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Revision Letter For Cycle 08-2013

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## General Information

Location: Barcelona Esp  
IATA Code: BCN  
Lat/Long: N41° 17.8' E002° 04.7'  
Elevation: 14 ft

Airport Use: Public  
Magnetic Variation: 0.2°E

Fuel Types: 100 Octane (LL), Jet A-1  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 0513 Z  
Sunset: 1831 Z,

## Runway Information

Runway: 02  
Length x Width: 8294 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 11 ft  
Lighting: Edge, ALS, Centerline

Runway: 07L  
Length x Width: 10997 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 11 ft  
Lighting: Edge, ALS, Centerline, REIL, TDZ  
Displaced Threshold: 1411 ft

Runway: 07R  
Length x Width: 8727 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 11 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 20  
Length x Width: 8294 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 12 ft  
Lighting: Edge, Centerline

Runway: 25L  
Length x Width: 8727 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 11 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 25R  
Length x Width: 10997 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 10 ft  
Lighting: Edge, ALS, Centerline, TDZ

**Communication Information**

- ATIS 121.975 Departure Service
- ATIS 118.65 Arrival Service
- Barcelona Tower 122.225
- Barcelona Tower 121.8
- Barcelona Tower 121.7
- Barcelona Tower 121.65
- Barcelona Tower 118.325
- Barcelona Tower 118.1
- Barcelona Tower 25.78 Military
- 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 121.15
- Barcelona Approach Control 119.1
- Barcelona Approach Control 36.23 Military

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## 1. GENERAL

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### 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 APT use will be restricted to ACFT with a cruising speed lower than 220 KT (except state ACFT, hospital and SAR ACFT). 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: North 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.

Ambulance, rescue and state flights or flights servicing to Autonomous Communities and other Local Authorities whenever they provide non-commercial public services and request it to ATC, being mandatory to carry out a conventional departure procedure.

These flights are exempted from the restrictions and the justification.

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## 1. GENERAL

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### 1.3. LOW VISIBILITY PROCEDURES (LVP)

#### 1.3.1. GENERAL

During LVP CAT II/III 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:

RWY 25R:

- When RVR is 600m or below at any transmissometer of RWYs in use.
- When ceiling is 250'/75m or below.

RWY 25L:

- When RVR is 800m or below at any transmissometer of RWYs in use.
- When ceiling is 250'/75m or below.

RWY 07R:

- When RVR is 650m or below at any transmissometer of RWYs in use.
- When ceiling is 300'/90m or below.

-Apron:

When RVR is 400m or below at any transmissometer of RWY 07L/25R, it will be applied on apron at Terminal T2.

When RVR is 400m or below at transmissometer of TDZ and/or MID of RWY 07L or 07R, it will be applied on apron at Terminal T1.

Pilots will be informed about application of LVP via ATIS or RTF.

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

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 apch at 2NM from TDZ without clearance to land, will have to execute missed apch.

LVP will be cancelled when meteorological conditions are as follows:

- Manoeuvring area:

RWY 25R:

When RVR is above 800m at all transmissometers of RWYs in use and ceiling is 300'/90m or above with a strong trend towards improvement of meteorological conditions (when TREND or TAF forecast VIS higher than 1500m and ceiling higher than 800'/240m.

RWY 25L:

When RVR is above 1000m at all transmissometers of RWYs in use and ceiling is 300'/90m or above with a strong trend towards improvement of meteorological conditions (when TREND or TAF forecast VIS higher than 2000m and ceiling higher than 800'/240m.

RWY 07R:

When RVR is above 850m at all transmissometers of RWYs in use and ceiling is 350'/105m or above with a strong trend towards improvement of meteorological conditions (when TREND or TAF forecast VIS higher than 1600m and ceiling higher than 950'/285m.

- Apron:

When RVR is above 450m at transmissometers which applied LVP and with a strong trend towards improvement of meteorological conditions.

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## 1. GENERAL

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### 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.

During LVP ramps 30 thru 32 are not usable.

The use of stands 245, 246 and 248 will be restricted as far as possible. If any traffic parked in these positions request push-back, it will be assisted by a signalman.

The use of stands 500's ramp 18 in single RWY configuration 25L and 07R will be restricted as far as possible.

During LVP movement of type F ACFT (MAX wingspan between 213' /65m and 262' /80m is not allowed.

#### 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 and S is West.

General taxiing direction on TWYs K, M and 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 marker (from the alternate series of green and yellow marker) 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.

ACFT with parking stand assigned at Terminal T2 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 T1 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 CONFIGURATION

##### RWY 07R:

##### GENERAL:

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.

RWY 07L may be used for non-preferential take-offs. RWY 07L for non-preferential take-offs will only be used if a RWY length greater than the length of RWY 07R is required.

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**1. GENERAL**

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**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.

Alternatively, 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.

**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.

Alternatively, they shall taxi via TWY J to the East, LS and TWY K to the East up to RWY 25L holding point.

**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.

## 1. GENERAL

### 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, E3 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 LSA and hold position to stay, if it is possible, at the safety distance of the TWY. Once that point has been reached it will await arrival of Follow-me car in order to be guided to assigned stand.

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

## 1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

### 1.4.1. OPERATION OF MODE S TRANSPONDERS WHEN ACFT IS ON GROUND

ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on the ground.

Pilots shall:

Select AUTO mode and assigned Mode A code. If AUTO mode is not available, select ON (e.g. XPDR) and assigned Mode A code

- From request for towed push-back or taxi, whichever is earlier;
- After landing, continuously until ACFT is fully parked on stand;
- When fully parked on stand, select STBY.

Whenever ACFT is capable of reporting ACFT ident (i.e. callsign used in flight), ACFT ident shall also be entered from request for push-back or taxi, whichever is earlier (through FMS or transponder control panel). Aircrew must use ICAO defined format for entry of ACFT ident (e.g. BAW123, AFR6380,...).

To ensure that performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS shall not be activated before receiving the clearance to enter and maintain, and should be deselected after vacating the RWY.

For ACFT taxiing without flight plan, Mode A code 2000 should be selected.

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## 1. GENERAL

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### 1.5. TAXI PROCEDURES

#### 1.5.1. GENERAL

TWY AN MAX wingspan less than 79'/24m.

TWY HA MAX wingspan less than 171'/52m.

Ramps 11 thru 14 and TWYs BA, E1 thru E4, GA, J7 thru J10, KA, M7 thru M14, P1, S5 thru S14, U1 thru U6 and UB MAX wingspan less than 213'/65m.

#### 1.5.2. STANDARD TAXI ROUTES

##### 1.5.2.1. EAST CONFIGURATION

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

General taxiing direction on TWY E is South.

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

General taxiing direction on TWY M is East.

General taxiing direction on TWY T is bidirectional.

##### 1.5.2.2. 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.

##### 1.5.2.3. B748 ACFT TAXI PROCEDURES

B748 ACFT must taxi with its external engines in idle regime.

As there is less than 4.5m between the outer wheel of the main gear of B748 ACFT and the TWY edge, the movement of B748 ACFT in the following areas must be made with oversteering maneuver:

curved sections of TWYs CA, CB, EB, T2 and ZA, the entry in T8 from EB, turn from C towards S6 and KE gate.

### 1.6. PARKING INFORMATION

#### 1.6.1. 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.

#### 1.6.2. 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, E56, F4 thru F6, F45, FE, V5 thru V7, W3 thru W10, Y1 thru Y8, Y10 thru Y14 and Z1 thru Z9.

#### 1.6.3. 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 may be 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.

### 1.7. OTHER INFORMATION

Birds.

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## 2. ARRIVAL

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### 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.

ACFT will be exempted from the accomplishment with those speed limits when they are carrying out an instrument arrival continuous descent (CDA) procedure.

### 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.

Ambulance, rescue and state flights or flights servicing to Autonomous Communities and other Local Authorities whenever they provide non-commercial public services and request it to ATC are exempted from the restrictions and the justification.

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

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

## 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         | light & medium | 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 T1 or via TWY ZA if parking stand is at Terminal T2.

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.

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## 2. ARRIVAL

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### 2.5.2. EAST CONFIGURATION

#### 2.5.2.1. TAXIING TO TERMINAL T1

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

Ramp 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.

#### 2.5.2.2. TAXIING TO TERMINAL T2

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

B748 ACFT, following ATC instructions, must leave RWY 07L via exit CA, ZA, Z2 or T1. Taxi via TWY T to gate J.

### 2.5.3. WEST CONFIGURATION

#### 2.5.3.1. TAXIING TO TERMINAL T1

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 T2

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

B748 ACFT, following ATC instructions, must leave RWY 25R via exit CB, EB or, preferably via W2. Taxi via TWY T to gate J.

## 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.

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### 3. DEPARTURE

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#### 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 START OF RWY 07L/25R

Pilots who request to take-off from start of RWY 07L or RWY 25R must inform ATC during the first contact with BARCELONA Ground. The standard intersections are: Z or Y for RWY 25R and W or V (only if GP ILS 07L is not usable) 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.

#### 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 and K to holding point RWY 07R.

B748 ACFT departing from stand 81 and following ATC instructions, will go to gate KE guided by a Follow-me vehicle, taxiing via TWYs S12 (West direction), K to KB or K and T (East direction) to holding position W to take-off from RWY 07L.

##### 3.2.2. WEST CONFIGURATION

###### 3.2.2.1. TAXIING FROM TERMINAL T1

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. DEPARTURE

---

#### 3.2.2.2. TAXIING FROM TERMINAL T2

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

B748 ACFT departing from stand 81 and following ATC instructions, will go to gate KE guided by a Follow-me vehicle, taxiing via TWYs S12 (West direction), K and T (East direction) to holding position S1 or Z to take-off from RWY 25R.

### 3.3. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4.

#### 3.3.1. 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.

Ambulance, rescue and state flights or flights servicing to Autonomous Communities and other Local Authorities whenever they provide non-commercial public services and request it to ATC are exempted from the restrictions and the justification.

#### 3.3.2. 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.

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-235 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.

### 3.4. RWY OPERATIONS

#### 3.4.1. 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. DEPARTURE

---

#### 3.4.2. 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

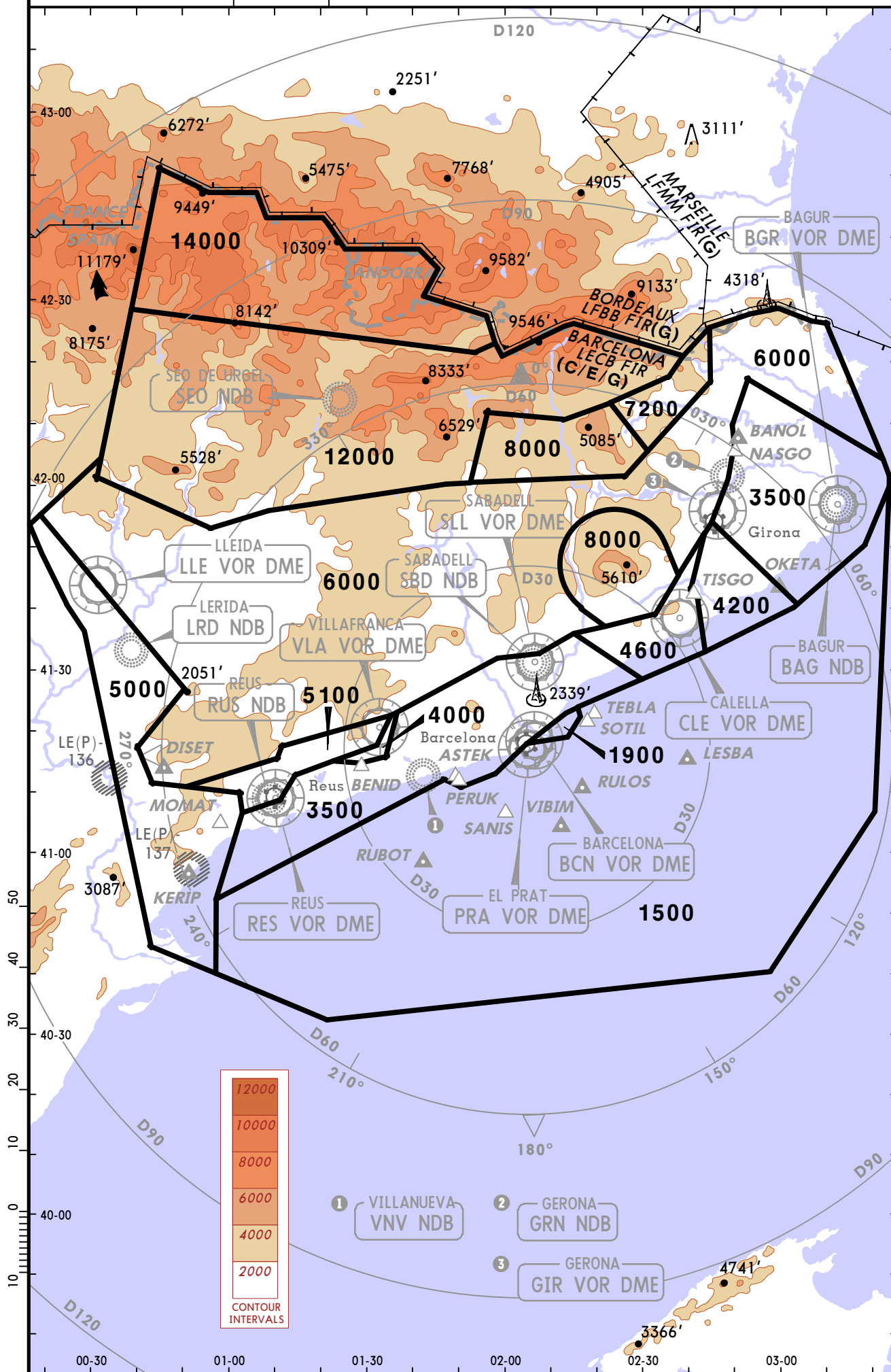
RADAR MINIMUM ALTITUDES

BARCELONA, SPAIN

BARCELONA Approach (R)  
119.1

Apt Elev  
14'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'  
The published minimum altitudes integrate no correction for low temperatures.

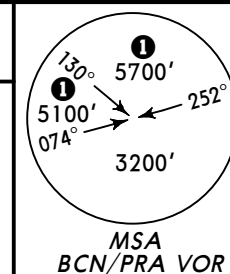


CHANGES: Sectors revised.

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| STAR DESIGNATION                   | REFER TO CHART |
|------------------------------------|----------------|
| BISBA 3Y, VERSO 2Z                 | 10-2B          |
| MARTA 5Y, 2Z                       | 10-2C          |
| CASPE 3Y, MATEX 2Y                 | 10-2D          |
| MATEX 2Z                           | 10-2E          |
| ALBER 1N, PUMAL 2N                 | 10-2F          |
| ALBER 1S, PUMAL 4S                 | 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 1DCY, VERSO 1DCZ             | 10-2V          |
| MARTA 1DCY, 1DCZ                   | 10-2V1         |
| CASPE 1DCY, MATEX 1DCY             | 10-2V2         |
| MATEX 1DCZ                         | 10-2V3         |
| ALBER 1DCN, PUMAL 2DCN             | 10-2V4         |
| ALBER 1DCS, PUMAL 2DCS             | 10-2V5         |
| ALBER 1DCT, PUMAL 1DCT             | 10-2V6         |
| BISBA 1DCN                         | 10-2V7         |
| BISBA 1DCS                         | 10-2V8         |
| BISBA 1DCT, 1DCV                   | 10-2W          |
| VERSO 1DCN                         | 10-2X          |
| OSTUR 1DCU, VERSO 1DCS             | 10-2X1         |
| OSTUR 1DCV, VERSO 1DCV             | 10-2X2         |
| MARTA 1DCS, NEPAL 1DCU             | 10-2X3         |
| MARTA 1DCT, NEPAL 1DCV             | 10-2X4         |
| CASPE 1DCS, 1DCU, MATEX 1DCS       | 10-2X5         |
| CASPE 1DCT, MATEX 1DCT             | 10-2X6         |
| GRAUS 1DCS, 1DCU, LOBAR 1DCS, 1DCU | 10-2X7         |
| GRAUS 1DCT, LOBAR 1DCT             | 10-2X8         |

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

① 4300' within 15 NM

**MARTA FIVE YANKEE (MARTA 5Y) [MART5Y]**  
**RWYS 25L/R RNAV ARRIVAL**  
RNAV (DME/DME)  
P-RNAV APPROVAL REQUIRED**MARTA TWO ZULU (MARTA 2Z) [MART2Z] ④⑤**  
**RWYS 02, 07L/R RNAV ARRIVAL**  
BRNAV APPROVAL REQUIREDEL PRAT  
D 114.3 PRA  
N41 17.0 E002 04.9BARCELONA  
D 116.7 BCN  
N41 18.4 E002 06.5**WARNING**Do not proceed beyond  
IAF without ATC clearance.

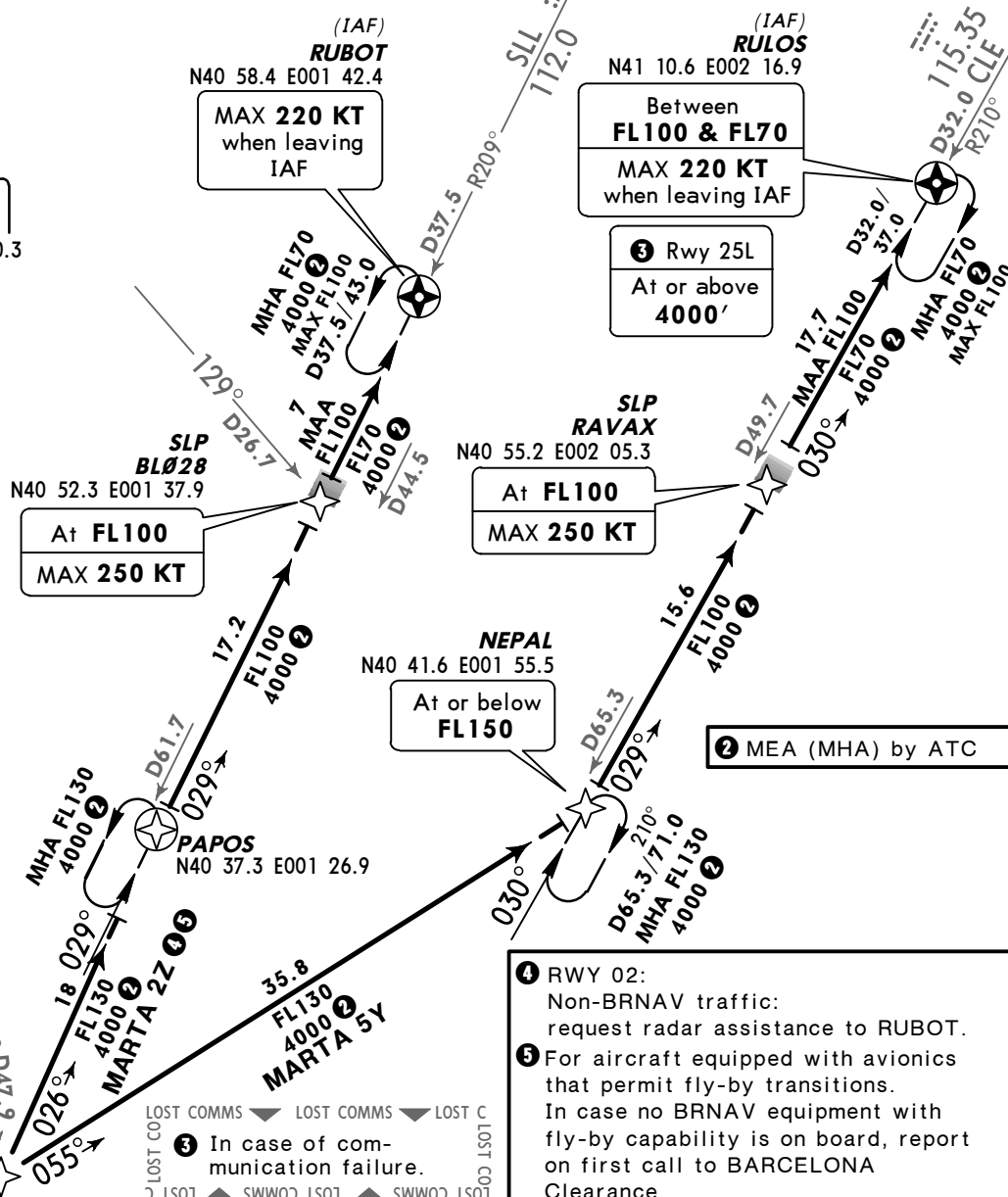
SLP Speed Limit Point

REUS  
D (H) 114.2 RES  
N41 09.0 E001 10.3**MARTA**N40 21.3 E001 16.8  
(BCN R-214/D68.4)

MARTA 5Y

At or below  
FL240

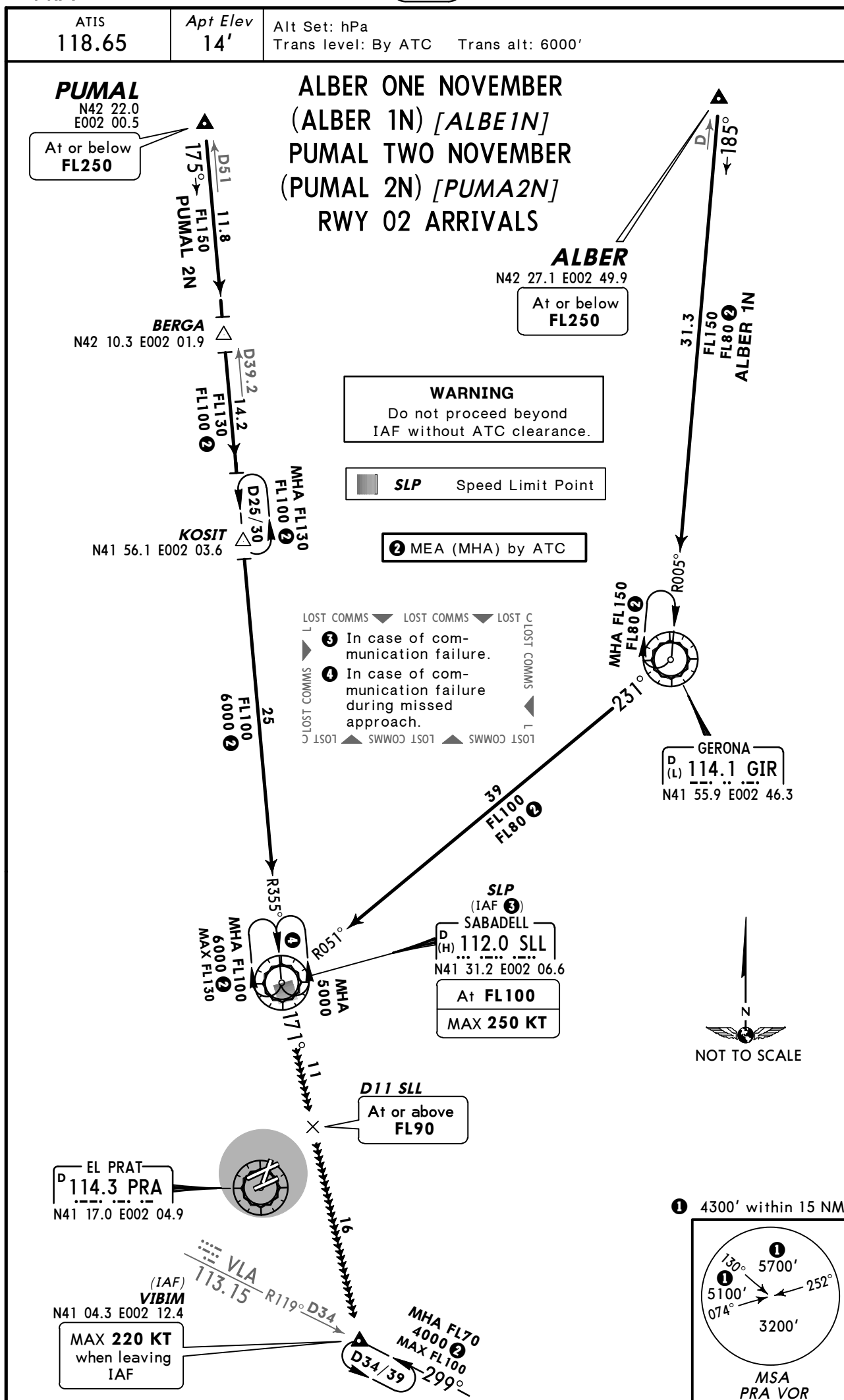
MARTA 2Z

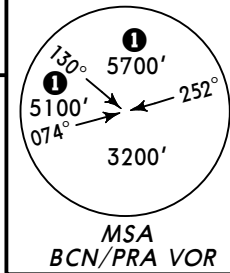
At or below  
FL200

| STAR     | RWY       | ROUTING                                                                                                   |
|----------|-----------|-----------------------------------------------------------------------------------------------------------|
| MARTA 5Y | 25L/R     | MARTA (FL240-) - NEPAL (FL150-) - RAVAX (FL100; K250-) - RULOS (FL100-; FL70+; K220-; ③ RWY 25L: 4000'+). |
| MARTA 2Z | 02, 07L/R | MARTA (FL200-) - PAPOS - BL028 (FL100; K250-) - RUBOT (K220-).                                            |

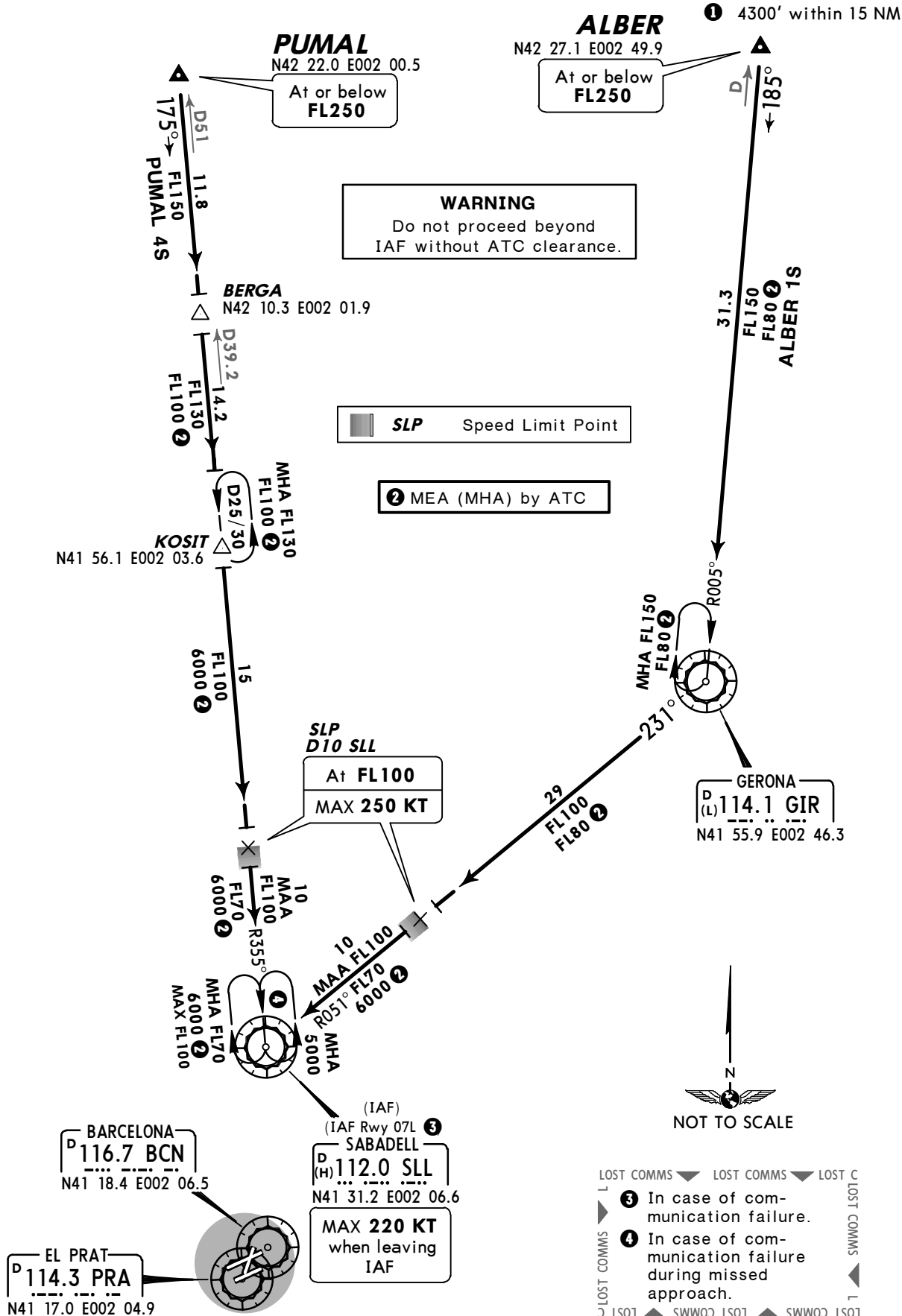
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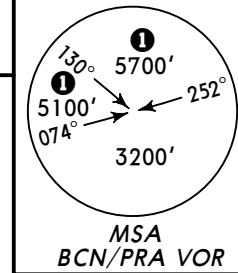
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ATIS  
118.65Apt Elev  
14'Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'

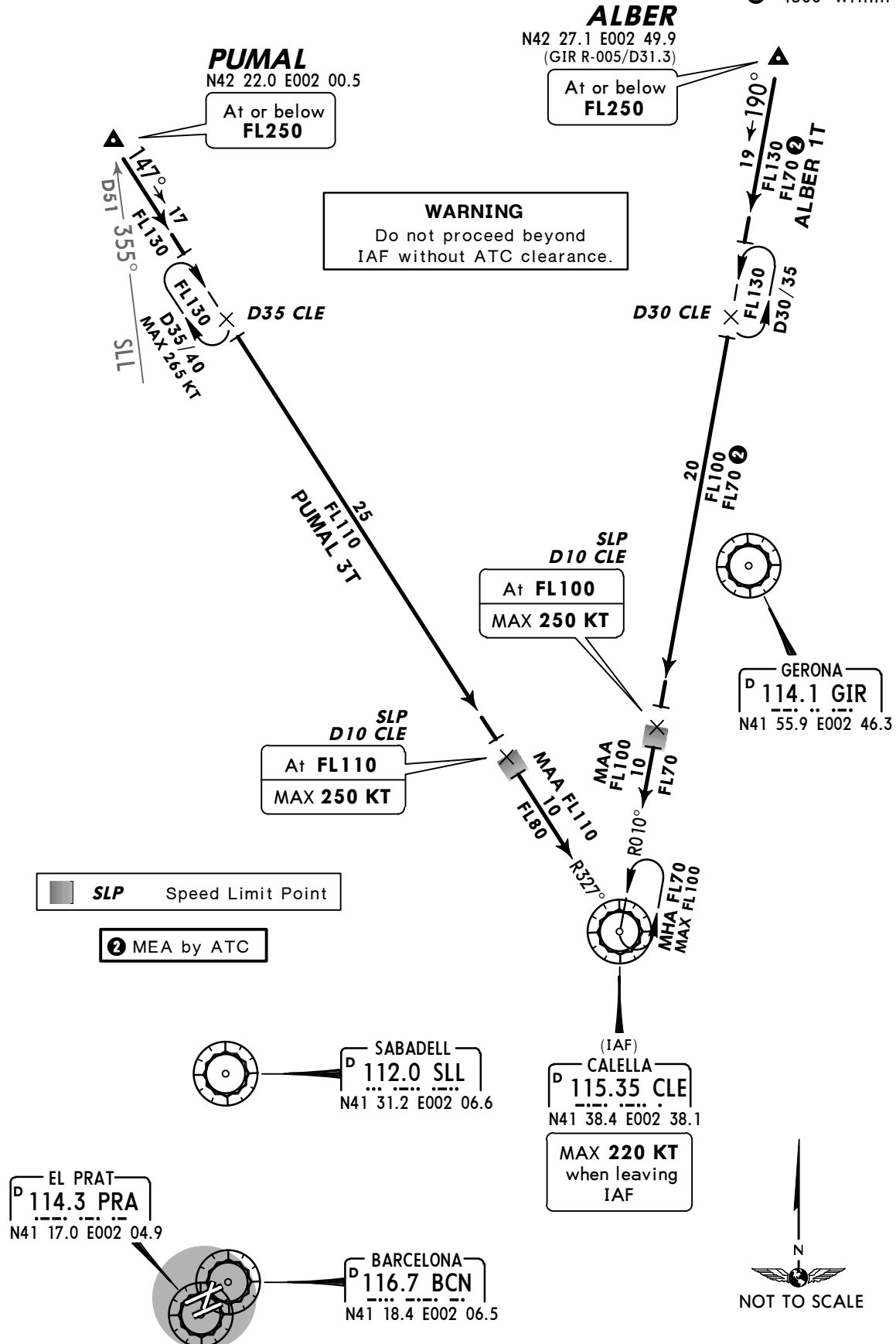
ALBER ONE SIERRA (ALBER 1S) [ALBE1S]  
PUMAL FOUR SIERRA (PUMAL 4S) [PUMA4S]  
RWYS 07L/R ARRIVALS

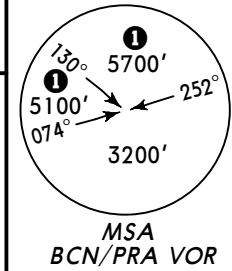


ATIS  
118.65Apt Elev  
14'Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'

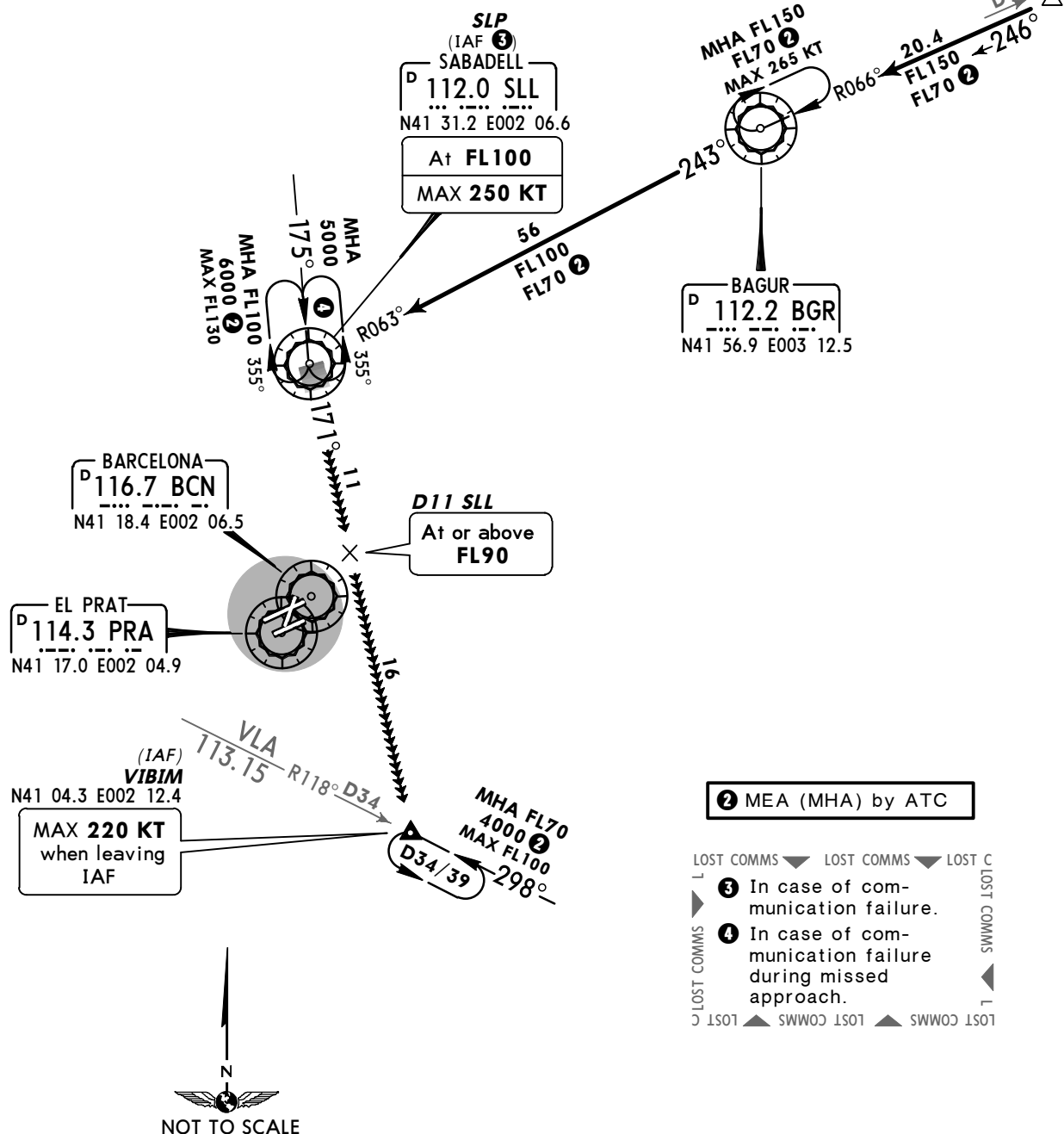
① 4300' within 15 NM

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

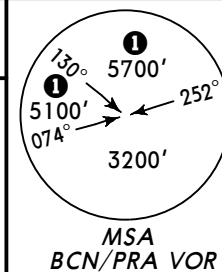


ATIS  
118.65Apt Elev  
14'Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'

① 4300' within 15 NM

**BISBA ONE NOVEMBER (BISBA 1N) [BISB1N]  
RWY 02 ARRIVAL  
FROM NORTHEAST** **SLP** Speed Limit Point**WARNING**Do not proceed beyond  
IAF without ATC clearance.**BISBA**  
N42 05.2 E003 37.5At or below  
**FL270**



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

**BISBA ONE NOVEMBER (BISBA 1N) [BISB1N]**  
**RWY 02 ARRIVAL**  
BRNAV APPROVAL REQUIRED  
RADIAL ASSISTANCE FOR NON-CERTIFIED AIRCRAFT

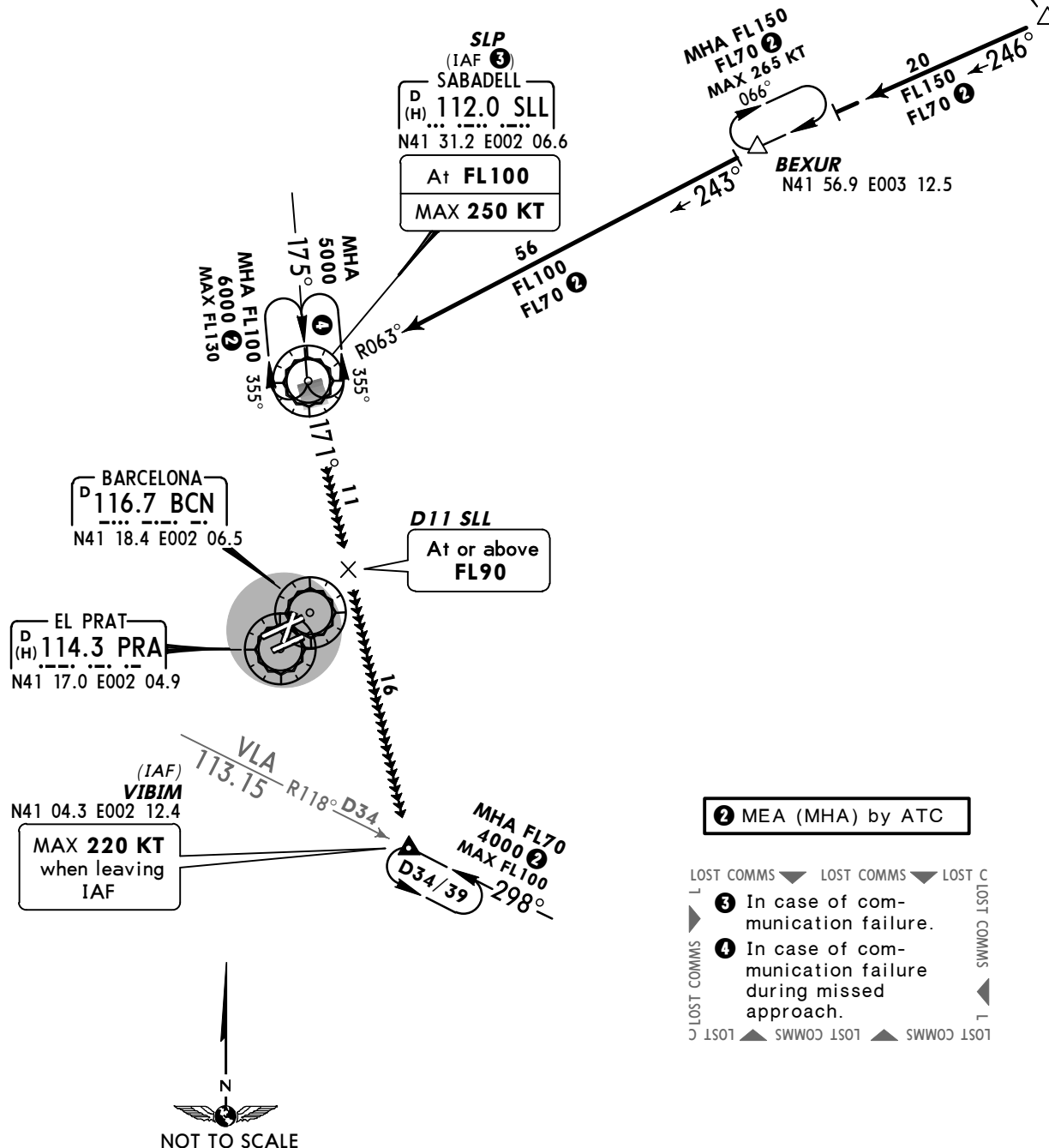
**TEMPORARY PROCEDURE**  
REFER ALSO TO LATEST NOTAMS

**SLP** Speed Limit Point

**WARNING**

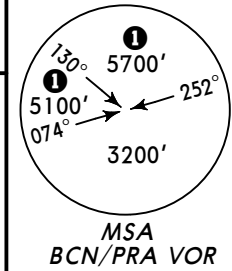
Do not proceed beyond  
IAF without ATC clearance.

**BISBA**  
N42 05.2 E003 37.5  
At or below  
**FL270**

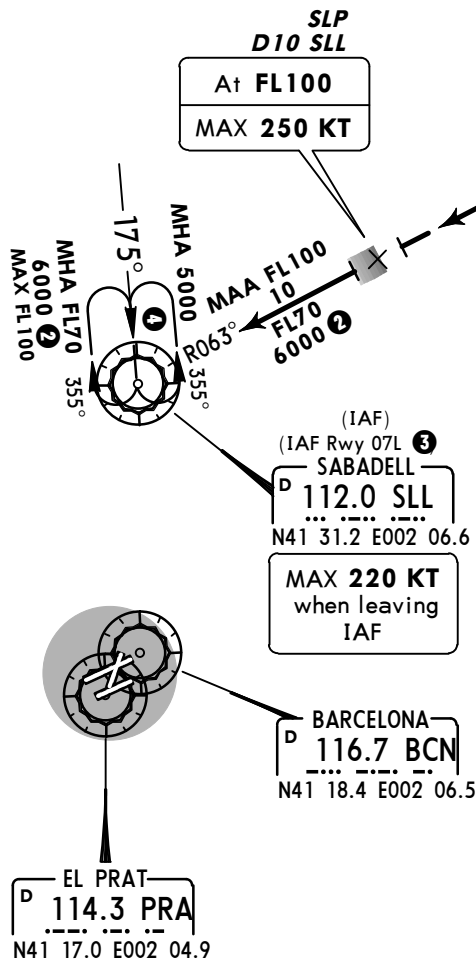


② MEA (MHA) by ATC

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

ATIS  
118.65Apt Elev  
14'Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'**BISBA ONE SIERRA (BISBA 1S) [BISB1S]**  
**RWYS 07L/R ARRIVAL**  
**FROM NORTHEAST** **SLP** Speed Limit Point

② MEA (MHA) by ATC

**WARNING**Do not proceed beyond  
IAF without ATC clearance.MHA FL150  
FL70 ②  
MAX 265 KT

BAGUR  
D 112.2 BGR  
N41 56.9 E003 12.5

46  
FL100  
FL70 ②

243°

R066°

20.4  
FL150  
FL70 ②

246°

BISBA  
N42 05.2 E003 37.5

At or below  
FL270

LOST COMMS ▼ LOST COMMS ▼ LOST C

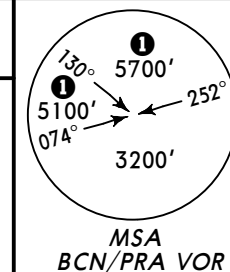
③ In case of com-  
munication failure.

④ In case of com-  
munication failure  
during missed  
approach.

LOST COMMS L LOST COMMS L LOST COMMS L

SWW01 SWW01 SWW01



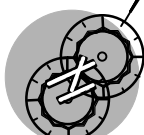
ATIS  
118.65Apt Elev  
14'Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'

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

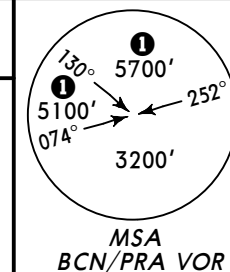
**WARNING**Do not proceed beyond  
IAF without ATC clearance.BAGUR  
D 112.2 BGR  
N41 56.9 E003 12.5MHA FL130  
MAX 265 KTBISBA  
N42 05.2 E003 37.5At or below  
FL250R066° 20.4  
FL130  
FL70  
BISBA 1T, 2VSLP  
D10 CLE  
At FL100  
MAX 250 KT(IAF)  
CALELLA  
D 115.35 CLE  
N41 38.4 E002 38.1  
MAX 220 KT  
when leaving  
IAFMHA FL70  
MAX FL100  
190°  
MAA FL100  
FL70  
R055°BISBA 1T  
22  
FL100  
FL70  
19.4  
FL100  
4000  
BISBA 2VBLØ45  
N41 39.3 E003 01.616.6  
FL100  
4000SLP  
XAMUR  
N41 24.2 E002 52.3  
At FL100  
MAX 250 KTBARCELONA  
D 116.7 BCN  
N41 18.4 E002 06.5EL PRAT  
D 114.3 PRA  
N41 17.0 E002 04.9(IAF)  
LESBA  
N41 15.3 E002 39.8  
MAX 220 KT  
when leaving  
IAFMHA FL70  
4000  
MAX FL100  
D25.3/31D44 BGR  
N41 16.6 E002 48.8  
N41 14.6  
E002 46.5  
(BCN R-097)  
(BGR R-205)

R097° D25.3

277°





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

BISBA ONE TANGO (BISBA 1T) [BISB1T]  
BISBA TWO VICTOR (BISBA 2V) [BISB2V]  
RWYS 25L/R ARRIVALS  
BY ATC  
BRNAV APPROVAL REQUIRED  
RADIAL ASSISTANCE FOR NON-CERTIFIED AIRCRAFT

**TEMPORARY PROCEDURES**  
REFER ALSO TO LATEST NOTAMS

**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**

**BEXUR**  
N41 56.9 E003 12.5

MHA FL130  
MAX 265 KT

FL130  
FL70 2  
BISBA 1T, 2V

**SLP**  
**D10 CLE**

At FL100  
MAX 250 KT

(IAF)  
**CALELLA**  
D(H) 115.35 CLE  
N41 38.4 E002 38.1

MAX 220 KT  
when leaving  
IAF

**BARCELONA**  
D(H) 116.7 BCN  
N41 18.4 E002 06.5

**EL PRAT**  
D(H) 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

N41 14.6  
E002 46.5  
(BCN R-097)

**SLP**  
**XAMUR**  
N41 24.2 E002 52.3

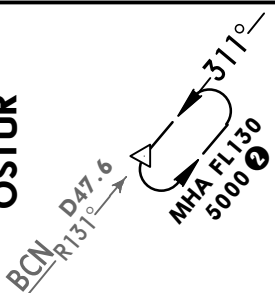
At FL100  
MAX 250 KT





ATIS  
118.65Apt Elev  
14'Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'OSTUR ONE UNIFORM (OSTUR 1U) [OSTU1U]  
RWYS 02, 07L/R ARRIVALVERSO ONE SIERRA (VERSO 1S) [VERSI1S]  
RWYS 07L/R ARRIVAL

FROM EAST &amp; SOUTHEAST

HOLDING OVER  
OSTURCALELLA  
D 115.35 CLE  
N41 38.4 E002 38.1

15

253°

R120°

FL100

6000

2

MAA FL100

FL70

6000

2

SABADELL

(IAF Rwy 07L 3)

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

VLA

R118° D34

113.15

VIBIM

(IAF)

N41 04.3 E002 12.4

MAX 220 KT

when leaving

IAF

3

Rwy 07R

At or above

4000'

MHA FL70

4000

2

MAA

MAX FL100

FL100

7.6

D34/39

FL70

4000

2

D41.6

BCN

28

FL100

5000

2

OSTUR 1U

167°

D52.8

131°

D47.6

298°

OSTUR

N40 46.9 E002 53.6

At or below

FL200

SLP

Speed Limit Point

2

MEA (MHA) by ATC

3

In case of com-

munication failure.

4

In case of com-

munication failure

during missed

approach.

C LOST COMMS

1

SWWOC LSOT

SWWOC LSOT

SWWOC LSOT

SWWOC LSOT

SWWOC LSOT

SWWOC LSOT

SWWOC LSOT

SWWOC LSOT

SWWOC LSOT

SWWOC LSOT

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SWWOC LSOT

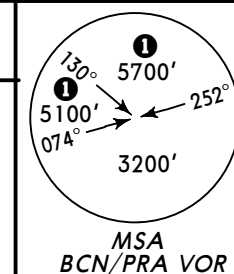
SWWOC LSOT

SWWOC LSOT

SWWOC LSOT

SWWOC LSOT

SWWOC LSOT

ATIS  
118.65Apt 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

CALELLA  
D 115.35 CLE  
N41 38.4 E002 38.1

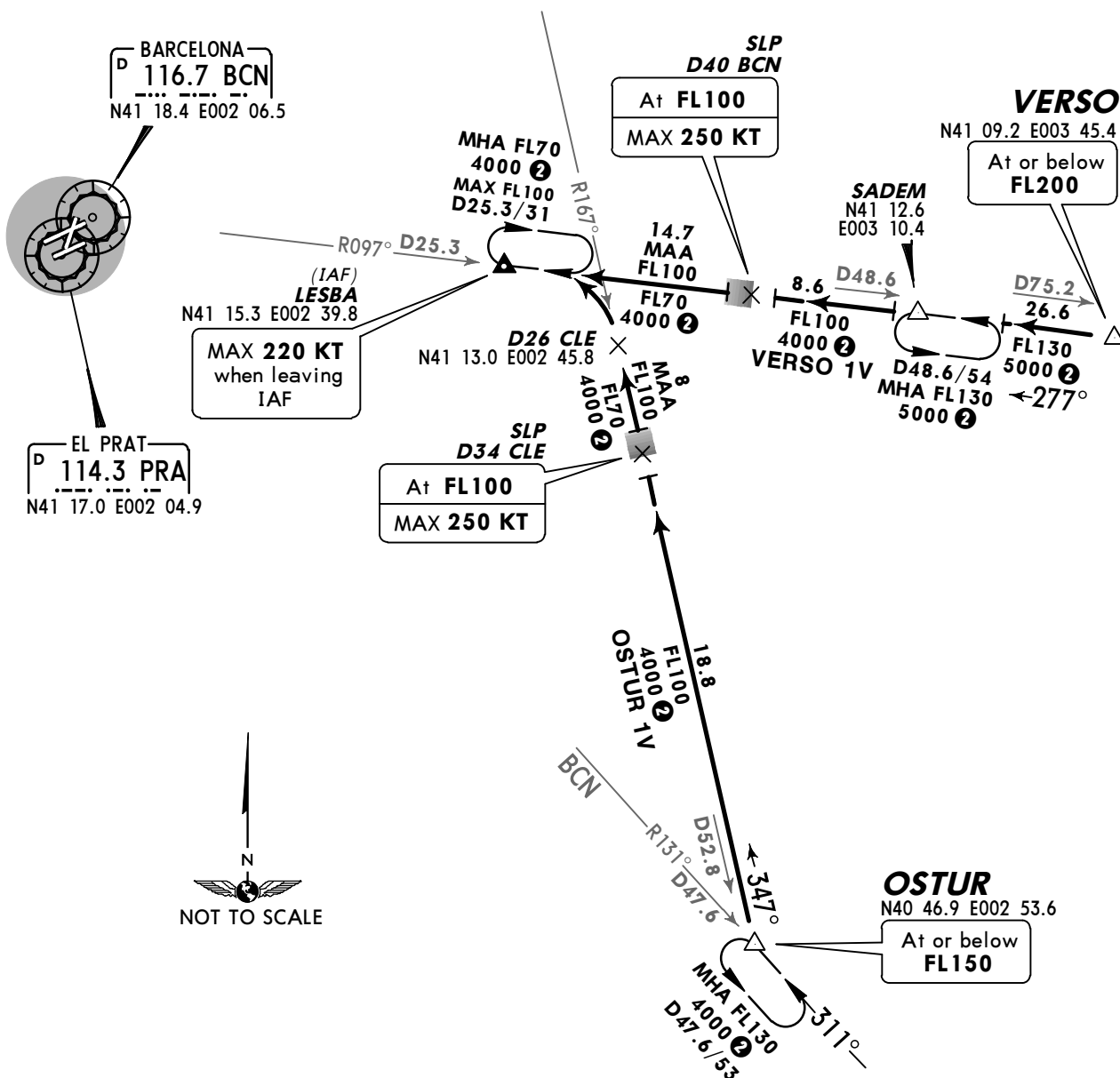


SLP Speed Limit Point

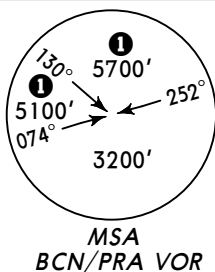
2 MEA (MHA) by ATC

**WARNING**

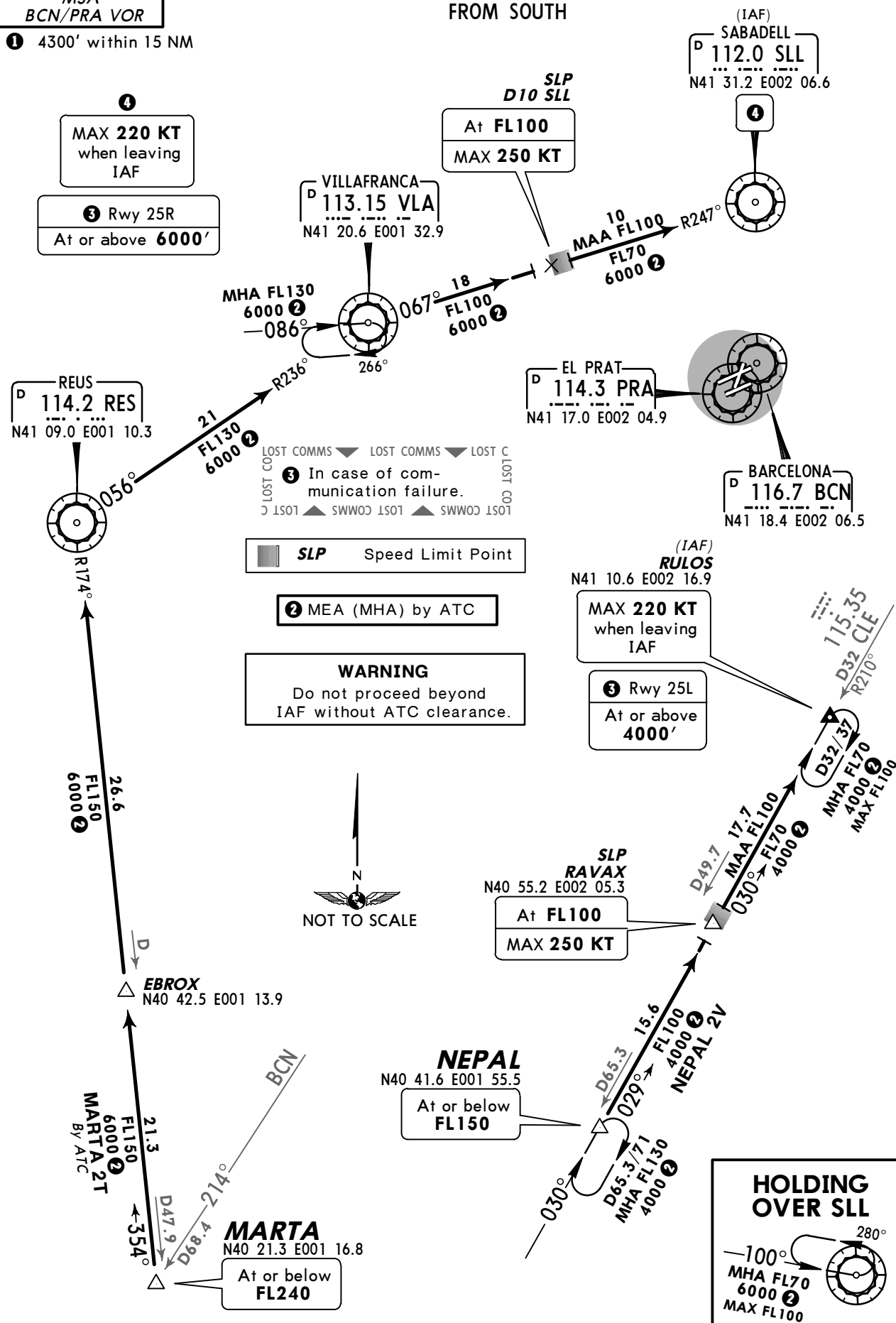
Do not proceed beyond  
IAF without ATC clearance.





ATIS  
118.65Apt 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**

① 4300' within 15 NM



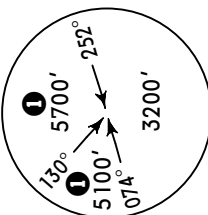
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ATIS  
118.65Apt Elev  
14'

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.

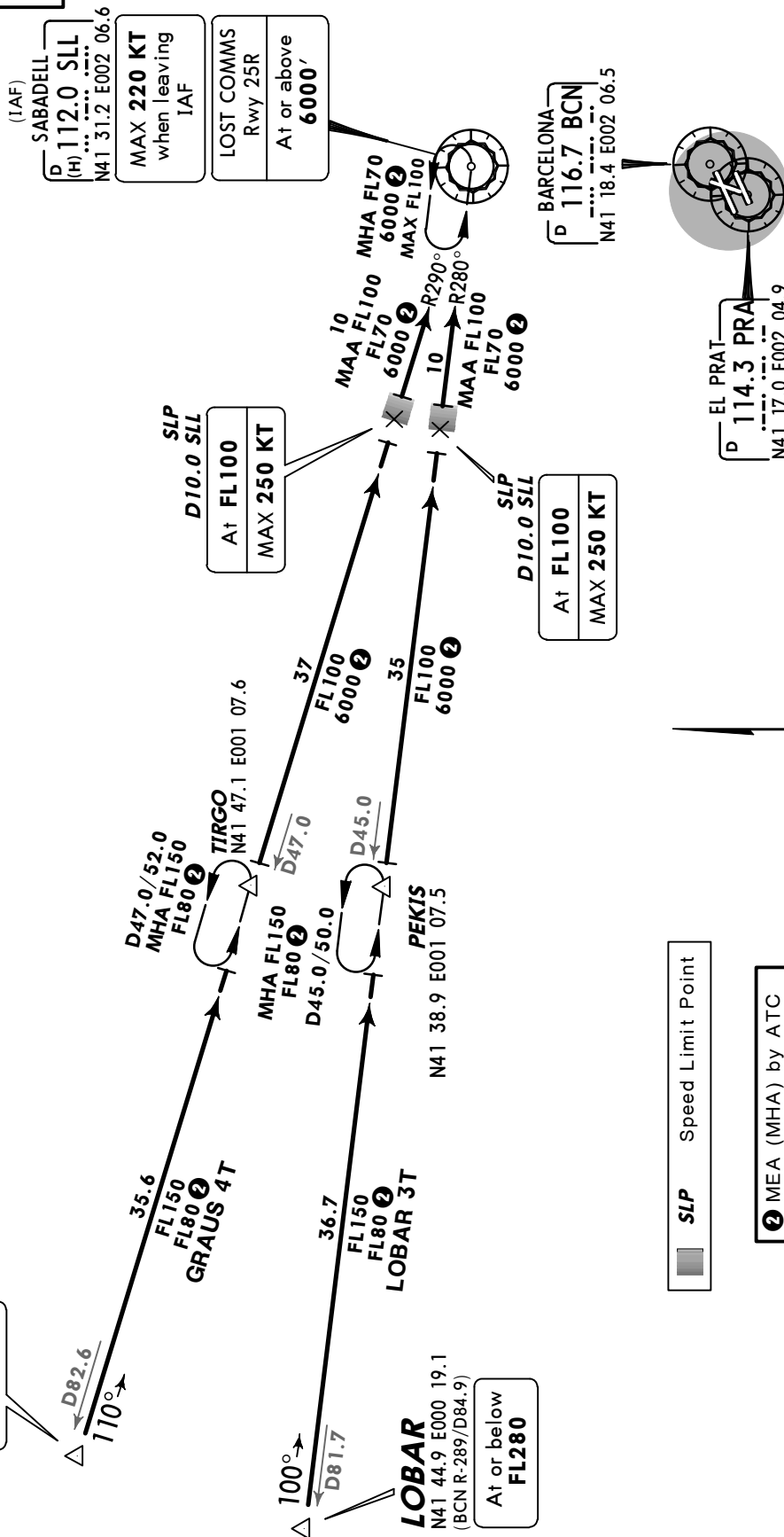
MSA  
BCN/PRA VOR

# GRAUS FOUR TANGO (GRAUS 4T) [GRAU4T] LOBAR THREE TANGO (LOBAR 3T) [LOBA3T] RWYS 25L/R ARRIVALS

① 4300' within 15 NM

## WARNING

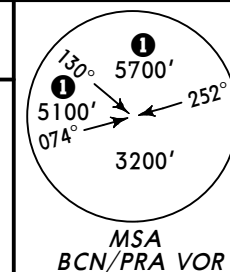
Do not proceed beyond  
IAF without ATC clearance.



SLP Speed Limit Point

② MEA (MHA) by ATC

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

MARTA ONE DELTA CHARLIE YANKEE

(MARTA 1DCY) [MA1DCY]

RWY 25L

RNAV CONTINUOUS DESCENT ARRIVAL (CDA)

RNAV (DME/DME)

P-RNAV APPROVAL REQUIRED

MARTA ONE DELTA CHARLIE ZULU

(MARTA 1DCZ) [MA1DCZ] 23

RWYS 02, 07L

RNAV CONTINUOUS DESCENT ARRIVAL (CDA)

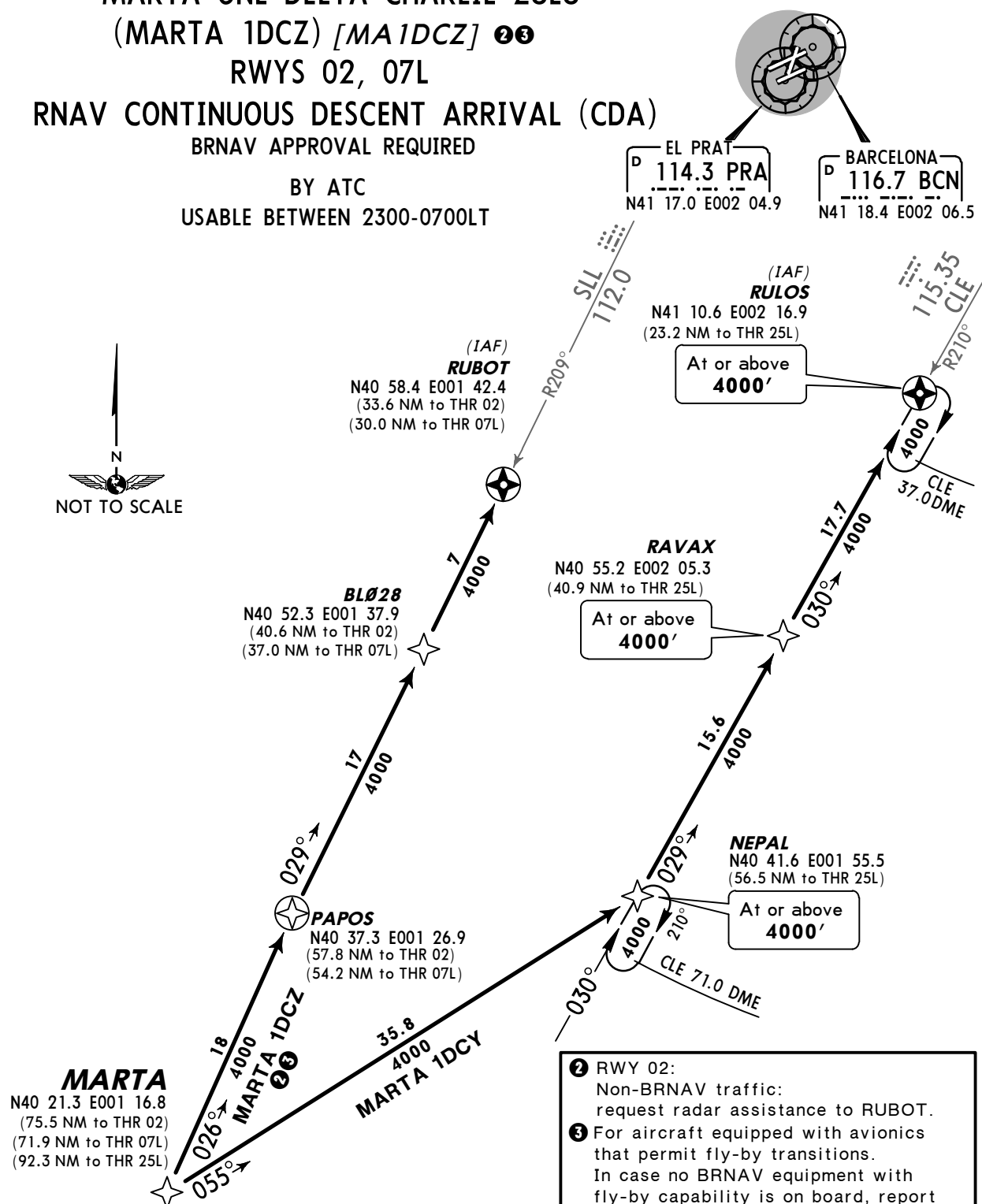
BRNAV APPROVAL REQUIRED

BY ATC

USABLE BETWEEN 2300-0700LT



NOT TO SCALE

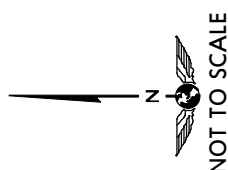
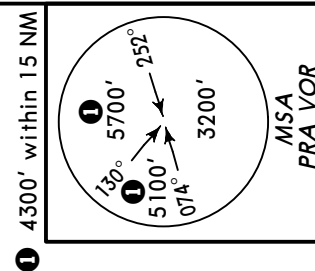
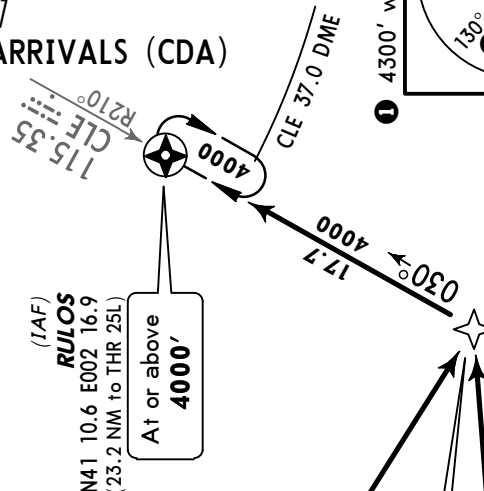
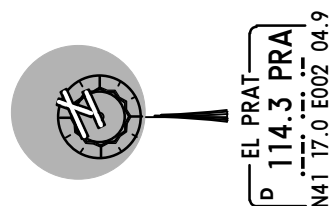


- 2 RWY 02:  
Non-BRNAV traffic:  
request radar assistance to RUBOT.
- 3 For aircraft equipped with avionics  
that permit fly-by transitions.  
In case no BRNAV equipment with  
fly-by capability is on board, report  
on first call to BARCELONA  
Clearance.

| STAR       | RWY     | ROUTING                                                   |
|------------|---------|-----------------------------------------------------------|
| MARTA 1DCY | 25L     | MARTA - NEPAL (4000'+) - RAVAX (4000'+) - RULOS (4000'+). |
| MARTA 1DCZ | 02, 07L | MARTA - PAPOS - BL028 - RUBOT                             |

ATIS  
118.65Apt Elev  
14'Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'CASPE ONE DELTA CHARLIE YANKEE  
(CASPE 1DCY) [CA1DCY]  
MATEX ONE DELTA CHARLIE YANKEE  
(MATEX 1DCY) [MT1DCY]

RWY 25L RNAV CONTINUOUS DESCENT ARRIVALS (CDA)

RNAV (DME/DME)  
P-RNAV APPROVAL REQUIRED  
BY ATC  
USABLE BETWEEN 2300-0700LT

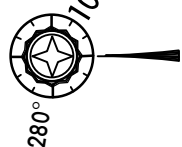
## ROUTING

| STAR       | ROUTING                                                   |
|------------|-----------------------------------------------------------|
| CASPE 1DCY | CASPE - RES (6000'+) - RAVAX (4000'+) - RULOS (4000'+).   |
| MATEX 1DCY | MATEX - TUNDI (5000'+) - RAVAX (4000'+) - RULOS (4000'+). |

② Between CASPE & RES possible failure of DME/DME coverage below FL130.

