



LECM/LEMD South Configuration - New IAC (ILS 18R + ILS 18L) and Independent Parallel Approaches

WEF: 31.OCT.24

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- New procedures in South Configuration LEMD/LECM TMA (IAC ILS RWY18R and ILS RWY18R) to re-introduce **Independent parallel approaches**. They have been redesigned to avoid geometric TCAS RA:

AIP Spain - AMDT 10/24 (WEF 31.OCT.2024)

https://aip.enaire.es/AIP/contenido_AMDT/LE_Amdt_A_2024_10_en.pdf

- **Compliance with altitudes and speeds in TMA Madrid: Room for improvement. *New Speeds RWY18L !!***
- Transition Plan



1.- New Procedures in South Configuration

Motivated by events of TCAS RA alerts without loss of separation ("geometric" TCAS) between aircraft established on parallel runway localizers in South configuration during the AMBAR Project Transition period, Independent parallel approach operation mode.

Therefore, from 01.AGO.23 in South configuration, Dependent parallel approaches are operated as the nominal operation mode.

In order to mitigate this problem, new maneuvers have been designed, IAC ILS-Z, ILS-Y and LOC RWY18R and RWY18L, which, according to the simulations carried out, reduce the probability of this type of TCAS event occurring.



Summary New Approaches (South Configuration)

RWY 18R

IAF: RILKO 11000 ft or above RNAV1
LULER 8000-9000 ft RNAV1

IAS MAX 220 kt

MD: 70X/22W

IF: MD19R 7500 ft or above from RILKO
(7000 or above from LULER)

RWY 18L

IAF: LULER 8000-9000 ft RNAV1
RILKO 11000 or above RNAV1

IAS MAX 220 kt

MD: 60X

IF: MD16L 5500 Established from LULER
(6500 or above from RILKO)

Summary New Approaches (South Configuration)

