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Changed chart(s) since Disc 22-2010

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
Barcelona, (Barcelona - LEBL)				
REV	AIRPORT BRIEFING (GEN CON...	10-1P2	12 fïy 2010	18 fïy 2010
REV	AIRPORT BRIEFING (GEN CON...	10-1P3	12 fïy 2010	18 fïy 2010
REV	AIRPORT BRIEFING (GEN CON...	10-1P4	12 fïy 2010	18 fïy 2010
REV	AIRPORT BRIEFING (ARR)	10-1P5	12 fïy 2010	18 fïy 2010
REV	AIRPORT BRIEFING (ARR CON...	10-1P6	12 fïy 2010	18 fïy 2010
REV	AIRPORT BRIEFING (ARR CON...	10-1P7	12 fïy 2010	18 fïy 2010
ADD	STAR DESIGNATION INDEX	10-2	12 fïy 2010	18 fïy 2010
ADD	BISBA 2Y, VERSO 1Z RNAV AR...	10-2B	12 fïy 2010	18 fïy 2010
ADD	MARTA 4Y & 1Z RNAV ARRS	10-2C	12 fïy 2010	18 fïy 2010
ADD	CASPE 2Y, MATEX 1Y RNAV AR...	10-2D	12 fïy 2010	18 fïy 2010
ADD	MATEX 1Z RNAV ARR	10-2E	12 fïy 2010	18 fïy 2010
ADD	ALBER & PUMAL 1N ARRS	10-2F	12 fïy 2010	18 fïy 2010
ADD	ALBER 1S, PUMAL 3S ARRS	10-2G	12 fïy 2010	18 fïy 2010
ADD	ALBER 1T, PUMAL 3T ARRS	10-2H	12 fïy 2010	18 fïy 2010
ADD	BISBA 1N ARR	10-2J	12 fïy 2010	18 fïy 2010
ADD	BISBA 1S ARR	10-2K	12 fïy 2010	18 fïy 2010
ADD	BISBA 1T & 2V ARRS	10-2L	12 fïy 2010	18 fïy 2010
ADD	VERSO 1N ARR	10-2M	12 fïy 2010	18 fïy 2010
ADD	OSTUR 1U, VERSO 1S ARRS	10-2N	12 fïy 2010	18 fïy 2010
ADD	OSTUR & VERSO 1V ARRS	10-2P	12 fïy 2010	18 fïy 2010
ADD	MARTA 2S, NEPAL 1U ARRS	10-2Q	12 fïy 2010	18 fïy 2010
ADD	MARTA 2T, NEPAL 2V ARRS	10-2S	12 fïy 2010	18 fïy 2010
ADD	CASPE 2S & 1U, MATEX 1S AR...	10-2T	12 fïy 2010	18 fïy 2010
ADD	CASPE 4T, MATEX 1T ARRS	10-2T1	12 fïy 2010	18 fïy 2010
ADD	GRAUS & LOBAR 3S & 1U ARR...	10-2T2	12 fïy 2010	18 fïy 2010
ADD	GRAUS 4T, LOBAR 3T ARRS	10-2U	12 fïy 2010	18 fïy 2010
ADD	BISBA 1DCE, VERSO 1DCB RN...	10-2V	12 fïy 2010	18 fïy 2010
ADD	MARTA 1DCD & 1DCA RNAV A...	10-2V1	12 fïy 2010	18 fïy 2010
ADD	CASPE & MATEX 1DCD RNAV A...	10-2V2	12 fïy 2010	18 fïy 2010
ADD	MATEX 1DCA RNAV ARR	10-2V3	12 fïy 2010	18 fïy 2010
ADD	ALBER & PUMAL 1DCA RNAV A...	10-2V4	12 fïy 2010	18 fïy 2010
ADD	ALBER & PUMAL 1DCB ARRS	10-2V5	12 fïy 2010	18 fïy 2010
ADD	ALBER & PUMAL 1DCC ARRS	10-2V6	12 fïy 2010	18 fïy 2010
ADD	BISBA 1DCA ARR	10-2V7	12 fïy 2010	18 fïy 2010
ADD	BISBA 1DCB ARR	10-2V8	12 fïy 2010	18 fïy 2010
ADD	BISBA 1DCC & 1DCD ARRS	10-2W	12 fïy 2010	18 fïy 2010
ADD	VERSO 1DCA ARR	10-2X	12 fïy 2010	18 fïy 2010
ADD	OSTUR 1DCA, VERSO 1DCC A...	10-2X1	12 fïy 2010	18 fïy 2010
ADD	OSTUR 1DCB, VERSO 1DCD A...	10-2X2	12 fïy 2010	18 fïy 2010
ADD	MARTA 1DCB, NEPAL 1DCA AR...	10-2X3	12 fïy 2010	18 fïy 2010
ADD	MARTA 1DCC, NEPAL 1DCB AR...	10-2X4	12 fïy 2010	18 fïy 2010
ADD	CASPE 1DCA & 1DCB, MATEX 1...	10-2X5	12 fïy 2010	18 fïy 2010
ADD	CASPE & MATEX 1DCC ARRS	10-2X6	12 fïy 2010	18 fïy 2010
ADD	GRAUS & LOBAR 1DCA & 1DCB...	10-2X7	12 fïy 2010	18 fïy 2010
ADD	GRAUS & LOBAR 1DCC ARRS	10-2X8	12 fïy 2010	18 fïy 2010
ADD	RNAV SID DESIGNATION INDE...	10-3	12 fïy 2010	18 fïy 2010

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Changed chart(s) since Disc 22-2010

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ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ADD	SID DESIGNATION INDEX	10-3A	12 fïy 2010	18 fïy 2010
ADD	AGENA 1K, 1L & 1M RNAV DEP...	10-3B	12 fïy 2010	18 fïy 2010
ADD	AGENA 2P & 2Q RNAV DEPS	10-3C	12 fïy 2010	18 fïy 2010
ADD	AGENA 1R RNAV DEP	10-3D	12 fïy 2010	18 fïy 2010
ADD	DALIN 1K, 1L & 1M RNAV DEPS	10-3E	12 fïy 2010	18 fïy 2010
ADD	DALIN 2P & 2Q RNAV DEPS	10-3F	12 fïy 2010	18 fïy 2010
ADD	DALIN 1R RNAV DEP	10-3G	12 fïy 2010	18 fïy 2010
ADD	DUNES 1K, 1L & 1M RNAV DEP...	10-3H	12 fïy 2010	18 fïy 2010
ADD	DUNES 2P & 2Q RNAV DEPS	10-3J	12 fïy 2010	18 fïy 2010
ADD	DUNES 1R RNAV DEP	10-3J1	12 fïy 2010	18 fïy 2010
ADD	GRAUS 1K, 1L & 1M RNAV DEP...	10-3J2	12 fïy 2010	18 fïy 2010
ADD	GRAUS 2P & 2Q RNAV DEPS	10-3J3	12 fïy 2010	18 fïy 2010
ADD	GRAUS 1R RNAV DEP	10-3J4	12 fïy 2010	18 fïy 2010
ADD	LARPA 1K, 1L & 1M RNAV DEP...	10-3J5	12 fïy 2010	18 fïy 2010
ADD	LARPA 2P & 2Q RNAV DEPS	10-3J6	12 fïy 2010	18 fïy 2010
ADD	LARPA 1R RNAV DEP	10-3J7	12 fïy 2010	18 fïy 2010
ADD	LOBAR 1K, 1L & 1M RNAV DEP...	10-3J8	12 fïy 2010	18 fïy 2010
ADD	LOBAR 2P & 2Q RNAV DEPS	10-3K	12 fïy 2010	18 fïy 2010
ADD	LOBAR 1R RNAV DEP	10-3L	12 fïy 2010	18 fïy 2010
ADD	LOTOS 1K, 1L & 1M RNAV DEP...	10-3L1	12 fïy 2010	18 fïy 2010
ADD	LOTOS 2P & 2Q RNAV DEPS	10-3L2	12 fïy 2010	18 fïy 2010
ADD	LOTOS 1R RNAV DEP	10-3L3	12 fïy 2010	18 fïy 2010
ADD	MOPAS 1K, 1L & 1M RNAV DEP...	10-3L4	12 fïy 2010	18 fïy 2010
ADD	MOPAS 2P & 2Q RNAV DEPS	10-3L5	12 fïy 2010	18 fïy 2010
ADD	MOPAS 1R RNAV DEP	10-3L6	12 fïy 2010	18 fïy 2010
ADD	OKABI 1K, 1L & 1M RNAV DEPS	10-3L7	12 fïy 2010	18 fïy 2010
ADD	OKABI 2P & 2Q RNAV DEPS	10-3L8	12 fïy 2010	18 fïy 2010
ADD	OKABI 1R RNAV DEP	10-3M	12 fïy 2010	18 fïy 2010
ADD	SENIA 1K, 3L & 3M RNAV DEPS	10-3N	12 fïy 2010	18 fïy 2010
ADD	SENIA 2P & 2Q RNAV DEPS	10-3N1	12 fïy 2010	18 fïy 2010
ADD	SENIA 3R RNAV DEP	10-3N2	12 fïy 2010	18 fïy 2010
ADD	VERSO 1K, 1L & 1M RNAV DEP...	10-3N3	12 fïy 2010	18 fïy 2010
ADD	VERSO 2P & 2Q RNAV DEPS	10-3N4	12 fïy 2010	18 fïy 2010
ADD	VERSO 1R RNAV DEP	10-3N5	12 fïy 2010	18 fïy 2010
ADD	AGENA 1A & 1G DEPS	10-3N6	12 fïy 2010	18 fïy 2010
ADD	AGENA 2B & 1E DEPS	10-3N7	12 fïy 2010	18 fïy 2010
ADD	AGENA 3D & 2W DEPS	10-3N8	12 fïy 2010	18 fïy 2010
ADD	CALELLA 1A & 1G DEPS	10-3P	12 fïy 2010	18 fïy 2010
ADD	CALELLA 1B & 1E DEPS	10-3Q	12 fïy 2010	18 fïy 2010
ADD	CALELLA 2D & 2W DEPS	10-3Q1	12 fïy 2010	18 fïy 2010
ADD	DALIN 1A & 1G DEPS	10-3Q2	12 fïy 2010	18 fïy 2010
ADD	DALIN 2B & 1E DEPS	10-3Q3	12 fïy 2010	18 fïy 2010
ADD	DALIN 3D & 2W DEPS	10-3Q4	12 fïy 2010	18 fïy 2010
ADD	DUNES 1A & 1G DEPS	10-3Q5	12 fïy 2010	18 fïy 2010
ADD	DUNES 2B & 1E DEPS	10-3Q6	12 fïy 2010	18 fïy 2010
ADD	DUNES 3D & 2W DEPS	10-3Q7	12 fïy 2010	18 fïy 2010
ADD	GRAUS 5A & 1G DEPS	10-3Q8	12 fïy 2010	18 fïy 2010
ADD	GRAUS 5B & 5E DEPS	10-3S	12 fïy 2010	18 fïy 2010

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Changed chart(s) since Disc 22-2010
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ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ADD	GRAUS 6D & 2W DEPS	10-3T	12 ïŸ 2010	18 ïŸ 2010
ADD	LARPA 1A & 1G DEPS	10-3T1	12 ïŸ 2010	18 ïŸ 2010
ADD	LARPA 2B & 1E DEPS	10-3T2	12 ïŸ 2010	18 ïŸ 2010
ADD	LARPA 3D & 2W DEPS	10-3T3	12 ïŸ 2010	18 ïŸ 2010
ADD	LOBAR 4A & 1G DEPS	10-3T4	12 ïŸ 2010	18 ïŸ 2010
ADD	LOBAR 4B & 4E DEPS	10-3T5	12 ïŸ 2010	18 ïŸ 2010
ADD	LOBAR 5D & 2W DEPS	10-3T6	12 ïŸ 2010	18 ïŸ 2010
ADD	LOTOS 1A & 1G DEPS	10-3T7	12 ïŸ 2010	18 ïŸ 2010
ADD	LOTOS 2B & 1E DEPS	10-3T8	12 ïŸ 2010	18 ïŸ 2010
ADD	LOTOS 4D & 3W DEPS	10-3U	12 ïŸ 2010	18 ïŸ 2010
ADD	MOPAS 5A & 1G DEPS	10-3V	12 ïŸ 2010	18 ïŸ 2010
ADD	MOPAS 5B & 5E DEPS	10-3V1	12 ïŸ 2010	18 ïŸ 2010
ADD	MOPAS 7D & 2W DEPS	10-3V2	12 ïŸ 2010	18 ïŸ 2010
ADD	OKABI 5A & 1G DEPS	10-3V3	12 ïŸ 2010	18 ïŸ 2010
ADD	OKABI 5B & 5E DEPS	10-3V4	12 ïŸ 2010	18 ïŸ 2010
ADD	OKABI 6D & 2W DEPS	10-3V5	12 ïŸ 2010	18 ïŸ 2010
ADD	SENIA 3A & 1G DEPS	10-3V6	12 ïŸ 2010	18 ïŸ 2010
ADD	SENIA 4B & 3E DEPS	10-3V7	12 ïŸ 2010	18 ïŸ 2010
ADD	SENIA 6D & 2W DEPS	10-3V8	12 ïŸ 2010	18 ïŸ 2010
ADD	VERSO 1A & 1G DEPS	10-3W	12 ïŸ 2010	18 ïŸ 2010
ADD	VERSO 2B & 1E DEPS	10-3X	12 ïŸ 2010	18 ïŸ 2010
ADD	VERSO 3D & 2W DEPS	10-3X1	12 ïŸ 2010	18 ïŸ 2010
ADD	VILLAFRANCA 1A & 1G DEPS	10-3X2	12 ïŸ 2010	18 ïŸ 2010
ADD	VILLAFRANCA 1B & 1E DEPS	10-3X3	12 ïŸ 2010	18 ïŸ 2010
ADD	VILLAFRANCA 2D & 2W DEPS	10-3X4	12 ïŸ 2010	18 ïŸ 2010
REV	AIRPORT	10-9	12 ïŸ 2010	18 ïŸ 2010
REV	AIRPORT INFO, TAKE-OFF MN...	10-9A	12 ïŸ 2010	18 ïŸ 2010
REV	TAXIING	10-9B	12 ïŸ 2010	18 ïŸ 2010
REV	PARKING STANDS	10-9C	12 ïŸ 2010	18 ïŸ 2010
REV	PARKING STAND COORDS	10-9D	12 ïŸ 2010	18 ïŸ 2010
REV	PARKING STAND COORDS (CO...	10-9E	12 ïŸ 2010	18 ïŸ 2010
REV	ILS OR LOC RWY 02	11-1	12 ïŸ 2010	18 ïŸ 2010
REV	VOR RWY 02	13-1	12 ïŸ 2010	18 ïŸ 2010
REV	VOR RWY 07L	13-2	12 ïŸ 2010	18 ïŸ 2010

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport LEBL

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-3) Until 17 Nov 10, due to postponement of changes contained in Spain AIRAC Amdt 09/10, refer to temp charts 10-3X5 to 10-3X78 and latest notams.

General Info

Barcelona, ESP

N 41° 17.8' E 02° 04.7' Mag Var: 1.4°W

Elevation: 14'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: 100LL, Jet A-1

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 02-20 8294' x 148' asphalt

Runway 07L-25R 10997' x 197' asphalt

Runway 07R-25L 8727' x 197' asphalt

Runway 02 (19.0°M) TDZE 11'

Lights: Edge, ALS, Centerline, REIL

Runway 07L (66.0°M) TDZE 11'

Lights: Edge, ALS, Centerline, REIL, TDZ

Right Traffic

Displaced Threshold Distance 1411'

Runway 07R (66.0°M) TDZE 11'

Lights: Edge, ALS, Centerline, REIL, TDZ

Runway 20 (199.0°M) TDZE 12'

Lights: Edge, Centerline

Runway 25L (246.0°M) TDZE 11'

Lights: Edge, ALS, Centerline, REIL, TDZ

Runway 25R (246.0°M) TDZE 10'

Lights: Edge, ALS, Centerline, REIL, TDZ

Communications Info

ATIS **121.975** Departure Service

ATIS **118.65** Arrival Service

Barcelona Tower **118.325**

Barcelona Tower **118.1**

Barcelona Tower **257.80** Military

Barcelona Ground Control **121.65**

Barcelona Ground Control **122.825**

Barcelona Ground Control **122.225**

Barcelona Ground Control **121.85**

Barcelona Ground Control **121.7**

Barcelona Clearance Delivery **121.8**

Barcelona Approach Control **131.125**

Barcelona Approach Control **127.7**

Barcelona Approach Control **126.5**

Barcelona Approach Control **125.25**

Barcelona Approach Control **124.7**

Barcelona Approach Control **119.1**

Barcelona Approach Control **118.05**

Barcelona Approach Control **362.30** Military

Notebook Info

LEBL/BCN
BARCELONA

31 JUL 09

JEPPESEN
10-1P**BARCELONA, SPAIN**
AIRPORT BRIEFING**1. GENERAL****1.1. ATIS**

ATIS Arrival	118.65
ATIS Departure	121.97

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. GENERAL**

Barcelona APT is not available to ACFT without radio or unable to maintain a continuous two-way communication on appropriate tower frequency.

Between 0800-1000LT, 1400-1630LT and 2030-2300LT ACFT with a cruising speed lower than 220 KT, except state ACFT, hospital and SAR ACFT, are restricted from using the APT. Affected ACFT requiring the use of APT during these times, will assume possible delays since non-restricted ACFT will always have priority.

1.2.2. PREFERENTIAL RWYS

Except when some of the following conditions are present or expected:

- Dry, or wet RWY with braking action below good;
- Ceiling below 500' AAL;
- Visibility lower than 1.9 km/1 NM;
- Notified or forecast wind gradient or storms on approach or departure;
- Traffic conditions, operational needs, safety situations and the rest of meteorological conditions prevent it,

ATC will maintain the preferential configuration described as follows up to wind components of 10 KT tailwind, gusts included, and/or 25 KT crosswind.

Between 0700-2300LT

Preferential: West configuration parallel RWYs:

- Arrivals RWY 25R
- Departures RWY 25L and 25R

Non-preferential: East configuration parallel RWYs:

- Arrivals RWY 07L
- Departures RWY 07R and 07L.

The use of RWY 25R is restricted to those ACFT that can justify the need for a RWY length higher than on RWY 25L, being mandatory to carry out a conventional departure procedure. The justification must be submitted to APT Operations as soon as possible.

The use of RWY 07L for take-off is restricted to those ACFT that can justify the need for a RWY length higher than RWY 07R being mandatory to carry out a conventional departure procedure. The justification must be submitted to APT Operations as soon as possible.

Between 2300-0700LT

Preferential: East configuration crossed RWYs:

- Arrivals RWY 02
- Departures RWY 07R

Non-preferential: West configuration only RWY:

- Arrivals RWY 25L
- Departures RWY 25L.

When RWY 02 can not be used for arrivals West configuration will be in force and only as a last resort, East configuration with arrivals for RWY 07L will be used.

ATIS message will provide information of the configuration in use.

LEBL/BCN
BARCELONA**JEPPESEN**
31 JUL 09 **(10-1P1)****BARCELONA, SPAIN**
AIRPORT BRIEFING

1. GENERAL

1.3. LOW VISIBILITY PROCEDURES (LVP)**1.3.1. GENERAL**

During LVP CAT II/III all operations on RWYs 07R, 25L/R.

The RWY configurations available in low visibility conditions are:

- Parallel RWYs West Configuration.
- Only RWYs 25R, 25L and 07R.

LVP will be applied subject to the following conditions:

- Manoeuvring area: When RVR is 600m or below with any transmissometer of RWYs in use, when VIS is 900m or below, or when ceiling is 250' or below.
- Apron: When RVR is 400m or below with any transmissometer of RWY 07L/25R, it will be applied on apron at Terminal 2.

When RVR is 400m or below with transmissometer of TDZ and/or MID POINT of RWY 25L, it will be applied on apron at Terminal 1.

Pilots will be informed about the application of LVP by ATIS or by radio frequency.

Any notified or detected incidence that may affect the LVP will be immediately communicated to ACFT and implicated ATC services.

The control tower will supply RWYs in use RVR directly, in accordance to the following order: RVR A: TDZ; RVR B: RWY Mid-point; RVR C: RWY end.

When CAT II/III approaches will take place, the landing permission will not be given, after the ACFT is located at 2NM from TDZ and only will be supplied when ILS sensitive areas (LSA) are vacated. Every ACFT on final approach at 2NM from TDZ without clearance to land, will have to execute missed approach.

LVP will be cancelled when meteorological conditions are as follows:

- Manoeuvring area: When RVR is above 800m with the transmissometers of RWYs in use and ceiling is 300' or above with a strong tendency to the improvement of meteorological conditions.
- Apron: When RVR is above 450m from transmissometers which applied LVP and with a strong tendency to the improvement of meteorological conditions.

1.3.2. GROUND MOVEMENT**1.3.2.1. GENERAL**

Pilots will proceed to verify at every moment the ACFT position, especially at intersections, checking that taxiing is being executed under total safety conditions. In case of being disoriented or in doubt, pilots will stop the ACFT and immediately will notify ATC.

ACFT will abandon the landing RWY only through those exits having switched on centerline lights.

1.3.2.2. PARALLEL RWY OPERATIONS IN WEST CONFIGURATION**GENERAL:**

Arrival RWY is 25R, departure RWY is 25L.

General taxiing direction on TWYs D and E is South.

General taxiing direction on TWY J is West.

General taxiing direction on TWYs K and M is East.

General taxiing direction on TWY S is West.

General taxiing direction on TWY T is East.

ACFT movements on TWY N not allowed due to affectation of radio electric facilities.

ARRIVAL:

All ACFT will leave the RWY to the North, regardless of the assigned parking stand. RWY exits to the South are not available. ACFT will notify when the LSA is vacated, as well as their position, as soon as the pilot leaves behind the last yellow light (from the alternate series of green and yellow lights) of the RWY exit centerline being used. In this position they will hold and keep the safety distance from TWY T and outside the LSA.

LEBL/BCN
BARCELONA

 **JEPPESEN**

22 MAY 09

10-1P10

Eff 4 Jun

BARCELONA, SPAIN

AIRPORT BRIEFING

3. DEPARTURE

3.6. OTHER INFORMATION

If RNAV equipment is not available, it must be notified to ClearanceDelivery at first call.

LEBL/BCN
BARCELONA

12 NOV 10

JEPPESEN

10-1P2

Eff 18 Nov

BARCELONA, SPAIN
AIRPORT BRIEFING**1. GENERAL**

ACFT with parking stand assigned at Terminal 2 will incorporate, according to the taxiing direction to TWY S or T to enter the apron through the Gate that ATC indicates. ACFT with parking stand assigned at Terminal 1 will taxi via TWY S to the West, via M to the East, via E3 and J to West up to its access to apron through the Gate that ATC indicates.

DEPARTURE:

ACFT will use standard taxiing routes for WEST configuration.

1.3.2.3. SINGLE RWY OPERATION IN EAST CONFIGURATIONGENERAL:

Arrival and departure RWY is 07R.

General taxiing direction on TWY D is North.

General taxiing direction on TWY E is South.

General taxiing direction on TWY J is West (J8 thru J10 is bidirectional).

General taxiing direction on TWYs K, N and S is West.

General taxiing direction on TWYs M and T is East.

ARRIVAL:

ACFT will notify that the LSA is vacated as soon as they reach TWY K. ACFT with stand assigned in T2 will taxi via TWY K to the West, TWY D to the North and TWY S or T, according to the taxiing direction, up to the gate indicated by ATC to access to the apron. Alternately, they shall taxi via TWY K to the West, TWY D to the North, TWY N to the West and T to the East up to the gate indicated by ATC to access to the apron.

ACFT with stand assigned in T1 will taxi via TWY K to the West, D to the North up to D3, and N to the West or TWYs E to the South and J to the West up to the gate indicated by ATC to access to the apron.

DEPARTURE:

ACFT with stand in T2 will incorporate, through the gate indicated by ATC, to TWY S to the West or TWY T to the East, DA, TWY E to the South, J7 and TWY K to the West up to holding point RWY 07R. Alternately, they shall taxi via TWY S to the West, TWY M to the East, E3, J7 and TWY K to the West up to holding point RWY 07R.

ACFT with stand in T1 incorporate, through the gate indicated by ATC, to TWY M to the East, E3, J and K to the West up to holding point RWY 07R.

1.3.2.4. SINGLE RWY OPERATION IN WEST CONFIGURATION**RWY 25L:**GENERAL:

Arrival and departure RWY is 25L.

General taxiing direction on TWY D is South.

General taxiing direction on TWY E is North.

General taxiing direction on TWY J is East (J8 thru J10 is bidirectional).

General taxiing direction on TWYs K, M and S is East.

General taxiing direction on TWYs N and T is West.

ARRIVAL:

ACFT will notify that the LSA is vacated as soon as they reach TWY K.

ACFT with stand assigned in T2 will taxi via TWY K to the East, J7, TWY E to the North, DA and TWY S or T, according to the taxiing direction, up to the gate indicated by ATC to access to the apron.

Alternately, they shall taxi via TWY K, J7, E TWY N to the West and TWY S to the East.

ACFT with stand assigned in T1 will taxi via TWY K to the East, J7, TWY E to the North and N to the West up to the gate indicated by ATC to access to the apron.

LEBL/BCN
BARCELONA**JEPPESEN**
12 NOV 10 **10-1P3** **Eff 18 Nov****BARCELONA, SPAIN**
AIRPORT BRIEFING**1. GENERAL****DEPARTURE:**

ACFT with stand in T2 will incorporate, through the gate indicated by ATC, to TWY S to the East or TWY T to the West, TWY D to the South and TWY K to the East up to holding point RWY 25L.

ACFT with stand in T1 will taxi via TWY J to the East, E3, TWY M to the East up to M6, TWY D to the South and TWY K to the East up to holding point RWY 25L.

RWY 25R:**GENERAL:**

Arrival and departure RWY is 25R.

General taxiing direction on TWY D is North.

General taxiing direction on TWY E is South.

General taxiing direction on TWYs J and T is West.

General taxiing direction on TWYs K, M and S is East.

ACFT movements on TWY N not allowed due to affectation of radio electric facilities.

ARRIVAL:

All ACFT will leave the landing RWY to the North, regardless of the Terminal in which they have the assigned stand. The RWY exits to the South are not available. ACFT will notify when the LSA is vacated, as well as their position, as soon as the pilot leaves behind the last yellow marker (from the alternate series of green and yellow markers) of the RWY exit centerline being used. In this position they will hold, and keep the safety distance from the TWY T and outside the LSA.

ACFT with stand assigned in T2 will incorporate, according to the taxiing direction, to the TWY S or the TWY T, to enter to apron through the gate that ATC indicates.

ACFT with parking position assigned in T1 will taxi via TWY T to the West up to S14, where they will maintain position until receiving instructions to cross RWY 25 extension and will taxi via TWY M to the East, E-3 and J to the West up to its access to apron through the gate that ATC indicates.

DEPARTURE:

ACFT with stand in T2 will incorporate to the TWY S to the East, through the gate indicated by ATC, up to the holding point Z of RWY 25R. If they request take-off from the beginning of RWY they will taxi up to S2 due to radioelectric restrictions of GP ILS 25R.

ACFT with stand in T1 will incorporate to the TWY K to the East, TWY D to the North and TWY M to the East, through the gate indicated by ATC, up to the holding point Y of RWY 25R. If they request take-off from the beginning of RWY, they will taxi up to M2 due to radioelectric restrictions of LOC ILS 25R.

1.3.3. COMMUNICATION FAILURE

Arriving ACFT will as soon as possible, vacate the LSA and hold the position to stay, if it is possible, at the safety distance of the TWY. Once that point has been reached it will await the arrival of a Follow-me car in order to be guided to the assigned stand.

Departing ACFT will continue the assigned route to its clearance limit, taking extreme caution to avoid detours. Once that point has been reached, ACFT must maintain the position and wait for a Follow-me vehicle in order to be guided to the stand or the holding point assigned.

1.4. TAXI PROCEDURES**1.4.1. GENERAL**

TWY AN available up to code B ACFT.

TWYs BA, E1 thru E4, GA, J7 thru J10, KA, M7 thru M14, P1, S5 thru S14 and UB available up to code E ACFT.

HST-HA available up to code D ACFT.

Taxiing on Inner RAMPS 11 thru 14 available up to code E ACFT.

LEBL/BCN
BARCELONA**JEPPESEN**
12 NOV 10 **10-1P4** **Eff 18 Nov****BARCELONA, SPAIN**
AIRPORT BRIEFING**1. GENERAL****1.4.2. STANDARD TAXI ROUTES****1.4.2.1. EAST CONFIGURATION**

Arrival RWY is 07L, departure RWY is 07R.

General taxiing direction on TWY E is South.

General taxiing direction on TWYs J and K is West.

General taxiing direction on TWY M is East (M9 thru M12 is bidirectional).

General taxiing direction on TWY N from N1 thru N8 and TWY S is West.

General taxiing direction on TWY T is bidirectional.

ACFT movements on TWY N between N9 and N13 not allowed due to affectation of radio electric facilities.

1.4.2.2. WEST CONFIGURATION

Arrival RWY is 25R, departure RWY is 25L.

General taxiing direction on TWYs D and E is South.

General taxiing direction on TWYs J and S is West.

General taxiing direction on TWYs K and M is East.

General taxiing direction on TWYs N and T is bidirectional.

1.5. PARKING INFORMATION**1.5.1. GENERAL**

Stands A2, A3, A12, B1 thru B6, C2 thru C6, C12, D1 thru D6, D12, E1 thru E6, E23, F4 thru F6, F45, FE and 282 thru 296 equipped with visual docking guidance system.

1.5.2. PUSH-BACK

Push-back required on stands 60 thru 64, 200, 202 thru 280, A1 thru A3, A12, B1 thru B6, C1 thru C6, C12, D1 thru D6, D12, E1 thru E6, E23, F4 thru F6, F45, FE, V5 thru V7, W3 thru W10, Y1 thru Y8, Y10 thru Y14, Z1 thru Z9.

1.5.3. AUXILIARY POWER UNIT (APU)Stands in contact with Terminal:

The use of APT 400 Hz facilities is obligatory. The use of air-conditioning facilities will be obligatory when the ACFT air conditioning is needed. The use of APU is forbidden in these stands between 2 minutes after on-block time and 5 minutes before off-block time. Use APU only when fixed units are not operative and mobile units are not available.

Remote stands:

The use of APU is forbidden except 10 minutes after on-block time and 10 minutes before off-block time; however wide fuselage ACFT are permitted to use APU

50 minutes before departure and 15 minutes after arrival. The ACFT APU will only be used when the mobile units are not operative.

1.6. OTHER INFORMATION

Birds.

LEBL/BCN
BARCELONA

12 NOV 10

JEPPESEN
10-1P5

Eff 18 Nov

BARCELONA, SPAIN
AIRPORT BRIEFING

2. ARRIVAL

2.1. SPEED RESTRICTIONS**2.1.1. SPEED ADJUSTMENTS UNDER RADAR CONTROL**

- 250 KT at SLP.
- 230 KT in holdings at or below FL 140.

Speed adjustments on approach:

- 220 KT when leaving IAF.
- ATC will request slow down to 170 KT/180 KT at the beginning of turning to intercept ILS/LLZ.
- 160 KT when crossing 8 DME ILS on final approach; this speed shall be maintained as far as 4NM from the THR.
- ACFT with a cruising speed lower than the mentioned above shall maintain cruising speed up to the adjusting fix concerned.

ATC shall be informed of the speeds that may be maintained, if unable to comply with the speed adjustments above.

2.2. NOISE ABATEMENT PROCEDURES**2.2.1. GENERAL**

The following procedures have been established to avoid excessive noise in areas surrounding the APT.

Non compliance may result in sanctions to ACFT operators.

Arrival paths will be radar monitored and noise level will be measured for each operation.

In addition to RWY configuration described in 1.2.2. and due to noise abatement, RWY 07R shall not be used for landings between 2300-0700LT, except for safety reasons or when explicitly cleared. The use of RWY 25R for landings between 2300-0700LT shall be restricted to ACFT that can justify the need for a RWY length higher than on RWYs 25L or 07R. The justification must be submitted to APT Operations as soon as possible.

Plan descent to leave the IAF, or equivalent position, at FL 70 or above to execute an uninterrupted descent to RWY, using a low resistance/thrust procedure.

Accomplish changes of ACFT configuration and speed reductions gradually and at an adequate altitude to avoid unnecessary power increases at low height.

The final approach trajectories are considered noise abatement routes on the last 5 NM before THR, thus, landing and approach operations on visual meteorological conditions will intercept the final approach before this point and will be performed with an angle equal to or higher than the ILS GP or PAPI of each RWY. Visual approaches in Left circuit to RWYs 07L/R will not be allowed, neither visual approach in Right circuit to RWY 07L and RWYs 25L/R if these criteria are infringed.

2.2.2. REVERSE THRUST

The use of reverse thrust above idle is forbidden on RWYs 07L/25R and 02 between 2300-0700LT except for safety reasons. In this case it must be notified to the Environment Department of the APT as soon as possible. On RWYs 07R/25L it is not recommended to use reverse thrust above idle between 2300-0700LT.

2.3. CAT II/III OPERATIONS

RWY 25R approved for CAT II operations, RWYs 07L and 07R/25L approved for CAT II/III operations; special aircrew and ACFT certification required.

LEBL/BCN
BARCELONA

12 NOV 10

JEPPESEN
10-1P6

Eff 18 Nov

BARCELONA, SPAIN
AIRPORT BRIEFING**2. ARRIVAL****2.4. RWY OPERATIONS****2.4.1. MINIMUM RWY OCCUPANCY TIME**

Commensurate with the ACFT safety and standard operation, pilots are reminded that rapid exit from the RWY enables maximum RWY utilization, lessens its occupancy time and minimizes the occurrence of "go-arounds".

Unless ATC advises otherwise, ACFT will vacate the corresponding RWY by the following rapid exit TWYs:

RWY	Rapid Exit	ACFT	Dist from THR
07L	ZA	all	6115' (1864m)
	BA	light & medium	4282' (1305m)
	R2	light & medium	3448' (1051m)
	CA	light	3015' (919m)
	R4	light	2464' (751m)
07R	G4	all	6736' (2053m)
	G5	all	5587' (1703m)
	G6	light & medium	4600' (1402m)
25L	G9	all	6736' (2053m)
	G8	all	5587' (1703m)
	G7	light & medium	4600' (1402m)
25R	HA	all	7717' (2352m)
	GA	all	6870' (2094m)
	R6	all	6736' (2053m)
	R5	all	5587' (1703m)
	EB	light & medium	5305' (1617m)
	CB	light & medium	4183' (1275m)
	R3	light & medium	4623' (1409m)

In crossed operations ACFT not able to leave RWY 07L before crossing RWY 02/20 shall maintain constant speed in order to accelerate at the crossing with the RWY and to leave via TWY R1 if parking stand is at Terminal 1 or via TWY ZA if parking stand is at Terminal 2.

In crossed operations, ACFT landing in RWY 25R or 25L shall maintain speed to accelerate the crossing with RWY 20 or its extension.

2.4.2. ATC PROCEDURES

Although the RWY is temporarily occupied by a landing or arriving ACFT, landing clearance may be issued to the successive arriving ACFT if the controller is sure that the ACFT crossing the THR of the RWY in use has the prescribed separation from the preceding ACFT.

When issuing a "Landing Clearance based on Anticipated Separation", ATC shall issue clearance to the succeeding ACFT with the following instructions:

".... (Call sign) **BEHIND LANDING/DEPARTING (ACFT type) CLEARED TO LAND RUNWAY (number)**".

2.5. TAXI PROCEDURES**2.5.1. GENERAL**

When leaving RWY, if taxiing instructions have not been received, ACFT shall stop at the end of exit TWY segment.

To reduce the risk of RWY incursions, pilots should follow the green TWY centerline lights. If losing this visual reference, pilots must stop taxiing, notify their position and request instructions from ATC. Taxi instructions shall include clearance to cross active and non-active RWYs. If clearance is not received, ACFT maintain their position on the holding point of the appropriate RWY.

LEBL/BCN
BARCELONA

12 NOV 10

JEPPESEN
10-1P7**Eff 18 Nov****BARCELONA, SPAIN**
AIRPORT BRIEFING

2. ARRIVAL

2.5.2. EAST CONFIGURATION**2.5.2.1. TAXIING TO TERMINAL 1**

ACFT will leave RWY 07L to the South and follow ATC instructions depending on their stand:

Ramp 10: TWY N up to N8 and TWY M to the West until gate specified by ATC.

Ramps 11, 12 and 16: TWY N up to N6 (or N8) and TWY E to JS.

Ramps 13, 14, 15, 17 and 18: TWYs N, E and J until gate specified by ATC.

2.5.2.2. TAXIING TO TERMINAL 2

ACFT will leave RWY 07L to the North and follow ATC instructions.

2.5.3. WEST CONFIGURATION**2.5.3.1. TAXIING TO TERMINAL 1**

ACFT will leave RWY 25R to the South and follow ATC instructions depending on their stand:

Ramps 10, 11, 12 and 16: TWY N until gate specified by ATC.

Ramps 13, 14, 15, 17 and 18: TWYs N, E and J until gate specified by ATC.

2.5.3.2. TAXIING TO TERMINAL 2

ACFT will leave RWY 25R to the North and follow ATC instructions.

2.6. COMMUNICATION FAILURE

When failure occurs during the missed apch, do not initiate the missed apch before the MAP.

Intercept the "MISSED APCH WITH LOST COMM" procedure on the corresponding approach chart and execute at least one holding at

- SLL for RWYs 02, 07L and 25R;
 - VIBIM for RWY 07R;
 - RULOS for RWY 25L,
- accomplish a new apch and land.

2.7. OTHER INFORMATION

Non-certified ACFT for RNAV arrival procedures or other ACFT unable to follow them, must await radar vectoring to follow the same path as the RNAV procedure.

LEBL/BCN
BARCELONA**JEPPESEN**
22 MAY 09 **10-1P8** Eff 4 Jun**BARCELONA, SPAIN**
AIRPORT BRIEFING**3. DEPARTURE****3.1. START-UP, PUSH-BACK & TAXI PROCEDURES****3.1.1. START-UP**

ACFT must be ready to start-up before calling on the appropriate frequency.

The Flight Activation Monitoring (FAM) managed by Eurocontrol is applied. In order to avoid flight plan being cancelled automatically, EOBT must be actualized and ETOT/CTOT must be accomplished.

ACFT on departure shall contact Clearance Delivery not more than 15 minutes prior to the EOBT or modified EOBT in case a CTOT has been received, in order to:

- Report the type and series of the ACFT, the stand and the ATIS message received.
- Request delay information for engine start-up.
- Receive ATC clearances.
- Report possible restriction to comply with local regulations (RNAV equipment, take-off performance, etc.)

The start-up of the engines higher than idle regime is forbidden at all stand positions in contact with the terminal, until the ACFT finishes the push-back.

3.1.2. PUSH-BACK & TAXIING

ACFT must be ready for towed push-back or taxiing within the next 5 minutes to the approved start-up time; otherwise pilots will contact ATC.

All ACFT with a wingspan of 170'/52m or above or an overall height at or above 54'/16.46m will report ACFT type on the first call to BARCELONA Ground.

When ACFT will be ready for towing and/or taxiing, it will request clearance on the taxiing frequency before starting the towing and/or taxiing.

Unless BARCELONA Ground advises another route in parallel runways operation, ACFT will taxi following the STANDARD TAXI ROUTES corresponding to the configuration in use.

3.1.3. TAKE-OFF FROM INTERSECTIONS AND THE BEGINNING OF RWY 07L/25R

Pilots who request to take-off from the beginning of RWY 07L or RWY 25R or who request and/or accept to take-off from a different standard intersection must inform ATC during the first contact with BARCELONA Ground (The standard intersections are: Z or Y for RWY 25R and W for RWY 07L).

On pilots request, ATC will consider that the take-off distance available from intersection is the minimum necessary for this particular ACFT.

Whenever ILS approaches to RWY 25R are being carried out, ACFT which request take-off from beginning of RWY 25R will hold in the entry of the RWY at a holding point located at S2 or T2.

3.2. STANDARD TAXI ROUTES**3.2.1. EAST CONFIGURATION**

Use Gate indicated by ATC, then taxi via TWY U1, S5 until S14, M14 until M7, E3, J7, K to holding point RWY 07R.

3.2.2. WEST CONFIGURATION**3.2.2.1. Taxiing from Terminal 1**

RAMP 10, 11, 12 and 16:

Use Gate indicated by ATC, then taxi via TWY M12 until M6, E3 until E1 or D2, D1, K to holding point RWY 25L.

RAMP 13, 14, 15, 17 and 18:

Use Gate indicated by ATC, then taxi via TWY K to holding point RWY 25L.

3.2.2.2. Taxiing from Terminal 2

Use Gate indicated by ATC, then taxi via TWY U1, S5 thru S14, M14 thru M6, E3 thru E1 or D2, D1, K to holding point RWY 25L.

LEBL/BCN
BARCELONA**JEPPESEN**
22 MAY 09 **10-1P9** Eff 4 Jun**BARCELONA, SPAIN**
AIRPORT BRIEFING**3. DEPARTURE****3.3. SPEED RESTRICTIONS**

MAX 250 KT below FL100.

3.4. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4.

3.4.1. GENERAL

The following procedures have been established to avoid excessive noise in areas surrounding the APT.

Non compliance may result in sanctions to ACFT operators.

Departure paths will be radar monitored and noise level will be measured for each operation.

In addition to RWY configuration described in 1.2.2. and due to noise abatement, RWYs 02 & 20 shall not be used for take-off between 2300-0700LT, except for safety reasons or when explicitly cleared. The use of RWYs 25R & 07L for take-off between 2300-0700LT shall be restricted to ACFT that can justify the need for a RWY length higher than on RWYs 25L or 07R. The justification must be submitted to APT Operations as soon as possible.

3.4.2. TAKE-OFF

Except for safety reasons or ATC instructions based on the same reasons, ACFT must follow the nominal trajectory of SID until having reached 6000' unless over the sea, above 3500' in ascent and moving away from the coastline or at more than 3 NM from the coastline being parallel.

RNAV SIDs will preferably be adopted by ACFT able to reach the minimum altitudes in the relevant points on initial SID segments.

All ACFT which cannot comply with the previous instructions and ACFT flying in conventional SID, will adopt the ICAO NADP1 procedure described below:

- up to 1500' take-off power, take-off flaps, climb maintaining $V_2 + 10$ to 20 KT;
- at 1500' reduce power and climb at $V_2 + 10$ to 20 KT;
- at 3500' accelerate smoothly to enroute climb speed maintaining positive rate of climb, retract flaps.

RWY 25L: In order to avoid excessive noises at the RWY centerline extension and except for safety reasons, the initial turning prescribed in the SID will begin not after having reached 500'. For this purpose, the bank & speed restriction has been published on SID charts.

Do not overshoot BCN R-236 on initial turn.

ACFT may be exempted when using different procedures, which have been duly reported to APT management in advance, and proved to lead to a less acoustic impact, or due to properly justified safety reasons.

3.5. RWY OPERATIONS**3.5.1. PROCEDURES FOR NOT PREFERENTIAL RWYS**

In segregated operations with West configuration (ARR25R/DEP25L), use of RWY 25R will be carried out as conventional departure procedure.

In segregated operations with East configuration (ARR07L/DEP07R), use of RWY 07L will be carried out as conventional departure procedure.

3.5.2. MINIMUM RWY OCCUPANCY TIMES

Pilots, when the corresponding clearance is issued, shall be able to taxi to the take-off position at the RWY as soon as the preceding departing ACFT has started the take-off or the preceding arriving ACFT has passed its holding position.

ACFT shall be able to initiate the take-off immediately after clearance is issued.

Pilots unable to comply with this requirement and once in contact with Tower shall notify ATC as soon as possible.

In order to reduce delays and to increase the total aerodrome capacity, departures will usually be carried out from RWY 25R intersection Z or Y or from RWY 07L intersection W.

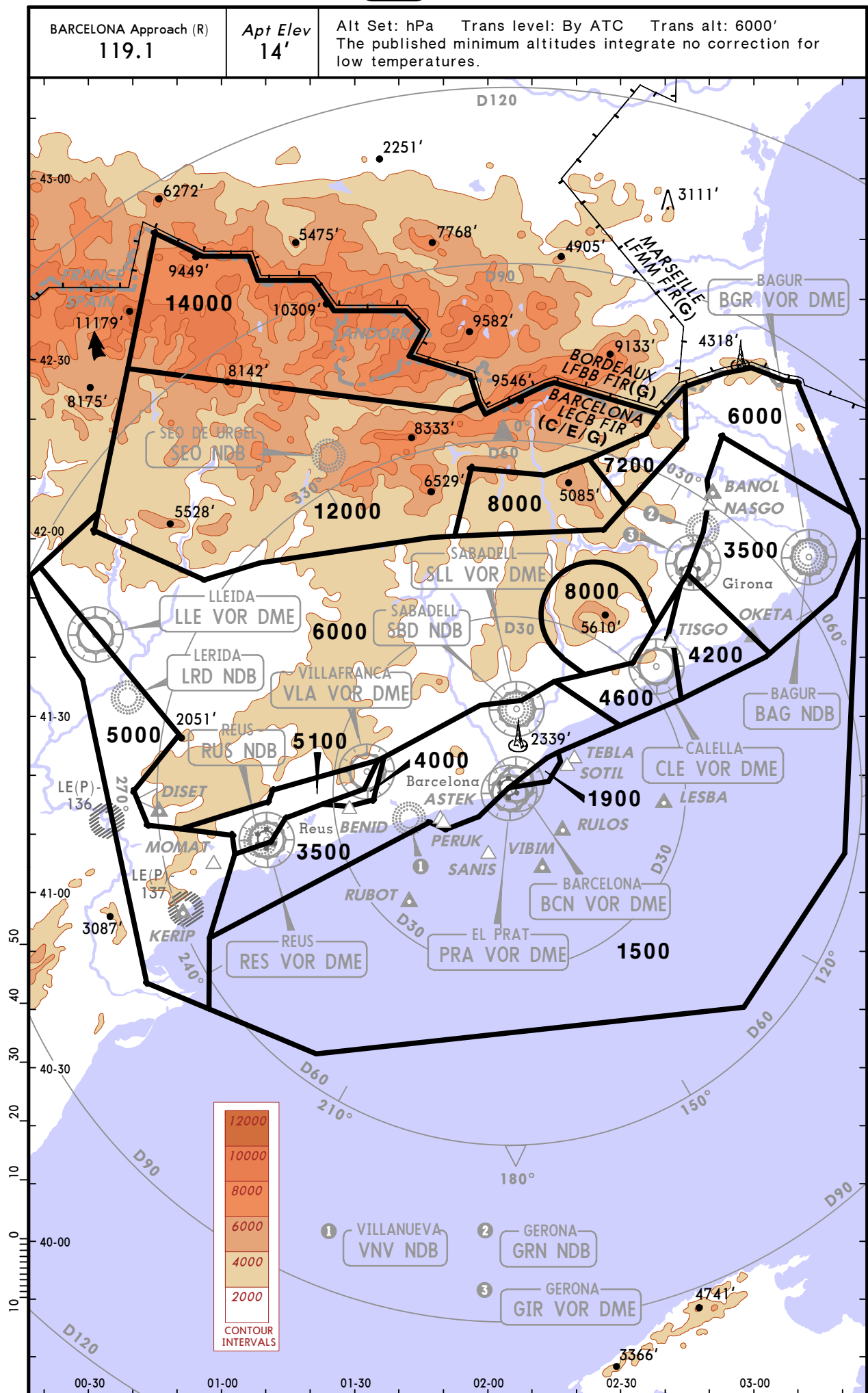
Departures from the beginning of RWY 07L and RWY 25R are allowed.

LEBL/BCN
BARCELONA

JEPPesen
1 JAN 10 **10-1R** Eff 14 Jan

BARCELONA, SPAIN

RADAR MINIMUM ALTITUDES



LEBL/BCN
BARCELONA **JEPPESEN**
12 NOV 10 **10-2** **Eff 18 Nov****BARCELONA, SPAIN****STAR**

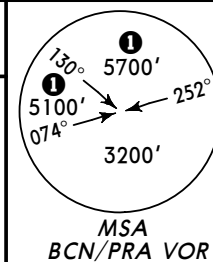
STAR DESIGNATION	REFER TO CHART
BISBA 2Y, VERSO 1Z	10-2B
MARTA 4Y, 1Z	10-2C
CASPE 2Y, MATEX 1Y	10-2D
MATEX 1Z	10-2E
ALBER 1N, PUMAL 1N	10-2F
ALBER 1S, PUMAL 3S	10-2G
ALBER 1T, PUMAL 3T	10-2H
BISBA 1N	10-2J
BISBA 1S	10-2K
BISBA 1T, 2V	10-2L
VERSO 1N	10-2M
OSTUR 1U, VERSO 1S	10-2N
OSTUR 1V, VERSO 1V	10-2P
MARTA 2S, NEPAL 1U	10-2Q
MARTA 2T, NEPAL 2V	10-2S
CASPE 2S, 1U, MATEX 1S	10-2T
CASPE 4T, MATEX 1T	10-2T1
GRAUS 3S, 1U, LOBAR 3S, 1U	10-2T2
GRAUS 4T, LOBAR 3T	10-2U
BISBA 1DCE, VERSO 1DCB	10-2V
MARTA 1DCA, 1DCD	10-2V1
CASPE 1DCD, MATEX 1DCD	10-2V2
MATEX 1DCA	10-2V3
ALBER 1DCA, PUMAL 1DCA	10-2V4
ALBER 1DCB, PUMAL 1DCB	10-2V5
ALBER 1DCC, PUMAL 1DCC	10-2V6
BISBA 1DCA	10-2V7
BISBA 1DCB	10-2V8
BISBA 1DCC, 1DCD	10-2W
VERSO 1DCA	10-2X
OSTUR 1DCA, VERSO 1DCC	10-2X1
OSTUR 1DCB, VERSO 1DCD	10-2X2
MARTA 1DCB, NEPAL 1DCA	10-2X3
MARTA 1DCC, NEPAL 1DCB	10-2X4
CASPE 1DCA, 1DCB, MATEX 1DCB	10-2X5
CASPE 1DCC, MATEX 1DCC	10-2X6
GRAUS 1DCA, 1DCB, LOBAR 1DCA, 1DCB	10-2X7
GRAUS 1DCC, LOBAR 1DCC	10-2X8

LEBL/BCN
BARCELONA

JEPPesen
 12 NOV 10 **10-2B** **Eff 18 Nov**

BARCELONA, SPAIN
RNAV STAR

ATIS **118.65** Apt Elev **14'** Alt Set: hPa
 Trans level: By ATC Trans alt: 6000'



BISBA TWO YANKEE (BISBA 2Y) [BISB2Y]
RWYS 25L/R RNAV ARRIVAL

RNAV (DME/DME)
 P-RNAV APPROVAL REQUIRED

VERSO ONE ZULU (VERSO 1Z) [VERS1Z]
RWYS 02, 07L/R RNAV ARRIVAL

BRNAV APPROVAL REQUIRED
 FROM NORTHEAST & EAST



WARNING

Do not proceed beyond
 IAF without ATC clearance.

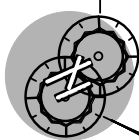
SLP Speed Limit Point

- ② MEA (MHA) by ATC
- ③ Between BISBA & BL045
 possible failure of DME/DME
 coverage below **FL80**.

BARCELONA
116.7 BCN
 N41 18.4 E002 06.5

(IAF)
LESBA
 N41 15.3 E002 39.8

MAX 220 KT
 when leaving
 IAF



EL PRAT
114.3 PRA
 N41 17.0 E002 04.9

VLA
113.15
 N41 04.3 E002 12.4
MAX 220 KT
 when leaving
 IAF

④ Rwy 07R
 At or above
4000'

BAGUR
112.2 BGR
 N41 56.9 E003 12.5

BL045
 N41 39.3 E003 01.6
 At or above
FL130

SLP
XAMUR
 N41 24.2 E002 52.3
 At **FL100**
MAX 250 KT

MHA FL70
 4000' ②
MAX FL100
 D25.3/31
D44 BGR
 N41 16.6 E002 48.8

VERSO
 N41 09.2 E003 45.4
 (BCN R-097/D75.2)
 At or below
FL250

SLP
BL012
 N41 00.9 E002 21.4
 At **FL100**
MAX 250 KT

LOST COMMS
 ④ In case of com-
 munication failure.

STAR	ROUTING
BISBA 2Y	BISBA (FL250-) - BL045 (FL130+) - XAMUR (FL100; K250-) - on BGR R-205 to D44 BGR, turn RIGHT, intercept BCN R-097 inbound to LESBA.
VERSO 1Z	VERSO (FL250-) - BL038 - BL012 (FL100; K250-) - VIBIM (K220-; ④ RWY 07R: 4000'+).

LEBL/BCN
BARCELONA

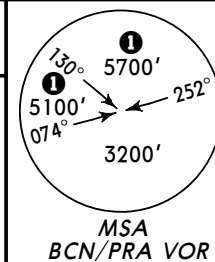
JEPPesen
 12 NOV 10 **10-2C** **Eff 18 Nov**

BARCELONA, SPAIN
RNAV STAR

ATIS
118.65

Apt Elev
14'

Alt Set: hPa
 Trans level: By ATC Trans alt: 6000'



① 4300' within 15 NM

MARTA FOUR YANKEE (MARTA 4Y) [MART4Y]
RWYS 25L/R RNAV ARRIVAL

RNAV (DME/DME)
 P-RNAV APPROVAL REQUIRED

MARTA ONE ZULU (MARTA 1Z) [MART1Z] ④
RWYS 02, 07L/R RNAV ARRIVAL
 BRNAV APPROVAL REQUIRED

FROM SOUTH

EL PRAT
 D 114.3 PRA
 N41 17.0 E002 04.9

BARCELONA
 D 116.7 BCN
 N41 18.4 E002 06.5

WARNING

Do not proceed beyond
 IAF without ATC clearance.

SLP Speed Limit Point



REUS
 D 114.2 RES
 N41 09.0 E001 10.3



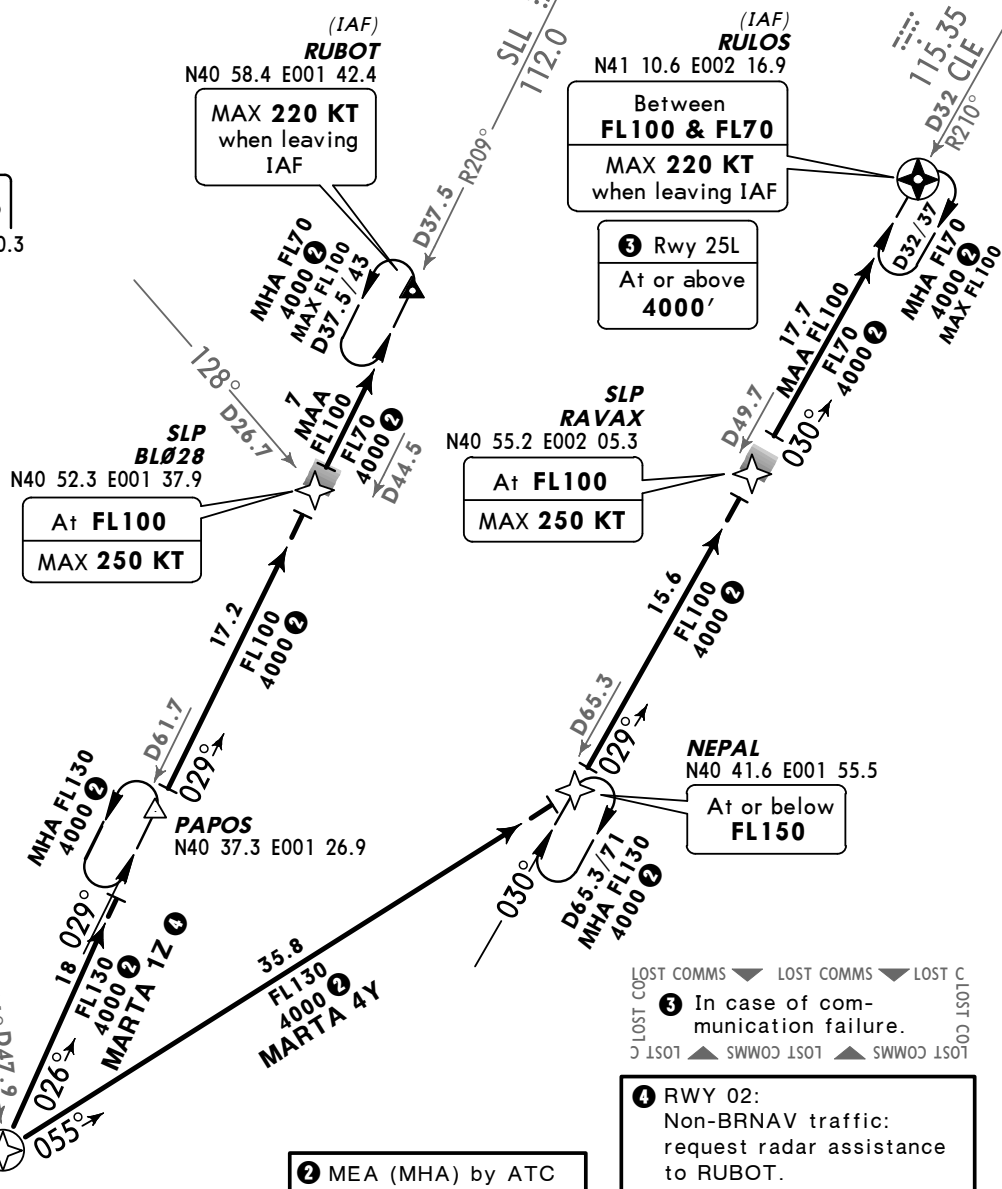
MARTA
 N40 21.3 E001 16.8
 (BCN R-214/D68.4)

MARTA 4Y

At or below
FL240

MARTA 1Z

At or below
FL200



LOST COMMS
 ③ In case of communication failure.
 LOST COMMS
 LOST COMMS

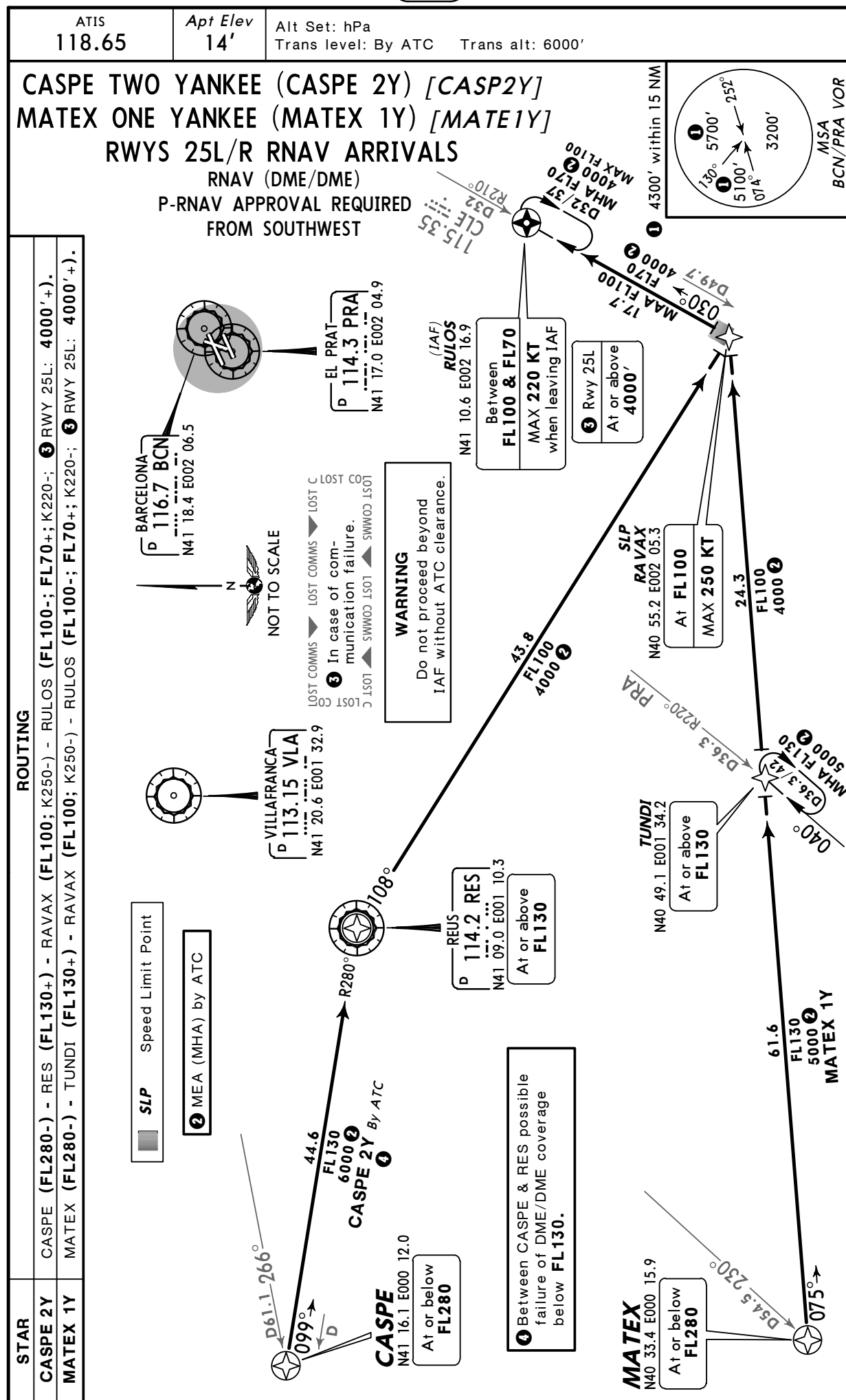
④ RWY 02:
 Non-BRNAV traffic:
 request radar assistance
 to RUBOT.

STAR	ROUTING
MARTA 4Y	MARTA (FL240-) - NEPAL (FL150-) - RAVAX (FL100; K250-) - RULOS (FL100-; FL70+; K220-; ③ RWY 25L: 4000'+).
MARTA 1Z	MARTA (FL200-) - PAPOS - BL028 (FL100; K250-) - RUBOT (K220-).

LEBL/BCN
BARCELONA

JEPPesen
12 NOV 10 **10-2D** **Eff 18 Nov**

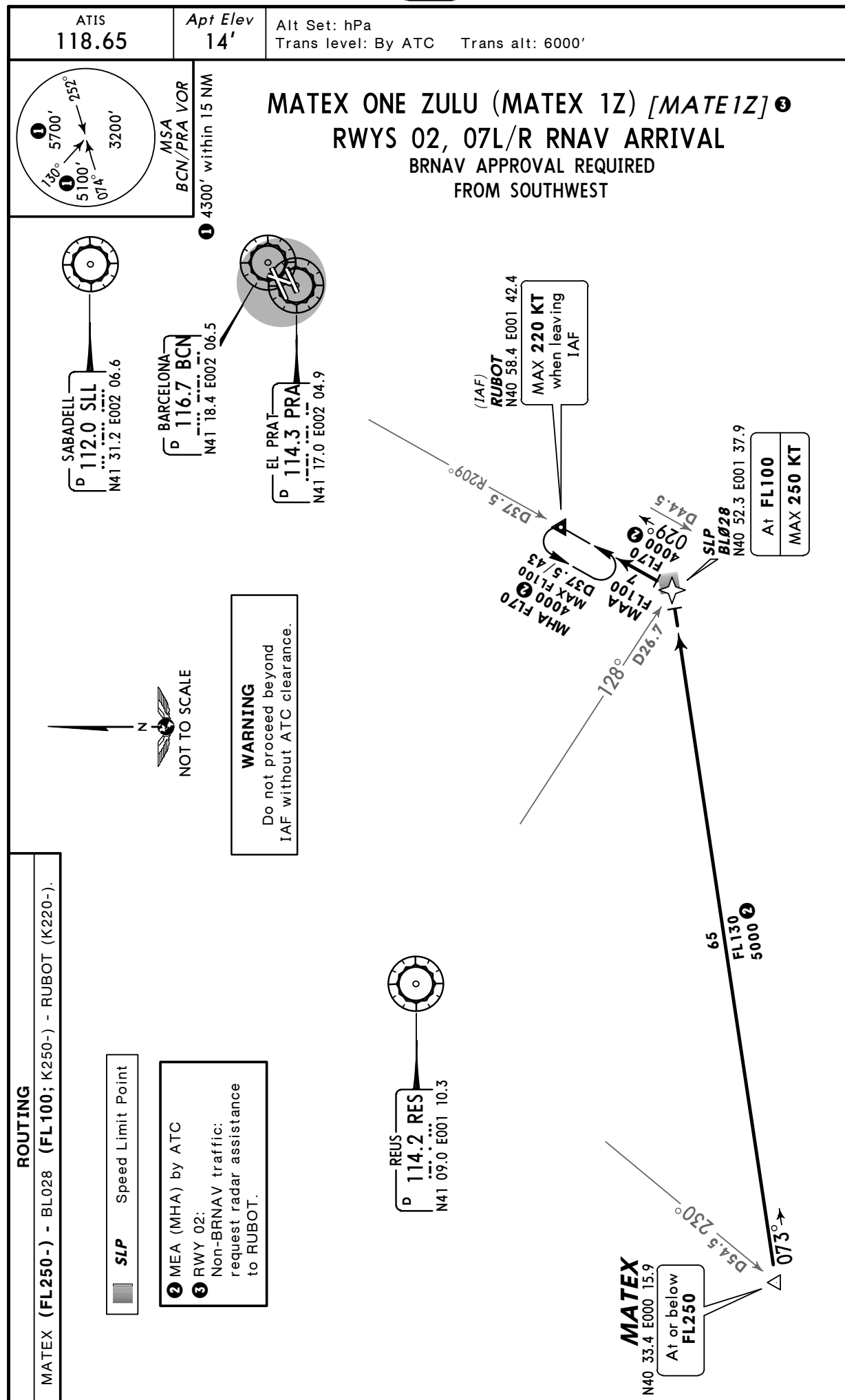
BARCELONA, SPAIN
RNAV STAR



LEBL/BCN
BARCELONA

JEPPESEN
12 NOV 10 **10-2E** **Eff 18 Nov**

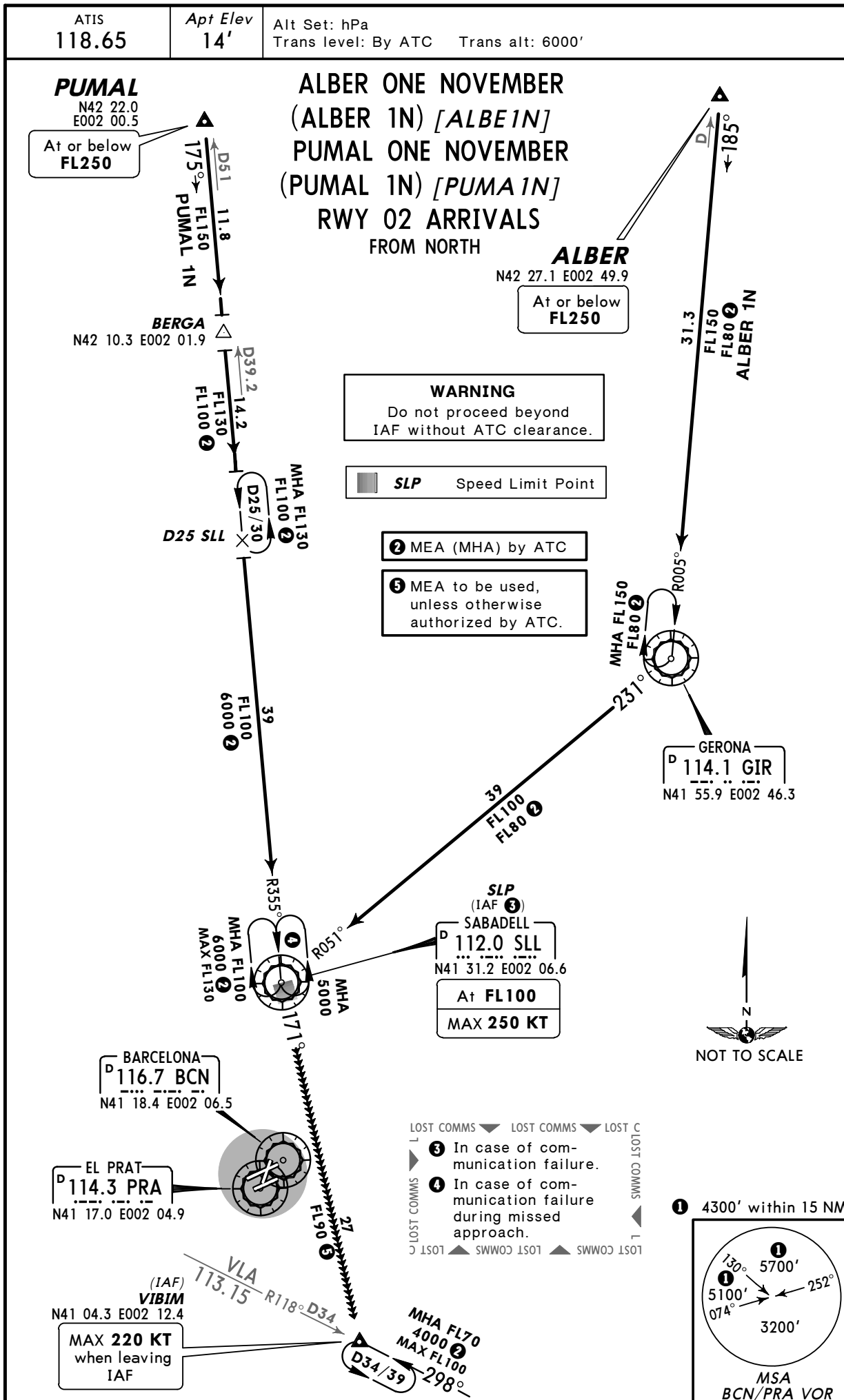
BARCELONA, SPAIN
RNAV STAR



LEBL/BCN
BARCELONA

JEPPESSEN
 12 NOV 10 **10-2F** **Eff 18 Nov**

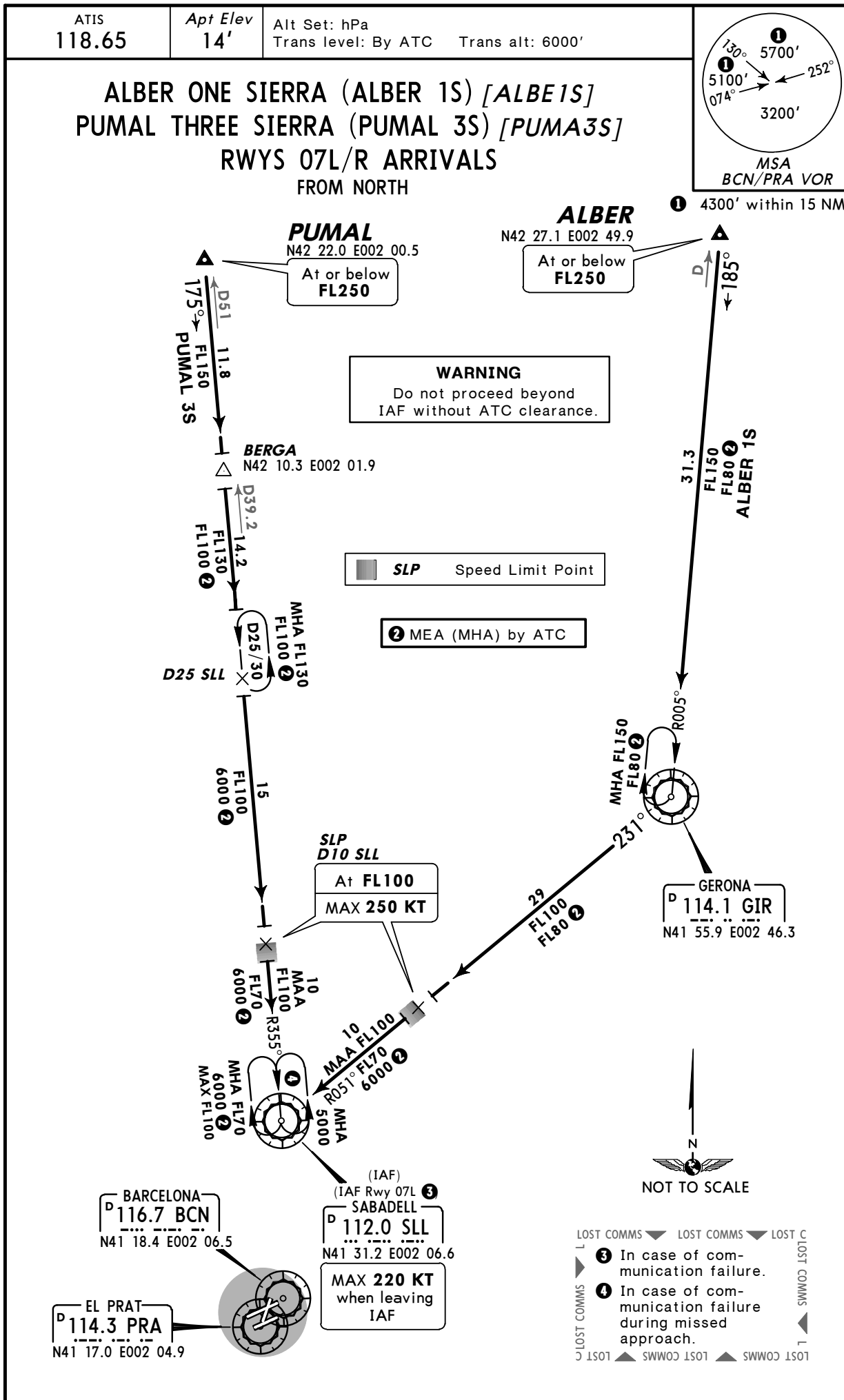
BARCELONA, SPAIN
STAR



LEBL/BCN
BARCELONA

JEPPESSEN
 12 NOV 10 **(10-2G)** **Eff 18 Nov**

BARCELONA, SPAIN
STAR



LEBL/BCN
BARCELONA

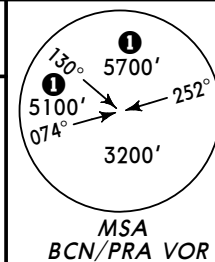
JEPPESEN
 12 NOV 10 **(10-2H)** **Eff 18 Nov**

BARCELONA, SPAIN
STAR

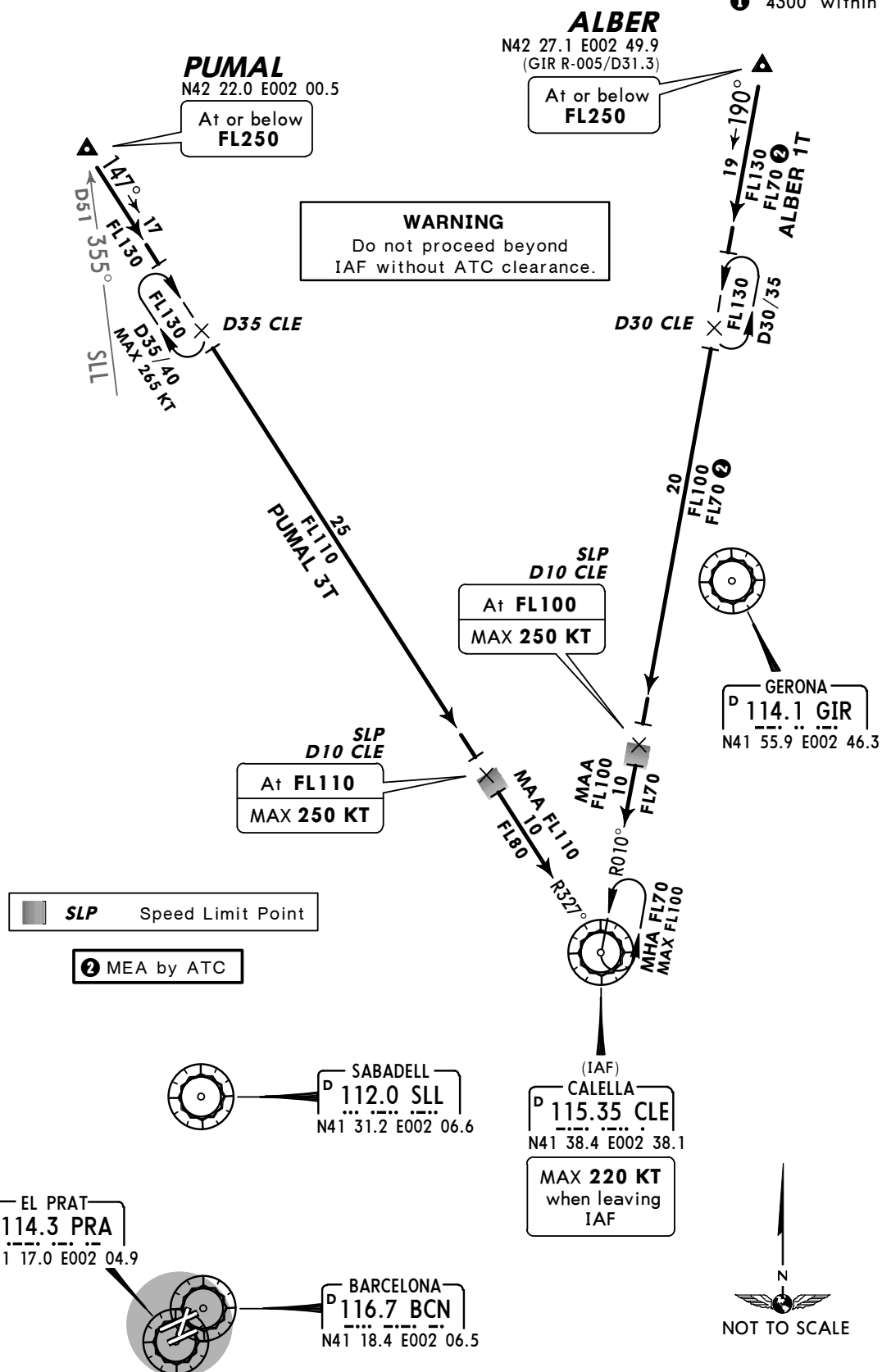
ATIS
118.65

Apt Elev
14'

Alt Set: hPa
 Trans level: By ATC Trans alt: 6000'



ALBER ONE TANGO (ALBER 1T) [ALBE1T]
PUMAL THREE TANGO (PUMAL 3T) [PUMA3T]
RWYS 25L/R ARRIVALS
FROM NORTH



LEBL/BCN
BARCELONA

JEPPESEN
 12 NOV 10 **10-2J** **Eff 18 Nov**

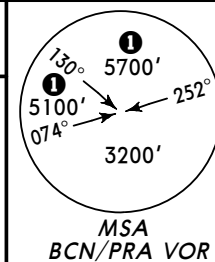
BARCELONA, SPAIN
STAR

ATIS
118.65

Apt Elev
14'

Alt Set: hPa
 Trans level: By ATC Trans alt: 6000'

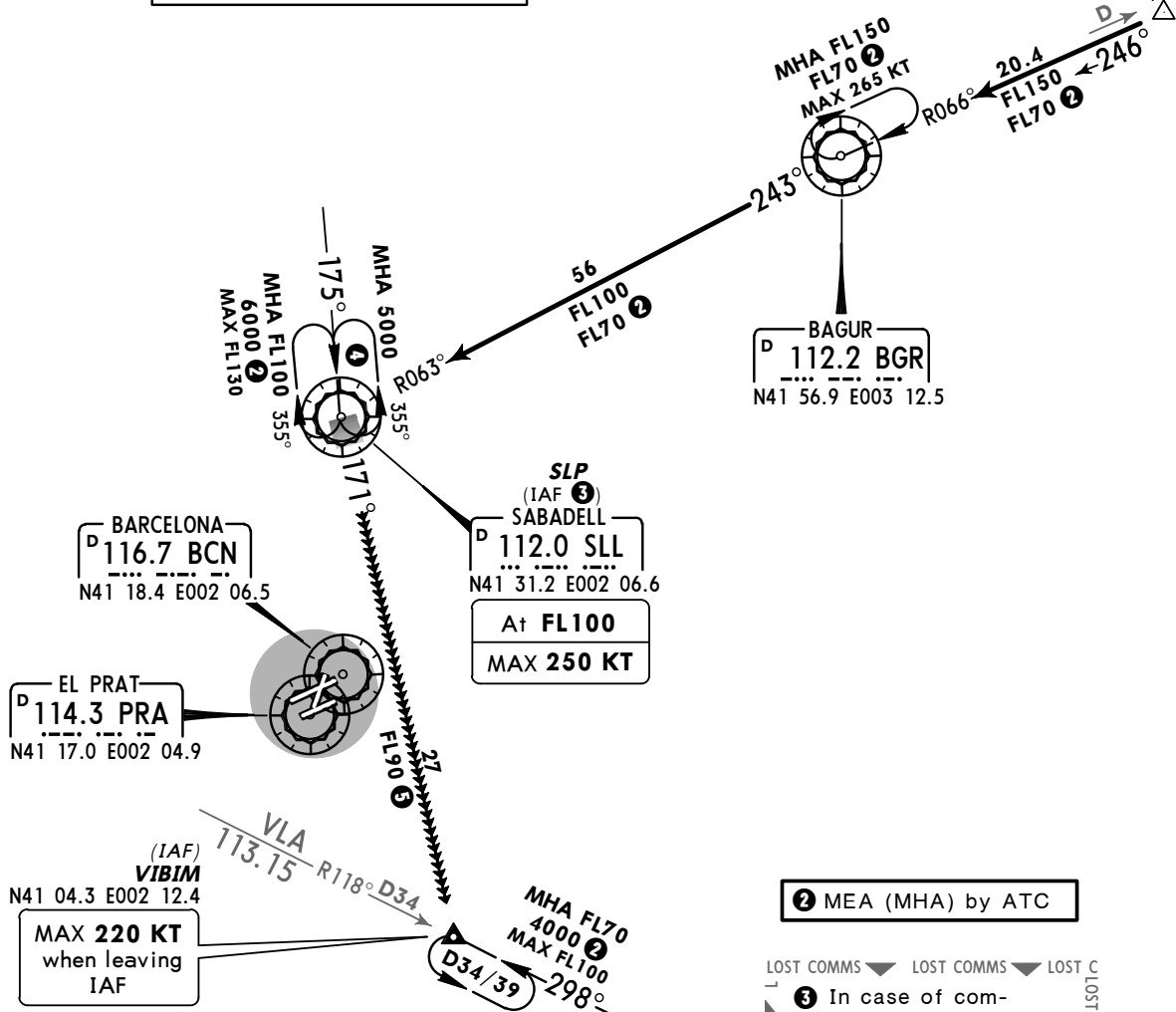
BISBA ONE NOVEMBER (BISBA 1N) [BISB 1N]
RWY 02 ARRIVAL
FROM NORTHEAST



SLP Speed Limit Point

WARNING
 Do not proceed beyond
 IAF without ATC clearance.