**CASPE**  
N41 16.1 E000 12.0  
(129.3 NM to THR 25L)

44.6  
6000  
CASPE 1DCY  
②



REUS (H)  
114.2 RES  
N41 09.0 E001 10.3  
(84.8 NM to THR 25L)  
At or above 6000

108°

43.8  
4000

RAVAX  
N40 55.2 E002 05.3  
(40.9 NM to THR 25L)  
At or above 4000

24.3  
4000

PRA

TUNDI  
N40 49.1 E001 34.2  
(65.3 NM to THR 25L)  
At or above 5000

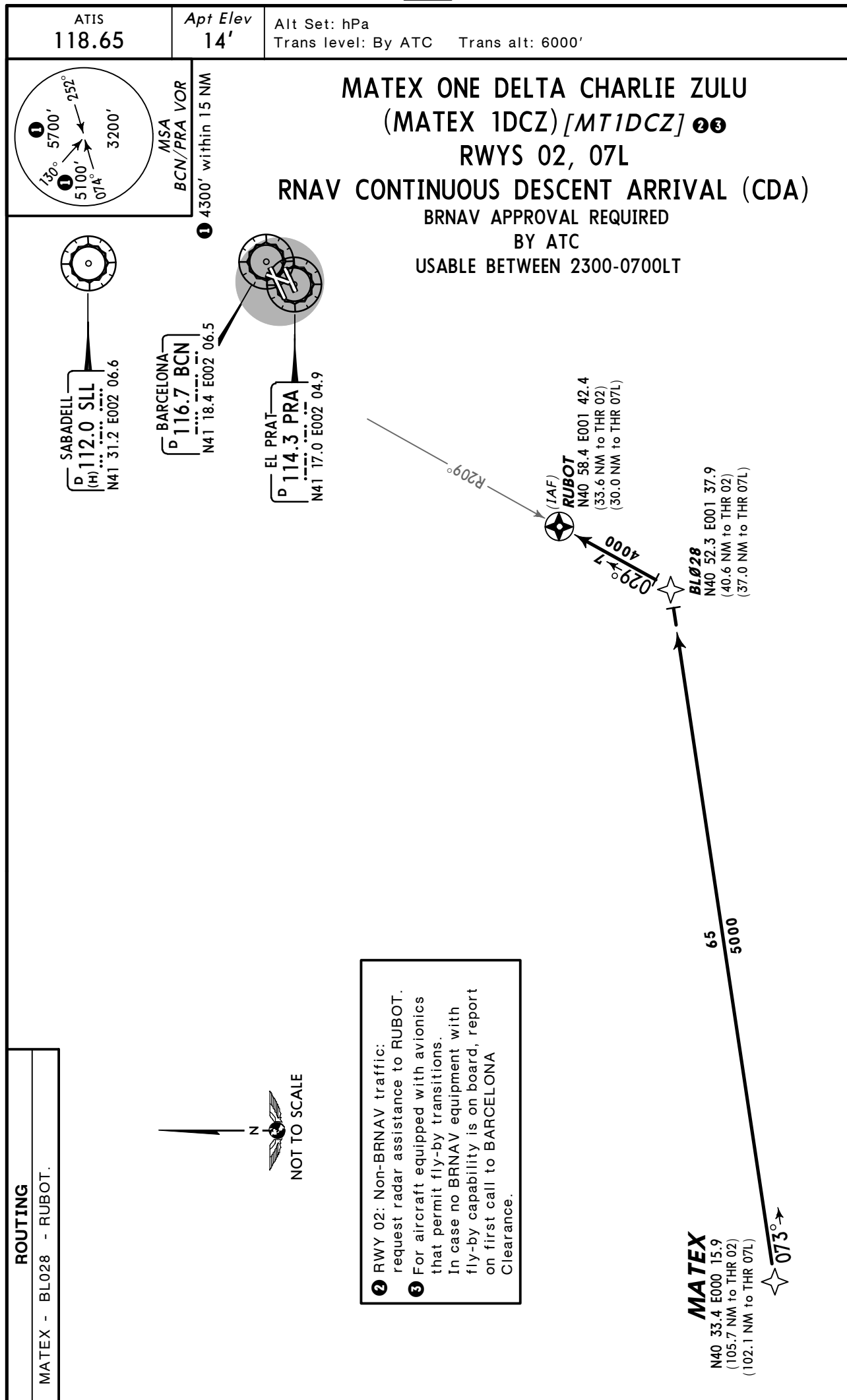
5000

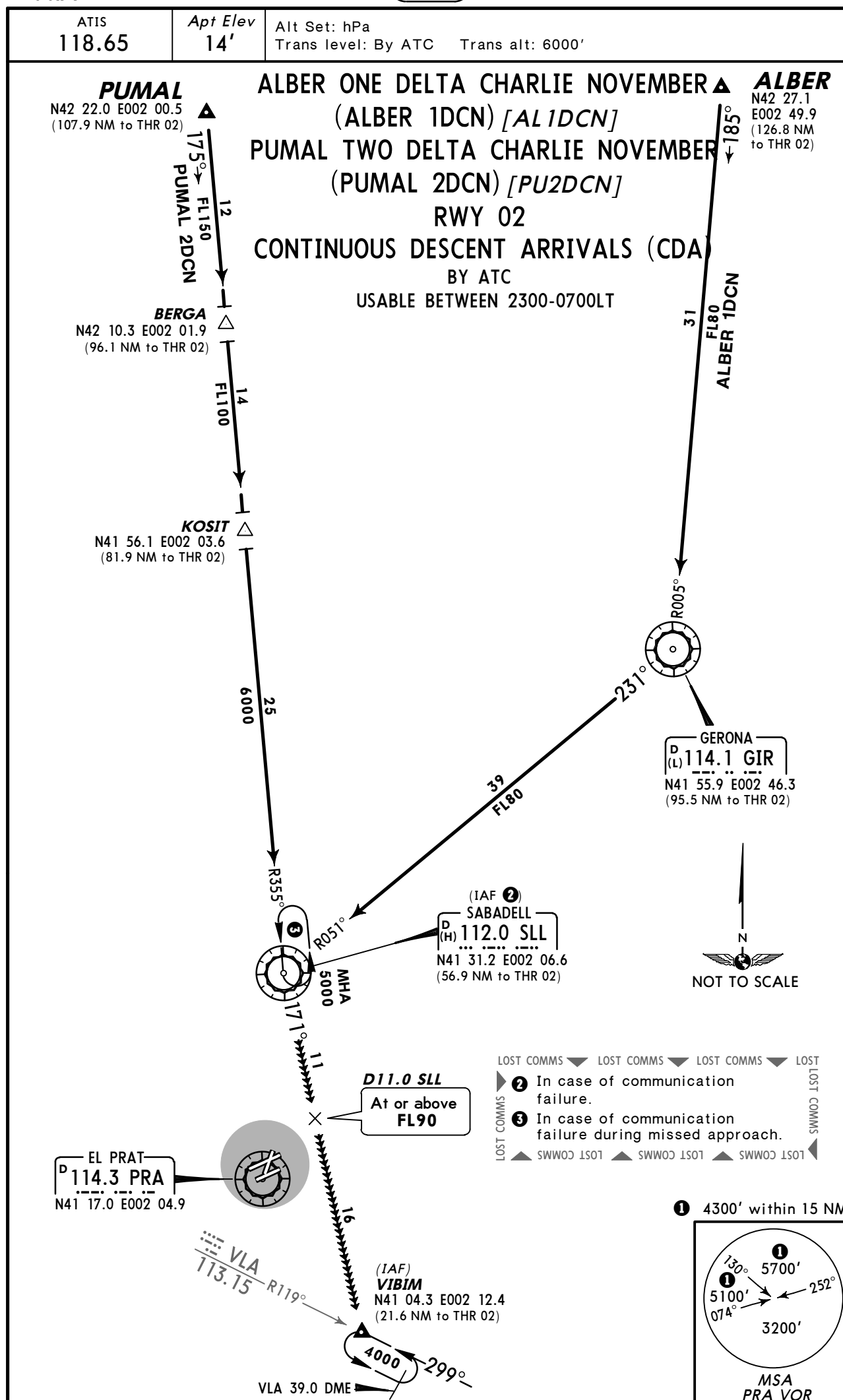
040°  
PRA  
42.0 DME

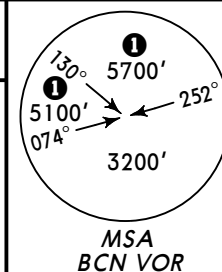
**MATEX**  
N40 33.4 E000 15.9  
(126.9 NM to THR 25L)

075°

61.6  
5000  
MATEX 1DCY





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

ALBER ONE DELTA CHARLIE SIERRA  
(ALBER 1DCS) [AL1DCS]  
PUMAL TWO DELTA CHARLIE SIERRA  
(PUMAL 2DCS) [PU2DCS]  
RWY 07L CONTINUOUS DESCENT ARRIVALS (CDA)  
BY ATC  
USABLE BETWEEN 2300-0700LT

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



175°  
FL150  
12  
PUMAL 2DCS

**BERGA**

N42 10.3 E002 01.9  
(80.4 NM to THR 07L)

FL100  
14

**KOSIT**

N41 56.1 E002 03.6  
(66.2 NM to THR 07L)

6000  
25



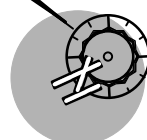
R057°  
5000  
MHA

(IAF 2)  
**SABADELL**

D (H) 112.0 SLL  
N41 31.2 E002 06.6  
(41.2 NM to THR 07L)

D 116.7 BCN

N41 18.4 E002 06.5



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



185°  
31  
FL80  
ALBER 1DCS

R005°



231°

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

39  
FL80

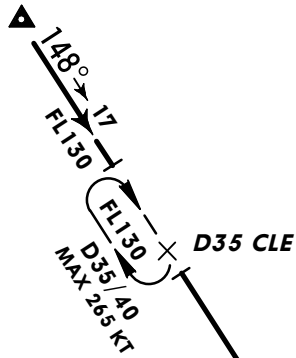
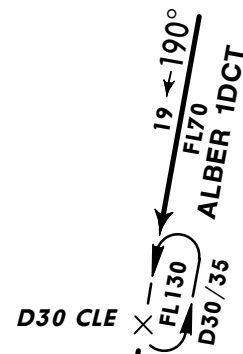


NOT TO SCALE

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 ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

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

ALBER ONE DELTA CHARLIE TANGO (ALBER 1DCT) [AL1DCT]  
PUMAL ONE DELTA CHARLIE TANGO (PUMAL 1DCT) [PU1DCT]  
RWY 25L CONTINUOUS DESCENT ARRIVALS (CDA)  
BY ATC  
USABLE BETWEEN 2300-0700LT

**PUMAL**N42 22.0 E002 00.5  
(84.2 NM to THR 25L)PUMAL 1DCT  
35  
FL110**ALBER**N42 27.1 E002 49.9  
(81.8 NM to THR 25L)ALBER 1DCT  
30  
FL70

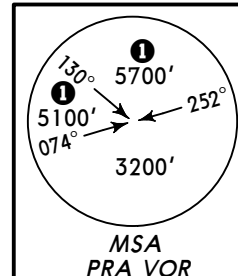
(IAF)

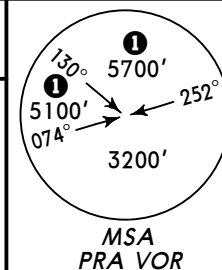
CALELLA

P(L) 115.35 CLE

N41 38.4 E002 38.1  
(32.4 NM to THR 25L)EL PRAT  
P 114.3 PRA  
N41 17.0 E002 04.9

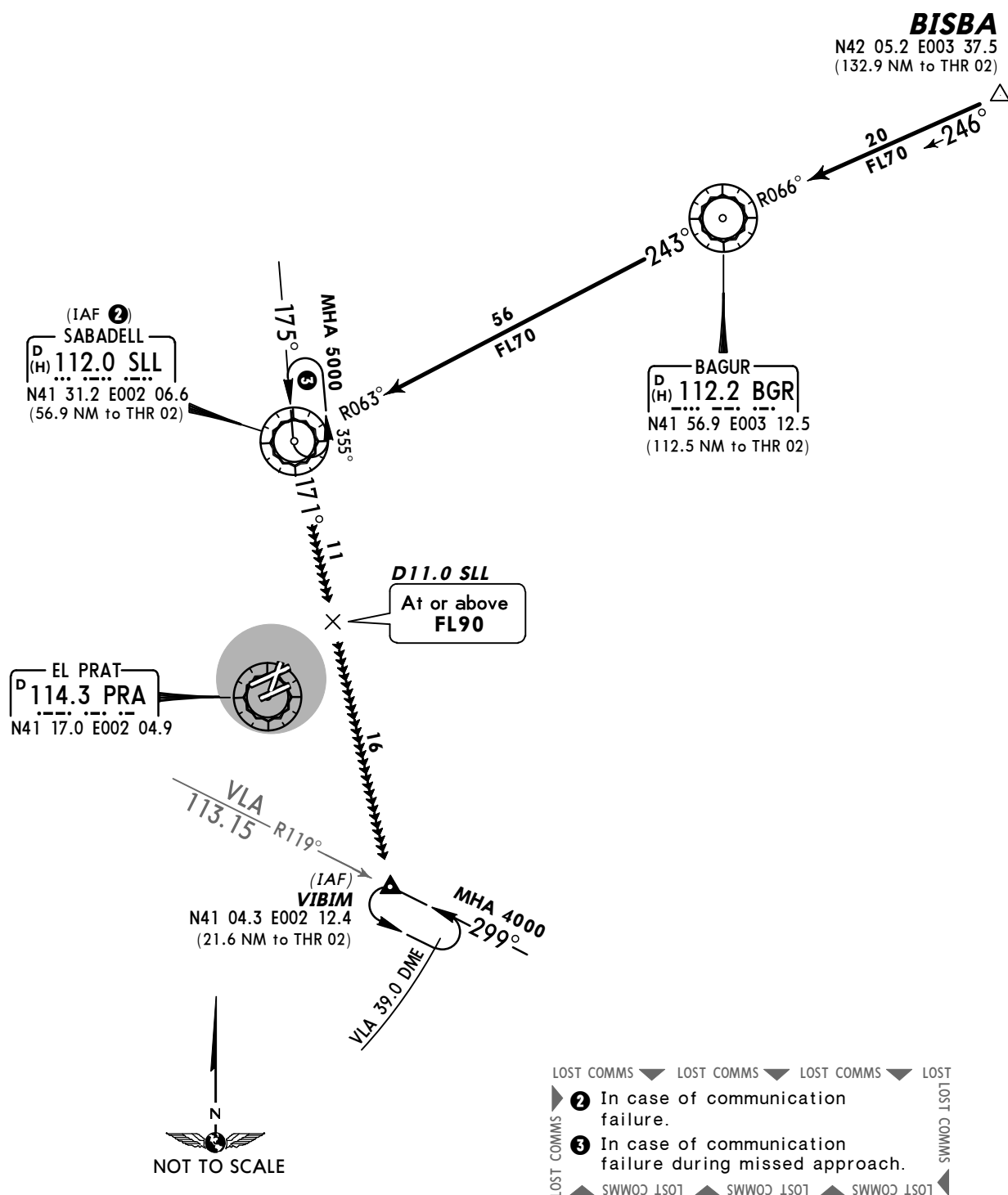
① 4300' within 15 NM

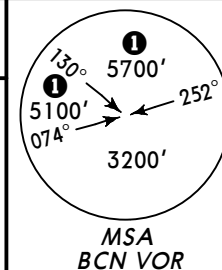


ATIS  
118.65Apt Elev  
14'Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'

**BISBA ONE DELTA CHARLIE NOVEMBER**  
**(BISBA 1DCN) [BI1DCN]**  
**RWY 02 CONTINUOUS DESCENT ARRIVAL (CDA)**  
**BY ATC**  
**USABLE BETWEEN 2300-0700LT**

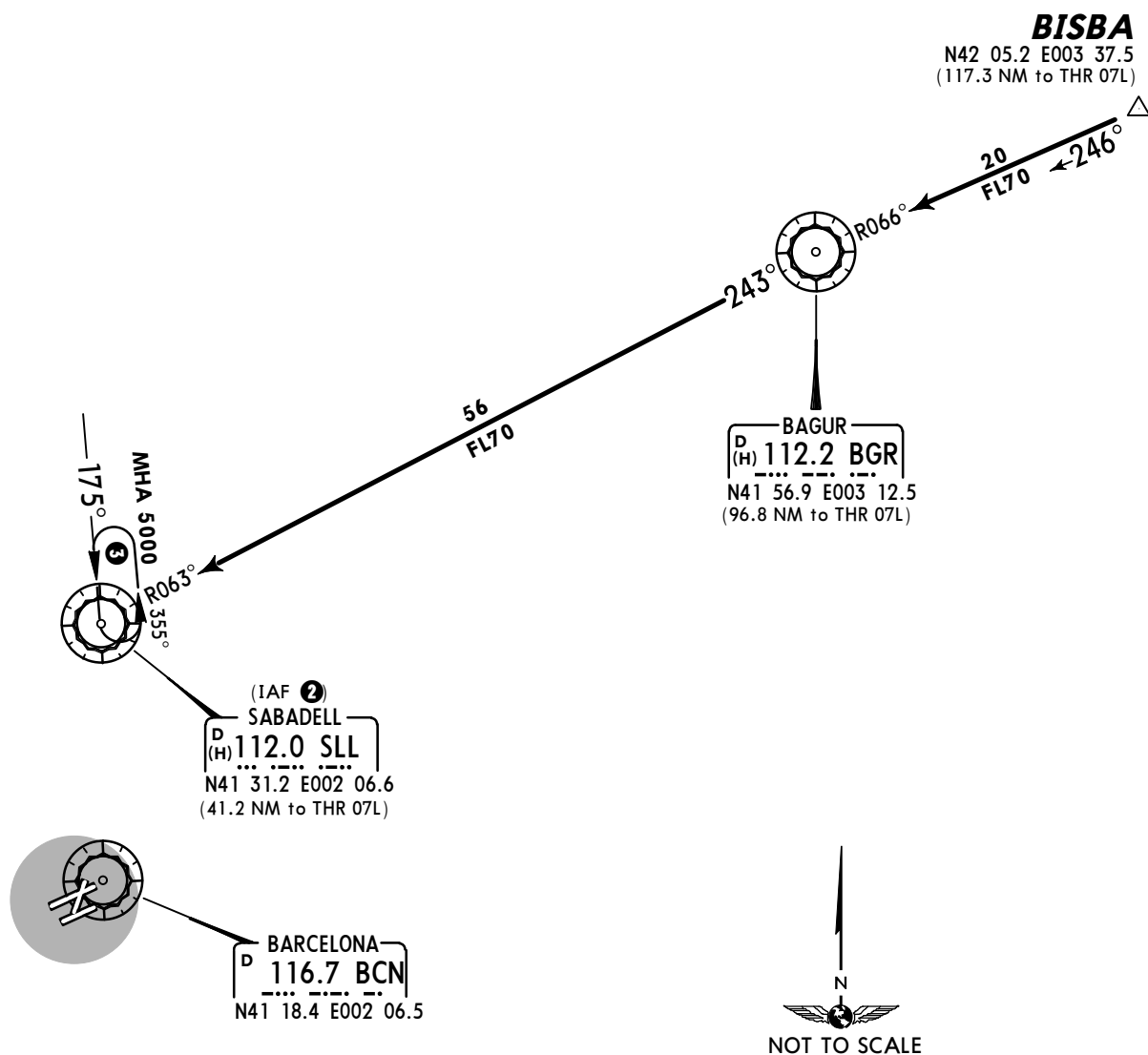
① 4300' within 15 NM



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

BISBA ONE DELTA CHARLIE SIERRA  
(BISBA 1DCS) [BI1DCS]  
RWY 07L CONTINUOUS DESCENT ARRIVAL (CDA)  
BY ATC  
USABLE BETWEEN 2300-0700LT

1 4300' within 15 NM

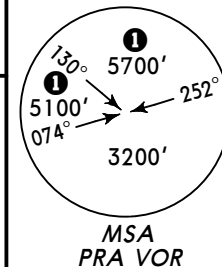


LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

2 In case of communication failure.

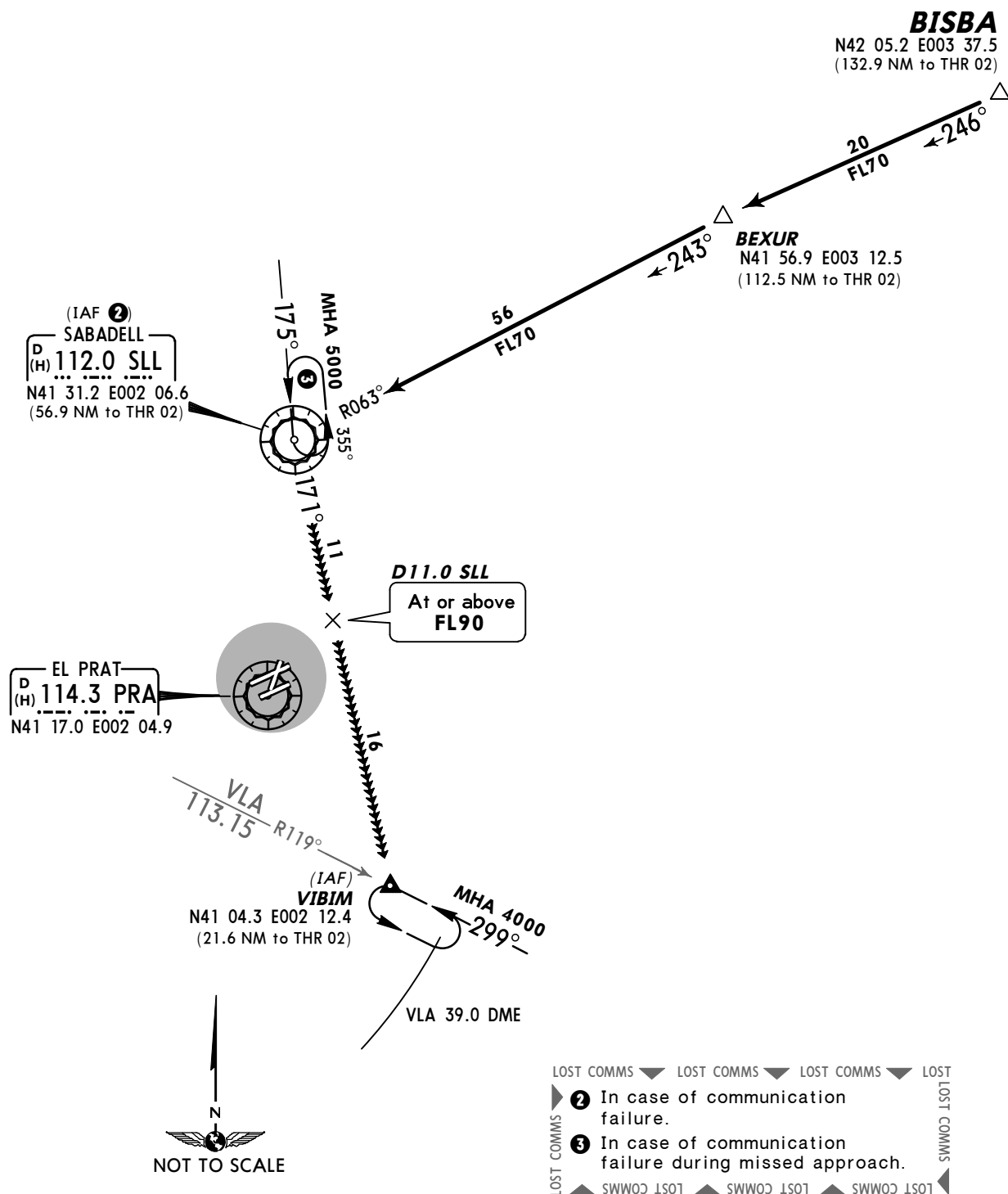
3 In case of communication failure during missed approach.

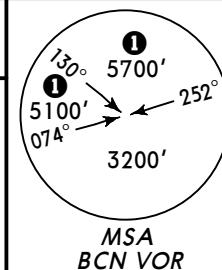
LOST COMMS ▲ SWWOC 1SOT ▲ SWWOC 1SOT ▲ SWWOC 1SOT ▲

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

**BISBA ONE DELTA CHARLIE NOVEMBER**  
**(BISBA 1DCN) [BI1DCN]**  
**RWY 02 CONTINUOUS DESCENT ARRIVAL (CDA)**  
**BY ATC**  
**BRNAV APPROVAL REQUIRED**  
**RADIAL ASSISTANCE FOR NON-CERTIFIED AIRCRAFT**  
**USABLE BETWEEN 2300-0700LT**

**TEMPORARY PROCEDURES**  
REFER ALSO TO LATEST NOTAMS



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

**BISBA ONE DELTA CHARLIE SIERRA**  
**(BISBA 1DCS) [BI1DCS]**  
**RWY 07L CONTINUOUS DESCENT ARRIVAL (CDA)**

BY ATC  
BRNAV APPROVAL REQUIRED  
RADIAL ASSISTANCE FOR NON-CERTIFIED AIRCRAFT  
USABLE BETWEEN 2300-0700LT

① 4300' within 15 NM

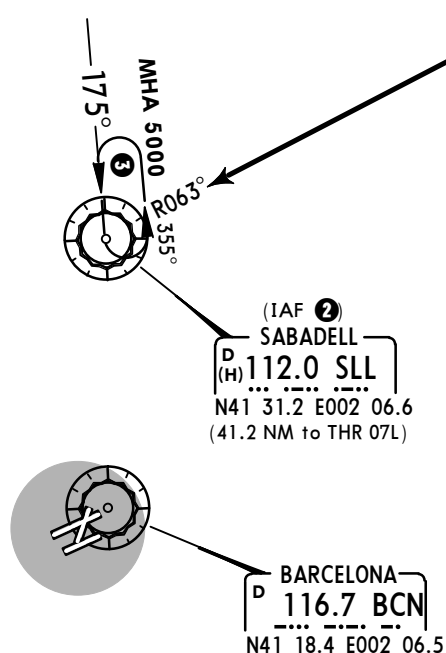
**TEMPORARY PROCEDURES**  
REFER ALSO TO LATEST NOTAMS

**BISBA**

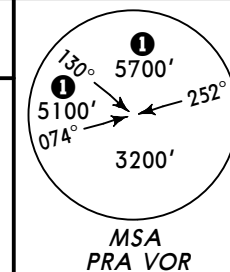
N42 05.2 E003 37.5  
(117.3 NM to THR 07L)

**BEXUR**

N41 56.9 E003 12.5  
(96.8 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 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲

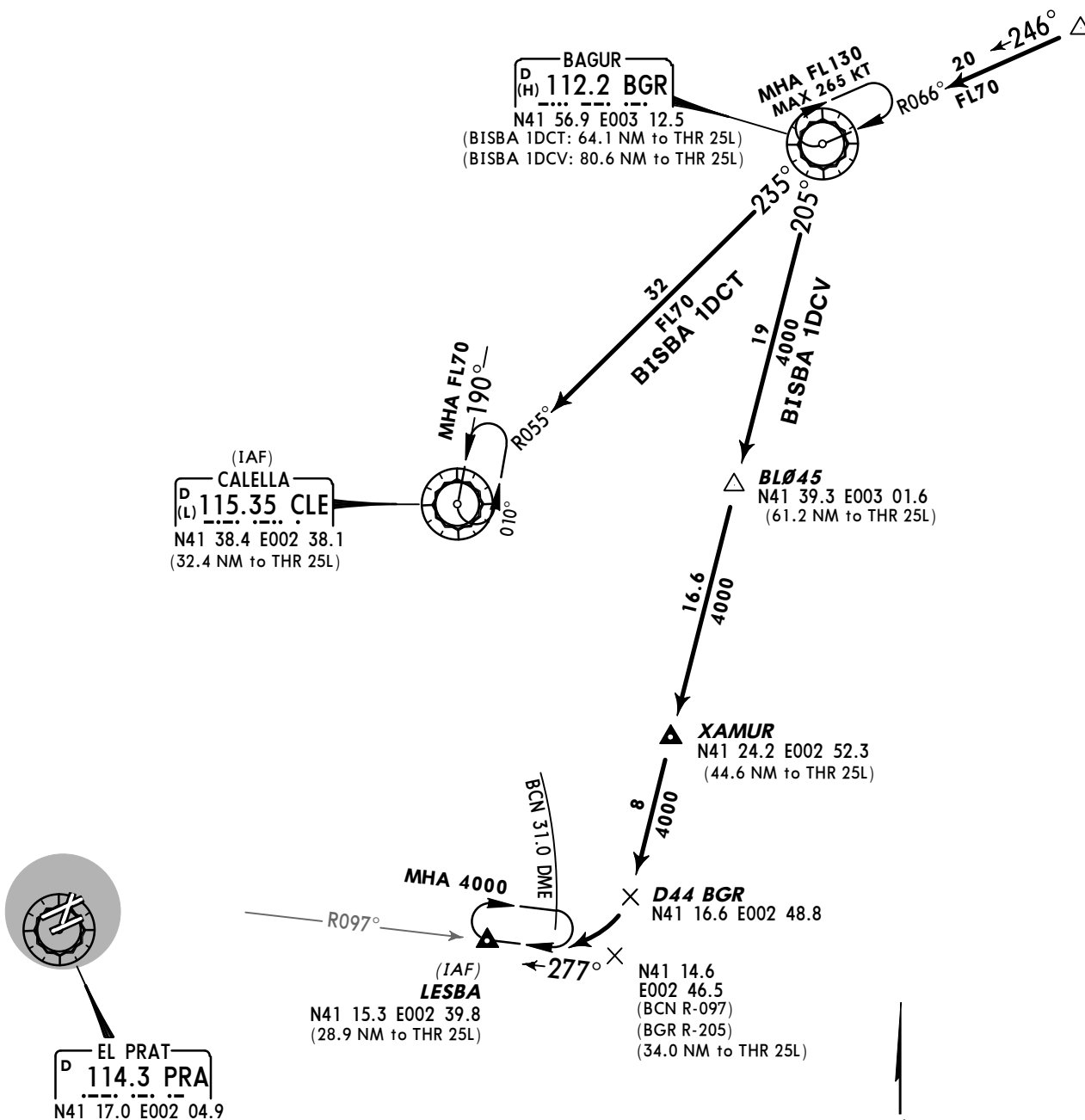
ATIS  
118.65Apt Elev  
14'Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'

① 4300' within 15 NM

BISBA ONE DELTA CHARLIE TANGO  
(BISBA 1DCT) [BI1DCT]  
BISBA ONE DELTA CHARLIE VICTOR  
(BISBA 1DCV) [BI1DCV]  
RWY 25L CONTINUOUS DESCENT ARRIVALS (CDA)  
BY ATC  
USABLE BETWEEN 2300-0700LT

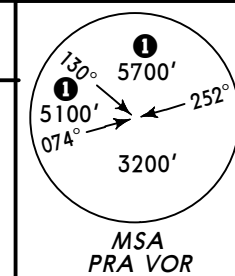
**BISBA**

N42 05.2 E003 37.5  
(BISBA 1DCT: 84.5 NM to THR 25L)  
(BISBA 1DCV: 101.0 NM to THR 25L)



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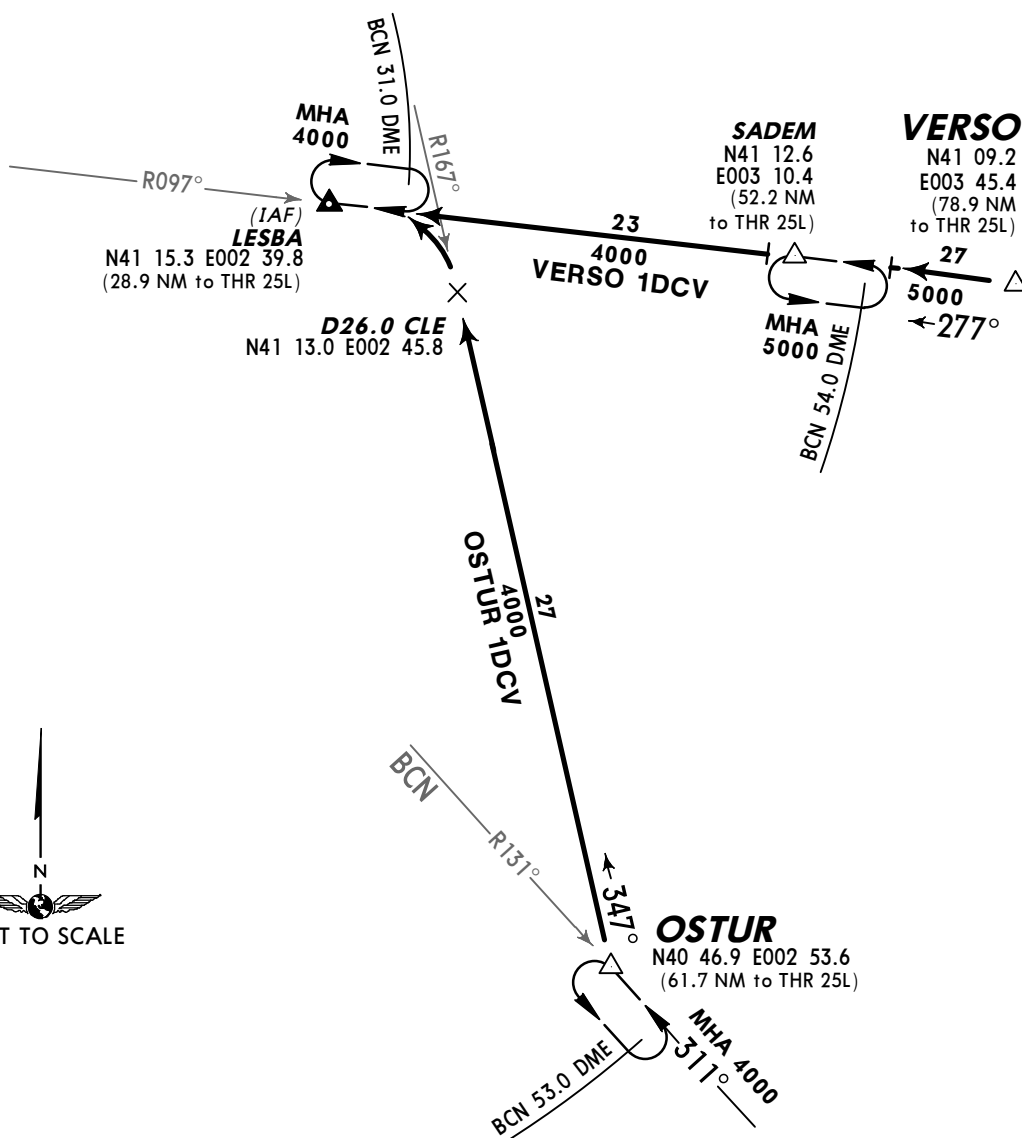
ATIS  
118.65Apt Elev  
14'Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'

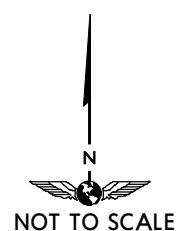
OSTUR ONE DELTA CHARLIE VICTOR  
(OSTUR 1DCV) [OS1DCV]  
VERSO ONE DELTA CHARLIE VICTOR  
(VERSO 1DCV) [VE1DCV]  
RWY 25L CONTINUOUS DESCENT ARRIVALS (CDA) ① 4300' within 15 NM  
BY ATC  
USABLE BETWEEN 2300-0700LT

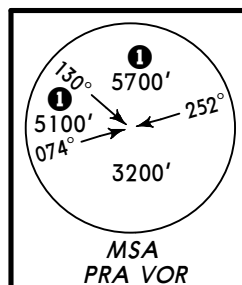
CALELLA  
D 115.35 CLE  
(L) N41 38.4 E002 38.1



EL PRAT  
D 114.3 PRA  
N41 17.0 E002 04.9





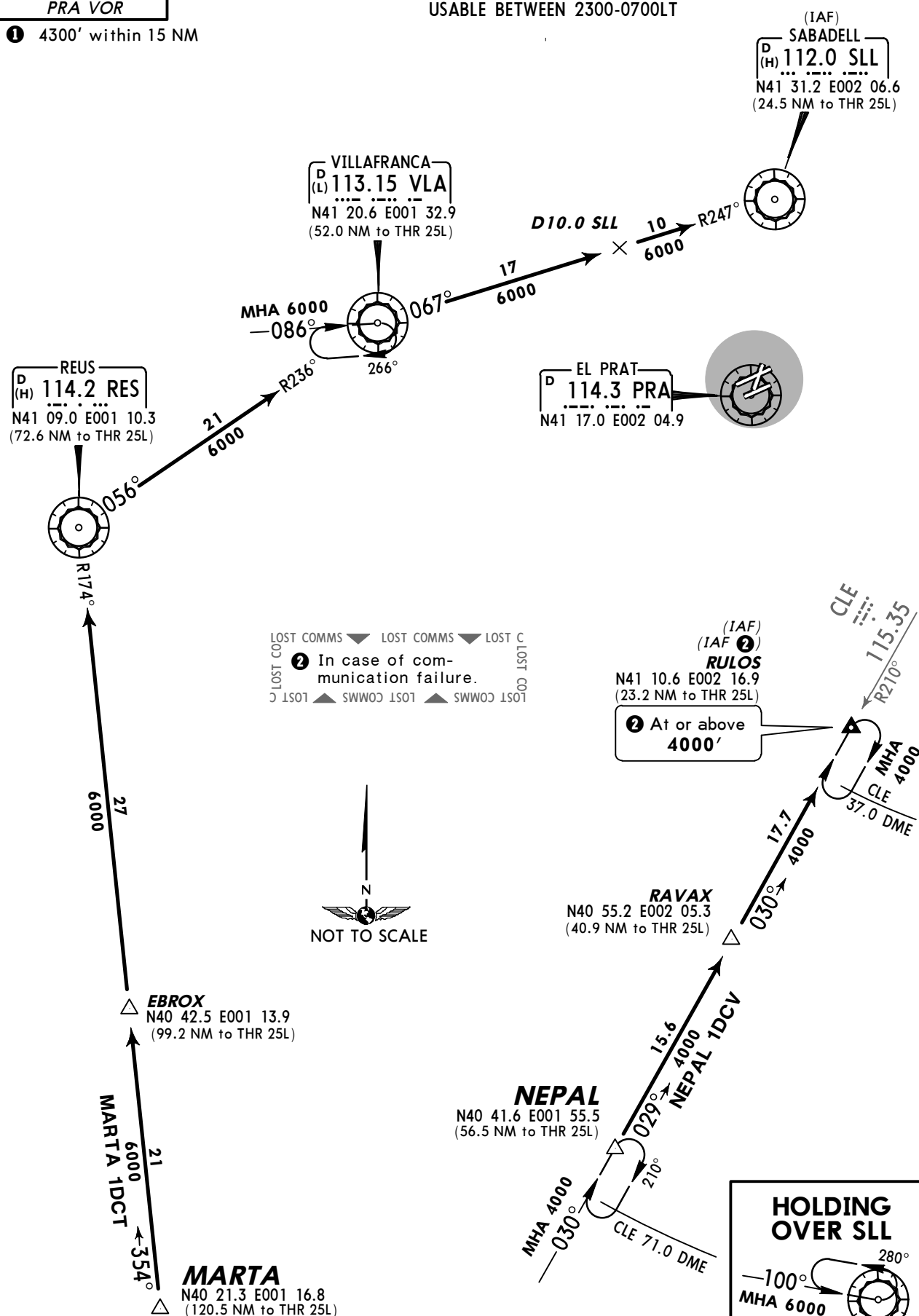
ATIS  
118.65Apt Elev  
14'Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'

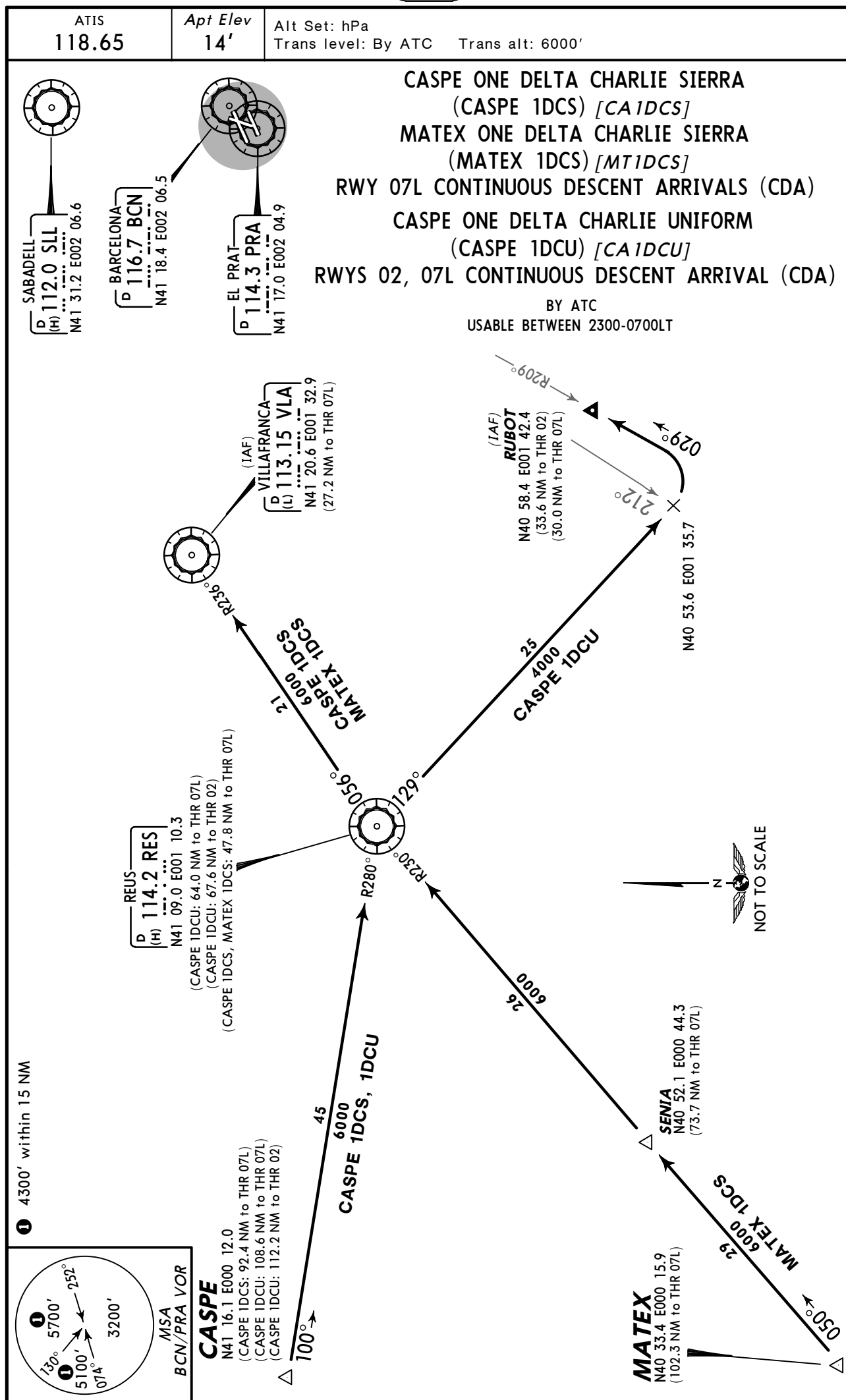
MARTA ONE DELTA CHARLIE TANGO (MARTA 1DCT) [MA1DCT]  
NEPAL ONE DELTA CHARLIE VICTOR (NEPAL 1DCV) [NE1DCV]  
RWY 25L CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC

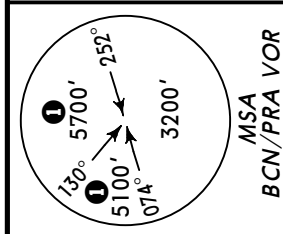
USABLE BETWEEN 2300-0700LT

① 4300' within 15 NM





① 4300' within 15 NM

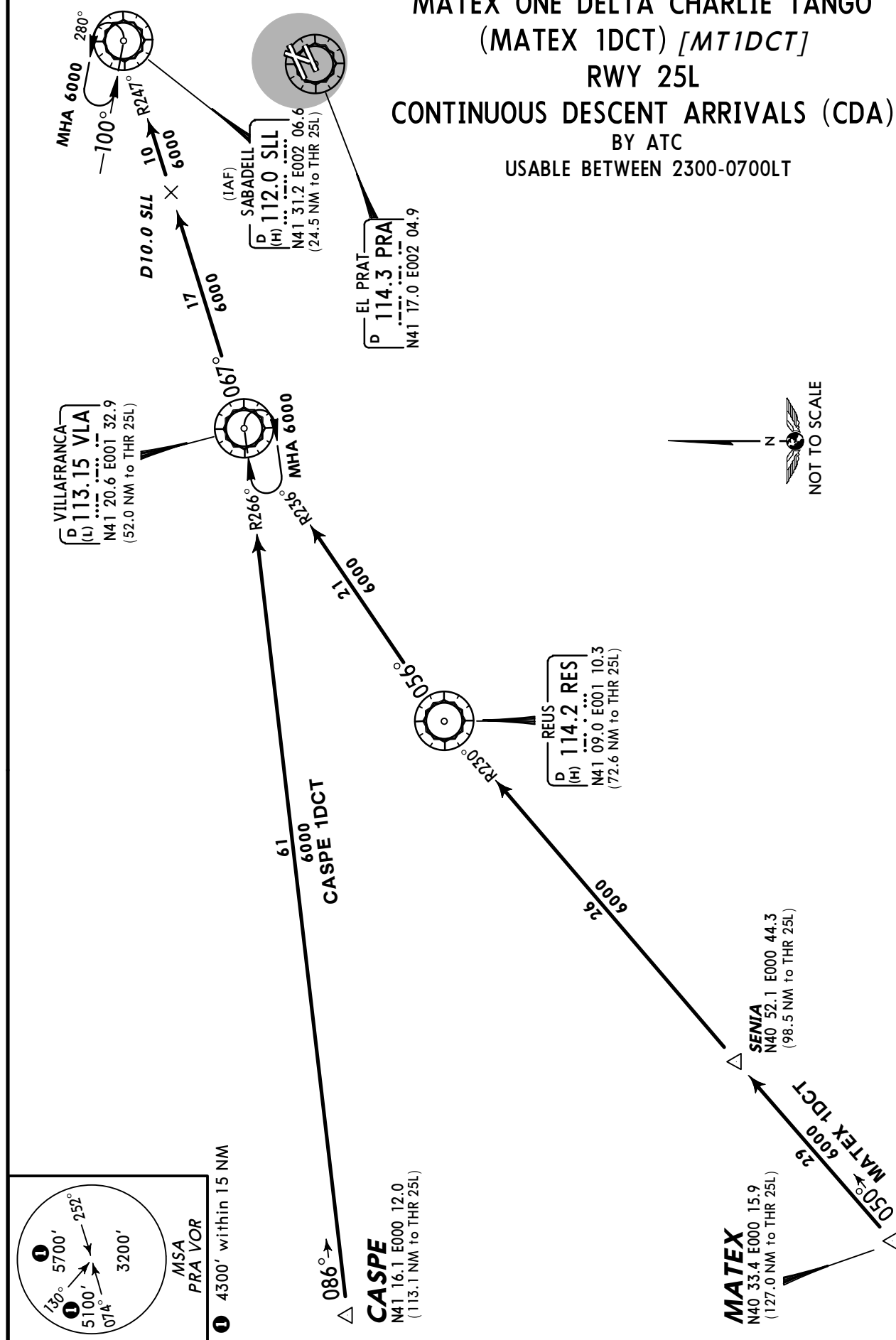


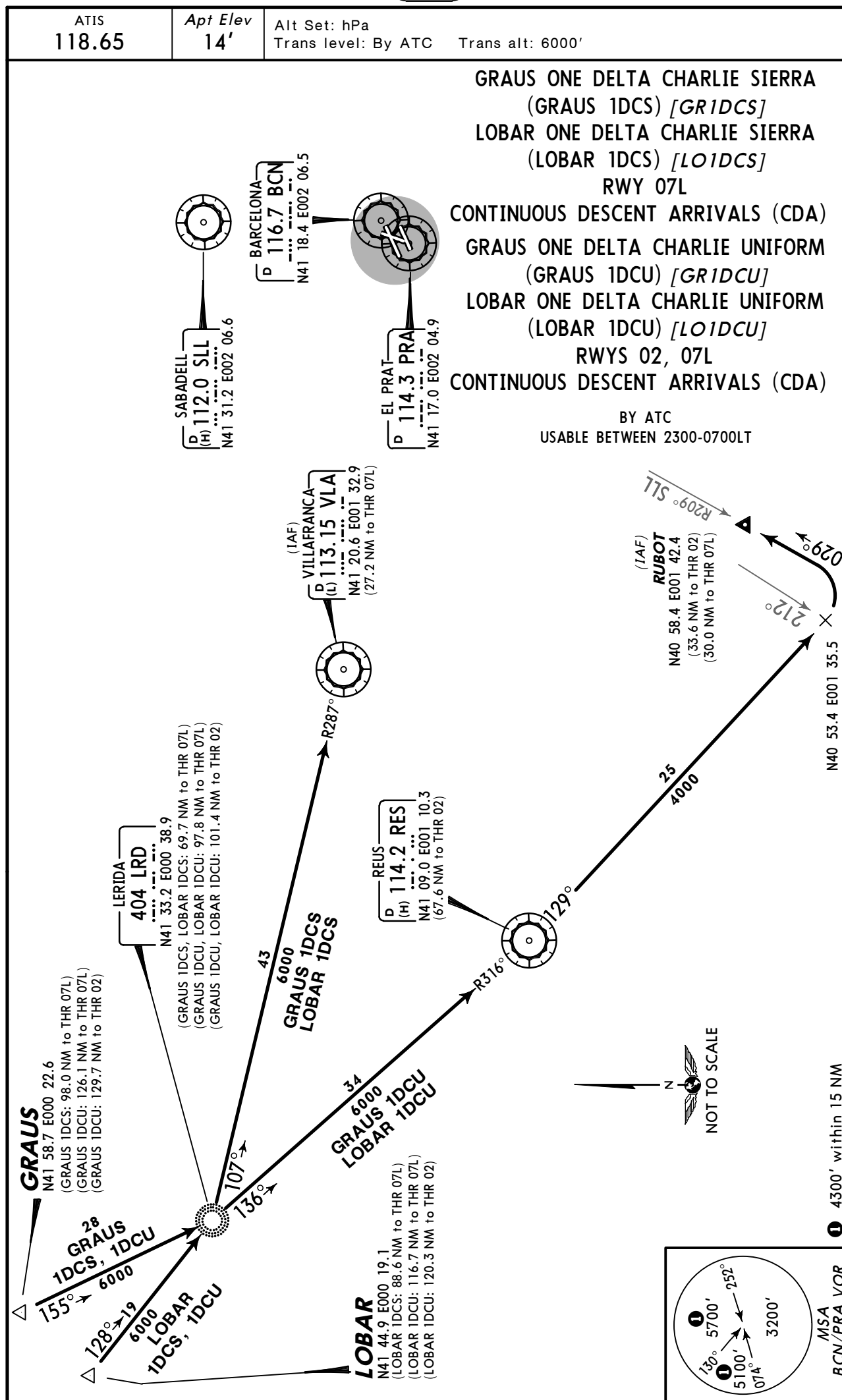
CHANGES: STARs revised; holdings withdrawn.

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

CASPE ONE DELTA CHARLIE TANGO  
(CASPE 1DCT) [CA1DCT]  
MATEX ONE DELTA CHARLIE TANGO  
(MATEX 1DCT) [MT1DCT]  
RWY 25L  
CONTINUOUS DESCENT ARRIVALS (CDA)  
BY ATC  
USABLE BETWEEN 2300-0700LT





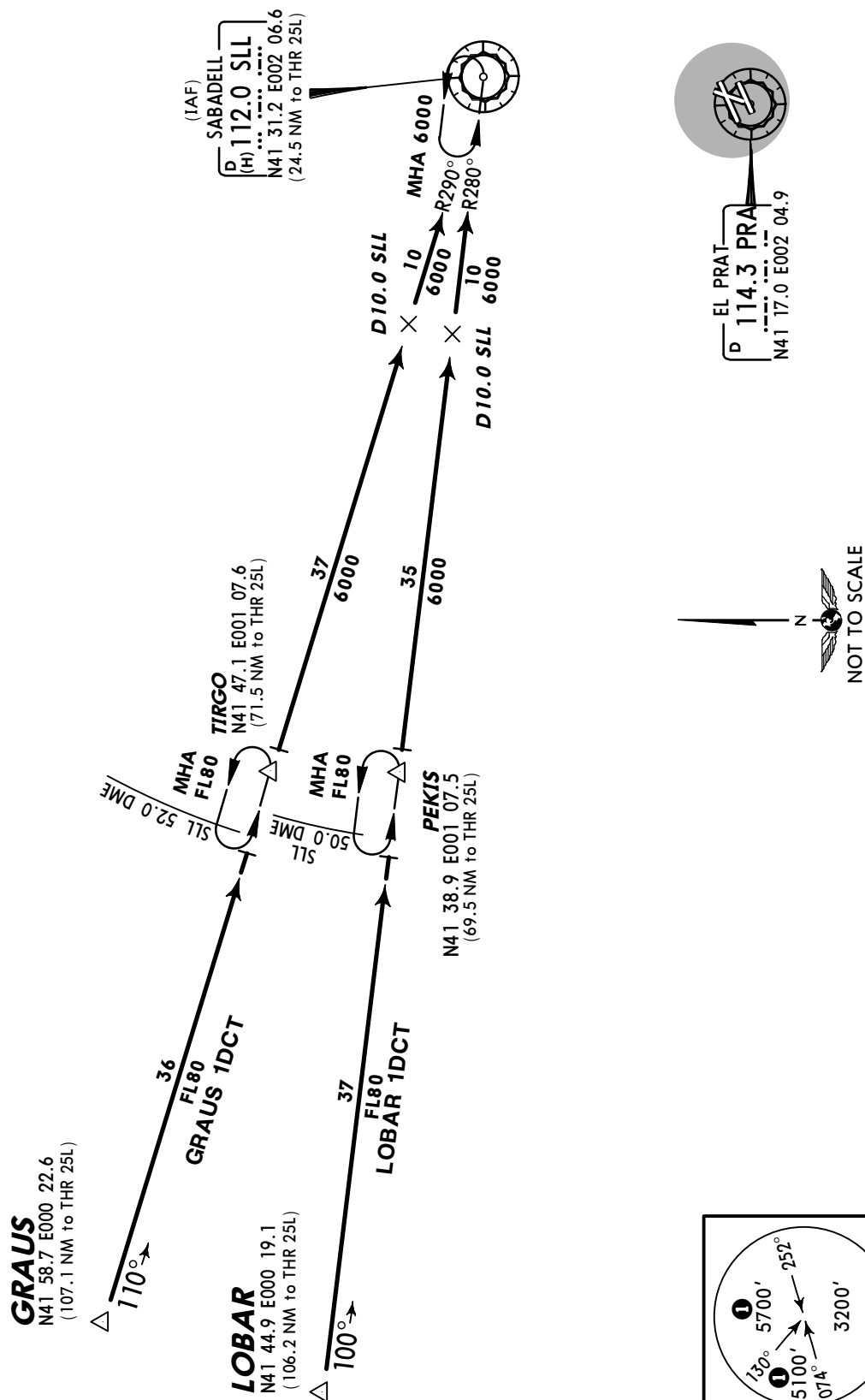
ATIS  
118.65Apt Elev  
14'

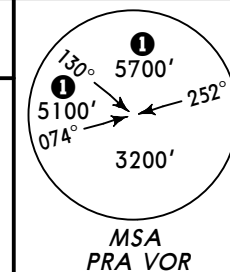
Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'  
Possible failure of SLL VOR coverage beyond 70 NM and SLL DME  
coverage beyond 80 NM.

GRAUS ONE DELTA CHARLIE TANGO (GRAUS 1DCT) [GRIDCT]  
LOBAR ONE DELTA CHARLIE TANGO (LOBAR 1DCT) [LO1DCT]  
RWY 25L CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC

USABLE BETWEEN 2300-0700LT

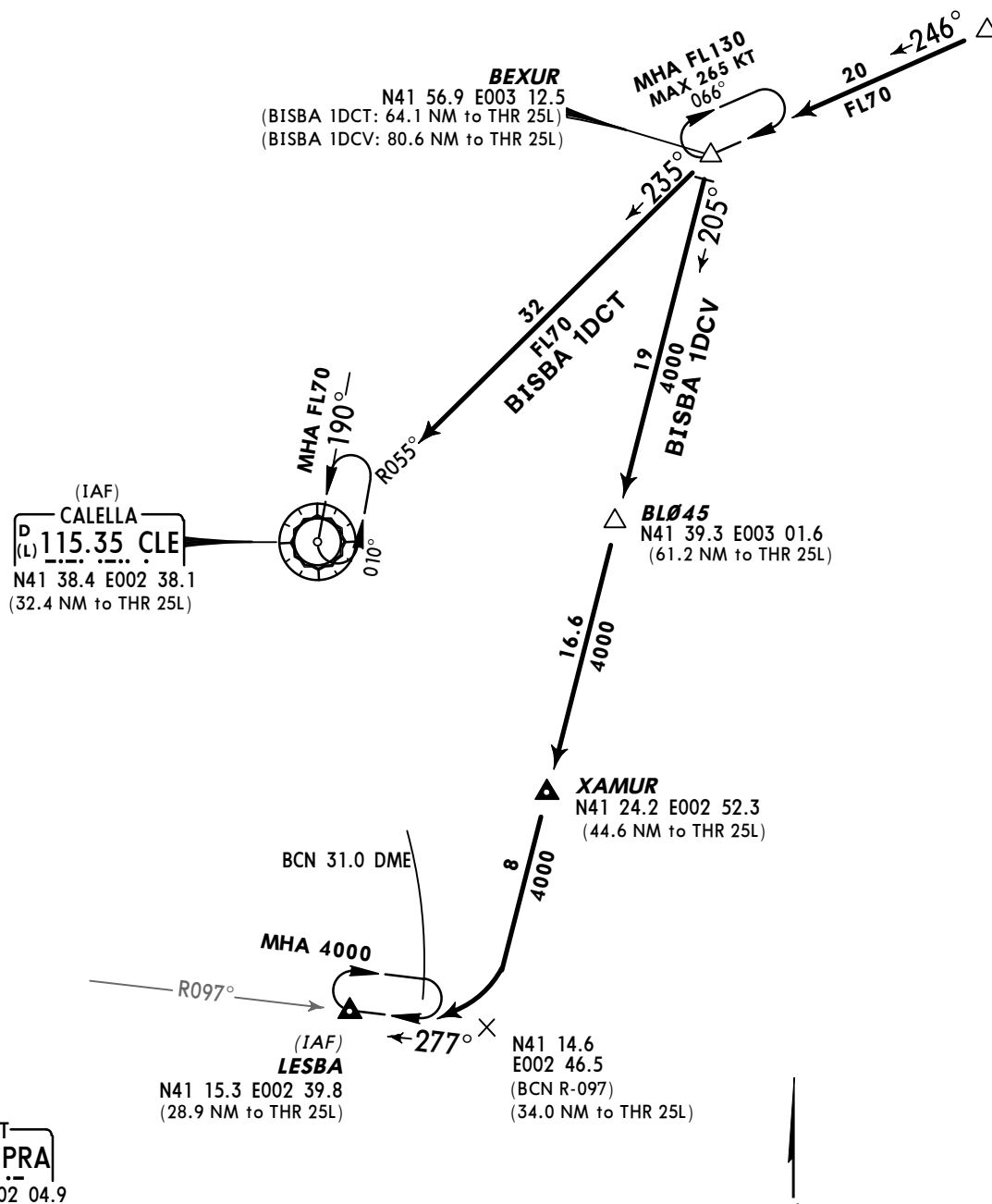


ATIS  
118.65Apt Elev  
14'Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'

① 4300' within 15 NM

BISBA ONE DELTA CHARLIE TANGO  
(BISBA 1DCT) [BI1DCT]  
BISBA ONE DELTA CHARLIE VICTOR  
(BISBA 1DCV) [BI1DCV]  
RWY 25L CONTINUOUS DESCENT ARRIVALS (CDA)  
BY ATC  
BRNAV APPROVAL REQUIRED  
RADIAL ASSISTANCE FOR NON-CERTIFIED AIRCRAFT  
USABLE BETWEEN 2300-0700LT

**TEMPORARY PROCEDURES**  
REFER ALSO TO LATEST NOTAMS

**BISBA**N42 05.2 E003 37.5  
(BISBA 1DCT: 84.5 NM to THR 25L)  
(BISBA 1DCV: 101.0 NM to THR 25L)

EL PRAT  
D(H) 114.3 PRA  
N41 17.0 E002 04.9



CHANGES: New temporary chart. © JEPPESEN, 2013. ALL RIGHTS RESERVED.

| RNAV SID DESIGNATION | REFER TO CHART |
|----------------------|----------------|
| AGENA 1K, 1L, 1M     | 10-3B          |
| AGENA 2P, 3Q         | 10-3C          |
| AGENA 2R             | 10-3D          |
| DALIN 1K, 1L, 1M     | 10-3E          |
| DALIN 2P, 3Q         | 10-3F          |
| DALIN 2R             | 10-3G          |
| DUNES 1K, 1L, 1M     | 10-3H          |
| DUNES 2P, 3Q         | 10-3J          |
| DUNES 2R             | 10-3J1         |
| GRAUS 1K, 1L, 1M     | 10-3J2         |
| GRAUS 2P, 3Q         | 10-3J3         |
| GRAUS 2R             | 10-3J4         |
| LARPA 1K, 1L, 1M     | 10-3J5         |
| LARPA 2P, 3Q         | 10-3J6         |
| LARPA 2R             | 10-3J7         |
| LOBAR 1K, 1L, 1M     | 10-3J8         |
| LOBAR 2P, 3Q         | 10-3K          |
| LOBAR 2R             | 10-3L          |
| LOTOS 1K, 1L, 1M     | 10-3L1         |
| LOTOS 2P, 3Q         | 10-3L2         |
| LOTOS 2R             | 10-3L3         |
| MOPAS 1K, 1L, 1M     | 10-3L4         |
| MOPAS 2P, 3Q         | 10-3L5         |
| MOPAS 2R             | 10-3L6         |
| OKABI 1K, 1L, 1M     | 10-3L7         |
| OKABI 2P, 3Q         | 10-3L8         |
| OKABI 2R             | 10-3M          |
| SENIA 1K, 3L, 3M     | 10-3N          |
| SENIA 2P, 3Q         | 10-3N1         |
| SENIA 4R             | 10-3N2         |
| VERSO 1K, 1L, 1M     | 10-3N3         |
| VERSO 2P, 3Q         | 10-3N4         |
| VERSO 2R             | 10-3N5         |

FOR SID DESIGNATION REFER TO PAGE 10-3A

| SID DESIGNATION    | REFER TO CHART |
|--------------------|----------------|
| AGENA 1A, 1G       | 10-3N6         |
| AGENA 2B, 1E       | 10-3N7         |
| AGENA 3D, 3W       | 10-3N8         |
| CALELLA 1A, 1G     | 10-3P          |
| CALELLA 1B, 1E     | 10-3Q          |
| CALELLA 2D, 3W     | 10-3Q1         |
| DALIN 1A, 1G       | 10-3Q2         |
| DALIN 2B, 1E       | 10-3Q3         |
| DALIN 3D, 3W       | 10-3Q4         |
| DUNES 1A, 1G       | 10-3Q5         |
| DUNES 2B, 1E       | 10-3Q6         |
| DUNES 3D, 3W       | 10-3Q7         |
| GRAUS 5A, 1G       | 10-3Q8         |
| GRAUS 5B, 5E       | 10-3S          |
| GRAUS 6D, 3W       | 10-3T          |
| LARPA 1A, 1G       | 10-3T1         |
| LARPA 2B, 1E       | 10-3T2         |
| LARPA 3D, 3W       | 10-3T3         |
| LOBAR 4A, 1G       | 10-3T4         |
| LOBAR 4B, 4E       | 10-3T5         |
| LOBAR 5D, 3W       | 10-3T6         |
| LOTOS 1A, 1G       | 10-3T7         |
| LOTOS 2B, 1E       | 10-3T8         |
| LOTOS 4D, 4W       | 10-3U          |
| MOPAS 5A, 1G       | 10-3V          |
| MOPAS 5B, 5E       | 10-3V1         |
| MOPAS 7D, 3W       | 10-3V2         |
| OKABI 5A, 1G       | 10-3V3         |
| OKABI 5B, 5E       | 10-3V4         |
| OKABI 6D, 3W       | 10-3V5         |
| SENIA 3A, 1G       | 10-3V6         |
| SENIA 4B, 3E       | 10-3V7         |
| SENIA 6D, 3W       | 10-3V8         |
| VERSO 1A, 1G       | 10-3W          |
| VERSO 2B, 1E       | 10-3X          |
| VERSO 3D, 3W       | 10-3X1         |
| VILLAFRANCA 1A, 1G | 10-3X2         |
| VILLAFRANCA 1B, 1E | 10-3X3         |
| VILLAFRANCA 2D, 3W | 10-3X4         |
| CONTINGENCY DEPS   | 10-3X5         |

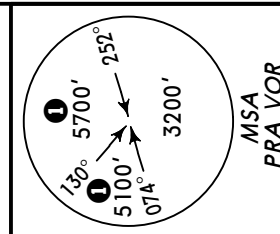
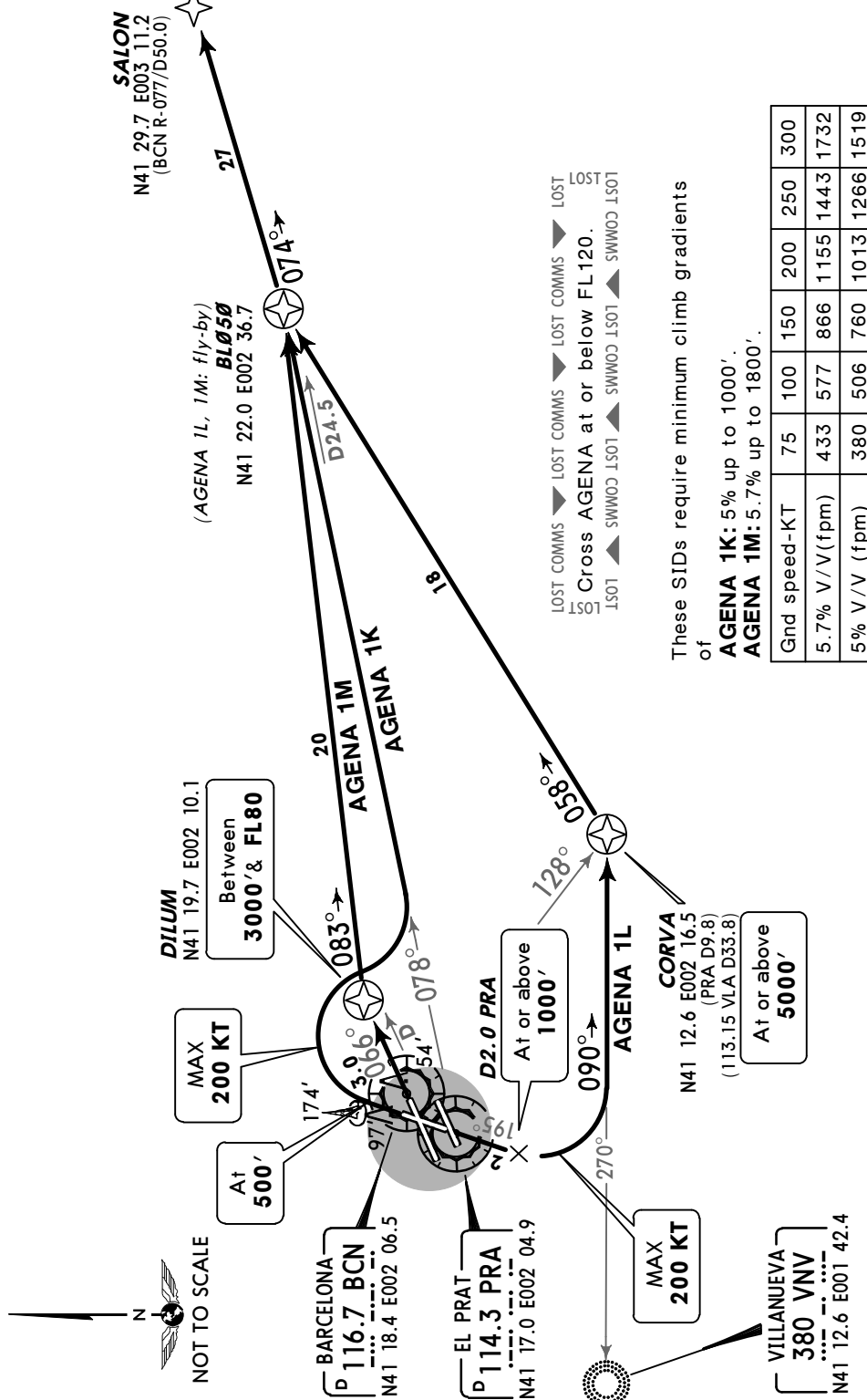
Apt Elev  
14'

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

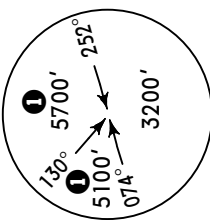
RNAV APPROVAL REQUIRED

**SPEED: MAX 250 KT BELOW FL100**① 4300' within  
15 NM

Apt Elev  
14'

Trans level: By ATC Trans alt: 6000'

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

MSA  
ARP

① 4300' within 15 NM

AGENA TWO PAPA (AGENA 2P) [AGEN2P]  
AGENA THREE QUEBEC (AGENA 3Q) [AGEN3Q]  
RWYS 25R, 20, 25L RNAV DEPARTURES  
RNAV (DME/DME)

P-RNAV APPROVAL REQUIRED

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

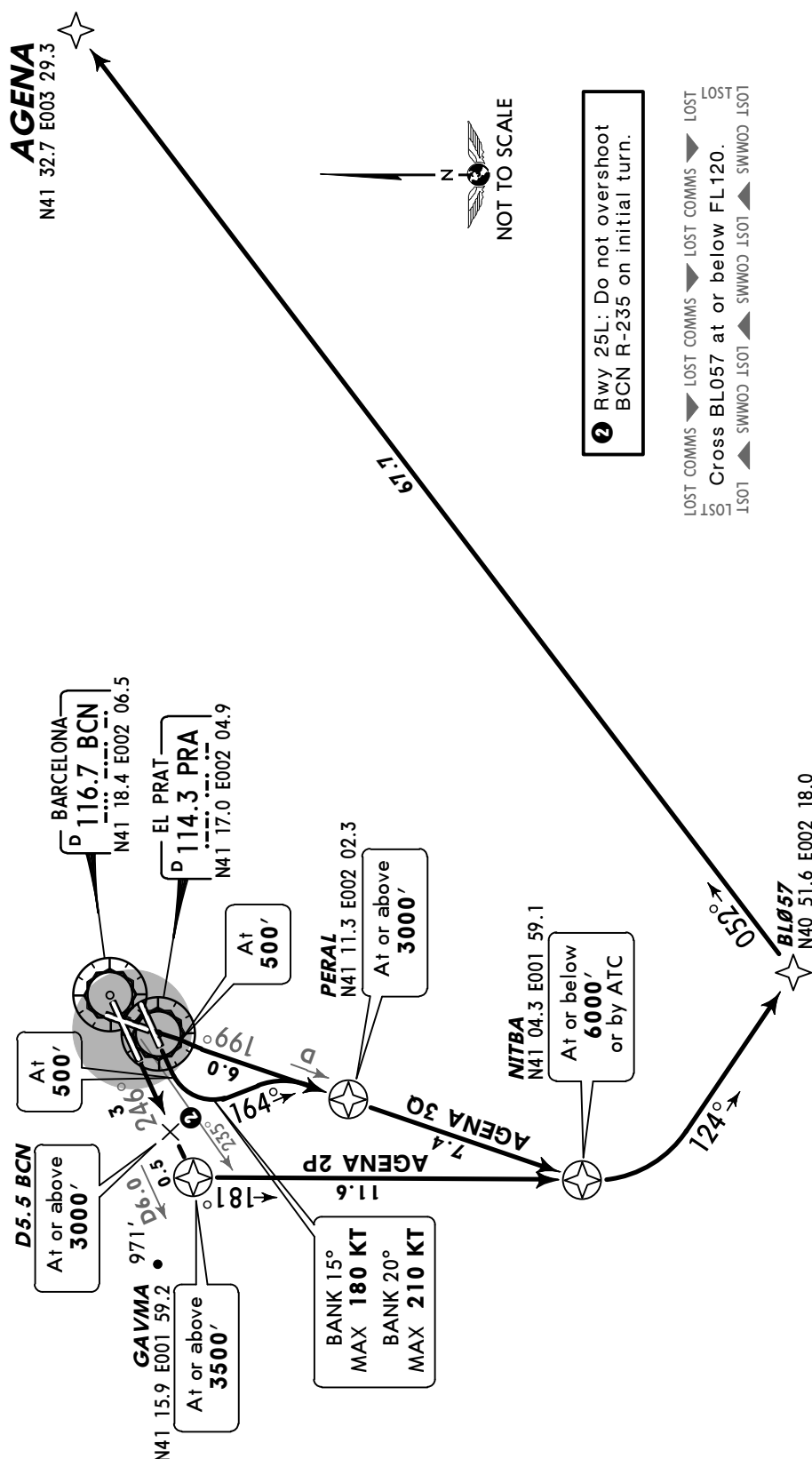
**~~SPEED~~ MAX 250 KT UNTIL FL100**Initial ATC clearance: Climb and maintain **FL120** and request flight level change enroute

## INITIAL CLIMB

| SID      | RWY | INITIAL CLIMB                                                                                    |
|----------|-----|--------------------------------------------------------------------------------------------------|
| AGENA 2P | 25R | Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6.0 BCN).                                        |
| AGENA 3Q | 20  | Climb on runway heading to 500', turn RIGHT, intercept PRA R-199 to PERAL (D6.0 PRA).            |
|          | 25L | Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-199 to PERAL (D6.0 PRA). |

## ROUTING

| SID      | ROUTING                                          |
|----------|--------------------------------------------------|
| AGENA 2P | GAVMA (3500'+) - NITBA (6000'-) - BL057 - AGENA. |
| AGENA 3Q | PERAL (3000'+) - NITBA (6000'-) - BL057 - AGENA. |

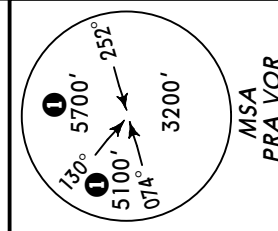


Apt Elev  
14'

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.