RWY 18R

IAF: **RILKO 11000 ft or above RNAV1**
LULER 8000-9000 ft **RNAV1**

MD: MD730 **30 NM to RWY 18R**
MD725 **25 NM to RWY 18R**
MD22W **22 NM to RWY 18R (WEST)**

IF: **MD19R - 19R: NM to RWY 18R**

RWY 18L

IAF: **LULER 8000-9000 ft RNAV1**
RILKO 11000 or above **RNAV1**

MD: MD626 **26 NM to RWY 18L**
MD623 **23 NM to RWY 18L**
MD620 **20 NM to RWY 18L**

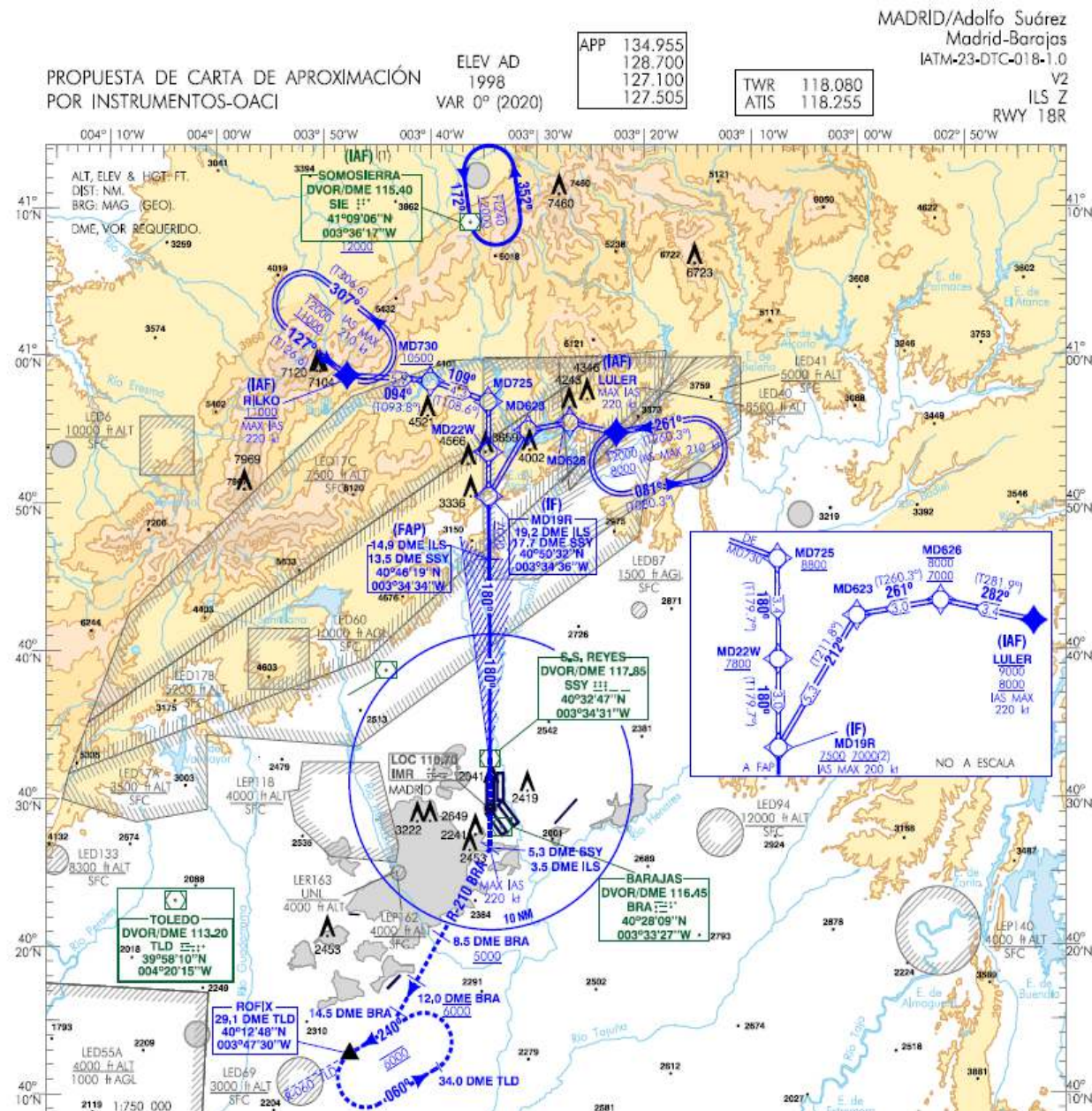
IF: **MD16L - 16L: 16 NM to RWY 18L**

Speed Control and Altitudes – AIP LEMD AD2 Item 21

RWY	POSICIÓN	IAS MAX	ALT
18R/18L	CLEARANCE LIMIT	220 KT	
	RILKO o posición equivalente	220 KT	11000 ft o/or SUP
	LULER o posición equivalente	220 KT	8000-9000 ft
18L	MD623	200 KT	6500 ft
	MD620	185 KT	6000 ft
	LOC	185 KT	
32L/32R	CLEARANCE LIMIT	220 KT	
	FAFEQ o posición equivalente	220 KT	6000 ft
	RUDBI o posición equivalente	220 KT	8000 ft
32L/32R/18R	LOC	200 KT	
Todas/ALL	10 DME	180 KT	
	6 DME	160 KT	

New ILS RWY18R

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WAYPOINT

LULER (IAF)

