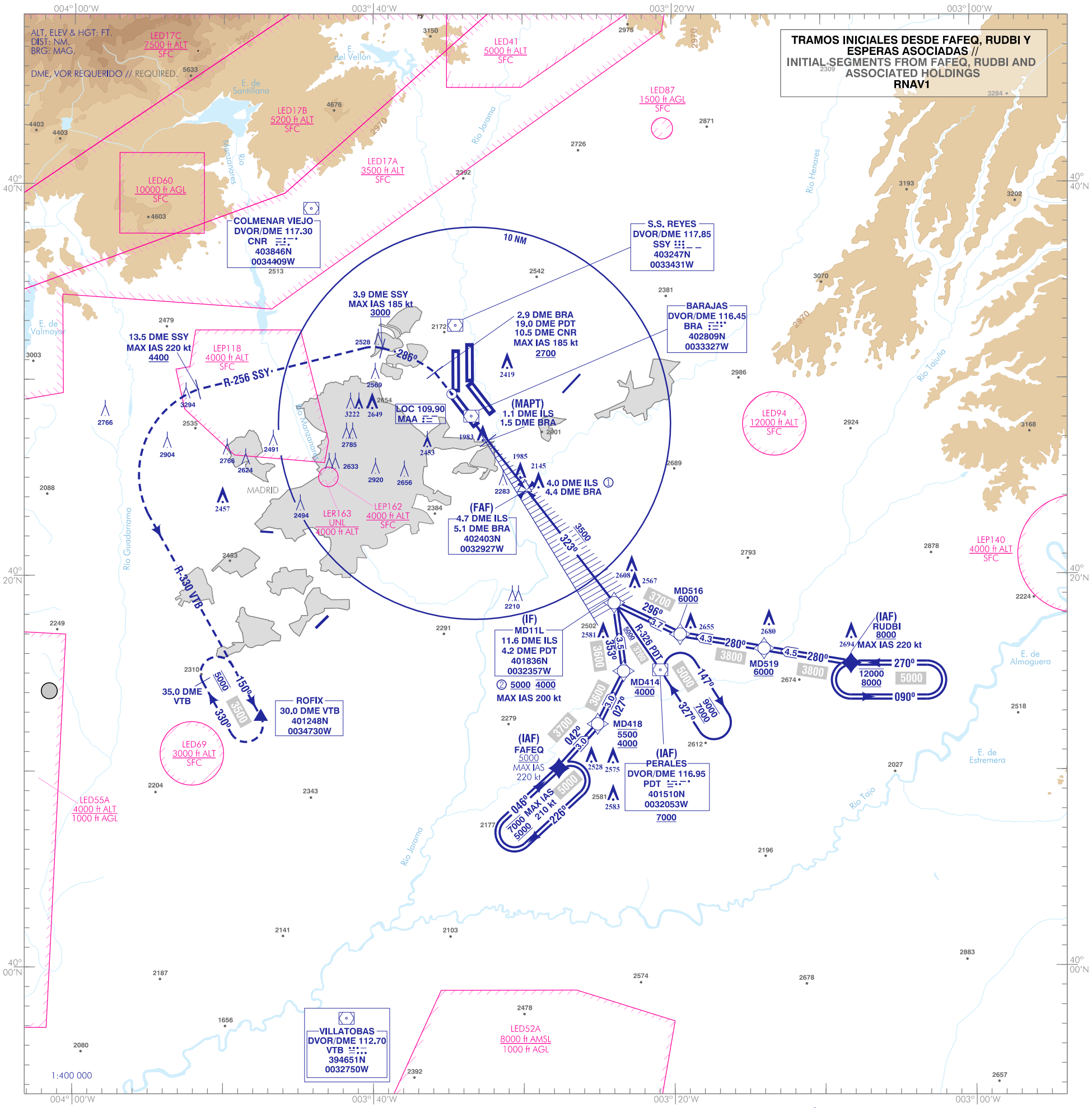
CARTA DE APROXIMACIÓN
POR INSTRUMENTOS-OACI

ELEV AD
1998 ft
VAR 0° (2020)

