PLANO DE ESTACIONAMIENTO Y ATRAQUE DE AERONAVES-OACI

ELEV APN
616 m

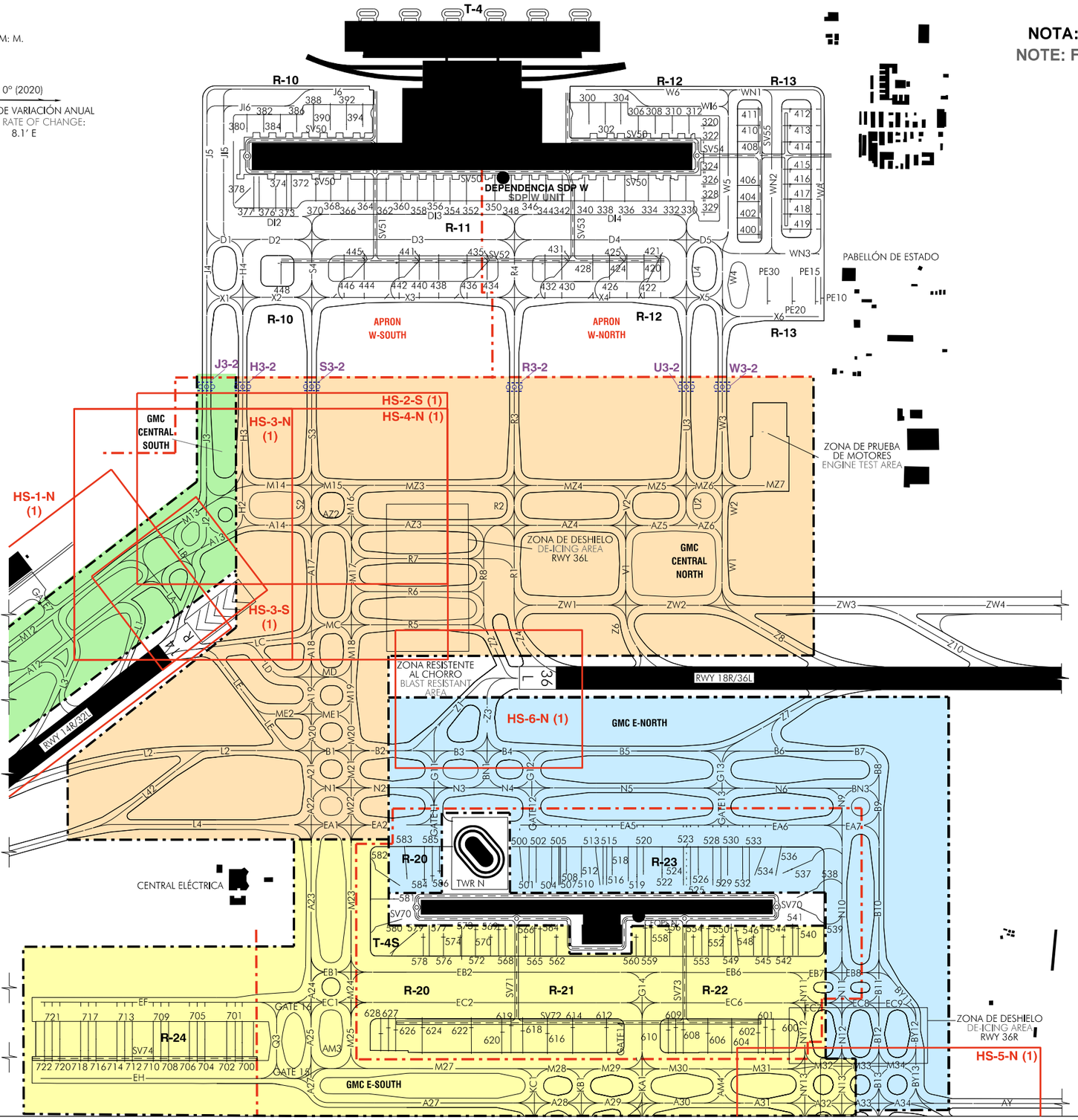
ARR 18R/DEP 36L	118.080 C	CLR EAST	130.080 C
ARR 32L/DEP 14R	118.155 C	CLR WEST	130.355 C
ARR 18L/DEP 36R	118.680 C	ATIS ARR	118.255 C
ARR 32R/DEP 14L	118.980 C	ATIS DEP	130.855 C

