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LEMD/MAD
BARAJAS

AUL 07

BARAJAS

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 occurences.

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

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LEMD/MAD
BARAJAS

6 JUL 07

10-1P1

AIRPORT BRIEFING

1. GENERAL

1.2.4.2. NOISE QUOTA AIRCRAFT CLASSIFICATION

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

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

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

1.2.5. AUXILIARY POWER UNITS (APU)

1.2.5.1. GENERAL

CHANGES: None

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 onblock 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 onblock 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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"JEPPESEN MADRID, SPAIN LEMD/MAD 2 NOV 07 (10-1P10) AIRPORT BRIEFING **BARAJAS**

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		
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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MADRID, SPAIN

AIRPORT BRIEFING

2 NOV 07 (10-1P11) **BARAJAS**

3. DEPARTURE

XJEPPESEN

3.2.3. STANDARD TAXI ROUTES

LEMD/MAD

CHANGES: Taxi routes.

3.2.3.1. NORTH CONFIGURATION

R-7:	E3 to E4		
., , ,	202, 204, 206, 207, 209, 211, 214 and 218: Direct to E2 to E3 to E4		
	R-5 or ACFT which are on stands 134 thru 162 and need push-back to nead Southwest to use TWY A to enter TWY M by first possible n.		
R-6:	C1 or C3 to TWY M1 until M7 to A7 to E1 until E4.		
Stands 86 t	hru 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 t	hru 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 a	nd 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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LEMD/MAD BARAJAS 3 JEPPESEN 2 NOV 07 (10-1P12)

MADRID, SPAIN AIRPORT BRIEFING

3. DEPARTURE

TO RWY 36L from:				
Terminal 1, 2 o	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	2, 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.			
Stand 45: Left of Stand 167: E0 to Stand 169: E1 to Stands 171 and	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 2	1: 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				
Standard route:	_ 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: JI6 to JI5 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: DI4 to D4 or DI3 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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LEMD/MAD BARAJAS

2 NOV 07 (10-1P13)

MADRID, SPAIN AIRPORT BRIEFING

3. DEPARTURE

#JEPPESEN

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 f	rom:			
Terminal 1, 2 o	r 3			
	as for RWY 36L until M17, then to M18 until M31 to NY13 to Y1 or to N13 to Y2 or M18 until M33 to B13 to Y3.			
Terminal 4				
Standard route:	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: JI6 to JI5 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: DI3 to DI4, then standard route. Stands 430 and 432: D4 to D5 to W4 to X4 to X3 to S3, then standard route. Stands 474 thru 443 D3 to B4 to X3 to S3, then standard route.			
R-12:	Stands 434 thru 442: D3 to R4 to X3 to S3, then standard route. 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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LEMD/MAD BARAJAS 3 JEPPESEN 2 NOV 07 (10-1P14)

MADRID, SPAIN AIRPORT BRIEFING

3. DEPARTURE

TO RWY 36R	from:
Terminal 4S	
R-20:	Stands 582 thru 586: Gate 11 to G11 to B3 until B13 to Y3 or
	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

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LEMD/MAD BARAJAS

CHANGES: Taxi routes.

3 JEPPESEN 2 NOV 07 (10-1P15)

MADRID, SPAIN AIRPORT BRIEFING

3. DEPARTURE

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: DI3 to S4 to S3 to S2 to A17 until A28 to A29 to K1 to holding point or DI3 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: JI6 to JI5 to D2 to S4 to S3 to S2 to A17 until A28 to A29 to K1 to holding point or				
JI6 to JI5 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: DI3 to S4 to S3 to S2 to A17 until A28 to A29 to K1				
to holding point or				
DI3 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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LEMD/MAD BARAJAS

2 NOV 07

3 JEPPESEN 7 (10-1P16)

MADRID, SPAIN AIRPORT BRIEFING

3. DEPARTURE

	3. DEPARTURE
TO RV	/Y 15L from:
Termir	al 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.
Termir	al 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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LEMD/MAD BARAJAS 3 JEPPESEN 2 NOV 07 (10-1P17)

MADRID, SPAIN AIRPORT BRIEFING

3. DEPARTURE

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.		
	and R-5 or ACFT which need push-back to leave stands 134 and 135 will head ast 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.		
Termin	al 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: J16 to J15 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 holding point 15C.		

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LEMD/MAD BARAJAS

2 NOV 07

(10-1P18)

MADRID, SPAIN AIRPORT BRIEFING

3. DEPARTURE

To RW	Y 15R from:
Termin	al 4
R-11:	Stands 342 thru 362: DI3 to D3 or DI4 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: DI4 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.
Termin	al 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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LEMD/MAD
BARAJAS

ANOV 07

10-1P19

MADRID, SPAIN
AIRPORT BRIEFING

3. DEPARTURE

3.2.4. COMMUNICATION FAILURE

ACFT will continue with extreme caution on the asssigned 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 BARDI 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 BARDI 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 publicated SIDs. Between 2300-0700LT RWY 15L will be

used following the initial segments of all publicated 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.

11 JEPPESEN

LEMD/MAD 14 SEP 07 **BARAJAS**

(10-1P2) Eff 27 Sep

MADRID, SPAIN AIRPORT BRIEFING

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.

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

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

Low Visibility Procedure will be cancelled when:

-RVR (or VIS if RVR is out) is higher than 800m. Manoeuvring area

-Ceiling is 300'.

- The improvement tendency of meteorological conditions is

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

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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"JEPPESEN LEMD/MAD 14 SEP 07 **BARAJAS**

(10-1P3) Eff 27 Sep MADRID, SPAIN AIRPORT BRIEFING

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
- 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.

CHANGES: Speed restrictions.

- 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 follwing 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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LEMD/MAD BARAJAS 3 JEPPESEN 2 NOV 07 (10-1P4)

MADRID, SPAIN AIRPORT BRIEFING

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	Z 7	all	7717' (2352m)	В

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					
R-3:	stand 173. L7, L5, L3, L1 or LEFT RWY end to TWY A to A8 to F1 direct to stand 175. L7, L5, L3, L1 or LEFT RWY end to TWY A to G1 to Gate 1 to I 7 or					
	18.					
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 18 or 19.					

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CHANGES: Taxi routes.

3 JEPPESEN 2 NOV 07 (10-1P5) MADRID, SPAIN AIRPORT BRIEFING

2. ARRIVAL

From RWY 33L to:							
Terminal 1, 2 or 3							
R-1:							
	direct to stands10 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.						
T 1 1 4	LO, LT OF LEFT KWY EIIG TO ATZ TO GO TO MIT.						
Terminal 4							
	tructions to leave to the LEFT side of RWY.						
other than stan	eave to the RIGHT, it will receive proper instruction from ATC,						
	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						
K-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							
	tructions 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						
N-21:	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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LEMD/MAD BARAJAS 3 JEPPESEN 2 NOV 07 (10-1P6)

MADRID, SPAIN AIRPORT BRIEFING

2. ARRIVAL

From RWY 33R to:					
Terminal 1, 2 o	r 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					
	VY A, then same route as for RWY 33L.				
Terminal 4					
	tructions to leave RWY to TWY A.				
Standard route:	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.				
D 11 1 D17	110 10 10 10 10 10 10				
	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 ins	tructions to leave RWY to TWY A.				
Standard route:	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:	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. Standard route: Y5 to AY to BY13 to M34 until M14 or Y4 to BY13to M34 until M14 or Y3 to A33 to N13 to M32 to M14 to H3.					

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LEMD/MAD BARAJAS

2 NOV 07 (10-1P7)

MADRID, SPAIN AIRPORT BRIEFING

2. ARRIVAL

#JEPPESEN

	2. AKKIVAL					
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						
	_ 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 18F	R to:					
Terminal 1, 2 o	r 3					
Standard route:	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 17 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 E0 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.					

LEMD/MAD **BARAJAS**

2 NOV 07

11 JEPPESEN 10-1P8

MADRID. SPAIN AIRPORT BRIEFING

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, 110 or 112.					
Stands 10 thru	13: M9.					
R-0:	M11.					
Terminal 4						
Leave RWY to t Standard route:	he RIGHT side. _ 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 W16. Stands 320 thru 329: Standard route to U4 to D5 to W5. Stands 330 thru 340: Standard route to U4 to D14. 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 t	he 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 B12to 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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" JEPPESEN LEMD/MAD 2 NOV 07 **BARAJAS**

(10-1P9)

MADRID, SPAIN AIRPORT BRIEFING

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

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-

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

Type and registration on refer to ACFT shall be mentioned.

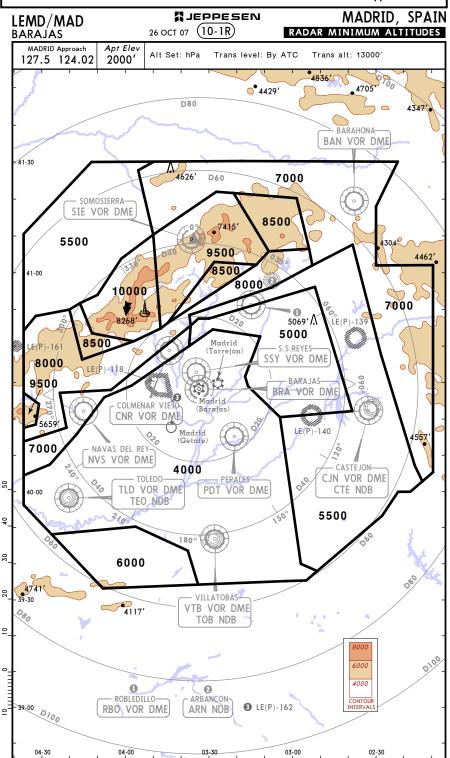
Pilots will request the de-icing service 60 minutes before the estimated time of departure (ETD) when the ACFT operates before 0500 and after 1000. The request shall be addressed to Iberia handling agent to one of the SITA directions: MADKIIB or MADKOIB, including the following data: Company name, registration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

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3.1.2. PROHIBITIONS

CHANGES: None

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



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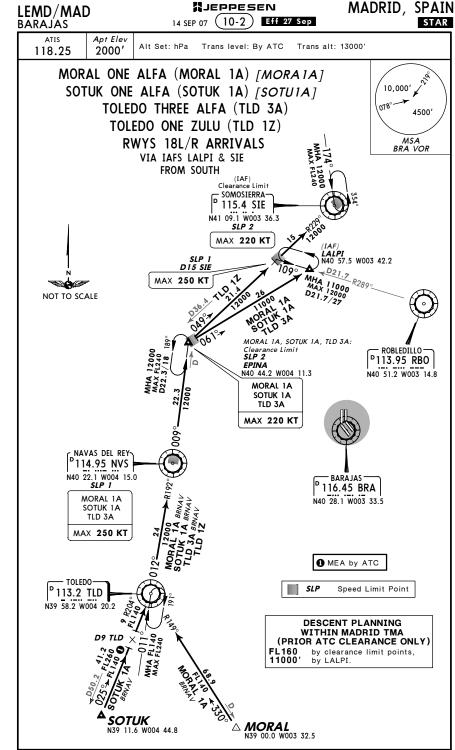
CHANGES: Sectors & altitudes completely revised.

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MADRID, SPAIN MJEPPESEN LEMD/MAD (10-2A) Eff 27 Sep 14 SEP 07 STAR BARAJAS Apt Elev Alt Set: hPa Trans level: By ATC Trans alt: 13000' 118.25 20001 BARDI ONE ALFA (BARDI 1A) [BARD1A] ORBIS FOUR ALFA (ORBIS 4A) [ORBI4A] ORBIS ONE ZULU (ORBIS 1Z) [ORBI1Z] 9 ZAMORA THREE ALFA (ZMR 3A) RWYS 18L/R ARRIVALS VIA IAFS LALPI & SIE FROM WEST Speed Limit Point d TS MHA 12000 MAX FL240 250 KT MAX ADØØ2 NA1 17.4 W004 19.3 MAX 250 KT ADØØ3 NA1 04.0 W004 28.2 MAX 250 KT MEA by ATC OVER HOLDINGS

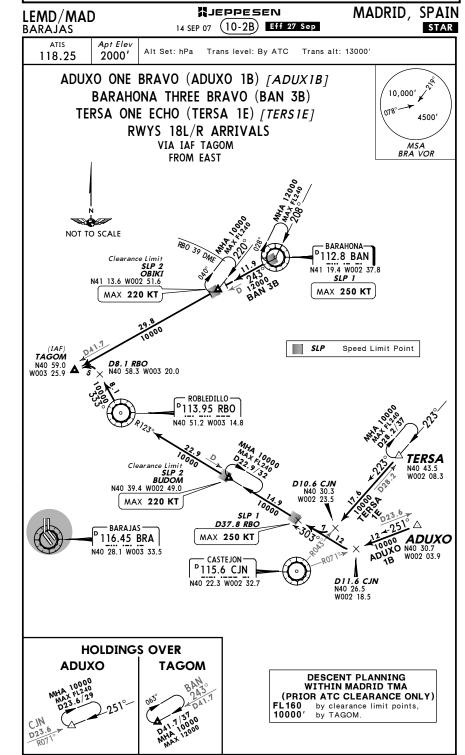
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MJEPPESEN MADRID, SPAIN LEMD/MAD 14 SEP 07 (10-2C) Eff 27 Sep STAR BARAJAS Apt Elev Alt Set: hPa Trans level: By ATC Trans alt: 13000 2000' 118.25 NASOS ONE ALFA (NASOS 1A) [NASO1A] PRADO ONE ECHO (PRADO 1E) [PRAD1E] 10,000' VILLA ONE ECHO (VILLA 1E) [VILA 1E] 4500' RWYS 18L/R ARRIVALS VIA IAF TAGOM MSA BRA VOR FROM SOUTH BARAHONA-112.8 BAN Speed Limit Point **HOLDINGS OVER TAGOM** CJN TAGOM N40 59.0 N40 58.3 W003 20.0 W003 25.9 ROBLEDILLO -D113.95 RBO N40 51.2 W003 14.8 SLP 2 BUDOM N40 39.4 W002 49.0 MAX 220 KT D26.8 RBO D17.6 CJN 10 SLP 1 D6.3 CJN - BARAJAS — MAX 250 KT 116.45 BRA N40 28.1 W003 33.5 CASTEJON-^D115.6 CJN N40 22.3 W002 32.7 **DESCENT PLANNING** WITHIN MADRID TMA **PRADO** (PRIOR ATC CLEARANCE ONLY) FL160 by clearance limit points, N40 08.8 W002 00.6 10000' by TAGOM. **HOLDING OVER PRADO** NOT TO SCALE

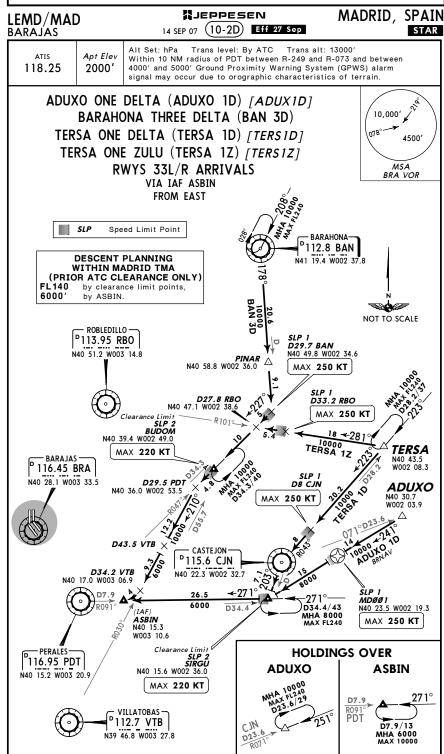
CHANGES: SLPs renamed & established; descent planning revised.

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CHANGES: SLPs; descent planning; INS coordinates.

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MADRID, SPAIN **MALEPPESEN** LEMD/MAD 14 SEP 07 (10-2E) Eff 27 Sep BARAJAS Alt Set: hPa Trans level: By ATC Trans alt: 13000 ATIS Apt Elev Within 10 NM radius of PDT between R-249 and R-073 and between 118.25 2000' 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] 10,000' VILLA ONE DELTA (VILLA 1D) [VILA 1D] 4500' RWYS 33L/R ARRIVALS VIA IAF ASBIN MSAFROM SOUTH - CASTEJON -D115.6 CJN N40 22.3 W002 32.7 BARAJAS — 116.45 BRA Clearance Limit D8.3 CJN N40 28.1 W003 33.5 SIRGU W002 26.3 N40 15.6 W002 36.0 D13.5 CJN D14.2 CJN **MAX 220 KT** W002 16.9 250 KT D34.4 ASBIN N40 15.3 W003 10.6 -PERALES-**PRADO** 116.95 PDT D22.2 CJN N40 15.2 W003 20.9 MAX 250 KT MAX 250 KT D38 CJN X Speed Limit Point NOT TO SCALE **DESCENT PLANNING** WITHIN MADRID TMA (PRIOR ATC CLEARANCE ONLY) FL140 by clearance limit points, **HOLDINGS OVER PRADO SIRGU ASBIN** R091°

CHANGES: SLPs renamed & established; descent planning revised.

