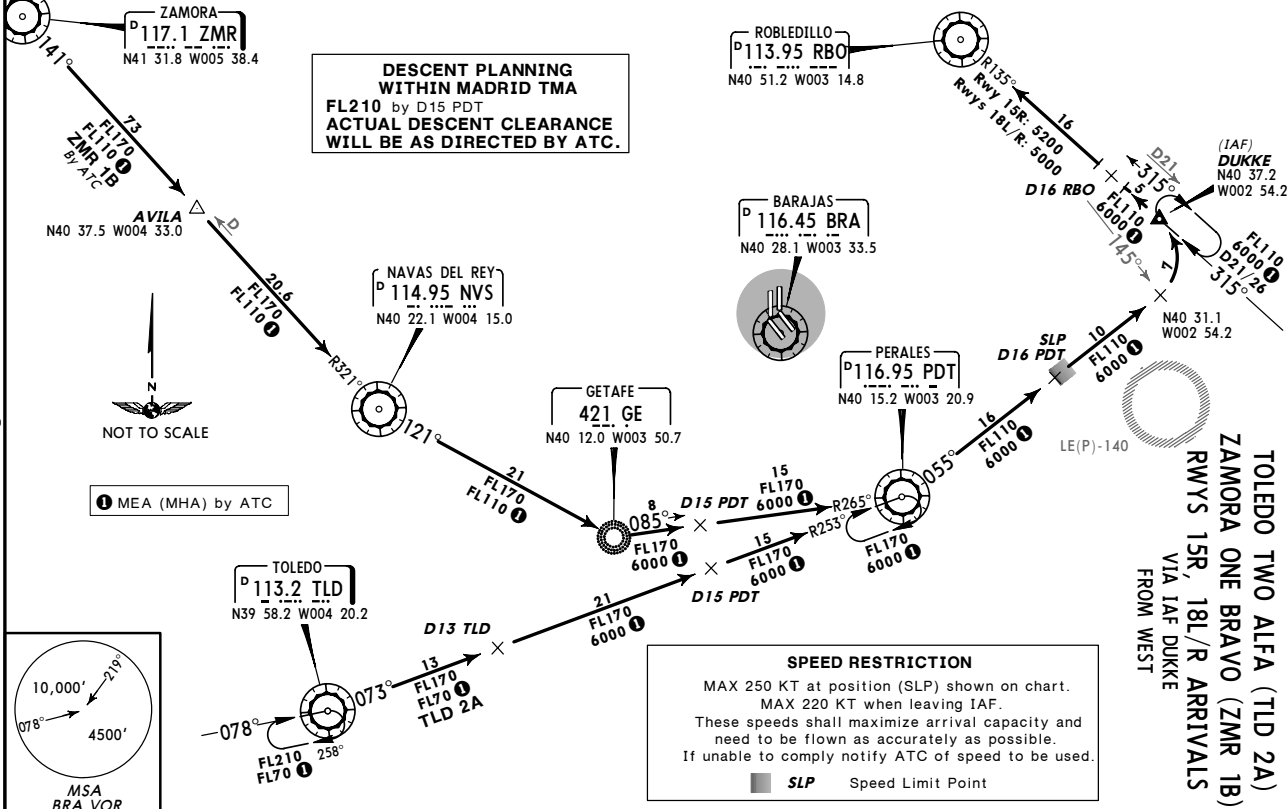


ATIS 118.25	Alt Set: hPa	Trans level: By ATC	Trans alt: 6000'
Appr Elev 2000'	Within 10 NM radius of PDT	Between R-249 and R-073 and between 4000' and 5000' Ground Proximity Warning System (GPWS) alarm signal may occur due to orographic characteristics of terrain.	

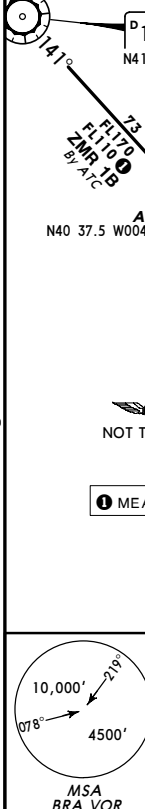
TOLEDO TWO ALFA (TLD 2A)
ZAMORA ONE BRAVO (ZMR 1B)
RWYS 15R, 18L/R ARRIVALS
VIA IAF DUKKE
FROM WEST



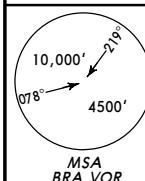
DESCENT PLANNING WITHIN MADRID TMA
FL210 by D15 PDT
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

SPEED RESTRICTION
MAX 250 KT at position (SLP) shown on chart.
MAX 220 KT when leaving IAF.
These speeds shall maximize arrival capacity and need to be flown as accurately as possible.
If unable to comply notify ATC of speed to be used.

■ SLP Speed Limit Point

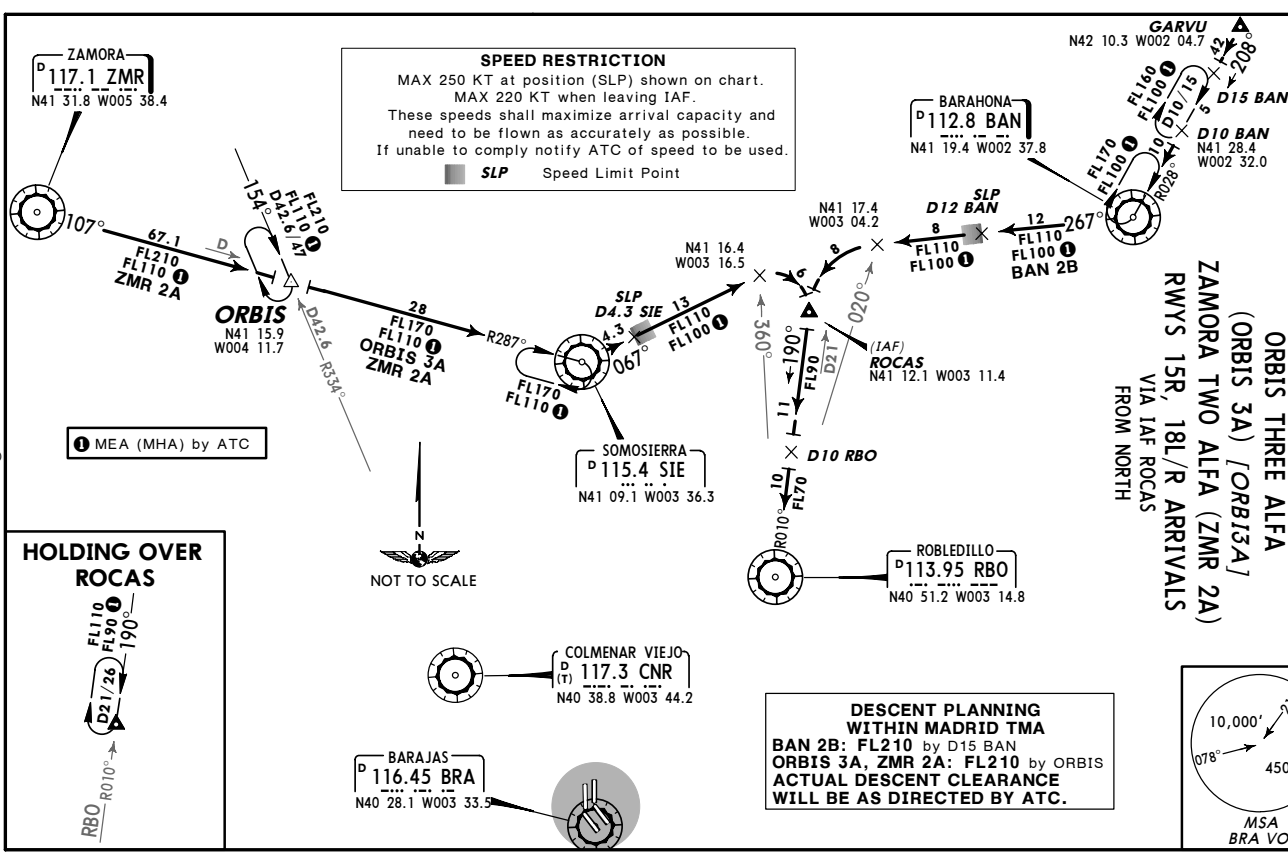


MEAs (MHA) by ATC



ATIS 118.25	Alt Set: hPa	Trans level: By ATC	Trans alt: 6000'
Appr Elev 2000'	Within 10 NM radius of PDT	Between R-249 and R-073 and between 4000' and 5000' Ground Proximity Warning System (GPWS) alarm signal may occur due to orographic characteristics of terrain.	

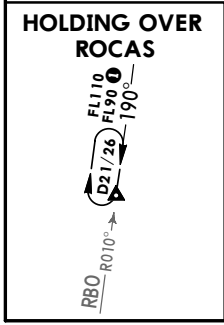
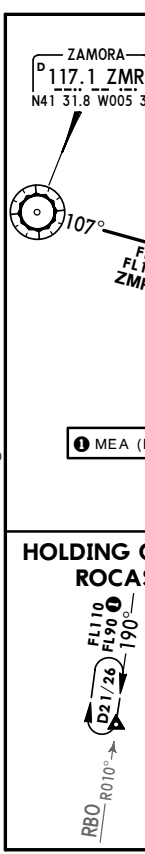
BARAHONA TWO BRAVO (BAN 2B)
ORBIS THREE ALFA (ORBIS 3A) [ORBISA]
ZAMORA TWO ALFA (ZMR 2A)
RWYS 15R, 18L/R ARRIVALS
VIA IAF ROCAS
FROM NORTH



SPEED RESTRICTION
MAX 250 KT at position (SLP) shown on chart.
MAX 220 KT when leaving IAF.
These speeds shall maximize arrival capacity and need to be flown as accurately as possible.
If unable to comply notify ATC of speed to be used.

■ SLP Speed Limit Point

DESCENT PLANNING WITHIN MADRID TMA
BAN 2B: FL210 by D15 BAN
ORBIS 3A, ZMR 2A: FL210 by ORBIS
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.



CHANGES: Runway designation & layout.

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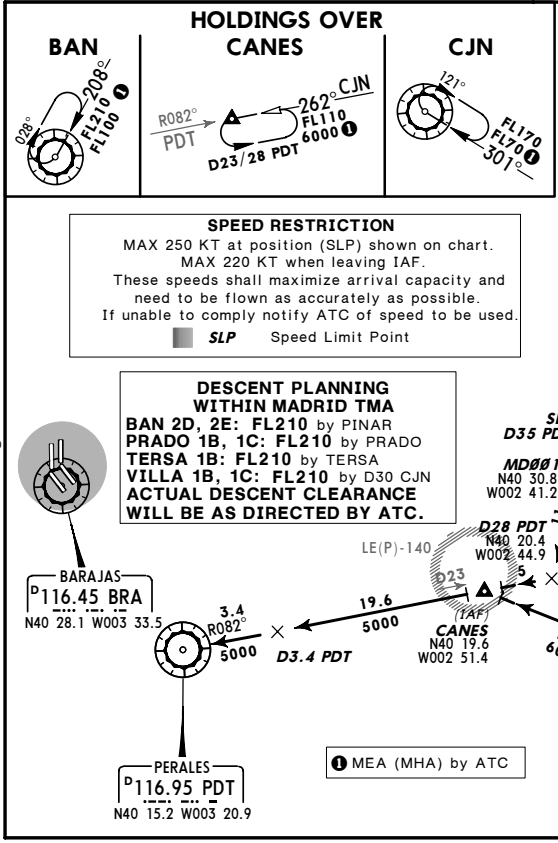
CHANGES: Runway designation & layout.

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LEM/D/MAD
BARAJAS
1 APR 05 **10-2C** **EF 14 ADP**
MADRID, SPAIN
STAR

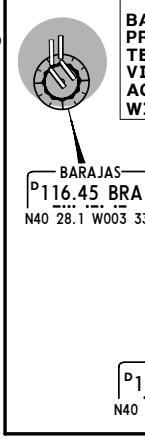
ATIS 118.25	Ap'l Elev 2000'	Alt. Set: hPa. Trans level: By ATC. Trans alt: 6000'. Within 10 NM radius of PDT between R-249 and R-073 and between 4000' and 5000' Ground Proximity Warning System (GPWS) alarm signal may occur due to orographic characteristics of terrain.
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BARAHONA TWO DELTA (BAN 2D)
BARAHONA TWO ECHO (BAN 2E)
PRADO ONE BRAVO (PRADO 1B) [PRAD1B]
PRADO ONE CHARLIE (PRADO 1C) [PRAD1C]
TERSA ONE BRAVO (TERSA 1B) [TERS1B]
TERSA ONE CHARLIE (TERSA 1C) [TERSA1C]
VILLA ONE BRAVO (VILLA 1B) [VILA1B]
VILLA ONE CHARLIE (VILLA 1C) [VILA1C]
RWYS 33L/R ARRIVALS
VIA IAF CANES
FROM NORTH & EAST



SPEED RESTRICTION
MAX 250 KT at position (SLP) shown on chart.
MAX 220 KT when leaving IAF.
These speeds shall maximize arrival capacity and need to be flown as accurately as possible.
If unable to comply notify ATC of speed to be used.
■ SLP Speed Limit Point

DESCENT PLANNING WITHIN MADRID TMA
BAN 2D, 2E: FL210 by PINAR
PRADO 1B, 1C: FL210 by PRADO
TERSA 1B, 1C: FL210 by TERSA
VILLA 1B, 1C: FL210 by D30 CJN
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.



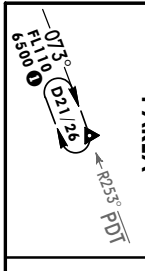
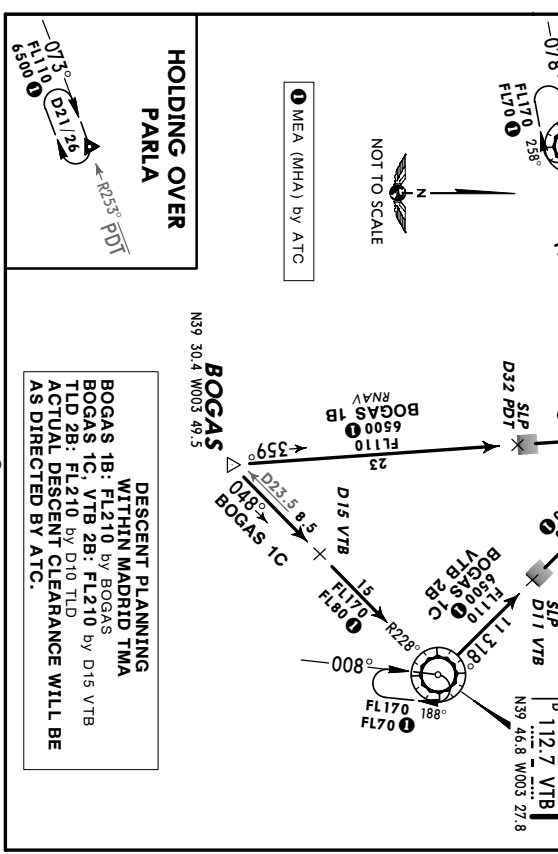
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LEM/D/MAD
BARAJAS
1 APR 05 **10-2D** **EF 14 ADP**
MADRID, SPAIN
STAR

ATIS 118.25	Ap'l Elev 2000'	Alt. Set: hPa. Trans level: By ATC. Trans alt: 6000'. Within 10 NM radius of PDT between R-249 and R-073 and between 4000' and 5000' Ground Proximity Warning System (GPWS) alarm signal may occur due to orographic characteristics of terrain.
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BOGAS ONE BRAVO (BOGAS 1B) [BOGA1B]
BOGAS ONE CHARLIE (BOGAS 1C) [BOGA1C]
TOLEDO TWO BRAVO (TLD 2B)
VILLATOBAS TWO BRAVO (VTB 2B)
RWYS 33L/R ARRIVALS
VIA IAF PARLA
FROM SOUTH & SOUTHWEST

SPEED RESTRICTION
MAX 250 KT at position (SLP) shown on chart.
MAX 220 KT when leaving IAF.
These speeds shall maximize arrival capacity and need to be flown as accurately as possible.
If unable to comply notify ATC of speed to be used.
■ SLP Speed Limit Point



DESCENT PLANNING WITHIN MADRID TMA
BOGAS 1B: FL210 by BOGAS
BOGAS 1C, VTB 2B: FL210 by D15 VTB
TLD 2B: FL210 by D10 TLD
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

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LEMD/MAD
BARAJAS

JEPPesen
1 APR 05 10-2E EFF 13 APR

MADRID, SPAIN
STAR

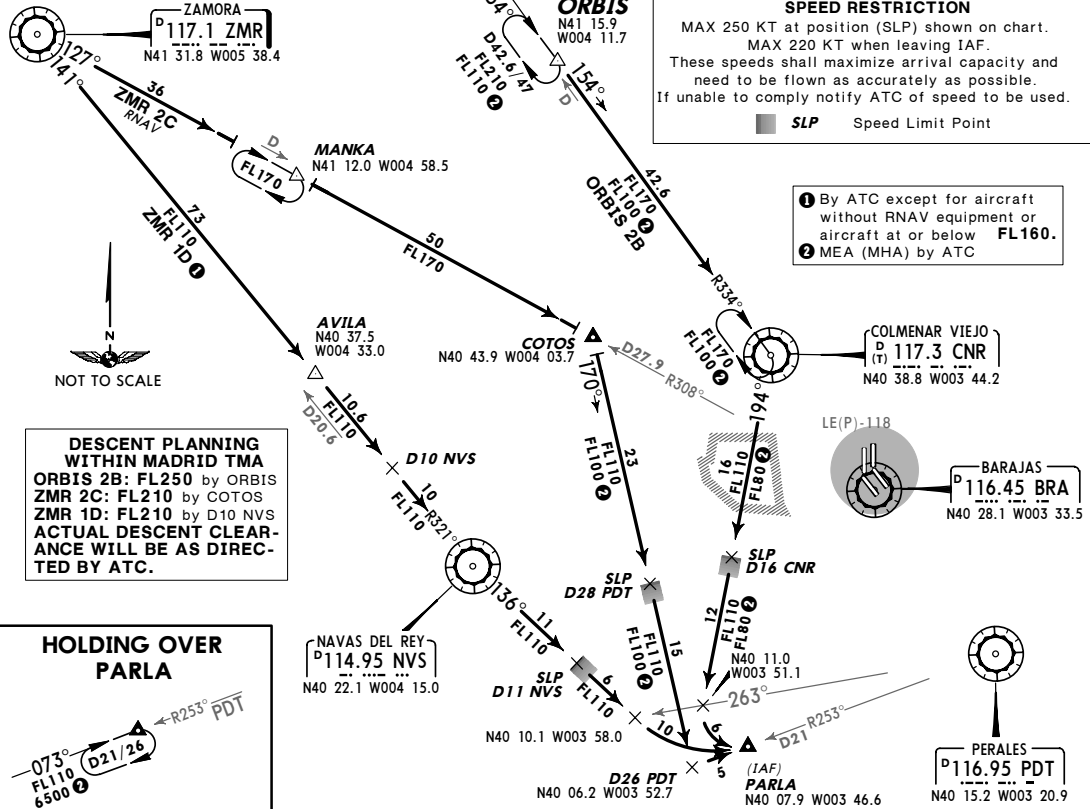
ATIS 118.25
Apt Elev 2000'
Alt Set: hPa. Trans level: By ATC. Trans alt: 6000'
Within 10 NM radius of PDT between R-249 and R-073 and between 4000' and 5000' Ground Proximity Warning System (GPWS) alarm signal may occur due to orographic characteristics of terrain.

ORBIT TWO BRAVO (ORBIT 2B) [ORBITZ]
ZAMORA TWO CHARLIE (ZMR 2C)
ZAMORA ONE DELTA (ZMR 1D) ●
RWYS 35L/R ARRIVALS
VIA IAF PARLA
FROM NORTHWEST

SPEED RESTRICTION
MAX 250 KT at position (SLP) shown on chart.
MAX 220 KT when leaving IAF.
These speeds shall maximize arrival capacity and need to be flown as accurately as possible.
If unable to comply notify ATC of speed to be used.

■ SLP Speed Limit Point

- ① By ATC except for aircraft without RNAV equipment or aircraft at or below FL160.
- ② MEA (MHA) by ATC



DESCENT PLANNING WITHIN MADRID TMA
ORBIT 2B: FL250 by ORBITZ
ZMR 2C: FL210 by COTOS
ZMR 1D: FL210 by D10 NVS
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

HOLDING OVER PARLA
D21/26
R253° PDT
FL110
6500

LEMD/MAD
BARAJAS

JEPPesen
1 APR 05 10-3 EFF 13 APR

MADRID, SPAIN
SID

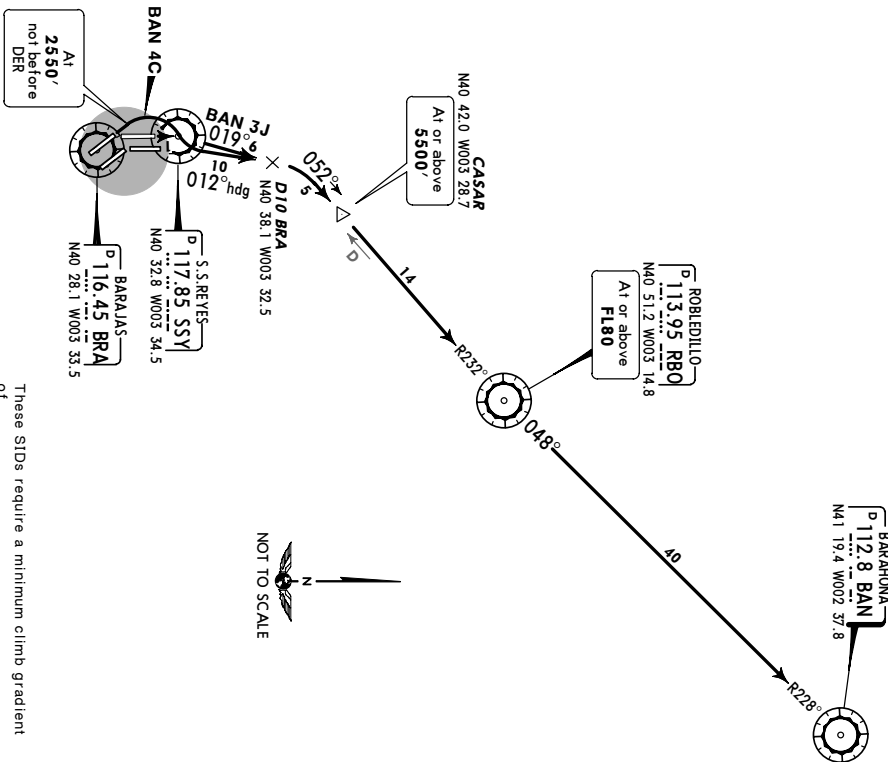
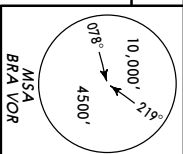
SID DESIGNATION

REFER TO CHART

BAN 4C, 3J	10-3B
BAN 1R, 1W, 1Z	10-3C
CJN 4B, 1V, 1X	10-3D
CJN 6C, 6E	10-3E
CJN 1R, 1W, 1Z	10-3F
MONTO 1B, 1Q, 1V	10-3G
MONTO 2C, 2S	10-3H
MONTO 3E, 3W	10-3I
MONTO 1R, 1Z	10-3K
NANDO 1C, 1V, 1X	10-3L
NANDO 3D, 3G	10-3M
NANDO 1R, 1Y, 1Z	10-3N
NASOS 1B, 1V	10-3P
NASOS 3C, 3E	10-3Q
NASOS 1R, 1Y, 1Z	10-3S
NVS 4B, 1V	10-3T
NVS 5C, 5S	10-3U
NVS 3E, 3W	10-3V
NVS 1R, 1Z	10-3V1
PINAR 1B	10-3V2
PINAR 1V, 1X	10-3V3
PINAR 2C, 2E	10-3V4
PINAR 1R, 1W, 1Z	10-3V5
RBO 1E	10-3V6
SIE 1B	10-3V7
SIE 1V, 1X	10-3V8
SIE 2C, 2E	10-3W
SIE 1R	10-3X
TEMIR 1B, 1V, 1X	10-3X1
TEMIR 3C, 3E	10-3X2
TEMIR 1R, 1Y, 1Z	10-3X3

LEM/D/MAD **JEPPESEN** **MADRID, SPAIN**
BARAJAS 1 APR 05 **(10-3B)** **EFF 14 APR** **STD**
 Apt Elev 2000' Trans level: By ATC Trans alt: 6000'

BARAHONA FOUR CHARLIE (BAN 4C)
BARAHONA THREE JULIETT (BAN 3J)
RWYS 33L, 36L DEPARTURES
 IN NORTH CONFIGURATION BY ATC FOR FLIGHTS AT OR ABOVE FL250



These SIDs require a minimum climb gradient of 304' per NM (5%) until leaving 5000'.

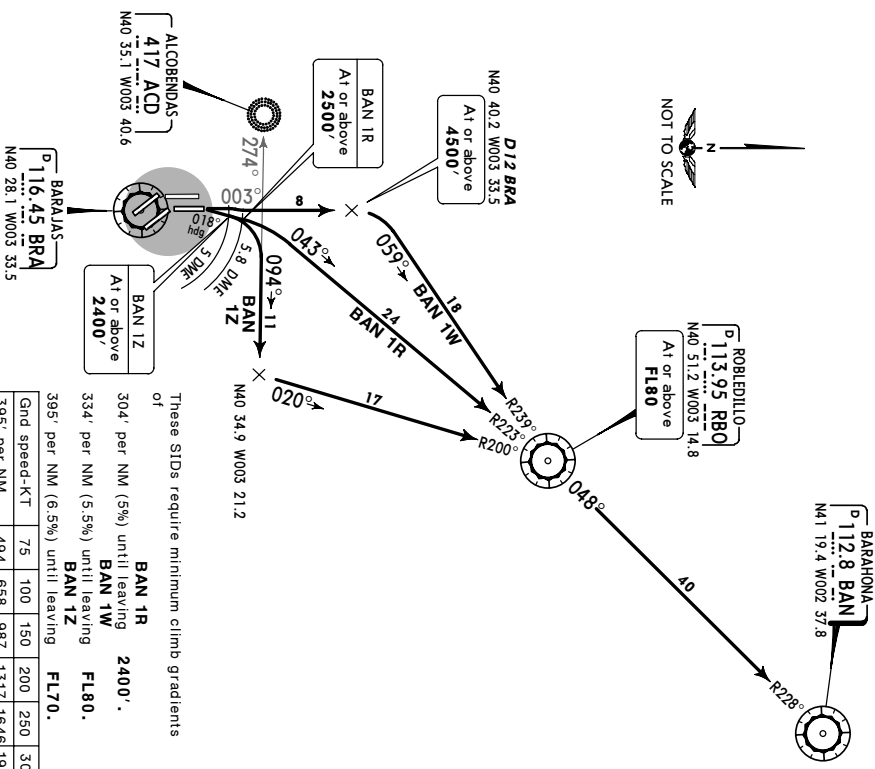
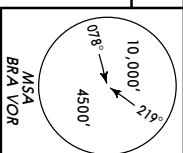
Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

Initial ATC clearance: Maintain **FL130** and request flight level change enroute

SID	RWY	ROUTING
BAN 4C	33L	Climb on runway heading to 2550', turn RIGHT not before DER (BRA 1.3 DME), 012° heading to D10 BRA, turn RIGHT, intercept RBO R-232 inbound via CASAR to RBO, intercept BAN R-228 inbound to BAN.
BAN 3J	36L	bound via CASAR to RBO, intercept BAN R-228 inbound to BAN.

LEM/D/MAD **JEPPESEN** **MADRID, SPAIN**
BARAJAS 1 APR 05 **(10-3C)** **EFF 14 APR** **STD**
 Apt Elev 2000' Trans level: By ATC Trans alt: 6000'

BARAHONA ONE ROMEO (BAN 1R)
BARAHONA ONE WHISKEY (BAN 1W)
BARAHONA ONE ZULU (BAN 1Z)
RWY 36R DEPARTURES



These SIDs require minimum climb gradients of 304' per NM (5%) until leaving 2400'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	494	658	987	1317	1646	1975
334' per NM	418	557	835	1114	1392	1671
304' per NM	380	506	760	1013	1266	1519

Initial ATC clearance: Maintain **FL130** and request flight level change enroute

SID	ROUTING
BAN 1R	On 018° heading to BRA 5.8 DME, turn RIGHT, intercept RBO R-223 inbound to RBO, intercept BAN R-228 inbound to BAN.
BAN 1W	On runway heading to BRA 5 DME, intercept BRA R-003 to D12 BRA, turn RIGHT, intercept RBO R-238 inbound to RBO, intercept BAN R-228 inbound to BAN.
BAN 1Z	On 018° heading to BRA 5 DME, turn RIGHT, intercept 094° bearing from ACP, intercept RBO R-200 inbound to RBO, turn RIGHT, intercept BAN R-228 inbound to BAN.

