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Airport Information For LEMD

Terminal Charts For LEMD

Revision Letter For Cycle 05-2025

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: 0457 Z
Sunset: 1924 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: 130.855 Departure Service
ATIS: 118.255 Arrival Service
Barajas Tower: 36.210 Military
Barajas Tower: 118.080
Barajas Tower: 118.155
Barajas Tower: 118.680
Barajas Tower: 118.980
Barajas Tower: 119.500 Military
Barajas Tower: 120.155 Secondary
Barajas Tower: 120.655 Secondary
Barajas Ground: 121.980
Barajas Ground: 121.630
Barajas Ground: 123.155
Barajas Ground: 121.755
Barajas Apron Ramp/Taxi: 123.255
Barajas Apron Ramp/Taxi: 123.480 Secondary
Barajas Apron Ramp/Taxi: 121.705
Barajas Apron Ramp/Taxi: 121.855
Barajas Apron Ramp/Taxi: 123.005
Barajas Clearance Delivery: 130.355
Barajas Clearance Delivery: 130.080
Madrid Approach: 127.100

Madrid Approach: 118.400
Madrid Approach: 136.105
Madrid Approach: 118.755
Madrid Approach: 124.030
Madrid Approach: 134.030 Secondary
Madrid Approach: 130.805 Secondary
Madrid Approach: 127.505
Madrid Departure: 131.175
Madrid Departure: 124.230
Barajas Emergency: 122.980
Madrid Direct (Approach Control Radar): 134.955
Madrid Direct (Approach Control Radar): 128.700
Madrid De-Icing Operations: 123.330
Madrid De-Icing Operations: 130.255

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ADOLFO SUAREZ MADRID-BARAJAS 30 AUG 24

10-1P

Eff 5 Sep

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 the following General and Business Aviation manager authorized by the APT:

AVIAVIP FBO Madrid

TEL H24: +34 629 361 111

E-mail: lemd@aviavip.com

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 FL100, 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

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.

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1. GENERAL

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.

1.2.4.2. 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.

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ADOLFO SUAREZ MADRID-BARAJAS

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Eff 23 Jan

AIRPORT BRIEFING

1. GENERAL

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 67 and 145 thru 162:

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

Stands 7 thru 9:

- Between sunset to sunrise use of APU is not allowed.

Stands 10 thru 49, 163 thru 175 and T36:

- 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.

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.

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1. GENERAL

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 and ceiling is 800' or above.
- 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.

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ADOLFO SUAREZ MADRID-BARAJAS 20 DEC 24 10-1P4 Eff 26 Dec 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:

- TWY C1 from M1 to stand 116, TWY C2 from M2 to stand 110, DI2, I12, J5, J6, JI5, JI6, W5, W6, WI6, WA, WN1, WN2 and gate 7.
- 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 an ACFT with a length greater than 210'/64m.

Limited to MAX ACFT with code letter D for:

- TWY C2 between A2 and M2, C11, DI3, DI4, section of I9 between stand 13 and gate 4, I10 to I11, gate4 thru 6.
- Gate 6, TWY C11, I11 and connection curves between TWY I10 and I12 limited to MAX wingspan 125'/38m.
- ACFT with wingspan greater than 125'/38m up to 158'/48m may circulate on TWY I11 if towed.
- 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 Z4 cannot be used by any other ACFT with code letter E or above if TWYZ2 is occupied by ACFT code letter F and vice versa.
- A346, A35K, B779, B77W and B764 ACFT shall oversteer during all turns.

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Limited to MAX ACFT with code letter E for:

- TWYs A1 thru A17, AM1, AM2, AZ2 thru AZ6, C1 between A1 and M1, 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 3, gate 14, H2 thru H4, I7, I8, I9 section between gate 3 and stand 13, 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.
- ACFT with code letter F, A346, A35K, B779, B77W and B764 must oversteer at all turns.
- 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.

ACFT with code letter F may not use RWY holding positions LC and LD for RWY14R.

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. GENERAL

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 T36 push-back required.

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

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

Guidance via Follow-me car shall only be provided for access to stands from sunset to sunrise at stands 10 thru 13 of ramp 1, stands 14 thru 17 of ramp 2 and in the case of stands 40 thru 45 of ramp 4 when the pavement is wet.

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.

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	9000'- / 8000'+
18L	MD623	200 KT	6500'
	MD620	185 KT	6000'
	When intercepting LOC	185 KT	-
32L/R	FAFEQ or equivalent position	220 KT	6000'
	RUDBI or equivalent position	220 KT	8000'
18R/32L/32R	When intercepting LOC	200 KT	-
All RWYs	Clearance Limit	220 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.

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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.

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ADOLFO SUAREZ MADRID-BARAJAS 30 AUG 24

10-1P9

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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.

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.

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, it is critical to report it to ATC in the initial contact with APP or the initial contact with TWR, as soon as possible:

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
SUPER								
HEAVY	L3 ⁽¹⁾ 7785' 2373m	L2 ⁽²⁾ 6982' 2128m	K4 7874' 2400m			Y4 7874' 2400m		Z8 7717' 2352m
MEDIUM (JET)	L5 ⁽¹⁾ 6076' 1852m	L4 ⁽²⁾ 5955' 1815m	K5 5906' 1800m	-	-	Y5 5906' 1800m	Z7 7717' 2352m	Z10 6319' 1926m
MEDIUM (PROP) + LIGHT	L7 ⁽¹⁾ 4980' 1518m							

(1) And turn left on TWY A, hold short of first TWY G intersection.
 (2) And hold short of TWY A.

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

In situations of high RWY demand, TWR may indicate compulsory departures following those indicated in the table.

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

Vacating via K3, L1, LA, LE, Y3 and Z4 is prohibited, except in exceptional situations and with TWR clearance, as it generates ILS signal interference.

Vacating via TWY K1, K2, LC, LB, Y1, Y2, Z1, Z2, Z3 and Z6 is not lit and is prohibited, except in exceptional situations, as it generates ILS signal distortion.

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

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	
<u>Standard route:</u> L7, L5 or L3, TWY A to TWY A11.	
For B748	Stands 40, 165, 259 and 263: Standard route.
For A124	Stands 165, 259 and 263: L4 or L2 to TWY A until A11, then standard route.
For A388	NOTE: This route shall be followed when LVP procedures are active.
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. Stands 258 thru 264: Standard route to A10 (transfer point A10-2) until A8 to F2 to F3.
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 67: 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. Stand 149: Standard route to A10 (transfer point A10-2) until A2. Stands 151 thru 153: Standard route to A10 (transfer point A10-2) until A3. Stands 155 thru 162: Standard route to A10 (transfer point A10-2) until A4.

2. ARRIVAL

From RWY 32L to: (cont'd)	
Terminal 1, 2 or 3 (cont'd)	
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.
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 T36: Standard route to G5 to Gate 5 (transfer point) to I12.
R-0:	Stands 20 thru 26: Standard route to G5 to M11.

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2. ARRIVAL

From RWY 32L to: (cont'd)	
Terminal 4	
Follow ATC instructions to leave by the LEFT of RWY. Standard route: 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.
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.

2. ARRIVAL

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.	
For B748	Stands 40, 165, 259 and 263: Standard route.
For A124	Stands 165, 259 and 263: Standard route.
For A388	NOTE: This route shall be followed when LVP procedures are active.
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 WI6. 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.

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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. ACFT with code letter F: Standard route to A27 until A21 to B1 until B5 to Gate 13 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. ARRIVAL

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.	
For B748	Stands 40, 165, 259 and 263: Follow ATC instructions via N until N2 to M21, then standard route.
For A124	Stand 165: Follow ATC instructions via N to M21 until M8 to G1 to A7 to A6. Stands 259 and 263: Follow ATC instructions via N to M21 until M8 to G1 to F2 to F3. NOTE: These routes shall be followed when LVP procedures are active.
For A388	Stand 165: Follow ATC instructions via N to M21 until M17 to AZ2 to A14 until A6. Stands 259 and 263: Follow ATC instructions via N to M21 until M17 to AZ2 to A14 until A8 to F2 to F3. NOTE: These routes shall be followed when LVP procedures are active.
Terminal 4	
Follow ATC instructions. <u>Standard route:</u> 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.

2. ARRIVAL

From RWY 18L to: (cont'd)	
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. Stand 627 for ACFT with code letter F: Standard route to N12 until N1 to A22 until A25 to AM3 to 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.

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.	
For B748	Stands 40, 165, 259 and 263: Standard route.
For A124	Stand 165: Z7 to G13 to N5 until N2 to M21 until M8 to G1 to A7 to A6. Stands 259 and 263: Z7 to G13 to N5 until N2 to M21 until M8 to G1 to F2 to F3. NOTE: These routes shall be followed when LVP procedures are active.
For A388	Stand 165: Z7 to G13 to N5 until N2 to M21 until M17 to AZ2 to A14 until A6. Stands 259 and 263: Z7 to G13 to N5 until N2 to M21 until M17 to AZ2 to A14 until A8 to F2 to F3. NOTE: These routes shall be followed when LVP procedures are active.
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. Stands 258 thru 264: Standard route to M10 (transfer point M10-2) until M8 to G1 to F2 to F3.

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2. ARRIVAL

From RWY 18R to: (cont'd)	
Terminal 1, 2 or 3 (cont'd)	
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 67: 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 149 thru 151: Standard route to M10 (transfer point M10-2) until M2 to C2 to A2, straight to stand. Stands 153 thru 155: Standard route to M10 (transfer point M10-2) until M3 to C3 to A3, straight to stand. Stands 156 thru 162: Standard route to M10 (transfer point M10-2) until M4 to C4 to A4, straight to stand.
R-4:	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.
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 T36: Standard route to Gate 5 (transfer point) to I12.
R-0:	Stands 20 thru 26: Standard route, M11.

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10-1P19

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2. ARRIVAL

From RWY 18R to: (cont'd)	
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. Stand 627 for ACFT with code letter F: Z7 to G13 to N5 until N1 to A22 until A25 to AM3 to 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.

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.

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.

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

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

20 DEC 24

10-1P24

Eff 26 Dec

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: S on TWY A6 South Configuration: E on TWY A5
165	ACFT with code letter F: E on TWY A5 All other ACFT: North Configuration: S on TWY A6 South Configuration: E 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	E

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.	
For B748	Stands 40, 165, 259 and 263: Standard route until M15 to MZ3 to R1 to Z4 or standard route until M14 to M20 to B2 to RWY holding position Z1.
For A124	Stand 165: A5 to A6 to A7 to G1 to M8 until M20 to B2 to RWY holding position Z1. Stands 259 and 263: E2 to E1 to A7 to G1 to M8 until M20 to B2 to RWY holding position Z1. NOTE: These routes shall be followed when LVP procedures are active.
For A388	Stands 165: A5 to A6 until A14 to AZ2 to M17 until M20 to B2 to RWY holding position Z1. Stands 259 and 263: E2 to E1 to A7 until A14 to AZ2 to M17 until M20 to B2 to holding position Z1. NOTE: These routes shall be followed when LVP procedures are active.
R-7:	Stands 178 thru 186, 207 and 209: C7 to E3 until E1, to A7 to G1 to M8, then standard route. Stands 188 thru 190: C7 to A6 to A5 to C6 to M6, then standard route. Stands 200 thru 206 and 208: C11 to E3 until E1 to A7 to G1 to M8, then standard route. Stands 210 thru 227: Direct to E2 to E1 to A7 to G1 to M8, then standard route. Stands 243 thru 249: C9 to A5 to C6 to M6, then standard route. Stands 258 thru 264: E2 to E1 to A7 to G1 to M8, then standard route.
R-5 and R-6, stands 145 thru 162: Push-back nosing to Southwest on TWY A, then proceed to the first possible intersection with TWY M to join it and proceed until M9, then standard route.	
R-6:	Stands 80 thru 85, 98 and 99: C3 to M3 until M9, then standard route. Stands 75, 90 thru 97, 100 thru 110: C2 to M2 until M9, then standard route. Stands 111 thru 126: C1 to M1 until M9, then standard route. Stands 131, 133 and 135: CA to C1 to M1 until M9, then standard route. Stands 130, 132, 134, 136 thru 140: CB to C1 to M1 until M9, then standard route.
R-5:	Stands 50 thru 57: C5 to M5 until M9, then standard route. Stands 60 thru 67: C3 to M3 until M9, then standard route. Stands 70 and 71: I6 to C5 to M5 until M9, then standard route. Stands 72 thru 74: I6 to C3 to M3 until M9, then standard route.

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3. DEPARTURE

To RWY 36L from: (cont'd)	
Terminal 1, 2 or 3 (cont'd)	
R-4:	Stand 30: M6 until M9, then standard route. Stands 31 thru 34: I7 to C5 to M5 until M9, then standard route. Stands 35 thru 37: M5 to M6 until M9, then standard route. Stands 40 thru 45: C6 to M6 until M9, then standard route. Stands 171 and 173: F2 to G1 to M8 until M9, then standard route. Stand 175: F1 to A8 to G1 to M8 until M9, then standard route.
R-3:	Stands T1 thru T5: I7 to C5 to M5 until M9, then standard route. Stands T6 thru T13: I8 to M7 until M9, then standard route.
R-2:	Stands 13 thru 17, T17 thru T21: I9 to Gate 2 to M9, then standard route. Stands T14 thru T16: I8 or I9 to Gate 2 to M9, then standard route.
R-1:	Stands 7 thru 9: Straight to M10 until M17 to R5 or R6 or R7 to R8 to Z2. Stands 10 thru 13 and T22 thru T27: I9 to Gate 4, then standard route. Stands T28 and T29: I10 to Gate 4, then standard route. Stands T30 thru T36: I12 to I11 to Gate 6 (transfer point) to M12 until M17 to R5 or R6 or R7 to R8 to Z2.
R-0:	Stands 20 thru 26: I11 to Gate 6 (transfer point) to M12 until M17 to R5 or R6 or R7 to R8 to Z2.
Terminal 4	
Standard route: R3 (transfer point R3-2) until R1 to Z4.	
R-10:	Stands 364 thru 370: DI3 to D3 to R4, then standard route. Stands 372, 374, 376: DI2 to D3 to R4, then standard route. Stands 373 and 377: D2 to D3 to R4, then standard route. Stand 378: JI5 to D2 to D3 to R4, then standard route. Stands 380 thru 384: JI6 to JI5 to D2 to D3 to R4, then standard route. Stands 386 thru 394: J6 to JI5 to D2 to D3 to R4, then standard route. Stands 444 thru 448: D2 to D3 to R4, then standard route.
R-11:	Stands 342 thru 346: DI4 to R4, then standard route. Stands 348 thru 362: DI3 to D3 to R4, then standard route. Stands 430 thru 432: D4 to D5 to W4 to X5 to X4, then standard route. Stands 434 thru 442: D3 to R4, then standard route.
R-12:	Stands 300 thru 304: W6 to WN1 to WN2 to WN3 to W4 to X5 to X4, then standard route. 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. Stands 320 thru 328: W5 to WN1 to WN2 to WN3 to W4 to X5 to X4, 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, then standard route. Stands 336 thru 340: DI4 to R4, then standard route. Stands 420 thru 428: D4 to D5 to W4 to X5 to X4, then standard route.
R-13:	Stands 400 thru 419: WN2 to WN3 to W4 to X5 to X4, then standard route.

3. DEPARTURE

To RWY 36L from: (cont'd)	
Terminal 4S	
R-20:	Stands 583 thru 586: Gate 11 to G11 to Z1. Stands 580 thru 582: M23 to EB1 to A23 until A21 to B1 to B2 to Z1. 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. 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. Stand 627 for ACFT with code letter F: EC2 to EC1 to A24 until A21 to B1 to B2 to Z1.
R-21:	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. Stands 608 thru 618: EC2 to EC6 to EC7 to N11 until N4 to BN1 to Z3 or EC2 to EC6 to EC7 to N11 until N3 to G11 to Z1.
R-22:	Stands 538 and 539: N10 until N4 to BN1 to Z3 or N10 until N3 to G11 to Z1. Stands 540 thru 554: EB6 to EB7 to N10 until N4 to BN1 to Z3 or EB6 to EB7 to N10 until N3 to G11 to Z1. Stands 600 thru 606: EC6 to EC7 to N11 until N4 to BN1 to Z3 or EC6 to EC7 to N11 until N3 to G11 to Z1.
R-23:	Stands 500 thru 536: EA6 to EA5 to Gate 12 to N4 to BN1 to Z3 or EA6 to EA5 to Gate 12 to N3 to G11 to Z1. Stand 537: N10 until N4 to BN1 to Z3 or N10 until N3 to G11 to Z1.

To RWY 36R from:	
Terminal 1, 2 or 3	
The same route as for RWY 36L until M17, then to M18 until M31 to NY13 to Y1 or M18 until M32 to N13 to Y2 or M18 until M33 to B13 to Y3.	
For B748	Stands 40, 165, 259 and 263: Standard route until M15 to M20 to B2 until B13 to RWY holding position Y3.
For A124	Stand 165: A5 to A6 to A7 to G1 to M8 until M20 to B2 until B13 to RWY holding position Y3. Stands 259 and 263: E2 to E1 to A7 to G1 to M8 until M20 to B2 until B13 to RWY holding position Y3. NOTE: These routes shall be followed when LVP procedures are active.
For A388	Stand 165: A5 to A6 until A14 to AZ2 to M17 until M20 to B2 until B13 to RWY holding position Y3. Stands 259 and 263: E2 to E1 to A7 until A14 to AZ2 to M17 until M20 until B13 to RWY holding position Y3. NOTE: These routes shall be followed when LVP procedures are active.

3. DEPARTURE

To RWY 36R from: (cont'd)	
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: 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 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 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: WI6 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: DI4 to D5 to W4 to X5 until 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 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 EC7 to N12 to N13 to Y12. Stand 627 for ACFT with code letter F: EC2 to EC1 to A24 until A21 to B1 until B13 to Y3.
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.

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. 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	
For B748	Stands 40, 165, 259 and 263: Standard route.
For A124	Stands 165, 259 and 263: Standard route.
For A388	NOTE: These routes shall be followed when LVP procedures are active.
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	
Standard route: 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.	
R-10:	<p>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 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.</p>
R-11:	<p>Stands 342 thru 362: DI4 to DI3 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.</p>

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JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

20 DEC 24

10-1P30

Eff 26 Dec

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: WI6 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> <p>Stand 627 for ACFT with code letter F: EC2 to EC1 to A25 until A28 to A29 to K1 to holding point or A28 to KB2 to K2 or K3 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> <p>Stand 627 for ACFT with code letter F: EC2 to EC1 to A25 until A28 to A29 to K1 to holding point or A28 to KB2 to K2 or K3 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>ACFT with code letter F: EA5 to Gate 12 to N4 until N1 to A22 until A28 to A29 to K1 to holding point or A28 to KB2 to K2 or K3 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 20 DEC 24 (10-1P31) Eff 26 Dec 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.	
For B748	Stands 40, 165, 259 and 263: Standard route until holding position LA or continue A12 until A19 to ME2 to RWY holding position LE.
For A124	Stands 165, 259 and 263: Standard route to A12, A13 until A19 to ME2 to RWY holding position LE.
For A388	NOTE: This route shall be followed when LVP procedures are active.
R-7:	Stands 178 thru 186, 207 and 209: C7 to E3 until E1 to A7 until A9, then standard route.
	Stands 188 thru 190: C7 to A6 until A9, then standard route.
	Stands 200 thru 206, and 208: C11 to E3 until E1 to A7 until A9, then standard route.
	Stands 210 thru 227: Straight to E2 to E1 to A7 until A9, then standard route.
	Stands 243 thru 249: C9 to A6 until A9, then standard route. Stands 258 thru 264: E2 to E1 to A7 until A10, then standard route.
R-5 and R-6, stands 145 thru 162: Push-back nosing to Northeast on TWY A to proceed on it directly until A9, then standard route.	
R-6:	Stands 80 thru 85, 98 and 99: C3 to A3 until A9, then standard route.
	Stands 75, 90 thru 97, 100 thru 110: C2 to A2 until A9, then standard route.
	Stands 111 thru 126: C1 to A1 until A9, then standard route.
	Stands 131, 133, 135: CA to C1 to A1 until A9, then standard route.
	Stands 130, 132, 134, 136 thru 140: CB to C1 to A1 until A9, then standard route. Stands 145 thru 148: A1 until A9, then standard route.
R-5:	Stands 50 thru 67: C3 to A3 to A4 to A5 or C5 to A5 until A9, then standard route.
	Stands 70 and 71: I6 to C5 to A5 until A9, then standard route.
	Stands 72 thru 74: I6 to C3 to A3 until A9, then standard route.
R-4:	Stands 30 and 37 thru 45: M6 to C6 to A5 until A9, then standard route.
	Stands 31 thru 36: I7 to C5 to A5 until A9, then standard route.
	Stands 171 and 173: F2 to A8 until A9, then standard route.
	Stand 175: F1 to A8 until A9, then standard route.
R-3:	Stands T1 thru T5: I7 to C5 to A5 until A9, then standard route.
	Stands T6 thru T13: I8 to Gate 1 to G1 to A8 until A9, then standard route.
R-2:	Stands 13 thru 17 and T17 thru T21: I9 to Gate 2 to G2 to A9, then standard route.
	Stands T14 thru T16: I8 to Gate 2 to G2 to A9, then standard route.

3. DEPARTURE

To RWY 14R from: (cont'd)	
Terminal 1, 2 or 3 (cont'd)	
R-1:	Stands 7 thru 9: Straight to M10 to G5 to A11 to A12 to RWY holding position.
	Stands 10 thru 13 and T22 thru T27: 19 to Gate 4 to G4 to A9, then standard route.
	Stands T28 and T29: 110 to Gate 4 to G4 to A9, then standard route.
	Stands T30 thru T36: 112 to I11 to Gate 6 (transfer point) to A12 to RWY holding position.
R-0:	Stands 20 thru 26: 111 to Gate 6 (transfer point) to A12 to RWY holding position.
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: 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 D1 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.
R-11:	Stand 448: D2 to S4, then standard route.
	Stands 342 thru 362: D14 to D13 to S4, then standard route.
	Stands 430 thru 432: D4 to D5 to W4 to X5 to X4 to X3, then standard route.
R-12:	Stands 434 thru 442: D3 to R4 to X3, then standard route.
	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: W16 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: D14 to D5 to W4 to X5 to X4 to X3, then standard route.
	Stands 336 thru 340: D14 to D13 to S4, then standard route.
R-13:	Stands 420 thru 428: D4 to D5 to W4 to X5 to X4 to X3, then standard route.
	Stands 400 thru 419: WN2 to WN3 to W4 to X5 to X4 to X3, then standard route.

3. DEPARTURE

To RWY 14R from: (cont'd)	
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. Stand 627 for ACFT with code letter F: EC2 to M24 until 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.

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.

LEMD/MAD

JEPPESEN

MADRID, SPAIN

ADOLFO SUAREZ MADRID-BARAJAS

20 DEC 24

10-1P34

Eff 26 Dec

AIRPORT BRIEFING

3. DEPARTURE

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.

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.

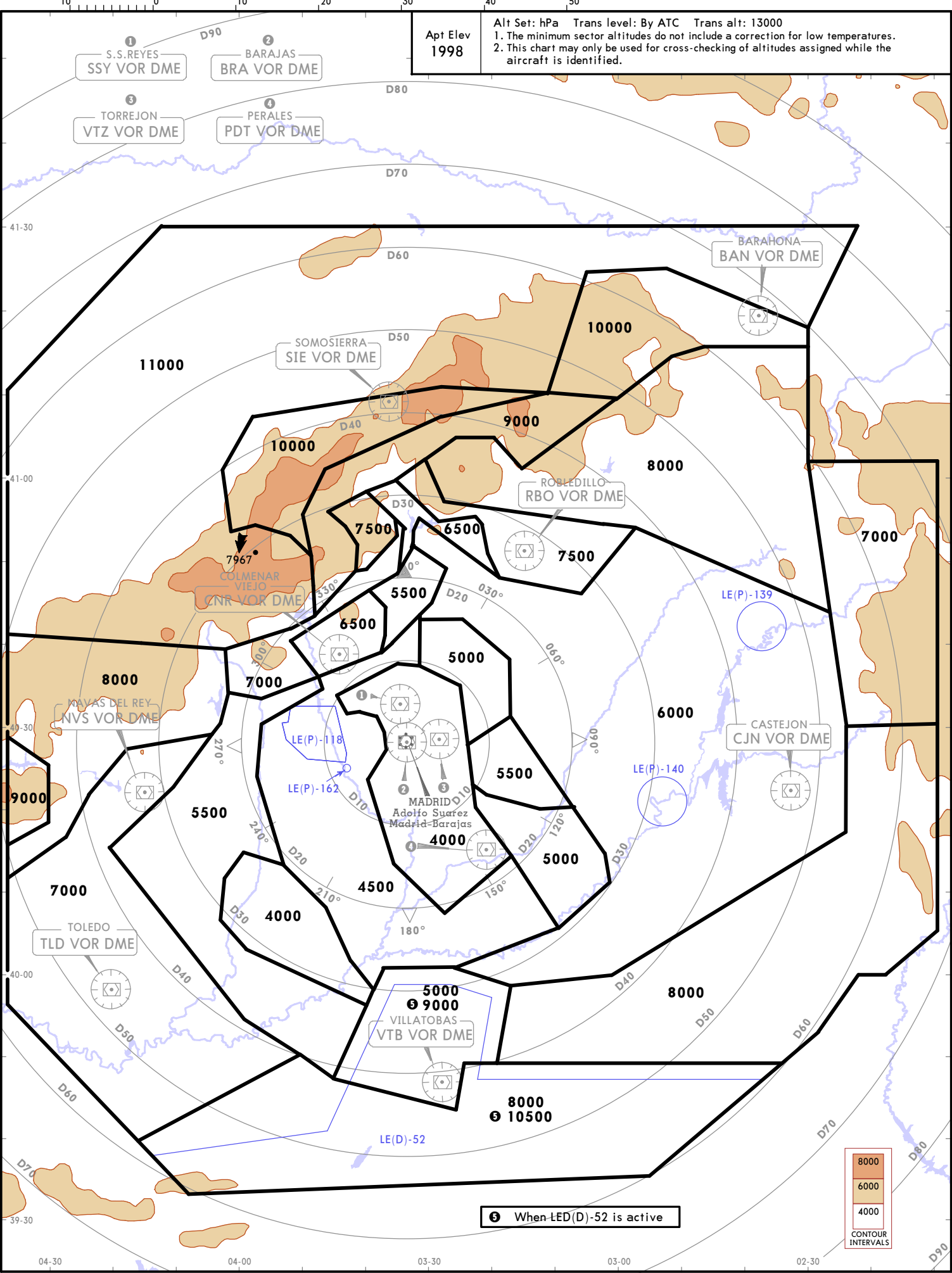
Pilots should be able to commence the take-off roll immediately when take-off clearance is issued.

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.

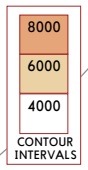
CHANGES: Sector east of RBO VOR/DME revised.

LEMD/MAD
ADOLFO SUAREZ MADRID-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.	



⑤ When LE(D)-52 is active

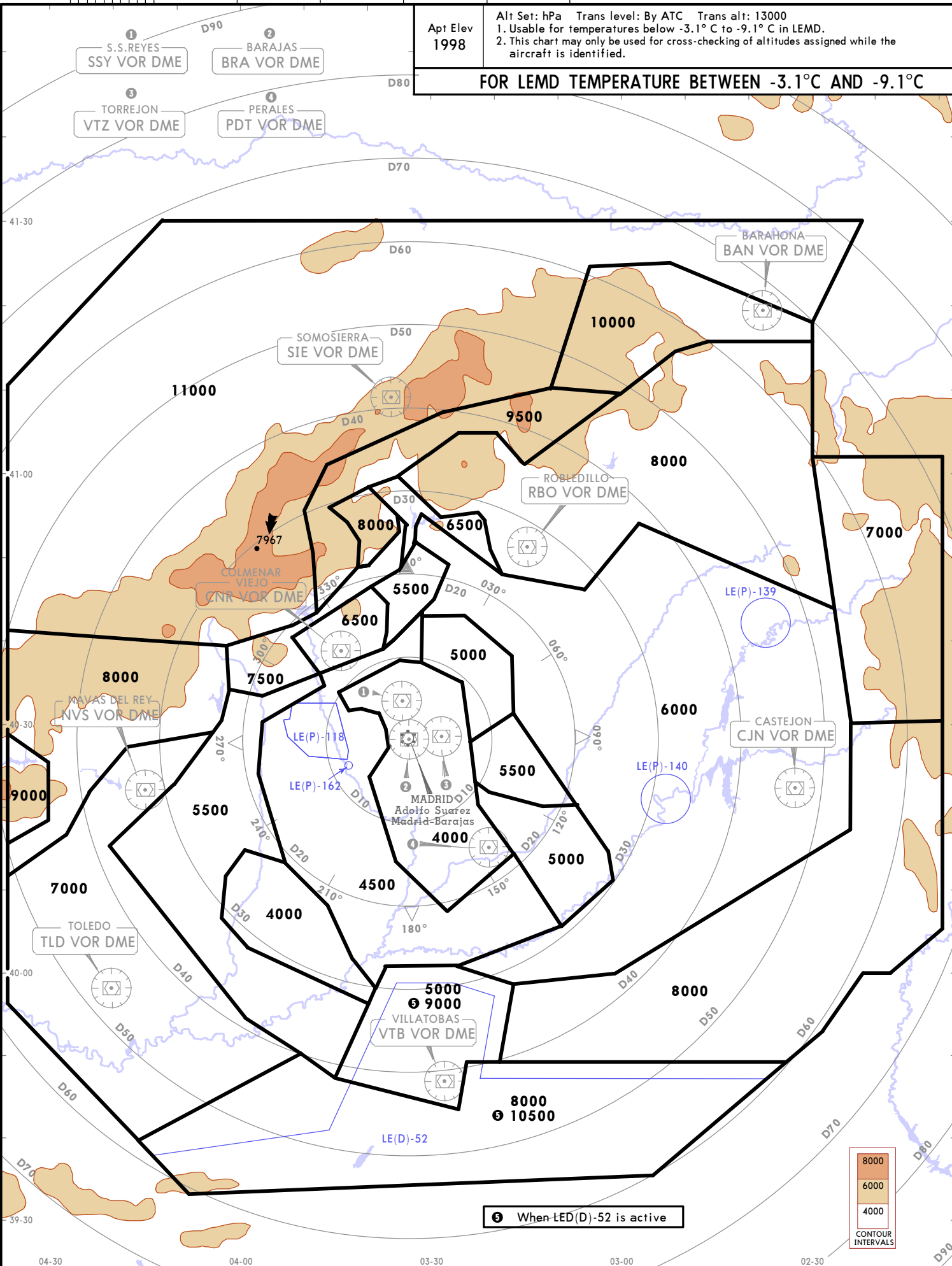


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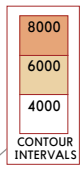
JEPPESEN
25 OCT 24
10-IR
RADAR MINIMUM ALTITUDES
MADRID, SPAIN

CHANGES: Temperature ranges, sector altitudes.

Apt Elev 1998	Alt Set: hPa Trans level: By ATC Trans alt: 13000
	1. Usable for temperatures below -3.1°C to -9.1°C in LEMD. 2. This chart may only be used for cross-checking of altitudes assigned while the aircraft is identified.
FOR LEMD TEMPERATURE BETWEEN -3.1°C AND -9.1°C	

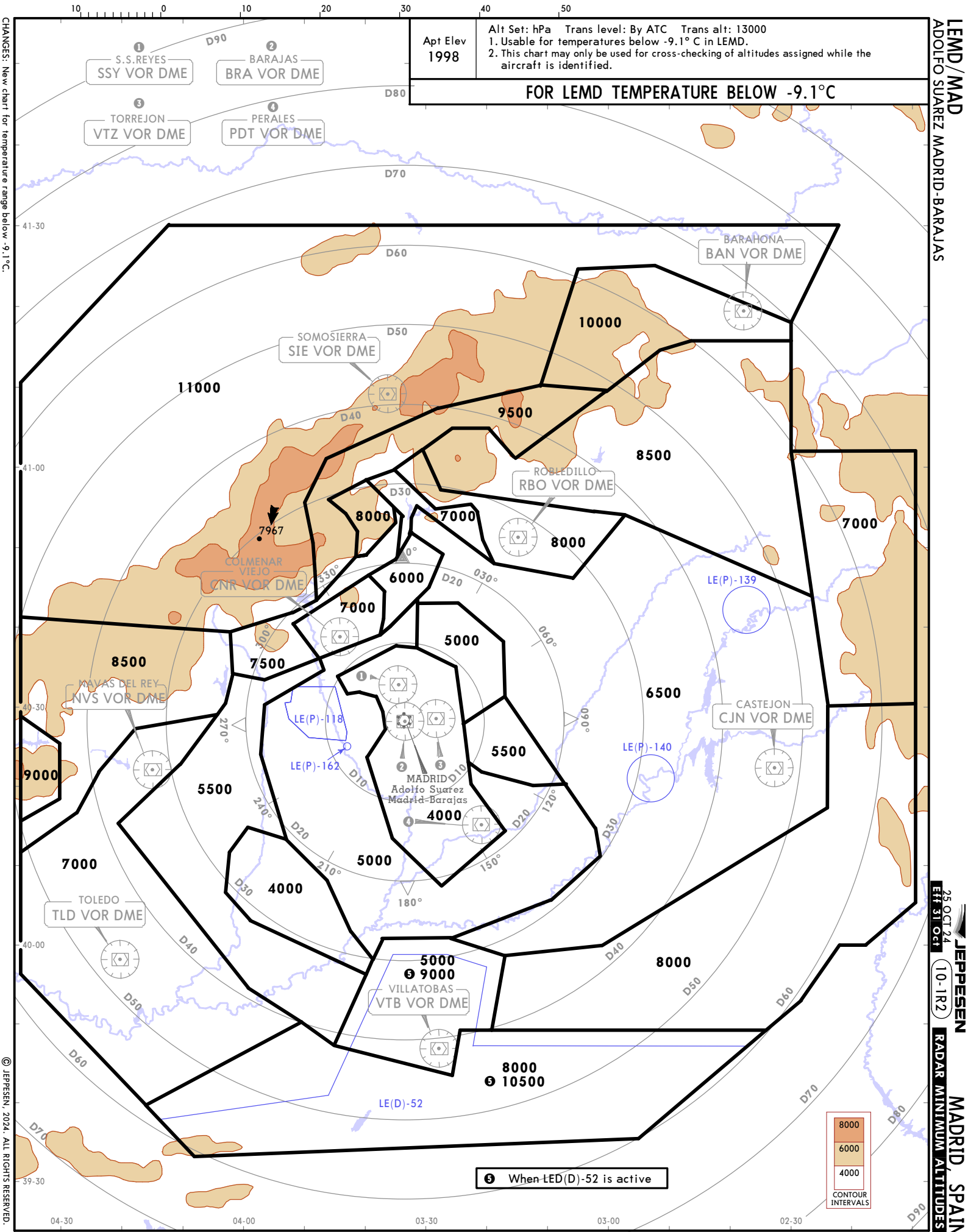


⑤ When LE(D)-52 is active



LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS
 25 OCT 24
 Eff 31 Oct
JEPPESEN
 10-1R1
RADAR MINIMUM ALTITUDES
MADRID, SPAIN

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Apt Elev 1998
 Alt Set: hPa Trans level: By ATC Trans alt: 13000
 1. Usable for temperatures below -9.1°C in LEMD.
 2. This chart may only be used for cross-checking of altitudes assigned while the aircraft is identified.

FOR LEMD TEMPERATURE BELOW -9.1°C

LEMD/MAD
 ADOLFO SUAREZ MADRID-BARAJAS

JEPPESSEN
 25 OCT 24
 10-1R2
 MADRID, SPAIN
 RADAR MINIMUM ALTITUDES

CHANGES: New chart for temperature range below -9.1°C.
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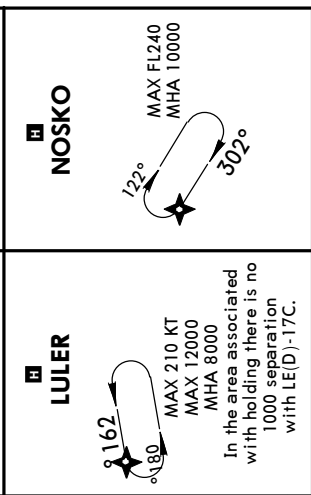
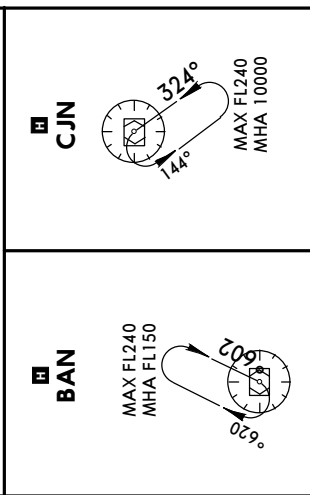
5 When LE(D)-52 is active

8000
 6000
 4000
 CONTOUR INTERVALS

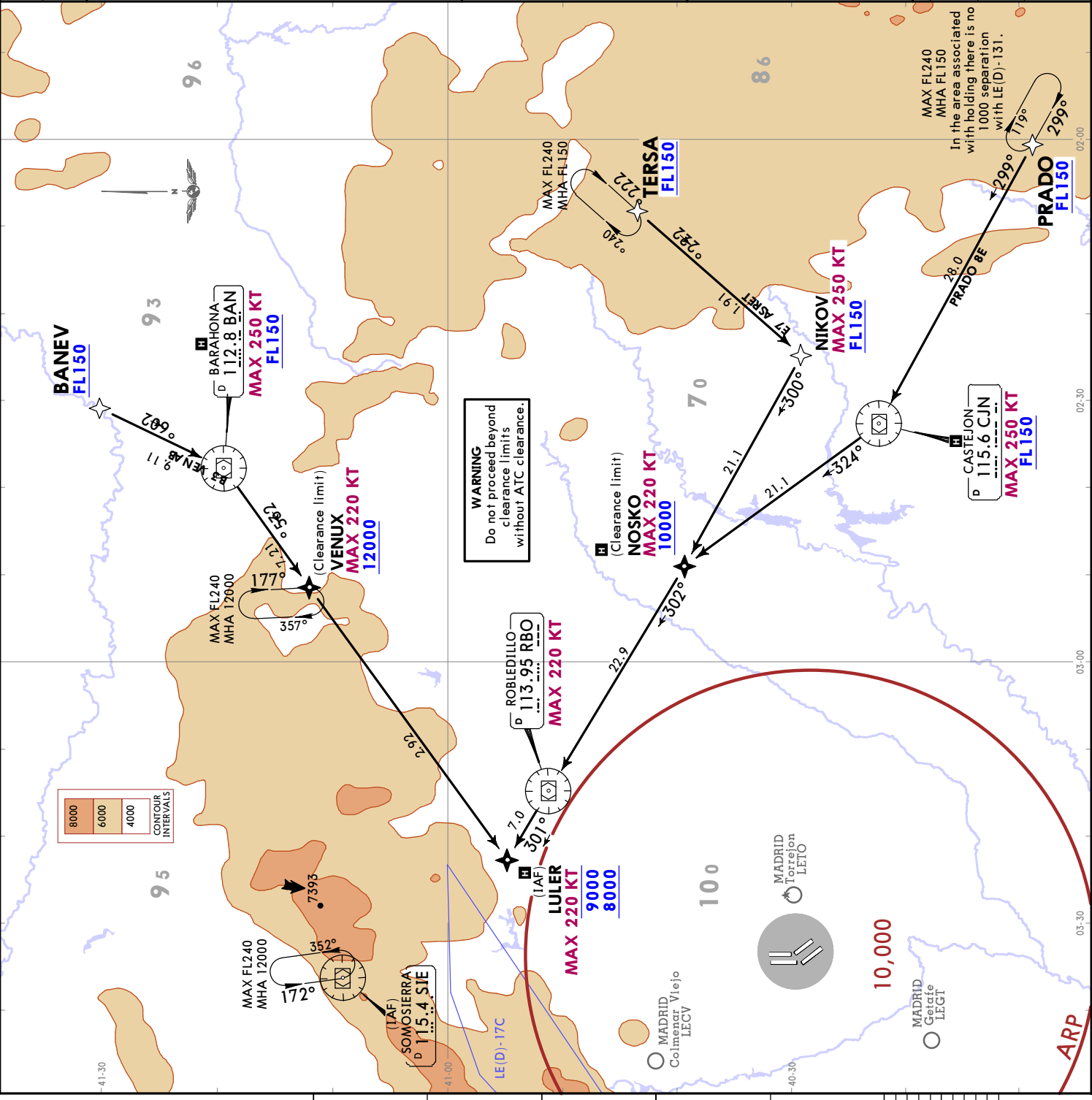
ATIS
 118.255
 Alt Set: hPa
 Trans level: By ATC

Apt Elev
 1998
 RNAV 1 required.

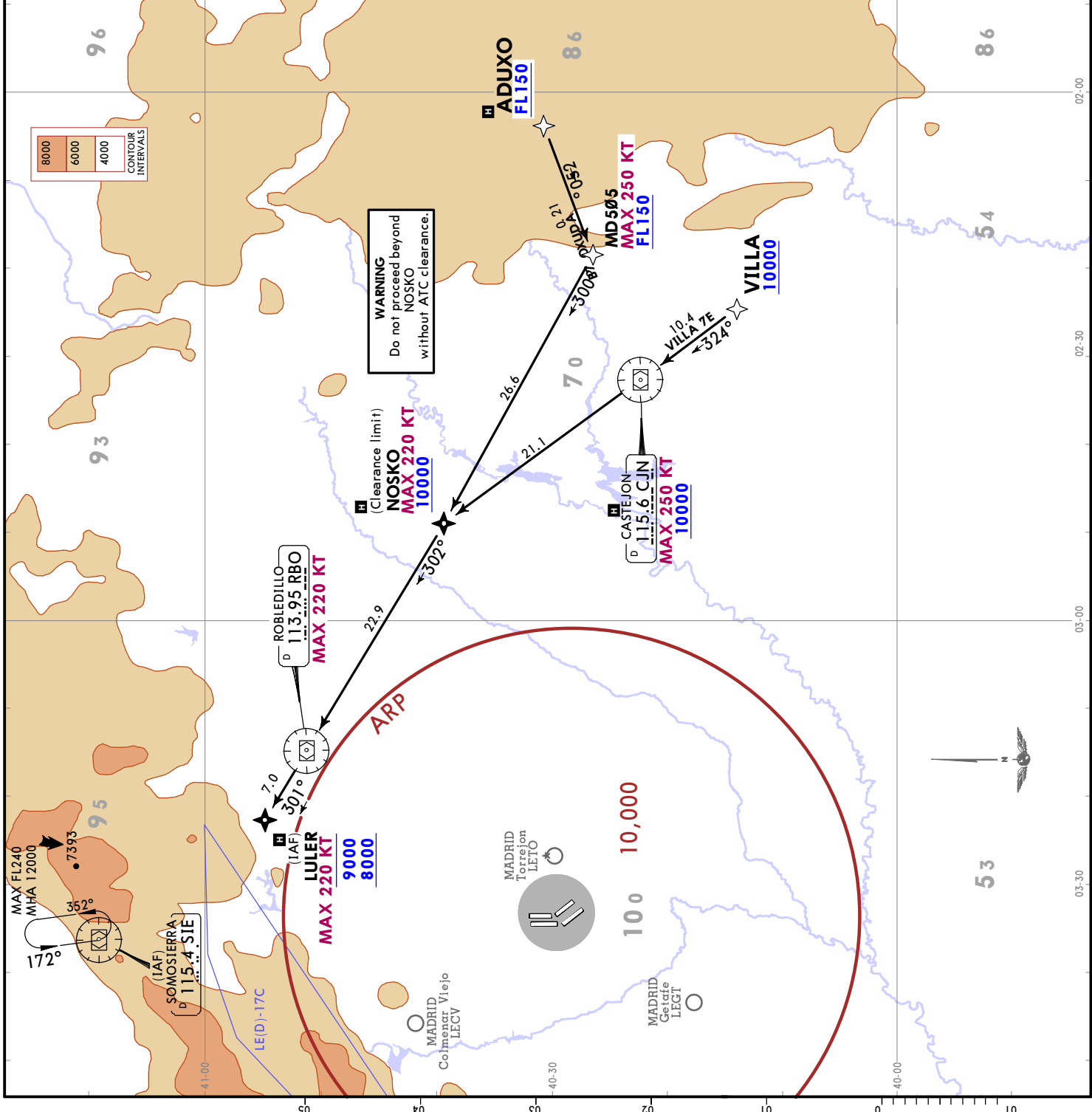
BANEV 3B [BANE3B]
PRADO 8E [PRAD8E]
TERSA 7E [TERS7E]
RNAV ARRIVALS
(RWYS 18L/R)



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+; LULER (K220+; 9000+; 8000+)).
TERSA 7E	TERSA (FL150+) - NIKOV (K250+; FL150+) - NOSKO (K220+; 10000+) - RBO (K220+; LULER (K220+; 9000+; 8000+)).



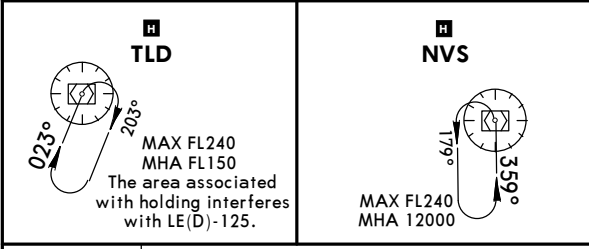
ATIS 118.255 Apt Elev 1998	Alt Set: hPa Trans level: By ATC RNAV 1 required.
ADUXO 7B [ADUX7B] VILLA 7E [VILA7E] RNAV ARRIVALS (RWYS 18L/R)	
ADUXO MAX FL240 MHA FL150 	CJN MAX FL240 MHA 10000
LULER MAX 210 KT MAX 12000 MHA 8000 In the area associated with holding there is no 1000 separation with LE(D)-17C.	NOSKO MAX FL240 MHA 10000
STAR ADUXO 7B VILLA 7E	ROUTING ADUXO (FL150+) - MD505 (K250-; FL150+) - NOSKO (K220-; 10000+) - RBO (K220-) - LULER (K220-; 9000-; 8000+). VILLA (10000+) - CJN (K250-; 10000+) - NOSKO (K220-; 10000+) - RBO (K220-; 9000-; 8000+).



