC2 to TWY A or K3 to KB2 to TWY A or K5 to KA4 until KA1 or K4 to KA3 until KA1 or K3 to KA2 to KA1.	
R-20:	Stands 568 thru 580: Standard route to A25 to EC1 to EC2. Stands 582 thru 586: Standard route to A23 to EA1 to EA2. Stands 620 thru 628: Standard route to A26 to AM1 to M27.
R-21:	Stands 556 thru 566: Standard route to G14 to EC6. Stands 562 thru 566: Standard route to A25 to EC1 to EC2. Stand 608: Standard route to M30. Stands 612 and 614: K5 to KA4 to KA3 to KB2 to KB1 to M29. Stands 616 and 618: K5 to KA4 to KC3 until KC1 to M28 or K4 to KC3 until KC1 to M28 or K3 to KB2 to A28 to KC1 to M28.
R-22:	Stands 540 thru 554: Standard route to Gate 14 to G14 to EB6. Stands 600 thru 606: Standard route to M30 to M31.

2.5.1.2. SOUTH CONFIGURATION

From RWY 18L to:	
Terminal 1, 2 or 3	
Y5 to AY to BY13 to M34 until M12 or Y4 to BY 13 to M34 until M12 or Y3 to A33 to N13 to M32 until M12 and follow the same routes as for RWY 18R.	
Terminal 4	
Follow ATC instructions. <u>Standard route:</u> Y5 to AY to BY13 to M34 until M14 or Y4 to BY13 to M34 until M14 or Y3 to A33 to N13 to M32 to M14 to H3.	

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AIRPORT BRIEFING

2. ARRIVAL

From RWY 18L to:	
Terminal 4	
R-10:	Stands 364 thru 370: Standard route to H4 to D2 to D3. Stands 380 thru 394: Standard route to X1 to J4 until J6. Stands 444 and 446: Standard route to H4 to D2 to D3 to R4 to X3. Stand 448: Standard route to H4 to D2 to S4 to X2.
R-11:	Stands 342 thru 362: Standard route to H4 to D2 until D4. Stands 430 and 432: Standard route to H4 to D2 until D5 to W4 to X5 to X4. Stands 434 thru 446: 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 W16 to W6. Stands 320 thru 329: Standard route to H4 to D2 until D5 to W5. Stands 330 thru 340: Standard route to H4 to D2 until D4. Stands 420 thru 428: Standard route to H4 to D2 until D5 to W4 to X5 to X4.
R-13:	Stands 400 thru 411: Standard route to H4 to D2 until D5 to W5. Stands 412 thru 419: Standard route to H4 to D2 until D5 to W5 to WN1 to WA
Terminal 4S	
Leave RWY. <u>Standard route:</u> Y5 to AY to BY13 to M34 to M33 or Y4 to BY13 to M34 to M33 or Y3 to A33 to N13.	
R-20:	Stands 568 thru 580: Standard route to M32 until M24 to EB2. Stands 582 thru 586: Standard route to M32 until M23 to EA2. Stands 620 thru 628: Standard route to M32 until M27.
R-21:	Stands 556 thru 566: Standard route to M32 until M24 to EB2. Stands 608 thru 610: Standard route to M32 until M30. Stands 612 thru 618: Standard route to M32 until M29.
R-22:	Stands 540 thru 554: Standard route to M32 until M24 to EB2 to EB6. Stands 600 thru 608: Standard route to M32 to M31.
R-23:	Stands 500 thru 538: Standard route to N12 until N10 to EA6 to EA5.
From RWY 18R to:	
Terminal 1, 2 or 3	
<u>Standard route:</u> Z10 to ZW3 to W1 to W2 to MZ6 until MZ3 to M15 until M12 or Z8 to W1 to W2 to MZ6 until MZ3 to M15 until M12 or Z4 to ZW1 to V1 to V2 to MZ4 to MZ3 to M15 until M12.	
R-7:	M11 until M6 to C6 to A5 to A6 to E1 until E3 to C7.
R-6:	M11 until M1 to C1 or M2 to C2.
R-5:	M11 until M4 to C4.
R-4:	M11 until M8 to Gate 1 to I7 or M11 until M6 to C6 or M11 until M6 to C6 to A5 to A6 or M11 until M6 to C6 to A5 direct to stand 167 or M11 until M6 to C6 to A5 to E0 direct to stand 169 or M11 until M6 to C6 to A5 to A6 to E1 direct to stand 171 or M11 until M8 to G1 to F2 direct to stand 173 or M11 until M8 to G1 to A8 to F1 direct to stand 175.
R-3:	M11 until M8 to Gate 1 to I7 or I8.
Stands T1 thru T3: 0700 - 2259LT: M4 to C1 to I6; 2300 - 0659LT: Gate 1 to I7.	

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2. ARRIVAL

From RWY 18R to:	
Terminal 1, 2 or 3	
R-2:	M11 until M9 direct to stands 14 thru 17 or Gate 3 to 18 or 19.
R-1:	M11 to M10 to Gate 4 to 19, I10 or I12.
Stands 10 thru 13: M9.	
R-0:	M11.
Terminal 4	
Leave RWY to the RIGHT side. Standard route: Z10 to ZW3 to W1 to W2 to MZ6 to U3 or Z8 to W1 to W2 to MZ6 to U3 or Z4 to ZW1 to V1 to AZ5 to U2 to U3.	
R-10:	Stands 364 thru 370: Standard route to U4 to DI4 to DI3. Stands 380 thru 394: Standard route to X4 until X1 to J4 until J6. Stands 444 and 446: Standard route to X4 to X3. Stand 448: Standard route to X4 until X2.
R-11:	Stands 342 thru 362: Standard route to U4 to DI4 to DI3. Stands 430 and 432: Standard route to X4. Stands 434 thru 442: Standard route to X4 to X3.
R-12:	Stands 300 thru 312: Standard route to U4 to D5 to W5 to WI6. Stands 320 thru 329: Standard route to U4 to D5 to W5. Stands 330 thru 340: Standard route to U4 to DI4. Stands 420 thru 428: Standard route to X4.
R-13:	Stands 400 thru 411: Standard route to U4 to D5 to W5. Stands 412 thru 419: Standard route to U4 to D5 to W5 to WN1 to WA
Terminal 4S	
Leave RWY to the LEFT side.	
R-20:	Stands 568 thru 580: Z7 to B6 until B12 to M33 until M24 to EB2. Stands 582 thru 586: Z7 to B6 until B12 to M33 until M23 to EA2. Stands 620 thru 628: Z7 to B6 until B12 to M33 until M27.
R-21:	Stands 562 thru 566: Z7 to B6 until B12 to M33 until M24 to EB2. Stands 608 thru 610: Z7 to B6 until B12 to M33 until M30. Stands 612 thru 618: Z7 to B6 until B12 to M33 until M29.
R-22:	Stands 540 thru 554: Z7 to B6 until B12 to M33 until M24 to EB2 to EB6. Stands 600 thru 606: Z7 to B6 until B12 to M33 until M31.
R-23:	Stands 500 thru 536: Z7 to G13 to Gate 13 to EA5. Stands 532 thru 538: Z7 to B6 until B9 to EA7 to EA6.

2.5.2. COMMUNICATION FAILURE

ACFT will hold in the first segment of the TWY in which the ILS sensitive area is vacated and wait for a FOLLOW ME vehicle which will guide the ACFT to the assigned parking stand.

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3. DEPARTURE

3.1. DE-ICING PROCEDURE

3.1.1. OPERATION ON DE-ICING AREAS

Pilots will request clearance for starting up and taxiing to the de-icing area 35 minutes before the estimated time of departure between 0500 -1000.

On this request pilots will report the complete ACFT call sign and its stand position.

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 (DEP) '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 taking-off.

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 on refer to ACFT shall be mentioned.

Pilots will request the de-icing service 60 minutes before the estimated time of departure (ETD) when the ACFT operates before 0500 and after 1000. The request shall be addressed to Iberia handling agent to one of the SITA directions: MADK11B or MADKO1B, including the following data: Company name, registration and type of ACFT, number of flight and ETD.

3.1.2. PROHIBITIONS

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

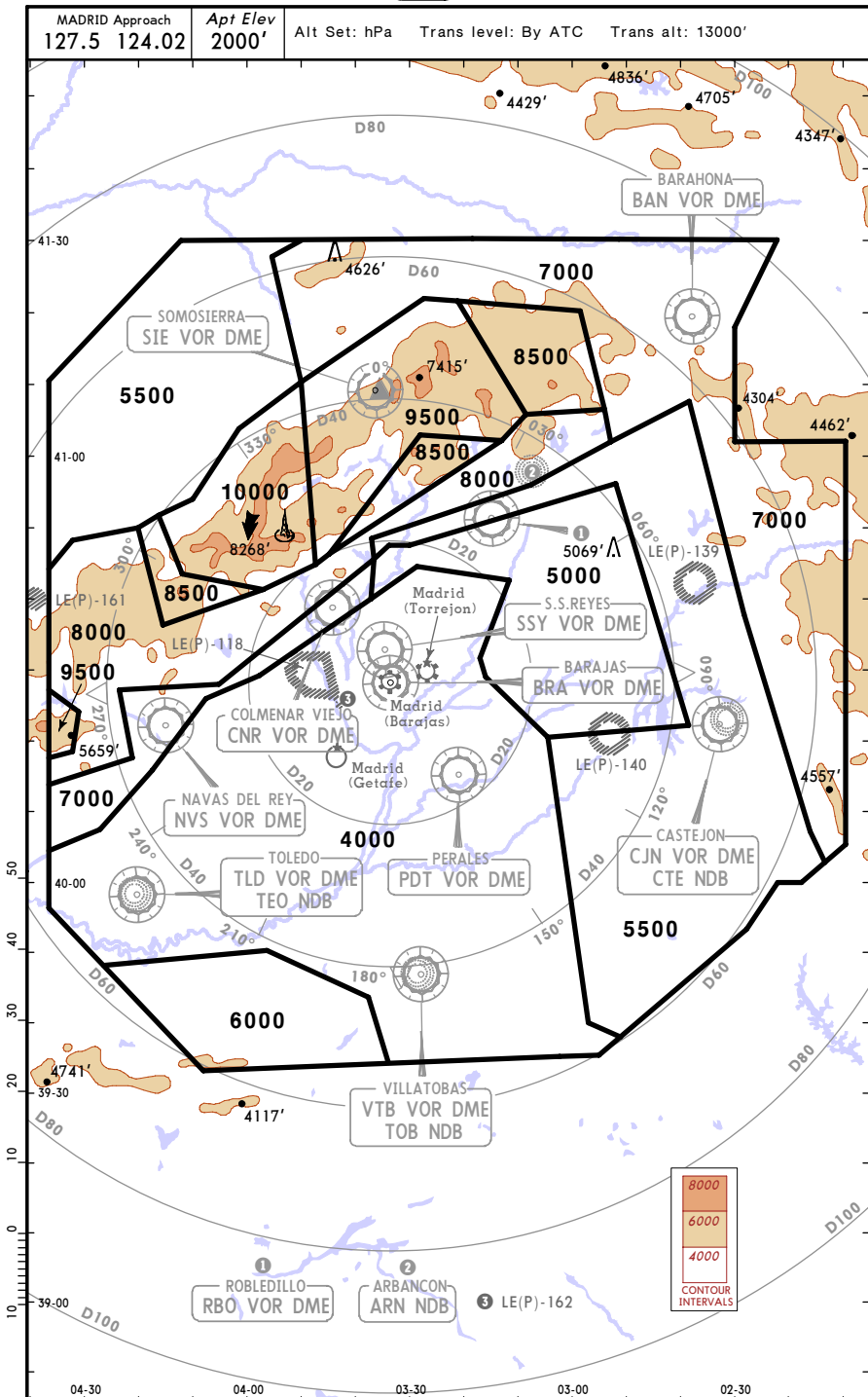
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RADAR MINIMUM ALTITUDES



CHANGES: Sectors & altitudes completely revised.

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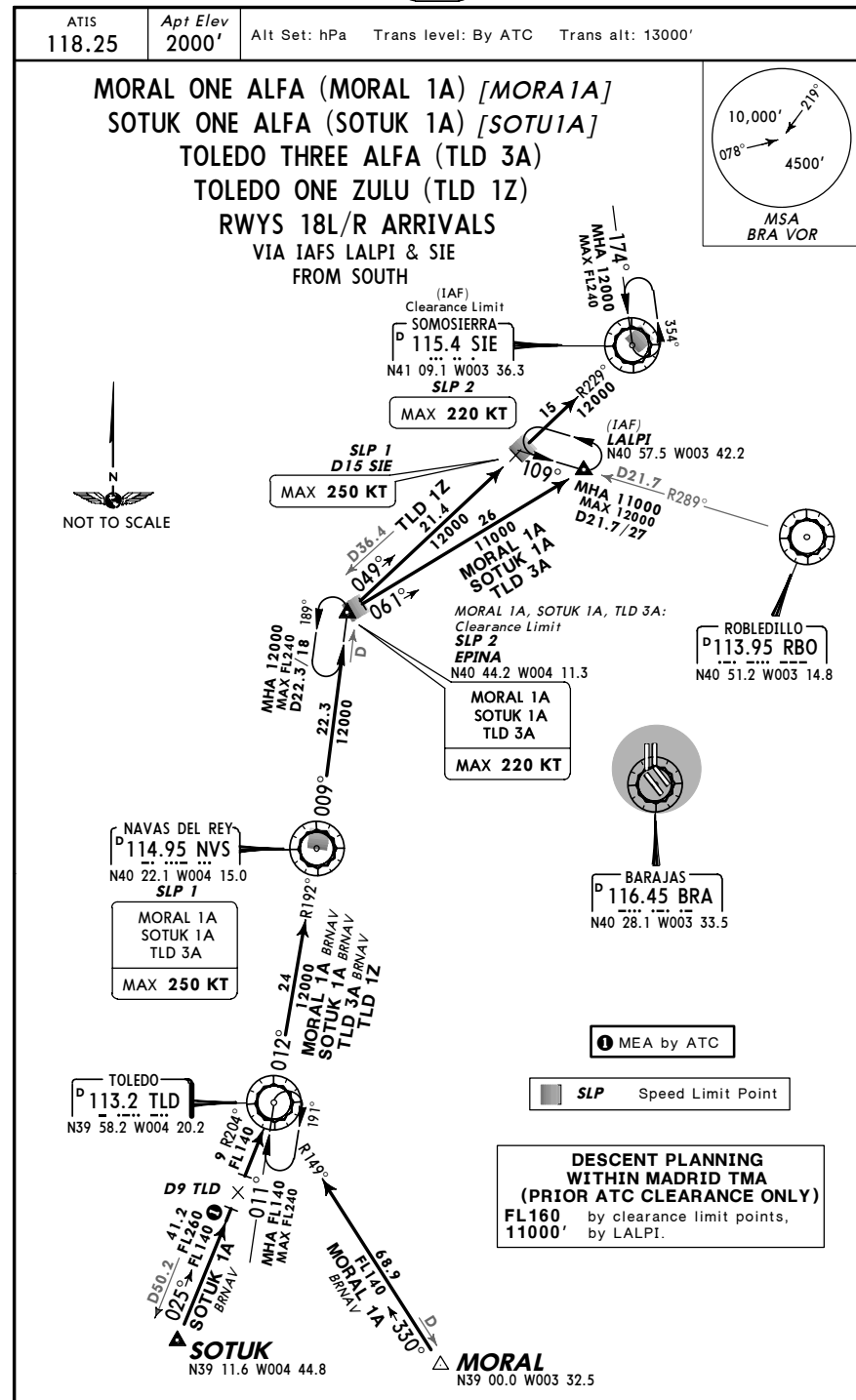
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STAR



CHANGES: SLPs renamed & established; descent planning revised.

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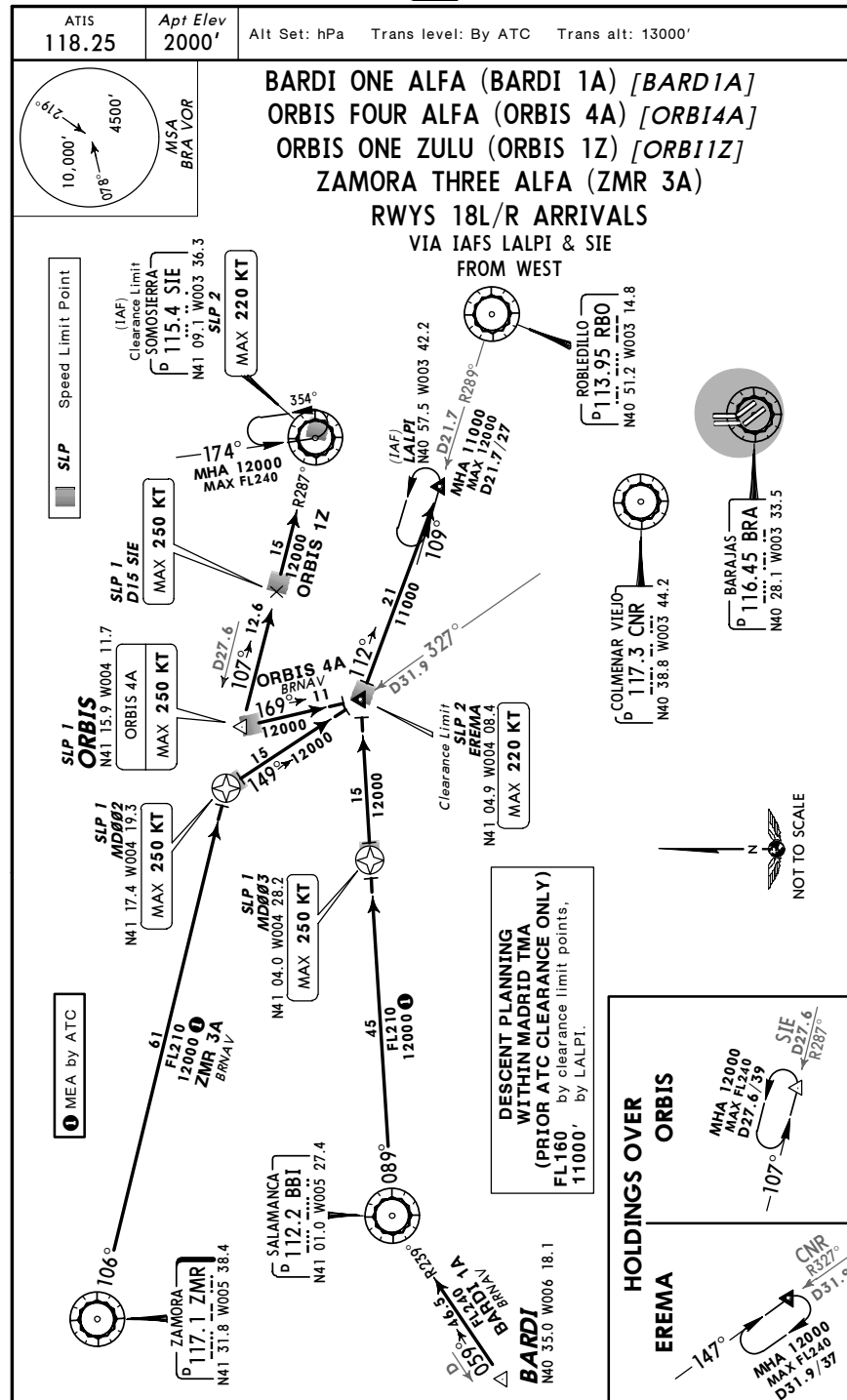
LEMD/MAD
BARAJAS

JEPPESEN

14 SEP 07 (10-2A) Eff 27 Sep

MADRID, SPAIN

STAR



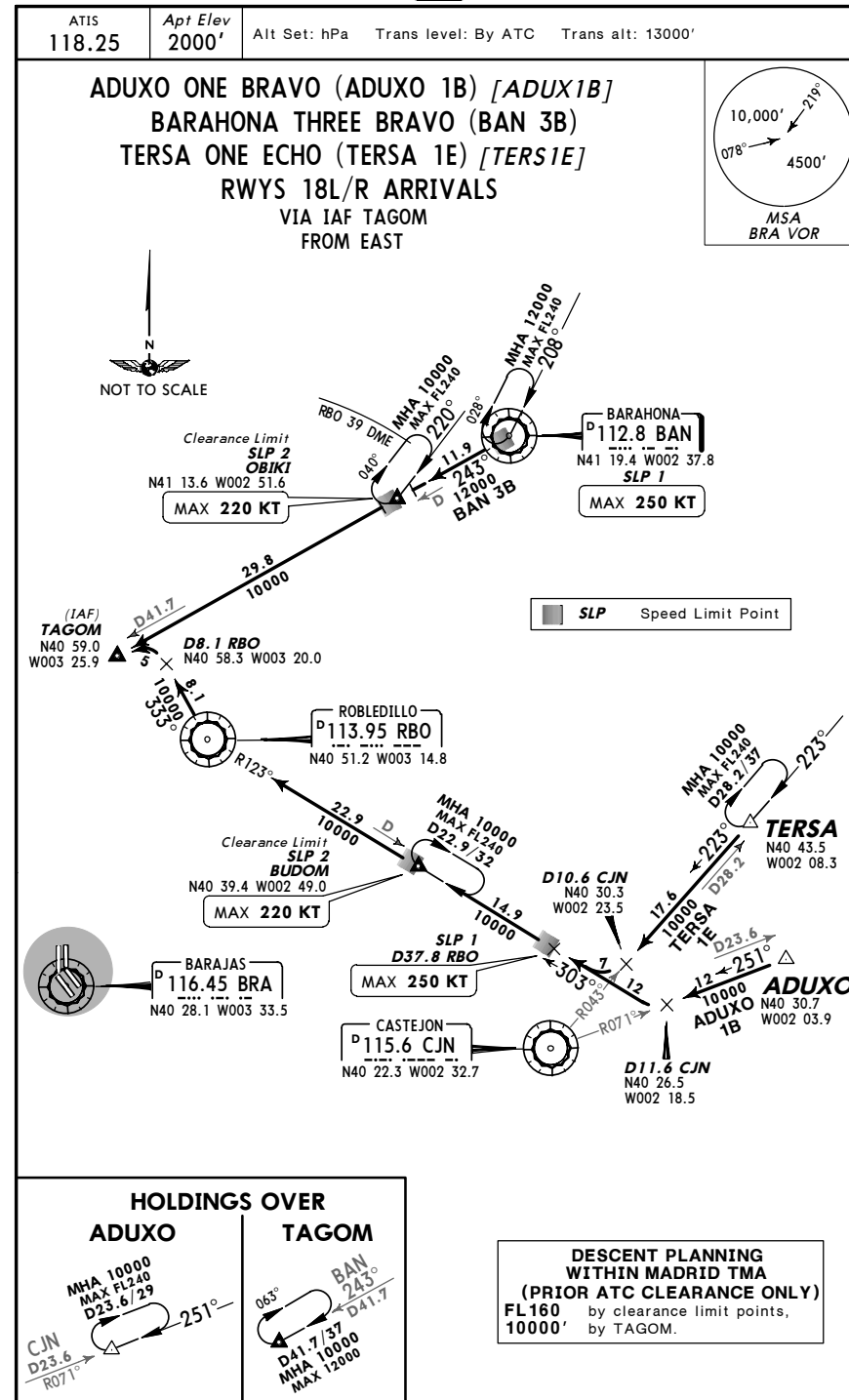
LEMD/MAD
BARAJAS

JEPPESEN

14 SEP 07 (10-2B) Eff 27 Sep

MADRID, SPAIN

STAR



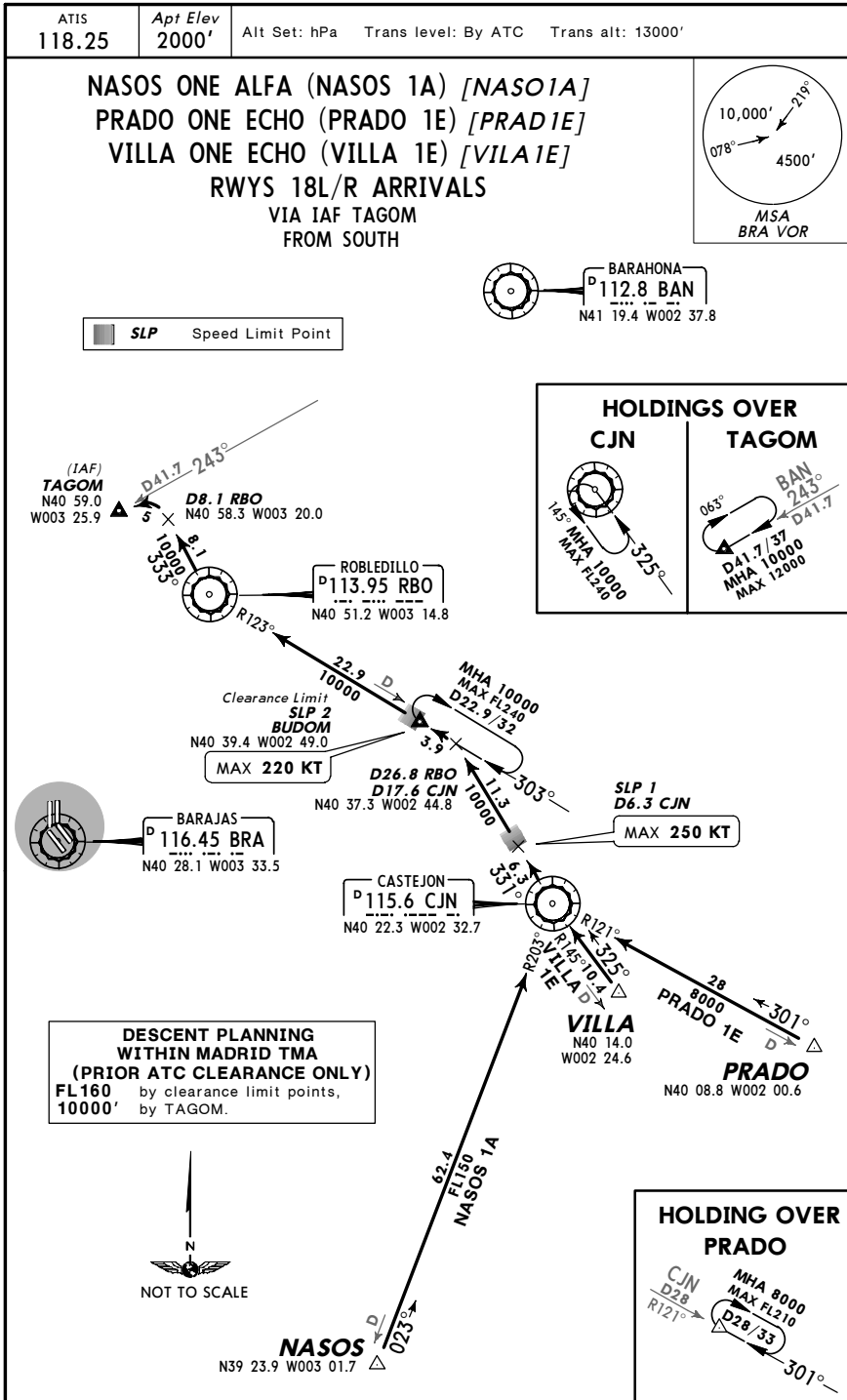
LEMD/MAD
BARAJAS

JEPPESEN

14 SEP 07 (10-2C) Eff 27 Sep

MADRID, SPAIN

STAR



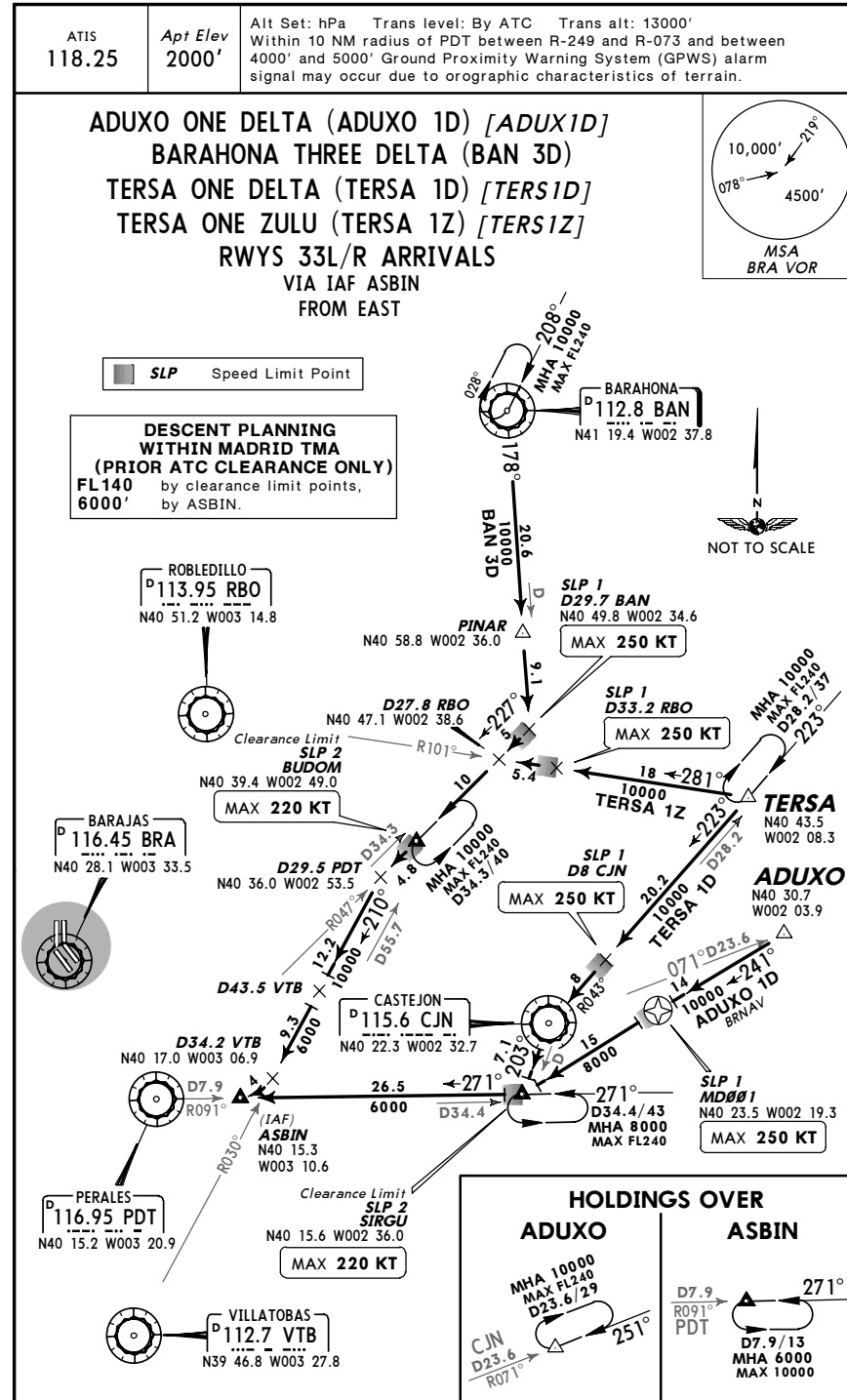
LEMD/MAD
BARAJAS

JEPPESEN

14 SEP 07 (10-2D) Eff 27 Sep

MADRID, SPAIN

STAR



LEMD/MAD
BARAJAS

JEPPESEN

14 SEP 07 10-2E Eff 27 Sep

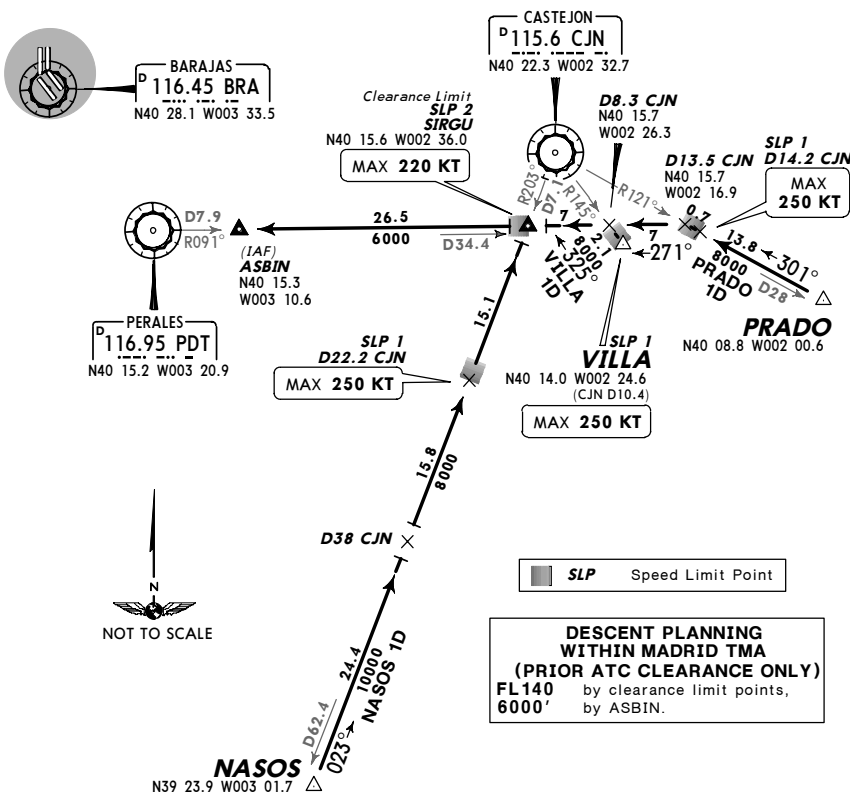
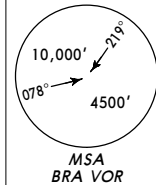
MADRID, SPAIN

STAR

ATIS
118.25
Apt Elev
2000'

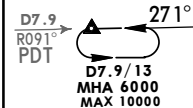
Alt Set: hPa Trans level: By ATC Trans alt: 13000'
Within 10 NM radius of PDT between R-249 and R-073 and between
4000' and 5000' Ground Proximity Warning System (GPWS) alarm
signal may occur due to orographic characteristics of terrain.

NASOS ONE DELTA (NASOS 1D) [NASO1D]
PRADO ONE DELTA (PRADO 1D) [PRAD1D]
VILLA ONE DELTA (VILLA 1D) [VILA1D]
RWYS 33L/R ARRIVALS
VIA IAF ASBIN
FROM SOUTH



DESSENT PLANNING
WITHIN MADRID TMA
(PRIOR ATC CLEARANCE ONLY)
FL140 by clearance limit points,
6000' by ASBIN.

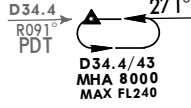
ASBIN



PRADO



SIRGU



LEMD/MAD
BARAJAS

JEPPESEN

14 SEP 07 10-2F Eff 27 Sep

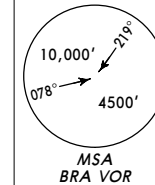
MADRID, SPAIN

STAR

ATIS
118.25
Apt Elev
2000'

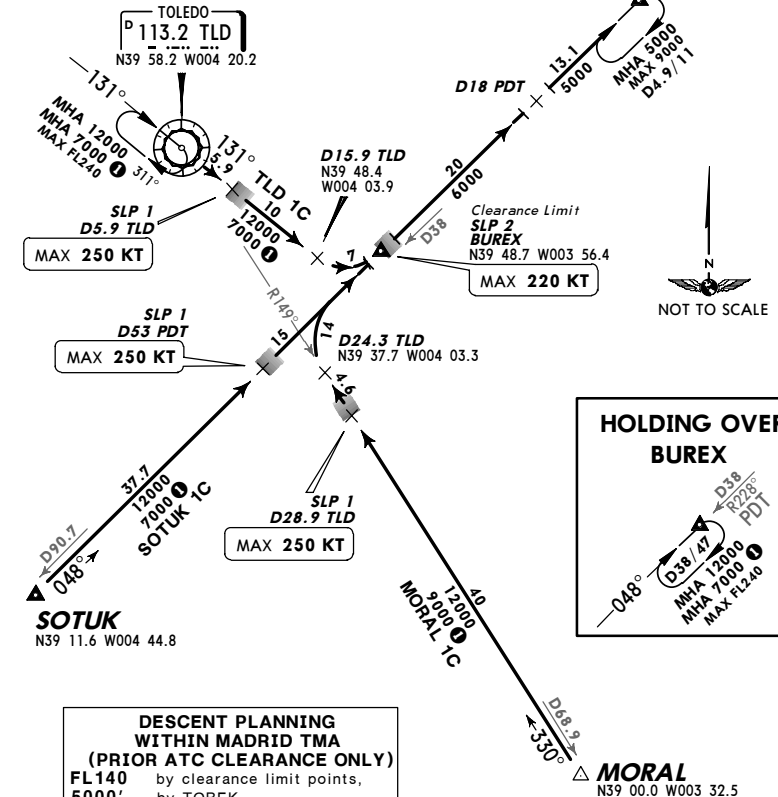
Alt Set: hPa Trans level: By ATC Trans alt: 13000'
Within 10 NM radius of PDT between R-249 and R-073 and between
4000' and 5000' Ground Proximity Warning System (GPWS) alarm
signal may occur due to orographic characteristics of terrain.

MORAL ONE CHARLIE (MORAL 1C) [MORA1C]
SOTUK ONE CHARLIE (SOTUK 1C) [SOTU1C]
TOLEDO ONE CHARLIE (TLD 1C)
RWYS 33L/R ARRIVALS
VIA IAF TOBEK
FROM SOUTH



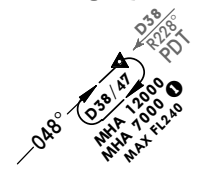
1 MEA (MHA) by ATC

SLP Speed Limit Point



DESSENT PLANNING
WITHIN MADRID TMA
(PRIOR ATC CLEARANCE ONLY)
FL140 by clearance limit points,
5000' by TOBEK.