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MADRID, SPAIN MJEPPESEN LEMD/MAD 14 SEP 07 (10-2F) Eff 27 Sep BARAJAS Alt Set: hPa Trans level: By ATC Trans alt: 13000 ATIS Within 10 NM radius of PDT between R-249 and R-073 and between 118.25 2000' 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] 10,000' TOLEDO ONE CHARLIE (TLD 1C) RWYS 33L/R ARRIVALS VIA IAF TOBEK MSABRA VOR FROM SOUTH BARAJAS -116.45 BRA MEA (MHA) by ATC -PERALES-D116.95 PDT N40 15.2 W003 20.9 SLP Speed Limit Point TOBEK N40 11.8 W003 25.5 · TOLEDO -113.2 TLD N39 58.2 W004 20.2 W004 03.9 Clearance Limit SLP 2 BUREX D5.9 TLD MAX 250 KT N39 48.7 W003 56.4 MAX 220 KT NOT TO SCALE SLP 1 D53 PD1 D24.3 TLD MAX 250 K1 N39 37.7 W004 03.3 **HOLDING OVER BUREX** SLP D28.9 TLD MAX 250 KT **SOTUK** N39 11.6 W004 44.8 **DESCENT PLANNING** WITHIN MADRID TMA (PRIOR ATC CLEARANCE ONLY) **MORAL** FL140 by clearance limit points, by TOBEK

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CHANGES: SLPs renamed & established; descent planning revised.

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MADRID, SPAIN **MALEPPESEN** LEMD/MAD 14 SEP 07 (10-2G) Eff 27 Sep STAR BARAJAS Apt Elev ATIS 118.25 2000' 4000^{\prime} and 5000^{\prime} Ground Proximity Warning System (GPWS) alarm signal may occur due to orographic characteristics of terrain. BARDI ONE CHARLIE (BARDI 1C) [BARD1C] ORBIS ONE CHARLIE (ORBIS 1C) [ORBI1C] ZAMORA THREE CHARLIE (ZMR 3C) RWYS 33L/R ARRIVALS VIA IAF TOBEK FROM WEST ■ MEA (MHA) by ATC D53.9/59 MHA FL140 MAX FL240 HOLDING OVER **BARDI** N40 35.0 W006 1

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LEMD/MAD BARAJAS

JEPPESEN 24 AUG 07 (10-3) Eff 30 Aug MADRID, SPAIN

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

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MADRID, SPAIN ↓ JEPPESEN LEMD/MAD 24 AUG 07 (10-3A) Eff 30 Aug BARAJAS

BARAJAS 24 AUG 07 (10-3A)	31D
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	10-3\$
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

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These SIDs require a minimum climb gradient

334' per NM (5.5%) until MD030.

75 100 150 200 250 300 Gnd speed-KT 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'+) - BARDI (13000'+).

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NOT TO SCALE

At or above 6800'

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LEMD/MAD
BARAJAS

24 AUG 07 10-3C Eff 30 Aug

RNAV SID

Apt Elev | Trans level: By ATC Trans alt: 13000'

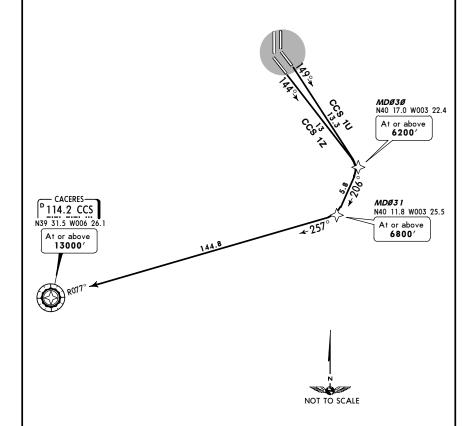
CCS 1U, CCS 1Z
RWYS 15L/R P-RNAV DEPARTURES

SIDs are also noise abatement procedures (refer to 10-4)

2000'

USABLE BETWEEN 0700-2300LT
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
SPERM MAX 250 KT BELOW 10000





These SIDs require a minimum climb gradient

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'+).

CHANGES: RNAY SIDs established & transferred.

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Trans level: By ATC Trans alt: 13000'

Apt Elev

2000'

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LEMD/MAD
BARAJAS

A SUBPRESEN

MADRID, SPAIN

10-3D

Eff 30 Aug

RNAV SID

NANDO 1U [NAND1U] NANDO 1Z [NAND1Z]

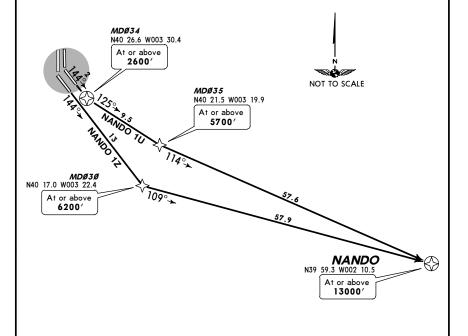
SIDs are also noise abatement procedures (refer to 10-4)

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 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'+).

MADRID, SPAIN I JEPPESEN LEMD/MAD 24 AUG 07 (10-3E) Eff 30 Aug RNAV SID BARAJAS Apt Elev Trans level: By ATC Trans alt: 13000 2000' SIDs are also noise abatement procedures (refer to 10-4) 10,000' NASOS 1U [NASO1U] 4500' NASOS 1Z [NASO1Z] RWYS 15L/R P-RNAV DEPARTURES MSA ARP **USABLE BETWEEN 0700-2300LT** RNAV (DME/DME) P-RNAV APPROVAL REQUIRED M277 MAX 250 KT BELOW 10000' MDØ3Ø N40 17.0 W003 22.4 At or above 6200' MDØ31 N40 11.8 W003 25.5 At or above 7600' NOT TO SCALE NASOS N39 23.9 W003 01.7 These SIDs require a minimum climb gradient At or above 13000' 334' per NM (5.5%) until MD031. Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300 418 557 835 1114 1392 1671 334' per NM Initial ATC clearance: Maintain 13000' and request flight level change enroute ROUTING

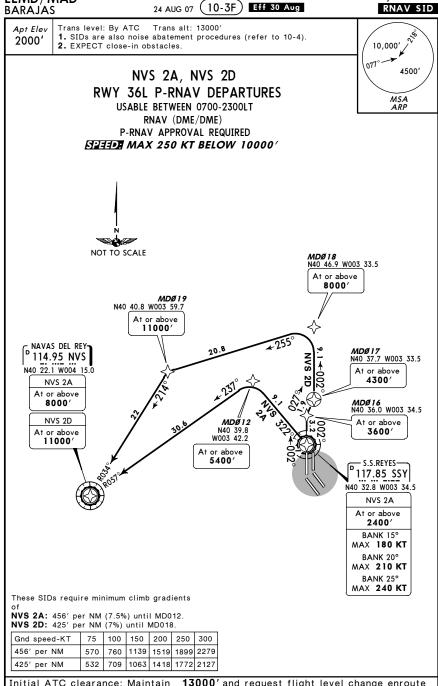
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MD030 (6200'+) - MD031 (7600'+) - NASOS (13000'+).

CHANGES: RNAV SIDs estbld; SIDs transferred; chart redrawn.

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MADRID, SPAIN 1 JEPPESEN LEMD/MAD 24 AUG 07 (10-3F) Eff 30 Aug RNAV SID



Initial ATC clearance: Maintain 13000' and request flight level change enroute SID ROUTING NVS 2A SSY (2400'+; K180-/K210-/K240-) - MD012 (5400'+) - NVS (8000'+). MD016 (3600'+) - MD017 (4300'+) - MD018 (8000'+) - MD019 (11000'+) - NVS NVS 2D (11000'+).

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

MADRID, SPAIN I JEPPESEN LEMD/MAD (10-3G) Eff 30 Aug 24 AUG 07 RNAV SID BARAJAS

10,000'

4500'

MSA ARP

Trans level: By ATC Trans alt: 13000 Apt Elev 2000'

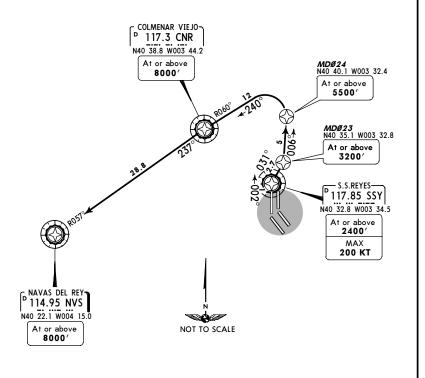
1. SIDs are also noise abatement procedures (refer to 10-4).

2. EXPECT close-in obstacles.

NVS 2R RWY 36L P-RNAV DEPARTURE

USABLE BETWEEN 2300-0700LT RNAV (DME/DME) P-RNAV APPROVAL REQUIRED

S2330 MAX 250 KT BELOW 10000'



This SID requires minimum climb gradients

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'+). CHANGES: RNAV SID revised; SIDs transferred; chart redrawn. © JEPPESEN SANDERSON, INC., 2002, 2007. ALL RIGHTS RESERVED. Licensed to Elefant air. Printed on 06 Sep 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 10-2008 JEPPESEN JeppView 3.5.2.0

I JEPPESEN LEMD/MAD **BARAJAS**

2000'

Trans level: By ATC Trans alt: 13000'

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

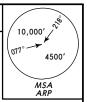
MADRID, SPAIN RNAV SID

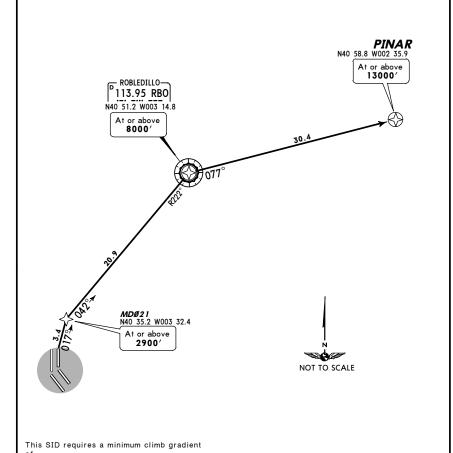
PINAR 2A [PINA2A] RWY 36R P-RNAV DEPARTURE

SIDs are also noise abatement procedures (refer to 10-4)

USABLE BETWEEN 0700-2300LT RNAV (DME/DME) P-RNAV APPROVAL REQUIRED

जियानको MAX 250 KT BELOW 10000'





304' per NM (5%) until RBO

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

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

MD021 (2900'+) - RBO (8000'+) - PINAR (13000'+). CHANGES: RNAV SID revised; SIDs transferred; chart redrawn.

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MADRID, SPAIN I JEPPESEN LEMD/MAD (10-3J) Eff 30 Aug RNAV SID 24 AUG 07 BARAJAS Apt Elev Trans level: By ATC Trans alt: 13000 2000' SIDs are also noise abatement procedures (refer to 10-4) 10,000' PINAR 1U [PINA 1U] 4500' PINAR 1Z [PINA 1Z] RWYS 15L/R P-RNAV DEPARTURES MSA ARP USABLE BETWEEN 0700-2300LT RNAV (DME/DME) P-RNAV APPROVAL REQUIRED MAX 250 KT BELOW 10000' **PINAR** N40 58.8 W002 35.9 At or above 13000' ROBLEDILLO-113.95 RBO N40 51.2 W003 14.8 At or above 13000' NOT TO SCALE MDØ34 N40 26.6 W003 30.4 (Fly-By for PINAR 1U) At or above MDØ35 2600' N40 21.5 W003 19.9 PINAR 1U At or above 5700' PINAR 1Z At or above 6500' *MDØ3Ø* N40 17.0 W003 22.4 These SIDs require minimum climb gradients PINAR 1U: 425' per NM (7%) until MD034, then At or above 365' per NM (6%) until RBO. 6200' PINAR 1Z: 334' per NM (5.5%) until RBO Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300 532 709 1063 1418 1772 2127 425' per NM 365' per NM 456 608 911 1215 1519 1823 418 557 835 1114 1392 1671 334' per NM 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'+). MD030 (6200'+) - MD035 (6500'+) - RBO (13000'+) - PINAR (13000'+). PINAR 1Z 15R

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CHANGES: RNAV SIDs estbld; SIDs transferred; chart redrawn.

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These SIDs require minimum climb gradients

RBO 1U: 425' per NM (7%) until MD034, then 365' per NM (6%).

RBO 1Z: 334' per NM (5.5%).

(Fly-By for RBO 1U)

N40 21.5 W003 19.9

RBO 1U

At or above

5700

RBO 1Z

At or above

6500'

MDØ35

75	100	150	200	250	300
532	709	1063	1418	1772	2127
456	608	911	1215	1519	1823
418	557	835	1114	1392	1671
	532 456	532 709 456 608	532 709 1063 456 608 911	532 709 1063 1418 456 608 911 1215	75 100 150 200 250 532 709 1063 1418 1772 456 608 911 1215 1519 418 557 835 1114 1392

Initial ATC clearance: Maintain 13000' and request flight level change enroute ROUTING SID RBO 1U MD034 (2600'+) - MD035 (5700'+) - RBO (13000'+). RBO 1Z 15R MD030 (6200'+) - MD035 (6500'+) - RBO (13000'+).

CHANGES: RNAV SIDs estbld; SIDs transferred; chart redrawn.

MDØ3Ø

N40 17.0 W003 22.4

At or above 6200'

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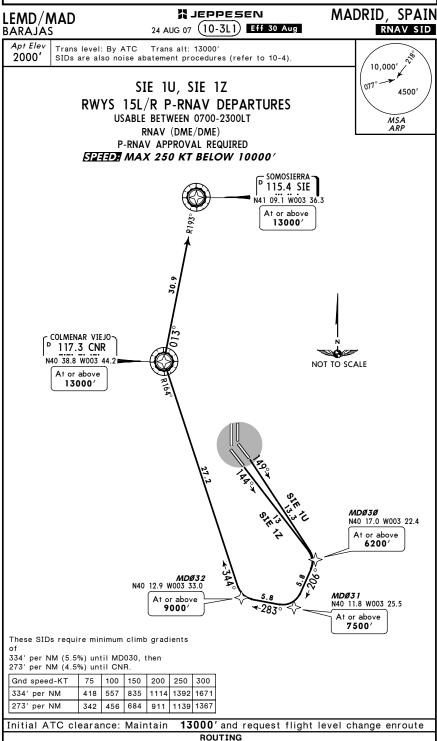
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Initial ATC clearance: Maintain 13000' and request flight level change enroute ROUTING SSY (2400'+; K180-/K210-/K240-) - MD014 (5700'+) - SIE (12000'+).

CHANGES: RNAV SID revised; SIDs transferred.

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

MADRID, SPAIN # JEPPESEN LEMD/MAD 24 AUG 07 (10-3L2) Eff 30 Aug RNAV SID BARAJAS

TEMIR 1U [TEMI1U]

Trans level: By ATC Trans alt: 13000'

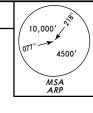
Apt Elev

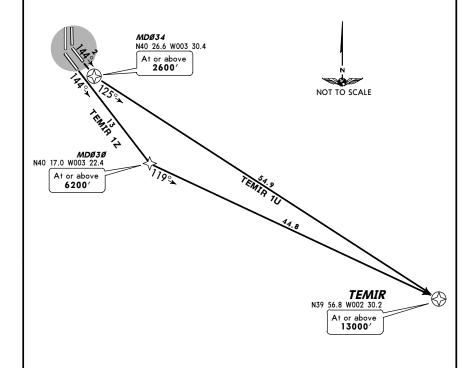
2000'

TEMIR 1Z /TEMI1Z] RWYS 15L/R P-RNAV DEPARTURES

SIDs are also noise abatement procedures (refer to 10-4).

USABLE BETWEEN 0700-2300LT RNAV (DME/DME) P-RNAV APPROVAL REQUIRED MAX 250 KT BELOW 10000'





These SIDs require minimum climb gradients

TEMIR 1U: 425' per NM (7%) until MD034, then

334' per NM (5.5%). TEMIR 1Z: 334' per NM (5.5%)

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

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

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

CHANGES: New chart.

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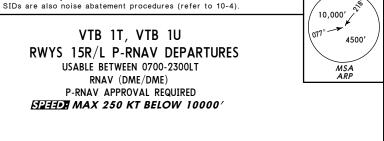
2000'

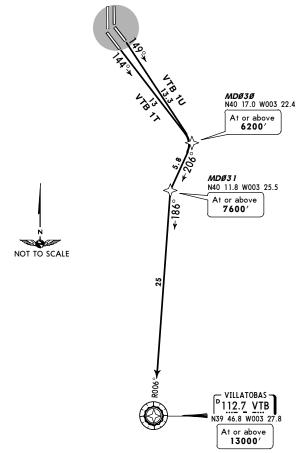
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JEPPESEN MADRID, SPAIN LEMD/MAD 24 AUG 07 (10-3L3) Eff 30 Aug RNAV SID BARAJAS Apt Elev Trans level: By ATC Trans alt: 13000'

RWYS 15R/L P-RNAV DEPARTURES

USABLE BETWEEN 0700-2300LT RNAV (DME/DME)





These SIDs require a minimum climb gradient

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'+) - VTB (13000'+).