GMC E-SOUTH	121.630 C	APRON S-SOUTH	121.705 C
GMC E-NORTH	121.755 C	APRON S-NORTH	121.855 C
GMC CENTRAL-SOUTH	121.980 C	APRON W-SOUTH	123.005 C
GMC CENTRAL-NORTH	123.155 C	APRON W-NORTH	123.255 C

MADRID/Adolfo Suárez Madrid-Barajas

ELEV, DIM: M.

VAR 0° (2020)
RÉGIMEN DE VARIACIÓN ANUAL
ANNUAL RATE OF CHANGE:
8.1' E



NOTA: PARA SEÑALIZACIÓN VER AD 2-LEMD GMC, SEGÚN CONFIGURACIÓN.
NOTE: FOR MARKINGS, SEE AD 2-LEMD GMC, ACCORDING TO CONFIGURATION.

(1) LUGARES CRÍTICOS: VER AD 2-LEMD GMC.
(1) HOT SPOTS: SEE AD 2-LEMD GMC.

RESISTENCIA APN // APN STRENGTH: PCN 90/R/A/W/U, EXC PRKG:
300 TO 394: PCN 81/R/A/W/T
400 TO 419: PCN 101/F/A/W/T
700 TO 722: PCN 114/R/A/W/T
ZONA DE DESHIELO // DE-ICING AREA RWY 36R: PCN 65/F/B/W/U.

APN LGT: POSTES PROYECTORES // FLOODLIGHTING POLES.

PROCEDIMIENTOS GENERALES DE RODAJE, RESTRICCIONES A LOS PUESTOS DE ESTACIONAMIENTO Y PROCEDIMIENTOS DE VISIBILIDAD REDUCIDA: VER AD 2-LEMD CASILLAS 20 Y 22.
GENERAL TAXIING PROCEDURES, PARKING RESTRICTIONS AND LOW VISIBILITY PROCEDURES: SEE AD 2-LEMD ITEMS 20 AND 22.

LOS MOVIMIENTOS DE LAS AERONAVES EN PLATAFORMA SE DEBEN REALIZAR CON POTENCIAS SIMILARES A RALENTÍ, EN CASO DE REQUERIR UN INCREMENTO SIGNIFICATIVO DE POTENCIA SE DEBE COORDINAR CON ATC.
AIRCRAFT MOVEMENTS ON THE APRON MUST BE EXECUTED WITH SIMILAR POWER AT IDLE SPEED. IF A SIGNIFICANT INCREASE IN POWER IS REQUIRED, IT MUST BE COORDINATED WITH ATC.

SISTEMA DE GUÍA DE ATRAQUE VISUAL EN PRKG 300 a 312 (AMBOS INCLUSIVE), 330 a 394 (AMBOS INCLUSIVE) Y 500 a 586 (AMBOS INCLUSIVE).
VISUAL DOCKING GUIDANCE SYSTEMS AT PRKG 300 to 312 (BOTH INCLUSIVE), 330 to 394 (BOTH INCLUSIVE) AND 500 to 586 (BOTH INCLUSIVE).

T-4: TOMAS DE HIDRANTES // HYDRANT OUTLETS PRKG:
300, 302, 304, 306, 308, 310, 312, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 373, 374, 376, 377, 378, 380, 382, 384, 386, 388, 390, 392, 394, 400, 402, 404, 406, 408, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 424, 425, 426, 428, 430, 431, 432, 434, 435, 436, 438, 440, 441, 442, 444, 445, 446, 448.

T-4S: TOMAS DE HIDRANTES // HYDRANT OUTLETS PRKG:
500, 501, 502, 504, 505, 508, 510, 512, 513, 515, 516, 518, 519, 520, 522, 523, 524, 525, 526, 528, 529, 530, 532, 533, 534, 536, 537, 538, 539, 540, 541, 542, 544, 545, 546, 548, 549, 550, 552, 553, 554, 556, 558, 559, 560, 562, 564, 565, 566, 568, 569, 570, 572, 573, 574, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 600, 601,602, 604, 606, 608, 609, 610, 612, 614, 616, 618, 619, 620, 622, 624, 626, 627, 628.