HOLDING OVER
BUREX



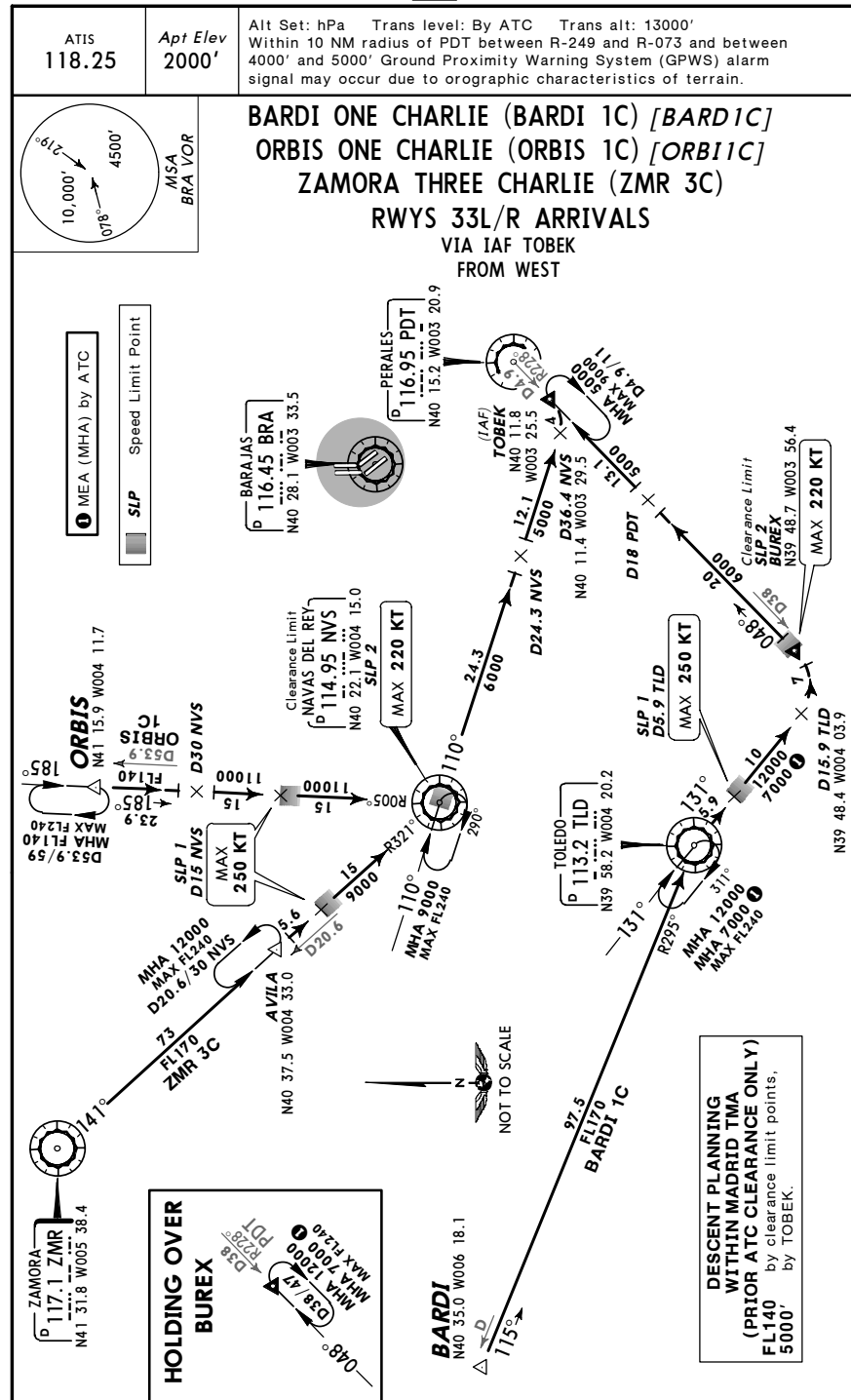
LEMD/MAD
BARAJAS

JEPPESEN

MADRID, SPAIN

14 SEP 07 (10-2G) Eff 27 Sep

STAR



LEMD/MAD
BARAJAS

JEPPESEN

MADRID, SPAIN

24 AUG 07 (10-3) Eff 30 Aug

SID

RNAV SID DESIGNATION	REFER TO CHART
BARDI 1U, 1Z	10-3B
CCS 1U, 1Z	10-3C
NANDO 1U, 1Z	10-3D
NASOS 1U, 1Z	10-3E
NVS 2A, 2D	10-3F
NVS 2R	10-3G
PINAR 2A	10-3H
PINAR 1U, 1Z	10-3J
RBO 1U, 1Z	10-3K
SIE 2A	10-3L
SIE 1U, 1Z	10-3L1
TEMIR 1U, 1Z	10-3L2
VTB 1T, 1U	10-3L3
ZMR 1AD, 1AE	10-3L4
ZMR 1AF	10-3L5
ZMR 1AG, 1AH	10-3L6
ZMR 1AU, 1AZ	10-3L7

SID DESIGNATION	REFER TO CHART
BARDI 1B, 1K, 1V	10-3M
BARDI 1E, 1L	10-3N
BARDI 2M, 1P	10-3N1
CCS 1B, 1K, 1V	10-3N2
CCS 1C, 1F	10-3N3
CCS 1E, 1L	10-3N4
CCS 2M, 1P	10-3N5
CCS 2N	10-3N6
CCS 1X, 1Y	10-3N7
NANDO 2C, 1S	10-3N8
NANDO 3D	10-3P
NANDO 4G, 2M	10-3Q
NANDO 2R, 2Y	10-3Q1
NANDO 2V, 1X	10-3Q2

FOR NASOS, NVS, PINAR, RBO, SIE, TEMIR, VTB & ZMR
SID DESIGNATION REFER TO PAGE 10-3A

LEMD/MAD
BARAJAS

JEPPESEN

24 AUG 07 (10-3A) Eff 30 Aug

MADRID, SPAIN

SID

SID DESIGNATION	REFER TO CHART
NASOS 2B, 1S, 1V	10-3Q3
NASOS 3C	10-3Q4
NASOS 4E, 2M	10-3Q5
NASOS 2R, 2Y	10-3Q6
NVS 5C, 5S	10-3Q7
PINAR 2B, 1S	10-3S
PINAR 2C, 2E, 2N	10-3T
PINAR 2R, 2W	10-3T1
PINAR 2V, 2X	10-3T2
RBO 1B, 1S	10-3T3
RBO 1L, 2M	10-3T4
RBO 1R, 1W	10-3T5
RBO 1V, 1X	10-3T6
SIE 2B	10-3T7
SIE 2C	10-3T8
SIE 6E, 1L, 2Q, 2R	10-3U
SIE 1S	10-3V
SIE 2V	10-3V1
TEMIR 2B, 1S	10-3V2
TEMIR 3C	10-3V3
TEMIR 4E, 2M	10-3V4
TEMIR 2R, 2Y	10-3V5
TEMIR 1V, 1X	10-3V6
VTB 1C, 1S, 1V	10-3V7
VTB 1D, 1E	10-3V8
VTB 2F, 1G	10-3W
VTB 1Q	10-3X
VTB 1R, 1W	10-3X1
ZMR 1AB, 1S	10-3X2
ZMR 1J, 1K, 1V	10-3X3
ZMR 1L, 1N, 2Z	10-3X4
ZMR 2M	10-3X5
ZMR 1P	10-3X6
ZMR 1X, 1Y	10-3X7

CHANGES: SIDs transferred.

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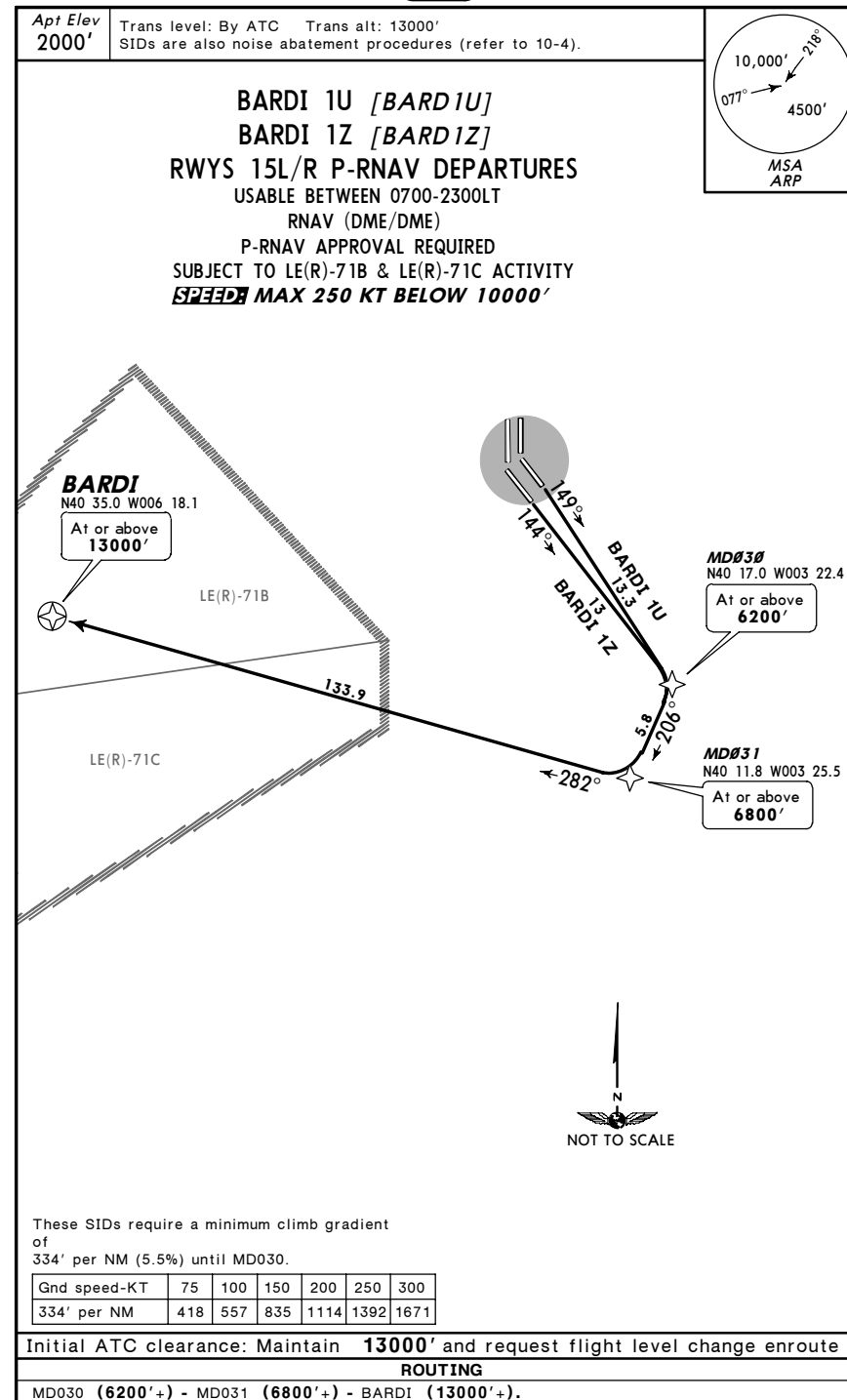
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24 AUG 07 (10-3B) Eff 30 Aug

MADRID, SPAIN

RNAV SID



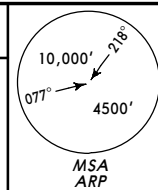
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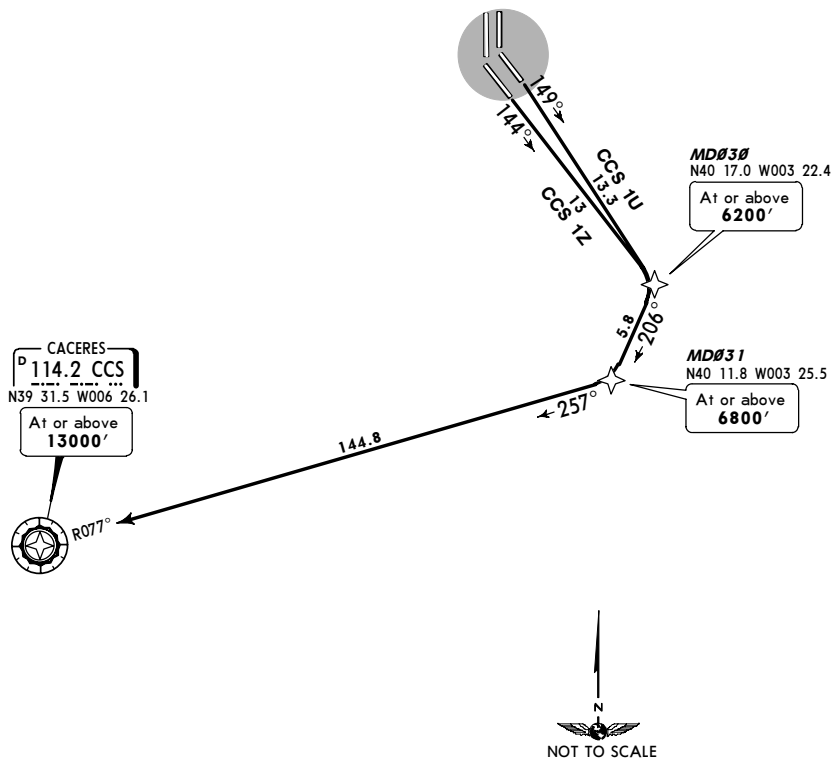
JEPPESEN
24 AUG 07 (10-3C) Eff 30 Aug

MADRID, SPAIN
RNAV SID

Apt Elev
2000'
Trans level: By ATC Trans alt: 13000'
SIDs are also noise abatement procedures (refer to 10-4).



CCS 1U, CCS 1Z
RWYS 15L/R P-RNAV DEPARTURES
USABLE BETWEEN 0700-2300LT
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
~~SPEEDS~~ MAX 250 KT BELOW 10000'



These SIDs require a minimum climb gradient
of
334' per NM (5.5%) until MD030.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

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

ROUTING

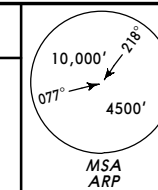
MD030 (6200'+) - MD031 (6800'+) - CCS (13000'+).

LEMD/MAD
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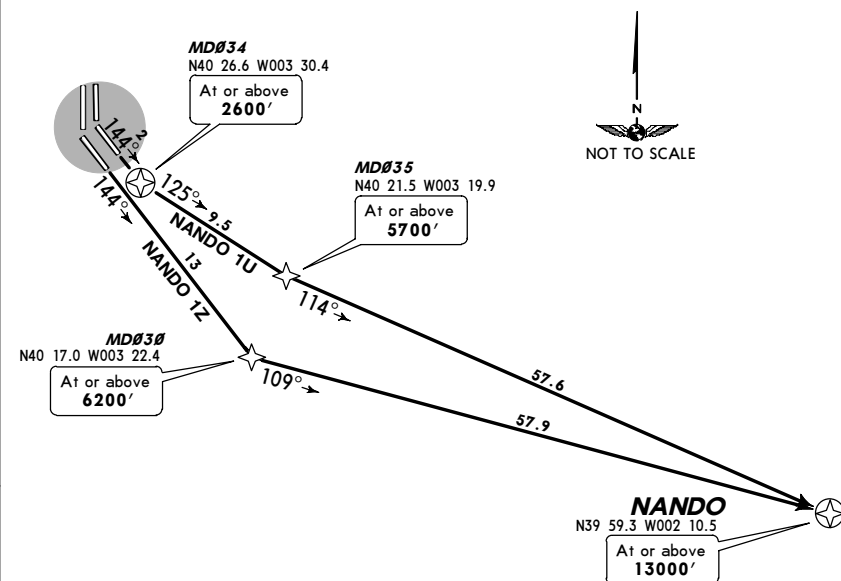
JEPPESEN
24 AUG 07 (10-3D) Eff 30 Aug

MADRID, SPAIN
RNAV SID

Apt Elev
2000'
Trans level: By ATC Trans alt: 13000'
SIDs are also noise abatement procedures (refer to 10-4).



NANDO 1U [NAND1U]
NANDO 1Z [NAND1Z]
RWYS 15L/R P-RNAV DEPARTURES
USABLE BETWEEN 0700-2300LT
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
~~SPEEDS~~ MAX 250 KT BELOW 10000'



These SIDs require minimum climb gradients
of
NANDO 1U: 425' per NM (7%) until MD034, then
334' per NM (5.5%) until MD035.
NANDO 1Z: 334' per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
334' per NM	418	557	835	1114	1392	1671

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

SID

RWY

ROUTING

NANDO 1U 15L MD034 (2600'+) - MD035 (5700'+) - NANDO (13000'+).

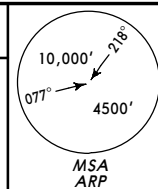
NANDO 1Z 15R MD030 (6200'+) - NANDO (13000'+).

LEMD/MAD
BARAJAS

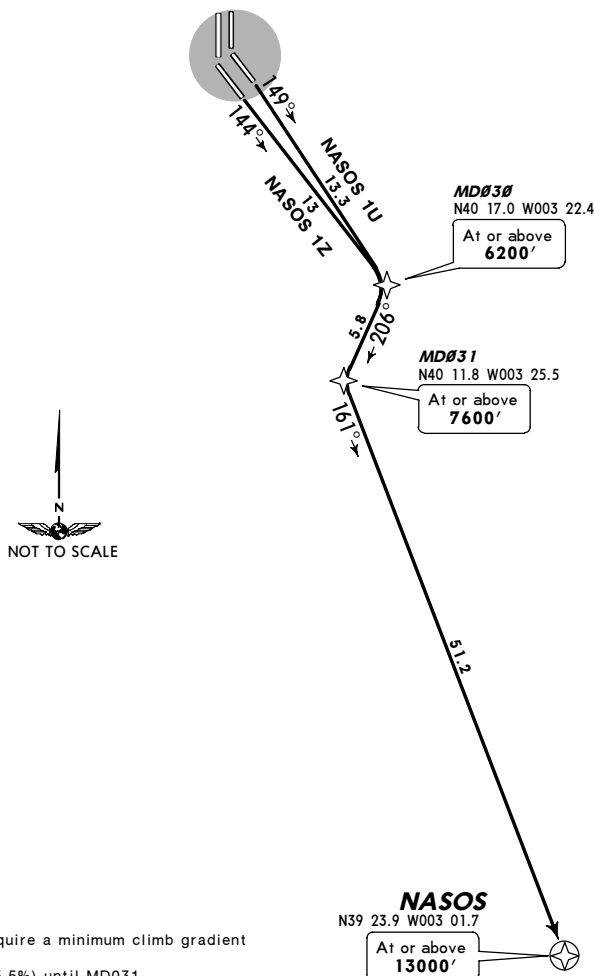
JEPPESEN
24 AUG 07 10-3E Eff 30 Aug

MADRID, SPAIN
RNAV SID

Apt Elev 2000'
Trans level: By ATC Trans alt: 13000'
SIDs are also noise abatement procedures (refer to 10-4).



NASOS 1U [NASO1U]
NASOS 1Z [NASO1Z]
RWYS 15L/R P-RNAV DEPARTURES
USABLE BETWEEN 0700-2300LT
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
~~SPEEDS~~ MAX 250 KT BELOW 10000'



These SIDs require a minimum climb gradient of 334' per NM (5.5%) until MD031.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

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

ROUTING

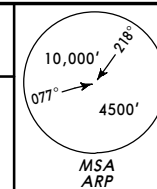
MD030 (6200'+) - MD031 (7600'+) - NASOS (13000'+).

LEMD/MAD
BARAJAS

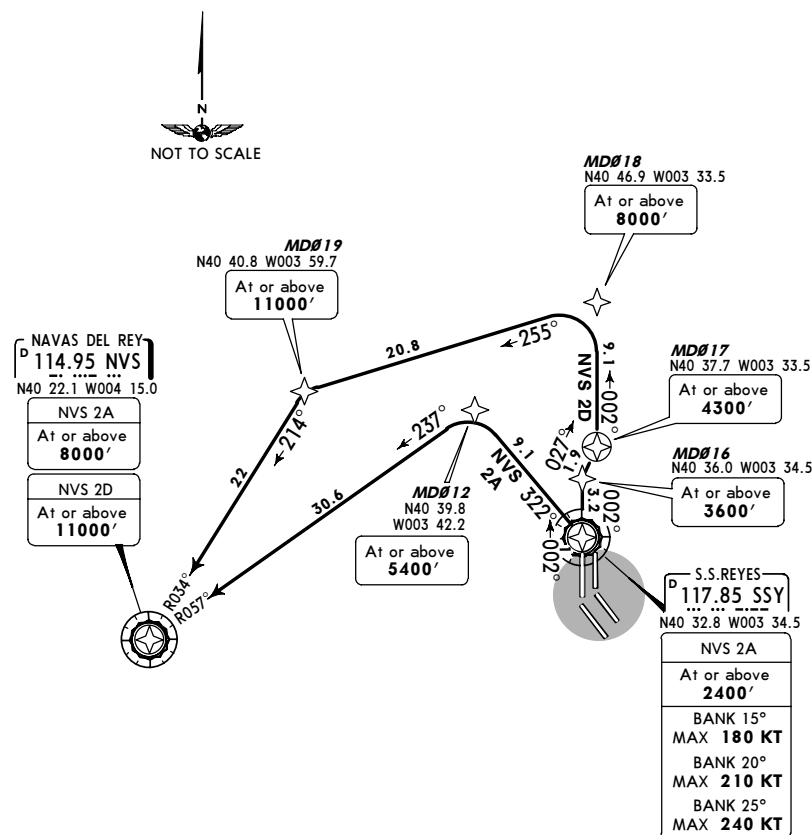
JEPPESEN
24 AUG 07 10-3F Eff 30 Aug

MADRID, SPAIN
RNAV SID

Apt Elev 2000'
Trans level: By ATC Trans alt: 13000'
1. SIDs are also noise abatement procedures (refer to 10-4).
2. EXPECT close-in obstacles.



NVS 2A, NVS 2D
RWY 36L P-RNAV DEPARTURES
USABLE BETWEEN 0700-2300LT
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
~~SPEEDS~~ MAX 250 KT BELOW 10000'



These SIDs require minimum climb gradients of
NVS 2A: 456' per NM (7.5%) until MD012.
NVS 2D: 425' per NM (7%) until MD018.

Gnd speed-KT	75	100	150	200	250	300
456' per NM	570	760	1139	1519	1899	2279
425' per NM	532	709	1063	1418	1772	2127

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

SID	ROUTING
NVS 2A	SSY (2400'+; K180-/K210-/K240-) - MD012 (5400'+) - NVS (8000'+).
NVS 2D	MD016 (3600'+) - MD017 (4300'+) - MD018 (8000'+) - MD019 (11000'+) - NVS (11000'+).

LEMD/MAD
BARAJAS

JEPPESEN

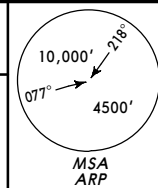
MADRID, SPAIN

24 AUG 07 (10-3G) Eff 30 Aug

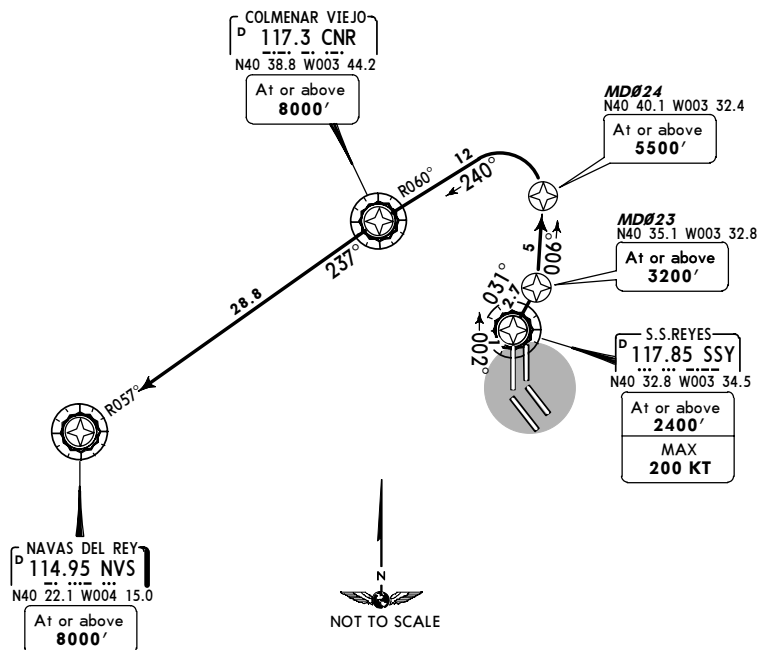
RNAV SID

Apt Elev
2000'

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



NVS 2R
RWY 36L P-RNAV DEPARTURE
USABLE BETWEEN 2300-0700LT
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT BELOW 10000'



This SID requires minimum climb gradients
of
456' per NM (7.5%) until SSY, then
425' per NM (7%) until MD024.

Gnd speed-KT	75	100	150	200	250	300
456' per NM	570	760	1139	1519	1899	2279
425' per NM	532	709	1063	1418	1772	2127

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

ROUTING

SSY (2400'+; K200-) - MD023 (3200'+) - MD024 (5500'+) - CNR (8000'+) - NVS (8000'+).

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BARAJAS

JEPPESEN

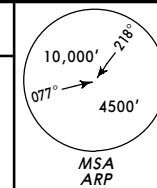
MADRID, SPAIN

24 AUG 07 (10-3H) Eff 30 Aug

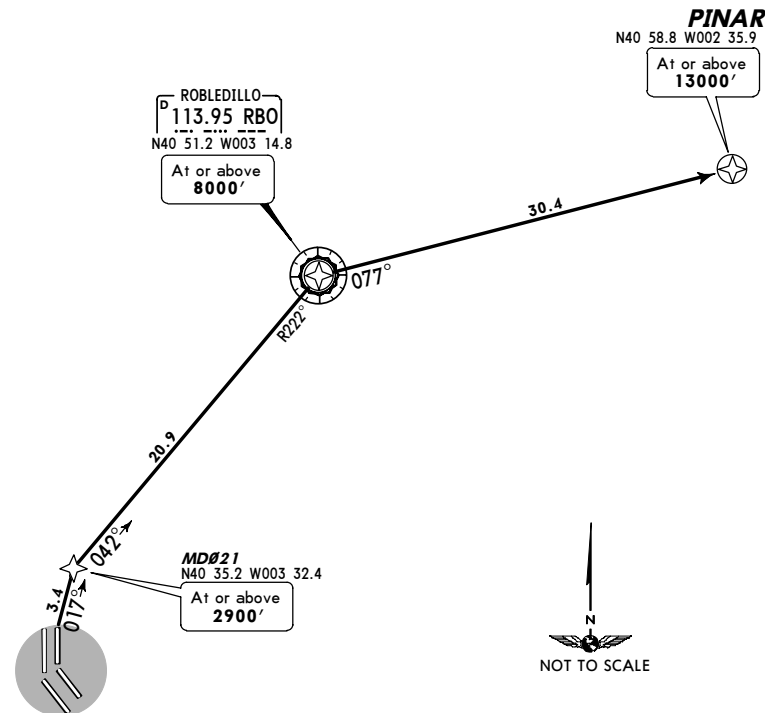
RNAV SID

Apt Elev
2000'

Trans level: By ATC Trans alt: 13000'
SIDs are also noise abatement procedures (refer to 10-4).



PINAR 2A [PINA2A]
RWY 36R P-RNAV DEPARTURE
USABLE BETWEEN 0700-2300LT
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT BELOW 10000'



This SID requires a minimum climb gradient
of
304' per NM (5%) until RBO.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

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

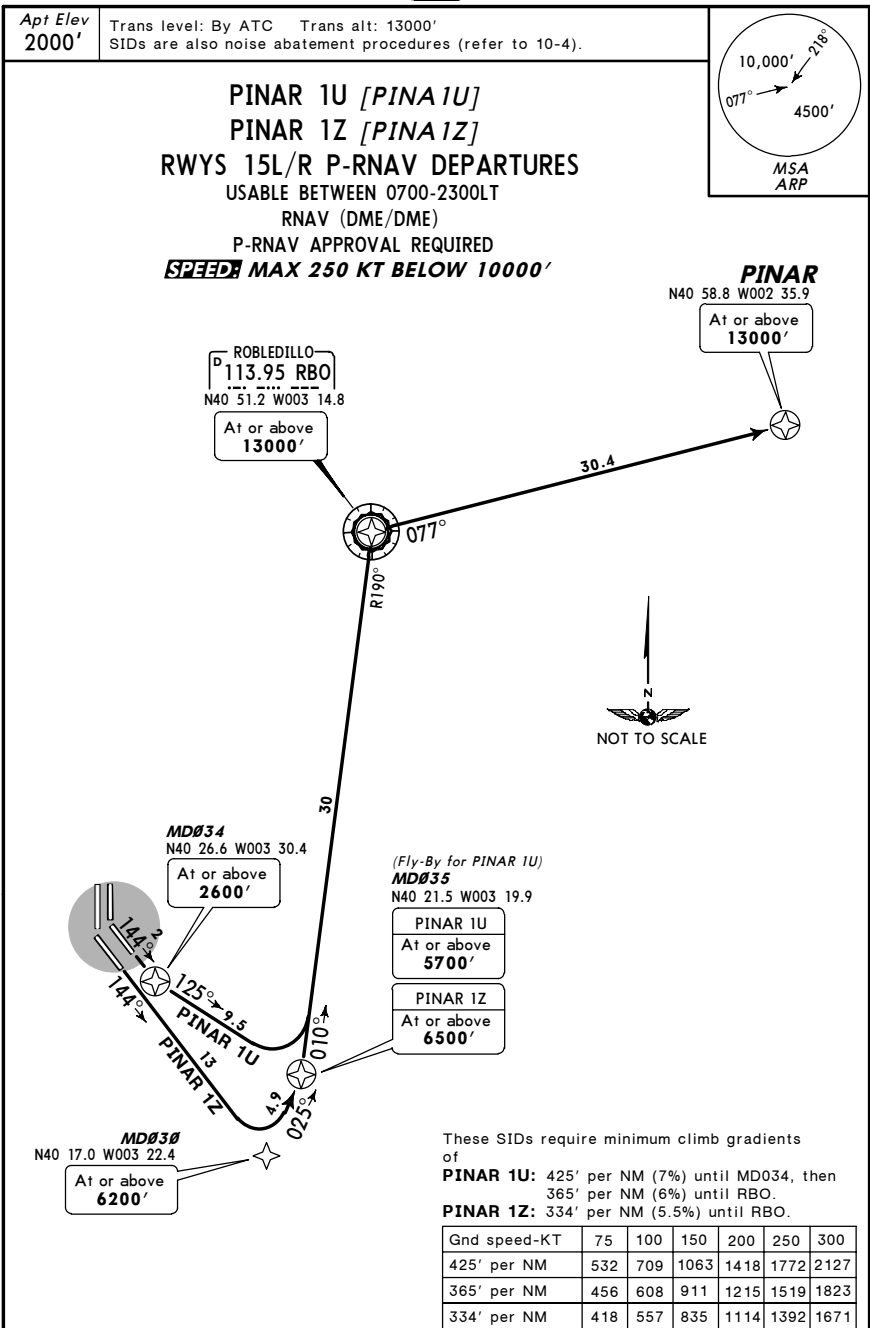
ROUTING

MD021 (2900'+) - RBO (8000'+) - PINAR (13000'+).

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JEPPESEN
24 AUG 07 (10-3J) Eff 30 Aug

MADRID, SPAIN
RNAV SID



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

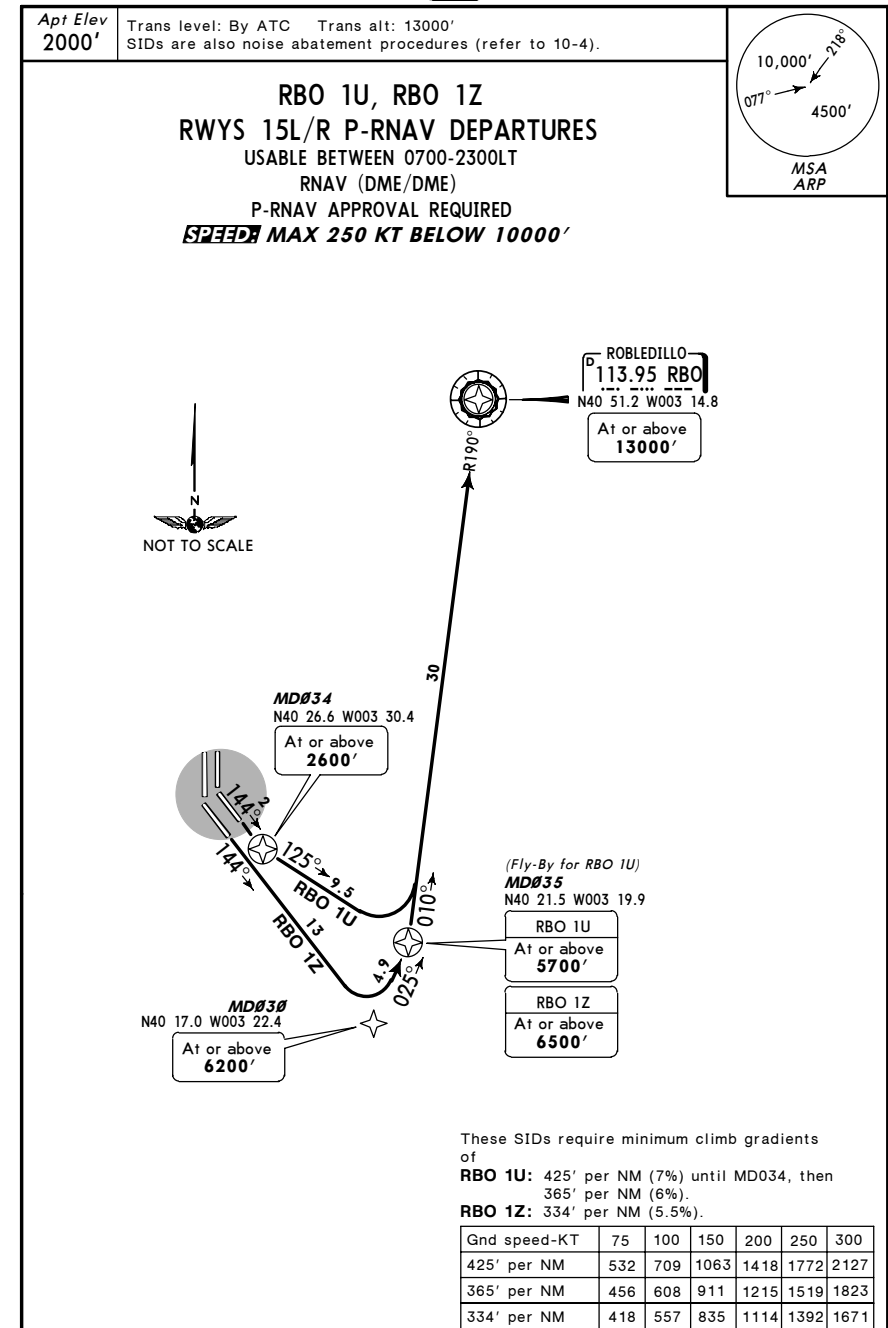
SID	RWY	ROUTING
PINAR 1U	15L	MD034 (2600'+) - MD035 (5700'+) - RBO (13000'+) - PINAR (13000'+).
PINAR 1Z	15R	MD030 (6200'+) - MD035 (6500'+) - RBO (13000'+) - PINAR (13000'+).

CHANGES: RNAV SIDs estbld; SIDs transferred; chart redrawn. © JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

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JEPPESEN
24 AUG 07 (10-3K) Eff 30 Aug

MADRID, SPAIN
RNAV SID



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

SID	RWY	ROUTING
RBO 1U	15L	MD034 (2600'+) - MD035 (5700'+) - RBO (13000'+).
RBO 1Z	15R	MD030 (6200'+) - MD035 (6500'+) - RBO (13000'+).

CHANGES: RNAV SIDs estbld; SIDs transferred; chart redrawn. © JEPPESEN SANDERSON, INC., 2002, 2007. ALL RIGHTS RESERVED.

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JEPPESEN

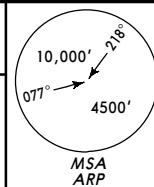
24 AUG 07 (10-3L) Eff 30 Aug

MADRID, SPAIN

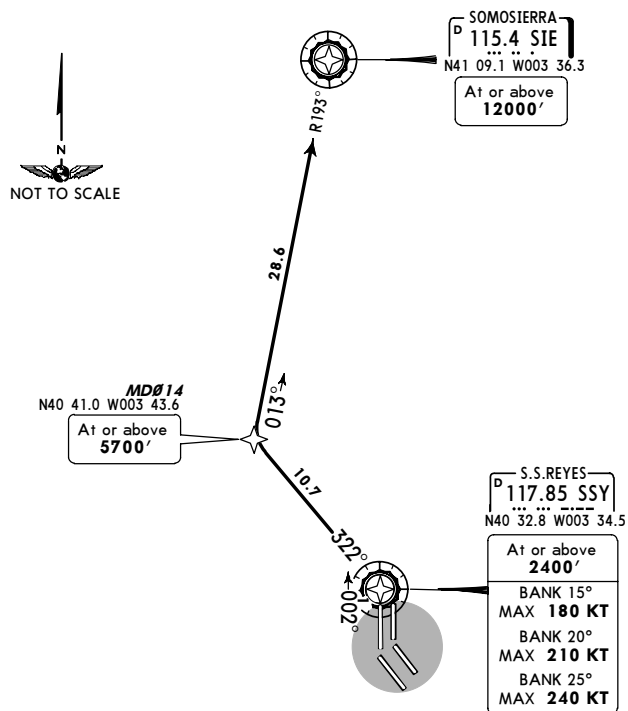
RNAV SID

Apt Elev
2000'

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



SIE 2A
RWY 36L P-RNAV DEPARTURE
USABLE BETWEEN 0700-2300LT
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
~~SPEEDS~~ MAX 250 KT BELOW 10000'



This SID requires minimum climb gradients
of
456' per NM (7.5%) until MD014, then
365' per NM (6%).

Gnd speed-KT	75	100	150	200	250	300
456' per NM	570	760	1139	1519	1899	2279
365' per NM	456	608	911	1215	1519	1823

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

ROUTING

SSY (2400'+; K180-/K210-/K240-) - MD014 (5700'+) - SIE (12000'+).

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JEPPESEN

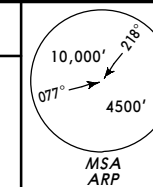
24 AUG 07 (10-3L1) Eff 30 Aug

MADRID, SPAIN

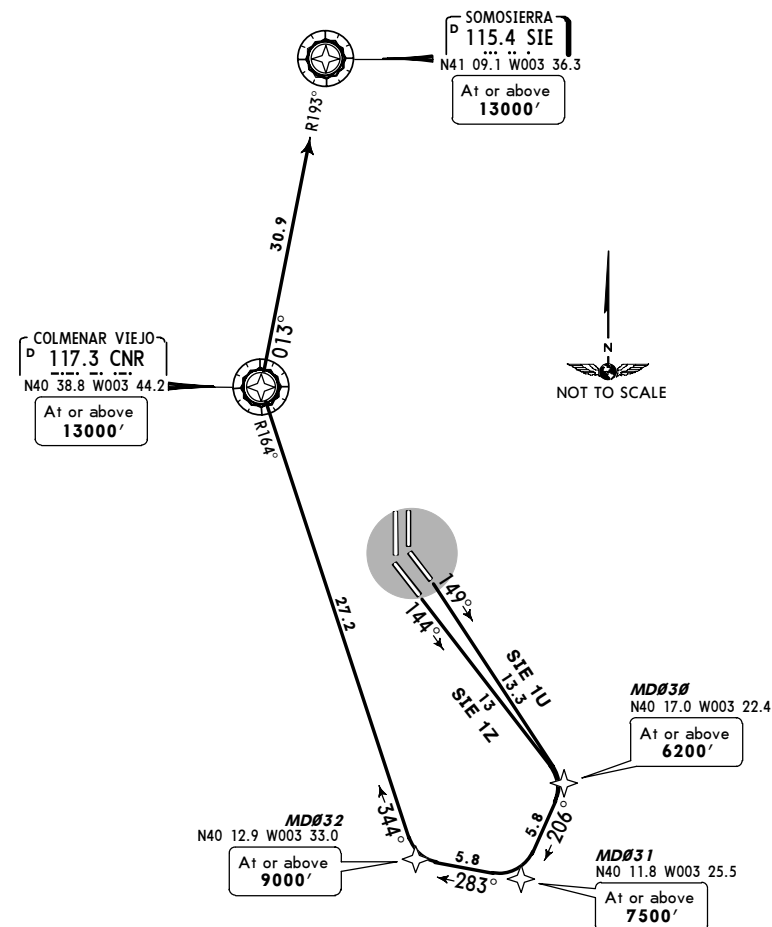
RNAV SID

Apt Elev
2000'

Trans level: By ATC Trans alt: 13000'
SIDs are also noise abatement procedures (refer to 10-4).