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

, , ,	7.6 coon as possible ily ordi con at al abore 2.00 .						
Initial ATC	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						

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I JEPPESEN MADRID, SPAIN LEMD/MAD 24 AUG 07 (10-3L5) Eff 30 Aug RNAV SID BARAJAS Trans level: By ATC Trans alt: 13000' Apt Elev 1. SIDs are also noise abatement procedures (refer to 10-4) 2000' 2. EXPECT close-in obstacles. 10,000' ZMR 1AF 4500' RWY 36L P-RNAV DEPARTURE MSA ARP **USABLE BETWEEN 2300-0700LT** RNAV (DME/DME) P-RNAV APPROVAL REQUIRED SPEEDE MAX 250 KT BELOW 10000' ZAMORA-117.1 ZMR N41 31.8 W005 38.4 At or above 12000' **DISKO** N41 00.9 W004 13.4 At or above 12000' MDØ25 N40 44.3 W003 33.5 At or above 7200 *MDØ27* N40 34.8 W003 33.5 NOT TO SCALE At or above 3200' MAX 240 KT This SID requires a minimum climb gradient 425' per NM (7%) until MD025. Gnd speed-KT 75 100 150 200 250 300 532 709 1063 1418 1772 2127 425' per NM Maintain runway heading until DER. Initial ATC clearance: Maintain 13000' and request flight level change enroute ROUTING

CHANGES: New chart.

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

M JEPPESEN MADRID, SPAIN LEMD/MAD 24 AUG 07 (10-3L6) Eff 30 Aug RNAV SID BARAJAS Apt Elev Trans level: By ATC Trans alt: 13000 2000' SIDs are also noise abatement procedures (refer to 10-4) 10,000' ZMR 1AG, ZMR 1AH 4500' RWY 36R P-RNAV DEPARTURES USABLE BETWEEN 0700-2300LT MSA RNAV (DME/DME) P-RNAV APPROVAL REQUIRED M2339 MAX 250 KT BELOW 10000' - ZAMORA-117.1 ZMR N41 31.8 W005 38.4 At or above 12000′ **DISKO** N41 00.9 W004 13.4 At or above 12000' **MDØ25** N40 44.3 W003 33.5 At or above MDØ26 7200' N40 47.6 W003 41.9 ZMR 1AH At or above 8100' NOT TO SCALE MDØ14 N40 41.0 W003 43.6 At or above 5700' These SIDs require minimum climb gradients ZMR 1AG: 425' per NM (7%) until MD025. *MDØ28* N40 33.1 W003 34.0 ZMR 1AH: 425' per NM (7%) until MD014, then 365' per NM (6%) until DISKO. At or above Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 2500 425' per NM 532 709 1063 1418 1772 2127 MAX 240 KT 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'+). MD028 (2500'+; K240-) - MD014 (5700'+) - MD026 (8100'+) - DISKO ZMR 1AH (12000'+) - ZMR (12000'+).

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MADRID, SPAIN **MALEPPESEN** LEMD/MAD (10-3M) Eff 30 Aug BARAJAS 24 AUG 07 Trans level: By ATC Trans alt: 13000' 2000' SIDs are also noise abatement procedures (refer to 10-4A) BARDI ONE BRAVO (BARDI 1B) [BARD1B] BARDI ONE KILO (BARDI 1K) [BARD1K] 10,000 BARDI ONE VICTOR (BARDI 1V) [BARD1V] RWYS 15R/L DEPARTURES SUBJECT TO LE(R)-71B & LE(R)-71C ACTIVITY S239 MAX 250 KT BELOW 10000 138 8 BARDI 1B 26.2 P07.5 V. O.W. **D8 BRA** N40 22.4 W003 2 At or above 5000' At or above 4500′ **D5.4 PD1** 19.5 W003 25.1 At or above 5000′ 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 NVS R-102 inbound to NVS, NVS R-281 to BARDI. Climb on runway heading to PDT 12 DME/BRA 4.1 DME, turn RIGHT, tercept PDT R-325 inbound to D5.4 PDT, turn RIGHT, intercept NVS R-102 inbound to NVS, NVS R-281 to BARDI. Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept NVS R-102 inbound to NVS, NVS R-281 to BARDI. 13000 1114 1392 167 um climb gradient 글 per NM (5.5%) **BARDI** N40 35.0 W006 SID
SID
BARDI 1B
Usable 2300-0700LT BARDI 1K Usable 0700-2300LT BARDI 1V

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Apt Elev

2000'

Trans level: By ATC

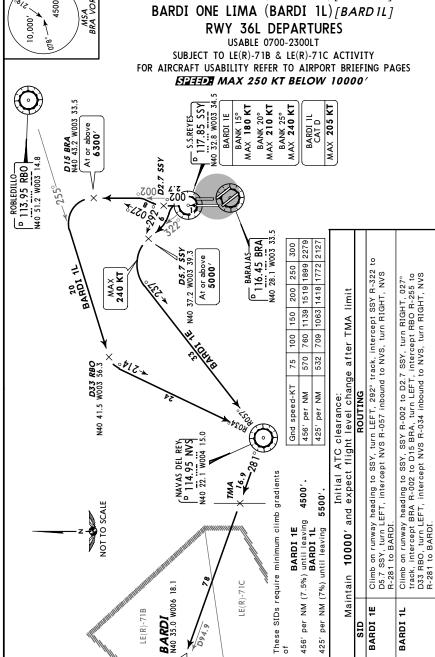
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MADRID, SPAIN MJEPPESEN. LEMD/MAD (10-3N)Eff 30 Aug 24 AUG 07 **BARAJAS**

2. EXPECT close-in obstacles. BARDI ONE ECHO (BARDI 1E) [BARD1E] 10,000 RWY 36L DEPARTURES USABLE 0700-2300LT SUBJECT TO LE(R)-71B & LE(R)-71C ACTIVITY

Trans alt: 13000

1. SIDs are also noise abatement procedures (refer to 10-4A)



LEMD/MAD

BARAJAS

10,000′

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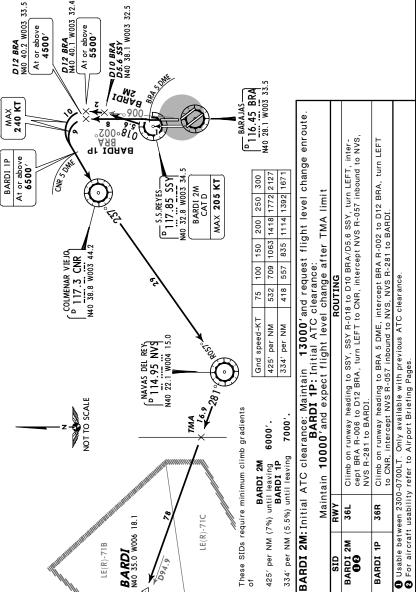
> MADRID, SPAIN **MALEPPESEN** 24 AUG 07 (10-3N1) Eff 30 Aug SID

Trans level: By ATC Trans alt: 13000 1. SIDs are also noise abatement procedures (refer to 10-4A)

2. RWY 36L: EXPECT close-in obstacles

BARDI TWO MIKE (BARDI 2M) [BARD2M] BARDI ONE PAPA (BARDI 1P) [BARD1P] RWYS 36L/R DEPARTURES

SUBJECT TO LE(R)-71B & LE(R)-71C ACTIVITY MAX 250 KT BELOW 10000'



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BARDI N40 35.0 W006 1

LE(R)-71B

Maintain

RWY 36L

SID BARDI 2M

Usable between 2300-Por aircraft usability

CHANGES: New chart.

36R

BARDI 1P

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#JEPPESEN MADRID, SPAIN LEMD/MAD BARAJAS (10-3N2) Eff 30 Aug 24 AUG 07 Trans level: By ATC Trans alt: 13000' 2000' SIDs are also noise abatement procedures (refer to 10-4A) CACERES ONE BRAVO (CCS 1B) CACERES ONE KILO (CCS 1K) 10,000 CACERES ONE VICTOR (CCS 1V) RWYS 15R/L DEPARTURES 5233 MAX 250 KT BELOW 10000 25 one **D8 BRA** N40 22.4 W003 At or above 5000′ At or above 4500' PERALES 116.95 PDT N40 15.2 W003 20.9 **D5.4 PD1** W003 25.1 At or above 5000′ 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 R-164T, intercept WNS, turn LEFT, intercept CCS R-065 inbound to CCS.

Climb on runway heading to PDT 12 DME/BRA 4.1 DME, turn RIGHT, intercept NVS tercept PDT R-255 inbound to DS.4 PDT, turn RIGHT, intercept NVS Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept NVS Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept NVS R-102 inbound to NVS, turn LEFT, intercept CCS R-065 inbound to CCS. 5000'. 15L CCS 1K Usable 0700-2300LT CCS 1V

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MADRID, SPAIN **MATERIAL SEN** LEMD/MAD (10-3N3) Eff 30 Aug BARAJAS 24 AUG 07 SID Trans level: By ATC Trans alt: 13000 2000' SIDs are also noise abatement procedures (refer to 10-4A) CACERES ONE CHARLIE (CCS 1C) SUBJECT TO LE(D)-60 ACTIVITY 10,000 CACERES ONE FOXTROT (CCS 1F) RWY 36R DEPARTURES MAX 250 KT BELOW 10000' **D12 BRA** N40 40.2 W003 At or above **4500**′ **D15 BRA** N40 43.2 W003 At or above 6500' CCS 1C P 113.95 RBO N40 51.2 W003 14.8 259° At or abov **6500**′ 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 LEFT, intercept CCS R-056 inbound to CCS. Climb on runway heading to BRA 5 DME, intercept BRA R-002 to D15 BRA, turn LEFT, intercept RBO R-259 to AVILA, turn LEFT, intercept CCS R-056 inbound to CCS. 835 1114 1392 gradients 10000 334' per NM (5.5%) until leaving CCS 1F CS 389' per NM (6.4%) until leaving 33.0 **AVILA** N40 37.5 W004 At or above **12000**′ 334' per NM These SIDs of ⊲ CCS 1F Usable 0700-2300LT SID CCS 1C

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MADRID, SPAIN **MAJEPPESEN** LEMD/MAD (10-3N4) Eff 30 Aug 24 AUG 07 **BARAJAS** Trans level: By ATC Trans alt: 13000' Apt Elev 1. SIDs are also noise abatement procedures (refer to 10-4A) 2000' 2. RWY 36L: EXPECT close-in obstacles. CACERES ONE ECHO (CCS 1E) CACERES ONE LIMA (CCS 1L) 10,000 **RWY 36L DEPARTURES** USABLE 0700-2300LT FOR AIRCRAFT USABILITY REFER TO AIRPORT BRIEFING PAGES **S233DE** MAX 250 KT BELOW 10000 CCS 1L CAT D MAX 205 KT BANK 20° MAX **210 KT** BANK 15° MAX 180 KT BANK 25° MAX **240 KT** D15 BRA N40 43.2 W003 At or above 6300' P 113.95 RBO P116.45 BRA N40 28.1 W003 33.5 At or above 5000′ જ્જો Climb on runway heading to SSY, turn LEFT, 292° track, intercept SSY R-322 to D5.7 SSY, turn LEFT, intercept NVS R-057 inbound to NVS, turn RIGHT, intercept CCS R-065 inbound to CCS.

Climb on runway heading to SSY, SSY R-002 to D2.7 SSY, turn RIGHT 027 track, intercept BR A-002 to D15 BRA, turn LEFT, intercept RBO R-255 to D35 RBO, turn LEFT, intercept NVS R-034 inbound to NVS, turn RIGHT, intercept CCS R-065 inbound to CCS. **TMA** after **D33 RBO** N40 41.5 W003 56.3 NAVAS DEL REY P 114.95 NVS N40 22.1 W004 15.0 200 250 3 1519 1899 2 1418 1772 2 require minimum climb gradients 5500'. 1 (7.5%) until leaving CCS 1L 1 (7%) until leaving 5 and 100 10000

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Maintain

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SCS

(%/) MN

These SIDs r

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2. EXPECT close-in obstacles.

Apt Elev

2000'

Trans level: By ATC Trans alt: 13000

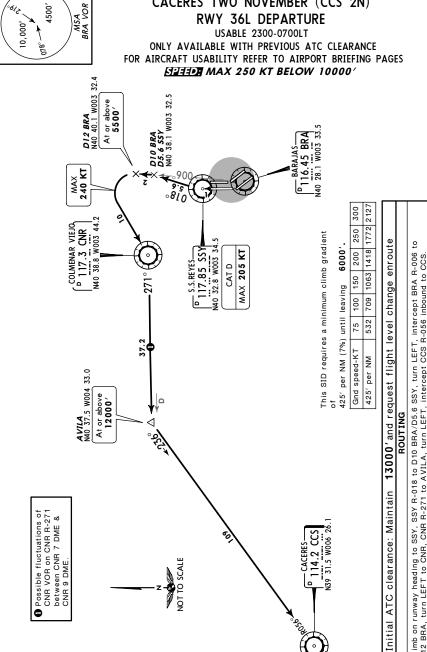
1. SIDs are also noise abatement procedures (refer to 10-4A)

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MADRID, SPAIN **MJEPPESEN** LEMD/MAD BARAJAS (10-3N6) Eff 30 Aug 24 AUG 07

> CACERES TWO NOVEMBER (CCS 2N) RWY 36L DEPARTURE

FOR AIRCRAFT USABILITY REFER TO AIRPORT BRIEFING PAGES



334′

Usable

LEFT, intercept BRA R-006 CCS R-056 inbound to CCS.

MADRID, SPAIN MJEPPESEN LEMD/MAD 24 AUG 07 (10-3N7) Eff 30 Aug **BARAJAS** Trans level: By ATC Trans alt: 13000 1. SIDs are also noise abatement procedures (refer to 10-4A). 2. EXPECT close-in obstacles. CACERES ONE X-RAY (CCS 1X) CACERES ONE YANKEE (CCS 1Y) 10,000 **RWY 36L DEPARTURES** USABLE 0700-2300LT FOR AIRCRAFT USABILITY REFER TO AIRPORT BRIEFING PAGES S2330 MAX 250 KT BELOW 10000' CNR 1003 44 to D2.7 SSY, turn RIGHT, 027° track, intercept RBO R-259 to AVILA, turn T, 292° track, intercept SSY R-322 to to AVILA, turn LEFT, intercept CCS 13000 1215 1519 clearance: Maintain 389 Gnd 365'

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NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 10-2008 MADRID, SPAIN I JEPPESEN LEMD/MAD 24 AUG 07 (10-3N8) Eff 30 Aug BARAJAS Trans level: By ATC Trans alt: 13000' 2000' SIDs are also noise abatement procedures (refer to 10-4A) 10,000' NANDO TWO CHARLIE (NANDO 2C) [NAND2C] 4500 NANDO ONE SIERRA (NANDO 1S) [NAND1S] MSA**RWY 15R DEPARTURES** BRA VOR MAX 250 KT BELOW 10000' - BARAJAS-116.45 BRA N40 28.1 W003 33.5 NOT TO SCALE **D8 BRA** N40 22.4 W003 26.2 At or above At or above 2400 4500' D15 PDT At or above 11000 [□]116.95 PDT N40 15.2 W003 20.9 **NANDO** N39 59.3 W002 10.5 At or above 7000 These SIDs require minimum climb gradients 371' per NM (6.1%) until leaving 7000'. NANDO 1S 334' per NM (5.5%) until leaving 7000'. 100 150 200 250 Gnd speed-KT 371' per NM 463 | 618 | 927 | 1235 | 1544 334' per NM 418 | 557 | 835 | 1114 | 1392 | 1671 NANDO 2C: Changes in initial climb track are not permitted before DER (BRA 1 DME). Initial ATC clearance: Maintain 13000' and request flight level change enroute SID ROUTING NANDO 2C Climb on 130° track as soon as possible, not later than reaching Usable 2300-0700L1 2.4 DME, turn RIGHT, intercept BRA R-138 to D8 BRA, turn RIGHT, intercept

NANDO 1S

PDT R-333 inbound to PDT, PDT R-108 to NANDO.

PDT R-325 inbound to PDT, PDT R-108 to NANDO.

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532 709 1063 1418 1772 2127 425' per NM

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.

CHANGES: Chart reindexed.

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MADRID, SPAIN I JEPPESEN LEMD/MAD (10-3Q) Eff 30 Aug 24 AUG 07 BARAJAS Trans level: By ATC Trans alt: 13000 1. SIDs are also noise abatement procedures (refer to 10-4A) 2000' 2. EXPECT close-in obstacles. 10,000' NANDO FOUR GOLF (NANDO 4G) [NAND4G] 4500 NANDO TWO MIKE (NANDO 2M) [NAND2M] MSARWY 36L DEPARTURES BRA VOR 5277 MAX 250 KT BELOW 10000' ROBLEDILLO-N40 45.6 W003 25.7 113.95 RBO At or above N40 51.2 W003 14.8 7000 CASAR N40 42.0 W003 28.7 At or above D10 BRA D5.6 SSY 7000 NANDO 4G At or above 5000' TORREJON— (F) 115.1 VJZ N40 33.8 W003 21.6 - S.S.REYES-D19 PDT 117.85 SSY At or above N40 32.8 W003 34.5 9000' - BARAJAS-[□]116.45 BRA **D20.4 VJZ** N40 13.9 W003 15.9 N40 28.1 W003 33.5 At or above PERALES-13000 '116.95 PDT N40 15.2 W003 20 At or above 13000' These SIDs require minimum climb gradients NANDO NANDO 4G 425' per NM (7%) until leaving NANDO ŽM 334' per NM (5.5%) until leaving 8000'. Gnd speed-KT 75 100 | 150 | 200 | 250 | 300 NOT TO SCALE 709 1063 1418 1772 2127 425' per NM 334' per NM 418 557 835 1114 1392 1671 Initial ATC clearance: Maintain 13000' and request flight level change enroute SID NANDO 4G 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 Usable 0700-2300LT 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 Climb on runway heading to SSY, SSY R-018 to D10 BRA/D5.6 SSY, turn LEFT, Usable 2300-0700L1 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.