BISBA
 N42 05.2 E003 37.5
 At or below
FL270



② MEA (MHA) by ATC

LOST COMMS
 ③ In case of communication failure.
 ④ In case of communication failure during missed approach.
 LOST COMMS

⑤ MEA to be used, unless otherwise authorized by ATC.



LEBL/BCN
BARCELONA

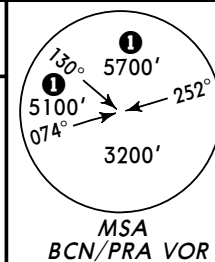
JEPPESEN
 12 NOV 10 **10-2K** **Eff 18 Nov**

BARCELONA, SPAIN
STAR

ATIS
118.65

Apt Elev
14'

Alt Set: hPa
 Trans level: By ATC Trans alt: 6000'



① 4300' within 15 NM

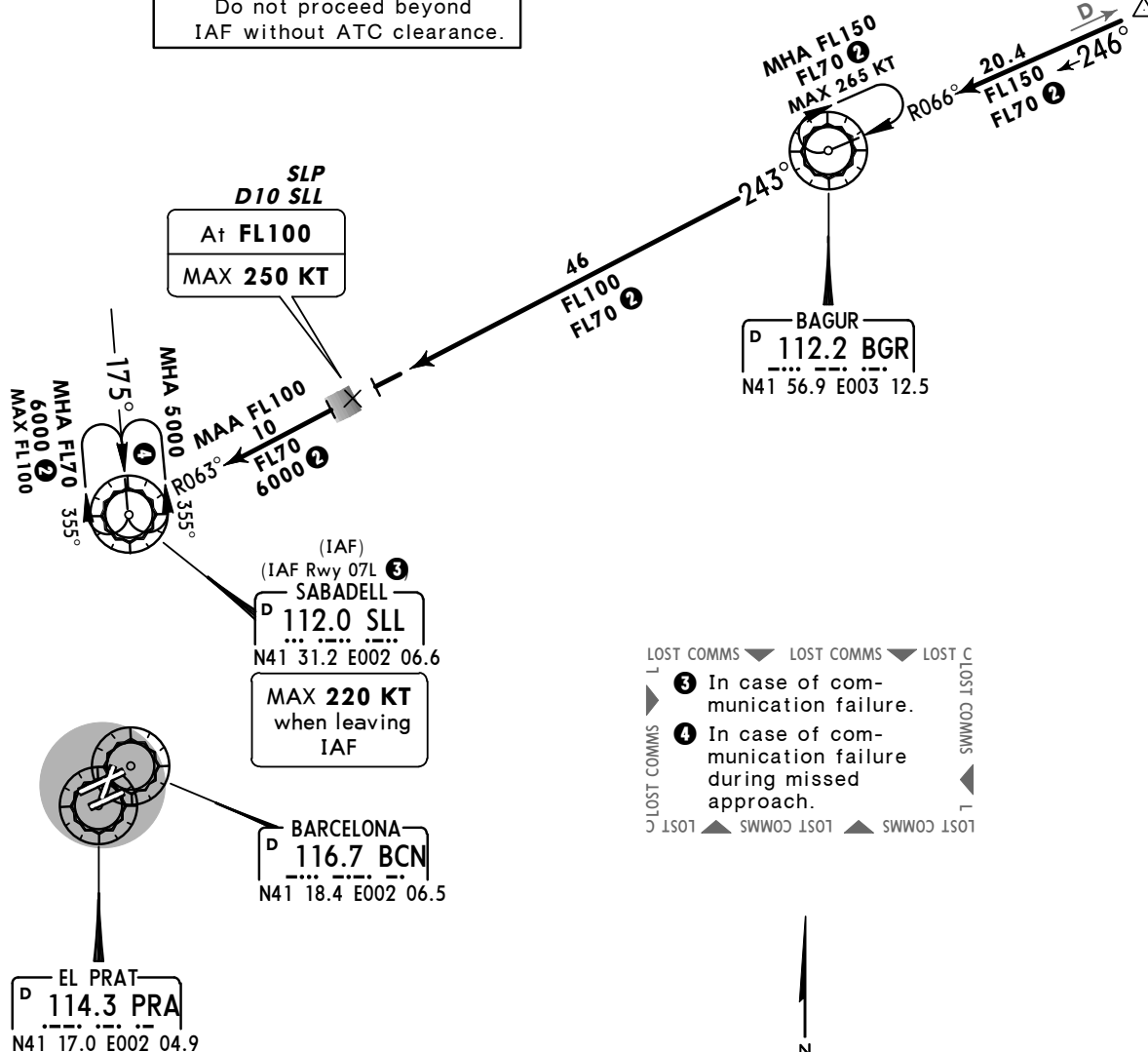
BISBA ONE SIERRA (BISBA 1S) [BISBIS]
RWYS 07L/R ARRIVAL
FROM NORTHEAST

SLP Speed Limit Point

② MEA (MHA) by ATC

WARNING
 Do not proceed beyond
 IAF without ATC clearance.

BISBA
 N42 05.2 E003 37.5
 At or below
FL270



LEBL/BCN
BARCELONA

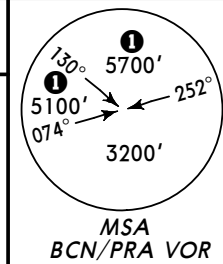
JEPPESEN
12 NOV 10 **10-2L** **Eff 18 Nov**

BARCELONA, SPAIN
STAR

ATIS
118.65

Apt Elev
14'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



① 4300' within 15 NM

BISBA ONE TANGO (BISBA 1T) [BISB1T]
BISBA TWO VICTOR (BISBA 2V) [BISB2V]
RWYS 25L/R ARRIVALS
BY ATC
FROM NORTHEAST

SLP Speed Limit Point

② MEA (MHA) by ATC

WARNING

Do not proceed beyond
IAF without ATC clearance.

BISBA
N42 05.2 E003 37.5

At or below
FL250

BAGUR
D 112.2 BGR
N41 56.9 E003 12.5

MHA FL130
MAX 265 KT

R066° 20.4
FL130
FL70 ②
BISBA 1T, 2V

SLP
D10 CLE

At FL100
MAX 250 KT

BISBA 1T
22
FL100
FL70 ②

19.4
FL100
4000 ②
BISBA 2V

MHA FL70
MAX FL100
R055° 19.0

MAA FL100
FL70

(IAF)
CALELLA
D 115.35 CLE
N41 38.4 E002 38.1

MAX 220 KT
when leaving
IAF

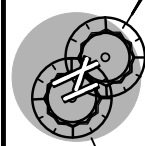
010°

BLØ45
N41 39.3 E003 01.6

16.6
FL100
4000 ②

SLP
XAMUR
N41 24.2 E002 52.3
At FL100
MAX 250 KT

BARCELONA
D 116.7 BCN
N41 18.4 E002 06.5



EL PRAT
D 114.3 PRA
N41 17.0 E002 04.9

(IAF)
LESBA
N41 15.3 E002 39.8

MAX 220 KT
when leaving
IAF

MHA FL70
4000 ②
MAX FL100
D25.3/31

MAA
FL100
FL70
4000 ②

D44 BGR
N41 16.6 E002 48.8

R097° D25.3

277°



LEBL/BCN
BARCELONA

JEPPesen
12 NOV 10 **(10-2M)** **Eff 18 Nov**

BARCELONA, SPAIN

STAR

ATIS
118.65

Apt Elev
14'

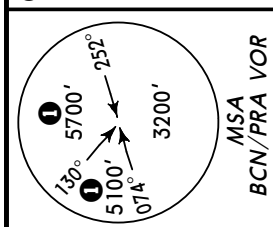
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

VERSO ONE NOVEMBER (VERSO 1N) [VERS1N]
RWY 02 ARRIVAL
FROM EAST

WARNING
Do not proceed beyond
IAF without ATC clearance.

SLP Speed Limit Point

1 4300' within 15 NM



CALELLA
D 115.35 CLE
N41 38.4 E002 38.1



253°
25
FL1100
60000 ②

MHA 5000 355°
175°
MHA FL100 6000 ②
MAX FL130

SLP (IAF) ③
SABADELL
D 112.0 SLL
N41 31.2 E002 06.6
A1 FL100
MAX 250 KT

25

FL130
60000 ②

171°

FL90 ⑥

BARCELONA
D 116.7 BCN
N41 18.4 E002 06.5

EL PRAT
D 114.3 PRA
N41 17.0 E002 04.9

VLA (IAF) VIBIM
D 113.15
N41 04.3 E002 12.4
MAX 220 KT
when leaving IAF

MHA FL70 4000 ②
MAX FL100
D34/39
298°

② MEA (MHA) by ATC

LOST COMMS
③ In case of communication failure.
④ In case of communication failure during missed approach.
⑤ MEA to be used, unless otherwise authorized by ATC.

300°
097° D75.2
VERSO
N41 09.2 E003 45.4
At or below
FL250

BCN

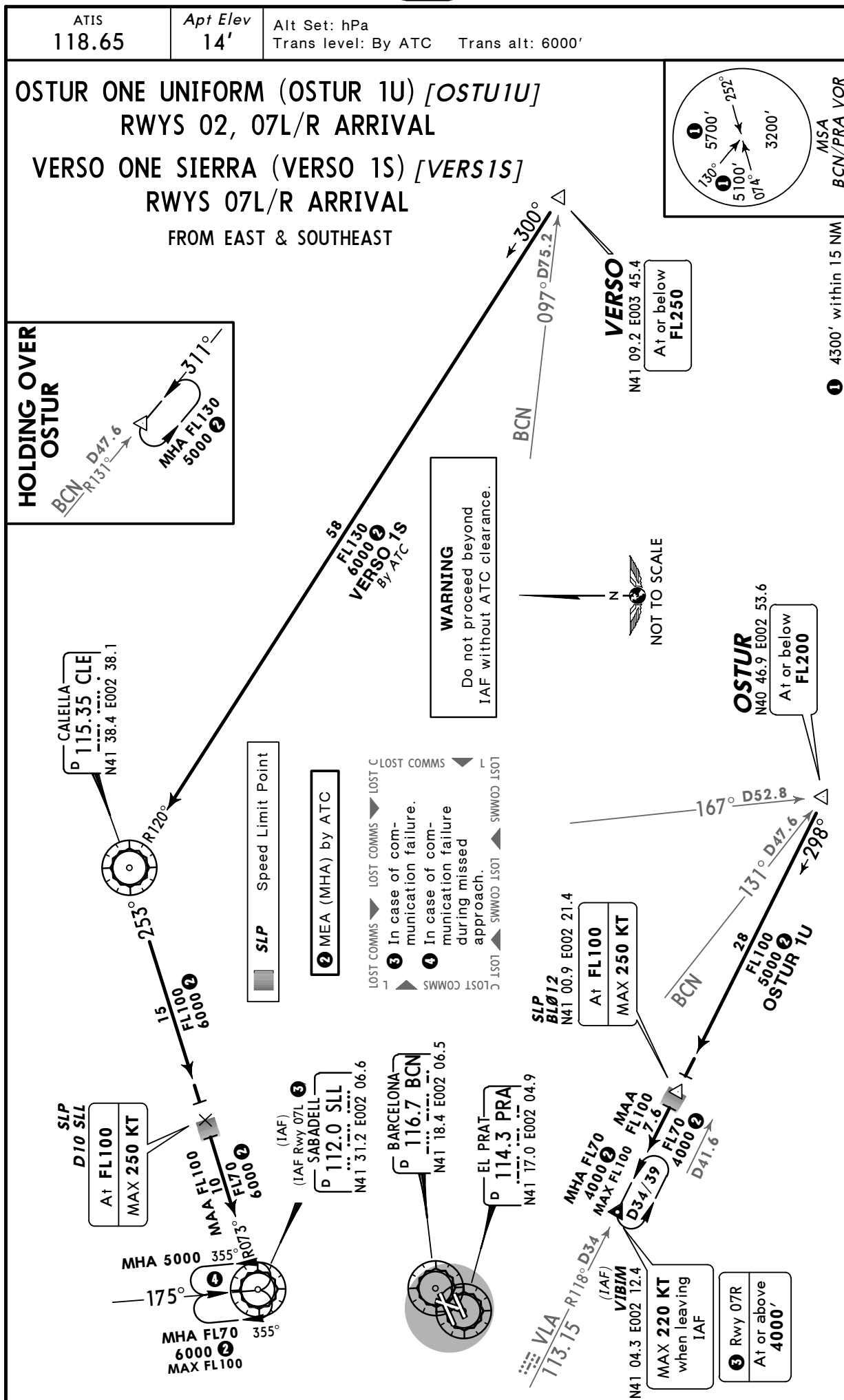
NOT TO SCALE

LEBL/BCN
BARCELONA

JEPPESSEN
12 NOV 10 **(10-2N)** **Eff 18 Nov**

BARCELONA, SPAIN

STAR



LEBL/BCN
BARCELONA

JEPPesen
 12 NOV 10 **10-2P** **Eff 18 Nov**

BARCELONA, SPAIN

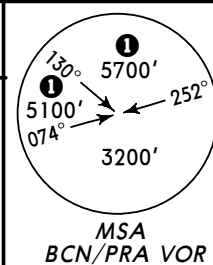
STAR

ATIS
118.65

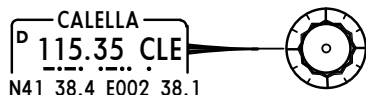
Apt Elev
14'

Alt Set: hPa
 Trans level: By ATC Trans alt: 6000'

OSTUR ONE VICTOR (OSTUR 1V) [OSTU1V]
VERSO ONE VICTOR (VERSO 1V) [VERS1V]
RWYS 25L/R ARRIVALS
FROM EAST & SOUTHEAST



① 4300' within 15 NM

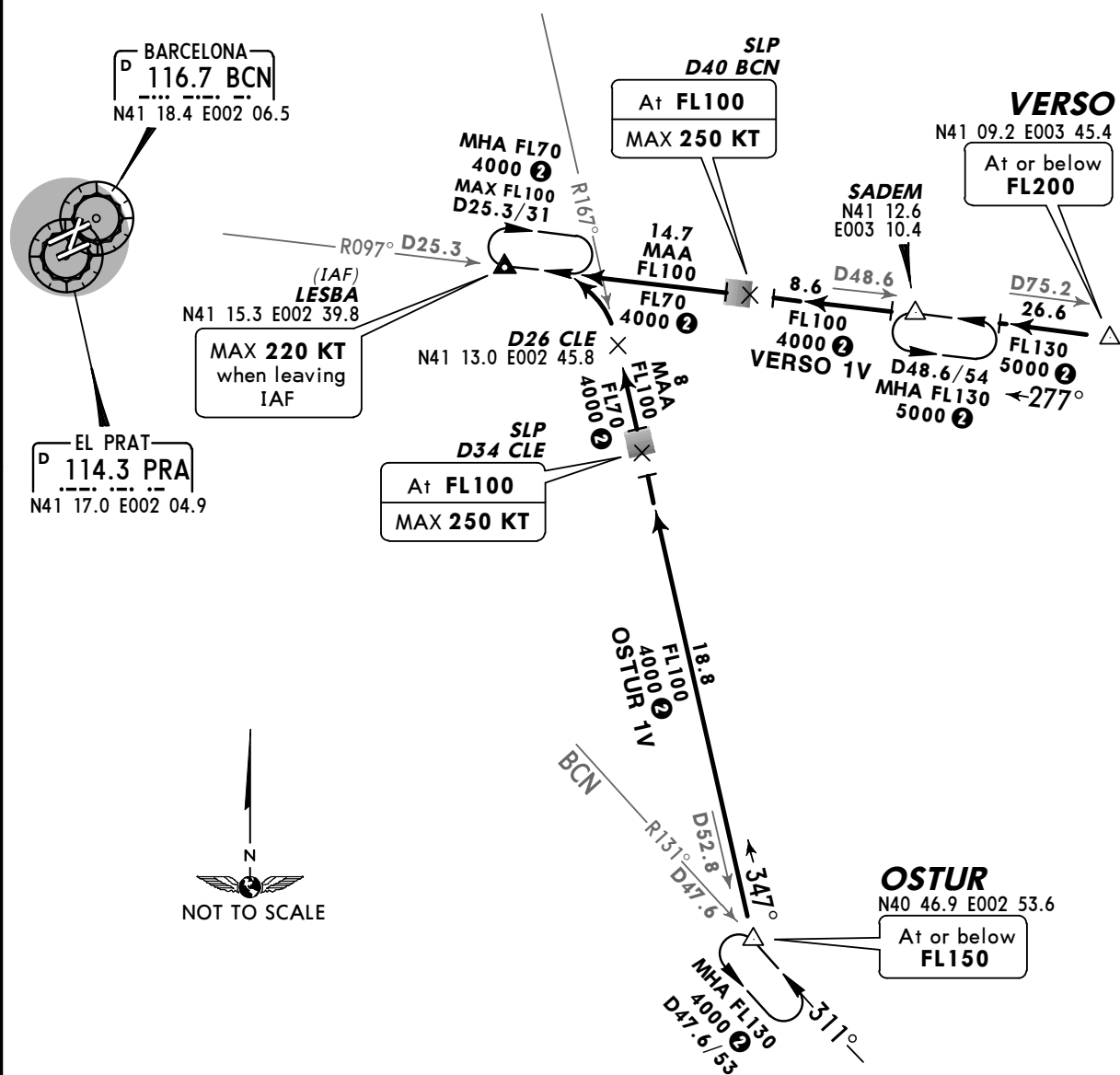


SLP Speed Limit Point

② MEA (MHA) by ATC

WARNING

Do not proceed beyond
 IAF without ATC clearance.

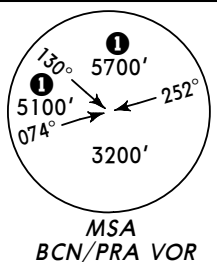


LEBL/BCN
BARCELONA

JEPPesen
12 NOV 10 **10-2Q** **Eff 18 Nov**

BARCELONA, SPAIN

STAR



① 4300' within 15 NM

ATIS
118.65

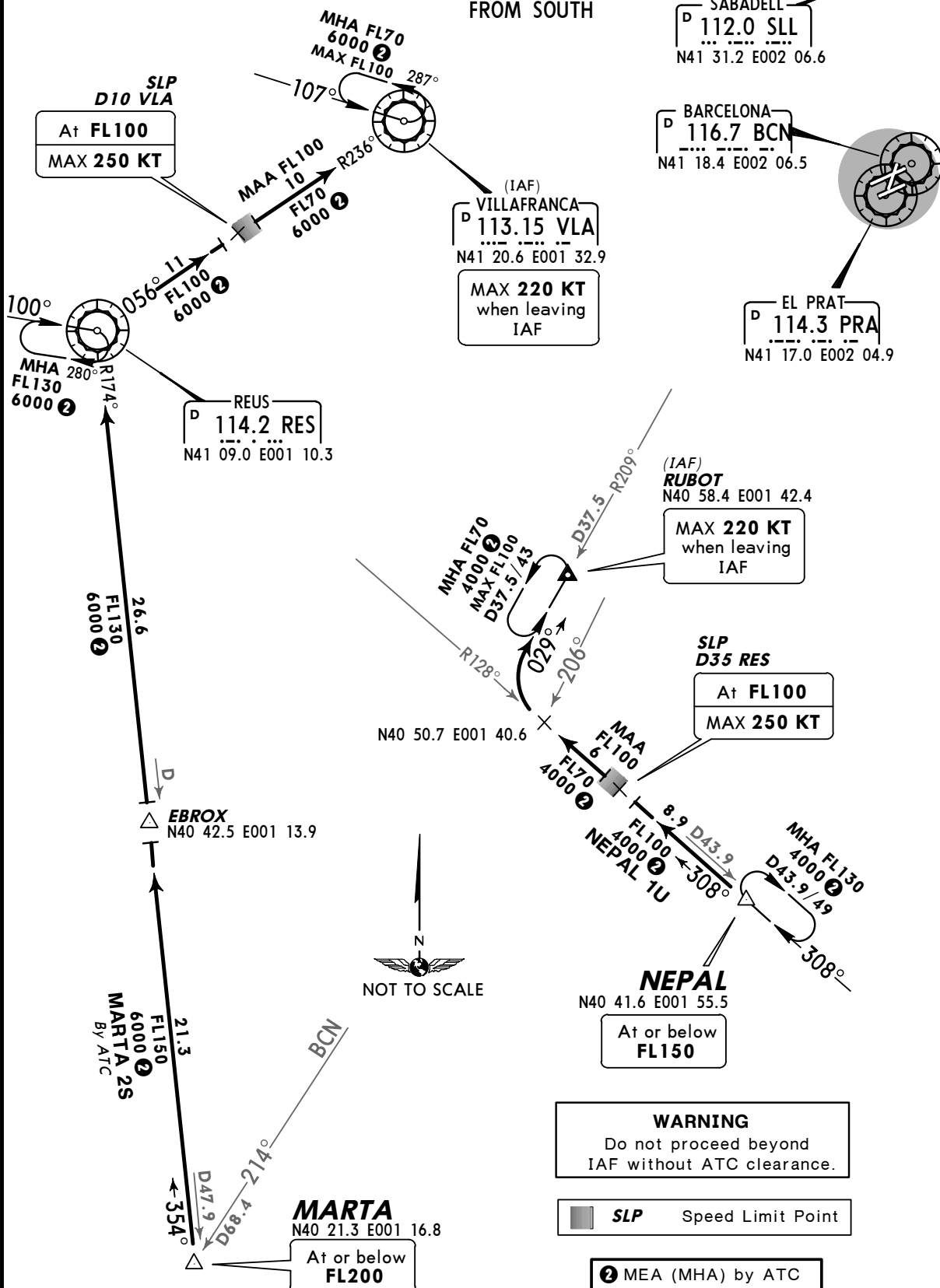
Apt Elev
14'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

MARTA TWO SIERRA (MARTA 2S) [MART2S]
RWYS 07L/R ARRIVAL

NEPAL ONE UNIFORM (NEPAL 1U) [NEPA1U]
RWYS 02, 07L/R ARRIVAL

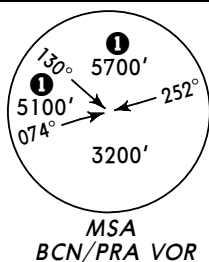
FROM SOUTH



LEBL/BCN
BARCELONA

JEPPESEN
12 NOV 10 **(10-2S)** **Eff 18 Nov**

BARCELONA, SPAIN

STAR

① 4300' within 15 NM

ATIS
118.65

Apt Elev
14'

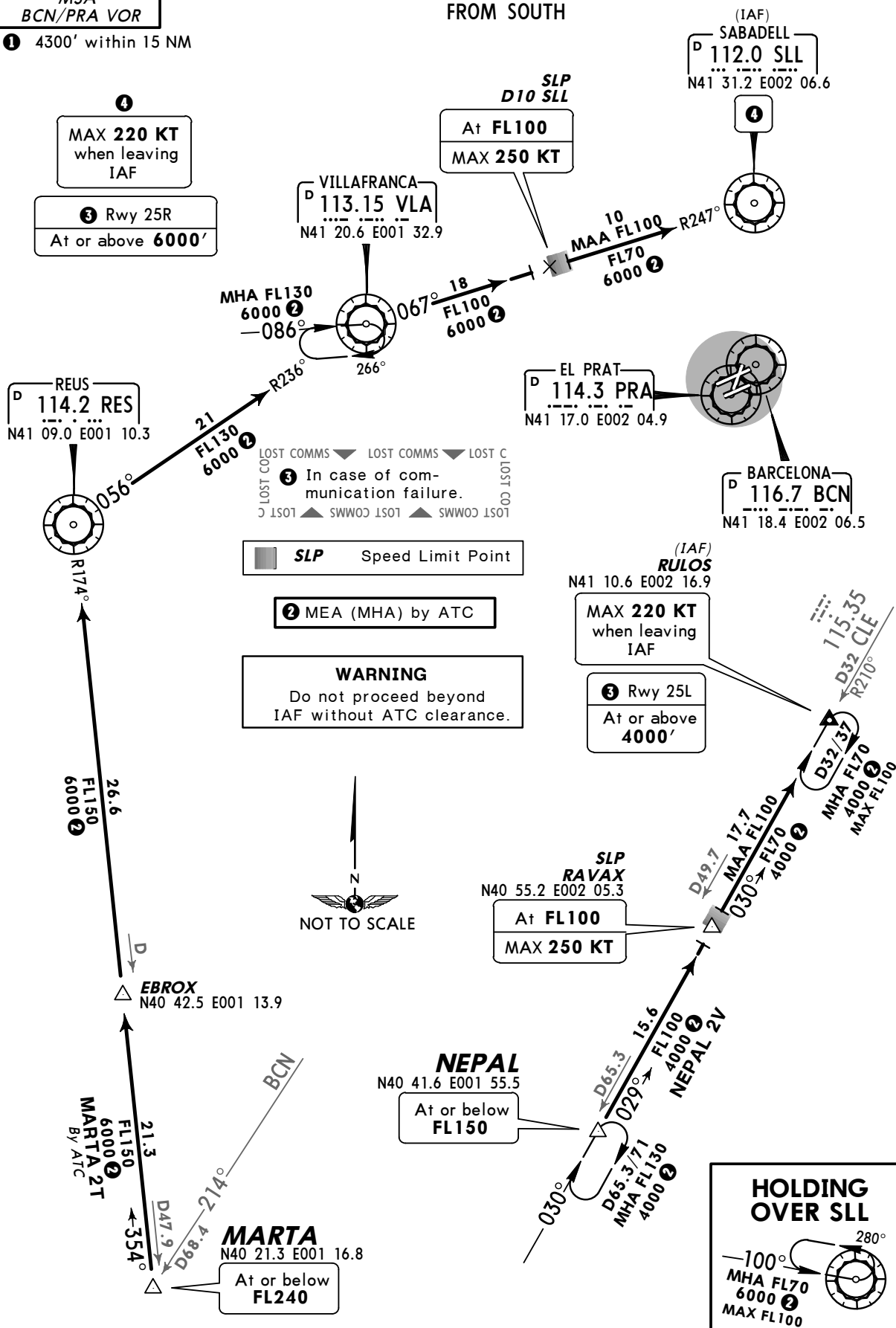
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

MARTA TWO TANGO (MARTA 2T) [MART2T]

NEPAL TWO VICTOR (NEPAL 2V) [NEPA2V]

RWYS 25L/R ARRIVALS

FROM SOUTH



LEBL/BCN
BARCELONA

12 NOV 10

JEPPESEN**Eff 18 Nov**

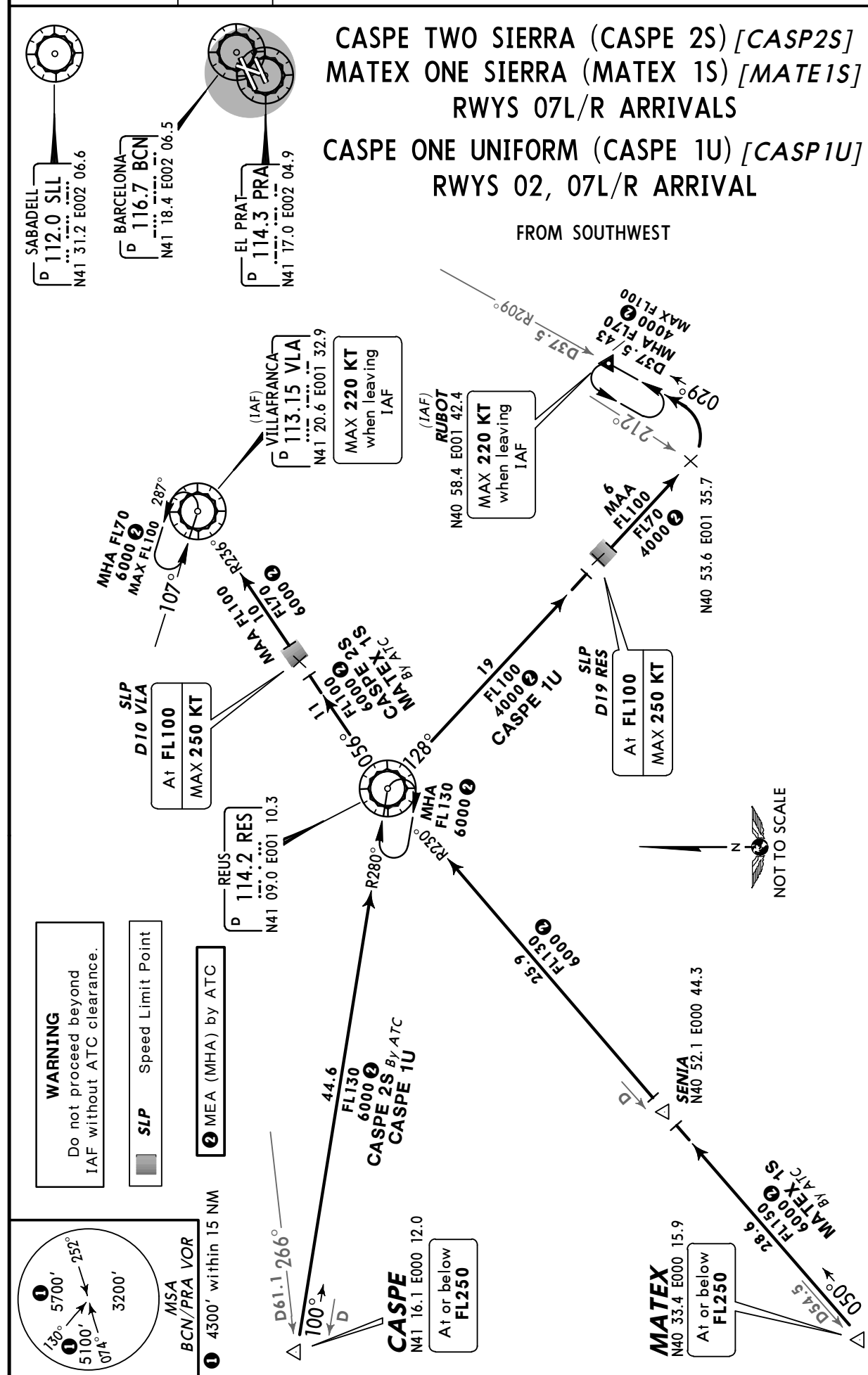
BARCELONA, SPAIN

STAR

ATIS
118.65

Apt Elev
14'

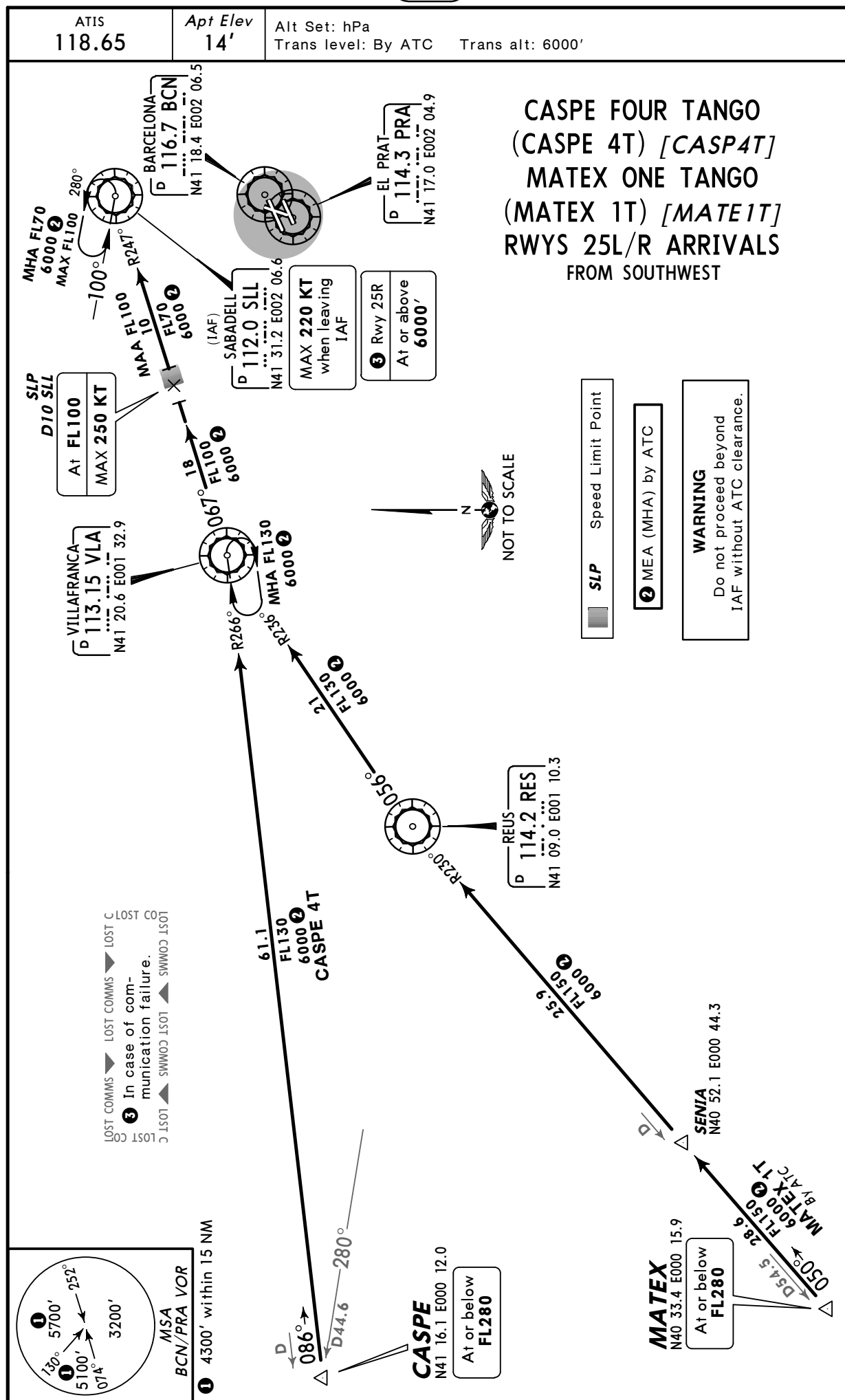
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



LEBL/BCN
BARCELONA

JEPPESSEN
12 NOV 10 **(10-2T1)** **Eff 18 Nov**

BARCELONA, SPAIN
STAR

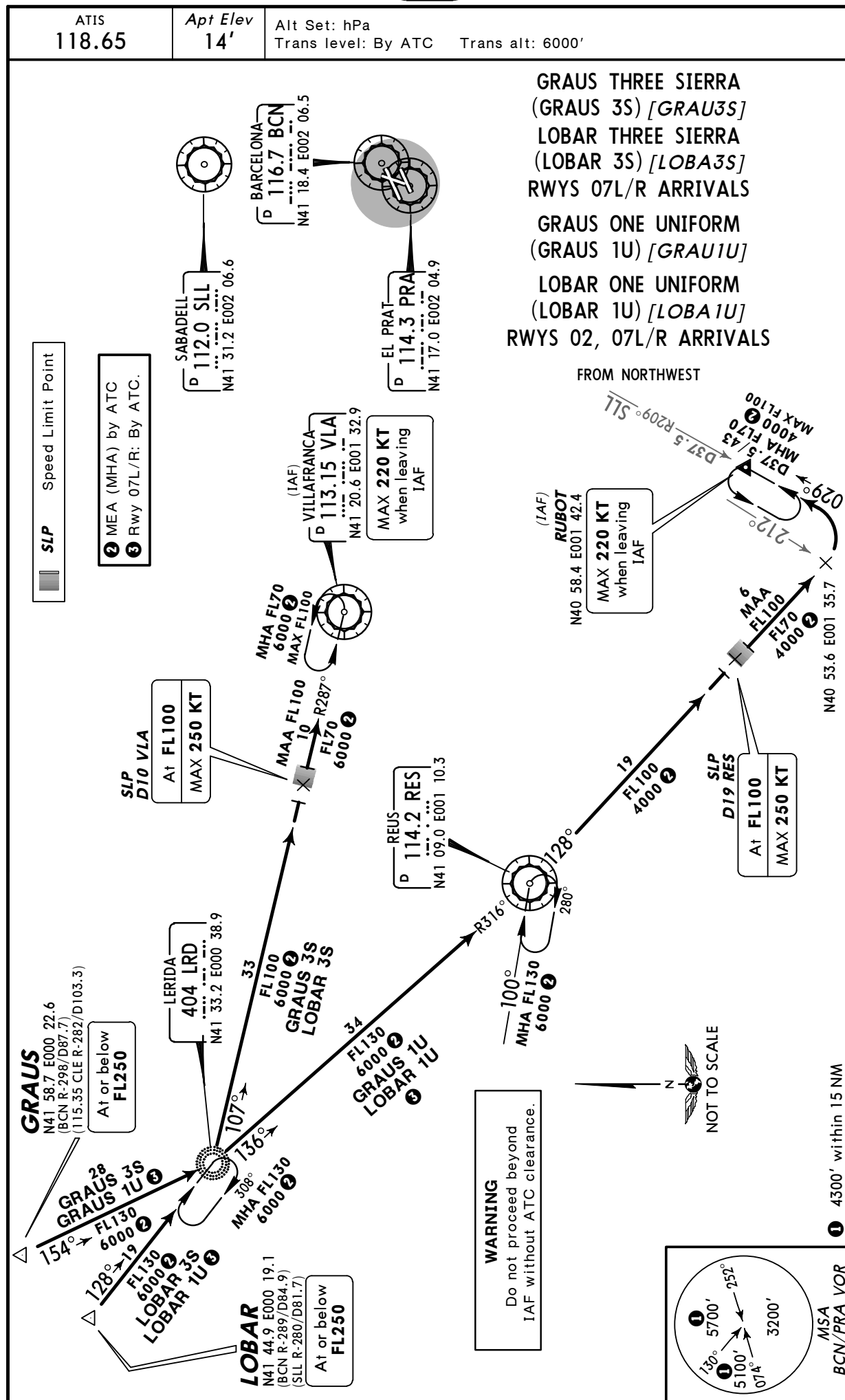


LEBL/BCN
BARCELONA

JEPPesen
 12 NOV 10 **(10-2T2)** **Eff 18 Nov**

BARCELONA, SPAIN

STAR

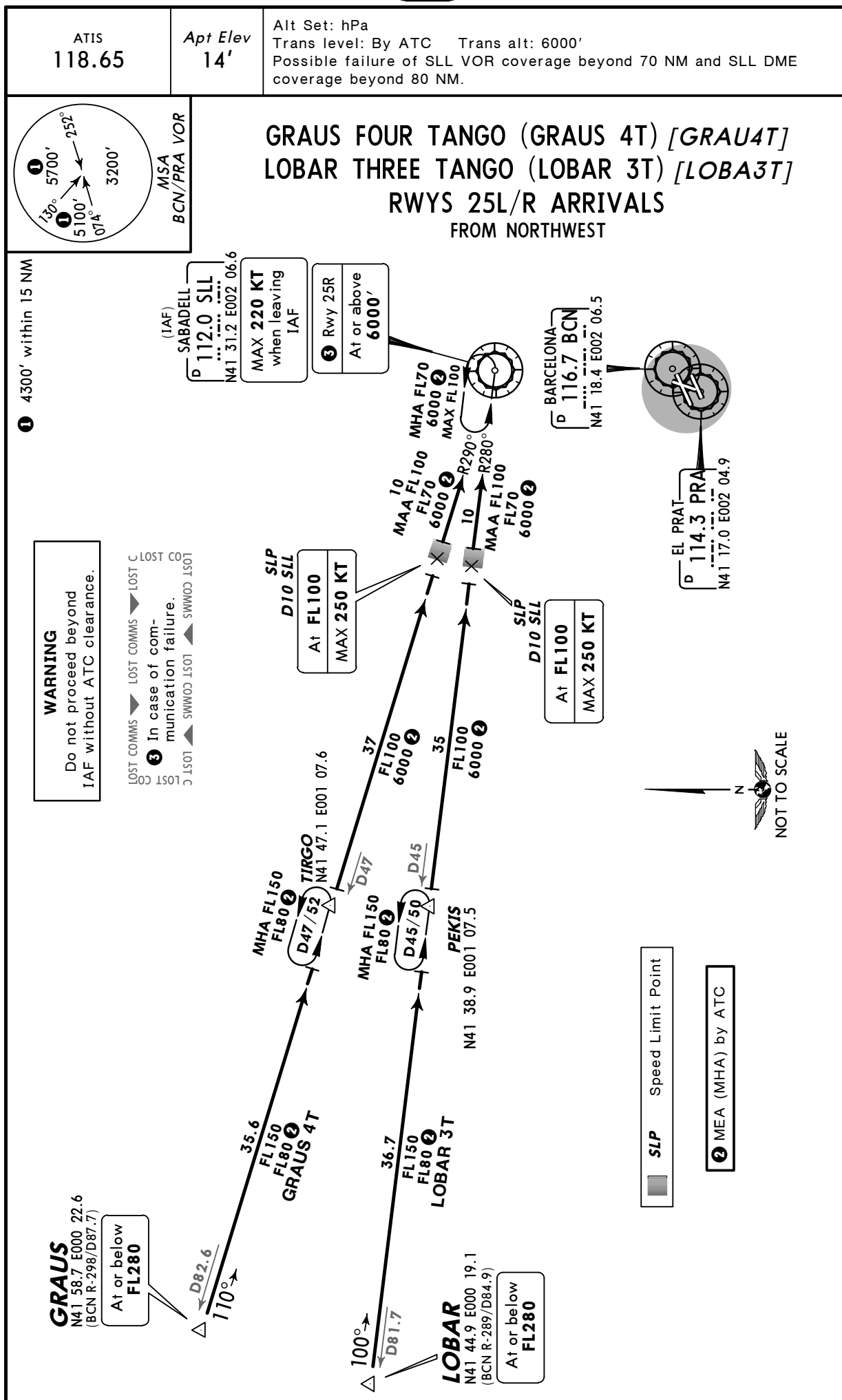


LEBL/BCN
BARCELONA

JEPPESSEN
12 NOV 10 **(10-2U)** **Eff 18 Nov**

BARCELONA, SPAIN

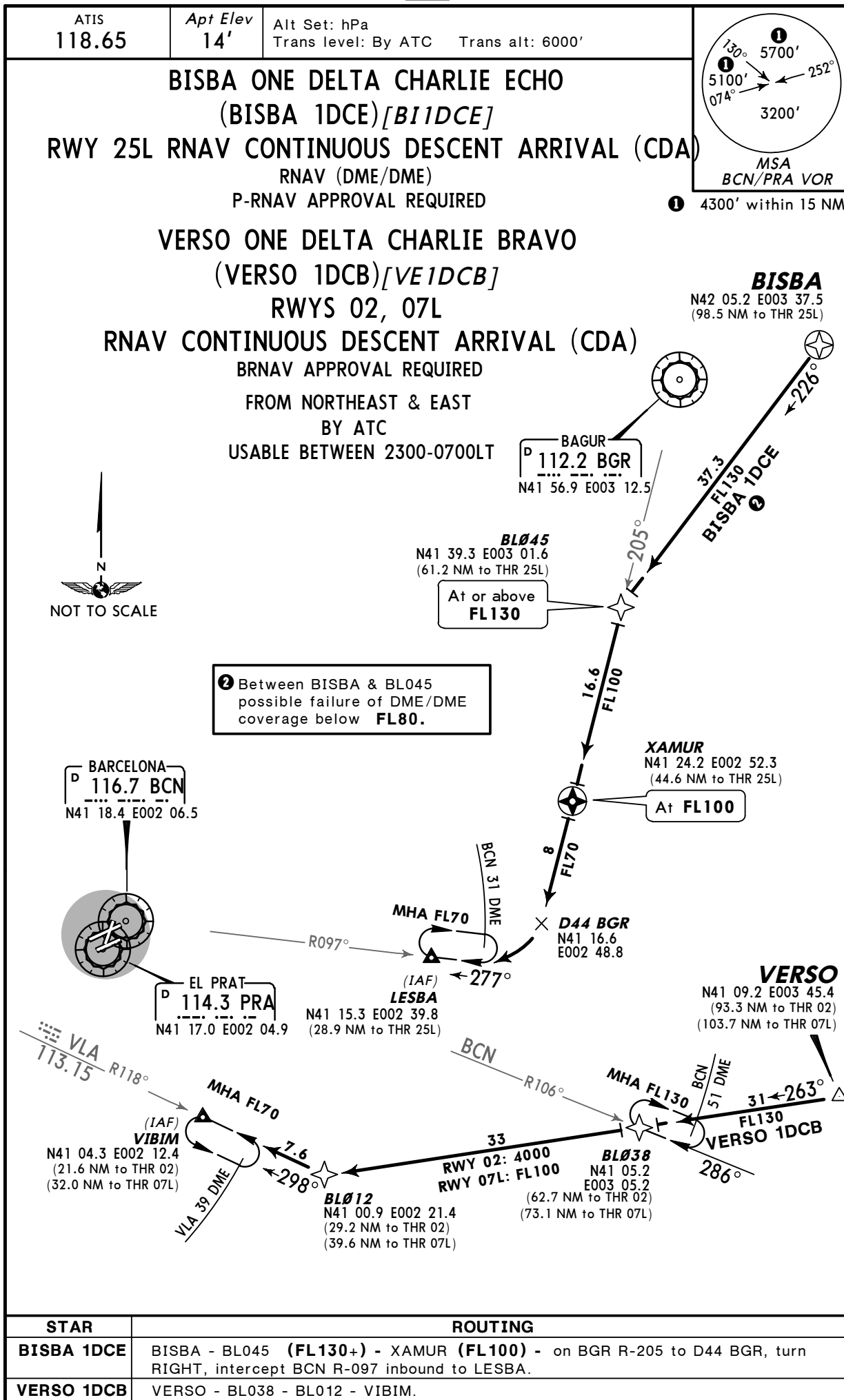
STAR



LEBL/BCN
BARCELONA

JEPPESSEN
 12 NOV 10 **10-2V** **Eff 18 Nov**

BARCELONA, SPAIN
RNAV STAR

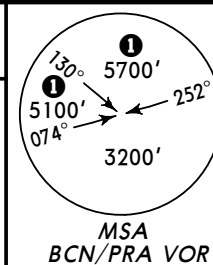


LEBL/BCN
BARCELONA

JEPPESSEN
 12 NOV 10 **10-2V1** **Eff 18 Nov**

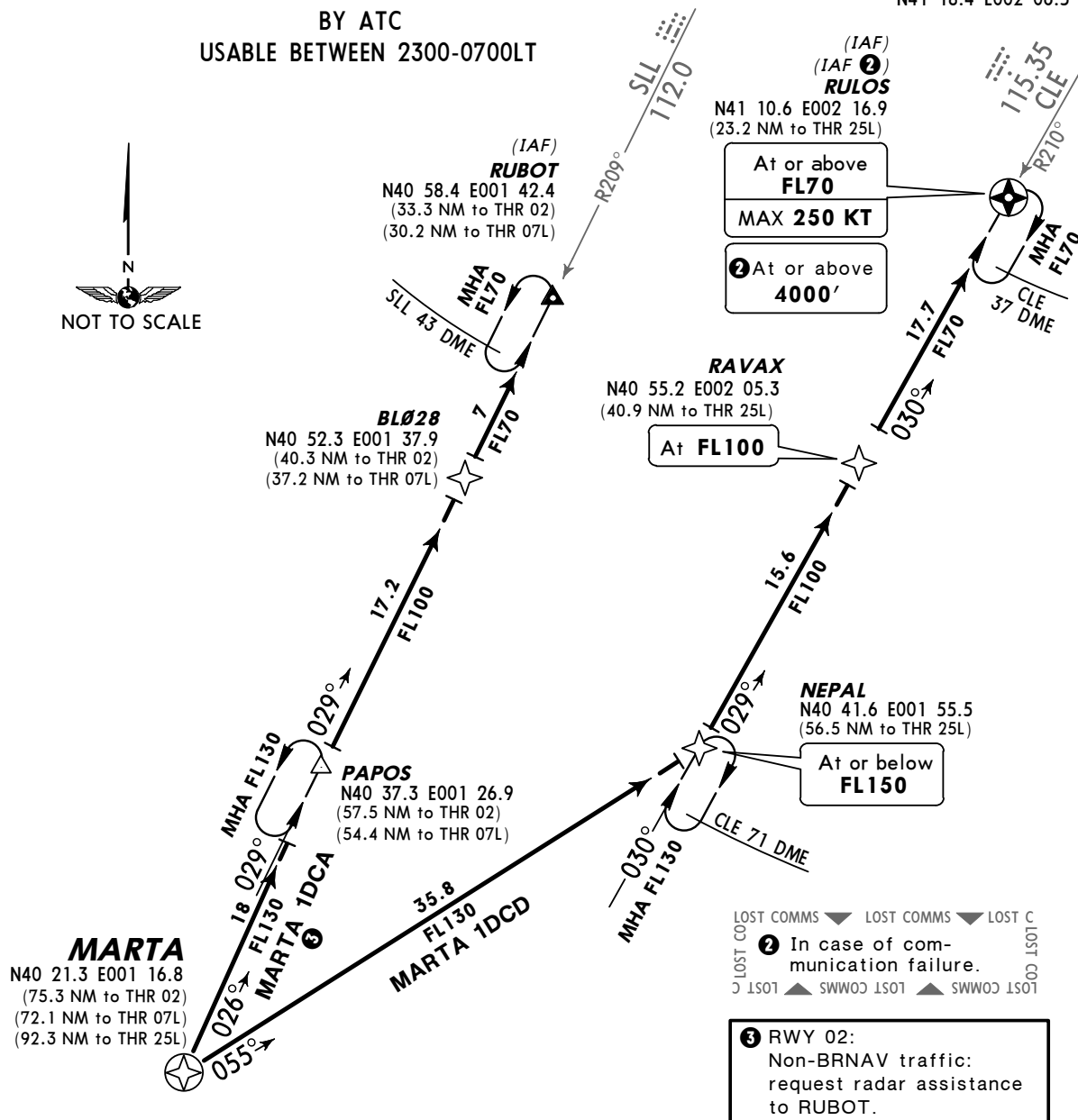
BARCELONA, SPAIN
RNAV STAR

ATIS **118.65** Apt Elev **14'** Alt Set: hPa
 Trans level: By ATC Trans alt: 6000'



MARTA ONE DELTA CHARLIE ALFA
(MARTA 1DCA) [MA1DCA] ③
RWYS 02, 07L
RNAV CONTINUOUS DESCENT ARRIVAL (CDA)
BRNAV APPROVAL REQUIRED

MARTA ONE DELTA CHARLIE DELTA
(MARTA 1DCD) [MA1DCD]
RWY 25L
RNAV CONTINUOUS DESCENT ARRIVAL (CDA)
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
FROM SOUTH
BY ATC
USABLE BETWEEN 2300-0700LT

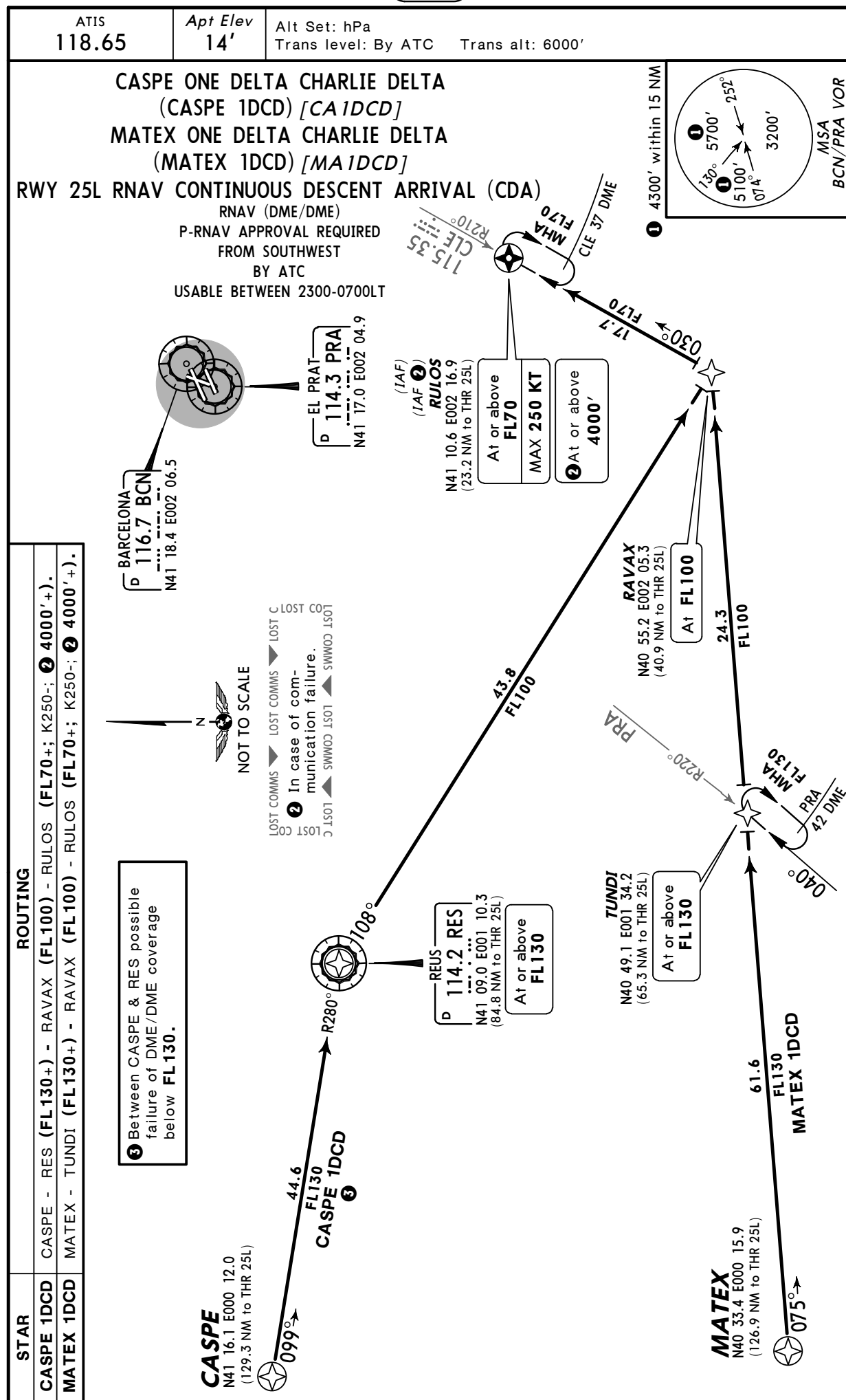


STAR	ROUTING
MARTA 1DCA	MARTA - PAPOS - BL028 - RUBOT
MARTA 1DCD	MARTA - NEPAL (FL150-) - RAVAX (FL100) - RULOS (FL70+; K250-; ② 4000'+).

LEBL/BCN
BARCELONA

JEPPESSEN
 12 NOV 10 **(10-2V2)** Eff 18 Nov

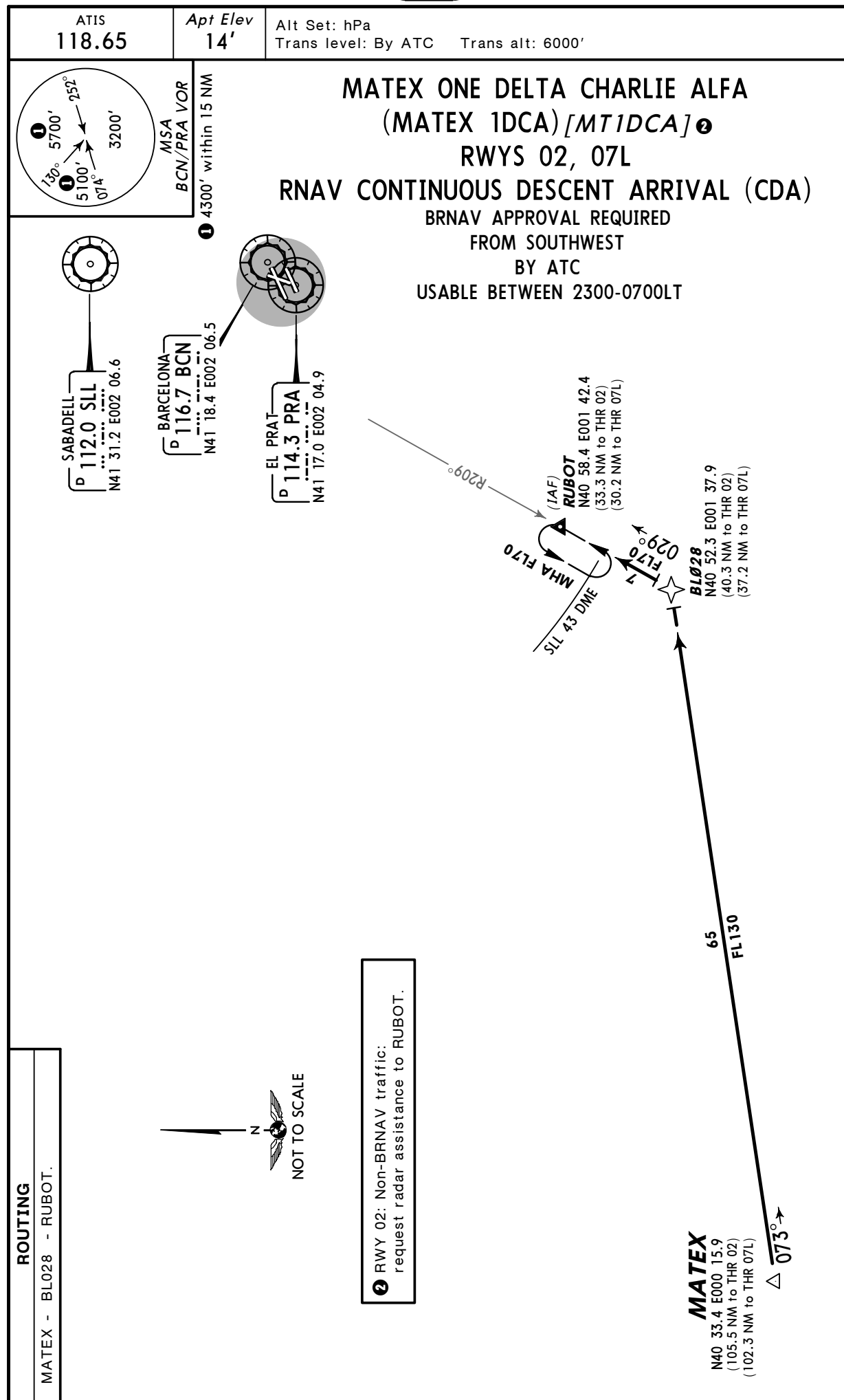
BARCELONA, SPAIN
RNAV STAR



LEBL/BCN
BARCELONA

JEPPESSEN
12 NOV 10 **(10-2V3)** **Eff 18 Nov**

BARCELONA, SPAIN
RNAV STAR



LEBL/BCN
BARCELONA

JEPPesen
12 NOV 10 **10-2V4** **Eff 18 Nov**

BARCELONA, SPAIN

STAR

ATIS
118.65

Apt Elev
14'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

PUMAL
N42 22.0 E002 00.5
(107.6 NM to THR 02)

PUMAL 1DCA

BERGA
N42 10.3 E002 01.9
(95.8 NM to THR 02)

ALBER ONE DELTA CHARLIE ALFA
(ALBER 1DCA) [AL1DCA]
PUMAL ONE DELTA CHARLIE ALFA
(PUMAL 1DCA) [PU1DCA]
RWY 02
CONTINUOUS DESCENT ARRIVALS (CDA)
FROM NORTH
BY ATC
USABLE BETWEEN 2300-0700LT

ALBER
N42 27.1
E002 49.9
(126.6 NM to THR 02)

ALBER 1DCA

D25 SLL
MHA FL130
D25/30

④ MEA to be used,
unless otherwise
authorized by ATC.



GERONA
D 114.1 GIR
N41 55.9 E002 46.3
(95.3 NM to THR 02)

(IAF ②)
SABADELL
D 112.0 SLL
N41 31.2 E002 06.6
(56.6 NM to THR 02)

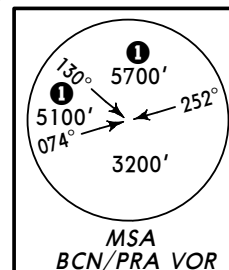


BARCELONA
D 116.7 BCN
N41 18.4 E002 06.5

EL PRAT
D 114.3 PRA
N41 17.0 E002 04.9

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
② In case of communication failure.
③ In case of communication failure during missed approach.
LOST COMMS ▲ SWWOC 1SOT ▲ SWWOC 1SOT ▲ SWWOC 1SOT ▲ SWWOC 1SOT

① 4300' within 15 NM



VLA
113.15
R118°
(IAF) VIBIM
N41 04.3 E002 12.4
(21.6 NM to THR 02)

MHA FL70
298°
VLA 39 DME

LEBL/BCN
BARCELONA

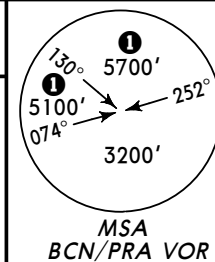
JEPPESSEN
 12 NOV 10 **10-2V5** **Eff 18 Nov**

BARCELONA, SPAIN
STAR

ATIS
118.65

Apt Elev
14'

Alt Set: hPa
 Trans level: By ATC Trans alt: 6000'



ALBER ONE DELTA CHARLIE BRAVO
 (ALBER 1DCB) [AL1DCB]
PUMAL ONE DELTA CHARLIE BRAVO
 (PUMAL 1DCB) [PU1DCB]
RWY 07L CONTINUOUS DESCENT ARRIVALS (CDA)
 FROM NORTH
 BY ATC

PUMAL ▲
 N42 22.0 E002 00.5
 (92.2 NM to THR 07L)

USABLE BETWEEN 2300-0700LT

ALBER ▲
 N42 27.1 E002 49.9
 (111.1 NM to THR 07L)

PUMAL 1DCB
 175° 12
 FL150
BERGA
 N42 10.3 E002 01.9
 (80.4 NM to THR 07L)

D25 SLL
 FL130
 14
 FL130
 MHA FL130
 D25/30

MHA FL130
 D25/30

FL100
 25

MHA FL70
 R057°
 MHA 5000

BARCELONA
 D 116.7 BCN
 N41 18.4 E002 06.5

EL PRAT
 D 114.3 PRA
 N41 17.0 E002 04.9

(IAF) **SABADELL**
 D 112.0 SLL
 N41 31.2 E002 06.6
 (41.2 NM to THR 07L)

ALBER 1DCB
 185°
 31
 FL150

MHA FL150
 R005°

GERONA
 D 114.1 GIR
 N41 55.9 E002 46.3
 (79.8 NM to THR 07L)

FL100
 39



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 2 In case of communication failure.
 3 In case of communication failure during missed approach.
 LOST COMMS ▲ SWW00 1501 ▲ SWW00 1501 ▲ SWW00 1501 ▲

LEBL/BCN
BARCELONA

JEPPESSEN
12 NOV 10 **10-2V6** **Eff 18 Nov**

BARCELONA, SPAIN
STAR

ATIS
118.65

Apt Elev
14'

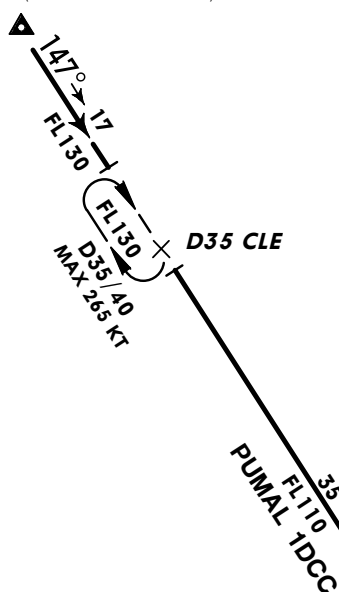
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

ALBER ONE DELTA CHARLIE CHARLIE (ALBER 1DCC) [AL1DCC]
PUMAL ONE DELTA CHARLIE CHARLIE (PUMAL 1DCC) [PU1DCC]
RWY 25L CONTINUOUS DESCENT ARRIVALS (CDA)

FROM NORTH
BY ATC
USABLE BETWEEN 2300-0700LT

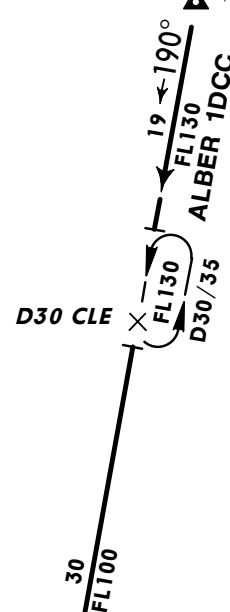
PUMAL

N42 22.0 E002 00.5
(84.2 NM to THR 25L)



ALBER

N42 27.1 E002 49.9
(81.8 NM to THR 25L)

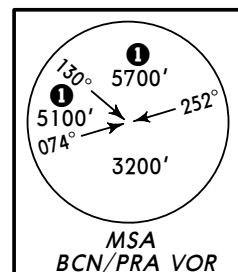


(IAF)
CALELLA
D 115.35 CLE
N41 38.4 E002 38.1
(32.4 NM to THR 25L)

EL PRAT
D 114.3 PRA
N41 17.0 E002 04.9

BARCELONA
D 116.7 BCN
N41 18.4 E002 06.5

1 4300' within 15 NM



LEBL/BCN
BARCELONA

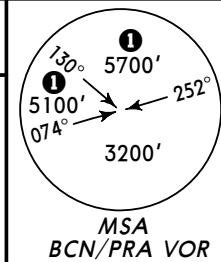
JEPPESEN
12 NOV 10 **10-2V7** **Eff 18 Nov**

BARCELONA, SPAIN
STAR

ATIS
118.65

Apt Elev
14'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

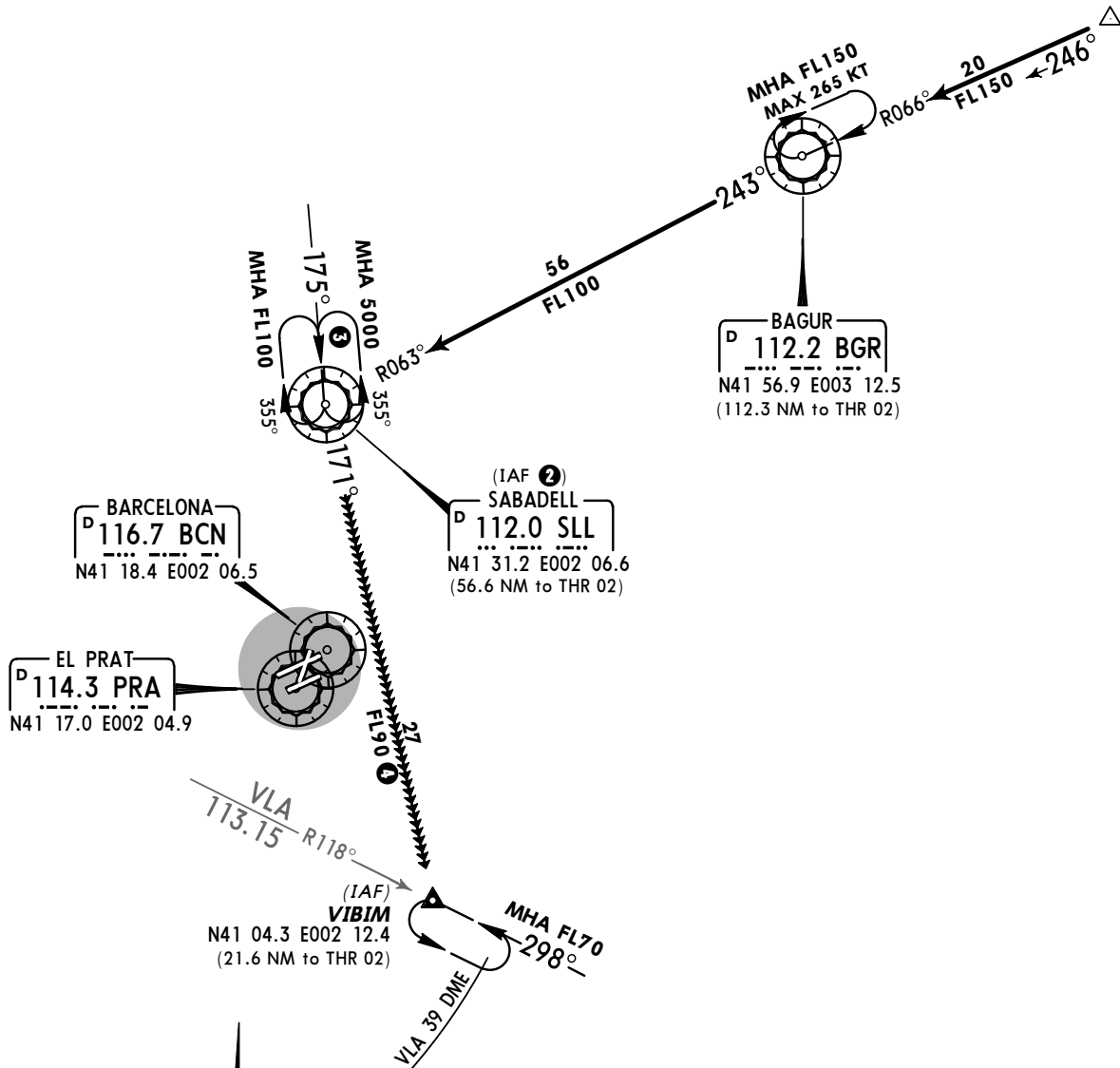


① 4300' within 15 NM

BISBA ONE DELTA CHARLIE ALFA
(BISBA 1DCA) [BI1DCA]
RWY 02 CONTINUOUS DESCENT ARRIVAL (CDA)
FROM NORTHEAST
BY ATC
USABLE BETWEEN 2300-0700LT

④ MEA to be used,
unless otherwise
authorized by ATC.

BISBA
N42 05.2 E003 37.5
(132.7 NM to THR 02)



NOT TO SCALE

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
② In case of communication failure.
③ In case of communication failure during missed approach.
LOST COMMS ▲ SWWOC ISOT ▲ SWWOC ISOT ▲ SWWOC ISOT ▲ SWWOC ISOT

LEBL/BCN
BARCELONA

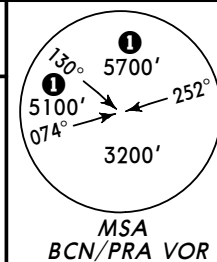
JEPPESEN
 12 NOV 10 **10-2V8** **Eff 18 Nov**

BARCELONA, SPAIN
STAR

ATIS
118.65

Apt Elev
14'

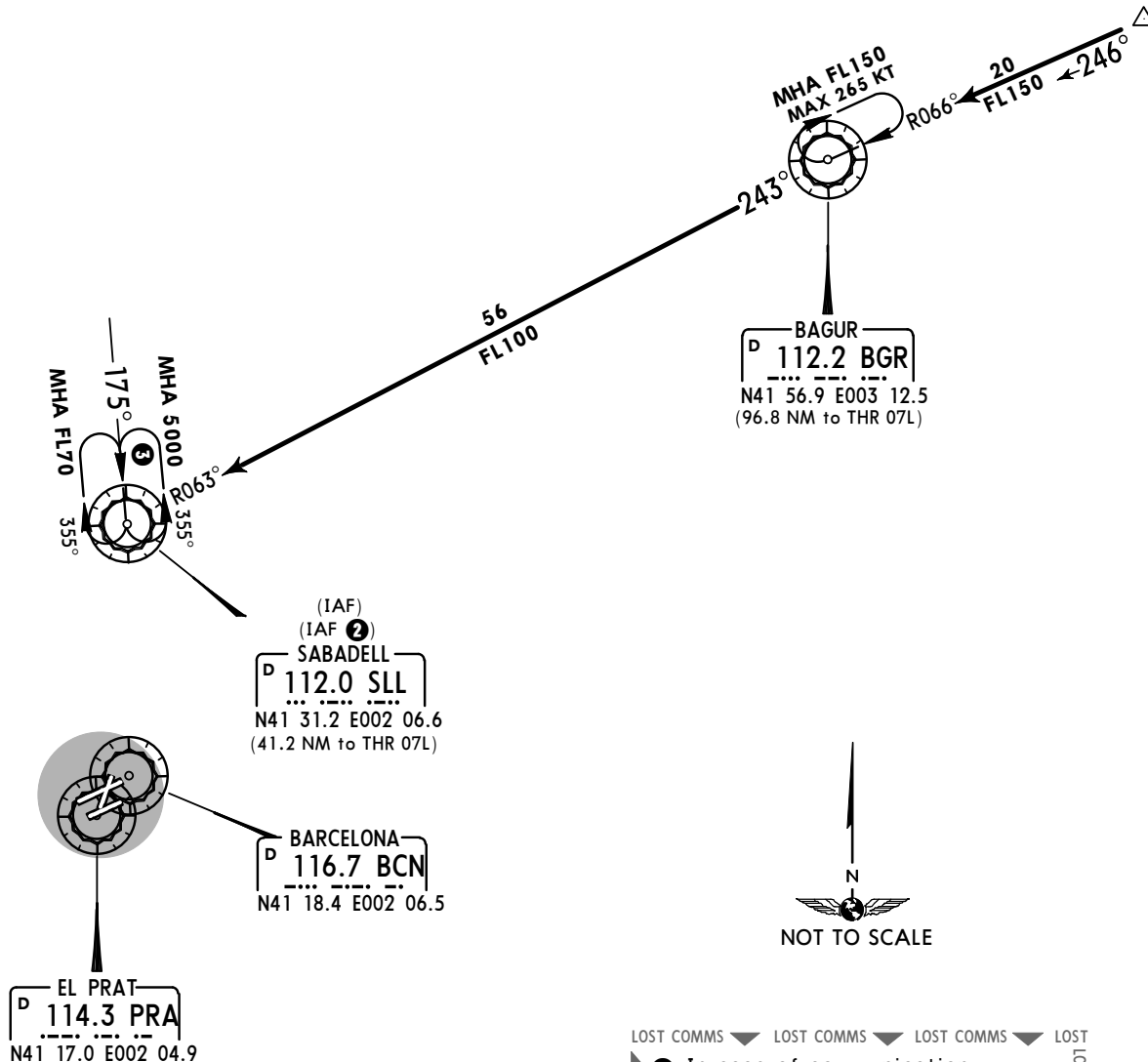
Alt Set: hPa
 Trans level: By ATC Trans alt: 6000'



① 4300' within 15 NM

BISBA ONE DELTA CHARLIE BRAVO (BISBA 1DCB)
(BISBA 1DCB) [BI1DCB]
RWY 07L CONTINUOUS DESCENT ARRIVAL (CDA)
FROM NORTHEAST
BY ATC
USABLE BETWEEN 2300-0700LT

BISBA
 N42 05.2 E003 37.5
 (117.2 NM to THR 07L)



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
 ② In case of communication failure.
 ③ In case of communication failure during missed approach.
 LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

LEBL/BCN
BARCELONA

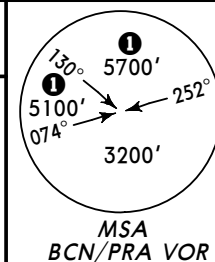
JEPPESSEN
12 NOV 10 **(10-2W)** **Eff 18 Nov**

BARCELONA, SPAIN
STAR

ATIS
118.65

Apt Elev
14'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



① 4300' within 15 NM

BISBA ONE DELTA CHARLIE CHARLIE (BISBA 1DCC)
(BISBA 1DCC) [BI1DCC]

BISBA ONE DELTA CHARLIE DELTA (BISBA 1DCD)
(BISBA 1DCD) [BI1DCD]

RWY 25L CONTINUOUS DESCENT ARRIVAL (CDA)

FROM NORTHEAST

BY ATC

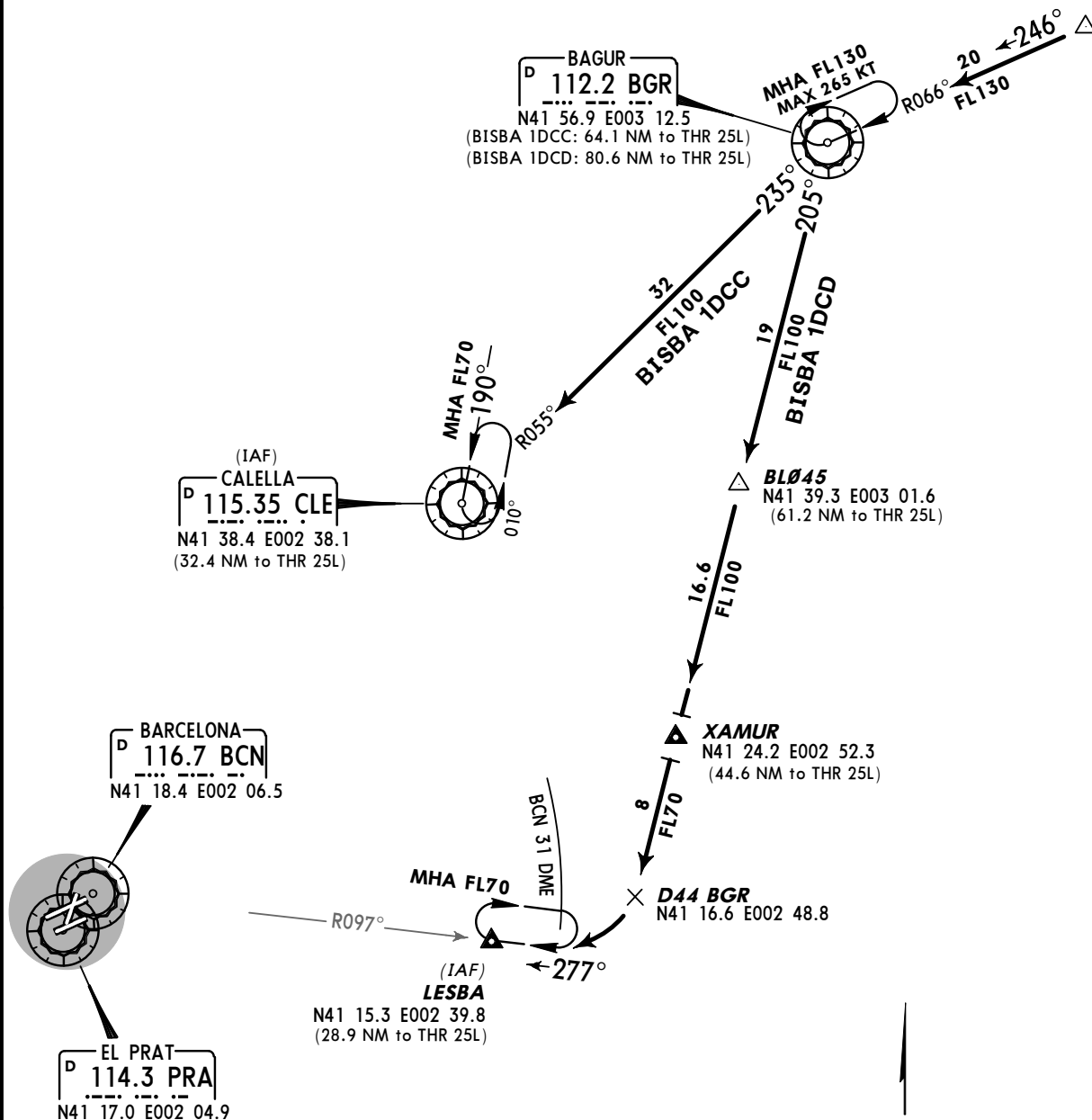
USABLE BETWEEN 2300-0700LT

BISBA

N42 05.2 E003 37.5

(BISBA 1DCC: 84.5 NM to THR 25L)

(BISBA 1DCD: 101.0 NM to THR 25L)



LEBL/BCN
BARCELONA

JEPPESSEN
 12 NOV 10 **(10-2X)** **Eff 18 Nov**

BARCELONA, SPAIN

STAR

ATIS
118.65

Apt Elev
14'

Alt Set: hPa
 Trans level: By ATC Trans alt: 6000'

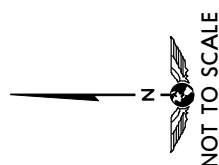
VERSO ONE DELTA CHARLIE ALFA (VERSO 1DCA)
(VERSO 1DCA) [VE1DCA]

RWY 02 CONTINUOUS DESCENT ARRIVAL (CDA)

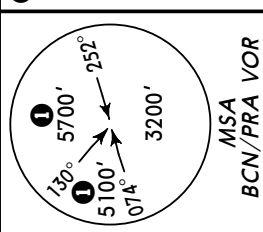
FROM EAST

BY ATC

USABLE BETWEEN 2300-0700LT



1 4300' within 15 NM

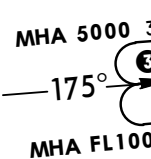


CALELLA
115.35 CLE
 N41 38.4 E002 38.1
 (81.3 NM to THR 02)



253°

25
0011



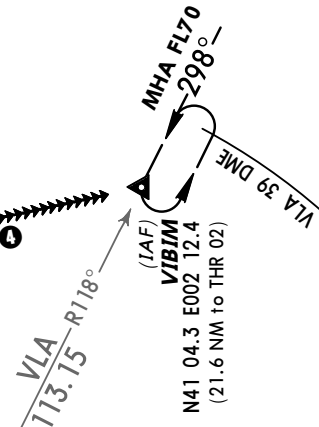
SABADELL
112.0 SLL
 N41 31.2 E002 06.6
 (56.6 NM to THR 02)

BARCELONA
116.7 BCN
 N41 18.4 E002 06.5

LOST COMMS
 2 In case of communication failure.
 3 In case of communication failure during missed approach.
 SWW003 150T SWW003 150T SWW003 150T

4 MEA to be used, unless otherwise authorized by ATC.

EL PRAT
114.3 PRA
 N41 17.0 E002 04.9



VERSO
 N41 09.2 E003 45.4
 (139.8 NM to THR 02)

LEBL/BCN
BARCELONA

JEPPESEN
 12 NOV 10 **(10-2X1)** **Eff 18 Nov**

BARCELONA, SPAIN

STAR

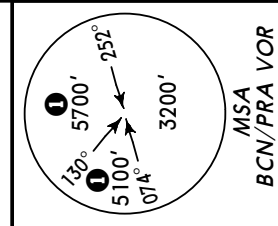
ATIS
118.65

Apt Elev
14'

Alt Set: hPa
 Trans level: By ATC Trans alt: 6000'