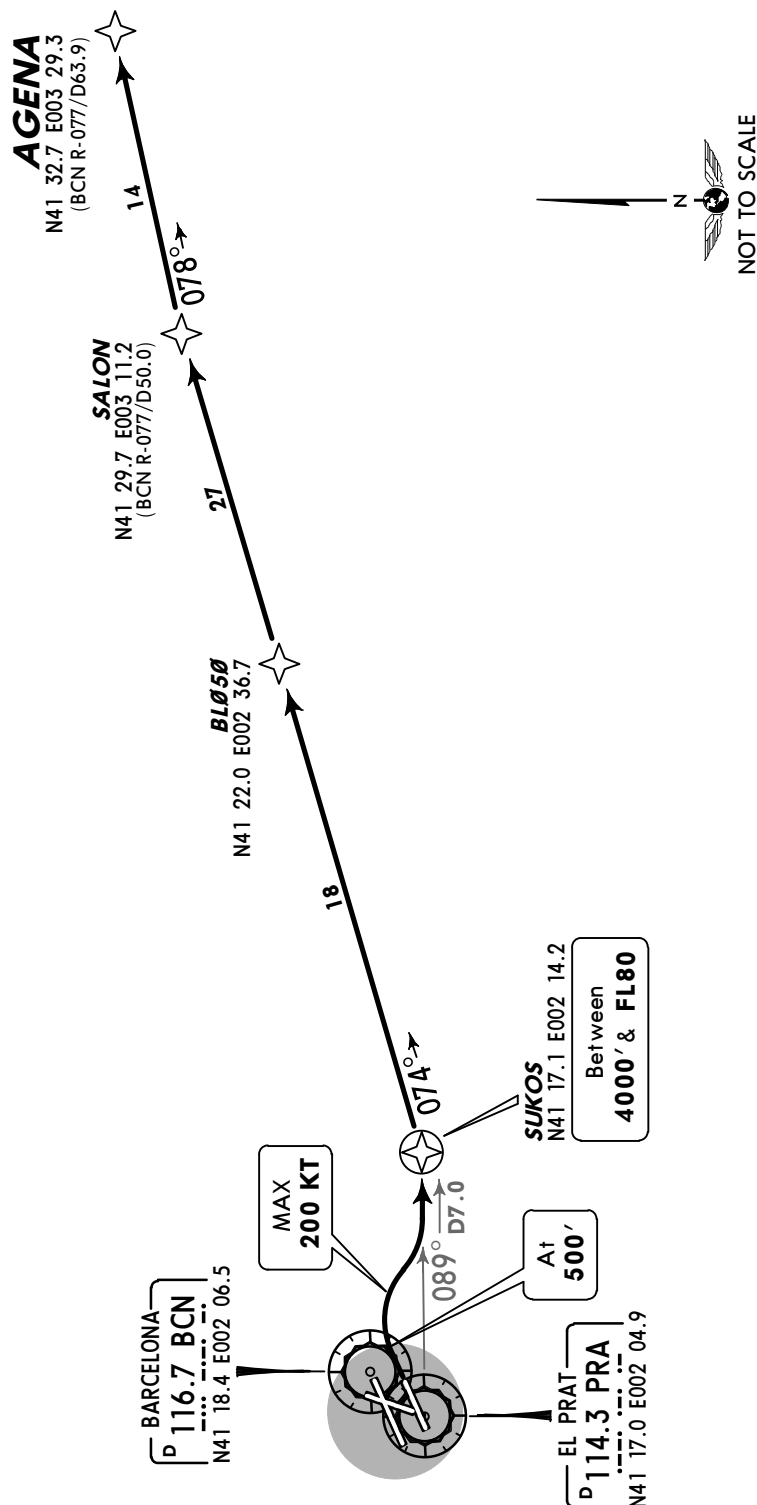
**AGENA TWO ROMEO (AGENA 2R) [AGEN2R]**  
**RWY 07R RNAV DEPARTURE**  
RNAV APPROVAL REQUIRED  
**~~SPEEDS~~ MAX 250 KT BELOW FL100**



This SID requires a minimum climb gradient of 4.8% up to 1000'.

| Gnd speed-KT   | 75  | 100 | 150 | 200 | 250  | 300  |
|----------------|-----|-----|-----|-----|------|------|
| 4.8% V/V (fpm) | 365 | 486 | 729 | 972 | 1215 | 1458 |

LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST  
Cross AGENA at or below FL120.  
LS01 ► SSWW03 LS01 ► SSWW03 LS01 ► SSWW03 LS01



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 (D7.0 PRA), then to BL050, then to SALON, then to AGENA.

① 4300' within 15 NM

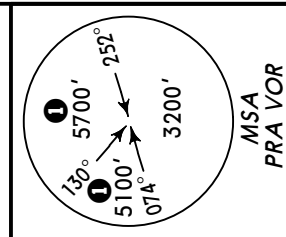
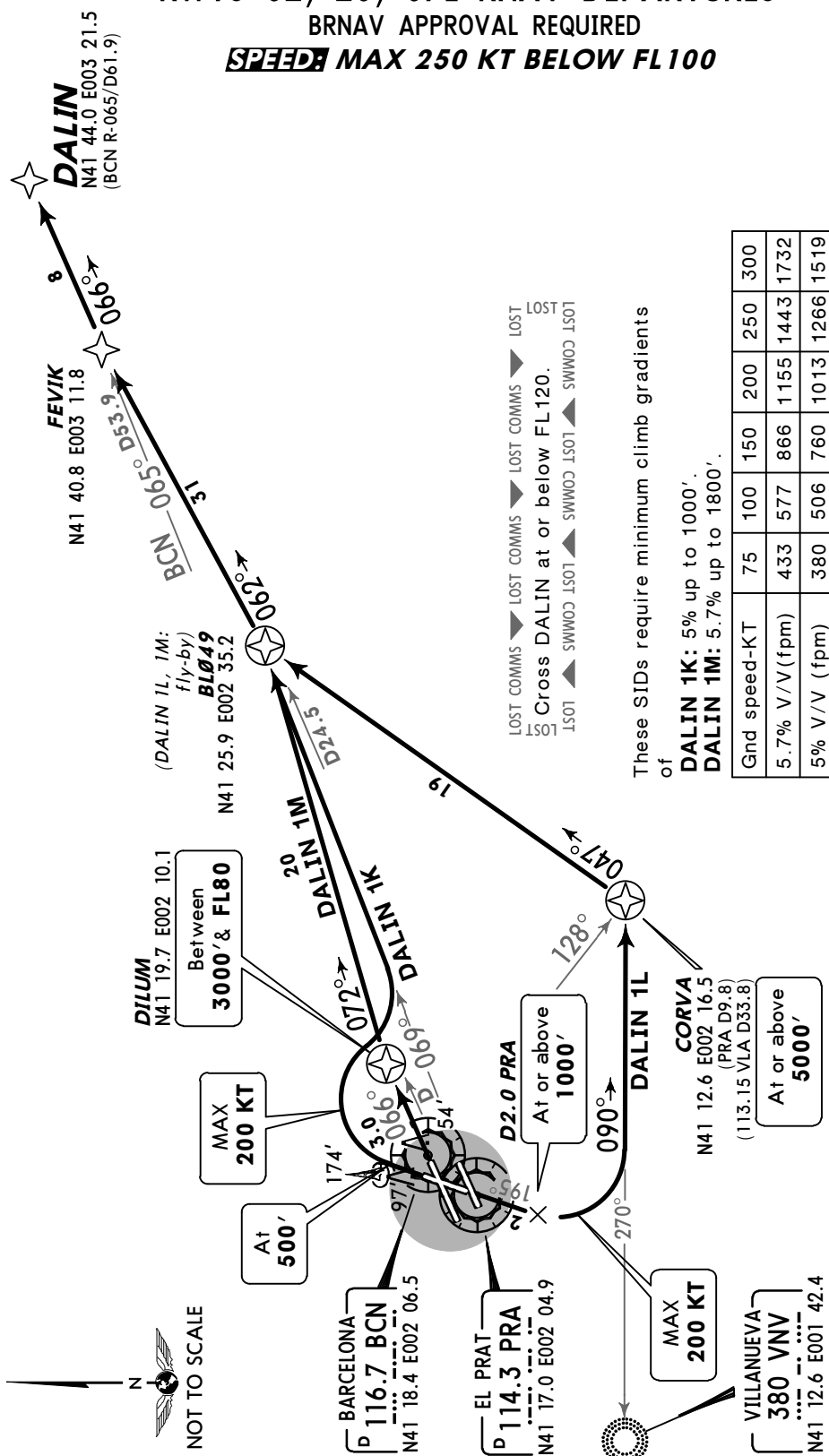
Apt Elev  
14'

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**

RNAV APPROVAL REQUIRED

**SPEED: MAX 250 KT BELOW FL100****①** 4300' within  
15 NM

| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
|----------------|-----|-----|-----|------|------|------|
| 5.7% V/V (fpm) | 433 | 577 | 866 | 1155 | 1443 | 1732 |
| 5% V/V (fpm)   | 380 | 506 | 760 | 1013 | 1266 | 1519 |

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-069 to BL049 (D24.5 PRA), then to FEVIK, then to DALIN.                                        |
| DALIN 1L | 20  | Climb on runway heading, intercept PRA R-195 to D2.0 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 (D3.0 BCN), then to BL049, then to FEVIK, then to DALIN.                                                 |

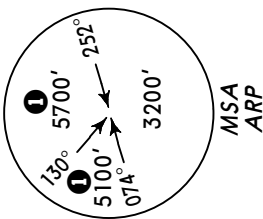
**②** Turns before departure end of runway (DER) are not allowed.

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 THREE QUEBEC (DALIN 3Q) [DALI3Q] RWYS 25R, 20, 25L RNAV DEPARTURES

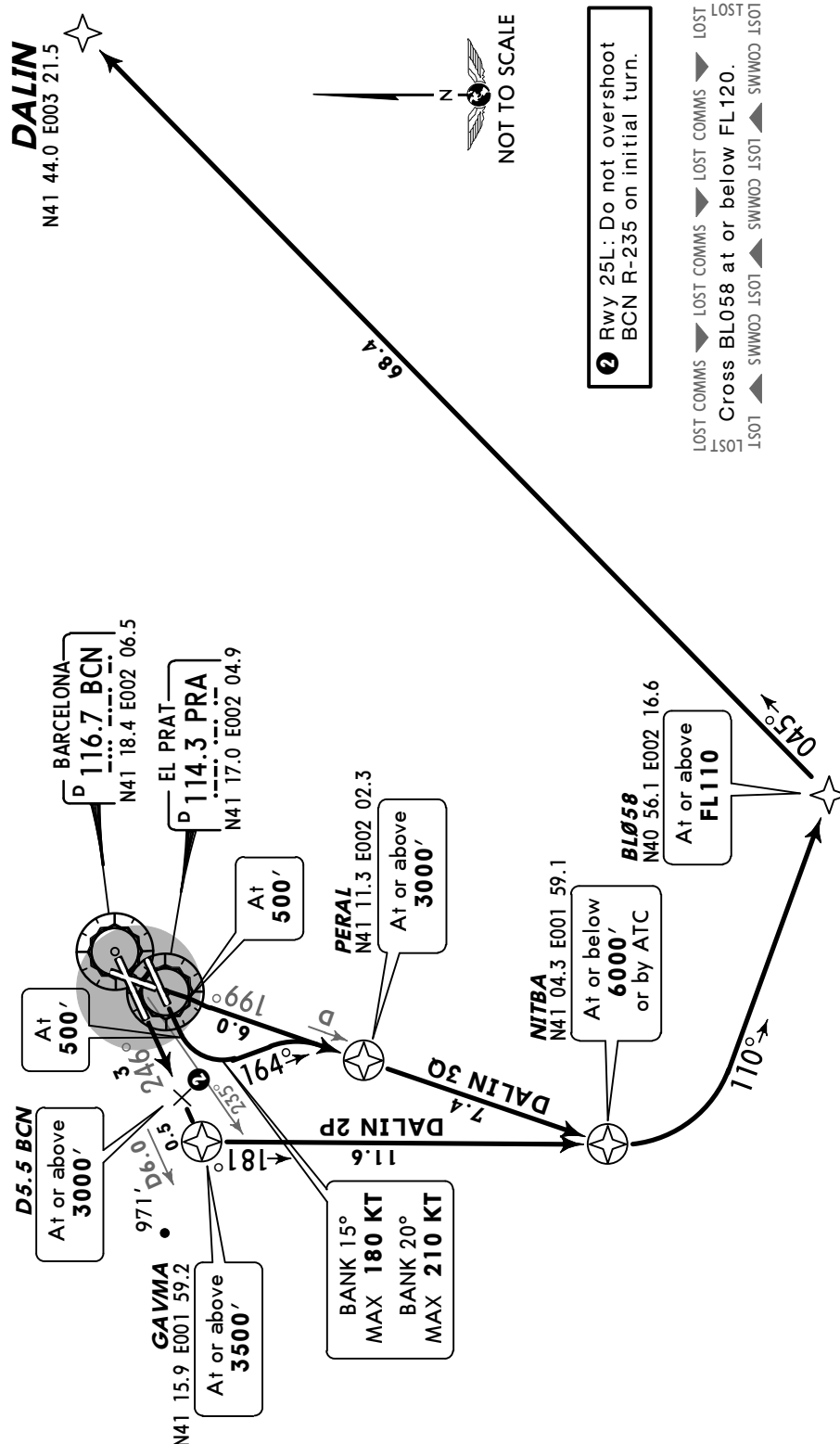
RNAV (DME/DME)

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 (D6.0 BCN).                                        |
| DALIN 3Q | 20  | Climb on runway heading to 500', turn RIGHT, intercept PRA R-199 to PERAL (D6.0 PRA).            |
| DALIN 3Q | 25L | Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-199 to PERAL (D6.0 PRA). |
| SID      |     | ROUTING                                                                                          |
| DALIN 2P |     | GAVMA (3500'+) - NITBA (6000'+) - BL058 (FL110+) - DALIN.                                        |
| DALIN 3Q |     | PERAL (3000'+) - NITBA (6000'+) - BL058 (FL110+) - DALIN.                                        |



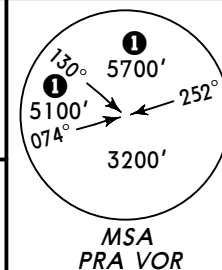
② Rwy 25L: Do not overshoot  
BCN R-235 on initial turn.

LOST COMMS ➤ LOST COMMS ➤ LOST COMMS ➤ LOST  
Cross BL058 at or below FL120.  
LOST COMMS ➤ LOST COMMS ➤ LOST COMMS ➤ LOST

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.



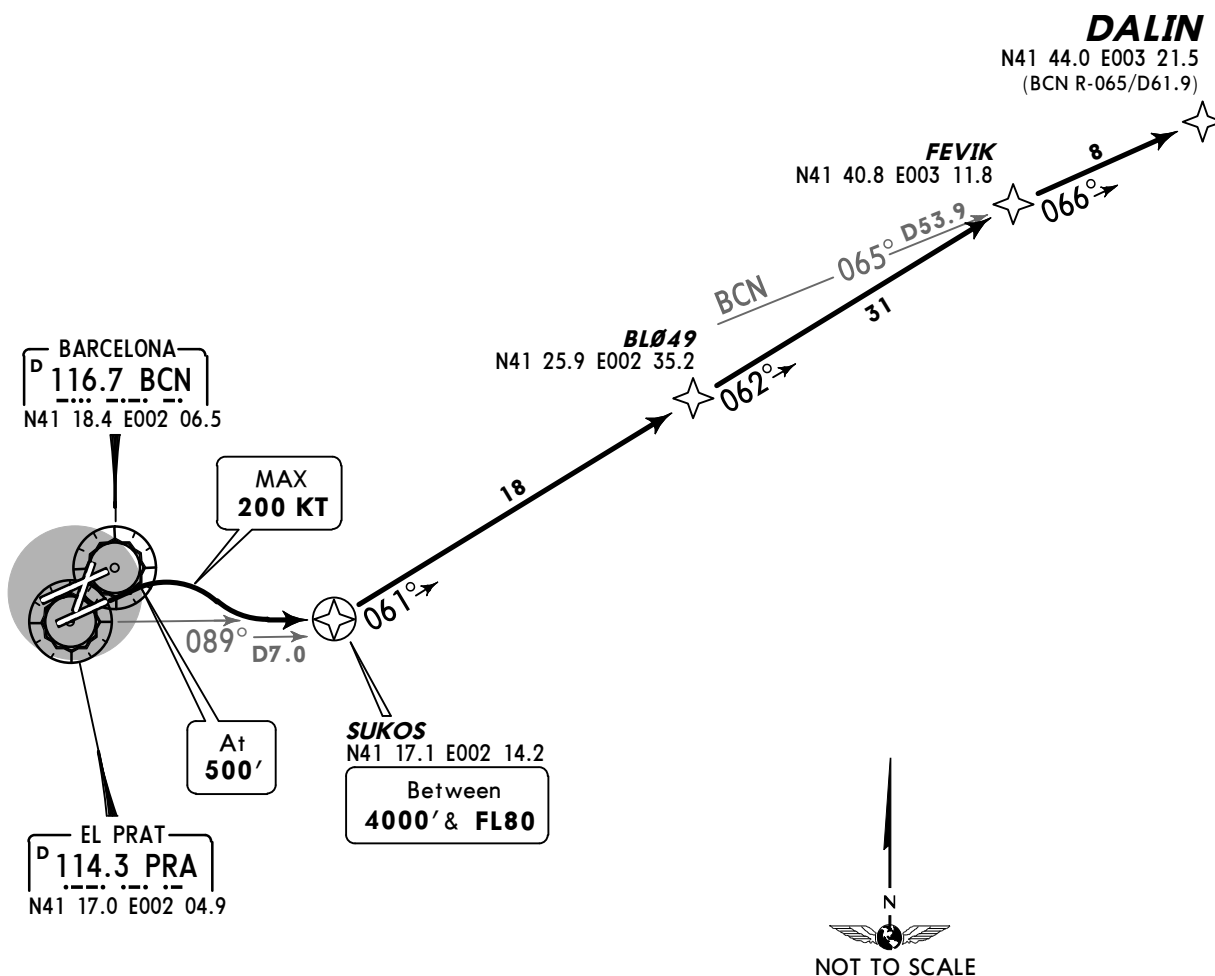
① 4300' within 15 NM

**DALIN TWO ROMEO (DALIN 2R) [DALI2R]****RWY 07R RNAV DEPARTURE**

BRNAV APPROVAL REQUIRED

**~~SPEED~~ MAX 250 KT BELOW FL100**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST  
LOST Cross DALIN at or below FL120. LOST  
ISOT ▲ SWW03 ISOT ▲ SWW03 ISOT ▲ SWW03 ISOT



This SID requires a minimum climb gradient of 4.8% up to 1000'.

| Gnd speed-KT  | 75  | 100 | 150 | 200 | 250  | 300  |
|---------------|-----|-----|-----|-----|------|------|
| 4.8% V/V(fpm) | 365 | 486 | 729 | 972 | 1215 | 1458 |

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 (D7.0 PRA), then to BL049, then to FEVIK, then to DALIN.

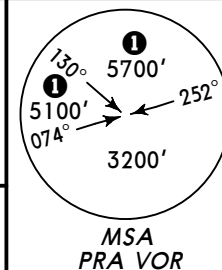
Apt Elev  
14'

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.

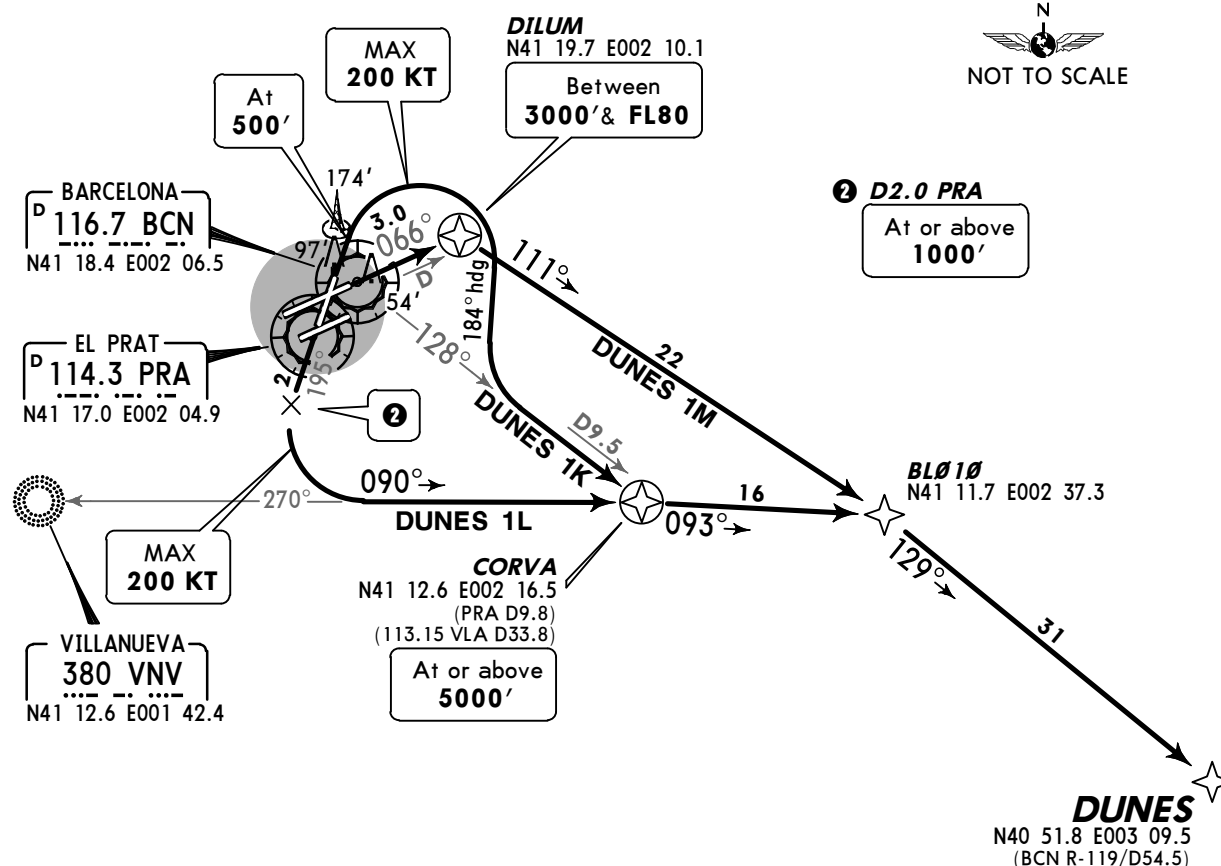
2. EXPECT close-in obstacles.

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**  
**BRNAV APPROVAL REQUIRED**  
**~~SPEED~~ MAX 250 KT BELOW FL100**



These SIDs require minimum climb gradients of

**DUNES 1K:** 5% up to 1000'.

**DUNES 1M:** 5.7% up to 1800'.

| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
|----------------|-----|-----|-----|------|------|------|
| 5.7% V/V (fpm) | 433 | 577 | 866 | 1155 | 1443 | 1732 |
| 5% V/V (fpm)   | 380 | 506 | 760 | 1013 | 1266 | 1519 |

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST  
Cross DUNES at or below FL120.  
LOST ▲ SWW03 1501 ▲ SWW03 1501 ▲ SWW03 1501

Initial ATC clearance:

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

| SID      | RWY     | INITIAL CLIMB/ROUTING                                                                                                                        |
|----------|---------|----------------------------------------------------------------------------------------------------------------------------------------------|
| DUNES 1K | 02<br>③ | 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 | 20      | Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, then to BL010, then to DUNES. |
| DUNES 1M | 07L     | Climb on runway heading to BCN, BCN R-066 to DILUM (D3.0 BCN), then to BL010, then to DUNES.                                                 |

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

**BARCELONA**  
D 116.7 BCN  
N41 18.4 E002 06.5

**EL PRAT**  
D 114.3 PRA  
N41 17.0 E002 04.9

**D5.5 BCN**  
At or above 3000'

**At 500'**

**GAVMA**  
N41 15.9 E001 59.2  
At or above 3500'

**BANK 15°**  
MAX 180 KT  
**BANK 20°**  
MAX 210 KT

**DUNES 2P**  
11.6

**DUNES 3Q**  
7.4

**PERAL**  
N41 11.3 E002 02.3  
At or above 3000'

**NITBA**  
N41 04.3 E001 59.1  
At or below 6000' or by ATC

**BLØ57**  
N40 51.6 E002 18.0

**NOT TO SCALE**

**Legend:**  
② Rwy BCN  
LOST COMMS ▼ LOS  
LOST Cross BLØ57  
LOST ▲ SSWOC 15

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

**Cross BL057 at or below FL120.**

NOT TO SCALE

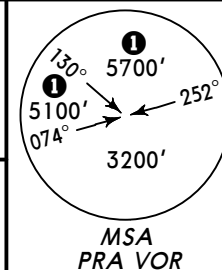
Initial ATC clearance:  
Climb and maintain **FL120** and request flight level change enroute

| SID      | RWY                                              | INITIAL CLIMB                                                                                    |
|----------|--------------------------------------------------|--------------------------------------------------------------------------------------------------|
| DUNES 2P | 25R                                              | Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6.0 BCN).                                        |
| DUNES 3Q | 20                                               | Climb on runway heading to 500', turn RIGHT, intercept PRA R-199 to PERAL (D6.0 PRA).            |
|          | 25L                                              | Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-199 to PERAL (D6.0 PRA). |
| SID      | ROUTING                                          |                                                                                                  |
| DUNES 2P | GAVMA (3500'+) - NITBA (6000'-) - BL057 - DUNES. |                                                                                                  |
| DUNES 3Q | PERAL (3000'+) - NITBA (6000'-) - BL057 - DUNES. |                                                                                                  |

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.



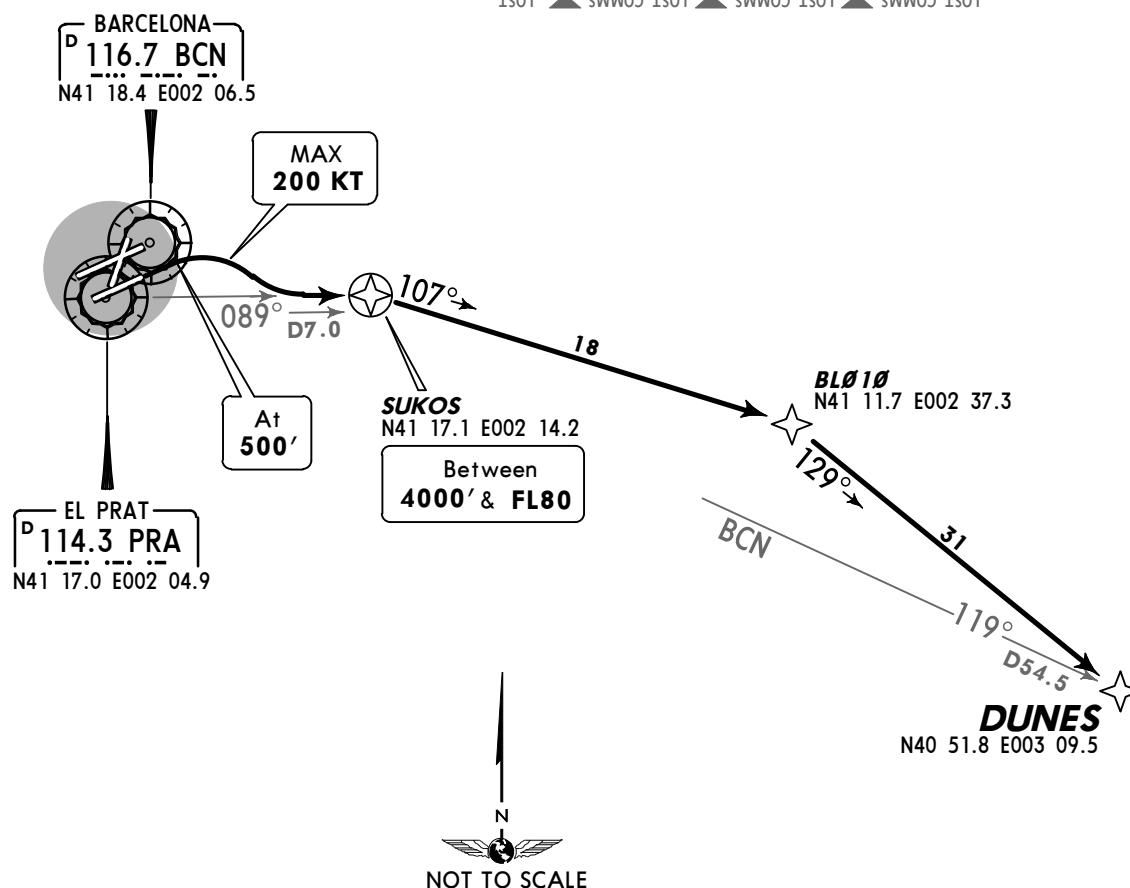
① 4300' within 15 NM

**DUNES TWO ROMEO (DUNES 2R) [DUNE2R]****RWY 07R RNAV DEPARTURE**

BRNAV APPROVAL REQUIRED

**~~SPEED~~ MAX 250 KT BELOW FL100**

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



This SID requires a minimum climb gradient of 4.8% up to 1000'.

| Gnd speed-KT  | 75  | 100 | 150 | 200 | 250  | 300  |
|---------------|-----|-----|-----|-----|------|------|
| 4.8% V/V(fpm) | 365 | 486 | 729 | 972 | 1215 | 1458 |

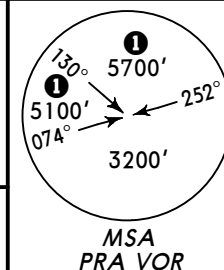
Turns before departure end of runway (DER) are not allowed.

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 (D7.0 PRA), then to BL010, then to DUNES.

3. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

**BRNAV APPROVAL REQUIRED**

**SPEED: MAX 250 KT BELOW FL100**

|               |     |     |     |      |      |      |
|---------------|-----|-----|-----|------|------|------|
| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
| 5.7% V/V(fpm) | 433 | 577 | 866 | 1155 | 1443 | 1732 |
| 5% V/V (fpm)  | 380 | 506 | 760 | 1013 | 1266 | 1519 |

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

| SID      | RWY     | INITIAL CLIMB/ROUTING                                                                                                                                            |
|----------|---------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| GRAUS 1K | 02<br>② | Climb on runway heading to 500', turn RIGHT, intercept BCN R-054 to BL007 (D12.3 BCN), then to BL040, then to BL009, then to GRAUS.                              |
| GRAUS 1L | 20      | Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, then to BL040, then to BL009, then to GRAUS.      |
| GRAUS 1M | 07L     | Climb on runway heading to BCN, BCN R-066 to DILUM (D3.0 BCN), turn LEFT, intercept BCN R-054 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.

Apt Elev  
14'

Trans level: By ATC Trans alt: 6000'

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

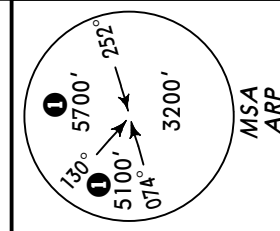
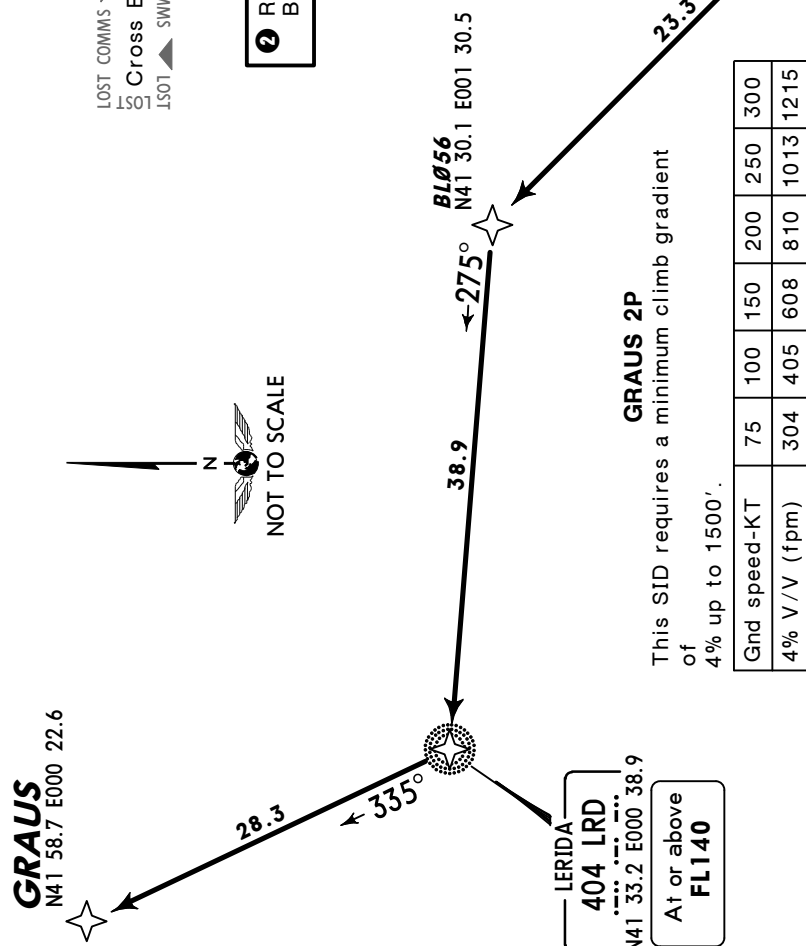
**GRAUS TWO PAPA**  
(GRAUS 2P) [GRAU2P]  
**GRAUS THREE QUEBEC**  
(GRAUS 3Q) [GRAU3Q]  
**RWYS 25R, 20, 25L**  
**RNAV DEPARTURES**  
RNAV (DME/DME)

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 ► SWWOC LSOT ► SWWOC LSOT ► SWWOC LSOT

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

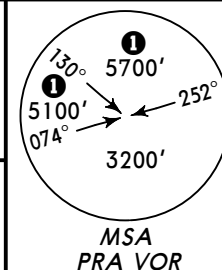


① 4300' within 15 NM

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.

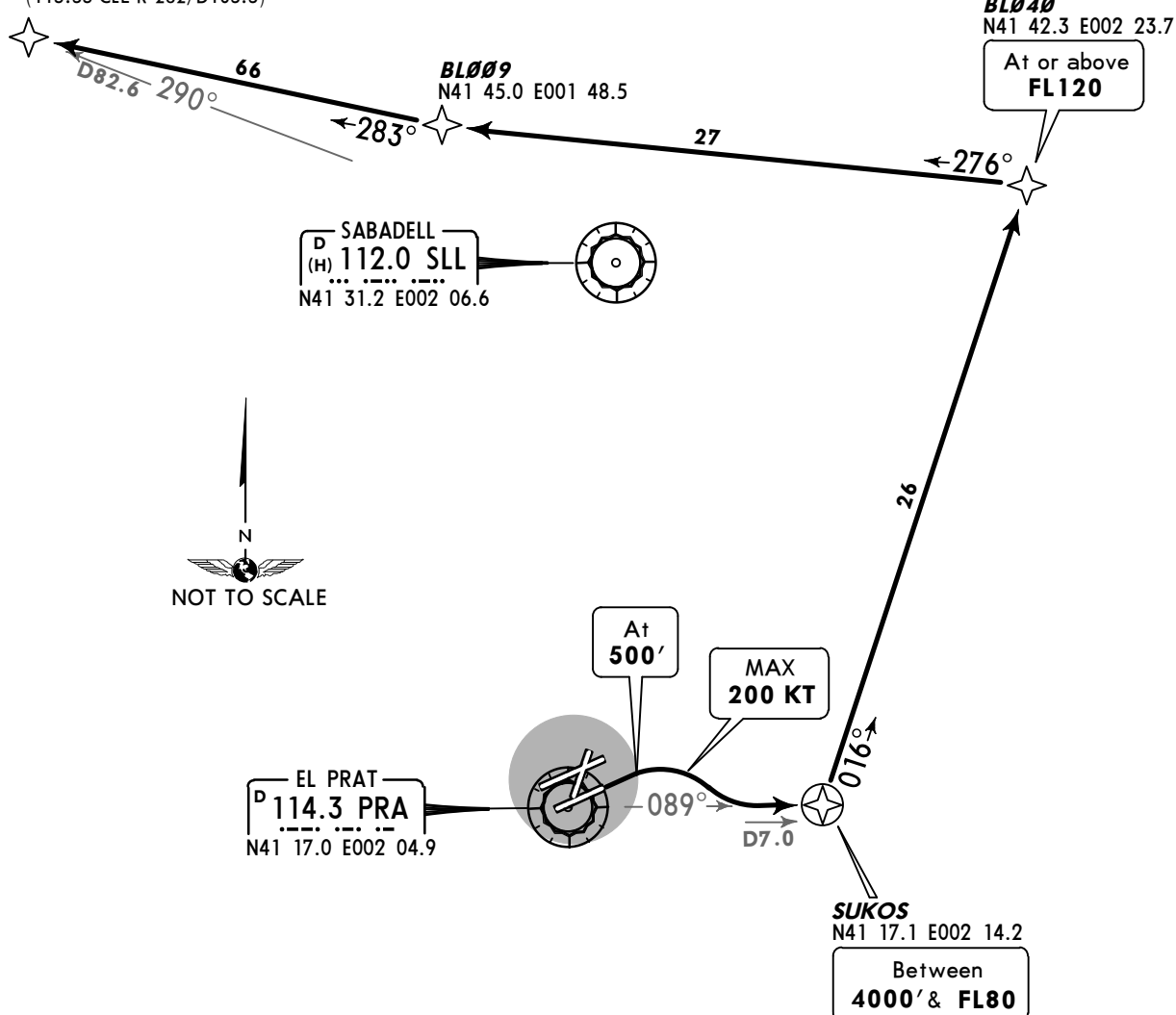


① 4300' within 15 NM

## GRAUS TWO ROMEO (GRAUS 2R) [GRAU2R]

## RWY 07R RNAV DEPARTURE

BRNAV APPROVAL REQUIRED

**~~SPEED~~ MAX 250 KT BELOW FL100**LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST  
LOST Cross BL009 at or below FL120. LOST  
LS01 ▲ SWW0C LS01 ▲ SWW0C LS01 ▲ SWW0C LS01**GRAUS**N41 58.7 E000 22.6  
(115.35 CLE R-282/D103.3)

This SID requires a minimum climb gradient of 4.8% up to 1000'.

| Gnd speed-KT  | 75  | 100 | 150 | 200 | 250  | 300  |
|---------------|-----|-----|-----|-----|------|------|
| 4.8% V/V(fpm) | 365 | 486 | 729 | 972 | 1215 | 1458 |

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

Initial ATC clearance:

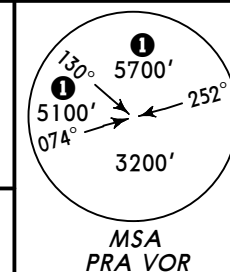
Climb and maintain **FL120** and request flight level change enroute**INITIAL CLIMB/ROUTING**

Climb on runway heading to 500', turn RIGHT, intercept PRA R-089 to SUKOS (D7.0 PRA), then to BL040, then to BL009, then to GRAUS.

Apt Elev  
14'

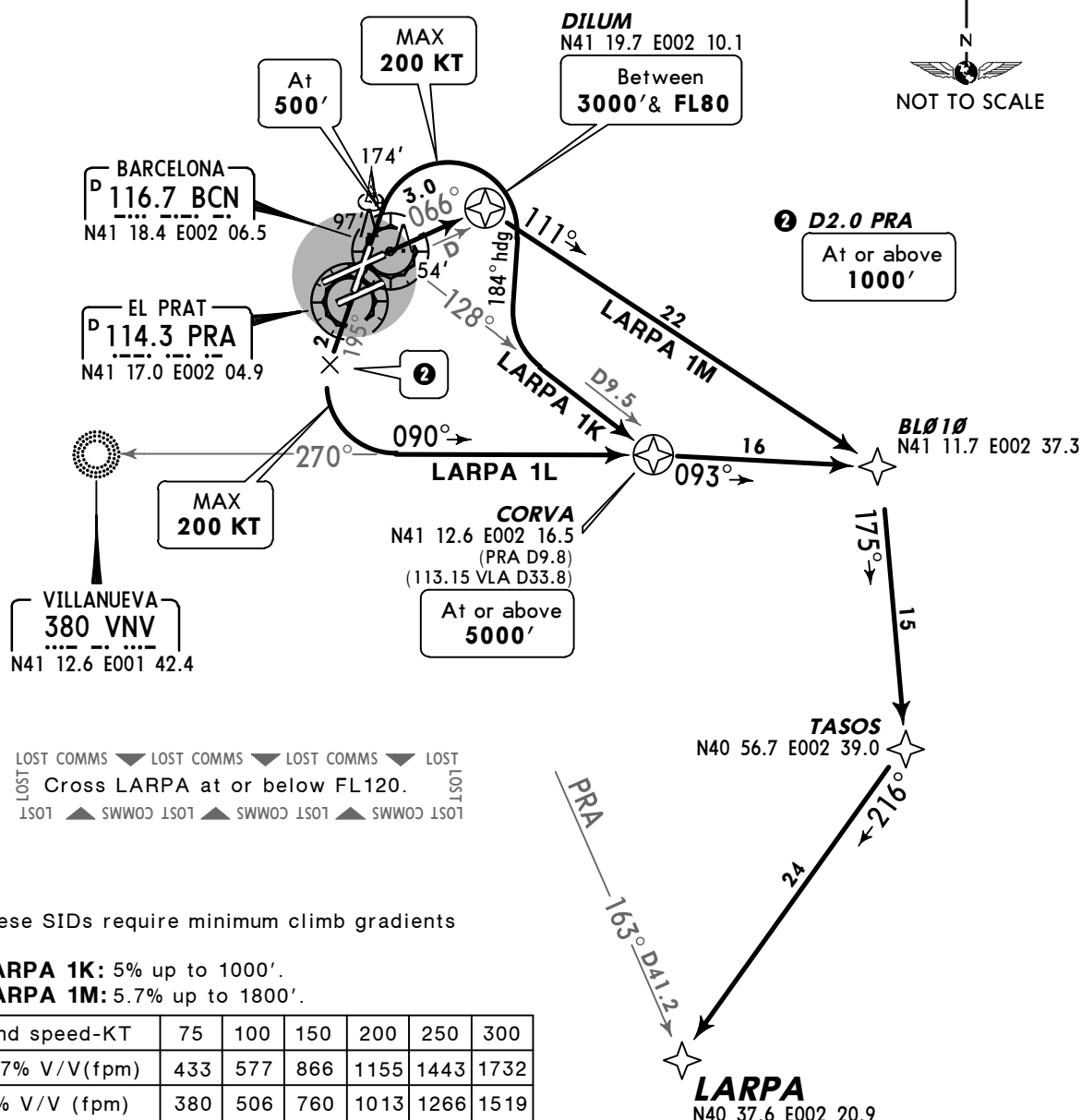
Trans level: By ATC Trans alt: 6000'

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

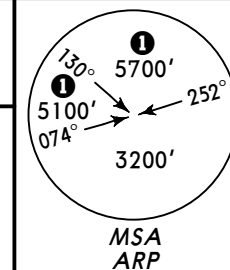
**LARPA ONE KILO (LARPA 1K) [LARP1K]**  
**LARPA ONE LIMA (LARPA 1L) [LARP1L]**  
**LARPA ONE MIKE (LARPA 1M) [LARP1M]**  
**RWYS 02, 20, 07L RNAV DEPARTURES**  
**BRNAV APPROVAL REQUIRED**  
**~~SPEED~~ MAX 250 KT BELOW FL100**



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

| SID      | RWY     | INITIAL CLIMB/ROUTING                                                                                                                                       |
|----------|---------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|
| LARPA 1K | 02<br>③ | 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 | 20      | Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, then to BL010, then to TASOS, then to LARPA. |
| LARPA 1M | 07L     | Climb on runway heading to BCN, BCN R-066 to DILUM (D3.0 BCN), then to BL010, then to TASOS, then to LARPA.                                                 |

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

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

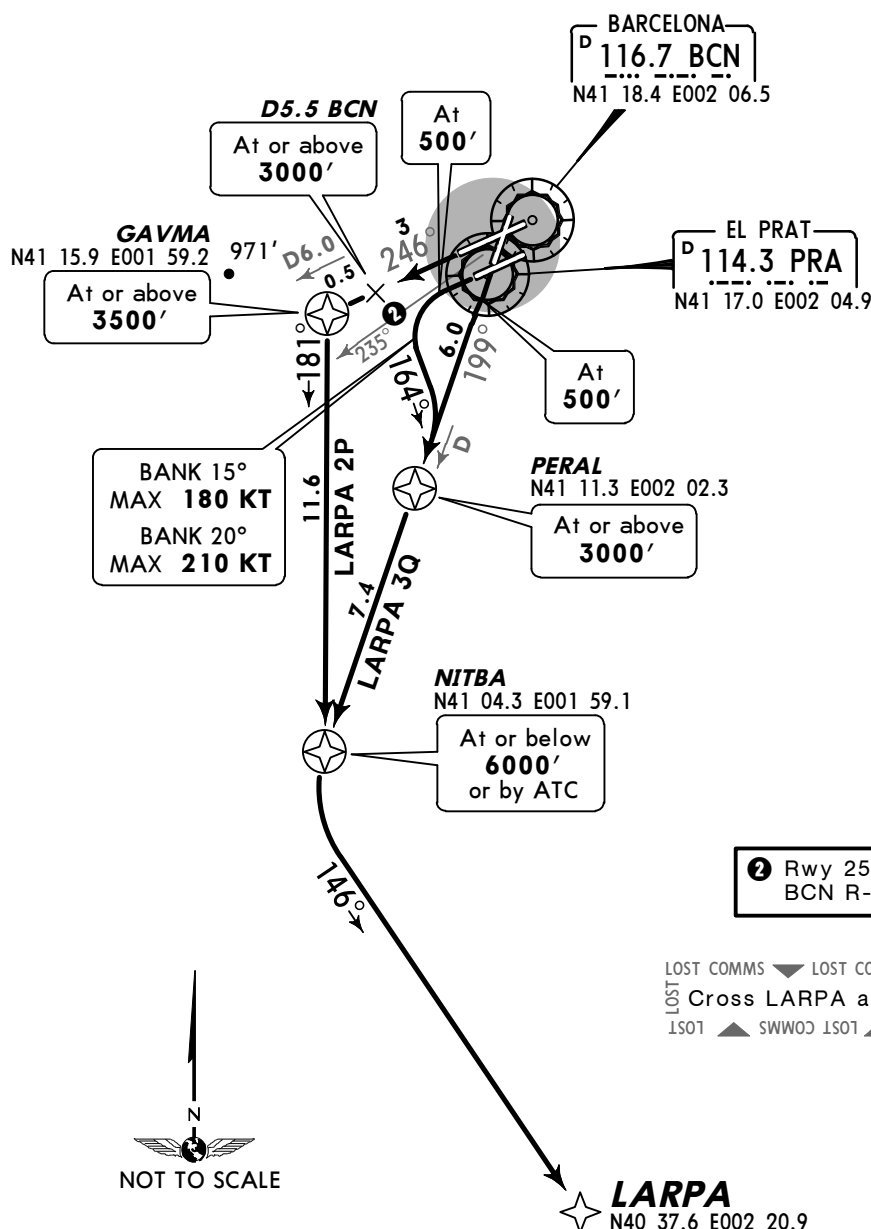
**LARPA TWO PAPA (LARPA 2P) [LARP2P]**  
**LARPA THREE QUEBEC (LARPA 3Q) [LARP3Q]**  
**RWYS 25R, 20, 25L RNAV DEPARTURES**  
**RNAV (DME/DME)**

P-RNAV APPROVAL REQUIRED

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

**~~SPEED~~ MAX 250 KT UNTIL FL100**

① 4300' within 15 NM



Initial ATC clearance:

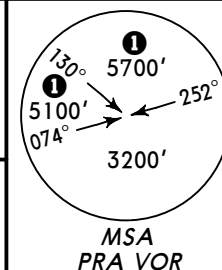
Climb and maintain **FL120** and request flight level change enroute

| SID      | RWY                                      | INITIAL CLIMB                                                                                    |
|----------|------------------------------------------|--------------------------------------------------------------------------------------------------|
| LARPA 2P | 25R                                      | Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6.0 BCN).                                        |
| LARPA 3Q | 20                                       | Climb on runway heading to 500', turn RIGHT, intercept PRA R-199 to PERAL (D6.0 PRA).            |
|          | 25L                                      | Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-199 to PERAL (D6.0 PRA). |
| SID      | ROUTING                                  |                                                                                                  |
| LARPA 2P | GAVMA (3500'+) - NITBA (6000'-) - LARPA. |                                                                                                  |
| LARPA 3Q | PERAL (3000'+) - NITBA (6000'-) - LARPA. |                                                                                                  |

Apt Elev  
14'

Trans level: By ATC Trans alt: 6000'

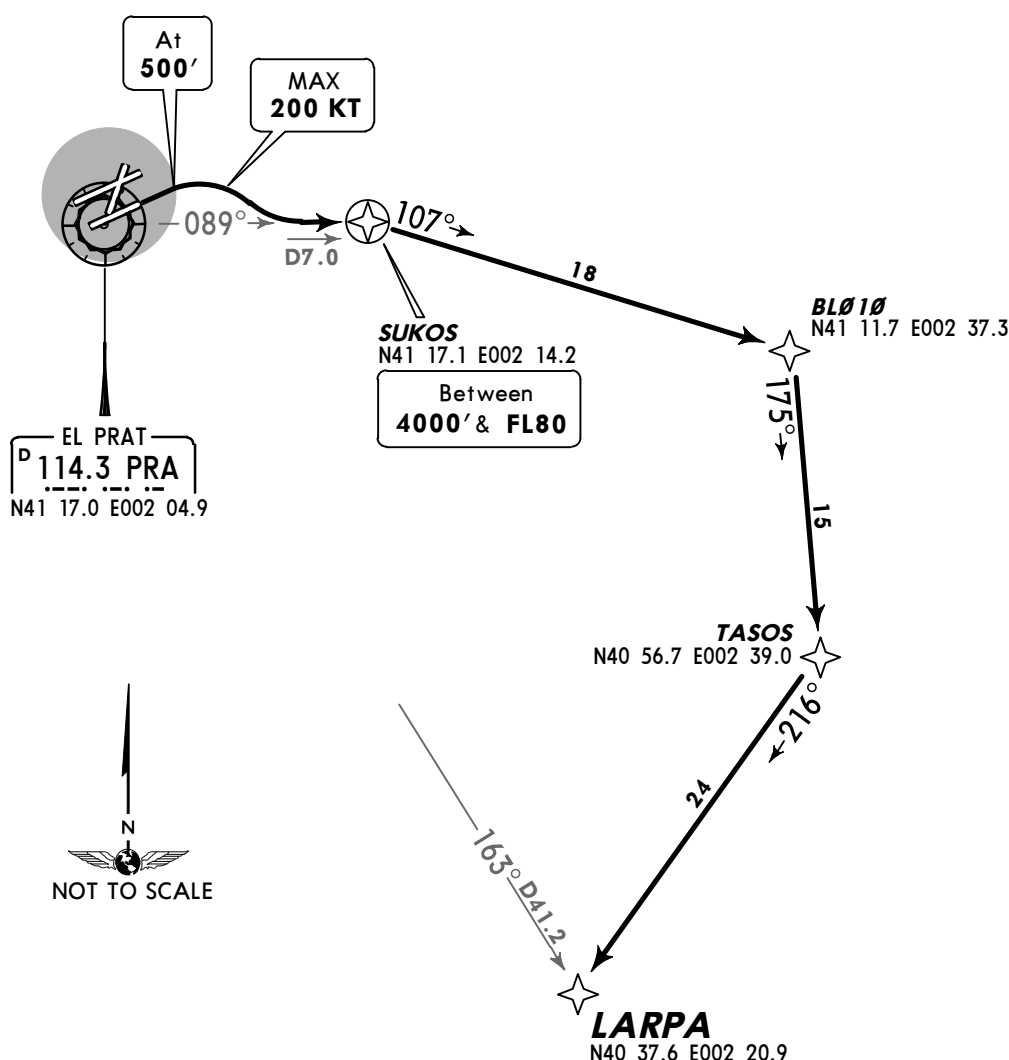
1. This SID is a restricted RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
2. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

**LARPA TWO ROMEO (LARPA 2R) [LARP2R]**  
**RWY 07R RNAV DEPARTURE**  
BRNAV APPROVAL REQUIRED  
**~~SPEED~~ MAX 250 KT BELOW FL100**

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



This SID requires a minimum climb gradient of 4.8% up to 1000'.

| Gnd speed-KT  | 75  | 100 | 150 | 200 | 250  | 300  |
|---------------|-----|-----|-----|-----|------|------|
| 4.8% V/V(fpm) | 365 | 486 | 729 | 972 | 1215 | 1458 |

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 (D7.0 PRA), then to BL010, then to TASOS, then to LARPA.

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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 THREE QUEBEC  
(LOBAR 3Q) [LOBA3Q]  
RWYS 25R, 20, 25L  
RNAV DEPARTURES  
RNAV (DME/DME)

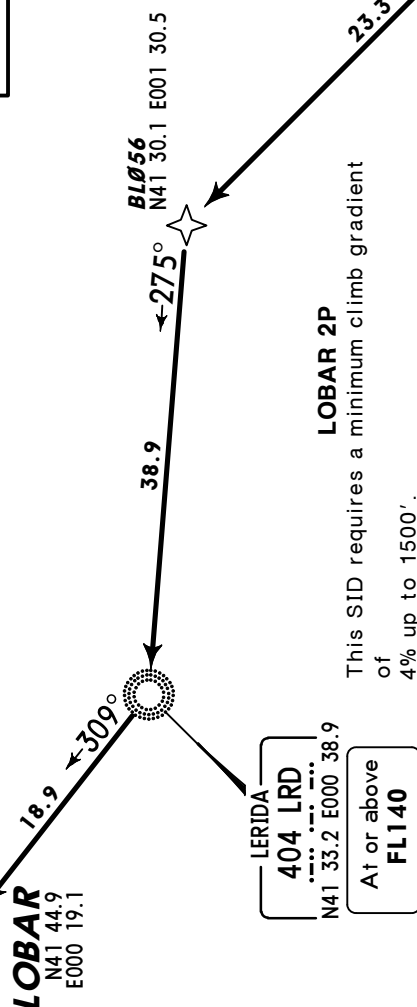
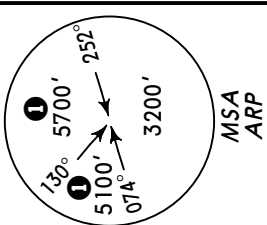
P-RNAV APPROVAL REQUIRED  
DME ASSOCIATED TO ILS ARE NOT  
USABLE FOR P-RNAV DEPARTURES

**~~SPEEDS~~ MAX 250 KT UNTIL FL100**

LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST  
Cross BL056 at or below FL120.  
LSOT ► SWWOC LSOT ► SWWOC LSOT ► SWWOC LSOT

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

1 4300' within 15 NM



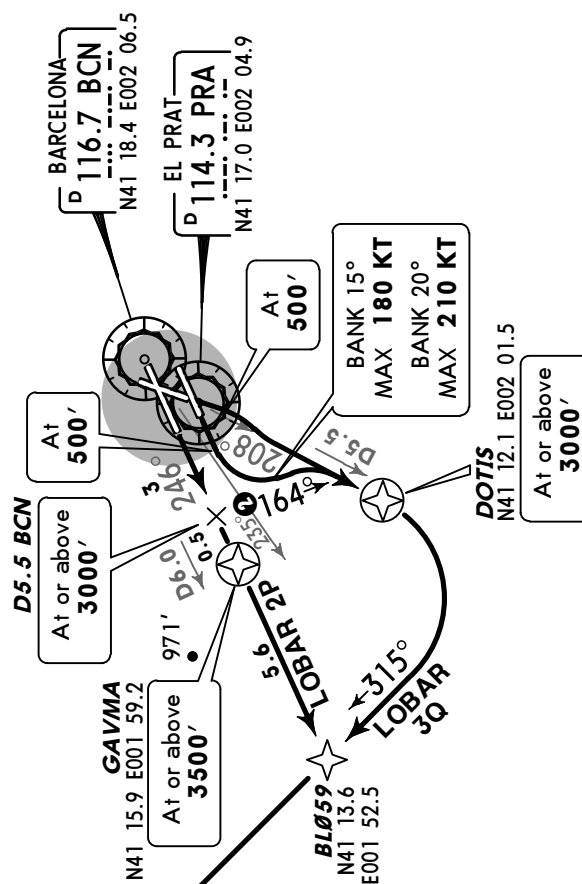
#### LOBAR 2P

This SID requires a minimum climb gradient  
of  
4% up to 1500'.

| Gnd speed-KT | 75  | 100 | 150 | 200 | 250  | 300  |
|--------------|-----|-----|-----|-----|------|------|
| 4% V/V (fpm) | 304 | 405 | 608 | 810 | 1013 | 1215 |

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

| SID      | RWY                                            | INITIAL CLIMB                                                                                    |
|----------|------------------------------------------------|--------------------------------------------------------------------------------------------------|
| LOBAR 2P | 25R                                            | Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6.0 BCN).                                        |
| LOBAR 3Q | 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, 164° track, intercept PRA R-208 to DOTIS (D5.5 PRA). |
| SID      | ROUTING                                        |                                                                                                  |
| LOBAR 2P | GAVMA (3500'+) - BL059 - LRD (FL140+) - LOBAR. |                                                                                                  |
| LOBAR 3Q | DOTIS (3000'+) - BL056 - LRD (FL140+) - LOBAR. |                                                                                                  |



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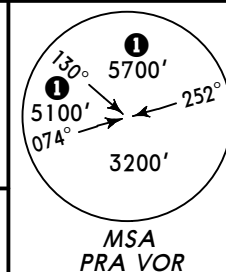
Apt Elev  
14'

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.

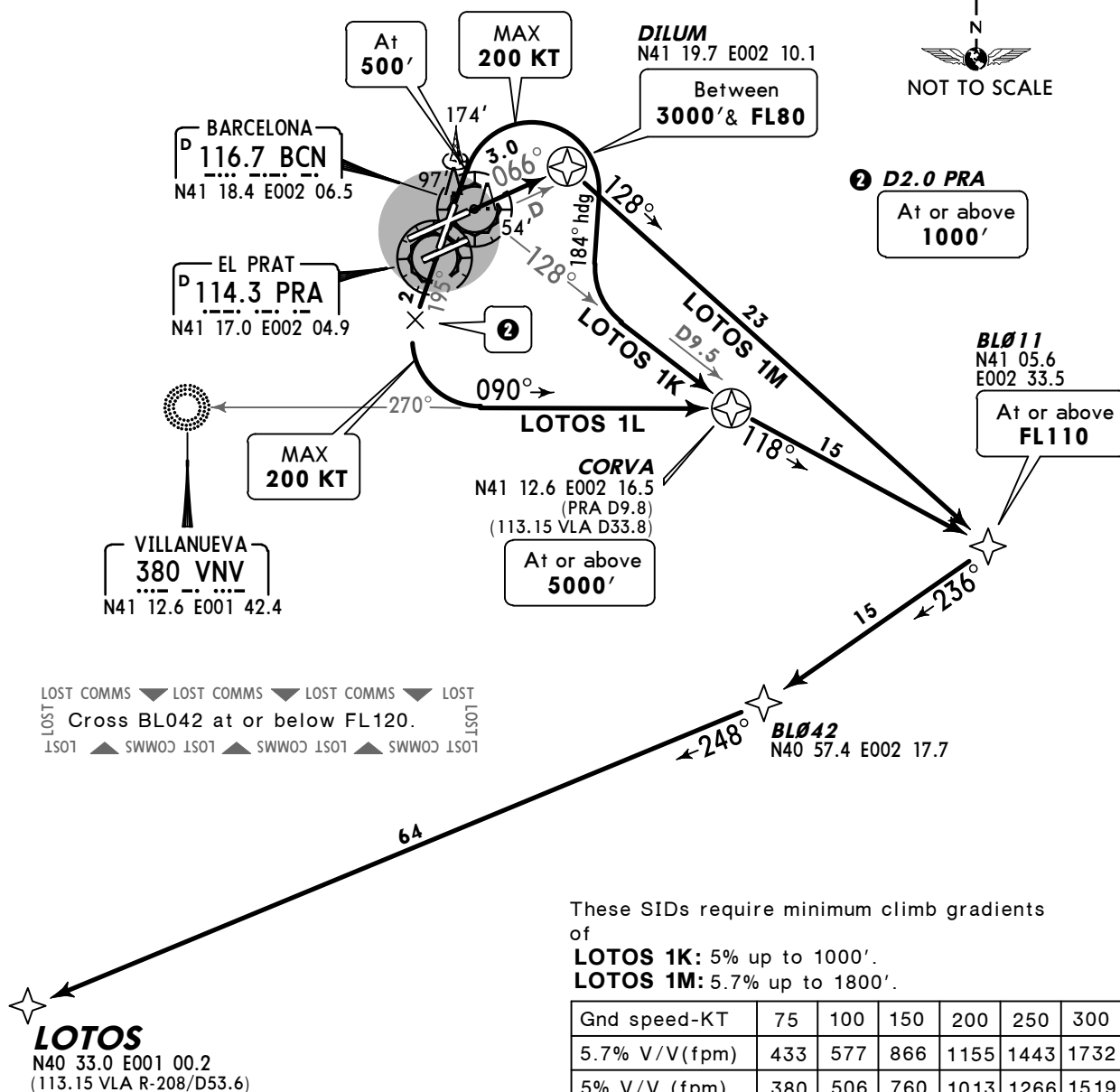
2. EXPECT close-in obstacles.

3. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

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



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

These SIDs require minimum climb gradients of

LOTOS 1K: 5% up to 1000'.

LOTOS 1M: 5.7% up to 1800'.

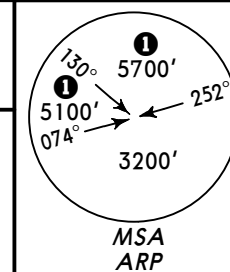
| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
|----------------|-----|-----|-----|------|------|------|
| 5.7% V/V (fpm) | 433 | 577 | 866 | 1155 | 1443 | 1732 |
| 5% V/V (fpm)   | 380 | 506 | 760 | 1013 | 1266 | 1519 |

Initial ATC clearance:

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

| SID      | RWY     | INITIAL CLIMB/ROUTING                                                                                                                                             |
|----------|---------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| LOTOS 1K | 02<br>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 | 20      | Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, turn RIGHT to BL011, then to BL042, then to LOTOS. |
| LOTOS 1M | 07L     | Climb on runway heading to BCN, BCN R-066 to DILUM (D3.0 BCN), turn RIGHT to BL011, then to BL042, then to LOTOS.                                                 |

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

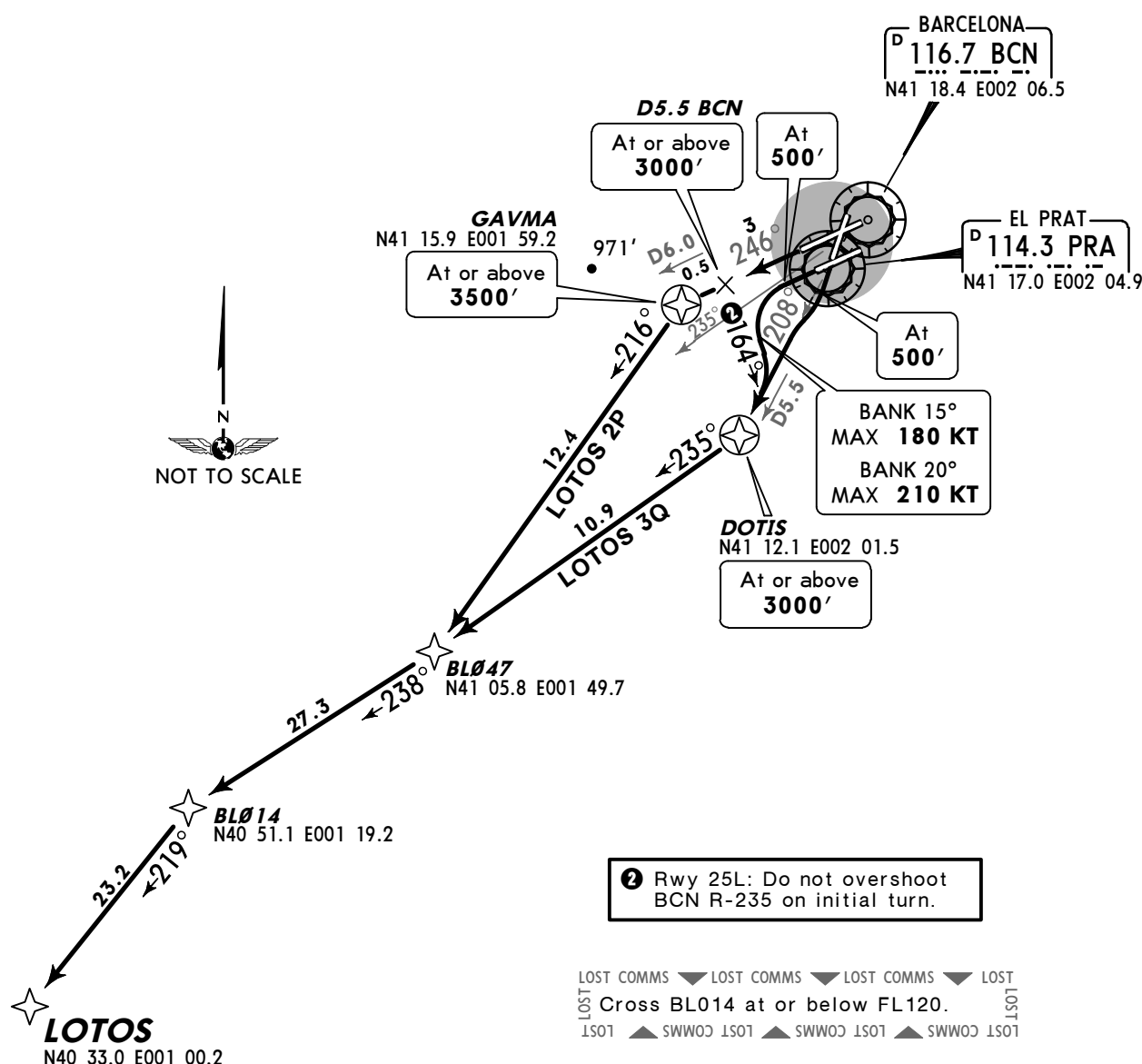
Apt Elev  
14'Trans level: By ATC Trans alt: 6000'  
1. EXPECT close-in obstacles.  
2. For runway configuration refer to Airport Briefing pages.