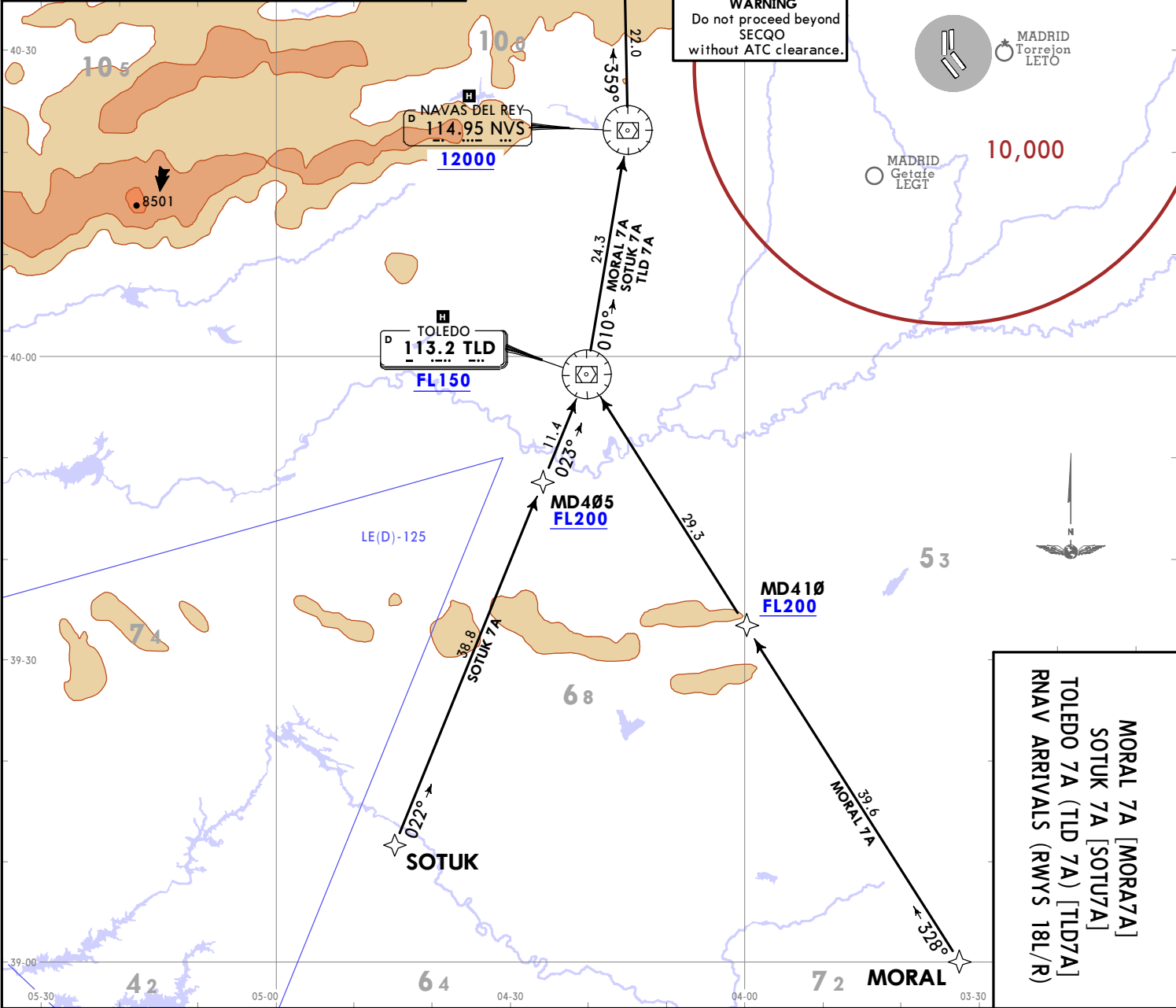
CHANGES: Procedures revised & renumbered; chart reindexed.

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

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



STAR	ROUTING
MORAL 7A	MORAL - MD410 (FL200+) - TLD (FL150+) - NVS (12000+) - SECQO (K220-; 11000+) - RILKO (K220-; 11000+).
SOTUK 7A	SOTUK - MD405 (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)

LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESSEN MADRID, SPAIN
 10 FEB 23 (10-2B) EFT 23 Feb
RNAV STAR

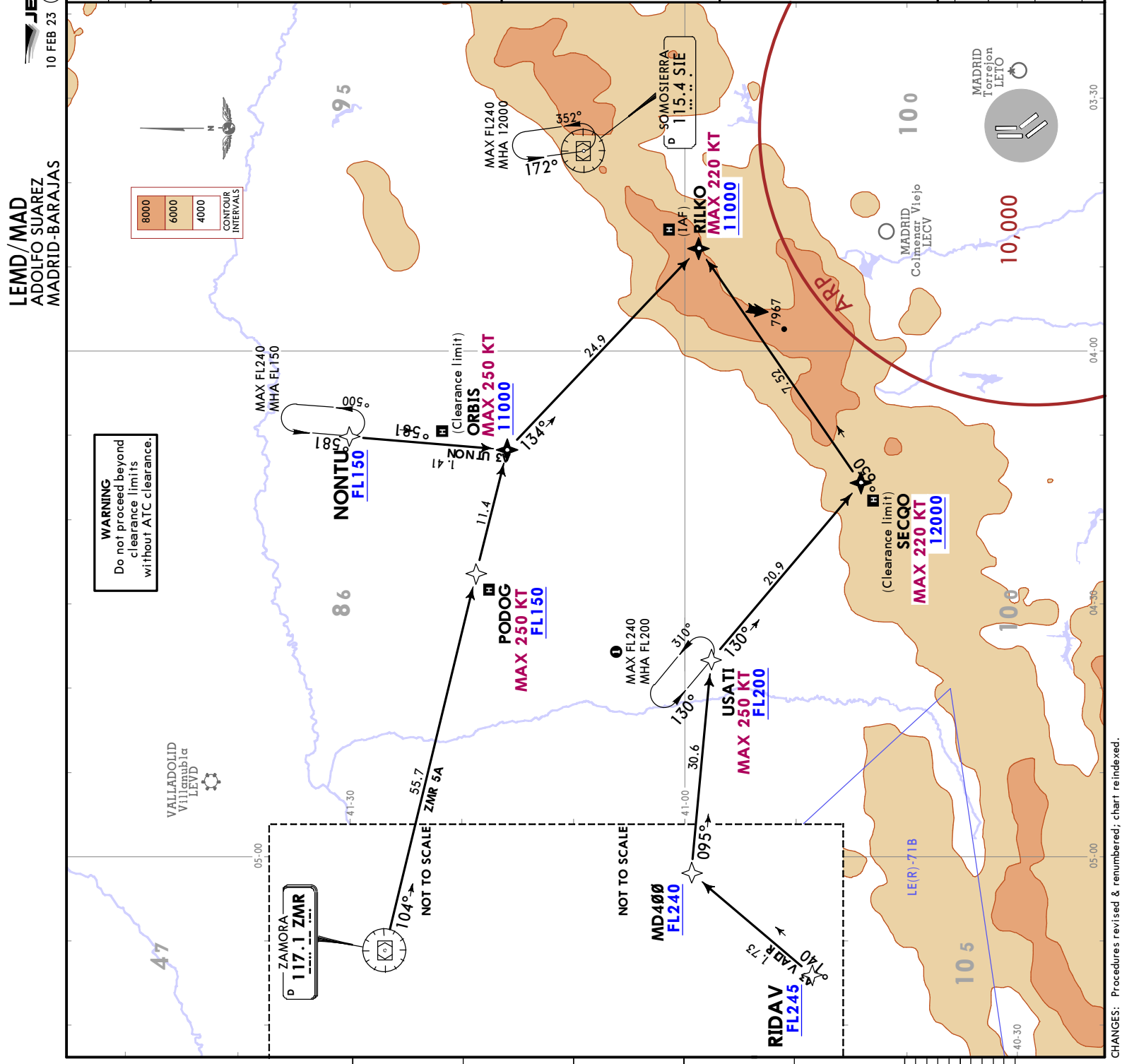
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LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

MADRID, SPAIN
RNAV STAR

10 FEB 23 (10-2C) Eff 23 Feb

ATIS 118.255 Apt Elev 1998	Alt Set: hPa Trans level: By ATC RNAV 1 approval required.	<p style="text-align: center;"> NONTU 3A [NONT3A] RIDAV 3A [RIDA3A] ZAMORA 5A (ZMR 5A) [ZMR5A] RNAV ARRIVALS (RWYS 18L/R) </p>
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15 MAR 24 (10-2D) **JEPPESEN** MADRID, SPAIN **RNAV STAR**

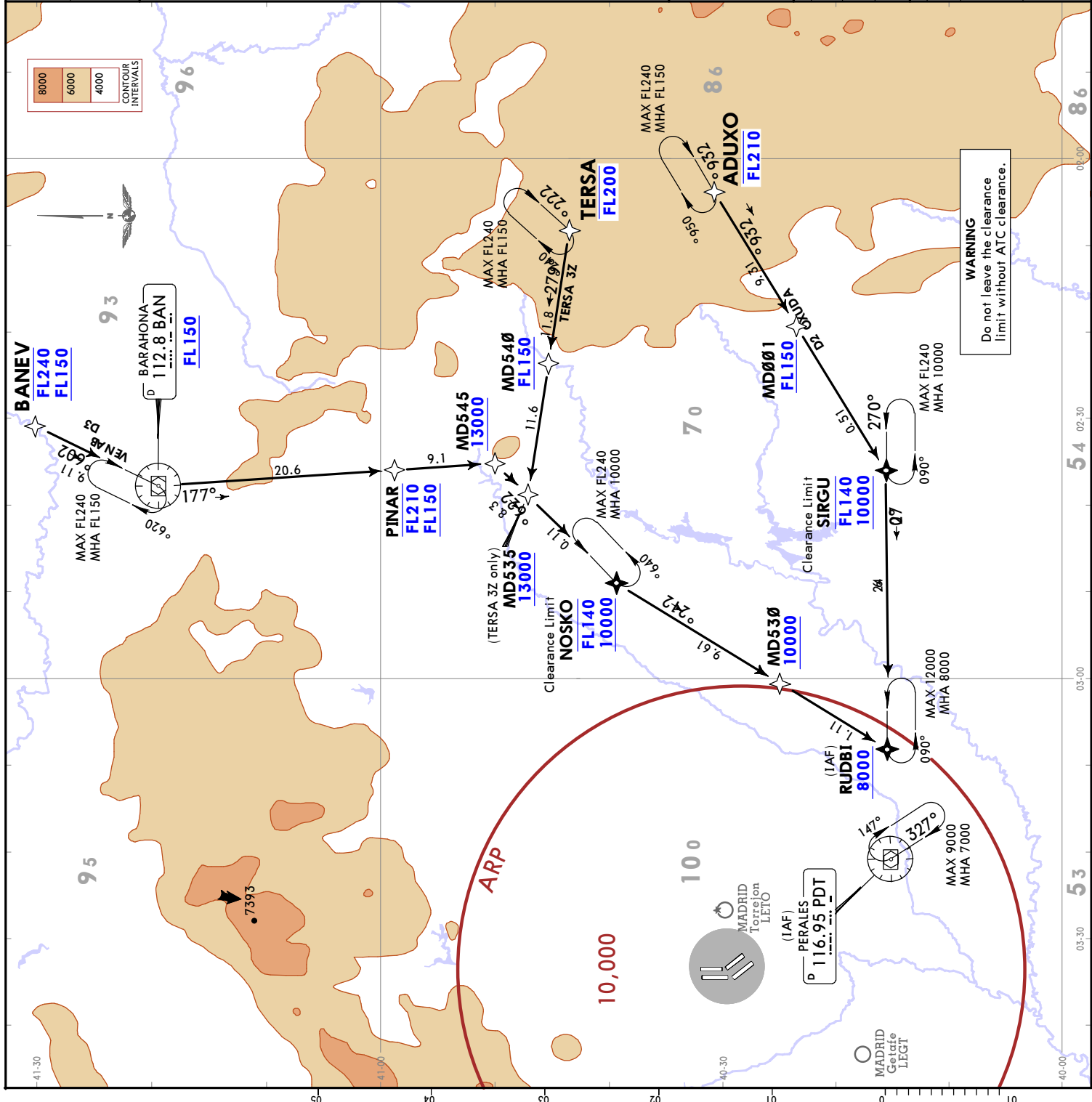
ATIS 118.255	Alt Set: hPa Trans level: By ATC
Apt Elev 1998	RNAV 1 required

**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

STAR	ROUTING
ADUXO 2D	ADUXO (FL210-) - MD001 (FL150+) - SIRGU (FL140+; 10000+) - RUDBI (8000+)
BANEV 3D	BANEV (FL240+; FL150+) - BAN (FL150+) - PINAR (FL210+; FL150+) - MD545 (13000+) - NOSKO (FL140+; 10000+) - MD530 (10000+) - RUDBI (8000+)
TERSA 3Z	TERSA (FL200-) - MD540 (FL150+) - MD535 (13000+) - NOSKO (FL140+; 10000+) - MD530 (10000+) - RUDBI (8000+)



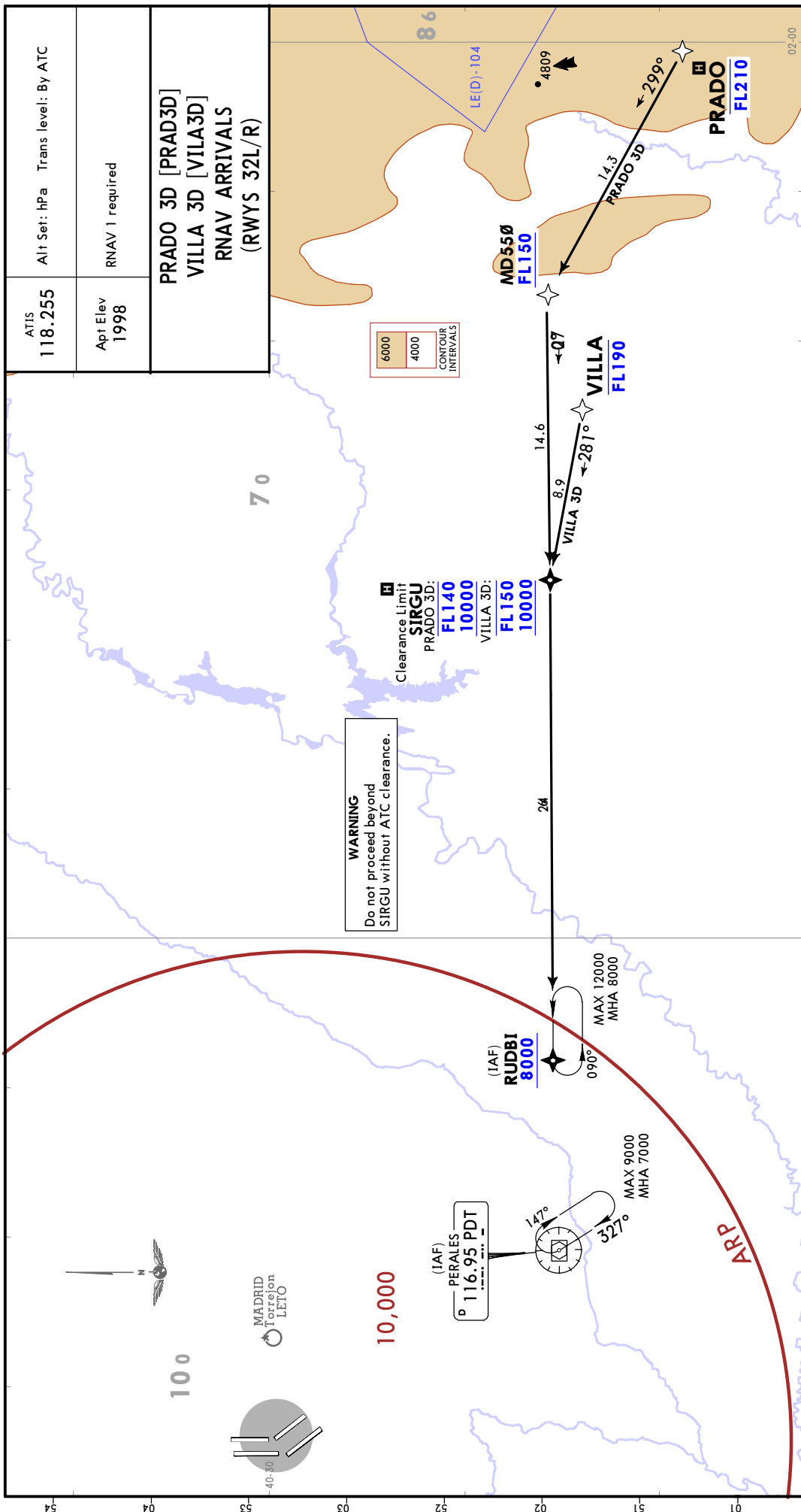
LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN

15 MAR 24 **10-2E**

MADRID, SPAIN
RNAV STAR



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-) - MD550 (FL150+) - SIRGU (FL140-; 10000+) - RUDBI (8000+)
VILLA 3D	VILLA (FL190-) - SIRGU (FL150-; 10000+) - RUDBI (8000+)



CHANGES: General note withdrawn.

LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

ATIS 118.255	Apt Elev 1998	Alt Set: hPa Trans level: By ATC RNAV 1 required
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MORAL 5C [MORA5C]
SOTUK 4C [SOTU4C]
TOLEDO 3C (TLD 3C) [TLD3C]
RNAV ARRIVALS
(RWYS 32L/R)

BUREX

MAX 230 KT
MAX FL240
MHA 12000
MHA 10000 by ATC

MADRID Torrejon LETO
100

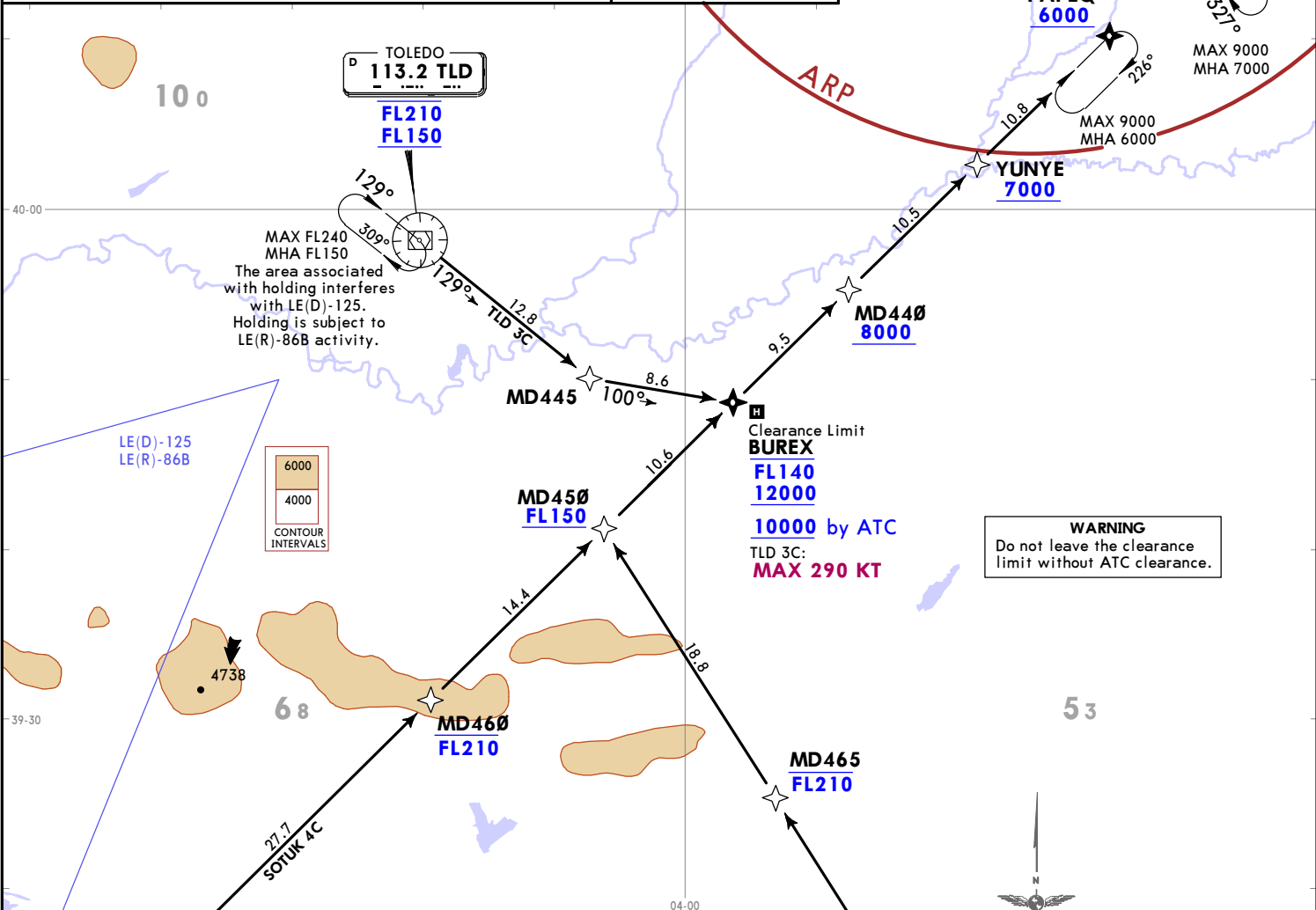
(IAF) PERALES
116.95 PDT

(IAF) FAFEQ
6000

MADRID Getafe LEGT

MAX 9000 MHA 7000

MAX 9000 MHA 6000



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	220 KT
	FAFEQ	220 KT
SOTUK 4C	BUREX	220 KT
	FAFEQ	220 KT
TLD 3C	BUREX	220 KT
	FAFEQ	220 KT

STAR	ROUTING
MORAL 5C	MORAL - MD465 (FL210-) - MD450 (FL150+) - BUREX (FL140-; 12000+; 10000+ by ATC) - MD440 (8000+) - YUNYE (7000+) - FAFEQ (6000+).
SOTUK 4C	SOTUK - MD460 (FL210-) - MD450 (FL150+) - BUREX (FL140-; 12000+; 10000+ by ATC) - MD440 (8000+) - YUNYE (7000+) - FAFEQ (6000+).
TLD 3C	TLD (FL210-; FL150+) - MD445 - BUREX (K290-; FL140-; 12000+; 10000+ by ATC) - MD440 (8000+) - YUNYE (7000+) - FAFEQ (6000+).

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

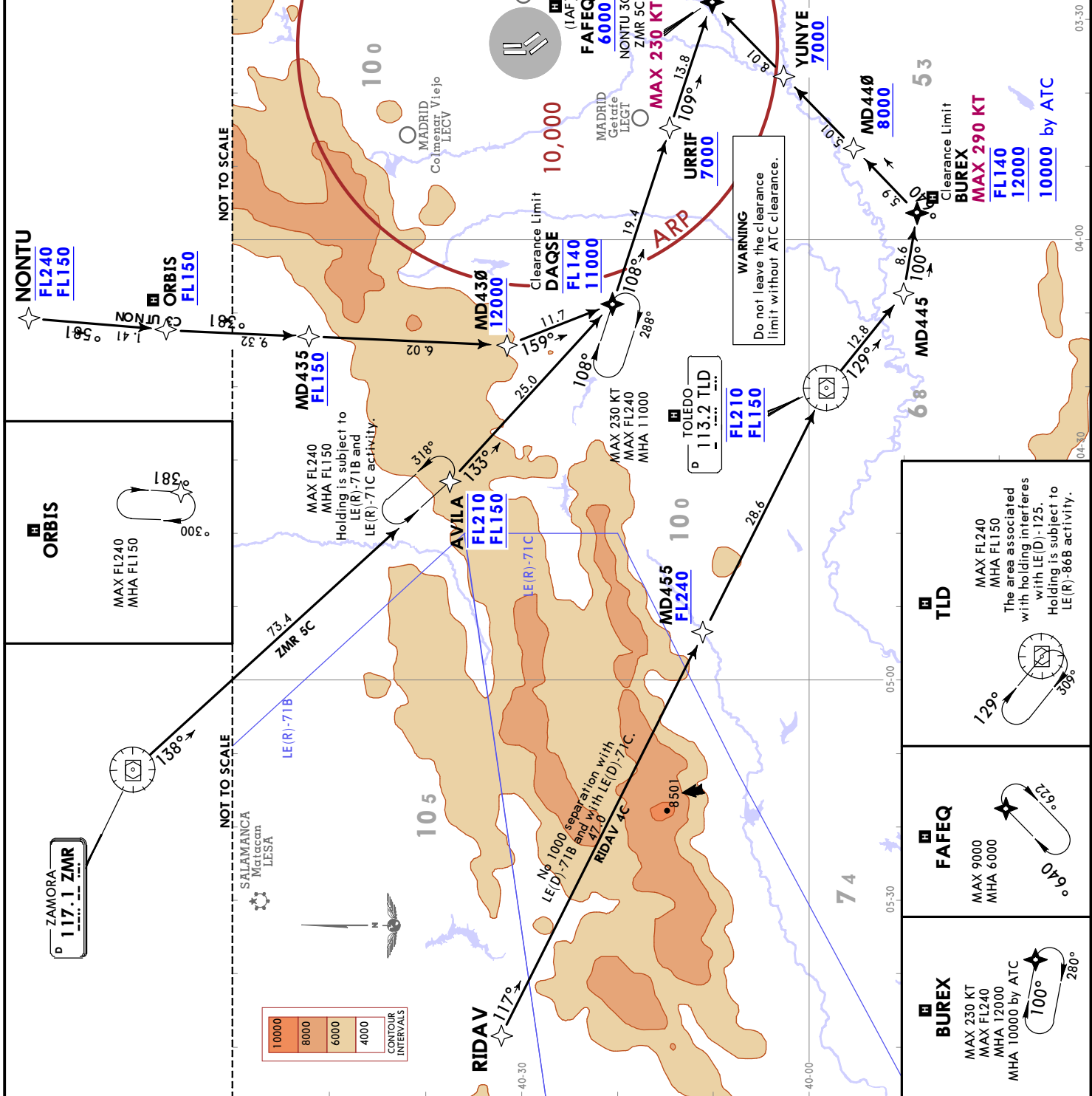
30 JUN 23 10-2E
JEPPESSEN MADRID, SPAIN
EF 13 Jul
RNAV STAR

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ATIS 118.255	Alt Set: hPa	Trans level: By ATC
Apt Elev 1998	RNAV 1 required	
NONTU 3C [NONT3C] RIDAV 4C [RIDA4C] ZAMORA 5C [ZMR5C] [ZMR5C] RNAV ARRIVALS (RWYS 32L/R)		

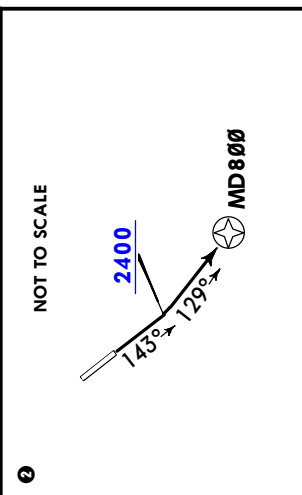
Pilots must plan the descent profile to comply with the following speed and level/altitude restrictions at specific points or equivalent positions. If unable to comply advise ATC. Descent profiles will adjust to these restrictions to reduce, where it is possible, either fuel consumption, or acoustic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

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



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

NANDO 3B [NAND3B]
PINAR 4B [PINA4B]
RBO 3B [RBO3B]
RNAV DEPARTURES (RWY 14R)
SPEED: MAX 250 KT BELOW 10000



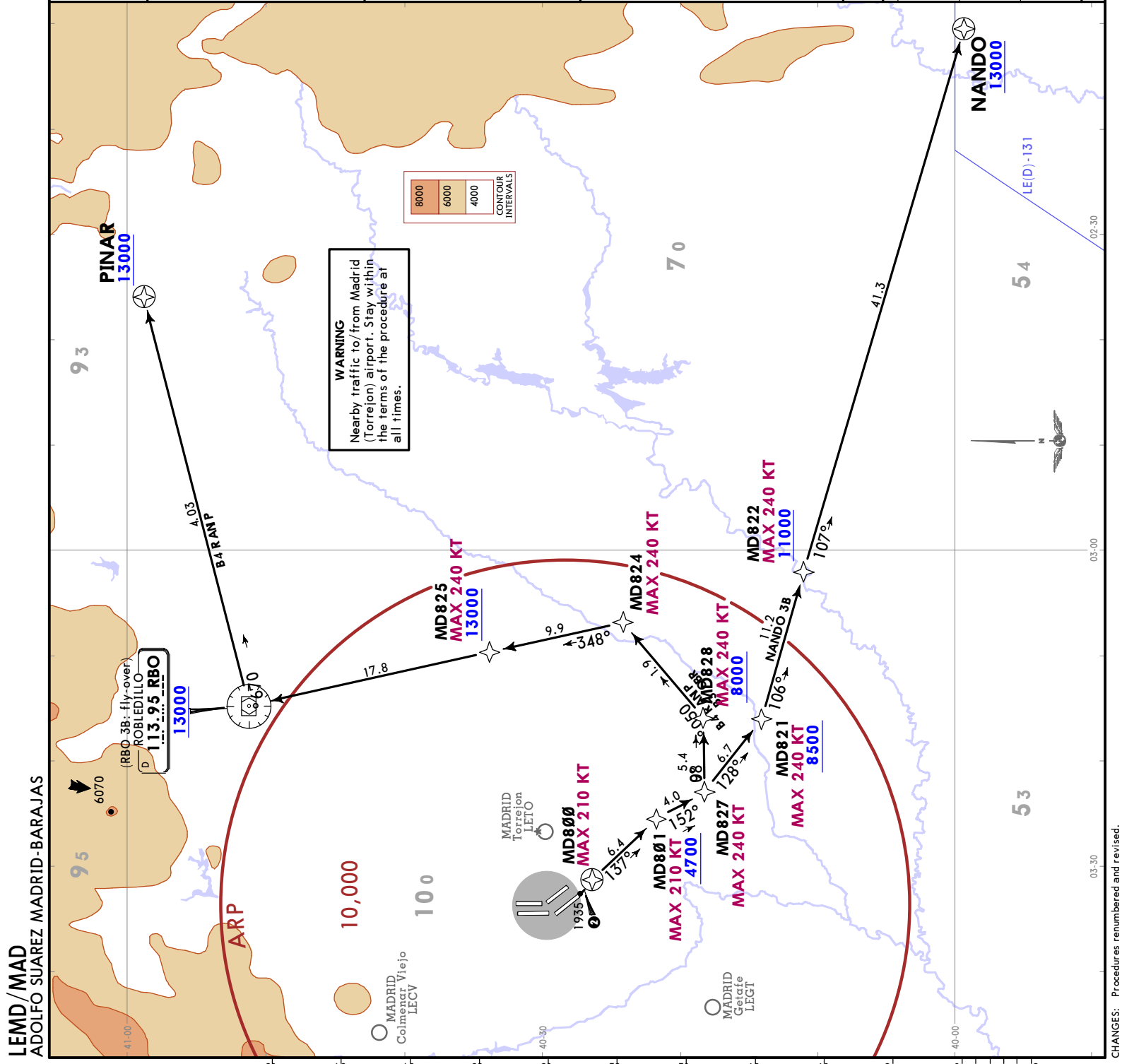
These SIDs require a minimum climb gradient of
 NANDO 3B: 6.0% until MD822 due to operational reasons.
 PINAR 4B, RBO 3B: 6.0% until MD824 due to operational reasons.

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

SID	ROUTING
NANDO 3B	(2400+) - MD800 (K210-) - MD801 (K210-; 4700+) - MD827 (K240-) - MD821 (K240-; 8500+) - MD822 (K240-; 11000+) - NANDO (13000+).
PINAR 4B	(2400+) - MD800 (K210-) - MD801 (K210-; 4700+) - MD827 (K240-) - MD828 (K240-; 8000+) - MD824 (K240-) - MD825 (K240-; 13000+) - RBO (13000+) - PINAR (13000+).
RBO 3B	(2400+) - MD800 (K210-) - MD801 (K210-; 4700+) - MD827 (K240-) - MD828 (K240-; 8000+) - MD824 (K240-) - MD825 (K240-; 13000+) - RBO (13000+).

Subject to LE(D)-131 activity.



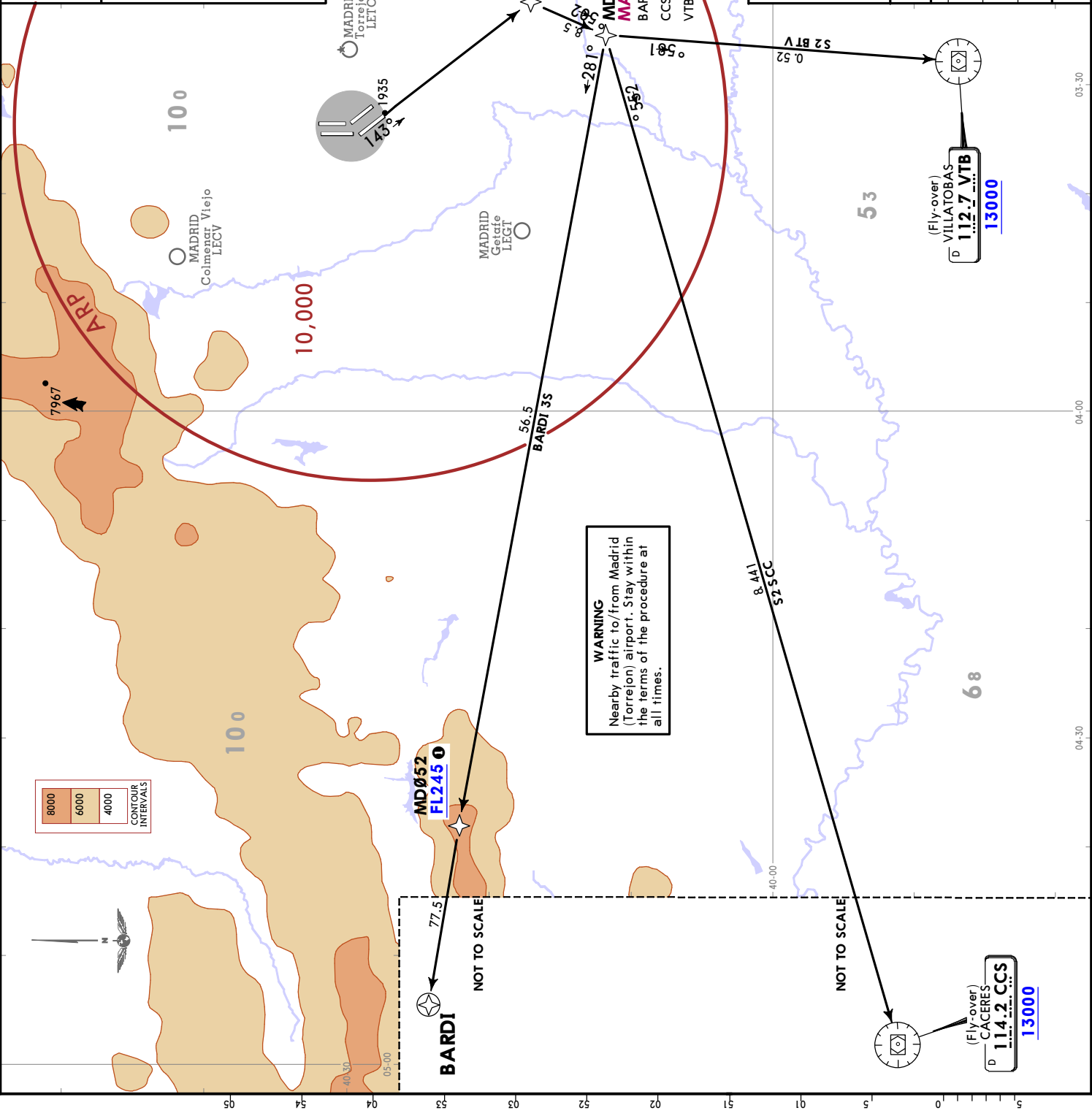
JEPPESEN MADRID, SPAIN
10-3A Eff 18 May
RNAV SID

LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

5 MAY 23
 Trans alt: 13000
 RNAV 1 required
 1. EXPECT close-in obstacles.
 2. 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



These SIDs require a minimum climb gradient of

BARDI 3S: 5.5% until MD052 due to operational reasons.
CCS 2S: 5.5% until MD030 due to operational reasons.
VTB 2S: 5.5% until MD031 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 3S	(2400+) - MD030 (K220+; 6200+) - MD031 (K240+; 7600+) - MD052 (FL245+) - BARDI.
CCS 2S	(2400+) - MD030 (K220+; 6200+) - MD031 (K240+; 6800+) - CCS (13000+).
VTB 2S	(2400+) - MD030 (K220+; 6200+) - MD031 (K240+; 8100+) - VTB (13000+).

❗ If unable to comply with MD052 restrictions, notify ATC as soon as possible.

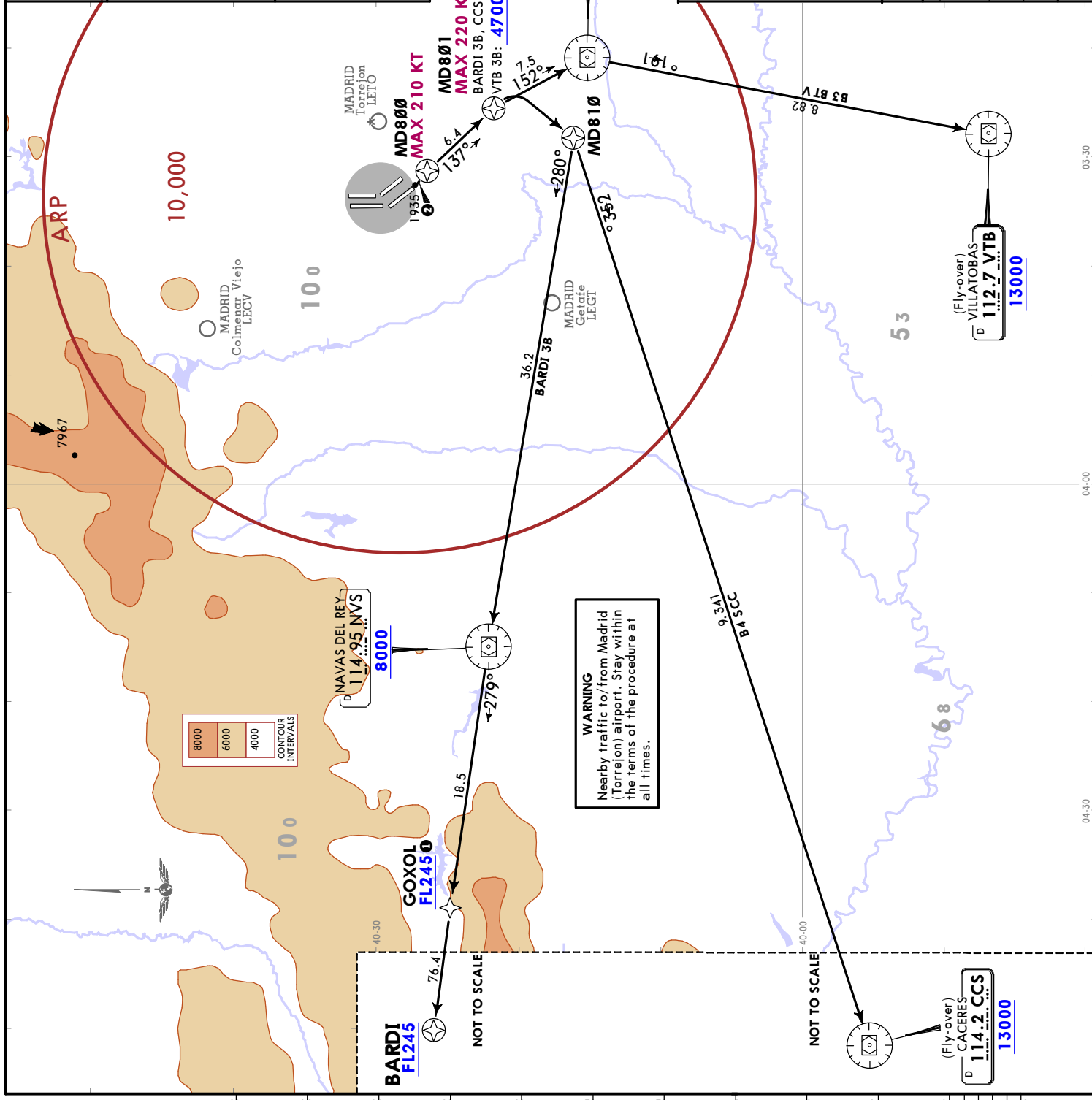
LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN MADRID, SPAIN
RNAV SID
 5 MAY 23 **10-3B** **EFF 18 May**

Trans alt: 13000
 RNAV 1 required
 1. EXPECT close-in obstacles.
 2. 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

NOT TO SCALE
 2400
 143° 129°
MD800



JEPPESSEN MADRID, SPAIN
RNAV SID
 5 MAY 23 10-3C Eff 18 May

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

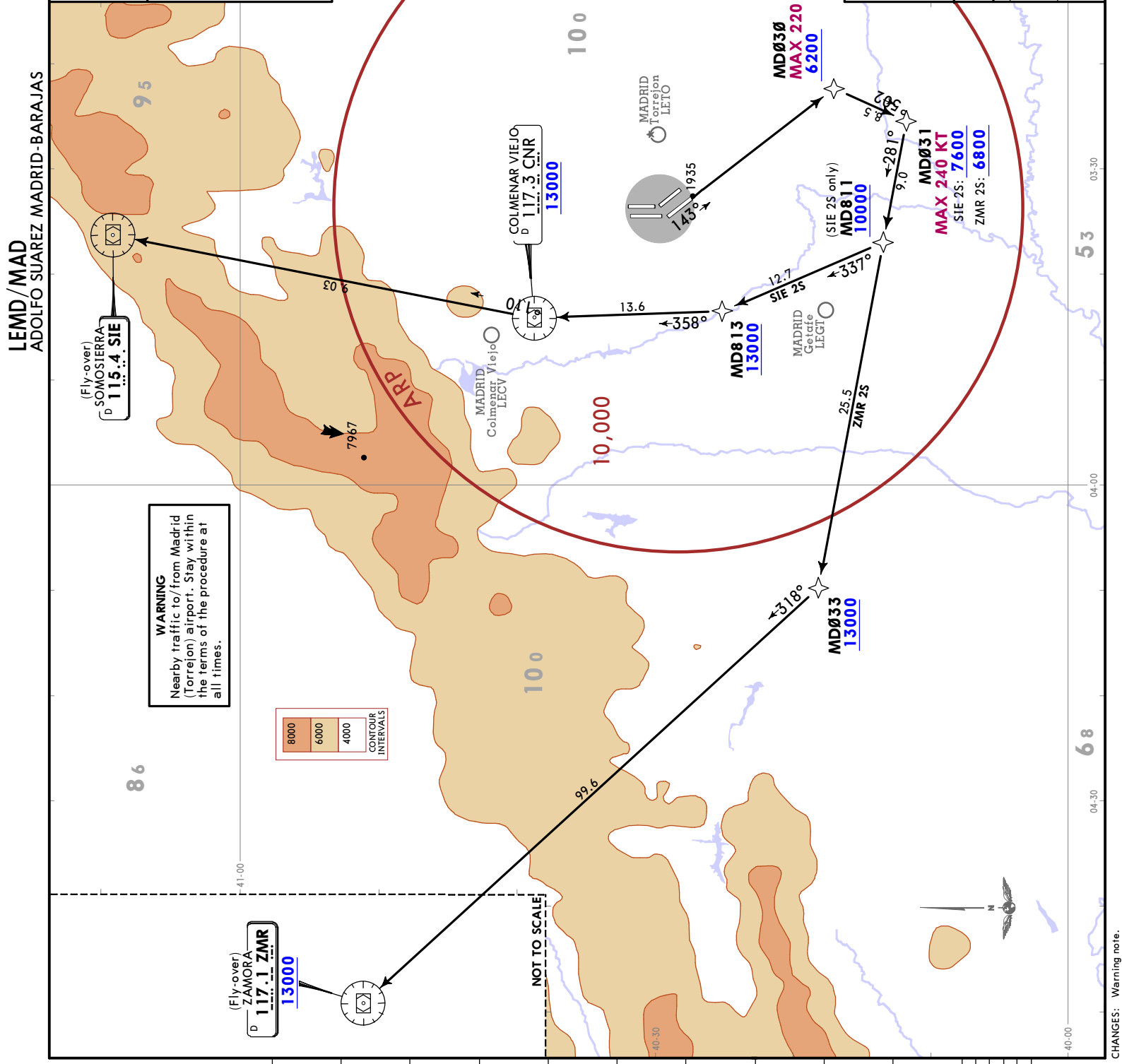
SIE 2S
ZMR 2S
RNAV DEPARTURES
(RWY 14R)
 USABLE BETWEEN 0700-2300LT
SPEED: MAX 250 KT BELOW 10000

These SIDs require a minimum climb gradient of

SIE 2S:	5.5% until MD811 due to operational reasons.
ZMR 2S:	5.5% until MD030 due to operational reasons.
Gnd speed-KT	75 100 150 200 250 300
5.5% V/V (fpm)	418 557 835 1114 1392 1671

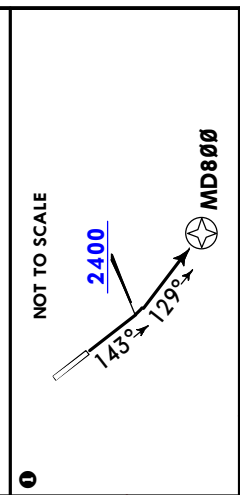
Initial ATC clearance: Maintain **13000** and request flight level change enroute

SID	ROUTING
SIE 2S	(2400+) - MD030 (K220; 6200+) - MD031 (K240; 7600+) - MD811 (10000+) - MD813 (13000+) - CNR (13000+) - SIE.
ZMR 2S	(2400+) - MD030 (K220; 6200+) - MD031 (K240; 6800+) - MD033 (13000+) - ZMR (13000+).