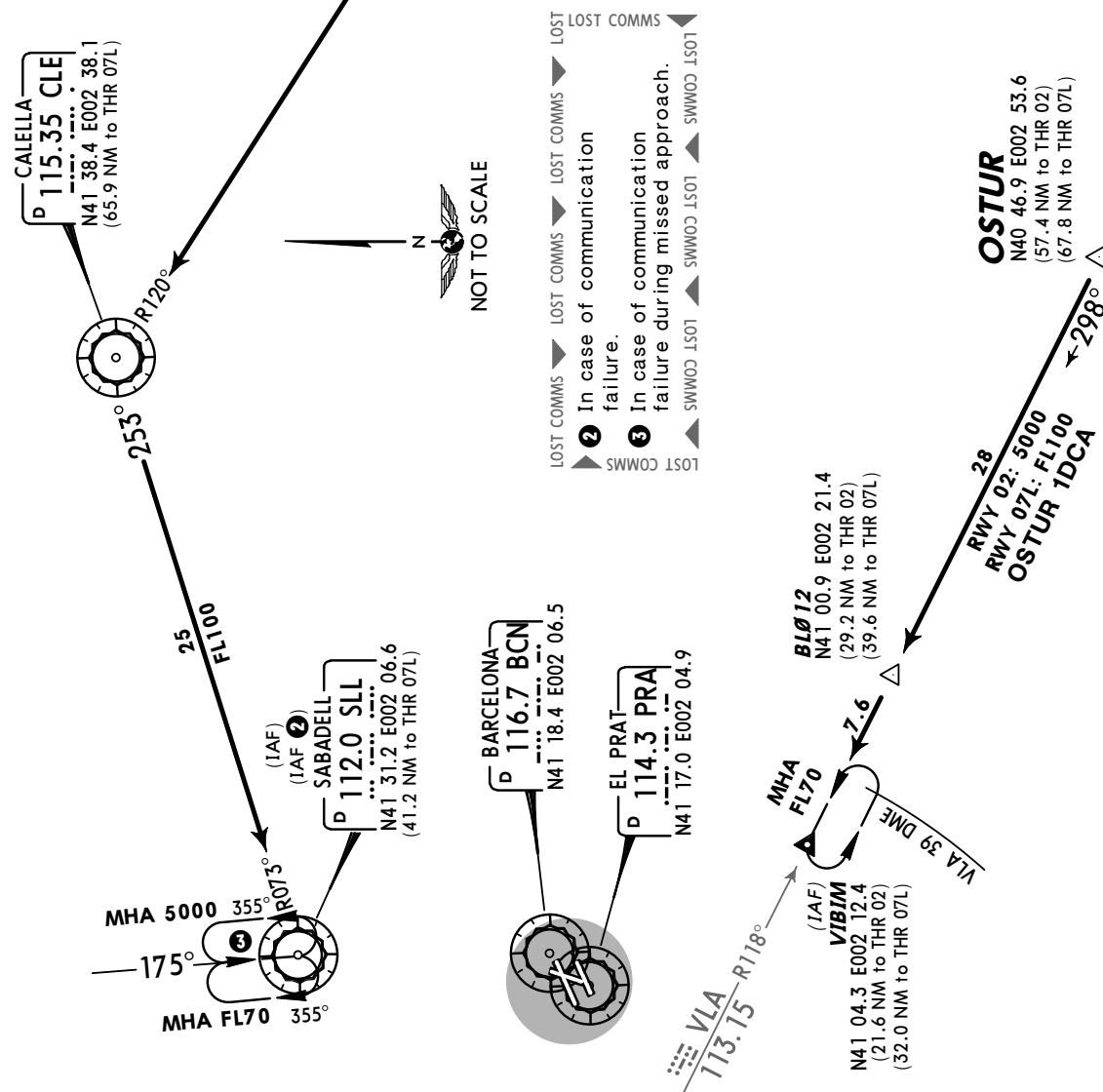
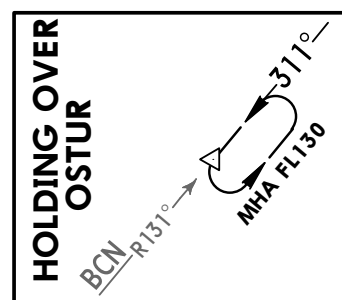
OSTUR ONE DELTA CHARLIE ALFA
 (OSTUR 1DCA) [OS1DCA]
 RWYS 02, 07L ARRIVAL

VERSO ONE DELTA CHARLIE CHARLIE
 (VERSO 1DCC) [VE1DCC]
 RWY 07L ARRIVAL
 FROM EAST & SOUTHEAST
 BY ATC
 USABLE BETWEEN 2300-0700LT



MSA
 BCN/PRA VOR

1 4300' within 15 NM



LEBL/BCN
BARCELONA

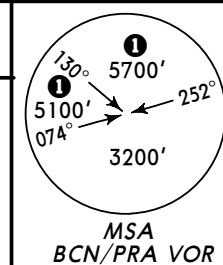
JEPPESEN
 12 NOV 10 **10-2X2** Eff 18 Nov

BARCELONA, SPAIN
STAR

ATIS
118.65

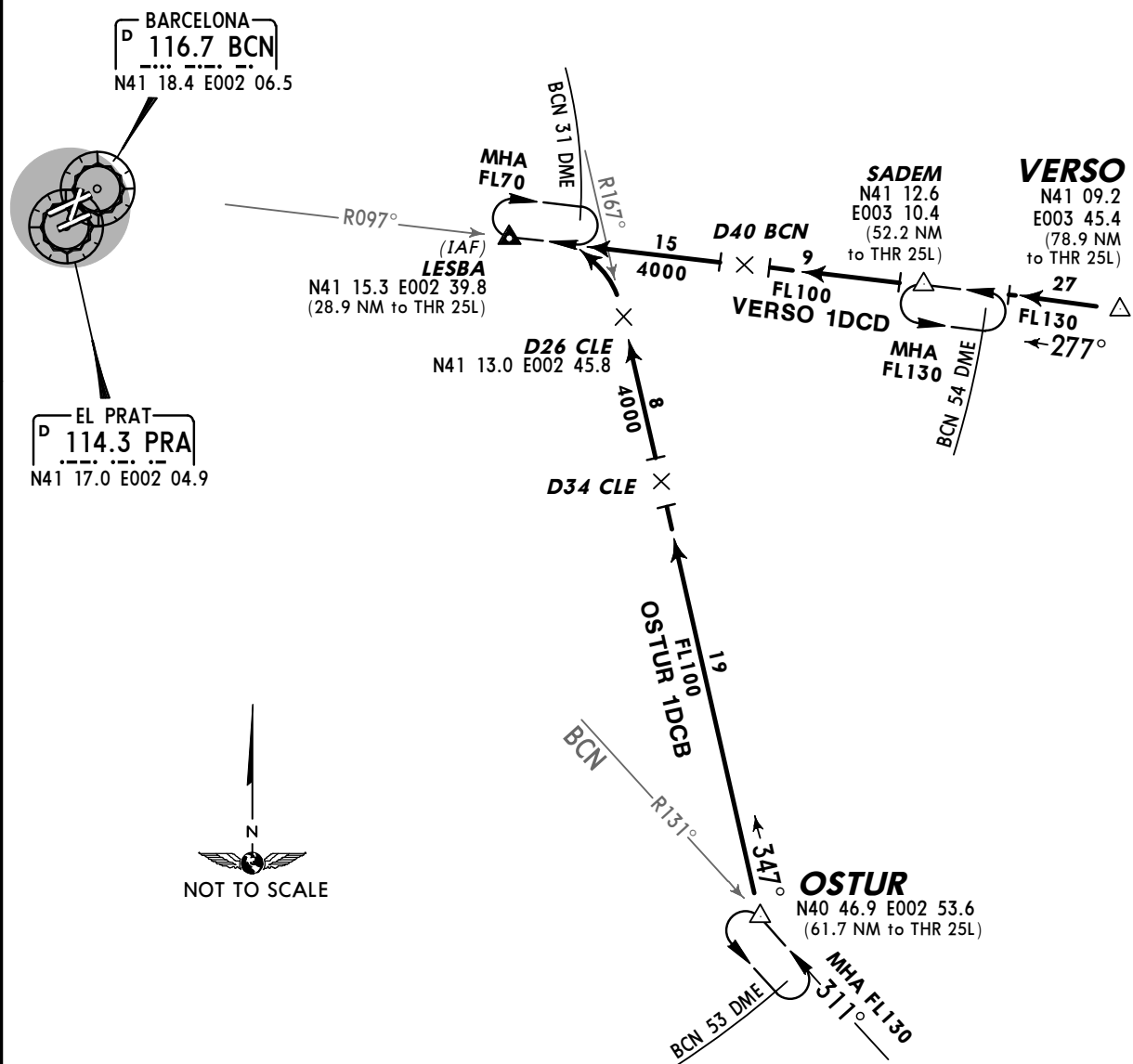
Apt Elev
14'

Alt Set: hPa
 Trans level: By ATC Trans alt: 6000'



OSTUR ONE DELTA CHARLIE BRAVO
 (OSTUR 1DCB) [OS1DCB]
VERSO ONE DELTA CHARLIE DELTA
 (VERSO 1DCD) [VE1DCD]
RWY 25L CONTINUOUS DESCENT ARRIVALS (CDA)
 FROM EAST & SOUTHEAST
 BY ATC
 USABLE BETWEEN 2300-0700LT

① 4300' within 15 NM

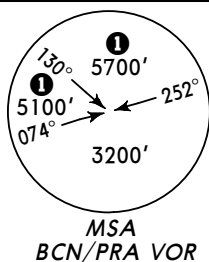


LEBL/BCN
BARCELONA

JEPPESSEN
12 NOV 10 **10-2X3** **Eff 18 Nov**

BARCELONA, SPAIN

STAR



① 4300' within 15 NM

ATIS
118.65

Apt Elev
14'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

MARTA ONE DELTA CHARLIE BRAVO (MARTA 1DCB)MA1DCB]
RWY 07L CONTINUOUS DESCENT ARRIVAL (CDA)

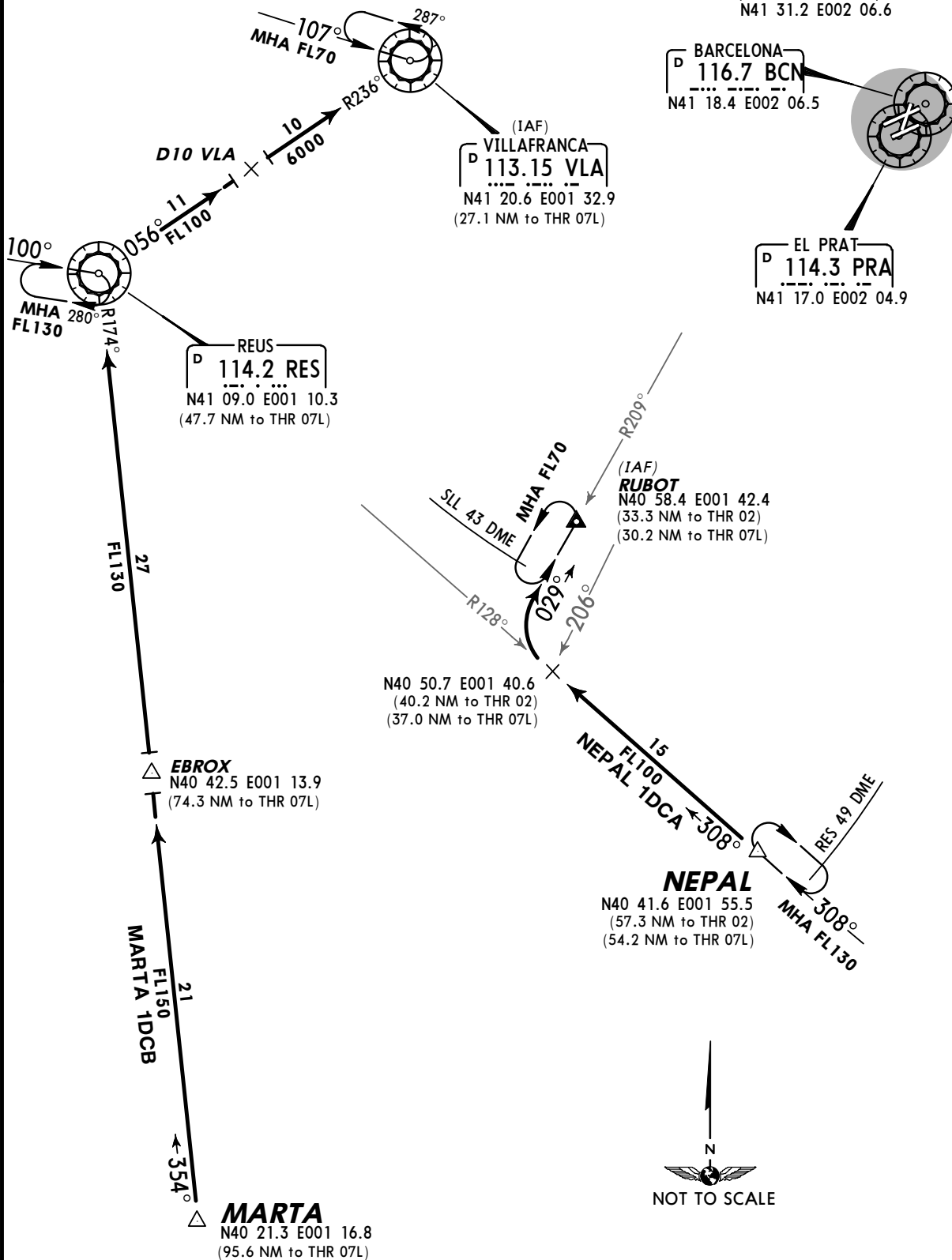
NEPAL ONE DELTA CHARLIE ALFA (NEPAL 1DCA)NE1DCA]
RWYS 02, 07L CONTINUOUS DESCENT ARRIVAL (CDA)

FROM SOUTH
BY ATC
USABLE BETWEEN 2300-0700LT

SABADELL
D 112.0 SLL
N41 31.2 E002 06.6

BARCELONA
D 116.7 BCN
N41 18.4 E002 06.5

EL PRAT
D 114.3 PRA
N41 17.0 E002 04.9

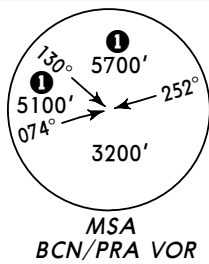


LEBL/BCN
BARCELONA

JEPPESSEN
12 NOV 10 **10-2X4** **Eff 18 Nov**

BARCELONA, SPAIN

STAR



① 4300' within 15 NM

ATIS
118.65

Apt Elev
14'

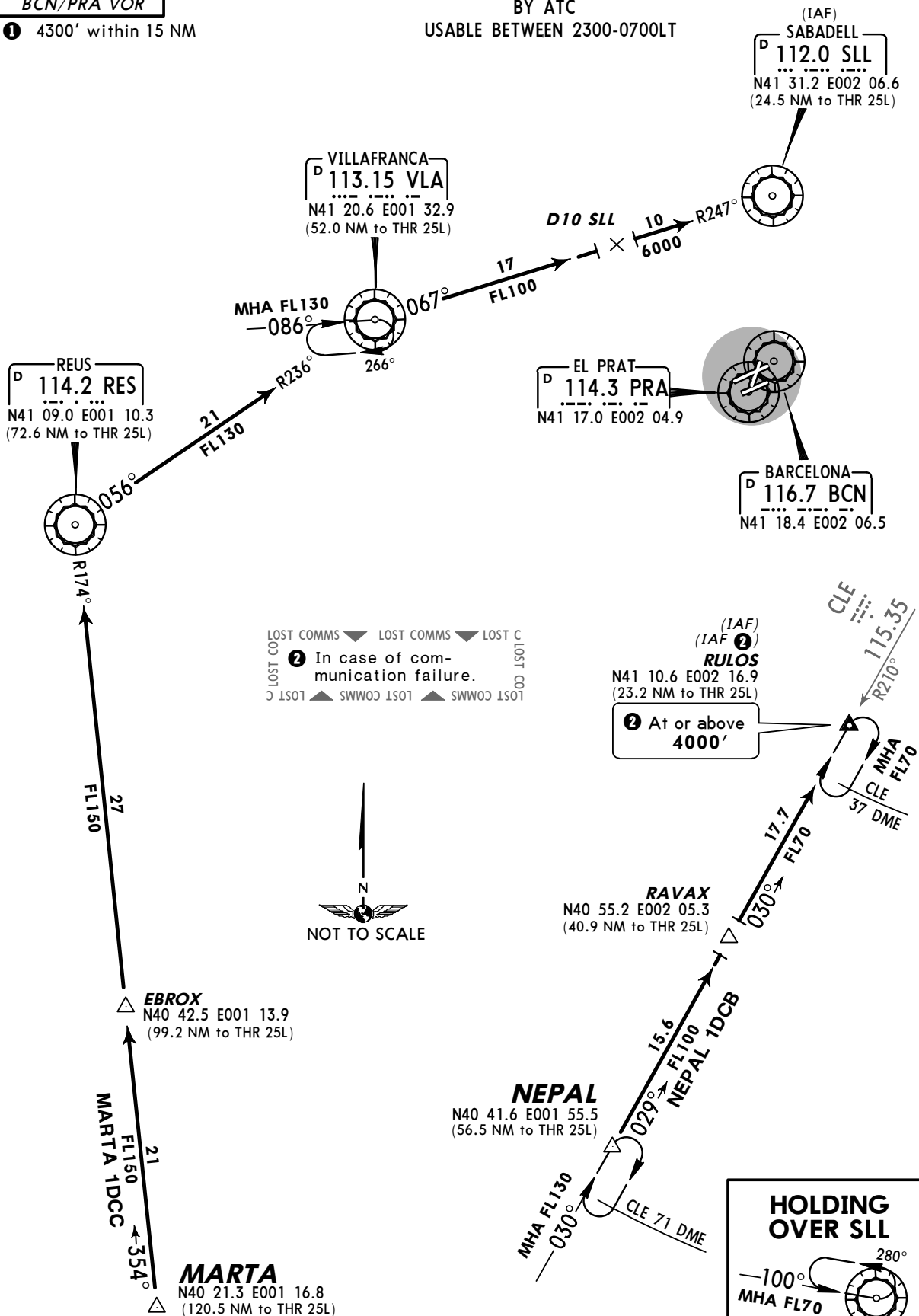
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

MARTA ONE DELTA CHARLIE CHARLIE (MARTA 1DCC) [MA1DCC]
NEPAL ONE DELTA CHARLIE BRAVO (NEPAL 1DCB) [NE1DCB]
RWY 25L CONTINUOUS DESCENT ARRIVALS (CDA)

FROM SOUTH

BY ATC

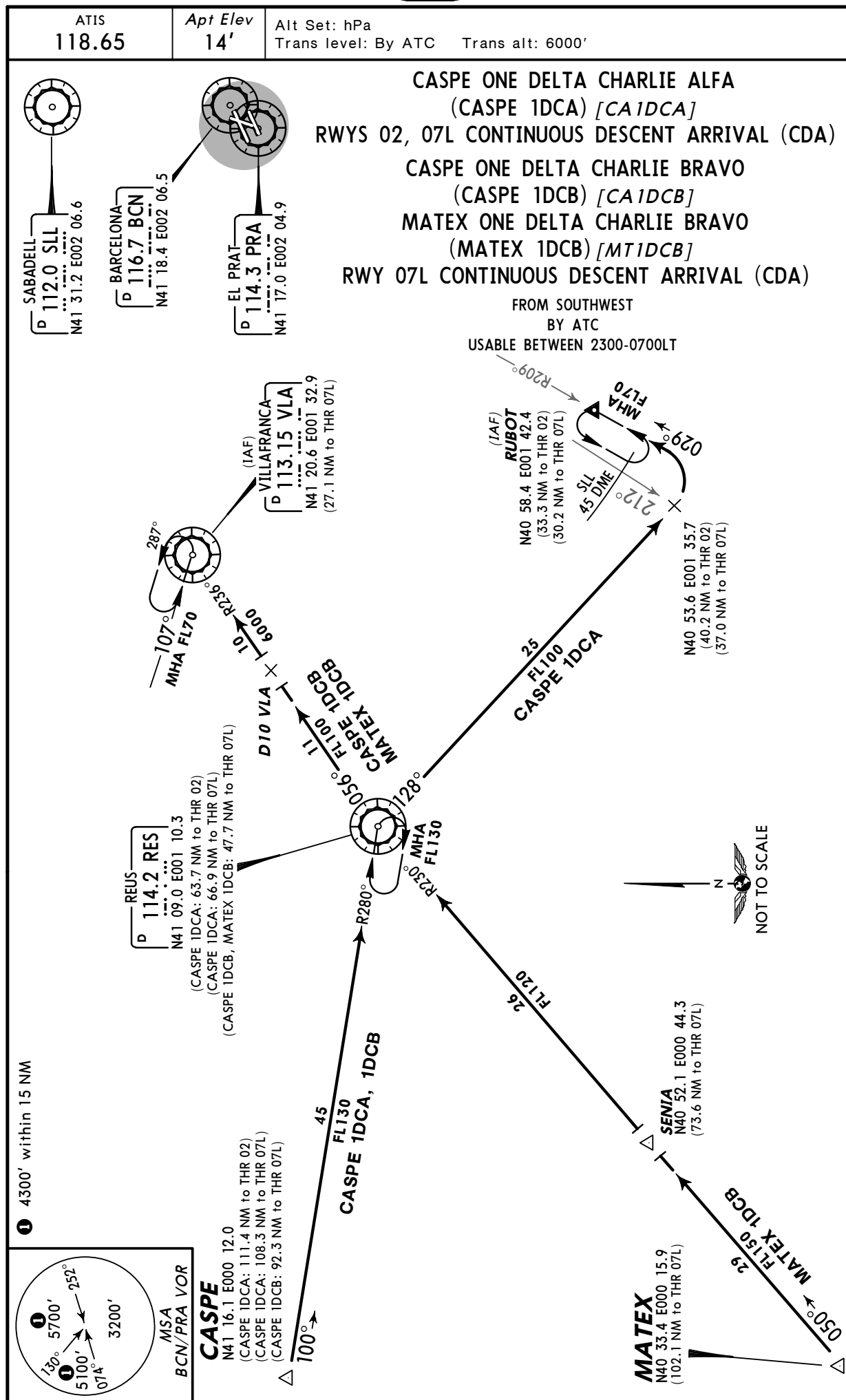
USABLE BETWEEN 2300-0700LT



LEBL/BCN
BARCELONA

JEPPESSEN
 12 NOV 10 **(10-2X5)** **Eff 18 Nov**

BARCELONA, SPAIN
STAR



LEBL/BCN
BARCELONA

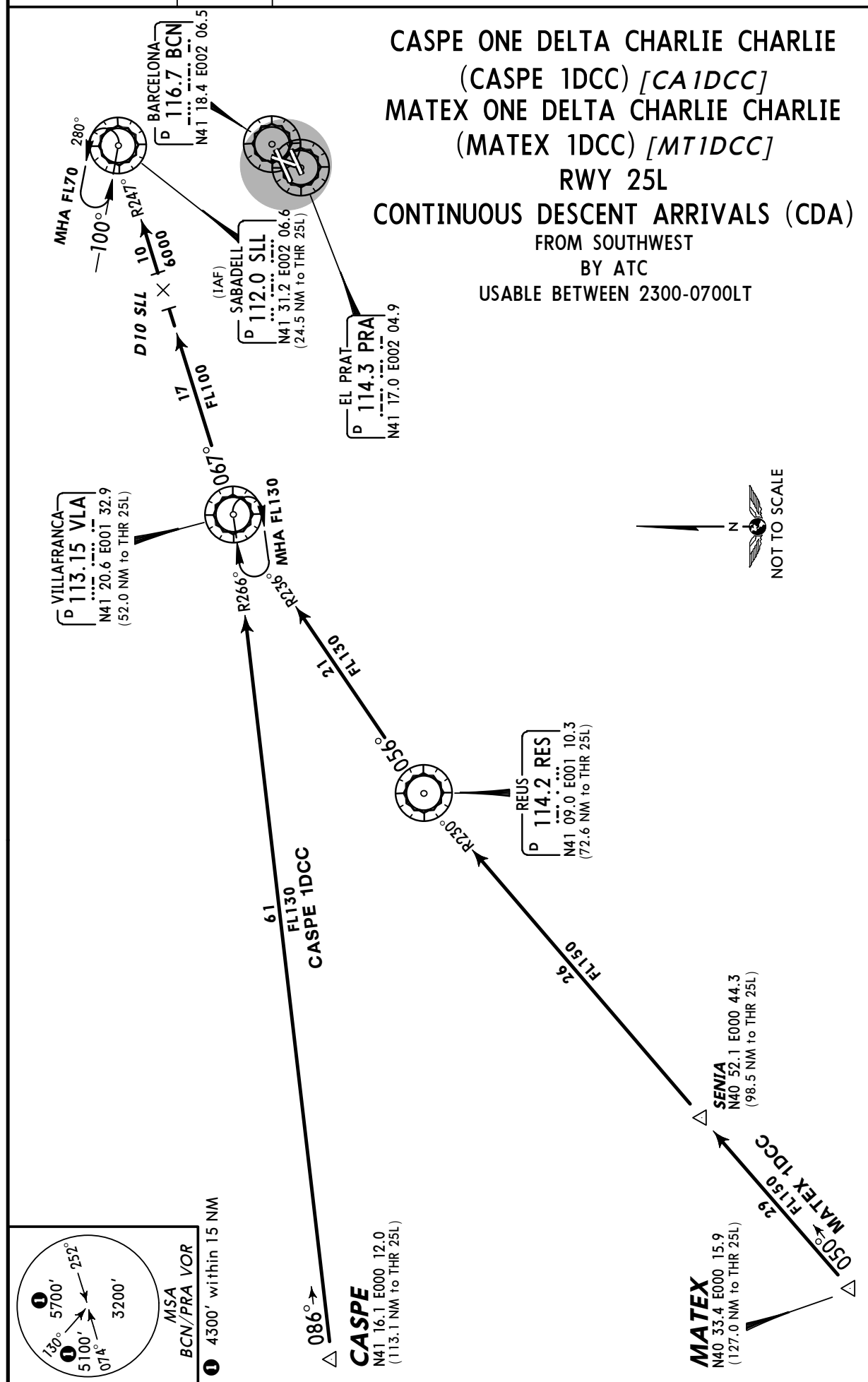
JEPPESSEN
12 NOV 10 **(10-2X6)** **Eff 18 Nov**

BARCELONA, SPAIN
STAR

ATIS
118.65

Apt Elev
14'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

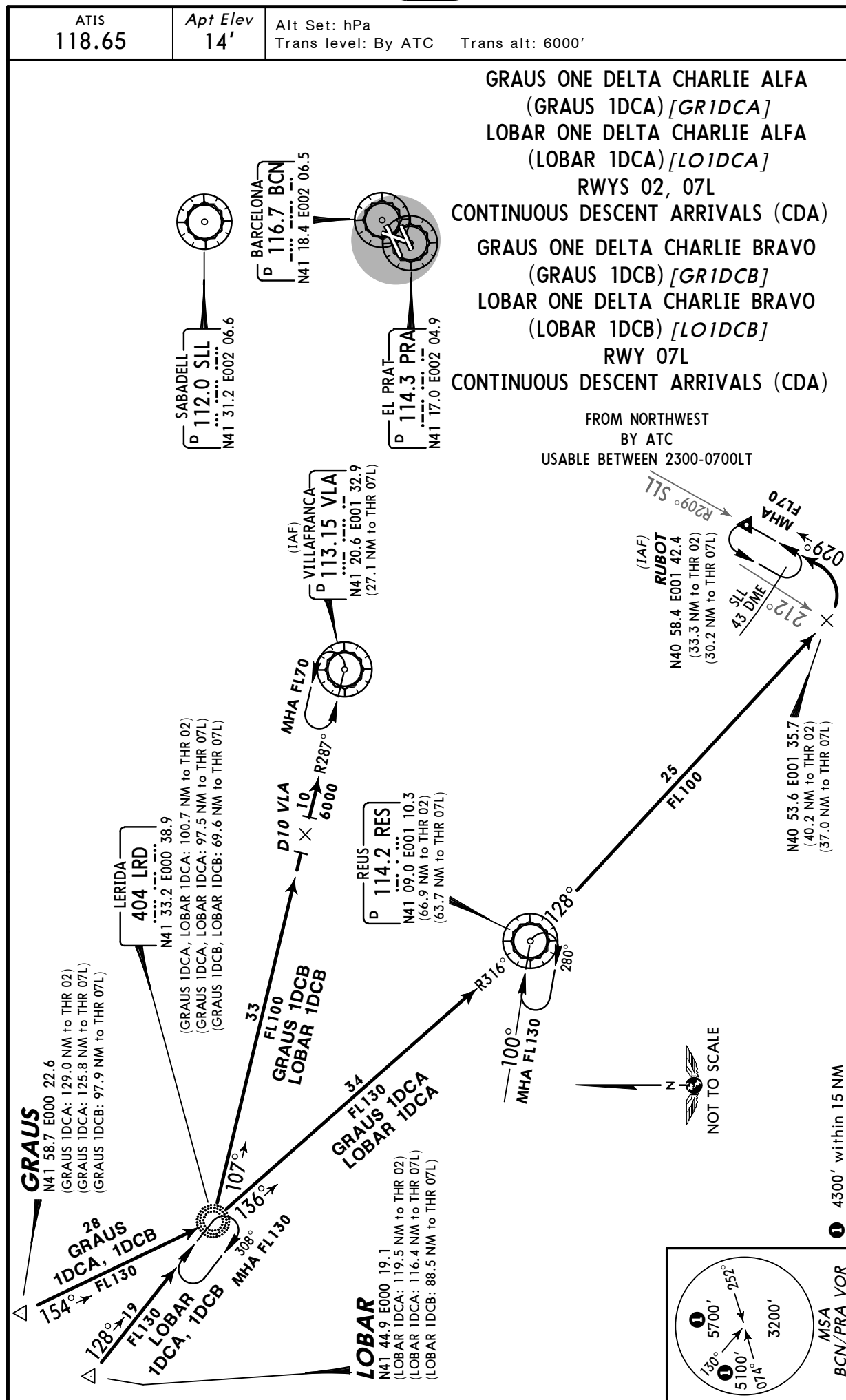


LEBL/BCN
BARCELONA

JEPPESSEN
 12 NOV 10 **(10-2X7)** Eff 18 Nov

BARCELONA, SPAIN

STAR



LEBL/BCN
BARCELONA

JEPPESSEN
 12 NOV 10 **(10-2X8)** **Eff 18 Nov**

BARCELONA, SPAIN

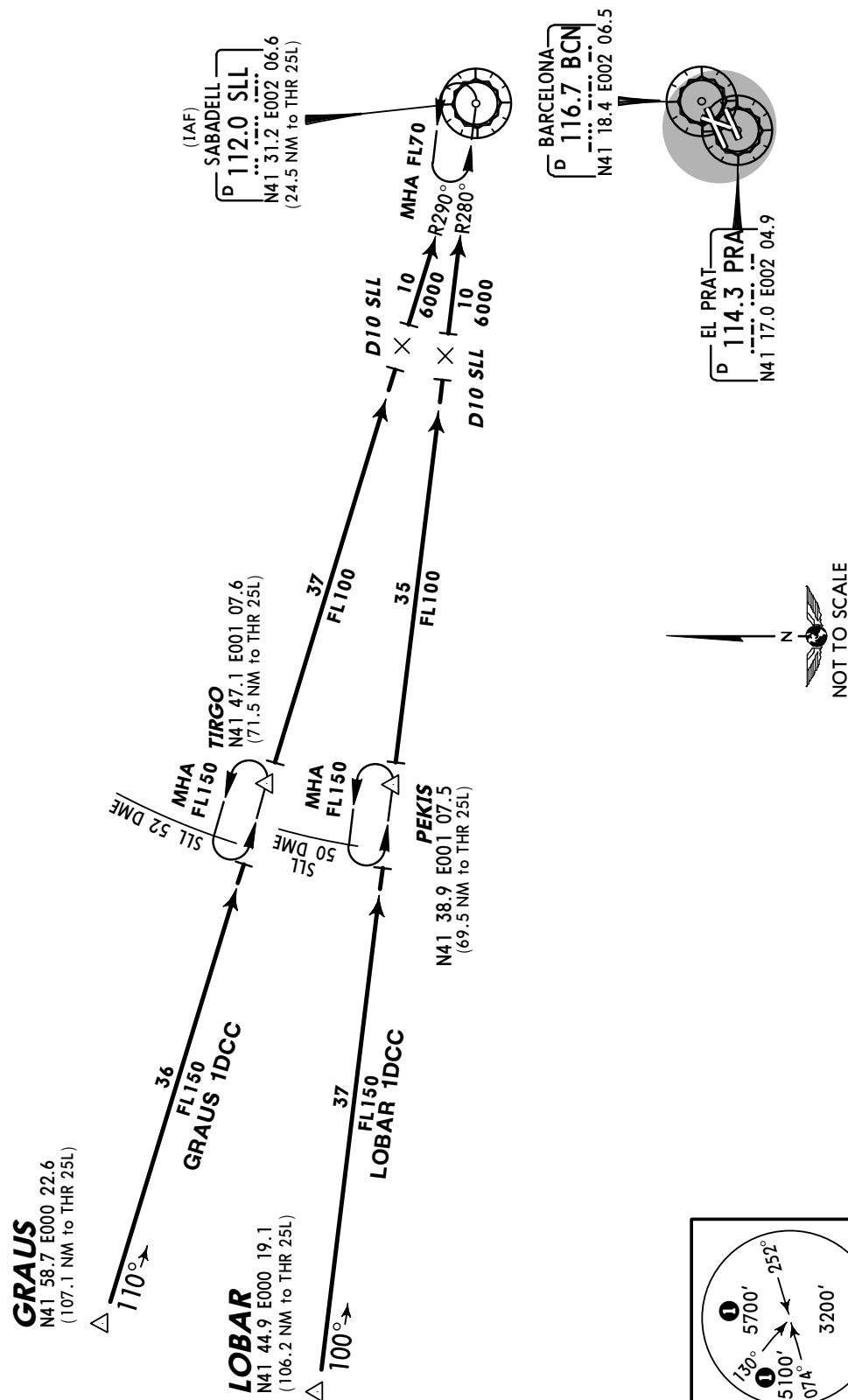
STAR

ATIS
118.65

Apt Elev
14'

Alt Set: hPa
 Trans level: By ATC Trans alt: 6000'
 Possible failure of SLL VOR coverage beyond 70 NM and SLL DME coverage beyond 80 NM.

GRAUS ONE DELTA CHARLIE CHARLIE (GRAUS 1DCC) [GR1DCC]
LOBAR ONE DELTA CHARLIE CHARLIE (LOBAR 1DCC) [LO1DCC]
RWY 25L CONTINUOUS DESCENT ARRIVALS (CDA)
FROM NORTHWEST
BY ATC
USABLE BETWEEN 2300-0700LT



LEBL/BCN
BARCELONA **JEPPESEN**
12 NOV 10 **10-3** **Eff 18 Nov****BARCELONA, SPAIN****RNAV SID**

RNAV SID DESIGNATION	REFER TO CHART
AGENA 1K, 1L, 1M	10-3B
AGENA 2P, 2Q	10-3C
AGENA 1R	10-3D
DALIN 1K, 1L, 1M	10-3E
DALIN 2P, 2Q	10-3F
DALIN 1R	10-3G
DUNES 1K, 1L, 1M	10-3H
DUNES 2P, 2Q	10-3J
DUNES 1R	10-3J1
GRAUS 1K, 1L, 1M	10-3J2
GRAUS 2P, 2Q	10-3J3
GRAUS 1R	10-3J4
LARPA 1K, 1L, 1M	10-3J5
LARPA 2P, 2Q	10-3J6
LARPA 1R	10-3J7
LOBAR 1K, 1L, 1M	10-3J8
LOBAR 2P, 2Q	10-3K
LOBAR 1R	10-3L
LOTOS 1K, 1L, 1M	10-3L1
LOTOS 2P, 2Q	10-3L2
LOTOS 1R	10-3L3
MOPAS 1K, 1L, 1M	10-3L4
MOPAS 2P, 2Q	10-3L5
MOPAS 1R	10-3L6
OKABI 1K, 1L, 1M	10-3L7
OKABI 2P, 2Q	10-3L8
OKABI 1R	10-3M
SENIA 1K, 3L, 3M	10-3N
SENIA 2P, 2Q	10-3N1
SENIA 3R	10-3N2
VERSO 1K, 1L, 1M	10-3N3
VERSO 2P, 2Q	10-3N4
VERSO 1R	10-3N5
FOR SID DESIGNATION REFER TO PAGE 10-3A	

LEBL/BCN
BARCELONA **JEPPESEN**
12 NOV 10 **(10-3A)** **Eff 18 Nov****BARCELONA, SPAIN****SID**

SID DESIGNATION	REFER TO CHART
AGENA 1A, 1G	10-3N6
AGENA 2B, 1E	10-3N7
AGENA 3D, 2W	10-3N8
CLE 1A, 1G	10-3P
CLE 1B, 1E	10-3Q
CLE 2D, 2W	10-3Q1
DALIN 1A, 1G	10-3Q2
DALIN 2B, 1E	10-3Q3
DALIN 3D, 2W	10-3Q4
DUNES 1A, 1G	10-3Q5
DUNES 2B, 1E	10-3Q6
DUNES 3D, 2W	10-3Q7
GRAUS 5A, 1G	10-3Q8
GRAUS 5B, 5E	10-3S
GRAUS 6D, 2W	10-3T
LARPA 1A, 1G	10-3T1
LARPA 2B, 1E	10-3T2
LARPA 3D, 2W	10-3T3
LOBAR 4A, 1G	10-3T4
LOBAR 4B, 4E	10-3T5
LOBAR 5D, 2W	10-3T6
LOTOS 1A, 1G	10-3T7
LOTOS 2B, 1E	10-3T8
LOTOS 4D, 3W	10-3U
MOPAS 5A, 1G	10-3V
MOPAS 5B, 5E	10-3V1
MOPAS 7D, 2W	10-3V2
OKABI 5A, 1G	10-3V3
OKABI 5B, 5E	10-3V4
OKABI 6D, 2W	10-3V5
SENIA 3A, 1G	10-3V6
SENIA 4B, 3E	10-3V7
SENIA 6D, 2W	10-3V8
VERSO 1A, 1G	10-3W
VERSO 2B, 1E	10-3X
VERSO 3D, 2W	10-3X1
VLA 1A, 1G	10-3X2
VLA 1B, 1E	10-3X3
VLA 2D, 2W	10-3X4

LEBL/BCN
BARCELONA

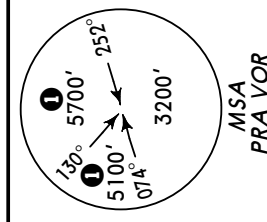
JEPPESSEN
12 NOV 10 **(10-3B)** **Eff 18 Nov**

BARCELONA, SPAIN
RNAV SID

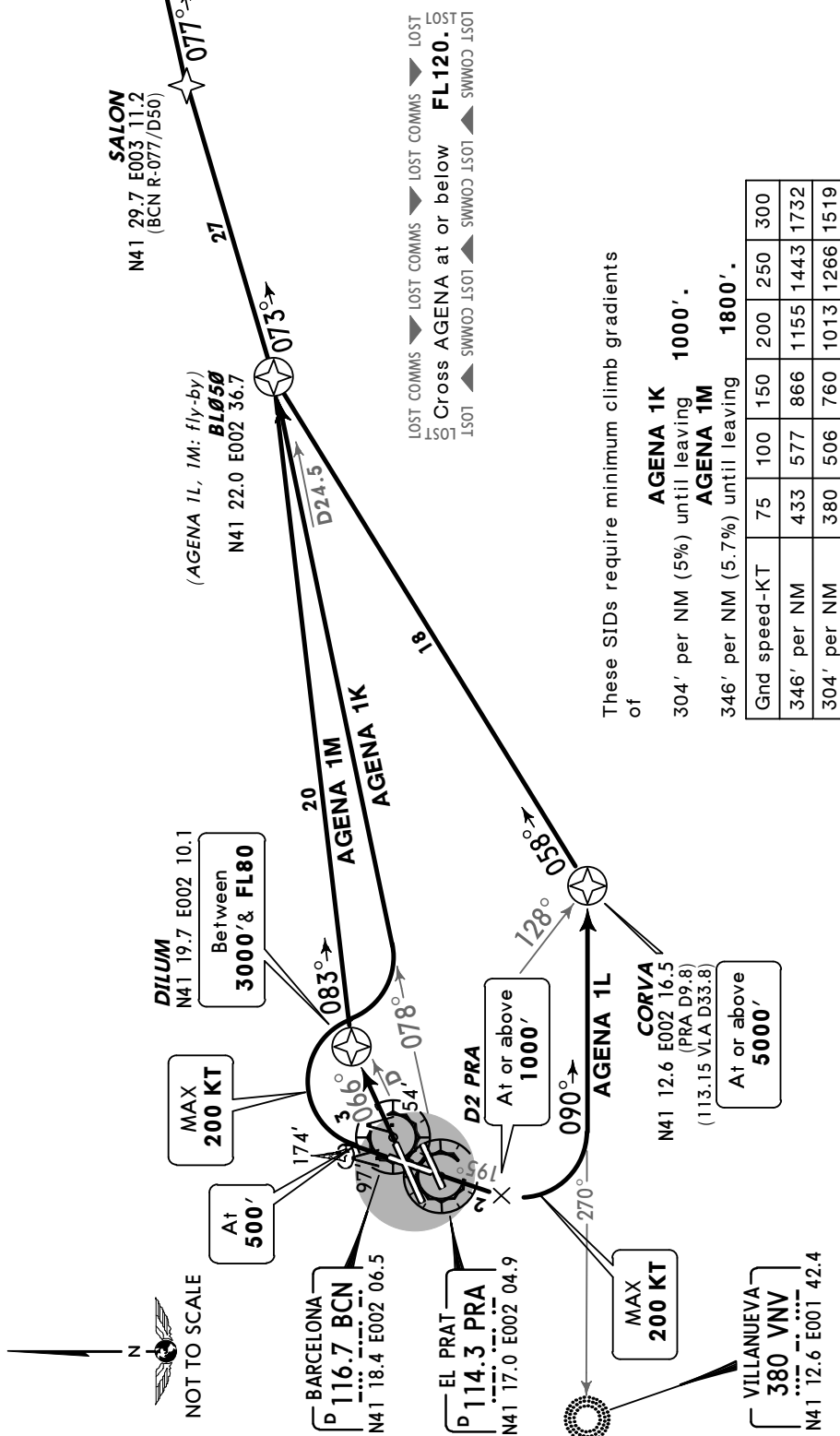
Apt Elev
14'

- Trans level: By ATC Trans alt: 6000'
1. These SIDs are restricted RNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
 2. EXPECT close-in obstacles.
 3. For runway configuration refer to Airport Briefing pages.

AGENA ONE KILO (AGENA 1K) [AGEN1K]
AGENA ONE LIMA (AGENA 1L) [AGEN1L]
AGENA ONE MIKE (AGENA 1M) [AGEN1M]
RWYS 02, 20, 07L RNAV DEPARTURES
SPEED MAX 250 KT BELOW FL100



1 4300' within
15 NM



These SIDs require minimum climb gradients
of

AGENA 1K
304' per NM (5%) until leaving **1000'**.

AGENA 1M
346' per NM (5.7%) until leaving **1800'**.

Gnd speed-KT	75	100	150	200	250	300
346' per NM	433	577	866	1155	1443	1732
304' per NM	380	506	760	1013	1266	1519

Initial ATC clearance: Climb and maintain **FL120** and request flight level change enroute

SID	RWY	INITIAL CLIMB/ROUTING
AGENA 1K	02	Climb on runway heading to 500' , turn RIGHT, intercept PRA R-078 to BL050 (D24.5 PRA), then to SALON, then to AGENA.
AGENA 1L	20	Climb on runway heading, intercept PRA R-195 to D2 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, then to BL050, then to SALON, then to AGENA.
AGENA 1M	07L	Climb on runway heading to BCN, BCN R-066 to DILUM (D3 BCN), then to BL050, then to SALON, then to AGENA.

2 Turns before departure end of runway (DER) are not allowed. **3** RNAV approval required.

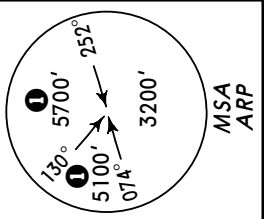
LEBL/BCN
BARCELONA

JEPPESEN
 12 NOV 10 **10-3C** **Eff 18 Nov**

BARCELONA, SPAIN
RNAV SID

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
 1. EXPECT close-in obstacles.
 2. For runway configuration refer to Airport Briefing pages.



1 4300' within 15 NM

AGENA TWO PAPA (AGENA 2P) [AGEN2P]
AGENA TWO QUEBEC (AGENA 2Q) [AGEN2Q]
RWYS 25R, 20, 25L RNAV DEPARTURES

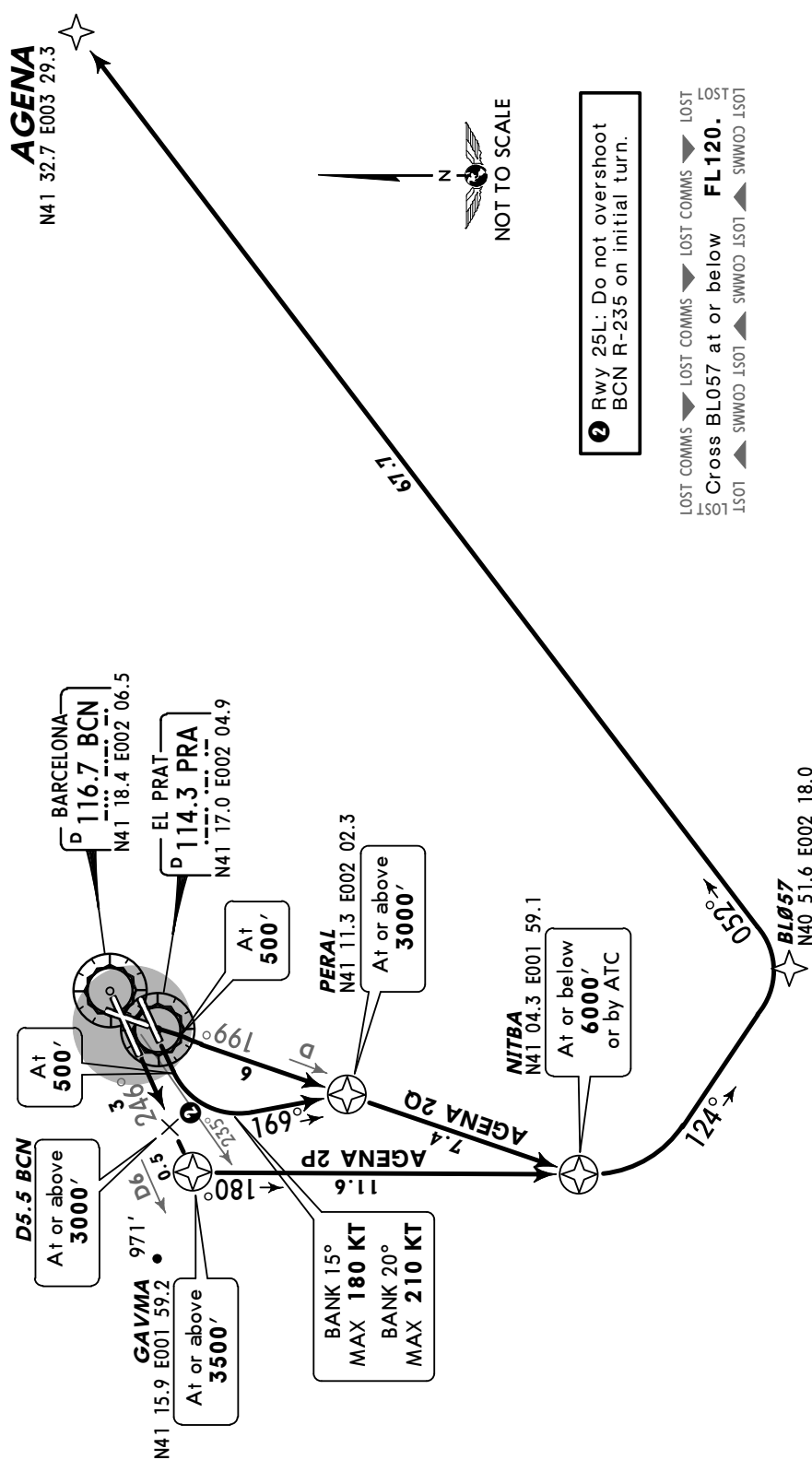
RNAV (DME/DME)

P-RNAV APPROVAL REQUIRED

DME ASSOCIATED TO ILS ARE NOT USABLE FOR P-RNAV DEPARTURES

~~SPEED~~ MAX 250 KT UNTIL FL100

Initial ATC clearance: Climb and maintain FL120 and request flight level change enroute	
SID	INITIAL CLIMB
AGENA 2P	Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6 BCN).
AGENA 2Q	Climb on runway heading to 500' , turn RIGHT, intercept PRA R-199 to PERAL (D6 PRA).
25L	Climb on runway heading to 500' , turn LEFT, 169° track, intercept PRA R-199 to PERAL (D6 PRA).
SID	ROUTING
AGENA 2P	GAVMA (3500'+) - NITBA (6000'-) - BL057 - AGENA.
AGENA 2Q	PERAL (3000'+) - NITBA (6000'-) - BL057 - AGENA.



2 Rwy 25L: Do not overshoot BCN R-235 on initial turn.

LOST COMMS $\blacktriangleright$ LOST COMMS $\blacktriangleright$ LOST COMMS $\blacktriangleright$ LOST
 Cross BL057 at or below **FL120**.
 LSOT $\blacktriangleleft$ SSWOC LSOT $\blacktriangleleft$ SSWOC LSOT $\blacktriangleleft$ SSWOC LSOT

LEBL/BCN
BARCELONA

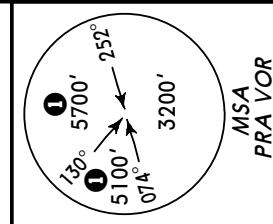
JEPPESSEN
12 NOV 10 (10-3D) Eff 18 Nov

BARCELONA, SPAIN
RNAV SID

Apt Elev
14'

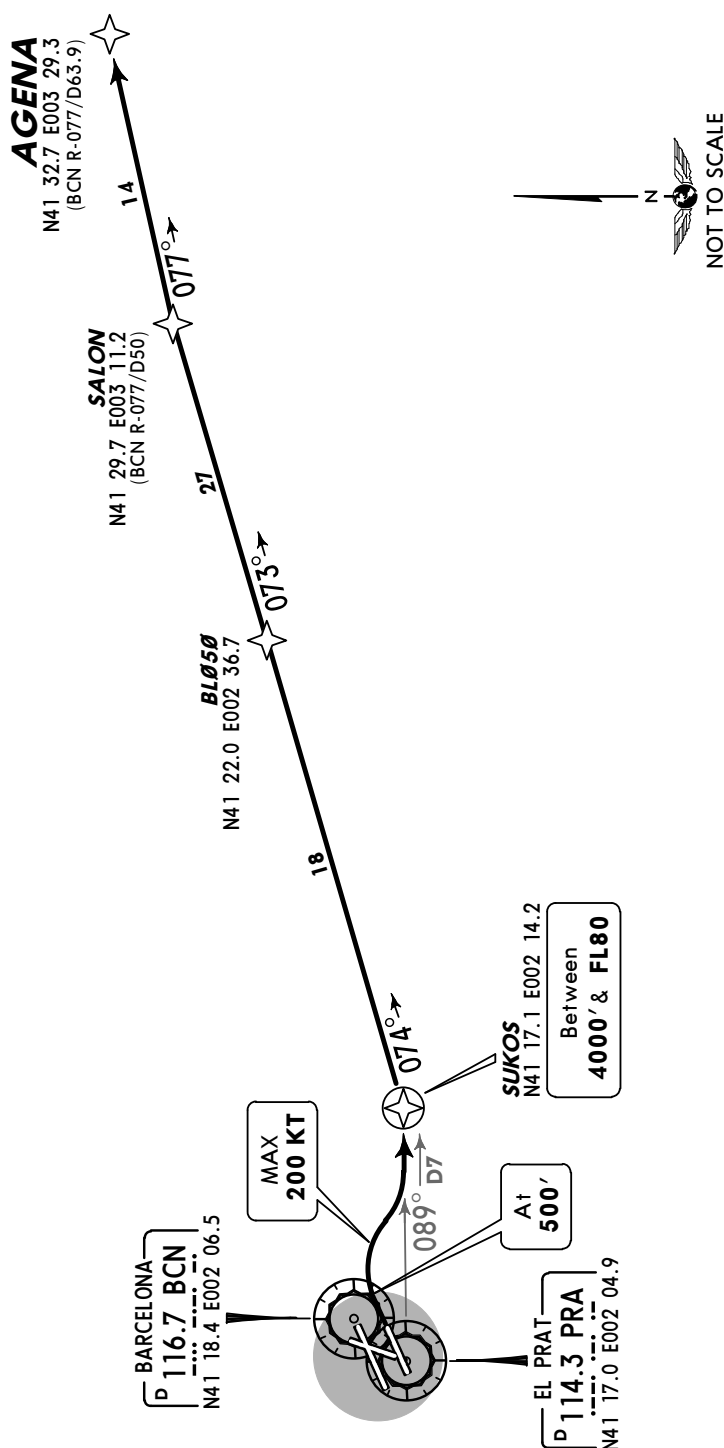
Trans level: By ATC Trans alt: 6000'
1. This SID is a restricted RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call. 2. For runway configuration refer to Airport Briefing pages.

AGENA ONE ROMEO (AGENA 1R) [AGEN1R]
RWY 07R RNAV DEPARTURE
RNAV APPROVAL REQUIRED
SPEED MAX 250 KT BELOW FL100



① 4300' within 15 NM

LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST
Cross AGENA at or below **FL120**.
LSOT ► SWWOC LSOT ► SWWOC LSOT ► SWWOC LSOT



Turns before departure end of runway (DER) are not allowed.

Initial ATC clearance: Climb and maintain **FL120**
and request flight level change enroute

INITIAL CLIMB/ROUTING

Climb on runway heading to **500'**, turn RIGHT, intercept PRA R-089 to SUKOS (D7 PRA), then to BL050, then to SALON, then to AGENA.

LEBL/BCN
BARCELONA

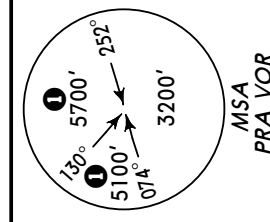
JEPPESSEN
12 NOV 10 **10-3E** **Eff 18 Nov**

BARCELONA, SPAIN
RNAV SID

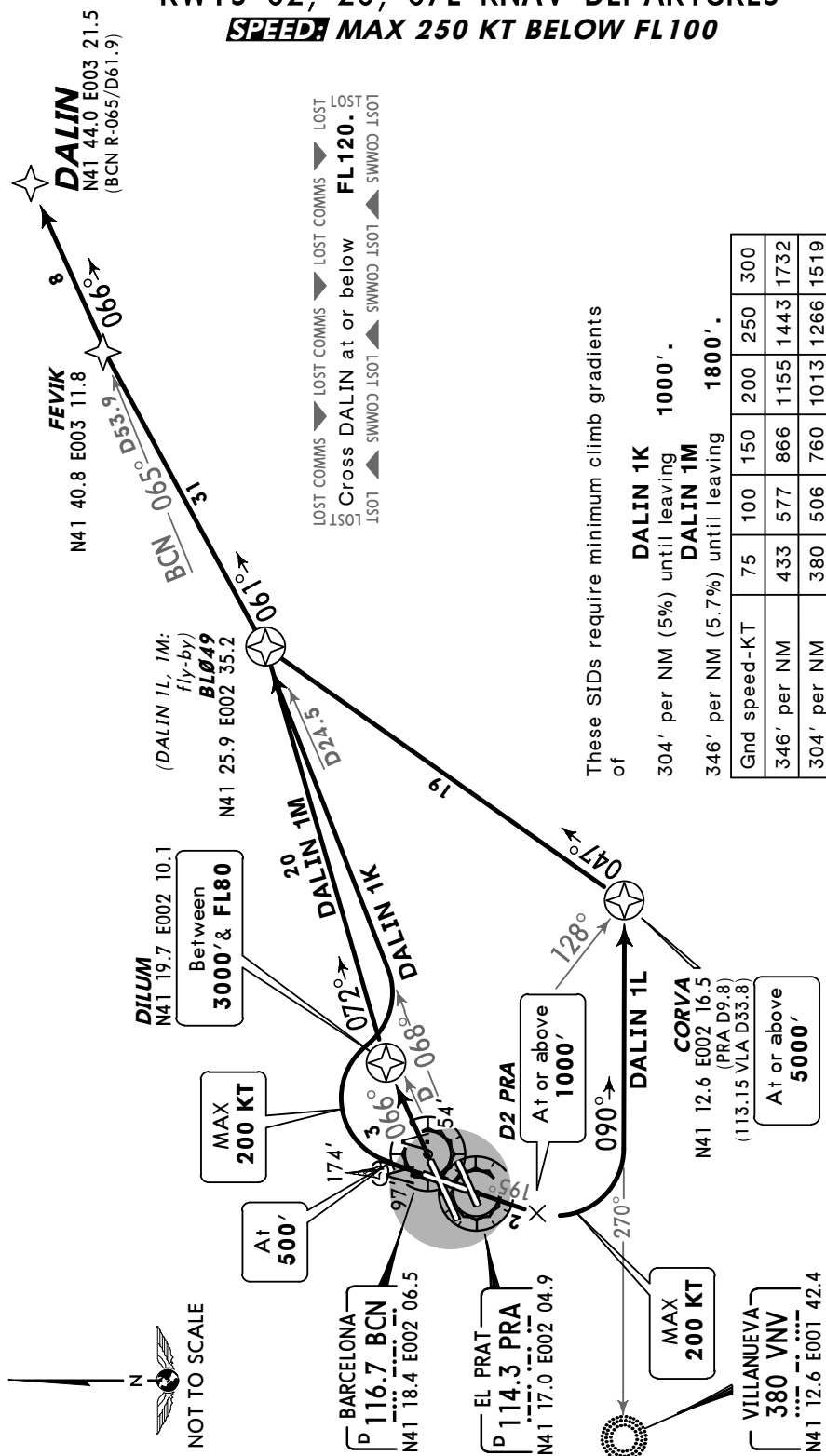
Apt Elev
14'

- Trans level: By ATC Trans alt: 6000'
1. These SIDs are restricted RNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
 2. EXPECT close-in obstacles.
 3. For runway configuration refer to Airport Briefing pages.

DALIN ONE KILO (DALIN 1K) [DALI1K]
DALIN ONE LIMA (DALIN 1L) [DALI1L]
DALIN ONE MIKE (DALIN 1M) [DALI1M]
RWYS 02, 20, 07L RNAV DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



1 4300' within
15 NM



Initial ATC clearance: Climb and maintain **FL120** and request flight level change enroute

SID	RWY	INITIAL CLIMB/ROUTING
DALIN 1K	02	Climb on runway heading to 500' , turn RIGHT, intercept PRA R-068 to BL049 (D24.5 PRA), then to FEVIK, then to DALIN.
DALIN 1L	20	Climb on runway heading, intercept PRA R-195 to D2 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, then to BL049, then to FEVIK, then to DALIN.
DALIN 1M	07L	Climb on runway heading to BCN, BCN R-066 to DILUM (D3 BCN), then to BL049, then to FEVIK, then to DALIN.

2 Turns before departure end of runway (DER) are not allowed. **3** RNAV approval required.

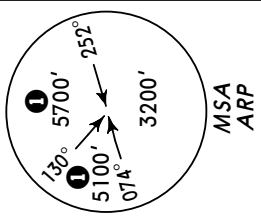
LEBL/BCN
BARCELONA

JEPPESSEN
 12 NOV 10 **10-3F** **Eff 18 Nov**

BARCELONA, SPAIN
RNAV SID

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
 1. EXPECT close-in obstacles.
 2. For runway configuration refer to Airport Briefing pages.



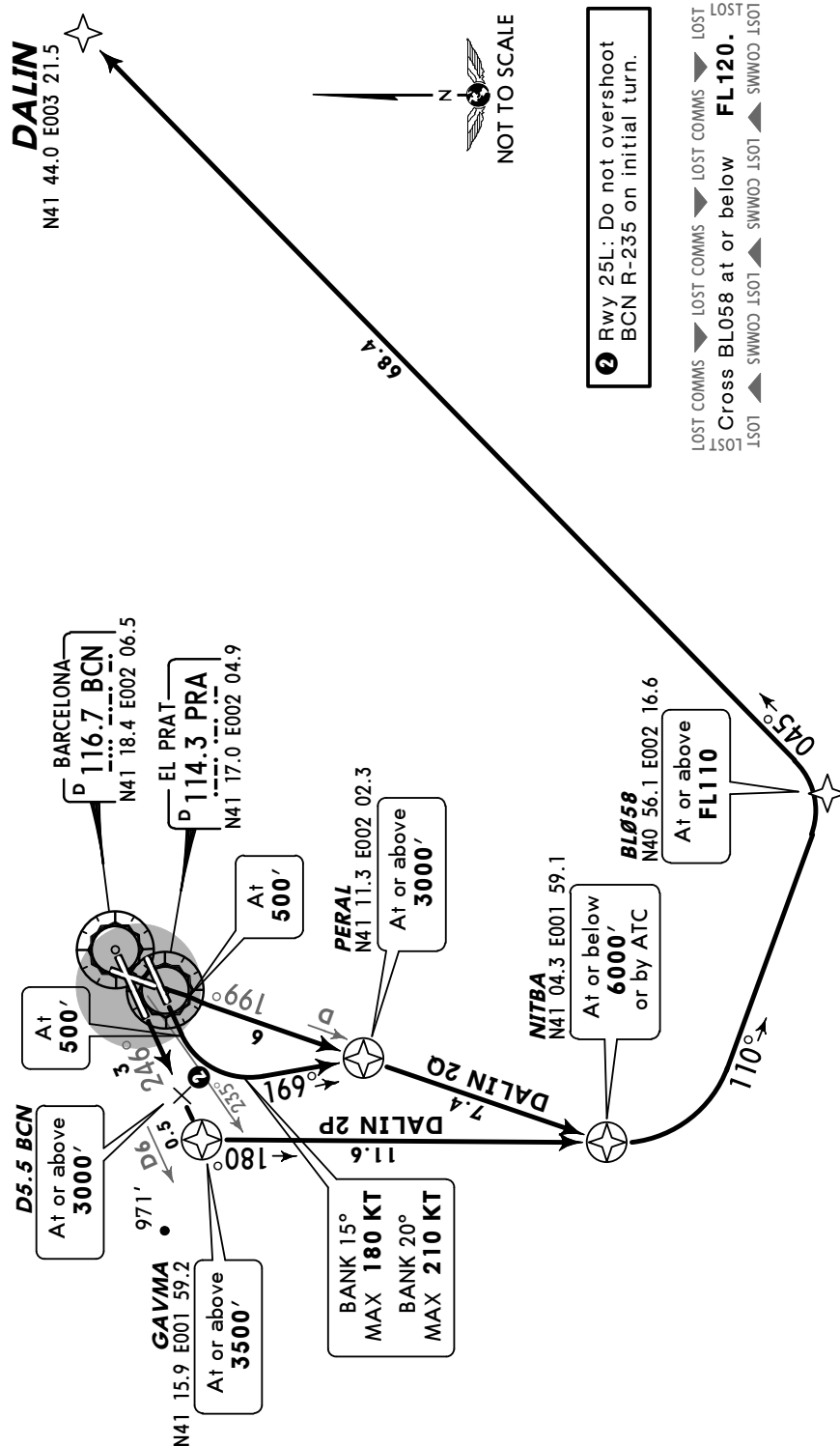
① 4300' within 15 NM

DALIN TWO PAPA (DALIN 2P) [DALI2P]
DALIN TWO QUEBEC (DALIN 2Q) [DALI2Q]
RWYS 25R, 20, 25L RNAV DEPARTURES
 RNAV (DME/DME)

P-RNAV APPROVAL REQUIRED
 DME ASSOCIATED TO ILS ARE NOT USABLE FOR P-RNAV DEPARTURES
~~SPEED~~ MAX 250 KT UNTIL FL100

Initial ATC clearance: Climb and maintain **FL120** and request flight level change enroute

SID	RWY	INITIAL CLIMB
DALIN 2P	25R	Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6 BCN).
DALIN 2Q	20	Climb on runway heading to 500' , turn RIGHT, intercept PRA R-199 to PERAL (D6 PRA).
	25L	Climb on runway heading to 500' , turn LEFT, 169° track, intercept PRA R-199 to PERAL (D6 PRA).
SID	ROUTING	
DALIN 2P	GAVMA (3500'+) - NITBA (6000'-) - BL058 (FL110+) - DALIN.	
DALIN 2Q	PERAL (3000'+) - NITBA (6000'-) - BL058 (FL110+) - DALIN.	



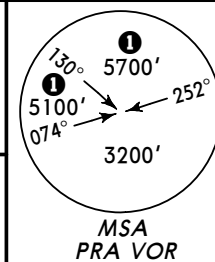
LEBL/BCN
BARCELONA

JEPPESEN
12 NOV 10 **(10-3G)** **Eff 18 Nov**

BARCELONA, SPAIN
RNAV SID

Apt Elev
14'

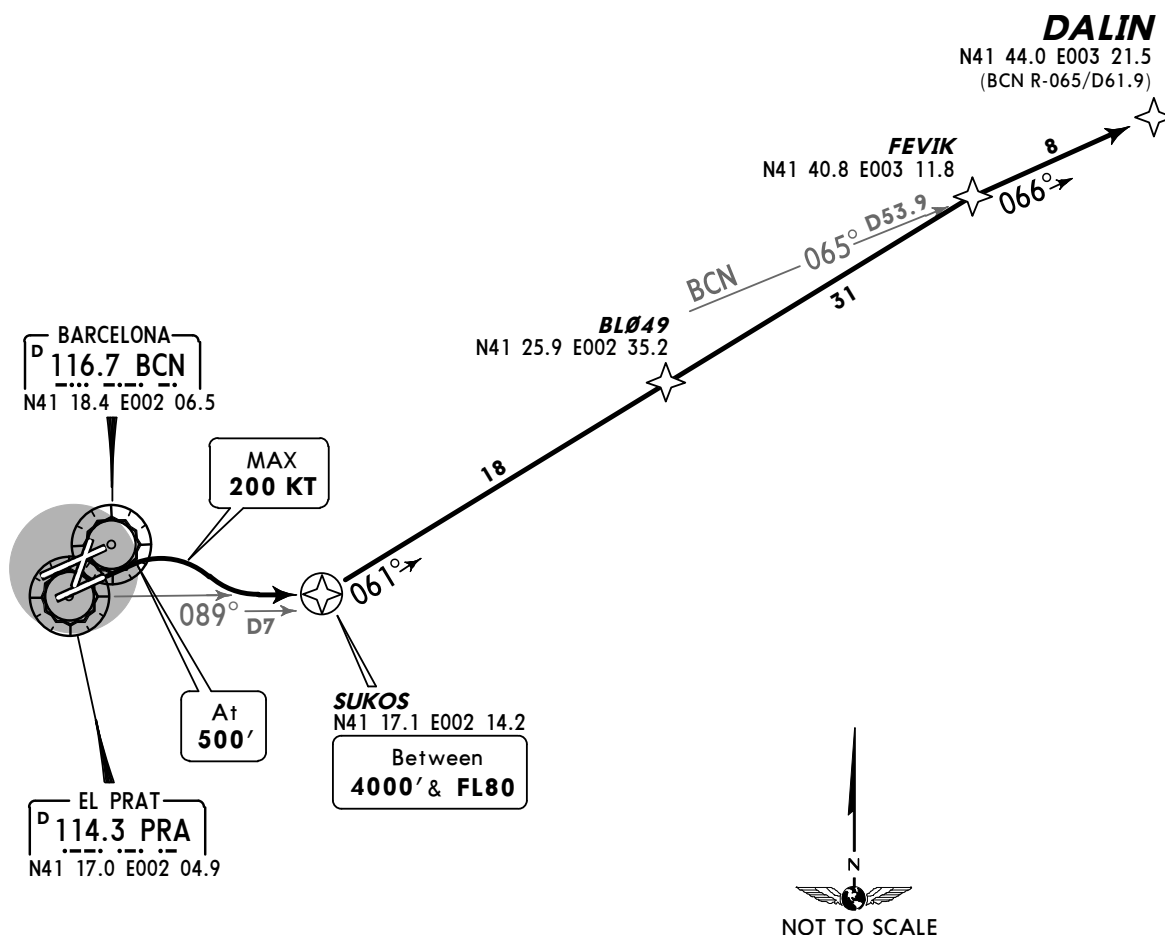
Trans level: By ATC Trans alt: 6000'
1. This SID is a restricted RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
2. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

DALIN ONE ROMEO (DALIN 1R) [DALI1R]
RWY 07R RNAV DEPARTURE
RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Cross DALIN at or below **FL120**.
LOST ▲ SWW00 LOST ▲ SWW00 LOST ▲ SWW00 LOST



Turns before departure end of runway (DER) are not allowed.

Initial ATC clearance:
Climb and maintain **FL120** and request flight level change enroute

INITIAL CLIMB/ROUTING

Climb on runway heading to **500'**, turn RIGHT, intercept PRA R-089 to SUKOS (D7 PRA), then to BL049, then to FEVIK, then to DALIN.

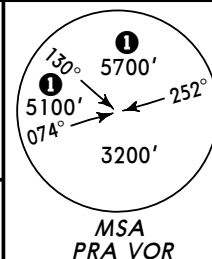
LEBL/BCN
BARCELONA

JEPPESSEN
12 NOV 10 **(10-3H)** **Eff 18 Nov**

BARCELONA, SPAIN
RNAV SID

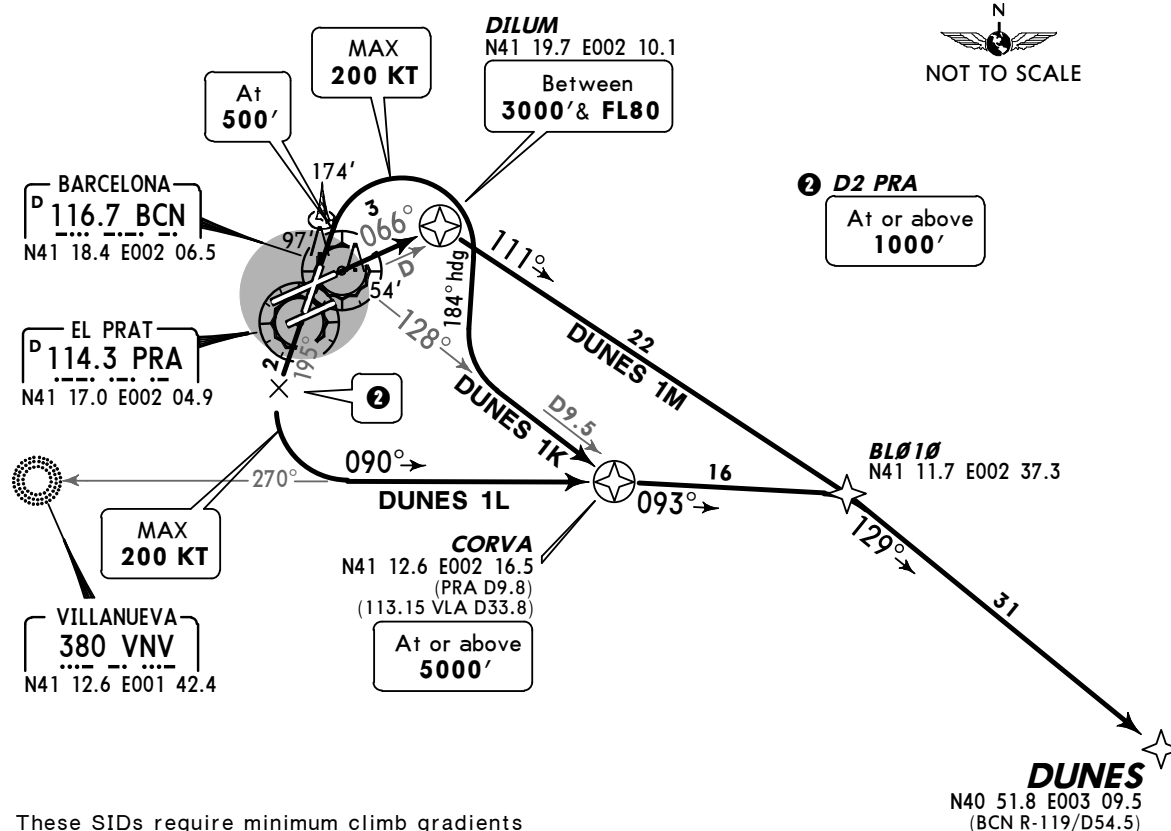
Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
1. These SIDs are restricted RNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
2. EXPECT close-in obstacles.
3. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

DUNES ONE KILO (DUNES 1K) [DUNE1K]
DUNES ONE LIMA (DUNES 1L) [DUNE1L]
DUNES ONE MIKE (DUNES 1M) [DUNE1M]
RWYS 02, 20, 07L RNAV DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

DUNES 1K
304' per NM (5%) until leaving **1000'**.

DUNES 1M
346' per NM (5.7%) until leaving **1800'**.

Gnd speed-KT	75	100	150	200	250	300
346' per NM	433	577	866	1155	1443	1732
304' per NM	380	506	760	1013	1266	1519

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Cross DUNES at or below **FL120.**
LOST ▲ SWWOC LOST ▲ SWWOC LOST ▲ SWWOC LOST

Initial ATC clearance:
Climb and maintain **FL120** and request flight level change enroute

SID	RWY	INITIAL CLIMB/ROUTING
DUNES 1K ③	02	Climb on runway heading to 500' , turn RIGHT, 184° heading, intercept BCN R-128 to CORVA (D9.5 BCN), then to BL010, then to DUNES.
DUNES 1L ④	20	Climb on runway heading, intercept PRA R-195 to D2 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, then to BL010, then to DUNES.
DUNES 1M ④	07L	Climb on runway heading to BCN, BCN R-066 to DILUM (D3 BCN), then to BL010, then to DUNES.

③ Turns before departure end of runway (DER) are not allowed.

④ RNAV approval required.

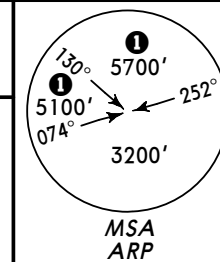
LEBL/BCN
BARCELONA

JEPPESEN
 12 NOV 10 **(10-3J)** **Eff 18 Nov**

BARCELONA, SPAIN
RNAV SID

Apt Elev
14'

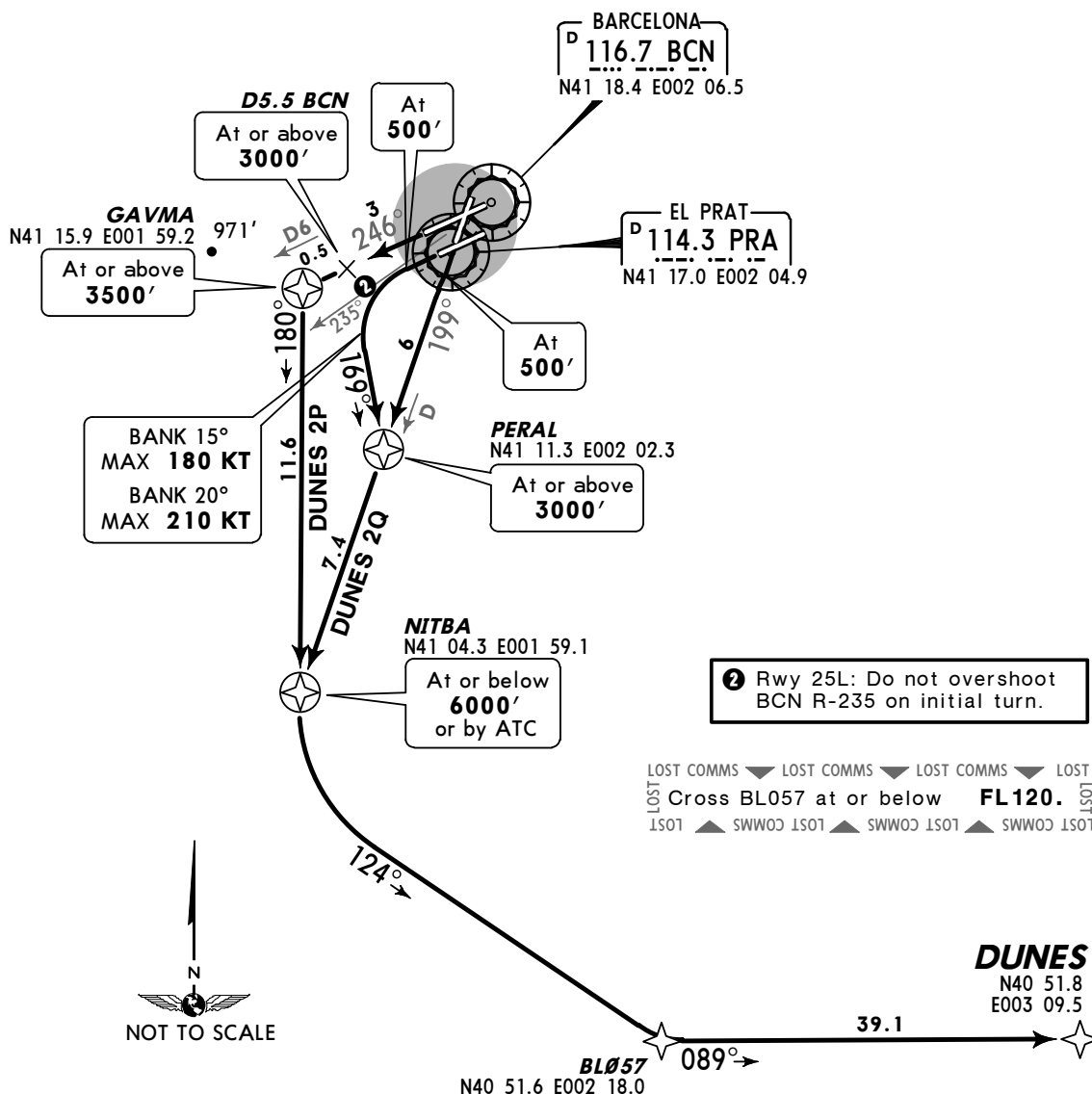
Trans level: By ATC Trans alt: 6000'
 1. EXPECT close-in obstacles.
 2. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

DUNES TWO PAPA (DUNES 2P) [DUNE2P]
DUNES TWO QUEBEC (DUNES 2Q) [DUNE2Q]
RWYS 25R, 20, 25L RNAV DEPARTURES
RNAV (DME/DME)

P-RNAV APPROVAL REQUIRED
DME ASSOCIATED TO ILS ARE NOT USABLE FOR P-RNAV DEPARTURES
~~SPEED~~ MAX 250 KT UNTIL FL100



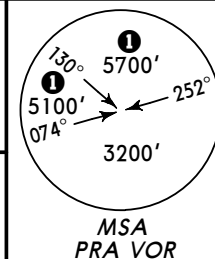
LEBL/BCN
BARCELONA

JEPPESEN
 12 NOV 10 **(10-3J1)** **Eff 18 Nov**

BARCELONA, SPAIN
RNAV SID

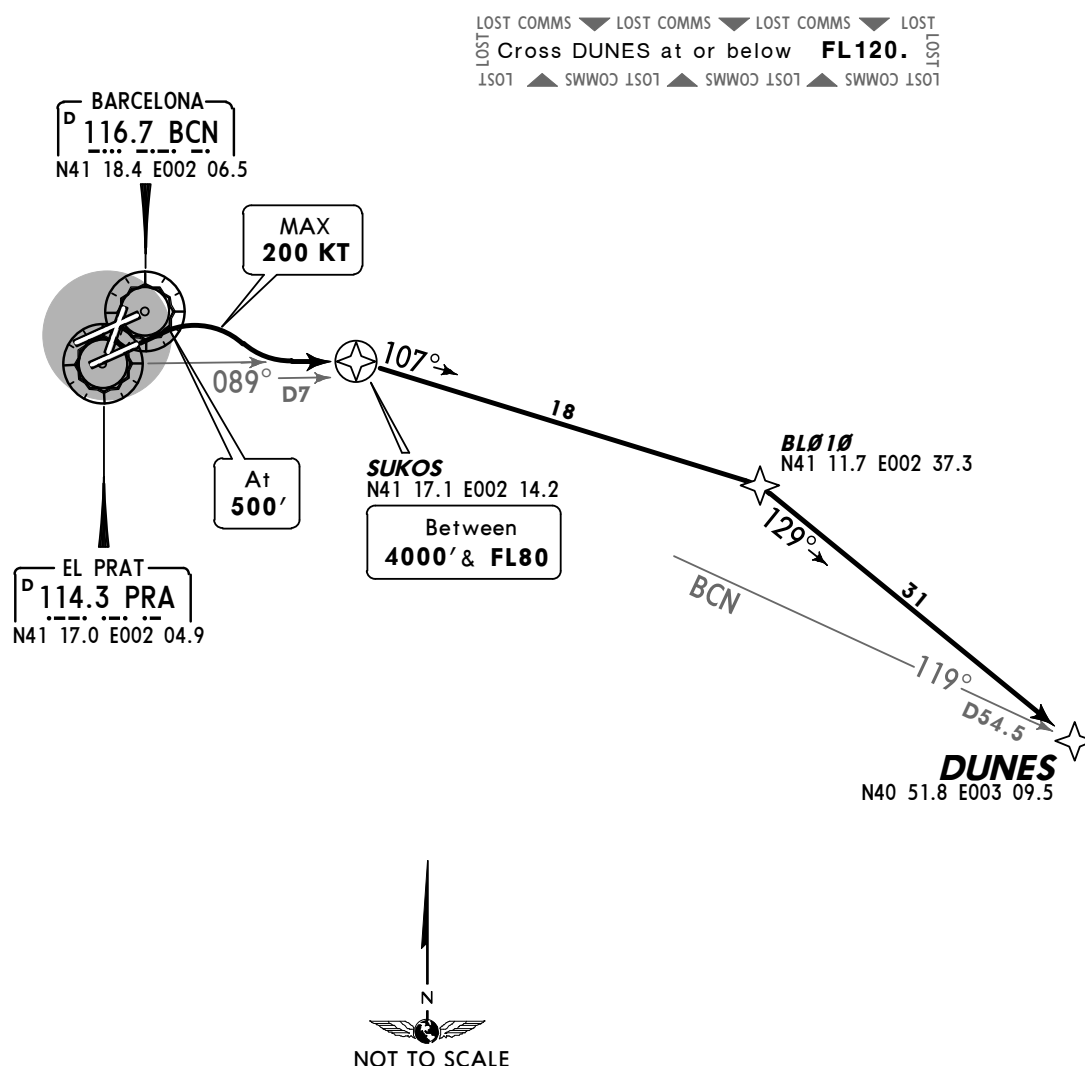
Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
 1. This SID is a restricted RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
 2. For runway configuration refer to Airport Briefing pages.