APP 134.955 C
128.700 MHz
127.100 MHz
127.505 C

TWR 118.155 C
ATIS 118.255 C

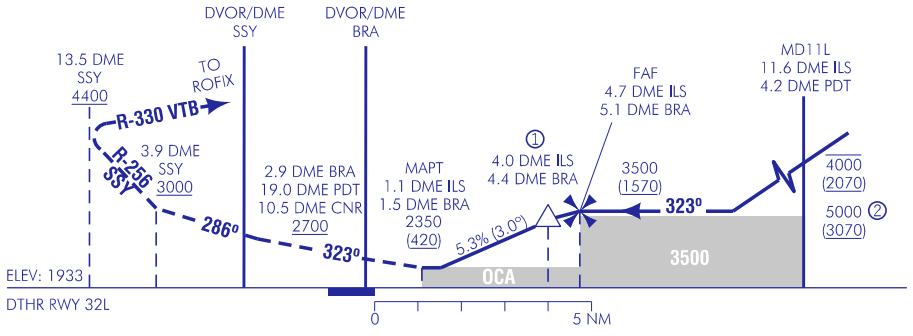
**MADRID/Adolfo Suárez**
**Madrid-Barajas**
LOC
**RWY 32L**




**FRUSTRADA:** SUBIR EN RUMBO DE PISTA HASTA 2.9 DME BRA (19.0 DME PDT/10.5 DME CNR) PARA CRUZARLO A 2700 O SUPERIOR. VIRAR A LA IZQUIERDA (IAS MAX 185 kt) PARA SEGUIR RUMBO MAGNÉTICO 286° HASTA CRUZAR 3.9 DME SSY A 3000 O SUPERIOR. VIRAR A LA IZQUIERDA (IAS MAX EN VIRAJE 185 kt) PARA SEGUIR EN R-256 SSY HASTA ALCANZAR 13.5 DME SSY A 4400 O SUPERIOR. VIRAR A LA IZQUIERDA (IAS MAX 220 kt) PARA INTERCEPTAR Y SEGUIR R-330 VTB DIRECTO A ROFIX PARA INTEGRARSE A LA ESPERA A 5000. DURANTE LA MANIOBRA DE APCH FRUSTRADA, NO SUPERAR 5000.
**MISSED APCH:** CLIMB ON RUNWAY HEADING UP TO 2.9 BRA (19.0 DME PDT/10.5 DME CNR) TO CROSS IT AT 2700 OR ABOVE. TURN LEFT (MAX IAS 185 kt) TO FOLLOW MAGNETIC HEADING 286° UP TO CROSS 3.9 DME SSY AT 3000 OR ABOVE. TURN LEFT (MAX TURNING IAS 185 kt) TO FOLLOW R-256 SSY TO REACH 13.5 DME SSY AT 4400 OR ABOVE. TURN LEFT (MAX IAS 220 kt) TO INTERCEPT AND FOLLOW R-330 VTB DIRECT TO ROFIX TO JOIN THE HOLDING AT 5000. DO NOT OVERSHOOT 5000 DURING THE MISSED APCH MANOEUVRE.

NOTAS:
① PUNTO DE NOTIFICACIÓN A PETICIÓN, OBLIGATORIO EN LVP.
② PARA TRANSICIONES DESDE RUDBI (IAF) Y PDT (IAF).

NOTES:
① REPORTING POINT ON REQUEST, COMPULSORY UNDER LVP.
② FOR TRANSITIONS FROM RUDBI (IAF) AND PDT (IAF).



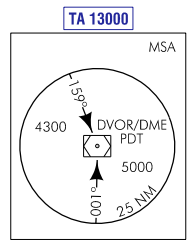

**HGT REF ELEV DTHR RWY 32L**

| OCA/H | | A | B | C | D |
|---|---|---|---|---|---|
| STA | 2.5% | 2350 (420) | | | |
| | | | | | |
| | | | | | |
| En circuito (H) sobre 1998 / Circling (H) over 1998 | | 2720 (730) | 2860 (870) | 3280 (1290) | 3620 (1630) |

| GS | kt | 80 | 100 | 120 | 140 | 160 | 180 |
|---|---|---|---|---|---|---|---|
| FAF-THR: | min:s | | | | | | |
| FAF-MAPT: | min:s | NO AUTORIZADO EL CRONOMETRAJE // TIMING NOT AUTHORISED | | | | | |
| ROD: 5.3 % | ft/min | 428 | 535 | 642 | 748 | 855 | 962 |

| ALT/HGT DME (ILS) FNA | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
| | | | | | | | | | | 3270 (1340) | 2950 (1020) | 2630 (700) | |

TA 13000




CAMBIOS: TRAMOS INICIALES, NUEVO IF Y ESPERA FAFEQ, NOTAS, MOCA, OBSTÁCULOS.
CHANGES: INITIAL SEGMENTS, NEW IF AND HOLDING FAFEQ, NOTES, MOCA, OBSTACLES.