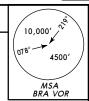
JEPPESEN

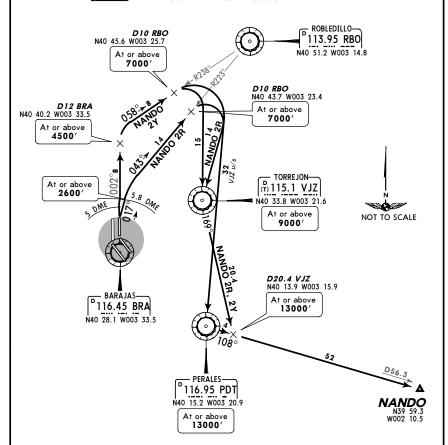
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Na Jeppesen MADRID, SPAIN LEMD/MAD 24 AUG 07 (10-3Q1) Eff 30 Aug **BARAJAS**

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

NANDO TWO ROMEO (NANDO 2R) [NAND2R] NANDO TWO YANKEE (NANDO 2Y) [NAND2Y] **RWY 36R DEPARTURES** MAX 250 KT BELOW 10000'





These SIDs require minimum climb gradients of

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

NANDO 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
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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2000'

Trans level: By ATC Trans alt: 13000'

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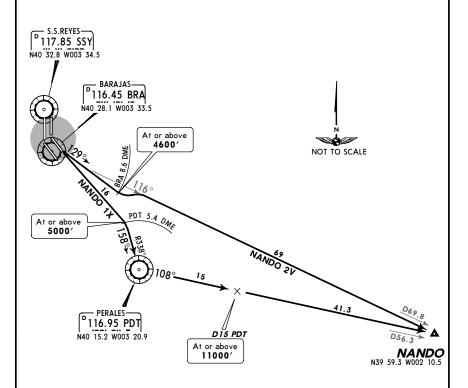
JEPPESEN MADRID, SPAIN LEMD/MAD 24 AUG 07 (10-3Q2) Eff 30 Aug BARAJAS

NANDO TWO VICTOR (NANDO 2V) [NAND2V] NANDO ONE X-RAY (NANDO 1X) [NAND1X]

SIDs are also noise abatement procedures (refer to 10-4A).

RWY 15L DEPARTURES MAX 250 KT BELOW 10000'





These SIDs require minimum climb gradients

425' per NM (7%) until leaving 2200', then NANDO 2V

4800'. 352' per NM (5.8%) until leaving NANDO 1X

334' per NM (5.5%) until leaving

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
352' per NM	441	587	881	1175	1468	1762
334' per NM	418	557	835	1114	1392	1671

NANDO 2V: Changes in initial climb track are not permitted before DER (SSY 5 DME). Initial ATC clearance: Maintain 13000' and request flight level change enroute SID

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

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MADRID, SPAIN M JEPPESEN LEMD/MAD 24 AUG 07 (10-3Q3) Eff 30 Aug BARAJAS

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

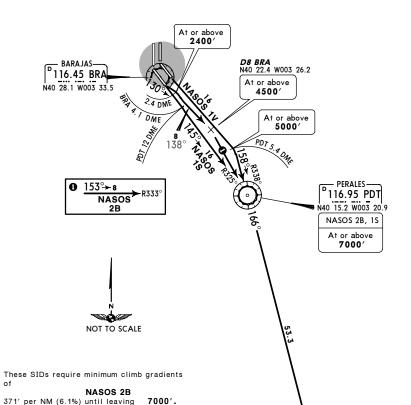
> NASOS TWO BRAVO (NASOS 2B) [NASO2B] NASOS ONE SIERRA (NASOS 1S) [NASO1S] NASOS ONE VICTOR (NASOS 1V) [NASO1V]



NASOS

N39 23.9 W003 01.7

RWYS 15R/L DEPARTURES MAX 250 KT BELOW 10000'



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

NASOS 1S

NASOS 1V 334' per NM (5.5%) until leaving 5000'.

334' per NM (5.5%) until leaving

NASOS 2B: Changes in initial climb track are not permitted before DER (BRA 1 DME)

7000'.

Initial ATC clearance: Maintain 13000' and request flight level change enroute SID ROUTING NASOS 2B Climb on 130° track as soon as possible, not later than reaching Usable 2300-0700LT 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. NASOS 1S 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. Usable 0700-2300L1 Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept PDT NASOS 1V R-338 inbound to PDT, PDT R-166 to NASOS.

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4500

MSA

BRA VOR

MADRID, SPAIN I JEPPESEN LEMD/MAD 24 AUG 07 (10-3Q4) Eff 30 Aug **BARAJAS** Trans level: By ATC Trans alt: 13000' 2000' SIDs are also noise abatement procedures (refer to 10-4A) 10,000'

NASOS THREE CHARLIE (NASOS 3C) [NASO3C] **RWY 33L DEPARTURE**

MAX 250 KT BELOW 10000'

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' TORREJON-(F) 115.1 VJZ N40 33.8 W003 21.6 D19 PDT At or above 9000' 2550 not before DER - BARĀJAS— - PERALES-116.45 BRA 116.95 PDT N40 28.1 W003 33.5 N40 15.2 W003 20.9 At or above 13000 NOT TO SCALE

425' per NM (7%) until leaving 9000'. Gnd speed-KT 75 100 150 200 250 300

This SID requires a minimum climb gradient

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-166 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

N39 23.9 W003 01.7

MADRID, SPAIN M JEPPESEN LEMD/MAD 24 AUG 07 (10-3Q5) Eff 30 Aug BARAJAS Trans level: By ATC Trans alt: 13000 1. SIDs are also noise abatement procedures (refer to 10-4A). 2000' 2. EXPECT close-in obstacles. 10,000' NASOS FOUR ECHO (NASOS 4E) [NASO4E] 4500' NASOS TWO MIKE (NASOS 2M) [NASO2M] **RWY 36L DEPARTURES** MSA BRA VOR M2310 MAX 250 KT BELOW 10000' **D10 RBO** N40 45.6 W003 25.7 ROBLEDILLO-'113.95 RBO At or above N40 51.2 W003 14.8 7000 **CASAR** N40 42.0 W003 28.7 D12 BRA At or above D10 BRA 7000 D5.6 SSY W003 32.4 NASOS 4E At or above 5000' TORREJON-D 115.1 VJZ 33.8 W003 21.6 S.S.REYES – D19 PDT 117.85 SSY At or above N40 32.8 W003 34.5 9000 - BARAJAS-^D116.45 BRA N40 28.1 W003 33.5 PERALES-´116.95 PDT N40 15.2 W003 20.9 At or above 13000 NOT TO SCALE These SIDs require minimum climb gradients 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 **NASOS** 532 709 1063 1418 1772 2127 △ N39 23.9 W003 01.7 418 | 557 | 835 | 1114 | 1392 | 1671 334' per NM Initial ATC clearance: Maintain 13000' and request flight level change enroute ROUTING NASOS 4E Climb on runway heading to SSY, SSY R-018 to D10 BRA, turn RIGHT, intercept Usable 0700-2300LT 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 Climb on runway heading to SSY, SSY R-018 to D10 BRA/D5.6 SSY, turn LEFT, Usable 2300-0700LT 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.

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NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 10-2008 M JEPPESEN MADRID, SPAIN LEMD/MAD 24 AUG 07 (10-3Q6) Eff 30 Aug BARAJAS Trans level: By ATC Trans alt: 13000' 2000' SIDs are also noise abatement procedures (refer to 10-4A) 10,000' NASOS TWO ROMEO (NASOS 2R) [NASO2R] 4500 NASOS TWO YANKEE (NASOS 2Y) [NASO2Y] **RWY 36R DEPARTURES** MSABRA VOR S2330 MAX 250 KT BELOW 10000' D10 RBO ROBLEDILLO-N40 45.6 W003 25.7 ັ113.95 RBO At or above N40 51.2 W003 14.8 7000 D10 RBO N40 43.7 W003 23.4 At or above N40 40.2 W003 33.5 7000' 4500 TORREJON-市 115.1 VJZ At or above 2600' N40 33.8 W003 21.6 At or above 9000' PERALES-– BARĀJAS-116.95 PDT 116.45 BRA 0 15.2 W003 20.9 N40 28.1 W003 33.5 At or above 13000' NOT TO SCALE These SIDs require minimum climb gradients NASOS 2R 365' per NM (6%) until leaving NASOS 2Y 8000'. 334' per NM (5.5%) until leaving 75 100 150 200 250 300 Gnd speed-KT 456 608 911 1215 1519 1823 365' per NM **NASOS** 418 557 835 1114 1392 1671 N39 23.9 W003 01.7 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 Climb on 017° track as soon as possible, not later than reaching Usable 0700-2300L 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 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.

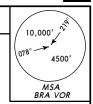
JeppView 3.5.2.0 M JEPPESEN MADRID, SPAIN LEMD/MAD 24 AUG 07 (10-3Q7) Eff 30 Aug

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

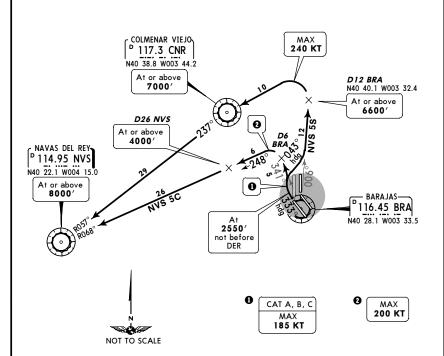
BARAJAS

NAVAS FIVE CHARLIE (NVS 5C) NAVAS FIVE SIERRA (NVS 5S) RWY 33L DEPARTURES

FOR AIRCRAFT USABILITY REFER TO AIRPORT BRIEFING PAGES S230 MAX 250 KT BELOW 10000'



JEPPESEN



These SIDs require minimum climb gradients

NVS 5C 304' per NM (5%) until leaving

3000'. NVS 5S

365' per NM (6%) until leaving 5500'.

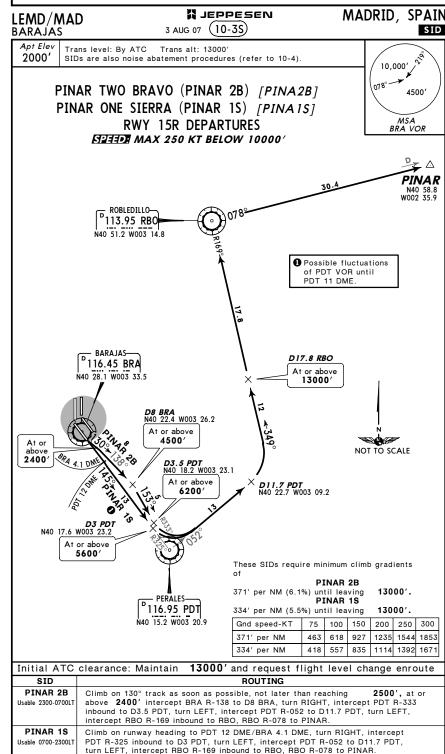
Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519
365' per NM	456	608	911	1215	1519	1823

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 inhound to NVS

CHANGES: New chart

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MADRID, SPAIN M JEPPESEN LEMD/MAD (10-3T)BARAJAS

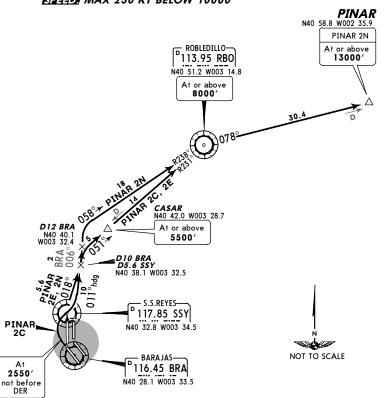
Apt Elev | Trans level: By ATC Trans alt: 13000'

1. SIDs are also noise abatement procedures (refer to 10-4). 2000'

2. RWY 36L: EXPECT close-in obstacles.

10,000' 4500' MSABRA VOR

PINAR TWO CHARLIE (PINAR 2C) [PINA2C] PINAR TWO ECHO (PINAR 2E) [PINA2E] PINAR TWO NOVEMBER (PINAR 2N) [PINA2N] RWYS 33L, 36L DEPARTURES S2339 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 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

Illitial 7t10	intra 7110 ordinates. Manitani 10000 and request riight fotor change emeate					
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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PINAR 2W Climb on runway heading to BRA 5 DME, intercept BRA R-002 to D12 BRA, turn Usable 2300-0700LT RIGHT, intercept RBO R-238 inbound to RBO, turn RIGHT, RBO R-078 to PINAR

CHANGES: None.

MADRID, SPAIN M JEPPESEN LEMD/MAD 3 AUG 07 (10-3T2) **BARAJAS** Apt Elev Trans level: By ATC Trans alt: 13000 2000' SIDs are also noise abatement procedures (refer to 10-4) 10,000' PINAR TWO VICTOR (PINAR 2V) [PINA2V] 4500' PINAR TWO X-RAY (PINAR 2X) [PINA2X] **RWY 15L DEPARTURES** MSA BRA VOR S2330 MAX 250 KT BELOW 10000' Z () **PINAR** N40 58.8 W002 35.9 ROBLEDILLO-113.95 RBO N40 51.2 W003 14.8 NOT TO SCALE - BARAJAS-D17.8 RBO 116.45 BRA At or above N40 28.1 W003 33.5 13000' 4600' **PINAR** D11.7 PDT N40 22.7 N40 22.7 W003 09.2 At or above ■ PINAR 2V 5000 **D3.7 PDT** N40 18.6 W003 22.8 N40 20.9 W003 12.2 At or above These SIDs require minimum climb gradients 425' per NM (7%) until leaving 2200', then PERALES-116.95 PDT 365' per NM (6%) until leaving 13000'. Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300 N40 15.2 W003 20.9 425' 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 Climb on 129° track as soon as possible, not later than reaching Usable 0700-2300LT 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 Climb on runway heading to PDT 5.4 DME, turn RIGHT, intercept PDT R-338 in-Usable 2300-0700LT 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. © JEPPESEN SANDERSON, INC., 2006, 2007. ALL RIGHTS RESERVED.

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These SIDs require minimum climb gradients

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

NOT TO SCALE

Initial ATC clearance: Maintain 13000' and request flight level change enroute ROUTING RBO 1B Climb on 130° track as soon as possible, not later than reaching Usable 2300-0700LT 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 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.

- PERALES-

116.95 PDT

CHANGES: Initial ATC clearance.

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LEMD/MAD BARAJAS

M JEPPESEN 3 AUG 07 (10-3T4)

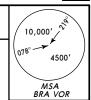
MADRID, SPAIN

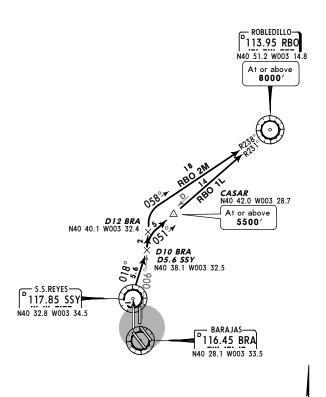
Trans level: By ATC Trans alt: 13000' Apt Elev 2000'

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** S239 MAX 250 KT BELOW 10000'





These SIDs require minimum climb gradients

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 RBO 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

CHANGES: None.

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NOT TO SCALE

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LEMD/MAD **BARAJAS**

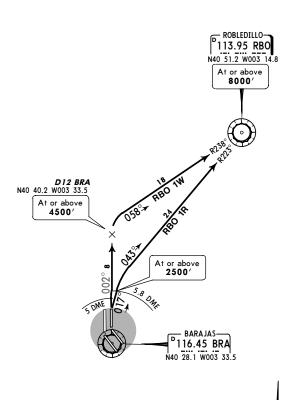
M JEPPESEN 3 AUG 07 (10-3T5)

MADRID, SPAIN

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

> ROBLEDILLO ONE ROMEO (RBO 1R) ROBLEDILLO ONE WHISKEY (RBO 1W) **RWY 36R DEPARTURES** 5277 MAX 250 KT BELOW 10000'





These SIDs require minimum climb gradients

RBO 1R 8000'. 304' per NM (5%) until leaving 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	Climb on 017° track as soon as possible, not later than reaching 2500' to BRA
Usable 0700-2300LT	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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NOT TO SCALE

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Usable 2300-0700LT PDT, turn LEFT, intercept PDT R-052 to D11.7 PDT, turn LEFT, intercept RBO R-169 inbound to RBO. © JEPPESEN SANDERSON, INC., 2006, 2007. ALL RIGHTS RESERVED.

CHANGES: Initial ATC clearance.