1 4300' within 15 NM

DUNES ONE ROMEO (DUNES 1R) [DUNE1R]
RWY 07R RNAV DEPARTURE
 RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT BELOW FL100



Turns before departure end of runway (DER) are not allowed.

Initial ATC clearance:
 Climb and maintain **FL120** and request flight level change enroute

INITIAL CLIMB/ROUTING

Climb on runway heading to **500'**, turn **RIGHT**, intercept PRA R-089 to SUKOS (D7 PRA), then to BL010, then to DUNES.

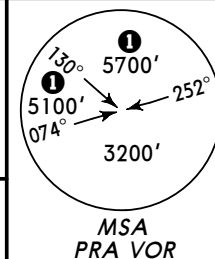
LEBL/BCN
BARCELONA

JEPPESSEN
12 NOV 10 **(10-3J2)** **Eff 18 Nov**

BARCELONA, SPAIN
RNAV SID

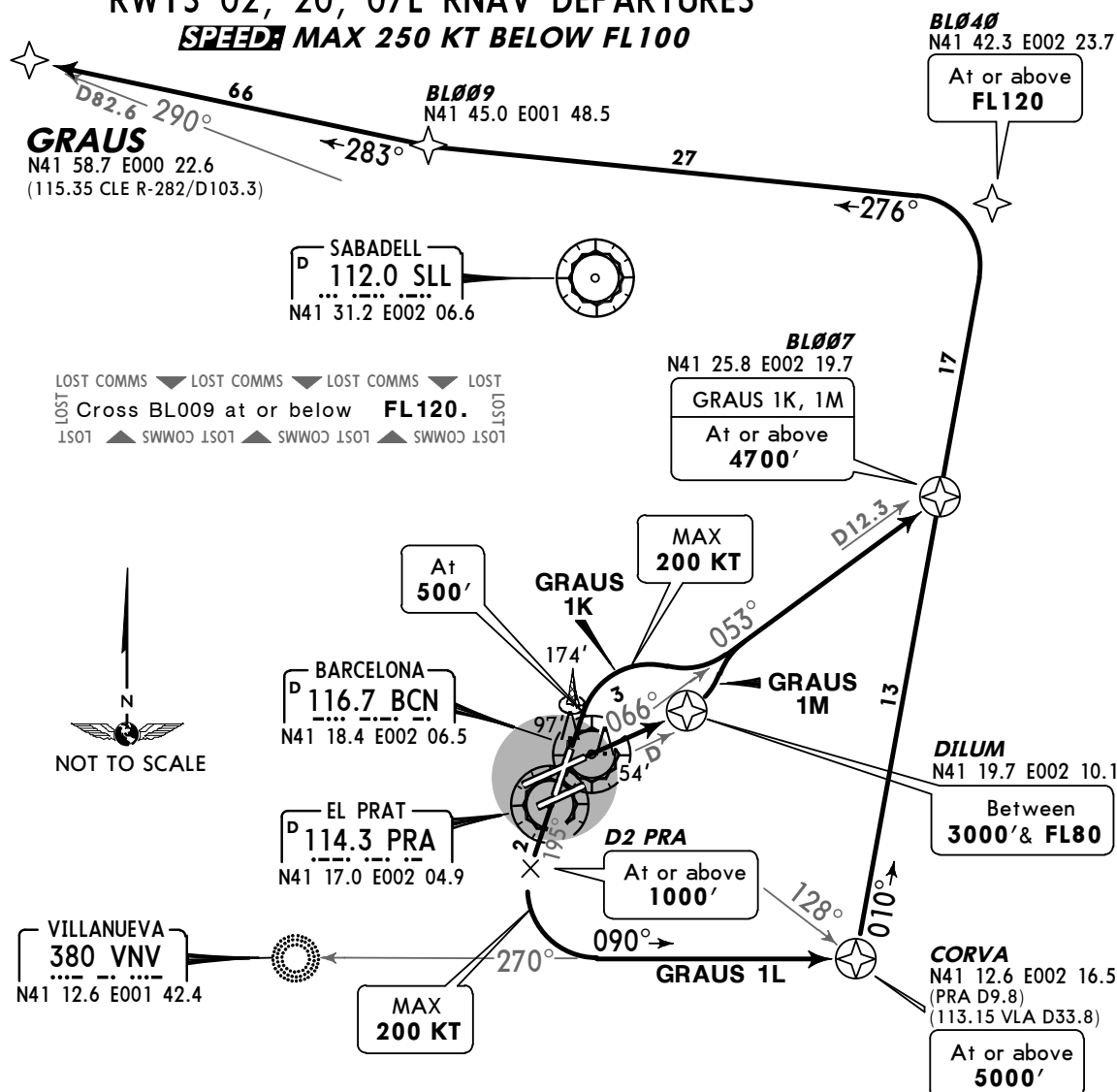
Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
1. These SIDs are restricted RNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
2. EXPECT close-in obstacles.
3. For runway configuration refer to Airport Briefing pages.



1 4300' within 15 NM

GRAUS ONE KILO (GRAUS 1K) [GRAU1K]
GRAUS ONE LIMA (GRAUS 1L) [GRAU1L]
GRAUS ONE MIKE (GRAUS 1M) [GRAU1M]
RWYS 02, 20, 07L RNAV DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

GRAUS 1K
304' per NM (5%) until leaving **1500'**.
GRAUS 1M
346' per NM (5.7%) until leaving **1800'**.

Gnd speed-KT	75	100	150	200	250	300
346' per NM	433	577	866	1155	1443	1732
304' per NM	380	506	760	1013	1266	1519

Initial ATC clearance:
Climb and maintain **FL120** and request flight level change enroute

SID	RWY	INITIAL CLIMB/ROUTING
GRAUS 1K 2	02	Climb on runway heading to 500' , turn RIGHT, intercept BCN R-053 to BL007 (D12.3 BCN), then to BL040, then to BL009, then to GRAUS.
GRAUS 1L 3	20	Climb on runway heading, intercept PRA R-195 to D2 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, then to BL040, then to BL009, then to GRAUS.
GRAUS 1M 3	07L	Climb on runway heading to BCN, BCN R-066 to DILUM (D3 BCN), turn LEFT, intercept BCN R-053 to BL007 (D12.3 BCN), then to BL040, then to BL009, then to GRAUS.

2 Turns before departure end of runway (DER) are not allowed.

3 RNAV approval required.

LEBL/BCN
BARCELONA

JEPPesen
12 NOV 10 **(10-3J3)** **Eff 18 Nov**

BARCELONA, SPAIN
RNAV SID

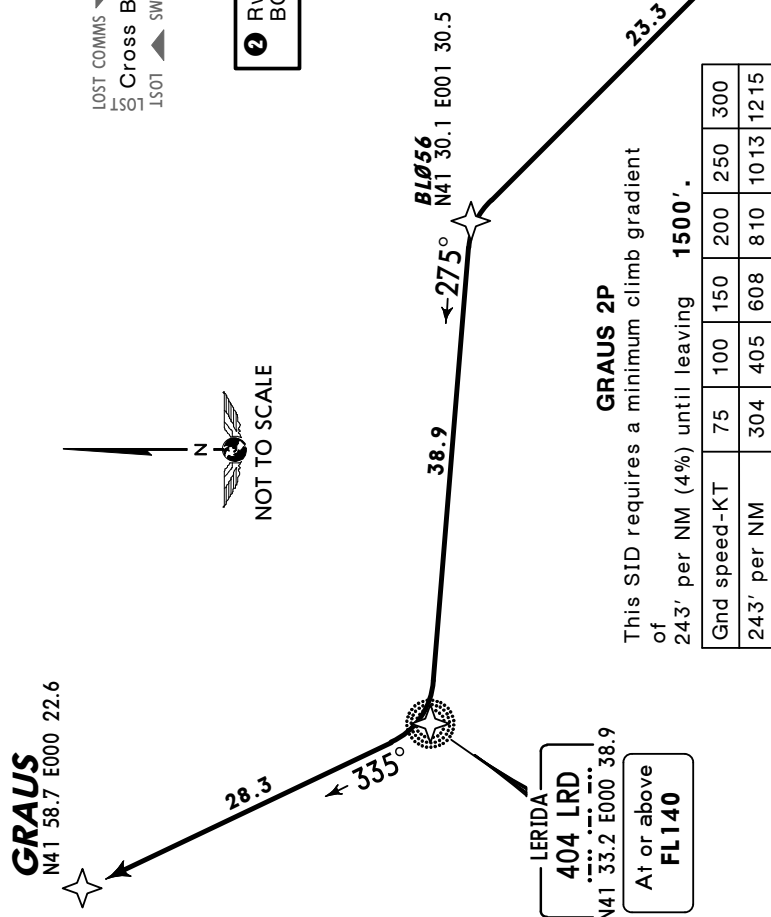
Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.

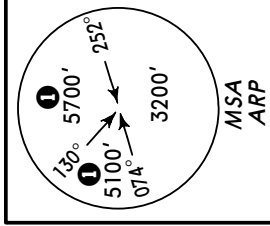
GRAUS TWO PAPA
(GRAUS 2P) [GRAU2P]
GRAUS TWO QUEBEC
(GRAUS 2Q) [GRAU2Q]
RWYS 25R, 20, 25L
RNAV DEPARTURES
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
DME ASSOCIATED TO ILS ARE NOT
USABLE FOR P-RNAV DEPARTURES
SPEEDS MAX 250 KT UNTIL FL100

LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST
Cross BL056 at or below **FL120**.
LOST ► SWW03 LSOT ► SWW03 LSOT ► SWW03 LSOT

2 Rwy 25L: Do not overshoot
BCN R-235 on initial turn.



Initial ATC clearance: Climb and maintain FL120 and request flight level change enroute	
SID	RWY
GRAUS 2P	25R
GRAUS 2Q	20
GRAUS 2Q	25L
ROUTING	
GRAUS 2P	GAVMA (3500' +) - BL059 - BL056 - LRD (FL140+) - GRAUS.
GRAUS 2Q	DOTIS (3000' +) - BL056 - LRD (FL140+) - GRAUS.



1 4300' within 15 NM

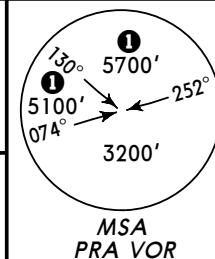
LEBL/BCN
BARCELONA

JEPPESEN
12 NOV 10 **(10-3J4)** **Eff 18 Nov**

BARCELONA, SPAIN
RNAV SID

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
1. This SID is a restricted RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
2. For runway configuration refer to Airport Briefing pages.



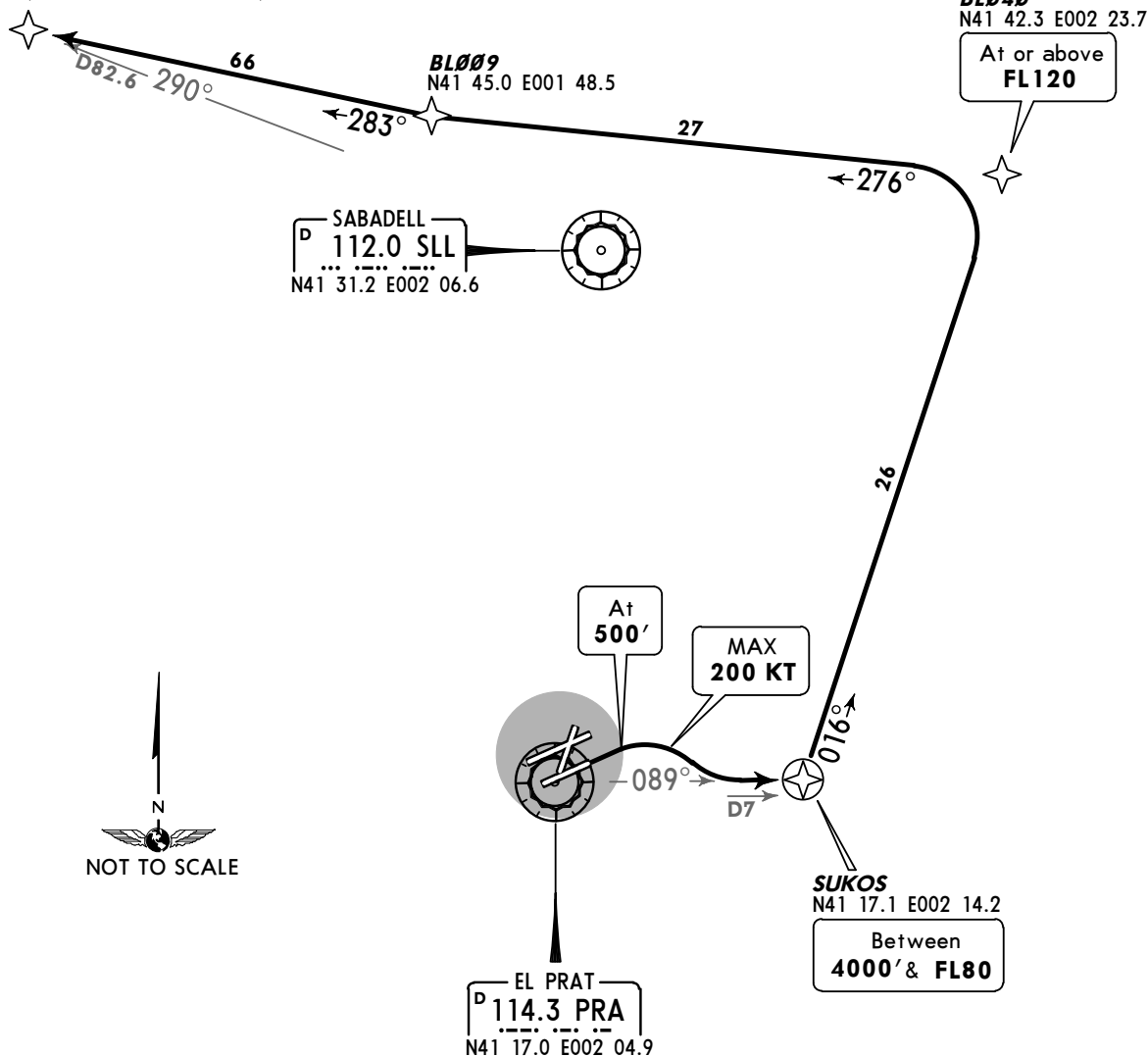
1 4300' within 15 NM

GRAUS ONE ROMEO (GRAUS 1R) [GRAU1R]
RWY 07R RNAV DEPARTURE
RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Cross BL009 at or below **FL120**.
LOST ▲ SWW03 LOST ▲ SWW03 LOST ▲ SWW03 LOST

GRAUS

N41 58.7 E000 22.6
(115.35 CLE R-282/D103.3)



Turns before departure end of runway (DER) are not allowed.

Initial ATC clearance:
Climb and maintain **FL120** and request flight level change enroute

INITIAL CLIMB/ROUTING

Climb on runway heading to **500'**, turn RIGHT, intercept PRA R-089 to SUKOS (D7 PRA), then to BL040, then to BL009, then to GRAUS.

LEBL/BCN
BARCELONA

JEPPESEN
12 NOV 10 (10-3J5) Eff 18 Nov

BARCELONA, SPAIN

RNAV SID

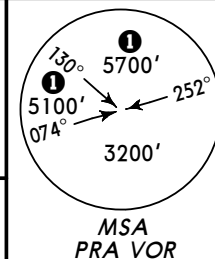
Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

1. These SIDs are restricted BRNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.

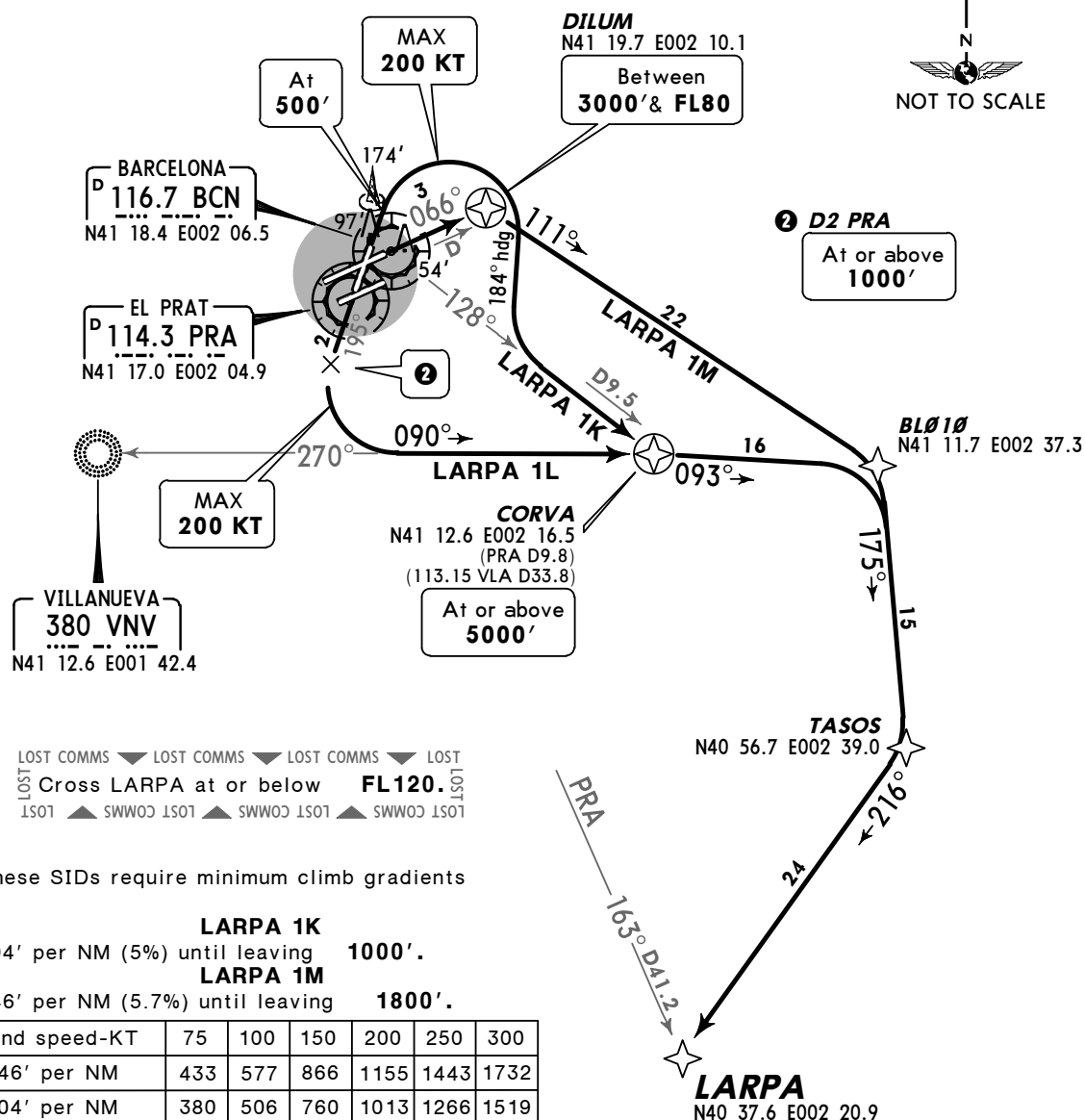
2. EXPECT close-in obstacles.

3. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

LARPA ONE KILO (LARPA 1K) [LARP1K]
 LARPA ONE LIMA (LARPA 1L) [LARP1L]
 LARPA ONE MIKE (LARPA 1M) [LARP1M]
 RWYS 02, 20, 07L RNAV DEPARTURES
SPEED MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

LARPA 1K

304' per NM (5%) until leaving **1000'**.

LARPA 1M

346' per NM (5.7%) until leaving **1800'.**

Gnd speed-KT	75	100	150	200	250	300
346' per NM	433	577	866	1155	1443	1732
304' per NM	380	506	760	1013	1266	1519

Initial ATC clearance:

Climb and maintain **FL120** and request flight level change enroute

SID	RWY	INITIAL CLIMB/ROUTING
LARPA 1K ③	02	Climb on runway heading to 500' , turn RIGHT, 184° heading, intercept BCN R-128 to CORVA (D9.5 BCN), then to BL010, then to TASOS, then to LARPA.
LARPA 1L ④	20	Climb on runway heading, intercept PRA R-195 to D2 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, then to BL010, then to TASOS, then to LARPA.
LARPA 1M ④	07L	Climb on runway heading to BCN, BCN R-066 to DILUM (D3 BCN), then to BL010, then to TASOS, then to LARPA.

③ Turns before departure end of runway (DER) are not allowed.

④ BRNAV approval required.

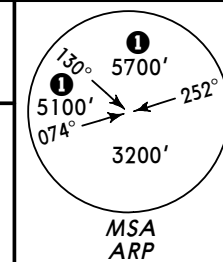
LEBL/BCN
BARCELONA

JEPPESSEN
12 NOV 10 **(10-3J6)** **Eff 18 Nov**

BARCELONA, SPAIN
RNAV SID

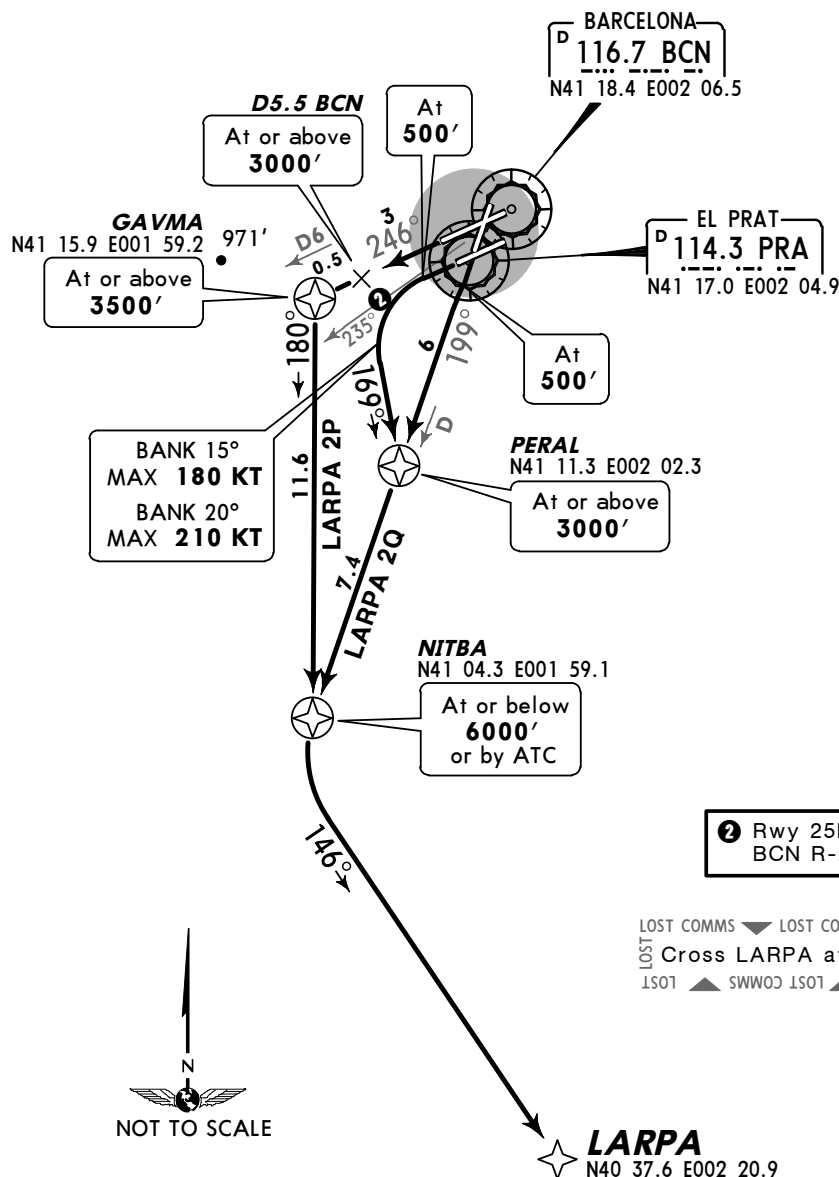
Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.



1 4300' within 15 NM

LARPA TWO PAPA (LARPA 2P) [LARP2P]
LARPA TWO QUEBEC (LARPA 2Q) [LARP2Q]
RWYS 25R, 20, 25L RNAV DEPARTURES
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
DME ASSOCIATED TO ILS ARE NOT USABLE FOR P-RNAV DEPARTURES
~~SPEED~~ MAX 250 KT UNTIL FL100



2 Rwy 25L: Do not overshoot BCN R-235 on initial turn.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
LOST Cross LARPA at or below **FL120**.
LS01 ▲ SWWOC LS01 ▲ SWWOC LS01 ▲ SWWOC LS01

Initial ATC clearance:
Climb and maintain **FL120** and request flight level change enroute

SID	RWY	INITIAL CLIMB
LARPA 2P	25R	Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6 BCN).
LARPA 2Q	20	Climb on runway heading to 500' , turn RIGHT, intercept PRA R-199 to PERAL (D6 PRA).
	25L	Climb on runway heading to 500' , turn LEFT, 169° track, intercept PRA R-199 to PERAL (D6 PRA).
SID	ROUTING	
LARPA 2P	GAVMA (3500' +) - NITBA (6000' -) - LARPA.	
LARPA 2Q	PERAL (3000' +) - NITBA (6000' -) - LARPA.	

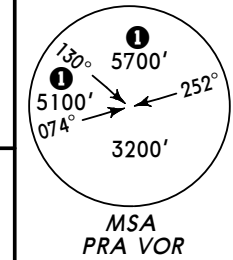
LEBL/BCN
BARCELONA

JEPPESEN
12 NOV 10 **(10-3J7)** **Eff 18 Nov**

BARCELONA, SPAIN
RNAV SID

Apt Elev
14'

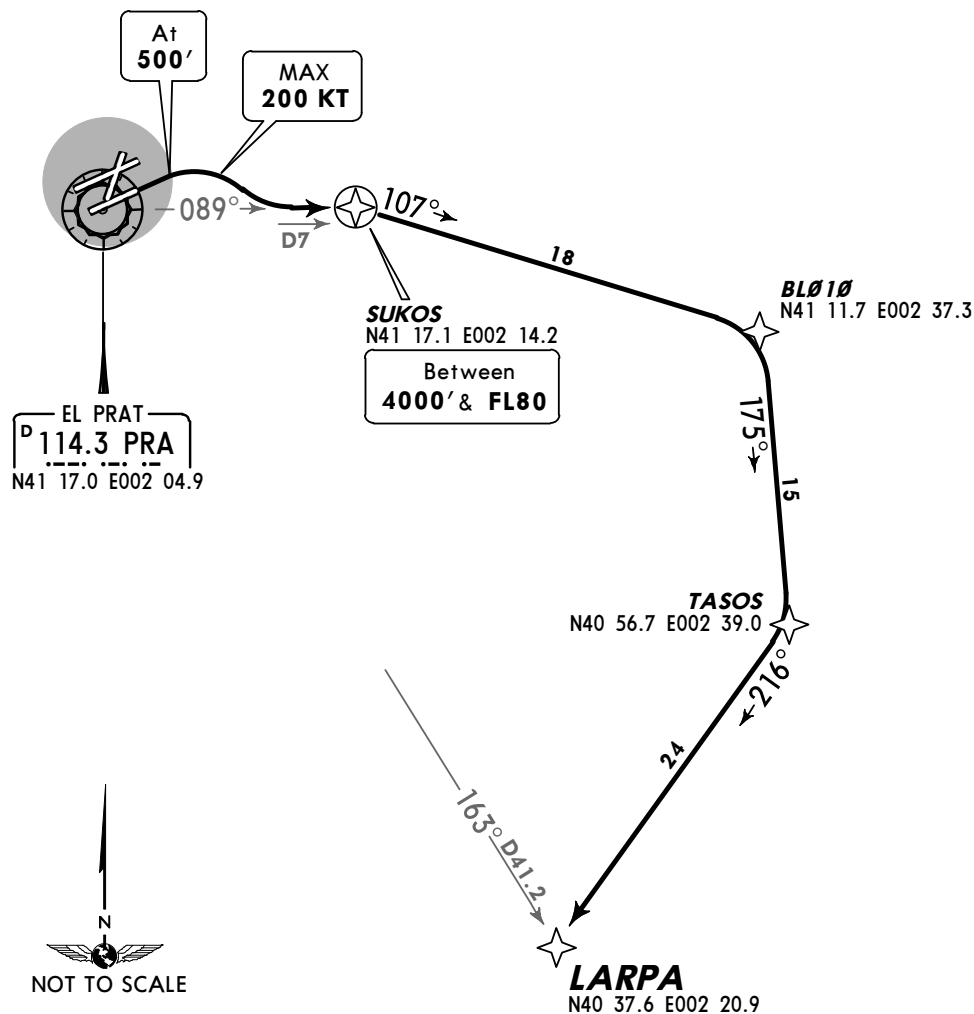
Trans level: By ATC Trans alt: 6000'
1. This SID is a restricted RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
2. For runway configuration refer to Airport Briefing pages.



1 4300' within 15 NM

LARPA ONE ROMEO (LARPA 1R) [LARP1R]
RWY 07R RNAV DEPARTURE
RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Cross LARPA at or below **FL120**.
LOST ▲ SWWOC 1501 ▲ SWWOC 1501 ▲ SWWOC 1501



Turns before departure end of runway (DER) are not allowed.

Initial ATC clearance:
Climb and maintain **FL120** and request flight level change enroute

INITIAL CLIMB/ROUTING

Climb on runway heading to **500'**, turn RIGHT, intercept PRA R-089 to SUKOS (D7 PRA), then to BL010, then to TASOS, then to LARPA.

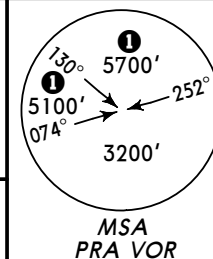
LEBL/BCN
BARCELONA

JEPPESSEN
12 NOV 10 **(10-3J8)** **Eff 18 Nov**

BARCELONA, SPAIN
RNAV SID

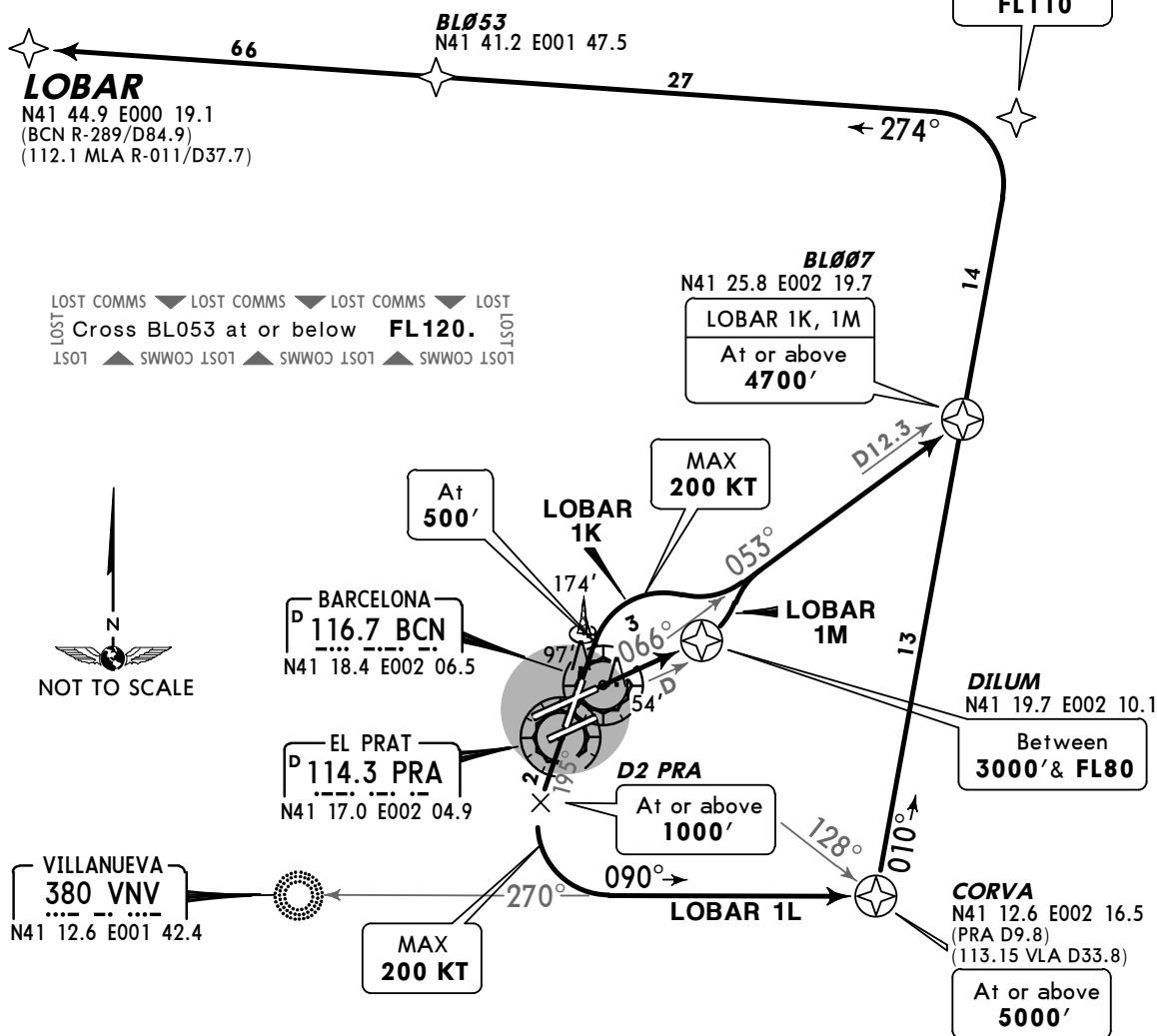
Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
1. These SIDs are restricted RNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
2. EXPECT close-in obstacles.
3. For runway configuration refer to Airport Briefing pages.



1 4300' within 15 NM

LOBAR ONE KILO (LOBAR 1K) [LOBA1K]
LOBAR ONE LIMA (LOBAR 1L) [LOBA1L]
LOBAR ONE MIKE (LOBAR 1M) [LOBA1M]
RWYS 02, 20, 07L RNAV DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

LOBAR 1K
304' per NM (5%) until leaving **1500'**.
LOBAR 1M
346' per NM (5.7%) until leaving **1800'**.

Gnd speed-KT	75	100	150	200	250	300
346' per NM	433	577	866	1155	1443	1732
304' per NM	380	506	760	1013	1266	1519

Initial ATC clearance:
Climb and maintain **FL120** and request flight level change enroute

SID	RWY	INITIAL CLIMB/ROUTING
LOBAR 1K 2	02	Climb on runway heading to 500' , turn RIGHT, intercept BCN R-053 to BL007 (D12.3 BCN), then to BL008, then to BL053, then to LOBAR.
LOBAR 1L 3	20	Climb on runway heading, intercept PRA R-195 to D2 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, then to BL008, then to BL053, then to LOBAR.
LOBAR 1M 3	07L	Climb on runway heading to BCN, BCN R-066 to DILUM (D3 BCN), turn LEFT, intercept BCN R-053 to BL007 (D12.3 BCN), turn LEFT to BL008, then to BL053, then to LOBAR.

2 Turns before departure end of runway (DER) are not allowed.

3 RNAV approval required.

LEBL/BCN
BARCELONA

JEPPesen
12 NOV 10 10-3K Eff 18 Nov

BARCELONA, SPAIN
RNAV SID

Apt Elev
14'

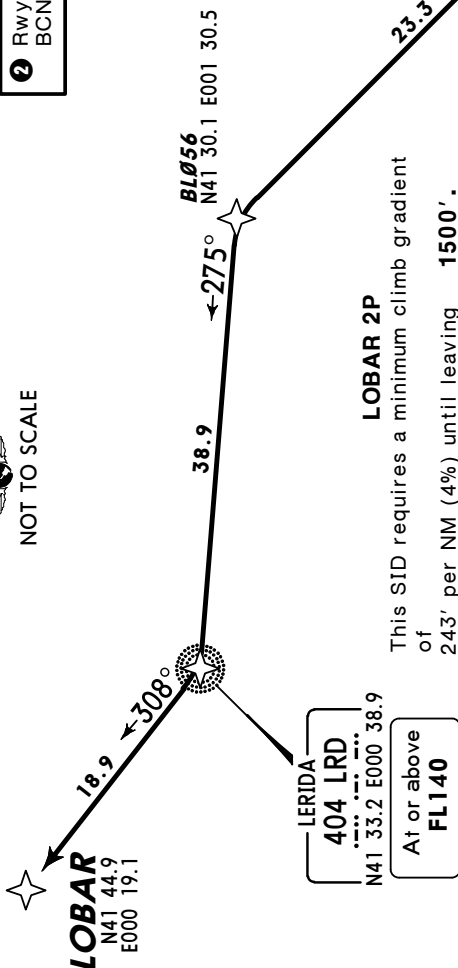
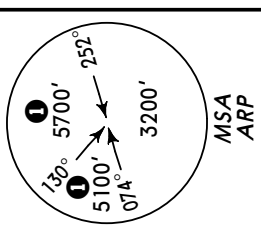
Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.

LOBAR TWO PAPA
(LOBAR 2P) [LOBA2P]
LOBAR TWO QUEBEC
(LOBAR 2Q) [LOBA2Q]
RWYS 25R, 20, 25L
RNAV DEPARTURES
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
DME ASSOCIATED TO ILS ARE NOT
USABLE FOR P-RNAV DEPARTURES
~~SPEEDS~~ MAX 250 KT UNTIL FL100

LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST
Cross BL056 at or below **FL120**.
LSOT ► SWW03 LSOT ► SWW03 LSOT

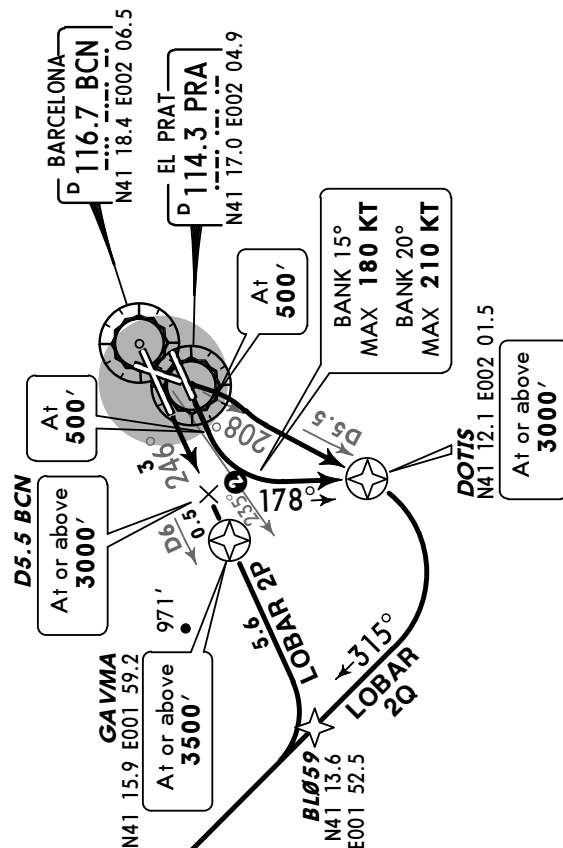
2 Rwy 25L: Do not overshoot
BCN R-235 on initial turn.

1 4300' within 15 NM



Gnd speed-KT	75	100	150	200	250	300
243' per NM	304	405	608	810	1013	1215

Initial ATC clearance: Climb and maintain FL120 and request flight level change enroute	
SID	RWY
LOBAR 2P	25R
LOBAR 2Q	20
LOBAR 2Q	25L
ROUTING	
LOBAR 2P	GAVMA (3500'+) - BL059 - BL056 - LRD (FL140+) - LOBAR.
LOBAR 2Q	DOTIS (3000'+) - BL056 - LRD (FL140+) - LOBAR.



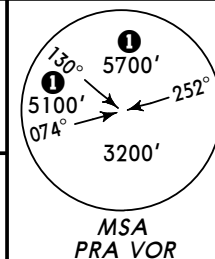
LEBL/BCN
BARCELONA

JEPPESEN
12 NOV 10 **10-3L** **Eff 18 Nov**

BARCELONA, SPAIN
RNAV SID

Apt Elev
14'

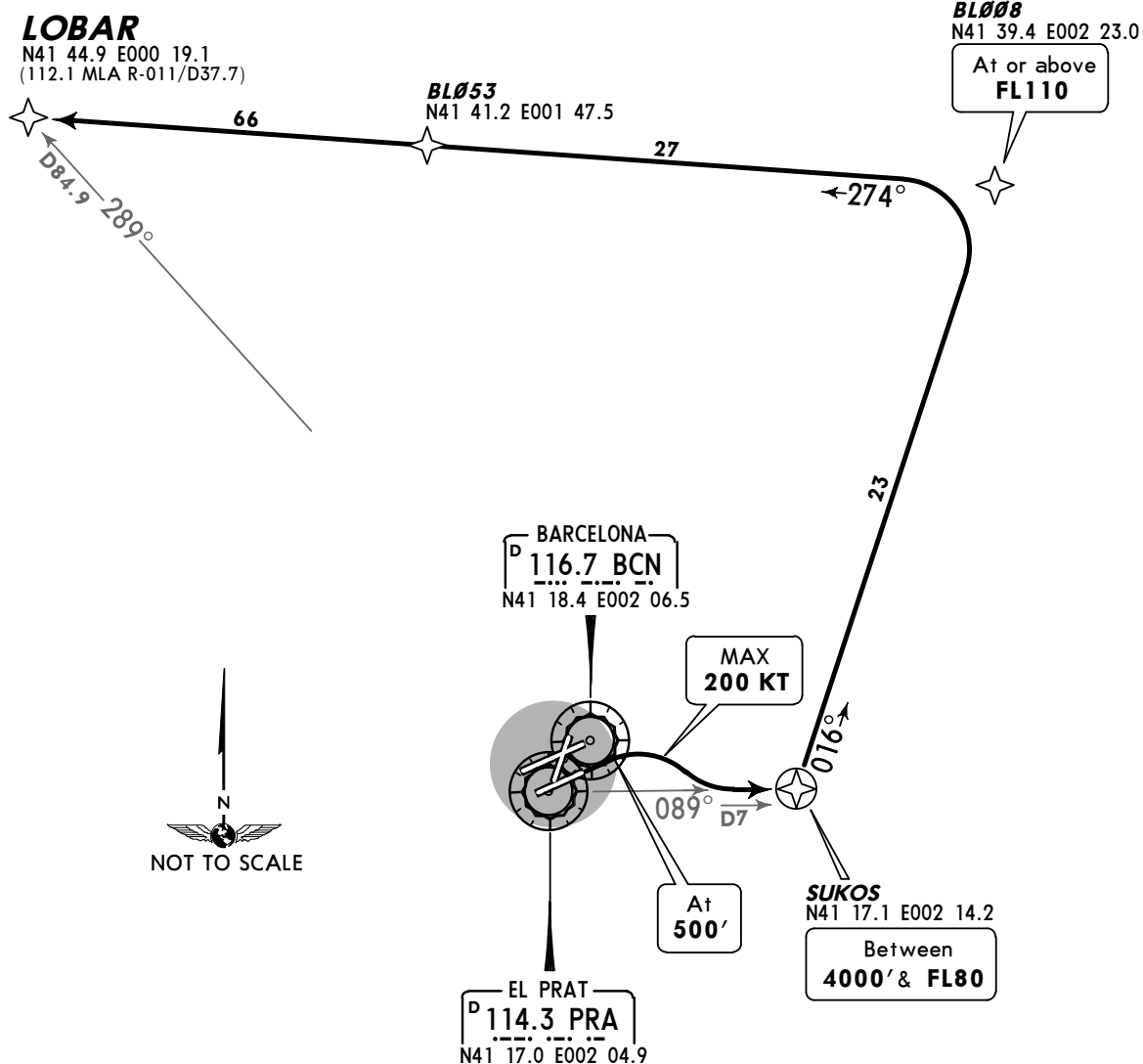
Trans level: By ATC Trans alt: 6000'
1. This SID is a restricted RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
2. For runway configuration refer to Airport Briefing pages.



1 4300' within 15 NM

LOBAR ONE ROMEO (LOBAR 1R) [LOBA1R]
RWY 07R RNAV DEPARTURE
BRNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Cross BL053 at or below **FL120.**
LOST ▲ SWWOC LOST ▲ SWWOC LOST ▲ SWWOC LOST



Turns before departure end of runway (DER) are not allowed.

Initial ATC clearance:
Climb and maintain **FL120** and request flight level change enroute

INITIAL CLIMB/ROUTING

Climb on runway heading to **500'**, turn RIGHT, intercept PRA R-089 to SUKOS (D7 PRA), then to BL008, then to BL053, then to LOBAR.

LEBL/BCN
BARCELONA

JEPPESSEN
12 NOV 10 (10-3L1) Eff 18 Nov

BARCELONA, SPAIN

RNAV SID

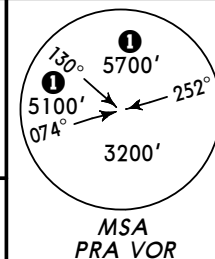
Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

1. These SIDs are restricted BRNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.

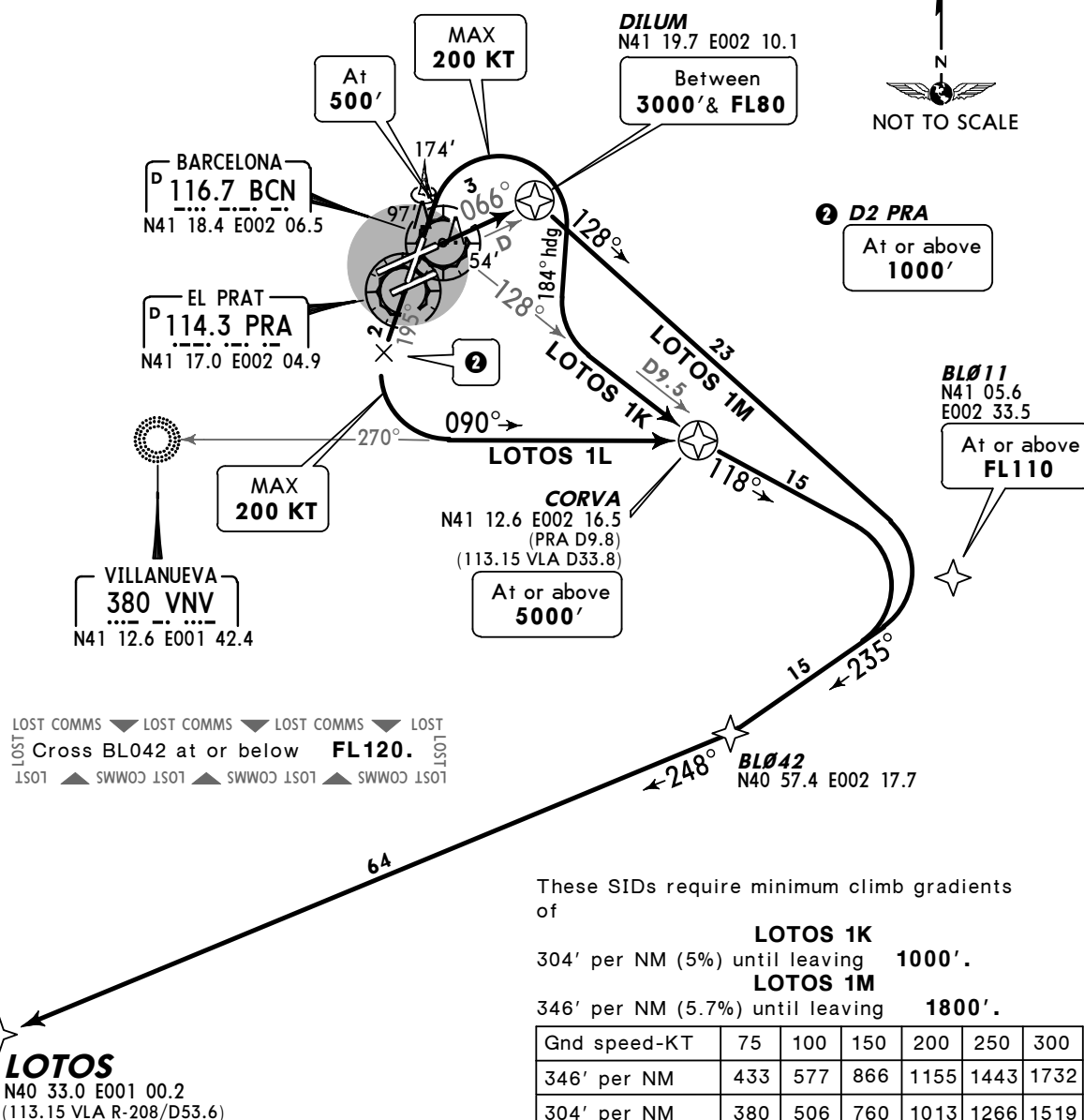
2. EXPECT close-in obstacles.

3. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

LOTOS ONE KILO (LOTOS 1K) [LOTO1K]
 LOTOS ONE LIMA (LOTOS 1L) [LOTO1L]
 LOTOS ONE MIKE (LOTOS 1M) [LOTO1M]
 RWYS 02, 20, 07L RNAV DEPARTURES
SPEEDS MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

LOTOS 1K

304' per NM (5%) until leaving 1000'.

LOTOS 1M

346' per NM (5.7%) until leaving **1800'**.

Gnd speed-KT	75	100	150	200	250	300
346' per NM	433	577	866	1155	1443	1732
304' per NM	380	506	760	1013	1266	1519

Initial ATC clearance:

Climb and maintain **FL120** and request flight level change enroute

SID	RWY	INITIAL CLIMB/ROUTING
LOTOS 1K	02 ③	Climb on runway heading to 500', turn RIGHT, 184° heading, intercept BCN R-128 to CORVA (D9.5 BCN), then to BL011, then to BL042, then to LOTOS.
LOTOS 1L ④	20	Climb on runway heading, intercept PRA R-195 to D2 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, turn RIGHT to BL011, then to BL042, then to LOTOS.
LOTOS 1M ④	07L	Climb on runway heading to BCN, BCN R-066 to DILUM (D3 BCN), turn RIGHT to BL011, then to BL042, then to LOTOS.

③ Turns before departure end of runway (DER) are not allowed.

④ BRNAV approval required.

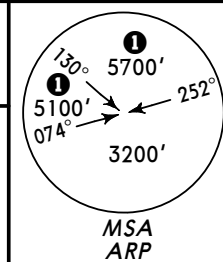
LEBL/BCN
BARCELONA

JEPPESSEN
12 NOV 10 **(10-3L2)** **Eff 18 Nov**

BARCELONA, SPAIN
RNAV SID

Apt Elev
14'

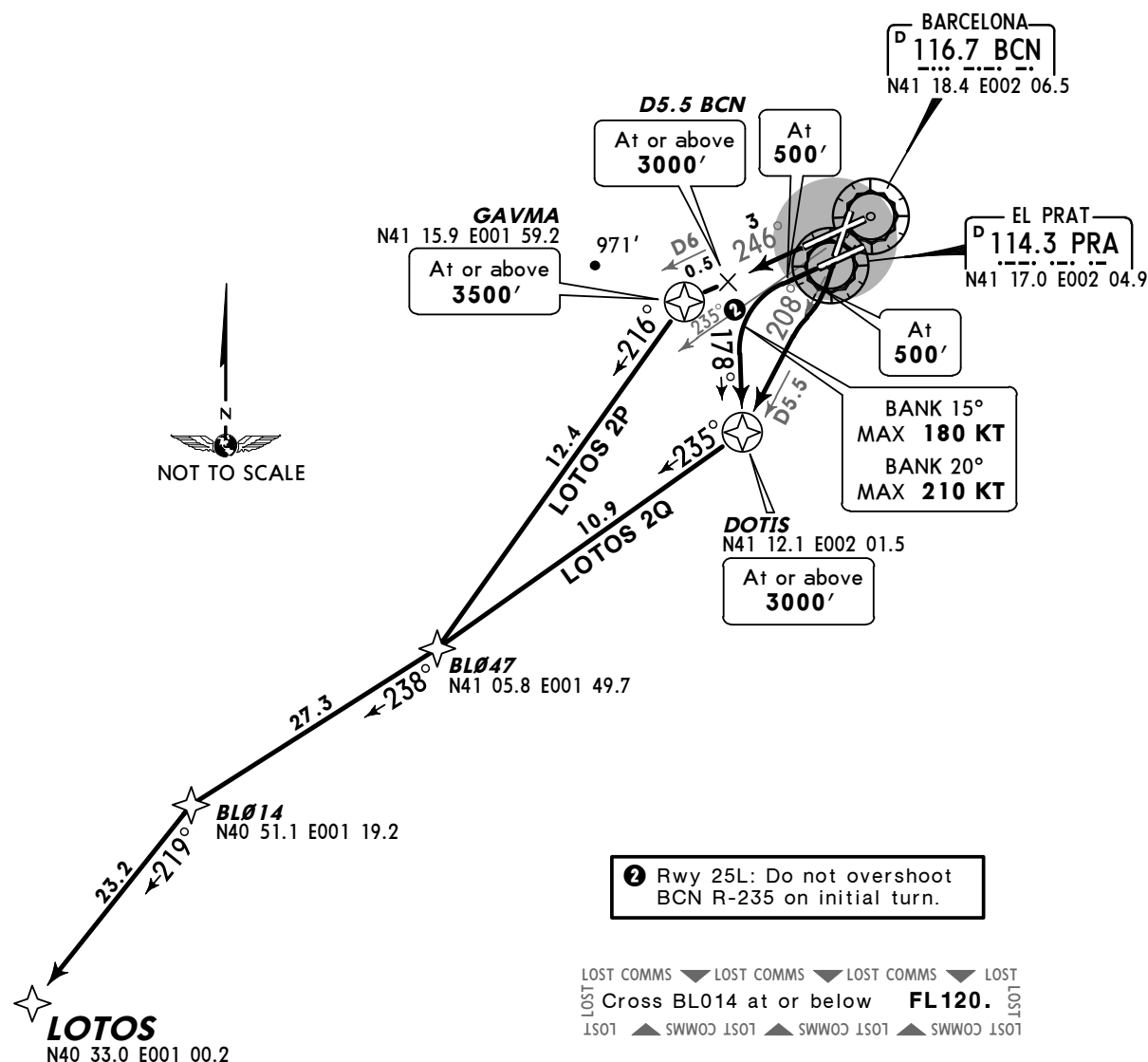
Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

LOTOS TWO PAPA (LOTOS 2P) [LOTO2P]
LOTOS TWO QUEBEC (LOTOS 2Q) [LOTO2Q]
RWYS 25R, 20, 25L RNAV DEPARTURES
RNAV (DME/DME)

P-RNAV APPROVAL REQUIRED
DME ASSOCIATED TO ILS ARE NOT USABLE FOR P-RNAV DEPARTURES
~~SPEED~~ MAX 250 KT UNTIL FL100



Initial ATC clearance:		
Climb and maintain FL120 and request flight level change enroute		
SID	RWY	INITIAL CLIMB
LOTOS 2P	25R	Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6 BCN).
LOTOS 2Q	20	Climb on runway heading to 500' , turn RIGHT, intercept PRA R-208 to DOTIS (D5.5 PRA).
	25L	Climb on runway heading to 500' , turn LEFT, 178° track, intercept PRA R-208 to DOTIS (D5.5 PRA).
SID	ROUTING	
LOTOS 2P	GAVMA (3500'+) - BL047 - BL014 - LOTOS.	
LOTOS 2Q	DOTIS (3000'+) - BL047 - BL014 - LOTOS.	

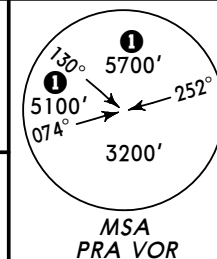
LEBL/BCN
BARCELONA

JEPPESEN
 12 NOV 10 **(10-3L3)** **Eff 18 Nov**

BARCELONA, SPAIN
RNAV SID

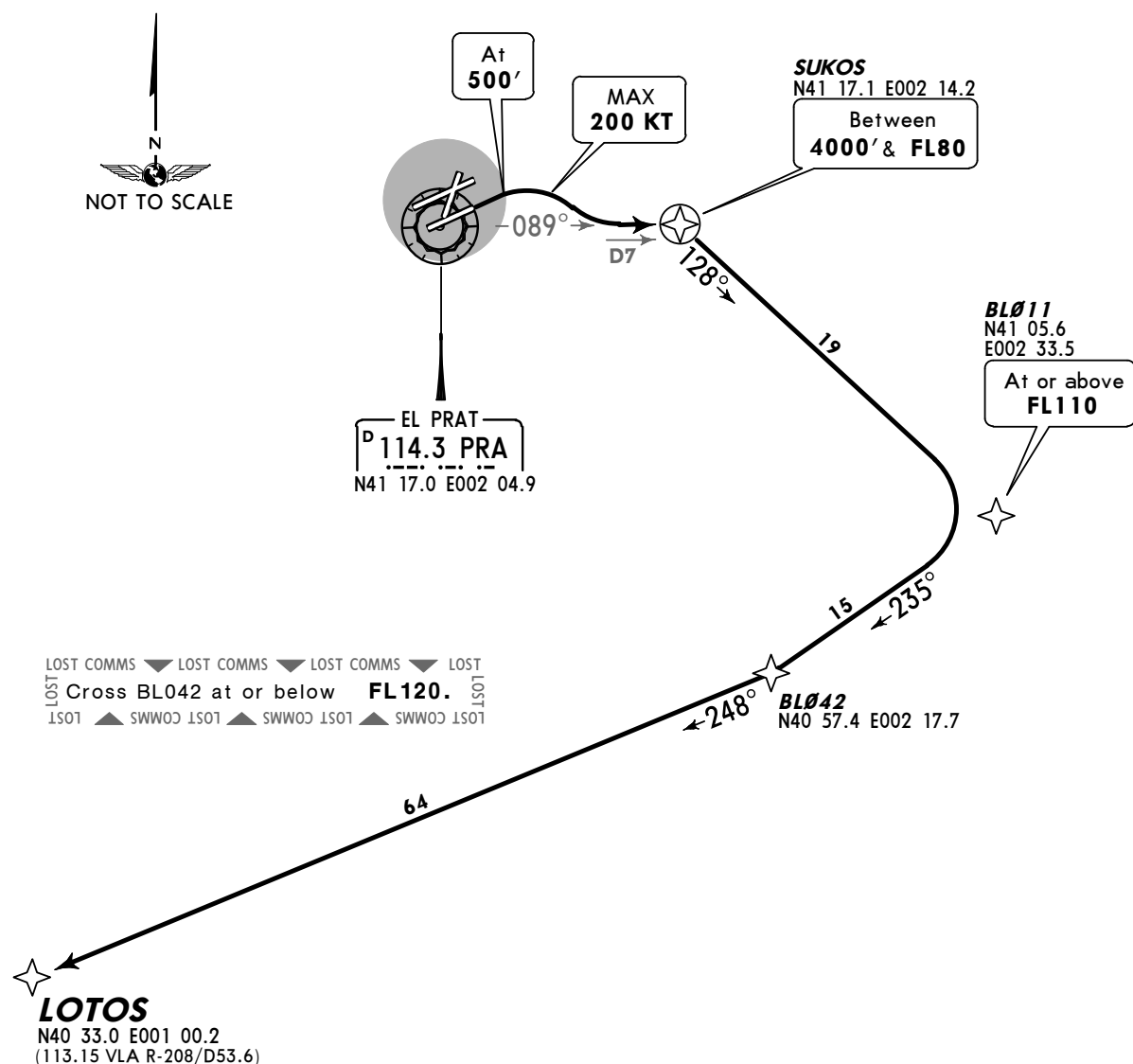
Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
 1. This SID is a restricted RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
 2. For runway configuration refer to Airport Briefing pages.



1 4300' within 15 NM

LOTOS ONE ROMEO (LOTOS 1R) [LOTO1R]
RWY 07R RNAV DEPARTURE
 BRNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT BELOW FL100



Initial ATC clearance:
 Climb and maintain **FL120** and request flight level change enroute
 Turns before departure end of runway (DER) are not allowed.

INITIAL CLIMB/ROUTING

Climb on runway heading to **500'**, turn RIGHT, intercept PRA R-089 to SUKOS (D7 PRA), then to BL011, then to BL042, then to LOTOS.

LEBL/BCN
BARCELONA

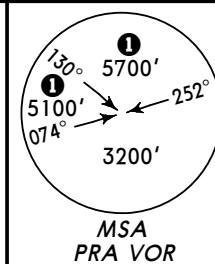
JEPPESSEN
12 NOV 10 **(10-3L4)** **Eff 18 Nov**

BARCELONA, SPAIN
RNAV SID

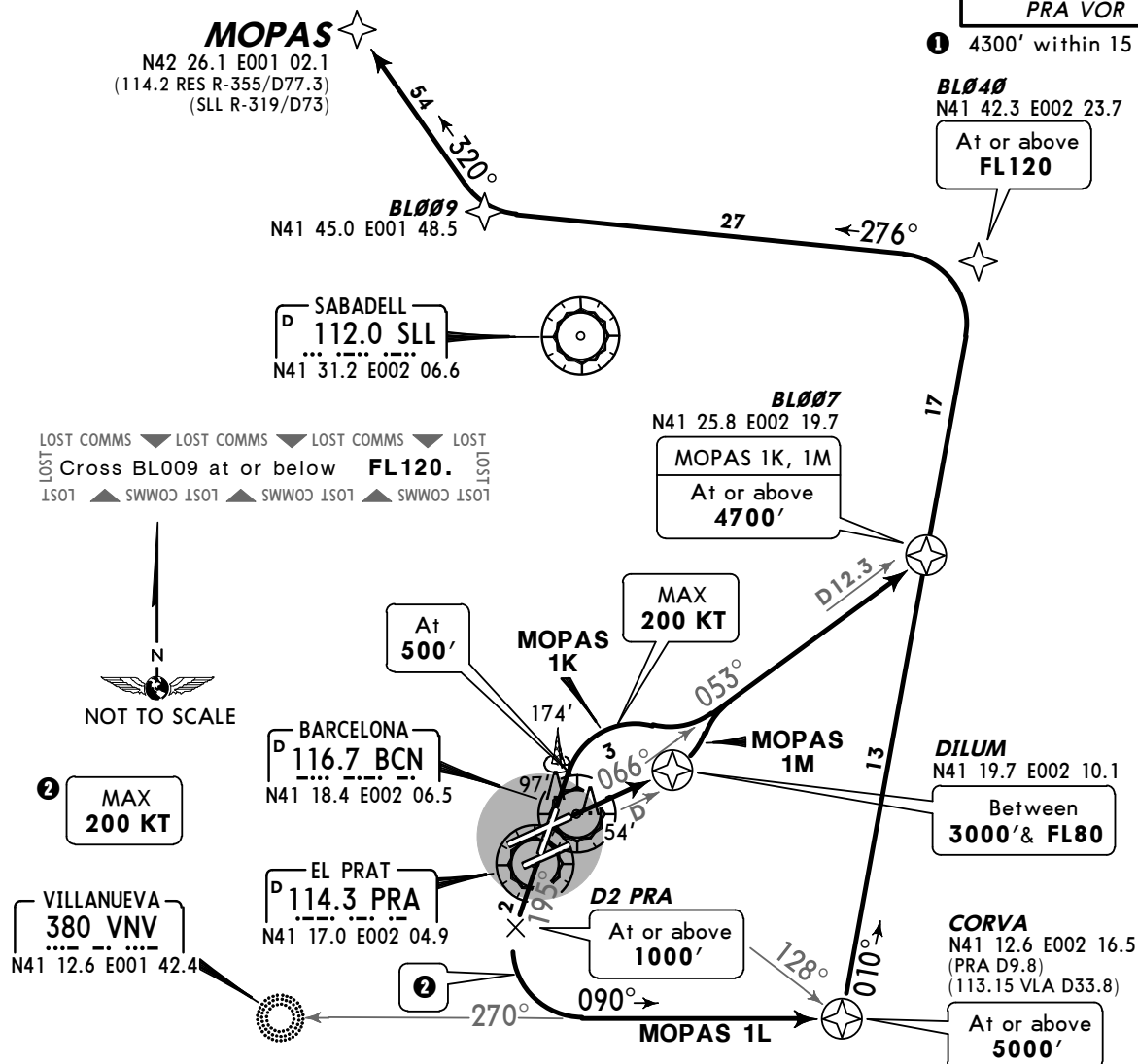
Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
1. These SIDs are restricted RNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call. 2. EXPECT close-in obstacles. 3. For runway configuration refer to Airport Briefing pages.

MOPAS ONE KILO (MOPAS 1K) [MOPA1K]
MOPAS ONE LIMA (MOPAS 1L) [MOPA1L]
MOPAS ONE MIKE (MOPAS 1M) [MOPA1M]
RWYS 02, 20, 07L RNAV DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



① 4300' within 15 NM



These SIDs require minimum climb gradients of

MOPAS 1K
304' per NM (5%) until leaving **1500'**.
MOPAS 1M
346' per NM (5.7%) until leaving **1800'**.

Gnd speed-KT	75	100	150	200	250	300
346' per NM	433	577	866	1155	1443	1732
304' per NM	380	506	760	1013	1266	1519

Initial ATC clearance:
Climb and maintain **FL120** and request flight level change enroute

SID	RWY	INITIAL CLIMB/ROUTING
MOPAS 1K ③	02	Climb on runway heading to 500' , turn RIGHT, intercept BCN R-053 to BL007 (D12.3 BCN), then to BL040, then to BL009, then to MOPAS.
MOPAS 1L ④	20	Climb on runway heading, intercept PRA R-195 to D2 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, then to BL040, then to BL009, then to MOPAS.
MOPAS 1M ④	07L	Climb on runway heading to BCN, BCN R-066 to DILUM (D3 BCN), turn LEFT, intercept BCN R-053 to BL007 (D12.3 BCN), then to BL040, then to BL009, then to MOPAS.

③ Turns before departure end of runway (DER) are not allowed.

④ RNAV approval required.

LEBL/BCN
BARCELONA

JEPPESEN
12 NOV 10 **(10-3L5)** **Eff 18 Nov**

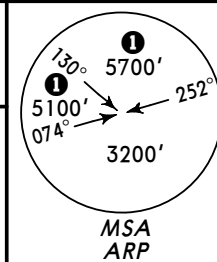
BARCELONA, SPAIN

RNAV SID

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

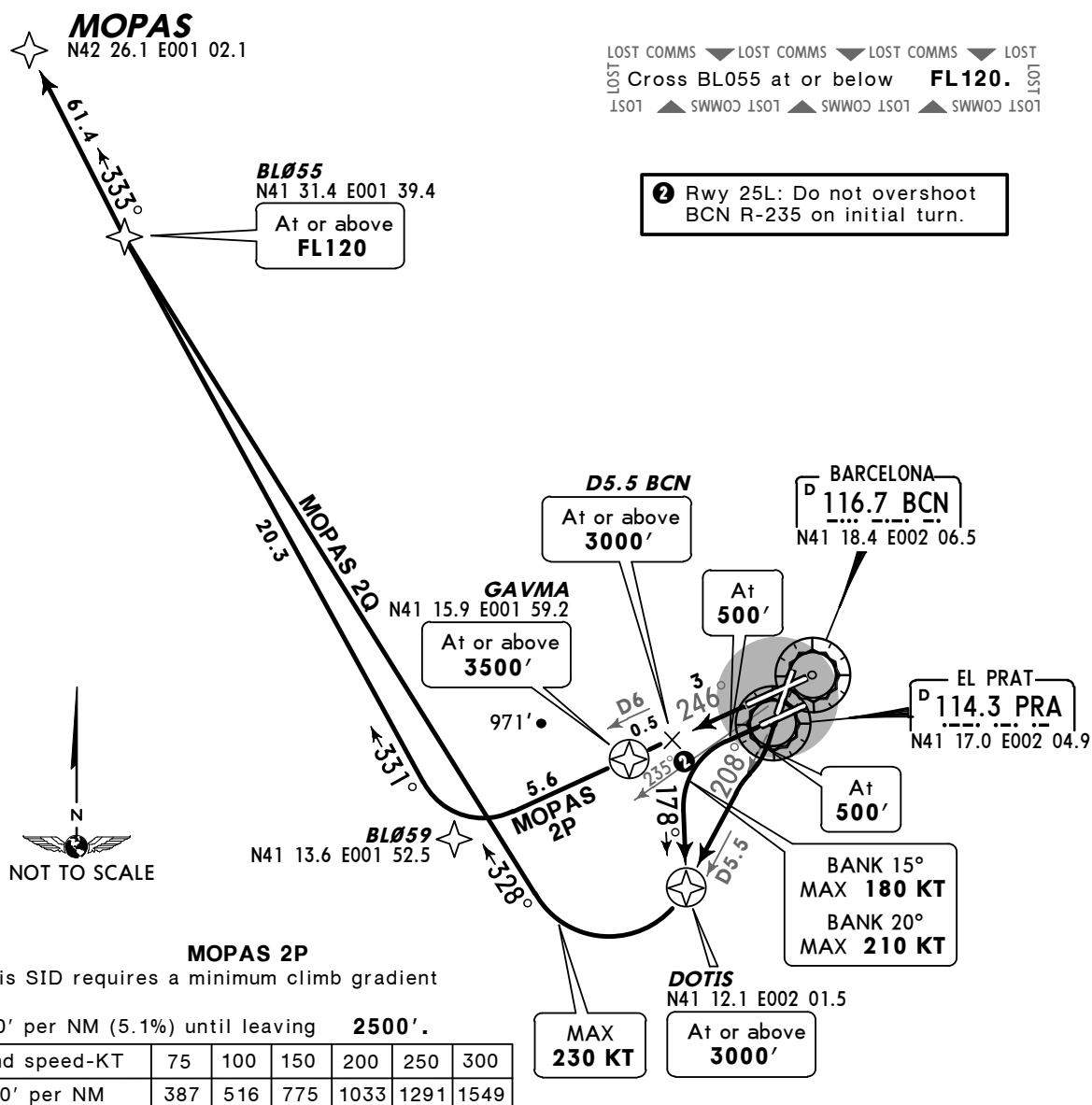
**MOPAS TWO PAPA (MOPAS 2P) [MOPA2P]
MOPAS TWO QUEBEC (MOPAS 2Q) [MOPA2Q]
RWYS 25R, 20, 25L RNAV DEPARTURES**

RNAV (DME/DME)

P-RNAV APPROVAL REQUIRED

DME ASSOCIATED TO ILS ARE NOT USABLE FOR P-RNAV DEPARTURES

SPEED: MAX 250 KT UNTIL FL100



MOPAS 2P
This SID requires a minimum climb gradient
of
310' per NM (5.1%) until leaving **2500'**.

Gnd speed-KT	75	100	150	200	250	300
310' per NM	387	516	775	1033	1291	1549

Initial ATC clearance:
Climb and maintain **FL120** and request flight level change enroute

SID	RWY	INITIAL CLIMB
MOPAS 2P	25R	Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6 BCN).
MOPAS 2Q	20	Climb on runway heading to 500' , turn RIGHT, intercept PRA R-208 to DOTIS (D5.5 PRA).
	25L	Climb on runway heading to 500' , turn LEFT, 178° track, intercept PRA R-208 to DOTIS (D5.5 PRA).
SID	ROUTING	
MOPAS 2P	GAVMA (3500'+) - BL059 - BL055 (FL120+) - MOPAS.	
MOPAS 2Q	DOTIS (3000'+ ; K230-) - BL055 (FL120+) - MOPAS.	

CHANGES: New chart.

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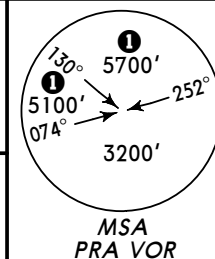
LEBL/BCN
BARCELONA

JEPPESSEN
12 NOV 10 **(10-3L6)** **Eff 18 Nov**

BARCELONA, SPAIN
RNAV SID

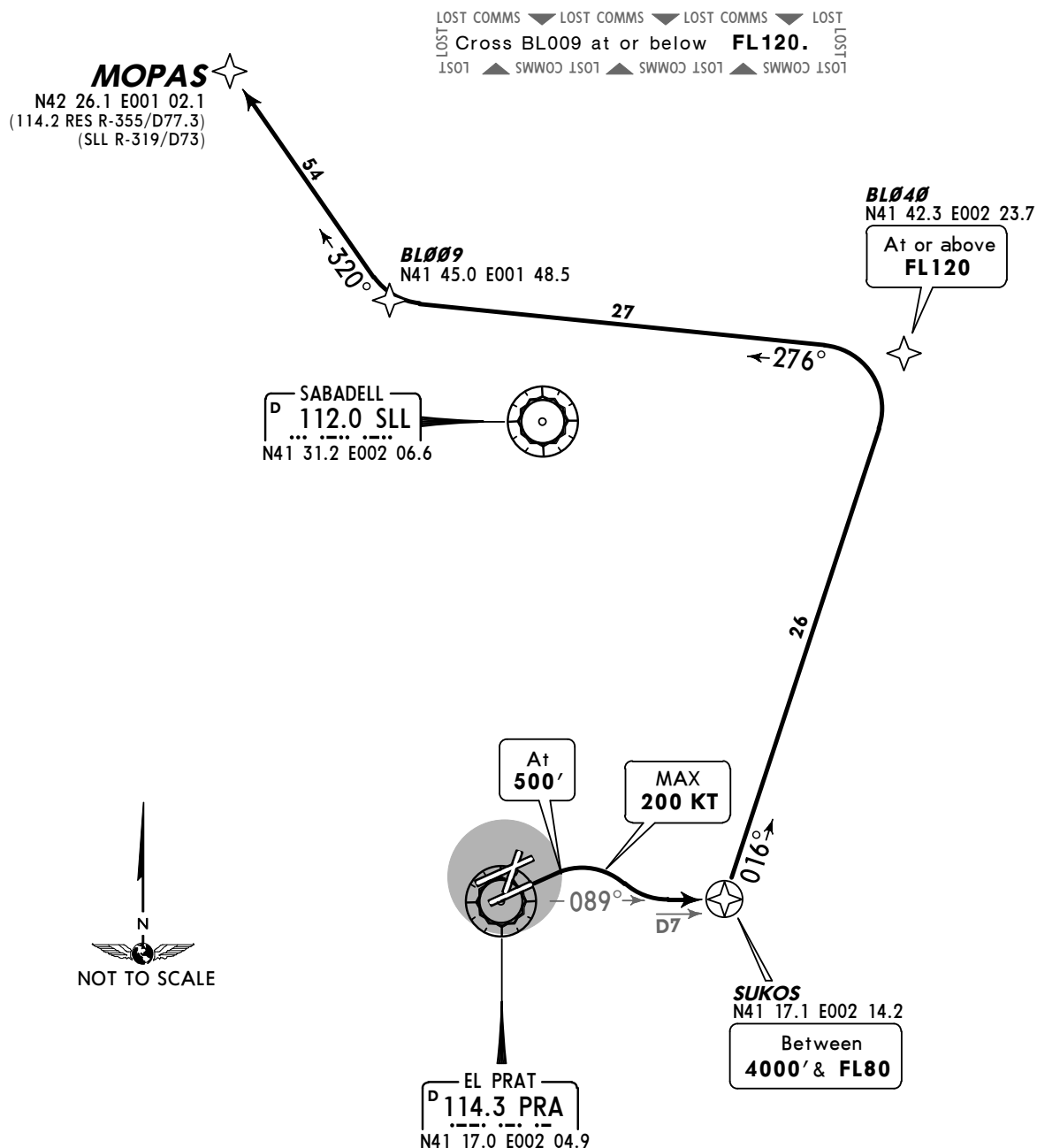
Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
1. This SID is a restricted RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
2. For runway configuration refer to Airport Briefing pages.



1 4300' within 15 NM

MOPAS ONE ROMEO (MOPAS 1R) [MOPA 1R]
RWY 07R RNAV DEPARTURE
RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT BELOW FL100



Turns before departure end of runway (DER) are not allowed.

Initial ATC clearance:
Climb and maintain **FL120** and request flight level change enroute

INITIAL CLIMB/ROUTING

Climb on runway heading to **500'**, turn RIGHT, intercept PRA R-089 to SUKOS (D7 PRA), then to BL040, then to BL009, then to MOPAS.

LEBL/BCN
BARCELONA

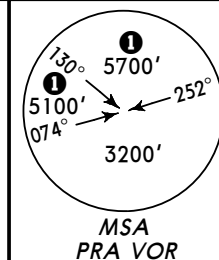
JEPPESSEN
12 NOV 10 **(10-3L7)** **Eff 18 Nov**

BARCELONA, SPAIN
RNAV SID

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
1. These SIDs are restricted RNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call. 2. EXPECT close-in obstacles. 3. For runway configuration refer to Airport Briefing pages.

OKABI ONE KILO (OKABI 1K) [OKAB1K]
OKABI ONE LIMA (OKABI 1L) [OKAB1L]
OKABI ONE MIKE (OKABI 1M) [OKAB1M]
RWYS 02, 20, 07L RNAV DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



① 4300' within 15 NM

OKABI
N42 37.0 E001 29.0
(BCN R-341/D83.3)

BL009
N41 45.0 E001 48.5

BL040
N41 42.3 E002 23.7
At or above
FL120

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
LOST Cross BL009 at or below **FL120.** LOST
LOST ▲ SWWOC LOST ▲ SWWOC LOST ▲ SWWOC LOST



② **MAX**
200 KT

VILLANUEVA
380 VNV
N41 12.6 E001 42.4

BARCELONA
116.7 BCN
N41 18.4 E002 06.5

EL PRAT
114.3 PRA
N41 17.0 E002 04.9

BL007
N41 25.8 E002 19.7
OKABI 1K, 1M
At or above
4700'

MAX
200 KT

OKABI 1K
174'

OKABI 1M
13

DILUM
N41 19.7 E002 10.1
Between
3000' & FL80

CORVA
N41 12.6 E002 16.5
(PRA D9.8)
(113.15 VLA D33.8)
At or above
5000'

These SIDs require minimum climb gradients of

OKABI 1K
304' per NM (5%) until leaving **1500'.**

OKABI 1M
346' per NM (5.7%) until leaving **1800'.**

Gnd speed-KT	75	100	150	200	250	300
346' per NM	433	577	866	1155	1443	1732
304' per NM	380	506	760	1013	1266	1519

Initial ATC clearance:
Climb and maintain **FL120** and request flight level change enroute

SID	RWY	INITIAL CLIMB/ROUTING
OKABI 1K ③	02	Climb on runway heading to 500' , turn RIGHT, intercept BCN R-053 to BL007 (D12.3 BCN), then to BL040, then to BL009, then to OKABI.
OKABI 1L ④	20	Climb on runway heading, intercept PRA R-195 to D2 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, then to BL040, then to BL009, then to OKABI.
OKABI 1M ④	07L	Climb on runway heading to BCN, BCN R-066 to DILUM (D3 BCN), turn LEFT, intercept BCN R-053 to BL007 (D12.3 BCN), then to BL040, then to BL009, then to OKABI.

③ Turns before departure end of runway (DER) are not allowed.

④ RNAV approval required.

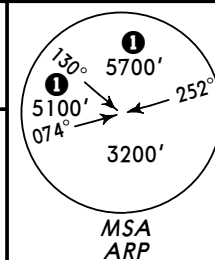
LEBL/BCN
BARCELONA

JEPPesen
12 NOV 10 **(10-3L8)** **Eff 18 Nov**

BARCELONA, SPAIN
RNAV SID

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.



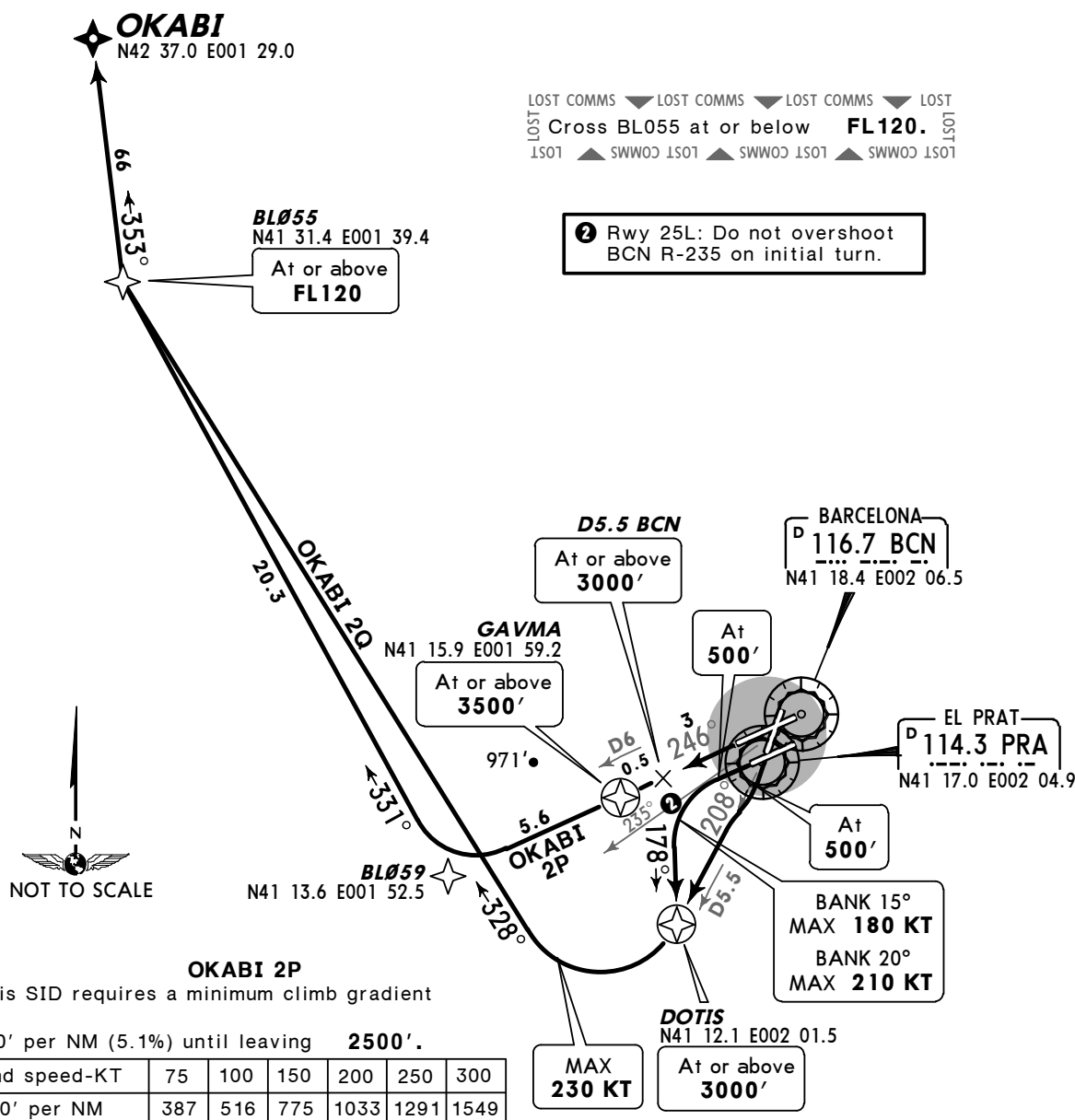
① 4300' within 15 NM

OKABI TWO PAPA (OKABI 2P) [OKAB2P]
OKABI TWO QUEBEC (OKABI 2Q) [OKAB2Q]
RWYS 25R, 20, 25L RNAV DEPARTURES
RNAV (DME/DME)

P-RNAV APPROVAL REQUIRED

DME ASSOCIATED TO ILS ARE NOT USABLE FOR P-RNAV DEPARTURES

SPEED: MAX 250 KT UNTIL FL100



OKABI 2P

This SID requires a minimum climb gradient of 310' per NM (5.1%) until leaving **2500'**.