Trans alt: 13000
 RNAV 1 required
 Apt Elev 1998
 1. EXPECT close-in obstacles.
 2. 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



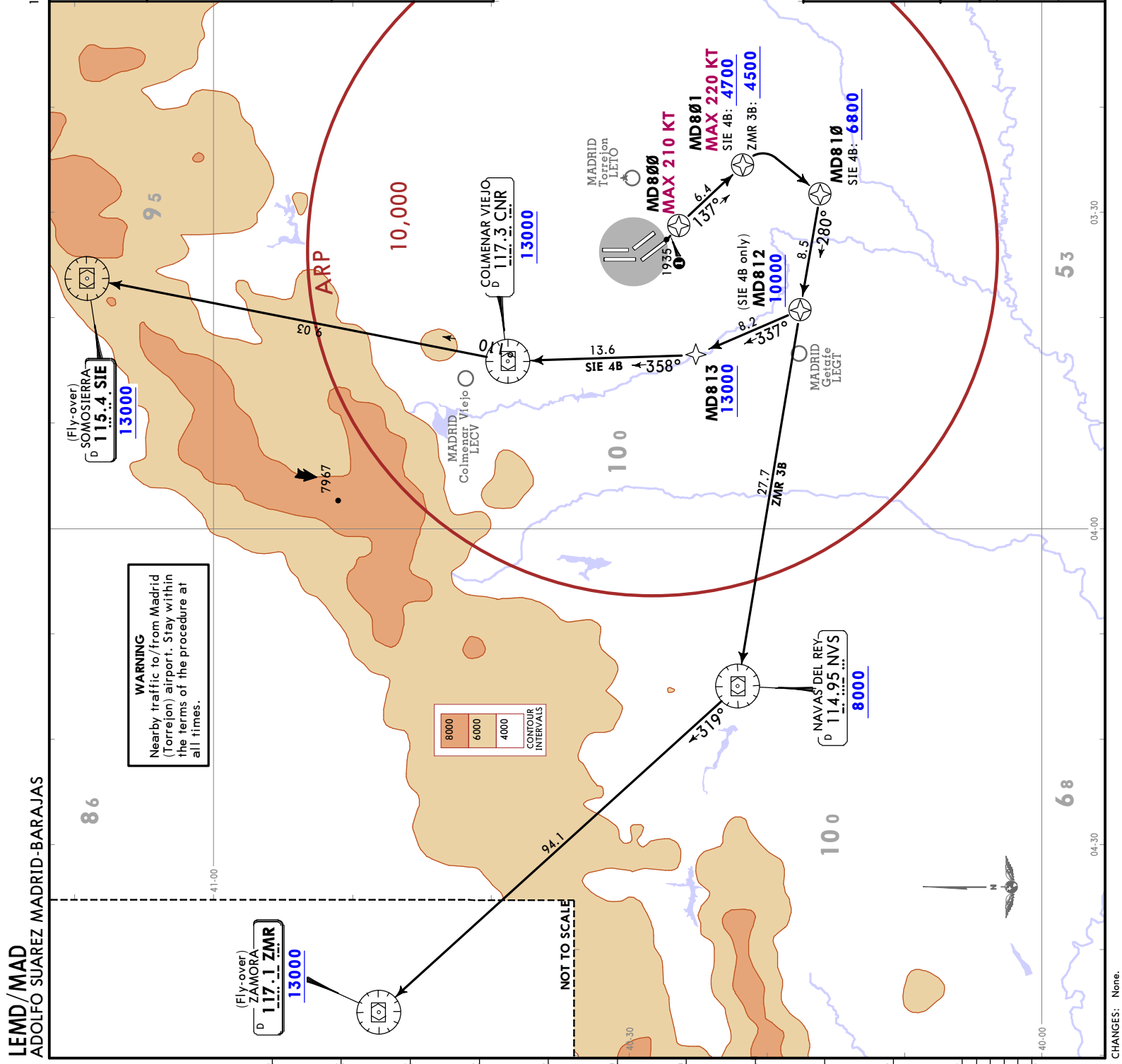
These SIDs require minimum climb gradients of

SIE 4B: 6.1% until MD813 due to operational reasons.
 ZMR 3B: 6.0% until MD810 due to operational reasons.

Grnd 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+) - MD800 (K210-) - MD801 (K220-); 4700+ - MD810 (6800+) - MD812 (10000+) - MD813 (13000+) - CNR (13000+) - SIE (13000+).
ZMR 3B	(2400+) - MD800 (K210-) - MD801 (K220-); 4500+ - MD810 - NVS (8000+) - ZMR (13000+).



LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

19 MAY 23 10-3E

JEPPESEN MADRID, SPAIN
RNAV SID

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

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

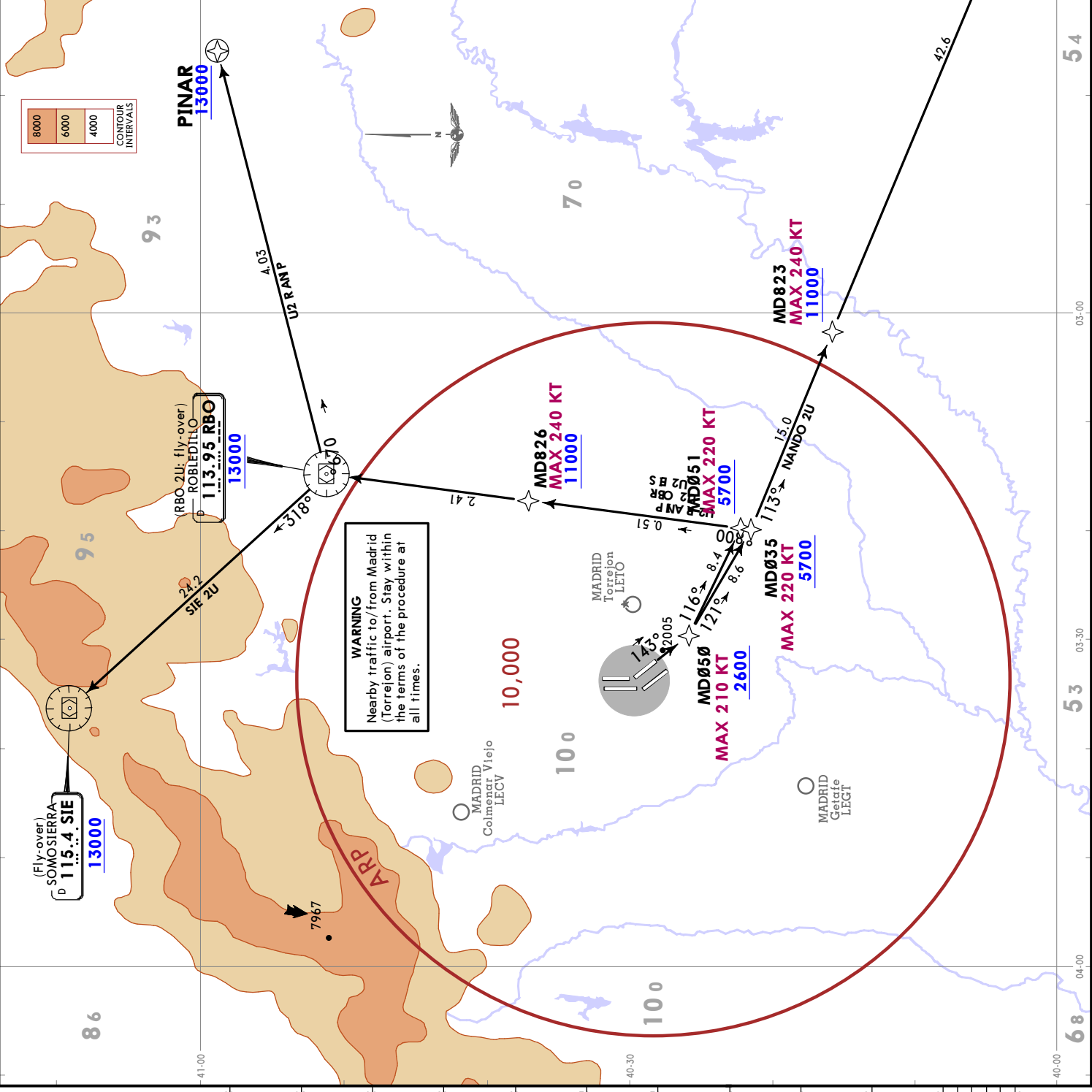
NANDO 2U
7.0% until MD050 due to operational reasons, then 6.0% until MD823 due to operational reasons.
PINAR 2U, RBO 2U, SIE 2U
7.0% until MD050 due to operational reasons, then 6.0% until MD826 due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
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 2U ①	MD050 (K210; 2600+) - MD035 (K220; 5700+) - MD823 (K240; 11000+) - NANDO (13000+)
PINAR 2U	MD050 (K210; 2600+) - MD051 (K220; 5700+) - MD826 (K240; 11000+) - RBO (13000+) - PINAR (13000+)
RBO 2U	MD050 (K210; 2600+) - MD051 (K220; 5700+) - MD826 (K240; 11000+) - RBO (13000+)
SIE 2U	MD050 (K210; 2600+) - MD051 (K220; 5700+) - MD826 (K240; 11000+) - RBO (13000+) - SIE (13000+)

① Subject to LE(D)-131 activity.



LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

JEPPESEN MADRID, SPAIN
RNAV SID

19 MAY 23 10-3F

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

NANDO 3V [NAND3V]
PINAR 3V [PINA3V]
RBO 3V [RBO3V]
SIE 5V [SIE5V]
RNAV DEPARTURES (RWY 14L)

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

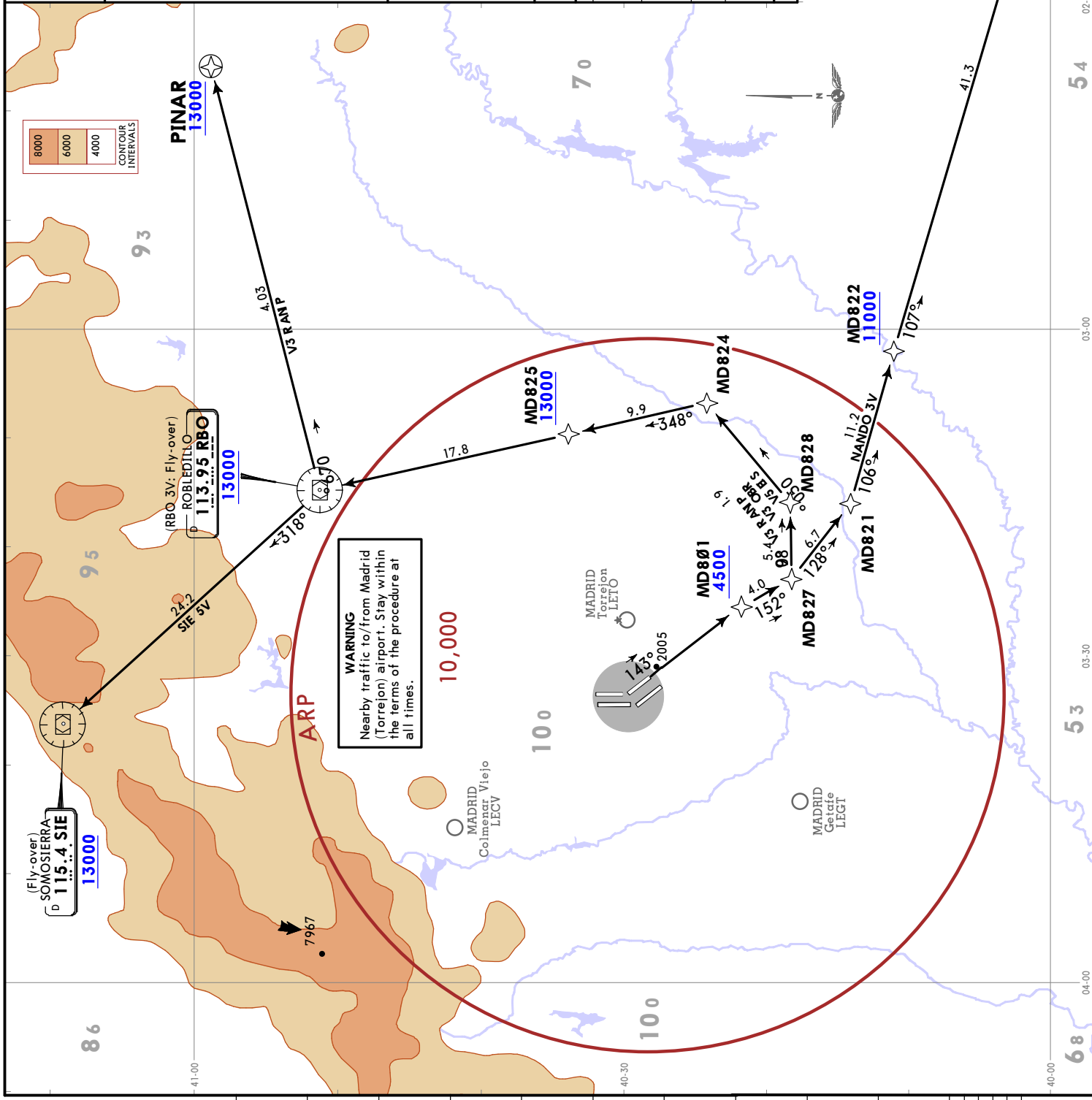
These SIDs require a minimum climb gradient of **NANDO 3V: 5.5%** until MD822 due to operational reasons.
PINAR 3V, RBO 3V, SIE 5V: 5.5% until MD825 due to operational reasons.

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
NANDO 3V	(2400+) - MD801 (4500+) - MD827 - MD821 - MD822 (11000+) - NANDO (13000+).
PINAR 3V	(2400+) - MD801 (4500+) - MD827 - MD828 - MD824 - MD825 (13000+) - RBO (13000+) - PINAR (13000+).
RBO 3V	(2400+) - MD801 (4500+) - MD827 - MD828 - MD824 - MD825 (13000+) - RBO (13000+).
SIE 5V	(2400+) - MD801 (4500+) - MD827 - MD828 - MD824 - MD825 (13000+) - RBO (13000+) - SIE (13000+).

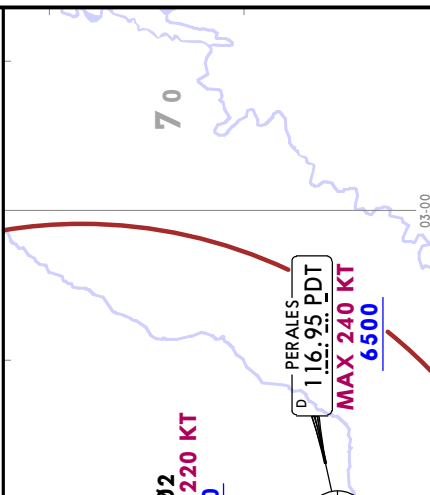
① Subject to LE(D)-131 activity.



LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

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

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



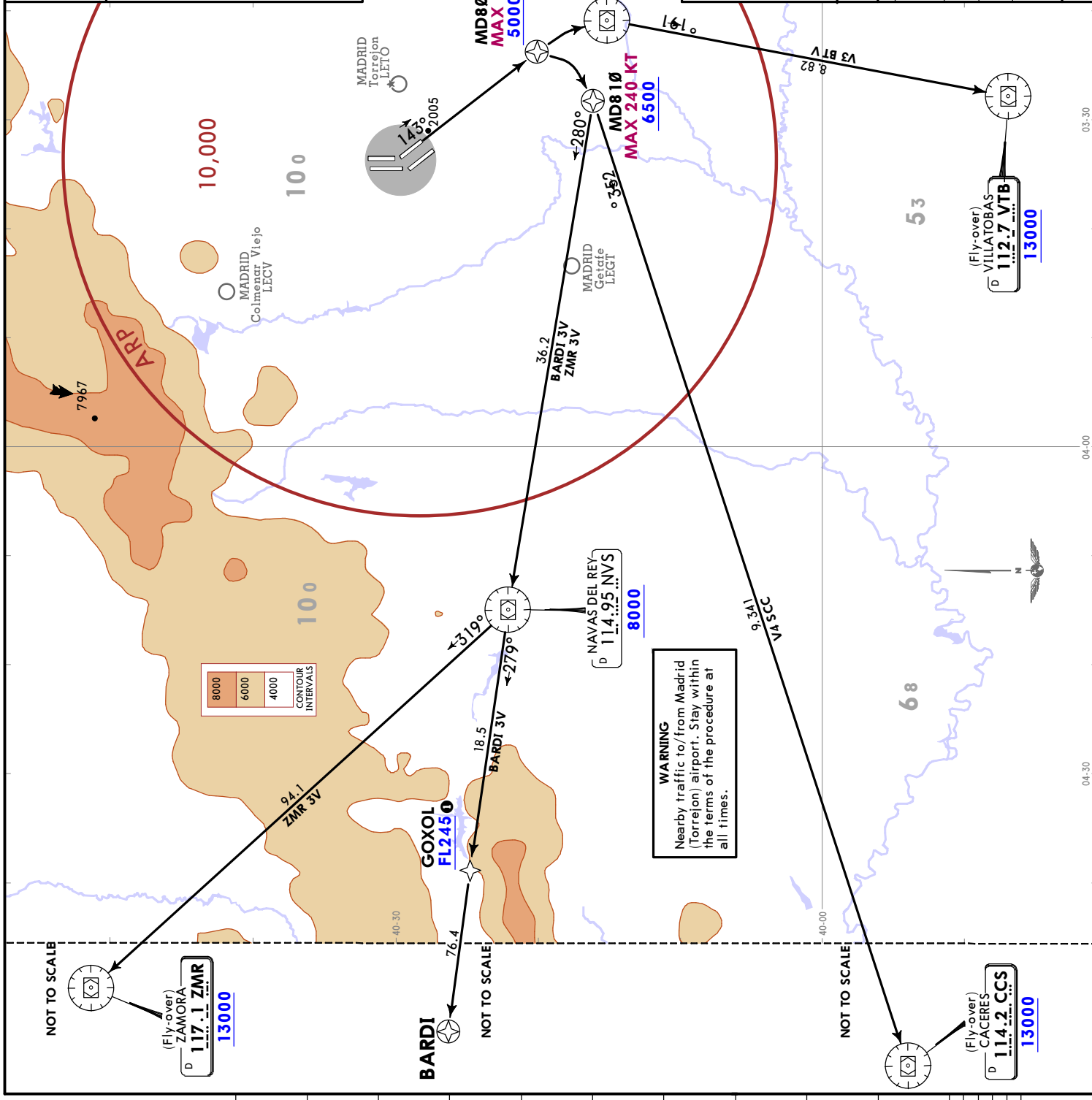
These SIDs require minimum climb gradients of
BARDI 3V: 5.5% until GOXOL due to operational reasons.
CCS 4V, ZMR 3V: 5.5% until MD810 due to operational reasons.
VTB 3V: 5.5% until VTB due to operational reasons.

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+) - MD802 (K220; 5000+) - MD810 (K240; 6500+) - NVS (8000+) - GOXOL (FL245+) - BARDI.
CCS 4V	(2400+) - MD802 (K220; 5000+) - MD810 (K240; 6500+) - CCS (13000+).
VTB 3V	(2400+) - MD802 (K220; 5000+) - PDT (K240; 6500+) - VTB (13000+).
ZMR 3V	(2400+) - MD802 (K220; 5000+) - MD810 (K240; 6500+) - NVS (8000+) - ZMR (13000+).

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



8000
6000
4000

CONTOUR INTERVALS

WARNING
 Nearby traffic to/from Madrid (Torrejón) airport. Stay within the terms of the procedure at all times.

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

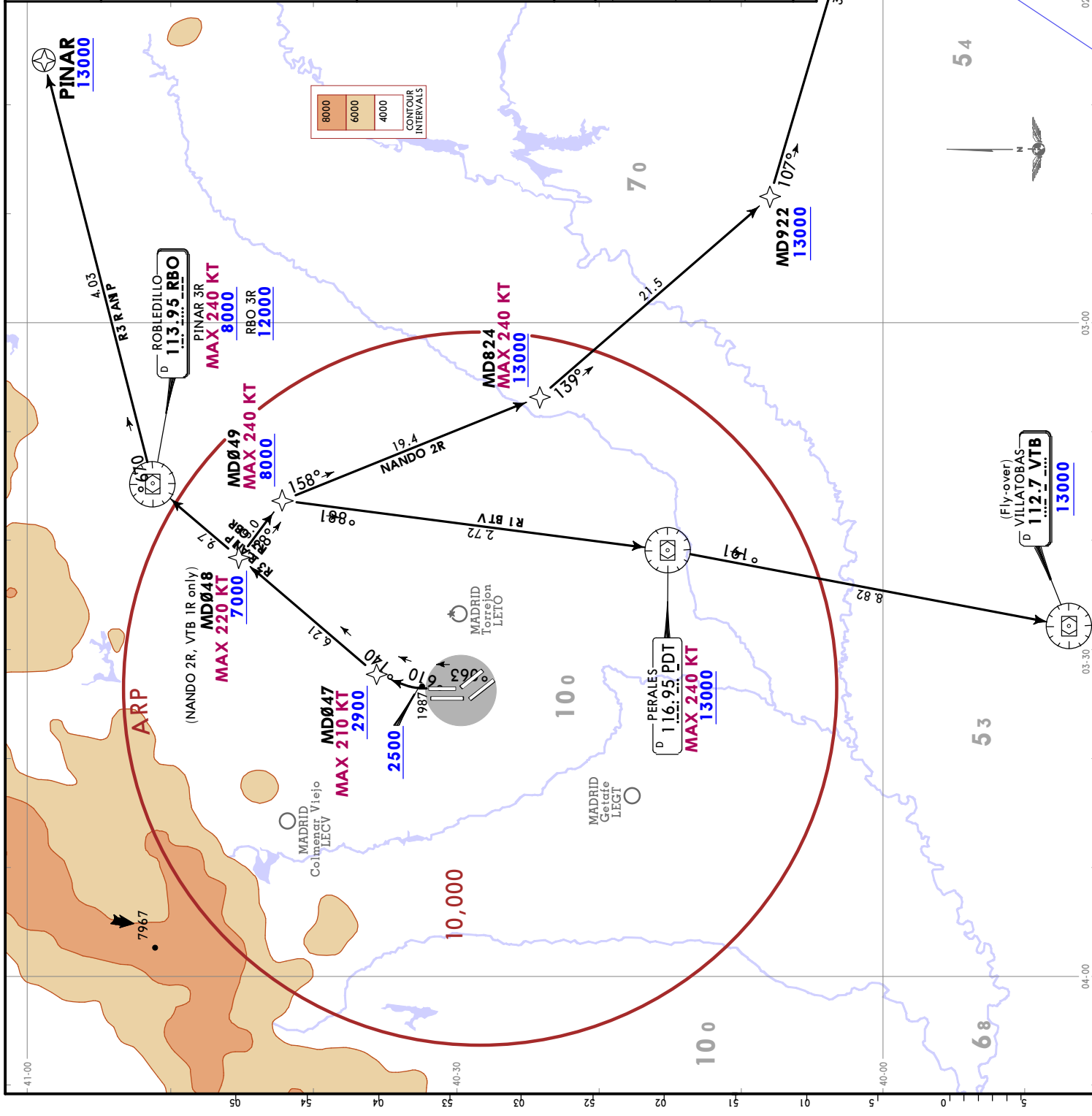
NANDO 2R: 5.5% until MD824 due to operational reasons.
PINAR 3R: 5.0% until RBO due to operational reasons.
RBO 3R: 6.9% until RBO due to operational reasons.
VTB 1R: 5.5% until MD049 due to operational reasons.

Grnd 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+) - MD047 (K210; 2900+) - MD048 (K220; 7000+) - MD049 (K240; 8000+) - MD824 (K240; 13000+) - MD922 (13000+) - NANDO (13000+).
PINAR 3R	(2500+) - MD047 (K210; 2900+) - RBO (K240; 8000+) - PINAR (13000+).
RBO 3R	(2500+) - MD047 (K210; 2900+) - RBO (12000+).
VTB 1R	(2500+) - MD047 (K210; 2900+) - MD048 (K220; 7000+) - MD049 (K240; 8000+) - PDT (K240; 13000+) - VTB (13000+).

Subject to LE(D)-131 activity.



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

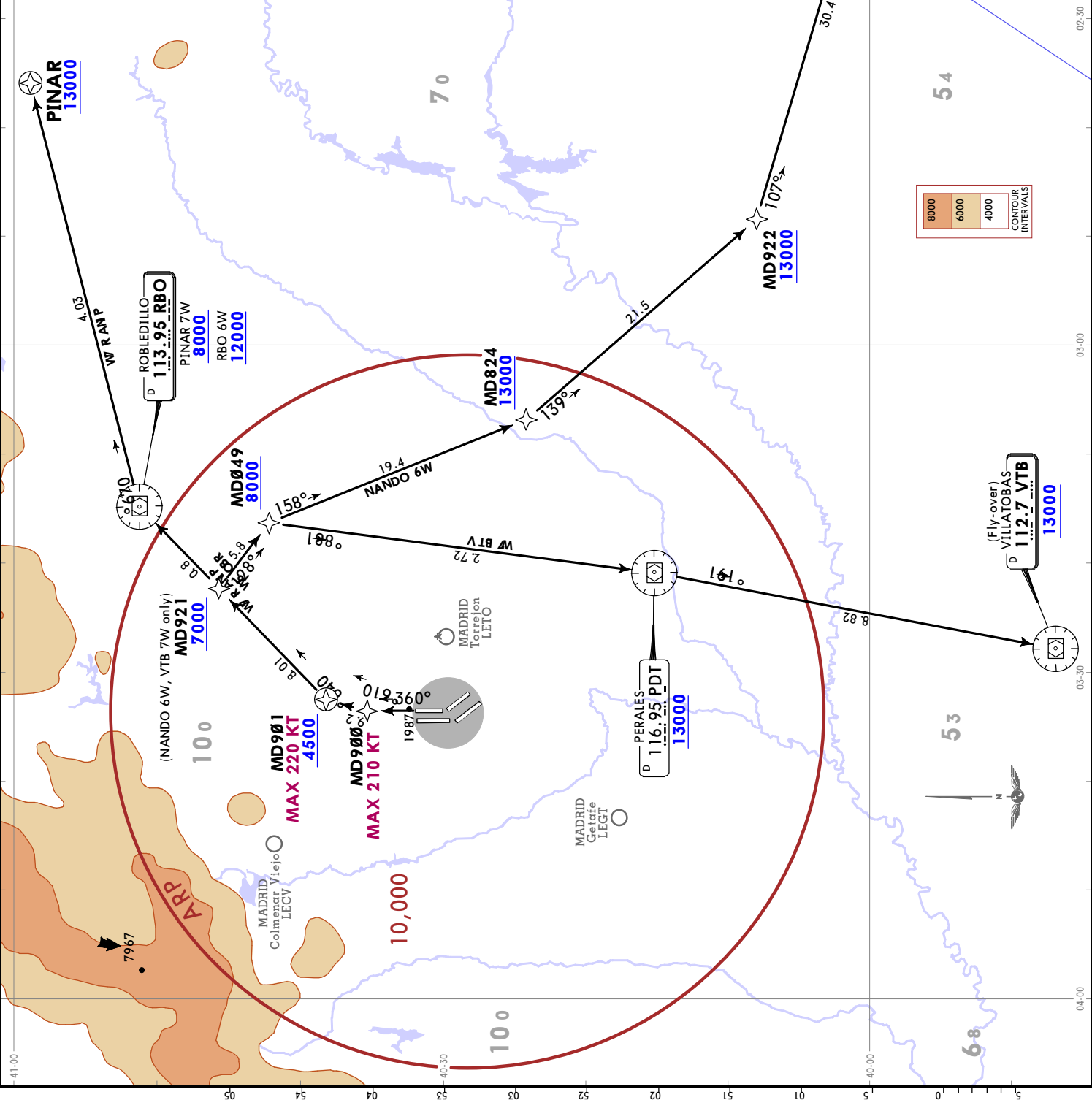
These SIDs require a minimum climb gradient of
NANDO 6W, VTB 7W: 7.0% until MD921 due to operational reasons.
PINAR 7W: 7.0% until MD901 due to operational reasons.
RBO 6W: 7.0% until RBO due to operational reasons.

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
NANDO 6W	MD900 (K210-) - MD901 (K220-; 4500+) - MD921 (7000+ - MD049 (8000+) - MD824 (13000+) - MD922 (13000+) - NANDO (13000+)
PINAR 7W	MD900 (K210-) - MD901 (K220-; 4500+) - RBO (8000+) - PINAR (13000+)
RBO 6W	MD900 (K210-) - MD901 (K220-; 4500+) - RBO (12000+)
VTB 7W	MD900 (K210-) - MD901 (K220-; 4500+) - MD921 (7000+) - MD049 - PDT (13000+) - VTB (13000+)

ⓘ Subject to LE(D)-131 activity.



JEPPesen MADRID, SPAIN
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

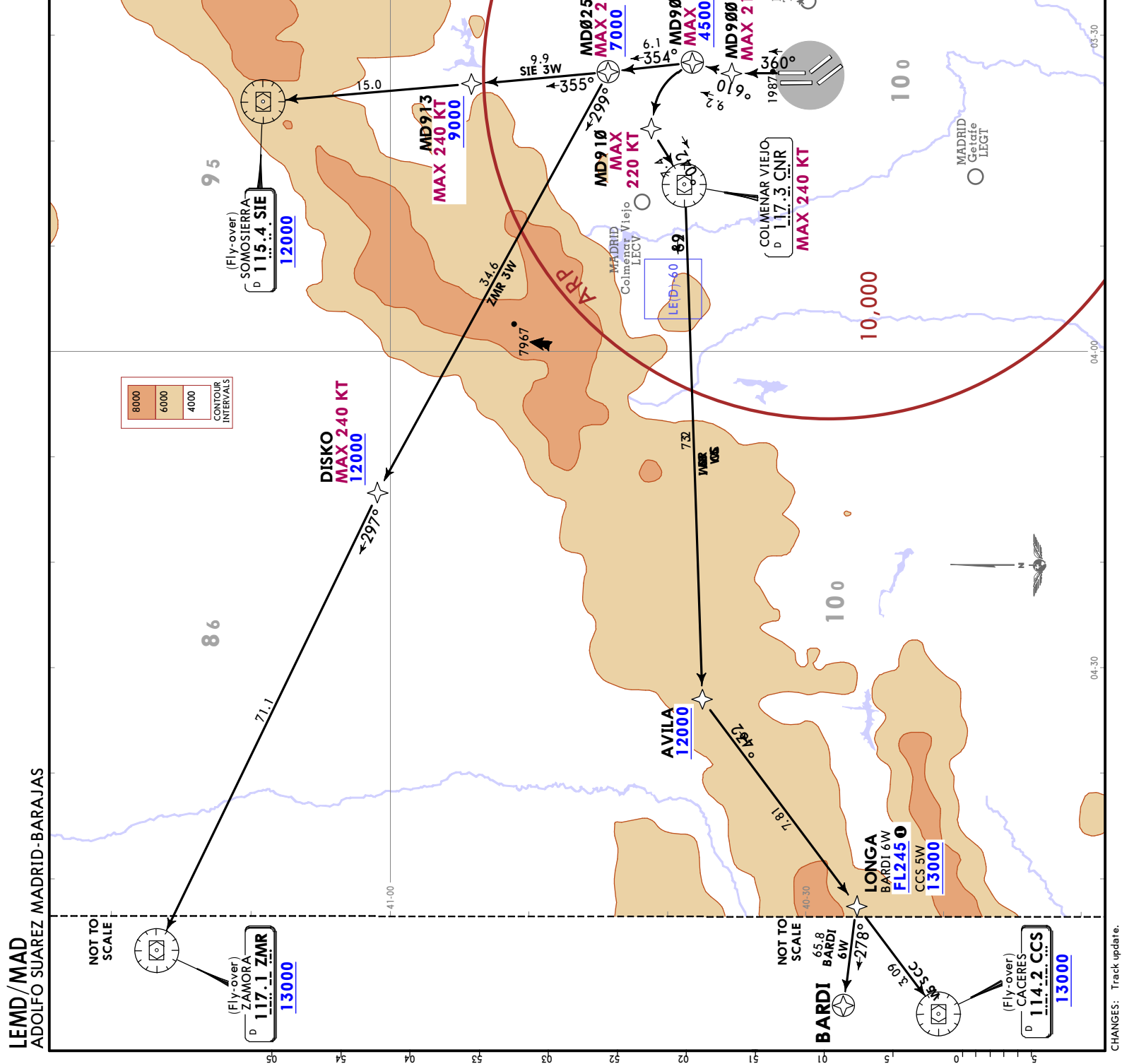
BARDI 6W:	7.0% until AVILA due to operational reasons.
CCS 5W:	7.0% until CNR due to operational reasons.
SIE 3W:	7.0% until MD913 due to operational reasons.
ZMR 3W:	7.0% until MD025 due to operational reasons.

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	MD900 (K210-) - MD901 (K220-; 4500+) - MD910 (K220-) - CNR (K240-) - AVILA (12000+) - LONGA (FL245+) - BARDI.
CCS 5W	MD900 (K210-) - MD901 (K220-; 4500+) - MD910 (K220-) - CNR (K240-) - AVILA (12000+) - LONGA (13000+) - CCS (13000+).
SIE 3W	MD900 (K210-) - MD901 (K220-; 4500+) - MD025 (K220-; 7000+) - MD913 (K240-; 9000+) - SIE (12000+).
ZMR 3W	MD005 (K210-) - MD901 (K220-; 4500+) - 12000+ - ZMR (12000+).

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



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

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).

**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.

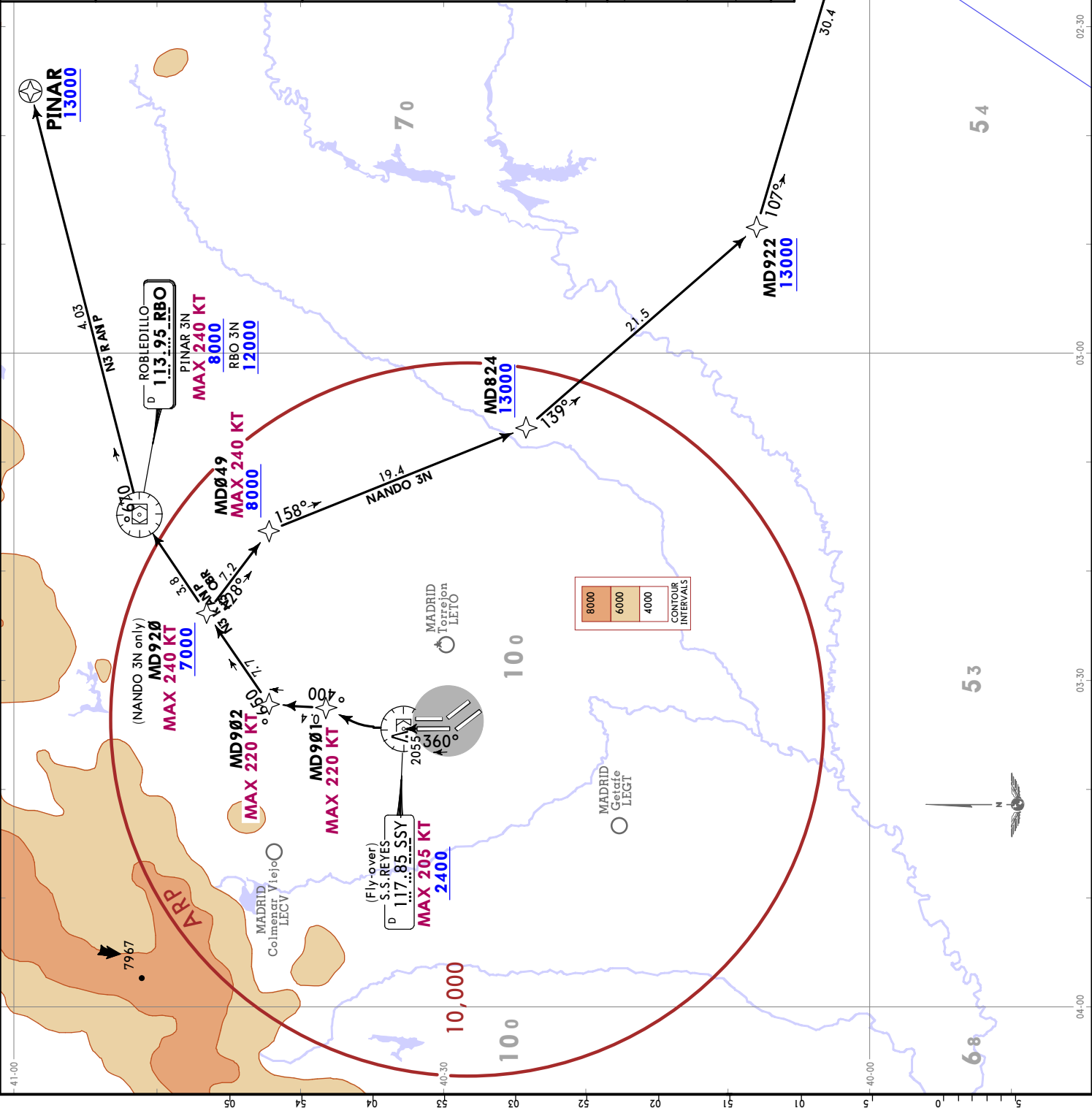
Grnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.4% V/V (fpm)	486	648	972	1296	1620	1944
7.5% V/V (fpm)	570	760	1139	1519	1899	2279

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

SID	ROUTING
NANDO 3N	SSY (K205+; 2400+) - MD901 (K220-) - MD902 (K220-) - MD920 (K240+; 7000+) - MD049 (K240+; 8000+) - MD824 (13000+) - MD922 (13000+) - NANDO (13000+).
PINAR 3N	SSY (K205+; 2400+) - MD901 (K220-) - MD902 (K220-) - RBO (K240+; 8000+) - PINAR (13000+).
RBO 3N	SSY (K205+; 2400+) - MD901 (K220-) - MD902 (K220-) - RBO (12000+).

① Subject to LE(D)-131 activity.

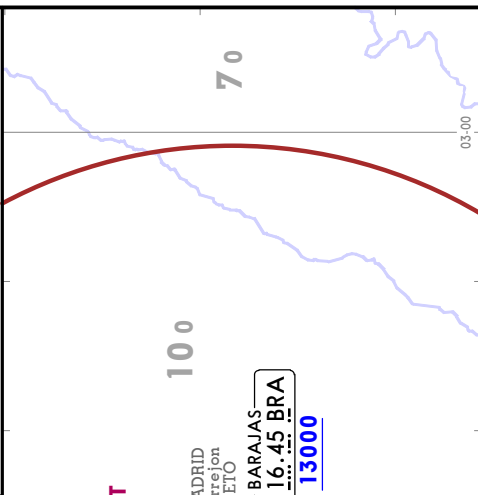
LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS



JEPPESEN MADRID, SPAIN
 28 OCT 22 10-3N Eff 3 Nov **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 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



These SIDs require a minimum climb gradient of **BARDI 3X: 6.6%** until AVILA due to operational reasons.
CCS 2X: 6.6% until MDØ4Ø due to operational reasons.
VTB 2X: 6.6% until MDØ42 due to operational reasons.

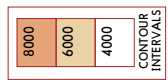
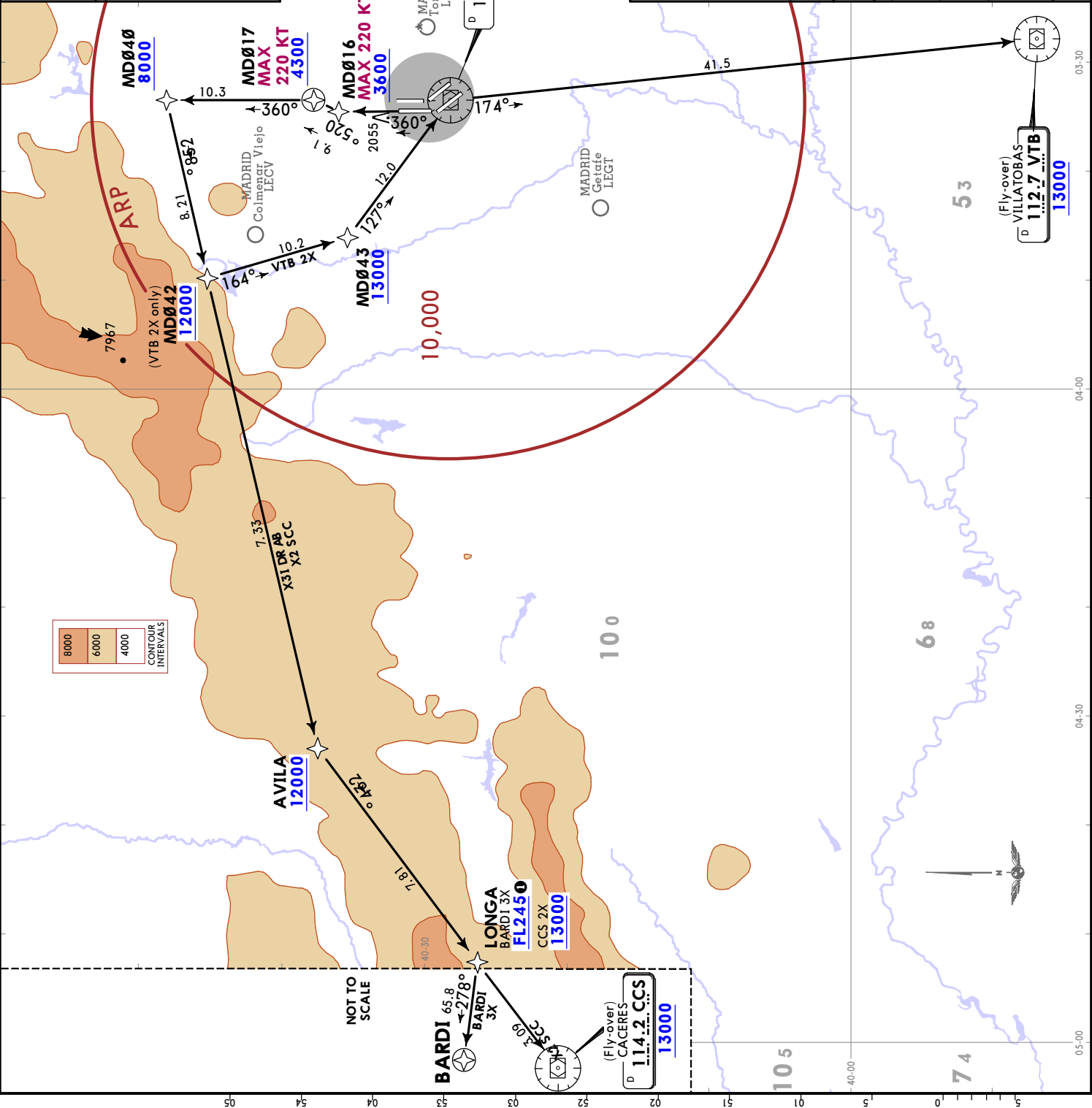
Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

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

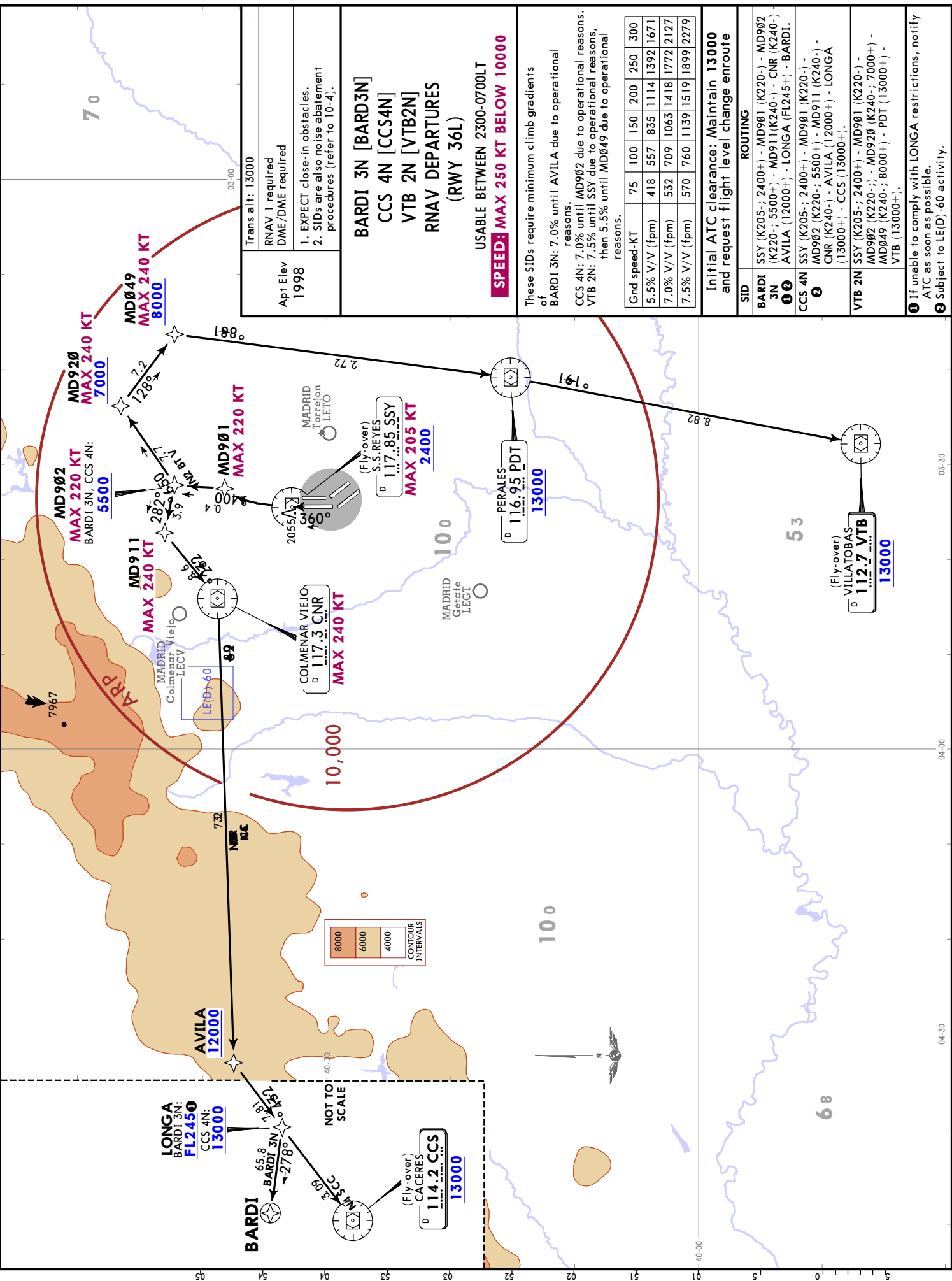
SID	ROUTING
BARDI 3X	MDØ16 (K220+; 3600+) - MDØ17 (K220+; 4300+) - MDØ4Ø (8000+) - AVILA (12000+) - LONGA (FL245+) - BARDI.
CCS 2X	MDØ16 (K220+; 3600+) - MDØ17 (K220+; 4300+) - MDØ4Ø (8000+) - AVILA (12000+) - LONGA (13000+) - CCS (13000+).
VTB 2X	MDØ16 (K220+; 3600+) - MDØ17 (K220+; 4300+) - MDØ4Ø (8000+) - MDØ42 (12000+) - MDØ43 (13000+) - BRA (13000+) - VTB (13000+).

⓪ If unable to comply with LONGA restrictions, notify ATC as soon as possible.