① 4300' within 15 NM

LOTOS TWO PAPA (LOTOS 2P) [LOTO2P]  
LOTOS THREE QUEBEC (LOTOS 3Q) [LOTO3Q]  
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  
Cross BL014 at or below FL120.  
LOST ▲ SWWOC LOST ▲ SWWOC LOST ▲ SWWOC LOST

Initial ATC clearance:

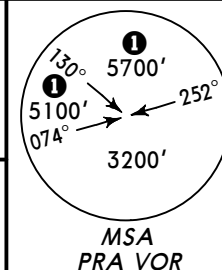
Climb and maintain **FL120** and request flight level change enroute

| SID      | RWY                                     | INITIAL CLIMB                                                                                    |
|----------|-----------------------------------------|--------------------------------------------------------------------------------------------------|
| LOTOS 2P | 25R                                     | Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6.0 BCN).                                        |
| LOTOS 3Q | 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, 164° track, intercept PRA R-208 to DOTIS (D5.5 PRA). |
| SID      | ROUTING                                 |                                                                                                  |
| LOTOS 2P | GAVMA (3500'+) - BL047 - BL014 - LOTOS. |                                                                                                  |
| LOTOS 3Q | DOTIS (3000'+) - BL047 - BL014 - LOTOS. |                                                                                                  |

Apt Elev  
14'

Trans level: By ATC Trans alt: 6000'

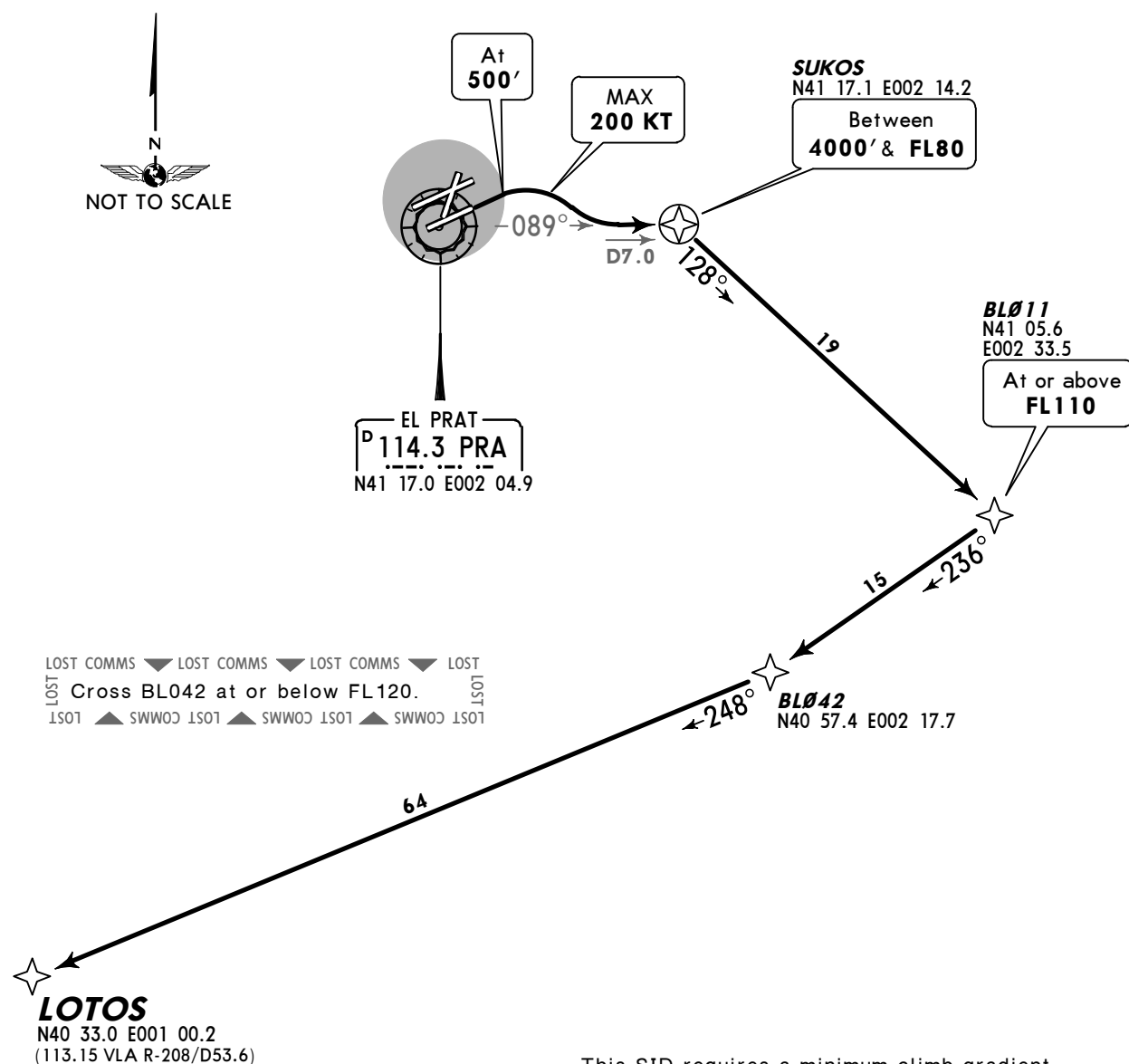
1. This SID is a restricted RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
2. For runway configuration refer to Airport Briefing pages.



## LOTOS TWO ROMEO (LOTOS 2R) [LTO2R]

## RWY 07R RNAV DEPARTURE

BRNAV APPROVAL REQUIRED

**~~SPEED~~ MAX 250 KT BELOW FL100**

This SID requires a minimum climb gradient of 4.8% up to 1000'.

| Gnd speed-KT  | 75  | 100 | 150 | 200 | 250  | 300  |
|---------------|-----|-----|-----|-----|------|------|
| 4.8% V/V(fpm) | 365 | 486 | 729 | 972 | 1215 | 1458 |

Initial ATC clearance:

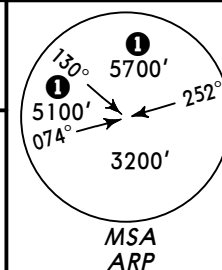
Climb and maintain **FL120** and request flight level change enroute

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 (D7.0 PRA), then to BL011, then to BL042, then to LOTOS.

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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 THREE QUEBEC (MOPAS 3Q) [MOPA3Q]**  
**RWYS 25R, 20, 25L RNAV DEPARTURES**  
RNAV (DME/DME)

P-RNAV APPROVAL REQUIRED

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

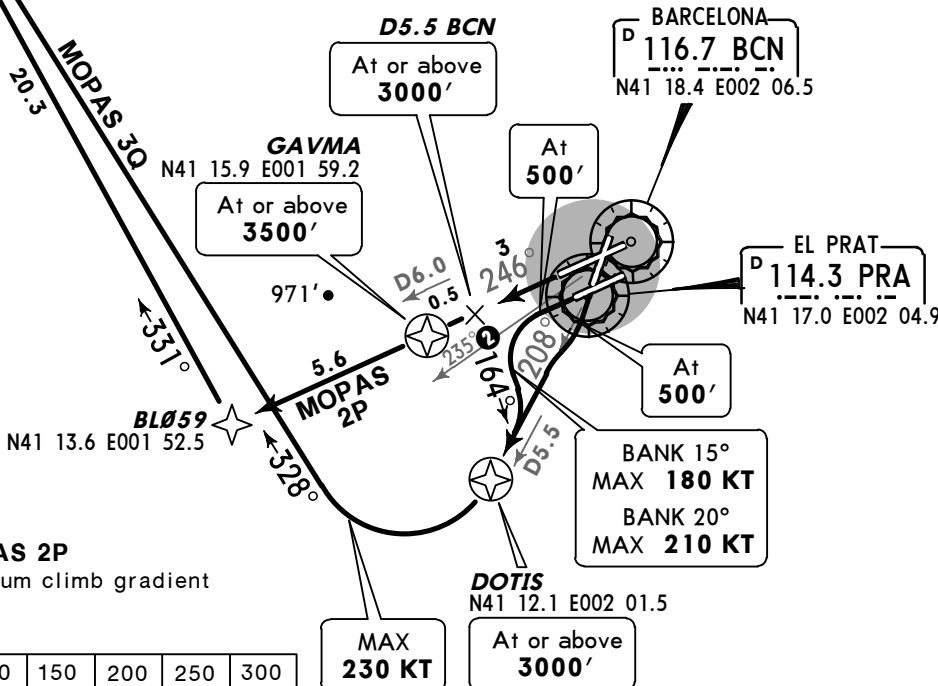
**~~SPEED~~ MAX 250 KT UNTIL FL100**

**MOPAS**  
N42 26.1 E001 02.1

**BL055**  
N41 31.4 E001 39.4  
At or above  
**FL120**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST  
Cross BL055 at or below FL120.  
LOST ▲ SWWOC LOST ▲ SWWOC LOST ▲ SWWOC LOST

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

**MOPAS 2P**

This SID requires a minimum climb gradient  
of  
5.1% up to 2500'.

|                |     |     |     |      |      |      |
|----------------|-----|-----|-----|------|------|------|
| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
| 5.1% V/V (fpm) | 387 | 516 | 775 | 1033 | 1291 | 1549 |

Initial ATC clearance:

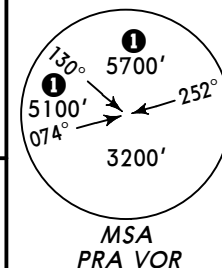
Climb and maintain **FL120** and request flight level change enroute

| SID      | RWY                                              | INITIAL CLIMB                                                                                    |
|----------|--------------------------------------------------|--------------------------------------------------------------------------------------------------|
| MOPAS 2P | 25R                                              | Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6.0 BCN).                                        |
| MOPAS 3Q | 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, 164° track, intercept PRA R-208 to DOTIS (D5.5 PRA). |
| SID      | ROUTING                                          |                                                                                                  |
| MOPAS 2P | GAVMA (3500'+) - BL059 - BL055 (FL120+) - MOPAS. |                                                                                                  |
| MOPAS 3Q | DOTIS (3000'+; K230-) - BL055 (FL120+) - MOPAS.  |                                                                                                  |

Apt Elev  
14'

Trans level: By ATC Trans alt: 6000'

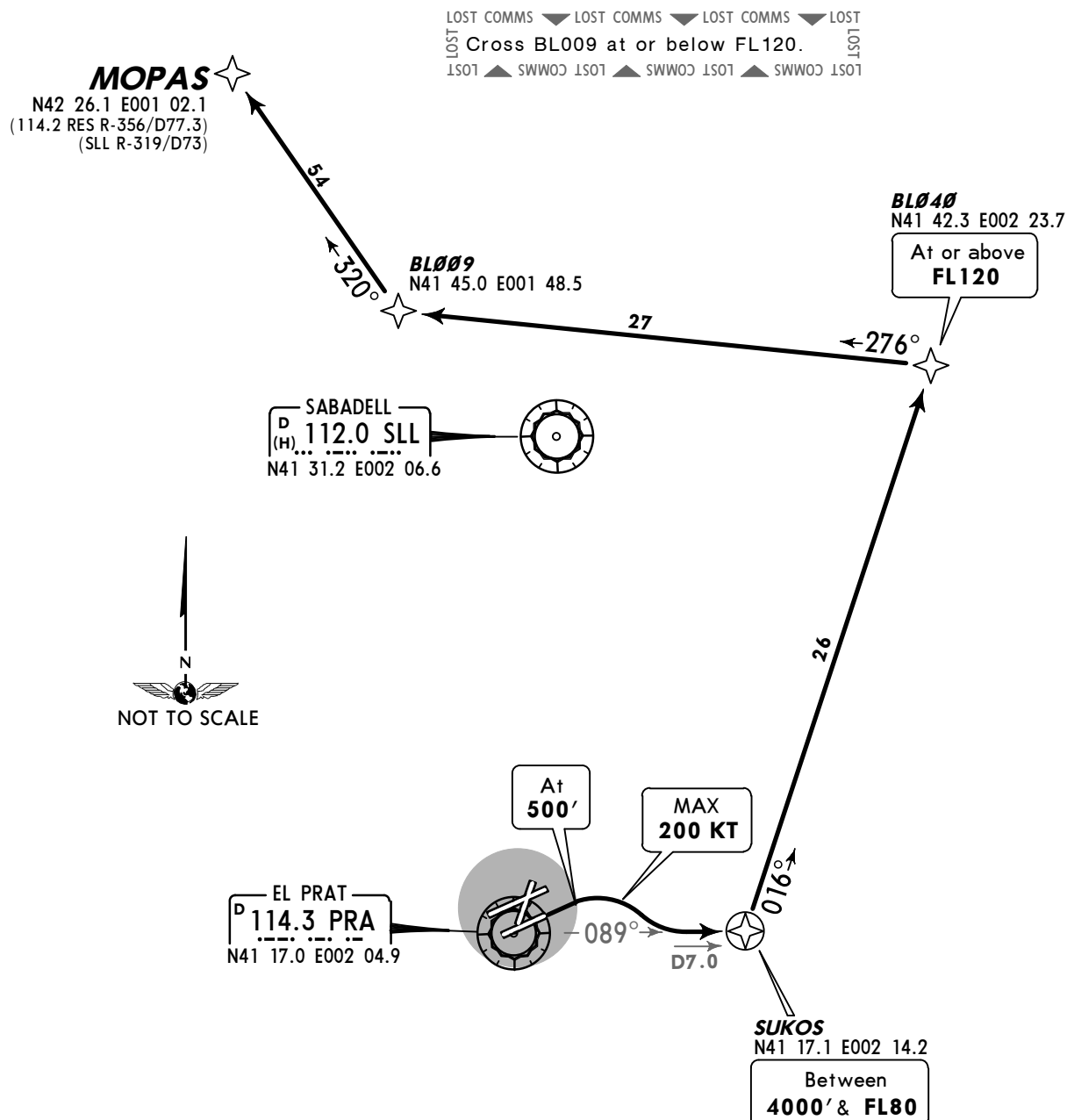
1. This SID is a restricted RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
2. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

**MOPAS TWO ROMEO (MOPAS 2R) [MOPA2R]****RWY 07R RNAV DEPARTURE**

BRNAV APPROVAL REQUIRED

**~~SPEED~~ MAX 250 KT BELOW FL100**

This SID requires a minimum climb gradient of 4.8% up to 1000'.

| Gnd speed-KT  | 75  | 100 | 150 | 200 | 250  | 300  |
|---------------|-----|-----|-----|-----|------|------|
| 4.8% V/V(fpm) | 365 | 486 | 729 | 972 | 1215 | 1458 |

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 (D7.0 PRA), then to BL040, then to BL009, then to MOPAS.

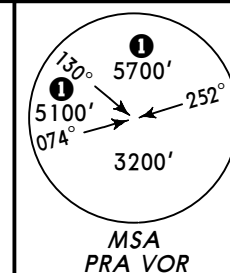
Apt Elev  
14'

Trans level: By ATC Trans alt: 6000'

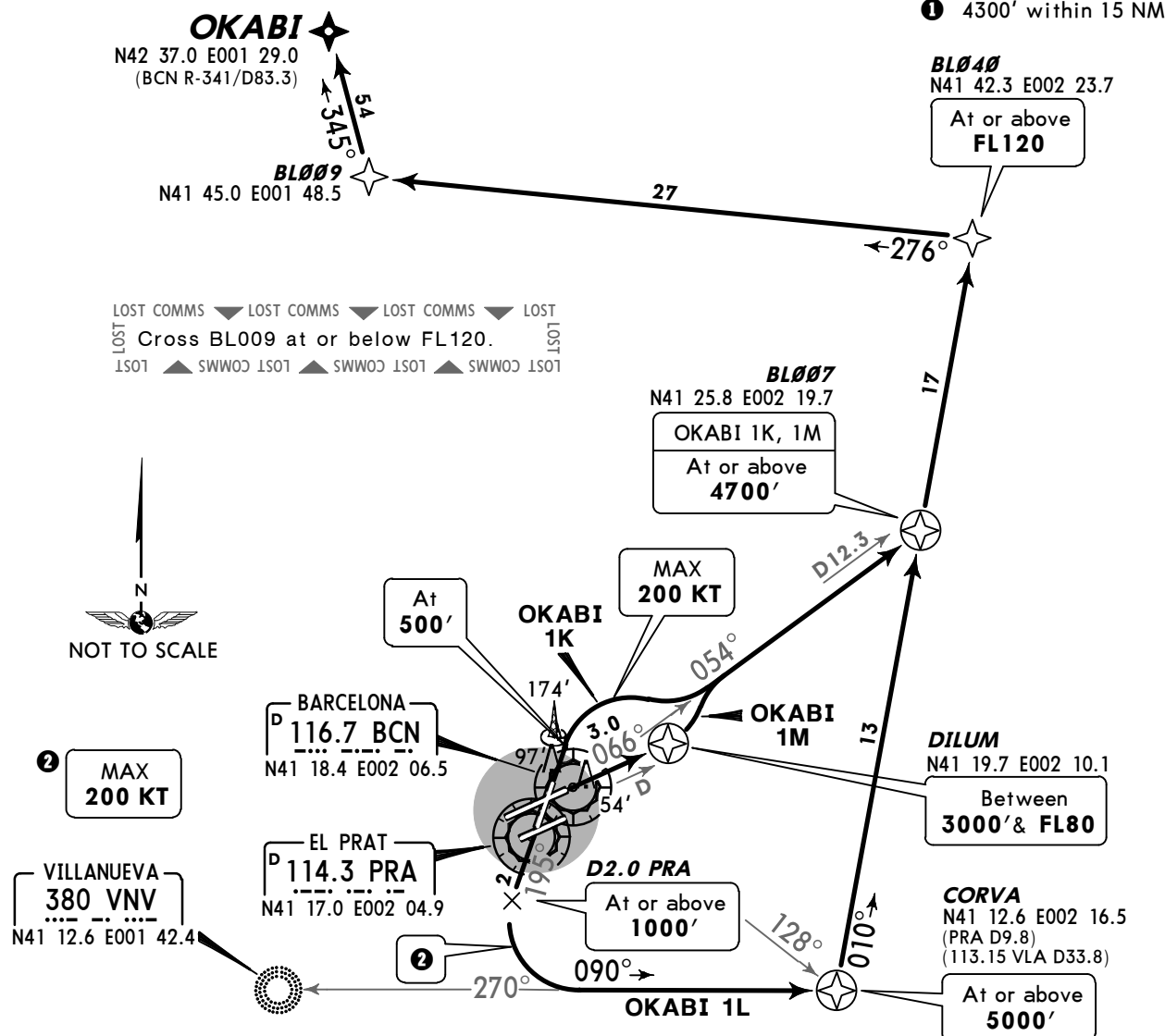
1. These SIDs are restricted RNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call. 2. EXPECT close-in obstacles. 3. For runway configuration refer to Airport Briefing pages.

OKABI ONE KILO (OKABI 1K) [OKAB1K]  
OKABI ONE LIMA (OKABI 1L) [OKAB1L]  
OKABI ONE MIKE (OKABI 1M) [OKAB1M]  
RWYS 02, 20, 07L RNAV DEPARTURES

BRNAV APPROVAL REQUIRED

**SPEED: MAX 250 KT BELOW FL100**

① 4300' within 15 NM



These SIDs require minimum climb gradients of

**OKABI 1K:** 5% up to 1500'.**OKABI 1M:** 5.7% up to 1800'.

| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
|----------------|-----|-----|-----|------|------|------|
| 5.7% V/V (fpm) | 433 | 577 | 866 | 1155 | 1443 | 1732 |
| 5% V/V (fpm)   | 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 | 02<br>③ | Climb on runway heading to 500', turn RIGHT, intercept BCN R-054 to BL007 (D12.3 BCN), then to BL040, then to BL009, then to OKABI.                              |
| OKABI 1L | 20      | Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, then to BL040, then to BL009, then to OKABI.      |
| OKABI 1M | 07L     | Climb on runway heading to BCN, BCN R-066 to DILUM (D3.0 BCN), turn LEFT, intercept BCN R-054 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.

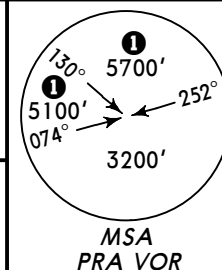
Diagram of a circular MSA ARP showing four points with distances and bearings. The points are labeled with circled numbers 1, 2, 3, and 4. Distances are 5100', 5700', 3200', and 5100'. Bearings are 130°, 252°, 074°, and 130°.

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Apt Elev  
14'

Trans level: By ATC Trans alt: 6000'

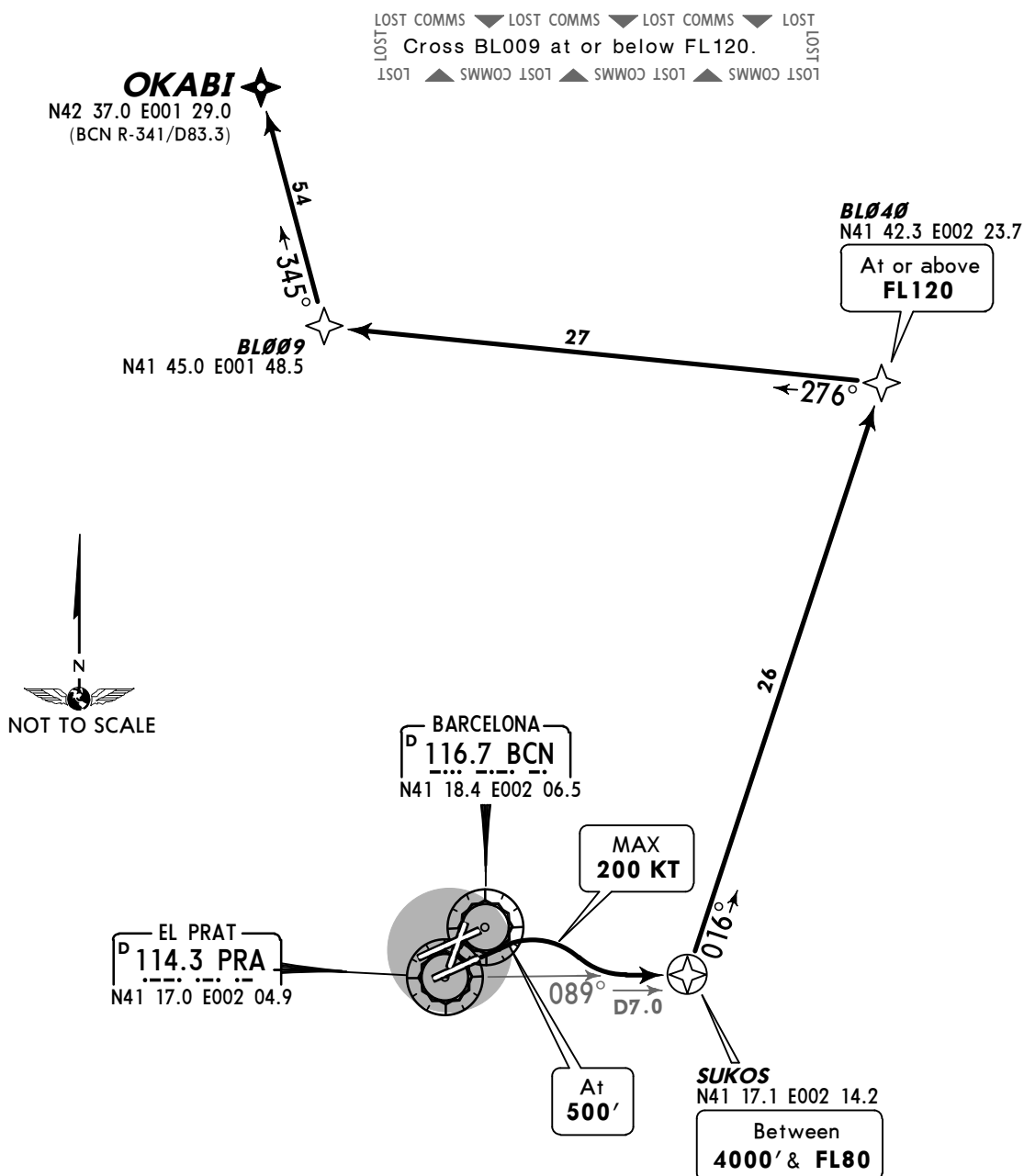
1. This SID is a restricted RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
2. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

**OKABI TWO ROMEO (OKABI 2R) [OKAB2R]  
RWY 07R RNAV DEPARTURE**

BRNAV APPROVAL REQUIRED

**~~SPEED~~ MAX 250 KT BELOW FL100**

This SID requires a minimum climb gradient of 4.8% up to 1000'.

| Gnd speed-KT  | 75  | 100 | 150 | 200 | 250  | 300  |
|---------------|-----|-----|-----|-----|------|------|
| 4.8% V/V(fpm) | 365 | 486 | 729 | 972 | 1215 | 1458 |

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 (D7.0 PRA), then to BL040, then to BL009, then to OKABI.

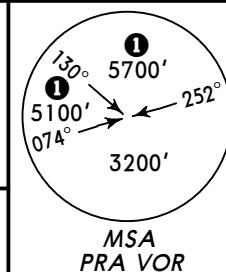
Apt Elev  
14'

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.

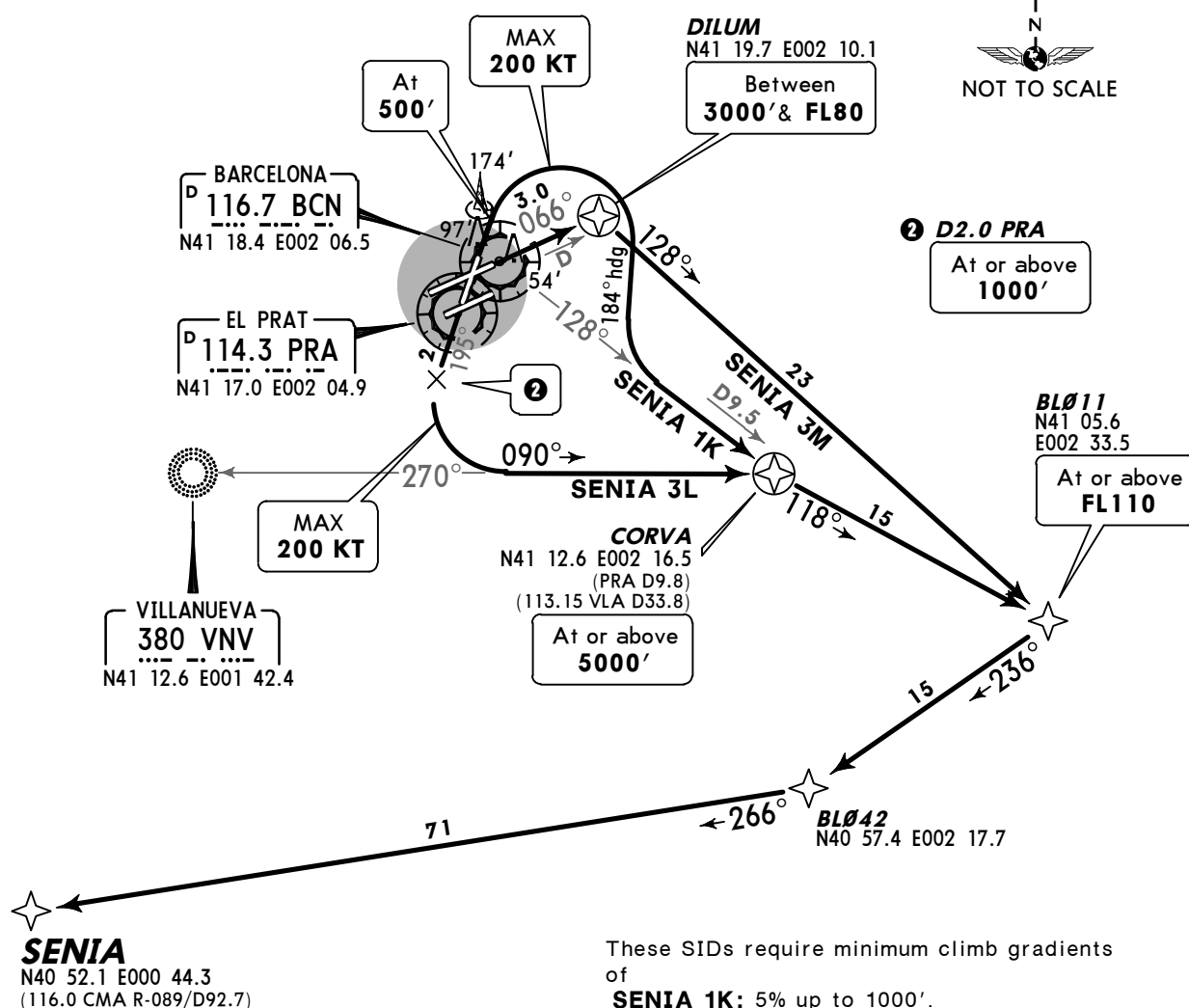
2. EXPECT close-in obstacles.

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**  
**RNAV APPROVAL REQUIRED**  
**~~SPEED~~ MAX 250 KT BELOW FL100**



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

These SIDs require minimum climb gradients of

**SENIA 1K:** 5% up to 1000'.

**SENIA 3M:** 5.7% up to 1800'.

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

| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
|----------------|-----|-----|-----|------|------|------|
| 5.7% V/V (fpm) | 433 | 577 | 866 | 1155 | 1443 | 1732 |
| 5% V/V (fpm)   | 380 | 506 | 760 | 1013 | 1266 | 1519 |

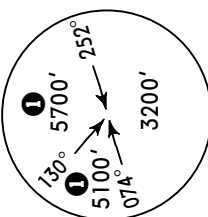
Initial ATC clearance:  
Climb and maintain **FL120** and request flight level change enroute

| SID             | RWY            | INITIAL CLIMB/ROUTING                                                                                                                                             |
|-----------------|----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>SENIA 1K</b> | <b>02</b><br>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 SENIA.                  |
| <b>SENIA 3L</b> | <b>20</b>      | Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, turn RIGHT to BL011, then to BL042, then to SENIA. |
| <b>SENIA 3M</b> | <b>07L</b>     | Climb on runway heading to BCN, BCN R-066 to DILUM (D3.0 BCN), turn RIGHT to BL011, then to BL042, then to SENIA.                                                 |

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

Trans level: By ATC    Trans alt: 6000'

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



MSA

4300' within 15 NM

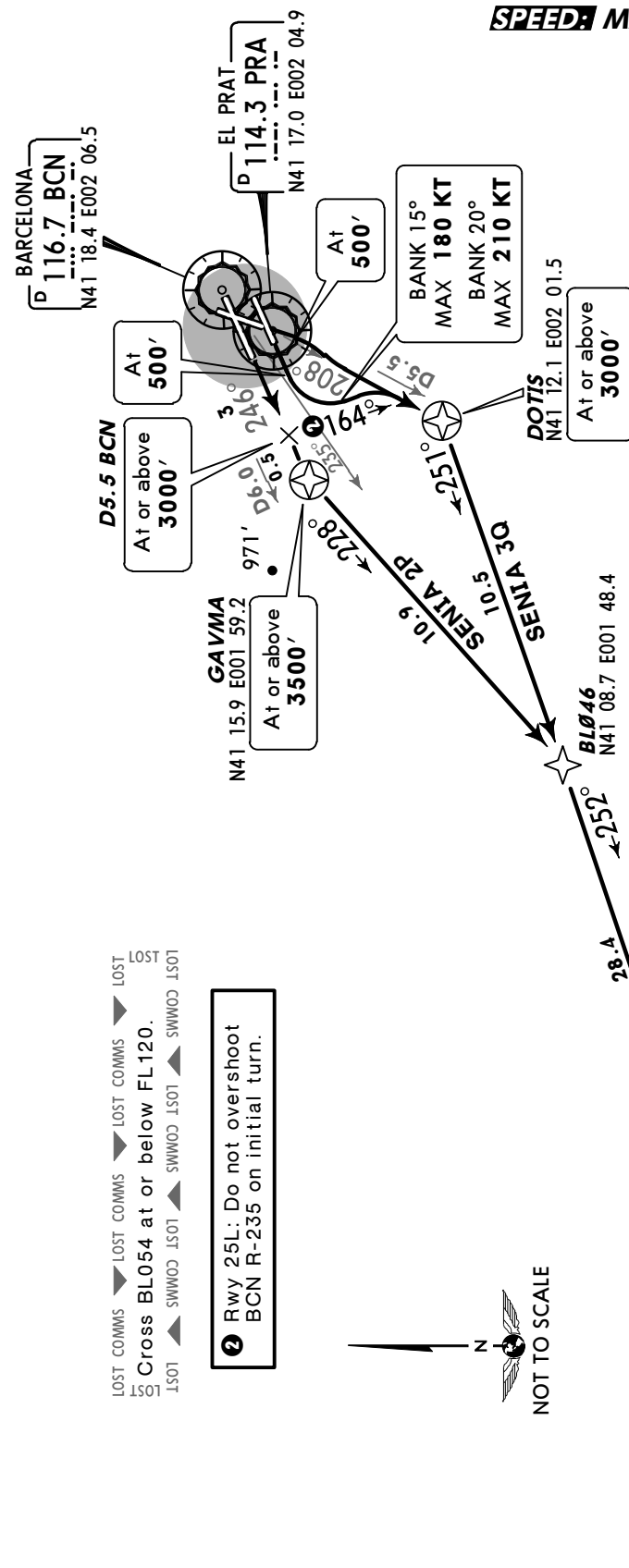
SENIA TWO PAPA (SENIA 2P) [SEN12P]  
SENIA THREE QUEBEC (SENIA 3Q) [SEN13Q]  
RWYS 25R, 20, 25L RNAV DEPARTURES

RNAV (DME/DME)

**P-RNAV APPROVAL REQUIRED**

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

**SPEED: MAX 250 KT UNTIL FL100**



☐ Cross BL054 at or below FL120.

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

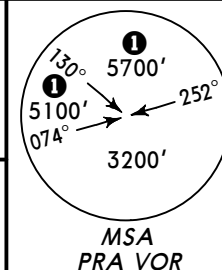
NOT TO SCALE

| Initial ATC clearance: Climb and maintain <b>FL120</b> and request flight level change enroute |                                          |                                                                                                  |
|------------------------------------------------------------------------------------------------|------------------------------------------|--------------------------------------------------------------------------------------------------|
| <b>SID</b>                                                                                     | <b>RWY</b>                               | <b>INITIAL CLIMB</b>                                                                             |
| <b>SENIA 2P</b>                                                                                | <b>25R</b>                               | Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6.0 BCN).                                        |
| <b>SENIA 3Q</b>                                                                                | <b>20</b>                                | Climb on runway heading to 500', turn RIGHT, intercept PRA R-208 to DOTIS (D5.5 PRA).            |
|                                                                                                | <b>25L</b>                               | Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-208 to DOTIS (D5.5 PRA). |
| <b>SID</b>                                                                                     | <b>ROUTING</b>                           |                                                                                                  |
| <b>SENIA 2P</b>                                                                                | GAVMA (3500'+) - BL046 - BL054 - SENIA.  |                                                                                                  |
| <b>SENIA 3Q</b>                                                                                | DOTIS (3000'+) - RI 046 - RI 054 - SENIA |                                                                                                  |

Apt Elev  
14'

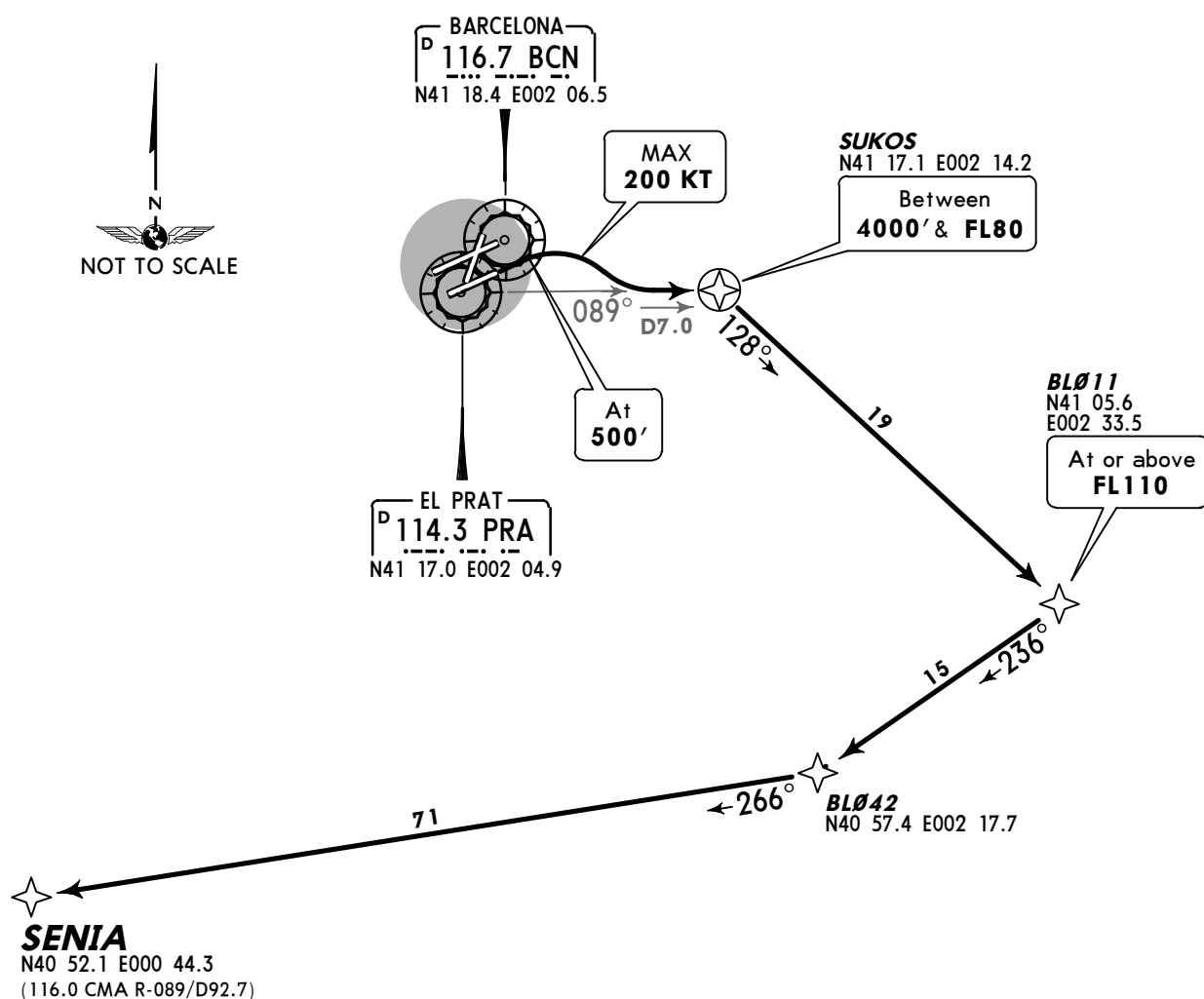
Trans level: By ATC Trans alt: 6000'

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 FOUR ROMEO (SENIA 4R) [SENI4R]  
RWY 07R RNAV DEPARTURE**  
BRNAV APPROVAL REQUIRED  
**~~SPEED~~ MAX 250 KT BELOW FL100**



This SID requires a minimum climb gradient of 4.8% up to 1000'.

| Gnd speed-KT  | 75  | 100 | 150 | 200 | 250  | 300  |
|---------------|-----|-----|-----|-----|------|------|
| 4.8% V/V(fpm) | 365 | 486 | 729 | 972 | 1215 | 1458 |

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST  
LOST Cross BL042 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

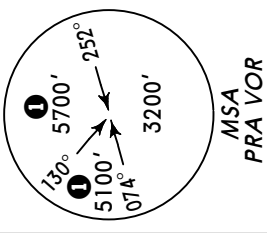
**INITIAL CLIMB/ROUTING**

Climb on runway heading to 500', turn RIGHT, intercept PRA R-089 to SUKOS (D7.0 PRA), then to BL011, then to BL042, then to SENIA.

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  
RNAV APPROVAL REQUIRED

**SPEED: MAX 250 KT BELOW FL100**

LOST COMMS ➤ LOST COMMS ➤ LOST COMMS ➤ LOST  
Cross VERSO at or below FL120.  
LOST COMMS ➤ LOST COMMS ➤ LOST COMMS ➤ LOST

DILUM  
N41 19.7 E002 10.1Between  
3000' & FL80MAX  
200 KTAt  
500'BARCELONA  
116.7 BCN  
N41 18.4 E002 06.5EL PRAT  
114.3 PRA  
N41 17.0 E002 04.9VILLANUEVA  
380 VNV  
N41 12.6 E001 42.4D2.0 PRA  
N41 12.6 E002 16.5  
(PRA D9.8)  
(113.15 VLA D33.8)At or above  
1000'MAX  
200 KTAt  
500'MAX  
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200 KT

Apt Elev  
14'

Trans level: By ATC Trans alt: 6000'

1. EXPECT close-in obstacles.

2. For runway configuration refer to Airport Briefing pages.

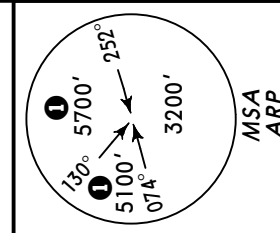
VERSO TWO PAPA (VERSO 2P) [VERS2P]  
VERSO THREE QUEBEC (VERSO 3Q) [VERS3Q]  
RWYS 25R, 20, 25L RNAV DEPARTURES

RNAV (DME/DME)

P-RNAV APPROVAL REQUIRED

DME ASSOCIATED TO ILS ARE NOT

USABLE FOR P-RNAV DEPARTURES

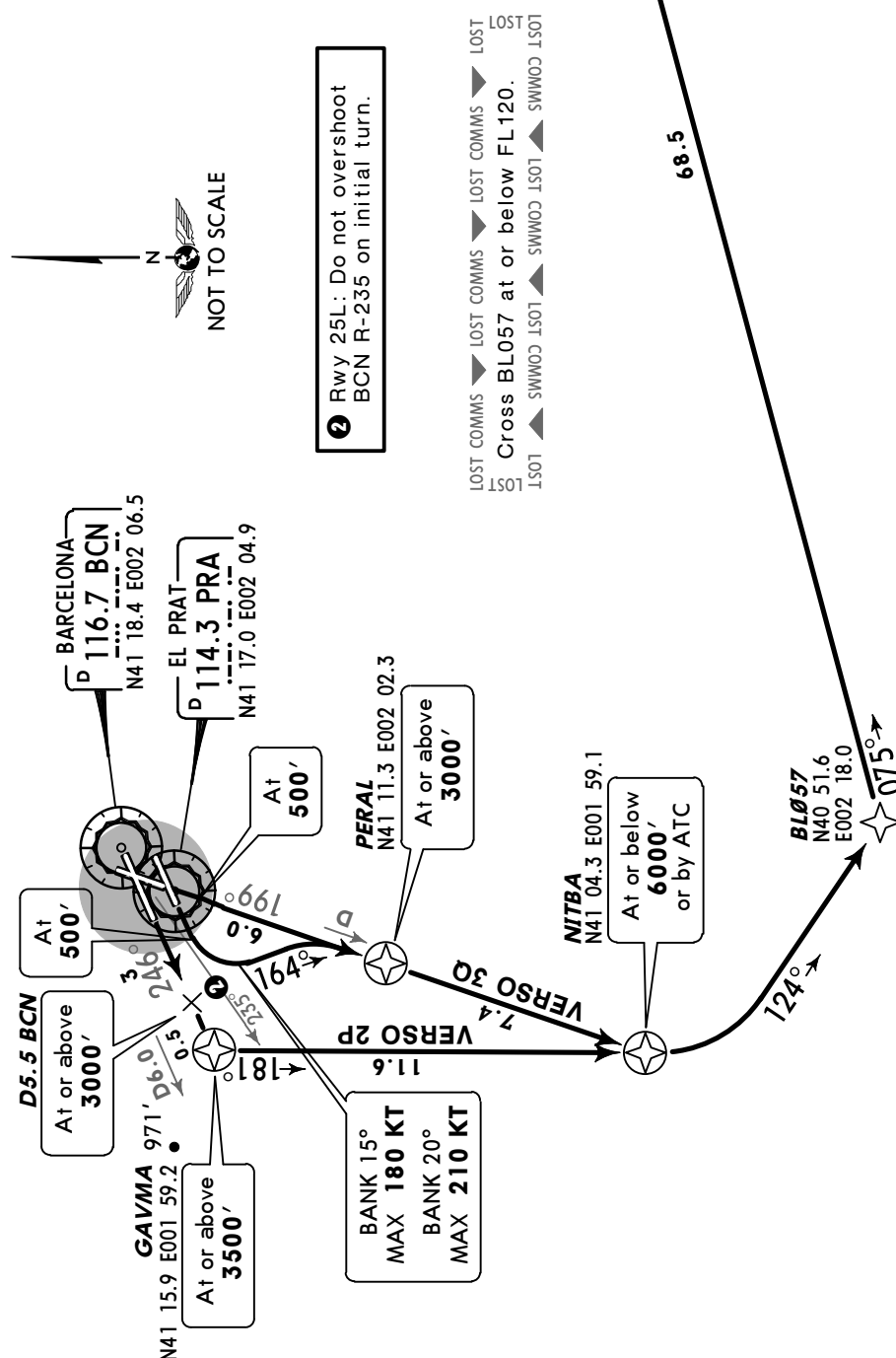
**SPEED MAX 250 KT UNTIL FL100**

VERSO  
N41 09.2 E003 45.4

① 4300' within 15 NM

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

| SID      | RWY                                              | INITIAL CLIMB                                                                         |
|----------|--------------------------------------------------|---------------------------------------------------------------------------------------|
| VERSO 2P | 25R                                              | Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6.0 BCN).                             |
| VERSO 3Q | 20                                               | Climb on runway heading to 500', turn RIGHT, intercept PRA R-199 to PERAL (D6.0 PRA). |
| VERSO 3Q | 25L                                              | Climb on runway heading to 500', turn LEFT, intercept PRA R-199 to PERAL (D6.0 PRA).  |
| SID      | ROUTING                                          |                                                                                       |
| VERSO 2P | GAVMA (3500'+) - NITBA (6000'-) - BL057 - VERSO. |                                                                                       |
| VERSO 3Q | PERAL (3000'+) - NITBA (6000'-) - BL057 - VERSO. |                                                                                       |

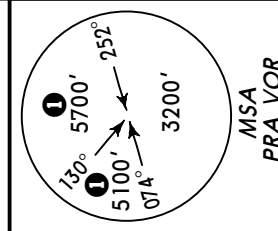


Apt Elev  
14'

Trans level: By ATC Trans alt: 6000'

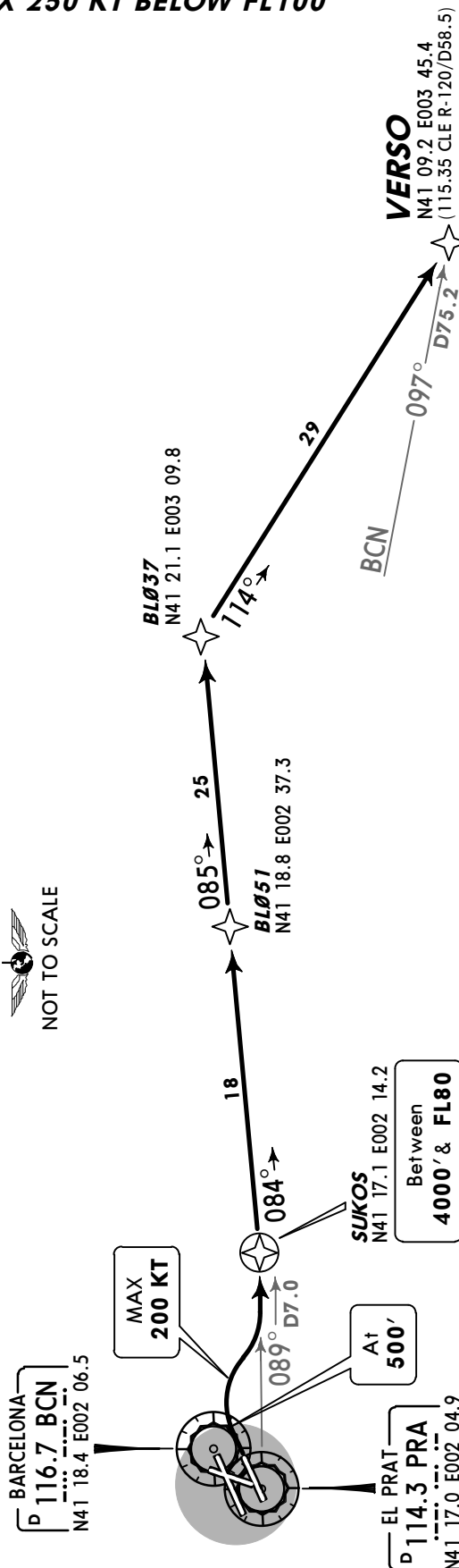
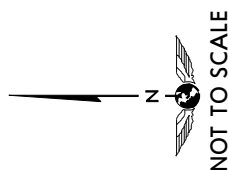
1. This SID is a restricted B-RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call. 2. For runway configuration refer to Airport Briefing pages.

**VERSO TWO ROMEO (VERSO 2R) [VERS2R]**  
**RWY 07R RNAV DEPARTURE**  
B-RNAV APPROVAL REQUIRED  
**~~SPEED~~ MAX 250 KT BELOW FL100**



This SID requires a minimum climb gradient of 4.8% up to 1000'.

| Gnd speed-KT  | 75  | 100 | 150 | 200 | 250  | 300  |
|---------------|-----|-----|-----|-----|------|------|
| 4.8% V/V(fpm) | 365 | 486 | 729 | 972 | 1215 | 1458 |



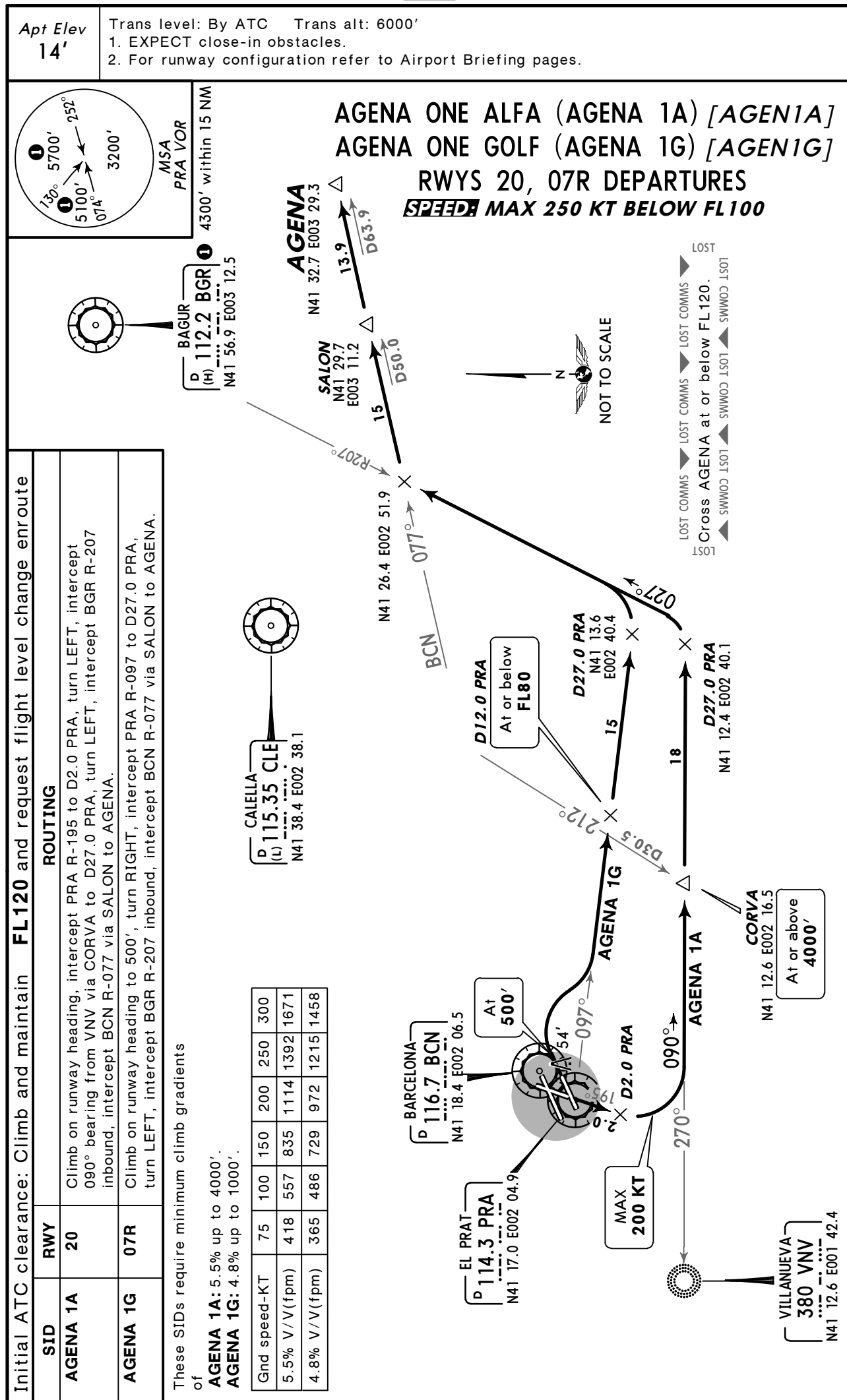
① 4300' within 15 NM

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 (D7.0 PRA), then to BL051, then to BL037, then to VERSO.



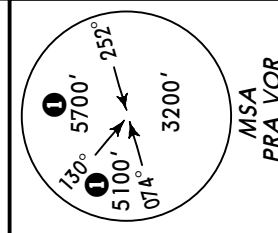
Apt Elev  
14'

Trans level: By ATC Trans alt: 6000'

1. This SID is a restricted B-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.

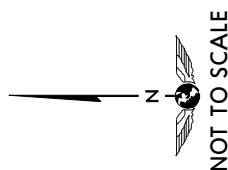
**VERSO TWO ROMEO (VERSO 2R) [VERS2R]  
RWY 07R RNAV DEPARTURE**

B-RNAV APPROVAL REQUIRED

**~~SPEED~~ MAX 250 KT BELOW FL100****TEMPORARY PROCEDURES**  
REFER ALSO TO LATEST NOTAMS

This SID requires a minimum climb gradient of 4.8% up to 1000'.

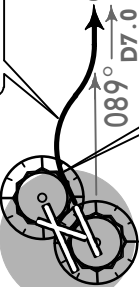
| Gnd speed-KT  | 75  | 100 | 150 | 200 | 250  | 300  |
|---------------|-----|-----|-----|-----|------|------|
| 4.8% V/V(fpm) | 365 | 486 | 729 | 972 | 1215 | 1458 |



LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST  
Cross VERSO at or below FL120.  
LOST ► SWWOD LSOT ► SWWOD LSOT ► SWWOD LSOT

BARCELONA  
D 116.7 BCN  
N41 18.4 E002 06.5

MAX  
200 KT



EL PRAT  
D 114.3 PRA  
N41 17.0 E002 04.9

SUKOS  
N41 17.1 E002 14.2

Between  
4000' & FL80

BL037  
N41 21.1 E003 09.8

BL051  
N41 18.8 E002 37.3

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

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

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

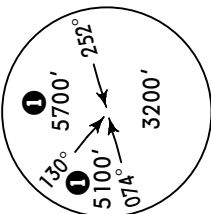
**INITIAL CLIMB/ROUTING**

Climb on runway heading to 500', turn RIGHT, intercept PRA R-089 to SUKOS (D7.0 PRA), then to BL051, then to BL037, then to VERSO.

① 4300' within 15 NM

Trans level: By ATC    Trans alt: 6000'

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

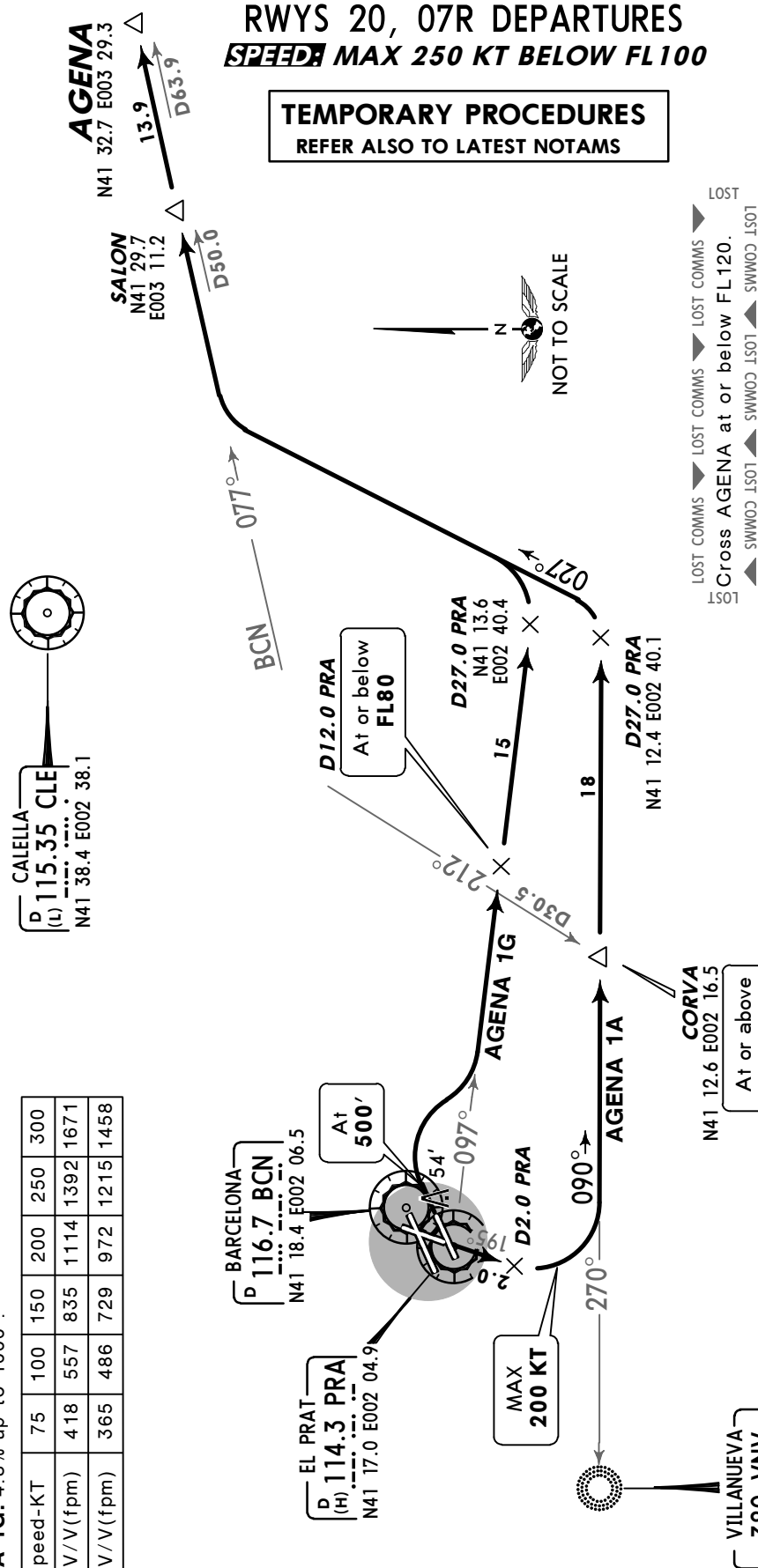


**MSA  
PRA VOR**

**1** 4300' within 15 NM

AGENA ONE ALFA (AGENA 1A) [AGEN1A]  
AGENA ONE GOLF (AGENA 1G) [AGEN1G]  
◁ RWYS 20, 07R DEPARTURES  
↗ **SPEED: MAX 250 KT BELOW FL100**

**TEMPORARY PROCEDURES**  
REFER ALSO TO LATEST NOTAMS



These SIDs require minimum climb gradients

**AGENA 1A:** 5.5% up to 4000'.

**AGENA 1G:** 4.8% up to 1000'.

| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
|---------------|-----|-----|-----|------|------|------|
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |
| 4.8% V/V(fpm) | 365 | 486 | 729 | 972  | 1215 | 1458 |

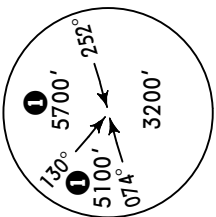
**Initial ATC clearance: Climb and maintain FL120 and request flight level change enroute**

## ROUTING

|                 |            |                                                                                                                                                                                             |
|-----------------|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>AGENA 1A</b> | <b>20</b>  | Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV via CORVA to D27.0 PRA, turn LEFT, 027° track, intercept BCN R-077 via SALON to AGENA. |
| <b>AGENA 1G</b> | <b>07R</b> | Climb on runway heading to 500', turn RIGHT, intercept PRA R-097 to D27.0 PRA, turn LEFT, 027° track, intercept BCN R-077 via SALON to AGENA.                                               |

Trans level: By ATC    Trans alt: 6000'

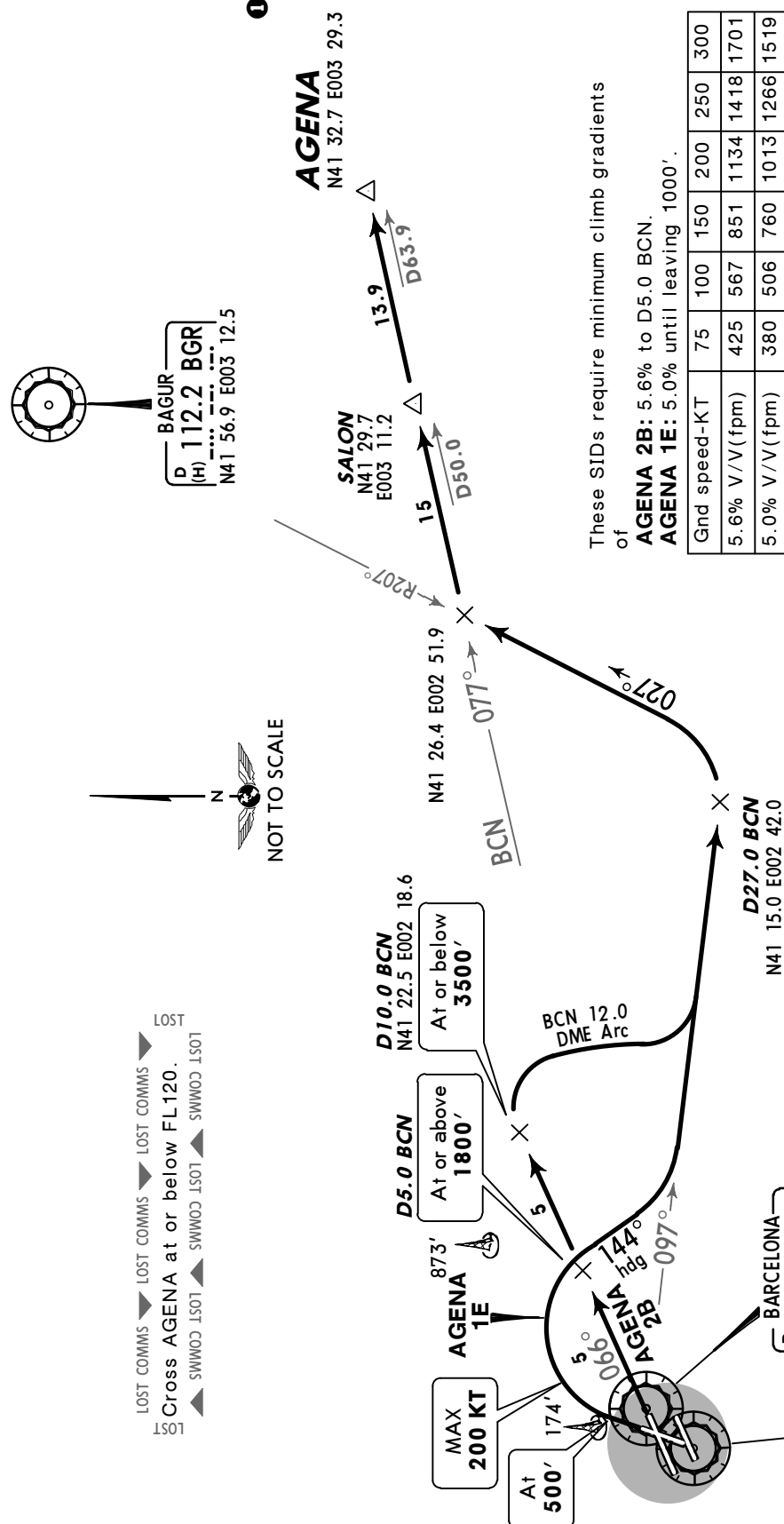
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.



MSA  
PRA VOR

**1** 4300' within 15 NM

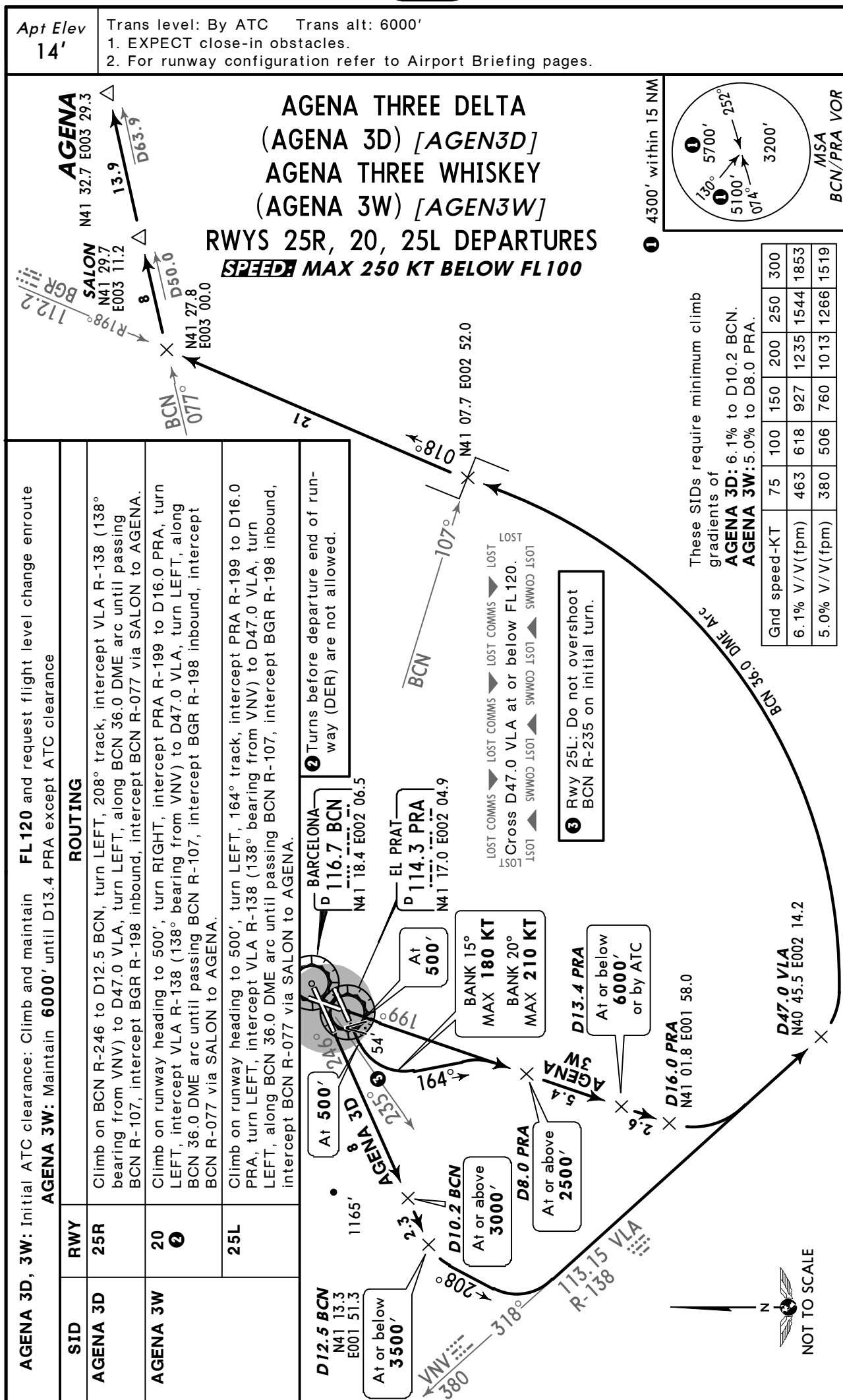
AGENA TWO BRAVO (AGENA 2B) [AGEN2B]  
AGENA ONE ECHO (AGENA 1E) [AGEN1E]  
RWYS 07L, 02 DEPARTURES  
***SPEED MAX 250 KT BELOW FL100***



| Initial ATC clearance:                                                  |                       |                                                                                                                                                                                                                            |
|-------------------------------------------------------------------------|-----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Climb and maintain <b>FL120</b> and request flight level change enroute |                       |                                                                                                                                                                                                                            |
| <b>SID</b>                                                              | <b>RWY</b>            | <b>ROUTING</b>                                                                                                                                                                                                             |
| <b>AGENA 2B</b>                                                         | <b>07L</b>            | Climb on runway heading to BCN, BCN R-066 via D5.0 BCN to D10.0 BCN, turn RIGHT, along BCN 12.0 DME arc, intercept BCN R-097 to D27.0 BCN, turn LEFT, intercept BGR R-207 inbound, intercept BCN R-077 via SALON to AGENA. |
| <b>AGENA 1E</b>                                                         | <b>02</b><br><b>②</b> | Climb on runway heading to 500', turn RIGHT, 144° heading, intercept BCN R-097 to D27.0 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

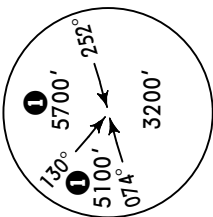
**②** Turns before departure end of runway (DER) are not allowed.



Apt Elev  
14'

Trans level: By ATC Trans alt: 6000'

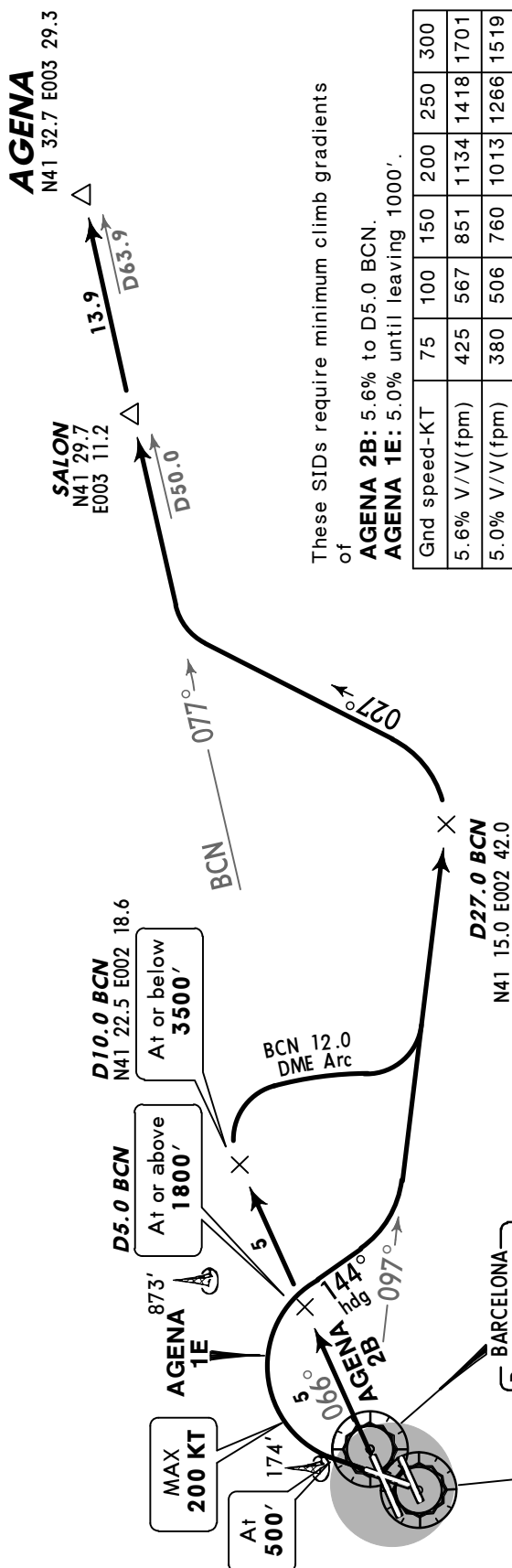
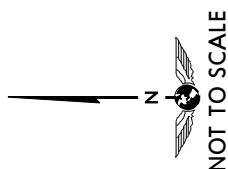
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.