1:12 000
0 100 200 300 400 m

ZONA NO UTILIZABLE // AREA NOT USABLE	
LÍMITE FREQ GMC // GMC FREQ LIMIT	
ÁREA DE RESPONSABILIDAD SDP // SDP AREA OF RESPONSIBILITY	
ÁREA DE RESPONSABILIDAD GMC CENTRAL SOUTH GMC CENTRAL-SOUTH AREA OF RESPONSIBILITY	
ÁREA DE RESPONSABILIDAD GMC CENTRAL NORTH GMC CENTRAL NORTH AREA OF RESPONSIBILITY	
ÁREA DE RESPONSABILIDAD GMC E-NORTH GMC-E NORTH AREA OF RESPONSIBILITY	
ÁREA DE RESPONSABILIDAD GMC-E SOUTH GMC-E SOUTH AREA OF RESPONSIBILITY	
PUNTO DE ESPERA INTERMEDIO DE TRANSFERENCIA SDP SDP TRANSFERENCE INTERMEDIATE HOLDING POSITION	M12-2
LUGAR CRÍTICO CONFIGURACIÓN NORTE // HOT SPOT NORTH CONFIGURATION	HS-1-N
LUGAR CRÍTICO CONFIGURACIÓN SUR // HOT SPOT SOUTH CONFIGURATION	HS-1-S

CAMBIOS: NUEVA PRKG 523.
CHANGES: NEW PRKG 523.

INTENCIONADAMENTE EN BLANCO
INTENTIONALLY BLANK

CARACTERÍSTICAS DE LOS PUESTOS DE ESTACIONAMIENTO
AIRCRAFT STANDS CHARACTERISTICS

PRKG	RAMPA RAMP	COORD	SALIDA EXIT	MAX ACFT	APROAR NOSE TO	OBSERVACIONES REMARKS
300	R-12	402938.81N 0033530.98W	R	–	N	(1)
302	R-12	402940.20N 0033530.99W	R	–	N	(1)
304	R-12	402941.52N 0033531.03W	R	–	N	(1)
306	R-12	402943.02N 0033530.02W	R	–	N	(1)
308	R-12	402944.48N 0033530.03W	R	–	N	(1)
310	R-12	402945.92N 0033530.04W	R	–	N	(1)
312	R-12	402947.35N 0033530.05W	R	–	N	(1) 400 Hz-A/C
320	R-12	402948.79N 0033530.48W	R	–	W	400 Hz-A/C
322	R-12	402948.77N 0033528.91W	R	–	W	400 Hz-A/C
324	R-12	402948.78N 0033525.55W	R	–	W	400 Hz-A/C
326	R-12	402948.79N 0033523.97W	R	–	W	400 Hz-A/C
328	R-12	402948.83N 0033522.40W	R	–	W	400 Hz-A/C
329	R-12	402948.85N 0033520.83W	A	–	W	400 Hz-A/C
330	R-12	402947.30N 0033524.34W	R	–	N	(1)
332	R-12	402945.78N 0033524.27W	R	–	N	(1)
→ 334	R-12	402943.92N 0033524.46W	R	–	N	(1) (2)
→ 336	R-12	402941.91N 0033524.45W	R	–	S	(1) (2)
338	R-12	402940.08N 0033524.22W	R	–	S	(1)
340	R-12	402938.46N 0033524.21W	R	–	S	(1)
342	R-11	402936.54N 0033524.25W	R	–	S	(1)
344	R-11	402935.22N 0033524.29W	R	–	S	(1)
346	R-11	402933.78N 0033524.19W	R	–	S	(1)
348	R-11	402932.30N 0033523.96W	R	–	S	(1)
350	R-11	402930.83N 0033524.08W	R	–	S	(1)
352	R-11	402928.38N 0033524.06W	R	–	S	(1)
354	R-11	402926.93N 0033524.09W	R	–	S	(1)
356	R-11	402925.59N 0033524.13W	R	–	S	(1)
358	R-11	402924.20N 0033524.05W	R	–	S	(1)
360	R-11	402922.80N 0033524.03W	R	–	S	(1)
362	R-11	402921.52N 0033523.88W	R	–	S	(1)
364	R-10	402919.69N 0033524.05W	R	–	S	(1)
366	R-10	402918.26N 0033523.87W	R	–	S	(1)
368	R-10	402916.79N 0033523.82W	R	–	S	(1)
370	R-10	402915.51N 0033523.63W	R	–	S	(1)
372	R-10	402913.41N 0033524.12W	R	–	N	(1) INCOMP. 373
373	R-10	402912.99N 0033524.32W	R	–	N	(1) INCOMP. 372-374
374	R-10	402912.08N 0033523.26W	R	–	N	(1) INCOMP. 373
376	R-10	402910.65N 0033524.09W	R	–	N	(1) INCOMP. 377
377	R-10	402910.21N 0033524.12W	R	–	N	(1) INCOMP. 376-378
378	R-10	402909.64N 0033523.06W	R	–	E	(1) INCOMP. 377
380	R-10	402909.61N 0033529.82W	R	–	S	(1)
382	R-10	402911.04N 0033529.83W	R	–	S	(1)
384	R-10	402912.46N 0033529.88W	R	–	S	(1)
386	R-10	402913.84N 0033529.84W	R	–	S	(1)
388	R-10	402915.28N 0033530.25W	R	–	S	(1)
390	R-10	402916.71N 0033530.34W	R	–	S	(1)
392	R-10	402918.10N 0033530.35W	R	–	S	(1)
394	R-10	402919.48N 0033530.35W	R	–	S	(1)
400	R-13	402953.28N 0033518.44W	A	–	–	–
402	R-13	402953.22N 0033520.27W	A	–	–	–
404	R-13	402953.24N 0033522.09W	A	–	–	–

