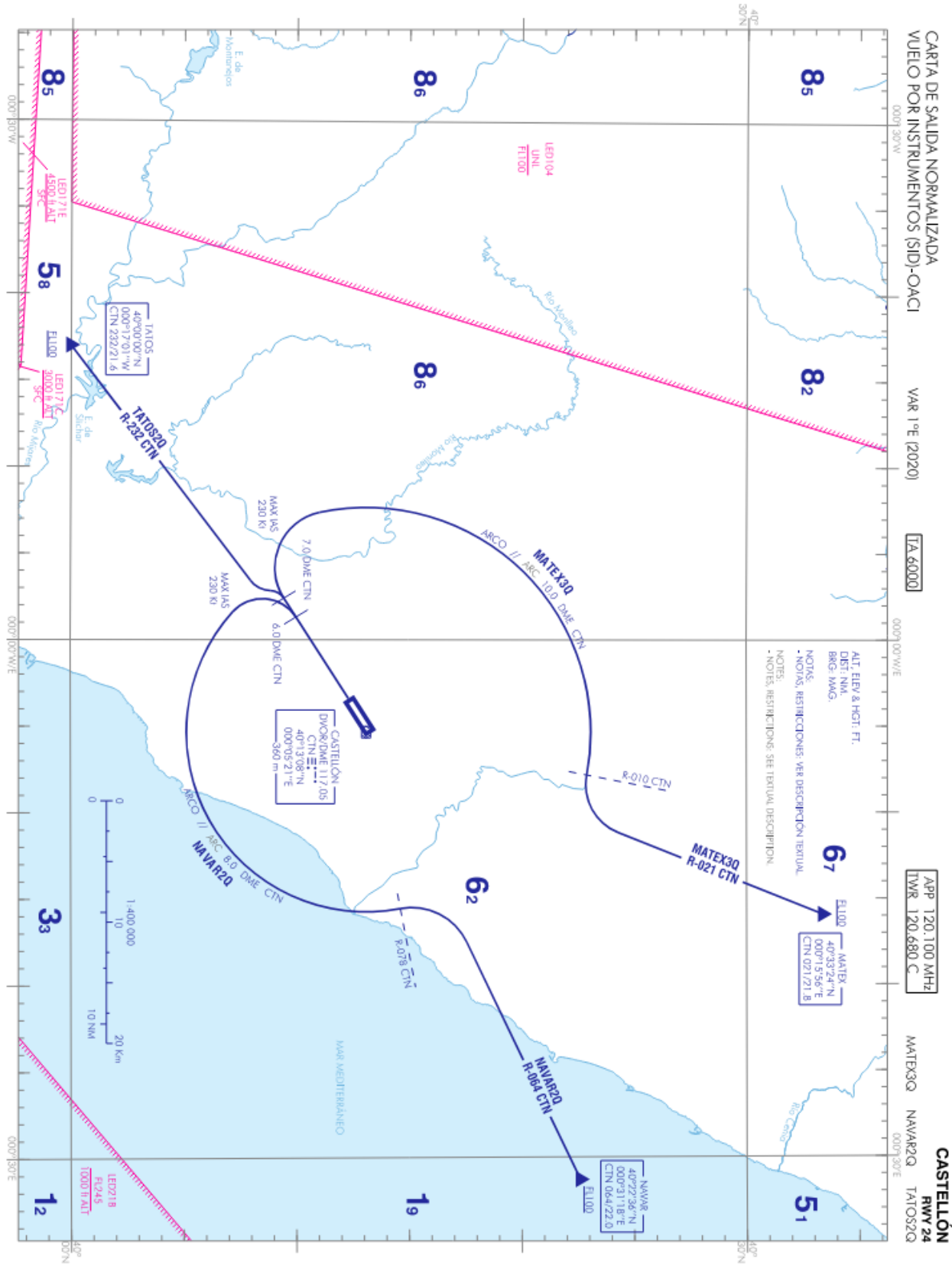




CAMBIOS:	Reimpresión.
CHANGES	Reprint.

STANDARD INSTRUMENT DEPARTURES (SID)

NOTE APPLICABLE TO ALL SID:

SPEED CONTROL

- MAX IAS 250 kt below FL120.

RUNWAY 24

MATEXTHREE QUEBEQ DEPARTURE (MATEX3Q)

Climb on runway heading up to 7.0 DME CTN. Turn right (MAX IAS 230 kt) to follow 10.0 DME CTN arc to intercept R-010 CTN. Turn left to intercept and follow R-021 CTN direct to cross MATEX at FL100 or above.

Minimum climb gradient of 7.3% up to FL075.

NAVAR TWO QUEBEQ DEPARTURE (NAVAR2Q)

Climb on runway heading up to 6.0 DME CTN. Turn left (MAX IAS 230 kt) to follow 8.0 DME CTN arc to intercept R-078 CTN. Turn right to intercept and follow R-064 CTN direct to cross NAVAR at FL100 or above.

Minimum climb gradient of 4.5% up to 5000 ft.

TATOS TWO QUEBEQ DEPARTURE (TATOS2Q)

Climb on runway heading up to 7.0 DME CTN. Turn left to intercept and follow R-232 CTN direct to cross TATOS at FL100 or above.

Minimum climb gradient of 7.3% up to FL100.

CONTINGENCY DEPARTURE

In the event of failure of the navaid DVOR/DME CTN on which the departures from RWY 24 are based, proceed as follows:

Climb on runway heading to FL080. Turn following ATC instructions.

Minimum climb gradient of 10.9%.

In case of communications failure, proceed according to the established in section ENR 1.8, item “Air-ground communications failure” in AIP-ESPAÑA.

SIGNIFICANT OBSTACLES

OBST	RWY	LAT	LONG	HGT (ft)	ALT (ft)
SPOT ELEVATION	24	40°17'50.4"N	00°05'10.7"W	–	3554
SPOT ELEVATION	24	40°16'01.9"N	00°02'07.1"W	–	3125
SPOT ELEVATION	24	40°15'00.1"N	00°02'48.7"W	–	2833
SPOT ELEVATION	24	40°17'06.6"N	00°01'10.7"W	–	3351
SPOT ELEVATION	24	40°17'19.6"N	00°00'36.4"W	–	3515
SPOT ELEVATION	24	40°14'44.0"N	00°02'44.8"W	–	2653
SPOT ELEVATION	24	40°05'28.0"N	00°03'33.8"W	–	2381