MSA  
PRA VOR

① 4300' within 15 NM

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

**TEMPORARY PROCEDURES**  
REFER ALSO TO LATEST NOTAMS



These SIDs require minimum climb gradients of

**AGENA 2B:** 5.6% to D5.0 BCN.  
**AGENA 1E:** 5.0% until leaving 1000'.

| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
|---------------|-----|-----|-----|------|------|------|
| 5.6% V/V(fpm) | 425 | 567 | 851 | 1134 | 1418 | 1701 |
| 5.0% V/V(fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

Initial ATC clearance:

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

| SID             | RWY        | ROUTING                                                                                                                                                                                                   |
|-----------------|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>AGENA 2B</b> | <b>07L</b> | Climb on runway heading to BCN, BCN R-066 via D5.0 BCN to D10.0 BCN, turn RIGHT, along BCN 12.0 DME arc, intercept BCN R-097 to D27.0 BCN, turn LEFT, 027° track, intercept BCN R-077 via SALON to AGENA. |
| <b>AGENA 1E</b> | <b>02</b>  | Climb on runway heading to 500', turn RIGHT, 144° heading, intercept BCN R-097 to D27.0 BCN, turn LEFT, 027° track, intercept BCN R-077 via SALON to AGENA.                                               |

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

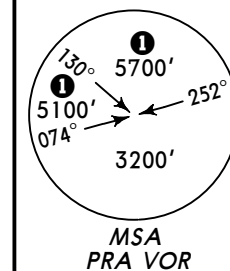
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Apt Elev  
14'

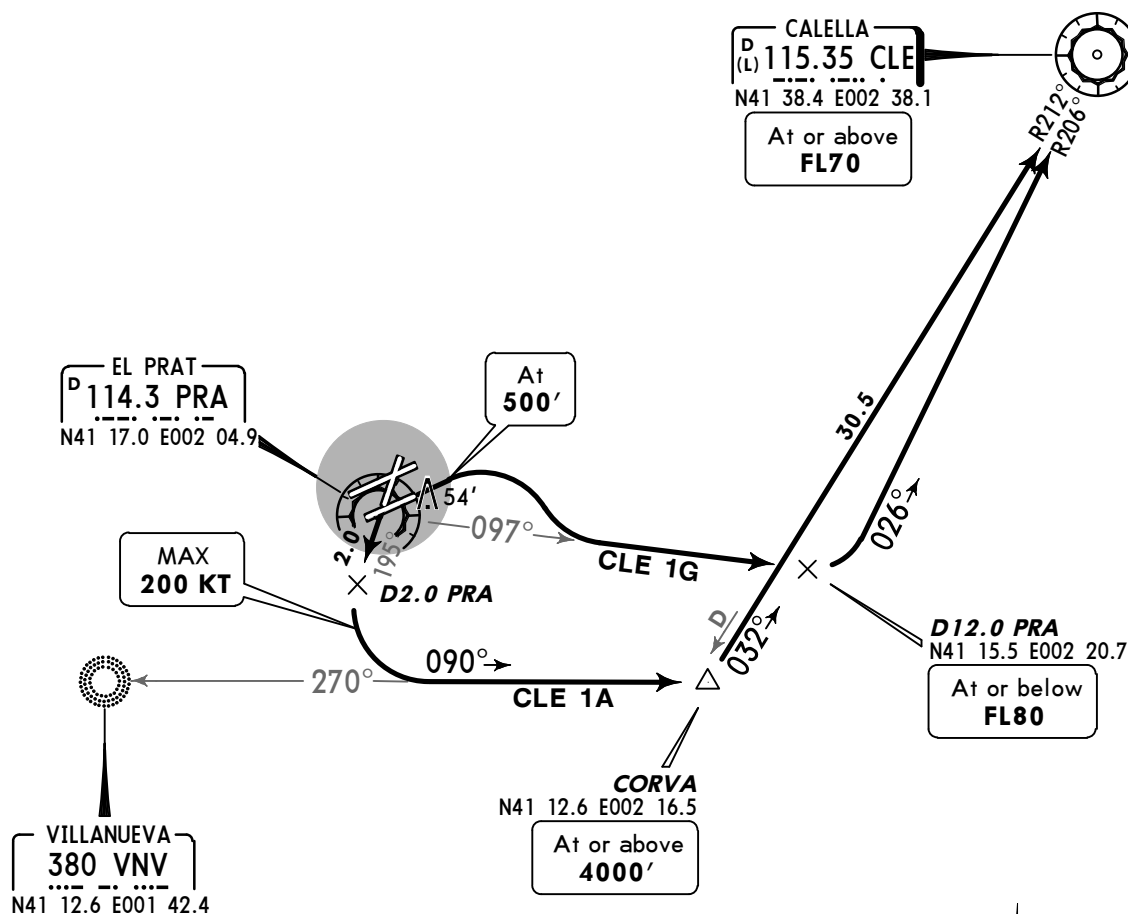
Trans level: By ATC Trans alt: 6000'

1. EXPECT close-in obstacles.
2. 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



These SIDs require minimum climb gradients  
of

**CLE 1A**  
5.5% until leaving 4000'.  
**CLE 1G**  
4.8% to 1000'.

| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
|---------------|-----|-----|-----|------|------|------|
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |
| 4.8% V/V(fpm) | 365 | 486 | 729 | 972  | 1215 | 1458 |



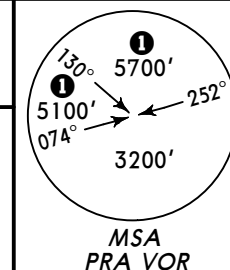
Initial ATC clearance:  
Climb and maintain **FL120** and request flight level change enroute

| SID           | RWY        | ROUTING                                                                                                                                                       |
|---------------|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>CLE 1A</b> | <b>20</b>  | Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, turn LEFT, intercept CLE R-212 inbound to CLE. |
| <b>CLE 1G</b> | <b>07R</b> | Climb on runway heading to 500', turn RIGHT, intercept PRA R-097 to D12.0 PRA, turn LEFT, intercept CLE R-206 inbound to CLE.                                 |

Apt Elev  
14'

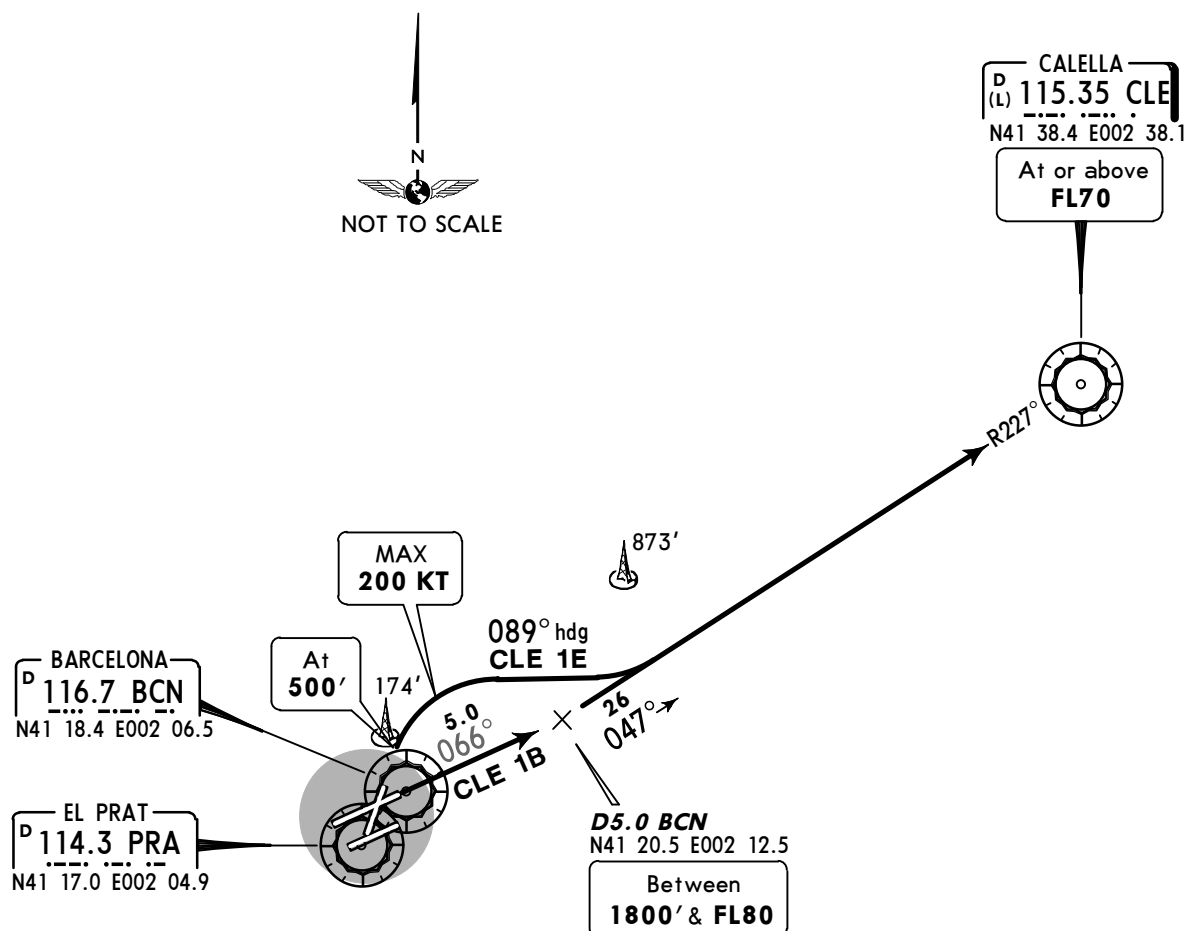
Trans level: By ATC Trans alt: 6000'

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  
**~~SPEED~~ MAX 250 KT BELOW FL100**



These SIDs require minimum climb gradients  
of

**CLE 1B**

5.6% to D5.0 BCN.

**CLE 1E**

5.0% until leaving 1000'.

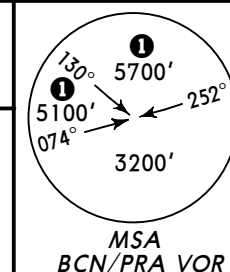
| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
|---------------|-----|-----|-----|------|------|------|
| 5.6% V/V(fpm) | 425 | 567 | 851 | 1134 | 1418 | 1701 |
| 5.0% V/V(fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

Initial ATC clearance:

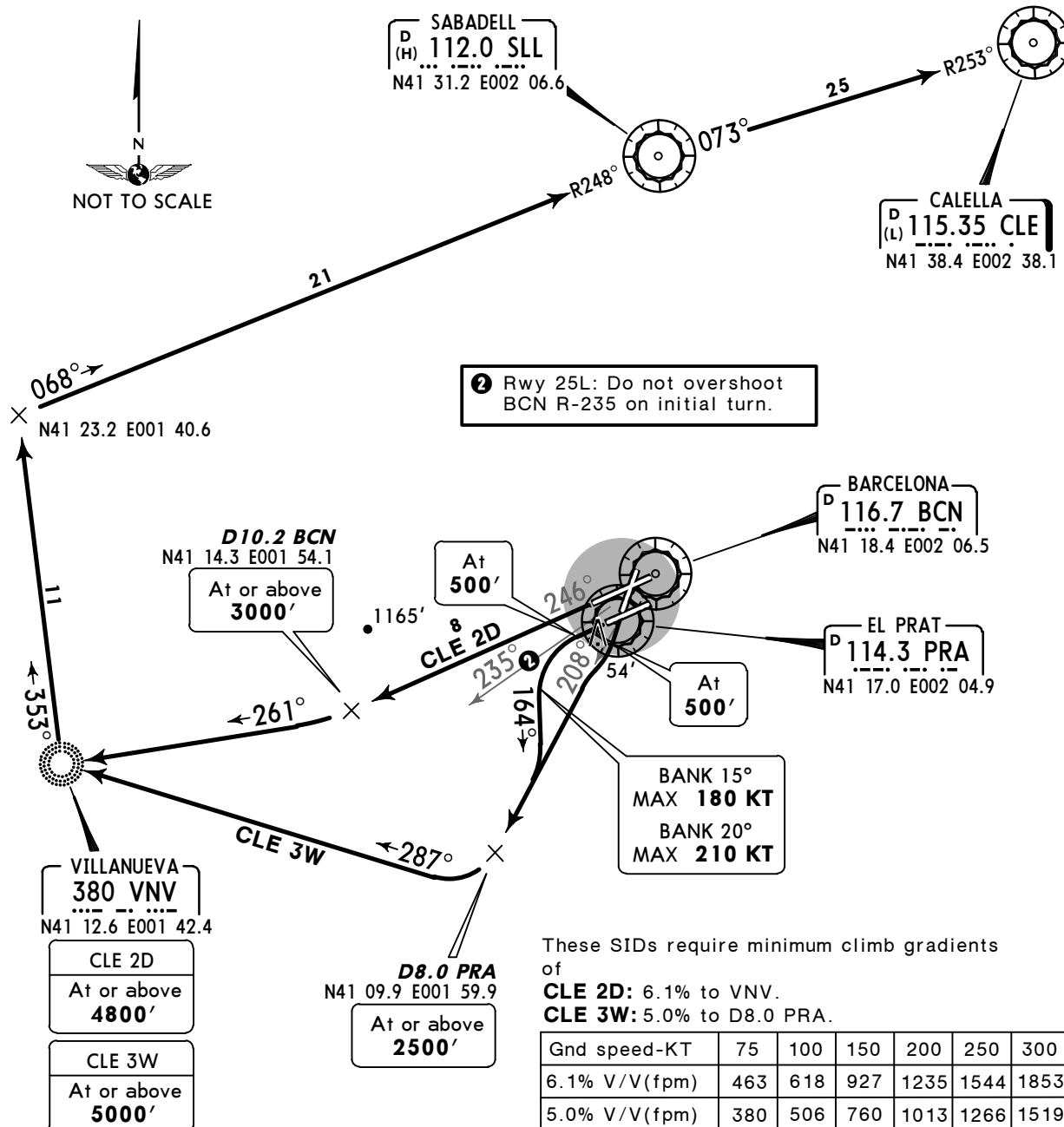
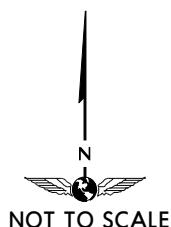
Climb and maintain **FL120** and request flight level change enroute

| SID    | RWY     | ROUTING                                                                                               |
|--------|---------|-------------------------------------------------------------------------------------------------------|
| CLE 1B | 07L     | Climb on runway heading to BCN, BCN R-066 to D5.0 BCN, turn LEFT, intercept CLE R-227 inbound to CLE. |
| CLE 1E | 02<br>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.

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 TWO DELTA (CLE 2D)**  
**CALELLA THREE WHISKEY (CLE 3W)**  
**RWYS 25R, 20, 25L DEPARTURES**  
**~~SPEED~~ MAX 250 KT BELOW FL100**These SIDs require minimum climb gradients of  
**CLE 2D:** 6.1% to VNV.  
**CLE 3W:** 5.0% to D8.0 PRA.

| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
|---------------|-----|-----|-----|------|------|------|
| 6.1% V/V(fpm) | 463 | 618 | 927 | 1235 | 1544 | 1853 |
| 5.0% V/V(fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

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

| SID           | RWY            | ROUTING                                                                                                                                                                                                             |
|---------------|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>CLE 2D</b> | <b>25R</b>     | 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.                                                         |
| <b>CLE 3W</b> | <b>20</b><br>③ | Climb on runway heading to 500', turn RIGHT, intercept PRA R-208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing, intercept SLL R-248 inbound to SLL, SLL R-073 to CLE.            |
|               | <b>25L</b>     | Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-208 to D8.0 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.

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  
N41 44.0  
E003 21.5FEVIK  
N41 40.8  
E003 11.8BAGUR  
N41 56.9 E003 12.5DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100Climb and maintain **FL120** and request flight level change enroute

## ROUTING

| SID      | RWY | ROUTING                                                                                                                                                                                                      |
|----------|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DALIN 1A | 20  | Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV via CORVA to D27.0 PRA, turn LEFT, intercept BGR R-207 inbound, intercept BCN R-065 via FEVIK to DALIN. |
| DALIN 1G | 07R | Climb on runway heading to 500', turn RIGHT, intercept PRA R-097 to D27.0 PRA, turn LEFT, intercept BGR R-207 inbound, intercept BCN R-065 via FEVIK to DALIN.                                               |

These SIDs require minimum climb gradients of

**DALIN 1A:** 5.5% until leaving 4000'.  
**DALIN 1G:** 4.8% to 1000'.

| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
|----------------|-----|-----|-----|------|------|------|
| 5.5% V/V/(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |
| 4.8% V/V/(fpm) | 365 | 486 | 729 | 972  | 1215 | 1458 |

BARCELONA  
D 116.7 BCN  
N41 18.4 E002 06.5

EL PRAT  
D 114.3 PRA  
N41 17.0 E002 04.9

VILLANUEVA  
D 380 VNV  
N41 12.6 E001 42.4

CALLELLA  
D 115.35 CLE  
N41 38.4 E002 38.1

BAGUR  
D 112.2 BGR  
N41 56.9 E003 12.5

FEVIK  
D 110.8 FEV  
N41 40.8 E003 11.8

DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100

DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100

DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100

DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100

DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100

DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100

DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100

DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100

DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100

DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100

DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100

DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100

DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100

DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100

DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100

DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100

DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100

DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100

DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100

DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100

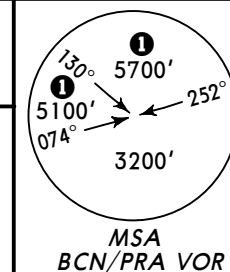
DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100

Apt Elev  
14'

Trans level: By ATC Trans alt: 6000'

1. EXPECT close-in obstacles.

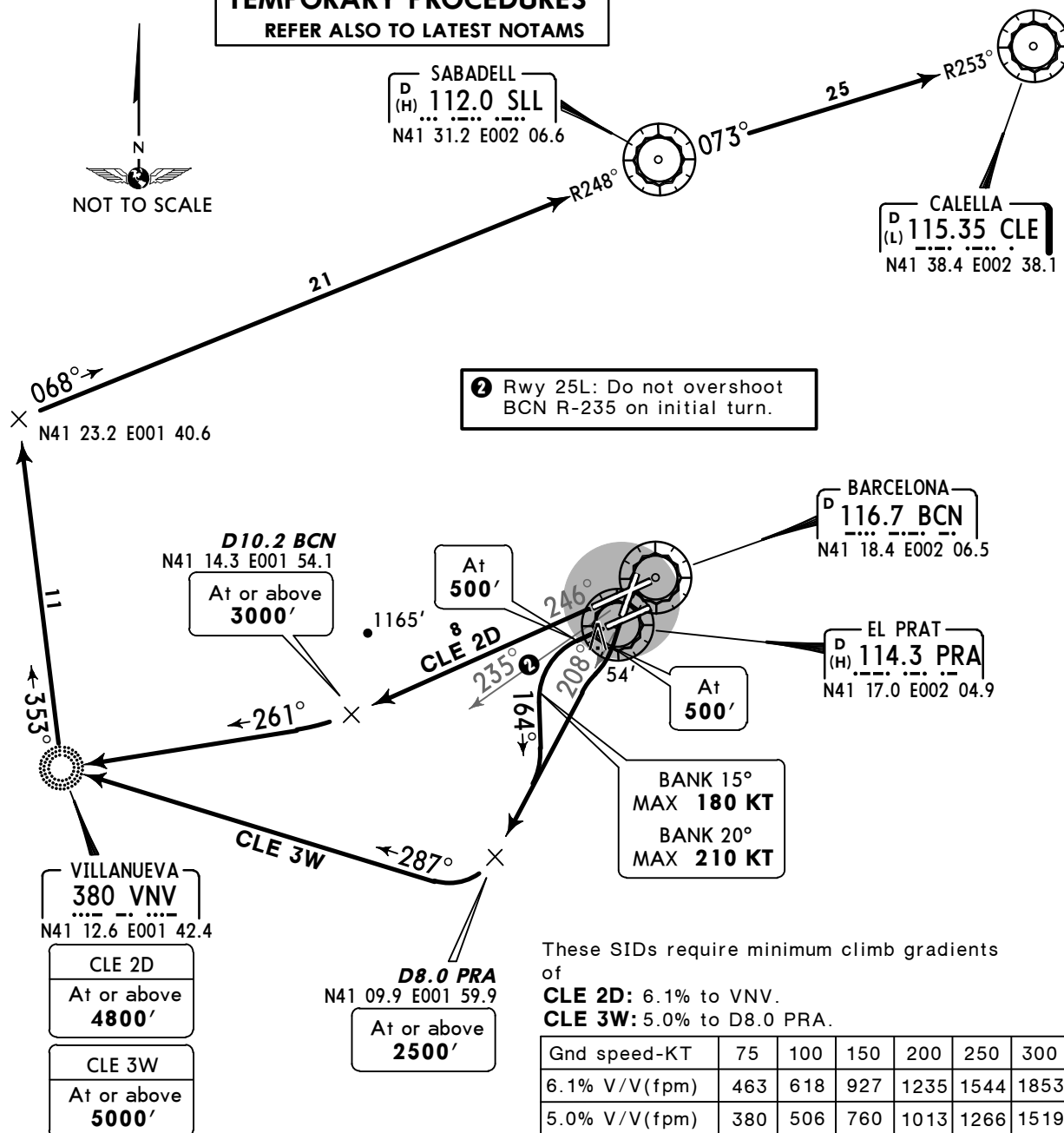
2. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

**CALELLA TWO DELTA (CLE 2D)**  
**CALELLA THREE WHISKEY (CLE 3W)**  
**RWYS 25R, 20, 25L DEPARTURES**  
**~~SPEED~~ MAX 250 KT BELOW FL100**

**TEMPORARY PROCEDURES**  
REFER ALSO TO LATEST NOTAMS



These SIDs require minimum climb gradients of  
**CLE 2D:** 6.1% to VNV.  
**CLE 3W:** 5.0% to D8.0 PRA.

| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
|---------------|-----|-----|-----|------|------|------|
| 6.1% V/V(fpm) | 463 | 618 | 927 | 1235 | 1544 | 1853 |
| 5.0% V/V(fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

Initial ATC clearance:

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

| SID           | RWY            | ROUTING                                                                                                                                                                                                             |
|---------------|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>CLE 2D</b> | <b>25R</b>     | 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.                                                         |
| <b>CLE 3W</b> | <b>20</b><br>③ | Climb on runway heading to 500', turn RIGHT, intercept PRA R-208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing, intercept SLL R-248 inbound to SLL, SLL R-073 to CLE.            |
|               | <b>25L</b>     | Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-208 to D8.0 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.

Apt Elev  
14'

Trans level: By ATC Trans alt: 6000'

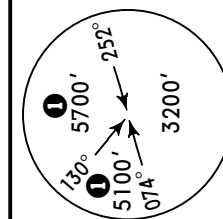
1. EXPECT close-in obstacles.

2. For runway configuration refer to Airport Briefing pages.

DALIN  
N41 44.0  
E003 21.5FEVIK  
N41 40.8  
E003 11.8

DALIN ONE ALFA  
(DALIN 1A) [DALI1A]  
DALIN ONE GOLF  
(DALIN 1G) [DALI1G]  
RWYS 20, 07R DEPARTURES  
**SPEED MAX 250 KT BELOW FL100**

TEMPORARY PROCEDURES  
REFER ALSO TO LATEST NOTAMS

MSA  
PRA VOR

1 4300' within 15 NM

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

## ROUTING

**DALIN 1A** 20 Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV via CORVA to D27.0 PRA, turn LEFT, 027° track, intercept BCN R-065 via FEVIK to DALIN.

**DALIN 1G** 07R Climb on runway heading to 500', turn RIGHT, intercept PRA R-097 to D27.0 PRA, turn LEFT, 027° track, intercept BCN R-065 via FEVIK to DALIN.

These SIDs require minimum climb gradients  
of  
**DALIN 1A:** 5.5% until leaving 4000'.  
**DALIN 1G:** 4.8% to 1000'.

CALELLA  
D 115.35 CLE  
(L) N41 38.4 E002 38.1

|                |     |     |     |      |      |      |
|----------------|-----|-----|-----|------|------|------|
| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
| 5.5% V/V/(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |
| 4.8% V/V/(fpm) | 365 | 486 | 729 | 972  | 1215 | 1458 |

LOST COMMS > LOST COMMS > LOST COMMS > LOST  
Cross DALIN at or below FL120.  
> SWW03 JS01 > SWW03 JS01 > SWW03 JS01

BARCELONA  
D 116.7 BCN  
(H) N41 18.4 E002 06.5EL PRAT  
D 114.3 PRA  
(H) N41 17.0 E002 04.9

At 500'

D12.0 PRA  
At or below  
FL80D27.0 PRA  
N41 13.6  
E002 40.4VILLANUEVA  
380 VNV  
N41 12.6 E001 42.4MAX  
200 KT

NOT TO SCALE

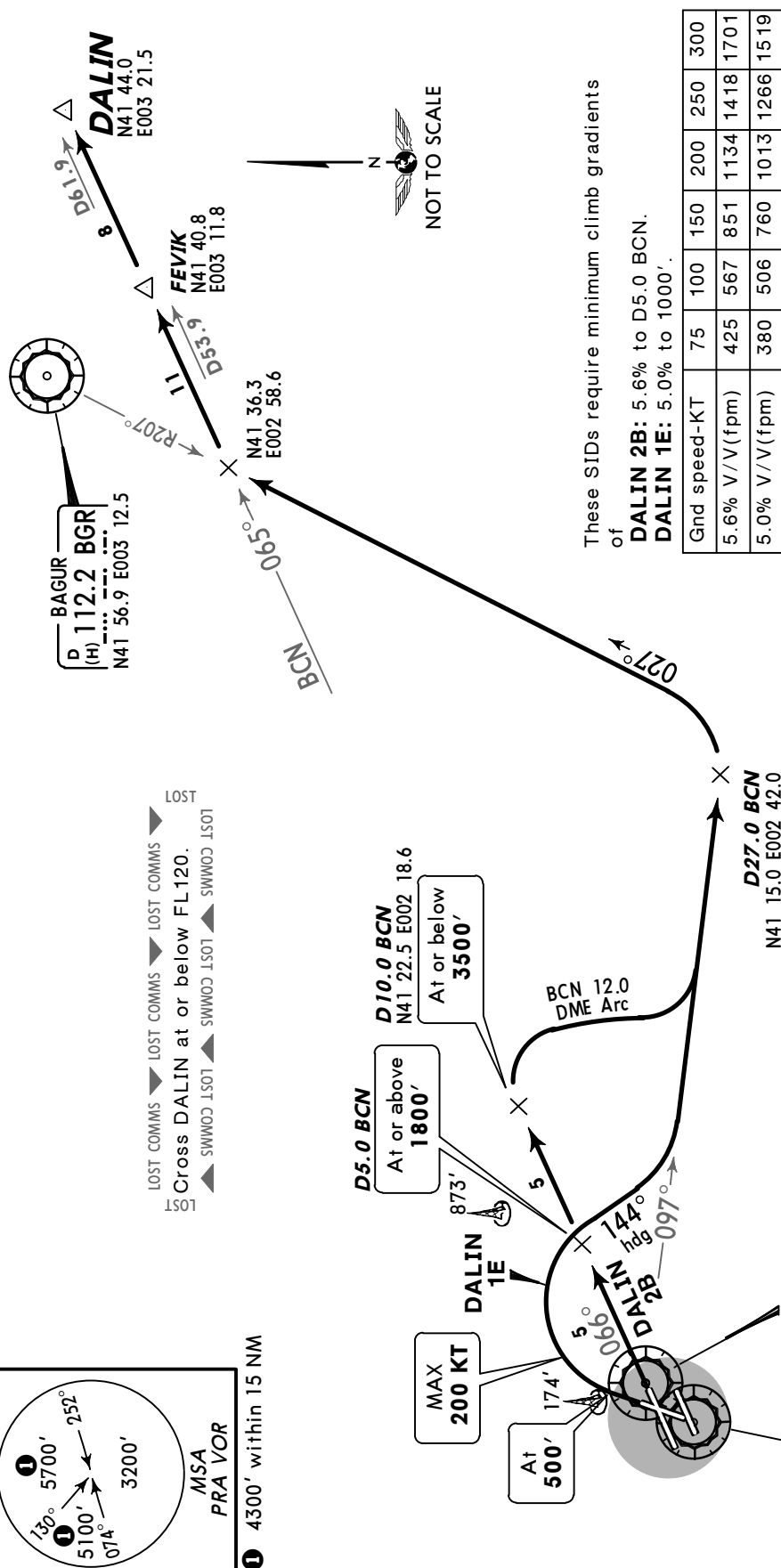
D27.0 PRA  
N41 12.4 E002 40.1CORVA  
N41 12.6 E002 16.5At or above  
4000'

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

**~~SPEEDS~~ MAX 250 KT BELOW FL100**

Initial ATC clearance:

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

## ROUTING

| SID      | RWY | ROUTING                                                                                                                                                                                                                    |
|----------|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DALIN 2B | 07L | Climb on runway heading to BCN, BCN R-066 via D5.0 BCN to D10.0 BCN, turn RIGHT, along BCN 12.0 DME arc, intercept BCN R-097 to D27.0 BCN, turn LEFT, intercept BGR R-207 inbound, intercept BCN R-065 via FEVIK to DALIN. |
| DALIN 1E | 02  | Climb on runway heading to 500', turn RIGHT, 144° heading, intercept BCN R-097 to D27.0 BCN, turn LEFT, intercept BGR R-207 inbound, intercept BCN R-065 via FEVIK to DALIN.                                               |

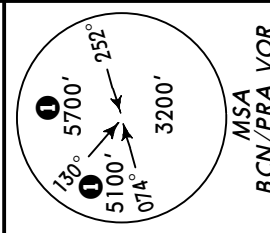
② Turns before departure end of runway (DER) are not allowed.

Trans level: By ATC    Trans alt: 6000'

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

DALIN THREE DELTA  
(DALIN 3D) [DALI3D]  
DALIN THREE WHISKEY  
(DALIN 3W) [DALI3W]  
RWYS 25R, 20, 25L DEPARTURES  
***SPEED MAX 250 KT BELOW FL100***

**1** 4300' within 15 NM



| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
|---------------|-----|-----|-----|------|------|------|
| 6.1% V/V(fpm) | 463 | 618 | 927 | 1235 | 1544 | 1853 |
| 5.0% V/V(fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

These SIDs require minimum climb gradients of

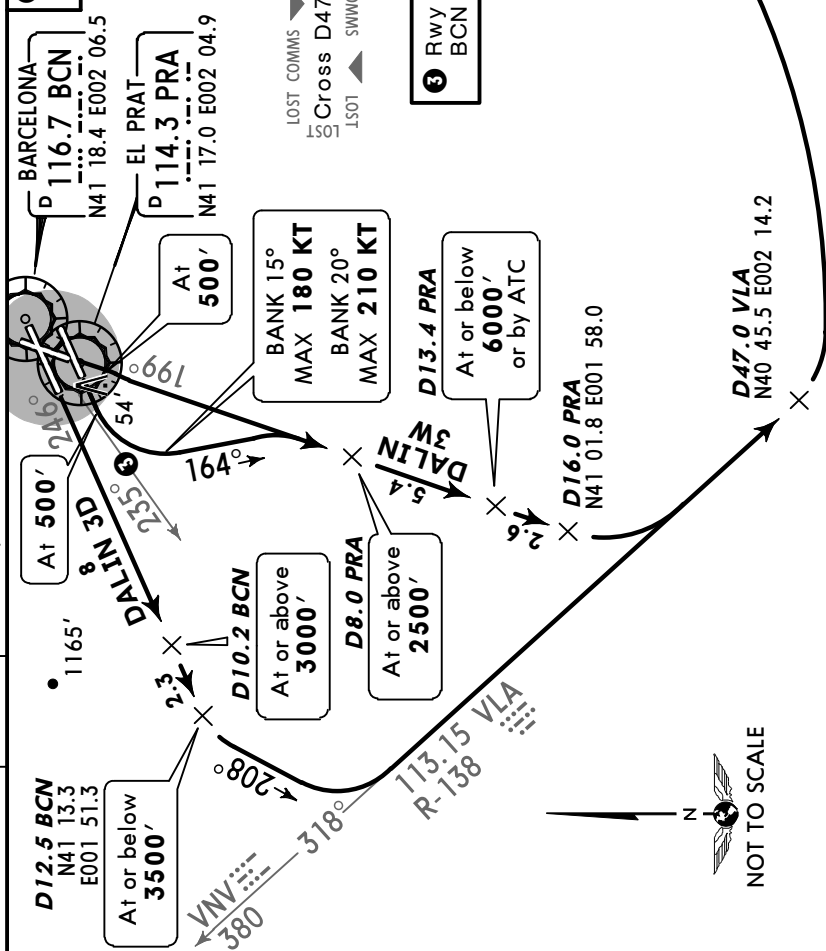
**DALIN 3D:** 6.1% to D10.2 BCN.  
**DALIN 3W:** 5.0% to D8.0 PRA.

| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
|---------------|-----|-----|-----|------|------|------|
| 6.1% V/V(fpm) | 463 | 618 | 927 | 1235 | 1544 | 1853 |
| 5.0% V/V(fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

**DALIN 3D, 3W:** Initial ATC clearance: Climb and maintain **FL120** and request flight level change enroute  
**DALIN 3W:** 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 D47.0 VLA, turn LEFT, along BCN 36.0 DME arc until passing BCN R-107, intercept BGR R-198 inbound, intercept BCN R-065 via FEVIK to DALIN.                                              |
| DALIN 3W | 20<br>② | Climb on runway heading to 500', turn RIGHT, intercept PRA R-199 to D16.0 PRA, turn LEFT, intercept VLA R-138 (138° bearing from VNV) to D47.0 VLA, turn LEFT, along BCN 36.0 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, 164° track, intercept PRA R-199 to D16.0 PRA, turn LEFT, intercept VLA R-138 (138° bearing from VNV) to D47.0 VLA, turn LEFT, along BCN 36.0 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.



NOT TO SCALE

Apt Elev  
14'

Trans level: By ATC Trans alt: 6000'

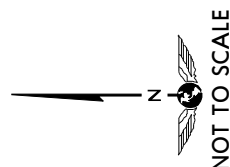
1. EXPECT close-in obstacles.

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

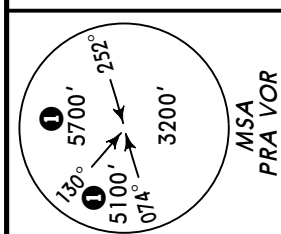
**~~SPEED~~ MAX 250 KT BELOW FL100**DALIN  
N41 44.0  
E003 21.5FEVIK  
N41 40.8  
E003 11.8

These SIDs require minimum climb gradients  
of  
**DALIN 2B:** 5.6% to D5.0 BCN.  
**DALIN 1E:** 5.0% to 1000'.

| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
|---------------|-----|-----|-----|------|------|------|
| 5.6% V/V(fpm) | 425 | 567 | 851 | 1134 | 1418 | 1701 |
| 5.0% V/V(fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

**TEMPORARY PROCEDURES**  
REFER ALSO TO LATEST NOTAMS

LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST  
Cross DALIN at or below FL120.  
► SWW03 LSOT ► SWW03 LSOT ► SWW03 LSOT

**1** 4300' within 15 NMD5.0 BCN  
At or above  
1800'D10.0 BCN  
N41 22.5 E002 18.6  
At or below  
3500'BCN 12.0  
DME ArcDALIN  
1EMAX  
200 KTAt  
500'DALIN  
2BBARCELONA  
D 116.7 BCN  
N41 18.4 E002 06.5EL PRAT  
D 114.3 PRA  
N41 17.0 E002 04.9

Initial ATC clearance:

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

| SID      | RWY | ROUTING                                                                                                                                                                                                   |
|----------|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DALIN 2B | 07L | Climb on runway heading to BCN, BCN R-066 via D5.0 BCN to D10.0 BCN, turn RIGHT, along BCN 12.0 DME arc, intercept BCN R-097 to D27.0 BCN, turn LEFT, 027° track, intercept BCN R-065 via FEVIK to DALIN. |
| DALIN 1E | 02  | Climb on runway heading to 500', turn RIGHT, 144° heading, intercept BCN R-097 to D27.0 BCN, turn LEFT, 027° track, intercept BCN R-065 via FEVIK to DALIN.                                               |

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

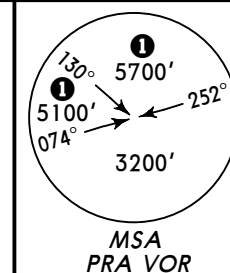
**②** Turns before departure end of runway (DER) are not allowed.

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

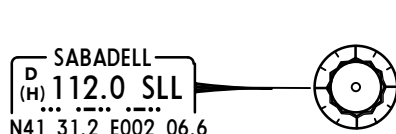
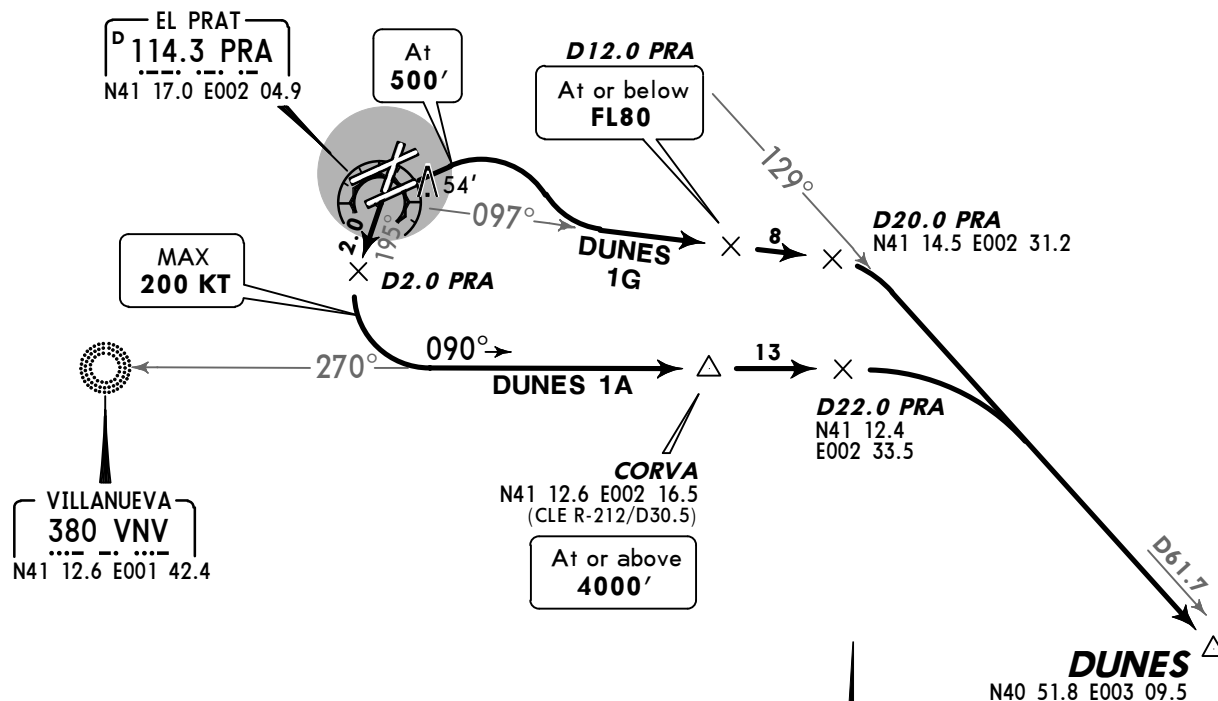
These SIDs require climb gradients of  
**DALIN 3D:** 6.1%  
**DALIN 3W:** 5.0%

| Gnd speed-KT  | 75  | 100 |
|---------------|-----|-----|
| 6.1% V/V(fpm) | 613 | 500 |
| 5.0% V/V(fpm) | 380 | 500 |

NOT TO SCALE

Apt Elev  
14'Trans level: By ATC Trans alt: 6000'  
1. EXPECT close-in obstacles.  
2. For runway configuration refer to Airport Briefing pages.**DUNES ONE ALFA (DUNES 1A) [DUNE1A]  
DUNES ONE GOLF (DUNES 1G) [DUNE1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100**

① 4300' within 15 NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼  
Cross DUNES at or below FL120.  
▲ SWWOC 1501 ▲ SWWOC 1501 ▲ SWWOC 1501These SIDs require minimum climb gradients  
of**DUNES 1A**  
5.5% until leaving 4000'.**DUNES 1G**  
4.8% to 1000'.

| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
|---------------|-----|-----|-----|------|------|------|
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |
| 4.8% V/V(fpm) | 365 | 486 | 729 | 972  | 1215 | 1458 |

Initial ATC clearance:

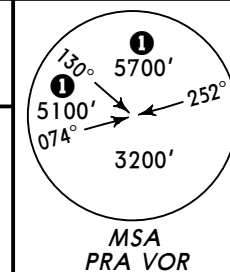
Climb and maintain **FL120** and request flight level change enroute

| SID             | RWY        | ROUTING                                                                                                                                                                |
|-----------------|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>DUNES 1A</b> | <b>20</b>  | Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV via CORVA to D22.0 PRA, turn RIGHT, intercept SLL R-129 to DUNES. |
| <b>DUNES 1G</b> | <b>07R</b> | Climb on runway heading to 500', turn RIGHT, intercept PRA R-097 to D20.0 PRA, turn RIGHT, intercept SLL R-129 to DUNES.                                               |

Apt Elev  
14'

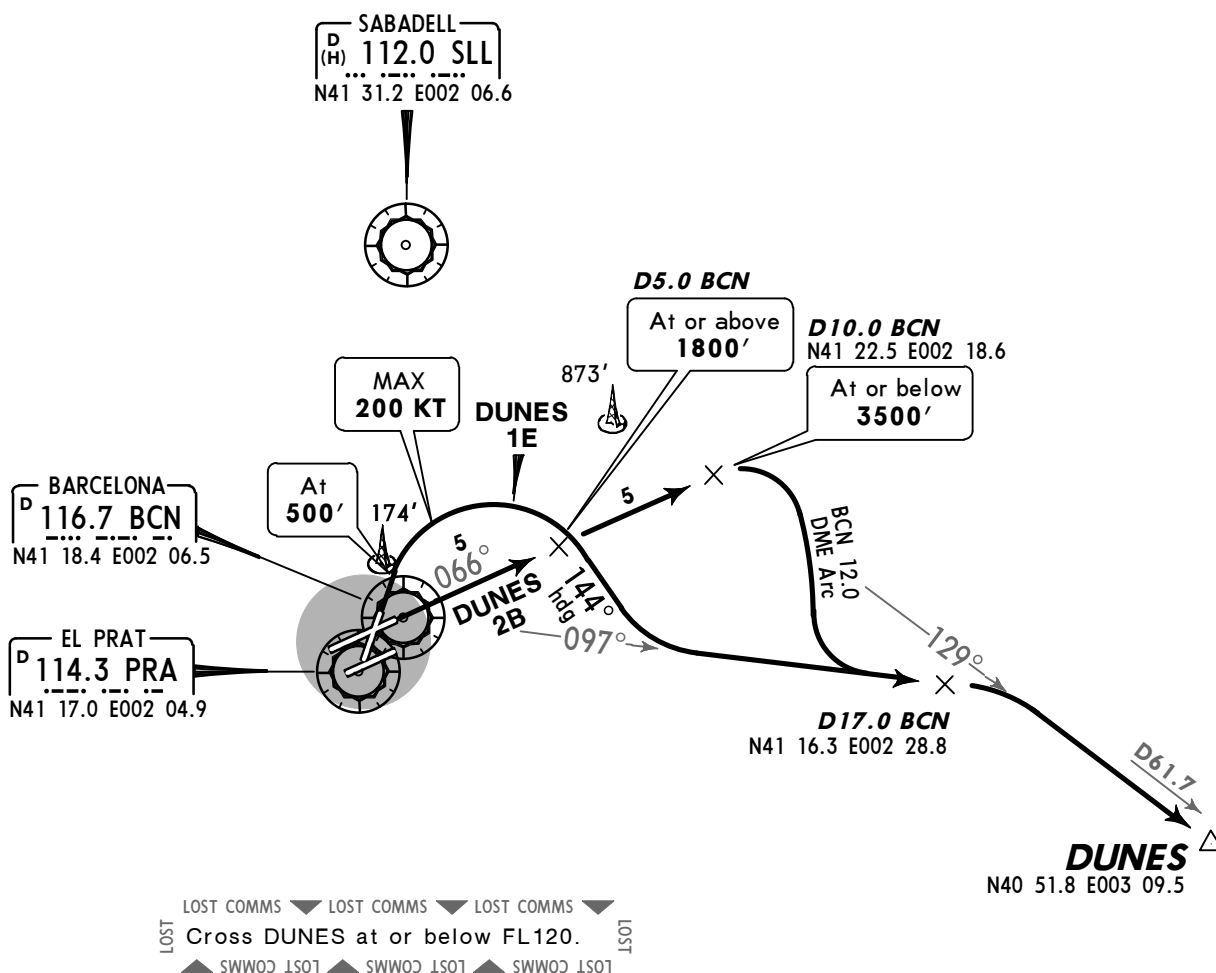
Trans level: By ATC Trans alt: 6000'

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**

5.6% to D5.0 BCN.

**DUNES 1E**

5.0% to 1000'.

| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
|---------------|-----|-----|-----|------|------|------|
| 5.6% V/V(fpm) | 425 | 567 | 851 | 1134 | 1418 | 1701 |
| 5.0% V/V(fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |



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

| SID             | RWY            | ROUTING                                                                                                                                                                 |
|-----------------|----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>DUNES 2B</b> | <b>07L</b>     | Climb on runway heading to BCN, BCN R-066 to D10.0 BCN, turn RIGHT, along BCN 12.0 DME arc, intercept BCN R-097 to D17.0 BCN, turn RIGHT, intercept SLL R-129 to DUNES. |
| <b>DUNES 1E</b> | <b>02</b><br>② | Climb on runway heading to 500', turn RIGHT, 144° heading, intercept BCN R-097 to D17.0 BCN, turn RIGHT, intercept SLL R-129 to DUNES.                                  |

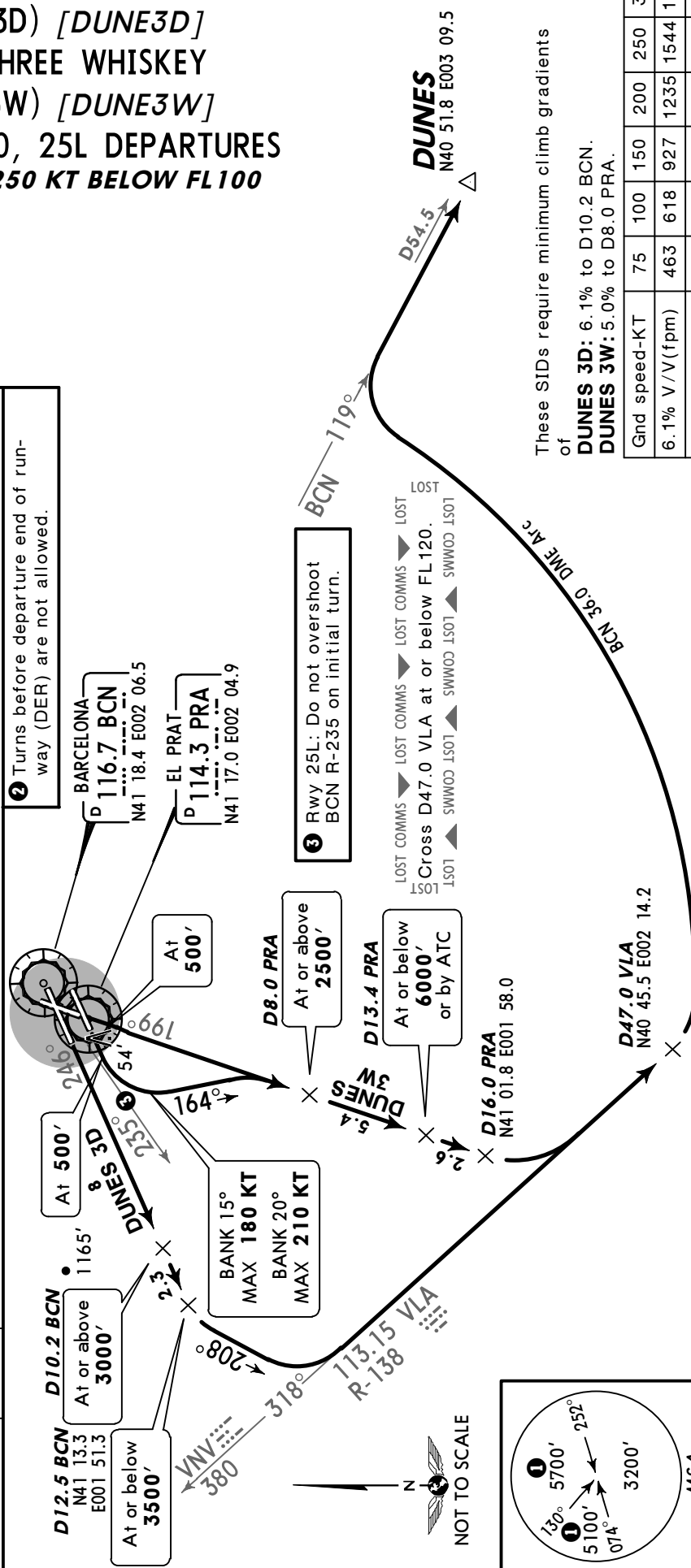
② Turns before departure end of runway (DER) are not allowed.

*Apt Elev*  
**14'**

Trans level: By ATC    Trans alt: 6000'

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

DUNES THREE DELTA  
(DUNES 3D) [*DUNE3D*]  
DUNES THREE WHISKEY  
(DUNES 3W) [*DUNE3W*]  
RWYS 25R, 20, 25L DEPARTURES  
***SPEED MAX 250 KT BELOW FL100***



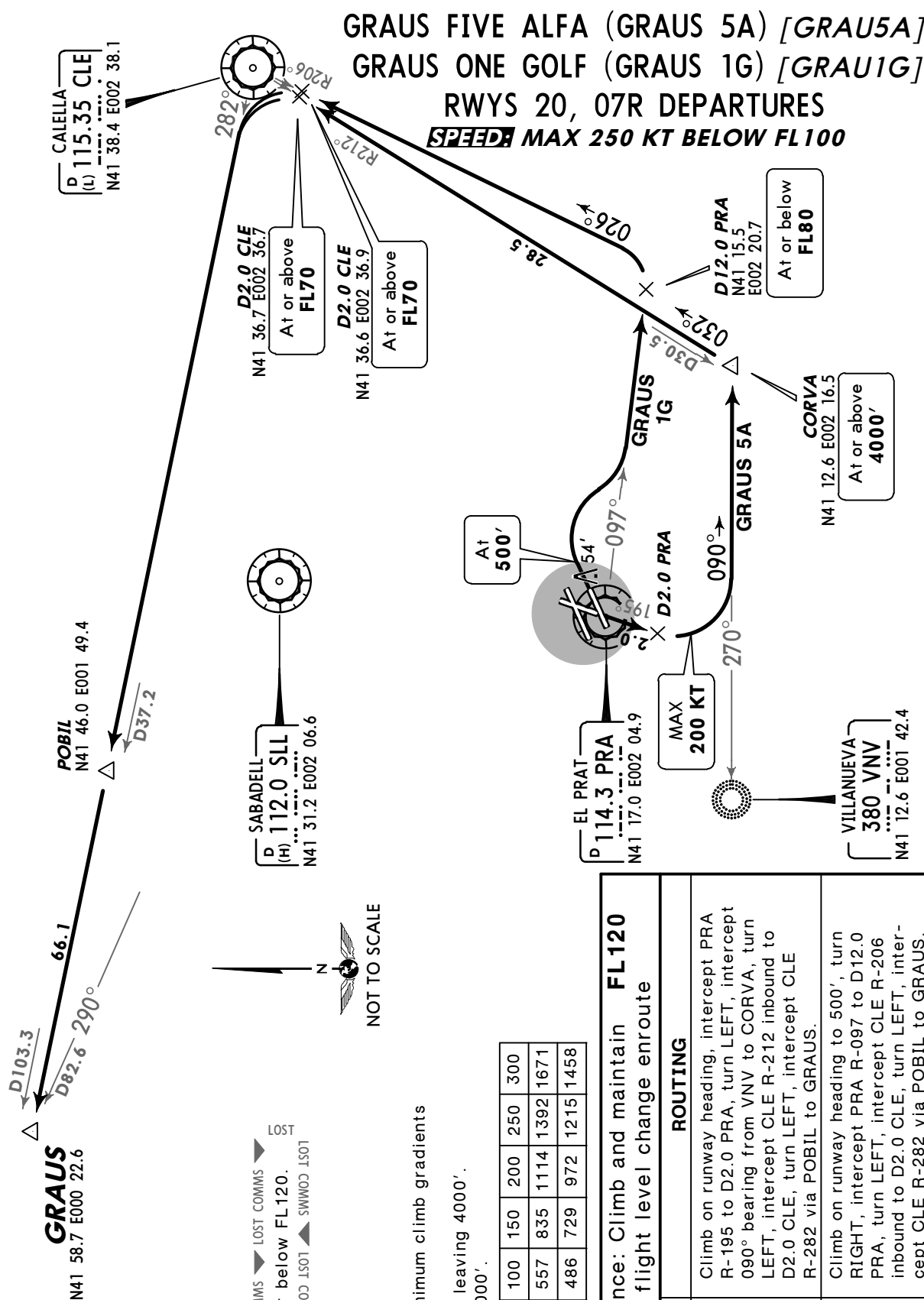
| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
|----------------|-----|-----|-----|------|------|------|
| 6.1% V/V (fpm) | 463 | 618 | 927 | 1235 | 1544 | 1853 |
| 5.0% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

These SIDs require minimum climb gradients of

| SID      | Minimum Climb Gradient |
|----------|------------------------|
| DUNES 3D | 6.1% to D10.2 BCN.     |
| DUNES 3W | 5.0% to D8.0 PRA.      |

Trans level: By ATC    Trans alt: 6000'

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



These SIDs require minimum climb gradients of **GRAUS 5A: 5.5%** until leaving 4000'. **GRAUS 1G: 4.8%** to 1000'.

| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
|---------------|-----|-----|-----|------|------|------|
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |
| 4.8% V/V(fpm) | 365 | 486 | 729 | 972  | 1215 | 1458 |

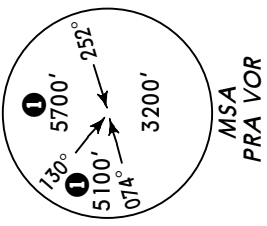
**Initial ATC clearance: Climb and maintain FL120 and request flight level change enroute**

| SID      | RWY | ROUTING                                                                                                                                                                                                               |
|----------|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| GRAUS 5A | 20  | Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, turn LEFT, intercept CLE R-212 inbound to D2.0 CLE, turn LEFT, intercept CLE R-282 via POBIL to GRAUS. |
| GRAUS 1G | 07R | Climb on runway heading to 500', turn RIGHT, intercept PRA R-097 to D12.0 PRA, turn LEFT, intercept CLE R-206 inbound to D2.0 CLE, turn LEFT, intercept CLE R-282 via POBIL to GRAUS.                                 |

Apt Elev  
14'

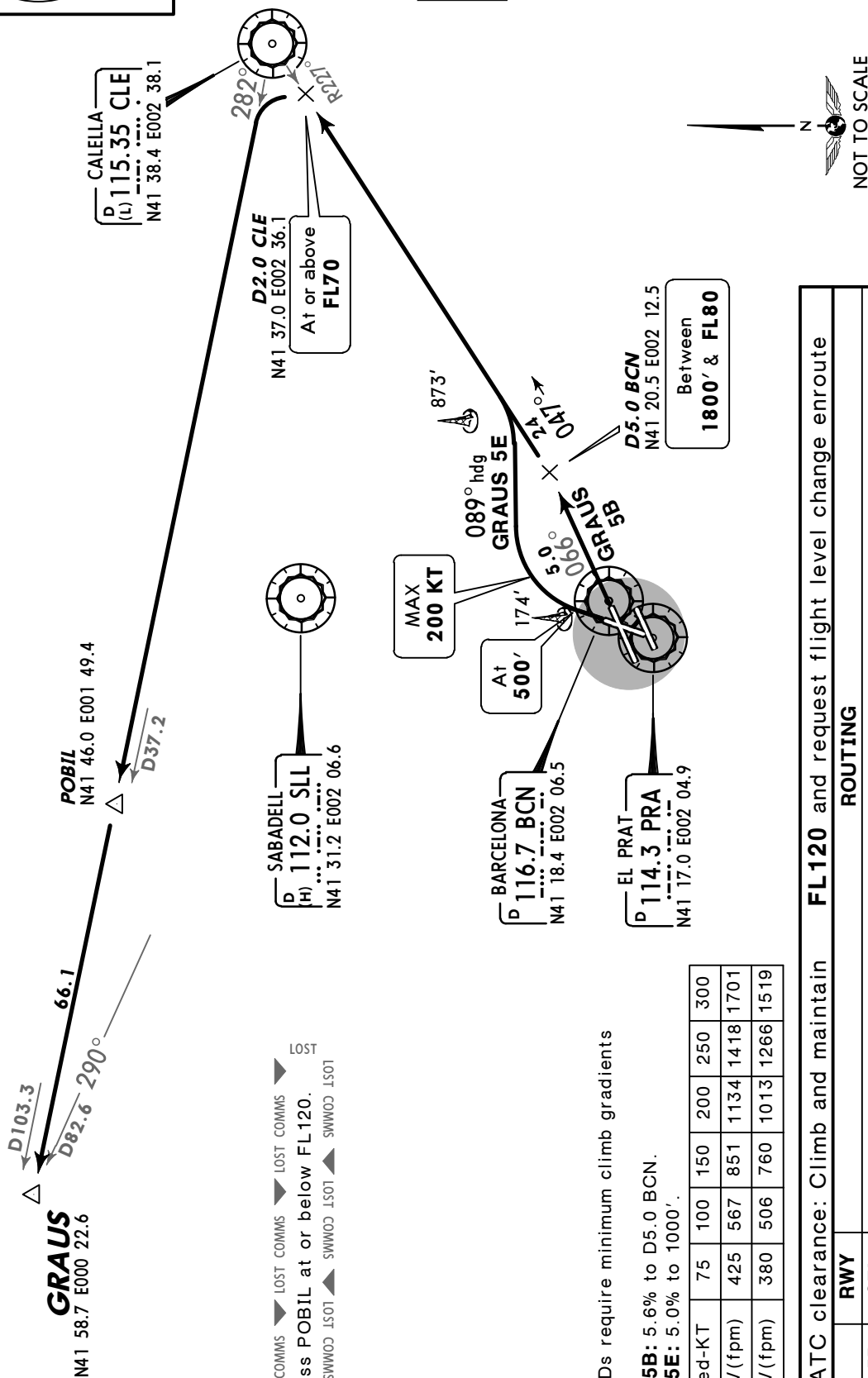
Trans level: By ATC Trans alt: 6000'

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**  
***~~SPEEDS~~ MAX 250 KT BELOW FL100***

① 4300' within 15 NM



These SIDs require minimum climb gradients

of

GRAUS 5B: 5.6% to D5.0 BCN.

GRAUS 5E: 5.0% to 1000'.

| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
|---------------|-----|-----|-----|------|------|------|
| 5.6% V/V(fpm) | 425 | 567 | 851 | 1134 | 1418 | 1701 |
| 5.0% V/V(fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

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

## ROUTING

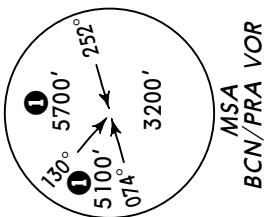
| SID      | RWY | ROUTING                                                                                                                                                       |
|----------|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| GRAUS 5B | 07L | Climb on runway heading to BCN, BCN R-066 to D5.0 BCN, turn LEFT, intercept CLE R-227 inbound to D2.0 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 D2.0 CLE, turn LEFT, intercept CLE R-282 via POBIL to GRAUS.        |

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

Apt Elev  
14'

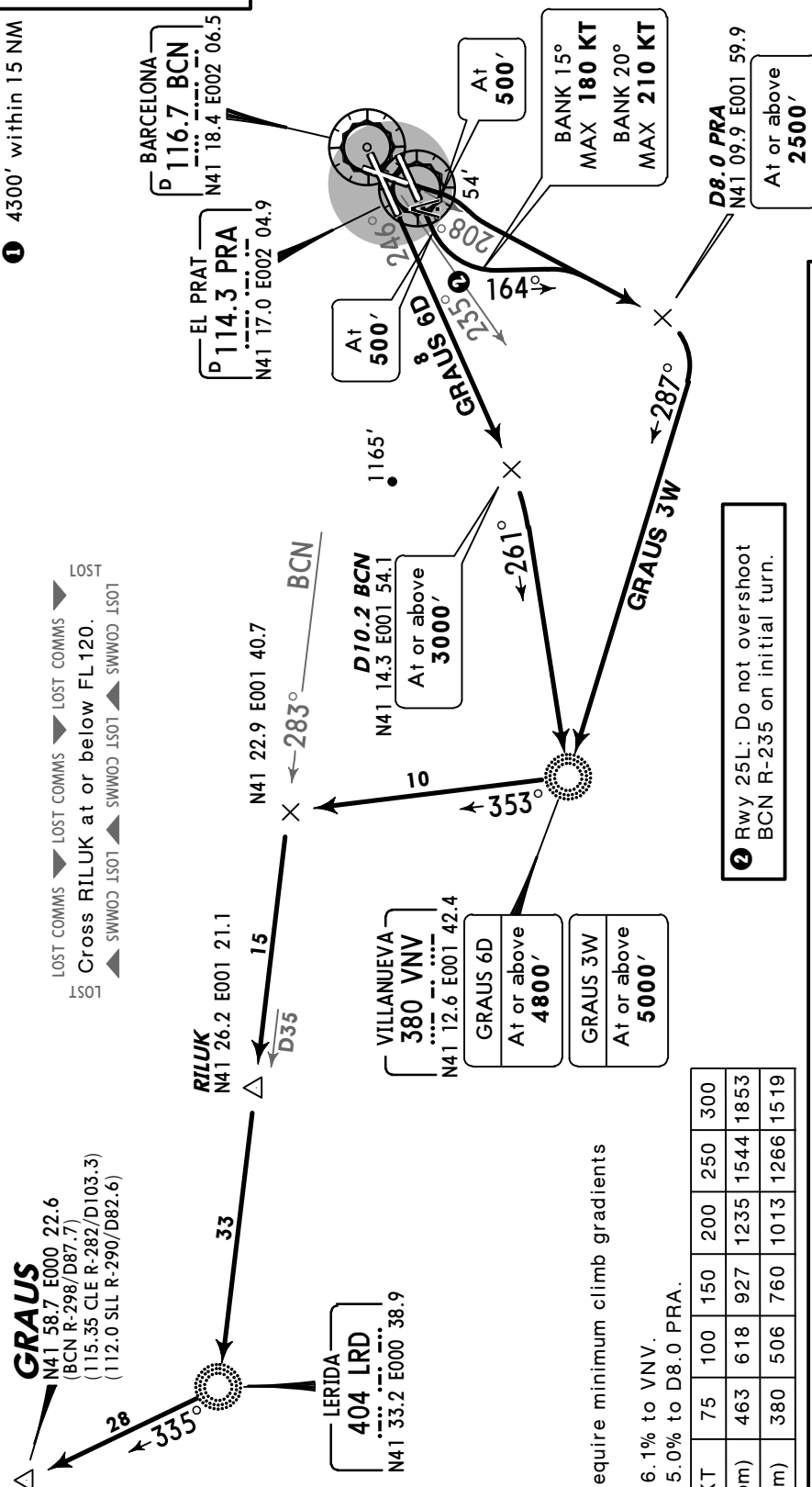
Trans level: By ATC Trans alt: 6000'

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



GRAUS SIX DELTA (GRAUS 6D) [GRAU6D]  
GRAUS THREE WHISKEY (GRAUS 3W) [GRAU3W]  
RWYS 25R, 20, 25L DEPARTURES  
**SPEED: MAX 250 KT BELOW FL100**

① 4300' within 15 NM



## ROUTING

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

| SID      | RWY |
|----------|-----|
| GRAUS 6D | 25R |
| GRAUS 3W | 20  |
|          | 25L |

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, 335° bearing to GRAUS.

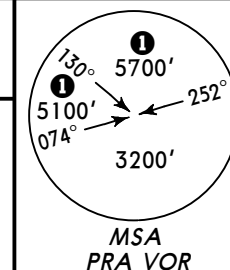
Climb on runway heading to 500', turn RIGHT, intercept PRA R-208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing, intercept BCN R-283 to RILUK, intercept 283° bearing to LRD, turn RIGHT, 335° bearing to GRAUS.

Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-208 to D8.0 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, 335° bearing to GRAUS.

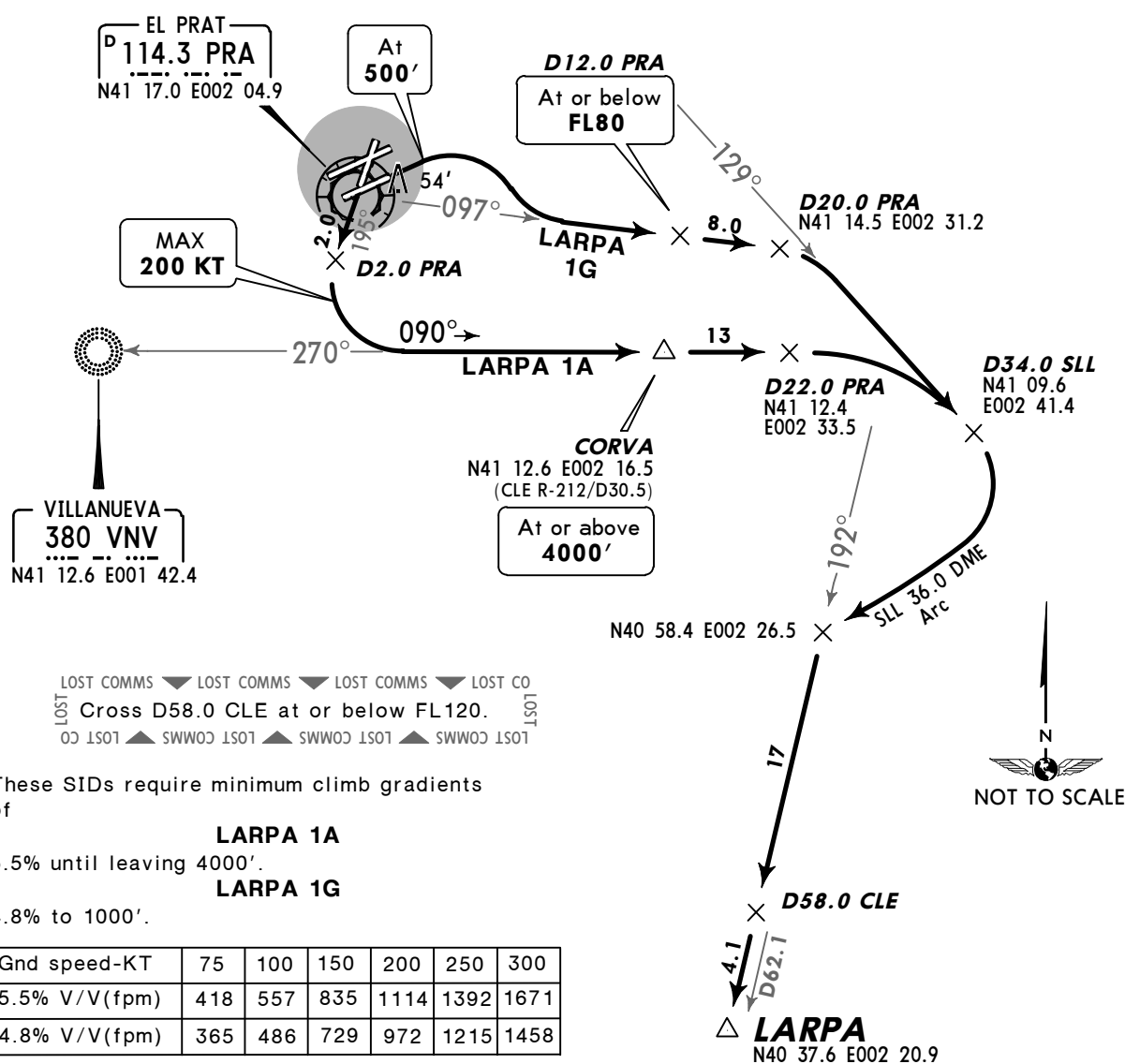
③ Turns before departure end of runway (DER) are not allowed.

These SIDs require minimum climb gradients of  
GRAUS 6D: 6.1% to VNV.  
GRAUS 3W: 5.0% to D8.0 PRA.

| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
|---------------|-----|-----|-----|------|------|------|
| 6.1% V/V(fpm) | 463 | 618 | 927 | 1235 | 1544 | 1853 |
| 5.0% V/V(fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

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 ONE ALFA (LARPA 1A) [LARP1A]  
LARPA ONE GOLF (LARPA 1G) [LARP1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100**SABADELL  
D (H) 112.0 SLL  
N41 31.2 E002 06.6CALELLA  
D (L) 115.35 CLE  
N41 38.4 E002 38.1

These SIDs require minimum climb gradients of

**LARPA 1A**

5.5% until leaving 4000'.