Gnd speed-KT	75	100	150	200	250	300
310' per NM	387	516	775	1033	1291	1549

Initial ATC clearance:

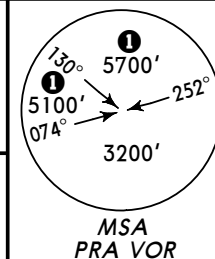
Climb and maintain **FL120** and request flight level change enroute

SID	RWY	INITIAL CLIMB
OKABI 2P	25R	Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6 BCN).
OKABI 2Q	20	Climb on runway heading to 500' , turn RIGHT, intercept PRA R-208 to DOTIS (D5.5 PRA).
	25L	Climb on runway heading to 500' , turn LEFT, 178° track, intercept PRA R-208 to DOTIS (D5.5 PRA).
SID	ROUTING	
OKABI 2P	GAVMA (3500'+) - BL059 - BL055 (FL120+) - OKABI.	
OKABI 2Q	DOTIS (3000'+ ; K230-) - BL055 (FL120+) - OKABI.	

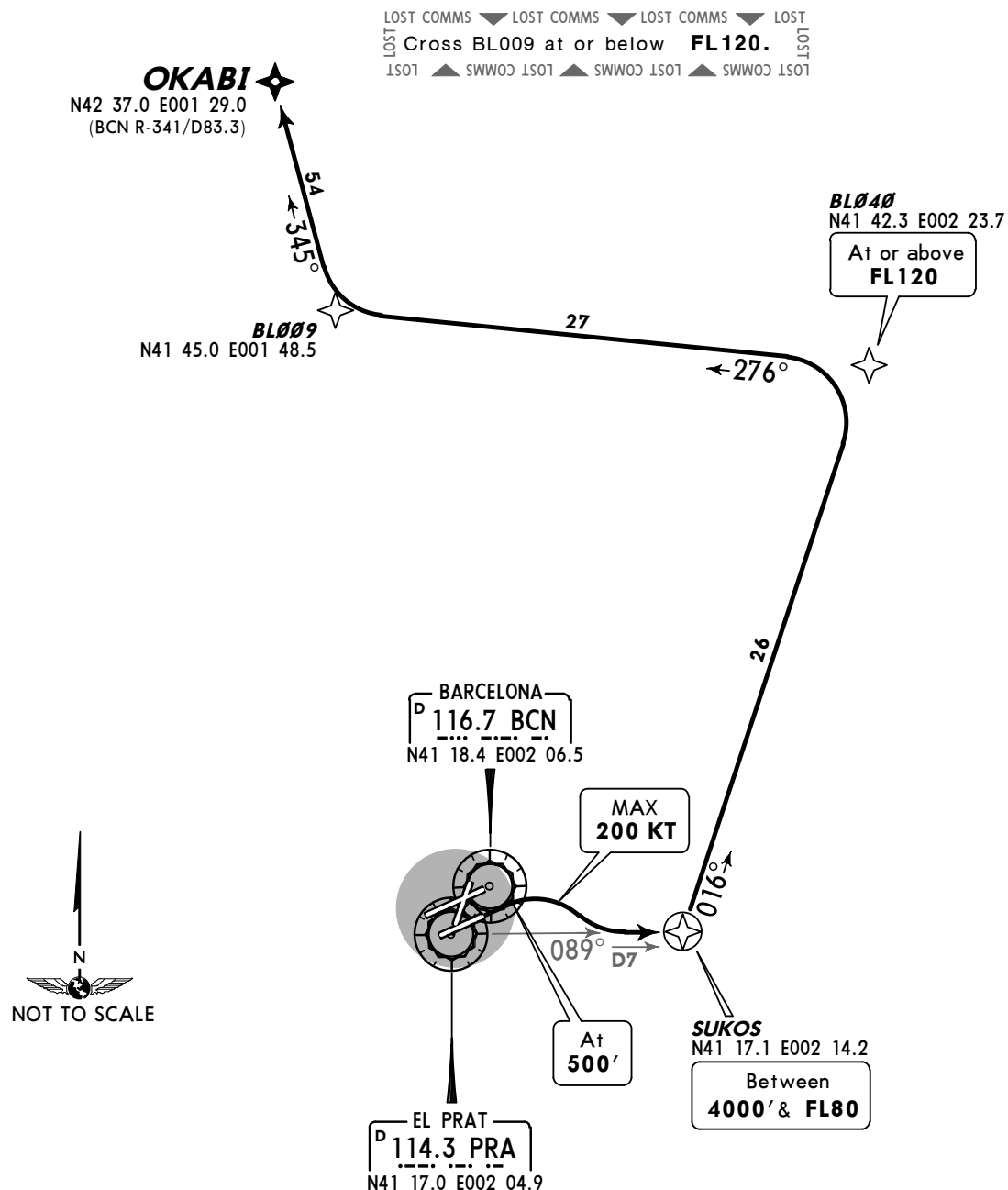
LEBL/BCN
BARCELONAJEPPESSEN
12 NOV 10 (10-3M) Eff 18 NovBARCELONA, SPAIN
RNAV SIDApt Elev
14'

Trans level: By ATC Trans alt: 6000'

1. This SID is a restricted RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
2. For runway configuration refer to Airport Briefing pages.



OKABI ONE ROMEO (OKABI 1R) [OKAB1R]
RWY 07R RNAV DEPARTURE
 RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT BELOW FL100



Turns before departure end of runway (DER) are not allowed.

Initial ATC clearance:
 Climb and maintain **FL120** and request flight level change enroute

INITIAL CLIMB/ROUTING

Climb on runway heading to **500'**, turn RIGHT, intercept PRA R-089 to SUKOS (D7 PRA), then to BL040, then to BL009, then to OKABI.

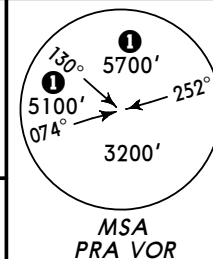
LEBL/BCN
BARCELONA

JEPPESSEN
12 NOV 10 **(10-3N)** **Eff 18 Nov**

BARCELONA, SPAIN
RNAV SID

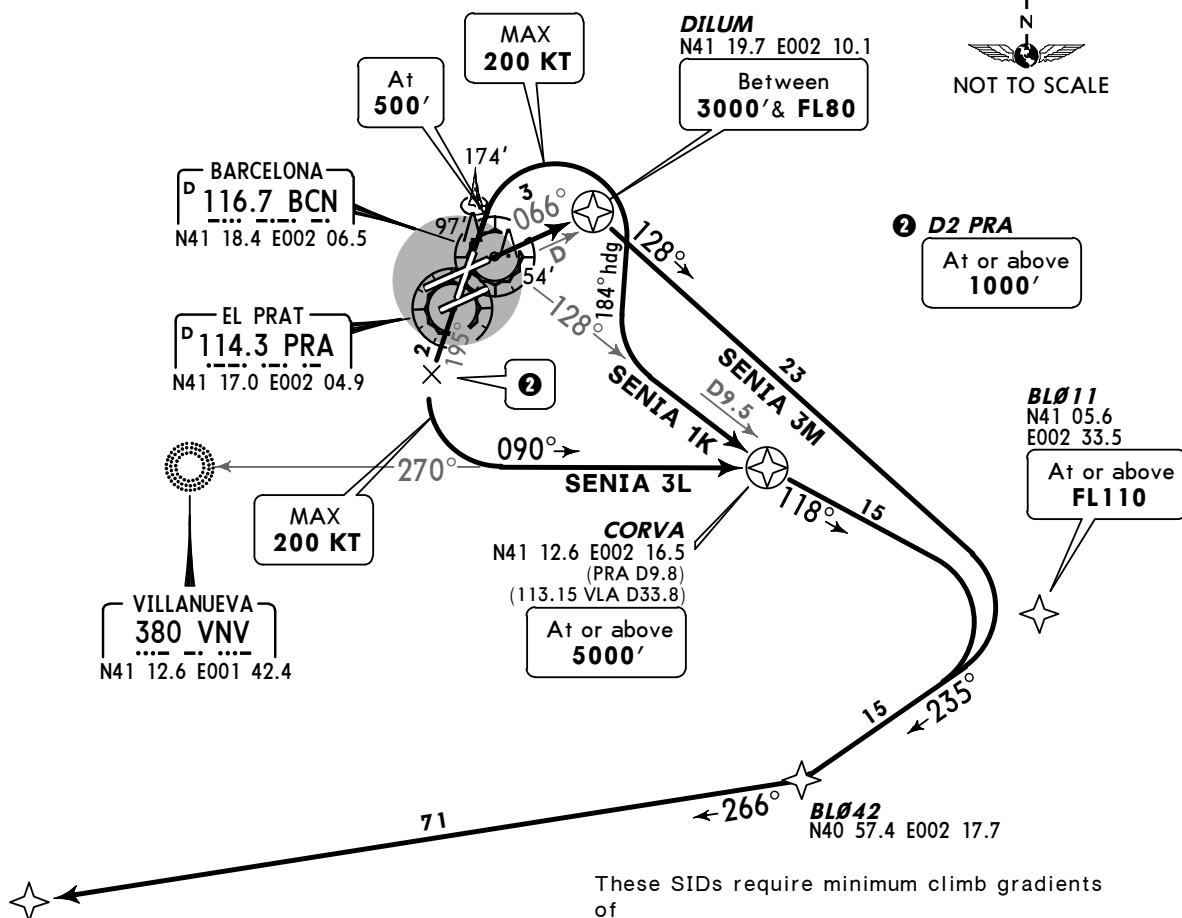
Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
1. These SIDs are restricted RNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
2. EXPECT close-in obstacles.
3. For runway configuration refer to Airport Briefing pages.



1 4300' within 15 NM

SENIA ONE KILO (SENIA 1K) [SENI1K]
SENIA THREE LIMA (SENIA 3L) [SENI3L]
SENIA THREE MIKE (SENIA 3M) [SENI3M]
RWYS 02, 20, 07L RNAV DEPARTURES
SPEED MAX 250 KT BELOW FL100



SENIA
N40 52.1 E000 44.3
(116.0 CMA R-089/D92.7)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
LOST Cross BL042 at or below **FL120.** LOST
LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT

These SIDs require minimum climb gradients of

SENIA 1K
304' per NM (5%) until leaving **1000'**.
SENIA 3M
346' per NM (5.7%) until leaving **1800'**.

Gnd speed-KT	75	100	150	200	250	300
346' per NM	433	577	866	1155	1443	1732
304' per NM	380	506	760	1013	1266	1519

Initial ATC clearance:
Climb and maintain **FL120** and request flight level change enroute

SID	RWY	INITIAL CLIMB/ROUTING
SENIA 1K 1	02 1	Climb on runway heading to 500' , turn RIGHT, 184° heading, intercept BCN R-128 to CORVA (D9.5 BCN), then to BL011, then to BL042, then to SENIA.
SENIA 3L 1	20	Climb on runway heading, intercept PRA R-195 to D2 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, turn RIGHT to BL011, then to BL042, then to SENIA.
SENIA 3M 1	07L	Climb on runway heading to BCN, BCN R-066 to DILUM (D3 BCN), turn RIGHT to BL011, then to BL042, then to SENIA.

1 Turns before departure end of runway (DER) are not allowed.

1 RNAV approval required.

LEBL/BCN
BARCELONA

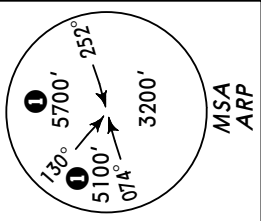
JEPPESEN
12 NOV 10 **(10-3N1)** **Eff 18 Nov**

BARCELONA, SPAIN
RNAV SID

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

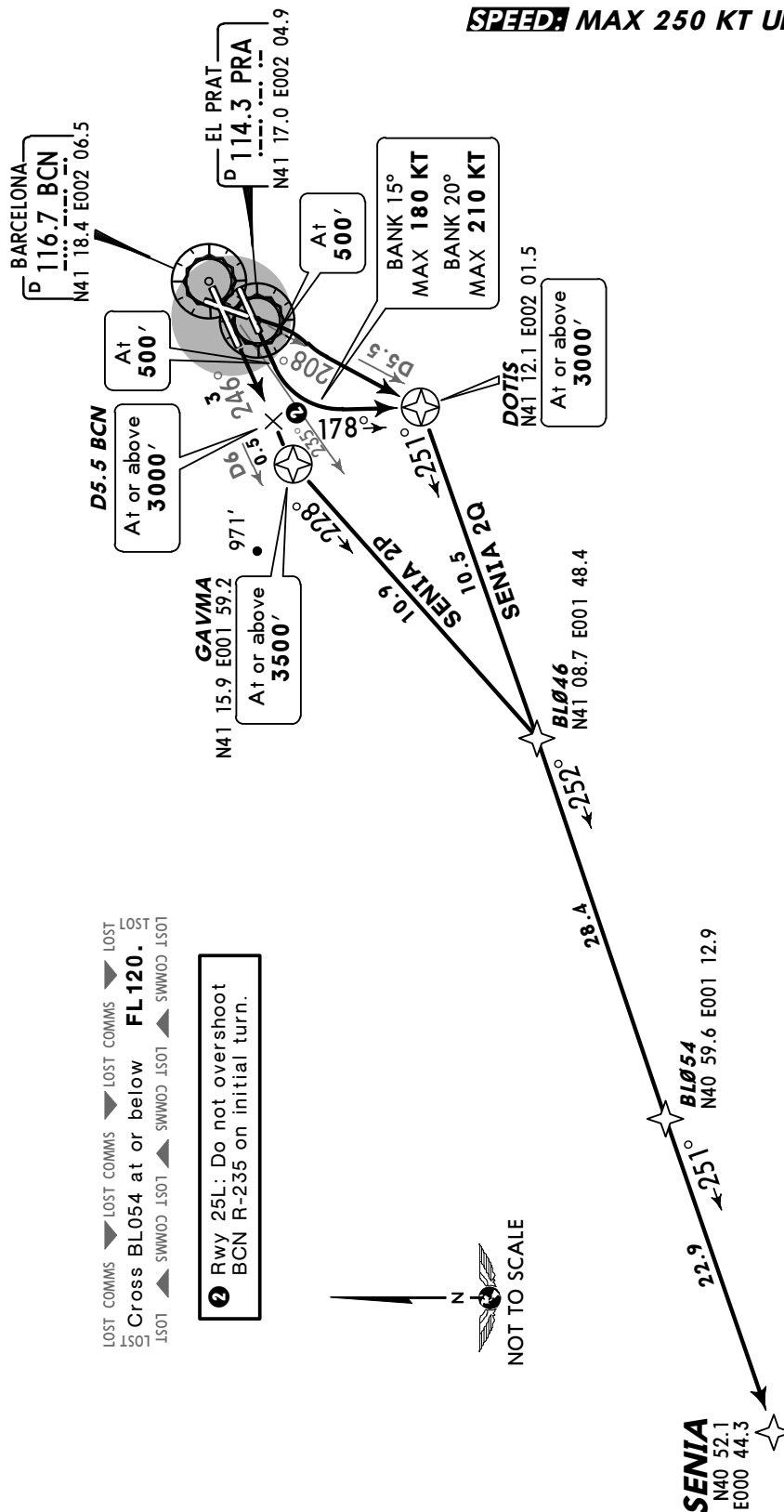
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.



4300' within 15 NM

SENIA TWO PAPA (SENIA 2P) [SENIA2P]
SENIA TWO QUEBEC (SENIA 2Q) [SENIA2Q]
RWYS 25R, 20, 25L RNAV DEPARTURES
RNAV (DME/DME)

P-RNAV APPROVAL REQUIRED
DME ASSOCIATED TO ILS ARE NOT USABLE FOR P-RNAV DEPARTURES
~~SPEEDS~~ MAX 250 KT UNTIL FL100



Initial ATC clearance: Climb and maintain FL120 and request flight level change enroute	
SID	RWY
INITIAL CLIMB	
SENIA 2P	25R
Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6 BCN).	
SENIA 2Q	20
	Climb on runway heading to 500' , turn RIGHT, intercept PRA R-208 to DOTIS (D5.5 PRA).
	25L
	Climb on runway heading to 500' , turn LEFT, 178° track, intercept PRA R-208 to DOTIS (D5.5 PRA).
ROUTING	
SENIA 2P	GAVMA (3500' +) - BL046 - BL054 - SENIA.
SENIA 2Q	DOTIS (3000' +) - BL046 - BL054 - SENIA.

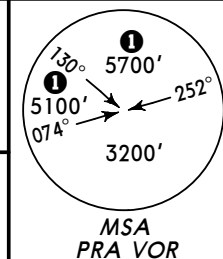
LEBL/BCN
BARCELONA

JEPPESEN
 12 NOV 10 **(10-3N2)** **Eff 18 Nov**

BARCELONA, SPAIN
RNAV SID

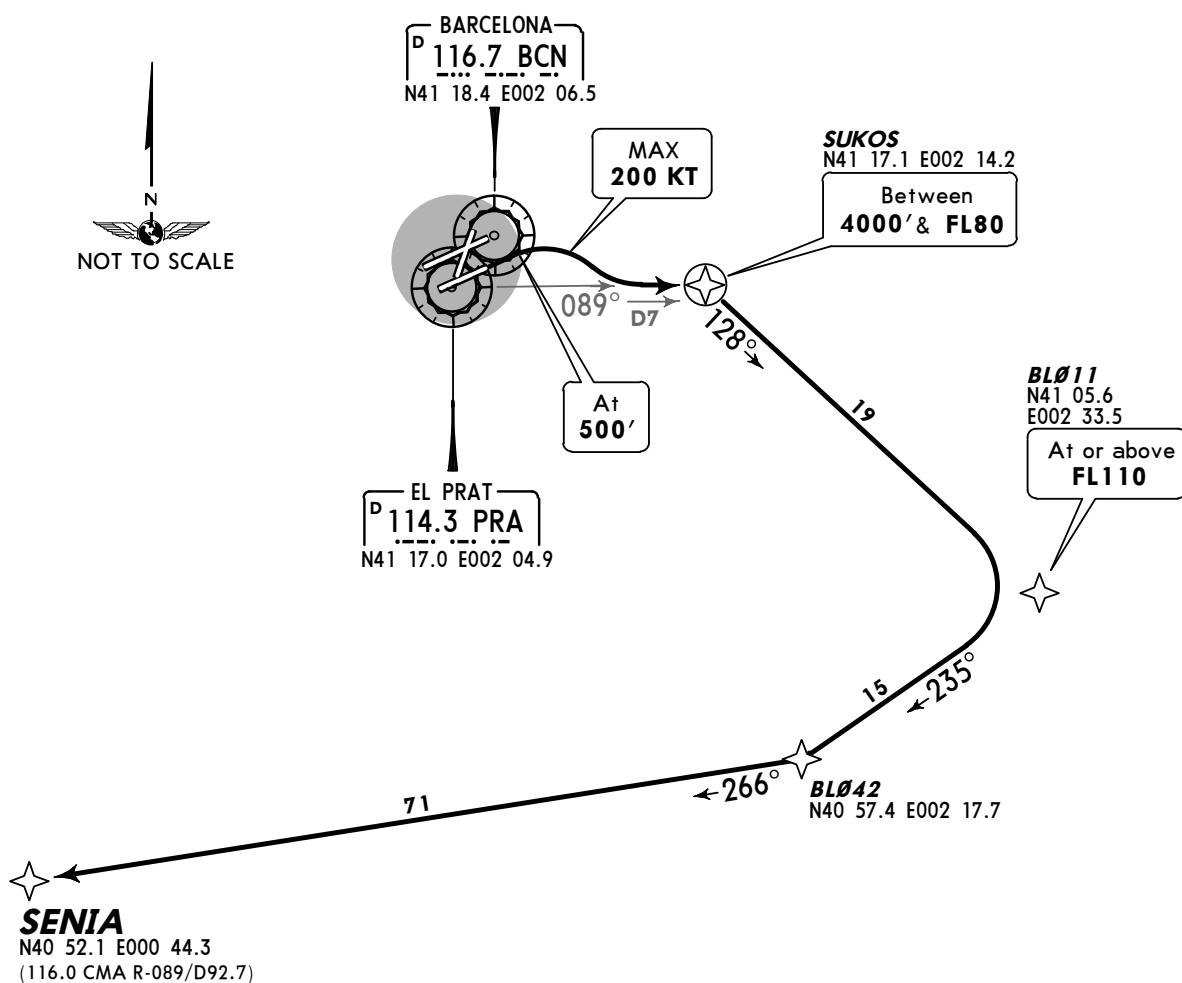
Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
 1. This SID is a restricted RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
 2. For runway configuration refer to Airport Briefing pages.



1 4300' within 15 NM

SENIA THREE ROMEO (SENIA 3R) [SEN13R]
RWY 07R RNAV DEPARTURE
 RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT BELOW FL100



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
 LOST Cross BL042 at or below **FL120.** LOST
 LOST ▲ SWWOC LOST ▲ SWWOC LOST ▲ SWWOC LOST

Turns before departure end of runway (DER) are not allowed.

Initial ATC clearance:
 Climb and maintain **FL120** and request flight level change enroute

INITIAL CLIMB/ROUTING

Climb on runway heading to **500'**, turn RIGHT, intercept PRA R-089 to SUKOS (D7 PRA), then to BL011, then to BL042, then to SENIA.

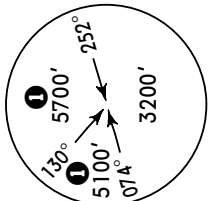
LEBL/BCN
BARCELONA

JEPPESSEN
12 NOV 10 **(10-3N3)** **Eff 18 Nov**

BARCELONA, SPAIN
RNAV SID

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
1. These SIDs are restricted RNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call. 2. EXPECT close-in obstacles. 3. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

VERSO
N41 09.2
E003 45.4
(115.35 CLE
R-120/D58.5)

VERSO ONE KILO
(VERSO 1K) [VERS1K]
VERSO ONE LIMA
(VERSO 1L) [VERS1L]
VERSO ONE MIKE
(VERSO 1M) [VERS1M]
RWYS 02, 20, 07L
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST
Cross VERSO at or below **FL120**.
LS01 ► SWW03 LS01 ► SWW03 LS01 ► SWW03 LS01

DILUM
N41 19.7 E002 10.1
Between
3000' & FL80

MAX
200 KT
At
500'

BARCELONA
D 116.7 BCN
N41 18.4 E002 06.5

EL PRAT
D 114.3 PRA
N41 17.0 E002 04.9

D2 PRA
At or above
1000'

MAX
200 KT

VERSO 1L
N41 12.6 E002 16.5
(PRA D9.8)
(113.15 VLA D33.8)

VILLANUEVA
D 380 VNV
N41 12.6 E001 42.4

VERSO 1K
304' per NM (5%) until leaving **1000'**.
VERSO 1M
346' per NM (5.7%) until leaving **1800'**.

Gnd speed-KT	75	100	150	200	250	300
346' per NM	433	577	866	1155	1443	1732
304' per NM	380	506	760	1013	1266	1519

These SIDs require minimum climb gradients of

Initial ATC clearance: Climb and maintain **FL120** and request flight level change enroute

SID	RWY	INITIAL CLIMB/ROUTING
VERSO 1K	02	Climb on runway heading to 500' , turn RIGHT, intercept PRA R-086 to BL051 (D24.5 PRA), then to BL037, then to VERSO.
VERSO 1L	20	Climb on runway heading, intercept PRA R-195 to D2 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, then to BL051, then to BL037, then to VERSO.
VERSO 1M	07L	Climb on runway heading to BCN, BCN R-066 to DILUM (D3 BCN), then to BL051, then to BL037, then to VERSO.

② Turns before departure end of runway (DER) are not allowed. ③ RNAV approval required.

LEBL/BCN
BARCELONA

JEPPESSEN
12 NOV 10 **(10-3N4)** **Eff 18 Nov**

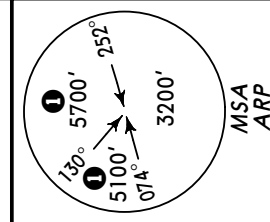
BARCELONA, SPAIN
RNAV SID

Apt Elev
14'

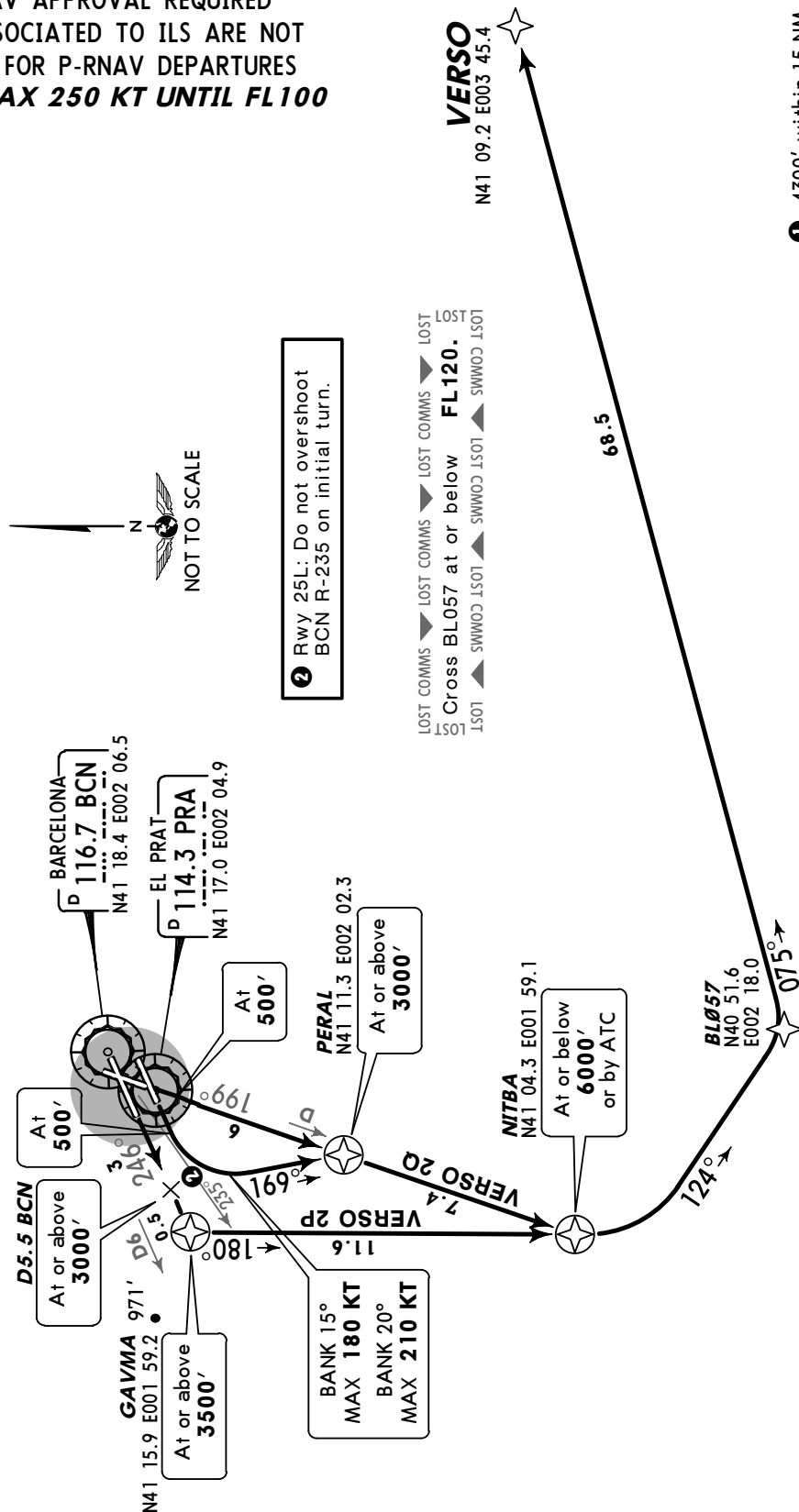
Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.

VERSO TWO PAPA (VERSO 2P) [VERS2P]
VERSO TWO QUEBEC (VERSO 2Q) [VERS2Q]
RWYS 25R, 20, 25L RNAV DEPARTURES
RNAV (DME/DME)

P-RNAV APPROVAL REQUIRED
DME ASSOCIATED TO ILS ARE NOT
USABLE FOR P-RNAV DEPARTURES
~~SPEEDS~~ MAX 250 KT UNTIL FL100



Initial ATC clearance: Climb and maintain FL120 and request flight level change enroute	
SID	RWY
INITIAL CLIMB	
VERSO 2P	25R
VERSO 2Q	20
	25L
Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6 BCN).	
Climb on runway heading to 500' , turn RIGHT, intercept PRA R-199 to PERAL (D6 PRA).	
Climb on runway heading to 500' , turn LEFT, 169° track, intercept PRA R-199 to PERAL (D6 PRA).	
ROUTING	
VERSO 2P	GAVMA (3500' +) - NITBA (6000' -) - BL057 - VERSO.
VERSO 2Q	PERAL (3000' +) - NITBA (6000' -) - BL057 - VERSO.



LEBL/BCN
BARCELONA

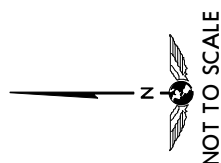
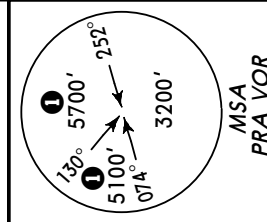
JEPPesen
 12 NOV 10 **(10-3N5)** **Eff 18 Nov**

BARCELONA, SPAIN
RNAV SID

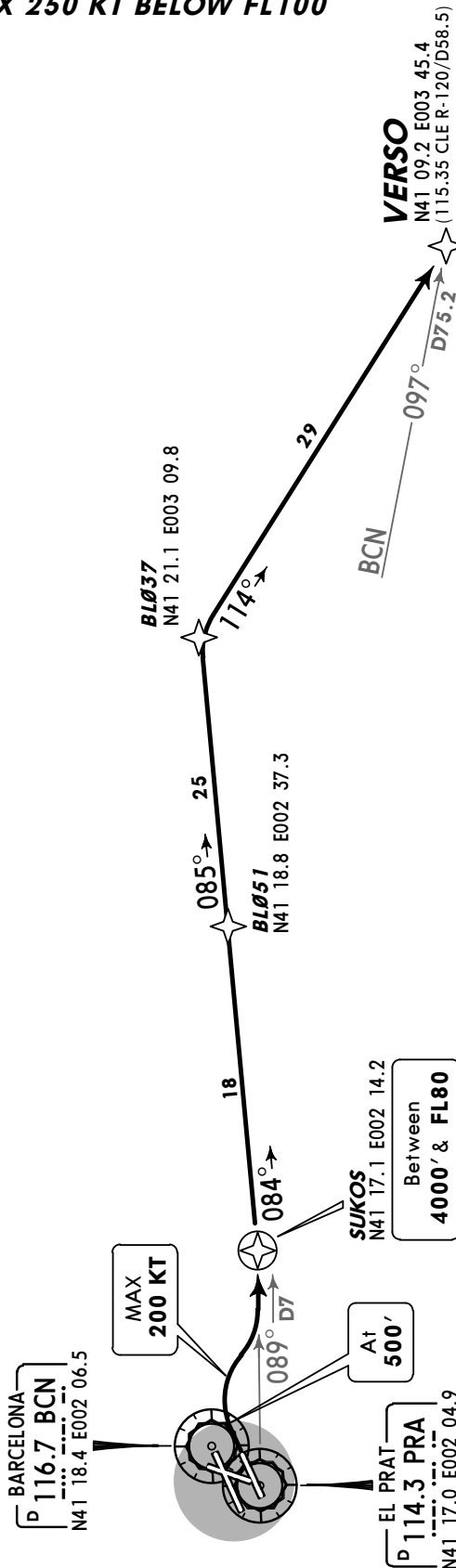
Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
 1. This SID is a restricted RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call. 2. For runway configuration refer to Airport Briefing pages.

VERSO ONE ROMEO (VERSO 1R) [VERS1R]
RWY 07R RNAV DEPARTURE
 BRNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT BELOW FL100



LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST
 Cross VERSO at or below **FL120**.
 LOST ► SWWOC LSOT ► SWWOC LSOT ► SWWOC LSOT



Turns before departure end of runway (DER) are not allowed.

Initial ATC clearance: Climb and maintain **FL120** and request flight level change enroute

INITIAL CLIMB/ROUTING

Climb on runway heading to 500', turn RIGHT, intercept PRA R-089 to SUKOS (D7 PRA), then to BL051, then to BL037, then to VERSO.

① 4300' within 15 NM

LEBL/BCN
BARCELONA

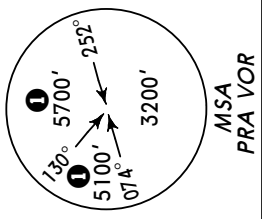
JEPPesen
12 NOV 10 **(10-3N6)** **Eff 18 Nov**

BARCELONA, SPAIN

SID

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
For runway configuration refer to Airport Briefing pages.



4300' within 15 NM

AGENA

N41 32.7 E003 29.3

SALON

N41 29.7 E003 11.2

N41 26.4 E002 51.9

N41 38.4 E002 38.1

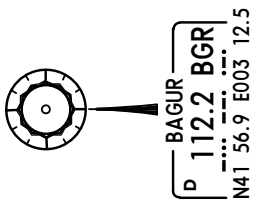
N41 18.4 E002 06.5

N41 17.0 E002 04.9

N41 12.6 E002 16.5

N41 12.6 E001 42.4

AGENA ONE ALFA (AGENA 1A) [AGEN1A]
AGENA ONE GOLF (AGENA 1G) [AGEN1G]
RWYS 20, 07R DEPARTURES
~~SPEEDS~~ MAX 250 KT BELOW FL100



N41 56.9 E003 12.5

AGENA

N41 32.7 E003 29.3

SALON

N41 29.7 E003 11.2

N41 26.4 E002 51.9

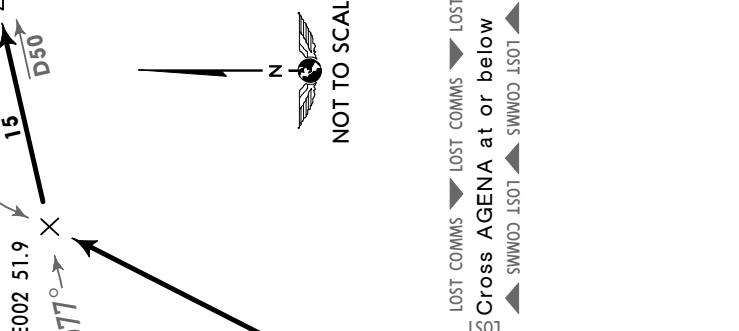
N41 38.4 E002 38.1

N41 18.4 E002 06.5

N41 17.0 E002 04.9

N41 12.6 E002 16.5

N41 12.6 E001 42.4



Initial ATC clearance: Climb and maintain **FL120** and request flight level change enroute

SID	RWY	ROUTING
AGENA 1A	20	Climb on runway heading, intercept PRA R-195 to D2 PRA, turn LEFT, intercept 090° bearing from VNV via CORVA to D27 PRA, turn LEFT, intercept BGR R-207 inbound, intercept BCN R-077 via SALON to AGENA.
AGENA 1G	07R	Climb on runway heading to 500' , turn RIGHT, intercept PRA R-097 to D27 PRA, turn LEFT, intercept BGR R-207 inbound, intercept BCN R-077 via SALON to AGENA.

AGENA 1A

This SID requires a minimum climb gradient of 334' per NM (5.5%) until leaving **4000'**.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

BARCELONA
D 116.7 BCN
N41 18.4 E002 06.5

EL PRAT
D 114.3 PRA
N41 17.0 E002 04.9

AGENA 1G
At 500'

AGENA 1A
At or below FL80

D27 PRA
N41 13.6 E002 40.4

D27 PRA
N41 12.4 E002 40.1

CORVA
N41 12.6 E002 16.5
At or above 4000'

VILLANUEVA
D 380 VNV
N41 12.6 E001 42.4

LOST COMMS
Cross AGENA at or below **FL120**.
LOST
SWW003 LSOT
SWW003 LSOT

LEBL/BCN
BARCELONA

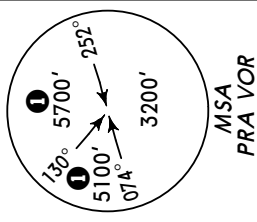
JEPPesen
12 NOV 10 **(10-3N7)** **Eff 18 Nov**

BARCELONA, SPAIN

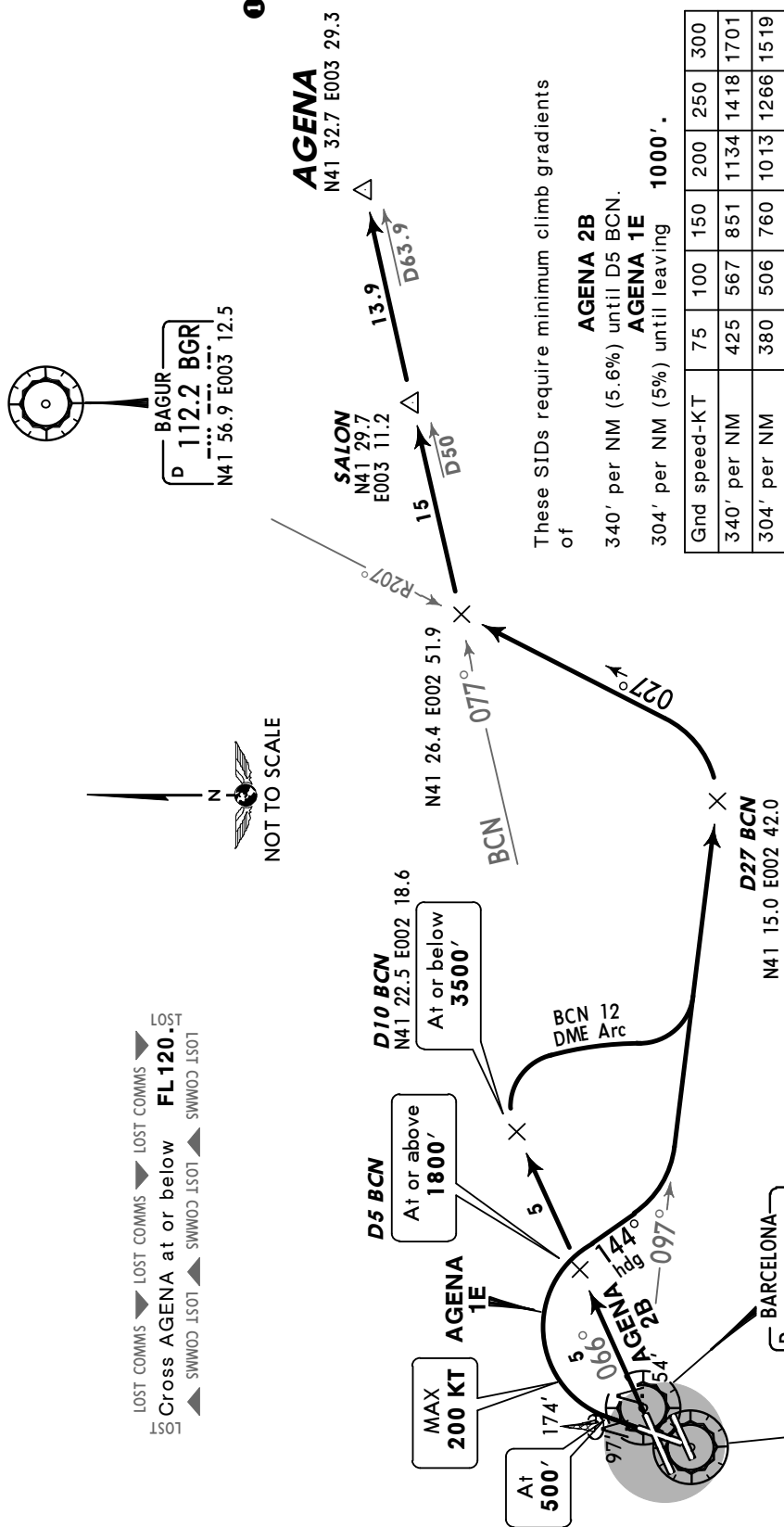
SID

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.



AGENA TWO BRAVO (AGENA 2B) [AGEN2B]
AGENA ONE ECHO (AGENA 1E) [AGEN1E]
RWYS 07L, 02 DEPARTURES
SPEED: MAX 250 KT BELOW FL100



Initial ATC clearance:		
Climb and maintain FL120 and request flight level change enroute		
SID	RWY	ROUTING
AGENA 2B	07L	Climb on runway heading to BCN, BCN R-066 via D5 BCN to D10 BCN, turn RIGHT, along BCN 12 DME arc, intercept BCN R-097 to D27 BCN, turn LEFT, intercept BGR R-207 inbound, intercept BCN R-077 via SALON to AGENA.
AGENA 1E	02	Climb on runway heading to 500', turn RIGHT, 144° heading, intercept BCN R-097 to D27 BCN, turn LEFT, intercept BGR R-207 inbound, intercept BCN R-077 via SALON to AGENA.

② Turns before departure end of runway (DER) are not allowed.

LEBL/BCN
BARCELONA

12 NOV 10

JEPPESEN

10-3N8

Eff 18 Nov

BARCELONA, SPAIN

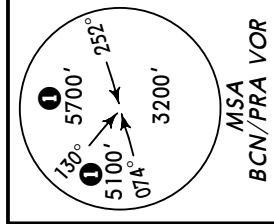
SID

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
For runway configuration refer to Airport Briefing pages.

AGENA THREE DELTA
 (AGENA 3D) [AGEN3D]
 AGENA TWO WHISKEY
 (AGENA 2W) [AGEN2W]
 RWYS 25R, 20, 25L DEPARTURES
SPEED: MAX 250 KT BELOW FL100

1 4300' within 15 NM



These SIDs require minimum climb gradients of

AGENA 3D

371' per NM (6.1%) until D10.2 BCN.

AGENA 2W

Grnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
304' per NM	380	506	760	1013	1266	1519

AGENA 3D, 2W: Initial ATC clearance: Climb and maintain **FL120** and request flight level change enroute
AGENA 2W: Maintain **6000'** until D13.4 PRA except ATC clearance

ROUTING

AGENA 3D	25R	Climb on BCN R-246 to D12.5 BCN, turn LEFT, 208° track, intercept VLA R-138 (138° bearing from VNV) to D47 VLA, turn LEFT, along BCN 36 DME arc until passing BCN R-107, intercept BGR R-198 inbound, intercept BCN R-077 via SALON to AGENA.
AGENA 2W	20 ②	Climb on runway heading to 500' , turn RIGHT, intercept PRA R-199 to D16 PRA, turn LEFT, intercept VLA R-138 (138° bearing from VNV) to D47 VLA, turn LEFT, along BCN 36 DME arc until passing BCN R-107, intercept BGR R-198 inbound, intercept BCN R-077 via SALON to AGENA.
	25L	Climb on runway heading to 500' , turn LEFT, 169° track, intercept PRA R-199 to D16 PRA, turn LEFT, intercept VLA R-138 (138° bearing from VNV) to D47 VLA, turn LEFT, along BCN 36 DME arc until passing BCN R-107, intercept BGR R-198 inbound, intercept BCN R-077 via SALON to AGENA.

2 Turns before departure end of runway (DER) are not allowed.

D12.5 BCN
N41 13.3
E001 51.3

D10.2 BCN
At or above
3000'

At 500'

246°

8.34 D

BARCELONA
D 116.7 BCN
N41 18.4 E002 06.5

BANK 15°
MAX 180 KT

BANK 20°
MAX 210 KT

D8 PRA
At or above

LOST COMMS
LOST Cross D47

113.10
R-17

5.4
AGENA
2W
D13.4 PRA

2500'

3 Rwy BCN

At or below **6000'** or by ATC

× **D16 PRA**
N41 01 8 F001 58 0

✕

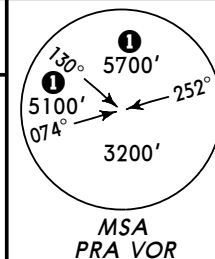
LEBL/BCN
BARCELONA

JEPPESSEN
 12 NOV 10 **(10-3P)** **Eff 18 Nov**

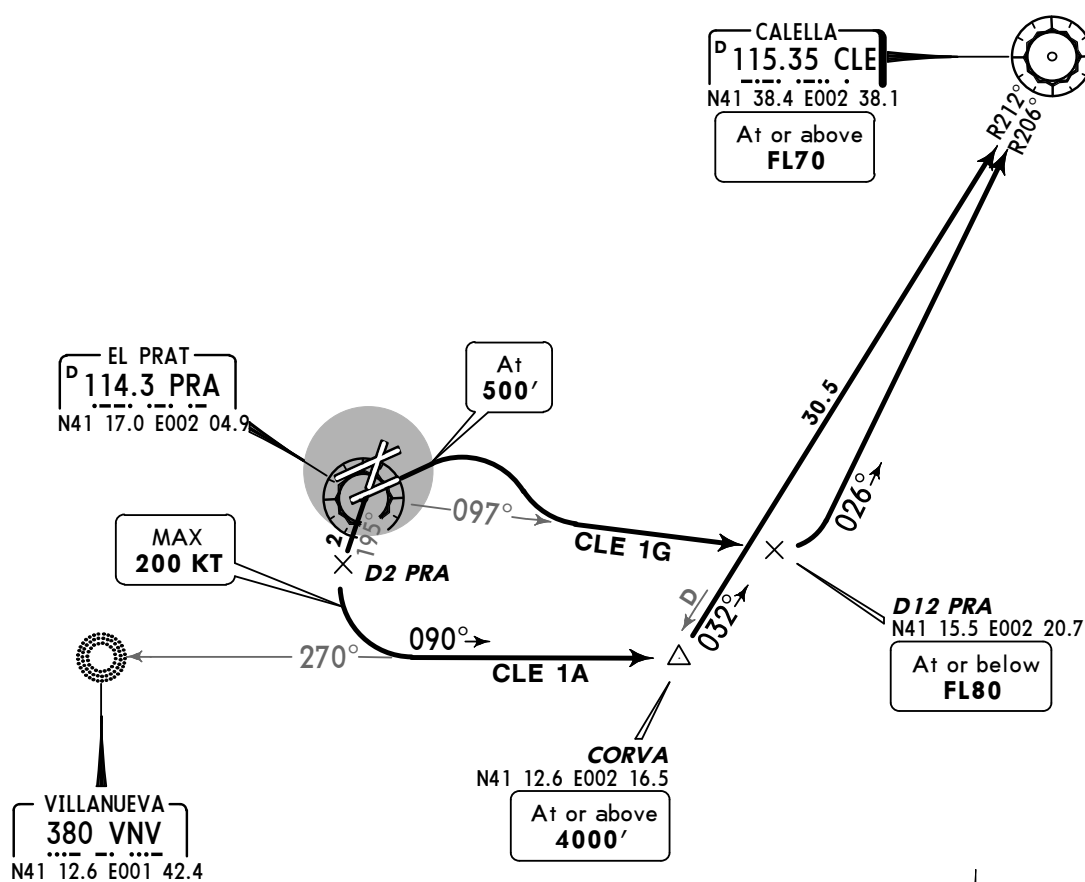
BARCELONA, SPAIN
SID

Apt Elev
14' Trans level: By ATC Trans alt: 6000'
 For runway configuration refer to Airport Briefing pages.

CALELLA ONE ALFA (CLE 1A)
CALELLA ONE GOLF (CLE 1G)
RWYS 20, 07R DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



1 4300' within 15 NM



CLE 1A

This SID requires a minimum climb gradient of 334' per NM (5.5%) until leaving **4000'**.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

Initial ATC clearance:

Climb and maintain **FL120** and request flight level change enroute

SID	RWY	ROUTING
CLE 1A	20	Climb on runway heading, intercept PRA R-195 to D2 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, turn LEFT, intercept CLE R-212 inbound to CLE.
CLE 1G	07R	Climb on runway heading to 500' , turn RIGHT, intercept PRA R-097 to D12 PRA, turn LEFT, intercept CLE R-206 inbound to CLE.

LEBL/BCN
BARCELONA

JEPPESEN
12 NOV 10 (10-3Q) Eff 18 Nov

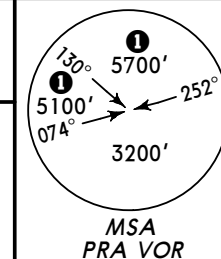
BARCELONA, SPAIN

SID

Apt Elev
14'

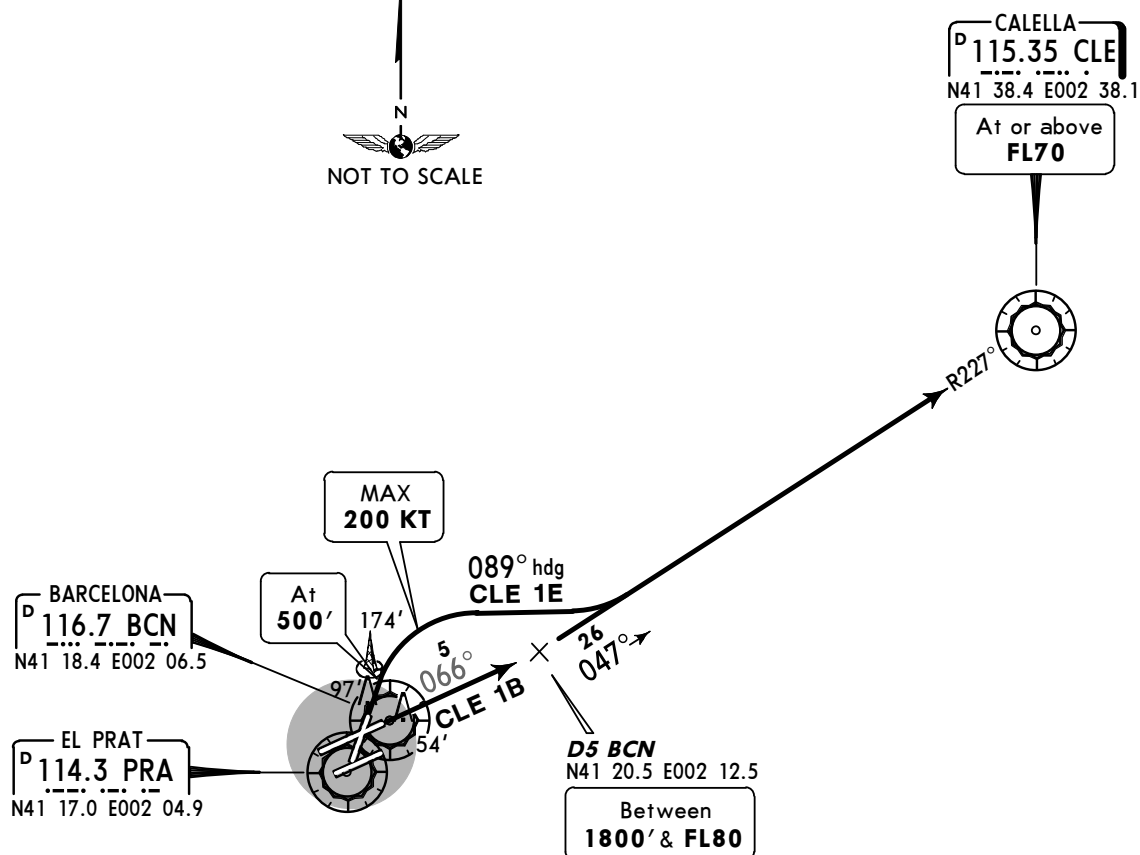
Trans level: By ATC Trans alt: 6000'

1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

CALELLA ONE BRAVO (CLE 1B)
CALELLA ONE ECHO (CLE 1E)
RWYS 07L, 02 DEPARTURES
SPEEDS MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

CLE 1B

340' per NM (5.6%) until D5 BCN.

CLE 1E

304' per NM (5%) until leaving 1000'.

Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	851	1134	1418	1701
304' per NM	380	506	760	1013	1266	1519

Initial ATC clearance:

Climb and maintain **FL120** and request flight level change enroute

SID	RWY	ROUTING
CLE 1B	07L	Climb on runway heading to BCN, BCN R-066 to D5 BCN, turn LEFT, intercept CLE R-227 inbound to CLE.
CLE 1E	02 ②	Climb on runway heading to 500', turn RIGHT, 089° heading, intercept CLE R-227 inbound to CLE.

② Turns before departure end of runway (DER) are not allowed.

CHANGES: New chart.

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LEBL/BCN
BARCELONA

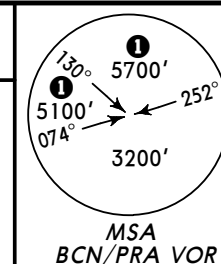
JEPPESEN
 12 NOV 10 **(10-3Q1)** **Eff 18 Nov**

BARCELONA, SPAIN

SID

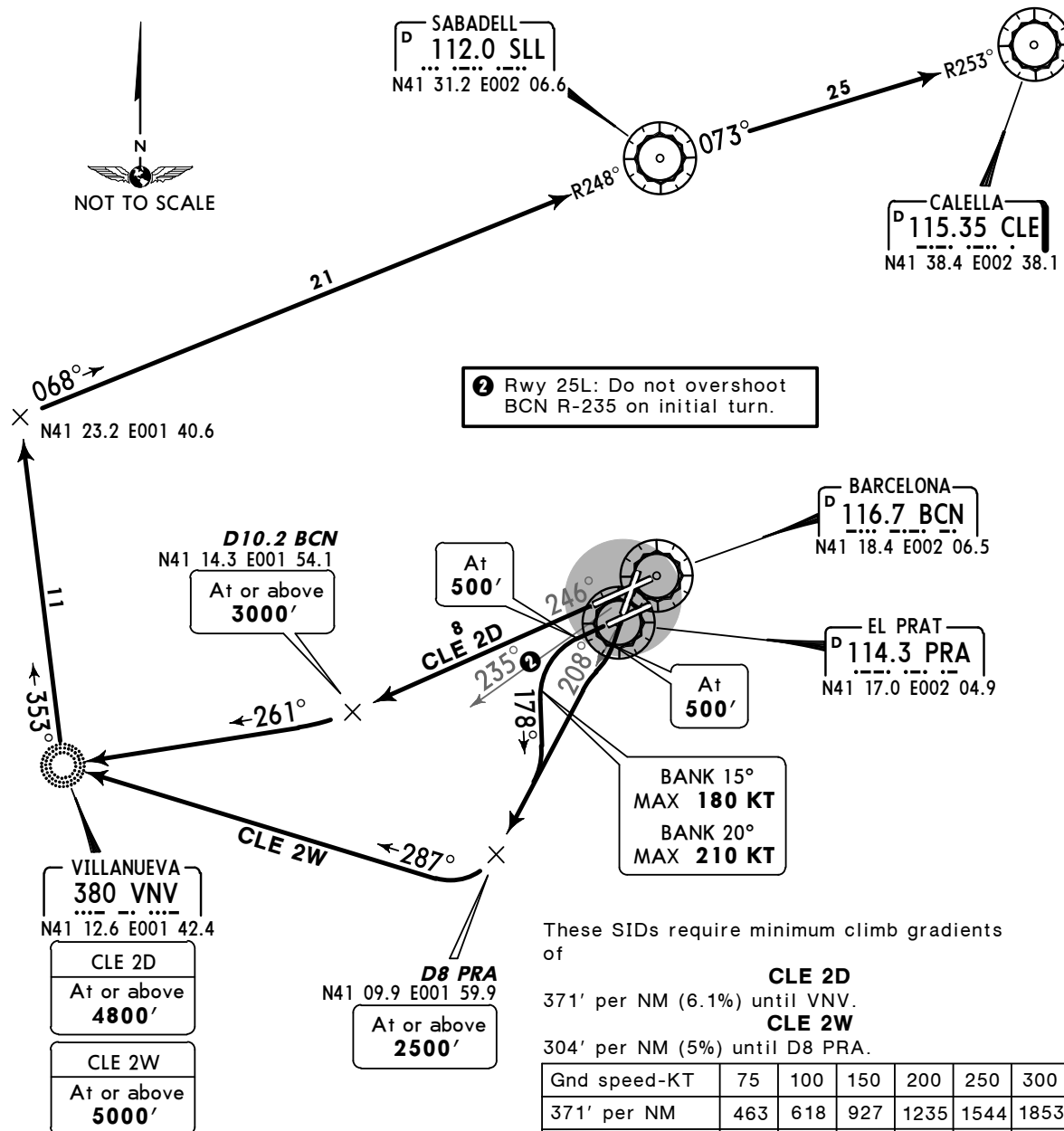
Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
 For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

CALELLA TWO DELTA (CLE 2D)
CALELLA TWO WHISKEY (CLE 2W)
RWYS 25R, 20, 25L DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



② Rwy 25L: Do not overshoot BCN R-235 on initial turn.

These SIDs require minimum climb gradients of

Initial ATC clearance:
 Climb and maintain **FL120** and request flight level change enroute

SID	RWY	ROUTING
CLE 2D	25R	Climb on BCN R-246 to D10.2 BCN, turn RIGHT, intercept 261° bearing to VNV, turn RIGHT, 353° bearing, intercept SLL R-248 inbound to SLL, SLL R-073 to CLE.
CLE 2W	20 ③	Climb on runway heading to 500' , turn RIGHT, intercept PRA R-208 to D8 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing, intercept SLL R-248 inbound to SLL, SLL R-073 to CLE.
	25L	Climb on runway heading to 500' , turn LEFT, 178° track, intercept PRA R-208 to D8 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing, intercept SLL R-248 inbound to SLL, SLL R-073 to CLE.

③ Turns before departure end of runway (DER) are not allowed.

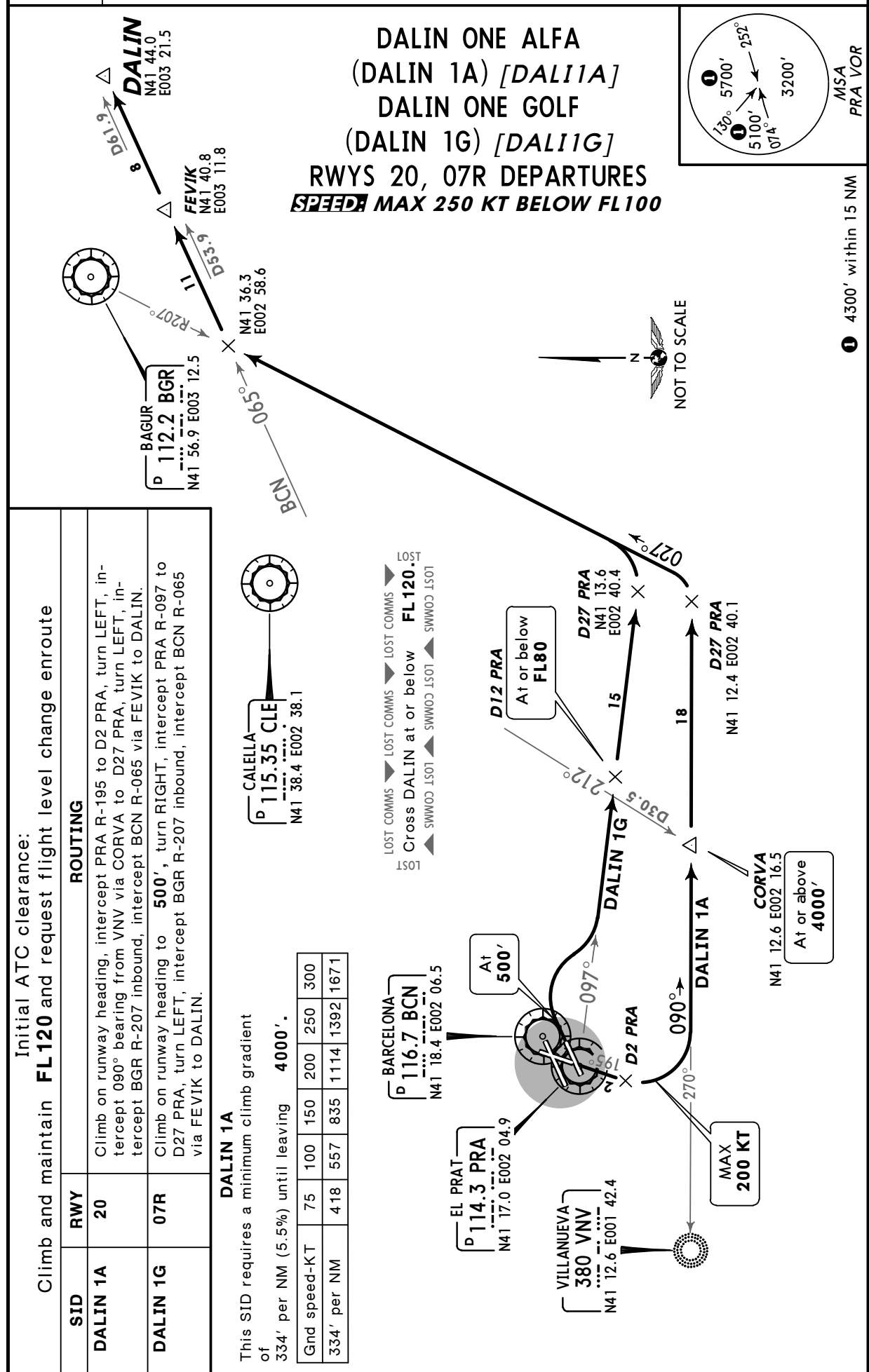
LEBL/BCN
BARCELONA

JEPPESSEN
 12 NOV 10 **(10-3Q2)** **Eff 18 Nov**

BARCELONA, SPAIN

SID

Apt Elev 14'
 Trans level: By ATC Trans alt: 6000'
 For runway configuration refer to Airport Briefing pages.



LEBL/BCN
BARCELONA

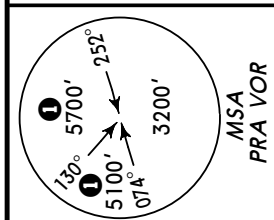
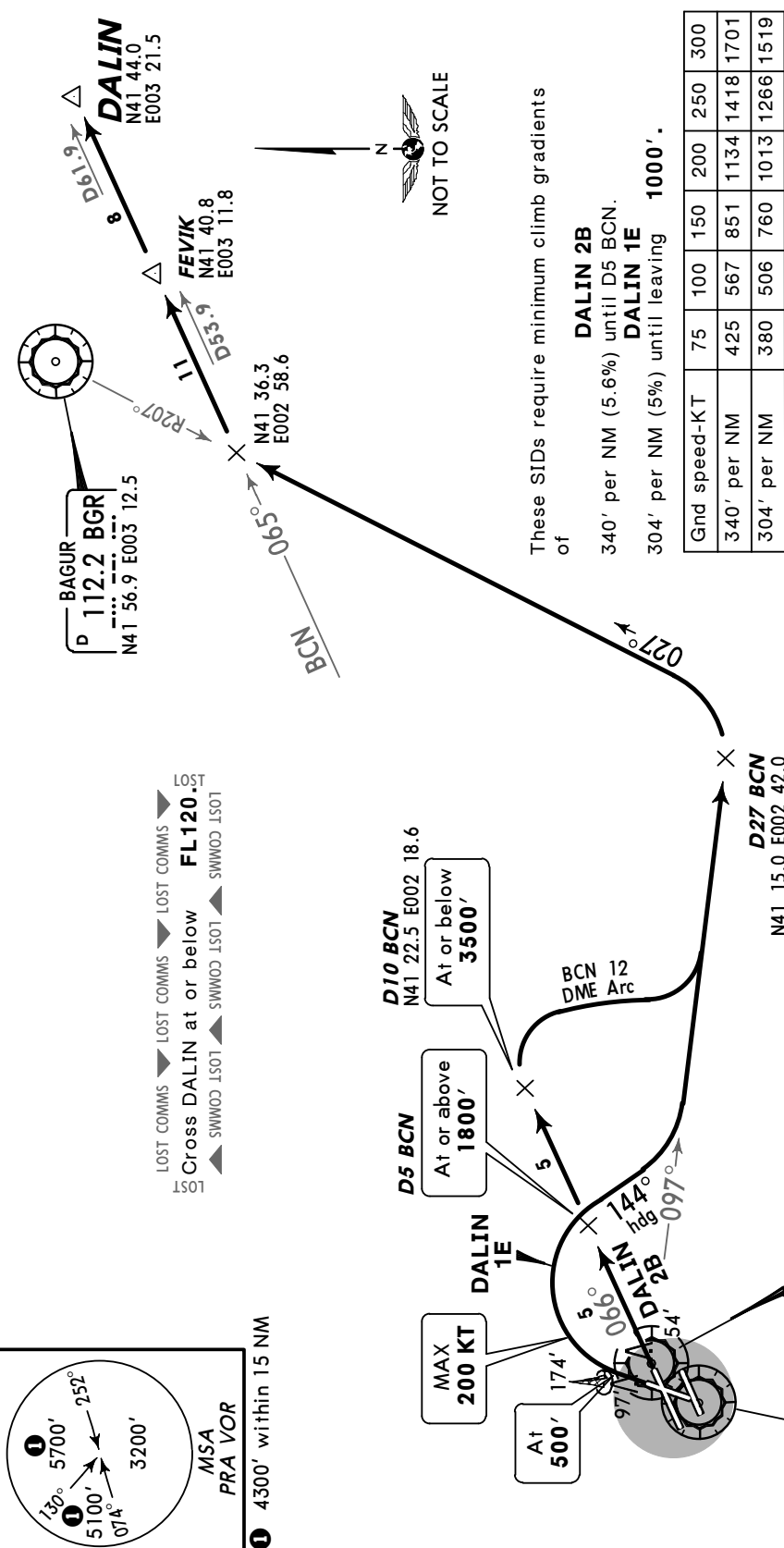
JEPPESSEN
12 NOV 10 **(10-3Q3)** **Eff 18 Nov**

BARCELONA, SPAIN
SID

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.

DALIN TWO BRAVO (DALIN 2B) [DALI2B]
DALIN ONE ECHO (DALIN 1E) [DALI1E]
RWYS 07L, 02 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



LEBL/BCN
BARCELONA

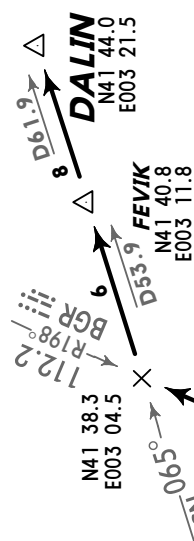
JEPPESSEN
12 NOV 10 **(10-3Q4)** **Eff 18 Nov**

BARCELONA, SPAIN

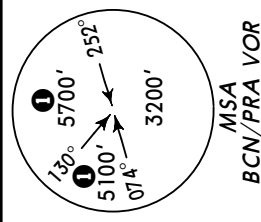
SID

Apt Elev
14'
Trans level: By ATC Trans alt: 6000'
For runway configuration refer to Airport Briefing pages.

DALIN THREE DELTA
(DALIN 3D) [DALI3D]
DALIN TWO WHISKEY
(DALIN 2W) [DALI2W]
RWYS 25R, 20, 25L DEPARTURES
~~DEEPS~~ MAX 250 KT BELOW FL100



① 4300' within 15 NM



These SIDs require minimum
climb gradients of

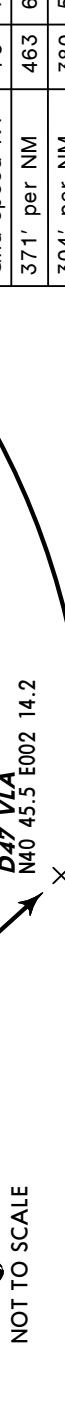
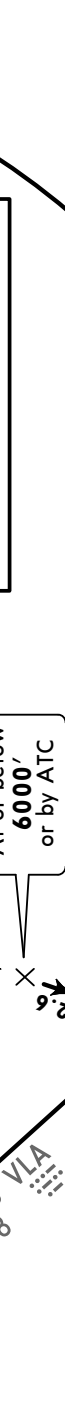
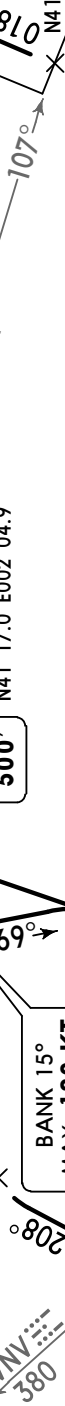
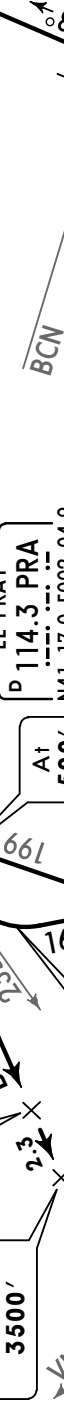
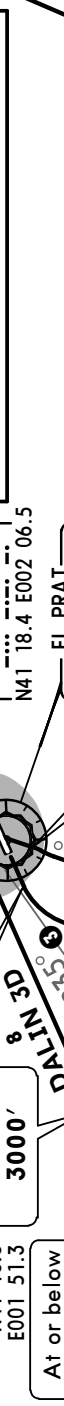
DALIN 3D
371' per NM (6.1%) until D10.2 BCN.
DALIN 2W
304' per NM (5%) until D8 PRA.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
304' per NM	380	506	760	1013	1266	1519

DALIN 3D, 2W: Initial ATC clearance: Climb and maintain **FL120** and request flight level change enroute **DALIN 2W:** Maintain **6000'** until D13.4 PRA except ATC clearance

SID	RWY	ROUTING
DALIN 3D	25R	Climb on BCN R-246 to D12.5 BCN, turn LEFT, 208° track, intercept VLA R-138 (138° bearing from VNV) to D47 VLA, turn LEFT, along BCN 36 DME arc until passing BCN R-107, intercept BGR R-198 inbound, intercept BCN R-065 via FEVIK to DALIN.
DALIN 2W	20	Climb on runway heading to 500' , turn RIGHT, intercept PRA R-199 to D16 PRA, turn LEFT, intercept VLA R-138 (138° bearing from VNV) to D47 VLA, turn LEFT, along BCN 36 DME arc until passing BCN R-107, intercept BGR R-198 inbound, intercept BCN R-065 via FEVIK to DALIN.
	25L	Climb on runway heading to 500' , turn LEFT, 169° track, intercept PRA R-199 to D16 PRA, turn LEFT, intercept VLA R-138 (138° bearing from VNV) to D47 VLA, turn LEFT, along BCN 36 DME arc until passing BCN R-107, intercept BGR R-198 inbound, intercept BCN R-065 via FEVIK to DALIN.

② Turns before departure end of runway (DER) are not allowed.



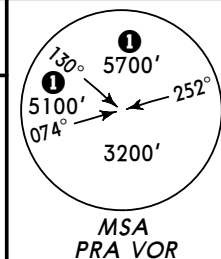
LEBL/BCN
BARCELONA

JEPPESEN
 12 NOV 10 **(10-3Q5)** **Eff 18 Nov**

BARCELONA, SPAIN
SID

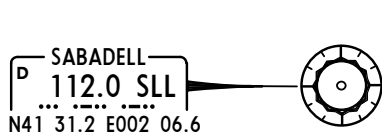
Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
 For runway configuration refer to Airport Briefing pages.

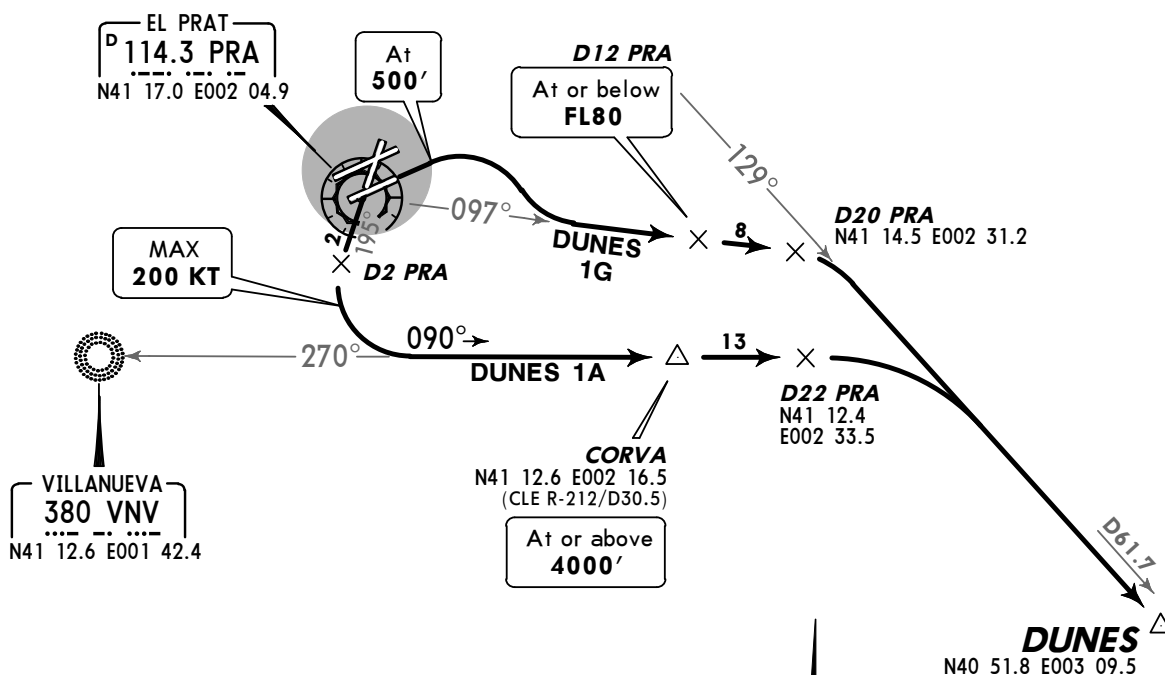


1 4300' within 15 NM

DUNES ONE ALFA (DUNES 1A) [DUNE1A]
DUNES ONE GOLF (DUNES 1G) [DUNE1G]
RWYS 20, 07R DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 Cross DUNES at or below **FL120**.
 ▲ SWWOC 1501 ▲ SWWOC 1501 ▲ SWWOC 1501



DUNES 1A

This SID requires a minimum climb gradient
 of
 334' per NM (5.5%) until leaving **4000'**.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

Initial ATC clearance:

Climb and maintain **FL120** and request flight level change enroute

SID	RWY	ROUTING
DUNES 1A	20	Climb on runway heading, intercept PRA R-195 to D2 PRA, turn LEFT, intercept 090° bearing from VNV via CORVA to D22 PRA, turn RIGHT, intercept SLL R-129 to DUNES.
DUNES 1G	07R	Climb on runway heading to 500' , turn RIGHT, intercept PRA R-097 to D20 PRA, turn RIGHT, intercept SLL R-129 to DUNES.

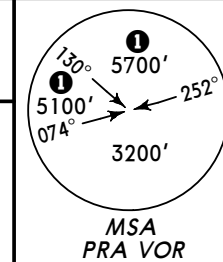
LEBL/BCN
BARCELONA

JEPPESEN
 12 NOV 10 **10-3Q6** Eff 18 Nov

BARCELONA, SPAIN
SID

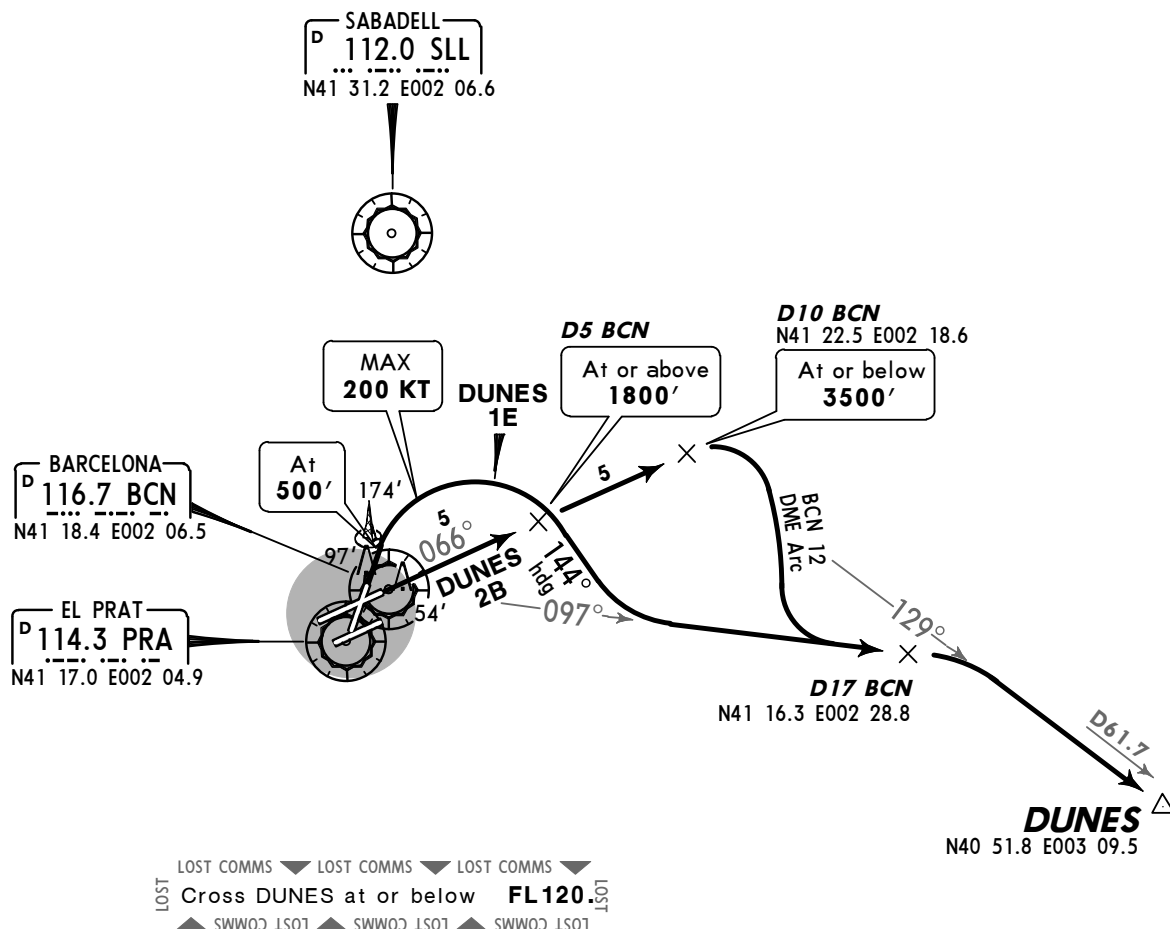
Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
 1. EXPECT close-in obstacles.
 2. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

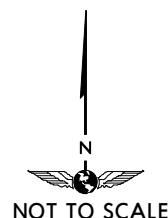
DUNES TWO BRAVO (DUNES 2B) [DUNE2B]
DUNES ONE ECHO (DUNES 1E) [DUNE1E]
RWYS 07L, 02 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

DUNES 2B
 340' per NM (5.6%) until D5 BCN.
DUNES 1E
 304' per NM (5%) until leaving **1000'**.

Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	851	1134	1418	1701
304' per NM	380	506	760	1013	1266	1519



Initial ATC clearance:
 Climb and maintain **FL120** and request flight level change enroute

SID	RWY	ROUTING
DUNES 2B	07L	Climb on runway heading to BCN, BCN R-066 to D10 BCN, turn RIGHT, along BCN 12 DME arc, intercept BCN R-097 to D17 BCN, turn RIGHT, intercept SLL R-129 to DUNES.
DUNES 1E	02 ②	Climb on runway heading to 500' , turn RIGHT, 144° heading, intercept BCN R-097 to D17 BCN, turn RIGHT, intercept SLL R-129 to DUNES.

② Turns before departure end of runway (DER) are not allowed.

LEBL/BCN
BARCELONA

JEPPESEN
12 NOV 10 (10-3Q7) Eff 18 Nov

BARCELONA, SPAIN

SID

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
For runway configuration refer to Airport Briefing pages.

DUNES THREE DELTA
(DUNES 3D) [DUNE3D]
DUNES TWO WHISKEY
(DUNES 2W) [DUNE2W]
RWYS 25R, 20, 25L DEPARTURES
SPEED MAX 250 KT BELOW FL100

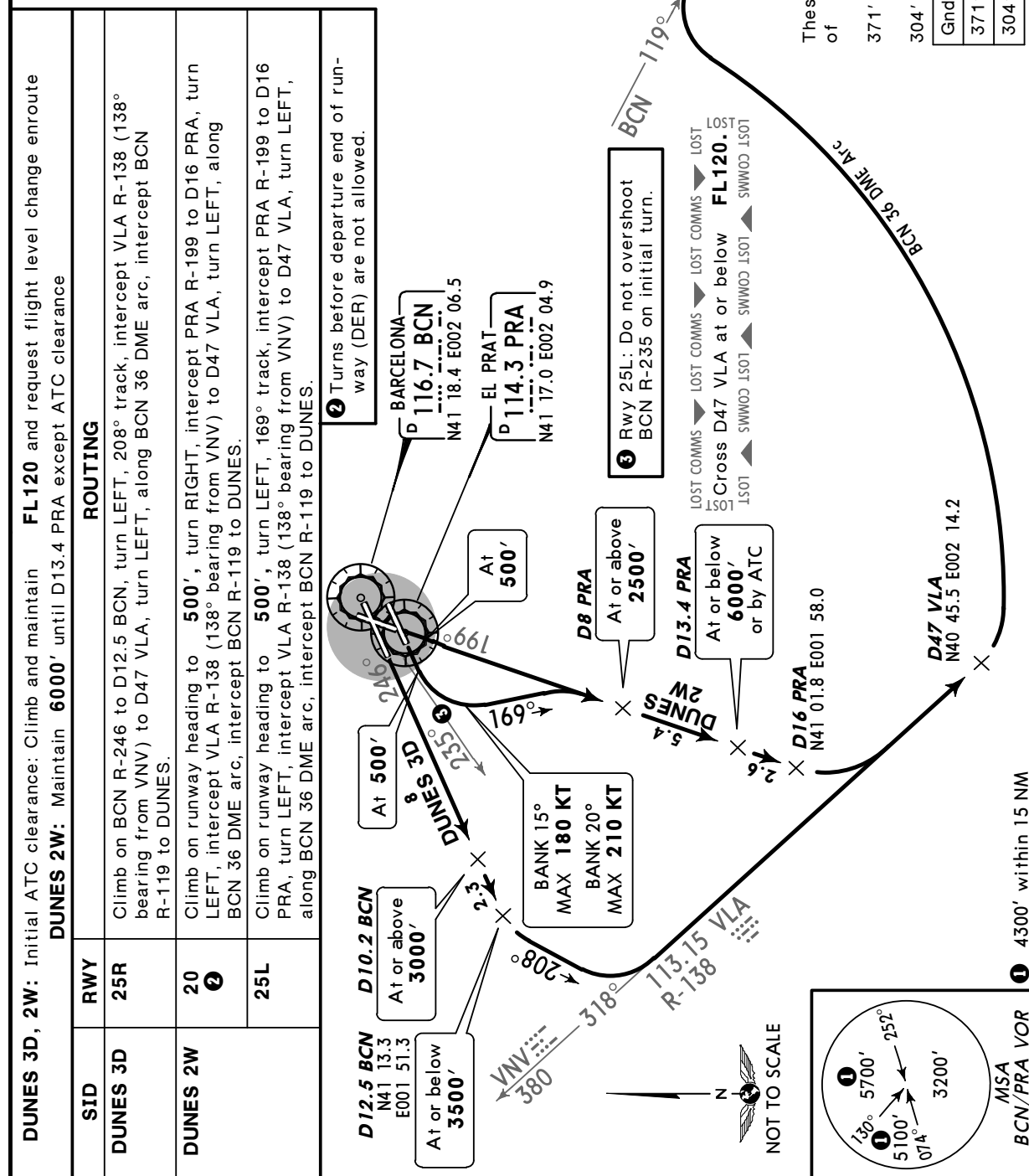
These SIDs require minimum climb gradients

DUNES 3D

371' per NM (6.1%) until D10.2 BCN.