10 JUN 05 (10-3D)

10 JUN 05 (10-3E)

LEMD/MAD
BARAJAS

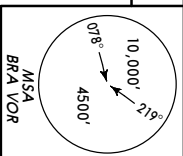
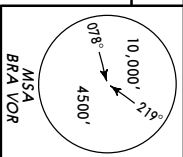
LEMD/MAD
BARAJAS

MADRID, SPAIN
SID

MADRID, SPAIN
SID

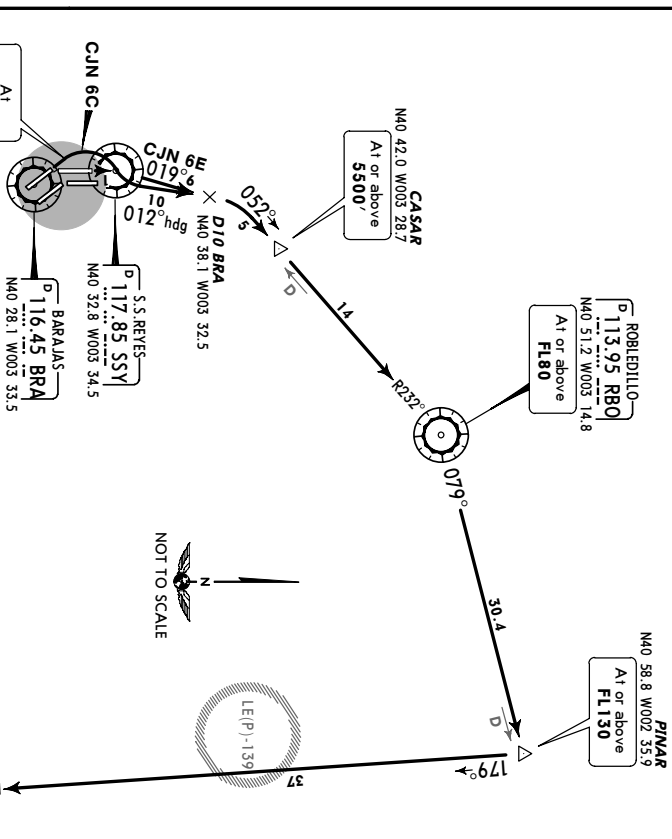
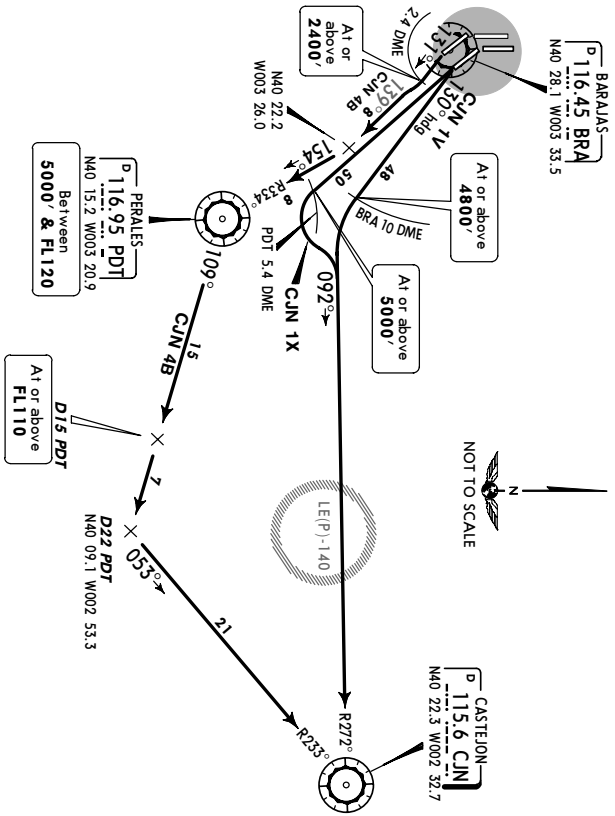
CASTEJON FOUR BRAVO (CJN 4B)
CASTEJON ONE VICTOR (CJN 1V)
CASTEJON ONE X-RAY (CJN 1X)
RWYS 15R/L DEPARTURES
MAX FL160

CASTEJON SIX CHARLIE (CJN 6C)
CASTEJON SIX ECHO (CJN 6E)
RWYS 33L, 36L DEPARTURES
MAX FL150



Apt Elev 2000'
Trans level: By ATC Trans alt: 6000'

Apt Elev 2000'
Trans level: By ATC Trans alt: 6000'



CJN 4B 3000',
CJN 1V 4800',
CJN 1X 5000'.

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

CJN 6C 3000',
CJN 6E 4800',
CJN 6E 5000'.

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

Initial ATC clearance: Maintain **FL130** and request flight level change enroute

Initial ATC clearance: Maintain **FL130** and request flight level change enroute

ROUTING

ROUTING

CJN 4B 15R On 131° track as soon as possible, not later than reaching **2316'**, but after passing abeam BRA to BRA 2.4 DME, turn RIGHT, intercept BRA R-139, intercept PD1 R-334 inbound to PD1, PD1 R-109 to D22 PD1, intercept CJN R-233 inbound to CJN.

CJN 6C 33L Climb on runway heading to **2550'**, turn RIGHT not before DER (BRA 1.3 DME), 012° heading to D10 BRA, turn RIGHT, intercept RBO R-232 inbound via CASAR to RBO, turn RIGHT, RBO R-079 to PINAR, turn RIGHT, intercept CJN R-359 inbound to CJN.

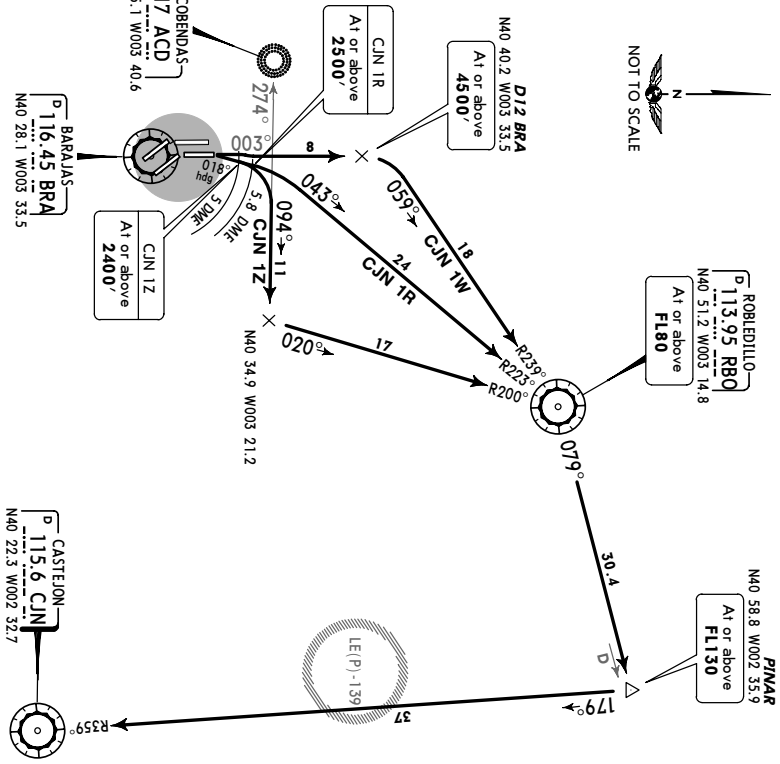
CJN 1V 15L On 130° heading as soon as possible, not later than reaching BRA 10 DME, turn LEFT, intercept CJN R-272 inbound to CJN.
CJN 1X On runway heading to PD1 5.4 DME, turn LEFT, intercept CJN R-272 inbound to CJN.

CJN 6E 36L To S5Y S5Y R-019 to D10 BRA, turn RIGHT, intercept RBO R-232 inbound via CASAR to RBO, turn RIGHT, RBO R-079 to PINAR, turn RIGHT, intercept CJN R-359 inbound to CJN.

LEMV/MAD
BARAJAS
MADRID, SPAIN
1 APR 05 **(10-3F)** **EFF 14 APR** **STD**

Apr Elev 2000' Trans level: By ATC Trans alt: 6000'

CASTEJON ONE ROMEO (CJN 1R)
CASTEJON ONE WHISKEY (CJN 1W)
CASTEJON ONE ZULU (CJN 1Z)
RWY 36R DEPARTURES



Grid speed-KT	75	100	150	200	250	300
395' per NM	494	658	987	1317	1646	1975
334' per NM	418	557	835	1114	1392	1671
304' per NM	380	506	760	1013	1266	1519

Initial ATC clearance: **FL130** and request flight level change enroute

ROUTING

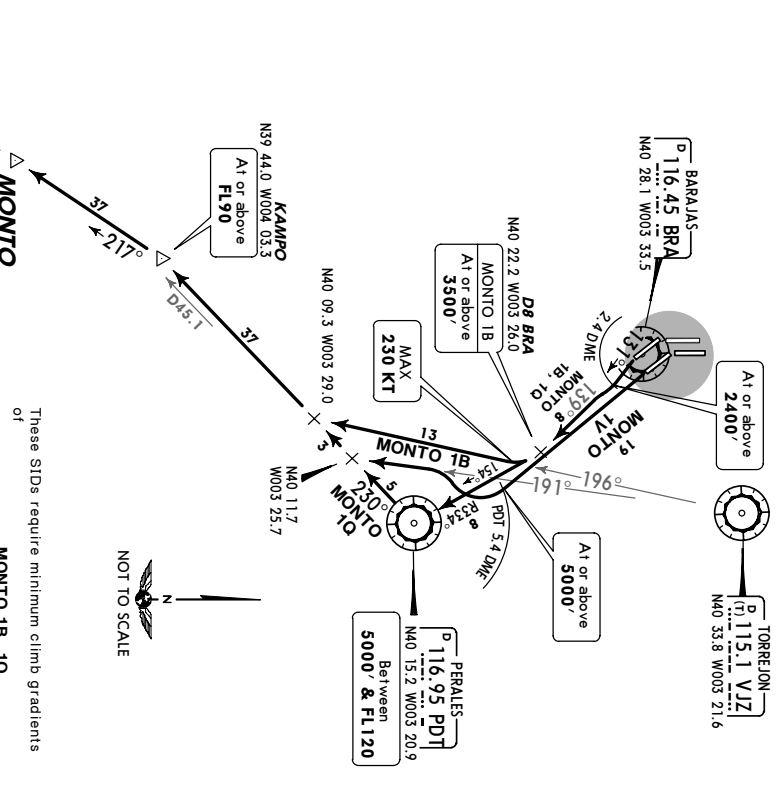
SID
CJN 1R On 018° heading to BRA 5.8 DME, turn RIGHT, intercept RBO R-223 inbound to RBO, turn RIGHT, RBO R-079 to PINAR, turn RIGHT, intercept CJN R-359 inbound to CJN.
CJN 1W On runway heading to BRA 5 DME, intercept BRA R-003 to D12 BRA, turn RIGHT, intercept RBO R-239 inbound to RBO, turn RIGHT, RBO R-079 to PINAR, turn RIGHT, intercept CJN R-359 inbound to CJN.
CJN 1Z On 018° heading to BRA 5 DME, turn RIGHT, intercept 094° bearing from ACD, intercept RBO R-200 inbound to RBO, turn RIGHT, RBO R-079 to PINAR, turn RIGHT, intercept CJN R-359 inbound to CJN.

These SIDs require minimum climb gradients of
CJN 1R FL80.
CJN 1W FL80.
CJN 1Z FL70.
 304' per NM (5%) until leaving
 334' per NM (5.5%) until leaving
 395' per NM (6.5%) until leaving

LEMV/MAD
BARAJAS
MADRID, SPAIN
1 APR 05 **(10-3G)** **EFF 14 APR** **STD**

Apr Elev 2000' Trans level: By ATC Trans alt: 6000'

MONTO ONE BRAVO (MONTO 1B) [MONT1B]
MONTO ONE QUEBEC (MONTO 1Q) [MONT1Q]
MONTO ONE VICTOR (MONTO 1V) [MONT1V]
RWYS 15R/L DEPARTURES



Grid 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: **FL130** and request flight level change enroute

ROUTING

SID
MONTO 1B On 131° track as soon as possible, not later than reaching 2316', but after passing abeam BRA to BRA 2.4 DME, turn RIGHT, intercept BRA R-139 to D8 BRA, turn RIGHT, intercept VJZ R-196, intercept PDT R-230 to KAMPO, turn LEFT, intercept HIJ R-037 inbound to MONTO.
MONTO 1Q On 131° track as soon as possible, not later than reaching 2316', but after passing abeam BRA to BRA 2.4 DME, turn RIGHT, intercept BRA R-139, intercept PDT R-334 inbound to PDT, turn RIGHT, PDT R-230 to KAMPO, turn LEFT, intercept HIJ R-037 inbound to MONTO.
MONTO 1V On runway heading to PDT 5.4 DME, turn RIGHT, intercept VJZ R-191, intercept PDT R-230 to KAMPO, intercept HIJ R-037 inbound to MONTO.

These SIDs require minimum climb gradients of
MONTO 1B, 1Q 5000'.
MONTO 1V 5000'.
 304' per NM (5%) until leaving
 334' per NM (5.5%) until leaving
 5000'.

CHANGES: SIDs completely revised; runway designation & layout. © JEPPESEN SANDERSON, INC., 2002, 2005. ALL RIGHTS RESERVED.

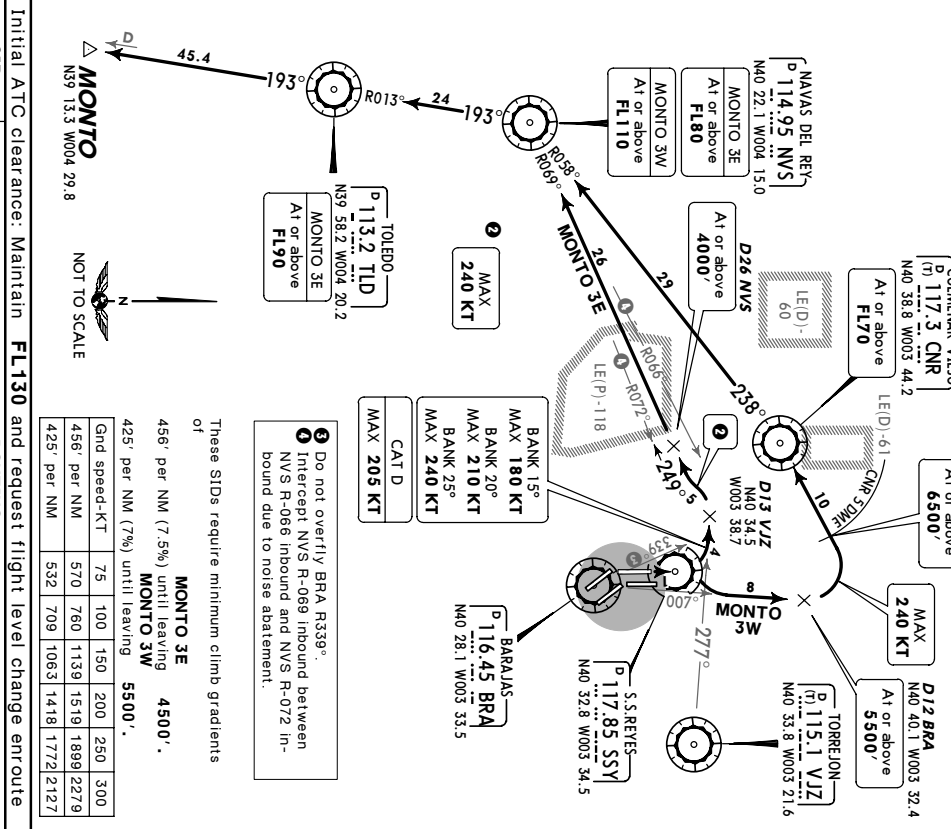
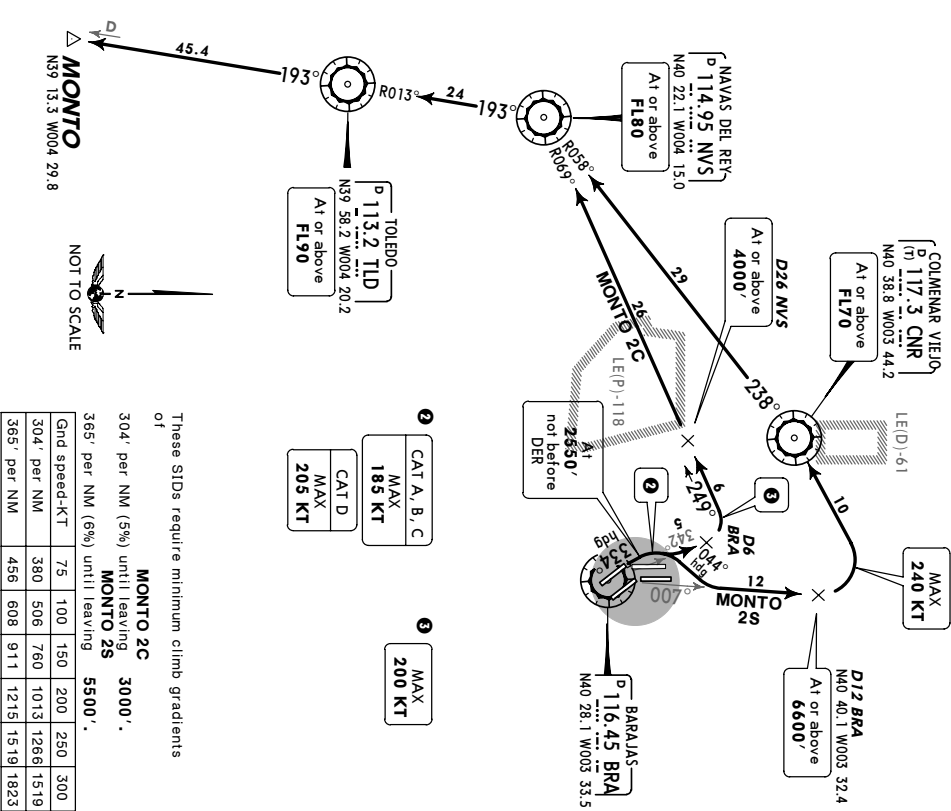
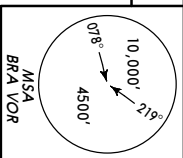
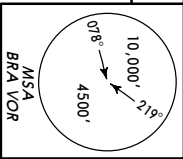
CHANGES: SIDs completely revised; runway designation & layout. © JEPPESEN SANDERSON, INC., 2002, 2005. ALL RIGHTS RESERVED.

Apt Elev 2000' Trans level: By ATC Trans alt: 6000'

Apt Elev 2000' Trans level: By ATC Trans alt: 6000'

MONTO TWO CHARLIE (MONTO 2C) [MONT2C]
MONTO TWO SIERRA (MONTO 2S) [MONT2S]
RWY 33L DEPARTURES
 FOR AIRCRAFT USABILITY REFER TO NOISE ABATEMENT PAGES

MONTO THREE ECHO (MONTO 3E) [MONT3E]
MONTO THREE WHISKEY (MONTO 3W) [MONT3W]
RWY 36L DEPARTURES
 FOR AIRCRAFT USABILITY REFER TO NOISE ABATEMENT PAGES



Initial ATC clearance: Maintain **FL 130** and request flight level change enroute

Initial ATC clearance: Maintain **FL 130** and request flight level change enroute

MONTO 2C
 Climb on 334° heading to **2550'**, turn RIGHT not before DER (BRA 1.3 DWE), intercept BRA R-342 to D6 BRA, turn LEFT, intercept NVS R-069 inbound to NVS, turn LEFT, intercept TLD R-013 inbound to TLD, TLD R-193 to MONTO.

MONTO 3E
 To S5Y, turn LEFT, intercept VJZ R-277 to D13 VJZ, turn LEFT, intercept NVS R-069 inbound to NVS, turn LEFT, intercept TLD R-013 inbound to TLD, TLD R-193 to MONTO.

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JEPPesen

MADRID, SPAIN

LEMD/MAD BARAJAS

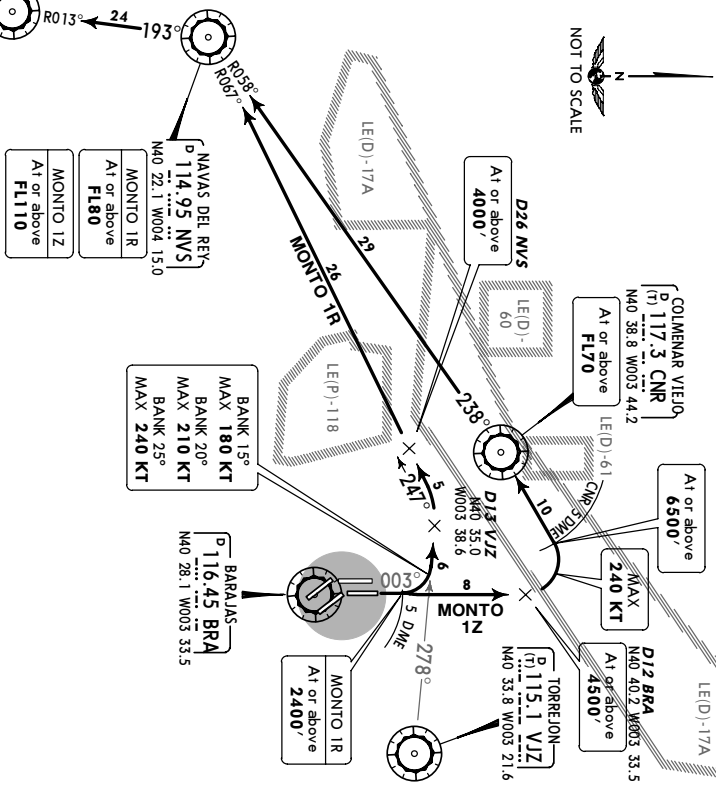
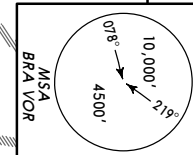
JEPPesen

MADRID, SPAIN

Ap't Elev 2000' Trans level: By ATC Trans alt: 6000'

Ap't Elev 2000' Trans level: By ATC Trans alt: 6000'

MONTO ONE ROMEO (MONTO 1R) [MONT1R]
MONTO ONE ZULU (MONTO 1Z) [MONT1Z]
RWY 36R DEPARTURES



These SIDs require minimum climb gradients of

	MONTO 1R	MONTO 1Z	FL70.			
365' per NM (6%) until leaving						
334' per NM (5.5%) until leaving						
Grnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823
334' per NM	418	557	835	1114	1392	1671

Initial ATC clearance: Maintain **FL130** and request flight level change enroute

Initial ATC clearance: Maintain **FL130** and request flight level change enroute

SID
MONTO 1R 1 On runway heading to BRA 5 DME, turn LEFT, intercept VJZ R-278 to D13 VJZ, turn LEFT, intercept NVS R-067 inbound to NVS, turn LEFT, intercept TLD R-013 inbound to TLD, TLD R-193 to MONTO.

SID
MONTO 1C 15R On 131° track as soon as possible, not later than reaching 2316', but after passing abeam BRA to BRA 2.4 DME, turn RIGHT, intercept BRA R-139, intercept PDT R-334 inbound to PDT, PDT R-109 to NANDO.

MONTO 1Z 2 On runway heading to BRA 5 DME, intercept BRA R-003 to D12 BRA, turn LEFT to CNR, intercept NVS R-058 inbound to NVS, turn LEFT, intercept TLD R-013 inbound to TLD, TLD R-193 to MONTO.

SID
NANDO 1V 15L On 130° heading as soon as possible, not later than reaching 2264', to BRA 10 DME, turn LEFT, intercept C/JN R-272 inbound to D19 C/JN, turn RIGHT, intercept VJZ R-125 to NANDO.

When LEID-17A is active coordinate with COLMENAR Tower.

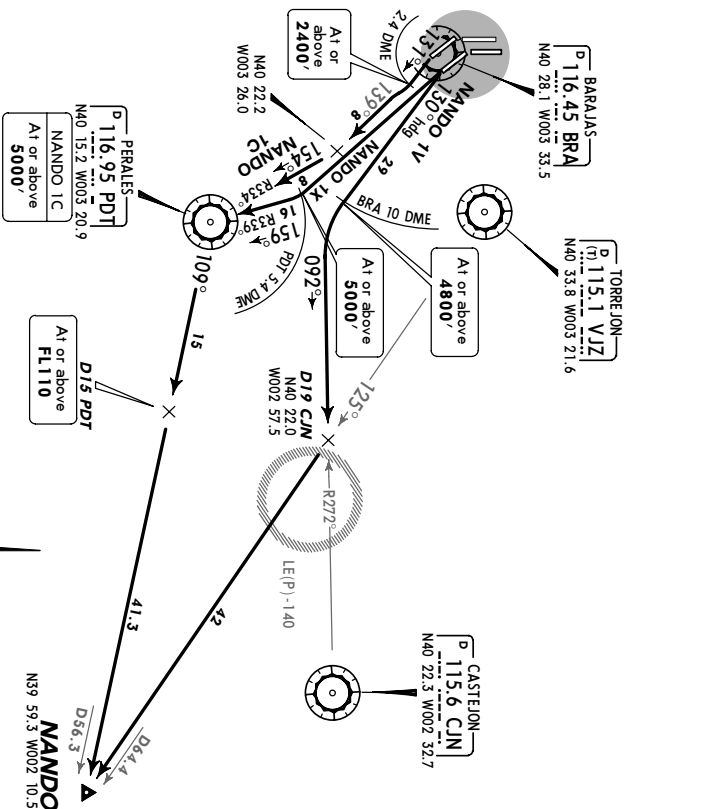
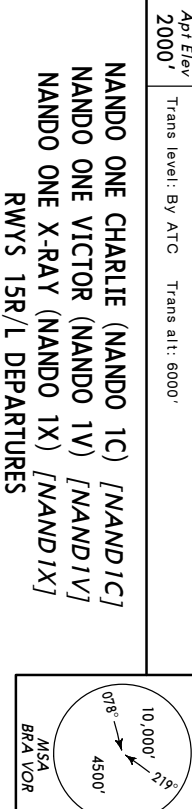
When LEID-17A is active coordinate with COLMENAR Tower.

Subject to LEID-61 activity, when LEID-60 is active coordinate with COLMENAR Tower.

Subject to LEID-61 activity, when LEID-60 is active coordinate with COLMENAR Tower.

When LEID-17A is active coordinate with COLMENAR Tower.

When LEID-17A is active coordinate with COLMENAR Tower.



These SIDs require minimum climb gradients of

	NANDO 1C	NANDO 1X	FL110.			
273' per NM (4.5%) until leaving						
334' per NM (5.5%) until leaving						
Grnd speed-KT	75	100	150	200	250	300
273' per NM	342	456	684	911	1139	1367
334' per NM	418	557	835	1114	1392	1671

Initial ATC clearance: Maintain **FL130** and request flight level change enroute

SID
NANDO 1C 15R On 131° track as soon as possible, not later than reaching 2316', but after passing abeam BRA to BRA 2.4 DME, turn RIGHT, intercept BRA R-139, intercept PDT R-334 inbound to PDT, PDT R-109 to NANDO.

SID
NANDO 1V 15L On 130° heading as soon as possible, not later than reaching 2264', to BRA 10 DME, turn LEFT, intercept C/JN R-272 inbound to D19 C/JN, turn RIGHT, intercept VJZ R-125 to NANDO.

When LEID-17A is active coordinate with COLMENAR Tower.

When LEID-17A is active coordinate with COLMENAR Tower.

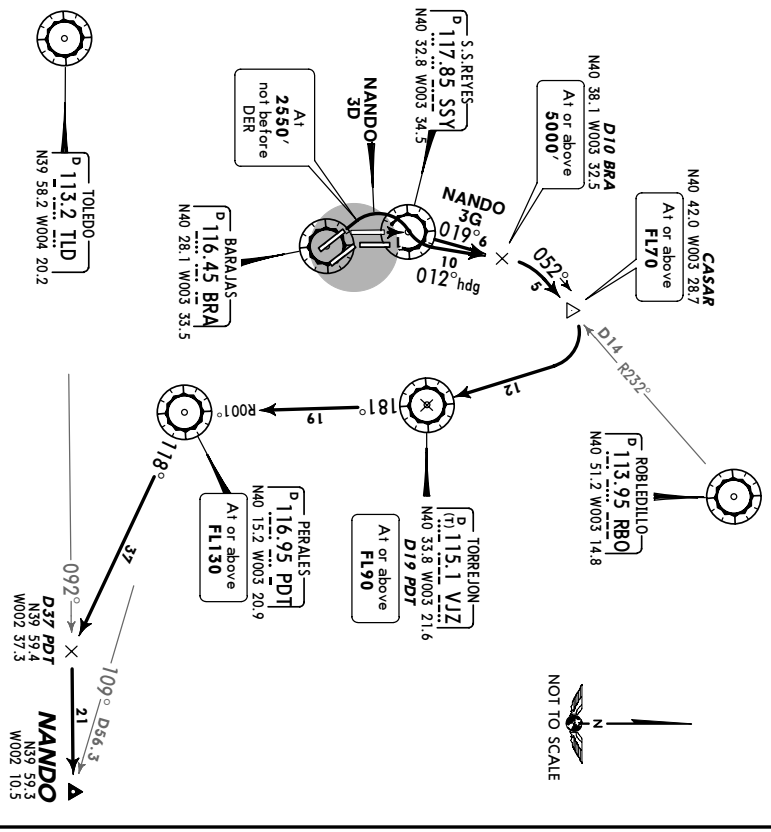
When LEID-17A is active coordinate with COLMENAR Tower.

