

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LEMD

Terminal Charts For LEMD

Revision Letter For Cycle 07-2023

Change Notices

Notebook

General Information

Location: MADRID ESP
ICAO/IATA: LEMD / MAD
Lat/Long: N40° 28.33', W003° 33.65'
Elevation: 1998 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 0.0° E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0535 Z
Sunset: 1853 Z

Runway Information

Runway: 14L
Length x Width: 11483 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 1942 ft
Lighting: Edge, Centerline

Runway: 14R
Length x Width: 13084 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 1995 ft
Lighting: Edge, Centerline

Runway: 18L
Length x Width: 11483 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 1928 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1640 ft

Runway: 18R
Length x Width: 13711 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 1991 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 2670 ft

Runway: 32L
Length x Width: 13084 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 1949 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 3045 ft

Runway: 32R
Length x Width: 11483 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 1903 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1640 ft

Runway: 36L
Length x Width: 13711 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 1985 ft
Lighting: Edge, Centerline

Runway: 36R
Length x Width: 11483 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 1942 ft
Lighting: Edge, Centerline

Communication Information

ATIS: 118.255 Arrival Service
ATIS: 130.855 Departure Service
Barajas Tower: 120.655 Secondary
Barajas Tower: 120.155 Secondary
Barajas Tower: 119.500 Military
Barajas Tower: 118.980
Barajas Tower: 36.210 Military
Barajas Tower: 118.080
Barajas Tower: 118.680
Barajas Tower: 118.155
Barajas Ground: 123.155
Barajas Ground: 121.630
Barajas Ground: 121.755

Barajas Ground: 121.980
Barajas Apron Ramp/Taxi: 121.705
Barajas Apron Ramp/Taxi: 121.855
Barajas Apron Ramp/Taxi: 123.005
Barajas Apron Ramp/Taxi: 123.255
Barajas Apron Ramp/Taxi: 123.480 Secondary
Barajas Clearance Delivery: 130.080
Barajas Clearance Delivery: 130.355
Madrid Approach: 118.400
Madrid Approach: 118.755
Madrid Approach: 124.030
Madrid Approach: 127.100
Madrid Approach: 127.505
Madrid Approach: 130.800 Secondary
Madrid Approach: 134.030 Secondary
Madrid Approach: 136.105
Madrid Departure: 124.230
Madrid Departure: 131.175
Madrid De-Icing Operations: 130.255
Madrid Direct (Approach Control Radar): 128.700
Madrid Direct (Approach Control Radar): 134.955
Barajas Emergency: 122.980
Madrid De-Icing Operations: 123.330

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

19 NOV 21

10-1P

.Eff.2.Dec.

.AIRPORT.BRIEFING.

1. GENERAL

1.1. ATIS

D-ATIS Arrival 118.255

D-ATIS Departure 130.855

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

All ACFT wishing to operate at the APT must have engaged a handling agent.
General and Business Aviation ACFT:

All ACFT with MTOW less than 10000kg and/or fewer than 20 seats must have engaged the services of one of the following two General and Business Aviation managers authorized by the APT:

SKY VALET SPAIN

TEL H24: +34-916 782 648

FAX H24: +34-913 936 899

E-mail: occ@skyvalet.com

SITA/ARINC: MADSKXH

FREQ: 131.905C

SPANISH FBO MADRID

TEL H24: +34-913 936 890

E-mail: madrid@spanishfbo.com

TEL: +34-916 782 648

In every slot message or request for General Aviation and Business flights wishing to operate at the APT, the following information must be included in item 18 "other information":

- Flight Handling agent
- General and Business Aviation manager if engaged.

Arrival or departure operations of ACFT licensed according to ICAO Annex 16, VOL I, Chapter II are forbidden.

Changes on the procedures must not be requested before reaching FL 100, except for propeller ACFT.

1.2.2. PREFERENTIAL CONFIGURATIONS

Between 0700 and 2300LT

Preferential: North Configuration

- Arrivals: 32L/32R
- Departures: 36L/36R

Non-preferential: South Configuration

- Arrivals: 18L/18R
- Departures: 14L/14R

Between 2300 and 0700LT

Preferential: North Configuration

- Arrivals: 32R
- Departures: 36L

Non-preferential: South Configuration

- Arrivals: 18L
- Departures: 14L

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

19 NOV 21

10-1P1

.Eff.2.Dec.

.AIRPORT.BRIEFING.

1. GENERAL

The preferential configurations will be maintained until wind components are produced, including 10 KT gusts of tailwind and/or 20 KT crosswind, the change may be considered from 7 KT of tailwind, except for safety reasons, the inoperativeness of any RWY or air navigation aid disabling any of the approved standard instrument departures and arrivals, or when one or more of the following meteorological conditions prevail or are forecast:

- RWY surface conditions adversely affected and/or braking action below good;
- Cloud ceiling lower than 500' above aerodrome elevation;
- Visibility less than 1.9km (1NM);
- Wind shear notified or forecasted, or storms on approach or departure;
- Other meteorological phenomena that may prevent it.

In such cases, ATC shall notify the APT, which will confirm whether works are in progress on the surface or facilities of non-preferential RWYs. In South configuration, for the purpose of determining the preferential RWYs, during the nights from Friday to Saturday and from Saturday to Sunday, the night period will be considered from 2300-0900LT, whenever the operational circumstances permit so. Daytime SIDs must be used in their appropriate schedules.

Madrid ACC will clear approaching ACFT taking into account Madrid TMA geographical entry criteria (arrivals to RWY 32R/18L from the East and to RWY 32L/18R from the West) except when it is necessary to assign a different RWY for arrivals due to safety reasons or to obtain a continuous traffic flow.

ATIS messages shall broadcast information on the configuration in use of RWYs.

1.2.3. RUN-UP TESTS

Run-up tests higher than idle regime are allowed H24 at the engine testing area. Procedures of preferential taxiing to the engine testing area:

- Entry in North configuration via MZ;
- Exit in North configuration via AZ;
- Entry in South configuration via AZ;
- Exit in South configuration via MZ.

The request of run-up test clearance in any regime type and any question about the test procedure must be addressed to:

Centro de Gestion Aeroportuaria (GCA)

Tel: +34-913 93 65 24

Fax: +34-917 43 86 21

1.2.4. NIGHT OPERATING RESTRICTION DUE TO NOISE QUOTA

1.2.4.1. OPERATING RESTRICTIONS

Departure and arrival operations classified as CR-4 or above are forbidden.

The APT authority may exceptionally authorize such ACFT to take-off or land if:

- The operation takes place within 30 minutes after or before the time limits expected as long as this is due to a delay caused by the programmed operation.
- The operation is justified on safety reasons as well as transportation of urgent alterations aid or in consequence of operational alterations like meteorological conditions, industrial actions and other exceptional occurrences.

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

1. GENERAL

1.2.4.2. NOISE QUOTA ACFT CLASSIFICATION

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

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

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

1.2.5. AUXILIARY POWER UNITS (APU)

1.2.5.1. GENERAL

Stands T1 thru T35, 300 thru 394 and 500 thru 586:

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

Stands 70 thru 74 between 0700-2300LT:

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

Stands 70 thru 74 between 2300-0700LT:

- Use of APU is not allowed.

Stands 50 thru 69 and 145 thru 162:

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

Stands 7 thru 49, 163 thru 175 and T36 thru T41:

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

1.2.5.2. ACFT WITH NIGHT RESTRICTIONS FOR THE USE OF APU

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

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVP will be in force when:

- Maneuvering area
- RVR is 700m or below or
 - VIS is less than 800m if RVR out, or
 - Ceiling is 290' or less (in the METAR/SPECI cloud layer of BKN or OVC extent and height less than 002, or vertical visibility less than W002).
- Apron
- RVR (or VIS if RVR out) is 400m or below.

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

16 DEC 22

10-1P3

.Eff.29.Dec.

AIRPORT BRIEFING.

1. GENERAL

Pilots will be informed when LVPs are in use via ATIS.

When LVP is activated, pilot-in-command of towed ACFT must switch on the Mode S transponder.

LVP will be cancelled when:

- Maneuvering area
 - RVR (or VIS if RVR is out) is equal to or higher than 800m.
 - Ceiling is 300' or above (in the METAR/SPECI cloud layer of BKN or OVC extent and height greater than 003, or vertical visibility greater than W003).
 - TREND or TAF forecasts, without PROB, VIS is equal to or higher than 1500m.
- Apron
 - VIS is higher than 400m.

1.3.2. ARRIVAL

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

Landing RWY	Exit
18L	Y5, Y4, Y3 (traffic intending to vacate via Y3 shall notify ATC as soon as possible)
18R	Z10, Z8, Z7
32L	L5, L4, L3, L2 (for arrivals to Terminal 4 prefer L2 and L4. In case of activation of LVP due to cloud ceiling L7 only.)
32R	K5, K4, K3 (traffic intending to vacate via K3 shall notify ATC as soon as possible)

When leaving RWY sensitive area pilots shall report:

- Sensitive area vacated;
- TWY used.

ACFT vacating the sensitive area have priority over all other ACFT taxiing in the vicinity.

After landing on RWY 18L/R or 32L/R follow appropriate TWY centerline lights until clear of sensitive area and await instructions from BARAJAS Ground or stop if lacking instructions.

Unless otherwise instructed:

- In South configuration, entries to stand 258 thru 264 shall be carried out via M8 until M6, C6, A5 until A7, F2, F3.

1.3.3. DEPARTURE

Pilots-in-command will request permission for engine start-up from ATC if reported RVR values are equal to or higher than their minimum for take-off.

ACFT will hold short and obey the signs from the stop bar lighting when cleared to taxi to a RWY holding position of the RWY in use.

Unless otherwise instructed:

- In North configuration, exits from stands 178 thru 186 and 205 to 209 shall be carried out via TWYs C7, E3, E2, E1, A6, A5, C6, M6 until M10.
- In North configuration, exits from stands 200 thru 204 shall be carried out via TWYs C11, E3, E2, E1, A6, A5, C6, M6 until M10.
- In North configuration, exits from stands 210 thru 227 shall be carried out via TWYs E2, E1, A6, A5, C6, M6 until M10.
- In North configuration, exits from stands 258 thru 264 shall be carried out via TWYs E2, E1, A6, A5, C6, M6 until M10.

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

28 OCT 22

10-1P4

.Eff.3.Nov.

AIRPORT BRIEFING.

1. GENERAL

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.4.1. OPERATION OF MODE S TRANSPONDER WHEN ACFT IS ON GROUND

ACFT operators shall ensure that the Mode S transponders are able to operate when the ACFT is on the ground.

From the request for towed push-back or taxi, whichever is earlier and after landing continuously until ACFT is fully parked on stand, pilots shall select AUTO Mode or the equivalent according to specific installation, XPDR or ON if AUTO is not available, and the assigned Mode A code.

Select STBY when ACFT is fully parked.

Whenever ACFT is capable of reporting ACFT ident (i.e. call sign used in flight), ACFT ident should be entered at the time of the request for towed push-back or taxi, whichever is earlier (through the FMS or the transponder control panel). Flight crew must use the specific format defined by ICAO for entry the ACFT ident (e.g. BAW123, AFR6380).

To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) are not compromised, TCAS should not be selected before receiving the clearance to line up, and should be deselected after vacating the RWY.

ACFT taxiing without flight plan, Mode A code 2000 should be selected.

1.5. TAXI PROCEDURES

ACFT shall approach the RWY holding and intermediate positions as closely as possible, as no free space is guaranteed behind them.

It is the ACFT commander's responsibility to remain watchful of the surroundings and take measures to avoid collisions with other ACFT, as well as to inform ATC when any clearance cannot be carried out. If there is any doubt as to whether an ACFT positioned at a RWY holding position or an intermediate holding position may be overtaken safely, the taxiing ACFT shall halt, report ATC and request alternate instructions.

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

TWYs CA, CB, C1 (from stand 117) and C9 limited to MAX ACFT with code letter B.

Limited to MAX ACFT with code letter C for:

- TWYs C1 up to stand 116, C2, DI2, J5, J6, JI5, JI6, W5, W6, WI6, WA, WN1, WN2 and gate 7.
- TWY I12 (except from access to stand T38, which is limited to MAX wingspan 102'/31m).
- TWY C11 and gate 6 MAX wingspan 125'/38m.
- TWY DI3, DI4 if TWY D3 or D4 occupied by ACFT code letter E.
- TWY WN3, if stand 400 is occupied.
- TWY X2, if stand 448 is occupied by A346 ACFT.

Limited to MAX ACFT with code letter D for:

- TWYs C11, DI3, DI4, I9 thru I11, gate 4 thru 6.
- Gate 6, TWY C11, I11 and connection curves between TWY I10 and I12 limited to MAX wingspan 125'/38m.
- TWY D3, D4 if TWY DI3 or DI4 occupied by ACFT code letter D.
- TWY EB1: MAX wingspan 190'/58m if TWY EC1 is occupied by ACFT code letter F with wingspan greater than 240,4/73.3m (A380).
- TWY R8, if TWY R1 is occupied by B747-8 ACFT.
- TWY Z4 cannot be used by any other ACFT if TWY Z2 is occupied by ACFT code letter F and vice versa.
- TWY LB cannot be used by any other ACFT if TWY LA is occupied by ACFT code letter F.

1. GENERAL

Limited to MAX ACFT with code letter E for:

- TWYs A1 thru A17, AM1, AM2, AZ2 thru AZ6, C3 thru C7, D1 thru D4, E1 thru E4, EB1 thru EB8, EC2 thru EC9, F1 thru F4, G1 thru G6, G14, Gate 1 thru Gate 4, Gate 14, H2 thru H4, I7 thru I9, J2 thru J4, KA8, L1, L3, L5, L7, LA, LB, LC, LD, LF, M1 thru M17, M27 thru M31, MZ3 thru MZ7, NY11 thru NY13, R1 thru R8, S2 thru S4, U2 thru U4, W1 thru W4, WN3, X2 thru X6, Z2, Z4, Z6, Z8, Z10, Z12, ZW1 thru ZW5.

TWYs Z2, Z4 cannot be used simultaneously by two ACFT code letter E.

Limited to MAX ACFT with code letter F for:

- TWYs A18 thru A34, AM3, AM4, AY, B1 thru B13, BN1, BN3, BY11 thru BY13, EA1, EA2, EA5 thru EA7, EC2 up to stand 628, G11 thru G13, gate 11, K1 thru K5, K7, K8, KA1 thru KA7, KB1 thru KB2, KC1 thru KC3, L2 thru L4, L42, LE, M18 thru M25, M27 up to access to stand 627, M32 thru M34, MC, MD, ME1, ME2, N1 thru N13, Y1 thru Y5, Y7, Z1, Z3, Z7, Z8.
- TWY AM3: MAX wingspan 256'/78m (A380 not allowed) if TWY A27 occupied by code letter F ACFT with a wingspan greater than 256'/78m (A380) and vice versa.
- TWY EC1: MAX wingspan of 256'/78m (A380 not allowed) if TWY EB1 occupied by code letter E ACFT with a wingspan greater than 190'/58 m.
- TWY M27 up to access stand 627: MAX wingspan 256'/78m (A380 not allowed) if TWY A27 are occupied by code letter F ACFT with a wingspan greater than 256'/78m (A380).

ACFT movements on the apron must be executed with power similar to idle speed. A significant increase in power must be coordinated with ATC.

In case of any doubt about the position of the ACFT or in case of difficulties, stop, notify (including last known position) ATC or the Apron Management Service (SDP) in its responsibility area and request Follow-me car. If in doubt about the ACFT position relative to the maneuvering area but recognizing that the ACFT is on a RWY, notify ATC immediately including the last known position. If an appropriate nearby TWY can be located, vacate the RWY as soon as possible and afterwards stop the ACFT, or as directed.

ACFT vacating RWY via a rapid exit TWY will always have priority over the rest of ACFT, that must give way to them using the intermediate holding position.

B747-8 ACFT may not use RWY holding positions LC and LD for RWY 14R.

1.5.1. NO ENTRIES - VISIBILITY OF MARKINGS

TWY POSITION	VISIBLE FROM TWY
Crossing of A14, A17, AZ2 and S2	A17 to S2
Y7	Visible only in RWY entry direction

1.6. PARKING INFORMATION

Stands 70 thru 74, 300 thru 312, 330 thru 394, 500 thru 586 and T1 thru T35 equipped with docking guidance system.

On stands 31 thru 33, 35 thru 37, 44, 45, 70 thru 74, 80 thru 97, 100 thru 126, 131, 133, 135 thru 165, 173, 175, 178 thru 190, 207, 209, 243 thru 249, 300 thru 328, 330 thru 394, 500 thru 586 and T1 thru T40 push-back required.

Do not enter stands T1, T2 and T3 from TWY I7 taxiing in South direction.

Exit of stand 40 will be autonomous, except B747-8, which shall be towed nosing to North on A6.

Four-engined ACFT shall access stands T1, T2 and T3 with external engines at idle speed.

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

17 FEB 23

10-1P6

.Eff.23.Feb.

AIRPORT BRIEFING.

1. GENERAL

1.6.1. RAMP 5 AND 6

From 2300-0700LT, movements in ramps 5 and 6 are forbidden. It shall only be permitted the use of equipment necessary for the tasks associated with the maintenance of the ACFT and, if required, when an ACFT needs to be dragged outside the restricted area, it shall be accomplished by means of an electric tractor, in which case it will comply with the following:

Entry to stands 75 and 80 thru 140: All ACFT shall stop at TWY A4 (in North configuration) or at TWY M4 (in South configuration) and, from there, wait to be towed with the engine switched off to the stand assigned. Only electric engine towing tractors are allowed.

The use of APU is forbidden for all types of ACFT during taxiing operation.

1.6.2. ADDITIONAL VDGS PROCEDURE DETAILS

If any of the following circumstances arises, the pilot should halt the docking procedure, report the problem to TWR and await further instructions:

- Type of ACFT selected does not match with the ACFT docking.
- Display cannot be read (loss of display).
- ESTOP message is displayed.
- Pilot believes system is providing erroneous docking information.
- Display shows error messages (ID-FAIL, VIEW BLOCK, GATE BLOCK or ERR).

If the system does not detect the ACFT and the pilot cannot read the ACFT type steadily at the top of the display before the ACFT nose reaches the airbridge, the pilot should contact TWR and await guidance from a signalman.

1.7. OTHER INFORMATION

1.7.1. GENERAL

Birds.

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS 17 FEB 23

10-1P7

.Eff.23.Feb.

.AIRPORT.BRIEFING.

2. ARRIVAL

2.1. SHORT COMMUNICATION PROCEDURE

In communication transmissions to the East Approach Sector or to the West Approach Sector, the call shall be limited to the callsign to avoid frequency congestion:

" Approach + Iberia 321"

2.2. SPEED RESTRICTIONS

Unless otherwise instructed by ATC, pilots shall comply with the following speed restrictions on all RWY configurations:

RWY	POSITION	SPEED	ALTITUDE
18L/R	RILKO or equivalent position	220 KT	11000'
	LULER or equivalent position	220 KT	8000'
32L/R	FAFEQ or equivalent position	220 KT	6000'
	RUDBI or equivalent position	220 KT	8000'
All RWYs	Clearance Limit	220 KT	-
	When intercepting LOC	200 KT	-
	10 DME	180 KT	-
	6 DME	160 KT	-

In the interests of precise separation, all speed restrictions must be adhered to with the greatest possible accuracy. ACFT unable to comply with these speed restrictions due to weather conditions, ACFT performance or other operational reasons shall immediately inform ATC, indicating the speeds that may be used.

Pilots shall not be exempt from complying with the previously assigned speed in the event that a new ATC clearance (unrelated to speed) is issued. Failure to comply with speed control instructions may result in ACFT being excluded from the planned approach sequence.

2.2.1. ADJUSTMENT OF VERTICAL SPEED IN MADRID TMA

ACFT shall adjust their vertical speed when approaching the assigned altitude or flight level. In those circumstances, vertical speed shall be reduced to 1500' per minute when approaching to a vertical distance of 1000' above or below assigned altitude or flight level.

2.3. CLEARANCE LIMIT

ACFT flying a STAR shall enter holding at the Clearance Limit if they do not receive subsequent clearance. Likewise, ACFT arriving at the IAF without subsequent clearance must also enter holding.

2.4. COMMUNICATION FAILURE PROCEDURES

In case of communication failure proceed as follows depending on position:

- During a STAR procedure before or at the Clearance Limit:
Maintain the last cleared altitude or level, proceed to the STAR Clearance Limit, execute two holding patterns and complete an ILS approach to the nearest RWY.
- During a STAR procedure after the Clearance Limit:
 - Before the IAF:
Fly to the IAF, enter holding and after completing one pattern, descend to the approach start altitude and exit it, executing an ILS approach to the nearest RWY.
 - After the IAF:
Continue the approach procedure to the nearest RWY.

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

17 FEB 23

10-1P8

.Eff.23.Feb.

.AIRPORT.BRIEFING.

2. ARRIVAL

- Traffic on radar vectors before the IAF:
Traffic must maintain the last cleared altitude or level and proceed directly to the IAF. Enter IAF holding and after completing a pattern, descend to the approach start altitude and exit it, executing an ILS approach to the nearest RWY.
- Vector traffic to the LOC:
Traffic completes the approach by proceeding to the LOC at the intercept altitude predicted on the approach chart.

Maneuvering after a Missed Approach

If an ACFT suffers a communications failure during a missed approach maneuver, the following procedure shall be followed:

- Missed RWY 32L:
 - Fly according to the published procedure up to homing point;
 - Enter the holding pattern at 5000';
 - Complete one pattern;
 - Maintain 5000';
 - Fly to the IAF of the IAC 32L;
 - Complete a new approach and land.
- Missed RWY 32R:
 - Fly according to the published procedure up to homing point;
 - Enter the holding pattern at 6000';
 - Complete one pattern;
 - Descend to 5000';
 - Fly to the IAF of the IAC 32R;
 - Complete a new approach and land.
- Missed RWY 18R:
 - Fly according to the published procedure up to homing point;
 - Enter the holding pattern at 6000';
 - Complete one hold;
 - Ascend, in the holding pattern, to 11000';
 - Fly to the IAF of the IAC 18R;
 - Complete a new approach and land.
- Missed RWY 18L:
 - Fly according to the published procedure up to homing point;
 - Enter the holding pattern at 5000';
 - Complete one hold;
 - Ascend, in the holding pattern, to 11000';
 - Fly to the IAF of the IAC 18L;
 - Complete a new approach and land.
- ACFT without operational approval RNAV1:
 - If the ACFT without RNAV1 operational approval has already been instructed to proceed to a conventional radio aid or fix, or is receiving radar vectoring to the IAF of the approach, it shall maintain the last cleared altitude or level and proceed to that IAF. At the IAF, it shall descend to the approach start altitude and exit the IAF on approach maneuver.
 - If the ACFT has not yet received guidance to the IAF, it shall maintain the last cleared altitude or level and shall proceed to the IAF (SIE or PDT), descend to the start altitude of the conventional approach and perform the conventional approach maneuver to the RWY that corresponds to it by geographical criteria.

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

17 FEB 23

10-1P9

.Eff.23.Feb.

.AIRPORT.BRIEFING.

2. ARRIVAL

2.4.1. COMMUNICATION FAILURE IN LVP CONDITIONS

ACFT will hold in the first segment of the TWY in which the ILS sensitive area is vacated and wait for the arrival of an assistance vehicle.

If the ACFT has already received a taxiing clearance, it shall continue along the assigned route to the clearance limit, taking special caution where it shall hold position and wait for the arrival of an assistance vehicle.

2.5. NOISE ABATEMENT PROCEDURES

2.5.1. GENERAL

The following procedures are applicable to all ACFT for landing and take-off - except for safety reasons - to avoid excessive noise in areas surrounding the APT. Non-compliance will cause sanctions to ACFT operators except the execution of approach to RWY 18R with reduced flaps. If unable to comply submit alternative procedures to correspondent authority for approval.

Arrival paths will be radar-monitored and noise level will be measured for each operation.

South Configuration

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

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

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

Approaching RWY 18R the following landing procedure with reduced flaps is recommended, although its use is subject to pilot's decision and safety must prevail at all times:

- Intercept ILS with minimum flap configuration and landing gear retracted;
- Do not extend landing gear and keep the minimum possible flaps configuration up to 5 DME ILS.

2.5.2. REVERSE THRUST

The use of reverse thrust above idle is prohibited between 2300-0700LT except for safety reasons. In this case, it must be notified to the Tower and the 'Departamento de Medio Ambiente' of the APT.

2.6. CONTINUOUS DESCENT INFORMATION

Depending on traffic situation and if no need for interrupting the descent is foreseen, ACFT will be cleared to proceed to a STAR, or by means of a "direct to" clearance to an intermediate fix of the STAR, to the IAF, to an intermediate approach fix or to the IF, to the minimum altitude of the IAF or the IF of the instrument approach procedure, or the minimum ATC surveillance altitude of the sectors crossed by the direct route, whichever is higher, in order to allow a continuous descent operation.

2.7. CAT II/III OPERATIONS

RWYs 18L/R and 32L/R approved for CAT II/III operations, special aircrew and ACFT certification required.

2.8. UNINTENTIONAL CROSSING OF THE FINAL APPROACH COURSE

Once the pilot has received a radar vector that converges with assigned RWY centerline at an angle of less than 70°, pilots shall take the initiative of intercepting the ILS LOC or any radio aid replacing the LOC, unless previously instructed by ATC to cross the LOC or RWY centerline.

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

17 FEB 23

10-1P10

.Eff.23.Feb.

AIRPORT BRIEFING

2. ARRIVAL

2.9. RWY OPERATIONS

2.9.1. MINIMUM RWY OCCUPANCY TIME

To minimize the RWY occupancy time and the possibility of "go-around", pilots are reminded:

- Whenever the conditions of the RWY so allow, they should use the following of earlier rapid exit TWY, unless otherwise instructed by ATC. Otherwise, they must notify ATC in the first communication with TWR:

ACFT CATEGORY DUE TO WAKE TURBULENCE	RWY 32L Dist THR - Rapid Exit		RWY 32R Dist THR - Rapid Exit		RWY 18L Dist THR - Rapid Exit		RWY 18R Dist THR - Rapid Exit	
	LEFT	RIGHT	LEFT	RIGHT	LEFT	RIGHT	LEFT	RIGHT
HEAVY	L3(1) 7785' 2373m	L4(2) 5955' 1815m	K4 7874' 2400m	-	-	Y4 7874' 2400m	Z7 7717' 2352m	Z8 7717' 2352m
MEDIUM (JET)	L5(1) 6076' 1852m		K5 5906' 1800m			Y5 5906' 1800m		Z10 6319' 1926m
MEDIUM (PROP) + LIGHT	L7 (3)(4) 4980' 1518m							

- (1) And turn left on TWY A, hold short of first TWY G intersection.
 (2) And hold short of TWY A.
 (3) And follow ATC instructions.
 (4) HSTIL-L7 will automatically turn-off when RVR below 800m.

To vacate RWY expeditiously at the fastest speed commensurate with safety.

To adjust taxi speed after touchdown when it is evident that the ACFT will miss the planned HSTIL, avoiding low speeds on the RWY.

The following rapid exit TWYs are available:

RWY	ACFT	Dist THR - Rapid Exit	Rapid Exit
32L	all	4980' /1518m	L7
32L	all	6076' /1852m	L5
32L	all	5955' /1815m	L4
32L	all	6982' /2128m	L2
32L	all	7785' /2373m	L3
32R	all	5906' /1800m	K5
32R	all	7874' /2400m	K4
18R	all	6319' /1926m	Z10
18R	all	7717' /2352m	Z8
18R	all	7717' /2352m	Z7
18L	all	5906' /1800m	Y5
18L	all	7874' /2400m	Y4

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

17 FEB 23

10-1P11

.Eff.23.Feb.

AIRPORT BRIEFING.

2. ARRIVAL

2.10. TAXI PROCEDURES

2.10.1. STANDARD TAXI ROUTES

2.10.1.1. NORTH CONFIGURATION

From RWY 32L to:	
Terminal 1, 2 or 3	
Standard route: L7, L5 or L3, TWY A to TWY A11.	
R-7:	Stands 178 thru 227: Standard route to A10 (transfer point A10-2) until A6 to C7. Stands 243 thru 249: Standard route to A10 (transfer point A10-2) until A6 to C9.
R-6:	Stand 75: Standard route to A10 (transfer point A10-2) until A4 to C4 to I6. Stands 80 thru 85: Standard route to A10 (transfer point A10-2) until A3 to C3. Stands 90 thru 110: Standard route to A10 (transfer point A10-2) until A2 to C2. Stands 111 thru 126: Standard route to A10 (transfer point A10-2) until A1 to C1. Stands 130 thru 135: Standard route to A10 (transfer point A10-2) until A1 to C1 to CA. Stands 136 thru 140: Standard route to A10 (transfer point A10-2) until A1 to C1 to CB. Stands 145 thru 148: Standard route to A10 (transfer point A10-2) until A1.
R-5:	Stands 50 thru 69: Standard route to A10 (transfer point A10-2) until A4 to C4. Stands 70 thru 74: Standard route to A10 (transfer point A10-2) until A4 to C4 to I6. Stands 150 thru 152: Standard route to A10 (transfer point A10-2) until A2. Stands 153 thru 157: Standard route to A10 (transfer point A10-2) until A3. Stands 159 thru 162: Standard route to A10 (transfer point A10-2) until A4.
R-4:	Stands 30 thru 37: Standard route to A10 (transfer point A10-2) until A8 to G1 to Gate 1 to I7 to C5 to M5. Stands 40 thru 43: Standard route to A10 (transfer point A10-2) until A6. Stands 44 and 45: Standard route to A10 (transfer point A10-2) until A5 to C6 to M6. Stands 163 and 165: Standard route to A10 (transfer point A10-2) until A6. Stand 171: Standard route to A10 (transfer point A10-2) until A7 to E1, straight to stand. Stand 173: Standard route to A10 (transfer point A10-2) until A8 to F2, straight to stand. Stand 175: Standard route to A10 (transfer point A10-2) until A8 to F1, straight to stand.

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS 17 FEB 23

(10-1P12)

.Eff.23.Feb.

AIRPORT BRIEFING.

2. ARRIVAL

From RWY 32L to: (cont'd)	
Terminal 1, 2 or 3 (cont'd)	
R-3:	Stands T1 thru T3S: 0700 - 2259LT: Standard route to A10 (transfer point A10-2) until A5 to A4 to C4 to I6. 2300 - 0659LT: Standard route to A10 (transfer point A10-2) until A5 to C5. Stands T4 thru T13: Standard route to A10 (transfer point A10-2) to A8 to G1 to Gate 1 to I7 or I8.
R-2:	Stands 14 thru 17: Standard route to A10 (transfer point A10-2) to A9 to G3 to M9. Stands T14 thru T21: Standard route to A10 (transfer point A10-2) to A9 to G3 to Gate 3 to I8 or I9.
R-1:	Stands 7 thru 9: Standard route to G5 to Gate 5 (transfer point) to I10. Stands 10 thru 13: Standard route to A10 (transfer point A10-2) to A9 to G3 to M9. Stands T22 thru T29: Standard route to A10 (transfer point A10-2) to G4 to Gate 4 to I9 or I10. Stands T30 thru T40: Standard route to G5 to Gate 5 (transfer point) to I12.
R-0:	Stands 20 thru 22: Standard route to G5 to M11.
Terminal 4	
Follow ATC instructions to leave by the LEFT of RWY. <u>Standard route:</u> L7, L5 or L3 to TWY A, enter TWY M by the first possible TWY, follow to TWY M13 to J3 (transfer point J3-2).	
R-10:	Stands 364 thru 374: Standard route to J4 to D1 to D2 to D3. Stands 372 thru 377: Standard route to J4 to D1 to D2. Stand 378: Standard route to J4 to J5. Stands 380 thru 394: Standard route to J4 until J6. Stands 444 thru 446: Standard route to J4 to D1 until D3 to R4 to X3. Stand 448: Standard route to J4 to D1 to D2 to S4 to X2.
R-11:	Stands 342 thru 362: Standard route to J4 to D1 until D4. Stands 430 thru 432: Standard route to J4 to D1 until D5 to W4 to X5 to X4. Stands 434 thru 442: Standard route to J4 to D1 until D3 to R4 to X3.
R-12:	Stands 300 thru 312: Standard route to J4 to D1 until D5 to W5 to W6 or W16. Stands 320 thru 329: Standard route to J4 to D1 until D5 to W5. Stands 330 thru 340: Standard route to J4 to D1 until D4. Stands 420 thru 428: Standard route to J4 to D1 until D5 to W4 to X5 to X4.
R-13:	Stands 400 thru 411: Standard route to J4 to D1 until D5 to W5. Stands 412 thru 419: Standard route to J4 to D1 until D5 to W5 to WN1 to WA.

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS 17 FEB 23

10-1P13

.Eff.23.Feb.

AIRPORT BRIEFING.

2. ARRIVAL

From RWY 32L to: (cont'd)	
Terminal 4S	
Follow ATC instructions to leave to the RIGHT side of RWY. Standard route: L4 to EA1 or L4 to L42 to L2 to B1 or L2 to B1.	
R-20:	Stands 568 thru 579: Standard route to M21 until M23 to EB2. Stands 580 thru 582: Standard route to M21 until M23. Stands 583 thru 586: Standard route to M21 to M22 to EA2. Stands 619 thru 628: Standard route to M21 until M27.
R-21:	Stands 556 thru 566: Standard route to M21 until M23 to EB2 to EB6. Stands 608 thru 618: Standard route to M21 until M30.
R-22:	Stands 538 and 539: Standard route to M21 until M23 to EB2 to EB7 to N10. Stands 540 thru 554: Standard route to M21 until M23 to EB2 to EB6. Stands 600 thru 606: Standard route to M21 until M31.
R-23:	Stands 500 thru 526: Standard route to B2 until B5 to Gate 13 to EA5. Stands 528 thru 530: Standard route to B2 until B5 to Gate 13. Stands 532 thru 536: Standard route to B1 until B9 to EA7 to EA6. Stand 537: Standard route to B1 until B9 to EA7 to N10.
From RWY 32R to:	
Terminal 1, 2 or 3	
K5 to KA4 to KA3 to KB2 to TWY A to TWY A11 or K5 to KA4 to KC3 to KC2 to TWY A to TWY A11 or K4 to KC3 to KC2 to TWY A to TWY A11 or K3 to KB2 to TWY A to TWY A11, then same route as for RWY 32L.	
Terminal 4	
Follow ATC instructions to leave RWY. Standard route: TWY A to H2 to H3(transfer point H3-2) or K5 to KA4 to KC3 to KC2 to TWY A to H2 to H3 (transfer point H3-2) or K4 to KC3 to KC2 to TWY A to H2 to H3(transfer point H3-2) or K3 to KB2 to TWY A to H2 to H3 (transfer point H3-2).	
R-10:	Stands 364 thru 370: Standard route to H4 to D2 to D3. Stands 372 thru 377: Standard route to H4 to D2. Stand 378: Standard route to X1 to J4 to J5. Stands 380 thru 394: Standard route to X1 to J4 until J6. Stands 444 thru 446: Standard route to H4 to D2 to D3 to R4 to X3. Stand 448: Standard route to H4 to D2 to S4 to X2.
R-11:	Stands 342 thru 362: Standard route to H4 to D2 until D4. Stands 430 thru 432: Standard route to H4 to D2 until D5 to W4 to X5 to X4. Stands 434 thru 442: Standard route to H4 to D2 to D3 to R4 to X3.
R-12:	Stands 300 thru 312: Standard route to H4 to D2 until D5 to W5 to W6 or W16. Stands 320 thru 329: Standard route to H4 to D2 until D5 to W5. Stands 330 thru 340: Standard route to H4 to D2 until D4. Stands 420 thru 428: Standard route to H4 to D2 until D5 to W4 to X5 to X4.
R-13:	Stands 400 thru 411: Standard route to H4 to D2 until D5 to W5. Stands 412 thru 419: Standard route to H4 to D2 until D5 to W5 to WN1 to WA.

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS 17 FEB 23

10-1P14

.Eff.23.Feb.

AIRPORT BRIEFING.

2. ARRIVAL

From RWY 32R to: (cont'd)	
Terminal 4S	
Follow ATC instructions to leave RWY to TWY A. Standard Route: K5 to KA4 to KA3 to KB2 to TWY A or K5 to KA4 to KC3 to KC2 to TWAY A or K3 to KB2 to TWY A or K5 to KA4 until KA1 or K4 to KA3 until KA1 or K3 to KA2 to KA1.	
R-20:	Stands 568 thru 579: Standard route to A25 to EC1 to EC2. Stands 580 thru 582: Standard route to A23 to EA1 to M23. Stands 583 thru 586: Standard route to A23 to EA1 to EA2. Stands 619 thru 628: Standard route to A27 to AM3 to M27.
R-21:	Stands 556 thru 560: Standard route to Gate 14 to G14. Stands 562 thru 566: Standard route to A25 to EC1 to EC2. Stands 608 thru 610: Standard route to M30. Stand 612: K5 to KA4 to KA3 to KB2 to KB1 to M29. Stand 614: K5 to KA4 to KA3 to KB2 to KB1 or K5 to KA4 to KC3 until KC1 to M28 or K4 to KC3 until KC1 to M28 or K3 to KB2 to A28 to KC1 to M28. Stand 616: K5 KA4 to KC3 until KC1 to M28 or K4 to KC3 until KC1 M28 or K3 to KB2 to A28 to KC1 to M28. Stand 618: Standard route to A27 to AM3 to M27.
R-22:	Stands 538 and 539: Standard route to Gate 14 to EC6 to EC7 to N11 to N10. Stands 540 thru 554: Standard route to Gate 14 to EC6. Stands 600 thru 604: Standard route to M30 to M31. Stand 606: Standard route to M30.
R-23:	Stands 500 thru 530: Standard route to Gate 14 to EC6 to EC7 to N11 to N10 to EA6 to EA5. Stands 532 thru 536: Standard route to Gate 14 to EC6 to EC7 to N11 to N10 to EA6. Stand 537: Standard route to Gate 14 to EC6 to EC7 to N11 to N10.

2.10.1.2.SOUTH CONFIGURATION

From RWY 18L to:	
Terminal 1, 2 or 3	
Y5 to AY to BY13 to M34 until M11 or Y4 to BY13 to M34 until M11 or Y3 to A33 to N13 to M32 until M11 and follow the same routes as for RWY 18R.	
R-4:	Stands 40 and 165 (747-8F): Follow ATC instructions. N to M21 until M8 to G1 to A6.

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS 17 FEB 23

10-1P15

.Eff.23.Feb.

AIRPORT BRIEFING.

2. ARRIVAL

From RWY 18L to: (cont'd)	
Terminal 4	
Follow ATC instructions. Standard route: Y5 to AY to BY13 to M34 until M14 to H3 (transfer point H3-2) or Y4 to BY13 to M34 until M14 to H3 (transfer point H3-2) or Y3 to A33 to n13 to M32 until M14 to H3 (transfer point H3-2).	
R-10:	Stands 364 thru 370: Standard route to H4 to d2 to D3. Stands 372 thru 377: Standard route to H4 to D2. Stand 378: Standard route to X1 to J4 to J5. Stands 380 thru 394: Standard route to X1 to J4 until J6. Stands 444 thru 446 : Standard route to H4 to D2 to D3 to R4 to X3. Stand 448: Standard route to D2 to S4 to X2.
R-11:	Stands 342 thru 362: Standard route to H4 to D2 until D4. Stands 430 thru 432: Standard route to H4 ton D2 until D5 to W4 to X5 to X4. Stands 434 thru 442: Standard route to H4 to D2 to D3 to R4 to X3.
R-12:	Stands 300 thru 312: Standard route to H4 to D2 until D5 to W5 to W6 or W16. Stands 320 thru 329: Standard route to H4 to D2 until D5 to W5. Stands 330 thru 340: Standard route to H4 to D2 until D4. Stands 420 thru 428: Standard route to H4 to D2 until D5 to W4 to X5 to X4.
R-13:	Stands 400 thru 411: Standard route to H4 to D2 until D5 to W5. Stands 412 thru 419: Standard route to H4 to D2 until D5 to W5 to WN1 to WA.
Terminal 4S	
Leave RWY to the RIGHT side. Standard route: Y5 to AY to BY13 to M34 to M33 or Y4 to BY13 to M34 to M33 or Y3 to A33 to N13.	
R-20:	Stands 568 thru 579: Standard route to M32 until M24 to EB2. Stands 580 thru 582: Standard route to M32 until M23. Stands 583 thru 586: Standard route to M32 until M23 to EA2. Stands 619 thru 628: Standard route to M32 until M27.
R-21:	Stands 556 thru 566: Standard route to M32 until M24 to EB2. Stands 608 thru 610: Standard route to M32 until M30. Stands 612 thru 618: Standard route to M32 until M29.
R-22:	Stands 538 and 539: Standard route to N12 until N10. Stands 540 thru 554: Standard route to M32 until M24 to EB2 to EB6. Stands 600 thru 606: Standard route to M32 to M31.
R-23:	Stands 500 thru 530: Standard route to N12 until N10 to EA6 to EA5. Stands 532 thru 536: Standard route to N12 until N10 to EA6. Stand 537: Standard route to N21 until N10.

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

17 FEB 23

10-1P16

.Eff.23.Feb.

AIRPORT BRIEFING.

2. ARRIVAL

From RWY 18R to:	
Terminal 1, 2 or 3	
Standard route: Z10 to ZW3 to W1 to W2 to MZ6 until MZ3 to M15 until M11 or Z8 to W1 to W2 to MZ6 until MZ3 to M15 until M11 or Z4 to ZW1 to V1 to V2 to MZ4 to MZ3 to M15 until M11.	
R-7:	Stands 178 thru 227: Standard route to M10 (transfer point M10-2) until M6 to C6 to A5 to A6 to C7. Stands 243 thru 249: Standard route to M10 (transfer point M10-2) until M6 to C6 to A5 to C9.
R-6:	Stand 75: Standard route to M10 (transfer point M10-2) until M4 to C4 to I6. Stands 80 thru 85: Standard route to M10 (transfer point M10-2) until M3 to C3. Stands 90 thru 110: Standard route to M10 (transfer point M10-2) until M2 to C2. Stands 110 thru 126: Standard route to M10 (transfer point M10-2) until M1 to C1. Stands 130 thru 135: Standard route to M10 (transfer point M10-2) until M1 to C1 to CA. Stands 136 thru 140: Standard route to M10 (transfer point M10-2) until M1 to C1 to CB. Stands 145 thru 148: Standard route to M10 (transfer point M10-2) until M1 to C1 to A1, straight to stand.
R-5:	Stands 50 thru 69: Standard route to M10 (transfer point M10-2) until M4 to C4. Stands 70 thru 74: Standard route to M10 (transfer point M10-2) until M4 to C4 to I6. Stands 150 thru 153: Standard route to M10 (transfer point M10-2) until M2 to C2 to A2, straight to stand. Stands 154 thru 157: Standard route to M10 (transfer point M10-2) until M3 to C3 to A3, straight to stand. Stands 159 thru 162: Standard route to M10 (transfer point M10-2) until M4 to C4 to A4, straight to stand.
R-4:	Stands 40 and 165 (B747-8F): Standard route to M8 to G1 to A6. Stands 30 thru 36: Standard route to M10 (transfer point M10-2) until M8 to Gate 1 to I7 to C5. Stand 37: Standard route to M10 (transfer point M10-2) until M6 to M5. Stands 40 thru 43: Standard route to M10 (transfer point M10-2) until M6 to C6 to A5 to A6. Stands 44 and 45: Standard route to M10 (transfer point M10-2) until M6. Stands 163 and 165: Standard route to M10 (transfer point M10-2) until M6 to C6 to A5. Stand 171: Standard route to M10 (transfer point M10-2) until M6 to C6 to A5 to A6 to E1, straight to stand. Stand 173: Standard route to M10 (transfer point M10-2) until M8 to G1 to F2, straight to stand. Stand 175: Standard route to M10 (transfer point M10-2) until M8 to G1 to A8 to F1, straight to stand.
R-3:	Stands T1 thru T3: 0700 - 2259LT: Standard route to M10 (transfer point M10-2) until M4 to C4 to I6 to C5. 2300 - 0659LT: Standard route to M10 (transfer point M10-2) until M5 to C5. Stands T4 thru T13: Standard route to M10 (transfer point M10-2) until M8 to Gate 1 to I7 or I8.

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS 17 FEB 23

10-1P17

.Eff.23.Feb.

AIRPORT BRIEFING.

2. ARRIVAL

From RWY 18R to: (cont'd)	
Terminal 1, 2 or 3 (cont'd)	
R-2:	Stands 14 thru 17: Standard route to M10 (transfer point M10-2) to M9. Stands T14 thru T21: Standard route to M10 (transfer point M10-2) to M9 to Gate 3 to I8 or I9.
R-1:	Stands 7 thru 9: Standard route to Gate 5 (transfer point) to I10. Stands 10 thru 13: Standard route to M10 (transfer point M10-2) to M9. Stands T22 thru T29: Standard route to M10 (transfer point M10-2) to Gate 4 to I9 or I10. Stands T30 thru T40: Standard route to Gate 5 (transfer point) to I12.
R-0:	Stands 20 thru 22: Standard route, M11.
Terminal 4	
Leave RWY to the RIGHT side.	
Standard route: Z10 to ZW3 to W1 to W2 to W3(transfer point W3-2) or Z8 to W1 to W2 to W3(transfer point W3-2) or Z4 to ZW1 to V1 to AZ5 to AZ6 to W2 to W3 (transfer point W3-2).	
R-10:	Stands 364 thru 370: Standard route to X5 to U4 to DI4 to DI3. Stands 372 thru 377: Standard route to X5 until X2 to H4 to D2. Stand 378: Standard route to X5 until X1 to J4 to J5. Stands 380 thru 394: Standard route to X5 until X1 to J4 until J6. Stands 444 thru 446: Standard route to X5 to X4 to X3. Stand 448: Standard route to X5 until X2.
R-11:	Stands 342 thru 362: Standard route to X5 to U4 to DI4 to DI3. Stands 430 thru 432: Standard route to X5 to X4. Stands 434 thru 442: Standard route to X5 until X3.
R-12:	Stands 300 thru 312: Standard route to X5 to U4 to D5 to W5 to W6 or WI6. Stands 320 thru 329: Standard route to X5 to U4 to D5 to W5. Stands 330 thru 340: Standard route to X5 to U4 to DI4. Stands 420 thru 428: Standard route to X5 to X4.
R-13:	Stands 400 thru 411: Standard route to X5 to U4 to D5 to W5. Stands 412 thru 419: Standard route to X5 to U4 to D5 to W5 to WN1 to WA.
Terminal 4S	
Leave RWY to the LEFT side.	
R-20:	Stands 568 thru 579: Z7 to B6 until B12 to M33 until M24 to EB2. Stands 580 thru 582: Z7 to B6 until B12 to M33 until M23. Stands 583 thru 586: Z7 to B6 until B12 to M33 until M23 to EA2. Stands 619 thru 628: Z7 to B6 until B12 to M33 until M27.
R-21:	Stands 562 thru 566: Z7 to B6 until B12 to M33 until M24 to EB2. Stands 608 thru 610: Z7 to B6 until B12 to M33 until M30. Stands 612 thru 618: Z7 to B6 until B12 to M33 until M29.
R-22:	Stands 538 and 539: Z7 to B6 until B12 to M33 to N12 until N10. Stands 540 thru 554: Z7 to B6 until B12 to M33 until M24 to EB2 to EB6. Stands 600 thru 606: Z7 to B6 until B12 to M33 until M31.
R-23:	Stands 500 thru 526: Z7 to G13 to Gate 13 to EA5. Stands 528 thru 530: Z7 to G13 to Gate 13. Stands 532 thru 536: Z7 to B6 until B9 to EA7 to EA6. Stand 537: Z7 to B6 to B9 to EA7 to N10.

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

17 FEB 23

(10-1P18)

.Eff.23.Feb.

.AIRPORT.BRIEFING.

3. DEPARTURE

3.1. ATC AUTHORIZATION REQUEST AND START-UP VIA DATA LINK

Data link departure procedures are applied at MADRID/Adolfo Suarez Madrid-Barajas APT in the provision of ATC clearance and start-up services.

In case of discrepancies, voice communications will always prevail over datalink.

The pilot may request ATC clearance by Data Link Departure Clearance (DCL) in accordance with the start-up procedures with a maximum of 30 minutes before the TOBT (CDM mode) or EOBT (without CDM).

The pilot must request ATC and start-up clearance together via RCD. The RCD message (Departure Clearance Request) must contain the following information:

- ACFT callsign in accordance with the filed flight plan (FPL);
- Aerodrome of origin;
- ACFT stand;
- Destination aerodrome;
- Letter corresponding to the ATIS information received;
- ICAO ACFT type designator.

Any free text sent via the RCD by the pilot will not be considered by ATC. Special requests, for instance de-icing, will always be made via voice communications.

The pilot will receive a message acceptance "RCD RECEIVED" or cancellation "RCD REJECTED".

When communicating approval, MADRID Clearances will issue a CLD message with the following fields:

- ACFT callsign;
- Destination aerodrome;
- Assigned RWY for departure;
- Take-off procedure (SID);

NOTE: The initial altitude will correspond to the published SID.

- SSR code mode A (SQUAWK);
- ADT (Approved Departure Time);

NOTE: ADT = CTOT of the flight, if applicable.

- Next frequency;
- Current ATIS information letter;
- Additional information, which will include start-up clearance or instructions to request it in case of failure to comply with the start-up approval parameters.

Depending on the moment when the RCD is sent, either ATC clearance or ATC clearance and start-up approval may be sent.

CDM Mode

From TOBT -30 to TOBT -5, only ATC clearance will be sent, and pilots are reminded to call when they are ready, in accordance with their TOBT.

From TSAT -5 to TSAT +5 they will receive ATC clearance and start-up approval.

From TOBT -5 but before TSAT -5, ATC clearance will be sent and pilots shall monitor the frequency stated in the DCL message until they can be conceded start-up approval. In the case of flights with CTOT, an REA message may be sent, and the ACFT will be informed of this in the text of the CLD message.

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

17 FEB 23

10-1P19

.Eff.23.Feb.

AIRPORT BRIEFING.

3. DEPARTURE

Non-CDM Mode

Between EOBT -30 and EOBT +15, the RCD will be accepted and ATC clearance will be sent in all cases, reminding the crew to call when they are ready and in accordance with their EOBT/CTOT.

When a CLD message is sent in the valid range of TOBT and TSAT, ATC clearance and start-up will be received. If not ready for start-up, the pilot must not accept the authorization and will either send a new message or contact via voice communications to the controller when ready.

When an FSM message of the type "REVERT TO VOICE PROCEDURES" is received, communication via data link will be terminated and must be reverted to voice procedures.

When a CLD message is received, the following applies:

- If any inconsistencies in the received message are detected, the pilot must revert to voice procedures and request a new authorization.
- If the pilot considers the authorization CLD message to be correct, he must respond via data link with a CDA message (Departure Clearance Echoback).

If a CDA message is not received by the pilot within the waiting time, or a CDA that is inconsistent with the previous CLD message is received, communication via data link will be terminated and a "CDA REJECTED" message will be received in the FMS.

When the correct CDA message is received, the ATC system will send the ACFT a "CLEARANCE CONFIRMED" message in the FMS and will terminate the communication via data link.

The push-back request must be made to the Apron Management Service (SDP) on the appropriate frequency. The SDP will be responsible for issuing instructions and approval for push-back and/or taxiing.

The push-back or taxiing request should commence within 5 minutes of reception of start-up confirmation.

In the case of remote stands, the time allowed between start-up and the request for taxiing shall be extended to 10 minutes.

Should the ACFT need more time, this should be requested with the start-up and if there is no communication justifying this from the crew, start-up may be revoked, with the corresponding restart of the A-CDM procedures.

3.2. DE-ICING PROCEDURE

3.2.1. OPERATION IN DE-ICING AREAS

Requests for or to cancel de-icing should be placed using the CDM platform: Through their ramp handling agent with direct interface with the CDM platform, or by e-SIA or e-CDM. In the request, the type of de-icing, if anti-icing treatment is required and the zones to be treated should be stated.

De-icing requests for flights for which start-up clearance has been received will not be accepted. Nor will de-icing requests be accepted by TWR.

Cancellation of de-icing via TWR will be accepted, for which voice communication must be used, as this functionality is not available in DCL.

The pilot, when requesting start-up clearance, shall indicate the need for de-icing.

If the ACFT requests de-icing after push-back or taxiing has begun, TWR or SDP, depending on where the ACFT is located, shall direct it to return to the apron to an available stand.

Once there, the pilot must contact Clearance once again and modify the flight plan if necessary.

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

17 FEB 23

10-1P20

.Eff.23.Feb.

.AIRPORT.BRIEFING.

3. DEPARTURE

Pilots will maintain permanent watch on BARAJAS Tower (DEP) frequency during taxiing and de-icing operation.

To carry out the de-icing operation pilots will park the ACFT at the corresponding position, taking into account the ACFT size.

Once the de-icing operation is finished pilots will notify BARAJAS Tower (DEP) "Ready for departure" and when cleared, will vacate the spraying area as soon as possible. The post de-icing checkups to be conducted by the crew, shall be carried out always once the ACFT is out of the de-icing dock.

ACFT affected by ATFM measures and with assigned approved departure time will have priority over other kinds of traffic not affected by the restrictions.

Clearance for entry to the de-icing area will be granted when an ACFT occupying a position on this area has vacated it after having finished its operation, except for the cases established below.

Pilot-in-command will make sure that ACFT is properly located on the stand in order to safeguard the movement of the de-icing equipment.

De-icing operation of ACFT will be carried out with IDLE regime and ready for take-off. For de-icing operation of a four-engine ACFT, where there is presence of ice at the back-side of the ACFT, the pilot may be required by the agent in charge of the de-icing operation to turn off one or more of the outer engines.

When an ACFT operator with autohandling exceptionally cannot provide service to an ACFT located in the de-icing area, the ACFT will be serviced by the APT handling operator with priority over holding ACFT.

When an ACFT cannot leave the de-icing area by itself, its responsible operator shall compulsorily remove it immediately from the mentioned area in accordance with the procedure established with its handling agent.

An operator will communicate with the pilot-in-command of the ACFT on

- de-icing area RWY 36L: BARAJAS De-icing **123.330** or
- de-icing area RWY 36R: BARAJAS De-Icing **130.255**,

or upon failure, by means of communication JACK, reporting the de-icing service conclusion. When referring to the ACFT, type and registration number shall be mentioned.

Any general and business aviation ACFT with MTOW below 20000kg needing de-icing service for parking should contact their general and business aviation manager.

3.2.2. PROHIBITIONS

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

3.3. START-UP, PUSH-BACK AND TAXI PROCEDURES

3.3.1. GENERAL

ACFT must be completely ready for start-up before calling on the corresponding frequency:

Clearance Delivery West if proceeding via SIE, ZMR, BARDI, CCS or VTB and Clearance Delivery East if proceeding via RBO, PINAR or NANDO.

The pilot shall make a single call to Clearances on the corresponding frequency, within the interval of -5 minutes to its TOBT (Target Off-Blocks Time) until +5 minutes of its TSAT (Target Start-up Approval Time).

On requesting engine start-up clearance to ATC, pilots will notify:

- ACFT call sign;
- ACFT type and series;
- Parking stand;
- ATIS message received.

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

17 FEB 23

10-1P21

.Eff.23.Feb.

AIRPORT BRIEFING.

3. DEPARTURE

If possible, in compliance with A-CDM procedures, MADRID Clearances will issue approval for start-up together with the ATC authorization. Otherwise, the start-up request will be entered in the A-CDM system, reporting the TSAT of the flight. The entry of the start-up request into the system is equivalent to requesting the ready message (REA), for flights regulated with CTOT (Calculated Take-Off Time). To avoid saturating the frequency, pilots shall refrain from making successive calls before receiving the call from MADRID Clearances to approve their start-up in accordance with the updated TSAT.

Should the A-CDM parameters not be fulfilled, the start-up request will not be entered in that system, and the crew should contact their flight dispatcher to correct the A-CDM parameters.

To avoid overloading the frequency, MADRID Clearances will not facilitate information about non-compliances with the A-CDM process. If the TOBT cannot be met at any moment, it should be updated immediately by the airline or handling agent.

If the start-up request has not been received within 5 minutes after TSAT, the flight will miss its TSAT and a new updated TOBT will be required, for the flight to be sequenced again and the system to assign it a new TSAT. The TOBT and/or EOBT can only be updated by the airline or its ground handling agent, so that pilots shall refrain from making requests of this nature to ATC.

The departure of ACFT parked on stands 7 thru 9 on apron T-123 will be managed directly by ATC; once start-up has been approved, MADRID Clearances will give instructions for them to request taxiing clearance on the corresponding ATC frequency.

The request for push-back or taxiing should be made within 5 minutes of reception of start-up approval. In the case of remote stands, the time between start-up and the taxiing request shall be extended to 10 minutes. If the ACFT needs more time, this should be requested with start-up, and if due justification is not received from the crew, start-up clearance may be revoked, with the corresponding restarting of the A-CDM procedures.

It is prohibited to start-up engines higher than IDLE regime at all stands in contact with the terminal, until the ACFT is lined up with the TWY.

It is prohibited to use reverse power to leave the stands without express clearance of the APT authority.

In all stands with autonomous exits, the exit maneuver will be carried out at the minimum power required to initiate taxiing.

3.3.2. RAMP 5 AND 6

From 2300-0700LT, movements in ramps 5 and 6 are prohibited. It shall only be permitted the use of equipment necessary for the tasks associated with the maintenance of the ACFT and, if required, when an ACFT needs to be dragged outside the restricted area, it shall be accomplished by means of an electric tractor, in which case it will comply with the following:

Exit from stands 75 and 80 to 140: ACFT shall be towed with engine switched off until being aligned with TWY M4 (in North configuration) or TWY A4 (in South configuration). Only electric engine towing tractors are allowed.

The use of APU is forbidden for all types of ACFT during taxiing operation.

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

17 FEB 23

10-1P22

.Eff.23.Feb.

AIRPORT BRIEFING.

3. DEPARTURE**3.3.3. PUSH-BACK DIRECTIONS**

STANDS	PUSH-BACK WITH NOSE TO
31 thru 34	SW
35	SE
36	NE
37	N
44, 45	N
70, 71	NE
72 thru 74	SW
80 thru 97, 100 thru 126	SE
131, 133	NE
135	SE
136 thru 140	NE
145 thru 162	NE/SW
163	North Configuration: SW on TWY A6 South Configuration: SE on TWY A5
165	ACFT with code letter F: SE on TWY A5 All other ACFT: North Configuration: SW on TWY A6 South Configuration: SE on TWY A5
173	W
175	S
178 thru 186	E
188, 190	W
205 thru 209	E
243 thru 249	W
300 thru 312	N
320 thru 329	W
330 thru 334	N
336 thru 370	S
372 thru 377	N
378	E
380 thru 394	S
500 thru 536	S
537 thru 539	W
540 thru 579	N
580 thru 582	E/W
583 thru 586	N
T1 thru T7	SW
T8 thru T13	S
T14 thru T16	N
T17	S
T18 thru T21	SE
T22 thru T25	NW
T26, T27	N
T28, T29	SE
T30 thru T35	N
T36 thru T40	E

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS 17 FEB 23

10-1P23

.Eff.23.Feb.

AIRPORT BRIEFING.

3. DEPARTURE

3.3.4. STANDARD TAXI ROUTES

3.3.4.1. NORTH CONFIGURATION

To RWY 36L from:	
Terminal 1, 2 or 3	
Standard route: (From TWY) M10 (transfer point M10-2) until M17 to R5 or R6 or R7 to R8 to Z2.	
R-7:	<p>Stands 178 thru 186, 207 and 209: C7 to E3 until E1, to A7 to G1 to M8, then standard route.</p> <p>Stands 188 thru 190: C7 to A6 to A5 to C6 to M6, then standard route.</p> <p>Stands 200 thru 206 and 208: C11 to E3 until E1 to A7 to G1 to M8, then standard route.</p> <p>Stands 210 thru 227: Direct to E2 to E1 to A7 to G1 to M8, then standard route.</p> <p>Stands 243 thru 249: C9 to A5 to C6 to M6, then standard route.</p>
R-6:	<p>Stands 80 thru 85, 98 and 99: C3 to M3 until M9, then standard route.</p> <p>Stands 75, 90 thru 97, 100 thru 110: C2 to M2 until M9, then standard route.</p> <p>Stands 111 thru 126: C1 to M1 until M9, then standard route.</p> <p>Stands 131, 133 and 135: CA to C1 to M1 until M9, then standard route.</p> <p>Stands 130, 132, 134, 136 thru 140: CB to C1 to M1 until M9, then standard route.</p>
R-5:	<p>Stands 50 thru 59: C5 to M5 until M9, then standard route.</p> <p>Stands 60 thru 69: C3 to M3 until M9, then standard route.</p> <p>Stands 70 and 71: I6 to C5 to M5 until M9, then standard route.</p> <p>Stands 72 thru 74: I6 to C3 to M3 until M9, then standard route.</p>
In R-6 and R-5, ACFT which are in stands 145 thru 162 and need push-back to leave them, will proceed nosing Southwest on TWY A, taxiing on the first possible intersection to TWY M.	
R-4:	<p>Stand 30: M6 until M9, then standard route.</p> <p>Stands 31 thru 34: I7 to C5 to M5 until M9, then standard route.</p> <p>Stands 35 thru 37: M5 to M6 until M9, then standard route.</p> <p>Stands 40 thru 45: C6 to M6 until M9, then standard route.</p> <p>Stands 40 and 165 (B747-8F): A6 to G1 to M8 until MZ3 to R1 and Z4 or A6 to G1 to M8 until M20 to B2 to Z1 or Z3.</p> <p>Stands 163 and 165: A6 to A5 to C6 to M6 until M9, then standard route.</p> <p>Stands 171 and 173: F2 to G1 to M8 until M9, then standard route.</p> <p>Stand 175: F1 to A8 to G1 to M8 until M9, then standard route.</p>
R-3:	<p>Stands T1 thru T5: I7 to C5 to M5 until M9, then standard route.</p> <p>Stands T6 thru T13: I8 to M7 until M9, then standard route.</p>
R-2:	<p>Stands 13 thru 17, T17 thru T21: I9 to Gate 2 to M9, then standard route.</p> <p>Stands T14 thru T16: I8 or I9 to Gate 2 to M9, then standard route.</p>
R-1:	<p>Stands 7 thru 9: Straight to M10 until M17 to R5 or R6 or R7 to R8 to Z2.</p> <p>Stands 10 thru 13 and T22 thru T27: I9 to Gate 4, then standard route.</p> <p>Stands T28 and T29: I10 to Gate 4, then standard route.</p> <p>Stands T30 thru T40: I12 to I11 to Gate 6 (transfer point) to M12 until M17 to R5 or R6 or R7 to R8 to Z2.</p>
R-0:	<p>Stands 20 thru 22: I11 to Gate 6 (transfer point) to M12 until M17 to R5 or R6 or R7 to R8 to Z2.</p>

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS 17 FEB 23

10-1P24

.Eff.23.Feb.

.AIRPORT.BRIEFING.