DUNES 2W
304' per NM (5%) until D8 PRA.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
304' per NM	380	506	760	1013	1266	1519



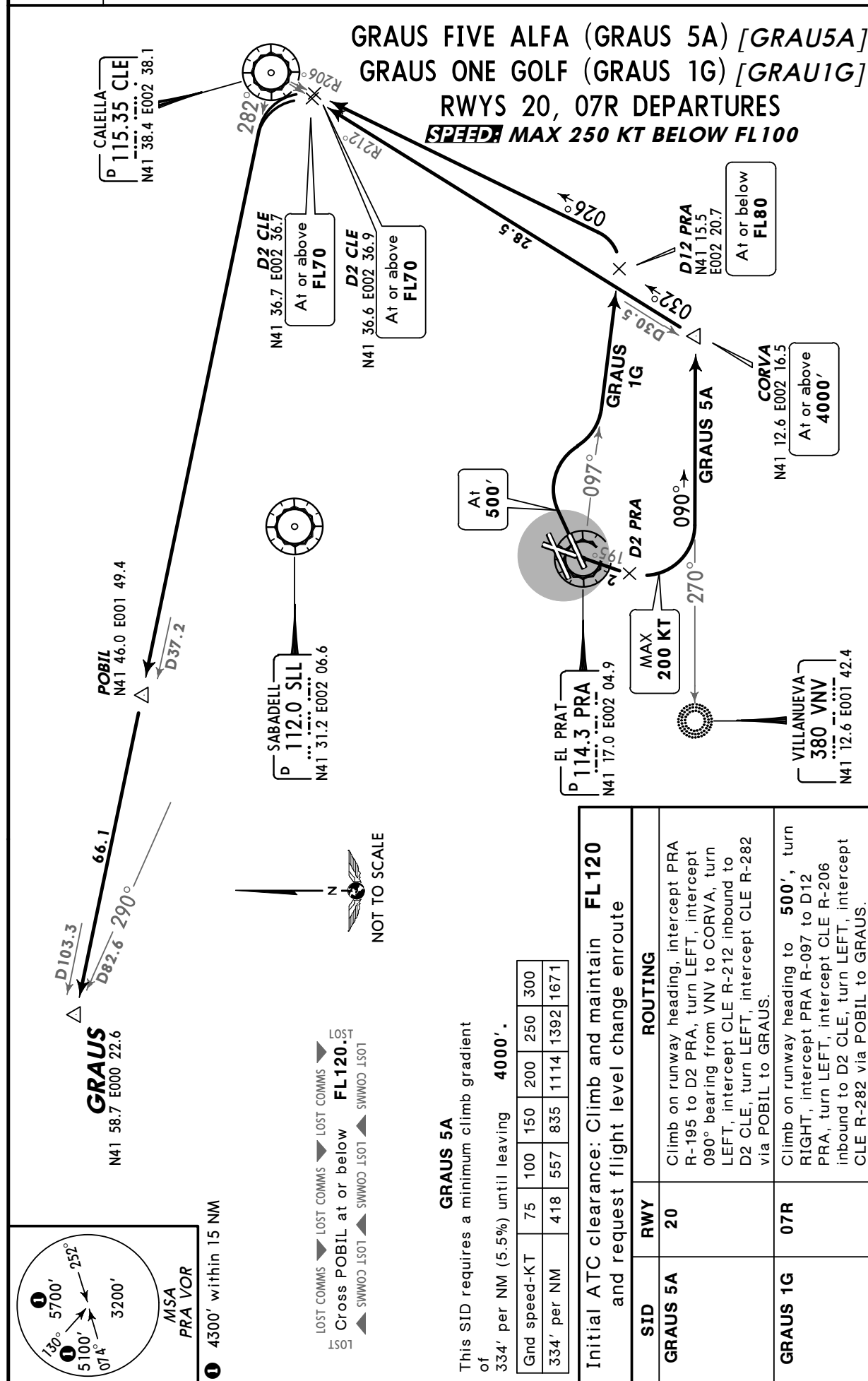
LEBL/BCN
BARCELONA

JEPPesen
12 NOV 10 **(10-3Q8)** **Eff 18 Nov**

BARCELONA, SPAIN

SID

Apt Elev
14'
Trans level: By ATC Trans alt: 6000'
For runway configuration refer to Airport Briefing pages.



LEBL/BCN
BARCELONA

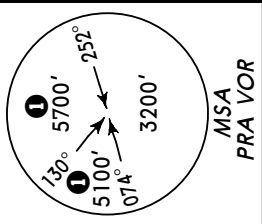
JEPPESSEN
12 NOV 10 **(10-3S)** **Eff 18 Nov**

BARCELONA, SPAIN

SID

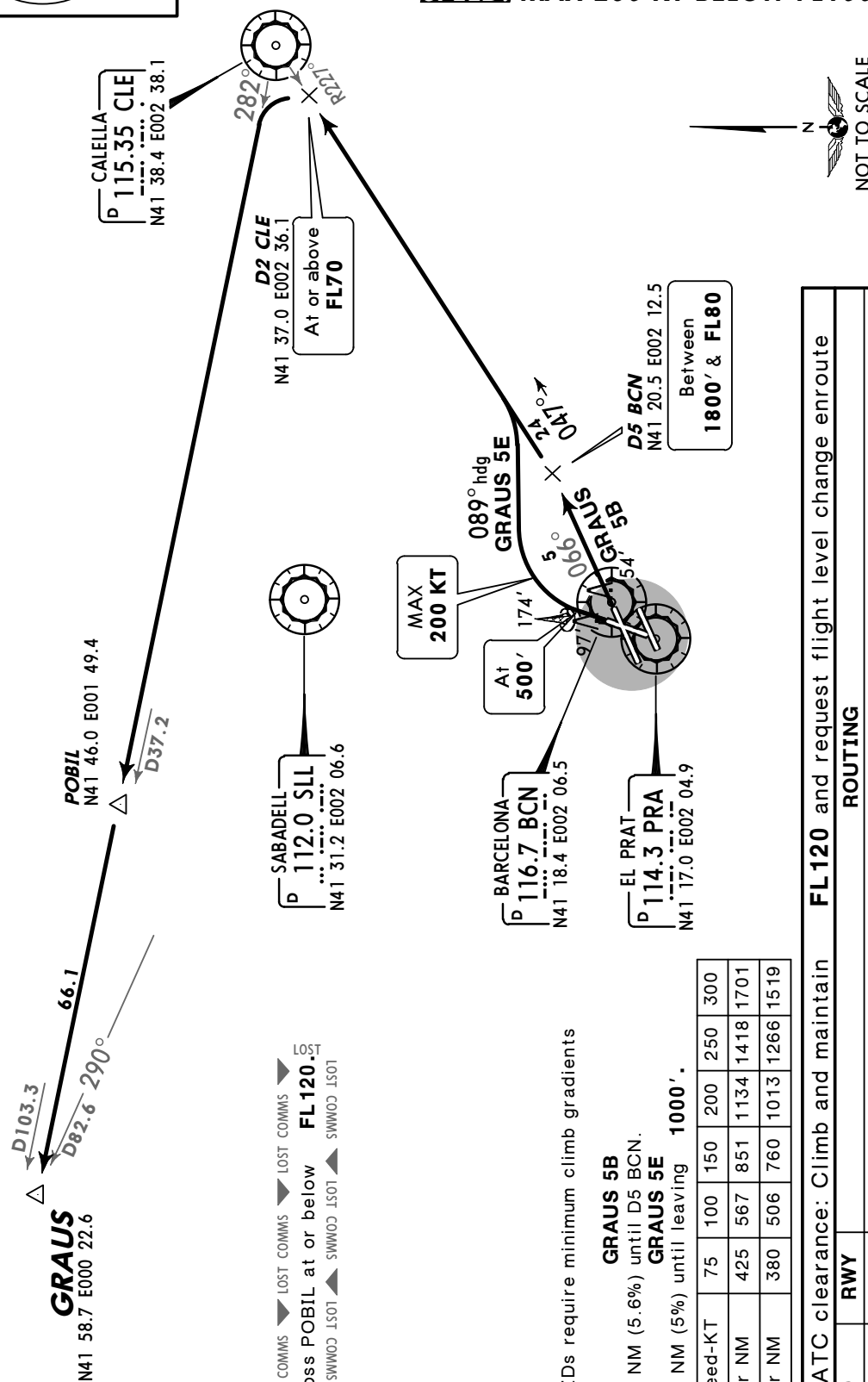
Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.



GRAUS FIVE BRAVO (GRAUS 5B) [GRAU5B]
GRAUS FIVE ECHO (GRAUS 5E) [GRAU5E]
RWYS 07L, 02 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100

1 4300' within 15 NM



These SIDs require minimum climb gradients of

GRAUS 5B

340' per NM (5.6%) until D5 BCN.

GRAUS 5E

304' per NM (5%) until leaving 1000'.

Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	851	1134	1418	1701
304' per NM	380	506	760	1013	1266	1519

Initial ATC clearance: Climb and maintain **FL120** and request flight level change enroute

ROUTING	
SID	RWY
GRAUS 5B	07L
Climb on runway heading to BCN, BCN R-066 to D5 BCN, turn LEFT, intercept CLE R-227 inbound to D2 CLE, turn LEFT, intercept CLE R-282 via POBIL to GRAUS.	
GRAUS 5E	02
Climb on runway heading to 500', turn RIGHT, 089° heading, intercept CLE R-227 inbound to D2 CLE, turn LEFT, intercept CLE R-282 via POBIL to GRAUS.	
2 Turns before departure end of runway (DER) are not allowed.	

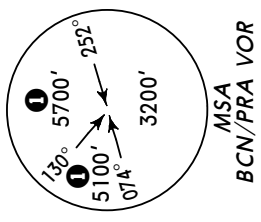
LEBL/BCN
BARCELONA

JEPPESSEN
12 NOV 10 **(10-3T)** **Eff 18 Nov**

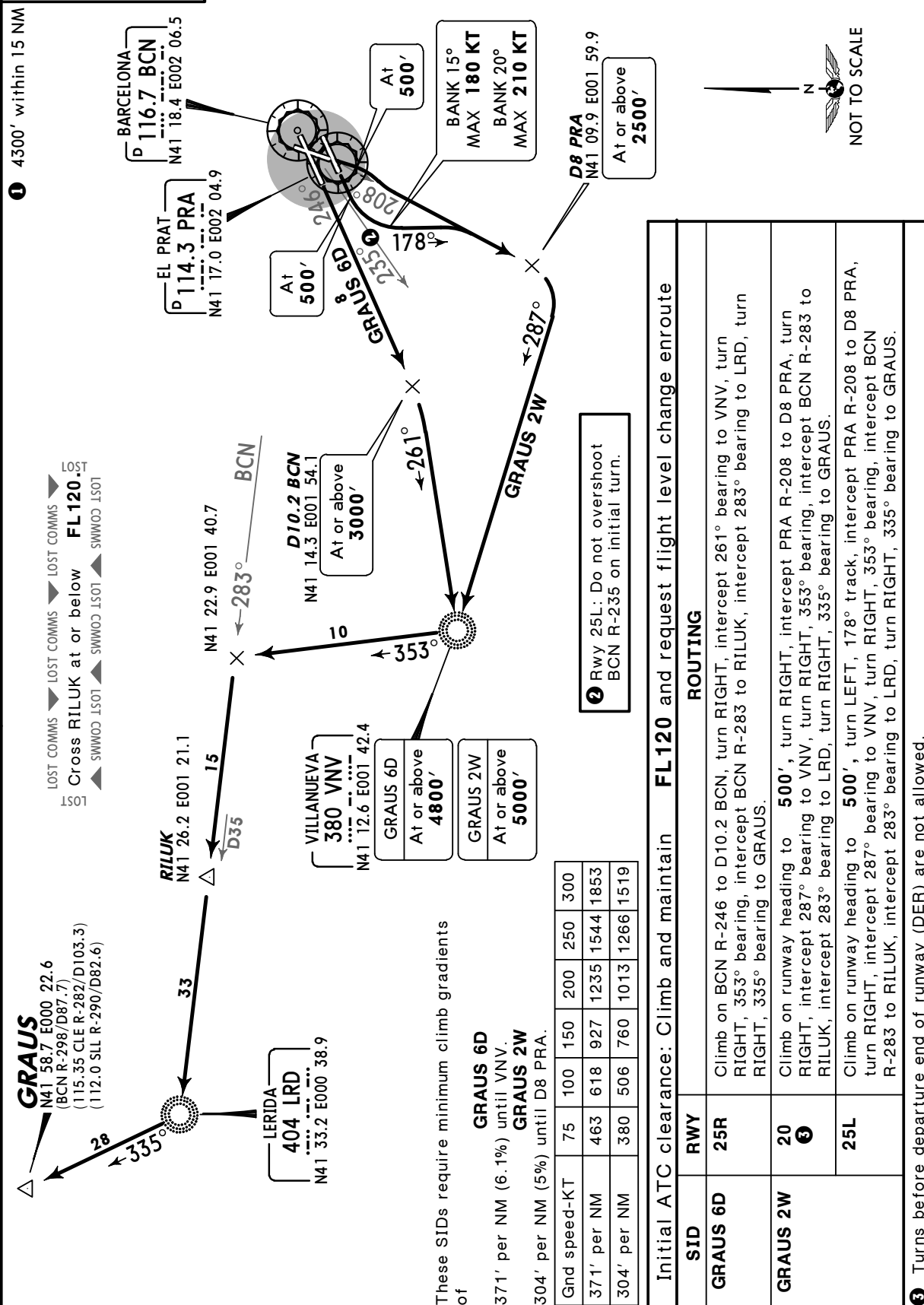
BARCELONA, SPAIN

SID

Apt Elev
14'
Trans level: By ATC Trans alt: 6000'
For runway configuration refer to Airport Briefing pages.



GRAUS SIX DELTA (GRAUS 6D) [GRAU6D]
GRAUS TWO WHISKEY (GRAUS 2W) [GRAU2W]
RWYS 25R, 20, 25L DEPARTURES
***SPEEDS* MAX 250 KT BELOW FL100**



LEBL/BCN
BARCELONA

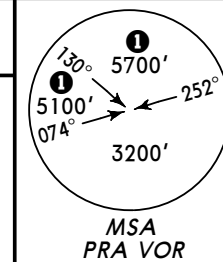
JEPPESEN
 12 NOV 10 **(10-3T1)** **Eff 18 Nov**

BARCELONA, SPAIN

SID

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
 For runway configuration refer to Airport Briefing pages.

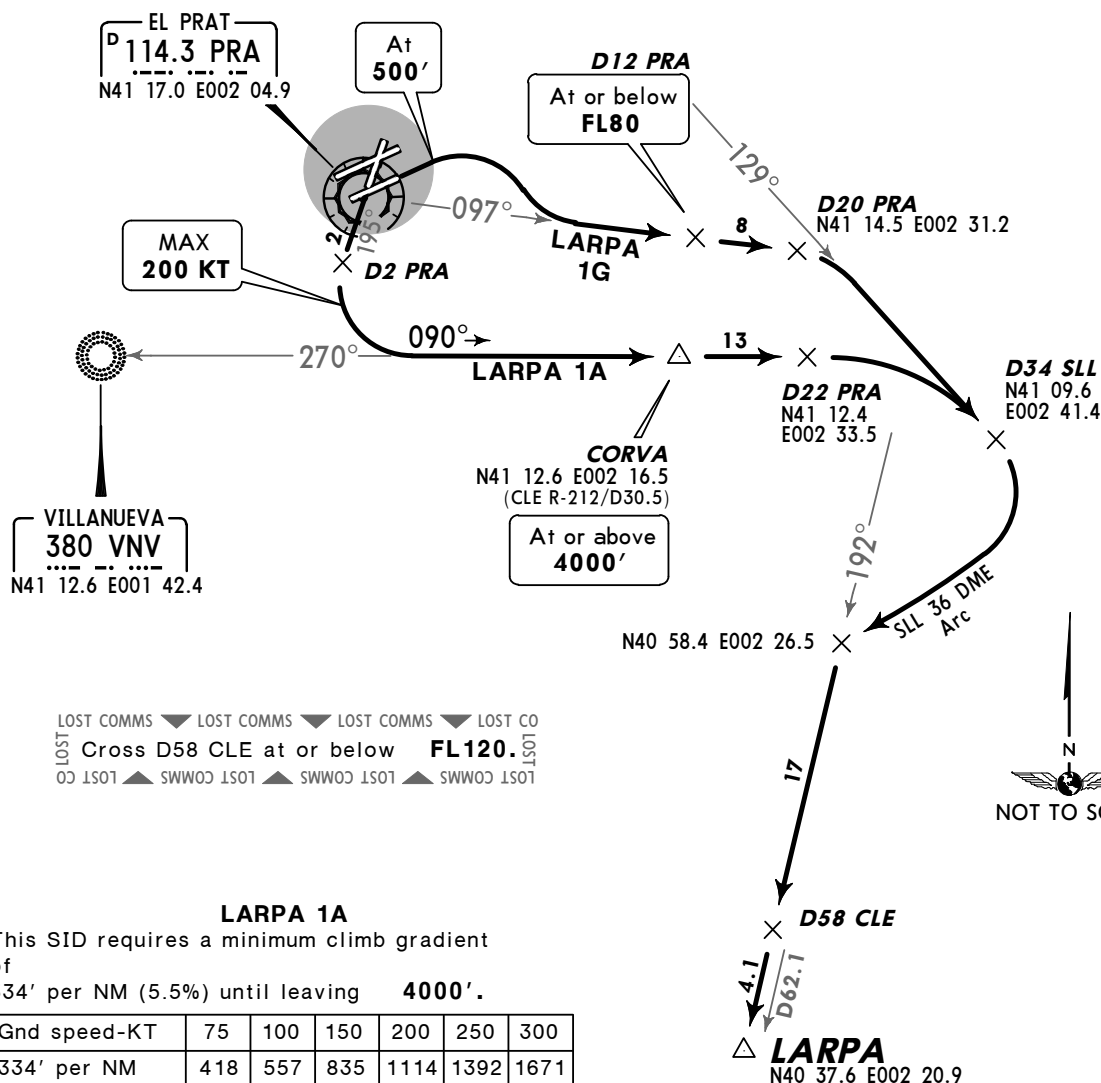


① 4300' within 15 NM

LARPA ONE ALFA (LARPA 1A) [LARP1A]
LARPA ONE GOLF (LARPA 1G) [LARP1G]
RWYS 20, 07R DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100

SABADELL
D 112.0 SLL
 N41 31.2 E002 06.6

CALELLA
D 115.35 CLE
 N41 38.4 E002 38.1



LARPA 1A
 This SID requires a minimum climb gradient
 of
 334' per NM (5.5%) until leaving **4000'**.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

Initial ATC clearance:
 Climb and maintain **FL120** and request flight level change enroute

SID	RWY	ROUTING
LARPA 1A	20	Climb on runway heading, intercept PRA R-195 to D2 PRA, turn LEFT, intercept 090° bearing from VNV via CORVA to D22 PRA, turn RIGHT, intercept SLL R-129 to D34 SLL, turn RIGHT, along SLL 36 DME arc, intercept CLE R-192 to LARPA.
LARPA 1G	07R	Climb on runway heading to 500' , turn RIGHT, intercept PRA R-097 to D20 PRA, turn RIGHT, intercept SLL R-129 to D34 SLL, turn RIGHT, along SLL 36 DME arc, intercept CLE R-192 to LARPA.

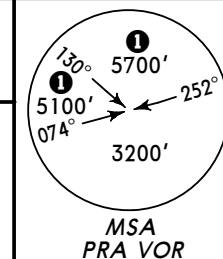
LEBL/BCN
BARCELONA

JEPPesen
 12 NOV 10 **(10-3T2)** **Eff 18 Nov**

BARCELONA, SPAIN
SID

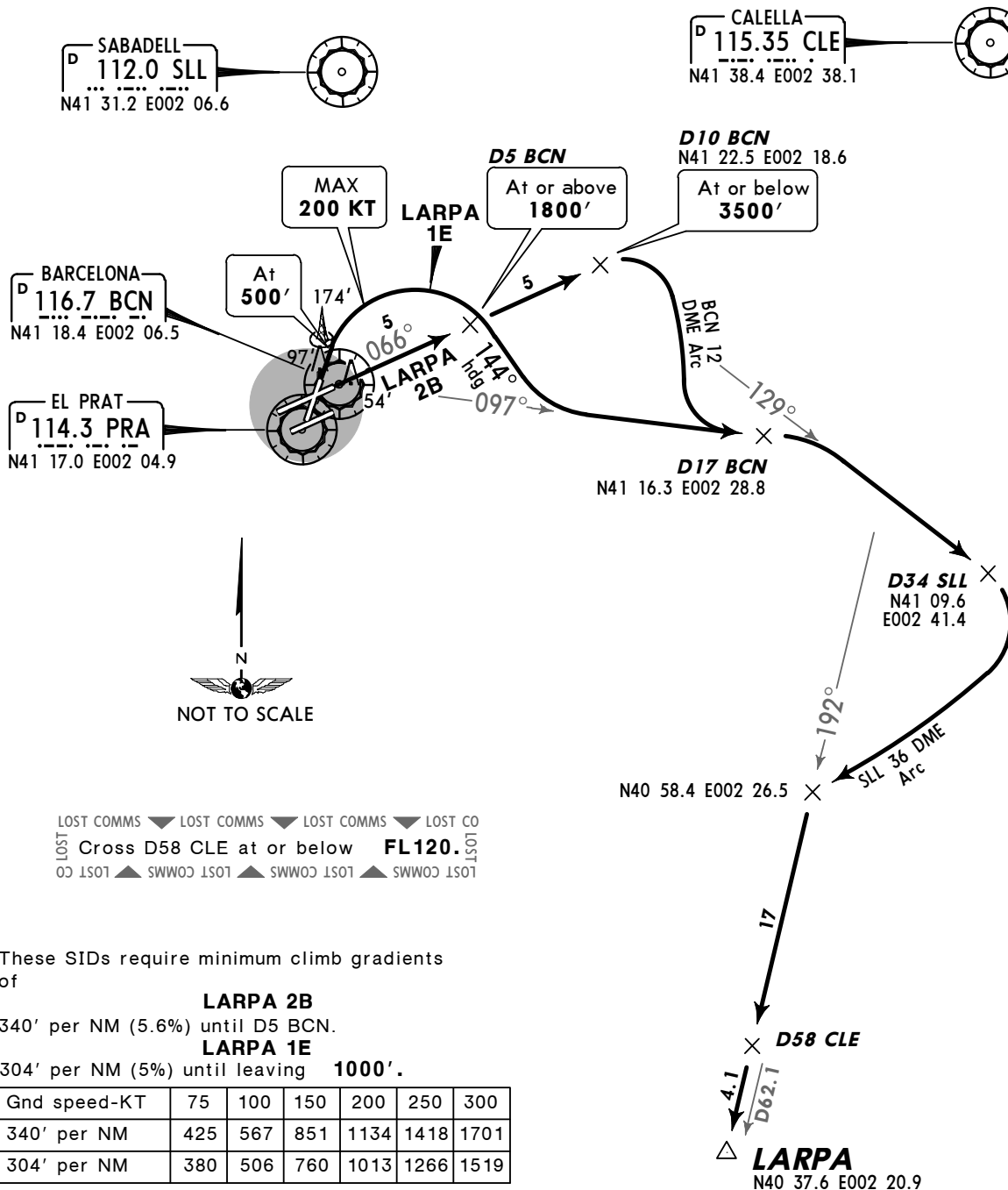
Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
 1. EXPECT close-in obstacles.
 2. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

LARPA TWO BRAVO (LARPA 2B) [LARP2B]
LARPA ONE ECHO (LARPA 1E) [LARP1E]
RWYS 07L, 02 DEPARTURES
SPEED MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

LARPA 2B
 340' per NM (5.6%) until D5 BCN.
LARPA 1E
 304' per NM (5%) until leaving **1000'**.

Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	851	1134	1418	1701
304' per NM	380	506	760	1013	1266	1519

Initial ATC clearance:
 Climb and maintain **FL120** and request flight level change enroute

SID	RWY	ROUTING
LARPA 2B	07L	Climb on runway heading to BCN, BCN R-066 to D10 BCN, turn RIGHT, along BCN 12 DME arc, intercept BCN R-097 to D17 BCN, turn RIGHT, intercept SLL R-129 to D34 SLL, turn RIGHT, along SLL 36 DME arc, intercept CLE R-192 to LARPA.
LARPA 1E	02 ②	Climb on runway heading to 500' , turn RIGHT, 144° heading, intercept BCN R-097 to D17 BCN, turn RIGHT, intercept SLL R-129 to D34 SLL, turn RIGHT, along SLL 36 DME arc, intercept CLE R-192 to LARPA.

② Turns before departure end of runway (DER) are not allowed.

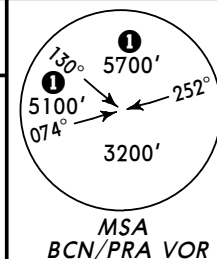
LEBL/BCN
BARCELONA

JEPPESSEN
12 NOV 10 **(10-3T3)** **Eff 18 Nov**

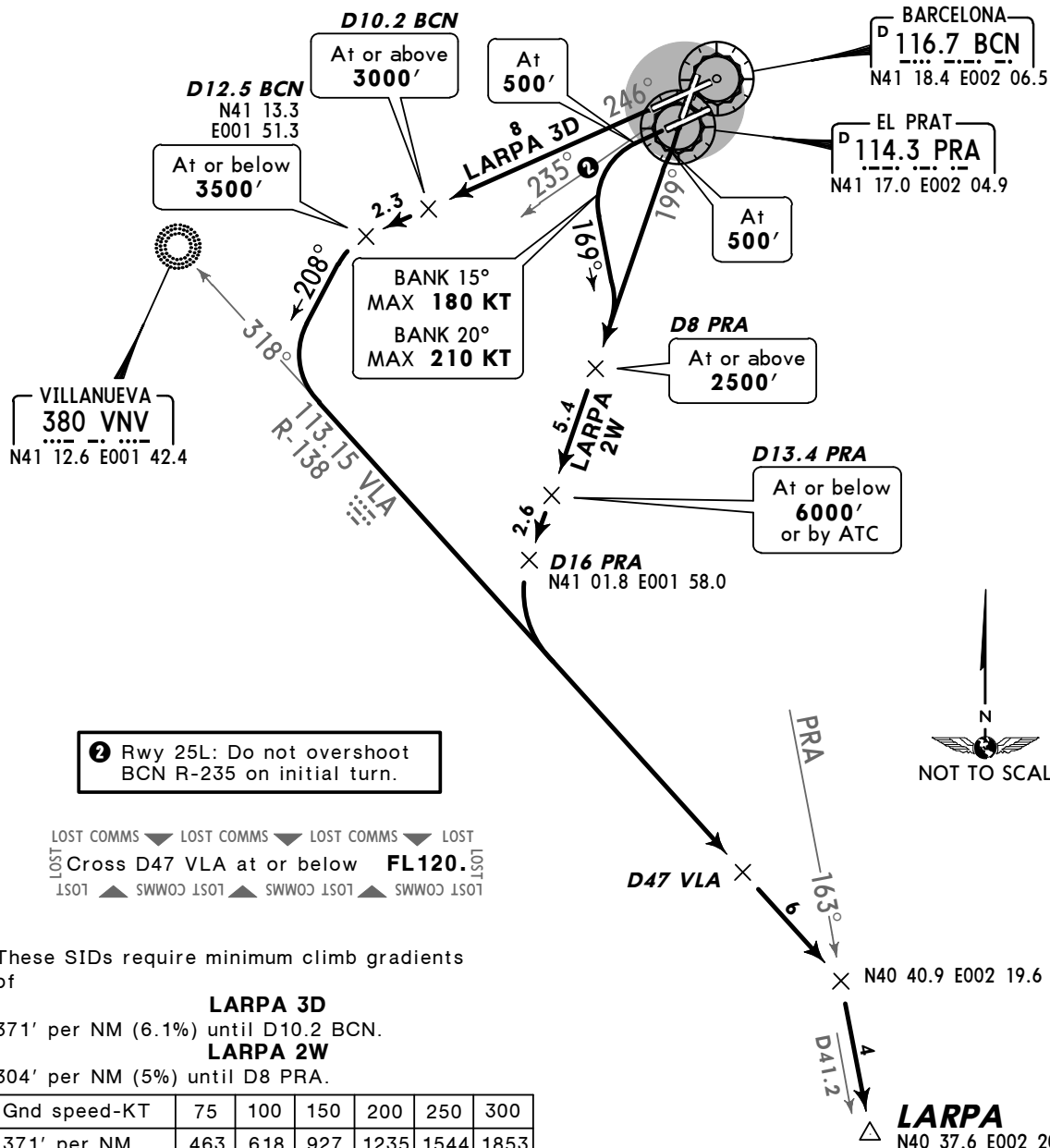
BARCELONA, SPAIN
SID

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
For runway configuration refer to Airport Briefing pages.



LARPA THREE DELTA (LARPA 3D) [LARP3D]
LARPA TWO WHISKEY (LARPA 2W) [LARP2W]
RWYS 25R, 20, 25L DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

LARPA 3D
371' per NM (6.1%) until D10.2 BCN.
LARPA 2W
304' per NM (5%) until D8 PRA.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
304' per NM	380	506	760	1013	1266	1519

LARPA 3D, 2W: Initial ATC clearance:
Climb and maintain **FL120** and request flight level change enroute
LARPA 2W: Maintain 6000' until D13.4 PRA except ATC clearance

SID	RWY	ROUTING
LARPA 3D	25R	Climb on BCN R-246 to D12.5 BCN, turn LEFT, 208° track, intercept VLA R-138 (138° bearing from VNV), intercept PRA R-163 to LARPA.
LARPA 2W	20 3	Climb on runway heading to 500' , turn RIGHT, intercept PRA R-199 to D16 PRA, turn LEFT, intercept VLA R-138 (138° bearing from VNV), intercept PRA R-163 to LARPA.
	25L	Climb on runway heading to 500' , turn LEFT, 169° track, intercept PRA R-199 to D16 PRA, turn LEFT, intercept VLA R-138 (138° bearing from VNV), intercept PRA R-163 to LARPA.

3 Turns before departure end of runway (DER) are not allowed.

LEBL/BCN
BARCELONA

12 NOV 10

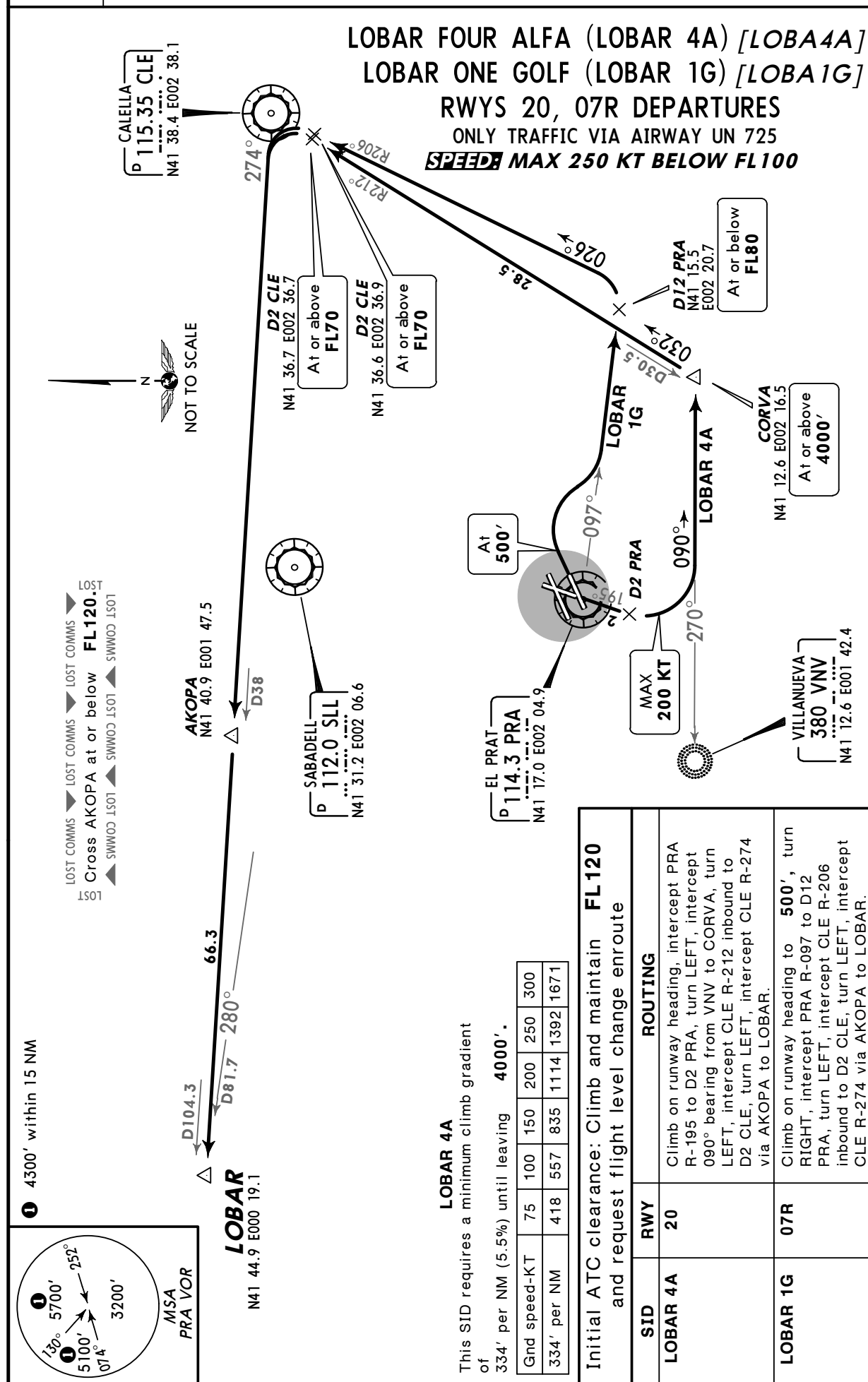
JEPPESEN**Eff 18 Nov**

BARCELONA, SPAIN

SID

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
For runway configuration refer to Airport Briefing pages.



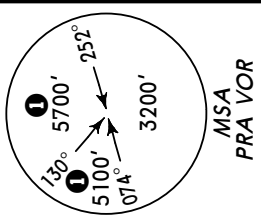
LEBL/BCN
BARCELONA

JEPPESSEN
12 NOV 10 **(10-3T5)** **Eff 18 Nov**

BARCELONA, SPAIN
SID

Apt Elev
14'

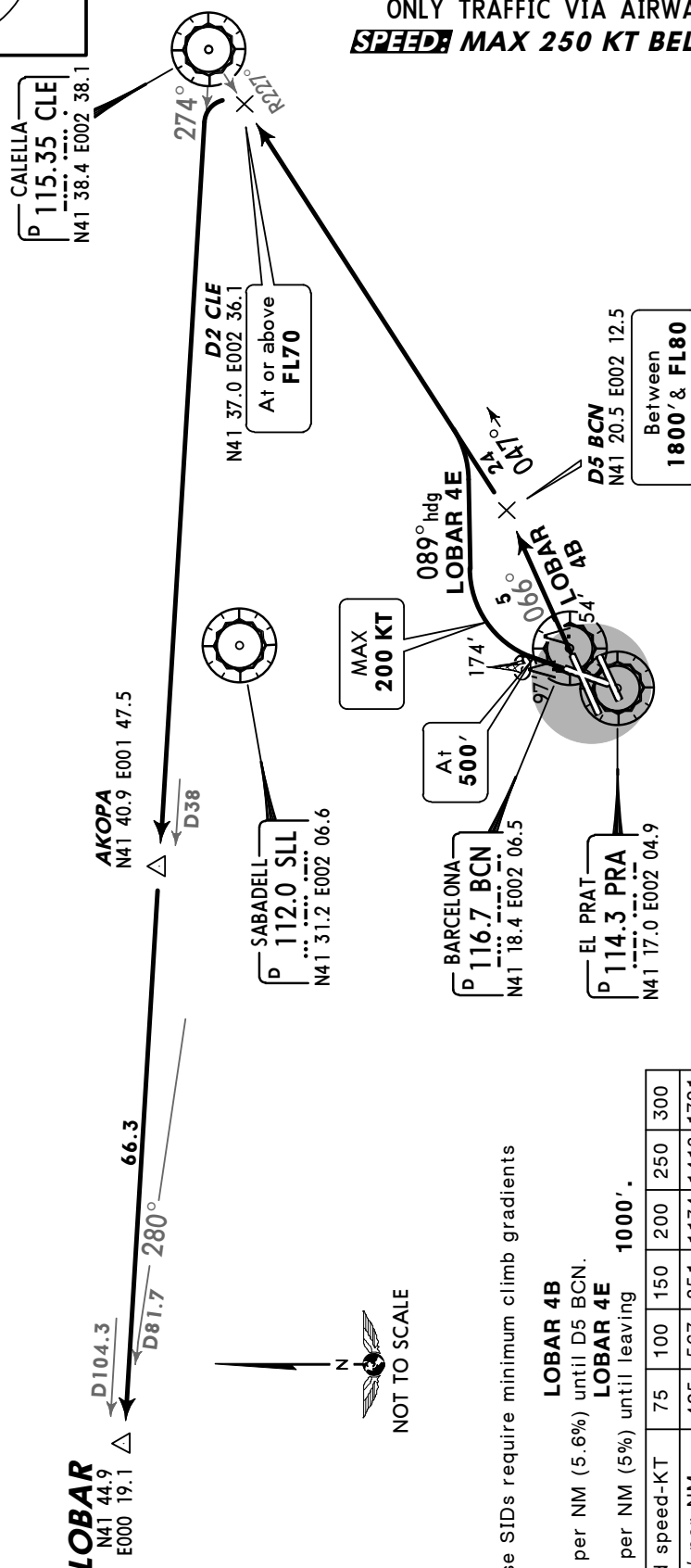
Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.



LOBAR FOUR BRAVO (LOBAR 4B) [LOBA4B]
LOBAR FOUR ECHO (LOBAR 4E) [LOBA4E]
RWYS 07L, 02 DEPARTURES
ONLY TRAFFIC VIA AIRWAY UN 725
***SPEEDS* MAX 250 KT BELOW FL100**

① 4300' within 15 NM

LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST
Cross AKOPA at or below **FL120**.
► SWWOC LS01 ► SWWOC LS01 ► SWWOC LS01



These SIDs require minimum climb gradients of

LOBAR 4B

340' per NM (5.6%) until D5 BCN.

LOBAR 4E

304' per NM (5%) until leaving 1000'.

Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	851	1134	1418	1701
304' per NM	380	506	760	1013	1266	1519

Initial ATC clearance: Climb and maintain FL120 and request flight level change enroute

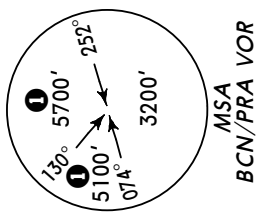
ROUTING	
SID	RWY
LOBAR 4B	07L
Climb on runway heading to BCN, BCN R-066 to D5 BCN, turn LEFT, intercept CLE R-227 inbound to D2 CLE, turn LEFT, intercept CLE R-274 via AKOPA to LOBAR.	
LOBAR 4E	02
Climb on runway heading to 500', turn RIGHT, 089° heading, intercept CLE R-227 inbound to D2 CLE, turn LEFT, intercept CLE R-274 via AKOPA to LOBAR.	
② Turns before departure end of runway (DER) are not allowed.	

LEBL/BCN
BARCELONA

JEPPESSEN
12 NOV 10 **(10-3T6)** **Eff 18 Nov**

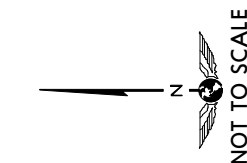
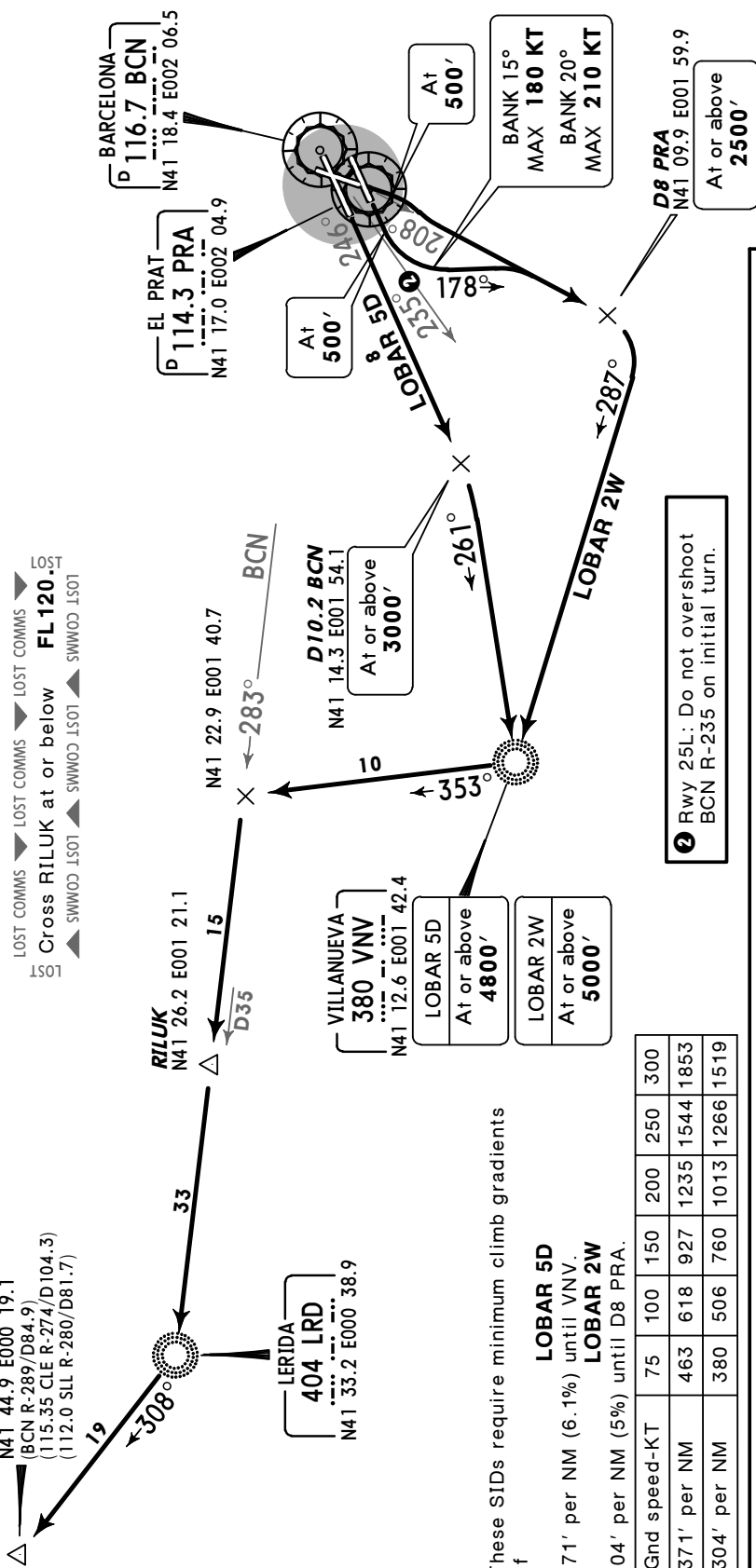
BARCELONA, SPAIN
SID

Apt Elev
14'
Trans level: By ATC Trans alt: 6000'
For runway configuration refer to Airport Briefing pages.



LOBAR FIVE DELTA (LOBAR 5D) [LOBA5D]
LOBAR TWO WHISKEY (LOBAR 2W) [LOBA2W]
RWYS 25R, 20, 25L DEPARTURES
ONLY TRAFFIC VIA AIRWAY UN 725
SPEED: MAX 250 KT BELOW FL100

1 4300' within 15 NM



Initial ATC clearance: Climb and maintain FL120 and request flight level change enroute		
SID	RWY	ROUTING
LOBAR 5D	25R	Climb on BCN R-246 to D10.2 BCN, turn RIGHT, intercept 261° bearing to VNV, turn RIGHT, 353° bearing, intercept BCN R-283 to RILUK, intercept 283° bearing to LRD, turn RIGHT, 308° bearing to LOBAR.
	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-208 to D8 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing, intercept BCN R-283 to RILUK, intercept 283° bearing to LRD, turn RIGHT, 308° bearing to LOBAR.
LOBAR 2W	25L	Climb on runway heading to 500', turn LEFT, 178° track, intercept PRA R-208 to D8 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing, intercept BCN R-283 to RILUK, intercept 283° bearing to LRD, turn RIGHT, 308° bearing to LOBAR.
		Turns before departure end of runway (DER) are not allowed.

LEBL/BCN
BARCELONA

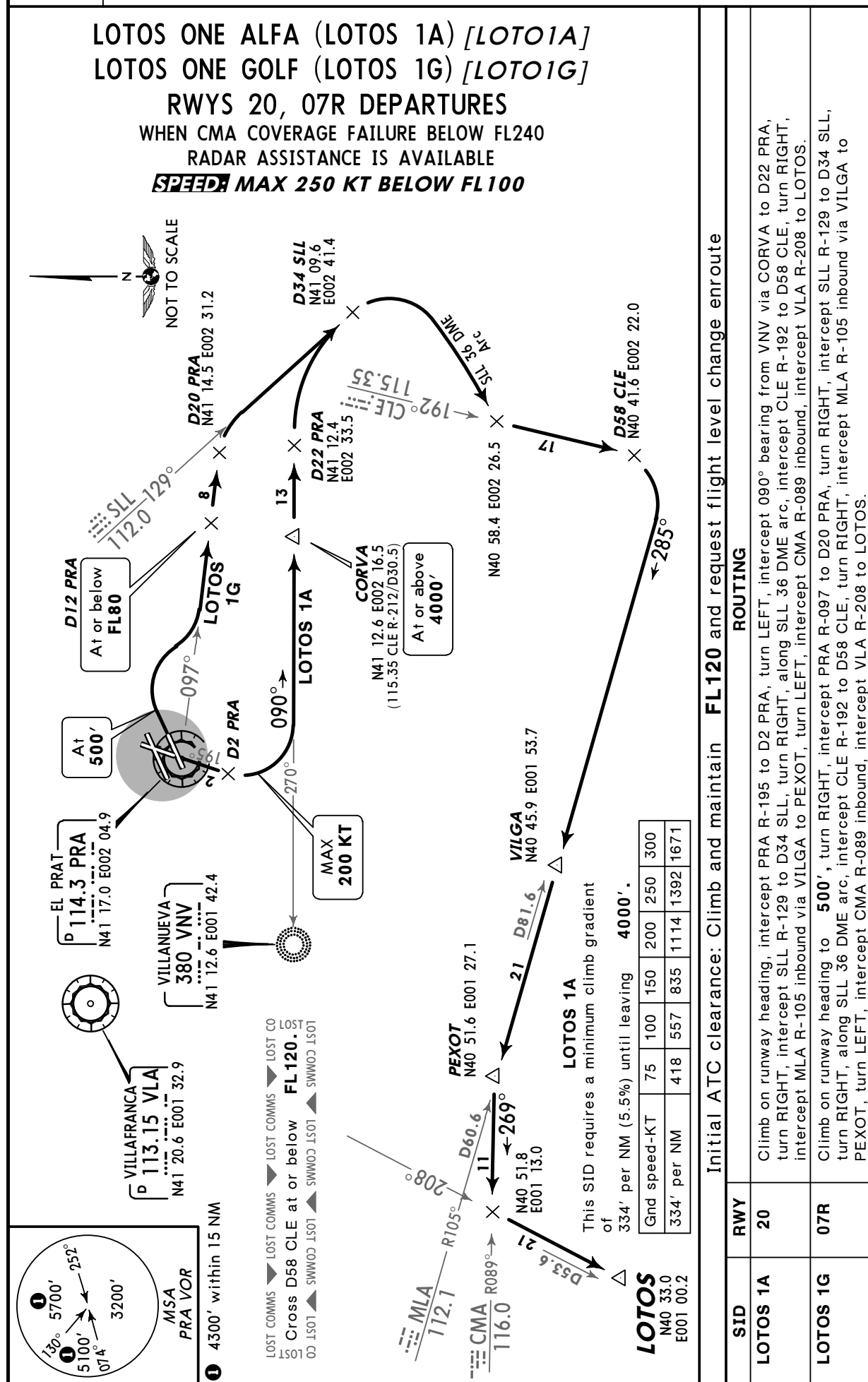
JEPPESEN
12 NOV 10 (10-3T7) Eff 18 Nov

BARCELONA, SPAIN

SID

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
For runway configuration refer to Airport Briefing pages.

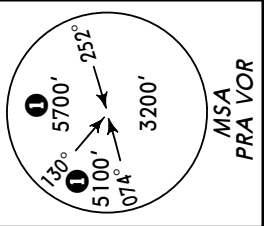


LEBL/BCN
BARCELONA

JEPPESSEN
 12 NOV 10 **(10-3T8)** Eff 18 Nov

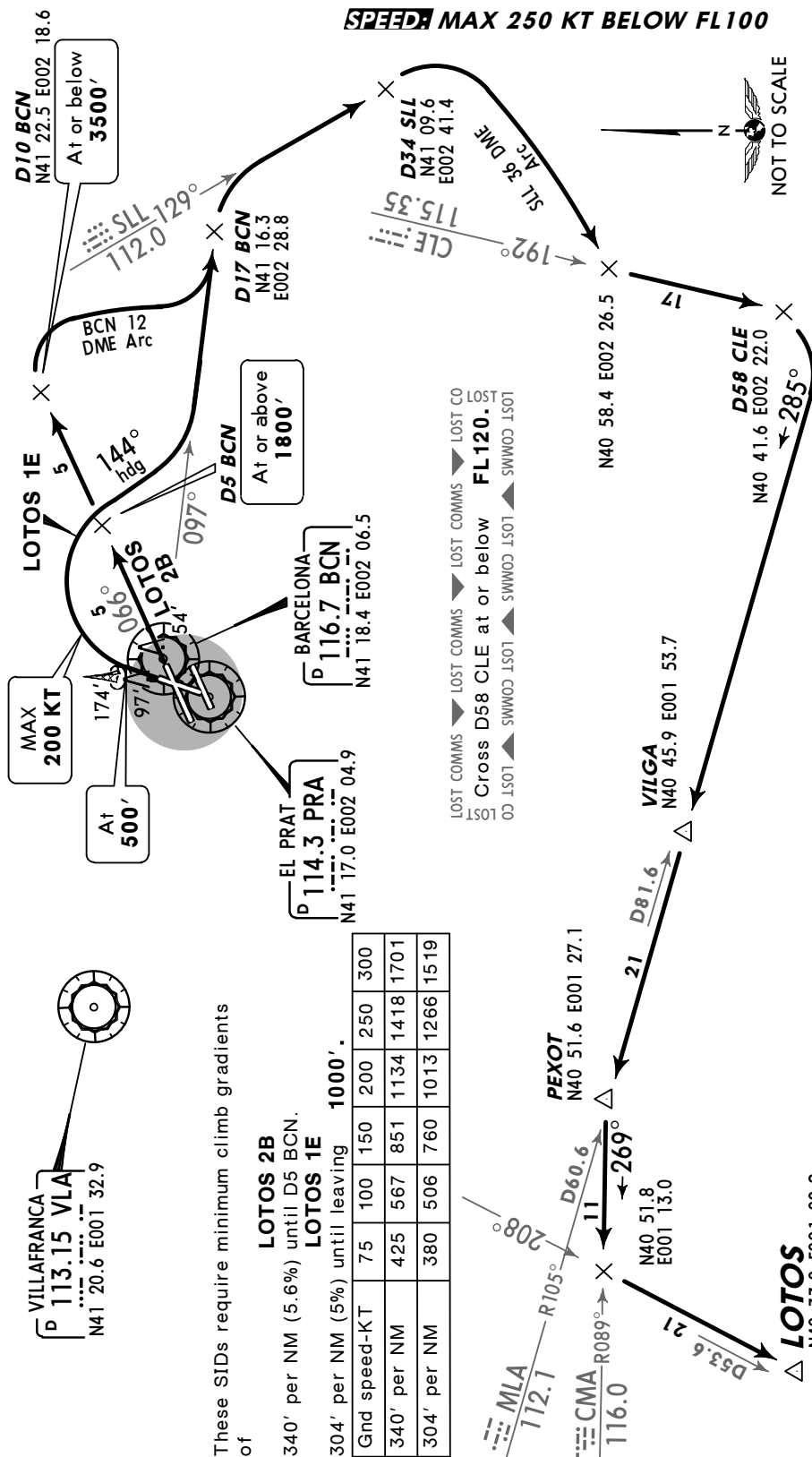
BARCELONA, SPAIN
SID

Apt Elev 14'
 Trans level: By ATC Trans alt: 6000'
 1. EXPECT close-in obstacles.
 2. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

LOTOS TWO BRAVO
(LOTOS 2B) [LOTO2B]
LOTOS ONE ECHO
(LOTOS 1E) [LOTO1E]
RWYS 07L, 02 DEPARTURES
 WHEN CMA COVERAGE FAILURE BELOW FL240
 RADAR ASSISTANCE IS AVAILABLE
~~SPEEDS~~ MAX 250 KT BELOW FL100



Initial ATC clearance: Climb and maintain **FL120** and request flight level change enroute

ROUTING

SID	RWY
LOTOS 2B	07L
LOTOS 1E	02

② Turns before departure end of runway (DER) are not allowed.

These SIDs require minimum climb gradients of

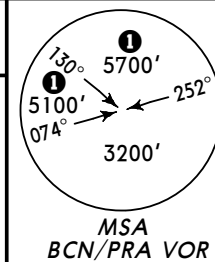
LOTOS 2B 340' per NM (5.6%) until D5 BCN.	75	100	150	200	250	300
LOTOS 1E 304' per NM (5%) until leaving 1000'.	425	567	851	1134	1418	1701
Gnd speed-KT	380	506	760	1013	1266	1519

LEBL/BCN
BARCELONA

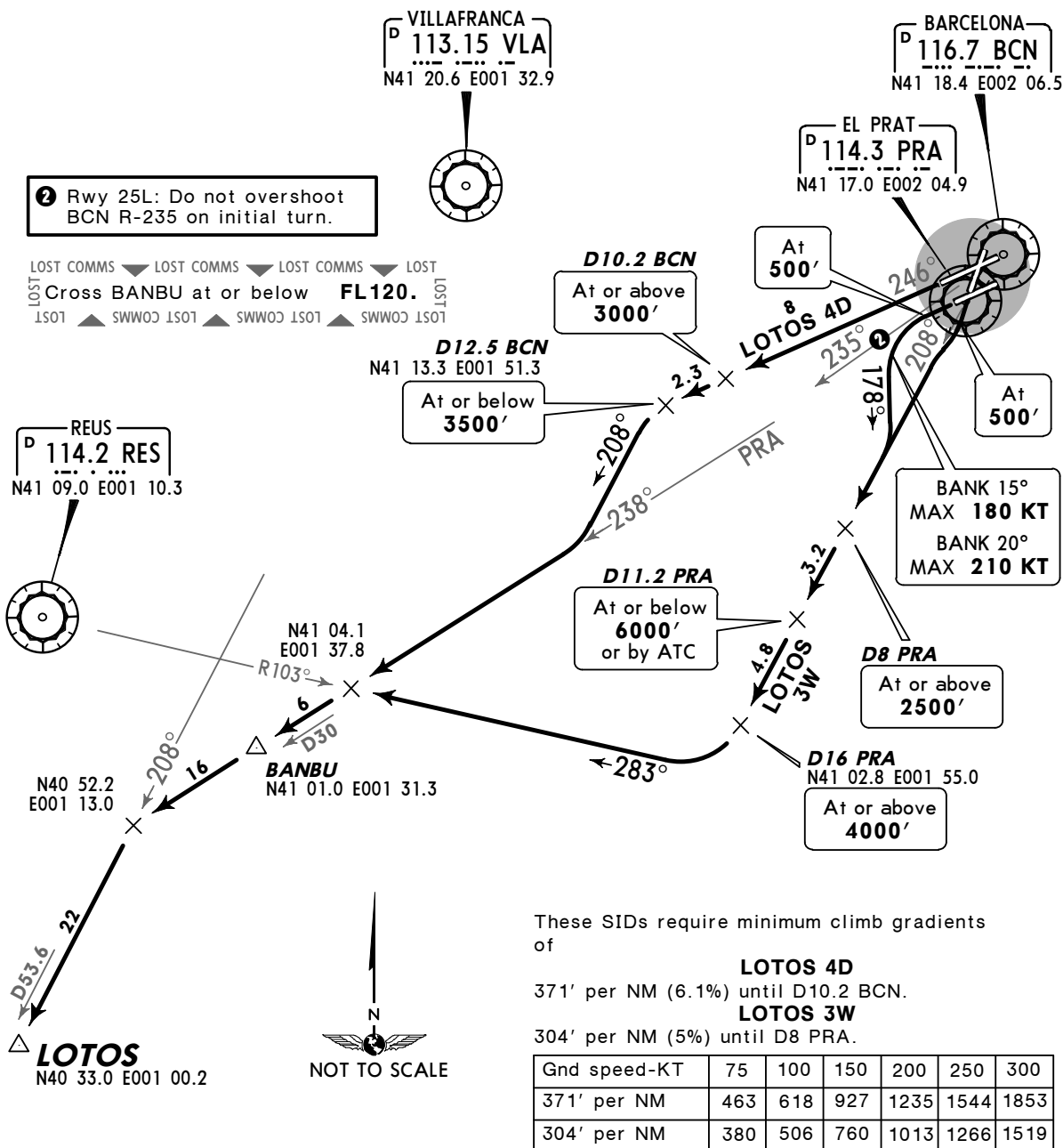
JEPPesen
 12 NOV 10 **(10-3U)** **Eff 18 Nov**

BARCELONA, SPAIN
SID

Apt Elev
14'
 Trans level: By ATC Trans alt: 6000'
 For runway configuration refer to Airport Briefing pages.



LOTOS FOUR DELTA (LOTOS 4D) [LOTO4D]
LOTOS THREE WHISKEY (LOTOS 3W) [LOTO3W]
RWYS 25R, 20, 25L DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



LOTOS 4D, 3W: Initial ATC clearance:
 Climb and maintain **FL120** and request flight level change enroute
LOTOS 3W: Maintain 6000' until D11.2 PRA except ATC clearance

SID	RWY	ROUTING
LOTOS 4D	25R	Climb on BCN R-246 to D12.5 BCN, turn LEFT, 208° track, intercept PRA R-238 via BANBU, intercept VLA R-208 to LOTOS.
LOTOS 3W	20 ③	Climb on runway heading to 500' , turn RIGHT, intercept PRA R-208 to D16 PRA, turn RIGHT, intercept RES R-103 inbound, intercept PRA R-238 via BANBU, intercept VLA R-208 to LOTOS.
	25L	Climb on runway heading to 500' , turn LEFT, 178° track, intercept PRA R-208 to D16 PRA, turn RIGHT, intercept RES R-103 inbound, intercept PRA R-238 via BANBU, intercept VLA R-208 to LOTOS.

③ Turns before departure end of runway (DER) are not allowed.

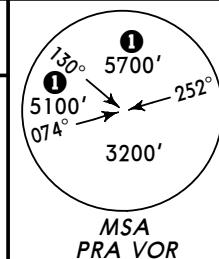
LEBL/BCN
BARCELONA

JEPPesen
12 NOV 10 **(10-3V)** **Eff 18 Nov**

BARCELONA, SPAIN
SID

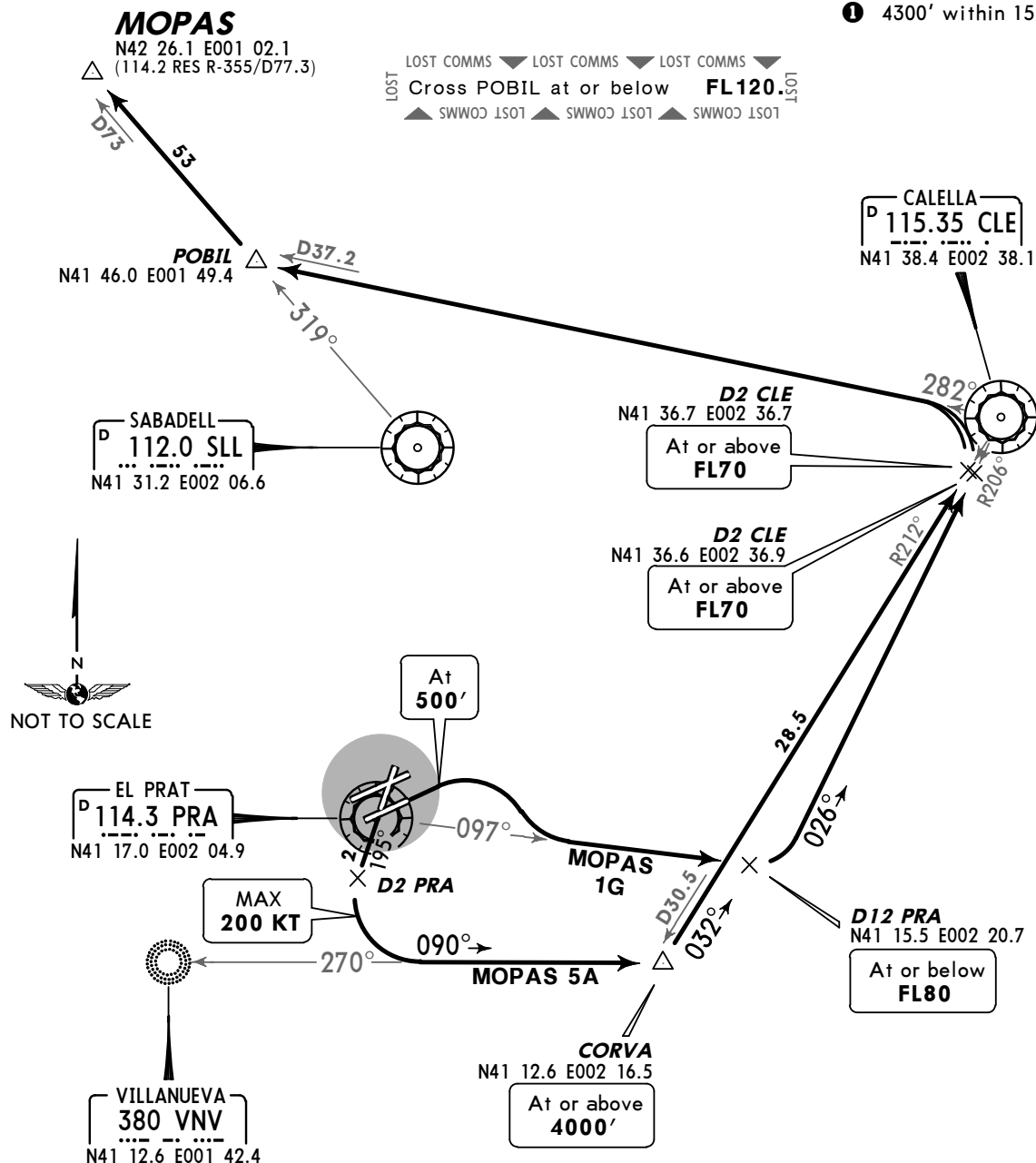
Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

MOPAS FIVE ALFA (MOPAS 5A) [MOPA5A]
MOPAS ONE GOLF (MOPAS 1G) [MOPA1G]
RWYS 20, 07R DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



MOPAS 5A

This SID requires a minimum climb gradient
of
334' per NM (5.5%) until leaving **4000'**.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

Initial ATC clearance:
Climb and maintain **FL120** and request flight level change enroute

SID	RWY	ROUTING
MOPAS 5A	20	Climb on runway heading, intercept PRA R-195 to D2 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, turn LEFT, intercept CLE R-212 inbound to D2 CLE, turn LEFT, intercept CLE R-282 to POBIL, turn RIGHT, intercept SLL R-319 to MOPAS.
MOPAS 1G	07R	Climb on runway heading to 500' , turn RIGHT, intercept PRA R-097 to D12 PRA, turn LEFT, intercept CLE R-206 inbound to D2 CLE, turn LEFT, intercept CLE R-282 to POBIL, turn RIGHT, intercept SLL R-319 to MOPAS.

LEBL/BCN
BARCELONA

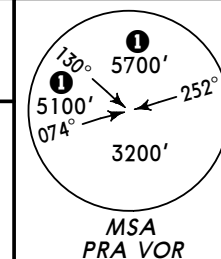
JEPPESEN
 12 NOV 10 **(10-3V1)** **Eff 18 Nov**

BARCELONA, SPAIN

SID

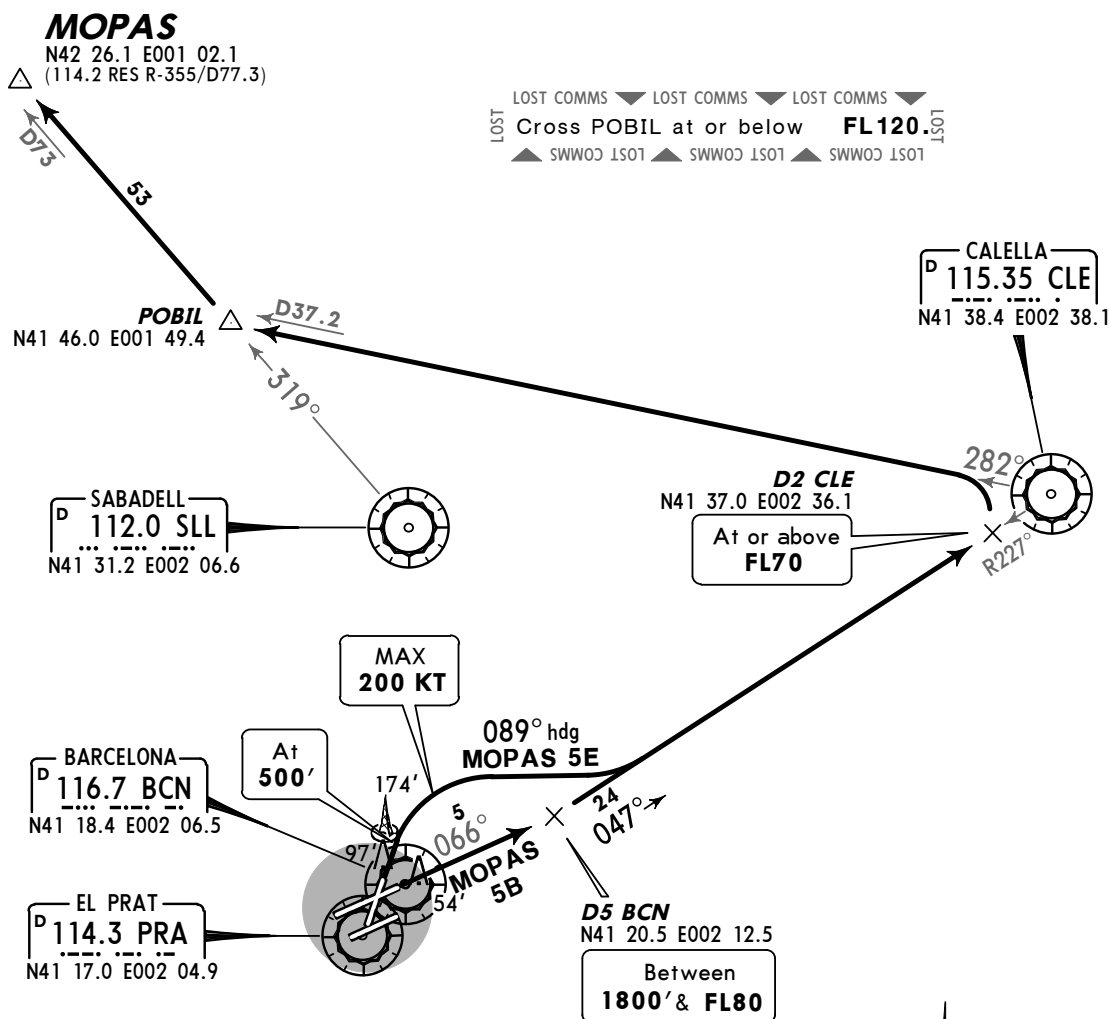
Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
 1. EXPECT close-in obstacles.
 2. For runway configuration refer to Airport Briefing pages.



1 4300' within 15 NM

MOPAS FIVE BRAVO (MOPAS 5B) [MOPA5B]
MOPAS FIVE ECHO (MOPAS 5E) [MOPA5E]
RWYS 07L, 02 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

MOPAS 5B
 340' per NM (5.6%) until D5 BCN.
MOPAS 5E
 304' per NM (5%) until leaving **1000'**.

Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	851	1134	1418	1701
304' per NM	380	506	760	1013	1266	1519

Initial ATC clearance:
 Climb and maintain **FL120** and request flight level change enroute

SID	RWY	ROUTING
MOPAS 5B	07L	Climb on runway heading to BCN, BCN R-066 to D5 BCN, turn LEFT, intercept CLE R-227 inbound to D2 CLE, turn LEFT, intercept CLE R-282 to POBIL, turn RIGHT, intercept SLL R-319 to MOPAS.
MOPAS 5E	02 2	Climb on runway heading to 500' , turn RIGHT, 089° heading, intercept CLE R-227 inbound to D2 CLE, turn LEFT, intercept CLE R-282 to POBIL, turn RIGHT, intercept SLL R-319 to MOPAS.

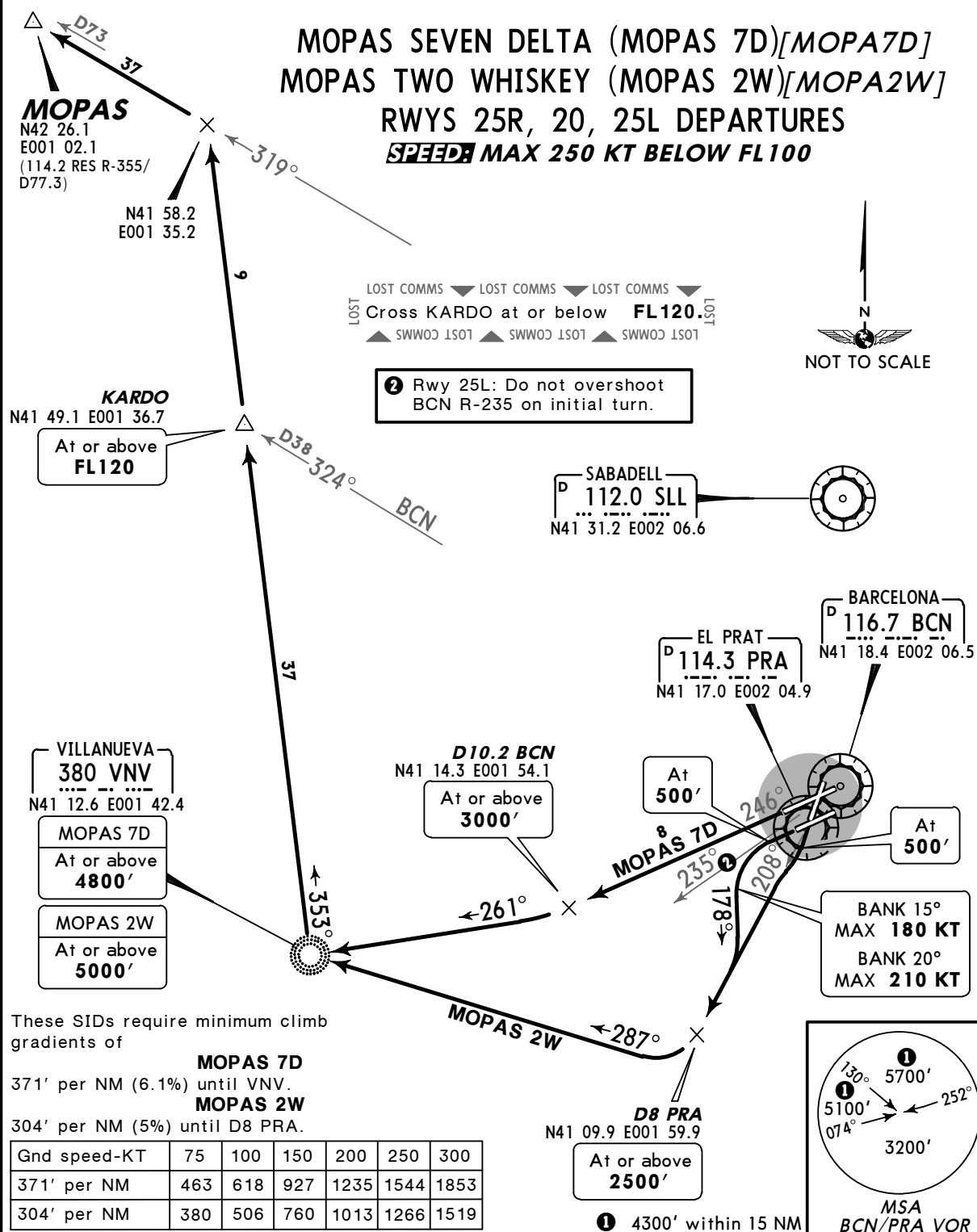
2 Turns before departure end of runway (DER) are not allowed.

LEBL/BCN
BARCELONA

JEPPESSEN
12 NOV 10 **(10-3V2)** **Eff 18 Nov**

BARCELONA, SPAIN
SID

Apt Elev
14'
Trans level: By ATC Trans alt: 6000'
For runway configuration refer to Airport Briefing pages.



SID
MOPAS 7D

RWY
25R

ROUTING
Climb on BCN R-246 to D10.2 BCN, turn RIGHT, intercept 261° bearing to VNV, turn RIGHT, 353° bearing via KARDO, intercept SLL R-319 to MOPAS.

SID
MOPAS 2W

RWY
20
③

ROUTING
Climb on runway heading to **500'**, turn RIGHT, intercept PRA R-208 to D8 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing via KARDO, intercept SLL R-319 to MOPAS.

③ Turns before departure end of runway (DER) are not allowed.

CHANGES: New chart.

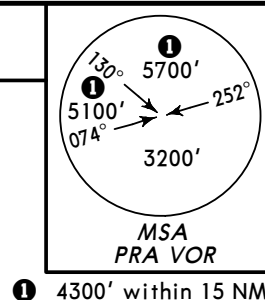
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LEBL/BCN
BARCELONA

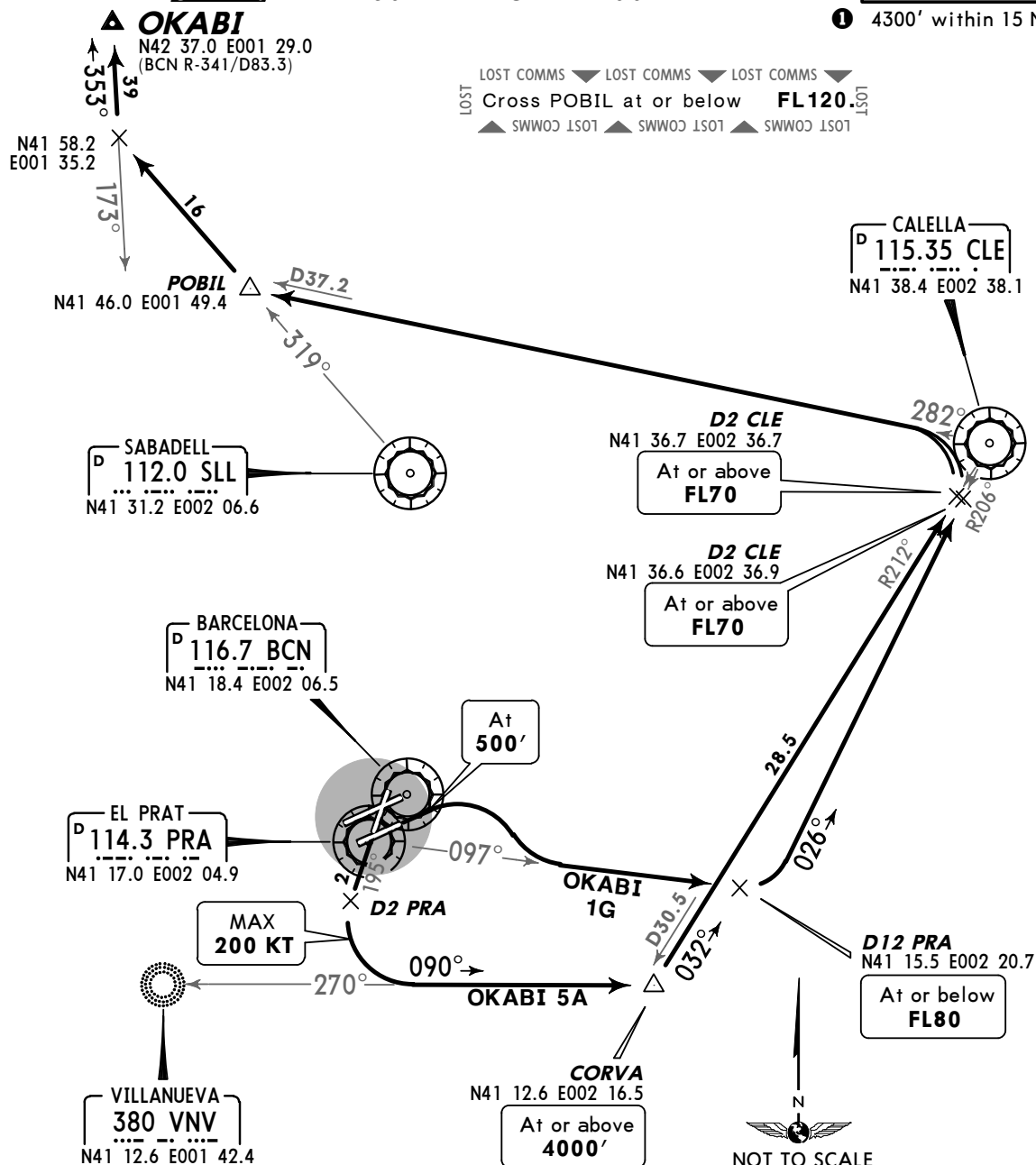
JEPPesen
 12 NOV 10 **10-3V3** Eff 18 Nov

BARCELONA, SPAIN
SID

Apt Elev 14'
 Trans level: By ATC Trans alt: 6000'
 For runway configuration refer to Airport Briefing pages.



OKABI FIVE ALFA (OKABI 5A) [OKAB5A]
OKABI ONE GOLF (OKABI 1G) [OKAB1G]
RWYS 20, 07R DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



OKABI 5A
 This SID requires a minimum climb gradient of 334' per NM (5.5%) until leaving 4000'.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

Initial ATC clearance:
 Climb and maintain **FL120** and request flight level change enroute

SID	RWY	ROUTING
OKABI 5A	20	Climb on runway heading, intercept PRA R-195 to D2 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, turn LEFT, intercept CLE R-212 inbound to D2 CLE, turn LEFT, intercept CLE R-282 to POBIL, turn RIGHT, intercept SLL R-319, intercept 353° bearing from VNV to OKABI.
OKABI 1G	07R	Climb on runway heading to 500', turn RIGHT, intercept PRA R-097 to D12 PRA, turn LEFT, intercept CLE R-206 inbound to D2 CLE, turn LEFT, intercept CLE R-282 to POBIL, turn RIGHT, intercept SLL R-319, intercept 353° bearing from VNV to OKABI.

LEBL/BCN
BARCELONA

JEPPESEN
12 NOV 10 (10-3V4) Eff 18 Nov

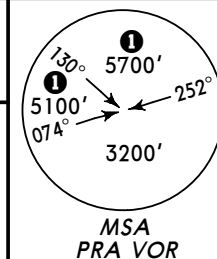
BARCELONA, SPAIN

SID

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.