SIE 1U, SIE 1Z
RWYS 15L/R P-RNAV DEPARTURES
USABLE BETWEEN 0700-2300LT
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
~~SPEEDS~~ MAX 250 KT BELOW 10000'



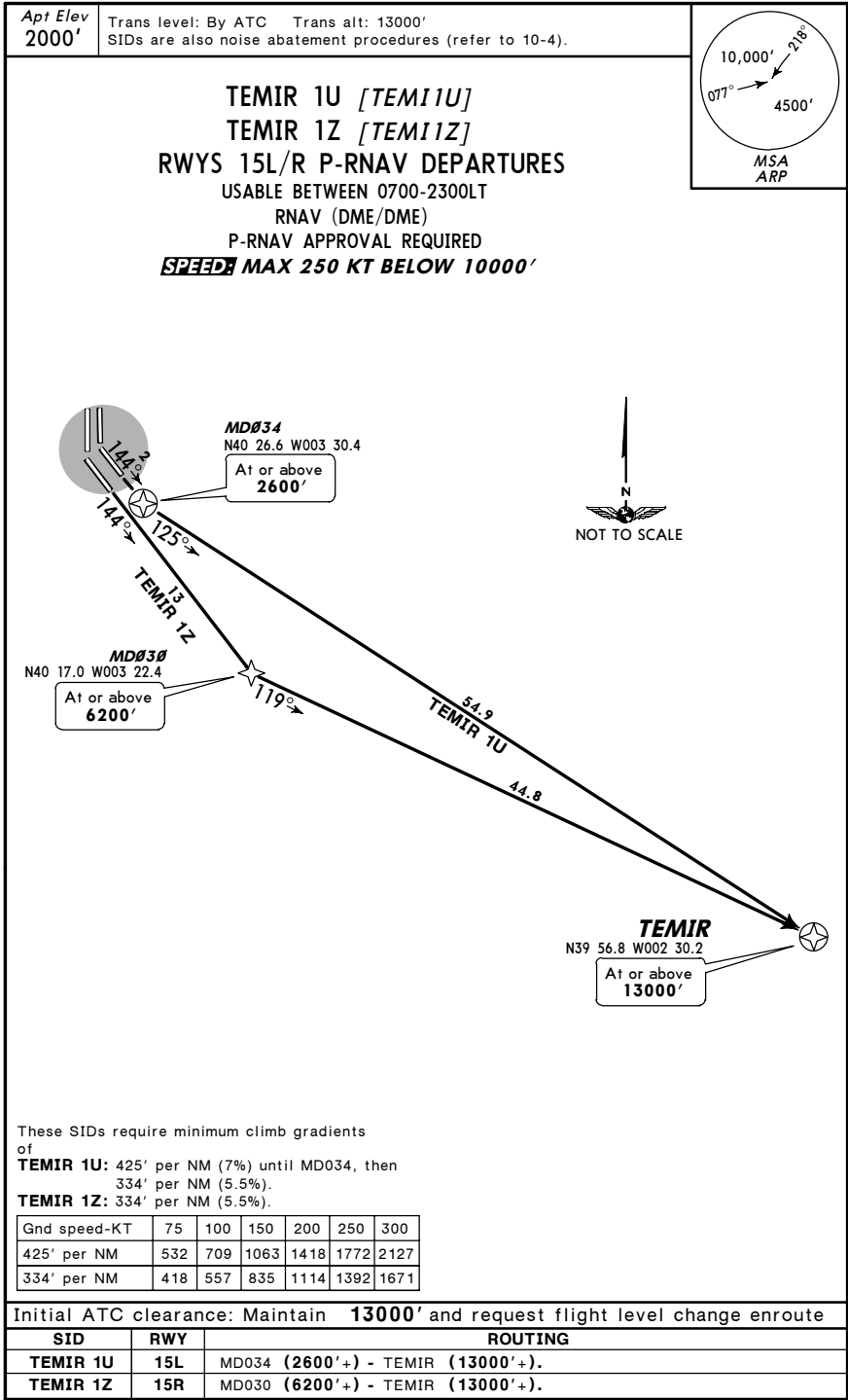
These SIDs require minimum climb gradients
of
334' per NM (5.5%) until MD030, then
273' per NM (4.5%) until CNR.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671
273' per NM	342	456	684	911	1139	1367

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

ROUTING

MD030 (6200'+) - MD031 (7500'+) - MD032 (9000'+) - CNR (13000'+) - SIE (13000'+).



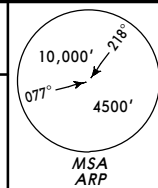
LEMD/MAD
BARAJAS

JEPPESEN
24 AUG 07 (10-3L4) Eff 30 Aug

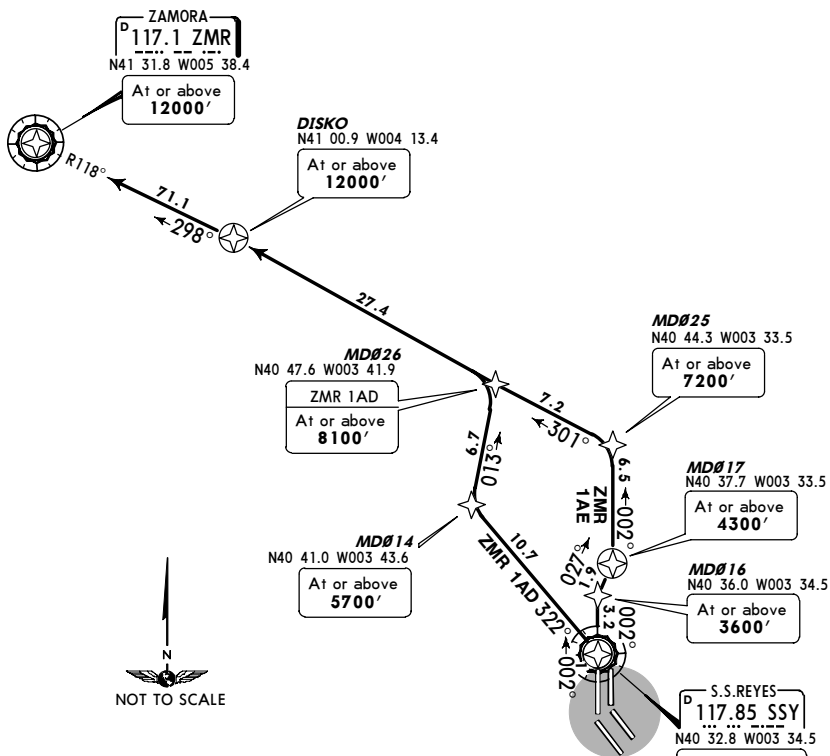
MADRID, SPAIN
RNAV SID

Apt Elev
2000'

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



ZMR 1AD, ZMR 1AE
RWY 36L P-RNAV DEPARTURES
USABLE BETWEEN 0700-2300LT
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
SPEED MAX 250 KT BELOW 10000'



These SIDs require minimum climb gradients
of
ZMR 1AD: 456' per NM (7.5%) until MD014, then
365' per NM (6%) until DISKO.
ZMR 1AE: 425' per NM (7%) until MD025.

Gnd speed-KT	75	100	150	200	250	300
456' per NM	570	760	1139	1519	1899	2279
425' per NM	532	709	1063	1418	1772	2127
365' per NM	456	608	911	1215	1519	1823

ZMR 1AD: Maintain runway heading until DER.
As soon as possible fly over SSY at or above **2400'**.

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

SID	ROUTING
ZMR 1AD	SSY (2400'+; K180-/K210-/K240-) - MD014 (5700'+) - MD026 (8100'+) - DISKO (12000'+) - ZMR (12000'+).
ZMR 1AE	MD016 (3600'+) - MD017 (4300'+) - MD025 (7200'+) - DISKO (12000'+) - ZMR (12000'+).

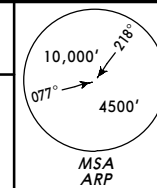
LEMD/MAD
BARAJAS

JEPPESEN
24 AUG 07 (10-3L5) Eff 30 Aug

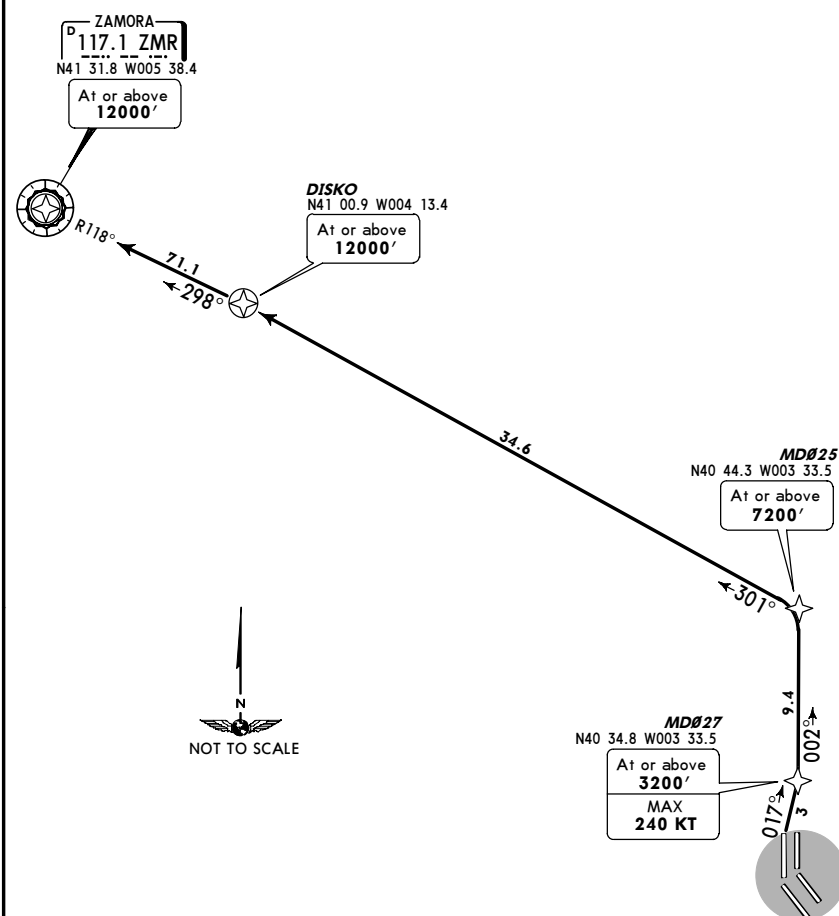
MADRID, SPAIN
RNAV SID

Apt Elev
2000'

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



ZMR 1AF
RWY 36L P-RNAV DEPARTURE
USABLE BETWEEN 2300-0700LT
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
SPEED MAX 250 KT BELOW 10000'



This SID requires a minimum climb gradient
of
425' per NM (7%) until MD025.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

Maintain runway heading until DER.

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

ROUTING
MD027 (3200'+; K240-) - MD025 (7200'+) - DISKO (12000'+) - ZMR (12000'+).

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BARAJAS

JEPPesen

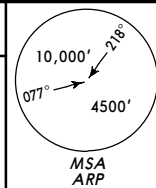
24 AUG 07 (10-3L6) Eff 30 Aug

MADRID, SPAIN

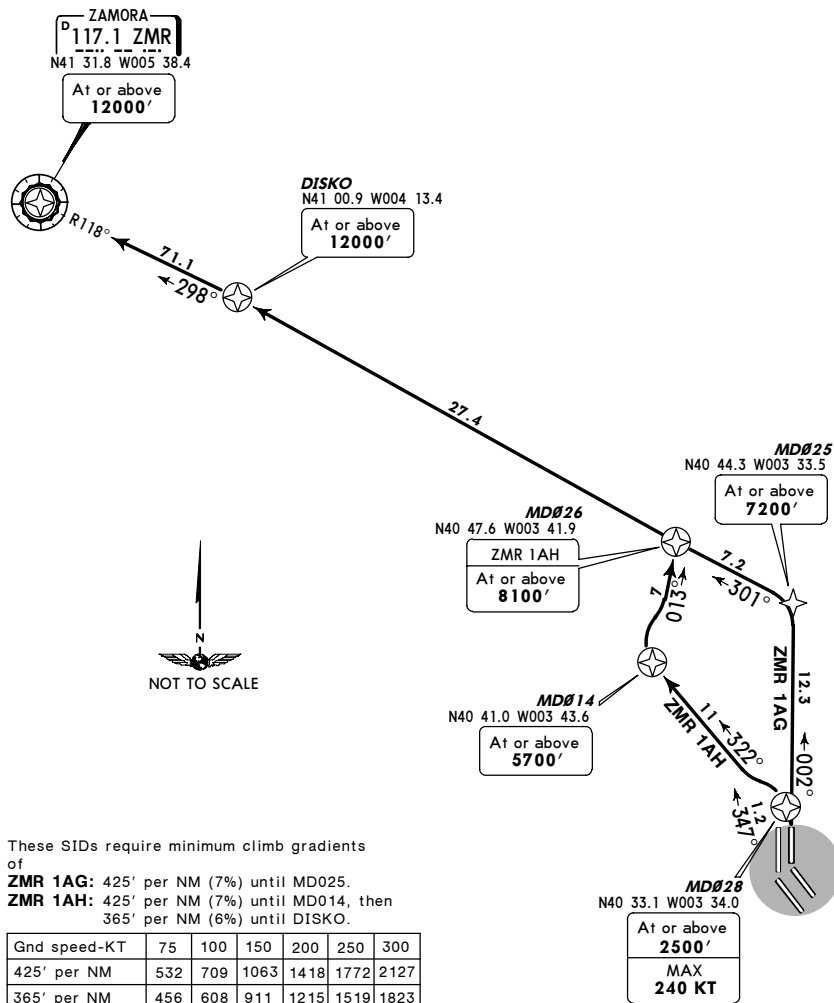
RNAV SID

Apt Elev
2000'

Trans level: By ATC Trans alt: 13000'
SIDs are also noise abatement procedures (refer to 10-4).



ZMR 1AG, ZMR 1AH
RWY 36R P-RNAV DEPARTURES
USABLE BETWEEN 0700-2300LT
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT BELOW 10000'



These SIDs require minimum climb gradients
of
ZMR 1AG: 425' per NM (7%) until MD025.
ZMR 1AH: 425' per NM (7%) until MD014, then
365' per NM (6%) until DISKO.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
365' per NM	456	608	911	1215	1519	1823

ZMR 1AH: Maintain runway heading until DER.
As soon as possible fly over MD028 at or above **2400'**.

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

SID	ROUTING
ZMR 1AG	MD025 (7200'+) - DISKO (12000'+) - ZMR (12000'+).
ZMR 1AH	MD028 (2500'+; K240-) - MD014 (5700'+) - MD026 (8100'+) - DISKO (12000'+) - ZMR (12000'+).

LEMD/MAD
BARAJAS

JEPPesen

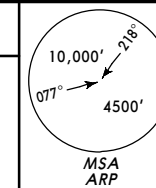
24 AUG 07 (10-3L7) Eff 30 Aug

MADRID, SPAIN

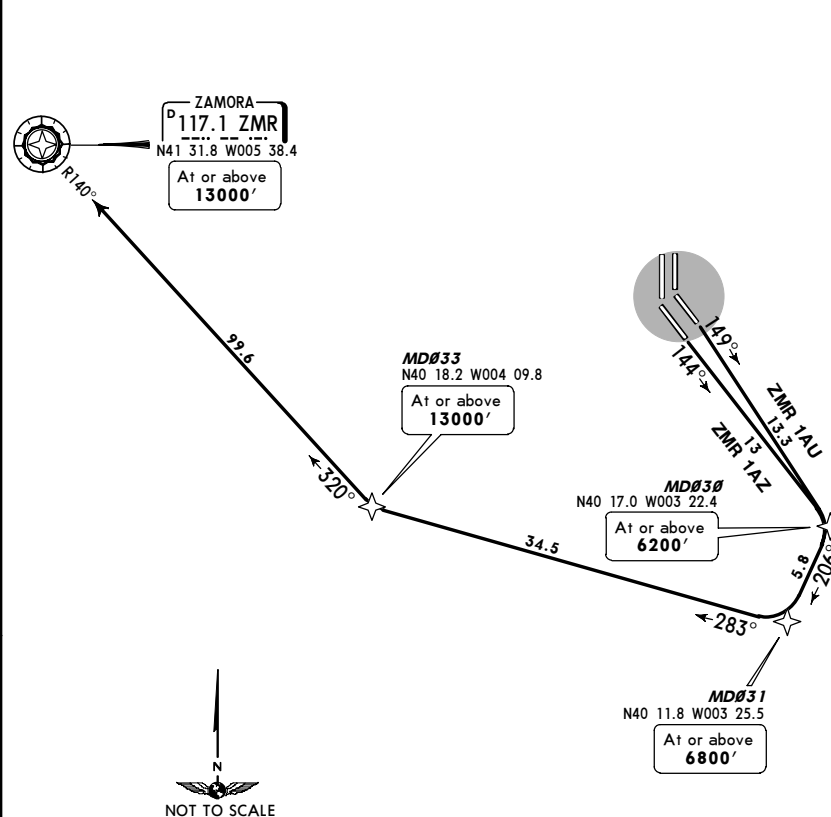
RNAV SID

Apt Elev
2000'

Trans level: By ATC Trans alt: 13000'
SIDs are also noise abatement procedures (refer to 10-4).



ZMR 1AU, ZMR 1AZ
RWYS 15L/R P-RNAV DEPARTURES
USABLE BETWEEN 0700-2300LT
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT BELOW 10000'

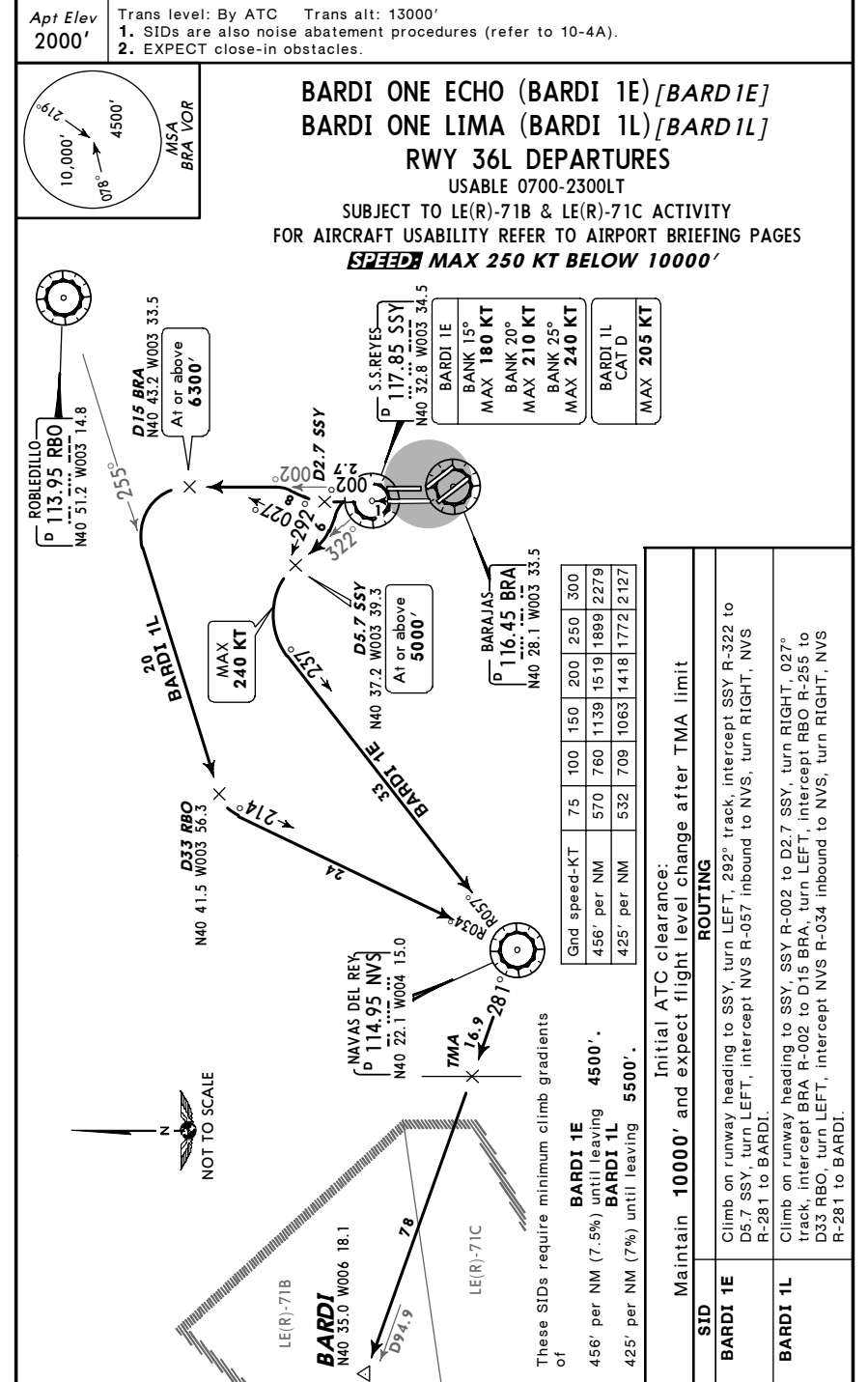
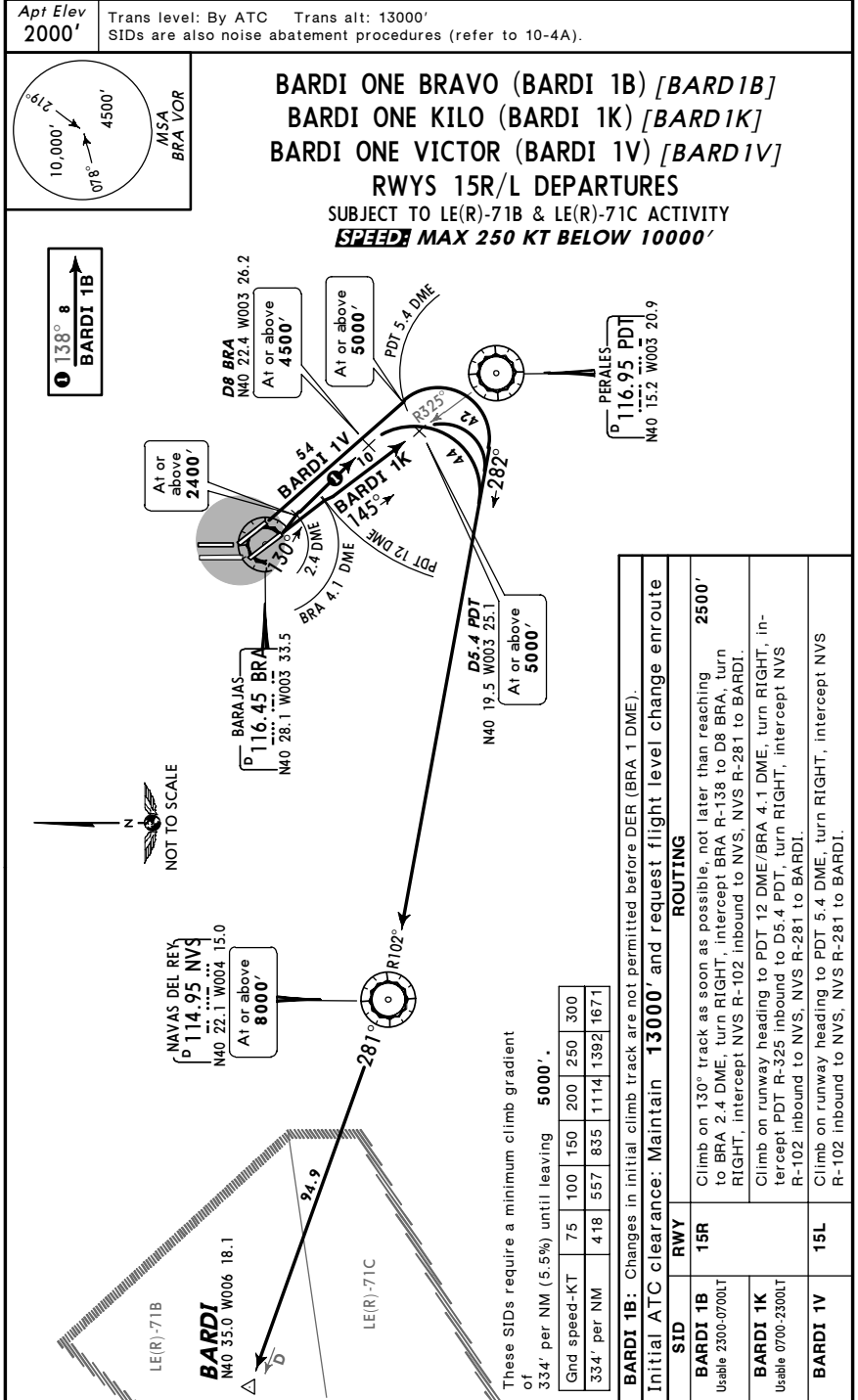


These SIDs require a minimum climb gradient
of
334' per NM (5.5%) until MD030.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

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

ROUTING
MD030 (6200'+) - MD031 (6800'+) - MD033 (13000'+) - ZMR (13000'+).



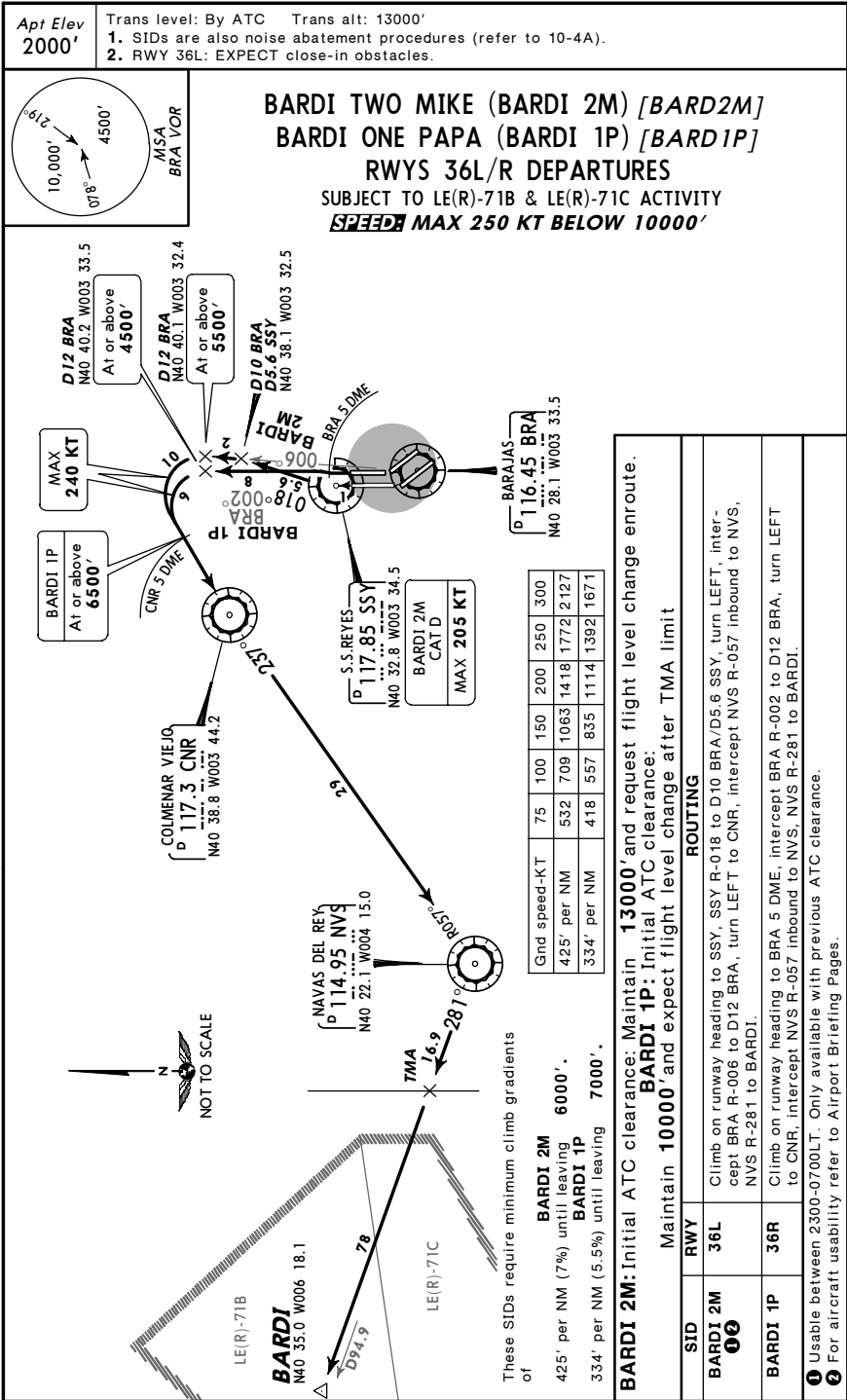
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24 AUG 07 (10-3N1) Eff 30 Aug

MADRID, SPAIN

SID



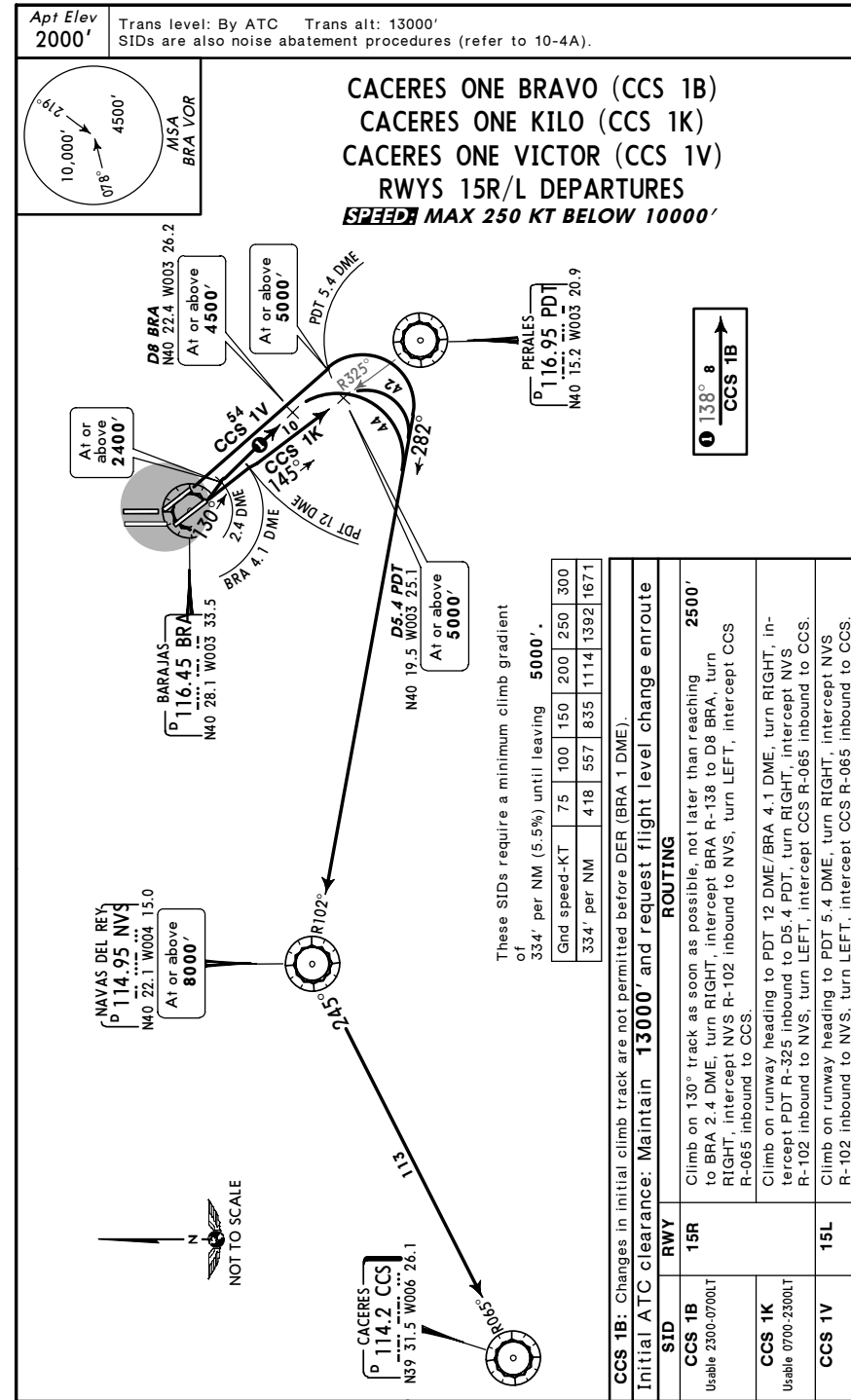
LEMD/MAD
BARAJAS

JEPPESEN

24 AUG 07 (10-3N2) Eff 30 Aug

MADRID, SPAIN

SID

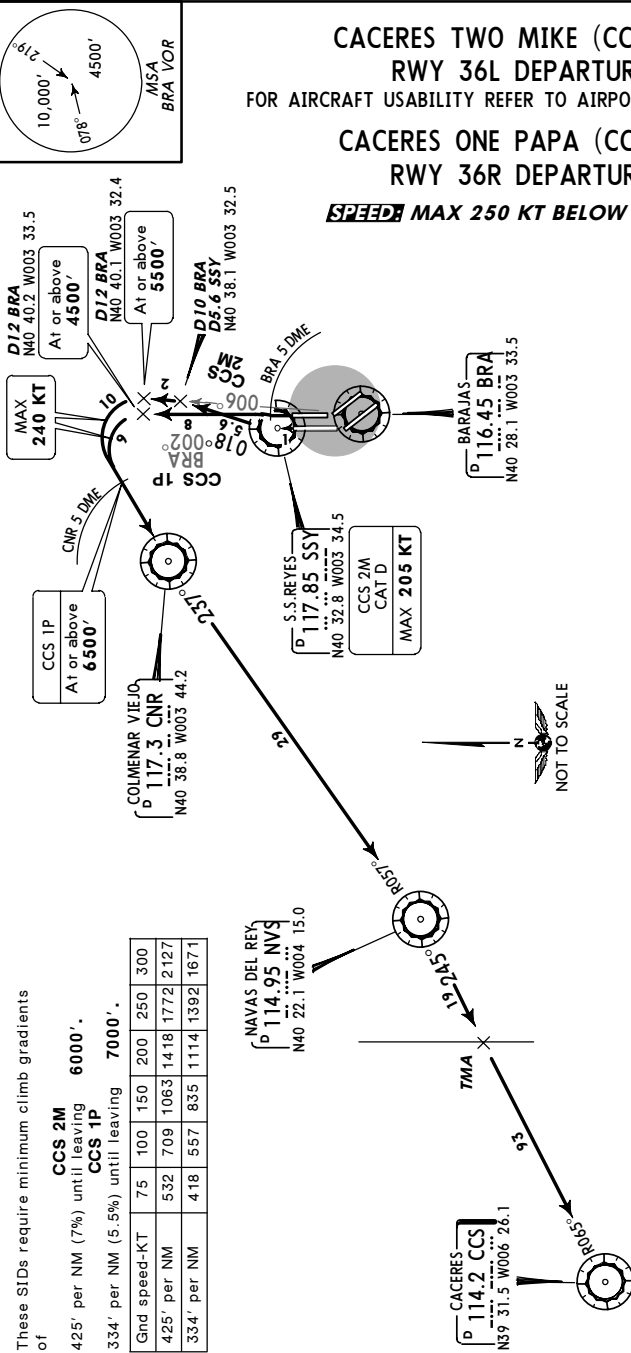


MADRID, SPAIN

MADRID, SPAIN

[illegible]

Apt Elev Trans level: By ATC Trans alt: 13000'
2000' 1. SIDs are also noise abatement procedures (refer to 10-4A).
2. RWY 36L: EXPECT close-in obstacles.



CCS 2M: Initial ATC clearance: Maintain **13000'** and request flight level change enroute.
CCS 1P: Initial ATC clearance: Maintain **10000'** and expect flight level change after TMA limit.

SID	RWY	ROUTING
CCS 2M ①	36L	Climb on runway heading to SSY, SSY R-018 to D10 BRA/D5-6 SSV, turn LEFT, intercept BRA R-006 to D12 BRA, turn LEFT to NVS, turn RIGHT, intercept CCS R-065 inbound to CCS.
CCS 1P	36R	Climb on runway heading to BRA 5 DME, intercept BRA R-002 to D12 BRA, turn LEFT to CNR, intercept NVS R-057 inbound to NVS, turn RIGHT, intercept CCS R-065 to CCS.

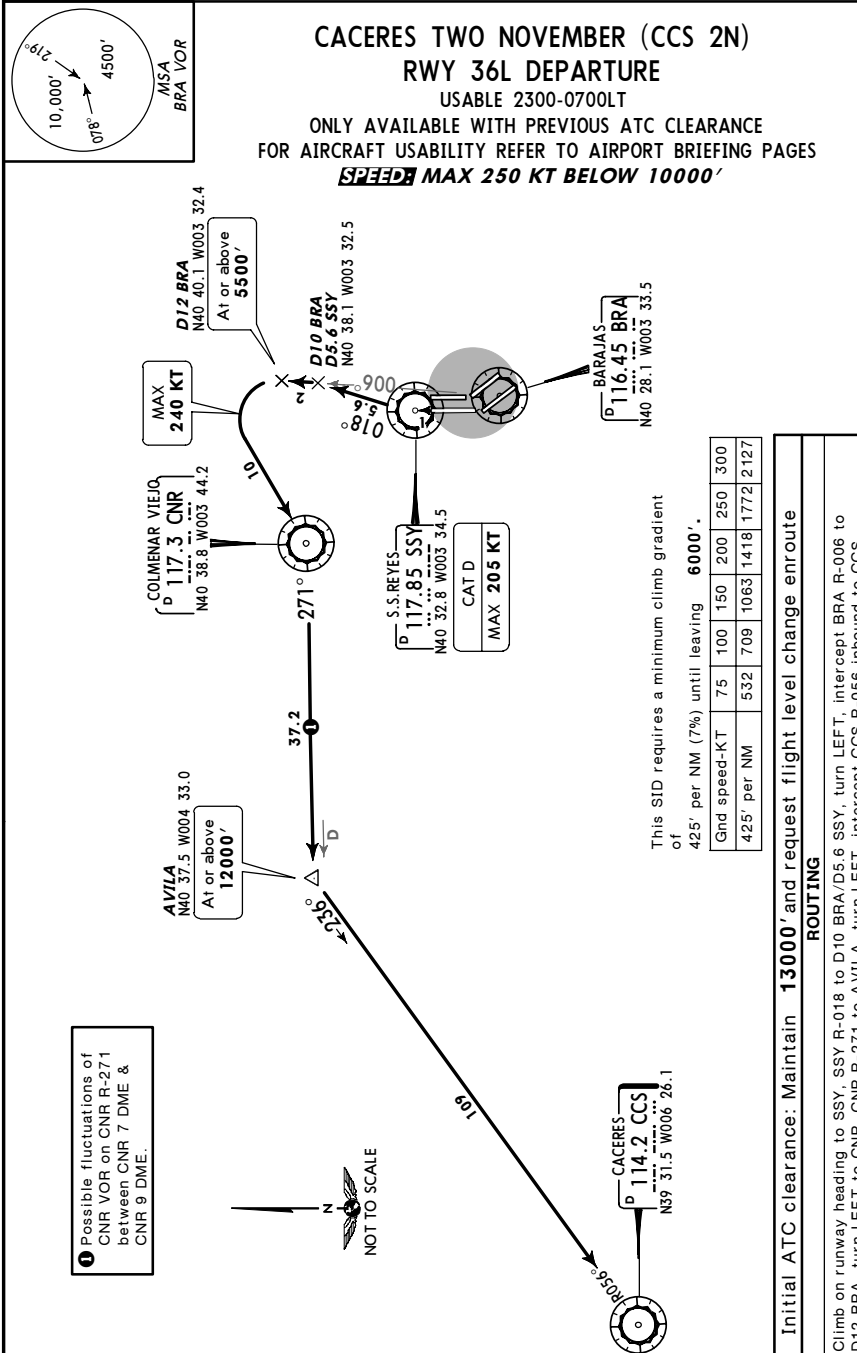
① Usable between 2300-0700LT. Only available with previous ATC clearance.