PRKG	RAMPA RAMP	COORD	SALIDA EXIT	MAX ACFT	APROAR NOSE TO	OBSERVACIONES REMARKS
406	R-13	402953.23N 0033523.92W	A	–	–	–
408	R-13	402953.22N 0033528.80W	A	–	–	–
410	R-13	402953.18N 0033530.63W	A	–	–	–
411	R-13	402953.22N 0033532.46W	A	–	–	–
412	R-13	402956.15N 0033532.47W	A	–	–	–
413	R-13	402956.15N 0033530.65W	A	–	–	–
414	R-13	402956.16N 0033528.82W	A	–	–	–
415	R-13	402956.17N 0033525.77W	A	–	–	–
416	R-13	402956.18N 0033524.09W	A	–	–	–
417	R-13	402956.18N 0033522.41W	A	–	–	–
418	R-13	402956.19N 0033520.73W	A	–	–	–
419	R-13	402956.19N 0033519.06W	A	–	–	–
420	R-12	402945.00N 0033515.21W	A	–	–	INCOMP. 421
421	R-12	402944.85N 0033515.61W	A	–	–	INCOMP. 420-422
422	R-12	402943.57N 0033515.19W	A	–	–	INCOMP. 421
424	R-12	402942.09N 0033515.18W	A	–	–	INCOMP. 425
425	R-12	402941.83N 0033515.26W	A	–	–	INCOMP. 424-426 Y 428
426	R-12	402940.62N 0033515.17W	A	–	–	INCOMP. 425
428	R-12	402939.19N 0033515.18W	A	–	–	INCOMP. 425
430	R-11	402936.54N 0033515.16W	A	–	–	INCOMP. 431
431	R-11	402937.04N 0033515.15W	A	–	–	INCOMP. 430-432
432	R-11	402935.11N 0033515.16W	A	–	–	INCOMP. 431
434	R-11	402930.16N 0033515.11W	A	–	–	INCOMP. 435
435	R-11	402930.19N 0033515.11W	A	–	–	INCOMP. 434-436
436	R-11	402928.45N 0033515.10W	A	–	–	INCOMP. 435
438	R-11	402926.03N 0033514.82W	A	–	–	–
440	R-11	402924.37N 0033515.09W	A	–	–	INCOMP. 441
441	R-11	402924.25N 0033515.09W	A	–	–	INCOMP. 440-442
442	R-11	402922.63N 0033515.08W	A	–	–	INCOMP. 441
444	R-10	402919.66N 0033515.05W	A	–	–	INCOMP. 445
445	R-10	402919.76N 0033515.05W	A	–	–	INCOMP. 444-446
446	R-10	402917.94N 0033515.04W	A	–	–	INCOMP. 445
448	R-10	402912.56N 0033515.36W	A	–	–	–
500	R-23	402933.72N 0033406.31W	R	–	S	(1) INCOMP. 501
501	R-23	402934.29N 0033406.26W	R	–	S	(1) INCOMP. 500-502
502	R-23	402934.89N 0033407.26W	R	–	S	(1) INCOMP. 501
504	R-23	402936.23N 0033406.22W	R	–	S	(1) INCOMP. 505-507
505	R-23	402936.85N 0033406.32W	R	–	S	(1) INCOMP. 504-507-508
507	R-23	402936.99N 0033406.40W	R	–	S	(1) INCOMP. 504-505-508-510
508	R-23	402937.48N 0033407.19W	R	–	S	(1) INCOMP. 505-507
510	R-23	402938.76N 0033406.77W	R	–	S	(1) INCOMP. 507-513
512	R-23	402940.29N 0033406.17W	R	–	S	(1) INCOMP. 513-515
513	R-23	402940.61N 0033406.01W	R	–	S	(1) INCOMP. 510-512-515-516
515	R-23	402940.92N 0033406.31W	R	–	S	(1) INCOMP. 512-513-516
516	R-23	402941.38N 0033407.21W	R	–	S	(1) INCOMP. 513-515
518	R-23	402942.77N 0033406.37W	R	–	S	(1) INCOMP. 519
519	R-23	402943.47N 0033406.49W	R	–	S	(1) INCOMP. 518-520
520	R-23	402944.05N 0033407.12W	R	–	S	(1) INCOMP. 519
522	R-23	402945.65N 0033406.87W	R	–	S	(1)
→ 523	R-23	402947.98N 0033406.56W	R	–	S	(1) INCOMP. 524-525-526
→ 524	R-23	402947.46N 0033406.18W	R	–	S	(1) INCOMP. 523-525