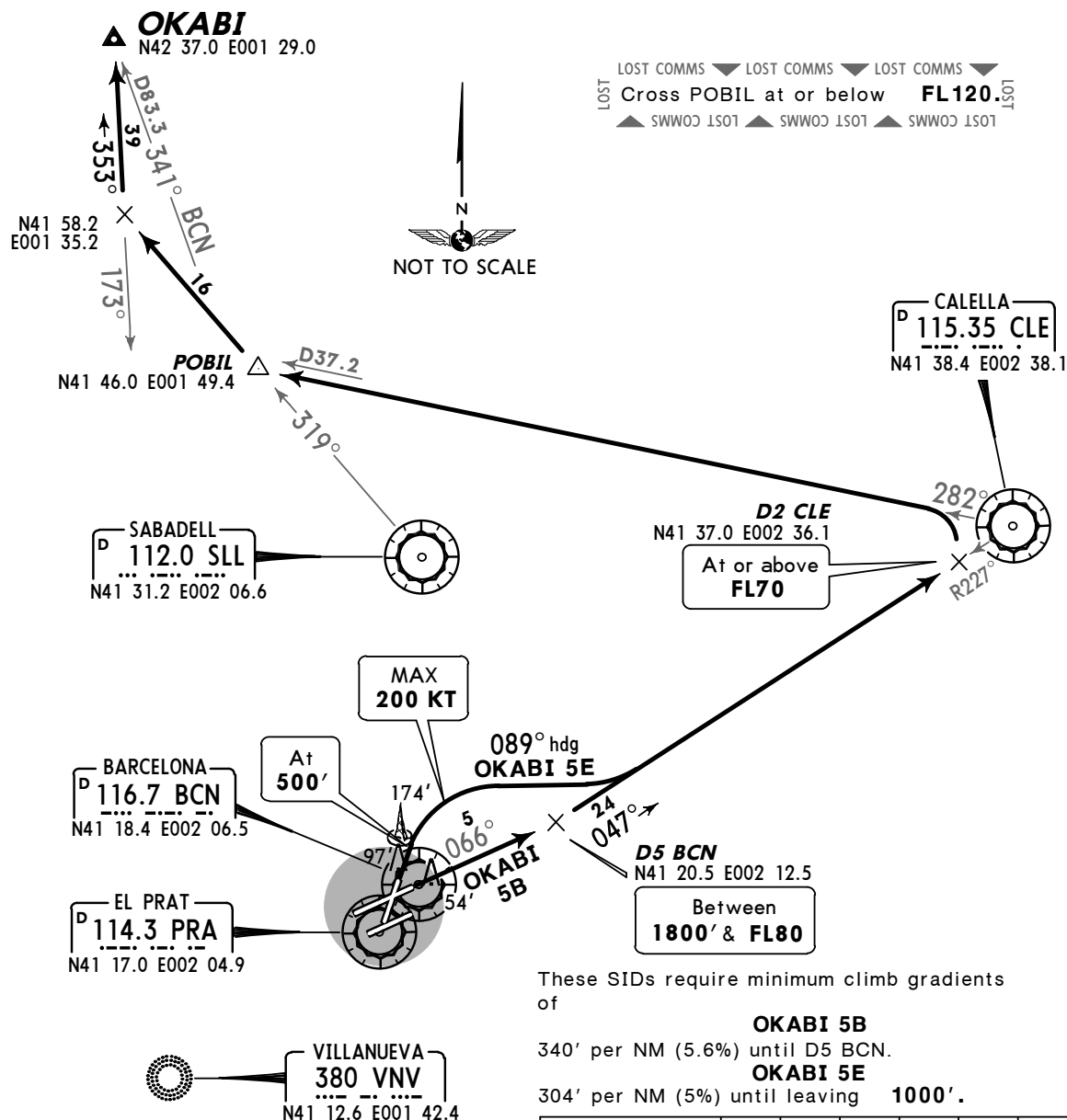
① 4300' within 15 NM

OKABI FIVE BRAVO (OKABI 5B) [*OKAB5B*]

OKABI FIVE ECHO (OKABI 5E) *OKAB5E1*

RWYS 07L, 02 DEPARTURES

SPEED: MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

OKABI 5B

340' per NM (5.6%) until D5 BCN.

OKABI 5E

304' per NM (5%) until leaving 1000'.

Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	851	1134	1418	1701
304' per NM	380	506	760	1013	1266	1519

Initial ATC clearance:

Climb and maintain **FL120** and request flight level change enroute

SID	RWY	ROUTING
OKABI 5B	07L	Climb on runway heading to BCN, BCN R-066 to D5 BCN, turn LEFT, intercept CLE R-227 inbound to D2 CLE, turn LEFT, intercept CLE R-282 to POBIL, turn RIGHT, intercept SLL R-319, intercept 353° bearing from VNV to OKABI.
OKABI 5E	02 ②	Climb on runway heading to 500' , turn RIGHT, 089° heading, intercept CLE R-227 inbound to D2 CLE, turn LEFT, intercept CLE R-282 to POBIL, turn RIGHT, intercept SLL R-319, intercept 353° bearing from VNV to OKABI.

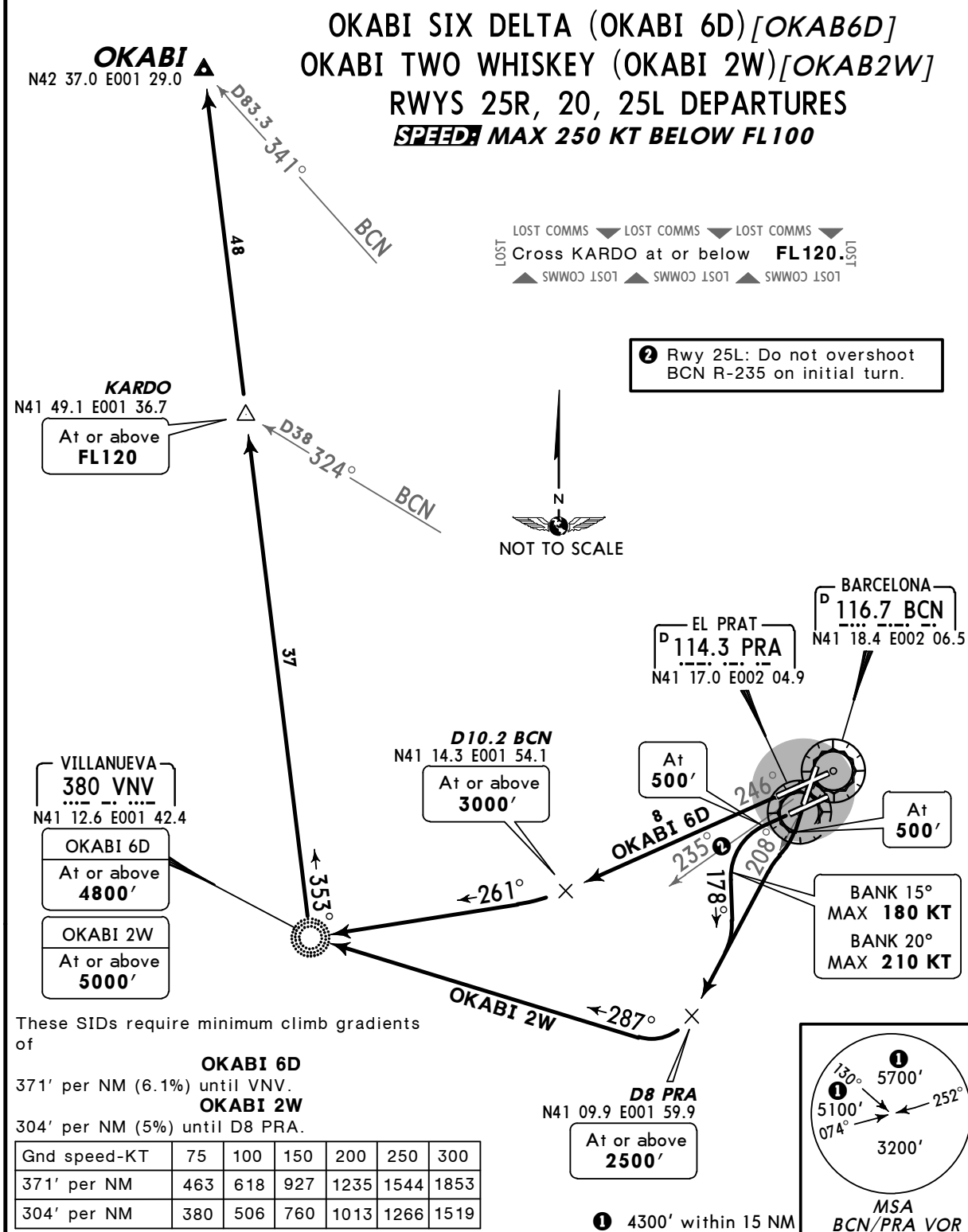
② Turns before departure end of runway (DER) are not allowed.

LEBL/BCN
BARCELONA

JEPPESSEN
 12 NOV 10 **(10-3V5)** **Eff 18 Nov**

BARCELONA, SPAIN
SID

Apt Elev
14' Trans level: By ATC Trans alt: 6000'
 For runway configuration refer to Airport Briefing pages.



Initial ATC clearance: Climb and maintain FL120 and request flight level change enroute		
SID	RWY	ROUTING
OKABI 6D	25R	Climb on BCN R-246 to D10.2 BCN, turn RIGHT, intercept 261° bearing to VNV, turn RIGHT, 353° bearing via KARDO to OKABI.
OKABI 2W	20 ③	Climb on runway heading to 500' , turn RIGHT, intercept PRA R-208 to D8 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing via KARDO to OKABI.
	25L	Climb on runway heading to 500' , turn LEFT, 178° track, intercept PRA R-208 to D8 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing via KARDO to OKABI.

③ Turns before departure end of runway (DER) are not allowed.

LEBL/BCN
BARCELONA

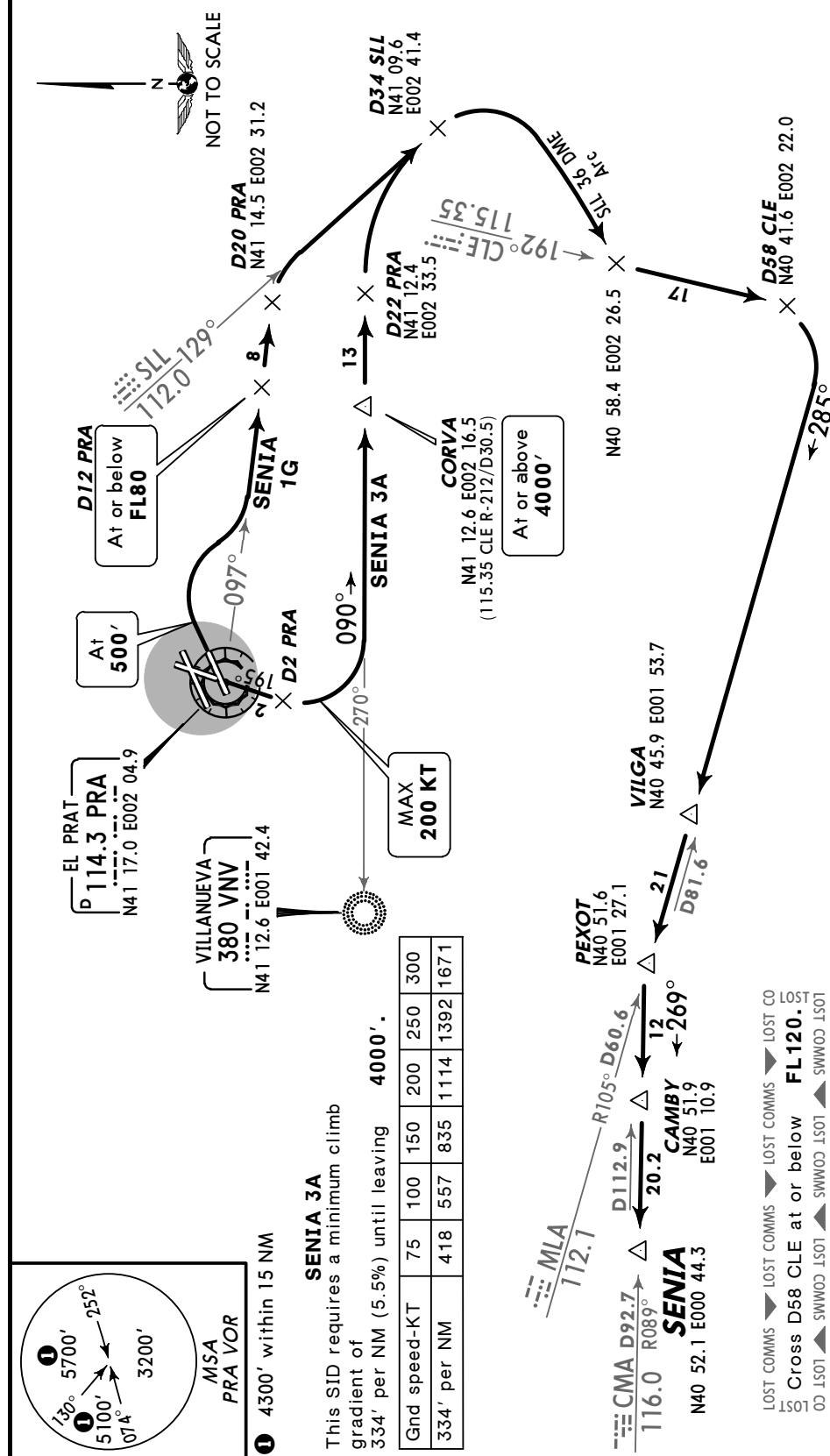
JEPPesen
 12 NOV 10 **(10-3V6)** Eff 18 Nov

BARCELONA, SPAIN

SID

Apt Elev
14'
 Trans level: By ATC Trans alt: 6000'
 For runway configuration refer to Airport Briefing pages.

**SENIA THREE ALFA (SENIA 3A) [SENI3A]
 SENIA ONE GOLF (SENIA 1G) [SENI1G]
 RWYS 20, 07R DEPARTURES**
 WHEN CMA COVERAGE FAILURE BELOW FL240
 RADAR ASSISTANCE IS AVAILABLE
SPEED MAX 250 KT BELOW FL100



Initial ATC clearance: Climb and maintain **FL120** and request flight level change enroute

ROUTING

SID	RWY	ROUTING
SENIA 3A	20	Climb on runway heading, intercept PRA R-195 to D2 PRA, turn LEFT, intercept 090° bearing from VNV via CORVA to D22 PRA, turn RIGHT, intercept SLL R-129 to D34 SLL, turn RIGHT, along SLL 36 DME arc, intercept CLE R-192 to D58 CLE, turn RIGHT, intercept MLA R-105 inbound via VILGA to PEXOT, turn LEFT, intercept CMA R-089 inbound via CAMBY to SENIA.
SENIA 1G	07R	Climb on runway heading to 500', turn RIGHT, intercept PRA R-097 to D20 PRA, turn RIGHT, intercept SLL R-129 to D34 SLL, turn RIGHT, along SLL 36 DME arc, intercept CLE R-192 to D58 CLE, turn RIGHT, intercept MLA R-105 inbound via VILGA to PEXOT, turn LEFT, intercept CMA R-089 inbound via CAMBY to SENIA.

LEBL/BCN
BARCELONA

12 NOV 10

10-3V7

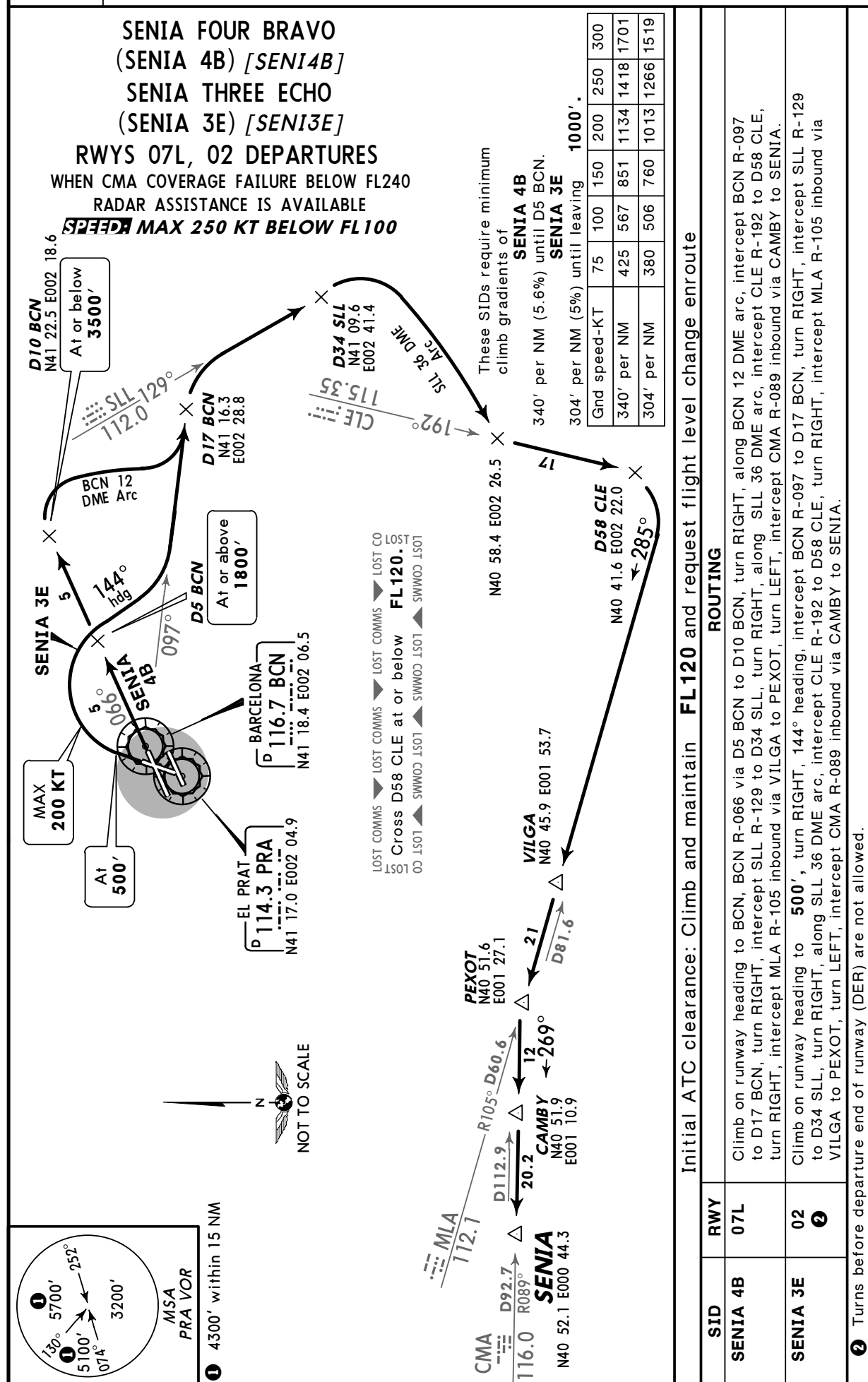
Eff 18 Nov

BARCELONA, SPAIN

SID

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
For runway configuration refer to Airport Briefing pages.



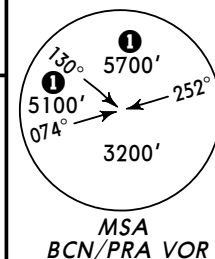
LEBL/BCN
BARCELONA

JEPPESEN
12 NOV 10 **10-3V8** **Eff 18 Nov**

BARCELONA, SPAIN
SID

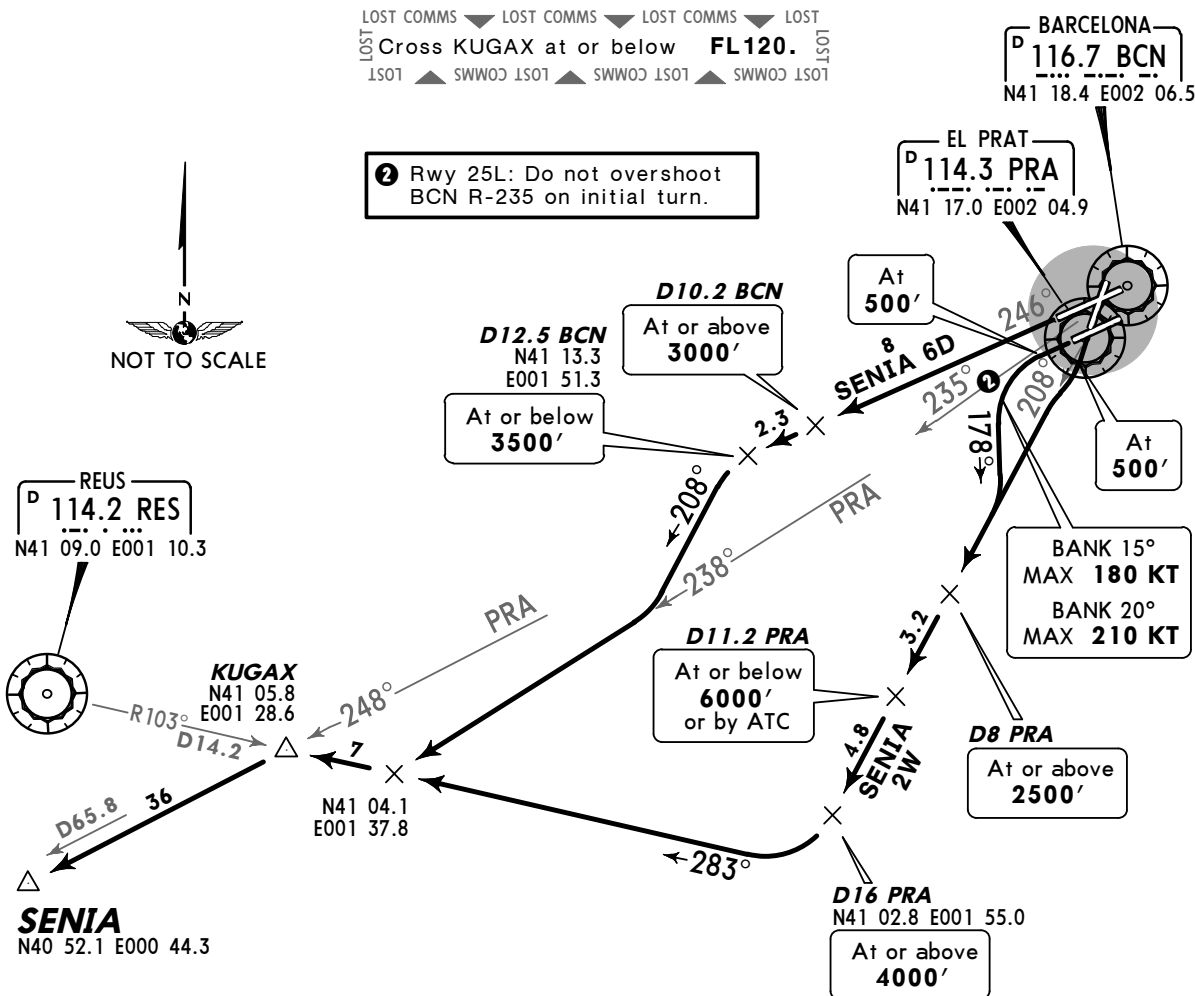
Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
For runway configuration refer to Airport Briefing pages.



SENIA SIX DELTA (SENIA 6D) [SENI6D]
SENIA TWO WHISKEY (SENIA 2W) [SENI2W]
RWYS 25R, 20, 25L DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Cross KUGAX at or below **FL120**.
LOST ▲ SWWOC LOST ▲ SWWOC LOST ▲ SWWOC LOST



These SIDs require minimum climb gradients of

SENIA 6D
371' per NM (6.1%) until D10.2 BCN.
SENIA 2W
304' per NM (5%) until D8 PRA.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
304' per NM	380	506	760	1013	1266	1519

SENIA 6D, 2W: Initial ATC clearance: Climb and maintain FL120 and request flight level change enroute SENIA 2W : Maintain 6000' until D11.2 PRA except ATC clearance		
SID	RWY	ROUTING
SENIA 6D	25R	Climb on BCN R-246 to D12.5 BCN, turn LEFT, 208° track, intercept PRA R-238, intercept RES R-103 inbound to KUGAX, turn LEFT, intercept PRA R-248 to SENIA.
SENIA 2W	20 3	Climb on runway heading to 500' , turn RIGHT, intercept PRA R-208 to D16 PRA, turn RIGHT, intercept RES R-103 inbound to KUGAX, turn LEFT, intercept PRA R-248 to SENIA.
	25L	Climb on runway heading to 500' , turn LEFT, 178° track, intercept PRA R-208 to D16 PRA, turn RIGHT, intercept RES R-103 inbound to KUGAX, turn LEFT, intercept PRA R-248 to SENIA.
3 Turns before departure end of runway (DER) are not allowed.		

LEBL/BCN
BARCELONA

JEPPESSEN
12 NOV 10 **(10-3X)** **Eff 18 Nov**

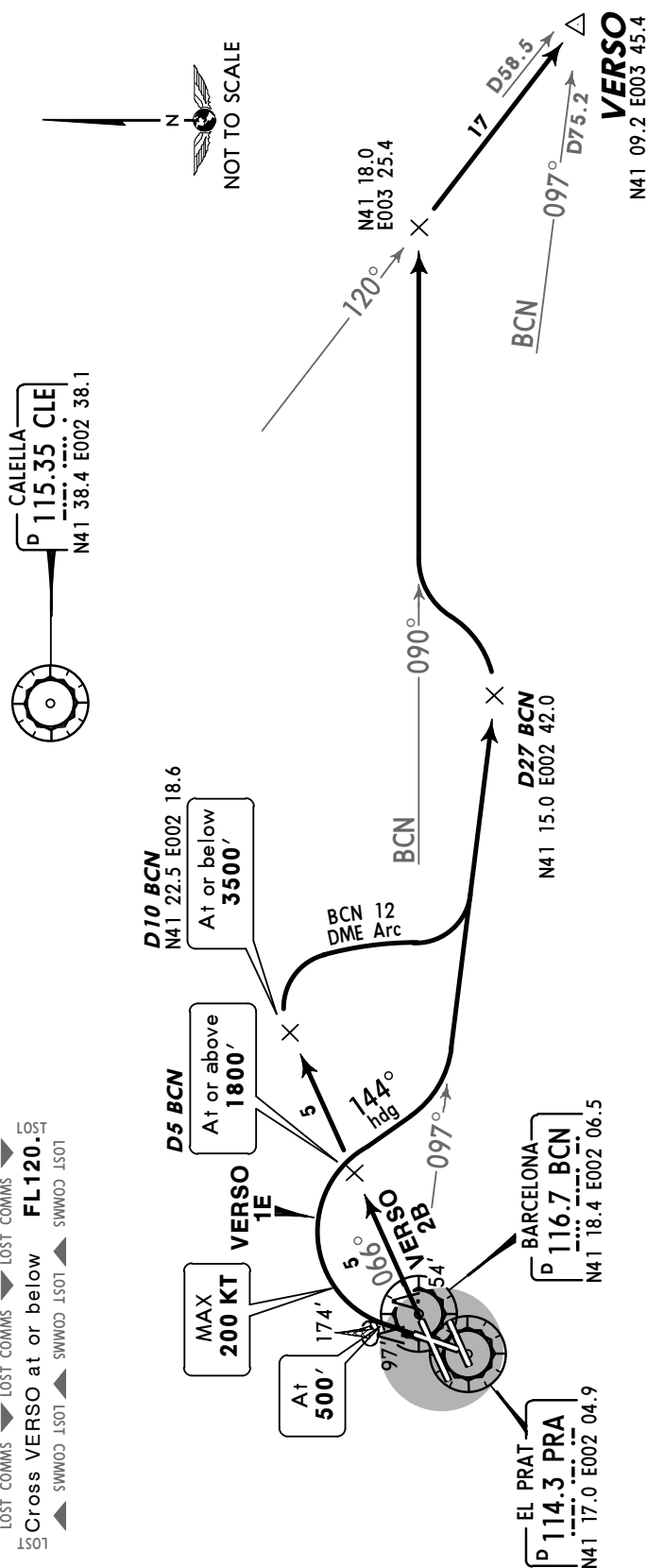
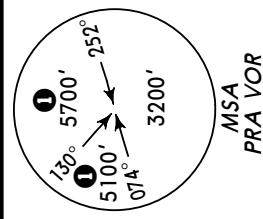
BARCELONA, SPAIN

SID

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.

VERSO TWO BRAVO (VERSO 2B) [VERS2B]
VERSO ONE ECHO (VERSO 1E) [VERS1E]
RWYS 07L, 02 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	851	1134	1418	1701
304' per NM	380	506	760	1013	1266	1519

These SIDs require minimum climb gradients
of

VERSO 2B

340' per NM (5.6%) until D5 BCN.

VERSO 1E

304' per NM (5%) until leaving 1000'.

Initial ATC clearance: Climb and maintain **FL120** and request flight level change enroute

SID	RWY	ROUTING
VERSO 2B	07L	Climb on runway heading to BCN, BCN R-066 via D5 BCN to D10 BCN, turn RIGHT, along BCN 12 DME arc, intercept BCN R-097 to D27 BCN, turn LEFT, intercept BCN R-090, intercept CLE R-120 to VERSO.
VERSO 1E	02	Climb on runway heading to 500', turn RIGHT, 144° heading, intercept BCN R-097 to D27 BCN, turn LEFT, intercept BCN R-090, intercept CLE R-120 to VERSO.
2 Turns before departure end of runway (DER) are not allowed.		

LEBL/BCN
BARCELONA

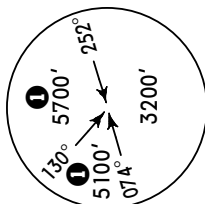
JEPPESSEN
12 NOV 10 **(10-3X1)** **Eff 18 Nov**

BARCELONA, SPAIN

SID

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
For runway configuration refer to Airport Briefing pages.



MSA
BCN/PRA VOR
4300' within 15 NM

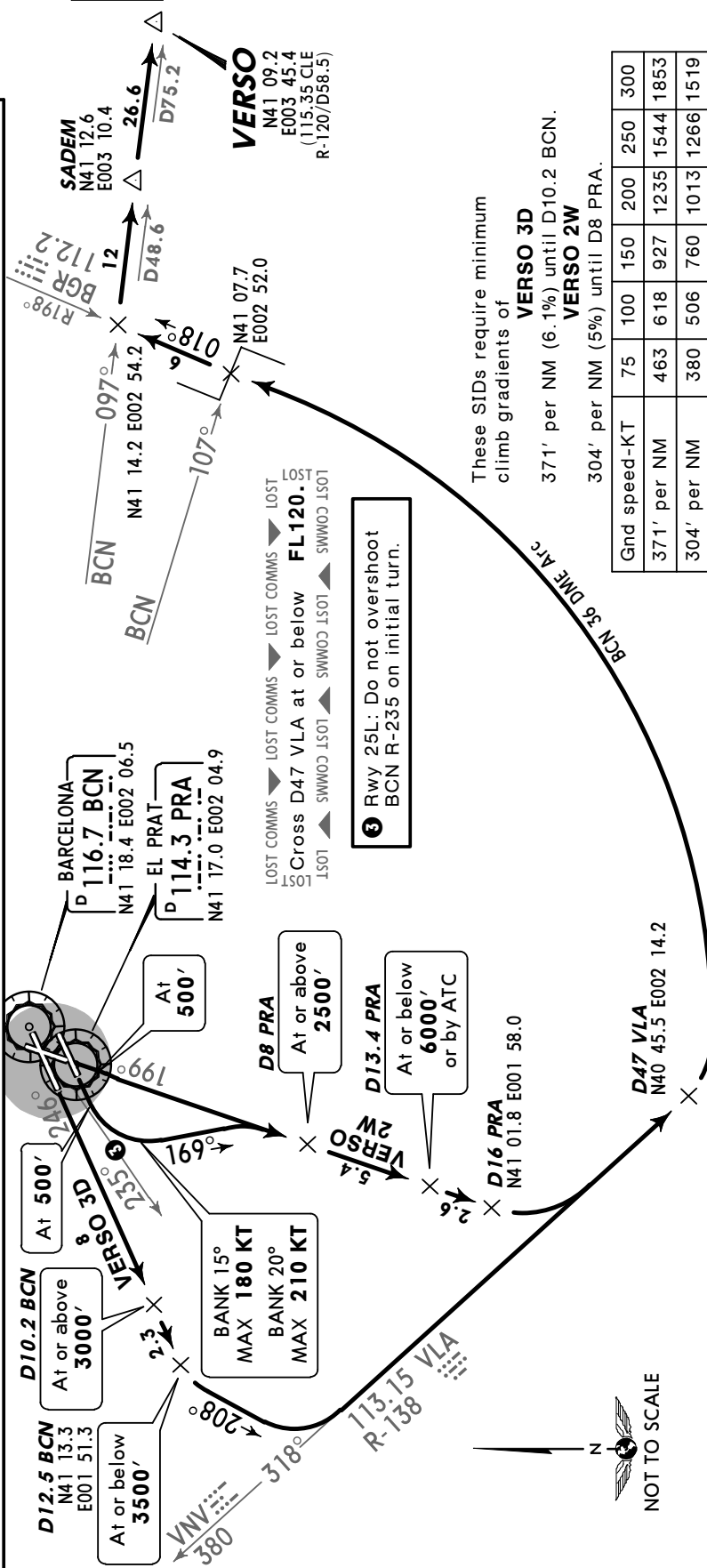
VERSO THREE DELTA (VERSO 3D) [VERS3D]
VERSO TWO WHISKEY (VERSO 2W) [VERS2W]
RWYS 25R, 20, 25L DEPARTURES
~~SPEEDS~~ MAX 250 KT BELOW FL100

VERSO 3D, 2W: Initial ATC clearance: Climb and maintain **FL120** and request flight level change enroute
VERSO 2W: Maintain **6000'** until D13.4 PRA except ATC clearance

ROUTING

SID	RWY	ROUTING
VERSO 3D	25R	Climb on BCN R-246 to D12.5 BCN, turn LEFT, 208° track, intercept VLA R-138 (138° bearing from VNV) to D47 VLA, turn LEFT, along BCN 36 DME arc until passing BCN R-107, intercept BGR R-198 inbound, intercept BCN R-097 via SADEM to VERSO.
VERSO 2W	20	Climb on runway heading to 500' , turn RIGHT, intercept PRA R-199 to D16 PRA, turn LEFT, intercept VLA R-138 (138° bearing from VNV) to D47 VLA, turn LEFT, along BCN 36 DME arc until passing BCN R-107, intercept BGR R-198 inbound, intercept BCN R-097 via SADEM to VERSO.
	25L	Climb on runway heading to 500' , turn LEFT, 169° track, intercept PRA R-199 to D16 PRA, turn LEFT, intercept VLA R-138 (138° bearing from VNV) to D47 VLA, turn LEFT, along BCN 36 DME arc until passing BCN R-107, intercept BGR R-198 inbound, intercept BCN R-097 via SADEM to VERSO.

2 Turns before departure end of runway (DER) are not allowed.



These SIDs require minimum
climb gradients of

VERSO 3D
371' per NM (6.1%) until D10.2 BCN.

VERSO 2W
304' per NM (5%) until D8 PRA.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
304' per NM	380	506	760	1013	1266	1519

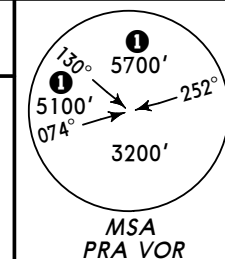
3 Rwy 25L: Do not overshoot
BCN R-235 on initial turn.

LEBL/BCN
BARCELONA

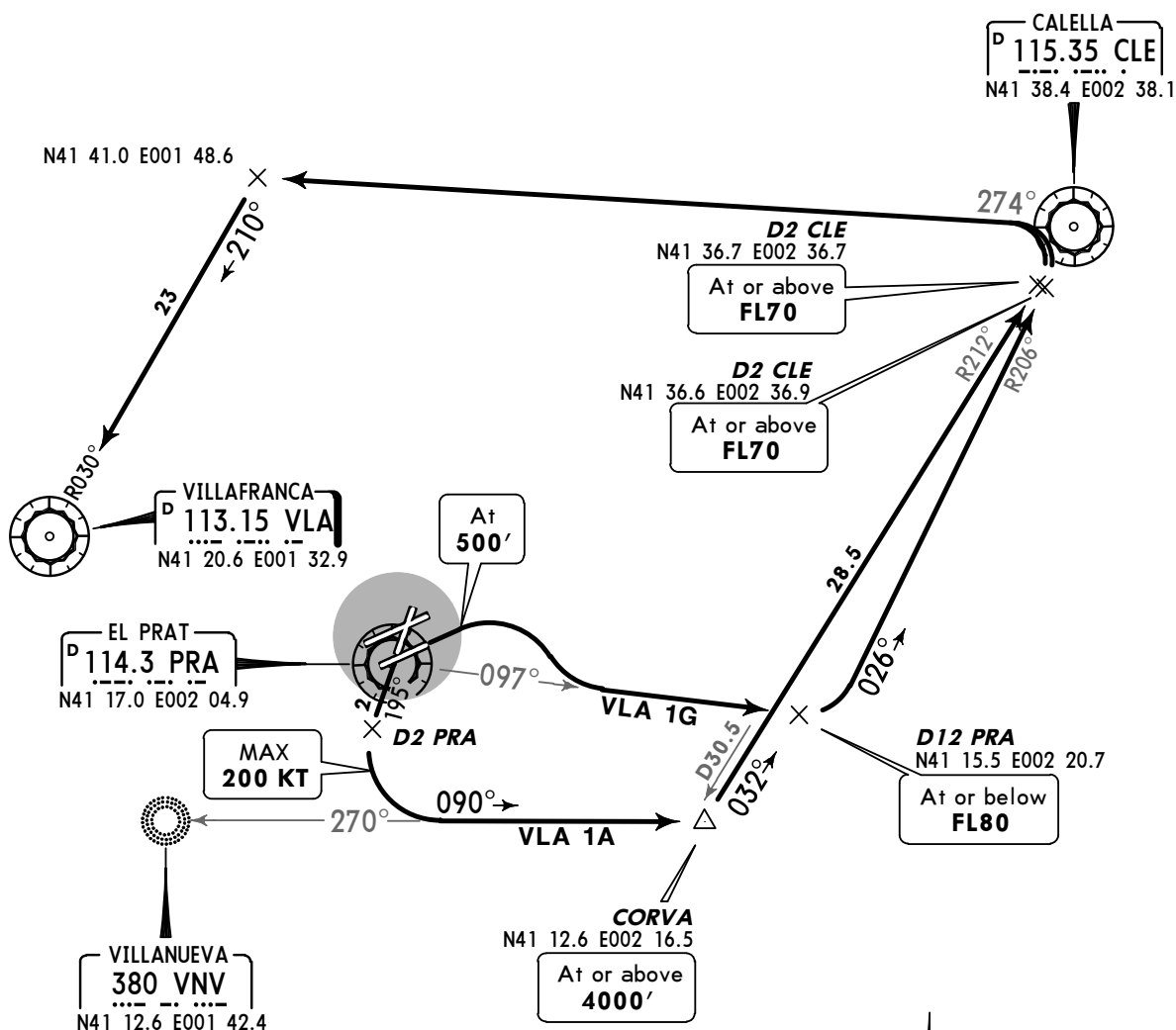
JEPPESEN
 12 NOV 10 **10-3X2** **Eff 18 Nov**

BARCELONA, SPAIN
SID

Apt Elev
14'
 Trans level: By ATC Trans alt: 6000'
 For runway configuration refer to Airport Briefing pages.



VILLAFRANCA ONE ALFA (VLA 1A)
VILLAFRANCA ONE GOLF (VLA 1G)
RWYS 20, 07R DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



VLA 1A
 This SID requires a minimum climb gradient of 334' per NM (5.5%) until leaving 4000'.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

Initial ATC clearance:
 Climb and maintain **FL120** and request flight level change enroute

SID	RWY	ROUTING
VLA 1A	20	Climb on runway heading, intercept PRA R-195 to D2 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, turn LEFT, intercept CLE R-212 inbound to D2 CLE, turn LEFT, intercept CLE R-274, intercept VLA R-030 inbound to VLA.
VLA 1G	07R	Climb on runway heading to 500', turn RIGHT, intercept PRA R-097 to D12 PRA, turn LEFT, intercept CLE R-206 inbound to D2 CLE, turn LEFT, intercept CLE R-274, intercept VLA R-030 inbound to VLA.

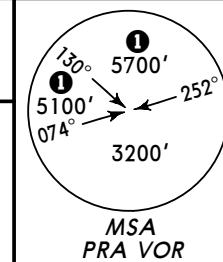
LEBL/BCN
BARCELONA

JEPPESEN
 12 NOV 10 **10-3X3** **Eff 18 Nov**

BARCELONA, SPAIN
SID

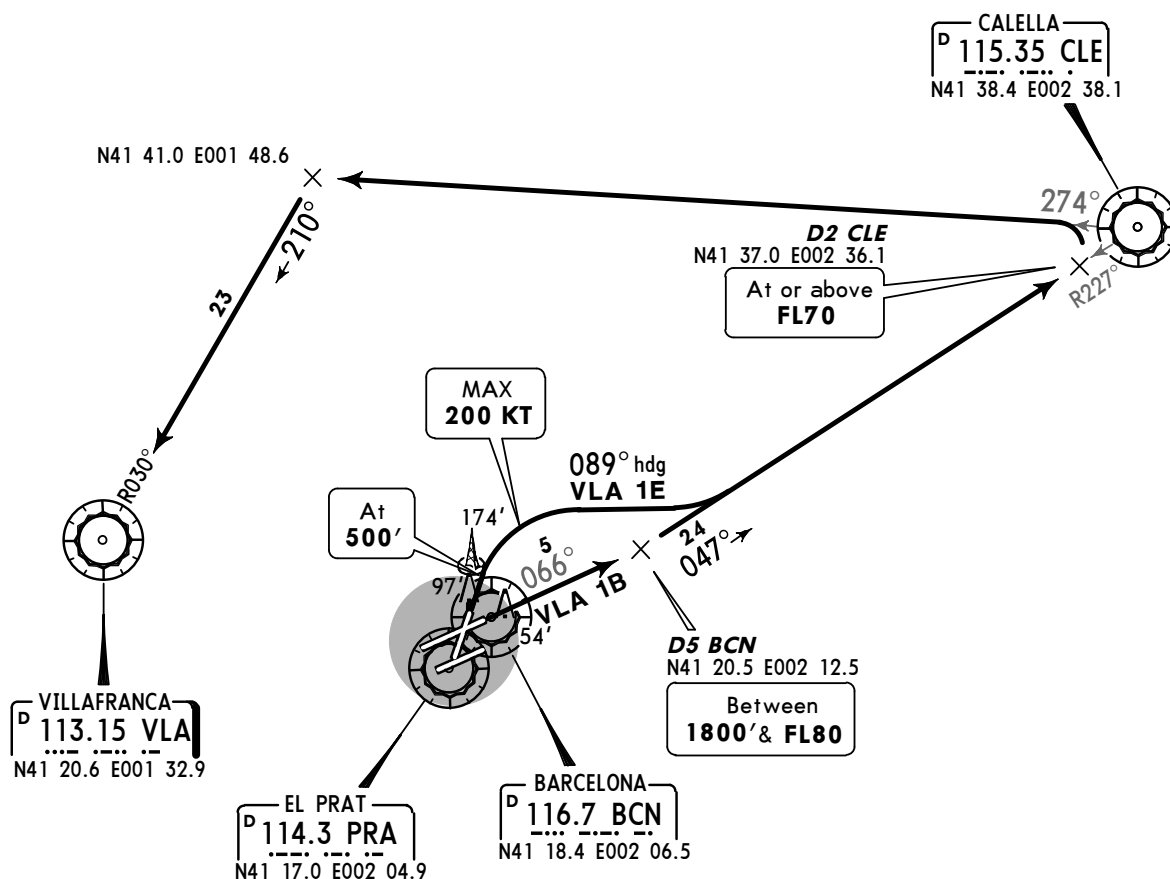
Apt Elev
14'

Trans level: By ATC Trans alt: 6000'
 1. EXPECT close-in obstacles.
 2. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

VILAFRANCA ONE BRAVO (VLA 1B)
VILAFRANCA ONE ECHO (VLA 1E)
RWYS 07L, 02 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

VLA 1B
 340' per NM (5.6%) until D5 BCN.
VLA 1E
 304' per NM (5%) until leaving **1000'**.

Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	851	1134	1418	1701
304' per NM	380	506	760	1013	1266	1519



Initial ATC clearance:
 Climb and maintain **FL120** and request flight level change enroute

SID	RWY	ROUTING
VLA 1B	07L	Climb on runway heading to BCN, BCN R-066 to D5 BCN, turn LEFT, intercept CLE R-227 inbound to D2 CLE, turn LEFT, intercept CLE R-274, intercept VLA R-030 inbound to VLA.
VLA 1E	02 ②	Climb on runway heading to 500' , turn RIGHT, 089° heading, intercept CLE R-227 inbound to D2 CLE, turn LEFT, intercept CLE R-274, intercept VLA R-030 inbound to VLA.

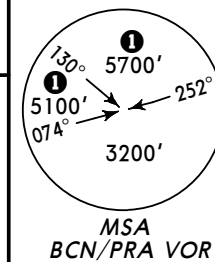
② Turns before departure end of runway (DER) are not allowed.

LEBL/BCN
BARCELONA

JEPPESEN
 12 NOV 10 **(10-3X4)** **Eff 18 Nov**

BARCELONA, SPAIN
SID

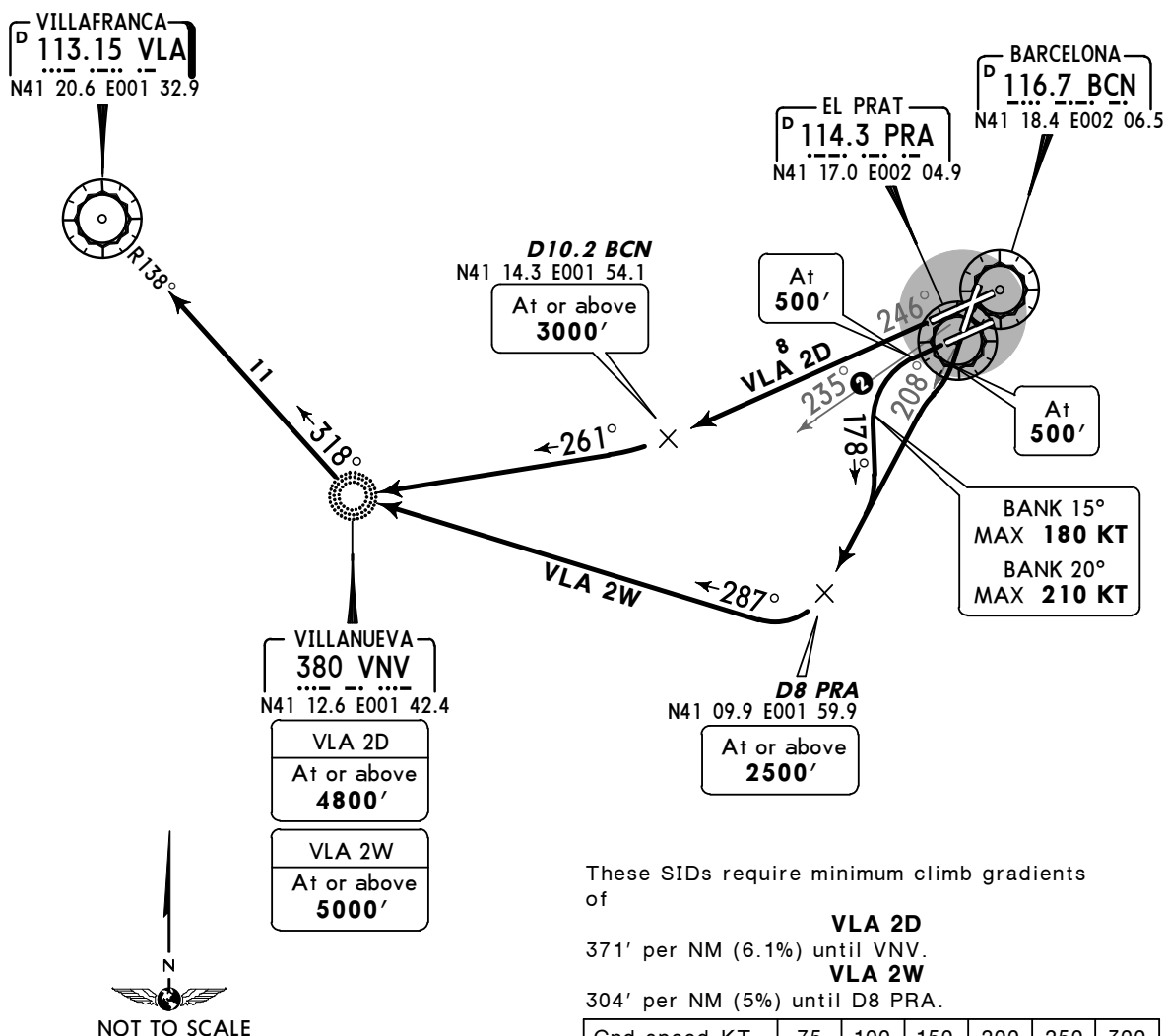
Apt Elev
14' Trans level: By ATC Trans alt: 6000'
 For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

VILAFRANCA TWO DELTA (VLA 2D)
VILAFRANCA TWO WHISKEY (VLA 2W)
RWYS 25R, 20, 25L DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100

② Rwy 25L: Do not overshoot
 BCN R-235 on initial turn.



These SIDs require minimum climb gradients of

VLA 2D
 371' per NM (6.1%) until VNV.
VLA 2W
 304' per NM (5%) until D8 PRA.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
304' per NM	380	506	760	1013	1266	1519

Initial ATC clearance:
 Climb and maintain **FL120** and request flight level change enroute

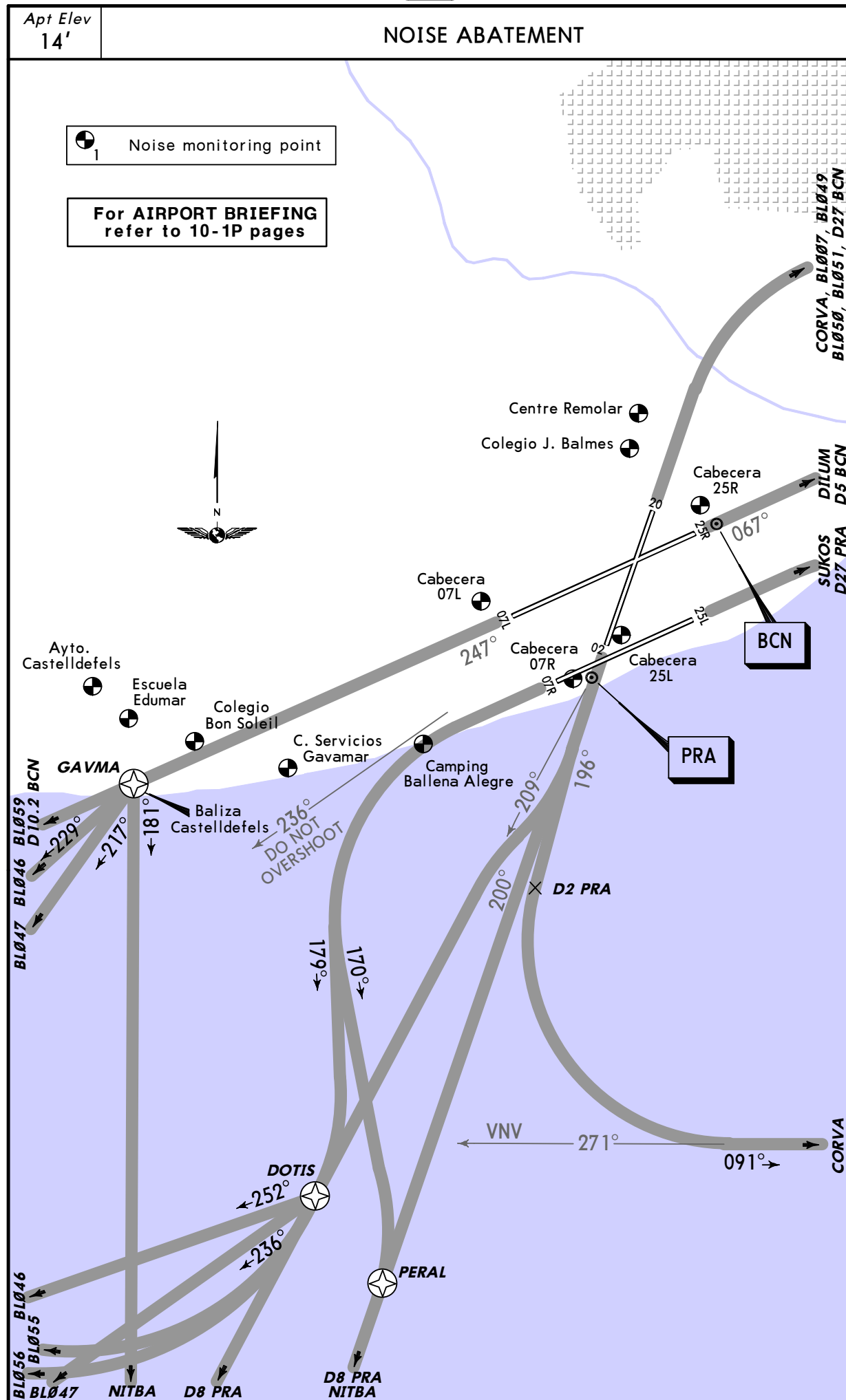
SID	RWY	ROUTING
VLA 2D	25R	Climb on BCN R-246 to D10.2 BCN, turn RIGHT, intercept 261° bearing to VNV, 318° bearing to VLA.
VLA 2W	20 ③	Climb on runway heading to 500', turn RIGHT, intercept PRA R-208 to D8 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 318° bearing to VLA.
	25L	Climb on runway heading to 500', turn LEFT, 178° track, intercept PRA R-208 to D8 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 318° bearing to VLA.

③ Turns before departure end of runway (DER) are not allowed.

LEBL/BCN
BARCELONA

JEPPESSEN
22 AUG 08 **10-4**

BARCELONA, SPAIN
NOISE



CHANGES: Noise monitoring points.

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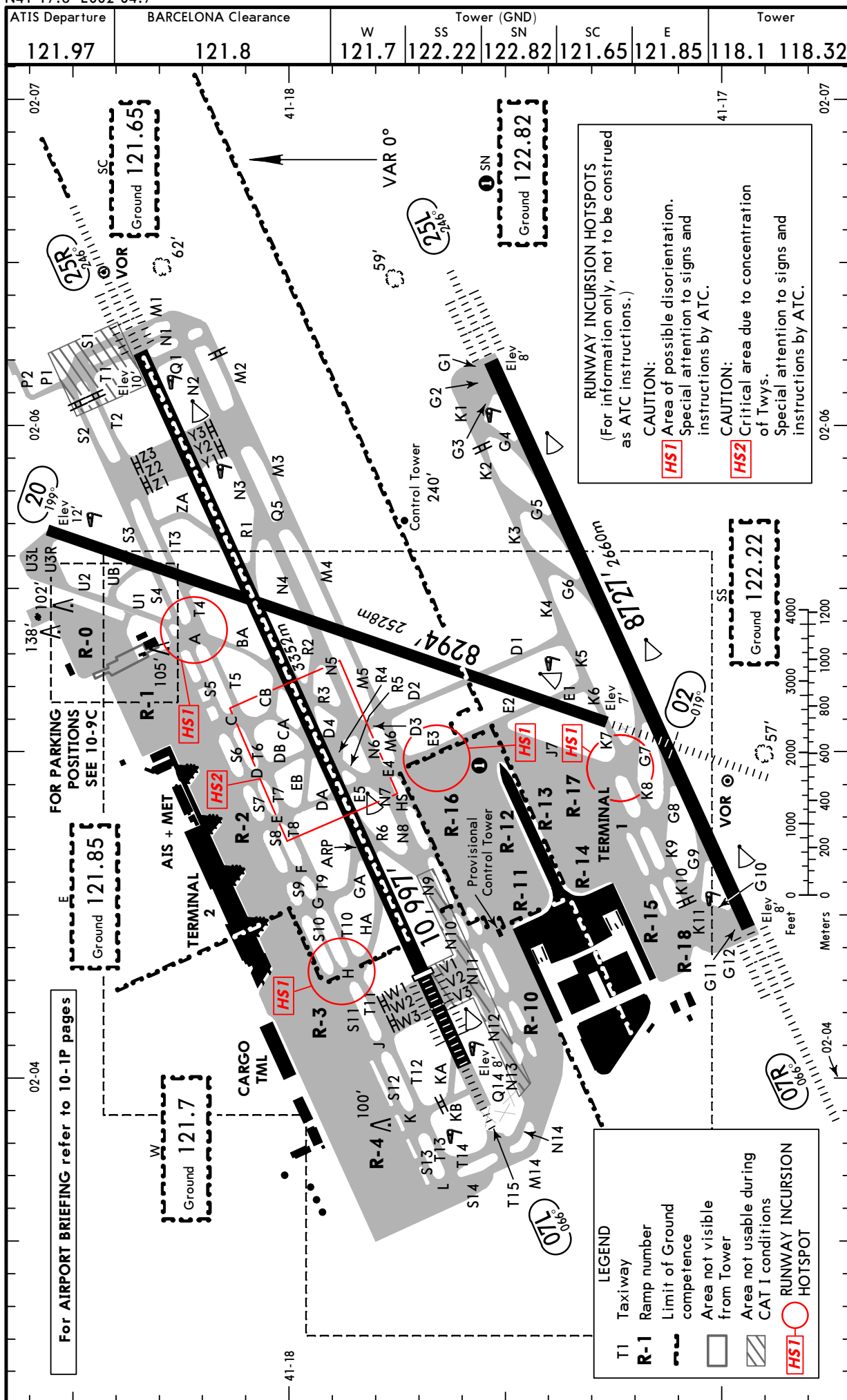
Apt Elev 14'
N41 17.8 E002 04.7

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12 NOV 10 **10-9** Eff 18 Nov

BARCELONA, SPAIN

BARCELONA



LEBL/BCN **JEPPESEN**
12 NOV 10 **(10-9A)** Eff 18 Nov**BARCELONA, SPAIN**
BARCELONA

ADDITIONAL RUNWAY INFORMATION

USABLE LENGTHS

LANDING BEYOND

Threshold

Glide Slope

TAKE-OFF

WIDTH

02	HIRL(50m)CL(15m)HIALS REIL PAPI-R(3.0°) HST-UB RVR		7383' 2250m		148'
20	HIRL(50m)CL(15m)	NA		1	45m

1 TAKE-OFF RUN AVAILABLE

RWY 20:

From rwy head 8294' (2528m)

twy UB int 6690' (2039m)

twy S4 int 6647' (2026m)

twy T4 int 6385' (1946m)

07L	HIRL(50m)CL(15m)HIALS-II REIL TDZ PAPI-R(3.0°) 2 RVR	9587' 2922m	8553' 2607m	4	197'
25R	HIRL(50m)CL(15m)HIALS-II REIL TDZ PAPI(3.0°) 3 RVR		9964' 3037m		

2 HST-R4, CA, R2, BA, R1 & ZA

3 HST-CB, R3, EB, R5, R6, GA & HA

4 TAKE-OFF RUN AVAILABLE

RWY 07L:

From rwy head 10,997' (3352m)

twy V3/W3 int 9970' (3039m)

twy V2/W2 int 9751' (2972m)

twy V1/W1 int 9534' (2906m)

RWY 25R:

From rwy head 10,997' (3352m)

twy Q1 int 10,640' (3243m)

twy Y3/Z3 int 9528' (2904m)

twy Y2/Z2 int 9311' (2838m)

twy Y1/Z1 int 9091' (2771m)

07R	HIRL(50m)CL(15m)HIALS-II REIL TDZ PAPI(3.0°) 5 RVR		7740' 2359m		197'
25L	HIRL(50m)CL(15m)HIALS-II REIL TDZ PAPI(3.0°) 6 RVR		7747' 2361m		

5 HST-G6, G5 & G4

6 HST-G7, G8 & G9

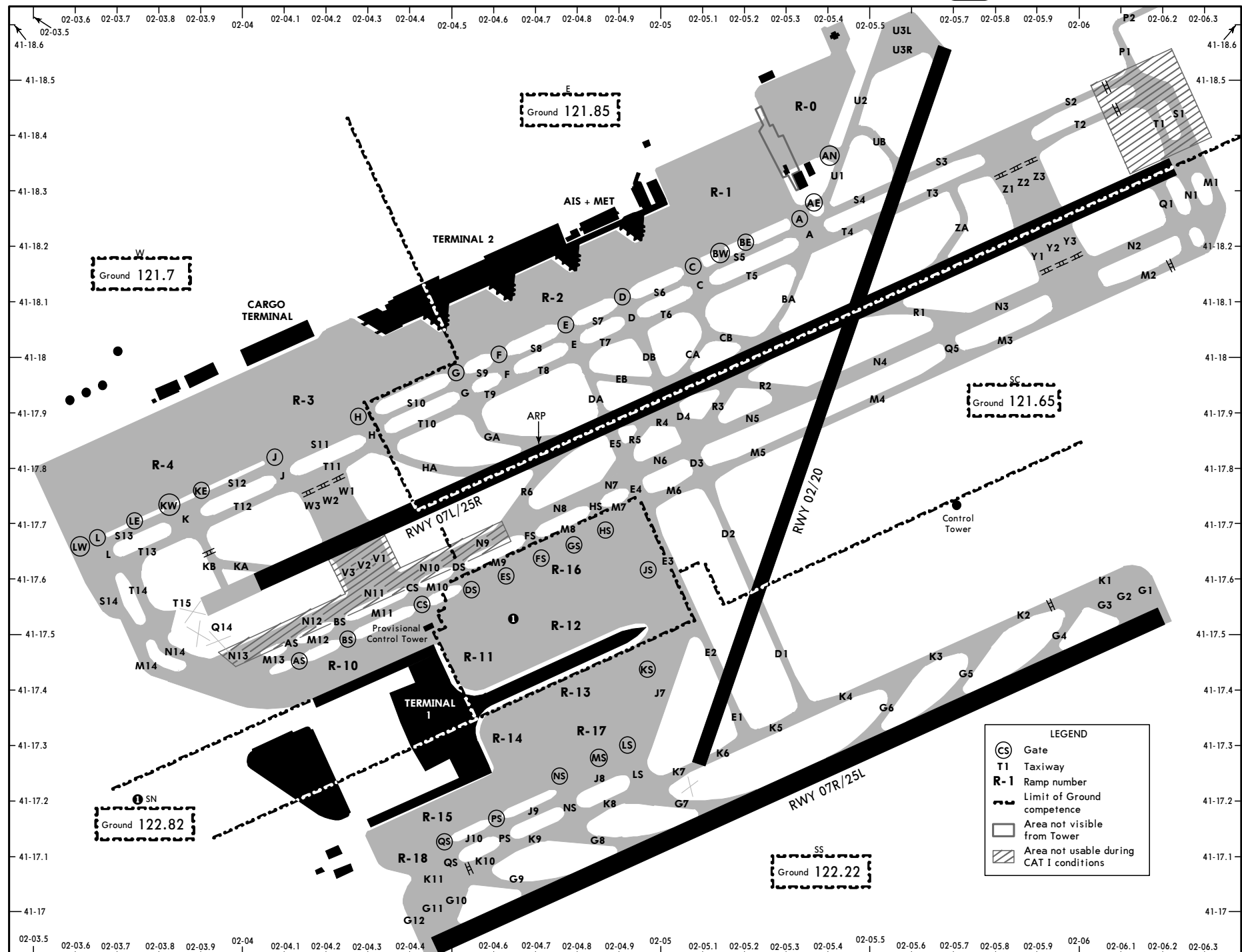
Standard**TAKE-OFF 1**

	LVP must be in Force				RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A	150m	150m	200m	250m	400m	500m
B						
C						
D		200m	250m	300m		

1 Operators applying U.S. Ops Specs: CL required below 300m.

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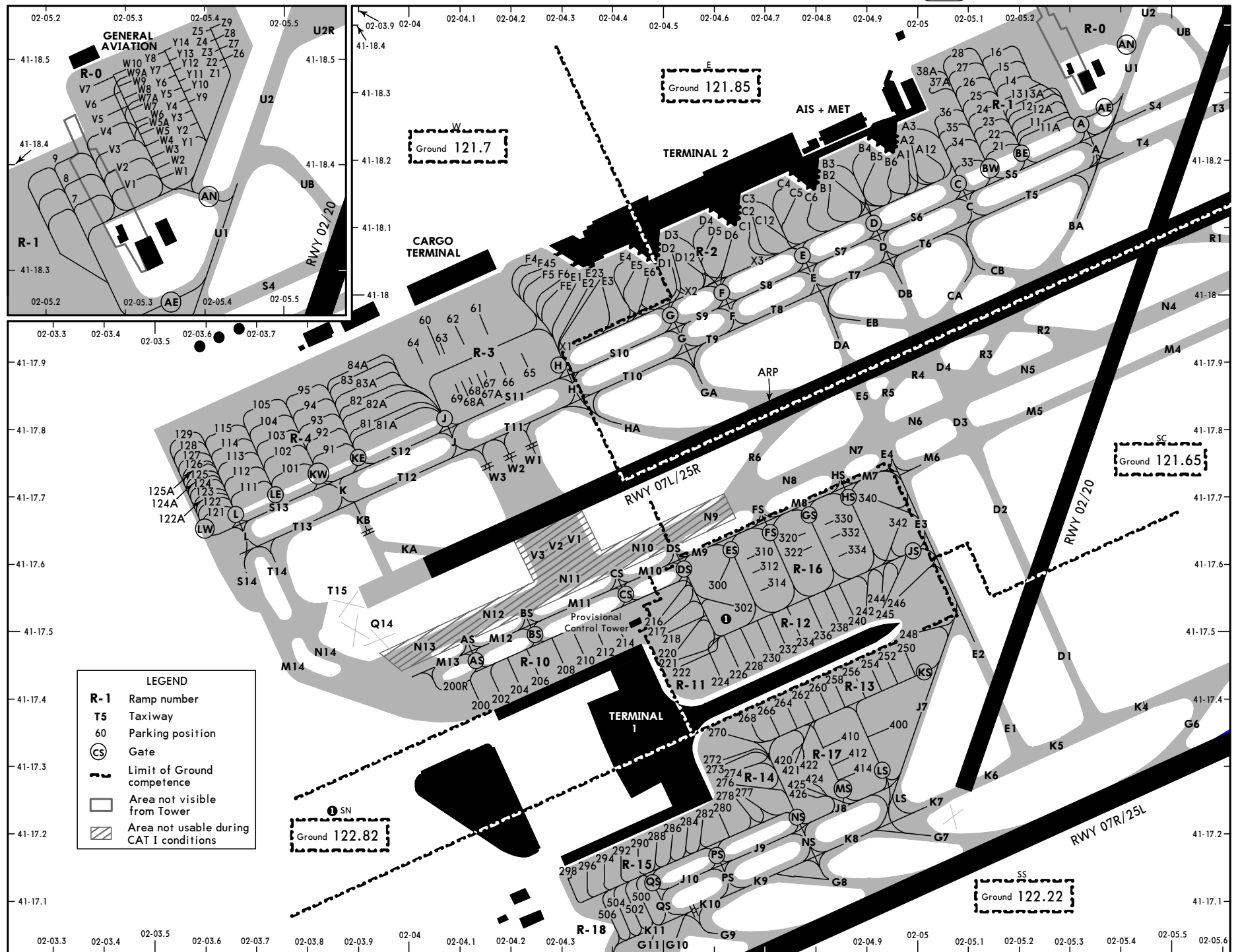
JEPPESEN BARCELONA, SPAIN
12 NOV 10 (10-9B) Eff 18 Nov
BARCELONA



LEBL/BCN

JEPPESEN
12 NOV 10 10-9C Eff 18 Nov

BARCELONA, SPAIN
BARCELONA



LEBL/BCN **JEPPESEN**
12 NOV 10 (10-9D) Eff 18 Nov**BARCELONA, SPAIN**
BARCELONA

INS COORDINATES	
STAND No.	COORDINATES
7 thru 9	N41 18.4 E002 05.2
11, 11A	N41 18.2 E002 05.2
12 thru 15	N41 18.3 E002 05.2
16	N41 18.4 E002 05.1
21	N41 18.2 E002 05.2
22	N41 18.2 E002 05.1
23 thru 27	N41 18.3 E002 05.1
28	N41 18.4 E002 05.1
33 thru 35	N41 18.2 E002 05.1
36	N41 18.3 E002 05.1
37A, 38A	N41 18.3 E002 05.0
60	N41 18.0 E002 04.0
61, 62	N41 18.0 E002 04.1
63, 64	N41 17.9 E002 04.0
65, 66	N41 17.9 E002 04.2
67 thru 69	N41 17.9 E002 04.1
81 thru 82A	N41 17.9 E002 04.0
83	N41 18.0 E002 04.0
83A	N41 17.9 E002 04.0
84A	N41 18.0 E002 04.0
91	N41 17.8 E002 03.9
92, 93	N41 17.8 E002 03.8
94, 95	N41 17.9 E002 03.8
101	N41 17.7 E002 03.8
102 thru 105	N41 17.8 E002 03.7
111	N41 17.7 E002 03.7
112, 113	N41 17.8 E002 03.7
114, 115	N41 17.8 E002 03.6
121 thru 125	N41 17.7 E002 03.6
125A thru 129	N41 17.8 E002 03.6
200	N41 17.4 E002 04.1
200R	N41 17.5 E002 04.1
202, 204	N41 17.4 E002 04.2
206, 208	N41 17.4 E002 04.3
210 thru 214	N41 17.5 E002 04.4
216 thru 221	N41 17.5 E002 04.5
222	N41 17.4 E002 04.5
224	N41 17.4 E002 04.6
226	N41 17.4 E002 04.7
228 thru 232	N41 17.5 E002 04.7
234 thru 238	N41 17.5 E002 04.8
240 thru 246	N41 17.5 E002 04.9
248, 250	N41 17.5 E002 05.0
252	N41 17.5 E002 04.9
254, 256	N41 17.4 E002 04.9
258 thru 262	N41 17.4 E002 04.8
264 thru 268	N41 17.4 E002 04.7
270 thru 277	N41 17.3 E002 04.6
278 thru 284	N41 17.2 E002 04.6
286 thru 290	N41 17.2 E002 04.5
292, 294	N41 17.2 E002 04.4

LEBL/BCN **JEPPESEN**
12 NOV 10 **10-9E** **Eff 18 Nov****BARCELONA, SPAIN**
BARCELONA

INS COORDINATES	
STAND No.	COORDINATES
296	N41 17.1 E002 04.4
298	N41 17.1 E002 04.3
300 thru 314	N41 17.6 E002 04.7
320, 322	N41 17.6 E002 04.8
330	N41 17.7 E002 04.8
332	N41 17.7 E002 04.9
334	N41 17.6 E002 04.9
340	N41 17.7 E002 04.9
342	N41 17.7 E002 05.0
400 thru 414	N41 17.3 E002 04.9
420 thru 426	N41 17.3 E002 04.8
500, 502	N41 17.1 E002 04.5
504, 506	N41 17.1 E002 04.4
A1 thru A12	N41 18.2 E002 05.0
B1 thru B3	N41 18.2 E002 04.8
B4 thru B6	N41 18.2 E002 04.9
C1 thru C3	N41 18.1 E002 04.7
C4	N41 18.2 E002 04.7
C5, C6	N41 18.1 E002 04.8
C12	N41 18.1 E002 04.7
D1	N41 18.0 E002 04.5
D2, D3	N41 18.1 E002 04.5
D4 thru D6	N41 18.1 E002 04.6
D12	N41 18.1 E002 04.5
E1	N41 18.0 E002 04.3
E2, E3	N41 18.0 E002 04.4
E4	N41 18.1 E002 04.4
E5	N41 18.0 E002 04.4
E6	N41 18.0 E002 04.5
E23	N41 18.0 E002 04.4
FE	N41 18.0 E002 04.3
F4 thru F45	N41 18.0 E002 04.3
V1 thru V5	N41 18.4 E002 05.3
V6	N41 18.5 E002 05.3
V7	N41 18.5 E002 05.2
W1 thru W4	N41 18.4 E002 05.4
W5, W5A	N41 18.4 E002 05.3
W6 thru W10	N41 18.5 E002 05.3
X1	N41 17.9 E002 04.3
X2	N41 18.0 E002 04.6
X3	N41 18.1 E002 04.7
Y1 thru Y3	N41 18.4 E002 05.4
Y4, Y5	N41 18.5 E002 05.4
Y6 thru Y8	N41 18.5 E002 05.3
Y9 thru Z9	N41 18.5 E002 05.4

LEBL/BCN**JEPPESEN**
22 MAY 09 **10-9F** **Eff 4 Jun****BARCELONA, SPAIN**
BARCELONA**VISUAL DOCKING GUIDANCE SYSTEM****GENERAL**

This system contains information about azimuth guidance (shows the aircraft position with relation to the centerline of the parking area) and distance to the stop position, that is provided by display unit in front of the cockpit.

DISPLAY UNIT OF TERMINAL 1

Consists of:

1. Two alphanumeric presentation line of 5 characters composed by yellow indicators, which can indicate the following information:
Zulu time, stand number, docking beginning or wait situation ("WAIT"), aircraft type, the rest distance to the stop position (in meters), stop position ("STOP"), aircraft parked in the correct position ("OK"), checking failure of aircraft (message 1: "ID"; message 2: "FAIL"), gate block (message 1: "GATE"; message 2: "BLOCK"), blocked view (message 1: "VIEW"; message 2: "BLOCK"), speed exceeding in the approach ("SLOW DOWN"), blocks on ("CHOCK ON"), surpassed stop position ("TOO FAR"), slowing down due to bad weather conditions or lost aircraft during the docking ("SLOW"), too fast ("TOO FAST"), stop SBU ("SBU").
2. Azimuth guidance display (centerline and arrows indicating the direction to follow to be centered, yellow and red), as well as red lights when stop aircraft is indicated.
3. Distance indicators to the stop position composed by yellow and black lines located in a centered vertical column (approach index) finished in a smaller and narrow centered vertical column.

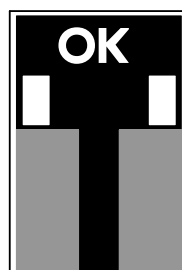
DISPLAY UNIT OF TERMINAL 2

Consists of:

1. One alphanumeric presentation line of 4 characters composed by yellow indicators, which can indicate the following information:
Aircraft type, stand position ("STND"), stop position ("STOP"), aircraft parked in the correct position ("OK"), surpassed stop position ("TOO FAR") and speed exceeding in the approach ("SLOW DOWN").
2. Azimuth guidance display (centerline and arrows indicating the direction to follow to be centred), as well as red bars when stop aircraft is indicated.
3. Distance indicators to the stop position composed by yellow and black lines located in a centred vertical column.

PILOT INSTRUCTIONS

1. Check that the indicated aircraft type is the appropriate.
2. Taxi aligned with centerline watching centerline guidance.
3. Check that the distance indicator is completely yellow. It means that the system has captured the aircraft.
4. Observe the yellow arrow located in the centerline guidance indicator to follow the correct position and direction. A flashing red arrow indicate the turn direction.
5. If the aircraft speed exceeds the scheduled speed, the unit display indicates "SLOW DOWN" and the taxiing speed must be reduced.
6. The distance indicator is activated at 66'/20m (TERMINAL 1) and at 52'/16m (TERMINAL 2) before the stop position and, as the aircraft is approaching, gradually the yellow lines are switched-off showing the rest distances to the stop position (each line indicates 2'/0.5m (TERMINAL 1) and 2'/0.66m (TERMINAL 2) covered).
7. At the stop position, the distance indicator shows completely black and "STOP" will appear in the upper presentation line.



LEBL/BCN **JEPPESEN**

23 JUL 10

10-9X**Eff 29 Jul****JAA MINIMUMS****BARCELONA, SPAIN****BARCELONA**

STRAIGHT-IN RWY		A	B	C	D
02	ILS	299' (292')	311' (304')	320' (313')	330' (323')
		R650m	R800m	R800m	R800m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	450' (443')	450' (443')	450' (443')	450' (443')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	VOR	500' (486')	500' (486')	500' (486')	500' (486')
		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
07L	CAT 3B ILS	approved	approved	approved	approved
	CAT 3A ILS	RA 50' R200m	RA 50' R200m	RA 50' R200m	RA 50' R200m
	CAT 2 ILS	113' (105')	128' (120')	142' (134')	155' (147')
		RA 105' R300m	RA 120' R300m	RA 134' R400m	RA 147' R450m
	ILS	242' (234')	254' (246')	262' (254')	273' (265')
		R600m	R600m	R650m	R650m
	<i>ALS out</i>	R1000m	R1000m	R1200m	R1200m
	LOC	480' (472')	480' (472')	480' (472')	480' (472')
		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	VOR	480' (466')	480' (466')	480' (466')	480' (466')
		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
07R	CAT 3B ILS	approved	approved	approved	approved
	CAT 3A ILS	RA 50' R200m	RA 50' R200m	RA 50' R200m	RA 50' R200m
	CAT 2 ILS	108' (100')	118' (110')	129' (121')	144' (136')
		RA 105' R300m	RA 118' R300m	RA 126' R400m	RA 141' R400m
	ILS	252' (244')	264' (256')	272' (264')	282' (274')
		R600m	R650m	R650m	R650m
	<i>ALS out</i>	R1000m	R1200m	R1200m	R1200m
	LOC	500' (492')	500' (492')	500' (492')	500' (492')
		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	VOR	440' (426')	440' (426')	440' (426')	440' (426')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
25L	CAT 3B ILS	approved	approved	approved	approved
	CAT 3A ILS	RA 50' R200m	RA 50' R200m	RA 50' R200m	RA 50' R200m
	CAT 2 ILS	108' (100')	108' (100')	116' (108')	131' (123')
		RA 104' R300m	RA 104' R300m	RA 112' R400m	RA 127' R400m
	ILS	208' (200')	208' (200')	208' (200')	208' (200')
		R700m	R700m	R700m	R700m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	420' (412')	420' (412')	420' (412')	420' (412')
		R1200m	R1300m	R1400m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	VOR	530' (516')	530' (516')	530' (516')	530' (516')
		R1400m	R1500m	R1600m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m

LEBL/BCN **JEPPESEN**

23 JUL 10

10-9X1**Eff 29 Jul****JAA MINIMUMS****BARCELONA, SPAIN****BARCELONA**

STRAIGHT-IN RWY		A	B	C	D
25R	CAT 2 ILS ❶	110' (100')	124' (114')	135' (125')	150' (140')
		RA 102' R300m	RA 116' R300m	RA 127' R400m	RA 143' R400m
	CAT 2 ILS ❷	226' (216')	243' (233')	255' (245')	269' (259')
		R450m	R450m	R450m	R450m
	ILS ❶	215' (205')	227' (217')	235' (225')	246' (236')
		R700m	R700m	R700m	R700m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	ILS ❷	305' (295')	317' (307')	325' (315')	336' (326')
		R800m	R800m	R900m	R900m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	470' (460')	470' (460')	470' (460')	470' (460')
		R1400m	R1500m	R1600m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	VOR	540' (526')	540' (526')	540' (526')	540' (526')
		R1400m	R1500m	R1600m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m

❶ Missed apch climb grad mim 3.0%.

❷ Missed apch climb grad mim 2.5%.

CIRCLE-TO-LAND ❸	100 KT	135 KT	180 KT	205 KT
	580' (566')	700' (686')	890' (876')	1300' (1286')
	V1500m	V1600m	V2400m	V3600m

❸ Not authorized Northwest of airport.