JEPPesen
1 APR 05 (10-3M) EFF 14 APR

MADRID, SPAIN
SID

LEM/D/MAD
BARAJAS
Apt Elev 2000' Trans level: By ATC Trans alt: 6000'

NANDO THREE DELTA (NANDO 3D) [NAND3D]
NANDO THREE GOLF (NANDO 3G) [NAND3G]
RWYS 33L, 36L DEPARTURES



These SIDs require a minimum climb gradient of 425' per NM (7%) until leaving **FL90**.

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

Initial ATC clearance: **Maintain FL130 and request flight level change enroute**

SID	RWY
NANDO 3D	33L
NANDO 3G	36L

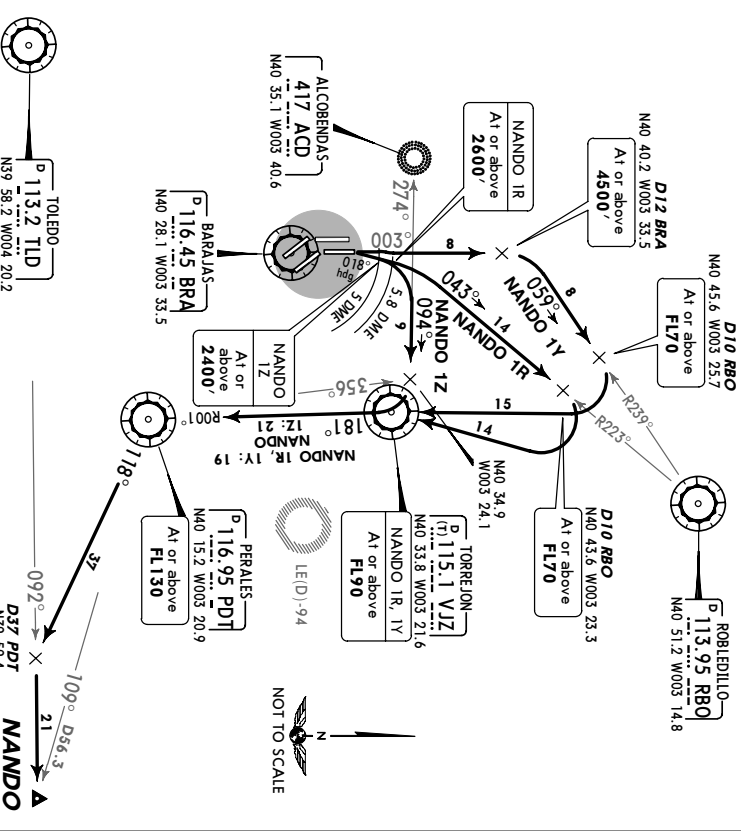
CHANGES: SIDs completely revised; runway designation & layout. ©JEPPesen SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

JEPPesen
1 APR 05 (10-3M) EFF 14 APR

MADRID, SPAIN
SID

LEM/D/MAD
BARAJAS
Apt Elev 2000' Trans level: By ATC Trans alt: 6000'

NANDO ONE ROMEO (NANDO 1R) [NAND1R]
NANDO ONE YANKEE (NANDO 1Y) [NAND1Y]
NANDO ONE ZULU (NANDO 1Z) [NAND1Z]
RWY 36R DEPARTURES
WHEN LE(D)-94 IS ACTIVE COORDINATE WITH TORREJON TOWER



These SIDs require minimum climb gradients of 365' per NM (6%) until leaving **FL70**.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	494	658	987	1317	1646	1975
334' per NM (5.5%) until leaving FL80 .	365	608	911	1215	1519	1823
395' per NM (6.5%) until leaving FL70 .	334	557	835	1114	1392	1671

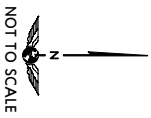
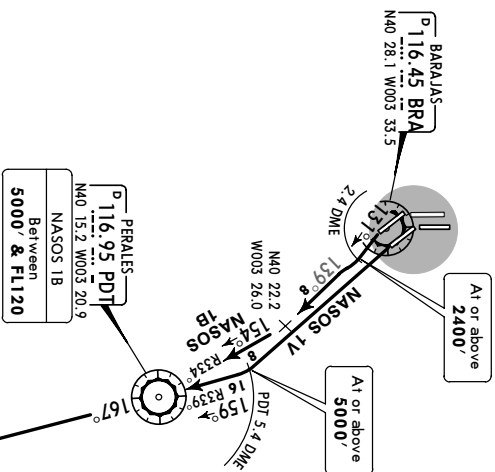
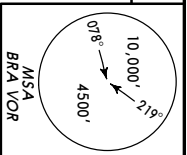
Initial ATC clearance: **Maintain FL130 and request flight level change enroute**

SID	RWY
NANDO 1R	36R
NANDO 1Y	36R
NANDO 1Z	36R

CHANGES: SIDs completely revised; runway designation & layout. ©JEPPesen SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

LEMD/MAD **JEPPESEN** **MADRID, SPAIN**
BARAJAS 1 APR 05 **10-3P** **EFF 14 APR** **SID**

NASOS ONE BRAVO (NASOS 1B) [NASO1B]
NASOS ONE VICTOR (NASOS 1V) [NASO1V]
RWYS 15R/L DEPARTURES



These SIDs require minimum climb gradients of

273' per NM (4.5%) until leaving	NASOS 1B	3000'
334' per NM (5.5%) until leaving	NASOS 1V	5000'

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

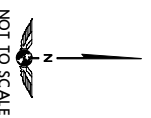
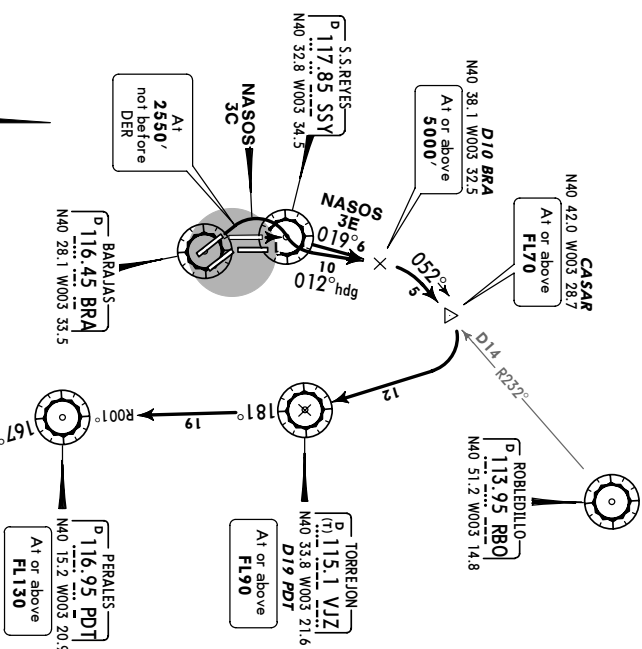
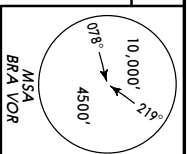
NASOS
 N39 23.9 W003 01.7

Initial ATC clearance: Maintain **FL130** and request flight level change enroute

SID	RWY	ROUTING
NASOS 1B	15R	On 131° track as soon as possible, not later than reaching 2316' , but after passing abeam BRA to BRA 2.4 DME, turn RIGHT, intercept BRA R-139, intercept PDT R-334 inbound to PDT, PDT R-167 to NASOS.
NASOS 1V	15L	On runway heading to PDT 5.4 DME, intercept PDT R-339 inbound to PDT, turn RIGHT, PDT R-167 to NASOS.

LEMD/MAD **JEPPESEN** **MADRID, SPAIN**
BARAJAS 1 APR 05 **10-3Q** **EFF 14 APR** **SID**

NASOS THREE CHARLIE (NASOS 3C) [NASO3C]
NASOS THREE ECHO (NASOS 3E) [NASO3E]
RWYS 33L, 36L DEPARTURES



These SIDs require a minimum climb gradient of

425' per NM (7%) until leaving	FL90.
Gnd speed-KT	75 100 150 200 250 300
425' per NM	532 709 1063 1418 1772 2127

NASOS
 N39 23.9 W003 01.7

Initial ATC clearance: Maintain **FL130** and request flight level change enroute

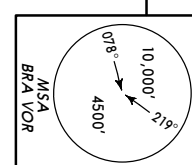
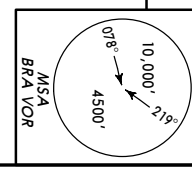
SID	RWY	ROUTING
NASOS 3C	33L	Climb on runway heading to 2550' , turn RIGHT not before DER (BRA 1.3 DME), 012° heading to D10 BRA, turn RIGHT, intercept RBO R-232 inbound to CASAR, turn RIGHT to VJZ, intercept PDT R-001 inbound to PDT, PDT R-167 to NASOS.
NASOS 3E	36L	To SBY, SSY R-019 to D10 BRA, turn RIGHT, intercept RBO R-232 inbound to CASAR, turn RIGHT to VJZ, intercept PDT R-001 inbound to PDT, PDT R-167 to NASOS. VJZ u/s: At CASAR turn RIGHT, intercept PDT R-001 inbound via D19 PDT to PDT, PDT R-167 to NASOS.

LEM/D/MAD MADRID, SPAIN

LEM/D/MAD MADRID, SPAIN

Ap't Elev 2000' Trans level: By ATC Trans alt: 6000'

Ap't Elev 2000' Trans level: By ATC Trans alt: 6000'

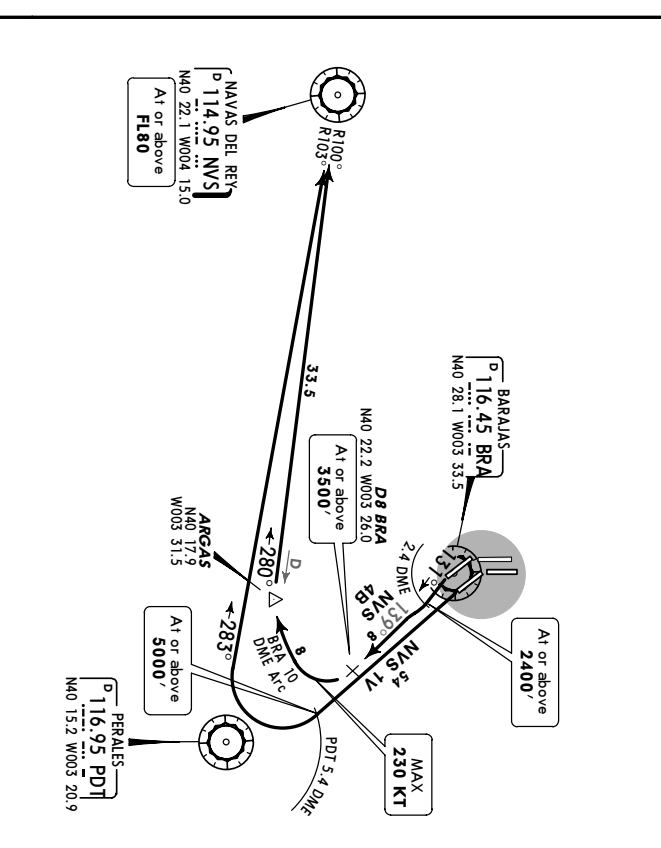
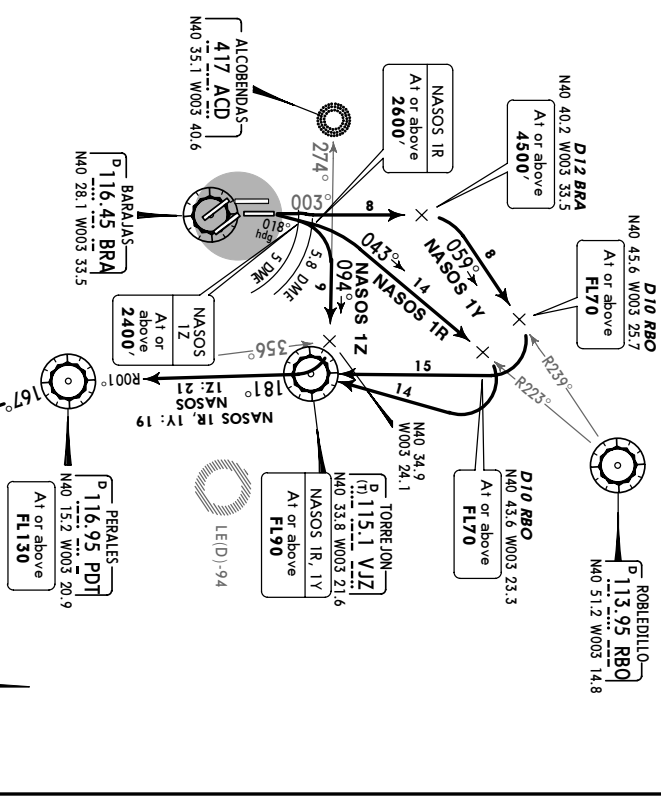


NASOS ONE ROMEO (NASOS 1R) [NASO1R]
NASOS ONE YANKEE (NASOS 1Y) [NASO1Y]
NASOS ONE ZULU (NASOS 1Z) [NASO1Z]
RWY 36R DEPARTURES

NAVAS FOUR BRAVO (NVS 4B)
NAVAS ONE VICTOR (NVS 1V)
RWYS 15R/L DEPARTURES

NASOS ONE ROMEO (NASOS 1R) [NASO1R]
NASOS ONE YANKEE (NASOS 1Y) [NASO1Y]
NASOS ONE ZULU (NASOS 1Z) [NASO1Z]
RWY 36R DEPARTURES

NAVAS FOUR BRAVO (NVS 4B)
NAVAS ONE VICTOR (NVS 1V)
RWYS 15R/L DEPARTURES



These SIDs require minimum climb gradients of

- 365' per NM (6%) until leaving **NASOS 1R** **FL70.**
- 334' per NM (5.5%) until leaving **NASOS 1Y** **FL80.**
- 395' per NM (6.5%) until leaving **NASOS 1Z** **FL70.**

These SIDs require minimum climb gradients of

- 304' per NM (5%) until leaving **NVS 4B** **5000'.**
- 334' per NM (5.5%) until leaving **NVS 1V** **5000'.**

Initial ATC clearance: Maintain FL130 and request flight level change enroute

Initial ATC clearance: Maintain FL130 and request flight level change enroute

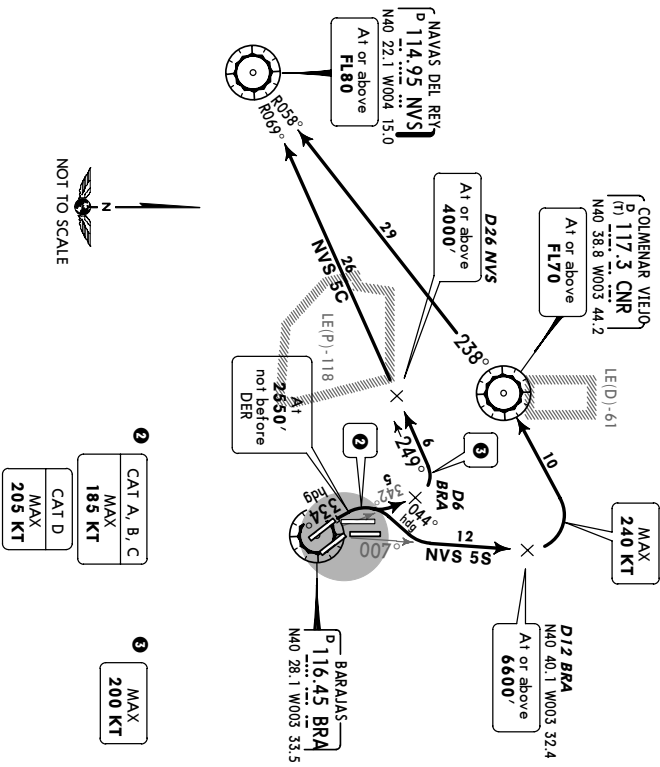
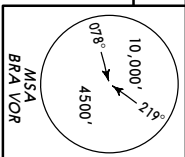
SID	Initial ATC clearance: Maintain FL130 and request flight level change enroute
NASOS 1R On 018° heading to BRA 5.8 DME, turn RIGHT, intercept RBO R-223 inbound to D10 RBO, turn RIGHT to VJZ, intercept PDT R-001 inbound to PDT, turn LEFT, PDT R-167 to NASOS.	
NASOS 1Y On runway heading to BRA 5 DME, intercept BRA R-003 to D12 BRA, turn RIGHT, intercept RBO R-239 inbound to D10 RBO, turn RIGHT to VJZ, intercept PDT R-001 inbound to PDT, turn LEFT, PDT R-167 to NASOS.	
NASOS 1Z On 018° heading to BRA 5 DME, turn RIGHT, intercept 094° bearing from ACD, turn RIGHT, intercept PDT R-356 turn RIGHT, intercept PDT R-001 inbound to PDT, turn LEFT, PDT R-167 to NASOS.	

SID	Initial ATC clearance: Maintain FL130 and request flight level change enroute
NVS 4B On 131° track as soon as possible, not later than reaching 2316', but after passing abeam BRA to BRA 2.4 DME, turn RIGHT, intercept BRA R-139 to D8 BRA, turn RIGHT, along BRA 10 DME arc to ARGAS, intercept NVS R-100 inbound to NVS.	
NVS 1V On runway heading to PDT 5.4 DME, turn RIGHT, intercept NVS R-103 inbound to NVS.	

LEMD/MAD **JEPPESEN** **MADRID, SPAIN**
BARAJAS 6 MAY 05 **(10-3U)** **STD**

Apt Elev 2000' Trans level: By ATC Trans alt: 6000'

NAVAS FIVE CHARLIE (NVS 5C)
NAVAS FIVE SIERRA (NVS 5S)
RWY 33L DEPARTURES
 FOR AIRCRAFT USABILITY REFER TO NOISE ABATEMENT PAGES



These SIDs require minimum climb gradients of

NVS 5C	3000'
304' per NM (5%) until leaving	
NVS 5S	5500'
365' per NM (6%) until leaving	
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 FL130** and request flight level change enroute

ROUTING

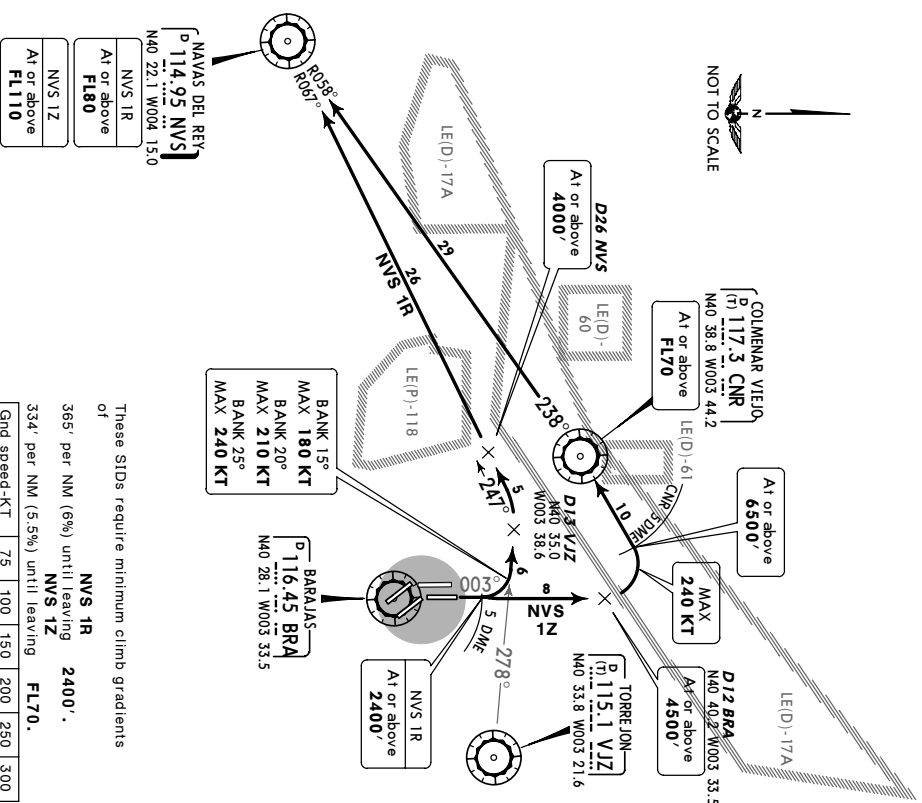
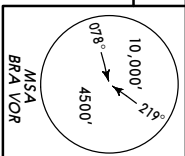
- NVS 5C** Climb on 334° heading to **2550'**, turn RIGHT not before DER (BRA 1.3 DME), intercept BRA R-342 to DE BRA, turn LEFT, intercept NVS R-069 inbound to NVS.
- NVS 5S** Climb on 334° heading to **2550'**, turn RIGHT not before DER (BRA 1.3 DME), 044° heading, intercept BRA R-007 to D12 BRA, turn LEFT to CNR, intercept NVS R-058 inbound to NVS.

CHANGES: None. © JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

LEMD/MAD **JEPPESEN** **MADRID, SPAIN**
BARAJAS 6 MAY 05 **(10-3V1)** **STD**

Apt Elev 2000' Trans level: By ATC Trans alt: 6000'

NAVAS ONE ROMEO (NVS 1R)
NAVAS ONE ZULU (NVS 1Z)
RWY 36R DEPARTURES



These SIDs require minimum climb gradients of

NVS 1R	2400'
365' per NM (6%) until leaving	
NVS 1Z	FL70
334' per NM (5.5%) until leaving	
Gnd speed-KT	75 100 150 200 250 300
365' per NM	456 608 911 1215 1519 1823
334' per NM	418 557 835 1114 1392 1671

Initial ATC clearance: **Maintain FL130** and request flight level change enroute

SID

- NVS 1R** On runway heading to BRA 5 DME, turn LEFT, intercept VJZ R-278 to D13 VJZ, turn LEFT, intercept NVS R-067 inbound to NVS.
- NVS 1Z** On runway heading to BRA 5 DME, intercept BRA R-003 to D12 BRA, turn LEFT to CNR, intercept NVS R-058 inbound to NVS.

CHANGES: CNR 5 DME crossing established. © JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

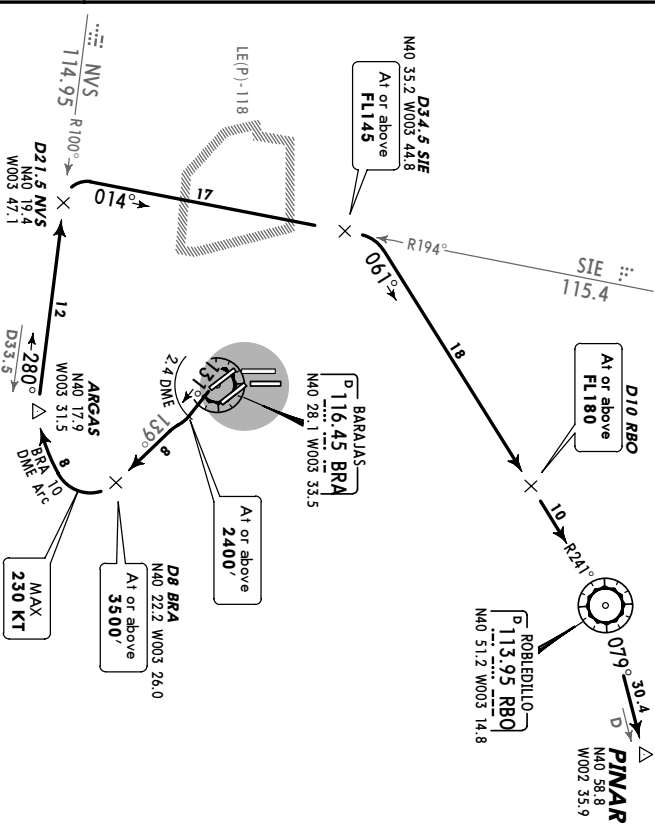
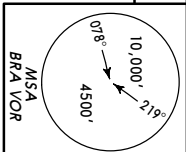
LEMD/MAD
BARAJAS

JEPPESSEN
6 MAY 05 (10-3V2)

MADRID, SPAIN
SID

Apt Elev 2000' Trans level: By ATC Trans alt: 6000'

PINAR ONE BRAVO (PINAR 1B) [PINAB]
RWY 15R DEPARTURE



This SID requires minimum climb gradients of

425' per NM (7%) until leaving FL145, then 243' per NM (4%) between FL145 & FL180.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
243' per NM	304	405	608	810	1013	1215

Maintain FL130 until intercepting SIE R-194 inbound.

ROUTING

On 131° track as soon as possible, not later than reaching 2316', but after passing abeam BRA to BRA 2.4 DME, turn RIGHT, intercept BRA R-139 to D8 BRA, turn RIGHT, along BRA 10 DME arc to ARGAS, intercept NVS R-100 inbound to D21.5 NVS, turn RIGHT, intercept SIE R-194 inbound to D24.5 SIE, turn RIGHT, intercept RBO R-241 inbound to RBO, then to PINAR.

CHANGES: None. © JEPPESSEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

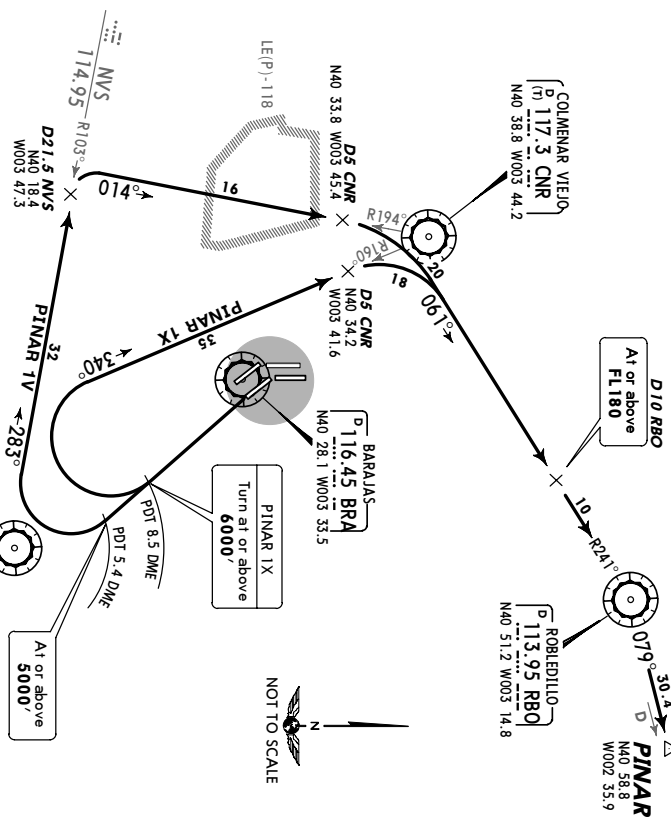
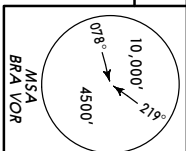
LEMD/MAD
BARAJAS

JEPPESSEN
1 APR 05 (10-3V3) EFF 14 APR

MADRID, SPAIN
SID

Apt Elev 2000' Trans level: By ATC Trans alt: 6000'

PINAR ONE VICTOR (PINAR 1V) [PINAV]
PINAR ONE X-RAY (PINAR 1X) [PINAX]
RWY 15L DEPARTURES



These SIDs require minimum climb gradients of

334' per NM (5.5%) until leaving FL180, then 608' per NM (10%) until leaving 6000', then 304' per NM (5%) between 6000' & FL180.

Gnd speed-KT	75	100	150	200	250	300
608' per NM	760	1013	1519	2025	2532	3038
334' per NM	418	557	835	1114	1392	1671
304' per NM	380	506	760	1013	1266	1519

Maintain FL130 until intercepting CNR R-194 inbound.

SID

ROUTING

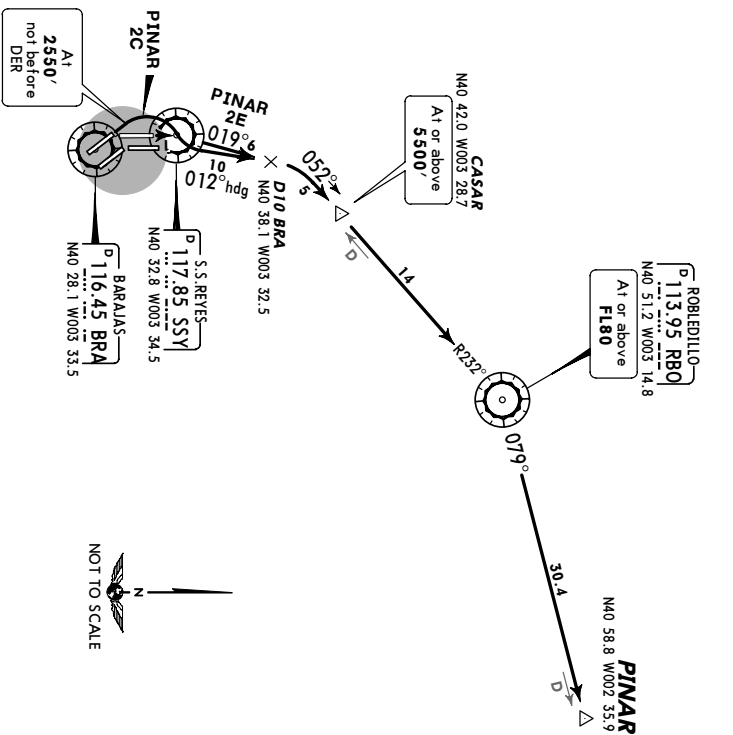
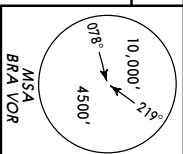
On runway heading to PDT 5.4 DME, turn RIGHT, intercept NVS R-103 inbound to D21.5 NVS, turn RIGHT, intercept CNR R-194 inbound to D5 CNR, turn RIGHT, intercept RBO R-241 inbound to RBO, RBO R-079 to PINAR.
On runway heading to PDT 8.5 DME, turn RIGHT, intercept CNR R-160 inbound to D5 CNR, turn RIGHT, intercept RBO R-241 inbound to RBO, RBO R-079 to PINAR.