3. DEPARTURE

To RWY 36L from: (cont'd)	
Terminal 4	
Standard route: R3 (transfer point R3-2) until R1 to Z4.	
R-10:	<p>Stands 364 thru 370: D13 to S4 to S3 (transfer point S3-2), then standard route.</p> <p>Stands 372, 374, 376: D12 to D3 to R4, then standard route.</p> <p>Stands 373 and 377: D2 to D3 to R4, then standard route.</p> <p>Stand 378: JI5 to D2 to D3 to R4, then standard route.</p> <p>Stands 380 thru 384: JI6 to JI5 to D2 to D3 to R4, then standard route.</p> <p>Stands 386 thru 394: J6 to JI5 to D2 to D3 to R4, then standard route.</p> <p>Stands 444 thru 448: D2 to D3 to R4, then standard route.</p>
R-11:	<p>Stands 342 thru 346: D14 to R4, then standard route.</p> <p>Stands 348 thru 362: D13 to D3 to R4, then standard route.</p> <p>Stands 430 thru 432: D4 to D5 to W4 to X5 to X4, then standard route.</p> <p>Stands 434 thru 442: D3 to R4, then standard route.</p>
R-12:	<p>Stands 300 thru 304: W6 to WN1 to WN2 to WN3 to W4 to X5 to X4, then standard route.</p> <p>Stands 306 thru 312: WI6 to W5 to WN1 or W6 to WN1 to WN2 to WN3 to W4 to X5 to X4, then standard route.</p> <p>Stands 320 thru 328: W5 to WN1 to WN2 to WN3 to W4 to X5 to X4, then standard route.</p> <p>Stand 329: D5 to W4 to X5 to X4, then standard route.</p> <p>Stands 330 thru 334: D14 to D5 to W4 to X5 to X4, then standard route.</p> <p>Stands 336 thru 340: D14 to R4, then standard route.</p> <p>Stands 420 thru 428: D4 to D5 to W4 to X5 to X4, then standard route.</p>
R-13:	Stands 400 thru 419: WN2 to WN3 to W4 to X5 to X4, then standard route.
Terminal 4S	
R-20:	<p>Stands 583 thru 586: Gate 11 to G11 to Z1.</p> <p>Stands 580 thru 582: M23 to EB1 to A23 until A21 to B1 to B2 to Z1.</p> <p>Stands 568 thru 579: EB2 to EB6 to EB7 to N10 to N9 to N6 until N4 to BN1 to Z3 or EB2 to EB6 to EB7 to N10 to N9 to N6 until N3 to G11 to Z1.</p> <p>Stands 619 thru 628: EC2 to EC6 to EC7 to N11 until N9 to N6 until N4 to BN1 to Z3 or EC2 to EC6 to EC7 to N11 until N9 to N6 until N3 to G11 to Z1.</p>
R-21:	<p>Stands 556 thru 566: EB2 to EB6 to EB7 to N10 until N4 to BN1 to Z3 or EB2 to EB6 to EB7 to N10 until N3 to G11 to Z1.</p> <p>Stands 608 thru 618: EC2 to EC6 to EC7 to N11 until N4 to BN1 to Z3 or EC2 to EC6 to EC7 to N11 until N3 to G11 to Z1.</p>
R-22:	<p>Stands 538 and 539: N10 until N4 to BN1 to Z3 or N10 until N3 to G11 to Z1.</p> <p>Stands 540 thru 554: EB6 to EB7 to N10 until N4 to BN1 to Z3 or EB6 to EB7 to N10 until N3 to G11 to Z1.</p> <p>Stands 600 thru 606: EC6 to EC7 to N11 until N4 to BN1 to Z3 or EC6 to EC7 to N11 until N3 to G11 to Z1.</p>
R-23:	<p>Stands 500 thru 536: EA6 to EA5 to Gate 12 to N4 to BN1 to Z3 or EA6 to EA5 to Gate 12 to N3 to G11 to Z1.</p> <p>Stand 537: N10 until N4 to BN1 to Z3 or N10 until N3 to G11 to Z1.</p>

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS 17 FEB 23

10-1P25

.Eff.23.Feb.

AIRPORT BRIEFING.

3. DEPARTURE

To RWY 36R from:	
Terminal 1, 2 or 3	
The same route as for RWY 36L until M17, then to M18 until M31 to NY13 to Y1 or M18 until M32 to N13 to Y2 or M18 until M33 to B13 to Y3.	
R-4:	Stands 40 and 165 (B747-8F): A6 to G1 to M8 until M20 to B2 until TWY B to RWY holding position Y3.
Terminal 4	
Standard route: S3 (transfer point S3-2) to M15 until M31 to NY13 to Y1 or S3 (transfer point S3-2) to M15 until M32 to N13 to Y2 or S3 (transfer point S3-2) to M15 until M33 to B13 to Y3.	
R-10:	Stands 364 thru 370: D13 to S4, then standard route. Stands 372, 374, 376: D12 to S4, then standard route. Stands 373 and 377: D2 to S4, then standard route. Stand 378: J15 to D2 to S4, then standard route. Stands 380 thru 384: J16 to J15 to D1 to D2 to S4, then standard route. Stands 386 thru 394: J6 to J15 to D1 to D2 to S4, then standard route. Stands 444 thru 446: D3 to R4 to X3, then standard route. Stand 448: D2 to S4, then standard route.
R-11:	Stands 342 thru 362: D14 to D13 to S4, then standard route. Stands 430 thru 432: D4 to D5 to W4 to X5 until X3, then standard route. Stands 434 thru 442: D3 to R4 to X3, then standard route.
R-12:	Stands 300 thru 304: W6 to WN1 to WN2 to WN3 to W4 to X5 until X3, then standard route. Stands 306 thru 312: W16 to W5 to WN1 or W6 to WN1 to WN2 to WN3 to W4 to X5 until X3, then standard route. Stands 320 thru 328: W5 to WN1 to WN2 to WN3 to W4 to X5 until X3, then standard route. Stand 329: D5 to W4 to X5 until X3, then standard route. Stands 330 thru 334: D14 to D5 to W4 to X5 until X3, then standard route. Stands 336 thru 340: D14 to D13 to S4, then standard route. Stands 420 thru 428: D4 to D5 to W4 to X5 to X3, then standard route.
R-13:	Stands 400 thru 419: WN2 to WN3 to W4 to X5 to X4 to X3, then standard route.
Terminal 4S	
R-20:	Stands 568 thru 579: EB2 to G14 to EC6 or EC2 to EC6 to NY12 to NY13 to Y1. Stands 580 thru 582: M23 until M31 to NY13 to Y1 or M32 to N13 to Y2 or M33 to B13 to Y3. Stands 583 thru 586: Gate 11 to G11 to B3 until B13 to Y3 or Gate 11 to G11 to B3 until EC8 to N12 to N13 to Y2 or Gate 11 to G11 to B3 until EC8 to EC7 to NY12 to NY13 to Y1 or Gate 11 to G11 to B3 until EC9 to BY12 to M34 to B13 to Y3. Stands 619 thru 628: EC2 to EC6 to NY12 to NY13 to Y1 or
R-21:	Stands 556 thru 566: EB2 to G14 to EC6 or EC2 to EC6 to NY12 to NY13 to Y1. Stands 608 thru 618: EC2 to EC6 to NY12 to NY13 to Y1 or EC2 to EC7 to N12 to N13 to Y2.

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

17 FEB 23

10-1P26

.Eff.23.Feb.

AIRPORT BRIEFING.

3. DEPARTURE

To RWY 36R from: (cont'd)	
Terminal 4S (cont'd)	
R-22:	<p>Stands 538 and 539: N10 to EA7 to B10 until B13 to Y3 or N10 to EA7 to B10 until B13 to EC8 to N12 to N13 to Y2 or N10 to EA7 to B10 to B11 to EC8 to EC7 to NY12 to NY13 to Y1 or N10 to EA7 to B10 to B11 to EC9 to BY12 to M34 to B13 to Y3.</p> <p>Stands 540 thru 554: EB6 to NY11 to NY12 or EC6 to NY12 to NY13 to Y1.</p> <p>Stands 600 thru 606: EC6 to NY12 to NY13 to Y1 or EC6 to EC7 to N12 to N13 to Y2.</p>
R-23:	<p>Stands 500 thru 536: EA6 to EA5 to Gate 12 to G12 to B5 until B13 to Y3 or EA6 to EA5 to Gate 12 to G12 to B5 until EC8 to N12 to N13 to Y2 or EA6 to EA5 to Gate 12 to G12 to B5 until EC8 to EC7 to NY12 to NY13 to Y1 or EA6 to EA5 to Gate 12 to G12 to B5 until EC9 to BY12 to M34 to B13 to Y3.</p> <p>Stand 537: N10 to EA7 to B10 until B13 to Y3 or N10 to EA7 to B10 until EC8 to N12 to N13 to Y2 or N10 to EA7 to B10 until EC8 to EC7 to NY12 to NY13 to Y1 or N10 to EA7 to B10 until EC9 to BY12 to M34 to B13 to Y3.</p>

3.3.4.2. SOUTH CONFIGURATION

To RWY 14L from:	
Terminal 1, 2 or 3	
The same routes as for RWY 14R until A12, then until A27 to A28 to A29 to K1 to holding point or until A28 to KB2 to K2 or K3 to holding point.	
Terminal 4	
<p><u>Standard route:</u> S3 (transfer point S3-2) to S2 to A17 until A28 to A29 to K1 to holding point or S3 (transfer point S3-2) to S2 to A17 until A28 to KB2 to K2 or K3 to holding point.</p>	
R-10:	<p>Stands 364 thru 370: DI3 to S4, then standard route.</p> <p>Stands 372, 374, 376: DI2 to S4, then standard route.</p> <p>Stands 373 and 377: D2 to S4, then standard route.</p> <p>Stand 378: JI5 to D2 to S4, then standard route.</p> <p>Stands 380 thru 384: JI6 to JI5 to D1 to D2 to S4, then standard route.</p> <p>Stands 386 thru 394: J6 to JI5 to D1 to D2 to S4, then standard route.</p> <p>Stands 444 thru 446: D3 to R4 to X3, then standard route.</p> <p>Stand 448: D2 to S4, then standard route.</p>
R-11:	<p>Stands 342 thru 362: DI4 to DI3 to S4, then standard route.</p> <p>Stands 430 thru 432: D4 to D5 to W4 to X5 until X3, then standard route.</p> <p>Stands 434 thru 442: D3 to R4 to X3, then standard route.</p>

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

17 FEB 23

10-1P27

.Eff.23.Feb.

AIRPORT BRIEFING.

3. DEPARTURE

To RWY 14L from: (cont'd)	
Terminal 4 (cont'd)	
R-12:	<p>Stands 300 thru 304: W6 to WN1 to WN2 to WN3 to W4 to X5 until X3, then standard route.</p> <p>Stands 306 thru 312: W16 to WN1 to WN2 to WN3 to W4 to X5 until X3, then standard route.</p> <p>Stands 320 thru 328: W5 to WN1 to WN2 to WN3 to W4 to X5 until X3, then standard route.</p> <p>Stand 329: D5 to W4 to X5 to X4, then standard route.</p> <p>Stands 330 thru 334: DI4 to D5 to W4 to X5 to X4 to X3, then standard route.</p> <p>Stands 336 thru 340: DI4 to DI3 to S4, then standard route.</p> <p>Stands 420 thru 428: D4 to D5 to W4 to X5 to X3, then standard route.</p>
R-13:	Stands 400 thru 419: WN2 to WN3 to W4 to X5 to X4 to X3, then standard route.
Terminal 4S	
R-20:	<p>Stands 568 thru 579: EB2 to G14 to Gate 14 or EC2 to Gate 14 to KA1 to K1 to holding point.</p> <p>Stands 580 thru 582: M23 to EA1 to A23 until A28 to A29 to K1 to holding point or M23 to EA1 to A23 until A28 to KB2 to K2 or K3 to holding point.</p> <p>Stands 583 thru 586: Gate 11 to G11 to B3 until B12 to M33 to M30 to KA1 to K1 to holding point.</p> <p>Stands 619 thru 628: EC2 to Gate 14 to KA1 to K1 to holding point.</p>
R-21:	<p>Stands 556 thru 560: EB6 to NY11 to NY12 or EC6 to NY12 to M31 to M30 to KA1 to K1 to holding point.</p> <p>Stands 562 thru 566: EB2 to G14 to Gate 14 or EC2 to Gate 14 to KA1 to K1 to holding point.</p> <p>Stands 608 thru 610: EC6 to NY12 to M31 to M30 to KA1 to K1 to holding point.</p> <p>Stands 612 thru 618: EC2 to Gate 14 to KA1 to K1 to holding point.</p>
R-22:	<p>Stands 538 and 539: N10 to EA7 to B10 until B12 to M33 until M30 to KA1 to K1 to holding point.</p> <p>Stands 540 thru 554: EB6 to NY11 to NY12 or EC6 to NY12 to M31 to M30 to KA1 to K1 to holding point.</p> <p>Stands 600 thru 606: EC6 to NY12 to M31 to M30 to KA1 to K1 to holding point.</p>
R-23:	<p>Stands 500 thru 536: EA6 to EA5 to G12 to B5 until B12 to M33 until M30 to KA1 to K1 to holding point.</p> <p>Stand 537: N10 to EA7 to B10 until B12 to M33 until M30 to KA1 to K1 to holding point.</p>

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

17 FEB 23

10-1P28

.Eff.23.Feb.

AIRPORT BRIEFING.

3. DEPARTURE

To RWY 14R from:	
Terminal 1, 2 or 3	
Standard route: (from TWY) A10 (transfer point A10-2) until A12 to RWY holding position.	
R-7:	<p>Stands 178 thru 186, 207 and 209: C7 to E3 until E1 to A7 until A9, then standard route.</p> <p>Stands 188 thru 190: C7 to A6 until A9, then standard route.</p> <p>Stands 200 thru 206, and 208: C11 to E3 until E1 to A7 until A9, then standard route.</p> <p>Stands 210 thru 227: Straight to E2 to E1 to A7 until A9, then standard route.</p> <p>Stands 243 thru 249: C9 to A6 until A9, then standard route.</p>
In R-6 and R-5 ACFT which need push-back to leave stands 147 thru 162 will proceed nosing Northeast to use TWY A directly.	
R-6:	<p>Stands 80 thru 85, 98 and 99: C3 to A3 until A9, then standard route.</p> <p>Stands 75, 90 thru 97, 100 thru 110: C2 to A2 until A9, then standard route.</p> <p>Stands 111 thru 126: C1 to A1 until A9, then standard route.</p> <p>Stands 131, 133, 135: CA to C1 to A1 until A9, then standard route.</p> <p>Stands 130, 132, 134, 136 thru 140: CB to C1 to A1 until A9, then standard route.</p> <p>Stands 145 thru 148: A1 until A9, then standard route.</p>
R-5:	<p>Stands 50 thru 69: C3 to A3 to A4 to A5 or C5 to A5 until A9, then standard route.</p> <p>Stands 70 and 71: I6 to C5 to A5 until A9, then standard route.</p> <p>Stands 72 thru 74: I6 to C3 to A3 until A9, then standard route.</p>
R-4:	<p>Stands 30 and 37 thru 45: M6 to C6 to A5 until A9, then standard route.</p> <p>Stands 31 thru 36: I7 to C5 to A5 until A9, then standard route.</p> <p>Stands 40 and 165 (B747-8F): Standard route to RWY holding position LA or A19 to ME2 to RWY holding position LE.</p> <p>Stands 163 and 165: A5 until A9, then standard route.</p> <p>Stands 171 and 173: F2 to A8 until A9, then standard route.</p> <p>Stand 175: F1 to A8 until A9, then standard route.</p>
R-3:	<p>Stands T1 thru T5: I7 to C5 to A5 until A9, then standard route.</p> <p>Stands T6 thru T13: I8 to Gate 1 to G1 to A8 until A9, then standard route.</p>
R-2:	<p>Stands 13 thru 17 and T17 thru T21: I9 to Gate 2 to G2 to A9, then standard route.</p> <p>Stands T14 thru T16: I8 to Gate 2 to G2 to A9, then standard route.</p>
R-1:	<p>Stands 7 thru 9: Straight to M10 to G5 to A11 to A12 to RWY holding position.</p> <p>Stands 10 thru 13 and T22 thru T27: I9 to Gate 4 to G4 to A9, then standard route.</p> <p>Stands T28 and T29: I10 to Gate 4 to G4 to A9, then standard route.</p> <p>Stands T30 thru T40: I12 to I11 to Gate 6 (transfer point) to A12 to RWY holding position.</p>
R-0:	<p>Stands 20 thru 22: I11 to Gate 6 (transfer point) to A12 to RWY holding position.</p>

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS 17 FEB 23

10-1P29

.Eff.23.Feb.

AIRPORT BRIEFING.

3. DEPARTURE

To RWY 14R from: (cont'd)	
Terminal 4	
Standard route: S3 (transfer point S3-2) to S2 to A17 to holding points LC to LD to LE. R3 and transfer point R3-2 will be used as alternative route.	
R-10:	Stands 364 thru 370: DI3 to S4, then standard route. Stands 372, 374, 376: DI2 to S4, then standard route. Stands 373 and 377: D2 to S4, then standard route. Stand 378: JI5 to D1 to D2 to S4, then standard route. Stands 380 thru 384: JI6 to JI5 to D1 to D2 to S4, then standard route. Stands 386 thru 394: J6 to JI5 to D1 to D2 to S4, then standard route. Stands 444 thru 446: D3 to R4 to X3, then standard route. Stand 448: D2 to S4, then standard route.
R-11:	Stands 342 thru 362: DI4 to DI3 to S4, then standard route. Stands 430 thru 432: D4 to D5 to W4 to X5 to X4 to X3, then standard route. Stands 434 thru 442: D3 to R4 to X3, then standard route.
R-12:	Stands 300 thru 304: W6 to WN1 to WN2 to WN3 to W4 to X5 to X4 to X3, then standard route. Stands 306 thru 312: WI6 to W5 or W6 to W5 to WN1 or W6 to W5 to WN1 or W6 to WN1 to WN2 to WN3 to W4 to X5 until X3, then standard route. Stands 320 thru 328: W5 to WN1 to WN2 to WN3 to W4 to X5 to X4 to X3, then standard route. Stand 329: D5 to W4 to X5 to X4, then standard route. Stands 330 thru 334: DI4 to D5 to W4 to X5 to X4 to X3, then standard route. Stands 336 thru 340: DI4 to DI3 to S4, then standard route. Stands 420 thru 428: D4 to D5 to W4 to X5 to X4 to X3, then standard route.
R-13:	Stands 400 thru 419: WN2 to WN3 to W4 to X5 to X4 to X3, then standard route. Stands PE-10 thru PE-30: X6 to X5 to X4 to X3, then standard route.
Terminal 4S	
R-20:	Stands 568 thru 579: EB2 to EB6 to EB7 to N10 until N2 to M21 to B1 to LE to holding point LE. Stands 580 thru 582: M23 until M21 to B1 to LE to holding point LE. Stands 583 thru 586: Gate 11 to N2 to M21 to B1 to LE to holding point LE. Stands 619 thru 628: EC2 to G14 to EB6 or EB2 to EB6 to EB7 to N10 until N2 to M21 to B1 to LE to holding point LE.
R-21:	Stands 556 thru 560: EB6 to EB7 to N10 until N2 to M21 to B1 to LE to holding point LE. Stands 562 thru 566: EB2 to EB6 to EB7 to N10 until N2 to M21 to B1 to LE to holding point LE. Stands 608 thru 618: EC2 to EC6 to EC7 to N11 until N2 or EB2 to EB6 to EB7 to N10 until N2 to M21 to B1 to LE to holding point LE.
R-22:	Stands 538 and 539: N10 until N2 to M21 to B1 to LE to holding point LE. Stands 540 thru 554: EB6 to EB7 to N10 until N2 to M21 to B1 to LE to holding point LE. Stands 600 thru 606: EC6 to EC7 to N11 until N2 or EB6 to EB7 to N10 until N2 to M21 to B1 to LE to holding point LE.
R-23:	Stands 500 thru 536: EA6 to EA5 to Gate 12 to N4 until N2 to M21 to B1 to LE to holding point LE. Stand 537: N10 until N2 to M21 to B1 to LE to holding point LE.

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

17 FEB 23

10-1P30

.Eff.23.Feb.

.AIRPORT.BRIEFING.

3. DEPARTURE

3.3.5. COMMUNICATION FAILURE IN LVP CONDITIONS

ACFT will continue with extreme CAUTION on the assigned route to stop at an intermediate holding position or its clearance limit and wait for a Follow-me car which will guide the ACFT to the designated holding position or parking stand.

3.4. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4 Noise Abatement Charts.

3.4.1. GENERAL

The following procedures are applicable to all ACFT for landing and take-off - except for safety reasons - to avoid excessive noise in areas surrounding the APT. Non-compliance will cause sanctions to ACFT operators. If unable to comply submit alternative procedures to correspondent authority for approval.

Departure paths will be radar-monitored and noise level will be measured for each operation.

Departures shall be performed as follows:

- Up to 1500':
 - take-off power;
 - take-off flaps;
 - climb maintaining V2 + 10 to 20 KT (or limited by fuselage angle).
- At 1500':
 - reduce power to no less than ascent power.
- From 1500' to 3000':
 - climb maintaining V2 + 10 to 20 KT.
- At 3000':
 - accelerate gradually to climbing cruising speed with flap retraction at the proper time.

ACFT may be exempted when using different procedures, duly reported to APT Management in advance, which are proved to lead to a less acoustic impact or due to safety reasons.

North Configuration

RWY 36L: Usable for take-off between 0700-2300LT.
SIDs BARDI 3X, CCS 2X, VTB 2X, ZMR 3X are mandatory for ACFT included in the list shown below. *
ACFT not included in the list are allowed to use SIDs BARDI 7L, CCS 6L, SIE 6L, VTB 6L, ZMR 7L.

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

* **ACFT List:** AN72, A124, A340-600, A388, B721, B722, B731, B732, B741, B742, B743, B744, B74D, B74R, B74S, B748, DC10, DC85, DC86, DC87, H25A, IL62, IL96, L101, MD11, SBR1, T134, YK42.

South Configuration

RWY 14L/R: Usable for take-off between 0700-2300LT, following the initial segments of all published SIDs. Between 2300-0700LT RWY 14L will be used following the initial segments of all published SIDs.

LEMD/MAD

+ JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

17 FEB 23

10-1P31

.Eff.23.Feb.

.AIRPORT.BRIEFING.

3. DEPARTURE

3.5. COMMUNICATION FAILURE PROCEDURES

- During a SID procedure:
Continue the SID up to the TMA exit point, ascend to the last cleared altitude or level, or to the minimum safe altitude, whichever is higher, maintain this altitude or level for 7 minutes, continue to ascend according to the updated flight plan.
- During a departure with radar vectors:
Proceed in the most direct manner to intercept the last SID procedure received from ATC and continue the communications failure procedure during SID as indicated above. If no SID clearance has been received, proceed to intercept the appropriate SID up to the TMA exit point and according to the updated flight plan.
- ACFT without RNAV1 operational approval during a contingency departure or with radar vectors:
Proceed in the most direct manner to the TMA exit point in accordance with the communications failure procedure during SID as indicated above, and join the appropriate ATS route.

3.6. RWY OPERATIONS

3.6.1. MINIMUM RWY OCCUPANCY TIME

Pilots should be ready for departure when reaching the RWY holding position. On receipt of line-up clearance, pilots should ensure that they are able to taxi and line up on the RWY as soon as the preceding ACFT has commenced its take-off roll.

Pilots who require additional separations due to wake turbulence or other reason, shall notify ATC as soon as possible and before crossing the RWY holding position.

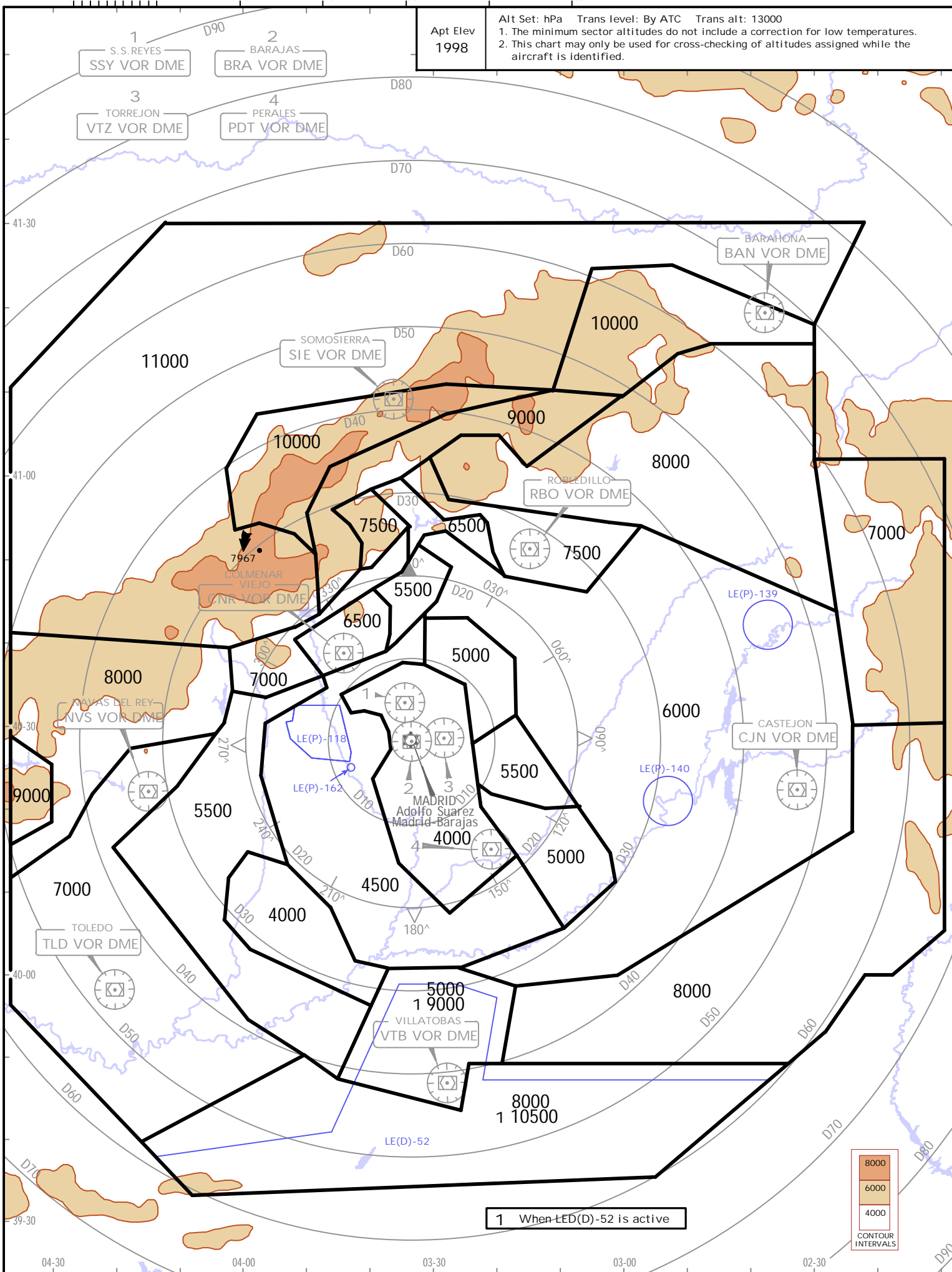
Pilots should be able to commence the take-off roll immediately when take-off clearance is issued.

Pilots unable to comply with this requirement shall notify ATC as soon as possible and await instructions. When appropriate, ATC could cancel the clearance and instruct the ACFT to vacate RWY.

CHANGES: New chart (low temperature chart - reindex)

LEMD/MAD
ADOLFO SUAREZ MADRID D-BARAJAS

Apt Elev 1998
Alt Set: hPa Trans level: By ATC Trans alt: 13000
1. The minimum sector altitudes do not include a correction for low temperatures.
2. This chart may only be used for cross-checking of altitudes assigned while the aircraft is identified.



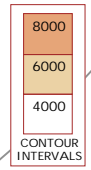
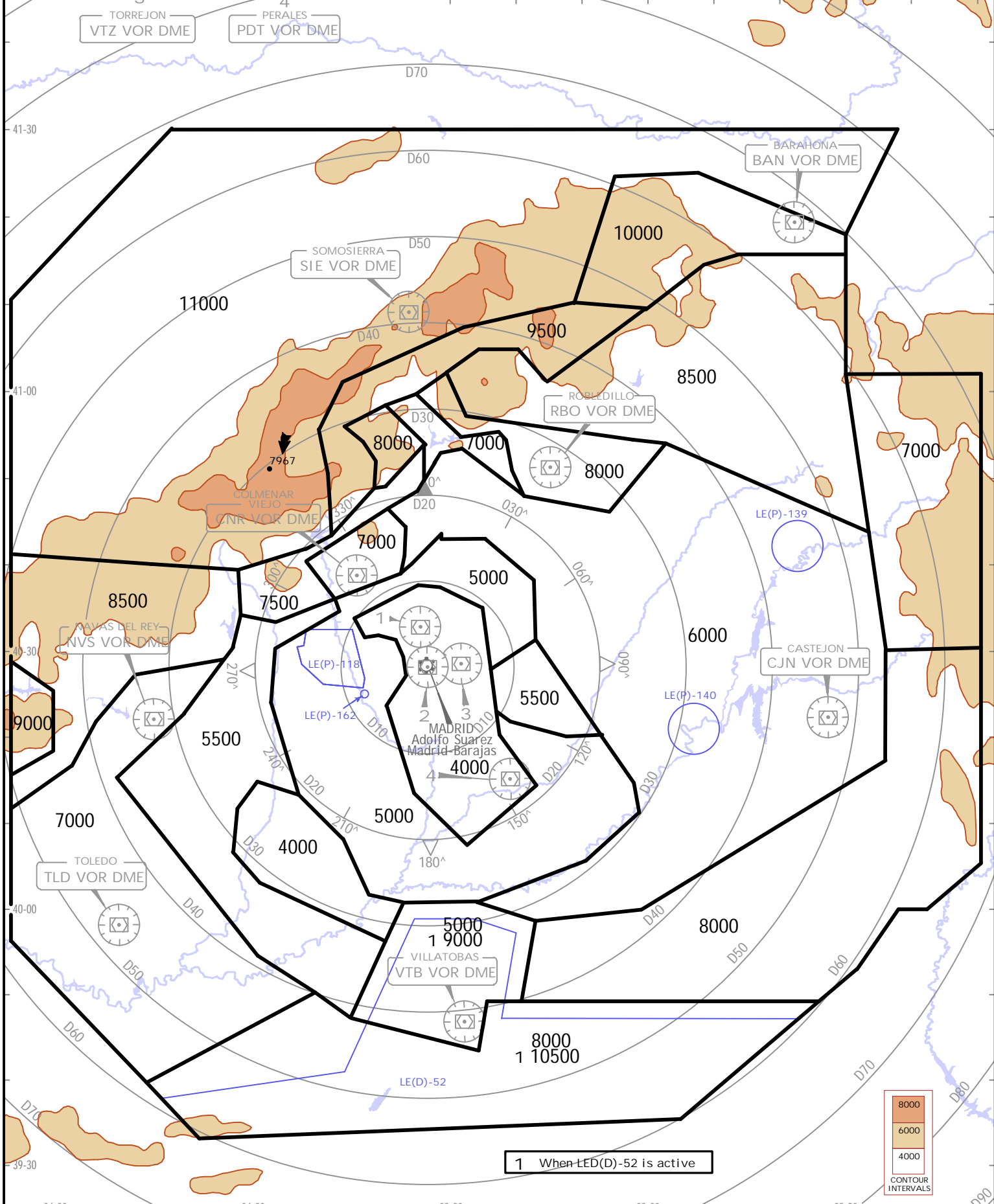
JEPPesen
10 FEB 23
EFF 23 Feb. (10-1R)
MADRID SPAIN
RADAR MINIMUM ALTITUDES

JEPPesen, 2023. ALL RIGHTS RESERVED.

CHANGES: Northwest sector's chart reindexed.

Apt Elev 1998	Alt Set: hPa	Trans level: By ATC	Trans alt: 13000
	1. Usable for temperatures below -3.1° C in LEMD.		
2. This chart may only be used for cross-checking of altitudes assigned while the aircraft is identified.			

LOW TEMPERATURE



LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS
10 FEB 23
EFF 23 Feb. (10-1R1)
JEPPESSEN
MADRID SPAIN
RADAR MINIMUM ALTITUDES

JEPPESSEN, 2023. ALL RIGHTS RESERVED.

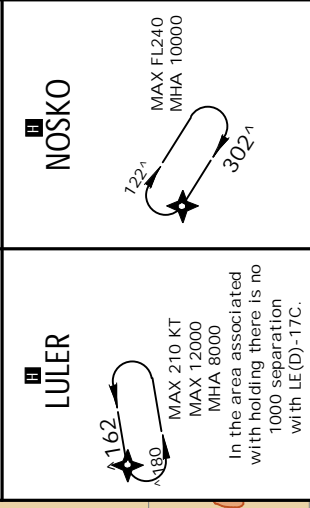
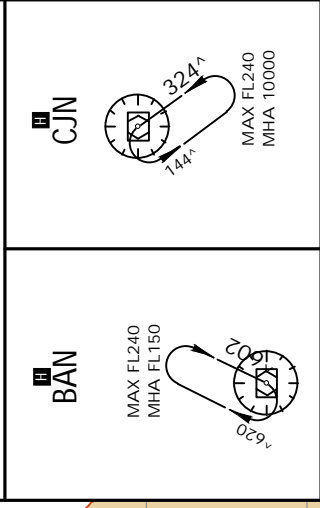
JEPPESSEN
 10 FEB 23 10-2 Eff. 23.Feb. .RNAV.STAR.

LEMD/MAD
 ADOLFO SUAREZ MADRID-BARAJAS

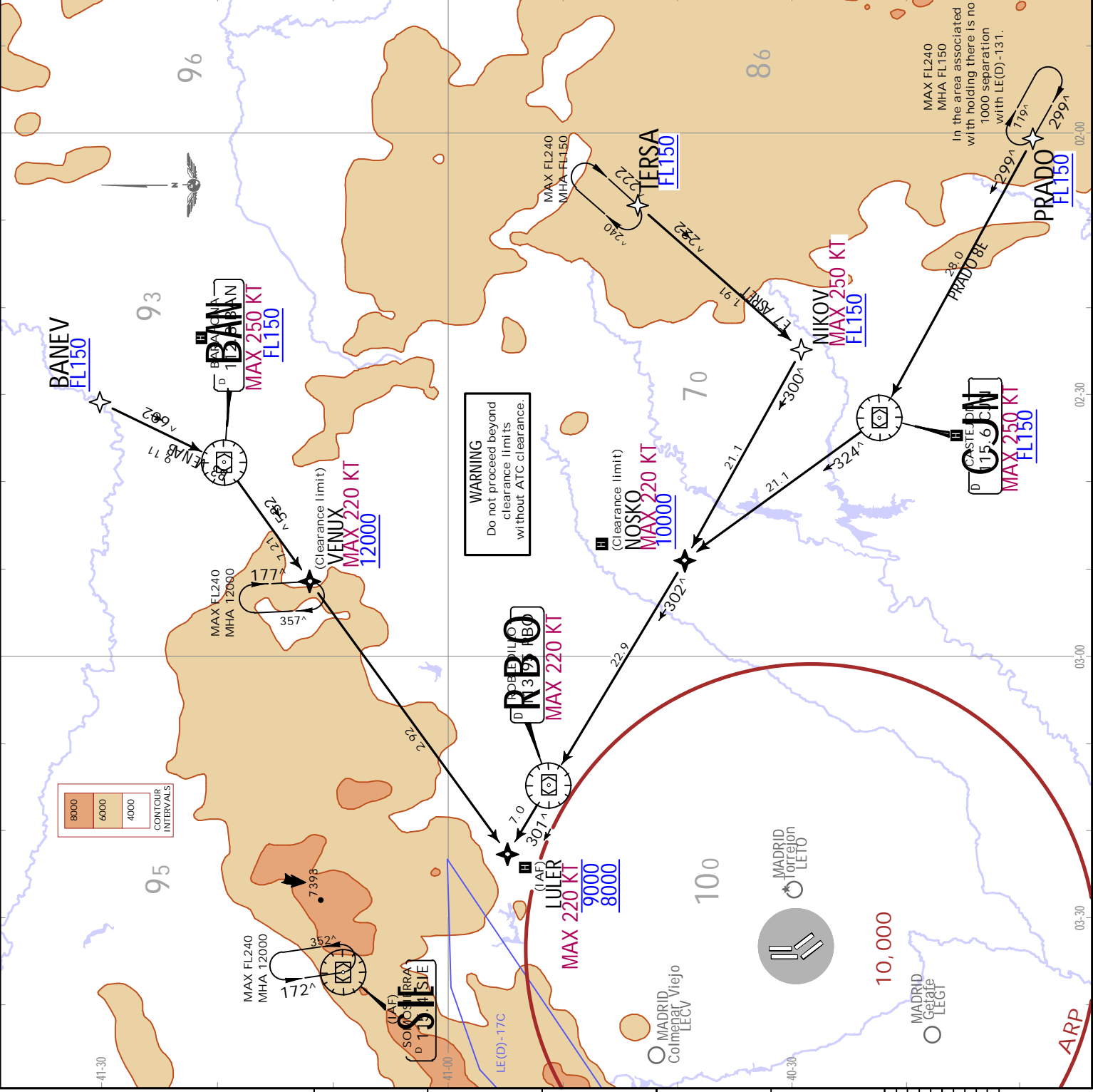
ATIS
 118.255
 Alt Set: hPa
 Trans level: By ATC

Apt Elev
 1998
 RNAV 1 required.

BANEV 3B [BANE3B]
PRADO 8E [PRAD8E]
TERSA 7E [TERSTE]
RNAV ARRIVALS
(RWYS 18L/R)



STAR	ROUTING
BANEV 3B	BANEV (FL150+) - BAN (K250-; FL150+) - VENUX (K220-; 12000+) - LULER (K220-; 9000-; 8000+).
PRADO 8E	PRADO (FL150+) - CJN (K250-; FL150+) - NOSKO (K220-; 10000+) - RBO (K220-; 10000+) - LULER (K220-; 9000-; 8000+).
TERSA 7E	TERSA (FL150+) - NIKOV (K250-; FL150+) - NOSKO (K220-; 10000+) - RBO (K220-; 10000+) - LULER (K220-; 9000-; 8000+).



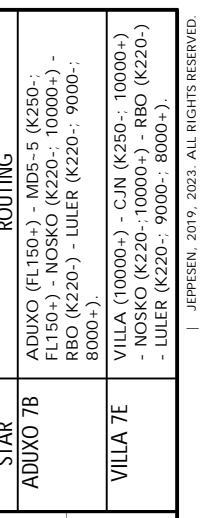
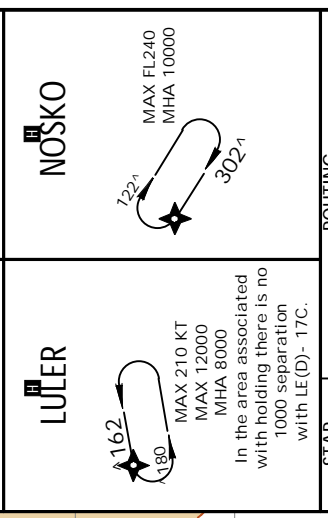
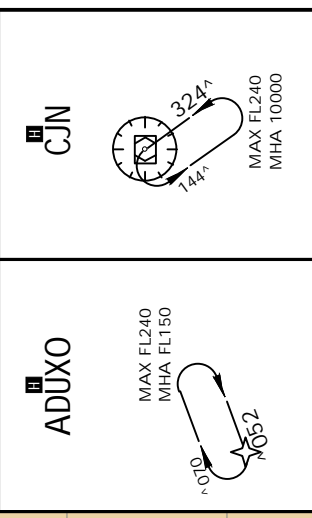
LEMD/MAD
 ADOLFO SUAREZ
 MADRID-BARAJAS

MADRID, SPAIN
 .RNAV.STAR.

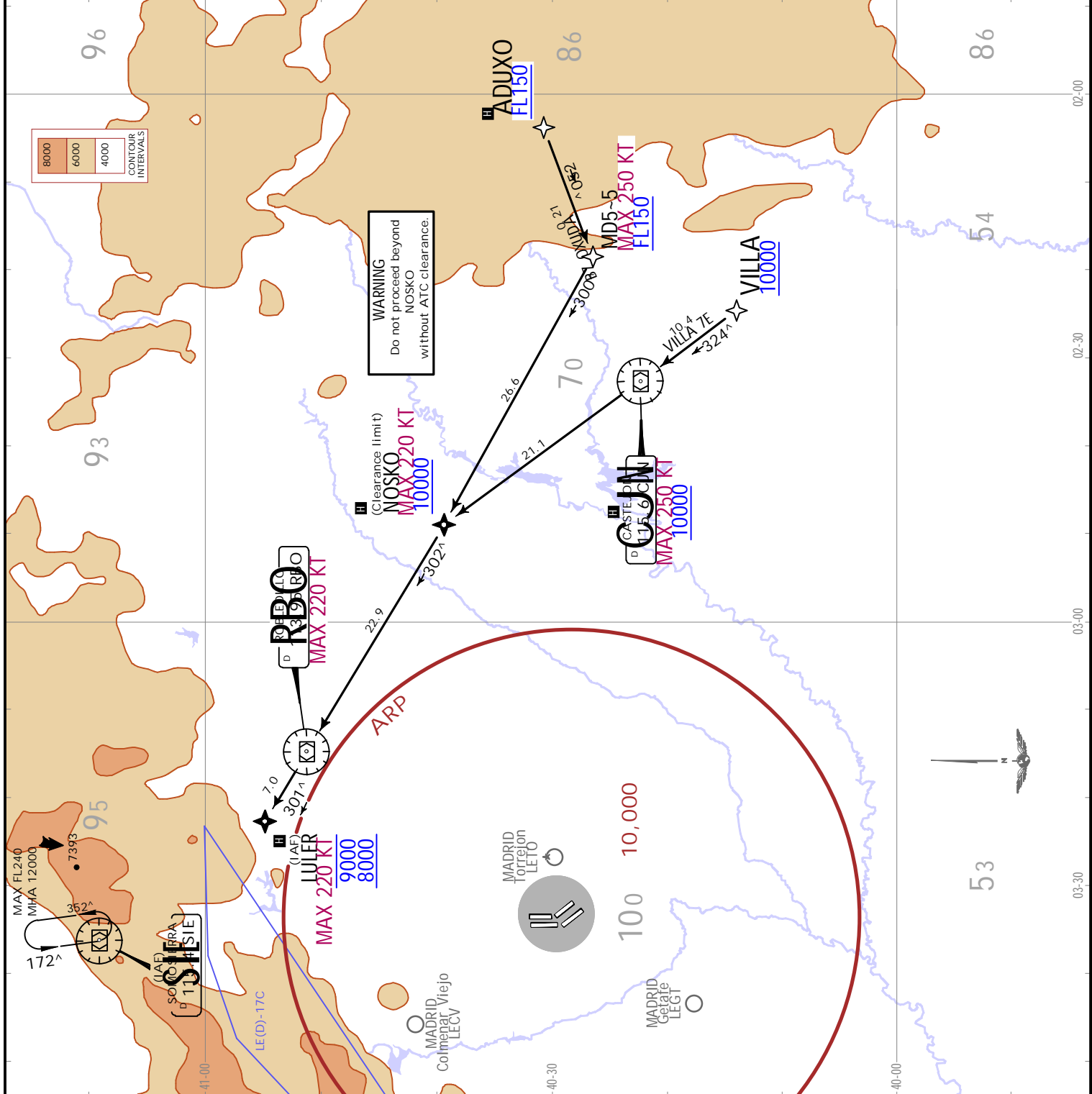
JEPPESEN
 10 FEB 23 (10-2A) .Eff.23.Feb.

ATIS	Alt Set: hPa Trans level: By ATC
118.255	
Apt Elev	RNAV 1 required.
1998	

**ADUXO 7B [ADUX7B]
 VILLA 7E [VILATE]
 RNAV ARRIVALS
 (RWYS 18L/R)**



STAR	ROUTING
ADUXO 7B	ADUXO (FL150+) - MD5-5 (K250-; FL150+) - NOSKO (K220-; 10000+) - RBO (K220-) - LULER (K220-; 9000-; 8000+).
VILLA 7E	VILLA (10000+) - CJN (K250-; 10000+) - NOSKO (K220-; 10000+) - RBO (K220-) - LULER (K220-; 9000-; 8000+).

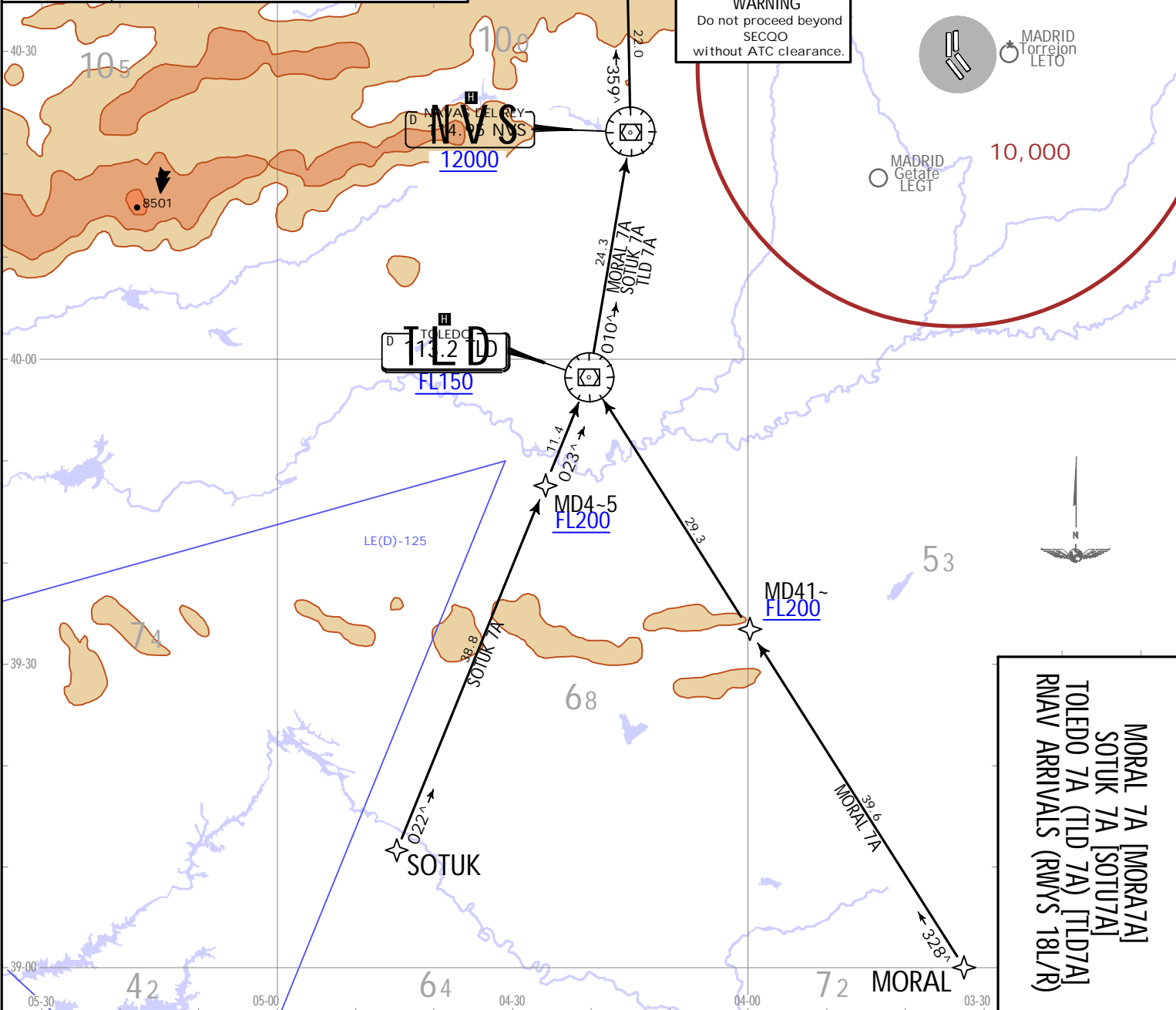


CHANGES: Procedures revised & renumbered; chart reindexed.

LEMD/MAD
ADOLFO SUAREZ MADRID D-BARAJAS

ATIS 118.255	Apt Elev 1998	Alt Set: hPa RNAV 1 approval required.
MORAL 7A [MORA7A] SOTUK 7A [SOTU7A] TOLEDO 7A (TLD 7A) [TLD7A] RNAV ARRIVALS (RWYS 18L/R)		
 TLD MAX FL240 MHA FL150 The area associated with holding interferes with LE(D)-125.	 NVS MAX FL240 MHA 12000	

STAR	ROUTING
MORAL 7A	MORAL - MD41- (FL200+) - TLD (FL150+) - NVS (12000+) - SECQO (K220-; 11000+) - RILKO (K220-; 11000+).
SOTUK 7A	SOTUK - MD4-5 (FL200+) - TLD (FL150+) - NVS (12000+) - SECQO (K220-; 11000+) - RILKO (K220-; 11000+).
TLD 7A	TLD (FL150+) - NVS (12000+) - SECQO (K220-; 11000+) - RILKO (K220-; 11000+).



MORAL 7A [MORA7A]
 SOTUK 7A [SOTU7A]
 TOLEDO 7A (TLD 7A) [TLD7A]
 RNAV ARRIVALS (RWYS 18L/R)

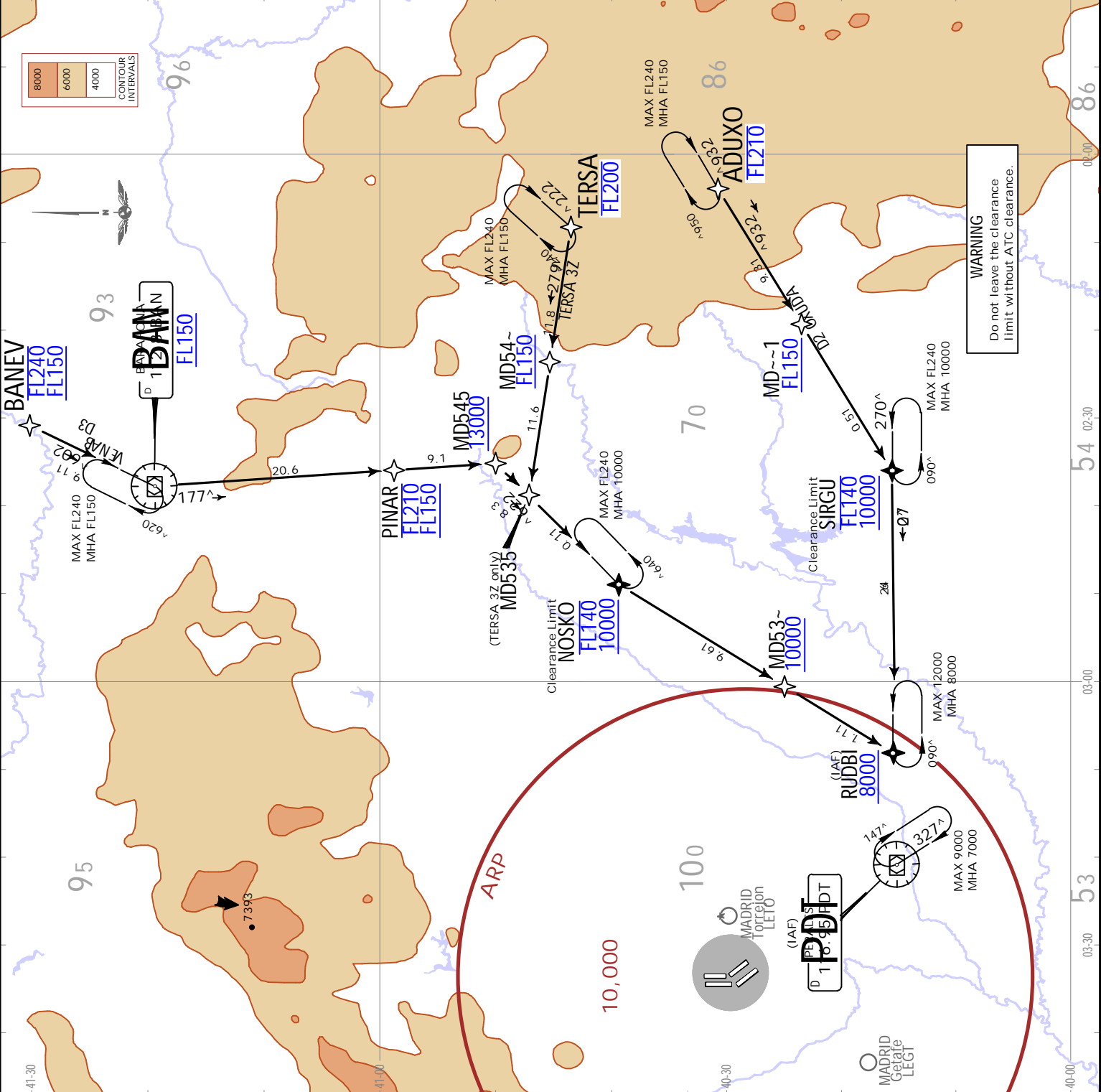
JEPPESEN
LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS
MADRID, SPAIN
10 FEB 23 (10-2D) .Eff.23.Feb. .RNAV.STAR.

ATIS 118.255	Alt Set: hPa Trans level: By ATC
Apt Elev 1998	RNAV 1 required
Within 10 NM radius of PDT between R249 and R074 and between 4000 and 5000 Ground Proximity Warning System (GPWS) alarm signal may occur due to orographic characteristics of terrain.	

ADUXO 2D [ADUX2D]
BANEV 3D [BANE3D]
TERSA 3Z [TERS3Z]
RNAV ARRIVALS
(RWYS 32L/R)

Pilots must plan the descent profile to comply with the following speed and level/altitude restrictions at specific points or equivalent positions. If unable to comply advise ATC. Descent profiles will adjust to these restrictions to reduce, where it is possible, either fuel consumption, or acoustic and environmental impact in the airport vicinity.

STAR	Position	Speed
ADUXO 2D	SIRGU	220 KT
	RUDBI	220 KT
BANEV 3D	NOSKO	220 KT
	RUDBI	220 KT
TERSA 3Z	NOSKO	220 KT
	RUDBI	220 KT
ROUTING		
ADUXO 2D	ADUXO (FL210-) - MD--1 (FL150+) - SIRGU (FL140-; 10000+) - RUDBI (8000+).	
BANEV 3D	BANEV (FL240-; FL150+) - BAN (FL150+) - PINAR (FL210-; FL150+) - MD545 (13000+) - NOSKO (FL140-; 10000+) - MD53- (10000+) - RUDBI (8000+).	
TERSA 3Z	TERSA (FL200-) - MD54- (FL150+) - MD535 (13000+) - NOSKO (FL140-; 10000+) - MD53- (10000+) - RUDBI (8000+).	



LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

LEM/D/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

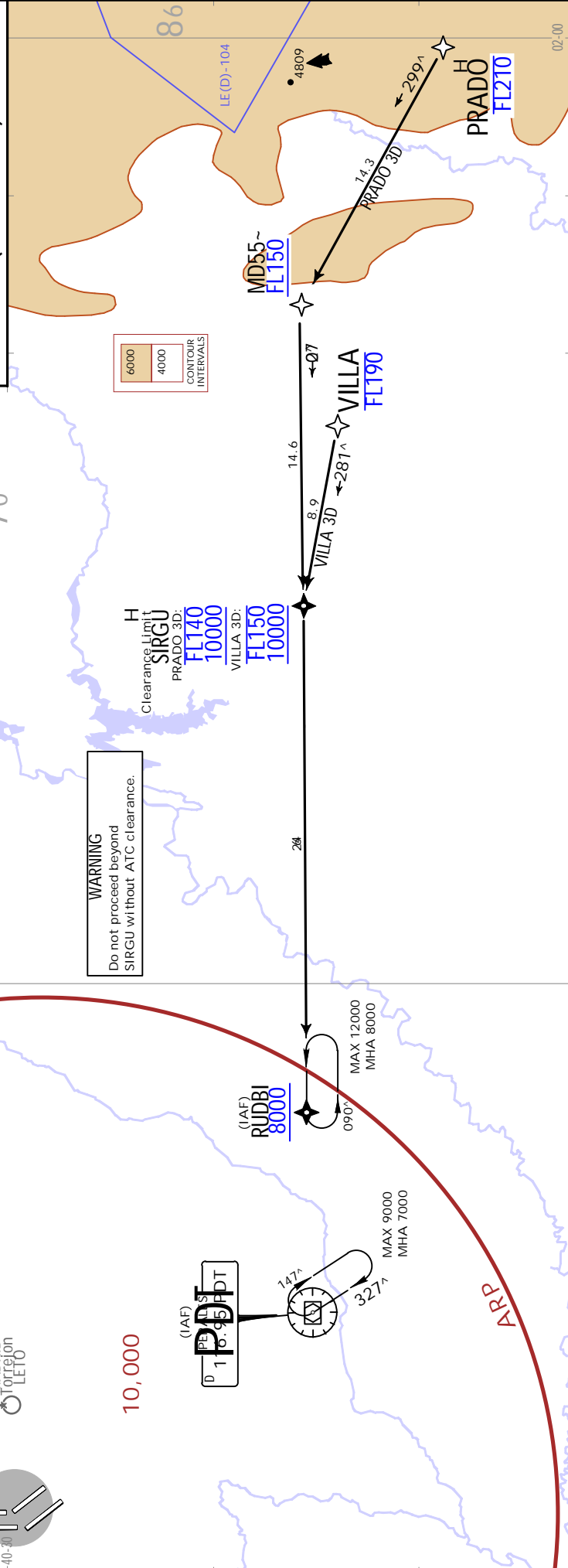
MADRID, SPAIN
.RNAV.STAR.



10 FEB 23 10-2E .Eff.23.Feb.

ATIS 118.255	Alt Set: hPa Trans level: By ATC
Apt Elev 1998	RNAV 1 required
Within 10 NM radius of PDT between R249 and R074 and between 4000 and 5000 Ground Proximity Warning System (GPWS) alarm signal may occur due to orographic characteristics of terrain.	

PRADO 3D [PRAD3D]
VILLA 3D [VILA3D]
RNAV ARRIVALS
(RWYS 32L/R)



Pilots must plan the descent profile to comply with the following speed and level/altitude restrictions at specific points or equivalent positions. If unable to comply advise ATC. Descent profiles will adjust to these restrictions to reduce, where it is possible, either fuel consumption or acoustic and environmental impact in the airport vicinity.

STAR	Position	Speed
PRADO 3D	SIRGU	220 KT
	RUDBI	220 KT
VILLA 3D	SIRGU	220 KT
	RUDBI	220 KT

STAR	ROUTING
PRADO 3D	PRADO (FL210-) - MD55- (FL150+) - SIRGU (FL140-; 10000+)- RUDBI (8000+)-
VILLA 3D	VILLA (FL190-) - SIRGU (FL150-; 10000+)- RUDBI (8000+)-

<p>H PRADO</p> <p>MAX FL240 MHA FL150</p> <p>The area associated with holding interferes with LE(D)-104 and there is no 1000 separation with LE(D)-131.</p>	<p>H SIRGU</p> <p>MAX FL240 MHA 10000</p>
--	--

CHANGES: Procedures revised & renumbered.

LEMD/MAD
ADOLFO SUAREZ MADRID D-BARAJAS

Alt Set: hPa Trans level: By ATC

RNAV 1 required

Within 10 NM radius of PDT between R249 and R074 and between 4000 and 5000 Ground Proximity Warning System (GPWS) alarm signal may occur due to orographic characteristics of terrain.

ATIS 118.255
Apt Elev 1998

**MORAL 5C [MORA5C]
SOTUK 4C [SOTU4C]
TOLEDO 3C (TLD 3C) [TLD3C]
RNAV ARRIVALS
(RWYS 32L/R)**

BUREX

100[^]
280[^]

MAX 230 KT
MAX FL240
MHA 12000
MHA 10000 by ATC

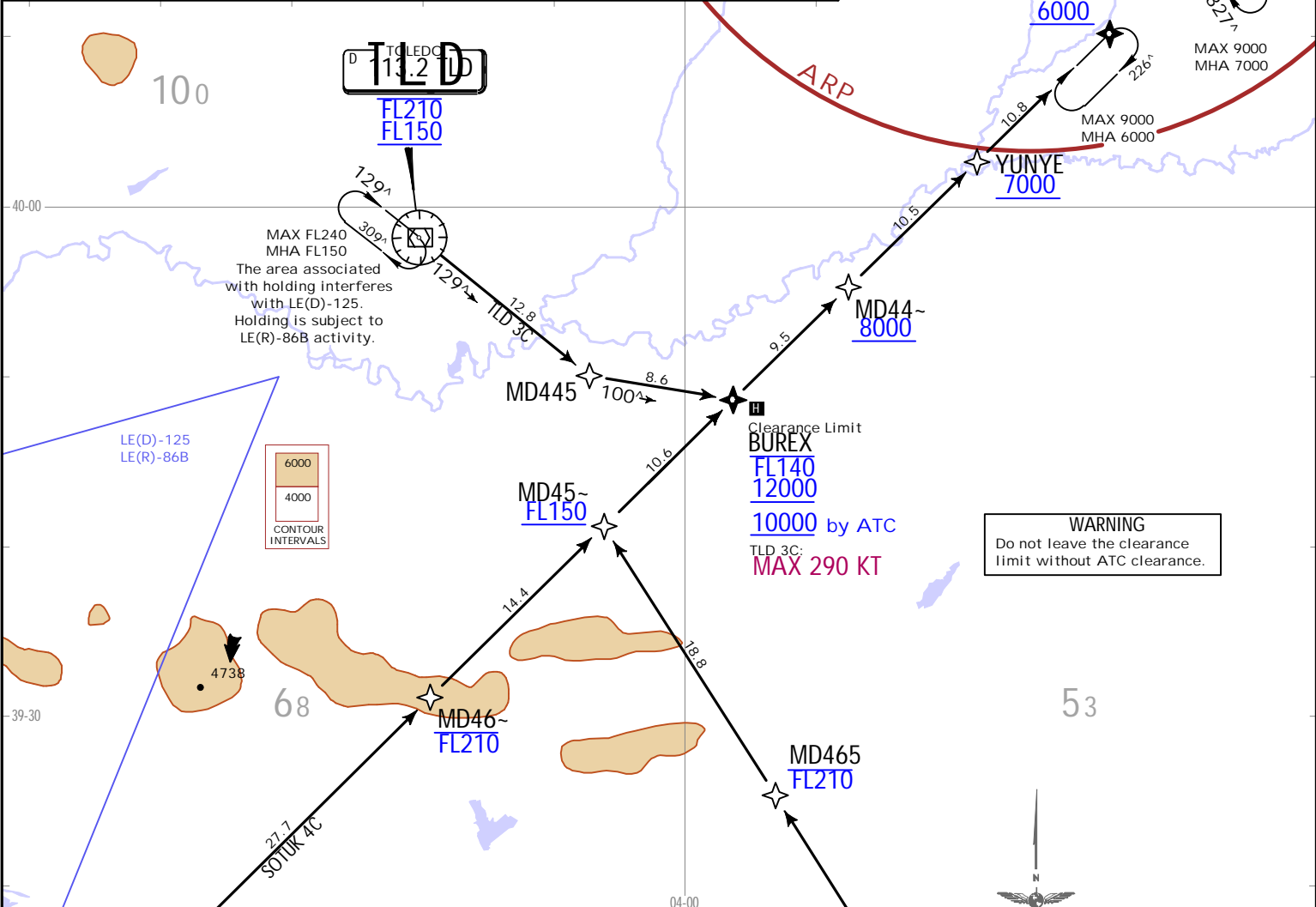
MADRID Torrejon LETO
100
10,000

(IAF) PDT
10.95 FDT

MADRID Getafe LEG1

(IAF) FAFEQ 6000
10.8
226[^]
MAX 9000 MHA 7000

14.7
327[^]
MAX 9000 MHA 7000



Pilots must plan the descent profile to comply with the following speed and level/altitude restrictions at specific points or equivalent positions. If unable to comply advise ATC. Descent profiles will adjust to these restrictions to reduce, where it is possible, either fuel consumption, or acoustic and environmental impact in the airport vicinity.

STAR	Position	Speed
MORAL 5C	BUREX FAFEQ	220 KI 220 KT
SOTUK 4C	BUREX FAFEQ	220 KI 220 KT
TLD 3C	BUREX FAFEQ	220 KI 220 KT

STAR	ROUTING
MORAL 5C	MORAL - MD465 (FL210-) - MD45- (FL150+) - BUREX (FL140-; 12000+; 10000+ by ATC) - MD44- (8000+) - YUNYE (7000+) - FAFEQ (6000+).
SOTUK 4C	SOTUK - MD46- (FL210-) - MD45- (FL150+) - BUREX (FL140-; 12000+; 10000+ by ATC) - MD44- (8000+) - YUNYE (7000+) - FAFEQ (6000+).
TLD 3C	TLD (FL210-; FL150+) - MD445 - BUREX (K290-; FL140-; 12000+; 10000+ by ATC) - MD44- (8000+) - YUNYE (7000+) - FAFEQ (6000+).

MORAL 5C [MORA5C]
SOTUK4C [SOTU4C]
TOLEDO 3C (TLD 3C) [TLD3C]
RNAV ARRIVALS (RWYS 32L/R)

LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
10 FEB 23 10-2G Eff. 23.Feb.