LEMD/MAD
 ADOLFO SUAREZ MADRID-BARAJAS



NOT TO SCALE



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

BARDI 3N [BARD3N]
CCS 4N [CCS4N]
VTB 2N [VTB2N]
RNAV DEPARTURES
(RWY 36L)

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

These SIDs require minimum climb gradients of
 BARDI 3N: 7.0% until AVILA due to operational reasons.
 CCS 4N: 7.0% until MD902 due to operational reasons.
 VTB 2N: 7.5% until SSY due to operational reasons, then 5.5% until MD049 due to operational reasons.

Grnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
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
BARDI 3N	SSY (K205+; 2400+) - MD901 (K220-) - MD902 (K220+; 5500+) - MD911 (K240-) - CNR (K240-) - AVILA (12000+) - LONGA (FL245+) - BARDI.
CCS 4N	SSY (K205+; 2400+) - MD901 (K220-) - MD902 (K220+; 5500+) - AVILA (12000+) - LONGA (13000+) - CCS (13000+).
VTB 2N	SSY (K205+; 2400+) - MD901 (K220-) - MD902 (K220+; 5500+) - MD911 (K240-) - CNR (K240+) - AVILA (12000+) - LONGA (13000+) - VTB (13000+).

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

JEPPESSEN MADRID, SPAIN
10-3Q **Eff 18 May** **RNAV SID**

Trans alt: 13000
 RNAV 1 required.
 SIE 6L, ZMR 7L: DME/DME required.
 1. EXPECT close-in obstacles.
 2. 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-IP29
SPEED: MAX 250 KT BELOW 10000

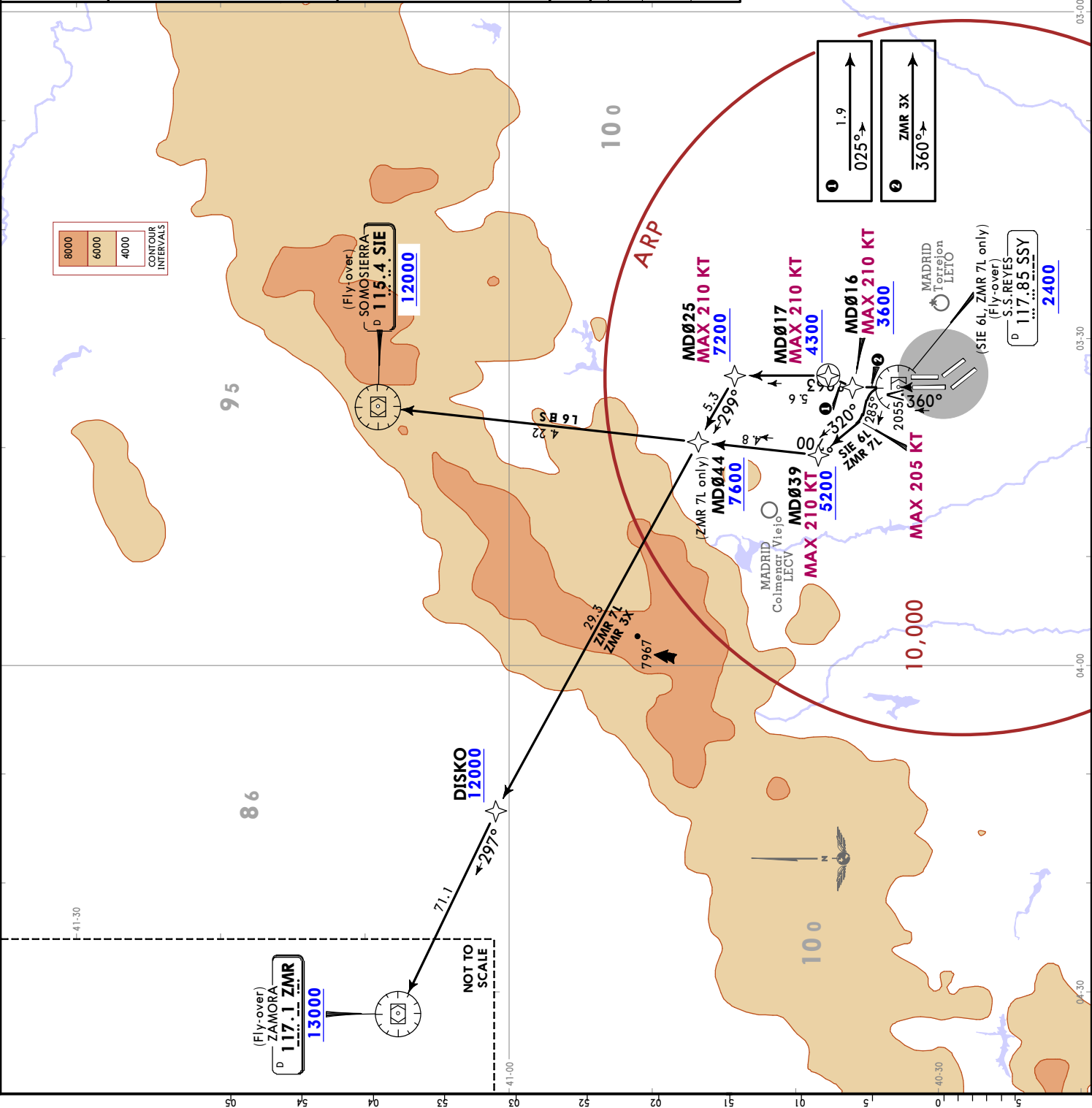
These SIDs require minimum climb gradients of
 SIE 6L: 7.5% until MD039, then 4.0% until SIE.
 ZMR 7L: 7.5% until MD039, then 4.0% until MD044.
 ZMR 3X: 7.0% until MD025 due to operational reasons.

Grnd 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-) - MD039 (K210-; 5200+) - SIE (12000+).
ZMR 7L	SSY (2400+) - 285° track (K205-) - MD039 (K210-; 5200+) - MD044 (7600+) - DISKO (12000+) - ZMR (13000+).
ZMR 3X	MD016 (K210-; 3600+) - MD017 (210-; 4300+) - MD025 (K210-; 7200+) - DISKO (12000+) - ZMR (13000+).

LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS



JEPPESSEN MADRID, SPAIN
 5 MAY 23 10-3S Eff 18 May **RNAV SID**

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

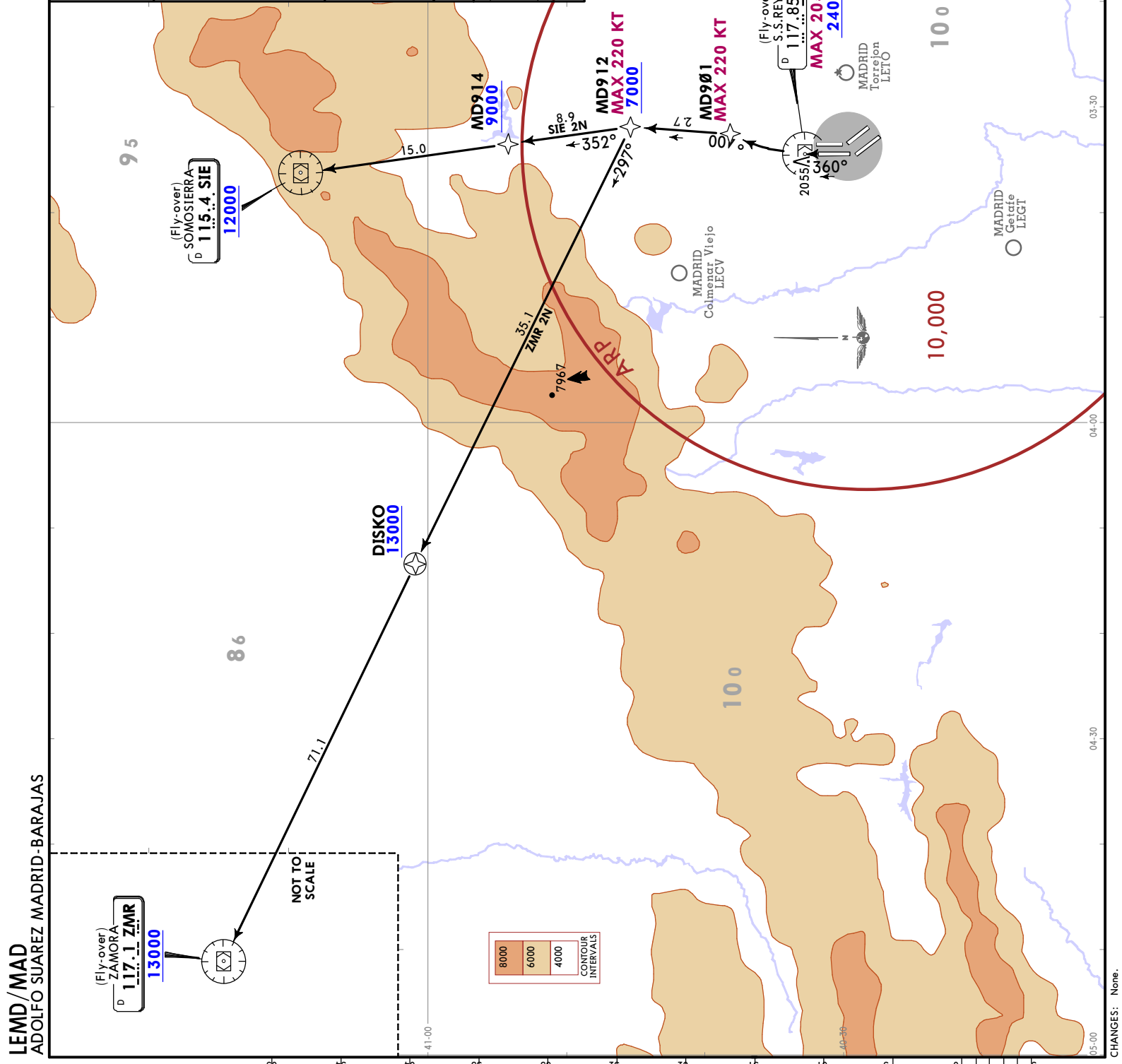
SIE 2N
ZMR 2N
RNAV DEPARTURES
(RWY 36L)
 USABLE BETWEEN 2300-0700LT
SPEED: MAX 250 KT BELOW 10000

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

ROUTING	
SIE 2N	SSY (K205+; 2400+) - MD901 (K220-) - MD912 (K220+; 7000+) - MD914 (9000+) - SIE (12000+).
ZMR 2N	SSY (K205+; 2400+) - MD901 (K220-) - MD912 (K220+; 7000+) - DISKO (13000+) - ZMR (13000+).



LEMD/MAD
 ADOLFO SUAREZ MADRID-BARAJAS

LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS



MADRID, SPAIN

5 MAY 23

10-3T

Eff 18 May

DEPARTURE

BARAJAS Tower Clearance West 130.355		Clearance East 130.080	Apt Elev 1998	Trans alt: 13000 1. ACFT without RNAV1 operational approval shall notify BARAJAS Tower (clearance frequency) as soon as possible and will be instructed to proceed as provided in this contingency departure. 2. Before starting take-off, frequency of sector DESPEGUES must be verified.
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LEMD 1B (LEMD1B), LEMD 1N (LEMD1N)
LEMD 1V (LEMD1V), LEMD 1W (LEMD1W)
CONTINGENCY DEPARTURES (ODP)
(RWYS 14L/R, 36L/R)
TACTICAL USE ONLY
UNPLANNED

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
 LEMD 1B, LEMD 1V: 6.3% up to 6000.
 LEMD 1N: 7.7% up to 7000.
 LEMD 1W: 7.0% up to 6500.

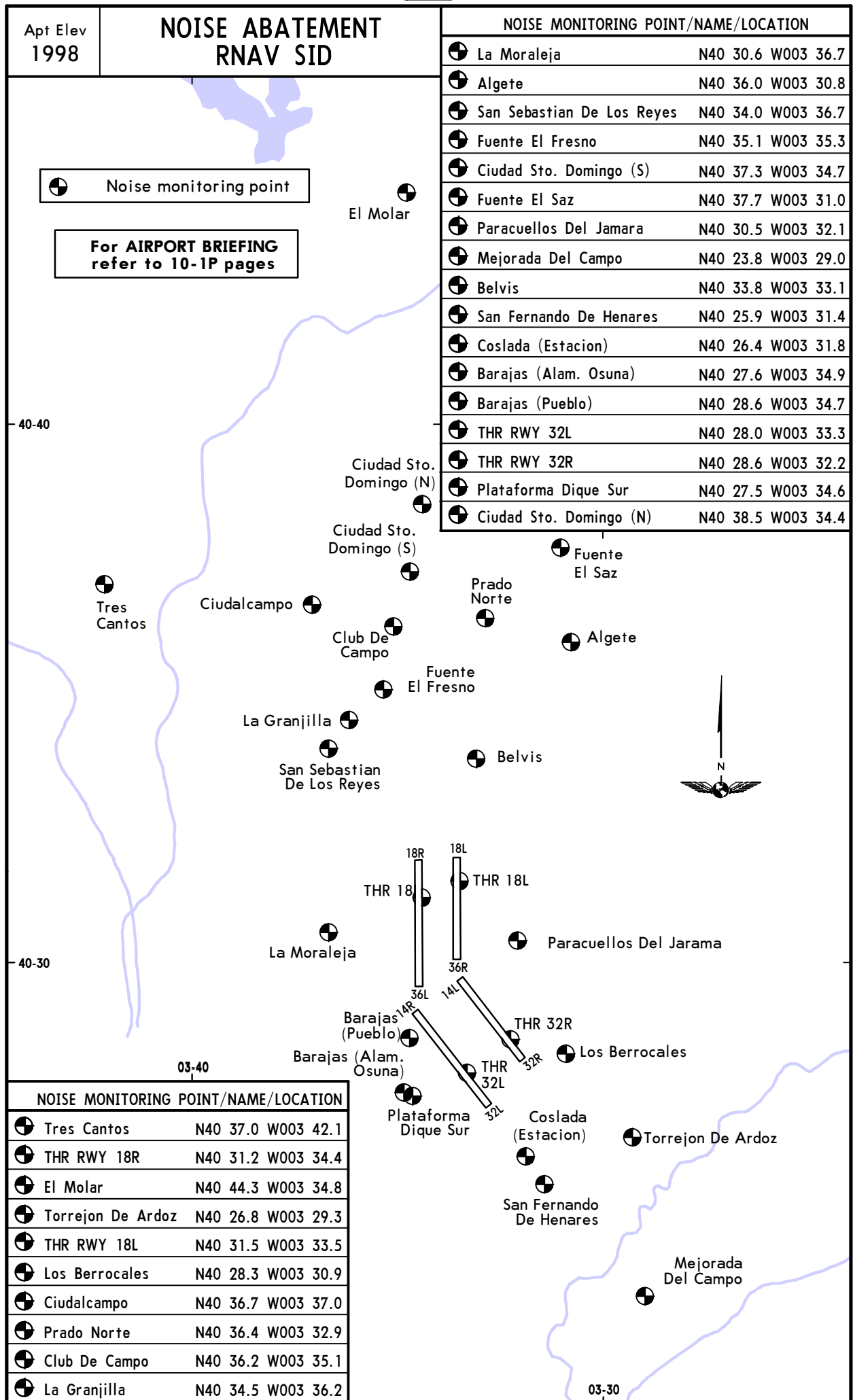
Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	478	638	957	1276	1595	1914
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
7.7% V/V (fpm)	585	780	1170	1560	1949	2339

DEPARTURE	RWY	ROUTING
LEMD 1B	14R	Climb on 129° heading to 6000 and hold for ATC instructions.
LEMD 1N	36L	Climb on runway heading to 7000 and hold for ATC instructions.
LEMD 1V	14L	Climb on runway heading to 6000 and hold for ATC instructions.
LEMD 1W	36R	Climb on runway heading to 6500 and hold for ATC instructions.

LEMD/MAD
ADOLFO SUAREZ
MADRID-BARAJAS

JEPPESEN
 5 JUL 24 **(10-4)**

MADRID, SPAIN
NOISE



NOISE ABATEMENT
RNAV SID

Apt Elev
 1998

NOISE MONITORING POINT/NAME/LOCATION

La Moraleja	N40 30.6 W003 36.7
Algete	N40 36.0 W003 30.8
San Sebastian De Los Reyes	N40 34.0 W003 36.7
Fuente El Fresno	N40 35.1 W003 35.3
Ciudad Sto. Domingo (S)	N40 37.3 W003 34.7
Fuente El Saz	N40 37.7 W003 31.0
Paracuellos Del Jamara	N40 30.5 W003 32.1
Mejorada Del Campo	N40 23.8 W003 29.0
Belvis	N40 33.8 W003 33.1
San Fernando De Henares	N40 25.9 W003 31.4
Coslada (Estacion)	N40 26.4 W003 31.8
Barajas (Alam. Osuna)	N40 27.6 W003 34.9
Barajas (Pueblo)	N40 28.6 W003 34.7
THR RWY 32L	N40 28.0 W003 33.3
THR RWY 32R	N40 28.6 W003 32.2
Plataforma Dique Sur	N40 27.5 W003 34.6
Ciudad Sto. Domingo (N)	N40 38.5 W003 34.4

NOISE MONITORING POINT/NAME/LOCATION	
Tres Cantos	N40 37.0 W003 42.1
THR RWY 18R	N40 31.2 W003 34.4
El Molar	N40 44.3 W003 34.8
Torrejon De Ardoz	N40 26.8 W003 29.3
THR RWY 18L	N40 31.5 W003 33.5
Los Berrocales	N40 28.3 W003 30.9
Ciudalcampo	N40 36.7 W003 37.0
Prado Norte	N40 36.4 W003 32.9
Club De Campo	N40 36.2 W003 35.1
La Granjilla	N40 34.5 W003 36.2

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MADRID, SPAIN

28 JUN 24
Eff 11 Jul

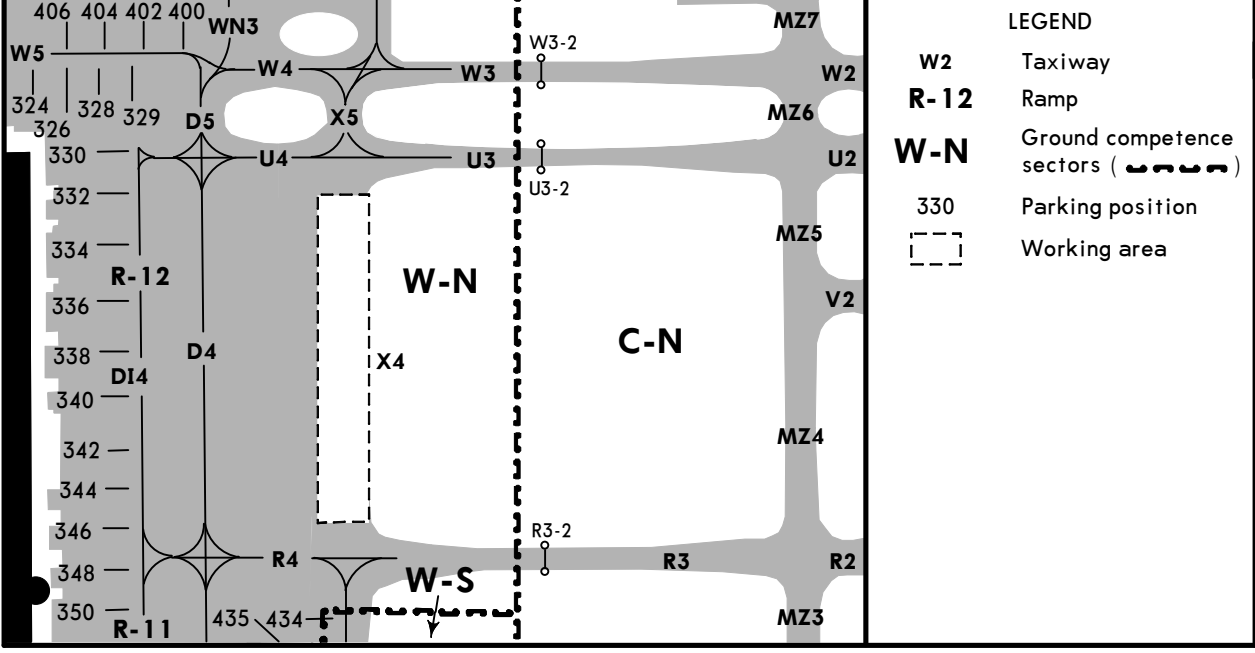
10-8C

ADOLFO SUAREZ MADRID-BARAJAS

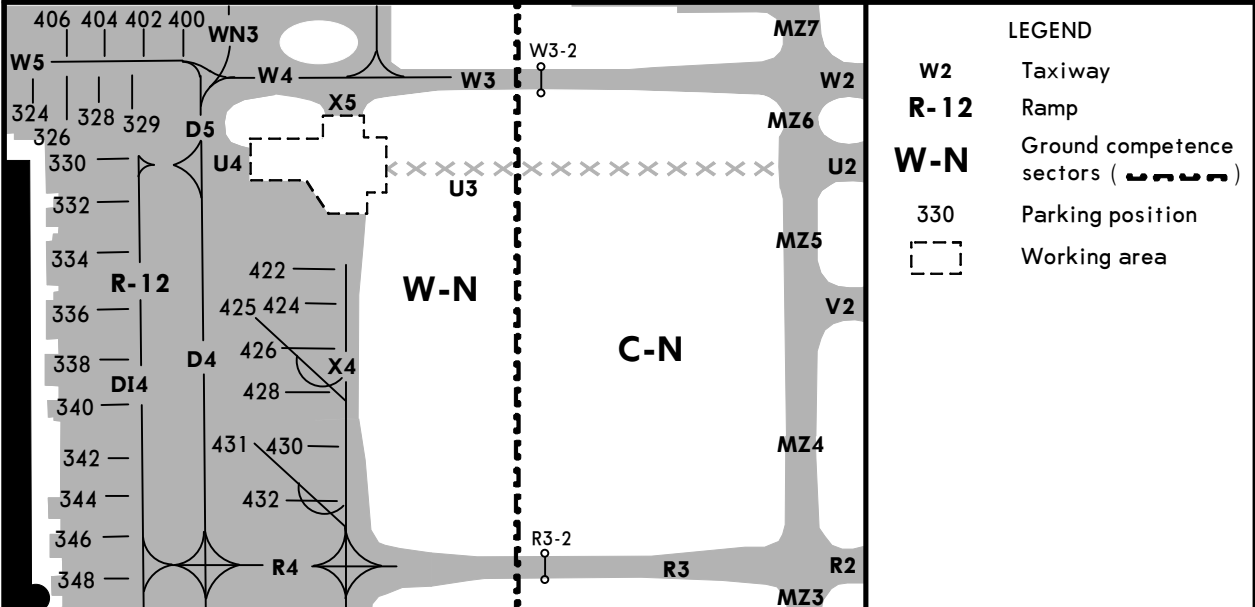
WORKS ON TWYS X4 AND X5
EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY
REFER ALSO TO LATEST NOTAMS

Once the works are completed, the horizontal and vertical markings of the area will be modified, as the intermediate holding position of TWY X4 near TWY U3 will be removed.
Work zones will be duly marked with night and daytime lighting and closed to traffic H24.
Standard taxiing may be affected, therefore ATC and Apron Management Service (SDP) instructions must be followed.
Taxiing must be accomplished at minimum power on diversions to prevent the impact of jet blast in areas where personnel are working.

PHASE 1: Works on TWY X4
Schedule:
Continuous (24 hours).
Operational restrictions:
- TWY X4 closed;
- Parking stands 420 thru 432 closed.



PHASE 2: Works at the intersection of TWYs X4 and X5 with TWYs U3 and U4.
Schedule:
Continuous (24 hours).
Operational restrictions:
- TWYs U3, U4 and X5 closed. Intersection of TWYs X4 and X5 with U3 and U4 closed;
- TWYs D4, D5, W3 and W4 bidirectional use;
- Parking stands 420 and 421 closed;
- ACFT with code letter E shall not make the turn from TWY W4 to TWY WN3.



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JEPPesen
23 AUG 24
Eff 5 Sep

MADRID, SPAIN

(10-8D) ADOLFO SUAREZ MADRID-BARAJAS

WORKS ON RWY 14R/32L
REFER ALSO TO LATEST NOTAMS

GENERAL

The complete work zone will be closed, duly marked and lit.
The works will not be cancelled when LVP are in place.

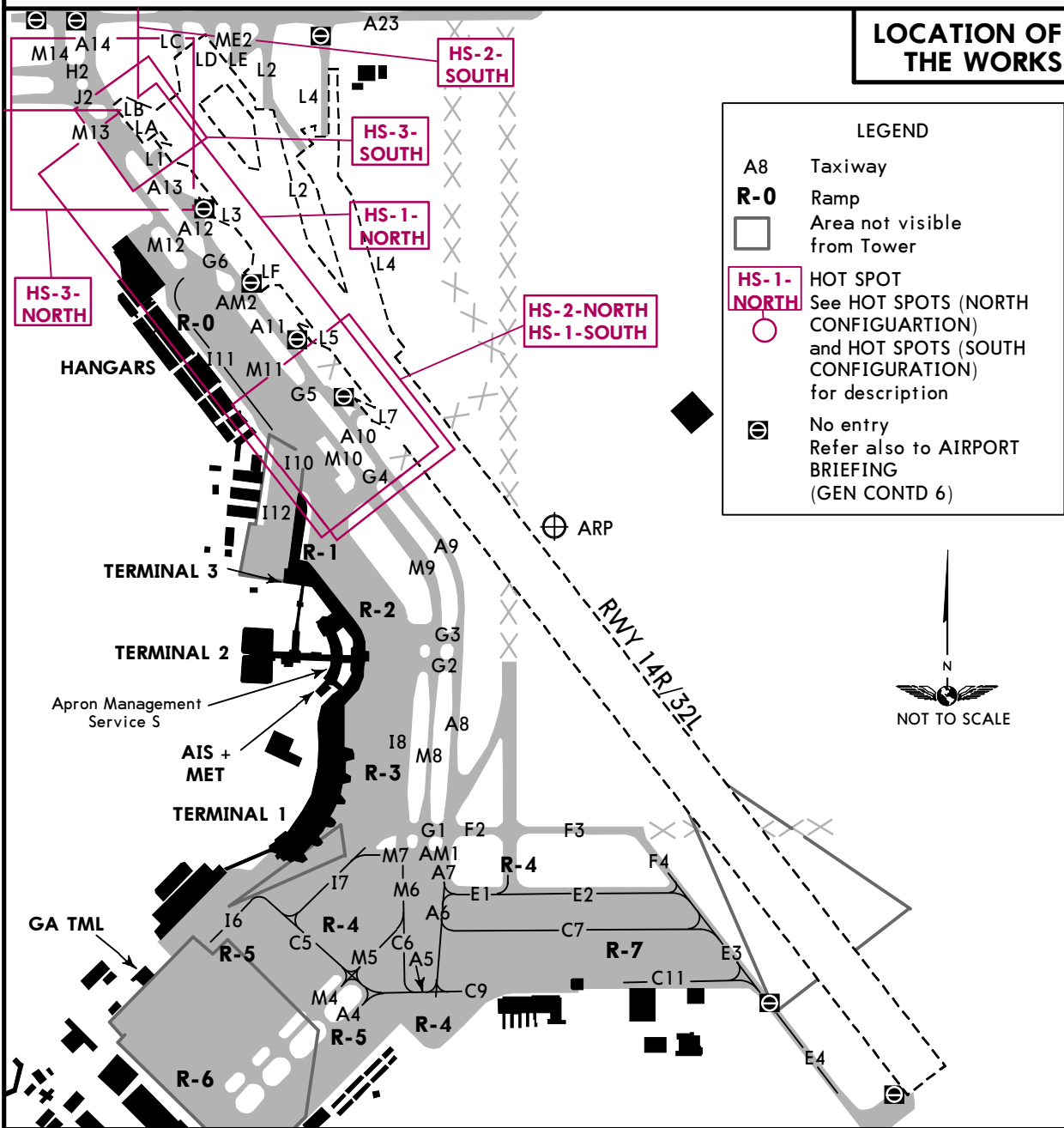
Work schedule

The works will be carried out continuously for the duration of the entire project, H24.

Operational impacts

- Closure of RWY 14R/32L;
- Closing of TWY E4, L1, L2, L3, L4, L42, L5, L7, LA, LB, LC, LD, LE and ME2;
- Restrictions for Higher Code Letter ACFT:
 - Code Letter F A380 and Antonov A-124 ACFT shall not operate at T123.
 - Code Letter F B747-8 ACFT shall exercise extreme caution when passing on TWY A13, reducing speed on this section to that of a parking stand taxiway, with recommended speed 10kt, due to the free distance available to the work area.
- ILS RWY 32L unserviceable.

LOCATION OF THE WORKS



LEGEND

- A8 Taxiway
- R-0 Ramp
- Area not visible from Tower
- HS-1-NORTH HOT SPOT
See HOT SPOTS (NORTH CONFIGURATION) and HOT SPOTS (SOUTH CONFIGURATION) for description
- HS-1-SOUTH HOT SPOT
See HOT SPOTS (NORTH CONFIGURATION) and HOT SPOTS (SOUTH CONFIGURATION) for description
- ⊘ No entry
Refer also to AIRPORT BRIEFING (GEN CONTD 6)



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16 AUG 24 (10-8M) ADOLFO SUAREZ MADRID-BARAJAS

WORKS ON TWYS TO/FROM RWY 14R/32L
EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY
REFER ALSO TO LATEST NOTAMS

GENERAL

The works will be carried out in 3 different schedules:

SCHEDULE 1: DAY (0700 - 2300 LT)

SCHEDULE 2: NIGHT (2300 - 0700 LT)

SCHEDULE 3: H24.

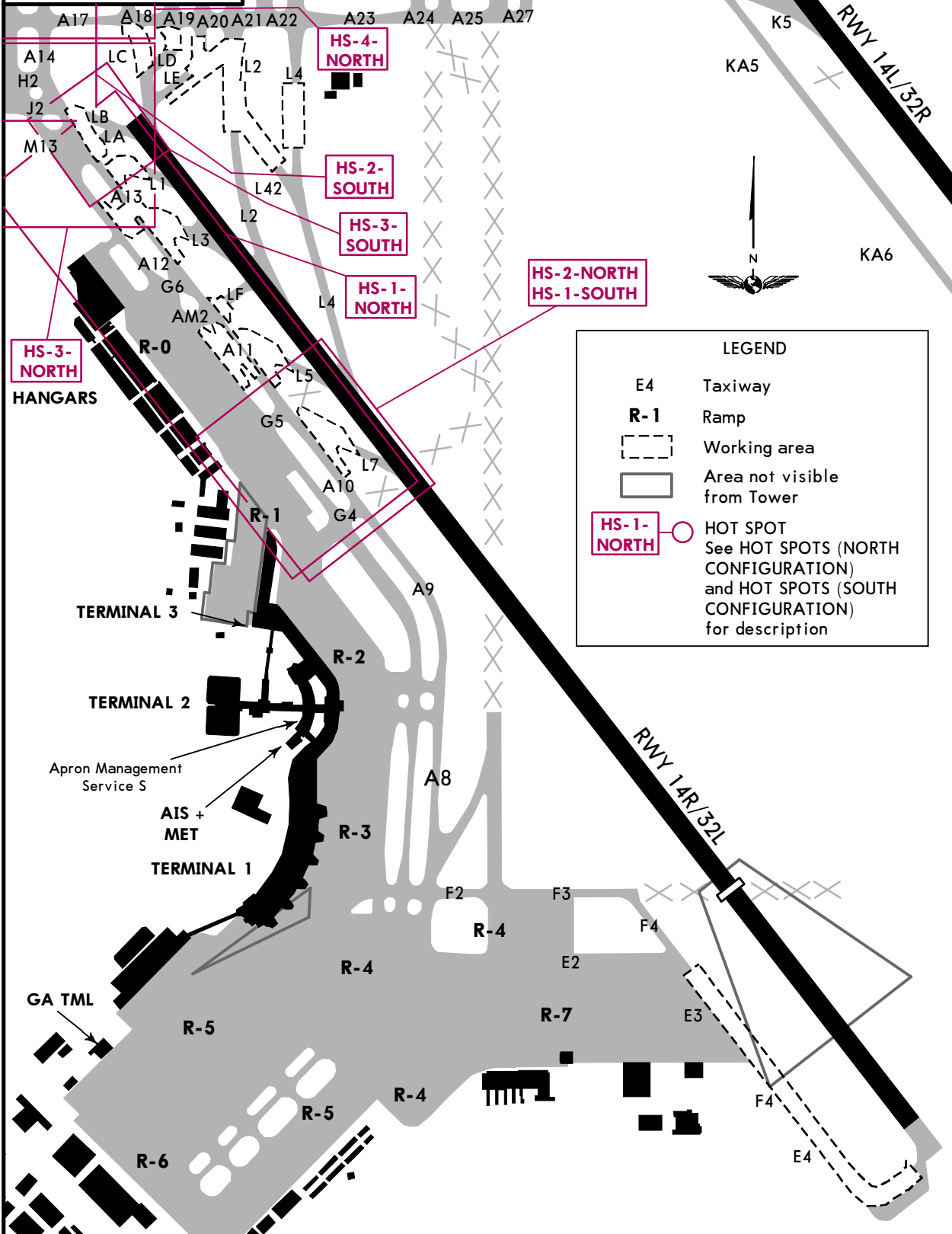
Standard taxiing routes will be affected, therefore ATC instructions must be followed.

When LVP are active, no works will be performed.

All work zones will be duly marked and lit.

Taxiing must be accomplished at minimum power on diversions to prevent impact of jet efflux in zones where personnel is working.

WORKING ZONES



CHANGES: Area not visible from tower added, working area at A13 revised.

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16 AUG 24 (10-8N) ADOLFO SUAREZ MADRID-BARAJAS

WORKS ON TWYS TO/FROM RWY 14R/32L (CONTD 1)
EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY
REFER ALSO TO LATEST NOTAMS

PHASE C0: TWY E3 Superficial Resurfacing**Schedule:** H24**Operational Impact:**

- TWYs E3 and E4 closed.
- Turn between TWYs E2 and F4 limited to MAX Code D ACFT in both directions.
- In South Configuration, ACFT aborting take-off on RWY 14R will backtrack on RWY and exit via one of the available exit TWYs.
- Stands 200, 210 and 211 u/s.
- Stands 202 thru 208: departures will be via towed push-back to TWY C7.
- Stand 201: departures will be via towed push-back to TWY C7 aligning at least with stand 211 entry line to avoid impact of jet efflux on work zone.
- Access to hangars at TWY C11 via stand 200. The ACFT will be towed. Limited to MAX B757-300.
- ACFT departing from hangars to TWY C7 will be towed thru stand 200, aligning the ACFT for autonomous taxiing with stand 211. Limited to MAX B757-300.

Alternative Taxi Routes:

- North Configuration: ACFT parked at stands 201 thru 208 will be pushed back to TWY C7 in order to exit the stand, taxi West and take TWY A6.
- South Configuration: ACFT parked at stands 201 thru 208 will be pushed back to TWY C7 in order to exit the stand, taxi West and take TWY A6.

PHASE C1.1: HST L7 Complete Resurfacing**Schedule:** H24**Operational Impact:**

- HST L7 closed.
- In South Configuration, turn A10-G5-M10 is restricted to MAX Code E ACFT due to impact of jet efflux on work zone.
- Limitations for higher Code letter ACFT:
- Code F A380 and AN124 ACFT cannot operate at Terminal 1, 2 & 3.
- Code F B747-8 ACFT must exercise extreme CAUTION when passing on TWY A10, reducing speed on this section to that of a parking stand TWY, with recommended speed 10 KT.

PHASE C1.2: HST L7 Superficial Resurfacing**Schedule:**

- First day: H24
- Other days: NIGHT

Operational Impact:

- HST L7 closed.
- TWY A10:
 - first working day: closed H24.
 - all other days: closed during NIGHT schedule.
- TWYs M10, G4 and G5 bi-directional use.
- In North Configuration, turn A11-G5-M11 restricted to Code E ACFT due to impact of jet efflux on work zone.
- Limitations for higher Code letter ACFT:
- Code F A380 and AN124 ACFT cannot operate at Terminal 1, 2 & 3.
- Code F B747-8 ACFT must exercise extreme CAUTION when passing on TWY M10, reducing speed on this section to that of a parking stand TWY, with recommended speed 10 KT.
- ACFT taxiing on TWY A10 must exercise extreme CAUTION, reducing speed on this section to that of a parking stand TWY, with recommended speed 10 KT.

Alternative Taxi Routes with TWY A10 closed:

- North Configuration:
 - ACFT from TWY A11 follow alternative taxi route: A11-G5-M10-G4-A9.
- South Configuration:
 - ACFT from TWY A9 follow alternative taxi route: A9-G4-M10-G5-A11.

PHASE C2.1: HST L5 Complete Resurfacing**Schedule:** H24**Operational Impact:**

- HST L5 closed.
- Limitations for higher Code letter ACFT:
- Code F A380 and AN124 ACFT cannot operate at Terminal 1, 2 & 3.
- Code F B747-8 ACFT must exercise extreme CAUTION when passing on TWY A11, reducing speed on this section to that of a parking stand TWY, with recommended speed 10 KT.

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MADRID, SPAIN

16 AUG 24

10-8P

ADOLFO SUAREZ MADRID-BARAJAS

WORKS ON TWYS TO/FROM RWY 14R/32L (CONTD 2)

EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY
REFER ALSO TO LATEST NOTAMS

PHASE C2.2: HST L5 Superficial Resurfacing, Construction of New TWY

Schedule: H24

Operational Impact:

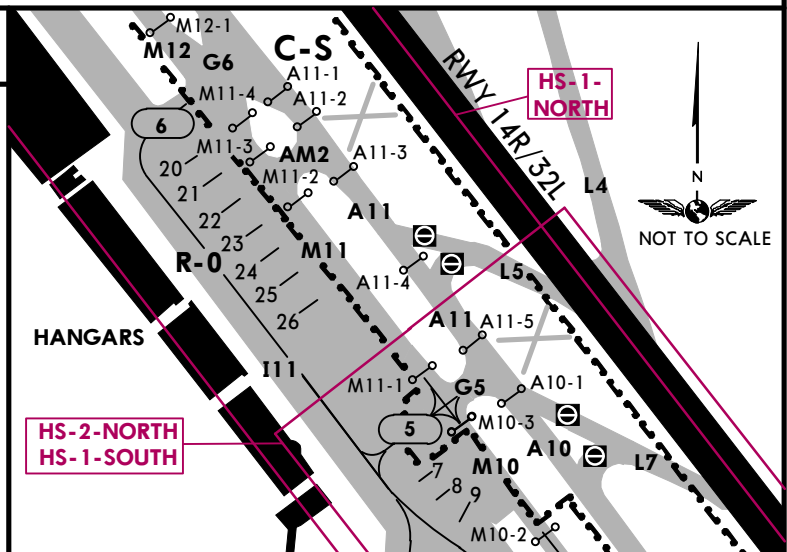
- HST L5 closed.
- TWYs A11 and AM2 closed.
- TWYs G5 and G6 bi-directional use.
- TWY M11 is changed to bi-directional and will be considered a parking stand TWY.
- ACFT operating in Terminal 1, 2 & 3 exercise extreme CAUTION when passing on TWY M11, reducing speed on this section to that of a parking stand TWY, with recommended speed 10 KT.
- Code F ACFT cannot operate at Terminal 1, 2 & 3.

Alternative Taxi Routes:

- North Configuration:
 - ACFT from TWY A12 follow alternative taxi route: A12-G6-M11-G5-A10.
- South Configuration:
 - ACFT from TWY A10 follow alternative taxi route: A10-G5-M11-G6-A12.

Final Status after Completion of Phase C2.2

	LEGEND
A11-2	Holding position
L5	Taxiway
R-0	Ramp
6	Gate and Apron Management Service transfer position
C-S	Ground competence sectors ()
	No entry
	Refer also to AIRPORT BRIEFING (GEN CONTD 6)
HS-1-NORTH	HOT SPOT
	See HOT SPOTS (NORTH CONFIGURATION) and HOT SPOTS (SOUTH CONFIGURATION) for description



PHASE C3: Construction of New TWY at HST L5 Next to TWY M11

Schedule: H24

Operational Impact:

- HST L5 closed.
- TWY M11 closed between TWY AM2 and TWY G5.
- TWY AM2 closed.
- TWYs G5 and G6 bi-directional use.
- TWY A11 is changed to bi-directional and will be considered a parking stand TWY.
- ACFT operating in Terminal 1, 2 & 3 exercise extreme CAUTION when passing on TWY A11, reducing speed on this section to that of a parking stand TWY, with recommended speed 10 KT.
- Code F ACFT (A380, B747-8 and AN124) cannot operate at Terminal 1, 2 & 3.
- Stands 22 thru 26 u/s.
- Stands 20 and 21 will be accessed from section of TWY M11 open to traffic. In North Configuration, ACFT taxiing on TWY A will access this section of TWY M11 via TWY G6.

Alternative Taxi Routes:

- North Configuration:
 - ACFT from TWY M10 follow alternative taxi route: M10-G5-A11-G6-M12.
 - Arrivals at stands 20 and 21: from TWY A, G6, M11 and parking stand access.
- South Configuration:
 - ACFT from TWY M12 follow alternative taxi route: A10-G6-A11-G5-M10.

New Taxiing via TWY L5:

- North Configuration:
 - ARRIVALS via RWY 32L with destination Terminal 4: TWY L5, M11, M12, M13 and standard route.
 - ARRIVALS via RWY 32L with destination Ramp 0: TWY L5, M11 and access to stand.

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MADRID, SPAIN

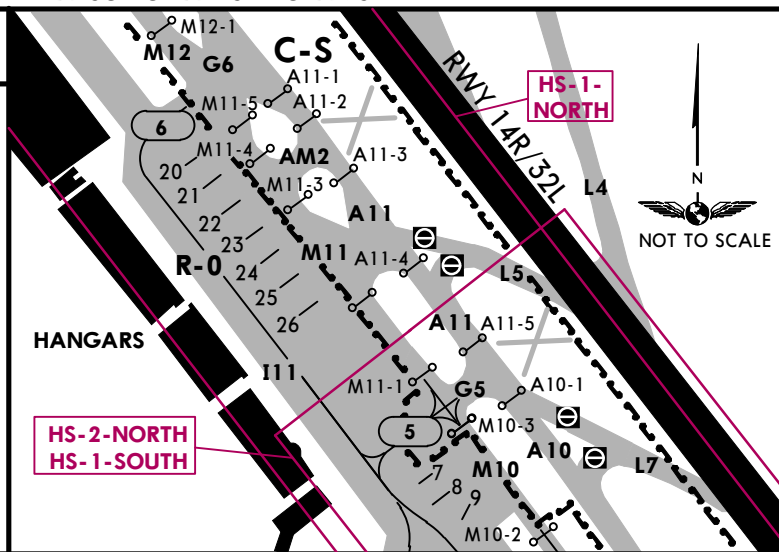
16 AUG 24 (10-8Q) ADOLFO SUAREZ MADRID-BARAJAS

WORKS ON TWYS TO/FROM RWY 14R/32L (CONTD 3)

EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY
REFER ALSO TO LATEST NOTAMS

Final Status after Completion of Phase C3

- LEGEND**
- A11-2 Holding position
 - L5 Taxiway
 - R-0 Ramp
 - 6 Gate and Apron Management Service transfer position
 - C-S Ground competence sectors (- - - -)
 - No entry
 - Refer also to AIRPORT BRIEFING (GEN CONTD 6)
 - HS-1-NORTH HOT SPOT See HOT SPOTS (NORTH CONFIGURATION) and HOT SPOTS (SOUTH CONFIGURATION) for description



PHASE C4.1: HST L3 Complete Resurfacing, TWY L1 Superficial Resurfacing

Schedule: H24

Operational Impact:

- HST L3 closed.
- TWY L1 closed.
- Limitations for higher code letter ACFT:
 - Code letter F A380 and AN124 ACFT cannot operate at Terminal 1, 2 & 3.
 - Code Letter F B747-8 ACFT must exercise extreme CAUTION when passing on TWY A12, reducing speed on this section to that of a parking stand TWY, with recommended speed 10 KT.

PHASE C4.2: HST L3, TWY L1, LA and LB Resurfacing, Construction of New TWY Next to TWY A12

Schedule: H24

Operational Impact:

- HST L3 closed.
- TWYs L1, LA, LB, A12 and A13 closed.
- TWYs M11, M13, G5 and H2 bi-directional use.
- TWY M12 is changed to bi-directional and will be considered a parking stand TWY.
- ACFT operating in Terminal 1, 2 and 3 shall exercise extreme CAUTION when passing on TWY M12, reducing speed on this section to that of a parking stand TWY, with recommended speed 10 KT.
- Code F ACFT cannot operate at Terminal 1, 2 and 3.

Alternative Taxi Routes:

- North Configuration:
 - ACFT from TWY A14 follow alternative taxi route towards South: A14-H2-M13-M12-M11-G5-A10.
- South Configuration:
 - ACFT from TWY A10 follow alternative taxi route towards North: A10-G5-M11-M12-M13-H2-A14.

WORKS ON TWYS TO/FROM RWY 14R/32L (CONTD 4)
EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY
REFER ALSO TO LATEST NOTAMS

PHASE C5: Construction of New TWY at HST L3 Next to TWY M12

Schedule: H24

Operational Impact:

- TWY M12 closed.
- HST L3 closed.
- TWY L1 closed.
- TWY G6 bi-directional use.
- TWY A12 is changed to a bi-directional TWY and will be considered a parking stand TWY.
- ACFT operating in Terminal 1, 2 & 3 shall exercise extreme CAUTION when passing on TWY A12, reducing speed on this section to that of a parking stand TWY, with recommended speed 10 KT.
- Code F ACFT cannot operate at Terminal 1, 2 & 3.

Alternative Taxi Routes:

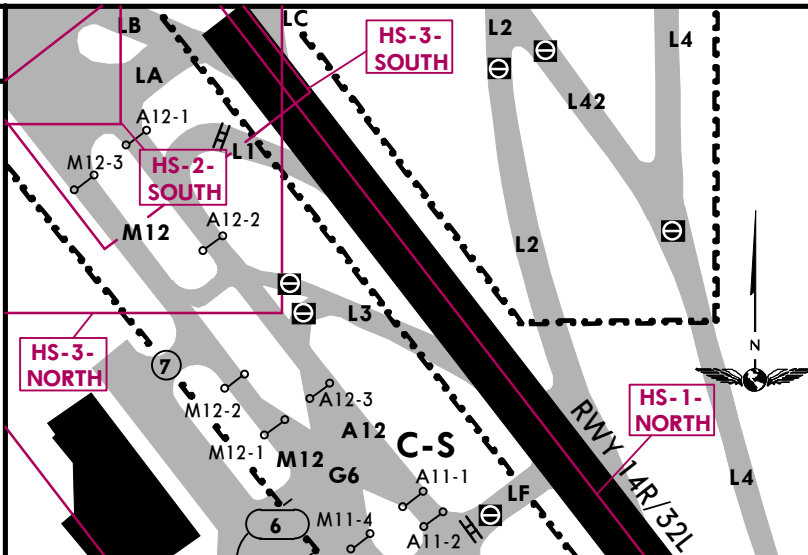
- North Configuration:
 - ACFT from TWY M11 follow alternative taxi route: M11-G6-A12-LA-M13.
- South Configuration:
 - ACFT from TWY M13 follow alternative taxi route: M13-LA-A12-G6-M11.