CHANGES: New chart. © JEPPESSEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

LEM/D/MAD **JEPPESEN** **MADRID, SPAIN**
BARAJAS 1 APR 05 **(10-3V4)** **EFF 14 APR** **STD**

Apt Elev 2000' Trans level: By ATC Trans alt: 6000'

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



These SIDs require a minimum climb gradient of 304' per NM (5%) until leaving 5000'.

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

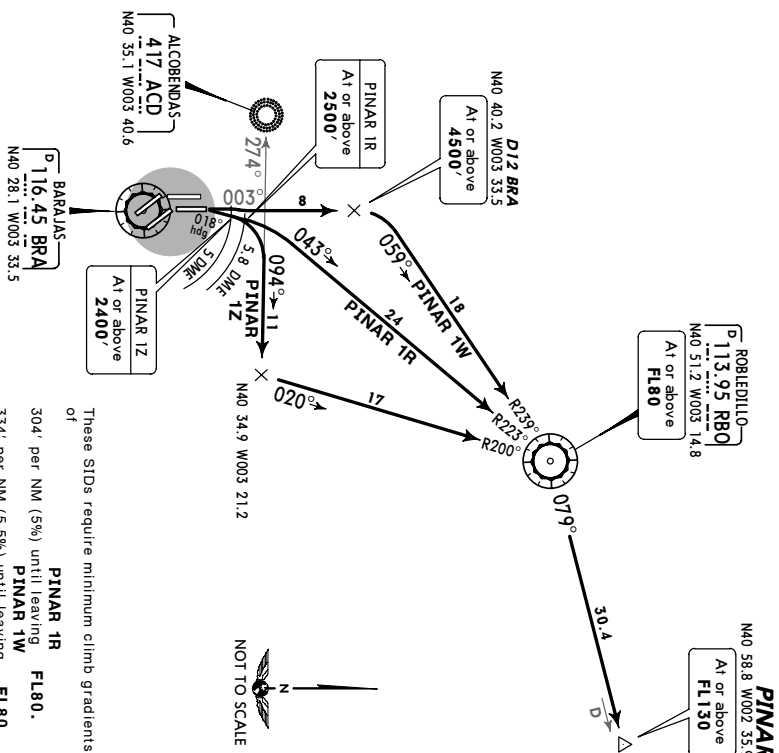
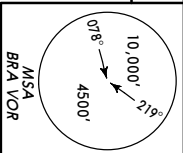
SID	RWY	ROUTING
PINAR 2C	33L	Climb on runway heading to 2550', turn RIGHT not before DER (BRA 1.3 DME), 012° heading to D10 BRA, turn RIGHT, intercept RBO R-232 inbound via CASAR to RBO, then to PINAR.
PINAR 2E	36L	To SSV, SSV R-019 to D10 BRA, turn RIGHT, intercept RBO R-232 inbound via CASAR to RBO, turn RIGHT, intercept RBO R-079 to PINAR.

CHANGES: New chart. © JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

LEM/D/MAD **JEPPESEN** **MADRID, SPAIN**
BARAJAS 1 APR 05 **(10-3V5)** **EFF 14 APR** **STD**

Apt Elev 2000' Trans level: By ATC Trans alt: 6000'

PINAR ONE ROMEO (PINAR 1R) [PINA1R]
PINAR ONE WHISKEY (PINAR 1W) [PINA1W]
PINAR ONE ZULU (PINAR 1Z) [PINA1Z]
RWY 36R DEPARTURES



These SIDs require minimum climb gradients of 304' per NM (5%) until leaving 5000'.
 304' per NM (5%) until leaving **PINAR 1R FL80.**
 334' per NM (5.5%) until leaving **PINAR 1W FL80.**
 395' per NM (6.5%) until leaving **PINAR 1Z FL70.**

Gnd speed-KT	75	100	150	200	250	300
304' per NM	494	658	987	1317	1646	1975
334' per NM	418	557	835	1114	1392	1671
304' per NM	380	506	760	1013	1266	1519

SID	ROUTING
PINAR 1R	On 018° heading to BRA 5.8 DME, turn RIGHT, intercept RBO R-223 inbound to RBO, turn RIGHT, RBO R-079 to PINAR.
PINAR 1W	On runway heading to BRA 5 DME, intercept BRA R-003 to D12 BRA, turn RIGHT, intercept RBO R-238 inbound to RBO, turn RIGHT, RBO R-079 to PINAR.
PINAR 1Z	On 018° heading to BRA 5 DME, turn RIGHT, intercept 094° bearing from ACD, intercept RBO R-200 inbound to RBO, turn RIGHT, RBO R-079 to PINAR.

CHANGES: New chart. © JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

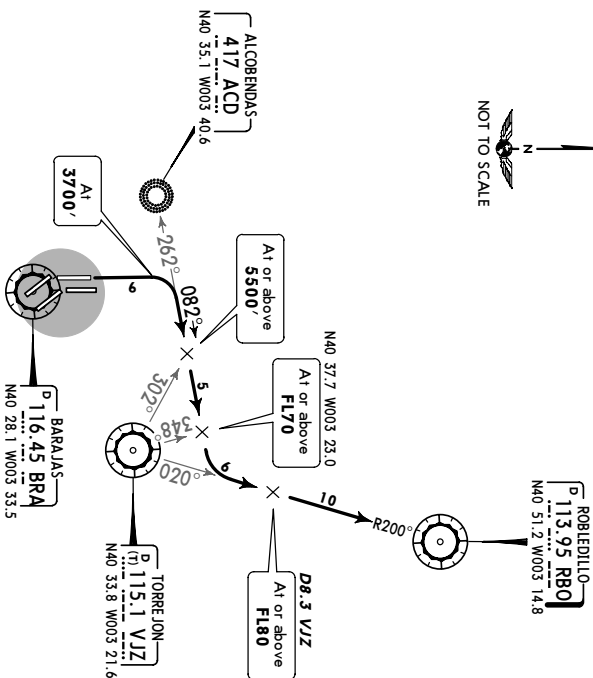
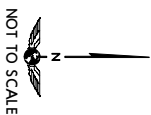
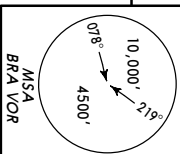
LEMD/MAD
BARAJAS

MADRID, SPAIN
SID

Ap't Elev 2000' Trans level: By ATC Trans alt: 6000'

JEPPesen
1 APR 05 10-3V6 EFF 14 APR

ROBLEDILLO ONE ECHO (RBO 1E)
RWY 36L DEPARTURE
TURBOPROP ONLY



This SID requires a minimum climb gradient of 395' per NM (6.5%) until leaving **FL70**.

Gnd speed-KT	75	100	150	200	250	300
395' per NM	484	658	987	1317	1646	1975

Initial ATC clearance: Maintain **FL130** and request flight level change enroute

ROUTING

Climb on runway heading to **3700'**, turn RIGHT, intercept 082° bearing from ACD, when crossing VJZ R-348 intercept VJZ R-020 to RBO.

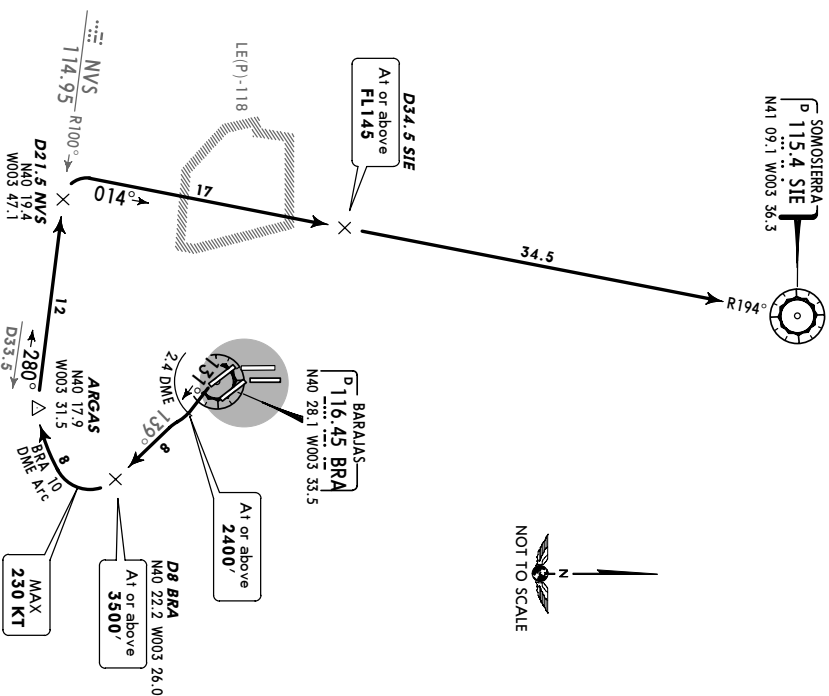
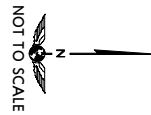
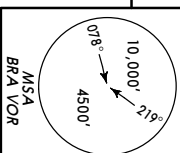
LEMD/MAD
BARAJAS

MADRID, SPAIN
SID

Ap't Elev 2000' Trans level: By ATC Trans alt: 6000'

JEPPesen
1 APR 05 10-3V7 EFF 14 APR

SOMOSIERRA ONE BRAVO (SIE 1B)
RWY 15R DEPARTURE



This SID requires a minimum climb gradient of 425' per NM (7%) until leaving **FL145**.

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

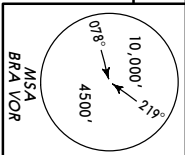
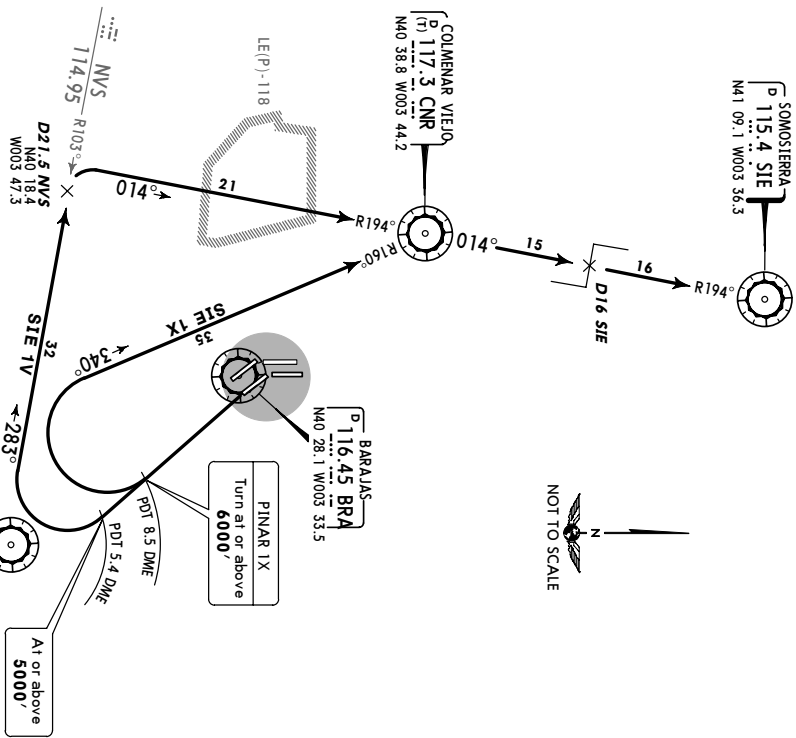
Maintain **FL130** until intercepting SIE R-194 inbound.

ROUTING

On 131° track as soon as possible, not later than reaching **2316'**, but after passing abeam BRA to BRA 2.4 DME, turn RIGHT, intercept BRA R-139 to D8 BRA, turn RIGHT, along BRA 10 DME arc to ARGAS, intercept NVS R-100 inbound to D21.5 NVS, turn RIGHT, intercept SIE R-194 inbound to SIE.

Apt Elev 2000' Trans level: By ATC Trans alt: 6000'

SOMOSIERRA ONE VICTOR (SIE 1V)
SOMOSIERRA ONE X-RAY (SIE 1X)
RWY 15L DEPARTURES



These SIDs require minimum climb gradients of

SIE 1V	5000'
SIE 1X	6000'

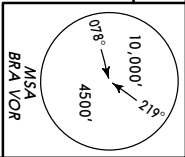
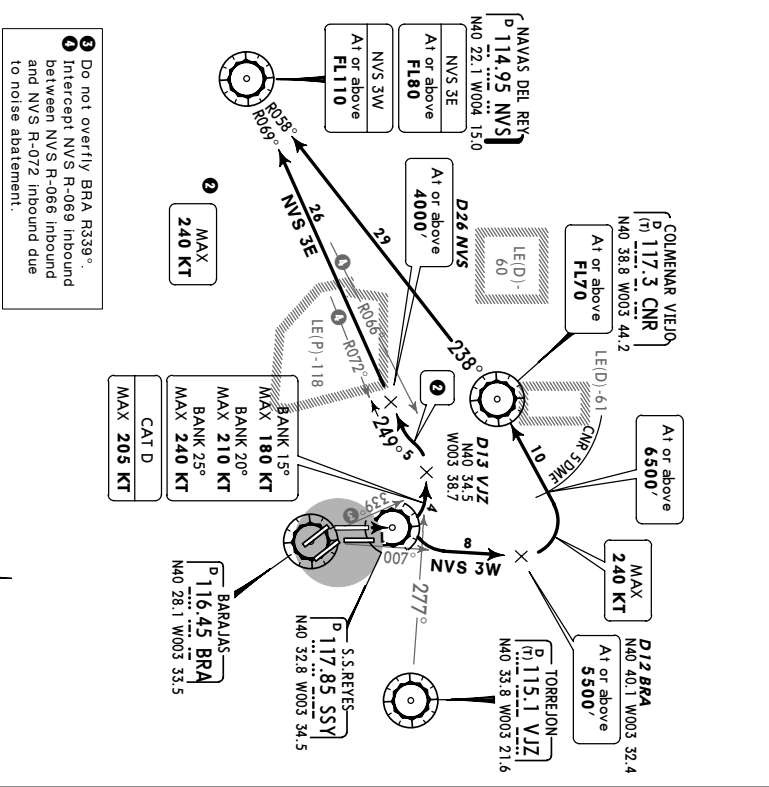
608' per NM (10%) until leaving
 334' per NM (5.5%) until leaving

Grnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671
608' per NM	760	1013	1519	2025	2532	3038

SID **ROUTING**
SIE 1V: Maintain **FL130** until intercepting CNR R-194 inbound
SIE 1X: On runway heading to PPT 5.4 DME, turn RIGHT, intercept NVS R-103 inbound to D21.5 NVS, turn RIGHT, intercept CNR R-194 inbound to CNR, CNR R-014/SIE R-194 inbound to SIE.
SIE 1X High performance aircraft: On runway heading to PPT 8.5 DME, turn RIGHT, intercept CNR R-160 inbound to CNR, turn RIGHT, intercept CNR R-014/SIE R-194 inbound to SIE.

Apt Elev 2000' Trans level: By ATC Trans alt: 6000'

NAVAS THREE ECHO (NVS 3E)
NAVAS THREE WHISKEY (NVS 3W)
RWY 36L DEPARTURES



These SIDs require minimum climb gradients of

NVS 3E	4500'
NVS 3W	5500'

425' per NM (7%) until leaving
 456' per NM (10%) until leaving

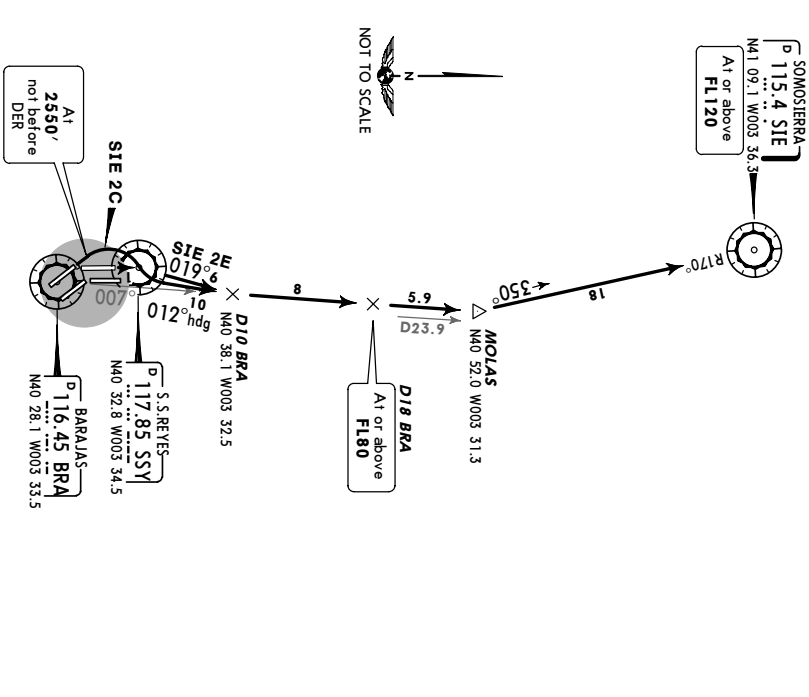
Grnd speed-KT	75	100	150	200	250	300
456' per NM	570	760	1139	1519	1899	2279
425' per NM	532	709	1063	1418	1772	2127

SID **ROUTING**
NVS 3E: To S5Y, turn LEFT, intercept VJZ R-277 to D13 VJZ, turn LEFT, intercept NVS R-069 inbound to NVS.
NVS 3W: To S5Y, turn LEFT, intercept NVS R-069 inbound to NVS. To S5Y, turn RIGHT, intercept as soon as possible BRA R-007 to D12 BRA, turn LEFT to CNR, intercept NVS R-058 inbound to NVS.
1 Subject to LE(D)-61 activity. When LE(D)-61 is active use SID NVS 3E. When LE(D)-60 is active coordinate with COLMENAR Tower.
 CHANGES: CNR crossings.

LEM/D/MAD
BARAJAS
1 APR 05 **(10-3W)** **EFF 14 APR**
MADRID, SPAIN
STD

Apt Elev 2000' Trans level: By ATC Trans alt: 6000'

SOMOSIERRA TWO CHARLIE (SIE 2C)
SOMOSIERRA TWO ECHO (SIE 2E)
RWYS 33L, 36L DEPARTURES



These SIDs require minimum climb gradients of

SIE 2C	FL80.
365' per NM (6%) until leaving	
SIE 2E	FL80.
425' per NM (7%) until leaving	
Grid speed-KT	75 100 150 200 250 300
365' per NM	456 608 911 1215 1519 1823
425' per NM	532 709 1063 1418 1772 2127

Initial ATC clearance: **Maintain FL130** and request flight level change enroute

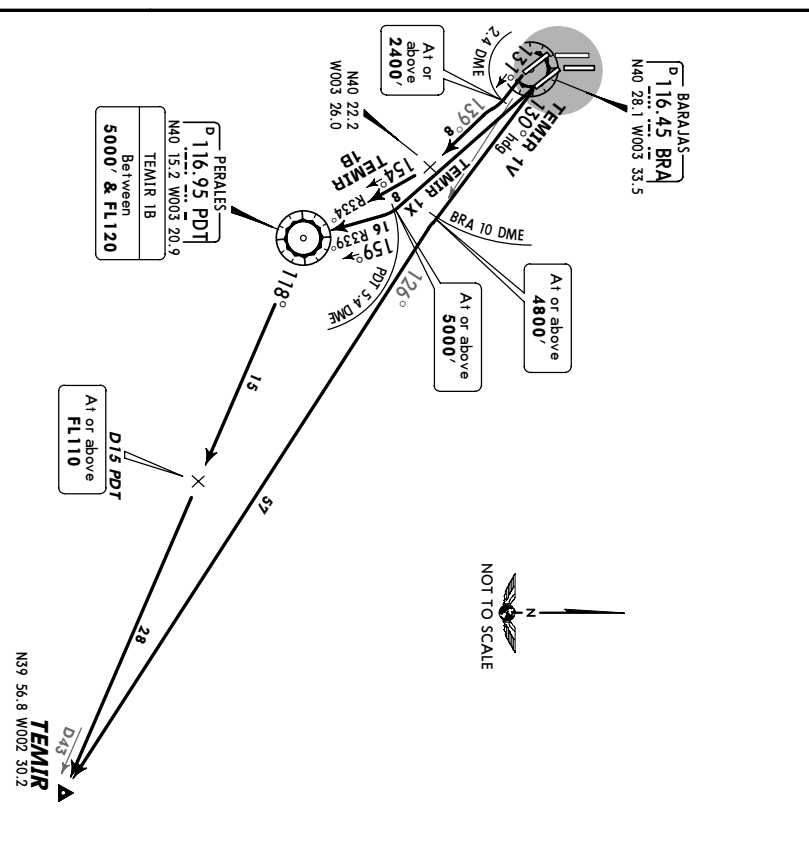
SID	RWY	ROUTING
SIE 2C	33L	Climb on runway heading to 2550' , turn RIGHT not before DER (BRA 1.3 DME), 012° heading to D10 BRA, intercept BRA R-007 to MOLAS, turn LEFT , intercept SIE R-170 inbound to SIE.
SIE 2E	36L	To SSV, SSV R-019 to D10 BRA, intercept BRA R-007 to MOLAS, turn LEFT , intercept SIE R-170 inbound to SIE.

CHANGES: New chart.

LEM/D/MAD
BARAJAS
1 APR 05 **(10-3X1)** **EFF 14 APR**
MADRID, SPAIN
STD

Apt Elev 2000' Trans level: By ATC Trans alt: 6000'

TEMIR ONE BRAVO (TEMIR 1B) [TEMIR1B]
TEMIR ONE VICTOR (TEMIR 1V) [TEMIR1V]
TEMIR ONE X-RAY (TEMIR 1X) [TEMIR1X]
RWYS 15R/L DEPARTURES



These SIDs require minimum climb gradients of

TEMIR 1B	3000'
273' per NM (4.5%) until leaving	
TEMIR 1V	4800'
334' per NM (5.5%) until leaving	
TEMIR 1X	FL110.
334' per NM (5.5%) until leaving	

Initial ATC clearance: **Maintain FL130** and request flight level change enroute

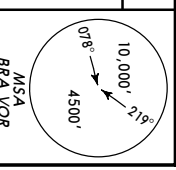
SID	RWY	ROUTING
TEMIR 1B	15R	On 131° track as soon as possible, not later than reaching 2316' , but after passing abeam BRA to BRA 2.4 DME, turn RIGHT , intercept BRA R-139, intercept PDT R-334 inbound to PDT, PDT R-118 to TEMIR.
TEMIR 1V	15L	On 130° heading as soon as possible, not later than reaching 2264' to BRA 10 DME, intercept BRA R-126 to TEMIR.
TEMIR 1X		On runway heading to PDT, turn LEFT , PDT R-118 to TEMIR.

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

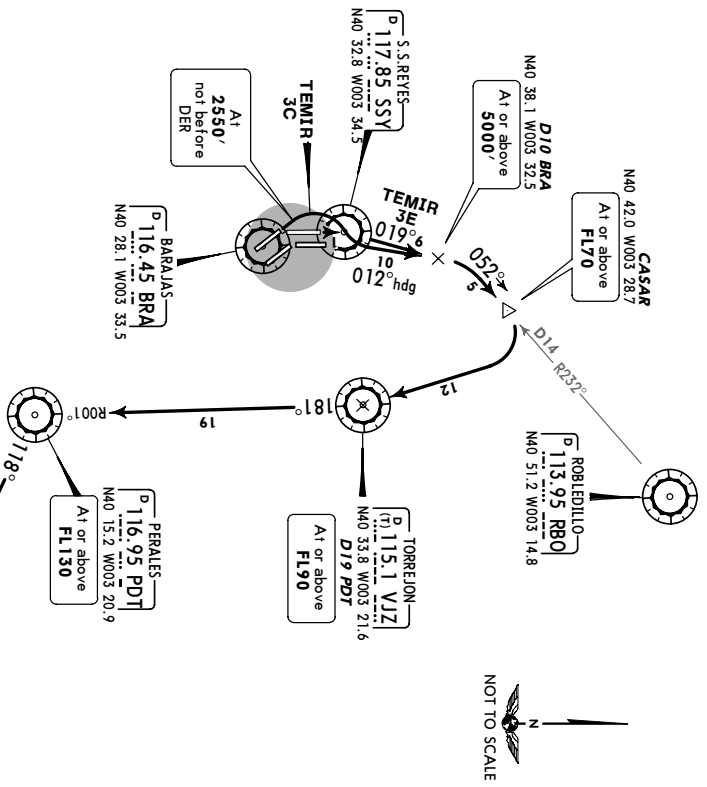
CHANGES: New chart.

LEM/D/MAD
BARAJAS
 1 APR 05 **(10-3X2)** **EFF 14 APR**
MADRID, SPAIN
STD

Apt Elev 2000' Trans level: By ATC Trans alt: 6000'



TEMIR THREE CHARLIE (TEMIR 3C) [TEMI3C]
TEMIR THREE ECHO (TEMIR 3E) [TEMI3E]
RWYS 33L, 36L DEPARTURES



These SIDs require a minimum climb gradient of 425' per NM (7%) until leaving **FL90**.

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

TEMIR
 NS9 56.8 W002 30.2

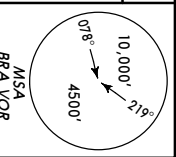
Initial ATC clearance: Maintain **FL130** and request flight level change enroute

ROUTING

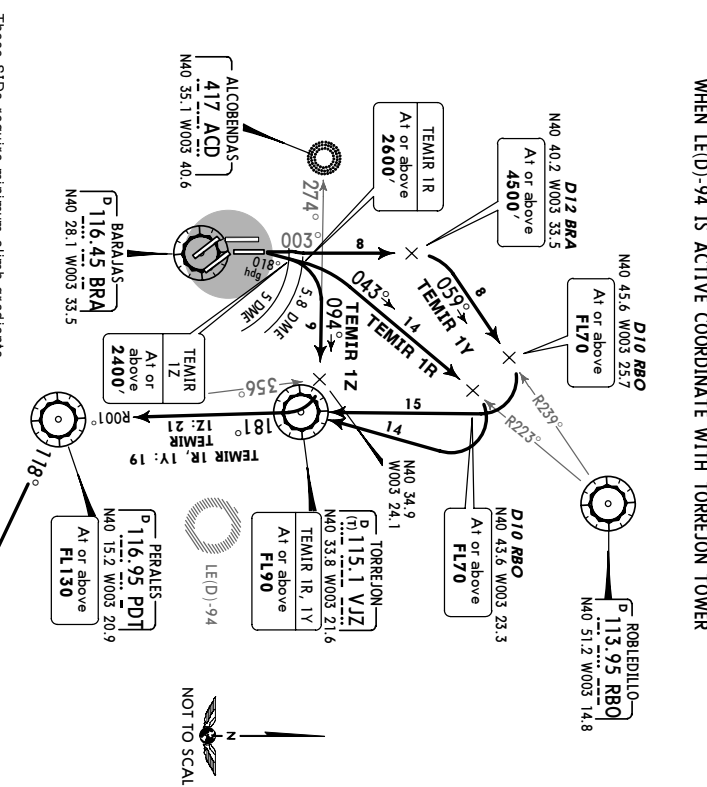
SID	RWY
TEMIR 3C	33L
Climb on runway heading to 2550' , turn RIGHT not before DER (BRA 1.3 DME), 012° heading to D10 BRA, turn RIGHT, intercept RBO R-232 inbound to CASAR, turn RIGHT to VJZ, intercept PDT R-001 inbound to PDT, PDT R-118 to TEMIR.	
VJZ u/s , At CASAR turn RIGHT, intercept PDT R-001 inbound via D19 PDT to PDT, PDT R-118 to TEMIR.	
TEMIR 3E	36L
To SSY, SSY R-019 to D10 BRA, turn RIGHT, intercept RBO R-232 inbound to CASAR, turn RIGHT to VJZ, intercept PDT R-001 inbound to PDT, PDT R-118 to TEMIR.	
VJZ u/s , At CASAR turn RIGHT, intercept PDT R-001 inbound via D19 PDT to PDT, PDT R-118 to TEMIR.	