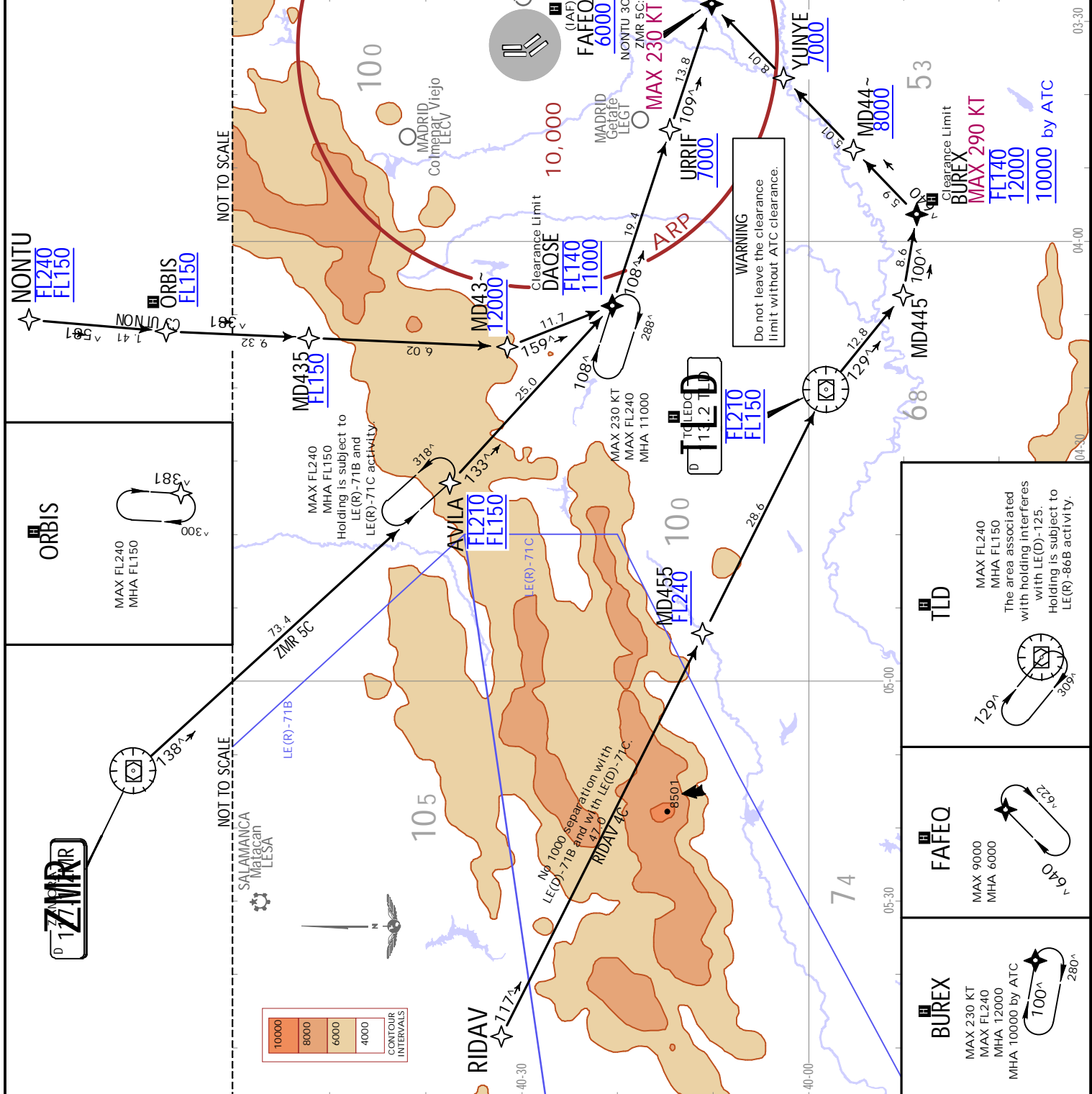
MADRID, SPAIN
RNAV.STAR.

Alt Set: hPa	Trans level: By ATC
ATIS 118.255	RNAV 1 required
Apt Elev 1998	Within 10 NM radius of PDT between R249 and R074 and between 4000 and 5000 Ground Proximity Warning System (GPWS) alarm signal may occur due to orographic characteristics of terrain.

**NONTU 3C [NONT3C]
RIDAV 4C [RIDA4C]
ZAMORA 5C (ZMR 5C) [ZMR5C]
RNAV ARRIVALS
(RWYS 32L/R)**

Pilots must plan the descent profile to comply with the following speed and level/altitude restrictions at specific points or equivalent positions. If unable to comply advise ATC. Descent profiles will adjust to these restrictions to reduce, where it is possible, either fuel consumption, or acoustic and environmental impact in the airport vicinity.

STAR	Position	Speed
NONTU 3C	DAQSE	220 KT
	FAFEO	220 KT
RIDAV 4C	BUREX	220 KT
	FAFEO	220 KT
ZMR 5C	DAQSE	220 KI
	FAFEO	220 KI

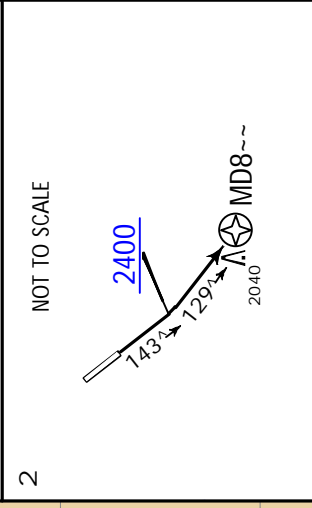


STAR	ROUTING
NONTU 3C	NONTU (FL240+; FL150+) - ORBIS (FL150+) - MD435 (FL150+) - MD43- (12000+) - DAQSE (FL140+; 11000+) - URRIF (7000+) - FAFEO (K230+; 6000+).
RIDAV 4C	RIDAV - MD455 (FL240+) - TLD (FL210+; FL150+) - MD445 - BUREX (K290+; FL140+; 12000+; 10000+ by ATC) - MD44- (8000+) - YUNUE (7000+) - FAFEO (6000+).
ZMR 5C	ZMR - AVILA (FL210+; FL150+) - DAQSE (FL140+; 11000+) - URRIF (7000+) - FAFEO (K230+; 6000+).

JEYPESEN MADRID, SPAIN
 26 AUG 22 10-3 .Eff. 8.Sep. .RNAV.SID.

Trans alt: 13000
 1. RNAV 1 required.
 2. EXPECT close-in obstacles.
 3. SIDs are also noise abatement procedures (refer to 10-4).

**NANDO 2B [NAND2B]
 PINAR 3B [PINA3B]
 RBO 2B [RBO2B]
 RNAV DEPARTURES
 (RWY 14R)**
.SPEED: MAX 250 KT BELOW 10000



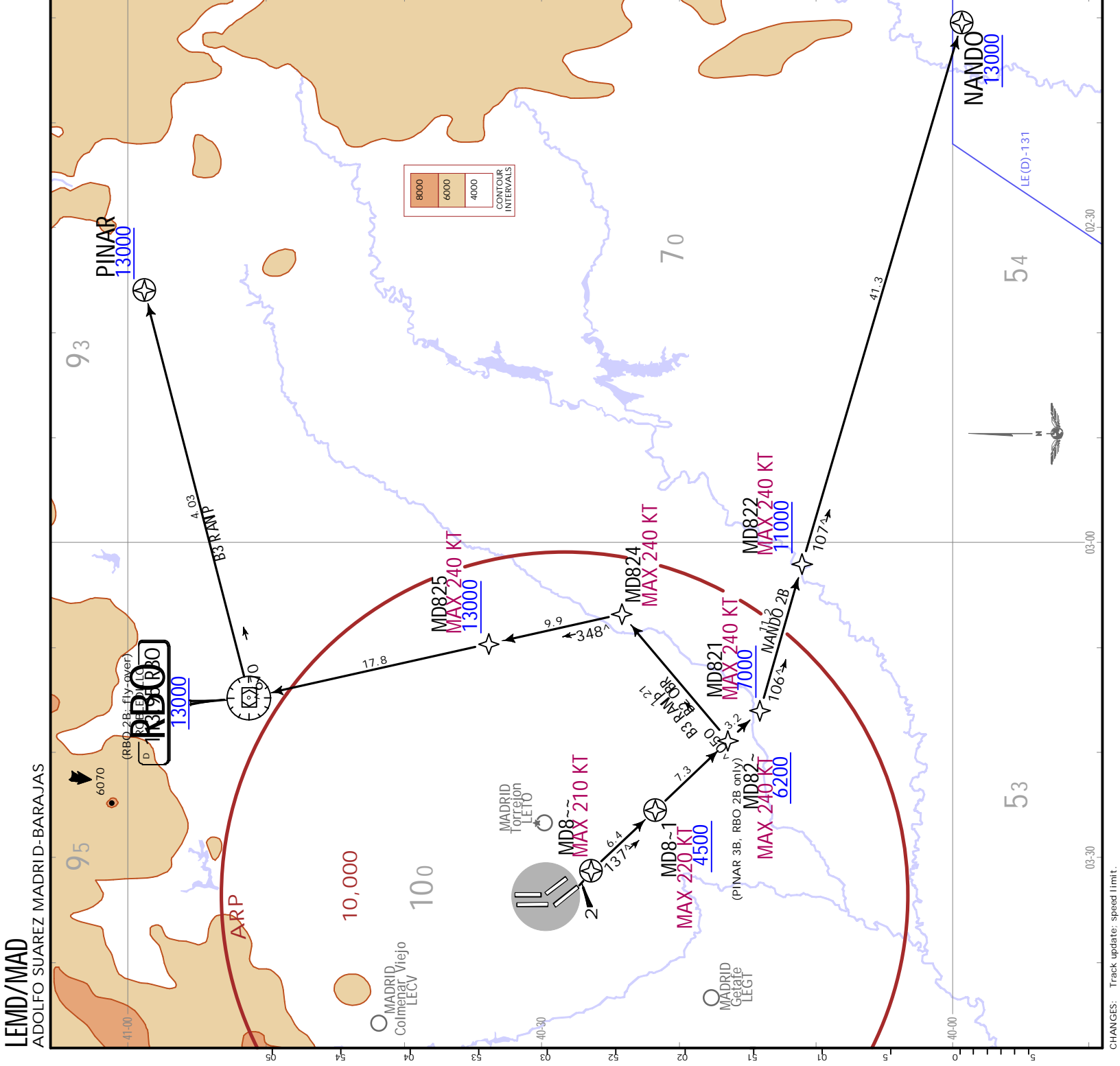
These SIDs require a minimum climb gradient of
NANDO 2B: 6.0% until MD822 due to operational reasons.
PINAR 3B, RBO 2B: 6.0% until MD824 due to operational reasons.

Grnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

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

SID	ROUTING
NANDO 2B	(2400+) - MD8-- (K210-) - MD8-1 (K220-; 4500+) - MD821 (K240-; 7000+) - MD822 (K240-; 11000+) - NANDO (13000+).
PINAR 3B	(2400+) - MD8-- (K210-) - MD8-1 (K220-; 4500+) - MD82- (K240-; 6200+) - MD824 (K240-; MD825 (K240-; 13000+) - RBO (13000+) - PINAR (13000+).
RBO 2B	(2400+) - MD8-- (K210-) - MD8-1 (K220-; 4500+) - MD82- (K240-; 6200+) - MD824 (K240-; MD825 (K240-; 13000+) - RBO (13000+).

1 Subject to LE(D)-131 activity.



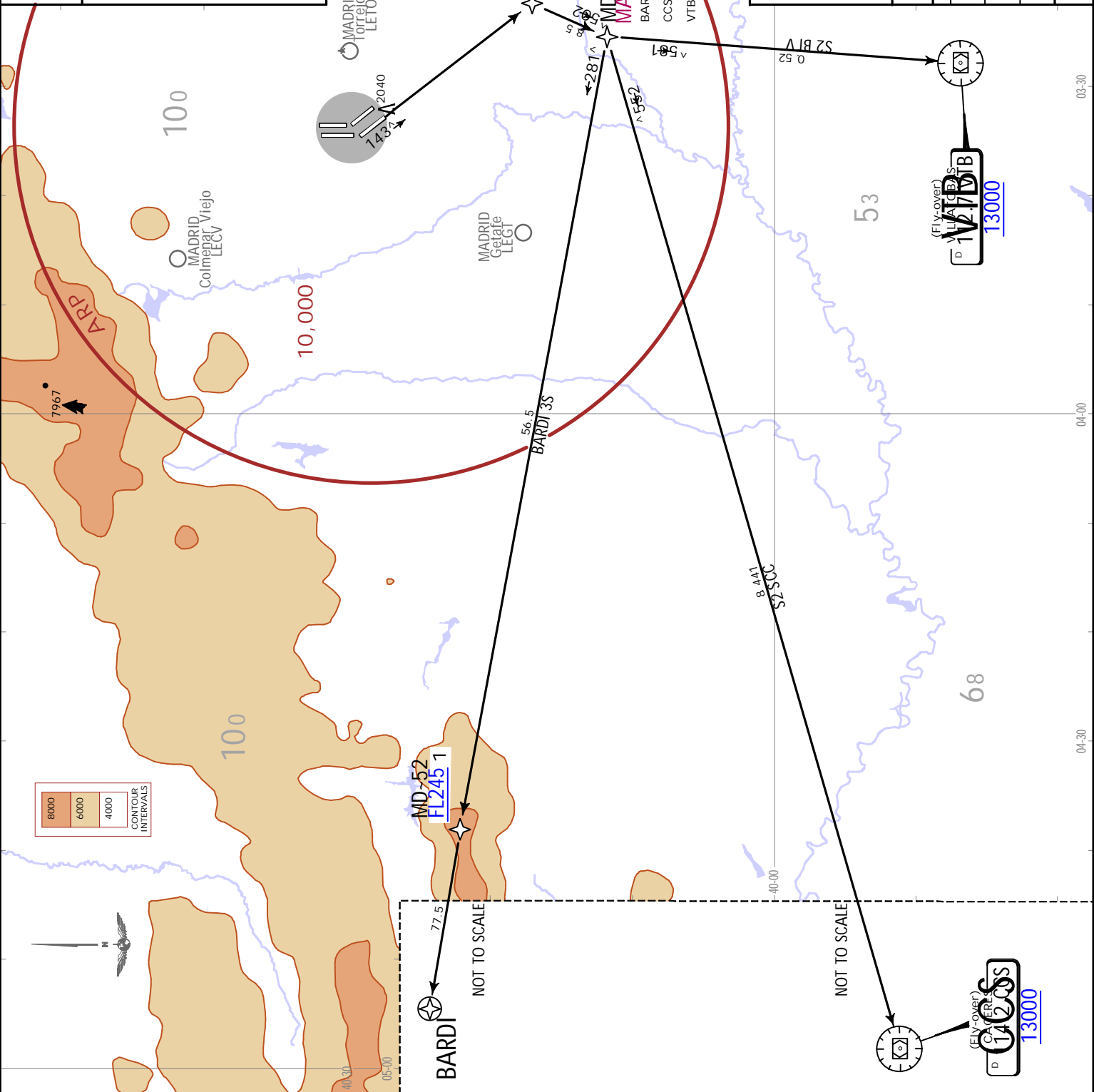
LEMD/MAD
 ADOLFO SUAREZ MADRID-BARAJAS

LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN MADRID, SPAIN
26 AUG 22 (10-3A) .Eff. 8.Sep. .RNAV.SID.

Trans alt: 13000
Apt Elev 1998
1. RNAV 1 required.
2. EXPECT close-in obstacles.
3. SIDs are also noise abatement procedures (refer to 10-4).

**BARDI 3S [BARD3S]
CCS 2S [CCS2S]
VTB 2S [VTB2S]
RNAV DEPARTURES
(RWY 14R)**
USABLE BETWEEN 0700-2300LT
.SPEED: MAX 250 KT BELOW 10000



JEPPESEN MADRID, SPAIN
 26 AUG 22 10-3B .Eff. 8.Sep. .RNAV.SID.

Trans alt: 13000 Apt Elev 1998	1. RNAV 1 required. 2. EXPECT close-in obstacles. 3. SIDs are also noise abatement procedures (refer to 10-4).
BARDI 3B [BARD3B] CCS 4B [CCS4B] VTB 3B [VTB3B]	RNAV DEPARTURES (RWY 14R) USABLE BETWEEN 2300-0700LT .SPEED: MAX 250 KT BELOW 10000
2 NOT TO SCALE	

These SIDs require a minimum climb gradient of **BARDI 3B**: 6.0% until GOXOL due to operational reasons.
CCS 4B: 6.0% until MD81 - due to operational reasons.
VTB 3B: 6.0% until PDT due to operational reasons.

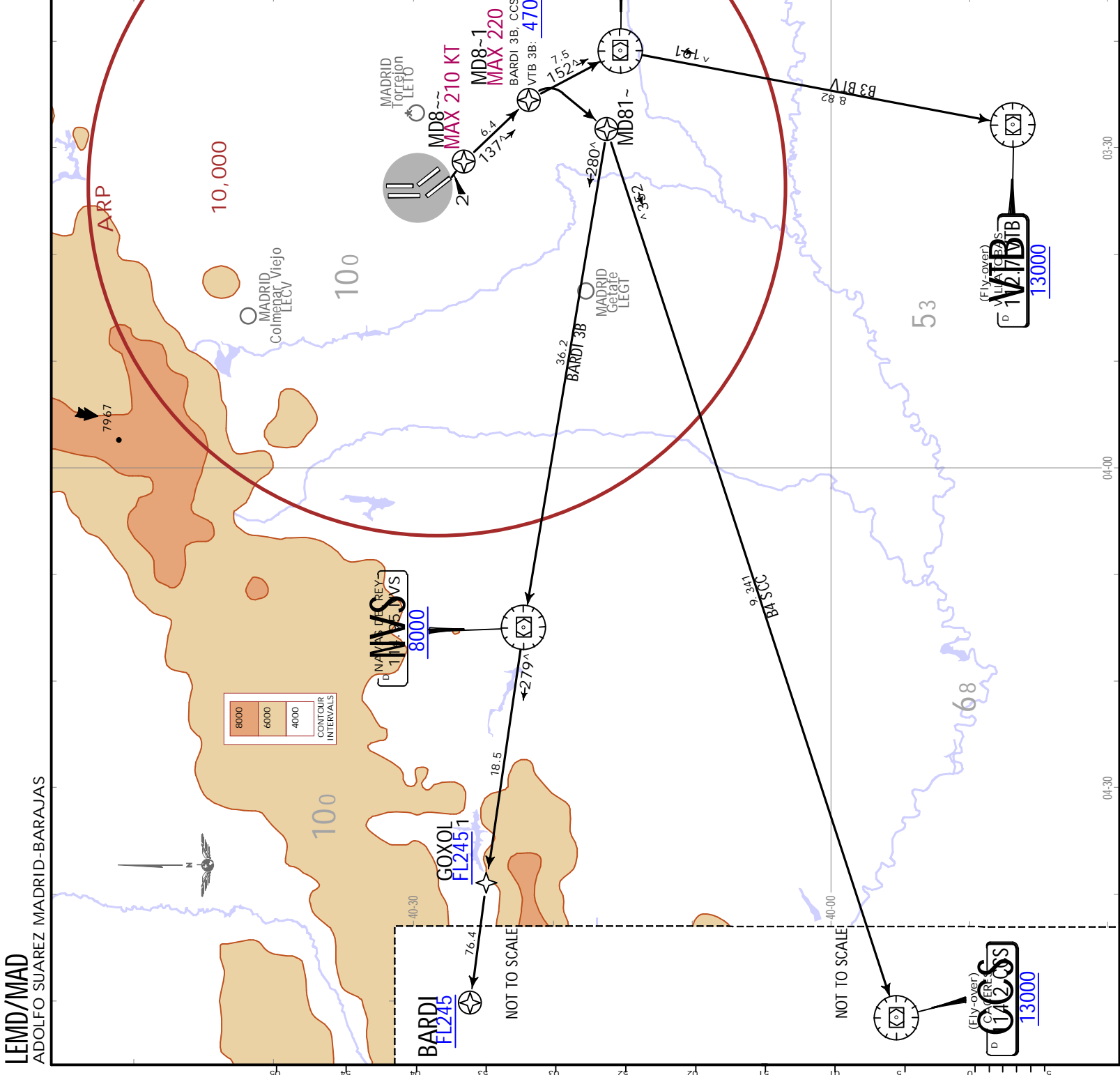
Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

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

ROUTING

SID	ROUTING
BARDI 3B 1	(2400+) - MD8-- (K210-) - MD8-1 (K220-; 4500+) - MD81-- - NVS (8000+) - GOXOL (FL245+) - BARDI (FL245+).
CCS 4B	(2400+) - MD8-- (K210-) - MD8-1 (K220-; 4500+) - MD81-- - CCS (13000+).
VTB 3B	(2400+) - MD8-- (K210-) - MD8-1 (K220-; 4700+) - PDT (7400+) - VTB (13000+).

1 If unable to comply with GOXOL restrictions, notify ATC as soon as possible.



JEPPESEN MADRID, SPAIN
 26 AUG 22 10-3C .Eff. 8.Sep. .RNAV.SID.

Trans alt: 13000
 1. RNAV 1 required.
 2. EXPECT close-in obstacles.
 3. SIDs are also noise abatement procedures (refer to 10-4).

SIE 2S
ZMR 2S
RNAV DEPARTURES
(RWY 14R)
 USABLE BETWEEN 0700-2300LT
.SPEED: MAX 250 KT BELOW 10000



These SIDs require a minimum climb gradient of

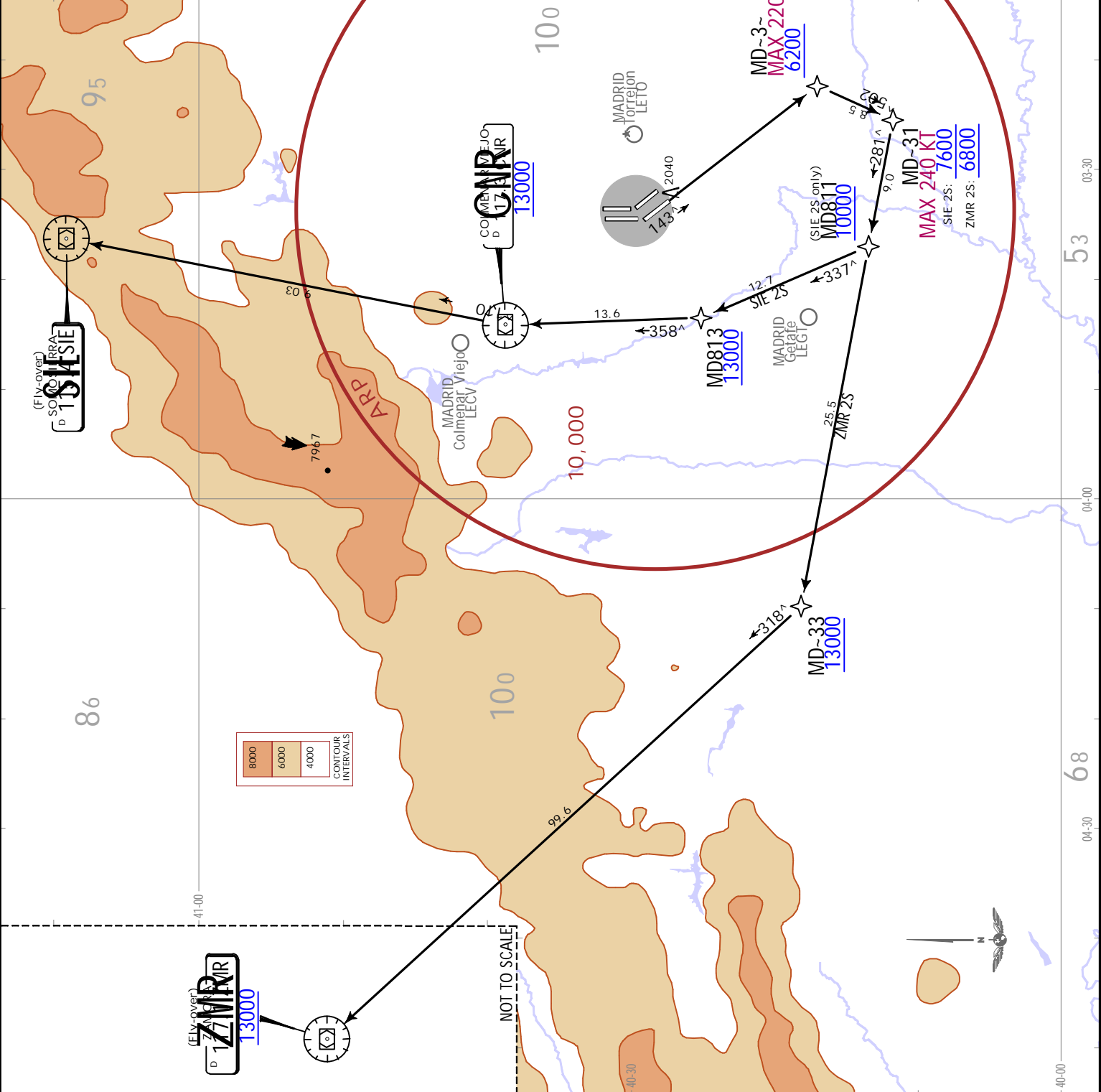
SIE 2S: 5.5% until MD811 due to operational reasons.
 ZMR 2S: 5.5% until MD-3- due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

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

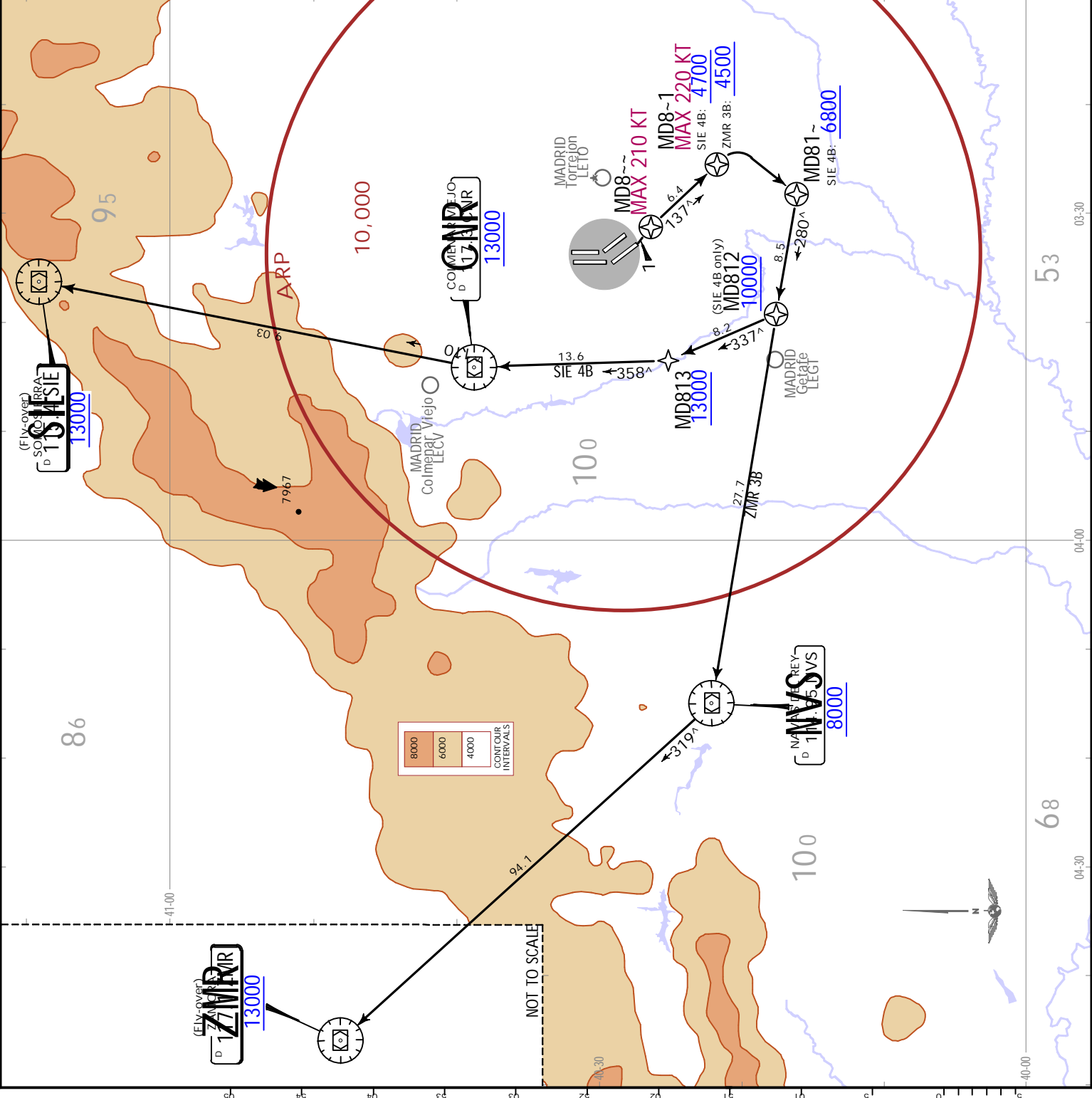
SID	ROUTING
SIE 2S	(2400+) - MD-3- (K220-; 6200+) - MD-31 (K240-; 7600+) - MD811 (10000+) - MD813 (13000+) - CNR (13000+) - SIE.
ZMR 2S	(2400+) - MD-3- (K220-; 6200+) - MD-31 (K240-; 6800+) - MD-33 (13000+) - ZMR (13000+).

LEMD/MAD
 ADOLFO SUAREZ MADRID-BARAJAS



JEPPESEN MADRID, SPAIN
 26 AUG 22 10-3D .Eff. 8.Sep. .RNAV.SID.

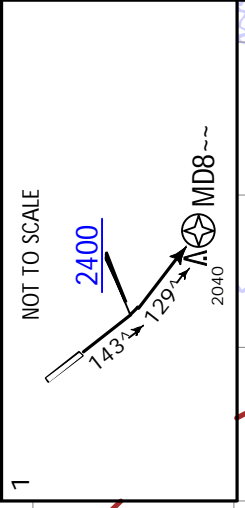
LEMD/MAD
 ADOLFO SUAREZ MADRID-BARAJAS



Trans alt: 13000
 1. RNAV 1 required.
 2. EXPECT close-in obstacles.
 3. SIDs are also noise abatement procedures (refer to 10-4).

SIE 4B
ZMR 3B
RNAV DEPARTURES
(RWY 14R)

USABLE BETWEEN 2300-0700LT
SPEED: MAX 250 KT BELOW 10000



These SIDs require minimum climb gradients of

SIE 4B: 6.1% until MD813 due to operational reasons.
ZMR 3B: 6.0% until MD81 - due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
6.1% V/V (fpm)	463	618	927	1235	1544	1853

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

SID	ROUTING
SIE 4B	(2400+) - MD8-- (K210-) - MD8-1 (K220-; 4700+) - MD81- (6800+) - MD812 (10000+) - MD813 (13000+) - CNR (13000+) - SIE (13000+).
ZMR 3B	(2400+) - MD8-- (K210-) - MD8-1 (K220-; 4500+) - MD81- - NVS (8000+) - ZMR (13000+).

(Fly-over)
SIE
 13000

(Fly-over)
ZMR
 13000

(Fly-over)
CNR
 13000

(Fly-over)
MD813
 13000

(Fly-over)
MD812
 10000

(Fly-over)
NVS
 8000

(Fly-over)
MD81
 6800

(Fly-over)
MD8-1
 220 KT
 4700
SIE 4B: 4700
ZMR 3B: 4500

JEPPESEN MADRID, SPAIN
 26 AUG 22 10-3E .Eff.8.Sep. .RNAV.SID.

Trans alt: 13000
 1. RNAV 1 required.
 2. EXPECT close-in obstacles.
 3. SIDs are also noise abatement procedures (refer to 10-4).
 4. WARNING: Nearby traffic to/from Madrid (Torrejón) airport. Stay within the terms of the procedure at all times.

**NANDO 2U [NAND2U]
 PINAR 2U [PINA2U]
 RBO 2U [RBO2U]
 SIE 2U [SIE2U]
 RNAV DEPARTURES
 (RWY 14L)**

USABLE BETWEEN 0700-2300LT
.SPEED: MAX 250 KT BELOW 10000

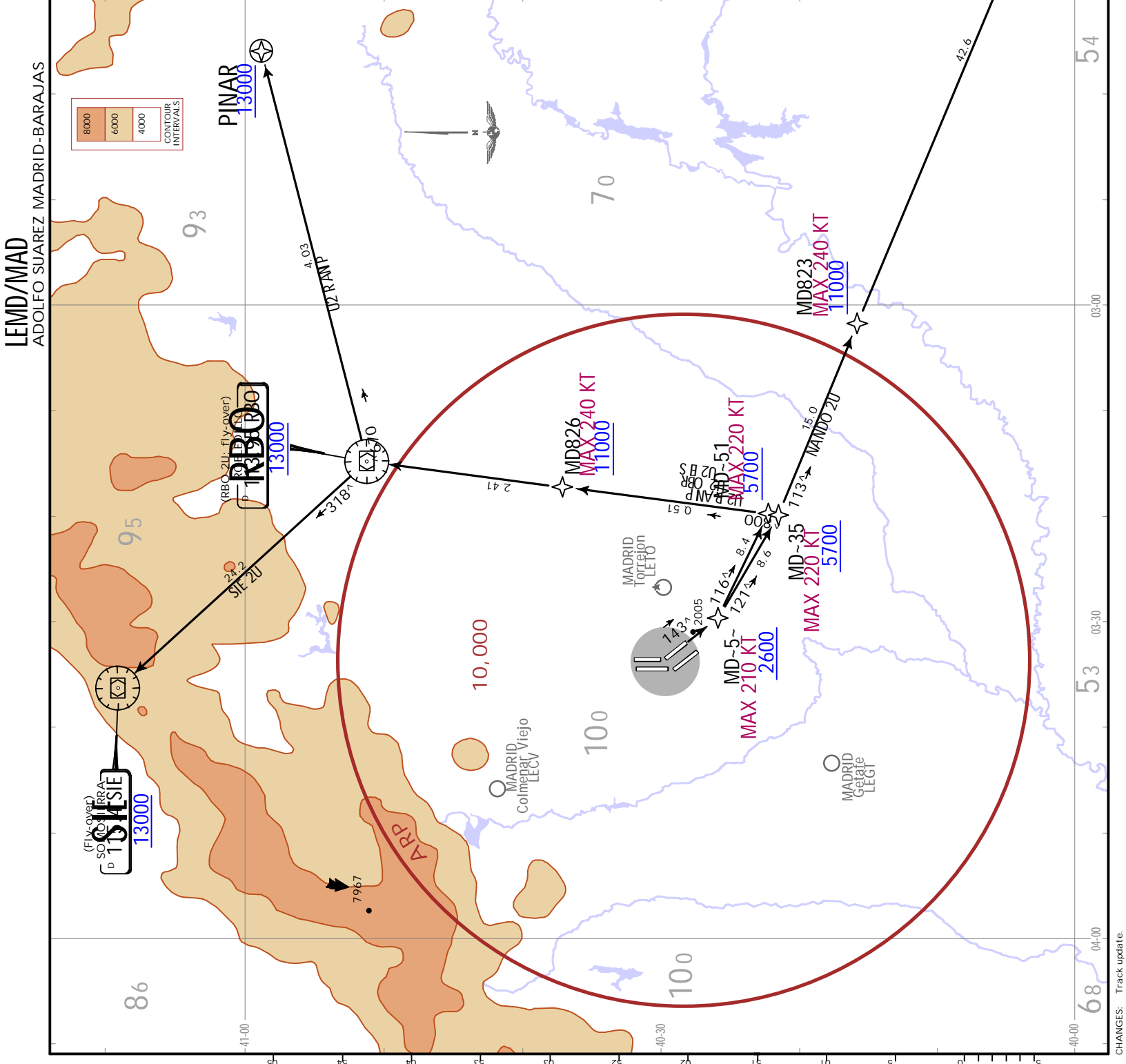
These SIDs require minimum climb gradients of

7.0% until MD-5 - due to operational reasons, then	75	100	150	200	250	300
6.0% until MD826 due to operational reasons.	456	608	911	1215	1519	1823
6.0% V/V (fpm)	532	709	1063	1418	1772	2127
7.0% V/V (fpm)						

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

SID	ROUTING
NANDO 2U 1	MD-5- (K210+; 2600+) - MD-35 (K220+; 5700+) - MD823 (K240+; 11000+) - NANDO (13000+).
PINAR 2U	MD-5- (K210+; 2600+) - MD-51 (K220+; 5700+) - MD826 (K240+; 11000+) - RBO (13000+) - PINAR (13000+).
RBO 2U	MD-5- (K210+; 2600+) - MD-51 (K220+; 5700+) - MD826 (K240+; 11000+) - RBO (13000+).
SIE 2U	MD-5- (K210+; 2600+) - MD-51 (K220+; 5700+) - MD826 (K240+; 11000+) - RBO (13000+) - SIE (13000+).

1 Subject to LE(D)-131 activity.



JEPPESEN MADRID, SPAIN
 26 AUG 22 10-3F .Eff. 8.Sep. .RNAV.SID.

Trans alt: 13000
 1. RNAV 1 required.
 2. EXPECT close-in obstacles.
 3. SIDs are also noise abatement procedures (refer to 10-4)
 4. WARNING: Nearby traffic to/from Madrid (Torrejon) airport. Stay within the terms of the procedure at all times.

**NANDO 2V [NAND2V]
 PINAR 2V [PINA2V]
 RBO 2V [RBO2V]
 SIE 4V [SIE4V]
 RNAV DEPARTURES
 (RWY 14L)**

USABLE BETWEEN 2300-0700LT
.SPEED: MAX 250 KT BELOW 10000

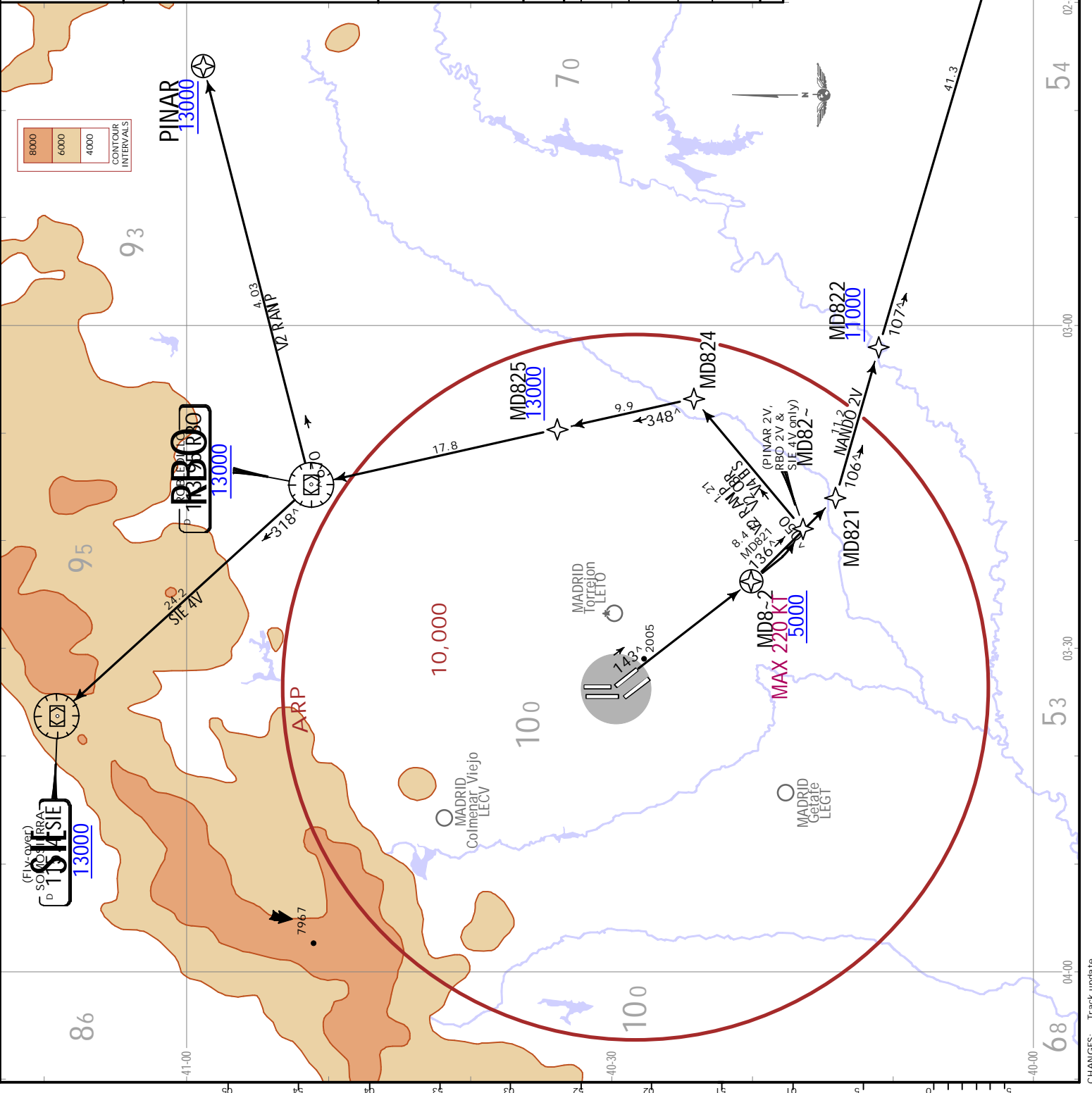
These SIDs require a minimum climb gradient of
NANDO 2V: 5.5% until MD822 due to operational reasons.
PINAR 2V, RBO 2V, SIE 4V: 5.5% until MD825 due to operational reasons.

Grnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

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

SID	ROUTING
NANDO 2V 1	(2400+) - MD8-2 (K220-; 5000+) - MD821 - MD822 (11000+) - NANDO (13000+).
PINAR 2V	(2400+) - MD8-2 (K220-; 5000+) - MD82- - MD824 - MD825 (13000+) - RBO (13000+) - PINAR (13000+).
RBO 2V	(2400+) - MD8-2 (K220-; 5000+) - MD82- - MD824 - MD825 (13000+) - RBO (13000+).
SIE 4V	(2400+) - MD8-2 (K220-; 5000+) - MD82- - MD824 - MD825 (13000+) - RBO (13000+) - SIE (13000+).

1 Subject to LE(D)-131 activity.



JEPPESEN MADRID, SPAIN
 26 AUG 22 10-3G .Eff. 8.Sep. .RNAV.SID.

LEMD/MAD
 ADOLFO SUAREZ MADRID-BARAJAS

Trans alt: 13000
 1. RNAV 1 required.
 2. EXPECT close-in obstacles.
 3. SIDs are also noise abatement procedures (refer to 10-4)
 4. WARNING: Nearby traffic to/from Madrid (Torrejón) airport. Stay within the terms of the procedure at all times.

BARDI 3V [BARD3V]
CCS 4V [CCS4V]
VTB 3V [VTB3V]
ZMR 3V [ZMR3V]
RNAV DEPARTURES
(RWY 14L)
.SPEED: MAX 250 KT BELOW 10000

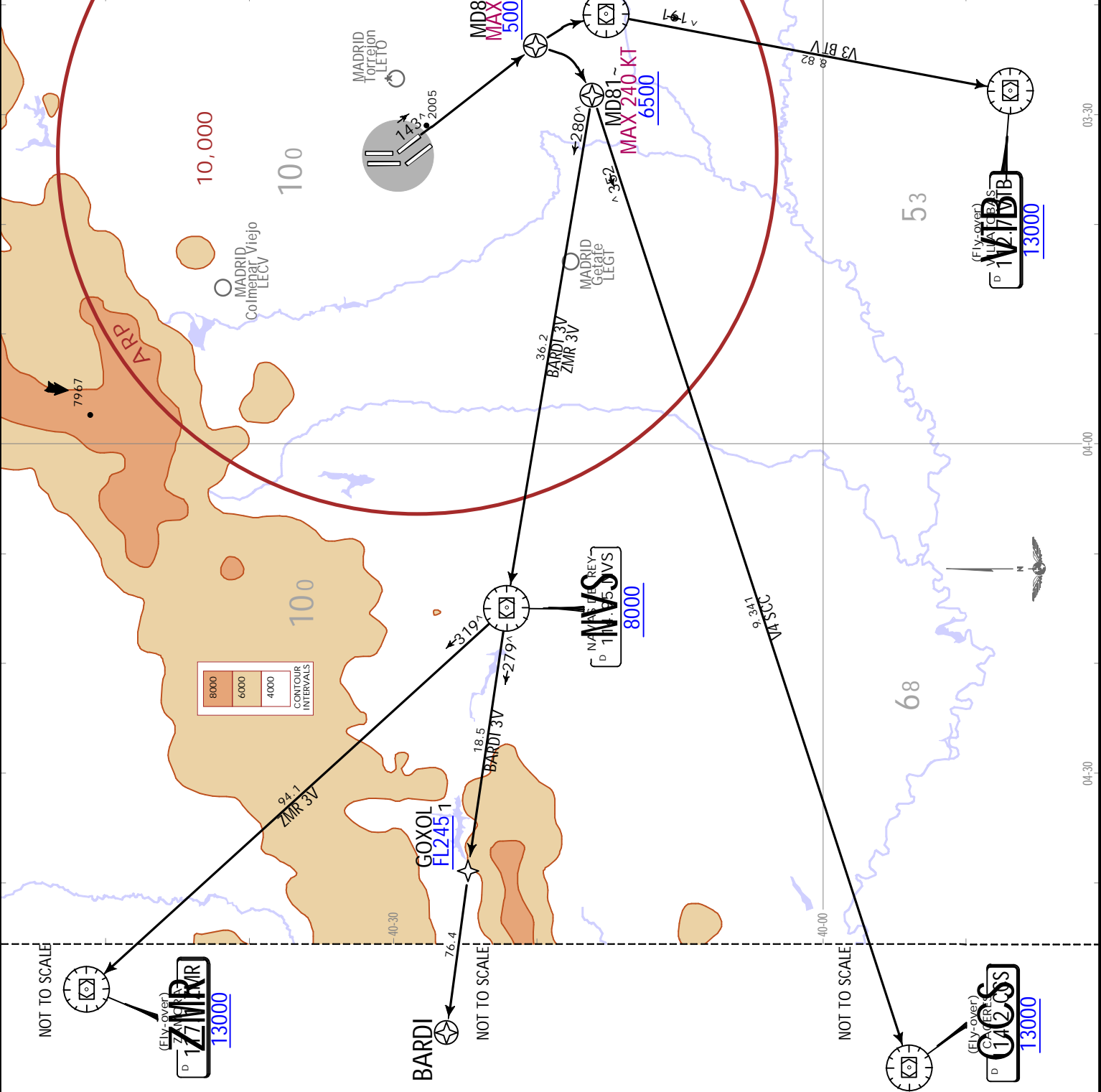
These SIDs require minimum climb gradients of
BARDI 3V: 5.5% until GOXOL due to operational reasons.
CCS 4V, ZMR 3V: 5.5% until MD81- due to operational reasons.
VTB 3V: 5.5% until VTB due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

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

SID	ROUTING
BARDI 3V 1	(2400+) - MD8-2 (K220+; 5000+) - MD81- (K240+; 6500+) - NVS (8000+) - GOXOL (FL245+) - BARDI.
CCS 4V	(2400+) - MD8-2 (K220+; 5000+) - MD81- (K240+; 6500+) - CCS (13000+).
VTB 3V	(2400+) - MD8-2 (K220+; 5000+) - PDT (K240+; 6500+) - VTB (13000+).
ZMR 3V	(2400+) - MD8-2 (K220+; 5000+) - MD81- (K240+; 6500+) - NVS (8000+) - ZMR (13000+).

1 If unable to comply with GOXOL restrictions, notify ATC as soon as possible.



JEYPESEN MADRID, SPAIN
 26 AUG 22 10-3H .Eff. 8.Sep. .RNAV.SID.

Trans alt: 13000
 1. RNAV 1 required.
 2. EXPECT close-in obstacles.
 3. SIDs are also noise abatement procedures (refer to 10-4).
 4. No turns before DER.

NANDO 2R [NAND2R]
PINAR 3R [PINA3R]
RBO 3R [RBO3R]
VTB 1R [VTB1R]
RNAV DEPARTURES (RWY 36R)

USABLE BETWEEN 0700-2300LT
.SPEED: MAX 250 KT BELOW 10000

These SIDs require minimum climb gradients of

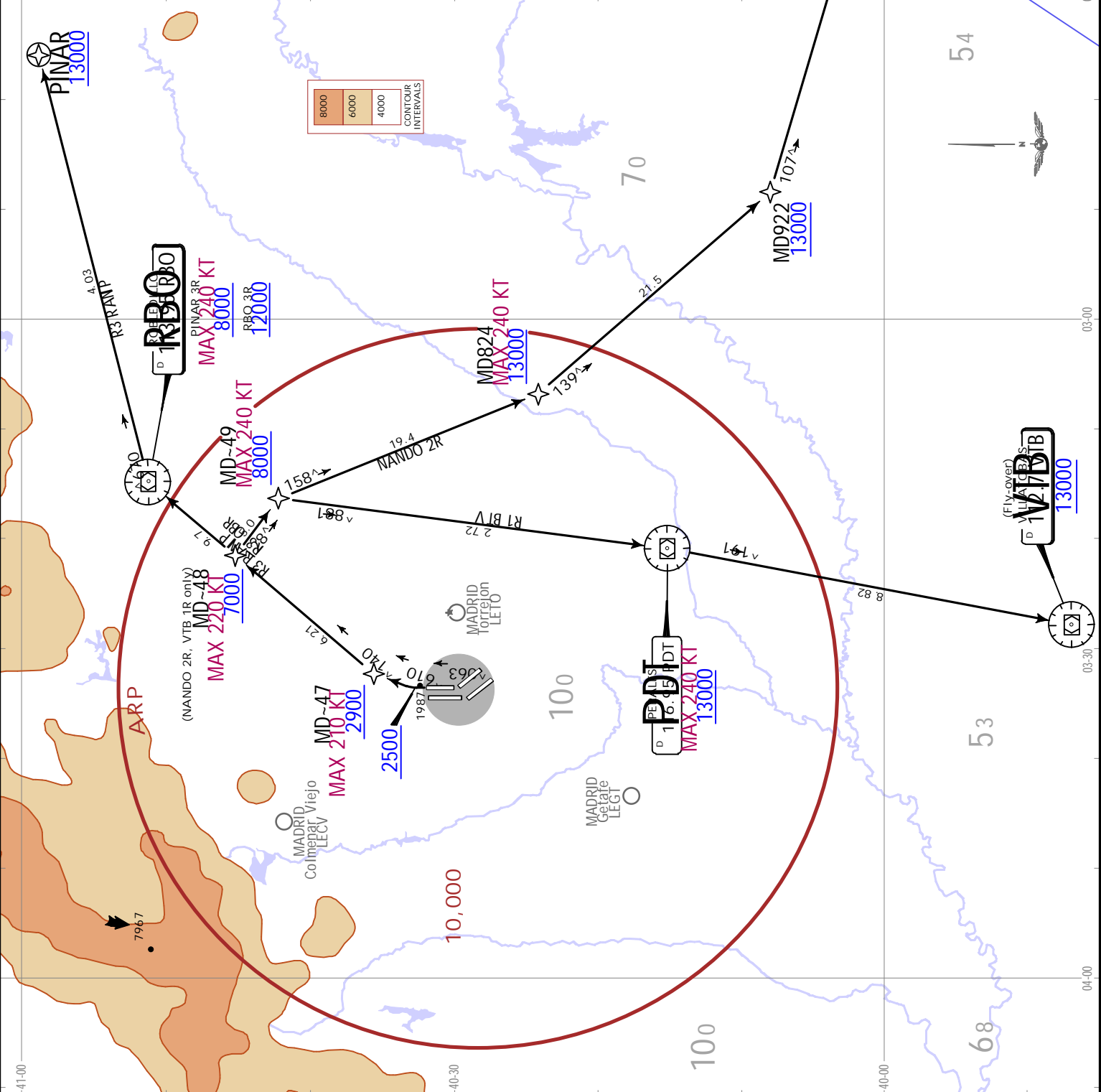
NANDO 2R: 5.5% until MD824 due to operational reasons.
PINAR 3R: 5.0% until RBO due to operational reasons.
RBO 3R: 6.9% until RBO due to operational reasons.
VTB 1R: 5.5% until MD-49 due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.9% V/V (fpm)	524	699	1048	1397	1747	2096

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

SID	ROUTING
NANDO 2R	(2500+) - MD-47 (K210+; 2900+) - MD-48 (K220+; 7000+) - MD-49 (K240+; 8000+) - MD824 (K240+; 13000+) - NANDO (13000+)
PINAR 3R	(2500+) - MD-47 (K210+; 2900+) - RBO (K240+; 8000+) - PINAR (13000+)
RBO 3R	(2500+) - MD-47 (K210+; 2900+) - RBO (12000+)
VTB 1R	(2500+) - MD-47 (K210+; 2900+) - MD-48 (K220+; 7000+) - MD-49 (K240+; 8000+) - PDT (K240+; 13000+) - VTB (13000+)

1 Subject to LE(D)-131 activity.



LEMD/MAD
 ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN MADRID, SPAIN
 26 AUG 22 10-3J .Eff. 8.Sep. .RNAV.SID.

Trans alt: 13000
 1. RNAV 1 required.
 2. EXPECT close-in obstacles.
 3. SIDs are also noise abatement procedures (refer to 10-4).

**NANDO 6W [NAND6W]
 PINAR 7W [PINA7W]
 RBO 6W [RBO6W]
 VTB 7W [VTB7W]
 RNAV DEPARTURES
 (RWY 36R)**

USABLE BETWEEN 2300-0700LT
.SPEED: MAX 250 KT BELOW 10000

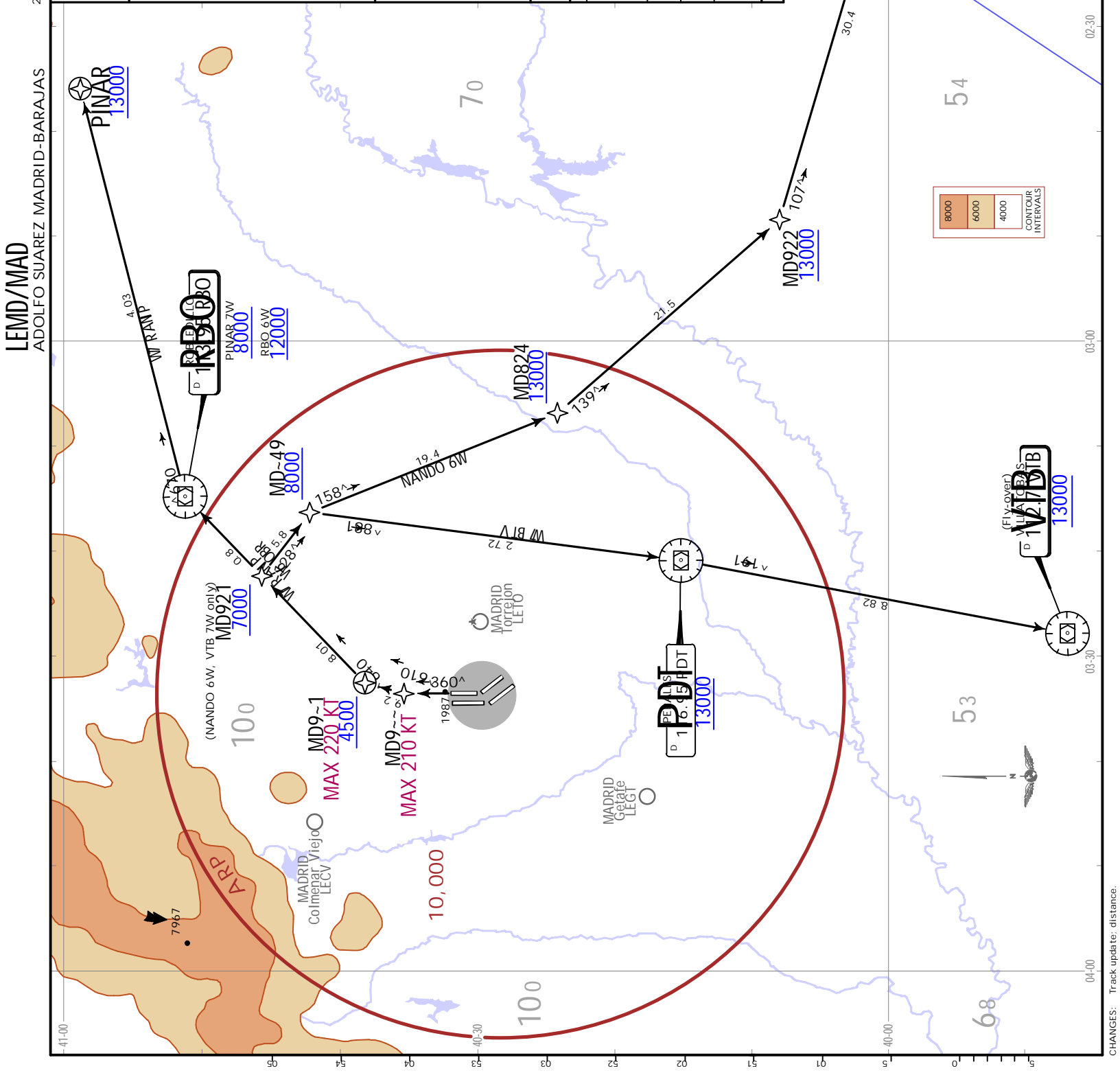
These SIDs require a minimum climb gradient of
NANDO 6W, VTB 7W: 7.0% until MD921 due to operational reasons.
PINAR 7W: 7.0% until MD9-1 due to operational reasons.
RBO 6W: 7.0% until RBO due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

SID	ROUTING
NANDO 6W	MD9-- (K210-) - MD9-1 (K220-; 4500+) - MD921 (7000+) - MD-49 (8000+) - MD824 (13000+) - MD922 (13000+) - NANDO (13000+).
PINAR 7W	MD9-- (K210-) - MD9-1 (K220-; 4500+) - RBO (8000+) - PINAR (13000+).
RBO 6W	MD9-- (K210-) - MD9-1 (K220-; 4500+) - RBO (12000+).
VTB 7W	MD9-- (K210-) - MD9-1 (K220-; 4500+) - MD921 (7000+) - MD-49 - PDT (13000+) - VTB (13000+).

1 Subject to LE(D)-131 activity.



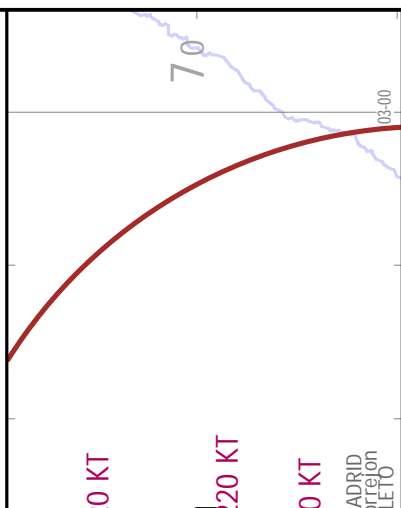
JEPPesen MADRID, SPAIN
 26 AUG 22 10-3K .Eff.8.Sep. .RNAV.SID.

Trans alt: 13000
 1. RNAV 1 required.
 2. EXPECT close-in obstacles.
 3. SIDs are also noise abatement procedures (refer to 10-4).

**BARDI 6W [BARD6W]
 CCS 5W [CCS5W]
 SIE 3W [SIE3W]
 ZMR 3W [ZMR3W]
 RNAV DEPARTURES
 (RWY 36R)**
.SPEED: MAX 250 KT BELOW 10000

These SIDs require a minimum climb gradient of
BARDI 6W: 7.0% until AVILA due to operational reasons.
CCS 5W: 7.0% until CNR due to operational reasons.
SIE 3W: 7.0% until MD913 due to operational reasons.
ZMR 3W: 7.0% until MD-25 due to operational reasons.

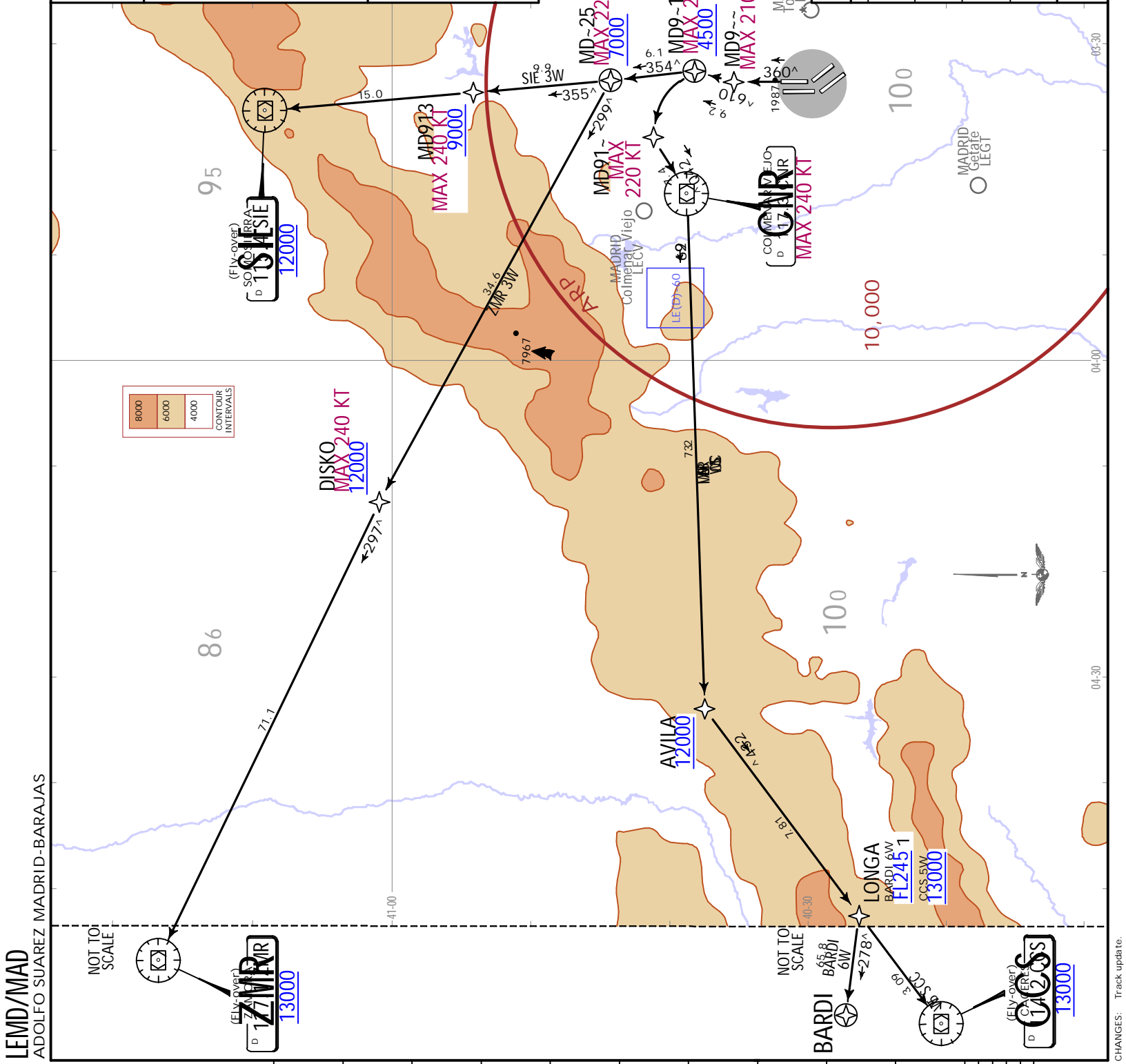
Grnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127



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

SID	ROUTING
BARDI 6W	MD9-- (K210-) - MD9-1 (K220-; 4500+) - MD91- (K220-) - CNR (K240-) - AVILA (12000+) - LONGA (FL245+) - BARDI.
CCS 5W	MD9-- (K210-) - MD9-1 (K220-; 4500+) - MD91- (K220-) - CNR (K240-) - AVILA (12000+) - LONGA (13000+) - CCS (13000+).
SIE 3W	MD9-- (K210-) - MD9-1 (K220-; 4500+) - MD-25 (K220-; 7000+) - MD913 (K240-; 9000+) - SIE (12000+).
ZMR 3W	MD9-- (K210-) - MD9-1 (K220-; 4500+) - MD-25 (K220-; 7000+) - DISKO (K240-; 12000+) - ZMR (12000+).

1 If unable to comply with LONGA restrictions, notify ATC as soon as possible.
 2 Subject to LE(D)-60 activity.



JEPPESEN MADRID, SPAIN
 26 AUG 22 10-3L .Eff. 8.Sep. .RNAV.SID.

Trans alt: 13000
 1. RNAV 1 required.
 2. DME/DME required.
 3. EXPECT close-in obstacles.
 4. SIDs are also noise abatement procedures (refer to 10-4).

Apt Elev
 1998

**NANDO 3N [NAND3N]
 PINAR 3N [PINA3N]
 RBO 3N [RBO3N]
 RNAV DEPARTURES
 (RWY 36L)**

.SPEED: MAX 250 KT BELOW 10000

These SIDs require a minimum climb gradient of
NANDO 3N: 7.5% until S5Y due to operational reasons, then 5.5% until MD824 due to operational reasons.
PINAR 3N: 7.5% until S5Y due to operational reasons, then 5.5% until RBO due to operational reasons.
RBO 3N: 7.5% until S5Y due to operational reasons, then 6.4% until RBO due to operational reasons.

Grnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.4% V/V (fpm)	486	648	972	1296	1620	1944
7.5% V/V (fpm)	570	760	1139	1519	1899	2279

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

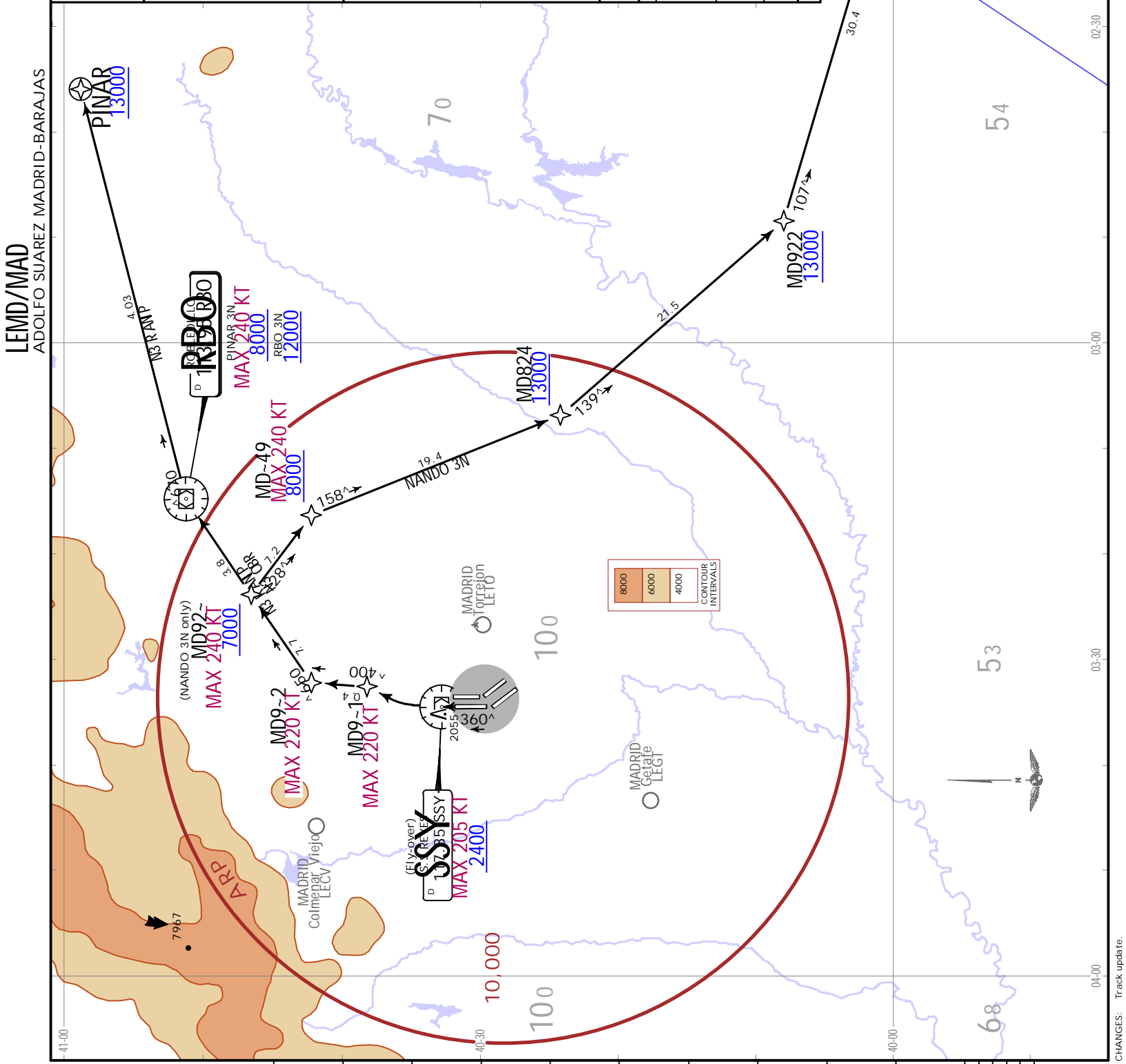
SID ROUTING

NANDO 3N
 1 S5Y (K205-; 2400+) - MD9-1 (K220-) - MD9-2 (K220-) - MD92- (K240-; 7000+) - MD-49 (K240-; 8000+) - MD824 (13000+) - MD922 (13000+) - NANDO (13000+).

PINAR 3N
 S5Y (K205-; 2400+) - MD9-1 (K220-) - MD9-2 (K220-) - RBO (K240-; 8000+) - PINAR (13000+).

RBO 3N
 S5Y (K205-; 2400+) - MD9-1 (K220-) - MD9-2 (K220-) - RBO (12000+).

1 Subject to LE(D)-131 activity.



JEPPESEN MADRID, SPAIN
 28 OCT 22 10-3M .Eff. 3.Nov. .RNAV.SID.

Trans alt: 13000
 1. RNAV 1 required.
 2. DME/DME required.
 3. EXPECT close-in obstacles.
 4. SIDs are also noise abatement procedures (refer to 10-4).

**BARDI 7L [BARD7L]
 CCS 6L [CCS6L]
 VTB 6L [VTB6L]**
**RNAV DEPARTURES (RWY 36L)
 USABLE BETWEEN 0700-2300LT
 FOR AIRCRAFT USABILITY REFER TO 10-1P29
 .SPEED: MAX 250 KT BELOW 10000**

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

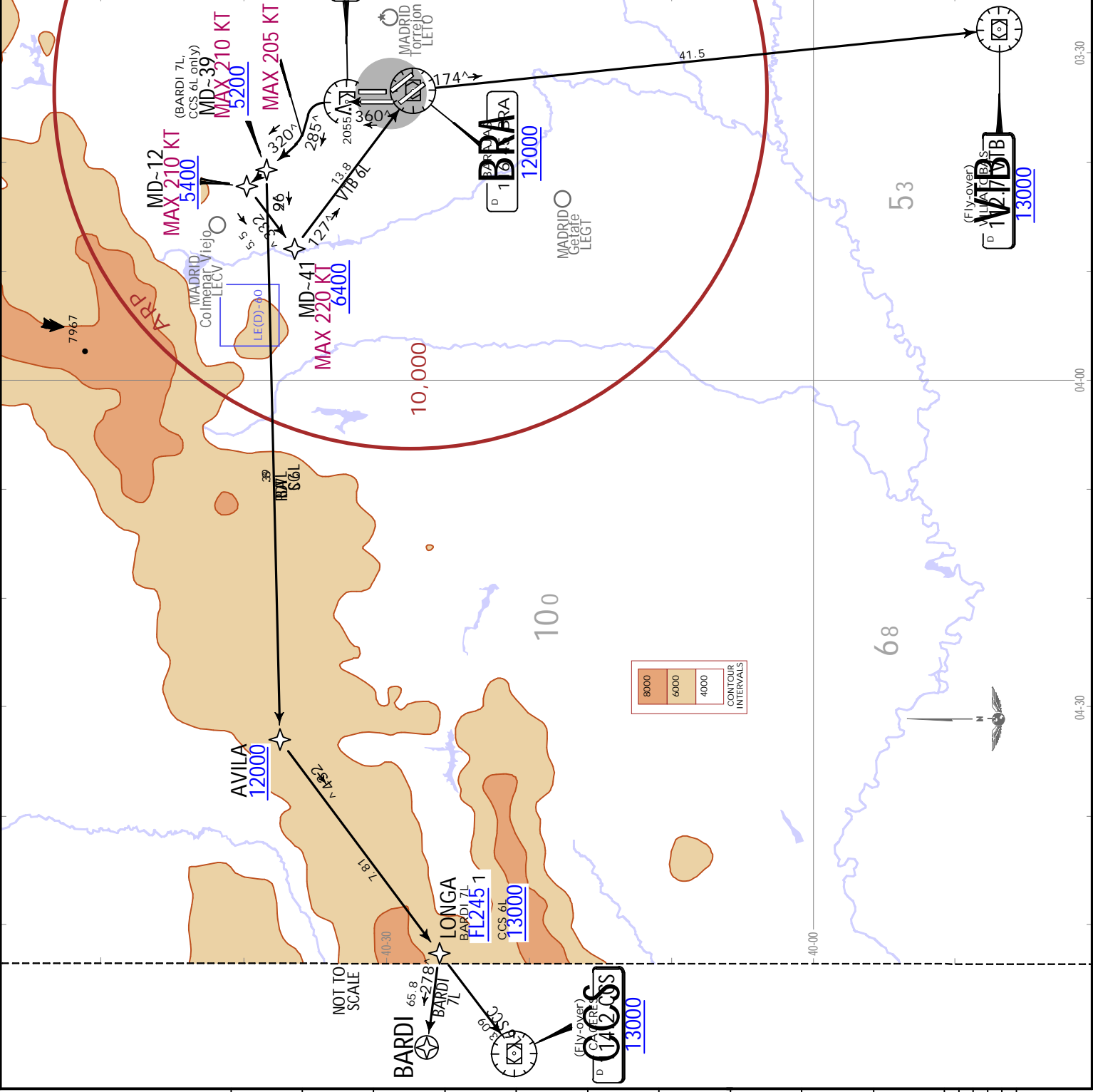
ROUTING	
BARDI 7L	SSY (2400+) - 285° track (K205-) - MD-39 (K210-; 5200+) - AVILA (12000+) - LONGA (FL245+) - BARDI.
CCS 6L	SSY (2400+) - 285° track (K205-) - MD-39 (K210-; 5200+) - AVILA (12000+) - LONGA (13000+) - CCS (13000+).
VTB 6L	SSY (2400+) - 285° track (K205-) - MD-12 (K210-; 5400+) - MD-41 (K220-; 6400) - BRA (12000+) - VTB (13000+).

1 If unable to comply with LONGA restrictions, notify ATC as soon as possible.
 2 Subject to LE(D)-60 activity.

These SIDs require minimum climb gradients of
 BARDI 7L: 7.5% until AVILA.
 CCS 6L: 7.5% until MD-39.
 VTB 6L: 7.5% until MD-12, then 5.0% until BRA.

Grnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
7.5% V/V (fpm)	570	760	1139	1519	1899	2279

LEMD/MAD
 ADOLFO SUAREZ MADRID-BARAJAS



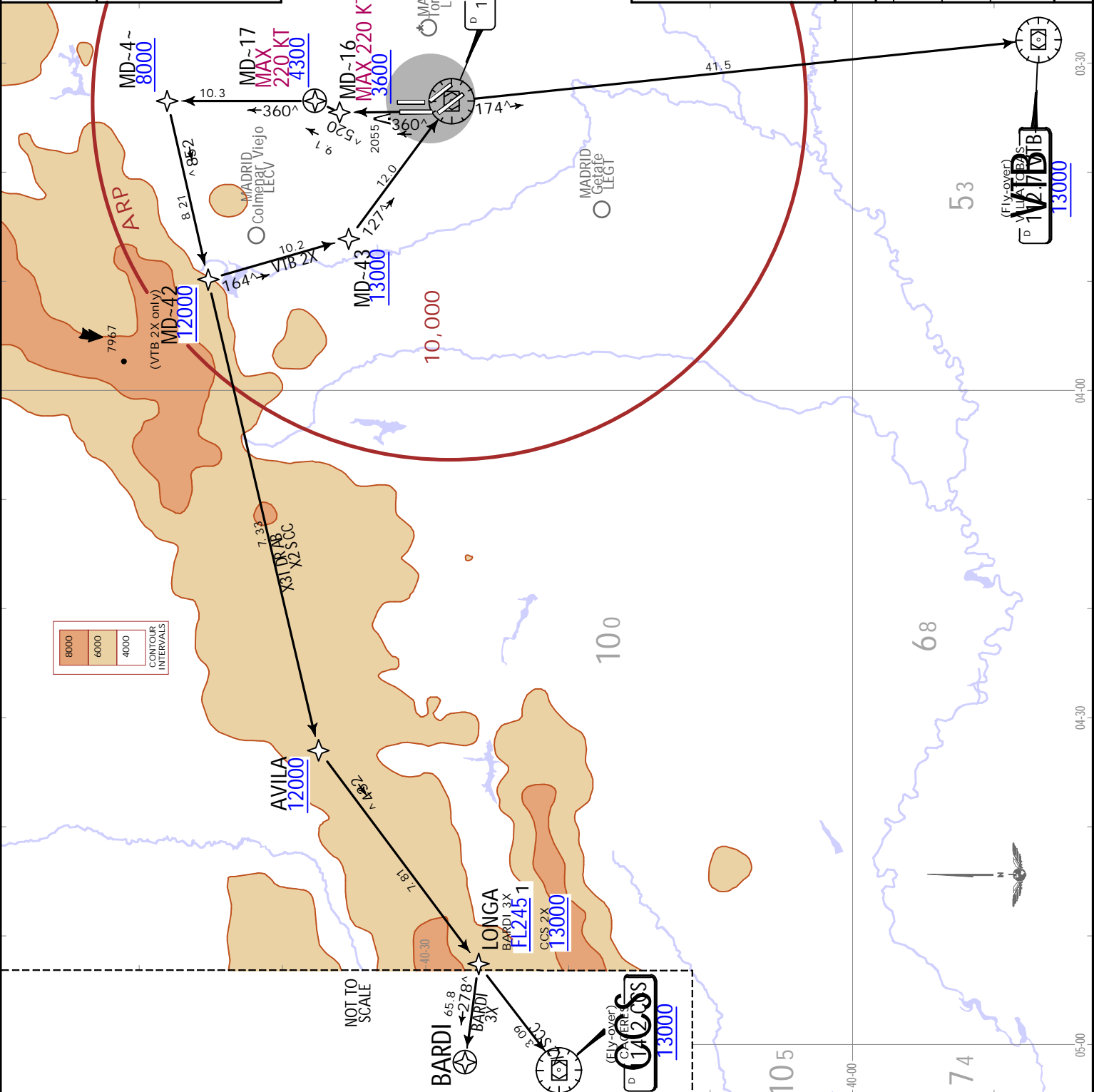
JEYPESEN MADRID, SPAIN
 28 OCT 22 10-3N . Eff. 3.NOV. .RNAV.SID.

LEMD/MAD
 ADOLFO SUAREZ MADRID-BARAJAS

Trans alt: 13000
 1. RNAV 1 required.
 2. EXPECT close-in obstacles.
 3. SIDs are also noise abatement procedures (refer to 10-4).

BARDI 3X [BARD3X]
CCS 2X [CCS2X]
VTB 2X [VTB2X]

RNAV DEPARTURES (RWY 36L)
 USABLE BETWEEN 0700-2300LT
 FOR AIRCRAFT USABILITY REFER TO 10-1P29
.SPEED: MAX 250 KT BELOW 10000



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

ROUTING	
BARDI 3X	MD-16 (K220+) - 3600+ - MD-17 (K220+) - 4300+ - MD-4- (8000+) - AVILA (12000+) - LONGA (FL245+) - BARDI.
CCS 2X	MD-16 (K220+) - 3600+ - MD-17 (K220+) - 4300+ - MD-4- (8000+) - AVILA (12000+) - LONGA (13000+) - CCS (13000+).
VTB 2X	MD-16 (K220+) - 3600+ - MD-17 (K220+) - 4300+ - MD-4- (8000+) - MD-42 (12000+) - MD-43 (13000+) - BRA (13000+) - VTB (13000+).

These SIDs require a minimum climb gradient of

BARDI 3X: 6.6% until AVILA due to operational reasons.
CCS 2X: 6.6% until MD-4- due to operational reasons.
VTB 2X: 6.6% until MD-42 due to operational reasons.

Grnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

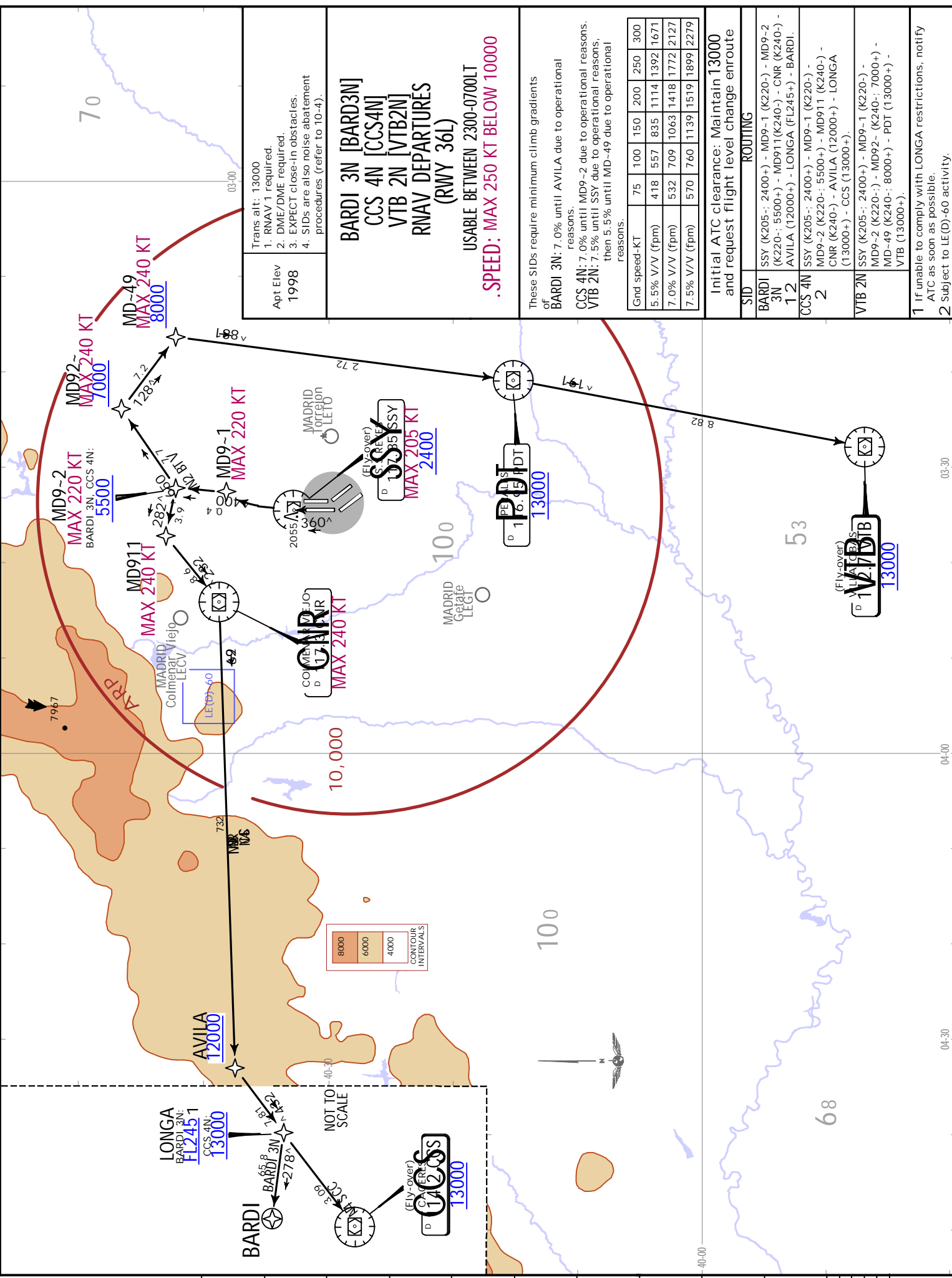
NOT TO SCALE

NOT TO SCALE

NOT TO SCALE

JEPPESEN MADRID, SPAIN
 26 AUG 22 10-3P .Eff. 8.Sep. .RNAV.SID.

LEMD/MAD
 ADOLFO SUAREZ MADRID-BARAJAS



JEPPESEN MADRID, SPAIN
 26 AUG 22 10-30 .Eff. 8.Sep. .RNAV.SID.

Apt Elev
1998

Trans alt: 13000
 1. RNAV 1 required.
 2. SIE 6L, ZMR 7L: DME/DME required.
 3. EXPECT close-in obstacles.
 4. SIDs are also noise abatement procedures (refer to 10-4).

SIE 6L
ZMR 7L
ZMR 3X

RNAV DEPARTURES
(RWY 36L)

USABLE BETWEEN 0700-2300LT
 FOR AIRCRAFT USABILITY REFER TO 10-1P29
.SPEED: MAX 250 KT BELOW 10000

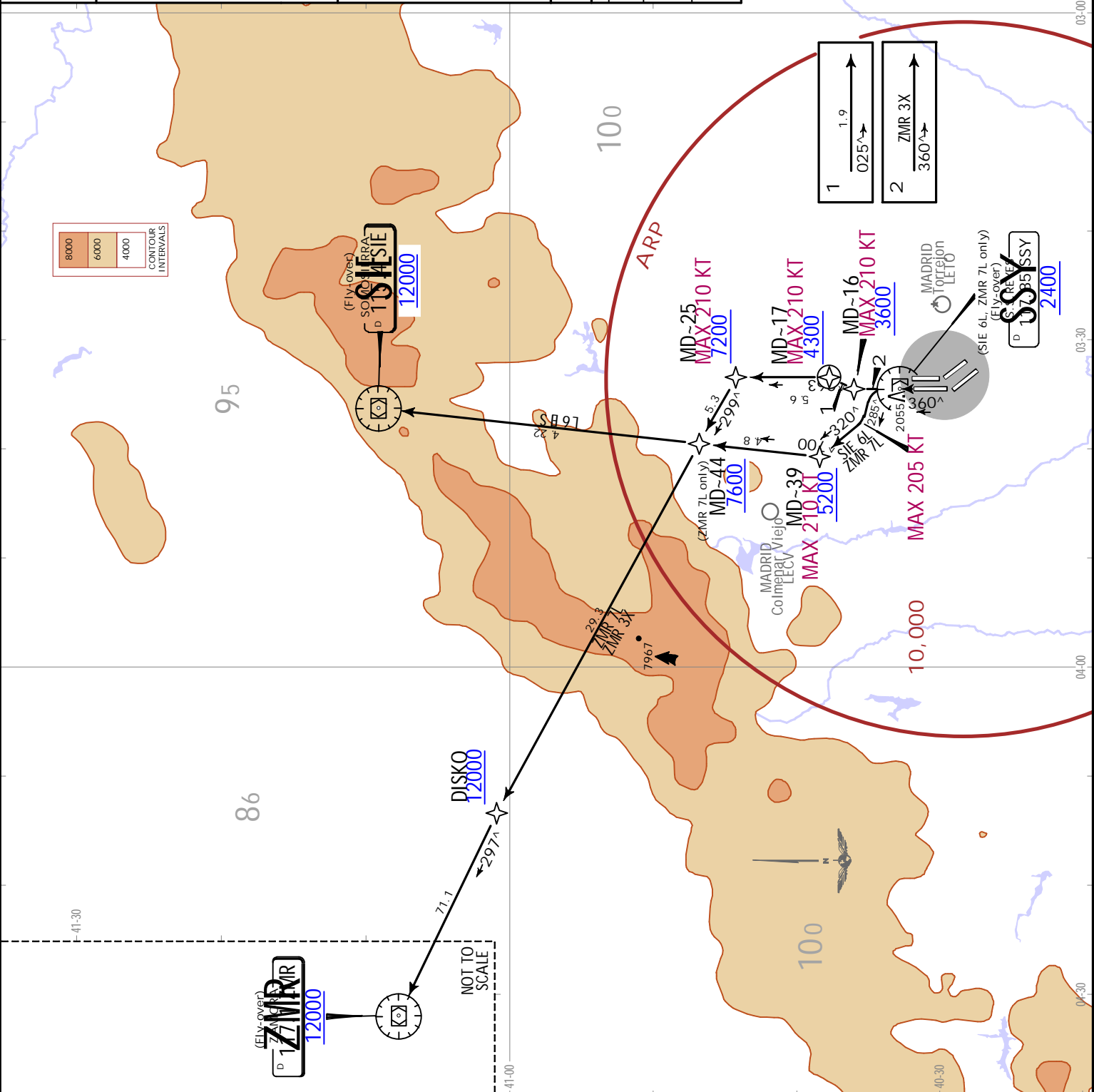
These SIDs require minimum climb gradients of

SIE 6L: 7.5% until MD-39, then 4.0% until SIE.
 ZMR 7L: 7.5% until MD-39, then 4.0% until MD-44.
 ZMR 3X: 7.0% until MD-25 due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
7.5% V/V (fpm)	570	760	1139	1519	1899	2279

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

SID	ROUTING
SIE 6L	SSY (2400+) - 285° track (K205-) - MD-39 (K210-; 5200+) - SIE (12000+).
ZMR 7L	SSY (2400+) - 285° track (K205-) - MD-39 (K210-; 5200+) - MD-44 (7600+) - DISKO (12000+) - ZMR (12000+).
ZMR 3X	MD-16 (K210-; 3600+) - MD-17 (210-; 4300+) - MD-25 (K210-; 7200+) - DISKO (12000+) - ZMR (12000+).



JEPPESEN MADRID, SPAIN
 26 AUG 22 10-3S .Eff. 8.Sep. .RNAV.SID.

Trans alt: 13000
 1. RNAV 1 required.
 2. DME/DME required.
 3. EXPECT close-in obstacles.
 4. SIDs are also noise abatement procedures (refer to 10-4).

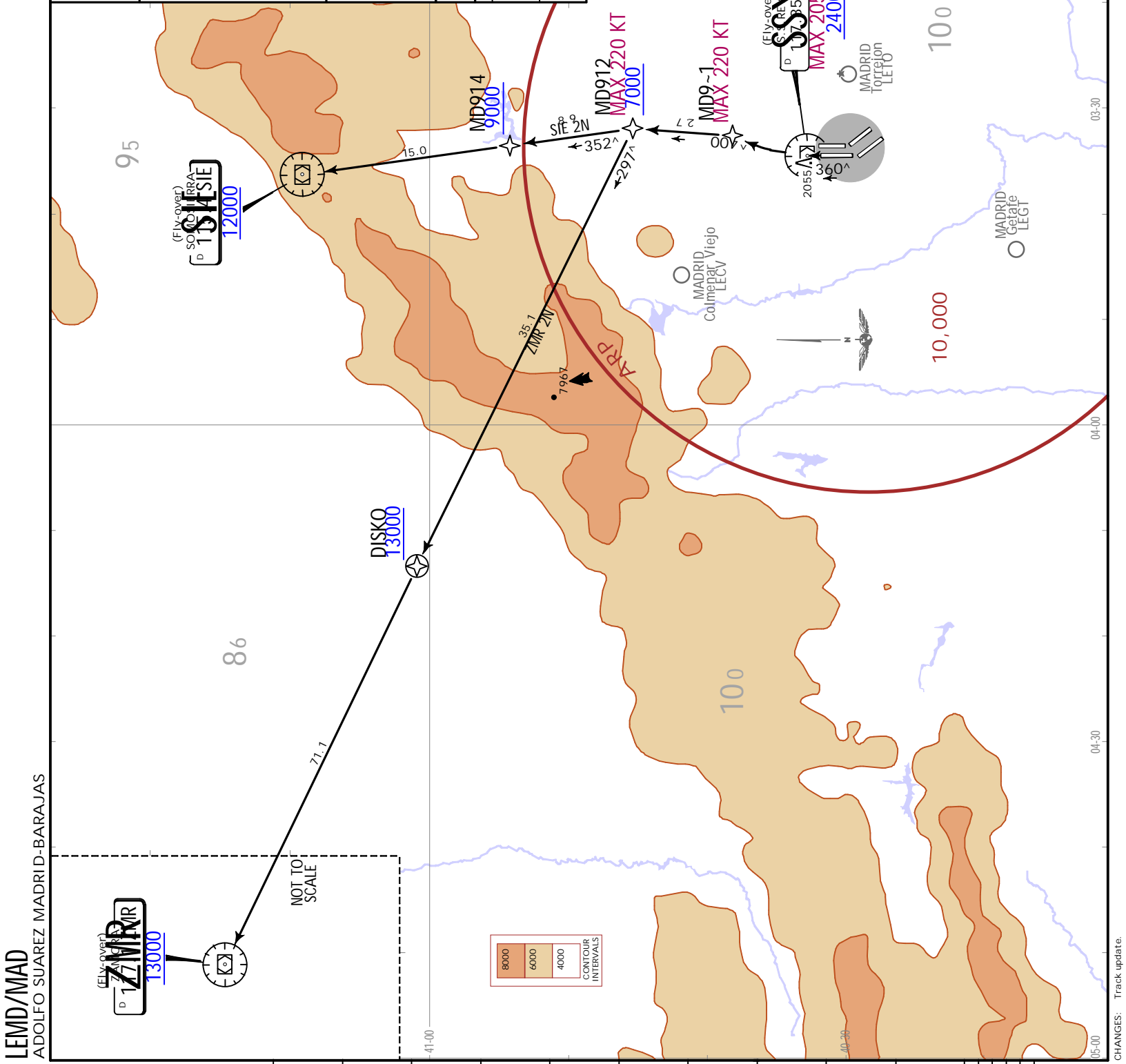
SIE 2N
ZMR 2N
RNAV DEPARTURES
(RWY 36L)
USABLE BETWEEN 2300-0700LT
.SPEED: MAX 250 KT BELOW 10000

These SIDs require minimum a climb gradient of 7.0% until MD912 due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

SID	ROUTING
SIE 2N	SSY (K205+; 2400+) - MD9-1 (K220-) - MD912 (K220+; 7000+) - MD914 (9000+) - SIE (12000+).
ZMR 2N	SSY (K205+; 2400+) - MD9-1 (K220-) - MD912 (K220+; 7000+) - DISKO (13000+) - ZMR (13000+).



LEM/D/MAD
 ADOLFO SUAREZ MADRID-BARAJAS

(Fly-over)
ZMR 2N
13000

(Fly-over)
SIE 2N
12000

NOT TO SCALE

DISKO
13000

MD914
9000

MD912
7000

MD9-1
MAX 220 KT

SSY
MAX 250 KT
2400

MADRID Torreon LETO

MADRID Getafe LEGT

MADRID Colmenar Viejo LECV

86

95

100

10,000

70

05-00

04-30

03-30

02-30

LEMD/MAD
 ADOLFO SUAREZ
 MADRID-BARAJAS

JEPPESEN
 26 AUG 22 **10-3T** .Eff.8.Sep.

MADRID, SPAIN
 .SID.

CONTINGENCY DEPARTURES

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
 Comply with ICAO Annex 10,
 Volume 2 and Doc 4444.
 LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

These departures require minimum climb gradients
 of
 RWY 14L, 14R: 5.5% up to 5500.
 RWY 36L, 36R: 6.4% up to 9000.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.4% V/V (fpm)	486	648	972	1296	1620	1944

RWY	ROUTING
14L	Climb on runway heading to 5500 and hold for ATC instructions.
14R	Climb on 129° track to 5500 and hold for ATC instructions.
36L	Climb on runway heading direct to SSY, SSY R017 direct to D5.6 SSY, turn LEFT, intercept SIE R175, inbound towards SIE to 9000 and hold for ATC instructions.
36R	Climb on runway heading to D2.9 SSY, SSY R017 direct to D5.6 SSY, turn LEFT, intercept SIE R175, inbound towards SIE to 9000 and hold for ATC instructions.

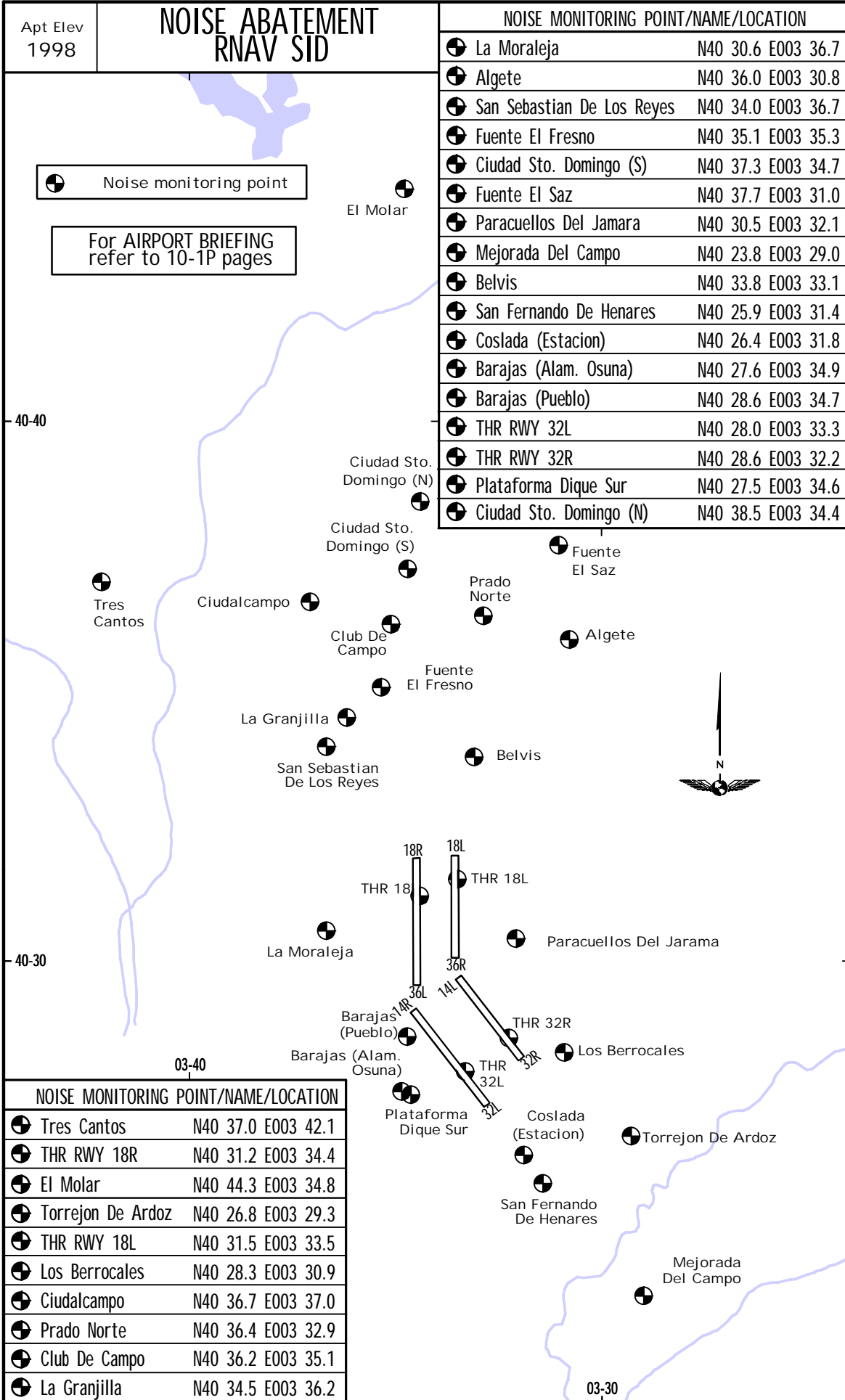
LEMD/MAD
 ADOLFO SUAREZ
 MADRID-BARAJAS

JEPPESEN

18 FEB 22

10-4

MADRID, SPAIN
 .NOISE.



**NOISE ABATEMENT
 RNAV SID**

Apt Elev
 1998

NOISE MONITORING POINT/NAME/LOCATION	
⊕ La Moraleja	N40 30.6 E003 36.7
⊕ Algete	N40 36.0 E003 30.8
⊕ San Sebastian De Los Reyes	N40 34.0 E003 36.7
⊕ Fuente El Fresno	N40 35.1 E003 35.3
⊕ Ciudad Sto. Domingo (S)	N40 37.3 E003 34.7
⊕ Fuente El Saz	N40 37.7 E003 31.0
⊕ Paracuellos Del Jamara	N40 30.5 E003 32.1
⊕ Mejorada Del Campo	N40 23.8 E003 29.0
⊕ Belvis	N40 33.8 E003 33.1
⊕ San Fernando De Henares	N40 25.9 E003 31.4
⊕ Coslada (Estacion)	N40 26.4 E003 31.8
⊕ Barajas (Alam. Osuna)	N40 27.6 E003 34.9
⊕ Barajas (Pueblo)	N40 28.6 E003 34.7
⊕ THR RWY 32L	N40 28.0 E003 33.3
⊕ THR RWY 32R	N40 28.6 E003 32.2
⊕ Plataforma Dique Sur	N40 27.5 E003 34.6
⊕ Ciudad Sto. Domingo (N)	N40 38.5 E003 34.4



NOISE MONITORING POINT/NAME/LOCATION	
⊕ Tres Cantos	N40 37.0 E003 42.1
⊕ THR RWY 18R	N40 31.2 E003 34.4
⊕ El Molar	N40 44.3 E003 34.8
⊕ Torrejon De Ardoz	N40 26.8 E003 29.3
⊕ THR RWY 18L	N40 31.5 E003 33.5
⊕ Los Berrocales	N40 28.3 E003 30.9
⊕ Ciudadcampo	N40 36.7 E003 37.0
⊕ Prado Norte	N40 36.4 E003 32.9
⊕ Club De Campo	N40 36.2 E003 35.1
⊕ La Granjilla	N40 34.5 E003 36.2

LEMD/MAD

JEPPESEN
 13 JAN 23
 .Eff.26.Jan. (10-8)

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

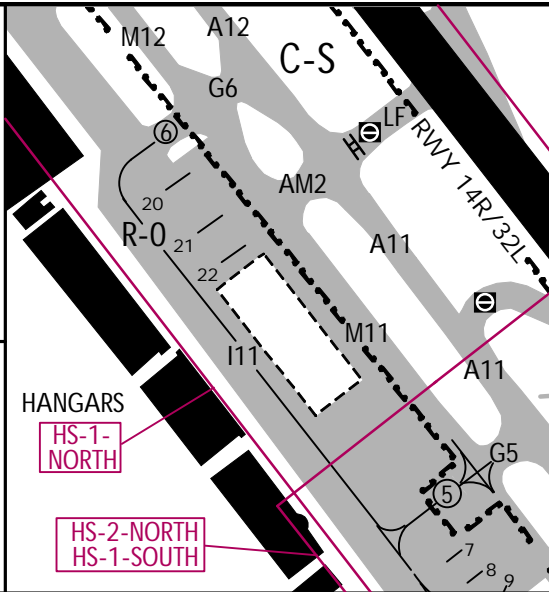
WORKS ON RAMP 0
 EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY
 REFER ALSO TO LATEST NOTAMS

GENERAL
 The works may take place on an H24 schedule, shall not take place where the LVP are in force and will be properly lit by day and night.
 Taxiing on the diversions should be accomplished at minimum power to prevent the impact of jet efflux in areas where personnel are working.
 Instructions of ATC and/or SDP shall be followed.

PHASE 1:
 Once this phase has finished stands 23, 24, 25 and 26 available.

LEGEND

G6	Taxiway	ⓐ	Gate
R-0	Ramp	C-S	Ground competence sectors (- - - -)
- - - -	Working area		
HS-1-NORTH	HOT SPOT		
	Refer to charts		
	HOT SPOTS (NORTH CONFIGURATION)		
	and HOT SPOTS (SOUTH CONFIGURATION)		

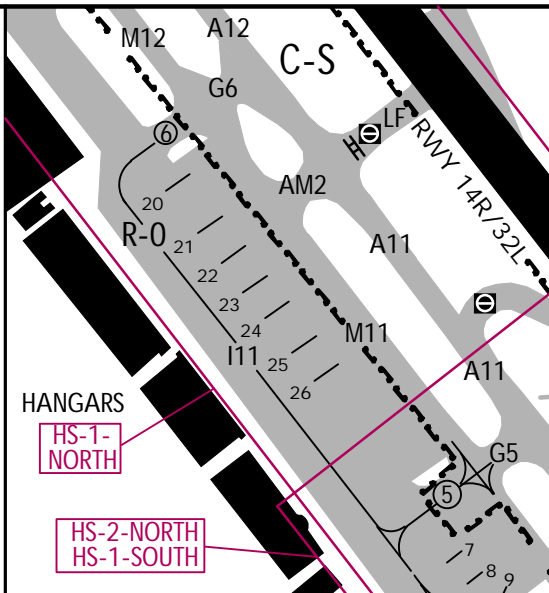


Stand coordinates and taxiing routes

Stand 23	N 40°28.7 W 003°34.5
Stand 24	N 40°28.7 W 003°34.4
Stands 25, 26	N 40°28.6 W 003°34.4

NORTH CONFIGURATION:
ARRIVAL
 From RWY 32L to T-123:
 L7, L5 or L3 to TWY A to A11 to G5 to M11,
 and direct to stand.
DEPARTURE
 To RWY 36L from T-123:
 I11 to Gate 6 (transfer point) to M12 until M17
 to R5 or R6 or R7 to R8 to Z2.

SOUTH CONFIGURATION:
ARRIVAL
 From RWY 18R to T-123:
 Standard route, direct to the stand.
DEPARTURE
 To RWY 14R from T-123:
 I11 to Gate 6 (transfer point) to G6 to A12 to
 standard route.



CHANGES: New temporary chart.

LEMD/MAD

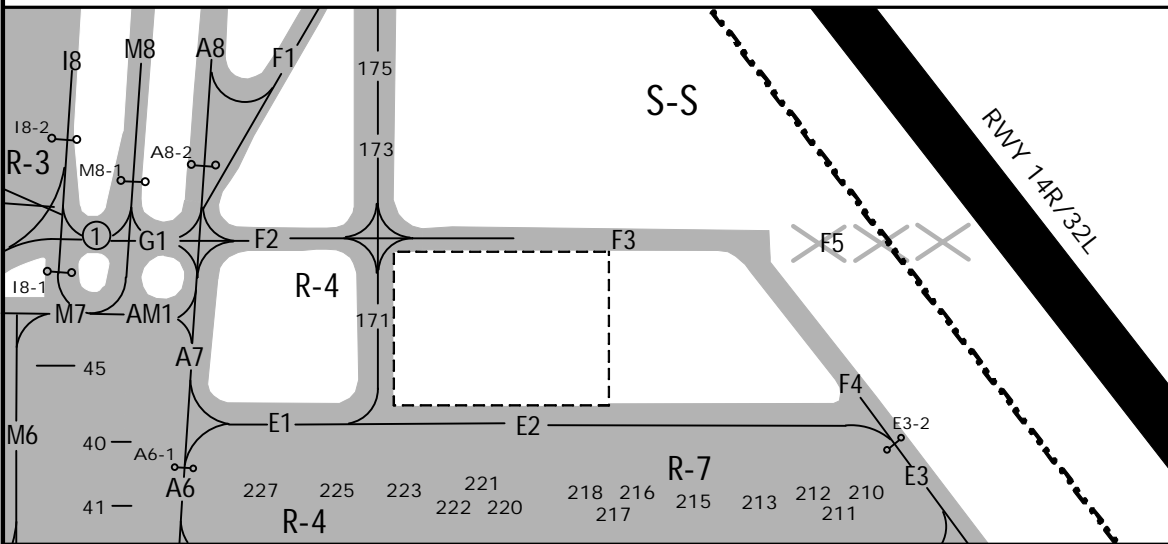
JEPPESEN
 10 JUN 22
 .Eff. 16 Jun. (10-8B)

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

CREATION OF NEW STANDS ON RAMP 7
 EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY
 REFER ALSO TO LATEST NOTAMS

Works are located on the islet between TWY E2, F3, F4 and stand 171.



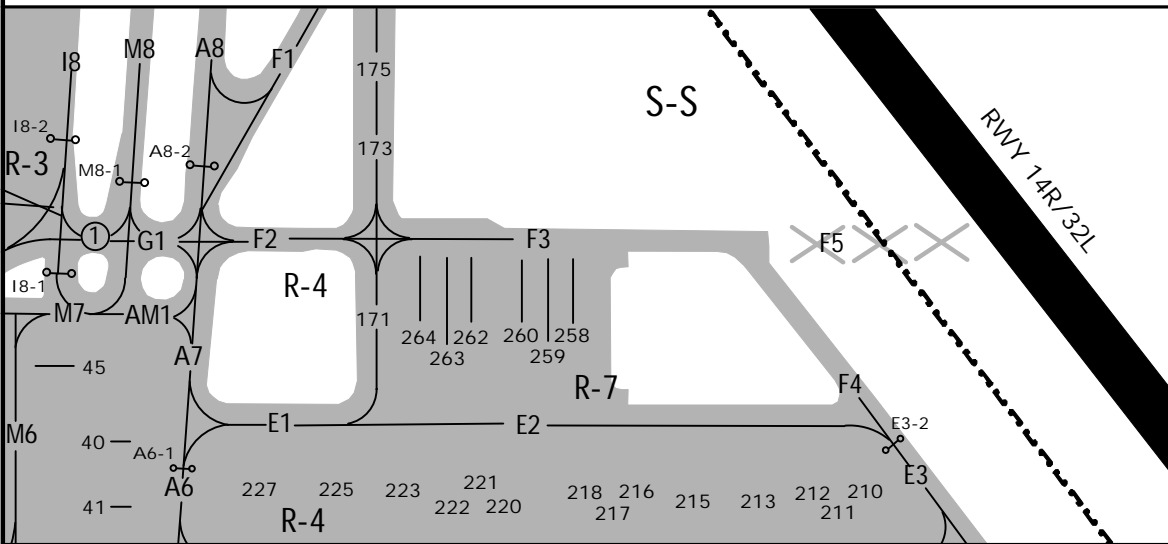
LEGEND

- | | | | |
|---------|------------------|-----|---------------------------------------|
| A8-2 | Holding position | ① | Gate |
| E2 | Taxiway | S-S | Ground competence sectors (- - - -) |
| R-4 | Ramp | | |
| - - - - | Working area | | |

FINAL SITUATION:

- New stands 258 thru 264 available.

STAND	COORDINATES
258 thru 260	N40 27.7 W003 33.6
262 thru 264	N40 27.7 W003 33.7



LEGEND

- | | | | |
|------|------------------|-----|---------------------------------------|
| A8-2 | Holding position | ① | Gate |
| E2 | Taxiway | S-S | Ground competence sectors (- - - -) |
| R-4 | Ramp | | |

LEMD/MAD

 JEPPESEN

MADRID, SPAIN

10 JUN 22
Eff. 16 Jun.

10-8C

ADOLFO SUAREZ MADRID-BARAJAS

CREATION OF NEW STANDS ON RAMP 7 (Continued)
EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY
REFER ALSO TO LATEST NOTAMS

TAXI ROUTES FOR STANDS 258 THRU 264

NORTH CONFIGURATION

ENTRY from RWY 32L or RWY 32R to T-123:

- Standard route, A10 (transfer point A10-2) until A8, F2, F3 and straight to stands 258 thru 264.

DEPARTURE to RWY 36L or RWY 36R from T-123:

- Stands 258 thru 264: Straight to E2, E1, A7, G1, M8 until M10 (transfer point M10-2) and standard route.

SOUTH CONFIGURATION

ENTRY from RWY 18L or RWY 18R to T-123:

- Standard route, M10 (transfer point M10-2) until M8, G1, F2, F3 and straight to stands 258 thru 264.

DEPARTURE to RWY 14L or RWY 14R from T-123:

- Stands 258 thru 264: Straight to E2, E1, A7 until A10 (transfer point A10-2), standard route.

LEMD/MAD

JEPPESSEN
30 SEP 22
Eff. 6.Oct. (10-8J)

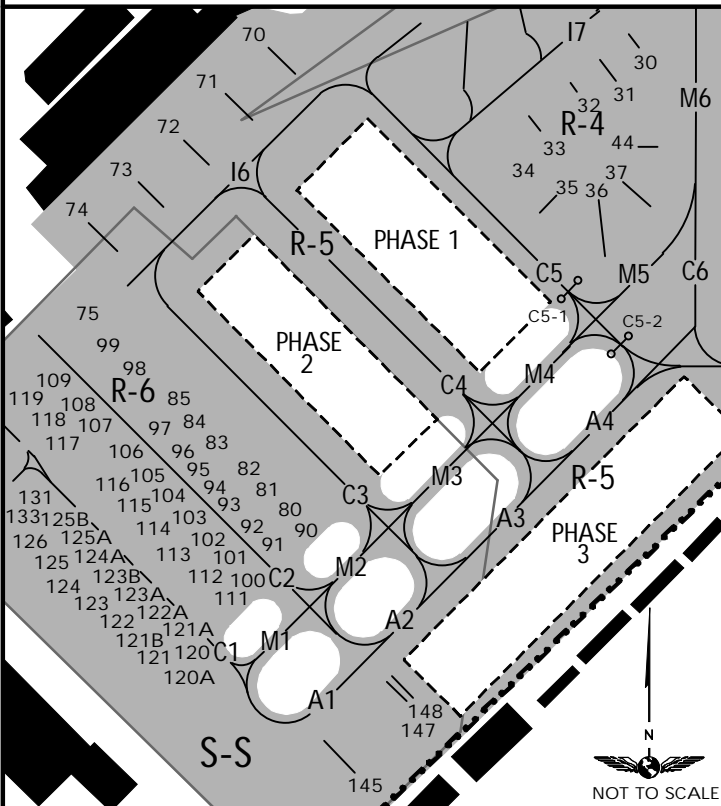
MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

WORKS ON RAMP R-5
EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY
REFER ALSO TO LATEST NOTAMS

GENERAL

The works will be accomplished in 3 phases, which may be activated simultaneously if necessary. The start and end dates of each phase and any operational incident will be published by NOTAM.
The works may take place on an H24 schedule, shall not take place where the LVP are in force and will be properly lit by day and night.
Taxiing on the diversions should be accomplished at minimum power to prevent the impact of jet efflux in areas where personnel are working.
The working zone is in the islets where these stands are located.



PHASE 1

- Closure of stands 50 thru 59.
- Occasional closure of TWY C4 and C5.



PHASE 2

- Closure of stands 60 thru 69.
- Occasional closure of TWY C3 and C4.

PHASE 3

- Closure of stands 150 thru 162.
- Occasional closure of TWY A2, A3 and A4.

LEGEND

- C5-2 Holding position
- M5 Taxiway
- R-5 Ramp
- S-S Ground competence sectors ()
-  Area not visible from Tower

FINAL CONFIGURATION

End of PHASE 1:

- Stands 50 thru 57 operational.

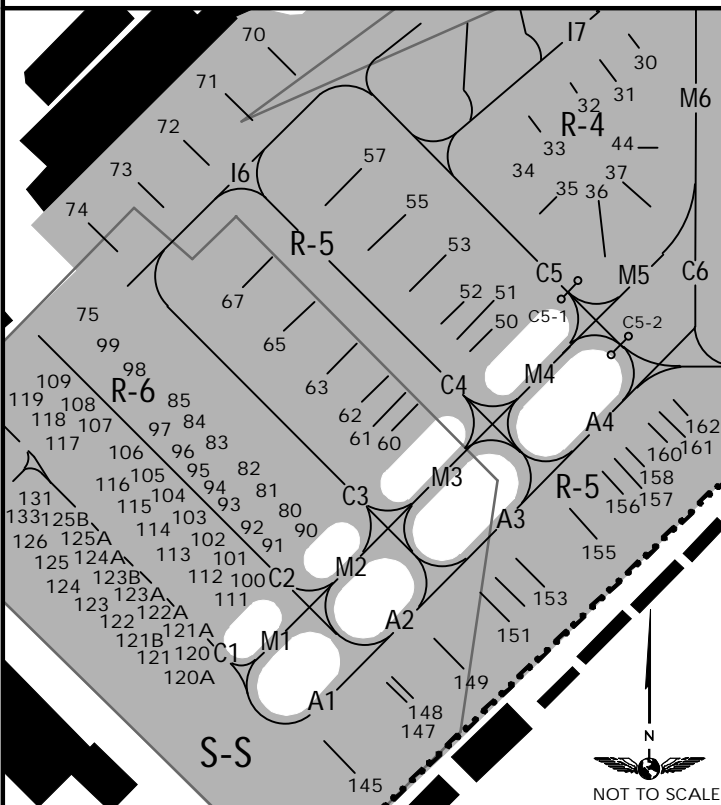
End of PHASE 2:

- Stands 60 thru 67 operational.

End of PHASE 3:

- Stands 149 thru 162 operational.

For stand coordinates and taxiing routes refer to "WORKS ON RAMP R-5 (CONTD) (TEMP)".



LEMD/MAD



MADRID, SPAIN

30 SEP 22
Eff. 6.Oct.

(10-8K)

ADOLFO SUAREZ MADRID-BARAJAS

WORKS ON RAMP R-5 (continued)	
EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY REFER ALSO TO LATEST NOTAMS	
INS COORDINATES	
STAND No.	COORDINATES
50 thru 52	N40 27.5 W003 34.2
53 thru 57	N40 27.6 W003 34.3
60, 61	N40 27.4 W003 34.3
62	N40 27.5 W003 34.3
63 thru 67	N40 27.5 W003 34.4
149 thru 153	N40 27.3 W003 34.2
155 thru 160	N40 27.4 W003 34.1
161, 162	N40 27.4 W003 34.0
STANDARD TAXIING ROUTES	
ARRIVAL	
NORTH CONFIGURATION	
From RWY 32L to Terminal 1, 2 or 3	
Stands 50 thru 57 and 60 thru 67: Standard route, A10 (transfer point A10-2), ..., A4, C4.	
Stand 149: Standard route, A10 (transfer point A10-2), ..., A2.	
Stand 151 thru 153: Standard route, A10 (transfer point A10-2), ..., A3.	
Stand 155 thru 162: Standard route, A10 (transfer point A10-2), ..., A4.	
From RWY 32R to Terminal 1, 2 or 3	
K5, KA4, KA3, KB2 or K5, KA4, KC3, KC2 or K4, KC3, KC2 or K3, KB2 to TWY A up to A11 and the same routes used for RWY 32L.	
SOUTH CONFIGURATION	
From RWY 18L to Terminal 1, 2 or 3	
Y5, AY, BY13, M34, ..., M11 or Y4, BY13, M34, ..., M11 or Y3, A33, N13, M32, ..., M11 and the same routes used for RWY 18R.	
From RWY 18R to Terminal 1, 2 or 3	
Stands 50 thru 57 and 60 thru 67: Standard route, M11, M10 (transfer point M10-2), ..., M4, C4.	
Stand 149 thru 151: Standard route, M11, M10 (transfer point M10-2), ..., M2, C2, A2 direct to stand.	
Stand 153 thru 155: Standard route, M11, M10 (transfer point M10-2), ..., M3, C3, A3 direct to stand.	
Stand 156 thru 162: Standard route, M11, M10 (transfer point M10-2), ..., M4, C4, A4 direct to stand.	
DEPARTURE	
NORTH CONFIGURATION	
To RWY 36L from Terminal 1, 2 or 3	
Stands 50 thru 57: C5, M5, ..., M10 (transfer point M10-2), standard route.	
Stands 60 thru 67: C3, M3, M4, M5, ..., M10 (transfer point M10-2), standard route.	
On Ramp R-6 and R-5, ACFT parked on stands 145 thru 162 (both included) which need to be towed, shall do it nosing to Southwest on TWY A, taxiing through the first intersection available towards TWY M to join it.	
To RWY 36R from Terminal 1, 2 or 3	
The same routes used to RWY 36L, up to M17. From M18, ..., M31, NY13, Y1 or M18, ..., M32, N13, Y2 or M18, ..., M33, B13, Y3.	
SOUTH CONFIGURATION	
To RWY 14L from Terminal 1, 2 or 3	
The same routes used to RWY 14R up to A12. From A12 up to A27, A28, A29, K1 to holding position or A28, KB2, K2, or K3 to holding position.	
To RWY 14R from Terminal 1, 2 or 3	
Stands 50 thru 57: C5, A5, ..., A10 (transfer point A10-2), standard route.	
Stands 60 thru 67: C3, A3, A4, A5, ..., A10 (transfer point A10-2), standard route.	
On Ramp R-6 and R-5, ACFT parked on stands 147 thru 162 (both included) which need to be towed, shall do it nosing to Northeast on TWY A, taxiing directly via it.	

LEMD/MAD

JEPPESEN
 5 AUG 22
 .Eff. 11. Aug. (10-8N)

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

WORKS FOR NEW REMOTE STANDS APRON
 EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY
 REFER ALSO TO LATEST NOTAMS

GENERAL

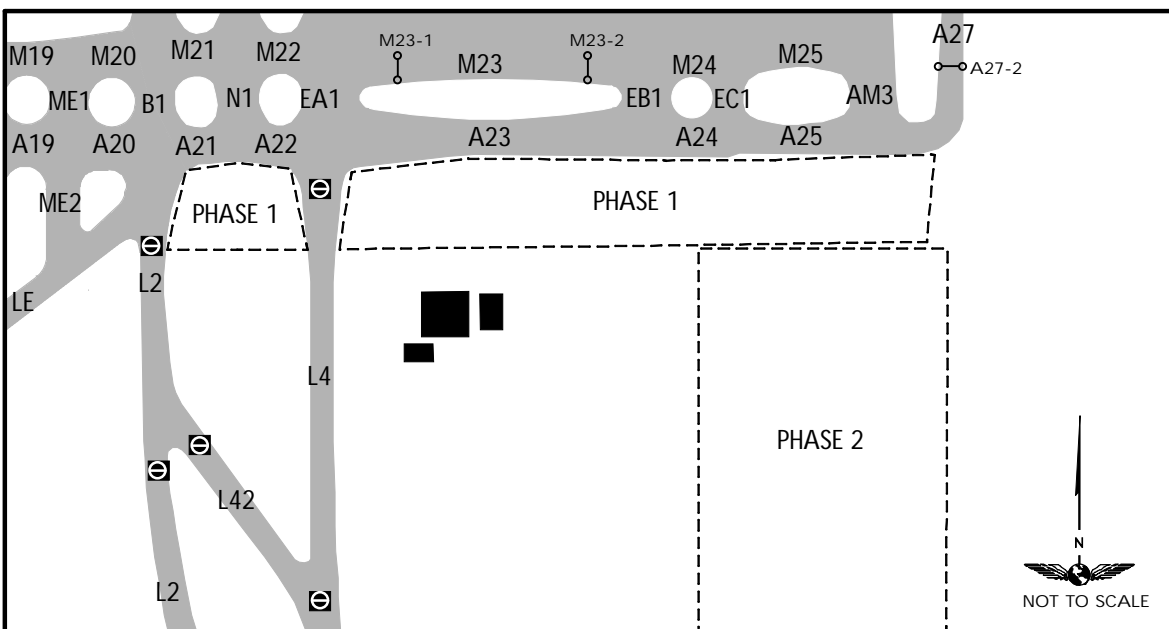
The works will mainly be performed without impact on the manoeuvring area, any operational incident will be published by NOTAM.
 The works cannot take place in the event that the LVP are activated.
 The works will take place both by day and by night.
 Day: 0700-2300 LT
 Night: 2300-0700 LT
 All actions of the works will be properly marked with day and night lighting.

PHASE 1

Commissioning works for a new TWY Q parallel to TWY A21, A22, A23, A24 and A25, as well as for its junctions with the existing TWYs.

PHASE 2

Construction of a new remote stand apron (Ramp 24).



LEGEND

- | | | | |
|----|---------------|--|------------------------|
| | No-entry sign | | M23-2 Holding position |
| L2 | Taxiway | | Working area |

LEMD/MAD

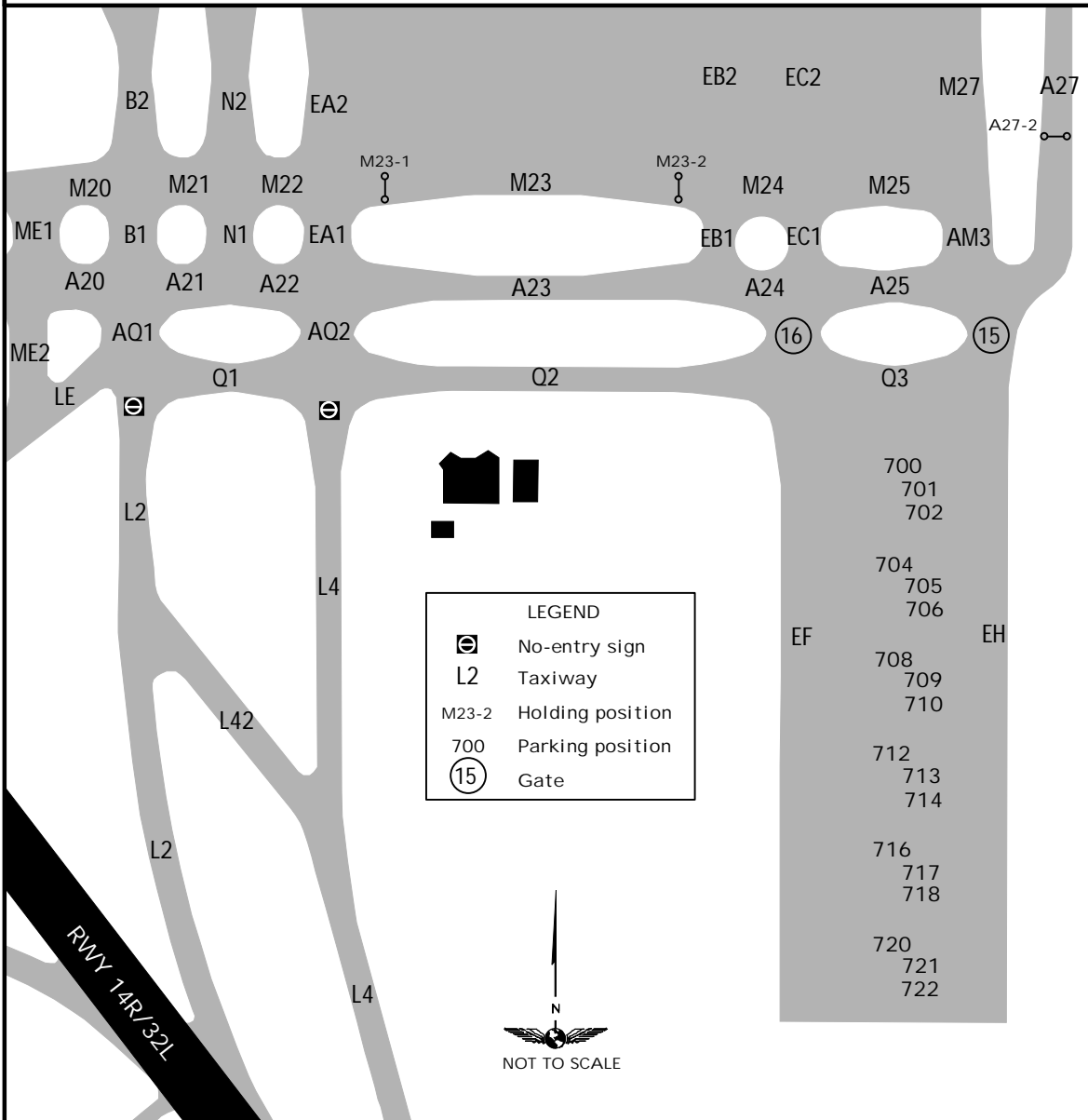
JEPPesen
 5 AUG 22
 .Eff. 11 Aug. (10-8P)

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

WORKS FOR NEW REMOTE STANDS APRON (continued)
 EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY
 REFER ALSO TO LATEST NOTAMS

FINAL CONFIGURATION



LOW VISIBILITIES PROCEDURES (LVP)

LVP will be applied on the new Ramp 24 when visibility of less than or equal to 400m is reached, as measured by the visibility measurement equipment installed on the Ramp, or if this value is not available, the RVR value measured at the RWY 14L will be adopted.

INS COORDINATES

STAND No.	COORDINATES
700, 701	N40 29.2 W003 33.8
702 thru 708	N40 29.1 W003 33.8
709 thru 716	N40 29.0 W003 33.8
717 thru 722	N40 28.9 W003 33.8

LEMD/MAD



MADRID, SPAIN

5 AUG 22
Eff. 11 Aug.

10-80

ADOLFO SUAREZ MADRID-BARAJAS

WORKS FOR NEW REMOTE STANDS APRON (continued)
 EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY
 REFER ALSO TO LATEST NOTAMS

STANDARD TAXIING ROUTES

NORTH CONFIGURATION

ARRIVALS

RWY 32L Via L2, Q1, Q2, EF, stand.
Via L4, Q2, EF, stand.

RWY 32R Via K5, KA4, KC3, KC2, A27, ..., A25, GATE 16, EF, stand.
Via K4, KC3, KC2, A27, ..., A25, GATE 16, EF, stand.

DEPARTURES

RWY 36L Stand, EH, GATE 15, A25, ..., A21, B1, B2, Z1.
Stand, EH, GATE 15, A25, ..., A21, B1, ..., B3, Z3.

RWY 36R Stand, EH, GATE 15, AM3, M27, ..., M31, NY13, Y1 or
Stand, EH, GATE 15, AM3, M27, ..., M32, N13, Y2 or
Stand, EH, GATE 15, AM3, M27, ..., M33, B13, Y3.

SOUTH CONFIGURATION

ARRIVALS

RWY 18L Via Y5, AY, BY13, M34, ..., M25, EC1, GATE 16, EF, stand.
Via Y4, BY13, M34, ..., M25, EC1, GATE 16, EF, stand.
Via Y3, A33, N13, M32, ..., M25, EC1, GATE 16, EF, stand.