New Taxiing via HST L3:

- North Configuration:
 - ARRIVALS via RWY 32L with destination Terminal 4: L3, M12, M13, and standard route.

Final Status after Completion of Phase C5

LEGEND	
M12-3	Holding position
L3	Taxiway
(6)	Gate and Apron Management Service transfer position
C-S	Ground competence sectors ()
(E)	No entry
	Refer also to AIRPORT BRIEFING (GEN CONTD 6)
HS-1-NORTH	HOT SPOT
	See HOT SPOTS (NORTH CONFIGURATION) and HOT SPOTS (SOUTH CONFIGURATION) for description



PHASE C6: TWY LC Deep Resurfacing

Schedule: H24

Operational Impact:

- TWY LC closed.
- TWY LD closed.

PHASE C7.1: TWY LD Deep Resurfacing

Schedule: H24

Operational Impact:

- TWY LD closed.

LEMD/MAD



MADRID, SPAIN

16 AUG 24

10-8S

ADOLFO SUAREZ MADRID-BARAJAS

WORKS ON TWYS TO/FROM RWY 14R/32L (CONTD 5)
EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY
REFER ALSO TO LATEST NOTAMS

PHASE C7.2: TWYs LC and LD Superficial Resurfacing

Schedule:

- First day: H24
- Other days: NIGHT

Operational Impact:

- TWYs LD and LC closed.
- TWYs A17, A18, A19, A20, A21, MC and MD:
 - first working day: closed H24.
 - all other days: closed during NIGHT schedule.
- TWYs M17, M18, M19, M20, M21 and N1 bi-directional use.
- ACFT taxiing on TWYs A18 and A19 must exercise extreme CAUTION, reducing speed on this section to that of a parking stand TWY, with recommended speed 10 KT.

Alternative Taxi Routes with TWYs A17, A18, A19, A20, A21, MC and MD closed:

- North Configuration:
 - ACFT from TWY A22 follow alternative taxi route towards West or South (Terminal 1, 2 & 3): A22-N1-M21-M20-M19-M18-M17-AZ2-A14.
- South Configuration:
 - ACFT from TWY A17 follow alternative taxi route towards North or West: A17-MC-M18-M19-ME1-A20.

PHASE C8.1: TWYs LE, ME2 and HST L2 Resurfacing

Schedule: H24

Operational Impact:

- TWYs LE, ME2 and L42 closed.
- HST L2 closed.

PHASE C8.2: TWYs LE and ME2 Superficial Resurfacing

Schedule: NIGHT

Operational Impact:

- TWYs LE and ME2 closed.
- TWYs A17, A18, A19, A20, A21, ME1, B1, L2, L42, closed during NIGHT schedule.
- TWY M17, M18, M19, M20, M21 and N1 bi-directional use during NIGHT schedule.
- Code F ACFT operate preferentially on RWY 14L/32R until Phase C8.2 is completed.
- ACFT taxiing on TWYs A19 and A20 must exercise extreme CAUTION, reducing speed on this section to that of a parking stand TWY, with recommended speed 10 KT.

Alternative Taxi Routes with TWYs A17, A18, A19, A20, A21, ME1, B1, L2, L42 closed:

- North Configuration:
 - ACFT from TWY A22 follow alternative taxi route towards West or South (Terminal 1, 2 & 3): A22-N1-M21-M20-M19-M18-M17-AZ2-A14.
- South Configuration:
 - ACFT from TWY A14 follow alternative taxi route towards North or West: A14-AZ2-M17-M18-M19-M20-M21-N1-A22.

PHASE C9: HST L2 and TWY L42 Superficial Resurfacing

Schedule: H24

Operational Impact:

- HST L2 closed in section between RWY and TWY LE.
- TWY L42 closed.

PHASE C10: HST L4 and TWY L42 Superficial Resurfacing

Schedule: H24

Operational Impact:

- HST L4 closed.
- TWY L42 closed.

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MADRID, SPAIN

16 AUG 24 (10-8T) ADOLFO SUAREZ MADRID-BARAJAS

WORKS ON TWYS TO/FROM RWY 14R/32L (CONTD 6)

EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY
REFER ALSO TO LATEST NOTAMS

PHASE C11: TWY E4 Resurfacing

Schedule: H24

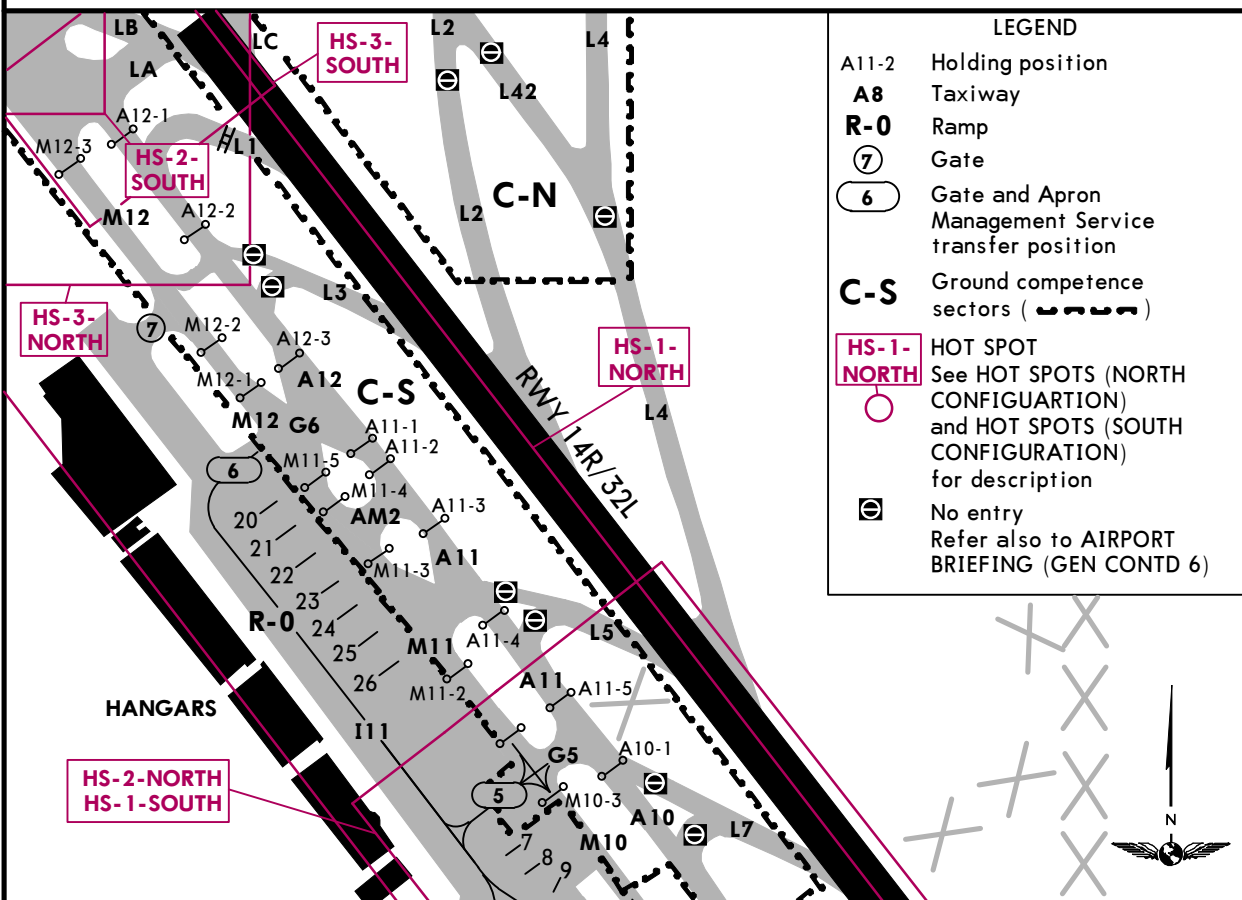
Operational Impact:

- TWY E4 closed.
- South Configuration:
In case of aborted take-offs on RWY 14R, the ACFT shall backtrack and leave RWY via first TWY appropriate to the operation of each ACFT.

FINAL CONFIGURATION

Most Significant Changes:

- Removal of TWY LF
- Extension of HSTs L5 and L3 until TWYs M11 and M12 respectively.



Standard Taxiing Routes:

Arrivals

- NORTH CONFIGURATION

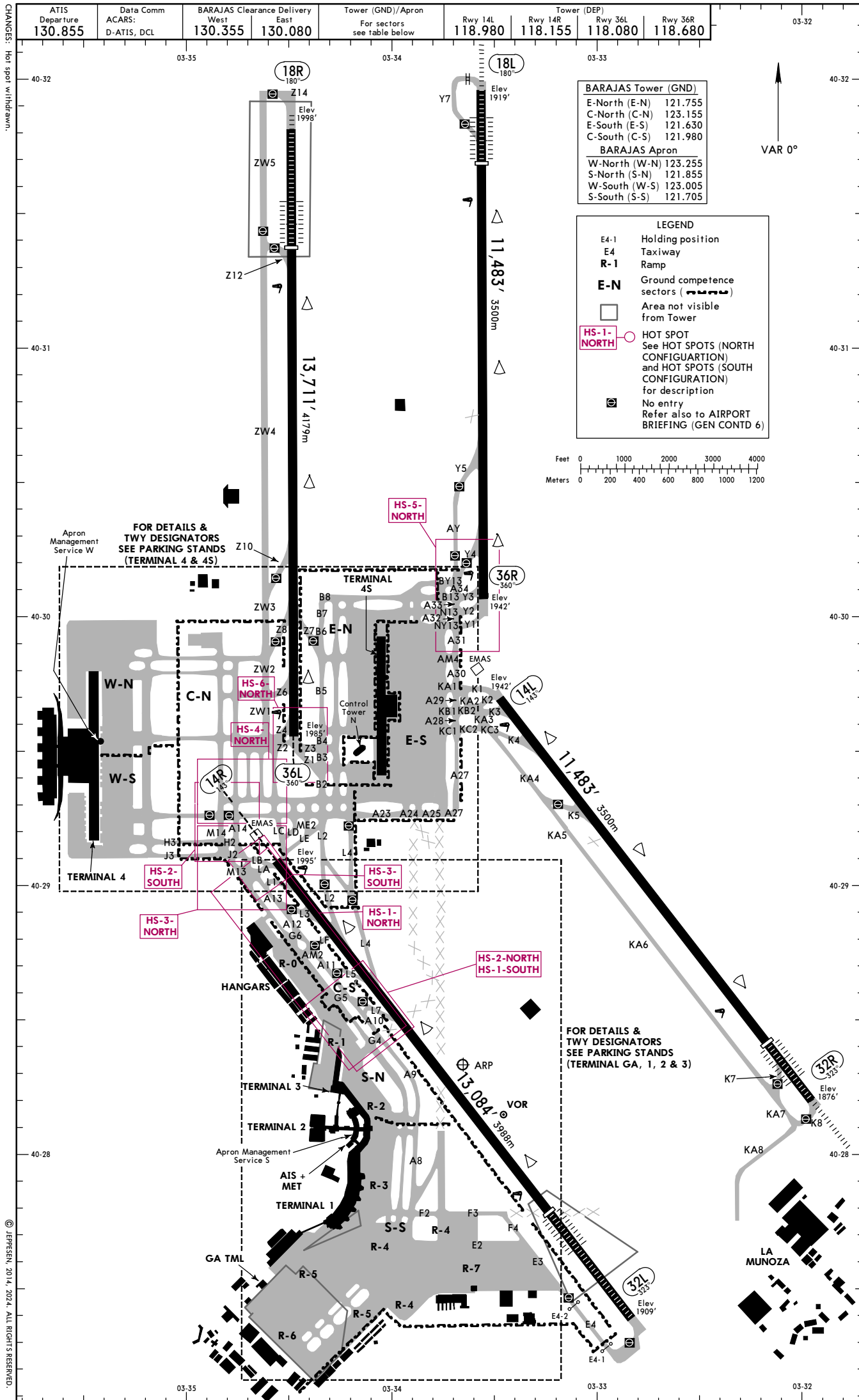
- From RWY 32L to Terminal 4:
 - Via HST L3, enter TWY M12 via the extension, continue to TWY M13, TWY J3 (transfer of control point J3-2).
 - Via HST L5, enter TWY M11 via the extension, continue to TWY M13, TWY J3 (transfer of control point J3-2).
- From RWY 32L to Ramp 0:
 - Via HST L5: TWY L5, TWY M11 and parking stand access.

There are no changes to the rest of the standard routes.

LEMD/MAD
Apt Elev
1998'

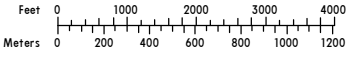
JEPPERSEN
31 MAY 24 (10-9) EFT 13 JUN

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	
E4-1	Holding position
E4	Taxiway
R-1	Ramp
E-N	Ground competence sectors (---)
[Square]	Area not visible from Tower
[Circle]	HOT SPOT
[Circle]	See HOT SPOTS (NORTH CONFIGURATION) and HOT SPOTS (SOUTH CONFIGURATION) for description
[Square]	No entry
[Square]	Refer also to AIRPORT BRIEFING (GEN CONTD 6)



FOR DETAILS & TWY DESIGNATORS SEE PARKING STANDS (TERMINAL 4 & 4S)

FOR DETAILS & TWY DESIGNATORS SEE PARKING STANDS (TERMINAL GA, 1, 2 & 3)

CHANGES: Hot spot withdrawn.

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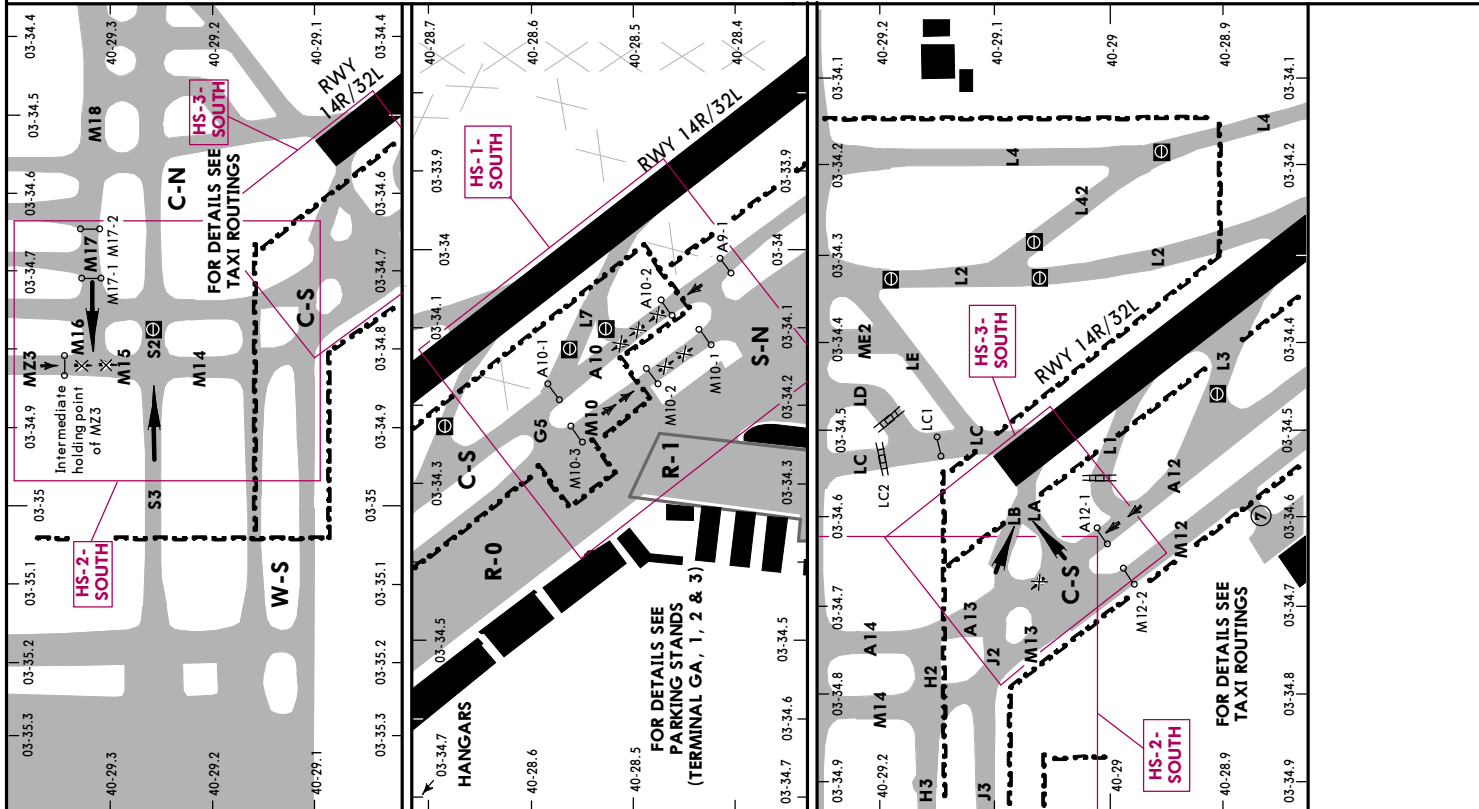
HOT SPOTS SOUTH CONFIGURATION

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 on holding position A12-1.



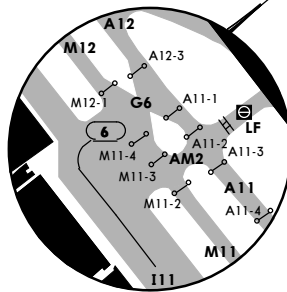
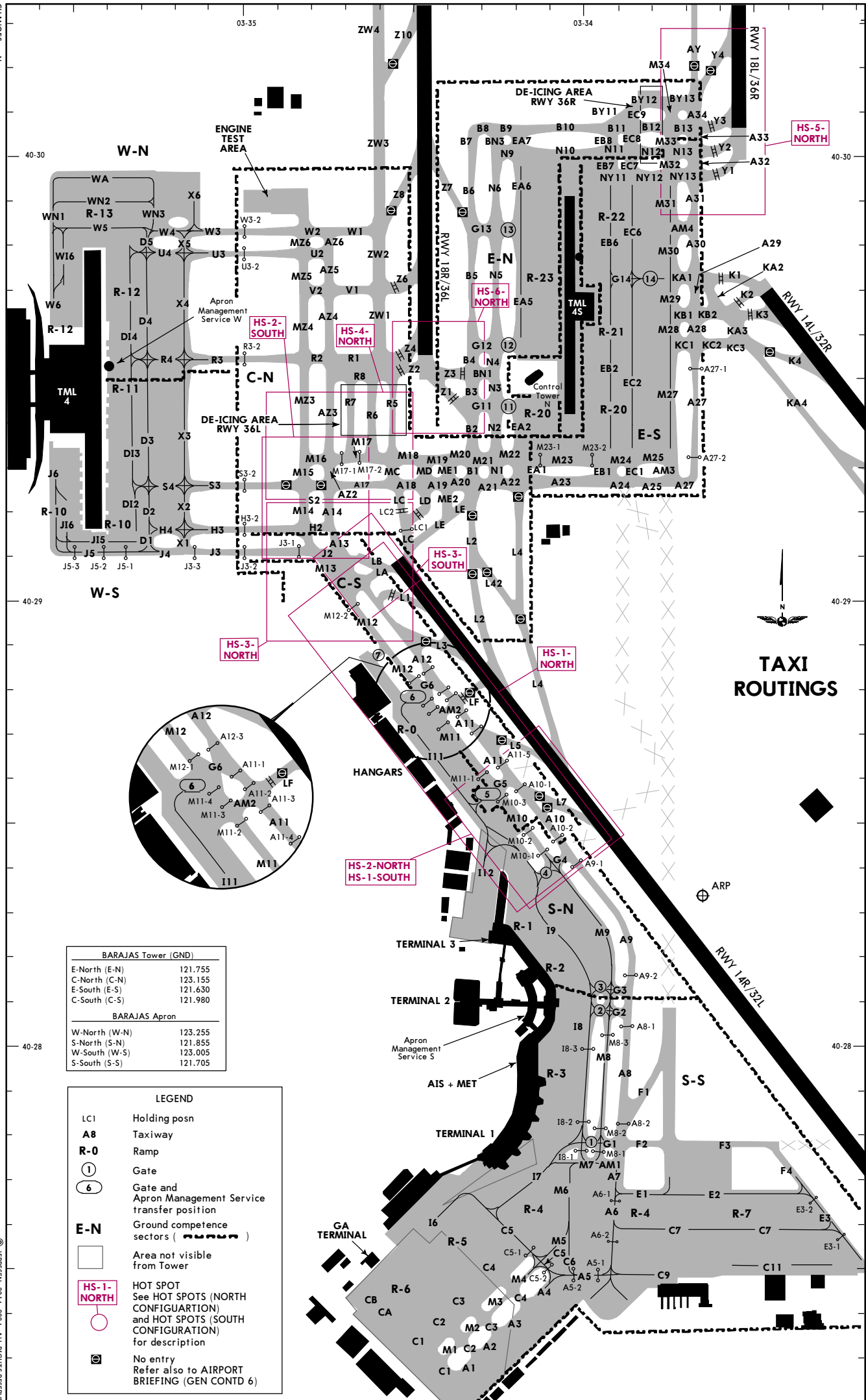
LEGEND

- 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
- AB Taxiway
- R-0 Ramp
- ⊙ No entry
- ⊙ Refer also to AIRPORT BRIEFING (GEN CONTD 6)

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

CHANGES: None

LEMD/MAD



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
⑥	Gate and Apron Management Service transfer position
E-N	Ground competence sectors ()
□	Area not visible from Tower
HS-1-NORTH	HOT SPOT See HOT SPOTS (NORTH CONFIGURATION) and HOT SPOTS (SOUTH CONFIGURATION) for description
⊘	No entry Refer also to AIRPORT BRIEFING (GEN CONTD 6)

TAXI ROUTINGS

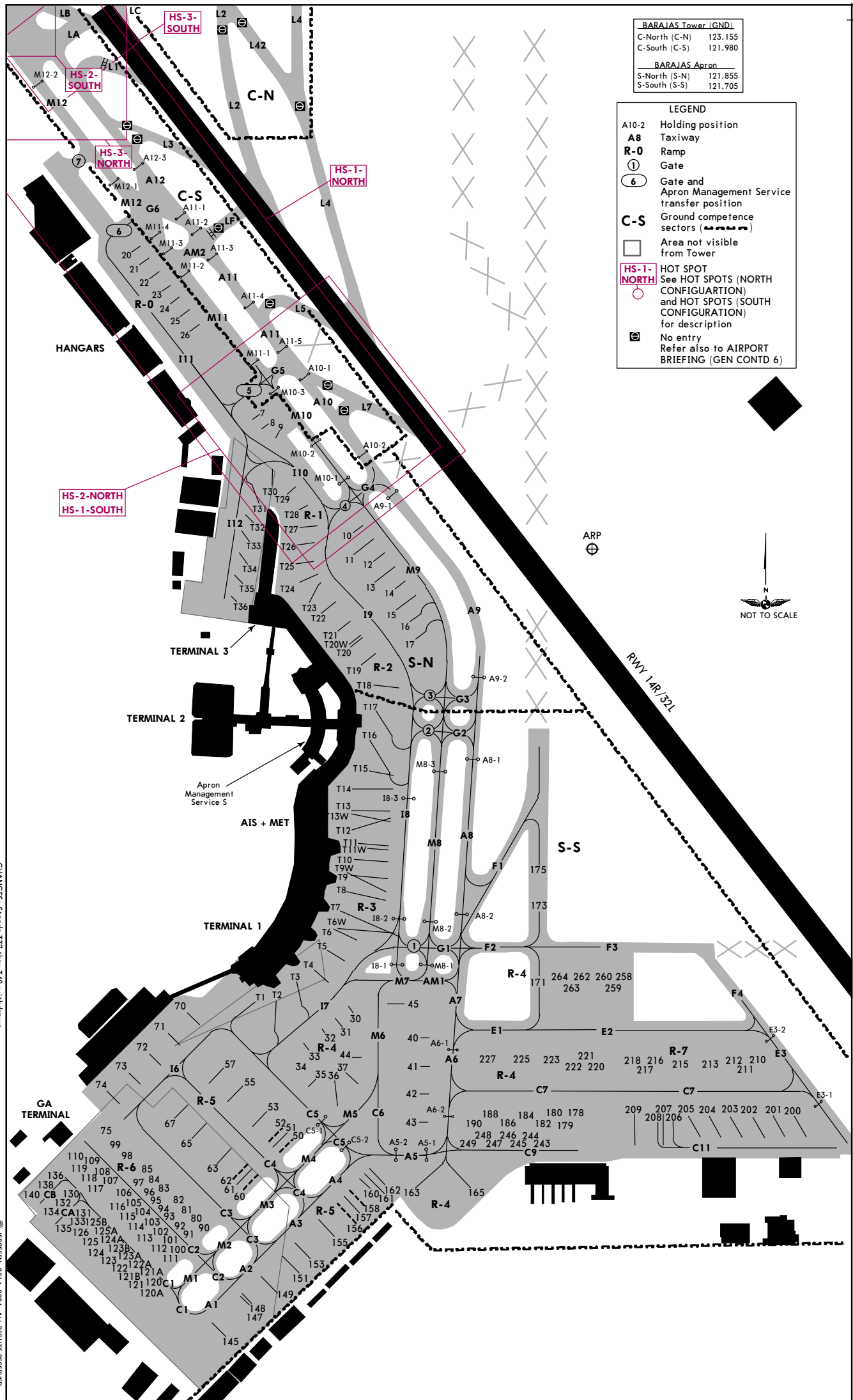
JEPPESSEN
5 JUL 24
EFF 11 JUL
10-9D

MADRID, SPAIN
ADOLFO SUAREZ MADRID-BARAJAS

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
- ⑥ Gate and Apron Management Service transfer position
- C-S Ground competence sectors (-----)
- Area not visible from Tower
- HS-1-NORTH HOT SPOT See HOT SPOTS (NORTH CONFIGURATION) and HOT SPOTS (SOUTH CONFIGURATION) for description
- ⊖ No entry Refer also to AIRPORT BRIEFING (GEN CONTD 6)



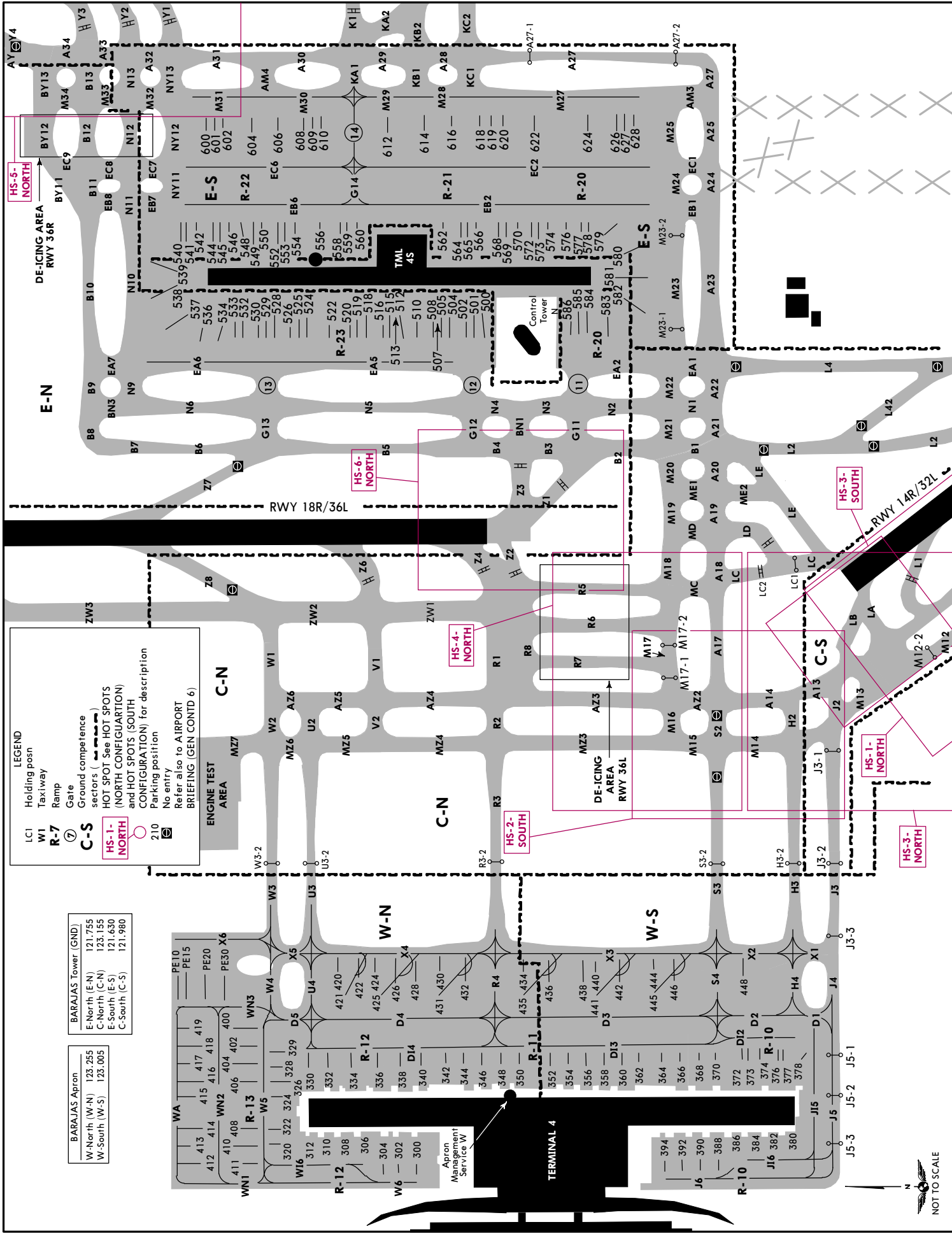
CHANGES: Standards 1377 thru 140 withdrawn.

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LEMD/MAD

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5 JUL 24 10-9E

MADRID, SPAIN
ADOLFO SUAREZ MADRID-BARAJAS



LEGEND

- Holding posn
- W1 Taxiway
- R-7 Gate
- C-S Ground competence sectors ()
- HS-1-NORTH HOT SPOT See HOT SPOTS (NORTH CONFIGURATION) and HOT SPOTS (SOUTH CONFIGURATION) for description
- 210 Parking position
- Refer also to AIRPORT BRIEFING (GEN CONTID 6)

ENGINE TEST AREA

DE-ICING AREA

DE-ICING AREA

BARAJAS Apron

W-North (W-N)	123,255
C-North (C-N)	123,155
E-South (E-S)	121,630
C-South (C-S)	121,980

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
C-North (C-N)	123,155
E-South (E-S)	121,630
C-South (C-S)	121,980

Apron Management Service W



NOT TO SCALE

INS COORDINATES				
STAND No.	COORDINATES	STAND No.	COORDINATES	COORDINATES
7, 8	N40 28.5 W003 34.3	173	N40 27.8 W003 33.8	N40 29.5 W003 34.0
9	N40 28.5 W003 34.2	175	N40 27.9 W003 33.7	N40 29.4 W003 34.0
10 thru 13	N40 28.3 W003 34.1	178 thru 182	N40 27.5 W003 33.7	N40 29.4 W003 34.1
14	N40 28.3 W003 34.0	184 thru 188	N40 27.5 W003 33.8	N40 29.9 W003 33.8
15 thru 17	N40 28.2 W003 34.0	190	N40 27.5 W003 33.9	N40 29.8 W003 33.8
20 thru 23	N40 28.7 W003 34.5	200, 201	N40 27.5 W003 33.3	N40 29.7 W003 33.8
24	N40 28.7 W003 34.4	202 thru 204	N40 27.5 W003 33.4	N40 29.6 W003 33.8
25, 26	N40 28.6 W003 34.4	205 thru 208	N40 27.5 W003 33.5	N40 29.5 W003 33.8
30, 31	N40 27.7 W003 34.1	209	N40 27.5 W003 33.6	N40 29.4 W003 33.8
32	N40 27.6 W003 34.1	210 thru 213	N40 27.6 W003 33.4	N40 30.0 W003 35.2
33 thru 35	N40 27.6 W003 34.2	215	N40 27.6 W003 33.5	N40 29.9 W003 35.2
36, 37	N40 27.6 W003 34.1	216 thru 218	N40 27.6 W003 33.6	N40 27.7 W003 34.3
40 thru 42	N40 27.6 W003 34.0	220 thru 223	N40 27.6 W003 33.7	N40 27.7 W003 34.2
43	N40 27.5 W003 34.0	225	N40 27.6 W003 33.8	N40 27.8 W003 34.2
44	N40 27.6 W003 34.1	227	N40 27.6 W003 33.9	N40 27.8 W003 34.1
45	N40 27.7 W003 34.0	243 thru 247	N40 27.5 W003 33.8	N40 27.9 W003 34.1
50 thru 52	N40 27.5 W003 34.2	248, 249	N40 27.5 W003 33.9	N40 28.0 W003 34.1
53 thru 57	N40 27.6 W003 34.3	258 thru 260	N40 27.7 W003 33.6	N40 28.1 W003 34.1
60, 61	N40 27.4 W003 34.3	262 thru 264	N40 27.7 W003 33.7	N40 28.2 W003 34.1
62	N40 27.5 W003 34.3	300	N40 29.6 W003 35.5	N40 28.2 W003 34.2
63 thru 67	N40 27.5 W003 34.4	302 thru 308	N40 29.7 W003 35.5	N40 28.3 W003 34.2
70	N40 27.7 W003 34.4	310 thru 322	N40 29.8 W003 35.5	N40 28.4 W003 34.2
71	N40 27.7 W003 34.5	324 thru 328	N40 29.8 W003 35.4	N40 28.4 W003 34.3
72, 73	N40 27.6 W003 34.5	329	N40 29.8 W003 35.3	N40 28.3 W003 34.3
74	N40 27.6 W003 34.6	330, 332	N40 29.8 W003 35.4	N40 28.2 W003 34.3
75	N40 27.5 W003 34.6	334 thru 338	N40 29.7 W003 35.4	
80 thru 83	N40 27.4 W003 34.4	340 thru 346	N40 29.6 W003 35.4	
84	N40 27.4 W003 34.5	348 thru 352	N40 29.5 W003 35.4	
85	N40 27.5 W003 34.5	354 thru 362	N40 29.4 W003 35.4	
90 thru 94	N40 27.4 W003 34.4	364 thru 370	N40 29.3 W003 35.4	
95, 96	N40 27.4 W003 34.5	372 thru 378	N40 29.2 W003 35.4	
97 thru 99	N40 27.5 W003 34.5	380 thru 386	N40 29.2 W003 35.5	
100, 101	N40 27.3 W003 34.4	388 thru 394	N40 29.3 W003 35.5	
102 thru 106	N40 27.4 W003 34.5	400, 402	N40 29.9 W003 35.3	
107, 108	N40 27.4 W003 34.6	404, 406	N40 29.9 W003 35.4	
109, 110	N40 27.5 W003 34.6	408 thru 414	N40 29.9 W003 35.5	
111	N40 27.3 W003 34.4	415 thru 417	N40 29.9 W003 35.4	
112 thru 116	N40 27.4 W003 34.5	418, 419	N40 29.9 W003 35.3	
117	N40 27.4 W003 34.6	420	N40 29.8 W003 35.3	
118, 119	N40 27.5 W003 34.6	421 thru 428	N40 29.7 W003 35.3	
120 thru 123B	N40 27.3 W003 34.5	430 thru 432	N40 29.6 W003 35.3	
124	N40 27.4 W003 34.6	434 thru 436	N40 29.5 W003 35.3	
124A	N40 27.3 W003 34.6	438 thru 442	N40 29.4 W003 35.3	
125 thru 133	N40 27.4 W003 34.6	444 thru 446	N40 29.3 W003 35.3	
134	N40 27.4 W003 34.7	448	N40 29.2 W003 35.3	
135	N40 27.4 W003 34.6	500 thru 510	N40 29.6 W003 34.1	
136	N40 27.5 W003 34.7	512 thru 520	N40 29.7 W003 34.1	
138, 140	N40 27.4 W003 34.7	522 thru 529	N40 29.8 W003 34.1	
145	N40 27.2 W003 34.3	530 thru 537	N40 29.9 W003 34.1	
147, 148	N40 27.3 W003 34.3	538	N40 30.0 W003 34.1	
149 thru 153	N40 27.3 W003 34.2	539, 540	N40 30.0 W003 34.0	
155 thru 160	N40 27.4 W003 34.1	541 thru 549	N40 29.9 W003 34.0	
161 thru 163	N40 27.4 W003 34.0	550 thru 556	N40 29.8 W003 34.0	
165	N40 27.4 W003 33.9	558 thru 560	N40 29.7 W003 34.0	
166	N40 27.7 W003 33.8	562 thru 566	N40 29.6 W003 34.0	
171				

D-ATIS Arrival	118.255	127.1	127.505	128.7	134.955	118.680	BARAJAS Tower
LOC IML	111.5	Final ApcH Crs	180°	D10.7 IML	5500' (3578')	CAT IIIB, IIIIA & II ILS Refer to Minimums	Apt Elev 1998' Rwy 1922'

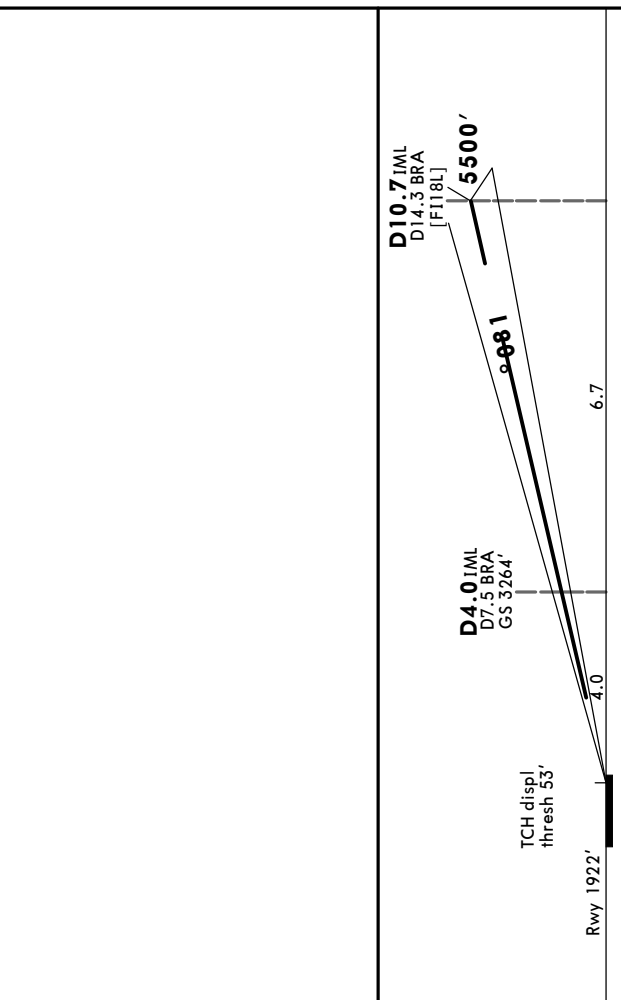
MISSED APCH: Climb on rwy heading to cross BRA VOR. Continue on R-180 BRA to D12.5 BRA at 5000' or below. Turn RIGHT and follow R-264 PDT direct to ROFIX to join holding at 5000'. Do not climb above 5000'.

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

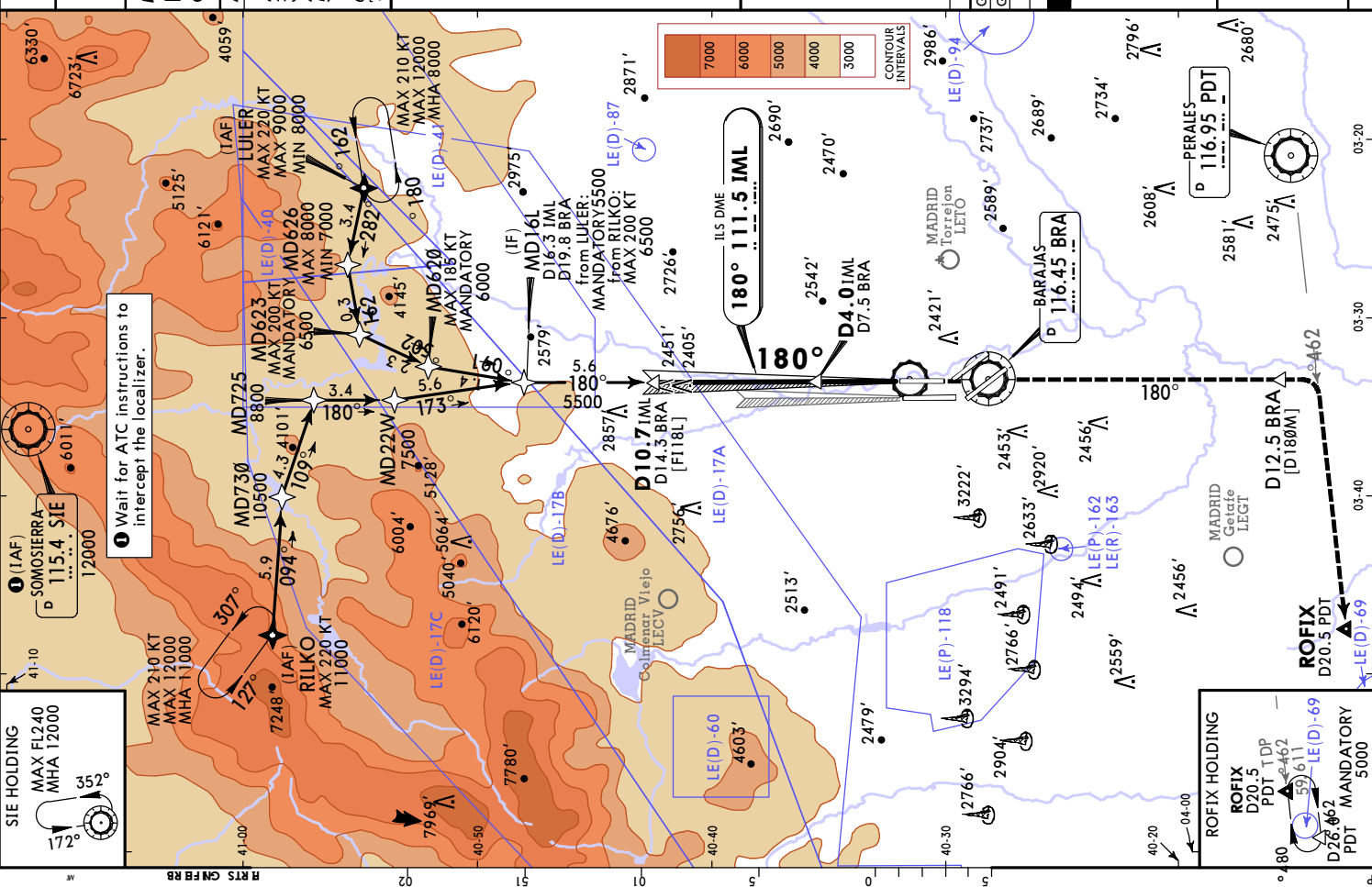
For Ground frequencies refer to 10-9

MSA BRA VOR Trans alt: 13,000'

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) LULUR.
5. Separation of 1000' from LE(D)-17C not available for LULUR holding and segment between MD725 and MD22W and between MD626 and MD620.
6. Separation of 1000' from LE(D)-17B not available for segment between MD623 and MD16L and intermediate.
7. Simultaneous parallel approaches to Rwy 18R may be in use.