① Usable between 2300-0700LT. Only available with previous ATC clearance.

CHANGES: New chart.

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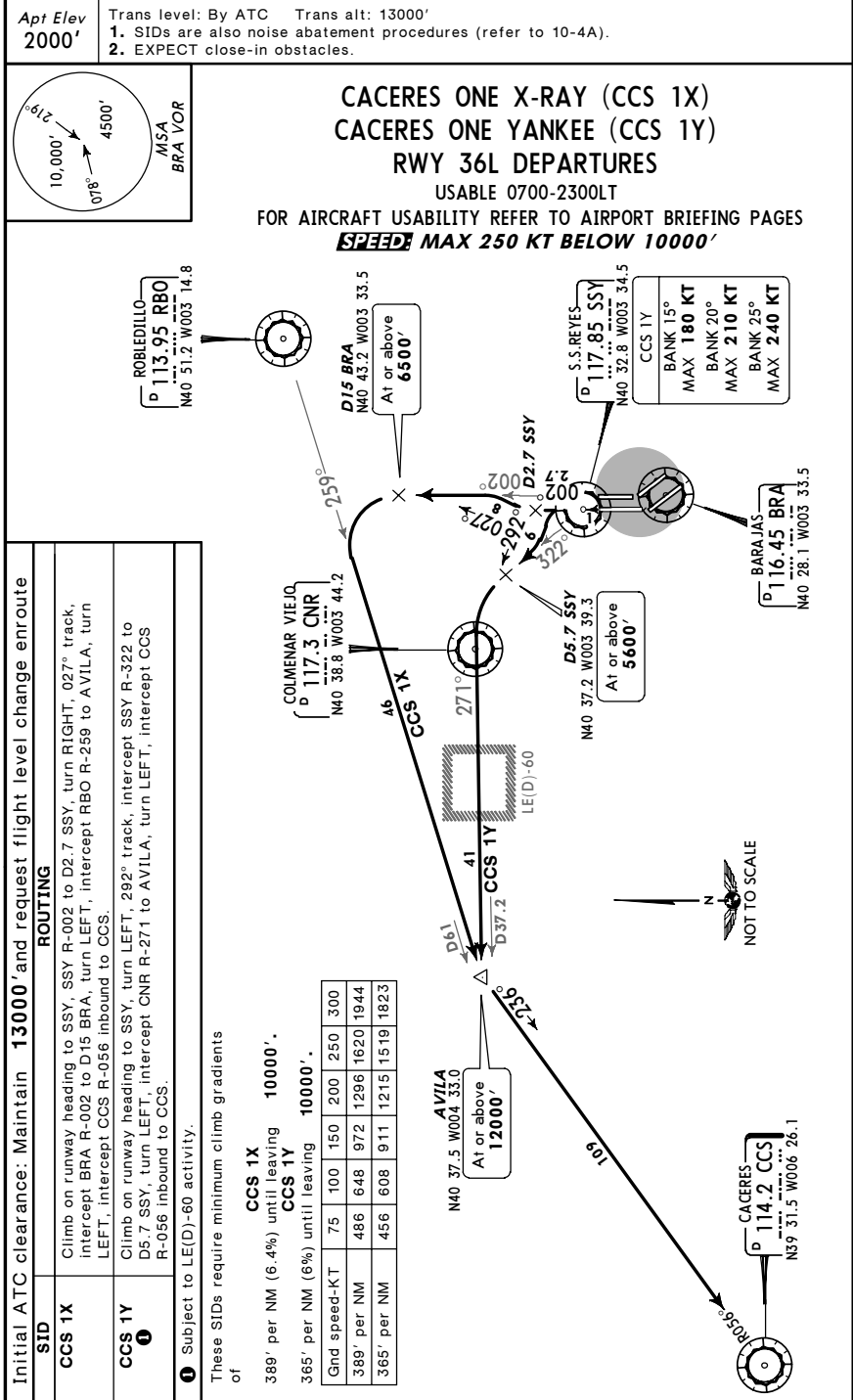
Apt Elev 2000'	Trans level: By ATC Trans alt: 13000'
	1. SIDs are also noise abatement procedures (refer to 10-4A). 2. EXPECT close-in obstacles.

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

Climb on runway heading to SSY, SSY R-018 to D10 BRA/D5.6 SSY, turn LEFT, intercept BRA R-006 to D12 BRA; turn LEFT to CNR, CNR R-271 to AVILA, turn LEFT, intercept CCS R-056 inbound to CCS.

CHANGES: New chart.

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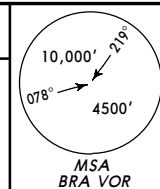
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24 AUG 07 10-3P Eff 30 Aug

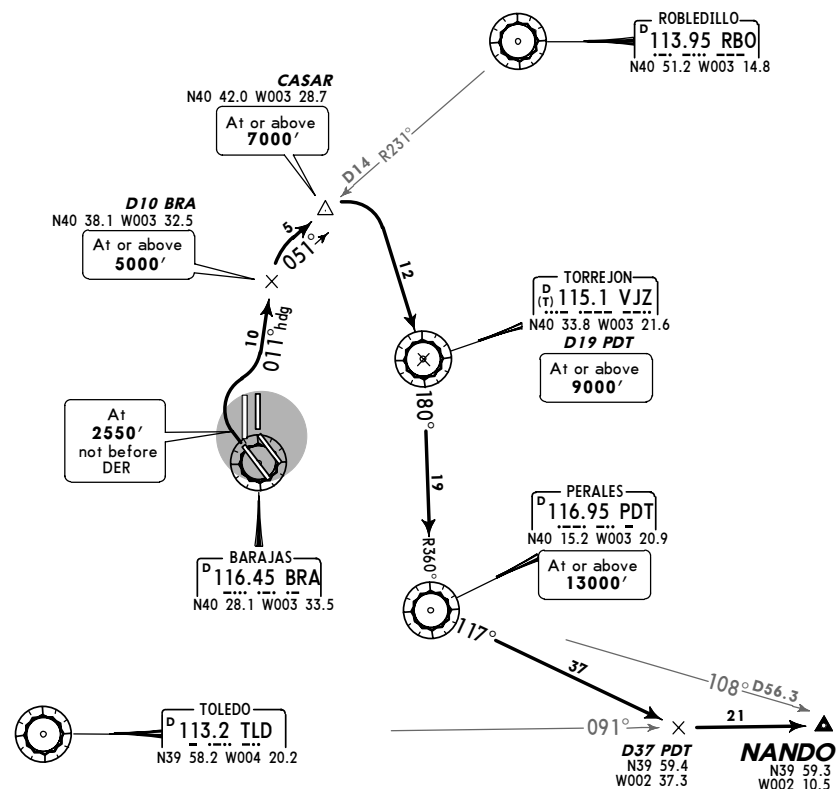
MADRID, SPAIN

SID

Apt Elev 2000'
Trans level: By ATC Trans alt: 13000'
SIDs are also noise abatement procedures (refer to 10-4A).



NANDO THREE DELTA (NANDO 3D) [NAND3D]
RWY 33L DEPARTURE
~~SPEEDS~~ MAX 250 KT BELOW 10000'



This SID requires a minimum climb gradient
of
425' per NM (7%) until leaving 9000'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

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

ROUTING

Climb on runway heading to **2550'**, turn RIGHT not before DER (BRA 1.3 DME), 011° heading to D10 BRA, turn RIGHT, intercept RBO R-231 inbound to CASAR, turn RIGHT to VJZ, intercept PDT R-360 inbound to PDT, PDT R-117 to D37 PDT, turn LEFT, intercept TLD R-091 to NANDO.
VJZ u/s: At CASAR turn RIGHT, intercept PDT R-360 inbound via D19 PDT to PDT, PDT R-117 to D37 PDT, turn LEFT, intercept TLD R-091 to NANDO.

LEMD/MAD
BARAJAS

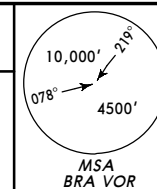
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24 AUG 07 10-3Q Eff 30 Aug

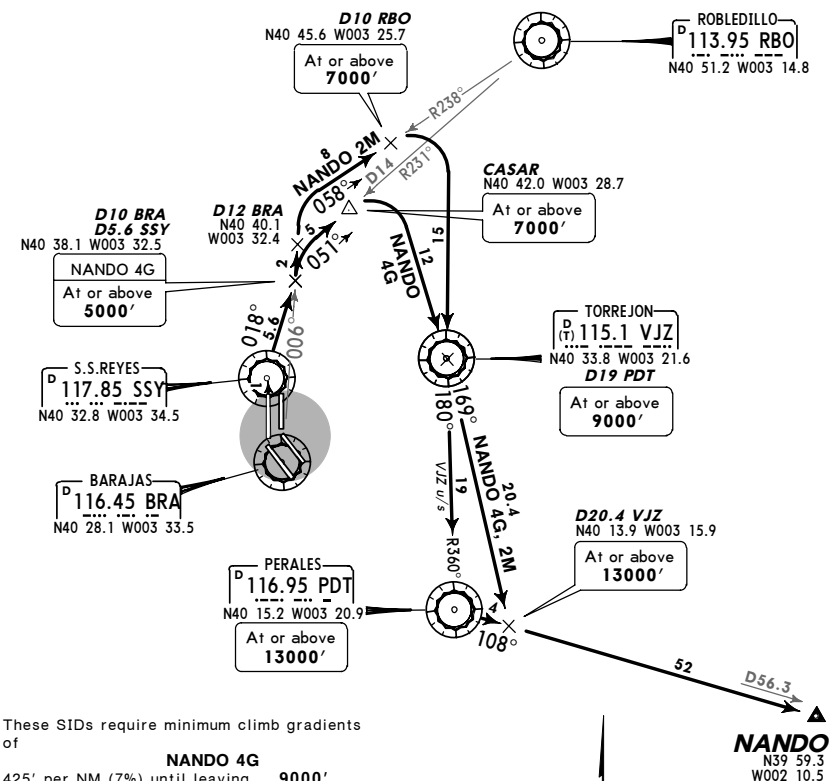
MADRID, SPAIN

SID

Apt Elev 2000'
Trans level: By ATC Trans alt: 13000'
1. SIDs are also noise abatement procedures (refer to 10-4A).
2. EXPECT close-in obstacles.



NANDO FOUR GOLF (NANDO 4G) [NAND4G]
NANDO TWO MIKE (NANDO 2M) [NAND2M]
RWY 36L DEPARTURES
~~SPEEDS~~ MAX 250 KT BELOW 10000'



These SIDs require minimum climb gradients
of

NANDO 4G
425' per NM (7%) until leaving 9000'.

NANDO 2M
334' per NM (5.5%) until leaving 8000'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
334' per NM	418	557	835	1114	1392	1671



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

SID	ROUTING
NANDO 4G Usable 0700-2300LT	Climb on runway heading to SSY, SSY R-018 to D10 BRA, turn RIGHT, intercept RBO R-231 inbound to CASAR, turn RIGHT to VJZ, VJZ R-169 to D20.4 VJZ, turn LEFT, intercept PDT R-108 to NANDO. VJZ u/s: At CASAR turn RIGHT, intercept PDT R-360 inbound via D19 PDT to PDT, PDT R-108 to NANDO.
NANDO 2M Usable 2300-0700LT	Climb on runway heading to SSY, SSY R-018 to D10 BRA/D5.6 SSY, turn LEFT, intercept BRA R-006 to D12 BRA, turn RIGHT, intercept RBO R-238 inbound to D10 RBO, turn RIGHT to VJZ, VJZ R-169 to D20.4 VJZ, turn LEFT, intercept PDT R-108 to NANDO. VJZ u/s: At D10 RBO turn RIGHT, intercept PDT R-360 inbound via D19 PDT to PDT, PDT R-108 to NANDO.

SID

MSA
BRA VOR

D10 RBO
N40 45.6 W003 25.7
At or above 7000'

D12 BRA
N40 40.2 W003 33.5
At or above 4500'

TORREJON
D (T) **115.1 VJZ**
N40 33.8 W003 21.6
At or above 9000'

BARAJAS
D **116.45 BRA**
N40 28.1 W003 33.5

PERALES
D **116.95 PDT**
N40 15.2 W003 20.9
At or above 13000'

D20.4 VJZ
N40 13.9 W003 15.9
At or above 13000'

ROBEDILLO
D **113.95 RBO**
N40 51.2 W003 14.8

Navigation parameters:
- Initial climb: 0.7°
- Segment 1: 5 DME, 0.7°
- Segment 2: 058°, 8, 2Y
- Segment 3: 043°, 14, 2R
- Segment 4: 15, 1/4
- Segment 5: 32, 1/4
- Segment 6: 108°, 20.4, 2Y
- Final segment: 52

NANDO 2R
365' per NM (6%) until leaving 9000'.

NANDO 2Y
334' per NM (5.5%) until leaving 8000'.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823
334' per NM	418	557	835	1114	1392	1671

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

SID	ROUTING
NANDO 2R Usable 0700-2300LT	Climb on 017° track as soon as possible, not later than reaching 2500' to BRA 5.8 DME, turn RIGHT, intercept RBO R-223 inbound to D10 RBO, turn RIGHT to VJZ, VJZ R-169 to D20.4 VJZ, turn LEFT, intercept PDT R-108 to NANDO. VJZ u/s: At D10 RBO turn RIGHT to PDT, PDT R-108 to NANDO.
NANDO 2Y Usable 2300-0700LT	Climb on runway heading to BRA 5 DME, intercept BRA R-002 to D12 BRA, turn RIGHT, intercept RBO R-238 inbound to D10 RBO, turn RIGHT to VJZ, VJZ R-169 to D20.4 VJZ, turn LEFT, intercept PDT R-108 to NANDO. VJZ u/s: At D10 RBO turn RIGHT to PDT, PDT R-108 to NANDO.

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SID

MSA
BRA VOR

NANDO 1X
334' per NM (5.5%) until leaving 11000'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2126
352' per NM	441	587	881	1175	1468	1762
334' per NM	418	557	835	1114	1392	1670

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

SID	ROUTING	
NANDO 2V Usable 0700-2300LT	Climb on 129° track as soon as possible, not later than reaching 8.6 DME, turn LEFT, intercept BRA R-116 to NANDO.	2400' to BRA
NANDO 1X Usable 2300-0700LT	Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept PDT R-338 inbound to PDT, PDT R-108 to NANDO.	

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SID

BARAJAS
D 116.45 BRA
N40 28.1 W003 33.5

At or above
2400'

D8 BRA
N40 22.4 W003 26.2

At or above
4500'

At or above
5000'

At or above
7000'

PERALES
D 116.95 PDT
N40 15.2 W003 20.9
NASOS 2B, 1S

NASOS 2B
153° → 8
R333°

NASOS 1S
145° → 16
R325°

NASOS 1V
158° → 16
R338°

2.4 DME
4.1 DME
12 DME
5.4 DME

130°
138°
145°
158°
166°

53.3

NOT TO SCALE

ed-KT 75 100 150 200 250 300
r NM 463 618 927 1235 1544 1853

NASOS
N39 23.9 W003 01.1

371' per NM (6.1%)	NASOS 2B until leaving	7000'.
334' per NM (5.5%)	NASOS 1S until leaving	7000'.
334' per NM (5.5%)	NASOS 1V until leaving	5000'.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
334' per NM	418	557	835	1114	1392	1671

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

SID	RWY	ROUTING	
NASOS 2B Usable 2300-0700LT	15R	Climb on 130° track as soon as possible, not later than reaching to BRA 2.4 DME, turn RIGHT, intercept BRA R-138 to D8 BRA, turn RIGHT, intercept PDT R-333 inbound to PDT, PDT R-166 to NASOS.	2500'
NASOS 1S Usable 0700-2300LT		Climb on runway heading to PDT 12 DME/BRA 4.1 DME, turn RIGHT, intercept PDT R-325 inbound to PDT, PDT R-166 to NASOS.	
NASOS 1V	15L	Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept PDT R-338 inbound to PDT, PDT R-166 to NASOS.	

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SID

ROBEDILLO
D 113.95 RBO
N40 51.2 W003 14.8

CASAR
N40 42.0 W003 28.7
At or above 7000'

D10 BRA
N40 38.1 W003 32.5
At or above 5000'

At 2550' not before DER

BARAJAS
D 116.45 BRA
N40 28.1 W003 33.5

TORREJON
D (T) 115.1 VJZ
N40 33.8 W003 21.6
D19 PDT
At or above 9000'

PERALES
D 116.95 PDT
N40 15.2 W003 20.9
At or above 13000'

NASOS
N39 23.9 W003 01.7

Distances: 5, 10, 12, 180°, 19, R360°, 116°, 53.3

Angles: 051°, 017° hdg

NOT TO SCALE

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

VJZ u/s: At CASAR turn RIGHT, intercept PDT R-360 inbound via D19 PDT to PDT, PDT R-166 to NASOS.

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LEMD/MAD
BARAJAS

JEPPESEN

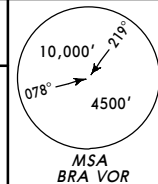
24 AUG 07 (10-3Q5) Eff 30 Aug

MADRID, SPAIN

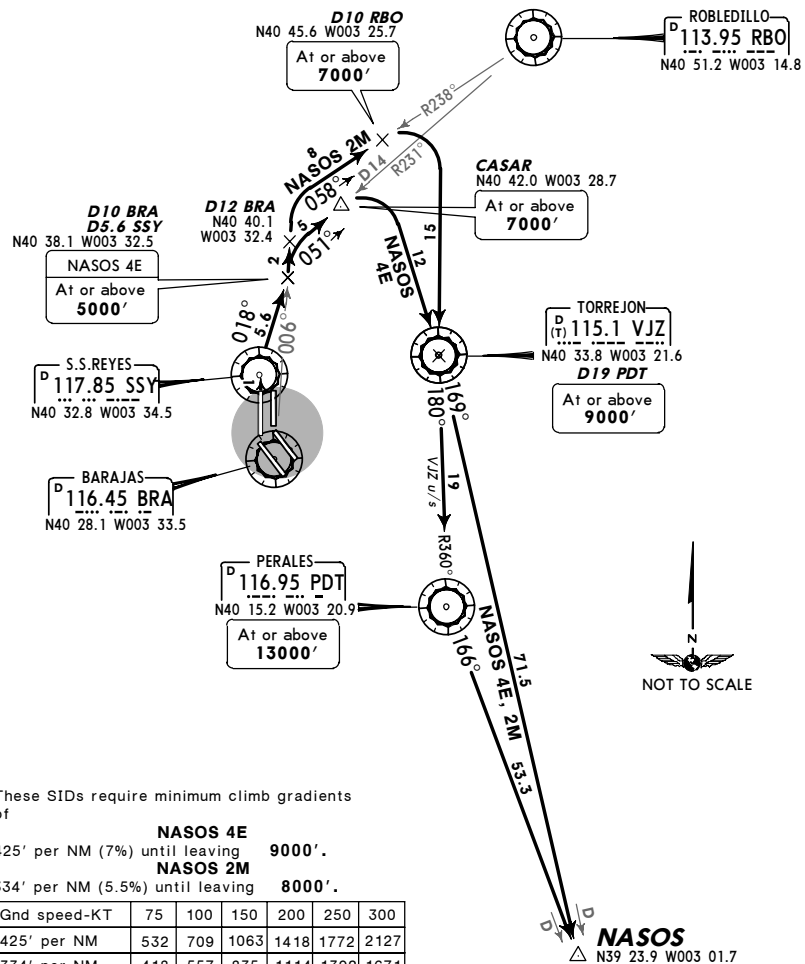
SID

Apt Elev
2000'

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



NASOS FOUR ECHO (NASOS 4E) [NASO4E]
NASOS TWO MIKE (NASOS 2M) [NASO2M]
RWY 36L DEPARTURES
~~SPEED~~ MAX 250 KT BELOW 10000'



These SIDs require minimum climb gradients of

NASOS 4E
425' per NM (7%) until leaving 9000'.
NASOS 2M
334' per NM (5.5%) until leaving 8000'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
334' per NM	418	557	835	1114	1392	1671

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

SID	ROUTING
NASOS 4E Usable 0700-2300LT	Climb on runway heading to SSY, SSY R-018 to D10 BRA, turn RIGHT, intercept RBO R-231 inbound to CASAR, turn RIGHT to VJZ, VJZ R-169 to NASOS. VJZ u/s: At CASAR turn RIGHT, intercept PDT R-360 inbound via D19 PDT to PDT, PDT R-166 to NASOS.
NASOS 2M Usable 2300-0700LT	Climb on runway heading to SSY, SSY R-018 to D10 BRA/D5.6 SSY, turn LEFT, intercept BRA R-006 to D12 BRA, turn RIGHT, intercept RBO R-238 inbound to D10 RBO, turn RIGHT to VJZ, VJZ R-169 to NASOS. VJZ u/s: At D10 RBO turn RIGHT, intercept PDT R-360 inbound via D19 PDT to PDT, PDT R-166 to NASOS.

CHANGES: Chart reindexed.

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BARAJAS

JEPPESEN

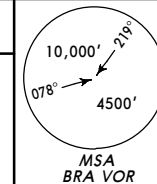
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MADRID, SPAIN

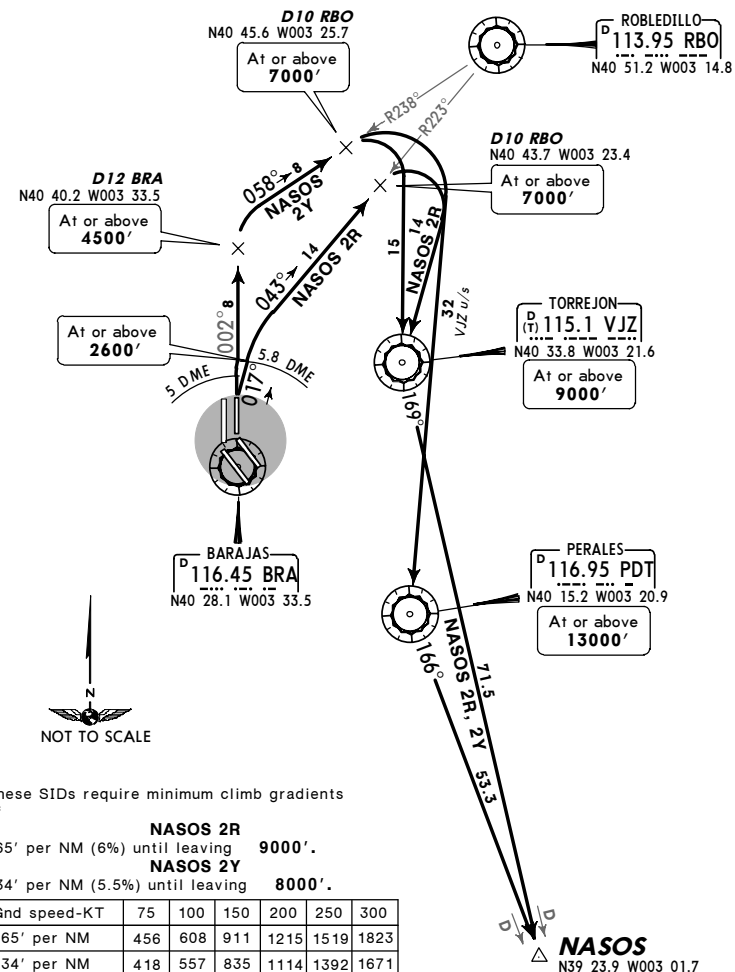
SID

Apt Elev
2000'

Trans level: By ATC Trans alt: 13000'
SIDs are also noise abatement procedures (refer to 10-4A).



NASOS TWO ROMEO (NASOS 2R) [NASO2R]
NASOS TWO YANKEE (NASOS 2Y) [NASO2Y]
RWY 36R DEPARTURES
~~SPEED~~ MAX 250 KT BELOW 10000'



These SIDs require minimum climb gradients of

NASOS 2R
365' per NM (6%) until leaving 9000'.
NASOS 2Y
334' per NM (5.5%) until leaving 8000'.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823
334' per NM	418	557	835	1114	1392	1671

NASOS 2R: Changes in initial climb track are not permitted before DER (BRA 3.8 DME).

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

SID	ROUTING
NASOS 2R Usable 0700-2300LT	Climb on 017° track as soon as possible, not later than reaching 2500' to BRA 5.8 DME, turn RIGHT, intercept RBO R-223 inbound to D10 RBO, turn RIGHT to VJZ, VJZ R-169 to NASOS. VJZ u/s: At D10 RBO turn RIGHT to PDT, PDT R-166 to NASOS.
NASOS 2Y Usable 2300-0700LT	Climb on runway heading to BRA 5 DME, intercept BRA R-002 to D12 BRA, turn RIGHT, intercept RBO R-238 inbound to D10 RBO, turn RIGHT to VJZ, VJZ R-169 to NASOS. VJZ u/s: At D10 RBO turn RIGHT to PDT, PDT R-166 to NASOS.

CHANGES: New chart.

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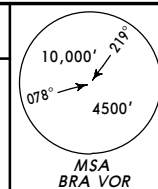
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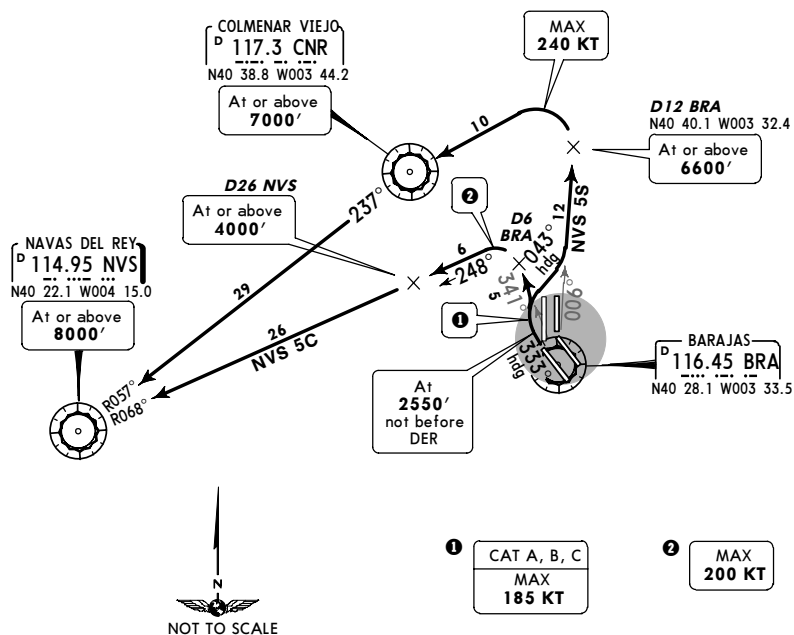
MADRID, SPAIN

SID

Apt Elev
2000'
Trans level: By ATC Trans alt: 13000'
SIDs are also noise abatement procedures (refer to 10-4A).



NAVAS FIVE CHARLIE (NVS 5C)
NAVAS FIVE SIERRA (NVS 5S)
RWY 33L DEPARTURES
FOR AIRCRAFT USABILITY REFER TO AIRPORT BRIEFING PAGES
~~SPEEDS~~ MAX 250 KT BELOW 10000'



These SIDs require minimum climb gradients of

NVS 5C
304' per NM (5%) until leaving 3000'.
NVS 5S
365' per NM (6%) until leaving 5500'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519
365' per NM	456	608	911	1215	1519	1823

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

SID	ROUTING
NVS 5C	Climb on 333° heading to 2550' , turn RIGHT not before DER (BRA 1.3 DME), intercept BRA R-341 to D6 BRA, turn LEFT, intercept NVS R-068 inbound to NVS.
NVS 5S	Climb on 333° heading to 2550' , turn RIGHT not before DER (BRA 1.3 DME), 043° heading, intercept BRA R-006 to D12 BRA, turn LEFT to CNR, intercept NVS R-057 inbound to NVS.

CHANGES: New chart.

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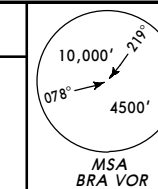
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3 AUG 07 (10-3S)

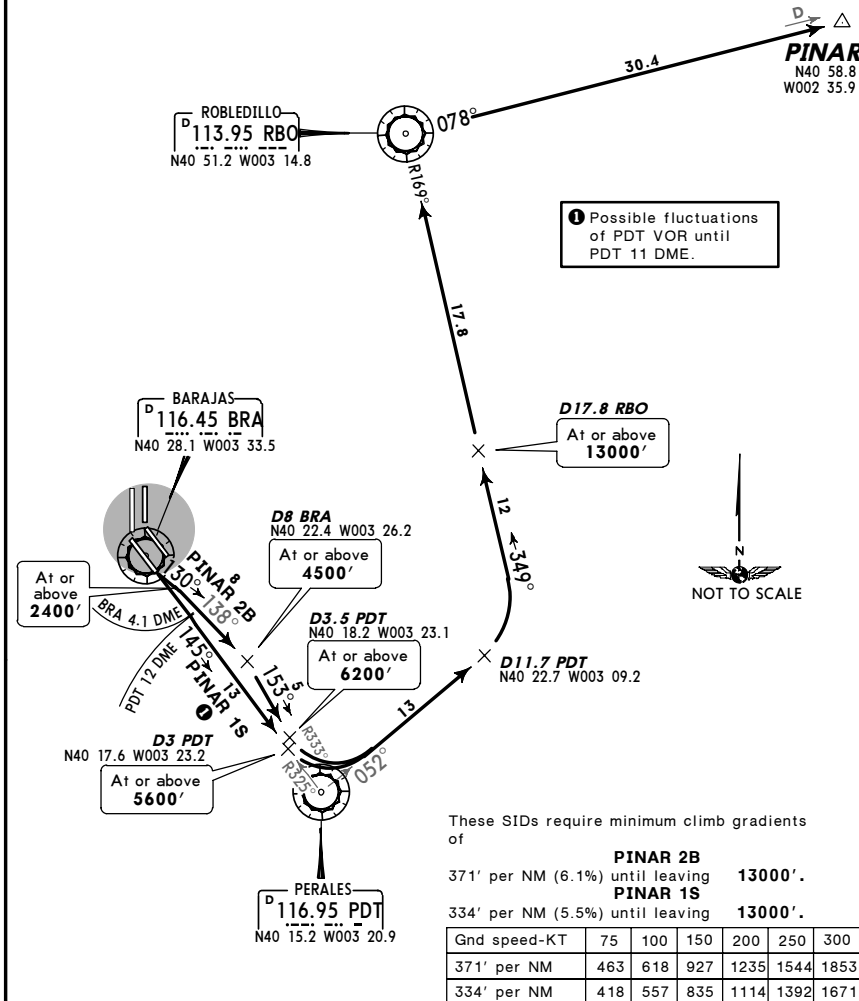
MADRID, SPAIN

SID

Apt Elev
2000'
Trans level: By ATC Trans alt: 13000'
SIDs are also noise abatement procedures (refer to 10-4).



PINAR TWO BRAVO (PINAR 2B) [PINA2B]
PINAR ONE SIERRA (PINAR 1S) [PINA1S]
RWY 15R DEPARTURES
~~SPEEDS~~ MAX 250 KT BELOW 10000'



These SIDs require minimum climb gradients of

PINAR 2B
371' per NM (6.1%) until leaving 13000'.
PINAR 1S
334' per NM (5.5%) until leaving 13000'.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
334' per NM	418	557	835	1114	1392	1671

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

SID	ROUTING
PINAR 2B Usable 2300-0700LT	Climb on 130° track as soon as possible, not later than reaching 2500' , at or above 2400' intercept BRA R-138 to D8 BRA, turn RIGHT, intercept PDT R-333 inbound to D3.5 PDT, turn LEFT, intercept PDT R-052 to D11.7 PDT, turn LEFT, intercept RBO R-169 inbound to RBO, RBO R-078 to PINAR.
PINAR 1S Usable 0700-2300LT	Climb on runway heading to PDT 12 DME/BRA 4.1 DME, turn RIGHT, intercept PDT R-325 inbound to D3 PDT, turn LEFT, intercept PDT R-052 to D11.7 PDT, turn LEFT, intercept RBO R-169 inbound to RBO, RBO R-078 to PINAR.

CHANGES: Initial ATC clearance.

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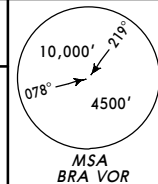
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3 AUG 07 (10-3T)

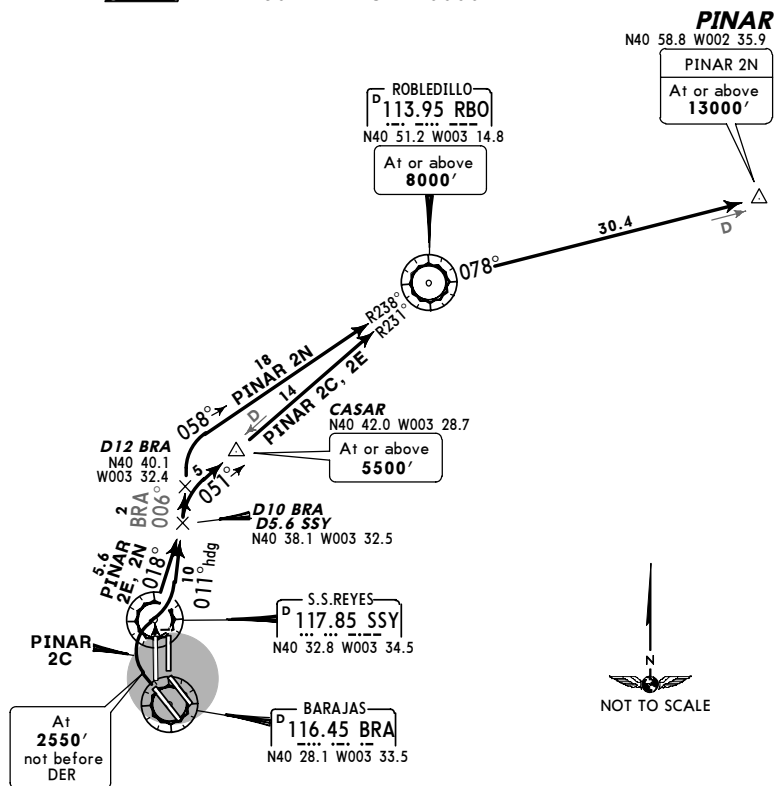
MADRID, SPAIN
SID

Apt Elev
2000'

Trans level: By ATC Trans alt: 13000'
1. SIDs are also noise abatement procedures (refer to 10-4).
2. RWY 36L: EXPECT close-in obstacles.



PINAR TWO CHARLIE (PINAR 2C) [PINA2C]
PINAR TWO ECHO (PINAR 2E) [PINA2E]
PINAR TWO NOVEMBER (PINAR 2N) [PINA2N]
RWYS 33L, 36L DEPARTURES
~~SPEED~~ MAX 250 KT BELOW 10000'



These SIDs require minimum climb gradients
of

PINAR 2C
304' per NM (5%) until leaving **5000'**.
PINAR 2E
425' per NM (7%) until leaving **5000'**.
PINAR 2N
334' per NM (5.5%) until leaving **8000'**.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
334' per NM	418	557	835	1114	1392	1671
304' per NM	380	506	760	1013	1266	1519

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

SID	RWY	ROUTING
PINAR 2C	33L	Climb on runway heading to 2550' , turn RIGHT not before DER (BRA 1.3 DME), 011° heading to D10 BRA, turn RIGHT, intercept RBO R-231 inbound via CASAR to RBO, turn RIGHT, RBO R-078 to PINAR.
PINAR 2E Usable 0700-2300LT	36L	Climb on runway heading to SSY, SSY R-018 to D10 BRA, turn RIGHT, intercept RBO R-231 inbound via CASAR to RBO, RBO R-078 to PINAR.
PINAR 2N Usable 2300-0700LT		Climb on runway heading to SSY, SSY R-018 to D10 BRA/D5.6 SSY, turn LEFT, intercept BRA R-006 to D12 BRA, turn RIGHT, intercept RBO R-238 inbound to RBO, RBO R-078 to PINAR.

CHANGES: None.

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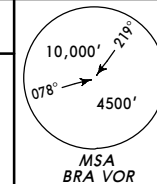
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3 AUG 07 (10-3T)

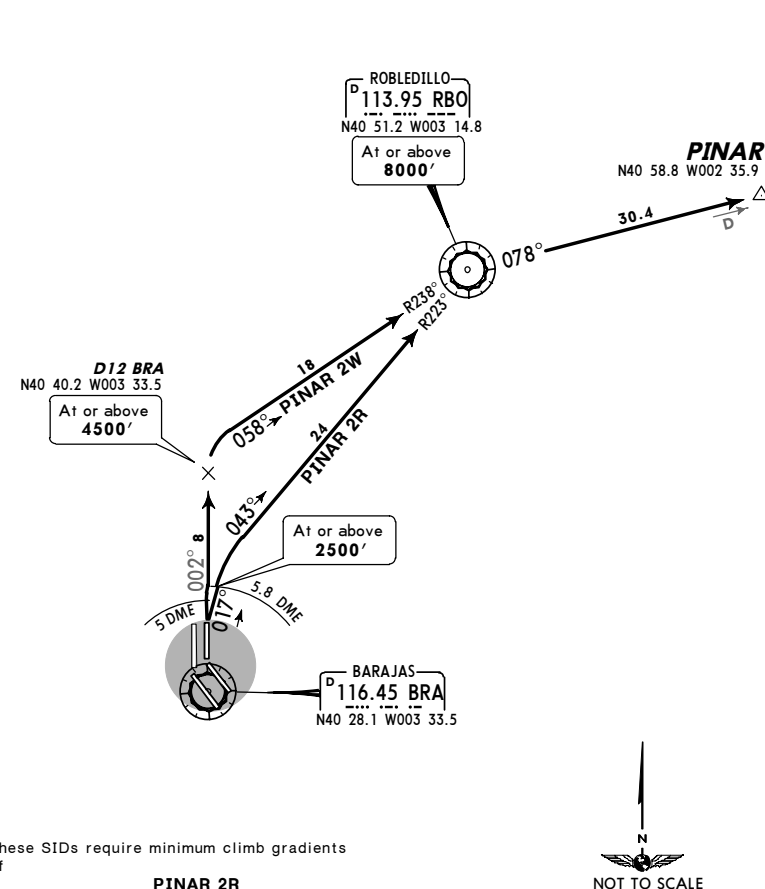
MADRID, SPAIN
SID

Apt Elev
2000'

Trans level: By ATC Trans alt: 13000'
SIDs are also noise abatement procedures (refer to 10-4).