RWY 18R Via Z7, B6, B12, M33, ..., M25, EC1, GATE 16, EF, stand.

DEPARTURES

RWY 14L Stand, EH, GATE 15, A27, ..., A29, K1.
Stand, EH, GATE 15, A27, A28, KB2, K2, K3.

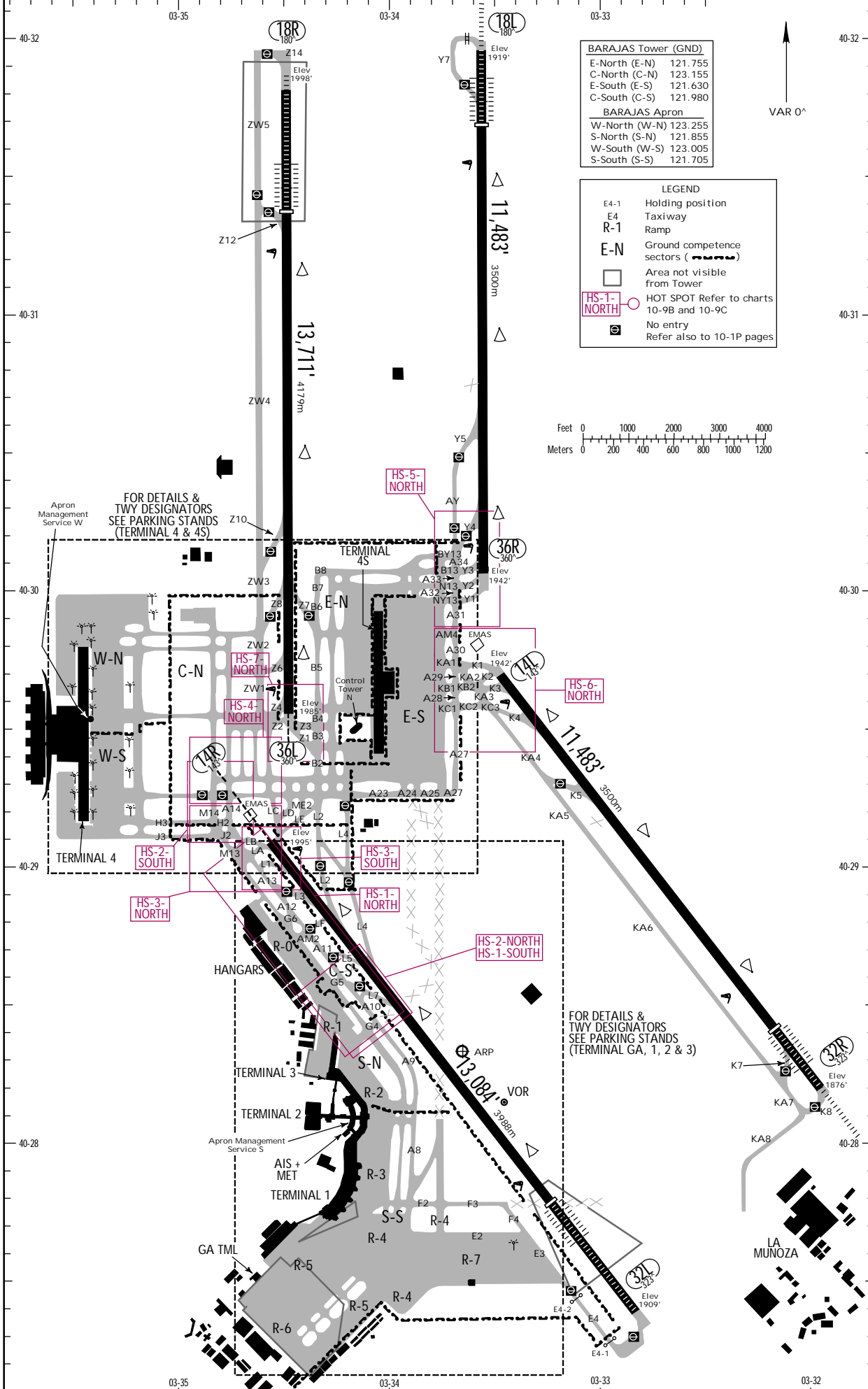
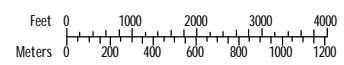
RWY 14R Stand, EH, Q3, Q2, Q1, LE.
Stand, GATE 15, AM3, M25, ..., M21, B1, LE.
Stand, GATE 15, AM3, M25, ..., M19, MD, LD.
Stand, GATE 15, AM3, M25, ..., M18, MC, LC.

LEMD/MAD
1998
AOT Elev 1998
MAD 28.3 W003 33.7

ATIS Departure 130.855	Data Comm ACARS: D-ATIS, DCL	BARAJAS Clearance Delivery West 130.355 East 130.080		Tower (GND)/Apron For sectors see table below	Rwy 14L 118.980	Rwy 14R 118.155	Rwy 36L 118.080	Rwy 36R 118.680	03-32
------------------------------	------------------------------------	---	--	--	--------------------	--------------------	--------------------	--------------------	-------

BARAJAS Tower (GND)	
E-North (E-N)	121.755
C-North (C-N)	123.155
E-South (E-S)	121.630
C-South (C-S)	121.980
BARAJAS Apron	
W-North (W-N)	123.255
S-North (S-N)	121.855
W-South (W-S)	123.005
S-South (S-S)	121.705

LEGEND	
E4-1	Holding position
E4	Taxiway
R-1	Ramp
E-N	Ground competence sectors (---)
[Square]	Area not visible from Tower
HS-1-NORTH	HOT SPOT Refer to charts 10-9B and 10-9C
[Circle]	No entry Refer also to 10-1P pages



JEPPESSEN
17 FEB 23 (10-9) EFF 23 Feb
ADOLFO SUAREZ MADRID-BARAJAS
MADRID, SPAIN

LEMD/MAD

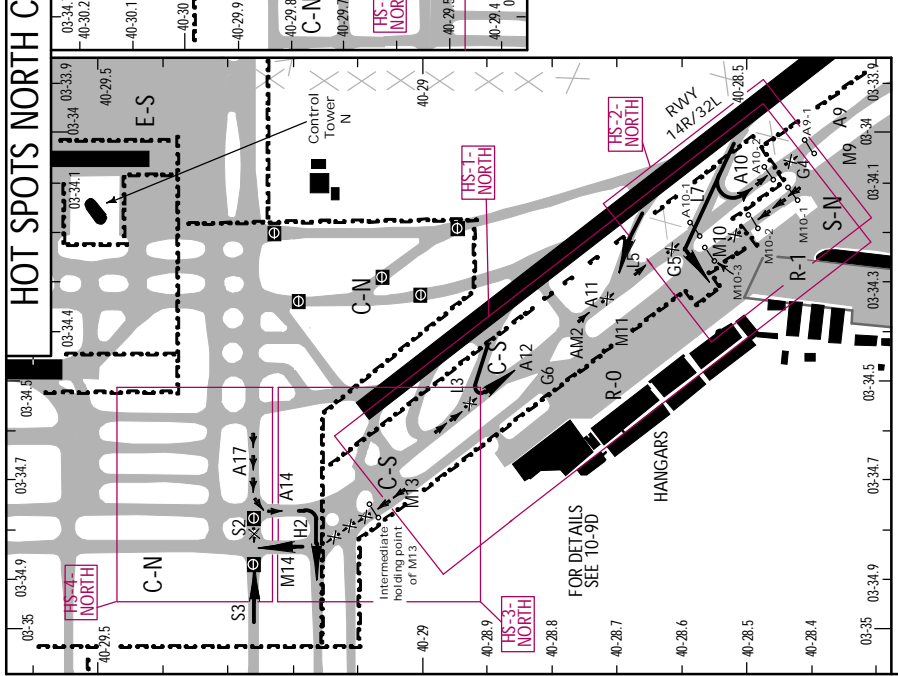
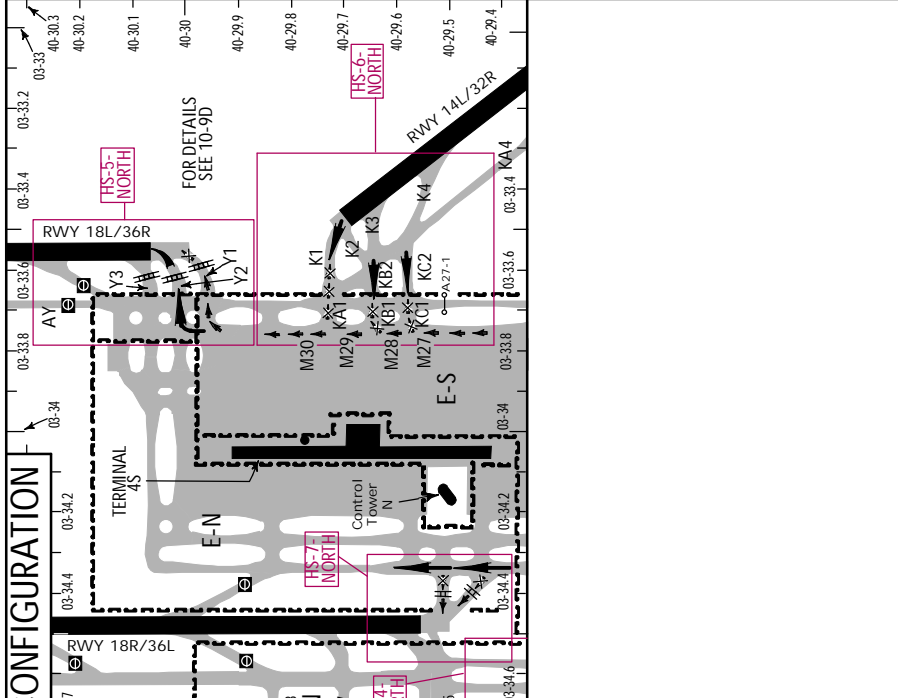
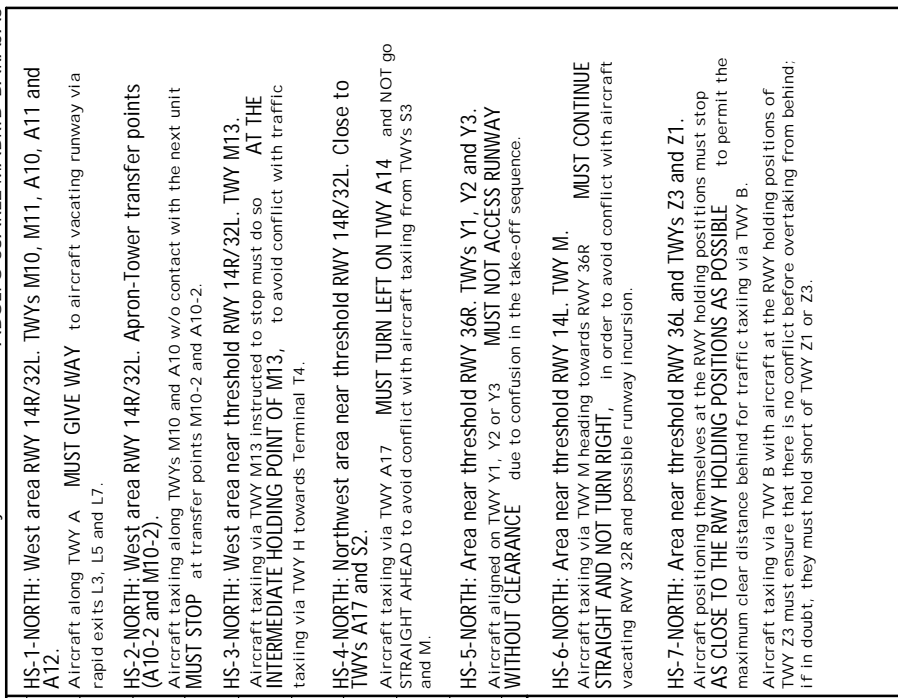
17 FEB 23
 .Eff.23.Feb. **JEPPESEN**
 (10-9A)

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

ADDITIONAL RUNWAY INFORMATION							
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH	LANDING BEYOND	
		Threshold	Glide Slope				
14L	HIRL(60m) CL(15m)	RVR	NA	2	197' 60m		
32R	HIRL(60m) CL(15m) HIALS-II TDZ PAPI(3.0^)	1 RVR	9843' 3000m	NA		8911' 2716m	
1 HSTIL-K5 & K4 2 TORA RWY 14L: From rwy head 11,483'(3500m) twy K3 int 10,761'(3280m)							
14R	HIRL(60m) CL(15m)	RVR	NA	4	197' 60m		
32L	HIRL(60m) CL(15m) HIALS-II TDZ PAPI(3.0^)	3 RVR	10,039' 3060m	NA		9074' 2766m	
3 HSTIL-L7, L5, L4, L3 & L2 4 TORA RWY 14R: From rwy head 13,084'(3988m) twy L1 int 11,995'(3656m) twy LF int 10,860'(3310m)							
18L	HIRL(60m) CL(15m) HIALS-II TDZ PAPI(3.0^)	5 RVR	9843' 3000m	NA	197' 60m		
36R	HIRL(60m) CL(15m)	RVR	NA	6			
5 HSTIL-Y5 & Y4 6 TORA RWY 36R: From rwy head 11,483'(3500m) twy Y2 int 11,302'(3445m) twy Y3 int 10,974'(3345m)							
18R	HIRL(60m) CL(15m) HIALS-II TDZ PAPI(3.0^)	7 RVR	11,040' 3365m	NA	197' 60m		
36L	HIRL(60m) CL(15m)	RVR	NA	8			
7 HSTIL-Z10, Z8 & Z7 8 TORA RWY 36L: From rwy head 13,711'(4179m) twy Z4 int 13,166'(4013m) twy Z6 int 12,205'(3720m)							

.Std/State. TAKE-OFF							
RWYS 14L/R, 36L/R							
Low Visibility Take-off				RL or RCLM	RL or CL	Adequate Vis Ref	
HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM	RL or CL	RL or RCLM	RL or CL	Adequate Vis Ref
			DAY	NIGHT	DAY	NIGHT	DAY
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R/V400m		R/V500m NA



HS-1-NORTH: West area RWY 14R/32L. TWYs M10, M11, A10, A11 and A12.
 Aircraft along TWY A MUST GIVE WAY to aircraft vacating runway via rapid exits L3, L5 and L7.

HS-2-NORTH: West area RWY 14R/32L. Apron-Tower transfer points (A10-2 and M10-2).
 Aircraft taxiing along TWYs M10 and A10 w/o contact with the next unit MUST STOP at transfer points M10-2 and A10-2.

HS-3-NORTH: West area near threshold RWY 14R/32L. TWY M13.
 Aircraft taxiing via TWY M13 instructed to stop must do so AT THE INTERMEDIATE HOLDING POINT OF M13, to avoid conflict with traffic taxiing via TWY H towards Terminal T4.

HS-4-NORTH: Northwest area near threshold RWY 14R/32L. Close to TWYs A17 and S2.
 Aircraft taxiing via TWY A17 MUST TURN LEFT ON TWY A14 and NOT go STRAIGHT AHEAD to avoid conflict with aircraft taxiing from TWYs S3 and M.

HS-5-NORTH: Area near threshold RWY 36R. TWYs Y1, Y2 and Y3.
 Aircraft aligned on TWY Y1, Y2 or Y3 MUST NOT ACCESS RUNWAY WITHOUT CLEARANCE due to confusion in the take-off sequence.

HS-6-NORTH: Area near threshold RWY 14L. TWY M.
 Aircraft taxiing via TWY M heading towards RWY 36R MUST CONTINUE STRAIGHT AND NOT TURN RIGHT, in order to avoid conflict with aircraft vacating RWY 32R and possible runway incursion.

HS-7-NORTH: Area near threshold RWY 36L and TWYs Z3 and Z1.
 Aircraft positioning themselves at the RWY holding positions must stop AS CLOSE TO THE RWY HOLDING POSITIONS AS POSSIBLE to permit the maximum clear distance behind for traffic taxiing via TWY B.
 Aircraft taxiing via TWY B with aircraft at the RWY holding positions of TWY Z3 must ensure that there is no conflict before overtaking from behind; if in doubt, they must hold short of TWY Z1 or Z3.



LEGEND

- M8-1 Holding posn
- T1 Parking stand
- Gate
- Area not visible from Tower
- C-S Ground competence sectors
- Correct maneuver
- Incorrect maneuver
- Other traffic in conflict
- A8 Taxiway
- R-0 Ramp
- No entry
- Refer also to 10-1P pages

BARAJAS Tower (GND)	
E-North (E-N)	121.755
C-North (C-N)	123.155
E-South (E-S)	121.630
C-South (C-S)	121.980
BARAJAS Apron	
S-North (S-N)	121.855

JEPPESSEN
13 MAY 22
Eff. 19 May

10-9C

LEMD/MAD

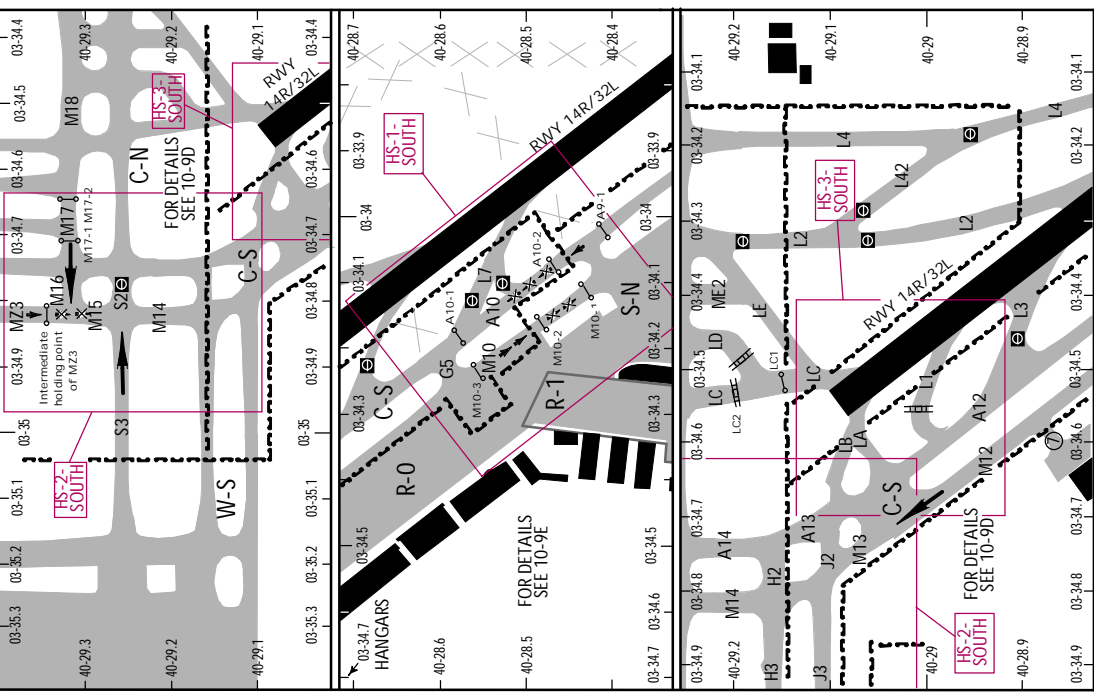
MADRID, SPAIN
ADOLFO SUAREZ MADRID-BARAJAS

HOT SPOTS SOUTH CONFIGURATION

HS-1-SOUTH: West area RWY 14R/32L. TWYs M10 and A10 (Apron - Tower transfer points M10-2 and A10-2) Aircraft taxiing via TWYs M10 and A10 w/o contact with the next unit **MUST STOP** at transfer points M10-2 and A10-2.

HS-2-SOUTH: West area near threshold RWY 14R. TWYs MZ3 and M. Aircraft coming from RWY 18R via TWY MZ instructed to hold short of TWY M **MUST STOP AT THE INTERMEDIATE HOLDING POINT OF MZ3** to avoid conflict with aircraft coming from TWYs M and S.

HS-3-SOUTH: Area near threshold RWY 14R and TWYs LA and LB Aircraft positioning themselves at the RWY holding positions must stop **AS CLOSE TO THE RWY HOLDING POSITIONS AS POSSIBLE** to permit the maximum clear distance behind for traffic taxiing via TWY A. Aircraft taxiing via TWY A with aircraft at the holding positions of TWYs LA and LB must ensure there is no conflict before overtaking from behind; if in doubt they must hold short of TWYs LA or LB.



LEGEND

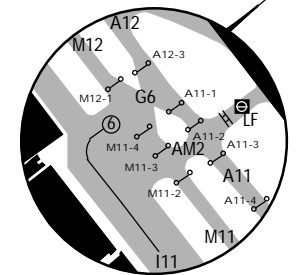
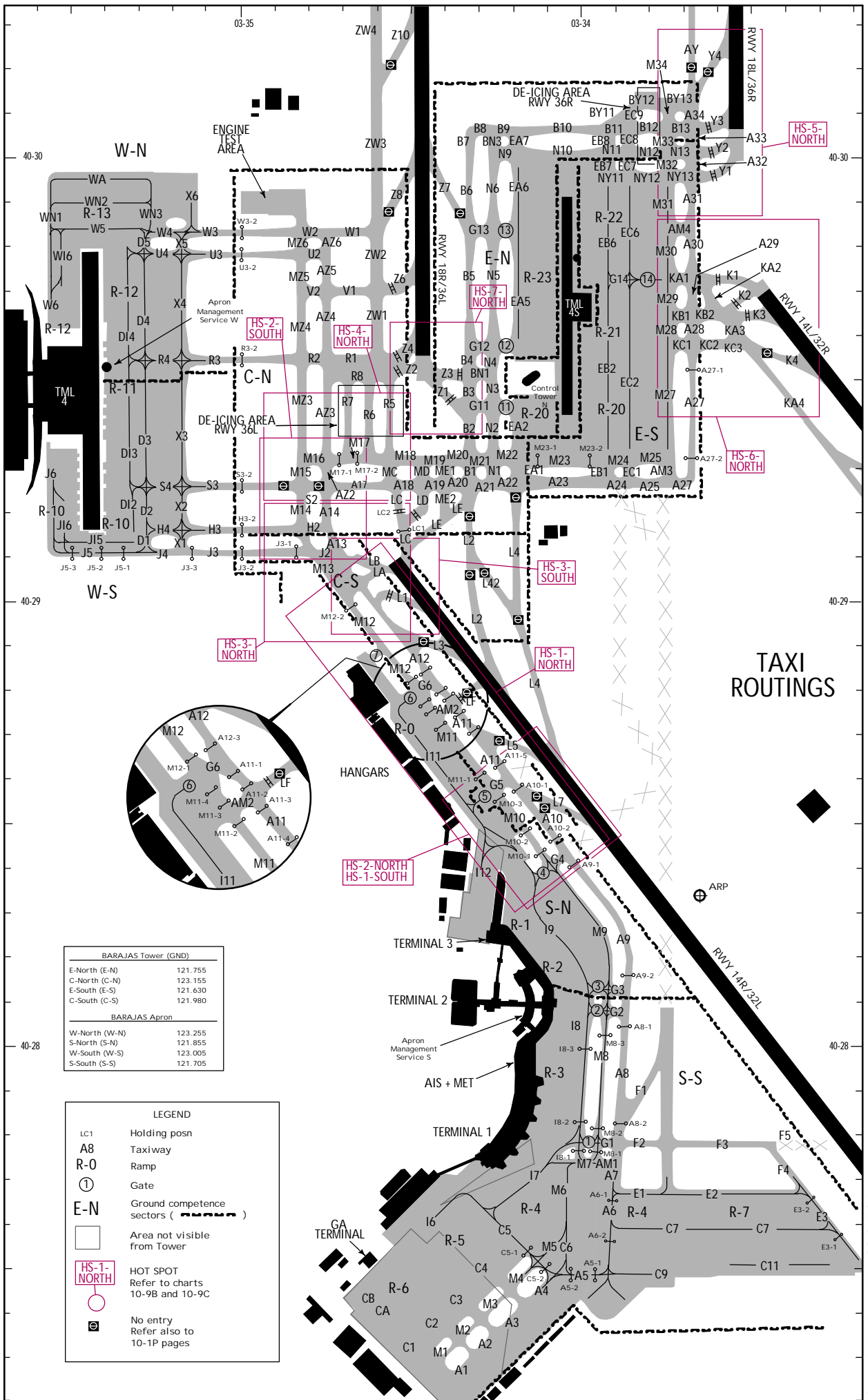
- M8-1 Holding position
- T1 Parking stand
- Gate
- Area not visible from Tower
- C-S Ground competence sectors ()
- Correct maneuver
- Incorrect maneuver
- Other traffic in conflict
- A8 Taxiway
- R-0 Ramp
- No entry
- Refer also to 10-1P pages

BARAJAS Tower (GND)	
C-North (C-N)	123.155
C-South (C-S)	121.980
BARAJAS Apron	
S-North (S-N)	121.855
W-South (W-S)	123.005

LEMD/MAD

JEPPESSEN
16 DEC 22
EFF 29 DEC 2023

MADRID, SPAIN
ADOLFO SUAREZ MADRID-BARAJAS

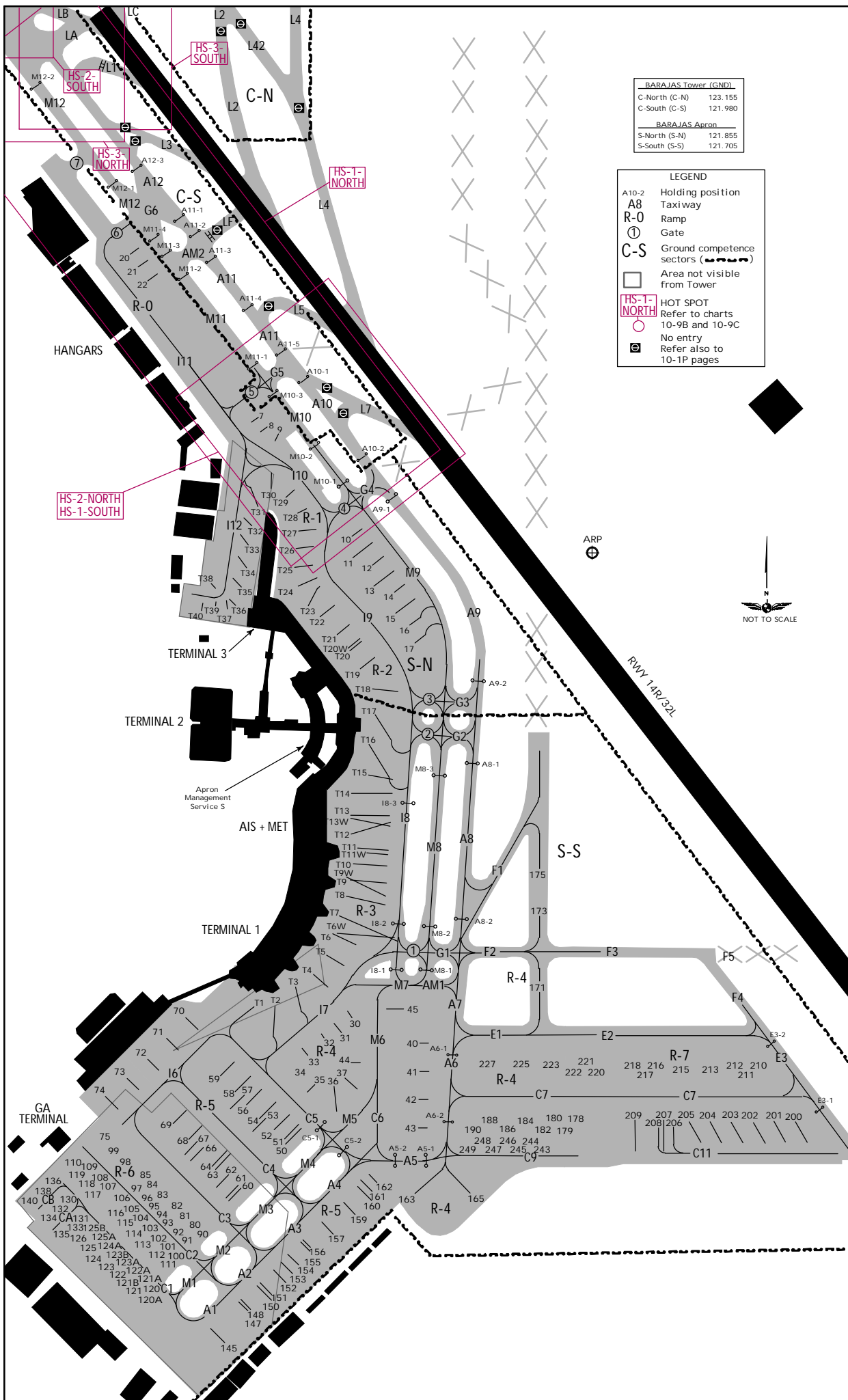


BARAJAS Tower (GND)	
E-North (E-N)	121.755
C-North (C-N)	123.155
E-South (E-S)	121.630
C-South (C-S)	121.980

BARAJAS Apron	
W-North (W-N)	123.255
S-North (S-N)	121.855
W-South (W-S)	123.005
S-South (S-S)	121.705

LEGEND	
LC1	Holding posn
A8	Taxiway
R-0	Ramp
①	Gate
E-N	Ground competence sectors ()
□	Area not visible from Tower
HS-1-NORTH	HOT SPOT Refer to charts 10-9B and 10-9C
⊘	No entry Refer also to 10-1P pages

CHANGES: None
JEPPESSEN, 2014, 2022. ALL RIGHTS RESERVED.



BARAJAS Tower (GND)	
C-North (C-N)	123.155
C-South (C-S)	121.980

BARAJAS Apron	
S-North (S-N)	121.855
S-South (S-S)	121.705

LEGEND	
A10-2	Holding position
A8	Taxiway
R-0	Ramp
①	Gate
C-S	Ground competence sectors (---)
□	Area not visible from Tower
HS-1-NORTH	HOT SPOT
○	Refer to charts 10-9B and 10-9C
⊕	No entry
⊕	Refer also to 10-1P pages



LEM/MAD

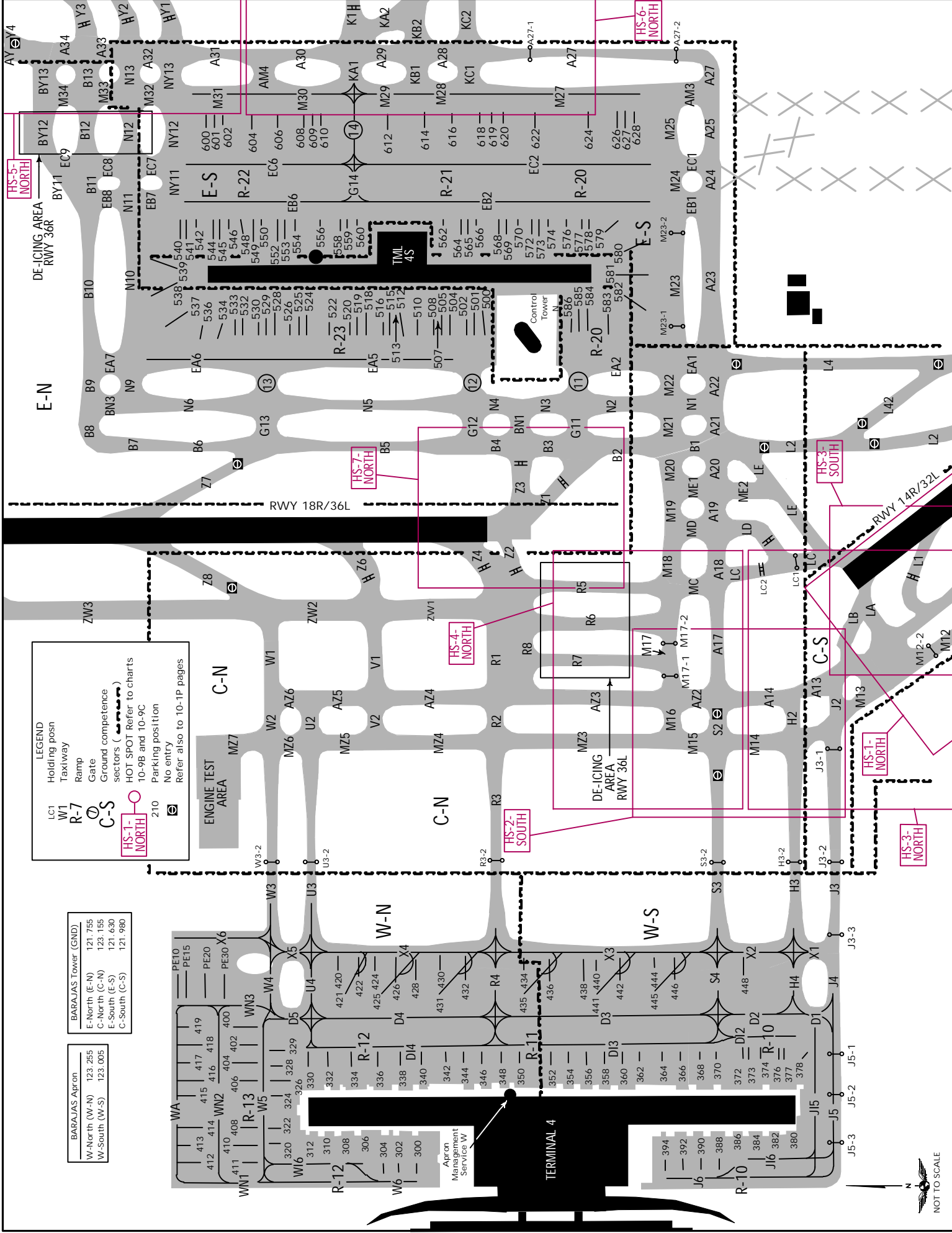
JEPPESSEN
16 DEC 22
Eff. 29 Dec. (10-9E)

MADRID, SPAIN
ADOLFO SUAREZ MADRID-BARAJAS

CHANGES: Stands 0 thru 6 withdrawn, stands 20 thru 22 established.
JEPPESSEN, 2014, 2022. ALL RIGHTS RESERVED.

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS



LEGEND

- LC1 Holding posn
- W1 Taxiway
- R-7 Ramp
- C-S Gate
- Ground competence sectors ()
- HOT SPOT Refer to charts 10-9B and 10-9C
- Parking position 210
- No entry
- Refer also to 10-1P pages

BARAJAS Tower (GND)

E-North (E-N)	121.755
C-North (C-N)	123.155
E-South (E-S)	121.630
C-South (C-S)	121.980

BARAJAS Apron

W-North (W-N)	123.255
W-South (W-S)	123.005

INS COORDINATES				
STAND No.	COORDINATES	STAND No.	COORDINATES	COORDINATES
7, 8	N40 28.5 W003 34.3	175	N40 27.9 W003 33.8	N40 29.4 W003 34.1
9	N40 28.5 W003 34.2	178 thru 182	N40 27.5 W003 33.7	N40 29.9 W003 33.8
10 thru 13	N40 28.3 W003 34.1	184 thru 188	N40 27.5 W003 33.9	N40 29.8 W003 33.8
14	N40 28.3 W003 34.0	190	N40 27.5 W003 33.8	N40 29.7 W003 33.8
15 thru 17	N40 28.2 W003 34.0	200, 201	N40 27.5 W003 33.3	N40 29.6 W003 33.8
20 thru 22	N40 28.7 W003 34.5	202 thru 204	N40 27.5 W003 33.4	N40 29.5 W003 33.8
30, 31	N40 27.7 W003 34.1	205 thru 208	N40 27.5 W003 33.5	N40 29.4 W003 33.8
32	N40 27.6 W003 34.1	209	N40 27.5 W003 33.6	N40 30.0 W003 35.2
33 thru 35	N40 27.6 W003 34.2	210 thru 213	N40 27.6 W003 33.4	N40 29.9 W003 35.2
36, 37	N40 27.6 W003 34.1	215	N40 27.6 W003 33.5	N40 27.7 W003 34.3
40 thru 42	N40 27.6 W003 34.0	216 thru 218	N40 27.6 W003 33.6	N40 27.7 W003 34.2
43	N40 27.5 W003 34.0	220 thru 223	N40 27.6 W003 33.7	N40 27.8 W003 34.2
44	N40 27.6 W003 34.1	225	N40 27.6 W003 33.8	N40 27.8 W003 34.1
45	N40 27.7 W003 34.0	227	N40 27.6 W003 33.9	N40 27.9 W003 34.1
50 thru 53	N40 27.5 W003 34.2	243 thru 247	N40 27.5 W003 33.8	N40 28.0 W003 34.1
54	N40 27.5 W003 34.3	248, 249	N40 27.5 W003 33.9	N40 28.1 W003 34.1
56 thru 59	N40 27.6 W003 34.3	300	N40 29.6 W003 35.5	N40 28.2 W003 34.1
60, 61	N40 27.4 W003 34.3	302 thru 308	N40 29.7 W003 35.5	N40 28.2 W003 34.2
62	N40 27.5 W003 34.3	310 thru 322	N40 29.8 W003 35.5	N40 28.3 W003 34.2
63 thru 69	N40 27.5 W003 34.4	324 thru 328	N40 29.8 W003 35.4	N40 28.4 W003 34.2
70	N40 27.7 W003 34.4	329	N40 29.8 W003 35.3	N40 28.4 W003 34.3
71	N40 27.7 W003 34.5	330, 332	N40 29.8 W003 35.4	N40 28.3 W003 34.3
72, 73	N40 27.6 W003 34.5	334 thru 338	N40 29.7 W003 35.4	N40 28.2 W003 34.3
74	N40 27.6 W003 34.6	340 thru 346	N40 29.6 W003 35.4	N40 28.2 W003 34.4
75	N40 27.5 W003 34.6	348 thru 352	N40 29.5 W003 35.4	N40 28.2 W003 34.4
80 thru 83	N40 27.4 W003 34.4	354 thru 362	N40 29.4 W003 35.4	
84	N40 27.4 W003 34.5	364 thru 370	N40 29.3 W003 35.4	
85	N40 27.5 W003 34.5	372 thru 378	N40 29.2 W003 35.4	
90 thru 94	N40 27.4 W003 34.4	380 thru 386	N40 29.2 W003 35.5	
95	N40 27.4 W003 34.5	388 thru 394	N40 29.3 W003 35.5	
96 thru 99	N40 27.5 W003 34.5	400, 402	N40 29.9 W003 35.3	
100, 101	N40 27.3 W003 34.4	404, 406	N40 29.9 W003 35.4	
102 thru 106	N40 27.4 W003 34.5	408 thru 414	N40 29.9 W003 35.5	
107, 108	N40 27.4 W003 34.6	415 thru 417	N40 29.9 W003 35.4	
109, 110	N40 27.5 W003 34.6	418, 419	N40 29.9 W003 35.3	
111	N40 27.3 W003 34.4	420	N40 29.8 W003 35.3	
112 thru 116	N40 27.4 W003 34.5	421 thru 428	N40 29.7 W003 35.3	
117	N40 27.4 W003 34.6	430 thru 432	N40 29.6 W003 35.3	
118, 119	N40 27.5 W003 34.6	434 thru 436	N40 29.5 W003 35.3	
120 thru 123B	N40 27.3 W003 34.5	438 thru 442	N40 29.4 W003 35.3	
124	N40 27.4 W003 34.6	444 thru 446	N40 29.3 W003 35.3	
124A	N40 27.3 W003 34.6	448	N40 29.2 W003 35.3	
125 thru 133	N40 27.4 W003 34.6	500, 501	N40 29.6 W003 34.1	
134	N40 27.4 W003 34.7	502 thru 510	N40 29.6 W003 34.1	
135	N40 27.4 W003 34.6	512 thru 520	N40 29.7 W003 34.1	
136	N40 27.5 W003 34.7	522 thru 529	N40 29.8 W003 34.1	
138, 140	N40 27.4 W003 34.7	530 thru 537	N40 29.9 W003 34.1	
145	N40 27.2 W003 34.3	538	N40 30.0 W003 34.0	
147, 148	N40 27.3 W003 34.3	539, 540	N40 30.0 W003 34.0	
150 thru 156	N40 27.3 W003 34.2	541 thru 549	N40 29.9 W003 34.0	
157 thru 160	N40 27.4 W003 34.1	550 thru 556	N40 29.8 W003 34.0	
161 thru 163	N40 27.4 W003 34.0	558 thru 560	N40 29.7 W003 34.0	
165	N40 27.4 W003 33.9	562 thru 566	N40 29.6 W003 34.0	
171	N40 27.7 W003 33.8	568 thru 576	N40 29.5 W003 34.0	
173	N40 27.8 W003 33.8	577 thru 580	N40 29.4 W003 34.0	

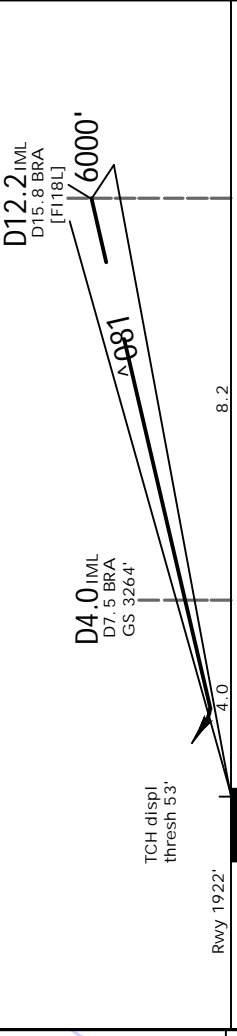
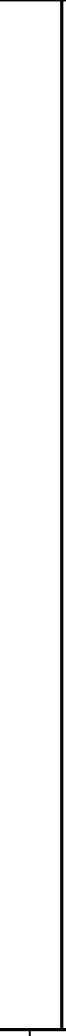
JEPPESEN
17 FEB 23
Eff. 23.Feb. (1-1)

MADRID, SPAIN
LS Z Rwy 18L

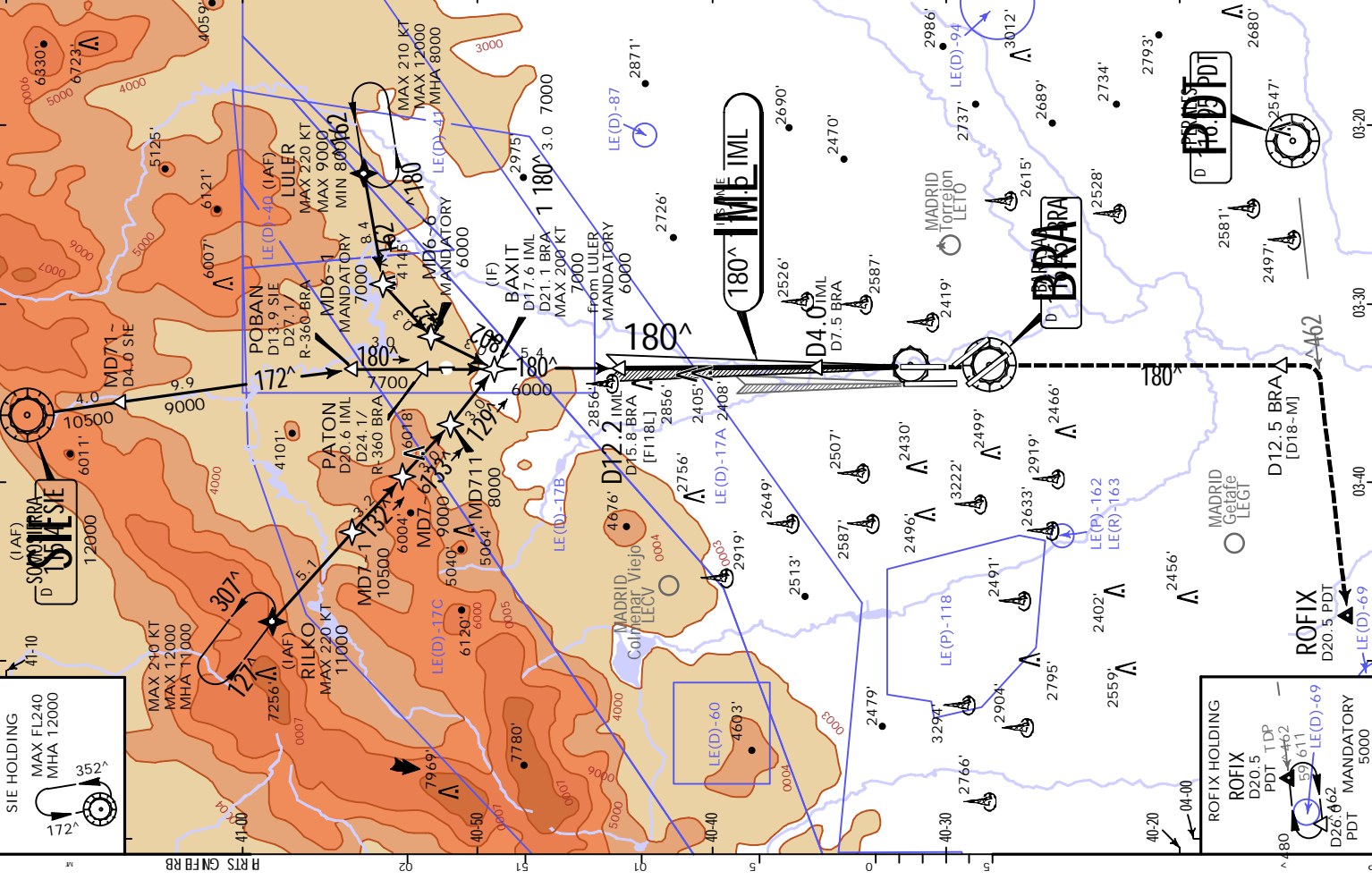
D-ATIS Arrival	MADRID Approach	BARAJAS Tower	For Ground frequencies refer to 10-9
118.255	127.1 127.505 128.7	118.680	
LOC IML 111.5	Final Apch Crs 180°	DA(H) Refer to Minimums	134.955
		Apt Elev 1998'	
		Rwy 1922'	

MISSED APCH: Climb on rwy heading to BRA VOR. Continue on R-180 BRA to D12.5 BRA at 5000' or below. Turn RIGHT and follow R-264 PDT direct to ROFIX to join holding at 5000'. Do not climb above 5000'.

- Ait Set: hPa Rwy Elev: 68 hPa Trans level: By ATC
- VOR and DME required.
 - ILS DME reads zero at rwy 18L displ thresh.
 - RNAV 1 required for transitions from (IAF) RILKO and (IAF) LULER.
 - Separation of 1000' from LE(D)-17C not available for LULER holding and segment between MD7-6 and MD711.
 - Simultaneous parallel approaches to Rwy 18R may be in use.



Full	TDZ or Cl-out	ALS out	ALS in
A			
B			
C			
D			



D-ATIS Arrival	118.255	127.1	127.505	128.7	134.955	118.680	BARAJAS Tower
LOC IML	111.5	Final Appch Crs	180 ^A	D12.2 IML	6000' (4078')	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 1998' Rwy 1922'
MISSED APCH: Climb on rwy heading to BRA VOR. Continue on R-180 BRA to D12.5 BRA at 5000' or below. Turn RIGHT and follow R-264 PDT direct to ROFIX to join holding at 5000'. Do not climb above 5000'.							
Alt Set: hPa	Rwy Elev: 68 hPa	Trans level: By ATC					

- For Ground frequencies refer to 10-9
- MSA BRA VOR
 Trans alt: 13,000'
- Special Aircrew & Acft Certification Required.
 - VOR and DME required.
 - ILS DME reads zero at rwy 18L displ thresh.
 - RNAV 1 required for transitions from (IAF) RILKO and (IAF) LULER.
 - Separation of 1000' from LE(D)-17C not available for LULER holding and segment between MD7-6 and MD711.
 - Simultaneous parallel approaches to Rwy 18R may be in use.

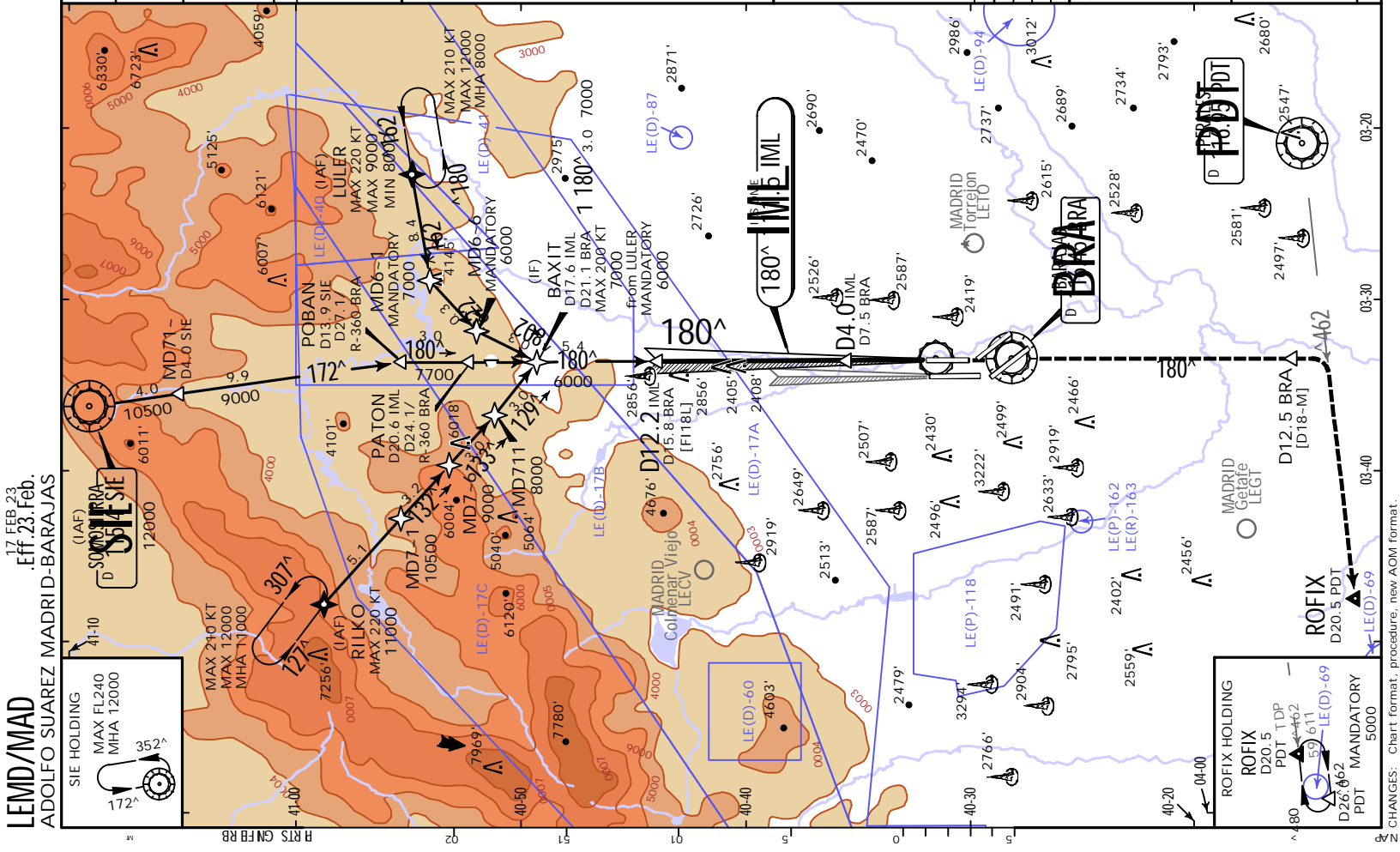


Grnd Speed-Kts	70	90	100	120	140	160
GS	3.00'	372	478	531	637	743
				849		

STRAIGHT-IN LANDING

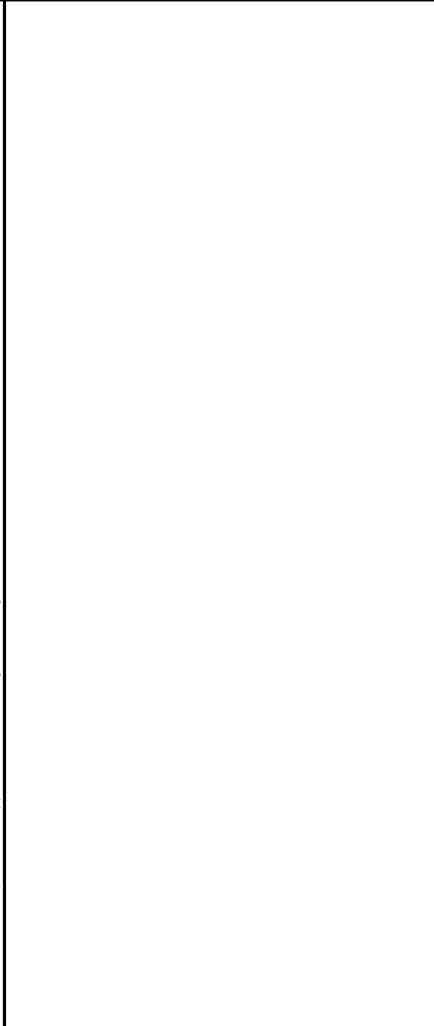
Std/State.

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
R75m	R200m	R300m
	DH 50'	
	RA 104' ^{AB} DA(H) 2022' (100')	RA 114' ^C DA(H) 2032' (110')
		RA 129' ^D DA(H) 2046' (124')
		R400m



D-ATIS Arrival	118.255	127.1	127.505	128.7	134.955	118.680
LOC IML	111.5	Final Appch Crs	180 ^A	DA(H) Refer to Minimums	D12.2 IML 6000' (4078')	BARAJAS Tower
MISSED APCH: Climb on rwy heading to D6.1 SSY/D4.7 IML. Continue on R-173 SSY to D22.0 SSY at 5000' or below. Turn RIGHT to follow R-114 NVS direct to to ROFIX to join holding at 5000'. Do not climb above 5000'.						
Ait Set: hPa	Rwy Elev: 68 hPa	Trans level: By ATC		MSA SSY VOR		

- VOR and DME required.
- ILS DME reads zero at rwy 18L displ thresh.
- RNAV 1 required for transitions from (IAF) RILKO and (IAF) LULER.
- Separation of 1000' from LE(D)-17C not available for LULER holding and segment between MD7-6 and MD711.
- Possible fluctuations along R-175 SIE between SIE VOR and (IF) BAXIT.
- Simultaneous parallel approaches to Rwy 18R may be in use.



Grnd Speed-Kts	70	90	100	120	140	160
GS	3.00'	372	478	531	637	743
						849

HALS-II
 PAPI
 PAPI

Rwy 18L

SSY VOR
 D4.7 IML on hdg

CIRCLE-TO-LAND

STRAIGHT-IN LANDING

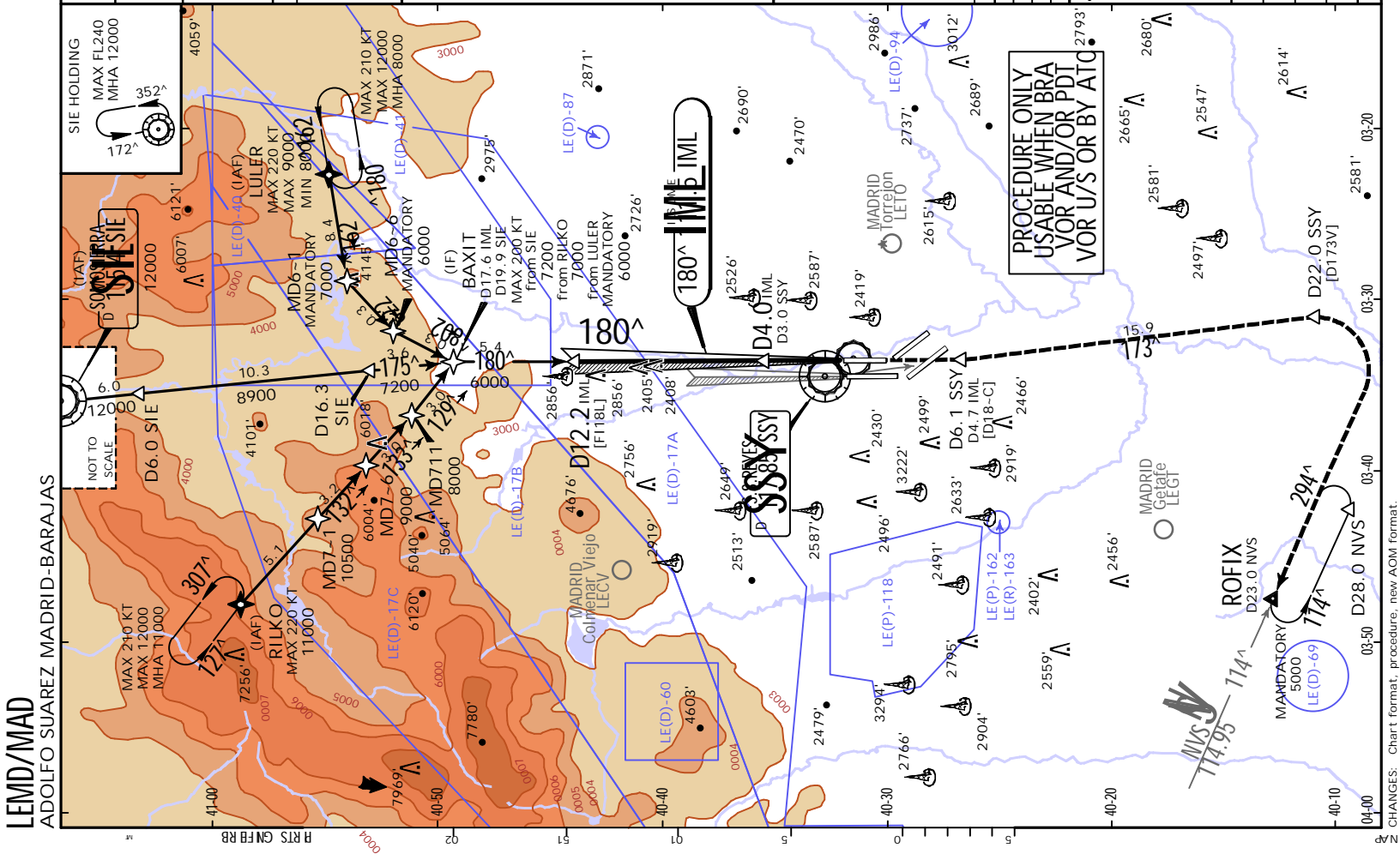
ILS
 A: 2131' (209')
 B: 2143' (221')
 DA(H) C: 2151' (229')
 D: 2162' (240')

FULL	TDZ or Cl-out	ALS out
A		
B	1 R550m	R1200m
C		
D		

Max Kts

	MDA (H)
100	2720' (722')
135	2860' (862')
180	3280' (1282')
205	3620' (1622')

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

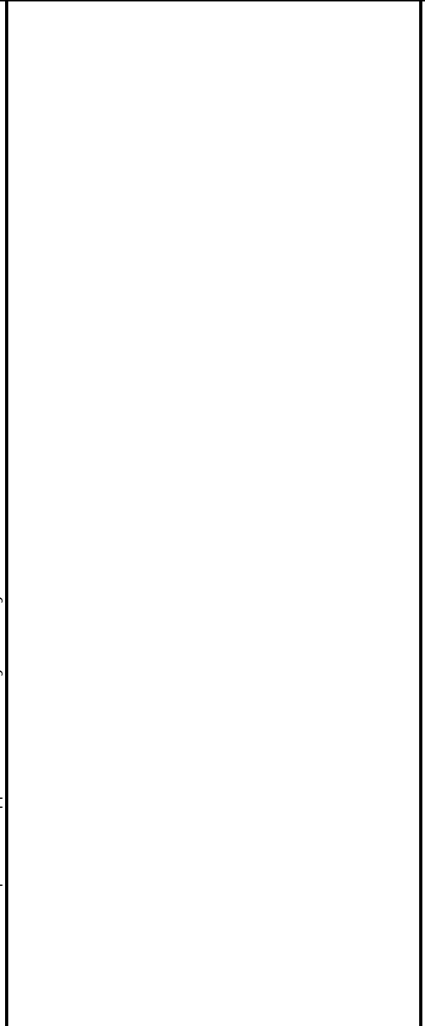


JEPESEN
MADRID, SPAIN
CAT II/III ILS Y Rwy 18L
(11-2A)

D-ATIS Arrival	118.255	127.1	127.505	128.7	134.955	118.680
LOC	IML	Final Apch Crs	D12.2 IML 6000' (4078')	CAT IIIB, IIIA & II ILS Refer to Minimums	1998' Rwy 1922'	BARAJAS Tower
For Ground frequencies refer to 10-9						

MISSED APCH: Climb on rwy heading to D6.1 SSY/D4.7 IML. Continue on R-173 SSY to D22.0 SSY at 5000' or below. Turn RIGHT to follow R-114 NVS direct to ROFIX to join holding at 5000'. Do not climb above 5000'.

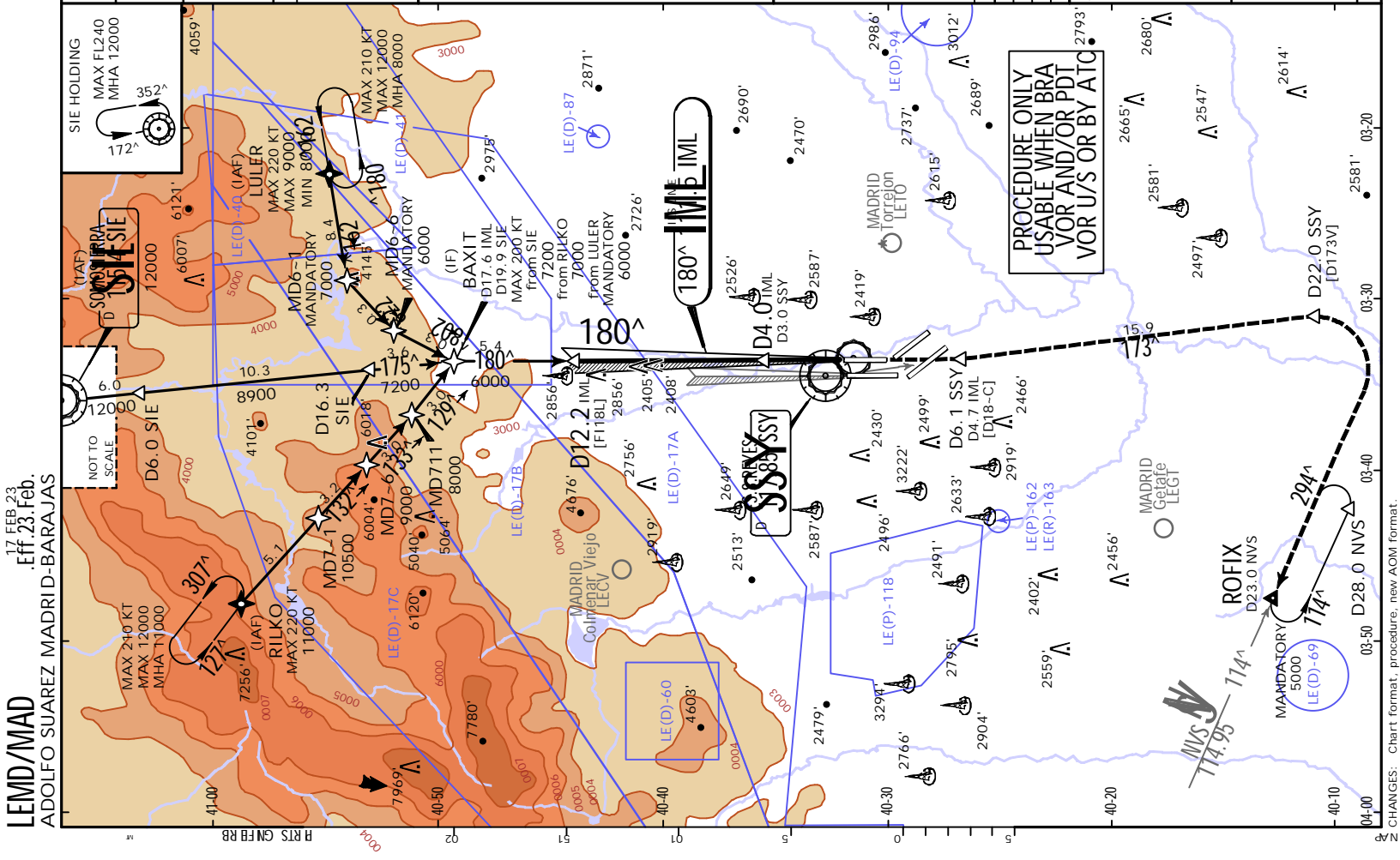
- Alt Set: hPa Rwy Elev: 68 hPa Trans level: By ATC
1. Special Aircrew & Acft Certification Required.
 2. VOR and DME required.
 3. ILS DME reads zero at rwy 18L displ thresh.
 4. RNAV 1 required for transitions from (IAF) RILKO and (IAF) LULER.
 5. Separation of 1000' from LE(D)-17C not available for LULER holding and segment between MD7-6 and MD711.
 6. Possible fluctuations along R-175 SIE between SIE VOR and (IF) BAXIT.
 7. Simultaneous parallel approaches to Rwy 18R may be in use.