LEM/D/MAD
BARAJAS
 1 APR 05 **(10-3X3)** **EFF 14 APR**
MADRID, SPAIN
STD

Apt Elev 2000' Trans level: By ATC Trans alt: 6000'



TEMIR ONE ROMEO (TEMIR 1R) [TEMI1R]
TEMIR ONE YANKEE (TEMIR 1Y) [TEMI1Y]
TEMIR ONE ZULU (TEMIR 1Z) [TEMI1Z]
RWY 36R DEPARTURES



These SIDs require minimum climb gradients of

Gnd speed-KT	75	100	150	200	250	300
365' per NM	494	658	987	1317	1646	1975
395' per NM	456	608	911	1215	1518	1823
334' per NM	418	557	835	1114	1392	1671

TEMIR
 NS9 56.8 W002 30.2

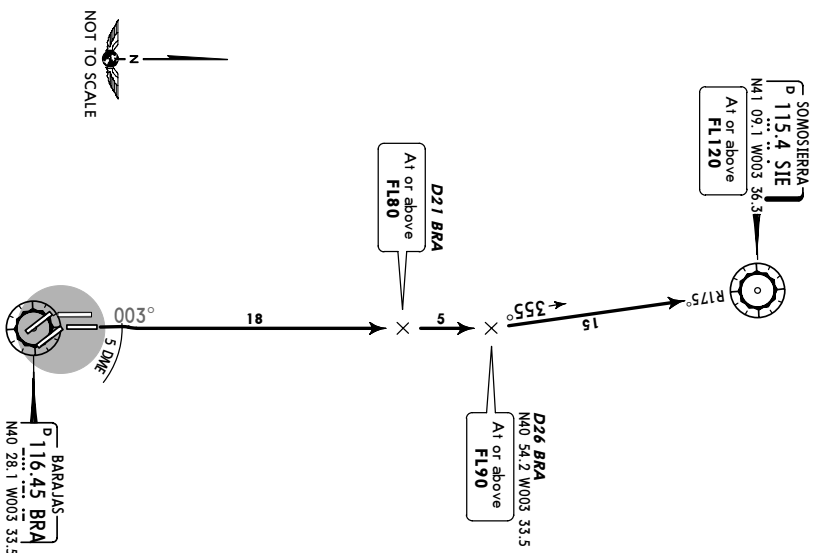
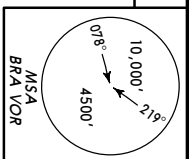
Initial ATC clearance: Maintain **FL130** and request flight level change enroute

ROUTING

SID	RWY
TEMIR 1R	36R
On 018° heading to BRA 5.8 DME, turn RIGHT, intercept RBO R-223 inbound to D10 RBO, turn RIGHT to VJZ, intercept PDT R-001 inbound to PDT, turn LEFT, PDT R-118 to TEMIR.	
TEMIR 1Y	36R
On runway heading to BRA 5 DME, intercept BRA R-003 to D12 BRA, turn RIGHT, intercept RBO R-238 inbound to D10 RBO, turn RIGHT to VJZ, intercept PDT R-001 inbound to PDT, turn LEFT, PDT R-118 to TEMIR.	
TEMIR 1Z	36R
On 018° heading to BRA 5 DME, turn RIGHT, intercept 094° bearing from ACD, when passing PDT R-356 turn RIGHT, intercept PDT R-001 inbound to PDT, turn LEFT, PDT R-118 to TEMIR.	

LEM/D/MAD **JEPPESEN** **MADRID, SPAIN**
 BARAJAS 1 APR 05 (10-3X) **STD**
 Apt Elev 2000' Trans level: By ATC Trans alt: 6000'

SOMOSIERRA ONE ROMEO (SIE 1R)
RWY 36R DEPARTURE



This SID requires a minimum climb gradient of 365' per NM (6%) until leaving **FL100**.

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

Initial ATC clearance: **Maintain FL 130** and request flight level change enroute
ROUTING
 Climb on runway heading to BRA 5 DME, intercept BRA R-003 to D26 BRA, turn LEFT, intercept SIE R-175 inbound to SIE.
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LEM/D/MAD **JEPPESEN** **MADRID, SPAIN**
 BARAJAS 6 MAY 05 (10-4) **NOISE**

NOISE ABATEMENT

SUMMER	: LT minus 2 HOURS	= UTC (Z)
WINTER	: LT minus 1 HOUR	= UTC (Z)

GENERAL

Madrid airport is not available to aircraft without radio communication and to General Aviation and Business aircraft (except cargo) with a MTOW less than 35000 kgs and a capacity less than 70 passengers between 0700-2300LT.
 Between 0800-1000LT (0700-0900LT Winter), 1200-1300LT (1100-1200LT Winter), 1600-1800LT (1500-1700LT Winter) and 2100-2230LT the use of airport is restricted for General Aviation non-jet aircraft, except State, hospital and SAR aircraft. Affected aircraft requiring the use of airport during these times, will assume the possible delays, as jets will always have priority.
 The following procedures are applicable to all aircraft for landing and take-off - except for safety reasons - to avoid excessive noise in areas surrounding the airport. Non compliance will cause sanctions to aircraft operators. If unable to comply submit alternative procedures to correspondent authority for approval.
 Departure and arrival paths will be radar monitored and noise level will be measured for each operation.
 Arrival or Departure operations of aircraft 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 aircraft.

PREFERENTIAL RUNWAY SYSTEM

North configuration
 In normal operational conditions (the runway surface is dry or it is with braking action good)
 - runway 36L will be used for take-off.
 - runway 33L will be used for landing.
 - runway 15L/R will not be authorized for take-off.
 Runway configuration 36R (take-off) and 33R (landing) under exceptional circumstances.
South configuration
 In normal operational conditions (the runway surface is dry or it is with braking action good)
 - runway 15R will be used for take-off.
 - runway 18R will be used for landing.
 - runway 33L/R will not be authorized for take-off.
 Runway configuration 15L (take-off) and 18L (landing) under exceptional circumstances.

ARRIVALS

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

DEPARTURES

Departures shall be performed in accordance to ICAO DOC 8168 NOISE ABATEMENT DEPARTURE PROCEDURE A (NADP A). Aircraft may be exempted when using different procedures, duly reported to Airport Management in advance, which are proved to lead to a less acoustic impact or due to safety reasons.

North configuration

Runway 36L: Usable for take-off.
 SIDs MONTO 3W & NVS 3W are mandatory for aircraft included in the list shown below.
 Aircraft not included in the list are allowed to use SIDs MONTO 3E & NVS 3E.
 Runway 36R: Available under exceptional circumstances.

cont'd

LEMD/MAD **JEPPESSEN** MADRID, SPAIN
BARAJAS 6 MAY 05 (10-4A) **NOISE**

NOISE ABATEMENT

DEPARTURES (cont'd)

AIRCRAFT LIST

AN-72, A-124, B-721, B-722, B-731, B-732, B-747, DC-8, DC-10, H-25A, IL-62, SBR-1, T-134, YK-42.

South configuration

Runway 15L/R: Initial segments of all published SIDs shall be followed strictly.
Runway 18L/R: Usable for landing.

RUN-UP TESTS

Run-up tests higher than idle regime are allowed H24 at qualified motor test areas.
The request of run-up test clearance in any regime type and any question about the test procedure must be addressed to:

Centro de Operaciones
Tel: 34-913 93 65 52
Fax: 34-913 93 62 01

NIGHT OPERATING RESTRICTION DUE TO NOISE QUOTA

OPERATING RESTRICTIONS

1. Departure and arrival operations classified as CR-8 and CR-16 are forbidden between 0000-0600LT.
2. New flight permission will not be allowed for CR-4 classified aircraft unless the operator had scheduled the flight during the last 12 months before 26 JAN 00 in this hourly and in a periodical way.
3. Departure and arrival operations classified as CR-4 will not be allowed between 0000-0600LT.

cont'd

LEMD/MAD **JEPPESSEN** MADRID, SPAIN
BARAJAS 1 APR 05 (10-4B) **NOISE**

NOISE ABATEMENT PROCEDURES

NIGHT OPERATING RESTRICTION DUE TO NOISE QUOTA (cont'd)

NOISE QUOTA AIRCRAFT CLASSIFICATION

A system of total noise quota is established between 0000-0600LT.

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

TRANSITIONAL PERIOD AND EXCEPTIONS

Users affected have available a period of time no longer than 60 days in order to substitute the aircraft classified as CR-8 and CR-16 or scheduled the operation out of the established time period (0000-0600LT).

It will be exceptionally allowed departure and arrival operations in the following circumstances:

- operations carried out between 0000-0030LT if the delay had been occurred by justified reasons. The operator or technical Manager of the company shall justify these reasons in writing form to the Airport Direction within next 3 days from the operation.
- operations carried out at any moment between 0000-0600LT in which are involved aircraft in declared emergency or operational incidence situations, state flights, flights for urgent humanitarian purposes, flights affected by air traffic jam not caused by the company, and flights whose cancellation could cause any problem in the origin or destination airport.

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 airport.

AUXILIARY POWER UNITS (APU)

Stands 70 to 74 between 0700-2300LT and stands T1 to T35:

- use of 400 Hz facilities is obligatory.
- use of fair-conditioning facilities will be obligatory when the aircraft air conditioning is needed.
- use of aircraft APU is forbidden in stands stated above between 2 minutes after on-block time and 5 minutes before off-block time.
- use of aircraft APU only when fixed units are not operative and mobile units are not available.

cont'd

LEMD/MAD

JEPPesen
1 APR 05
EFT 14 Apr
(10-4C)

MADRID, SPAIN

NOISE

BARAJAS

NOISE ABATEMENT PROCEDURES

AUXILIARY POWER UNITS (APU) (cont'd)

- Stands 70 to 74 between 2300-0700LT:
- use of 400 Hz facilities is obligatory.
 - use of air-conditioning facilities will be obligatory when the aircraft air conditioning is needed.
 - use of APU is completely forbidden, except when fixed units are not operative and mobile units are not available.
 - approach and exit to the stand positions must be made by tow means with engines stopped.
 - use of APU is permitted for all aircraft not included in the list shown below when being towed during approach or exit to the stand position.

- Stands 50 to 69:
- between 2300-0700LT use of APU is completely forbidden.
 - below when being towed: Approach and exit to the stand positions must be made by tow means with engines stopped.

- Stands 80 to 148:
- between 2300-0700LT use of APU is completely forbidden and tow will be carried out with engines stopped.

- Stands 1 to 49, T36 to T41 and 150 to 162:
- 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 aircraft are permitted to use APU 50 minutes before departure and 15 minutes after arrival.

- Rest of the stands:
- no restrictions.
- The use of APU has no time restriction.

AIRCRAFT WITH NIGHT RESTRICTIONS FOR THE USE OF APU

IL (all models), DC-8 (all models), F-50, MD-8 (all models), MD-11, B-747 (all models), CRJ-2, E-120, B-717 (all models), B-727 (all models).

LEMD/MAD

JEPPesen
10 JUN 05
(10-4D)

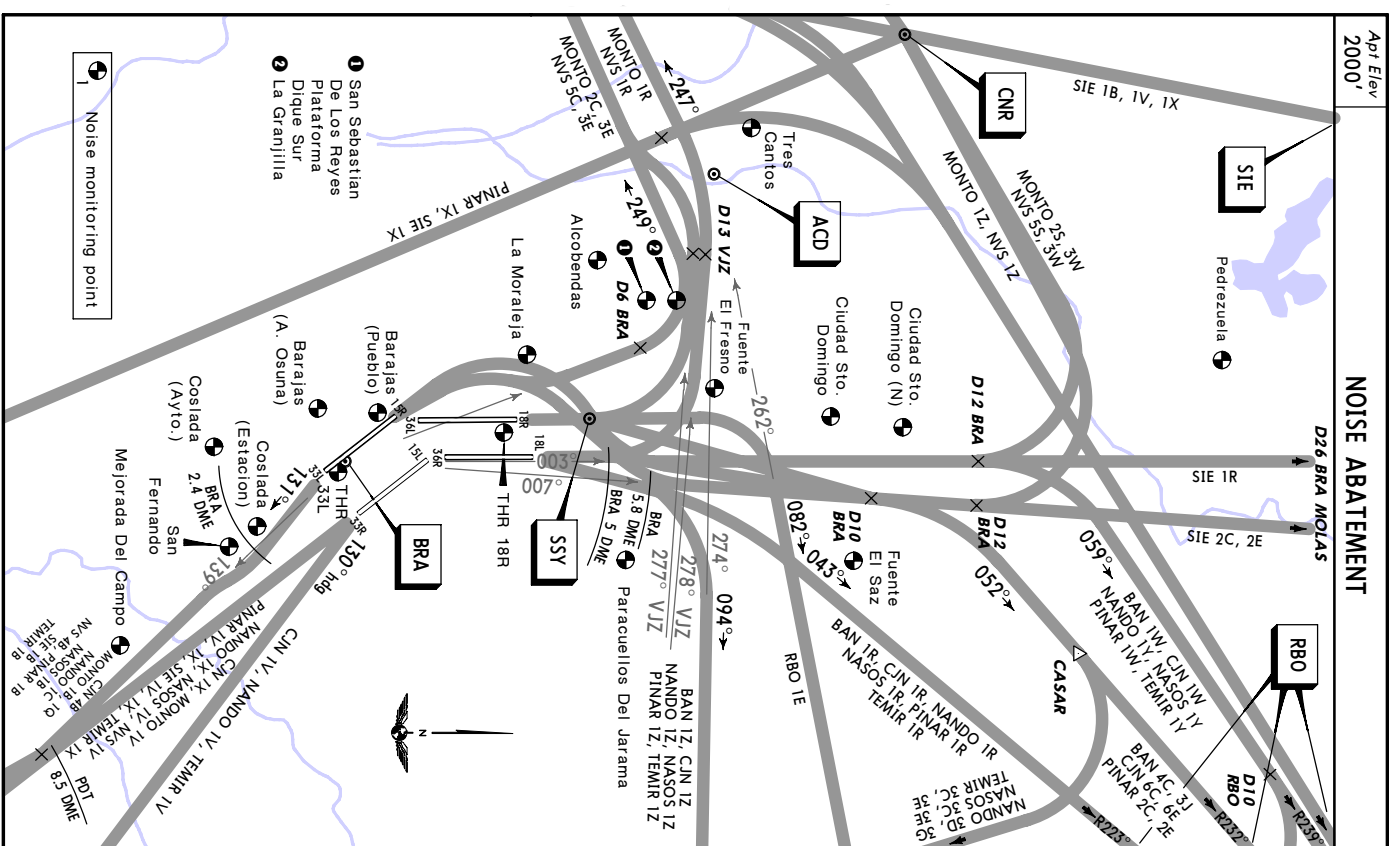
MADRID, SPAIN

NOISE

BARAJAS

NOISE ABATEMENT

Apr Elev
2000'



LEMD/MAD

JEPPESSEN
12 MAR 04 (10-6) EFF 18 Mar

MADRID, SPAIN
BARAJAS

APRON REPAIR WORK
REFER ALSO TO CHART NOTAMS

In all phases, caution is recommended due to presence of personnel and machinery.

PHASE 1 SUBPHASE A

Closed stands: T16, T17 and 22.

TAXIWAY ROUTINGS

North configuration (←→)

1. Entry to stands 20 and 21: twy A9, G gate, twy 18, through stand 22, twy 18.
2. Entry to stands T14 and T15: twy A9, twy M8, detour through stand 22, twy 18.
3. Departure from stands T14 and T15: Push back heading South (using minimum thrust), twy 18, detour through stand 22, twy M8.
4. Departure from stands T18 thru T21: twy 18, H gate, twy M9.

South configuration (←---)

1. Entry to stands 20 and 21: twy M9, G gate, twy 18.
2. Entry to stands T14 and T15: twy M8, detour through stand 22, twy 18.
3. Departure from stands T14 and T15: Push back heading South (using minimum thrust), twy 18, detour through stand 22, twy M8, twy A9.
4. Departure from stands T18 thru T21: twy 18, H gate, twy A9.

PHASE 1 SUBPHASE B Closed stand: T16.

PHASE 2 SUBPHASE A

Closed stands: T14 thru T16 and 22.

TAXIWAY ROUTINGS

North configuration (←→)

1. Entry to stands 20 and 21: twy A9, H gate, twy 18.
2. Twy 18 closed to traffic between T13 and T16.
3. Provisional joint between twy 18 and twy M8 through stand 22. (-----)
4. Departure from stands T17: Push back heading South, G gate, twy M9.

South configuration (←---)

1. Entry to stands 20 and 21: twy M9, H gate, twy 18.
2. Twy 18 closed to traffic between T13 and T16.
3. Provisional joint between twy 18 and twy M8 through stand 22. (-----)
4. Departure from stands T17: Push back heading South, G gate, twy A9.

PHASE 2 SUBPHASE B Closed stands: T14 and T15.

PHASE 3 SUBPHASE A

Closed stands: T12 and T13.

Restrictions to stand positions: T14 only usable by CAT C actf (up to A-321).

North and South configuration

Taxiing through twy 18, between stands T11 and T14, only usable by CAT C actf (up to A-321).

PHASE 3 SUBPHASE B Closed stands: T12 and T13.

LEMD/MAD

JEPPESSEN
12 MAR 04 (10-6A) EFF 18 Mar

MADRID, SPAIN
BARAJAS

APRON REPAIR WORK
REFER ALSO TO CHART NOTAMS

In all phases, caution is recommended due to presence of personnel and machinery.

PHASE 4 SUBPHASE A

Closed stands: T10 thru T12.

Restrictions to stand positions: T8 and T13 only usable for CAT C actf (up to A-321).

TAXIWAY ROUTINGS

North configuration (←→)

1. Taxiing through twy 18, between stands T9 and T12, only usable by CAT C actf (up to A-321). (-----)
2. Entry to stands T12 and T13: twy A9, H gate, twy 18.
3. Departure from stands T12 and T13: Push back heading North, twy 18, G gate, twy M9.

South configuration (←---)

1. Taxiing through twy 18, between stands T9 and T12, only usable by CAT C actf (up to A-321). (-----)
2. Entry to stands T12 and T13: twy M9, H gate, twy 18.
3. Departure from stands T12 and T13: Push back heading North, twy 18, G gate, twy A9.

PHASE 4 SUBPHASE B Closed stands: T10 and T11.

PHASE 5 SUBPHASE A

Closed stands: T8, T9 and 22.

Restrictions to stand positions: T13 only usable by actf CAT C (up to A-321).

TAXIWAY ROUTINGS

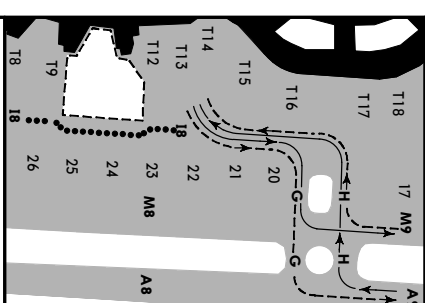
North configuration (←→)

1. Access to twy 18 via F gate, only usable by CAT C actf (up to A-321). (-----)
2. Entry to stands T10 thru T13: From twy A9, H gate, twy 18.
3. Departure from stands T10 thru T13: Push back heading North, twy 18, G gate, twy M9.

South configuration (←---)

1. Access to twy 18 via F gate, only usable by CAT C actf (up to A-321). (-----)
2. Entry to stands T10 thru T13: From twy M9, H gate, twy 18.
3. Departure from stands T10 thru T13: Push back heading North, twy 18, G gate, twy A9.

PHASE 5 SUBPHASE B Closed stands: T8 and T9.



PHASE 4 SUBPHASE A
Closed stands: T10 thru T12.
Restrictions to stand positions:
T8 and T13 only usable for CAT C actf (up to A-321).

TAXIWAY ROUTINGS
North configuration (←→)
1. Taxiing through twy 18, between stands T9 and T12, only usable by CAT C actf (up to A-321). (-----)
2. Entry to stands T12 and T13: twy A9, H gate, twy 18.
3. Departure from stands T12 and T13: Push back heading North, twy 18, G gate, twy M9.

South configuration (←---)
1. Taxiing through twy 18, between stands T9 and T12, only usable by CAT C actf (up to A-321). (-----)
2. Entry to stands T12 and T13: twy M9, H gate, twy 18.
3. Departure from stands T12 and T13: Push back heading North, twy 18, G gate, twy A9.



PHASE 5 SUBPHASE A
Closed stands: T8, T9 and 22.
Restrictions to stand positions:
T13 only usable by actf CAT C (up to A-321).

TAXIWAY ROUTINGS
North configuration (←→)
1. Access to twy 18 via F gate, only usable by CAT C actf (up to A-321). (-----)
2. Entry to stands T10 thru T13: From twy A9, H gate, twy 18.
3. Departure from stands T10 thru T13: Push back heading North, twy 18, G gate, twy M9.

South configuration (←---)
1. Access to twy 18 via F gate, only usable by CAT C actf (up to A-321). (-----)
2. Entry to stands T10 thru T13: From twy M9, H gate, twy 18.
3. Departure from stands T10 thru T13: Push back heading North, twy 18, G gate, twy A9.

JEPPESEN
APRON REPAIR WORK
REFER ALSO TO CHART NOTAMS

MADRID, SPAIN
BARAJAS

In all phases, caution is recommended due to presence of personnel and machinery.

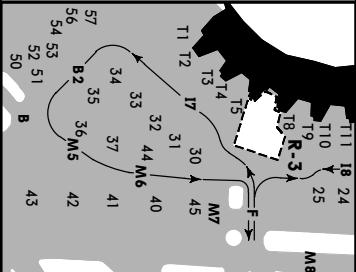
PHASE 6 SUBPHASE A

Closed stands: 16, T7, 26 and 27.

TAXIWAY ROUTINGS

North and South configuration (←)

1. Provisional detour between F gate and twy 18.
2. Joint segment between twy 17 and twy 18, closed to traffic.
3. Entry and departure to/from stands in Ramp 3 via F gate.



PHASE 6 SUBPHASE B Closed stands: 16 and 17.

PHASE 7 SUBPHASE A

Closed stands: 14, T5, 30 and 45.

TAXIWAY ROUTINGS

North configuration

1. Twy M7 detour through stand 45.
2. Twy 17 closed next to T4.
3. Entry to stands 31 thru 37: twys A5, A4, C4, B1, B2 or 17.
4. Entry to stands T1 thru T3: twys A5, A4, C4, B1 and 17.
5. Departure from stands 31 thru 33: Push back via twy 17 till twy B2, heading East, twys B2, M5, M6, M7, detour through stand 45, twy M8.
6. Departure from stands 34 thru 36: Push back through twy B2, heading East, twys B2, M5, M6, M7, detour through stand 45, twy M8.
7. Departure from stands 37 and 44: Push back through twy M5, heading North, twys M6, M7, detour through stand 45, twy M8.
8. Departure from stand T1 thru T3: Push back via twy 17 till twy B2, heading East, twys B2, M5, M6, M7, detour through stand 45, twy M8.

Closed stands: 14, T5, 30 and 45.

TAXIWAY ROUTINGS

South configuration

1. Twy M7 detour through stand 45.
2. Twy 17 closed next to T4.
3. Entry to stands 31 thru 37: twys M8, M7, detour through stand 45, twys M6, M5, M4, C4, B1, 17 or B2.
4. Entry to stands T1 thru T3: twys M8, M7, detour through stand 45, twys M6, M5, M4, C4, B1, 17.
5. Departure from stands 31 thru 33: Push back via twy 17 till twy B2, heading East, twys B2, B, A5, A6.
6. Departure from stands 34 thru 36: Push back through twy B2, heading East, twys B2, B, A5, A6.
7. Departure from stands 37 and 44: Push back via twy M5 till B2, heading East, twys B, A5, A6.
8. Departure from stand T1 thru T3: Push back via twys 17 till B2, heading East, twys B2, B, A5, A6.

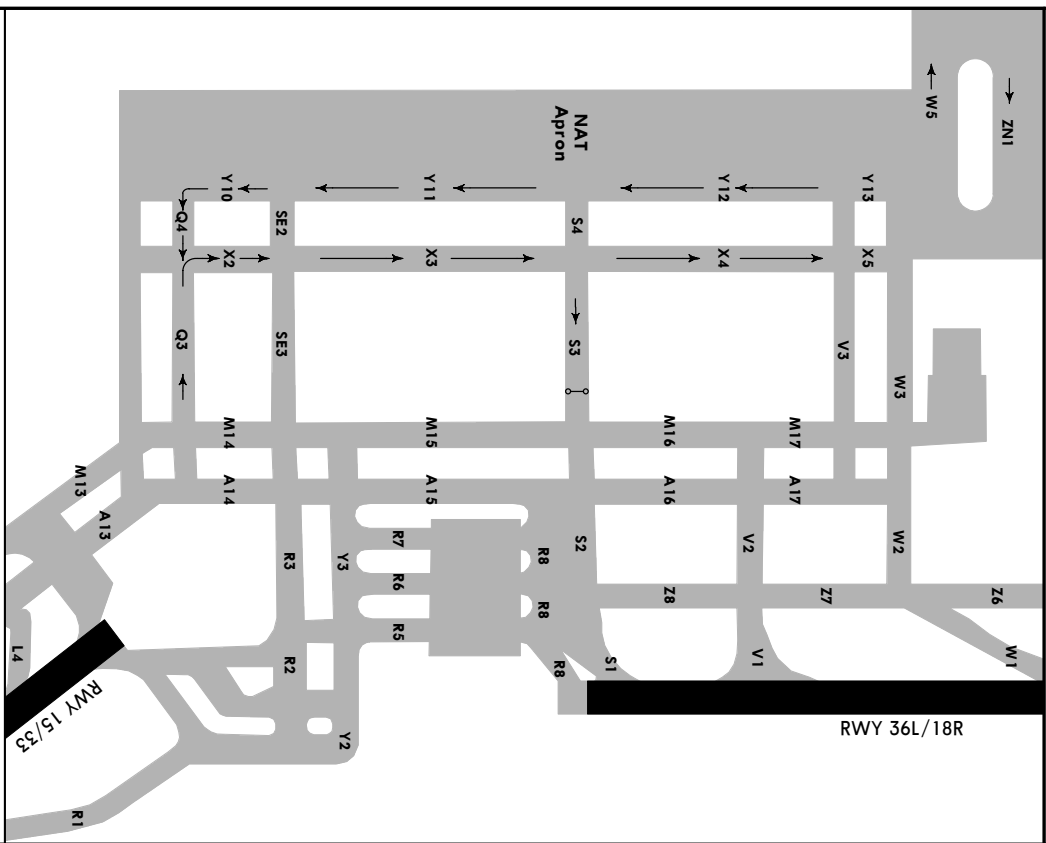
PHASE 7 SUBPHASE B Closed stand: 15.

JEPPESEN
PROVISIONAL USE OF NAT APRON
REFER ALSO TO CHART NOTAMS

MADRID, SPAIN
BARAJAS

24 SEP 04 (10-6D)

← W5



The designation of the parking area is NAT. This name will be used by CEOPS in parking allocations and by TOWER in taxiing instructions.

The entry, departure and parking maneuvers will be assigned by a Follow-me vehicle.

ENRT. In accordance to the apron NAT in any configuration, will be carried out via Q3 in the following taxiing route:

From any rwy to NAT: From rwy, following TOWER instructions until Q3; from here the aircraft follows the instructions of Follow-me vehicle.

DEPARTURE In the first contact with TWR, the aircraft will follow the engine start-up procedure established in AIP and will add its registration mark in that communication.

After receiving the engine start-up clearance, the aircraft will wait and follow the Follow-me vehicle until S5 intermediate holding point. In that point, it will request taxiing instructions to TOWER on the corresponding frequency.

The departure from the apron NAT, in any configuration, will be carried out via S3.

LEMD/MAD

Apt Elev 2000'

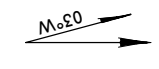
N40 28.3 W003 33.7

1 APR 05 **10-9** **EFF 12 Apr**

MADRID, SPAIN

BARAJAS

ATIS Departure	121.97	BARAJAS Clearance Delivery	130.07	BARAJAS Tower (GND) North	121.85	BARAJAS Tower (DBP) South	118.07

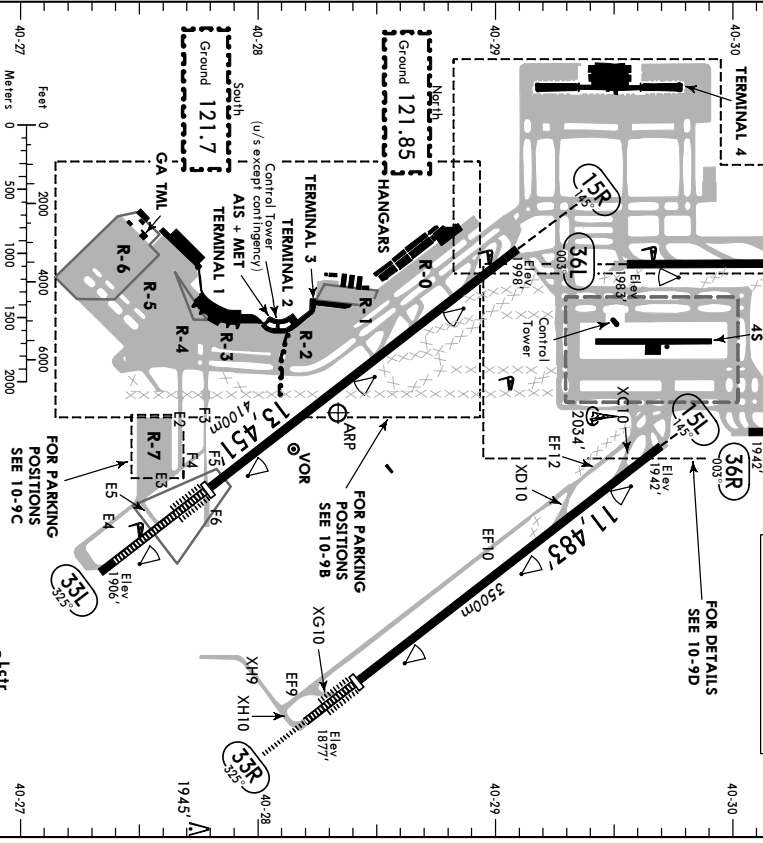


LEGEND

Z5 Taxiway

R-1 Ramp

Area not usable from tower



GENERAL

Rwys 18L/R & 33L/R approved for CAT II/III operations, special aircrew & acct certification required.