MD22W

MD730

MD725

MD626

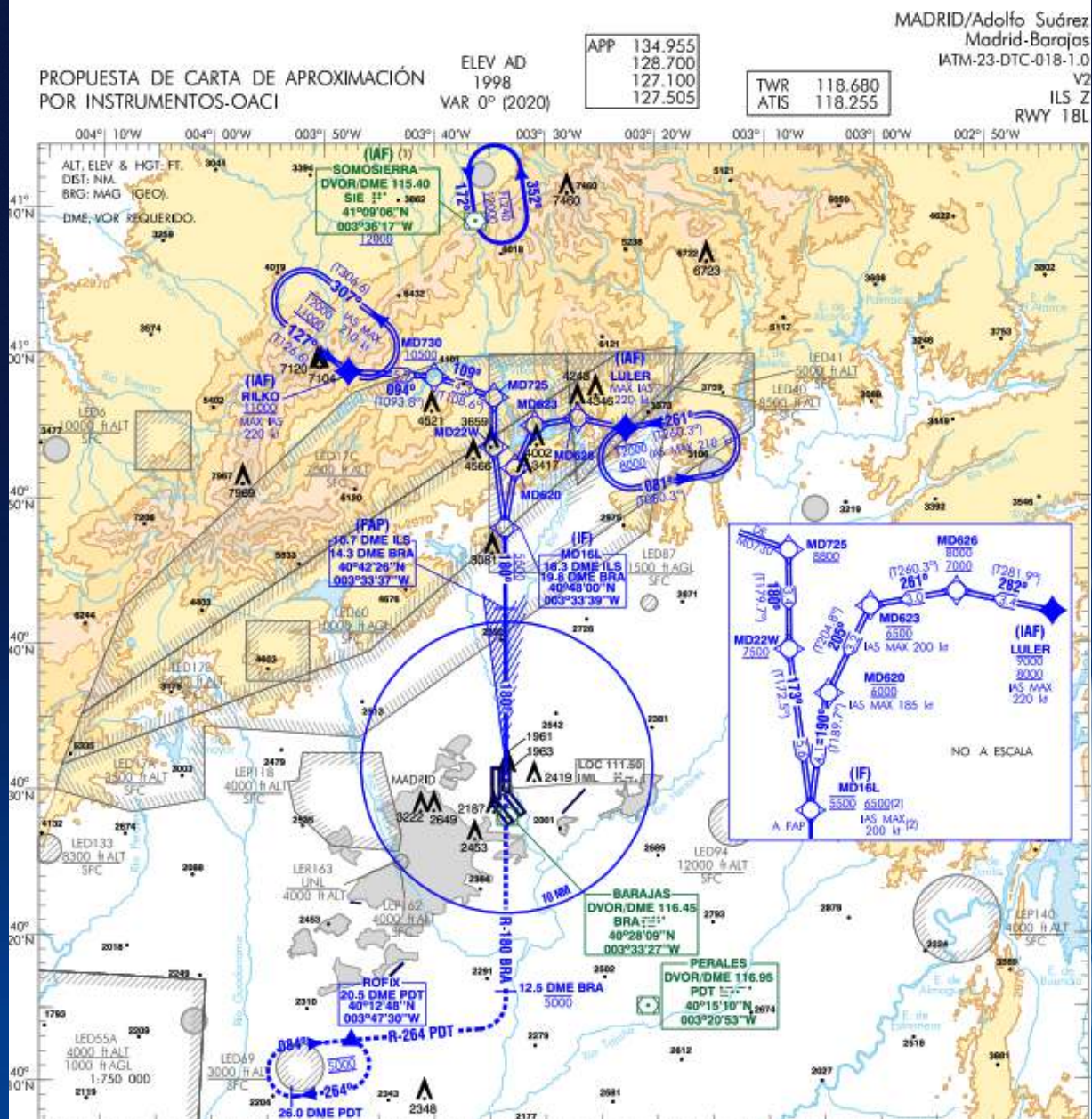
MD623

MD19R (IF)

RILKO (IAF)

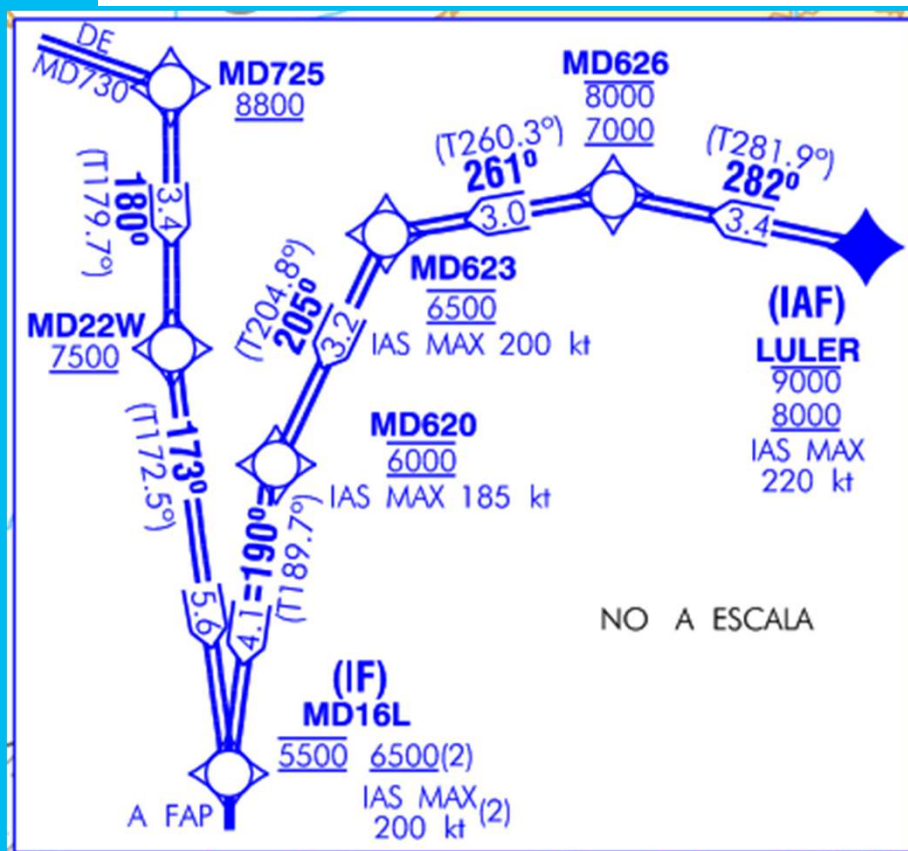
RWY18L

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WAYPOINT
LULER (IAF)
MD22W
MD730
MD725
MD626
MD623
MD620
MD16L (IF)
RILKO (IAF)

Summary New Approaches (South Configuration): Speed Control in RWY18L



RWY	Position	IAS MAX
32L/32R/18R/18L	CLEARANCE LIMIT	220 kt
18R/18L	IAF: RILKO / LULER or equivalent position	220 kt
32L/32R	IAF: FAFEQ / RUDBI or equivalent position	220 kt
18L	MD623	200 kt
18L	MD620	185 kt
18L	LOC	185 kt
32L/32R/18R	LOC	200 kt
32L/32R/18R/18L	10 DME	180 kt
32L/32R/18R/18L	6 DME	160 kt

Transition Plan

Duration of the different phases depending on the compliance with indicators linked to the permanent monitoring of operations, mainly:

- Safety incidents related to independent operations or changes in implemented procedures,
- VNZ alerts (NTZ violation) and their analysis,
- TCAS RA events

New South Configuration: KEYS

- WEF 31.10.2024.
- Recovery of INDEPENDENT parallel Approaches in South Configuration,
- Strict compliance with published speeds and altitudes. New Speeds in ILS RWY18L,
- Transition phases, with duration conditioned by compliance with safety objectives.



¡ ¡ ¡ THANKS !!!

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