PRKG	RAMPA RAMP	COORD	SALIDA EXIT	MAX ACFT	APROAR NOSE TO	OBSERVACIONES REMARKS
525	R-23	402948.08N 0033406.31W	R	–	S	(1) INCOMP. 523-524-526
526	R-23	402948.74N 0033407.36W	R	–	S	(1) INCOMP. 523-525
528	R-23	402949.99N 0033406.20W	R	–	S	(1) INCOMP. 529
529	R-23	402950.67N 0033406.33W	R	–	S	(1) INCOMP. 528-530
530	R-23	402951.25N 0033407.30W	R	–	S	(1) INCOMP. 529
532	R-23	402952.53N 0033406.96W	R	–	S	(1) INCOMP. 533
533	R-23	402953.11N 0033406.58W	R	–	S	(1) INCOMP. 532-534
534	R-23	402953.75N 0033407.39W	R	–	S	(1) INCOMP. 533-536
536	R-23	402955.38N 0033406.90W	R	–	S	(1) INCOMP. 534
537	R-23	402956.33N 0033406.85W	R	–	W	(1)
538	R-22	402957.51N 0033404.12W	R	–	W	(1)
539	R-22	402957.53N 0033402.62W	R	–	W	(1)
540	R-22	402957.36N 0033400.62W	R	–	N	(1) INCOMP. 541
541	R-22	402956.87N 0033400.69W	R	–	N	(1) INCOMP. 540-542
542	R-22	402956.08N 0033359.67W	R	–	N	(1) INCOMP. 541
544	R-22	402954.79N 0033400.63W	R	–	N	(1) INCOMP. 545
545	R-22	402954.27N 0033400.66W	R	–	N	(1) INCOMP. 544-546
546	R-22	402953.53N 0033359.67W	R	–	N	(1) INCOMP. 545
548	R-22	402952.07N 0033400.48W	R	–	N	(1) INCOMP. 549
549	R-22	402951.63N 0033400.65W	R	–	N	(1) INCOMP. 548-550
550	R-22	402950.95N 0033359.80W	R	–	N	(1) INCOMP. 549
552	R-22	402949.67N 0033400.69W	R	–	N	(1) INCOMP. 553
553	R-22	402949.12N 0033400.64W	R	–	N	(1) INCOMP. 552-554
554	R-22	402948.40N 0033359.64W	R	–	N	(1) INCOMP. 553
556	R-21	402946.38N 0033400.25W	R	–	N	(1)
558	R-21	402944.79N 0033400.60W	R	–	N	(1) INCOMP. 559
559	R-21	402944.29N 0033400.62W	R	–	N	(1) INCOMP. 558-560
560	R-21	402943.52N 0033359.72W	R	–	N	(1) INCOMP. 559
562	R-21	402936.71N 0033359.71W	R	–	N	(1)
564	R-21	402935.33N 0033400.49W	R	–	N	(1) INCOMP. 565
565	R-21	402934.86N 0033400.56W	R	–	N	(1) INCOMP. 564-566
566	R-21	402934.07N 0033359.67W	R	–	N	(1) INCOMP. 565
568	R-20	402932.34N 0033400.59W	R	–	N	(1) INCOMP. 569
569	R-20	402931.78N 0033400.61W	R	–	N	(1) INCOMP. 568-570
570	R-20	402931.09N 0033359.54W	R	–	N	(1) INCOMP. 569
572	R-20	402929.80N 0033400.51W	R	–	N	(1) INCOMP. 573
573	R-20	402929.30N 0033400.48W	R	–	N	(1) INCOMP. 572-574
574	R-20	402928.52N 0033359.51W	R	–	N	(1) INCOMP. 573; y si hay un B762, B763 o B764 estacionado en PRKG 576: // and if there is a B762, B763 or B764 parked in PRKG 576: INCOMP. 576
576	R-20	402927.09N 0033359.73W	R	–	N	(1) INCOMP. 577; y si hay un B762, B763 o B764 estacionado: // and if there is a B762, B763 or B764 parked: INCOMP. 574
577	R-20	402925.85N 0033400.46W	R	–	N	(1) 400 Hz-A/C INCOMP. 576-578
578	R-20	402925.35N 0033359.63W	R	–	N	(1) INCOMP. 577
579	R-20	402924.51N 0033359.74W	R	–	N	(1)
580	R-20	402923.02N 0033401.08W	R	–	E/W/S	(1) (3) 400 Hz-A/C
581	R-20	402922.75N 0033403.49W	R	–	E/W	(1) 400 Hz-A/C
582	R-20	402922.86N 0033405.30W	R	–	E/W/S	(1) (4) 400 Hz-A/C
583	R-20	402923.79N 0033406.17W	R	–	N	(1)
584	R-20	402925.43N 0033406.08W	R	–	N	(1) INCOMP. 585