RWY	ADDITIONAL RUNWAY INFORMATION		USABLE LENGTHS		TAKE-OFF	WIDTH
	HIRL (60m)	CL (15m)	LANDING BEYOND Threshold	Glide Slope		
18L	HIRL (60m)	CL (15m)			②	197' 60m
33R	HIRL (60m)	CL (15m)	HIALS-II TDZ PAPI (3.0°)	RVR 9843' 3000m	8932' 2722m	NA

- HST-XD10 & XC10
- TAKE-OFF RUN AVAILABLE
- RWY 15L:
- From rwy head
- twy X810 Int 10,776' (3280m)
- twy XC10 Int 9514' (2900m)
- twy XD10 Int 7546' (2300m)

- HST-K1, L1 & L3
- TAKE-OFF RUN AVAILABLE
- RWY 15R:
- From rwy head
- twy K2 Int 10,171' (3100m)
- twy L2 Int 11,434' (3485m)

- HST-YG8 & YF8
- TAKE-OFF RUN AVAILABLE
- RWY 36L:
- From rwy head
- twy YD8 Int 11,302' (3445m)
- twy YE8 Int 10,974' (3345m)
- twy YF8 Int 9514' (2900m)

- RWY with antiskid layer.
- HST-Z1 & W1
- TAKE-OFF RUN AVAILABLE
- RWY 36L:
- From rwy head
- twy V1 Int 12,762' (3890m)
- twy W1 Int 10,948' (3337m)
- twy Z1 Int 9551' (2911m)

Only for departures of turbo-prop acct 8196' (2498m).
 Aircraft entering RWY 36L via Twy S1 shall not back track on the rwy prior to line-up. Medium/light acct requiring the full length of the rwy will advise BARAJAS Clearance Delivery on start-up to get clearance.

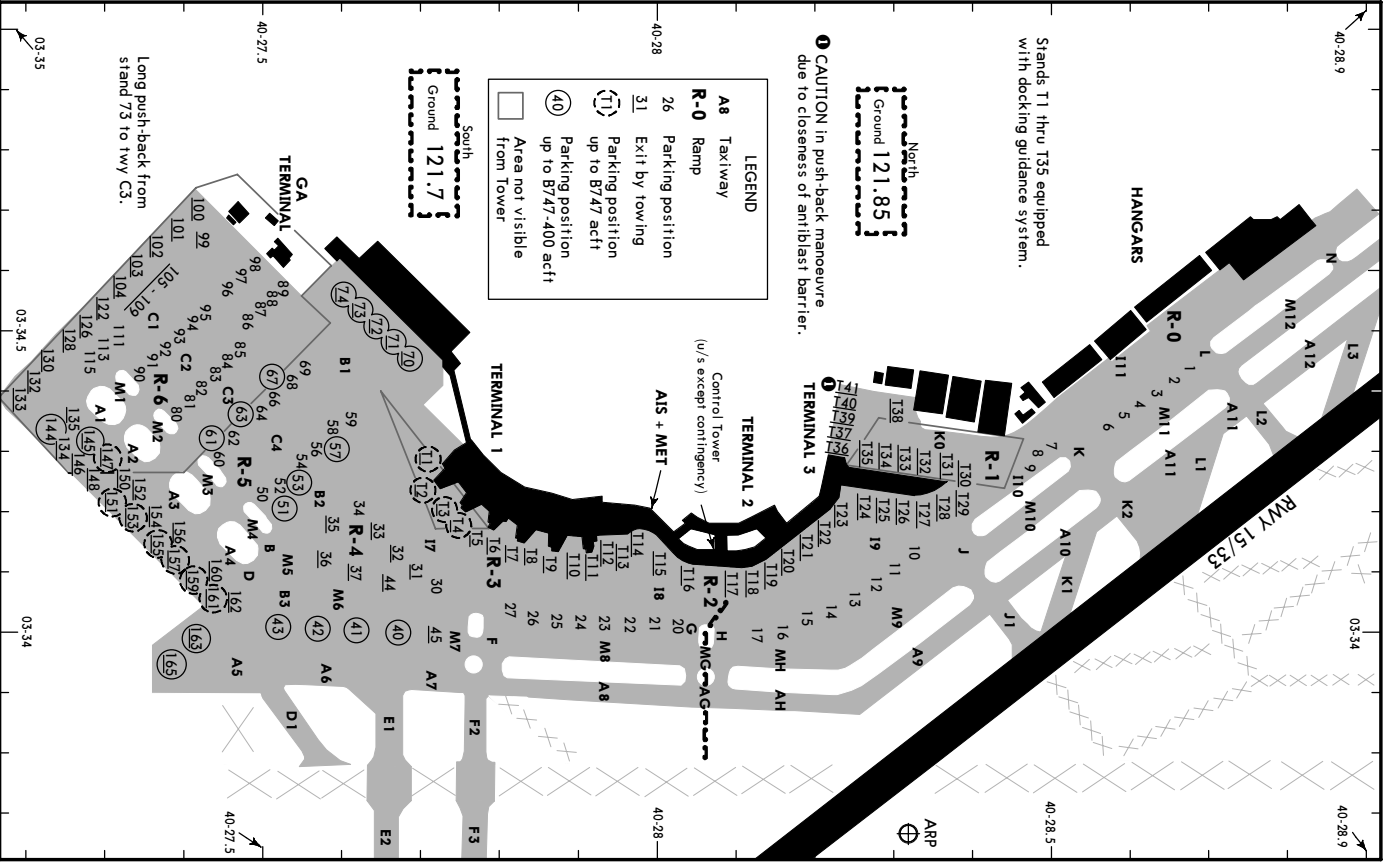
APPROVED OPERATORS	APPROVED OPERATIONS	APPROVED AIRCRAFT
A	Approved Operators	Approved Aircraft
B	HIRL, CL & mult. RVR req	R, CL & mult. RVR req
C	150m	200m
D	150m	200m

JAR OPS			TAKE-OFF ①		
RWYs 15L/R, 33L, 36L/R			RWYs 15L/R, 33L, 36L/R		
LVP must be in Force					
A	Approved Operators	HIRL, CL & mult. RVR req	R, CL & mult. RVR req	RCLM (DAY only) or RL	RCLM (DAY only) or RL
B	125m	150m	200m	250m	NIL (DAY only)
C	150m	200m	250m	300m	400m
D	150m	200m	250m	300m	550m

LEMD/MAD

1 APR 05 **(10-9B)** **EFF 14 APR**

MADRID, SPAIN
BARAJAS

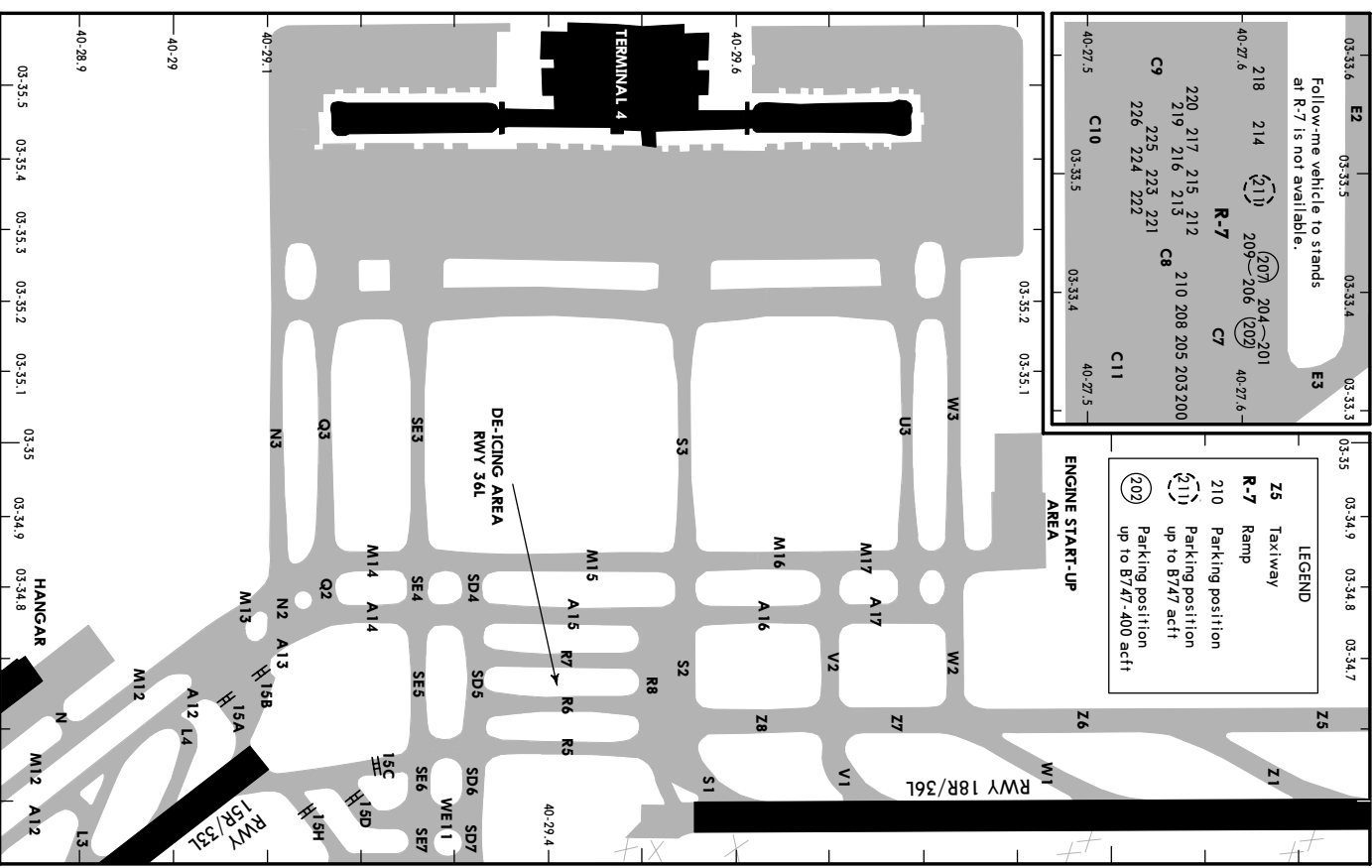


CHANGES: Twys, Stands 99, 163 & 165 added.
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LEMD/MAD

1 APR 05 **(10-9C)** **EFF 14 APR**

MADRID, SPAIN
BARAJAS



CHANGES: New chart.
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JEPPesen
 1 APR 05 (10-9D) ETE 14 APR

MADRID, SPAIN
 BARAJAS



CHANGES: New chart.
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LEMD/MAD

JEPPesen
 1 APR 05 (10-9E) ETE 14 APR

MADRID, SPAIN
 BARAJAS

STAND No.	INS COORDINATES	STAND No.	COORDINATES
1	N40 28.7 W003 34.5	150	N40 27.3 W003 34.3
2 thru 5	N40 28.6 W003 34.4	151 thru 153	N40 27.3 W003 34.2
6 thru 9	N40 28.5 W003 34.3	154 thru 156	N40 27.4 W003 34.2
10 thru 13	N40 28.3 W003 34.1	157 thru 161	N40 27.4 W003 34.1
14	N40 28.3 W003 34.0	162	N40 27.5 W003 34.1
15 thru 17	N40 28.2 W003 34.0	163, 165	N40 27.4 W003 34.0
20 thru 22	N40 28.0 W003 34.0	200, 201	N40 27.6 W003 33.3
23 thru 26	N40 27.9 W003 34.0	202	N40 27.6 W003 33.4
27	N40 27.8 W003 34.0	203	N40 27.6 W003 33.3
30, 31	N40 27.7 W003 34.1	204 thru 210	N40 27.6 W003 33.4
32	N40 27.6 W003 34.1	211 thru 217	N40 27.6 W003 33.5
33 thru 35	N40 27.6 W003 34.2	218 thru 220	N40 27.6 W003 33.6
36, 37	N40 27.6 W003 34.1	221 thru 226	N40 27.5 W003 33.5
40 thru 42	N40 27.6 W003 34.0	T1, T2	N40 27.7 W003 34.3
43	N40 27.5 W003 34.0	T3, T4	N40 27.7 W003 34.2
44	N40 27.7 W003 34.1	T5	N40 27.8 W003 34.2
45	N40 27.7 W003 34.0	T6, T7	N40 27.8 W003 34.1
50	N40 27.4 W003 34.2	T8 thru T14	N40 27.9 W003 34.1
51 thru 53	N40 27.5 W003 34.2	T15, T16	N40 28.0 W003 34.1
54, 56 thru 59	N40 27.5 W003 34.3	T17 thru T19	N40 28.1 W003 34.1
60 thru 64	N40 27.4 W003 34.3	T20	N40 28.2 W003 34.1
66 thru 68	N40 27.4 W003 34.4	T21 thru T24	N40 28.2 W003 34.2
69	N40 27.5 W003 34.4	T25 thru T29	N40 28.3 W003 34.2
70	N40 27.7 W003 34.4	T30	N40 28.4 W003 34.3
71	N40 27.7 W003 34.5	T31 thru T33	N40 28.3 W003 34.3
72, 73	N40 27.6 W003 34.5	T34 thru T37	N40 28.2 W003 34.3
74	N40 27.6 W003 34.6	T38	N40 28.3 W003 34.4
80 thru 82	N40 27.3 W003 34.4	T39 thru T41	N40 28.2 W003 34.4
83	N40 27.4 W003 34.4		
84, 85	N40 27.4 W003 34.5		
86 thru 88	N40 27.5 W003 34.5		
89	N40 27.5 W003 34.6		
90	N40 27.3 W003 34.4		
91 thru 95	N40 27.3 W003 34.5		
96, 97	N40 27.4 W003 34.6		
98	N40 27.5 W003 34.6		
99, 100	N40 27.4 W003 34.7		
101 thru 103	N40 27.4 W003 34.6		
104	N40 27.3 W003 34.6		
105	N40 27.3 W003 34.5		
106	N40 27.5 W003 34.5		
107	N40 27.4 W003 34.6		
108	N40 27.3 W003 34.6		
109	N40 27.3 W003 34.5		
111, 113, 115, 122	N40 27.2 W003 34.5		
126	N40 27.2 W003 34.2		
128	N40 27.2 W003 34.4		
130, 132, 133	N40 27.1 W003 34.4		
134, 135	N40 27.2 W003 34.3		
144 thru 148	N40 27.2 W003 34.3		

CHANGES: Chart reinforced. Stands 99, 163 & 165 added.
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LEMD/MAD

JEPPESEN
 1 APR 05 (10-9F) **EF114 ADP**

MADRID, SPAIN
 BARAJAS

LOW VISIBILITY PROCEDURE

GENERAL

- A. Low Visibility Procedure will be in force when:
 - RVR (or VIS if RVR is out) is 600m or below.
 - Ceiling is 250' or below.
 - Rapid deterioration in weather conditions recommends so.
- B. Pilots will be informed when Low Visibility Procedures are in use by ATIS.
- C. Low Visibility Procedure will be cancelled when:
 - RVR (or VIS if RVR is out) is higher than 800m.
 - Ceiling is 300'.
 - The improvement tendency of meteorological conditions is strong.
 - VIS is higher than 400m.

Apron

GROUND MOVEMENT

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

ARRIVAL

Except otherwise authorized by ATC, act must vacate the landing rwy via twys specified below:

LANDING RWY

18L	YG8	YF8, YEB
18R	Z1, W1	
33L	K1, L1, L3	
33R	XD10, XC10, XB10	

EXIT

- After leaving the runway pilots shall report:
 - Sensitive area vacated
 - Taxiway used (when SMR out of service, or by ATC requirement)
- After landing on rwy 18L/R or 33L/R follow appropriate taxiway centerline lights until clear of Sensitive area and await instructions from BARAJAS Ground or STOP if lacking instructions.

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.

Marshaller is standing by for assistance on stands 70, 71, T36 thru T41, 96 thru 101 and on Ramp 7.

When permitted to taxi to a runway holding point, hold short at the CAT II markings and stop bar lights.

GROUND HOLDING POINTS (GHP)

1. These points will be used in case of COT delay and lack of Terminal parking positions.
2. GHPs will be established whenever north configuration is in operation (runway 36L)
3. GHPs will be established whenever north configuration is in operation (runway 36L)

3. Handling and airframe personnel shall not be allowed to access any GHP. In the event that the PIC decides to shut down one or all engines, he should maintain the APU.

4. The request for use of the GHPs shall be done by the airframe to the Operations Centre (tel. 34-91-393 65 52); at least 30 minutes in advance of its programmed time of departure and informing of the authorized CTOI.

Request for GHPs at the NAT apron shall only be admitted between 0900 and 1000 UTC (summer period) or 1000 and 1100 (winter period), to overseas flights with a programmed departure b/n 0930 and 1030 UTC (summer period) or 1030 and 1130 (winter period).

5. After PIC's request, Ground Control will clear to taxi to the GHP requested, when traffic permits.

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. Act 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.

COMMUNICATION FAILURE

- A. Arriving act will hold in the first segment of the taxiway in which the ILS sensitive area is vacated and wait for a FOLLOW ME vehicle which will guide the act to the assigned parking stand.
- B. Departing act will continue with extreme caution on the assigned route to the clearance limit and wait for a FOLLOW ME vehicle which will guide the act to the designated holding position or parking stand.

LEMD/MAD

JEPPESEN
 1 APR 05 (10-9G) **EF114 ADP**

MADRID, SPAIN
 BARAJAS

ARRIVAL INFO

MINIMUM REDUCED SEPARATION ON THE SAME RWY

Any act on final approach will not be allowed to cross the beginning of the rwy till the following minimum separation from the preceding act applies:

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

These minimums will be applied only under the following conditions:

- Between SR and SS.
- While VMC prevails at the aerodrome.
- When the braking action is not negatively affected by precipitation remains on the rwy (slush, water, etc.).
- When the involved act operates without any anomalies.
- Wake turbulence separation minimums shall be maintained.
- When issuing the landing clearance according to this procedure, the following instructions shall be used: "...(act) call sign) BEHIND LANDING/DEPARTING (aircraft type), CLEARED TO LAND RUNWAY (number)".

MINIMUM RUNWAY OCCUPANCY TIME

ARRIVALS

Commensurate with the act safety and standard operation, pilots are reminded that rapid exit from the runway enables maximum runway utilization, lessens its occupancy time and minimizes the occurrence of go-around.

Unless ATC advises otherwise and without prejudice to the noise abatement procedures, act will vacate the corresponding runway by the following rapid exit taxiways and reach the following taxiway:

North configuration

Rwy	Rapid exit	Act	Dist from thr ft (m)	Taxiway
33L	K1	all	5446' (1650m)	A10
33L	L1	all	6594' (2010m)	A11
33L	L3	all	8251' (2515m)	A12
33R	XD10	all	5906' (1800m)	EF12 - A14
33R	XC10	all	7874' (2400m)	EF13 - A14

South configuration

Rwy	Rapid exit	Act	Dist from thr ft (m)	Taxiway
18L	YG8	all	5906' (1800m)	ED20 - M14
18L	YF8	all	7874' (2400m)	ED19 - M14
18R	Z1	all	6319' (1926m)	Z6 - M15
18R	W1	all	7717' (2352m)	Z7 - M15

DEPARTURES

Aircraft 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 runway at the first available taxiway.

LEMD/MAD

JEPPESEN
 1 APR 05 (10-9H) EFT 14 Apr

MADRID, SPAIN
BARAJAS

START-UP, PUSH-BACK AND TAXI PROCEDURES

A. Act must be ready to start-up before calling on the appropriate frequency.
 B. On requesting engine start-up clearance to ATC, pilots will report:
 - act call sign
 - act type and series
 - parking stand
 - ATIS message received
 - as appropriate, the intention to taxi towards the ground holding points (GHP)
 C. 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 runway 36L from the South apron is approximately 20 minutes and from the North apron approximately 10 minutes. Act with assigned Calculated Take-off Time (COT) must take into account these taxi time to start-up time accordingly.
 C. It is forbidden to start-up engines higher than idle regime at all stands in contact with the terminal, until the act is lined-up with the rwy. It is forbidden to use reverse power to leave the apron stands, either the stands in contact with the terminal nor the remote stands that normally require the use of push-back, except for express clearance of the apr authority.
 D. Contact BARAJAS Ground for towed push back and taxi clearance. Act must be ready for push back or taxiing within next 5 minutes to the approved start-up time, otherwise contact ATC.
 E. During taxiing on Ramp 6 between 2300 and 0700 LT, use of the APU is forbidden.
 F. Standard taxi routes are as follows:

STANDARD TAXI ROUTES
NORTH CONFIGURATION

ENTRY

From RWY 33L to:	R-7: K1, L1, L3, L4 or left rwy end to twy A to E1 to E2 to E3 to C7. R-6: K1, L1, L3, L4 or left rwy end to twy A to C1 or C2. (From 2300 - 0700 LT entry to stands 80 thru 148: Act will be stopped at twy A3, from there the act will be towed with the engines off until assigned stand.) R-5: K1, L1, L3, L4 or left rwy end to twy A to C4. (From 2300 - 0700 LT entry to stands 50 thru 74: Act will be stopped at twy A4, from there the act will be towed with the engines off until assigned stand.) R-4: K1, L1, L3, L4 or left rwy end to twy A until A6 direct to stands 40 thru 43. K1, L1, L3, L4 or left rwy end to twy A until A5 to B3 to M6 direct to stands 44 and 45. K1, L1, L3, L4 or left rwy end to twy A to F to I7 to B2 to stands 30 thru 37. R-3: K1, L1, L3, L4 or left rwy end to twy A to F, I7 or I8. To Stands 11 thru I3: 0700 - 2259 LT: Via A5 to A4 to C4 to B1, 2300 - 0659 LT: Via I7. K1, L1, L3, L4 or left rwy end to twy A until A9 to M9 direct to stands 14 thru 17. K1, L1, L3, L4 or left rwy end to twy A to A9 to H to I8 or I9. R-2: K1, L1, L3, L4 or left rwy end to twy A until A9 to M9 direct to stands 10 thru 13. K1, L1, L3, L4 or left rwy end to twy A to J to I9, I10 or KO. R-1: K1 to M10 to M11. L1 to A11 to M11. R-0: L3, L4 or left rwy end to A12 to M11. R-NAT: K1 to A10 or J1 to M10 until M13. L1 to A11 or K2 to M11 until M13. L3, L4 or left rwy end to A12 or L2 to M12 to M13. From M13, follow ATC instructions.
From RWY 33R to:	All Ramps: XD10, XC10 or XB10 to twy EF to S88 to ED13 to ED12 to ED11 to SE14 until SE5 to twy A, then same routes as for rwy 33L, except that for R-NAT from A13 to M13, then follow ATC instructions.
To RWY 33L from:	DEPARTURE R-7: E3 to E4. Stands 201, 202, 204, 206, 207, 209, 211, 214 and 218 direct to E2 to E3 to E4. R-6: C1 or C3 to M1 until M7 to A7 to E1 to E2 to E3 to E4. Stands 86 thru 89: B1 to B2 to M5 to M7 to A7 etc. (From 2300 - 0700 LT: Act will be towed with engines of until being aligned with twy B2 (from stands 86 thru 89) or twy M3 (from stands 80 thru 85 & 90 thru 148).) R-5: C3 or B2 to M3 until M7 to A7 to E1 to E2 to E3 to E4. Stands 69, 73 and 74: B1 to B2 to M5 to M7 etc. (From 2300 - 0700 LT: Act will be towed with engines of until being aligned with twy B2 (from stands 50 thru 59 & 69 thru 74) or twy M3 (from stands 60 thru 68).) cont'd

LEMD/MAD

JEPPESEN
 1 APR 05 (10-9J) EFT 14 Apr

MADRID, SPAIN
BARAJAS

In R-6 and R-5, act which are at stands 134 thru 162 and need push back to leave them, will head Southwest on twy A taxiing by the first possible intersection to twy M.
 R-4: I7 to B2 to M5 to M6 to M7 to A7 to E1 to E2 to E3 to E4.
 B3 to M6 to M7 to A7 to E1 to E2 to E3 to E4.
 Stand 45: M7 to A7 to E1 until E4.
 R-3: I8 to M7 to A7 to E1 to E2 to E3 to E4.
 I7 to B2 to M5 to M6 to M7 to A7 to E1 to E2 to E3 to E4.
 Stands 22 thru 27: M8 to A8 to A7 to E1 until E4.
 R-2: I8 or I9 to G to A8 to A7 to E1 to E2 to E3 to E4.
 Stands 20 and 21: M8 to A8 to A7 to E1 until E4.
 R-1: I9, I10 or K0 to K to A10 until A7 to E1 to E2 to E3 to E4.
 K to A10 until A7 to E1 to E2 to E3 to E4.
 R-NAT: Follow ATC instructions until twy A to A15 until A7 to E1 to E2 to E3 to E4.

To RWY 36L from:

R-7: E3 to F4 to F3 to E2 to F to M8 until M15 to S2 to S1.
 Stands 201, 202, 204, 206, 207, 209, 211, 214 and 218 direct to E2 to F4 to F3 etc.
 R-6 thru R-3: The same routes as for rwy 33L until M7, then M8 until M15 to S2 to S1. (From 2300 - 0700 LT: Act leaving R-6 & R-5 will be towed with the engines off until being aligned with twy B2 (from stands 50 thru 59, 69 thru 74 & 86 thru 89) or twy M3 (from stands 60 thru 68, 80 thru 85 & 90 thru 148).)
 Stand 45: Left direct to M7 etc.
 Stands 22 thru 27: Direct to M8 etc.
 R-2: I8 or I9 to G to M9 until M15 to S2 to S1.
 Stands 20 and 21: Direct to M8 etc.
 R-1: I9, I10 or K0 to K to M11 until M15 to S2 to S1.
 K to M11 until M15 to S2 to S1.
 R-0: Follow ATC instructions until twy M, then S2 to S1.

To RWY 36L with heavy wake turbulence act from:

All Ramps: Twy M to SD4 to R5, R6 or R7 until the intermediate holding point located at R5, R6 & R7.

To RWY 36R from:

All Ramps: The same routes as for rwy 36L until M15, then SD4 until SD8 to WC12 until WC17 to NE2 until NE7, then follow ATC instructions.

STANDARD TAXI ROUTES
SOUTH CONFIGURATION

ENTRY

From RWY 18L to:	All Ramps: YG8, YF8 or YF8 to ED19 to NE7 until NE2 to WC17 until WC12 to SD8 until SD4. From M15 same routes as for rwy 18R.
From RWY 18R to:	R-7: Z1, W1 or S1 to M17 until M8 to F2 to F3 to F4 to E3 to C7. R-6: Z1, W1 or S1 to M17 until M2 to C2, C1 or A1. (From 2300 - 0700 LT entry to stands 80 thru 148: Act will be stopped at twy M3, from there the act will be towed with the engines off until assigned stand.) R-5: Z1, W1 or S1 to M17 until M4 to C4, A2, A3 or A4. (From 2300 - 0700 LT entry to stands 50 thru 74: Act will be stopped at twy M4, from there the act will be towed with the engines off until assigned stand.) R-4: Z1, W1 or S1 to M17 until M7 to M6 to M5. Z1, W1 or S1 to M17 until M6 to B3 to A5 to A6. Z1, W1 or S1 to M17 until F to I7. R-3: Z1, W1 or S1 to M17 until M8 to F to I7 or I8. To Stands T1 thru T3: 0700 - 2259 LT: Via A5 to C4 to B1, 2300 - 0659 LT: Via I7. R-2: Z1, W1 or S1 to M17 until M9 direct to stands 14 thru 17. Z1, W1 or S1 to M17 until H to I8 or I9. R-1: Z1, W1 or S1 to M17 until M10 to J to I9, I10 or KO. R-0: Z1, W1 or S1 to M17 until M11. R-NAT: Z1 to Z6 to W2 to M17 to M16, then follow ATC instructions. W1 to W2 to M17 to M16, then follow ATC instructions. S1 to S2, then follow ATC instructions.

DEPARTURE

To RWY 15L from:
 All Ramps: The same routes as for rwy 15R until A14, then SE5 until SE14 to ED11 until ED13 to SB8, then follow ATC instructions.