**LARPA 1G**

4.8% to 1000'.

| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
|---------------|-----|-----|-----|------|------|------|
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |
| 4.8% V/V(fpm) | 365 | 486 | 729 | 972  | 1215 | 1458 |

Initial ATC clearance:

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

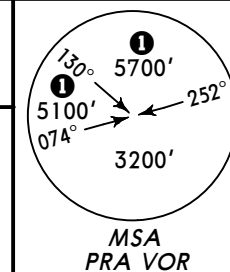
| SID      | RWY | ROUTING                                                                                                                                                                                                                                      |
|----------|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| LARPA 1A | 20  | Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV via CORVA to D22.0 PRA, turn RIGHT, intercept SLL R-129 to D34.0 SLL, turn RIGHT, along SLL 36.0 DME arc, intercept CLE R-192 to LARPA. |
| LARPA 1G | 07R | Climb on runway heading to 500', turn RIGHT, intercept PRA R-097 to D20.0 PRA, turn RIGHT, intercept SLL R-129 to D34.0 SLL, turn RIGHT, along SLL 36.0 DME arc, intercept CLE R-192 to LARPA.                                               |

Apt Elev  
14'

Trans level: By ATC Trans alt: 6000'

1. EXPECT close-in obstacles.

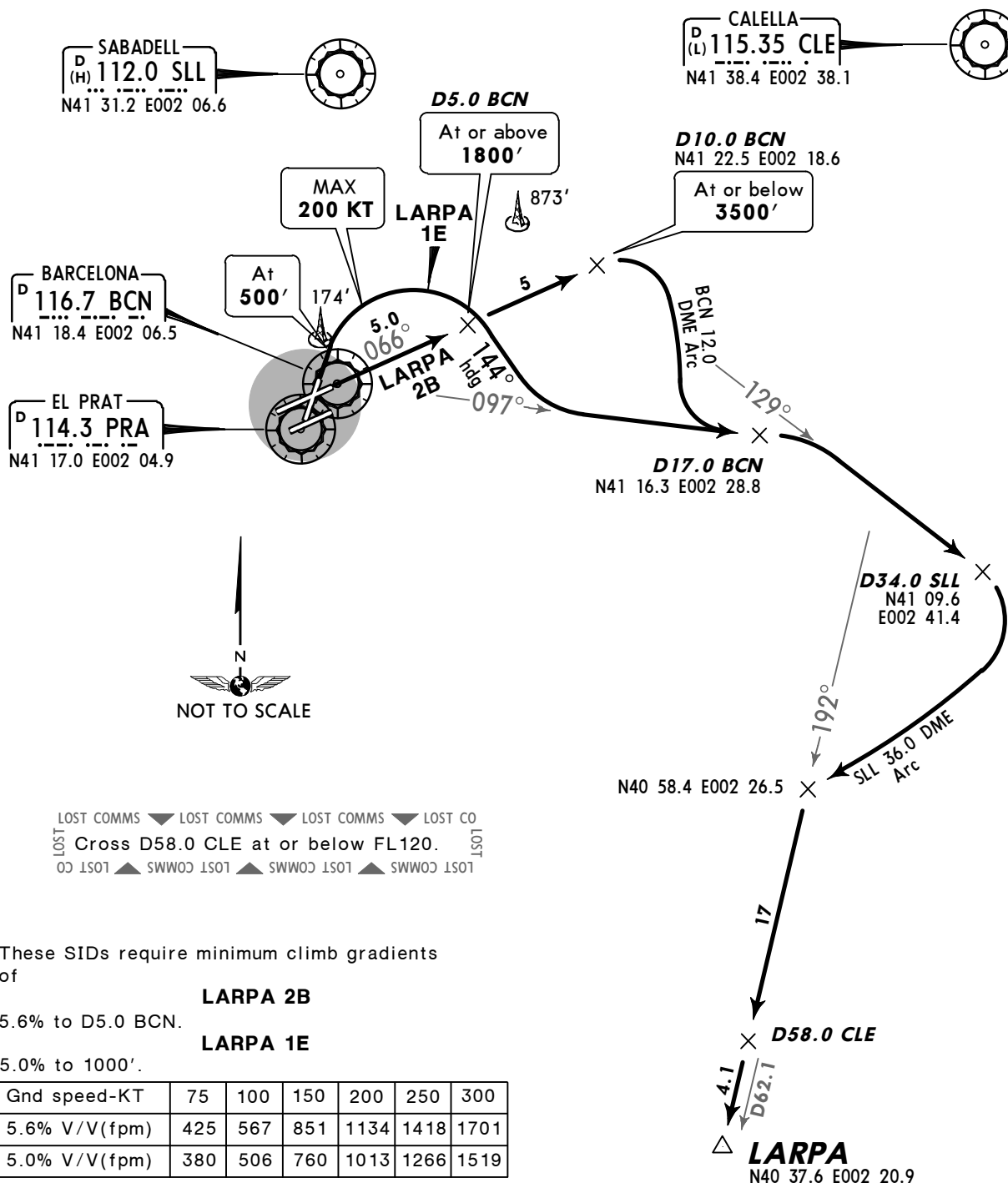
2. For runway configuration refer to Airport Briefing pages.



LARPA TWO BRAVO (LARPA 2B) [LARP2B]

LARPA ONE ECHO (LARPA 1E) [LARP1E]

RWYS 07L, 02 DEPARTURES

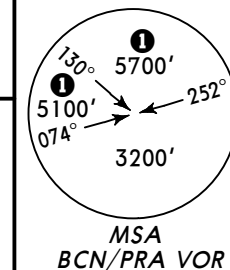
**SPEEDS MAX 250 KT BELOW FL100**

Initial ATC clearance:

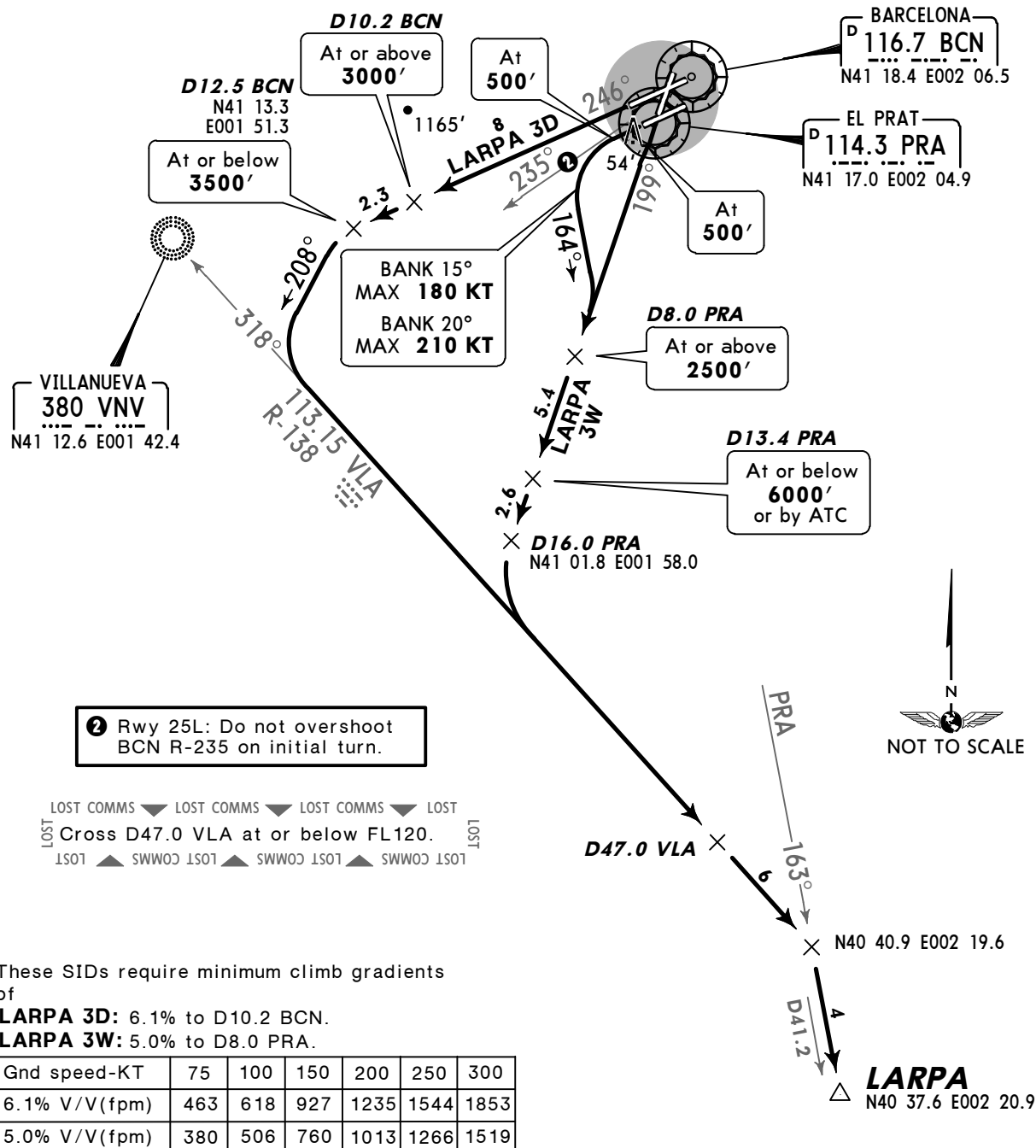
Climb and maintain **FL120** and request flight level change enroute

| SID      | RWY     | ROUTING                                                                                                                                                                                                                                       |
|----------|---------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| LARPA 2B | 07L     | Climb on runway heading to BCN, BCN R-066 to D10.0 BCN, turn RIGHT, along BCN 12.0 DME arc, intercept BCN R-097 to D17.0 BCN, turn RIGHT, intercept SLL R-129 to D34.0 SLL, turn RIGHT, along SLL 36.0 DME arc, intercept CLE R-192 to LARPA. |
| LARPA 1E | 02<br>② | Climb on runway heading to 500', turn RIGHT, 144° heading, intercept BCN R-097 to D17.0 BCN, turn RIGHT, intercept SLL R-129 to D34.0 SLL, turn RIGHT, along SLL 36.0 DME arc, intercept CLE R-192 to LARPA.                                  |

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

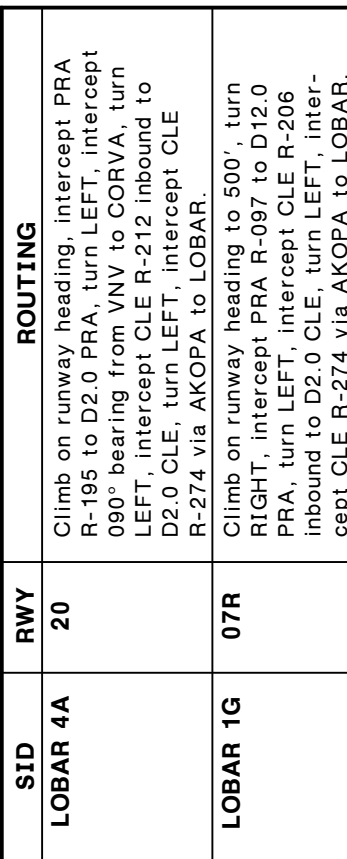
Apt Elev  
14'Trans level: By ATC Trans alt: 6000'  
1. EXPECT close-in obstacles.  
2. For runway configuration refer to Airport Briefing pages.

**LARPA THREE DELTA (LARPA 3D) [LARP3D]**  
**LARPA THREE WHISKEY (LARPA 3W) [LARP3W]**  
**RWYS 25R, 20, 25L DEPARTURES**  
**~~SPEED~~ MAX 250 KT BELOW FL100**



Trans level: By ATC    Trans alt: 6000'

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

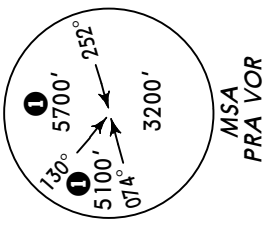


Apt Elev  
14'

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]

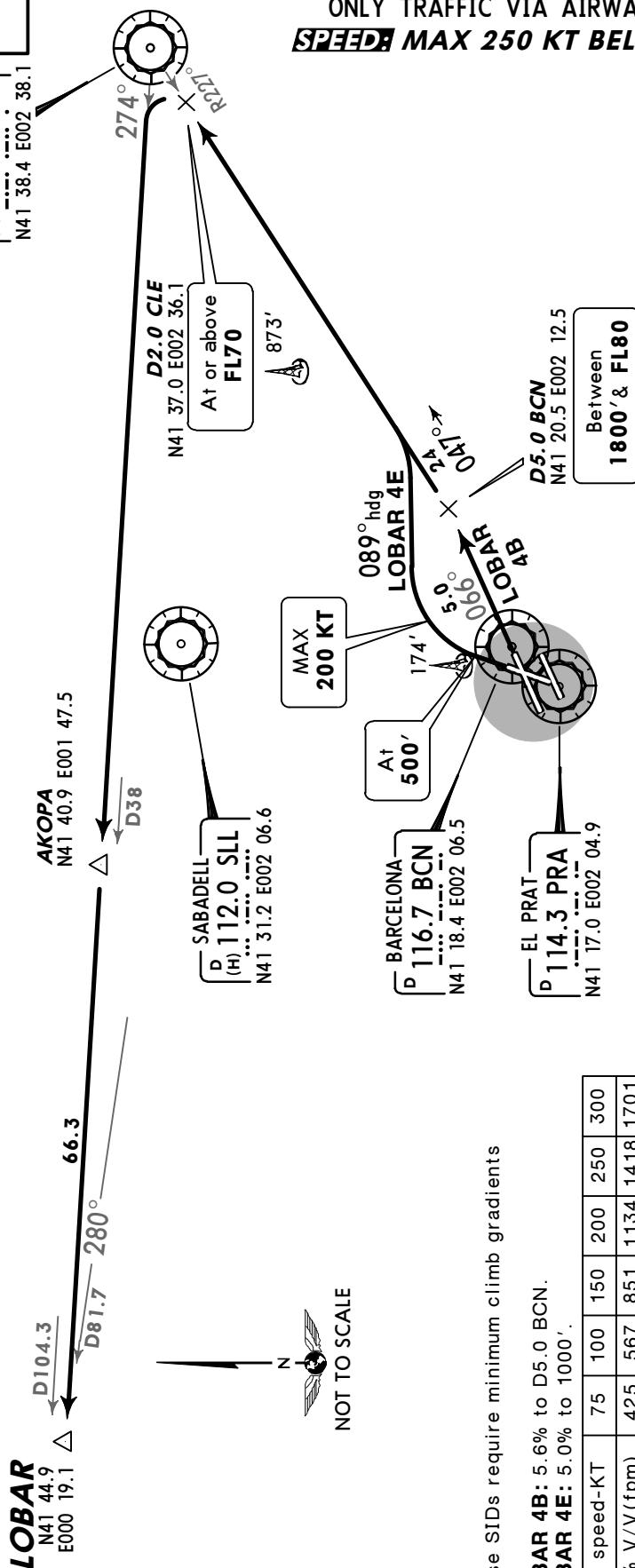
LOBAR FOUR ECHO (LOBAR 4E) [LOBA4E]

RWYS 07L, 02 DEPARTURES

ONLY TRAFFIC VIA AIRWAY UN 725

**~~SPEEDS~~ MAX 250 KT BELOW FL100**

① 4300' within 15 NM

LOST COMMS  
Cross AKOPA at or below FL120.  
SWWOC LSOT SWWOC LSOT

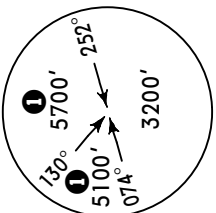
These SIDs require minimum climb gradients

of  
LOBAR 4B: 5.6% to D5.0 BCN.  
LOBAR 4E: 5.0% to 1000'.

| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
|----------------|-----|-----|-----|------|------|------|
| 5.6% V/V (fpm) | 425 | 567 | 851 | 1134 | 1418 | 1701 |
| 5.0% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

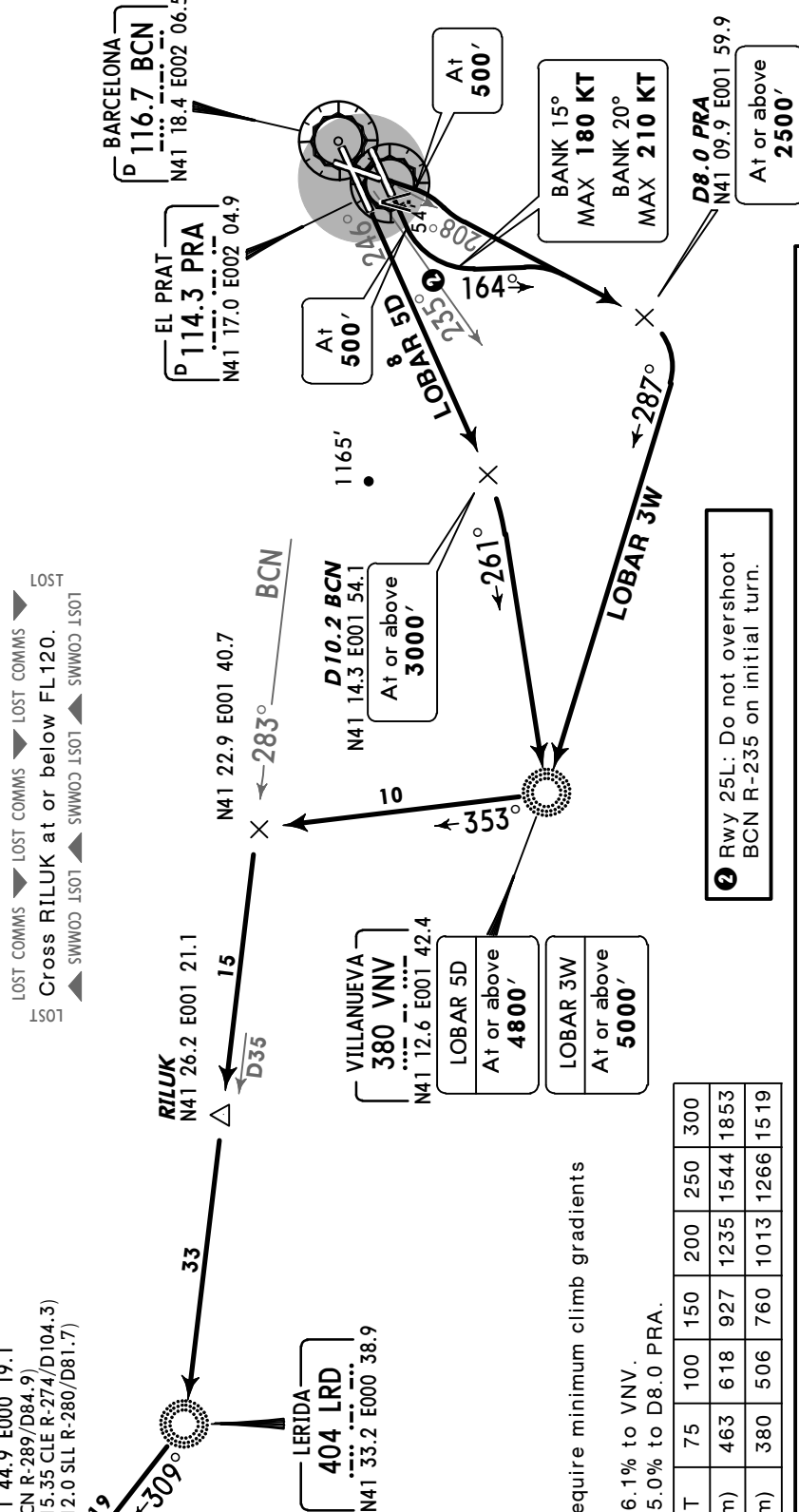
Initial ATC clearance: Climb and maintain **FL120** and request flight level change enroute

| ROUTING                                                       |     |
|---------------------------------------------------------------|-----|
| SID                                                           | RWY |
| LOBAR 4B                                                      | 07L |
| LOBAR 4E                                                      | 02  |
| ② Turns before departure end of runway (DER) are not allowed. |     |

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

**LOBAR FIVE DELTA (LOBAR 5D) [LOBA5D]**  
**LOBAR THREE WHISKEY (LOBAR 3W) [LOBA3W]**  
**RWYS 25R, 20, 25L DEPARTURES**  
ONLY TRAFFIC VIA AIRWAY UN 725  
**~~SPEED~~ MAX 250 KT BELOW FL100**

① 4300' within 15 NM

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

| ROUTING  |     |
|----------|-----|
| SID      | RWY |
| LOBAR 5D | 25R |
| LOBAR 3W | 20  |
|          | 25L |

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

Trans level: By ATC    Trans alt: 6000'

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

**RWYS 20, 07R DEPARTURES**  
WHEN CMA COVERAGE FAILURE BELOW FL240  
RADAR ASSISTANCE IS AVAILABLE  
***SPEED: MAX 250 KT BELOW FL100***



## ROUTING

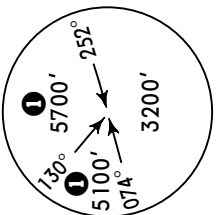
| SID      | RWY |
|----------|-----|
| LOTOS 1A | 20  |
| LOTOS 1G | 07R |

Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV via CORVA to D22.0 PRA, turn RIGHT, intercept SLL R-129 to D34.0 SLL, turn RIGHT, along SLL 36.0 DME arc, intercept CLE R-192 to D58.0 CLE, turn RIGHT, intercept MLA R-105 inbound via VILGA to PEXOT, turn LEFT, intercept CMA R-089 inbound, intercept VLA R-208 to LOTOS.

Climb on runway heading to 500', turn RIGHT, intercept PRA R-097 to D20.0 PRA, turn RIGHT, intercept SLL R-129 to D34.0 SLL, turn RIGHT, along SLL 36.0 DME arc, intercept CLE R-192 to D58.0 CLE, turn RIGHT, intercept MLA R-105 inbound via VILGA to PEXOT, turn LEFT, intercept CMA R-089 inbound, intercept VLA R-208 to LOTOS.

Trans level: By ATC    Trans alt: 6000'

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

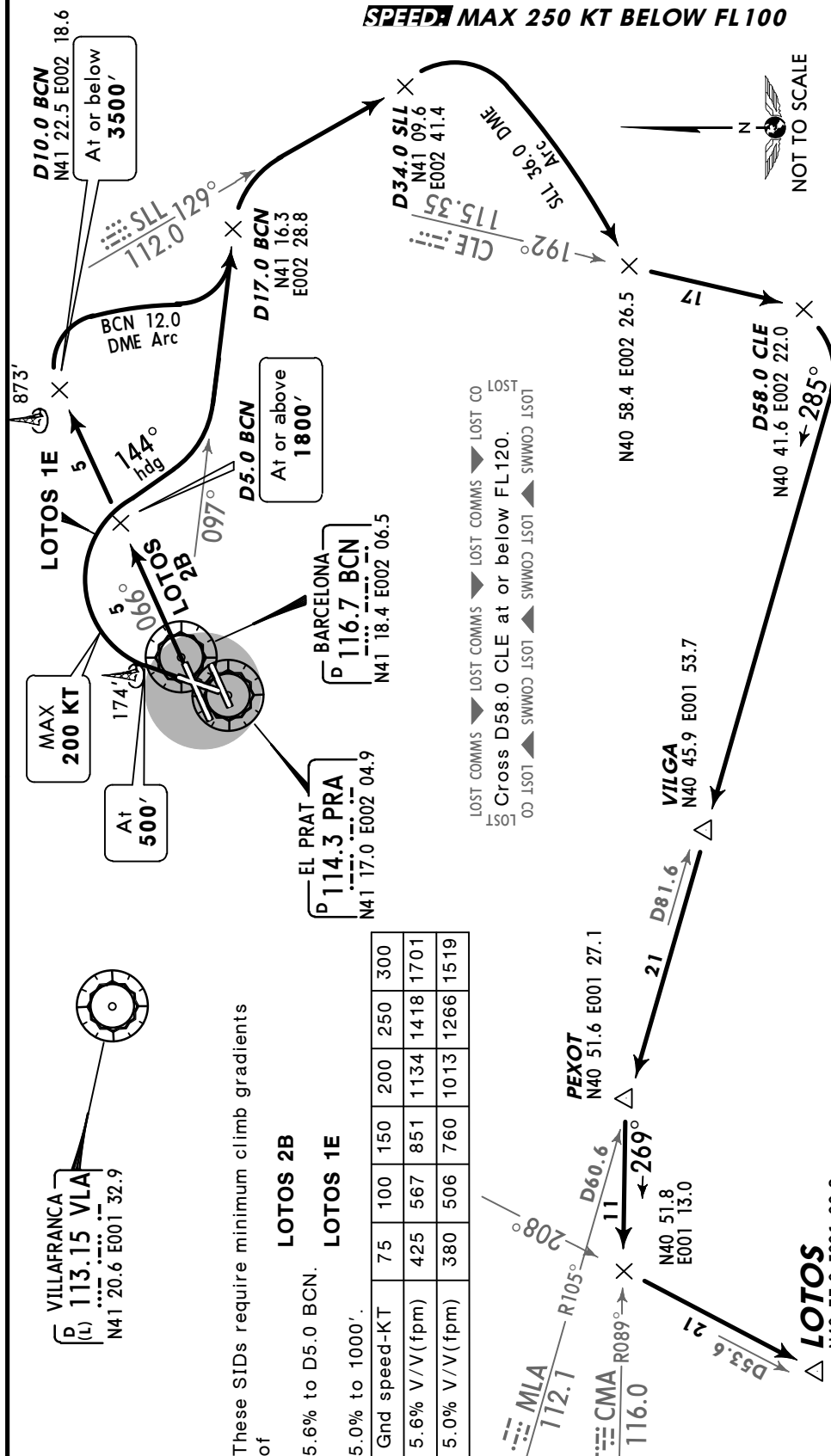
MSA  
PRA VOR

**1** 4300' within 15 NM

RWYS 07L, 02 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                                                                                                                                                                                                                                                                                                                                                                             |
|----------------------------------------------------------------------|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>LOTOS<br/>2B</b>                                                  | <b>07L</b>            | Climb on runway heading to BCN, BCN R-066 to D10.0 BCN, turn RIGHT, along BCN 12.0 DME arc, intercept BCN R-097 to D17.0 BCN, turn RIGHT, intercept SLL R-129 to D34.0 SLL, turn RIGHT, along SLL 36.0 DME arc, intercept CLE R-192 to D58.0 CLE, turn RIGHT, intercept MLA R-105 inbound via VILGA to PEXOT, turn LEFT, intercept CMA R-089 inbound, intercept VLA R-208 to LOTOS. |
| <b>LOTOS<br/>1E</b>                                                  | <b>02</b><br><b>②</b> | Climb on runway heading to 500', turn RIGHT, 144° heading, intercept BCN R-097 to D17.0 BCN, turn RIGHT, intercept SLL R-129 to D34.0 SLL, turn RIGHT, along SLL 36.0 DME arc, intercept CLE R-192 to D58.0 CLE, turn RIGHT, intercept MLA R-105 inbound via VILGA to PEXOT, turn LEFT, intercept CMA R-089 inbound, intercept VLA R-208 to LOTOS.                                  |
| <b>②</b> Turns before departure end of runway (DER) are not allowed. |                       |                                                                                                                                                                                                                                                                                                                                                                                     |

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

VILLAFRANCA  
D  
(L) 113.15 VLA  
... ..  
N41 20.6 E001 32.9

BARCELONA  
D 116.7 BCN  
N41 18.4 E002 06.5

REUS  
D  
(H) 114.2 RES  
N41 09.0 E001 10.3

**D12.5 BCN**  
N41 13.3 E001 51.3  
At or below  
**3500'**

**D10.2 BCN** 1165  
At or above ●

EL PRAT  
D 114.3 PRA  
N41 17.0 E002 04.9

BANK 15°  
MAX **180 KT**

BANK 20°  
MAX **210 KT**

**D8.0 PRA**  
At or above  
**2500'**

**D16.0 PRA**  
N41 02.8 E001 55.0  
At or above  
**4000'**

**LOTOS**  
N40 33.0 E001 00.2

**BANBU**  
N41 01.0 E001 31.3

208°  
22  
53.6

103°  
16  
30

N  
NOT TO SCALE

**LOTOS 4W: 5.0% to D8.0 PRA.**

|               |     |     |     |      |      |      |
|---------------|-----|-----|-----|------|------|------|
| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
| 6.1% V/V(fpm) | 463 | 618 | 927 | 1235 | 1544 | 1853 |
| 5.0% V/V(fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

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

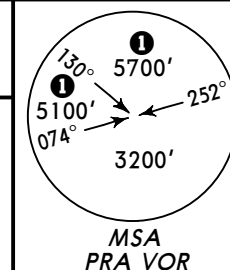
| SID      | RWY     | ROUTING                                                                                                                                                                                         |
|----------|---------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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 4W | 20<br>③ | Climb on runway heading to 500', turn RIGHT, intercept PRA R-208 to D16.0 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, 164° track, intercept PRA R-208 to D16.0 PRA, turn RIGHT, intercept RES R-103 inbound, intercept PRA R-238 via BANBU, intercept VLA R-208 to LOTOS. |

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Apt Elev  
14'

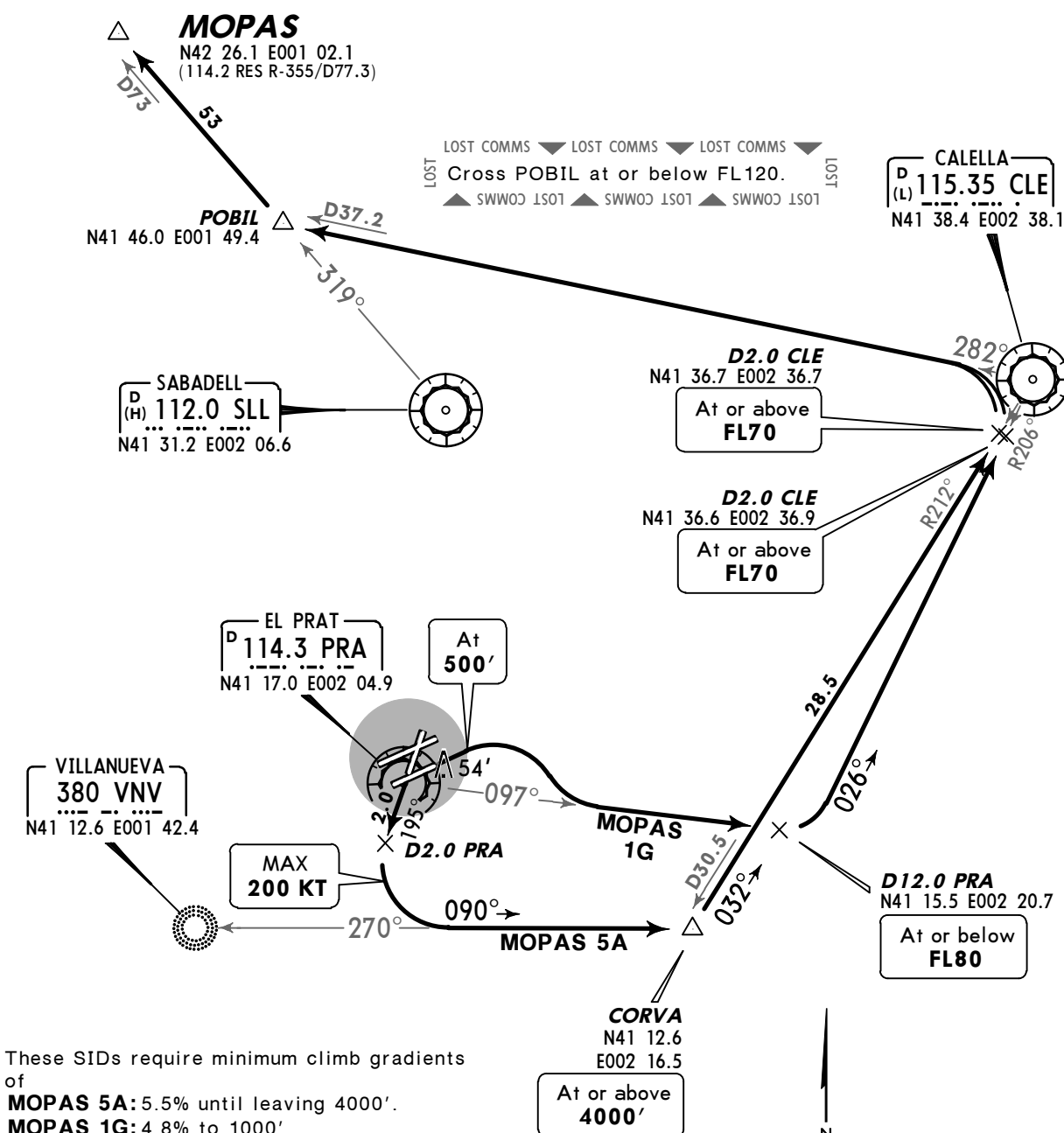
Trans level: By ATC Trans alt: 6000'

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



① 4300' within 15 NM

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



These SIDs require minimum climb gradients of

**MOPAS 5A:** 5.5% until leaving 4000'.

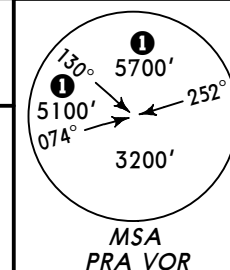
**MOPAS 1G:** 4.8% to 1000'.

|               |     |     |     |      |      |      |
|---------------|-----|-----|-----|------|------|------|
| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |
| 4.8% V/V(fpm) | 365 | 486 | 729 | 972  | 1215 | 1458 |

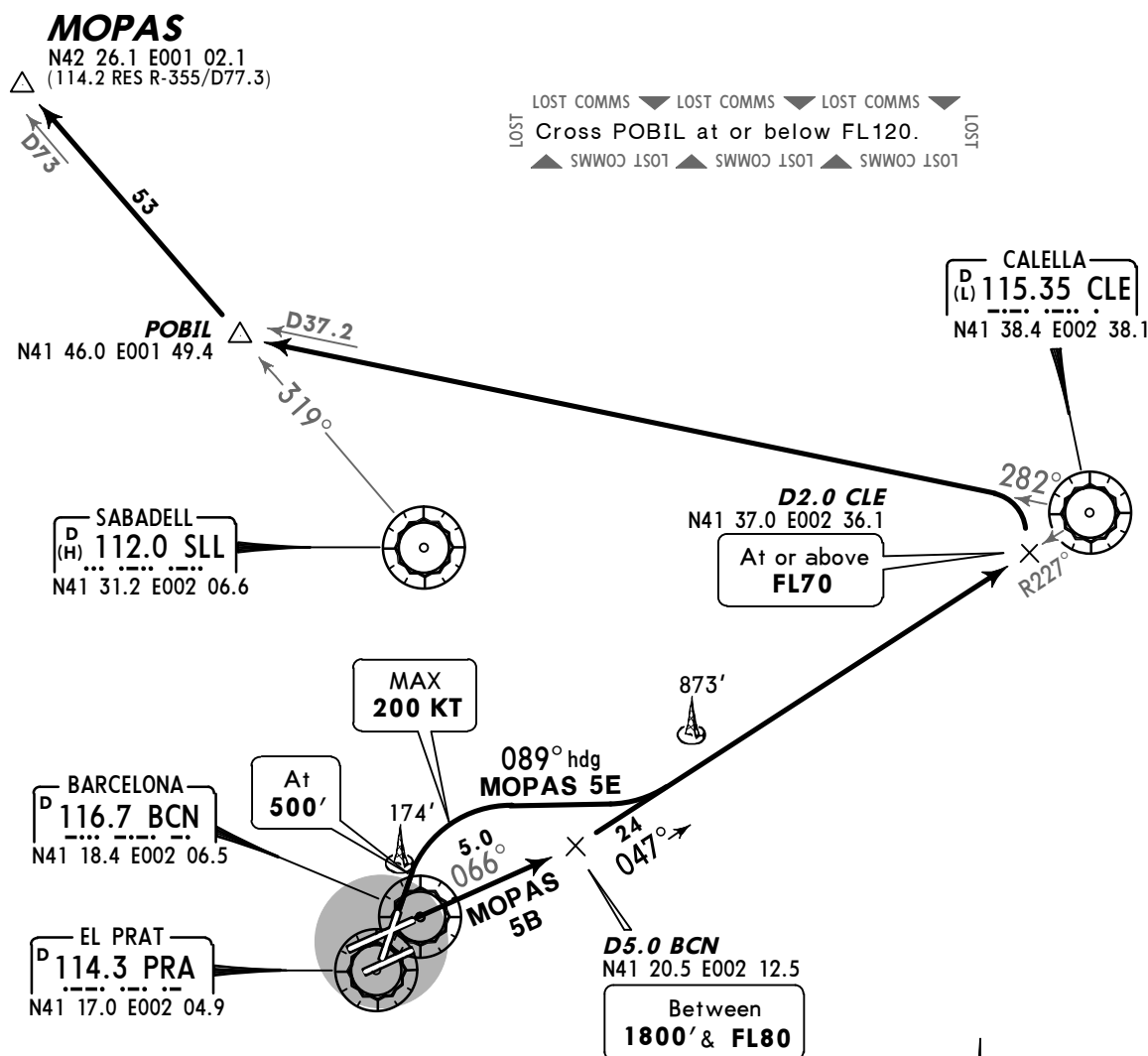
Initial ATC clearance:

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

| SID             | RWY        | ROUTING                                                                                                                                                                                                                                               |
|-----------------|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>MOPAS 5A</b> | <b>20</b>  | Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, turn LEFT, intercept CLE R-212 inbound to D2.0 CLE, turn LEFT, intercept CLE R-282 to POBIL, turn RIGHT, intercept SLL R-319 to MOPAS. |
| <b>MOPAS 1G</b> | <b>07R</b> | Climb on runway heading to 500', turn RIGHT, intercept PRA R-097 to D12.0 PRA, turn LEFT, intercept CLE R-206 inbound to D2.0 CLE, turn LEFT, intercept CLE R-282 to POBIL, turn RIGHT, intercept SLL R-319 to MOPAS.                                 |

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

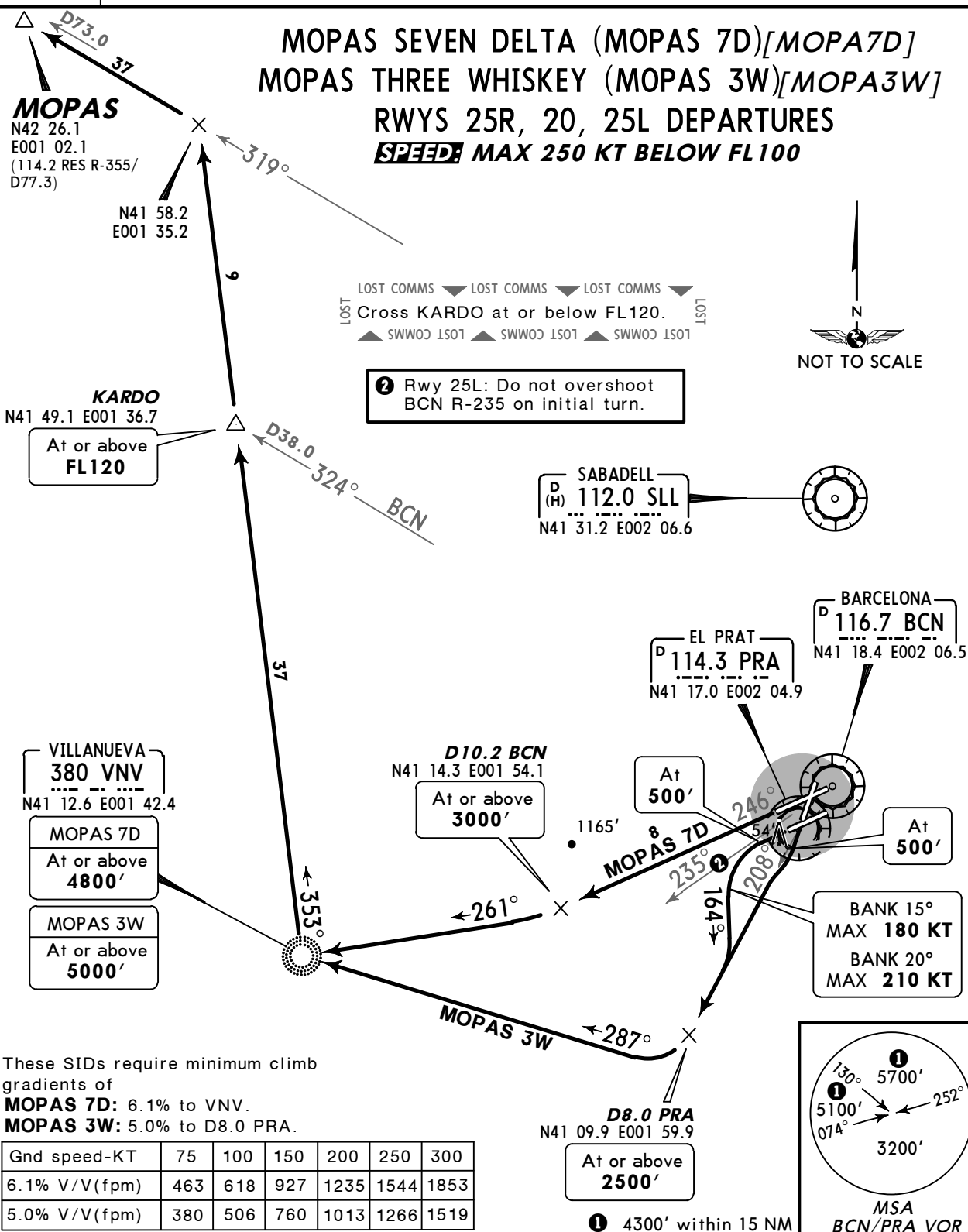
**MOPAS FIVE BRAVO (MOPAS 5B) [MOPA5B]  
MOPAS FIVE ECHO (MOPAS 5E) [MOPA5E]  
RWYS 07L, 02 DEPARTURES  
SPEED MAX 250 KT BELOW FL100**These SIDs require minimum climb gradients  
of**MOPAS 5B:** 5.6% to D5.0 BCN.**MOPAS 5E:** 5.0% to 1000'.

| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
|---------------|-----|-----|-----|------|------|------|
| 5.6% V/V(fpm) | 425 | 567 | 851 | 1134 | 1418 | 1701 |
| 5.0% V/V(fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

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

| SID             | RWY            | ROUTING                                                                                                                                                                                       |
|-----------------|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>MOPAS 5B</b> | <b>07L</b>     | Climb on runway heading to BCN, BCN R-066 to D5.0 BCN, turn LEFT, intercept CLE R-227 inbound to D2.0 CLE, turn LEFT, intercept CLE R-282 to POBIL, turn RIGHT, intercept SLL R-319 to MOPAS. |
| <b>MOPAS 5E</b> | <b>02</b><br>② | Climb on runway heading to 500', turn RIGHT, 089° heading, intercept CLE R-227 inbound to D2.0 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.

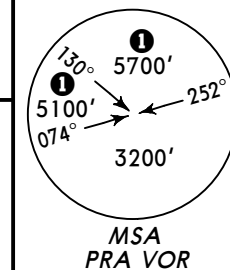
Apt Elev  
14'Trans level: By ATC Trans alt: 6000'  
1. EXPECT close-in obstacles.  
2. For runway configuration refer to Airport Briefing pages.

Initial ATC clearance:

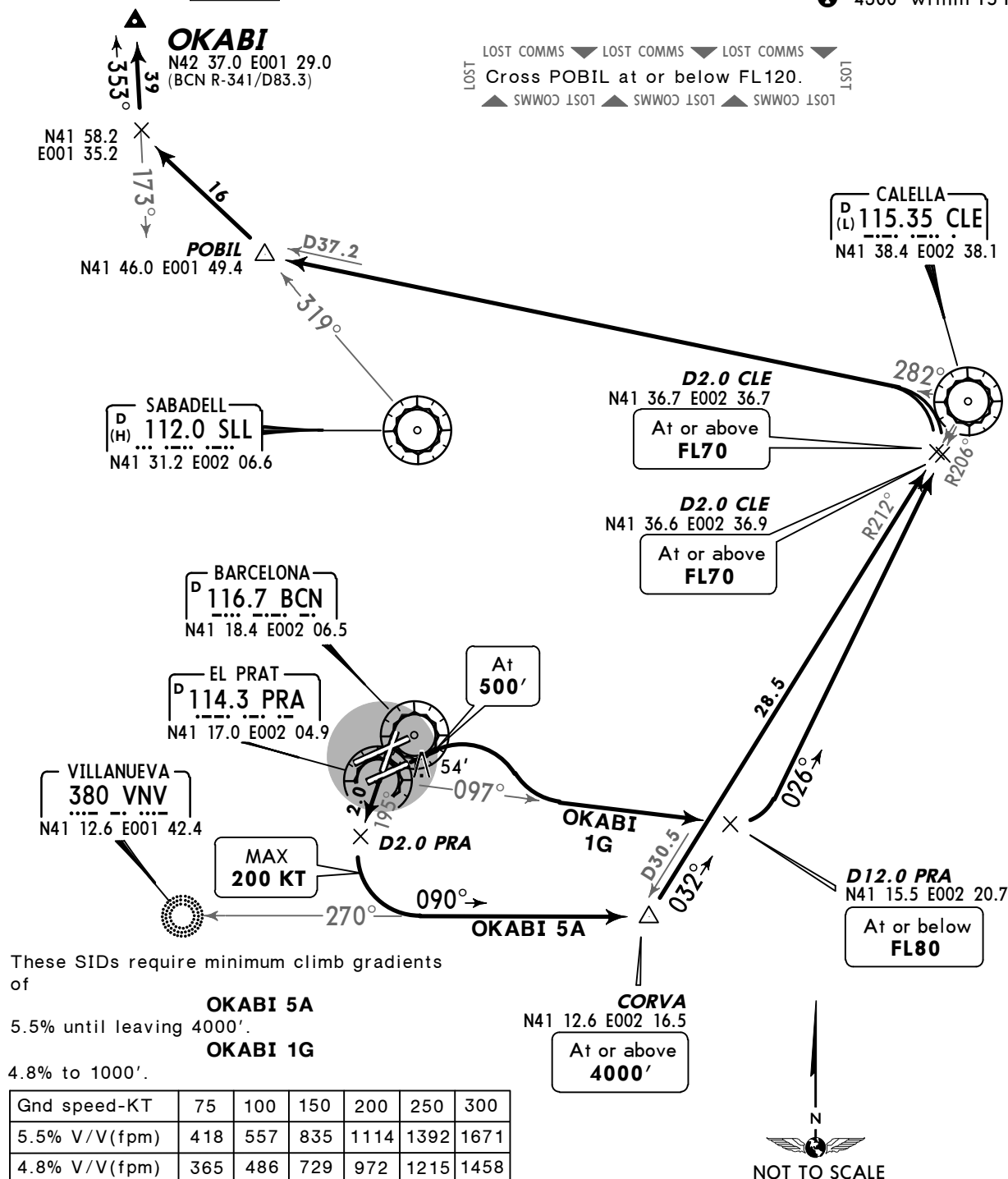
Climb and maintain **FL120** and request flight level change enroute

| SID      | RWY     | ROUTING                                                                                                                                                                                               |
|----------|---------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| MOPAS 7D | 25R     | 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.                                                         |
| MOPAS 3W | 20<br>③ | Climb on runway heading to 500', turn RIGHT, intercept PRA R-208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing via KARDO, intercept SLL R-319 to MOPAS.            |
|          | 25L     | Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-208 to D8.0 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.

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

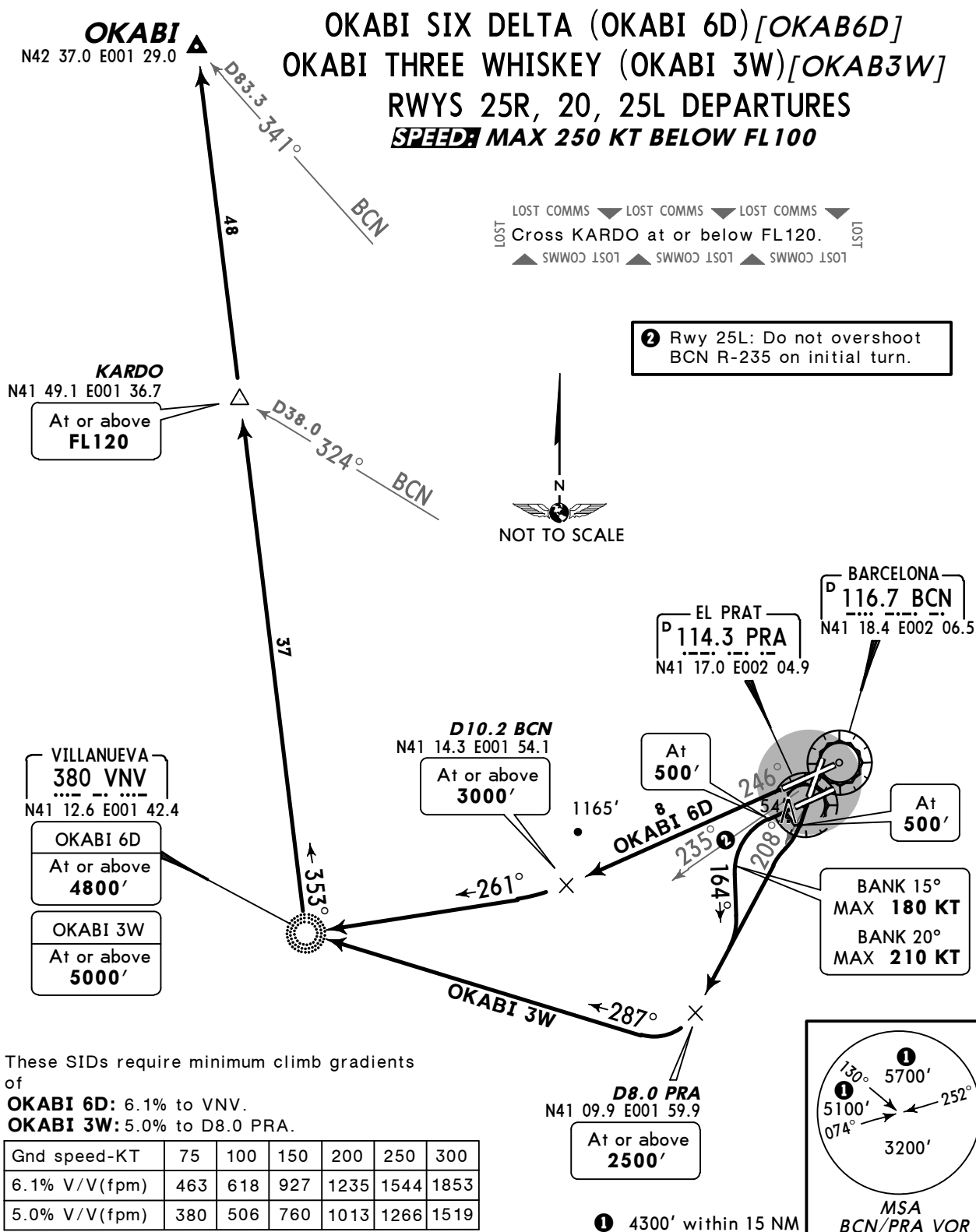
**OKABI FIVE ALFA (OKABI 5A) [OKAB5A]  
OKABI ONE GOLF (OKABI 1G) [OKAB1G]  
RWYS 20, 07R DEPARTURES  
SPEED MAX 250 KT BELOW FL100**

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 D2.0 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, turn LEFT, intercept CLE R-212 inbound to D2.0 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 D12.0 PRA, turn LEFT, intercept CLE R-206 inbound to D2.0 CLE, turn LEFT, intercept CLE R-282 to POBIL, turn RIGHT, intercept SLL R-319, intercept 353° bearing from VNV to OKABI.                                 |



Apt Elev  
14'Trans level: By ATC Trans alt: 6000'  
1. EXPECT close-in obstacles.  
2. 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 3W | 20<br>③ | Climb on runway heading to 500', turn RIGHT, intercept PRA R-208 to D8.0 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, 164° track, intercept PRA R-208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing via KARDO to OKABI. |

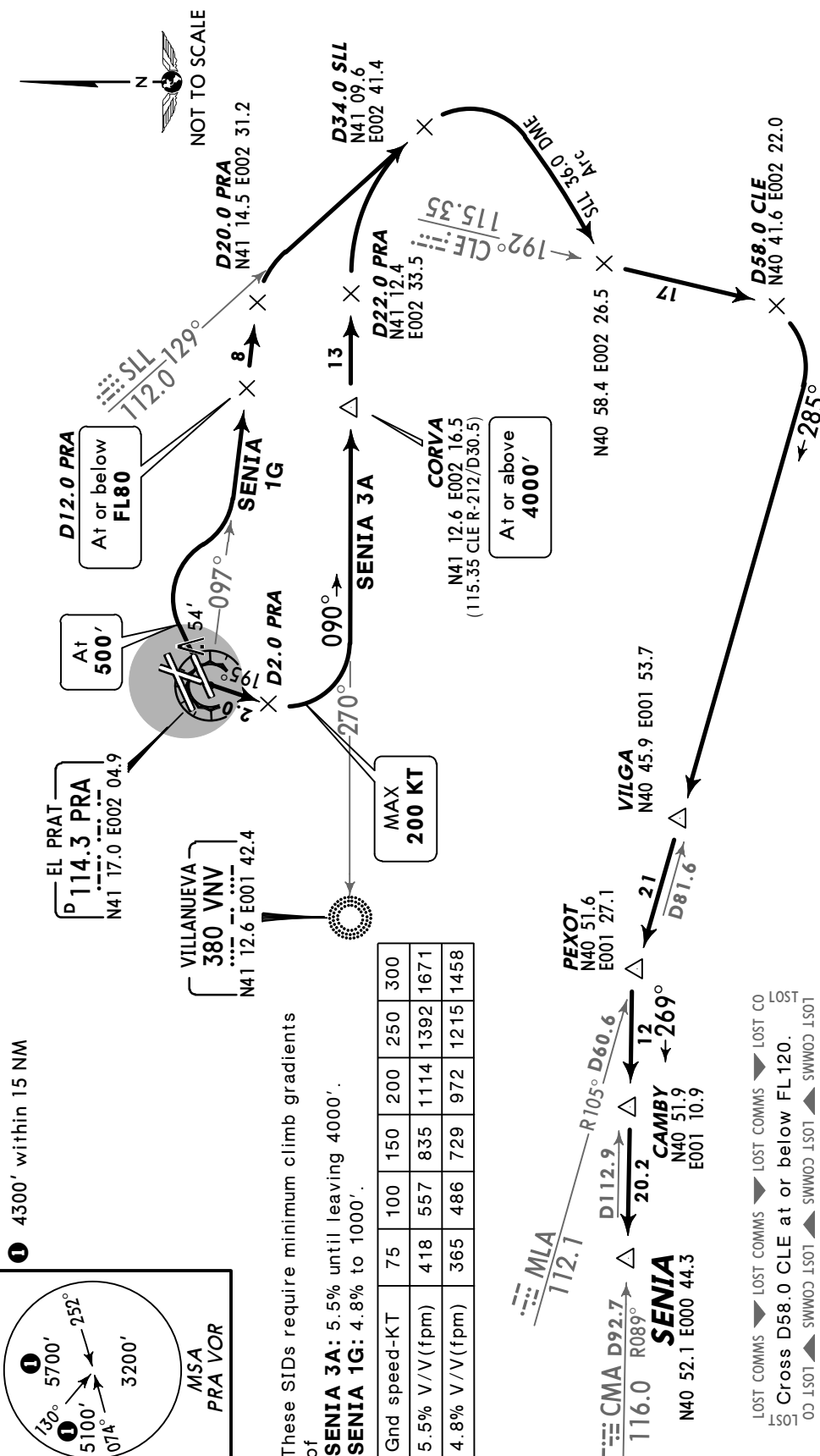
③ Turns before departure end of runway (DER) are not allowed.

Trans level: By ATC    Trans alt: 6000'

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

**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               | <b>FL120</b> and request flight level change enroute        |
|---------------------------------------------------------|----------------------------------|-------------------------------------------------------------|
| <p>Initial ATC clearance: <b>Climb and maintain</b></p> | <p><b>Climb and maintain</b></p> | <p><b>FL120</b> and request flight level change enroute</p> |

## ROUTING

|                 |            |                                                                                                                                                                                                                                                                                                                                                                         |
|-----------------|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>SENIA 3A</b> | <b>20</b>  | Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV via CORVA to D22.0 PRA, turn RIGHT, intercept SLL R-129 to D34.0 SLL, turn RIGHT, along SLL 36.0 DME arc, intercept CLE R-192 to D58.0 CLE, turn RIGHT, intercept MLA R-105 inbound via VILGA to PEXOT, turn LEFT, intercept CMA R-089 inbound via CAMBY to SENIA. |
| <b>SENIA 1G</b> | <b>07R</b> | Climb on runway heading to 500', turn RIGHT, intercept PRA R-097 to D20.0 PRA, turn RIGHT, intercept SLL R-129 to D34.0 SLL, turn RIGHT, along SLL 36.0 DME arc, intercept CLE R-192 to D58.0 CLE, turn RIGHT, intercept MLA R-105 inbound via VILGA to PEXOT, turn LEFT, intercept CMA R-089 inbound via CAMBY to SENIA.                                               |

Apt Elev  
14'

Trans level: By ATC Trans alt: 6000'

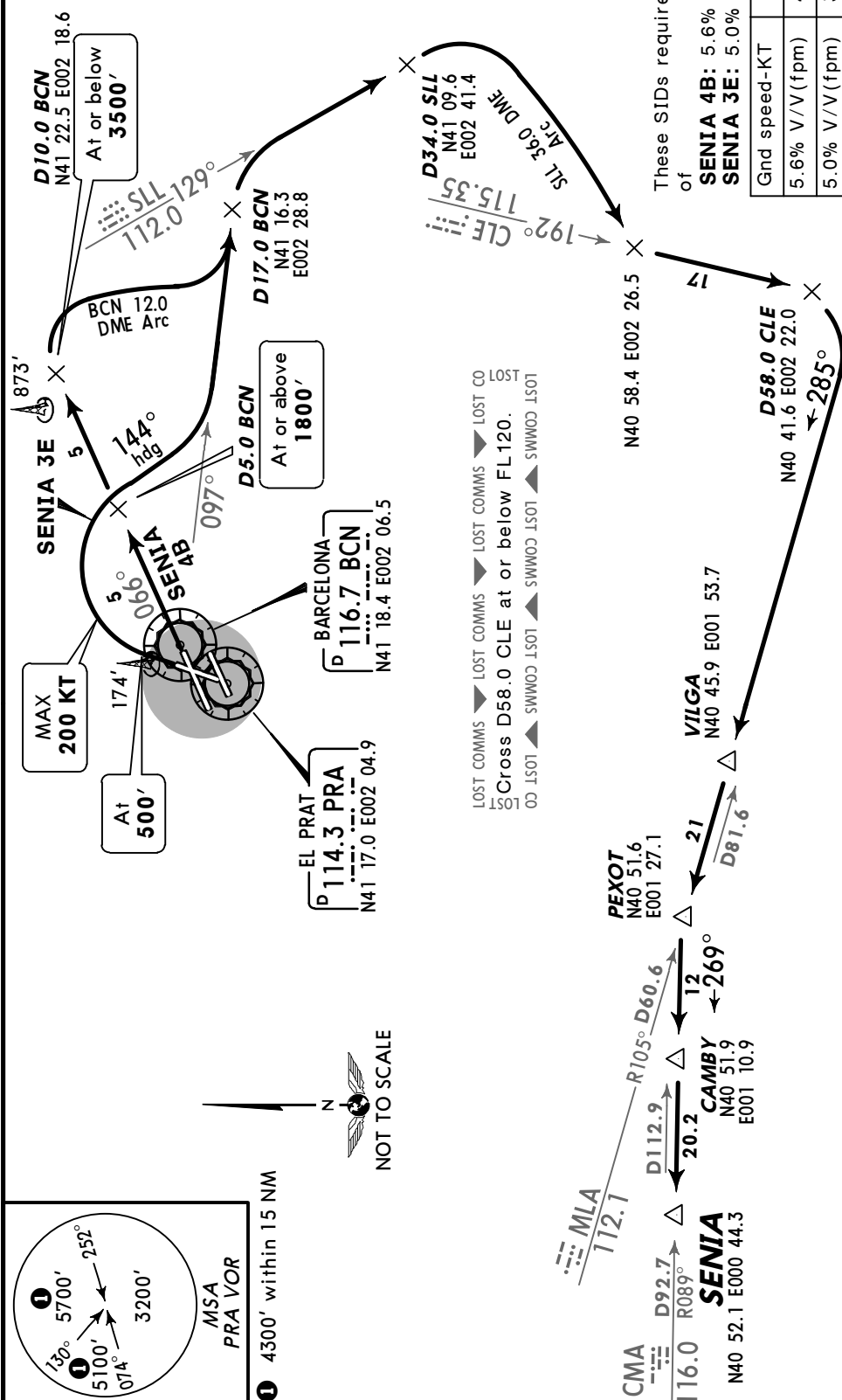
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.

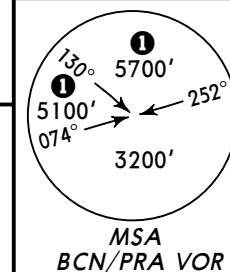
SENIA FOUR BRAVO  
(SENIA 4B) [SENI4B]SENIA THREE ECHO  
(SENIA 3E) [SENI3E]

RWYS 07L, 02 DEPARTURES

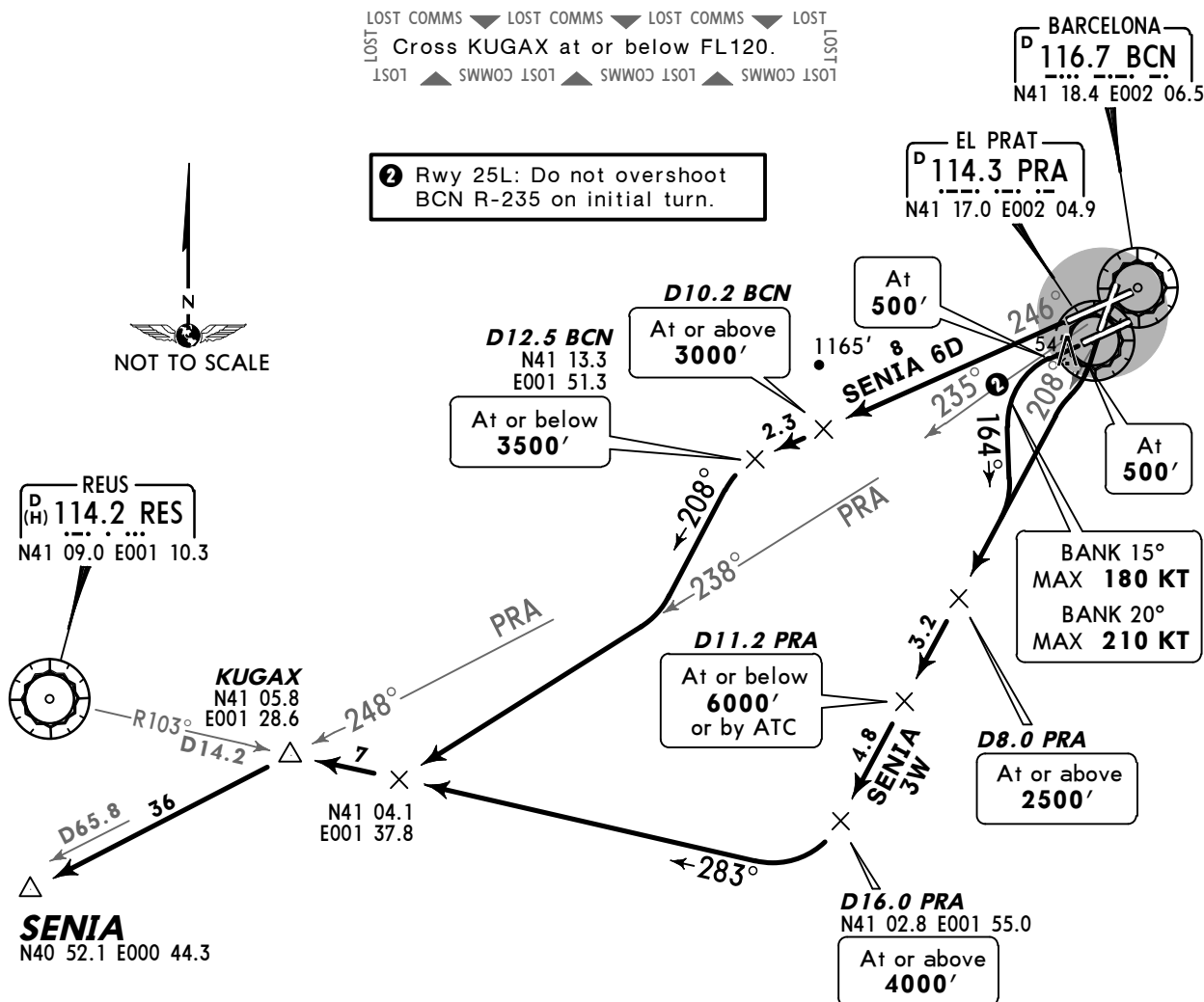
WHEN CMA COVERAGE FAILURE BELOW FL240

RADAR ASSISTANCE IS AVAILABLE

**SPEEDS MAX 250 KT BELOW FL100**

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

**SENIA SIX DELTA (SENIA 6D) [SENI6D]  
SENIA THREE WHISKEY (SENIA 3W) [SENI3W]  
RWYS 25R, 20, 25L DEPARTURES  
SPEEDS MAX 250 KT BELOW FL100**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST  
Cross KUGAX at or below FL120.  
LOST ▲ SWWOC LOST ▲ SWWOC LOST ▲ SWWOC LOSTThese SIDs require minimum climb gradients  
of**SENIA 6D:** 6.1% to D10.2 BCN.**SENIA 3W:** 5.0% to D8.0 PRA.

| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
|---------------|-----|-----|-----|------|------|------|
| 6.1% V/V(fpm) | 463 | 618 | 927 | 1235 | 1544 | 1853 |
| 5.0% V/V(fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

**SENIA 6D, 3W: Initial ATC clearance:**Climb and maintain **FL120** and request flight level change enroute**SENIA 3W:** Maintain **6000'** until D11.2 PRA except ATC clearance

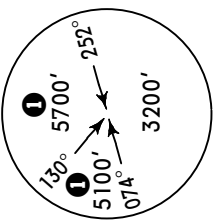
| SID      | RWY     | ROUTING                                                                                                                                                                              |
|----------|---------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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 3W | 20<br>③ | Climb on runway heading to 500', turn RIGHT, intercept PRA R-208 to D16.0 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, 164° track, intercept PRA R-208 to D16.0 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.

Apt Elev  
14'

Trans level: By ATC Trans alt: 6000'

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

MSA  
PRA VOR

① 4300' within 15 NM

BAGUR  
(H) 112.2 BGR  
N41 56.9 E003 12.5

VERSO ONE ALFA (VERSO 1A) [VERS1A]  
VERSO ONE GOLF (VERSO 1G) [VERS1G]  
RWYS 20, 07R DEPARTURES  
**~~SPEED~~ MAX 250 KT BELOW FL100**

Initial ATC clearance:

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

| SID      | RWY | ROUTING                                                                                                                                                                                                                 |
|----------|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| VERSO 1A | 20  | Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV via CORVA to D27.0 PRA, turn LEFT, intercept BGR R-207 inbound, intercept BCN R-090, intercept CLE R-120 to VERSO. |
| VERSO 1G | 07R | Climb on runway heading to 500', turn RIGHT, intercept PRA R-097 to D27.0 PRA, turn LEFT, intercept BGR R-207 inbound, intercept BCN R-090, intercept CLE R-120 to VERSO.                                               |

CALELLA  
(L) 115.35 CLE  
N41 38.4 E002 38.1

These SIDs require minimum climb gradients

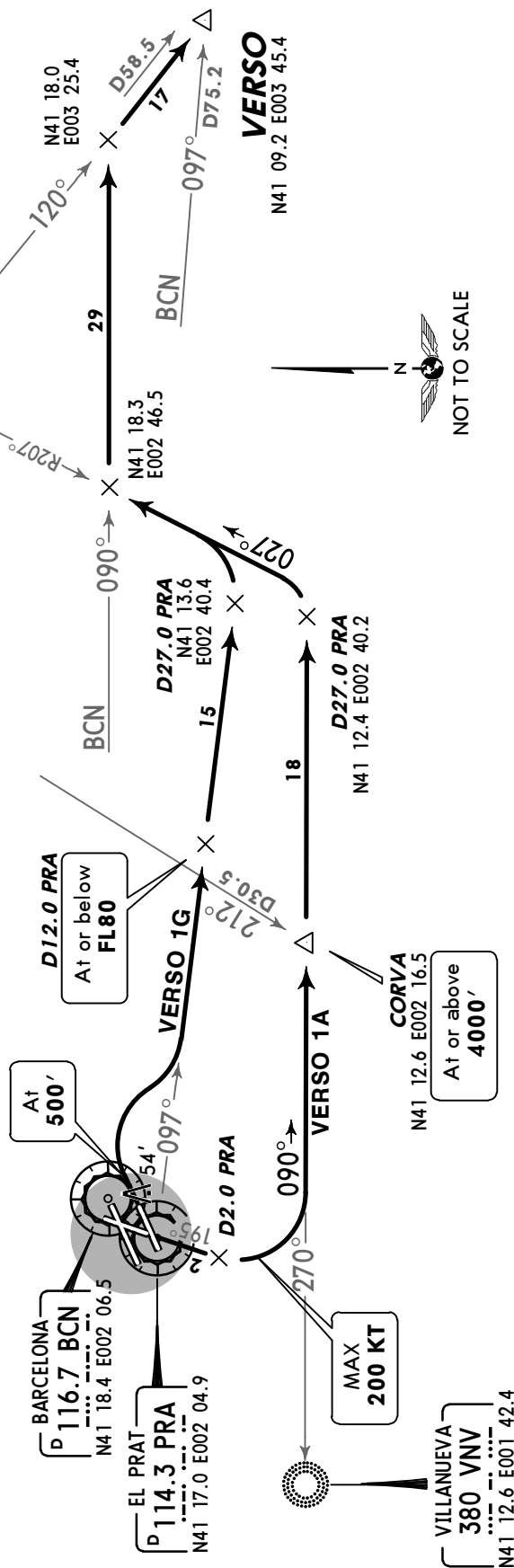
VERSO 1A

5.5% until leaving 4000'.

VERSO 1G

4.8% to 1000'.

| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
|---------------|-----|-----|-----|------|------|------|
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |
| 4.8% V/V(fpm) | 365 | 486 | 729 | 972  | 1215 | 1458 |

LOST COMMS ► LOST COMMS ► LOST COMMS  
LOST  
Cross VERSO at or below FL120.  
LOST  
► SSW03 LS01 ► SSW03 LS01 ► SSW03 LS01

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



5.0% to 1000'.

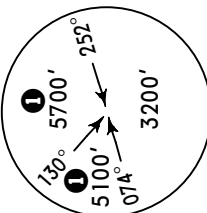
**2** Turns before departure end of runway (DER) are not allowed.