Grnd Speed-Kts	70	90	100	120	140	160
GS	3.00'	372	478	531	637	743
						849

STRAIGHT-IN LANDING

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
R75m	R200m	R300m
	DH 50'	RA 114' DA(H) 2032' (110')
		RA 129' DA(H) 2046' (124')
		R400m



JEPPESEN
 17 FEB 23
 Eff. 23.Feb. (1-3)

MADRID, SPAIN
LOC Rwy 18L

D-ATIS Arrival	MADRID Approach	BARAJAS Tower	For Ground frequencies refer to 10-9
118.255	127.1	127.505	128.7
LOC IML 111.5	Final Apch Crs 180°	D9.8 IML 5200' (3278')	DA/MDA(H) 2420' (498')
		Apt Elev 1998'	Rwy 1922'

MISSED APCH: Climb on rwy heading to BRA VOR. Continue on R-180 BRA to D12.5 BRA at 5000' or below. Turn RIGHT and follow R-264 PDT direct to ROFIX to join holding at 5000'. Do not climb above 5000'.

Air Set: hPa Rwy Elev: 68 hPa Trans level: By ATC

1. VOR and DME required.
 2. LOC DME reads zero at rwy 18L displ thresh.
 3. RNAV 1 required for transitions from (IAF) RILKO and (IAF) LULER.
 4. Separation of 1000' from LE(D)-17C not available for LULER holding and segment between MD7-6 and MD711.
 5. Continuous descent required for final approach.



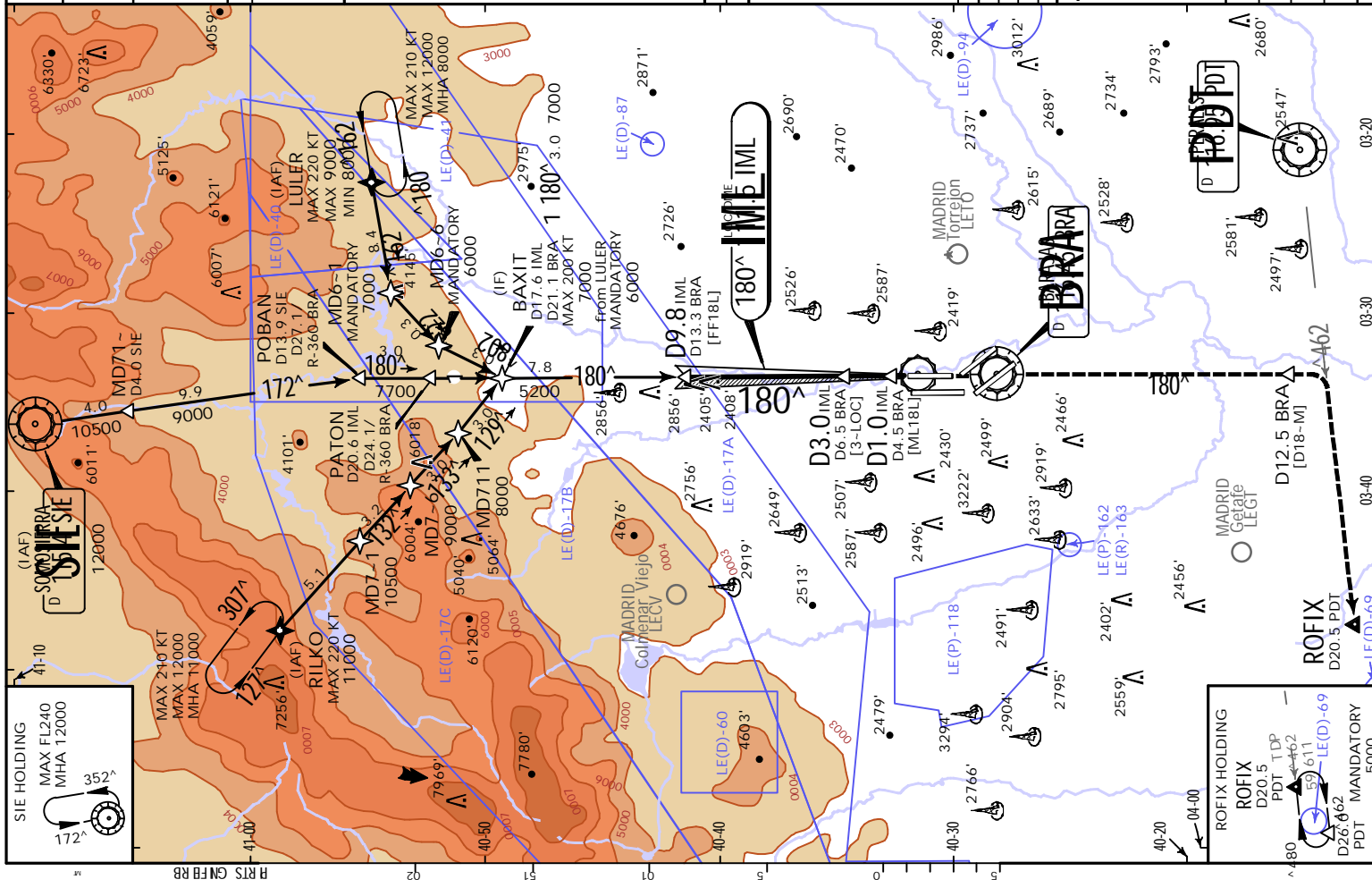
IML/DME ALTITUDE	2.0'	3.0'	4.0'	5.0'	6.0'	7.0'	8.0'	9.0'
	2640'	2970'	3300'	3630'	3960'	4290'	4610'	4940'

Grid Speed-Kts	70	90	100	120	140	160
Descent Angle	3.11°	385	495	550	660	770
						880

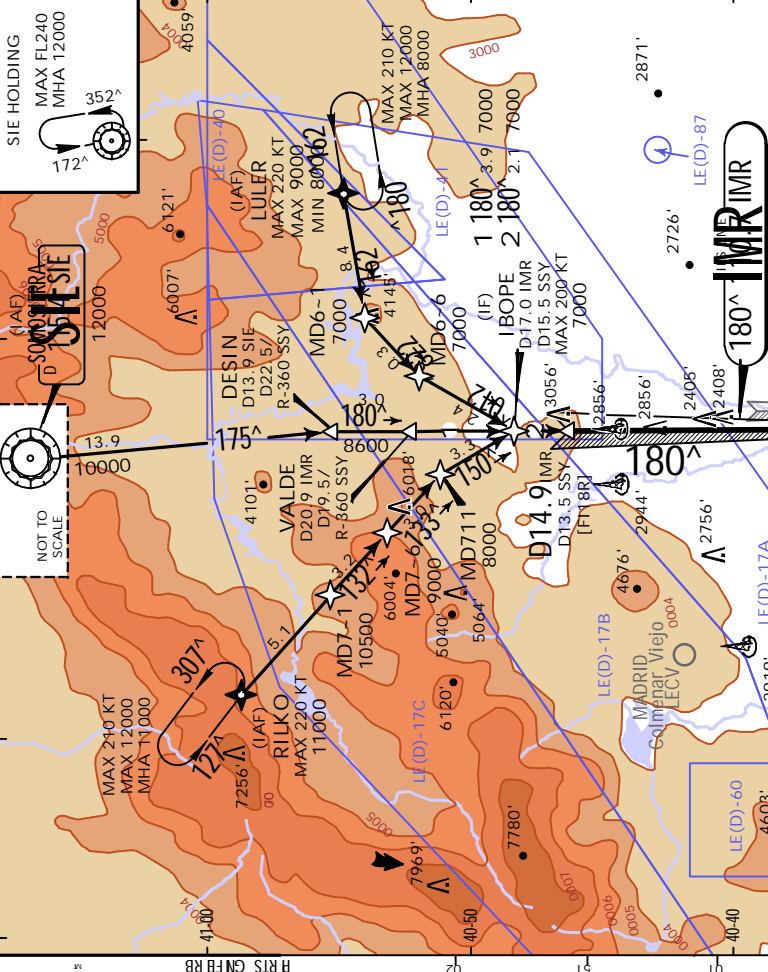
MAP at D1.0 IML/D4.5 BRA

Max Kts	MDA(H)
100	2720' (722')
135	2860' (862')
180	3280' (1282')
205	3620' (1622')

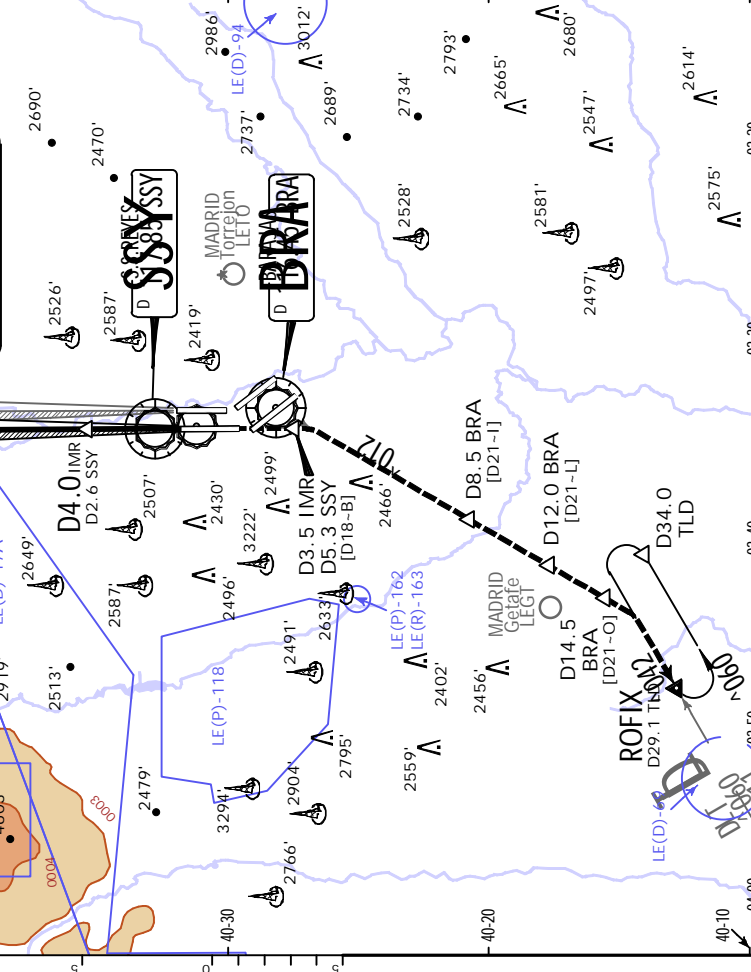
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.



D-ATIS Arrival	118.255	127.1	127.505	128.7	134.955	118.080
LOC IMR	110.7	Final Apch Crs	180 ^A	DA(H) Refer to Minimums	D14.9 IMR 7000' (5009')	Apt Elev 1998' Rwy 1991'
<p>MISSED APCH: Climb on rwy heading up to D3.5 IMR/D5.3 SSSY. Turn RIGHT (MAX 220 KT) to intercept R-210 BRA direct to cross D8.5 BRA at 5000' or above. Continue to cross D12.0 BRA at 6000', continue to D14.5 BRA. Turn RIGHT to follow R-060 TLD direct to ROFIX to join the holding at 6000'. Do not climb above 6000'. MACG MIN 4.5% (273'/NM) until 6000'. Inform ATC if unable.</p>						
Alt Set: hPa	Rwy Elev: 71 hPa	Trans level: By ATC		For Ground frequencies refer to 10-9		
<p>1. VOR and DME required. 2. ILS DME reads zero at rwy 18R displ thresh. 3. RNAV 1 required for transitions from (IAP) RILKO and (IAP) LULER. 4. Separation of 1000' from LE(D)-17C not available for LULER holding and segment between MD7-6 and MD711. 5. Simultaneous parallel approaches to Rwy 18L may be in use.</p>						
<p>3 MISSED APCH CLIMB GRADIENT MIN 4.5% (273'/NM)</p>						



MADRID Approach		BARAJAS Tower	
LOC IMR	110.7	DA(H) Refer to Minimums	D14.9 IMR 7000' (5009')
<p>MISSED APCH: Climb on rwy heading up to D3.5 IMR/D5.3 SSSY. Turn RIGHT (MAX 220 KT) to intercept R-210 BRA direct to cross D8.5 BRA at 5000' or above. Continue to cross D12.0 BRA at 6000', continue to D14.5 BRA. Turn RIGHT to follow R-060 TLD direct to ROFIX to join the holding at 6000'. Do not climb above 6000'. MACG MIN 4.5% (273'/NM) until 6000'. Inform ATC if unable.</p>			
Ait Set: hPa		Rwy Elev: 71 hPa	
Trans level: By ATC		For Ground frequencies refer to 10-9	
<p>1. VOR and DME required. 2. ILS DME reads zero at rwy 18R displ thresh. 3. RNAV 1 required for transitions from (IAP) RILKO and (IAP) LULER. 4. Separation of 1000' from LE(D)-17C not available for LULER holding and segment between MD7-6 and MD711. 5. Simultaneous parallel approaches to Rwy 18L may be in use.</p>			
<p>3 MISSED APCH CLIMB GRADIENT MIN 4.5% (273'/NM)</p>			



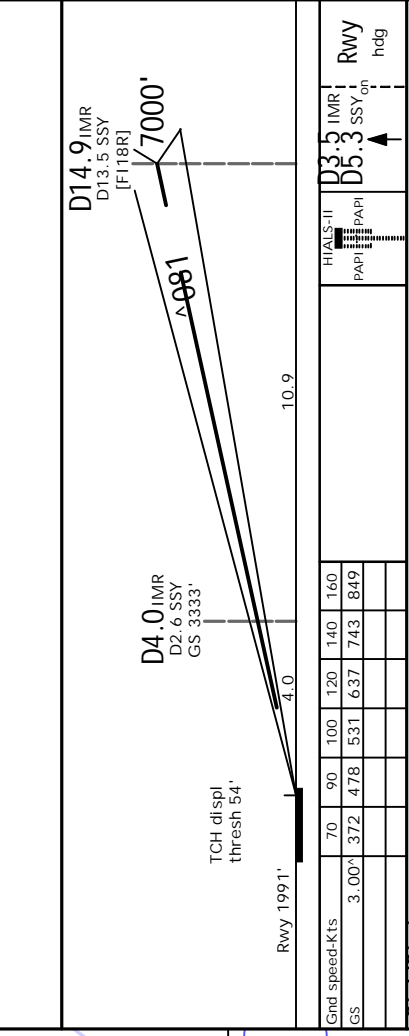
JEPESEN
MADRID, SPAIN
(11-4A) 3 CAT II/III ILS Z Rwy 18R

D-ATIS Arrival	118.255	127.1	127.505	128.7	134.955	118.080
LOC IMR	110.7	Final Apch Crs	180 ^A	D14.9 IMR & II ILS Refer to Minimums	D14.9 IMR 7000' (5009')	CAT IIIB, IIIA & II ILS Refer to Minimums
For Ground frequencies refer to 10-9 BARAJAS Tower Apt Elev 1998' Rwy 1991' MSA BRA VOR 10,000' 4700' 10,000' 4700'						

MISSED APCH: Climb on rwy heading up to D3.5 IMR/D5.3 SSY. Turn RIGHT (MAX 220 KT) to intercept R-210 BRA direct to cross D8.5 BRA at 5000' or above. Continue to cross D12.0 BRA at 6000', continue to D14.5 BRA. Turn RIGHT to follow R-060 TLD direct to ROFIX to join the holding at 6000'. Do not climb above 6000'. MACG MIN 4.5% (273'/NM) until 6000'. Inform ATC if unable.

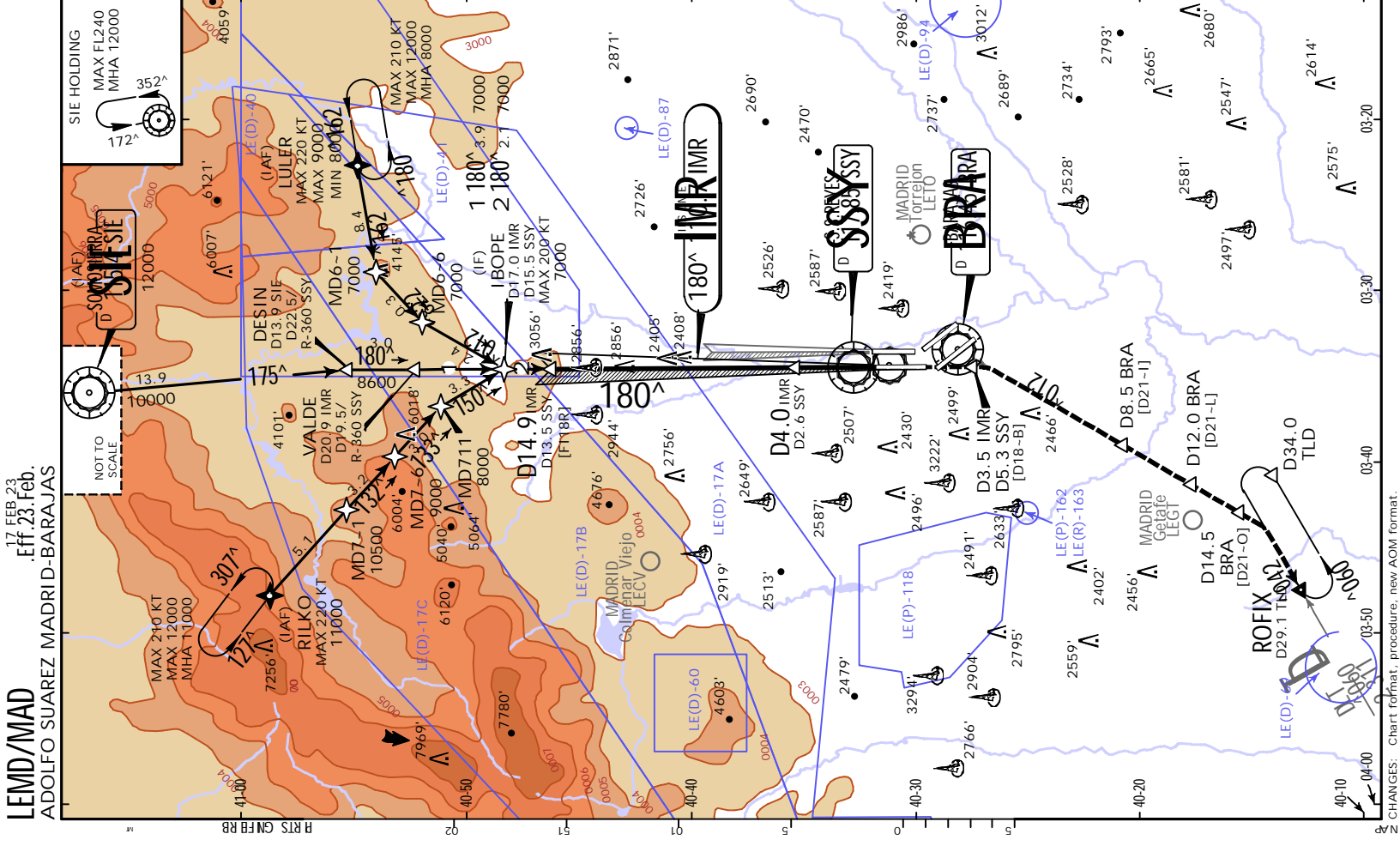
- Ait Set: hPa Rwy Elev: 71 hPa Trans level: By ATC
- Special Aircrew & Acft Certification Required.
 - VOR and DME required.
 - ILS DME reads zero at rwy 18R displ thresh.
 - RNAV 1 required for transitions from (IAF) RILKO and (IAF) LULER.
 - Separation of 1000' from LE(D)-17C not available for LULER holding and segment between MD7-6 and MD711.
 - Simultaneous parallel approaches to Rwy 18L may be in use.

3 MISSED APCH CLIMB GRADIENT MIN 4.5% (273'/NM)



STRAIGHT-IN LANDING

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
RA 98' DA(H) 2091' (100%)	RA 107' DA(H) 2100' (109%)	RA 118' DA(H) 2112' (121%)
DH 50'		
R75m	R200m	R300m
		R400m



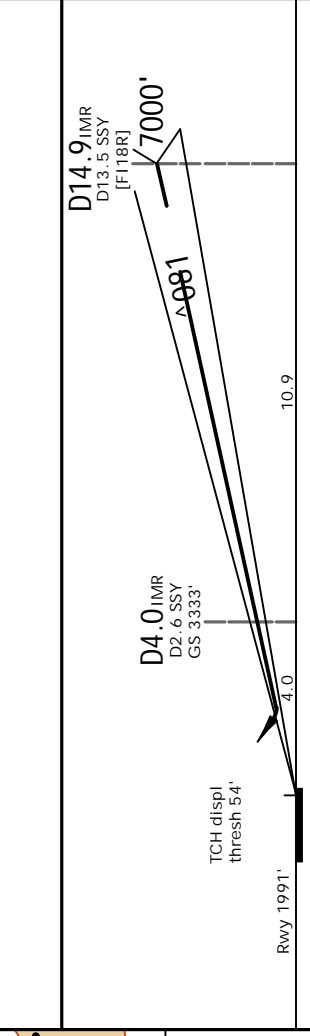
LEMD/MAD
 ADOLFO SUAREZ MADRID-BARAJAS
 17 FEB 23
 Eff. 23. Feb.

JEPPESEN
 17 FEB 23
 Eff. 23.Feb. (1-5)
MADRID, SPAIN
 3 ILS Y Rwy 18R

D-ATIS Arrival	118.255	127.1	127.505	128.7	134.955	118.080	BARAJAS Tower
LOC IMR	110.7	Final Apch Crs	180 ^A	D14.9 IMR	7000 ^A (5009 ^A)	DA(H) Refer to Minimums	Apt Elev 1998 ^A Rwy 1991 ^A

MISSED APCH: Climb on rwy heading up to D5.0 SSY to cross it at 2900' or above. Turn RIGHT (MAX 220 KT) to follow 229^A to intercept R-214 RBO to cross D35.5 RBO at 5000' or above. Continue to cross D39.0 RBO at 6000', continue direct to ROFIX to join the holding at 6000'. Do not climb above 6000'. MACG MIN 4.5% (273'/NM) until 6000'. Inform ATC if unable.

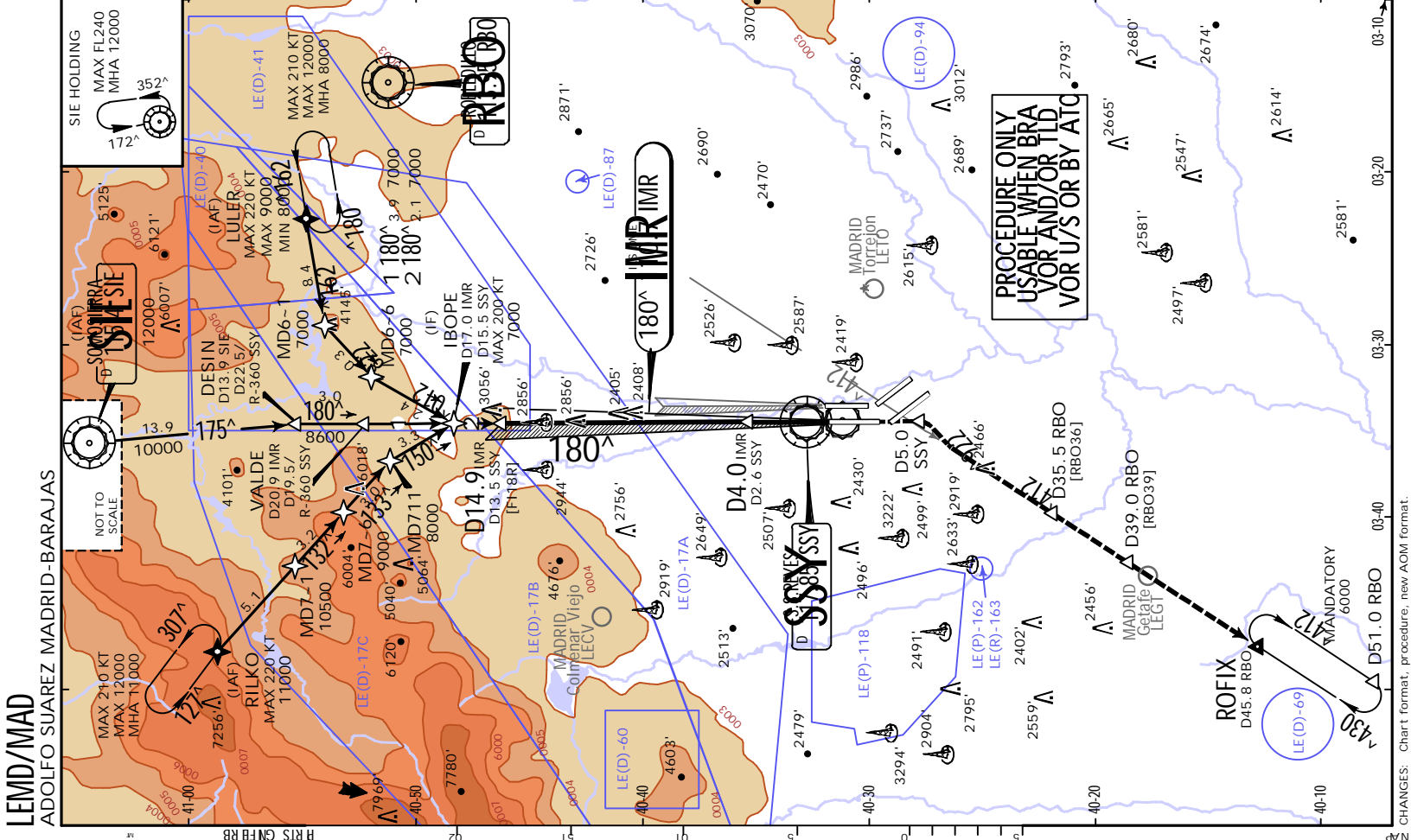
- Alt Set: hPa Rwy Elev: 71 hPa Trans level: By ATC
- VOR and DME required.
 - ILS DME reads zero at rwy 18R displ thresh.
 - RNAV 1 required for transitions from (IAP) RILKO and (IAP) LULER.
 - Separation of 1000' from LE(D)-17C not available for LULER holding and segment between MD7-6 and MD711.
 - Simultaneous parallel approaches to Rwy 18L may be in use.



Grnd Speed-Kts	70	90	100	120	140	160
GS	3.00 ^A	3.72	4.78	5.31	6.37	7.43
						8.49

STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
FULL	IDZ or Cl-out	ALS out	Max Kts
R550m	1 R550m	R1200m	100
			135
			180
			205

DA(H) ABC:	2191' (200')
D:	2202' (211')
MDA(H)	2720' (722')
	2860' (862')
	3280' (1282')
	3620' (1622')



JEPPESEN
MADRID, SPAIN
(11-5A) 3 CAT II/III ILS Y Rwy 18R

D-ATIS Arrival	118.255	127.1	127.505	128.7	134.955	118.080
LOC IMR	110.7	Final Apch Crs	180 ^A	D14.9 IMR	7000 ^A (5009 ^A)	CAT IIIB, IIHA & II ILS Refer to Minimums
For Ground frequencies refer to 10-9	BARAJAS Tower					
						Apt Elev 1998'
						Rwy 1991'

MISSED APCH: Climb on rwy heading up to D5.0 SSY to cross it at 2900' or above. Turn RIGHT (MAX 220 KT) to follow 229^A to intercept R-214 RBO to cross D35.5 RBO at 5000' or above. Continue to cross D39.0 RBO at 6000', continue direct to ROFIX to join the holding at 6000'. Do not climb above 6000'. MACG MIN 4.5% (273'/NM) until 6000'. Inform ATC if unable.

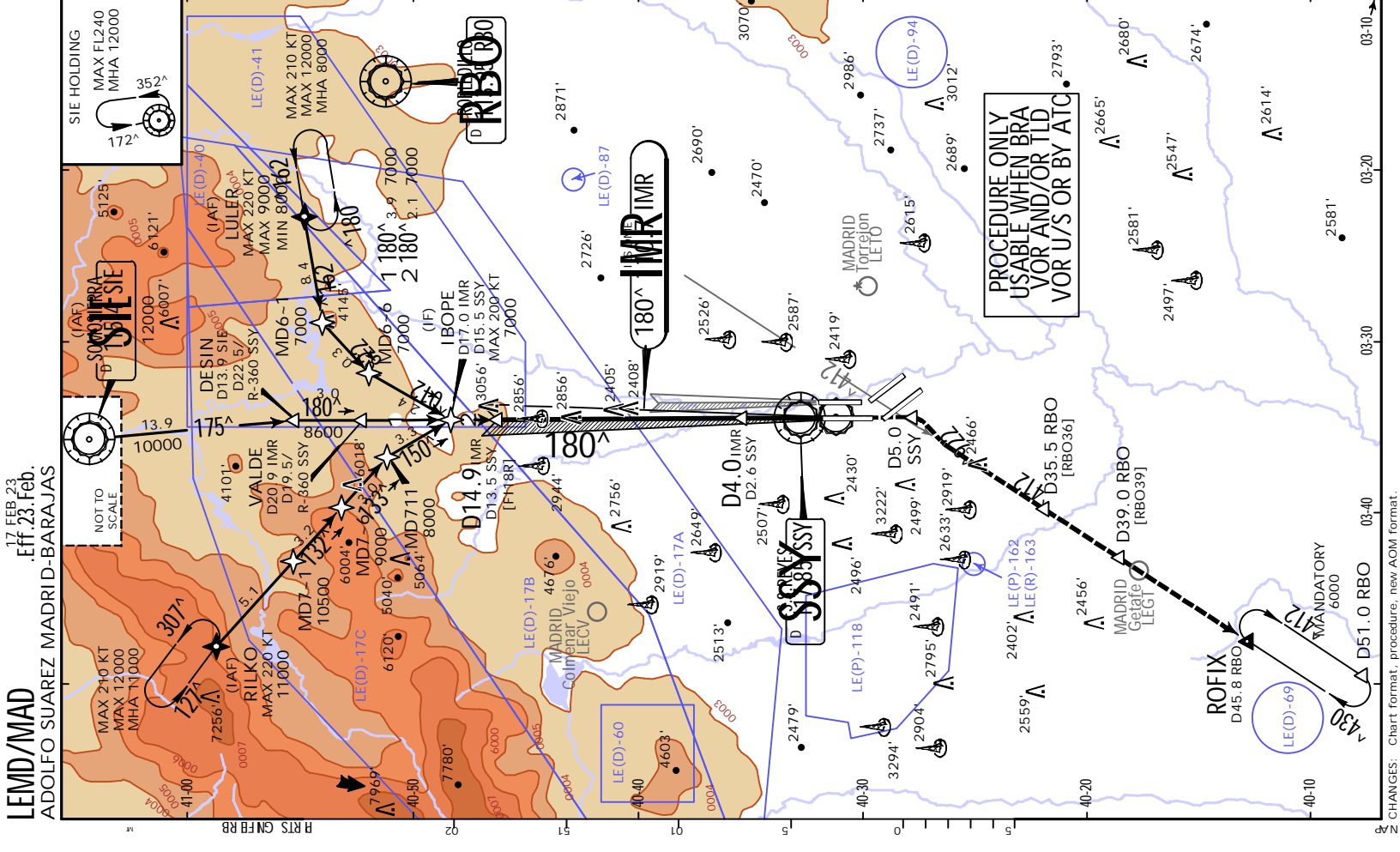
- Air Set: hPa Rwy Elev: 71 hPa Trans level: By ATC
- Special Aircrew & Acft Certification Required.
 - VOR and DME required.
 - ILS DME reads zero at rwy 18R displ thresh.
 - RNAV 1 required for transitions from (IAF) RILKO and (IAF) LULER.
 - Separation of 1000' from LE(D)-17C not available for LULER holding and segment between MD7-6 and MD711.
 - Simultaneous parallel approaches to Rwy 18L may be in use.



Grnd Speed-Kts	70	90	100	120	140	160	Rwy hdg	
	3.00 ^A	372	478	531	637	743		849
GS								D5.0 SSY on

STRAIGHT-IN LANDING

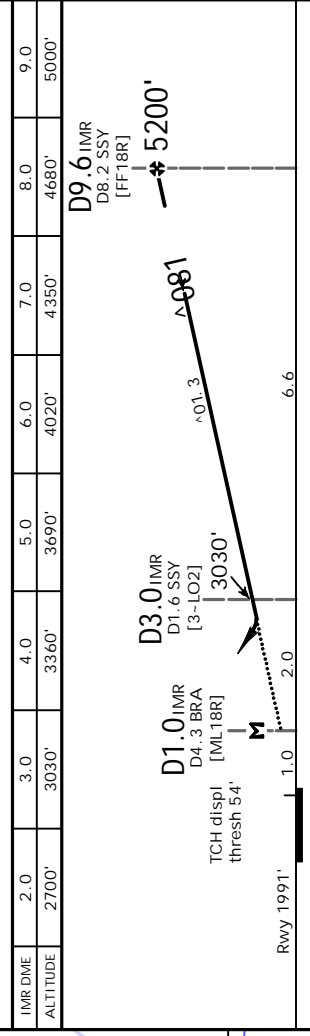
CAT IIIB ILS	CAT IIIA ILS	CAT II ILS	CAT II ILS
DH 50'	RA 98' DA(H) 2091' (100 ^A)	RA 107' DA(H) 2100' (109 ^A)	RA 118' DA(H) 2112' (121 ^A)
R75m	R200m	R300m	R400m
		RA 131' DA(H) 2126' (135 ^A)	



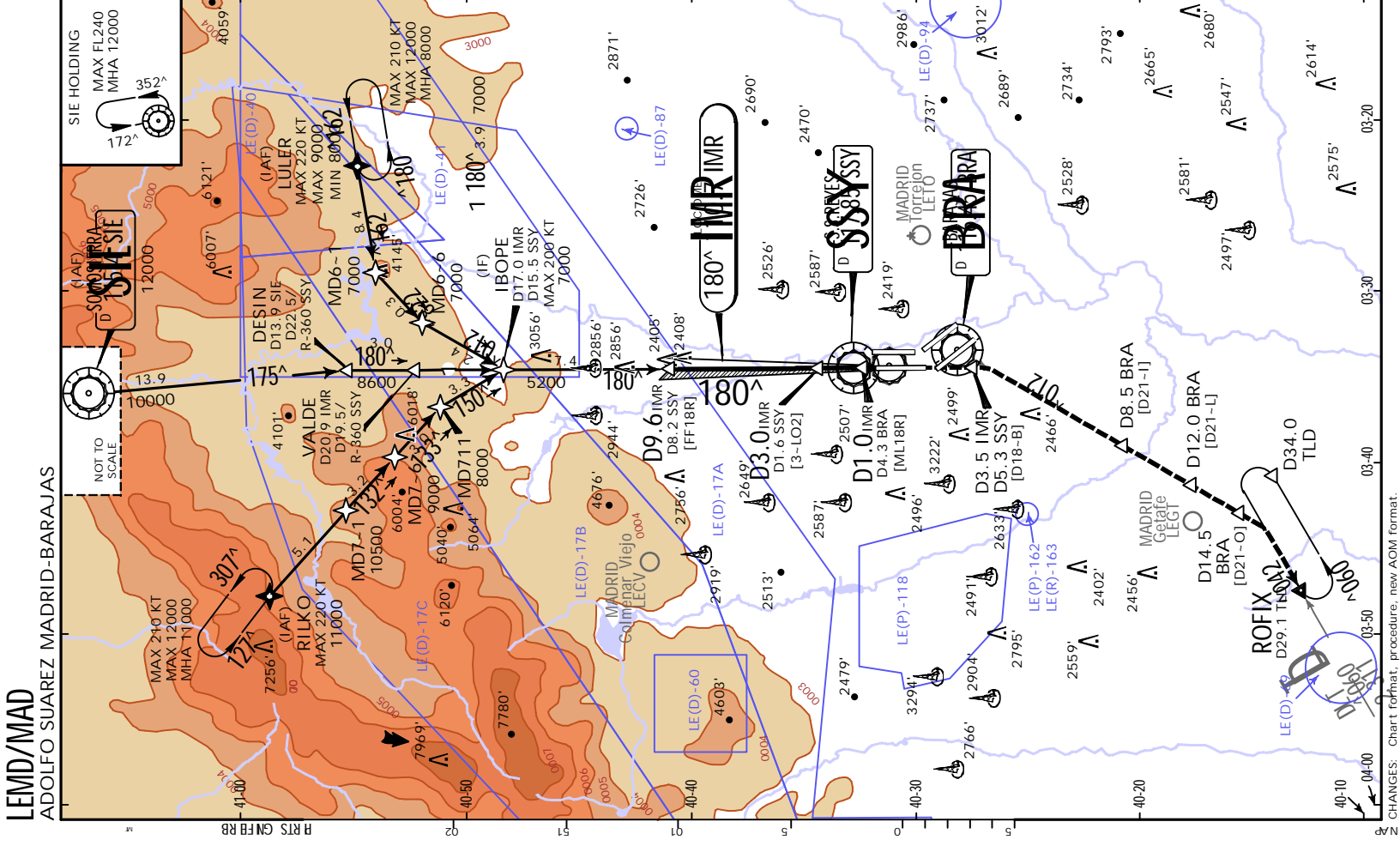
JEPPESEN
17 FEB 23
Eff. 23.Feb. (1-6)

MADRID, SPAIN
2 LOC Rwy 18R

D-ATIS Arrival	118.255	127.1	127.505	128.7	134.955	118.080	BARAJAS Tower
LOC IMR	110.7	Final Apch Crs	180 ^A	D9.6 IMR	5200 ^A (3209')	DA/MDA(H)	2480 ^A (489')
<p>MISSED APCH: Climb on rwy heading up to D3.5 IMR/D5.3 SSSY. Turn RIGHT (MAX 220 KT) to intercept R-210 BRA direct to cross D8.5 BRA at 5000' or above. Continue to cross D12.0 BRA at 6000', continue to D14.5 BRA. Turn RIGHT to follow R-060 TLD direct to ROFIX to join the holding at 6000'. Do not climb above 6000'. MACG MIN 4.5% (273'/NM) until 6000'. Inform ATC if unable.</p>							
Alt Set: hPa	Rwy Elev: 71 hPa			Trans level: By ATC			
<p>1. VOR and DME required. 2. LOC DME reads zero at rwy 18R displ. thresh. 3. RNAV 1 required for transitions from (IAF) RILKO and (IAF) LULER. 4. Separation of 1000' from LE(D)-17C not available for LULER holding and segment between MD7-6 and MD711. 5. Separation of 1000' from LE(D)-17B not available for segment between (IF) IBOPE and (FAF) D9.6 IMR/D8.2 SSSY. 6. Continuous descent required for final approach.</p>							
<p>2 MISSED APCH CLIMB GRADIENT MIN 4.5% (273'/NM)</p>							



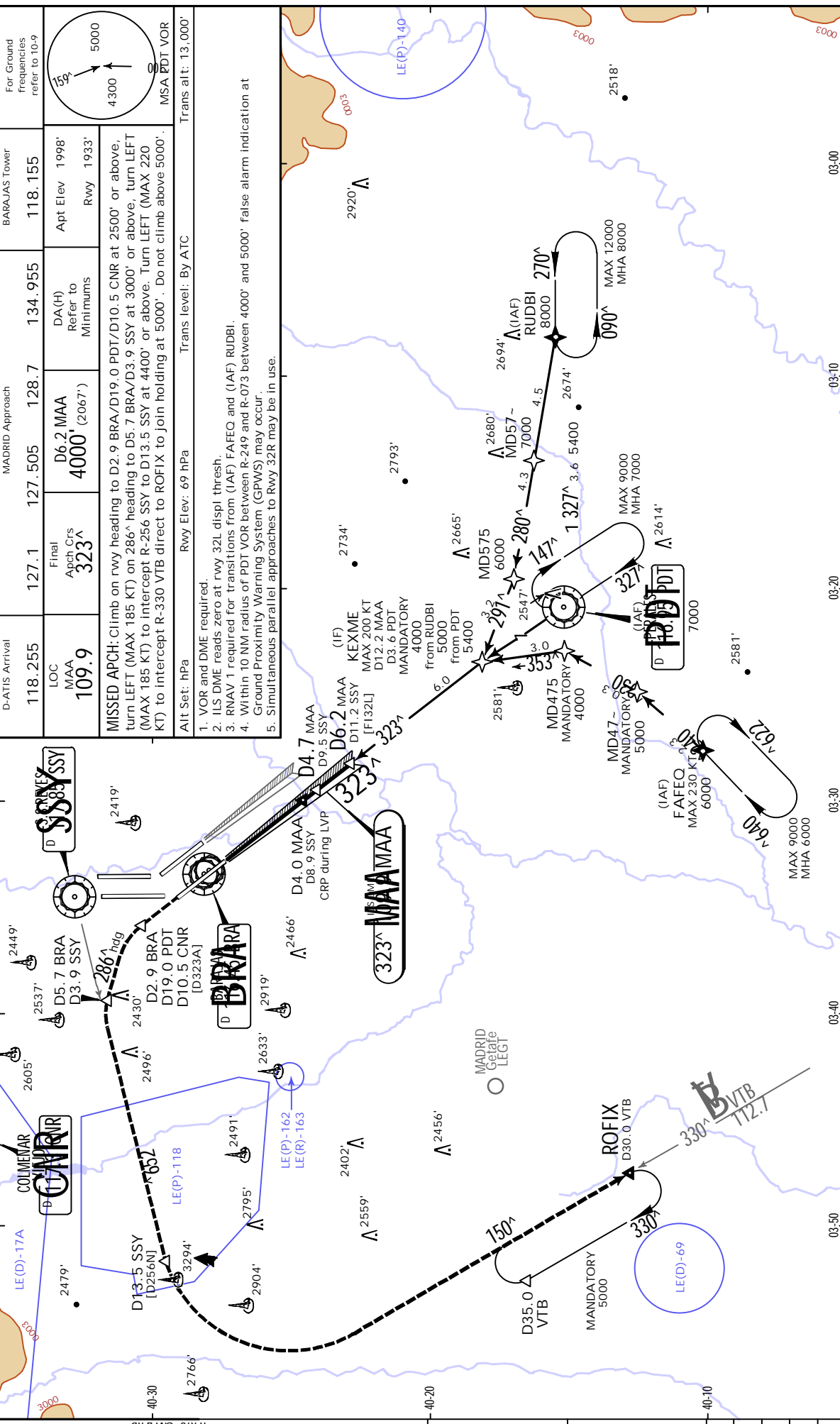
Circl Speed-Kts	70	90	100	120	140	160	Rwy hdg	
	384	494	548	658	768	878		
Descent Angle	3.10°							
MAP at D1.0 IMR/D4.3 BRA								
STRAIGHT-IN LANDING								
CIRCL-TO-LAND								
CDFA								
1 DA/MDA(H) 2480' (489')								
ALS-out								
A	R1500m						1500m	2720' (722')
B	R1500m						1500m	2860' (862')
C	R2300m						2300m	3280' (1282')
D	R2300m						2300m	3620' (1622')



LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN
10 MAR 23 (1-7)

MADRID, SPAIN
ILS Z Rwy 32L



D-ATIS Arrival		MADRID Approach		BARAJAS Tower		For Ground frequencies refer to 10-9	
118.255	127.1	127.505	128.7	134.955	118.155		
LOC MAA 109.9	Final Appch Crs 323 ^A	D6.2 MAA 4000' (2067')	DA(H) Refer to Minimums		Apt Elev 1998' Rwy 1933'		
<p>MISSED APCH: Climb on rwy heading to D2.9 BRA/D19.0 PDT/D10.5 CNR at 2500' or above, turn LEFT (MAX 185 KT) on 286° heading to D5.7 BRA/D3.9 SSY at 3000' or above, turn LEFT (MAX 185 KT) to intercept R-256 SSY to D13.5 SSY at 4400' or above. Turn LEFT (MAX 220 KT) to intercept R-330 VTB direct to ROFIX to join holding at 5000'. Do not climb above 5000'. AIT Set: hPa Rwy Elev: 69 hPa Trans level: BY/ATC 1. VOR and DME required. 2. ILS DME reads zero at rwy 32L displ thrsh. 3. RNAV 1 required for transitions from (IAF) FAFEO and (IAF) RUDBI. 4. Within 10 NM radius of PDT VOR between R-249 and R-073 between 4000' and 5000' false alarm indication at Ground Proximity Warning System (GPWS) may occur. 5. Simultaneous parallel approaches to Rwy 32R may be in use.</p>							
<p>Circle-to-Land: 03-00</p>							

STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND	
DA(H) A: 2183' (250')	TDZ or Cl-out	ALS out	Max Kts
B: 2195' (262')	1 R550m		100
C: 2203' (270')	1 R600m	R1300m	135
D: 2214' (281')	1 R650m	R1400m	180
			205

Full	TDZ or Cl-out	ALS out	Max Kts
A R550m	1 R550m		100
B R600m	1 R600m	R1300m	135
C R650m	1 R650m	R1400m	180
D R700m	1 R700m	R1400m	205

Std/State	Full	TDZ or Cl-out	ALS out	Max Kts
A	R550m	1 R550m		100
B	R600m	1 R600m	R1300m	135
C	R650m	1 R650m	R1400m	180
D	R700m	1 R700m	R1400m	205

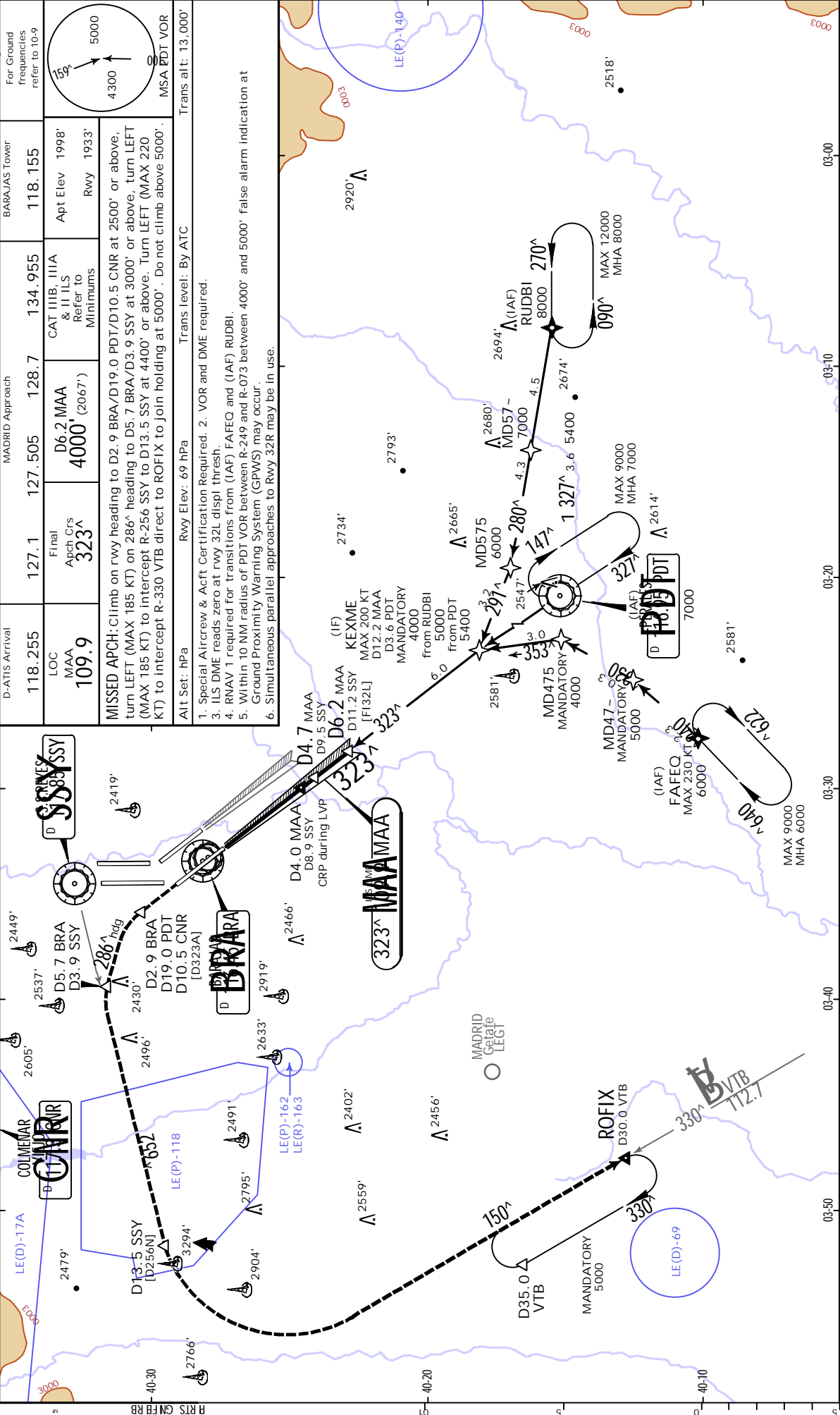
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Substitute fix distance.

JEPPESEN 2005, 2023. ALL RIGHTS RESERVED.

LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN
MADRID, SPAIN
CAT II/III ILS Z Rwy 32L
(11-7A)



D-ATIS Arrival		MADRID Approach		BARAJAS Tower		For Ground frequencies refer to 10-9	
118.255	127.1	127.505	128.7	134.955	118.155		
LOC MAA 109.9	Final Appch Crs 323°	D6.2 MAA 4000' (2067')	CAT IIIB, IIHA & II ILS Refer to Minimums	Apt Elev 1998' Rwy 1933'			
<p>MISSED APCH: Climb on rwy heading to D2.9 BRA/D19.0 PDT/D10.5 CNR at 2500' or above, turn LEFT (MAX 185 KT) on 286° heading to D5.7 BRA/D3.9 SSSY at 3000' or above, turn LEFT (MAX 185 KT) to intercept R-256 SSSY to D13.5 SSSY at 4400' or above. Turn LEFT (MAX 220 KT) to intercept R-330 VTB direct to ROFIX to join holding at 5000'. Do not climb above 5000'.</p> <p>Alt Set: hPa Rwy Elev: 69 hPa Trans level: By ATC</p> <p>1. Special Aircrew & Acft Certification Required. 2. VOR and DME required. 3. ILS DME reads zero at rwy 32L displ thrsh. 4. RNAV 1 required for transitions from (IAF) FAFEO and (IAF) RUDBI 5. Within 10 NM radius of PDT VOR between R-249 and R-073 between 4000' and 5000' false alarm indication at Ground Proximity Warning System (GPWS) may occur. 6. Simultaneous parallel approaches to Rwy 32R may be in use.</p>							
<p>RA 161° DA(H) 2081' (148') RA 180° DA(H) 2098' (165') RA 195° DA(H) 2110' (177') RA 211° DA(H) 2124' (191')</p>							
CAT IIIA ILS		CAT II ILS		CAT II ILS		R450m	
DH 50'		R200m		R75m			

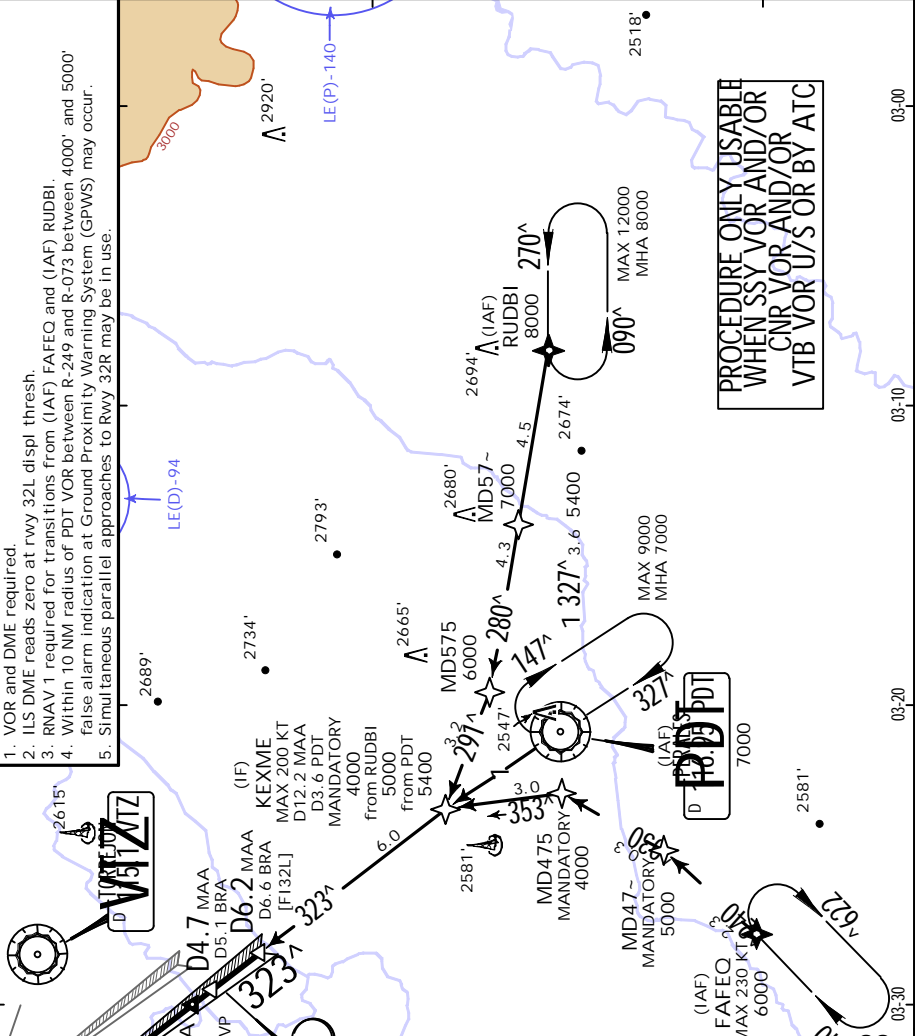
D-ATIS Arrival		MADRID Approach		BARAJAS Tower		For Ground frequencies refer to 10-9	
118.255	127.1	127.505	128.7	134.955	118.155		
LOC MAA 109.9	Final Appch Crs 323°	D6.2 MAA 4000' (2067')	CAT IIIB, IIHA & II ILS Refer to Minimums	Apt Elev 1998' Rwy 1933'			
<p>MISSED APCH: Climb on rwy heading to D2.9 BRA/D19.0 PDT/D10.5 CNR at 2500' or above, turn LEFT (MAX 185 KT) on 286° heading to D5.7 BRA/D3.9 SSSY at 3000' or above, turn LEFT (MAX 185 KT) to intercept R-256 SSSY to D13.5 SSSY at 4400' or above. Turn LEFT (MAX 220 KT) to intercept R-330 VTB direct to ROFIX to join holding at 5000'. Do not climb above 5000'.</p> <p>Alt Set: hPa Rwy Elev: 69 hPa Trans level: By ATC</p> <p>1. Special Aircrew & Acft Certification Required. 2. VOR and DME required. 3. ILS DME reads zero at rwy 32L displ thrsh. 4. RNAV 1 required for transitions from (IAF) FAFEO and (IAF) RUDBI 5. Within 10 NM radius of PDT VOR between R-249 and R-073 between 4000' and 5000' false alarm indication at Ground Proximity Warning System (GPWS) may occur. 6. Simultaneous parallel approaches to Rwy 32R may be in use.</p>							
<p>RA 161° DA(H) 2081' (148') RA 180° DA(H) 2098' (165') RA 195° DA(H) 2110' (177') RA 211° DA(H) 2124' (191')</p>							
CAT IIIA ILS		CAT II ILS		CAT II ILS		R450m	
DH 50'		R200m		R75m			

LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

MADRID, SPAIN
ILS W Rwy 32L

JEPPESEN
17 FEB 23
Eff. 23.Feb. (1-8)

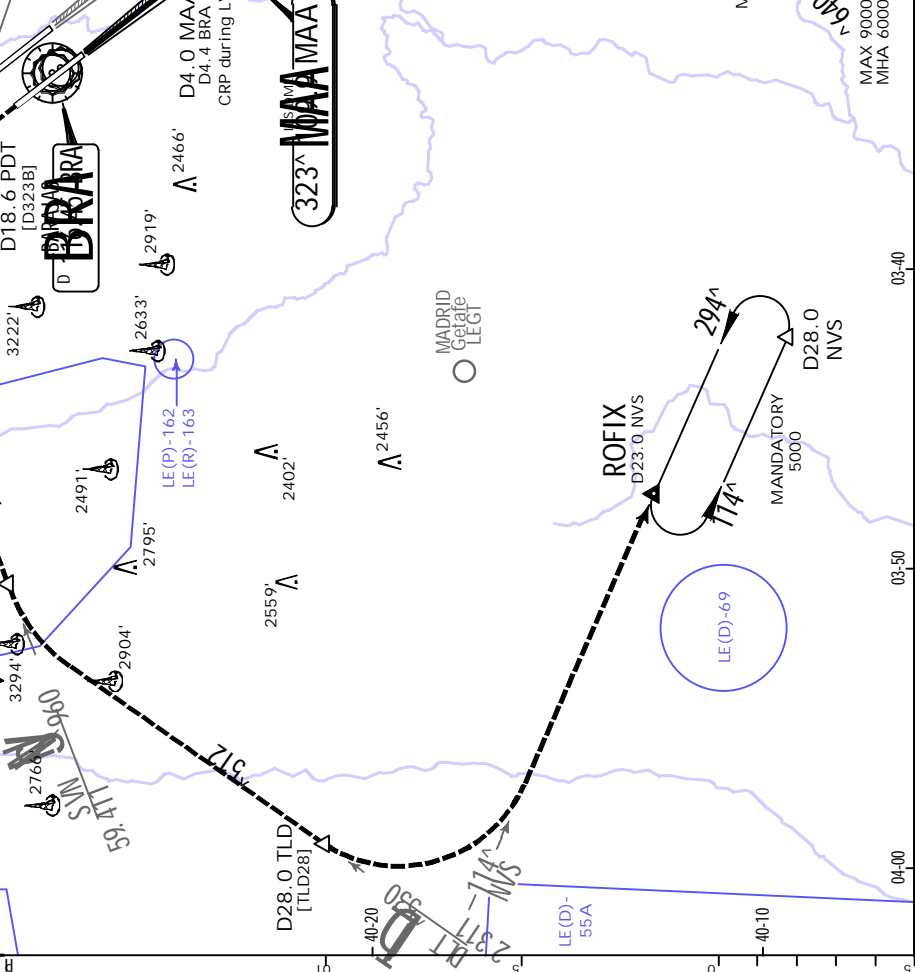
D-ATIS Arrival		MADRID Approach		BARAJAS Tower		For Ground frequencies refer to 10-9	
118.255	127.1	127.505	128.7	134.955	118.155	118.155	
LOC MAA 109.9	Final Appch Crs 323 ^Δ	D6.2 MAA 4000' (2067')	DA(H) Refer to Minimums		Apt Elev 1998'	Rwy 1933'	
<p>MISSED APCH: Climb on rwy heading to D2.5 BRA/D18.6 PDT at 2400' or above, turn LEFT (MAX 185 KT) to intercept R-290 VTZ to D9.2 VTZ at 3000' or above, turn LEFT (MAX 185 KT) to intercept R-069 NVS to D20.0 NVS, turn LEFT (MAX 220 KT) to intercept R-035 TLD to D28.0 TLD, turn LEFT to intercept R-114 NVS direct to ROFIX to join holding at 5000'. Do not climb above 5000'.</p>							
<p>Ait Set: hPa Rwy Elev: 69 hPa Trans level: By ATC</p>							



STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
ILS			
A: 2183' (250')		Max Kts	
B: 2195' (262')		100	
C: 2203' (270')		135	
D: 2214' (281')		180	
		205	
Mandatory Altitude		Mandatory Altitude	
1 R550m		R1300m	
1 R600m		R1600m	
1 R650m		R1400m	
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.			

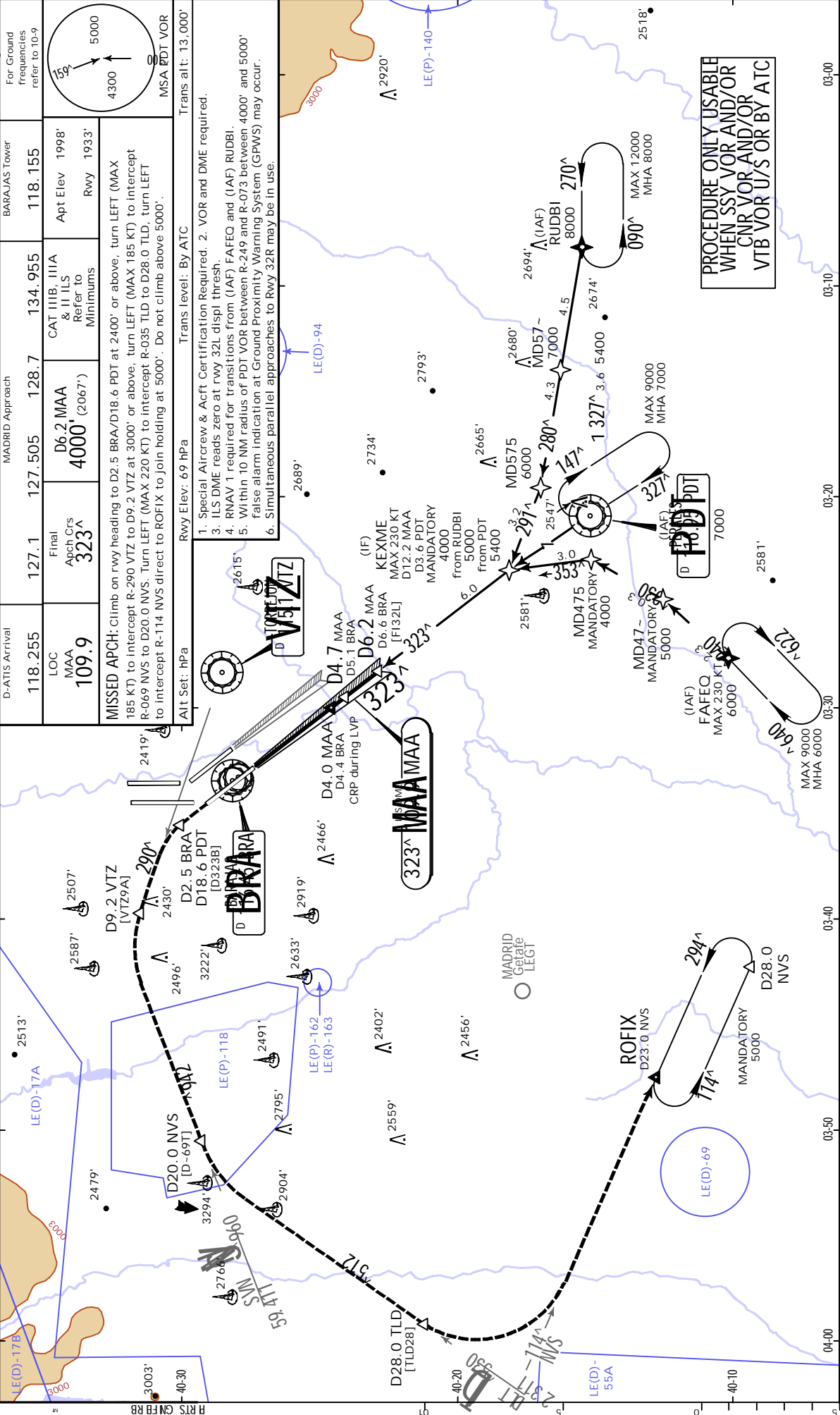
LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

D-ATIS Arrival		MADRID Approach		BARAJAS Tower		For Ground frequencies refer to 10-9	
118.255	127.1	127.505	128.7	134.955	118.155	118.155	
LOC MAA 109.9	Final Appch Crs 323 ^Δ	D6.2 MAA 4000' (2067')	DA(H) Refer to Minimums		Apt Elev 1998'	Rwy 1933'	
<p>MISSED APCH: Climb on rwy heading to D2.5 BRA/D18.6 PDT at 2400' or above, turn LEFT (MAX 185 KT) to intercept R-290 VTZ to D9.2 VTZ at 3000' or above, turn LEFT (MAX 185 KT) to intercept R-069 NVS to D20.0 NVS, turn LEFT (MAX 220 KT) to intercept R-035 TLD to D28.0 TLD, turn LEFT to intercept R-114 NVS direct to ROFIX to join holding at 5000'. Do not climb above 5000'.</p>							
<p>Ait Set: hPa Rwy Elev: 69 hPa Trans level: By ATC</p>							



STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
ILS			
A: 2183' (250')		Max Kts	
B: 2195' (262')		100	
C: 2203' (270')		135	
D: 2214' (281')		180	
		205	
Mandatory Altitude		Mandatory Altitude	
1 R550m		R1300m	
1 R600m		R1600m	
1 R650m		R1400m	
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.			

LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS
MADRID, SPAIN
CAT II/III ILS W Rwy 32L
JEPESEN
(11-8A) CAT II/III ILS W Rwy 32L



D-ATIS Arrival		MADRID Approach		BARAJAS Tower		For Ground frequencies refer to 10-9	
118.255	127.1	127.505	128.7	134.955	118.155	118.155	
LOC MAA	Final Appch Crs	D6.2 MAA	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev	1998'	1998'	
109.9	323°	4000'	(2067')	Rwy	1933'	1933'	
<p>MISSED APCH: Climb on rwy heading to D2.5 BRA/D18.6 PDT at 2400' or above, turn LEFT (MAX 185 KT) to intercept R-290 VTB to D9.2 VTB at 3000' or above, turn LEFT (MAX 185 KT) to intercept R-069 NVS to D20.0 NVS, turn LEFT (MAX 220 KT) to intercept R-035 TLD to D28.0 TLD, turn LEFT to intercept R-114 NVS direct to ROFIX to join holding at 5000'. Do not climb above 5000'.</p> <p>Alt Set: hPa Rwy Elev: 69 hPa Trans level: By ATC</p> <p>1. Special Aircrew & Acft Certification Required. 2. VOR and DME required. 3. ILS DME reads zero at rwy 32L displ thresh. 4. RNAV 1 required for transitions from (IAF) FAFEO and (IAF) RUDBI. 5. Within 10 NM radius of PDT VOR between R-249 and R-073 between 4000' and 5000' false alarm indication at Ground Proximity Warning System (GPWS) may occur. 6. Simultaneous parallel approaches to Rwy 32R may be in use.</p>							

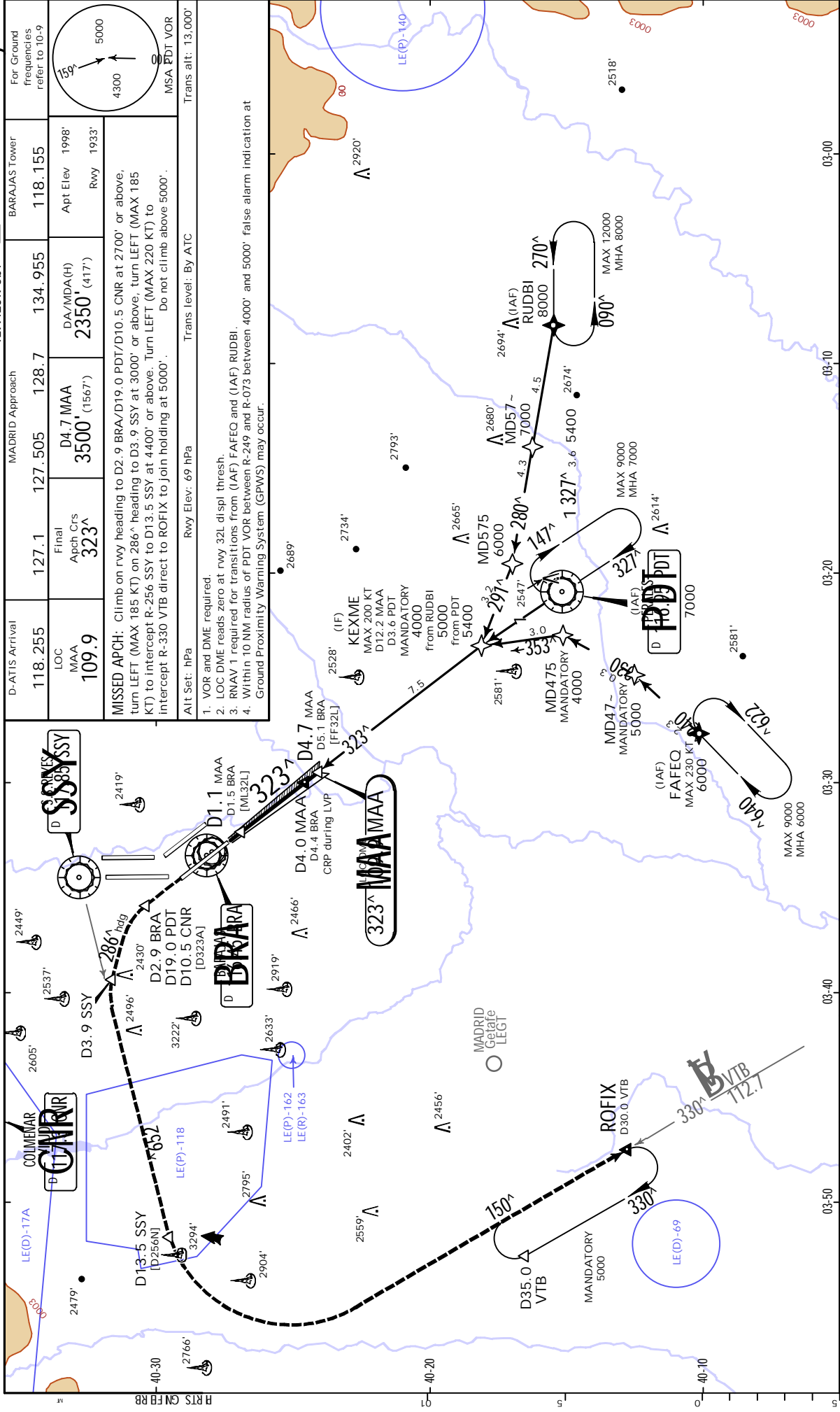
D-ATIS Arrival		MADRID Approach		BARAJAS Tower		For Ground frequencies refer to 10-9	
118.255	127.1	127.505	128.7	134.955	118.155	118.155	
LOC MAA	Final Appch Crs	D6.2 MAA	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev	1998'	1998'	
109.9	323°	4000'	(2067')	Rwy	1933'	1933'	
<p>MISSED APCH: Climb on rwy heading to D2.5 BRA/D18.6 PDT at 2400' or above, turn LEFT (MAX 185 KT) to intercept R-290 VTB to D9.2 VTB at 3000' or above, turn LEFT (MAX 185 KT) to intercept R-069 NVS to D20.0 NVS, turn LEFT (MAX 220 KT) to intercept R-035 TLD to D28.0 TLD, turn LEFT to intercept R-114 NVS direct to ROFIX to join holding at 5000'. Do not climb above 5000'.</p> <p>Alt Set: hPa Rwy Elev: 69 hPa Trans level: By ATC</p> <p>1. Special Aircrew & Acft Certification Required. 2. VOR and DME required. 3. ILS DME reads zero at rwy 32L displ thresh. 4. RNAV 1 required for transitions from (IAF) FAFEO and (IAF) RUDBI. 5. Within 10 NM radius of PDT VOR between R-249 and R-073 between 4000' and 5000' false alarm indication at Ground Proximity Warning System (GPWS) may occur. 6. Simultaneous parallel approaches to Rwy 32R may be in use.</p>							

D-ATIS Arrival		MADRID Approach		BARAJAS Tower		For Ground frequencies refer to 10-9	
118.255	127.1	127.505	128.7	134.955	118.155	118.155	
LOC MAA	Final Appch Crs	D6.2 MAA	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev	1998'	1998'	
109.9	323°	4000'	(2067')	Rwy	1933'	1933'	
<p>MISSED APCH: Climb on rwy heading to D2.5 BRA/D18.6 PDT at 2400' or above, turn LEFT (MAX 185 KT) to intercept R-290 VTB to D9.2 VTB at 3000' or above, turn LEFT (MAX 185 KT) to intercept R-069 NVS to D20.0 NVS, turn LEFT (MAX 220 KT) to intercept R-035 TLD to D28.0 TLD, turn LEFT to intercept R-114 NVS direct to ROFIX to join holding at 5000'. Do not climb above 5000'.</p> <p>Alt Set: hPa Rwy Elev: 69 hPa Trans level: By ATC</p> <p>1. Special Aircrew & Acft Certification Required. 2. VOR and DME required. 3. ILS DME reads zero at rwy 32L displ thresh. 4. RNAV 1 required for transitions from (IAF) FAFEO and (IAF) RUDBI. 5. Within 10 NM radius of PDT VOR between R-249 and R-073 between 4000' and 5000' false alarm indication at Ground Proximity Warning System (GPWS) may occur. 6. Simultaneous parallel approaches to Rwy 32R may be in use.</p>							

D-ATIS Arrival		MADRID Approach		BARAJAS Tower		For Ground frequencies refer to 10-9	
118.255	127.1	127.505	128.7	134.955	118.155	118.155	
LOC MAA	Final Appch Crs	D6.2 MAA	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev	1998'	1998'	
109.9	323°	4000'	(2067')	Rwy	1933'	1933'	
<p>MISSED APCH: Climb on rwy heading to D2.5 BRA/D18.6 PDT at 2400' or above, turn LEFT (MAX 185 KT) to intercept R-290 VTB to D9.2 VTB at 3000' or above, turn LEFT (MAX 185 KT) to intercept R-069 NVS to D20.0 NVS, turn LEFT (MAX 220 KT) to intercept R-035 TLD to D28.0 TLD, turn LEFT to intercept R-114 NVS direct to ROFIX to join holding at 5000'. Do not climb above 5000'.</p> <p>Alt Set: hPa Rwy Elev: 69 hPa Trans level: By ATC</p> <p>1. Special Aircrew & Acft Certification Required. 2. VOR and DME required. 3. ILS DME reads zero at rwy 32L displ thresh. 4. RNAV 1 required for transitions from (IAF) FAFEO and (IAF) RUDBI. 5. Within 10 NM radius of PDT VOR between R-249 and R-073 between 4000' and 5000' false alarm indication at Ground Proximity Warning System (GPWS) may occur. 6. Simultaneous parallel approaches to Rwy 32R may be in use.</p>							

D-ATIS Arrival		MADRID Approach		BARAJAS Tower		For Ground frequencies refer to 10-9	
118.255	127.1	127.505	128.7	134.955	118.155	118.155	
LOC MAA	Final Appch Crs	D6.2 MAA	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev	1998'	1998'	
109.9	323°	4000'	(2067')	Rwy	1933'	1933'	
<p>MISSED APCH: Climb on rwy heading to D2.5 BRA/D18.6 PDT at 2400' or above, turn LEFT (MAX 185 KT) to intercept R-290 VTB to D9.2 VTB at 3000' or above, turn LEFT (MAX 185 KT) to intercept R-069 NVS to D20.0 NVS, turn LEFT (MAX 220 KT) to intercept R-035 TLD to D28.0 TLD, turn LEFT to intercept R-114 NVS direct to ROFIX to join holding at 5000'. Do not climb above 5000'.</p> <p>Alt Set: hPa Rwy Elev: 69 hPa Trans level: By ATC</p> <p>1. Special Aircrew & Acft Certification Required. 2. VOR and DME required. 3. ILS DME reads zero at rwy 32L displ thresh. 4. RNAV 1 required for transitions from (IAF) FAFEO and (IAF) RUDBI. 5. Within 10 NM radius of PDT VOR between R-249 and R-073 between 4000' and 5000' false alarm indication at Ground Proximity Warning System (GPWS) may occur. 6. Simultaneous parallel approaches to Rwy 32R may be in use.</p>							

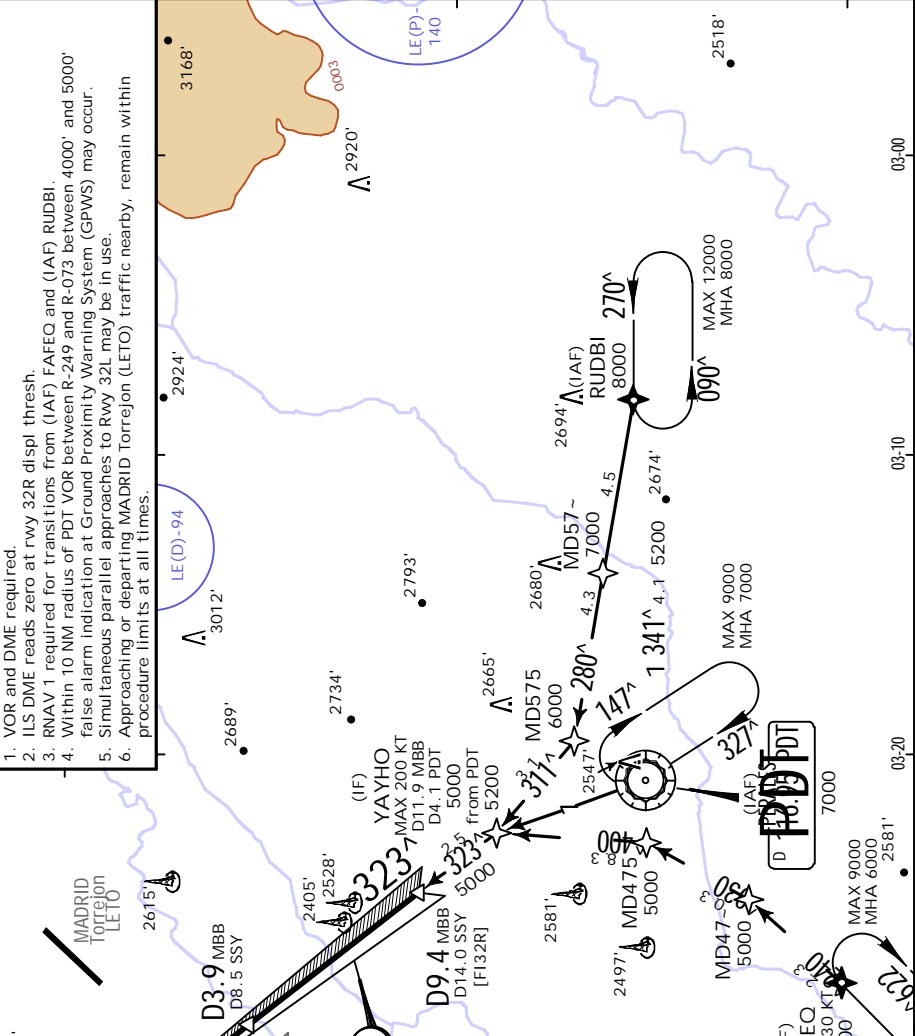
D-ATIS Arrival		MADRID Approach		BARAJAS Tower		For Ground frequencies refer to 10-9	
118.255	127.1	127.505	128.7	134.955	118.155	118.155	
LOC MAA	Final Appch Crs	D6.2 MAA	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev	1998'	1998'	
109.9	323°	4000'	(2067')	Rwy	1933'	1933'	
<p>MISSED APCH: Climb on rwy heading to D2.5 BRA/D18.6 PDT at 2400' or above, turn LEFT (MAX 185 KT) to intercept R-290 VTB to D9.2 VTB at 3000' or above, turn LEFT (MAX 185 KT) to intercept R-069 NVS to D20.0 NVS, turn LEFT (MAX 220 KT) to intercept R-035 TLD to D28.0 TLD, turn LEFT to intercept R-114 NVS direct to ROFIX to join holding at 5000'. Do not climb above 5000'.</p> <p>Alt Set: hPa Rwy Elev: 69 hPa Trans level: By ATC</p> <p>1. Special Aircrew & Acft Certification Required. 2. VOR and DME required. 3. ILS DME reads zero at rwy 32L displ thresh. 4. RNAV 1 required for transitions from (IAF) FAFEO and (IAF) RUDBI. 5. Within 10 NM radius of PDT VOR between R-249 and R-073 between 4000' and 5000' false alarm indication at Ground Proximity Warning System (GPWS) may occur. 6. Simultaneous parallel approaches to Rwy 32R may be in use.</p>							



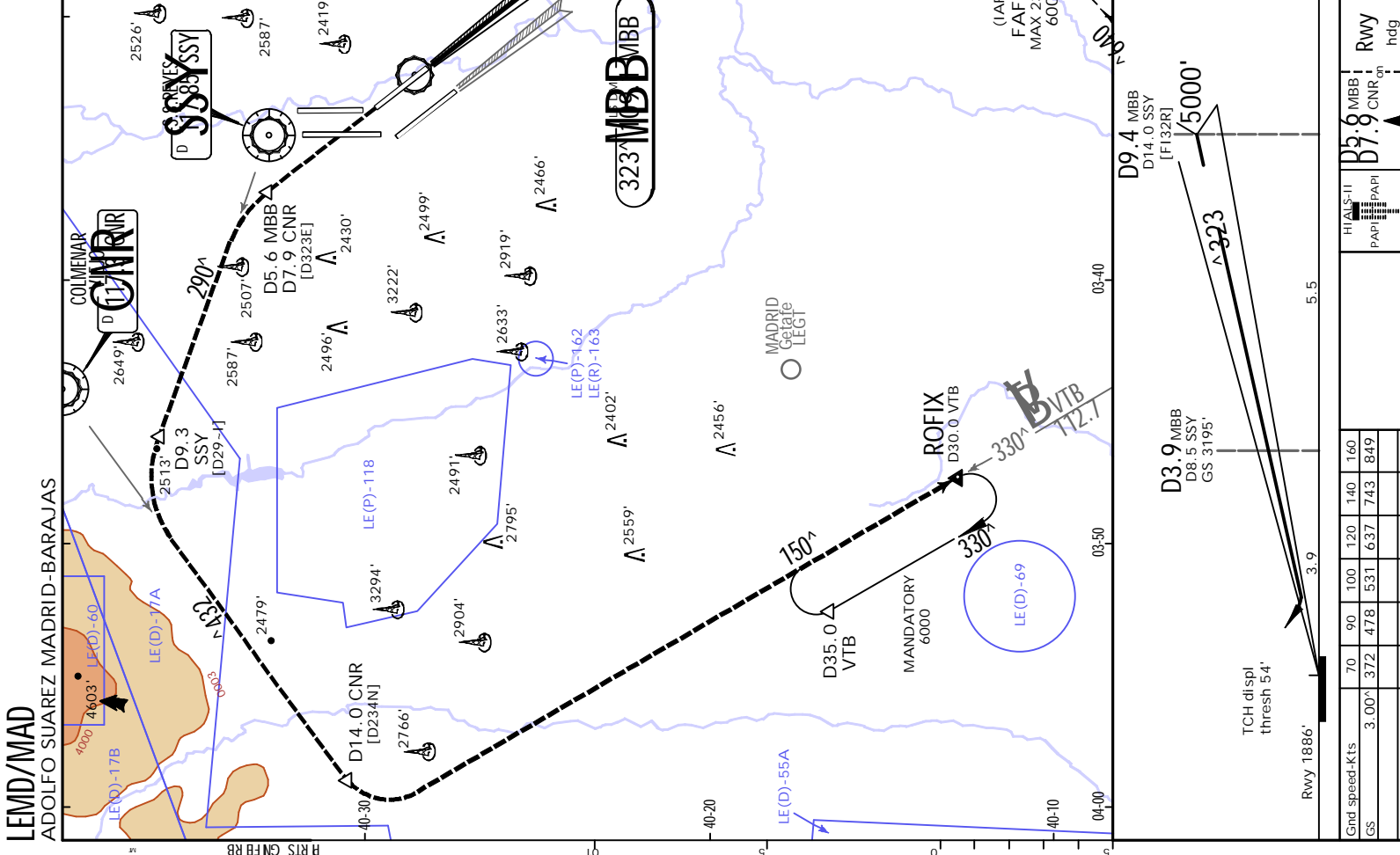
D-ATIS Arrival		MADRID Approach		BARAJAS Tower		For Ground frequencies refer to 10-9	
118.255	127.1	127.505	128.7	134.955	118.155		
LOC MAA 109.9	Final Appch Crs 323 [^]	DA/MDA(H) 3500' (1567')	D4.7 MAA 3500' (1567')	DA/MDA(H) 2350' (417')	Apt Elev 1998'	Rwy 1933'	
MISSED APCH: Climb on rwy heading to D2.9 BRA/D19.0 PDT/D10.5 CNR at 2700' or above, turn LEFT (MAX 185 KT) on 286 [^] heading to D3.9 SSY at 3000' or above, turn LEFT (MAX 185 KT) to intercept R-256 SSY to D13.5 SSY at 4400' or above. Turn LEFT (MAX 220 KT) to Intercept R-330 VTB direct to ROFUX to join holding at 5000'. Do not climb above 5000'.							
Alt Set: hPa		Rwy Elev: 69 hPa		Trans level: By ATC			
1. VOR and DME required.		2. LOC DME reads zero at rwy 32L displ thrsh.					
3. RNAV 1 required for transitions from (IAF) FAFEO and (IAF) RUDBI.		4. Within 10 NM radius of PDT VOR between R-249 and R-073 between 4000' and 5000' false alarm indication at Ground Proximity Warning System (GPWS) may occur.					
03-30		03-20		03-00		CIRCLE-TO-LAND	
D4.7 MAA D5.1 BRA [FF32L]		1 DA/MDA(H) 2350' (417')		ALS out		Max Kts	
3500'		R1500m		R1900m		100 2720' (722')	
		R1200m				135 2860' (862')	
						180 3280' (1282')	
						205 3620' (1622')	
1. VNAV DA(H) in lieu of MDA(H) depends on operator policy.							

LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS
MADRID, SPAIN
LS Z Rwy 32R
JEPPESEN
 17 FEB 23
 Eff. 23.Feb. (11-10)
BARAJAS Tower

D-ATIS Arrival		MADRID Approach		BARAJAS Tower		For Ground frequencies refer to 10-9	
118.255	127.1	127.505	128.7	134.955	118.980		
LOC MBB 109.1	Final Appch Crs 323°	D9.4 MBB 5000' (3114')	DA(H) Refer to Minimums	Apt Elev 1998' Rwy 1886'			
MISSED APCH: Climb on rwy heading to D5.6 MBB/D7.9 CNR, turn LEFT (MAX 185 KT) to intercept R-290 SSY at 4000' or above. Turn LEFT (MAX 220 KT) to intercept R-234 CNR to D14.0 CNR at 6000', turn LEFT (MAX 220 KT) to intercept R-330 VTB direct to ROFIX to join holding at 6000'. Do not climb above 6000'.							
Alt Set: hPa Rwy Elev: 67 hPa Trans level: By ATC MSA PDT VOR Trans alt: 13,000'							



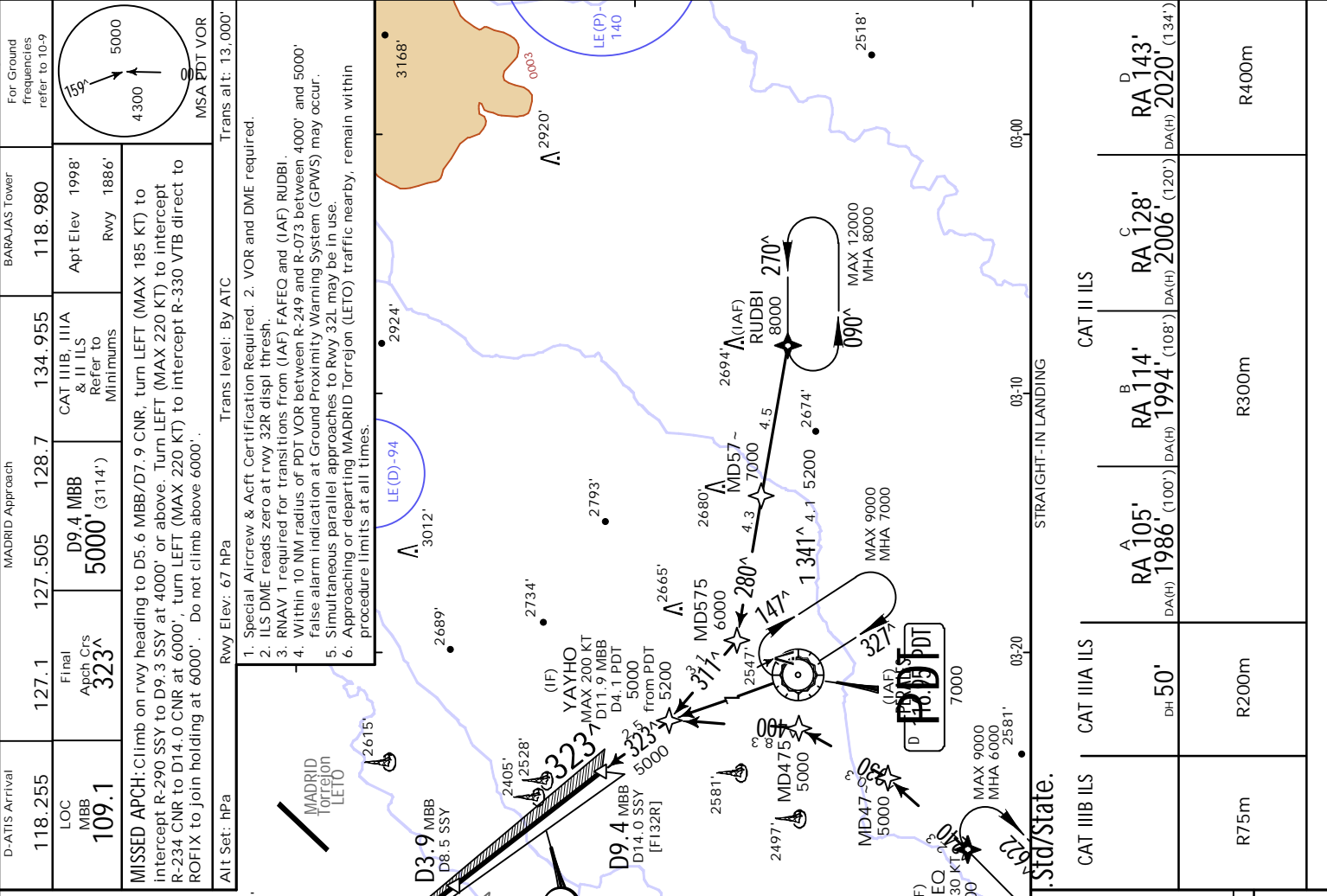
CIRCLE-TO-LAND		STRAIGHT-IN LANDING		ILS	
		1 R550m		R1200m	
FULL		TDZ or Cl-out		ALS out	
A		AB: 2086' (200')		DA(H) C: 2094' (208')	
B		D: 2105' (219')			
C					
D					
Max Kts		MDA(H)			
100		2720' (722')		V1500m	
135		2860' (862')		V1600m	
180		3280' (1282')		V2400m	
205		3620' (1622')		V3600m	
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.					



CHANGES: Chart format, procedure, new AOM format.
 JEPPESEN 2005, 2023. ALL RIGHTS RESERVED.

LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN
MADRID, SPAIN
CAT II/III ILS Z Rwy 32R
(11-10AA)

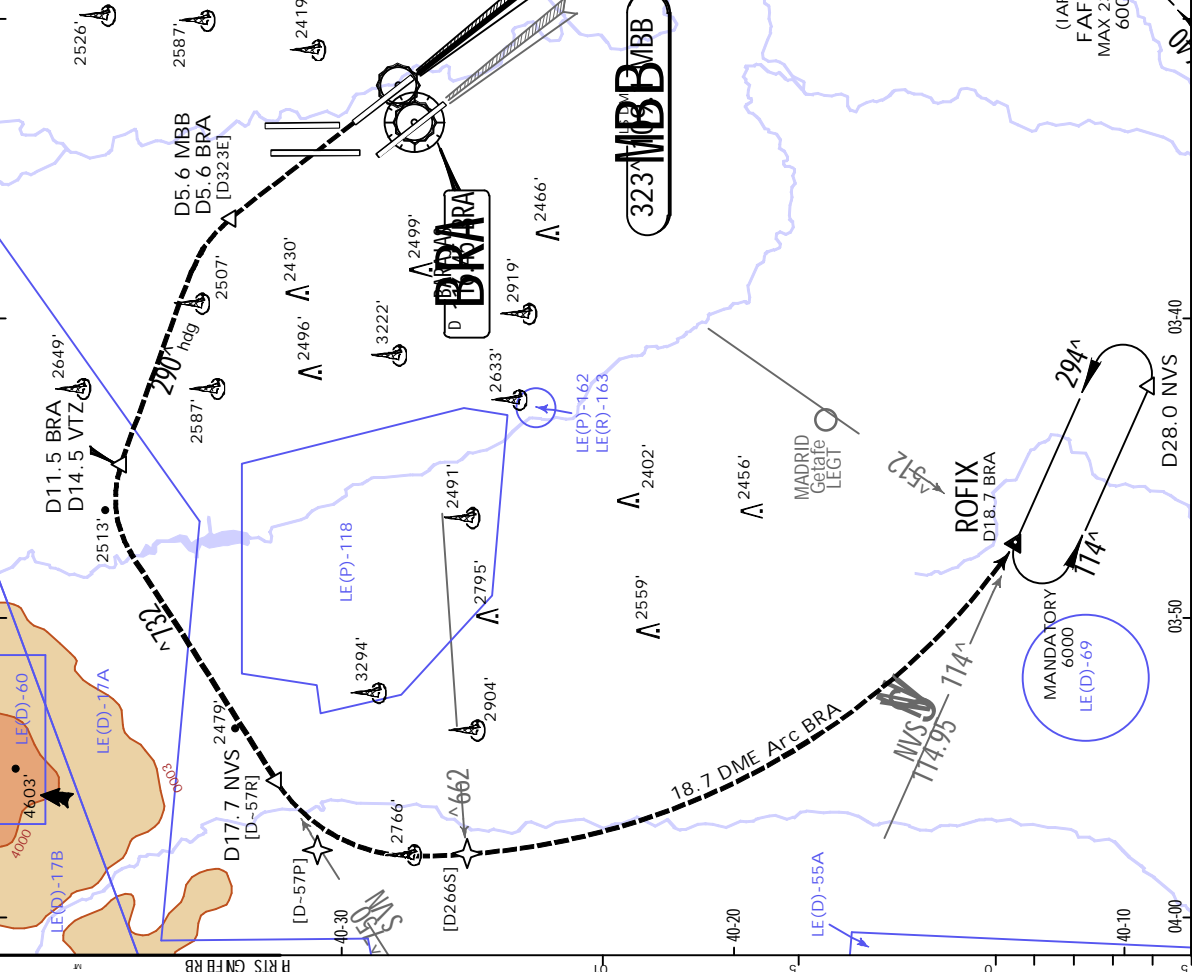
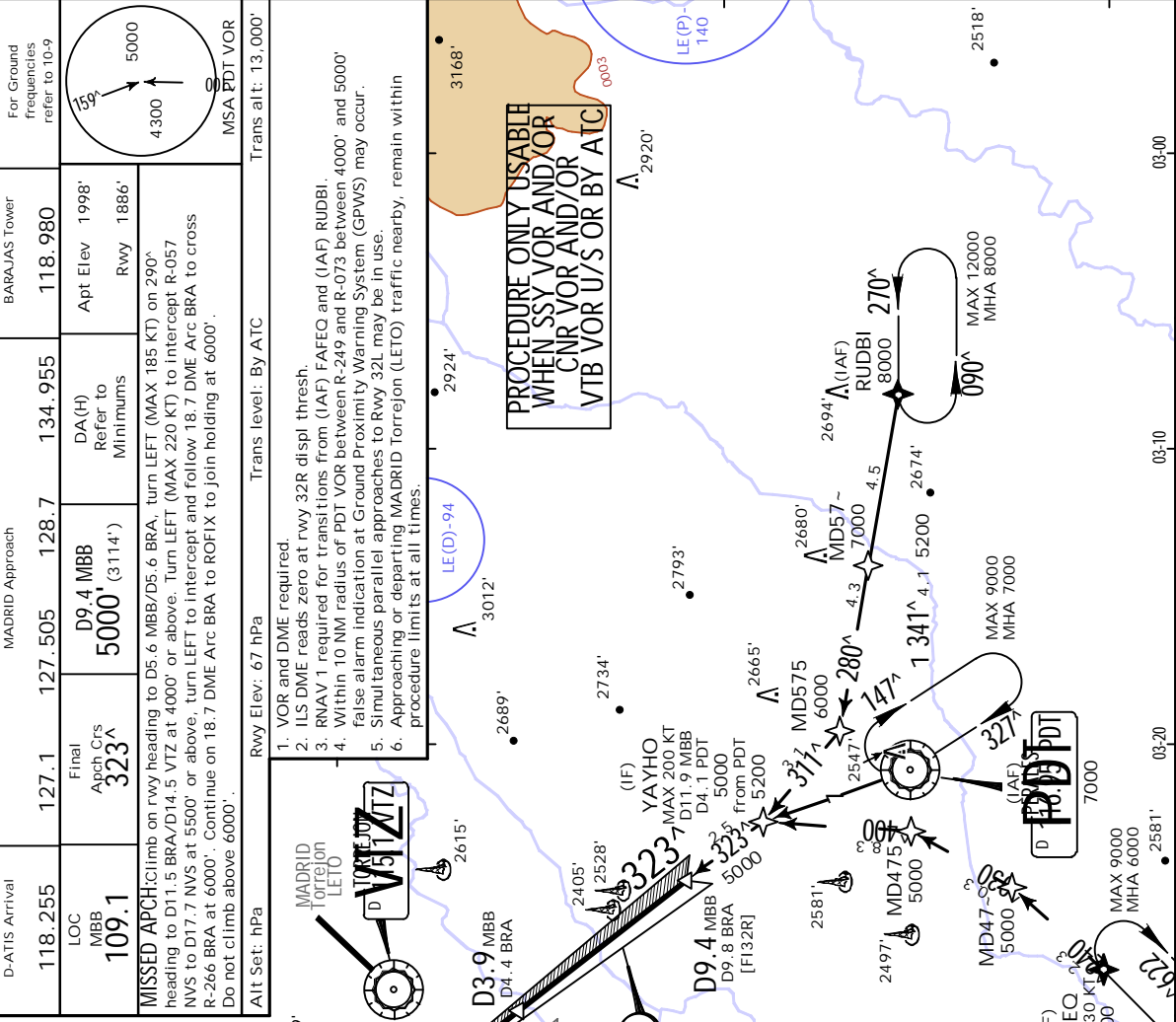


D-ATIS Arrival		MADRID Approach		BARAJAS Tower	
118.255	127.1	127.505	128.7	134.955	118.980
LOC MBB	Final Apch Crs	D9.4 MBB	CAT III B, III A & II ILS Refer to Minimums	CAT III B, III A & II ILS Refer to Minimums	Apt Elev 1998' Rwy 1886'
109.1	323°	5000' (3114')			
<p>MISSD APCH: Climb on rwy heading to D5.6 MBB/D7.9 CNR, turn LEFT (MAX 185 KT) to intercept R-290 S5Y at 4000' or above. Turn LEFT (MAX 220 KT) to intercept R-234 CNR at D14.0 CNR at 6000', turn LEFT (MAX 220 KT) to intercept R-330 VTB direct to ROFIX to join holding at 6000'. Do not climb above 6000'.</p> <p>Air Set: hPa Rwy Elev: 67 hPa Trans Level: By ATC Rms alt: 13,000'</p> <p>1. Special Aircrew & Acft Certification Required. 2. VOR and DME required. 3. ILS DME reads zero at rwy 32R displ thresh. 4. RNAV 1 required for transitions from (IAF) FAFEO and (IAF) RUDBI. 5. Within 10 NM radius of PDT VOR between R-249 and R-073 between 4000' and 5000' false alarm indication at Ground Proximity Warning System (GPWS) may occur. 6. Simultaneous parallel approaches to Rwy 32L may be in use. 7. Approaching or departing MADRID Torrejon (LETO) traffic nearby, remain within procedure limits at all times.</p>					
<p>CAT III A ILS RA 105° DA(H) 1986' (100')</p>			<p>CAT II ILS RA 114° DA(H) 1994' (108')</p>		
<p>CAT III B ILS DH 50'</p>			<p>CAT III C ILS RA 128° DA(H) 2006' (120')</p>		
<p>R75m</p>			<p>R300m</p>		
<p>R200m</p>			<p>R400m</p>		

JEPPESEN
17 FEB 23
Eff. 23.Feb. (11-11)

MADRID, SPAIN
LS W Rwy 32R

LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS



D-ATIS Arrival		MADRID Approach		BARAJAS Tower		For Ground frequencies refer to 10-9	
118.255	127.1	127.505	128.7	134.955	118.980		
LOC MBB	Final Apch Crs	D9.4 MBB	DA(H) Refer to Minimums	Apt Elev	1998'		
109.1	323°	5000' (3114')		Rwy	1886'		
<p>MISSED APCH: Climb on rwy heading to D5.6 MBB/D5.6 BRA, turn LEFT (MAX 185 KT) on 290° heading to D11.5 BRA/D14.5 VTZ at 4000' or above. Turn LEFT (MAX 220 KT) to intercept R-057 NVS to D17.7 NVS at 5500' or above, turn LEFT to intercept and follow 18.7 DME Arc BRA to cross R-266 BRA at 6000'. Continue on 18.7 DME Arc BRA to ROFIX to join holding at 6000'. Do not climb above 6000'.</p>							
Alt Set: hPa		Rwy Elev: 67 hPa		Trans level: By ATC		MSA PDT VOR	
						Trans alt: 13,000'	

STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND	
AB: 2086' (200')	DA(H) C: 2094' (208')	Max Kts	MDA(H)
D: 2105' (219')		100	2720' (722')
		135	2860' (862')
		180	3280' (1282')
		205	3620' (1622')

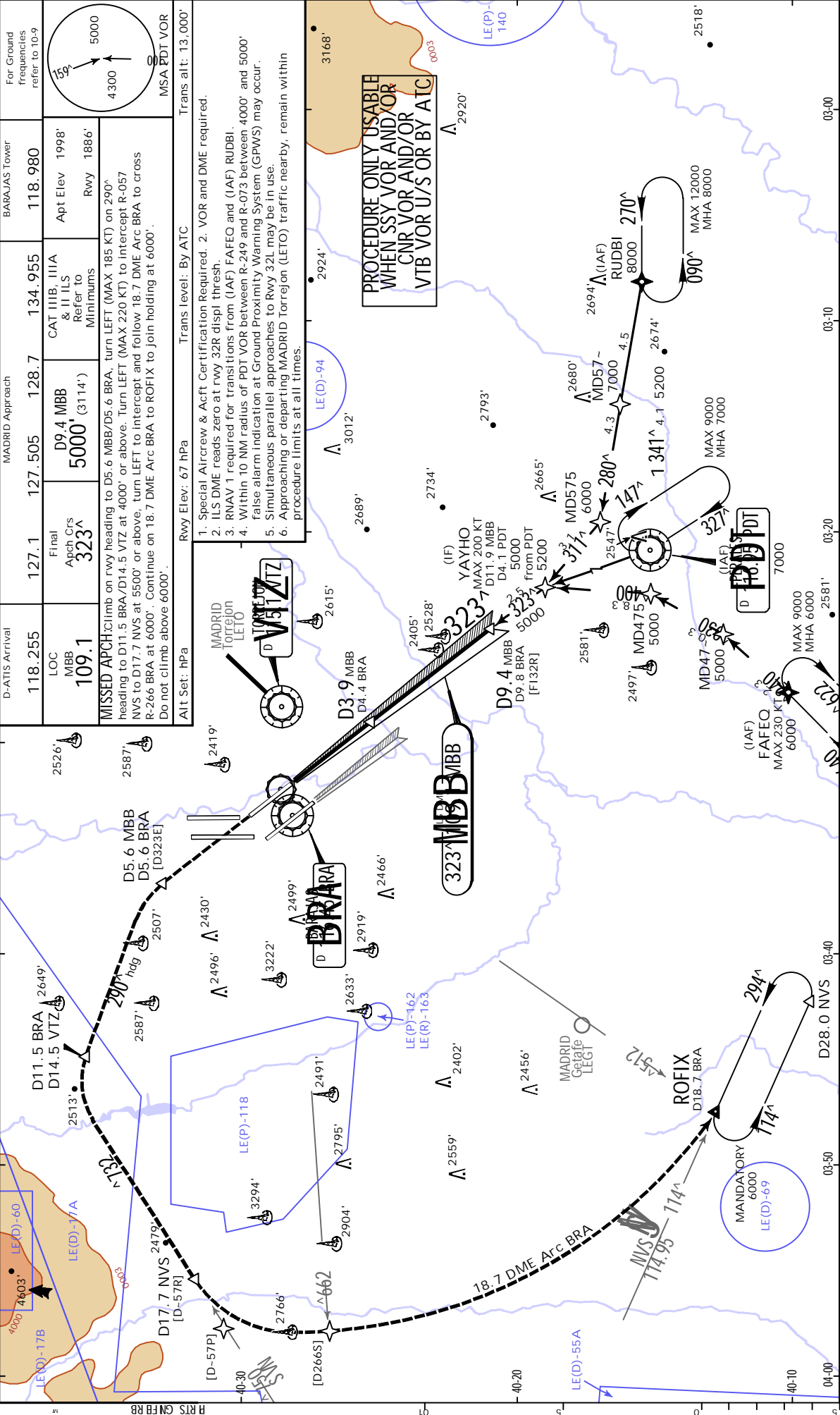
FULL		ALS out		R1200m	
A	R550m				
B					
C					
D					

Rwy		HIALS-II		PAPI		Rwy	
70	90	100	120	140	160	D5.6 MBB	
GS	3.00°	372	478	531	637	D5.6 BRA	hdg

1. R750m when a Flight Director or Autopilot or HUD to DA is not used.
 CHANGES: Chart format, procedure, new AOM format.
 JEPPESEN 2012, 2023. ALL RIGHTS RESERVED.

JEPPESEN
MADRID, SPAIN
(11-11A) CAT II/III ILS W Rwy 32R

LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS



D-ATIS Arrival		MADRID Approach		BARAJAS Tower	
118.255	127.1	127.505	128.7	134.955	118.980
LOC MBB	Final Appch Crs	D9.4 MBB	CAT IIIIB, IIIIA & II ILS Refer to Minimums	CAT IIIIB, IIIIA & II ILS Refer to Minimums	Apt Elev 1998' Rwy 1886'
109.1	323	5000' (3114')			

MISSED APCH: Climb on rwy heading to D5.6 MBB/D5.6 BRA, turn LEFT (MAX 185 KT) on 290° heading to D11.5 BRA/D14.5 VIZ at 4000' or above. Turn LEFT (MAX 220 KT) to intercept R-057 NVS to D17.7 NVS at 5500' or above, turn LEFT to intercept and follow 18.7 DME Arc BRA to cross R-266 BRA at 6000'. Continue on 18.7 DME Arc BRA to ROFIX to join holding at 6000'. Do not climb above 6000'.

Alt Set: hPa Rwy Elev: 67 hPa Trans Level: By ATC
 Rms alt: 13,000'

1. Special Aircrew & Acft Certification Required. 2. VOR and DME required.
 3. ILS DME reads zero at rwy 32R displ thrsh.
 4. RNAV 1 required for transitions from (IAF) FAFEO and (IAF) RUDBI.
 5. Within 10 NM radius of PDT VOR between R-249 and R-073 between 4000' and 5000' false alarm indication at Ground Proximity Warning System (GPWS) may occur.
 6. Simultaneous parallel approaches to Rwy 32L may be in use.
 7. Approaching or departing MADRID Torrejon (LETO) traffic nearby, remain within procedure limits at all times.

CAT III B ILS		CAT IIIA ILS		CAT II ILS	
R75m	DH 50'	RA 105° DA(H) 1986' (100')	RA 114° DA(H) 1994' (108')	RA 128° DA(H) 2006' (120')	RA 143° DA(H) 2020' (134')
R200m					
R300m					
R400m					

STRAIGHT-IN LANDING

Grnd speed Kts	70	90	100	120	140	160
GS	3.00'	3.72	4.78	5.31	6.37	7.43
						8.49

TCH displ thrsh 54'

Rwy 1886' 3.9 5.5

HIALS-II PAP PAPI

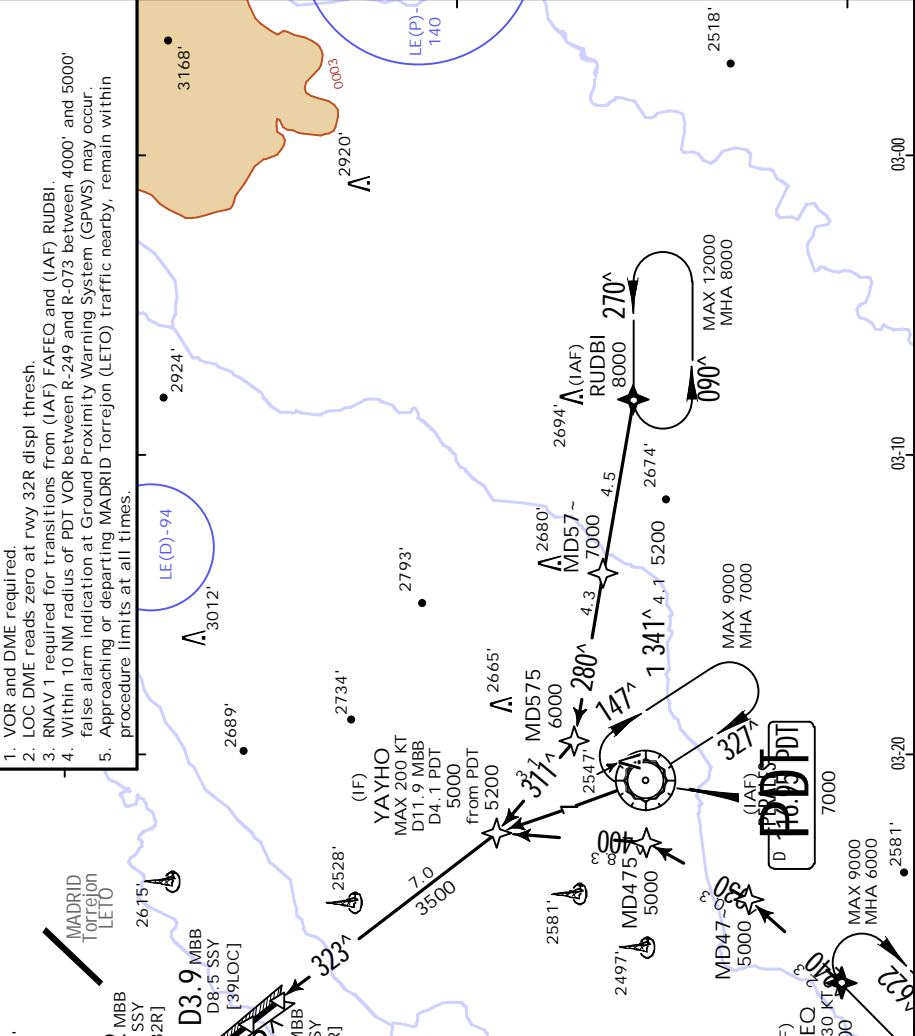
D5.6 MBB D5.6 BRA

LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

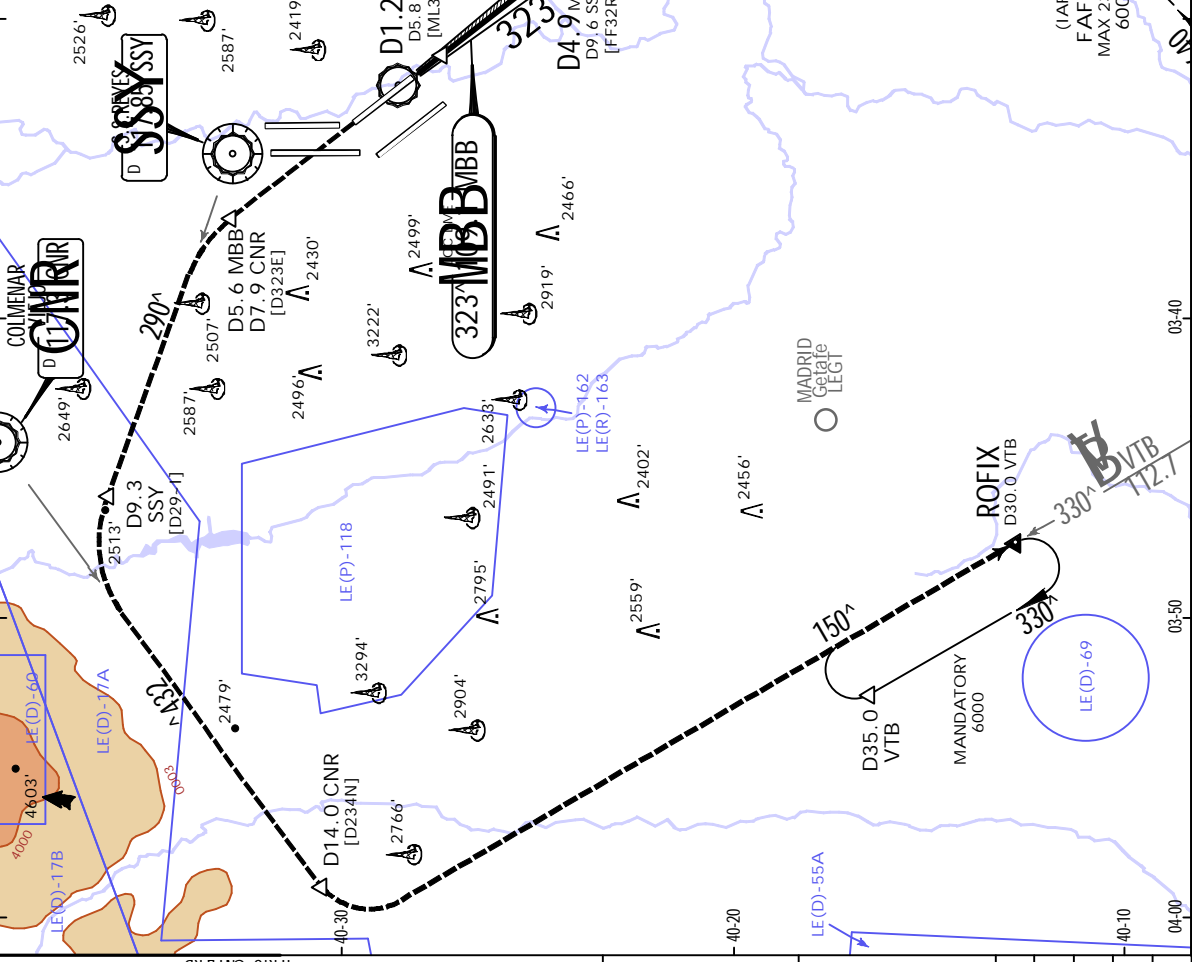
JEYPESEN
17 FEB 23
Eff. 23.Feb. (11-12)

MADRID, SPAIN
LOC Rwy 32R

D-ATIS Arrival		MADRID Approach		BARAJAS Tower	
118.255	127.1	127.505	128.7	134.955	118.980
LOC MBB	Final Apch Crs 323A	DA,9 MBB 3500' (1614')	DA/MDA(H) 2340' (454')	Apt Elev 1998'	Rwy 1886'
MISSED APCH: Climb on rwy heading to D5.6 MBB/D7.9 CNR, turn LEFT (MAX 185 KT) to intercept R-290 SSY at 4300' or above. Turn LEFT (MAX 220 KT) to intercept R-234 CNR to D14.0 CNR at 6000', turn LEFT (MAX 220 KT) to intercept R-330 VTB direct to ROFIX to join holding at 6000'. Do not climb above 6000'.					
Alt Set: hPa		Rwy Elev: 67 hPa		Trans level: BY ATC	
MSA PDT VOR		Trans alt: 13,000'			



STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
CDFA		CIRCLE-TO-LAND	
1 DA/MDA(H) 2340' (454')			
A	1500m	ALS-out	Max Kts
B	R1500m		100
C			135
D	R2100m		180
			205
1 R1400m		V1500m	
		V1600m	
		V2400m	
		V3600m	

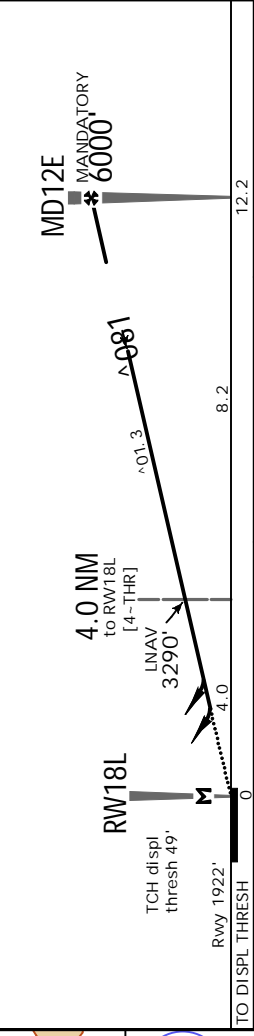


STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
CDFA		CIRCLE-TO-LAND	
1 DA/MDA(H) 2340' (454')			
A	1500m	ALS-out	Max Kts
B	R1500m		100
C			135
D	R2100m		180
			205
1 R1400m		V1500m	
		V1600m	
		V2400m	
		V3600m	

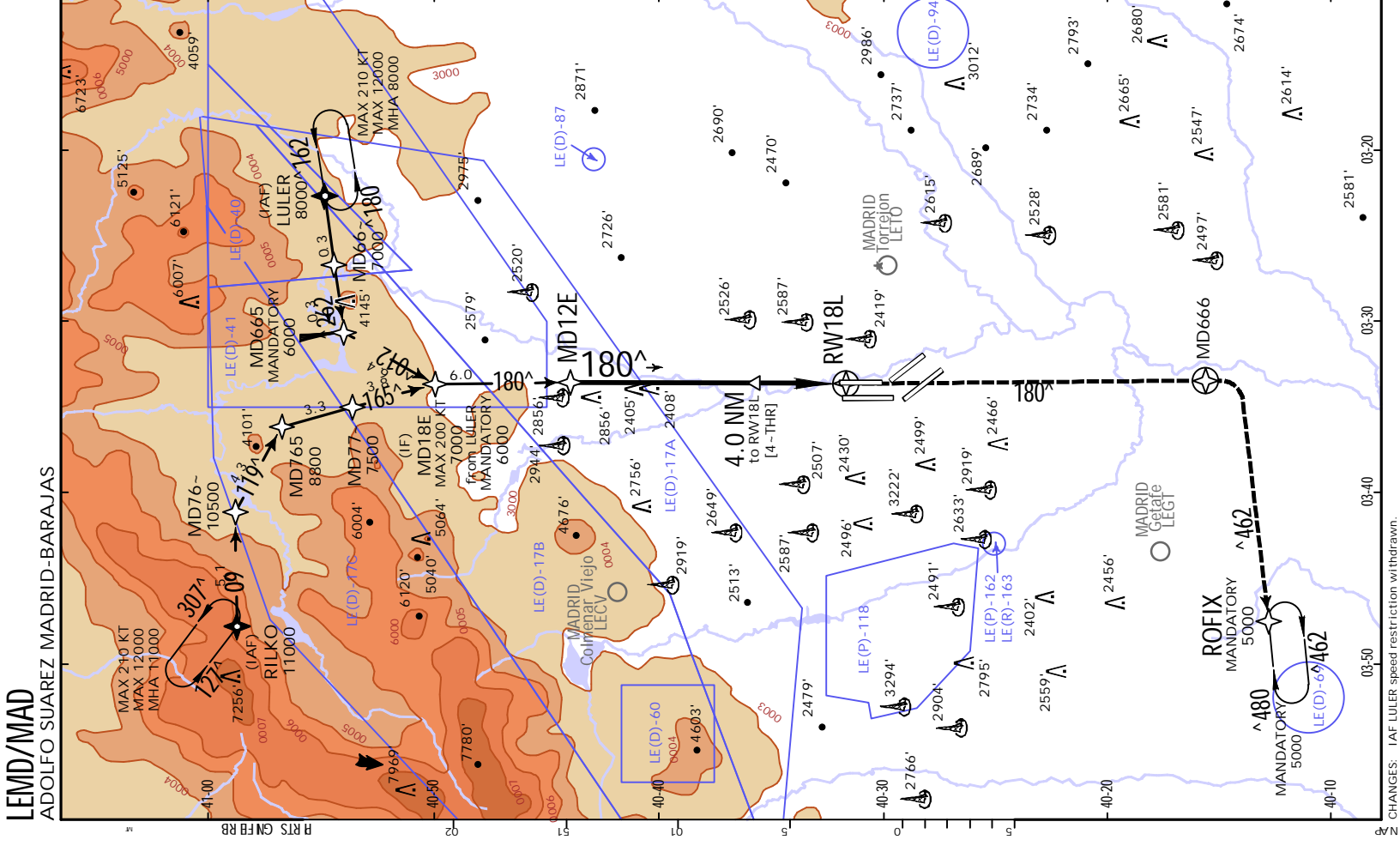
CHANGES: Chart format, procedure, new AOM format.
 MAP at D1.2 MBB/D5.8 SSY
 DESCENT ANGLE
 RWY HDG
 JEPPESEN 2005, 2023. ALL RIGHTS RESERVED.

D-ATIS Arrival		MADRID Approach				BARAJAS Tower		For Ground frequencies refer to 10-9	
118.255	127.1	127.505	128.7	134.955	118.680	118.680		10,000	
RNAV	Final Appch Crs 180°	MD12E MANDATORY 6000' (4078')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 1998' Rwy 1922'	MSA ARP				
<p>MISSED APCH: Climb on course 180° to MD666 at 5000' or below. Turn RIGHT on course 264° to ROFIX to join holding at 5000'. Do not climb above 5000'.</p> <p>Ait Set: hPa Rwy Elev: 68 hPa Trans level: By ATC</p> <p>RNP apch. RNP1 required for holdings over RILKO, LULER, ROFIX and segment RILKO - MD76 - MD765.</p> <p>1. Baro-VNAV: Not authorized below -15°C. VPA exceeds 3.5° above 45°C. 2. Separation of 1000' from LE(D)-17C not available for LULER holding and segment between MD765 and MD77-. 3. Report ATC if FMS function to intercept final approach heading after radar vectors is not available. 4. Only usable in single rwy approach mode.</p>									

DIST to RW18L	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0
ALTITUDE	2640'	2960'	3290'	3620'	3950'	4280'	4610'	4940'	5270'	5600'	5930'



TO DISPL THRESH		Rwy 1922'		12.2		HIALS-II PAPI		CIRCLE-TO-LAND	
Grnd Speed-Kts	70	90	100	120	140	160			
Glide Path Angle	3.10°	3.84	4.94	5.48	6.58	7.68	8.78		
MAP at RW18L		STRAIGHT-IN LANDING		LNAV/VNAV		LNAV		CDFA	
DA(H): 2372' (450')		ALS-out		1 DA/MDA(H) 2450' (528')		ALS-out		Max Kts	
D: 2382' (460')		R1500m		R1500m		R1500m		V1500m	
		R2100m		R1700m		R2400m		V1600m	
								V2400m	
								V3600m	



D-ATIS Arrival	118.255	127.1	127.505	128.7	134.955	118.080	BARAJAS Tower	For Ground frequencies refer to 10-9
RNAV		Final Apch Crs 180°	MD15W MANDATORY 7000' (5009')		LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 1998' Rwy 1991'		10,000 MSA ARP

MISSED APCH: Climb on course 180° to MD766. Turn RIGHT (MAX 220 KT) on course 210° to MD767 at 5000' or above, to MD768 at 6000', to MD769 at 6000'. Turn RIGHT to ROFIX at 6000' to join holding.
MACG MIN 4.5% (273'/NM) until 6000'. Inform ATC if unable.

Ait Set: hPa Rwy Elev: 71 hPa Trans level: By ATC
 RNP apch. RNP1 required for holdings over RILKO, LULER, ROFIX and segment RILKO - MD76- - MD765.

- Baro-VNAV: Not authorized below -20°C. VPA exceeds 3.5° above 44°C.
- Separation of 1000' from LE(D)-17C not available for LULER holding and segment between MD765 and MD22W.
- Report ATC if FMS function to intercept final approach heading after radar vectors is not available.
- Only usable in single rwy approach mode.