TAKE-OFF RWY 02, 07L/R, 20, 25L/R

All Rwys					
	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force			
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A					
B	125m	150m	200m	250m	400m
C					
D	150m	200m	250m	300m	500m

LEBL/BCN BARCELONA

JEPPesen
12 NOV 10 **11-1** Eff 18 Nov

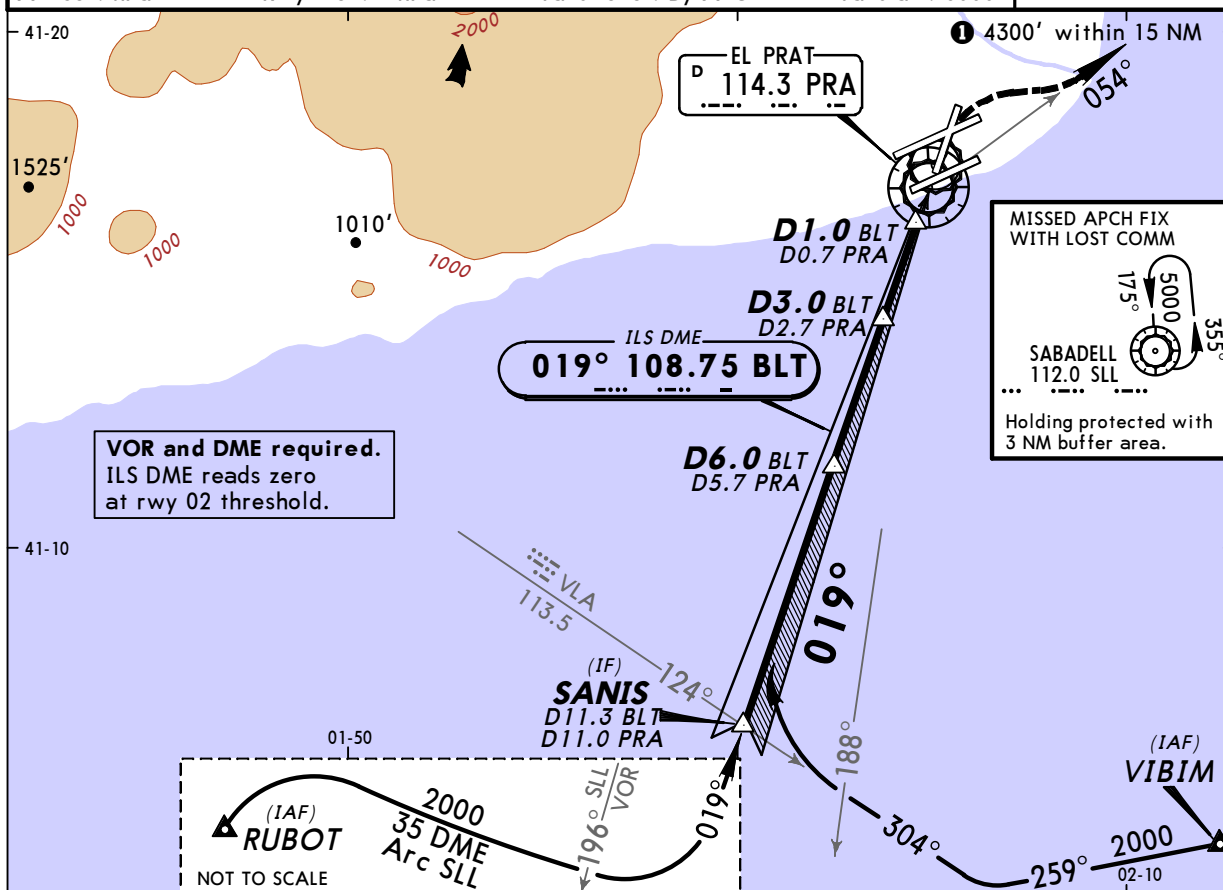
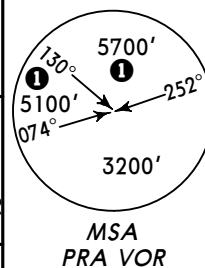
BARCELONA, SPAIN ILS or LOC Rwy 02

BRIEFING STRIP

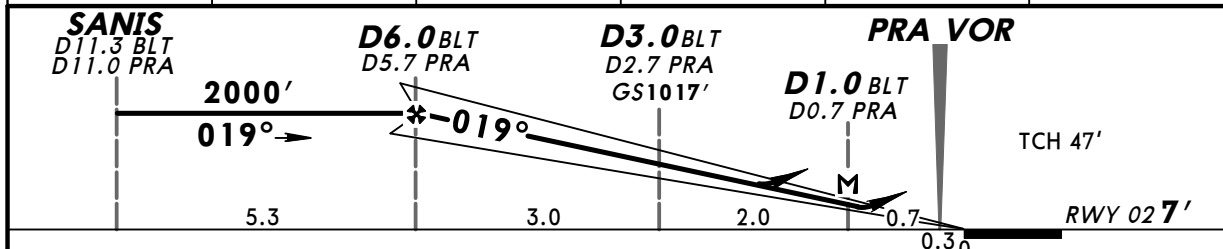
ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower		W	SS	Ground SN	SC	E
118.65	119.1	118.1	118.32	121.7	122.22	122.82	121.65	121.85
LOC BLT 108.75	Final Apch Crs 019°	GS D3.0 BLT 1017' (1010')	ILS DA(H) Refer to Minimums	Apt Elev 14'	RWY 7'			

MISSED APCH: Climb on rwy heading to 500', turn RIGHT not before PRA VOR (MAX 185 KT) onto R-054 PRA climbing to 3000' and as directed.
MISSED APCH WITH LOST COMM: Climb on rwy heading to 500', turn RIGHT not before PRA VOR (MAX 185 KT) onto R-054 PRA climbing to 4000'. Climbing turn LEFT to SLL VOR to 5000' and hold.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'



LOC (GS out)	BLT DME	5.0	4.0	3.0	2.0
	ALTITUDE	1720'	1390'	1060'	730'

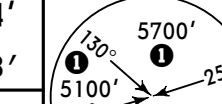


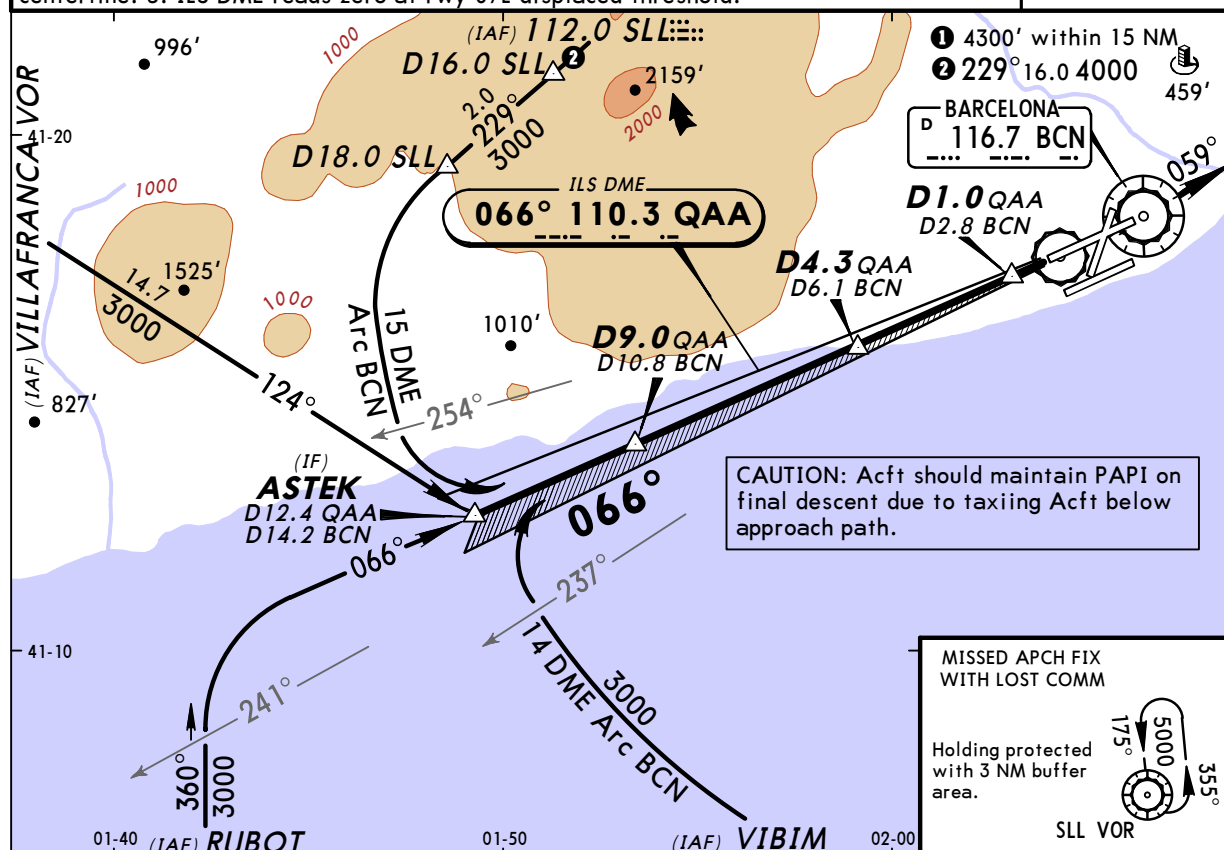
Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00°	377	484	538	646	753	861
LOC Descent Angle 3.12°	386	497	552	662	773	883
MAP at D1.0 BLT/D0.7 PRA						

Standard				STRAIGHT-IN LANDING RWY 02		CIRCLE-TO-LAND	
ILS				LOC (GS out)		Not authorized Northwest of airport	
A: 299' (292') C: 320' (313')				DA(H) 450' (443')			
B: 311' (304') D: 330' (323')							
FULL		Limited	ALS out	ALS out		Max Kts	MDA(H) VIS
A	RVR 650m					100	580' (566') 1500m
B	RVR 700m	RVR 750m	RVR 1400m		RVR 1500m	135	700' (686') 1600m
C				RVR 1400m		180	890' (876') 2400m
D	RVR 800m	RVR 1500m			CMV 2100m	205	1300' (1286') 3600m

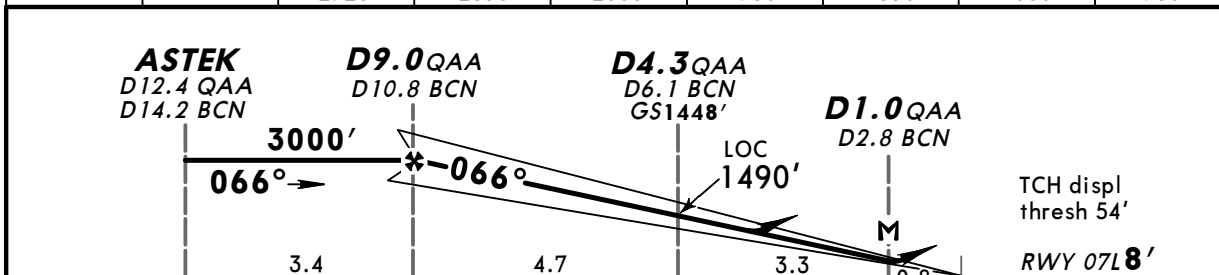
LEBL/BCN
BARCELONAJEPPESEN
23 JUL 10 (11-2) Eff 29 JulBARCELONA, SPAIN
ILS or LOC Rwy 07L

BRIEFING STRIP

ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower		W	SS	Ground SN	SC	E
118.65	119.1	118.1	118.32	121.7	122.22	122.82	121.65	121.85
LOC QAA 110.3	Final Apch Crs 066°	GS D4.3 QAA 1448' (1440')	ILS DA(H) Refer to Minimums	Apt Elev 14' RWY 8'		 MSA BCN VOR		
MISSED APCH: Climb STRAIGHT AHEAD to BCN VOR and follow R-059 BCN to 3000' and as directed.								
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to BCN VOR and follow R-059 BCN to 4000'. Turn LEFT to SLL VOR climbing to 5000' and hold.								
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'								
1. VOR and DME required. 2. LOC coverage restricted to 30° each side of rwy centerline. 3. ILS DME reads zero at rwy 07L displaced threshold.								



LOC (GS out)	QAA DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2720'	2390'	2060'	1730'	1390'	1060'	730'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	BCN	3000'	BCN
ILS GS 3.00°	377	484	538	646	753	861	REIL	116.7	↑	on 116.7
LOC Descent Angle 3.13°	388	498	554	665	775	886	PAPI		↑	
MAP at D1.0 QAA/D2.8 BCN										

Standard				STRAIGHT-IN LANDING RWY 07L		CIRCLE-TO-LAND	
ILS				LOC (GS out)		Not authorized Northwest of airport	
A: 242' (234') C: 262' (254')				DA(H) 480' (472')			
B: 254' (246') D: 273' (265')							
FULL		Limited	ALS out	ALS out		Max Kts	MDA(H) VIS
A	RVR 550m		RVR 1200m		RVR 1500m	100	580' (566') 1500m
B						135	700' (686') 1600m
C		RVR 750m	RVR 1300m	RVR 1500m		180	890' (876') 2400m
D	RVR 600m			CMV 2200m		205	1300' (1286') 3600m

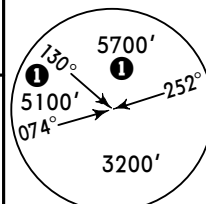
PANS OPS 4

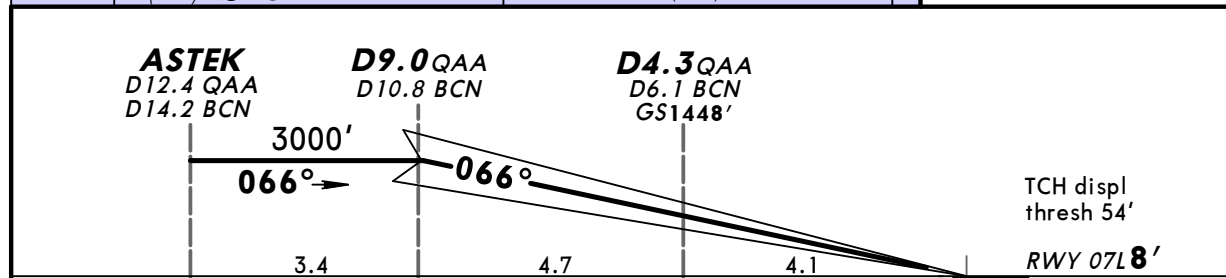
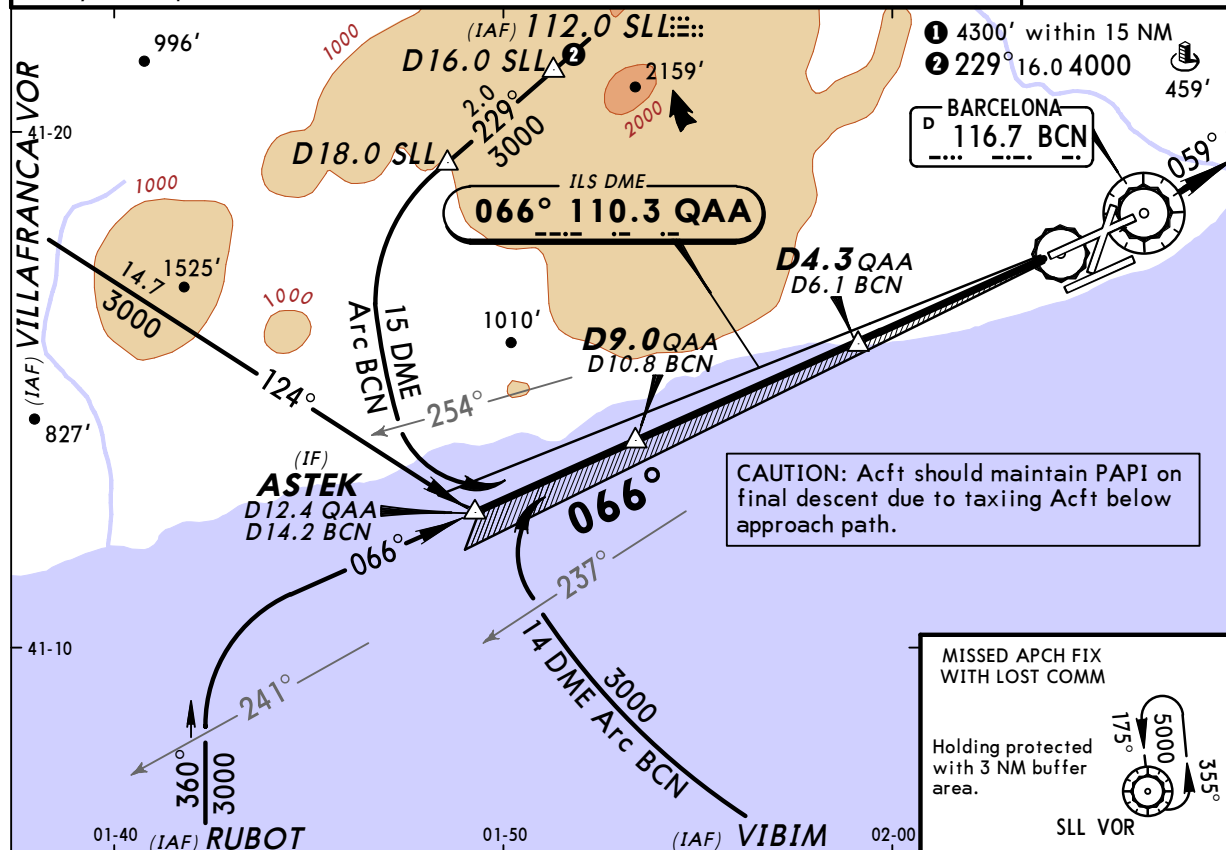
LEBL/BCN BARCELONA

JEPPesen
23 JUL 10
Eff 29 Jul 11-2A

BARCELONA, SPAIN CAT II ILS Rwy 07L

BRIEFING STRIP

ATIS Arrival 118.65	BARCELONA Approach (R) 119.1	BARCELONA Tower 118.1 118.32		W 121.7	SS 122.22	Ground SN 122.82	SC 121.65	E 121.85
LOC QAA 110.3	Final Apch Crs 066°	GS D4.3 QAA 1448' (1440')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 14' RWY 8'		 MSA BCN VOR		
MISSED APCH: Climb STRAIGHT AHEAD to BCN VOR and follow R-059 BCN to 3000' and as directed.								
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to BCN VOR and follow R-059 BCN to 4000'. Turn LEFT to SLL VOR climbing to 5000' and hold.								
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: By ATC		Trans alt: 6000'			
1. VOR and DME required. 2. Special Aircrew & Aircraft Certification Required.								
3. LOC coverage restricted to 30° each side of rwy centerline. 4. ILS DME reads zero at rwy 07L displaced threshold.								



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	BCN	3000'	BCN
GS	3.00°	377	484	538	646	753	REIL PAPI	116.7	↑	on 116.7
										R-059

Standard

STRAIGHT-IN LANDING RWY 07L
CAT II ILS

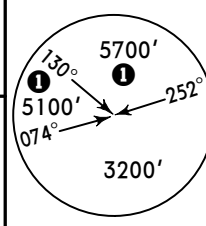
A RA 105' DA(H) 113' (105')	B RA 120' DA(H) 128' (120')	C RA 134' DA(H) 142' (134')	D RA 147' DA(H) 155' (147')
RVR 300m 	RVR 400m	RVR 450m	

 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

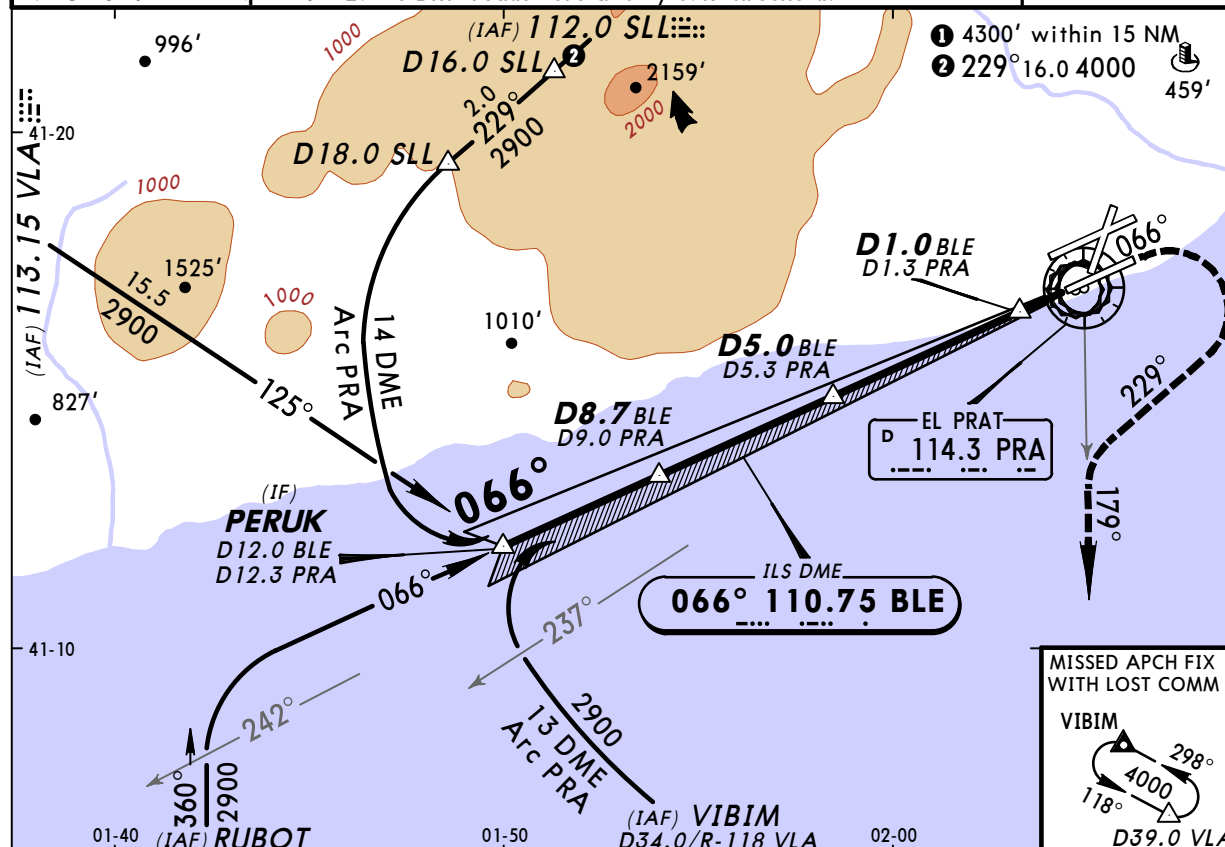
PANS OPS 4

LEBL/BCN
BARCELONAJEPPESSEN
23 JUL 10 (11-3) Eff 29 JulBARCELONA, SPAIN
ILS or LOC Rwy 07R

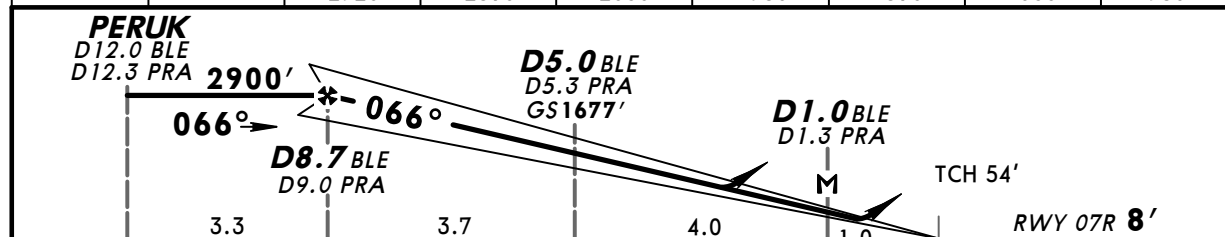
BRIEFING STRIP™

ATIS Arrival	BARCELONA Approach (R)		BARCELONA Tower		W	SS	Ground SN	SC	E	
118.65	119.1		118.1	118.32	121.7	122.22	122.82	121.65	121.85	
LOC BLE 110.75	Final Apch Crs 066°	GS D5.0 BLE 1677' (1669')	ILS DA(H) Refer to Minimums		Apt Elev 14' RWY 8'					
MISSED APCH: Climb on 066° to 500'. Turn RIGHT (MAX 185 KT) onto 229° to intercept R-179 PRA climbing to 3000' and as directed. MISSED APCH WITH LOST COMM: Climb on 066° to 500'. Turn RIGHT (MAX 185 KT) onto 229° to intercept R-179 PRA and follow R-124 VLA to D39.0 VLA climbing to 4000' and hold at VIBIM.										
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 6000'				
1. VOR and DME required. 2. ILS DME reads zero at rwy 07R threshold.										

MSA
PRA VOR



LOC (GS out)	BLE DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2720'	2390'	2060'	1730'	1390'	1060'	730'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	
ILS GS 3.00°	377	484	538	646	753	861	REIL	500'
LOC Descent Angle 3.13°	388	498	554	665	775	886	PAPI	on 066°
MAP at D1.0 BLE/1.3 PRA							PAPI	

Standard				STRAIGHT-IN LANDING RWY 07R		CIRCLE-TO-LAND	
ILS				LOC (GS out)		Not authorized Northwest of airport	
DA(H)				DA(H) 500' (492')		Max Kts. MDA(H) VIS	
FULL				ALS out		100 580' (566') 1500m	
Limited				ALS out		135 700' (686') 1600m	
ALS out				ALS out		180 890' (876') 2400m	
FULL				ALS out		205 1300' (1286') 3600m	
A	RVR 550m				RVR 1500m		
B		RVR 750m	RVR 1300m	RVR 1500m			
C	RVR 600m				CMV 2300m		
D							

PANS OPS 4

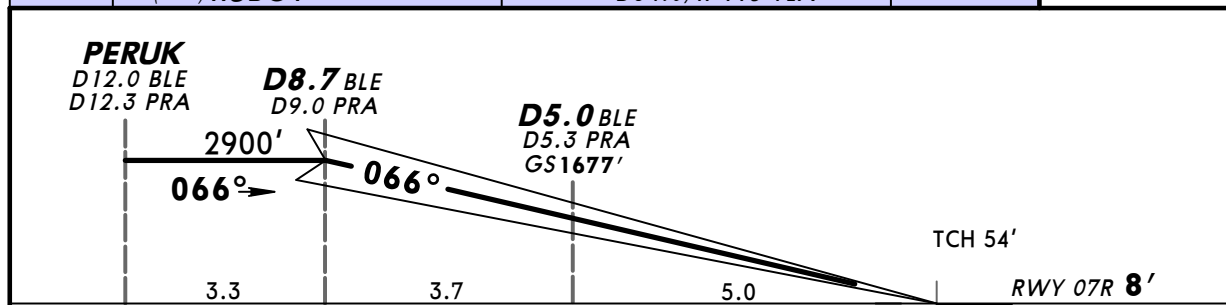
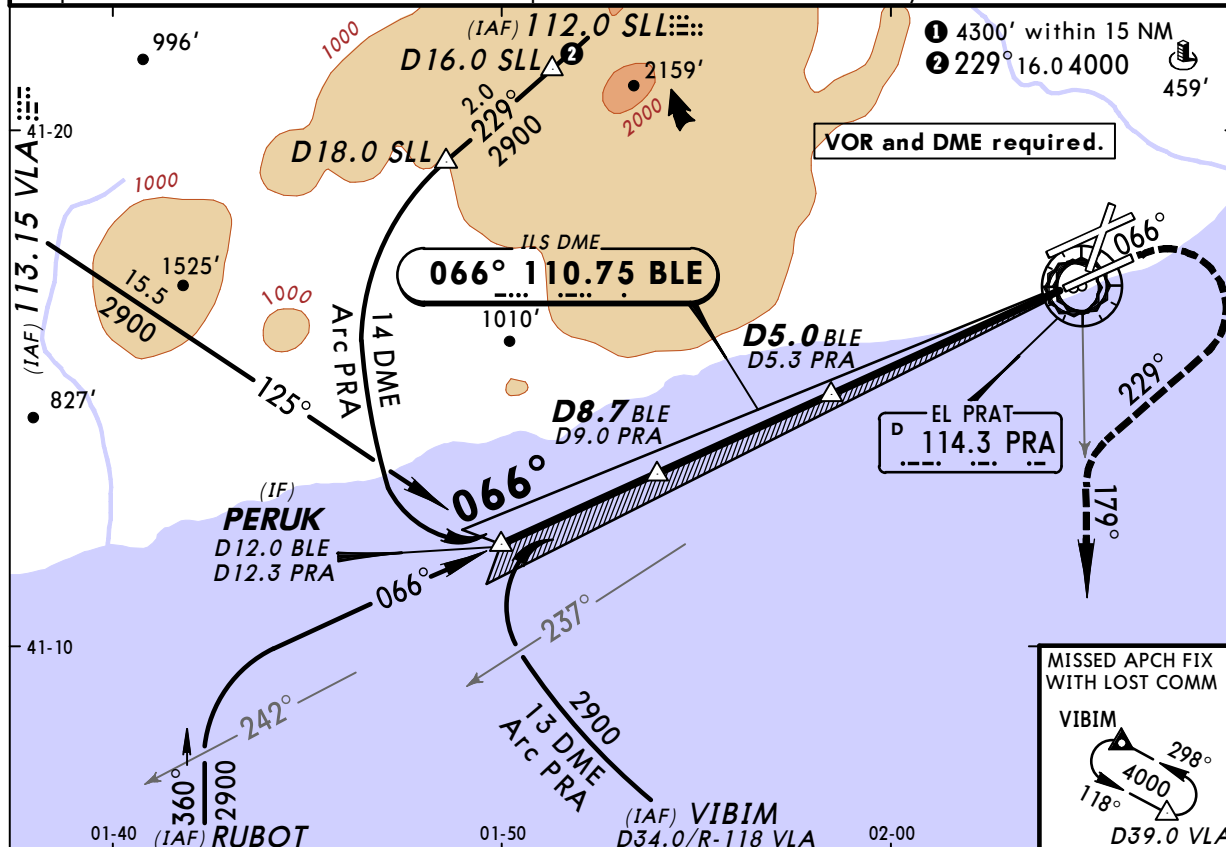
LEBL/BCN BARCELONA

JEPPESSEN
23 JUL 10
Eff 29 Jul **11-3A**

BARCELONA, SPAIN CAT II ILS Rwy 07R

BRIEFING STRIP

ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower		W	SS	Ground SN	SC	E
118.65	119.1	118.1	118.32	121.7	122.22	122.82	121.65	121.85
LOC BLE 110.75	Final Apch Crs 066°	GS D5.0 BLE 1677' (1669')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 14' RWY 8'		MSA PRA VOR		
MISSED APCH: Climb on 066° to 500'. Turn RIGHT (MAX 185 KT) onto 229° to intercept R-179 PRA climbing to 3000' and as directed. MISSED APCH WITH LOST COMM: Climb on 066° to 500'. Turn RIGHT (MAX 185 KT) onto 229° to intercept R-179 PRA and follow R-124 VLA onto to D39.0 VLA climbing to 4000' and hold at VIBIM.								
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000' 1. Special Aircrew & Aircraft Certification Required. 2. ILS DME reads zero at rwy 07R threshold.								



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	
GS	3.00°	377	484	538	646	753	861	500'
								on 066°

STRAIGHT-IN LANDING RWY 07R CAT II ILS			
A RA 105' DA(H) 108' (100')	B RA 118' DA(H) 118' (110')	C RA 126' DA(H) 129' (121')	D RA 141' DA(H) 144' (136')
RVR 300m		RVR 400m	

Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

CHANGES: Chart reindexed. Bearings.

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PANS OPS 4

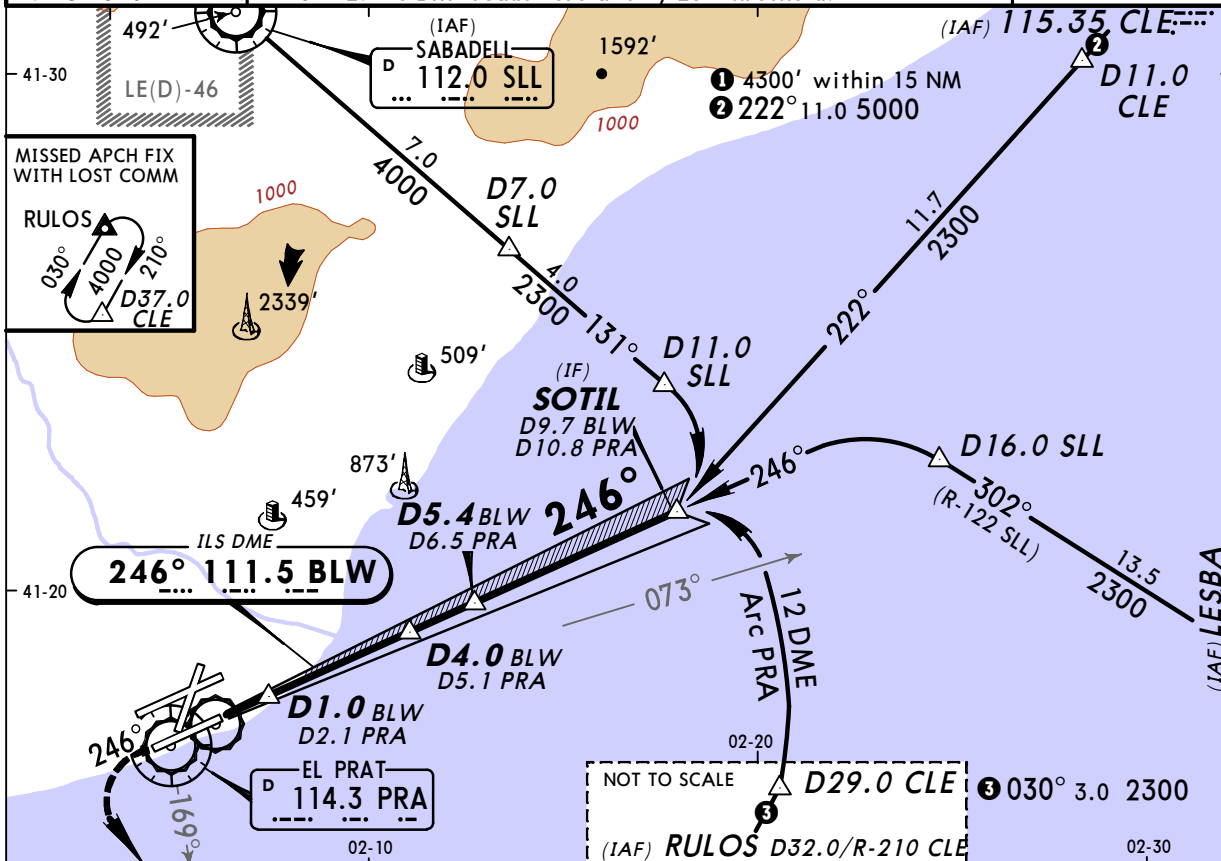
LEBL/BCN BARCELONA

JEPPESEN
23 JUL 10 **11-4** Eff 29 Jul

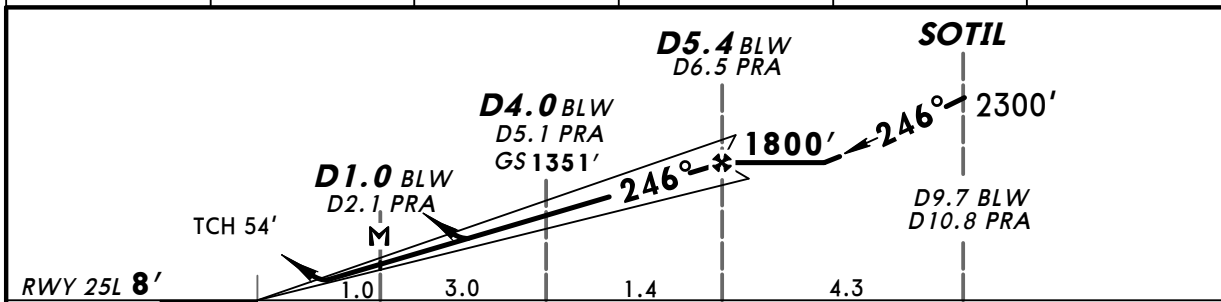
BARCELONA, SPAIN ILS or LOC Rwy 25L

BRIEFING STRIP

ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower		W	SS	Ground SN	SC	E
118.65	119.1	118.1	118.32	121.7	122.22	122.82	121.65	121.85
LOC BLW 111.5	Final Apch Crs 246°	GS D4.0 BLW 1351' (1343')	ILS DA(H) 208' (200')	Apt Elev 14' RWY 8'				
MISSED APCH: Climb on 246° to 500'. Turn LEFT (MAX 185 KT) to follow R-169 PRA climbing to 3000' and as directed. MISSED APCH WITH LOST COMM: Climb on 246° to 500'. Turn LEFT (MAX 185 KT) to follow R-169 PRA to D14.0 PRA. Turn LEFT to intercept R-210 CLE to RULOS climbing to 4000' and hold.								
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 6000'		MSA PRA VOR
1. VOR and DME required. 2. ILS DME reads zero at rwy 25L threshold.								



LOC (GS out)	BLW DME	2.0	3.0	4.0	5.0
	ALTITUDE	730'	1060'	1400'	1730'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI	500' on 246°
ILS GS 3.00°	377	484	538	646	753	861		
LOC Descent Angle 3.14°	389	500	556	667	778	889		
MAP at D1.0 BLW/D2.1 PRA								

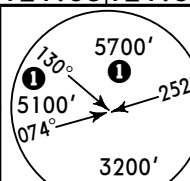
Standard				STRAIGHT-IN LANDING RWY 25L		CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized Northwest of airport			
DA(H) 208' (200')		DA(H) 420' (412')					
FULL/Limited	ALS out		ALS out	Max Kts	MDA(H)	VIS	
A				100	580' (566')	1500m	
B				135	700' (686')	1600m	
C	RVR 750m	RVR 1200m	RVR 1500m	180	890' (876')	2400m	
D				205	1300' (1286')	3600m	

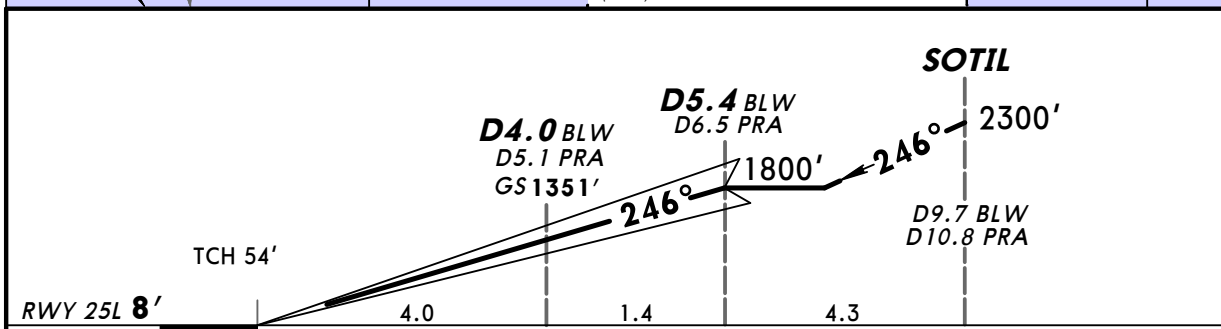
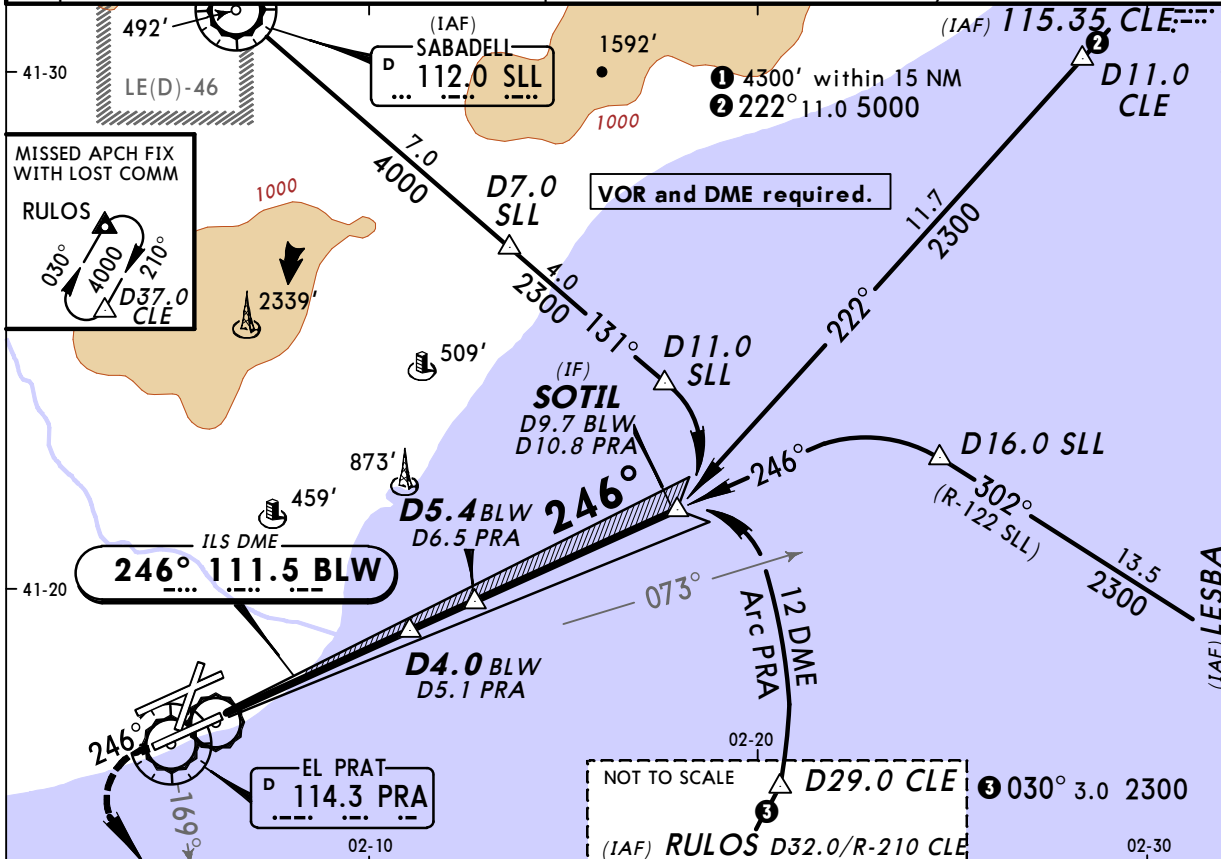
LEBL/BCN BARCELONA

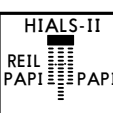
JEPPesen
23 JUL 10
Eff 29 Jul (11-4A)

BARCELONA, SPAIN CAT II ILS Rwy 25L

BRIEFING STRIP

ATIS Arrival 118.65	BARCELONA Approach (R) 119.1	BARCELONA Tower 118.1 118.32		W 121.7	SS 122.22	Ground SN 122.82	SC 121.65	E 121.85
LOC BLW 111.5	Final Apch Crs 246°	GS D4.0 BLW 1351' (1343')	CAT II ILS Refer to Minimums	Apt Elev 14 RWY 8'		 MSA PRA VOR		
MISSED APCH: Climb on 246° to 500'. Turn LEFT (MAX 185 KT) to follow R-169 PRA climbing to 3000' and as directed. MISSED APCH WITH LOST COMM: Climb on 246° to 500'. Turn LEFT (MAX 185 KT) to follow R-169 PRA to D14.0 PRA. Turn LEFT to intercept R-210 CLE to RULOS climbing to 4000' and hold.								
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 6000'		
1. Special Aircrew & Aircraft Certification Required. 2. ILS DME reads zero at rwy 25L threshold.								



Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	377	484	538	646	753	

STRAIGHT-IN LANDING RWY 25L CAT II ILS		
AB RA 104' DA(H) 108' (100')	C RA 112' DA(H) 116' (108')	D RA 127' DA(H) 131' (123')
RVR 300m 1	RVR 300m 1	RVR 400m

1 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

PANS OPS 4

LEBL/BCN
BARCELONA

JEPPESEN
23 JUL 10 (11-5) Eff

BARCELONA, SPAIN
ILS or LOC Rwy 25R

ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower		W	SS	Ground SN	SC	E
118.65	119.1	118.1	118.32	121.7	122.22	122.82	121.65	121.85
LOC BCA 109.5	Final Apch Crs 246°	GS D4.0 BCA 1351' (1341')	ILS DA(H) Refer to Minimums	Apt Elev 14' RWY 10'				

MISSED APCH: Climb on R-246 BCN to 3000' and as directed.

MISSED APCH WITH LOST COMM: Climb on R-246 to 3500'. Turn RIGHT to SLL VOR climbing to 6000' and hold.

Alt Set: hPa

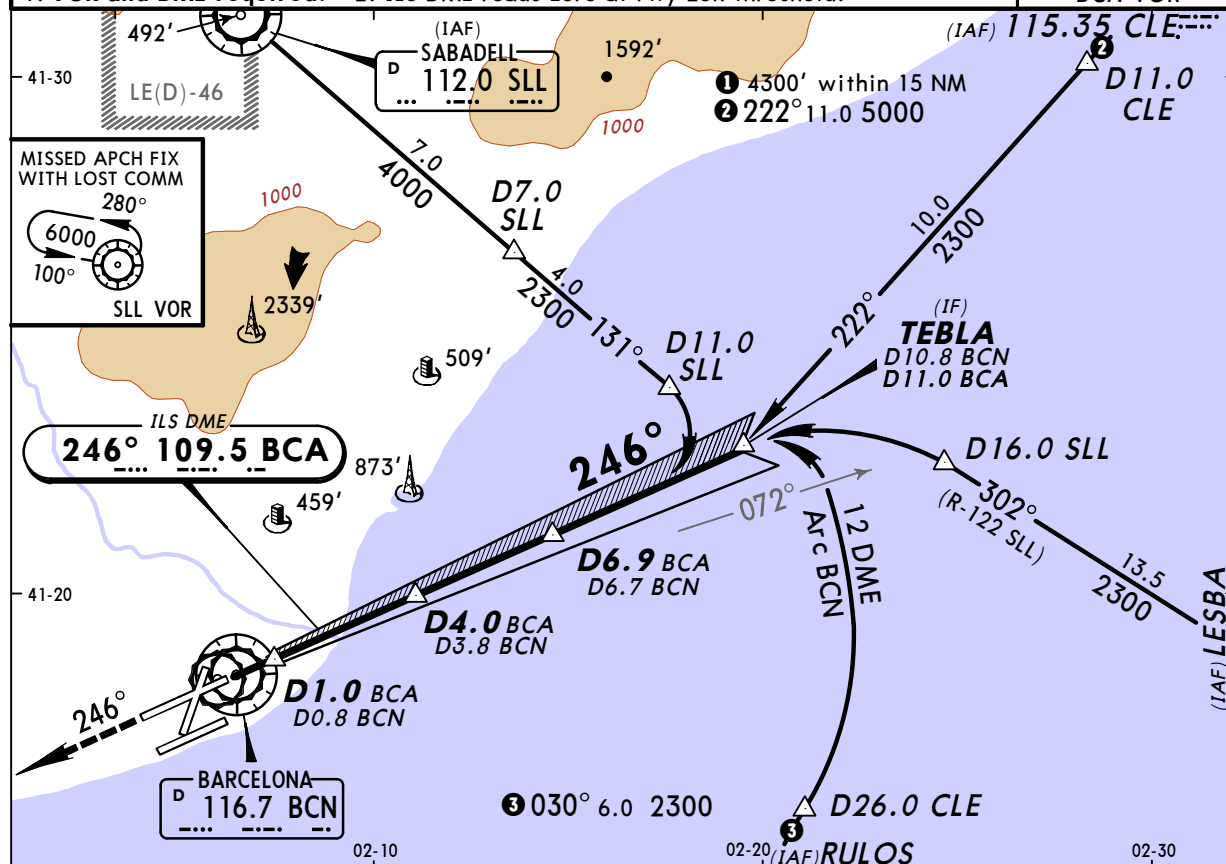
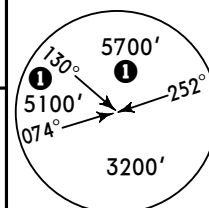
Rwy Elev: 0 hPa

Trans level: By ATC

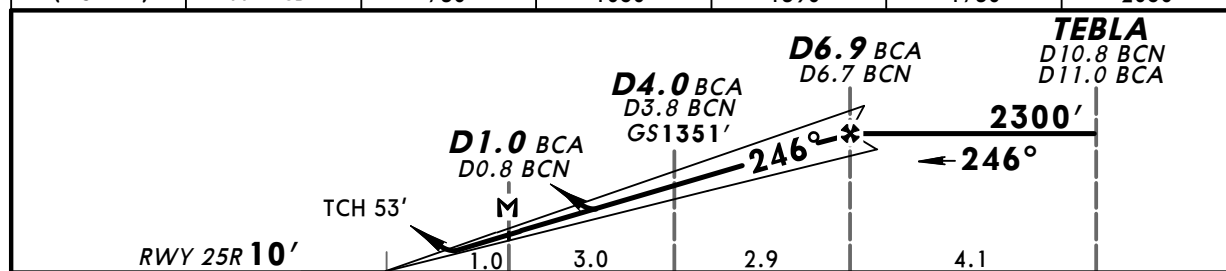
Trans alt: 6000'

1. **VOR and DME required.** 2. ILS DME reads zero at rwy 25R threshold.

MSA



LOC (GS out)	BCA DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	730'	1060'	1390'	1730'	2060'



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		
<i>ILS GS 3.00°</i>	377	484	538	646	753	861		
<i>LOC Descend Angle 3.13°</i>	388	498	554	665	775	886		
<i>MAP at D1.0 BCA/D0.8 BCN</i>								

Standard		STRAIGHT-IN LANDING RWY 25R				LOC (GS out)		CIRCLE-TO-LAND	
DA(H) ILS 1		DA(H) ILS 2						Not authorized Northwest of airport	
A: 215'(205')C: 235'(225')		A: 305'(295')C: 325'(315')				DA(H) 470'(460')		Max Kts. MDA(H) VIS	
B: 227'(217')D: 246'(236')		B: 317'(307')D: 336'(326')						100 580'(566') 1500m	
FULL/Limited		ALS out		FULL/Limited		ALS out		135 700'(686') 1600m	
A	RVR 750m	RVR 1200m	RVR 900m	RVR 1400m	RVR 1500m			180	890'(876') 2400m
B	RVR 800m		RVR 1000m		RVR 1700m	CMV 2100m		205	1300'(1286') 3600m
C			RVR 1100m	RVR 1500m					
D									

1 Missed apch climb grad mim 3.0%. **2** Missed apch climb grad mim 2.5%.

CHANGES: Chart reindexed. Bearings. LOC Descent Angle.

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LEBL/BCN BARCELONA

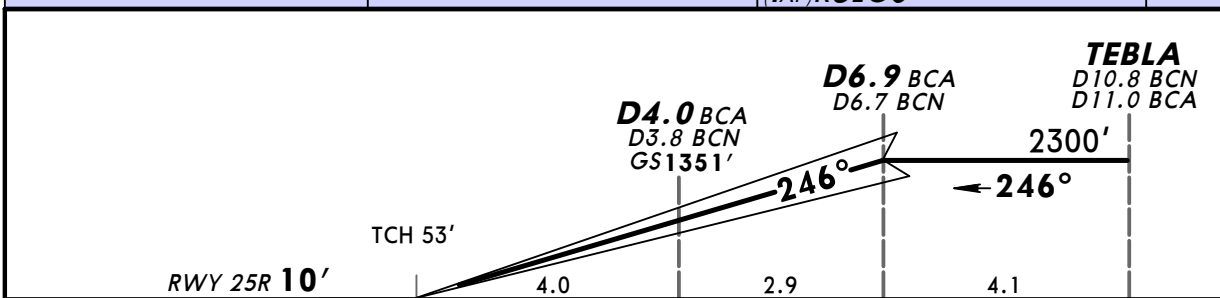
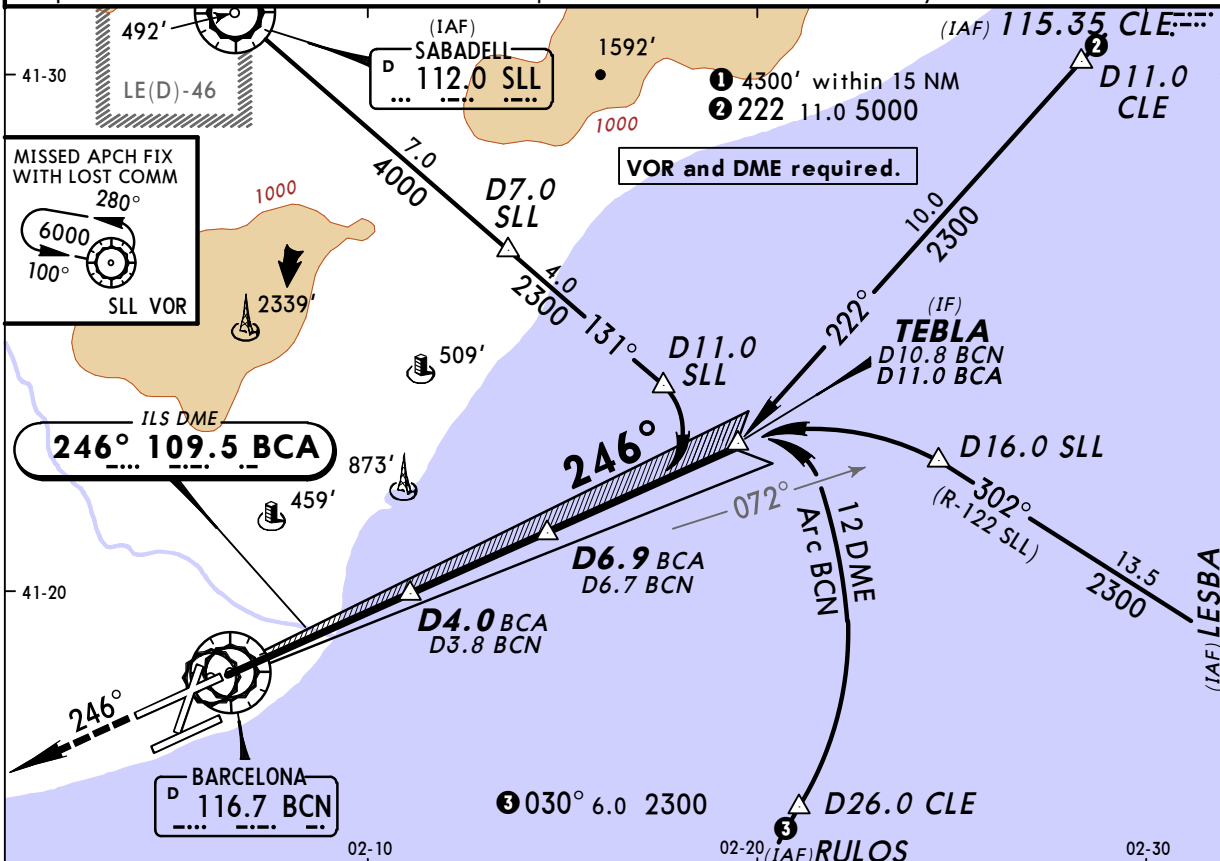
JEPPesen
23 JUL 10
Eff 29 Jul (11-5A)

BARCELONA, SPAIN CAT II ILS Rwy 25R

BRIEFING STRIP

ATIS Arrival 118.65	BARCELONA Approach (R) 119.1	BARCELONA Tower 118.1 118.32	W 121.7	SS 122.22	Ground SN 122.82	SC 121.65	E 121.85
LOC BCA 109.5	Final Apch Crs 246°	GS D4.0 BCA 1351' (1341')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 14'	RWY 10'		
MISSED APCH: Climb on R-246 BCN to 3000' and as directed. MISSED APCH WITH LOST COMM: Climb on R-246 to 3500'. Turn RIGHT to SLL VOR climbing to 6000' and hold.							MSA BCN VOR

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'
 1. Special Aircrew & Aircraft Certification Required. 2. ILS DME reads zero at rwy 25R threshold.



Gnd speed-Kts	70	90	100	120	140	160		BCN 116.7 R-246
GS	3.00°	377	484	538	646	753		

STRAIGHT-IN LANDING RWY 25R							
Missed apch climb gradient mim 3.0%				Missed apch climb gradient mim 2.5%			
A	B	C	D	A	B	C	D
RA 102'	RA 116'	RA 127'	RA 143'	RA 226'	RA 243'	RA 255'	RA 269'
DA(H) 110'(100')	DA(H) 124'(114')	DA(H) 135'(125')	DA(H) 150'(140')	DA(H) 226'(216')	DA(H) 243'(233')	DA(H) 255'(245')	DA(H) 269'(259')
RVR 300m		RVR 400m		RVR 450m			

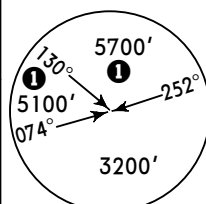
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

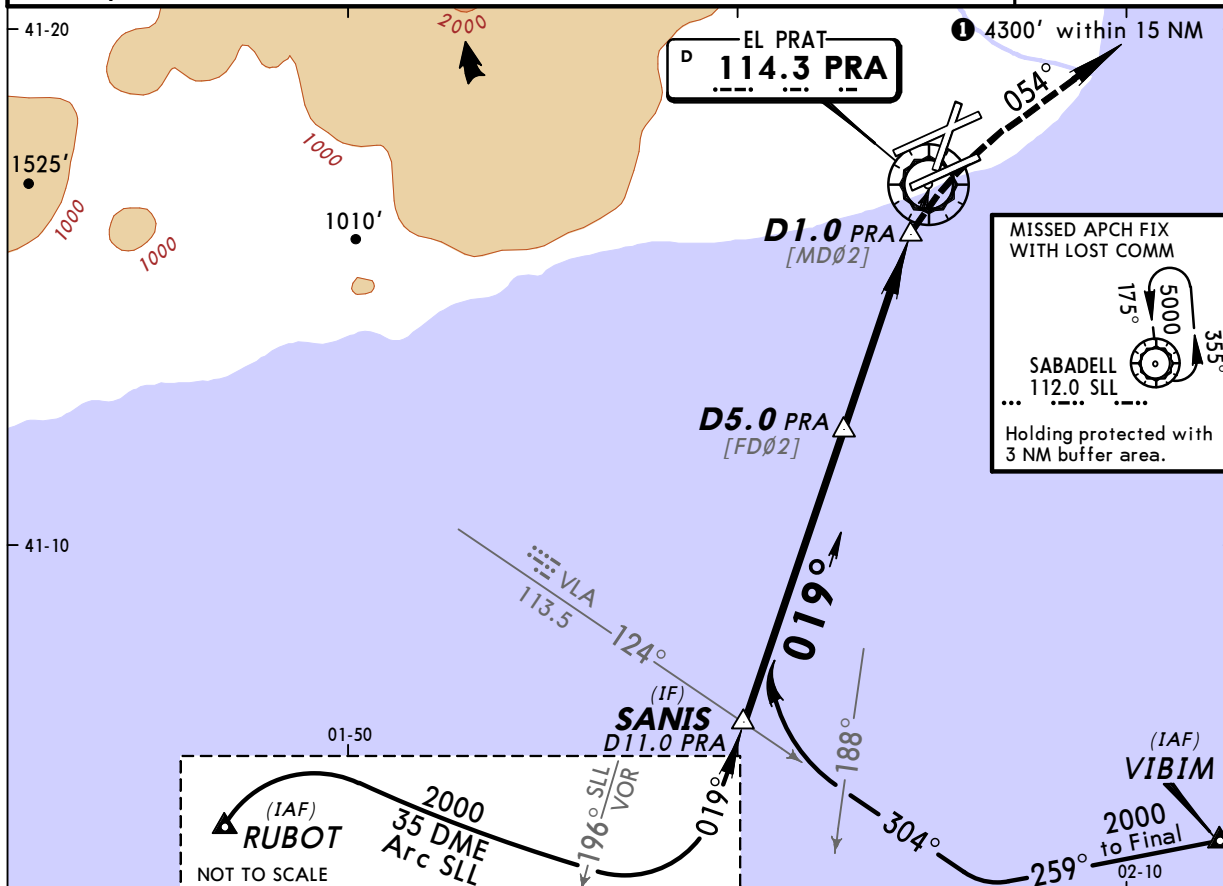
LEBL/BCN
BARCELONA

JEPPesen
12 NOV 10 **(13-1)** **Eff 18 Nov**

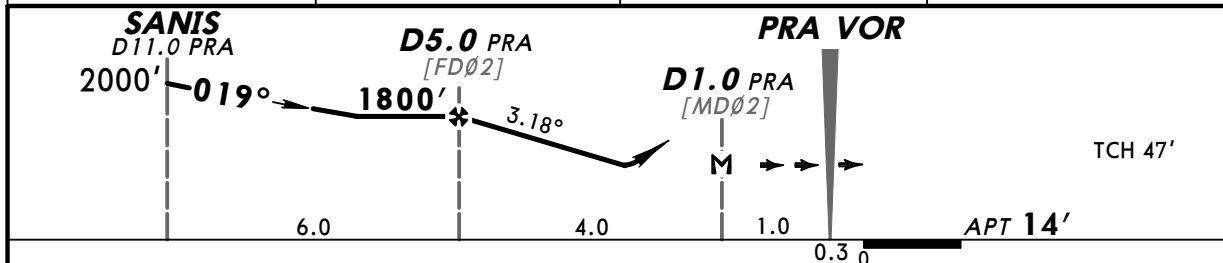
BARCELONA, SPAIN
VOR Rwy 02

BRIEFING STRIP

ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower		W	SS	Ground	SC	E
118.65	119.1	118.1	118.32	121.7	122.22	122.82	121.65	121.85
VOR PRA 114.3	Final Apch Crs 019°	Minimum Alt D5.0 PRA 1800' (1786')	DA(H) 500' (486')	Apt Elev 14'				
MISSED APCH: Immediately turn RIGHT (MAX 185 KT) to intercept R-054 PRA climbing to 3000' and as directed.								
MISSED APCH WITH LOST COMM: Immediately turn RIGHT (MAX 185 KT) to intercept R-054 PRA climbing to 4000'. Climbing turn LEFT to SLL VOR to 5000' and hold.								
Alt Set: hPa	Apt Elev: 1 hPa	Trans level: By ATC		Trans alt: 6000'		MSA PRA VOR		
DME required.								



PRA DME	4.0	3.0	2.0
ALTITUDE	1520'	1180'	840'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 3000' RT	185 KT MAX	PRA
Descent Angle 3.18°	394	506	563	675	788	900			114.3
MAP at D1.0 PRA									R-054

Standard				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 02				Not authorized Northwest of airport			
DA(H) 500' (486')				Max Kts	MDA(H)	VIS	
ALS out				100	580' (566')	1500m	
RVR 1500m				135	700' (686')	1600m	
RVR 1500m				180	890' (876')	2400m	
CMV 2300m				205	1300' (1286')	3600m	

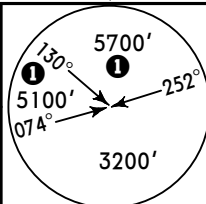
PANS OPS 4

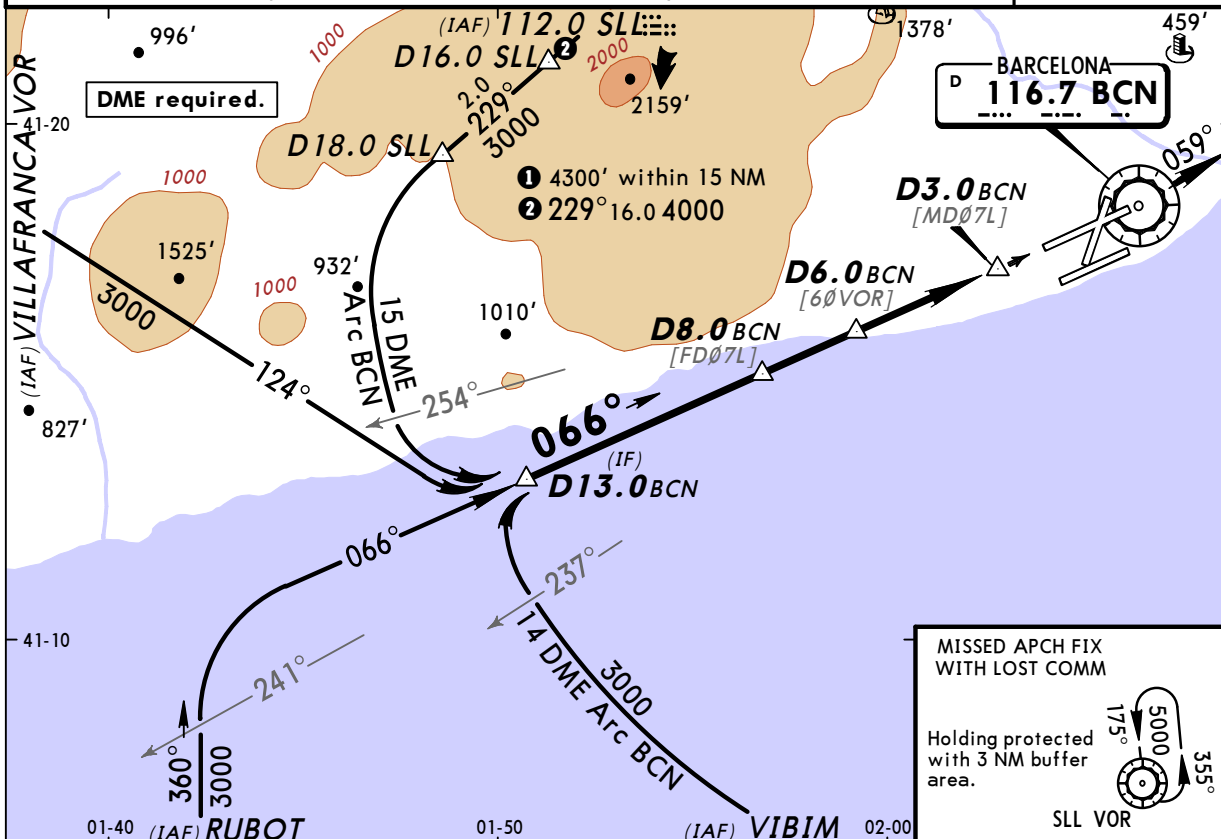
LEBL/BCN BARCELONA

JEPPESEN
12 NOV 10 **(13-2)** Eff 18 Nov

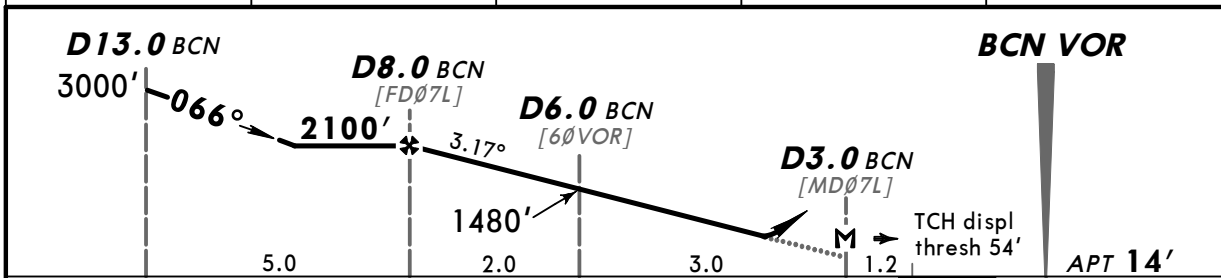
BARCELONA, SPAIN VOR Rwy 07L

BRIEFING STRIP TM

ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower		Ground					
118.65	119.1	118.1	118.32	W 121.7	SS 122.22	SN 122.82	SC 121.65	E 121.85	
VOR BCN 116.7	Final Apch Crs 066°	Minimum Alt D8.0 BCN 2100' (2086')	DA(H) 480' (466')	Apt Elev 14'					
MISSED APCH: Climb STRAIGHT AHEAD to BCN VOR and follow R-059 BCN to 3000' and as directed.									
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to BCN VOR and follow R-059 BCN to 4000'. Turn LEFT to SLL VOR climbing to 5000' and hold.									
Alt Set: hPa	Apt Elev: 1 hPa	Trans level: By ATC		Trans alt: 6000'		MSA BCN VOR			



BCN DME	7.0	6.0	5.0	4.0
ALTITUDE	1820'	1480'	1140'	810'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		BCN	3000'	BCN
Descent Angle 3.17°	393	505	561	673	785	897	REIL	PAPI	116.7	↑	on 116.7
MAP at D3.0 BCN											R-059

Standard				STRAIGHT-IN LANDING RWY 07L				CIRCLE-TO-LAND			
				DA(H) 480' (466')				Not authorized Northwest of airport			
				ALS out				Max Kts			
A	RVR 1500m			RVR 1500m				100	580' (566')	1500m	
B				CMV 2200m				135	700' (686')	1600m	
C								180	890' (876')	2400m	
D								205	1300' (1286')	3600m	

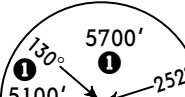
PANS OPS 4

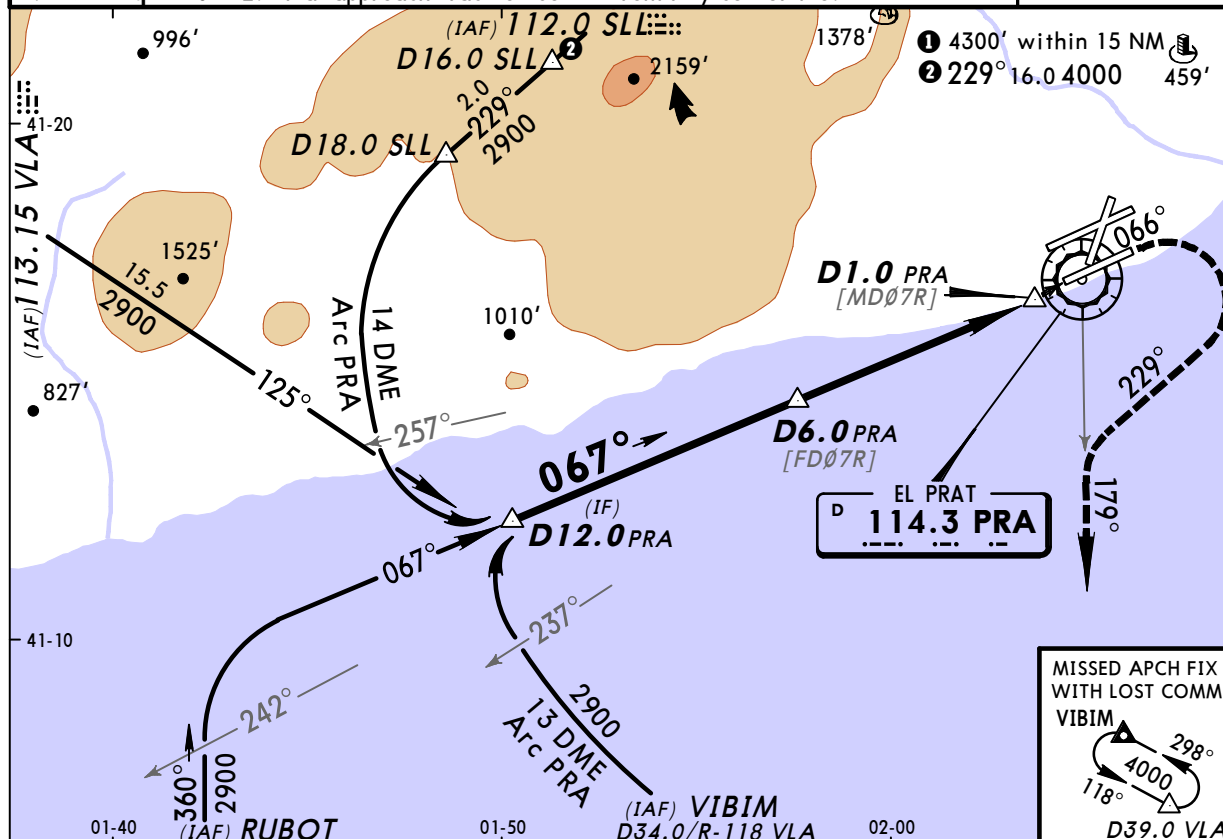
LEBL/BCN BARCELONA

JEPPesen
23 JUL 10 (13-3) Eff 29 Jul

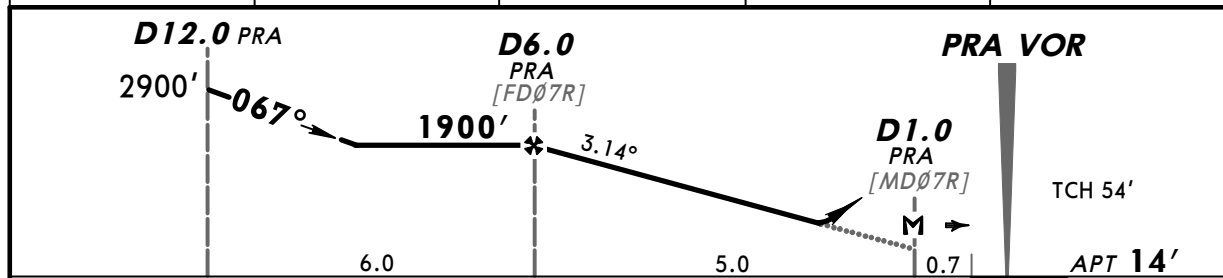
BARCELONA, SPAIN VOR Rwy 07R

BRIEFING STRIP™

ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower		W	SS	Ground SN	SC	E
118.65	119.1	118.1	118.32	121.7	122.22	122.82	121.65	121.85
VOR PRA 114.3	Final Apch Crs 067°	Minimum Alt D6.0 PRA 1900' (1886')	DA(H) 440' (426')	Apt Elev 14'				
MISSED APCH: Climb on 066° to 500'. Turn RIGHT (MAX 185 KT) onto 229° to intercept R-179 PRA climbing to 3000' and as directed.								
MISSED APCH WITH LOST COMM: Climb on 066° to 500'. Turn RIGHT (MAX 185 KT) onto 229° to intercept R-179 PRA and follow R-124 VLA to D39.0 VLA climbing to 4000' and hold at VIBIM.								
Alt Set: hPa		Apt Elev: 1 hPa		Trans level: By ATC		Trans alt: 6000'		
1. DME required.		2. Final approach track offset 1° from rwy centerline.						



PRA DME	5.0	4.0	3.0	2.0
ALTITUDE	1620'	1290'	960'	620'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.14°	389	500	556	667	778	889
MAP at D1.0 PRA						

Standard				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 07R				Not authorized Northwest of airport			
DA(H) 440' (426')				TCH 54'			
ALS out				Max Kts.	MDA(H)	VIS	
A	RVR 1300m			100	580' (566')	1500m	
B				135	700' (686')	1600m	
C				180	890' (876')	2400m	
D				205	1300' (1286')	3600m	

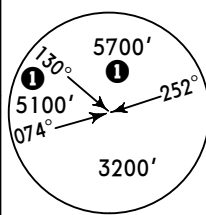
PANS OPS 4

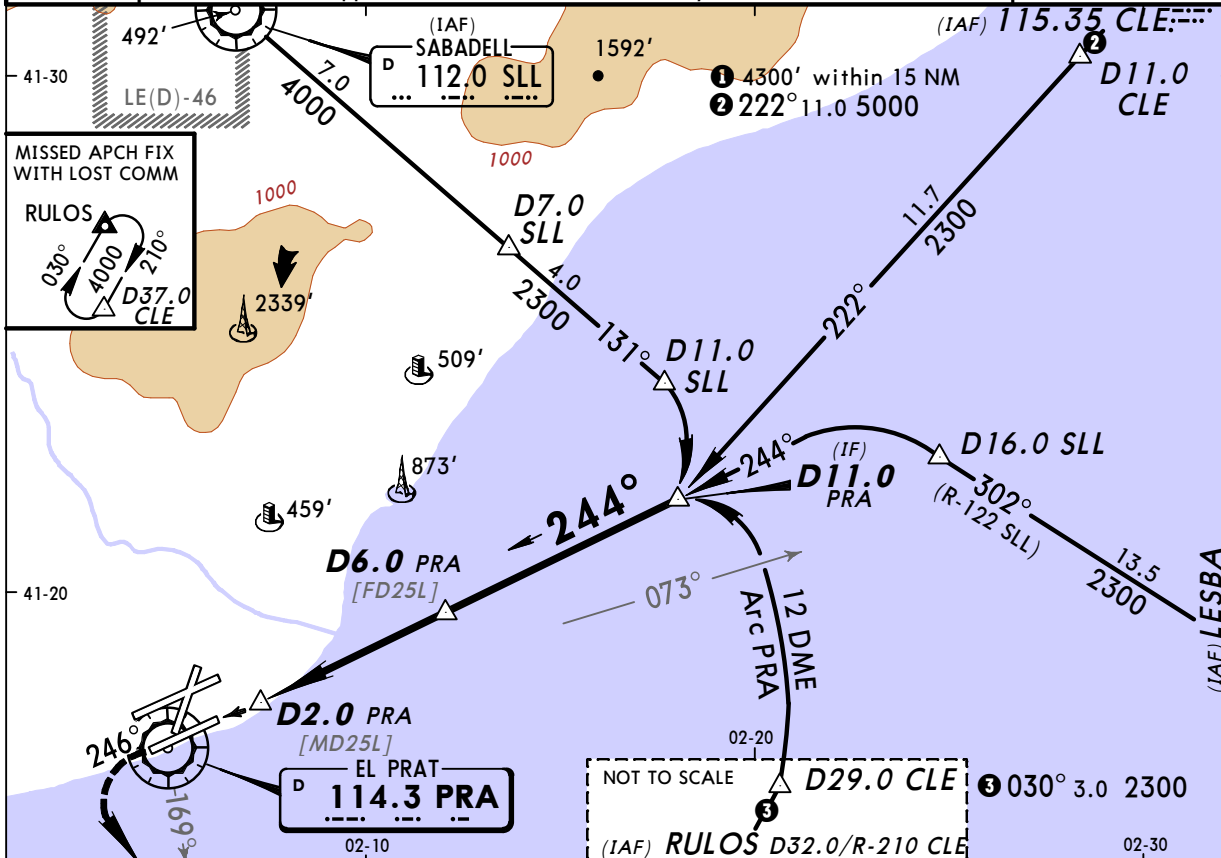
LEBL/BCN
BARCELONA

JEPPesen
23 JUL 10 **(13-4)** **Eff 29 Jul**

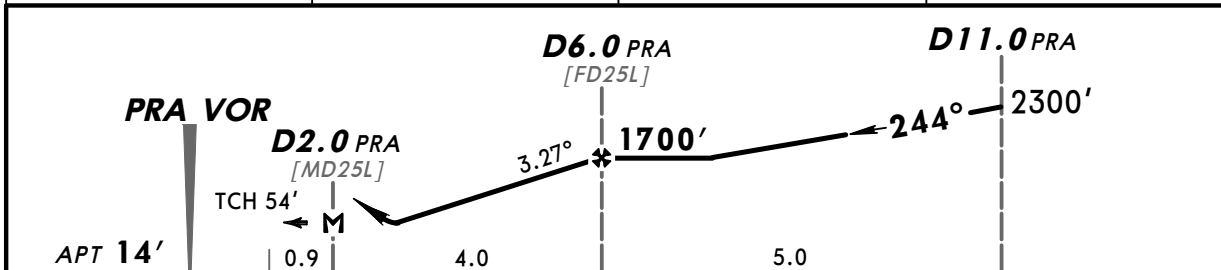
BARCELONA, SPAIN
VOR Rwy 25L

BRIEFING STRIP

ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower		W	SS	Ground SN	SC	E
118.65	119.1	118.1	118.32	121.7	122.22	122.82	121.65	121.85
VOR PRA 114.3	Final Appch Crs 244°	Minimum Alt D6.0 PRA 1700' (1686')	DA(H) 530' (516')	Apt Elev 14'				
MISSED APCH: Climb on 246° to 500'. Turn LEFT (MAX 185 KT) to follow R-169 PRA climbing to 3000' and as directed.								
MISSED APCH WITH LOST COMM: Climb on 246° to 500'. Turn LEFT (MAX 185 KT) to follow R-169 PRA to D14.0 PRA. Turn LEFT to intercept R-210 CLE to RULOS climbing to 4000' and hold.								
Alt Set: hPa		Apt Elev: 1 hPa		Trans level: By ATC		Trans alt: 6000'		
1. DME required.		2. Final approach track offset 2° from rwy centerline.						



PRA DME	3.0	4.0	5.0
ALTITUDE	710'	1060'	1410'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.27°	405	521	579	694	810	926
MAP at D2.0 PRA						

Standard			STRAIGHT-IN LANDING RWY 25L			CIRCLE-TO-LAND		
			DA(H) 530' (516')			Not authorized Northwest of airport		
			ALS out			Max Kts	MDA(H)	VIS
A	RVR 1500m					100	580' (566')	1500m
B						135	700' (686')	1600m
C	RVR 1900m					180	890' (876')	2400m
D			CMV 2400m			205	1300' (1286')	3600m

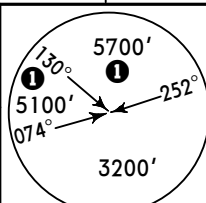
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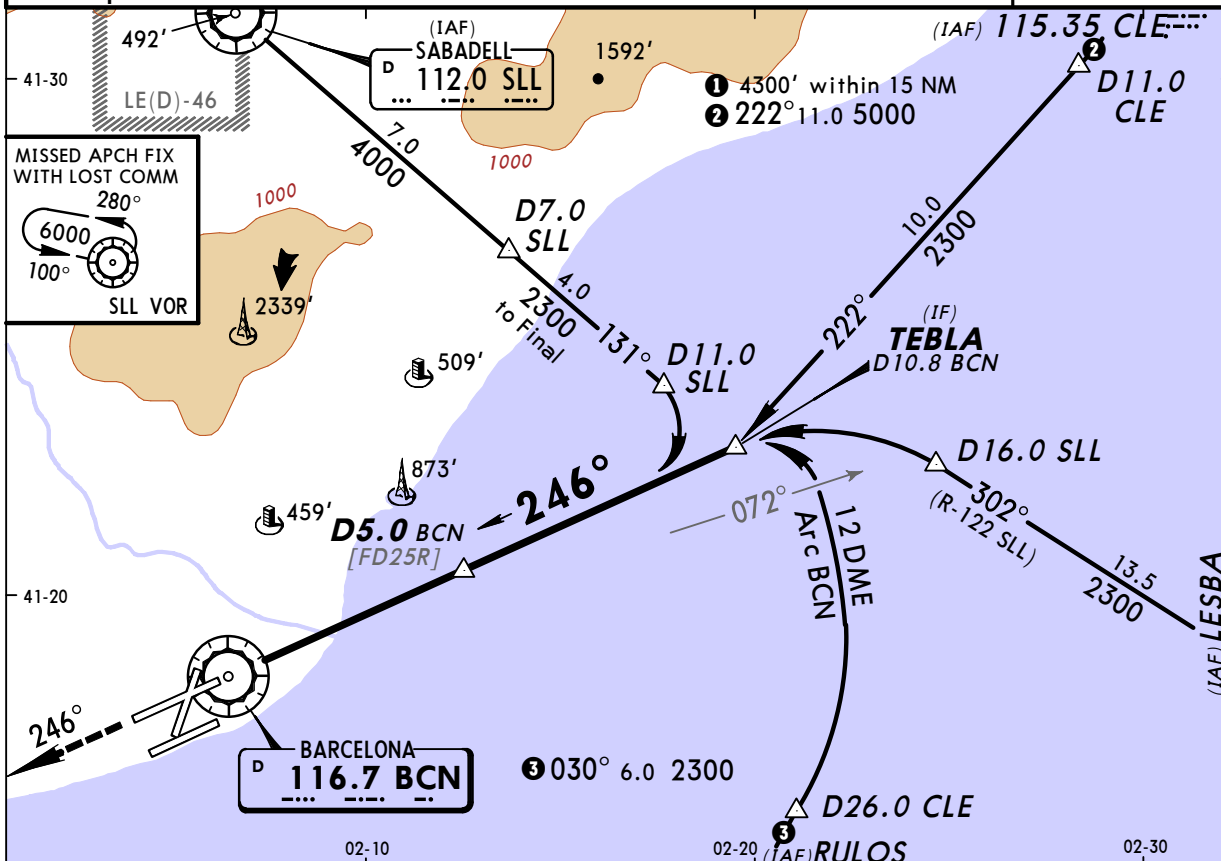
LEBL/BCN BARCELONA

JEPPesen
23 JUL 10 **(13-5)** Eff 29 Jul

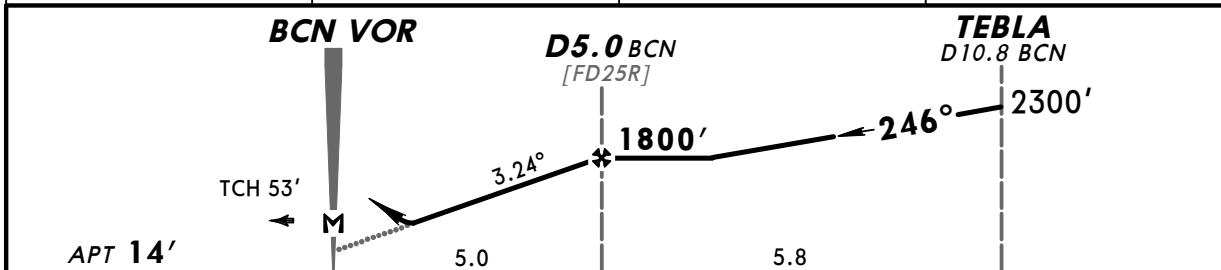
BARCELONA, SPAIN VOR Rwy 25R

BRIEFING STRIP

ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower		W	SS	Ground SN	SC	E
118.65	119.1	118.1	118.32	121.7	122.22	122.82	121.65	121.85
VOR BCN 116.7	Final Aptch Crs 246°	Minimum Alt D5.0 BCN 1800' (1786')	DA(H) 540' (526')	Apt Elev 14'				
MISSED APCH: Climb on R-246 BCN to 3000' and as directed.								
MISSED APCH WITH LOST COMM: Climb on R-246 to 3500'. Turn RIGHT to SLL VOR climbing to 6000' and hold.								
Alt Set: hPa		Apt Elev: 1 hPa		Trans level: By ATC		Trans alt: 6000'		
DME required.								
MSA BCN VOR								



BCN DME	2.0	3.0	4.0
ALTITUDE	820'	1170'	1510'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.24°	401	516	573	688	803	917
MAP at BCN VOR						

Standard		STRAIGHT-IN LANDING RWY 25R		CIRCLE-TO-LAND	
		DA(H) 540' (526')		Not authorized Northwest of airport	
		ALS out		Max Kts	MDA(H) VIS
A	RVR 1500m		CMV 2400m	100	580' (566') 1500m
B				135	700' (686') 1600m
C	RVR 2000m		CMV 2400m	180	890' (876') 2400m
D				205	1300' (1286') 3600m

PANS OPS 4