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LEMD/MAD BARAJAS

JEPPESEN 20 JUL 07 (10-3T7)

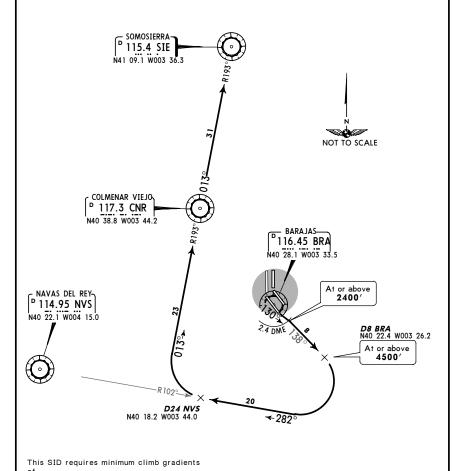
MADRID, SPAIN

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

SOMOSIERRA TWO BRAVO (SIE 2B) **RWY 15R DEPARTURE**

USABLE 2300-0700LT S2330 MAX 250 KT BELOW 10000'





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.

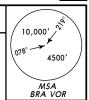
MADRID, SPAIN M JEPPESEN LEMD/MAD 20 JUL 07 (10-3T8) BARAJAS

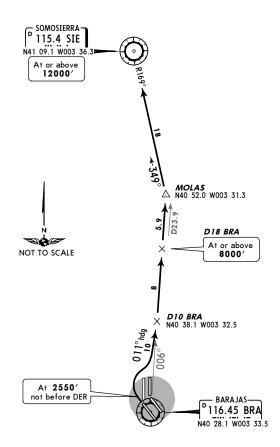
> SOMOSIERRA TWO CHARLIE (SIE 2C) RWY 33L DEPARTURE MAX 250 KT BELOW 10000'

SIDs are also noise abatement procedures (refer to 10-4).

Trans level: By ATC Trans alt: 13000

2000'





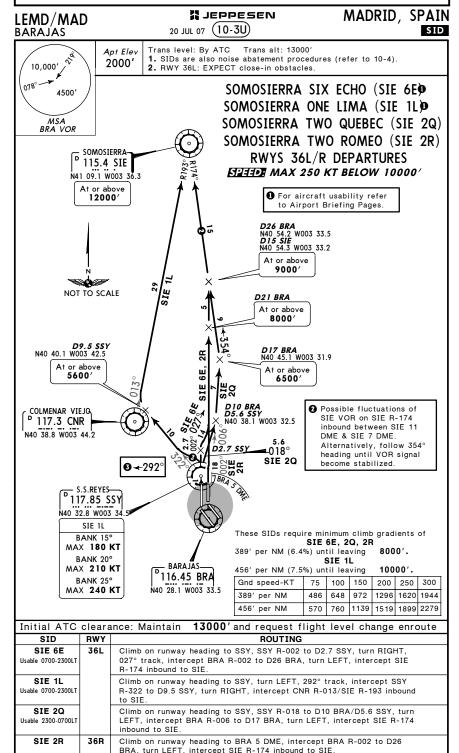
This SID requires a minimum climb gradient

365' per NM (6%) until leaving 8000'. 75 100 150 200 250 300 Gnd speed-KT 456 608 911 1215 1519 1823 365' per NM

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.

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CHANGES: None.

MADRID, SPAIN # JEPPESEN LEMD/MAD 20 JUL 07 (10-3V) SID BARAJAS Trans level: By ATC Trans alt: 13000 2000' SIDs are also noise abatement procedures (refer to 10-4) 10,000' SOMOSIERRA ONE SIERRA (SIE 1S) 4500' RWY 15R DEPARTURE USABLE 0700-2300LT MSA BRA VOR MAX 250 KT BELOW 10000' SOMOSIERRA-115.4 SIE N41 09.1 W003 36.3 NOT TO SCALE COLMENAR VIEJO ^D 117.3 CNR N40 38.8 W003 44.2 BARAJAS -D116.45 BRA N40 28.1 W003 33.5 - NAVAS DEL REY-^D 114.95 NVS N40 22.1 W004 15.0 D5.4 PDT N40 19.5 W003 25.1 \bigcirc At or above 5000 D24 NVS N40 18.2 W003 44.0 PERALES-116.95 PDT This SID requires minimum climb gradients N40 15.2 W003 20.9 334' 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

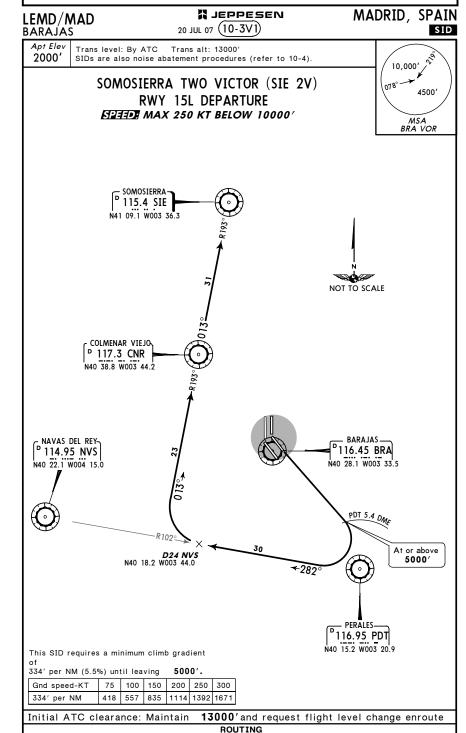
Initial ATC clearance: Maintain 13000' and request flight level change enroute ROUTING

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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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.

LEMD/MAD
BARAJAS

20 JUL 07 (10-3V2)

MADRID, SPAIN
SID

BARAJAS 20 JUL 07 (10-3V2)

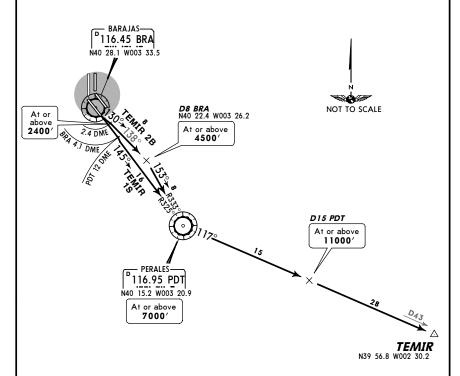
Apt Elev | Trans level: By ATC | Trans alt: 13000'

TEMIR TWO BRAVO (TEMIR 2B) [TEMI2B]
TEMIR ONE SIERRA (TEMIR 1S) [TEMI1S]

SIDs are also noise abatement procedures (refer to 10-4)

R ONE SIERRA (TEMIR 1S) [TEMI1S]
RWY 15R DEPARTURES
FINANCE MAX 250 KT BELOW 10000'





These SIDs require minimum climb gradients of

TEMIR 2B

2000'

371' per NM (6.1%) until leaving **7000'. TEMIR 1S**

334' per NM (5.5%) until leaving 7000'.

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
TEMIR 2B Usable 2300-0700LT	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, PDT R-117 to TEMIR.
TEMIR 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-117 to TEMIR.

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LEMD/MAD
BARAJAS

25 MAY 07 10-3V3 Eff 7 Jun

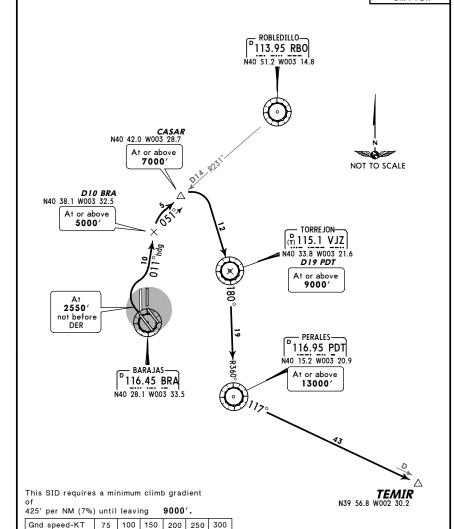
Apt Elev
2000'
SIDs are also noise abatement procedures (refer to 10-4).

TEMIR THREE CHARLIE (TEMIR 3C) [TEMI3C]

RWY 33L DEPARTURE

SERENT MAX 250 KT BELOW 10000'





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 TEMIR.

VJZ u/s: At CASAR turn RIGHT, intercept PDT R-360 inbound via D19 PDT to PDT, PDT R-117

VJZ u/s: At CASAR turn RIGHT, intercept PDT R-360 inbound via D19 PDT to PDT, PDT R-11 to TEMIR.

MADRID, SPAIN M JEPPESEN LEMD/MAD 25 MAY 07 (10-3V4) Eff 7 Jun BARAJAS Trans level: By ATC Trans alt: 13000 Apt Elev 1. SIDs are also noise abatement procedures (refer to 10-4) 2000' 2. EXPECT close-in obstacles. 10,000' TEMIR FOUR ECHO (TEMIR 4E) [TEMI4E] 4500' TEMIR TWO MIKE (TEMIR 2M) [TEMI2M] RWY 36L DEPARTURES MSABRA VOR S2330 MAX 250 KT BELOW 10000' D10 RBO ROBLEDILLO-N40 45.6 W003 25.7 113.95 RBO At or above N40 51.2 W003 14.8 7000 **CASAR** N40 42.0 W003 28.7 At or above 7000 W003 32.4 D10 BRA D5.6 SSY N40 38.1 W003 32 TORREJON-TEMIR 4E (T) 115.1 VJZ At or above 5000 N40 33.8 W003 21.6 D19 PDT At or above D 117.85 SSY 9000' N40 32.8 W003 34.5 BARAJAS-**D20.4 VJZ** N40 13.9 W003 15.9 116.45 BRA N40 28.1 W003 33.5 At or above 13000' PERALES-116.95 PDT N40 15.2 W003 20.9 At or above 13000' These SIDs require minimum climb gradients TEMIR 4E 425' per NM (7%) until leaving 9000'. **TEMIR** TEMIR 2M 334' per NM (5.5%) until leaving 8000'. N39 56.8 W002 30.2 Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300 NOT TO SCALE 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** Climb on runway heading to SSY, SSY R-018 to D10 BRA, turn RIGHT, intercept Usable 0700-2300LT 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 Climb on runway heading to SSY, SSY R-018 to D10 BRA/D5.6 SSY, turn LEFT, Usable 2300-0700L1 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 VJZ u/s: At D10 RBO turn RIGHT, intercept PDT R-360 inbound via D19 PDT to

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PDT, PDT R-117 to TEMIR.

CHANGES: SID TEMIR 1M renumbered 2M; initial climb out.

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2000'

Trans level: By ATC Trans alt: 13000'

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LEMD/MAD
BARAJAS

SID

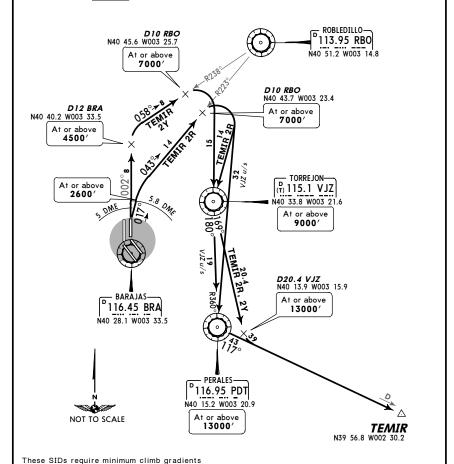
MADRID, SPAIN

10-3V5

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

SIDs are also noise abatement procedures (refer to 10-4).





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

TEMIR 2Y 334' per NM (5.5%) until leaving

g **8000**′.

Gnd speed-KT	75	100	150	200	250	300
365' per NM						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-223 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.

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SIDs are also noise abatement procedures (refer to 10-4)

M JEPPESEN MADRID, SPAIN LEMD/MAD 23 FEB 07 (10-3V6)

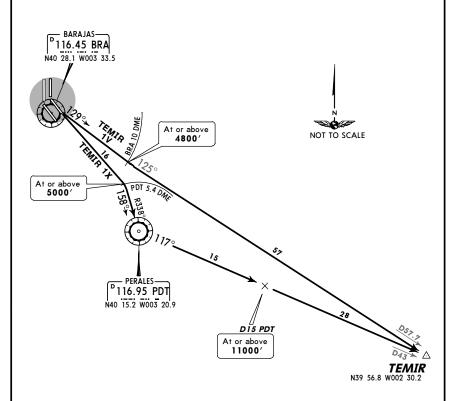
BARAJAS Trans level: By ATC Trans alt: 13000 2000'

> TEMIR ONE VICTOR (TEMIR 1V) [TEMI1V] TEMIR ONE X-RAY (TEMIR 1X) [TEMI1X] **RWY 15L DEPARTURES** MITTER MAX 250 KT BELOW 10000'



JEPPESEN

JeppView 3.5.2.0



These SIDs require minimum climb gradients 425' per NM (7%) until leaving 2200', then TEMIR 1V

4800'. 334' per NM (5.5%) until leaving TEMIR 1X

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

			-			
Gnd speed-KT	75	100	150	200	250	300
						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	Climb on 129° track as soon as possible, not later than reaching 2400' to BRA
Usable 0700-2300LT	, , ,
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.

CHANGES: None.

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2000'

JEPPESEN JeppView 3.5.2.0

10,000'

4500'

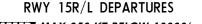
MSA

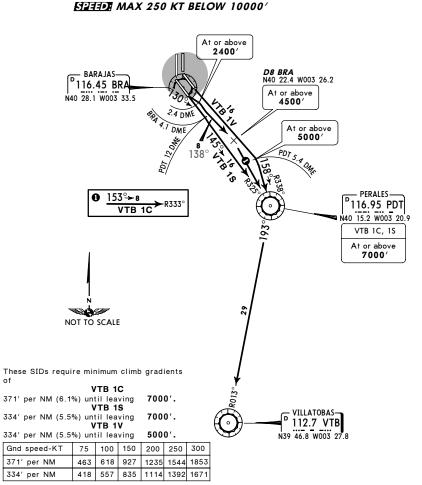
BRA VOR

M JEPPESEN MADRID, SPAIN LEMD/MAD 6 APR 07 (10-3V7) Eff 12 Apr **BARAJAS** Apt Elev Trans level: By ATC Trans alt: 13000'

> VILLATOBAS ONE CHARLIE (VTB 1C) VILLATOBAS ONE SIERRA (VTB 1S) VILLATOBAS ONE VICTOR (VTB 1V)

SIDs are also noise abatement procedures (refer to 10-4)





Initial ATC clearance: Maintain 13000' and request flight level change enroute SID ROUTING VTB 1C Climb on 130° track as soon as possible, not later than reaching Usable 2300-0700L1 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 Climb on runway heading to PDT 12 DME/BRA 4.1 DME, turn RIGHT, in-Usable 0700-2300L1 tercept PDT R-325 inbound to PDT, turn RIGHT, intercept VTB R-013 inbound to VTB. VTB 1V 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.

MADRID, SPAIN M JEPPESEN LEMD/MAD 6 APR 07 (10-3V8) Eff 12 Apr SID **BARAJAS** Apt Elev Trans level: By ATC Trans alt: 13000' 2000' SIDs are also noise abatement procedures (refer to 10-4) 10,000' VILLATOBAS ONE DELTA (VTB 1D) 4500' VILLATOBAS ONE ECHO (VTB 1E) **RWY 36L DEPARTURES** MSA BRA VOR USABLE 0700-2300LT FOR AIRCRAFT USABILITY REFER TO AIRPORT BRIEFING PAGES S233 MAX 250 KT BELOW 10000' - ROBLEDILLO -113.95 RBO D21 RBO N40 46.6 W003 41.8 N40 51.2 W003 14.8 At or above 9700 D15 BRA VTB 1E N40 43.2 W003 33.5 1 D6.8 SSY At or above N40 38.0 W003 40.3 6500' At or above 0 5600 N40 36.2 W003 47.5 S.S.REYES-117.85 SSY N40 32.8 W003 34.5 VTB 1D BANK 15° **MAX 180 KT** BARAJAS BANK 20° 116.45 BRA **MAX 210 KT** N40 28.1 W003 33.5 BANK 25° **MAX 240 KT** VTB 1D At or above 12000' VILLATOBAS-NOT TO SCALE 112.7 VTB N39 46.8 W003 27.8 VTB 1D At or above 13000' These SIDs require minimum climb gradients VTB 1E At or above 12000' 456' per NM (7.5%) until leaving 10000'. VTB 1E 389' per NM (6.4%) until leaving 10000'. Gnd speed-KT 100 150 200 250 300 760 1139 1519 1899 2279 456' per NM 389' per NM 486 648 972 1296 1620 1944 Initial ATC clearance: Maintain 13000' and request flight level change enroute ROUTING SID VTB 1D Climb on runway heading to SSY, turn LEFT, 292° track, intercept SSY R-322 to D6.8 SSY, turn LEFT, intercept BRA R-309 inbound to BRA, turn RIGHT, intercept VTB R-356 inbound to VTB. VTB 1E Climb on runway heading to SSY, SSY R-002 to D2.7 SSY, turn RIGHT, 027° track, 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.

CHANGES: VTB 1D initial climb out; restriction in chart heading. © JEPPESEN SANDERSON, INC., 2005, 2007. ALL RIGHTS RESERVED.