Apt Elev  
14'

Trans level: By ATC Trans alt: 6000'

1. EXPECT close-in obstacles.

2. For runway configuration refer to Airport Briefing pages.

MSA  
BCN/PRA VOR

① 4300' within 15 NM

# VERSO THREE DELTA (VERSO 3D) [VERS3D] VERSO THREE WHISKEY (VERSO 3W) [VERS3W] RWYS 25R, 20, 25L DEPARTURES **SPEED MAX 250 KT BELOW FL100**

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

## ROUTING

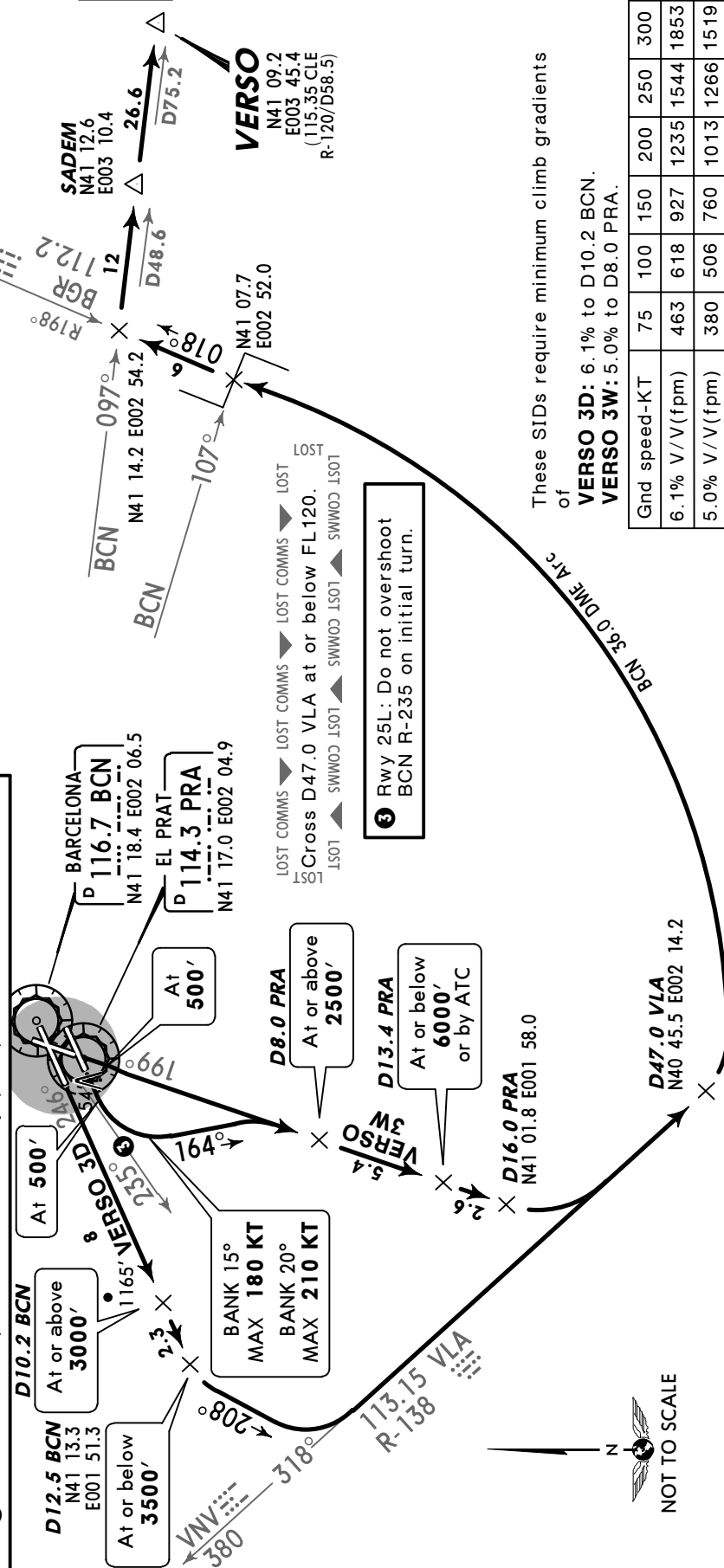
| SID      | RWY |
|----------|-----|
| VERSO 3D | 25R |
| VERSO 3W | 20  |
|          | 25L |

**VERSO 3D:** Climb on BCN R-246 to D12.5 BCN, turn LEFT, 208° track, intercept VLA R-138 (138° bearing from VNV) to D47.0 VLA, turn LEFT, along BCN 36.0 DME arc until passing BGR R-198 inbound, intercept BCN R-097 via SADEM to VERSO.

**VERSO 3W:** Climb on runway heading to 500', turn RIGHT, intercept PRA R-199 to D16.0 PRA, turn LEFT, intercept VLA R-138 (138° bearing from VNV) to D47.0 VLA, turn LEFT, along BCN 36.0 DME arc until passing BGR R-107, intercept BGR R-198 inbound, intercept BCN R-097 via SADEM to VERSO.

**VERSO 3D:** Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-199 to D16.0 PRA, turn LEFT, intercept VLA R-138 (138° bearing from VNV) to D47.0 VLA, turn LEFT, along BCN 36.0 DME arc until passing BGR R-107, intercept BGR R-198 inbound, intercept BCN R-097 via SADEM to VERSO.

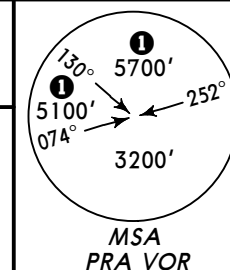
② Turns before departure end of runway (DER) are not allowed.



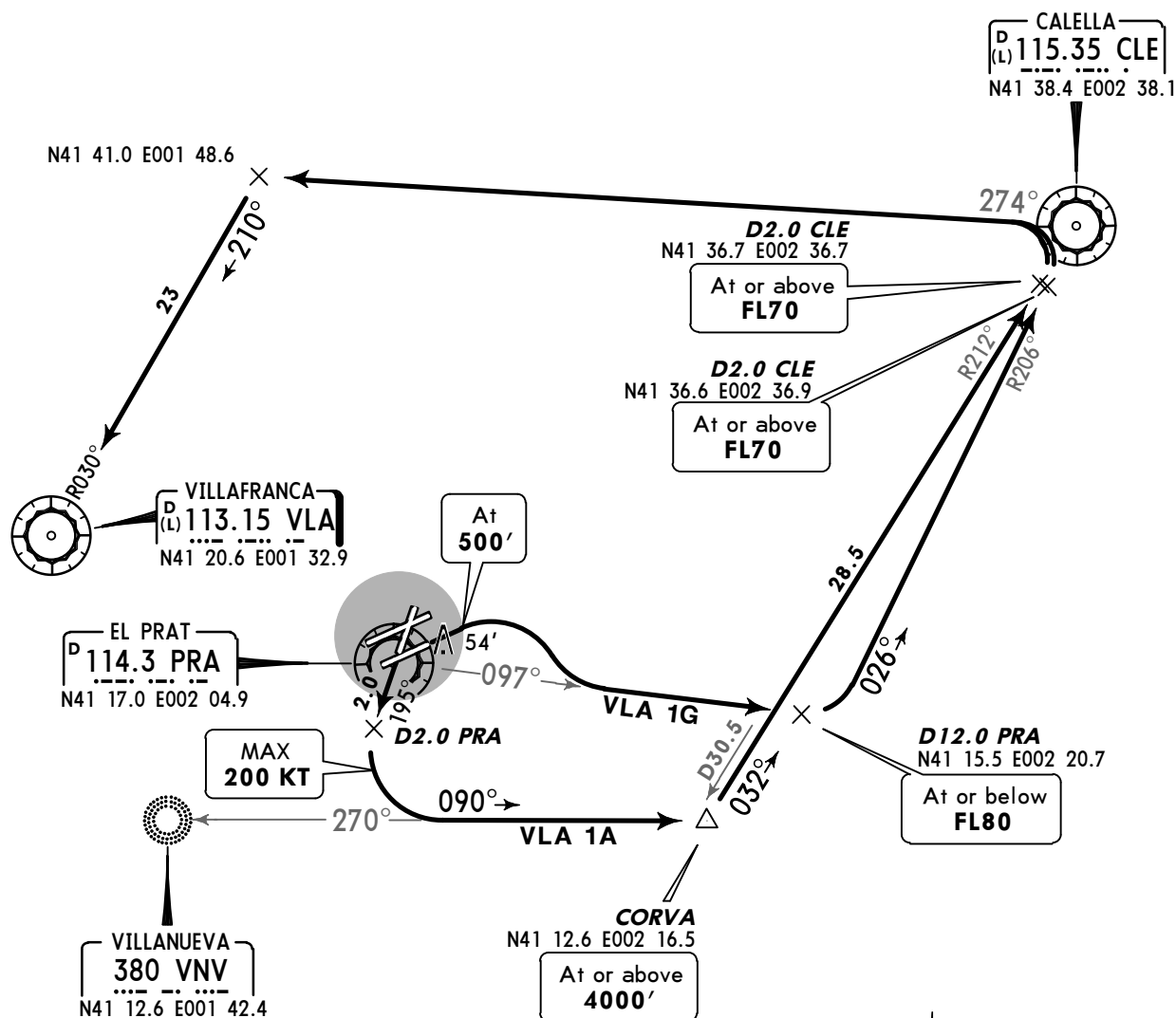
These SIDs require minimum climb gradients of

**VERSO 3D:** 6.1% to D10.2 BCN.**VERSO 3W:** 5.0% to D8.0 PRA.

NOT TO SCALE

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

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



These SIDs require minimum climb gradients of

**VLA 1A:** 5.5% until leaving 4000'.

**VLA 1G:** 4.8% to 1000'.

| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
|---------------|-----|-----|-----|------|------|------|
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |
| 4.8% V/V(fpm) | 365 | 486 | 729 | 972  | 1215 | 1458 |



Initial ATC clearance:

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

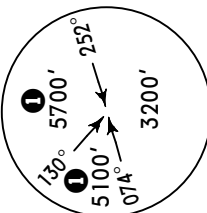
| SID    | RWY | ROUTING                                                                                                                                                                                                                                |
|--------|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| VLA 1A | 20  | Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, turn LEFT, intercept CLE R-212 inbound to D2.0 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 D12.0 PRA, turn LEFT, intercept CLE R-206 inbound to D2.0 CLE, turn LEFT, intercept CLE R-274, intercept VLA R-030 inbound to VLA.                                 |

Apt Elev  
14'

Trans level: By ATC Trans alt: 6000'

1. EXPECT close-in obstacles.

2. For runway configuration refer to Airport Briefing pages.

MSA  
BCN/PRA VOR  
① 4300' within 15 NM

# VERSO THREE DELTA (VERSO 3D) [VERS3D] VERSO THREE WHISKEY (VERSO 3W) [VERS3W] RWYS 25R, 20, 25L DEPARTURES **SPEED MAX 250 KT BELOW FL100**

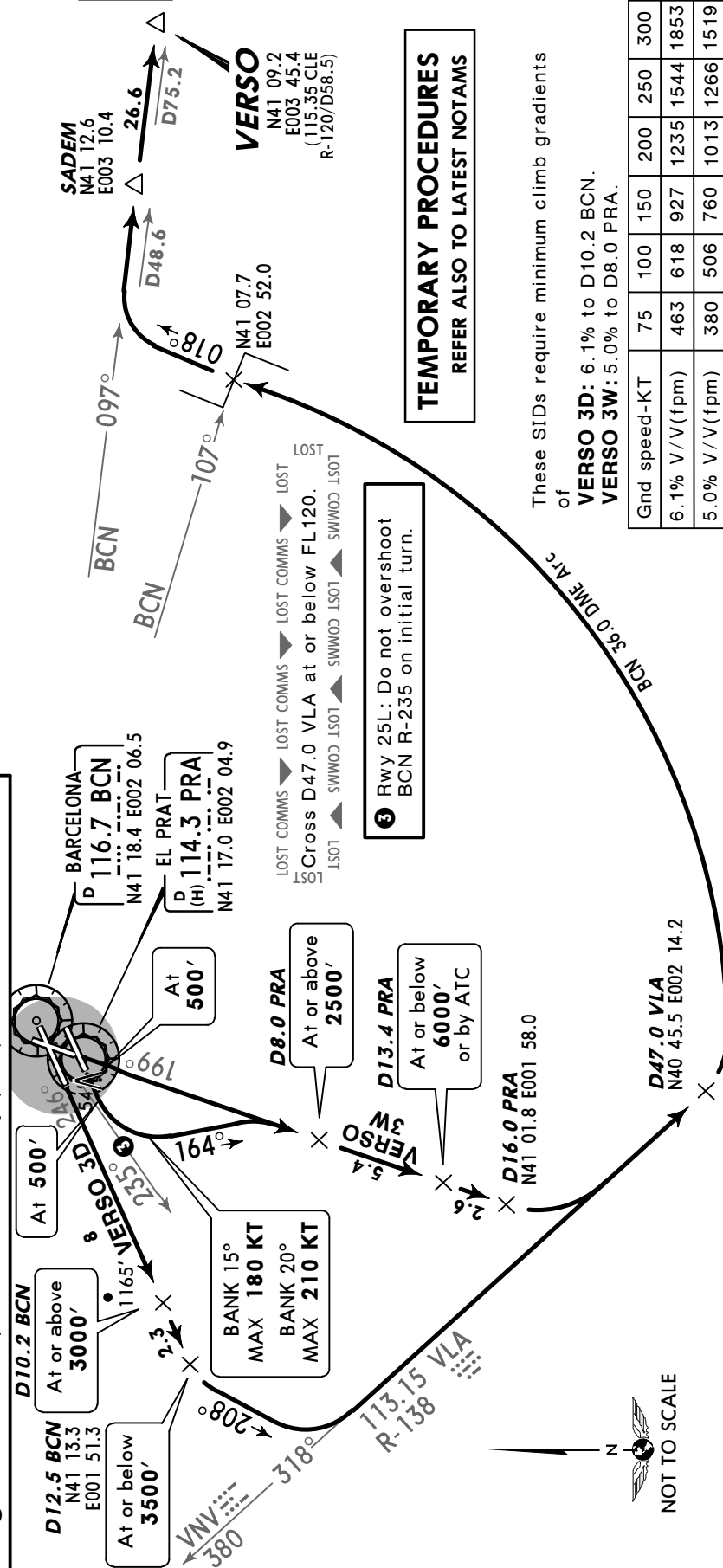
ROUTING

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

## ROUTING

| SID      | RWY |
|----------|-----|
| VERSO 3D | 25R |
| VERSO 3W | 20  |
|          | 25L |

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

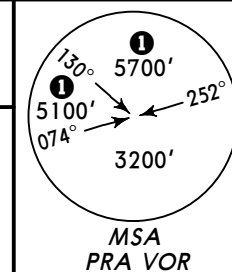
TEMPORARY PROCEDURES  
REFER ALSO TO LATEST NOTAMSThese SIDs require minimum climb gradients of  
VERSO 3D: 6.1% to D10.2 BCN.  
VERSO 3W: 5.0% to D8.0 PRA.③ Rwy 25L: Do not overshoot  
BCN R-235 on initial turn.

NOT TO SCALE

Apt Elev  
14'

Trans level: By ATC Trans alt: 6000'

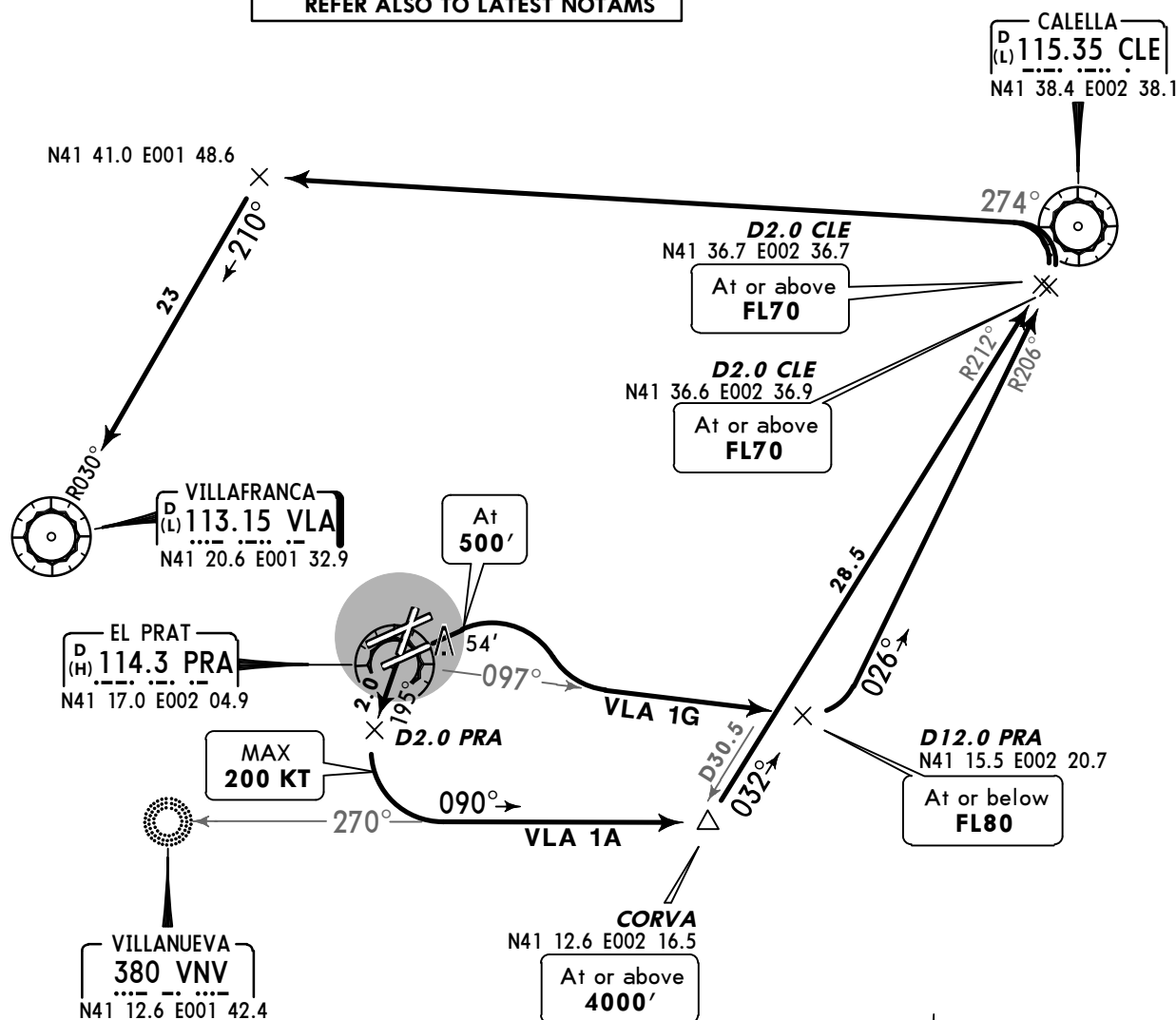
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

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

**TEMPORARY PROCEDURES**  
REFER ALSO TO LATEST NOTAMS



These SIDs require minimum climb gradients of

**VLA 1A:** 5.5% until leaving 4000'.

**VLA 1G:** 4.8% to 1000'.

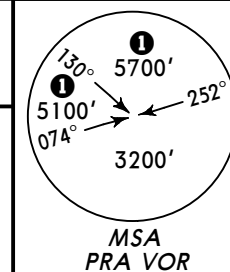
| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
|---------------|-----|-----|-----|------|------|------|
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |
| 4.8% V/V(fpm) | 365 | 486 | 729 | 972  | 1215 | 1458 |



Initial ATC clearance:

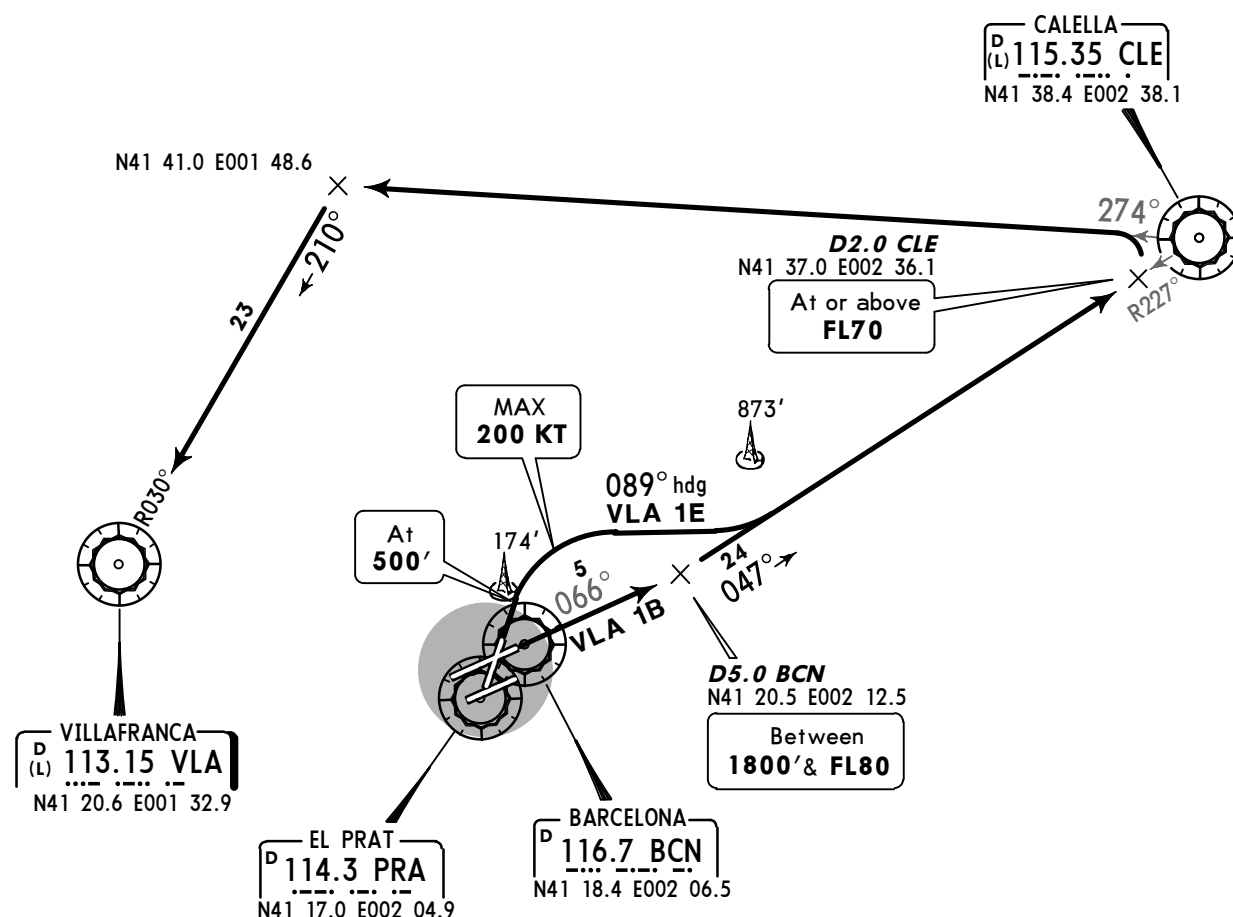
Climb and maintain **FL120** and request flight level change enroute

| SID    | RWY | ROUTING                                                                                                                                                                                                                                |
|--------|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| VLA 1A | 20  | Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, turn LEFT, intercept CLE R-212 inbound to D2.0 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 D12.0 PRA, turn LEFT, intercept CLE R-206 inbound to D2.0 CLE, turn LEFT, intercept CLE R-274, intercept VLA R-030 inbound to VLA.                                 |

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

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

① 4300' within 15 NM

These SIDs require minimum climb gradients  
of**VLA 1B:** 5.6% to D5.0 BCN.**VLA 1E:** 5.0% to 1000'.

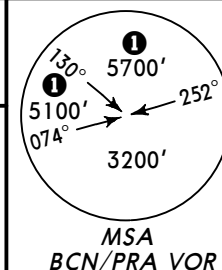
| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
|---------------|-----|-----|-----|------|------|------|
| 5.6% V/V(fpm) | 425 | 567 | 851 | 1134 | 1418 | 1701 |
| 5.0% V/V(fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

Initial ATC clearance:

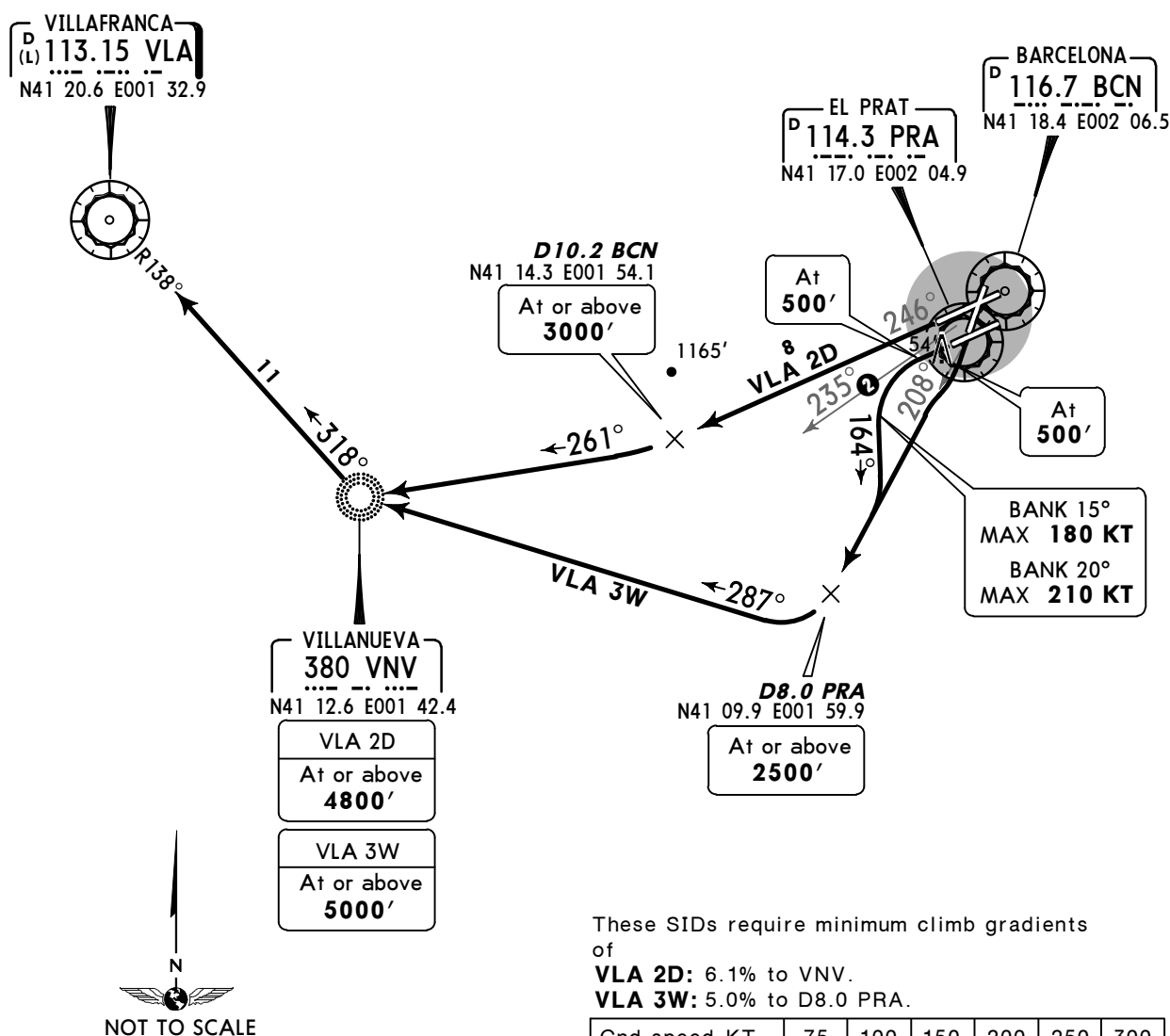
Climb and maintain **FL120** and request flight level change enroute

| SID    | RWY     | ROUTING                                                                                                                                                                        |
|--------|---------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| VLA 1B | 07L     | Climb on runway heading to BCN, BCN R-066 to D5.0 BCN, turn LEFT, intercept CLE R-227 inbound to D2.0 CLE, turn LEFT, intercept CLE R-274, intercept VLA R-030 inbound to VLA. |
| VLA 1E | 02<br>② | Climb on runway heading to 500', turn RIGHT, 089° heading, intercept CLE R-227 inbound to D2.0 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.

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 TWO DELTA (VLA 2D)**  
**VILAFRANCA THREE WHISKEY (VLA 3W)**  
**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:** 6.1% to VNV.  
**VLA 3W:** 5.0% to D8.0 PRA.

| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
|---------------|-----|-----|-----|------|------|------|
| 6.1% V/V(fpm) | 463 | 618 | 927 | 1235 | 1544 | 1853 |
| 5.0% V/V(fpm) | 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 3W | 20<br>③ | Climb on runway heading to 500', turn RIGHT, intercept PRA R-208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 318° bearing to VLA.            |
|        | 25L     | Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-208 to D8.0 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.

## RWYS 07L/R, 20, 25L/R CONTINGENCY DEPARTURES

In the event of failure of one or more nav aids used for the departures from runways 07L/R, 20, 25L/R, the following procedures shall be carried out:

**RWY 07L:** Climb on runway heading to 3500', turn following ATC instructions.

**RWY 07R:** Climb on runway heading to 500', turn RIGHT (MAX 220 KT), climb on 119° track to 1900', turn following ATC instructions.

**RWY 20:** Climb on runway heading to 1500', turn following ATC instructions.

**RWY 25L:** Climb on runway heading to 500', turn LEFT (MAX 180 KT, bank angle 15°/MAX 210 KT, bank angle 20°), climb on 164° track to 1500', turn following ATC instructions.

**RWY 25R:** Climb on runway heading to 3500', turn following ATC instructions.

These departures require minimum climb gradients of

**RWY 07L:** 5.4% to 3500'.

**RWY 07R:** 4.7% to 1900'.

**RWY 25L:** 6.0% to 1500'.

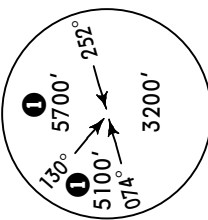
**RWY 25R:** 6.2% to 3500'.

| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
|----------------|-----|-----|-----|------|------|------|
| 6.2% V/V (fpm) | 471 | 628 | 942 | 1256 | 1570 | 1884 |
| 6.0% V/V (fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |
| 5.4% V/V (fpm) | 410 | 547 | 820 | 1094 | 1367 | 1641 |
| 4.7% V/V (fpm) | 357 | 476 | 714 | 952  | 1190 | 1428 |

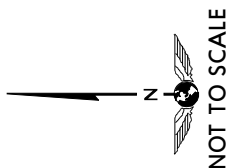
Apt Elev  
14'

Trans level: By ATC Trans alt: 6000'

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

MSA  
PRA VOR

① 4300' within 15 NM



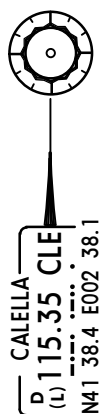
VERSO ONE ALFA (VERSO 1A) [VERS1A]  
VERSO ONE GOLF (VERSO 1G) [VERS1G]  
RWYS 20, 07R DEPARTURES  
**~~SPEED~~ MAX 250 KT BELOW FL100**

**TEMPORARY PROCEDURES**  
REFER ALSO TO LATEST NOTAMS

Initial ATC clearance:

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

| ROUTING                                                                                                                                                                                                |     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| SID                                                                                                                                                                                                    | RWY |
| VERSO 1A                                                                                                                                                                                               | 20  |
| Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV via CORVA to D27.0 PRA, turn LEFT, 027° track, intercept BCN R-090, intercept CLE R-120 to VERSO. |     |
| VERSO 1G                                                                                                                                                                                               | 07R |
| Climb on runway heading to 500', turn RIGHT, intercept PRA R-097 to D27.0 PRA, turn LEFT, 027° track, intercept BCN R-090, intercept CLE R-120 to VERSO.                                               |     |

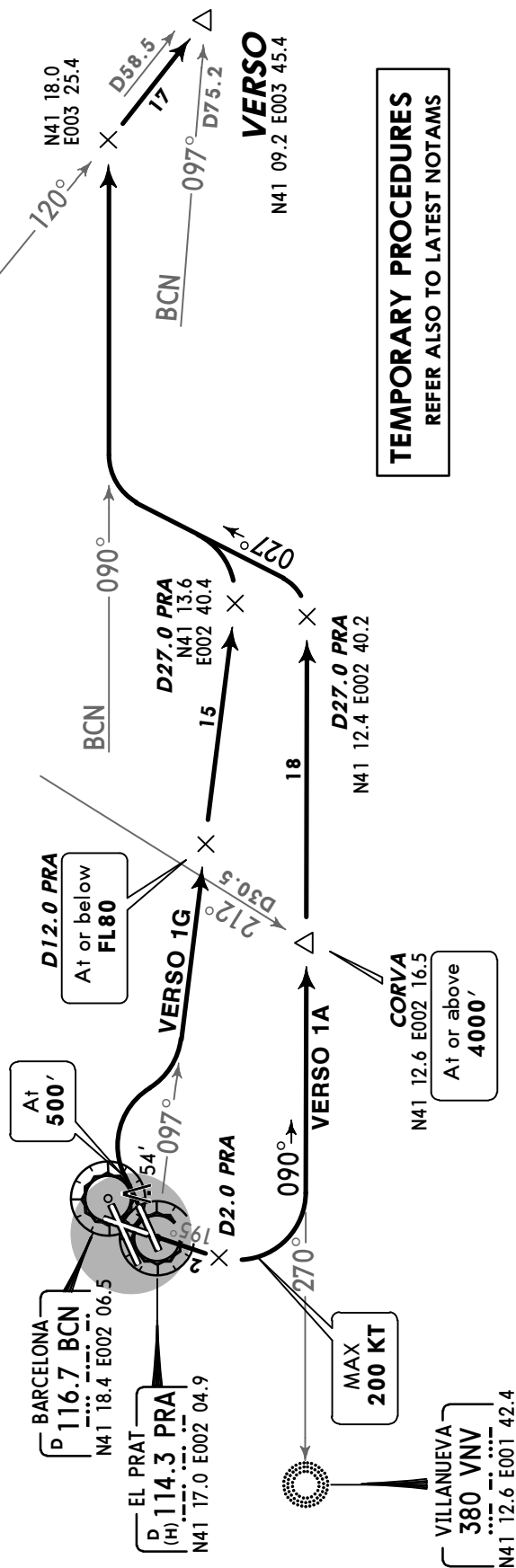
CLELLA  
D 115.35 CLE  
(L) 115.35  
N41 38.4 E002 38.1These SIDs require minimum climb gradients  
of**VERSO 1A**

5.5% until leaving 4000'.

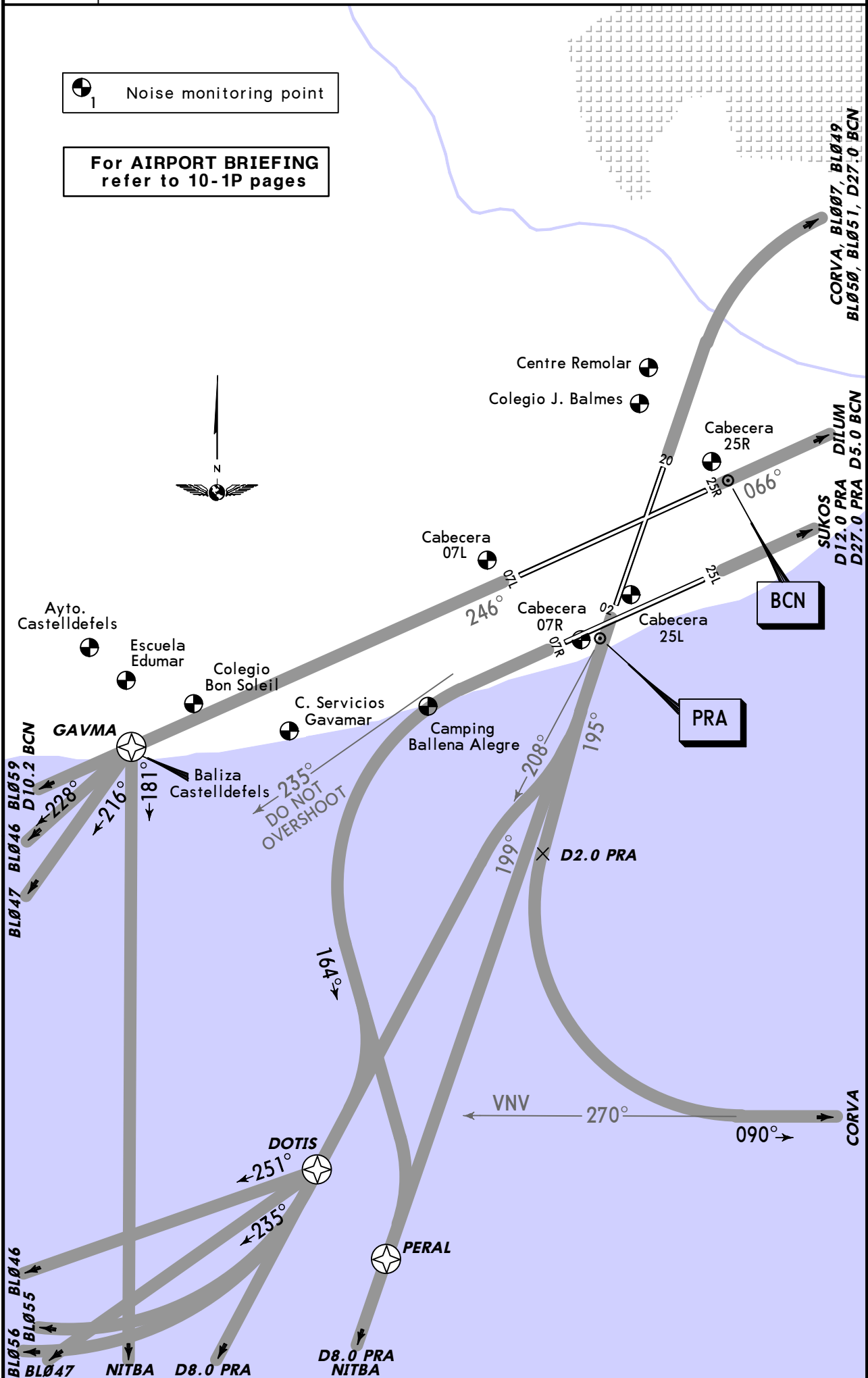
**VERSO 1G**

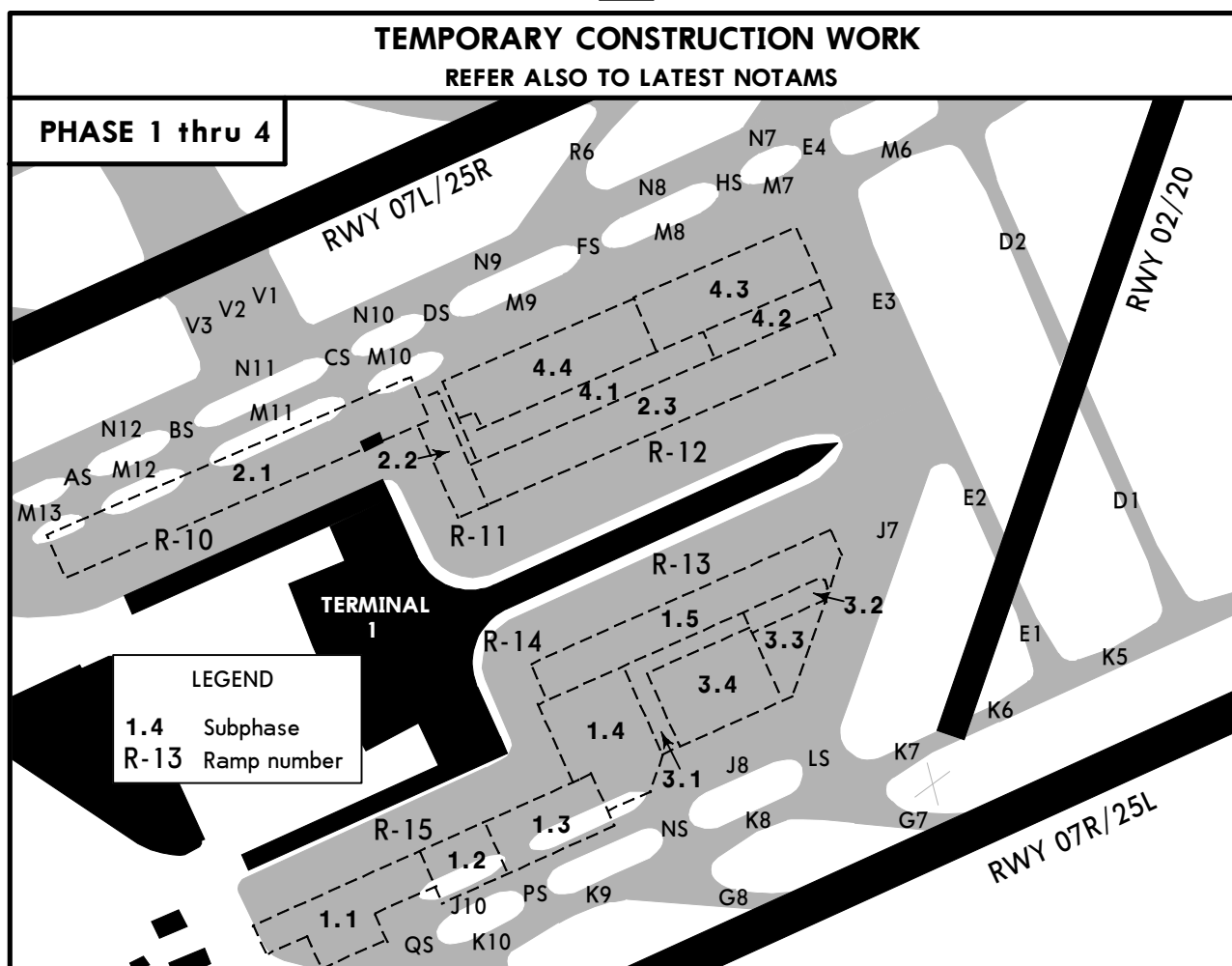
4.8% to 1000'.

|               |     |     |     |      |      |      |
|---------------|-----|-----|-----|------|------|------|
| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |
| 4.8% V/V(fpm) | 365 | 486 | 729 | 972  | 1215 | 1458 |

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







## PHASE 1

### Subphase 1.1

- Gate QS closed.
- TWY J10 MAX wingspan 85'/26m. Bigger ACFT will be rerouted via TWY K10.
- Unusable stands: 290, 292, 294, 296, 298 and stands of ramp 18.

### Subphase 1.2

- TWY J10 MAX wingspan 85'/26m. Bigger ACFT will be rerouted via TWY K10.
- Unusable stands: 282, 284, 286 and 288.

### Subphase 1.3

- Gate PS closed.
- TWY J9 MAX wingspan 85'/26m. Bigger ACFT will be rerouted via TWY K9.
- Unusable stands: 277, 278, 280 and 282.

### Subphase 1.4

- Gate NS closed.
- TWY J9 MAX wingspan 85'/26m. Bigger ACFT will be rerouted via TWY K9.
- Unusable stands: 274, 276 and 277.

### Subphase 1.5

- Gate KS closed.
- Unusable stands: 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 273 and 274.

**TEMPORARY CONSTRUCTION WORK**

REFER ALSO TO LATEST NOTAMS

**PHASE 2****Subphase 2.1**

- Gates AS, BS and CS closed.
- TWYs M11, M12 and M13 MAX wingspan 85'/26m. Bigger ACFT will be rerouted via TWYs N11, N12 and N13.
- Unusable stands: 200R, 200, 202, 204, 206, 208, 210, 212, 214 and 216.

**Subphase 2.2**

- Gate DS MAX wingspan 128'/39m.
- Unusable stands: 216, 217, 218, 220, 221, 222 and 224.

**Subphase 2.3**

- Gate JS closed.
- TWY E3 MAX wingspan 128'/39m.
- Unusable stands: 221, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244 and 245.

**PHASE 3****Subphase 3.1**

- Gate MS closed.
- Unusable stands: 410, 421 and 425.

**Subphases 3.2 and 3.3**

- Gate LS closed.
- Unusable stand: 400.

**Subphase 3.4**

- Gate MS closed.
- Unusable stands: 410, 412, 414, 421 and 425.

**PHASE 4****Subphase 4.1**

- Gates ES and FS closed.
- Inner TWY in ramp 12 MAX wingspan 128'/39m.
- Unusable stands: 302 and 314.

**Subphase 4.2**

- Inner TWY in ramp 12 MAX wingspan 128'/39m.
- Unusable stands: 334 and 342.

**Subphase 4.3**

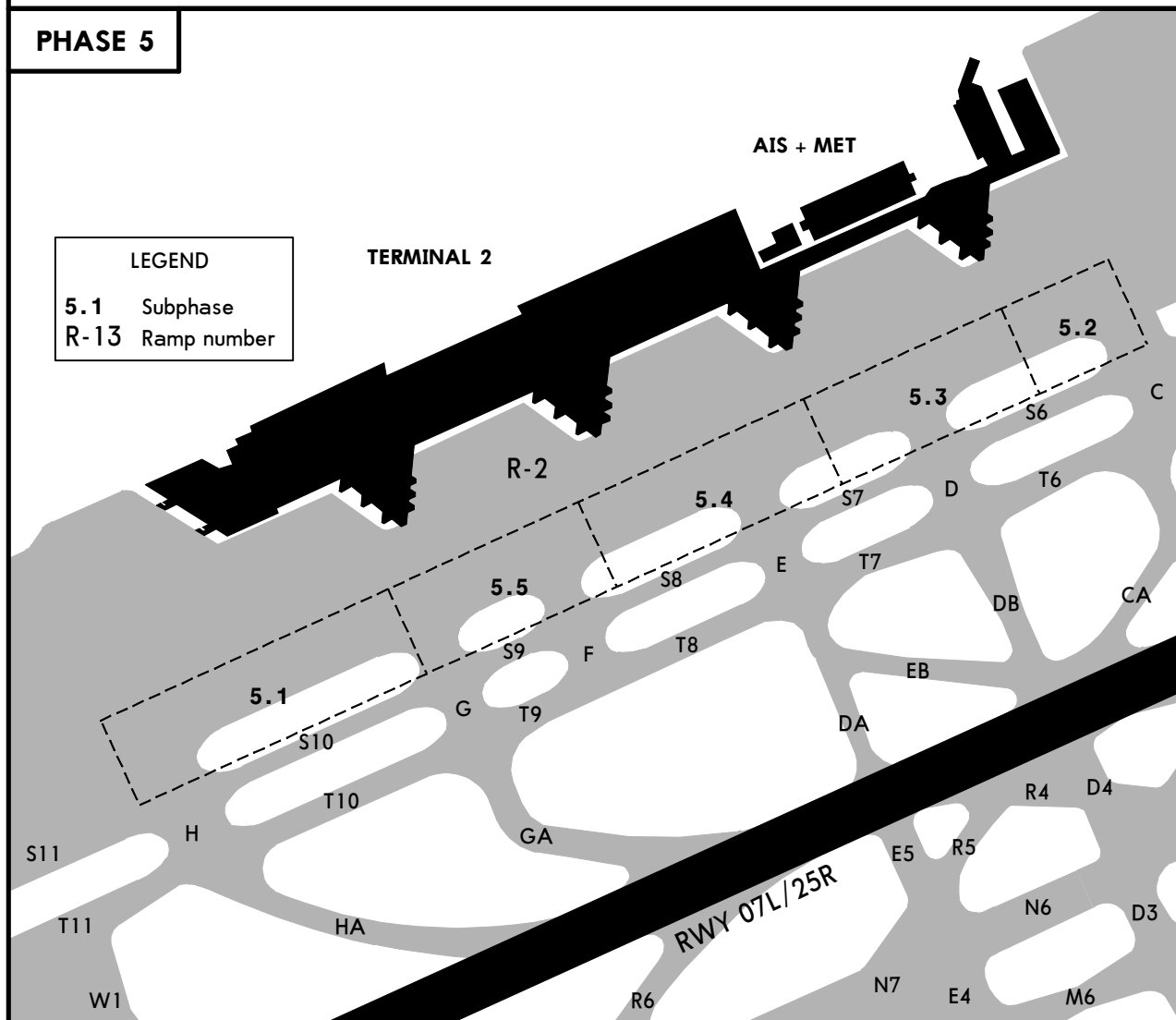
- Unusable stands: 330, 332, 334, 340 and 342.

**Subphase 4.4**

- Gates ES and FS closed.
- Unusable stands: 300, 310, 312, 314, 320 and 322.

**TEMPORARY CONSTRUCTION WORK**

REFER ALSO TO LATEST NOTAMS

**PHASE 5**

**PHASE 5**
**Subphase 5.1**

- Gate H closed.
- TWY S10 MAX wingspan 85'/26m. Bigger ACFT will be rerouted via TWY T10.
- Unusable stands: E1, E2, E3 and E23.

**Subphase 5.2**

- Gate C closed.
- TWY S6 MAX wingspan 85'/26m. Bigger ACFT will be rerouted via TWY T6.
- Unusable stands: A1, A2, A3, A12, 33, 34, 35 and 36.

**Subphase 5.3**

- Gate D closed.
- TWYs S6 and S7 MAX wingspan 85'/26m. Bigger ACFT will be rerouted via TWYs T6 and T7.
- Unusable stands: B1 thru B6.

**Subphase 5.4**

- Gate E closed.
- TWYs S7 and S8 MAX wingspan 85'/26m. Bigger ACFT will be rerouted via TWYs T7 and T8.
- Unusable stands: C1 thru C6 and C12.

**Subphase 5.5**

- Gates F and G closed.
- TWYs S8 and S9 MAX wingspan 85'/26m. Bigger ACFT will be rerouted via TWYs T8 and T9.
- Unusable stands: D1 thru D6 and D12.

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| ADDITIONAL RUNWAY INFORMATION                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                             |             |             |          |                |             |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|-------------|-------------|----------|----------------|-------------|
| RWY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                             |             |             |          | USABLE LENGTHS |             |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                             |             |             |          | LANDING BEYOND |             |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                             |             |             |          | Threshold      | Glide Slope |
| 02                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | HIRL (50m) CL (15m) HIALS PAPI (3.0°) HST-UB RVR            |             |             |          |                | 7383' 2250m |
| 20                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | HIRL (50m) CL (15m)                                         |             |             |          | NA             |             |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                             |             |             |          |                | <b>1</b>    |
| <b>1 TAKE-OFF RUN AVAILABLE</b><br><b>RWY 20:</b><br>From rwy head 8294' (2528m)<br>twy UB int 6690' (2039m)                                                                                                                                                                                                                                                                                                                                                                                            |                                                             |             |             |          |                |             |
| 07L                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | HIRL (50m) CL (15m) HIALS-II REIL TDZ <b>2 3</b> RVR        | 9587' 2922m | 8553' 2607m |          |                |             |
| 25R                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | HIRL (50m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) <b>4</b> RVR |             | 9964' 3037m | <b>5</b> |                | 197' 60m    |
| <b>2 PAPI-R (3.0°).</b><br><b>3 HSTIL: R4, CA, R2, BA &amp; ZA</b><br>HST: R1<br><b>4 HSTIL: CB, R3, EB, R5, R6 &amp; GA</b><br>HST: HA<br><b>5 TAKE-OFF RUN AVAILABLE</b><br><b>RWY 07L:</b><br>From rwy head 10,997' (3352m)<br>twy V3/W3 int 9970' (3039m)<br>twy V2/W2 int 9751' (2972m)<br>twy V1/W1 int 9534' (2906m)<br><b>RWY 25R:</b><br>From rwy head 10,997' (3352m)<br>twy Q1 int 10,640' (3243m)<br>twy Y3/Z3 int 9528' (2904m)<br>twy Z2 int 9311' (2838m)<br>twy Y1/Z1 int 9091' (2771m) |                                                             |             |             |          |                |             |
| 07R                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | HIRL (50m) CL (15m) HIALS-II TDZ PAPI-R (3.0°) <b>6</b> RVR |             | 7740' 2359m |          |                |             |
| 25L                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | HIRL (50m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) <b>7</b> RVR |             | 7747' 2361m |          |                | 197' 60m    |

**6 HSTIL: G6, G5 & G4****7 HSTIL: G7, G8 & G9**

### HOT SPOTS

For information only, not to be construed as ATC instructions.

**HS1 CAUTION:**

Critical area due to concentration of Twys. Special attention to signs and instructions by ATC.

**HS2 CAUTION:**

Area of possible disorientation. Special attention to signs and instructions by ATC.

**HS3 CAUTION:**

Critical area due to aircraft taxiing restrictions. Special attention to signs and instructions by ATC.

**HS4 CAUTION:**

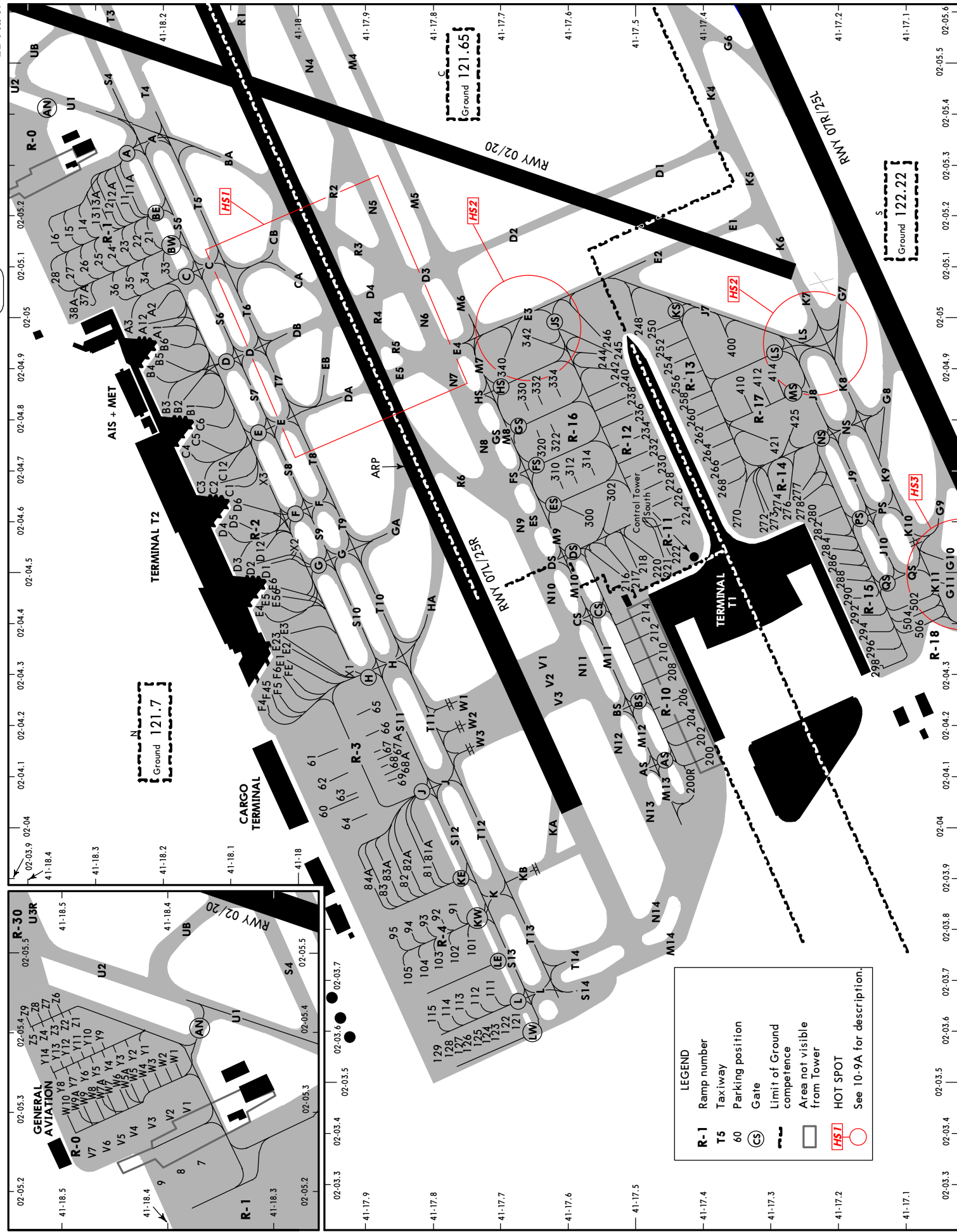
Critical area due to aircraft size limitations. Special attention to signs and instructions by ATC.

**Standard****TAKE-OFF 1**

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

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





CHANGES: Hot spots.

| 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 |
| 126 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 |

| 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 |
| 421, 425        | N41 17.3 E002 04.8 |
| 502             | N41 17.1 E002 04.5 |
| 504, 506        | N41 17.1 E002 04.4 |
| 900             | N41 18.7 E002 06.0 |
| 902             | N41 18.7 E002 06.1 |
| 904             | N41 18.7 E002 06.2 |
| 906             | N41 18.8 E002 06.2 |
| 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 |
| E56             | N41 18.0 E002 04.5 |
| 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 |

**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.

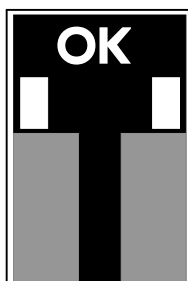
**DISPLAY UNIT OF TERMINAL 2**

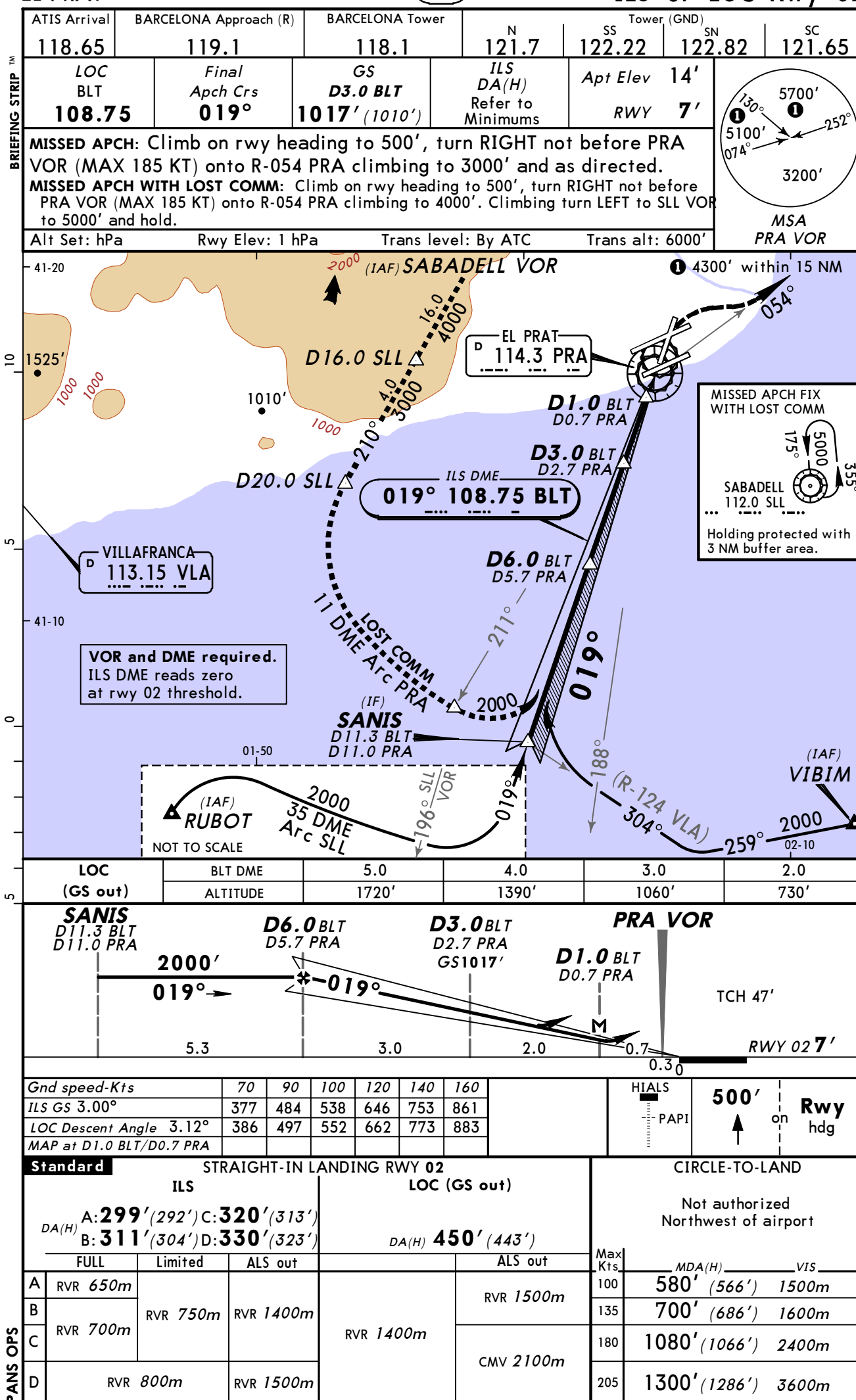
Consists of:

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.



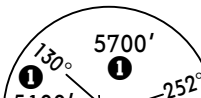
LEBL/BCN  
EL PRATJEPPESEN  
28 SEP 12 (11-1)BARCELONA, SPAIN  
ILS or LOC Rwy 02

LEBL/BCN  
EL PRAT

28 SEP 12

(11-2)

BARCELONA, SPAIN  
ILS or LOC Rwy 07L

|                     |                           |                                 |                                      |                        |                                                                                     |                      |
|---------------------|---------------------------|---------------------------------|--------------------------------------|------------------------|-------------------------------------------------------------------------------------|----------------------|
| ATIS Arrival        | BARCELONA Approach (R)    | BARCELONA Tower                 | Tower, (GND)                         |                        |                                                                                     |                      |
| 118.65              | 119.1                     | 118.1                           | 121.7 <sup>N</sup>                   | 122.22 <sup>SS</sup>   | 122.82 <sup>SN</sup>                                                                | 121.65 <sup>SC</sup> |
| LOC<br>QAA<br>110.3 | Final<br>Apch Crs<br>066° | GS<br>D4.3 QAA<br>1448' (1440') | ILS<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 14'<br>RWY 8' |  |                      |

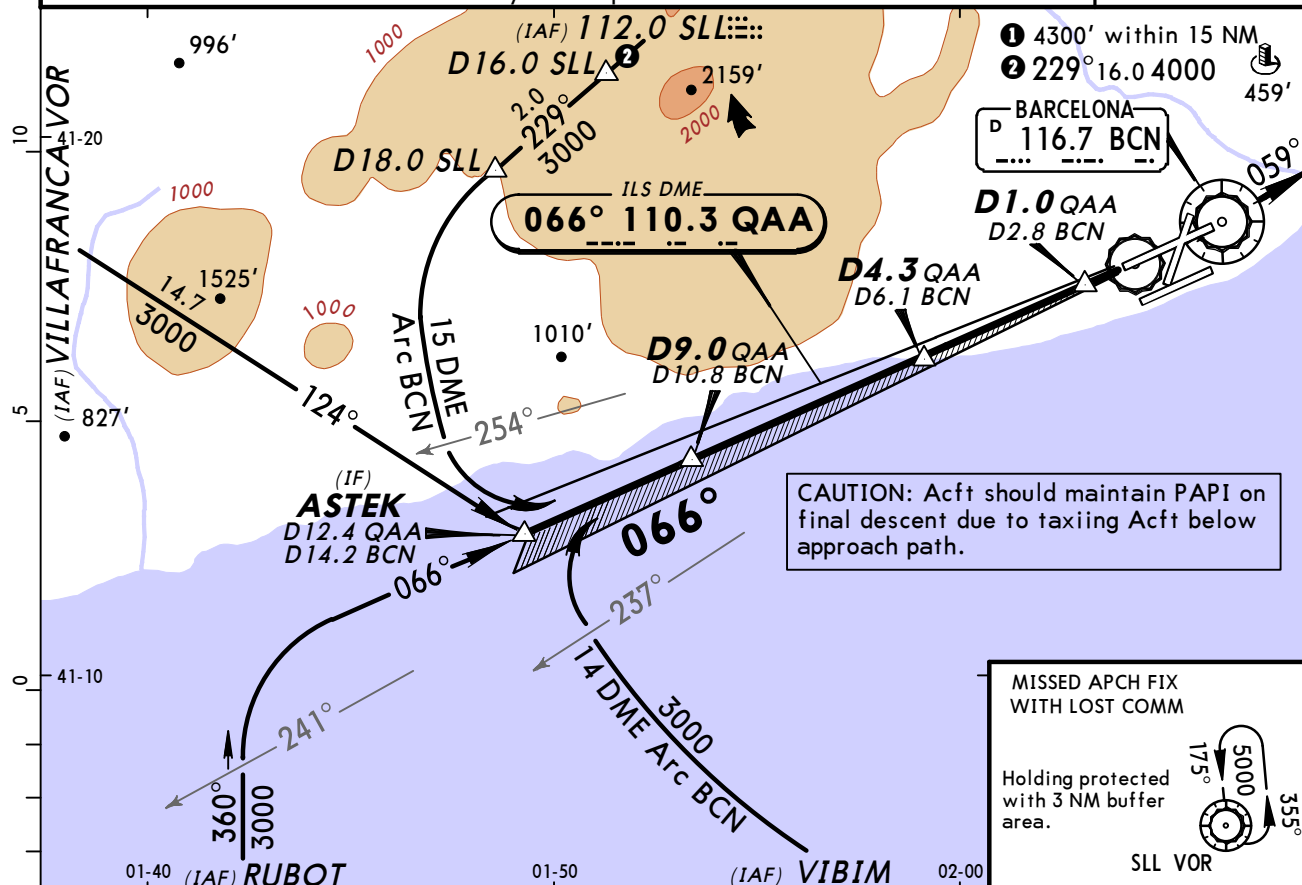
**MISSED APCH:** Climb STRAIGHT AHEAD to BCN VOR and follow R-059 BCN to 3000' and as directed.

**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.

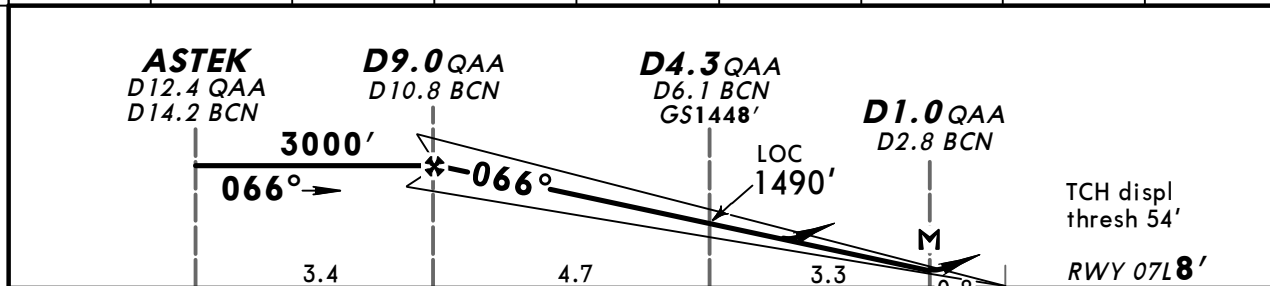
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'

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.

MSA  
BCN VOR



|                 |          |       |       |       |       |       |       |      |
|-----------------|----------|-------|-------|-------|-------|-------|-------|------|
| LOC<br>(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 | PAPI     | 116.7 | on    | 116.7 |
| LOC Descent Angle 3.13°  | 388 | 498 | 554 | 665 | 775 | 886 |          |       |       | R-059 |
| MAP at D1.0 QAA/D2.8 BCN |     |     |     |     |     |     |          |       |       |       |

Standard

STRAIGHT-IN LANDING RWY 07L

CIRCLE-TO-LAND

|                               |          |  |                   |  |  |                                     |               |       |
|-------------------------------|----------|--|-------------------|--|--|-------------------------------------|---------------|-------|
| ILS                           |          |  | LOC (GS out)      |  |  | Circle-to-land                      |               |       |
| A: 242' (234') C: 262' (254') |          |  | DA(H) 480' (472') |  |  | Not authorized Northwest of airport |               |       |
| B: 254' (246') D: 273' (265') |          |  |                   |  |  |                                     |               |       |
| FULL                          |          |  | ALS out           |  |  | Max Kts                             |               |       |
| Limited                       |          |  | ALS out           |  |  | MDA(H) VIS                          |               |       |
| A                             | RVR 550m |  | RVR 1200m         |  |  | 100                                 | 580' (566')   | 1500m |
| B                             |          |  |                   |  |  | 135                                 | 700' (686')   | 1600m |
| C                             |          |  |                   |  |  | 180                                 | 1080' (1066') | 2400m |
| D                             |          |  |                   |  |  | 205                                 | 1300' (1286') | 3600m |

CHANGES: Minimums.

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# ILS or LOC Rwy 07R

**BRIEFING STRIP™**

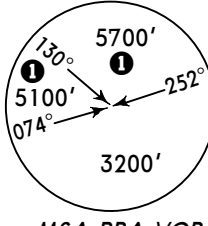
5

HIALS-II  
API PAI

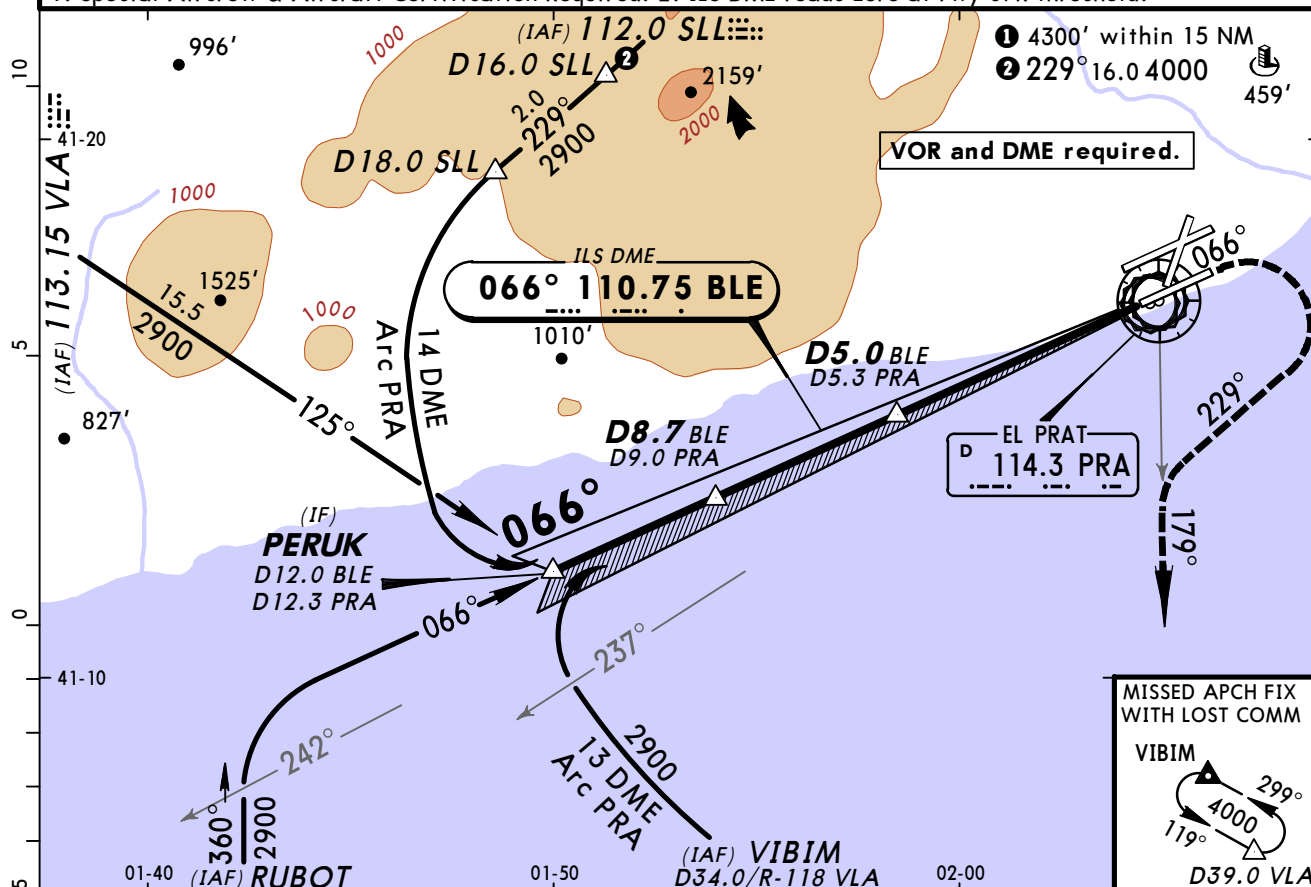
|          |     |
|----------|-----|
| Max Kts. | 100 |
|          | 135 |
|          | 180 |
|          | 205 |

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28 SEP 12 11-3ABARCELONA, SPAIN  
CAT II/III ILS Rwy 07R

| BRIEFING STRIP™                                                                                                                                                                                                                                                                                                                          | ATIS Arrival             | BARCELONA Approach (R)           | BARCELONA Tower                               | Tower (GND)                                  |                                      |                                                                                                    |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|----------------------------------|-----------------------------------------------|----------------------------------------------|--------------------------------------|----------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                                                                                                          | 118.65                   | 119.1                            | 118.1                                         | N 121.7                                      | SS 122.22                            | SN 122.82                                                                                          |
|                                                                                                                                                                                                                                                                                                                                          | LOC BLE<br><b>110.75</b> | Final<br>Apch Crs<br><b>066°</b> | GS<br><b>D5.0 BLE</b><br><b>1677'</b> (1669') | CAT II &<br>IIIA ILS<br>Refer to<br>Minimums | Apt Elev <b>14'</b><br>RWY <b>8'</b> | SC 121.65                                                                                          |
| <b>MISSED APCH:</b> Climb on 066° to 500'. Turn RIGHT (MAX 185 KT) onto 229° to intercept R-179 PRA climbing to 3000' and as directed.<br><b>MISSED APCH WITH LOST COMM:</b> 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. |                          |                                  |                                               |                                              |                                      | <br>MSA PRA 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 07R threshold.