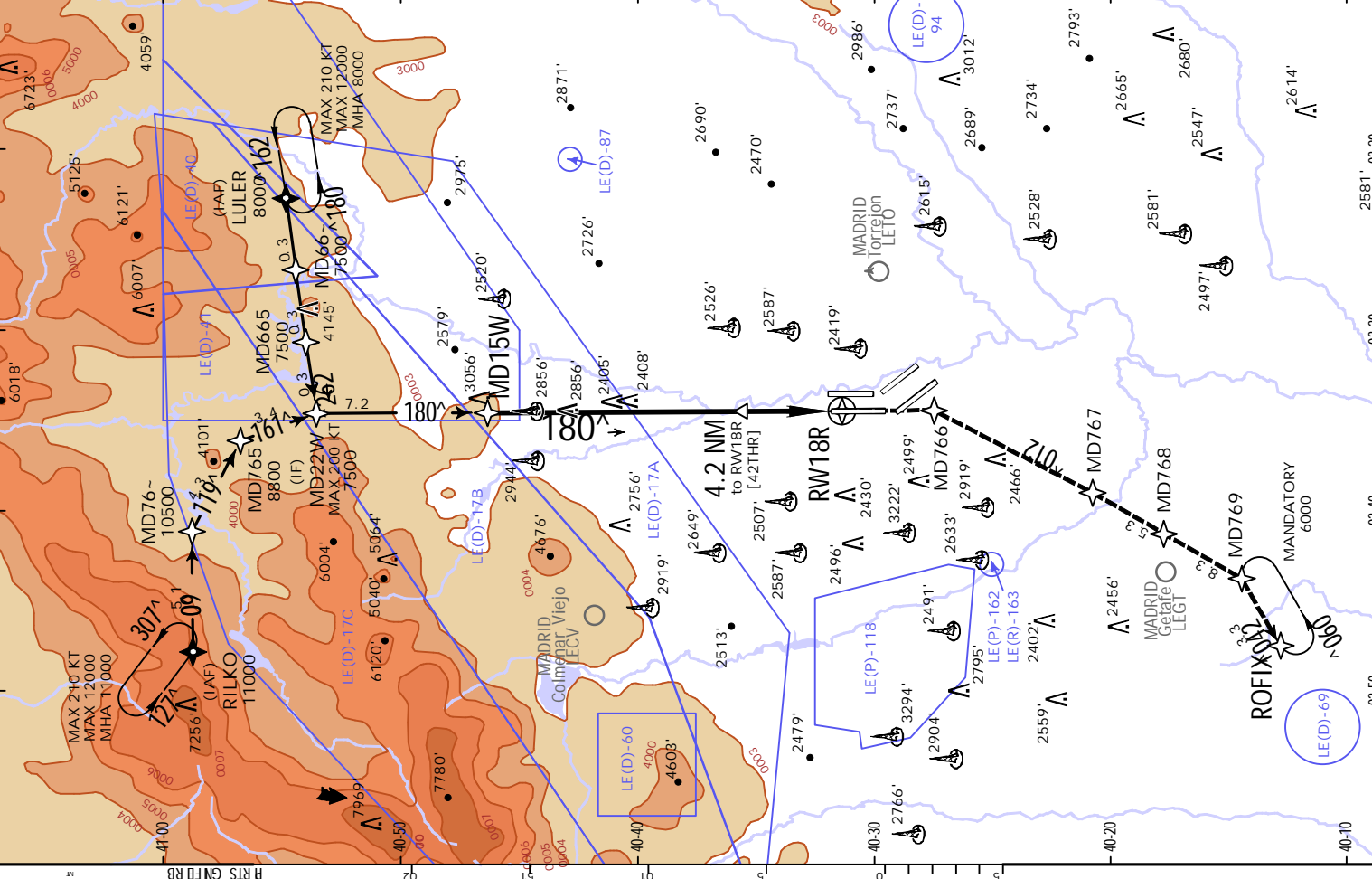
1 MISSED APCH CLIMB GRADIENT MIN 4.5% (273'/NM)

DIST to RW18R	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	14.0	15.0
ALTIITUDE	2710'	3040'	3370'	3700'	4040'	4370'	4700'	5030'	5360'	5690'	6030'	6360'	6690'	

TO DISPL THRESH 15.0
 MAP at RW18R
 HIALS-II PAPR/APAPI on 180°
 CIRCLE-TO-LAND

LNAV/VNAV		LNAV	
A: 2351' (360')		CDFA	
DA(H) B: 2361' (370')			
CD: 2381' (390')		1 DA/MDA(H) 2460' (469')	
ALS-out	ALS-out	ALS-out	ALS-out
A R9000m	R15000m	R15000m	R15000m
B R10000m	R18000m	R15000m	R16000m
C R11000m	R18000m	R15000m	R24000m
D		R22000m	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

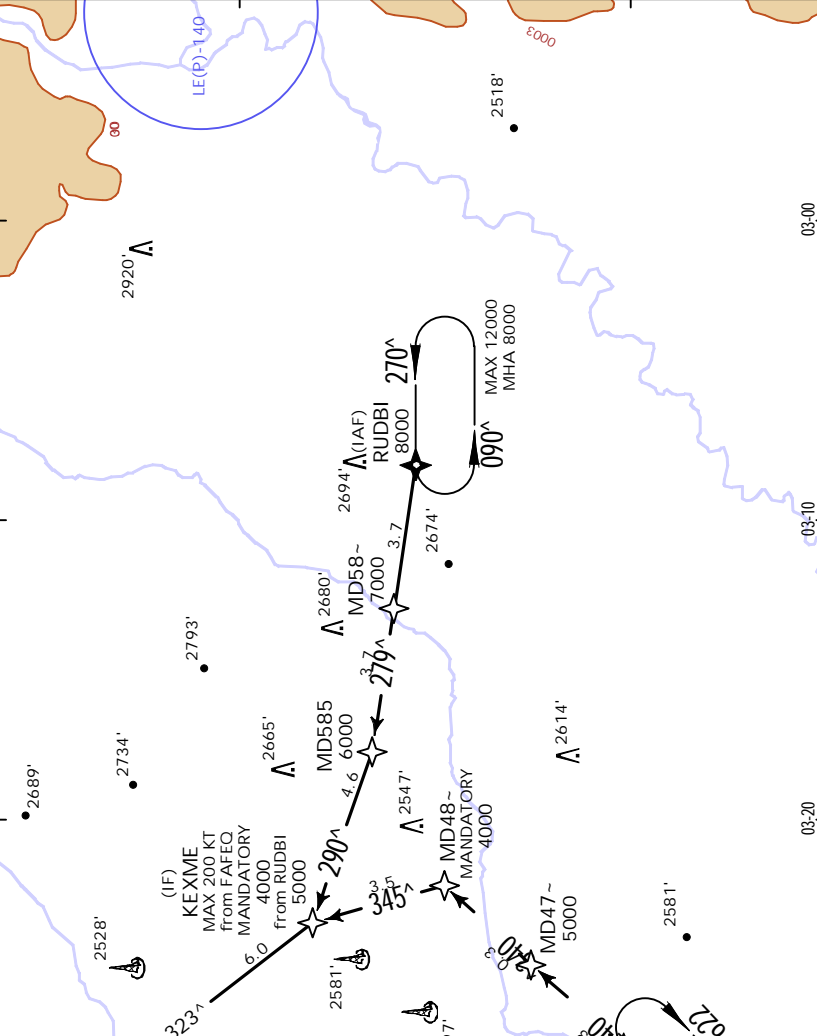


JEPPESEN
17 FEB 23
Eff. 23.Feb. 12-3

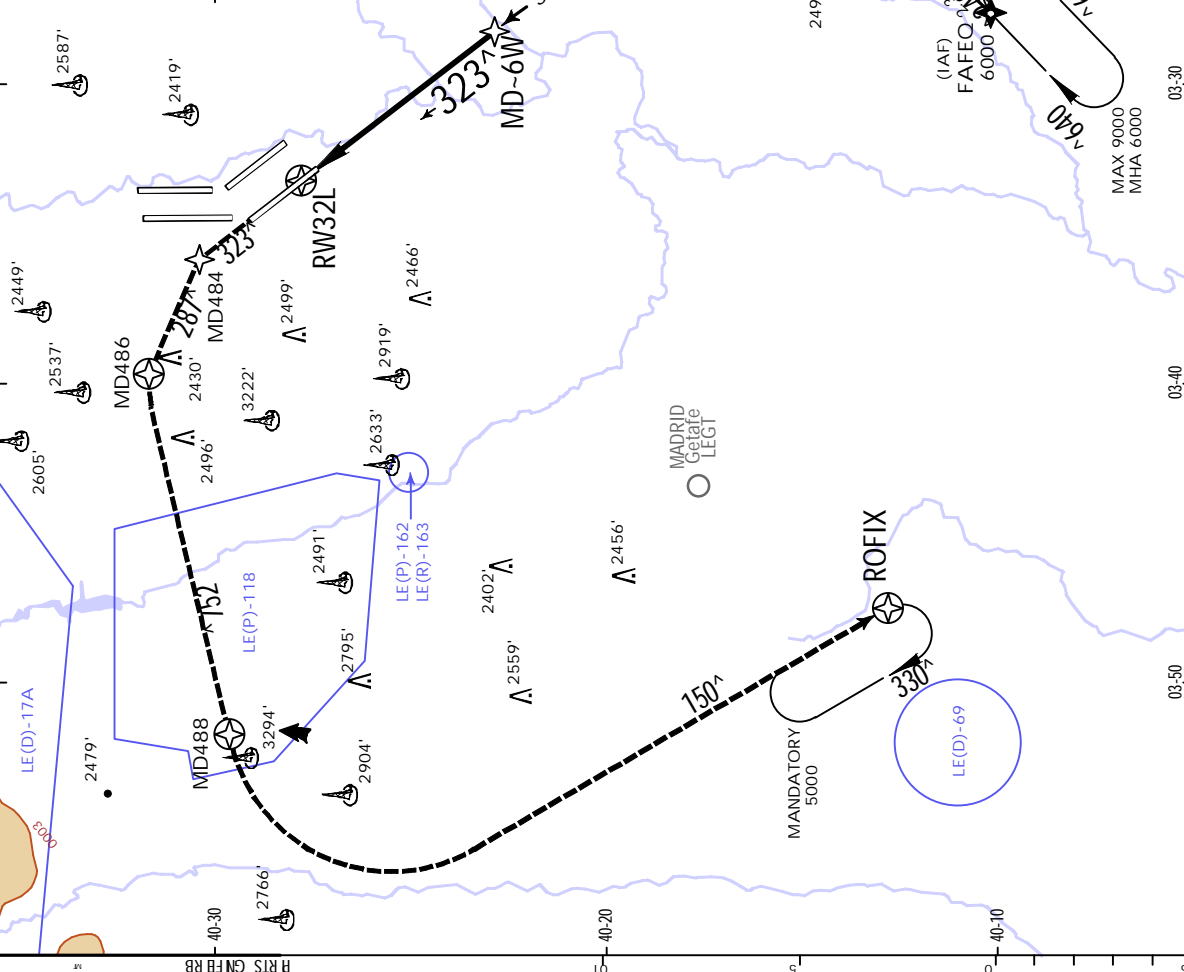
MADRID, SPAIN
RNP Y Rwy 32L

LEM/D/MAD
ADOLFO SUAREZ MADRID-BARAJAS

D-ATIS Arrival	118.255	127.1	127.505	128.7	134.955	118.155
RNAV	Final Apch Crs 323 ^A	MD-6W MANDATORY 4000 ' (2067')	LNNAV/VNAV DA(H) Refer to Minimums	Apt Elev 1998' Rwy 1933'		
<p>MISSED APCH: Climb on course 323^A to MD484 at 2500' or above, turn LEFT (MAX 185 KT) on course 287^A to MD486 at 3000' or above, Turn LEFT (MAX 220 KT) on course 257^A to MD488 at 4400' or above, turn LEFT (MAX 220 KT) on course 150^A to ROFIX to join holding at 5000'. Do not climb above 5000'.</p>						
<p>Alt Set: hPa Rwy Elev: 69 hPa Trans level: By ATC RNP apch. RNP1 required for holdings over FAFEC, RUDBI and ROFIX.</p>						
<p>1. Baro-VNAV: Not authorized from FAFEC below -35°C, from RUDBI below -18°C. VPA exceeds 3.5° above 51°C. 2. Report ATC if FMS function to intercept final approach heading after radar vectors is not available. 3. Only usable in single rwy approach mode.</p>						



D-ATIS Arrival		MADRID Approach		BARAJAS Tower		For Ground frequencies refer to 10-9	
118.255		127.1 127.505 128.7		134.955		118.155	
RNAV		Final Apch Crs 323 ^A		MD-6W MANDATORY 4000 ' (2067')		LNNAV/VNAV DA(H) Refer to Minimums	
		Apt Elev 1998'		Rwy 1933'		MSA ARP	
		Trans level: By ATC		10,000		Trans alt: 13,000'	
		RNP apch. RNP1 required for holdings over FAFEC, RUDBI and ROFIX.					
		1. Baro-VNAV: Not authorized from FAFEC below -35°C, from RUDBI below -18°C. VPA exceeds 3.5° above 51°C.					
		2. Report ATC if FMS function to intercept final approach heading after radar vectors is not available.					
		3. Only usable in single rwy approach mode.					



D-ATIS Arrival		MADRID Approach		BARAJAS Tower		For Ground frequencies refer to 10-9	
118.255		127.1 127.505 128.7		134.955		118.155	
RNAV		Final Apch Crs 323 ^A		MD-6W MANDATORY 4000 ' (2067')		LNNAV/VNAV DA(H) Refer to Minimums	
		Apt Elev 1998'		Rwy 1933'		MSA ARP	
		Trans level: By ATC		10,000		Trans alt: 13,000'	
		RNP apch. RNP1 required for holdings over FAFEC, RUDBI and ROFIX.					
		1. Baro-VNAV: Not authorized from FAFEC below -35°C, from RUDBI below -18°C. VPA exceeds 3.5° above 51°C.					
		2. Report ATC if FMS function to intercept final approach heading after radar vectors is not available.					
		3. Only usable in single rwy approach mode.					

JEPPESEN
17 FEB 23
Eff. 23.Feb. (12-4)

MADRID, SPAIN
RNP Y Rwy 32R

LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

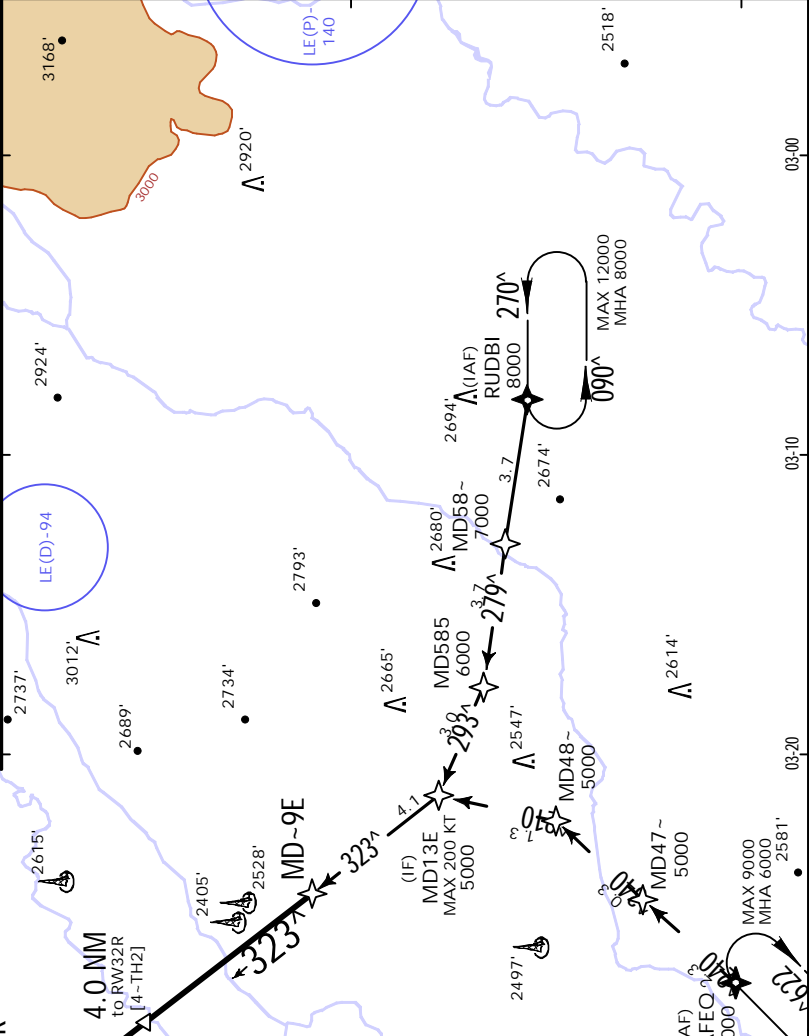
D-ATIS Arrival		MADRID Approach		BARAJAS Tower		For Ground frequencies refer to 10-9	
118.255	127.1	127.505	128.7	134.955	118.980	10,000	
RNAV	Final Apch Crs 323 [^]	MD-9E 5000' (3114')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 1998'	Rwy 1886'	MSA ARP Trans alt: 13,000'	

MISSED APCH: Climb on course 323° to MD586, turn LEFT (MAX 185 KT) to follow course 291° to MD588 at 4000' or above. Turn LEFT (MAX 220 KT) to follow course 235° to MD589 at 6000', turn LEFT (MAX 220 KT) to follow course 150° to ROFIX to join holding at 6000'. Do not climb above 6000'.

Alt Set: hPa Rwy Elev: 67 hPa Trans level: BY ATC

RNP apch: RNP1 required for holdings over FAFAQ, RUDBI and ROFIX.

1. Baro-VNAV: Not authorized below -15°C. VPA exceeds 3.5° above 49°C.
2. Report ATC if FMS function to intercept final approach heading after radar vectors is not available.
3. Only usable in single rwy approach mode.



DIST to RW32R		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
2.0	2590'	3.0	2920'	4.0	3250'
3.0	2920'	4.0	3250'	5.0	3570'
4.0	3250'	5.0	3570'	6.0	3900'
5.0	3570'	6.0	3900'	7.0	4230'
6.0	3900'	7.0	4230'	8.0	4550'
7.0	4230'	8.0	4550'	9.0	4880'

TO DISPL THRESH		LNAV/VNAV		LNAV	
70	90	100	120	140	160
3.08	3.81	4.90	5.45	6.54	7.63
872					

Rwy 1886'		ALS out		ALS out	
A	R1500m	A	R1500m	A	R1500m
B	R2300m	B	R1500m	B	R2400m
C	R1500m	C	R1700m	C	R2400m
D	R2300m	D	R1700m	D	R2400m

DA(H) AB: 2366' (480')		DA(MDA(H) 2420' (534')	
CD: 2376' (490')		ALS out	

Rwy 1886'		MHA 8000	
100	2720' (722')	135	2860' (862')
180	3280' (1282')	205	3620' (1622')

LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

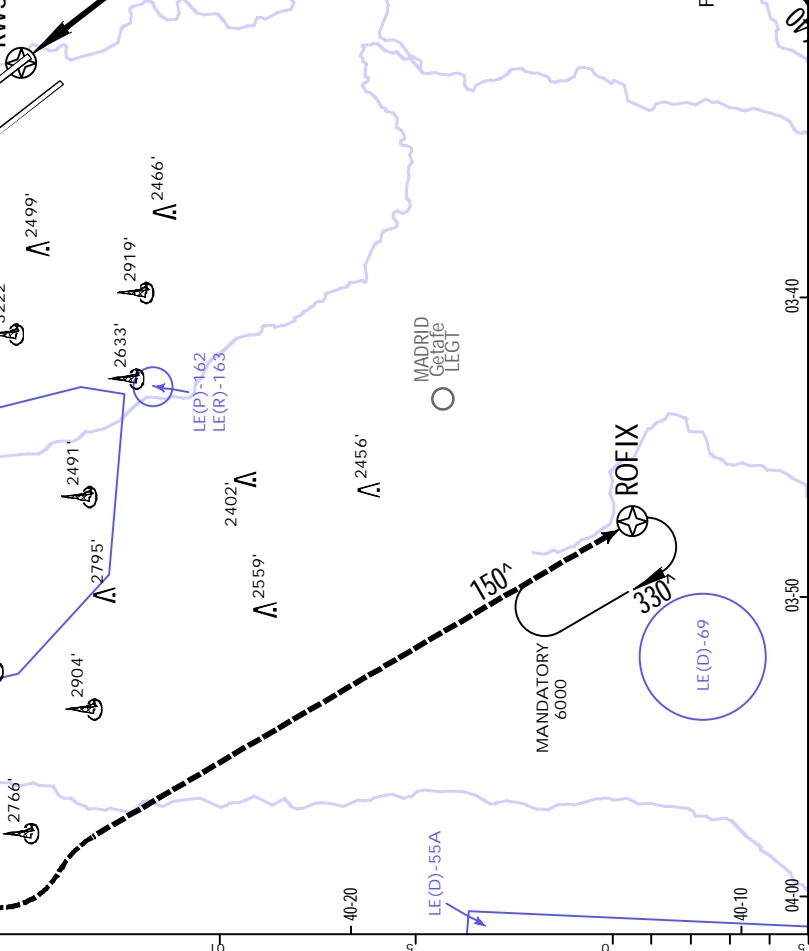
D-ATIS Arrival		MADRID Approach		BARAJAS Tower		For Ground frequencies refer to 10-9	
118.255	127.1	127.505	128.7	134.955	118.980	10,000	
RNAV	Final Apch Crs 323 [^]	MD-9E 5000' (3114')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 1998'	Rwy 1886'	MSA ARP Trans alt: 13,000'	

MISSED APCH: Climb on course 323° to MD586, turn LEFT (MAX 185 KT) to follow course 291° to MD588 at 4000' or above. Turn LEFT (MAX 220 KT) to follow course 235° to MD589 at 6000', turn LEFT (MAX 220 KT) to follow course 150° to ROFIX to join holding at 6000'. Do not climb above 6000'.

Alt Set: hPa Rwy Elev: 67 hPa Trans level: BY ATC

RNP apch: RNP1 required for holdings over FAFAQ, RUDBI and ROFIX.

1. Baro-VNAV: Not authorized below -15°C. VPA exceeds 3.5° above 49°C.
2. Report ATC if FMS function to intercept final approach heading after radar vectors is not available.
3. Only usable in single rwy approach mode.



DIST to RW32R		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
2.0	2590'	3.0	2920'	4.0	3250'
3.0	2920'	4.0	3250'	5.0	3570'
4.0	3250'	5.0	3570'	6.0	3900'
5.0	3570'	6.0	3900'	7.0	4230'
6.0	3900'	7.0	4230'	8.0	4550'
7.0	4230'	8.0	4550'	9.0	4880'

TO DISPL THRESH		LNAV/VNAV		LNAV	
70	90	100	120	140	160
3.08	3.81	4.90	5.45	6.54	7.63
872					

Rwy 1886'		ALS out		ALS out	
A	R1500m	A	R1500m	A	R1500m
B	R2300m	B	R1500m	B	R2400m
C	R1500m	C	R1700m	C	R2400m
D	R2300m	D	R1700m	D	R2400m

DA(H) AB: 2366' (480')		DA(MDA(H) 2420' (534')	
CD: 2376' (490')		ALS out	

Rwy 1886'		MHA 8000	
100	2720' (722')	135	2860' (862')
180	3280' (1282')	205	3620' (1622')

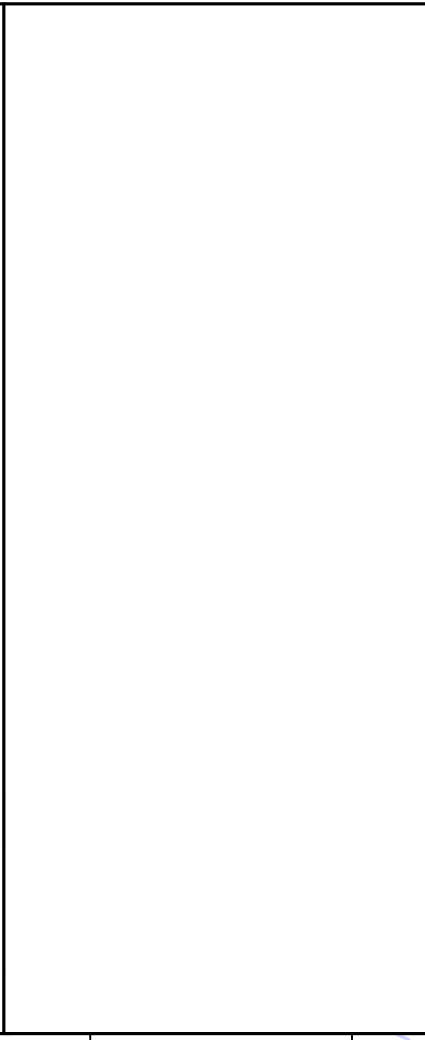
JEPPESEN
(12-5) RNP Z Rwy 18L (LPV only)

LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

D-ATIS Arrival		MADRID Approach			BARAJAS Tower			For Ground frequencies refer to 10-9		
118.255	127.1	127.505	128.7	134.955	118.680	118.680	118.680			
EGNOS Ch 94986 E18A	Final Apch Crs 180 ^A	MD12E MANDATORY 6000' (4078')	DA(H) Refer to Minimums	134.955	Apt Elev 1998' Rwy 1922'	118.680	118.680			

MISSED APCH: Climb on course 180° to MD666 at 5000' or below. Turn RIGHT on course 264° to ROFIX to join holding at 5000'. Do not climb above 5000'.
 AIT Set: hPa Rwy Elev: 68 hPa Trans level: BY ATC
 RNP apch. RNP1 required for holdings over RILKO, LULER, ROFIX and segment RILKO - MD76- - MD765.
 1. Separation of 1000' from LE(D)-17C not available for LULER holding and segment between MD765 and MD77-..
 2. Only usable in single rwy approach mode.

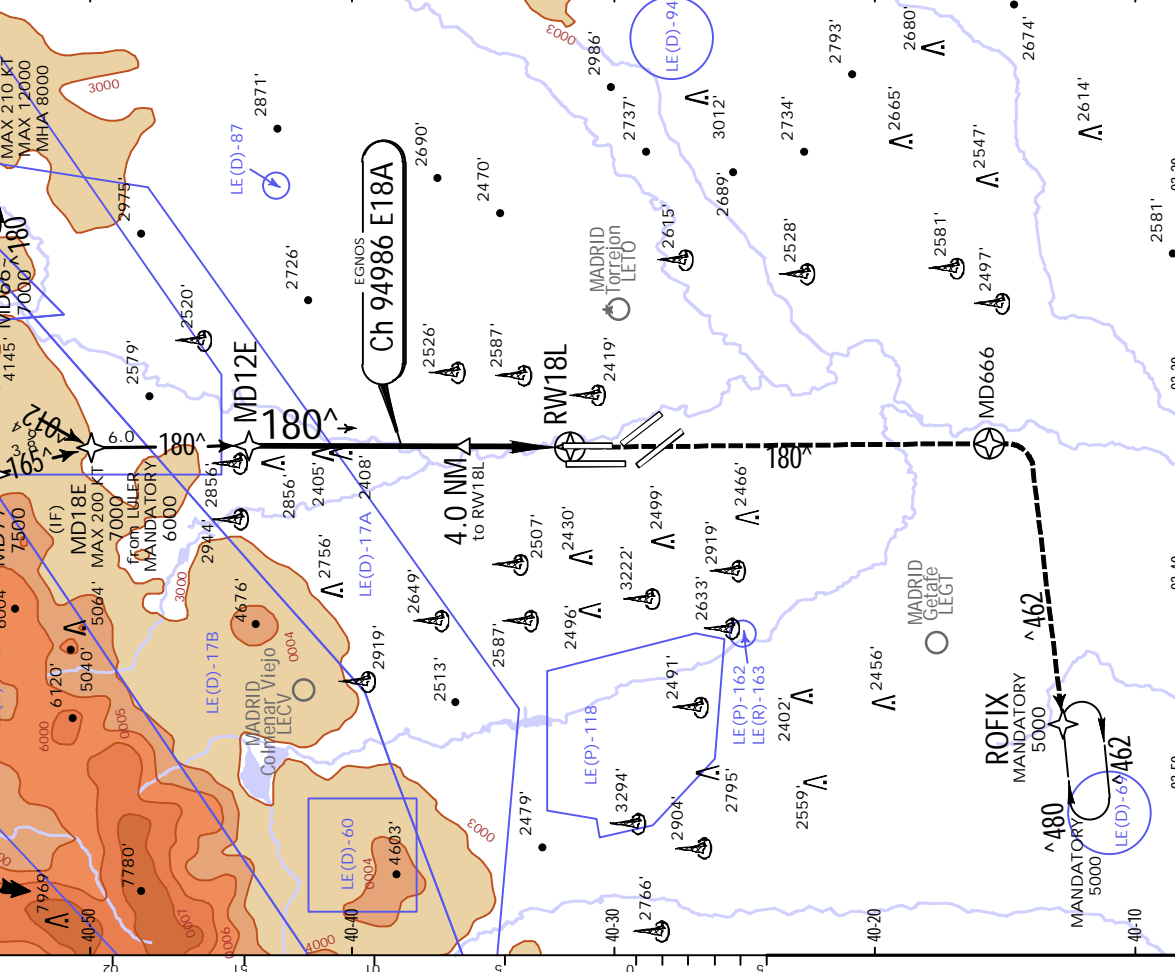
	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0
DIST to RW18L	2300'	2620'	2940'	3260'	3590'	3920'	4250'	4580'	4910'	5250'	5590'	5920'
ALTITUDE	2300'	2620'	2940'	3260'	3590'	3920'	4250'	4580'	4910'	5250'	5590'	5920'



TO DISPL THRESH		12.2											
GRD Speed-Kts	70	90	100	120	140	160	HIALS-II PAPER						
Glide Path Angle	3.00°	372	478	531	637	743	849	MD666 on 180°					

CIRCLE-TO-LAND
 STRAIGHT-IN LANDING
 LPV CAT I
 A: 2131' (209')
 B: 2143' (221')
 C: 2151' (229')
 D: 2162' (240')

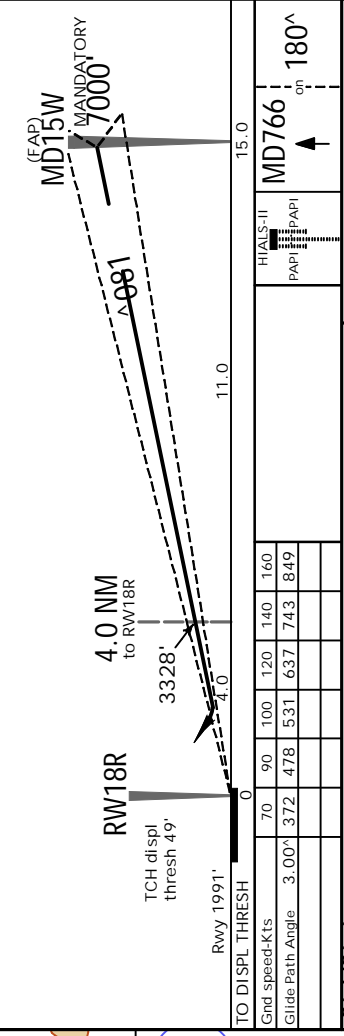
R550m	1 R550m	R1200m	Max Kts	100	135	180	205
			MDA(H)	2720' (722')	2860' (862')	3280' (1282')	3620' (1622')
			ALS out	R1200m			
			TDZ or Cl-out	R1200m			



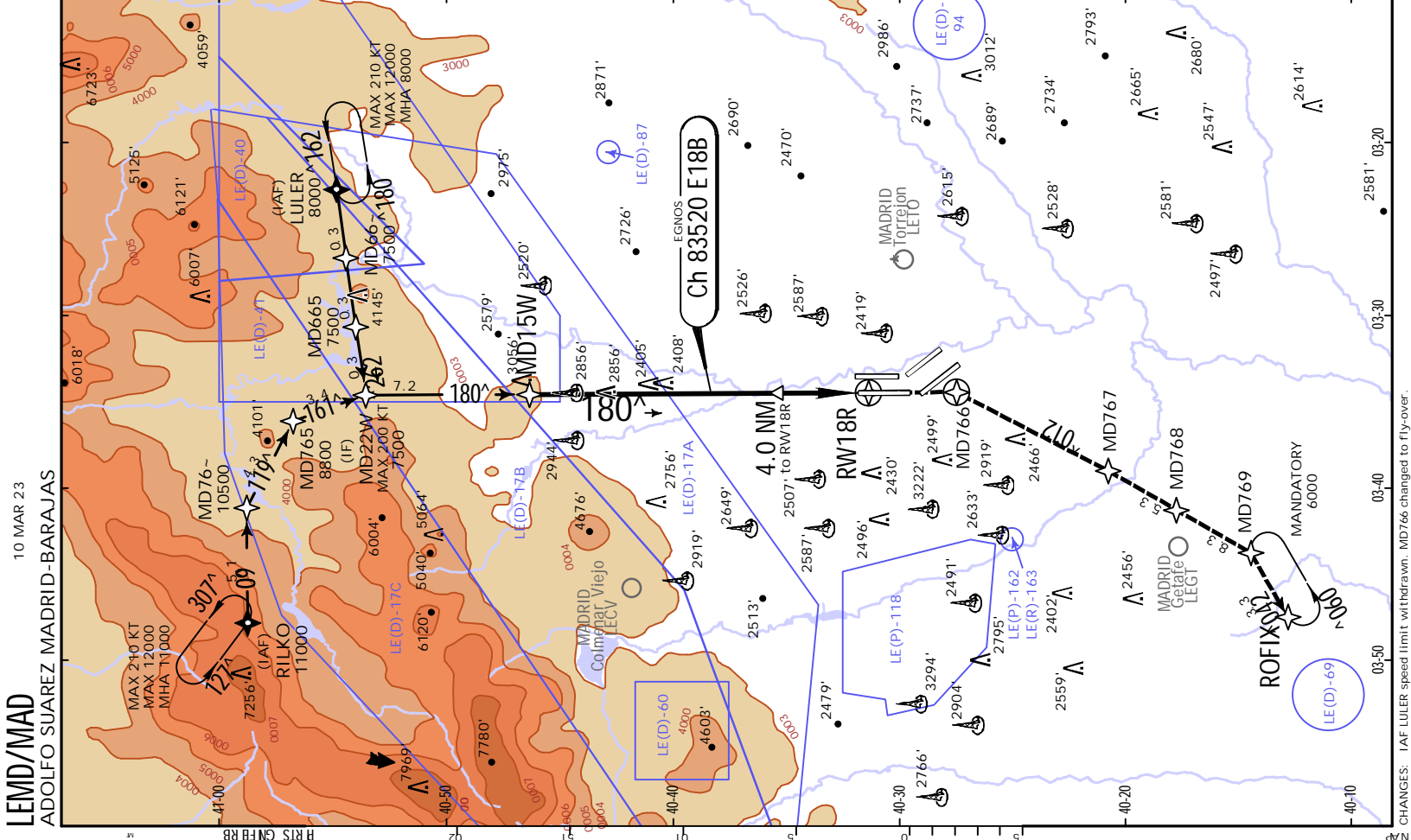
JEPPESSEN
MADRID, SPAIN
(12-6) 1 RNP Z Rwy 18R (LPV only)

D-ATIS Arrival	MADRID Approach		BARAJAS Tower	For Ground frequencies refer to 10-9
118.255	127.1	127.505	128.7	134.955
EGNOS Ch 83520 E18B	Final Apch Crs 180°	MD15W MANDATORY 7000' (5009')	DA(H) Refer to Minimums	Apt Elev 1998' Rwy 1991'
MISSED APCH: Climb on course 180° to MD766. Turn RIGHT (MAX 220 KT) on course 210° to MD767 at 5000' or above, to MD768 at 6000', to MD769 at 6000'. Turn RIGHT to ROFIX at 6000' to join holding. MACG MIN 4.5% (273'/NM) until 6000'. Inform ATC if unable.				
Alt Set: hPa Rwy Elev: 71 hPa Trans level: By ATC RNP apch. RNP1 required for holdings over RILKO, LULER, ROFIX and segment between MD765 and MD22W.				
1. Separation of 1000' from LE(D)-177C not available for LULER holding and segment between MD765 and MD22W. 2. Only usable in single rwy approach mode.				
1 MISSED APCH CLIMB GRADIENT MIN 4.5% (273'/NM)				

DIST to RWY18R	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	14.0
ALTITUDE	2360'	2690'	3010'	3330'	3660'	3990'	4320'	4650'	4980'	5320'	5650'	5990'	6330'	6680'



TO DISPL THRESH		Rwy 1991'		15.0			
Grd Speed-Kts	70	90	100	120	140	160	
Glide Path Angle	3.00°	3.72	4.78	5.31	6.37	7.43	
MD766		MD766		MD766		MD766	
CIRCLE-TO-LAND		CIRCLE-TO-LAND		CIRCLE-TO-LAND		CIRCLE-TO-LAND	
LPV CAT I		LPV CAT I		LPV CAT I		LPV CAT I	
STRAIGHT-IN LANDING		STRAIGHT-IN LANDING		STRAIGHT-IN LANDING		STRAIGHT-IN LANDING	
DA(H) ABC: 2191' (200')		DA(H) ABC: 2191' (200')		DA(H) ABC: 2191' (200')		DA(H) ABC: 2191' (200')	
D: 2202' (211')		D: 2202' (211')		D: 2202' (211')		D: 2202' (211')	
ALS out		ALS out		ALS out		ALS out	
R550m		R550m		R550m		R550m	
1 R550m		1 R550m		1 R550m		1 R550m	
R1200m		R1200m		R1200m		R1200m	
V1500m		V1500m		V1500m		V1500m	
V1600m		V1600m		V1600m		V1600m	
V2400m		V2400m		V2400m		V2400m	
V3600m		V3600m		V3600m		V3600m	

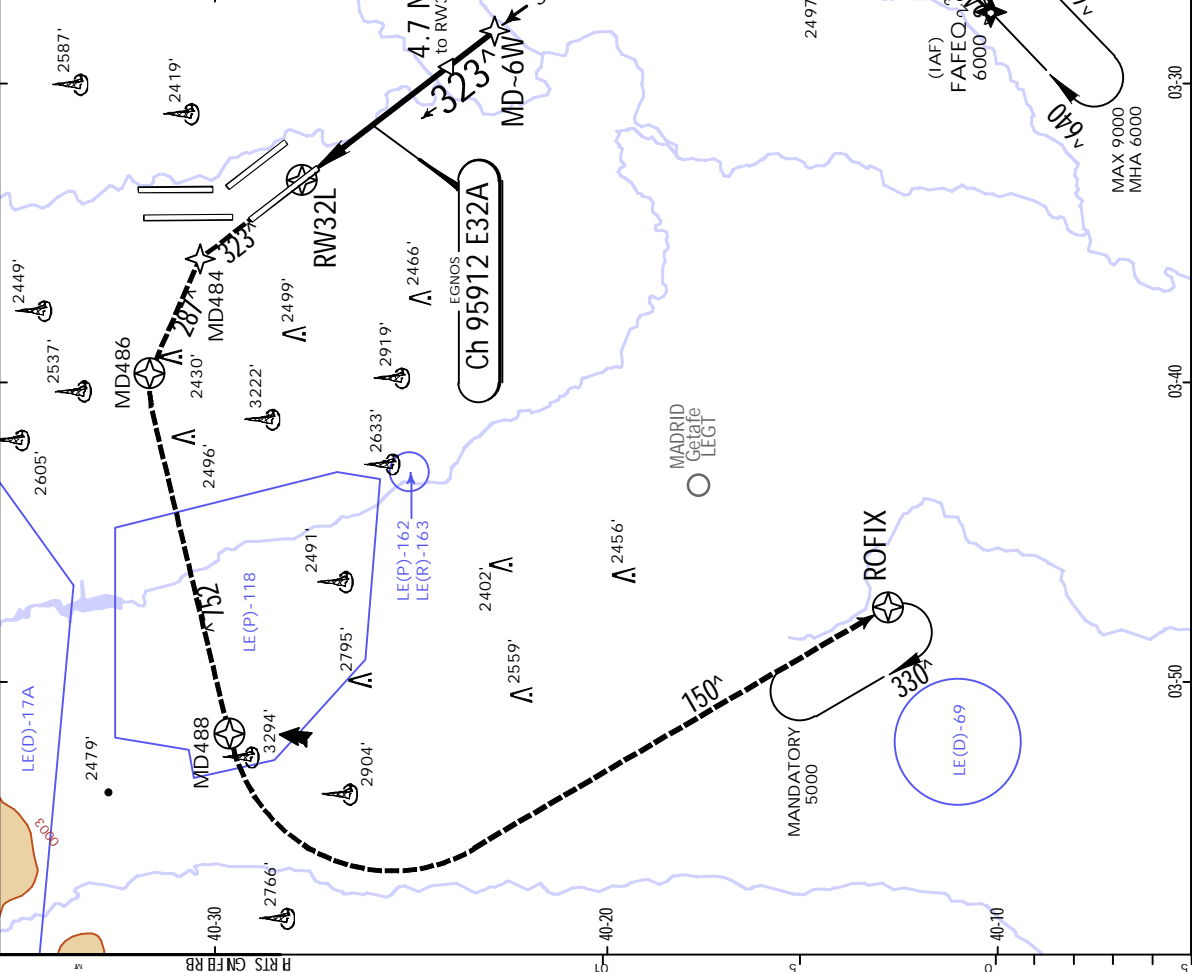


LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN
(2-7) RNP Z Rwy 32L (LPV only)

MADRID SPAIN
(2-7) RNP Z Rwy 32L (LPV only)

D-ATIS Arrival		MADRID Approach		BARAJAS Tower		For Ground frequencies refer to 10-9	
118.255	127.1	127.505	128.7	134.955	118.155	10,000	
EGNOS Ch 95912 E32A	Final Appch Crs 323 ^A	MD-6W MANDATORY 4000' (2067')	DA(H) Refer to Minimums	Apt Elev 1998'	Rwy 1933'	MSA ARP	
MISSED APCH: Climb on course 323° to MD484 at 2500' or above, turn LEFT (MAX 185 KT) on course 287° to MD486 at 3000' or above, turn LEFT (MAX 220 KT) on course 257° to MD488 at 4400' or above, turn LEFT (MAX 220 KT) on course 150° to ROFIX to join holding at 5000'. Do not climb above 5000'.							
Alt Set: hPa Rwy Elev: 69 hPa Trans level: By ATC RNP apch. RNP1 required for holdings over FAFEC, RUDBI and ROFIX. Only usable in single rwy approach mode.							



STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
LPV CAT I			
DA(H) A: 2183' (250') B: 2195' (262') C: 2203' (270') D: 2214' (281')			
ALS out	ALS in	MDA(H)	Max Kts
1 R550m	1 R550m	2720' (722')	100
1 R600m	1 R600m	2860' (862')	135
1 R650m	1 R650m	3280' (1282')	180
1 R750m	1 R750m	3620' (1622')	205
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.			

TO DISPL THRESH		RW32L			
TCH displ thresh 49'		Rwy 1933'			
DIST to RW32L		4.7			
ALTITUDE		3930'			
TO DISPL THRESH		MD484			
Gnd speed Kts		323 ^A			
Glide Path Angle		3.00°			
70	90	100	120	140	160
372	478	531	637	743	849

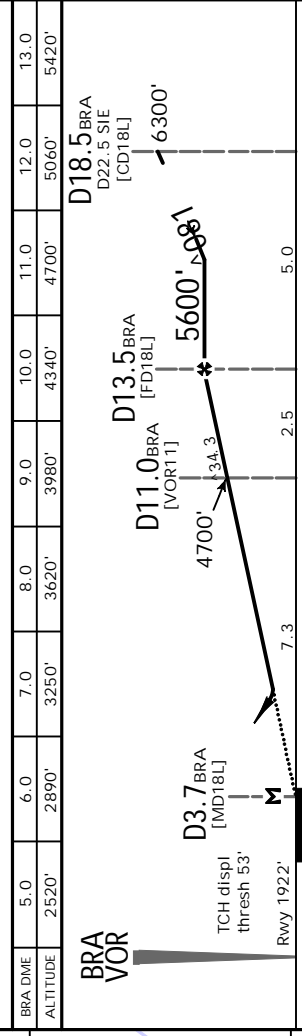
JEPPESEN
 10 MAR 23 (13-1)
MADRID, SPAIN
VOR Rwy 18L

D-ATIS Arrival	118.255	127.1	127.505	128.7	134.955	118.680
VOR BRA	116.45	Final Apch Crs	180 ^A	D13.5 BRA	5600' (3678')	DA/MDA(H)
				2510' (588')		

MISSED APCH: Climb on R-180 inbound to BRA VOR. Continue on R-180 BRA to D12.5 BRA at 5000' or below. Turn RIGHT and follow R-264 PDT direct to ROFIX to join holding at 5000'. Do not climb above 5000'.

Ait Set: hPa Rwy Elev: 68 hPa Trans level: BY ATC
 1. DME required.
 2. Separation of 1000' from LE(D)-41 not available in segment between (IF) D22.5 SIE and (FAF) D13.5 BRA.

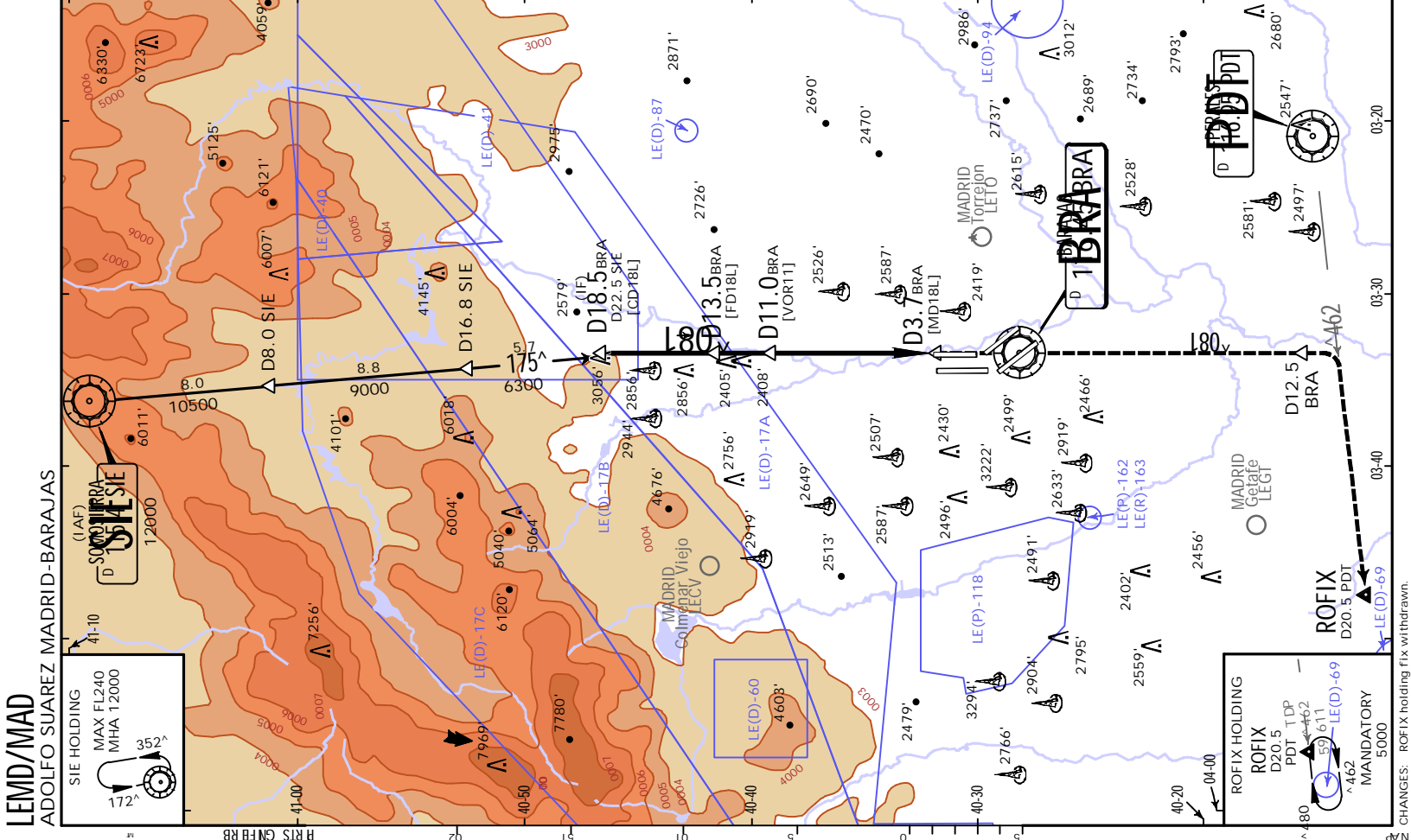
BRA DME	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0
ALTITUDE	2520'	2890'	3250'	3620'	3980'	4340'	4700'	5060'	5420'



MAP at D3.7 BRA	70	90	100	120	140	160
Grnd Speed-Kts	3.43 ^A	4.25	5.46	6.07	7.28	8.50
Descent Angle						

DA/MDA(H)	2720' (722')
ALS-out	2860' (862')
ALS-in	3280' (1282')
ALS-out	3620' (1622')

Max Kts	100	135	180	205
ALS-out				
ALS-in				
ALS-out				



JEPPESEN
10 MAR 23 (13-2)
MADRID, SPAIN
VOR Rwy 18R

D-ATIS Arrival	118.255	127.1	127.505	128.7	134.955	118.080
VOR BRA	116.45	Final Apch Crs	169 ^A	D9.0 BRA	3900' (1909')	DA/MDA(H)
				2600' (609')	Apt Elev	1998'
					Rwy	1991'

MISSED APCH: Climb direct to BRA VOR. Turn RIGHT (MAX 220 KT) to follow R-210 BRA direct to cross D8.5 BRA at 5000' or above. Continue to cross D12.0 BRA at 6000', continue to D14.5 BRA. Turn RIGHT to follow R-060 TLD direct to ROFIX to join the holding at 6000'. Do not climb above 6000'. **MACG MIN 4.5% (273'/NM)** until 6000'. Inform ATC if unable.

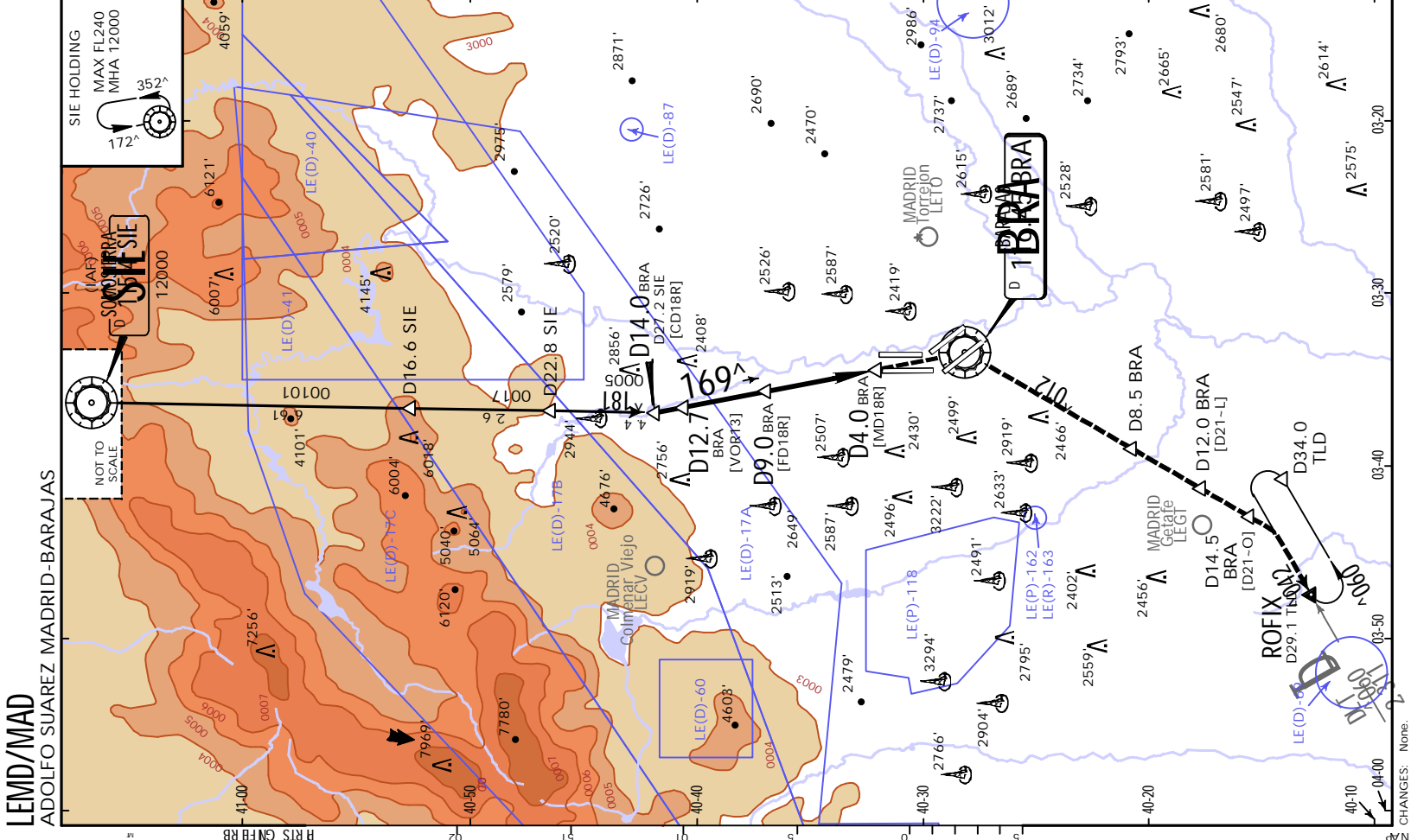
1. DME required.
2. Final approach track offset 10° from rwy centerline.
3. Separation of 1000' from LE(D)-17A not available for segment between (IF) D14.0 BRA/D27.2 SIE and (FAF) D9.0 BRA.
4. Segment between D22.8 SIE and (IF) D14.0 BRA/D27.2 SIE interferes with LE(D)-17B.
5. Possible fluctuations in CDI may occur during dead reckoning between D9.7 SIE and D12.4 SIE and between D13.8 SIE and D14.5 SIE.

Alt Set: hPa	Rwy Elev: 71 hPa	Trans level: By ATC
Trans alt: 13,000'		
1 MISSED APCH CLIMB GRADIENT MIN 4.5% (273'/NM)		

BRA DME ALTITUDE	8.0	7.0	6.0	5.0
	3580'	3250'	2930'	2600'

MAP at D4.0 BRA	Cnd Speed-Kts	70	90	100	120	140	160
		3.08'	381	490	545	654	763
MAP at D4.0 BRA	Descent Angle	1 DA/MDA(H) 2600' (609')					
		ALS-out					
MAP at D4.0 BRA	Max Kts	R1500m		R1600m		R2800m	
		2720' (722')		2860' (862')		3280' (1282')	
		V1500m		V1600m		V2400m	
		V3600m		V3600m		V3600m	

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 2 or higher straight-in minimums.

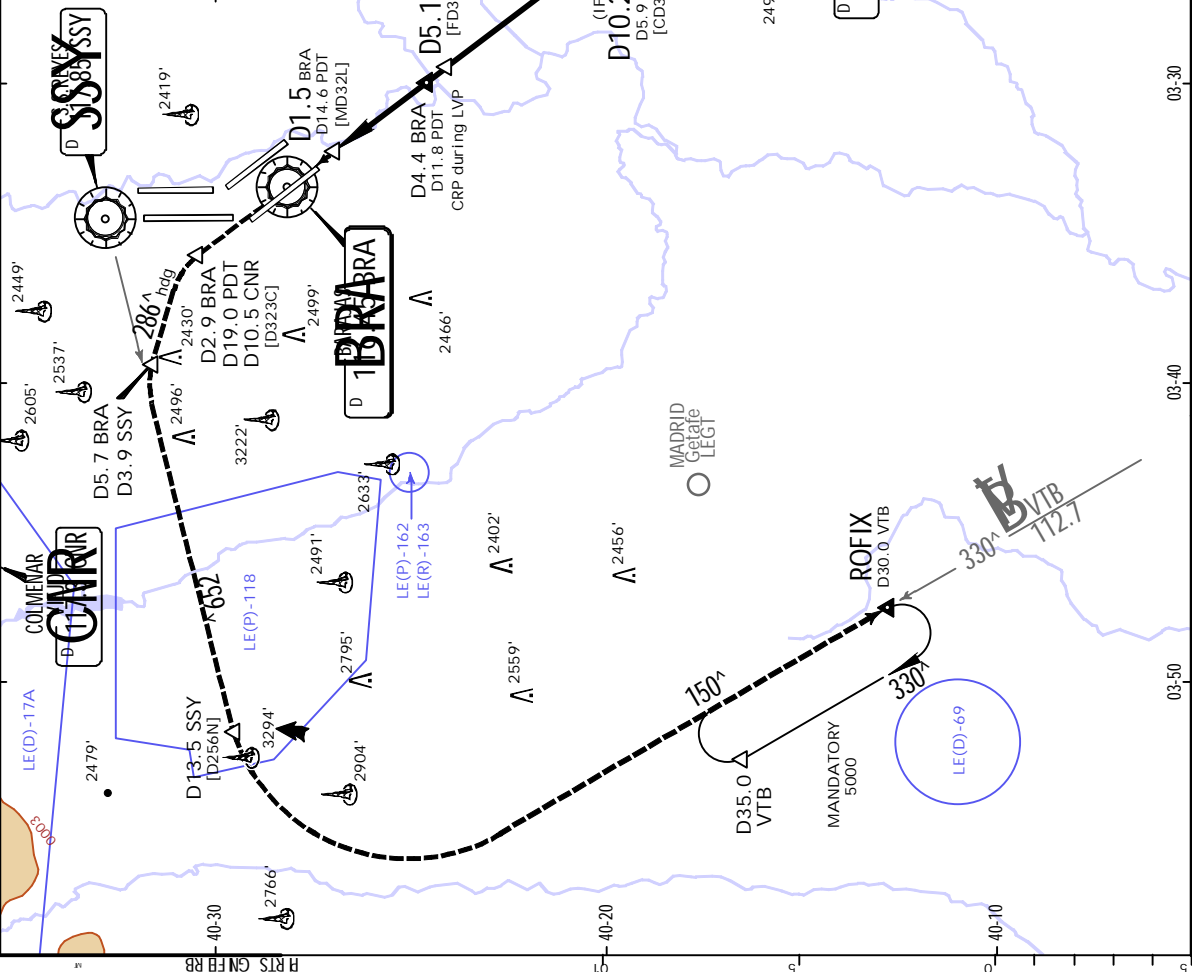


LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

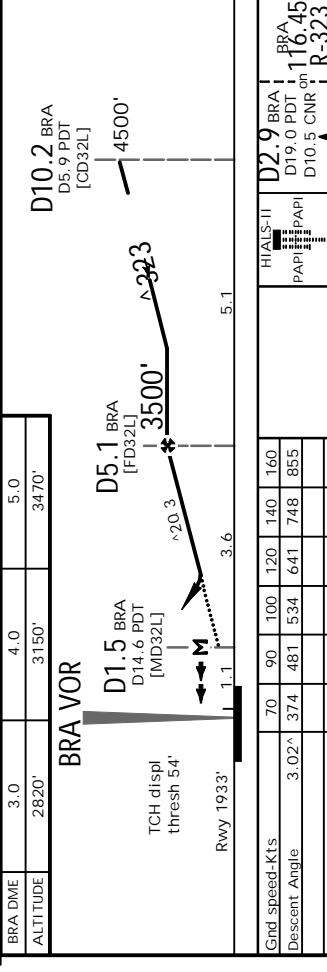
JEPPESEN
17 FEB 23
Eff. 23 Feb. 13-3

MADRID, SPAIN
VOR Rwy 32L

D-ATIS Arrival		MADRID Approach		BARAJAS Tower		For Ground frequencies refer to 10-9
118.255	VOR BRA 116.45	127.1	Final Apch Crs 323°	127.505	128.7	
	D5.1 BRA 3500' (1567')		DA/MDA(H) 2520' (587')		118.155	118.155
MISSED APCH: Climb on R-323 BRA to D2.9 BRA/D19.0 PDT/D10.5 CNR at 2700' or above, turn LEFT (MAX 185 KT) on 286° heading to D5.7 BRA/D3.9 SSY at 3000' or above, turn LEFT (MAX 185 KT) to intercept R-256 SSY to D13.5 SSY at 4400' or above. Turn LEFT (MAX 220 KT) to intercept R-330 VTB direct to ROFIX to join holding at 5000'. Do not climb above 5000'.						
AIT Set: hPa Rwy Elev: 69 hPa Trans level: By ATC Trans alt: 13,000'						
1. DME required. 2. Within 10 NM radius of PDT VOR between R-249 and R-073 between 4000' and 5000' false alarm indication at Ground Proximity Warning System (GPWS) may occur.						



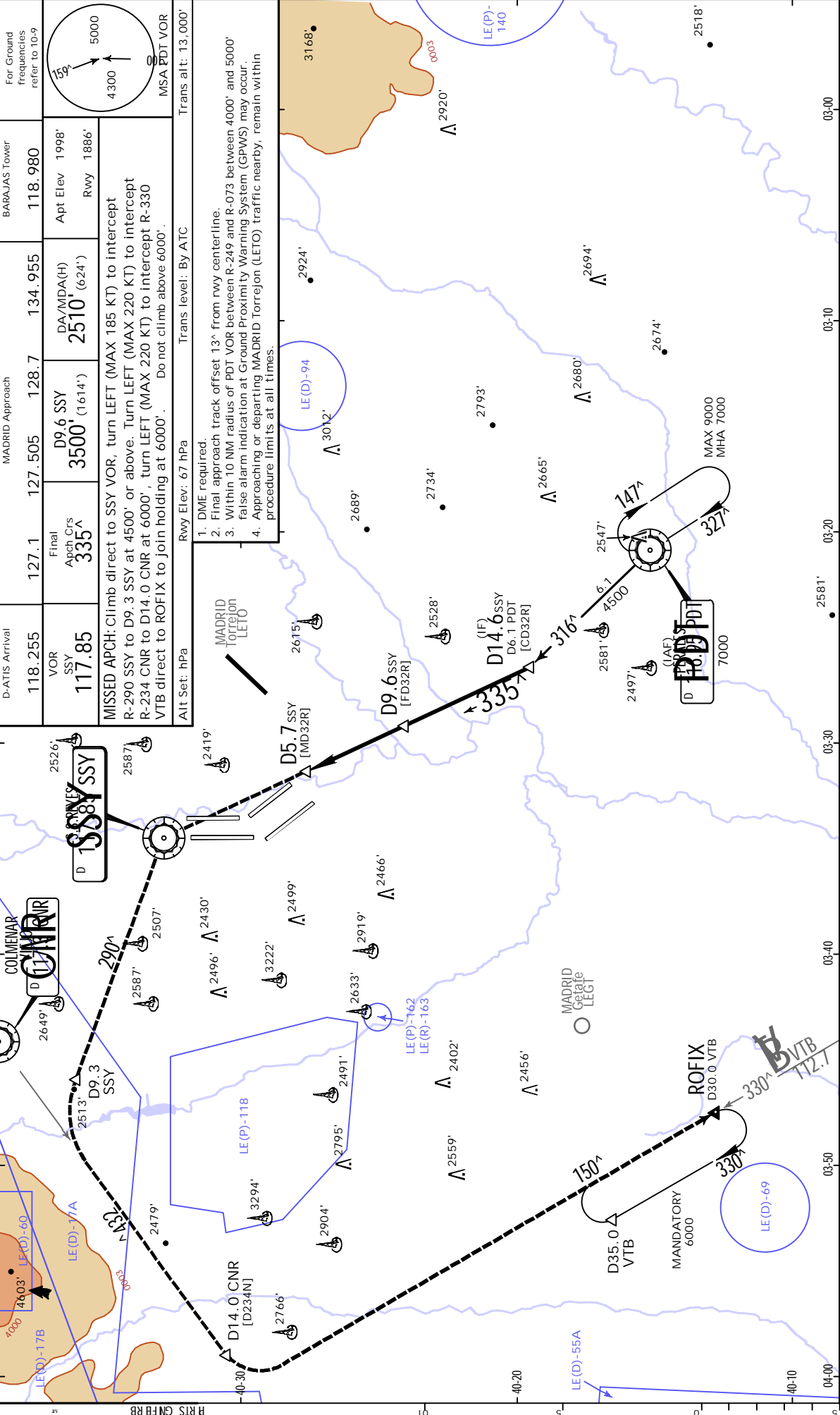
STRAIGHT-IN LANDING		CIRCLE-TO-LAND
1 DA/MDA(H) 2520' (587')		
1 R1500m		V1500m V1600m
1 R2000m		V2400m V2400m V3600m
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.		



LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN
17 FEB 23
Eff. 23 Feb. (13-4)

MADRID, SPAIN
VOR Rwy 32R



D-ATIS Arrival		MADRID Approach		BARAJAS Tower		For Ground frequencies refer to 10-9	
118.255	VOR SSSY 117.85	127.1	127.505	128.7	134.955	118.980	
	Final Appch Crs 335°		D9.6 SSSY 3500' (1614')		DA/MDA(H) 2510' (624')	Apt Elev 1998'	
						Rwy 1886'	

SSS VOR		D14.6 SSSY		D9.6 SSSY		D5.7 SSSY		D6.1 PDT		D14.0 CNR	
7.0	2670'	8.0	2990'	9.0	3310'	10.0	3630'	11.0	3950'	12.0	4270'
3.01°	373'	3.01°	479'	3.01°	585'	3.01°	691'	3.01°	797'	3.01°	903'
70	373	90	479	110	585	130	691	150	797	170	903
140	532	160	639	180	745	200	852	220	959	240	1066
160	639	180	745	200	852	220	959	240	1066	260	1173
180	745	200	852	220	959	240	1066	260	1173	280	1280
200	852	220	959	240	1066	260	1173	280	1280	300	1387
220	959	240	1066	260	1173	280	1280	300	1387	320	1494
240	1066	260	1173	280	1280	300	1387	320	1494	340	1601
260	1173	280	1280	300	1387	320	1494	340	1601	360	1708
280	1280	300	1387	320	1494	340	1601	360	1708	380	1815
300	1387	320	1494	340	1601	360	1708	380	1815	400	1922
320	1494	340	1601	360	1708	380	1815	400	1922	420	2029
340	1601	360	1708	380	1815	400	1922	420	2029	440	2136
360	1708	380	1815	400	1922	420	2029	440	2136	460	2243
380	1815	400	1922	420	2029	440	2136	460	2243	480	2350
400	1922	420	2029	440	2136	460	2243	480	2350	500	2457
420	2029	440	2136	460	2243	480	2350	500	2457	520	2564
440	2136	460	2243	480	2350	500	2457	520	2564	540	2671
460	2243	480	2350	500	2457	520	2564	540	2671	560	2778
480	2350	500	2457	520	2564	540	2671	560	2778	580	2885
500	2457	520	2564	540	2671	560	2778	580	2885	600	2992
520	2564	540	2671	560	2778	580	2885	600	2992	620	3099
540	2671	560	2778	580	2885	600	2992	620	3099	640	3206
560	2778	580	2885	600	2992	620	3099	640	3206	660	3313
580	2885	600	2992	620	3099	640	3206	660	3313	680	3420
600	2992	620	3099	640	3206	660	3313	680	3420	700	3527
620	3099	640	3206	660	3313	680	3420	700	3527	720	3634
640	3206	660	3313	680	3420	700	3527	720	3634	740	3741
660	3313	680	3420	700	3527	720	3634	740	3741	760	3848
680	3420	700	3527	720	3634	740	3741	760	3848	780	3955
700	3527	720	3634	740	3741	760	3848	780	3955	800	4062
720	3634	740	3741	760	3848	780	3955	800	4062	820	4169
740	3741	760	3848	780	3955	800	4062	820	4169	840	4276
760	3848	780	3955	800	4062	820	4169	840	4276	860	4383
780	3955	800	4062	820	4169	840	4276	860	4383	880	4490
800	4062	820	4169	840	4276	860	4383	880	4490	900	4597
820	4169	840	4276	860	4383	880	4490	900	4597	920	4704
840	4276	860	4383	880	4490	900	4597	920	4704	940	4811
860	4383	880	4490	900	4597	920	4704	940	4811	960	4918
880	4490	900	4597	920	4704	940	4811	960	4918	980	5025
900	4597	920	4704	940	4811	960	4918	980	5025	1000	5132
920	4704	940	4811	960	4918	980	5025	1000	5132		
940	4811	960	4918	980	5025	1000	5132				
960	4918	980	5025	1000	5132						
980	5025	1000	5132								
1000	5132										

1. VNAV DA(H) in lieu of MDA(H) depends on operator policy. 2. or higher straight-in minimums.

JEPPESSEN 2005, 2023. ALL RIGHTS RESERVED.

Chart changes since cycle 06-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
-----	-----------------	-------	----------	----------

MADRID, (ADOLFO SUAREZ MADRID-BARAJAS - LEMD)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LEMD

Type: Terminal

Effectivity: Temporary

Begin Date: 20220811

End Date: 20230811

Works for New Remote Stands Apron (based on SUP 095-22). Refer to TEMP charts 10-8N thru 10-8Q and latest NOTAMs.

Type: Terminal

Effectivity: Temporary

Begin Date: 20221006

End Date: 20230406

Works on Ramp R-5 (based on SUP 135/22). Please refer to temp charts 10-8J and 10-8K and latest NOTAMs.

Type: Terminal

Effectivity: Temporary

Begin Date: 20220616

End Date: Until Further Notice

Creation of new stands on ramp 7 (based on SUP 76/22, with eff date 16 JUN 22). Refer to temporary charts 10-8B, 10-8C and latest NOTAM's.

Type: Terminal

Effectivity: Temporary

Begin Date: 20230126

End Date: 20240126

Work on ramp 0 (based on SUP 189/22). Please refer to temp chart 10-8 and latest notams.