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MADRID, SPAIN M JEPPESEN LEMD/MAD 25 MAY 07 (10-3W) Eff 7 Jun **BARAJAS** Trans level: By ATC Trans alt: 13000 Apt Elev 1. SIDs are also noise abatement procedures (refer to 10-4) 2000' 10.000' 2. EXPECT close-in obstacles. VILLATOBAS TWO FOXTROT (VTB 2F) 078 4500' VILLATOBAS ONE GOLF (VTB 1G) **RWY 36L DEPARTURES** MSA BRA VOR 5377 MAX 250 KT BELOW 10000' D10 RBO ROBLEDILLO-N40 45.6 W003 25.7 113.95 RBO At or above N40 51.2 W003 14.8 7000 **CASAR** N40 42.0 W003 28.7 **D12 BRA** N40 40.1 W003 32.4 At or above 7000' D10 BRA D5.6 SSY N40 38.1 W003 32. VTB 1G TORREJON-ரி 115.1 VJZ At or above 5000' 33.8 W003 21.6 D19 PDT At or above '117.85 SSY 9000 N40 32.8 W003 34.5 BARAJAS-D116.45 BRA **D20.4 VJZ** N40 13.9 W003 15.9 N40 28.1 W003 33.5 At or above 13000' - PERALES-116.95 PDT N40 15.2 W003 20.9 At or above 13000' NOT TO SCALE These SIDs require minimum climb gradients of VTB 2F 334' per NM (5.5%) until leaving VTB 1G VILLATOBAS-9000'. 425' per NM (7%) until leaving 100 | 150 | 200 | 250 | 300 112.7 VTB Gnd speed-KT 334' per NM 557 835 1114 1392 1671 N39 46.8 W003 27. 425' per NM 532 709 1063 1418 1772 2127 Initial ATC clearance: Maintain 13000' and request flight level change enroute ROUTING VTB 2F Climb on runway heading to SSY, SSY R-018 to D10 BRA/D5.6 SSY, turn LEFT, Usable 2300-0700L 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 RIGHT, intercept VTB R-021 inbound to VTB. VJZ u/s: At D10 RBO turn RIGHT, intercept PDT R-360 inbound via D19 PDT to PDT, turn RIGHT, intercept VTB R-013 inbound to VTB. VTB 1G Climb on runway heading to SSY, SSY R-018 to D10 BRA, turn RIGHT, intercept Usable 0700-2300L RBO R-231 inbound to CASAR, turn RIGHT to VJZ, VJZ R-169 to D20.4 VJZ, turn RIGHT, intercept VTB R-021 inbound to VTB.

CHANGES: SID VTB 1F renumbered 2F; initial climb out.

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

PDT, turn RIGHT, intercept VTB R-013 inbound to VTB.

MADRID, SPAIN M JEPPESEN LEMD/MAD 25 MAY 07 (10-3X) Eff 7 Jun SID BARAJAS Apt Elev Trans level: By ATC Trans alt: 13000 2000' SID is also a noise abatement procedure (refer to 10-4) 10,000' VILLATOBAS ONE QUEBEC (VTB 1Q) 4500' RWY 36R DEPARTURE USABLE 0700-2300LT MSA MINITED MAX 250 KT BELOW 10000' BRA VOR ROBLEDILLO-113.95 RBO N40 51.2 W003 14.8 D10 RBO N40 43.7 W003 23.4 At or above 7000 TORREJON-At or above (ř) 115.1 VJZ 2600 40 33.8 W003 21.6 At or above 9000' BARAJAS-116.45 BRA N40 28.1 W003 33.5 **D20.4 VJZ** N40 13.9 W003 15.9 At or above 13000' PERALES-116.95 PDT N40 15.2 W003 20.9 At or above 13000' NOT TO SCALE VILLATOBAS-112.7 VTB This SID requires a minimum climb gradient N39 46.8 W003 27.8 365' per NM (6%) until leaving 9000'. 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 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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MADRID, SPAIN **MAJEPPESEN** LEMD/MAD 22 SEP 06 (10-3X2) Eff 28 Sep SID BARAJAS Apt Elev Trans level: By ATC Trans alt: 13000' 2000' ZAMORA ONE ALFA BRAVO (ZMR 1AB) SUBJECT TO LE(D)-60 ACTIVITY 10,000 ZAMORA ONE SIERRA (ZMR 1S) **RWY 36R DEPARTURES** MAX 250 KT BELOW 10000' Turn at or above **4500**′ **D12 BRA** N40 40.2 V At or above **6500**′ 259° At or above 6500′ 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. Climb on runway heading to BRA 5 DME, intercept BRA R-002 to D15 BRA, turn LEFT, intercept RBO R-259 to AVILA, turn RIGHT, intercept NVS R-321 to ZMR At or above 12000′ 1620 1944 13000, require minimum climb gradients 10000' 100 ZMR 1AB

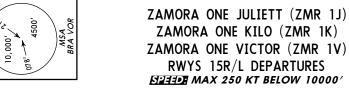
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2000'

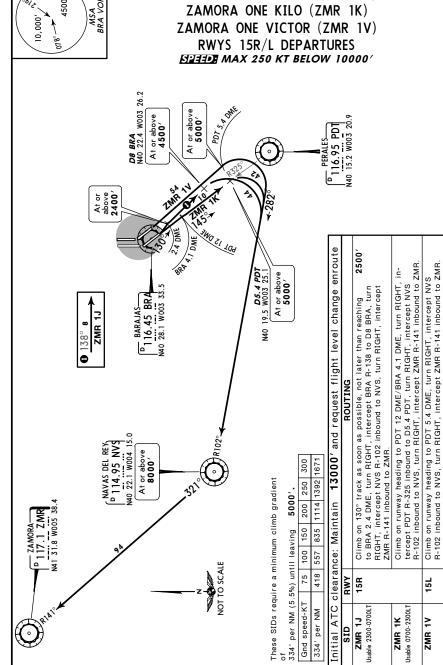
Trans level: By ATC Trans alt: 13000'

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#JEPPESEN MADRID, SPAIN LEMD/MAD BARAJAS (10-3X3) Eff 7 Jun 25 MAY 07 Apt Elev



SIDs are also noise abatement procedures (refer to 10-4)



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ZMR 1N 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 Usable 0700-2300LT to SIE, SIE R-287 via ORBIS to ZMR. ZMR 2Z Climb on runway heading to SSY, SSY R-018 to D10 BRA/D5.6 SSY, turn LEFT, Usable 2300-0700LT intercept BRA R-006 to D17 BRA, turn LEFT, intercept SIE R-174 inbound to SIE. SIE R-287 via ORBIS to ZMR.

CHANGES: SID ZMR 1Z renumbered 2Z: initial climb out.

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LEMD/MAD **BARAJAS**

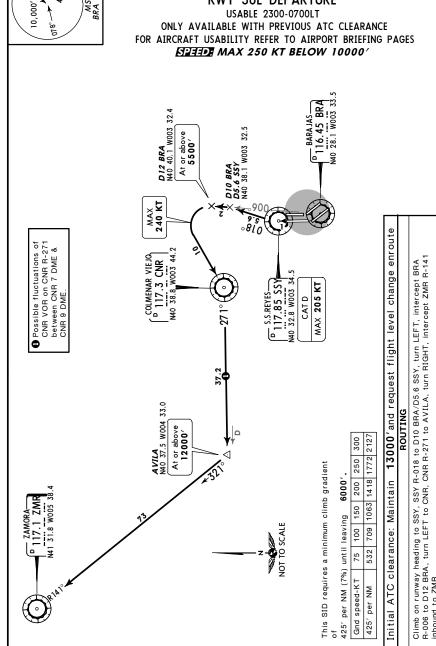
XJEPPESEN 25 MAY 07 (10-3X5) Eff 7 Jun MADRID, SPAIN

Trans level: By ATC Trans alt: 13000 Apt Elev 2000'

1. SIDs are also noise abatement procedures (refer to 10-4) 2. EXPECT close-in obstacles.

10,000

ZAMORA TWO MIKE (ZMR 2M) **RWY 36L DEPARTURE**



MADRID, SPAIN M JEPPESEN LEMD/MAD 25 MAY 07 (10-3X6) Eff 7 Jun SID BARAJAS Apt Elev Trans level: By ATC Trans alt: 13000 2000' SIDs are also noise abatement procedures (refer to 10-4) 10,000' ZAMORA ONE PAPA (ZMR 1P) 4500' RWY 36R DEPARTURE S230 MAX 250 KT BELOW 10000' MSA BRA VOR SOMOSIERRA-115.4 SIE N41 09.1 W003 36.3 At or above **ORBIS** N41 15.9 W004 11.7 12000' - ZAMORA-117.1 ZMR N41 31.8 W005 38.4 D26 BRA N40 54.2 W003 33.5 At or above 9000' D21 BRA NOT TO SCALE At or above 8000' - BARAJAS-116.45 BRA This SID requires a minimum climb gradient N40 28.1 W003 33.5 389' per NM (6.4%) until leaving 75 100 150 200 250 300 486 648 972 1296 1620 1944 389' per NM Initial ATC clearance: Maintain 13000' and request flight level change enroute ROUTING Climb on runway heading to BRA 5 DME, intercept BRA R-002 to D26 BRA, turn LEFT, intercept SIE R-174 inbound to SIE, turn LEFT, SIE R-287 via ORBIS to ZMR.

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CHANGES: None.

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MADRID, SPAIN MJEPPESEN LEMD/MAD 6 APR 07 (10-3X7) Eff 12 Apr SID **BARAJAS** Apt Elev Trans level: By ATC Trans alt: 13000' 2000' SIDs are also noise abatement procedures (refer to 10-4). ZAMORA ONE X-RAY (ZMR 1X) ZAMORA ONE YANKEE (ZMR 1Y) 10,000 RWY 36L DEPARTURES USABLE 0700-2300LT FOR AIRCRAFT USABILITY REFER TO AIRPORT BRIEFING PAGES S239 MAX 250 KT BELOW 10000' **D15 BRA** N40 43.2 W003 ¥ .7 SSY, turn RIGHT, 027° track, inter RBO R-259 to AVILA, turn RIGHT, D5.7 ZMR. رو و**ا** COLMENAR VIEJO 117.3 CNR N40 38.8 W003 44.2 At or above 5600' intercept SSY intercept NVS)星 T, 292° track, turn RIGHT, i Climb on runway heading to SSY, SSY R-002 to D2. cept BRA R-002 to D15 BRA, turn LEFT, intercept intercept NVS R-321 to ZMR. 33.0 At or above 12000′ 13000, Climb on runway heading to turn LEFT, intercept CNR R-1519 1899 ATC clearance: Maintain 10000 1139 570 SID SMR 1X Σ Σ SIDs per per

CHANGES: ZMR 1Y climb out; ZMR 1X restriction in chart heading. © JEPPESEN SANDERSON, INC., 2006, 2007. ALL RIGHTS RESERVED

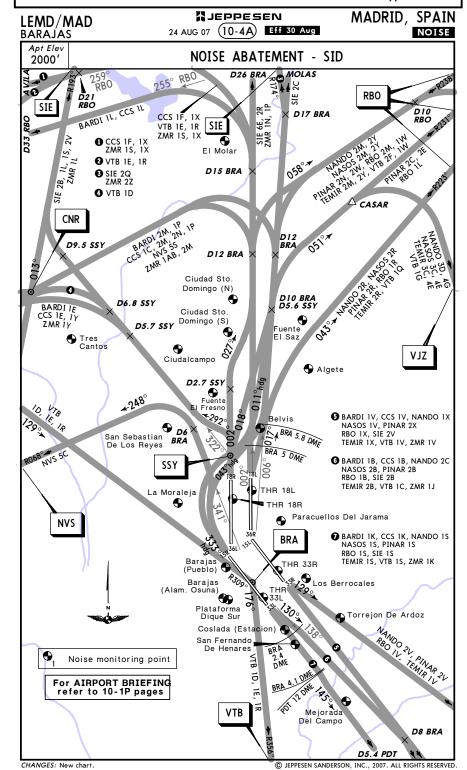
MADRID, SPAIN X JEPPESEN LEMD/MAD (10-4)Eff 30 Aug 24 AUG 07 NOISE BARAJAS Apt Elev NOISE ABATEMENT - P-RNAV SID 2000' MDØ26 MDØ26, DISKO Noise monitoring point ×301° For AIRPORT BRIEFING MDØ25 El Molar 🕀 refer to 10-1P pages SIE **RBO** SIE ZMR, ZE NVS 2D ZMR 1AE, 1AF, 1AG MDØ14 MDØ24 MDØ12 MDØ 17 Ciudad Sto. Domingo (N) Fuente N El Saz Ciudad Sto. CNR • Domingo (S) ◆ Tres Ciudalcampo Cantos • MDØ16 Algete Fuente El Fresno MDØ21 • Ø27, San Sebastian De Los Reyes € MDØ28 82° | THR 18L La Moraleja 🛖 THR 18R Paracuellos Del Jarama 巨 **Baraias** THR 33R (Pueblo) • Los Berrocales Barajas (Alam. Osuna) Plataforma Torrejon De Ardoz Dique Sur MDØ34 Coslada (Estacion) San Fernando De Henares Meiorada Del Campo

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CHANGES: RNAV SIDs established; SIDs transferred.

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MADRID, SPAIN LEMD/MAD M JEPPESEN Apt Elev 2000' 2 NOV 07 (10-9) **BARAJAS** N40 28.3 W003 33.7 BARAJAS Clearance Delivery West | East BARAJAS Tower (GND) BARAJAS Tower (DEP) | Rwy 15R | Rwy 36L ATIS Departure Rwv 15L I Rwy 36R For sectors 118.97 | 118.15 | 118.07 | 118.67 130.85 130.35 130.07 see table below **1** 2054′ 03-35 03-33 03-32 [18L] 18R - 40-32 40-32 ZW5 BARAJAS Tower (GND) E-North (E-N) 121.75 W-North (W-N) 123.25 C-North (C-N) 123.15 Z12 S-North (S-N) 121.85 E-South (E-S) 121.62 W-South (W-S) 123.0 - 40-31 40-31 121.97 C-South (C-S) S-South (S-S) 121.7 ZW4 LEGEND Taxiway R-1 Ramp Ground competency FOR DETAILS ΑY sectors (----) SEE 10-9C Area not visible TERMINAL from Tower 4\$ (36R) 40-30 40-30 FOR DETAILS SEE 10-9D For AIRPORT BRIEFING refer to 10-1P pages 2034 KA5 40-29 40-291 HANGARS FOR PARKING POSITIONS SEE 10-9B TERMINAL 3 Control Tower S - 40-28 (u/s except contingency) AIS + MET 1945 FOR PARKING 6000 **POSITIONS** 500 1000 1500 2000 40-27 SEE 10-9C o^{Lctr} 03-34 03-33

CHANGES: Twys. EMAS.

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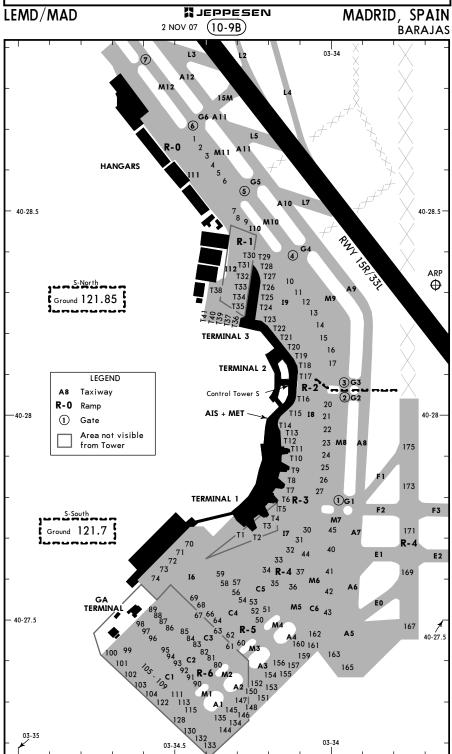
3 JEPPESEN 2 NOV 07 (10-9A)

MADRID, SPAIN BARAJAS

		2 No	0V 07 (10-9A)				BA	RAJAS
		ADD	ITIONAL RUNWA	Y INI	ORMATION	ADIELENOTUS		
					US ——LANDING	SABLE LENGTHS BEYOND ——)	
RWY					Threshold	Glide Slope	TAKE-OFF	WIDTH
15L	HIRL (60m) C	L (15m)		RVR	NA		0	197'
33R	HIRL (60m) C	L(15m) HIALS-II TD	Z PAPI(3.0°) 1	RVR	9843' 3000m	8932' <i>2722m</i>	NA	60m
HST-K TAKE-RWY From 15R 33L HST-L TAKE-RWY From tw 18L 36R HST-Y TAKE-RWY	(5 & K4 -OFF RUN A) 15L: rwy head twy K3 int twy K4 int twy K5 int HIRL (60m) C HIRL (60m) C -OFF RUN A) 15R: rwy head yy 15M int HIRL (60m) CI HIRL (60m) CI 5 & Y4 OFF RUN A)	/AILABLE 11,483'(3500m) 10,761'(3280m) 9514'(2900m) 7546'(2300m) L (15m) L (15m) HIALS-II TD 3 & L2 /AILABLE 13,451'(4100m) 11,434'(3485m) L (15m) HIALS-II TD - (15m) HIALS-II TD - (15m)	Z PAPI(3.0°) ⑤	RVR	10,006' 3050m 9843' 3000m NA	9042' 2756m 8871' 2704m	NA 3	197' 60m
18R 1 36L	twy Y3 int twy Y4 int HIRL(60m) C HIRL(60m) C	10,974'(3345m) 9514'(2900m) L (15m) HIALS-II TD L (15m)	. , , , ,	RVR RVR	11,040′ <i>3365m</i> NA	9959' <i>3036m</i>	NA 9	197' 60m
3 HST-Z TAKE- RWY S From t	rwy head twy Z6 int twy Z8 int wy Z10 int	,))					
					П			
JAR-OP	S		TAKE	-OFF				
	pproved	LVP must			33L, 36L/R		1	
Ar Or HI & mul		LVP must RL, CL & mult. RVR req	Rwys 15L/	/R, 3		RCLM (DAY onl		IL only)
Ar Op HI & mul A B C	pproved perators IRL, CL	RL, CL	Rwys 15L/ be in Force	/R, 3	S3L, 36L/R CLM (DAY only)		(DAY	

below 150m CHANGES: None.