PINAR TWO ROMEO (PINAR 2R) [PINA2R]
PINAR TWO WHISKEY (PINAR 2W) [PINA2W]
RWY 36R DEPARTURES
~~SPEED~~ MAX 250 KT BELOW 10000'



These SIDs require minimum climb gradients
of

PINAR 2R
304' per NM (5%) until leaving **8000'**.
PINAR 2W
334' per NM (5.5%) until leaving **8000'**.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519
334' per NM	418	557	835	1114	1392	1671

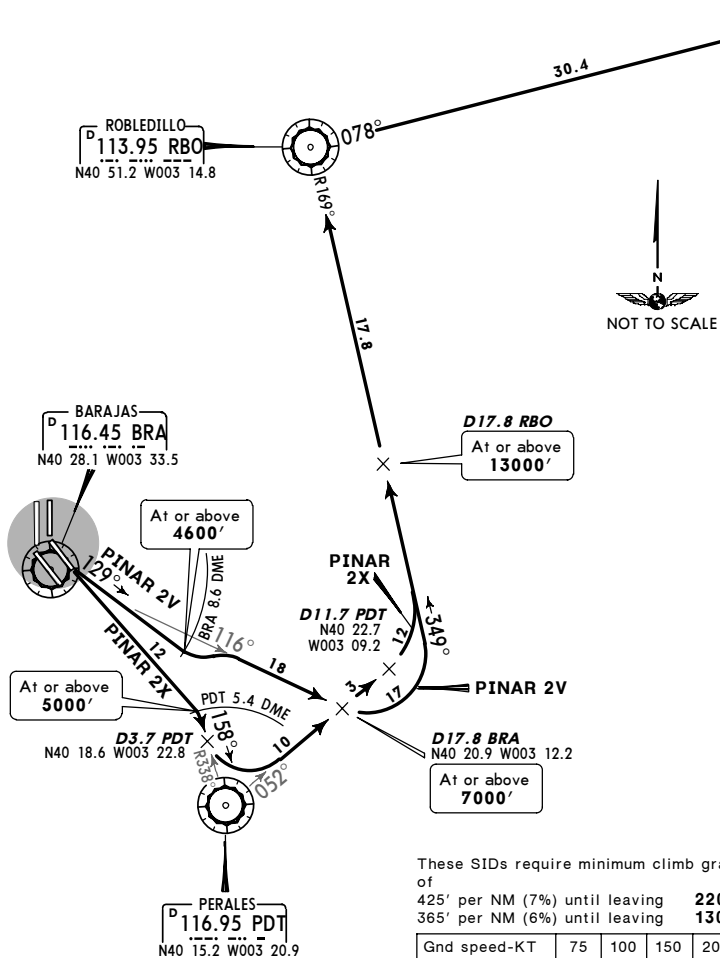
Initial ATC clearance: Maintain **13000'** and request flight level change enroute

SID	ROUTING
PINAR 2R Usable 0700-2300LT	Climb on 017° track as soon as possible, not later than reaching 2500' to BRA 5.8 DME, turn RIGHT, intercept RBO R-223 inbound to RBO, RBO R-078 to PINAR.
PINAR 2W Usable 2300-0700LT	Climb on runway heading to BRA 5 DME, intercept BRA R-002 to D12 BRA, turn RIGHT, intercept RBO R-238 inbound to RBO, turn RIGHT, RBO R-078 to PINAR.

CHANGES: None.

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PINAR
N40 58.8
W002 35.9



These SIDs require minimum climb gradients of

425' per NM (7%) until leaving	2200' , then
365' per NM (6%) until leaving	13000' .

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
365' per NM	456	608	911	1215	1519	1823

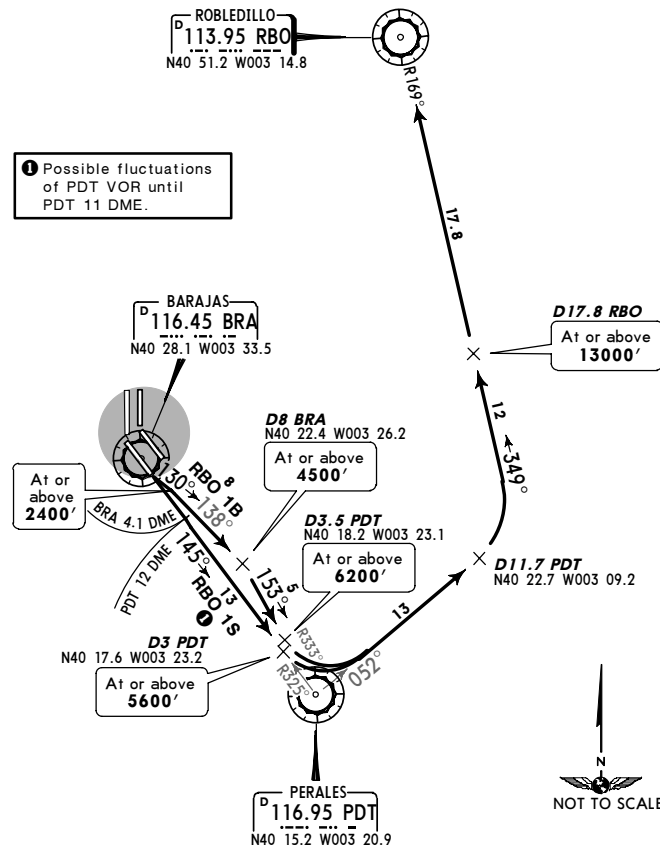
Initial ATC clearance: Maintain **13000'** and request flight level change enroute

SID	ROUTING
PINAR 2V Usable 0700-2300LT	Climb on 129° track as soon as possible, not later than reaching 2400' to BRA 8.6 DME, turn LEFT, intercept BRA R-116 to D17.8 BRA, turn LEFT, intercept RBO R-169 inbound to RBO, RBO R-078 to PINAR.
PINAR 2X Usable 2300-0700LT	Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept PDT R-338 in- bound to D3.7 PDT, turn LEFT, intercept PDT R-052 to D11.7 PDT, turn LEFT, intercept RBO R-169 inbound to RBO, RBO R-078 to PINAR.

CHANGES: Initial ATC clearance.

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ROBLEDILLO
113.95 RBO
N40 51.2 W003 14.8



These SIDs require minimum climb gradients of

	RBO 1B	
371' per NM (6.1%) until leaving		13000'.
	RBO 1S	
334' per NM (5.5%) until leaving		13000'.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
334' per NM	418	557	835	1114	1392	1671

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

SID	ROUTING
RBO 1B Usable 2300-0700LT	Climb on 130° track as soon as possible, not later than reaching 2500' , at or above 2400' intercept BRA R-138 to D8 BRA, turn RIGHT, intercept PDT R-333 inbound to D3.5 PDT, turn LEFT, intercept PDT R-052 to D11.7 PDT, turn LEFT, intercept RBO R-169 inbound to RBO.
RBO 1S Usable 0700-2300LT	Climb on runway heading to PDT 12 DME/BRA 4.1 DME, turn RIGHT, intercept PDT R-325 inbound to D3 PDT, turn LEFT, intercept PDT R-052 to D11.7 PDT, turn LEFT, intercept RBO R-169 inbound to RBO.

CHANGES: Initial ATC clearance.

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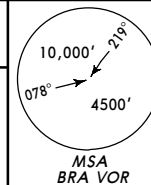
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3 AUG 07 (10-3T4)

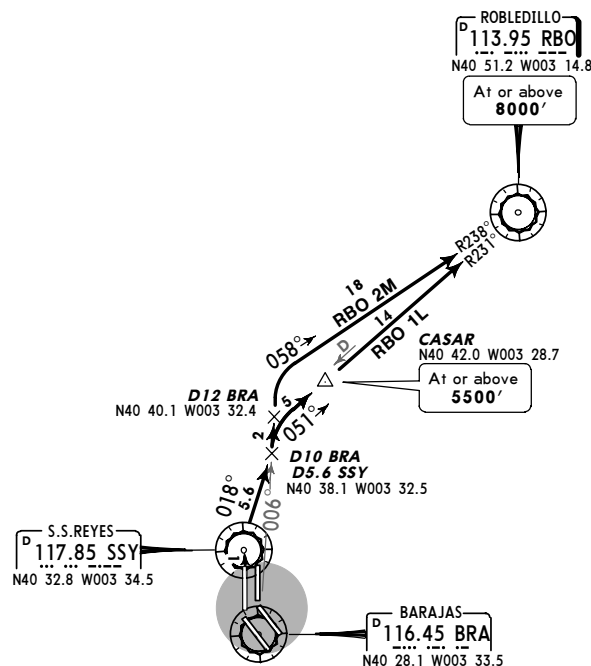
MADRID, SPAIN
SID

Apt Elev
2000'

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



ROBLEDILLO ONE LIMA (RBO 1L)
ROBLEDILLO TWO MIKE (RBO 2M)
RWY 36L DEPARTURES
~~SPEED~~ MAX 250 KT BELOW 10000'



These SIDs require minimum climb gradients
of

RBO 1L
425' per NM (7%) until leaving 5000'.
RBO 2M
334' per NM (5.5%) until leaving 8000'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
334' per NM	418	557	835	1114	1392	1671

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

SID	ROUTING
RBO 1L Usable 0700-2300LT	Climb on runway heading to SSY, SSY R-018 to D10 BRA, turn RIGHT, intercept ROBLEDILLO R-231 inbound via CASAR to RBO.
RBO 2M Usable 2300-0700LT	Climb on runway heading to SSY, SSY R-018 to D10 BRA/D5.6 SSY, turn LEFT, intercept BRA R-006 to D12 BRA, turn RIGHT, intercept RBO R-238 inbound to RBO.

CHANGES: None.

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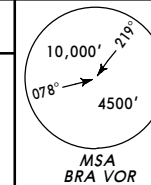
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3 AUG 07 (10-3T5)

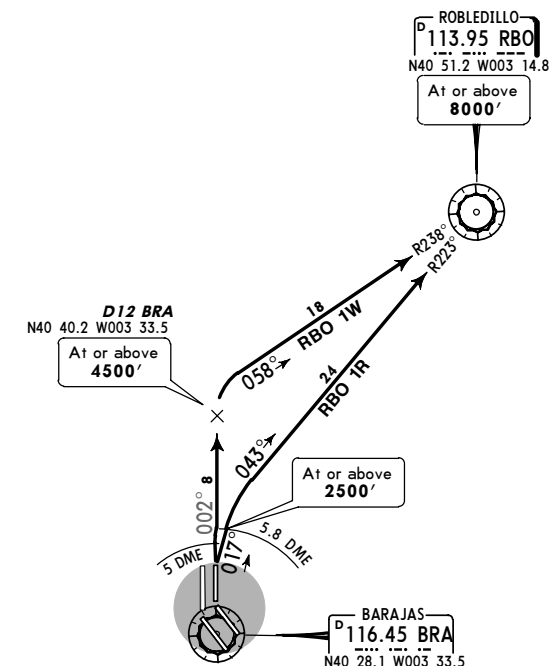
MADRID, SPAIN
SID

Apt Elev
2000'

Trans level: By ATC Trans alt: 13000'
SIDs are also noise abatement procedures (refer to 10-4).



ROBLEDILLO ONE ROMEO (RBO 1R)
ROBLEDILLO ONE WHISKEY (RBO 1W)
RWY 36R DEPARTURES
~~SPEED~~ MAX 250 KT BELOW 10000'



These SIDs require minimum climb gradients
of

RBO 1R
304' per NM (5%) until leaving 8000'.
RBO 1W
334' per NM (5.5%) until leaving 8000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519
334' per NM	418	557	835	1114	1392	1671

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

SID	ROUTING
RBO 1R Usable 0700-2300LT	Climb on 017° track as soon as possible, not later than reaching 2500' to BRA 5.8 DME, turn RIGHT, intercept RBO R-223 inbound to RBO.
RBO 1W Usable 2300-0700LT	Climb on runway heading to BRA 5 DME, intercept BRA R-002 to D12 BRA, turn RIGHT, intercept RBO R-238 inbound to RBO.

CHANGES: None.

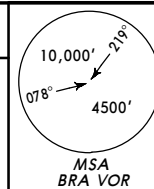
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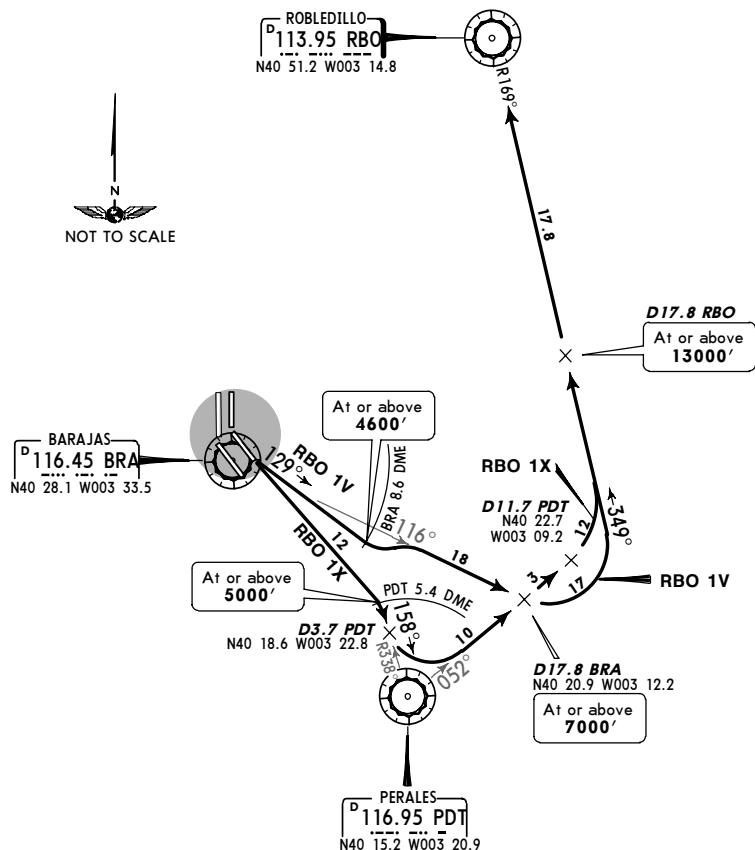
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3 AUG 07 (10-3T6)

MADRID, SPAIN
SID

Apt Elev
2000'
Trans level: By ATC Trans alt: 13000'
SIDs are also noise abatement procedures (refer to 10-4).



ROBLEDILLO ONE VICTOR (RBO 1V)
ROBLEDILLO ONE X-RAY (RBO 1X)
RWY 15L DEPARTURES
SPEED MAX 250 KT BELOW 10000'



These SIDs require minimum climb gradients
of
425' per NM (7%) until leaving 2200', then
365' per NM (6%) until leaving 13000'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
365' per NM	456	608	911	1215	1519	1823

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

SID	ROUTING
RBO 1V Usable 0700-2300LT	Climb on 129° track as soon as possible, not later than reaching 2400' to BRA 8.6 DME, turn LEFT, intercept BRA R-116 to D17.8 BRA, turn LEFT, intercept RBO R-169 inbound to RBO.
RBO 1X Usable 2300-0700LT	Climb on runway heading to PDT 5.4 DME, intercept PDT R-338 inbound to D3.7 PDT, turn LEFT, intercept PDT R-052 to D11.7 PDT, turn LEFT, intercept RBO R-169 inbound to RBO.

CHANGES: Initial ATC clearance.

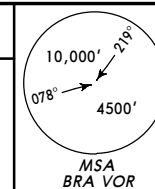
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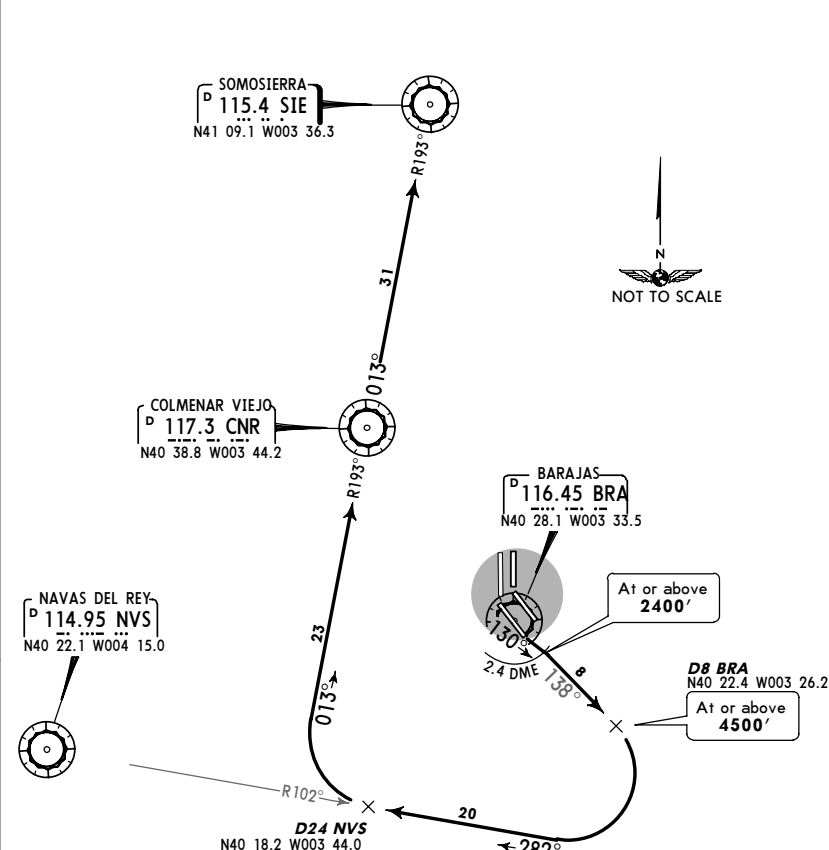
JEPPESEN
20 JUL 07 (10-3T7)

MADRID, SPAIN
SID

Apt Elev
2000'
Trans level: By ATC Trans alt: 13000'
SIDs are also noise abatement procedures (refer to 10-4).



SOMOSIERRA TWO BRAVO (SIE 2B)
RWY 15R DEPARTURE
USABLE 2300-0700LT
SPEED MAX 250 KT BELOW 10000'



This SID requires minimum climb gradients
of
334' per NM (5.5%) until leaving 5000', then
273' per NM (4.5%) until leaving FL145.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671
273' per NM	342	456	684	911	1139	1367

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

ROUTING
Climb on 130° track as soon as possible, not later than reaching 2500' to BRA 2.4 DME, turn RIGHT, intercept BRA R-138 to D8 BRA, turn RIGHT, intercept NVS R-102 inbound to D24 NVS, turn RIGHT, intercept CNR R-193 inbound to CNR, intercept SIE R-193 inbound to SIE.

CHANGES: D24 NVS INS coordinates.

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20 JUL 07 (10-3T8)

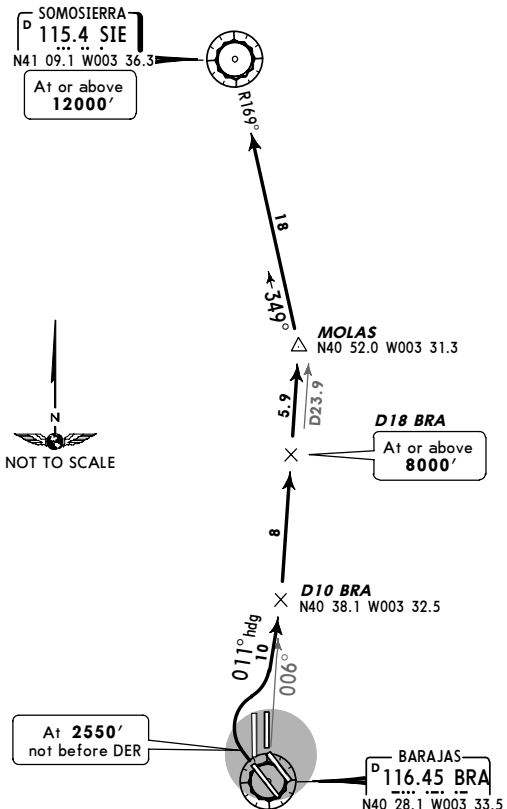
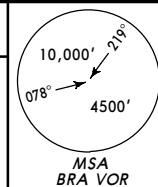
MADRID, SPAIN

SID

Apt Elev
2000'

Trans level: By ATC Trans alt: 13000'
SIDs are also noise abatement procedures (refer to 10-4).

SOMOSIERRA TWO CHARLIE (SIE 2C)
RWY 33L DEPARTURE
~~SPEED~~ MAX 250 KT BELOW 10000'



This SID requires a minimum climb gradient
of
365' per NM (6%) until leaving 8000'.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823

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

ROUTING

Climb on runway heading to **2550'**, turn RIGHT not before DER (BRA 1.3 DME), 011° heading to D10 BRA, intercept BRA R-006 to MOLAS, turn LEFT, intercept SIE R-169 inbound to SIE.

CHANGES: None.

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20 JUL 07 (10-3U)

MADRID, SPAIN

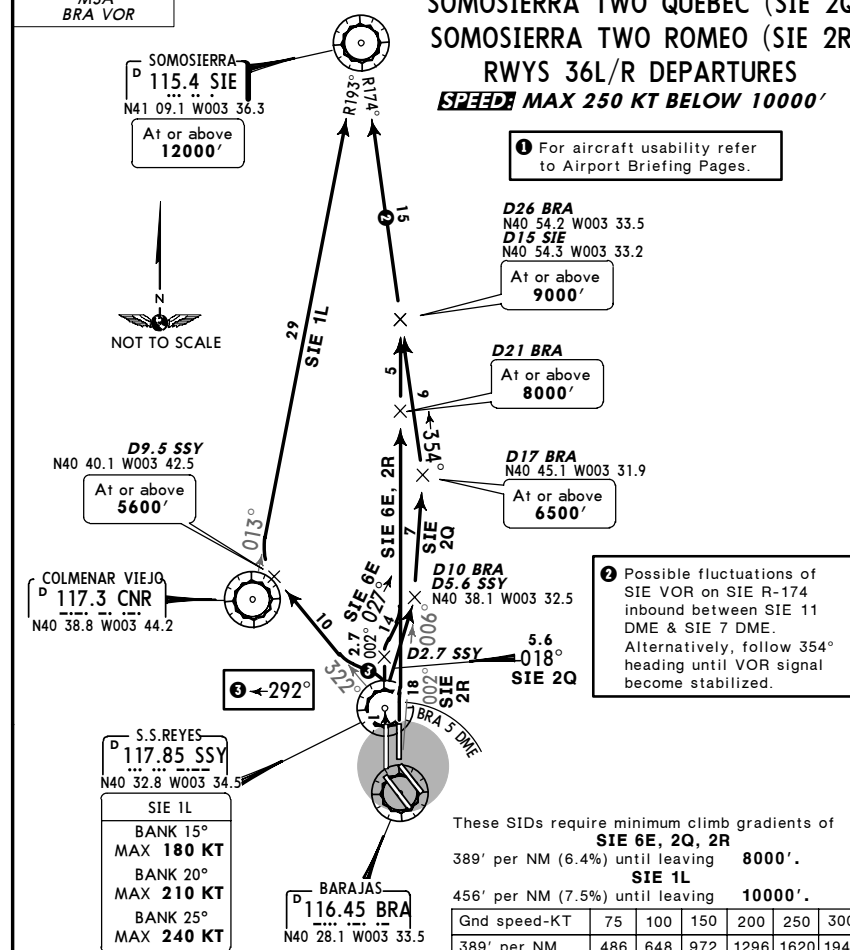
SID

Apt Elev
2000'

Trans level: By ATC Trans alt: 13000'
1. SIDs are also noise abatement procedures (refer to 10-4).
2. RWY 36L: EXPECT close-in obstacles.

SOMOSIERRA SIX ECHO (SIE 6E)
SOMOSIERRA ONE LIMA (SIE 1L)
SOMOSIERRA TWO QUEBEC (SIE 2Q)
SOMOSIERRA TWO ROMEO (SIE 2R)
RWYS 36L/R DEPARTURES
~~SPEED~~ MAX 250 KT BELOW 10000'

1 For aircraft usability refer
to Airport Briefing Pages.



These SIDs require minimum climb gradients of
SIE 6E, 2Q, 2R
389' per NM (6.4%) until leaving 8000'.
SIE 1L
456' per NM (7.5%) until leaving 10000'.

Gnd speed-KT	75	100	150	200	250	300
389' per NM	486	648	972	1296	1620	1944
456' per NM	570	760	1139	1519	1899	2279

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

SID	RWY	ROUTING
SIE 6E Usable 0700-2300LT	36L	Climb on runway heading to SSY, SSY R-002 to D2.7 SSY, turn RIGHT, 027° track, intercept BRA R-002 to D26 BRA, turn LEFT, intercept SIE R-174 inbound to SIE.
SIE 1L Usable 0700-2300LT		Climb on runway heading to SSY, turn LEFT, 292° track, intercept SSY R-322 to D9.5 SSY, turn RIGHT, intercept CNR R-013/SIE R-193 inbound to SIE.
SIE 2Q Usable 2300-0700LT		Climb on runway heading to SSY, SSY R-018 to D10 BRA/D5.6 SSY, turn LEFT, intercept BRA R-006 to D17 BRA, turn LEFT, intercept SIE R-174 inbound to SIE.
SIE 2R		Climb on runway heading to BRA 5 DME, intercept BRA R-002 to D26 BRA, turn LEFT, intercept SIE R-174 inbound to SIE.

CHANGES: None.

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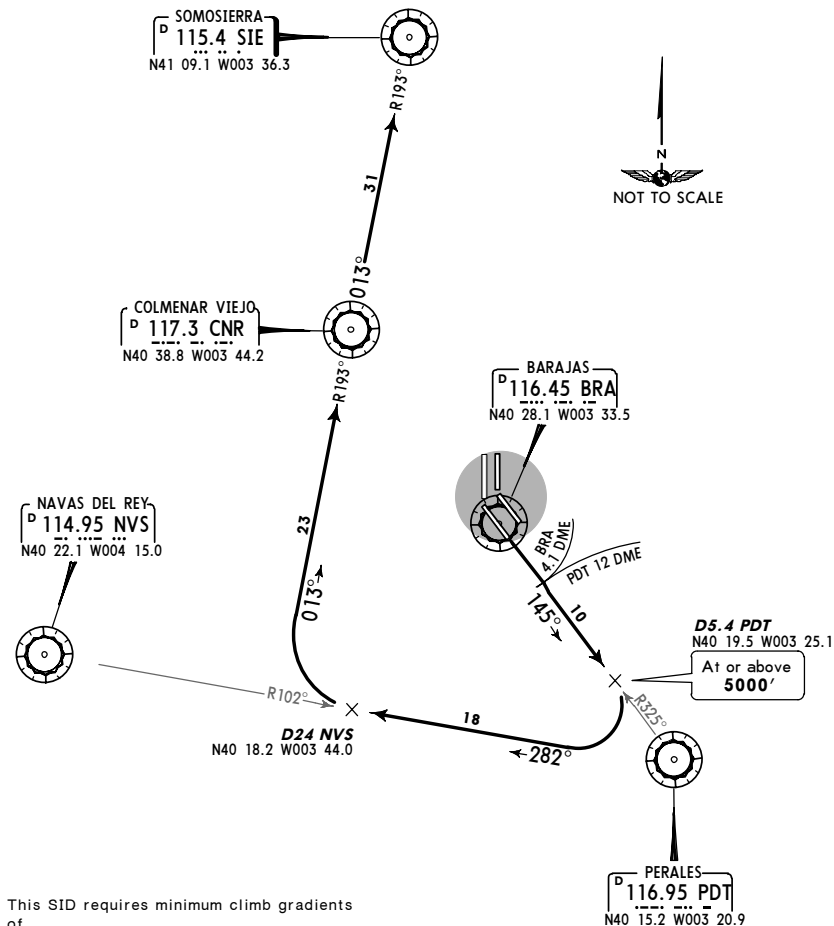
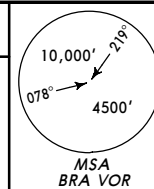
JEPPESEN
20 JUL 07 (10-3V)

MADRID, SPAIN
SID

Apt Elev
2000'

Trans level: By ATC Trans alt: 13000'
SIDs are also noise abatement procedures (refer to 10-4).

SOMOSIERRA ONE SIERRA (SIE 1S)
RWY 15R DEPARTURE
USABLE 0700-2300LT
~~SPEED~~ MAX 250 KT BELOW 10000'



This SID requires minimum climb gradients
of
334' per NM (5.5%) until leaving **5000'**, then
273' per NM (4.5%) until leaving **FL145**.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671
273' per NM	342	456	684	911	1139	1367

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

ROUTING

Climb on runway heading to PDT 12 DME/BRA 4.1 DME, turn RIGHT, intercept PDT R-325 inbound to D5.4 PDT, turn RIGHT, intercept NVS R-102 inbound to D24 NVS, turn RIGHT, intercept CNR R-193 inbound to CNR, intercept SIE R-193 inbound to SIE.

CHANGES: D24 NVS INS coordinates.

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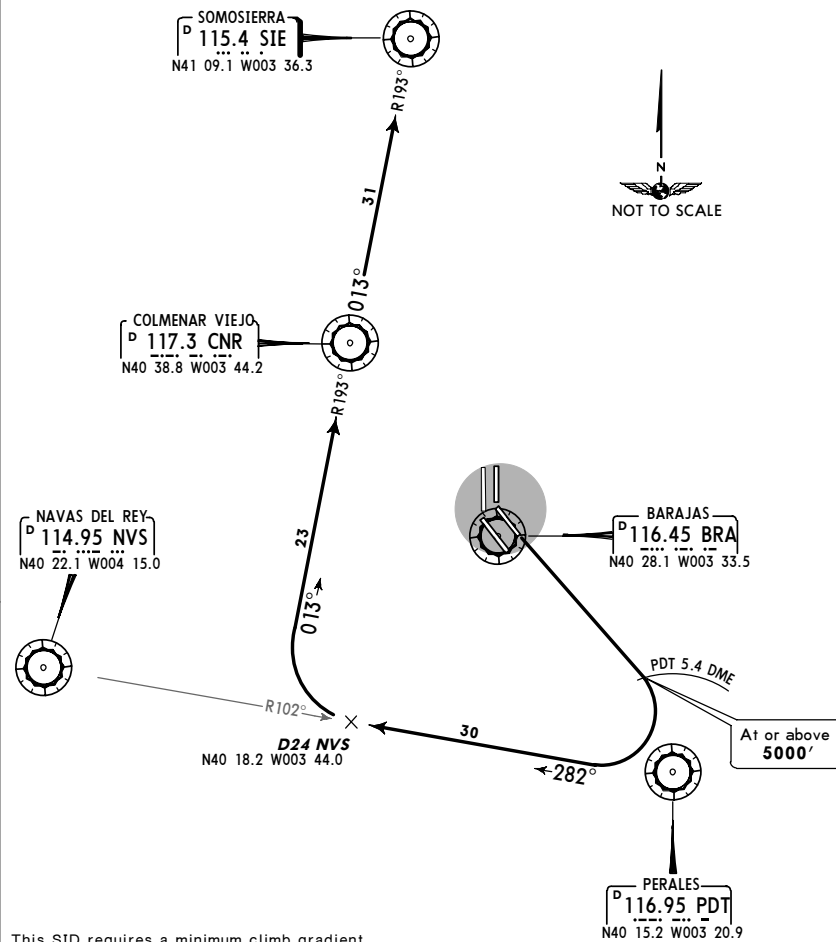
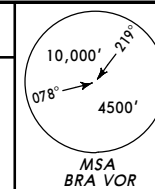
JEPPESEN
20 JUL 07 (10-3V1)

MADRID, SPAIN
SID

Apt Elev
2000'

Trans level: By ATC Trans alt: 13000'
SIDs are also noise abatement procedures (refer to 10-4).

SOMOSIERRA TWO VICTOR (SIE 2V)
RWY 15L DEPARTURE
~~SPEED~~ MAX 250 KT BELOW 10000'



This SID requires a minimum climb gradient
of
334' per NM (5.5%) until leaving **5000'**.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

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

ROUTING

Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept NVS R-102 inbound to D24 NVS, turn RIGHT, intercept CNR R-193 inbound to CNR, intercept SIE R-193 inbound to SIE.

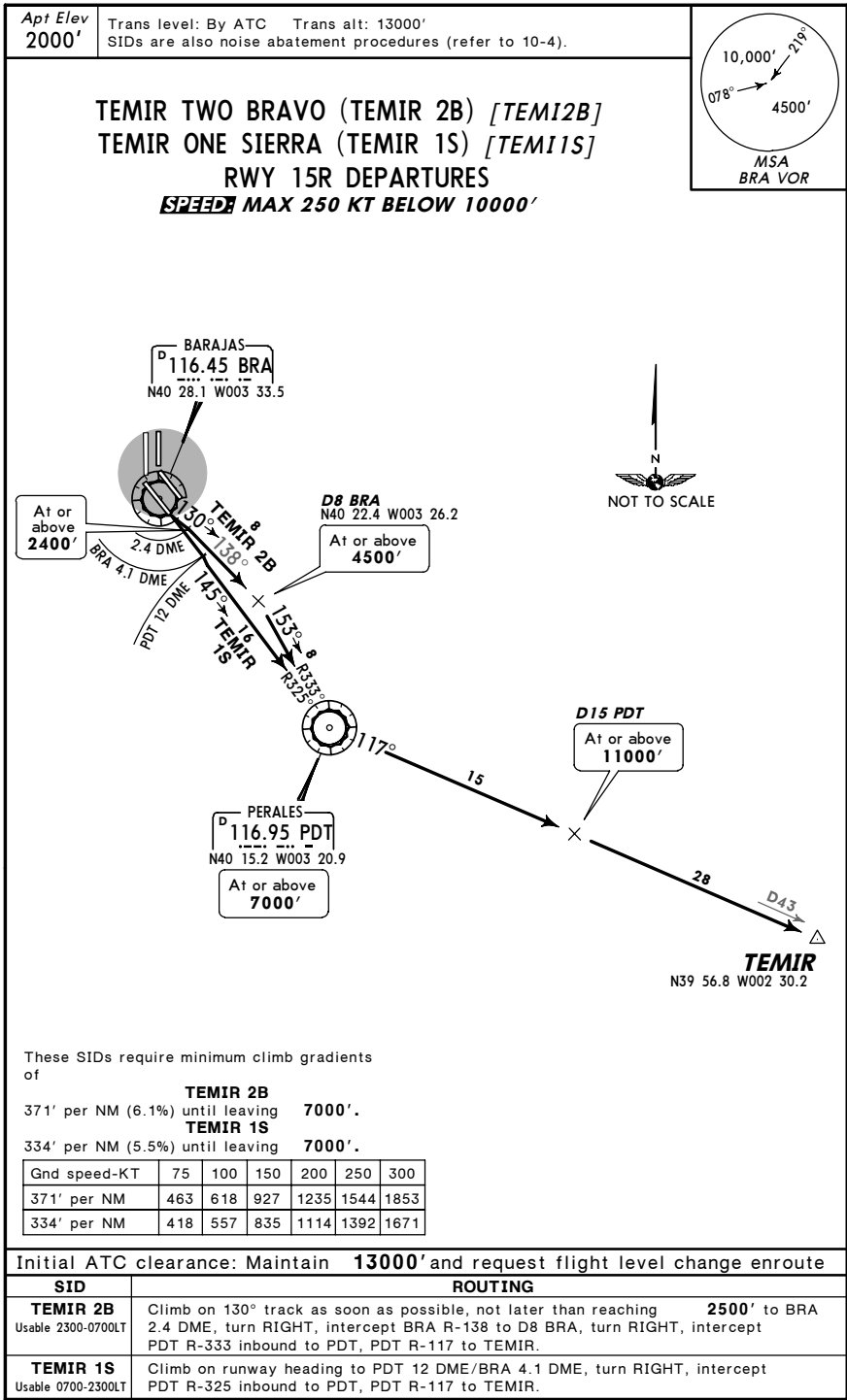
CHANGES: D24 NVS INS coordinates.