PRKG	RAMPA RAMP	COORD	SALIDA EXIT	MAX ACFT	APROAR NOSE TO	OBSERVACIONES REMARKS
585	R-20	402926.11N 0033406.29W	R	–	N	(1) INCOMP. 584-586
586	R-20	402926.71N 0033407.01W	R	–	N	(1) INCOMP. 585
600	R-22	402955.24N 0033349.68W	A	–	–	INCOMP. 601
601	R-22	402954.58N 0033349.93W	A	–	–	INCOMP. 600-602
602	R-22	402953.96N 0033349.31W	A	–	–	INCOMP. 601
604	R-22	402951.70N 0033349.92W	A	–	–	–
606	R-22	402949.67N 0033348.77W	A	–	–	–
608	R-21	402947.57N 0033349.64W	A	–	–	INCOMP. 609
609	R-21	402946.93N 0033349.89W	A	–	–	INCOMP. 608-610
610	R-21	402946.29N 0033349.16W	A	–	–	INCOMP. 609
612	R-21	402941.01N 0033349.86W	A	–	–	–
614	R-21	402938.13N 0033349.84W	A	–	–	–
616	R-21	402935.97N 0033348.67W	A	–	–	–
618	R-21	402933.76N 0033349.17W	A	–	–	INCOMP. 619
619	R-20	402932.76N 0033349.77W	A	–	–	INCOMP. 618-620
620	R-20	402931.97N 0033349.03W	A	–	–	INCOMP. 619
622	R-20	402929.47N 0033349.79W	A	–	–	–
624	R-20	402925.28N 0033349.77W	A	–	–	–
626	R-20	402922.30N 0033349.97W	A	–	–	INCOMP. 627
627	R-20	402923.08N 0033349.01W	A	–	–	INCOMP. 626-628
628	R-20	402921.74N 0033349.08W	A	–	–	INCOMP. 627
700	R-24	402909.81N 0033347.71W	A	–	–	INCOMP. 701
701	R-24	402909.22N 0033346.87W	A	–	–	INCOMP. 700 702
702	R-24	402908.49N 0033346.78W	A	–	–	INCOMP. 701
704	R-24	402906.63N 0033348.06W	A	–	–	INCOMP. 705
705	R-24	402905.97N 0033346.80W	A	–	–	INCOMP. 704 706
706	R-24	402905.31N 0033346.76W	A	–	–	INCOMP. 705
708	R-24	402903.53N 0033348.04W	A	–	–	INCOMP. 709
709	R-24	402902.88N 0033346.78W	A	–	–	INCOMP. 708 710
710	R-24	402902.22N 0033346.75W	A	–	–	INCOMP. 709
712	R-24	402900.43N 0033348.02W	A	–	–	INCOMP. 713
713	R-24	402859.78N 0033346.76W	A	–	–	INCOMP. 712 714
714	R-24	402859.12N 0033346.73W	A	–	–	INCOMP. 713
716	R-24	402857.33N 0033348.01W	A	–	–	INCOMP. 717
717	R-24	402856.68N 0033346.75W	A	–	–	INCOMP.716 718
718	R-24	402856.02N 0033346.71W	A	–	–	INCOMP. 717
720	R-24	402854.24N 0033347.99W	A	–	–	INCOMP. 721
721	R-24	402853.58N 0033346.73W	A	–	–	INCOMP. 720 722
722	R-24	402852.93N 0033346.70W	A	–	–	INCOMP. 721
PE-10	R-13	402958.70N 0033511.85W	–	–	–	–
PE-15	R-13	402958.20N 0033511.56W	–	–	–	–
PE-20	R-13	402956.01N 0033511.55W	–	–	–	–
PE-30	R-13	402953.66N 0033511.53W	–	–	–	–