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CHANGES: Twy L6. Note.

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LEMD/MAD MADRID, SPAIN M JEPPESEN 2 NOV 07 (10-9C) **BARAJAS** 03-33.6 **E2** 03-33.4 03-34.9 03-34.8 03-34.7 Ground 121.7 207 204 201 209 206 202 40-30.2 218 214 211 40-27.6 40-27.6 LEGEND Z10 R-7 W1 Taxiway 220 217 215 212 210 208 205 203 200 219 216 213 R-7 Ramp 225 223 221 226 224 222 Gate 210 Parking position C11 C10 - 40-27.5 40-27.5 - 40-30 03-33.5 03-33.4 03-35.2 413 415 417 419 412 410 **WN2** 416 418RWY **ENGINE START-UP** AREA 18R/36L W2 VI6 320 322 324 328 329 MZ6 AZ6 WI6 |312 330-U2 ZW2 310 332-R-12₃₀₈ AZ5 Ground 123.25 422 306 V 1 424 336 V2 **—** 304 338—1 DI4 426 X4 **W6** - 302 D4 428 **—** 300 340-MZ4 342-430 Control Tower W 344-432 346-R2 348-350-Ground 123.15 TERMINAL 4 352 354 -438 AZ3 356-MZ3 358 DI3 440 x3 40-29.4 -DE-ICING AREA 360-442 RWY 36L 362-364--394444 M17 M16 Ground 121.97 366--392MD **J6** —390 368-A18 A19 370-**—388** R-10 386 372 373 384 448 X2 M14 JI6 382 H15H 380 H2 J2 A13 H 15B Ground 123.0 A12 L1 S-North Ground 121.85 -40-29 - 40-28.9 03-35 03-35.5 03-35.4 03-35.3 03-35.2 03-35.1 03-34.9 03-34.8

CHANGES: Ramp 13. Stands 372, 373.

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LEMD/MAD MADRID, SPAIN M JEPPESEN 2 NOV 07 (10-9D) **BARAJAS** 03-33.5 03-33.4 03-34.3 03-34.2 03-34.1 03-33.9 03-33.8 RWY 18L/36R 40-30.2 E-North Ground 121.75 DE-ICING AREA BY12 BY13 RWY 36R BY11 40-30.1 40-30.1 M34 A34 EC9 BN3 EA7 TERMINAL EB8 EC8 🛰 M33 A33 N11 N12 N13 BN2 N9 40-30 40-30-EB7 EC7 M32 A32 NY11 NY12 EA6 _ 538 536 0-29.9 40-29.9 548 548 549 550 552 553 554 R-22 E-South Ground 121.62 604 — RWY 18R/36L AM3 G13 EB6 EC6 606-40-29.8 R-23 522 ●556-558 <u>—</u> 559 — ____519 EA5 ___518 -(14) G14 KA1 40-29.7 612- M29 **—**510 KB2 Ground 123.15 R-21 M28 A28 564 565— 566-KC1 (12) 568— 570 — **EB2** 572 — 573 — 574 — 620 - Control EC2 BN1 622-KA4 576 -578 – R-20 624---580 - 40-29.4 626<u>—</u> 627<u>—</u> 628— EA2 R-20 M19 M20 M21 M22 M24 M25 AM2 40-29.3 MHI BI NI EAI EB1 EC1 A19 A20 A21 A22 MH2 40-29.2 LEGEND 15H C-South A30 Taxiway Ground 121.97 R-21 Ramp Gate 40-29.1 40-29.1 580 Parking position 40-29-03-34 03-34.1 03-33.7 03-33.6 03-33.5 03-33.4

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LEMD/MAD

3 JEPPESEN2 NOV 07 (10-9E)

MADRID, SPAIN 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								
128 130, 132, 133 134, 135 144 thru 148 150	N40 27.2 W003 34.4 N40 27.1 W003 34.4 N40 27.2 W003 34.3 N40 27.2 W003 34.3 N40 27.3 W003 34.3	540 thru 546	N40 30.0 W003 33.9								
151 thru 153 154 thru 156 157 thru 161 162 163, 165	N40 27.3 W003 34.2 N40 27.4 W003 34.2 N40 27.4 W003 34.1 N40 27.5 W003 34.1 N40 27.4 W003 34.0										

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CHANGES: None.

JEPPESEN 24 FEB 06 (10-9F)

MADRID, SPAIN **BARAJAS**

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

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JEPPESEN 24 FEB 06 (10-9G)

MADRID, SPAIN **BARAJAS**

VISUAL DOCKING GUIDANCE SYSTEM

A. DESCRIPTION

The system contains information about azimuth quidance (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.

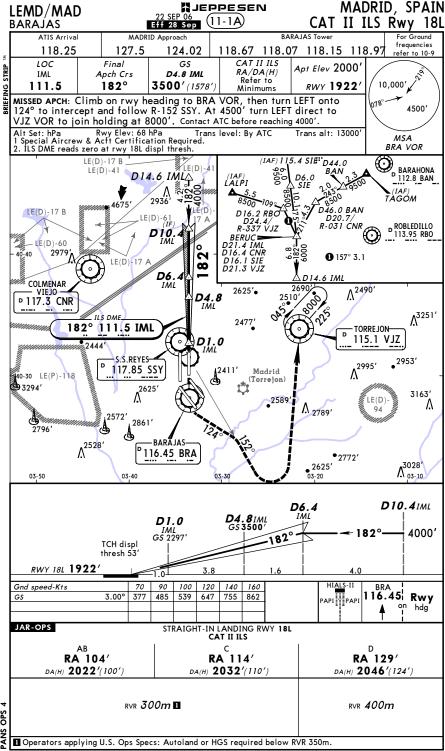


MADRID, SPAIN MJEPPESEN. LEMD/MAD 22 SEP 06 (11-1) Eff 28 Sep ILS Rwy 18L **BARAJAS** MADRID Approach BARAJAS Tower For Ground ATIS Arrival frequencies 118.25 127.5 124.02 118.67 118.07 118.15 118.97 LOC Final GS ILS Apt Elev 2000' IML Apch Crs D4.8 IML DA(H) 182° 10,000 111.5 3500' (1578') **2122**′ (200′) RWY 1922 MISSED APCH: Climb on rwy heading to BRA VOR, then turn LEFT onto 124° to intercept and follow R-152 SSY. At 4500' turn LEFT direct to 4500' VJZ VOR to join holding at 8000'. Contact ATC before reaching 4000' Rwy Elev: 68 hPa Trans level: By ATC Trans alt: 13000 MSA BRA VOR ILS DME reads zero at rwy 18L displ thresh. (IAF)115.4 SIE"D44.0 LE(D)-17 B D14.6 IMIA BARAHONA LE(D)-41 112.8 BAN 2936 ΤÀGÓM LE(D)-17 B ROBLEDILLO D10.4 113.95 RBO _ LE(D)-60 D21.4 IML D16.4 CNR 2979 157° 3.1 40-40 D16.1 SIE D21.3 VJZ LE(D)-17 ∞ D6. D14.6 IML COLMENAR IML 2510' 2510' 2625' VIEJO D4.8 □ 117.3 CNR ^³²⁵¹ 2477' 182° 111(5 IML TORREJON-115.1 VJZ D1.0 2444 **∆**^{2995′} 2953 S.S.REYES-117.85 SSY 12411 Madrid 40-30 LE(P)-118 (Torrejon) 3294 2625 3163' 2589 Λ /.\ _{2789′} 2572 2861 2796 BARAJAS-2528 116.45 BRA ·2772' 3028 . 2625' 03-20 ↑ 03-10 03-40 LOC 3.0 4.0 IML DME 2.0 (GS out) ALTITUDE 2610' 2930' 3250 D10.4IML D6.4 IML **D4.8**IML GS 3500' D1.0 IML -182° 4000 GS 2297 TCH displ thresh 53 3500 RWY 18L 1922' Gnd speed-Kts 70 90 100 120 140 160 BRA 116.45 Rwy ILS GS 3.00° or 485 539 647 755 862 PAPI PAPI 377 LOC Descent Gradient 5.2% hdg MAP at D1.0 IML JAR-OPS STRAIGHT-IN LANDING RWY 18L CIRCLE-TO-LAND LOC (GS out) ILS DA(H) 2122'(200') MDA(H) 2400' (478') ALS out ALS out MDA(H). 2690' (690') 1500m RVR 1000m RVR 1500m 2760' (760') 1600m RVR 550m RVR 1000m RVR 1200m 3280'(1280') 2400m RVR 2000m 3620*'*(1620') RVR 1600m 3600m

CHANGES: MSA. Trans alt. Procedure. Minimums

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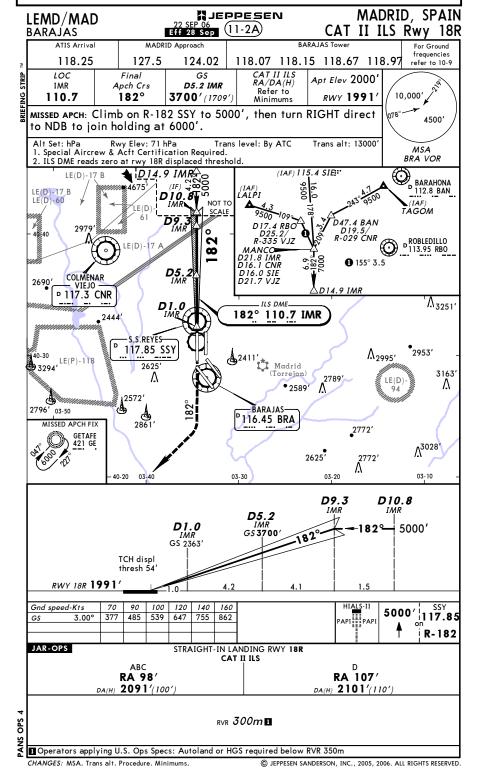
MADRID, SPAIN JEPPESEN LEMD/MAD 22 SEP 06 (11-2) Eff 28 Sep ILS Rwy 18R **BARAJAS** BARAJAS Tower ATIS Arrival MADRID Approach For Ground 118.25 127.5 124.02 118.07 118.15 118.67 118.97 LOC Final GS ILS Apt Elev 2000 IMR Apch Crs D5.2 IMR DA(H) 10,000' 110.7 182° **3700**′(*1709*′) **2191**′ (*200*′) RWY 1991 MISSED APCH: Climb on R-182 SSY to 5000', then turn RIGHT direct 4500' to NDB to join holding at 6000'. Rwy Elev: 71 hPa Trans level: By ATC Trans alt: 13000 ILS DME reads zero at rwy 18R displ thresh. MSA BRA VOR D14.9 IMR (IAF) 115.4 SIE: 2936 V - 805 BARAHONA 112.8 BAN LE(D)-17 B LÄĽPI (IF) LE(D)-17 B D10.8 (IAF) TAGOM LE(D)-60 D17.4 RBO D47.4 BAN D19.5/ LE(D)-17/A D25.2/ R-335 VJZ R-029 CNR 297 **D9.3** ROBLEDILLO 113.95 RBO 40-40 MANCO■ D21.8 IMR ò 155° 3.5 D16.1 CNR D16.0 SIE D21.7 VJZ D5.2 COLMENAR \triangle D14.9 IMR 2690' Λ³²⁵¹′ VIEJO _ ILS DME 117.3 CNR D1.0 182° 110.7 IMR 2477 2444 2 LE(D)-17 A S.S.REYES-LE(D)-41 117.85 SSY 2411' 29531 Λ_{2995′} 40-30 LE(P)-118 Madrid 💢 ^{აე}_₩3294′ 2625' (Torrejon) 3163 LE(D) Λ 2796 2589' Λ_{2789′} MISSED APCH FIX -BARAJAS-2861 **GFTAFF** 116.45 BRA 421 GE 2772' 2625' \(\int_{03-10}^{3028'}\) 03-30 03-40 03-20 LOC 2.0 3.0 4.0 5.0 IMR DME (GS out) 3000' 3320 3640' ALTITUDE D9.3 D10.8 IMR IMR D5.2 D1.0 5000 GS 3700 GS 2363' TCH displ 3700 RWY 18R 1991 1.5 4.1 Gnd speed-Kts 90 100 120 140 160 5000' 117.85 ILS GS 3.00° or PAPI PAPI 485 539 377 647 755 on LOC Descent Gradient 5.2% i R-182 MAP at D1.0 IMR JAR-OPS STRAIGHT-IN LANDING RWY 18R CIRCLE-TO-LAND LOC (GS out) MDA(H) 2480'(489') DA(H) 2191'(200') ALS out RVR 1000m 2690' (690') 1500m RVR 1500m 2760' (760') 1600m RVR 1200m RVR 550m RVR 1000m 3280'(1280') 2400m RVR 2000m RVR 1600m 3620'(1620') 3600m

CHANGES: MSA. Trans alt. Procedure. Minimums

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JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 10-2008 MADRID, SPAIN JEPPESEN LEMD/MAD 23 MAR 07 (11-3) ILS Rwy 33L **BARAJAS** BARAJAS Tower For Ground ATIS Arrival MADRID Approach frequencies 118.25 127.5 124.02 118.15 118.07 118.67 118.97 LOC Final GS ILS DA(H) Apt Elev 2000 MAA Apch Crs LOM Refer to 325° 109.9 3493' (1560' RWY 1933 Minimums 5000 MISSED APCH: Climb on rwy heading to D1.0 BRA. Turn LEFT onto R-312 BRA to 4300' 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'. Contact ATC before reaching 400 Contact ATC before reaching 4000' Alt Set: hPa Rwy Elev: 69 hPa Trans level: By ATC Trans alt: 13000' MSA PDT VOR D9.0 COLMENAR VIEJO
P 117.3 CNR ILS DME reads zero at rwy 33L SSY displaced threshold. 2411' LOC may provide false signals on last 3000'/914m of rwy.

Madrid Thursday 115 signals restricted within 150 and -19° between D6.4 S.S.REYES P 117.85 SSY BRA(Torrejon) 10 NM and 17 NM. D1.0 BRA BARAJAS MISSED APCH D 116.45 BRA MADRID 2589' 355 AA ₂₇₈₉, \(\) D1.1 MAA 2572' BARAJAS-421 ^D 116.45 BRA LE(P)-118 D4.0 MAA 2861 CRP during LVP 7. 2_{528′} MADRID -**D6.3**MAA 2772 390 MA Within 10 NM radius of 2625 PDT VOR between R-250 D4.7 MAA and R-074 between 4000 2556′∧ and 5000' false alarm D10.0 indication at Ground 325° 109.9 MAA 40-20 Proximity Warning System **U**% (GPWS) may occur. 2592'• 03-20 NOT TO SCALE Madrid (Getafe) 5000 D1.7 PD (IAF) ASBIN PERALES (IAF) [□] 116.95 PDT TOBEK 03-40 LOC MAA DME 2.0 3.0 4.0 (GS out) ALTITUDE 2630 2950 3270 LOM D6.3 D10.0 AA Lctr D1.1 MAA MAAMAAD4.7 MAA GS 3493' GS 2350' **325℃**4000 TCH displ thresh 54 3500 RWY 33L 1933 Gnd speed-Kts 90 100 120 140 160 D1.0 PAPI PAPI BRA on Rwy ILS GS 3.00° or 377 484 538 646 753 861 LOC Descent Gradient 5.2% hdq MAP at AA Lctr/D1.1 MAA JAR-OPS CIRCLE-TO-LAND STRAIGHT-IN LANDING RWY 33L LOC (GS out) DA(H) A: 2183'(250') C: 2203'(270') B: 2195'(262') D: 2214'(281') MDA(H) 2350'(417') FULL ALS out ALS out RVR 600m RVR 1000m 2690' (690') RVR 900m 1500m RVR 1500m **2760'** (760') 1600m RVR 1000m RVR 1800m **3280'**(1280') RVR 650m RVR 1200m 2400m

CHANGES: Missed approach. © JEPPESEN SANDERSON, INC., 2005, 2007. ALL RIGHTS RESERVED.