Std/State	STRAIGHT-IN LANDING									
CAT IIIB ILS	CAT IIIA ILS	CAT II ILS	AB		C		D		Rwy	
			RA 104'	RA 114'	RA 129'	RA 129'	116.45	hdg		
DA(H) 2022' (100')	DA(H) 2032' (110')	DA(H) 2046' (124')	DH 50'		R200m		R300m		R400m	



SIE HOLDING
 MAX FL240
 MHA 12000
 172°
 35°

ROFIX HOLDING
 D20.5
 PDT TDP
 462
 59
 611
 LE(D)-69
 D20.5 PDT
 MANDATORY
 5000

SOMOSIERRA
 115.4 SIE
 6011'

PERALES
 116.95 PDT
 2680'

BARAJAS
 116.45 BRA
 2475'

ROFIX
 D20.5 PDT
 462
 59
 611
 LE(D)-69
 D20.5 PDT
 MANDATORY
 5000

ROFIX
 D20.5 PDT
 462
 59
 611
 LE(D)-69
 D20.5 PDT
 MANDATORY
 5000

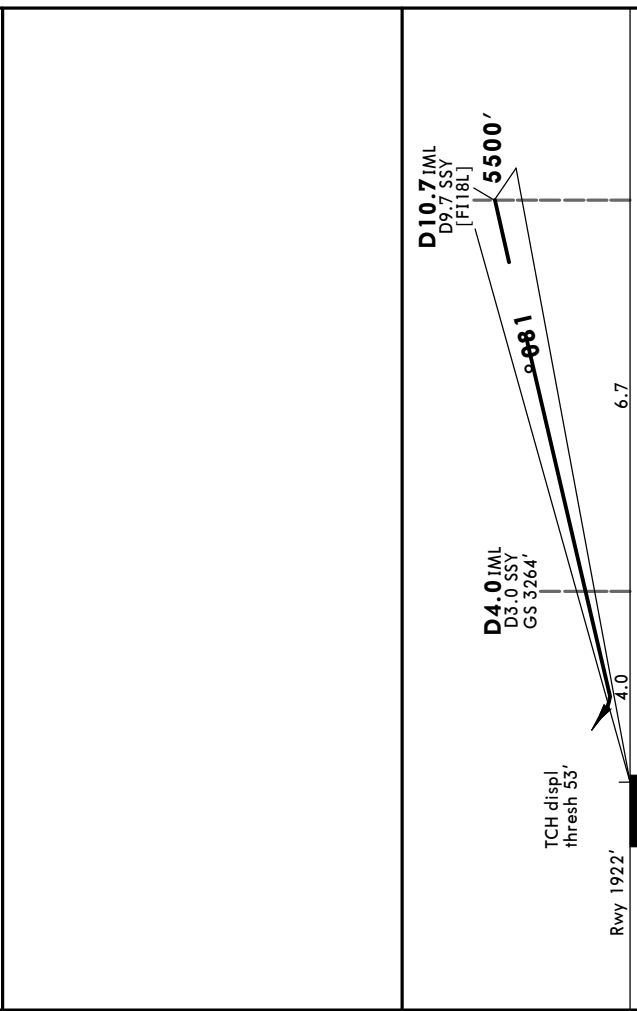
ROFIX
 D20.5 PDT
 462
 59
 611
 LE(D)-69
 D20.5 PDT
 MANDATORY
 5000

ROFIX
 D20.5 PDT
 462
 59
 611
 LE(D)-69
 D20.5 PDT
 MANDATORY
 5000

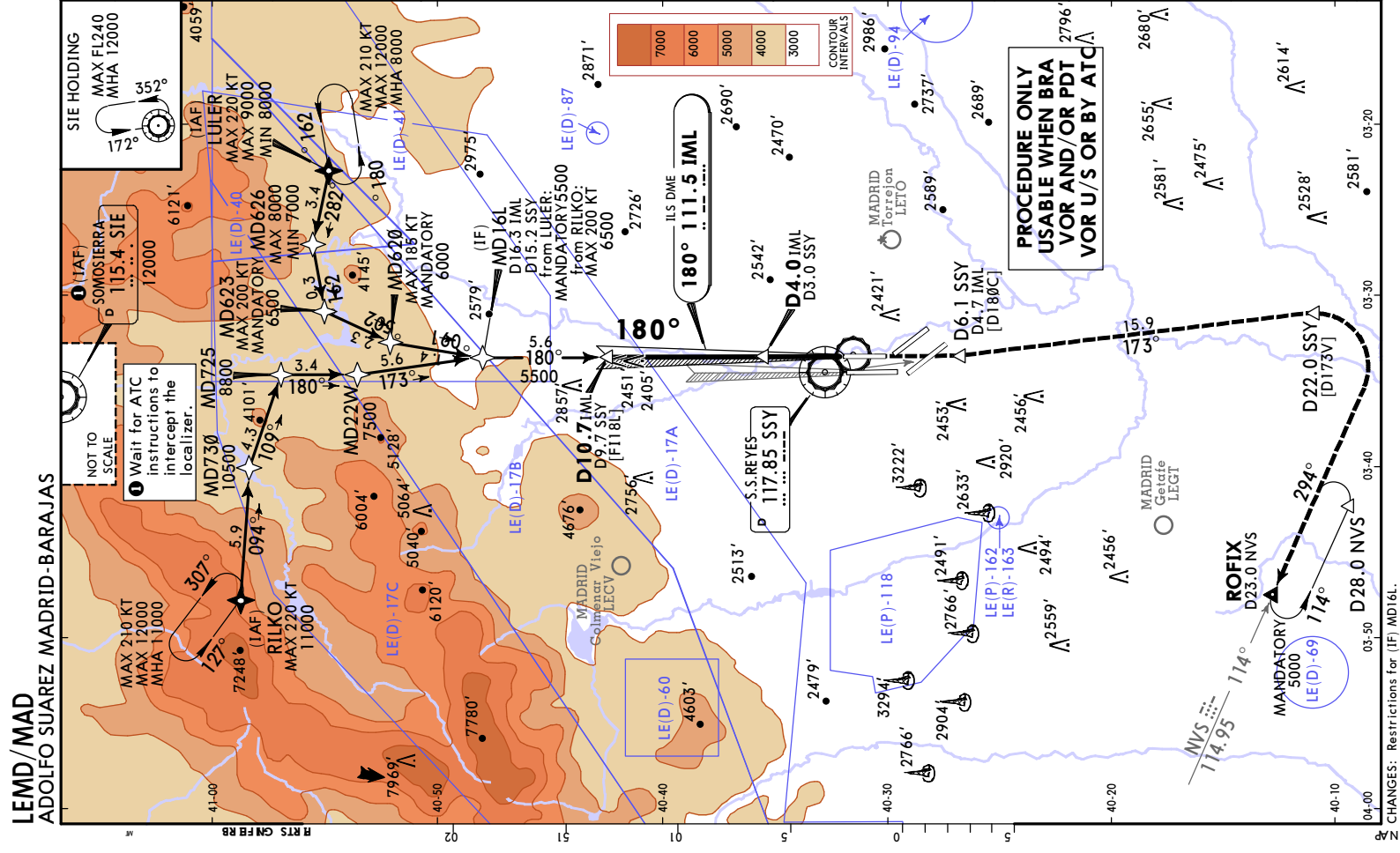
ROFIX
 D20.5 PDT
 462
 59
 611
 LE(D)-69
 D20.5 PDT
 MANDATORY
 5000

D-ATIS Arrival	118.255	127.1	127.505	128.7	134.955	BARAJAS Tower	118.680
LOC IML	111.5	Final Appch Crs	180°	D10.7 IML	5500' (3578')	DA(H) Refer to Minimums	Apt Elev 1998'
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'.							Trans alt: 13,000'
Alt Set: hPa Rwy Elev: 68 hPa Trans level: By ATC							

- VOR and DME required.
- ILS DME reads zero at rwy 18L displ thrsh.
- 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 MD725 and MD22W and between MD626 and MD620.
- Separation of 1000' from LE(D)-17B not available for segment between MD623 and MD16L.
- Simultaneous parallel approaches to Rwy 18R may be in use.



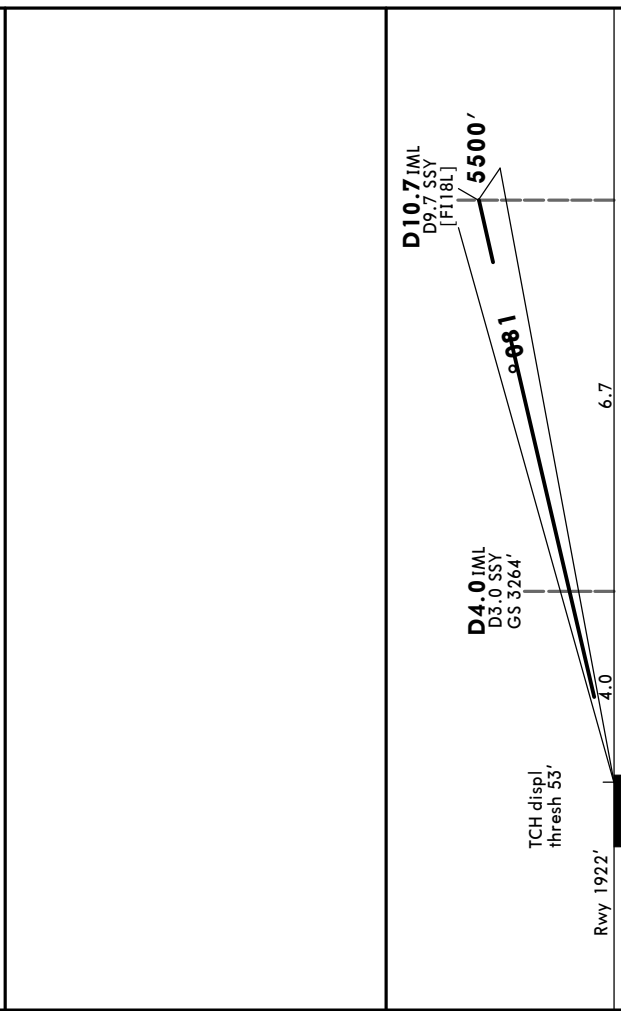
Std / State	STRAIGHT-IN LANDING							Rwy hdg
	70	90	100	120	140	160	180	
Gnd speed-Kts	3.00°	372	478	531	637	743	849	
GS								
ALS out	ILS							R1200m
	DA(H)							
	A: 2131' (209')							
	B: 2143' (221')							
ALS out	Mandatory							R1200m
	C: 2151' (229')							
ALS out	Mandatory							R1200m
	D: 2162' (240')							
Max KT	TDZ or CL out							V1500m
	A							
	B							
	C							
D							V2400m	
							V3600m	



JEPPESSEN MADRID, SPAIN
CAT II/III ILS Y Rwy 18L
 6 DEC 24 (11-2A)

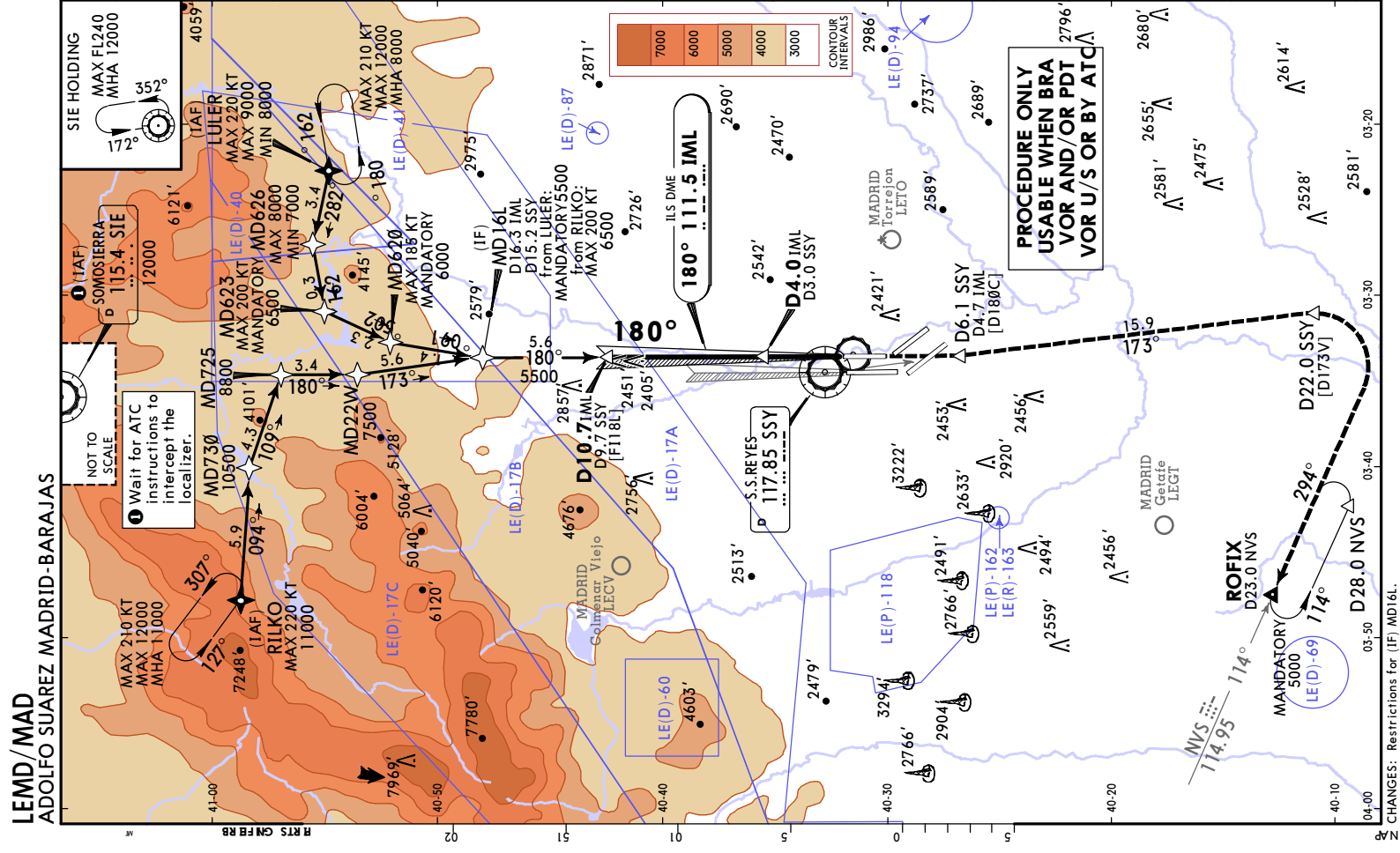
D-ATIS Arrival	118.255	127.1	127.505	128.7	134.955	118.680	BARAJAS Tower
LOC IML	111.5	Final Appch Crs	180°	D10.7 IML	5500' (3578')	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 1998' Rwy 1922'
MISSED APCH: Climb on rwy heading to D6.1 SSY/D4.7 IML. Continue on R-173 SSY to D22.0 SSY at 5000' or 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					

- 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 MD725 and MD22W and between MD626 and MD620.
- Separation of 1000' from LE(D)-17B not available for segment between MD623 and MD16L.
- Simultaneous parallel approaches to Rwy 18R may be in use.



Std/State	STRAIGHT-IN LANDING										
	CAT IIIA ILS			CAT II ILS			CAT II ILS				
GS	3.00°	372	478	531	637	743	849				
Gnd speed-Kts	70	90	100	120	140	160					
HIALS-II	D6.1 SSY			D4.7 IML			D6.1 SSY				
Rwy hdg											

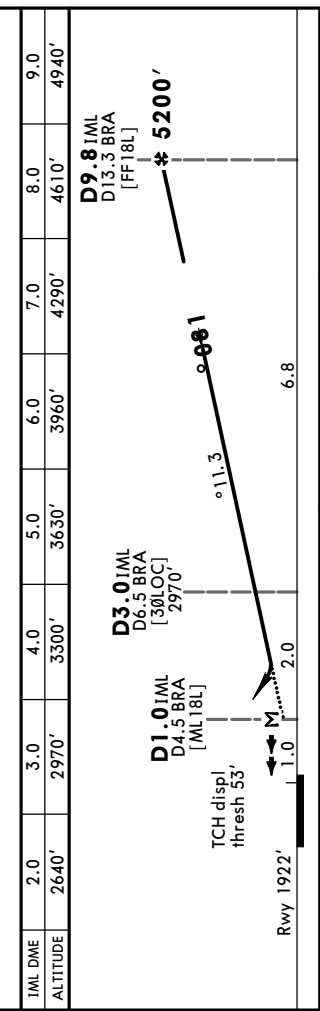
CAT IIIA ILS	CAT II ILS	CAT II ILS
DA(H) 2022' (100')	AB RA 104' DA(H) 2022' (110')	C RA 114' DA(H) 2032' (110')
DH 50'	DA(H) 2046' (124')	D RA 129' DA(H) 2046' (124')
R75m	R200m	R300m
R75m	R200m	R400m



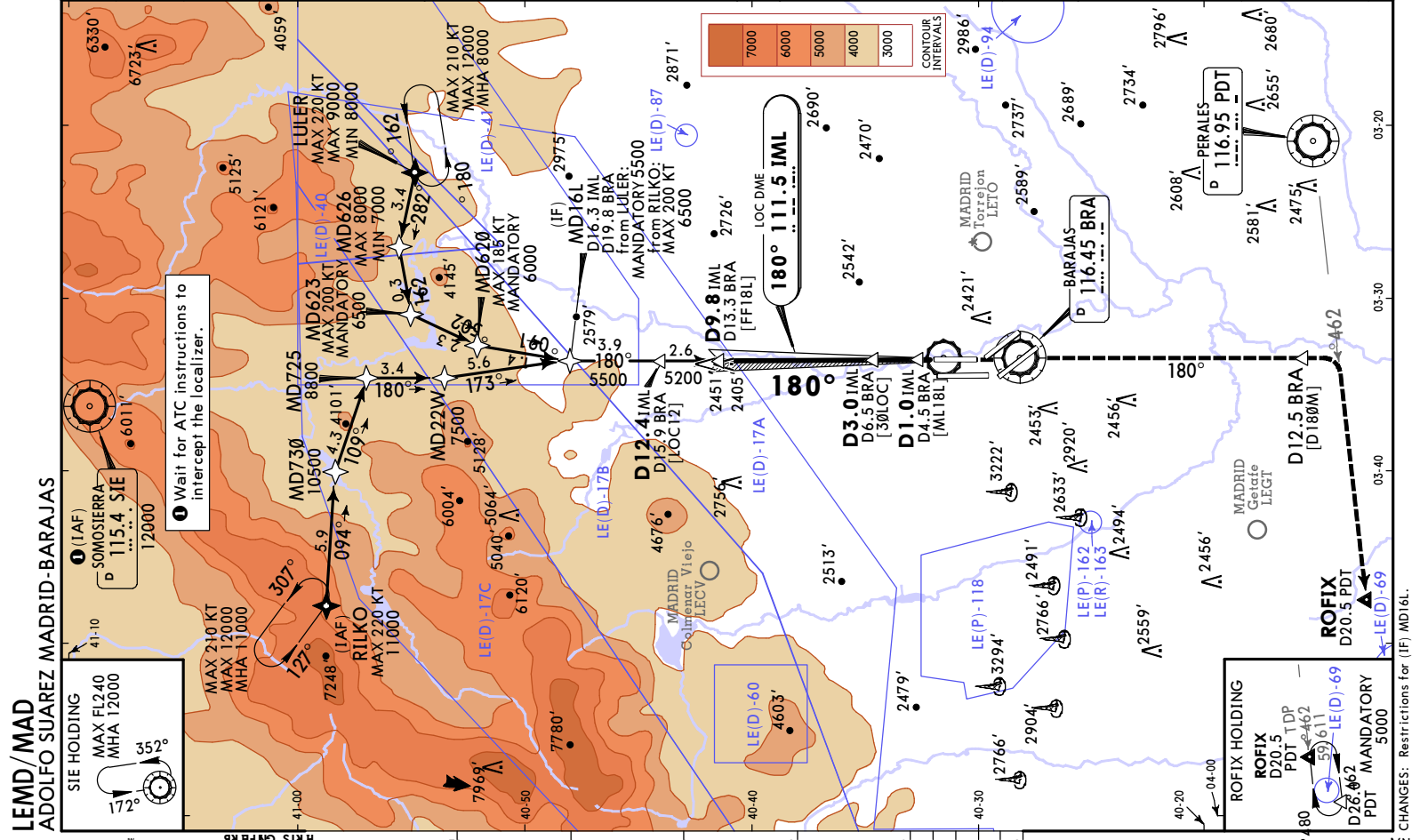
D-ATIS Arrival	118.255	127.1	127.505	128.7	134.955	118.680	BARAJAS Tower
LOC IML	111.5	Final Appch Crs	180°	DA/MDA(H)	5200' (3278')	2420' (498')	Apt Elev 1998'
MISSED APCH: Climb on rwy heading to cross BRA VOR. Continue on R-180 BRA to D12.5 BRA at 5000' or below. Turn RIGHT and follow R-264 PDT direct to ROFIX to join holding at 5000'. Do not climb above 5000'.							Rwy 1922' Rwy 1922'
Alt Set: hPa	Rwy Elev: 68 hPa	Trans level: By ATC		Trans alt: 13,000'			

- VOR and DME required.
- LOC 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 MD725 and MD22W and between MD626 and MD620.
- Separation of 1000' from LE(D)-17B not available for segment between MD623 and MD16L and intermediate.
- Continuous descent required for final approach.

IML DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	2640'	2970'	3300'	3500'	3630'	3960'	4610'	4940'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-IT	BRA	
	385	495	550	660	770	880			PAPIE
Descent Angle	3.11°							116.45°	
MAP at D1.0 IML/D4.5 BRA									
Std / State	STRAIGHT-IN LANDING							CIRCLE-TO-LAND	
	CDFA							ALS out	
	DA/MDA(H) 2420' (498')							Max KT	MDA(H)
	A	R1500m						100	2720' (722')
B	R1500m						135	2860' (862')	
C	R2300m						180	3280' (1282')	
D	R2300m						205	3620' (1622')	



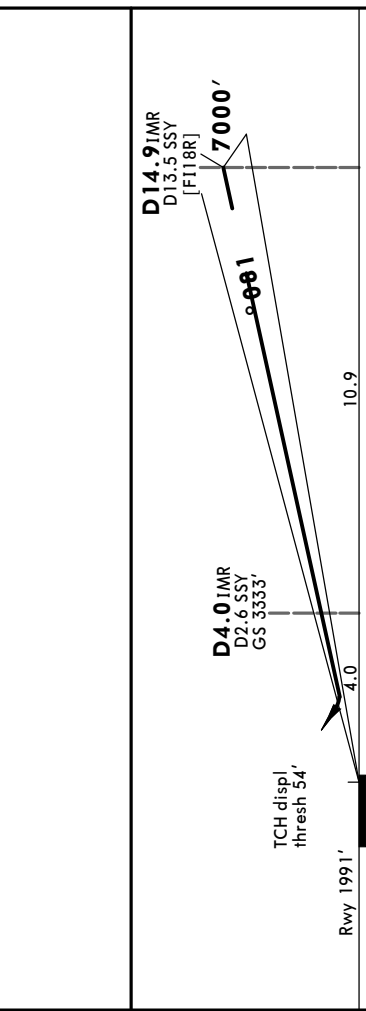
D-ATIS Arrival	118.255	127.1	127.505	128.7	134.955	118.080
LOC IMR	110.7	Final ApcH Crs	180°	D14.9 IMR	7000' (5009')	DA(H) Refer to Minimums
						Apt Elev 1998' Rwy 1991'

BARAJAS Tower
 For Ground frequencies refer to 10-9

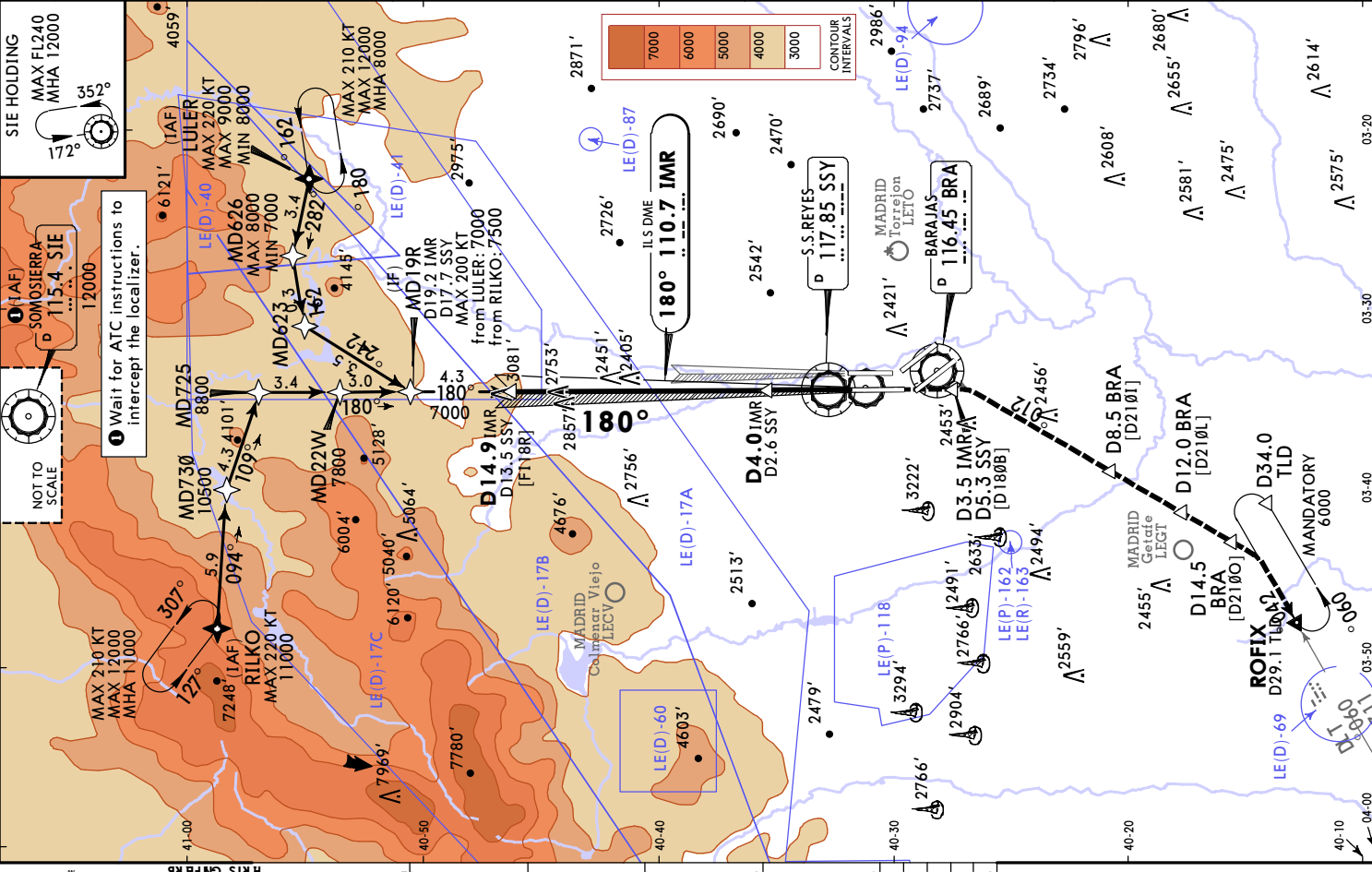
MISSED APCH: Climb on rwy heading up to D3.5 IMR/D5.3 SSY. Turn RIGHT (MAX 220 KT) to intercept R-210 BRA direct to cross D8.5 BRA at 5000' or above. Continue to cross D12.0 BRA at 6000', follow up to D14.5 BRA. Turn RIGHT to follow R-060 TLD direct to ROFIX to join the holding at 6000'. Do not climb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

Alt Set: hPa Rwy Elev: 71 hPa Trans level: By ATC
 Trans alt: 13,000'

- VOR and DME required.
 - ILS DME reads zero at rwy 18R displ thrsh.
 - 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 MD725 and MD22W and between MD626 and MD19R.
 - Simultaneous parallel approaches to Rwy 18L may be in use.
- MISSED APCH CLIMB GRADIENT MIN 4.5% (273'/NM)**



Gnd speed-Kts	70	90	100	120	140	160	
	GS	3.00°	372	478	531	637	743
HIALS-II PAPI PAP: I Rwy hdg							D3.5 IMR D5.3 SSY on
STRAIGHT-IN LANDING ILS DA(H) ABC: 2191' (200') D: 2202' (211')							MDA(H) 2720' (722') V1500m 2860' (862') V1600m 3280' (1282') V2400m 3620' (1622') V3600m
FULL TDZ or CL out ALS out							Max KT 100 135 180 205

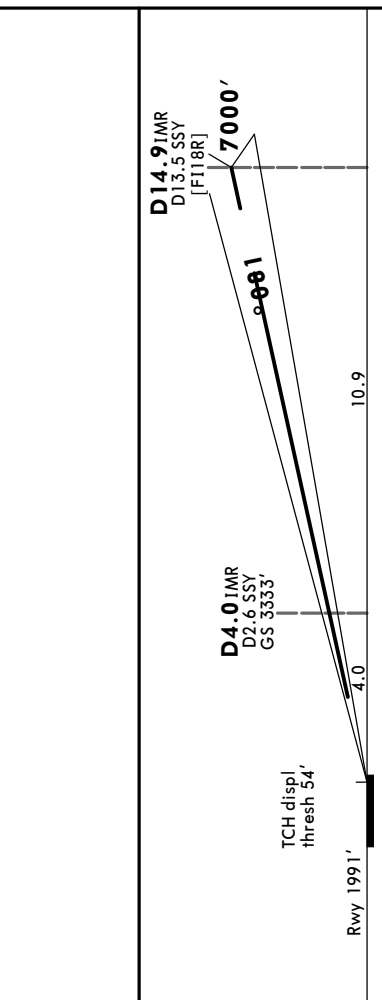


JEPPESSEN MADRID, SPAIN
LEMD/MAD ADOLFO SUAREZ MADRID-BARAJAS
 6 DEC 24 (11-4A) CAT II/III ILS Z Rwy 18R

D-ATIS Arrival	118.255	127.1	127.505	128.7	134.955	118.080	BARAJAS Tower	
LOC IMR	110.7	Final Apxh Crs	180°	D14.9 IMR	7000' (5009')	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 1998' Rwy 1991'	
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', follow up 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.							For Ground frequencies refer to 10-9	
Alt Set: hPa	Rwy Elev: 71 hPa	Trans level: By ATC					Trans alt: 13,000'	MSA BRA VOR

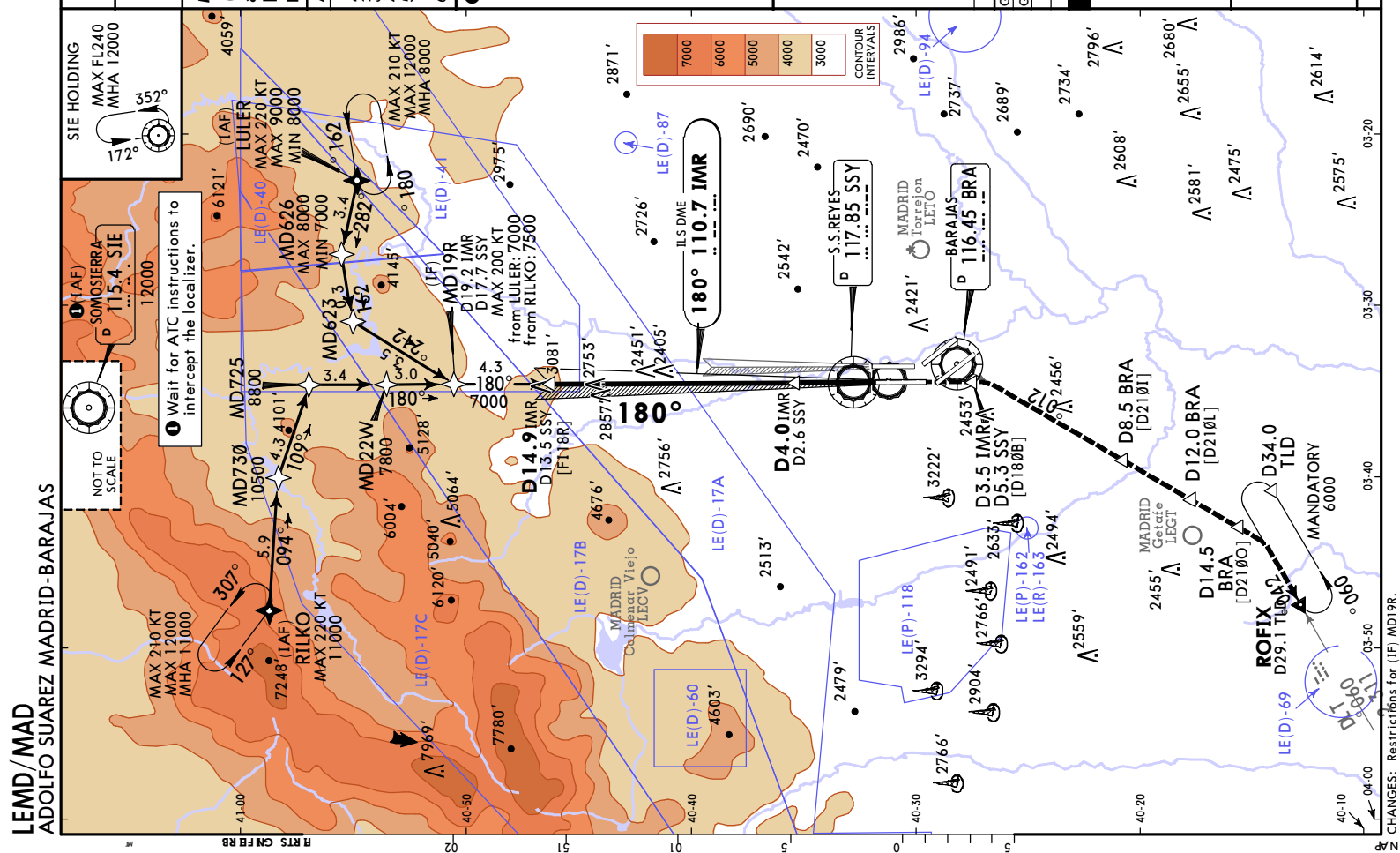
- Special Aircrew & Acft Certification Required.
- VOR and DME required.
- ILS DME reads zero at rwy 18R displ thresh.
- RNAV 1 required for transitions from (IAF) RILKO and (IAF) LULER.
- Separation of 1000' from LE(D)-17C not available for LULER holding and segment between MD725 and MD22W and between MD626 and MD19R.
- Simultaneous parallel approaches to Rwy 18L may be in use.

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

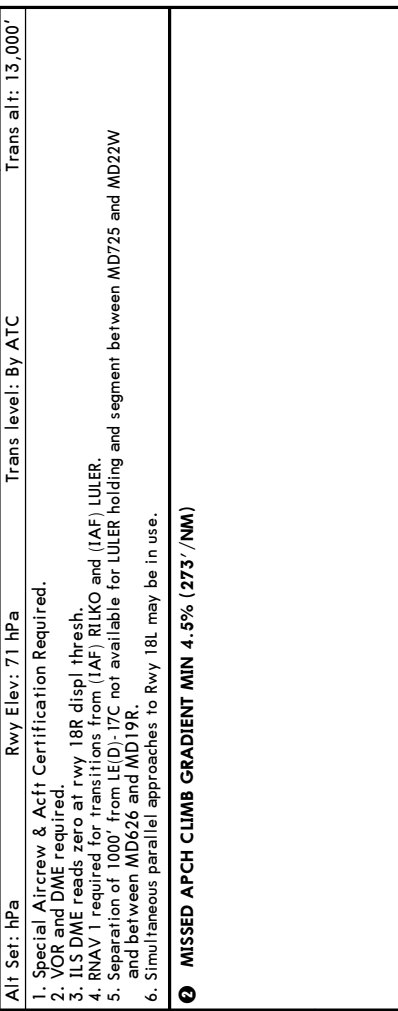


GS	3.00°	372	478	531	637	743	849
Std/State	STRAIGHT-IN LANDING						

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

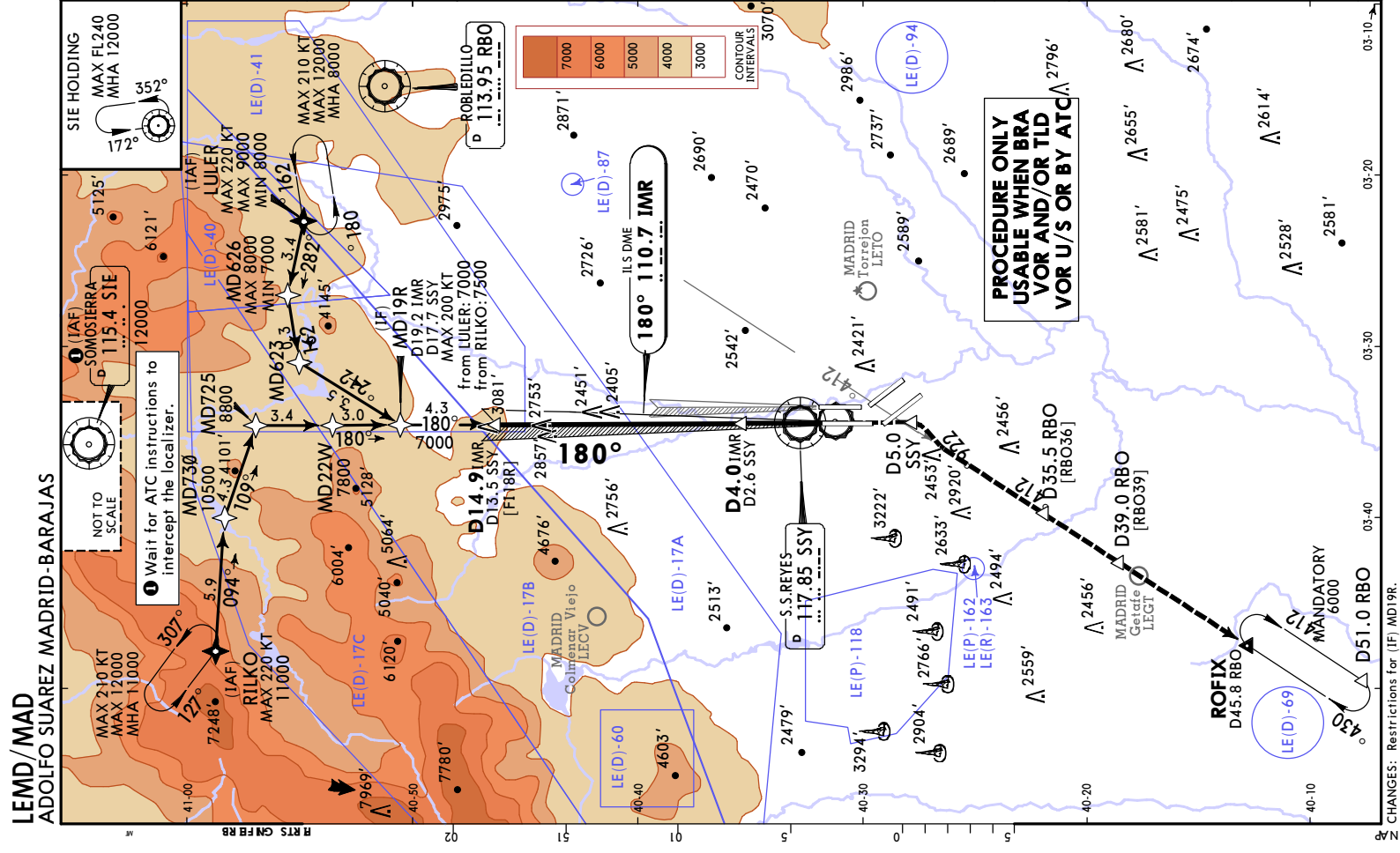


D-ATIS Arrival	118.255	127.1	127.505	128.7	134.955	118.080	BARAJAS Tower
LOC IMR	110.7	Final Appch Crs	180°	D14.9 IMR	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 1998'	Rwy 1991'
MISSED APCH: Climb on rwy heading up to D5.0 SSY to cross it at 2900' or above. Turn RIGHT (MAX 220 KT) to follow 229° to intercept R-214 RBO to reach 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 1. Special Aircrew & Acft Certification Required. 2. VOR and DME required. 3. ILS DME reads zero at rwy 18R 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 MD725 and MD22W and between MD626 and MD19R. 6. Simultaneous parallel approaches to Rwy 18L may be in use. 2 MISSED APCH CLIMB GRADIENT MIN 4.5% (273'/NM)							



Std / State	STRAIGHT-IN LANDING									
CAT IIIB ILS	CAT IIIA ILS	CAT II ILS								
	DH 50'	RA 98'	RA 107'	RA 118'	RA 131'					
		DA(H) 2091' (100')	DA(H) 2100' (109')	DA(H) 2112' (121')	DA(H) 2126' (135')					
	R75m	R200m	R300m	R400m						

Gnd speed-Kts	70	90	100	120	140	160	Rwy on hdg	
	3.00°	372	478	531	637	743		849
GS								D5.0 SSY!



D-ATIS Arrival	118.255	127.1	127.505	128.7	134.955	118.080
LOC IMR	110.7	Final Apxh Crs	180°	DA/MDA(H)	D9.6 IMR 5200' (3209')	Apt Elev 1998'
					2480' (489')	Rwy 1991'

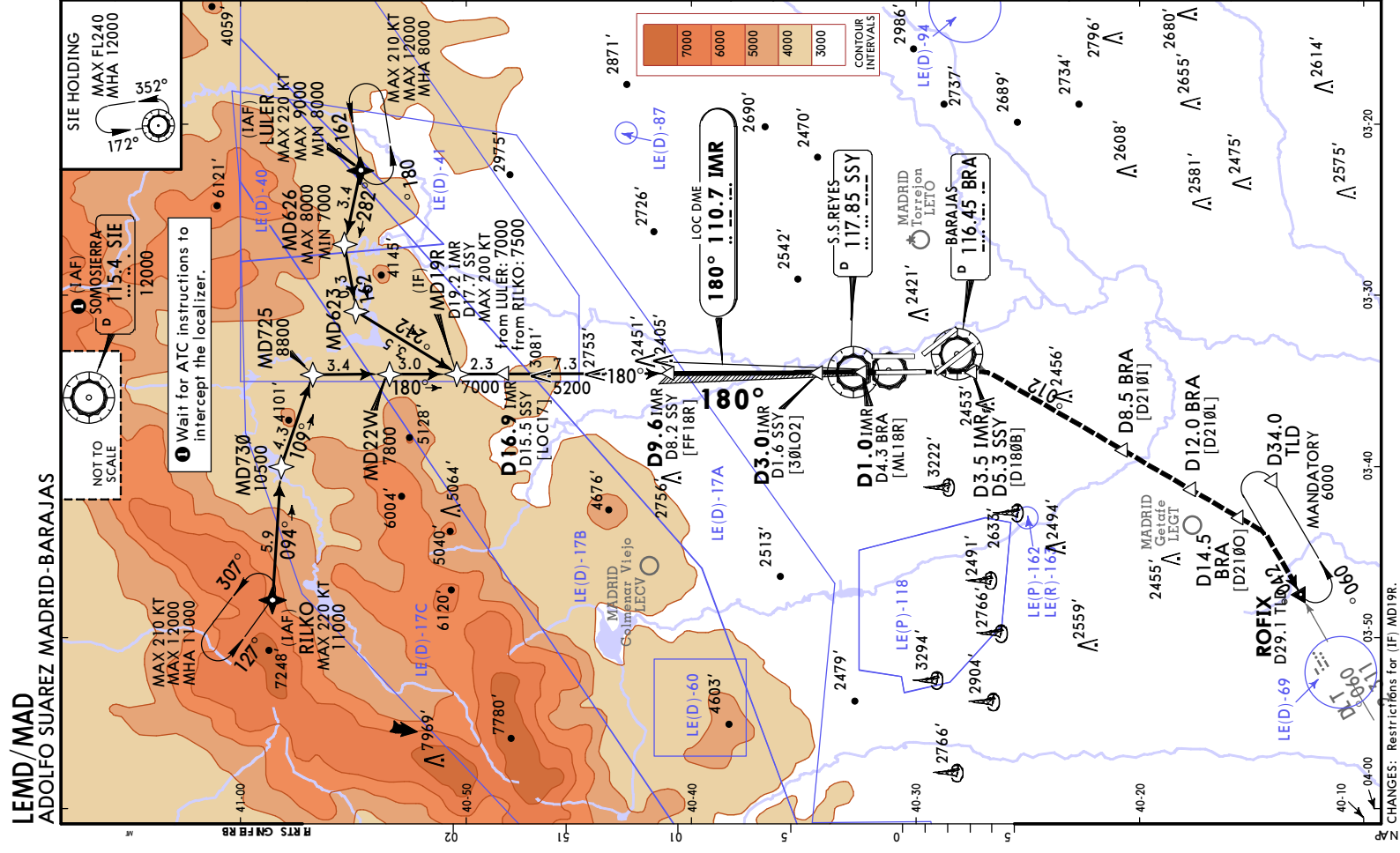
MISSED APCH: Climb on rwy heading up to D3.5 IMR/D5.3 SSY. Turn RIGHT (MAX 220 KT) to intercept R-210 BRA direct to cross D8.5 BRA at 5000' or above. Continue to cross D12.0 BRA at 6000', continue to D14.5 BRA. Turn RIGHT to follow R-060 TLD direct to ROFIX to join the holding at 6000'. Do not climb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

Alt Set: hPa Rwy Elev: 71 hPa Trans level: By ATC

- VOR and DME required.
 - LOC 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 MD725 and MD22W and between MD626 and MD19R.
 - Separation of 1000' from LE(D)-17B not available in the intermediate segment after passing D16.9 IMR/D15.5 SSY.
 - Continuous descent required for final approach.
- MISSD APCH CLIMB GRADIENT MIN 4.5% (273'/NM)**

IMR DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	2700'	3030'	3360'	3690'	4020'	4350'	4680'	5000'

Gnd speed-Kts	70	90	100	120	140	160
	3.10°	3.84	4.94	5.48	6.58	7.68
Descent Angle	3.10°					
MAP at D1.0 IMR/D4.3 BRA						
Std/State	STRAIGHT-IN LANDING					
	CIRCLE-TO-LAND					
	CDFA					
	DA/MDA(H) 2480' (489')					
	ALS out					
A	R 1500m					
B	R 1500m					
C	R 2300m					
D	R 2300m					



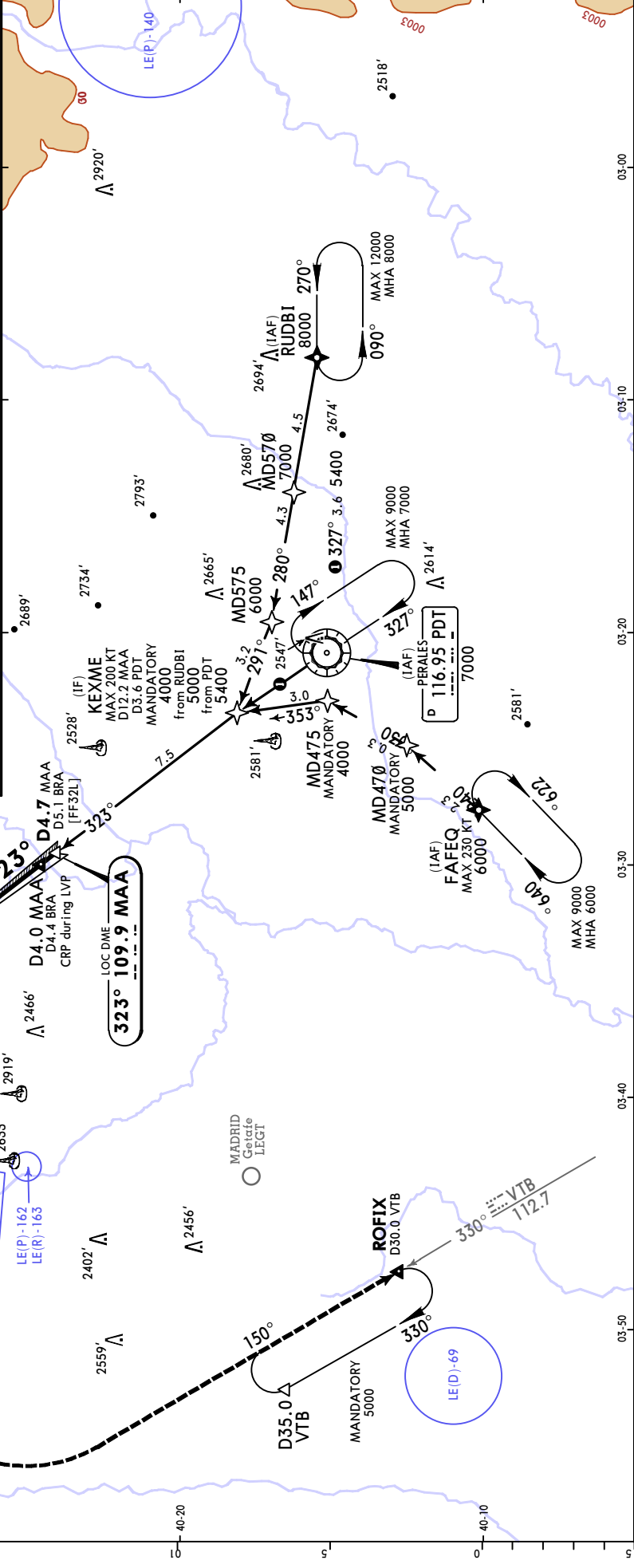
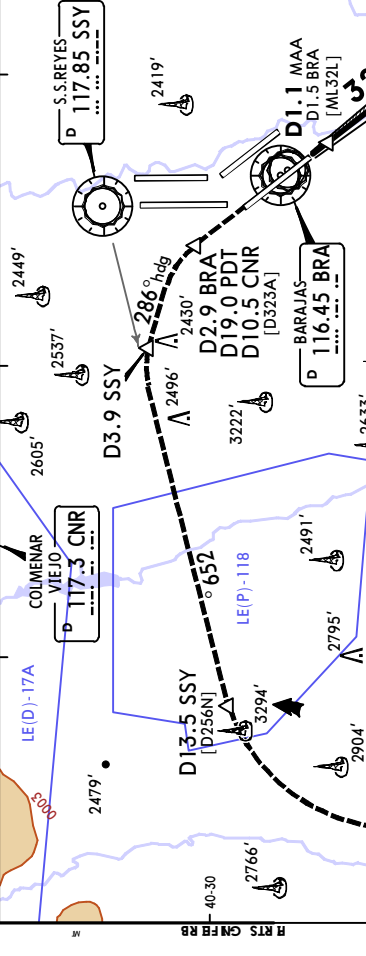
JEPPESEN MADRID, SPAIN
 7 JUL 23 (11-9) **EFF 13 JUL** LOC RWY 32L

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	Final Appch Crs	D4.7 MAA	DA/MDA(H)	DA/MDA(H)	Apt Elev	1998'
109.9	323°	3500' (1567')	2350' (417')	2350' (417')	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 ROFIX to join holding at 5000'. Do not climb above 5000'.