Observaciones // Remarks:	
	Coordenadas del stand de prueba motores // Coordinates of the engine test stand: 402954.59N 0033456.47W.
(1)	La maniobra de estacionamiento en posiciones de contacto con el edificio terminal (PRKG 300 a 312, 330 a 394 y 500 a 586), solo se realizará si está operativo el sistema de guía de atraque o se cuenta con la asistencia de un señalero. // Parking manoeuvre on stand positions in contact with the terminal building (PRKG 300 to 312, 330 to 394 and 500 to 586) shall be carried out only if the docking guidance system is in service or if the operation is assisted by a marshaller.
(2)	Está prohibido el retroceso simultáneo entre los PRKG 334 y 336 // Simultaneous push-back strictly prohibited between PRKG 334 and 336.
(3)	En caso de retroceso aproando al sur, retroceso por TWY M23 hasta TWY EB2. // In case of pushback nosing South, pushback by TWY M23 up to TWY EB2.
(4)	En caso de retroceso aproando al sur, retroceso por TWY M23 hasta TWY EA2. // In case of pushback nosing South, pushback by TWY M23 up to TWY EA2.

1. SISTEMA DE GUÍA DE ATRAQUE VISUAL

Ver AD 2-LEMD PDC 1.

2. INTERFAZ VISUAL PARA LA TRIPULACIÓN

Ver AD 2-LEMD PDC 1.

1. VISUAL DOCKING GUIDANCE SYSTEM

See AD 2-LEMD PDC 1.

2. VISUAL INTERFACE FOR THE CREW

See AD 2-LEMD PDC 1.