**PERUK**  
D12.0 BLE  
D12.3 PRA

**D8.7 BLE**  
D9.0 PRA

**D5.0 BLE**  
D5.3 PRA  
GS 1677'

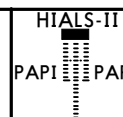
066°

066°

TCH 54'

RWY 07R 8'

| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |
|---------------|-------|-----|-----|-----|-----|-----|
| GS            | 3.00° | 377 | 484 | 538 | 646 | 753 |
|               |       |     |     |     |     |     |
|               |       |     |     |     |     |     |



500'

on 066°

| STRAIGHT-IN LANDING RWY 07R |                   |                   |                   |                   |
|-----------------------------|-------------------|-------------------|-------------------|-------------------|
| Standard                    | CAT IIIA ILS      |                   | CAT II ILS        |                   |
|                             | A                 | B                 | C                 | D                 |
|                             | RA 105'           | RA 118'           | RA 126'           | RA 141'           |
| DH 50'                      | DA(H) 108' (100') | DA(H) 118' (110') | DA(H) 129' (121') | DA(H) 144' (136') |
| RVR 200m                    | RVR 300m          |                   | RVR 400m          |                   |

Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Apt name, Communications, Minimums.

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EL PRAT

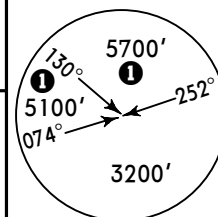
28 SEP 12

(11-4)

BARCELONA, SPAIN  
ILS or LOC Rwy 25L

| ATIS Arrival | BARCELONA Approach (R) | BARCELONA Tower | N     | SS Tower (GND) | SN     | SC     |
|--------------|------------------------|-----------------|-------|----------------|--------|--------|
| 118.65       | 119.1                  | 118.1           | 121.7 | 122.22         | 122.82 | 121.65 |

| LOC<br>BLW | Final<br>Apch Crs | GS<br>D4.0 BLW | ILS<br>DA(H) | Apt Elev |
|------------|-------------------|----------------|--------------|----------|
| 111.5      | 246°              | 1351' (1343')  | 208' (200')  | 14'      |
|            |                   |                |              | RWY 8'   |



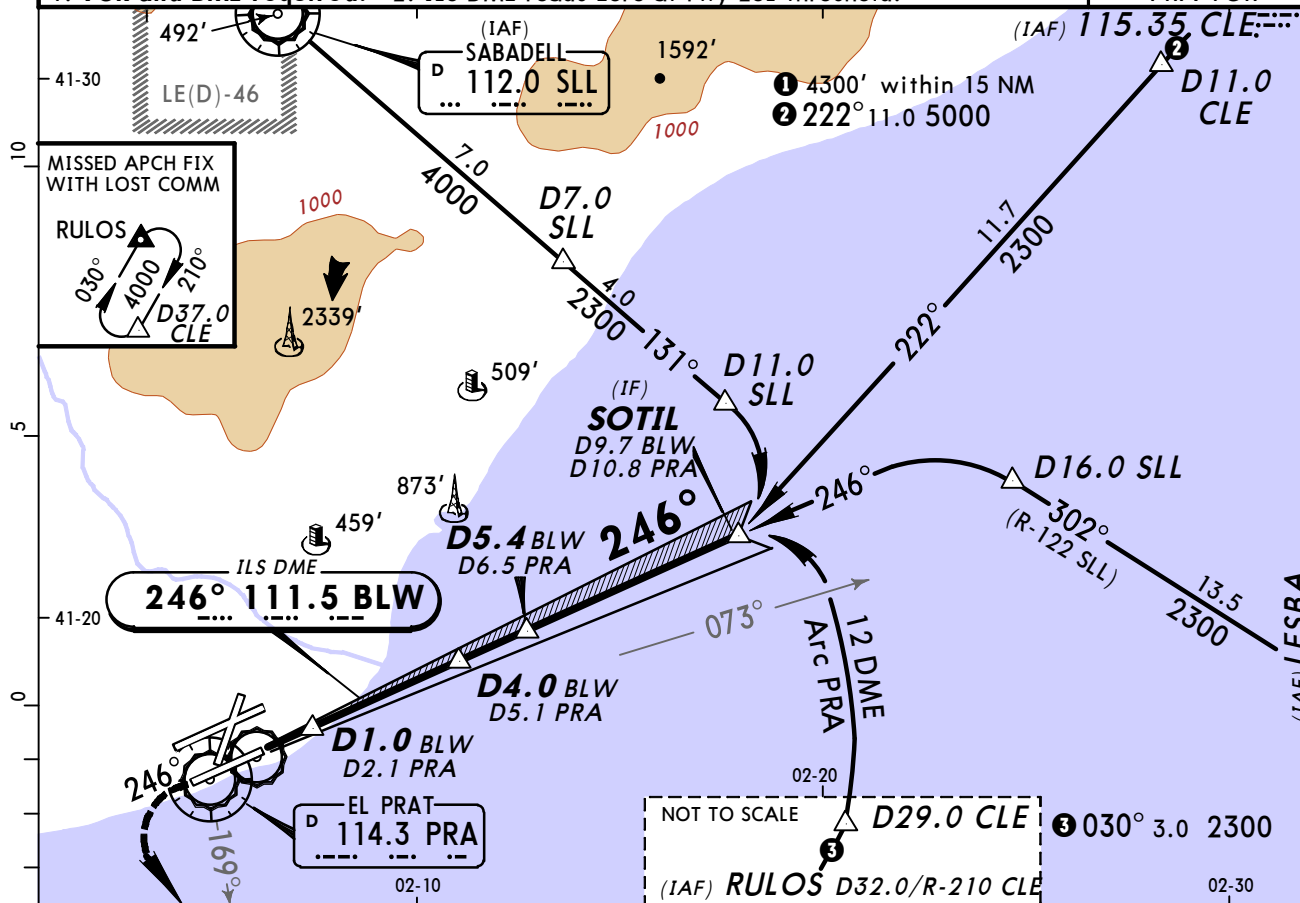
**MISSED APCH:** Climb on 246° to 500'. Turn LEFT (MAX 185 KT) to follow R-169 PRA climbing to 3000' and as directed.

**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.

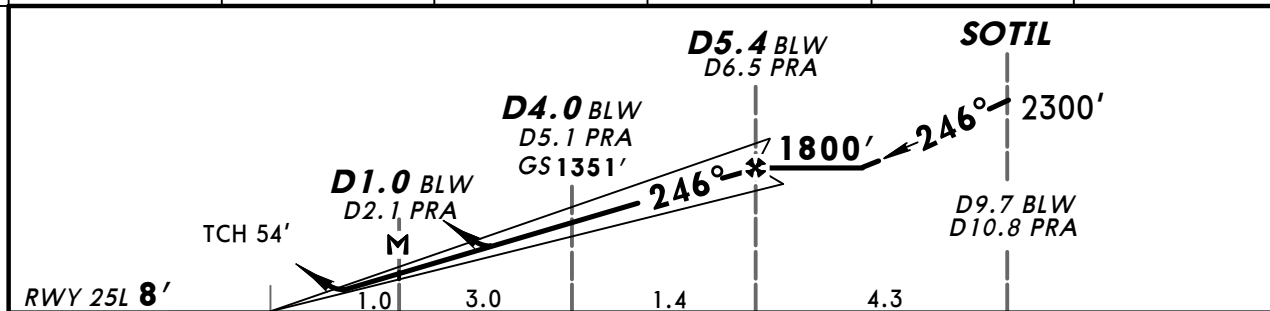
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'

1. VOR and DME required. 2. ILS DME reads zero at rwy 25L threshold.

MSA  
PRA VOR



| LOC<br>(GS out) | BLW DME<br>ALTITUDE | 2.0  | 3.0   | 4.0   | 5.0   |
|-----------------|---------------------|------|-------|-------|-------|
|                 |                     | 730' | 1060' | 1400' | 1730' |



| Gnd speed-Kts            | 70  | 90  | 100 | 120 | 140 | 160 |  | HIALS-II | 500' | on 246° |
|--------------------------|-----|-----|-----|-----|-----|-----|--|----------|------|---------|
| ILS GS 3.00°             | 377 | 484 | 538 | 646 | 753 | 861 |  | PAPI     |      |         |
| LOC Descent Angle 3.14°  | 389 | 500 | 556 | 667 | 778 | 889 |  |          |      |         |
| MAP at D1.0 BLW/D2.1 PRA |     |     |     |     |     |     |  |          |      |         |

| STRAIGHT-IN LANDING RWY 25L |          |                   |                     | CIRCLE-TO-LAND                      |                     |
|-----------------------------|----------|-------------------|---------------------|-------------------------------------|---------------------|
| ILS                         |          | LOC (GS out)      |                     | Not authorized Northwest of airport |                     |
| DA(H) 208' (200')           |          | DA(H) 530' (522') |                     |                                     |                     |
| 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         |                     | 180                                 | 1080' (1066') 2400m |
| D                           |          |                   | RVR 2000m CMV 2400m | 205                                 | 1300' (1286') 3600m |

CHANGES: Minimums.

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LEBL/BCN  
EL PRAT

28 SEP 12

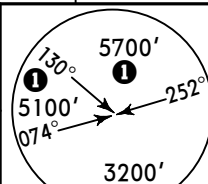
11-4A

BARCELONA, SPAIN  
CAT II/III ILS Rwy 25L

|              |                        |                 |                                              |                              |        |
|--------------|------------------------|-----------------|----------------------------------------------|------------------------------|--------|
| ATIS Arrival | BARCELONA Approach (R) | BARCELONA Tower | N                                            | SS Tower (GND) <sub>SN</sub> | SC     |
| 118.65       | 119.1                  | 118.1           | 121.7                                        | 122.22                       | 122.82 |
| LOC<br>BLW   | Final<br>Apch Crs      | GS<br>D4.0 BLW  | CAT II &<br>IIIA ILS<br>Refer to<br>Minimums | Apt Elev 14<br>RWY 8'        |        |
| 111.5        | 246°                   | 1351' (1343')   |                                              |                              |        |

**MISSED APCH:** Climb on 246° to 500'. Turn LEFT (MAX 185 KT) to follow R-169 PRA climbing to 3000' and as directed.

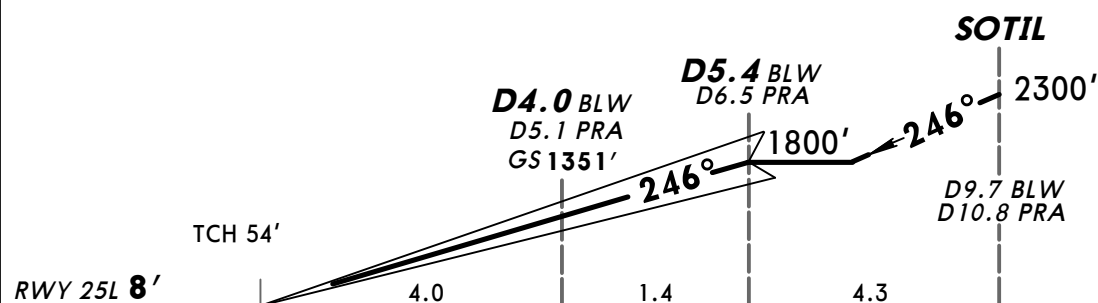
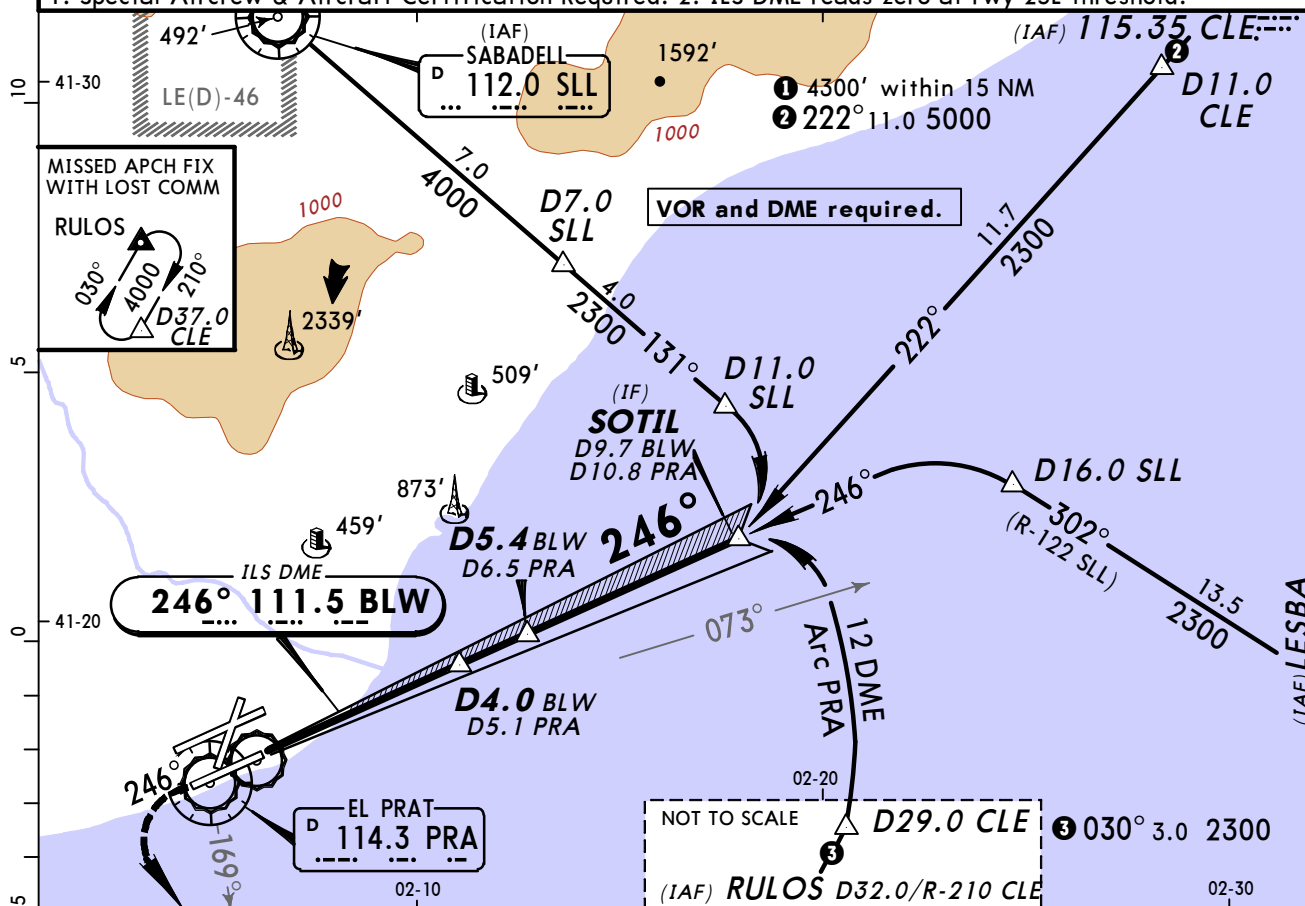
**MISSED APCH WITH LOST COMM:** Climb on 246° to 500'. Turn LEFT (MAX 185 KT) to follow R-169 PRA to D14.0 PRA. Turn LEFT to intercept R-210 CLE to RULOS climbing to 4000' and hold.



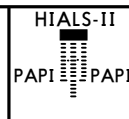
MSA PRA VOR

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 25L threshold.



|               |       |     |     |     |     |     |
|---------------|-------|-----|-----|-----|-----|-----|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |
| GS            | 3.00° | 377 | 484 | 538 | 646 | 753 |
|               |       |     |     |     |     |     |
|               |       |     |     |     |     |     |



500' on 246°

| STRAIGHT-IN LANDING RWY 25L |                   |                   |   |
|-----------------------------|-------------------|-------------------|---|
| CAT IIIA ILS                | CAT II ILS        |                   |   |
|                             | AB                | C                 | D |
| RA 104'                     | RA 112'           | RA 127'           |   |
| DA(H) 108' (100')           | DA(H) 116' (108') | DA(H) 131' (123') |   |
| DH 50'                      |                   |                   |   |
| RVR 200m                    | RVR 300m          | RVR 400m          |   |

Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: None.

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LEBL/BCN  
EL PRAT

28 SEP 12

(11-5)

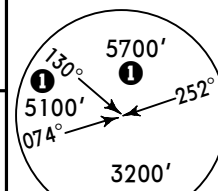
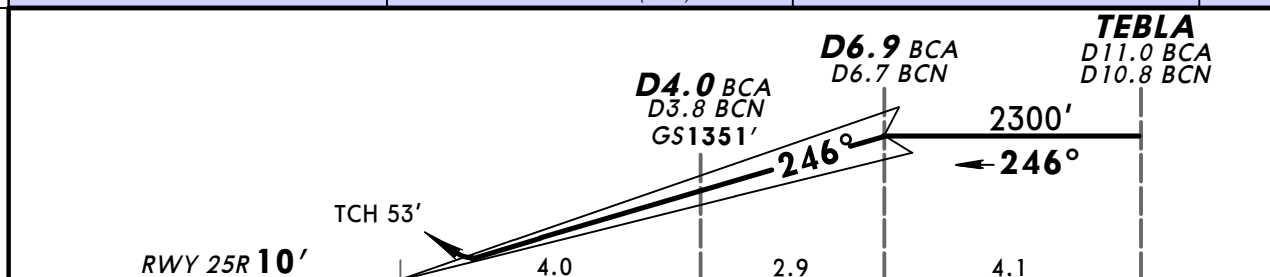
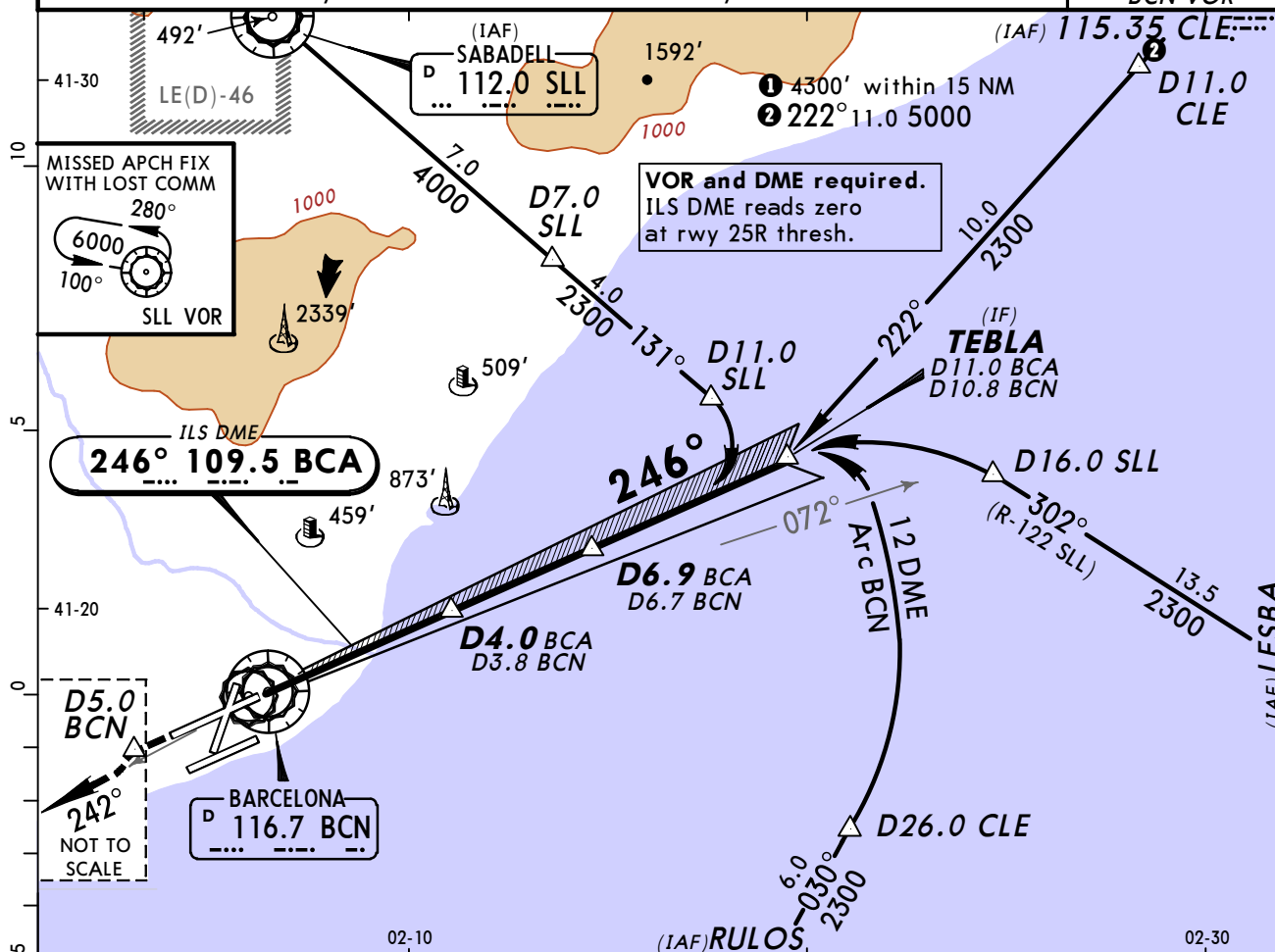
BARCELONA, SPAIN  
ILS Rwy 25R

| ATIS Arrival        | BARCELONA Approach (R)    | BARCELONA Tower                 | N                             | SS Tower (GND)          | SN                                                                                | SC     |
|---------------------|---------------------------|---------------------------------|-------------------------------|-------------------------|-----------------------------------------------------------------------------------|--------|
| 118.65              | 119.1                     | 118.1                           | 121.7                         | 122.22                  | 122.82                                                                            | 121.65 |
| LOC<br>BCA<br>109.5 | Final<br>Apch Crs<br>246° | GS<br>D4.0 BCA<br>1351' (1341') | DA(H)<br>Refer to<br>Minimums | Apt Elev 14'<br>RWY 10' |  |        |
|                     |                           |                                 |                               |                         |                                                                                   |        |

**MISSED APCH:** Climb on rwy heading to D5.0 BCN. Turn LEFT to intercept R-242 BCN and climb to 3000' and as directed.

**MISSED APCH WITH LOST COMM:** Climb on rwy heading to D5.0 BCN. Turn LEFT to intercept R-242 BCN and climb 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'

MSA  
BCN VOR

| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |  |  | <b>D5.0 BCN</b> on Rwy hdg |  |
|---------------|-------|-----|-----|-----|-----|-----|---------------------------------------------------------------------------------------|--|----------------------------|--|
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |                                                                                       |  |                            |  |

**Standard**

STRAIGHT-IN LANDING RWY 25R

DA(H) A: **215'** (205') C: **235'** (225')  
B: **227'** (217') D: **246'** (236')

CIRCLE-TO-LAND

Not authorized  
Northwest of airport

|   | FULL     | Limited  | ALS out   | Max Kts | MDA(H)        | VIS   |
|---|----------|----------|-----------|---------|---------------|-------|
| A | RVR 550m | RVR 750m | RVR 1200m | 100     | 580' (566')   | 1500m |
| B |          |          |           | 135     | 700' (686')   | 1600m |
| C |          |          |           | 180     | 1080' (1066') | 2400m |
| D |          |          |           | 205     | 1300' (1286') | 3600m |

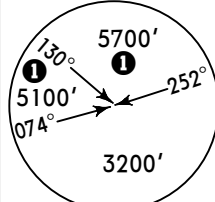
CHANGES: Communications. Minimums.

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**LEBL/BCN**  
**EL PRAT**

**JEPPESEN**  
28 SEP 12 **(11-5A)**

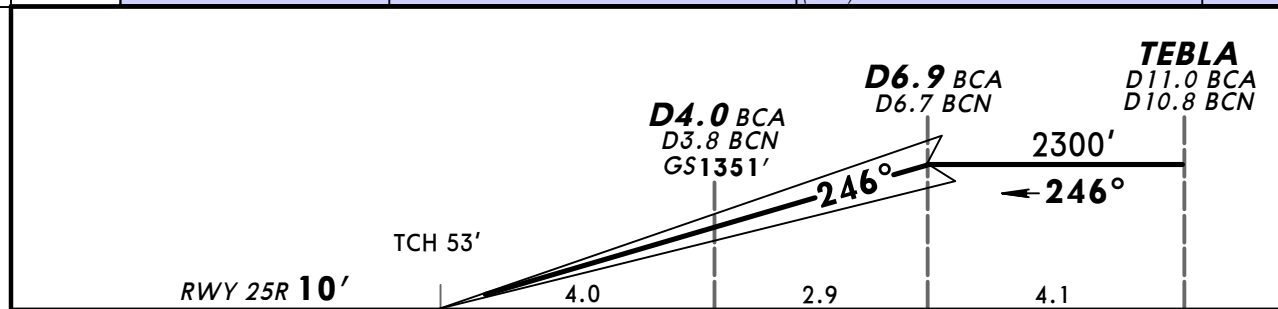
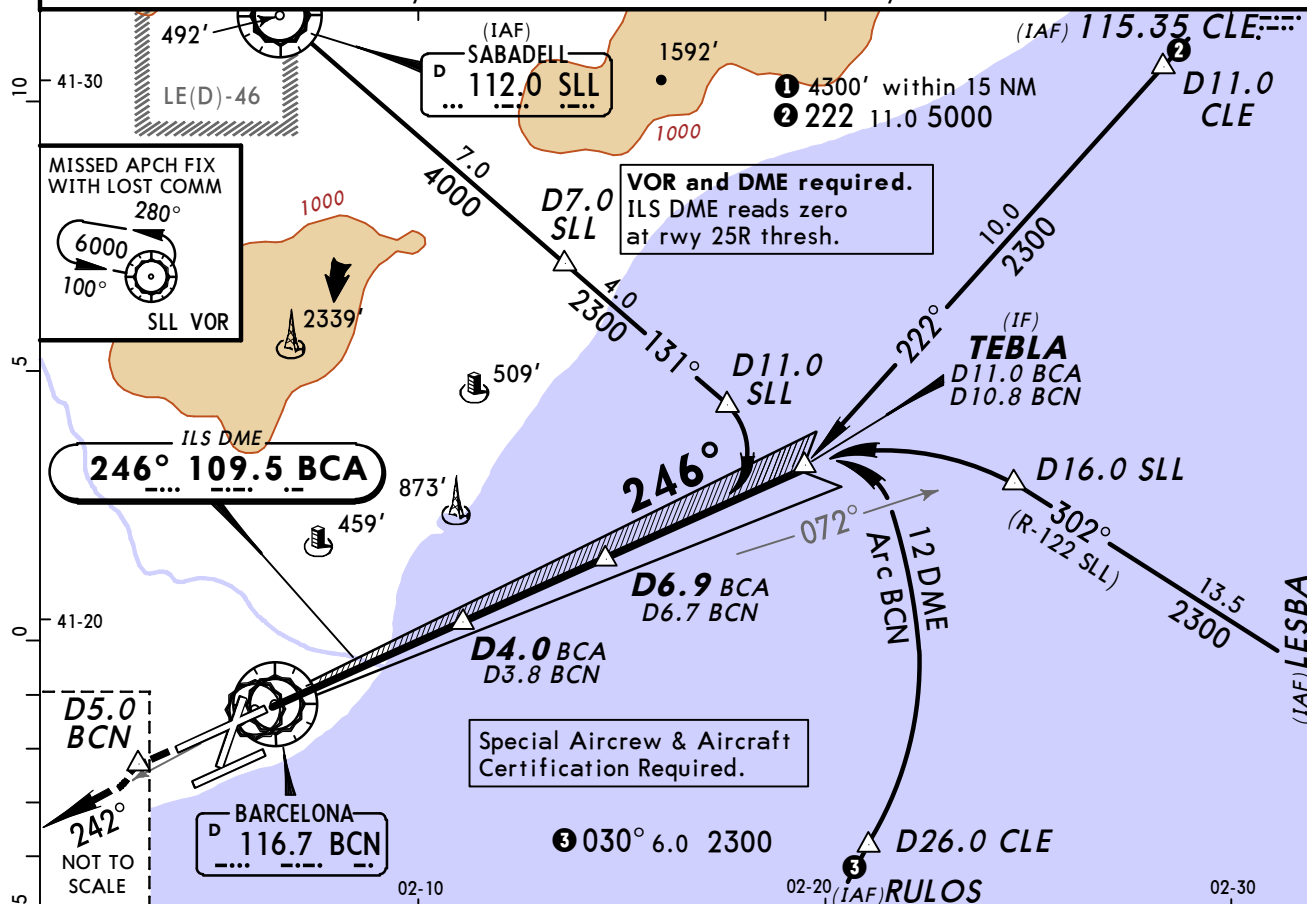
**BARCELONA, SPAIN**  
**CAT II/III ILS Rwy 25R**

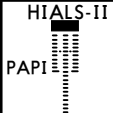
|                               |                                        |                                               |                                        |                                       |                                                                                                        |                     |
|-------------------------------|----------------------------------------|-----------------------------------------------|----------------------------------------|---------------------------------------|--------------------------------------------------------------------------------------------------------|---------------------|
| ATIS Arrival<br><b>118.65</b> | BARCELONA Approach (R)<br><b>119.1</b> | BARCELONA Tower<br><b>118.1</b>               | N<br><b>121.7</b>                      | SS Tower (GND)<br><b>122.22</b>       | SN<br><b>122.82</b>                                                                                    | SC<br><b>121.65</b> |
| LOC<br>BCA<br><b>109.5</b>    | Final<br>Apch Crs<br><b>246°</b>       | GS<br><b>D4.0 BCA</b><br><b>1351' (1341')</b> | CAT II & IIIA ILS<br>Refer to Minimums | Apt Elev <b>14'</b><br>RWY <b>10'</b> |  <p>MSA BCN VOR</p> |                     |

**MISSED APCH:** Climb on rwy heading to D5.0 BCN. Turn LEFT to intercept R-242 BCN and climb to 3000' and as directed.

**MISSED APCH WITH LOST COMM:** Climb on rwy heading to D5.0 BCN. Turn LEFT to intercept R-242 BCN and climb 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'



|               |       |     |     |     |     |     |                                                                                       |  |                                  |
|---------------|-------|-----|-----|-----|-----|-----|---------------------------------------------------------------------------------------|--|----------------------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |  |  | <b>D5.0</b><br>BCN on Rwy<br>hdg |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |                                                                                       |  |                                  |

| Standard CAT IIIA ILS |  | STRAIGHT-IN LANDING RWY 25R CAT II ILS             |                                                                                                     |                                                    |                                                    |
|-----------------------|--|----------------------------------------------------|-----------------------------------------------------------------------------------------------------|----------------------------------------------------|----------------------------------------------------|
| DH <b>50'</b>         |  | A<br><b>RA 102'</b><br>DA(H)<br><b>110' (100')</b> | B<br><b>RA 116'</b><br>DA(H)<br><b>124' (114')</b>                                                  | C<br><b>RA 127'</b><br>DA(H)<br><b>135' (125')</b> | D<br><b>RA 143'</b><br>DA(H)<br><b>150' (140')</b> |
|                       |  | RVR <b>200m</b>                                    | RVR <b>300m</b>  | RVR <b>400m</b>                                    |                                                    |

 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Communications.

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LEBL/BCN  
EL PRAT

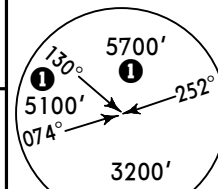
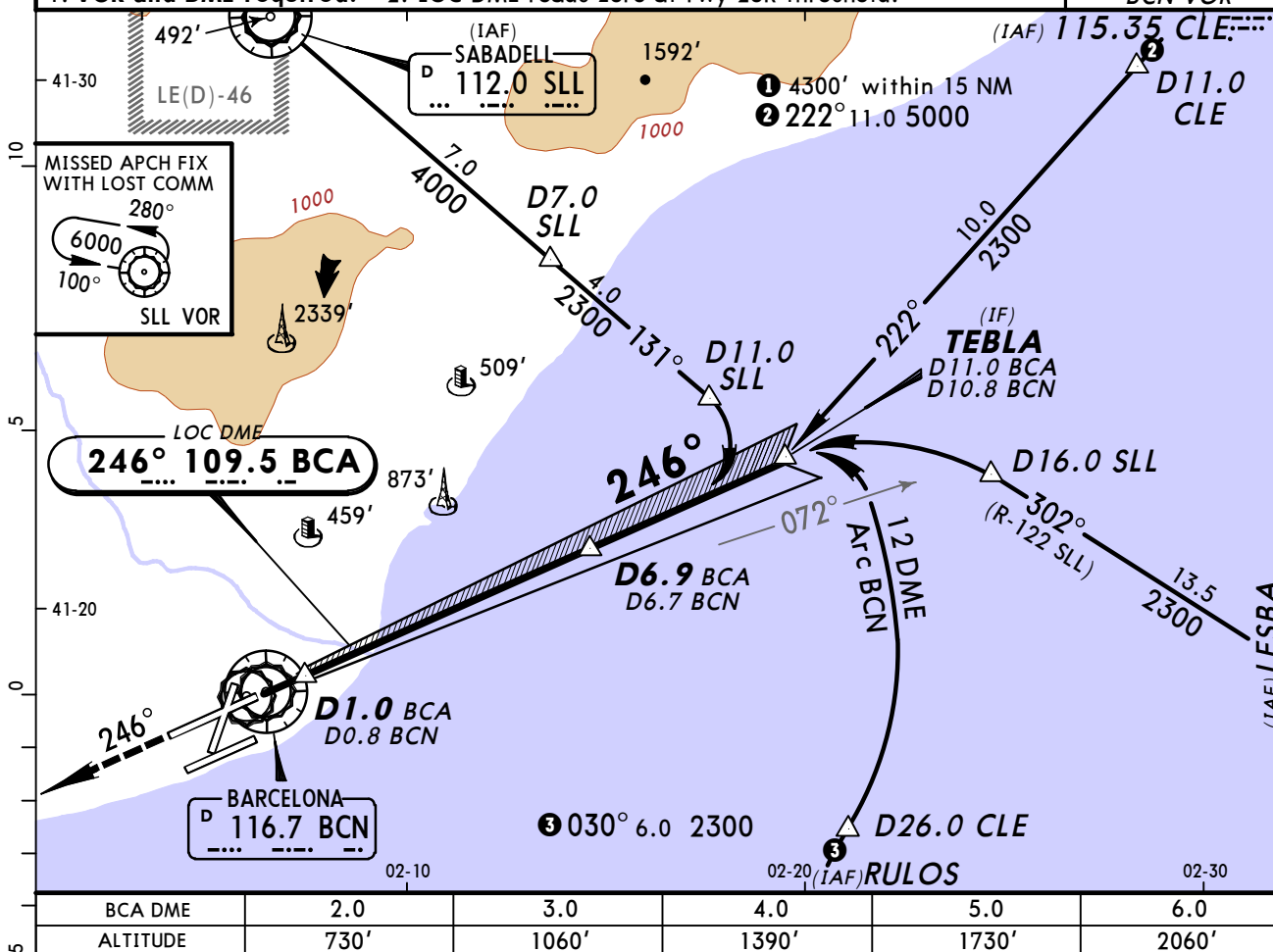
28 SEP 12

(11-6)

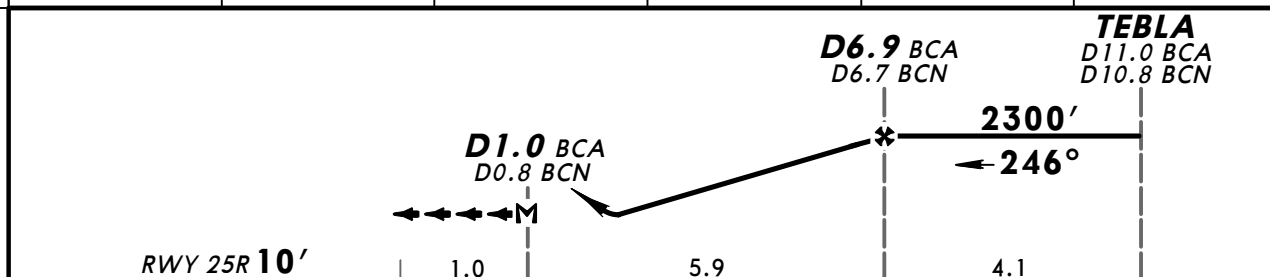
BARCELONA, SPAIN  
LOC Rwy 25R

| ATIS Arrival | BARCELONA Approach (R) | BARCELONA Tower | N     | SS Tower (GND) | SN     | SC     |
|--------------|------------------------|-----------------|-------|----------------|--------|--------|
| 118.65       | 119.1                  | 118.1           | 121.7 | 122.22         | 122.82 | 121.65 |

| LOC<br>BCA<br><b>109.5</b> | Final<br>Apch Crs<br><b>246°</b> | Minimum Alt<br><b>D6.9 BCA</b><br><b>2300'</b> (2290') | DA(H)<br><b>530'</b> (520') | Apt Elev <b>14'</b><br><b>RWY 10'</b> |  |
|----------------------------|----------------------------------|--------------------------------------------------------|-----------------------------|---------------------------------------|--|
|----------------------------|----------------------------------|--------------------------------------------------------|-----------------------------|---------------------------------------|--|

**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. LOC DME reads zero at rwy 25R threshold.MSA  
BCN VOR

| BCA DME  | 2.0  | 3.0   | 4.0   | 5.0   | 6.0   |
|----------|------|-------|-------|-------|-------|
| ALTITUDE | 730' | 1060' | 1390' | 1730' | 2060' |



| Gnd speed-Kts            | 70    | 90  | 100 | 120 | 140 | 160 |
|--------------------------|-------|-----|-----|-----|-----|-----|
| Descent Angle            | 3.13° | 388 | 498 | 554 | 665 | 775 |
| MAP at D1.0 BCA/D0.8 BCN |       |     |     |     |     |     |

| HIALS-II |  |  |  |  |  |  |
|----------|--|--|--|--|--|--|
| PAPI     |  |  |  |  |  |  |

| 3000'    |  |  |  |  |  |  |
|----------|--|--|--|--|--|--|
| on 116.7 |  |  |  |  |  |  |
| R-246    |  |  |  |  |  |  |

**Standard** STRAIGHT-IN LANDING RWY 25RCIRCLE-TO-LAND  
Not authorized  
Northwest of airportDA(H) **530'** (520')

ALS out

| Max Kts | MDA(H)        | VIS   |
|---------|---------------|-------|
| 100     | 580' (566')   | 1500m |
| 135     | 700' (686')   | 1600m |
| 180     | 1080' (1066') | 2400m |
| 205     | 1300' (1286') | 3600m |

| A | RVR 1500m |
|---|-----------|
| B | RVR 1500m |
| C | RVR 1600m |
| D | CMV 2400m |

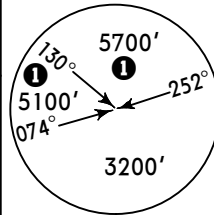
CHANGES: Communications. Minimums.

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LEBL/BCN  
EL PRATJEPPESEN  
28 SEP 12 (13-1)BARCELONA, SPAIN  
VOR Rwy 02

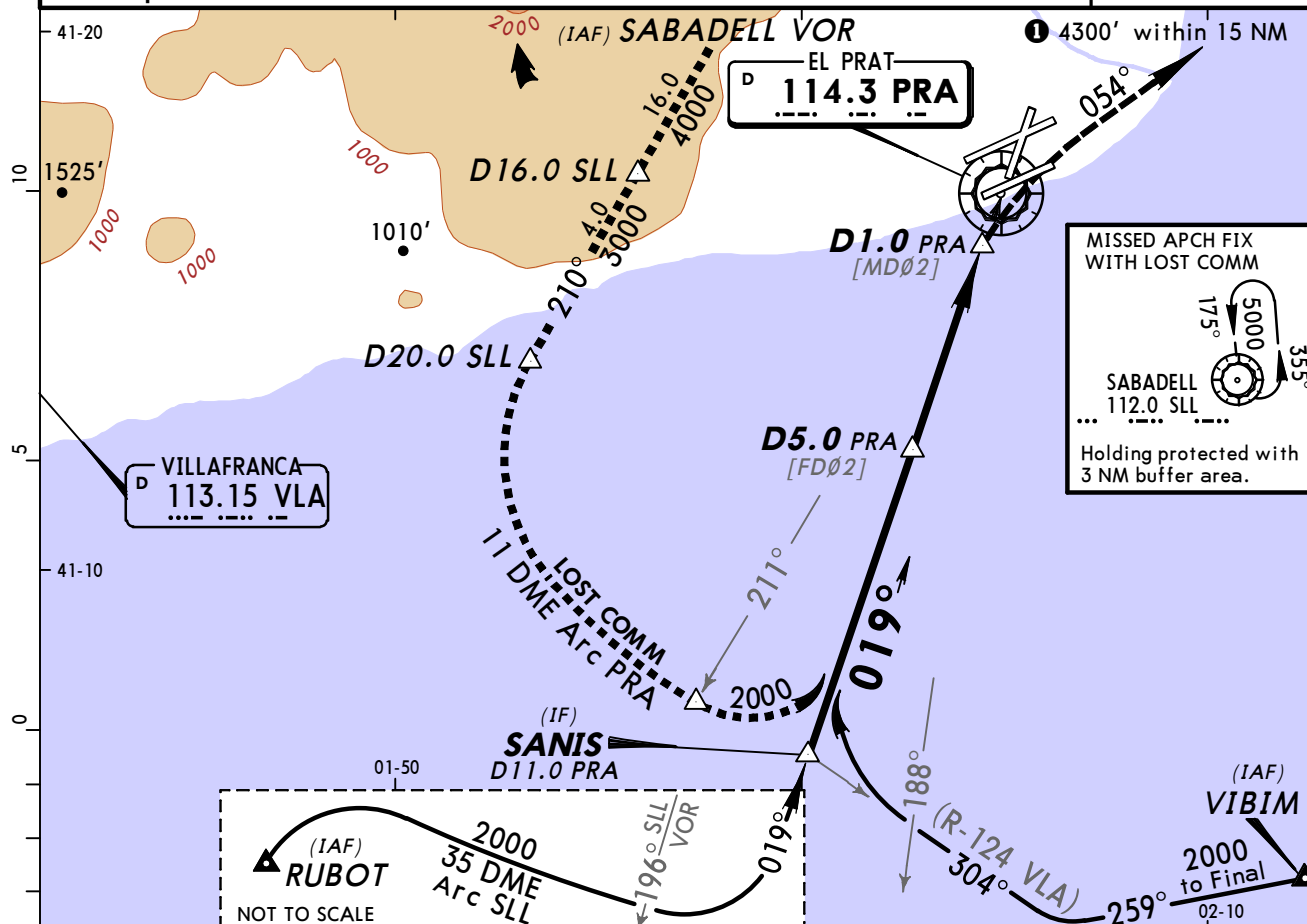
BRIEFING STRIP™

|                                                                                                                                                                   |                           |                                          |                      |              |              |              |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------------------------------|----------------------|--------------|--------------|--------------|
| ATIS Arrival                                                                                                                                                      | BARCELONA Approach (R)    | BARCELONA Tower                          | Tower (GND)          |              |              |              |
| 118.65                                                                                                                                                            | 119.1                     | 118.1                                    | N<br>121.7           | SS<br>122.22 | SN<br>122.82 | SC<br>121.65 |
| VOR<br>PRA<br>114.3                                                                                                                                               | Final<br>Apch Crs<br>019° | Minimum Alt<br>D5.0 PRA<br>1800' (1786') | DA(H)<br>500' (486') | Apt Elev 14' |              |              |
| <b>MISSED APCH:</b> Immediately turn RIGHT (MAX 185 KT) to intercept R-054 PRA climbing to 3000' and as directed.                                                 |                           |                                          |                      |              |              |              |
| <b>MISSED APCH WITH LOST COMM:</b> 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'     |              |              |              |
| DME required.                                                                                                                                                     |                           |                                          |                      |              |              |              |

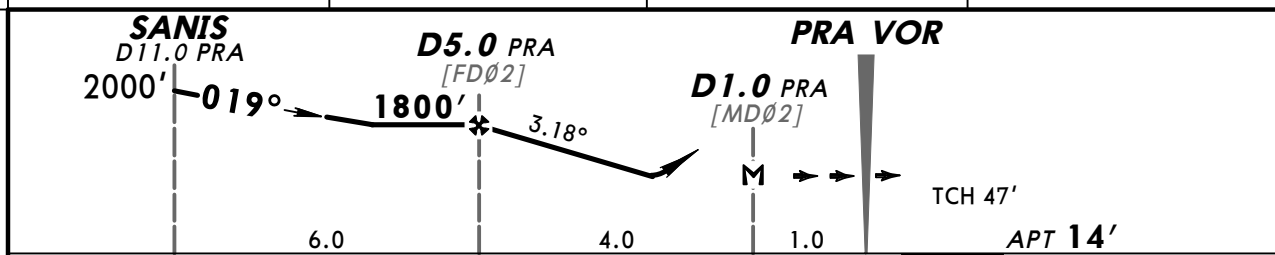


5700'  
5100'  
3200'  
130°  
252°  
074°

MSA  
PRA VOR



|          |       |       |      |
|----------|-------|-------|------|
| PRA DME  | 4.0   | 3.0   | 2.0  |
| ALTITUDE | 1520' | 1180' | 840' |



|                 |       |     |     |     |     |     |               |       |               |                       |
|-----------------|-------|-----|-----|-----|-----|-----|---------------|-------|---------------|-----------------------|
| Gnd speed-Kts   | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI | 3000' | 185 KT<br>MAX | PRA<br>114.3<br>R-054 |
| Descent Angle   | 3.18° | 394 | 506 | 563 | 675 | 788 |               |       |               |                       |
| MAP at D1.0 PRA |       |     |     |     |     |     |               |       |               |                       |

| Standard STRAIGHT-IN LANDING RWY 02 |           |           |  | CIRCLE-TO-LAND                      |               |       |  |
|-------------------------------------|-----------|-----------|--|-------------------------------------|---------------|-------|--|
| DA(H) 500' (486')                   |           |           |  | Not authorized Northwest of airport |               |       |  |
| ALS out                             |           |           |  | Max Kts                             | MDA(H)        | VIS   |  |
| PANS OPS                            | RVR 1500m | RVR 1500m |  | 100                                 | 580' (566')   | 1500m |  |
|                                     |           | RVR 1500m |  | 135                                 | 700' (686')   | 1600m |  |
|                                     |           | CMV 2300m |  | 180                                 | 1080' (1066') | 2400m |  |
|                                     |           | CMV 2300m |  | 205                                 | 1300' (1286') | 3600m |  |

CHANGES: Communications. Minimums.

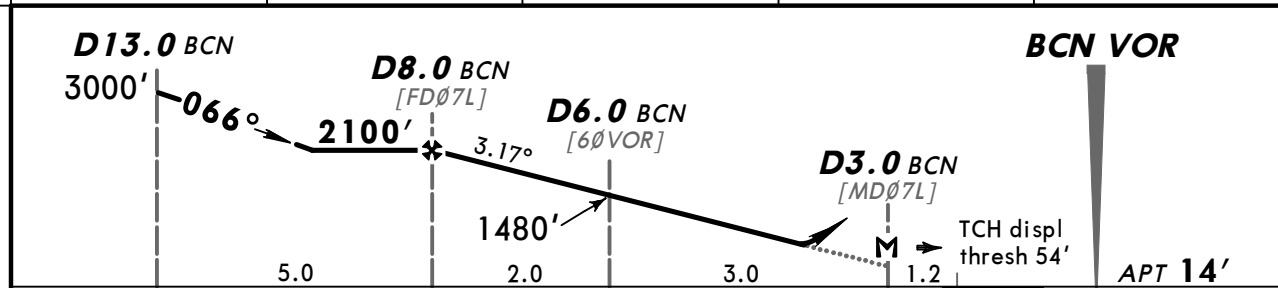
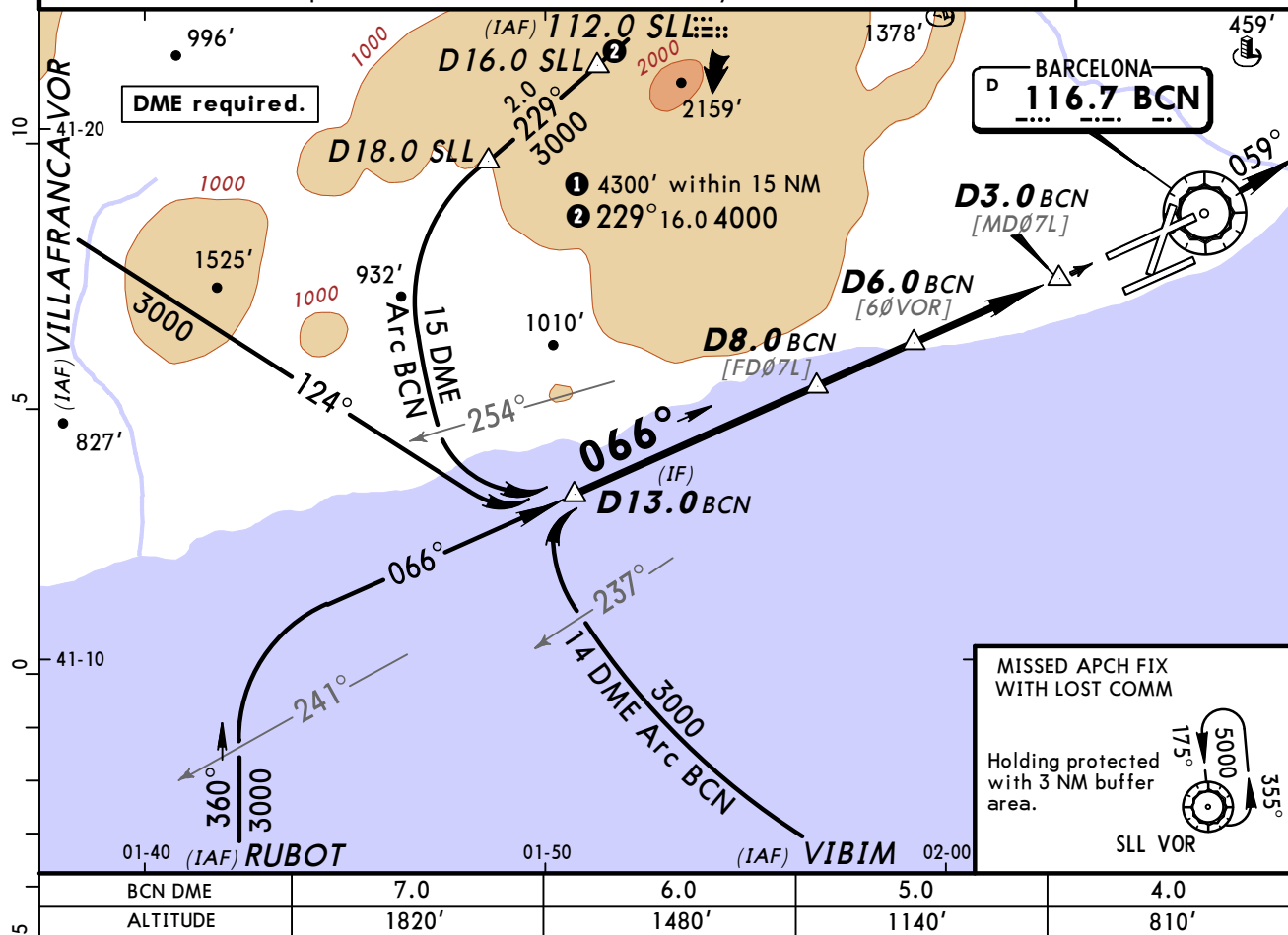
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LEBL/BCN  
EL PRAT

JEPPESEN  
28 SEP 12 (13-2)

BARCELONA, SPAIN  
VOR Rwy 07L

|                                                                                                                                                    |                            |                                          |                      |              |              |                                                             |
|----------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|------------------------------------------|----------------------|--------------|--------------|-------------------------------------------------------------|
| ATIS Arrival                                                                                                                                       | BARCELONA Approach (R)     | BARCELONA Tower                          | Tower (GND)          |              |              |                                                             |
| 118.65                                                                                                                                             | 119.1                      | 118.1                                    | N<br>121.7           | SS<br>122.22 | SN<br>122.82 | SC<br>121.65                                                |
| VOR<br>BCN<br>116.7                                                                                                                                | Final<br>Aptch Crs<br>066° | Minimum Alt<br>D8.0 BCN<br>2100' (2086') | DA(H)<br>480' (466') | Apt Elev 14' |              | <p>5700'<br/>5100'<br/>130°<br/>252°<br/>074°<br/>3200'</p> |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD to BCN VOR and follow R-059 BCN to 3000' and as directed.                                                 |                            |                                          |                      |              |              |                                                             |
| <b>MISSED APCH WITH LOST COMM:</b> 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'     |              |              |                                                             |

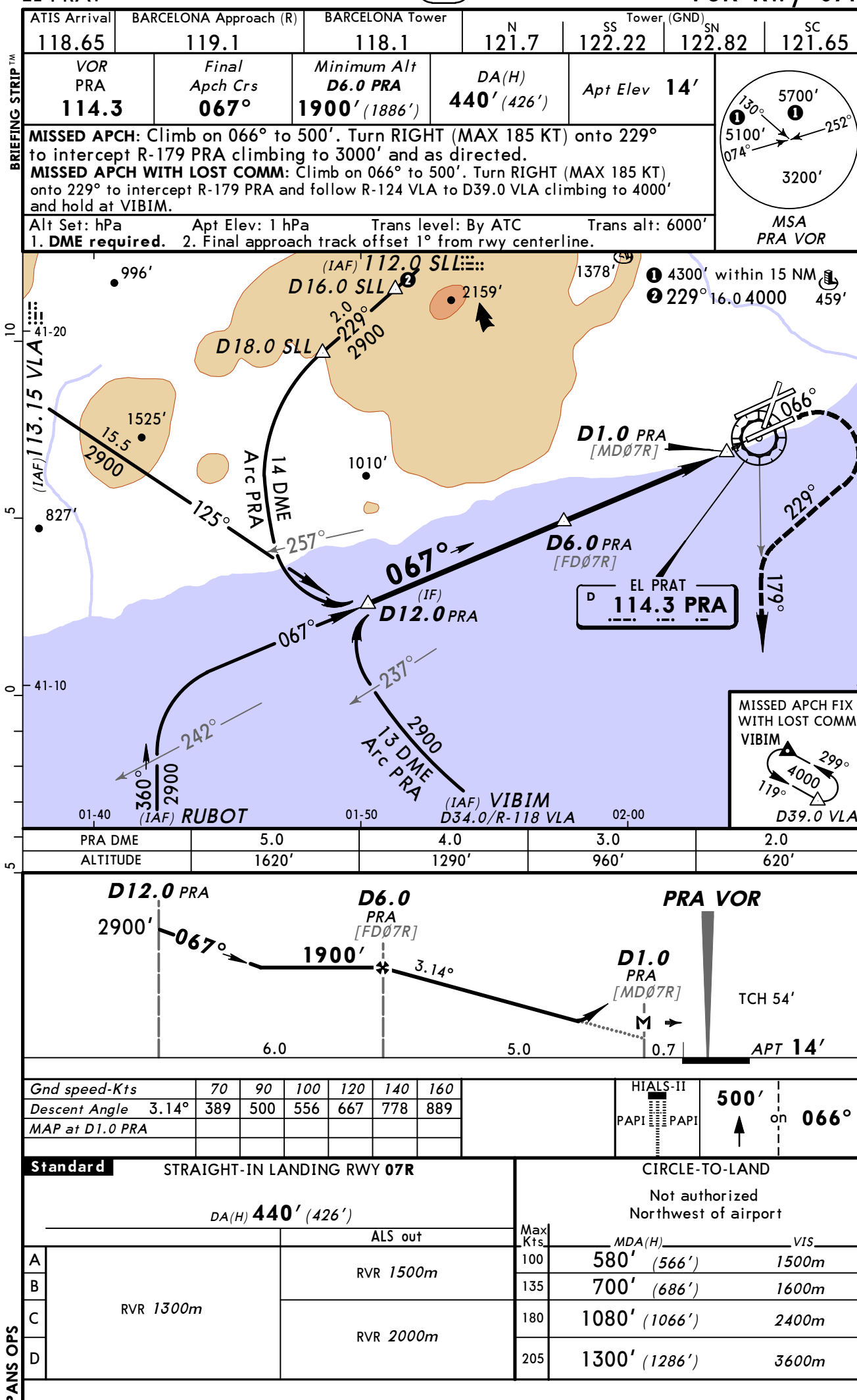


|                     |     |     |     |     |     |     |          |  |       |       |       |
|---------------------|-----|-----|-----|-----|-----|-----|----------|--|-------|-------|-------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | HIALS-II |  | BCN   | 3000' | BCN   |
| Descent Angle 3.17° | 393 | 505 | 561 | 673 | 785 | 897 | PAPI     |  | 116.7 | on    | 116.7 |
| MAP at D3.0 BCN     |     |     |     |     |     |     |          |  |       |       | R-059 |

|                                             |  |  |  |                                     |               |       |  |
|---------------------------------------------|--|--|--|-------------------------------------|---------------|-------|--|
| <b>Standard</b> STRAIGHT-IN LANDING RWY 07L |  |  |  | CIRCLE-TO-LAND                      |               |       |  |
| DA(H) <b>480'</b> (466')                    |  |  |  | Not authorized Northwest of airport |               |       |  |
| ALS out                                     |  |  |  | Max Kts                             | MDA(H)        | VIS   |  |
| RVR 1500m                                   |  |  |  | 100                                 | 580' (566')   | 1500m |  |
|                                             |  |  |  | 135                                 | 700' (686')   | 1600m |  |
| CMV 2200m                                   |  |  |  | 180                                 | 1080' (1066') | 2400m |  |
|                                             |  |  |  | 205                                 | 1300' (1286') | 3600m |  |

CHANGES: Communications. Minimums.

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LEBL/BCN  
EL PRATJEPPESEN  
28 SEP 12 (13-3)BARCELONA, SPAIN  
VOR Rwy 07R

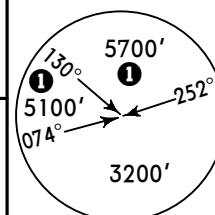
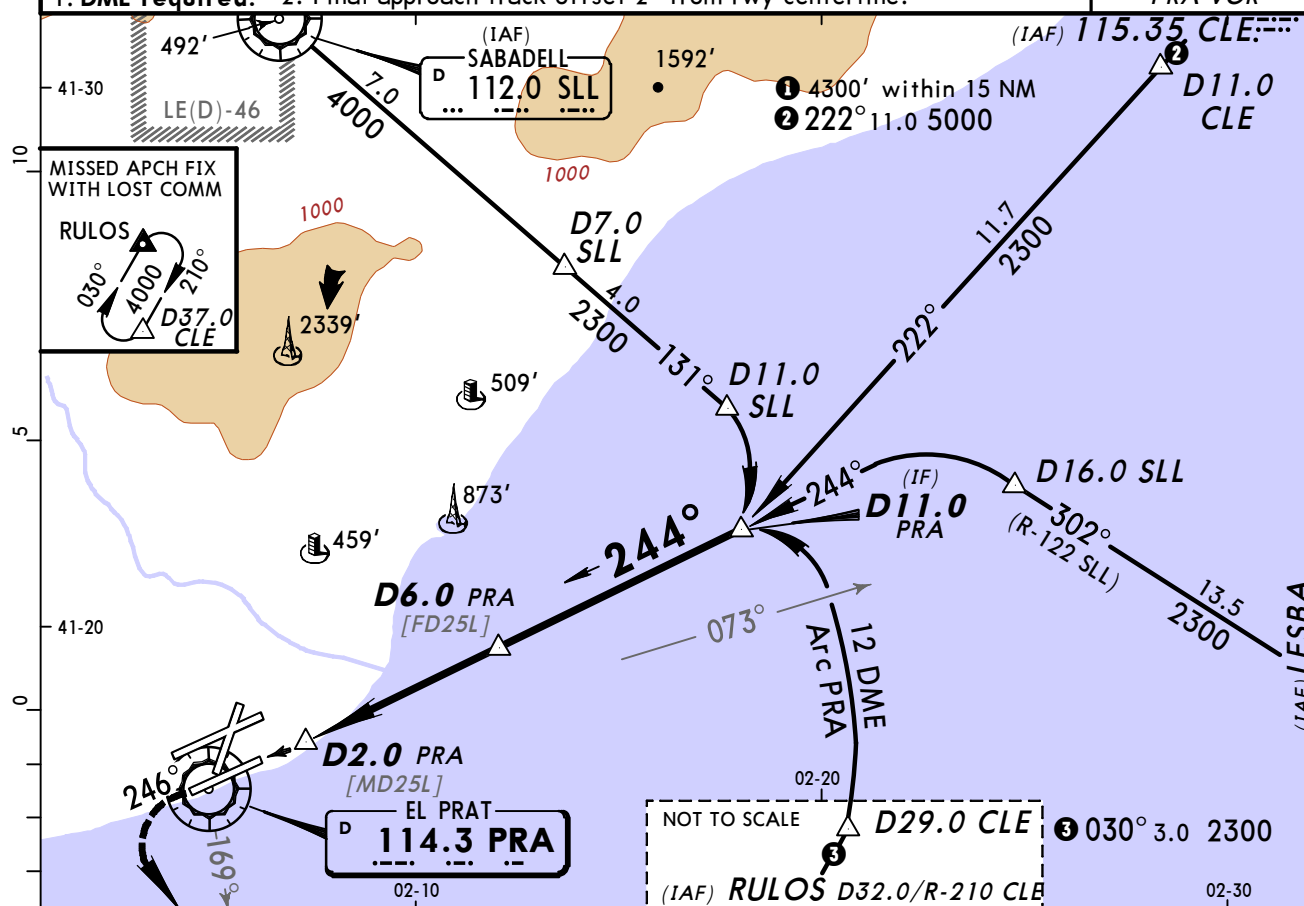
LEBL/BCN  
EL PRATJEPPESEN  
28 SEP 12 (13-4)BARCELONA, SPAIN  
VOR Rwy 25L

| ATIS Arrival | BARCELONA Approach (R) | BARCELONA Tower         | N           | SS Tower (GND) <sub>SN</sub> | SC     |
|--------------|------------------------|-------------------------|-------------|------------------------------|--------|
| 118.65       | 119.1                  | 118.1                   | 121.7       | 122.22                       | 122.82 |
| 121.65       |                        |                         |             |                              |        |
| VOR<br>PRA   | Final<br>Apch Crs      | Minimum Alt<br>D6.0 PRA | DA(H)       | Apt Elev 14'                 |        |
| 114.3        | 244°                   | 1700' (1686')           | 530' (516') |                              |        |

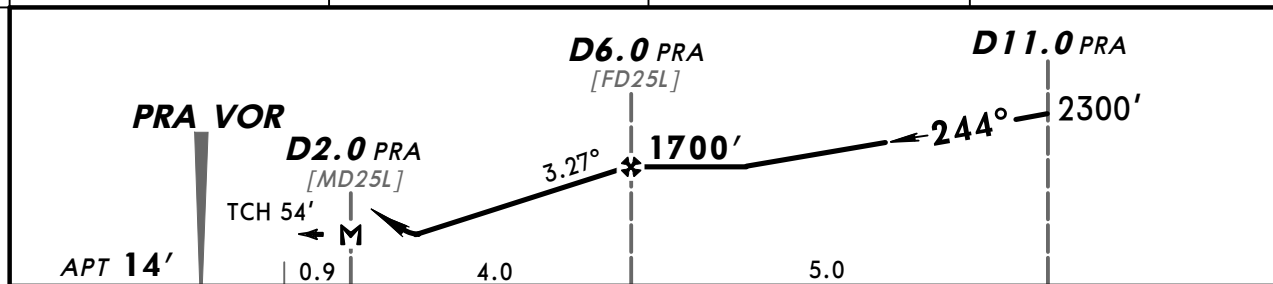
**MISSED APCH:** Climb on 246° to 500'. Turn LEFT (MAX 185 KT) to follow R-169 PRA climbing to 3000' and as directed.

**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.

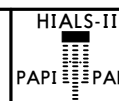
Alt Set: hPa Apt Elev: 1 hPa Trans level: By ATC Trans alt: 6000'  
1. DME required. 2. Final approach track offset 2° from rwy centerline.

MSA  
PRA VOR

| 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 |
| MAP at D2.0 PRA |       |     |     |     |     |     |



500' on 246°

**Standard** STRAIGHT-IN LANDING RWY 25L

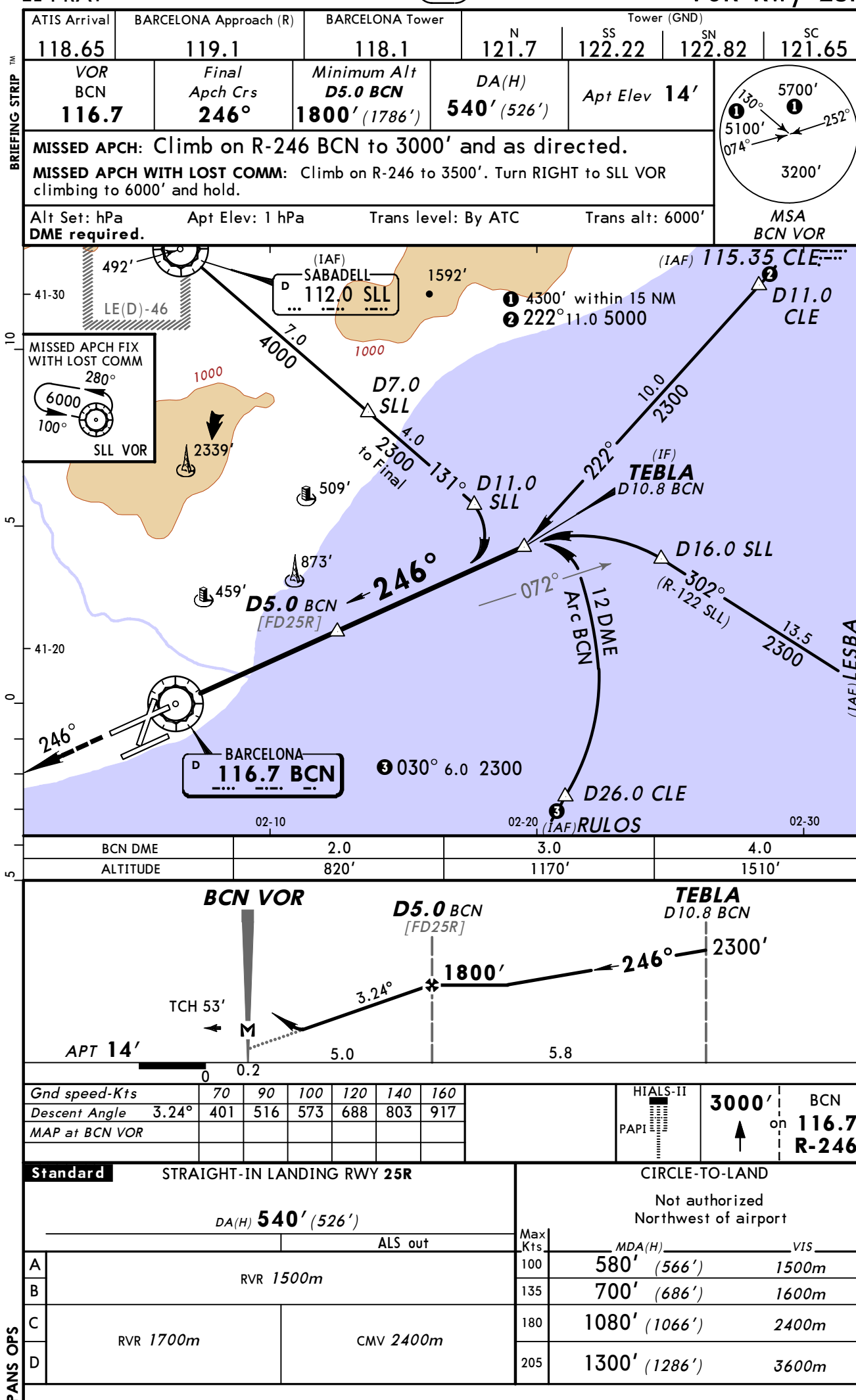
CIRCLE-TO-LAND

Not authorized  
Northwest of airport

|   | DA(H) 530' (516') | ALS out | Max Kts | MDA(H)        | VIS   |
|---|-------------------|---------|---------|---------------|-------|
| A |                   |         | 100     | 580' (566')   | 1500m |
| B |                   |         | 135     | 700' (686')   | 1600m |
| C |                   |         | 180     | 1080' (1066') | 2400m |
| D |                   |         | 205     | 1300' (1286') | 3600m |

CHANGES: Apt name. Communications. Minimums.

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LEBL/BCN  
EL PRATJEPPESEN  
28 SEP 12 (13-5)BARCELONA, SPAIN  
VOR Rwy 25R

**BARCELONA, (EL PRAT - LEBL)**

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport LEBL

**Type:** Terminal

**Effectivity:** Permanent

**Begin Date:** Immediately

**End Date:** No end date

Tower (GND) freq SN 122.82 withdrawn; SS and SC renamed S and C.

**Type:** Terminal

**Effectivity:** Permanent

**Begin Date:** Immediately

**End Date:** No end date

EFF 28 JUN 12 works in progress for rwy strip improvement. Operational impact will be announced by NOTAM.

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

EFF 7 FEB 13 DVOR/DME BGR replaced by CRP BEXUR at same position. Refer to temp charts and latest NOTAMs.