Alt Set: hPa Rwy Elev: 69 hPa Trans level: By ATC

- VOR and DME required.
- LOC DME reads zero at rwy 32L displ thresh.
- RNAV 1 required for transitions from (IAF) FAFEQ and (IAF) RUDBI.



Std/State	STRAIGHT-IN LANDING	CIRCLE-TO-LAND
	CDFA	
A	DA/MDA(H) 2350' (417')	DA/MDA(H) 2720' (722')
B	R1500m	2860' (862')
C	R1200m	3280' (1282')
D	R1900m	3620' (1622')

Max Kts: 100, 135, 180, 205

MAA DME	2.0	3.0	4.0
ALTITUDE	2650'	2950'	3270'

HTALS-II	D2.9 BRA	D19.0 PDT	D10.5 CNR
PAPI	PAP1		

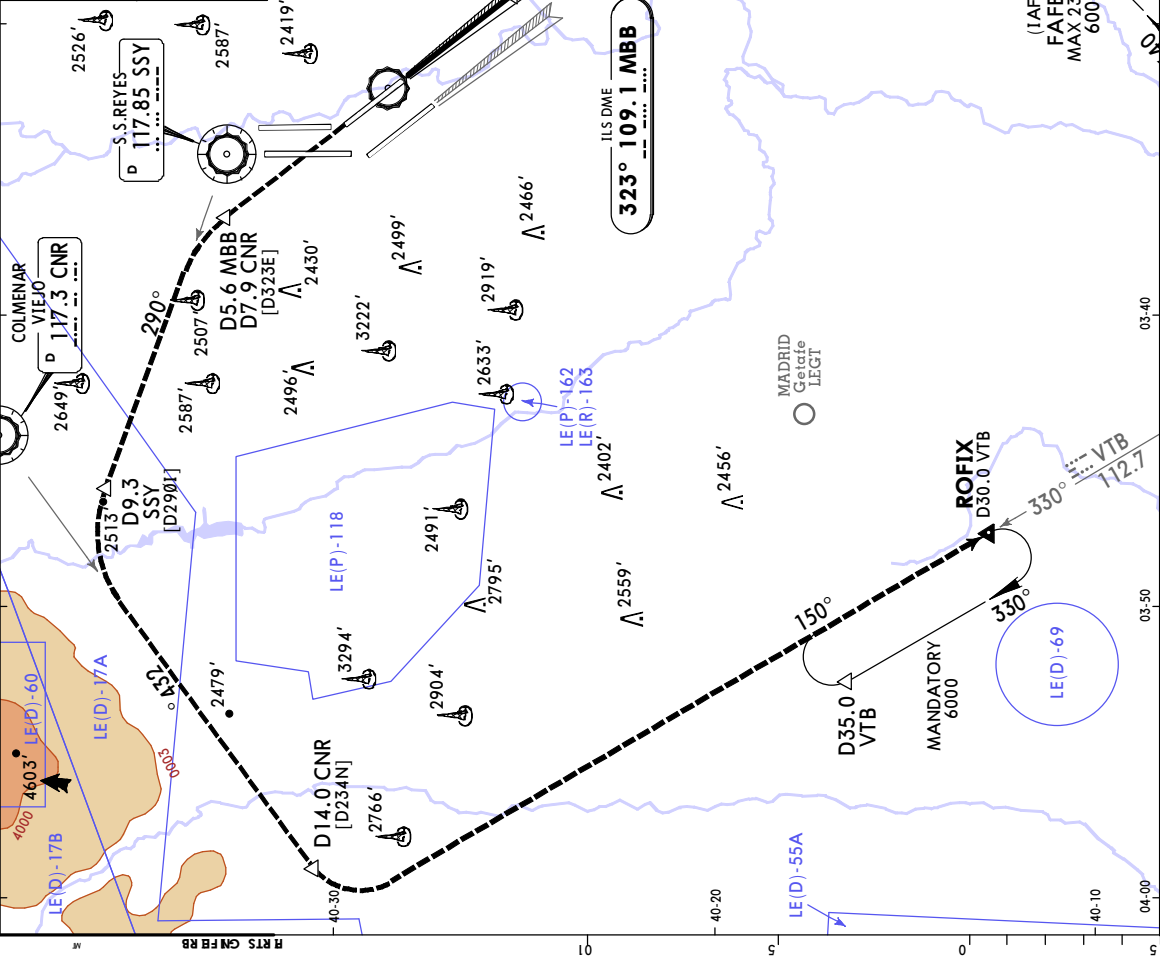
Grnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.02°	374'	481'	534'	641'	748'

MAP at D1.1 MAA/D1.5 BRA

CHANGES: Notes:

JEPPESEN
 7 JUL 23
 Eff 13 JUL
MADRID, SPAIN
ILS Z Rwy 32R

D-ATIS Arrival	118.255	127.1	127.505	128.7	134.955	118.980
LOC MBB	109.1	Final Apx Crs	323°	DA(H) Refer to Minimums	1998'	1886'
MISSED APCH: Climb on rwy heading to D5.6 MBB/D7.9 CNR; turn LEFT (MAX 185 KT) to intercept R-290 SSV to D9.3 SSV 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'.						Trans alt: 13,000'
Alt Set: hPa Rwy Elev: 67 hPa Trans level: By ATC 1. VOR and DME required. 2. ILS DME reads zero at rwy 32R displ thresh. 3. RNAV 1 required for transitions from (IAF) FAFEQ and (IAF) RUDBI. 4. Simultaneous parallel approaches to Rwy 32L may be in use. 5. Approaching or departing MADRID Torrejon (LETO) traffic nearby, remain within procedure limits at all times.						MSA PDT VOR



MADRID Approach		BARAJAS Tower	
Final Apx Crs	323°	DA(H) Refer to Minimums	1998'
MISSED APCH: Climb on rwy heading to D5.6 MBB/D7.9 CNR; turn LEFT (MAX 185 KT) to intercept R-290 SSV to D9.3 SSV 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'.		Trans alt: 13,000'	
Alt Set: hPa		MSA PDT VOR	

STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND	
AB: 2086' (200') DA(H) C: 2094' (208') D: 2105' (219')		Max Kts 100 135 180 205	
FULL		ALS out	
A	R550m	R1200m	
B	R550m	R1600m	
C	R550m	R2400m	
D	R550m	R3600m	

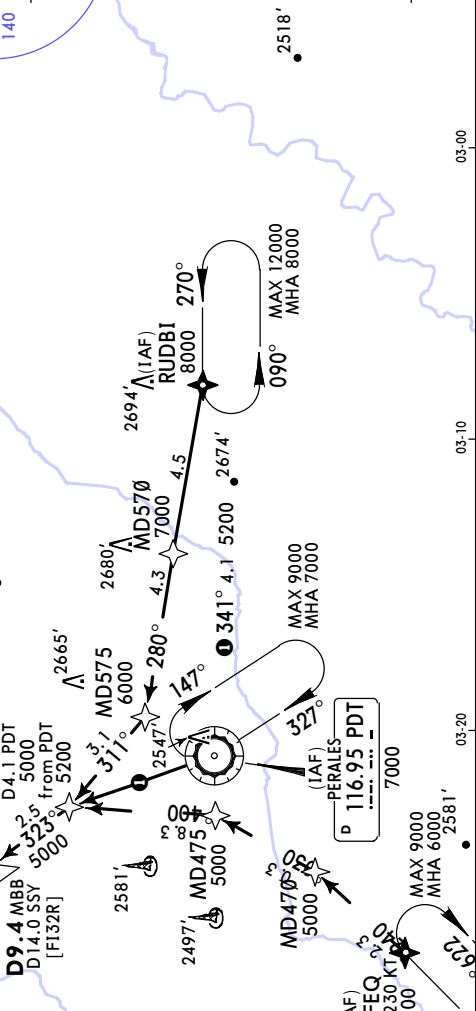
JEPPESEN
MADRID, SPAIN
CAT II/III ILS Z Rwy 32R
 7 JUL 23
 Eff 13 Jul

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 IIIB, IIIA & II ILS Refer to Minimums	CAT IIIB, IIIA & 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/D7.9 CNR, turn LEFT (MAX 185 KT) to intercept R-290 SSY to D9.3 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'.

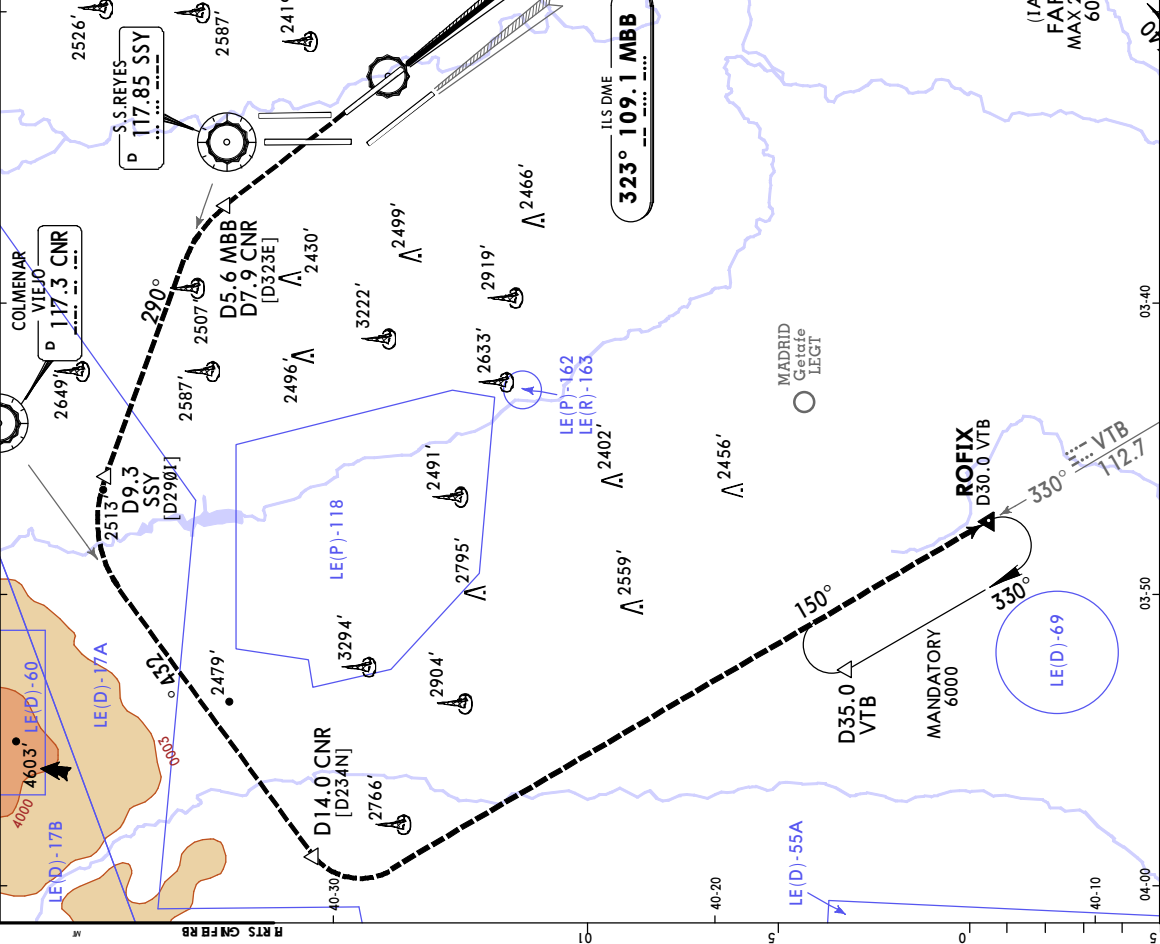
Alt Set: hPa Rwy Elev: 67 hPa Trans level: By ATC

1. Special Aircrft & Acft Certification Required. 2. VOR and DME required.
 3. RNAV 1 required for transitions from (IAF) FAFEQ and (IAF) RUDBI.
 4. Simultaneous parallel approaches to Rwy 32L may be in use.
 5. Approaching or departing MADRID Torrejon (LETO) traffic nearby, remain within procedure limits at all times.



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 IIIB, IIIA & II ILS Refer to Minimums	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 1998' Rwy 1886'
109.1	323°	5000' (3114')			

LEMID/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 IIIB, IIIA & II ILS Refer to Minimums	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 1998' Rwy 1886'
109.1	323°	5000' (3114')			

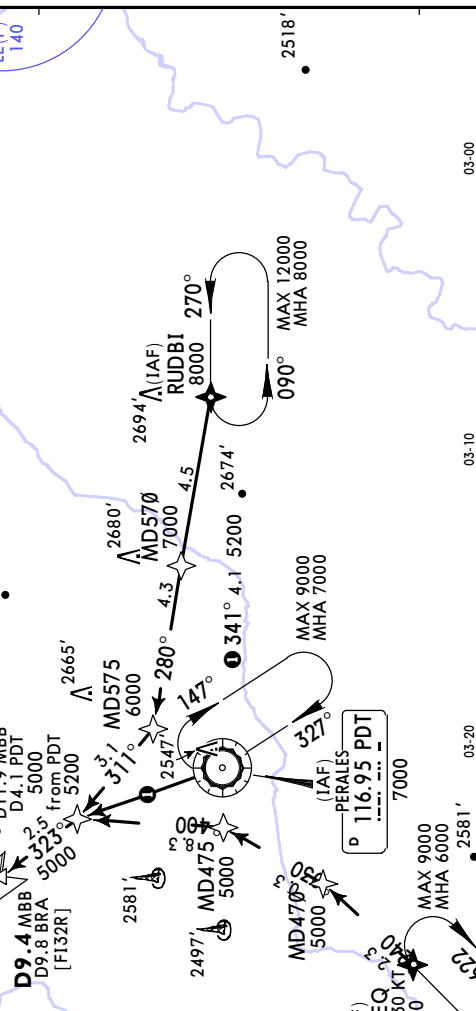
JEPPESEN MADRID, SPAIN
11-11AA CAT II/III ILS W Rwy 32R
 7 JUL 23
 Eff 13 Jul

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 Appch Crs	D9.4 MBB	CAT IIIB, IIIA & II ILS Refer to Minimums	CAT IIIB, IIIA & II ILS	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 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'.

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

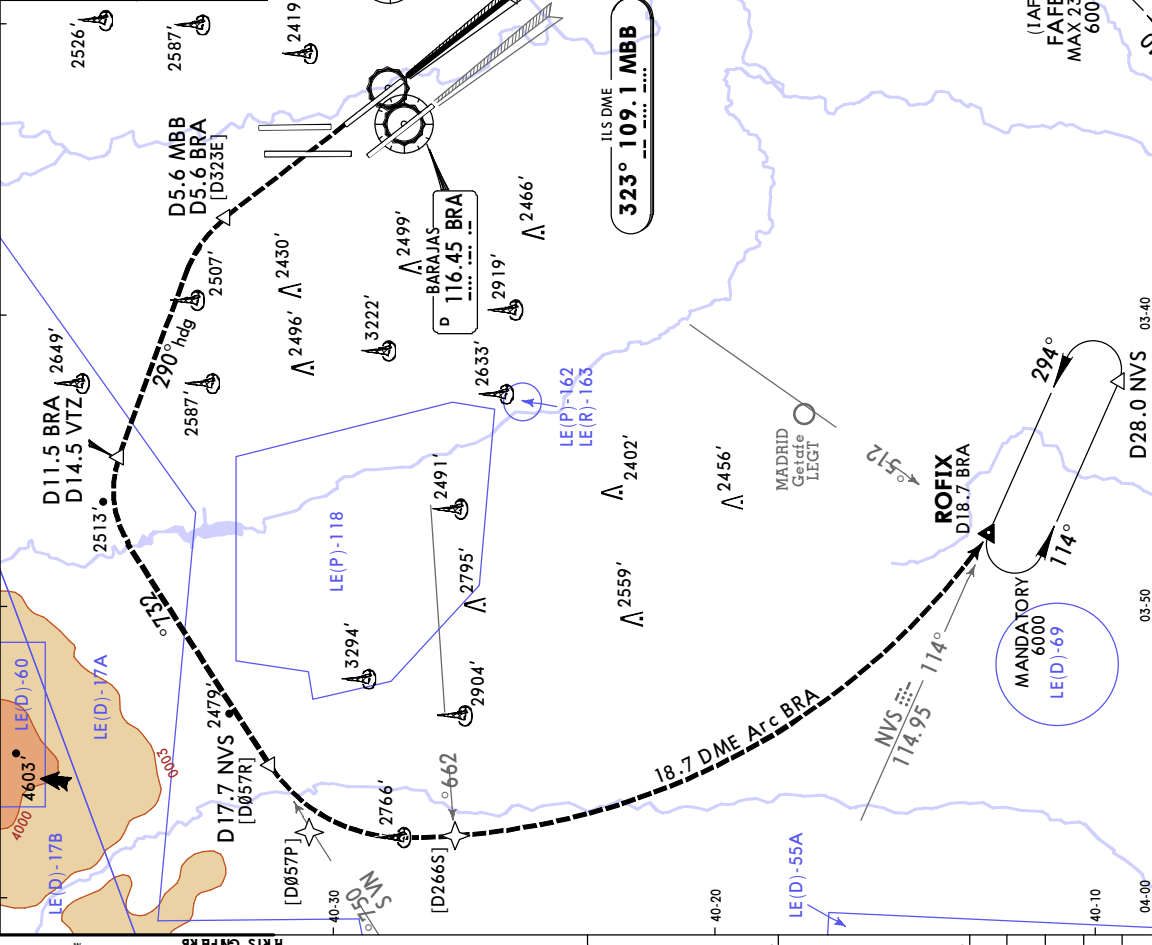
1. Special Aircrew & Acft Certification Required. 2. VOR and DME required.
 3. RNAV 1 required for transitions from (IAF) FAFEQ and (IAF) RUDBI.
 4. Simultaneous parallel approaches to Rwy 32L may be in use.
 5. Approaching or departing MADRID Torrejon (LETO) traffic nearby, remain within procedure limits at all times.



PROCEDURE ONLY USABLE WHEN SSV VOR AND/OR CNR VOR AND/OR VTB VOR U/S OR BY ATC

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 Appch Crs	D9.4 MBB	CAT IIIB, IIIA & II ILS Refer to Minimums	CAT IIIB, IIIA & II ILS	Apt Elev 1998'	Rwy 1886'	
109.1	323°	5000' (3114')					

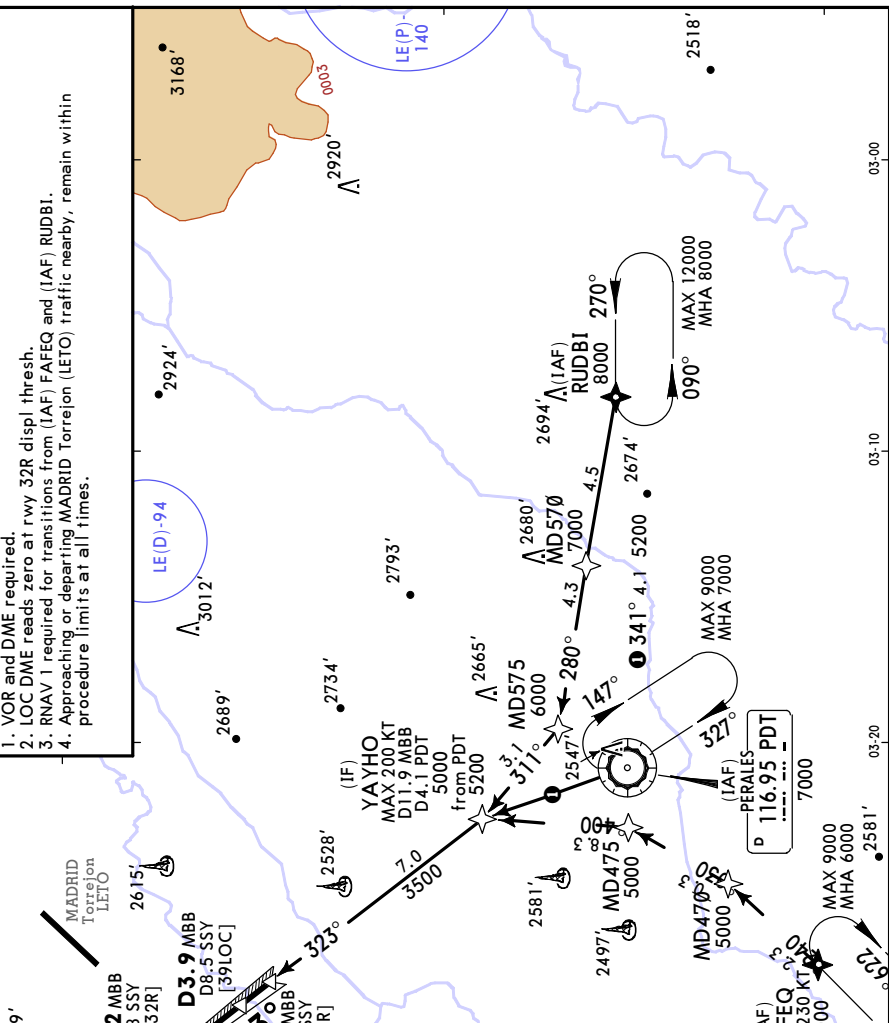
LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS



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 Appch Crs	D9.4 MBB	CAT IIIB, IIIA & II ILS Refer to Minimums	CAT IIIB, IIIA & II ILS	Apt Elev 1998'	Rwy 1886'	
109.1	323°	5000' (3114')					

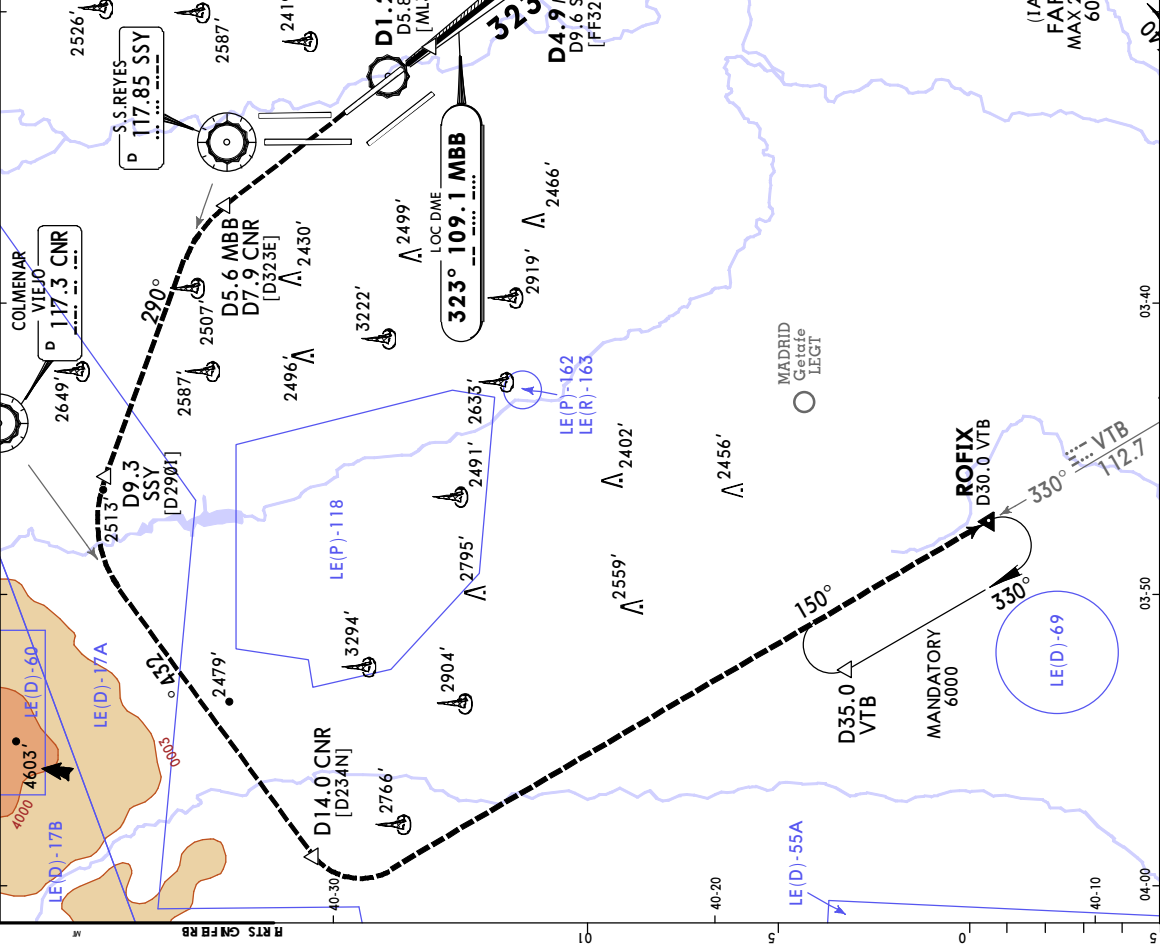
JEPPESEN
 7 JUL 23
 Eff 13 Jul
MADRID, SPAIN
LOC Rwy 32R

D-ATIS Arrival	118.255	127.1	127.505	128.7	134.955	118.980
LOC MBB	109.1	Final Appch Crs	323°	DA/MDA(H)	2340' (454')	BARAJAS Tower
MISSED APCH: Climb on rwy heading to D5.6 MBB/D7.9 CNR; turn LEFT (MAX 185 KT) to intercept R-290 SSY to D9.3 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'.						Apt Elev 1998' Rwy 1886' MSA PDT VOR Trans alt: 13,000'
Alt Set: hPa Rwy Elev: 67 hPa Trans level: By ATC						



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

LEMID/MAD
ADOLFO SUAREZ MADRID-BARAJAS



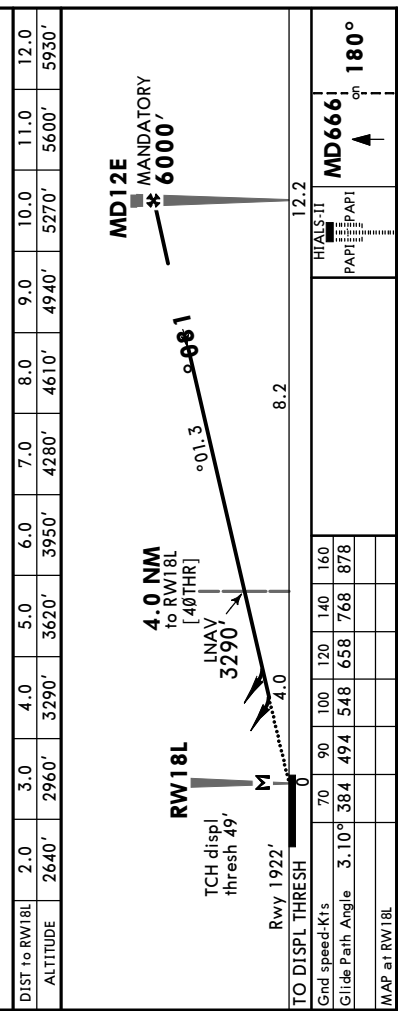
STRAIGHT-IN LANDING CDFA DA/MDA(H) 2340' (454')		CIRCLE-TO-LAND MDA(H)	
A	R1500m	100	V1500m
B	R1400m	135	V1600m
C	R2100m	180	V2400m
D	R2100m	205	V3600m

JEPPESEN MADRID, SPAIN
RNP Y Rwy 18L
 10 MAR 23 (12-1)
 BARAJAS Tower

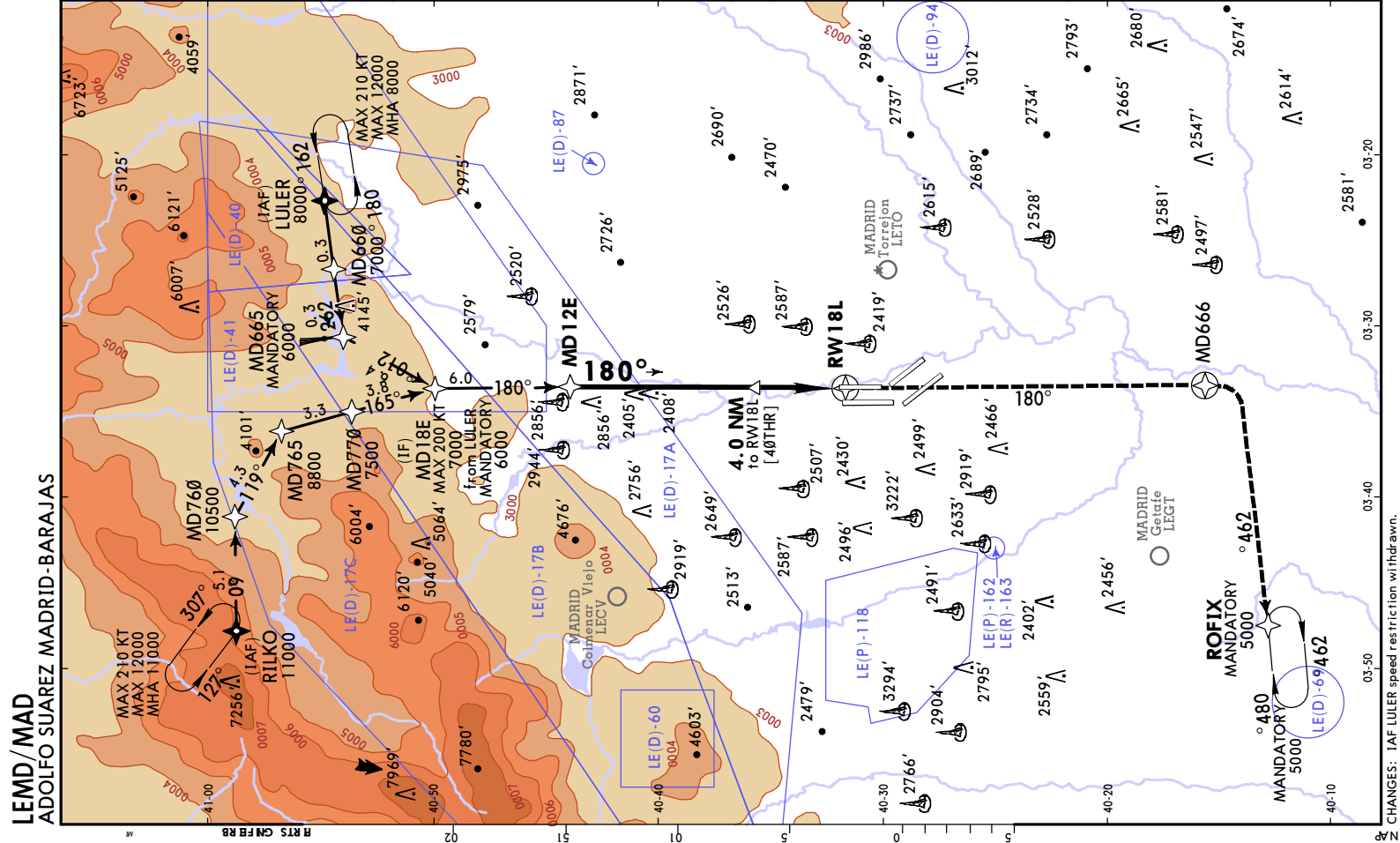
D-ATIS Arrival	118.255	127.1	127.505	128.7	134.955	118.680	For Ground frequencies refer to 10-9
RNAV		Final Appch Crs	MD12E MANDATORY	6000' (4078')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 1998' Rwy 1922'	
<p>MISSED APCH: Climb on course 180° to MD666 at 5000' or below. Turn RIGHT on course 264° to ROFIX to join holding at 5000'. Do not climb above 5000'.</p>							10,000
Alt Set: hPa	Rwy Elev: 68 hPa	Trans level: By ATC		Trans alt: 13,000'			

RNP apch. RNP1 required for holdings over RILKO, LULER, ROFIX and segment RILKO - MD760 - MD765.
 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 MD770.
 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.

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'



Std / State	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	LNAV/VNAV	LNAV	ALS out	ALS out
DA(H) ABC: 2372' (450')	R1500m	CDFA	DA/MDA(H) 2450' (528')	MDA(H)
D: 2382' (460')	R1500m		100	2720' (722')
	R2100m		135	2860' (862')
	R1700m	R1500m	180	3280' (1282')
	R2400m	R2400m	205	3620' (1622')



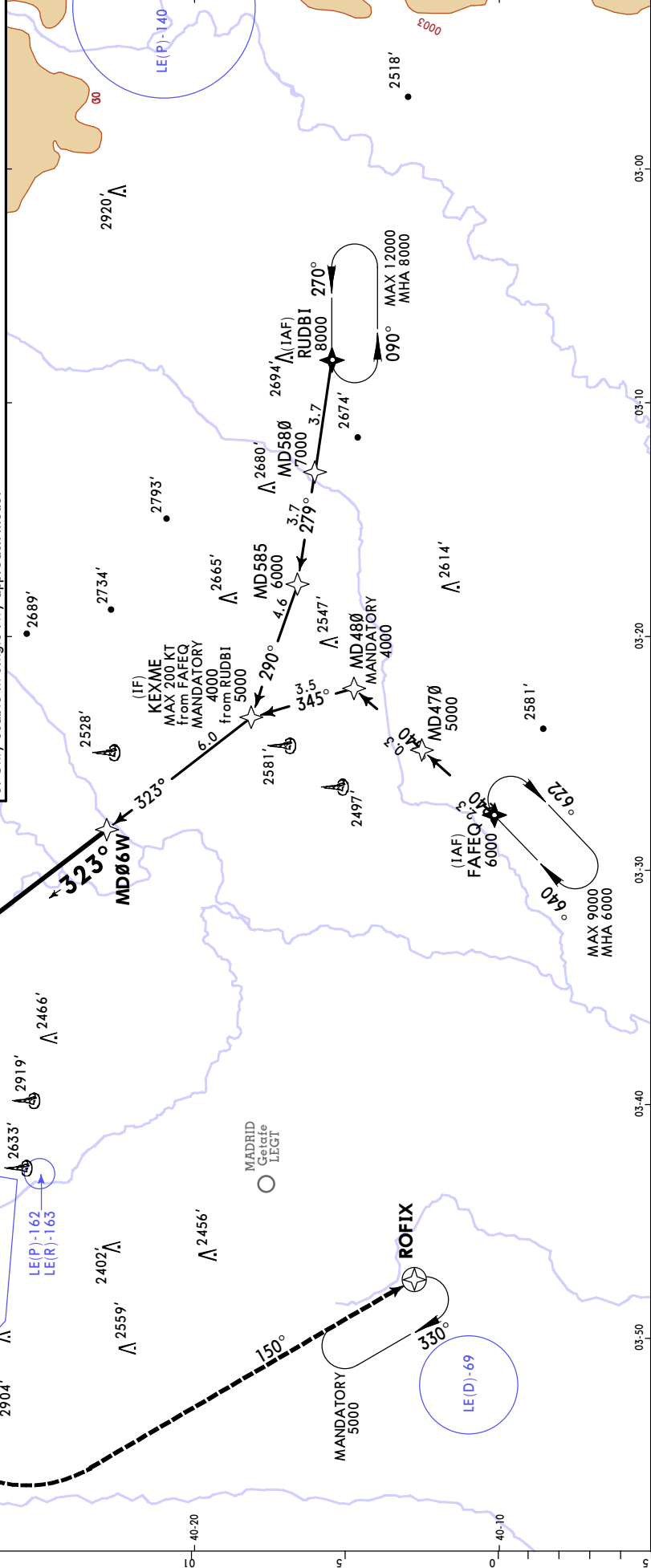
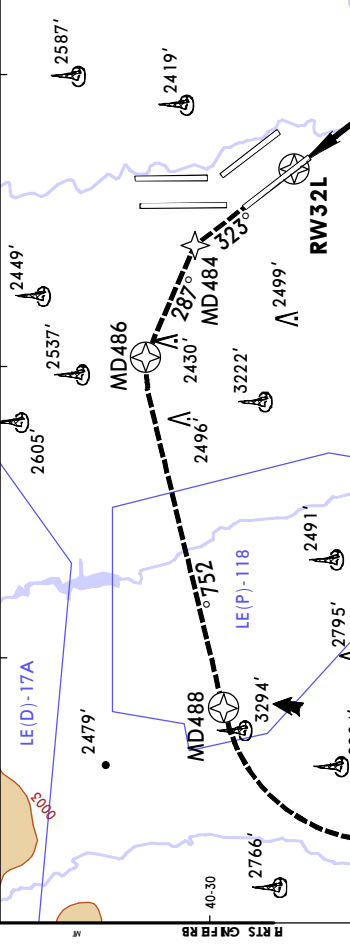
LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS
 RNP Y Rwy 18L
 MADRID Tower
 10 MAR 23 (12-1)
 BARAJAS Tower
 For Ground frequencies refer to 10-9
 10,000
 MSA ARP
 Trans alt: 13,000'
 RNP apch. RNP1 required for holdings over RILKO, LULER, ROFIX and segment RILKO - MD760 - MD765.
 1. Baro-VNAV: Not authorized 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 MD770.
 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.
 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 12.2
 MAP at RW18L 8.2
 RW18L 4.0 NM to RW18L [40%THR] 4.0
 MD12E MANDATORY 6000'
 TCH displ thresh 49'
 Rwy 1922'
 MD666 180°
 STRAIGHT-IN LANDING
 CIRCLE-TO-LAND
 LNAV/VNAV LNAV
 ALS out ALS out
 DA(H) ABC: 2372' (450')
 D: 2382' (460')
 DA/MDA(H) 2450' (528')
 MDA(H)
 100 2720' (722')
 135 2860' (862')
 180 3280' (1282')
 205 3620' (1622')
 V1500m
 V1600m
 V2400m
 V3600m
 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 CHANGES: IAF LULER speed restriction withdrawn.
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JEPPESEN
17 FEB 23
Eff 23 Feb

MADRID, SPAIN
RNP Y RWY 32L

LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

D-ATIS Arrival	118.255	127.1	127.505	128.7	134.955	118.155	BARAJAS Tower
RNAV	Final Appch Crs	MD06W MANDATORY	4000' (2067')	LNAV/VNAV DA(H) Minimums	1998' Rwy 1935'	10,000	For Ground frequencies refer to 10-9
<p>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'.</p> <p>Alt Set: hPa Rwy Elev: 69 hPa Trans level: By ATC</p> <p>RNP apch. RNP1 required for holdings over FAFEQ, RUDBI and ROFIX.</p> <p>1. Baro-VNAV: Not authorized from FAFEQ below -35°C. from RUDBI below -18°C. VPA exceeds 3.5° above 51°C.</p> <p>2. Report ATC if FMS function to intercept final approach heading after radar vectors is not available.</p> <p>3. Only usable in single rwy approach mode.</p>							



Std/State	STRAIGHT-IN LANDING	LNAV	CIRCLE-TO-LAND
A	ALS out	ALS out	ALS out
B	R1400m	R1500m	R1500m
C	R1500m	R1500m	R1600m
D	R1800m	R2100m	R2400m
<p>DA(H) A: 2243' (310') B: 2253' (320') C: 2263' (330') D: 2323' (390')</p> <p>DA/MDA(H) 2390' (457')</p> <p>Max Kts: 100, 135, 180, 205</p> <p>MDA(H): 2720' (722'), 2860' (862'), 3280' (1282'), 3620' (1622')</p>			

DIST to RWY32L	2.0	3.0	4.0	5.0	6.0		
ALTITUDE	2640'	2960'	3280'	3610'	3930'		
TCH disp/ thresh 49'	RWY 1933'						
TO DISPL THRESH	0	6.2					
Grnd speed-Kts	70	90	100	120	140	160	
Glide Path Angle	3.05°	3.78	4.86	5.40	6.48	7.55	8.63
MAP at RWY32L	New procedure.						

CHANGES: New procedure.

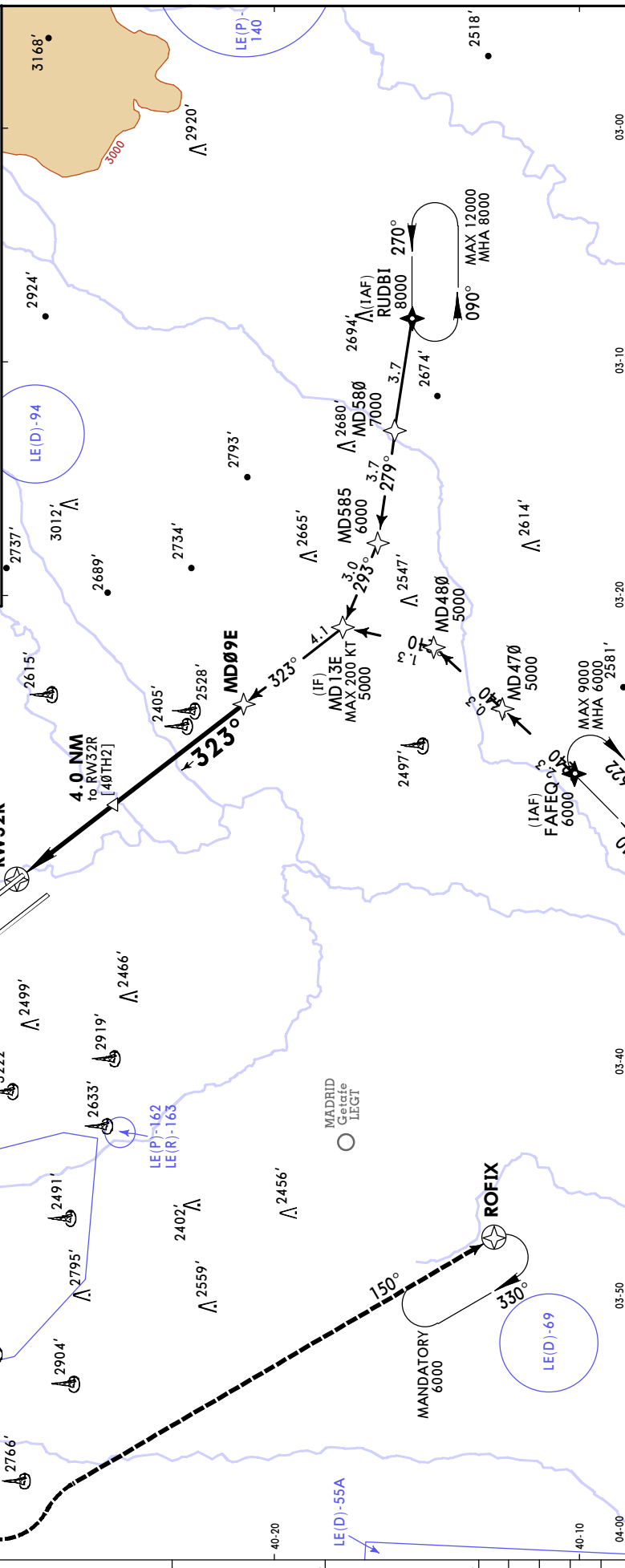
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LEMD/MAD
ADOLFO SUAREZ MADRID-BARAJAS

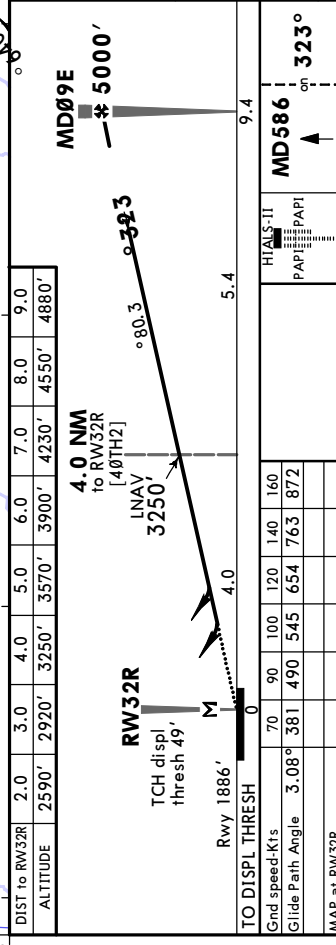
JEPPESEN
MADRID, SPAIN
RNP Y Rwy 32R

D-ATIS Arrival		MADRID Approach		BARAJAS Tower	
118.255	127.1	127.505	128.7	134.955	118.980
RNAV	Final Aph Crs 323°	MD09E 5000' (3114')	LNAV/VNAV DA(H) Minimums	DA(H) Minimums	Apt Elev 1998' Rwy 1886'
<p>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'.</p>					
Alt Set: hPa			Rwy Elev: 67 hPa		
RNP level: By ATC			Trans alt: 13,000'		

RNP apch. RNP1 required for holdings over FAFEQ, 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.