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JEPPESEN
20 JUL 07 (10-3V2)

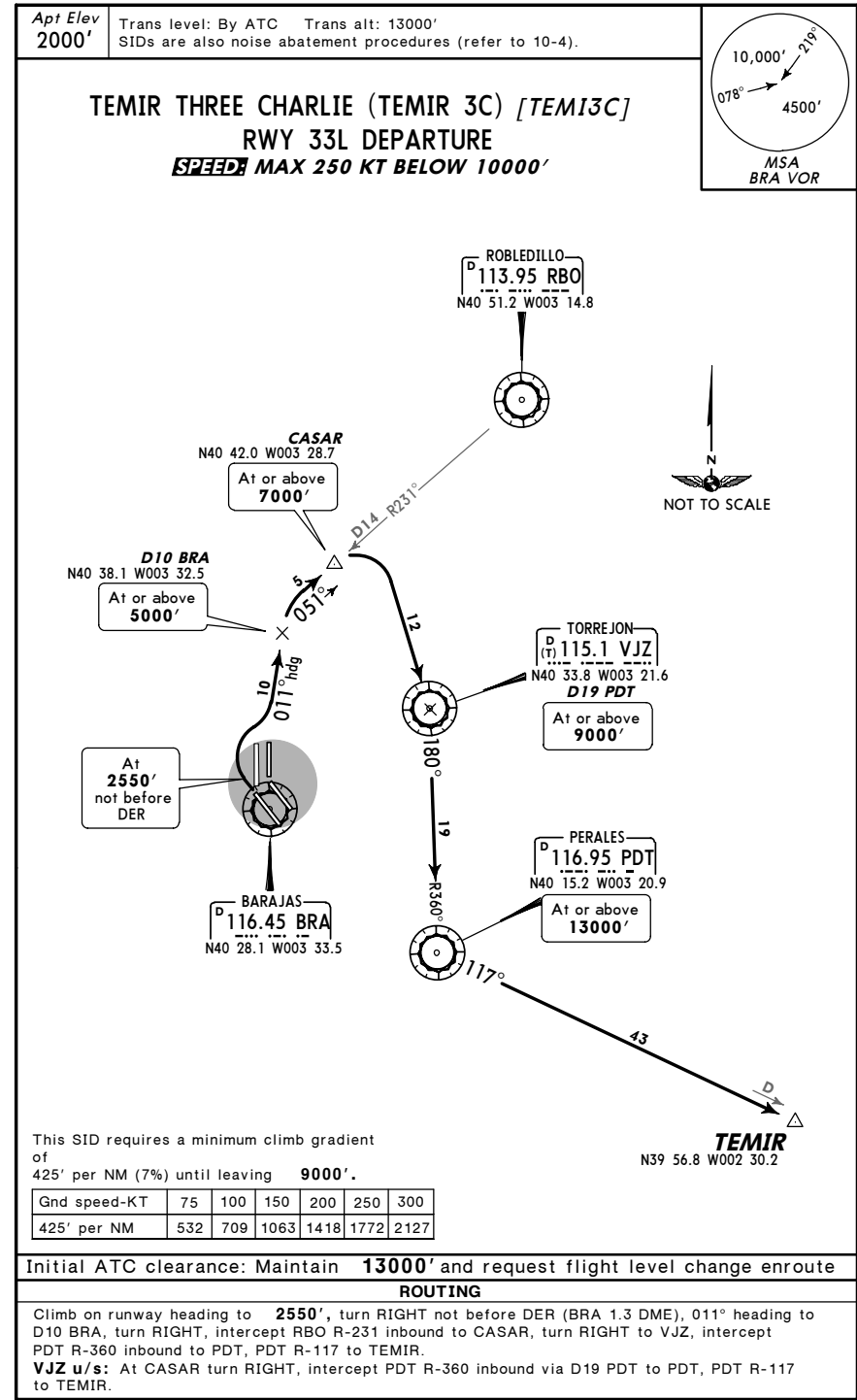
MADRID, SPAIN
SID



LEMD/MAD
BARAJAS

JEPPESEN
25 MAY 07 (10-3V3) Eff 7 Jun

MADRID, SPAIN
SID



LEMD/MAD
BARAJAS

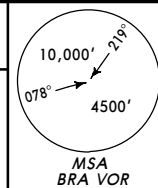
JEPPESEN
25 MAY 07 10-3V4 Eff 7 Jun

MADRID, SPAIN

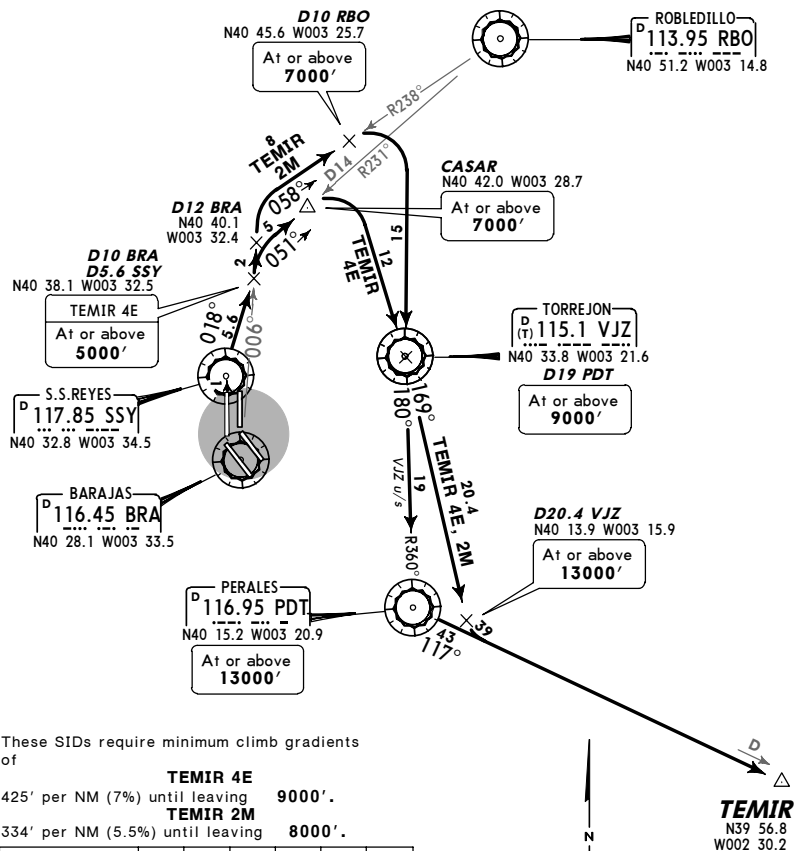
SID

Apt Elev
2000'

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



TEMIR FOUR ECHO (TEMIR 4E) [TEMI4E]
TEMIR TWO MIKE (TEMIR 2M) [TEMI2M]
RWY 36L DEPARTURES
SPEEDS MAX 250 KT BELOW 10000'



These SIDs require minimum climb gradients of

TEMIR 4E
425' per NM (7%) until leaving 9000'.
TEMIR 2M
334' per NM (5.5%) until leaving 8000'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
334' per NM	418	557	835	1114	1392	1671

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

SID	ROUTING
TEMIR 4E Usable 0700-2300LT	Climb on runway heading to SSY, SSY R-018 to D10 BRA, turn RIGHT, intercept RBO R-231 inbound to CASAR, turn RIGHT to VJZ, VJZ R-169 to D20.4 VJZ, turn LEFT, intercept PDT R-117 to TEMIR. VJZ u/s: At CASAR turn RIGHT, intercept PDT R-360 inbound via D19 PDT to PDT, PDT R-117 to TEMIR.
TEMIR 2M Usable 2300-0700LT	Climb on runway heading to SSY, SSY R-018 to D10 BRA/D5.6 SSY, turn LEFT, intercept BRA R-006 to D12 BRA, turn RIGHT, intercept RBO R-238 inbound to D10 RBO, turn RIGHT to VJZ, VJZ R-169 to D20.4 VJZ, turn LEFT, intercept PDT R-117 to TEMIR. VJZ u/s: At D10 RBO turn RIGHT, intercept PDT R-360 inbound via D19 PDT to PDT, PDT R-117 to TEMIR.

CHANGES: SID TEMIR 1M renumbered 2M; initial climb out. © JEPPESEN SANDERSON, INC., 2005, 2007. ALL RIGHTS RESERVED.

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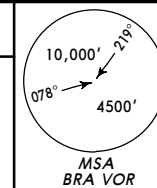
JEPPESEN
23 FEB 07 10-3V5

MADRID, SPAIN

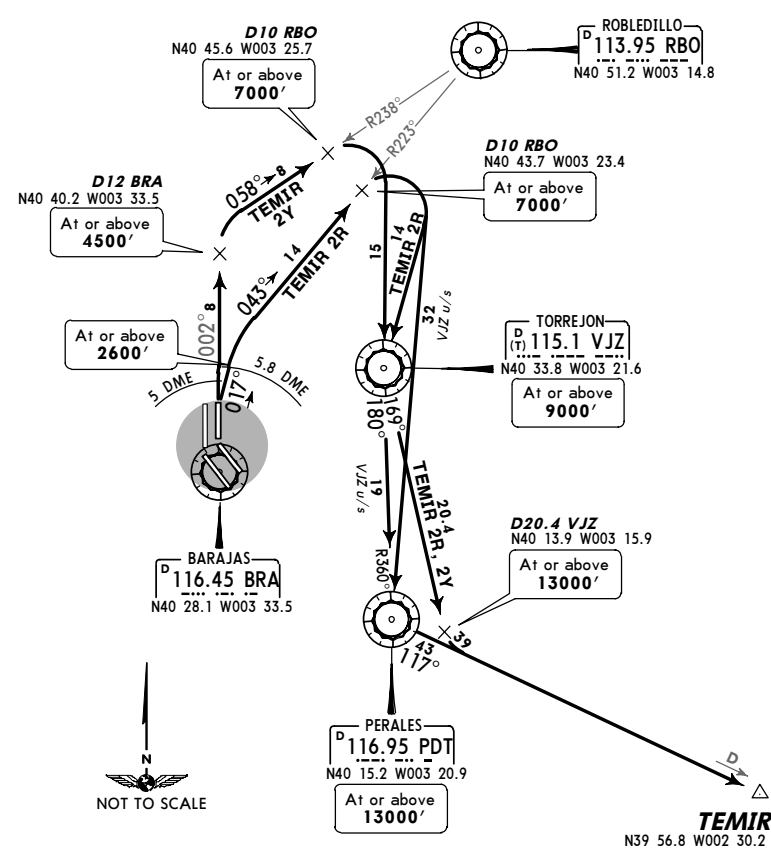
SID

Apt Elev
2000'

Trans level: By ATC Trans alt: 13000'
SIDs are also noise abatement procedures (refer to 10-4).



TEMIR TWO ROMEO (TEMIR 2R) [TEMI2R]
TEMIR TWO YANKEE (TEMIR 2Y) [TEMI2Y]
RWY 36R DEPARTURES
SPEEDS MAX 250 KT BELOW 10000'



These SIDs require minimum climb gradients of

TEMIR 2R
365' per NM (6%) until leaving 9000'.
TEMIR 2Y
334' per NM (5.5%) until leaving 8000'.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823
334' per NM	418	557	835	1114	1392	1671

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

SID	ROUTING
TEMIR 2R Usable 0700-2300LT	Climb on 017° track as soon as possible, not later than reaching 2500' to BRA 5.8 DME, turn RIGHT, intercept RBO R-233 inbound to D10 RBO, turn RIGHT to VJZ, VJZ R-169 to D20.4 VJZ, turn LEFT, intercept PDT R-117 to TEMIR. VJZ u/s: At D10 RBO turn RIGHT to PDT, PDT R-117 to TEMIR.
TEMIR 2Y Usable 2300-0700LT	Climb on runway heading to BRA 5 DME, intercept BRA R-002 to D12 BRA, turn RIGHT, intercept RBO R-238 inbound to D10 RBO, turn RIGHT to VJZ, VJZ R-169 to D20.4 VJZ, turn LEFT, intercept PDT R-117 to TEMIR. VJZ u/s: At D10 RBO turn RIGHT to PDT, PDT R-117 to TEMIR.

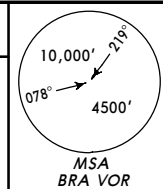
CHANGES: SID TEMIR 2R revised. © JEPPESEN SANDERSON, INC., 2005, 2007. ALL RIGHTS RESERVED.

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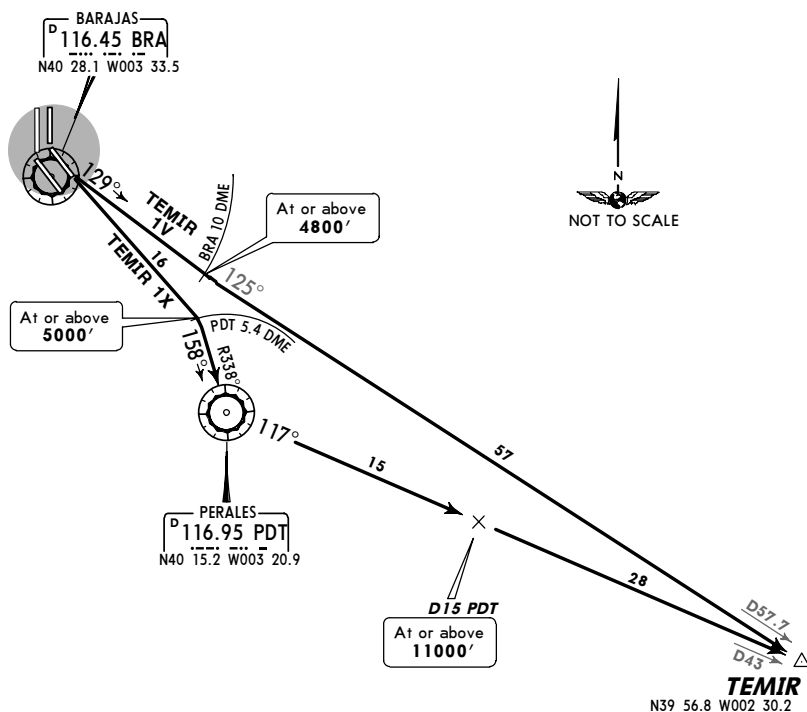
JEPPESEN
23 FEB 07 (10-3V6)

MADRID, SPAIN
SID

Apt Elev 2000' Trans level: By ATC Trans alt: 13000'
SIDs are also noise abatement procedures (refer to 10-4).



TEMIR ONE VICTOR (TEMIR 1V) [TEM11V]
TEMIR ONE X-RAY (TEMIR 1X) [TEM11X]
RWY 15L DEPARTURES
SPEED MAX 250 KT BELOW 10000'



These SIDs require minimum climb gradients of
425' per NM (7%) until leaving 2200', then
334' per NM (5.5%) until leaving 4800'.
334' per NM (5.5%) until leaving 11000'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
334' per NM	418	557	835	1114	1392	1671

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

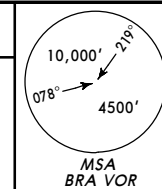
SID	ROUTING
TEMIR 1V Usable 0700-2300LT	Climb on 129° track as soon as possible, not later than reaching 2400' to BRA 10 DME, turn LEFT, intercept BRA R-125 to TEMIR.
TEMIR 1X Usable 2300-0700LT	Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept PDT R-338 inbound to PDT, PDT R-117 to TEMIR.

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BARAJAS

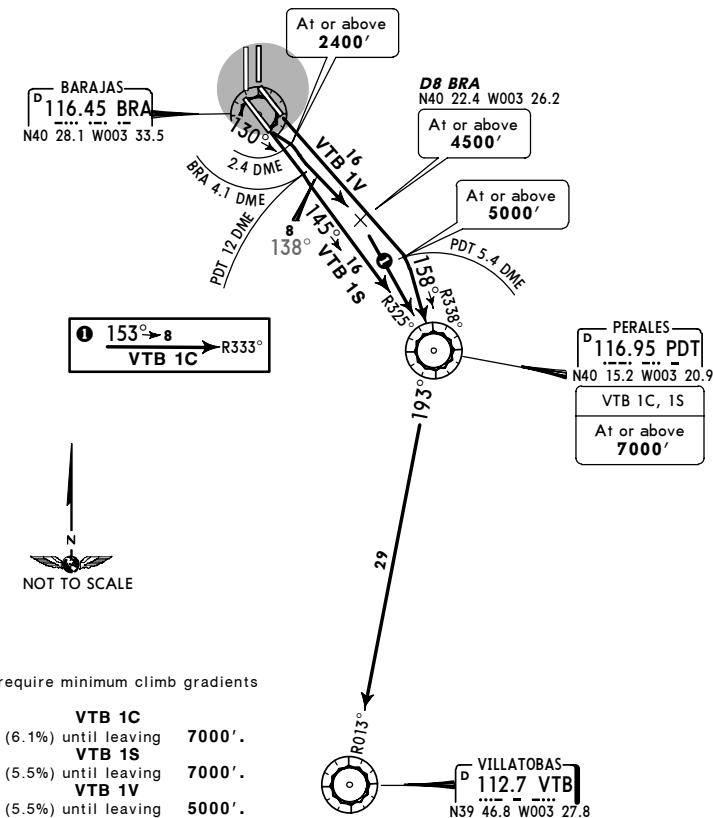
JEPPESEN
6 APR 07 (10-3V7) Eff 12 Apr

MADRID, SPAIN
SID

Apt Elev 2000' Trans level: By ATC Trans alt: 13000'
SIDs are also noise abatement procedures (refer to 10-4).



VILLATOBAS ONE CHARLIE (VTB 1C)
VILLATOBAS ONE SIERRA (VTB 1S)
VILLATOBAS ONE VICTOR (VTB 1V)
RWY 15R/L DEPARTURES
SPEED MAX 250 KT BELOW 10000'



These SIDs require minimum climb gradients of

	VTB 1C					
371' per NM (6.1%) until leaving	7000'.					
	VTB 1S					
334' per NM (5.5%) until leaving	7000'.					
	VTB 1V					
334' per NM (5.5%) until leaving	5000'.					
Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
334' per NM	418	557	835	1114	1392	1671

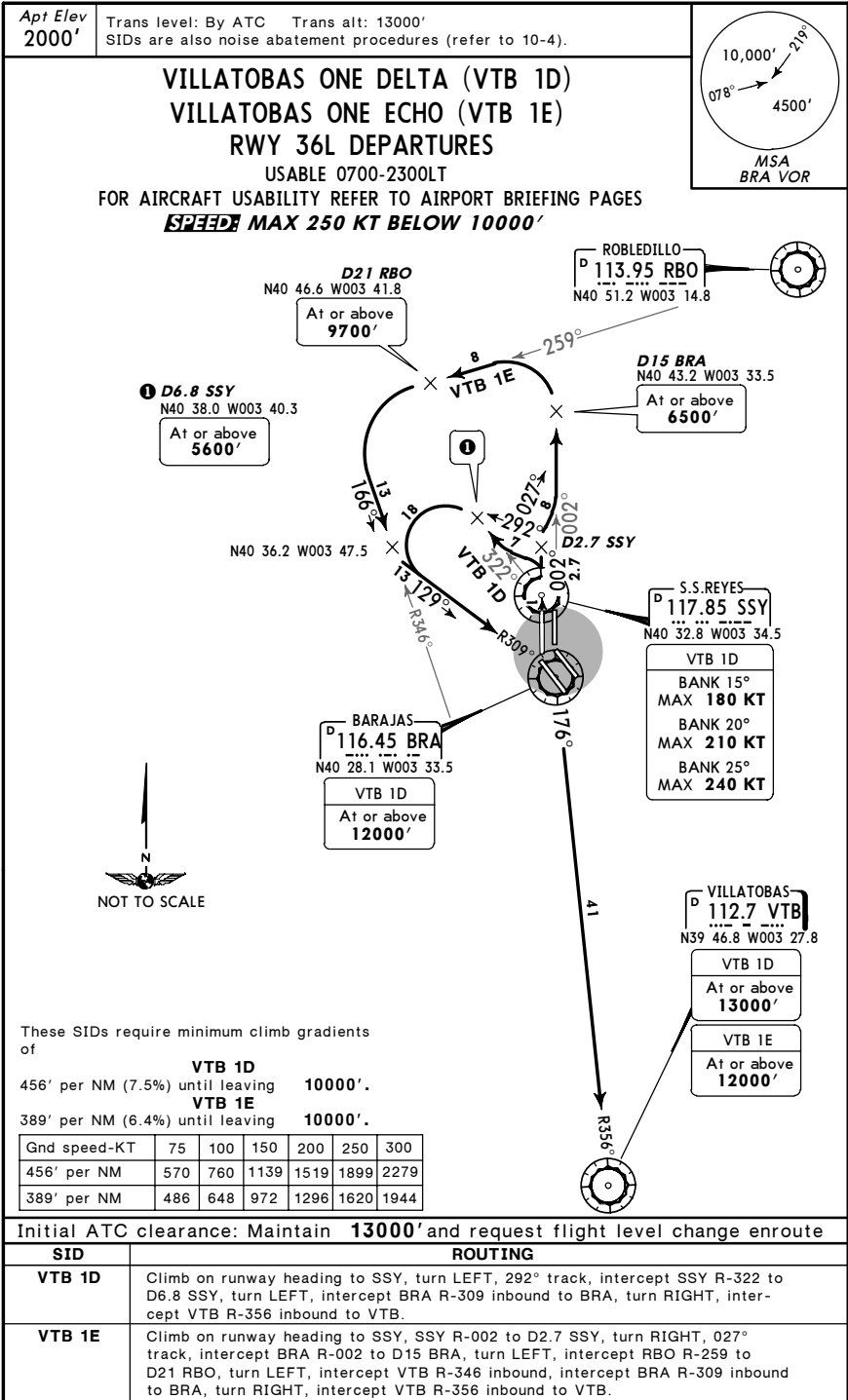
Initial ATC clearance: Maintain 13000' and request flight level change enroute

SID	RWY	ROUTING
VTB 1C Usable 2300-0700LT	15R	Climb on 130° track as soon as possible, not later than reaching 2500' to BRA 2.4 DME, turn RIGHT, intercept BRA R-138 to D8 BRA, turn RIGHT, intercept PDT R-333 inbound to PDT, turn RIGHT, intercept VTB R-013 inbound to VTB.
VTB 1S Usable 0700-2300LT		Climb on runway heading to PDT 12 DME/BRA 4.1 DME, turn RIGHT, intercept PDT R-325 inbound to PDT, turn RIGHT, intercept VTB R-013 inbound to VTB.
VTB 1V	15L	Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept PDT R-338 inbound to PDT, turn RIGHT, intercept VTB R-013 inbound to VTB.

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JEPPESEN
6 APR 07 10-3V8 Eff 12 Apr

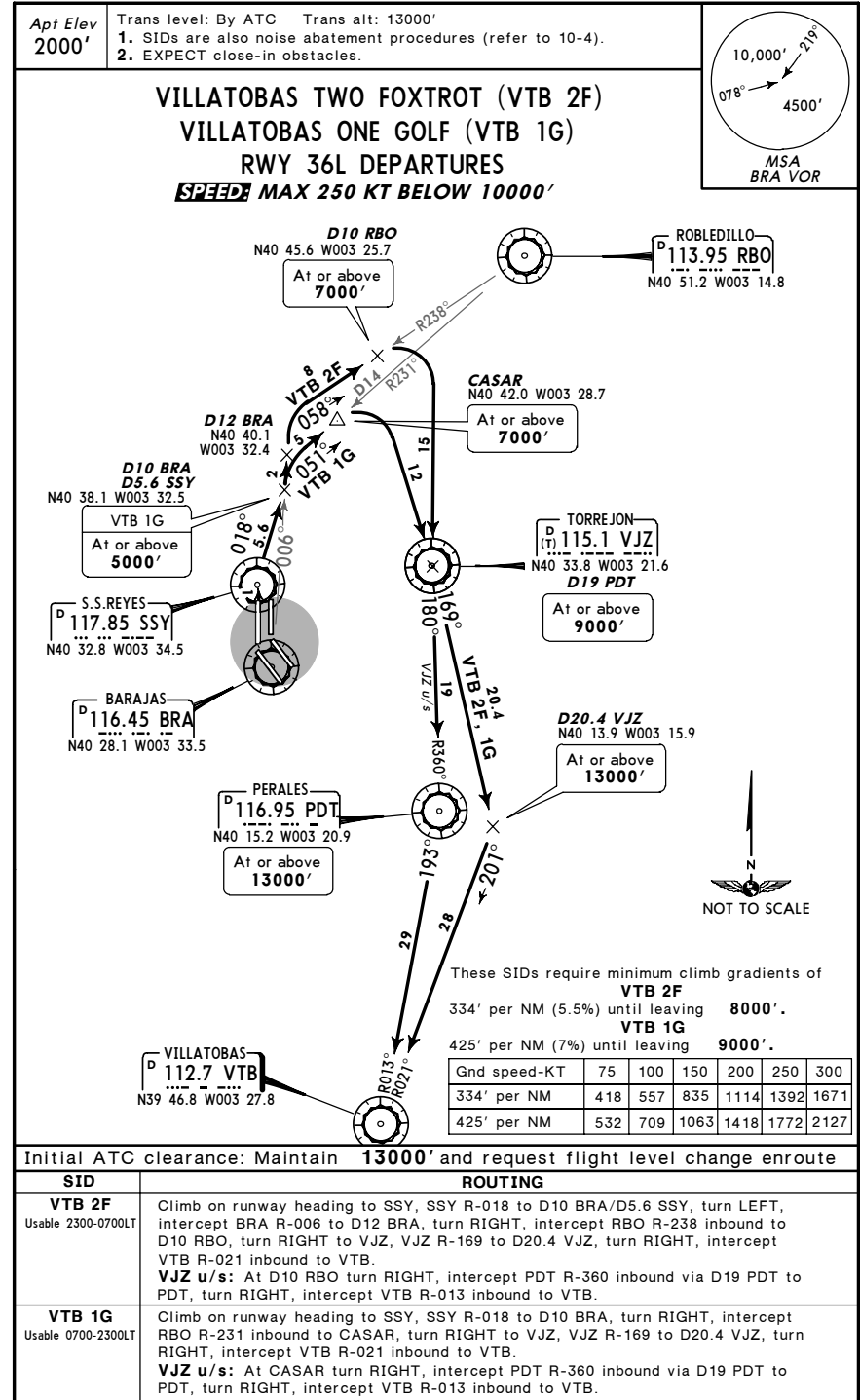
MADRID, SPAIN
SID



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BARAJAS

JEPPESEN
25 MAY 07 10-3VW Eff 7 Jun

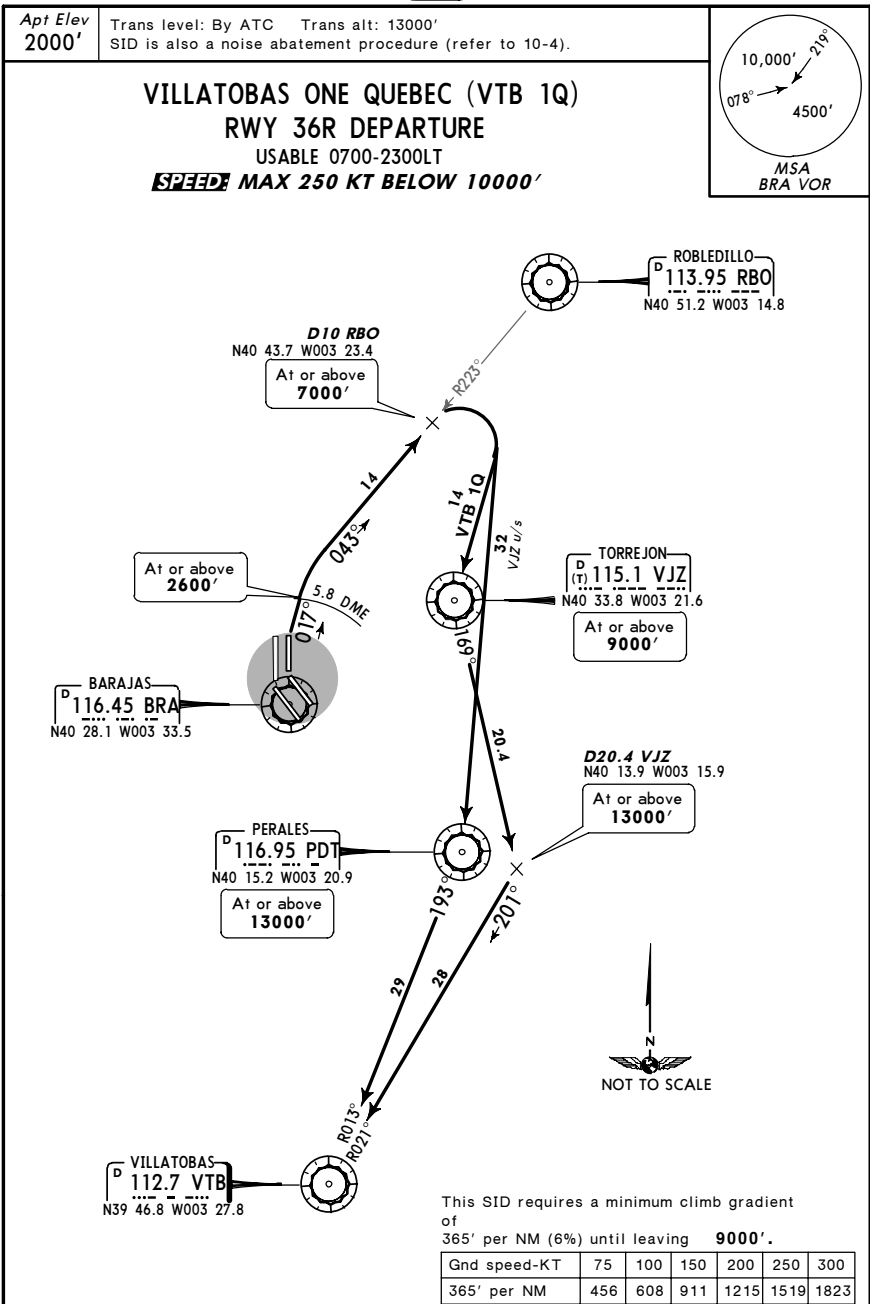
MADRID, SPAIN
SID



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BARAJAS

JEPPESEN
25 MAY 07 (10-3X) Eff 7 Jun

MADRID, SPAIN
SID



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

ROUTING

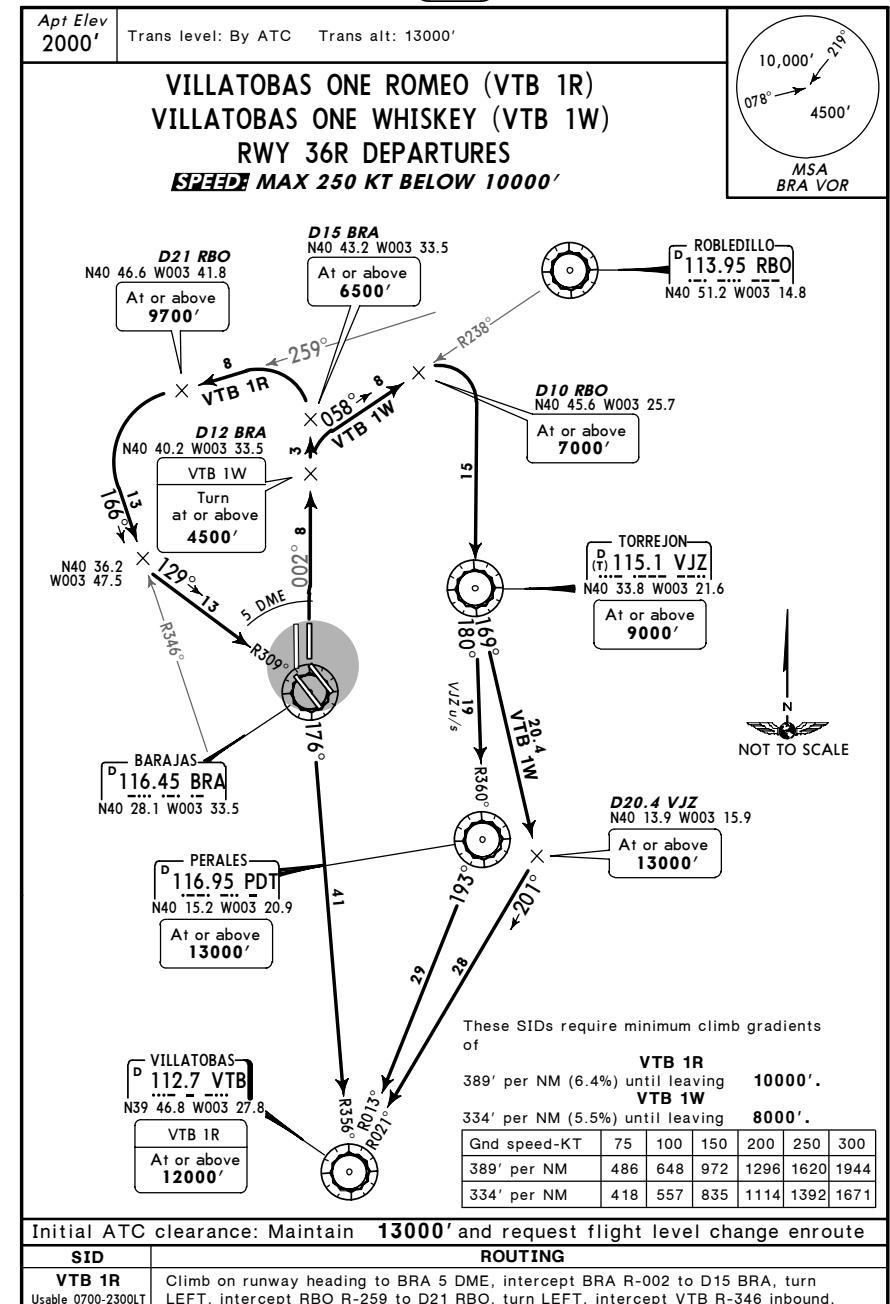
Climb on 017° track as soon as possible, not later than reaching 2500' to BRA 5.8 DME, turn RIGHT, intercept RBO R-223 inbound to D10 RBO, turn RIGHT to VJZ, VJZ R-169 to D20.4 VJZ, turn RIGHT, intercept VTB R-021 inbound to VTB.

VJZ u/s: At D10 RBO turn RIGHT to PDT, turn RIGHT, intercept VTB R-013 inbound to VTB.

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JEPPESEN
22 SEP 06 (10-3X1) Eff 28 Sep

MADRID, SPAIN
SID



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

ROUTING

VTB 1R
Usable 0700-2300LT
Climb on runway heading to BRA 5 DME, intercept BRA R-002 to D15 BRA, turn LEFT, intercept RBO R-259 to D21 RBO, turn LEFT, intercept VTB R-346 inbound, intercept BRA R-309 inbound to BRA, turn RIGHT, intercept VTB R-356 inbound to VTB.

VTB 1W
Usable 2300-0700LT
Climb on runway heading to BRA 5 DME, intercept BRA R-002 to D12 BRA, turn RIGHT, intercept RBO R-238 inbound to D10 RBO, turn RIGHT to VJZ, VJZ R-169 to D20.4 VJZ, turn RIGHT, intercept VTB R-021 inbound to VTB.

VJZ u/s: At D10 RBO turn RIGHT to PDT, turn RIGHT, intercept VTB R-013 inbound to VTB.

MADRID, SPAIN

MADRID, SPAIN

	Loss per NM (0.4-7%) during rearing										10000 +	
Gnd speed-KT	75	100	150	200	250	300						
334' per NM	418	557	835	1114	1392	1671						
389' per NM	486	648	972	1296	1620	1944						

ZMR TAB	Climb on runway heading to BRA 5 DME, intercept BRA R-002 to D12 BRA, turn LEFT to CNR, CNR R-271 to AVILA, turn RIGHT, intercept NVS R-321 to ZMR.
ZMR 1S File 0700-230011	Climb on runway heading to BRA 5 DME, intercept BRA R-002 to D12 BRA, turn LEFT, intercept RBO R-259 to AVILA, turn RIGHT, intercept NVS R-321 to ZMR.

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Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

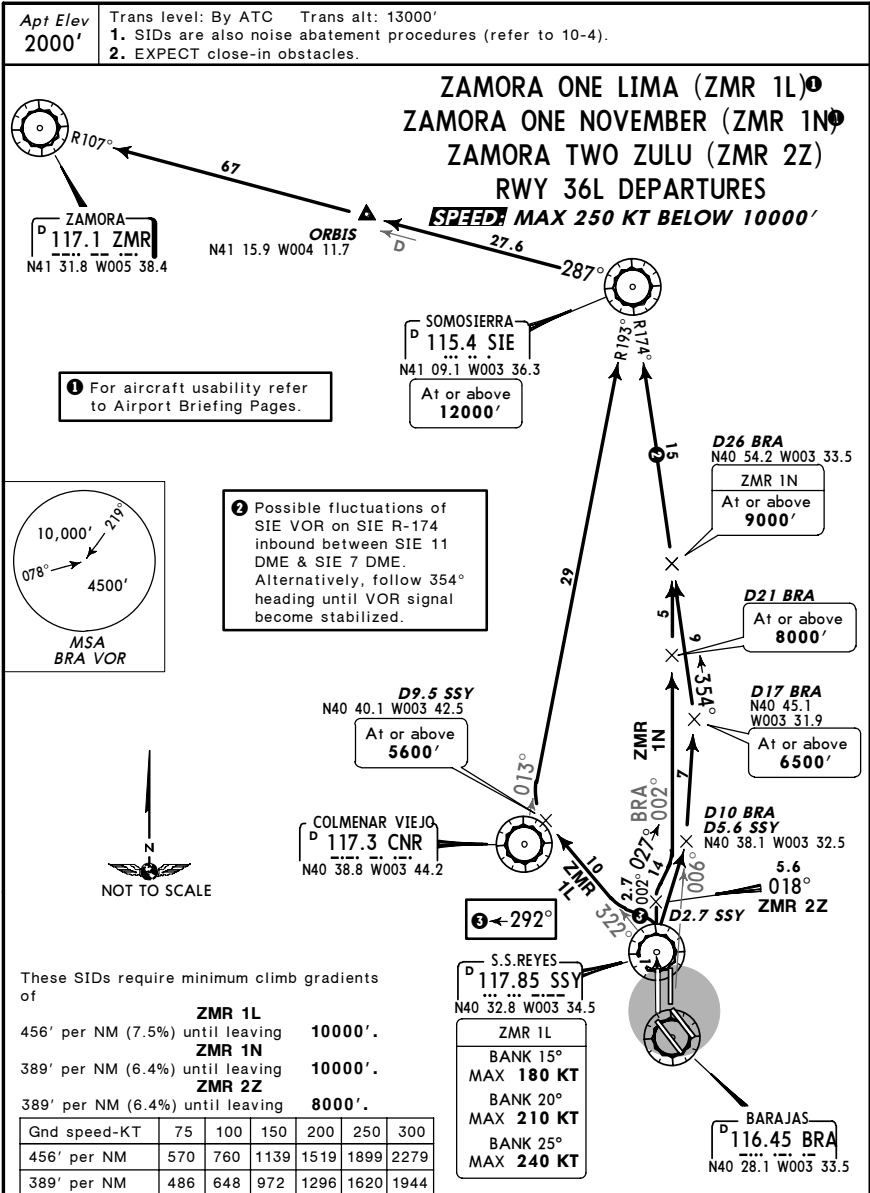
	R-102 inbound to NVS, turn RIGHT, intercept ZMR R-141 inbound to ZMR.
ZMR 1V	N-102 inbound to NVS, turn RIGHT, intercept ZMR R-141 inbound to ZMR. R-102 inbound to NVS, turn RIGHT, intercept ZMR R-141 inbound to ZMR.
ZMR 1W	PDT 5.4 DME, turn RIGHT, intercept NVS N-102 inbound to NVS, turn RIGHT, intercept ZMR R-141 inbound to ZMR.