INTENCIONADAMENTE EN BLANCO
INTENTIONALLY BLANK

## MADRID/Adolfo Suárez Madrid-Barajas AD

### REQUISITOS DE LA BASE DE DATOS AERONÁUTICA
### AERONAUTICAL DATABASE REQUIREMENTS

PROCEDIMIENTOS DE APROXIMACIÓN POR INSTRUMENTOS // INSTRUMENT APPROACH PROCEDURES

LOC RWY 32L

| PUNTO<br>POINT | LAT | LONG | AZIMUT VERDADERO<br>TRUE BEARING | DISTANCIA DME<br>DME DISTANCE<br>(NM) |
|---|---|---|---|---|
| DVOR/DME PDT (IAF) | 401510.5N | 0032052.9W | – | – |
| MD11L (IF) | 401836.3N | 0032356.5W | 325.67º (PDT) | 4.16 DME PDT |
| FAF | 402402.7N | 0032926.5W | 142.20º (LOC MAA) | 4.73 DME ILS |
| MAPT | 402653.5N | 0033219.6W | 142.20º (LOC MAA) | 1.13 DME ILS |
| ROFIX | 401247.9N | 0034729.9W | 329.88º (VTB) | 30.01 DME VTB |
| Aproximación final de precisión - Pendiente (Ángulo de descenso) //<br>Precision final approach - Slope (Descent angle) | | | | 5.28% (3.02º) |

| COORDENADAS WAYPOINTS // WAYPOINTS COORDINATES | |
|---|---|
| WPT | COORD |
| FAFEQ (IAF) | 401009.8N 0032738.5W |
| MD11L (IF) | 401836.3N 0032356.5W |
| MD414 | 401507.0N 0032319.5W |
| MD418 | 401225.5N 0032503.7W |
| MD516 | 401659.5N 0031933.0W |
| MD519 | 401615.4N 0031357.6W |
| RUDBI (IAF) | 401529.4N 0030810.0W |

DESCRIPCIÓN TABULAR DEL PROCEDIMIENTO
PROCEDURE TABULAR DESCRIPTION

TRAMO INICIAL RNAV1 // RNAV1 INITIAL SEGMENT

| Número de serie<br>Serial number | Descriptor de trayectoria<br>Path Terminator | Identificador de punto de recorrido<br>Waypoint identifier | Sobrevuelo<br>Fly-over | Curso/Derrota<br>Course/Track<br>ºM (ºT) | Variación magnética<br>Magnetic variation | Distancia<br>Distance<br>(NM) | Dirección de viraje<br>Turn direction | Altitud<br>Altitude<br>(ft) | Velocidad<br>Speed<br>(kt) | VPA/TCH<br>(º/ft) | Especificación de navegación<br>Navigation specification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **FAFEQ (IAF)** | | | | | | | | | | | |
| 001 | IF | FAFEQ | – | – | +0.4 | – | – | +5000 | -220 | – | RNAV1 |
| 002 | TF | MD418 | – | 042 (041.2) | +0.4 | 3.0 | – | -5500 | – | – | RNAV1 |
| 003 | TF | MD414 | – | 027 (026.3) | +0.4 | 3.0 | – | @4000 | – | – | RNAV1 |
| 004 | TF | MD11L | – | 353 (352.3) | +0.4 | 3.5 | – | @4000 | -200 | – | RNAV1 |
| **RUDBI (IAF)** | | | | | | | | | | | |
| 001 | IF | RUDBI | – | – | +0.4 | – | – | +8000 | -220 | – | RNAV1 |
| 002 | TF | MD519 | – | 280 (279.8) | +0.4 | 4.5 | – | +6000 | – | – | RNAV1 |
| 003 | TF | MD516 | – | 280 (279.8) | +0.4 | 4.3 | – | +6000 | – | – | RNAV1 |
| 004 | TF | MD11L | – | 296 (295.7) | +0.4 | 3.7 | – | +5000 | -200 | – | RNAV1 |

CIRCUITOS DE ESPERA // HOLDING PATTERN

| Descriptor de trayectoria<br>Path terminator | Identificador de punto de recorrido<br>Waypoint identifier | Sobrevuelo<br>Fly-over | Curso/Derrota<br>Course/Track<br>ºM (ºT) | Variación magnética<br>Magnetic variation | Distancia/ Tiempo de alejamiento<br>Distance/ Outbound time | Dirección de viraje<br>Turn direction | Altitud MNM<br>MNM altitude<br>(ft) | Altitud MAX<br>MAX altitude<br>(ft) | Velocidad<br>Speed<br>(kt) | Especificación de navegación<br>Navigation specification |
|---|---|---|---|---|---|---|---|---|---|---|
| HM | FAFEQ | – | 046 (045.8) | +0.4 | 1 MIN | R | 5000 | 7000 | - 210 | RNAV1 |
| HM | RUDBI | – | 270 (269.8) | +0.4 | 1 MIN | L | 8000 | 12000 | – | RNAV1 |