



RENUMBERING

CHANGES:

**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-009 CTN. Turn left to intercept and follow R-020 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-077 CTN. Turn right to intercept and follow R-063 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-231 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)
Natural highpoint	24	401750.4N	0000510.7W	0	3554
Natural highpoint	24	401601.9N	0000207.1W	0	3125
Natural highpoint	24	401500.1N	0000248.7W	0	2833
Natural highpoint	24	401706.6N	0000110.7W	0	3351
Natural highpoint	24	401719.6N	0000036.4W	0	3515
Natural highpoint	24	401444.0N	0000244.8W	0	2653
Natural highpoint	24	400528.0N	0000333.8W	0	2381