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JEPPESEN
25 MAY 07 (10-3X4) Eff 7 Jun

MADRID, SPAIN
SID



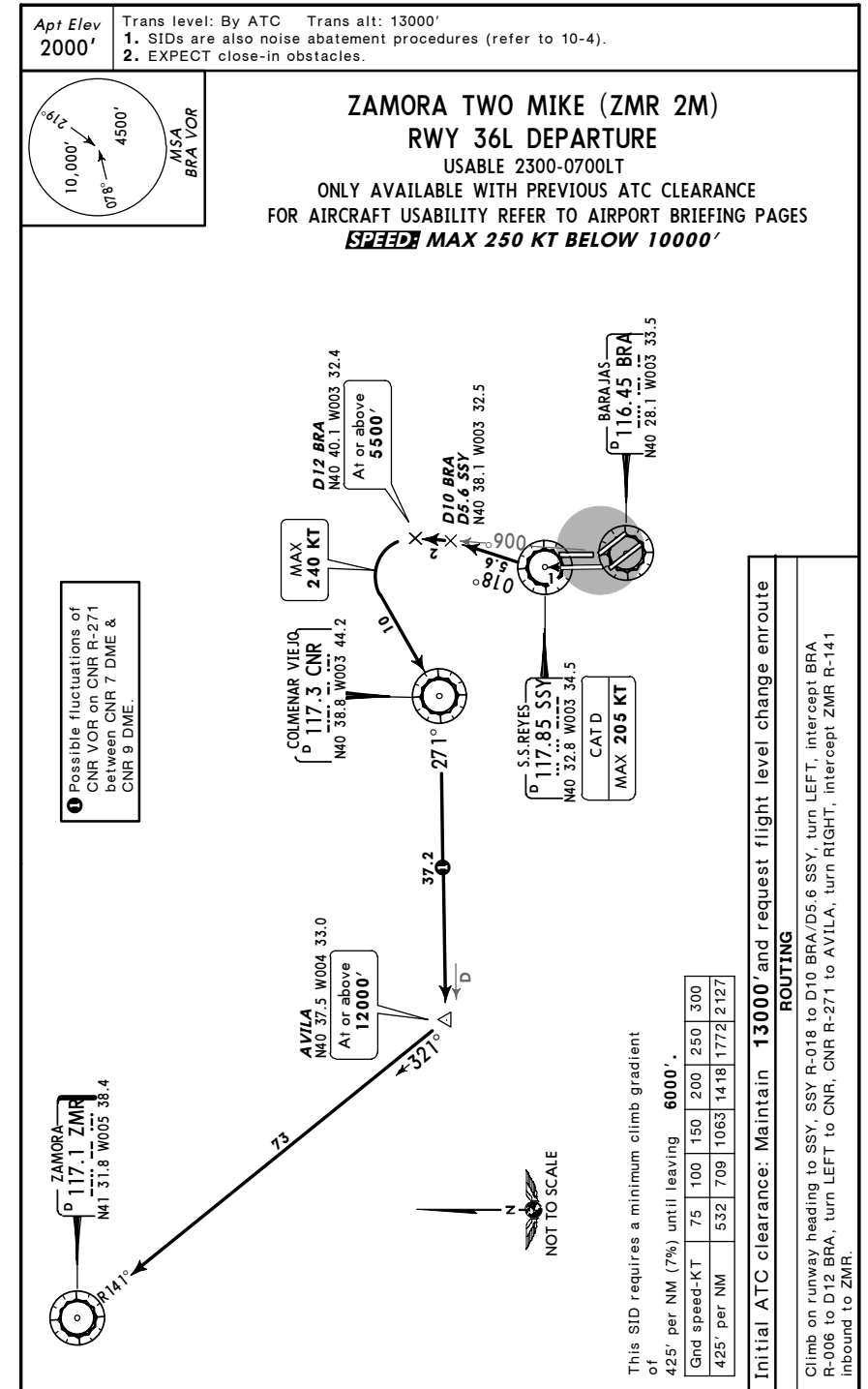
Initial ATC clearance: Maintain 13000' and request flight level change enroute

SID	ROUTING
ZMR 1L Usable 0700-2300LT	Climb on runway heading to SSY, turn LEFT, 292° track, intercept SSY R-322 to D9.5 SSY, turn RIGHT, intercept CNR R-013/SIE R-193 inbound to SIE, SIE R-287 via ORBIS to ZMR.
ZMR 1N Usable 0700-2300LT	Climb on runway heading to SSY, SSY R-002 to D2.7 SSY, turn RIGHT, 027° track, intercept BRA R-002 to D26 BRA, turn LEFT, intercept SIE R-174 inbound to SIE, SIE R-287 via ORBIS to ZMR.
ZMR 2Z Usable 2300-0700LT	Climb on runway heading to SSY, SSY R-018 to D10 BRA/D5.6 SSY, turn LEFT, intercept BRA R-006 to D17 BRA, turn LEFT, intercept SIE R-174 inbound to SIE, SIE R-287 via ORBIS to ZMR.

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JEPPESEN
25 MAY 07 (10-3X5) Eff 7 Jun

MADRID, SPAIN
SID

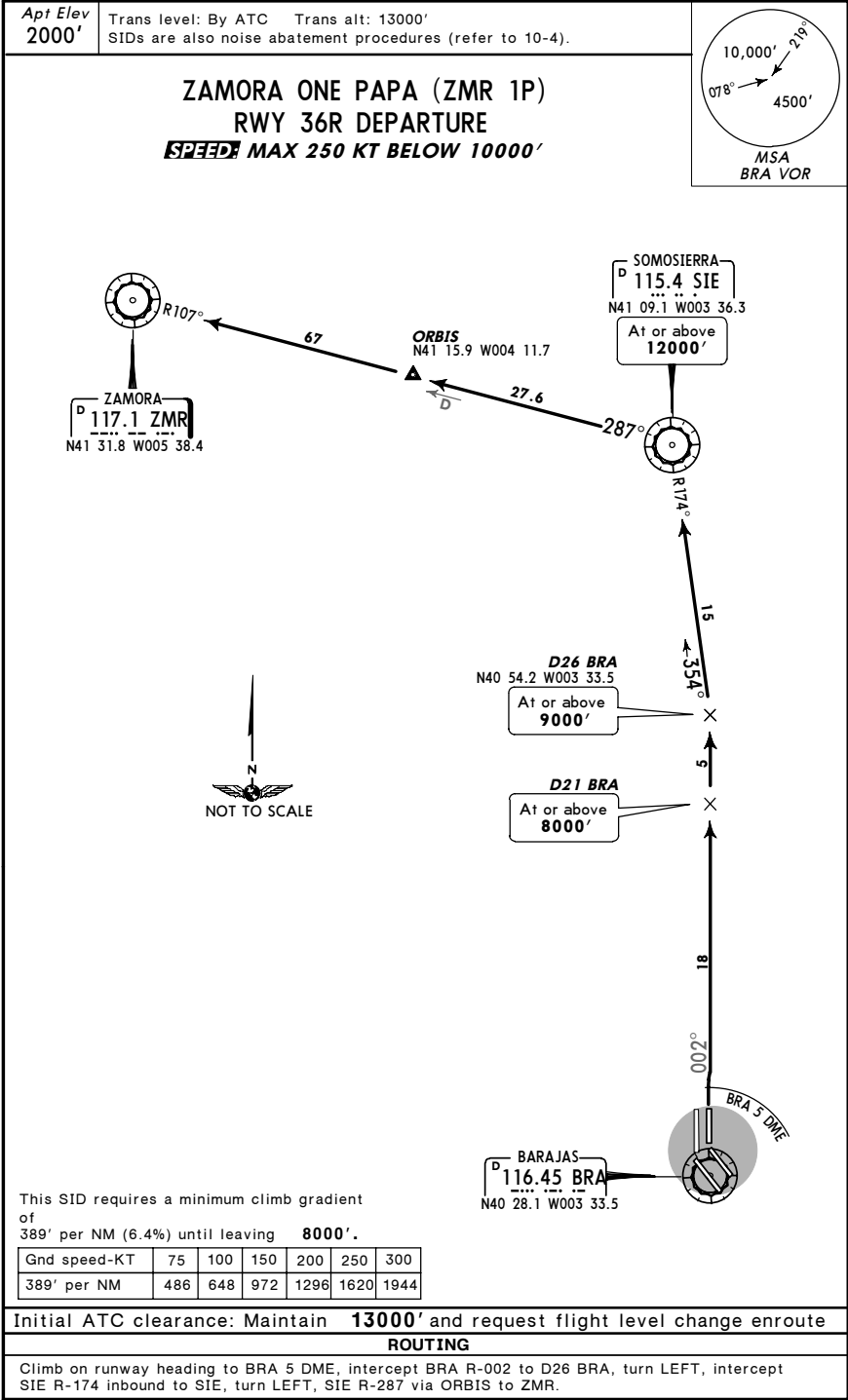


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BARAJAS

JEPPESEN
25 MAY 07 (10-3X6) Eff 7 Jun

MADRID, SPAIN

SID

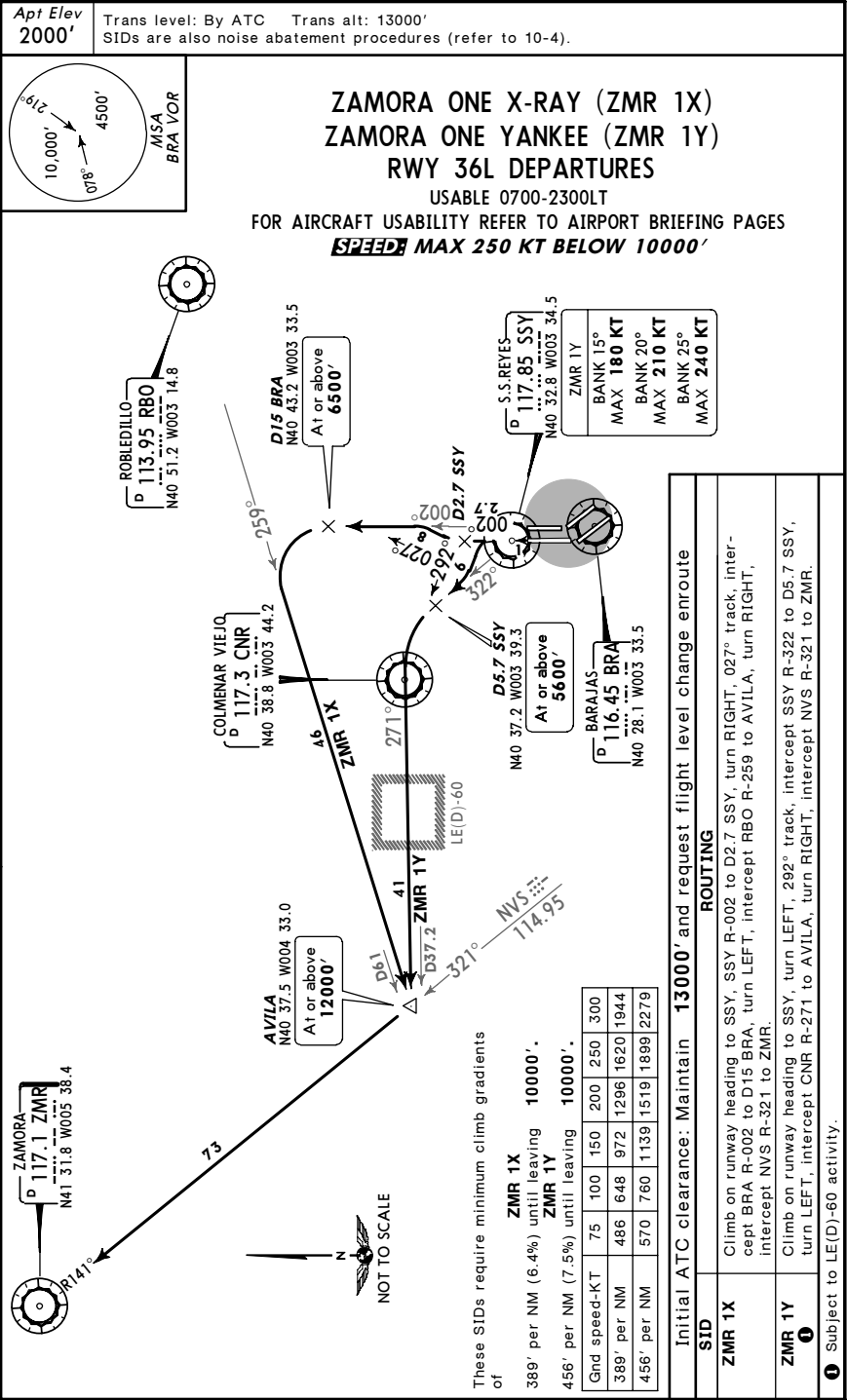


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BARAJAS

JEPPESEN
6 APR 07 (10-3X7) Eff 12 Apr

MADRID, SPAIN

SID



MADRID, SPAIN
NOISE

MADRID, SPAIN
NOISE

LEMD/MAD

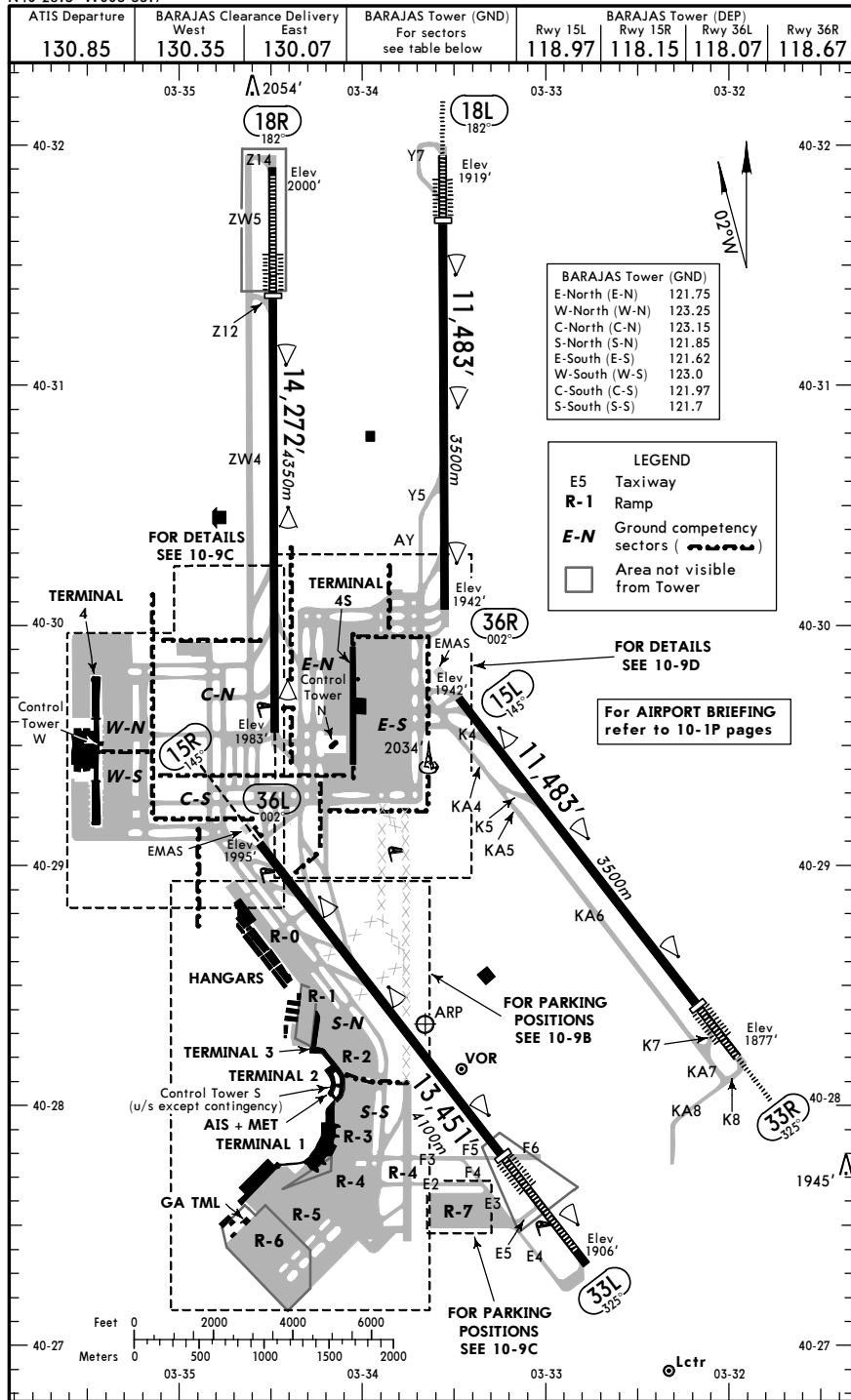
Apt Elev **2000'**
N40 28.3 W003 33.7

JEPPESEN

2 NOV 07 (10-9)

MADRID, SPAIN

BARAJAS



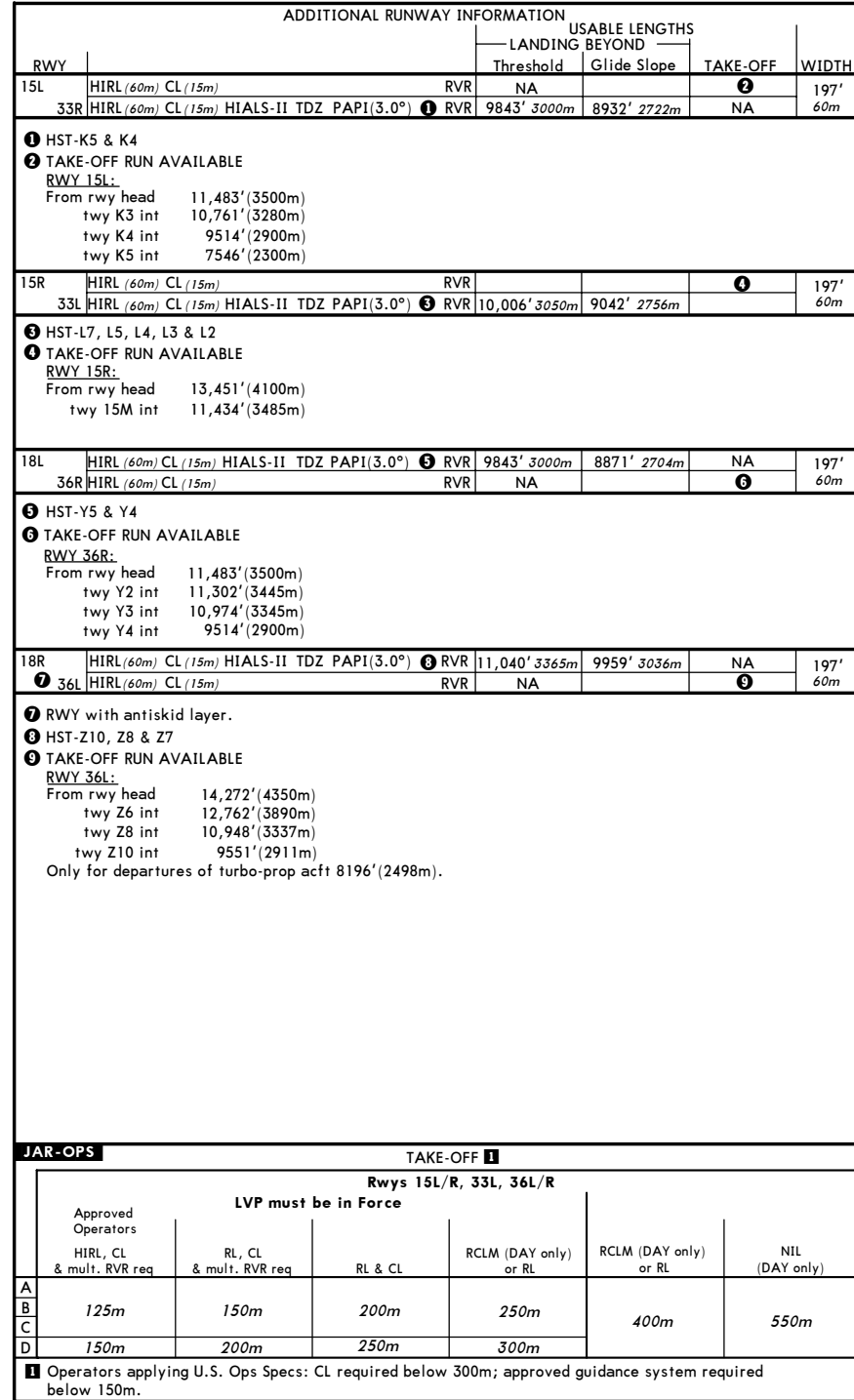
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JEPPESEN

2 NOV 07 (10-9A)

MADRID, SPAIN

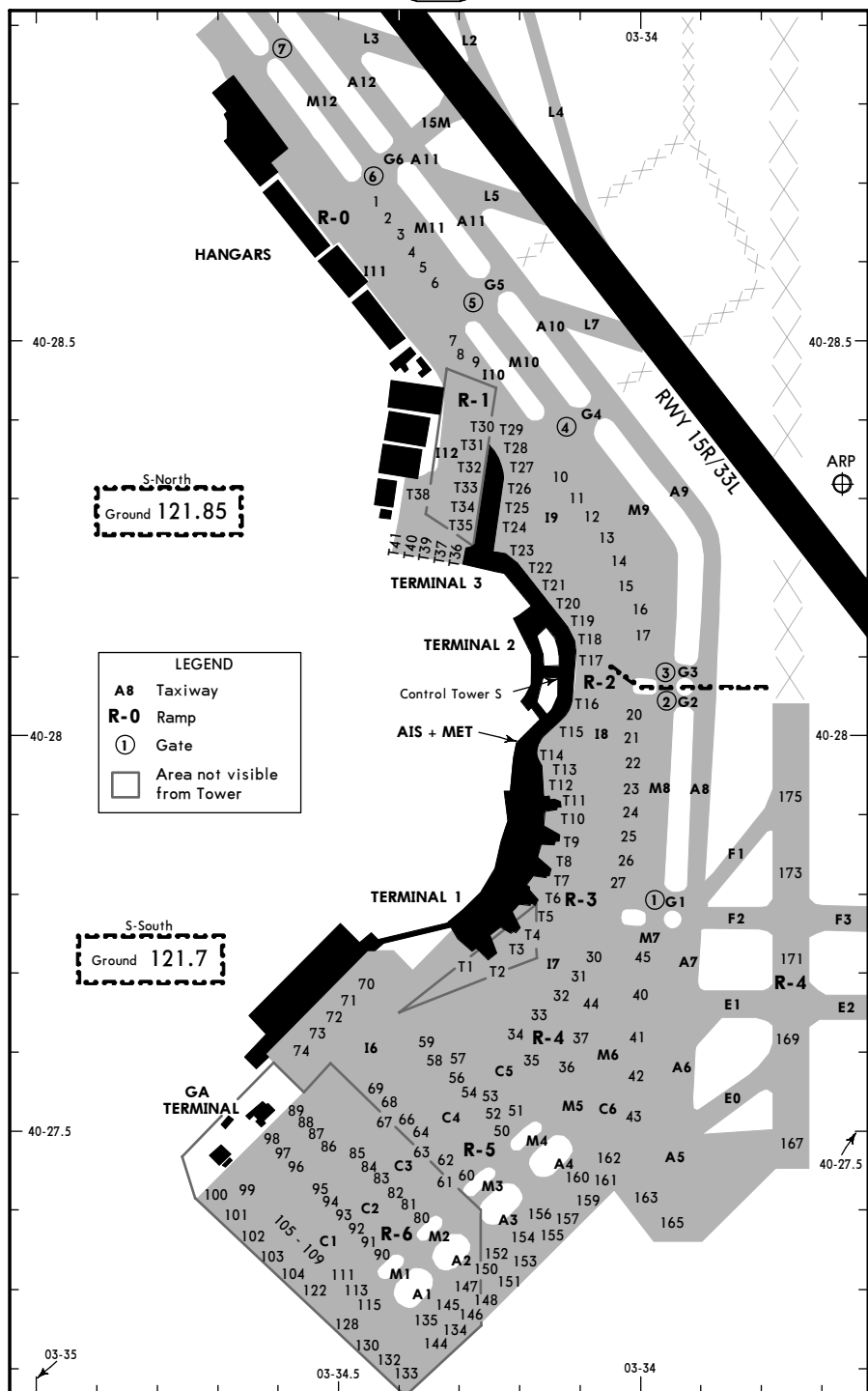
BARAJAS



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JEPPESEN
2 NOV 07 (10-9B)

MADRID, SPAIN
BARAJAS



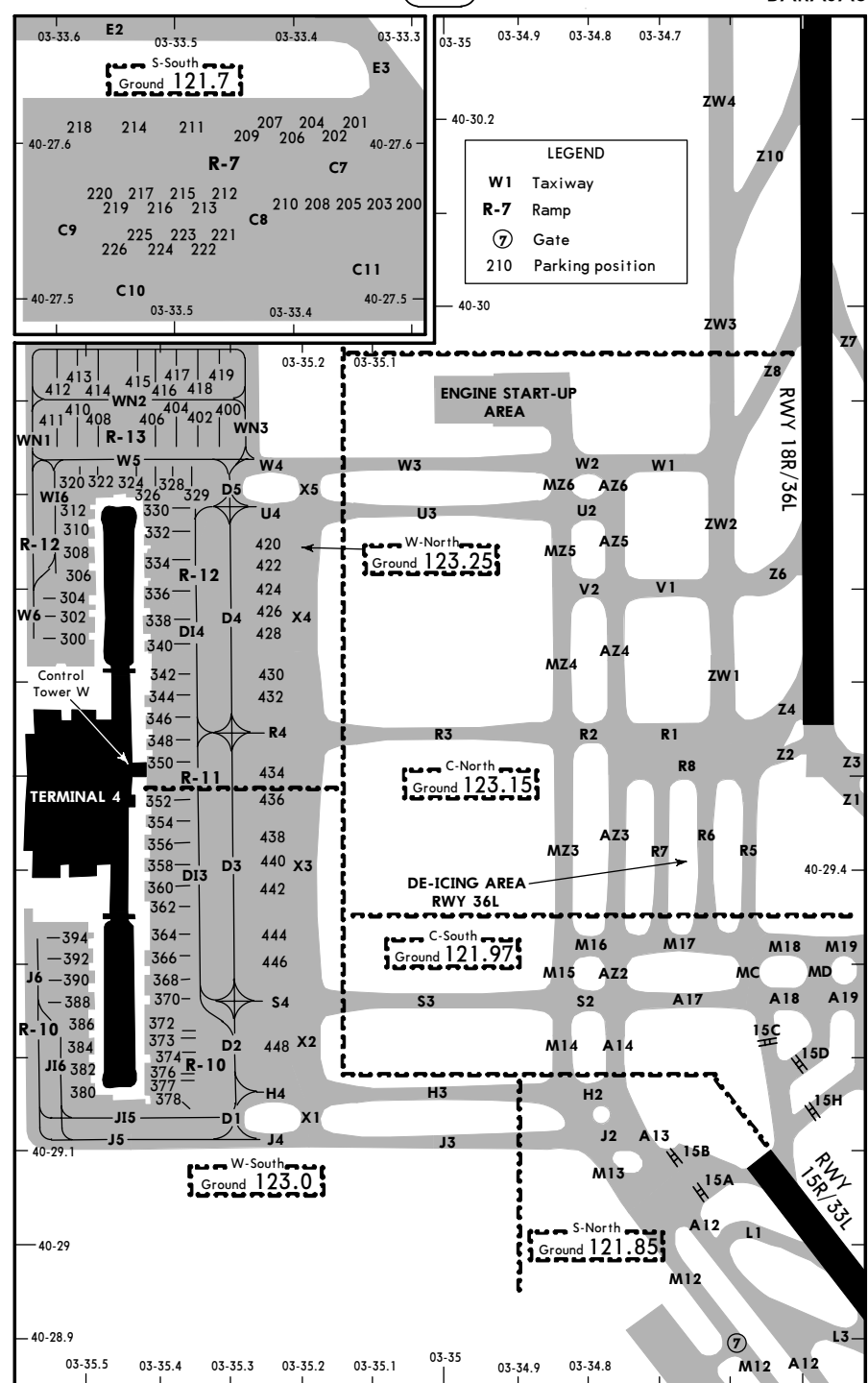
CHANGES: Twy L6. Note.

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JEPPESEN
2 NOV 07 (10-9C)

MADRID, SPAIN
BARAJAS



CHANGES: Ramp 13. Stands 372, 373.

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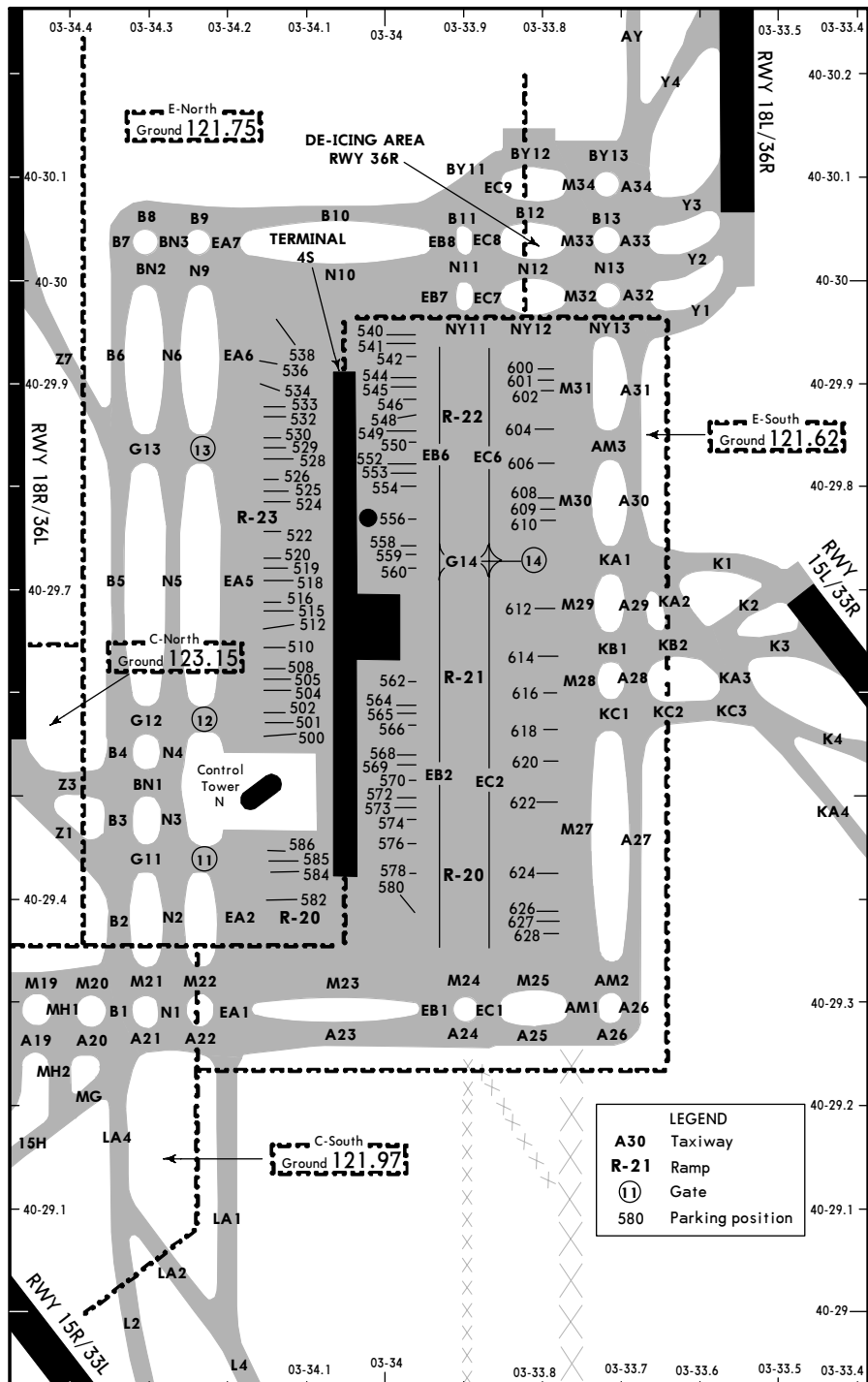
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MADRID, SPAIN

2 NOV 07 (10-9D)

BARAJAS



CHANGES: Taxiways.

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MADRID, SPAIN

2 NOV 07 (10-9E)

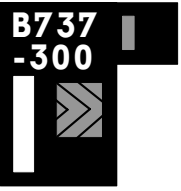
BARAJAS

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1	N40 28.7 W003 34.5	167	N40 27.5 W003 34.2
2 thru 5	N40 28.6 W003 34.4	169	N40 27.6 W003 34.2
6 thru 9	N40 28.5 W003 34.3	171	N40 27.7 W003 34.2
10 thru 13	N40 28.3 W003 34.1	173	N40 27.8 W003 34.2
14	N40 28.3 W003 34.0	175	N40 27.9 W003 34.2
15 thru 17	N40 28.2 W003 34.0	200, 201	N40 27.6 W003 33.3
20 thru 22	N40 28.0 W003 34.0	202	N40 27.6 W003 33.4
23 thru 26	N40 27.9 W003 34.0	203	N40 27.6 W003 33.3
27	N40 27.8 W003 34.0	204 thru 210	N40 27.6 W003 33.4
30, 31	N40 27.7 W003 34.1	211 thru 217	N40 27.6 W003 33.5
32	N40 27.6 W003 34.1	218 thru 220	N40 27.6 W003 33.6
33 thru 35	N40 27.6 W003 34.2	221 thru 226	N40 27.5 W003 33.5
36, 37	N40 27.6 W003 34.1	300, 302	N40 29.7 W003 35.4
40 thru 42	N40 27.6 W003 34.0	304 thru 310	N40 29.8 W003 35.4
43	N40 27.5 W003 34.0	312 thru 322	N40 29.9 W003 35.4
44	N40 27.7 W003 34.1	324 thru 330	N40 29.9 W003 35.3
45	N40 27.7 W003 34.0	332 thru 336	N40 29.8 W003 35.3
50	N40 27.4 W003 34.2	338 thru 344	N40 29.7 W003 35.3
51 thru 53	N40 27.5 W003 34.2	346 thru 350	N40 29.6 W003 35.3
54, 56 thru 59	N40 27.5 W003 34.3	352 thru 360	N40 29.5 W003 35.3
60 thru 64	N40 27.4 W003 34.3	362 thru 368	N40 29.4 W003 35.3
66 thru 68	N40 27.4 W003 34.4	370 thru 374	N40 29.3 W003 35.3
69	N40 27.5 W003 34.4	376 thru 378	N40 29.2 W003 35.3
70	N40 27.7 W003 34.4	380	N40 29.2 W003 35.4
71	N40 27.7 W003 34.5	382 thru 390	N40 29.3 W003 35.4
72, 73	N40 27.6 W003 34.5	392, 394	N40 29.4 W003 35.4
74	N40 27.6 W003 34.6	400, 402	N40 29.9 W003 35.3
80 thru 82	N40 27.3 W003 34.4	404, 406	N40 29.9 W003 35.4
83	N40 27.4 W003 34.4	408 thru 414	N40 29.9 W003 35.5
84, 85	N40 27.4 W003 34.5	415 thru 417	N40 29.9 W003 35.4
86 thru 88	N40 27.5 W003 34.5	418, 419	N40 29.9 W003 35.3
89	N40 27.5 W003 34.6	420 thru 424	N40 29.8 W003 35.2
90	N40 27.3 W003 34.4	426 thru 432	N40 29.7 W003 35.2
91 thru 95	N40 27.3 W003 34.5	434	N40 29.6 W003 35.2
96, 97	N40 27.4 W003 34.6	436 thru 440	N40 29.5 W003 35.2
98	N40 27.5 W003 34.6	442, 444	N40 29.4 W003 35.2
99, 100	N40 27.4 W003 34.7	446	N40 29.3 W003 35.2
101 thru 103	N40 27.4 W003 34.6	448	N40 29.2 W003 35.2
104	N40 27.3 W003 34.6	500, 501	N40 29.6 W003 34.0
105	N40 27.3 W003 34.5	502 thru 512	N40 29.7 W003 34.0
106	N40 27.5 W003 34.5	515 thru 522	N40 29.8 W003 34.0
107	N40 27.4 W003 34.6	524 thru 532	N40 29.9 W003 34.0
108	N40 27.3 W003 34.6	533, 534	N40 30.0 W003 34.0
109	N40 27.3 W003 34.5	536	N40 29.9 W003 34.0
111, 113, 115, 122	N40 27.2 W003 34.5	538	N40 30.0 W003 34.0
128	N40 27.2 W003 34.4	540 thru 546	N40 30.0 W003 33.9
130, 132, 133	N40 27.1 W003 34.4		
134, 135	N40 27.2 W003 34.3		
144 thru 148	N40 27.2 W003 34.3		
150	N40 27.3 W003 34.3		
151 thru 153	N40 27.3 W003 34.2		
154 thru 156	N40 27.4 W003 34.2		
157 thru 161	N40 27.4 W003 34.1		
162	N40 27.5 W003 34.1		
163, 165	N40 27.4 W003 34.0		

CHANGES: Stands.

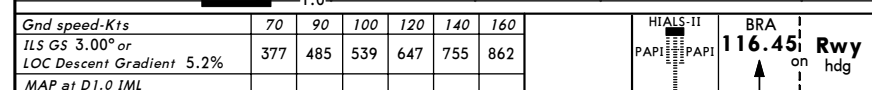
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INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
548 thru 554	N40 29.9 W003 33.9	T6, T7	N40 27.8 W003 34.1
556 thru 560	N40 29.8 W003 33.9	T8 thru T14	N40 27.9 W003 34.1
562 thru 565	N40 29.7 W003 33.9	T15, T16	N40 28.0 W003 34.1
566 thru 573	N40 29.6 W003 33.9	T17 thru T19	N40 28.1 W003 34.1
574 thru 580	N40 29.5 W003 33.9	T20	N40 28.2 W003 34.1
582 thru 586	N40 29.5 W003 34.0	T21 thru T24	N40 28.2 W003 34.2
600 thru 604	N40 29.9 W003 33.8	T25 thru T29	N40 28.3 W003 34.2
606 thru 610	N40 29.8 W003 33.8	T30	N40 28.4 W003 34.3
612	N40 29.7 W003 33.8	T31 thru T33	N40 28.3 W003 34.3
614 thru 618	N40 29.6 W003 33.8	T34 thru T37	N40 28.2 W003 34.3
620, 622	N40 29.5 W003 33.8	T38	N40 28.3 W003 34.4
624 thru 628	N40 29.4 W003 33.8	T39 thru T41	N40 28.2 W003 34.4
T1, T2	N40 27.7 W003 34.3		
T3, T4	N40 27.7 W003 34.2		
T5	N40 27.8 W003 34.2		

VISUAL DOCKING GUIDANCE SYSTEM			
A. DESCRIPTION The 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 (based on a laser radar measurement), that is provided by a display unit in front of the cockpit.			
B. DISPLAY UNIT Consist of: 1. Two alphanumeric presentation lines of 4 characters, composed by yellow fluorescent indicators, which can indicate several information: Aircraft type, stand position ("STND"), number of flight, origin, destination, planned hour, occupied position ("BON"-Block on) and occupation hour, chocks on ("CHCK ON"), "SLOW DOWN", "STOP OK", "TOO FAR", emergency stop ("ESTP STOP"), connection to 400 Hz ("400 H") and/or airconditioned ("PCA") and connection hours. 2. Azimuth guidance display sub-unit with centerline indicator (centered guidance and design of deviation arrows): yellow fluorescent 3. Distance indicator to the stop position: 4 dashboards composed by yellow and black fluorescent lines organized in a vertical column.			
C. PILOT INSTRUCTIONS 1. Check that the indicated aircraft type is the appropriate. 2. Taxi in-line watching centerline guidance. 3. If the acft speed exceeds 10'/3m per second, the unit display indicates "SLOW DOWN"; the entry speed must be reduced. 4. Check that the distance indicator is completely yellow. 5. The distance indicator is activated at 53'/16.2m before the stop position changing gradually from yellow to black lights. 6. At the stop position the distance indicator shows completely black and "STOP" will appear in the upper presentation line. If the parking is correct, it shows "OK". 7. If the acft exceeds 3'/1m from the stop position the indicator will show "TOO FAR" and it may be necessary to make a push-back.			
			