To RWY 15R from:

R-7:	C11 to E3 to E2 to E1 to A7 until A12 to threshold rwy 15R. Stands 201, 202, 204, 206, 207, 209, 211, 214 and 218 direct to E2 to E1 and as above route.
R-6:	C1 or C3 to A1 until A12 to threshold rwy 15R. Stands 86 thru 89: B1 to B2 to A5 etc. (From 2300 - 0700 LT: Actf will be towed with the engines off until being aligned with twy B2 (from stands 86 thru 89) or twy A3 (from stands 80 thru 85 & 90 thru 148).) C3 or B2 to A3 until A12 to threshold rwy 15R. Stands 69, 73 and 74: B1 to B2 to A5 etc. (From 2300 - 0700 LT: Actf will be towed with the engines off until being aligned with twy B2 (from stands 50 thru 59 & 69 thru 74) or twy A3 (from stands 60 thru 68).) twy B2 (from stands 50 thru 59 & 69 thru 74) or twy A3 (from stands 60 thru 68).)
R-5:	C3 or B2 to A3 until A12 to threshold rwy 15R. Stands 69, 73 and 74: B1 to B2 to A5 etc. (From 2300 - 0700 LT: Actf will be towed with the engines off until being aligned with twy B2 (from stands 50 thru 59 & 69 thru 74) or twy A3 (from stands 60 thru 68).) twy B2 (from stands 50 thru 59 & 69 thru 74) or twy A3 (from stands 60 thru 68).)
R-6 and R-5:	actf which need push-back to leave stands 134 and 135 will head Southeast and from stands 146 thru 162 will head Northeast on twy A, taxiing directly.
R-4:	Stands 30 thru 37: I7 to B2 to A5 until A12 to threshold rwy 15R. Stands 40 thru 44: M6 to B3 to A5 until A12 to threshold rwy 15R. Stands 45: Direct to M7 to A7 and as above route.
R-3:	18 to F to A8 until A12 to threshold rwy 15R. 17 to B2 to A5 until A12 to threshold rwy 15R. Stands 22 thru 27: M8 to F to A8 and as above route. 18 or 19 to G to A9 until A12 to threshold rwy 15R. Stands 20 and 21: M8 to F to A8 to A9 and as above route.
R-2:	18 or 19 to G to A9 until A12 to threshold rwy 15R. Stands 20 and 21: M8 to F to A8 to A9 and as above route.
R-1:	19, I10 or K0 to K to A11 to A12 to threshold rwy 15R.
R-NA1:	K to A11 to A12 to threshold rwy 15R. Follow ATC instructions.

On taxiing to threshold rwy 33L, once reached twy A, E1 or F2 and rwy 33L must be followed.
 "B" is defined as the intersection of B2/M4 twy.
 "D" is defined as taxiing segment between B2/A4 and B3/A5 intersections.

DE-ICING PROCEDURE

OPERATION ON DE-ICING AREAS

1. Pilots will request clearance for starting up and taxiing to the de-icing area 25 minutes before the estimated time of departure between 0500 - 1000.
2. On this request pilots will report the complete actf call sign and its stand position.
3. Pilots will maintain permanent watch on BARAJAS Ground Frequency during taxiing and de-icing operation.
4. To carry out the de-icing operation pilots will park the actf at the corresponding position, taking into account the actf size.
5. Once the de-icing operation is finished pilots will notify BARAJAS Tower (DEP) "Ready for Departure" and when cleared, will vacate as soon as possible the spraying area.
6. Actf affected by ATFM measures and with assigned approved departure time will have priority over another kind of traffic not affected by the restrictions.
7. Clearance for the entry to the de-icing area will be granted when an actf occupying a position on this area has vacated it after having finished its operation, except for established in item 10.
8. Pilot in command will make sure that actf is properly located on the stand position in order to safeguard the movement of the de-icing equipments.
9. De-icing operation of actf will be carried out with idle regime and ready for taking-off located in the de-icing area, the actf will be serviced by the airport handling operator with priority over holding actf.
11. When an actf cannot leave the de-icing area by its own, its responsible actf operator shall temporarily remove it immediately from the mentioned area.
12. An operator will communicate with the pilot in command of the actf on BARAJAS De-icing operations 123.32 or talking him, by means of communication JACK, reporting the de-icing service conclusion, type and registration or refer to actf shall be mentioned.
13. Pilots will request the de-icing service 60 minutes before the estimated time of departure (ETD) when the actf operates before 0300 and after 1000. The request shall be addressed to Iberia handling agent to one of the SITA directions: MADKLIB or MADKOB, including the following data: Company name, registration and type of actf, number of flight and ETD.

PROHIBITIONS

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

VISUAL DOCKING GUIDANCE SYSTEM

A. DESCRIPTION

The system contains information about azimuth guidance (shows the aircraft position with relation to the centerline of the parking area) and distance to the stop position (based on a laser radar measurement), that is provided by a display unit in front of the cockpit.

B. DISPLAY UNIT

Consist of:

1. Two alphanumeric presentation lines of 4 characters, composed by yellow fluorescent indicators, which can indicate several information: Aircraft type, stand position ("STND"), number of flight, origin, destination, planned hour, occupied position ("BON"-Block on) and occupation hour, checks on ("CHECK 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 distance 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

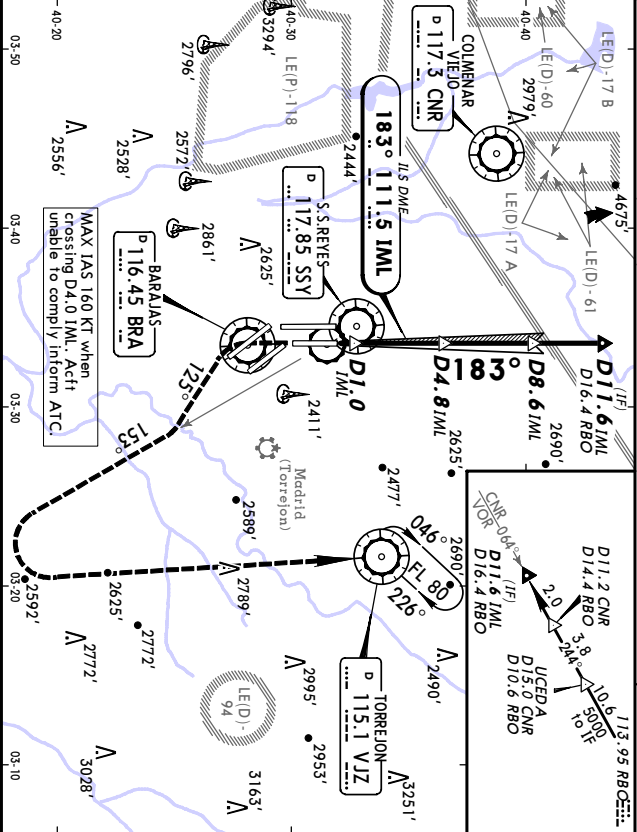
1. Check that the indicated aircraft type is the appropriate.
2. Taxi in-line watching centerline guidance.
3. If the actf speed exceeds 10'/3m per second, the unit display indicates "SLOW DOWN": the entry speed must be reduced.
4. Check that the distance indicator is completely yellow.
5. The distance 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 actf exceeds 3'/7m from the stop position the indicator will show "TOO FAR" and it may be necessary to make a push-back.



LEMD/MAD MADRID, SPAIN
BARAJAS **JEPPesen** **VOR DME ILS DME Rwy 18L**
1 APR 05 **11-11**

LOC	118.25	MADRID Approach	127.5	124.02	BARAJAS Tower	118.15	North 121.85 South 121.7
Final ILM	183°	Apch Crs	3500' (1578')	GS	D4.8 IML	RA/DA(H) Refer to Minimums	11922'
DA(H)	2122'(200')	DA(H)	2130'(208')	MDA(H)	2400'(478')	ALS out	183°
RA/DA(H)	2022'(100')	DA(H)	2028'(106')	DA(H)	2039'(117')	DA(H)	2054'(132')

MISSED APCH: Climb on rwy heading until crossing BRA VOR, turn LEFT onto 125° to intercept R-153 S5Y. At 4500' turn LEFT direct to VJZ VOR to join holding at FL 80. Contact ATC before reaching 4000'.
 Rwy Elev: 68 Ppa
 ILS DME reads zero at rwy 18L displ thresh.
 Trans level: By ATC
 Trans alt: 6000'
 MSA BRA VOR

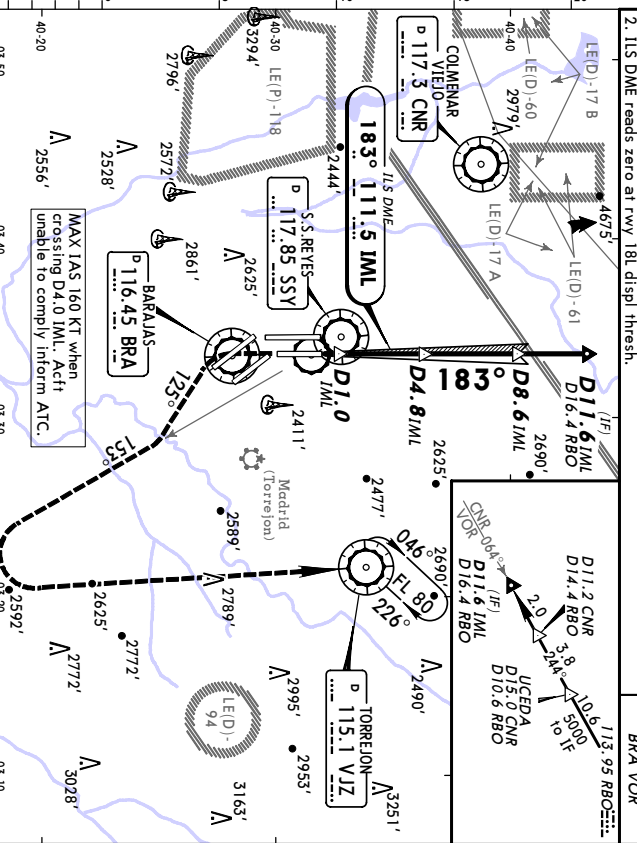


Grid speed/Kts	70	90	100	120	140	160	HIAS-II	183°	BRA			
ILS GS 3,000' or LOC Descent Gradient 5.2%	377	485	539	647	755	862	PAR I	116.45				
MAP at D1.0 IML	STRAIGHT-IN LANDING Rwy 18L											
JAR OPS	CIRCLE-TO-LAND											
DA(H)	RA 104'			RA 110'			RA 122'			RA 138'		
DA(H)	2022'(100')			2028'(106')			2039'(117')			2054'(132')		
RA/DA(H)	300m			300m			400m			400m		

LEMD/MAD MADRID, SPAIN
BARAJAS **JEPPesen** **CAT II VOR DME ILS DME Rwy 18L**
1 APR 05 **11-1A**

LOC	118.25	MADRID Approach	127.5	124.02	BARAJAS Tower	118.15	North 121.85 South 121.7
Final ILM	183°	Apch Crs	3500' (1578')	GS	D4.8 IML	CAT II ILS RA/DA(H) Refer to Minimums	11922'
DA(H)	2022'(100')	DA(H)	2028'(106')	MDA(H)	2039'(117')	ALS out	183°
RA/DA(H)	2022'(100')	DA(H)	2028'(106')	DA(H)	2039'(117')	DA(H)	2054'(132')

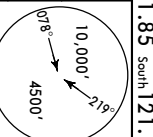
MISSED APCH: Climb on rwy heading until crossing BRA VOR, turn LEFT onto 125° to intercept R-153 S5Y. At 4500' turn LEFT direct to VJZ VOR to join holding at FL 80. Contact ATC before reaching 4000'.
 Rwy Elev: 68 Ppa
 ILS DME reads zero at rwy 18L displ thresh.
 Trans level: By ATC
 Trans alt: 6000'
 MSA BRA VOR



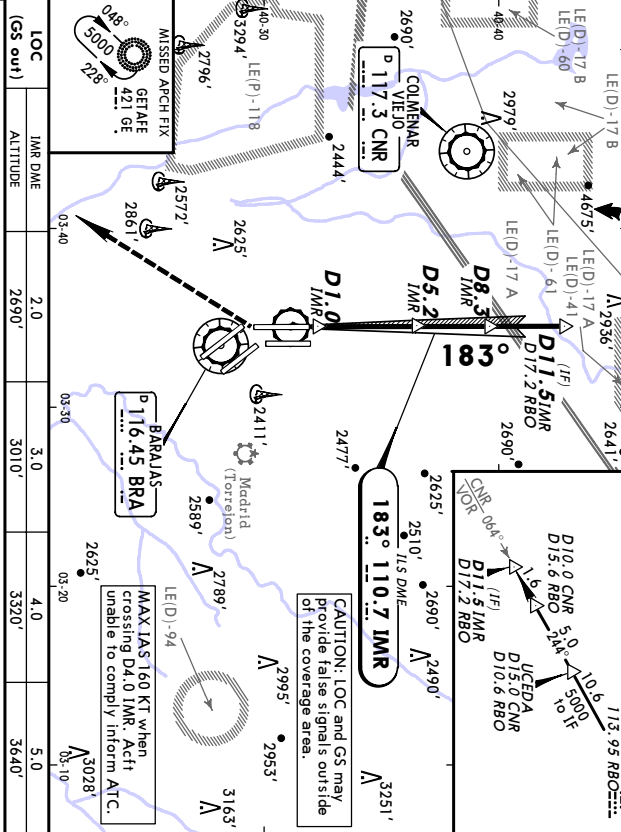
Grid speed/Kts	70	90	100	120	140	160	HIAS-II	183°	BRA			
GS	3,000'	377	485	539	647	755	PAR I	116.45				
MAP at D1.0 IML	STRAIGHT-IN LANDING Rwy 18L											
JAR OPS	CAT II ILS											
DA(H)	RA 104'			RA 110'			RA 122'			RA 138'		
DA(H)	2022'(100')			2028'(106')			2039'(117')			2054'(132')		
RA/DA(H)	300m			300m			400m			400m		

LEMD/MAD MADRID, SPAIN
BARAJAS
JEPPESEN (1-2) VOR DME ILS DME RWY 18R
1 APR 05
EFITXACT

LOC	118.25	MADRID Approach	127.5	124.02	BARAJAS Tower	118.15	North 121.85 South 121.7
Final	183°	GS	D5.2 IMR	3700' (1709')	DA(H)	2191' (200')	Apt Elev 2000'
IMR	110.7	DA(H)	RWY 1991'		Rwy 1991'		



MISSED APCH: Climb on rwy heading to 3000', then turn RIGHT direct to GE NDB climbing to 5000' and hold.
 Rwy Elev: 71 Hpa
 ILS DME reads zero at rwy 18R displ thresh.
 Trans level: By ATC
 Trans alt: 6000'
 MSA BRA VOR



LOC	IMR DME	2.0	2.0	3.0	4.0	5.0
GS out	ALTITUDE	2590'	3010'	3320'	3640'	3640'

LOC	IMR DME	2.0	2.0	3.0	4.0	5.0
GS out	ALTITUDE	2590'	3010'	3320'	3640'	3640'

LOC	IMR DME	2.0	2.0	3.0	4.0	5.0
GS out	ALTITUDE	2590'	3010'	3320'	3640'	3640'

LOC	IMR DME	2.0	2.0	3.0	4.0	5.0
GS out	ALTITUDE	2590'	3010'	3320'	3640'	3640'

LOC	IMR DME	2.0	2.0	3.0	4.0	5.0
GS out	ALTITUDE	2590'	3010'	3320'	3640'	3640'

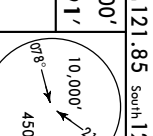
LOC	IMR DME	2.0	2.0	3.0	4.0	5.0
GS out	ALTITUDE	2590'	3010'	3320'	3640'	3640'

LOC	IMR DME	2.0	2.0	3.0	4.0	5.0
GS out	ALTITUDE	2590'	3010'	3320'	3640'	3640'

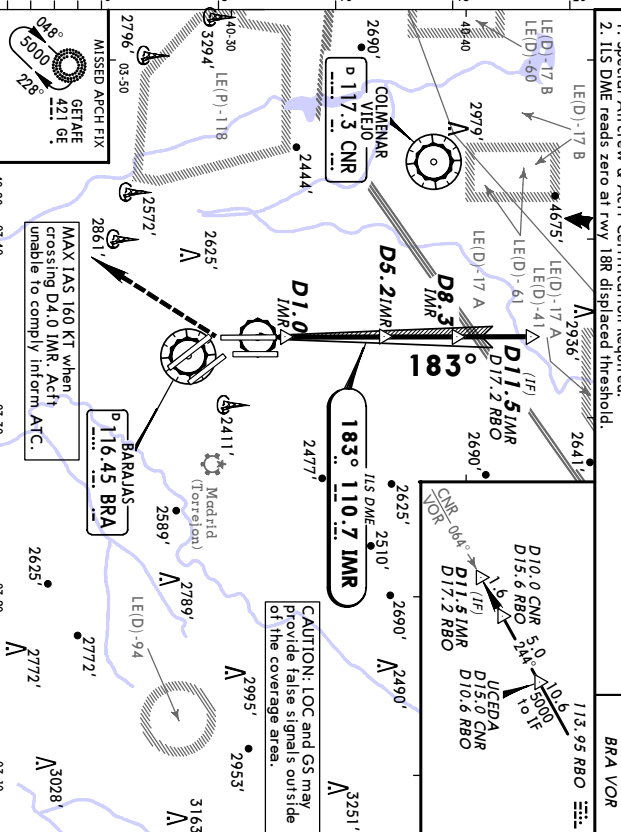
LOC	IMR DME	2.0	2.0	3.0	4.0	5.0
GS out	ALTITUDE	2590'	3010'	3320'	3640'	3640'

LEMD/MAD MADRID, SPAIN
BARAJAS
JEPPESEN (11-2A) CAT II VOR DME ILS DME RWY 18R
1 APR 05
EFITXACT

LOC	118.25	MADRID Approach	127.5	124.02	BARAJAS Tower	118.15	North 121.85 South 121.7
Final	183°	GS	D5.2 IMR	3700' (1709')	CAT II ILS	RA 98'	Apt Elev 2000'
IMR	110.7	DA(H)	RWY 1991'		Rwy 1991'		



MISSED APCH: Climb on rwy heading to 3000', then turn RIGHT direct to GE NDB climbing to 5000' and hold.
 Rwy Elev: 71 Hpa
 ILS DME reads zero at rwy 18R displaced threshold.
 Trans level: By ATC
 Trans alt: 6000'
 MSA BRA VOR



LOC	IMR DME	2.0	2.0	3.0	4.0	5.0
GS out	ALTITUDE	2590'	3010'	3320'	3640'	3640'

LOC	IMR DME	2.0	2.0	3.0	4.0	5.0
GS out	ALTITUDE	2590'	3010'	3320'	3640'	3640'

LOC	IMR DME	2.0	2.0	3.0	4.0	5.0
GS out	ALTITUDE	2590'	3010'	3320'	3640'	3640'

LOC	IMR DME	2.0	2.0	3.0	4.0	5.0
GS out	ALTITUDE	2590'	3010'	3320'	3640'	3640'

LOC	IMR DME	2.0	2.0	3.0	4.0	5.0
GS out	ALTITUDE	2590'	3010'	3320'	3640'	3640'

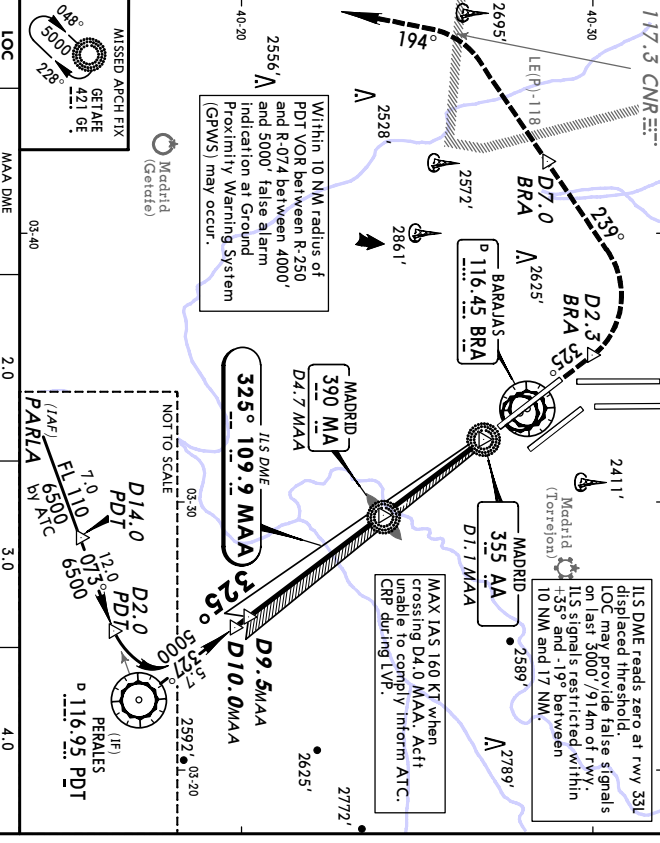
LOC	IMR DME	2.0	2.0	3.0	4.0	5.0
GS out	ALTITUDE	2590'	3010'	3320'	3640'	3640'

LOC	IMR DME	2.0	2.0	3.0	4.0	5.0
GS out	ALTITUDE	2590'	3010'	3320'	3640'	3640'

LOC	IMR DME	2.0	2.0	3.0	4.0	5.0
GS out	ALTITUDE	2590'	3010'	3320'	3640'	3640'

LEMD/MAD MADRID, SPAIN
BARAJAS **JEPPESEN** **VOR DME ILS DME Rwy 33L**
 APR 05
11-33 **EFF 17 APR**

LOC	118.25	MADRID Approach	127.5	124.02	BARAJAS Tower	118.15	North 121.85 South 121.7
Final	109.9	Apch Crs	325°	3493' (1560')	LOM	RA/D(H)	Refer to Minimums
MAA	3250'						Rwy 1933'
MISSED APCH: Climb on 325° to D2.3 BRA, then turn LEFT (MAX IAS 210 KT) onto 239°. Pass D7.0 BRA at or above 4000'. Intercept and follow R-194 CNR direct to GE NDB climbing to 5000' and hold.							
ATIS: RPA Rwy Elev: 69 Hpa Trans level: By ATC MSA PDI VOR							

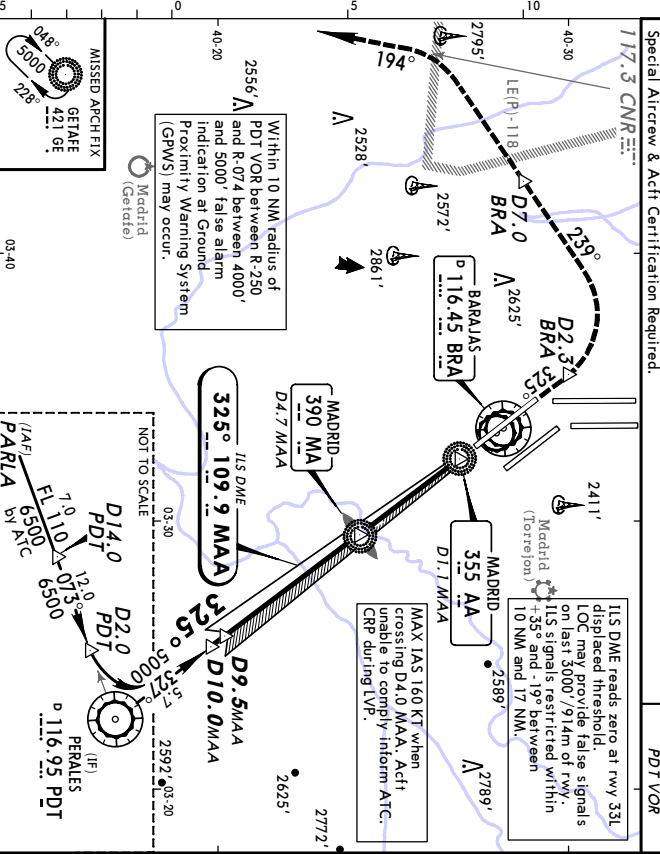


LOC	03-40	2.0	2630'	3.0	2950'	4.0	3270'
ALTITUDE							
LOC (GS out)							
MISSED APCH FIX	GETAFE 421.6E 048° 5000' 228°						
LOC	AA Lctr D1.1 MAA GS 2350' TCH dlspl thresh 54' Rwy 33L 1933'						
LOC	LOM D4.7 MAA GS 3493' D9.5 MAA D10.0 MAA 5000' 325° 3500' 4.8 0.5						
LOC	D2.3 BRA on 325°						
LOC	D2.3 BRA on 325°						
LOC	D2.3 BRA on 325°						
LOC	D2.3 BRA on 325°						

LOC	70	90	100	120	140	160	HI ALTS-II	D2.3	
LOC	377	484	538	646	753	861	PAR I	BRA on 325°	
LOC								PAR II	
LOC								PAR III	
LOC								PAR IV	
LOC								PAR V	
LOC								PAR VI	
LOC								PAR VII	
LOC								PAR VIII	
LOC								PAR IX	
LOC								PAR X	
LOC								PAR XI	
LOC								PAR XII	
LOC								PAR XIII	
LOC								PAR XIV	
LOC								PAR XV	
LOC								PAR XVI	
LOC								PAR XVII	
LOC								PAR XVIII	
LOC								PAR XIX	
LOC								PAR XX	

LEMD/MAD MADRID, SPAIN
BARAJAS **JEPPESEN** **VOR DME ILS DME Rwy 33L**
 APR 05
11-3A **EFF 17 APR**

LOC	118.25	MADRID Approach	127.5	124.02	BARAJAS Tower	118.15	North 121.85 South 121.7
Final	109.9	Apch Crs	325°	3493' (1560')	LOM	CAT II ILS	RA/D(H)
MAA	3250'						Refer to Minimums
MISSED APCH: Climb on 325° to D2.3 BRA, then turn LEFT (MAX IAS 210 KT) on 239°. Pass D7.0 BRA at or above 4000'. Intercept and follow R-194 CNR direct to GE NDB climbing to 5000' and hold.							
ATIS: RPA Rwy Elev: 69 Hpa Trans level: By ATC Special Atcrw & Acth Certification Required.							



LOC	03-40	2.0	2630'	3.0	2950'	4.0	3270'
ALTITUDE							
LOC (GS out)							
MISSED APCH FIX	GETAFE 421.6E 048° 5000' 228°						
LOC	AA Lctr D1.1 MAA GS 2350' TCH dlspl thresh 54' Rwy 33L 1933'						
LOC	LOM D4.7 MAA GS 3493' D9.5 MAA D10.0 MAA 5000' 325° 3500' 4.8 0.5						
LOC	D2.3 BRA on 325°						
LOC	D2.3 BRA on 325°						
LOC	D2.3 BRA on 325°						
LOC	D2.3 BRA on 325°						

LOC	70	90	100	120	140	160	HI ALTS-II	D2.3	
LOC	377	484	538	646	753	861	PAR I	BRA on 325°	
LOC								PAR II	
LOC								PAR III	
LOC								PAR IV	
LOC								PAR V	
LOC								PAR VI	
LOC								PAR VII	
LOC								PAR VIII	
LOC								PAR IX	
LOC								PAR X	
LOC								PAR XI	
LOC								PAR XII	
LOC								PAR XIII	
LOC								PAR XIV	
LOC								PAR XV	
LOC								PAR XVI	
LOC								PAR XVII	
LOC								PAR XVIII	
LOC								PAR XIX	
LOC								PAR XX	

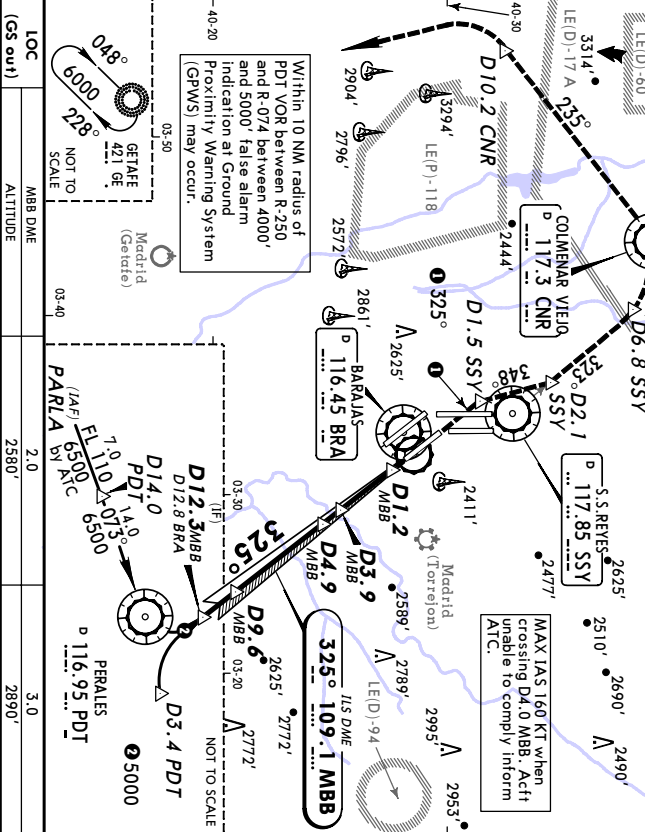
LEMD/MAD MADRID, SPAIN
BARAJAS MADRID Approach BARAJAS Tower
EFF 14 APR 05 (11-4) VOR DME ILS DME Rwy 35R

Aircraft		MADRID Approach		BARAJAS Tower		Ground	
LOC	118.25	127.5	124.02	118.15	121.85	South	121.7
Final	D3.9 MBB	GS	124.02	ILS	2000'	Trans alt:	6000'
MBB	109.1	Appch Crs	3182' (1296')	DA(H)	2000'	M5A PDT VOR	
		RA/DA(H)	2000'	Aprt Elev	2000'		
		Refer to Minimums		RWY	1886'		

MISSED APCH: Climb on 325° to D1.5 S5Y, then turn RIGHT onto 348°. At D2.1 after S5Y turn LEFT and intercept R-323 S5Y. At D6.8 S5Y turn LEFT (MAX IAS 210 KT) and intercept R-235 CNR. At D10.2 CNR turn LEFT direct to GE NDB climbing to 6000' and hold.
Contact ATC before reaching 4000'.
Contact ATC before reaching 4000'.