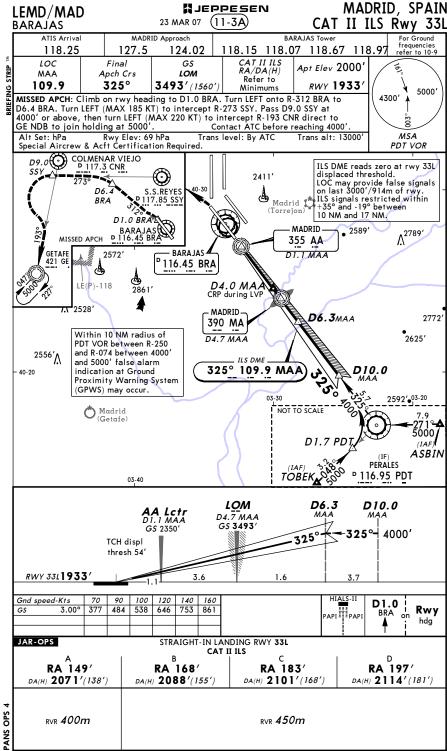
RVR 2000m

3620'(1620')

RVR 1400m

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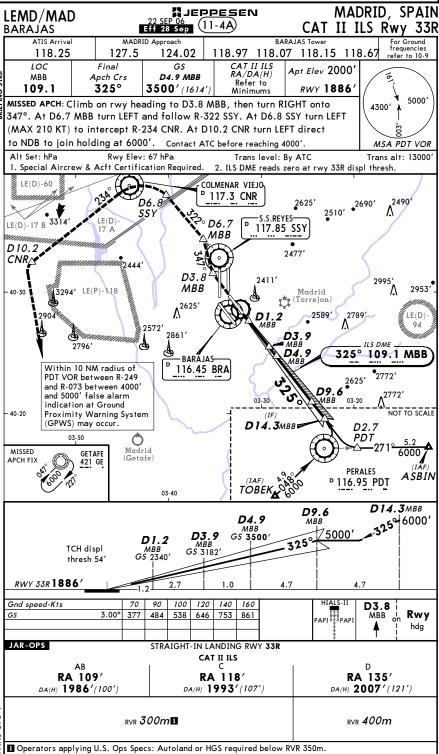


MADRID, SPAIN MJEPPESEN. LEMD/MAD 22 SEP 06 (11-4) Eff 28 Sep ILS Rwy 33R **BARAJAS** BARAJAS Tower For Ground ATIS Arrival MADRID Approach frequencies 118.25 118.97 118.07 118.15 118.67 127.5 124.02 LOC Final GS Apt Elev 2000 DA(H) MBB Apch Crs D4.9 MBB Refer to 325° 109.1 3500' (1614' RWY 1886 Minimums 5000 MISSED APCH: Climb on rwy heading to D3.8 MBB, then turn RIGHT onto 4300' 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' MSA Alt Set: hPa Rwy Elev: 67 hPa Trans level: By ATC Trans alt: 13000 PDT VOR ILS DME reads zero at rwy 33R displ thresh LE(D)-60 💉 🥒 2510′ •2690′ -S.S.REYES 2625' 2490' D6.8 SSY Δ 117.85 SSY LE(D)-17 B 3314 COLMENAR VIEJO MBB 117.3 CNR D10.2 CNR/ .^^ 2995, 2953 MBB40-30 3294 (Torrejon) LE(P)-118 /\ _{2625′} 2589' LE(D) 94 2861 -BARAJAS-2904 . D 116.45 BRA ILS DME 2796' 2572 D4.9 325° 109.1 MBB Within 10 NM radius of **D9.6** PDT VOR between R-249 •2772′ and R-073 between 4000 £2. and 5000' false alarm 03-30 MBB 03-20 indication at Ground 40-20 Proximity Warning System NOT TO SCALE (GPWS) may occur. D14.3MBB= 03-50 (*) PDT MISSED Madrid 6000 (Getafe APCH FIX 421 GE PERALES ASBIN [□] 116.95 PDT TOBEK 03-40 LOC 4.0 MBB DME 2.0 (GS out) ALTITUDE 2580 2900 3220 D14.3MBB D9.6 3250 6000 D4.9 MBB MBB D3.9 GS 3500' D1.2 TCH displ MBB GS 2340' thresh 54 3500 RWY 33R 1886 Gnd speed-Kts 90 100 120 140 160 D3.8 ILS GS 3.00° or PAPI MBB or Rwy 377 484 538 646 753 861 5.2% LOC Descent Gradient hdg MAP at D1.2 MBB JAR-OPS STRAIGHT-IN LANDING RWY 33R CIRCLE-TO-LAND LOC (GS out) DA(H) C: **2094**' (208') AB: **2086**' (200') D: **2107**' (221') MDA(H) 2340'(454') ALS out ALS out 2690' (690') RVR 550m RVR 1000m 1500m RVR 1500m **2760'** (760') 1600m RVR 1000m RVR 1200m 3280′(1280′) 2400m RVR 600m RVR 2000m RVR 1600m 3620′(1620′)

CHANGES: MSA. Trans alt. Procedure. Minimums

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MADRID, SPAIN MJEPPESEN LEMD/MAD 22 SEP 06 (13-1) Eff 28 Sep VOR Rwy 18L BARAJAS BARAJAS Tower ATIS Arrival MADRID Approach For Ground frequencies refer to 10-9 118.25 127.5 124.02 118.67 118.07 118.15 118.97 VOR Final Minimum Alt MDA(H) Apt Elev 2000 BRA Apch Crs D8.5 BRA 116.45 181° 3500'_(1578') 2490'_(568') RWY 1922 10,000' 🔊 MISSED APCH: Climb on R-001 to BRA VOR, then turn LEFT onto 124° to 4500' intercept R-152 SSY. At 4500' turn LEFT direct to VJZ VOR to join holding at 8000'. Contact ATC before reaching 4000' Trans alt: 13000' Alt Set: hPa Rwy Elev: 68 hPa Trans level: By ATC MSA BRA VOR LE(D) \odot SOMOSIERRA LE(D)-41 D19.5 D46.5 N. BARAHONA 112.8 BAN 115.4 SIE 2641 (IF) 2936' **D 1 5 . 0**BRA A
D26.0 SIE 4675 TAGÓM LE(D)-17 B LE(D) D16.7 SIE LE(D)-17 A LE(D)-17 B 2690' LE(D)-60 D21.0 SIE PROBLEDILLO 29791 40-40 LE(D)-17 D15.0BRA D8.5BRA 2625 15 2690' 2510′● TORREJON 3251' ONS 115.1 VJZ A MHA (2444 **D3.7**BRA 8000 S.S.REYES · 2953' 117.85 SSY 2995' 2411 Madrid 40-30 (Torrejon) 3294 2625 3163' 2789 LE(P)-118 Λ 2589' 2572 2861' 2796' 2528' -BARAĴAS-2772' Λ 116.45 BRA √₃₀₂₈, 2625' ^2556 2772' 40-20 03-50 03-10 03-40 03-30 BRA DME 8.0 7.0 6.0 ALTITUDE 3350 3040 2730 BRA VOR **D15.0**BRA **D8.5** BRA **D3.7** BRA [FD18L] 5000'-181° 3500 [MD 18L] [TCH displ thresh 53'] RWY 18L 1922' 0.2 Gnd speed-Kts 70 90 | 100 | 120 | 140 | 160 BRA PAPI PAPI 116.45 Descent Gradient 5.07% or 360 463 515 618 721 824 Descent angle [2.91°] MAP at D3.7 BRA JAR-OPS STRAIGHT-IN LANDING RWY 18L CIRCLE-TO-LAND MDA(H) 2490'(568' ALS out VIS RVR 1000m 2690' (690') 1500m RVR 1500m 2760' (760') 1600m RVR 1200m 3280'(1280') 2400m RVR 2000m RVR 1600m 3620′(1620′) 3600m

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LEMD/MAD				2	Z SEP		3-2)			Sep	MAI	DRID, OR R	SPA wy 1
BARAJAS ATIS Arrival	<u> </u>		MADRI	D Appro		(I	<u>0-2)</u>	سد		BARAJAS Tower	٧		or Ground
118.25			7.5		24.0	2	<u>11</u> 8.	<u>07</u> 1		.15 118.6	<u>7</u> 118	f	requencie efer to 10
VOR BRA		inal ch Cr		Min	imum	Alt		MDA(Apt Elev			~
116.45		71°	S	390	9.0 BI 0 1(1:		25	50′(5	559′	RWY 1	991′	10,00	٥٠ کي
MISSED APCH: T	urn F	RIGH	IT ar		<u> </u>			SY t	o 5	000', the	1	078°—	- "
turn RIGHT o	lirect	t to	NDB	toj						•			4500′
Alt Set: hPa Final approach tr	Rv ack off	vy Ele fset 1	v: 71 1° fro	hPa om rwy			level:	By A	ГС	Trans alt:	13000′	MSA	BRA V
LE(D)-17 SOMOSIE 115.4 LE(D)-17 B	ŞIF	₩ 4675'	SIE	7 1833 50002	(IF) 14.0	BRÁ	A 26	2690	o'	CALPI Solo D16.6 SIE	D48.20 BAN 0000	5500 D OSOO D (IAF) TAGO	BARAHO 112.8 B
- 40-40 LE(D)-17 A		LE(D) 17 A			D9 .0	0	2	2625′	Ł	2690			T
2690' ************************************		.S.REY 7.85	SSY					24		10′	Λ		∆
3294' LE(P)-118		2572′	625' ^\(\)	, , 180°			2411′		errejo 258	on)	299 Λ	LE(D) -94	310
2528 2528 / - 40-20 03-50	: [T	03	3-40	a de de de	j • 1 <u>1</u>	 3	JAS 5 BR	RA		2625′ • 27′ 03-20	2772' 	or's Coo	03-10 D APCH F GETA 421 0
BRA DME ALTITUDE			8.0 3580'				7.0 3250'		-	6.0 2920'			.0 00'
D14.06 D27.2 S 5000' - 1	ΙĒ		5.0	39	<i>D</i> _B	9.0 RA	_	.0			RA VO		
Gnd speed-Kts		70	90	100	120	140	160			HI	ALS-II		SSY
Descent Gradient MAP at D4.0 BRA	5.4%	383	492	547	656	766	875			PAPI	PAPI	RT	117.
JAR-OPS	STRAIG	II-TH	N LAN	DING	RWY	18R		<u> </u> 			IRCLE-TO	O-LAND	R-1
				0′(55		.=							
		. /	Ĭ	. , -		out			Max Kts	MDA(ч)		_VIS
A RVR 10	00m		_		RVR	1500n	n		100	2690'	(690')		1500m
B RVR 12	00m		 						135	2760′			1600m
c			_		RVR :	2000r	n		180	3280 ′ ₍	1280')	- 2	2400m
D RVR 160	00m			_					205	3620 <i>′</i> (1620')	į	3600m
				imums.		_		_	_		2005. 2		

MADRID, SPAIN **MJEPPESEN** LEMD/MAD 23 MAR 07 (13-3) VOR Rwy 33L **BARAJAS** ATIS Arrival MADRID Approach BARAJAS Tower For Ground frequencies 118.25 127.5 118.15 118.07 118.67 118.97 refer to 10-9 124.02 VOR Final Minimum Alt MDA(H)Apt Elev 2000 BRA Apch Crs MA Lctr 2400' (467') RWY 1933 3400'(1467' 116.45 325° 5000' MISSED APCH: Climb on R-145 BRA inbound to BRA VOR. Follow R-312 BRA to D6.4 BRA. Turn LEFT (MAX 185 KT) to intercept R-273 SSY. Pass D9.0 SSY 4300' at 4000' or above, then turn LEFT (MAX 220 KT) to intercept R-193 CNR direct to GE NDB to join holding at 5000'. Contact ATC before reaching 4000'. MSA PDT VOR Alt Set: hPa Rwy Elev: 69 hPa Trans alt: 13000' Trans level: By ATC D9.0 COLMENAR VIEJO SSY A 2411' Madrid D6.4 S.S.REYES (Torrejon) P 117.85 SSY BRAMISSED APCH D 116.45 BRA **D1.5** BRA 2589' 2789' D14.6 PDT Λ [MD33L] - BARAJAS 2572 116.45 BRA D4.4 BRA D11.8 PDT CRP during LVP - MADRID LE(P)-118 355 AA 2861' MADRID-**-/**\ 2528′ 390 MA 2625' D5.1 BRA D11.0 PDT D10.28K 2556' D10.2BRA Λ 40-20 03-30 03-20 NOT TO SCALE Madrid (Getafe) 2.2 4000 D3.6 PD Within 10 NM radius of PDT VOR PDT between R-249 and R-073 between **ASBIN** 4000' and 5000' false alarm indication at Ground Proximity TOBEK D 116.95 PDT Warning System (GPWS) may occur. BRA DME 2.0 3.0 4.0 5.0 2770' 3070 3370 2470' ALTITUDE MA Lctr D5.1 BRA D11.0 PDT **BRA VOR** _325°1 4000 **D1.5** BRA D14.6 PDT **3400** [TCH displ [MD33L] D10.2BRA thresh 54' D5.9 PDT RWY 33L 1933 3.6 5.1 70 90 100 120 140 160 BRA Gnd speed-Kts PAPI PAPI 116.45 Descent Gradient 4.93% or 350 451 501 601 701 801 Descent angle MAP at D1.5 BRA/D14.6 PDT JAR-OPS STRAIGHT-IN LANDING RWY 33L CIRCLE-TO-LAND MDA(H) 2400'(467' ALS out RVR 1000m 2690' (690') 100 1500m RVR 1500m 2760' (760') 1600m RVR 1200m 3280′(1280′) 2400m RVR 2000m RVR 1600m 3620′(1620′) 3600m

CHANGES: Missed approach. © JEPPESEN SANDERSON, INC., 2005, 2007. ALL RIGHTS RESERVED.

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	LEMD/MAD			PESE		MADRID, SPAII			
	BARAJAS	23	MAR 07 (13	3-4)		V	OR Rwy 331		
	ATIS Arrival	MADRID App	roach		BARAJAS	Tower	For Ground frequencies		
Ψ	118.25	127.5 1	24.02 11	8.97 1	18.07 118	3.15 118	refer to 10-9		
STRIP	VOR		nimum Alt	MDA	(H) Apt E	Elev 2000'	16.		
G S	SSY 117.85	'	0' (1514')	2490'	· ′	wy 1886′	1/ 1		
BRIEFING	MISSED APCH: Climb		1 /				4300′ 5000′		
BE	Turn LEFT (MAX 21					0.0 331.	[\ \ \]		
	D10.2 CNR. Turn LI		B to join ho	lding at	6000'.		003		
	Contact ATC before re Alt Set: hPa R	wy Elev: 67 hPa	Trans lev	el: By AT	C Tran	ns alt: 13000	MSA PDT VOR		
1		o Head	Trails lev	er. by Ar	T Trai	15 411. 13000	' 		
	LE(D)-60	234 D6.8			262	25'	2690' 2490'		
		SSY			S.REYES—	2510′	Λ		
	LE(D)-17 B 3314	LE(D)- 17 A	ريجي	117	.85 SSY	•			
		COLMENA	D VILIO						
	D10.2	2444'• D 117.3	1 //	2)	2477	,,			
		<u> </u>	<u> </u>	HI HI			0057		
		\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \				drid /	2995, 2953		
	- 40-30 3294'		0/05/	1 % d	(Tor	rejon)	Δ.		
	LE(I	P)-118	2625′ Λ		D5.7 ssy	5 278	9' LE(D)-		
	A2904	2572'	7.1		[MD33R]	_{2589′} Λ	94		
		munnik 🌡	2861'	,					
	2796'	(4		D9.6 ss	Y			
	Within 10 NM radius R-073 between 4000				[FD33R]		2772′		
	at Ground Proximity	Warning System (GPWS) may o	ccur.	\w	2625	′		
	Final approach track	A	wy centerline.)3-30 \ <u>04</u>	03-	2772΄		
	- 40-20	Λ _{2556′}	NOT TO		(IF) O		/4\		
		Madrid		D1	4.6 SSY 70	2	(IAF)		
	03-50	(Getafe)	į	<i>D</i> 0.	.1101		ASBIN		
	GETAFE		ĺ		ام		5000		
	421 GE		}		PERALES				
	MISSEL	, 	ļ	(IA		□ 116.95	PDT		
	APCH F		-40	101	BEK				
	SSY DME ALTITUDE		7.0 530'		8.0 2930'		9.0 3230'		
			330	- 50		D14.6			
	SSYV	OR D5.7 s.	SY	D9. (D6 1 P	DT		
		TCH displ [MD33R]	1	3400′	_337°- 4	000'		
	† † † † † † † † † † † † † † † † † † †	hresh 54']	[2.83°]	*	<u> </u>				
		→ M—	*********	į		i			
	RWY 33R 1886'	1.0	3.9		5.0				
	Gnd speed-Kts	70 90 10	0 120 140	160			HIALS-II SSY		
	Descent Gradient 4.93%	or 750 451 50		801			117.85		
	Descent angle [2.8	3°] 330 431 30	701	001		ľ	API - II-PAPI		
	MAP at D5.7 SSY JAR-OPS STRA	AIGHT-IN LANDING	RWY 33R			CIRCLE-T	O-LAND		
		MDA(H) 2490'(6			Maul				
			ALS out			MDA(H)	VIS		
	A RVR 1000	lm	RVR 1500r	n		0' (690')	1500m		
	B RVR 1200)m				0' (760')	1600m		
PANS OPS 4	С 7200		RVR 2000r	n	180 328	0'(1280')	2400m		
ō	-)	= • •		1 340	0'(1620')	7400		
S	D RVR 1600	''''			205 362	O (1020)	3600m		