MADRID, SPAIN
ILS Rwy 18L

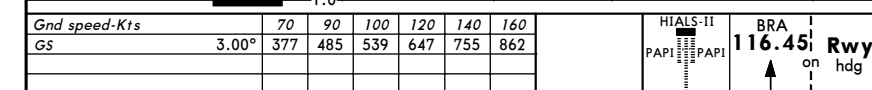
LOC (GS out)	IML DME	2.0	3.0	4.0
	ALTITUDE	2610'	2930'	3250'



PAINS OFS 4

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MADRID, SPAIN
CAT II ILS Rwy 18L



BASIC CONC

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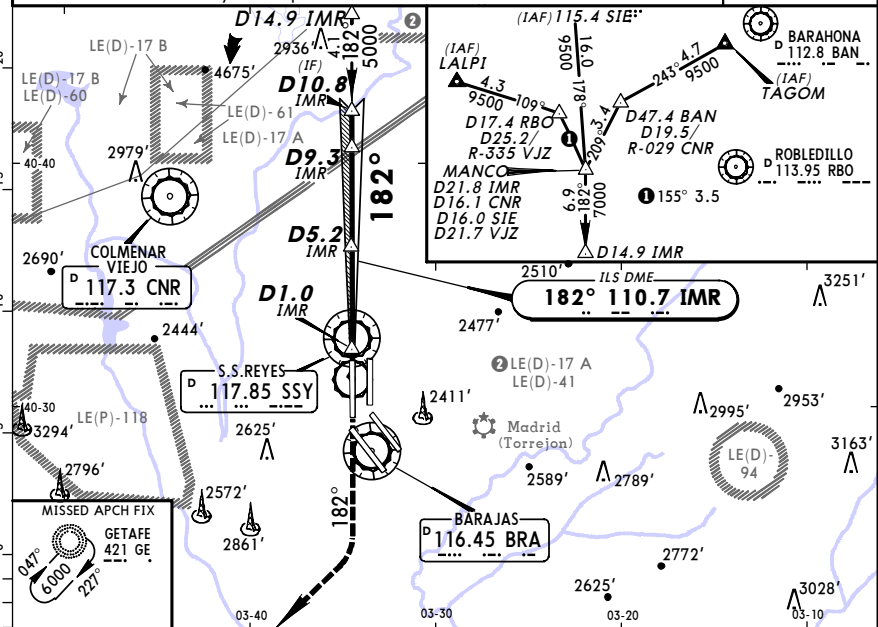
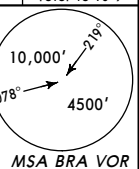
MADRID, SPAIN
ILS Rwy 18R

ATIS Arrival	MADRID Approach	BARAJAS Tower	For Ground frequencies refer to 10-9
118.25	127.5 124.02	118.07 118.15 118.67 118.97	

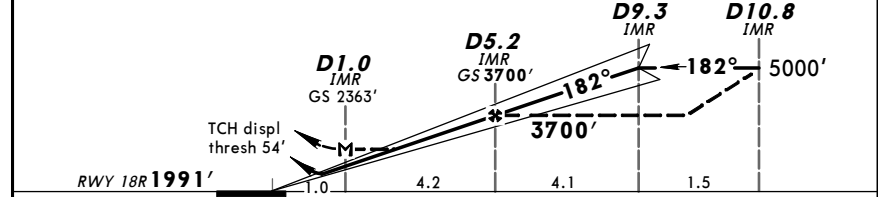
LOC IMR	Final Apch Crs	GS	ILS DA(H)	Apt Elev 2000'
110.7	182°	D5.2 IMR 3700' (1709')	2191' (200')	RWY 1991'

MISSED APCH: Climb on R-182 SSY to 5000', then turn RIGHT direct to NDB to join holding at 6000'.

Alt Set: hPa Rwy Elev: 71 hPa Trans level: By ATC Trans alt: 13000'
ILS DME reads zero at rwy 18R displ thresh.



LOC (GS out)	IMR DME ALTITUDE	2.0	3.0	4.0	5.0
		2690'	3000'	3320'	3640'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862

MAP at D1.0 IMR

JAR-OPS STRAIGHT-IN LANDING RWY 18R

ILS LOC (GS out)

DA(H) 2191' (200') MDA(H) 2480' (489')

FULL ALS out

Max Kts. MDA(H) VIS

A 100 2690' (690') 1500m

B 135 2760' (760') 1600m

C 180 3280' (1280') 2400m

D 205 3620' (1620') 3600m

RVR 550m RVR 1000m RVR 1200m RVR 2000m RVR 1600m

CHANGES: MSA. Trans alt. Procedure. Minimums.

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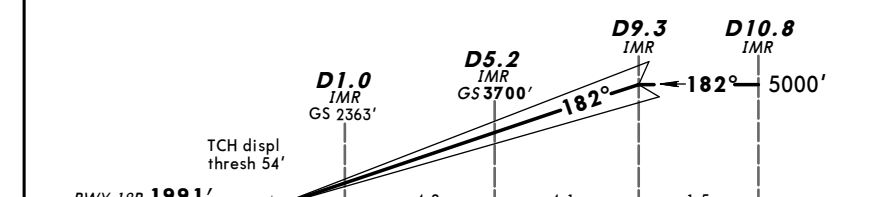
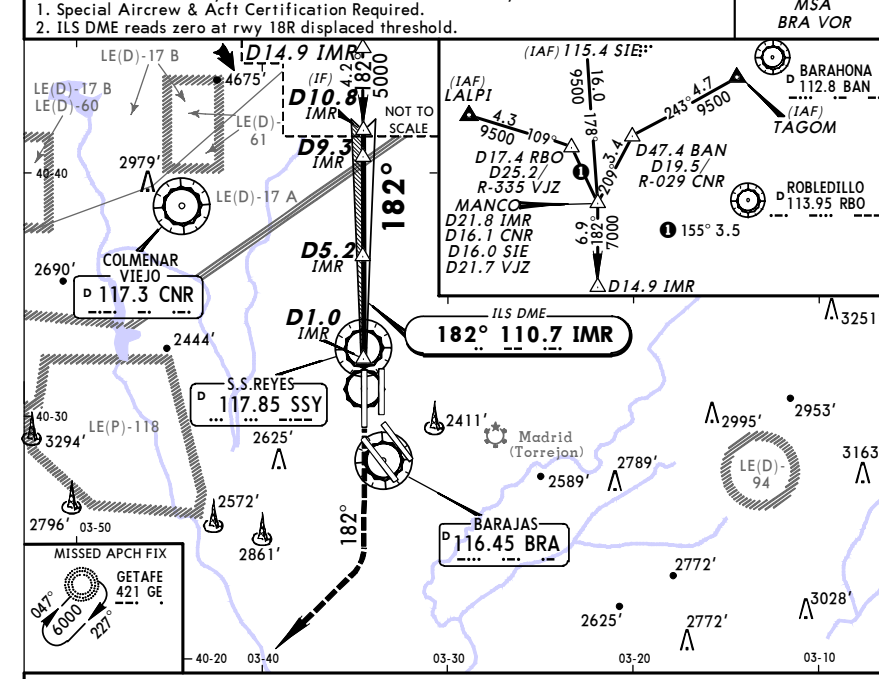
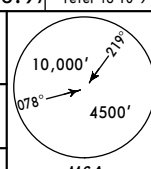
MADRID, SPAIN
CAT II ILS Rwy 18R

ATIS Arrival	MADRID Approach	BARAJAS Tower	For Ground frequencies refer to 10-9
118.25	127.5 124.02	118.07 118.15 118.67 118.97	

LOC IMR	Final Apch Crs	GS	CAT II ILS RA/DA(H)	Apt Elev 2000'
110.7	182°	D5.2 IMR 3700' (1709')	Refer to Minimums	RWY 1991'

MISSED APCH: Climb on R-182 SSY to 5000', then turn RIGHT direct to NDB to join holding at 6000'.

Alt Set: hPa Rwy Elev: 71 hPa Trans level: By ATC Trans alt: 13000'
1. Special Aircrew & Acft Certification Required.
2. ILS DME reads zero at rwy 18R displaced threshold.



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

JAR-OPS STRAIGHT-IN LANDING RWY 18R

CAT II ILS

ABC RA 98' D RA 107'

DA(H) 2091' (100') DA(H) 2101' (110')

RVR 300m

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

CHANGES: MSA. Trans alt. Procedure. Minimums.

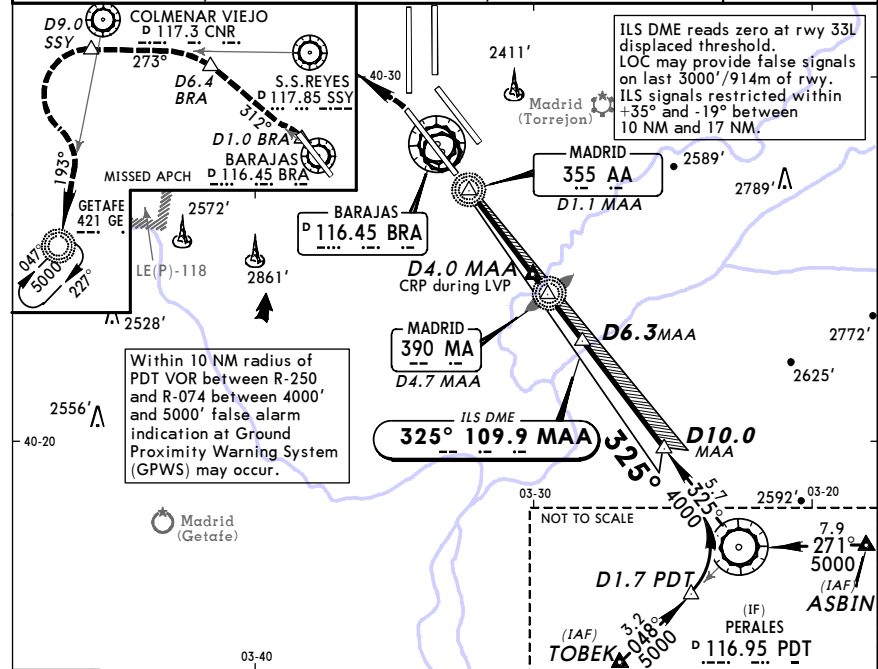
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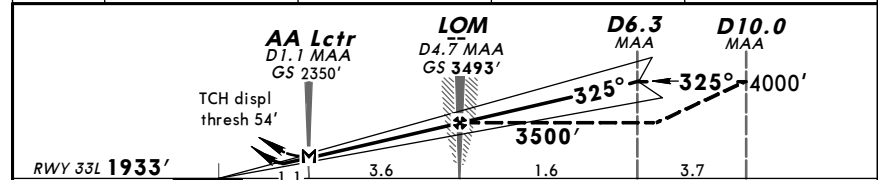
JEPPESEN
23 MAR 07 (11-3)

MADRID, SPAIN
ILS Rwy 33L

ATIS Arrival 118.25	MADRID Approach 127.5 124.02	BARAJAS Tower 118.15 118.07 118.67 118.97	For Ground frequencies refer to 10-9
LOC MAA 109.9	Final ApcH Crs 325°	GS LOM 3493' (1560')	ILS DA(H) Refer to Minimums
Apt Elev 2000'	RWY 1933'		
MISSED APCH: Climb on rwy heading to D1.0 BRA. Turn LEFT onto R-312 BRA to D6.4 BRA. Turn LEFT (MAX 185 KT) to intercept R-273 SSY. Pass D9.0 SSY at 4000' or above, then turn LEFT (MAX 220 KT) to intercept R-193 CNR direct to GE NDB to join holding at 5000'.			
Alt Set: hPa	Rwy Elev: 69 hPa	Trans level: By ATC	Trans alt: 13000'



LOC (GS out)	MAA DME ALTITUDE	2.0 2630'	3.0 2950'	4.0 3270'
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Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861
MAP at AA Lctr/D1.1 MAA						

JAR-OPS				STRAIGHT-IN LANDING RWY 33L				CIRCLE-TO-LAND			
ILS				LOC (GS out)				DA(H)			
A: 2183' (250') B: 2195' (262')				C: 2203' (270') D: 2214' (281')				MDA(H) 2350' (417')			
FULL				ALS out				Max Kts			
A				RVR 600m				100			
B				RVR 1000m				135			
C				RVR 1200m				180			
D				RVR 1400m				205			

CHANGES: Missed approach.

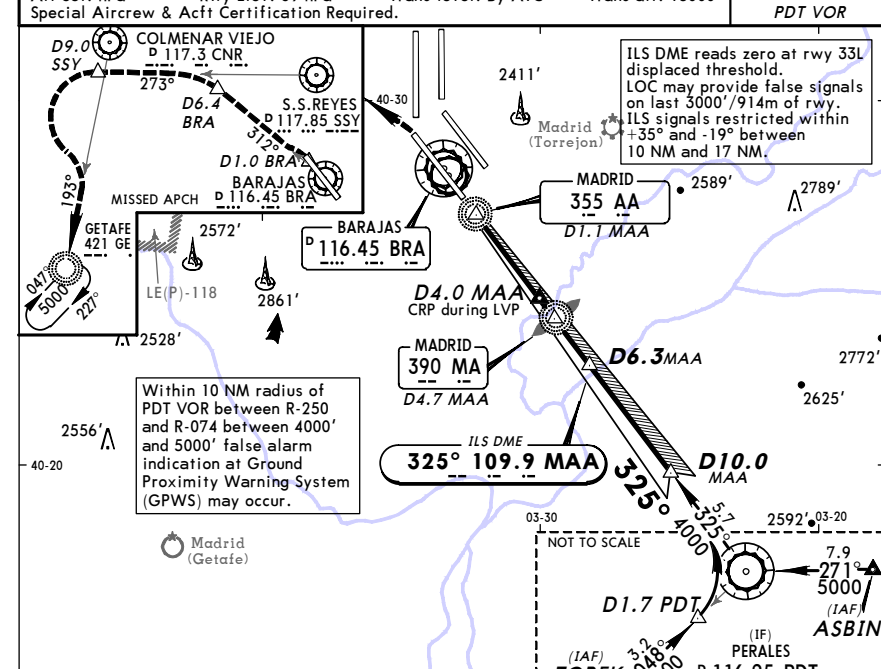
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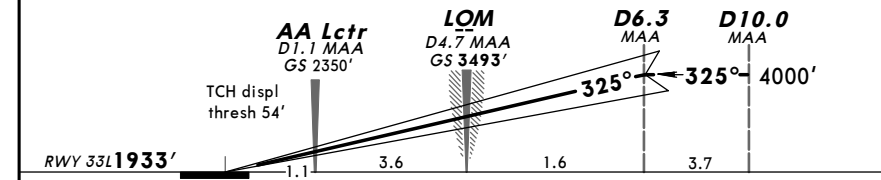
JEPPESEN
23 MAR 07 (11-3A)

MADRID, SPAIN
CAT II ILS Rwy 33L

ATIS Arrival 118.25	MADRID Approach 127.5 124.02	BARAJAS Tower 118.15 118.07 118.67 118.97	For Ground frequencies refer to 10-9
LOC MAA 109.9	Final ApcH Crs 325°	GS LOM 3493' (1560')	CAT II ILS RA/DA(H) Refer to Minimums
Apt Elev 2000'	RWY 1933'		
MISSED APCH: Climb on rwy heading to D1.0 BRA. Turn LEFT onto R-312 BRA to D6.4 BRA. Turn LEFT (MAX 185 KT) to intercept R-273 SSY. Pass D9.0 SSY at 4000' or above, then turn LEFT (MAX 220 KT) to intercept R-193 CNR direct to GE NDB to join holding at 5000'.			
Alt Set: hPa	Rwy Elev: 69 hPa	Trans level: By ATC	Trans alt: 13000'



LOC (GS out)	MAA DME ALTITUDE	2.0 2630'	3.0 2950'	4.0 3270'
-----------------	---------------------	--------------	--------------	--------------



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

JAR-OPS				STRAIGHT-IN LANDING RWY 33L			
CAT II ILS				DA(H)			
A				RA 149'			
B				RA 168'			
C				RA 183'			
D				RA 197'			
RVR 400m				RVR 450m			

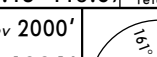
CHANGES: Missed approach.

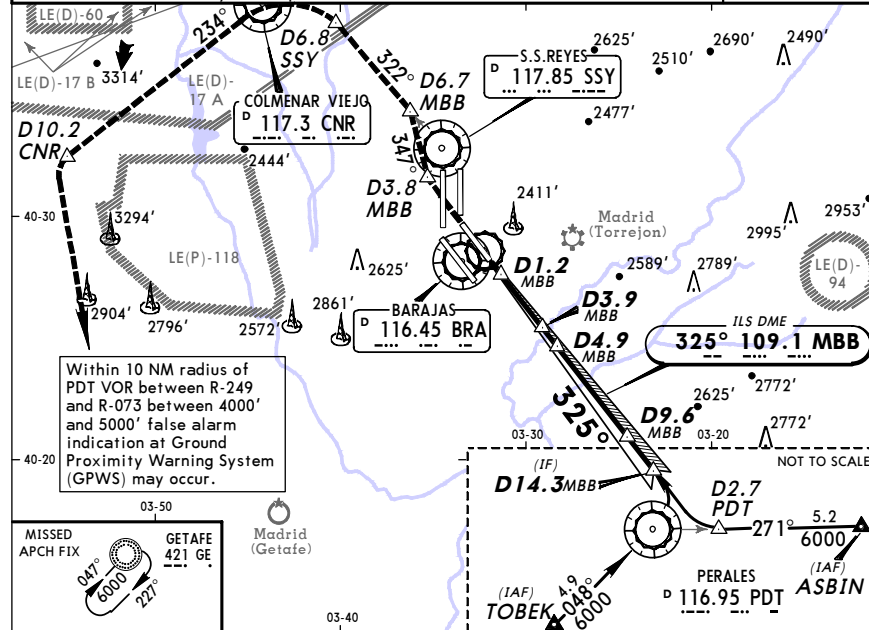
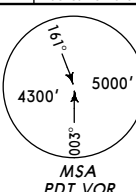
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22 SEP 06 (11-4) Eff 28 Sep

MADRID, SPAIN
ILS Rwy 33R

BREFING STRIP™	ATIS Arrival 118.25		MADRID Approach 127.5 124.02		BARAJAS Tower 118.97 118.07 118.15 118.67				For Ground frequencies refer to 10-9
	LOC MBB 109.1	Final Apch Crs 325°	GS D4.9 MBB 3500' (1614')	ILS DA(H) Refer to Minimums	Apt Elev 2000' RWY 1886'				
	MISSED APCH: Climb on rwy heading to D3.8 MBB, then turn RIGHT onto 347°. At D6.7 MBB turn LEFT and follow R-322 SSY. At D6.8 SSY turn LEFT (MAX 210 KT) to intercept R-234 CNR. At D10.2 CNR turn LEFT direct to NDB to join holding at 6000'. Contact ATC before reaching 4000'.								
	Alt Set: hPa		Rwy Elev: 67 hPa	Trans level: By ATC		Trans alt: 13000'			
	ILS DME reads zero at rwy 33R displ thresh.								



LOC (GS out)	MBB DME ALTITUDE	2.0 2580'	3.0 2900'	4.0 3220'
TCH displ thresh 54'				
RWY 33R 1886'				


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI		D3.8 MBB on Rwy hdg
ILS GS 3.00° or LOC Descent Gradient	5.2%	377	484	538	646	753	861		
MAP at D1.2 MBB									

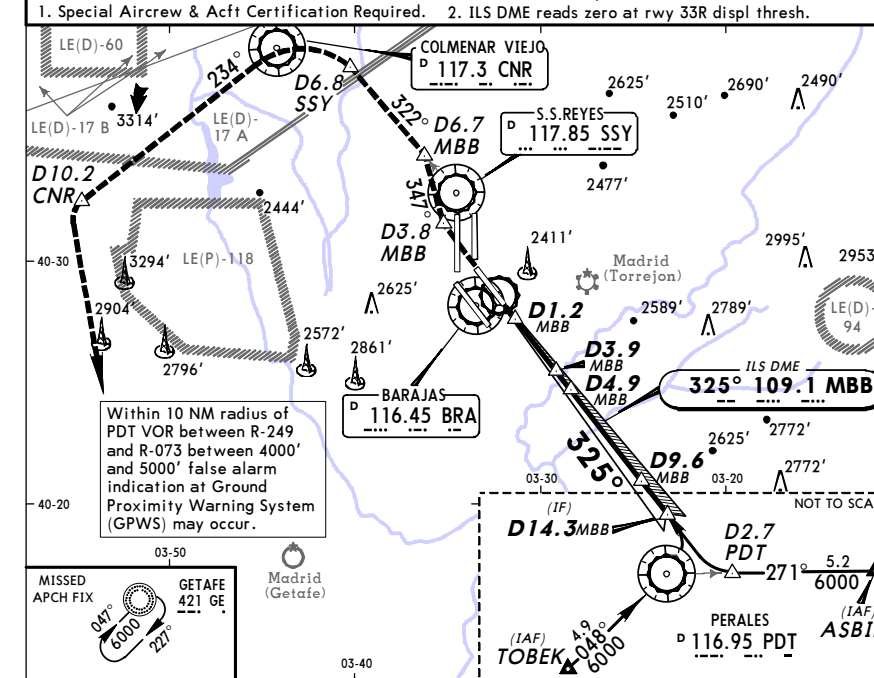
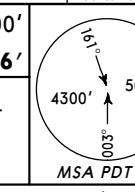
JAR-OPS				STRAIGHT-IN LANDING RWY 33R				CIRCLE-TO-LAND			
DA(H) C: 2094' (208')		LOC (GS out) AB: 2086' (200') D: 2107' (221')		MDA(H) 2340' (454')		ALS out		Max Kts.		MDA(H) VIS	
FULL		ALS out		RVR 1000m		RVR 1500m		100		2690' (690') 1500m	
A		RVR 550m		RVR 1000m		RVR 1200m		135		2760' (760') 1600m	
B		RVR 600m		RVR 1000m		RVR 1200m		180		3280' (1280') 2400m	
C		RVR 600m		RVR 1000m		RVR 1200m		205		3620' (1620') 3600m	
D		RVR 600m		RVR 1000m		RVR 1200m					

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22 SEP 06 (11-4) Eff 28 Sep

MADRID, SPAIN
CAT II ILS Rwy 33R

BRIEFING STRIP™	ATIS Arrival 118.25		MADRID Approach 127.5 124.02		BARAJAS Tower 118.97 118.07 118.15 118.67				For Ground frequencies refer to 10-9
	LOC MBB 109.1	Final Apch Crs 325°	GS D4.9 MBB 3500' (1614')	CAT II ILS RA/DA(H) Refer to Minimums		Apt Elev 2000' RWY 1886'			
	MISSED APCH: Climb on rwy heading to D3.8 MBB, then turn RIGHT onto 347°. At D6.7 MBB turn LEFT and follow R-322 SSY. At D6.8 SSY turn LEFT (MAX 210 KT) to intercept R-234 CNR. At D10.2 CNR turn LEFT direct to NDB to join holding at 6000'. Contact ATC before reaching 4000'.								
Alt Set: hPa		Rwy Elev: 67 hPa		Trans level: By ATC			Trans alt: 13000'		



LOC (GS out)	MBB DME ALTITUDE	2.0 2580'	3.0 2900'	4.0 3220'
TCH displ thresh 54'				
RWY 33R 1886'				

Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI		D3.8 MBB on Rwy hdg
GS	3.00°	377	484	538	646	753	861		
MAP at D1.2 MBB									

JAR-OPS				STRAIGHT-IN LANDING RWY 33R				CIRCLE-TO-LAND			
AB RA 109'		CAT II ILS RA 118'		D RA 135'		ALS out		Max Kts.		MDA(H) VIS	
DA(H) 1986' (100')		DA(H) 1993' (107')		DA(H) 2007' (121')		RVR 300m		100		2690' (690') 1500m	
A		RVR 300m		RVR 300m		RVR 300m		135		2760' (760') 1600m	
B		RVR 300m		RVR 300m		RVR 300m		180		3280' (1280') 2400m	
C		RVR 300m		RVR 300m		RVR 300m		205		3620' (1620') 3600m	
D		RVR 300m		RVR 300m		RVR 300m					

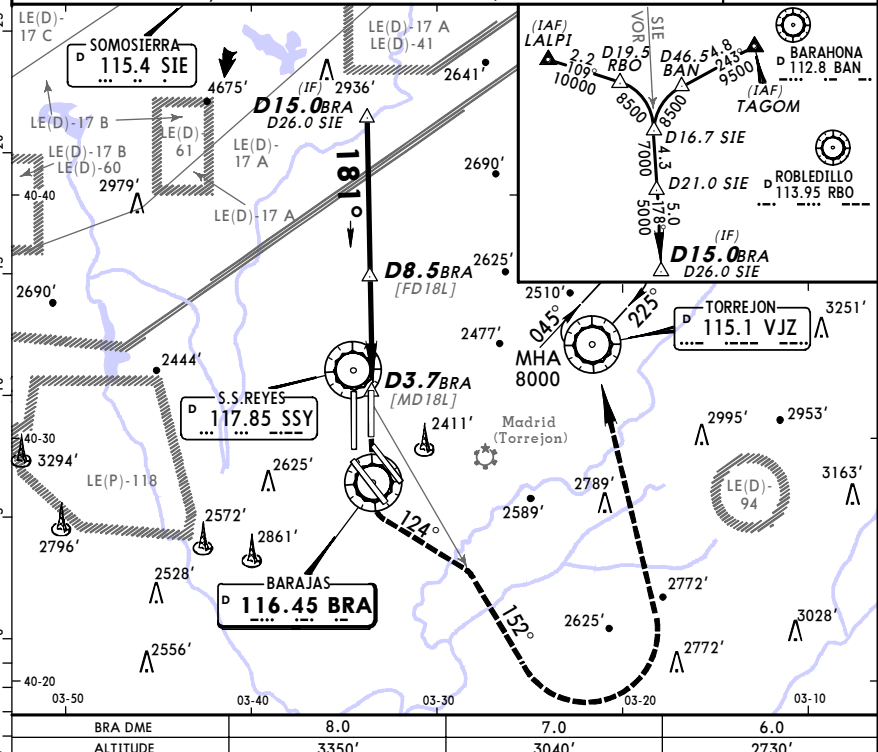
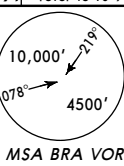
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22 SEP 06 (13-1) Eff 28 Sep

MADRID, SPAIN
VOR Rwy 18L

ATIS Arrival	MADRID Approach	BARAJAS Tower	For Ground frequencies refer to 10-9
118.25	127.5 124.02	118.67 118.07 118.15 118.97	
VOR BRA 116.45	Final Apch Crs 181°	Minimum Alt D8.5 BRA 3500' (1578')	MDA(H) 2490' (568')
		Apt Elev 2000'	RWY 1922'
MISSED APCH: Climb on R-001 to BRA VOR, then turn LEFT onto 124° to intercept R-152 SSY. At 4500' turn LEFT direct to VJZ VOR to join holding at 8000'. Contact ATC before reaching 4000'.			
Alt Set: hPa	Rwy Elev: 68 hPa	Trans level: By ATC	Trans alt: 13000'



BRA DME	8.0	7.0	6.0
ALTITUDE	3350'	3040'	2730'
D15.0BRA D26.0 SIE	D8.5BRA [FD18L]	D3.7BRA [MD18L]	BRA VOR
5000'	3500'	2.91°	[TCH displ thresh 53']
6.5	4.8	0.2	RWY 18L 1922'

Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.07% or Descent angle [2.91°]	360	463	515	618	721	824
MAP at D3.7 BRA						

JAR-OPS	STRAIGHT-IN LANDING RWY 18L	CIRCLE-TO-LAND
	MDA(H) 2490' (568')	
	ALS out	Max Kts
A	RVR 1000m	100
B	RVR 1200m	135
C	RVR 1600m	180
D	RVR 2000m	205

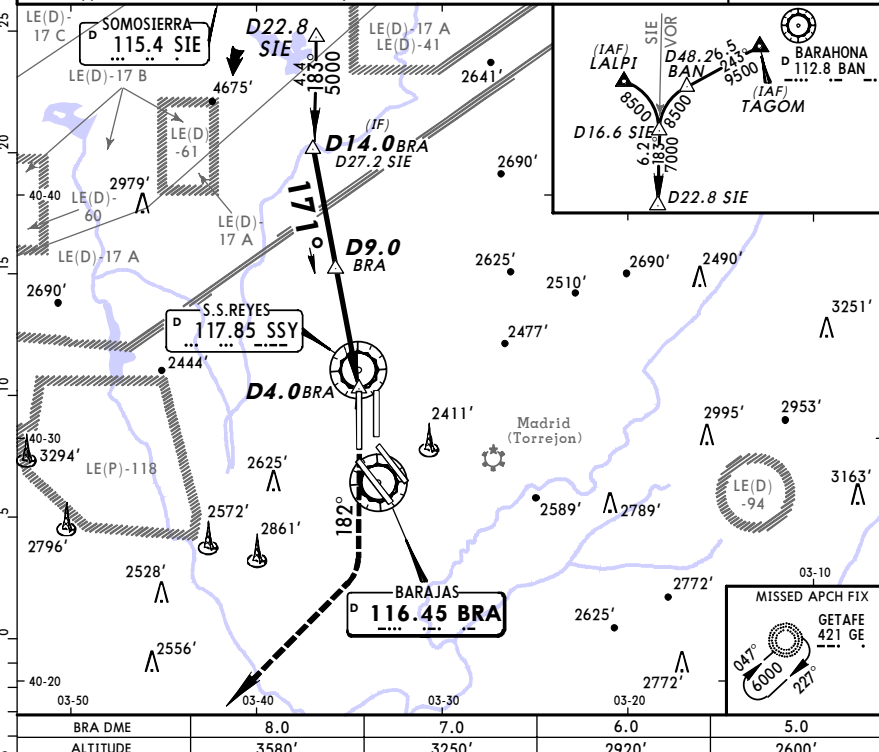
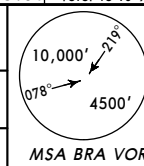
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22 SEP 06 (13-2) Eff 28 Sep

MADRID, SPAIN
VOR Rwy 18R

ATIS Arrival	MADRID Approach	BARAJAS Tower	For Ground frequencies refer to 10-9
118.25	127.5 124.02	118.07 118.15 118.67 118.97	
VOR BRA 116.45	Final Apch Crs 171°	Minimum Alt D9.0 BRA 3900' (1909')	MDA(H) 2550' (559')
		Apt Elev 2000'	RWY 1991'
MISSED APCH: Turn RIGHT and follow R-182 SSY to 5000', then turn RIGHT direct to NDB to join holding at 6000'.			
Alt Set: hPa	Rwy Elev: 71 hPa	Trans level: By ATC	Trans alt: 13000'



BRA DME	8.0	7.0	6.0
ALTITUDE	3580'	3250'	2920'
D14.0BRA D27.2 SIE	D9.0BRA	D4.0BRA	BRA VOR
5000'	3900'	0.8	RWY 18R 1991'

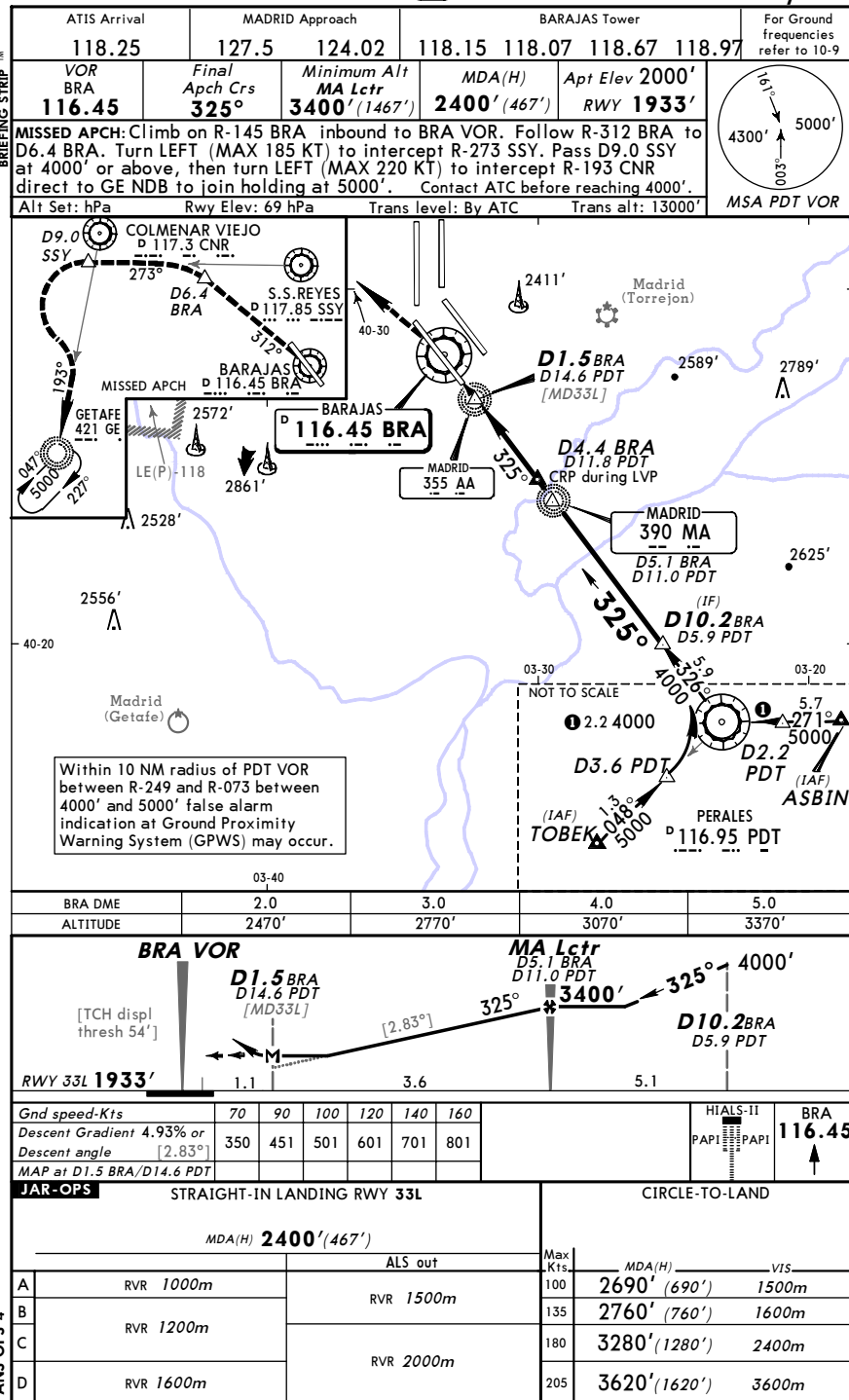
Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.4%	383	492	547	656	766	875
MAP at D4.0 BRA						

JAR-OPS	STRAIGHT-IN LANDING RWY 18R	CIRCLE-TO-LAND
	MDA(H) 2550' (559')	
	ALS out	Max Kts
A	RVR 1000m	100
B	RVR 1200m	135
C	RVR 1600m	180
D	RVR 2000m	205

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23 MAR 07 (13-3)

MADRID, SPAIN
VOR Rwy 33L



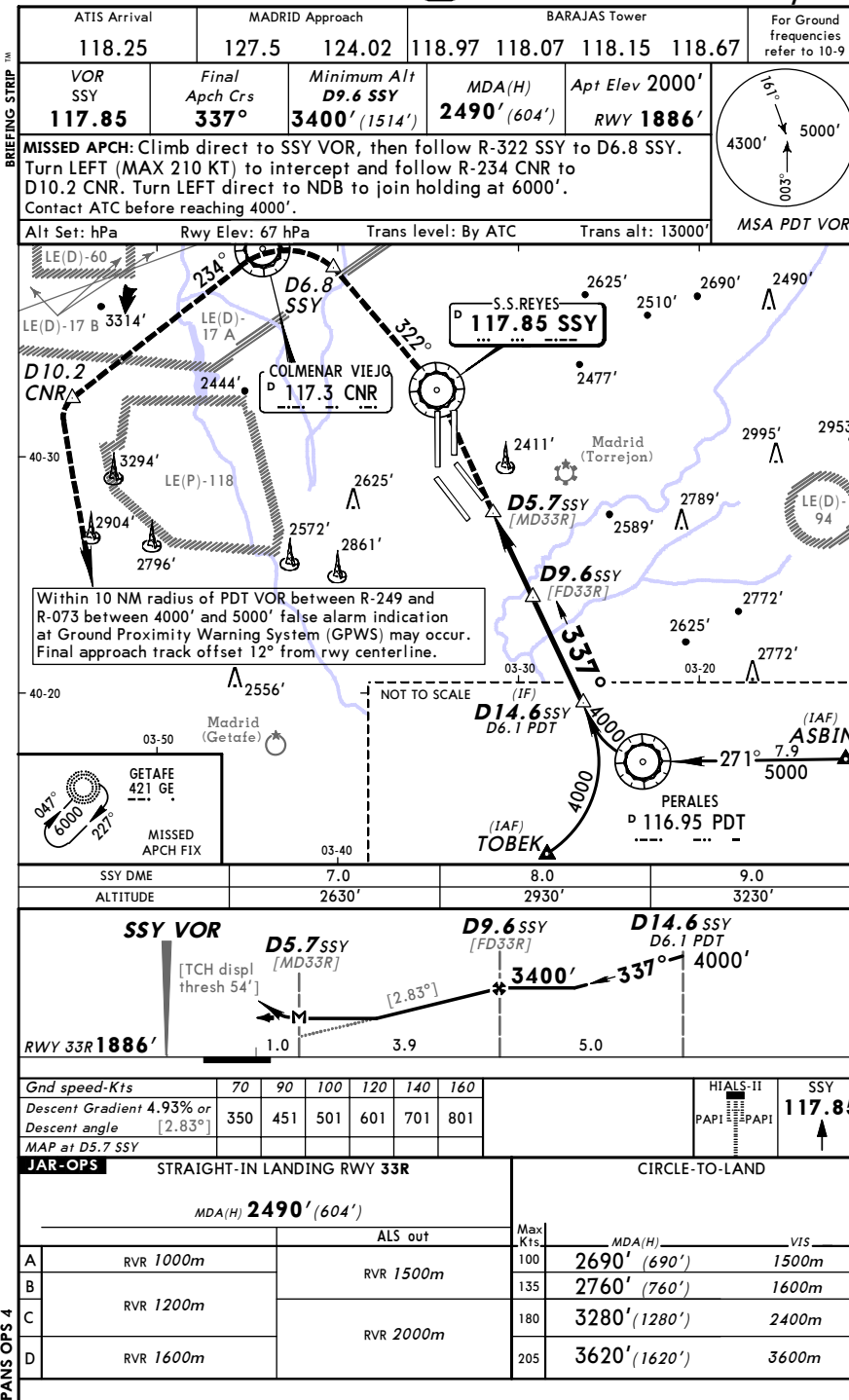
CHANGES: Missed approach.

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23 MAR 07 (13-4)

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VOR Rwy 33R



CHANGES: None.

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