Alt Set: hPa
Rwy Elev: 67 hPa
ILS DME reads zero at rwy 35R displaced threshold.
Trans level: By ATC
Trans alt: 6000'

MAX IAS 160 KT when crossing D4.0 MBB. Acti unable to comply inform ATC.



LOC	MAG DME	ALTITUDE	2.0	3.0
(GS out)		2580'		2890'

Gnd speed-Kts		70	90	100	120	140	160	HA/ALS-II	D1.5	
ILS GS 3,000' or LOC Descant Gradient 5.2%	377	484	538	646	753	861		PARDI	SSY	on 325°
JAR-OPS STRAIGHT-IN LANDING RWY 35R LOC (GS out) CIRCLE-TO-LAND										
MAP at D1.2 MBB		ILS		MADA(H)		2340' (154')				
DA(H)		2086' (1200')		ALS out						
FULL		ALS out		MADA(H)		2340' (154')				
A	RVR 550m	RVR 1000m	RVR 1500m	100	135	180	205			
B	RVR 550m	RVR 1000m	RVR 1200m	100	135	180	205			
C	RVR 550m	RVR 1000m	RVR 1200m	100	135	180	205			
D	RVR 550m	RVR 1000m	RVR 1200m	100	135	180	205			

TCH displ
thresh 54'
D1.2 MBB GS 3240'
D3.9 MBB GS 3182'
D4.9 MBB
D9.6 D12.3 MBB MBB D12.8 BRA
D1.5 S5Y on 325°

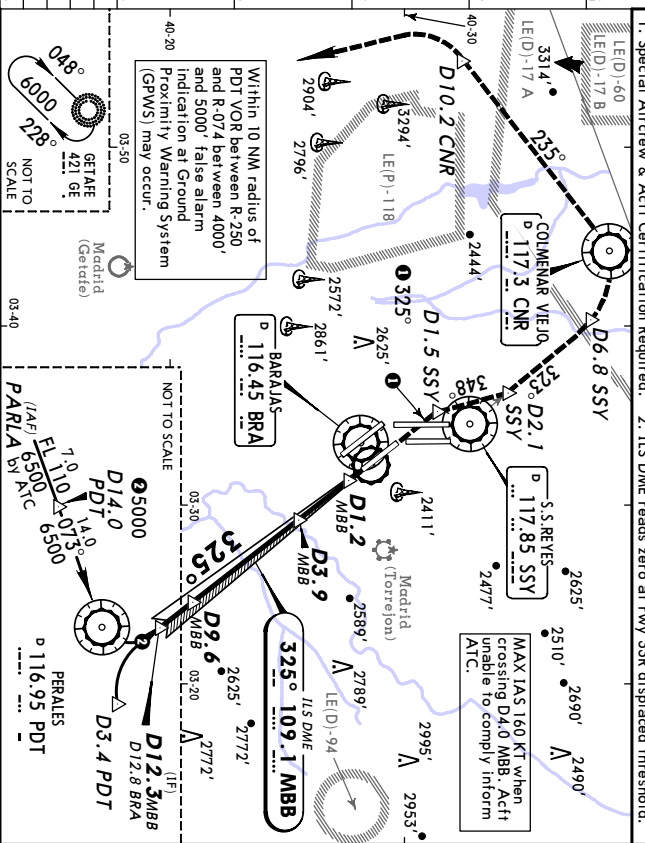
LEMD/MAD MADRID, SPAIN
BARAJAS MADRID Approach BARAJAS Tower
EFF 14 APR 05 (11-4A) VOR DME ILS DME Rwy 35R

Aircraft		MADRID Approach		BARAJAS Tower		Ground	
LOC	118.25	127.5	124.02	118.15	121.85	South	121.7
Final	D3.9 MBB	GS	124.02	CAT II ILS	2000'	Trans alt:	6000'
MBB	109.1	Appch Crs	3182' (1296')	RA/DA(H)	2000'	M5A PDT VOR	
		Refer to Minimums		Refer to Minimums			
		RWY	1886'				

MISSED APCH: Climb on 325° to D1.5 S5Y, then turn RIGHT onto 348°. At D2.1 after S5Y turn LEFT and intercept R-323 S5Y. At D6.8 S5Y turn LEFT (MAX IAS 210 KT) and intercept R-235 CNR. At D10.2 CNR turn LEFT direct to GE NDB climbing to 6000' and hold.
Contact ATC before reaching 4000'.
Contact ATC before reaching 4000'.

Alt Set: hPa
Rwy Elev: 67 hPa
ILS DME reads zero at rwy 35R displaced threshold.
Trans level: By ATC
Trans alt: 6000'

MAX IAS 160 KT when crossing D4.0 MBB. Acti unable to comply inform ATC.



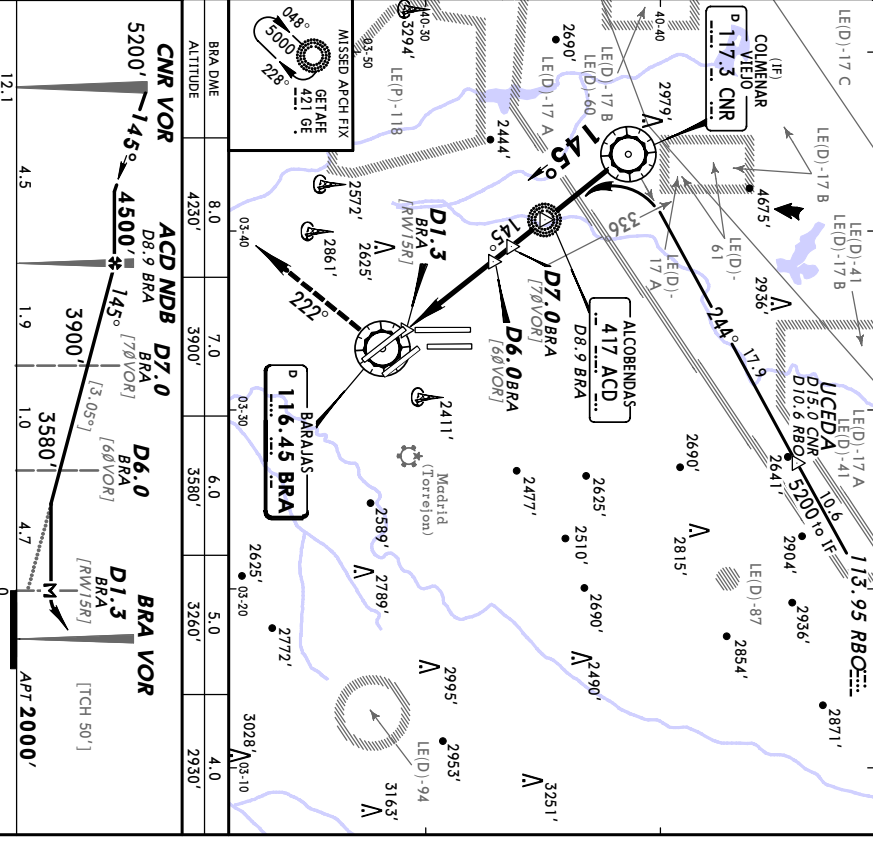
LOC	MAG DME	ALTITUDE	2.0	3.0
(GS out)		2580'		2890'

Gnd speed-Kts		70	90	100	120	140	160	HA/ALS-II	D1.5	
GS	3,000'	377	484	538	646	753	861	PARDI	SSY	on 325°
JAR-OPS STRAIGHT-IN LANDING RWY 35R CAT II ILS										
MAP at D1.2 MBB		ILS		MADA(H)		2340' (154')				
DA(H)		1986' (100')		DA(H)		1993' (107')				
AB		RA 109'		RA 118'		RA 134'				
RA 109'		RA 118'		RA 134'		RA 134'				
RA 109'		RA 118'		RA 134'		RA 134'				
RA 109'		RA 118'		RA 134'		RA 134'				
RA 109'		RA 118'		RA 134'		RA 134'				
RA 109'		RA 118'		RA 134'		RA 134'				
RA 109'		RA 118'		RA 134'		RA 134'				
RA 109'		RA 118'		RA 134'		RA 134'				
RA 109'		RA 118'		RA 134'		RA 134'				
RA 109'		RA 118'		RA 134'		RA 134'				
RA 109'		RA 118'		RA 134'		RA 134'				
RA 109'		RA 118'		RA 134'		RA 134'				

TCH displ
thresh 54'
D1.2 MBB GS 3240'
D3.9 MBB GS 3182'
D4.9 MBB
D9.6 D12.3 MBB MBB D12.8 BRA
D1.5 S5Y on 325°

LEM/D/MAD **JEPPIESSEN** **MADRID, SPAIN**
BARAJAS **1 APR 05 (3-1) EFFIZ APT** **VOR DME Rwy 15R**

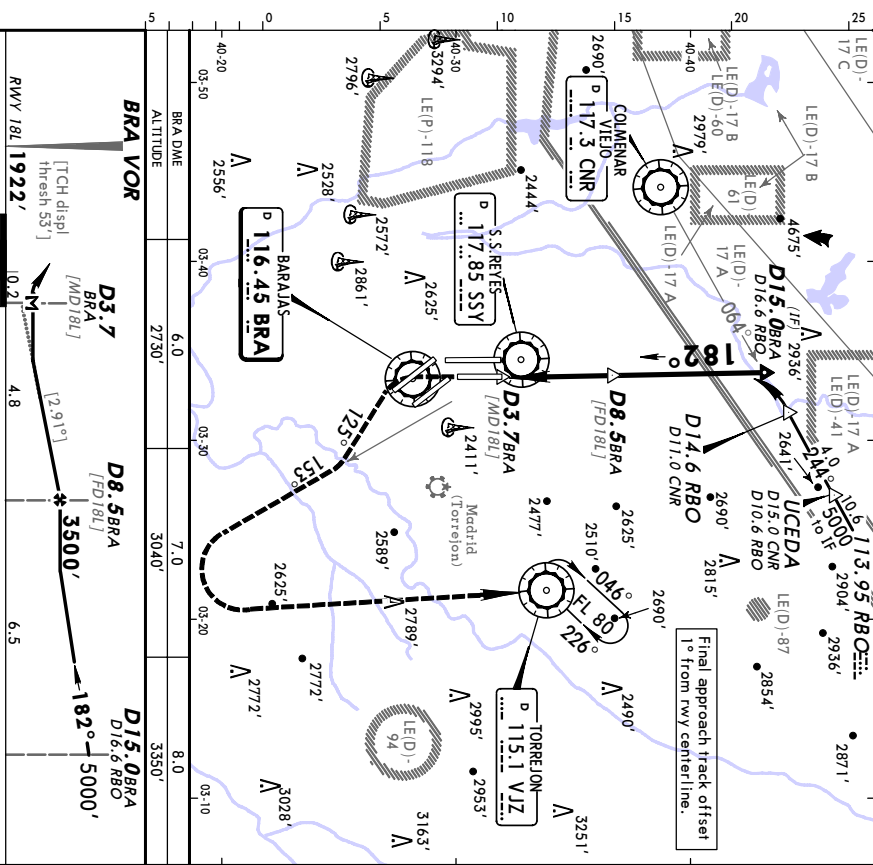
ARRIVAL	MADRID Approach	BARAJAS Tower	Ground
118.25	127.5	124.02	118.15
North 121.85	South 121.7		
VOR BRA 116.45	Final Apch Crs 145°	Minimum Alt ACD NDB 4500' (2500')	MDA(H) 2710' (710')
			Appt Elev 2000'
MISSED APCH: Turn RIGHT onto R-222 BRA and proceed direct to GSE NDB climbing to 5000' and hold.			
Alt Sert: Hpa			



GRD SPD	70	90	100	120	140	160	5000'	BRA	116.45	GE	421
	70	90	100	120	140	160					
GRD GRD	5.32%	5.32%	5.32%	5.32%	5.32%	5.32%	5000'	BRA	116.45	GE	421
DESCENT	3.05°	3.05°	3.05°	3.05°	3.05°	3.05°	5000'	BRA	116.45	GE	421
MAP at D1.3 BRA											
STRAIGHT-IN LANDING Rwy 15R											
CIRCLE-TO-LAND											
MDA(H) 2710' (710')											
Max Kts 100											
MDA(H) 2710' (710')											
VIS 1500m											
RVR 1500m											
RVR 1200m											
RVR 2000m											
RVR 1600m											
RVR 2000m											
RVR 1280'											
RVR 3600m											

LEM/D/MAD **JEPPIESSEN** **MADRID, SPAIN**
BARAJAS **1 APR 05 (3-2) EFFIZ APT** **VOR DME Rwy 18L**

ARRIVAL	MADRID Approach	BARAJAS Tower	Ground
118.25	127.5	124.02	118.15
North 121.85	South 121.7		
VOR BRA 116.45	Final Apch Crs 182°	Minimum Alt D8.5 BRA 3500' (1578')	MDA(H) 2490' (568')
			Appt Elev 2000'
MISSED APCH: Climb on R-182 BRA until crossing BRA VOR, turn LEFT onto 125° to intercept R-153 SSY. At 4500' turn LEFT direct to VIZ VOR to join holding at FL 80. Contact ATC before reaching 4000'.			
Alt Sert: Hpa			

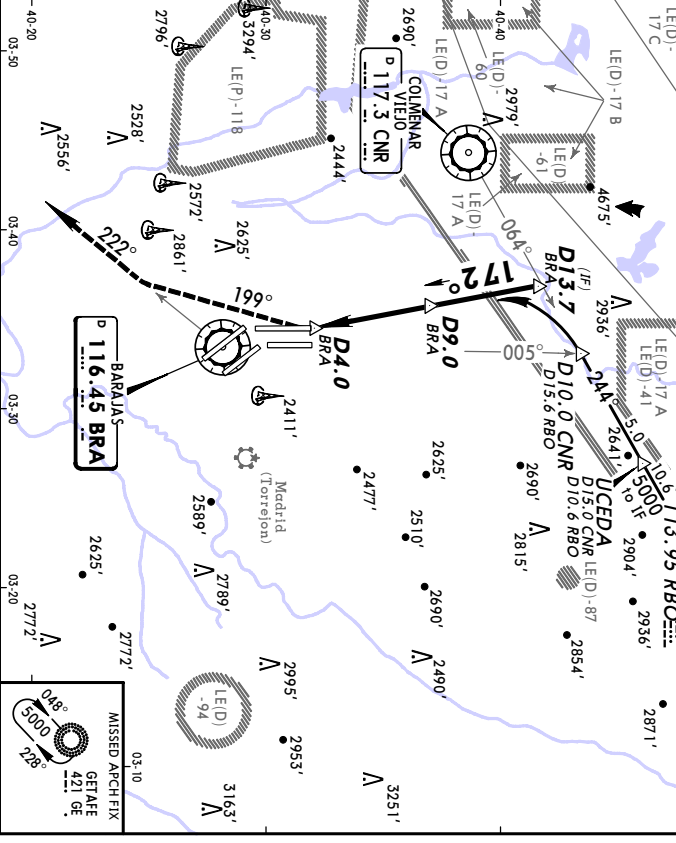
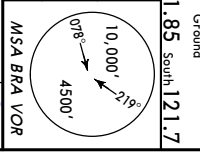


GRD SPD	70	90	100	120	140	160	5000'	BRA	116.45	GE	116.45
	70	90	100	120	140	160					
GRD GRD	5.07%	5.07%	5.07%	5.07%	5.07%	5.07%	5000'	BRA	116.45	GE	116.45
DESCENT	2.91°	2.91°	2.91°	2.91°	2.91°	2.91°	5000'	BRA	116.45	GE	116.45
MAP at D8.7 BRA											
STRAIGHT-IN LANDING Rwy 18L											
CIRCLE-TO-LAND											
MDA(H) 2490' (568')											
Max Kts 100											
MDA(H) 2490' (568')											
VIS 1500m											
RVR 1500m											
RVR 1200m											
RVR 2000m											
RVR 1600m											
RVR 2000m											
RVR 1280'											
RVR 3600m											

LEMD/MAD MADRID, SPAIN
BARAJAS VOR DME-Alpha Rwy 18R

JEPPESEN
 1 APR 05
 EFF 17 APR 05 (3-3)

ATIS	118.25	MADRID Approach	127.5	124.02	BARAJAS Tower	118.15	North 121.85 South 121.7
VOR	118.25	Final	127.5	124.02	MDA(H)	118.15	Ground
Apch Crs	172°	Minimum Alt	3900' (1909')	2470' (479')	Apv Elev	2000'	
		D9.0 BRA			RWY	1991'	
MISSED APCH: Turn RIGHT on 199° to intercept R-222 BRA and proceed direct to GE NDB climbing to 5000' and hold. Alt Sert: RFA Rwy Elev: 71 Hpa Trans level: By ATC Trans alt: 6000' Final approach track offset 11° from rwy centerline.							



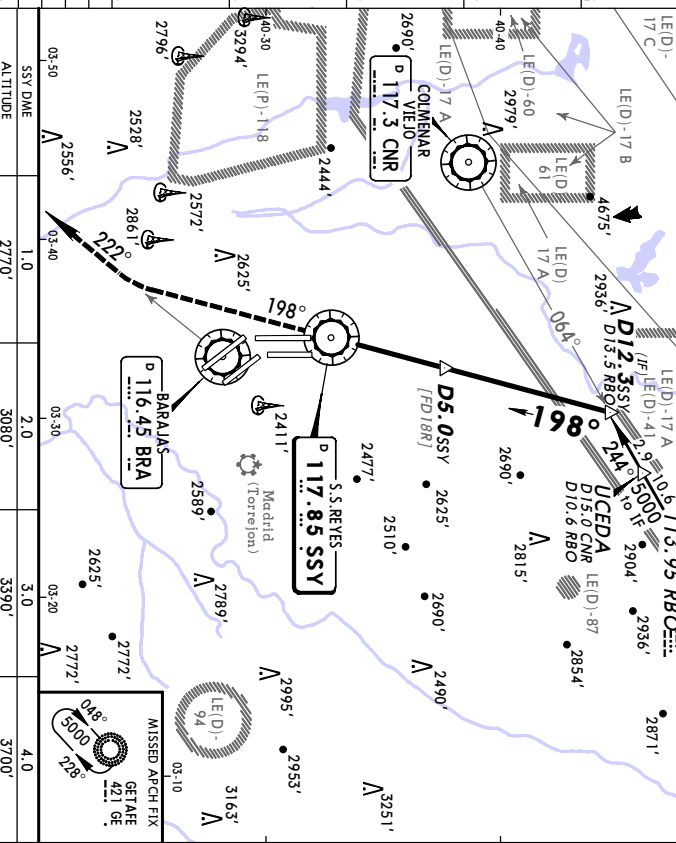
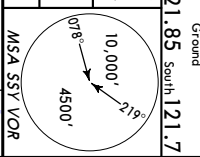
BRG DME	8.0	7.0	6.0	5.0
ALTIITUDE	3580'	3250'	2920'	2600'
D13.7 BRA 5000' - 172° D9.0 BRA 3900' - 172° D4.0 BRA 2690' - 172°				
BARAJAS 116.45 BRA R-222 BRA 1991'				
RWY 18R 1991'				
4.7 5.0 0.8				

JAR-OPS		STRAIGHT-IN LANDING RWY 18R		CIRCLE-TO-LAND	
MDA(H) 2470' (479')		ALS out		Max MDA(H) 199°	
A	RVR 1000m	100	100	1500m	1500m
B	RVR 1200m	135	135	2760' (760')	1600m
C	RVR 1600m	180	180	3280' (1280')	2400m
D	RVR 2000m	205	205	3280' (1280')	3600m

LEMD/MAD MADRID, SPAIN
BARAJAS VOR DME-Bravo Rwy 18R

JEPPESEN
 1 APR 05
 EFF 17 APR 05 (3-4)

ATIS	118.25	MADRID Approach	127.5	124.02	BARAJAS Tower	118.15	North 121.85 South 121.7
VOR	118.25	Final	127.5	124.02	MDA(H)	118.15	Ground
Apch Crs	198°	Minimum Alt	4000' (2009')	2550' (559')	Apv Elev	2000'	
		D5.0 SSV			RWY	1991'	
MISSED APCH: Follow R-198 SSV to intercept R-222 BRA and proceed direct to GE NDB climbing to 5000' and hold. Alt Sert: RFA Rwy Elev: 71 Hpa Trans level: By ATC Trans alt: 6000' Final approach track offset 15° from rwy centerline.							

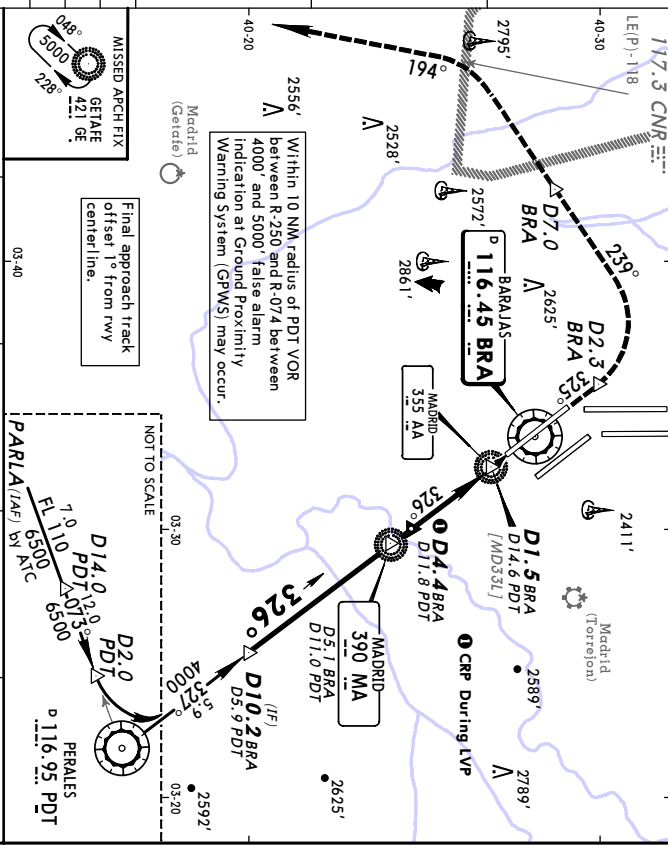


SSY DME	1.0	2.0	3.0	4.0
ALTIITUDE	2770'	3080'	3390'	3700'
D12.3 SSV 4000' - 198° D5.0 SSV 2550' - 198° D4.0 BRA 2690' - 198°				
BARAJAS 116.45 BRA R-222 BRA 1991'				
RWY 18R 1991'				
1.3 5.0 7.3				

JAR-OPS		STRAIGHT-IN LANDING RWY 18R		CIRCLE-TO-LAND	
MDA(H) 2550' (559')		ALS out		Max MDA(H) 199°	
A	RVR 1000m	100	100	1500m	1500m
B	RVR 1200m	135	135	2760' (760')	1600m
C	RVR 1600m	180	180	3280' (1280')	2400m
D	RVR 2000m	205	205	3280' (1280')	3600m

LEMD/MAD **JEPPESEN** **MADRID, SPAIN**
BARAJAS 20 MAY 05 (13-5) **VOR DME Rwy 33L**

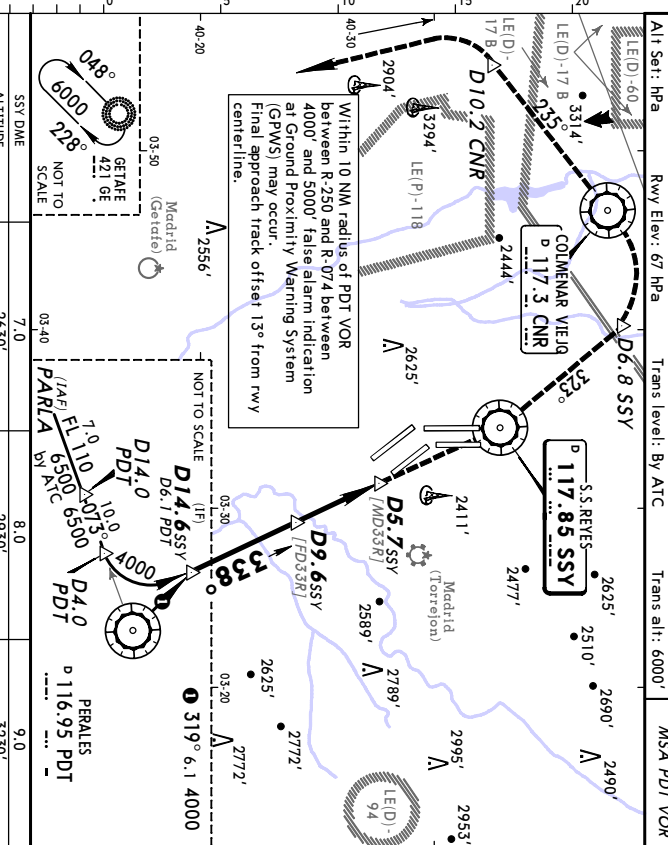
ATIS Arrival	118.25	MADRID Approach	127.5	124.02	BARAJAS Tower	118.15	North 121.85	South 121.7
VOR	116.45	Final	326°	Minimum Alt	MA Left	2300' (367')	Apt Elev	2000'
BRA		Apt Crs	326°	MA Left		2300' (367')	Rwy	1933'
MISSED APCH: Climb direct to BRA VOR, follow R-325 BRA to D2.3 BRA, then turn LEFT (MAX IAS 210 KT) onto 239°. Pass D7.0 BRA at or above 4000'. Intercept and follow R-194 CNR direct to GE NDB climbing to 5000' and hold. Alt Set: Hpa Rwy Elev: 69 Hpa Trans level: By ATC Trans alt: 6000'								
MSA PDT VOR 117.3 CNR Rwy Elev: 69 Hpa Trans level: By ATC Trans alt: 6000'								



Rwy 33L	1933'	1.1	3.6	5.1				
Grnd speed-Kts	70	90	100	120	140	160		
Descent Gradient 4.93% or Descent angle [2.83°]	350	451	501	601	701	801		
MAP at D1.5 BRA/D14.6 PDT								
JAR OPS	STRAIGHT-IN LANDING Rwy 33L						CIRCLE-TO-LAND	
	MDA(H) 2300' (367')						AIS out	
A	RVR 900m					Max Kts	MDA(H)	VIS
B	RVR 1000m					100	2690' (690')	1500m
C	RVR 1000m					135	2760' (760')	1600m
D	RVR 1400m					180	3280' (1280')	2400m
						205	3280' (1280')	3600m

LEMD/MAD **JEPPESEN** **MADRID, SPAIN**
BARAJAS 20 MAY 05 (13-6) **VOR DME Rwy 33R**

ATIS Arrival	118.25	MADRID Approach	127.5	124.02	BARAJAS Tower	118.15	North 121.85	South 121.7
VOR	117.85	Final	338°	Minimum Alt	D9.6 SSY	2490' (604')	Apt Elev	2000'
SSY		Apt Crs	338°	D9.6 SSY		2490' (604')	Rwy	1886'
MISSED APCH: Climb direct to SSY VOR, then turn LEFT and Intercept R-323 SSY. At D6.8 SSY turn LEFT and Intercept R-235 CNR. At D10.2 CNR turn LEFT direct to GE NDB climbing to 6000' and hold. Alt Set: Hpa Rwy Elev: 67 Hpa Trans level: By ATC Trans alt: 6000'								
MSA PDT VOR 117.3 CNR Rwy Elev: 67 Hpa Trans level: By ATC Trans alt: 6000'								



Rwy 33R	1886'	1.0	3.9	5.0				
Grnd speed-Kts	70	90	100	120	140	160		
Descent Gradient 4.93% or Descent angle [2.83°]	350	451	501	601	701	801		
MAP at D5.7 SSY								
JAR OPS	STRAIGHT-IN LANDING Rwy 33R						CIRCLE-TO-LAND	
	MDA(H) 2490' (604')						AIS out	
A	RVR 1000m					Max Kts	MDA(H)	VIS
B	RVR 1200m					100	2690' (690')	1500m
C	RVR 1200m					135	2760' (760')	1600m
D	RVR 1600m					180	3280' (1280')	2400m
						205	3280' (1280')	3600m