Std/State		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
LNAV/VNAV		LNAV		LNAV	
DA(H) AB: 2366' (480') CD: 2376' (490')		CDFA		CDFA	
ALS OUT		ALS OUT		ALS OUT	
A	R1500m	R1500m	R1500m	100	2720' (722')
B	R1500m	R1700m	R1500m	135	2860' (862')
C	R2300m	R2300m	R2400m	180	3280' (1282')
D	R1500m	R1700m	R2400m	205	3620' (1622')
<p>DA(H) MDA(H) 2420' (534')</p>					

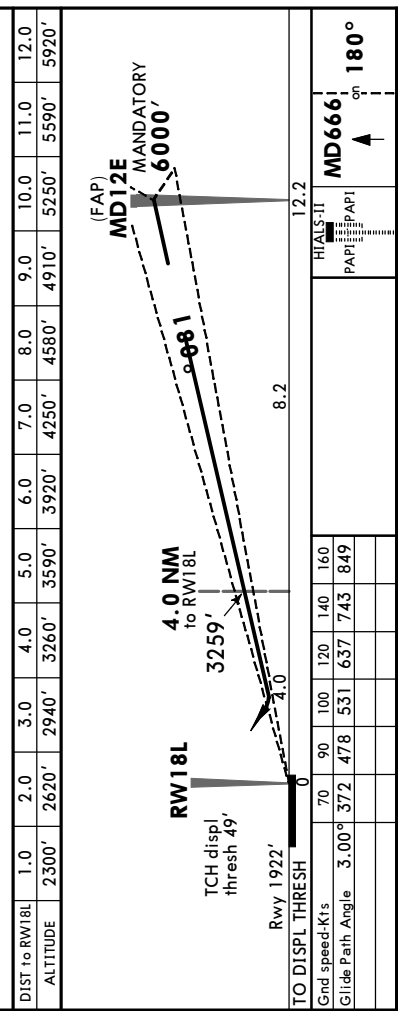


MAP at RW32R
 CHANGES: New procedure.
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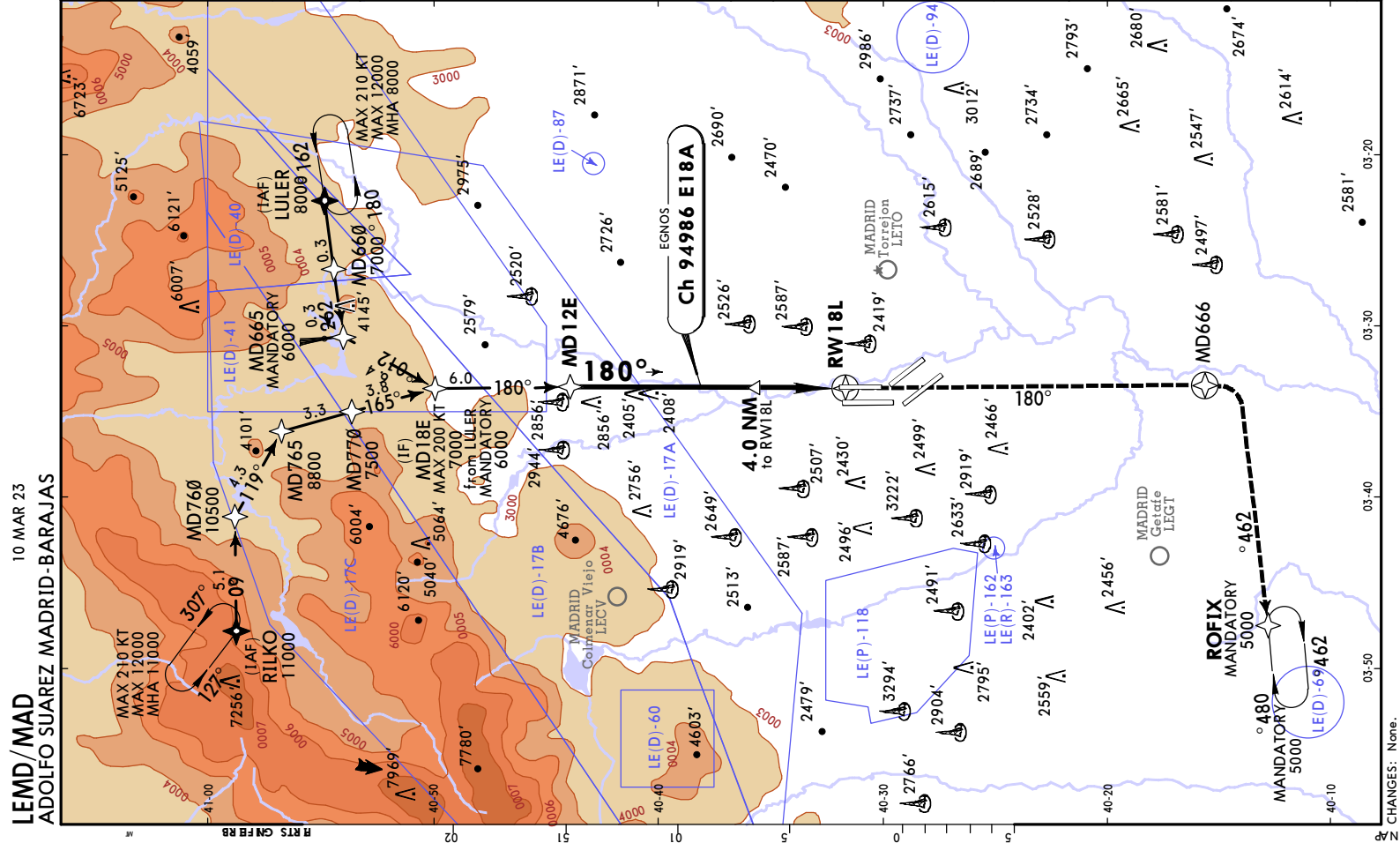
JEPPESEN MADRID, SPAIN
(12-5) RNP Z Rwy 18L (LPV only)

D-ATIS Arrival	MADRID Approach	BARAJAS Tower	For Ground frequencies refer to 10-9
118.255	127.1 127.505 128.7	134.955	118.680
EGNOS Ch 94986 E18A	Final Appch Crs 180°	DA(H) Refer to Minimums	Apt Elev 1998' Rwy 1922'
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'.		Trans level: By ATC Trans alt: 13,000'	
Alt Set: hPa Rwy Elev: 68 hPa		RNP apch. RNP1 required for holdings over RILKO, LULER, ROFIX and segment RILKO - MD760 - MD765.	
1. Separation of 1000' from LE(D)-17C not available for LULER holding and segment between MD765 and MD770. 2. Only usable in single rwy approach mode.			

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



TO DISPL THRESH		70	90	100	120	140	160
Gnd speed-Kts		372	478	531	637	743	849
Glide Path Angle		3.00°	3.00°	3.00°	3.00°	3.00°	3.00°
Std / State		STRAIGHT-IN LANDING					
LPV CAT I		A: 2131' (209') B: 2143' (221') C: 2151' (229') D: 2162' (240')					
DA(H)		A: 2131' (209') B: 2143' (221') C: 2151' (229') D: 2162' (240')					
TDZ or CL out		ALS out					
A	R550m	R1200m					
B	R550m	R1200m					
C	R550m	R1200m					
D	R550m	R1200m					
Max Kts		MDA(H)					
A	100	2720' (722')					
B	135	2860' (862')					
C	180	3280' (1282')					
D	205	3620' (1622')					



JEPPESEN MADRID, SPAIN
(12-6) **RNP Z Rwy 18R (LPV only)**

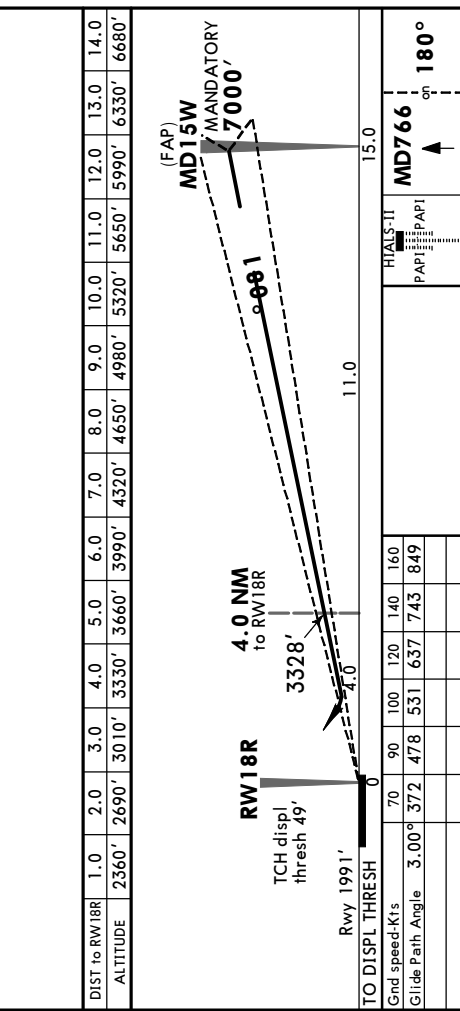
D-ATIS Arrival	118.255	127.1	127.505	128.7	134.955	BARAJAS Tower	118.080	
EGNOS	MD15W MANDATORY 7000' (5009')						DA(H) Refer to Minimums	Apt Elev 1998'
Ch 83520 E18B	Final Appch Crs	180°		7000' (5009')		Rwy 1991'		

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.
MACC 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 RILKO - MD768 - MD765.
 1. Separation of 1000' from LE(D)-17C not available for LULER holding and segment between MD765 and MD22W.
 2. Only usable in single rwy approach mode.

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

DIST to RW18R	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'



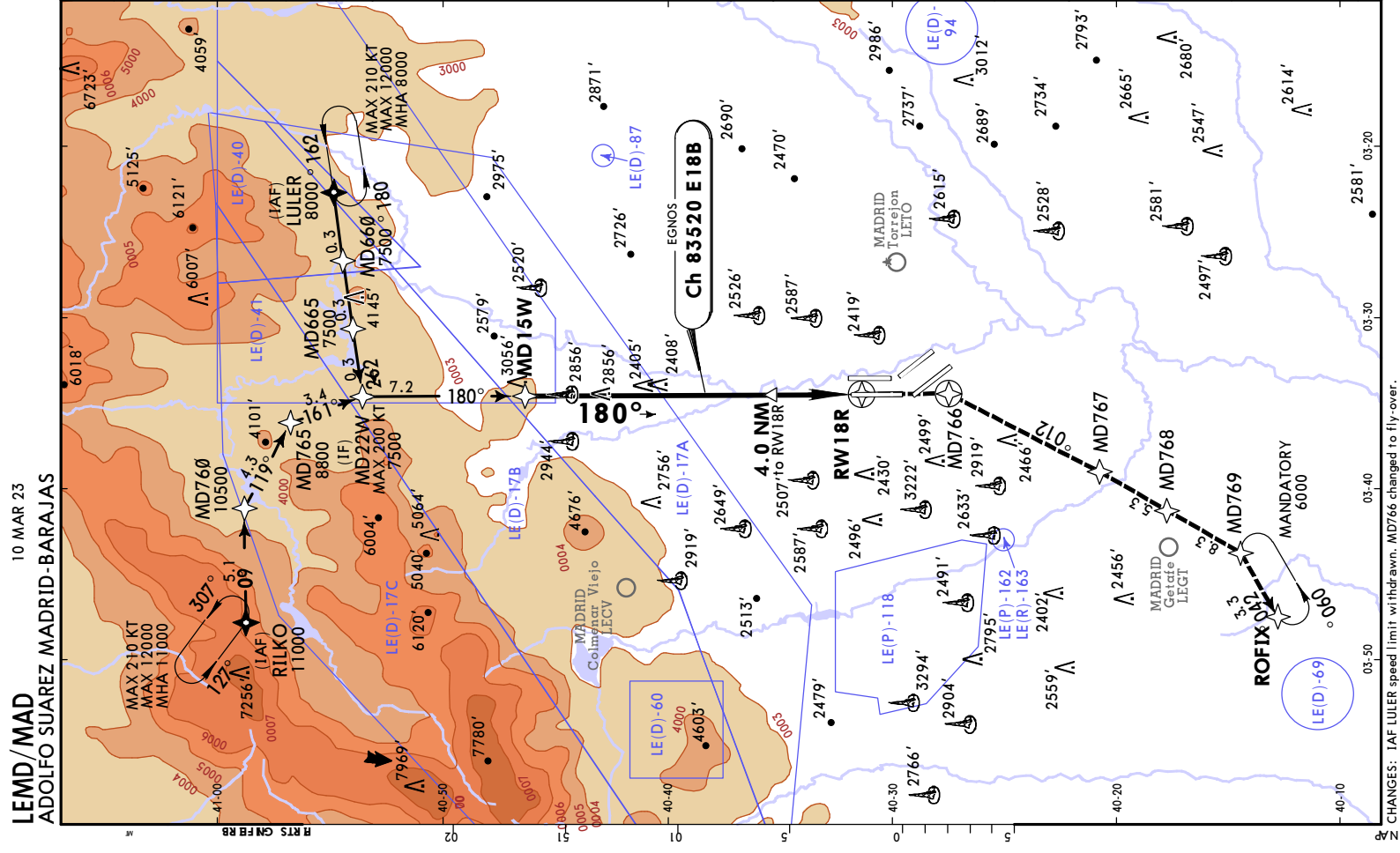
TO DISPL THRESH	70	90	100	120	140	160
Gnd speed-Kts	372	478	531	637	743	849
Glide Path Angle	3.00°					

Std / State

A	R550m	ALS out	MDA(H)	2720' (722')	V1500m
B	R550m	ALS out	MDA(H)	2860' (862')	V1600m
C	R550m	ALS out	MDA(H)	3280' (1282')	V2400m
D	R550m	ALS out	MDA(H)	3620' (1622')	V3600m

DA(H) ABC: 2191' (200')
 DA(H) D: 2202' (211')

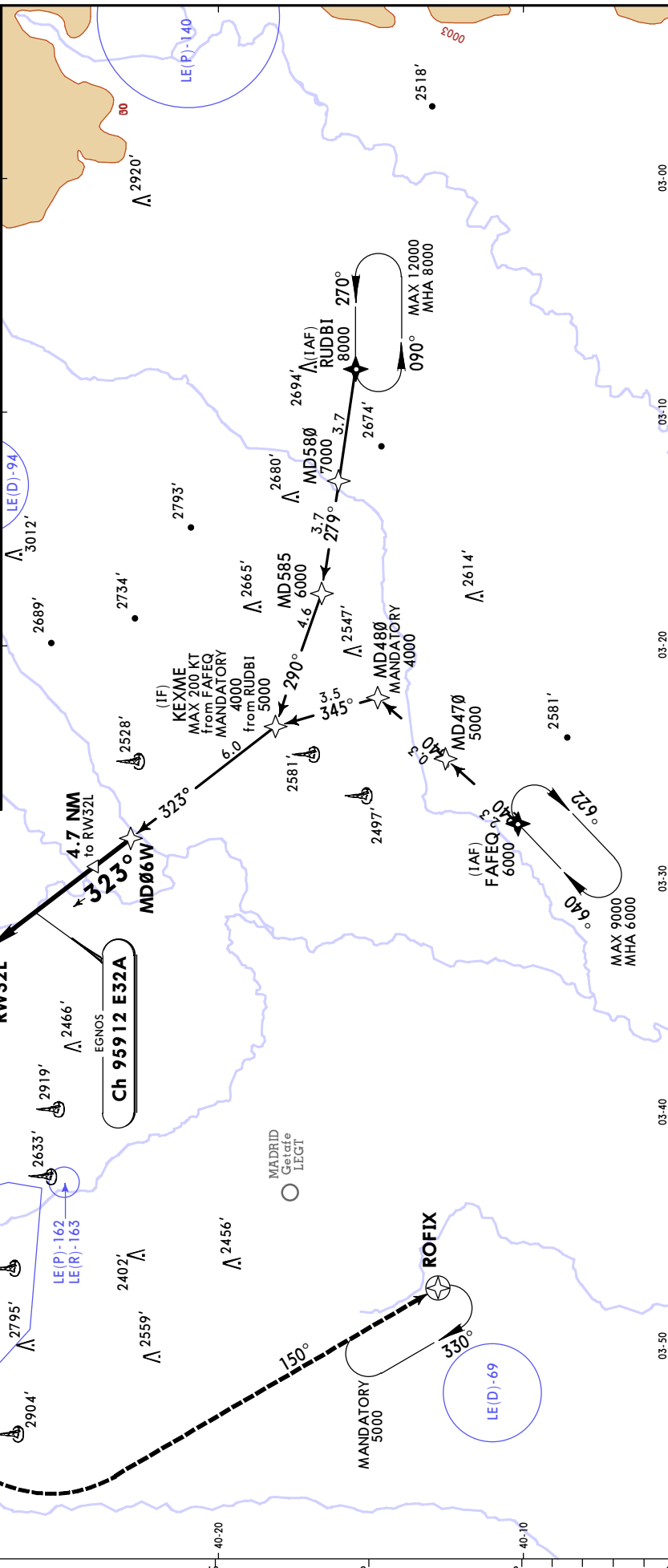
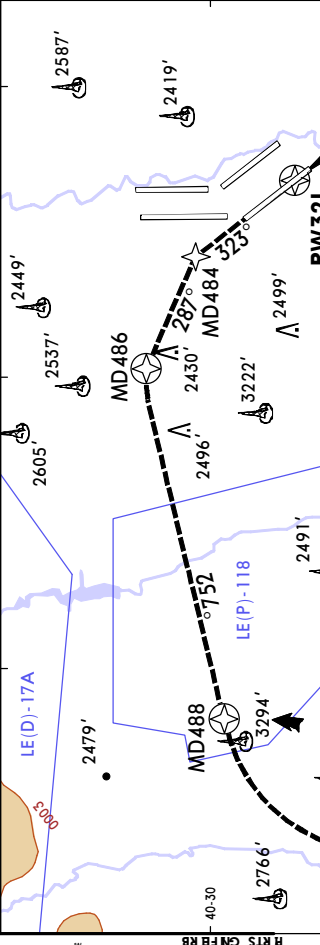
Circle-to-land: LPV CAT I



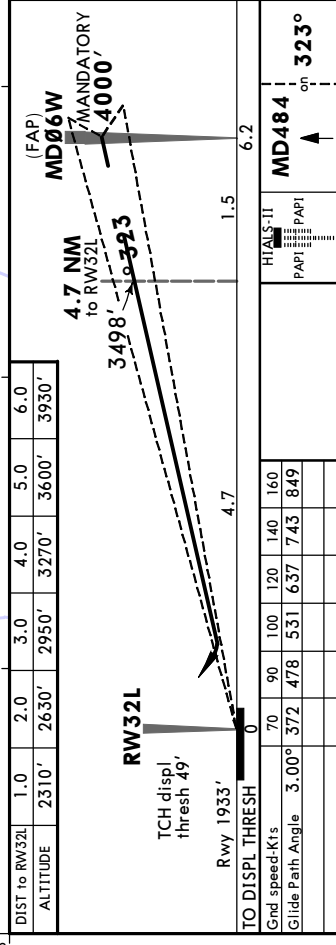
JEPPESEN MADRID, SPAIN
(12-7) RNP Z Rwy 32L (LPV only)

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

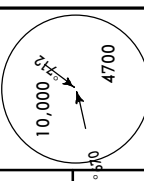
D-ATIS Arrival		MADRID Approach		BARAJAS Tower		For Ground frequencies refer to 10-9
118.255	127.1	127.505	128.7	134.955	118.155	10,000
EGNOS Ch 95912 E32A	Final Appch Crs 323°	MD06W MANDATORY 4000' (2067')	DA(H) Refer to Minimums	Apt Elev 1998'	Rwy 1935'	
<p>MISSED APCH: Climb on course 323° to MD484 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'.</p> <p>Alt Set: hPa Rwy Elev: 69 hPa Trans level: By ATC</p> <p>RNP apch. RNP1 required for holdings over FAFEG, RUDBI and ROFIX. Only usable in single rwy approach mode.</p>						



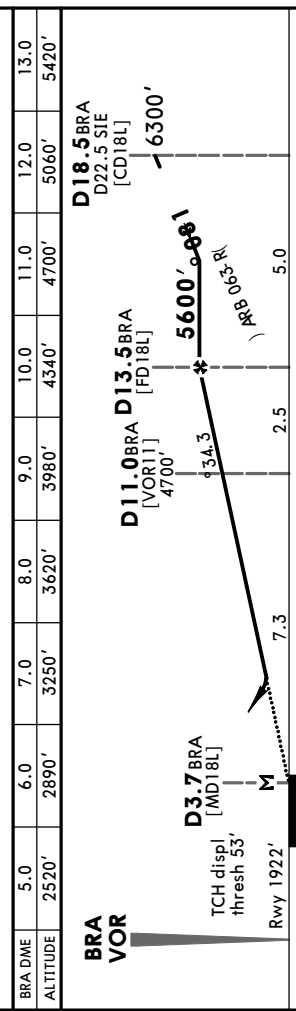
Std/State		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
		LPV CAT I			
		A: 2183' (250')			
		B: 2195' (262')			
		C: 2203' (270')			
		D: 2214' (281')			
		TDZ or CL out	ALS out	Max Kts	
A	R550m	R550m	R1300m	100	MDA(H) 2720' (722')
B	R600m	R600m	R1600m	135	2860' (862')
C	R650m	R650m	R2400m	180	3280' (1282')
D	R650m	R650m	R1400m	205	3620' (1622')
<p>⚠ R750m when a Flight Director or Autopilot or HUD to DA is not used.</p>					



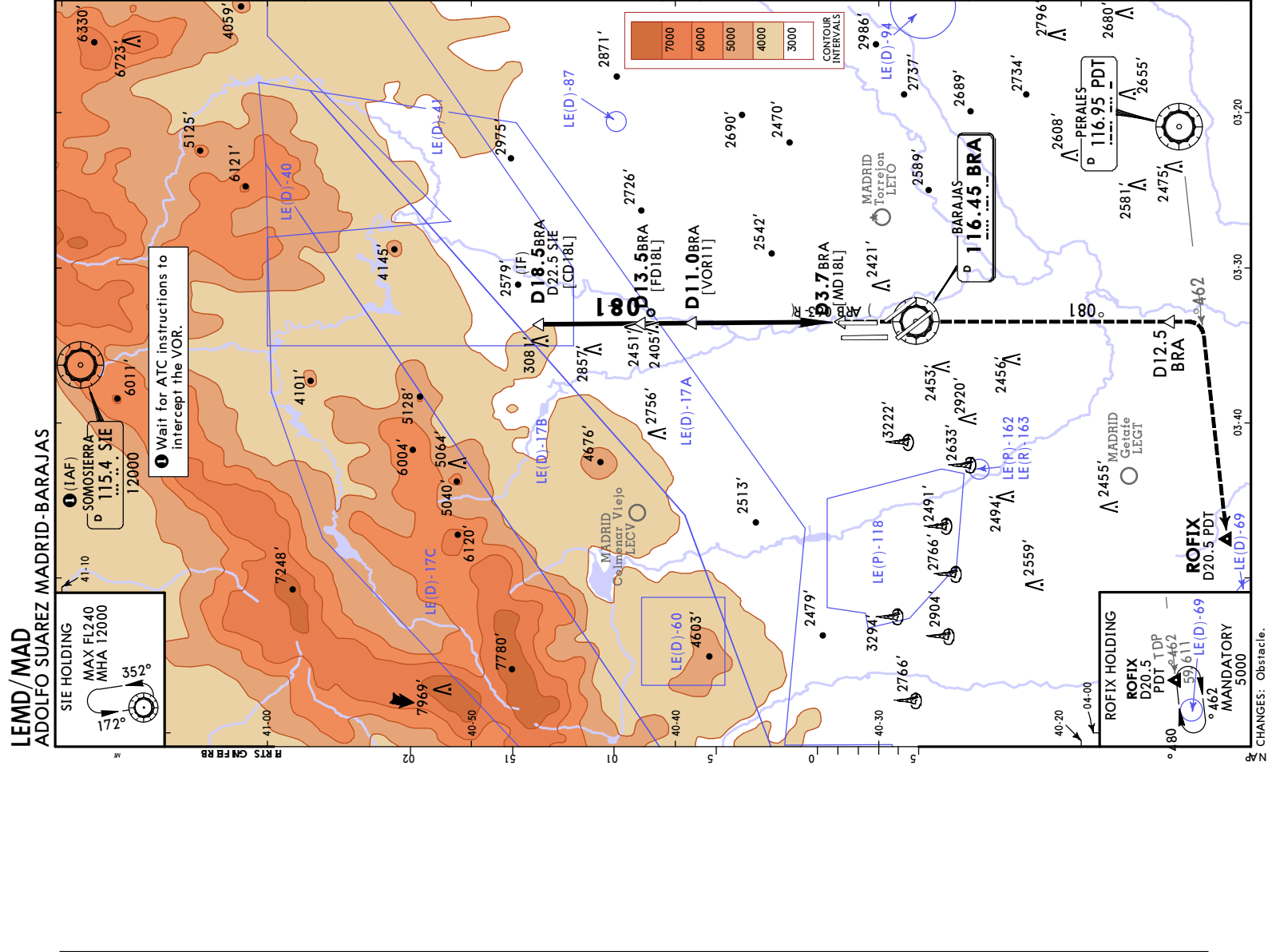
D-ATIS Arrival	118.255	127.1	127.505	128.7	134.955	118.680	BARAJAS Tower
VOR BRA	116.45	Final Appch Crs	180°	D13.5 BRA	5600' (3678')	DA/MDA(H)	Apt Elev 1998'
MISSED APCH: Climb inbound on R-360 BRA to BRA VOR. Continue on R-180 BRA to D12.5 BRA at 5000' or below. Turn RIGHT and follow R-264 PDT direct to ROFIX to join holding at 5000'. Do not climb above 5000'.							Rwy 1922'
Alt Set: hPa	Rwy Elev: 68 hPa	Trans level: By ATC		Trans alt: 13,000'			
1. DME required. 2. Separation of 1000' from LE(D)-41 not available in segment between (IF) D18.5 BRA 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
ALTIMETER	2520'	2890'	3250'	3620'	3980'	4340'	4700'	5060'	5420'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	BRA	BRA
	Descent Angle	3.43°	4.25°	5.46°	6.07°	7.28°			
MAP at D3.7 BRA									
Std/State									
STRAIGHT-IN LANDING									
CIRCLE-TO-LAND									
CDFA									
ALS out									
DA/MDA(H) 2510' (588')									
A	R2000m								
B	R1500m								
C	R2400m								
D	R2400m								
VNAV DA(H) in lieu of MDA(H) depends on operator policy.									



SIE HOLDING
 MAX FL 240
 MHA 12000
 172°
 35°

Wait for ATC instructions to intercept the VOR.

ROFIX HOLDING
 ROFIX
 D20.5
 PDT TDP
 462
 59
 611
 LE(D)-69
 462
 MANDATORY
 5000
 Obstacle.

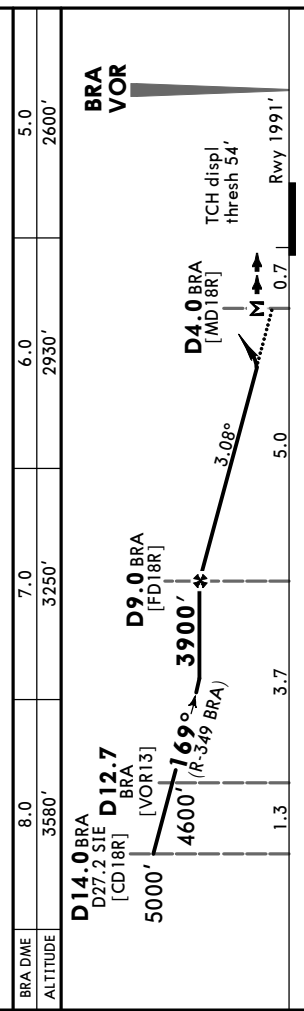
D-ATIS Arrival	118.255	127.1	127.505	128.7	134.955	118.080
VOR BRA	116.45					
Final Appch Crs	169°					
D9.0 BRA	3900' (1909')					
DA/MDA(H)	2600' (609')					
Apt Elev	1998'					
Rwy	1991'					

MISSED APCH: Climb inbound on R-349 BRA 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 inbound 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.**

Alt Set: hPa Rwy Elev: 71 hPa Trans level: By ATC

- DME required.
- Final approach track offset 10° from rwy centerline.
- Separation of 1000' from LE(D)-17A not available for segment between (IF) D14.0 BRA/D27.2 SIE and (FAF) D9.0 BRA.
- Segment between D22.8 SIE and (IF) D14.0 BRA/D27.2 SIE interferes with LE(D)-17B.
- 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.
- Distance error of DME BRA in R-349 BRA, affect to final approach segment between D6.8 BRA and D4.3 BRA.

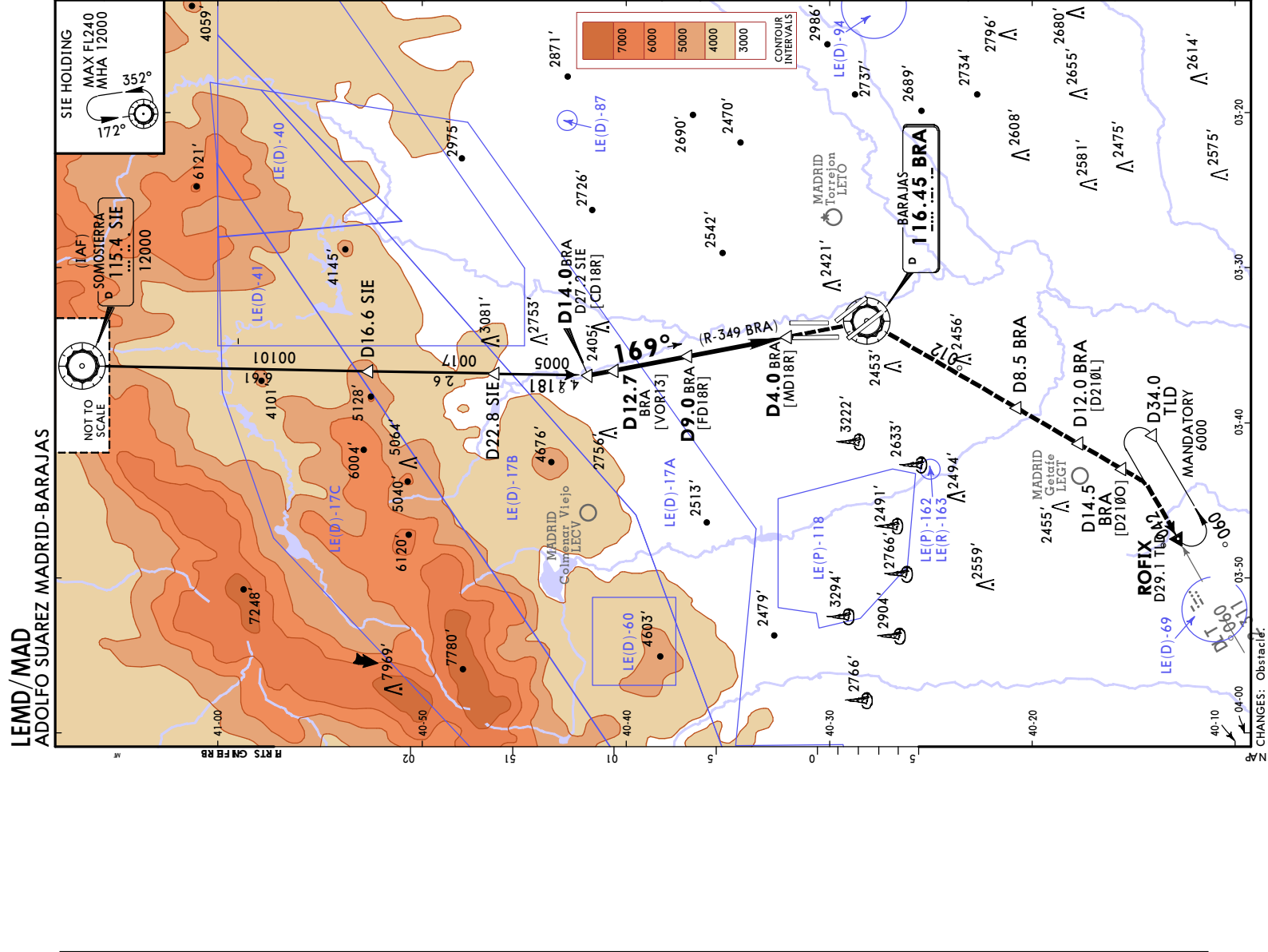
MISSED APCH CLIMB GRADIENT MIN 4.5% (273'/NM)



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

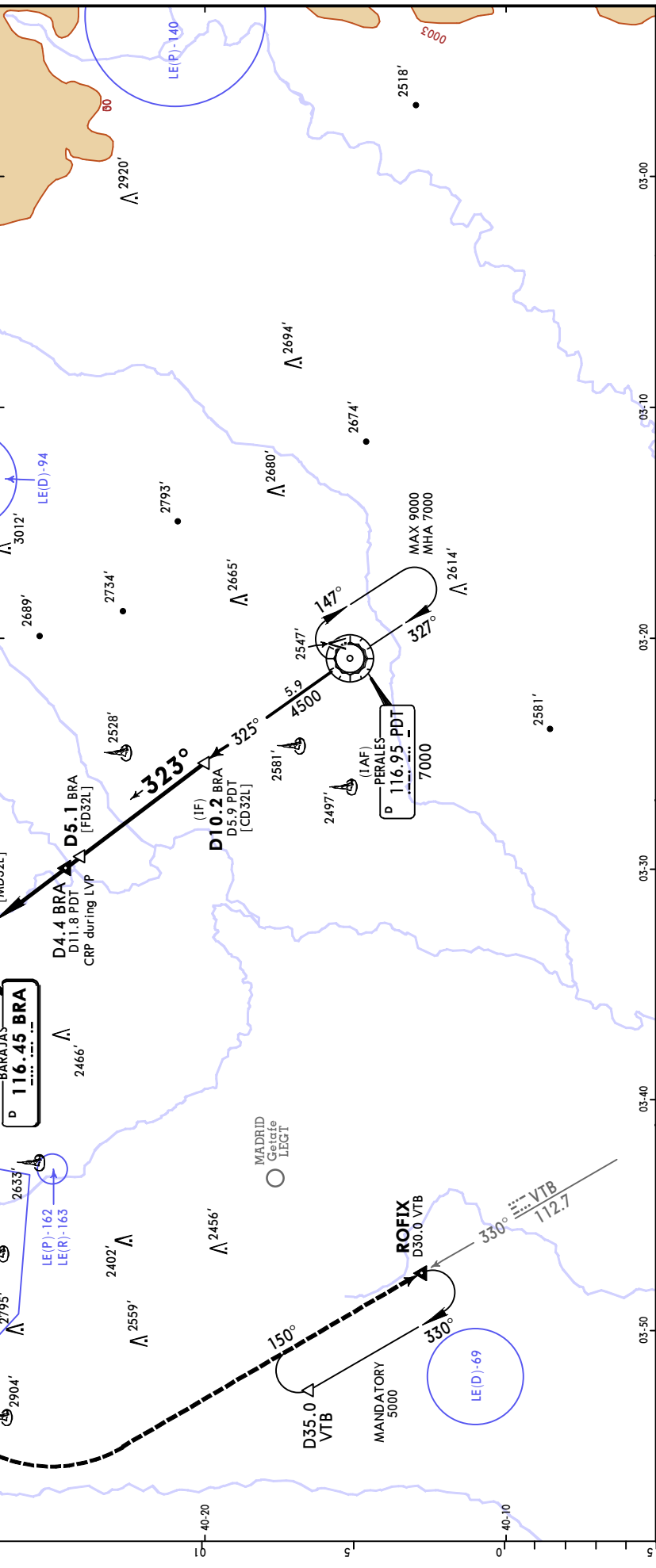
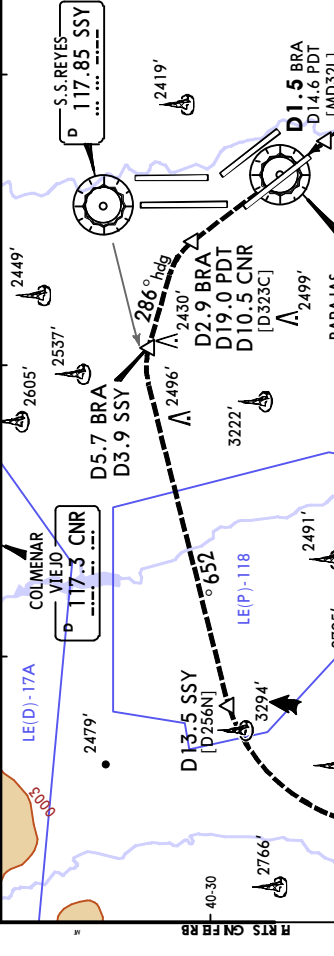
Gnd speed-Kts	70	90	100	120	140	160
	381	490	545	654	763	872
Descent Angle	3.08°					
	MAP at D4.0 BRA					

Std/State	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA			
	ALS out			
	DA/MDA(H) 2600' (609')			
A			Max KT	MDA(H)
B	R2100m	R1500m	100	2720' (722')
C			135	2860' (862')
D			180	3280' (1282')
			205	3620' (1622')



JEPPESEN
MADRID, SPAIN
VOR RWY 32L
 7 JUL 23
 Eff 13 Jul 13-3

D-ATIS Arrival		MADRID Approach		BARAJAS Tower	
118.255	VOR BRA	127.1	127.505	134.955	118.155
116.45	Final Apch Crs	323°	D5.1 BRA 3500' (1567')	DA/MDA(H) 2520' (587')	Apt Elev 1998' Rwy 1933'
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'. Alt Set: hPa Rwy Elev: 69 hPa Trans level: By ATC I. DME required.					



Std/State		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
CDFA		DA/MDA(H) 2520' (587')		MDA(H)	
A	R1500m	ALS out		100	2720' (722')
B	R2000m	R2400m		135	2860' (862')
C				180	3280' (1282')
D				205	3620' (1622')
Max Kts I. VNAV DA(H) in lieu of MDA(H) depends on operator policy.					

BRA DME		3.0		4.0		5.0	
ALTITUDE		2870'		3150'		3470'	
Gnd speed-Kts		70	90	100	120	140	160
Descent Angle		3.02°	3.74°	4.81°	5.34°	6.41°	7.48°
MAP at D1.5 BRA/D14.6 PDT							
HIALS-IL							
PAPI							
BRA		D2.9 BRA		D19.0 PDT		D10.5 CNR	
R-323							

JEPPESEN
 7 JUL 23
 Eff 13 Jul 2023
MADRID, SPAIN
VOR RWY 32R

D-ATIS Arrival	118.255	127.1	127.505	128.7	134.955	118.980
VOR SSY	117.85	Final Appch Crs	335°	D9.6 SSY	3500' (1614')	Apt Elev 1998'
					2510' (624')	Rwy 1886'

MADRID Approach

BARAJAS Tower

For Ground frequencies refer to 10-9

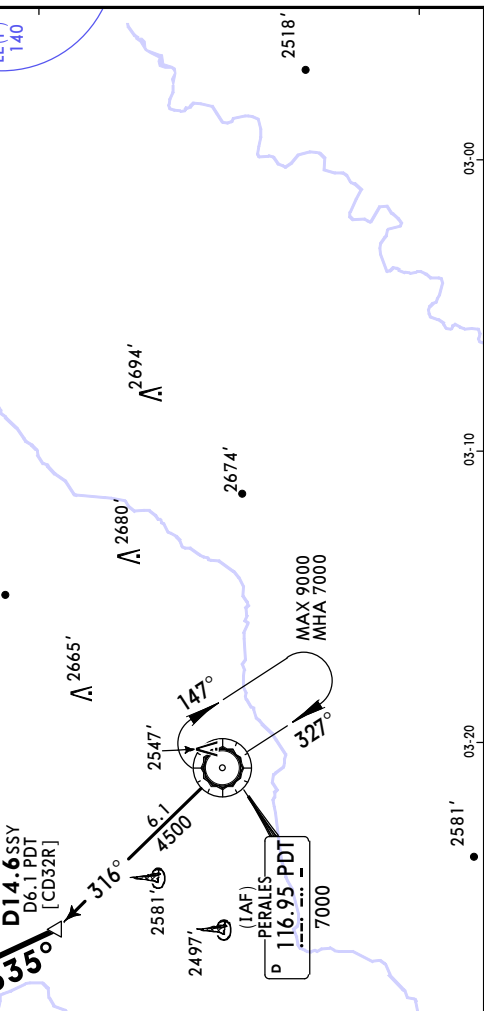
MSA PTD VOR

Trans alt: 13,000'

Rwy Elev: 67 hPa

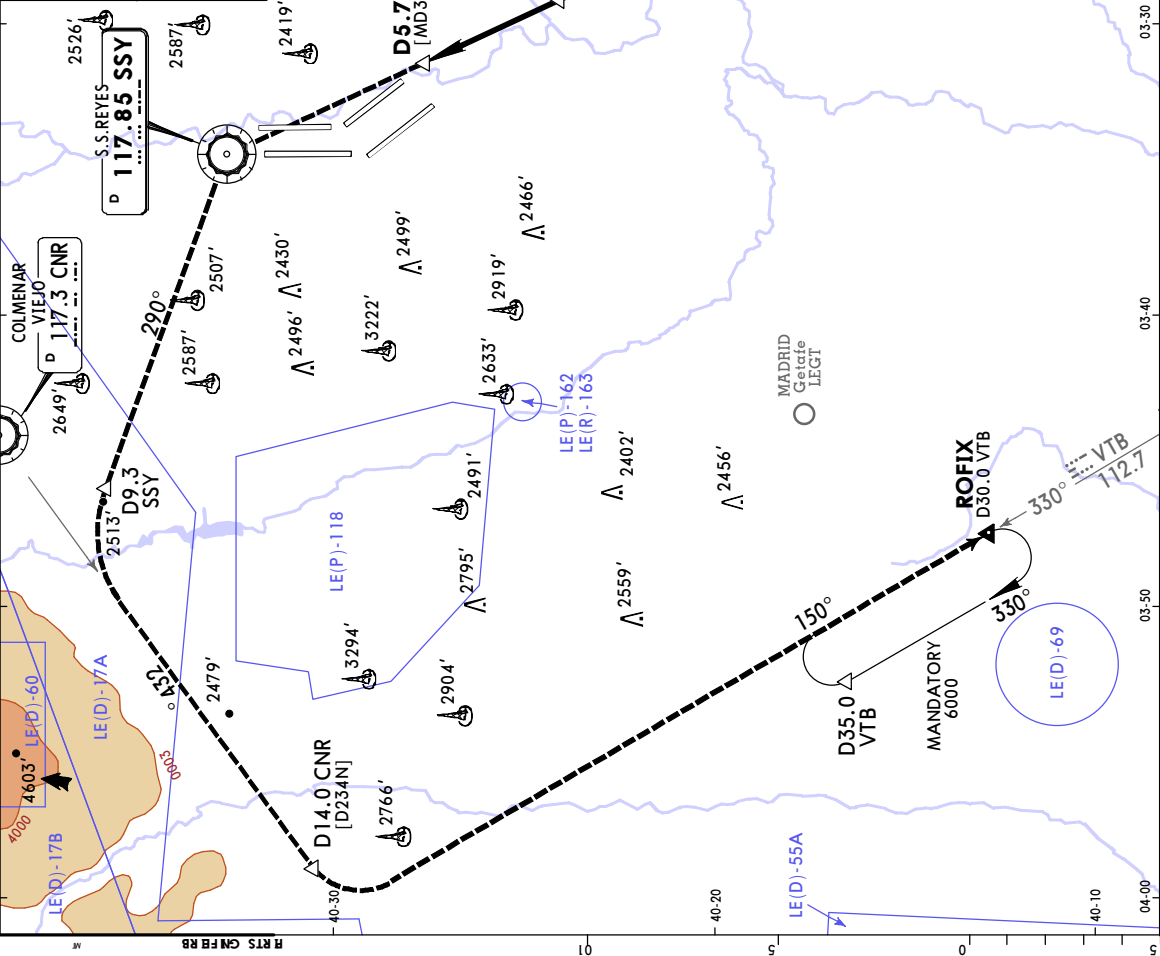
Trans level: By ATC

1. DME required.
 2. Final approach track offset 13° from rwy centerline.
 3. Approaching or departing MADRID Torrejon (LETO) traffic nearby, remain within procedure limits at all times.



Std/State	STRAIGHT-IN LANDING	CIRCLE-TO-LAND
	CDFA	
	DA/MDA(H) 2510' (624')	DA/MDA(H)
A	ALS out	100
B	R1500m	135
C	R2200m	180
D	R2900m	205
		Max Kts
		100
		135
		180
		205

LEMID/MAD
ADOLFO SUAREZ MADRID-BARAJAS



SSY VOR	7.0	8.0	9.0
SSY DME	2670'	2990'	3310'
D9.6 SSY [FD32R]	4500'		
D5.7 SSY [MD32R]	3500'		
D14.6 SSY [CD32R]	4500'		
D116.95 PTD	7000'		
D117.85 SSY	117.85		
ROFIX D30.0 VTB	330'		
D35.0 VTB	150'		
D5.7 SSY [MD32R]	3500'		
D9.6 SSY [FD32R]	4500'		
D14.6 SSY [CD32R]	4500'		
D116.95 PTD	7000'		
D117.85 SSY	117.85		
ROFIX D30.0 VTB	330'		
D35.0 VTB	150'		
D5.7 SSY [MD32R]	3500'		
D9.6 SSY [FD32R]	4500'		
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Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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MADRID, (ADOLFO SUAREZ MADRID-BARAJAS - LEMD)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LEMD

Type: Terminal
Effectivity: Temporary
Begin Date: 20240711
End Date: 20250711

Works on TWYs X4 and X5 (based on SUP 91-24). Please refer to temp chart 10-8C and latest NOTAMs.

Type: Terminal
Effectivity: Temporary
Begin Date: 20241031
End Date: 20251031

Based on SUP 186-24: TWY F4 closed. Section of TWY F3 between stand 258 and TWY F4 closed. ACFT entering stands 258 thru 264 between sunset and sunrise will be guided by signalmen. Refer also to latest NOTAMs.

Type: Terminal
Effectivity: Temporary
Begin Date: 20240905
End Date: 20250905

Works on RWY 14R/32L (based on SUP 139-24). Please refer to TEMP chart 10-8D and latest NOTAMs.

Type: Terminal
Effectivity: Temporary
Begin Date: 20240816
End Date: 20250905

Works on TWYs to/from RWY 14R/32L (based on SUP 138-24, Eff 05 SEP 24 based on SUP 163-24). Please refer to TEMP charts 10-8M thru 10-8T and latest NOTAMs.

Type: Terminal
Effectivity: Temporary
Begin Date: 20240711
End Date: 20250905

Works on TWYs M33, M34 and B13 (based on SUP 93-24, eff 5 SEP 24 based on SUP 152-24). Please refer to temp chart 10-8B and latest NOTAMs.